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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 1/24
11 JAN 2024

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 General

a) Information of AIP amendment publication dates, sunrise/sunset, schedule of AIRAC effective dates, and public holidays in 2024.
b) Withdrawal of domestic AFTN(RKNWYFYX, RKSSKALH) and Establishment of domestic AFTN(RKSSKAAO).
c) Information of aerodrome warnings and term(위험기상→SIGMET, 저고도위험기상→AIRMET, 항공기상청→기상당국, 윈드시어→급변풍).
d) Information of reductions, lighting charges, and passenger boarding bridge charge for Incheon INTL airport.
e) Withdrawal of reductions for Incheon INTL airport and Information of item number.
f) Information of lighting charges, passenger boarding bridge charge for Incheon INTL airport.

1.2 Enroute

a) Information of designated areas for Incheon airport and Gimpo airport.
b) Information of MAG VAR(8° W → 9° W) and remarks for gangwon VORTAC.
c) Information of Enroute chart.

1.3 Incheon INTL Airport

a) Establishment of remarks for Incheon airport slot coordination(IASC).
b) Information of RWY guard lights, meteorological information provided, and anemometer lighting.

1.4 Gimpo INTL Airport

a) Information of reference temperature(30.8 °C → 31.8 °C), RK P73, aviation safety act and MEHT.
b) Information of meteorological information provided, name of authority and marking for central apron.
c) Withdrawal of flight procedures construction criteria(5).

1.5 Jeju INTL Airport

a) Information of meteorological information provided, ATC surveillance minimum ALT(9 100 → 9 000, 4 700 → 4 600).
b) Amended phrase(equipments → equipment) and radial(312° → 313°, 065°→ 066°).

1.6 Gimhae INTL Airport

a) Information of aerodrome operator, TEL, FAX numbers and Withdrawal of AFS.

1.7 Yangyang INTL Airport

a) Information of aerodrome operator, TEL, FAX number, and operational hours for MET briefing office.
b) Information of meteorological information provided.
c) Establishment of YAG VOR.
d) Amended phrase(PK P518 → RK P518), symbol for ARP and ABN, table, PAPI information, MOA information(MOA 31H/L).

1.8 Daegu INTL Airport

a) Information of aerodrome operator, TEL, FAX numbers and Withdrawal of AFS.
b) Information of glide slope.
c) Withdrawal of symbol for glide slope.
d) Amended phrases(MIN → MNM, I-TGL DOC D7.4 → I-TGL D7.4, RWT → RWY).

1.9 Muan INTL Airport

a) Information of meteorological information provided.
b) Amended phrases(procedure → procedures, IMUN → MUN) and Withdrawal of unnecessary symbols.

1.10 Gwangju Airport

a) Information of aerodrome operator, TEL, FAX numbers and Withdrawal of AFS.
b) Information of glide slope.
c) Withdrawal of symbol for glide slope.

1.11 Yeosu Airport

a) Information of operational hours for MET briefing office and meteorological information provided.
b) Amended phrases(Under → under, withdraw LOC ONLY, IYSU → YSU).

1.12 Sacheon Airport

a) Information of aerodrome operator, address, TEL, FAX numbers, remark and Withdrawal of AFS.
b) Amended phrases(departures → departure, etc.) and Withdrawal of symbol for glide slope.
c) Information of glide slope and Establishment of note, IF, FAF.

1.13 Ulsan Airport

a) Information of meteorological information provided, RESA dimensions, and remarks.
b) Establishment of symbol for waypoint(RW180).

1.14 Pohang Gyeongju Airport

a) Information of aerodrome operator, TEL, FAX numbers and OBST type, ELEV/HGT for RKTHOB022.
b) Establishment of remarks for LOC 10(IKPO) unusable area.
c) Withdrawal of symbol for glide slope and Amended phrases(circle-to-land → circle to land, U.S → U.S., 28 → 10).

1.15 Uljin Airport

a) Withdrawal of unnecessary symbols and Establishment of symbol for LOC.

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 0.1-3(1 JUN 23) / 0.1-4(1 JUN 23)	GEN 0.1-3 / 0.1-4	11 JAN 24
GEN 0.3-1(14 DEC 23) / 0.3-2(14 DEC 23)	GEN 0.3-1 / 0.3-2	11 JAN 24
GEN 0.4-1(24 JAN 24) / 0.4-2(24 JAN 24)	GEN 0.4-1 / 0.4-2	11 JAN 24
GEN 0.4-3(24 JAN 24) / 0.4-4(24 JAN 24)	GEN 0.4-3 / 0.4-4	11 JAN 24
GEN 0.4-5(24 JAN 24) / 0.4-6(24 JAN 24)	GEN 0.4-5 / 0.4-6	11 JAN 24
GEN 0.4-7(24 JAN 24 / 0.4-8(24 JAN 24)	GEN 0.4-7 / 0.4-8	11 JAN 24
GEN 0.4-9(24 JAN 24) / 0.4-10(24 JAN 24)	GEN 0.4-9 / 0.4-10	11 JAN 24
GEN 2.1-1(12 JAN 23) / 2.1-2(12 JAN 23)	GEN 2.1-1 / 2.1-2	11 JAN 24
GEN 2.7-1(12 JAN 23) / 2.7-2(12 JAN 23)	GEN 2.7-1 / 2.7-2	11 JAN 24
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GEN 2.7-5(12 JAN 23) / 2.7-6(12 JAN 23)	GEN 2.7-5 / 2.7-6	11 JAN 24
GEN 3.1-5(1 JUN 23) / 3.1-6(1 JUN 23)	GEN 3.1-5 / 3.1-6	11 JAN 24
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GEN 3.5-1(3 JUN 21) / 3.5-2(3 JUN 21)	GEN 3.5-1 / 3.5-2	11 JAN 24
GEN 3.5-3(13 FEB 20) / 3.5-4(13 FEB 20)	GEN 3.5-3 / 3.5-4	11 JAN 24
GEN 4.1-3(12 JAN 23) / 4.1-4(12 JAN 23)	GEN 4.1-3 / 4.1-4	11 JAN 24
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VOL I, Part II - ENR (Enroute)	**VOL I, Part II - ENR (Enroute)**	
ENR 1.4-11(25 AUG 22) / 1.4-12(25 AUG 22)	ENR 1.4-11 / 1.4-12	11 JAN 24
ENR 4.1-1(17 NOV 22) / 4.1-2(17 NOV 22)	ENR 4.1-1 / 4.1-2	11 JAN 24
ENR 6-1-2(14 DEC 23)	ENR 6-1-2	11 JAN 24
VOL II, Part III - AD (Aerodrome)	**VOL II, Part III - AD (Aerodrome)**	
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RKPC	**RKPC**	
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RKPK	**RKPK**	
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RKNY	**RKNY**	
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RKJB	**RKJB**	
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RKJY	**RKJY**	
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AD CHART 2-22(15 DEC 22) / 2-22-1(15 DEC 22)	AD CHART 2-22 / 2-22-1	11 JAN 24
RKPS	**RKPS**	
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AD CHART 2-21(14 DEC 23) / 2-21-1(14 DEC 23)	AD CHART 2-21 / 2-21-1	11 JAN 24
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RKPU	**RKPU**	
AD 2-3(14 DEC 23) / 2-4(14 DEC 23)	AD 2-3 / 2-4	11 JAN 24
AD CHART 2-13(15 DEC 22) / 2-13-1(15 DEC 22)	AD CHART 2-13 / 2-13-1	11 JAN 24
RKTH	**RKTH**	
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RKTL	**RKTL**	
AD CHART 2-22(27 JUL 23) / 2-22-1(27 JUL 23)	AD CHART 2-22 / 2-22-1	11 JAN 24

END

AD 2. 헬기장 사용이 가능한 공항에 대한 자세한 정보는 아래 24항에 나타나 있다.

AD 2. Aerodromes - Detailed information about aerodromes, including helicopter landing areas, if located at the aerodromes, listed under 24 subsections.

4.2 정기 항공정보간행물 수정판 발간주기

4.2 Regular Amendment Interval

4.2.1 항공정보간행물 정기수정판은 2024년 1월 11일을 기준하여 28일 주기로 발간된다.

4.2.1 Regular amendments to the AIP will be issued as an interval of 28 days, including 11 January 2024.

Amendment NR.	Publication Date
1/24	11 JAN 24
2/24	8 FEB 24
3/24	7 MAR 24
4/24	4 APR 24
5/24	2 MAY 24
6/24	30 MAY 24
7/24	27 JUN 24
8/24	25 JUL 24
9/24	22 AUG 24
10/24	19 SEP 24
11/24	17 OCT 24
12/24	14 NOV 24
13/24	12 DEC 24

5. 저작권 정책

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5.5 In case of posting the information in accordance with the legal procedure, an unauthorized modification of the contents is prohibited except for simple error corrections. If violated, it may be subject to criminal prosecution.

Change : Information of AIP amendment publication dates.

6. 질의담당기관

6.1 항공정보간행물 편집상의 오류나 누락된 사항(제안사항 포함)이 발견되었을 경우, 다음의 부서에 통보하여야 한다. :

국토교통부 항공교통본부
항공정보과

주소 : (우) 41059
대구광역시 동구 매여로 1길 50-12

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6.2 처리절차

6.2.1 질의서 작성

항공정보간행물 편집상 오류나 누락된 사항(제안사항 포함)에 대하여 다음의 사항을 포함하여 질의서를 작성하여야 한다. :

a. 해당페이지 및 항목 번호
b. 내용 기재
c. 결과 통보를 위한 연락처(E-mail 또는 전화)

6.2.2 제출

질의서 제출은 담당자가 즉시 확인 및 자료 관리를 위해 항공정보과 대표메일로 제출함을 원칙으로 하며 부득이한 경우 유선으로 통보 후 1일 이내 메일로 제출하여야 한다.

6.2.3 처리

담당자는 접수된 질의서를 접수대장에 기록하고 질의서 내용이 편집상 오류 및 누락사항(제안사항 포함)이 맞는지 내용 검토 및 관계기관(지방항공청, 한국항공협회 등) 확인 후 항공정보간행물 발간일에 맞춰 수정한다.

6.2.4 결과통보

담당자는 접수된 질의서에 대한 조치결과를 민원인에게 다음의 사항을 포함하여 신속히 통보 한다. :

a. 질의내용
b. 확인 결과
c. 수정할 경우 수정발간 예정일
d. 수정하지 않을 경우 사유

6.2.5 반영결과 안내

담당자는 민원인이 수정 발간된 항공정보간행물의 해당 페이지와 해당 항목을 확인 할 수 있도록 다음의 내용을 포함하여 안내 문자를 보낸다.

a. 반영일
b. 해당페이지 및 항목
c. 주소 : http://aim.koca.go.kr

6. Contact in case of AIP errors or omissions

6.1 In the compilation of the AIP, any errors or omissions (include suggestions) should be reported to the following division. :

Aeronautical Information Services Division
Air Traffic Management Office
Ministry of Land, Infrastructure and Transport

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

TEL : +82-53-668-0283, 0284
FAX : +82-53-668-0277
E-mail : aisd@korea.kr

6.2 Procedure

6.2.1 Preparation of inquiries

Any errors and omissions(include suggestions) in the compilation of the AIP should be prepared in a questionnaire including each of the following items. :

a. Page and item number
b. Contents description
c. Contact information for notification(E-mail or telephone)

6.2.2 Submission

The questionnaire is submitted in principle to Aeronautical Information Services Division's main e-mail for immediate confirmation and data management. If it is unavoidable, it must be submitted by e-mail within one day after notification by telephone.

6.2.3 Process

The person in charge records the inquiry received on the reception book, checks whether the content of the inquiry is correct in the editorial errors and omissions(include suggestions), confirms the relevant authorities(Regional office of aviation, Korea Civil Aviation Association, etc), and makes revision according to the publication date of AIP.

6.2.4 Results notification

The result of the inquiry should be notified to civil petitioner including the following items. :

a. Question content
b. Verification result
c. Modification date to be revised
d. Reason not to be revised

6.2.5 Notice of revision result

The person in charge should send the notice including each of the following items to civil petitioner so that they can confirm the corresponding page and items of the revised AIP.

a. Revised date
b. Page and item number
c. Website address : http://aim.koca.go.kr

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	-	
34/22	Incheon AP - Temporary Obstacle Erected	AD	14 DEC 22 / 31 OCT 24	
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	
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	
1/24	Incheon AP - Incheon INTL Airport A-CDM Trial Operation for Phase 2	AD	29 JUN 22 / 1 MAY 24	
2/24	Incheon AP - Incheon INTL Airport VDGS Trial Operation for Cargo Terminal	AD	10 JAN 24 / 30 JUN 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	
18/23	Incheon AP - Unserviceability of ILS/DMEs	AD	9 AUG 23 / 27 NOV 24	
21/23	Uljin AP - Unserviceability of ILS/DME	AD	6 SEP 23 / 4 SEP 24	
26/23	Incheon AP - Unserviceability of PAPI/ALS for RWY 16L/34R	AD	29 NOV 23 / 31 JUL 24	
3/24	Incheon AP - RWY 15L/33R and TWYs Closed due to Construction	AD	1 NOV 23 / 12 JUN 24	
4/24	Gimpo AP - Operational Restrictions	AD	27 DEC 23 / 20 MAR 24	
5/24	Muan AP - Construction Work for Runway Extension	AD	21 FEB 24 / 20 JUL 25	
6/24	Muan AP - Unserviceability of ILS/DME	AD	21 FEB 24 / 20 JUL 25	
7/24	Muan AP - Unserviceability of ALS	AD	21 FEB 24 / 20 JUL 25	

GEN 0.4 CHECKLIST OF AIP PAGES

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4.4 - 20	EFF : 1 NOV 23
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5.4 - 5	24 DEC 15
5.4 - 6	24 DEC 15
5.4 - 7	24 DEC 15
5.4 - 8	24 DEC 15
5.4 - 9	24 DEC 15
5.4 - 10	24 DEC 15
5.4 - 11	24 DEC 15
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5.4 - 13	24 DEC 15
5.4 - 14	24 DEC 15
5.4 - 15	24 DEC 15
5.4 - 16	24 DEC 15
5.4 - 17	24 DEC 15
5.4 - 18	24 DEC 15
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5.4 - 21	24 DEC 15
5.4 - 22	24 DEC 15
5.4 - 23	24 DEC 15
5.4 - 24	24 DEC 15
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CHART 2 - 1	EFF : 6 SEP 23	CHART 2 - 1	16 DEC 21
CHART 2 - 2	4 MAY 23	CHART 2 - 2	16 DEC 21
CHART 2 - 3	22 SEP 22	CHART 2 - 3	19 NOV 20
CHART 2 - 4	22 SEP 22	CHART 2 - 4	21 SEP 23
CHART 2 - 5	4 MAY 23	CHART 2 - 4-1	21 SEP 23
CHART 2 - 6	4 MAY 23	CHART 2 - 5	EFF : 1 NOV 23
CHART 2 - 7	EFF : 6 SEP 23	CHART 2 - 5-1	EFF : 1 NOV 23
CHART 2 - 7-1	EFF : 6 SEP 23	CHART 2 - 6	EFF : 1 NOV 23
CHART 2 - 8	EFF : 6 SEP 23	CHART 2 - 6-1	16 DEC 21
CHART 2 - 8-1	22 SEP 22	CHART 2 - 7	EFF : 1 NOV 23
CHART 2 - 9	EFF : 6 SEP 23	CHART 2 - 7-1	16 DEC 21
CHART 2 - 9-1	22 SEP 22	CHART 2 - 8	EFF : 1 NOV 23
CHART 2 - 10	21 SEP 23	CHART 2 - 8-1	EFF : 1 NOV 23
CHART 2 - 10-1	21 SEP 23	CHART 2 - 9	EFF : 1 NOV 23
CHART 2 - 11	EFF : 6 SEP 23	CHART 2 - 9-1	EFF : 1 NOV 23
CHART 2 - 11-1	22 SEP 22	CHART 2 - 10	EFF : 1 NOV 23
CHART 2 - 12	EFF : 6 SEP 23	CHART 2 - 10-1	EFF : 1 NOV 23
CHART 2 - 12-1	22 SEP 22	CHART 2 - 11	EFF : 1 NOV 23
CHART 2 - 13	EFF : 6 SEP 23	CHART 2 - 11-1	EFF : 1 NOV 23
CHART 2 - 13-1	22 SEP 22	CHART 2 - 12	EFF : 1 NOV 23
CHART 2 - 14	EFF : 6 SEP 23	CHART 2 - 12-1	16 DEC 21
CHART 2 - 14-1	EFF : 6 SEP 23	CHART 2 - 13	EFF : 1 NOV 23
CHART 2 - 15	EFF : 6 SEP 23	CHART 2 - 13-1	EFF : 1 NOV 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	EFF : 1 NOV 23
CHART 2 - 17	EFF : 6 SEP 23	CHART 2 - 15-1	EFF : 1 NOV 23
CHART 2 - 17-1	22 SEP 22	CHART 2 - 16	EFF : 1 NOV 23
CHART 2 - 18	EFF : 6 SEP 23	CHART 2 - 16-1	EFF : 1 NOV 23
CHART 2 - 18-1	EFF : 6 SEP 23	CHART 2 - 17	EFF : 1 NOV 23
CHART 2 - 19	21 SEP 23	CHART 2 - 17-1	EFF : 1 NOV 23
CHART 2 - 19-1	21 SEP 23	CHART 2 - 18	EFF : 1 NOV 23
CHART 2 - 20	EFF : 6 SEP 23	CHART 2 - 18-1	EFF : 1 NOV 23
CHART 2 - 20-1	EFF : 6 SEP 23	CHART 2 - 19	EFF : 1 NOV 23
CHART 2 - 21	EFF : 6 SEP 23	CHART 2 - 19-1	EFF : 1 NOV 23
CHART 2 - 21-1	EFF : 6 SEP 23	CHART 2 - 20	EFF : 1 NOV 23
CHART 2 - 22	**11 JAN 24**	CHART 2 - 20-1	EFF : 1 NOV 23
CHART 2 - 22-1	**11 JAN 24**		
CHART 2 - 23	EFF : 6 SEP 23		
CHART 2 - 23-1	EFF : 6 SEP 23		
CHART 2 - 24	EFF : 6 SEP 23		
CHART 2 - 24-1	EFF : 6 SEP 23		
CHART 2 - 25	EFF : 6 SEP 23		
CHART 2 - 25-1	EFF : 6 SEP 23		
CHART 2 - 26	EFF : 6 SEP 23		
CHART 2 - 27	4 MAY 23		

GEN 2. TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS

1. 측정단위

모든 공중 및 지상운영에 사용되는 측정단위는 부속서 제5권에 의거 설정하며, 일반적으로 사용하는 수량과 이들의 측정에 사용되는 각각의 측량단위표는 아래와 같다.

1. Units of measurement

The units of measurement used in all air ground operations are in accordance with Annex 5. The quantities in common use and the units used for their respective measurements are listed as follows :

SUMMARY Units of Measurement 측 정 단 위 표 요 약	
Distance used in navigation, position reporting, etc.- generally in excess of 2 NM 항법 및 위치보고 등에 사용되는 거리 - 일반적으로 2 마일 이상의 거리	Nautical Miles and tenths(NM) 1/10 해리 단위
Relatively short distances such as those relating to aerodrome(e.g. runway lengths) 비행장에 관련되는 단거리(활주로 거리등)	Metres(m) or Feet(ft) 미터 또는 피트
Altitudes, elevations and heights 고도, 표고 및 높이	Metres(m) or Feet(ft) 미터 또는 피트
Horizontal speed including wind speed 수평속도 및 풍속	Knots(kt), Mach or km/h 노트, 마하 또는 킬로미터/시간
Vertical speed 수직속도	Feet per minutes 매 분당 피트
Wind direction for landing and taking off 이착륙시의 풍향	Degrees Magnetic 자방위 도수
Wind direction except landing and taking off 이착륙시 이외의 풍향	Degrees True 진방위 도수
Visibility including runway visual range 시정 및 활주로 시정거리	Kilometres or Metres 킬로미터 또는 미터
Altimeter setting 고도계 수정치	Hectopascals(hPa) 헥토파스칼
Temperature 온도	Degrees Celsius 섭씨
Weight 무게	Metric Tons or Kilograms 톤, 킬로그램

2. 시간 참조 기준

2.1 항공항행업무 및 항공정보업무에서 발행되는 간행물에는 국제표준시간이 사용된다. 한국표준시간은 국제표준시간에 9시간을 더한 시간이다.

2. Temporal reference system

2.1 Coordinated Universal Time(UTC) is used by air navigation services and in publications issued by the Aeronautical Information Service. The Korea Standard Time(KST) is UTC plus 9 HR.

3. 수평 참조 기준

3.1 위도 및 경도를 표시하는 모든 좌표는 World Geodetic System-1984(WGS-84) 좌표로 구성된다.

3. Horizontal reference system

3.1 All published geographical coordinates indicating latitude and longitude are expressed in terms of the World Geodetic System-1984(WGS-84) geodetic reference datum.

3.2 투영법은 램버트정각원추도법을 사용한다.

3.2 Lambert Conformal Conic Projection is used.

3.3 적용지역은 인천비행정보구역으로 한다.

3.3 Area of application is Incheon FIR.

3.4 WGS-84 좌표로 변환되었으나 실제 현장 측량조사와 관련된 정확성이 국제민간항공조약 부속서 11 제2장 및 부속서 14 제1권 및 제2권 제2장의 요구사항을 충족하지 못하는 지리좌표에 대해서는 기호 “*” 를 표시한 후 사용할 수 있다.

3.4 Geographical coordinates which have been transformed into WGS-84 coordinates but whose accuracy of original field work does not meet the requirements in Annex 11, Chapter 2, and Annex 14, Volumes I and II, Chapter 2, shall be identified by an asterisk(*).

4. 수직 참조 기준

4.1 항행에 사용하는 수직참조기준은 평균해수면 기준(MSL)을 사용한다. 단 지상고도(AGL)를 사용하는 경우는 별도로 표기한다.

4. Vertical reference system

4.1 Mean sea level datum (MSL) is used as the vertical reference system. When using above ground level(AGL), it will be notified obviously.

5. 항공기 국적 및 등록기호

대한민국에 등록한 항공기의 국적기호는 "HL" 두글자이며 국적기호 다음에는 아라비아 숫자 넷으로 구성된 등록기호를 붙인다. 예 : HL 1234

5. Aircraft nationality and registration marks

The nationality mark for aircraft registered in Republic of Korea is the two letters "HL". The nationality mark is followed by a registration mark consisting of 4 Arabic figures, e.g, HL1234.

Category of Aircraft 항공기의 종류			Registration marks 등록기호
Glider 활 공 기			0000-0599
Airship 비 행 선			0600-0799
Airplane 비 행 기	Piston Engine 피스톤 발동기	Single Engine 단 발 기	1000-1799
		Multi Engine 다 발 기	2000-2799
	Turbo-prop Engine 터보 프롭 발동기	Single Engine 단 발 기	5100-5199
		Twin Engine 쌍 발 기	5200-5299
		Three Engine 삼 발 기	5300-5399
		Four Engine 사 발 기	5400-5499
	Turbo-jet Engine 터보 제트 발동기	Single Engine 단 발 기	7100-7199
		Twin Engine 쌍 발 기	7200-7299/7500-7599/7700-7799 /7800-7899/8000-8099/8200-8299
		Three Engine 삼 발 기	7300-7399
		Four Engine 사 발 기	7400-7499/7600-7699/8400-8499/8600-8699
Helicopter 회전익 항공기	Piston Engine 피스톤 발동기	Single Engine 단 발 기	6100-6199
		Twin Engine 쌍 발 기	6200-6299
	Turbo Engine 터보 발동기	Single Engine 단 발 기	9100-9199/9300-9399/9500-9599
		Multi Engine 다 발 기	9200-9299/9400-9499/9600-9699
Remarks 비 고	Extra number will be assigned by considering the aircraft registration number.		

6. 공휴일

6. Public holidays

Name 명 칭		Date/Day 일 자
New Year's Day	신정	1 JAN
Lunar New Year's Day(consecutive holidays)	설날	9 FEB - 11 FEB
Anniversary of the Independence Movement	삼일절	1 MAR
General Election	국회의원선거	10 APR
Children's Day	어린이날	5 MAY
Buddha's Birthday	석가탄신일	15 MAY
Memorial Day	현충일	6 JUN
National Liberation Day	광복절	15 AUG
Chu-seok(consecutive holidays)	추석	16 SEP - 18 SEP
National Foundation Day	개천절	3 OCT
Hangul Proclamation Day	한글날	9 OCT
Christmas Day	성탄절	25 DEC

Change : Public holidays in 2024.

GEN 2.7 SUNRISE/SUNSET

1. The tables on the following pages have been prepared from the Korea Astronomy Observatory and are reproduced here with their permission. The tables include 18 aerodromes, which is being served by the air traffic services in Republic of Korea.

1.1 The times in the tables are valid from 14 December 2023 to 31 December 2024, and are for the beginning of Civil morning twilight(TWIL From), Sunrise(SR), Sunset(SS), and the end of Civil evening twilight(TWIL To).

1.2 All time are given in UTC.

1.3 The times given for the beginning of civil morning twilight and end of civil evening twilight are calculated for a height of the Sun 6° below the horizon, as commonly used.

2. The tables provide data for selected aerodromes, as listed below.

Name	Location indicator	Page
Cheongju	RKTU	GEN 2.7-2
Daegu	RKTN	GEN 2.7-2
Gimhae	RKPK	GEN 2.7-2
Gimpo	RKSS	GEN 2.7-2
Gunsan	RKJK	GEN 2.7-3
Gwangju	RKJJ	GEN 2.7-3
Incheon	RKSI	GEN 2.7-3
Jeju	RKPC	GEN 2.7-3
Jeongseok	RKPD	GEN 2.7-4
Muan	RKJB	GEN 2.7-4
Pohang Gyeongju	RKTH	GEN 2.7-4
Sacheon	RKPS	GEN 2.7-4
Seoul	RKSM	GEN 2.7-5
Ulsan	RKPU	GEN 2.7-5
Wonju	RKNW	GEN 2.7-5
Yangyang	RKNY	GEN 2.7-5
Yeosu	RKJY	GEN 2.7-6
Uljin	RKTL	GEN 2.7-6

Change : Information of sunrise/sunset.

DATE		CHEONGJU RKTU 364259N 1272957E				DAEGU RKTN 355339N 1283932E				GIMHAE RKPK 351050N 1285617E				GIMPO RKSS 373325N 1264751E			
		TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO
2023																	
DEC	19	2208	2237	0816	0845	2202	2230	0814	0842	2159	2227	0815	0843	2213	2242	0817	0846
	23	2210	2239	0818	0847	2204	2232	0816	0844	2201	2229	0817	0845	2215	2244	0819	0848
	27	2212	2241	0821	0849	2206	2234	0818	0847	2203	2231	0819	0847	2217	2246	0821	0850
	31	2213	2242	0823	0852	2207	2235	0821	0849	2204	2232	0822	0850	2218	2247	0824	0853
2024																	
JAN	1	2214	2242	0824	0853	2207	2236	0822	0850	2204	2233	0822	0851	2218	2247	0825	0854
	5	2214	2243	0827	0856	2208	2236	0825	0853	2205	2233	0826	0854	2219	2248	0828	0857
	9	2214	2243	0831	0859	2208	2236	0828	0856	2205	2233	0829	0857	2219	2248	0831	0900
	13	2214	2242	0835	0903	2208	2236	0832	0900	2205	2233	0833	0900	2219	2247	0835	0904
	17	2213	2241	0839	0907	2207	2235	0836	0904	2204	2232	0836	0904	2218	2246	0839	0908
	21	2212	2240	0843	0911	2206	2233	0840	0908	2203	2230	0840	0908	2216	2244	0844	0912
	25	2210	2238	0847	0915	2204	2231	0844	0911	2201	2229	0844	0912	2214	2242	0848	0916
	29	2208	2235	0851	0919	2202	2229	0848	0915	2159	2226	0849	0915	2212	2240	0852	0920
FEB	2	2205	2232	0856	0923	2159	2226	0852	0919	2157	2223	0853	0919	2209	2236	0857	0924
	6	2201	2228	0900	0927	2156	2222	0857	0923	2154	2220	0857	0923	2205	2233	0901	0929
	10	2158	2225	0904	0931	2152	2219	0901	0927	2150	2216	0901	0927	2202	2229	0906	0933
	14	2154	2220	0908	0935	2148	2215	0905	0931	2146	2213	0905	0931	2158	2224	0910	0937
	18	2150	2216	0913	0939	2144	2210	0909	0935	2142	2208	0909	0935	2153	2220	0914	0941
	22	2145	2211	0917	0943	2140	2206	0913	0939	2138	2204	0912	0938	2148	2215	0918	0945
	26	2140	2206	0921	0947	2135	2201	0917	0942	2133	2159	0916	0942	2143	2210	0923	0949
MAR	1	2135	2201	0924	0950	2130	2155	0920	0946	2128	2154	0920	0945	2138	2204	0927	0953
	5	2129	2155	0928	0954	2125	2150	0924	0950	2123	2149	0923	0949	2132	2159	0931	0957
	9	2124	2150	0932	0958	2119	2145	0928	0953	2118	2143	0927	0952	2127	2153	0934	1000
	13	2118	2144	0936	1001	2114	2139	0931	0957	2112	2138	0930	0955	2121	2147	0938	1004
	17	2112	2138	0939	1005	2108	2133	0935	1000	2107	2132	0934	0959	2115	2141	0942	1008
	21	2106	2132	0943	1009	2102	2128	0938	1004	2101	2127	0937	1002	2109	2135	0946	1012
	25	2100	2126	0946	1012	2056	2122	0941	1007	2056	2121	0940	1005	2103	2129	0949	1015
	29	2054	2120	0950	1016	2050	2116	0945	1010	2050	2115	0943	1009	2057	2123	0953	1019
APR	2	2048	2114	0953	1019	2045	2110	0948	1014	2044	2110	0946	1012	2050	2117	0956	1023
	6	2042	2109	0957	1023	2039	2105	0951	1017	2038	2104	0950	1015	2044	2111	1000	1027
	10	2037	2103	1000	1027	2033	2059	0955	1021	2033	2059	0953	1019	2038	2105	1004	1031
	14	2031	2057	1004	1030	2027	2054	0958	1024	2027	2053	0956	1022	2032	2059	1007	1034
	18	2025	2052	1007	1034	2022	2049	1001	1028	2022	2048	0959	1026	2027	2054	1011	1038
	22	2020	2047	1011	1038	2017	2043	1005	1032	2017	2043	1003	1029	2021	2049	1015	1042
	26	2015	2042	1014	1042	2012	2039	1008	1035	2012	2039	1006	1033	2016	2043	1018	1046
	30	2010	2037	1018	1045	2007	2034	1012	1039	2007	2034	1009	1036	2011	2039	1022	1050
MAY	4	2005	2033	1021	1049	2002	2030	1015	1043	2003	2030	1013	1040	2006	2034	1026	1054
	8	2001	2029	1025	1053	1958	2026	1018	1046	1959	2026	1016	1043	2001	2030	1029	1058
	12	1957	2025	1028	1057	1954	2022	1022	1050	1955	2023	1019	1047	1957	2026	1033	1102
	16	1953	2022	1031	1100	1951	2019	1025	1053	1951	2020	1022	1050	1953	2023	1036	1106
	20	1950	2019	1035	1104	1947	2016	1028	1057	1948	2017	1025	1054	1950	2020	1040	1109
	24	1947	2016	1038	1107	1945	2014	1031	1100	1946	2014	1028	1057	1947	2017	1043	1113
	28	1944	2014	1041	1111	1942	2012	1034	1103	1943	2013	1031	1100	1945	2015	1046	1116
JUN	1	1943	2013	1043	1113	1941	2010	1036	1106	1942	2011	1033	1103	1943	2013	1048	1119
	5	1941	2012	1046	1116	1939	2009	1039	1109	1941	2010	1036	1105	1941	2012	1051	1122
	9	1940	2011	1048	1118	1939	2009	1041	1111	1940	2009	1038	1108	1940	2011	1053	1124
	13	1940	2011	1050	1120	1938	2008	1043	1113	1940	2009	1040	1109	1940	2011	1055	1126
	17	1940	2011	1051	1122	1938	2009	1044	1114	1940	2009	1041	1111	1940	2011	1056	1128
	21	1941	2012	1052	1123	1939	2009	1045	1115	1940	2010	1042	1112	1941	2012	1057	1129
	25	1942	2013	1053	1123	1940	2010	1046	1116	1941	2011	1043	1112	1942	2013	1058	1129
	29	1943	2014	1053	1123	1942	2012	1046	1116	1943	2013	1043	1113	1943	2014	1058	1129
JUL	3	1945	2016	1053	1123	1944	2014	1046	1116	1945	2014	1043	1112	1945	2016	1058	1129
	7	1948	2018	1052	1122	1946	2016	1045	1115	1947	2016	1042	1111	1948	2018	1057	1128
	11	1950	2020	1050	1121	1948	2018	1044	1113	1949	2019	1041	1110	1950	2021	1056	1126
	15	1953	2023	1049	1119	1951	2020	1042	1111	1952	2021	1039	1108	1953	2024	1054	1124
	19	1956	2026	1047	1116	1954	2023	1040	1109	1955	2024	1037	1106	1956	2026	1051	1121
	23	1959	2029	1044	1113	1957	2026	1037	1106	1958	2027	1034	1103	2000	2029	1049	1118
	27	2003	2032	1041	1110	2000	2029	1034	1103	2001	2030	1032	1100	2003	2033	1046	1115
	31	2006	2035	1037	1106	2004	2032	1031	1059	2005	2033	1028	1056	2007	2036	1042	1111
AUG	4	2010	2038	1033	1102	2007	2035	1027	1055	2008	2036	1025	1052	2011	2039	1038	1107
	8	2014	2042	1029	1057	2011	2038	1023	1051	2011	2039	1021	1048	2014	2043	1034	1102
	12	2017	2045	1025	1052	2014	2042	1019	1046	2015	2042	1016	1043	2018	2046	1029	1057
	16	2021	2048	1020	1047	2018	2045	1014	1041	2018	2045	1012	1038	2022	2050	1024	1052
	20	2024	2051	1015	1042	2021	2048	1009	1036	2021	2048	1007	1033	2025	2053	1019	1046
	24	2028	2055	1009	1036	2024	2051	1004	1030	2024	2051	1002	1028	2029	2056	1013	1040
	28	2031	2058	1004	1031	2028	2054	0958	1025	2028	2054	0957	1023	2033	2100	1008	1035
SEP	1	2035	2101	0958	1025	2031	2057	0953	1019	2031	2057	0951	1017	2036	2103	1002	1029
	5	2038	2104	0952	1019	2034	2100	0947	1013	2034	2100	0946	1011	2040	2106	0956	1022
	9	2041	2107	0946	1013	2037	2103	0941	1007	2037	2103	0940	1005	2043	2110	0950	1016
	13	2045	2111	0941	1006	2041	2106	0936	1001	2040	2106	0934	1000	2047	2113	0944	1010
	17	2048	2114	0934	1000	2044	2109	0930	0955	2043	2109	0928	0954	2050	2116	0937	1004
	21	2051	2117	0928	0954	2047	2112	0924	0949	2046	2111	0922	0948	2054	2120	0931	0957
	25	2054	2120	0922	0948	2050	2116	0918	0943	2049	2114	0917	0942	2057	2123	0925	0951
	29	2058	2124	0916	0942	2053	2119	0912	0937	2052	2117	0911	0936	2100	2127	0919	0945
OCT	3	2101	2127	0910	0936	2056	2122	0906	0932	2055	2121	0905	0931	2104	2130	0913	0939
	7	2104	2130	0905	0931	2100	2125	0901	0926	2058	2124	0900	0925	2107	2134	0907	0933
	11	2108	2134	0859	0925	2103	2129	0855	0921	2102	2127	0854	0920	2111	2137	0901	0927
	15	2111	2137	0854	0920	2106	2132	0850	0915	2105	2130	0849	0915	2115	2141	0856	0922
	19	2115	2141	0848	0914	2110	2136	0845	0910	2108	2134	0844	0910	2118	2145	0850	0917
	23	2118	2145	0843	0910	2113	2139	0840	0906	2111	2137	0839	0905	2122	2149	0845	0912
	27	2122	2149	0839	0905	2117	2143	0835	0901	2115	2141	0835	0901	2126	2153	0840	0907
	31	2126	2153	0834	0901	2120	2147	0831	0857	2118	2145	0831	0857	2130	2157	0836	0903
NOV	4	2130	2157	0830	0857	2124	2151	0827	0853	2122	2148	0827	0853	2134	2201	0831	0859
	8	2134	2201	0826	0853	2128	2155	0823	0850	2126	2152	0823	0850	2138	2205	0828	0855
	12	2137	2205	0823	0850	2132	2159	0820	0847	2129	2156	0820	0847	2142	2209	0824	0852
	16	2141	2209	0820	0848	2135	2203	0817	0845	2133	2200	0818	0845	2146	2214	0821	0849
	20	2145	2213	0818	0846	2139	2207	0815	0843	2137	2204	0816	0843	2150	2218	0819	0847
	24	2149	2217	0816	0844	2143	2211	0813	0841	2140	2208	0814	0841	2153	2222	0817	0845
	28	2153	2221	0815	0843	2146	2214	0812	0840	2144	2212	0813	0840	2157	2226	0815	0844
DEC	2	2156	2225	0814	0842	2150	2218	0811	0839	2147	2215	0812	0840	2201	2230	0815	0843
	6	2200	2228	0814	0842	2153	2222	0811	0839	2151	2219	0812	0840	2204	2233	0814	0843
	10	2203	2232	0814	0843	2156	2225	0812	0840	2154	2222	0812	0840	2207	2237	0814	0844
	14	2206	2234	0815	0844	2159	2228	0812	0841	2156	2225	0813	0841	2210	2240	0815	0845
	18	2208	2237	0816	0845	2202	2230	0814	0842	2159	2227	0815	0843	2213	2242	0817	0846
	22	2210	2239	0818	0847	2204	2232	0816	0844	2201	2229	0816	0845	2215	2244	0818	0848
	26	2212	2241	0820	0849	2205	2234	0818	0847	2203	2231	0819	0847	2217	2246	0821	0850
	30	2213	2242	0823	0852	2207	2235	0821	0849	2204	2232	0821	0850	2218	2247	0824	0853

Change : Information of sunrise/sunset.

DATE		GUNSAN RKJK 355414N 1263657E				GWANGJU RKJJ 350735N 1264832E				INCHEON RKSI 372745N 1262621E				JEJU RKPC 333044N 1262934E			
		TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO
2023																	
DEC	19	2210	2239	0822	0851	2207	2236	0823	0852	2214	2244	0818	0848	2205	2233	0829	0856
	23	2212	2241	0824	0853	2210	2238	0825	0853	2216	2246	0820	0850	2207	2235	0831	0858
	27	2214	2242	0826	0855	2211	2239	0828	0856	2218	2247	0823	0852	2209	2237	0833	0901
	31	2215	2243	0829	0857	2213	2241	0830	0858	2219	2248	0825	0855	2210	2238	0836	0903
2024																	
JAN	1	2215	2244	0830	0858	2213	2241	0831	0859	2220	2249	0826	0855	2211	2238	0836	0904
	5	2216	2244	0833	0901	2214	2242	0834	0902	2220	2249	0830	0859	2211	2239	0839	0907
	9	2216	2244	0836	0905	2214	2242	0838	0905	2220	2249	0833	0902	2212	2239	0843	0910
	13	2216	2244	0840	0908	2214	2241	0841	0909	2220	2248	0837	0906	2212	2239	0846	0913
	17	2215	2243	0844	0912	2213	2240	0845	0913	2219	2247	0841	0910	2211	2238	0850	0917
	21	2214	2241	0848	0916	2212	2239	0849	0916	2217	2246	0845	0914	2210	2237	0854	0921
	25	2212	2239	0852	0920	2210	2237	0853	0920	2215	2243	0850	0918	2208	2235	0858	0924
	29	2210	2237	0856	0924	2208	2235	0857	0924	2213	2241	0854	0922	2206	2233	0902	0928
FEB	2	2207	2234	0901	0928	2205	2232	0901	0928	2210	2238	0858	0926	2204	2230	0905	0932
	6	2204	2231	0905	0932	2202	2229	0905	0932	2207	2234	0903	0930	2201	2227	0909	0935
	10	2200	2227	0909	0935	2159	2225	0909	0936	2203	2230	0907	0934	2158	2224	0913	0939
	14	2157	2223	0913	0939	2155	2221	0913	0939	2159	2226	0912	0938	2155	2220	0917	0942
	18	2152	2218	0917	0943	2151	2217	0917	0943	2154	2221	0916	0942	2151	2216	0920	0946
	22	2148	2214	0921	0947	2146	2212	0921	0947	2150	2216	0920	0946	2147	2212	0924	0949
	26	2143	2209	0925	0951	2142	2207	0925	0950	2145	2211	0924	0950	2142	2207	0927	0952
MAR	1	2138	2204	0929	0954	2137	2202	0928	0954	2139	2206	0928	0954	2137	2202	0931	0956
	5	2133	2158	0932	0958	2132	2157	0932	0957	2134	2200	0932	0958	2133	2157	0934	0959
	9	2127	2153	0936	1001	2126	2152	0935	1001	2128	2154	0936	1002	2127	2152	0937	1002
	13	2122	2147	0939	1005	2121	2146	0939	1004	2122	2148	0940	1006	2122	2147	0940	1005
	17	2116	2141	0943	1008	2115	2141	0942	1007	2116	2142	0943	1009	2117	2142	0943	1008
	21	2110	2136	0946	1012	2110	2135	0945	1011	2110	2136	0947	1013	2112	2136	0946	1011
	25	2104	2130	0950	1015	2104	2129	0949	1014	2104	2130	0951	1017	2106	2131	0949	1014
	29	2059	2124	0953	1019	2058	2124	0952	1017	2058	2124	0954	1021	2101	2126	0952	1017
APR	2	2053	2118	0956	1022	2053	2118	0955	1021	2052	2118	0958	1024	2055	2120	0955	1020
	6	2047	2113	1000	1026	2047	2113	0958	1024	2046	2112	1001	1028	2050	2115	0958	1023
	10	2041	2107	1003	1029	2041	2107	1001	1027	2040	2107	1005	1032	2045	2110	1001	1027
	14	2036	2102	1006	1033	2036	2102	1005	1031	2034	2101	1009	1036	2039	2105	1004	1030
	18	2030	2057	1010	1036	2031	2057	1008	1034	2028	2055	1012	1040	2034	2100	1007	1033
	22	2025	2052	1013	1040	2025	2052	1011	1038	2023	2050	1016	1043	2029	2055	1010	1036
	26	2020	2047	1016	1043	2020	2047	1014	1041	2017	2045	1020	1047	2025	2051	1013	1039
	30	2015	2042	1020	1047	2016	2043	1018	1045	2012	2040	1023	1051	2020	2047	1016	1043
MAY	4	2010	2038	1023	1051	2011	2039	1021	1048	2007	2036	1027	1055	2016	2043	1019	1046
	8	2006	2034	1027	1055	2007	2035	1024	1052	2003	2032	1030	1059	2012	2039	1022	1049
	12	2002	2030	1030	1058	2003	2031	1027	1055	1959	2028	1034	1103	2009	2036	1025	1053
	16	1959	2027	1033	1102	2000	2028	1031	1059	1955	2024	1037	1107	2005	2033	1028	1056
	20	1956	2024	1036	1105	1957	2025	1034	1102	1952	2021	1041	1110	2003	2030	1031	1059
	24	1953	2022	1039	1108	1954	2023	1037	1105	1949	2019	1044	1114	2000	2028	1034	1102
	28	1951	2020	1042	1112	1952	2021	1039	1108	1946	2017	1047	1117	1958	2026	1037	1105
JUN	1	1949	2018	1045	1114	1950	2020	1042	1111	1944	2015	1050	1120	1957	2025	1039	1108
	5	1947	2017	1047	1117	1949	2019	1044	1114	1943	2014	1052	1123	1955	2024	1041	1110
	9	1947	2017	1049	1119	1948	2018	1046	1116	1942	2013	1054	1125	1955	2024	1043	1112
	13	1946	2016	1051	1121	1948	2018	1048	1118	1942	2013	1056	1127	1955	2024	1045	1114
	17	1947	2017	1052	1123	1948	2018	1049	1119	1942	2013	1058	1129	1955	2024	1046	1115
	21	1947	2017	1053	1124	1949	2019	1050	1120	1942	2014	1059	1130	1956	2025	1047	1116
	25	1948	2018	1054	1124	1950	2020	1051	1121	1943	2015	1059	1130	1957	2026	1048	1117
	29	1950	2020	1054	1124	1952	2021	1051	1121	1945	2016	1059	1130	1958	2027	1048	1117
JUL	3	1952	2022	1054	1124	1953	2023	1051	1120	1947	2018	1059	1130	2000	2029	1048	1117
	7	1954	2024	1053	1123	1956	2025	1050	1120	1949	2020	1058	1129	2002	2031	1047	1116
	11	1956	2026	1052	1121	1958	2027	1049	1118	1952	2023	1057	1127	2004	2033	1046	1115
	15	1959	2029	1050	1120	2001	2030	1047	1116	1955	2025	1055	1125	2007	2035	1045	1113
	19	2002	2031	1048	1117	2004	2033	1045	1114	1958	2028	1053	1123	2010	2038	1043	1111
	23	2005	2034	1045	1114	2007	2035	1043	1111	2001	2031	1050	1120	2012	2040	1040	1108
	27	2009	2037	1042	1111	2010	2038	1040	1108	2005	2034	1047	1116	2015	2043	1038	1105
	31	2012	2040	1039	1107	2013	2041	1037	1105	2009	2038	1043	1112	2018	2046	1035	1102
AUG	4	2015	2043	1035	1103	2017	2044	1033	1101	2012	2041	1039	1108	2022	2049	1031	1058
	8	2019	2047	1031	1059	2020	2047	1029	1056	2016	2044	1035	1103	2025	2051	1027	1054
	12	2022	2050	1027	1054	2023	2050	1025	1052	2020	2048	1030	1058	2028	2054	1023	1050
	16	2026	2053	1022	1049	2027	2053	1020	1047	2023	2051	1025	1053	2031	2057	1019	1045
	20	2029	2056	1017	1044	2030	2056	1015	1042	2027	2055	1020	1047	2034	2100	1014	1040
	24	2033	2059	1012	1038	2033	2059	1010	1036	2031	2058	1015	1042	2037	2103	1010	1035
	28	2036	2102	1007	1033	2036	2102	1005	1031	2034	2101	1009	1036	2040	2105	1005	1030
SEP	1	2039	2105	1001	1027	2039	2105	1000	1025	2038	2105	1003	1030	2043	2108	0959	1025
	5	2042	2108	0955	1021	2043	2108	0954	1020	2041	2108	0957	1024	2046	2111	0954	1019
	9	2046	2112	0950	1015	2046	2111	0948	1014	2045	2111	0951	1018	2048	2113	0949	1014
	13	2049	2115	0944	1009	2049	2114	0943	1008	2048	2115	0945	1011	2051	2116	0943	1008
	17	2052	2118	0938	1003	2052	2117	0937	1002	2052	2118	0939	1005	2054	2119	0938	1002
	21	2055	2121	0932	0957	2055	2120	0931	0956	2055	2121	0933	0959	2057	2121	0932	0957
	25	2058	2124	0926	0951	2058	2123	0925	0950	2058	2125	0927	0953	2059	2124	0927	0951
	29	2101	2127	0920	0946	2101	2126	0919	0945	2102	2128	0920	0946	2102	2127	0921	0946
OCT	3	2105	2130	0914	0940	2104	2129	0914	0939	2105	2131	0914	0940	2105	2130	0916	0941
	7	2108	2133	0909	0934	2107	2132	0908	0934	2109	2135	0908	0935	2108	2133	0910	0935
	11	2111	2137	0903	0929	2110	2135	0903	0928	2112	2139	0903	0929	2111	2136	0905	0930
	15	2114	2140	0858	0924	2113	2139	0858	0923	2116	2142	0857	0923	2114	2139	0900	0925
	19	2118	2144	0853	0919	2117	2142	0853	0918	2120	2146	0852	0918	2117	2142	0856	0921
	23	2121	2147	0848	0914	2120	2146	0848	0914	2123	2150	0847	0913	2120	2145	0851	0916
	27	2125	2151	0843	0909	2123	2149	0843	0909	2127	2154	0842	0908	2123	2148	0847	0912
	31	2129	2155	0839	0905	2127	2153	0839	0905	2131	2158	0837	0904	2126	2152	0843	0909
NOV	4	2132	2159	0835	0902	2130	2157	0835	0902	2135	2202	0833	0900	2130	2155	0839	0905
	8	2136	2203	0831	0858	2134	2201	0832	0859	2139	2206	0829	0857	2133	2159	0836	0902
	12	2140	2207	0828	0855	2138	2205	0829	0856	2143	2211	0826	0853	2137	2203	0833	0859
	16	2143	2211	0825	0853	2141	2208	0826	0853	2147	2215	0823	0851	2140	2206	0831	0857
	20	2147	2215	0823	0851	2145	2212	0824	0851	2151	2219	0820	0849	2144	2210	0829	0855
	24	2151	2219	0821	0849	2149	2216	0822	0850	2155	2223	0818	0847	2147	2214	0827	0854
	28	2155	2223	0820	0848	2152	2220	0821	0849	2158	2227	0817	0846	2150	2217	0826	0853
DEC	2	2158	2226	0820	0848	2156	2224	0821	0848	2202	2231	0816	0845	2154	2221	0826	0853
	6	2201	2230	0819	0848	2159	2227	0821	0849	2206	2235	0816	0845	2157	2224	0826	0853
	10	2205	2233	0820	0848	2202	2230	0821	0849	2209	2238	0816	0845	2200	2227	0826	0854
	14	2207	2236	0821	0849	2205	2233	0822	0850	2212	2241	0817	0846	2203	2230	0827	0855
	18	2210	2238	0822	0850	2207	2236	0823	0851	2214	2243	0818	0848	2205	2233	0829	0856
	22	2212	2241	0824	0852	2209	2238	0825	0853	2216	2246	0820	0849	2207	2235	0831	0858
	26	2214	2242	0826	0855	2211	2239	0827	0856	2218	2247	0823	0852	2209	2236	0833	0900
	30	2215	2243	0829	0857	2212	2241	0830	0858	2219	2248	0825	0854	2210	2238	0836	0903

Change : Information of sunrise/sunset.

DATE		JEONGSEOK RKPD 332354N 1264247E				MUAN RKJB 345929N 1262258E				POHANG GYEONGJU RKTH 355916N 1292507E				SACHEON RKPS 350519N 1280414E			
		TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO
2023																	
DEC	19	2204	2232	0828	0856	2209	2237	0825	0854	2159	2228	0811	0839	2202	2231	0818	0847
	23	2206	2234	0830	0858	2211	2239	0827	0856	2201	2230	0813	0841	2204	2233	0820	0849
	27	2208	2235	0832	0900	2213	2241	0830	0858	2203	2231	0815	0843	2206	2234	0823	0851
	31	2209	2237	0835	0903	2214	2242	0832	0900	2204	2233	0818	0846	2207	2236	0825	0853
2024																	
JAN	1	2209	2237	0836	0903	2214	2242	0833	0901	2204	2233	0818	0847	2208	2236	0826	0854
	5	2210	2238	0839	0906	2215	2243	0836	0904	2205	2233	0822	0850	2208	2236	0829	0857
	9	2211	2238	0842	0909	2215	2243	0840	0907	2205	2233	0825	0853	2209	2236	0833	0901
	13	2210	2238	0846	0913	2215	2243	0843	0911	2205	2233	0829	0857	2208	2236	0836	0904
	17	2210	2237	0849	0916	2214	2242	0847	0915	2204	2232	0833	0901	2208	2235	0840	0908
	21	2209	2236	0853	0920	2213	2240	0851	0918	2203	2230	0837	0904	2206	2234	0844	0911
	25	2207	2234	0857	0923	2211	2238	0855	0922	2201	2228	0841	0908	2205	2232	0848	0915
	29	2205	2232	0901	0927	2209	2236	0859	0926	2159	2226	0845	0912	2203	2229	0852	0919
FEB	2	2203	2229	0905	0931	2207	2233	0903	0930	2156	2223	0849	0916	2200	2227	0856	0923
	6	2200	2226	0909	0934	2204	2230	0907	0934	2153	2220	0853	0920	2157	2223	0900	0927
	10	2157	2223	0912	0938	2200	2226	0911	0937	2149	2216	0858	0924	2154	2220	0904	0931
	14	2154	2219	0916	0942	2156	2222	0915	0941	2145	2212	0902	0928	2150	2216	0908	0934
	18	2150	2215	0920	0945	2152	2218	0919	0945	2141	2207	0906	0932	2146	2212	0912	0938
	22	2146	2211	0923	0948	2148	2214	0923	0949	2137	2203	0910	0936	2141	2207	0916	0942
	26	2141	2206	0927	0952	2143	2209	0927	0952	2132	2158	0914	0939	2137	2202	0920	0945
MAR	1	2136	2201	0930	0955	2138	2204	0930	0956	2127	2152	0917	0943	2132	2157	0923	0949
	5	2132	2156	0933	0958	2133	2159	0934	0959	2121	2147	0921	0947	2127	2152	0927	0952
	9	2127	2151	0936	1001	2128	2153	0937	1002	2116	2142	0925	0950	2121	2147	0930	0956
	13	2121	2146	0939	1004	2123	2148	0940	1006	2110	2136	0928	0954	2116	2141	0934	0959
	17	2116	2141	0943	1007	2117	2142	0944	1009	2105	2130	0932	0957	2110	2136	0937	1002
	21	2111	2136	0946	1010	2112	2137	0947	1012	2059	2125	0935	1001	2105	2130	0940	1006
	25	2105	2130	0948	1013	2106	2131	0950	1016	2053	2119	0938	1004	2059	2124	0943	1009
	29	2100	2125	0951	1016	2100	2126	0953	1019	2047	2113	0942	1007	2053	2119	0947	1012
APR	2	2055	2120	0954	1019	2054	2120	0957	1022	2041	2107	0945	1011	2048	2113	0950	1015
	6	2049	2114	0957	1022	2049	2114	1000	1025	2036	2102	0948	1014	2042	2108	0953	1019
	10	2044	2109	1000	1026	2043	2109	1003	1029	2030	2056	0952	1018	2036	2102	0956	1022
	14	2039	2104	1003	1029	2038	2104	1006	1032	2024	2051	0955	1022	2031	2057	1000	1026
	18	2034	2059	1006	1032	2033	2059	1009	1036	2019	2045	0958	1025	2026	2052	1003	1029
	22	2029	2055	1009	1035	2027	2054	1013	1039	2013	2040	1002	1029	2020	2047	1006	1033
	26	2024	2050	1012	1038	2022	2049	1016	1043	2008	2035	1005	1032	2016	2042	1009	1036
	30	2020	2046	1015	1042	2018	2045	1019	1046	2004	2031	1009	1036	2011	2038	1013	1040
MAY	4	2015	2042	1018	1045	2013	2041	1022	1050	1959	2027	1012	1040	2006	2034	1016	1043
	8	2012	2038	1021	1048	2009	2037	1026	1053	1955	2023	1015	1044	2002	2030	1019	1047
	12	2008	2035	1024	1051	2005	2033	1029	1057	1951	2019	1019	1047	1958	2026	1022	1050
	16	2005	2032	1027	1055	2002	2030	1032	1100	1947	2016	1022	1051	1955	2023	1025	1054
	20	2002	2030	1030	1058	1959	2027	1035	1103	1944	2013	1025	1054	1952	2020	1028	1057
	24	2000	2028	1033	1101	1956	2025	1038	1107	1941	2011	1028	1057	1949	2018	1031	1100
	28	1958	2026	1035	1104	1954	2023	1041	1110	1939	2009	1031	1101	1947	2016	1034	1103
JUN	1	1956	2024	1038	1106	1953	2022	1043	1112	1937	2007	1034	1103	1946	2015	1037	1106
	5	1955	2024	1040	1109	1951	2021	1046	1115	1936	2006	1036	1106	1944	2014	1039	1108
	9	1954	2023	1042	1111	1951	2020	1048	1117	1935	2005	1038	1108	1944	2013	1041	1111
	13	1954	2023	1044	1113	1950	2020	1049	1119	1935	2005	1040	1110	1943	2013	1043	1113
	17	1954	2023	1045	1114	1951	2020	1051	1120	1935	2005	1041	1112	1943	2013	1044	1114
	21	1955	2024	1046	1115	1951	2021	1052	1121	1936	2006	1042	1113	1944	2014	1045	1115
	25	1956	2025	1047	1116	1952	2022	1052	1122	1937	2007	1043	1113	1945	2015	1046	1116
	29	1957	2026	1047	1116	1954	2023	1052	1122	1938	2008	1043	1113	1947	2016	1046	1116
JUL	3	1959	2028	1047	1115	1956	2025	1052	1122	1940	2010	1043	1113	1949	2018	1046	1115
	7	2001	2030	1046	1115	1958	2027	1052	1121	1942	2012	1042	1112	1951	2020	1045	1114
	11	2004	2032	1045	1113	2000	2029	1050	1120	1945	2015	1041	1111	1953	2022	1044	1113
	15	2006	2034	1044	1112	2003	2032	1049	1118	1948	2017	1039	1109	1956	2025	1042	1111
	19	2009	2037	1042	1110	2006	2035	1047	1115	1951	2020	1037	1106	1959	2028	1040	1109
	23	2012	2040	1039	1107	2009	2037	1044	1113	1954	2023	1034	1103	2002	2030	1038	1106
	27	2015	2042	1037	1104	2012	2040	1041	1109	1957	2026	1031	1100	2005	2033	1035	1103
	31	2018	2045	1034	1101	2015	2043	1038	1106	2001	2029	1028	1056	2008	2036	1032	1059
AUG	4	2021	2048	1030	1057	2019	2046	1034	1102	2004	2032	1024	1052	2012	2039	1028	1055
	8	2024	2051	1026	1053	2022	2049	1031	1058	2008	2035	1020	1048	2015	2042	1024	1051
	12	2027	2054	1022	1049	2025	2052	1026	1053	2011	2038	1016	1043	2018	2045	1020	1047
	16	2030	2056	1018	1044	2029	2055	1022	1048	2014	2042	1011	1038	2022	2048	1015	1042
	20	2033	2059	1013	1039	2032	2058	1017	1043	2018	2045	1006	1033	2025	2051	1010	1037
	24	2036	2102	1009	1034	2035	2101	1012	1038	2021	2048	1001	1027	2028	2054	1005	1031
	28	2039	2105	1004	1029	2038	2104	1007	1033	2025	2051	0955	1022	2031	2057	1000	1026
SEP	1	2042	2107	0958	1024	2041	2107	1001	1027	2028	2054	0950	1016	2034	2100	0954	1020
	5	2045	2110	0953	1018	2044	2110	0956	1021	2031	2057	0944	1010	2038	2103	0949	1015
	9	2048	2113	0948	1013	2047	2113	0950	1015	2034	2100	0938	1004	2041	2106	0943	1009
	13	2050	2115	0942	1007	2050	2116	0944	1010	2038	2103	0933	0958	2044	2109	0938	1003
	17	2053	2118	0937	1002	2053	2119	0938	1004	2041	2106	0927	0952	2047	2112	0932	0957
	21	2056	2121	0931	0956	2056	2122	0933	0958	2044	2109	0921	0946	2050	2115	0926	0951
	25	2058	2123	0926	0950	2059	2125	0927	0952	2047	2113	0915	0940	2053	2118	0920	0945
	29	2101	2126	0920	0945	2102	2128	0921	0946	2050	2116	0909	0934	2056	2121	0914	0940
OCT	3	2104	2129	0915	0940	2105	2131	0916	0941	2053	2119	0903	0929	2059	2124	0909	0934
	7	2107	2132	0910	0934	2109	2134	0910	0935	2057	2122	0857	0923	2102	2127	0903	0929
	11	2110	2135	0905	0929	2112	2137	0905	0930	2100	2126	0852	0918	2105	2130	0858	0923
	15	2113	2138	0900	0925	2115	2140	0900	0925	2103	2129	0847	0912	2108	2134	0853	0918
	19	2116	2141	0855	0920	2118	2144	0855	0920	2107	2133	0841	0907	2111	2137	0848	0913
	23	2119	2144	0850	0916	2121	2147	0850	0916	2110	2136	0836	0903	2115	2141	0843	0909
	27	2122	2147	0846	0912	2125	2151	0845	0911	2114	2140	0832	0858	2118	2144	0838	0904
	31	2125	2151	0842	0908	2128	2155	0841	0907	2117	2144	0828	0854	2122	2148	0834	0900
NOV	4	2129	2154	0839	0904	2132	2158	0837	0904	2121	2148	0824	0850	2125	2152	0830	0857
	8	2132	2158	0835	0901	2136	2202	0834	0900	2125	2152	0820	0847	2129	2156	0827	0854
	12	2135	2202	0833	0859	2139	2206	0831	0858	2129	2156	0817	0844	2133	2159	0824	0851
	16	2139	2205	0830	0857	2143	2210	0828	0855	2132	2200	0814	0841	2136	2203	0821	0848
	20	2142	2209	0828	0855	2147	2214	0826	0853	2136	2204	0812	0839	2140	2207	0819	0846
	24	2146	2213	0827	0854	2150	2218	0824	0852	2140	2208	0810	0838	2144	2211	0818	0845
	28	2149	2216	0826	0853	2154	2221	0823	0851	2144	2212	0809	0837	2147	2215	0816	0844
DEC	2	2153	2220	0825	0852	2157	2225	0823	0850	2147	2215	0808	0836	2151	2218	0816	0844
	6	2156	2223	0825	0852	2200	2228	0823	0851	2150	2219	0808	0836	2154	2222	0816	0844
	10	2159	2226	0826	0853	2203	2231	0823	0851	2153	2222	0808	0837	2157	2225	0816	0844
	14	2201	2229	0827	0854	2206	2234	0824	0852	2156	2225	0809	0838	2200	2228	0817	0845
	18	2204	2231	0828	0856	2209	2237	0825	0853	2159	2227	0810	0839	2202	2230	0818	0847
	22	2206	2234	0830	0858	2211	2239	0827	0855	2201	2230	0812	0841	2204	2233	0820	0848
	26	2208	2235	0832	0900	2213	2241	0829	0858	2203	2231	0815	0843	2206	2234	0822	0851
	30	2209	2237	0835	0902	2214	2242	0832	0900	2204	2232	0817	0846	2207	2235	0825	0853

Change : Information of sunrise/sunset.

DATE		SEOUL RKSM 372645N 1270651E				ULSAN RKPU 353536N 1292108E				WONJU RKNW 372617N 1275737E				YANGYANG RKNY 380341N 1284009E			
		TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO
2023																	
DEC	19	2212	2241	0816	0845	2158	2227	0812	0840	2208	2237	0812	0842	2207	2236	0808	0837
	23	2214	2243	0818	0847	2200	2229	0814	0842	2210	2240	0814	0844	2209	2238	0810	0839
	27	2215	2245	0820	0849	2202	2231	0816	0845	2212	2241	0817	0846	2211	2240	0812	0842
	31	2217	2246	0823	0852	2203	2232	0819	0847	2213	2242	0819	0849	2212	2241	0815	0844
2024																	
JAN	1	2217	2246	0824	0853	2204	2232	0820	0848	2213	2243	0820	0849	2212	2241	0816	0845
	5	2217	2246	0827	0856	2204	2233	0823	0851	2214	2243	0824	0853	2213	2242	0819	0848
	9	2217	2246	0830	0859	2205	2233	0826	0854	2214	2243	0827	0856	2213	2242	0823	0852
	13	2217	2246	0834	0903	2204	2232	0830	0858	2214	2242	0831	0900	2212	2241	0827	0855
	17	2216	2245	0838	0907	2204	2231	0834	0902	2213	2241	0835	0903	2211	2240	0831	0859
	21	2215	2243	0843	0911	2202	2230	0838	0905	2211	2239	0839	0907	2210	2238	0835	0903
	25	2213	2241	0847	0915	2200	2228	0842	0909	2209	2237	0844	0912	2208	2236	0839	0908
	29	2210	2238	0851	0919	2158	2225	0846	0913	2207	2235	0848	0916	2205	2233	0844	0912
FEB	2	2207	2235	0856	0923	2156	2222	0850	0917	2204	2231	0852	0920	2202	2230	0848	0916
	6	2204	2231	0900	0927	2153	2219	0854	0921	2201	2228	0857	0924	2159	2226	0853	0920
	10	2200	2227	0905	0932	2149	2215	0859	0925	2157	2224	0901	0928	2155	2222	0857	0925
	14	2156	2223	0909	0936	2145	2211	0903	0929	2153	2220	0906	0932	2151	2218	0902	0929
	18	2152	2218	0913	0940	2141	2207	0907	0933	2148	2215	0910	0936	2146	2213	0906	0933
	22	2147	2213	0917	0944	2137	2202	0910	0936	2144	2210	0914	0940	2141	2208	0910	0937
	26	2142	2208	0921	0948	2132	2158	0914	0940	2139	2205	0918	0944	2136	2203	0915	0941
MAR	1	2137	2203	0925	0952	2127	2152	0918	0943	2133	2159	0922	0948	2131	2157	0919	0945
	5	2131	2157	0929	0955	2122	2147	0921	0947	2128	2154	0926	0952	2125	2151	0923	0949
	9	2125	2151	0933	0959	2116	2142	0925	0950	2122	2148	0930	0956	2119	2145	0927	0953
	13	2120	2146	0937	1003	2111	2136	0928	0954	2116	2142	0934	1000	2113	2140	0931	0957
	17	2114	2140	0941	1007	2105	2131	0932	0957	2110	2136	0937	1003	2107	2133	0934	1001
	21	2108	2134	0944	1010	2059	2125	0935	1001	2104	2130	0941	1007	2101	2127	0938	1004
	25	2101	2128	0948	1014	2054	2119	0938	1004	2058	2124	0945	1011	2055	2121	0942	1008
	29	2055	2122	0952	1018	2048	2113	0942	1007	2052	2118	0948	1014	2049	2115	0946	1012
APR	2	2049	2116	0955	1022	2042	2108	0945	1011	2046	2112	0952	1018	2042	2109	0949	1016
	6	2043	2110	0959	1025	2036	2102	0948	1014	2040	2106	0955	1022	2036	2103	0953	1020
	10	2037	2104	1002	1029	2031	2057	0952	1018	2034	2101	0959	1026	2030	2057	0957	1024
	14	2031	2058	1006	1033	2025	2051	0955	1021	2028	2055	1003	1030	2024	2051	1000	1028
	18	2026	2053	1010	1037	2020	2046	0958	1025	2022	2049	1006	1033	2018	2046	1004	1032
	22	2020	2047	1013	1041	2014	2041	1002	1028	2017	2044	1010	1037	2013	2040	1008	1036
	26	2015	2042	1017	1045	2009	2036	1005	1032	2011	2039	1013	1041	2007	2035	1012	1040
	30	2010	2038	1020	1049	2005	2032	1008	1036	2006	2034	1017	1045	2002	2030	1015	1044
MAY	4	2005	2033	1024	1052	2000	2028	1012	1039	2001	2030	1021	1049	1957	2026	1019	1048
	8	2000	2029	1028	1056	1956	2024	1015	1043	1957	2026	1024	1053	1952	2021	1023	1052
	12	1956	2025	1031	1100	1952	2020	1018	1046	1953	2022	1028	1057	1948	2018	1026	1056
	16	1952	2022	1035	1104	1949	2017	1021	1050	1949	2018	1031	1101	1944	2014	1030	1100
	20	1949	2019	1038	1108	1945	2014	1025	1053	1946	2015	1035	1104	1941	2011	1033	1103
	24	1946	2016	1041	1111	1943	2012	1027	1057	1943	2013	1038	1108	1938	2008	1037	1107
	28	1944	2014	1044	1114	1941	2010	1030	1100	1940	2011	1041	1111	1935	2006	1040	1110
JUN	1	1942	2012	1047	1117	1939	2008	1033	1102	1938	2009	1043	1114	1933	2004	1042	1113
	5	1940	2011	1049	1120	1938	2007	1035	1105	1937	2008	1046	1117	1932	2003	1045	1116
	9	1939	2010	1052	1123	1937	2007	1037	1107	1936	2007	1048	1119	1931	2002	1047	1119
	13	1939	2010	1053	1124	1936	2006	1039	1109	1936	2007	1050	1121	1931	2002	1049	1120
	17	1939	2010	1055	1126	1937	2007	1041	1111	1936	2007	1051	1123	1931	2002	1051	1122
	21	1940	2011	1056	1127	1937	2007	1042	1112	1936	2008	1052	1124	1931	2003	1052	1123
	25	1941	2012	1056	1128	1938	2008	1042	1112	1937	2009	1053	1124	1932	2004	1052	1124
	29	1942	2013	1057	1128	1940	2010	1042	1112	1939	2010	1053	1124	1934	2005	1052	1124
JUL	3	1944	2015	1056	1127	1942	2012	1042	1112	1941	2012	1053	1124	1936	2007	1052	1123
	7	1947	2017	1055	1126	1944	2014	1041	1111	1943	2014	1052	1123	1938	2009	1051	1122
	11	1949	2020	1054	1124	1946	2016	1040	1110	1946	2017	1051	1121	1941	2012	1050	1120
	15	1952	2023	1052	1122	1949	2018	1038	1108	1949	2019	1049	1119	1944	2015	1048	1118
	19	1955	2025	1050	1120	1952	2021	1036	1105	1952	2022	1047	1116	1947	2018	1045	1116
	23	1959	2028	1047	1117	1955	2024	1034	1102	1955	2025	1044	1113	1951	2021	1042	1112
	27	2002	2032	1044	1113	1959	2027	1031	1059	1959	2028	1041	1110	1954	2024	1039	1109
	31	2006	2035	1040	1109	2002	2030	1027	1056	2003	2032	1037	1106	1958	2027	1036	1105
AUG	4	2010	2038	1036	1105	2005	2033	1024	1052	2006	2035	1033	1102	2002	2031	1032	1100
	8	2013	2042	1032	1100	2009	2036	1020	1047	2010	2038	1029	1057	2006	2034	1027	1056
	12	2017	2045	1027	1055	2012	2039	1015	1043	2014	2042	1024	1052	2009	2038	1022	1051
	16	2021	2048	1023	1050	2015	2042	1011	1038	2017	2045	1019	1047	2013	2041	1017	1045
	20	2024	2052	1017	1045	2019	2046	1006	1032	2021	2048	1014	1041	2017	2045	1012	1040
	24	2028	2055	1012	1039	2022	2049	1001	1027	2025	2052	1009	1036	2021	2048	1006	1034
	28	2032	2059	1006	1033	2025	2052	0955	1021	2028	2055	1003	1030	2024	2052	1001	1028
SEP	1	2035	2102	1000	1027	2029	2055	0950	1016	2032	2059	0957	1024	2028	2055	0955	1022
	5	2039	2105	0955	1021	2032	2058	0944	1010	2035	2102	0951	1018	2032	2058	0949	1016
	9	2042	2109	0948	1015	2035	2101	0938	1004	2039	2105	0945	1011	2035	2102	0943	1009
	13	2046	2112	0942	1009	2038	2104	0933	0958	2042	2108	0939	1005	2039	2105	0936	1003
	17	2049	2115	0936	1002	2041	2107	0927	0952	2046	2112	0933	0959	2042	2109	0930	0956
	21	2052	2118	0930	0956	2044	2110	0921	0946	2049	2115	0927	0953	2046	2112	0924	0950
	25	2056	2122	0924	0950	2047	2113	0915	0940	2052	2118	0920	0946	2049	2116	0918	0944
	29	2059	2125	0918	0944	2050	2116	0909	0935	2056	2122	0914	0940	2053	2119	0911	0938
OCT	3	2103	2129	0912	0938	2054	2119	0904	0929	2059	2125	0908	0934	2056	2123	0905	0931
	7	2106	2132	0906	0932	2057	2122	0858	0923	2103	2129	0902	0929	2100	2126	0859	0926
	11	2110	2136	0900	0926	2100	2126	0852	0918	2106	2133	0857	0923	2104	2130	0853	0920
	15	2113	2140	0854	0921	2103	2129	0847	0913	2110	2136	0851	0917	2107	2134	0848	0914
	19	2117	2143	0849	0915	2107	2132	0842	0908	2114	2140	0846	0912	2111	2138	0842	0909
	23	2121	2147	0844	0910	2110	2136	0837	0903	2117	2144	0841	0907	2115	2142	0837	0904
	27	2124	2151	0839	0906	2114	2140	0833	0859	2121	2148	0836	0902	2119	2146	0832	0859
	31	2128	2155	0834	0901	2117	2144	0828	0855	2125	2152	0831	0858	2123	2150	0827	0855
NOV	4	2132	2159	0830	0858	2121	2147	0824	0851	2129	2156	0827	0854	2127	2154	0823	0850
	8	2136	2204	0826	0854	2125	2151	0821	0848	2133	2200	0823	0851	2131	2159	0819	0847
	12	2140	2208	0823	0851	2128	2155	0818	0845	2137	2204	0820	0847	2135	2203	0816	0844
	16	2144	2212	0820	0848	2132	2159	0815	0842	2141	2209	0817	0845	2139	2207	0813	0841
	20	2148	2216	0818	0846	2136	2203	0813	0840	2145	2213	0814	0843	2143	2211	0810	0839
	24	2152	2220	0816	0844	2139	2207	0811	0839	2149	2217	0812	0841	2147	2216	0808	0837
	28	2156	2224	0814	0843	2143	2211	0810	0838	2152	2221	0811	0840	2151	2220	0807	0836
DEC	2	2159	2228	0814	0842	2147	2215	0809	0837	2156	2225	0810	0839	2154	2224	0806	0835
	6	2203	2232	0813	0842	2150	2218	0809	0837	2159	2228	0810	0839	2158	2227	0805	0835
	10	2206	2235	0814	0843	2153	2221	0810	0838	2203	2232	0810	0839	2201	2231	0806	0835
	14	2209	2238	0814	0844	2156	2224	0810	0839	2205	2235	0811	0840	2204	2234	0806	0836
	18	2211	2241	0816	0845	2158	2227	0812	0840	2208	2237	0812	0842	2207	2236	0808	0837
	22	2214	2243	0818	0847	2200	2229	0814	0842	2210	2239	0814	0843	2209	2238	0810	0839
	26	2215	2244	0820	0849	2202	2230	0816	0844	2212	2241	0817	0846	2210	2240	0812	0841
	30	2216	2246	0823	0852	2203	2232	0819	0847	2213	2242	0819	0848	2212	2241	0815	0844

Change : Information of sunrise/sunset.

DATE		YEOSU RKJY 345032N 1273702E				ULJIN RKTL 364637N 1292742E			
		TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO
2023									
DEC	19	2204	2232	0821	0849	2201	2230	0808	0837
	23	2206	2234	0823	0851	2203	2232	0810	0839
	27	2207	2235	0825	0853	2204	2233	0813	0841
	31	2209	2237	0828	0856	2206	2234	0815	0844
2024									
JAN	1	2209	2237	0829	0857	2206	2235	0816	0845
	5	2210	2238	0832	0900	2206	2235	0819	0848
	9	2210	2238	0835	0903	2207	2235	0823	0851
	13	2210	2237	0839	0906	2206	2235	0827	0855
	17	2209	2236	0843	0910	2205	2234	0831	0859
	21	2208	2235	0846	0914	2204	2232	0835	0903
	25	2206	2233	0850	0917	2202	2230	0839	0907
	29	2204	2231	0855	0921	2200	2227	0843	0911
FEB	2	2201	2228	0859	0925	2157	2224	0848	0915
	6	2158	2225	0903	0929	2154	2221	0852	0919
	10	2155	2221	0907	0933	2150	2217	0856	0923
	14	2151	2217	0911	0936	2146	2213	0900	0927
	18	2147	2213	0914	0940	2142	2208	0905	0931
	22	2143	2209	0918	0944	2137	2203	0909	0935
	26	2138	2204	0922	0947	2132	2158	0913	0939
MAR	1	2133	2159	0925	0951	2127	2153	0916	0942
	5	2128	2154	0929	0954	2122	2147	0920	0946
	9	2123	2148	0932	0957	2116	2142	0924	0950
	13	2118	2143	0936	1001	2110	2136	0928	0954
	17	2112	2137	0939	1004	2104	2130	0931	0957
	21	2107	2132	0942	1007	2058	2124	0935	1001
	25	2101	2126	0945	1011	2052	2118	0938	1004
	29	2055	2121	0948	1014	2046	2112	0942	1008
APR	2	2050	2115	0952	1017	2041	2107	0945	1011
	6	2044	2110	0955	1020	2035	2101	0949	1015
	10	2039	2104	0958	1024	2029	2055	0952	1019
	14	2033	2059	1001	1027	2023	2050	0956	1023
	18	2028	2054	1004	1030	2017	2044	0959	1026
	22	2023	2049	1007	1034	2012	2039	1003	1030
	26	2018	2044	1011	1037	2007	2034	1006	1034
	30	2013	2040	1014	1041	2002	2029	1010	1038
MAY	4	2009	2036	1017	1044	1957	2025	1013	1041
	8	2005	2032	1020	1048	1953	2021	1017	1045
	12	2001	2029	1024	1051	1949	2017	1020	1049
	16	1958	2026	1027	1055	1945	2014	1024	1053
	20	1955	2023	1030	1058	1942	2011	1027	1056
	24	1952	2021	1033	1101	1939	2008	1030	1100
	28	1950	2019	1035	1104	1936	2006	1033	1103
JUN	1	1948	2017	1038	1107	1935	2005	1036	1106
	5	1947	2016	1040	1110	1933	2004	1038	1108
	9	1946	2016	1042	1112	1932	2003	1040	1111
	13	1946	2015	1044	1114	1932	2003	1042	1113
	17	1946	2016	1045	1115	1932	2003	1043	1114
	21	1947	2016	1046	1116	1933	2003	1045	1115
	25	1948	2017	1047	1117	1934	2005	1045	1116
	29	1949	2019	1047	1117	1935	2006	1045	1116
JUL	3	1951	2021	1047	1116	1937	2008	1045	1115
	7	1953	2023	1046	1115	1940	2010	1044	1114
	11	1956	2025	1045	1114	1942	2012	1043	1113
	15	1958	2027	1043	1112	1945	2015	1041	1111
	19	2001	2030	1041	1110	1948	2018	1039	1108
	23	2004	2033	1039	1107	1951	2021	1036	1105
	27	2007	2036	1036	1104	1955	2024	1033	1102
	31	2011	2039	1033	1101	1958	2027	1030	1058
AUG	4	2014	2042	1029	1057	2002	2030	1026	1054
	8	2017	2045	1025	1052	2006	2034	1021	1049
	12	2021	2048	1021	1048	2009	2037	1017	1045
	16	2024	2051	1016	1043	2013	2040	1012	1039
	20	2027	2054	1012	1038	2016	2043	1007	1034
	24	2030	2057	1007	1033	2020	2047	1002	1029
	28	2033	2059	1001	1027	2023	2050	0956	1023
SEP	1	2037	2102	0956	1022	2027	2053	0950	1017
	5	2040	2105	0951	1016	2030	2056	0945	1011
	9	2043	2108	0945	1010	2033	2100	0939	1005
	13	2046	2111	0939	1005	2037	2103	0933	0959
	17	2049	2114	0933	0959	2040	2106	0927	0953
	21	2052	2117	0928	0953	2043	2109	0921	0946
	25	2055	2120	0922	0947	2047	2112	0915	0940
	29	2057	2123	0916	0941	2050	2116	0909	0934
OCT	3	2101	2126	0911	0936	2053	2119	0903	0928
	7	2104	2129	0905	0930	2057	2123	0857	0923
	11	2107	2132	0900	0925	2100	2126	0851	0917
	15	2110	2135	0855	0920	2104	2130	0846	0912
	19	2113	2139	0850	0915	2107	2133	0840	0907
	23	2116	2142	0845	0911	2111	2137	0835	0902
	27	2120	2146	0841	0906	2114	2141	0831	0857
	31	2123	2149	0836	0903	2118	2145	0826	0853
NOV	4	2127	2153	0833	0859	2122	2149	0822	0849
	8	2130	2157	0829	0856	2126	2153	0818	0846
	12	2134	2201	0826	0853	2130	2157	0815	0843
	16	2138	2205	0824	0851	2134	2201	0812	0840
	20	2141	2208	0822	0849	2137	2205	0810	0838
	24	2145	2212	0820	0847	2141	2209	0808	0836
	28	2148	2216	0819	0846	2145	2213	0807	0835
DEC	2	2152	2220	0818	0846	2149	2217	0806	0834
	6	2155	2223	0818	0846	2152	2221	0806	0834
	10	2158	2226	0818	0846	2155	2224	0806	0835
	14	2201	2229	0819	0847	2158	2227	0807	0836
	18	2203	2232	0821	0849	2200	2229	0808	0837
	22	2206	2234	0823	0851	2203	2232	0810	0839
	26	2207	2235	0825	0853	2204	2233	0812	0841
	30	2209	2237	0828	0856	2206	2234	0815	0844

Change : Information of sunrise/sunset.

항공정보회람은 연도별 일련번호체계를 사용하여 일련번호를 부여한다. 항공정보회람 일련번호의 일부를 구성하는 년도는 두 자리 숫자로 표기된다.
예 : AIC 1/10. 현재 유효한 항공정보회람에 대한 대조표는 연 1회 항공정보회람으로 발행된다.

AIC is numbered consecutively on a calendar year basis. The year, indicated by two digit, is a part of the serial number of the AIC, e.g. AIC 1/10. A checklist of AIC currently in force is issued as an AIC once a year.

3.7 유효 항공고시보 대조표 및 목록

유효 항공고시보 대조표는 항공고정통신망을 통하여 매월 발행된다. 유효 항공고시보 목록은 항공정보통합관리(AIM) 웹사이트(http://aim.koca.go.kr/xNotam/)에서 확인 가능하다. 유효항공고시보 목록에는 유효한 항공고시보에 대한 평문(영어) 설명과 항공정보간행물 수정판, AIRAC 항공정보간행물 수정판, 항공정보간행물 보충판의 최근 발행번호와 AIRAC으로 발행되어 발효될 발간물의 발행번호가 포함된다. 다만 AIRAC 발효사항이 없을 경우 AIRAC 발효사항 없음(NIL AIRAC)이라는 문구가 포함된다.

3.7 Checklist and list of valid NOTAM

A checklist of valid NOTAM is issued monthly via the AFS. A list of valid NOTAM will be posted on the Aeronautical Information Management(AIM) website (http://aim.koca.go.kr/xNotam/). It contains a plain language (in English) presentation of the valid NOTAM and information about the number of the latest issued AIP AMDT, AIRAC AIP AMDT, AIP SUP and AIC as well as the numbers of the elements issued under the AIRAC that will become effective or, if none, the NIL AIRAC notification.

3.8 발간물의 판매

발간물은 항공교통본부에서 판매하며 구매가격은 항공정보회람으로 발간된다.

전화 : 053-668-0284
팩스 : 053-668-0277
전자우편 : aisd@korea.kr

3.8 Sale of publications

The said publications can be obtained from Air Traffic Management Office and purchase prices are published in AIC.

TEL : +82-53-668-0284
FAX : +82-53-668-0277
E-mail : aisd@korea.kr

4. AIRAC 체제

4.1 항공정보간행물, 지도 등의 수정을 필요로 하는 운영상 중요한 변경사항을 조정 및 관리하기 위하여 해당 변경사항은 가능한 한 AIRAC 체제에 따라 미리 결정된 일자에 발행된다. 이와 같은 정보는 AIRAC 항공정보간행물 수정판 또는 AIRAC 항공정보간행물 보충판으로 발간된다.

4.2 아래의 표는 연도별 AIRAC 발효일자를 수록하고 있다. AIRAC 정보는 발효일자로부터 최소 28일전에 수신자에게 도착될 수 있도록 발효일자 42일전에 발행된다. AIRAC 절차에 따라 항공정보가 발행될 경우 발행내용에 대한 간략한 설명, 발효일자 및 수정판/보충판 참조번호를 수록한 Trigger 항공고시보가 발행된다. 이와 같은 항공고시보는 수정판 또는 보충판의 발효일자와 동일한 일자에 발효되며 비행전정보게시에 14일 동안 유효한 상태로 게시된다.

4.3 AIRAC 발효일자에 발행될 정보가 제출되지 않을 경우, 해당 AIRAC 발효일자로부터 AIRAC 1주기(28일)전에 발효사항 없음에 대한 통보가 항공고시보로 발행된다.

4. AIRAC System

4.1 In order to control and regulate the operationally significant changes requiring amendments to AIP, charts, etc., such changes, whenever possible, will be issued on predetermined dates according to the AIRAC System. This type of information will be published as an AIRAC AIP AMDT or an AIRAC AIP SUP.

4.2 The table below indicates AIRAC effective dates for the coming years. AIRAC information will be issued 42 days before the effective date so as to reach recipients at least 28 days in advance of the AIRAC effective date. When an aeronautical information is issued in accordance with AIRAC procedures, Trigger NOTAM will be issued giving a brief description of the contents, the effective date and the reference number to the amendment or supplement. This NOTAM will come into force on the same effective date as the amendment or supplement and remain valid in the pre-flight information bulletin for a period of 14 days.

4.3 If no information was submitted for publication at the AIRAC date, a NIL notification will be issued by NOTAM not later than one AIRAC cycle(28 days) before the AIRAC effective date concerned.

AIRAC 발효일자 목록(2024～2029)

Schedule of AIRAC effective dates(2024~2029)

2024	2025	2026
25 January	23 January	22 January
22 February	20 February	19 February
21 March	20 March	19 March
18 April	17 April	16 April
16 May	15 May	14 May
13 June	12 June	11 June
11 July	10 July	09 July
08 August	07 August	06 August
05 September	04 September	03 September
03 October	02 October	01 October
31 October	30 October	29 October
28 November	27 November	26 November
26 December	25 December	24 December
2027	**2028**	**2029**
21 January	20 January	18 January
18 February	17 February	15 February
18 March	16 March	15 March
15 April	13 April	12 April
13 May	11 May	10 May
10 June	08 June	07 June
08 July	06 July	05 July
05 August	03 August	02 August
02 September	31 August	30 August
30 September	28 September	27 September
28 October	26 October	25 October
25 November	23 November	22 November
23 December	21 December	20 December

* 지역 내 조화를 위하여 AIRAC 정보가 발효되는 시간으로 AIRAC 일자 하루 전일의 1600 UTC가 사용된다.
* For the purpose of regional harmonization, 1600 UTC on the day before the AIRAC dates is used to indicate the time when the AIRAC-based information will become effective.

5. 비행장 비행전 정보업무

일별 비행전정보게시는 공항 항공정보실에서 이용가능하다. 비행전정보게시 형태의 비행전 정보는 공항 항공정보실내에 설치된 컴퓨터 단말기 또는 웹사이트(https://aim.koca.go.kr 또는 http://ubikais.fois.go.kr)를 통하여 획득할 수 있다.

6. 전자 지형 및 장애물 자료

추후 개발예정

5. Pre-flight information service at aerodromes

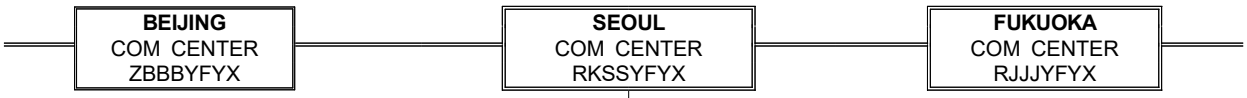
Daily Pre-flight Information Bulletins (PIB) is available at the aerodrome AIS units. At aerodrome AIS units, pre-flight information in the form of PIB may be obtained at computer terminals in the aerodrome AIS unit or website (https://aim.koca.go.kr or http://ubikais.fois.go.kr).

6. Electronic terrain and obstacle data

To be developed

Change : Information of schedule of AIRAC effective dates.

6. ATN / AFTN CIRCUIT



DOMESTIC AFTN LIST

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

Change : Withdrawal of domestic AFTN(RKNWYFYX, RKSSKALH) and Establishment of domestic AFTN(RKSSKAAO).

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

7. 추가 정보

NIL

7. Miscellaneous

NIL

GEN 3.5 METEOROLOGICAL SERVICES

1. 책임업무

민간항공에 대한 기상지원 책임기관은 기상청 소속 항공기상청이다.

항공기상청

(우) 22382 인천광역시 중구 제2터미널대로 444,
제2합동청사

전화 : 032-222-3030
팩스 : 032-740-2817
항공고정통신망 : RKSIYPYX
Website : http://amo.kma.go.kr

다음 문서에 기술된 ICAO 표준 및 권고의 절차와 방법을 적용하고 있다.

부속서 3 : 국제항공항행을 위한 기상업무

국내 규정과 ICAO 국제표준 및 권고실무 사이에 현저한 차이점은 없다.

1. Responsible Service

The authority responsible for the meteorological services for civil aviation are the Aviation Meteorological Office(AMO) of the Korea Meteorological Administration (KMA).

the Aviation Meteorological Office

444, Je2terminal-daero, Jung-gu, Incheon, 22382
Republic of Korea

TEL : +82-32-222-3030
Telefax : +82-32-740-2817
AFS : RKSIYPYX
Website : http://amo.kma.go.kr

The service is provided in accordance with the provisions contained in the following ICAO Standards, Recommended Practices and Procedures.

Annex 3 : Meteorological Service for International Air Navigation

There is no significant difference between the National Regulations and the corresponding International Standard, Recommended Practices and Procedures.

2. 관할구역

항공기상청에서는 인천비행정보구역(Incheon FIR)에 관련되는 중요기상정보 및 기타 기상정보 발표의 책임이 있다.

2. Area of responsibility

The Aviation Meteorological Office is responsible for issuing meteorological services and other meteorological information relating to the Incheon FIR.

3. 기상관측 및 보고

3. Meteorological observations and reports

Name of Station/ location Indicator	Frequency & Type of Observation/ automatic observing equipment	Types of MET Report & Availability of trend forecasts	Observation System & Site(s)	Hours of operation (UTC)	Climatological information
1	2	3	4	5	6
Aviation Meteorological Office RKSI (Incheon INTL)	Half hourly routine observation automatic : AVBL	METAR TREND	Tm: Both ends & MID per each RWY Cm: Both ends of RWY Ultrasonic wind sensor : Both ends of each RWY LLWAS: 12 sites around RWYs TDWR: WNW 7 km from TWR	H24	Climatological table AVBL
Gimpo Airport Weather Office RKSS (Seoul/Gimpo INTL)	Hourly routine plus special observation automatic : AVBL	METAR SPECI TREND	Tm: Both ends & MID per each RWY Cm: Both ends of RWY Ultrasonic wind sensor : Both ends of each RWY	H24	Climatological table AVBL
Jeju Airport Weather Office RKPC (Jeju INTL)	Hourly routine plus special observation automatic : AVBL	METAR SPECI TREND	Tm: Both ends & MID per each RWY 07/25 Cm: Both ends of RWY 07/25 Ultrasonic wind sensor : Both ends of each RWY LLWAS: 11 sites around RWYs	H24	Climatological table AVBL
Ulsan Airport Weather Office RKPU (Ulsan domestic)	Hourly routine plus special observation automatic : AVBL	METAR SPECI TREND: Aerodrome operating hours	Tm: Both ends of RWY Cm: Both ends of RWY Ultrasonic wind sensor : Both ends of RWY	H24	Climatological table AVBL
Gimhae Airforce Weather Office RKPK (Busan/Gimhae INTL)	Hourly routine plus special observation automatic : AVBL	METAR SPECI	Tm: Both ends of RWY & MID of RWY 18R/36L Cm: Both ends of RWY 18R/36L		Climatological table AVBL
Cheongju Airforce MET Office RKTU (Cheongju INTL)	Hourly routine plus special observation automatic : AVBL	METAR SPECI	Tm: Both ends of RWY Cm: Both ends of RWY		Climatological table AVBL

Name of Station/ location Indicator	Frequency & Type of Observation/ automatic observing equipment	Types of MET Report & Availability of trend forecasts	Observation System & Site(s)	Hours of operation (UTC)	Climatological information
1	2	3	4	5	6
Daegu Airforce MET Office RKTN (Daegu INTL)	Hourly routine plus special observation automatic : AVBL	METAR SPECI	Tm: Both ends of RWY Cm: Both ends of RWY		Climatological table AVBL
Muan Airport Weather Office RKJB (Muan INTL)	Hourly routine plus special observation automatic : AVBL	METAR SPECI TREND: Aerodrome operating hours	Tm: Both ends of RWY Cm: Both ends of RWY Ultrasonic wind sensor : Both ends of RWY	H24	Climatological table AVBL
Gwangju Airforce MET Office RKJJ	Hourly routine plus special observation automatic : AVBL	METAR SPECI	Tm : Both ends of RWY Cm : Both ends of RWY		Climatological table AVBL
Pohang Navy MET Office RKTH	Hourly routine plus special observation automatic : AVBL	METAR SPECI	Tm : Both ends of RWY Cm : Both ends of RWY		Climatological table AVBL
Sacheon Airforce MET Office RKPS	Hourly routine plus special observation automatic : AVBL	METAR SPECI	Tm : Both ends of RWY Cm : Both ends of RWY		Climatological table AVBL
Yangyang Airport Weather Station RKNY (Yangyang INTL)	Hourly routine plus special observation automatic : AVBL	METAR SPECI TREND: Aerodrome operating hours	Tm: Both ends of RWY Cm: Both ends of RWY Ultrasonic wind sensor : Both ends of RWY LLWAS: 8 Sites around RWY	Aerodrome operating hours	Climatological table AVBL
Yeosu Airport Weather Station RKJY (Yeosu domestic)	Hourly routine plus special observation automatic : AVBL	METAR SPECI TREND: Aerodrome operating hours	Tm: Both ends of RWY Cm: Both ends of RWY Ultrasonic wind sensor : Both ends of RWY	Aerodrome operating hours	Climatological table AVBL

Remark
AMOS : Aerodrome Meteorological Observation System
Tm : Transmissometer
Cm : Ceilometer (Laser type)
LLWAS : Low Level Windshear Alert System
TDWR : Terminal Doppler Weather Radar
* : At the time of reports, the visual observations are added to AMOS data manually.

4. 지원업무 내용

국제선을 운항하는 모든 항공기에는 비행예보철이 지원된다. 비행예보철에는 세계공역예보시스템으로부터 수신하거나 항공기상청이 생산한 공항예보, 중요기상예보, 상층바람, 기온예상도 및 SIGMET/AIRMET 정보가 포함된다.

국내선 항공기와 헬리콥터에 대해서는 국내 및 국제 공항과 관심 지역에 대한 최근 공항관측, 공항예보, 공항경보 및 급변풍경보, 저고도 공역예보, SIGMET/AIRMET 정보가 제공된다.

기상정보는 항공고정통신망, FAX 및 인터넷을 통하여 제공된다. 비행예보철과 부가적 또는 특정한 정보를 인터넷으로 제공받고자할 경우에는 항공기상청과 이용자 간에 협약이 있어야 한다.

기상에 관한 브리핑과 자문은 각 공항의 기상관서에서 제공된다. 그러나 여건상 불가능한 경우에는 항공기상청이 전화 또는 전자우편을 통한 브리핑과 자문을 행할 수 있다.

공역예보는 항공기상청에서 발표하며 국내 비행 시 사용을 위해 항공기상청 홈페이지를 통하여 게시된다.

4. Types of services

Flight documentation is provided to all aircraft for international flights. The documentation normally contains aerodrome forecasts(TAF code form), significant weather forecasts, upper wind and temperature charts and SIGMET/AIRMET information received from the World Area Forecast System or produced by the AMO.

For domestic flights and helicopter operations, the latest aerodrome reports (METAR, SPECI), and aerodrome forecasts, aerodrome warnings and wind shear warnings, area forecasts for low-level flights and SIGMET/AIRMET information are provided for the domestic and international airports, as well as nation-wide area concerned.

The meteorological information is provided via AFTN, fax and the Internet. When the internet service of flight documentation and other additional or specific information are needed, there must be an agreement between the AMO and users.

Briefing and consultation of meteorological information are, in general, provided by each meteorological office/station at the airport. However, when the local circumstances make it impracticable, the briefing and consultation shall be carried out by the AMO through telephone or e-mail.

Area forecasts are issued by the AMO and disseminated through the AMO website for only domestic use.

Change : Information of term(윈드시어 → 급변풍).

5. 항공사가 고지하여야 할 사항

비행예보철을 필요로 하는 운항 관계자는 다음의 경우 1일 전에 항공기상청에 통보해야 한다.

a. 신규노선 또는 새로운 종류의 운항 계획이 있을 때
b. 기존 정기운항내용의 변경 사항이 있을 때
c. 기상업무 제공에 영향을 주는 기타 변경사항이 있을 때

항공사는 다음 사항이 발생했을 때 적어도 출발 6시간 전에 항공기상청에 통보해야한다.

a. 부정기 항공기가 운항할 때
b. 항공기 운항이 지연, 조기 출발 또는 취소될 때
c. 비행예정표

6. 항공기 관측보고

공대지 데이터 링크를 사용하거나, 자동종속감시시설(ADS-C) 또는 2차 감시레이더(SSR)의 Mode S를 적용할 때, 비행 중에는 매 15분마다 그리고 비행 후 최초 10분 동안의 상승 단계에서는 매 30초마다 자동 정기 관측을 해야 한다. 그러나 음성통신으로 보고가 이루어지거나 공대지 데이터 링크, ADS-C 또는 SSR Mode S를 통한 보고를 적용할 수 없을 때, 정기항공기관측은 아시아·태평양 구역 내의 기상보고지점에서 보고된다.

7. VOLMET 제공업무

※ 항공기상청 해당사항 없음

8. SIGMET과 AIRMET 정보 제공업무

5. Notification required from operators

The operator or a flight crew member requiring service (flight documentation) shall notify the AMO one day in advance, when :

1. new routes or new types of operation are planned;
2. changes are to be made in the scheduled operations;
3. other changes, affecting the provision of meteorological service, are planned.

The operator or a flight crew member shall notify the AMO at least 6 hours before the expected time of departure, when :

1. non-scheduled flights are to be operated;
2. flights are delayed, advanced or cancelled.
3. flight schedules

6. Aircraft reports

When air-ground data link is used and automatic dependent surveillance – contract (ADS-C) or secondary surveillance radar (SSR) Mode S is being applied, automated routine observations should be made every 15 minutes during the en-route phase and every 30 seconds during the climb-out phase for the first 10 minutes of the flight. However, when voice communications are used and air-ground data link. ADS-C, SSR Mode reports are not available, routine aircraft observations (AIREPs) are required at the meteorological reporting points in the Asia/Pacific region.

7. VOLMET Service

N/A to the AMO

8. SIGMET and AIRMET Service

Name of MWO/location indication	Hours	FIR or CTA served	Type of SIGMET/ validity	Specific SIGMET procedures	AIRMET procedures	ATS unit served	Additional information
1	2	3	4	5	6	7	8
INCHEON/ RKSI	H24	Incheon FIR	SIGMET/ 4 HR	SIGMET VA/TC: VALIDITY 6 HR	AIRMET VALIDITY 4 HR	Incheon ACC, Daegu ACC	NIL

8.1 일반사항

항공교통의 안전을 위한 기상감시소로써 항공기상청은 인천비행정보구역 내에서 비행에 영향을 끼칠 수 있는 기상현상에 대한 지속적인 감시를 수행하고, 필요한 경우 SIGMET정보, AIRMET정보, 공항경보, 급변풍경보를 발표한다.

8.1 General

For the safety of air traffic, the Aviation Meteorological Office(AMO), as the Meteorological Watch Office(MWO), maintains a continuous watch over meteorological conditions affecting flight operations within the Incheon FIR and when necessary, issues the SIGMET and AIRMET information, aerodrome warnings and wind shear warnings.

Change : Information of term(윈드시어 → 급변풍).

8.2 기상감시

항공기상청은 다음과 같은 기상감시를 수행한다.

a) 책임구역 내에서 비행에 영향을 미치는 기상상태에 대한 감시

b) 책임구역과 관련되는 위험기상정보 및 기타 정보의 작성

c) 요청이 있을시 위험기상 정보 및 기타 기상정보를 관련 항공교통업무기관에 제공

d) SIGMET 정보와 AIRMET 정보 전파

e) SIGMET 정보로 아직 발표되지 않은 분출전 화산활동, 화산분출 및 화산재 구름에 관해 입수한 정보를 기상당국과 항공교통업무당국 간 합의에 따라 비행정보센터 또는 지역관제센터에 그리고 지역항공항행협정에 의해 결정된 화산재주의보센터에 제공

f) 감시 또는 인근 구역 내 대기로 방사성 물질 방출사고에 관하여 수신한 정보를 기상당국과 항공교통업무당국 간 합의에 따라 비행정보기관 또는 항공교통업무기관에 제공

항공기상청은 ICAO Annex 3, 7장에 기초하여 SIGMET과 AIRMET정보를 발표한다.

8.3 공항경보와 급변풍경보

항공기상청 또는 각 공항기상관서는 아래에 열거한 현상 중 한 가지 이상이 발생할 것으로 예상될 경우, 계류 중인 항공기와 공항시설들을 보호하기 위해 공항경보를 발표한다.

- 태풍
- 천둥번개
- 대설
- 강풍
- 서리
- 지진해일
- 저시정
- 호우
- 구름고도(Ceiling : 하늘의 5/8 이상을 가리는 최하층 구름고도)
- 화산재침전물
- 유독화학물질

활주로와 활주로 고도 위 500 m(1 600 ft) 사이의 접근/이륙로 또는 선회접근 중인 항공기 그리고 착륙 또는 이륙을 위해 주행 중인 항공기에 악영향을 미칠 수 있는 급변풍의 관측 또는 예상될 때, 급변풍경보를 발표한다.

공항경보와 급변풍경보는 영어로 발표하며, 지역적으로 합의된 분배목록에 따라서 전파된다.

8.4 비행중인 항공기의 SIGMET 분배

※ 항공기상청 해당사항 없음

8.2 Meteorological Watch

The meteorological watch is performed by the AMO, as follows:

a) maintain watch over meteorological conditions affecting flight operations within its area of responsibility

b) prepare SIGMET and other information relating to its area of responsibility

c) supply SIGMET information and, as required, other meteorological information to associated air traffic services units

d) disseminate SIGMET and AIRMET information

e) supply information received on pre-eruption volcanic activity, a volcanic eruption and volcanic ash cloud for which a SIGMET has not already been issued, to its associated ACC/FIC, as agreed between the meteorological and ATS authorities concerned, and to its associated VAAC as determined by regional air navigation agreement and

f) supply information received concerning the accidental release of radioactive materials into the atmosphere, in the area for which it maintains watch or adjacent areas, to aeronautical information service units and ATS authorities, as agreed between the meteorological and ATS authorities concerned.

The AMO issues SIGMET and AIRMET information in accordance with ICAO Annex 3, Chapter 7.

8.3 Aerodrome Warnings and Wind shear Warnings

Aerodrome warnings for the protection of parked aircraft or of other equipment at the airport are issued by the AMO or each airport meteorological office concerned, if one or several of the following phenomena are expected to occur at the airport.

- Typhoon
- Thunderstorm
- Heavy snow
- Strong surface wind and gusts
- Frost
- Tsunami
- Low visibility
- Heavy rain
- Ceiling
- Volcanic ash deposition
- Toxic chemicals

Wind shear warnings are issued when wind shear which could adversely affect aircraft on the approach path or take off path or during circling approach between runway level and 500 m(1 600 ft) above that level is observed or expected.
The aerodrome warnings and wind shear warnings are issued in English and are distributed in accordance with a distribution list agreed upon locally.

8.4 Dissemination of SIGMET information to aircraft in flight

※ Not authorized to the AMO.

Change : Information of aerodrome warnings and term(위험기상→SIGMET, 저고도위험기상→AIRMET, 항공기상청→기상당국, 윈드시어→급변풍).

2.3 규정
착륙료의 지불은 항공기에 대하여 다음과 같은 권한을 부여한다.

a. 착륙 및 이륙을 위한 공항사용
b. 공항 무선시설 사용
c. 노선에 관한 유용한 모든 정보의 제공
d. 항공기의 유도, 격납 및 계류를 위한 지원업무를 통한 공항직원의 서비스, 항공기에 무선사용권을 부여하는 착륙료에는 운영요금 또는 무선 서비스를 포함치 않는다.

2.3 Rules
The payment of the landing charges shall entitle the aircraft to :

a. The use of the aerodrome for arrival and departure.
b. The use of radio installation at the aerodrome.
c. The supply of all available information as to routes.
d. The services of the aerodrome personnel, if available, for manual assistance in guiding, housing and parking the aircraft. The landing charge, the payment of which entitles the aircraft to the use of the radio, does not include operation charges or charges for radio service in connection with movement.

2.4 요금의 지불
a. 인천공항 : 착륙료는 공항 사용 시 지불하거나 또는 인가를 받은 정규사용자는 전월 착륙료를 익월 25일까지 요구에 따라 지불한다.

b. 김포, 김해, 제주 및 기타공항 : 착륙료는 공항 사용시 지불하거나 또는 인가를 받은 정규사용자는 전월 착륙료를 고지일로부터 15일 내 요구에 따라 지불한다.

2.4 Payment of charges
a. Incheon Airport : Landing charges are payable at the time of using the aerodrome, or in the case of approved regular user, by the 25th day of the month following the month in which the charges actually accrued.
b. Gimpo, Gimhae, Jeju and other Airport : Landing charges are payable at the time of using the aerodrome, or in the case of approved regular user, within 15 days of the date of the invoice following the month in which the charges actually accrued.

2.5 할인
a. 김포, 김해, 제주 및 기타공항

1) 신규취항 및 증편시 착륙료 감면

- 공항별, 노선별로 감면조건 및 감면율 상이

* 자세한 사항은 한국공항공사에 문의

2) 공항 감면 : 공항의 여객처리능력 대비 전년도의 공항시설 이용실적이 30 퍼센트 이하인 공항 중 공항시설의 이용을 촉진하기 위하여 사장이 지정한 공항에 착륙 또는 이륙하는 항공기에 대하여 50% 감면
a) 대상공항
- 국제선 : 청주공항, 양양공항
- 국내선 : 무안공항, 여수공항, 양양공항, 포항경주공항, 사천공항
b) 감면기간 : 2019. 1. 1 ~ 12. 31(1년간)

3) 조종훈련항공기 감면 : 김포·김해·제주공항 외의 지방공항 및 울진비행장에 이착륙하는 다음의 어느 하나에 해당하는 자가 실시하는 조종훈련을 하는 항공기
a) 대상항공기
- 「항공안전법」 제48조 제1항에 따라 국토교통부 장관이 지정한 전문교육기관

- 「항공사업법」 제7조에 따른 국내항공운송사업자 또는 국제항공운송사업자, 같은 법 제10조에 따른 소형항공운송사업자 또는 같은 법 제30조에 따른 항공기사용사업자

- 「고등교육법」 제2조 제1호에 따른 대학 또는 이와 동등 이상의 교육기관

b) 적용 감면율
- 2018. 9. 1 ~ 2020. 12. 31 : 80 퍼센트 감면
- 2021. 1. 1 ~ 2023. 12. 31 : 50 퍼센트 감면

2.5 Reductions
a. Gimpo, Gimhae, Jeju and other Airports

1) Landing charge exemptions for New Routes and Added Frequencies
- Conditions and rates for exemptions are varied by airports and routes.
* For more detailed information, contact Korea Airports Corporation.

2) Airport reduction : 50% exemption for the aircraft landing or taking off at the airport designated by the president whose use of airport facilities in the previous year is 30% or less to promote the use of the airport facilities.
a) Target Airport
- International : Cheongju, Yangyang
- Domestic : Muan, Yeosu, Yangyang, Pohang Gyeongju, Sacheon
b) Period : 2019. 1. 1 ~ 12. 31(for a year)

3) Training aircraft reduction : Aircraft on a training flight piloted by anyone satisfying at least one of the following conditions(Not applied to Gimpo, Gimhae, Jeju Airport).
a) Target aircraft
- Technical educational institution designated by Minister of Land, Infrastructure and Transport under the Aviation Safety Act, Article 48.
- Domestic or International air transport operators under the Aviation Business Act, Article 7, small air transport operators under the Aviation Business Act, Article 10 and business operators using aircraft under the Aviation Business Act, Article 30.
- Colleges as defined by the Higher Education Act, Article 2, item 1 or equivalent/ higher-level educational institutions.

b) Reduction rate
- 2018. 9. 1 ~ 2020. 12. 31 : 80% exemption
- 2021. 1. 1 ~ 2023. 12. 31 : 50% exemption

Change : Withdrawal of reductions for Incheon INTL airport and Information of item number.

2.6 예외규정

a. 기상악화, 천재·지변 또는 긴급환자의 발생 등 부득이한 사유(정비결함 등 항공사에 책임이 있는 사유를 제외한다. 이하 같다)로 공항을 이륙한 후 2시간 이내에 그 공항으로 다시 돌아오는 항공기

b. 기상악화로 공항에 불시착한 후 목적지 공항(대한민국의 공항에 한한다)을 향하여 이륙하는 항공기. 다만, 불시착한 항공기가 불시착한 공항에서 여객 또는 화물의 일부 또는 전부를 내린 경우는 제외

c. 천재·지변 또는 긴급환자의 발생 등 부득이한 사유로 공항에 불시착한 후 목적지 공항을 향하여 이륙하는 항공기. 다만, 불시착한 항공기가 불시착한 공항에서 여객 또는 화물의 전부를 내린 경우는 제외

d. 외교상의 목적이나 공용에 사용되는 항공기
e. 「항공안전법」 제36조제3항의 규정에 의한 시험비행을 하는 항공기
f. 행정상의 명령에 의하여 착륙 또는 이륙하는 항공기

3. 국제 및 국내여객 공항이용료

3.1 규정

공항이용료는 국제 및 국내공항을 통하여 출국 또는 출발하는 여객에 적용된다.

3.2 예외규정

다음 각목에 해당되는 자는 국제여객 공항이용료를 면제한다.

a. 외교관 여권 소지자
b. 2세미만 어린이, 국외로 입양되는 아동 및 그 호송인

c. 대한민국에 주둔하는 외국의 군인 및 군무원

d. 입국이 불허되거나 거부당한 자로서 출국하는 자

e. 출입국관리법 제46조의 규정에 의한 강제퇴거 대상자 중 국비의 강제퇴거 외국인

f. 공항 통과여객 중 다음의 경우에 해당되어 보세구역을 벗어난 후 출국하는 여객

1) 항공기접속이 불가능하여 불가피하게 당일 또는 그 다음날 출국하는 경우

2) 공항의 폐쇄나 기상관계로 인하여 항공기의 출발이 지연되는 경우
3) 항공기의 고장·납치 또는 긴급환자의 발생 등 부득이한 사유로 불시착한 경우

4) 공항통과여객이 관광을 목적으로 보세구역을 벗어난 후 24시간 이내에 다시 보세구역으로 들어오는 경우

다음 각목에 해당되는 자는 국내여객 공항이용료를 면제한다.

a. 2세 미만의 어린이
b. 정부의 회항명령, 기상악화 또는 천재·지변 등 부득이한 사정으로 인하여 출발지 공항으로 다시 돌아오는 여객과, 목적지 공항이 아닌 공항에 불시착한 후 목적지 공항으로 다시 출발하는 여객

c. 직항노선이 없는 구간(국토교통부장관이 면허한 비직항노선에 한한다)의 여객이 당일(당일 연결 항공편이 없는 경우에는 다음 날의 첫편 항공편을 포함한다)에 한하여 경유공항에서 다시 출발 하는 여객

d. 「출입국관리법」 제 46조에 따른 강제퇴거 대상자 중 국비의 강제퇴거 외국인

2.6 Exceptions

a. Aircraft that return to the departure aerodrome within two hours after take-off due to unavoidable reasons such as bad weather conditions, natural disasters or patients, etc. (except reasons resulting from poor maintenances by airline company)
b. Aircraft that take off to destination aerodromes located in the Republic of Korea after emergency landings due to bad weather conditions. (except when some or all of passengers or cargo are disembarked)
c. Aircraft that take off to the destination aerodromes located in the Republic of Korea after emergency landings due to unavoidable reasons such as natural disasters or patients, etc. (except when all passengers or cargo are disembarked)
d. Aircraft used for diplomatic or official purposes.
e. Aircraft performing flight test under the Aviation Safety Act, Article 36, Para 3.
f. Aircraft landing or taking-off in direct response to an official administrative order.

3. Passenger service charges for international and domestic

3.1 Rules

Service charges are levied on passengers boarding aircraft international and domestic flight.

3.2 Exceptions

The following international passengers are exempted from paying Passenger Service Charge.

a. Holder of diplomatic passport.
b. Children under the age of 2 years. Children who are adopted by foreign residents or the escort for such children.
c. Foreign soldiers or military personnel stationed in the Republic of Korea. (Except Incheon INTL Airport)
d. Person leaving the country because his or her entry has been disallowed or denied.
e. Person subject to forced deportation at the national expense under art. 46 of the immigration Control Law.
f. Transit passengers who leave the customs/ immigration/quarantine area and enter the country under one of the following circumstances;
   1) Compelled to leave the country on the same or following day because flight connection is made impossible.
   2) Airport is closed of flight departure is delayed due to weather conditions.
   3) Emergency landing is made due to an unavoidable reason such as a mechanical or equipment failure, hijacking, or necessity of urgent medical care.
   4) After leaving customs / immigration / quarantine area for tour, return within 24 hours.

The following domestic passengers are exempted from paying Passenger Service Charge.

a. Children under the age of 2 years.
b. Passengers returning to the departing airport due to evitable circumstances such as a governmental departure order, bad weather or natural disasters, passengers returning to the destination airport after landing at an airport other than the destination airport.
c. Passenger departing from transit airport on the day (including next day's first flight when there is no connecting flights) who is in section of non-direct flights (Non-direct route should be licensed by the Minister of land, transport admin).
d. Person subject to forced deportation at the national expense under art. 46 of the immigration Control Law.

4.4 요금의 지불

a. 인천국제공항
정류료는 공항 사용시 지불하거나 또는 인가를 받은 정규사용자는 전월 착륙료를 익월 20일까지 요구에 따라 지불한다.

b. 김포, 김해, 제주 및 기타공항 :
일일 요금으로 부과된 정류료는 인가된 정류 사용자의 경우에는 전월의 정류료에 대하여 고지일로부터 15일 내로 지불한다.

4.5 할인

a. 김포, 김해, 제주 및 기타공항(인천국제공항은 제외됨)

1) 신규취항 및 증편시 정류료 감면

- 공항별, 노선별로 감면조건 및 감면율 상이

* 자세한 사항은 한국공항공사에 문의

2) 공항 감면 : 공항의 여객처리능력 대비 전년도의 공항시설 이용실적이 30 퍼센트 이하인 공항(김포, 김해, 제주공항 제외) 중 공항시설의 이용을 촉진하기 위하여 사장이 지정한 공항에 착륙 또는 이륙하는 항공기에 대하여 50% 감면

a) 대상공항
- 국제선 : 대구, 청주, 무안, 양양
- 국내선 : 무안, 양양, 사천, 포항경주

b) 감면기간
- 2021. 1. 1 ~ 2022. 12. 31

3) 조종훈련항공기 감면 : 김포·김해·제주공항 외의 지방공항 및 울진비행장에 이착륙하는 다음의 어느 하나에 해당하는 자가 실시하는 조종훈련을 하는 항공기

a) 대상항공기
-「항공안전법」 제48조 제1항에 따라 국토교통부장관이 지정한 전문교육기관

-「항공사업법」 제7조에 따른 국내항공운송사업자 또는 국제항공운송사업자, 같은 법 제10조에 따른 소형항공운송사업자 또는 같은 법 제30조에 따른 항공기사용사업자

-「고등교육법」 제2조 제1호에 따른 대학 또는 이와 동등 이상의 교육기관

b) 적용 감면율
- 2021. 1. 1 ~ 2023. 12. 31 : 50 퍼센트 감면

4.6 예외규정

a. 기상악화, 천재·지변 또는 긴급환자의 발생 등 부득이한 사유(정비결함 등 항공사에 책임이 있는 사유를 제외한다. 이하 같다)로 공항을 이륙한 후 2시간 이내에 그 공항으로 다시 돌아오는 항공기

b. 기상악화로 공항에 불시착한 후 목적지 공항(대한민국의 공항에 한한다)을 향하여 이륙하는 항공기. 다만, 불시착한 항공기가 불시착한 공항에서 여객 또는 화물의 일부 또는 전부를 내린 경우는 제외.

c. 천재·지변 또는 긴급환자의 발생 등 부득이한 사유로 공항에 불시착한 후 목적지 공항을 향하여 이륙하는 항공기. 다만, 불시착한 항공기가 불시착한 공항에서 여객 또는 화물의 전부를 내린 경우는 제외

d. 외교상의 목적이나 공용에 사용되는 항공기
e.「항공안전법」 제36조제3항의 규정에 의한 시험비행을 하는 항공기
f. 행정상의 명령에 의하여 착륙 또는 이륙하는 항공기

4.4 Payment of charges

a. Incheon INTL Airport
Parking Charges levied are payable at the time of departing the aerodrome, or in the case of approved regular users, by the 20th day of the month following the month in which the charges actually accrued.
b. Gimpo, Gimhae, Jeju and other Airport
Parking charges levied at daily rates are payable in the case of approved regular user, within 15 days of the date of the invoice in which the charges actually accrued.

4.5 Reductions

a. Gimpo, Gimhae, Jeju and other Airport
(Except Incheon INTL Airport)
1) Parking charge exemptions for New Routes and Added Frequencies
- Conditions and rates for exemptions are varied by airports and routes.
* For more detailed information, contact Korea Airports Corporation.

2) Airport reduction : 50% exemption for the aircraft landing or taking off at the airport(expect Gimpo, Gimhae, Jeju) designated by the president whose use of airport facilities in the previous year is 30% or less to promote the use of the airport facilities.
a) Target Airport
- International : Daegu, Cheongju, Muan, Yangyang
- Domestic : Muan, Yangyang, Sacheon, Pohang Gyeongju
b) Period
- 2021. 1. 1 ~ 2022. 12. 31

3) Training aircraft reduction : Aircraft on a training flight piloted by anyone satisfying at least one of the following conditions(Not applied to Gimpo, Gimhae, Jeju Airport).

a) Target aircraft
- Technical educational institution designated by Minister of Land, Infrastructure and Transport under the Aviation Safety Act, Article 48.
- Domestic or International air transport operators under the Aviation Business Act, Article 7, small air transport operators under the Aviation Business Act, Article 10 and business operators using aircraft under the Aviation Business Act, Article 30.
- Colleges as defined by the Higher Education Act, Article 2, item 1 or equivalent/ higher-level educational institutions.
b) Reduction rate
- 2021. 1. 1 ~ 2023. 12. 31 : 50% exemption

4.6 Exceptions

a. Aircraft that return to the departure aerodrome within two hours after take-off due to unavoidable reasons such as bad weather conditions, natural disasters or patients, etc. (except reasons resulting from poor maintenances by airline company)
b. Aircraft that take off to destination aerodromes located in the Republic of Korea after emergency landings due to bad weather conditions. (except when some or all of passengers or cargo are disembarked)
c. Aircraft that take off to the destination aerodromes located in the Republic of Korea after emergency landings due to unavoidable reasons such as natural disasters or patients, etc. (except when all passengers or cargo are disembarked)
d. Aircraft used for diplomatic or official purposes.
e. Aircraft performing flight test under the Aviation Safety Act, Article 36, Para. 3.
f. Aircraft landing or taking-off in direct response to an official administrative order.

5. 조명료

5.1 기준

a. 인천국제공항
이·착륙시로 구분하여 항공기 운항편당 균일요금

b. 김포, 김해, 제주 및 기타공항
이·착륙시로 구분하여 항공기 운항편당 균일요금

5.2 요금

a. 인천국제공항
사용 항공편 당 124 336 원

b. 김포공항(적용일 : 2014. 2. 1)

5. Lighting charges

5.1 Basis

a. Incheon INTL Airport
Flight movement (landing or take-off separately)

b. Gimpo, Gimhae, Jeju and other airport
Flight movement (landing or take-off separately)

5.2 Rate

a. Incheon International Airport
Korean currency ₩ 124 336 per use

b. Gimpo Airport(Effective : FEB 1, 2014)

₩(Won : Korean currency)

International	₩ 106 270 per use
Domestic	₩ 52 015 per use

c. 김해, 제주공항(적용일 : 2014. 2. 1)

c. Gimhae, Jeju Airport(Effective : FEB 1, 2014)

₩(Won : Korean currency)

International & Domestic	₩ 52 015 per use

d. 기타공항(적용일 : 2014. 2. 1)

d. Other Airport(Effective : FEB 1, 2014)

₩(Won : Korean currency)

International & Domestic	₩ 42 867 per use

※ 국내선 : 부가가치세 포함

※ Domestic charge : V.A.T. included

5.3 규정

조명료는 착륙지역에 조명이 제공되었을 때 이착륙하는 항공기에 부과하며, 조명 제공여부는 관제탑에서 결정하거나 조종사의 요청에 의한다.

5.3 Rules

Lighting Charge shall be levied upon the aircraft taking off or landing, on provision of lighting that shall be determined by Air Traffic Control Tower or the pilot of the aircraft on demand.

5.4 요금의 지불

a. 인천국제공항
조명료는 공항 사용시 지불하거나 또는 인가를 받은 정규사용자는 전월 조명료를 익월 25일까지 요구에 따라 지불한다.

b. 그 외 공항
조명료는 승인된 정규 사용자의 경우에는 전월요금에 대하여 고지일로부터 15일 내로 지불한다.

5.4 Payment of Charges

a. Incheon INTL Airport
Lighting Charges levied are payable at the time of departing the aerodrome, or in the case of approved regular users, by the 25th day of the month following the month in which the charges actually accrued.

b. Other Airport
Lighting charges levied are payable or, in the case of approved regular users, within 15 days of the date of the invoice in which the charges actually.

Change : Information of lighting charges for Incheon INTL airport.

5.5 할인

a. 김포, 김해, 제주 및 기타공항(인천국제공항은 제외됨)

1) 신규취항 및 증편시 조명료 감면

- 공항별, 노선별로 감면조건 및 감면율 상이

* 자세한 사항은 한국공항공사에 문의.

2) 공항 감면 : 공항의 여객처리능력 대비 전년도의 공항시설 이용실적이 30 퍼센트 이하인 공항(김포, 김해, 제주공항 제외) 중 공항시설의 이용을 촉진하기 위하여 사장이 지정한 공항에 착륙 또는 이륙하는 항공기에 대하여 50% 감면

a) 대상공항
- 국제선 : 대구, 청주, 무안, 양양
- 국내선 : 무안, 양양, 사천, 포항경주

b) 감면기간
- 2021. 1. 1 ~ 2022. 12. 31 : 50 퍼센트 감면

3) 조종훈련항공기 감면 : 김포·김해·제주공항 외의 지방공항 및 울진비행장에 이착륙하는 다음의 어느 하나에 해당하는 자가 실시하는 조종훈련을 하는 항공기
a) 대상항공기
- 「항공안전법」 제48조 제1항에 따라 국토교통부 장관이 지정한 전문교육기관

- 「항공사업법」 제7조에 따른 국내항공운송사업자 또는 국제항공운송사업자, 같은 법 제10조에 따른 소형항공운송사업자 또는 같은 법 제30조에 따른 항공기사용사업자

- 「고등교육법」 제2조 제1호에 따른 대학 또는 이와 동등 이상의 교육기관

b) 적용 감면율
- 2021. 1. 1 ~ 2023. 12. 31 : 50 퍼센트 감면

5.6 예외규정

a. 기상악화, 천재·지변 또는 긴급환자의 발생 등 부득이한 사유(정비결함 등 항공사에 책임이 있는 사유를 제외한다. 이하 같다)로 공항을 이륙한 후 2시간 이내에 그 공항으로 다시 돌아오는 항공기

b. 기상악화로 공항에 불시착한 후 목적지 공항(대한민국의 공항에 한한다)을 향하여 이륙하는 항공기. 다만, 불시착한 항공기가 불시착한 공항에서 여객 또는 화물의 일부 또는 전부를 내린 경우는 제외

c. 천재·지변 또는 긴급환자의 발생 등 부득이한 사유로 공항에 불시착한 후 목적지 공항을 향하여 이륙하는 항공기. 다만, 불시착한 항공기가 불시착한 공항에서 여객 또는 화물의 전부를 내린 경우는 제외

d. 외교상의 목적이나 공용에 사용되는 항공기

e. 「항공안전법」 제36조제3항의 규정에 의한 시험비행을 하는 항공기

f. 행정상의 명령에 의하여 착륙 또는 이륙하는 항공기

5.5 Reductions

a. Gimpo, Gimhae, Jeju and other Airport
(Except Incheon INTL Airport)
1) Lighting charge exemptions for New Routes and Added Frequencies
- Conditions and rates for exemptions are varied by airports and routes.
* For more detailed information, contact Korea Airports Corporation.

2) Airport reduction : 50% exemption for the aircraft landing or taking off at the airport(expect Gimpo, Gimhae, Jeju) designated by the president whose use of designated by the president whose use of airport facilities in the previous year is 30% or less to promote the use of the airport facilities.
a) Target Airport
- International : Daegu, Cheongju, Muan, Yangyang
- Domestic : Muan, Yangyang, Sacheon, Pohang Gyeongju
b) Period
- 2021. 1. 1 ~ 2022. 12. 31

3) Training aircraft reduction : Aircraft on a training flight piloted by anyone satisfying at least one of the following conditions(Not applied to Gimpo, Gimhae, Jeju Airport).
a) Target aircraft
- Technical educational institution designated by Minister of Land, Infrastructure and Transport under the Aviation Safety Act, Article 48.
- Domestic or International air transport operators under the Aviation Business Act, Article 7, small air transport operators under the Aviation Business Act, Article 10 and business operators using aircraft under the Aviation Business Act, Article 30.
- Colleges as defined by the Higher Education Act, Article 2, item 1 or equivalent/ higher-level educational institutions.
b) Reduction rate
- 2021. 1. 1 ~ 2023. 12. 31 : 50% exemption

5.6 Exceptions

a. Aircraft that return to the departure aerodrome within two hours after take-off due to unavoidable reasons such as bad weather conditions, natural disasters or patients, etc. (except reasons resulting from poor maintenances by airline company)

b. Aircraft that take off to destination aerodromes located in the Republic of Korea after emergency landings due to bad weather conditions. (except when some or all of passengers or cargo are disembarked).

c. Aircraft that take off to the destination aerodromes located in the Republic of Korea after emergency landings due to unavoidable reasons such as natural disasters or patients, etc. (except when all passengers or cargo are disembarked)

d. Aircraft used for diplomatic or official purposes.

e. Aircraft performing flight test under the Aviation Safety Act, Article 36, Para. 3.

f. Aircraft landing or taking-off in direct response to an official administrative order.

6. 소음 부담금(인천국제공항은 제외됨)

6.1 기준
항공기 기종별 소음등급은 국제 민간항공조약 부속서 16의 구분에 따라 대한민국 '공항소음방지및소음대책지역지원에관한법률'로 정한다.

6.2 항공기 등급에 대한 소음부담금

6. Noise surcharges(Except Incheon INTL Airport)

6.1 Basis
Aircraft class for noise surcharge determined by the 'Act on the Prevention of Airport Noise and Assistance to Noise Policies Area' according to Annex 16, Volume 1 – ICAO.

6.2 Noise surcharges of the aircraft class

항공기 등급 The aircraft class for noise surcharge	소음값 Noise level(EPNdB)	소음부담금액 Noise surcharge	적용일 effective date
1등급 / Class 1	over 100	당해 항공기 착륙료의 100분의 25에 해당하는 금액 25% of the ordinary landing charge for each flight	'17.12.31. 1500 UTC ~
2등급 / Class 2	more than 97 but not more than 100	당해 항공기 착륙료의 100분의 20에 해당하는 금액 20% of the ordinary landing charge for each flight	
3등급 / Class 3	more than 94 but not more than 97	당해 항공기 착륙료의 100분의 17에 해당하는 금액 17% of the ordinary landing charge for each flight	
4등급 / Class 4	more than 91 but not more than 94	당해 항공기 착륙료의 100분의 14에 해당하는 금액 14% of the ordinary landing charge for each flight	
5등급 / Class 5	91 or less	당해 항공기 착륙료의 100분의 10에 해당하는 금액 10% of the ordinary landing charge for each flight	

* 소음값은 ICAO 부속서 16에 따른 소음적합증명서 등에 기재된 소음값의 평균으로 합니다.
Noise level shall be average value of aircraft noise level provided in noise certificate or equivalent document pursuant to Annex 16 to the Convention on Civil Aviation.

* 소음값을 증명하는 서류 등을 제출하지 않은 경우, 소음부담금은 항공기 착륙료의 25%에 해당하는 금액으로 합니다.
For those aircraft whose documented proof of noise level has not provided, 25%, equivalent to Class 1, of the ordinary landing charge shall be charged.

7. 수하물 처리 시설사용료(인천국제공항)

7.1 기준
항공기의 총 출발여객 수(통과여객 제외)

7.2 요금
출발여객 당 1 895 원

7.3 방식
여객터미널 내 부대시설인 수하물 검색을 위한 X-RAY, 저울 등의 사용에 대해 부과함.

8. 탑승교 사용료(인천국제공항)

8.1 기준
항공기 도착 또는 출발 사용 시 각각

8.2 요금
사용 항공편 당 64 433 원

7. Baggage Handling System Facility Charge (Incheon International Airport)

7.1 Basis
Total departing passenger(except transit)

7.2 Rate
Korean currency ₩ 1 895 per departing passenger

7.3 Rules
BHS Facility charge is levied for the use of incidental equipment installed in the passenger terminal like X-RAY and scales that are provided for searching operations of baggage.

8. Passenger Boarding Bridge Charge(Incheon International Airport)

8.1 Basis
Flight movement (landing or take-off separately)

8.2 Rate
Korean currency ₩ 64 433 per use

Change : Information of passenger boarding bridge charge for Incheon INTL airport.

4. 항공교통업무 공역등급 요약

구분	등급	고도 및 설정지역	비행 방식	분리적용	제공업무	공지 통신요건	ATC 허가
관제 공역	A	• FL 200 초과~FL 600 이하 항로*	IFR	모든 항공기	ATC 업무	유지	필요
	B	• 인천공항* - 372745N 1262621E 기준 반경 5 NM(9.3 km)과 북쪽으로 373156N 1261525E - 373721N 1262500E - 373241N 1262713E - 372852N 1262003E - 373156N 1261525E, 남쪽으로 372247N 1262526E - 372654N 1263222E - 372339N 1263710E - 371815N 1262736E - 372247N 1262526E 로 구성된 공역 (SFC~10 000 ft MSL) - 위의 공역을 제외한 반경 5 NM(9.3 km)에서 10 NM(18.5 km)과 북쪽으로 373454N 1261246E - 374019N 1262221E - 373721N 1262500E - 373156N 1261525E - 373454N 1261246E, 남쪽으로 371815N 1262736E - 372339N 1263710E - 371917N 1264102E - 371353N 1263128E - 371815N 1262736E 로 구성된 공역 (공항표고 1 000 ft~10 000 ft AMSL) - 10~20 NM(공항표고 5 000 ft~10 000 ft AMSL) • 김포공항* - 373325N 1264751E 기준 반경 5 NM(9.3 km)과 북쪽으로 373646N 1263926E - 373944N 1264310E - 373803N 1264518E - 373458N 1264142E - 373646N 1263926E, 남쪽으로 372840N 1264938E - 373036N 1265252E - 372907N 1265444E - 372652N 1265153E - 372840N 1264938E 로 구성된 공역 (SFC~10 000 ft AMSL) - 5~10 NM(공항표고 1 000 ft~10 000 ft AMSL) - 10~20 NM(공항표고 5 000 ft~10 000 ft AMSL) • 제주공항 - 비행장 표점(333044N 1262934E) 중심 5 NM로 구성된 공역 : SFC~10 000 ft AMSL - 332635N 1262614E에서 비행장 표점 반경 5 NM을 따라 시계방향으로 333048N 1263532E - 333051N 1264131E에서 비행장 표점 10 NM을 따라 반시계방향으로 332225N 1262255E – 332635N 1262614E 로 구성된 공역 : 1 000 ft AMSL~10 000 ft AMSL - 332225N 1262255E에서 비행장 표점 반경 10 NM을 따라 시계방향으로 333051N 1264131E - 333057N 1265328E에서 비행장 표점 반경 20 NM을 따라 반시계방향으로 331405N 1261618E – 332225N 1262255E 로 구성된 공역 : 2 000 ft AMSL~10 000 ft AMSL	IFR VFR	모든 항공기	ATC 업무	유지	필요
	C	• 접근관제소를 운영하는 공항 중심 반경** - 5 NM 이내(SFC~5 000 ft AGL) - 5~10 NM(공항표고 1 000 ft~5 000 ft AGL)	IFR	IFR, VFR로부터 IFR	ATC 업무	유지	필요
			VFR	IFR로부터 VFR	• IFR로부터 분리하기 위한 ATC 업무 • VFR/VFR간 교통정보 (요청시 교통회피조언)	유지	필요
	D	• 최저항공로고도(MEA)이상 평균해면 20 000 ft 이하의 모든 항공로 • 서울접근관제구역 B 등급 공역을 제외한 10 000 ft AMSL 초과 FL 185 이하의 공역* • 관제탑을 운영하는 공항 중심반경*** - 5 NM 이내 (SFC~관제권 상한고도)	IFR	IFR로부터 IFR, 무선교신 및 레이더 식별된 VFR	• ATC 업무 • 업무량 허용시 교통정보제공 (요청시교통회피조언)	유지	필요
			VFR	없음	• IFR과 VFR간 교통정보 제공 (요청시교통회피조언)	유지	필요
	E	• A, B, C 및 D 등급 이외의 관제공역 - 영공(영토 및 영해) : 해면 또는 지표면으로부터 1 000 ft 이상~60 000 ft 이하 - 공해상 : 해면에서 5 500 ft 이상~ 평균해면 60 000 ft AMSL 이하	IFR	IFR로부터 IFR	• ATC 업무 • 업무량 허용시 시계비행 항공기에 대한 교통정보 제공	유지	필요
			VFR	없음	• 업무량 허용시 교통정보 제공	불필요 (민항기 제외)	불필요
비관제 공역	G	• A, B, C, D, E 등급 이외의 비관제공역 - 영공(영토 및 영해) : 해면 또는 지표면으로부터 1 000 ft 미만) - 공해상 : 해면에서 5 500 ft 미만 - 평균해면 60 000 ft AMSL을 초과하는 비관제공역	IFR VFR	NIL	• 비행정보업무	불필요	불필요

* 한국군은 해당 등급 비행절차 준수 유보, 관계기관 간 합의서의 비행정보 통보절차에 의함.
** 김해, 광주, 사천, 대구, 원주, 군산 및 포항경주공항 / 강릉, 중원, 서산 및 예천 군용비행장
*** 양양, 서울, 청주, 울산, 여수 및 무안공항 / 오산, 수원, 성무, 평택, 목포, 진해, 이천, 논산 및 속초 군용비행장 / 울진 및 정석 비행장

Change : Information of designated areas for Incheon airport, Gimpo airport.

4. Summary of 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(9.3 km) radius of 372745N 1262621E including areas which are extended northbound from 373156N 1261525E - 373721N 1262500E - 373241N 1262713E - 372852N 1262003E - 373156N 1261525E, and southbound from 372247N 1262526E - 372654N 1263222E - 372339N 1263710E - 371815N 1262736E - 372247N 1262526E (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(9.3 km) radius of 373325N 1264751E including areas which are extended northbound from 373646N 1263926E - 373944N 1264310E - 373803N 1264518E - 373458N 1264142E - 373646N 1263926E, and southbound from 372840N 1264938E - 373036N 1265252E - 372907N 1265444E - 372652N 1265153E - 372840N 1264938E - 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 with ATC Tower*** - 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)

Change : Information of designated areas for Incheon airport, Gimpo airport.

ENR 4. RADIO NAVIGATION AIDS/SYSTEMS

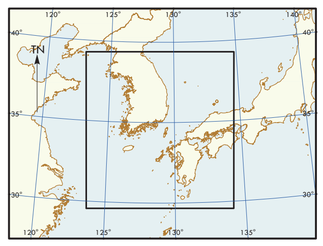
ENR 4.1. RADIO NAVIGATION AIDS - ENROUTE

Name of station (VAR) (VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME antenna (ft AMSL)	Remarks
1	2	3	4	5	6	7
ANYANG VORTAC (8° W)	SEL	115.5 MHz (CH 102X)	H24	372449N 1265542E	900	**Korea Airport Authority** **VOR unusable** RDL 063 clockwise RDL 070 beyond 38 NM below 9 000 ft AMSL **TACAN unusable** RDL 063 clockwise RDL 070 beyond 23 NM below 13 000 ft AMSL RDL 071 clockwise RDL 090 beyond 30 NM below 8 000 ft AMSL RDL 091 clockwise RDL 100 beyond 20 NM below 10 000 ft AMSL RDL 131 clockwise RDL 140 beyond 23 NM below 6 500 ft AMSL RDL 181 clockwise RDL 210 beyond 12 NM below 8 000 ft AMSL **Scheduled Inspection Time** Every 3rd TUE(1500-2000 UTC) of the month
BUSAN VORTAC (7° W)	PSN	114.0 MHz (CH 87X)	H24	350721N 1285958E	1 900	**Korea Airport Authority** **VOR unusable** RDL 047 between 10 and 16 DME below 15 000 ft AMSL due to roughness RDL 237 between 9 and 12 DME below 15 000 ft AMSL between 18 and 26 DME below 25 000 ft AMSL between 34 and 37 DME below 15 000 ft AMSL due to roughness RDL 278 between 5 and 15 DME below 20 000 ft AMSL due to roughness RDL 341 between 7 and 15 DME below 25 000 ft AMSL due to roughness **Scheduled Inspection Time** Every 2nd MON(1500-2000 UTC) of the month
DALSEONG VORTAC (8° W)	TGU	112.2 MHz (CH 59X)	H24	354835N 1283527E	2 200	**Korea Airport Authority** **VOR/TACAN unusable** RDL 155 clockwise RDL 185 beyond 33 DME below 9 000 ft AMSL RDL 208 clockwise RDL 225 beyond 26 DME below 7 000 ft AMSL **VOR unusable** RDL 084 between 5 DME and 17 DME below 15 000 ft AMSL between 18 DME and 22 DME below 25 000 ft AMSL RDL 253 between 7 DME and 23 DME below 15 000 ft AMSL between 24 DME and 30 DME below 25 000 ft AMSL RDL 282 between 8 DME and 15 DME below 15 000 ft AMSL between 16 DME and 32 DME below 25 000 ft AMSL RDL 324 between 9 DME and 18 DME below 15 000 ft AMSL between 19 DME and 26 DME below 27 000 ft AMSL **Scheduled Inspection Time** Every 4th WED(1500-2000 UTC) of the month

Name of station (VAR) (VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME antenna (ft AMSL)	Remarks
1	2	3	4	5	6	7
GANGWON VORTAC (9° W)	KAE	115.6 MHz (CH 103X)	H24	374203N 1284514E	3 400	**Korea Airports Corporation** **VOR unusable** RDL 271 clockwise RDL 040 beyond 20 NM below 7 000 ft AMSL due to RK P518 **TACAN unusable** RDL 271 clockwise RDL 040 beyond 20 NM below 7 000 ft AMSL due to RK P518 RDL 200 clockwise RDL 230 beyond 22 NM below 9 000 ft AMSL due to roughness **Scheduled Inspection Time** Every 3rd WED(1500-2000 UTC) of the month
GUNSAN VORTAC (7° W)	KUZ	112.8 MHz (CH 75X)	H24	355437N 1263641E	0	**United States Air force** **TACAN unusable** RDL 030 clockwise RDL 050 beyond 30 DME below 7 000 ft AMSL RDL 185 clockwise RDL 195 beyond 30 DME below 6 000 ft AMSL **Scheduled Inspection Time** Every MON, WED, FRI (1900-2200 UTC)
GWANGJU TACAN (8° W)	KWJ	1175 MHz (CH 88X)	H24	350723N 1264810E	100	**Republic of Korea Air force** **TACAN unusable** RDL 000 clockwise RDL 031 beyond 24 DME below 9 000 ft AMSL RDL 085 clockwise RDL 110 beyond 22 DME below 8 000 ft AMSL RDL 111 clockwise RDL 170 beyond 16 DME below 12 000 ft AMSL RDL 230 clockwise RDL 250 beyond 17 DME below 9 000 ft AMSL RDL 251 clockwise RDL 269 beyond 32 DME below 5 500 ft AMSL RDL 296 clockwise RDL 320 beyond 27 DME below 9 000 ft AMSL RDL 321 clockwise RDL 359 beyond 15 DME below 9 000 ft AMSL
GWANGJU VOR/DME (8° W)	KWA	114.4 MHz (CH 91X)	H24	350734N 1264844E	100	**Korea Airport Authority** **VOR unserviceable** RDL 291 clockwise RDL 359 beyond 28 NM below 8 000 ft AMSL **DME unserviceable** RDL 000 clockwise RDL 060 beyond 33 NM below 6 000 ft AMSL RDL 088 clockwise RDL 110 beyond 28 NM below 8 000 ft AMSL RDL 111 clockwise RDL 140 beyond 22 NM below 10 000 ft AMSL RDL 141 clockwise RDL 190 beyond 14 NM below 9 000 ft AMSL RDL 191 clockwise RDL 270 beyond 36 NM below 5 000 ft AMSL RDL 271 clockwise RDL 290 beyond 30 NM below 8 000 ft AMSL RDL 291 clockwise RDL 359 beyond 28 NM below 8 000 ft AMSL **Scheduled Inspection Time** Every 4th TUE(1500-2000 UTC) of the month

Change : Information of MAG VAR(8° W → 9° W) and remarks for gangwon VORTAC.

ENROUTE CHART - ICAO



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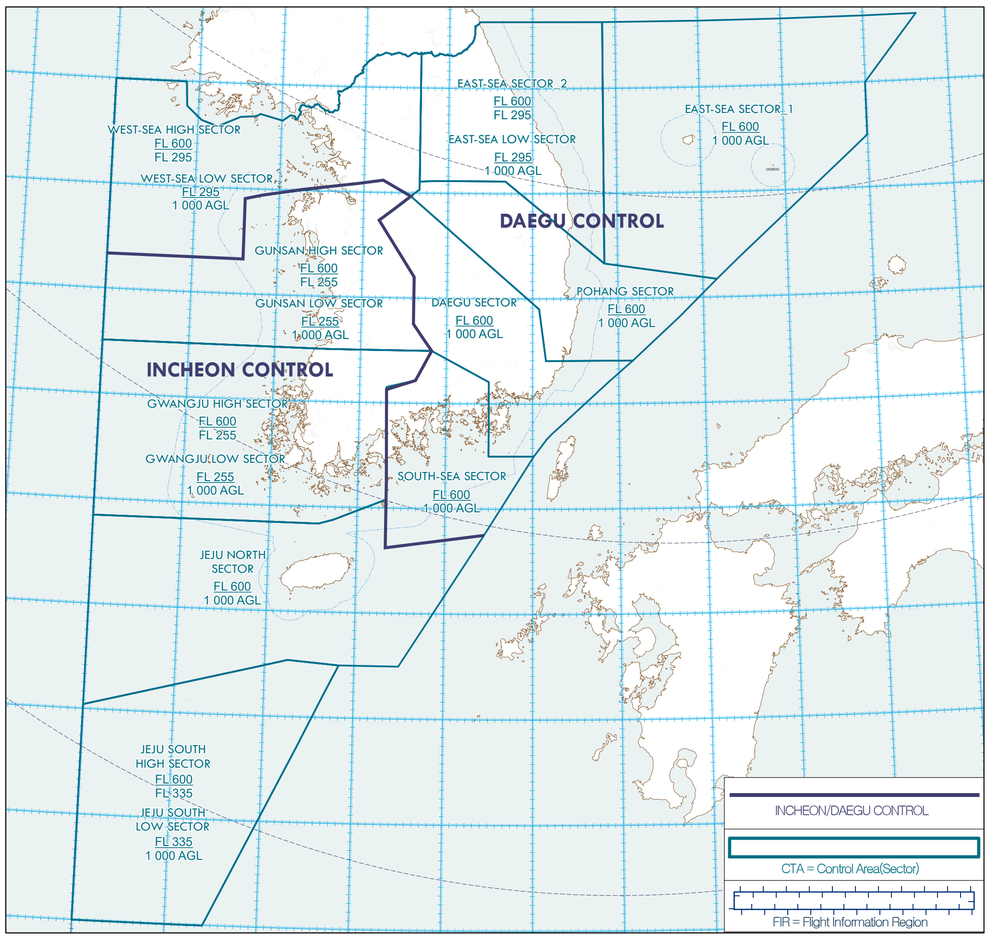
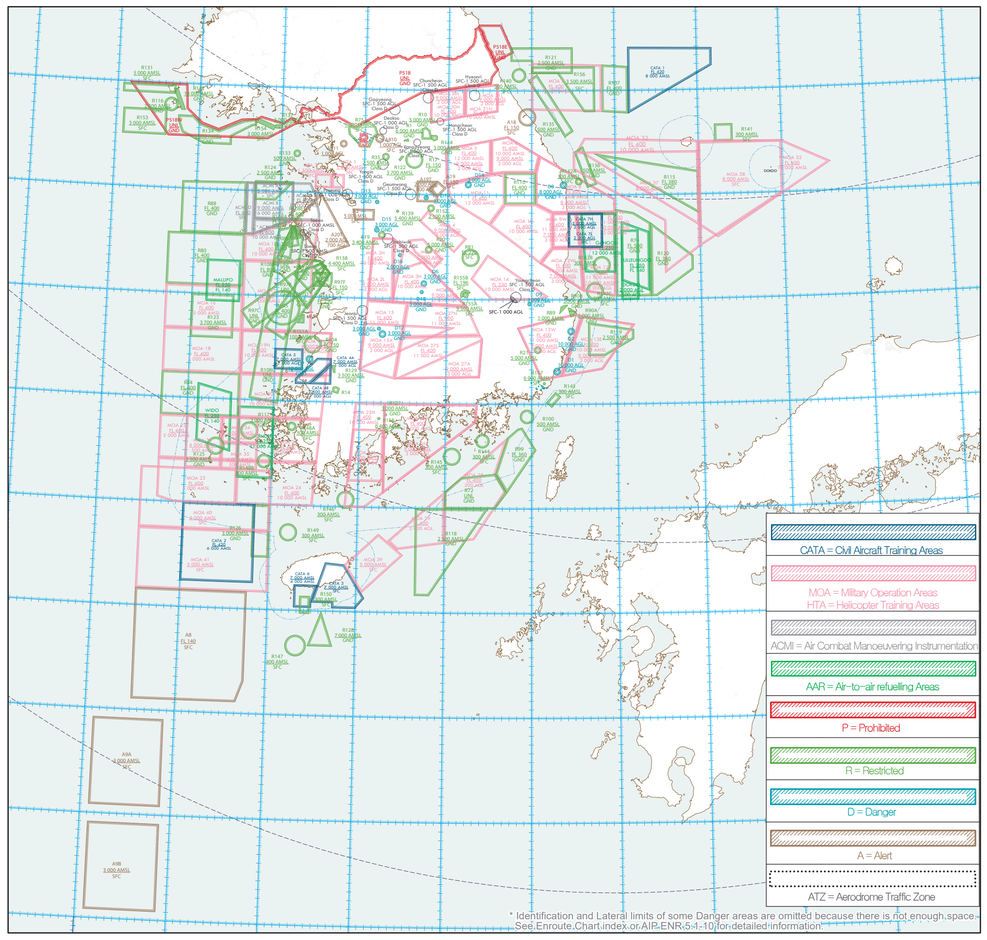
REPUBLIC OF KOREA

* The information contained is based on Aeronautical Information Publication.

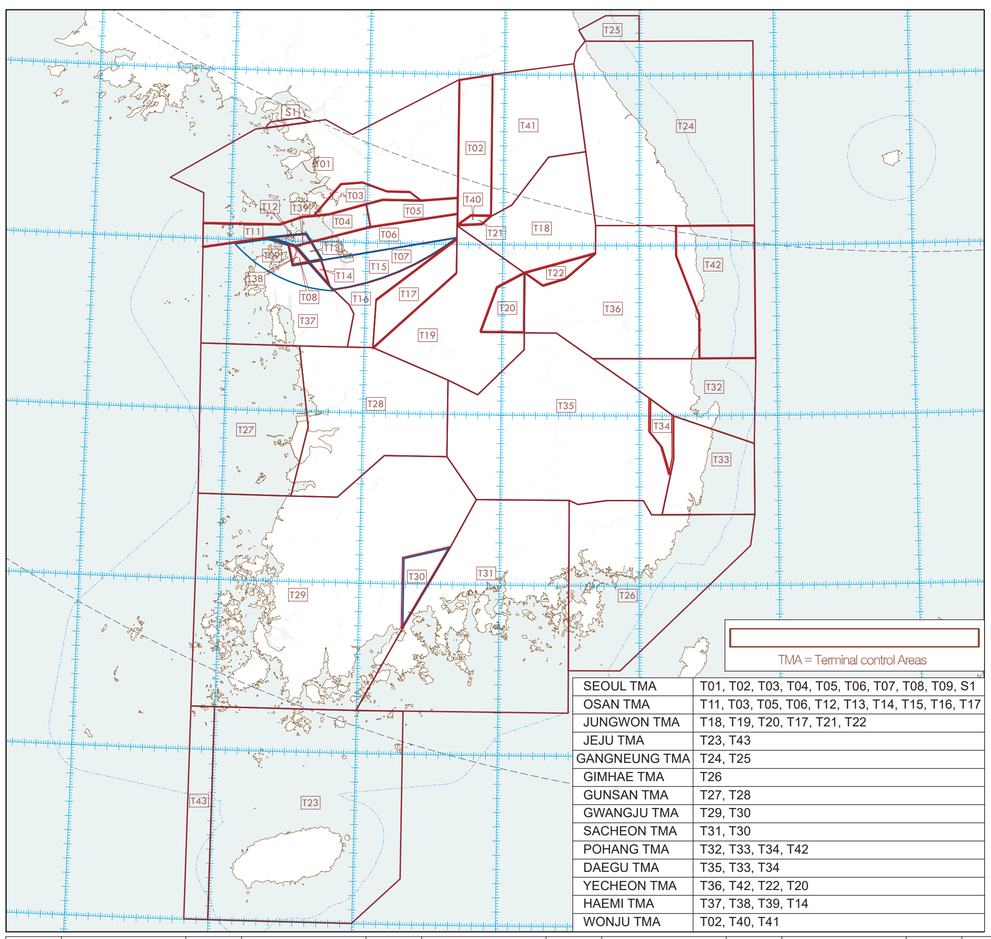
ACC · CTA · FIR



PROHIBITED · RESTRICTED · DANGER · ALERT · ATZ · CATA · MOA · ACMI · AAR



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

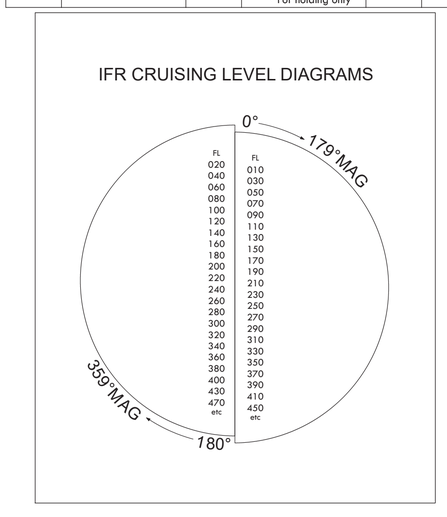
ATS Airspace Classifications

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 radius of 372745N 1262621E including areas which are extended northbound from 373156N 1261525E - 373721N 1262500E - 373241N 1262713E - 372852N 1262003E - 373156N 1261525E, and southbound from 372247N 1262526E - 372654N 1263222E - 372339N 1263710E - 371815N 1262736E - 372247N 1262526E (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 radius of 373325N 1264751E including areas which are extended northbound from 373646N 1263926E - 373944N 1264310E - 373803N 1264518E - 373458N 1264142E - 373646N 1263926E, and southbound from 372840N 1264938E - 373036N 1265252E - 372907N 1265444E - 372652N 1265153E - 372840N 1264938E (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 1284615E	*BEPKO	333910N 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 1263329E	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	NOMOS	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
Unit providing service — GND / 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. — 23
Minimum lighting-obstacles, boundary or runway lights and lighted wind indicator or landing direction indicator — L
Runway hard surfaced, normally all weather — H
Note.- A dash (-) is to be inserted where L or H do not apply.
Length of longest runway in hundreds of feet — 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° 282°
Distance in NM — 14
Upper limit — 10 000 or 6 000
Minimum flight altitude — 7 000

Area navigation route (RNAV)
Route designator — Y685
Magnetic track — 133° 313°
Distance in NM — 31
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)
Lakes(Perennial)
Small river(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 GND-UNL	**RK P518** GND-UNL	**RK P518E** GND-UNL	**RK P518W** 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-2 500 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 AMSL			

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 11 JAN 2024 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	Incheon Airport Slot Coordination(IASC) Slots must be obtained prior to commencing operations at RKSI (Level-3 airport). - Slot Request : icnscr@iasc.kr (SSIM format messages only) - General Enquiry : icninfo@iasc.kr * For General/Business Aviation, submit GCR messages to obtain slot clearance. * Details of slot coordination procedures are outlined on the website (www.iasc.kr).

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

Change : Establishment of remarks for Incheon airport slot coordination(IASC).

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

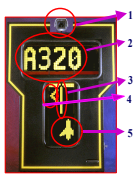
RKSI AD 2.5 PASSENGER FACILITIES

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

3	Stop Bars and RWY Guard Lights	a. Stop Bar Lights across the taxiway are installed at the runway holding positions, ILS sensitive area holding positions. Stop Bar Lights on Taxiway A, B, C, D are inserted on the intersection taxiway and straight taxiway at intervals of 200 m. Stop Bar Lights on Taxiway M, N, P are inserted on the intersection taxiway. b. Stop Bar Lights consist of in-pavement and elevated red unidirectional fixtures and are installed at 3 m intervals. c. Stop Bars are controlled by ATC and include a system of in-pavement green taxiway centerline lights, lead-on/off lights at the locations where aircraft enter or cross a runway. d. RWY Guard Lights are provided with a pair of yellow flashing lights on both sides of the stop bar installed at either the runway holding positions or ILS sensitive area holding positions.
4	Intermediate Holding Position Lights	a. Intermediate Holding Position Lights consist of in-pavement yellow fixtures installed at the intermediate holding position in the Apron 2, 3, 4 and Cargo Apron 2 areas. b. Intermediate Holding Position Lights are not installed where Stop Bar Lights are installed.
5	A-SMGCS & ASDE	a. A-SMGCS (Advanced Surface Movement Guidance & Control System) A-SMGCS provides Surveillance, Routing, Guidance and Control Functions to ATC. Its operations apply automated routing and lighting systems during night time and daylight time under IFR conditions. When a taxiing route is selected, the corresponding segments of taxiway centerline lights are switched on automatically ahead of the aircraft and are then extinguished immediately after the aircraft passes. All the movement of aircraft including vehicles are strictly required to obey instructions issued by ATC with this system during LVP(Low Visibility Procedures) in operation. b. ASDE (Airport Surface Detection Equipment) ASDE comply with CAT III capabilities of identification, monitoring and alerting information to ATC following : - 360° Radius coverage and ground movement data displaying. - Runway incursion & collisions warnings. - Interfacing capability with ARTS(Automated Terminal Radar System) or A-SMGCS.
6	Remarks	NIL

General explanation of PDU(Pilot Display Unit) _ Concourse	
	1. It is the camera to detect the approaching aircraft. 2. During the docking procedure, it visually represents the guidance information such as aircraft type and remaining distance. 3. It represents the stand centre line. When the camera detects the approaching aircraft, this vertical bar is displayed to let the pilot know the correct course. 4. It provides the azimuth guidance information to the pilot. When the aircraft deviates from the stand centre line, this symbol is shown to correct the direction which the arrow symbol points to. 5. It is the symbol of the aircraft.
The VDGS(Visual Docking Guidance System) Docking Procedure _ Concourse	
	1. The docking preparation After initializing the docking stand designation, the expected aircraft type and the stand number will be alternatively displayed on the upper LCD of the PDU. At the same time, the lead-in lights installed along the stand centre line will be switched on. 2. The azimuth guidance information When the aircraft is detected by the camera, azimuth guidance information will be provided on the lower LCD of the PDU. In case the aircraft deviates from the stand centre line, the arrow symbol will be displayed.
  	3. The remaining distance information a. The remaining distance information will be shown numerically on the upper LCD of the PDU with the graphical presentation starting from 30 m before the stop point. At the same time, the aircraft symbol will be shown along the stand centre line displaying on the lower LCD of the PDU. b. The remaining distance information will be displayed 30 m to 20 m by 5 m step (30, 25, and 20 m), 20 m to 10 m by 2 m step (20, 18, 16, 14, 12, and 10 m), 10 m to 1 m by 1 m step (10, 9, 8, 7, 6, 5, 4, 3, 2, and 1 m), and the remaining last 1 m will be shown by 0.2 m step (1, 0.8, 0.6, 0.4, 0.2, and STOP). Some remaining distance information may not be displayed on the PDU according to the aircraft docking speed.

Change : Information of RWY guard lights.

The VDGS(Visual Docking Guidance System) Docking Procedure _ Concourse	
	4. The STOP information a. It represents that the pilot should stop his aircraft. b. If the aircraft overruns more than 2 m, STOP TOO FAR message will be shown on the upper LCD of the PDU.
	5. The ESTOP information a. The ESTOP (Emergency stop) will be displayed when the aircraft deviates too far from the stand centre line or the field operator presses the E-STOP button. b. In case ESTOP message is shown on the PDU, the aircraft should be stopped immediately.
	6. The docking completion information When the aircraft has reached the stop point within the tolerance, the OK message will be shown on the upper LCD of the PDU.
 	7. The ON BLOCK Information a. The ONBLK (On block) message and time will be displayed on the PDU right after changing from STOP to OK message. b. The On block time will be transmitted to the IIS(Integrated Information System).
A-CDM Information on VDGS _ Concourse	
 	TOBT or TSAT information is provided on VDGS for push-back waiting aircraft. (Refer to AD 2.20)

RKSI 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
RKSIOB001	Power Transmission Tower #1	373203.9N 1262255.8E	428 ft/	Marked/LGTD	In 33L/R, 15L/R, 16L/R, 34L/R APCH/TKOF
RKSIOB002	Power Transmission Tower #2	373201.7N 1262345.5E	389 ft/	Marked/LGTD	In 33L/R, 15L/R APCH/TKOF
RKSIOB003	Power Transmission Tower #3	373200.3N 1262417.0E	358 ft/	Marked/LGTD	
RKSIOB004	Power Transmission Tower #4	373200.1N 1262422.7E	367 ft/	LGTD	
RKSIOB005	Brg. Incheon #1	372456.3N 1263345.7E	788 ft/	LGTD	
RKSIOB006	Brg. Incheon #2	372442.7N 1263413.5E	788 ft/	LGTD	
RKSIOB007	Mt. Guksabong	373203.3N 1262056.5E	512 ft/	NIL	In 16L/R, 34L/R APCH/TKOF
RKSIOB008	Power Transmission Tower #6	373212.4N 1262447.3E	311 ft/	NIL	In 33L/R, 15L/R, 16L/R, 34L/R circling area and at AD
RKSIOB009	Mt. Sido	373143.3N 1262526.5E	387 ft/	NIL	
RKSIOB010	Mt. Gubong	373129.2N 1262644.6E	621 ft/	NIL	
RKSIOB011	Shinbul Antenna #1	372720.8N 1262850.9E	254 ft/	Marked/LGTD	
RKSIOB012	Shinbul Antenna #2	372716.6N 1262855.0E	251 ft/	LGTD	
RKSIOB013	Mt. Muuido	372427.5N 1262434.6E	444 ft/	NIL	
RKSIOB014	Power Transmission Tower (Jamjindo)	372503.6N 1262454.7E	263 ft/	Marked/LGTD	
RKSIOB015	Mt. Oseong #2	372556.7N 1262524.7E	245 ft/	NIL	
RKSIOB016	Mt. Oseong #8	372712.2N 1262406.6E	274 ft/	NIL	
RKSIOB017	Mt. Oseong #6	372703.2N 1262443.8E	267 ft/	NIL	
RKSIOB018	Mt. Wang (Antenna)	372800.2N 1262142.2E	598 ft/	LGTD	
RKSIOB019	Transportation Center	372649.9N 1262709.8E	170 ft/	NIL	
RKSIOB020	Mt. Baekun	372937.0N 1263058.8E	853 ft/	NIL	
RKSIOB021	Mt. Horyeonggok	372240.9N 1262518.7E	818 ft/	NIL	

In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/ HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
RKSIOB022	Control TWR	372739.3N 1262625.9E	345.9 ft/	LGTD	In 33L/R, 15L/R, 16L/R, 34L/R APCH/TKOF
RKSIOB023	Apron TWR #1	372722.9N 1262640.4E	229.6 ft/	LGTD	
RKSIOB024	Apron TWR #2	372759.9N 1262607.5E	336.5 ft/	LGTD	

RKSI AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aviation Meteorological Office · TEL : +82-32-222-3030 · FAX : +82-32-740-2817
2	Hours of service MET Office outside hours	24 hours -
3	Office responsible for TAF preparation Periods of validity	Aviation Meteorological Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Trend forecast Interval of issuance	Trend Type forecast 30 minutes (METAR)
5	Briefing/consultation provided	Available by the phone for 24 hours 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, Significant weather charts(high, medium, low) and other model outputs
8	Supplementary equipment available for providing information	Satellite and Terminal Doppler Weather radar imageries, Low Level Windshear Alert System
9	ATS units provided with information	FIC, TWR, APP and ACC
10	Additional information (limitation of service, etc.)	All observation data, model outputs and forecasts produced by KMA and WAFS are available at the office through Internet link.

RKSI AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY 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
15L	144.66°	3 750 × 60	· 88/F/B/X/T Asphalt · SWY and 300 m RWY ends are 86/R/B/X/T Concrete	372902.20N 1262624.56E GUND 21.5 m	THR 6.9 m / 22.6 ft TDZ 6.9 m / 22.6 ft
33R	324.67°	3 750 × 60	· 88/F/B/X/T Asphalt · SWY and 300 m RWY ends are 86/R/B/X/T Concrete	372722.97N 1262752.82E GUND 21.5 m	THR 6.9 m / 22.6 ft TDZ 6.9 m / 22.6 ft
15R	144.66°	3 750 × 60	· 88/F/B/X/T Asphalt · SWY and 300 m RWY ends are 86/R/B/X/T Concrete	372854.44N 1262610.82E GUND 21.4 m	THR 6.9 m / 22.6 ft TDZ 6.9 m / 22.6 ft
33L	324.67°	3 750 × 60	· 88/F/B/X/T Asphalt · SWY and 300 m RWY ends are 86/R/B/X/T Concrete	372715.21N 1262739.08E GUND 21.5 m	THR 6.9 m / 22.6 ft TDZ 6.9 m / 22.6 ft
16L	144.66°	4 000 × 60	· 75/F/B/X/T Asphalt · SWY and 700 m RWY ends are 85/R/B/X/T Concrete	372822.11N 1262456.06E GUND 21.3 m	THR 7.0 m / 22.9 ft TDZ 7.0 m / 22.9 ft
34R	324.67°	4 000 × 60	· 75/F/B/X/T Asphalt · SWY and 700 m RWY ends are 85/R/B/X/T Concrete	372636.29N 1262630.22E GUND 21.5 m	THR 7.0 m / 22.9 ft TDZ 7.0 m / 22.9 ft
16R	144.66°	3 750 × 60	· 75/F/B/X/T Asphalt · SWY and 842 m RWY ends are 85/R/B/X/T Concrete	372807.71N 1262448.18E GUND 21.8 m	THR 7.0 m / 22.9 ft TDZ 7.0 m / 22.9 ft
34L	324.67°	3 750 × 60	· 75/F/B/X/T Asphalt · SWY and 842 m RWY ends are 85/R/B/X/T Concrete	372628.50N 1262616.45E GUND 21.9 m	THR 7.0 m / 22.9 ft TDZ 7.0 m / 22.9 ft
Remarks Geoid undulations of 16R and 34L are surveyed on the basis of national geoid model, KNGeoid18.					

Change : Information of meteorological information provided.

RKSI AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Center Line LGT LEN, Spacing Colour, INTST	RWY edge LGT LEN,Spacing Colour, INTST	RWY End LGT Colour WBAR	SWY LGT LEN(m) Colour
1	2	3	4	5	6	7	8	9
15R	ALSF-II 900 m LIH	Green Green	PAPI Left / 3° (64.64 ft)	900 m	3 750 m 15 m white/Red LIH	3 750 m 60 m white/Yellow LIH	Red -	120 m Red
33L	ALSF-II 900 m LIH	Green Green	PAPI Left / 3° (64.64 ft)	900 m	3 750 m 15 m white/Red LIH	3 750 m 60 m white/Yellow LIH	Red -	120 m Red
15L	ALSF-II 900 m LIH	Green Green	PAPI Left / 3° (64.64 ft)	900 m	3 750 m 15 m white/Red LIH	3 750 m 60 m white/Yellow LIH	Red -	120 m Red
33R	ALSF-II 900 m LIH	Green Green	PAPI Left / 3° (64.64 ft)	900 m	3 750 m 15 m white/Red LIH	3 750 m 60 m white/Yellow LIH	Red -	120 m Red
16L	ALSF-II 900 m LIH	Green Green	PAPI Left / 3° (67.14 ft)	900 m	4 000 m 15 m white/Red LIH	4 000 m 60 m white/Yellow LIH	Red -	120 m Red
34R	ALSF-II 900 m LIH	Green Green	PAPI Left / 3° (67.14 ft)	900 m	4 000 m 15 m white/Red LIH	4 000 m 60 m white/Yellow LIH	Red -	120 m Red
16R	ALSF-II 900 m LIH	Green Green	PAPI Left / 3° (67.14 ft)	900 m	3 750 m 15 m white/Red LIH	3 750 m 60 m white/Yellow LIH	Red -	120 m Red
34L	ALSF-II 900 m LIH	Green Green	PAPI Left / 3° (67.14 ft)	900 m	3 750 m 15 m white/Red LIH	3 750 m 60 m white/Yellow LIH	Red -	120 m Red

10. Remarks :
Road holding position lights are installed at all road entrances to the RWY 15L/33R, 15R/33L, 16R/34L.
Lights of Golf course are installed at 1.6 km (750 m width × 500 m length) away from end of RWY 15R.

RKSI AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At the top of main electrical substation, FLG W/G EV 2 SEC IBN : NIL H24
2	LDI location and lighting Anemometer location and lighting	NIL Anemometer : 300 m from THR 15L/33R, 15R/33L, 16L/34R, 16R/34L and Run-up Area and Lighted
3	TWY edge and center line lighting	Edge : All TWY Curve area Centre line : All TWY
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AD Switch-over time: 1 SEC or 15 SEC
5	Remarks	Medium intensity obstacle light(white) at TWR is being operated by day.

Change : Information of anemometer lighting.

RKSI AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	H : 372744.42N 1262854.15E
2	TLOF and/or FATO elevation m/ft	H : 5.407 m (17.74 ft)
3	TLOF and FATO area dimesions, surface, strength and marking	H : Rectangle 25.1 x 25.1 m, Concrete PCN 16/R/B/X/T, white edges and white letter H.
4	True BRG of FATO	H : 145/325° GEO, 152/332° MAG Direction of TLOF zones : 145° GEO, 152° MAG 325° GEO, 332° MAG
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	1 day PPR from Incheon Airport AIS Daytime only (VFR and special VFR condition)

RKSI AD 2.17 ATS AIRSPACE

1	Designation and lateral limit	Incheon 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	Incheon Tower English / Korean
5	Transition altitude	14 000 ft AMSL
6	Operation hours	H24
7	Remarks	NIL

RKSI AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency		Hours of operation	Remarks
1	2	3		4	5
TWR	Incheon Tower	118.2 MHz(E) 118.8 MHz(W) 118.275 MHz(BK-FREQ) 231.8 MHz		H24	EAST(E): RWY 15L/R, 33L/R operation WEST(W): RWY 16L/R, 34L/R operation
GND	Incheon Ground	121.75 MHz(E) 121.7 MHz(W) 121.875 MHz(BK-FREQ) 121.925 MHz(BK-FREQ) 226.9 MHz		H24	EAST(E): RWY 15L/R, 33L/R operation WEST(W): RWY 16L/R, 34L/R operation
Apron	Incheon Apron	121.65 MHz 121.8 MHz 122.175 MHz 122.225 MHz	122.325 MHz 123.325 MHz 123.575 MHz 123.675 MHz	H24	When de-icing, refer to RKSI AD 2-23 (De-icing operational procedures)
DLVRY	Incheon Delivery	121.6 MHz(PRIMARY) 121.875 MHz(BK-FREQ) 269.2 MHz		H24	Digital PDC service available
ATIS	Incheon INTL Airport	ARR : 128.4 MHz 230.25 MHz DEP : 128.65 MHz 344.2 MHz BK-FREQ : 128.2 MHz		H24	1. Digital ATIS service available 2. 128.2 MHz used when 128.4 MHz, 128.65 MHz are not available 3. ATIS telephone service available. (Refer to RKSI AD 2-42 for detail)

RKSS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKSS - SEOUL / GIMPO International

RKSS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	373325N 1264751E 328° / 1 327 m from THR 32R
2	Direction and distance from city	275°, 16 km from Seoul City Hall
3	Elevation/Reference temperature	18 m / 31.8 °C
4	Geoid undulation at the AD ELEV PSN	23 m
5	MAG VAR/Annual change	9° W (2020) / 0.093° increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	Korea Airports Corporation(Gimpo International Airport) 76, Haneul-gil, Gangseo-gu, Seoul, 07505, Republic of Korea TEL : +82-2-2660-4218, 2566~7 Telefax : +82-2-2660-2842, 2575 AFS : RKSSZPZX
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKSS AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2100-1400 UTC*
2	Customs and Immigration	HO
3	Health and Sanitation	HO
4	AIS Briefing Office	H24
5	ATS Reporting Office	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	H24
12	Remarks	* Take-off and landing is restricted from 1400 UTC to 2100 UTC due to noise abatement, except the conditions described in RKSS AD 2.21 item 1.1 and 1.2.

RKSS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	All modern facilities
2	Fuel/oil types	Fuel : Aviation Turbin Fuel (Jet A-1) Aviation Gasolin (AV-gas 100LL) Oil : Turbo Oil 2 380/2 389, Jet Oil 254
3	Fuelling facilities/capacity	Jet A-1 available by hydrant refueling on passenger, remote, cargo apron, at rate of 1 000 gpm. 10 aircraft can be fueled simultaneously, total amount of storage is 35 771 000 L. No limitations at any time service available.
4	De-icing facilities	Available (Refer to Aircraft Parking / Docking Chart)
5	Hangar space for visiting aircraft	Business aircraft hangar : 4 for code letter "C" aircraft
6	Repair facilities for visiting aircraft	Major and minor repairs by arrangement
7	Remarks	NIL

Change : Information of reference temperature(30.8 °C → 31.8 °C).

RKSS AD 2.5 PASSENGER FACILITIES

1	Hotels	In Seoul city
2	Restaurants	At AD and in the city
3	Transportation	Buses, taxis, subway and rental cars from the AD
4	Medical facilities	a. Ambulance service available b. Hospitals near the AD within 18 km
5	Bank and Post Office	Available at AD
6	Tourist Office	Available at AD
7	Remarks	https://www.airport.co.kr/gimpo/

RKSS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	AD Category for fire fighting : CAT 10
2	Rescue equipment	a. 2 ARFF* vehicles : A capacity of 12 000 L water(each), 1 500 L AFFF**(each), Foam discharge rate 6 000 L/min (each), with dry chemical powder 250 kg(each) b. 1 ARFF* vehicle : 15 000 L water, 2 200 L AFFF**, Foam discharge rate 6 000 L/min, with dry chemical powder 250 kg c. 1 ARFF* vehicle : 11 000 L water, 1 400 L AFFF**, Foam discharge rate 6 000 L/min, with dry chemical powder 250 kg d. 1 Supplementary water tank truck : capacity 12 000 L e. 1 Rescue vehicle f. 1 Ambulance g. 1 Commanding vehicle * ARFF (Aircraft Rescue and Fire Fighting) ** AFFF (Aqueous Film Forming Foam)
3	Capability for removal of disabled aircraft	a. Specialized aircraft recovery equipment available for up to B747-8 size aircraft. b. 1 & 3 pole recovery jacks, 470 ton mobile crane including other accessory equipment can be provided by airlines and agencies. c. Korea airports Corporation is the coordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (TEL : 82-2-2660-4217)
4	Remarks	Aviation Fire-Fighting training facility a. Location - 389-9 Sangya dong Gyeyang-gu Incheon - 400 m from the airport boundary close to the beginning tip of RWY 14R b. Plottage 8 947 m^2 c. Two model aircraft for training

RKSS AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Type of clearing equipment	a. 5 Towed runway jet sweepers(working width : about 8.0 m) b. 7 Compact runway jet sweepers(working width : about 5.6 m) c. 2 Snow blowers(working width : about 2.5 m) d. 3 Dry material spreaders e. 1 Liquid material spreader
2	Clearance priorities	a. First 1) RWY 14R/32L and 14L/32R 2) Rapid exit taxiways(C1, E1, C2) 3) TWYs(P, A, B1, B2, E2, G1, G2) 4) Apron taxilanes(RD, R, P1, P2, P3, P4) 5) De-icing Pad b. Second 1) Rapid exit taxiways(C3, D2, D3) 2) TWYs(D1, F1, F2) 3) Apron Taxilanes(P5, N2, N3, S, W1, W2) 4) Aircraft stands
3	Remarks	Snow clearance information promulgated by SNOWTAM

RKSS 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
RKSSOB001	Mt. Gwanak(Electric Tower)	372642.5N 1265750.5E	2 287 ft/2 228 ft	LGTD	32L/R APCH
RKSSOB002	Mt. Samsung(North Peak)	372652.0N 1265551.4E	1 348 ft/1 289 ft	NIL	14L/R TKOF
RKSSOB003	BLDG. Sinturi	373046.2N 1265112.9E	283 ft/224 ft	NIL	
RKSSOB004	Mt. Samsung(South Peak)	372609.4N 1265621.8E	1 578 ft/1 519 ft	NIL	
RKSSOB005	Mt. Samsung(Transmitting Tower)	372559.6N 1265629.3E	1 742 ft/1 683 ft	LGTD	
RKSSOB006	BLDG. Yangcheon Middle School	373110.6N 1264932.9E	413 ft/354 ft	NIL	
RKSSOB007	BLDG. Gwangyeong girl's High School	373217.0N 1264924.4E	180 ft/121 ft	NIL	
RKSSOB008	Temple(Daegaksa)	373028.8N 1264929.5E	453 ft/394 ft	NIL	
RKSSOB009	BLDG. Mokdong	373138.2N 1265232.7E	891 ft/832 ft	LGTD	
RKSSOB010	Mt. Jangneong	373658.6N 1264233.1E	493 ft/434 ft	NIL	14L/R APCH
RKSSOB011	Hill. Daejun	373522.9N 1264527.5E	123 ft/64 ft	NIL	32L/R TKOF
RKSSOB012	Mt. Gaeyang (Transmitting Tower)	373311.0N 1264252.6E	1 506 ft/1 447 ft	LGTD	
RKSSOB013	Mt. Gahyun	373732.9N 1263902.6E	706 ft/647 ft	NIL	
RKSSOB014	HF antenna	373311.0N 1264706.0E	103 ft/44 ft	LTGD	32L/14R APCH
In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL	NIL	NIL	NIL	NIL	NIL

RKSS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Gimpo Airport Weather Office · TEL : +82-2-2664-0365 · FAX : +82-2-2664-0366
2	Hours of service MET Office outside hours	24 hours -
3	Office responsible for TAF preparation Periods of validity	Gimpo 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 by the phone for 24 hours 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, Significant weather charts(high, medium, low) and other model outputs
8	Supplementary equipment available for providing information	Satellite and Weather radar imageries
9	ATS units provided with information	FIC, TWR and APP
10	Additional information	All observation data, model outputs and forecasts produced by KMA and WAFS are available at the Office through Internet link.

Change : Information of meteorological information provided.

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Type of aid, MAG VAR, Type of supported OPS	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
LOC 14L (9° W/2020) ILS CAT I (9° W/2020)	ISEL	109.90 MHz	H24	373244.6N 1264834.7E		RWY 14L LOC unusable beyond 12 NM from GP-DME and beyond 10° Left side of the Course not flight check due to RK P518
GP 14L	-	333.8 MHz	H24	373403.9N 1264648.2E		**Scheduled inspection time :** Every 2nd THU(1400-1900 UTC) of the month
DME 14L	ISEL	997 MHz (CH 36X)	H24	373403.8N 1264648.1E	30 m	
IM 14L	-	75 MHz	H24	373421.9N 1264632.6E		
LOC 32R (9° W/2020) ILS CAT I (9° W/2020)	ISKP	110.70 MHz	H24	373421.7N 1264632.8E		RWY 32R LOC unusable beyond 10° Right side of the Course not flight check due to RK P73
DME 32R	ISKP	1005 MHz (CH 44X)	H24	373256.3N 1264812.9E	30 m	**Scheduled inspection time :** Every 3rd THU(1400-1900 UTC) of the month
GP 32R	-	330.2 MHz	H24	373256.4N 1264813.1E		
IM 32R	-	75 MHz	H24	373244.5N 1264834.9E		
LOC 32L (9° W/2020) ILS CAT I (9° W/2020)	IKMO	108.30 MHz	H24	373413.4N 1264622.6E		RWY 32L LOC unusable beyond 12° NE side of the course due to RK P73
DME 32L	IKMO	981 MHz (CH 20X)	H24	373257.2N 1264751.2E	30 m	**Scheduled inspection time :** Every 4th THU(1400-1900 UTC) of the month
GP 32L		334.1 MHz	H24	373257.3N 1264751.2E		
VOR/DME (Yangju) (9° W/2020)	YJU	114.90 MHz (CH 96X)	H24	374453N 1265928E		**VOR/DME unusable** - RDL 081 clockwise RDL 100 beyond 20 NM not flight check due to RK P518 - RDL 125 clockwise RDL 155 beyond 30 NM due to RK R17 - RDL 155 clockwise RDL 220 not flight check due to RK P73 - RDL 250 clockwise RDL 265 beyond 30 NM not flight check due to RK P518 - RDL 265 clockwise RDL 271 beyond 20 NM not flight check due to RK P518 - RDL 271 clockwise RDL 081 not flight check due to RK P518

Scheduled Inspection Time

ASDE : Every 3rd TUE(0100-0800 UTC) of the month when visibility is at or above 5 km(VMC).
RADAR (PSR, SSR) : Every 2nd, 4th WED (1400-1900 UTC) of the month.
SEL(VORTAC) : Every 3rd TUE (1500-2000 UTC) of the month.
Yangju(VOR/DME) : Every 2nd WED (1500-2000 UTC) of the month.

※ The information of VORTAC SEL see ENR 4.1 for details.

RKSS AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulations

1.1 All aircraft with 2 engines or more(except helicopter) shall fly IFR at Gimpo international Airport for departures and arrivals.

1.2 Pilots are strongly required to monitor VHF 121.5 MHz when flying within SEOUL TMA.

1.3 Pilot shall exercise extreme caution to avoid penetrating Prohibited Area (RK P518, RK P73, etc) and Special Use Airspace (ACMI, RK R17, etc), especially when flying north of R 280 KIP, R 100 SEL and east of the extended centerline of runway 14/32.

1.4 Pilots should always make sure that microphones are not stuck in the transmitting position before transmission in order to prevent frequency blockage (stuck mike) from impairing ATC.

1.5 Special Regulations for Use of the Gimpo Airport (RKSS)

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

Change : Information of RK P73.

1. Aircraft

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

b. Ferry-flight of an aircraft which is Korean-registered and internationally operating for the purpose of import, maintenance or charter flight support.

2. Restriction

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

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

1.6 Landing Procedure

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

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

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

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

2. Landing to RWY(14L/32R)
Unless otherwise cleared by ATC, aircrafts are advised to vacate RWY as follow;

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

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

1.7 Taxiway Classification

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

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

1.8 Load Limitations

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

1.9 Parking Stands Confirmation Procedure

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

4. School and Training Flights

4.1 'Touch and go', 'Stop and go' and 'Low approach' are not allowed.

4.2 Solo training flight by a student pilot is not allowed within Gimpo control zone which is B airspace.

4.3 Aircraft control and ATC radio communication should be maintained by the instructor.

4.4 Checkride(examination flight for applying the pilot licence) is restricted at Gimpo INTL airport from July 1st, 2015.

5. CAT II/III Operations

5.1 General

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

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

1. Low visibility operations will be initiated by broadcasting "ATC LOW VISIBILITY PROCEDURES ARE IN OPERATION" via ATIS and/or appropriate radio frequencies.

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

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

1. Approval for CAT II/III Operations

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

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

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

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

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

5.3 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.

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

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

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

Change : Information of name of authority(Seoul Regional Aviation Administration → Seoul Regional Office of Aviation).

5.7 Special Procedures and Safeguards

General Special procedures and ground safeguards

Special procedures and ground safeguards will be applied during CAT II/III operations to protect the aircraft from operating in low visibility and to avoid interference with the ILS signals in accordance with the provisions of ICAO Doc. 9365 - Manual of All Weather Operations, and the provisions of Aviation Safety Act, Article 84 of Paragraph 2.

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

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

2. Arriving Aircraft

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

3. Departing Aircraft

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

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

4. Follow-me car service

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

5.8 Practice Approaches

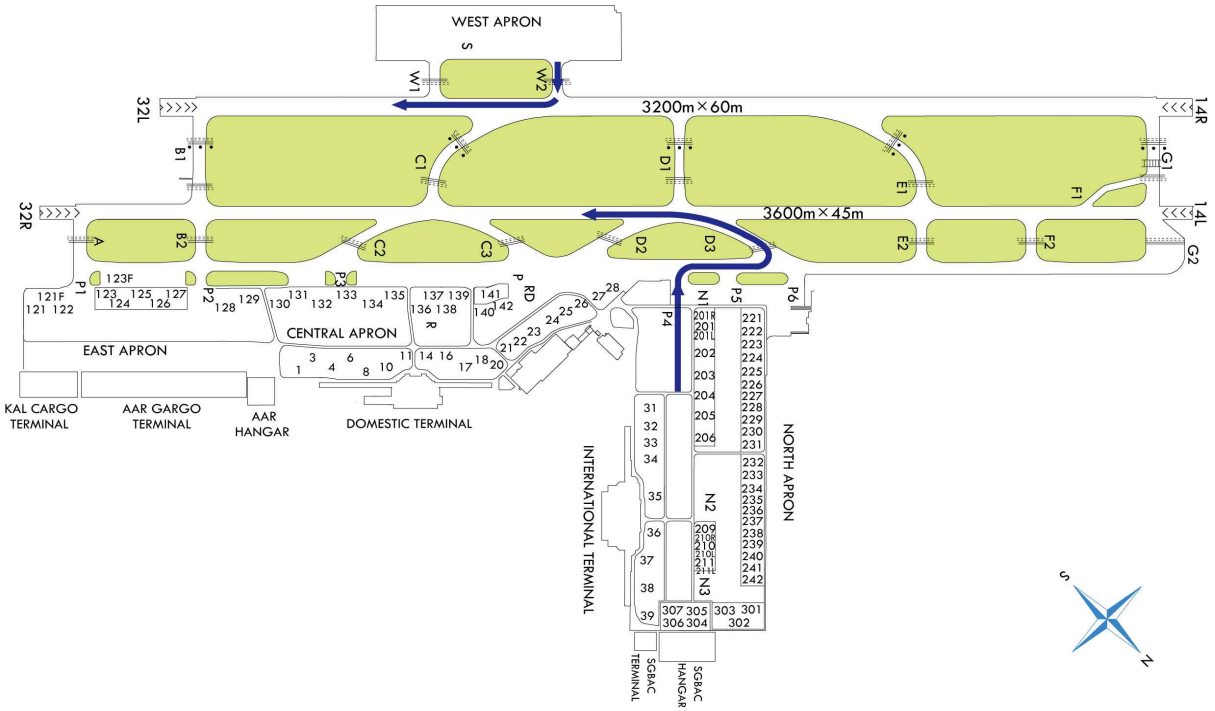
Pilots may carry out the practice of ILS CAT II approach at any time with a prior approval from ATC, but the full safeguarding ground procedures shall not be applied and pilots should anticipate the possibility of ILS signal interference.

Change : Information of aviation safety act.

6. The standard taxi routes for the fixed wing aircraft which has less than 2 engines :

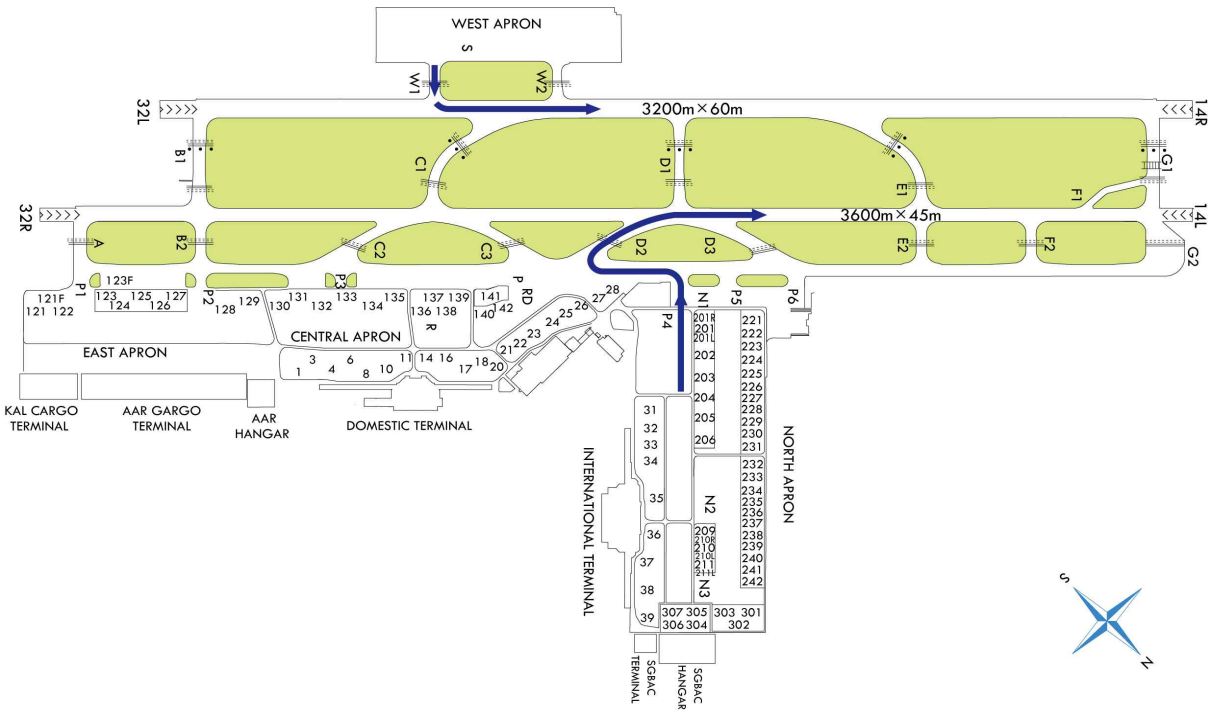
a. Departure

1) RWY 14L/R



Remark : When reaching safety altitude, the departing aircraft shall make a right turn before reaching the residential area for noise abatement.

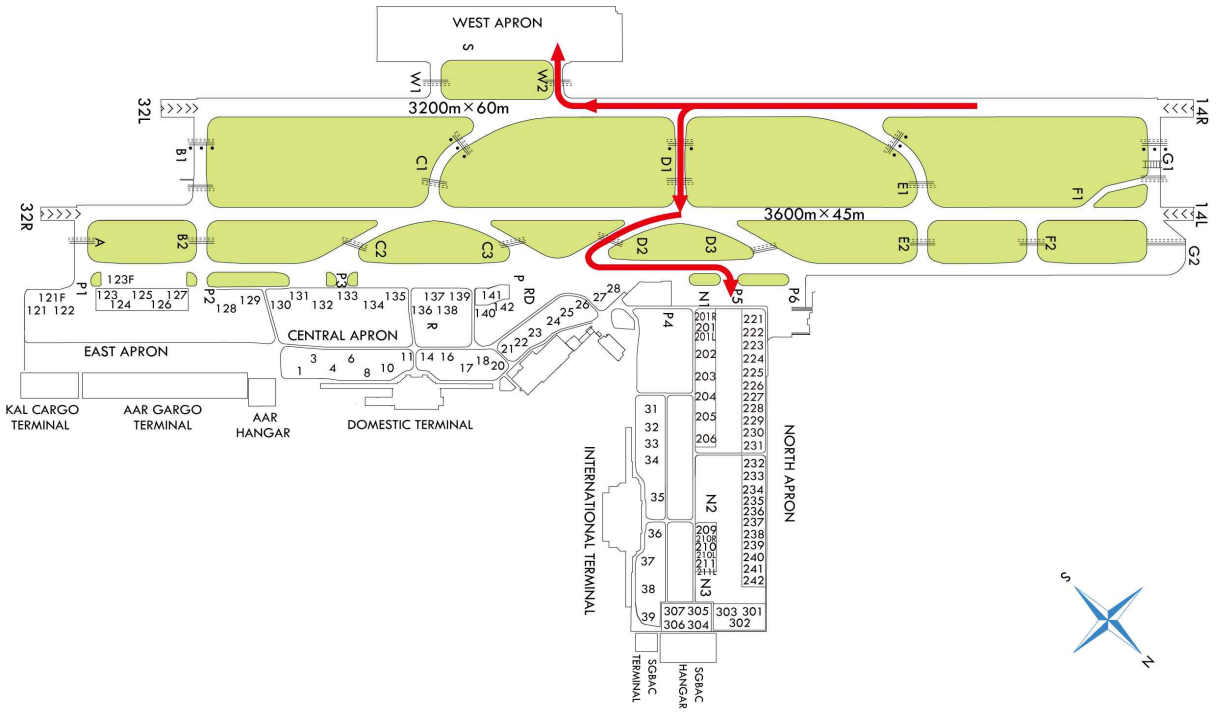
2) RWY 32L/R



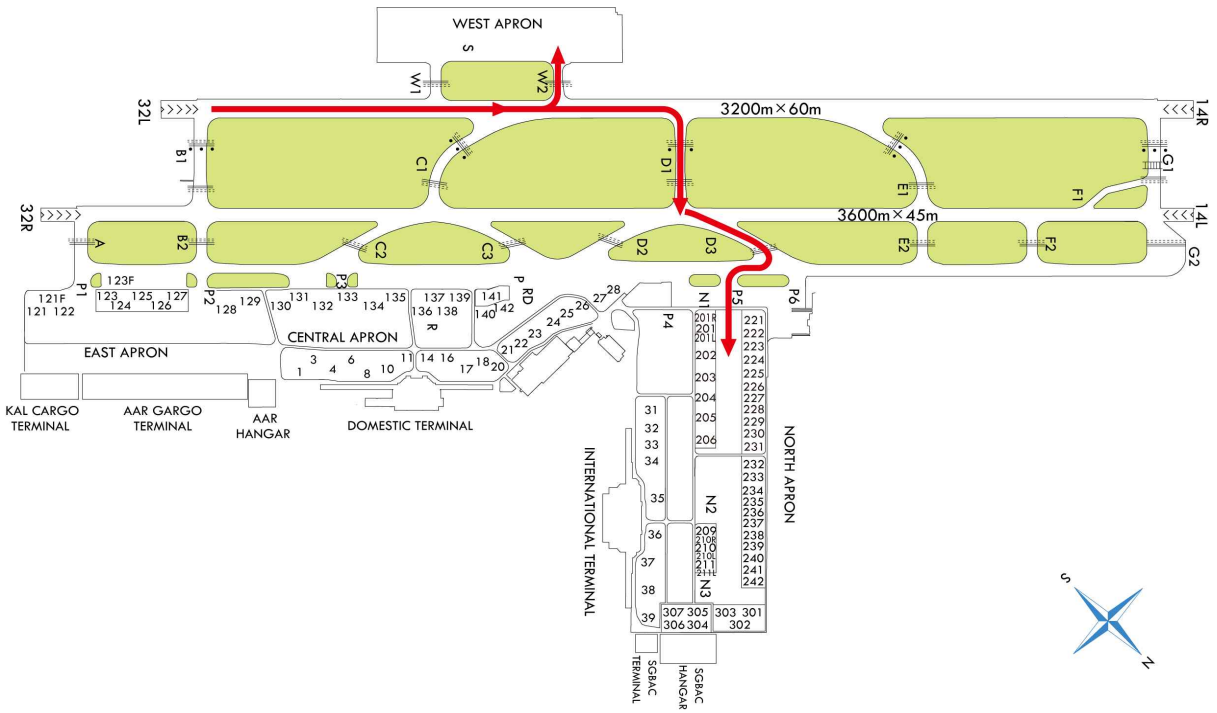
Change : Information of marking for central apron.

b. Arrival

1) RWY 14R

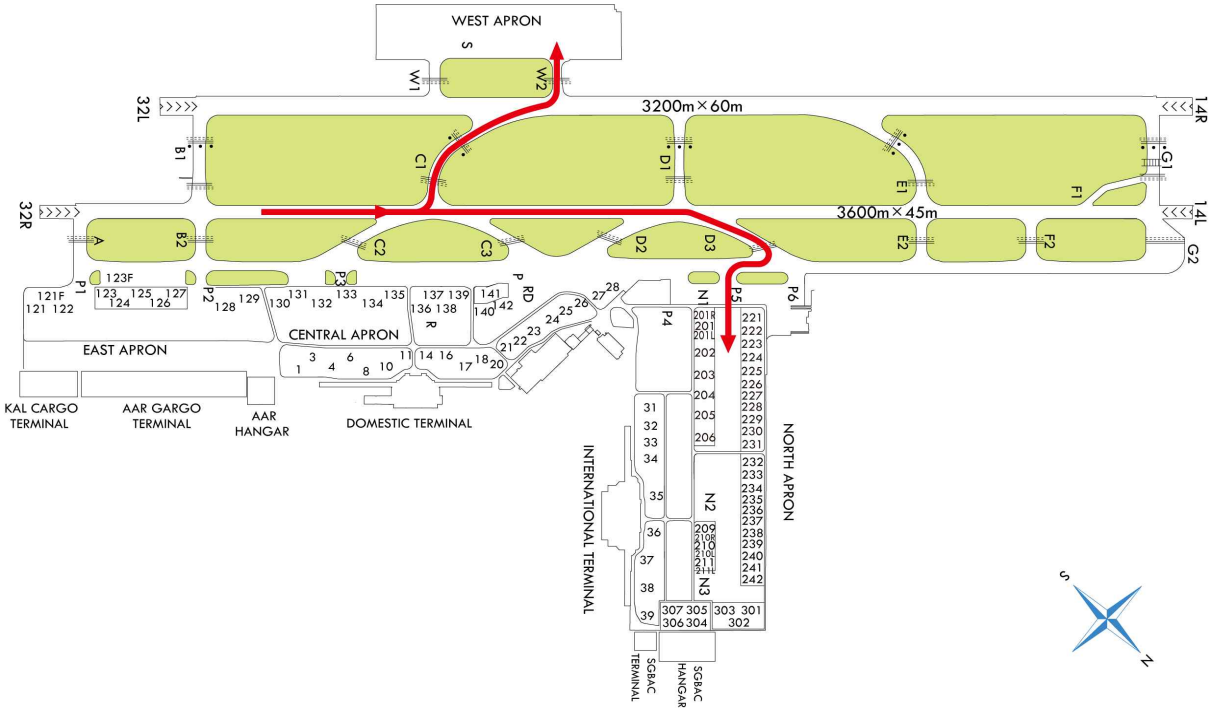


2) RWY 32L

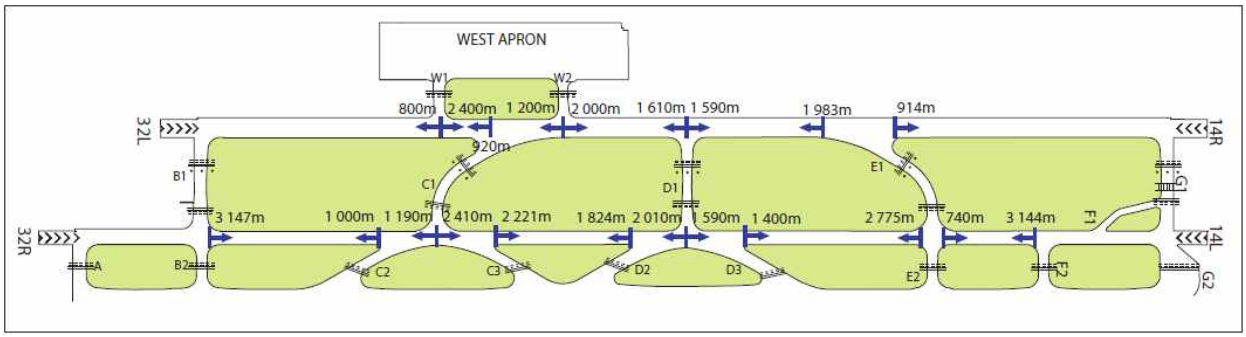


Change : Information of marking for central apron.

3) RWY 32R



6.1 Remainder distance for intersection departure



Change : Information of marking for central apron.

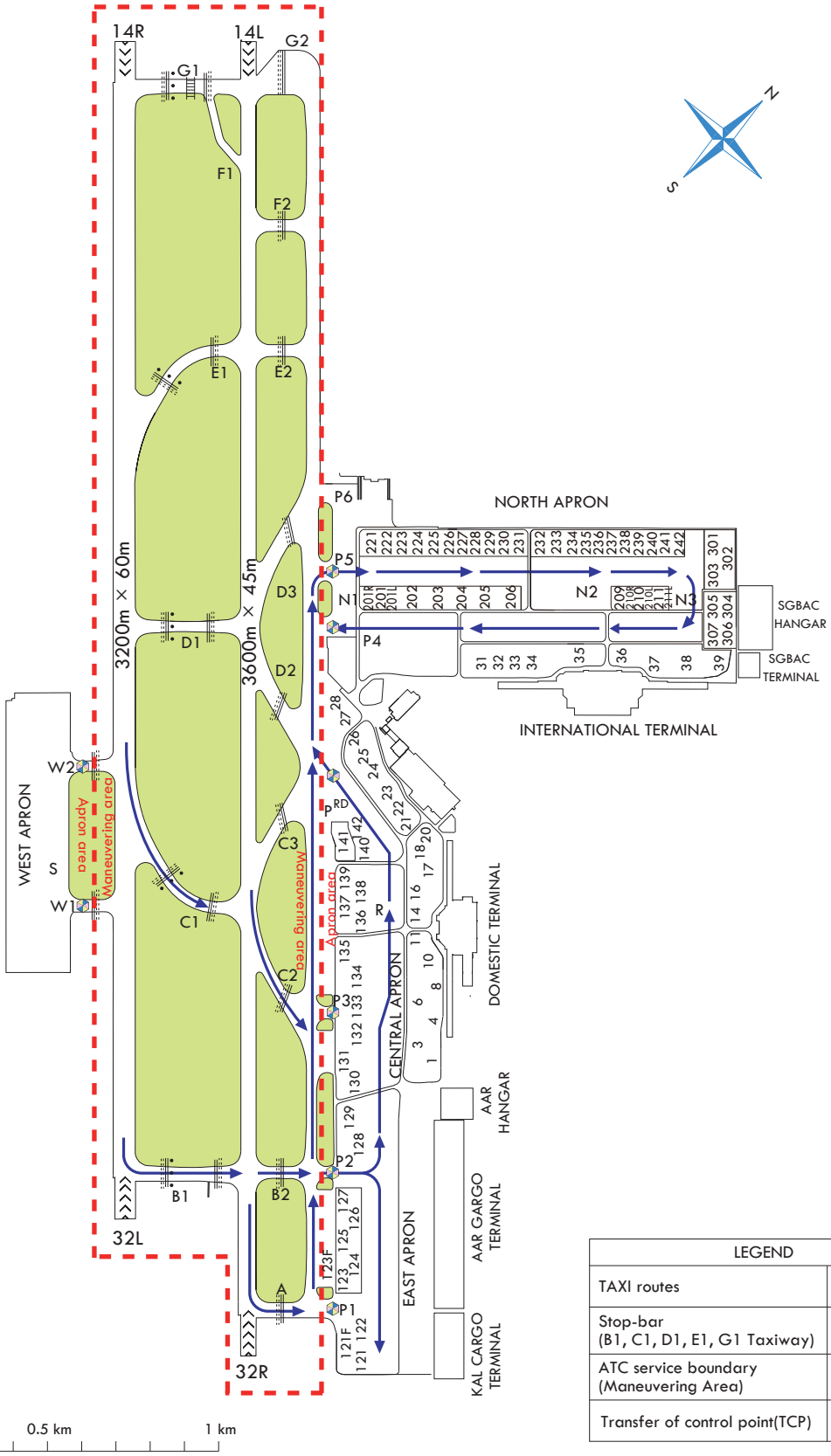
LOW VISIBILITY PROCEDURE

AERODROME ELEV **18** m

GIMPO	TWR	118.1
GIMPO	GND	121.9
GIMPO	APN	130.875

SEOUL/Gimpo INTL
RWY 14R/L
SMGCS - Arrival taxi route

NOT AVAILABLE for Code Letter "F" aircraft



LEGEND	
TAXI routes	←
Stop-bar (B1, C1, D1, E1, G1 Taxiway)	• • •
ATC service boundary (Maneuvering Area)	- - - -
Transfer of control point(TCP)	◆

Change : Information of marking for central apron.

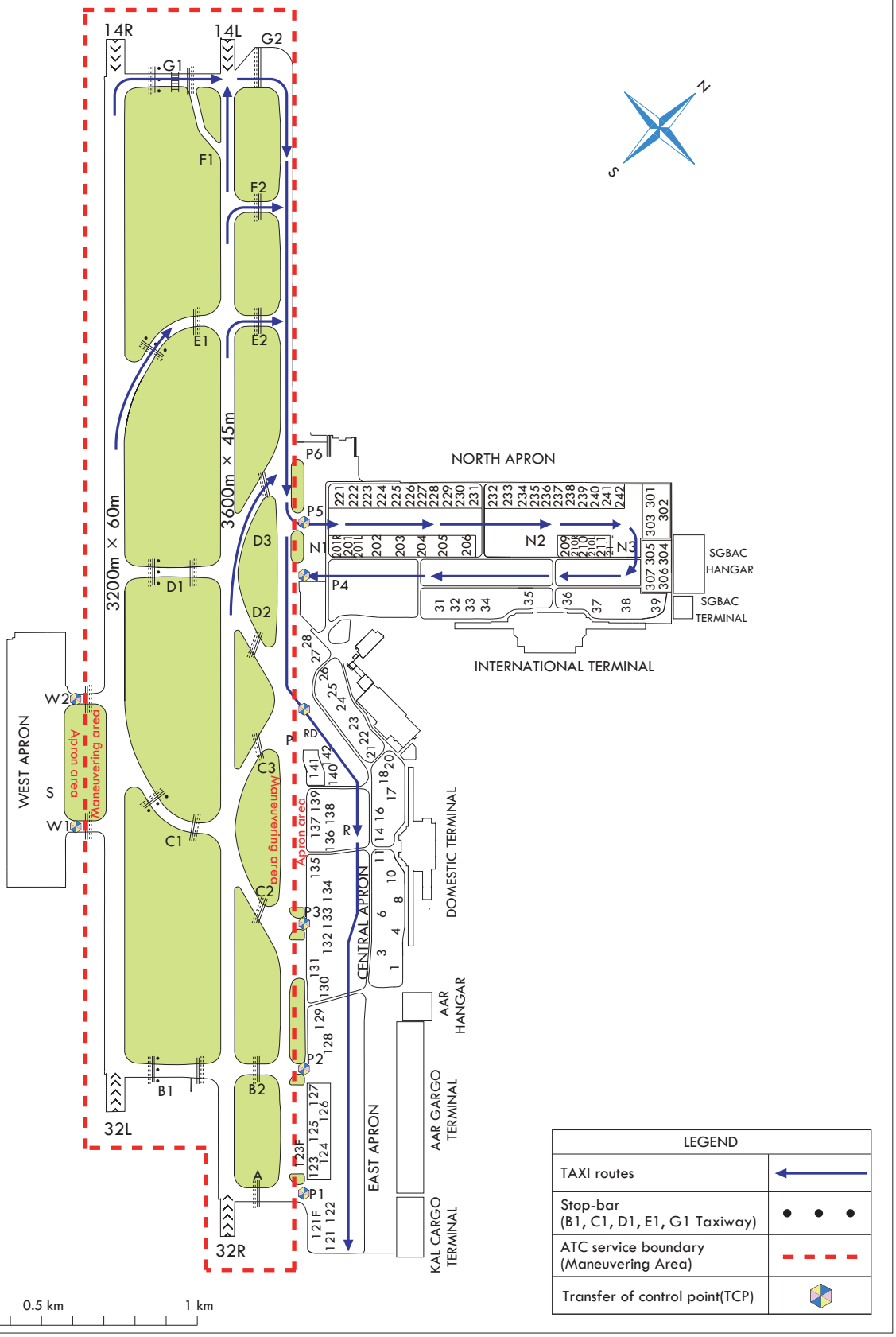
LOW VISIBILITY PROCEDURE

AERODROME ELEV **18** m

GIMPO	TWR	118.1
GIMPO	GND	121.9
GIMPO	APN	130.875

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

NOT AVAILABLE for Code Letter "F" aircraft



Change : Information of marking for central apron.

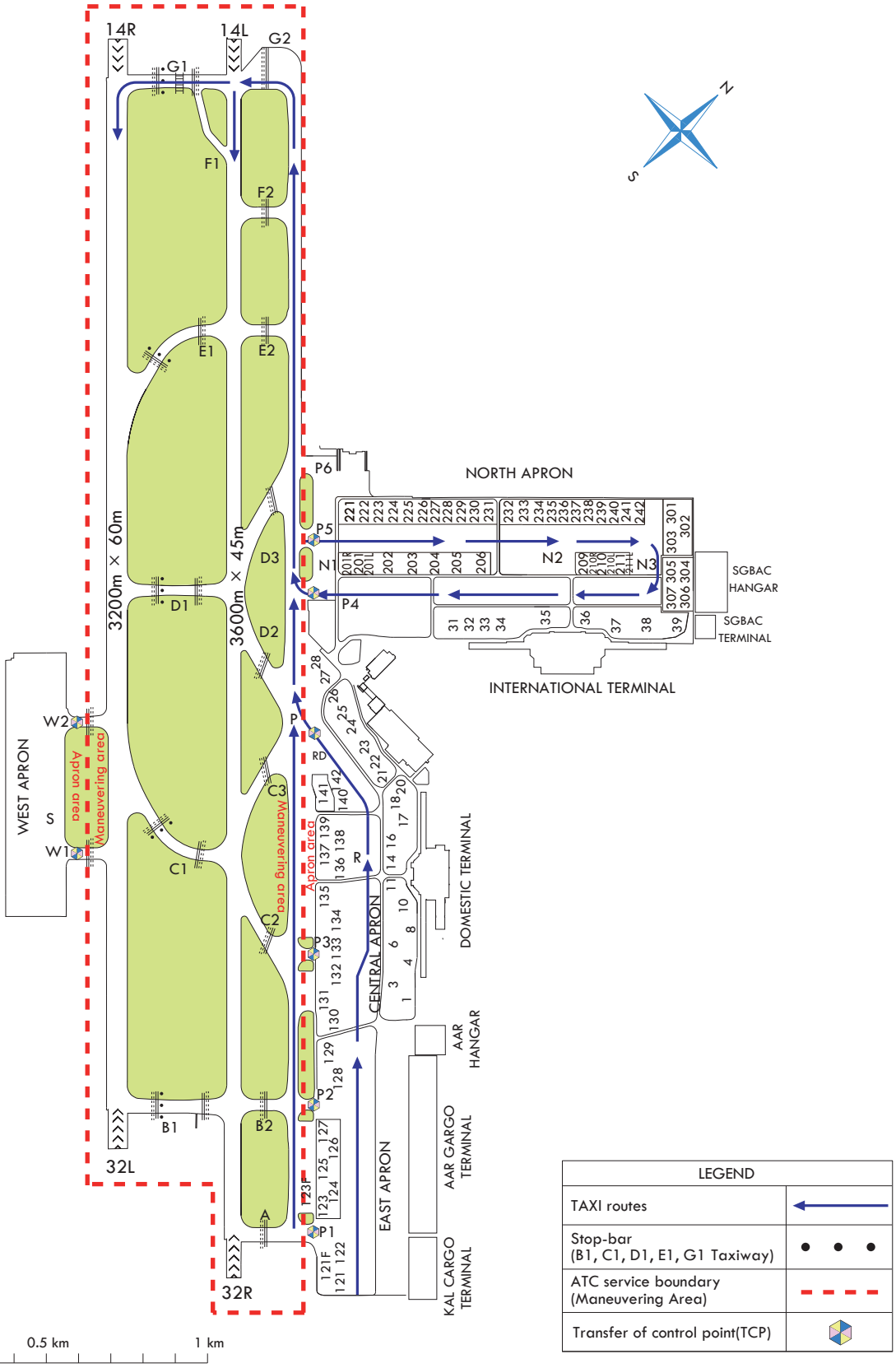
LOW VISIBILITY PROCEDURE

AERODROME ELEV **18** m

GIMPO	TWR	118.1
GIMPO	GND	121.9
GIMPO	APN	130.875

SEOUL/Gimpo INTL
RWY 14R/L
SMGCS - Departure taxi route

NOT AVAILABLE for Code Letter "F" aircraft



Change : Information of marking for central apron.

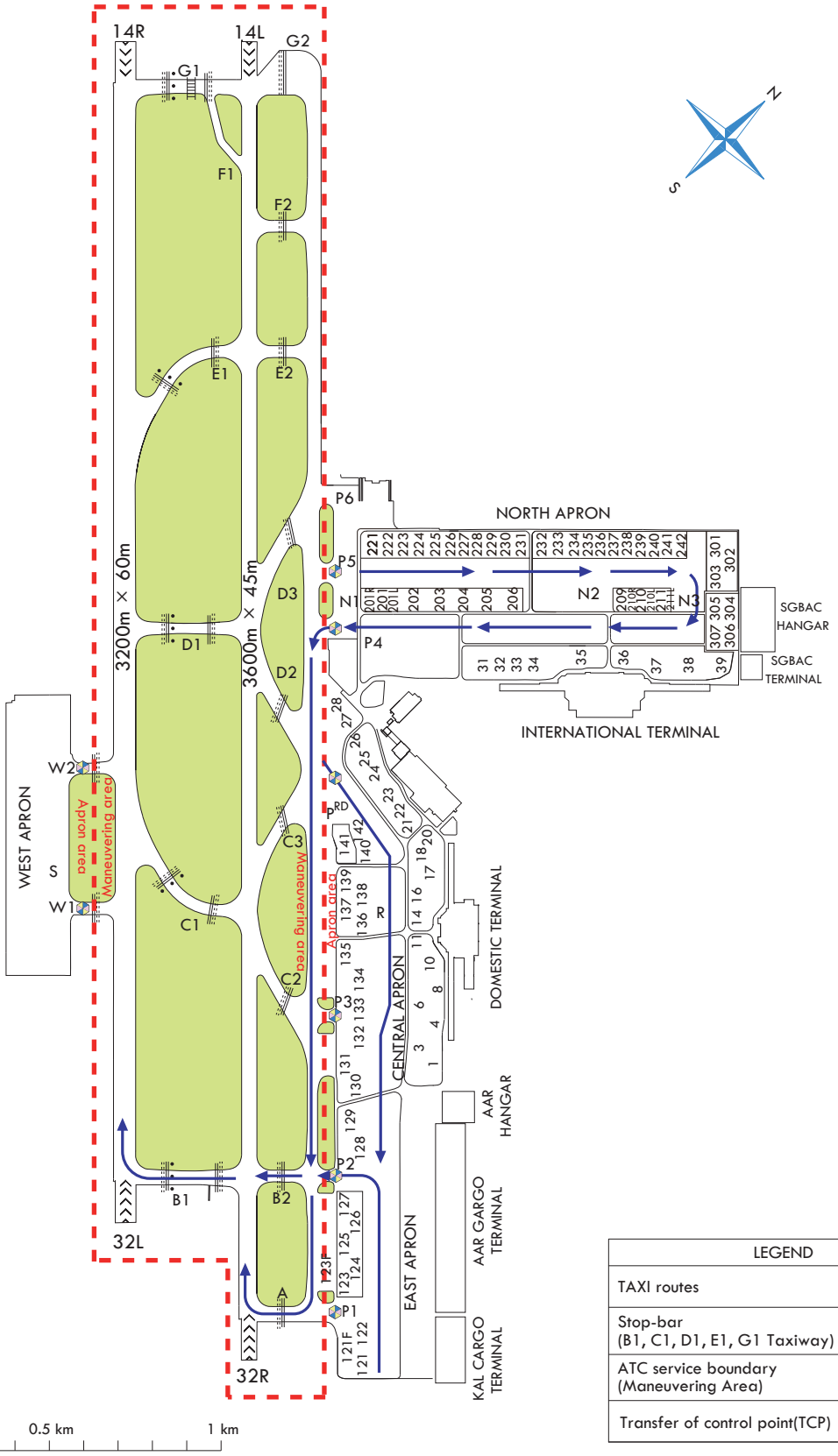
LOW VISIBILITY PROCEDURE

AERODROME ELEV **18** m

GIMPO	TWR	118.1
GIMPO	GND	121.9
GIMPO	APN	130.875

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

NOT AVAILABLE for Code Letter "F" aircraft



LEGEND	
TAXI routes	
Stop-bar (B1, C1, D1, E1, G1 Taxiway)	
ATC service boundary (Maneuvering Area)	
Transfer of control point(TCP)	

Change : Information of marking for central apron.

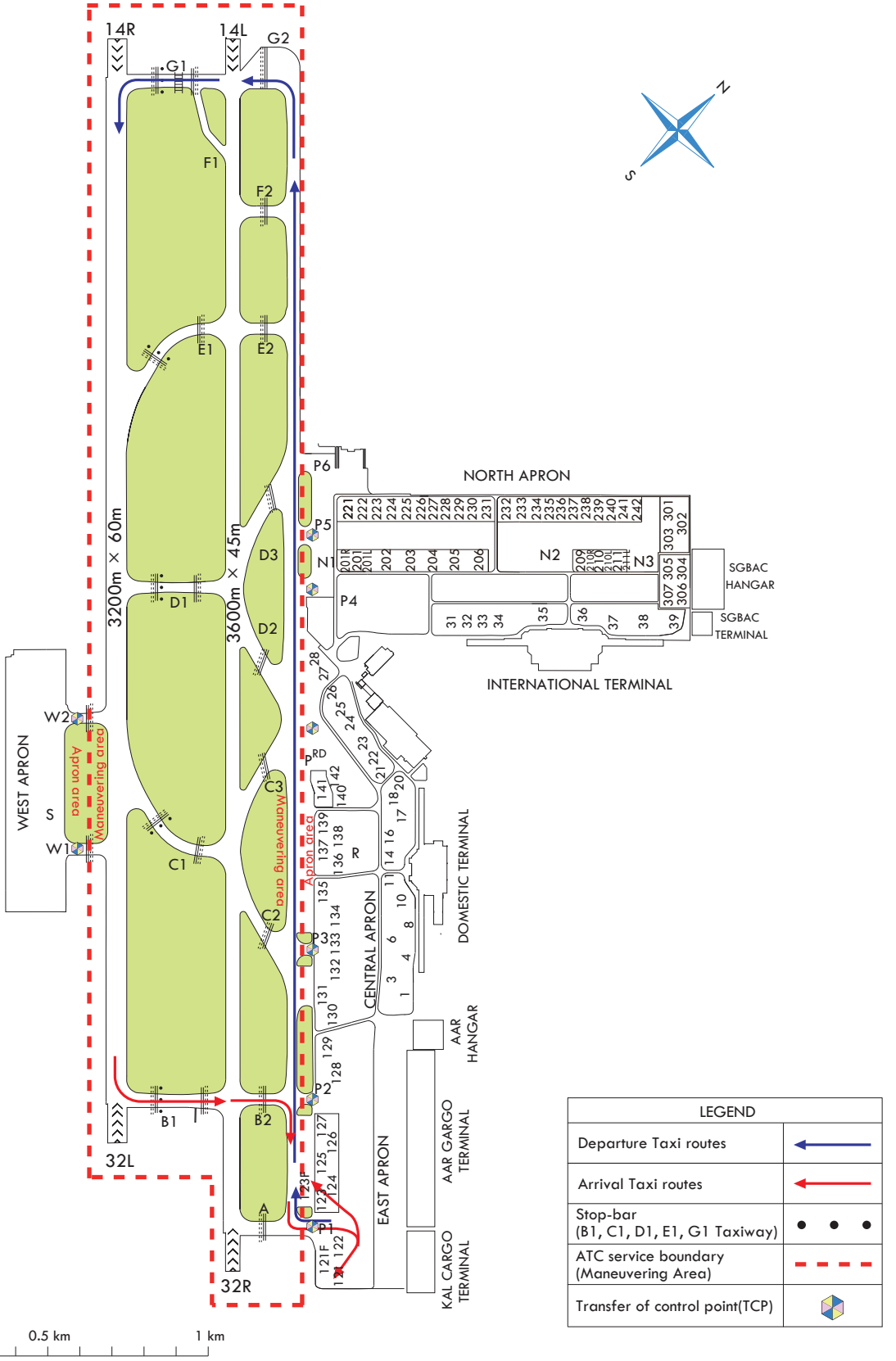
LOW VISIBILITY PROCEDURE

AERODROME ELEV **18** m

GIMPO	TWR	118.1
GIMPO	GND	121.9
GIMPO	APN	130.875

SEOUL/Gimpo INTL
RWY 14R
SMGCS taxi route

AVAILABLE for Code Letter "F" aircraft



Change : Information of marking for central apron.

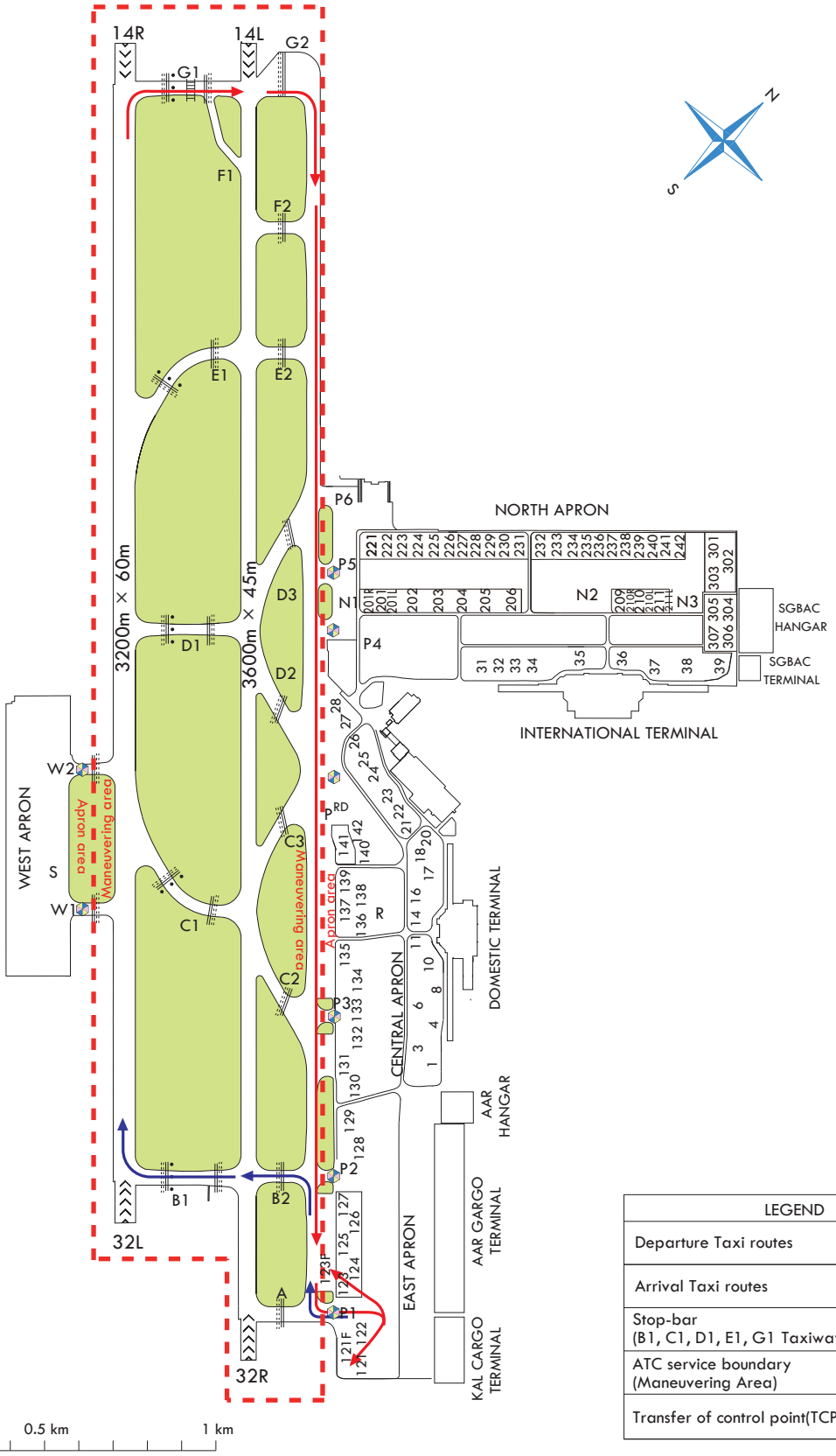
LOW VISIBILITY PROCEDURE

AERODROME ELEV **18** m

GIMPO	TWR	118.1
GIMPO	GND	121.9
GIMPO	APN	130.875

SEOUL/Gimpo INTL
RWY 32L
SMGCS taxi route

AVAILABLE for Code Letter "F" aircraft



LEGEND	
Departure Taxi routes	
Arrival Taxi routes	
Stop-bar (B1, C1, D1, E1, G1 Taxiway)	
ATC service boundary (Maneuvering Area)	
Transfer of control point(TCP)	

Change : Information of marking for central apron.

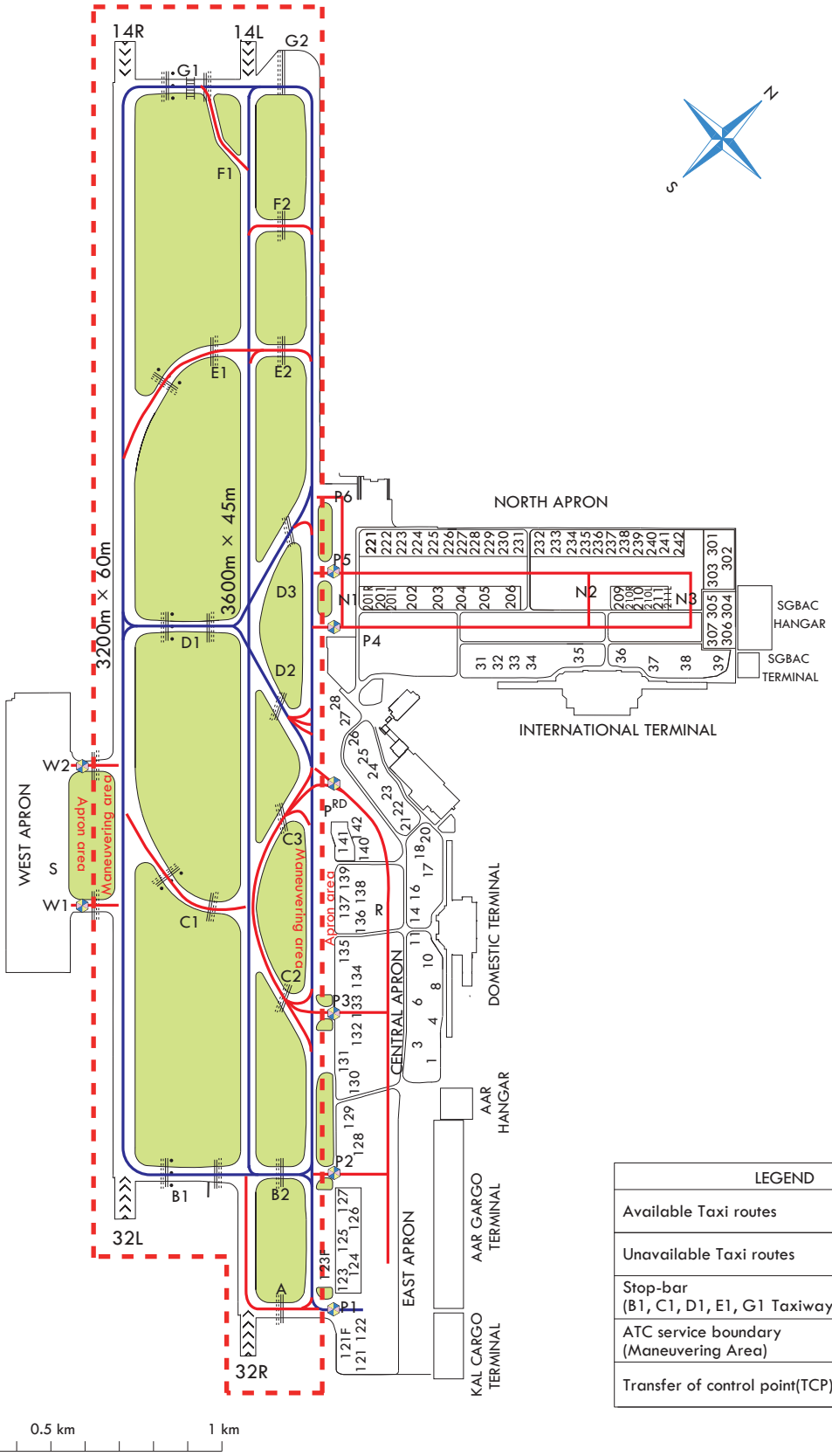
STANDARD PROCEDURE

AERODROME ELEV **18** m

GIMPO	TWR	118.1
GIMPO	GND	121.9
GIMPO	APN	130.875

SEOUL/Gimpo INTL
"F" aircraft Available taxi route

AVAILABLE for Code Letter "F" aircraft

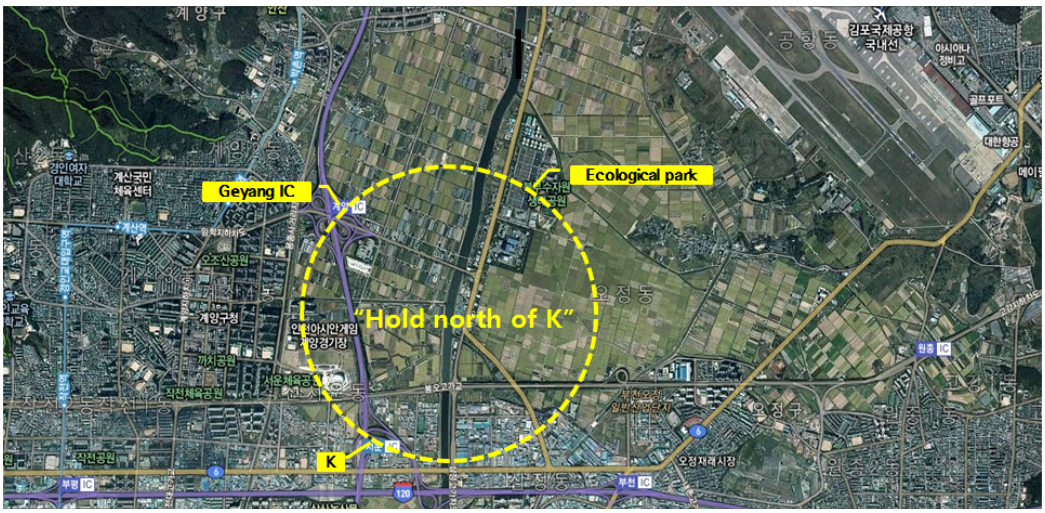


LEGEND	
Available Taxi routes	
Unavailable Taxi routes	
Stop-bar (B1, C1, D1, E1, G1 Taxiway)	
ATC service boundary (Maneuvering Area)	
Transfer of control point(TCP)	

Change : Information of marking for central apron.

b. This holding procedure may only be permitted when
1) Day time
2) VMC
3) Aircraft type : C-172

※ When radio communication failure, all VFR flights shall follow 3.1.1.
(Refer to page AD 2-27, Radio communication failure procedure)



7. Helicopter VFR Procedures

Departure

a. From H4 : After take-off, maintain RWY heading and reach safe altitude, then fly the following procedures;
1) For SOUTH bound : After take-off, turn right then proceed to and cross K at 2 000 ft for the next VFR reporting point or for further ATC instructions.
2) For NORTHEAST bound : After take-off, cross RWY as instructed by ATC then proceed to M then L for further ATC instructions.

b. From H3 : After take-off, maintain RWY heading and reach safe altitude, then fly the following procedures;
1) For SOUTH bound : After take-off, turn left then proceed to and cross K at 2 000 ft for the next VFR reporting point or for further ATC instructions.
2) For NORTHEAST bound : Cross RWY as instructed by ATC then proceed to M then L for further ATC instructions.

Arrival

a. Inbound from SOUTH : Proceed to K via a VFR reporting point or as instructed by ATC, then fly the following routes. Cross K at 2 500 ft;
1) When RWY 14 in use : Enter into the right-hand pattern at 1 000 ft then land on H3 as instructed by ATC.
2) When RWY 32 in use : Enter into the left-hand pattern at 1 000 ft then land on H4 as instructed by ATC.
* When tailwind is less than 5 knots, ATC will instruct otherwise for noise abatement.

b. Inbound from NORTHEAST : Enter into and cross L at 800 ft. Cross M as instructed by ATC at or below 300 ft. Cross RWY with ATC instruction then land on H3 or H4.

2.2 Special VFR

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

a. The ground visibility is at least 1 500 m.

b. If ground visibility is not reported, the flight visibility is at least 1 500 m.

2. For Special VFR operations, the pilot shall :

a. Get a clearance from ATC.

b. Stay clear of clouds.

c. Fly only within control zone as cleared by ATC.

d. Maintain visual reference with surface or water.

e. Maintain at least 1 500 m of flight visibility.

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

Change : Information of aviation safety act.

3. Radio communication failure procedure

3.1 In VMCs :

1. Squawk 7600.
2. Continue to fly in VMC.
3. Land at nearest suitable aerodrome.

3.1.1 Procedure for VFR Flights

1. Squawk 7600. Proceed and cross “K” at 2 000 ft; and
2. Follow "Hold north of K" procedure at 2 000 ft (refer to Page AD 2-26, Holding); and
3. When able to see the light gun signal from the control tower during holding follow that instruction; or
4. When unable to see the light gun signal from the control tower continue holding, until ETA or for 10 minutes, whichever is later; then
5. Land on RWY 14R/32L or H3/H4 in use as appropriate.

3.2 In IMCs or when conditions are such that it does not appear likely that the pilot will complete the flight in accordance with 3.1. :

3.2.1 DEPARTURE AIRCRAFT

1. Squawk 7600

2. Maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 minutes following :

   a. the time the transponder is set to Code 7600; or
   b. the time the last assigned level or minimum flight altitude is reached;
   whichever is later and thereafter adjust level and speed in accordance with the filed flight plan.;

3. When being vectored or having been directed by ATC, proceed in the most direct manner possible to rejoin the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude;

3.2.2 ARRIVAL AIRCRAFT

1. Squawk 7600.
2. Follow the STAR issued by ATC. When being vectored or having been directed by ATC, proceed in the most direct manner possible to join the STAR no later than the next significant point. Then commence descent as filed.
3. Start approach to the assigned runway without delay.
4. If no specific runway for landing has been assigned, start approach to runway 14R or 32R without delay.

* No fly area : The aircraft shall not fly north of R 271 YJU.

4. Take-off weather Minima

Facilities	RWY	3 RVR REQ			REDL & RCLL	REDL & RCL***	REDL or RCL***	NIL (Day Only)
		TGS*, HIRL & RCLL	HIRL & RCLL	REDL & RCLL				
		RVR / VIS**						
Multi-Engine ACFT	14R	75 m / 300 ft	125 m / 400 ft	150 m / 500 ft	200 m / 600 ft	300 m / 1 000 ft	400 m / 1 200 ft	500 m / 1 600 ft
	32L	75 m / 300 ft	125 m / 400 ft	150 m / 500 ft	200 m / 600 ft	300 m / 1 000 ft	400 m / 1 200 ft	500 m / 1 600 ft
	14L	-	-	-	-	-	400 m / 1 200 ft	500 m / 1 600 ft
	32R	-	-	-	-	-	400 m / 1 200 ft	500 m / 1 600 ft

Note : SIDs are designed in accordance with STANDARDS for FLIGHT PROCEDURE DESIGN.
* With certified TGS(Take-off Guidance System).
** The TDZ RVR/VIS may be assessed by the pilot.
*** For Night Operations at least REDL or RCLL and RENL are available.

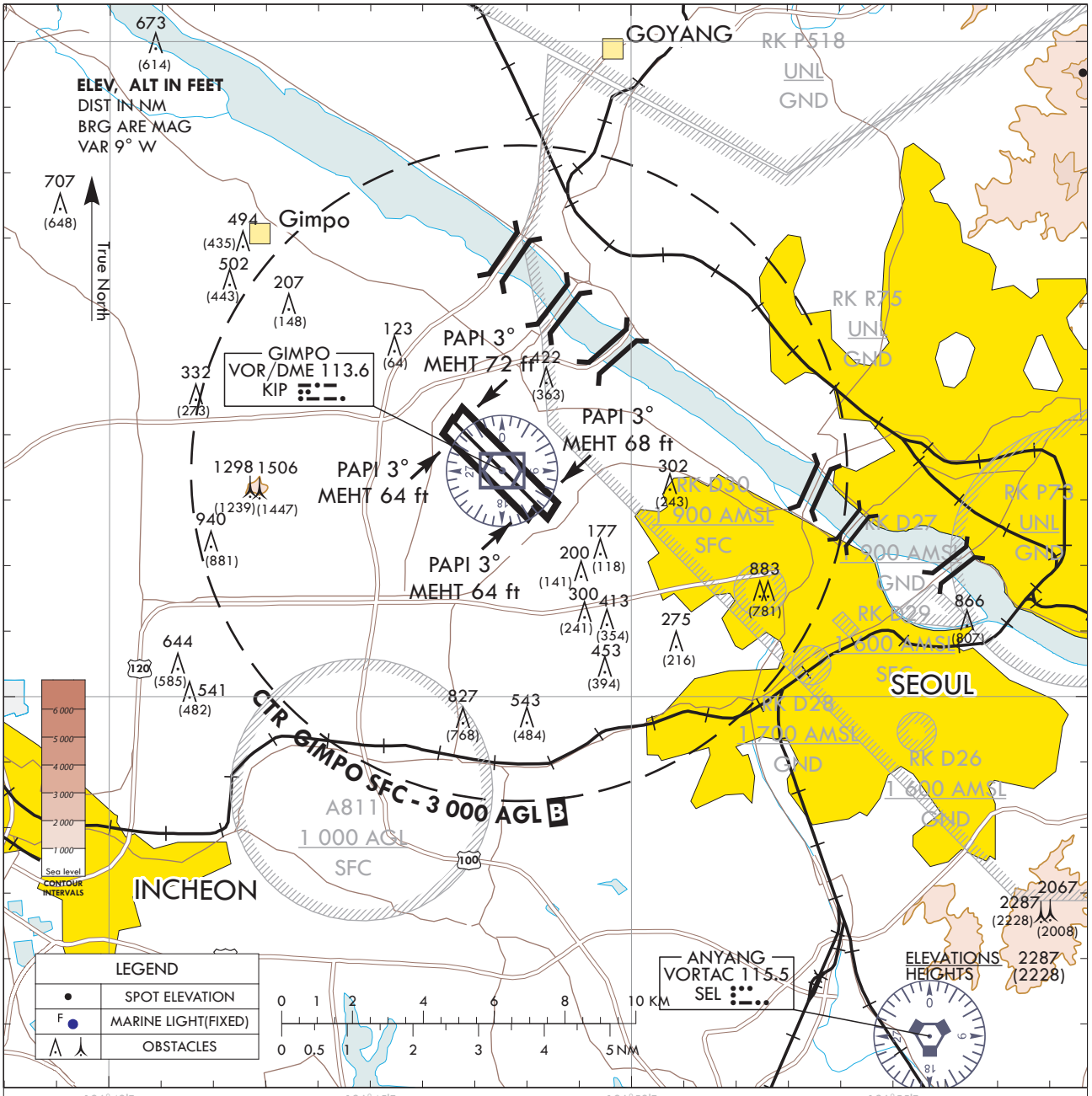
Change : Withdrawal of flight procedures construction criteria(5).

VISUAL APPROACH CHART - ICAO

AD ELEV : **59** FT
HEIGHTS RELATED
TO AD ELEV

SEOUL	APP	119.75	121.35	119.1	124.7	305.7
	DEP	119.05	125.15	124.8	123.8	363.8
GIMPO	TWR	118.1	118.05	240.9		

SEOUL/Gimpo INTL



ATS airspace Classifications

1. Class B : Radius of Gimpo airports ARP(373325N 1264751E)

o Vertical limits
- Within 5 NM including areas which are extended northbound from 37°36'46"N 126°39'26"E - 37°39'44"N 126°43'10"E - 37°38'03"N 126°45'18"E - 37°34'58"N 126°41'42"E, and southbound from 37°28'40"N 126°49'38"E - 37°30'36"N 126°52'52"E - 37°29'07"N 126°54'44"E - 37°26'52"N 126°51'53"E - 37°36'46"N 126°39'26"E (SFC - 10 000 ft AMSL)
- Within 5 NM - 10 NM(1 000 ft AGL - 10 000 ft AMSL)
- Within 10 NM - 20 NM(5 000 ft AGL - 10 000 ft AMSL)
  ☐Class D : Airspace from above 10 000 ft AMSL to FL 200 within Seoul TMA, excluding Class B

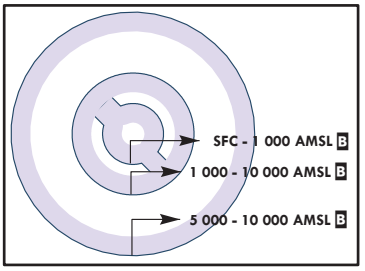
o Speed limits : 250 kt IAS or less below 10 000 ft AMSL

2. Class E :

o Vertical limits
- Controlled Airspace from 1 000 ft above the surface or the sea level to FL 600 and less except Class A, B, C and D

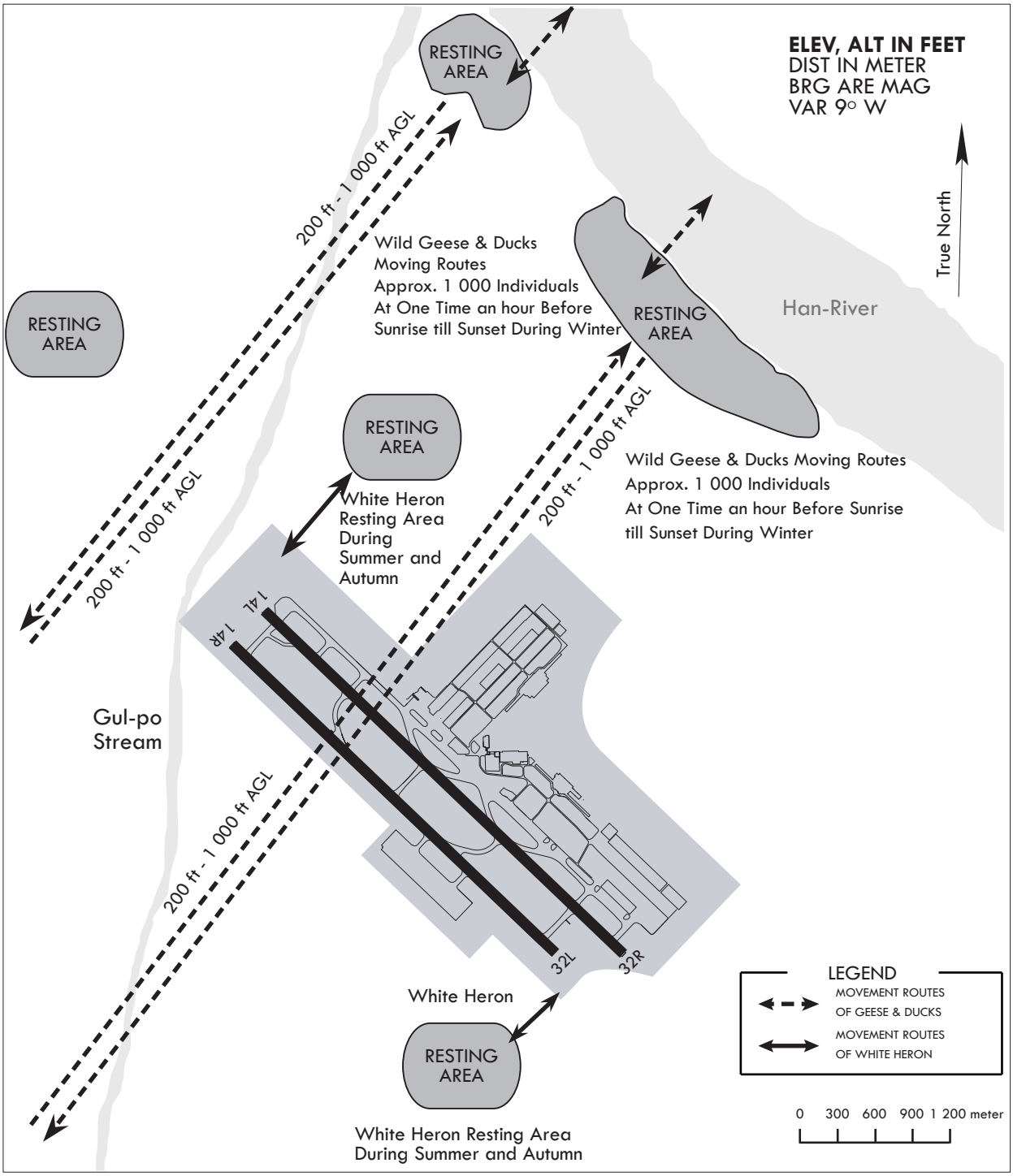
o Speed limits : 250 kt IAS or less below 10 000 ft AMSL

<Airspace Classification>



Change : Information of MEHT.

BIRD CONCENTRATION - GIMPO INTERNATIONAL AIRPORT



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

1	Designation, Apron surface and strength	a. Surface - East : Asphalt - West & Cargo : Concrete b. Strength - East : PCN 67/F/A/X/T - West : PCN 85/R/B/W/T - Cargo : PCN 69/R/B/W/T
2	Designation, Taxiway width, surface and strength	a. Width : 30 m (except E : 45 m, A, B, E3, W : 23 m, V1 : 20 m, V2 : 8 m, P2 : 57 m, P3, P6, P7, P10, P11 : 23 m, G1 : 51 m, G2 : 63 m, G3 : 42 m, G4 : 50 m) b. Surface : Asphalt, Concrete c. Strength - TWY P, P1, P2, P3, P4, P5, P6, P7, P8, P9, P10, P11, P12, P13, G1, G2, G4, B : PCN 74/F/B/X/T - TWY G3, A, E, E1, E2, E3 : PCN 67/F/A/X/T - TWY V : PCN 43/F/C/X/T - TWY V1 : PCN 82/F/C/Y/T - TWY V2 : PCN 7.8/F/C/Y/T - TWY W : PCN 91.2/F/C/W/T - TWY R : PCN 67/F/A/X/T, PCN 85/R/B/W/T
3	Altimeter checkpoint location and elevation	Every specified aircraft stands. (Refer to Aircraft Parking/Docking Chart)
4	VOR checkpoints	VOR : NIL
5	INS checkpoints	INS : Every specified aircraft stands. (Refer to Aircraft Parking/Docking Chart)
6	Remarks	NIL

RKPC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY and holding position. Guide lines and LGTs at apron. Nose-in guidance at aircraft stands.
2	RWY and TWY markings and LGT	a. RWY ; 1) Lights - RWY 07 : Edge, THR, End, TDZ, CL - RWY 25 : Edge, THR, End, CL - RWY 13 : Edge, THR, End - RWY 31 : Edge, THR, End 2) Markings - RWY 07/25 : Designation, THR, TDZ, Center Line, Side Strip, Aiming point marked - RWY 13/31 : Designation, THR, TDZ, Center Line, Side Strip, Aiming point marked b. TWY ; 1) Lights - TWY edge lights : All TWY - TWY CL lights : All TWY except E, E2, E3, V, V1, V2, W 2) Markings - TWY & taxilane centerline marked - Holding positions at all TWY/RWY intersections marked
3	Stop bars	TWY P1, P2, P3, P4, P5, P6, P7, P8, P9, P10, P11, P12, P13
4	Remarks	TWY P4, P5, P6, P7, P8 CL light installed as unidirectional light (invisible from G1, P)

RKPC 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
RKPCOB001	Peak	332232.7N 1261733.8E	832 ft/	NIL	07/APCH 25/TKOF
RKPCOB002	Peak	332507.3N 1262309.9E	1 318 ft/	NIL	
RKPCOB003	Pole	332833.4N 1262612.4E	272 ft/	NIL	
RKPCOB004	Peak	332850.9N 1262721.6E	214 ft/	NIL	
RKPCOB005	Peak	333028.9N 1262806.1E	207 ft/	NIL	
RKPCOB006	Control Tower	333018.7N 1262931.1E	311 ft/	LGTD / FLS W	
RKPCOB007	Peak	332606.9N 1262224.2E	760 ft/	NIL	
RKPCOB008	Peak	332018.1N 1261946.6E	1 530 ft/	NIL	
RKPCOB009	Contour	332510.7N 1262249.5E	1 178 ft/	NIL	
RKPCOB010	Contour	332610.7N 1262411.9E	949 ft/	NIL	
RKPCOB011	Peak	332158.6N 1262127.8E	1 704 ft/	NIL	
RKPCOB012	Peak	332313.2N 1262217.4E	1 483 ft/	NIL	
RKPCOB013	Contour	332717.7N 1262606.8E	752 ft/	NIL	
RKPCOB014	Peak	332832.1N 1262745.7E	281 ft/	NIL	
RKPCOB015	Building	332934.8N 1262737.2E	164 ft/	NIL	
RKPCOB016	Peak	332226.3N 1263530.1E	3 987 ft/	NIL	
RKPCOB017	Peak	333103.5N 1263240.3E	513 ft/	NIL	25/APCH 07/TKOF
RKPCOB018	Peak	333245.1N 1264039.3E	366 ft/	NIL	
RKPCOB019	Mountain	332141.1N 1263145.9E	6 387 ft/	NIL	
RKPCOB020	Building	333021.0N 1263135.9E	406 ft/	LGTD / FLS W	In circling area (RWY 31)
RKPCOB021	Hill	333103.5N 1263240.3E	513 ft/	NIL	
RKPCOB022	Contour	332738.5N 1263339.3E	916 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					

RKPC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Jeju Airport Weather Office (TEL : +82-64-742-0365, FAX : +82-64-746-1046)
2	Hours of service MET Office outside hours	24 hours -
3	Office responsible for TAF preparation Periods of validity	Jeju 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 by the phone for 24 hours 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, Significant weather charts(high, medium, low) and other model outputs
8	Supplementary equipment available for providing information	Satellite and Weather radar imageries, Low Level Wind shear Alert System
9	ATS units provided with information	AIS Office, TWR and APP
10	Additional information (limitation of service, etc.)	All observation data, model outputs and forecasts produced by KMA and WAFS are available at the Office through Internet link.

Change : Information of meteorological information provided.

9. CAT II Operations

9.1 General

Jeju International Airport RWY 07 has ILS CAT II equipment.
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 : Amended phrase(equipments → equipment).

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.

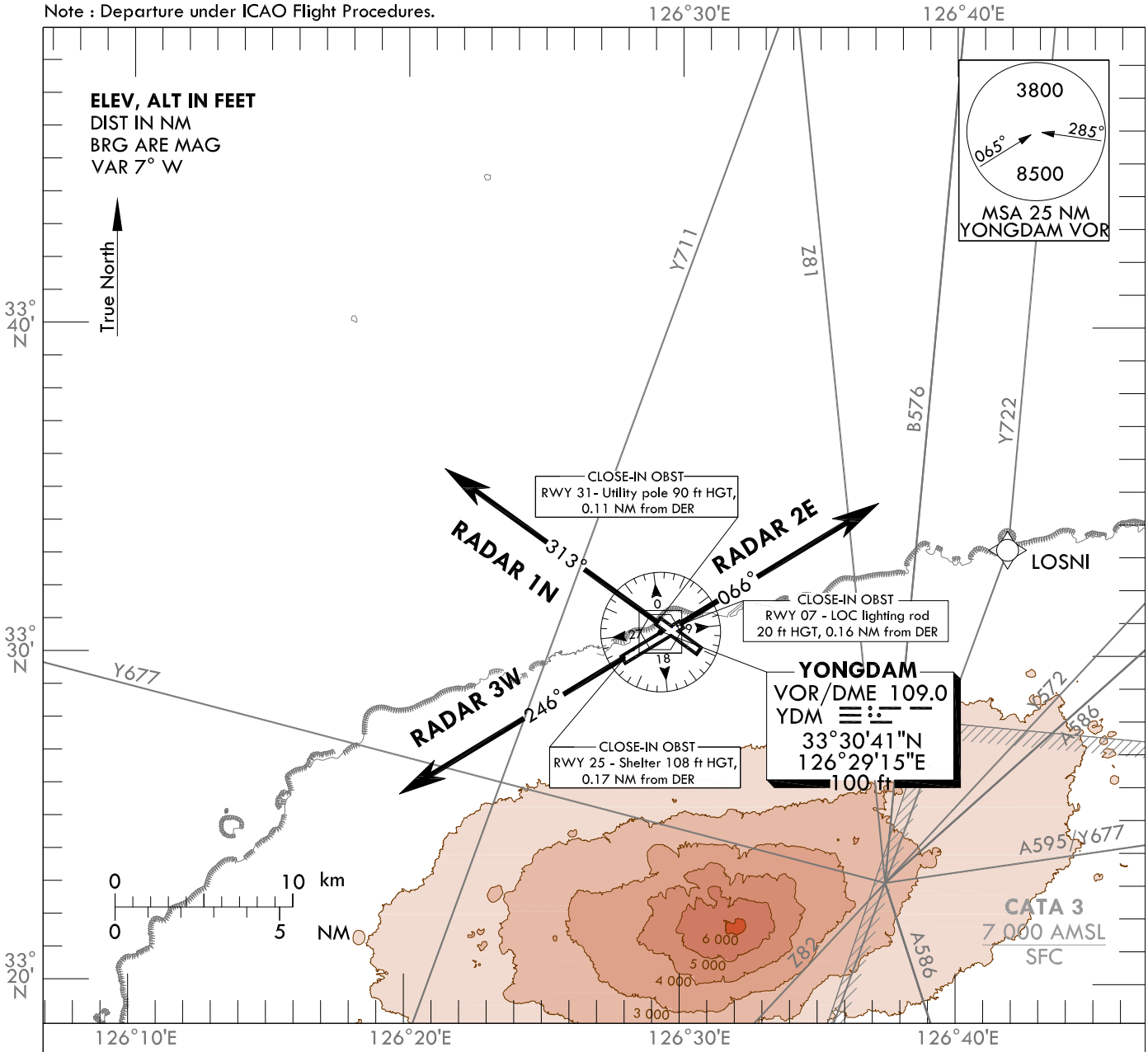
STANDARD DEPARTURE CHART INSTRUMENT(SID) - ICAO

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 radial(312° → 313°, 065° → 066°).

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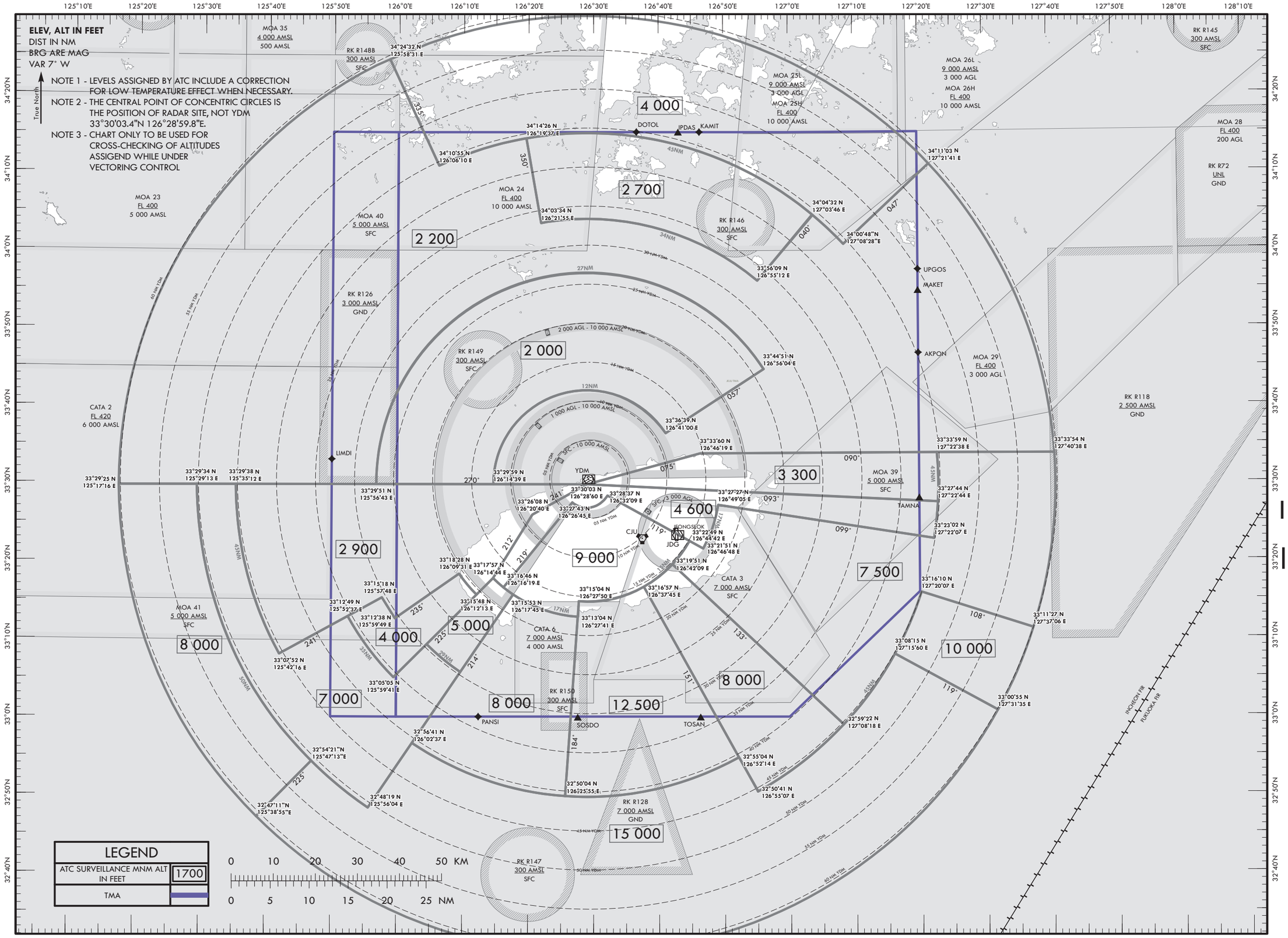
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AERODROME ELEV **36** m
TRANSITION ALT **14 000** ft

APP 121.2

JEJU/Jeju Intl(RKPC)



PUBLISHED BY THE OFFICE OF CIVIL AVIATION, MINISTRY OF LAND, INFRASTRUCTURE AND TRANSPORT.
REPUBLIC OF KOREA

Change : Information of ATC surveillance minimum ALT(9 100 → 9 000, 4 700 → 4 600).

RKPK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKPK - BUSAN / Gimhae International

RKPK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	351050N 1285617E 004° / 1 706 m from THR 36L	
2	Direction and distance from city	277° / 12 km from Busan City Hall	
3	Elevation/Reference temperature	4 m / 32.0 °C	
4	Geoid undulation at AD ELEV PSN	29 m	
5	Magnetic variation/Annual change	8° W (2020) / 0.09° increasing	
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	KAC	Korea Airports Corporation(Gimhae International Airport) 108, Gonghangjinip-ro, Gangseo-gu, Busan 46718, Republic of Korea TEL : +82-51-974-3411, 3503 Telefax : +82-51-974-3506
		ROKAF	Republic of Korea Air Force(ROKAF) The 5th Air Mobility Wing
7	Types of traffic permitted(IFR/VFR)	IFR/VFR	
8	Remarks	Military Air Base	

RKPK AD 2.3 OPERATIONAL HOURS

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

RKPK AD 2.4 HANDLING SERVICES AND FACILITIES

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

Change : Information of aerodrome operator, TEL, FAX numbers and Withdrawal of AFS.

RKPK AD 2.5 PASSENGER FACILITIES

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

RKPK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

RKPK AD 2.7 SEASONAL AVAILABILITY-CLEARING

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

RKNY AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKNY - YANGYANG / International

RKNY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	380341N 1284009E 150° / 1 243 m from THR 15
2	Direction and distance from city	093°, 4.4 km from Yangyang County office 162°, 16 km from Sokcho City Hall
3	Elevation/Reference temperature	73 m / 28.4 °C
4	Geoid undulation at AD ELEV PSN	26 m
5	MAG VAR/Annual change	9° W (2020) / 0.089° increasing
6	Aerodrome Operator, Address, Telephone, Fax, AFS	Korea Airports Corporation(Yangyang International Airport) 201, Gonghang-ro, Sonyang-meon, Yangyang-gun, Gangwon-do, 25042, Republic of Korea TEL : +82-33-670-7325, 7400~2 Telefax : +82-33-670-7300, 7324 AFS : RKNYZPZX
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKNY AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-0900 UTC*
2	Customs and Immigration	HO
3	Health and Sanitation	HO
4	AIS Briefing Office	2300-0900 UTC*
5	ATS Reporting Office	2300-0900 UTC*
6	MET Briefing Office	2200-1000 UTC
7	ATS	2300-0900 UTC*
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	HO
12	Remarks	* Outside these hours services are available on request (passenger flights only)

RKNY AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Baggage Handling service only
2	Fuel/oil types	Jet A-1 / Turbo 2380
3	Fuelling facilities/capacity	Elevated storage tank 3 units / total 1 347 kilo liters 3 fuel tanks with 450 kilo liters Refueling available by trucks
4	De-icing facilities	Available (Refer to Aircraft Parking / Docking Chart)
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

Change : Information of aerodrome operator, TEL, FAX number and operational hours for MET briefing office.

RKNY AD 2.5 PASSENGER FACILITIES

1	Hotels	Near the AD and in Yangyang & Sokcho city
2	Restaurants	At AD and in the city
3	Transportation	Buses, taxis and rental cars from the AD
4	Medical facilities	a. First aid b. Ambulance service available c. Hospitals in Sokcho & Gangneung city
5	Bank and Post Office	ATM only
6	Tourist Office	Available at AD (TEL : +82-33-672-7222)
7	Remarks	https://www.airport.co.kr/yangyang/

RKNY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	CAT 7
2	Rescue equipment	a. 2 Chemical crash rescue & Fire fighting trucks (Total capacity : 21 000 L water, 2 700 L *AFFF and 500 kg dry chemical) b. 1 Patrol car c. 1 Ambulance car
3	Capability for removal of disabled aircraft	a. Specialized aircraft recovery equipment available up to and including maximum size aircraft such as B747-400. b. 300 ton crane and other accessory equipment can be provided by airlines and agencies. c. Korea airports corporation is the coordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (TEL : +82-33-670-7331)
4	Remarks	* AFFF (Aqueous Film Forming Foam)

RKNY AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Type of clearing equipment	a. 1 (one) Towed runway jet sweeper(working width : about 8.0 m) b. 1 (one) Compact runway jet sweeper(working width : about 5.6 m) c. 2 (two) Snow blowers(working width : up to 2.3 m) d. 2 (two) Dry material spreaders e. 1 (one) Liquid material spreader
2	Clearance priorities	a. First 1) RWY 15/33 2) TWY A 3) Aprons(ACFT stands NR. 1~5) 4) Access roads b. second 1) Aprons(ACFT stands NR. 6~7, 31~39, 41~48) 2) TWY B 3) Parking lot and other area
3	Remarks	NIL

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

1	Designation, Apron surface and strength	Apron	Surface	Strength	
		NR. 1~5	Concrete	PCN 69/R/B/W/T	
		NR. 6~7	Asphalt	PCN 78/F/C/X/T	
		NR. 31~39 NR. 41~48	Asphalt	PCN 45/F/C/X/T	
2	Designation, Taxiway width, surface and strength	Taxiway	Width(m)	Surface	Strength
		A	23	Asphalt	PCN 57/F/A/X/T
		B	15	Asphalt	PCN 13/F/C/Y/T
3	Altimeter check location and elevation	RWY 15 : 230 ft RWY 33 : 227 ft			
4	VOR check points	NIL			
5	INS check points	INS : See Aircraft Parking/Docking Chart			
6	Remarks	NIL			

RKNY 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	a. Guide lines at apron b. Nose-in guidance at aircraft stands c. Aircraft stand identification signs
2	RWY and TWY markings and LGT	a. RWY - Markings : Designation, Edge, THR, CL, TDZ, Aiming point, Turn pad - Lightings · RWY 15 : REDL, RTHL, RCLL, RENL · RWY 33 : REDL, RTHL, RCLL, RENL, RTZL, WBAR b. TWY - Markings : Edge, CL - Lightings : TWYL, TWY Guidance Signs, RWY Guard lights
3	Stop bars	NIL
4	Remarks	A road-holding position sign shall be provided at all road entrances to a runway.

RKNY 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
RKNY001	Mt. Samhuungjae-bong	375425.5N 1284154.8E	1 306 ft/	NIL	15/APCH 33/TKOF
RKNY002	Mt. Ingu-ri	375723.4N 1284347.1E	1 066 ft/	NIL	
RKNY003	Mt. Jeongyo-ri	380029.1N 1284230.2E	528 ft/	NIL	33/APCH 15/TKOF
RKNY004	Mt. Chagol	375859.9N 1284246.9E	932 ft/	NIL	
RKNY005	Mt. Cheonchi	380058.0N 1284112.2E	653 ft/	NIL	
RKNY006	Mt. Jung gwangjeong-ri	380132.8N 1284153.4E	403 ft/	NIL	
in Area 3					
a	b	c	d	e	f
NIL					

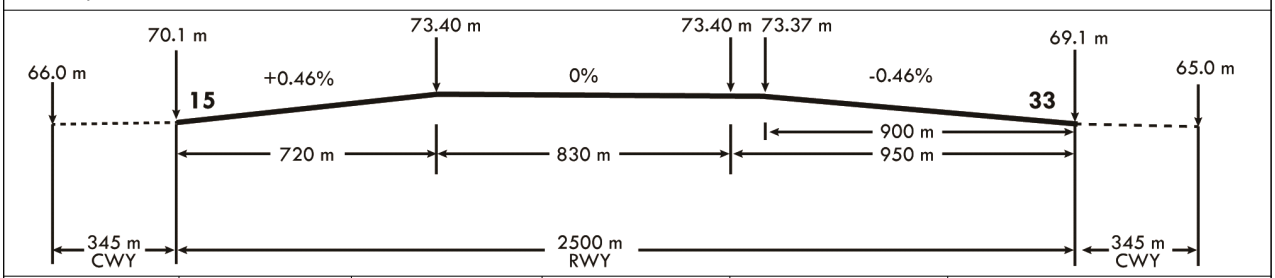
RKNY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Yangyang Airport Weather Station (TEL : +82-33-671-0365, Telefax : +82-33-673-0366)
2	Hour of service MET Office outside hours	2200-1000 UTC Aviation Meteorological Office(TEL : +82-32-222-3030)
3	Office responsible for TAF preparation Periods of validity	Aviation Meteorological 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 by the phone for 24 hours at Yangyang Airport Weather Station or Aviation Meteorological Office Available at the Station for hours of service, 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, Significant weather charts(high, medium, low) and other model outputs
8	Supplementary equipment available for providing information	Satellite and Weather radar imageries Low Level Wind shear Alert System
9	ATS units provided with information	FIC and TWR
10	Additional information(limitation of service, etc.)	Automated METAR is provided during non-operational hours of the Yangyang Airport Weather Station. All observation data, model outputs and forecasts produced by KMA and WAFS are available at the office through Internet link.

RKNY 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
15	141.16°	2 500 × 45	57/F/A/X/T Asphalt	380412.18N 1283936.66E - GUND 26.4 m	THR : 70.1 m / 230.0 ft TDZ : 73.4 m / 240.8 ft
33	321.16°	2 500 × 45	57/F/A/X/T Asphalt	380309.21N 1284041.25E - GUND 26.4 m	THR : 69.1 m / 226.7 ft TDZ : 73.4 m / 240.8 ft

7. Slope of RWY-SWY

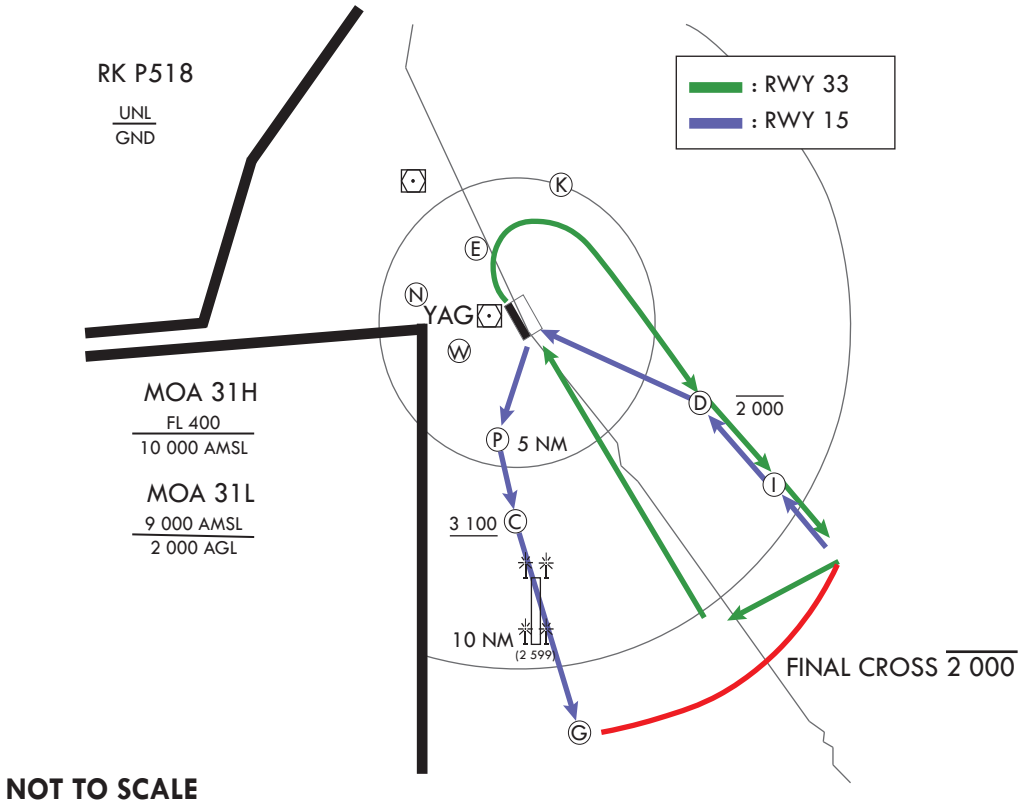


SWY dimensions(m)	CWY dimensions(m)	Strip dimensions(m)	RESA dimensions(m)	Location & description of arresting system	OFZ
8	9	10	11	12	13
NIL	345 × 300	2 620 × 300	240 x 150	NIL	Conforms to the standards specified in ANNEX 14, chapter 4
NIL	345 × 300	2 620 × 300	240 x 150	NIL	

14. Remarks :
RWY grooved 1 900 + 45 m EXC 300 m inward each RWY THR.

Change : Information of meteorological information provided.

VFR In/Outbound Flow Chart - Yangyang INTL Airport



NOT TO SCALE

RWY 15 VFR ARRIVAL

Contact Yangyang TWR when passing "I" point, then proceed to downwind leg via "D" point.

RWY 15 VFR DEPARTURE

Turn right when passing threshold and proceed to "P" and "C" point. Climb and maintain at or above 3 100 ft before "C" point. If unable, advise ATC, then make right circle and climb over "P" point. Leave "P" point when able to comply with the restriction due to wind power plant area. After passing 0.5 NM of the obstacles, descend VFR to "G". Maintain at or below 2 000 ft when passing 12 DME from YAG, then climb VFR.

RWY 33 VFR ARRIVAL

Contact Yangyang TWR when passing 10 NM final, then proceed to 4 NM on final.

RWY 33 VFR DEPARTURE

Turn right when passing abeam Yangyang bridge and proceed to "D" and "I" point.
Maintain at or below 2 000 ft until 12 DME from YAG, then climb VFR.

Note

Maintain at or below 2 000 ft and use caution IFR inbound traffic when flying across the final course 12 DME away from YAG.
Use caution when flying between "C" and "G" point due to wind power plant area and IFR inbound traffic on final.

Change : Amended phrase(PK P518 → RK P518) and Establishment of YAG VOR.

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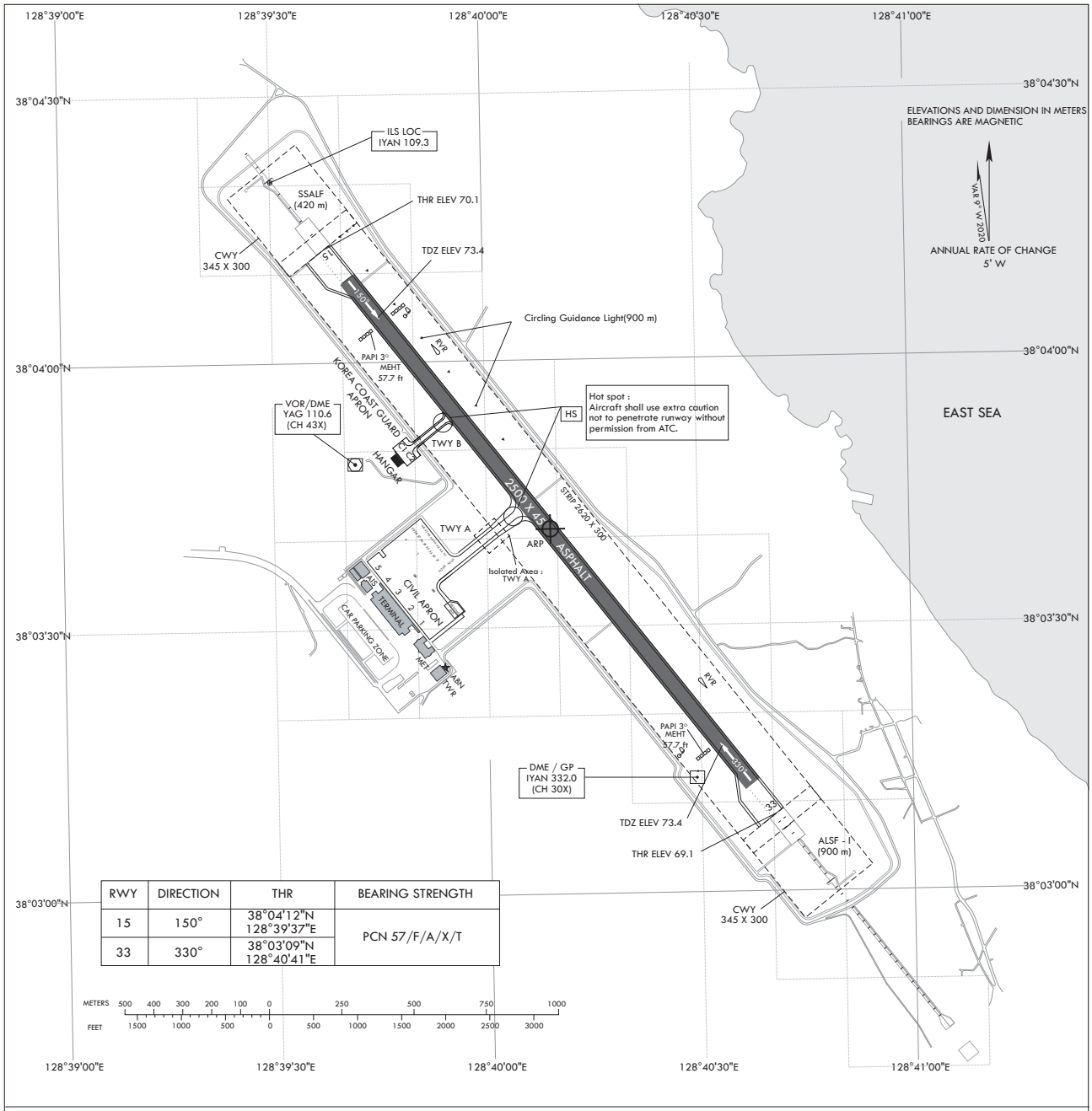
AERODROME CHART - ICAO

38°03'41"N
128°40'09"E

ELEV **73** m

TWR	118.85	
	124.375	240.4
GND	124.3	240.4

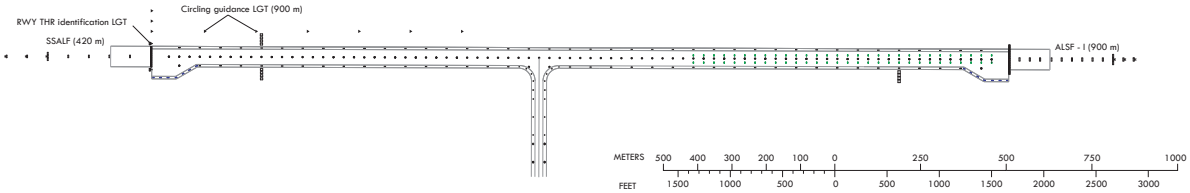
YANGYANG/Yangyang Intl



RWY	DIRECTION	THR	BEARING STRENGTH
15	150°	38°04'12"N 128°39'37"E	PCN 57/F/A/X/T
33	330°	38°03'09"N 128°40'41"E	

MARKING AIDS RWY 15 / 33 AND EXIT TWY

LIGHTING AIDS RWY 15 / 33 AND EXIT TWY



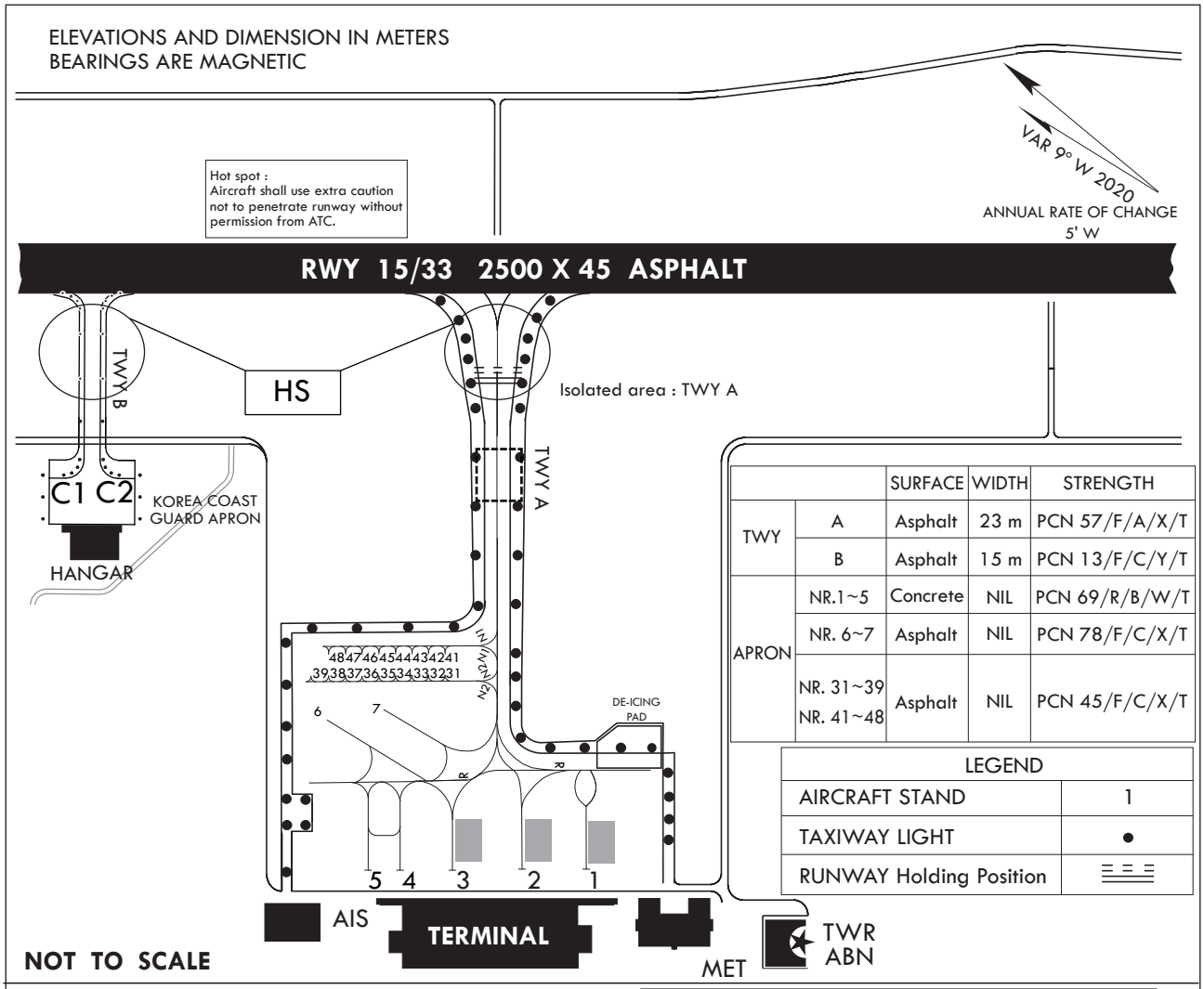
Change : Amended symbol for ARP.

AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
73 m

TWR	118.85
GND	124.3

YANGYANG/Yangyang Intl



	SURFACE	WIDTH	STRENGTH
TWY A	Asphalt	23 m	PCN 57/F/A/X/T
TWY B	Asphalt	15 m	PCN 13/F/C/Y/T
APRON NR.1~5	Concrete	NIL	PCN 69/R/B/W/T
APRON NR. 6~7	Asphalt	NIL	PCN 78/F/C/X/T
APRON NR. 31~39, NR. 41~48	Asphalt	NIL	PCN 45/F/C/X/T

LEGEND	
AIRCRAFT STAND	1
TAXIWAY LIGHT	●
RUNWAY Holding Position	≡ ≡ ≡

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

Remarks
- Isolated area : TWY A

INS COORDINATES FOR AIRCRAFT STANDS

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

Change : Amended symbol for ABN and table.

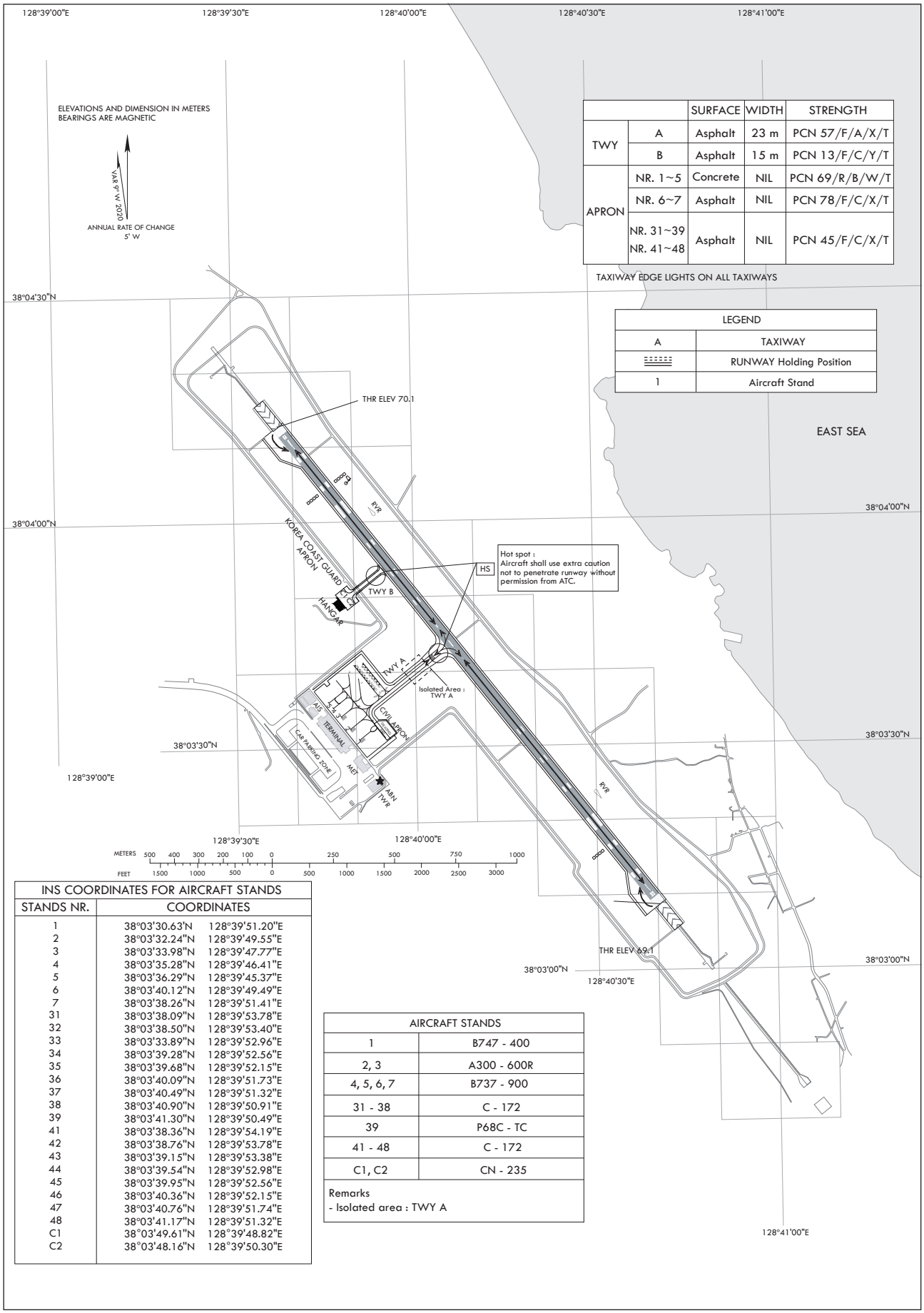
AERODROME GROUND MOVEMENT CHART - ICAO

38°03'41"N
128°40'09"E

ELEV **73 m**

TWR	118.85	
	124.375	240.4
GND	124.3	240.4

YANGYANG/Yangyang INTL



		SURFACE	WIDTH	STRENGTH
TWY	A	Asphalt	23 m	PCN 57/F/A/X/T
	B	Asphalt	15 m	PCN 13/F/C/Y/T
APRON	NR. 1~5	Concrete	NIL	PCN 69/R/B/W/T
	NR. 6~7	Asphalt	NIL	PCN 78/F/C/X/T
	NR. 31~39 NR. 41~48	Asphalt	NIL	PCN 45/F/C/X/T

TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS

LEGEND	
A	TAXIWAY
⊟	RUNWAY Holding Position
1	Aircraft Stand

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

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

Remarks
- Isolated area : TWY A

Change : Amended table.

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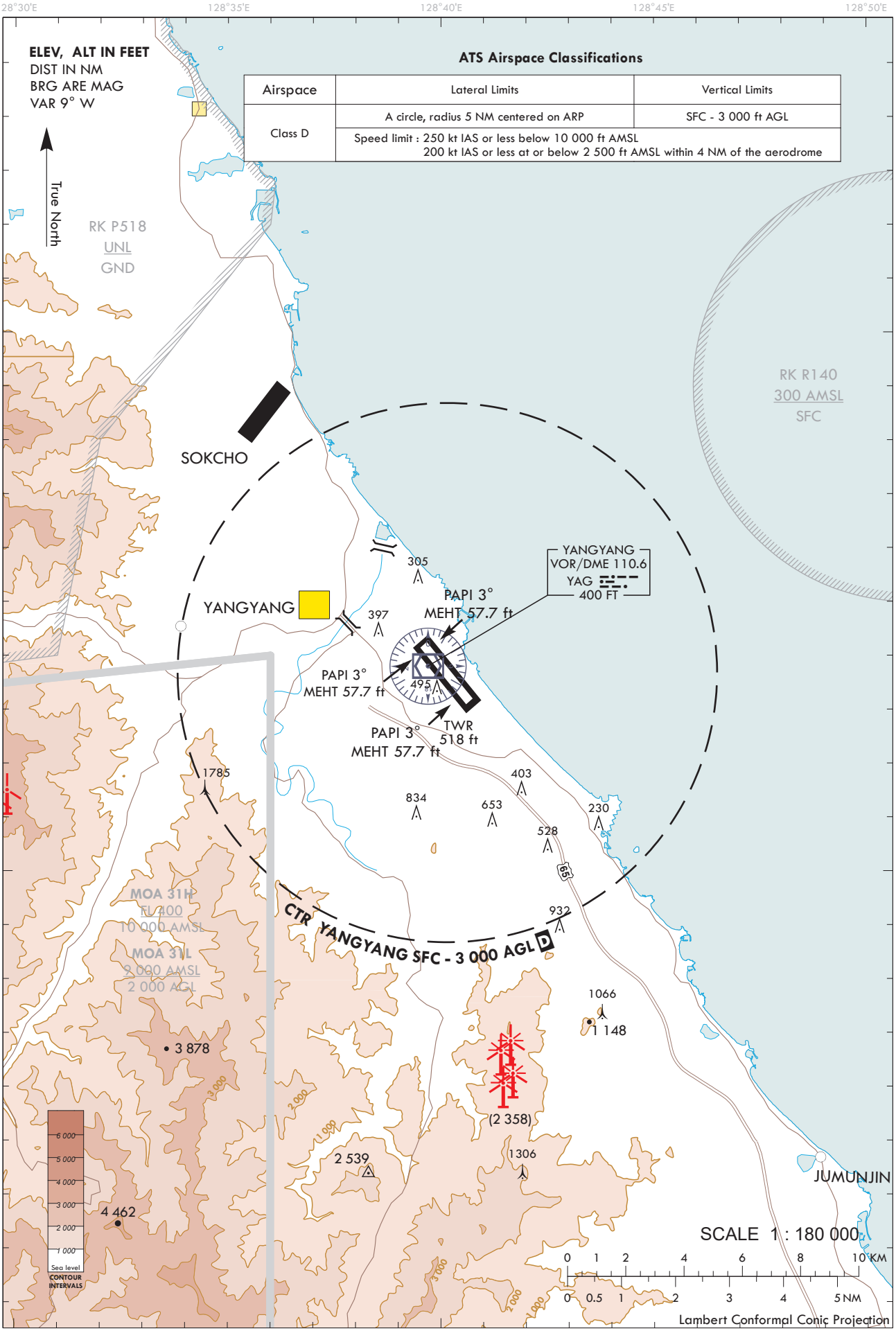
VISUAL APPROACH CHART - ICAO

AD ELEV **241** ft
HEIGHTS RELATED
TO AD ELEV

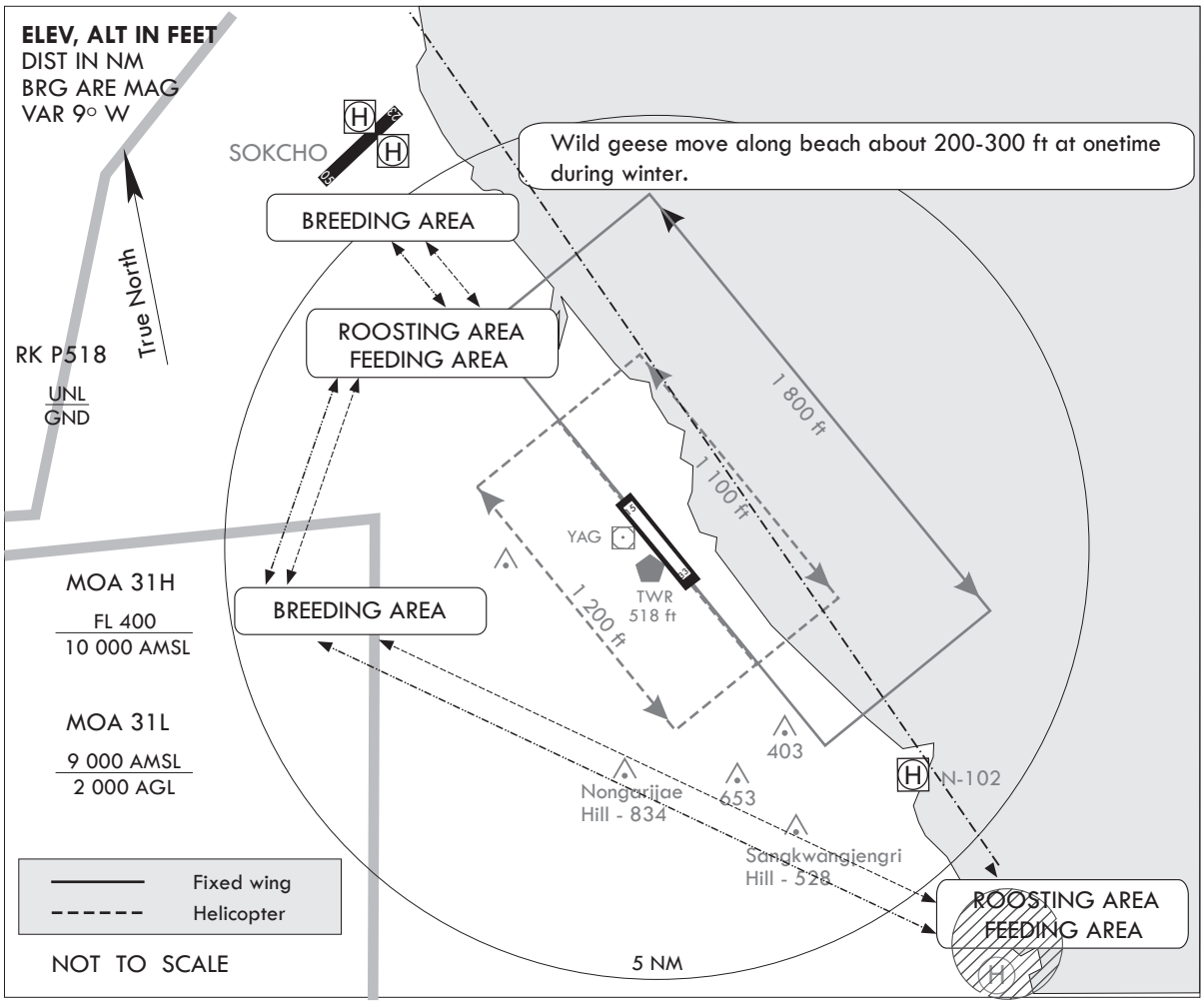
GANGNEUNG	APP	124.6	304.0
	DEP	124.6	258.4
YANGYANG	TWR	118.85	
		124.375	240.4

YANGYANG/Yangyang



Change : Amended PAPI information.

BIRD CONCENTRATION - YANGYANG INTERNATIONAL



LEGEND

- MOVEMENT ROUTES OF MALLARD
- MOVEMENT ROUTES OF EGRET
- MOVEMENT ONEWAY OF WILD GEESE
- POMAE LAKE

Change : Amended MOA information(MOA 31H/L).

RKTN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKTN - DAEGU / Daegu International

RKTN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	355339N 1283932E 315° / 1 377 m from THR 31L	
2	Direction and distance from city	072°, 4.8 km from Daegu City Hall	
3	Elevation/Reference temperature	120 ft / 32.5 °C	
4	Geoid undulation at AD ELEV PSN	93 ft	
5	MAG VAR/Annual change	8° W (2020) / 0.09° increasing	
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	KAC	Korea Airports Corporation(Daegu International Airport) 221, Gonghang-ro, Dong-gu, Daegu, 41052 Republic of Korea TEL : +82-53-980-5309, 5310 Telefax : +82-53-980-5308
		ROKAF	Republic of Korea Air Force(ROKAF) The 11th Tactical Fighter Wing
7	Type of traffic permitted(IFR/VFR)	IFR/VFR	
8	Remarks	Military Air Base	

RKTN AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2000-1500 UTC
2	Customs and Immigration	HO
3	Health and Sanitation	HO
4	AIS Briefing Office	HO
5	ATS Reporting Office	HO
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	HO
12	Remarks	- Airport Quiet Hour : 1500-2000 UTC daily During the Quiet HR, unsurpassed ENG runs and nonessential ACFT OPS are prohibited, except civil airlines authorized by ROKAF - Unable to divert at these HR(2000-2300, 1200-1500), EXC EMERG and prior permission ACFT

RKTN AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Up to 46 tones handling possible
2	Fuel/oil type	JET-A1
3	Fuelling facilities/capacity	Elevated storage tank 3 unit/total 900 000 L, 3 fuel tanks with 300 000 L. Refueling available by trucks.
4	De-icing facilities	One de-icing pad(Only under aircraft code letter "C") See 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, TEL, FAX numbers and Withdrawal of AFS.

RKTN AD 2.5 PASSENGER FACILITIES

1	Hotels	Near AD and in the city
2	Restaurants	At AD and in the city
3	Transportation	Buses, Taxies, and rental cars from AD
4	Medical Facilities	PATIMA Hospital near the AD (about 2.1 km)
5	Bank and Post Office	Bank available at AD
6	Tourist Office	Available at AD
7	Remarks	http://www.airport.co.kr/daegu

RKTN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 7
2	Rescue equipment	a. ROKAF* : - 6 Chemical crash rescue & fire fighting trucks - Total capacity Water : 30 000 L AFFF** : 3 800 L - 1 Rescue Truck - 4 Ambulance car b. KAC*** : NIL
3	Capability for removal of disable aircraft	Specialized aircraft recovery equipment available for up to A300-600 size aircraft. 1 & 3 pole recovery jacks, 330 ton mobile crane including other accessory equipment can be provided by airlines and agencies. Korea airports Corporation is the coordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (TEL : +82-53-980-5331)
4	Remarks	* ROKAF : Republic of Korea Air Force ** AFFF : Aqueous Film Forming Foam *** KAC : Korea Airports Corporation

RKTN AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	a. ROKAF* : 3 SE-88(snow heat blower), 7 Snow ploughs and 3 Snow masters, 2 Graders b. KAC** : 1 Multipurpose snow removal truck, 1 Tractor, 1 Road sweeper
2	Clearance priorities	1. RWY 13R/31L 2. TWY : F1, F, E, D3, D2, D1, A3, A2, A1, C3, C2, C1 3. Other areas
3	Remarks	Snow clearance information promulgated by SNOWTAM * ROKAF : Republic of Korea Air Force ** KAC : Korea Airports Corporation

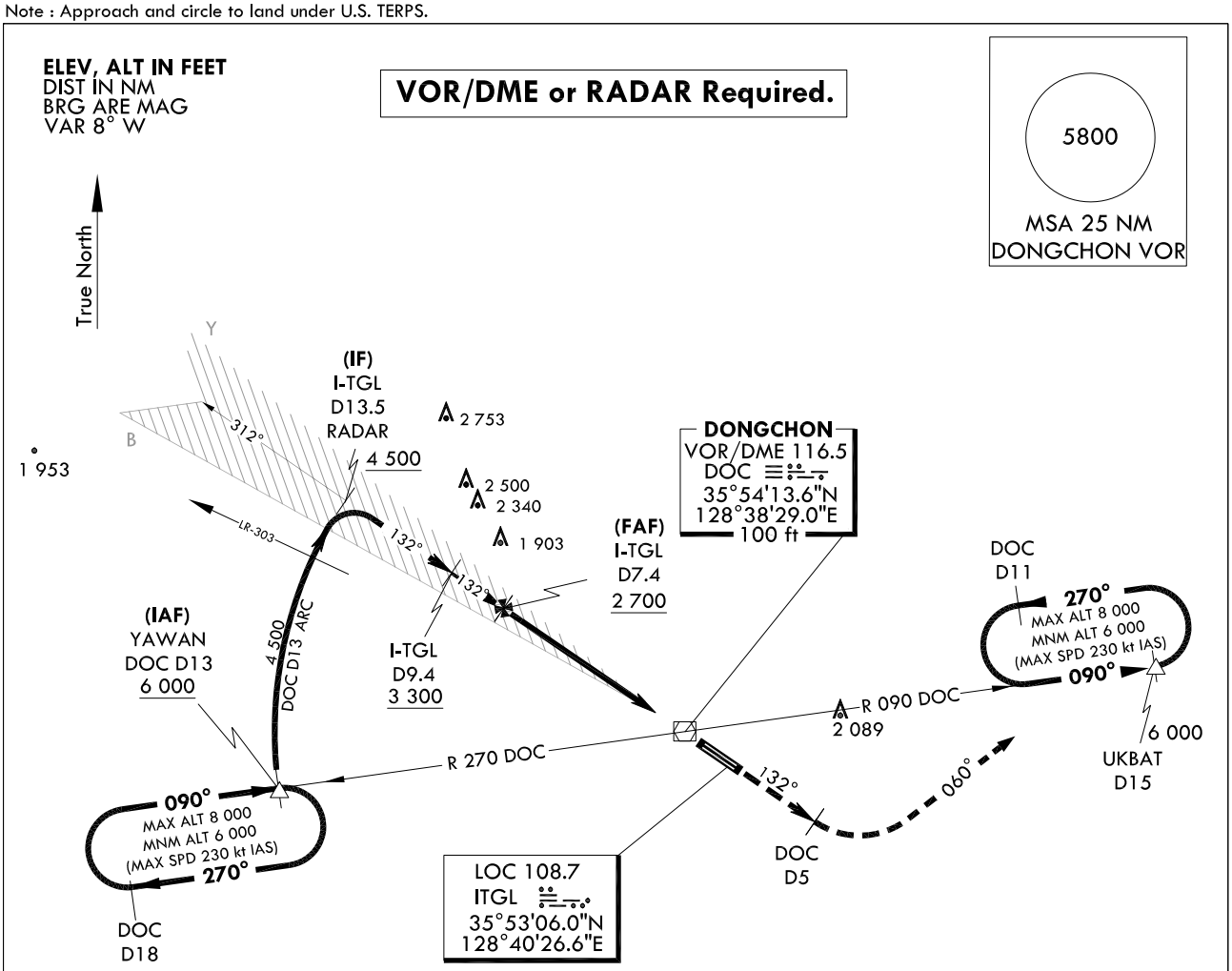
INSTRUMENT APPROACH CHART

AERODROME ELEV 120 ft
HEIGHTS RELATED TO
THR RWY 13R - ELEV **110** ft
HIGHEST ELEV TDZ **111** ft

DAEGU	APP	135.9	346.3
DAEGU	TWR	126.2	236.6
		365.0	

DAEGU/Daegu Intl(RKTN)
ILS
RWY 13R

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



NOTE
1. Circling is not authorized.
2. Missed approach requires minimum climb of 390 ft/NM to 6 000 ft.

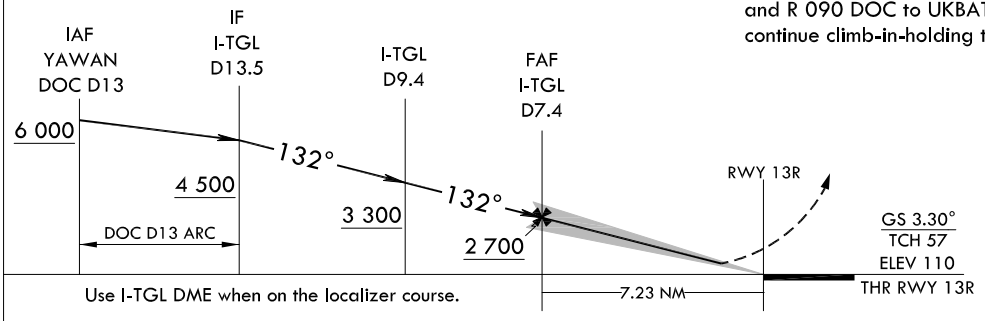
NOT TO SCALE

HDG 132°	DOC D5	HDG 060°	R 090 DOC	UKBAT △ 6 000

MISSED APPROACH CLIMB RATE TABLE

RWY	Knots	60	120	180	240	300	TO
13R	V/V(fpm)	390	780	1 170	1 560	1 950	6 000

MISSED APPROACH
Climb to 6 000 ft via HDG 132° to DOC 5 DME and climbing left turn HDG 060° to intercept R 090 DOC and R 090 DOC to UKBAT and hold, continue climb-in-holding to 6 000 ft.



Use I-TGL DME when on the localizer course.

CATEGORY		A	B	C	D	E
S-ILS 13R	FULL			657 - 1 1/2	546(600 - 1 1/2)	
	ALS INOP			657 - 1 5/8	546(600 - 1 5/8)	

Change : Information of glide slope and Amended phrases(MIN → MNM, I-TGL DOC D7.4 → I-TGL D7.4).

INTENTIONALLY

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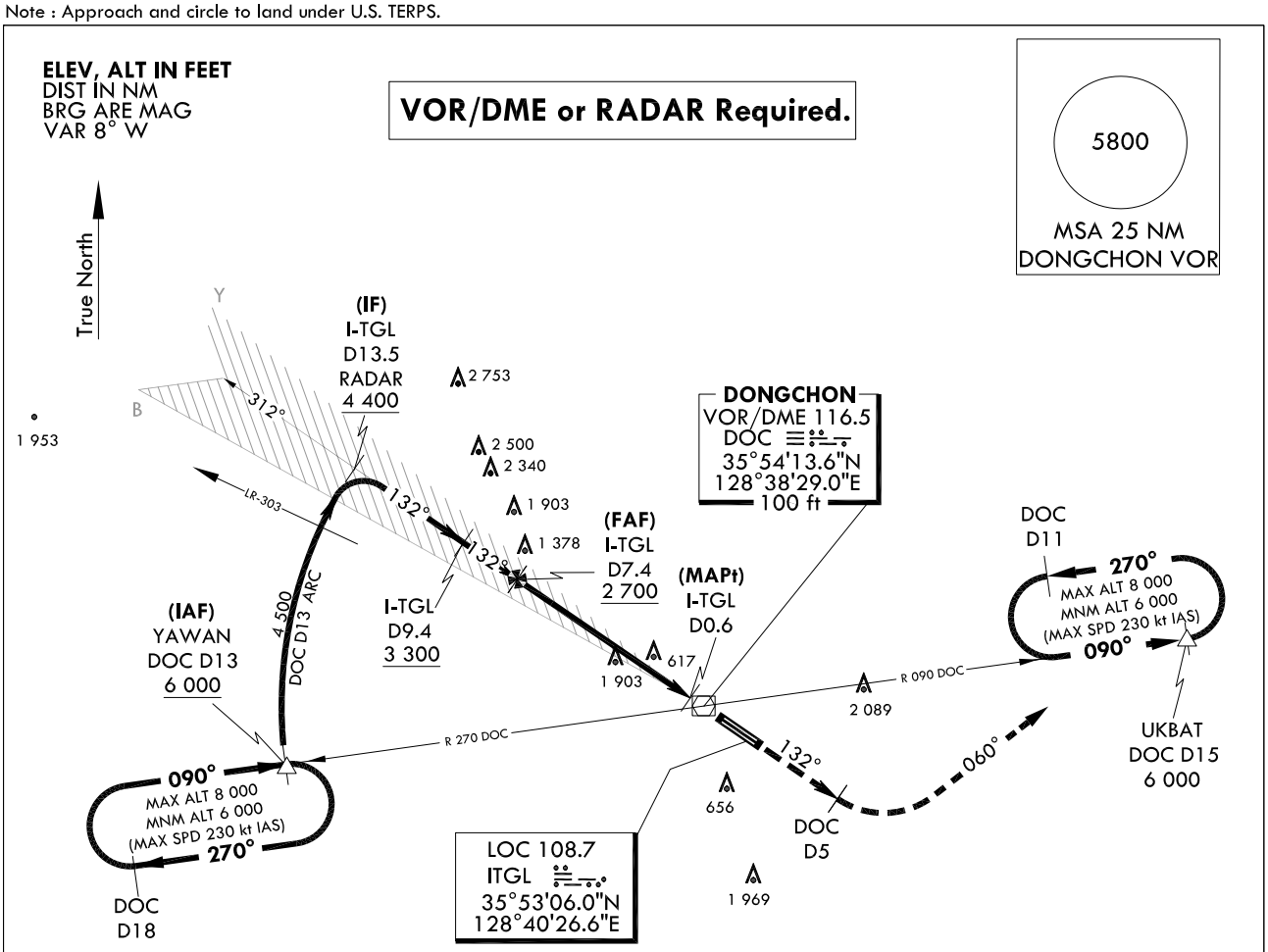
INSTRUMENT APPROACH CHART

AERODROME ELEV 120 ft
HEIGHTS RELATED TO
THR RWY 13R - ELEV **110** ft
HIGHEST ELEV TDZ **111** ft

DAEGU	APP	135.9	346.3
DAEGU	TWR	126.2	236.6
		365.0	

DAEGU/Daegu Intl(RKTN)
LOC/DME
RWY 13R

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



NOTE : 1 378 ft was not considered as final approach controlling OBST due to close to FAF.

NOTE
1. Circling is not authorized NE of RWY 13/31.
2. Missed approach requires minimum climb of 270 ft/NM to 6 000 ft.

NOT TO SCALE

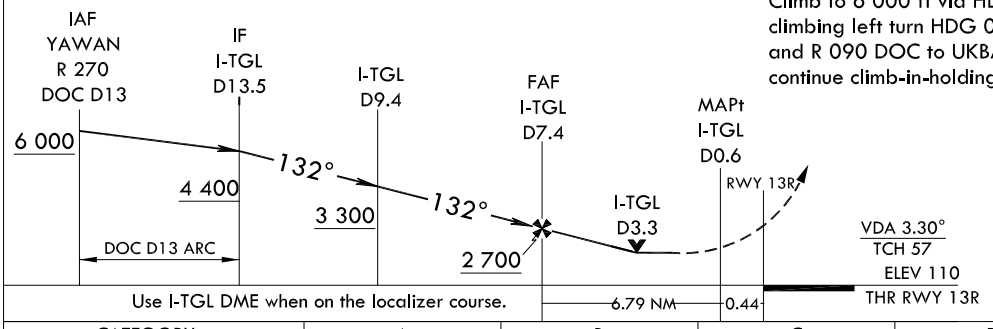
HDG 132°	DOC D5	HDG 060°	R 090 DOC	UKBAT △ 6 000

TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH CLIMB RATE TABLE

RWY	Knots	60	120	180	240	300	TO
13R	V/V(fpm)	270	530	790	1 050	1 310	6 000

MISSED APPROACH
Climb to 6 000 ft via HDG 132° to DOC 5 DME and climbing left turn HDG 060° to intercept R 090 DOC and R 090 DOC to UKBAT and hold, continue climb-in-holding to 6 000 ft.



Use I-TGL DME when on the localizer course.

CATEGORY		A	B	C	D	E
S-LOC 13R	FULL	1 260/55 1 149(1 200-1)	1 260/60 1 149(1 200-1 1/4)	1 260 - 3 1 149(1 200 - 3)		
	ALS INOP	1 260/60 1 149(1 200-1 1/4)	1 260 1 1/2 1 149(1 200-1 1/2)	1 260 - 3 1 149(1 200 - 3)		
C CIRCLING		1 260 - 1 1/4 1 140(1 200 - 1 1/4)	1 260 - 1 1/2 1 140(1 200 - 1 1/2)	1 260 - 3 1 140(1 200 - 3)	1 300 - 3 1 180(1 200 - 3)	2 340 - 3 2 220(2 300 - 3)

Change : Withdrawal of symbol for glide slope and Amended phrase(MIN → MNM).

INTENTIONALLY

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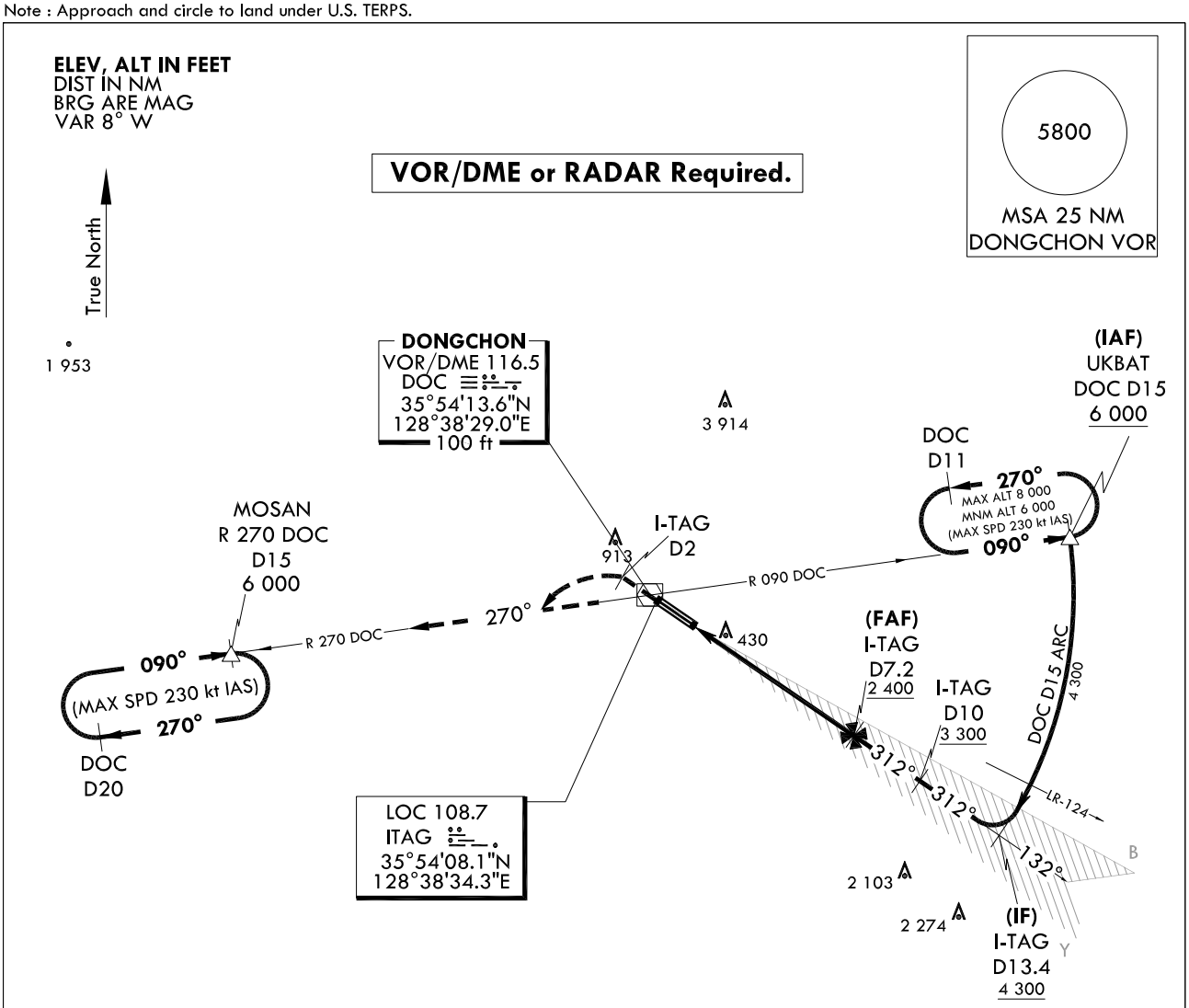
INSTRUMENT APPROACH CHART

AERODROME ELEV 120 ft
HEIGHTS RELATED TO
THR RWY 31L - ELEV **118** ft
HIGHEST ELEV TDZ **118** ft

DAEGU	APP	135.9	346.3
DAEGU	TWR	126.2	236.6
		365.0	

DAEGU/Daegu Intl(RKTN)
ILS
RWY 31L

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



NOTE
1. Circling is not authorized NE of RWY 31/13.
2. Missed approach requires minimum climb of 250 ft/NM to 6 000 ft.

NOT TO SCALE

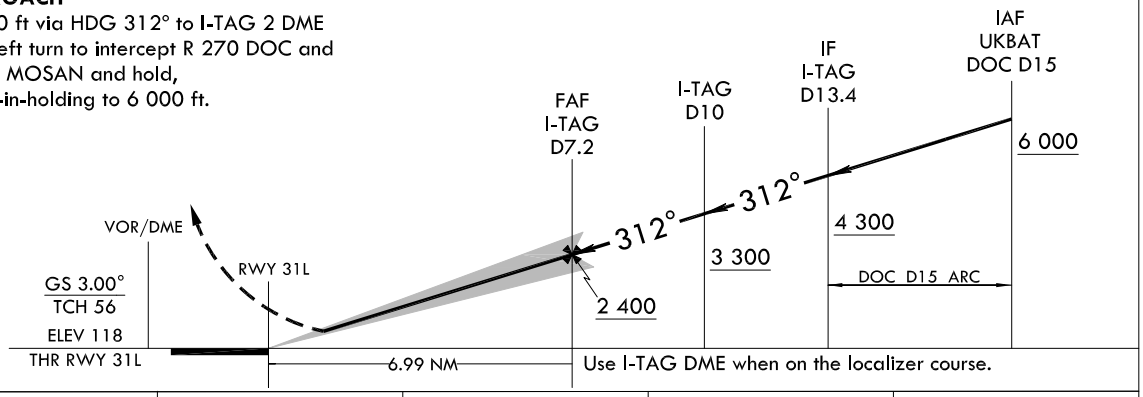
HDG 312°	I-TAG D2	R 270 DOC	MOSAN △ 6 000

TRANSITION	ALT	14 000
TRANSITION	LVL	FL 140

MISSED APPROACH CLIMB RATE TABLE

RWY	Knots	60	120	180	240	300	TO
31L	V/V(fpm)	250	500	750	1 000	1 250	6 000

MISSED APPROACH
Climb to 6 000 ft via HDG 312° to I-TAG 2 DME and climbing left turn to intercept R 270 DOC and R 270 DOC to MOSAN and hold, continue climb-in-holding to 6 000 ft.



CATEGORY		A	B	C	D
S-ILS 31L	FULL	318 / 24		200(200 - 1/2)	
	ALS INOP	318 / 40		200(200 - 3/4)	

Change : Information of glide slope and Amended phrase(MIN → MNM).

INTENTIONALLY

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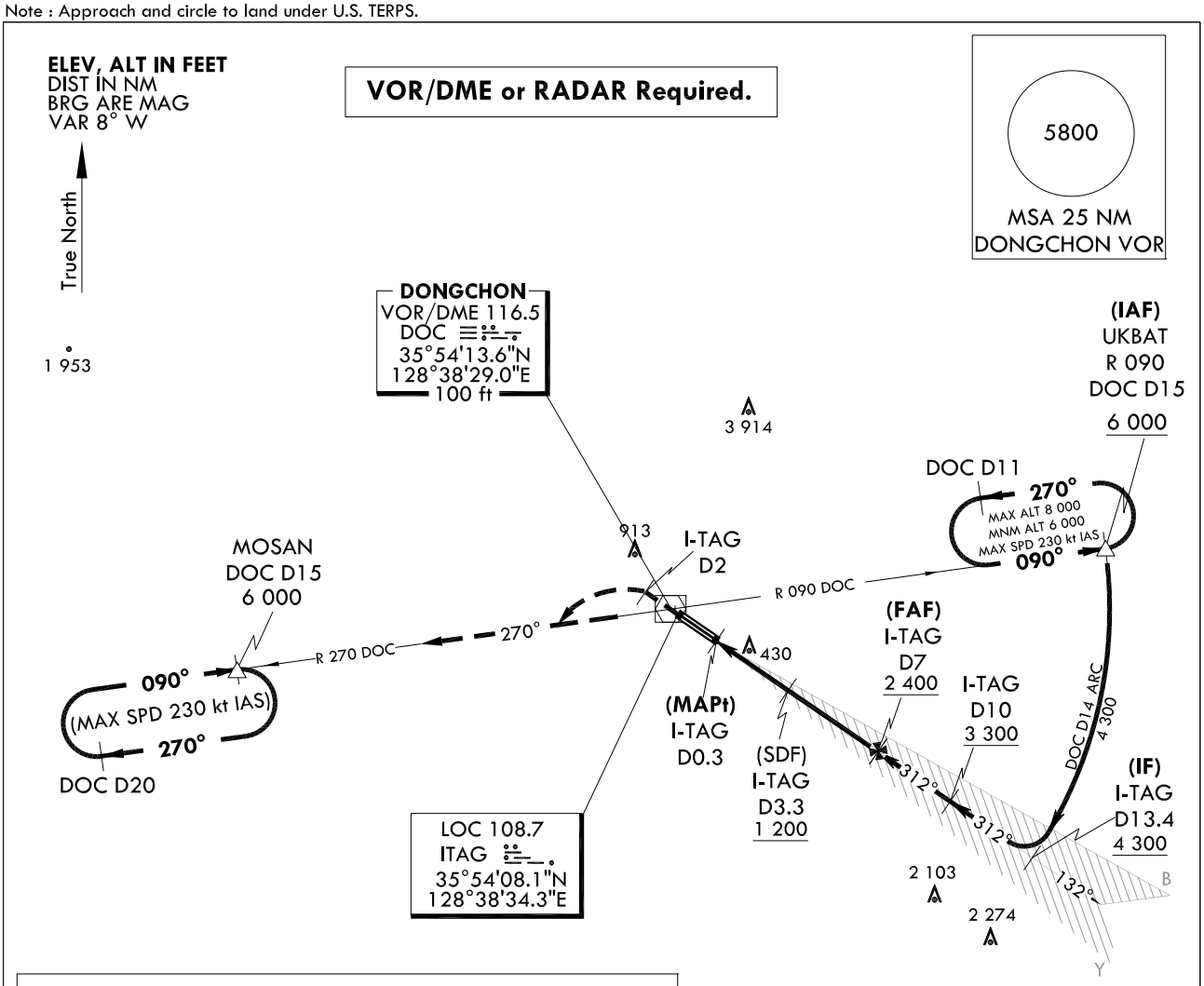
INSTRUMENT APPROACH CHART

AERODROME ELEV 120 ft
HEIGHTS RELATED TO
THR RWY 31L - ELEV **118** ft
HIGHEST ELEV TDZ **118** ft

DAEGU	APP	135.9	346.3
DAEGU	TWR	126.2	236.6
		365.0	

DAEGU/Daegu Intl(RKTN)
LOC/DME
RWY 31L

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



NOTE
1. Circling is not authorized NE of RWY 31/13.
2. Missed approach requires minimum climb of 210 ft/NM to 6 000 ft.

MISSED APPROACH CLIMB RATE TABLE

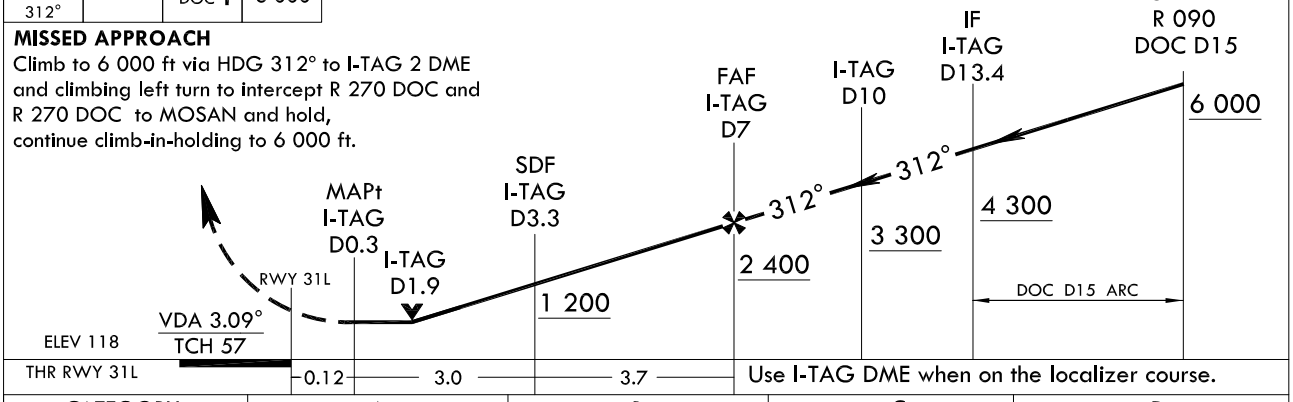
RWY	Knots	60	120	180	240	To
31L	V/V(fpm)	210	420	630	840	6 000

NOT TO SCALE

HDG 312°	I-TAG D2	R 270 DOC	MOSAN △ 6 000

TRANSITION	ALT 14 000
TRANSITION	LVL FL 140

MISSED APPROACH
Climb to 6 000 ft via HDG 312° to I-TAG 2 DME and climbing left turn to intercept R 270 DOC and R 270 DOC to MOSAN and hold, continue climb-in-holding to 6 000 ft.



Use I-TAG DME when on the localizer course.

CATEGORY		A	B	C	D
S-LOC 31L	FULL	740/40 622(700 - 3/4)		740-1 3/8 622(700 - 1 3/8)	
	ALS INOP	740/55 622(700 - 1)		740-1 3/4 622(700 - 1 3/4)	
C CIRCLING		760 - 1 640(700 - 1)	960 - 1 1/4 840(900 - 1 1/4)	980 - 2 1/2 860(900 - 2 1/2)	1 300-3 1 180(1 200-3)

Change : Withdrawal of symbol for glide slope.

INTENTIONALLY

LEFT

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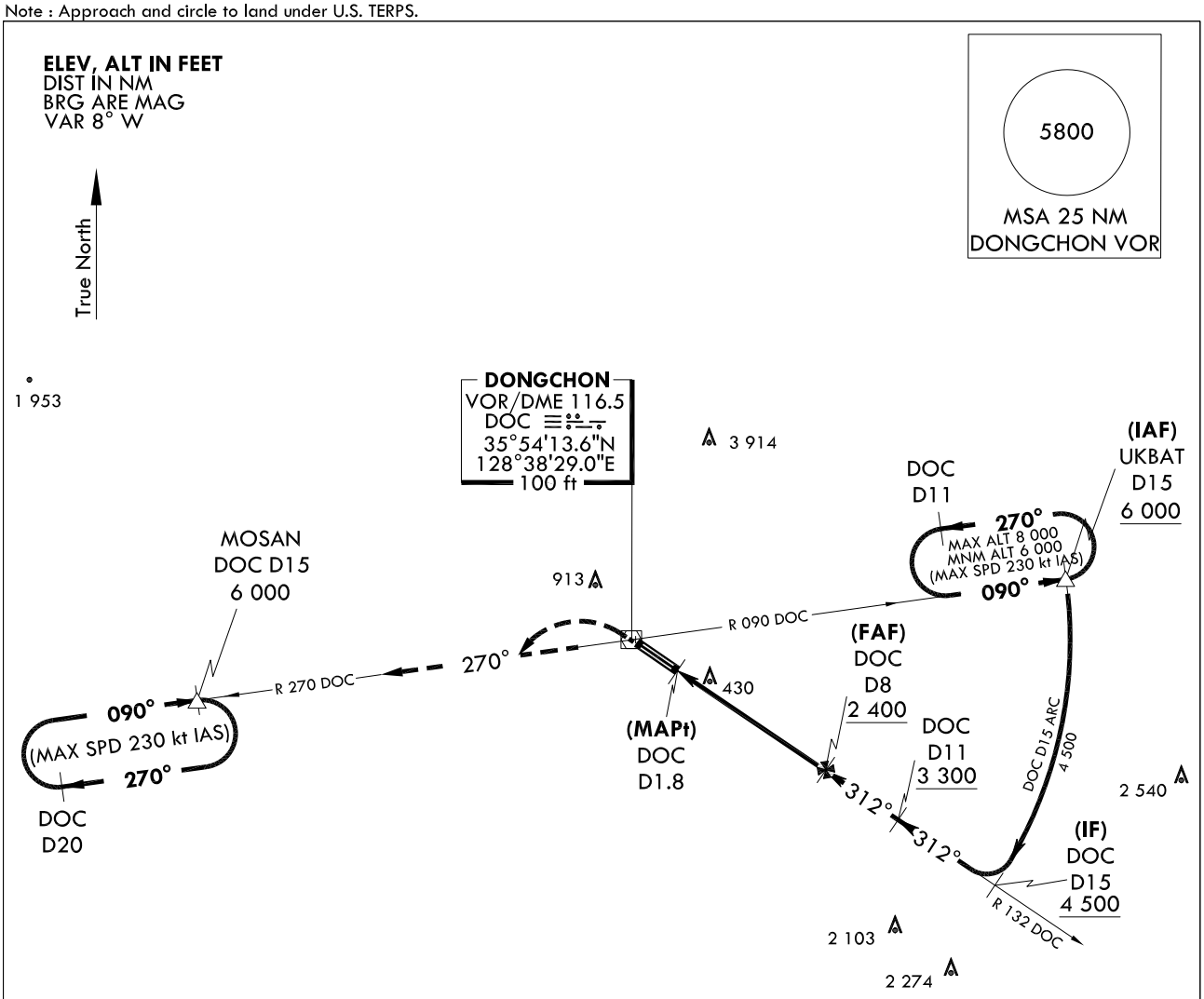
INSTRUMENT APPROACH CHART

AERODROME ELEV 120 ft
HEIGHTS RELATED TO
THR RWY 31L - ELEV **118** ft
HIGHEST ELEV TDZ **118** ft

DAEGU	APP	135.9	346.3
DAEGU	TWR	126.2	236.6
		365.0	

DAEGU/Daegu Intl(RKTN)
VOR/DME
RWY 31L

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



NOTE
1. Circling is not authorized NE of RWY 31/13.
2. Missed approach requires minimum climb of 250 ft/NM to 6 000 ft.

NOT TO SCALE

6 000	DOC	R 270 DOC	MOSAN 6 000

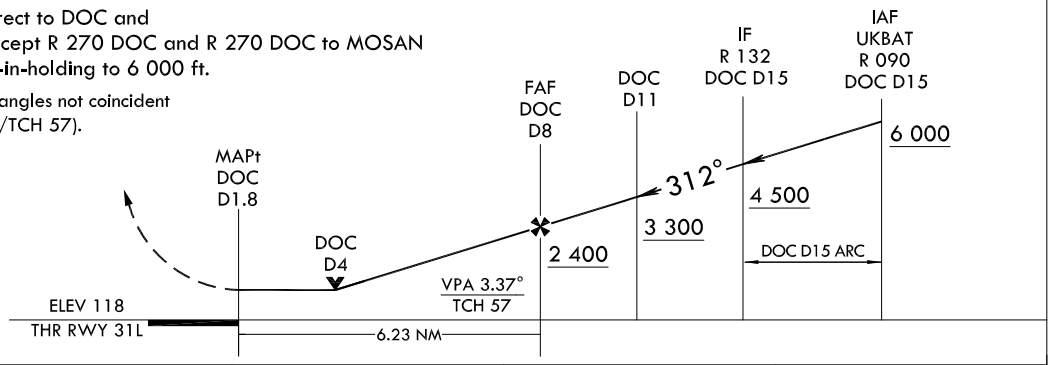
TRANSITION	ALT	14 000
TRANSITION	LVL	FL 140

MISSED APPROACH CLIMB RATE TABLE

RWY	Knots	60	120	180	240	300	TO
31L	V/V(fpm)	250	470	700	930	1 160	6 000

MISSED APPROACH
Climb to 6 000 ft via direct to DOC and climbing left turn to intercept R 270 DOC and R 270 DOC to MOSAN and hold, continue climb-in-holding to 6 000 ft.

NOTE : VGSI and descent angles not coincident (VGSI Angle 3.00°/TCH 57).



CATEGORY		A	B	C	D
S-VOR 31L	FULL	880/40 762(800 - 3/4)		880-1 3/4 762(800-1 3/4)	
	ALS INOP	880/55 762(800 - 1)		880-2 1/2 762(800-2 1/2)	
C CIRCLING		880 - 1 760(800 - 1)	960 - 1 1/4 840(900 - 1 1/4)	980 - 2 1/2 860(900 - 2 1/2)	1 300-3 1 180(1 200-3)

Change : Amended phrase(MIN → MNM).

INTENTIONALLY

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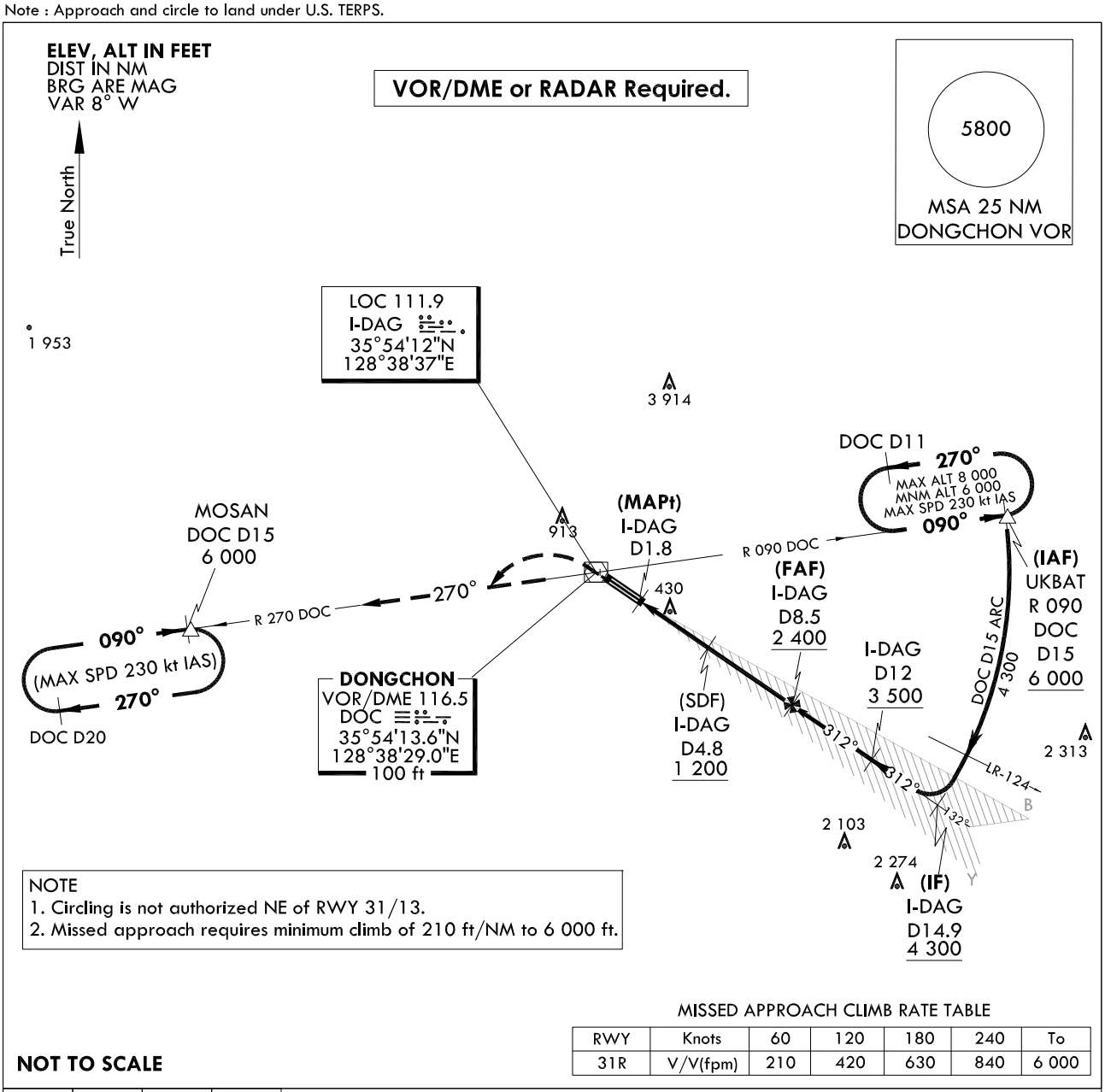
INSTRUMENT APPROACH CHART

AERODROME ELEV 120 ft
HEIGHTS RELATED TO
THR RWY 31R - ELEV **120** ft
HIGHEST ELEV TDZ **120** ft

DAEGU	APP	135.9	346.3
DAEGU	TWR	126.2	236.6
		365.0	

DAEGU/Daegu Intl(RKTN)
LOC/DME
RWY 31R

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



NOTE
1. Circling is not authorized NE of RWY 31/13.
2. Missed approach requires minimum climb of 210 ft/NM to 6 000 ft.

MISSED APPROACH CLIMB RATE TABLE

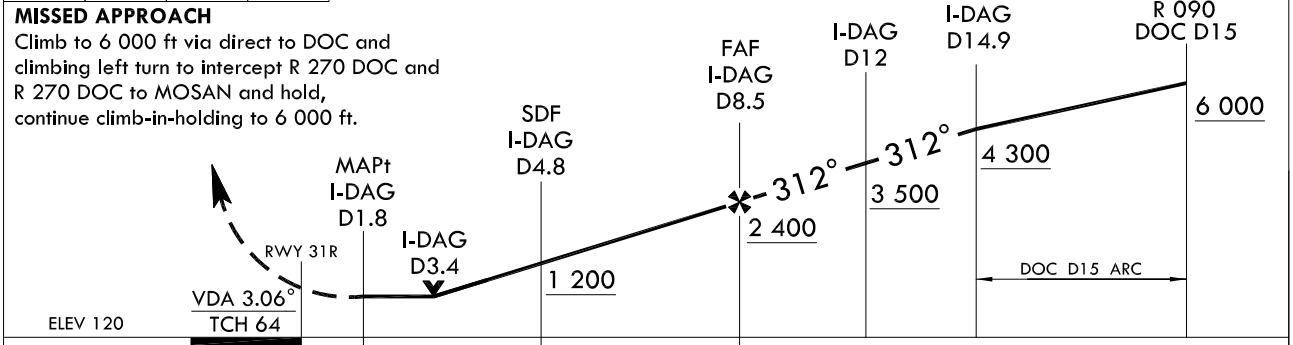
RWY	Knots	60	120	180	240	To
31R	V/V(fpm)	210	420	630	840	6 000

NOT TO SCALE

	DOC	R 270 DOC	MOSAN 6 000

TRANSITION	ALT	14 000
TRANSITION	LVL	FL 140

MISSED APPROACH
Climb to 6 000 ft via direct to DOC and climbing left turn to intercept R 270 DOC and R 270 DOC to MOSAN and hold, continue climb-in-holding to 6 000 ft.



Use I-DAG DME when on the localizer course.

CATEGORY		A	B	C	D
S-LOC 31R	FULL	740/40 620(700 - 3/4)		740-1 3/8 620(700 - 1 3/8)	
	ALS INOP	740/55 620(700 - 1)		740-1 3/4 620(700 - 1 3/4)	
CIRCLING		780 - 1 660(700 - 1)	960 - 1 1/4 840(900 - 1 1/4)	980 - 2 1/2 860(900 - 2 1/2)	1 300-3 1 180(1200-3)

Change : Withdrawal of symbol for glide slope.

INTENTIONALLY

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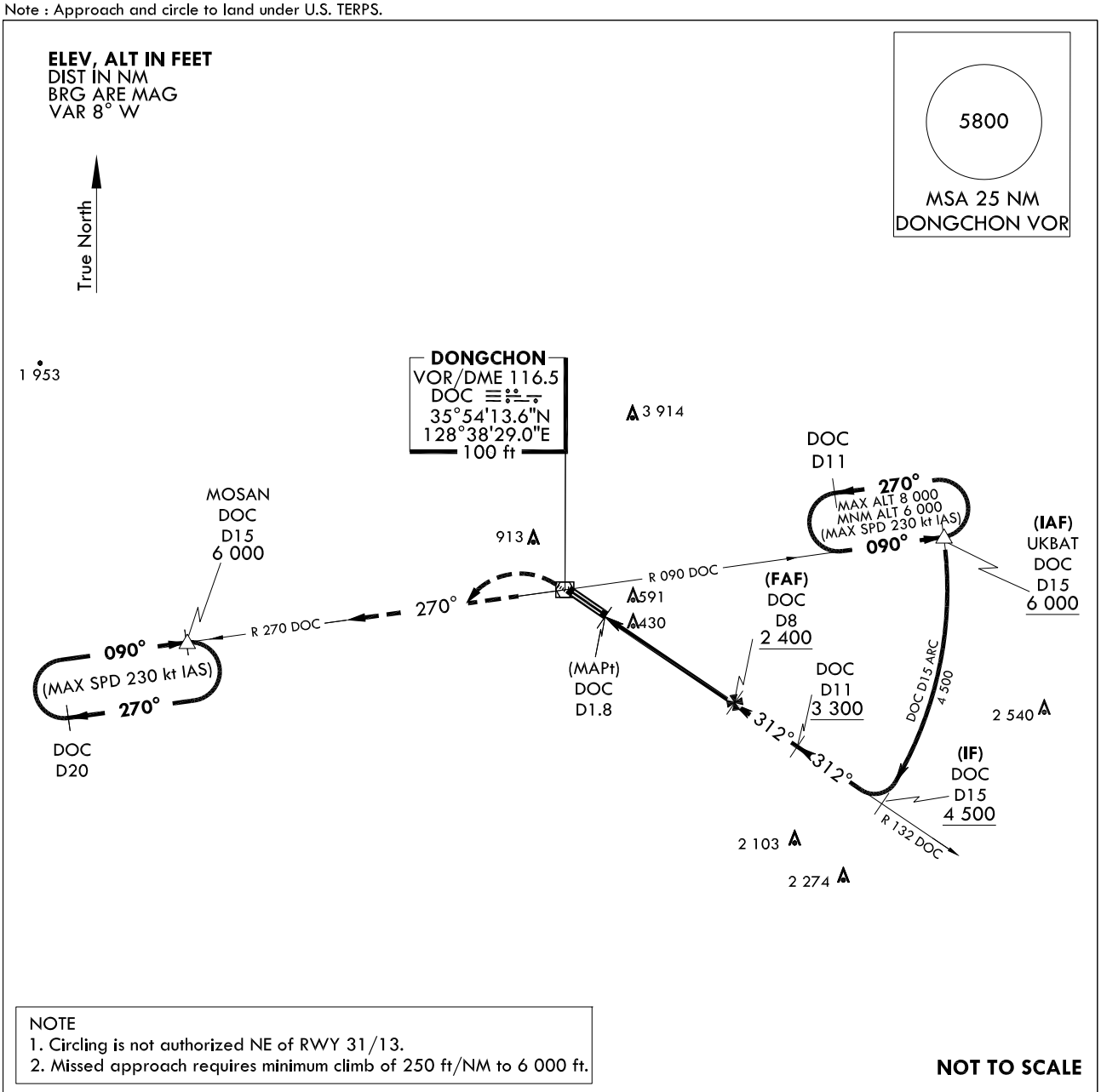
INSTRUMENT APPROACH CHART

AERODROME ELEV 120 ft
HEIGHTS RELATED TO
THR RWY 31R - ELEV **120** ft
HIGHEST ELEV TDZ **120** ft

DAEGU	APP	135.9	346.3
DAEGU	TWR	126.2	236.6
		365.0	

DAEGU/Daegu Intl(RKTN)
VOR/DME
RWY 31R

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



NOTE
1. Circling is not authorized NE of RWY 31/13.
2. Missed approach requires minimum climb of 250 ft/NM to 6 000 ft.

NOT TO SCALE

6 000	DOC	R 270 DOC	MOSAN 6 000

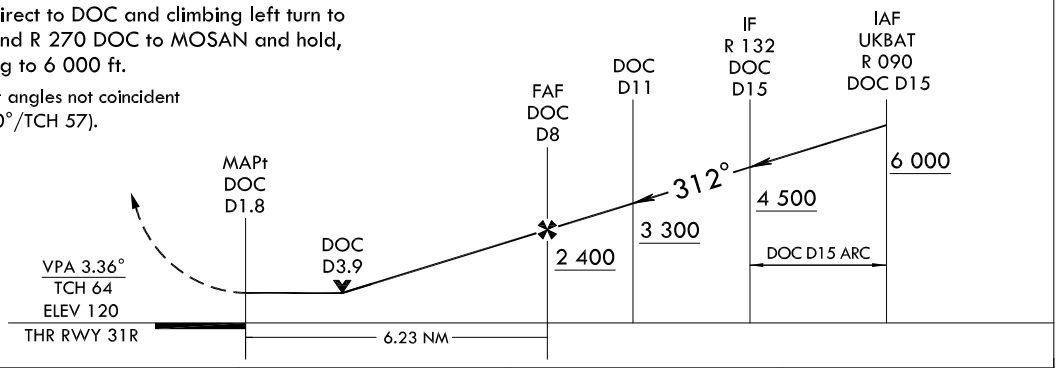
TRANSITION	ALT	14 000
TRANSITION	LVL	FL 140

MISSED APPROACH CLIMB RATE TABLE

RWY	Knots	60	120	180	240	300	TO
31R	V/V(fpm)	250	470	700	930	1 160	6 000

MISSED APPROACH
Climb to 6 000 ft via direct to DOC and climbing left turn to intercept R 270 DOC and R 270 DOC to MOSAN and hold, continue climb-in-holding to 6 000 ft.

NOTE : VGSI and descent angles not coincident
(VGSI Angle 3.00°/TCH 57).



CATEGORY		A	B	C	D
S-VOR 31R	FULL	880/40 760(800 - 3/4)		880-1 3/4 760(800-1 3/4)	
	ALS INOP	880/55 760(800 - 1)		880-2 760(800-2)	
C CIRCLING		880 - 1 760(800 - 1)	960 - 1 1/4 840(900 - 1 1/4)	980 - 2 1/2 860(900 - 2 1/2)	1 300-3 1 180(1 200-3)

Change : Amended phrases(MIN → MNM, RWT → RWY).

INTENTIONALLY

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RKJB AD 2.9 SURFACE MOVEMENT GUIDANCE & CONTROL SYSTEM & MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/ parking guidance system at aircraft stands	a. Guide lines at apron b. Nose-in guidance at aircraft stands c. Aircraft stand identification signs
2	RWY and TWY markings and LGTs	a. RWY - Markings : Designation, Edge, THR, CL, TDZ, Aiming point. - Lightings · RWY 01 : REDL, RCLL, RENL, RTZL, WBAR, RTHL · RWY 19 : REDL, RCLL, RENL, RTZL, WBAR, RTHL b. TWY - Markings : Edge, CL - Lightings : TWYL, TWY Guidance Signs
3	Stop bars	NIL
4	Remarks	A road-holding position sign shall be provided at all road entrances to a runway.

RKJB 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
RKJBOB001	Hill	345636.9N 1262343.6E	602 ft/	NIL	01 /APCH 19 /TKOF
RKJBOB002	Hill	344842.1N 1262427.2E	514 ft/	NIL	
RKJBOB003	Hill	345125.8N 1262455.0E	678 ft/	NIL	
RKJBOB004	Hill	345656.8N 1262329.6E	266 ft/	NIL	
RKJBOB005	Hill	344218.7N 1262025.7E	948 ft/	NIL	
RKJBOB006	Hill	344723.7N 1262221.5E	754 ft/	NIL	
RKJBOB007	Hill	350037.8N 1262300.9E	81 ft/	NIL	19 /APCH 01 /TKOF
RKJBOB008	Hill	351022.3N 1262607.1E	1 331 ft/	NIL	
RKJBOB009	Hill	350258.2N 1262129.7E	342 ft/	NIL	
RKJBOB010	Hill	350313.4N 1262236.5E	276 ft/	NIL	
RKJBOB011	Hill	351126.4N 1263354.0E	1 701 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					

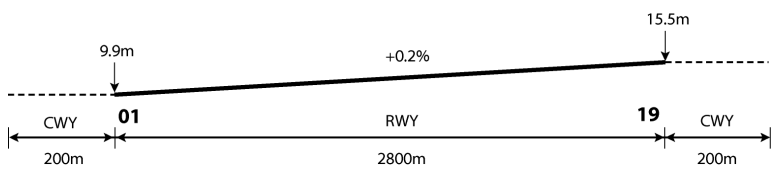
RKJB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Muan Airport Weather Office TEL : +82-61-453-4365 FAX : +82-61-453-5365
2	Hours of service MET Office outside hours	24 hours
3	Office responsible for TAF preparation periods of validity	Muan 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 by the phone for 24 hours 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, Significant weather charts(high, medium, low) and other model outputs
8	Supplementary equipment available for providing information	Satellite and Weather radar imageries
9	ATS units provided with information	FIC and TWR
10	Additional information	Automated METAR is provided during 1400-2000 UTC (time of take-off and landing restricted). All observation data, model outputs and forecasts produced by KMA and WAFS are available at the office through internet link.

RKJB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations Runway NR	TRUE BRG	Dimension of RWY(m)	Strength(PCN) and surface of RWY	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
01	359.67°	2 800 × 45	- 78/F/C/X/T Asphalt - 81/R/C/W/T Concrete (150 m from RWY THR)	345843.64N 1262258.45E GUND : 23.7 m	THR : 9.9 m/32.5 ft TDZ : 11.7 m/38.4 ft
19	179.67°	2 800 × 45	- 78/F/C/X/T Asphalt - 81/R/C/W/T Concrete (150 m from RWY THR)	350014.49N 1262257.82E GUND : 23.6 m	THR : 15.5 m/50.9 ft TDZ : 15.5 m/50.9 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 × 150	2 920 × 300	202 × 150	NIL	NIL	The surface of RWY is grooved.
NIL	200 × 150	2 920 × 300	199 × 150	NIL	NIL	

Change : Information of meteorological information provided.

INSTRUMENT APPROACH CHART - ICAO

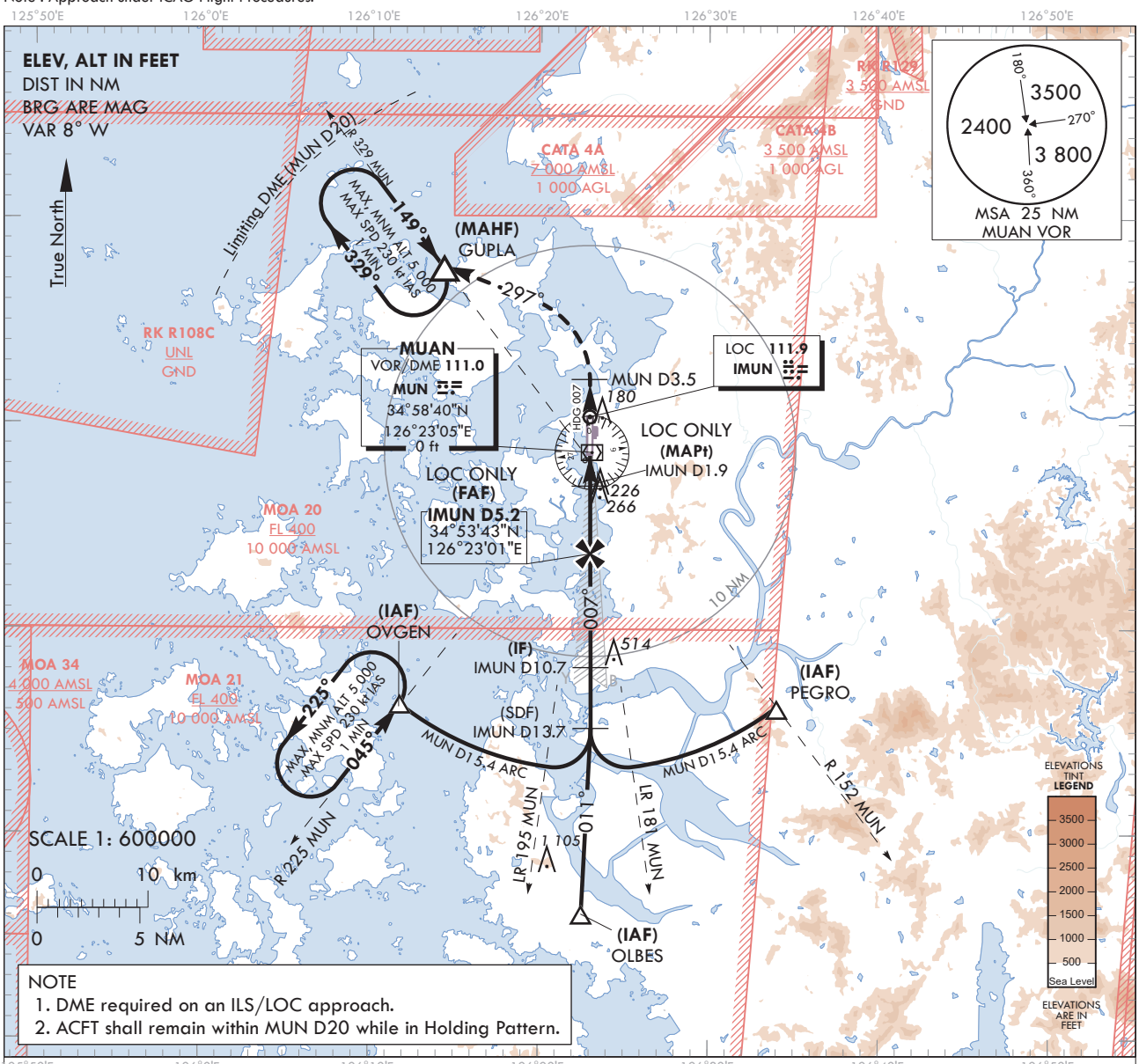
AERODROME ELEV 51 ft
HEIGHTS RELATED TO
THR RWY 01 - ELEV **32** ft

GWANGJU	APP	120.475	130.0
		228.9	265.5
MUAN	TWR	118.25	118.85

MUAN/Muan Intl(RKJB)

ILS Y or LOC Y RWY 01

Note : Approach under ICAO Flight Procedures.

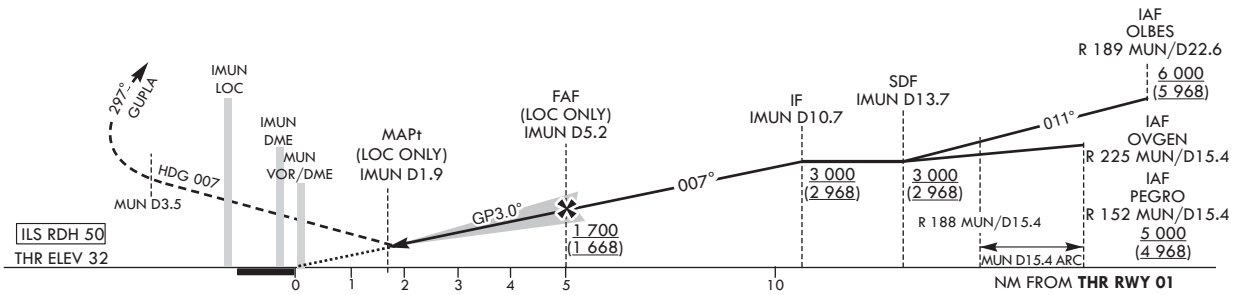


NOTE
1. DME required on an ILS/LOC approach.
2. ACFT shall remain within MUN D20 while in Holding Pattern.

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

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

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
STA	CAT-I	FULL	232 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	660 (628)	2 600 m			
		ALS INOP		3 300 m			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	318	478	637	796	955

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

Change : Amended phrase(procedure → procedures) and Withdrawal of unnecessary symbols.

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

AERONAUTICAL DATA TABULATION

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

INSTRUMENT APPROACH CHART - ICAO

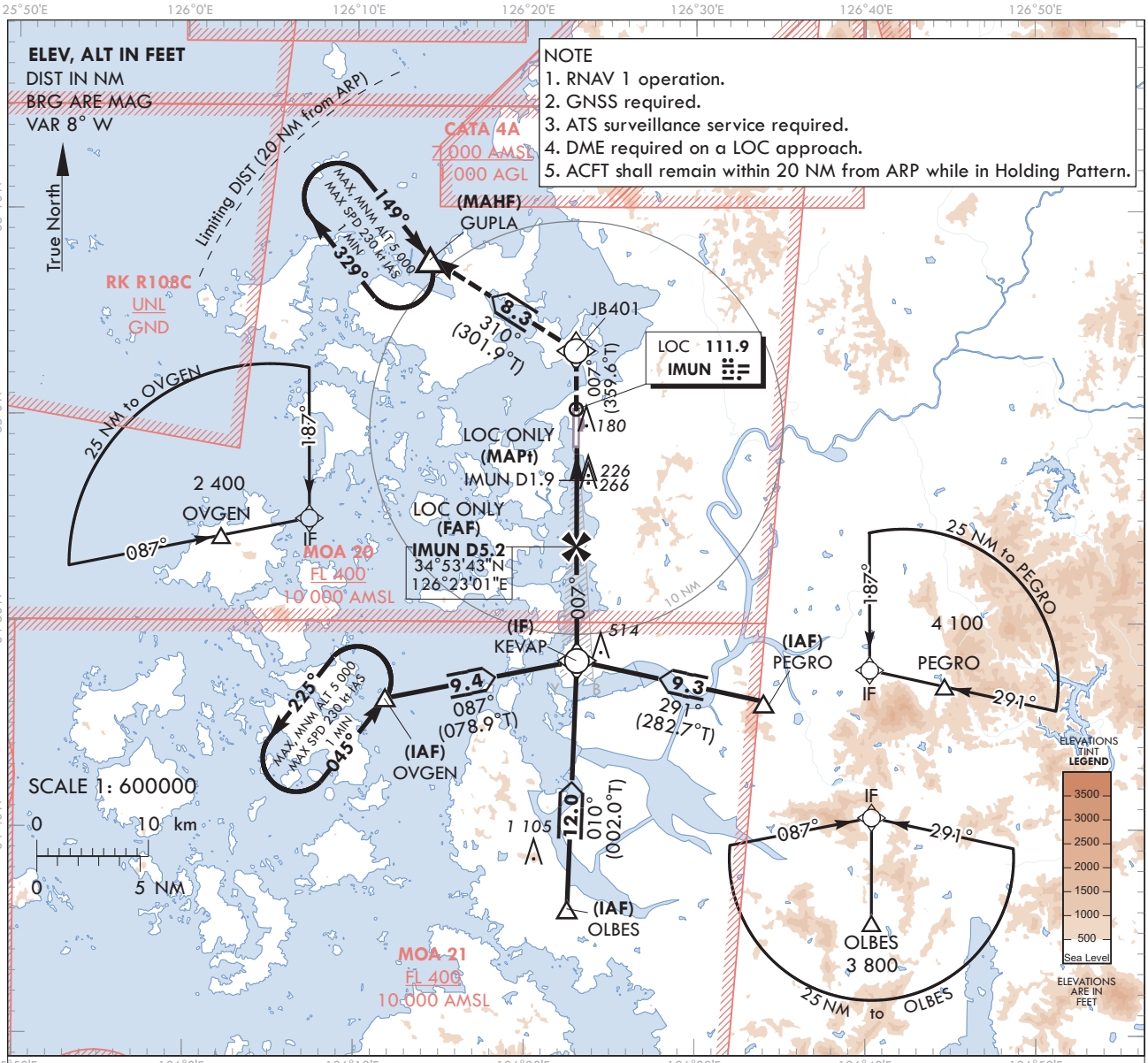
AERODROME ELEV 51 ft
HEIGHTS RELATED TO
THR RWY 01 - ELEV **32** ft

GWANGJU	APP	120.475	130.0
		228.9	265.5
MUAN	TWR	118.25	118.85

MUAN/Muan Intl(RKJB)

ILS Z or LOC Z RWY 01

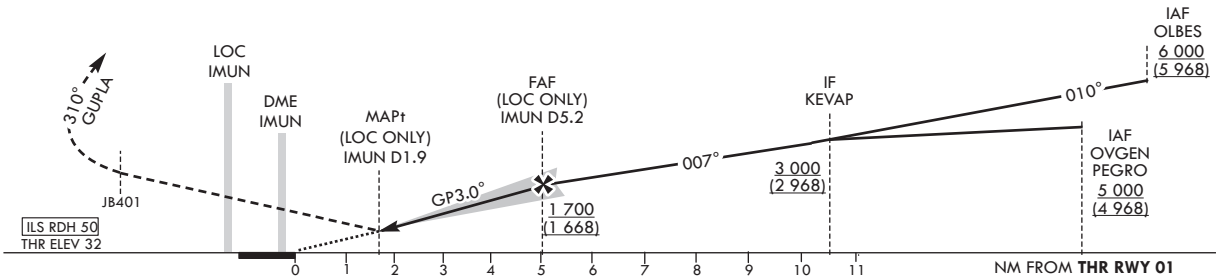
Note : Approach under ICAO Flight Procedures.



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

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

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



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
STA	CAT-I	FULL	232	RVR 550 m, VIS 800 m			
		ALS INOP	(200)	1 200 m			
	LOC	FULL	660	2 600 m			
		ALS INOP	(628)	3 300 m			

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	318	478	637	796	955

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

Change : Amended phrase(procedure → procedures).

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

AERONAUTICAL DATA TABULATION

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

INSTRUMENT APPROACH CHART - ICAO

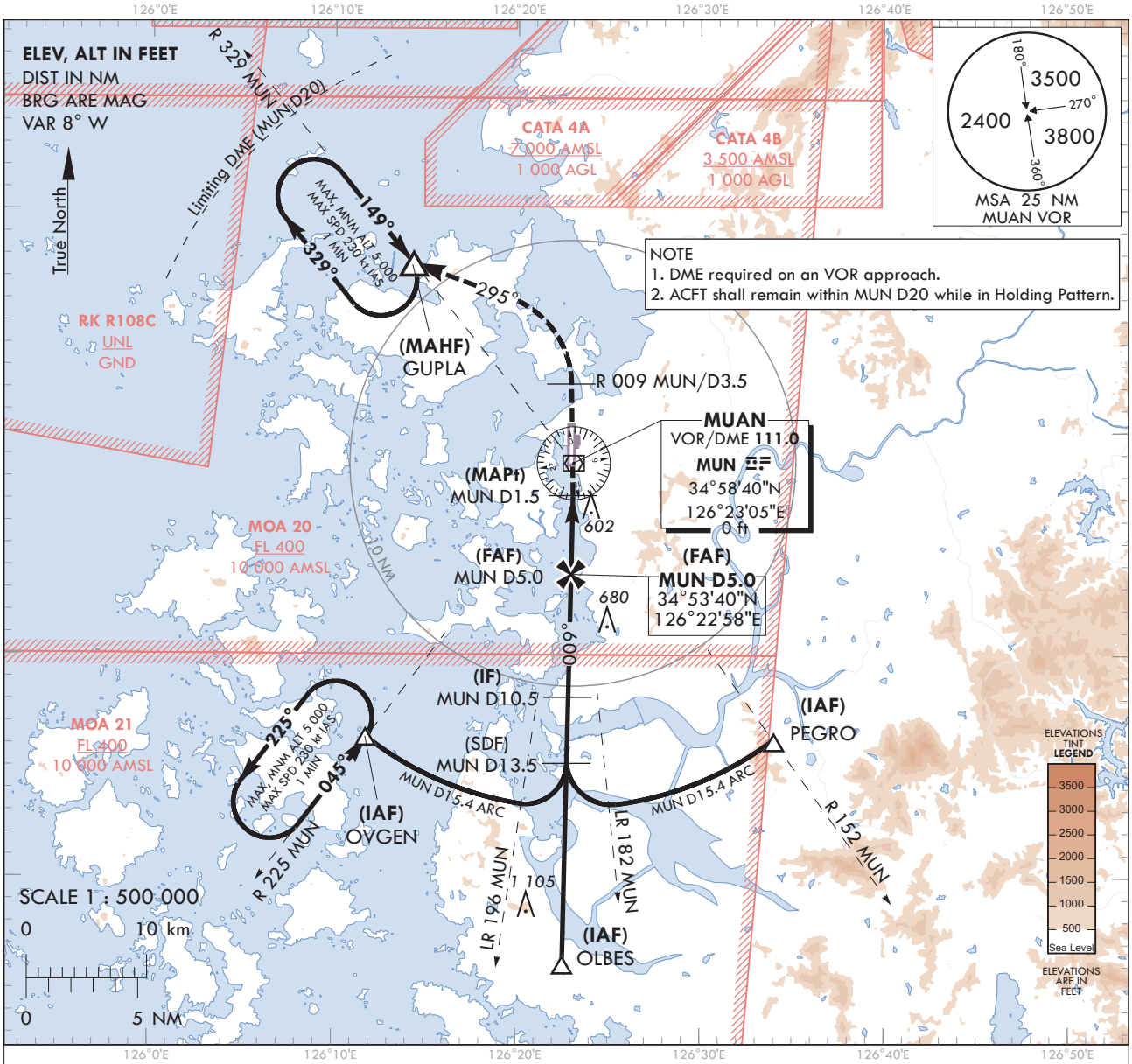
AERODROME ELEV 51 ft
HEIGHTS RELATED TO
THR RWY 01 - ELEV **32** ft

GWANGJU	APP	120.475	130.0
		228.9	265.5
MUAN	TWR	118.25	118.85

MUAN/Muan Intl(RKJB)

VOR RWY 01

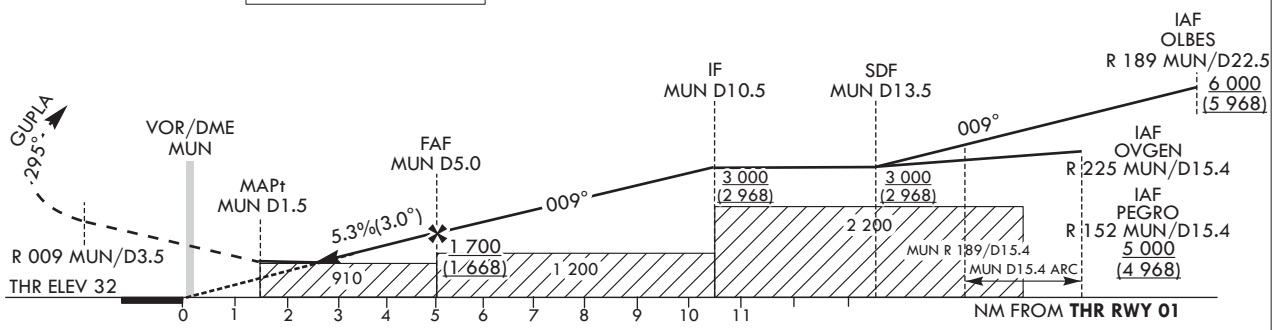
Note : Approach under ICAO Flight Procedures.



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

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

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



CATEGORY		MDA/(MDH)	A	B	C	D
STA	FULL	910 (878)	3 300m			
	ALS INOP		4 000m			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	320	480	640	799	959

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

Change : Amended phrases(procedure → procedures, IMUN → MUN).

MUAN/Muan Intl(RKJB)
VOR RWY 01

AERONAUTICAL DATA TABULATION

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

INSTRUMENT APPROACH CHART - ICAO

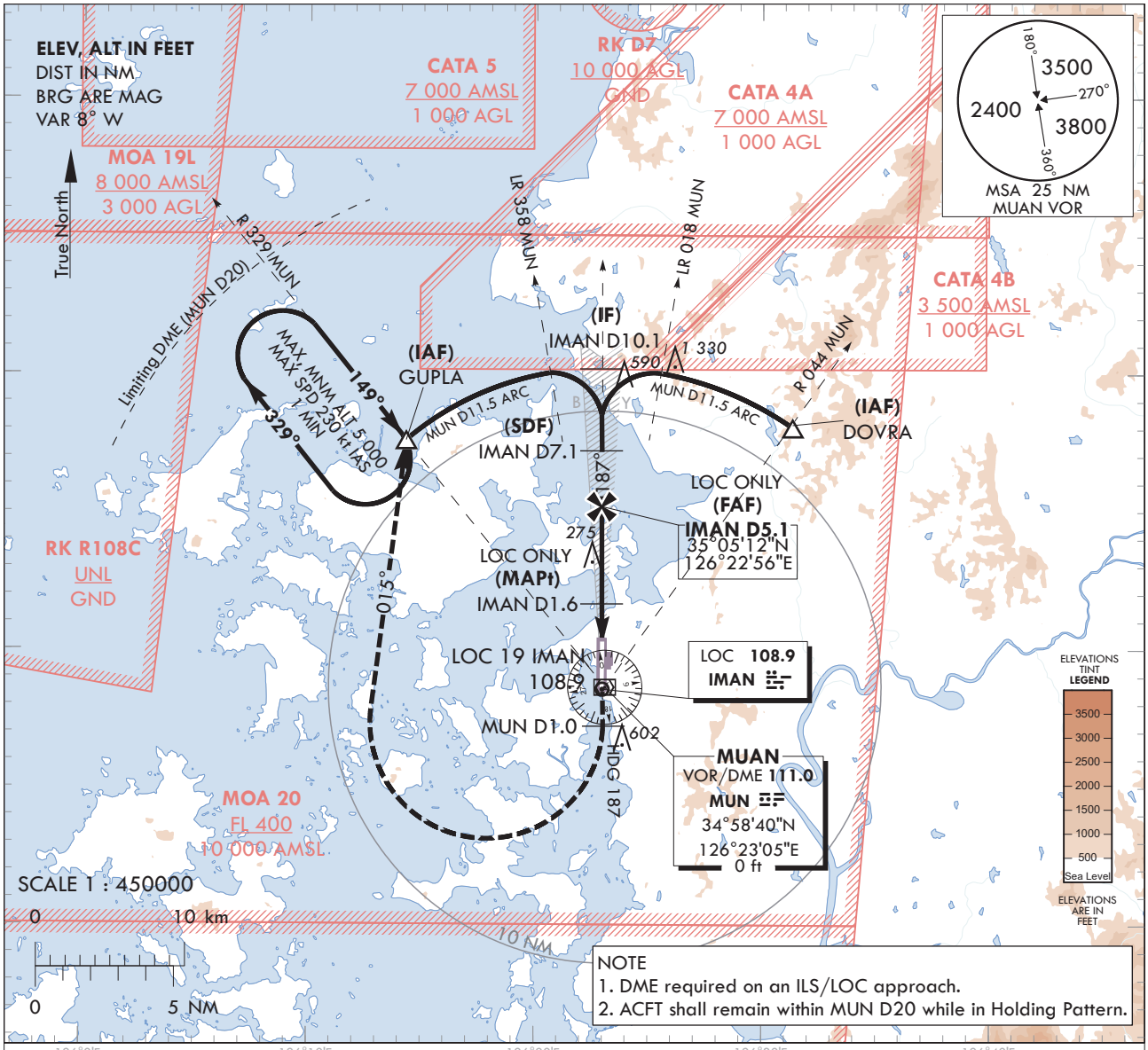
Note : Approach under ICAO Flight Procedures.

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

GWANGJU	APP	120.475	130.0
		228.9	265.5
MUAN	TWR	118.25	118.85

MUAN/Muan Intl(RKJB)

ILS Y or LOC Y RWY 19

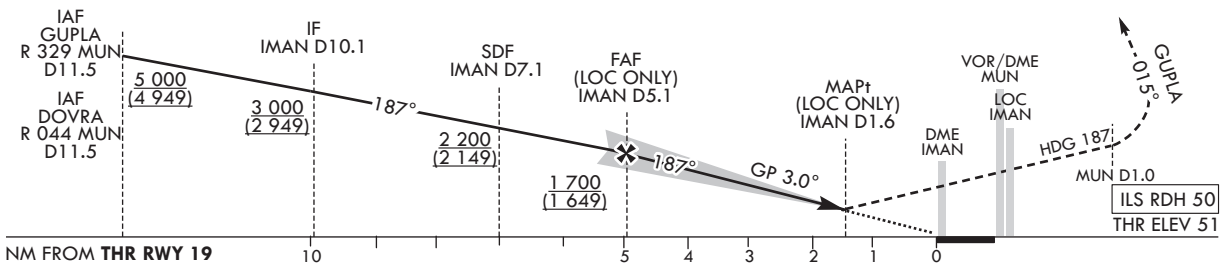


NOTE
1. DME required on an ILS/LOC approach.
2. ACFT shall remain within MUN D20 while in Holding Pattern.

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

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

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
STA	CAT-I (CG 2.5%)	FULL	414 (363)	1 200 m			
		ALS INOP		1 900 m			
	CAT-I (CG 5.0%)	FULL	251 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	590 (539)	2 000 m			
		ALS INOP		2 700 m			

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	318	478	637	796	955

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

Change : Amended phrase(procedure → procedures).

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

AERONAUTICAL DATA TABULATION

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

INSTRUMENT APPROACH CHART - ICAO

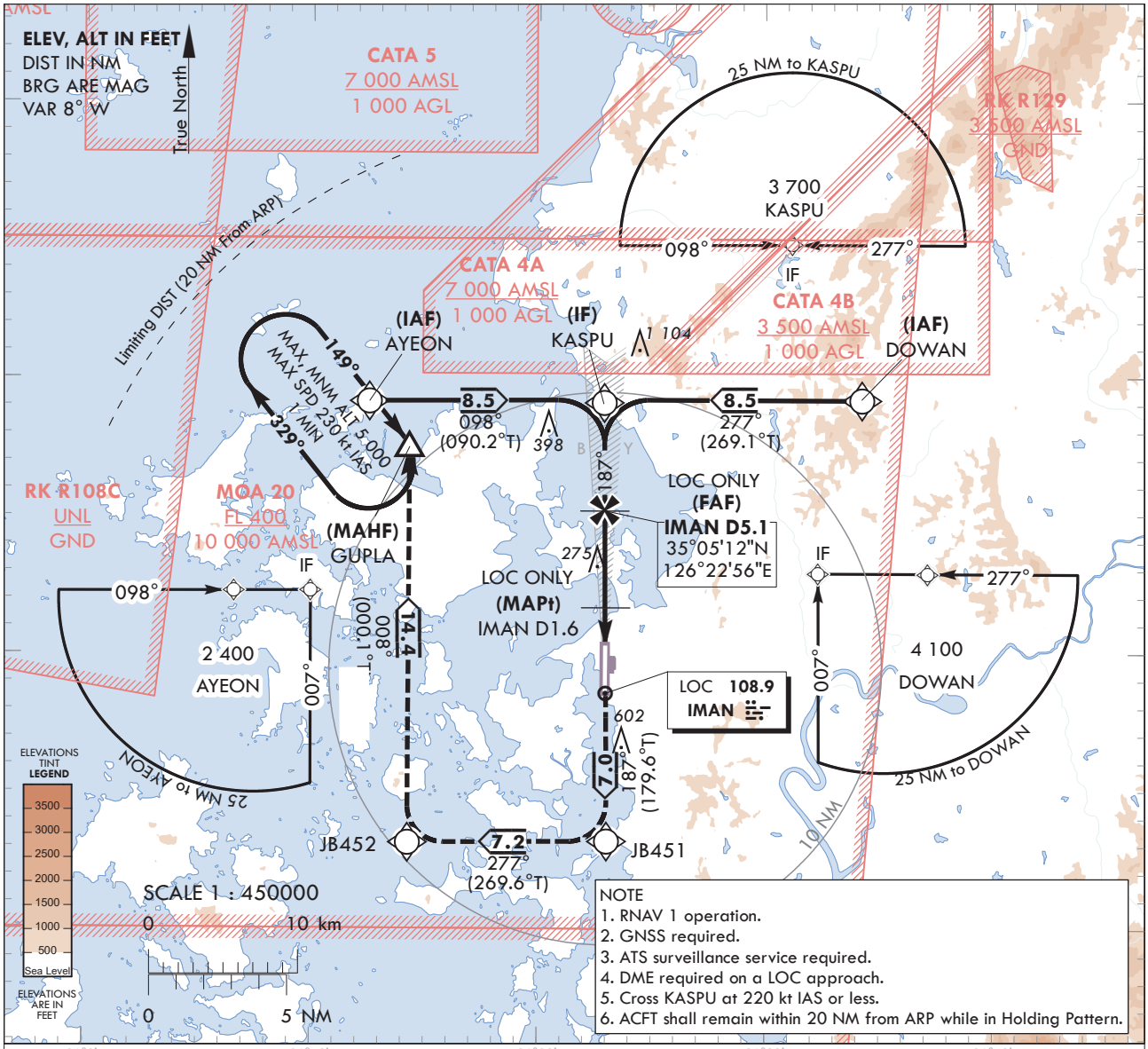
AERODROME ELEV 51 ft
HEIGHTS RELATED TO
THR RWY 19 - ELEV 51 ft

GWANGJU	APP	120.475	130.0
		228.9	265.5
MUAN	TWR	118.25	118.85

MUAN/Muan Intl(RKJB)

ILS Z or LOC Z RWY 19

Note : Approach under ICAO Flight Procedures.



NOTE
1. RNAV 1 operation.
2. GNSS required.
3. ATS surveillance service required.
4. DME required on a LOC approach.
5. Cross KASPU at 220 kt IAS or less.
6. ACFT shall remain within 20 NM from ARP while in Holding Pattern.

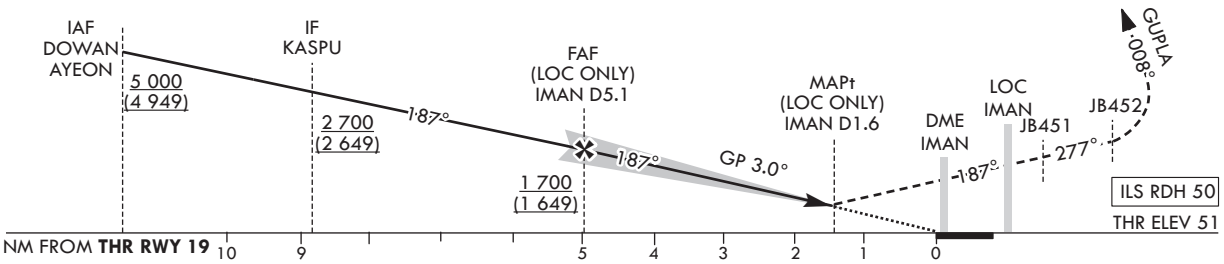
MISSED APPROACH

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

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

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

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
STA	CAT-I (CG 2.5%)	FULL	414 (363)	1 200 m			
		ALS INOP		1 900 m			
	CAT-I (CG 5.0%)	FULL	251 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	590 (539)	2 000 m			
		ALS INOP		2 700 m			

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	318	478	637	796	955

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

Change : Amended phrase(procedure → procedures).

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

AERONAUTICAL DATA TABULATION

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

INSTRUMENT APPROACH CHART - ICAO

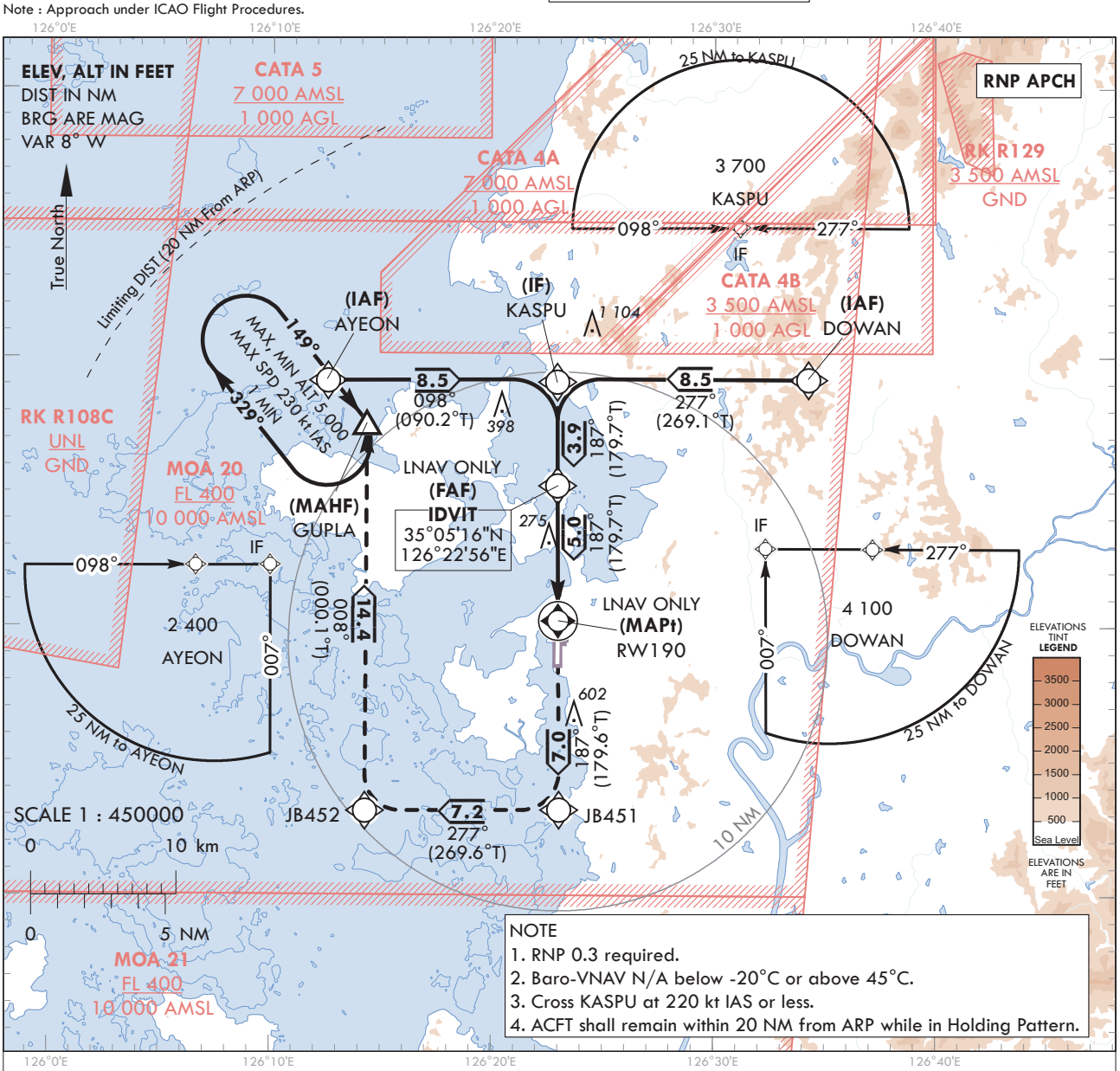
AERODROME ELEV 51 ft
HEIGHTS RELATED TO
THR RWY 19 - ELEV **51** ft

GWANGJU	APP	120.475	130.0
		228.9	265.5
MUAN	TWR	118.25	118.85

MUAN/Muan Intl(RKJB)

RNP RWY 19

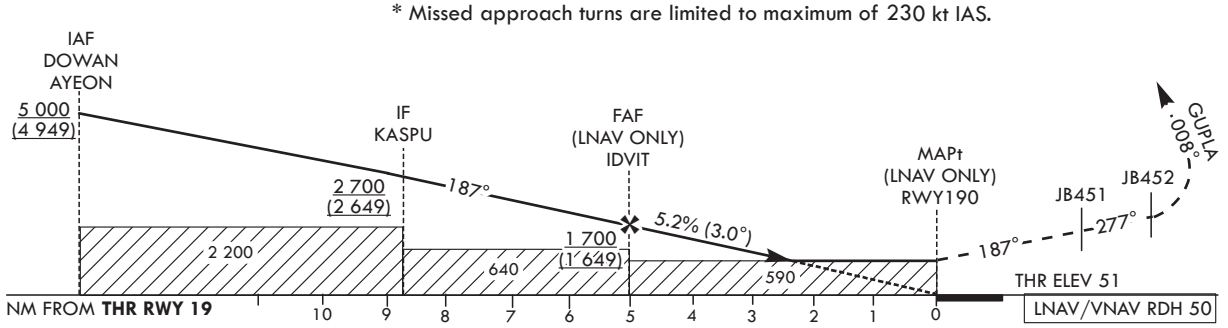
Note : Approach under ICAO Flight Procedures.



NOTE
1. RNP 0.3 required.
2. Baro-VNAV N/A below -20°C or above 45°C.
3. Cross KASPU at 220 kt IAS or less.
4. ACFT shall remain within 20 NM from ARP while in Holding Pattern.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

MISSED APPROACH
Climb to 5 000 ft on track of 187° to JB451, RIGHT turn on track of 277° to JB452,
Then RIGHT turn on track of 008° to GUPLA.
Hold as published.
* Missed approach turns are limited to maximum of 230 kt IAS.



CATEGORY			DA(H)/ MDA(H)	A	B	C	D
STA	LNAV/VNAV	FULL	460 (409)	1 200 m			
		ALS INOP		1 900 m			
	LNAV	FULL	590 (539)	1 700 m			
		ALS INOP		2 400 m			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	319	478	637	797	957

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

Change : Amended phrase(procedure → procedures).

Instrument Approach Procedure Coding Tables

RNP RWY 19 - via DOWAN to KASPU(IF)

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

RNP RWY 19 - via AYEON to KASPU(IF)

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

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

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

INSTRUMENT APPROACH CHART - ICAO

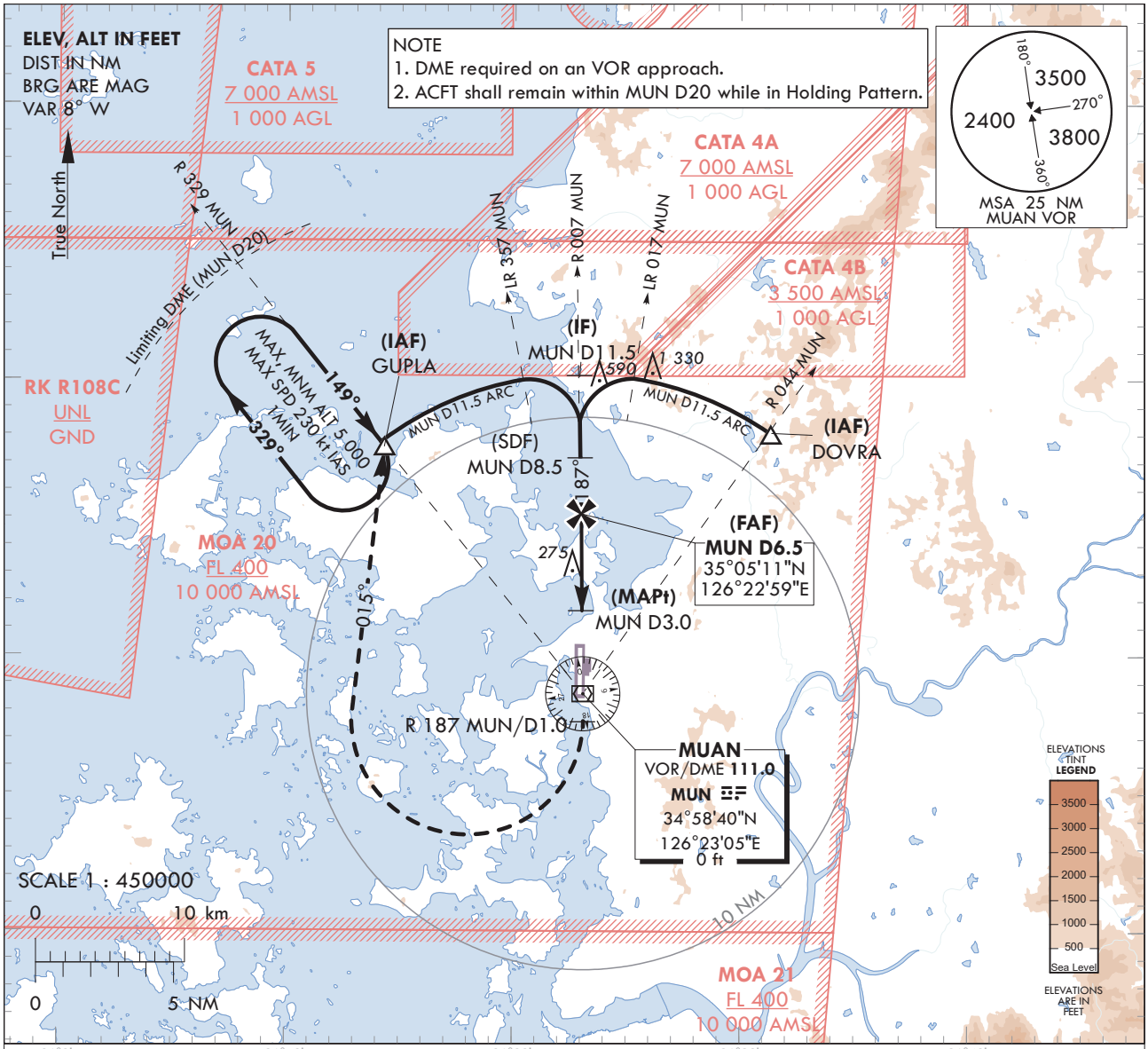
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 51 ft
HEIGHTS RELATED TO AD ELEV

GWANGJU	APP	120.475	130.0
		228.9	265.5
MUAN	TWR	118.25	118.85

MUAN/Muan Intl(RKJB)

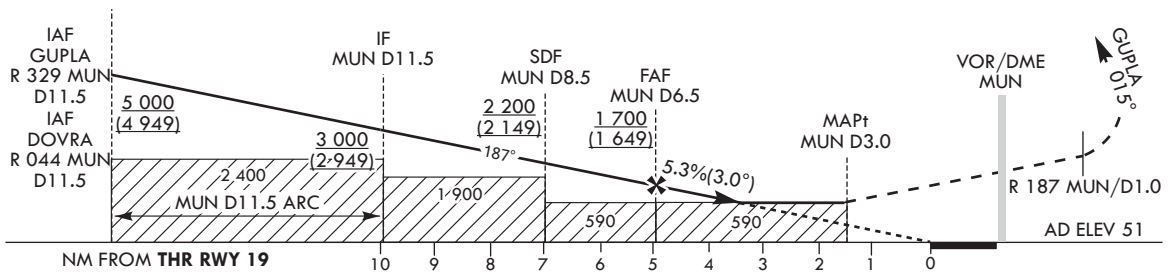
VOR RWY 19



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

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

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY		MDA/(MDH)	A	B	C	D
STA	FULL	590 (539)	2 100 m			
	ALS INOP		2 800 m			

Knots	60	90	120	150	180
Rate of descent V/V fpm	325	487	649	811	974

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

Change : Amended phrase(procedure → procedures).

MUAN/Muan Intl(RKJB)
VOR RWY 19

AERONAUTICAL DATA TABULATION

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

RKJJ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKJJ - GWANGJU / Domestic

RKJJ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	350735N 1264832E 026° / 1 420 m from THR RWY 04R	
2	Direction and distance from city	227°, 5 km from Gwangju City Hall	
3	Elevation/Reference temperature	15 m / 32.9 °C	
4	Geoid undulation at AD ELEV PSN	24 m	
5	Magnetic variation/Annual change	8° W (2020) / 0.093° increasing	
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	KAC	Korea Airports Corporation(Gwangju Airport) 420-25, Sangmu-daero, Gwangsan-gu, Gwangju, 62425 Republic of Korea TEL : +82-62-940-0315 Telefax : +82-62-940-0347
		ROKAF	Republic of Korea Air Force(ROKAF) The 1st Fighter Wing
7	Types of traffic permitted(IFR/VFR)	IFR / VFR	
8	Remarks	Military Air Base	

RKJJ AD 2.3 OPERATIONAL HOURS

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

RKJJ AD 2.4 HANDLING SERVICES AND FACILITIES

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

Change : Information of aerodrome operator, TEL, FAX numbers and Withdrawal of AFS.

RKJJ AD 2.5 PASSENGER FACILITIES

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

RKJJ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

RKJJ AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

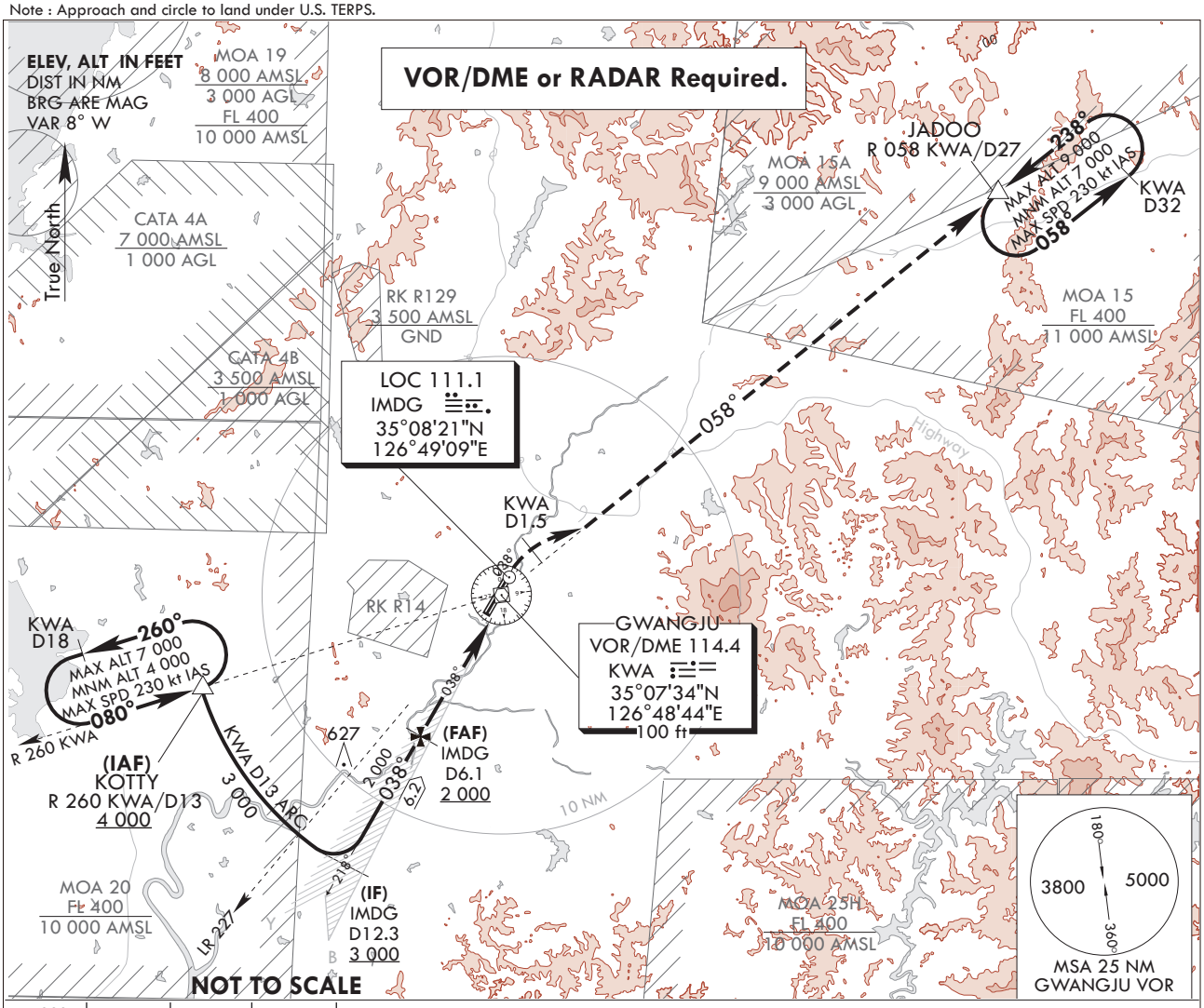
INSTRUMENT APPROACH CHART

AERODROME ELEV 48 ft
HEIGHTS RELATE TO
THR RWY 04R - ELEV **43** ft
HIGHEST ELEV TDZ **46** ft

GWANGJU	APP	130.0 228.9
GWANGJU	TWR	118.05 254.6

GWANGJU/Gwangju(RKJJ)
ILS/DME RWY 04R

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

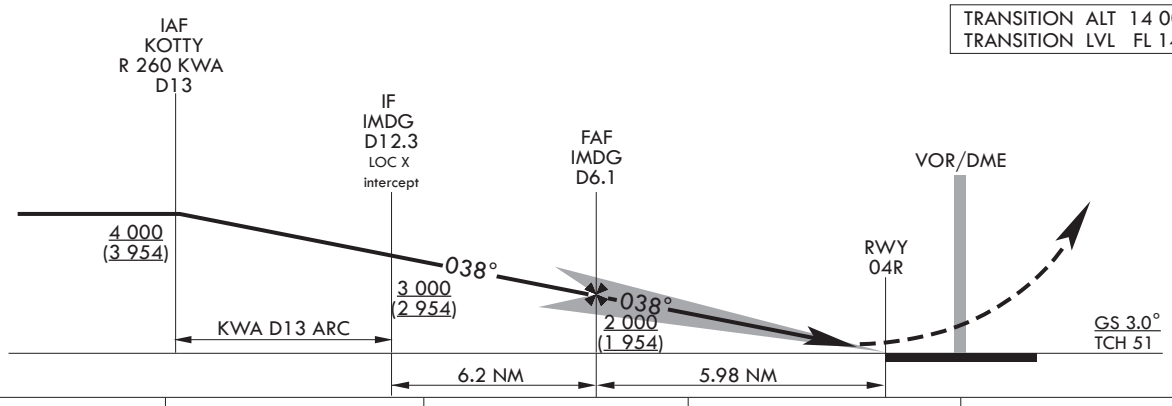


7 000 HDG 038°	KWA D1.5	R 058 KWA	JADOO KWA D27

MISSED APPROACH
Climb to 7 000 ft on HDG 038° to KWA D1.5, and climbing right turn to intercept R 058 KWA and track on R 058 KWA to JADOO and hold, continue climb-in-hold to 7 000 ft.

Use IMDG DME when on the LOC course.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY	A	B	C	D
S-ILS 04R	246/24 200(200-1/2)			
S-ILS 04R (ALS INOP)	246/40 200(200-3/4)			

* Circling not authorized.

Change : Information of glide slope.

INTENTIONALLY

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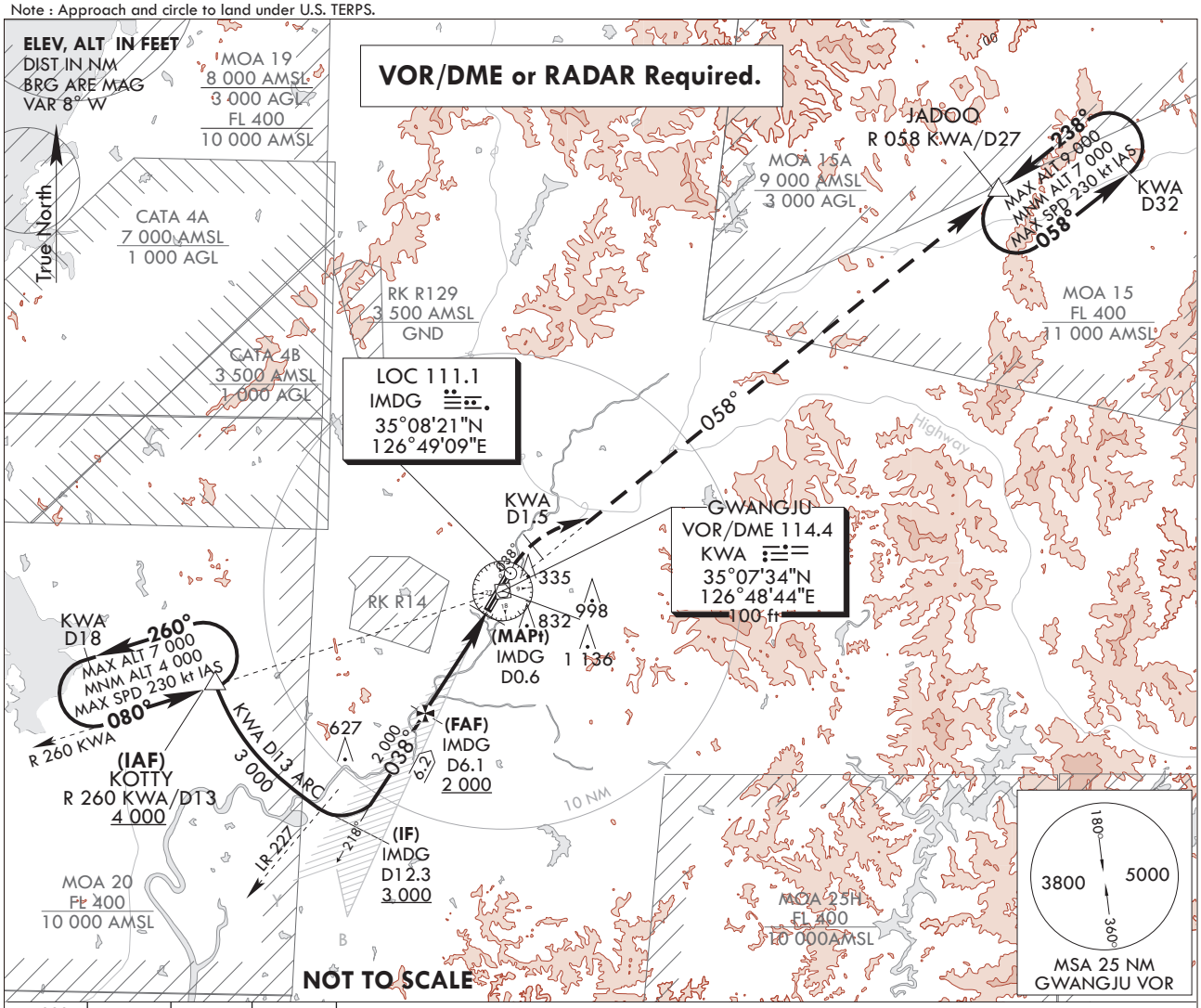
INSTRUMENT APPROACH CHART

AERODROME ELEV 48 ft
HEIGHTS RELATE TO
THR RWY 04R - ELEV **43** ft
HIGHEST ELEV TDZ **46** ft

GWANGJU	APP	130.0 228.9
GWANGJU	TWR	118.05 254.6

GWANGJU/Gwangju(RKJJ)
LOC/DME RWY 04R

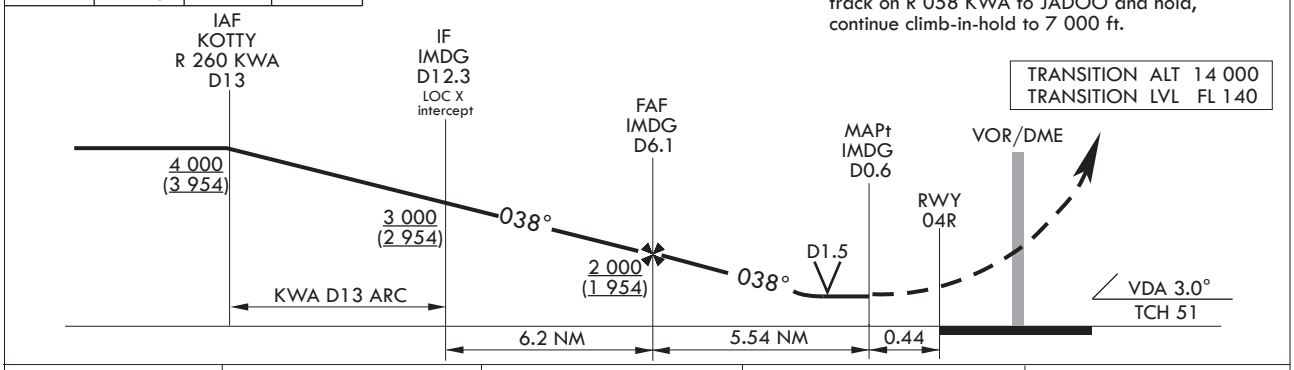
Note : Approach and circle to land under U.S. TERPS.



7 000		R 058 KWA	JADOO KWA D27
HDG 038°	KWA D1.5		

Use IMDG DME when on the LOC course.

MISSED APPROACH
Climb to 7 000 ft on HDG 038° to KWA D1.5, and climbing right turn to intercept R 058 KWA and track on R 058 KWA to JADOO and hold, continue climb-in-hold to 7 000 ft.



TRANSITION ALT	14 000
TRANSITION LVL	FL 140

CATEGORY	A	B	C	D
S-LOC 04R	520/40 474(500-3/4)		520/50 474(500-1)	
S-LOC 04R (ALS INOP)	520/55 474(500-1)		520-1 3/8 474(500-1 3/8)	
CIRCLING*	720-1 672(700-1)	1 140-1 1/2 1 092(1 100-1 1/2)	1 140-3 1 092(1 100-3)	1 380-3 1 332(1 400-3)

* Circling not authorized for west of RWY 04-22.

Change : Withdrawal of symbol for glide slope.

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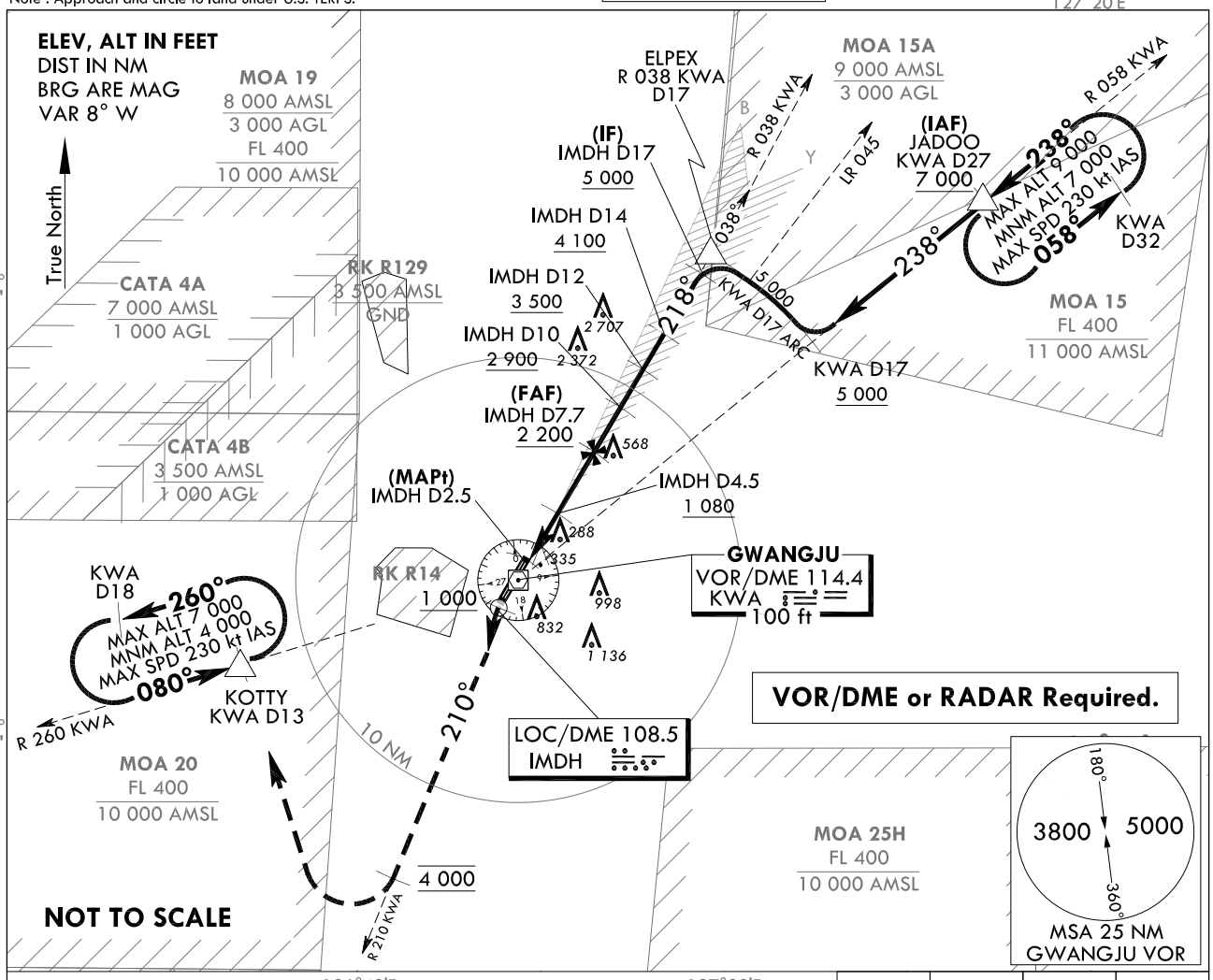
INSTRUMENT APPROACH CHART

AERODROME ELEV 48 ft
HEIGHTS RELATED TO
THR RWY 22L - ELEV **46** ft
HIGHEST ELEV TDZ **48** ft

GWANGJU APP	130.0	
	228.9	
GWANGJU TWR	118.05	
	254.6	

GWANGJU/Gwangju(RKJJ)
LOC/DME RWY 22L

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



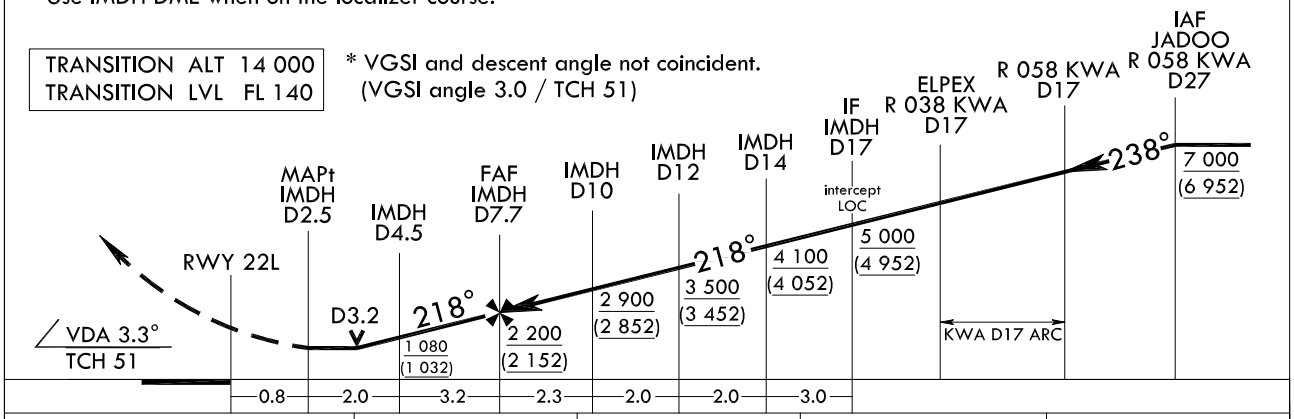
MISSED APPROACH
Climb to 1 000 ft on HDG 218°, then climbing left turn HDG 210° to 4 000 ft, then right turn direct to KOTTY and hold.

1 000	4 000		
HDG 218°	HDG 210°		KOTTY KWA D13

* Use IMDH DME when on the localizer course.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

* VGSI and descent angle not coincident.
(VGSI angle 3.0 / TCH 51)



CATEGORY	A	B	C	D
S-LOC 22L	560/40 512(600-3/4)		560-1 1/4 512(600-1 1/4)	
S-LOC 22L (ALS INOP)	560/55 512(600-1)		560-1 3/8 512(600-1 3/8)	
CIRCLING*	720-1 672(700-1)	1 140-1 1/2 1 092(1 100-1 1/2)	1 140-3 1 092(1 100-3)	1 380-3 1 332(1 400-3)

* Circling not authorized for west of RWY 22-04.

Change : Withdrawal of symbol for glide slope.

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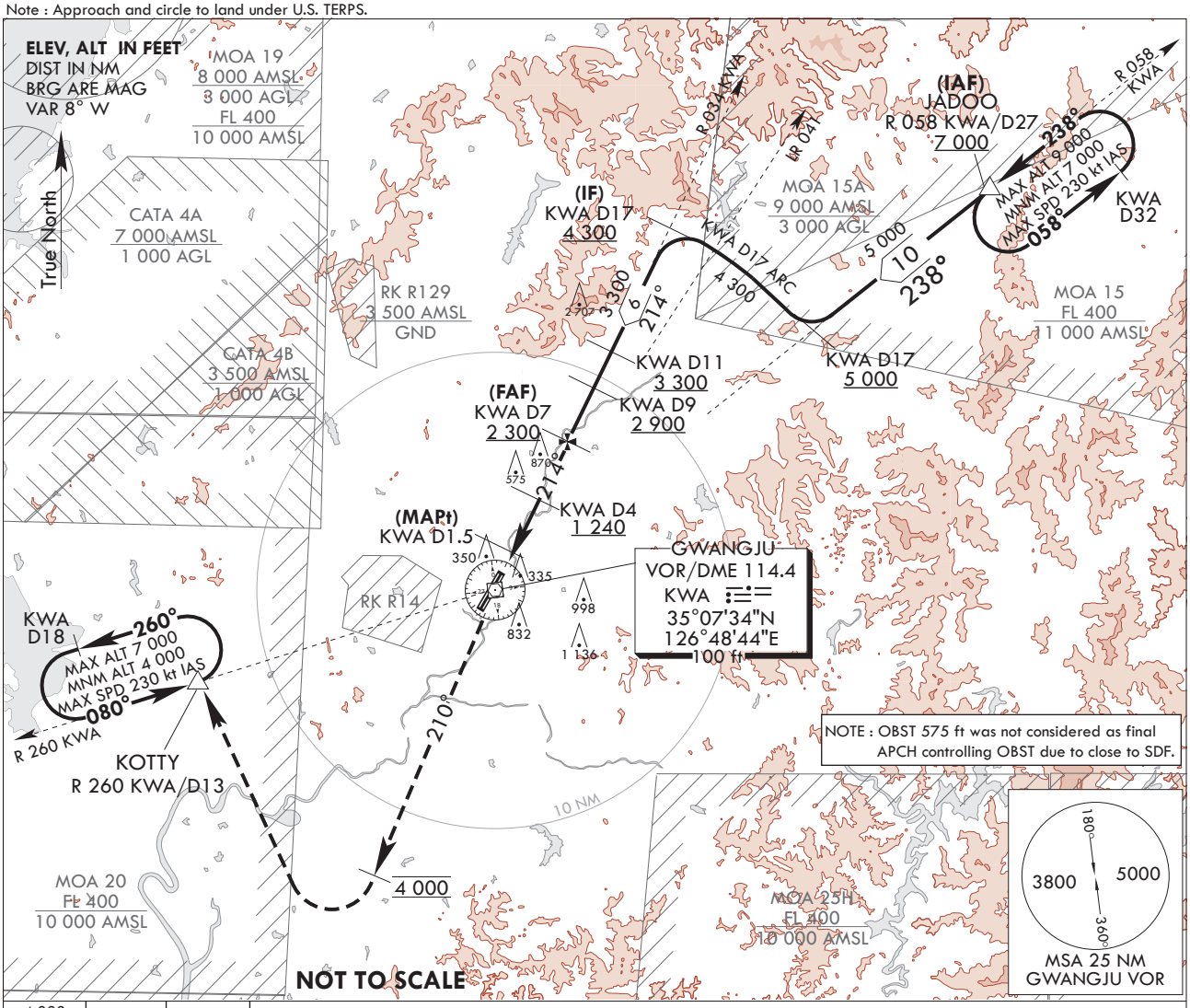
INSTRUMENT APPROACH CHART

AERODROME ELEV 48 ft
HEIGHTS RELATE TO
THR RWY 22L - ELEV **46** ft
HIGHEST ELEV TDZ **48** ft

GWANGJU	APP	130.0 228.9
GWANGJU	TWR	118.05 254.6

GWANGJU/Gwangju(RKJJ)
VOR/DME RWY 22L

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



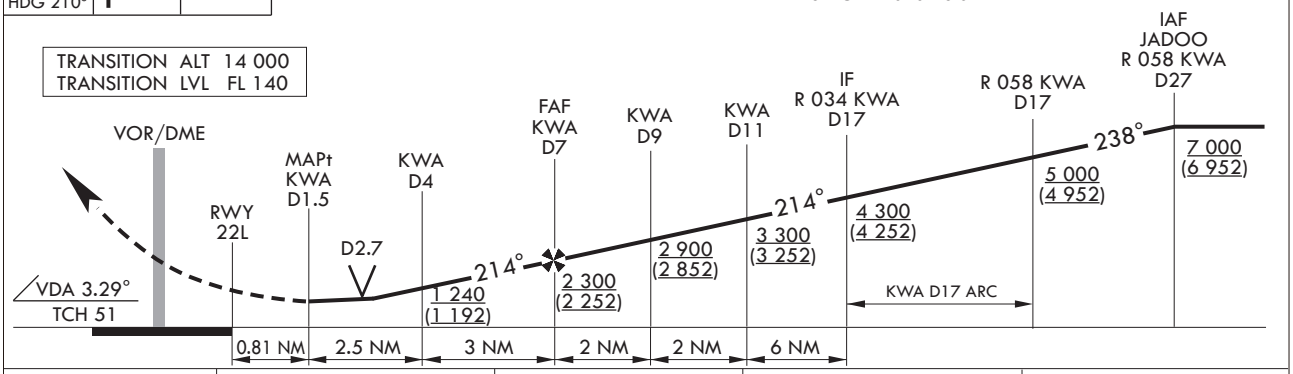
NOTE : OBST 575 ft was not considered as final APCH controlling OBST due to close to SDF.

4 000
HDG 210°
KOTTY
KWA D13

* VGSI and descent angle not coincident (VGSI angle 3.0/TCH 51).

MISSED APPROACH
Climb to 4 000 ft on HDG 210°, then right turn direct to KOTTY and hold.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D
S-VOR 22L	740/40 692(700-3/4)		740-1 3/4 692(700-1 3/4)	
S-VOR 22L (ALS INOP)	740/55 692(700-1)		740-2 692(700-2)	
C CIRCLING*	740-1 692(700-1)	1 140-1 1/2 1 092(1 100-1 1/2)	1 140-3 1 092(1 100-3)	1 380-3 1 332(1 400-3)

* Circling not authorized for west of RWY 22-04.

Change : Page control.

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RKJY AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKJY - YEOSU / Domestic

RKJY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	345032N 1273702E 166° / 1 050 m from THR 17
2	Direction and distance from city	343°, 11 km from Yeosu City Hall
3	Elevation/Reference temperature	16 m / 31.9 °C
4	Geoid undulation at the aerodrome elevation	27 m
5	MAG VAR/Annual change	8° W (2020) / 0.092° increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	Korea Airports Corporation(Yeosu Airport) 386, Yeosun-ro, Yulchon-myeon, Yeosu-si, Jeollanam-do, 59606 Republic of Korea TEL : +82-61-689-6331, 6339 Telefax : +82-61-689-6330
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKJY AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2100-1300 UTC
2	Customs and Immigration	NIL
3	Health and Sanitation	NIL
4	AIS Briefing Office	2200-1100 UTC
5	ATS Reporting Office	2200-1100 UTC
6	MET Briefing Office	2200-1100 UTC
7	ATS	2200-1100 UTC
8	Fuelling	NIL
9	Handling	HO
10	Security	HO
11	De-icing	NIL
12	Remarks	Outside these hours services are available on request. (Only passenger flight)

RKJY AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Conveyor belt, various vehicles and equipments
2	Fuel/oil types	NIL
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	NIL
5	Hanger space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

Change : Information of operational hours for MET briefing office.

RKJY AD 2.5 PASSENGER FACILITIES

1	Hotels	In Yeosu & Suncheon city
2	Restaurants	At AD and in the city
3	Transportation	Buses, Taxis, Rental cars from AD
4	Medical facilities	a. Ambulance service available (For 1 patient) b. Hospitals in Yeosu city, 13 km from AD
5	Bank and Post Office	a. Automated teller machine (ATM) available at AD b. Bank and post office in Yeosu & Suncheon city
6	Tourist Office	Available at AD
7	Remarks	http://www.airport.co.kr/mbs/yeosu/

RKJY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 7
2	Rescue equipment	a. 2 Chemical fire fighting trucks - Water : 23 000 L - AFFF* : 3 000 L - Dry chemical : 500 kg b. 1 Ambulance car c. 1 Mobile command vehicle
3	Capability for removal of disabled aircraft	Specialized aircraft recovery equipment available for up to and including A321 size aircraft. 100 ton hydraulic recovery jack, 470 ton crane and other accessory equipment can be provided by airlines and agencies. Korea Airports Corporation is the co-ordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (TEL : +82-61-689-6331, 6334)
4	Remarks	* Aqueous Film Forming Foam(AFFF)

RKJY AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	a. 1 Compact Runway Jet Sweeper b. 1 Dump truck c. 2 Tractors d. 1 Snow Plough e. 1 Urea spreader
2	Clearance priorities	a. RWY b. TWY c. Apron and other area
3	Remarks	Snow clearance information promulgated by SNOWTAM

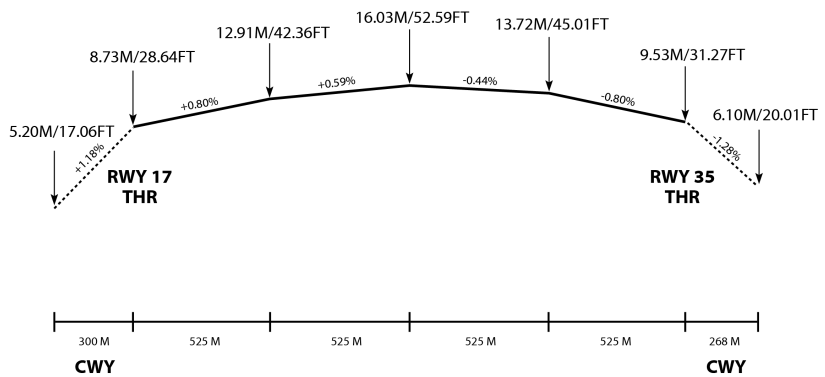
RKJY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Yeosu Airport Weather Station (TEL : +82-61-682-7888, Telefax : +82-61-686-2365)
2	Hours of service MET Office outside hours	2200-1100 UTC Aviation Meteorological Office(TEL : +82-32-222-3030)
3	Office responsible for TAF preparation Periods of validity	Aviation Meteorological 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 by the phone for 24 hours at Yeosu Airport Weather Station or Aviation Meteorological Office Available at the Station for hours of service, 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, Significant weather charts(high, medium, low) and other model outputs
8	Supplementary equipment available for providing information	Satellite and Weather radar imageries
9	ATS units provided with information	AIS and TWR
10	Additional information (limitation of service, etc.)	Automated METAR is provided during non-operational hours of the Yeosu Airport Weather Station. All observation data, model outputs and forecasts produced by KMA and WAFS are available at the office through internet link.

RKJY 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
17	158.03°	2 100 × 45	67/F/C/X/T Asphalt	345103.73N 1273646.77E GUND 27.2 m	THR 8.7 m TDZ 13.7 m
35	338.03°	2 100 × 45	67/F/C/X/T Asphalt	345000.53N 1273717.70E GUND 27.2 m	THR 9.5 m TDZ 14.4 m

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	268 × 150	2 220 × 300	208 × 150	NIL	NIL	The surface of RWY 17/35 is grooved.
NIL	300 × 150	2 220 × 300	240 × 150	NIL	NIL	

Change : Information of meteorological information provided.

RKJY AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
17	2 100	2 368	2 100	2 100	NIL
17	1 500	1 768	1 500	-	Take-off from intersection with TWY A
35	2 100	2 400	2 100	2 100	NIL
35	1 600	1 900	1 600	-	Take-off from intersection with TWY B

RKJY AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Centre Line LGT Length, spacing colour, INTST	RWY edge LGT LEN, Spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN(m) colour	Remarks
1	2	3	4	5	6	7	8	9	10
17	ALSF-I 750 m LIH	Green -	PAPI Left / 3° (17.7 m)	900 m	2 100 m 30 m White/Red LIH	2 100 m 60 m White LIH	RED -	-	NIL
35	SSALF 420 m LIH	Green -	PAPI Left / 3° (17.7 m)	NIL	2 100 m 30 m White/Red LIH	2 100 m 60 m White LIH	RED -	-	PAPI unusable beyond 7° right side

RKJY AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At the top of TWR Building, FLG W/G EV 2 SEC IBN: NIL As AD operational hours
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer : 350 m from THR 17, 350 m from THR 35 all lighted
3	TWY edge and center line lighting	Edge : All TWY Center line : NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AD Switch-over time : 1 or 15 SEC according to a kind of lights
5	Remarks	NIL

INSTRUMENT APPROACH CHART - ICAO

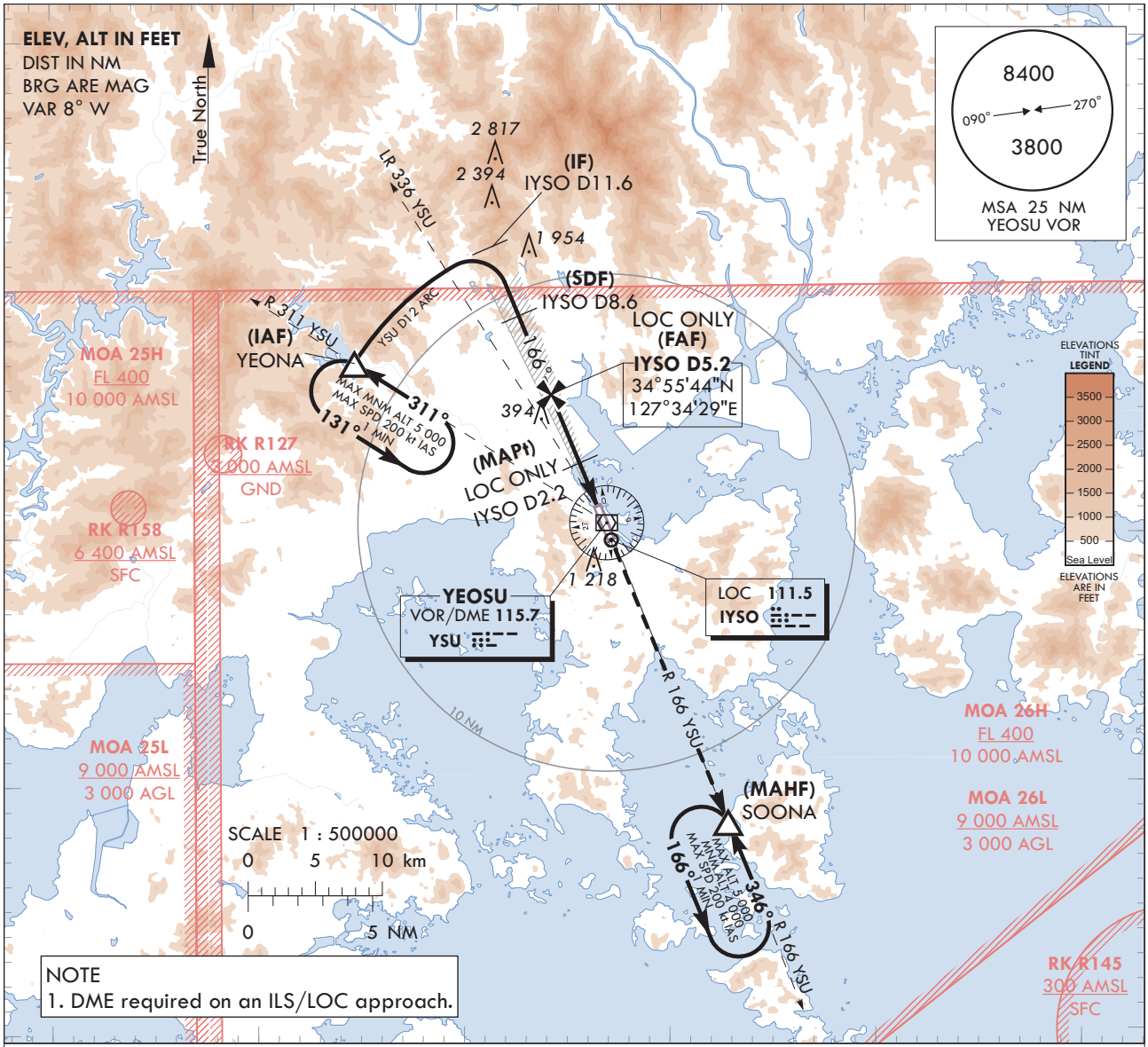
Note : Approach under ICAO Flight Procedures.

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

SACHEON	APP	135.4
YEOSU	TWR	122.5
		240.9

YEOSU/Yeosu (RKJY)

ILS Y or LOC Y RWY 17

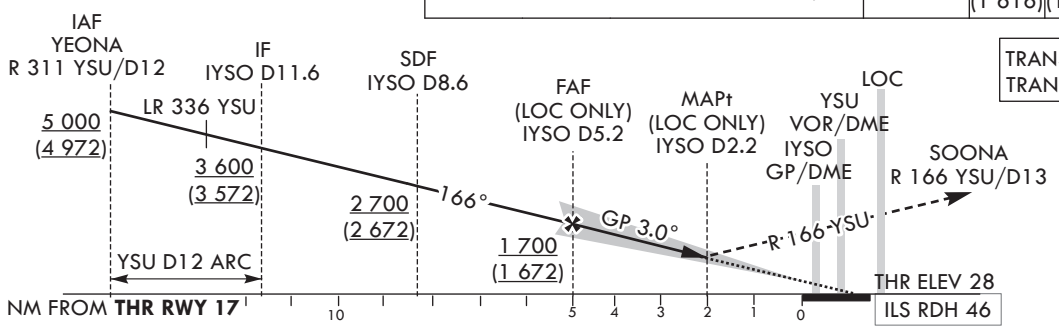


NOTE
1. DME required on an ILS/LOC approach.

MISSED APPROACH
Climb to R 166 YSU to SOONA and Hold at 4 000 ft

RECOMMENDED PROFILE(LOC ONLY)	DME IYSO	5	4	3	2.2
Final Approach Gradient 5.31%, 323 ft/NM	ALT(HGT)	1 644 (1 616)	1 321 (1 293)	998 (970)	740 (712)

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
STA	CAT-1 (CG 2.5%)	FULL	351	1 000 m			
		ALS INOP	(323)	1 700 m			
	CAT-1 (CG 5.0%)	FULL	228	RVR 550 m, VIS 800 m			
		ALS INOP	(200)	1 200 m			
	LOC (CG 2.5%)	FULL	910	3 300 m			
		ALS INOP	(882)	4 000 m			
	LOC (CG 5.0%)	FULL	740	3 200 m			
		ALS INOP	(712)	3 900 m			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	318	478	637	796	955

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

Change : Amended phrase(Under → under).

YEOSU/Yeosu(RKJY)
ILS Y or LOC Y RWY 17

AERONAUTICAL DATA TABULATION

ILS Y / LOC Y Approach to RWY 17 from YEONA			
Fix/point		Coordinates	
YEONA(IAF)	R 311 YSU /12.00 NM YSU	34°57'03.8"N	127°24'52.1"E
D11.6 IYSO(IF)	BRG 165.87°/11.60 NM IYSO	35°01'41.4"N	127°31'33.6"E
D8.6 IYSO(SDF)	BRG 165.87°/8.60 NM IYSO	34°58'54.5"N	127°32'55.7"E
D5.2 IYSO(FAF LOC ONLY)	BRG 165.87°/5.17 NM IYSO	34°55'44.1"N	127°34'29.3"E
D2.2 IYSO(MAPt LOC ONLY)	BRG 165.87°/2.20 NM IYSO	34°52'58.5"N	127°35'50.6"E
THR RWY 17	Final approach descent angle 3.04° (LOC ONLY)	34°51'03.73"N	127°36'46.77"E
IYSO DME		34°50'57.3"N	127°36'54.6"E
YSU VOR/DME		34°50'34.3"N	127°37'08.7"E
IYSO LOC		34°49'52.0"N	127°37'21.9"E
SOONA	BRG 166.34°/13.00 NM YSU	34°38'27.5"N	127°42'56.0"E

INSTRUMENT APPROACH CHART - ICAO

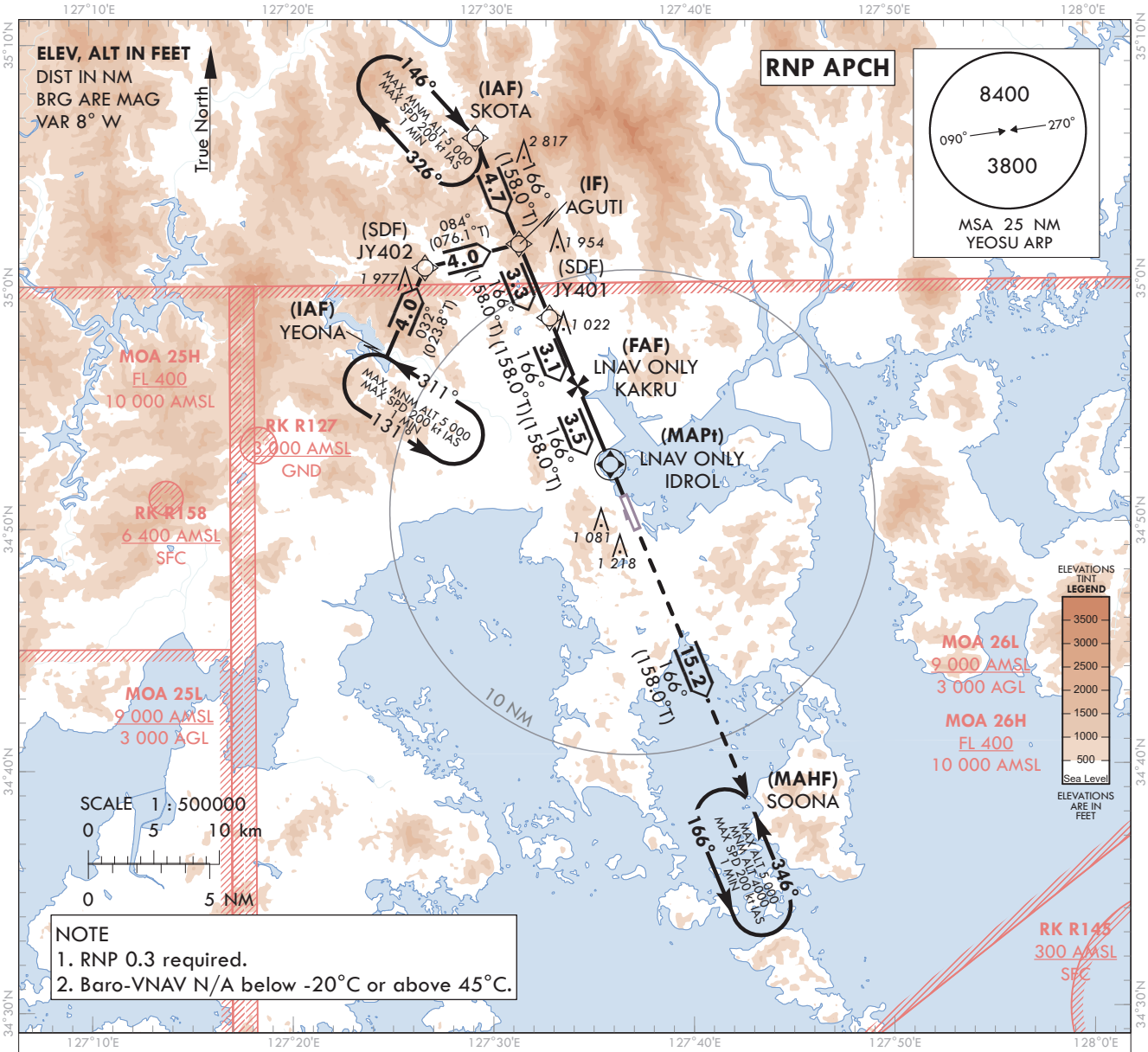
AERODROME ELEV 53 ft
HEIGHTS RELATED TO
THR RWY 17 - ELEV **28** ft

SACHEON	APP	135.4
YEOSU	TWR	122.5
		240.9

YEOSU/Yeosu (RKJY)

RNP RWY 17

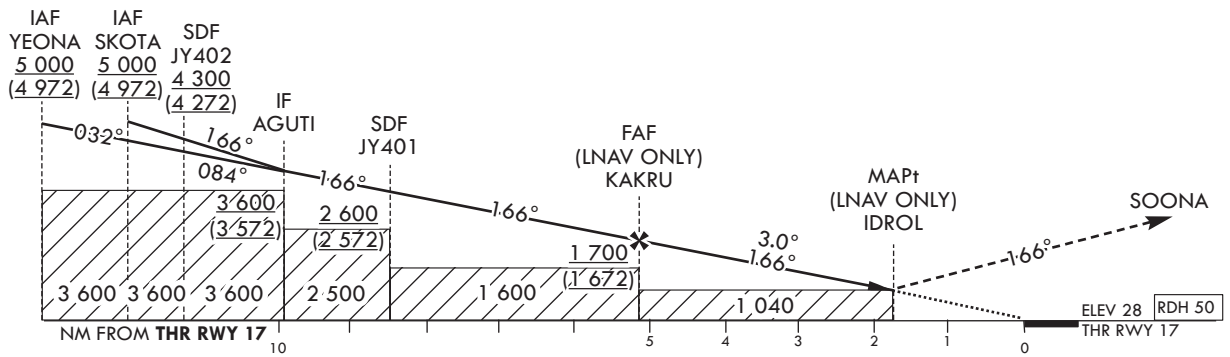
Note : Approach under ICAO Flight Procedures.



NOTE
1. RNP 0.3 required.
2. Baro-VNAV N/A below -20°C or above 45°C.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

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



CATEGORY			MDA(H)/DA(H)	A	B	C	D
STA	LNAV/VNAV	FULL	910 (882)	3 300 m			
		ALS INOP		4 000 m			
	LNAV	FULL	1 040 (1 012)	4 100 m			
		ALS INOP		4 900 m			

Knots	60	90	120	150	180
Rate of descent V/V fpm	318	478	637	796	955

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

Change : Amended phrase(Under → under).

Instrument Approach Procedure Coding Tables

RNP RWY 17 - via SKOTA to AGUTI(IF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	SKOTA	-	-	-	-	+5 000	-	35°06'04.9"N 127°29'24.2"E	-	RNP APCH	IAF
002	TF	AGUTI	-	166(158.0)	4.7	-	+3 600	-	35°01'41.4"N 127°31'33.6"E	-	RNP APCH	IF

RNP RWY 17 - via YEONA to AGUTI(IF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	YEONA	-	-	-	-	+5 000	-	34°57'03.8"N 127°24'52.1"E	-	RNP APCH	IAF
002	TF	JY402	-	032(023.8)	4.0	-	+4 300	-	35°00'43.7"N 127°26'50.0"E	-	RNP APCH	SDF
003	TF	AGUTI	-	084(076.1)	4.0	-	+3 600	-	35°01'41.4"N 127°31'33.6"E	-	RNP APCH	IF

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

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	TF	AGUTI	-	-	-	-	+3 600	-	35°01'41.4"N 127°31'33.6"E	-	RNP APCH	IF
002	TF	JY401	-	166(158.0)	3.3	-	+2 600	-	34°58'37.8"N 127°33'04.0"E	-	RNP APCH	SDF
003	TF	KAKRU	-	166(158.0)	3.1	-	+1 700	-	34°55'47.5"N 127°34'27.6"E	-	RNP APCH	FAF
004	TF	IDROL	Y	166(158.0)	3.5	-	+1 040	-	34°52'32.9"N 127°36'03.1"E	-3.00/50	RNP APCH	MAPt
005	TF	SOONA	Y	166(158.0)	15.2	-	-	-	34°38'27.5"N 127°42'56.0"E	-	RNP APCH	-
006	HM	SOONA	Y	346(338.5)	-	L	-5 000 +4 000	-200	34°38'27.5"N 127°42'56.0"E	-	RNP APCH	1 MIN (Outbound timing)

HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Time (min)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
RNP RWY 17	HM	SKOTA	Y	146(138.0)	1	R	@5 000	-200	35°06'04.9"N 127°29'24.2"E	-	RNAV 1	-
	HM	YEONA	Y	311(302.7)	1	L	@5 000	-200	34°57'03.8"N 127°24'52.1"E	-	RNAV 1	-
	HM	SOONA	Y	346(338.5)	1	L	-5 000 +4 000	-200	34°38'27.5"N 127°42'56.0"E	-	RNAV 1	-

INSTRUMENT APPROACH CHART - ICAO

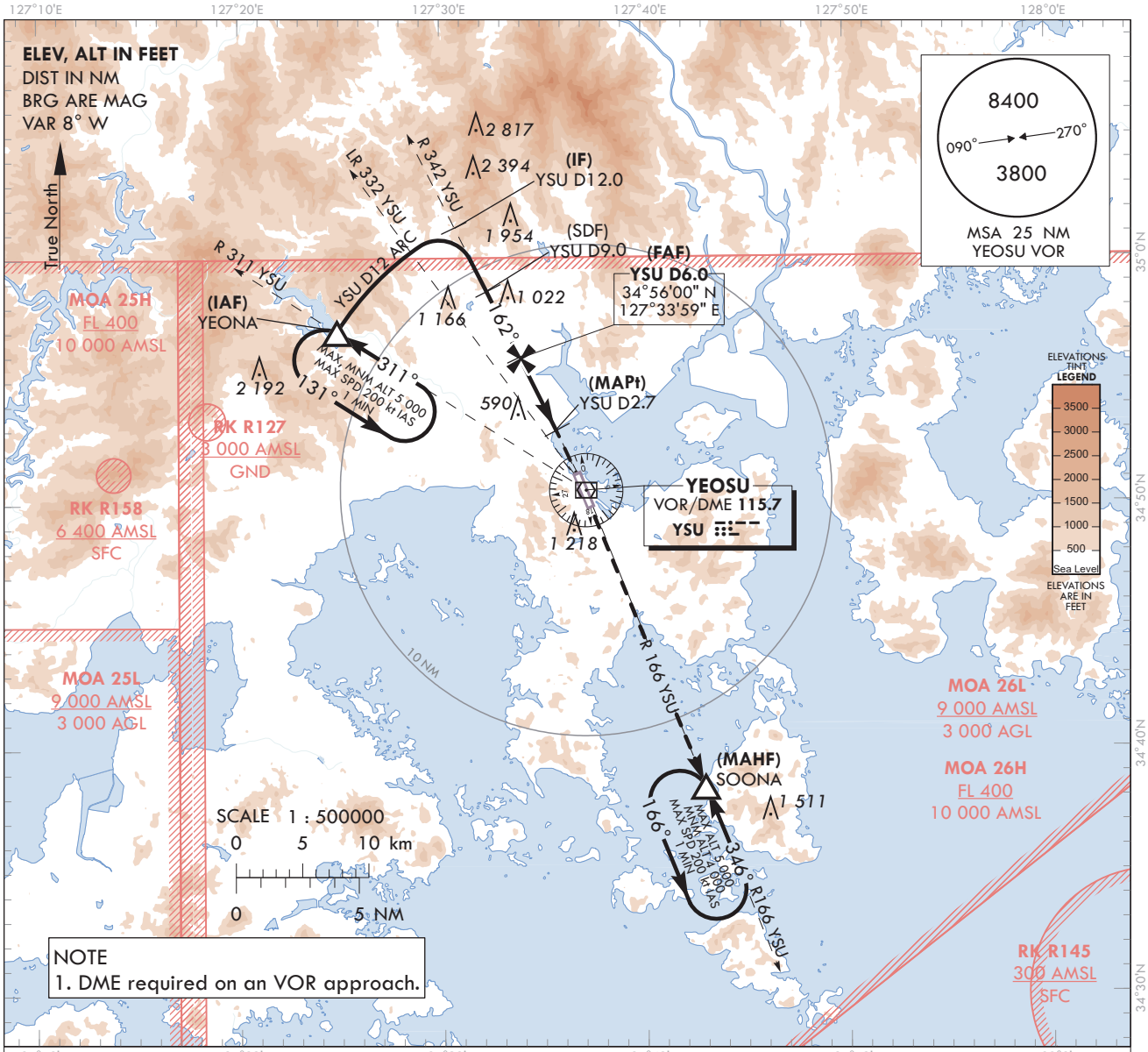
AERODROME ELEV 53 ft
HEIGHTS RELATED TO
THR RWY 17 - ELEV **28** ft

SACHEON	APP	135.4
YEOSU	TWR	122.5
		240.9

YEOSU/Yeosu (RKJY)

VOR RWY 17

Note : Approach under ICAO Flight Procedures.

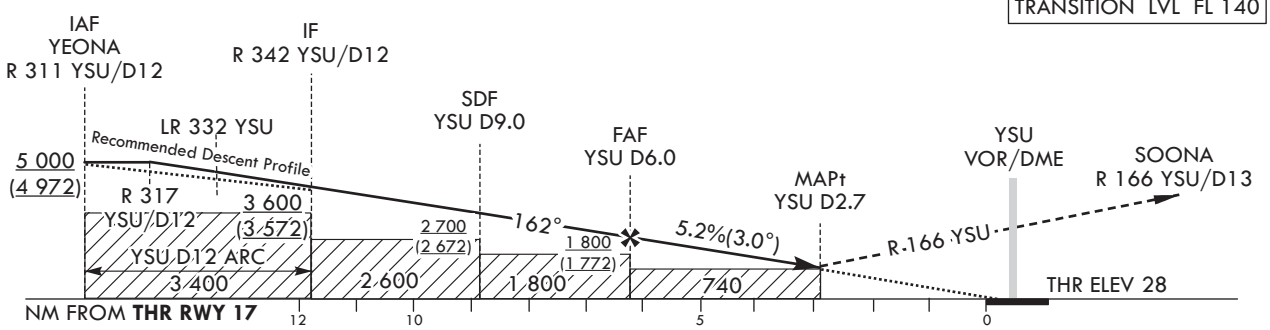


NOTE
1. DME required on an VOR approach.

MISSED APPROACH
Climb on R 166 YSU to SOONA and Hold at 4 000 ft.

RECOMMENDED PROFILE	DME YSU	5	4	3	2.7
Final Approach Gradient 5.22%, 317 ft/NM	ALT(HGT)	1 483 (1 455)	1 166 (1 138)	849 (821)	760 (732)

TRANSITION	ALT 14 000
TRANSITION	LVL FL 140



CATEGORY		MDA(MDH)	A	B	C	D
STA (CG 2.5%)	FULL	900 (872)	3 300 m			
	ALS INOP		4 000 m			
STA (CG 5.0%)	FULL	760 (732)	3 300 m			
	ALS INOP		4 000 m			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	317	476	634	793	951

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

Change : Amended phrase(Under → under).

YEOSU/Yeosu(RKJY)
VOR RWY 17

AERONAUTICAL DATA TABULATION

VOR Approach to RWY 17 from YEONA			
Fix/point		Coordinates	
YEONA(IAF)	R 311 YSU /12.00 NM YSU	34°57'03.8"N	127°24'52.1"E
D12.0 YSU(IF)	BRG 162.28°/12.00 NM YSU	35°01'24.8"N	127°30'50.3"E
D9.0 YSU(SDF)	BRG 162.28°/9.00 NM YSU	34°58'42.2"N	127°32'24.9"E
D6.0 YSU(FAF)	BRG 162.28°/6.00 NM YSU	34°55'59.5"N	127°33'59.4"E
D2.7 YSU(MAPt)	BRG 162.28°/2.70 NM YSU	34°53'00.6"N	127°35'43.3"E
THR RWY 17	Final approach descent angle 2.99°	34°51'03.73"N	127°36'46.77"E
YSU VOR/DME		34°50'34.3"N	127°37'08.7"E
SOONA	BRG 166.34°/13.00 NM YSU	34°38'27.5"N	127°42'56.0"E

INSTRUMENT APPROACH CHART - ICAO

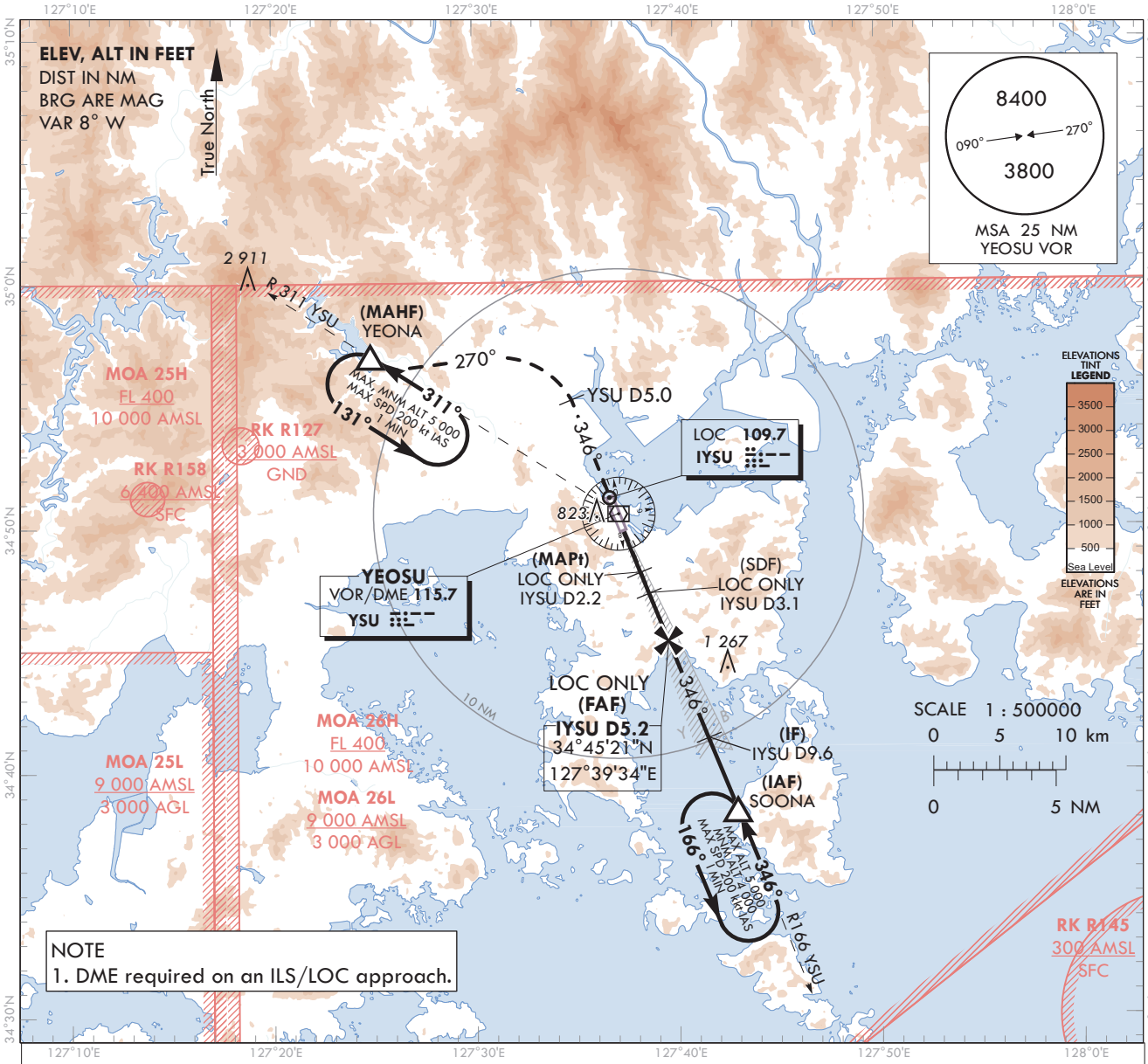
AERODROME ELEV 53 ft
HEIGHTS RELATED TO
THR RWY 35 - ELEV **31** ft

SACHEON	APP	135.4
YEOSU	TWR	122.5
		240.9

YEOSU/Yeosu (RKJY)

ILS Y or LOC Y RWY 35

Note : Approach under ICAO Flight Procedures.



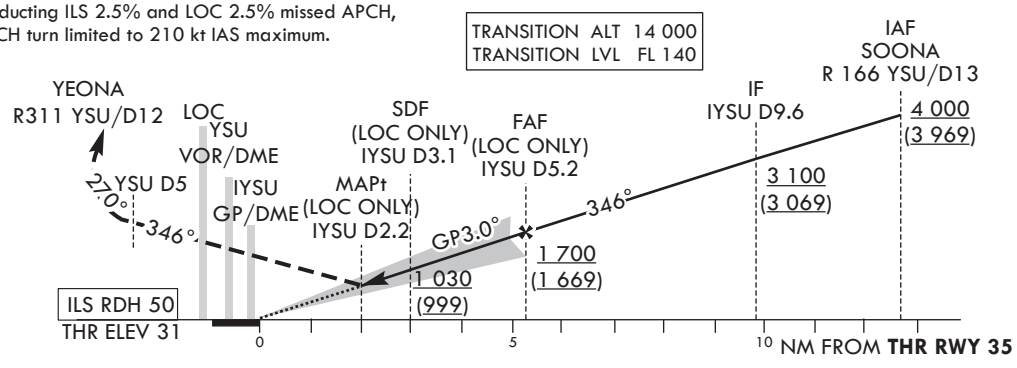
NOTE
1. DME required on an ILS/LOC approach.

RECOMMENDED PROFILE	DME IYSU	5	4	3	2.5
Final Approach Gradient 5.31%, 323 ft/NM	ALT(HGT)	1 646 (1 615)	1 323 (1 292)	1 001 (970)	850 (819)

MISSED APPROACH
Climb straight ahead to YSU 5 DME, Then turn LEFT HDG 270° to intercept and Climb on R 311 YSU to YEONA and Hold at 5 000 ft

* When conducting ILS 2.5% and LOC 2.5% missed APCH, missed APCH turn limited to 210 kt IAS maximum.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
STA	CAT-1 (CG 2.5%)	FULL	465 (434)	1 900 m			
		ALS INOP		2 300 m			
	CAT-1 (CG 5.0%)	FULL	234 (203)	RVR 750 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC (CG 2.5%)	FULL	850 (819)	3 400 m			
		ALS INOP		3 800 m			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	318	478	637	796	955

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

Change : Amended phrase(Under → under).

YEOSU/Yeosu(RKJY)
ILS Y or LOC Y RWY 35

AERONAUTICAL DATA TABULATION

ILS Y / LOC Y Approach to RWY 35 from SOONA			
Fix/point		Coordinates	
SOONA(IAF)	R 166 YSU /13.00 NM YSU	34°38'27.5"N	127°42'56.0"E
D9.6 IYSU(IF)	BRG 345.94°/9.60 NM IYSU	34°41'14.7"N	127°41'34.5"E
D5.2 IYSU(FAF LOC ONLY)	BRG 345.94°/5.17 NM IYSU	34°45'21.2"N	127°39'34.2"E
D3.1 IYSU(SDF LOC ONLY)	BRG 345.94°/3.10 NM IYSU	34°47'16.1"N	127°38'38.1"E
D2.2 IYSU(MAPt LOC ONLY)	BRG 345.94°/2.20 NM IYSU	34°48'06.4"N	127°38'13.5"E
THR RWY 35	Final approach descent angle 3.04° (LOC ONLY)	34°50'00.53"N	127°37'17.70"E
IYSU DME		34°50'10.5"N	127°37'18.1"E
YSU VOR/DME		34°50'34.3"N	127°37'08.7"E
IYSU LOC		34°51'13.0"N	127°36'42.2"E
D5.0 YSU	BRG 345.94°/5.00 NM YSU	34°55'10.9"N	127°34'45.7"E
YEONA	R 311 YSU /12.00 NM YSU	34°57'03.8"N	127°24'52.1"E

INSTRUMENT APPROACH CHART - ICAO

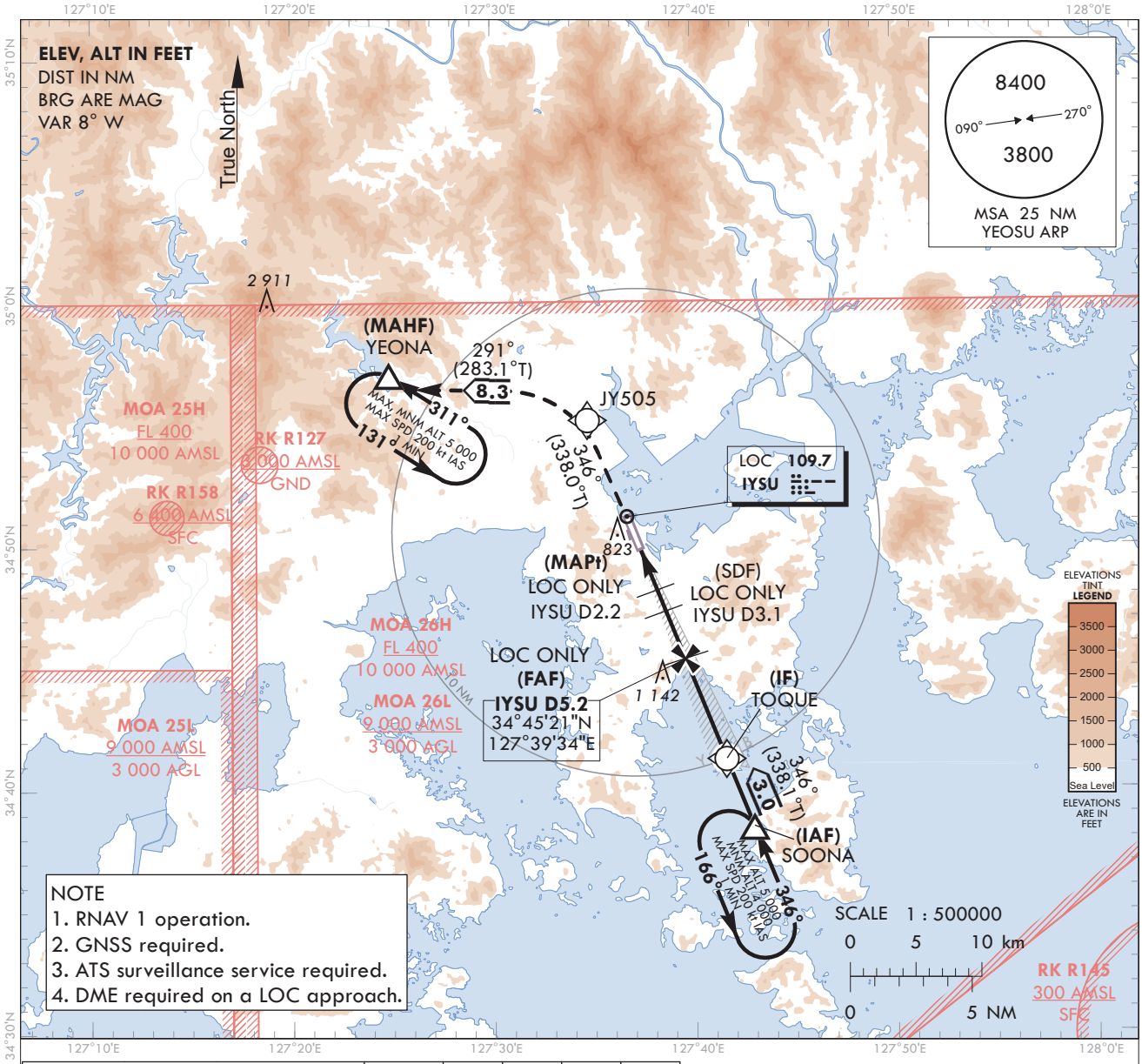
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 53 ft
HEIGHTS RELATED TO
THR RWY 35 - ELEV **31** ft

SACHEON	APP	135.4
YEOSU	TWR	122.5
		240.9

YEOSU/Yeosu (RKJY)

ILS Z or LOC Z RWY 35

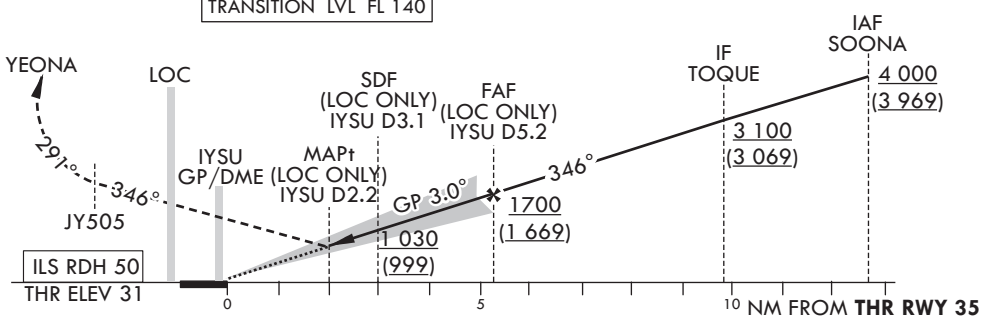


NOTE
1. RNAV 1 operation.
2. GNSS required.
3. ATS surveillance service required.
4. DME required on a LOC approach.

RECOMMENDED PROFILE	DME IYSU	5	4	3	2.5
Final Approach Gradient 5.31%, 323 ft/NM	ALT(HGT)	1 646 (1 615)	1 323 (1 292)	1 001 (970)	850 (819)

MISSED APPROACH
Climb at 5 000 ft on track of 346° to JY505, LEFT turn on track of 291° to YEONA, Hold as published.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
STA	CAT-1 (CG 2.5%)	FULL	465 (434)	1 900 m			
		ALS INOP		2 300 m			
	CAT-1 (CG 5.0%)	FULL	234 (203)	RVR 750 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC (CG 2.5%)	FULL	850 (819)	3 400 m			
		ALS INOP		3 800 m			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	318	478	637	796	955

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

Change : Amended phrase(Under → under).

YEOSU/Yeosu(RKJY)
ILS Z or LOC Z RWY 35

AERONAUTICAL DATA TABULATION

ILS Z / LOC Z Approach to RWY 35 from SOONA			
Fix/point		Coordinates	
SOONA(IAF)		34°38'27.5"N	127°42'56.0"E
TOQUE(IF)		34°41'14.7"N	127°41'34.5"E
D5.2 IYSU(FAF LOC ONLY)	BRG 345.94°/5.17 NM IYSU	34°45'21.2"N	127°39'34.2"E
D3.1 IYSU(SDF LOC ONLY)	BRG 345.94°/3.10 NM IYSU	34°47'16.1"N	127°38'38.1"E
D2.2 IYSU(MAPt LOC ONLY)	BRG 345.94°/2.20 NM IYSU	34°48'06.4"N	127°38'13.5"E
THR RWY 35	Final approach descent angle 3.04° (LOC ONLY)	34°50'00.53"N	127°37'17.70"E
IYSU DME		34°50'10.5"N	127°37'18.1"E
IYSU LOC		34°51'13.0"N	127°36'42.2"E
JY505		34°55'10.9"N	127°34'45.7"E
YEONA		34°57'03.8"N	127°24'52.1"E

INSTRUMENT APPROACH CHART - ICAO

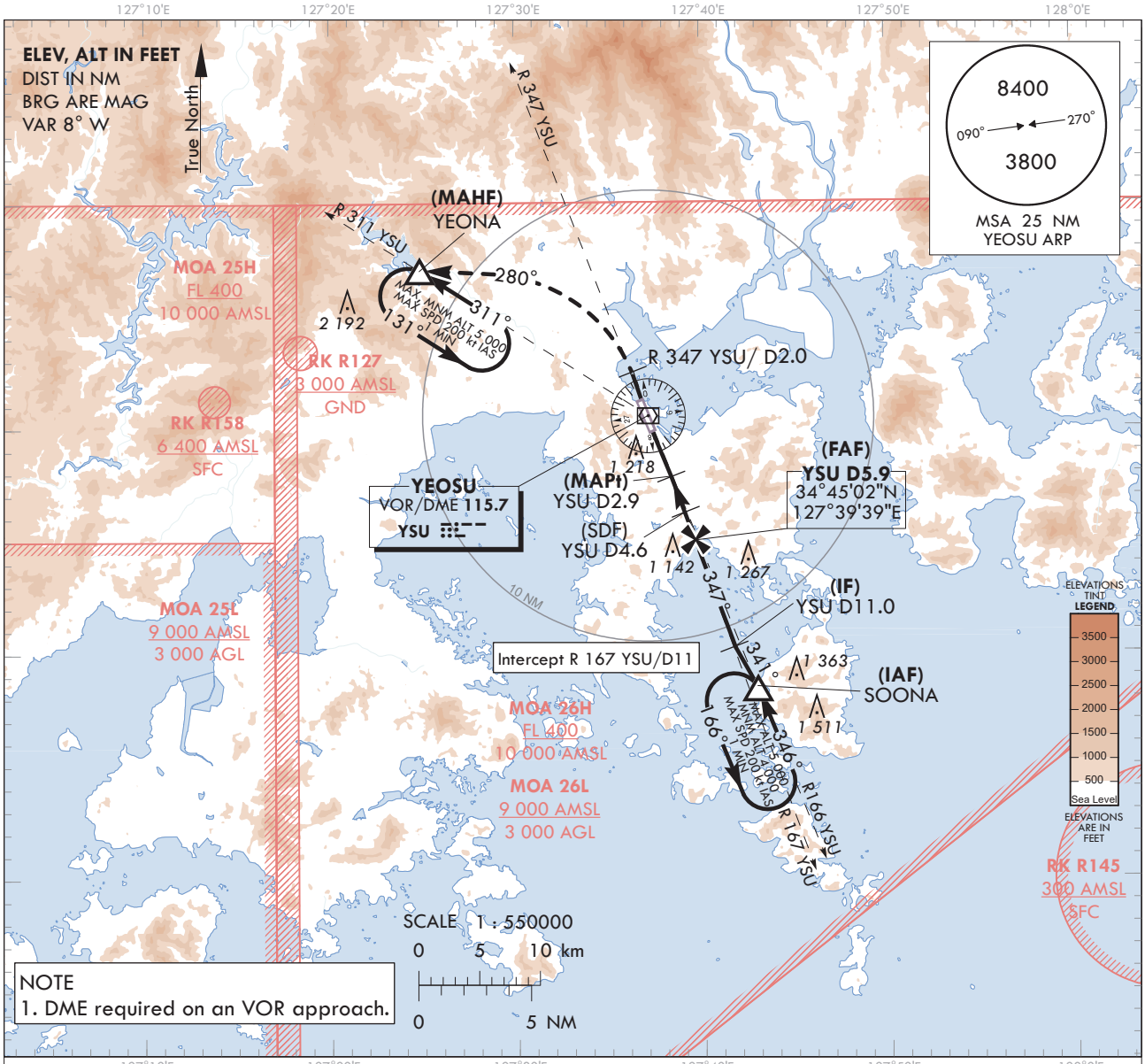
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 53 ft
HEIGHTS RELATED TO
THR RWY 35 - ELEV **31** ft

SACHEON	APP	135.4
YEOSU	TWR	122.5
		240.9

YEOSU/Yeosu (RKJY)

VOR RWY 35

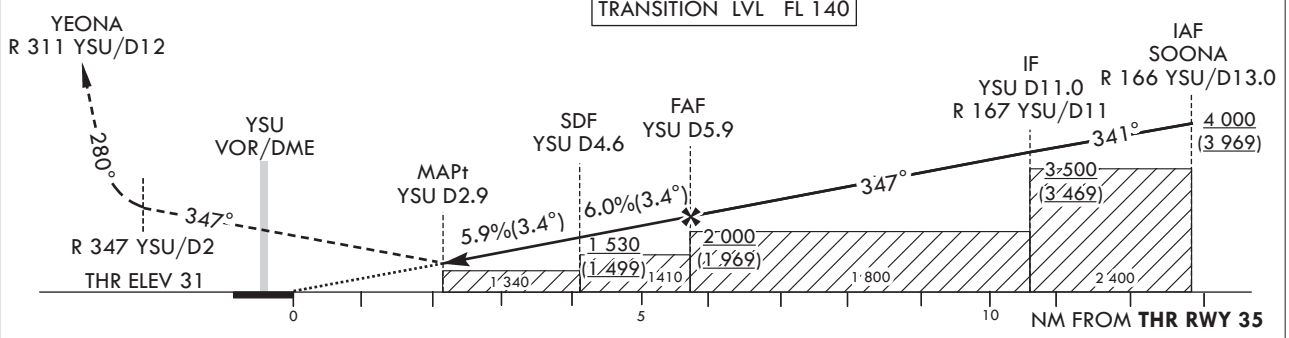


NOTE
1. DME required on an VOR approach.

MISSED APPROACH
Climb straight ahead to R 347 YSU/D2.
Then turn LEFT HDG 280° to intercept and
Climb on R 311 YSU to YEONA. Hold at 5 000 ft.

RECOMMENDED PROFILE	DME YSU	5	4.1
Final Approach Gradient 5.93%, 360 ft/NM	ALT(HGT)	1 676 (1 645)	1 340 (1 309)

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY		MDA(MDH)	A	B	C	D
STA	FULL	1 340 (1 309)	5 000 m			
	ALS INOP		5 000 m			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	360	540	720	900	1 080

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

Change : Amended phrase(withdraw LOC ONLY, IYSU → YSU).

YEOSU/Yeosu(RKJY)
VOR RWY 35

AERONAUTICAL DATA TABULATION

VOR Approach to RWY 35 from SOONA			
Fix/point		Coordinates	
SOONA(IAF)	R 166 YSU /13.00 NM YSU	34°38'27.5"N	127°42'56.0"E
D11.0 YSU(IF)	BRG 347.41°/11.00 NM YSU	34°40'15.2"N	127°41'48.9"E
D5.9 YSU(FAF)	BRG 347.41°/5.90 NM YSU	34°45'02.3"N	127°39'38.9"E
D4.6 YSU(SDF)	BRG 347.41°/4.60 NM YSU	34°46'15.4"N	127°39'05.8"E
D2.9 YSU(MAPt)	BRG 347.41°/2.90 NM YSU	34°47'51.1"N	127°38'22.3"E
THR RWY 35	Final approach descent angle 3.41°(FAF-SDF) / 3.38°(SDF-THR)	34°50'00.53"N	127°37'17.70"E
YSU VOR/DME		34°50'34.3"N	127°37'08.7"E
D2.0 YSU	BRG 347.15°/2.00 NM YSU	34°52'26.9"N	127°36'17.0"E
YEONA	BRG 310.64°/12.00 NM YSU	34°57'03.8"N	127°24'52.1"E

RKPS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKPS - SACHEON / Domestic

RKPS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	350519N 1280414E 39° / 1 299 m from THR 06R	
2	Direction and distance from city	329°, 9.5 km from Sacheon City Hall	
3	Elevation/Reference temperature	8 m / 31 ˚C	
4	Geoid undulation at AD ELEV PSN	28 m	
5	MAG VAR/Annual change	8° W(2020) / 0.089˚ Increasing	
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	KAC	Korea Airports Corporation(Sacheon Airport) 1971, Sacheon-daero, Sacheon-eup, Sacheon-si, Gyeongsangnam-do, 52516, Republic of Korea TEL : +82-55-831-9320, 9331 Telefax : +82-55-831-9305
		ROKAF	Republic of Korea Air Force(ROKAF) The 3rd Flying training Wing
7	Type of traffic permitted(IFR/VFR)	IFR/VFR	
8	Remarks	Military Air Base	

RKPS AD 2.3 OPERATIONAL HOURS

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

RKPS AD 2.4 HANDLING SERVICES AND FACILITIES

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

Change : Information of aerodrome operator, address, TEL, FAX numbers, remark and Withdrawal of AFS.

RKPS AD 2.5 PASSENGER FACILITIES

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

RKPS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 7
2	Rescue equipment	a. 8 chemical crash rescue & fire fighting trucks - Total capacity · Water : 32 000 L · AFFF* : 3 064 L · Dry chemical : 1 083 kg · Halon : 1 298 kg · CO_2 : 120 kg b. 1 ambulance car c. 1 rescue truck
3	Capability for removal of disable aircraft	Specialized aircraft recovery equipment available for up to and including B737 size aircraft. 300 ton crane and other accessory equipment can be provided by airlines and agencies. Korea Airports Corporation is the co-ordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (TEL : +82-55-831-9331, 9332)
4	Remarks	* Aqueous Film Forming Foam

RKPS AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

(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 1 215(1 300-1¼)	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 : Amended phrase.

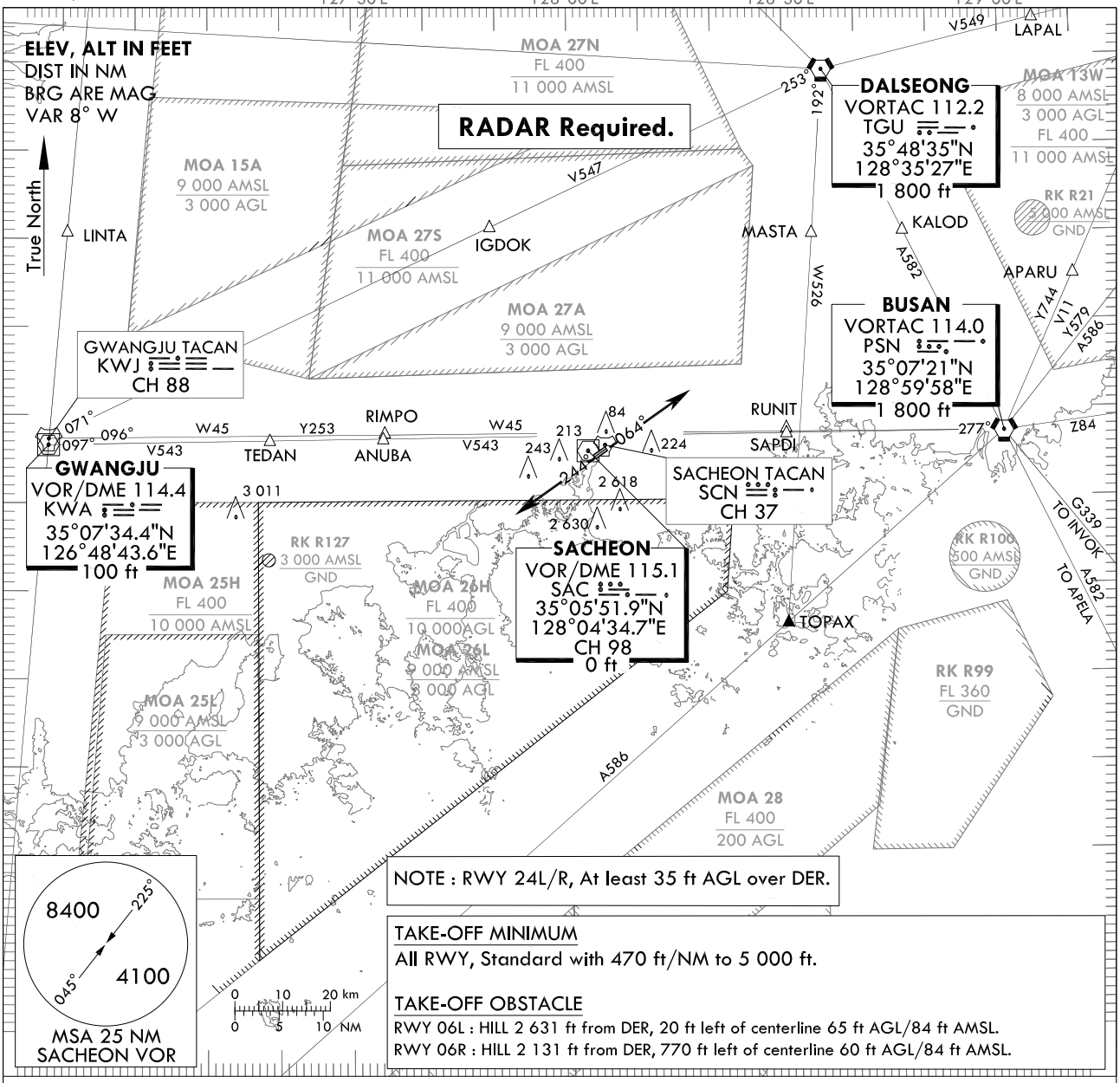
STANDARD DEPARTURE CHART - INSTRUMENT(SID)

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SACHEON DEP 135.4
347.3
SACHEON TWR 118.675
236.6

SACHEON/Sacheon(RKPS)
RWY 06L/R, 24L/R
SACHEON 5

Note : Departure under U.S. TERPS.



NOTE : RWY 24L/R, At least 35 ft AGL over DER.

TAKE-OFF MINIMUM
All RWY, Standard with 470 ft/NM to 5 000 ft.

TAKE-OFF OBSTACLE
RWY 06L : HILL 2 631 ft from DER, 20 ft left of centerline 65 ft AGL/84 ft AMSL.
RWY 06R : HILL 2 131 ft from DER, 770 ft left of centerline 60 ft AGL/84 ft AMSL.

DEPARTURE PROCEDURE DESCRIPTION

ALL AIRCRAFT : Departure climb rate 470 ft/NM to 5 000 ft.

TAKE-OFF RWY 06L/R : Climb HDG 064° or Climb on assigned HDG by ATC.....

TAKE-OFF RWY 24L/R : At least 35 ft AGL over DER, Climb HDG 244° or Climb on assigned HDG by ATC.....

.....Expect radar vector to intercept filed En-route fix or as assigned route by ATC.
Maintain 5 400 ft or assigned altitude(flight level).
Expect filed altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS : If radio contact is not established with departure control prior to reaching 5 000 ft, continue climb to 8 400 ft before turning to filed fix/Navaid and proceed filed route and altitude.

Change : Amended phrase(departures → departure).

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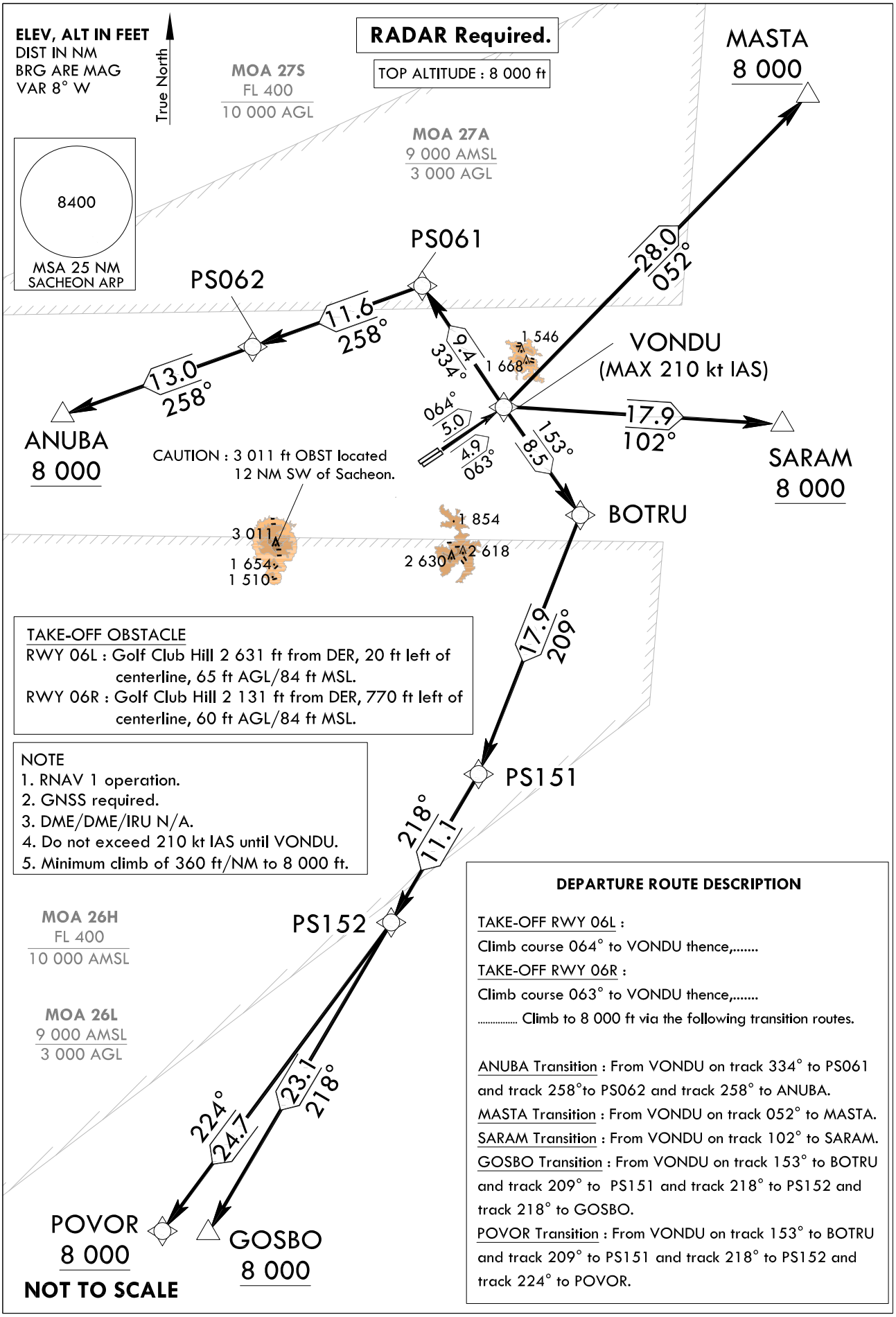
STANDARD DEPARTURE CHART INSTRUMENT(SID)

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

SACHEON	DEP	135.4 347.3
SACHEON	TWR	118.675 236.6

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

Note : Departure under U.S. TERPS.



Change : Amended phrase(departures → departure).

Standard Instrument Departure Procedure Coding Tables

RNAV VONDU 1 - ANUBA Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	CF	VONDU	-	06L-064 (055.6) 06R-063 (054.2)	06L-5.0 06R-4.9	-	-	-210	35°08'36.0"N 128°09'56.1"E	-	RNAV 1	-
002	TF	PS061	-	334 (325.6)	9.4	-	-	-	35°16'22.2"N 128°03'27.3"E	-	RNAV 1	-
003	TF	PS062	-	258 (249.7)	11.6	-	-	-	35°12'19.4"N 127°50'11.6"E	-	RNAV 1	-
004	TF	ANUBA	-	258 (249.5)	13.0	-	+8 000	-	35°07'45.9"N 127°35'22.8"E	-	RNAV 1	-

RNAV VONDU 1 - MASTA Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	CF	VONDU	-	06L-064 (055.6) 06R-063 (054.2)	06L-5.0 06R-4.9	-	-	-210	35°08'36.0"N 128°09'56.1"E	-	RNAV 1	-
002	TF	MASTA	-	052 (043.8)	28	-	+8 000	-	35°28'47.0"N 128°33'39.6"E	-	RNAV 1	-

RNAV VONDU 1 - SARAM Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	CF	VONDU	-	06L-064 (055.6) 06R-063 (054.2)	06L-5.0 06R-4.9	-	-	-210	35°08'36.0"N 128°09'56.1"E	-	RNAV 1	-
002	TF	SARAM	-	102 (093.1)	17.9	-	+8 000	-	35°07'36.3"N 128°31'46.7"E	-	RNAV 1	-

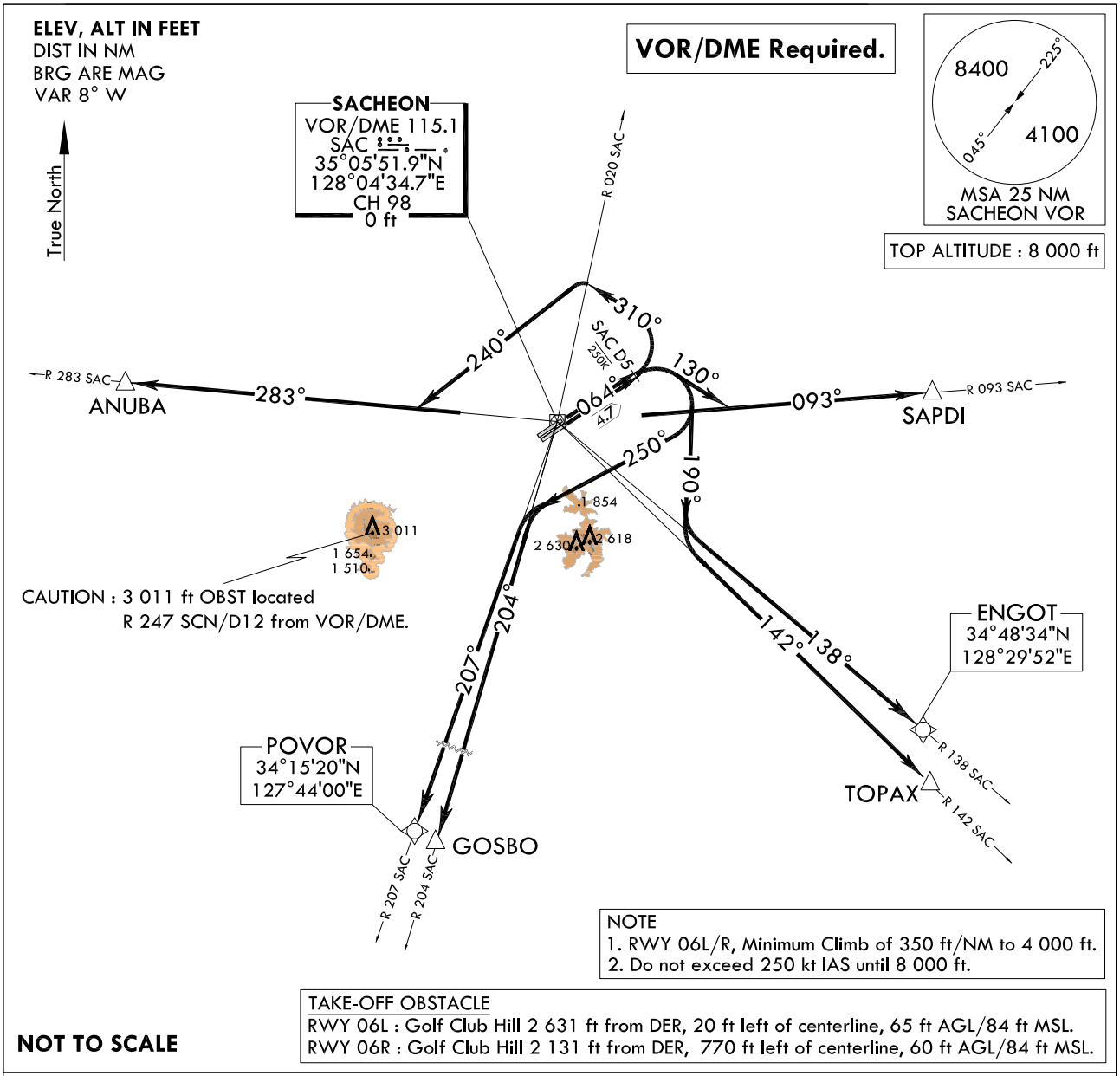
STANDARD DEPARTURE CHART - INSTRUMENT(SID)

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

SACHEON	DEP	135.4 347.3
SACHEON	TWR	118.675 236.6

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

Note : Departure under U.S. TERPS.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 06L/R : Climb HDG 064° to SAC D5 thence,.....
..... Climb to 8 000 ft via the following transition routes.

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.

SAPDI Transition : Right turn HDG 130° to intercept R 093 SAC and R 093 SAC to SAPDI.

TOPAX Transition : Right turn HDG 190° to intercept R 142 SAC and R 142 SAC to TOPAX.

GOSBO Transition : Right turn HDG 250° to intercept R 204 SAC and R 204 SAC to GOSBO.

ENGOT Transirion : Right turn HDG 190° to intercept R 138 SAC and R 138 SAC to ENGOT.

POVOR Transition : Right turn HDG 250° to intercept R 207 SAC and R 207 SAC to POVOR.

Change : Amended phrase(departures → departure).

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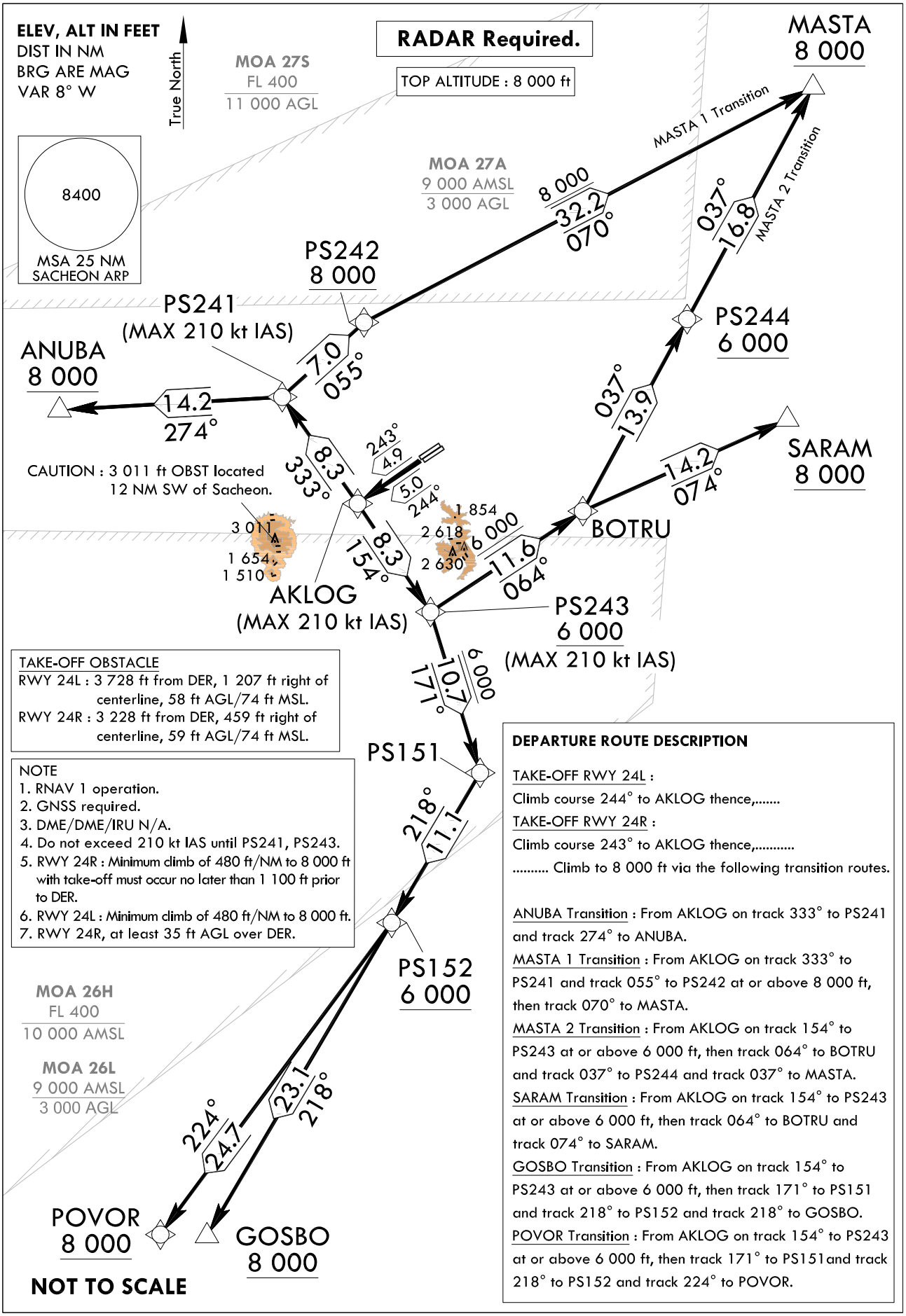
STANDARD DEPARTURE CHART INSTRUMENT(SID)

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SACHEON DEP 135.4 347.3
SACHEON TWR 118.675 236.6

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

Note : Departure under U.S. TERPS.



TAKE-OFF OBSTACLE
RWY 24L : 3 728 ft from DER, 1 207 ft right of centerline, 58 ft AGL/74 ft MSL.
RWY 24R : 3 228 ft from DER, 459 ft right of centerline, 59 ft AGL/74 ft MSL.

NOTE
1. RNAV 1 operation.
2. GNSS required.
3. DME/DME/IRU N/A.
4. Do not exceed 210 kt IAS until PS241, PS243.
5. RWY 24R : Minimum climb of 480 ft/NM to 8 000 ft with take-off must occur no later than 1 100 ft prior to DER.
6. RWY 24L : Minimum climb of 480 ft/NM to 8 000 ft.
7. RWY 24R, at least 35 ft AGL over DER.

DEPARTURE ROUTE DESCRIPTION

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.

ANUBA Transition : From AKLOG on track 333° to PS241 and track 274° to ANUBA.
MASTA 1 Transition : From AKLOG on track 333° to PS241 and track 055° to PS242 at or above 8 000 ft, then track 070° to MASTA.
MASTA 2 Transition : From AKLOG on track 154° to PS243 at or above 6 000 ft, then track 064° to BOTRU and track 037° to PS244 and track 037° to MASTA.
SARAM Transition : From AKLOG on track 154° to PS243 at or above 6 000 ft, then track 064° to BOTRU and track 074° to SARAM.
GOSBO Transition : From AKLOG on track 154° to PS243 at or above 6 000 ft, then track 171° to PS151 and track 218° to PS152 and track 218° to GOSBO.
POVOR Transition : From AKLOG on track 154° to PS243 at or above 6 000 ft, then track 171° to PS151and track 218° to PS152 and track 224° to POVOR.

Change : Amended phrase(departures → departure).

Standard Instrument Departure Procedure Coding Tables

RNAV AKLOG 1 - ANUBA Transition

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

RNAV AKLOG 1 - MASTA 1 Transition

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

RNAV AKLOG 1 - MASTA 2 Transition

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

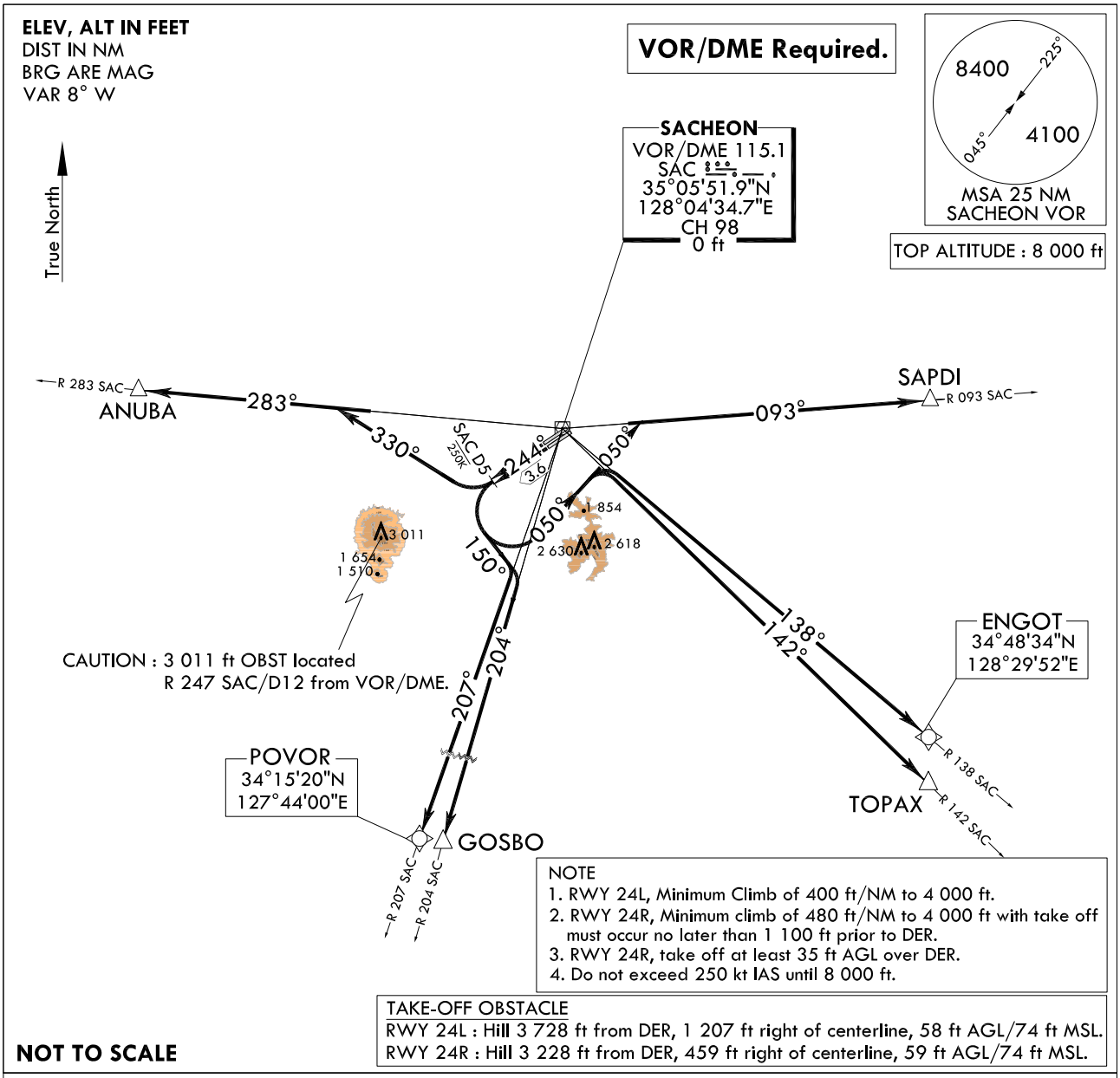
STANDARD DEPARTURE CHART - INSTRUMENT(SID)

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 : Departure 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 : Amended phrase(departures → departure).

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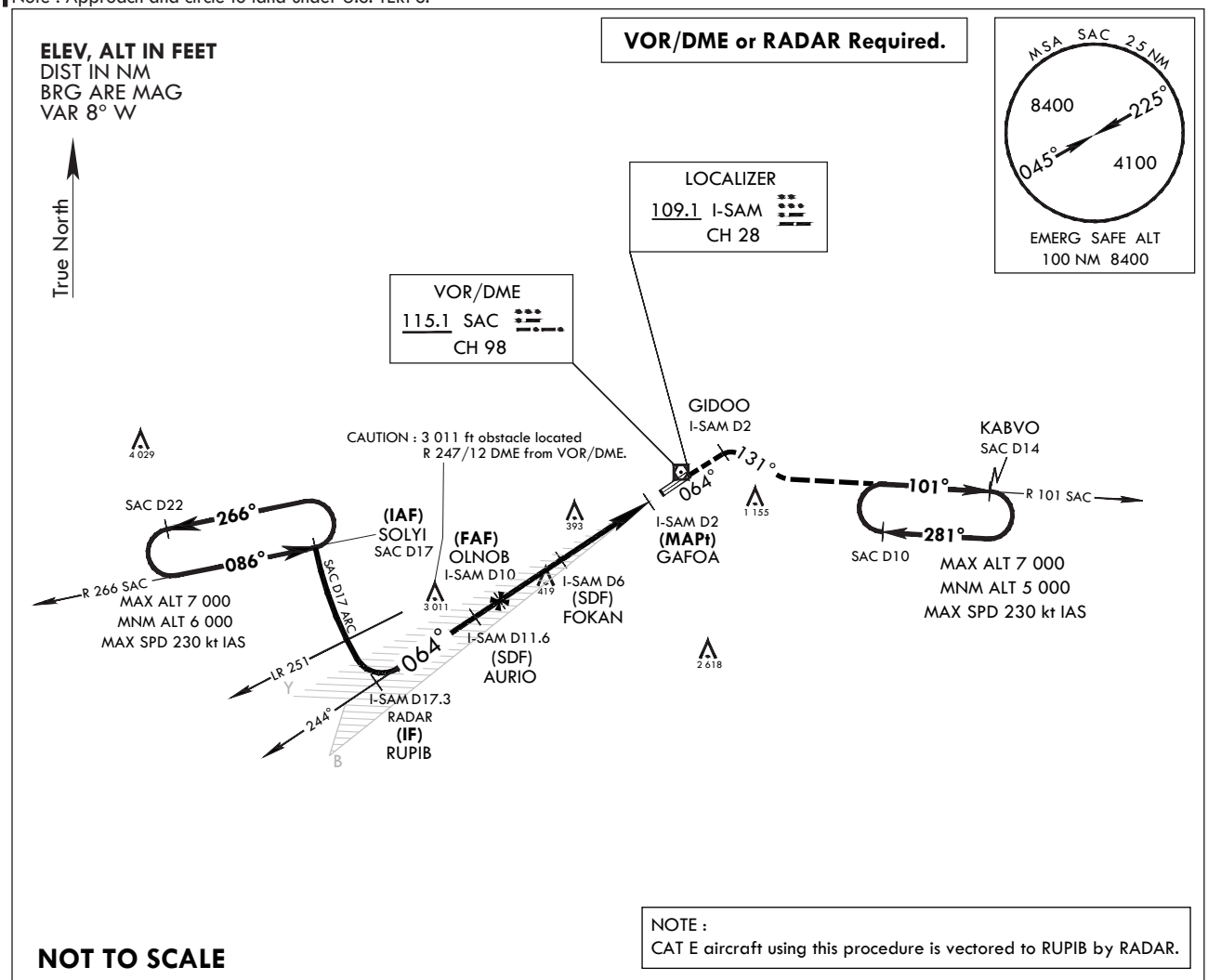
INSTRUMENT APPROACH CHART

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

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



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

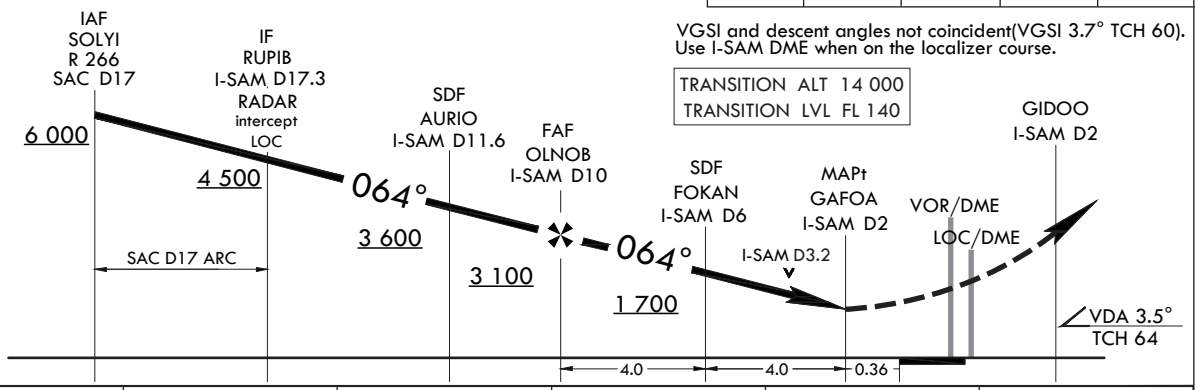
NOT TO SCALE

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 : Establishment of note and Withdrawal of symbol for glide slope.

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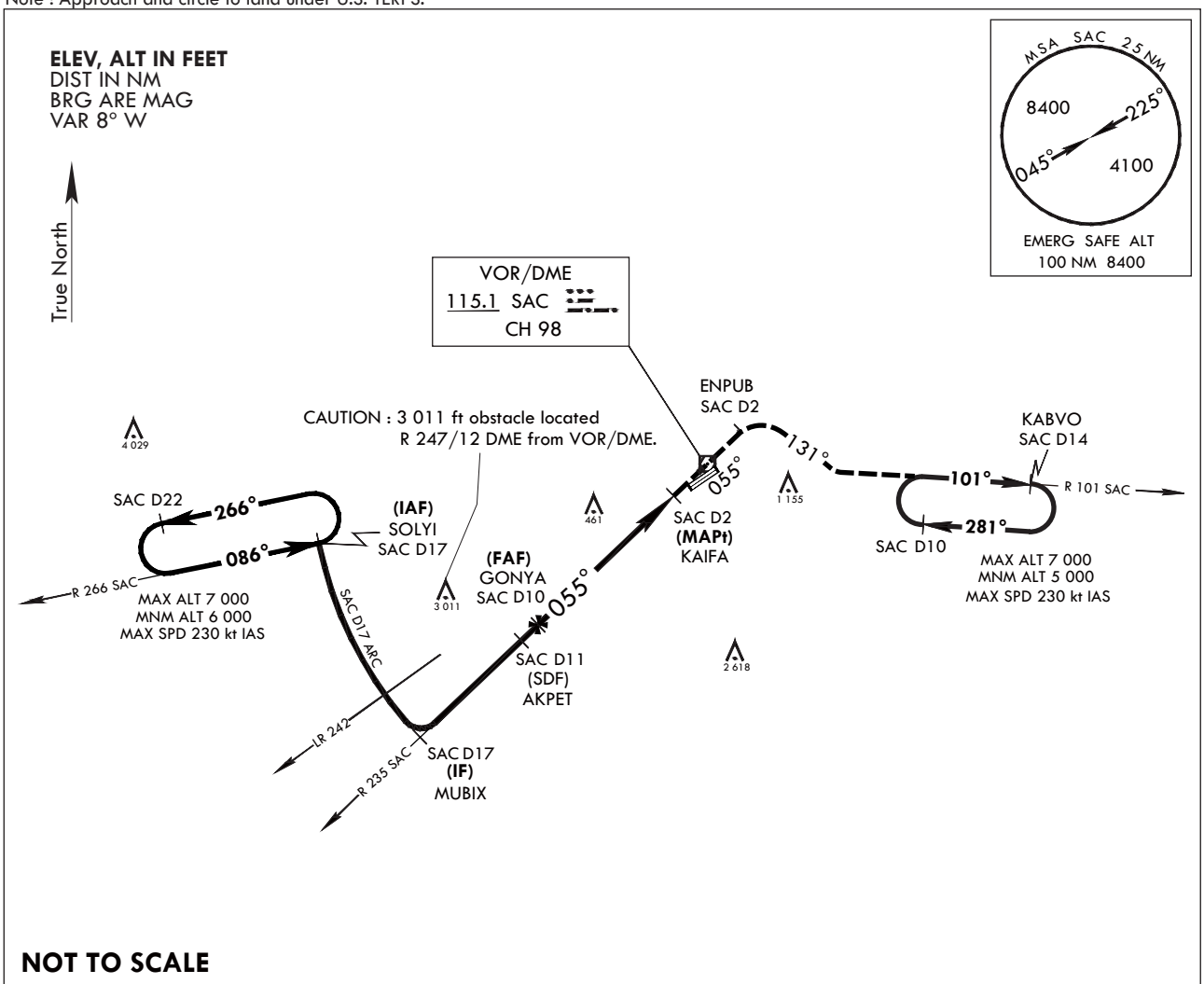
INSTRUMENT APPROACH CHART

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

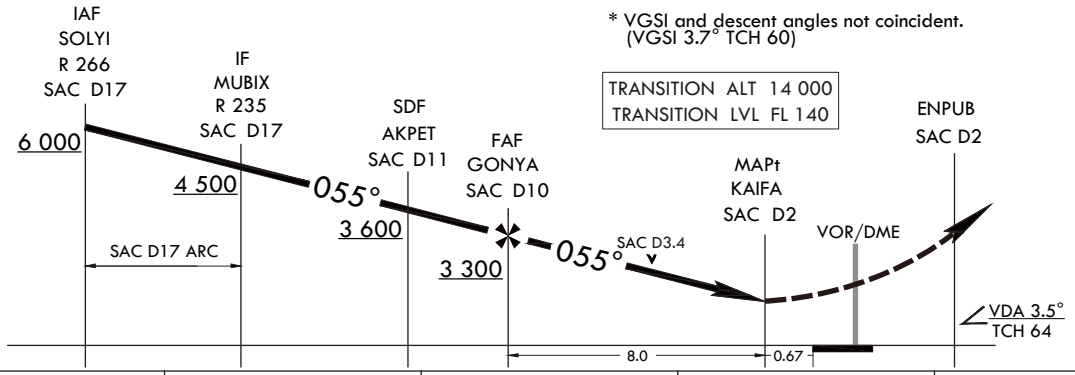
Note : Approach and circle to land under U.S. TERPS.



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	HDG	R 101	KABVO
R 235 SAC		D2 R 055 SAC	131°	SAC	SAC D14



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 : Establishment of note.

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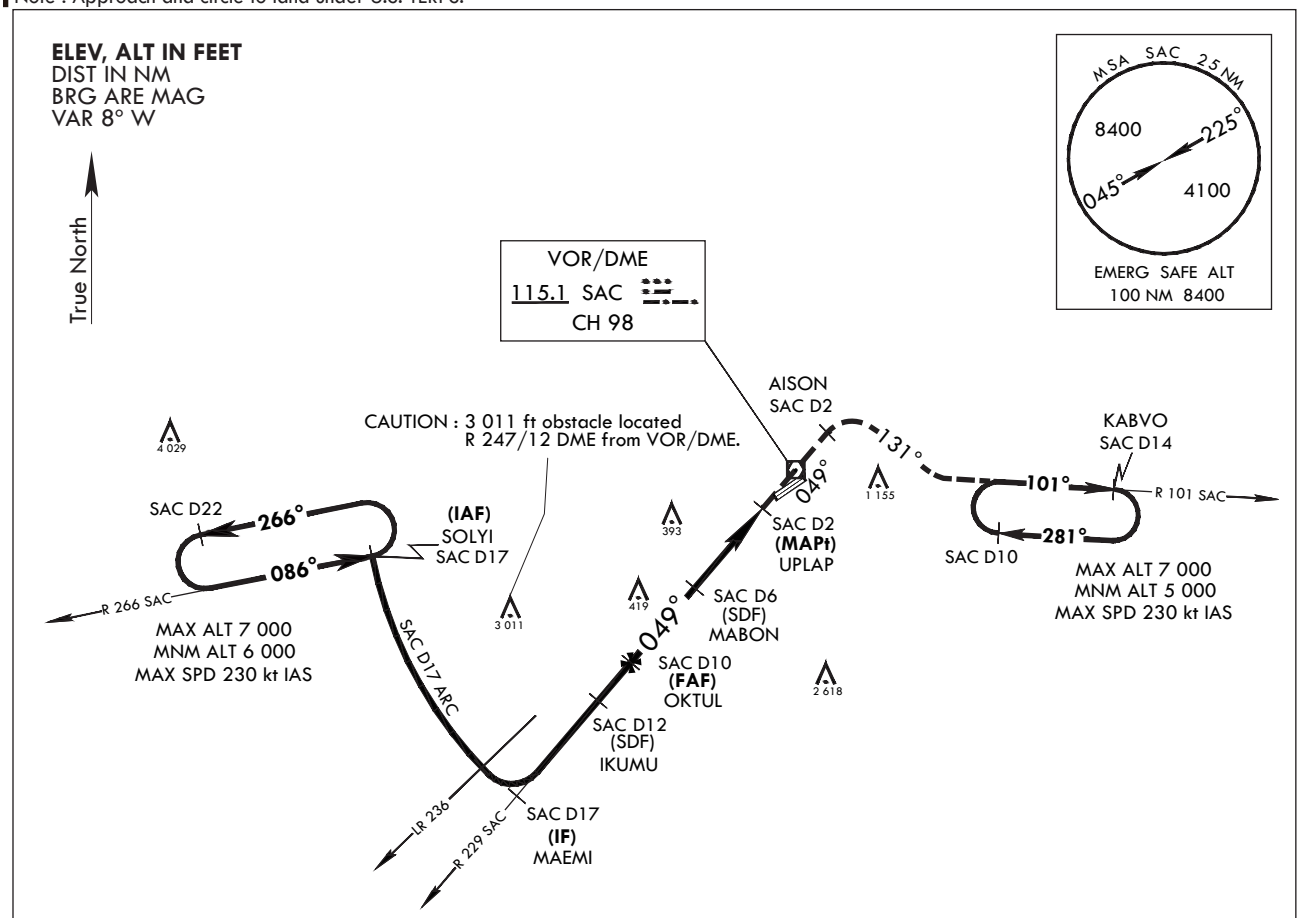
INSTRUMENT APPROACH CHART

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

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

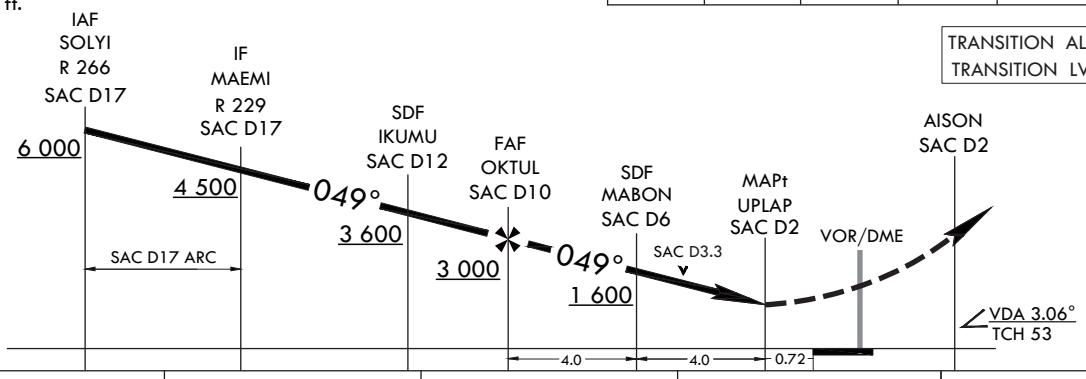


NOT TO SCALE

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 : Establishment of note.

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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

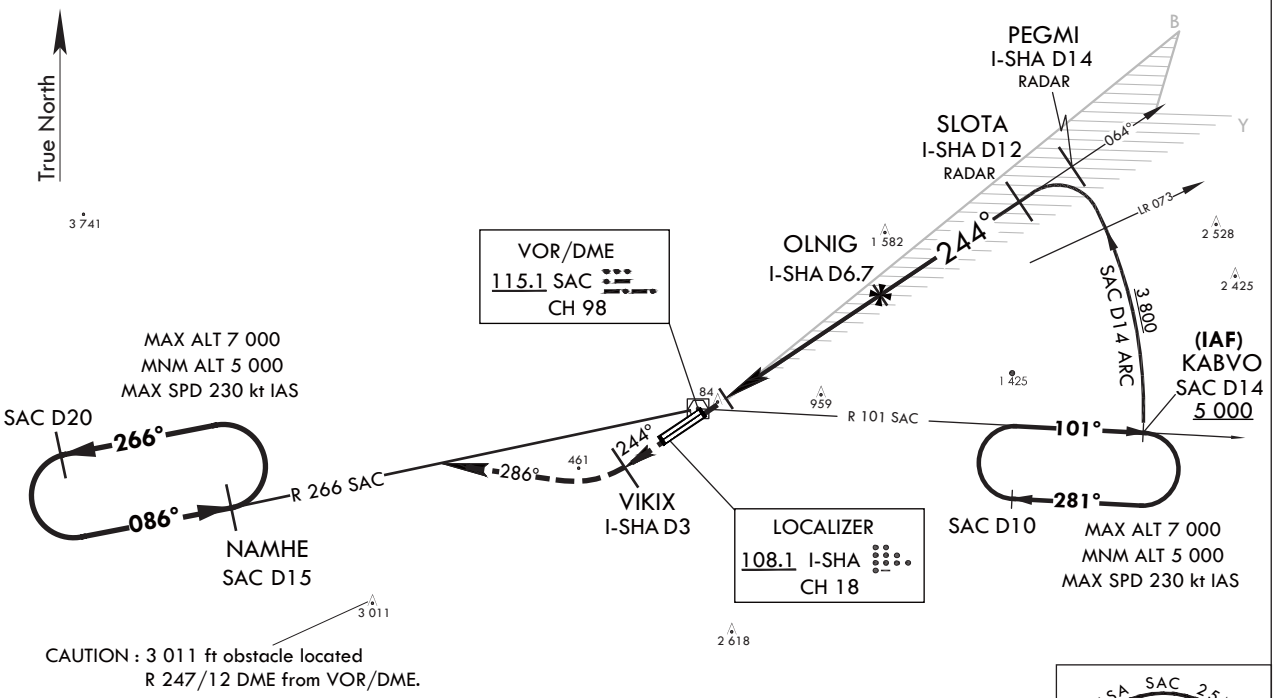
SACHEON APP	135.4	344.7
SACHEON TWR	118.675	236.6
	305.4	

SACHEON/Sacheon(RKPS)
ILS
RWY 24R

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

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

RADAR or VOR/DME Required.



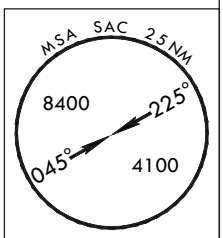
CAUTION : 3 011 ft obstacle located
R 247/12 DME from VOR/DME.

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



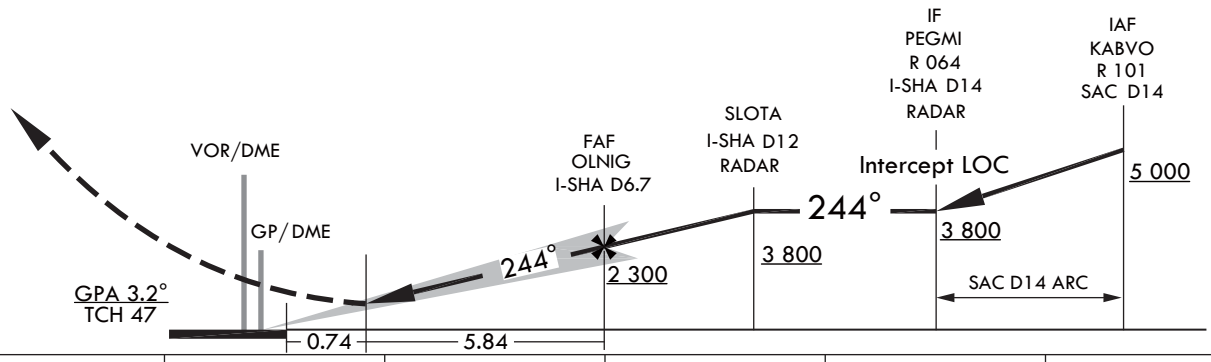
EMERG SAFE ALT
100 NM 8400

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

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 : Information of glide slope and Establishment of note, IF, FAF.

INTENTIONALLY

LEFT

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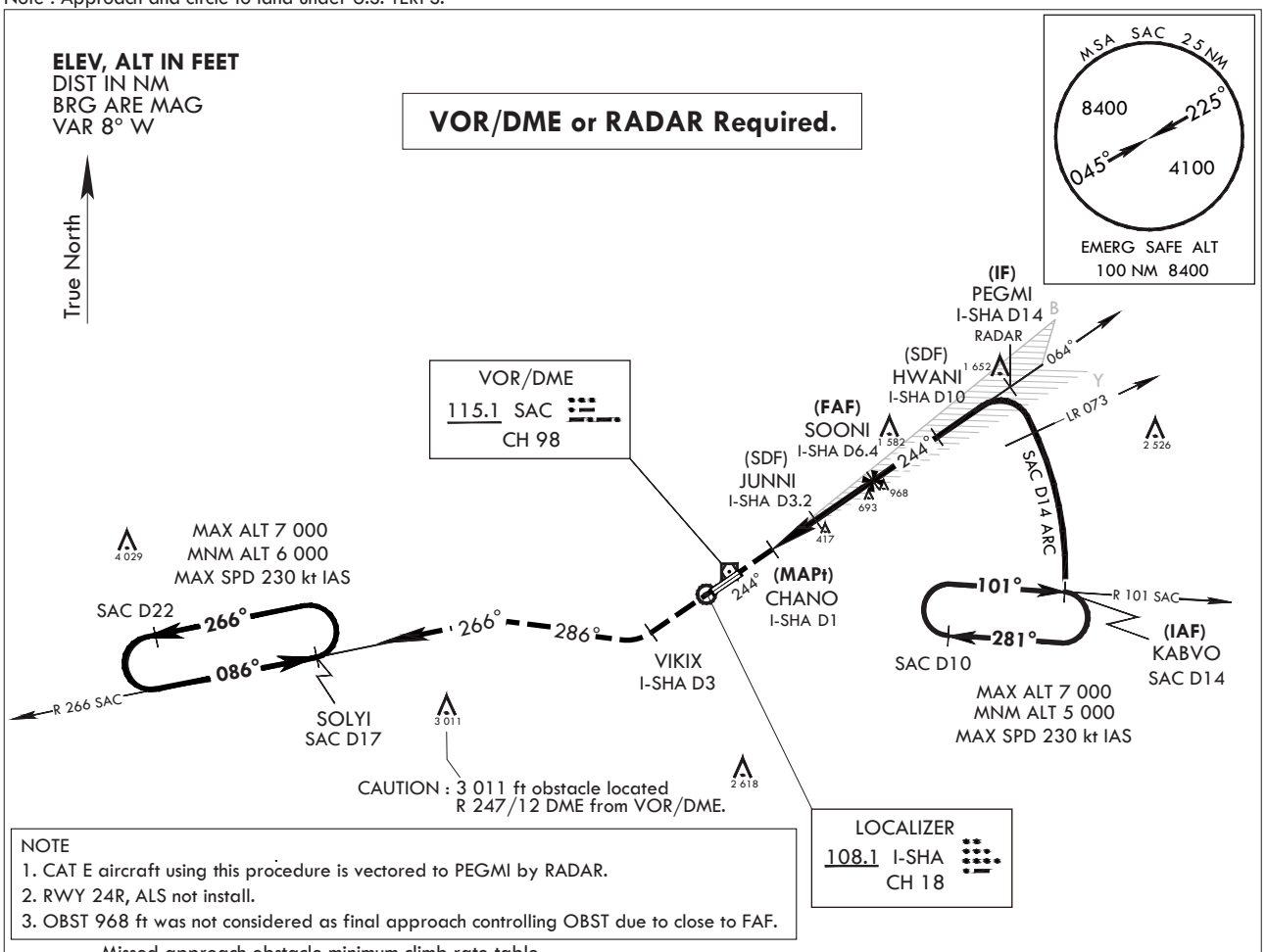
INSTRUMENT APPROACH CHART

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

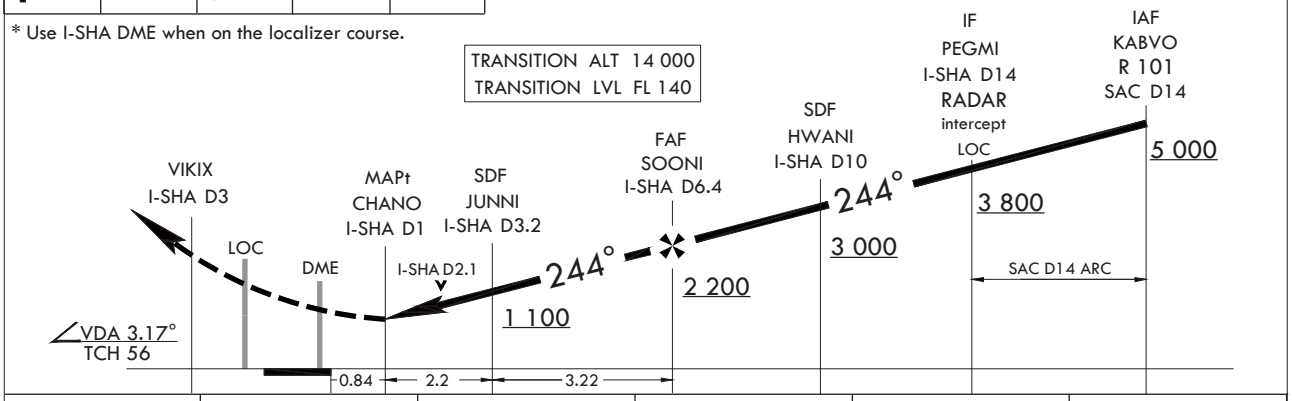
Knots	60	120	180	240	300	TO
V/V(fpm)	270	540	810	1 080	1 350	3 900

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.



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 : Withdrawal of symbol for glide slope.

INTENTIONALLY

LEFT

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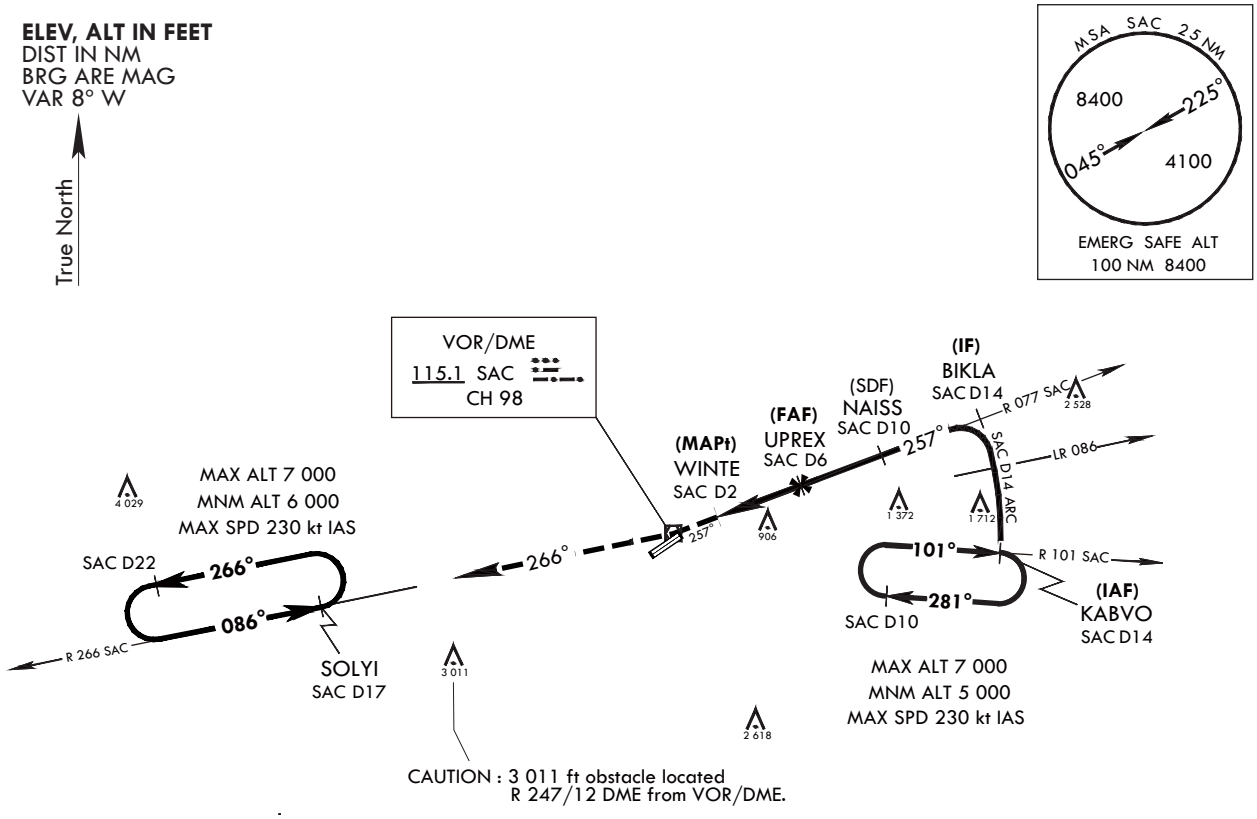
INSTRUMENT APPROACH CHART

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)
VOR
RWY 24R

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



NOTE : RWY 24R, ALS not install.

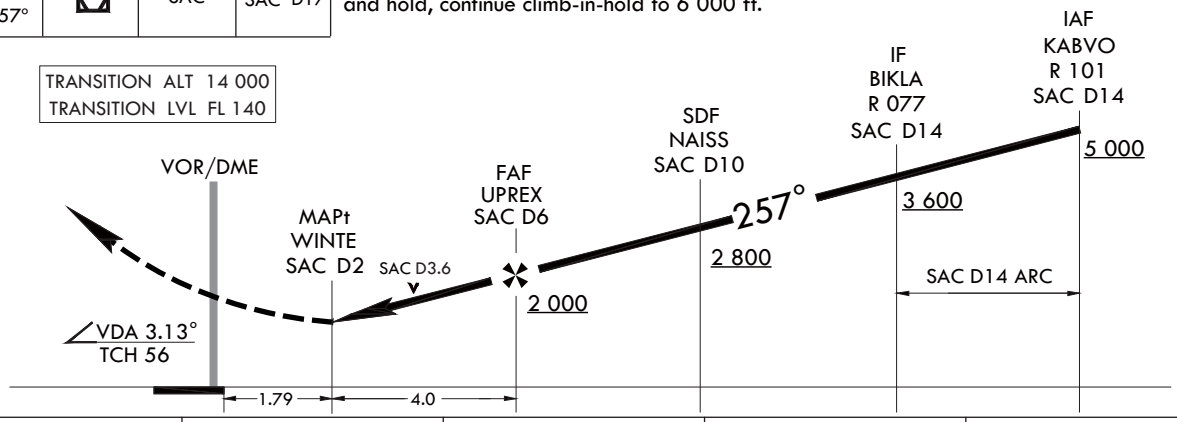
Missed approach obstacle minimum climb rate table

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 : Establishment of note.

INTENTIONALLY

LEFT

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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					

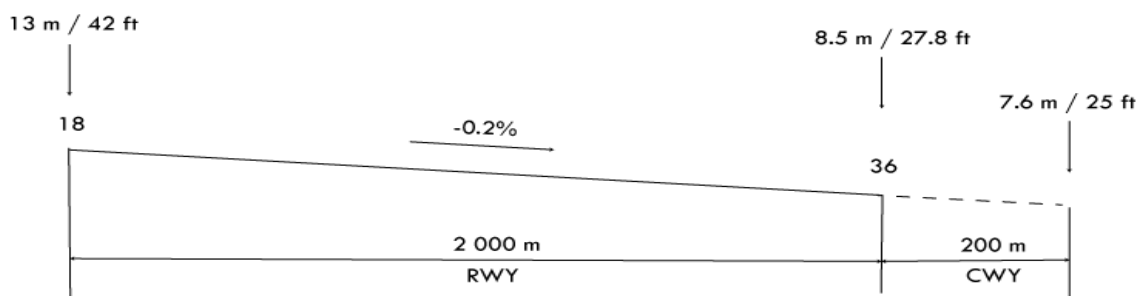
RKPU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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	24 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 by the phone for 24 hours 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, Significant weather charts(high, medium, low) 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 does not meet criteria in Annex 14. The surface of RWY 18/36 is grooved.
NIL	NIL		90 × 90	NIL	NIL	

Change : Information of meteorological information provided, RESA dimensions and remarks.

INSTRUMENT APPROACH CHART - ICAO

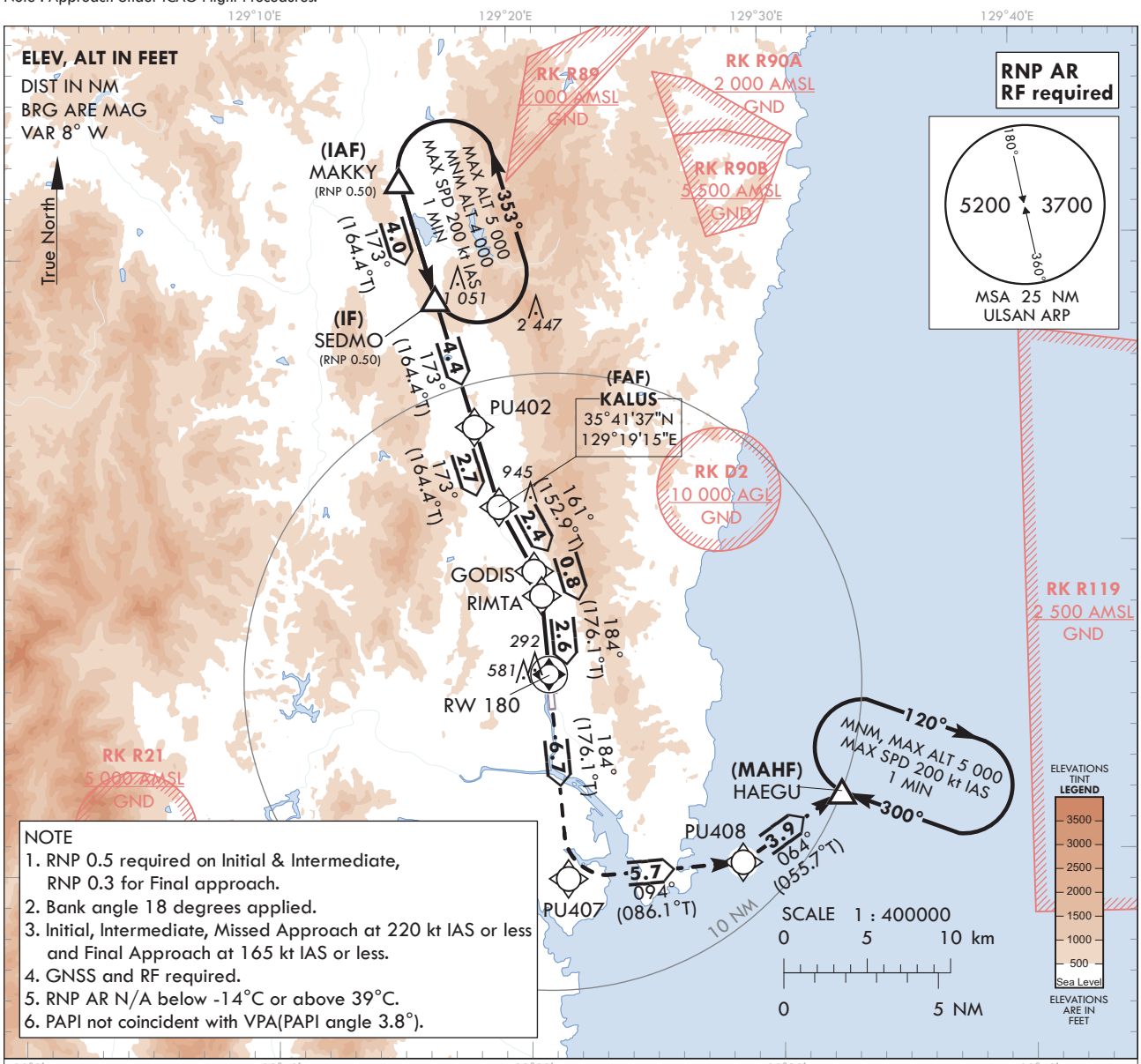
AERODROME ELEV 42 ft
HEIGHTS RELATED TO
THR RWY 18 - ELEV **42** ft

POHANG	APP	124.25
		120.2
ULSAN	TWR	118.75

ULSAN/Ulsan(RKPU)

RNP Z RWY 18(AR)

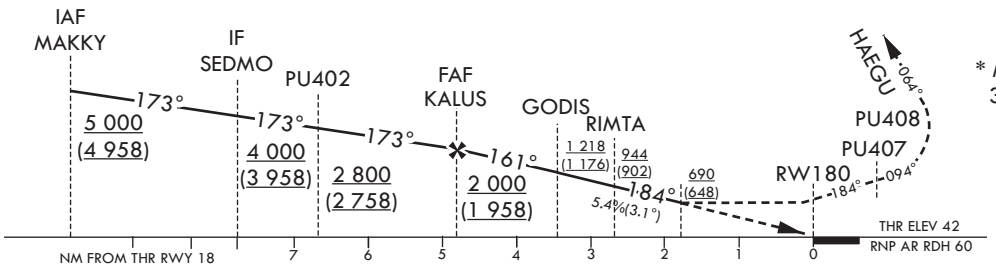
Note : Approach Under ICAO Flight Procedures.



NOTE
1. RNP 0.5 required on Initial & Intermediate, RNP 0.3 for Final approach.
2. Bank angle 18 degrees applied.
3. Initial, Intermediate, Missed Approach at 220 kt IAS or less and Final Approach at 165 kt IAS or less.
4. GNSS and RF required.
5. RNP AR N/A below -14°C or above 39°C.
6. PAPI not coincident with VPA(PAPI angle 3.8°).

MISSED APPROACH
Climb on track of 184° to PU407 then LEFT turn on track of 094° to PU408 then LEFT turn on track of 064° to HAEGU and Hold at 5 000 ft.
* DA to RW180 1.8 NM.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



* Missed APCH climb rate : 304 ft/NM(5.0%) for ATC

Rate of descrent	Knots	60	90	120	150	180
	V/V fpm	329	494	658	823	987

CATEGORY		DA(H)	A	B	C	D
RNP 0.3	FULL	690 (648)	3 100 m			
	ALL INOP		3 400 m			

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

Change : Establishment of symbol for waypoint(RW180).

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP Z RWY 18 (AR)

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	MAKKY	-	-	-	-	+5 000	-220	35°52'18.8"N 129°15'35.8"E	-	-	IAF
002	TF	SEDMO	-	173(164.4)	4.0	-	+4 000	-220	35°48'27.1"N 129°16'55.0"E	-	0.5	IF
003	TF	PU402	-	173(164.4)	4.4	-	+2 800	-220	35°44'14.2"N 129°18'21.4"E	-	0.5	
004	TF	KALUS	-	173(164.4)	2.7	-	+2 000	-165	35°41'37.4"N 129°19'14.9"E		0.3	FAF Bank Angle 18°
005	TF	GODIS	-	161(152.9)	2.4	L	+1 218	-165	35°39'30.7"N 129°20'34.3"E	-3.10	0.3	Bank Angle 18°
006	RF Center : ARC01 r=2.08 NM	RIMTA	-	-	0.8	R	+944	-165	35°38'42.4"N 129°20'50.7"E	-3.10	0.3	Bank Angle 18°
007	TF	RW180	Y	184(176.1)	2.6	-	-	-165	35°36'08.9"N 129°21'03.5"E	-3.10/60	0.3	-
008	TF	PU407	-	184(176.1)	6.7	-	-	-220	35°29'30.2"N 129°21'36.8"E	-	1.0	
009	TF	PU408	-	094(086.1)	5.7	L	-	-220	35°29'53.2"N 129°28'33.2"E	-	1.0	Bank Angle 18°
010	TF	HAEGU	Y	064(055.7)	3.9	L	+5 000	-220	35°32'06.7"N 129°32'32.3"E	-	1.0	Bank Angle 18°
011	HM	HAEGU	Y	300 (292.1)	-	R	@5 000	-200	35°32'06.7"N 129°32'32.3"E	-	RNP APCH	1 min (Outbound timing)

RF arc center Identifier		Coordinates
ARC01		35°38'33.8"N 129°18'18.0"E

RKTH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKTH - POHANG GYEONGJU/Domestic

RKTH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	355916N 1292507E 98° / 908 m from THR 10	
2	Direction and distance from city	125°, 8 km from Pohang City Hall	
3	Elevation/Reference temperature	23 m / 30.9 °C	
4	Geoid undulation at AD ELEV PSN	29 m	
5	MAG VAR/Annual change	8° W (2020) / 0.088° Increasing	
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	KAC	Korea Airports Corporation(Pohang Gyeongju Airport) 18, Ilwol-ro, Donghae-myeon, Nam-gu, Pohang-si, Gyeongsangbuk-do, 37926, Republic of Korea TEL : +82-54-289-7314 Telefax : +82-54-289-7366 AFS : RKTHZPZX
		ROKN	Republic of Korea Navy(ROKN) Naval Air Command
7	Type of traffic permitted(IFR/VFR)	IFR/VFR	
8	Remarks	NIL	

RKTH AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2200-1300 UTC
2	Customs and Immigration	NIL
3	Health and Sanitation	NIL
4	AIS Briefing Office	2200-1300 UTC
5	ATS Reporting Office(ARO)	2200-1300 UTC
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	HO
12	Remarks	NIL

RKTH AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	NIL
2	Fuel/oil types	JP-8, 0-128(Available by agreement with ROKN)
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	One de-icing pad (Aircraft stand NR. 4) (See Aircraft Parking/Docking Chart)
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

Change : Information of aerodrome operator, TEL and FAX numbers.

RKTH AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotel in Pohang city
2	Restaurants	Yes
3	Transportation	Buses, taxis, and rental cars
4	Medical facilities	Hospitals in Pohang city, 11 km
5	Bank and Post Office	NIL
6	Tourist Office	HO
7	Remarks	http://www.airport.co.kr/mbs/pohang/

RKTH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 7
2	Rescue equipment	a. 4 Chemical crash rescue & fire fighting trucks - Total capacity · Water : 17 678 L · AFFF : 3 100 L · Dry chemical : 280 kg b. 3 Supplementary water tank trucks : Total capacity 19 500 L c. 1 Rescue truck d. 1 Ambulance
3	Capability for removal of disabled aircraft	Specialized aircraft recovery equipment available for up to and including B737-800 size aircraft. 270 ton crane and other accessory equipment can be provided by airlines and agencies. Korea Airports Corporation is the co-ordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (TEL : +82-54-289-7312~7317)
4	Remarks	NIL

RKTH AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	a. ROKN* : 4 Dump trucks b. KAC** : 1 Multipurpose snow removal truck, 1 Tractor, 1 Snow Plough, 1 Thawing material spreader
2	Clearance priorities	a. RWY 10/28 b. TWY c. Apron
3	Remarks	Snow clearance information promulgated by SNOWTAM * Republic of Korea Navy(ROKN) ** Korea Airports Corporation(KAC)

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

1	Designation, Apron surface and strength	a. Surface : Concrete b. Strength : PCN 60/R/B/W/T
2	Designation, Taxiway width, surface and strength	a. Width : 22.1-28.4 m(C1), 36 m(C2), 45 m(S1), 76 m(S5), 23 m(SP), 23 m(S2~S4) b. Surface : Concrete c. Strength : 52/R/B/W/T(SP), 59/R/B/W/T(S5), 60/R/B/W/T(S1~S4, C1, C2)
3	Altimeter check location and elevation	a. Location : Aircraft stand NR. 4 b. Elevation : 20 m
4	Location of VOR checkpoints	NIL
5	VOR/INS check points	INS checkpoint : EV specified stands (Refer to Aircraft Parking & Docking chart)
6	Remarks	NIL

RKTH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guidelines and visual docking/parking guidance system of aircraft stands	a. Taxiing guidance signs are the intersections of all TWY and RWY and holding positions b. Guide line at apron c. Nose-in guidance at aircraft stands
2	RWY and TWY markings and LGT	a. RWY : RWY 10/28 - Edge, THR, END b. TWY : TWY edge lights - All TWY
3	Stop bars	NIL
4	Remarks	NIL

RKTH 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
RKTHOB001	Hill	355838.4N 1292314.8E	315 ft/	NIL	10/APCH 28/TKOF
RKTHOB002	Pylon	355855.9N 1292226.7E	351 ft/	Marked/LGTD	
RKTHOB003	Hill	355808.6N 1291935.0E	617 ft/	NIL	
RKTHOB004	Hill	355822.2N 1291909.0E	753 ft/	NIL	
RKTHOB005	Hill	355917.0N 1291740.1E	858 ft/	NIL	
RKTHOB006	Mountain	360909.1N 1291337.6E	2 500 ft/	NIL	
RKTHOB007	Hill	355917.2N 1291740.8E	844 ft/	NIL	
RKTHOB008	Hill	355915.6N 1292336.2E	196 ft/	NIL	
RKTHOB009	Hill	355915.5N 1292327.4E	217 ft/	NIL	
RKTHOB010	Contour	355803.2N 1292623.7E	492 ft/	NIL	In 10/28 circling area and at AD
RKTHOB011	Hill	355759.6N 1292623.9E	534 ft/	NIL	
RKTHOB012	Hill	355857.1N 1292757.2E	591 ft/	NIL	
RKTHOB013	Antenna	355840.1N 1292831.2E	930 ft/34 ft	Marked/LGTD	28/APCH 10/TKOF 20:1 Obstacle identification surface(OIS) is penetrated by the obstacles. (RKTHOB019, 020, 021 on final RWY 28)
RKTHOB014	VORTAC(KPO)	355838.0N 1292828.3E	929 ft/125 ft	Marked/LGTD	
RKTHOB015	Antenna	355832.2N 1292822.3E	841 ft/	Marked/LGTD	
RKTHOB016	Antenna	355833.5N 1292820.8E	856 ft/	Marked/LGTD	
RKTHOB017	Hill	355929.1N 1292742.1E	492 ft/	NIL	
RKTHOB018	Hill	355905.1N 1292831.4E	663 ft/	NIL	
RKTHOB019	Pylon	355928.3N 1292742.1E	540 ft/	Marked/LGTD	
RKTHOB020	Pylon	355932.2N 1292747.0E	563 ft/	Marked/LGTD	
RKTHOB021	Pylon	355905.1N 1292831.4E	722 ft/	Marked/LGTD	

In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
RKTHOB022	Hill	355909.8N 1292601.4E	94.4 ft	NIL	10/APCH 28/TKOF Obstacle RKTHOB022 is penetrating the transitional surface in the vicinity of the RWY 28 threshold.

Change : Information of OBST type and ELEV/HGT for RKTHOB022.

RKTH AD 2.16 HELICOPTER LANDING AREA

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

RKTH AD 2.17 ATS AIRSPACE

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

RKTH AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
APP	Pohang Approach	124.25 MHz 120.2 MHz 232.4 MHz	H24	NIL
ARR	Pohang Arrival	134.1 MHz 133.4 MHz 300.3 MHz 310.6 MHz	H24	NIL
TWR	Pohang Tower	118.05 MHz 236.6 MHz 308.5 MHz	H24	NIL
GND	Pohang Ground	126.2 MHz 275.8 MHz	H24	NIL
ATIS	Pohang Gyeongju Airport	127.4 MHz 317.375 MHz	2100-1200 UTC	NIL
EMERG		121.5 MHz 243.0 MHz	H24	NIL

Scheduled Inspection time :
- APP(124.25 MHz), TWR(118.05 MHz) and ATIS : Every 2nd TUE(1400-1700 UTC) of the month

RKTH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS (for VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VORTAC (8° W/2020)	NPH	109.6 MHz (CH 33X)	H24	355910.9N 1292431.8E	-	**SKED Inspection time** · Every 1st TUE(1300-1700 UTC) of the month - VORTAC(NPH) · Every 3rd TUE(1300-1700 UTC) of the month - LOC - DME · Every 2nd THU(1500-2000 UTC) of the month - VORTAC(KPO)
VORTAC (8° W/2020)	KPO	112.5 MHz (CH 72X)	H24	355837.9N 1292828.3E	-	
LOC 10 (8° W/2020)	IKPO	110.9 MHz	H24	355917.1N 1292602.4E	-	
DME 10	IKPO	1007 MHz (CH 46X)	H24	355915.7N 1292604.2E	30 m	
PAR		9.3 GHz 9.42 GHz	H24	355920.2N 1292510.6E	-	**SKED Inspection time** · Every 2nd TUE(1000-1400 UTC) of the month
ASR		2710 MHz~ 2890 MHz	H24	355809.0N 1292606.2E	-	**SKED Inspection time** · Every WED(0900-2100 UTC) of the week

※ VORTAC(NPH) unusable area

VOR unusable	TACAN unusable
RDL 000 clockwise 010 beyond 23 NM below 7 000 ft AMSL	RDL 010 clockwise 030 beyond 5 NM below 10 000 ft AMSL
RDL 010 clockwise 030 beyond 5 NM below 10 000 ft AMSL	RDL 030 clockwise 040 beyond 15 NM below 3 500 ft AMSL
RDL 030 clockwise 040 beyond 15 NM below 3 500 ft AMSL	RDL 060 clockwise 110 beyond 20 NM below 5 000 ft AMSL
RDL 180 clockwise 210 beyond 15 NM below 8 000 ft AMSL	RDL 110 clockwise 160 beyond 17 NM below 6 000 ft AMSL
RDL 210 clockwise 240 beyond 18 NM below 8 000 ft AMSL	RDL 160 clockwise 240 beyond 10 NM below 8 000 ft AMSL
	RDL 240 clockwise 270 beyond 20 NM below 6 700 ft AMSL

※ LOC 10(IKPO) unusable area

RWY 10 LOC unusable beyond 25 NM below 3 500 ft from LOC ANT due to terrain.

RKTH AD 2.20 LOCAL AERODROME REGULATIONS

1. Aircraft operation is restricted when surface measurement is less than 0.25 due to shortage of clearway.

2. When obstacle RKTHOB019, RKTHOB020 and RKTHOB021(see AD 2.10; Aerodrome obstacles) are not lighted at night(from sunset to sunrise), VOR/DME RWY 28 Approach(both straight-in and circling) is NOT authorized.

3. Establishment of temporal restricted area

   All aircrafts must avoid flying over POSCO as follows :

Period	Vertical limit	Lateral limit
Until Complete Construction of RWY	6 000 ft AMSL / SFC	360219N1292404E - 360157N1292524E - 360136N1292500E - 360146N1292430E - 360117N1292401E - 360114N1292346E - 360043N1292327E - 360037N1292339E - 360049N1292359E - 360031N1292426E - 360039N1292434E - 360042N1292521E - 355947N1292406E - 355936N1292401E - 355932N1292347E - 360036N1292229E - 360141N1292306E TO THE BEGINNING

Change : Establishment of remarks for LOC 10(IKPO) unusable area.

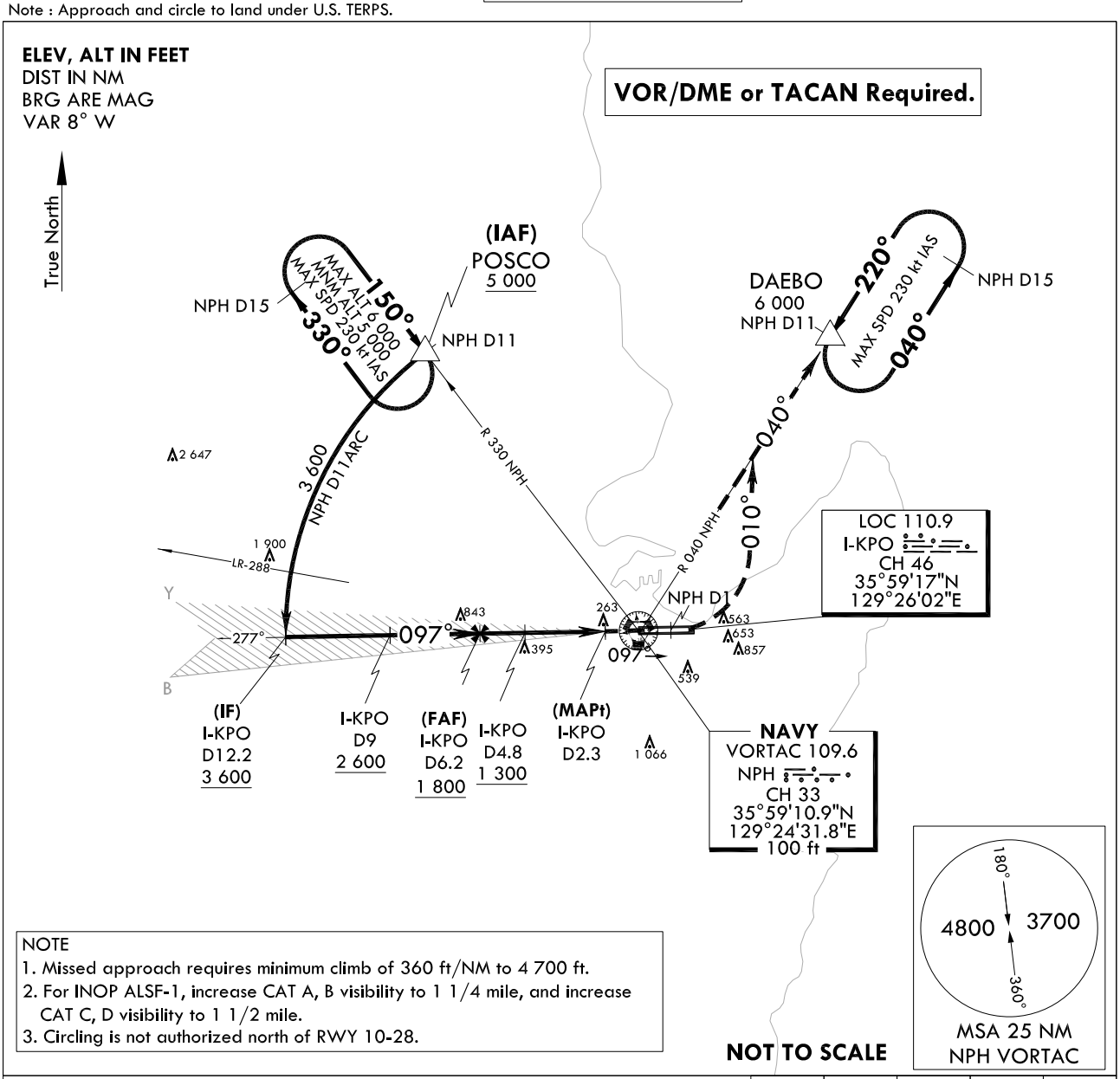
INSTRUMENT APPROACH CHART

AERODROME ELVE 76 ft
HEIGHTS RELATED TO
THR RWY 10 - ELEV **76** ft
HIGHEST ELEV TDZ **76** ft

POHANG APP	124.25 232.4	120.2
POHANG TWR	118.05 308.50	236.6

POHANG/Pohang Gyeongju(RKTH)
LOC/DME RWY 10

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

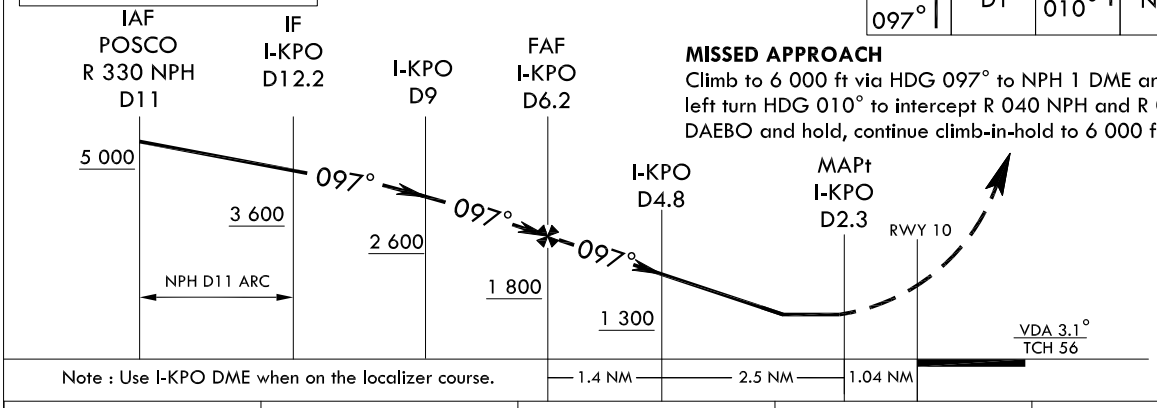


NOTE
1. Missed approach requires minimum climb of 360 ft/NM to 4 700 ft.
2. For INOP ALSF-1, increase CAT A, B visibility to 1 1/4 mile, and increase CAT C, D visibility to 1 1/2 mile.
3. Circling is not authorized north of RWY 10-28.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

Note : VGSI and descent angles not coincident (VGSI Angle 3.00° TCH 49).

6 000 HDG 097°	NHP D1	HDG 010°	R 040 NPH	DAEBO △



MISSED APPROACH
Climb to 6 000 ft via HDG 097° to NPH 1 DME and climbing left turn HDG 010° to intercept R 040 NPH and R 040 NPH to DAEBO and hold, continue climb-in-hold to 6 000 ft.

Note : Use I-KPO DME when on the localizer course.

CATEGORY	A	B	C	D
S-LOC 10	600-3/4 524(600-3/4)		600-1 524(600 - 1)	
C CIRCLING	940-1 5/8 864(900-1 5/8)	1 000-1 5/8 924(1 000- 1 5/8)	1 160-3 1 084(1 100-3)	1 440-3 1 364(1 400-3)

Change : Withdrawal of symbol for glide slope and Amended phrases(circle-to-land → circle to land, U.S → U.S.).

INTENTIONALLY

LEFT

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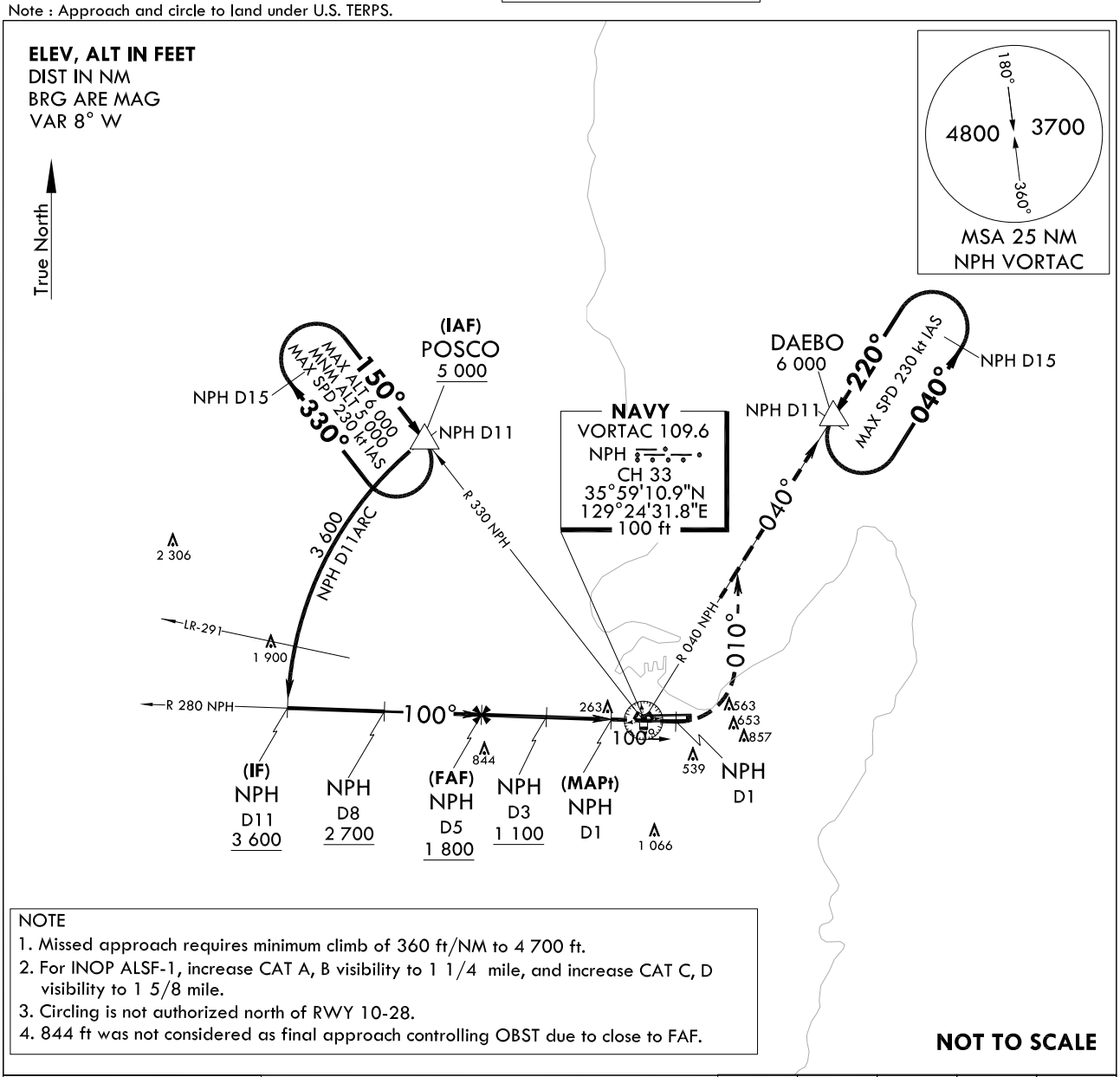
INSTRUMENT APPROACH CHART

AERODROME ELVE 76 ft
HEIGHTS RELATED TO
THR RWY 10 - ELEV **76** ft
HIGHEST ELEV TDZ **76** ft

POHANG APP	124.25 232.4	120.2
POHANG TWR	118.05 308.50	236.6

POHANG/Pohang Gyeongju(RKTH)
VOR/DME or TACAN
RWY 10

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

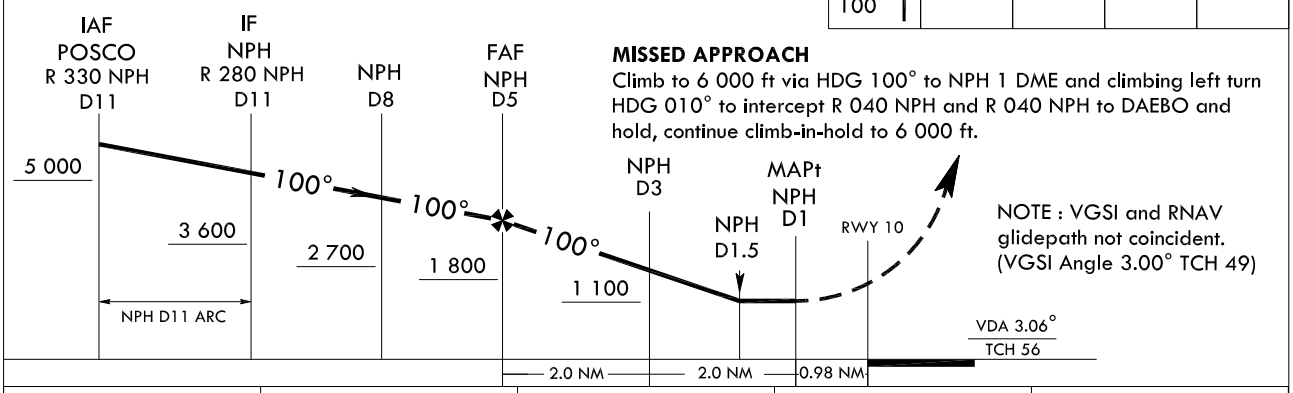


NOTE
1. Missed approach requires minimum climb of 360 ft/NM to 4 700 ft.
2. For INOP ALSF-1, increase CAT A, B visibility to 1 1/4 mile, and increase CAT C, D visibility to 1 5/8 mile.
3. Circling is not authorized north of RWY 10-28.
4. 844 ft was not considered as final approach controlling OBST due to close to FAF.

NOT TO SCALE

TRANSITION ALT 14 000
TRANSITION LVL FL 140

6 000 HDG 100°	NHP D1	HDG 010°	R 040 NPH	DAEBO



MISSED APPROACH
Climb to 6 000 ft via HDG 100° to NPH 1 DME and climbing left turn HDG 010° to intercept R 040 NPH and R 040 NPH to DAEBO and hold, continue climb-in-hold to 6 000 ft.

NOTE : VGSI and RNAV glidepath not coincident.
(VGSI Angle 3.00° TCH 49)

CATEGORY	A	B	C	D
S-VORTAC 10	620 - 3/4 544(600 - 3/4)		620 - 1 1/8 544(600 - 1 1/8)	
CIRCLING	940 - 1 1/4 864(900 1 1/4)	1 000 - 1 1/4 924(1 000 - 1 1/4)	1 160 - 3 1 084(1 100 - 3)	1 440 - 3 1 364(1 400 - 3)

Change : Amended phrases(circle-to-land → circle to land, U.S → U.S., 28 → 10).

INTENTIONALLY

LEFT

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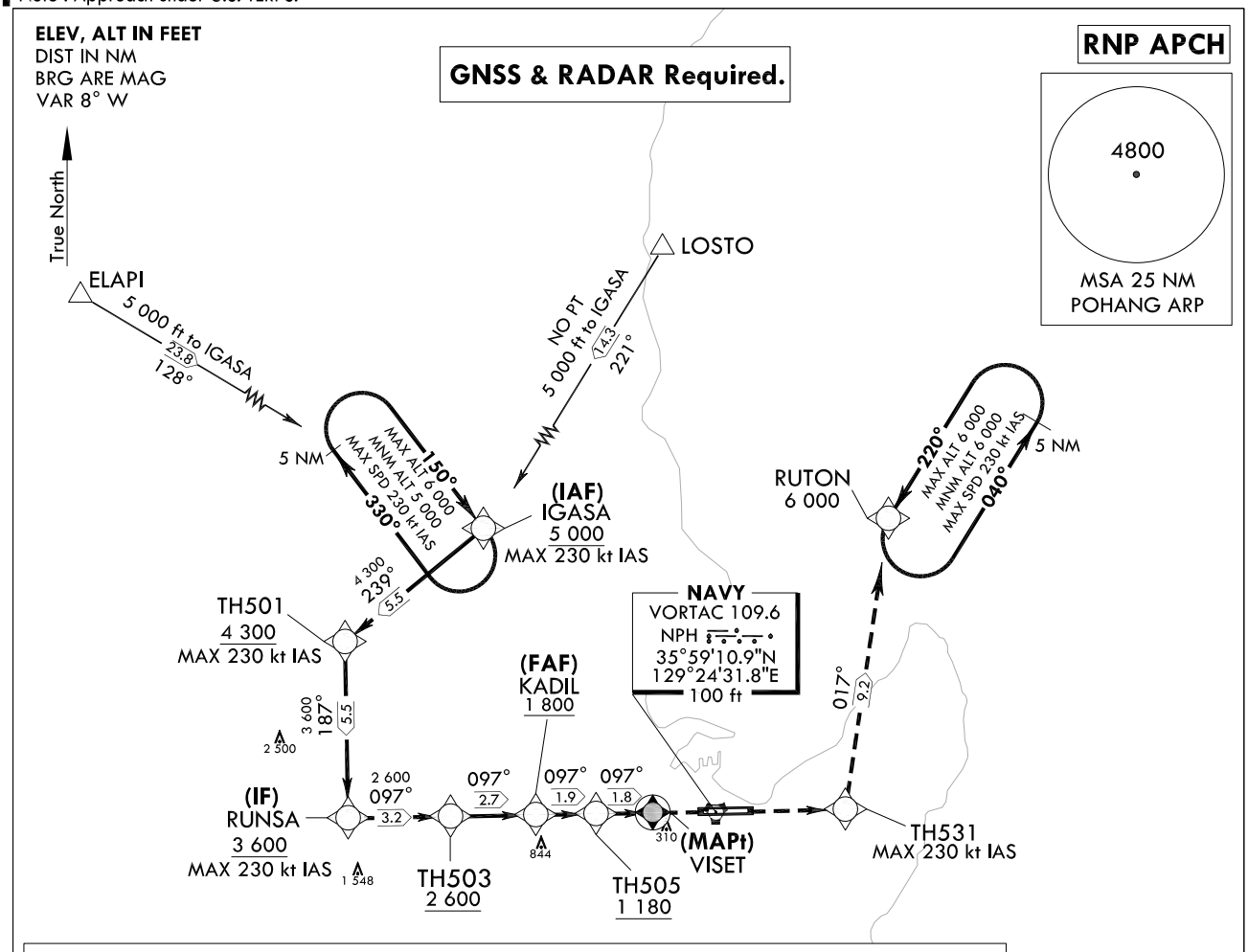
INSTRUMENT APPROACH CHART

AERODROME ELVE 76 ft
HEIGHTS RELATED TO
THR RWY 10 - ELEV **76** ft
HIGHEST ELEV TDZ **76** ft

POHANG APP	124.25 232.4	120.2
POHANG TWR	118.05 308.50	236.6

POHANG/Pohang Gyeongju(RKTH)
RNP Y RWY 10

Note : Approach under U.S. TERPS.

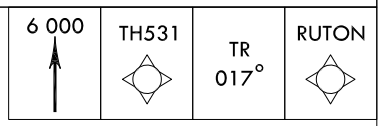


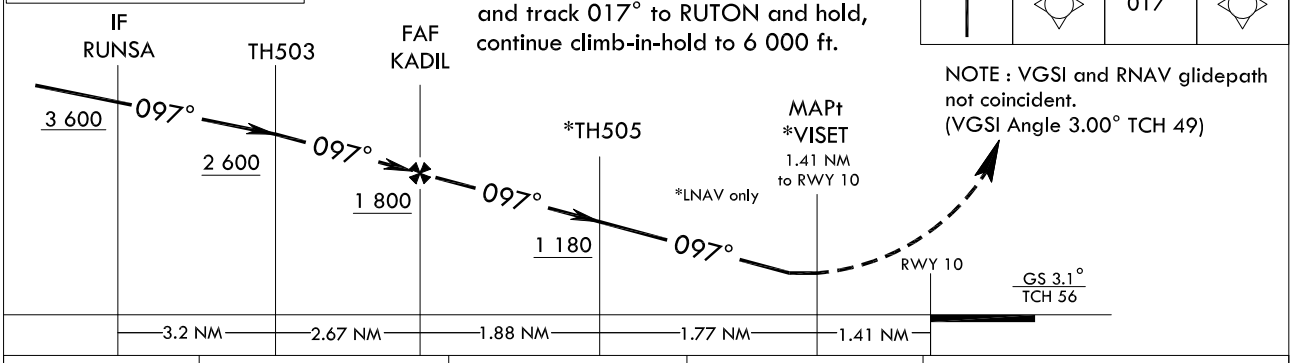
NOTE
1. DME/DME RNP-0.3 N/A.
2. Missed approach requires minimum climb of 360 ft/NM to 6 000 ft.
3. Limit initial and missed approach to MAX 230 kt IAS.
4. For ALS INOP, all CAT LNAV/VNAV increase visibilty to 2 mile and all CAT LNAV increase visibility to 1 5/8 mile.
5. Circling is not authorized north of RWY 10-28.
6. For uncompensated Baro-VNAV system, LNAV/VNAV N/A below -18°C(0°F) or above 54°C(130°F).
7. Procedure N/A for arrival at ELAPI on Y685/G585 Northwestbound.
8. Procedure N/A for arrival at LOSTO on V11 Northbound.

NOT TO SCALE

TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb to 6 000 ft via direct to TH531 and track 017° to RUTON and hold, continue climb-in-hold to 6 000 ft.





NOTE : VGSI and RNAV glidepath not coincident.
(VGSI Angle 3.00° TCH 49)

CATEGORY	A	B	C	D
LNAV/VNAV DA	696 - 1 5/8 620(700 - 1 5/8)			
LNAV MDA	620 - 1 1/4 544(600 - 1 1/4)			
C CIRCLING	940 - 1 5/8 864(900 - 1 5/8)	1 000 - 1 5/8 924(1 000 - 1 5/8)	1 160 - 3 1 084(1 100 - 3)	1 440 - 3 1 364(1 400 - 3)

Change : Amended phrase(U.S → U.S.).

Instrument Approach Procedure Coding Tables

Feeder Route - via ELAPI to IGASA(IAF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	-	ELAPI	-	-	-	-	-	-	36°20'14.1"N 128°50'50.9"E	-	RNAV 1	-
002	TF	IGASA	-	128(120.2)	23.8	-	+5 000	-230	36°08'10.4"N 129°16'16.6"E	-	RNAV 1	IAF

Feeder Route - via LOSTO to IGASA(IAF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	-	LOSTO	-	-	-	-	-	-	36°20'15.8"N 129°25'48.3"E	-	RNAV 1	-
002	TF	IGASA	-	221(212.6)	14.3	-	+5 000	-230	36°08'10.4"N 129°16'16.6"E	-	RNAV 1	IAF

RNP Y RWY 10 - IGASA to RUTON

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	-	IGASA	-	-	-	-	+5 000	-230	36°08'10.4"N 129°16'16.6"E	-	RNAV 1	IAF Bank Angle 23°
002	TF	TH501	-	239(230.8)	5.5	-	+4 300	-230	36°04'38.0"N 129°10'55.6"E	-	RNAV 1	Bank Angle 23°
003	TF	RUNSA	-	187(179.1)	5.5	-	+3 600	-230	35°59'06.5"N 129°11'02.0"E	-	RNAV 1	IF Bank Angle 23°
004	TF	TH503	-	097(089.1)	3.2	-	+2 600	-	35°59'09.5"N 129°14'58.6"E	-	RNAV 1	-
005	TF	KADIL	-	097(089.1)	2.7	-	+1 800	-	35°59'11.9"N 129°18'15.9"E	-	RNP APCH	FAF
006	TF	TH505	-	097(089.2)	1.9	-	+1 180	-	35°59'13.5"N 129°20'35.2"E	-	RNP APCH	(LNAV only)
007	TF	VISET	Y	097(089.2)	1.8	-	+620	-	35°59'15.0"N 129°22'46.2"E	-	RNP APCH	MAPt(LNAV only)
008	DF	TH531	-	-	-	-	-	-230	35°59'19.7"N 129°30'11.8"E	-	RNAV 1	CG 360 ft/NM to 6 000 ft
009	TF	RUTON	-	017(008.7)	9.2	-	6 000	-230	36°08'26.0"N 129°31'55.0"E	-	RNAV 1	-
010	HM	RUTON	-	040	-	L	6 000	-230	36°08'26.0"N 129°31'55.0"E	-	RNAV 1	-

HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
RNP Y RWY 10	HM	IGASA	-	150	5	R	-6 000 +5 000	-230	36°08'10.4"N 129°16'16.6"E	-	RNAV 1	Inbound Leg
	HM	RUTON	-	220	5	L	6 000	-230	36°08'26.0"N 129°31'55.0"E	-	RNAV 1	Inbound Leg

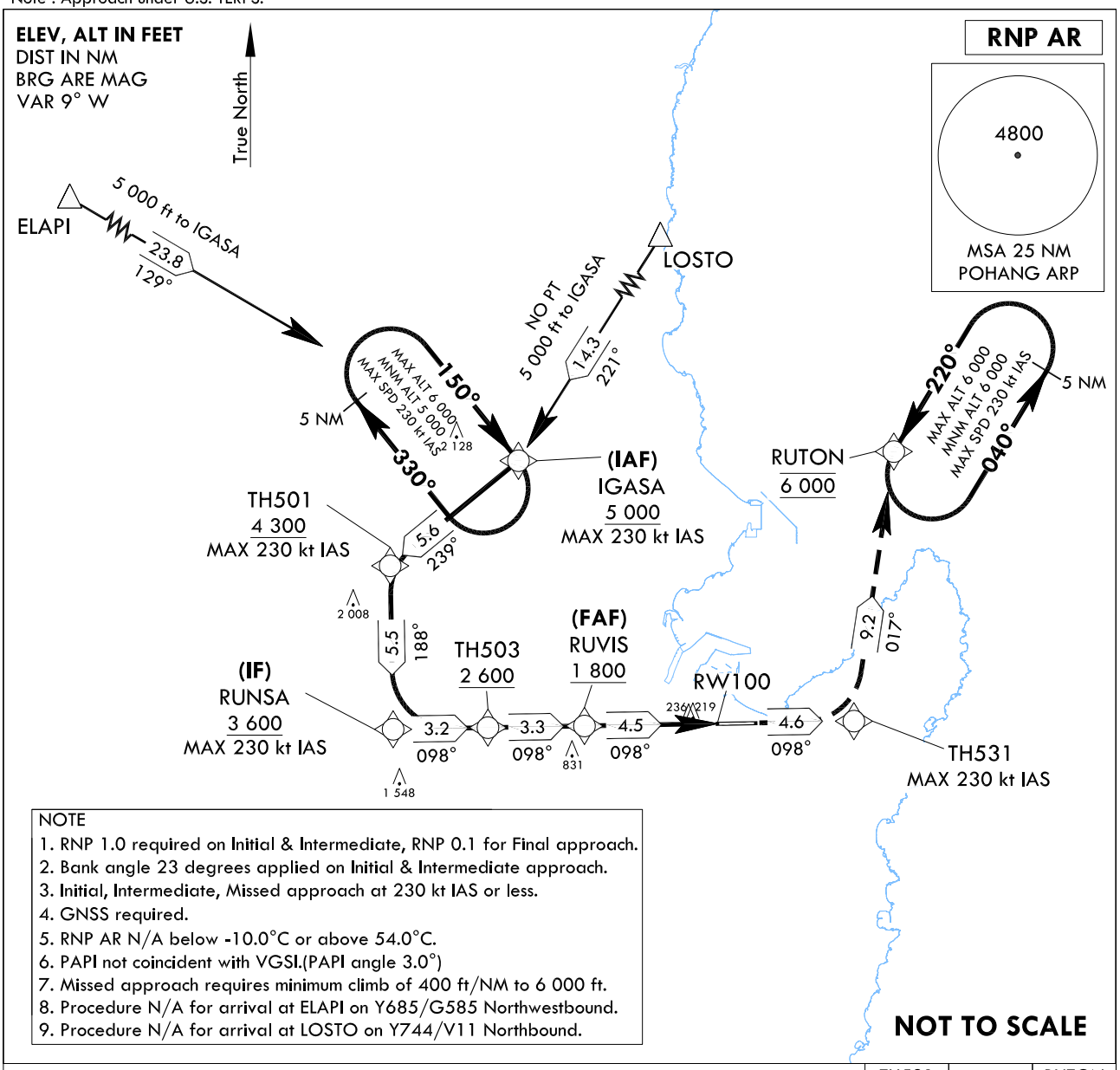
INSTRUMENT APPROACH CHART

AERODROME ELVE 76 ft
HEIGHTS RELATED TO
THR RWY 10 - ELEV **76** ft
HIGHEST ELEV TDZ **76** ft

POHANG APP	124.25 232.4	120.2
POHANG TWR	118.05 308.50	236.6

POHANG/Pohang Gyeongju(RKTH)
RNP Z RWY 10(AR)

Note : Approach under U.S. TERPS.

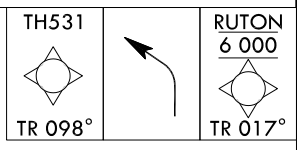


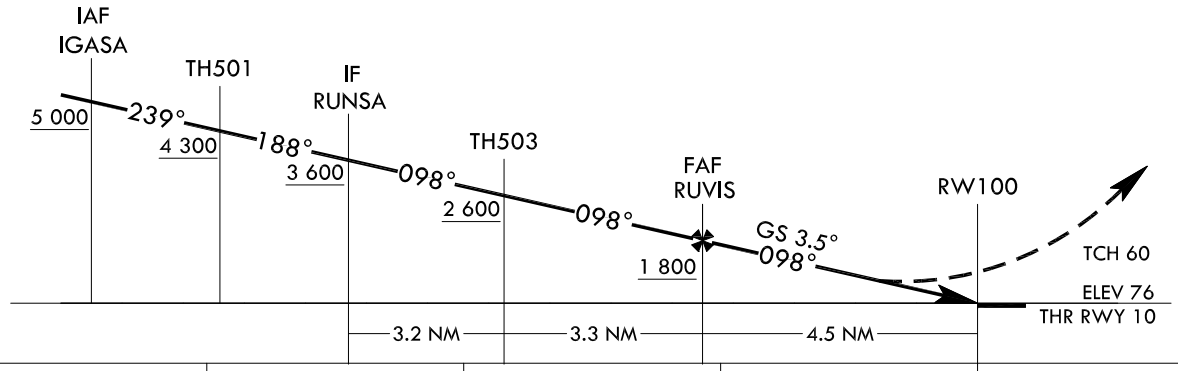
NOTE
1. RNP 1.0 required on Initial & Intermediate, RNP 0.1 for Final approach.
2. Bank angle 23 degrees applied on Initial & Intermediate approach.
3. Initial, Intermediate, Missed approach at 230 kt IAS or less.
4. GNSS required.
5. RNP AR N/A below -10.0°C or above 54.0°C.
6. PAPI not coincident with VGSI.(PAPI angle 3.0°)
7. Missed approach requires minimum climb of 400 ft/NM to 6 000 ft.
8. Procedure N/A for arrival at ELAPI on Y685/G585 Northwestbound.
9. Procedure N/A for arrival at LOSTO on Y744/V11 Northbound.

NOT TO SCALE

MISSED APPROACH
Climb to 6 000 ft via on track 098° to TH531, then track 017° to RUTON and hold.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140





CATEGORY		A	B	C	D
RNP 0.1	FULL	512-1 436(500-1)			N/A
	ALS INOP	512-1 1/4 436(500-1 1/4)			N/A

Change : Amended phrase(U.S → U.S.).

Instrument Approach Procedure Coding Tables

Feeder Route - via ELAPI to IGASA(IAF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	TF	ELPAI	-	-	-	-	-	-	36°20'14.1"N 128°50'50.9"E	-	RNAV 1	FEEDER ROUTE
002	HM	IGASA	-	129(120.2)	23.8	-	+5 000	-230	36°08'10.4"N 129°16'16.6"E	-	RNP 1	HOLDING 5 NM LEG

Feeder Route - via LOSTO to IGASA(IAF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	TF	LOSTO	-	-	-	-	-	-	36°20'15.8"N 129°25'48.3"E	-	RNAV 1	FEEDER ROUTE
002	HM	IGASA	-	221(212.6)	14.3	-	+5 000	-230	36°08'10.4"N 129°16'16.6"E	-	RNP 1	HOLDING 5 NM LEG

RNP Z RWY 10(AR) - via IGASA to RUTON

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	IGASA	-	-	-	-	+5 000	-230	36°08'10.4"N 129°16'16.6"E	-	RNP 1	IAF
002	TF	TH501	-	239(230.8)	5.6	-	+4 300	-230	36°04'38.0"N 129°10'55.6"E	-	RNP 1	Bank angle 23°
003	TF	RUNSA	-	188(179.1)	5.5	-	+3 600	-230	35°59'06.5"N 129°11'02.0"E	-	RNP 1	IF Bank angle 23°
004	TF	TH503	-	098(089.1)	3.2	-	+2 600	-230	35°59'09.5"N 129°14'58.6"E	-	RNP 1	-
005	TF	RUVIS	-	098(089.1)	3.3	-	+1 800	-	35°59'12.4"N 129°18'59.7"E	-	RNP 0.1	FAF
006	TF	RW100	Y	098(089.2)	4.5	-	-	-	35°59'16.12"N 129°24'30.77"E	-3.5/60	RNP 0.1	-
007	TF	TH531	-	098(089.2)	4.6	-	-	-230	35°59'19.7"N 129°30'11.8"E	-	RNP 1	-
008	TF	RUTON	-	017(008.7)	9.2	-	@6 000	-230	36°08'26.0"N 129°31'55.0"E	-	RNP 1	-
009	HM	RUTON	-	220(211.5)	-	L	@6 000	-230	36°08'26.0"N 129°31'55.0"E	-	RNP 1	HOLDING 5 NM LEG

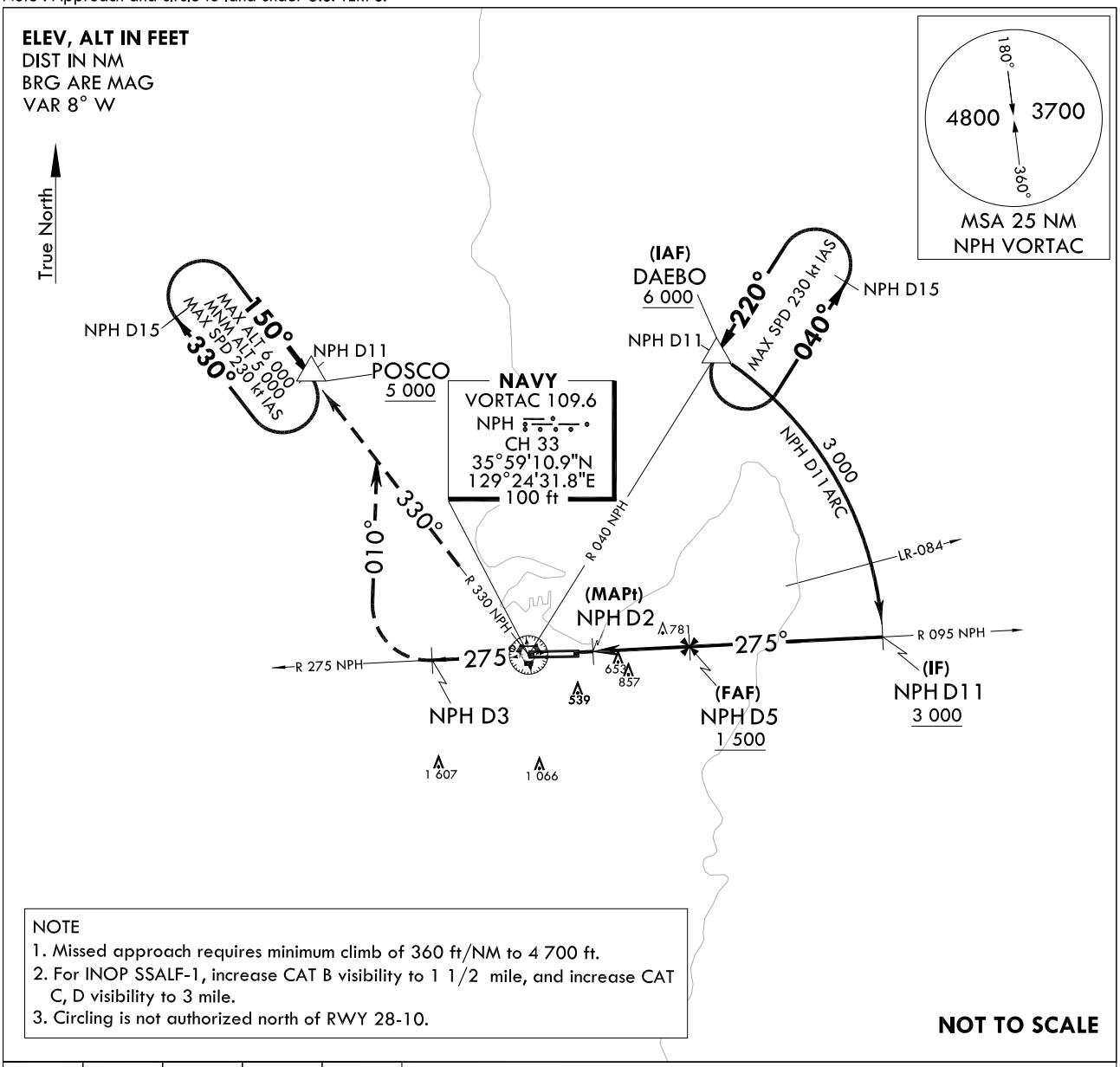
INSTRUMENT APPROACH CHART

AERODROME ELVE 76 ft
HEIGHTS RELATED TO
THR RWY 28 - ELEV **62** ft
HIGHEST ELEV TDZ **70** ft

POHANG APP	124.25 232.4	120.2
POHANG TWR	118.05 308.50	236.6

POHANG/Pohang Gyeongju(RKTH)
VOR/DME or TACAN
RWY 28

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



NOTE
1. Missed approach requires minimum climb of 360 ft/NM to 4 700 ft.
2. For INOP SSALF-1, increase CAT B visibility to 1 1/2 mile, and increase CAT C, D visibility to 3 mile.
3. Circling is not authorized north of RWY 28-10.

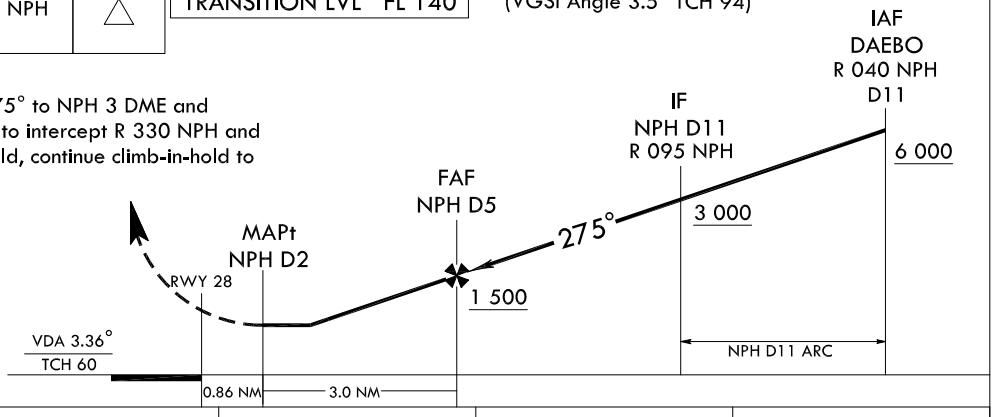
NOT TO SCALE

6 000 HDG 275°	NHP D3	HDG 010°	R 330 NPH	POSCO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

NOTE : VGSI and RNAV glidepath not coincident.
(VGSI Angle 3.5° TCH 94)

MISSED APPROACH
Climb to 5 000 ft via HDG 275° to NPH 3 DME and climbing right turn HDG 010° to intercept R 330 NPH and R 330 NPH to POSCO and hold, continue climb-in-hold to 5 000 ft.



CATEGORY	A	B	C	D
S-VORTAC 28	1 120 - 1 1 050(1 100 - 1)	1 120 - 1 1/4 1 050(1 100 - 1 1/4)	1 120 - 2 1/2 1 050(1 100 - 2 1/2)	
C CIRCLING	1 120 - 1 1/4 1 044(1 100 - 1 1/4)	1 120 - 1 1/2 1 044(1 100 - 1 1/2)	1 160 - 3 1 084(1 100 - 3)	1 440 - 3 1 364(1 400 - 3)

Change : Amended phrases(circle-to-land → circle to land, U.S → U.S.).

INTENTIONALLY

LEFT

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INSTRUMENT APPROACH CHART

AERODROME ELVE 76 ft
HEIGHTS RELATED TO
THR RWY 28 - ELEV **62** ft
HIGHEST ELEV TDZ **70** ft

POHANG APP	124.25 232.4	120.2
POHANG TWR	118.05 308.50	236.6

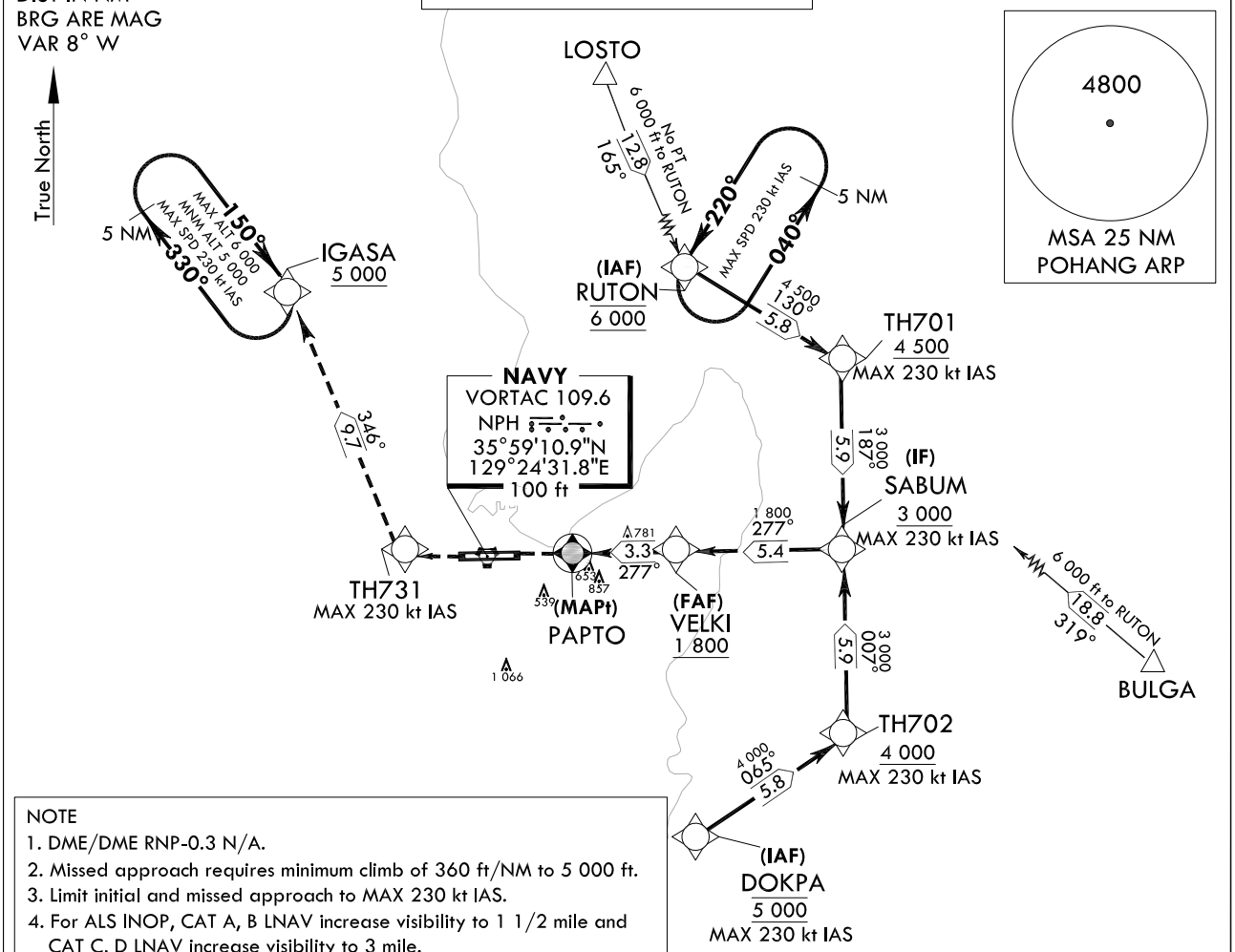
POHANG/Pohang Gyeongju(RKTH)
RNP Y RWY 28

Note : Approach under U.S. TERPS.

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

GNSS & RADAR Required.

RNP APCH



NOTE
1. DME/DME RNP-0.3 N/A.
2. Missed approach requires minimum climb of 360 ft/NM to 5 000 ft.
3. Limit initial and missed approach to MAX 230 kt IAS.
4. For ALS INOP, CAT A, B LNAV increase visibility to 1 1/2 mile and CAT C, D LNAV increase visibility to 3 mile.
5. Circling is not authorized north of RWY 28-10.
6. For uncompensated Baro-VNAV system, LNAV/VNAV N/A below -18°C(0°F) or above 54°C(130°F).
7. Procedure N/A for arrival at BULGA on Y579/A586 Northeastbound.

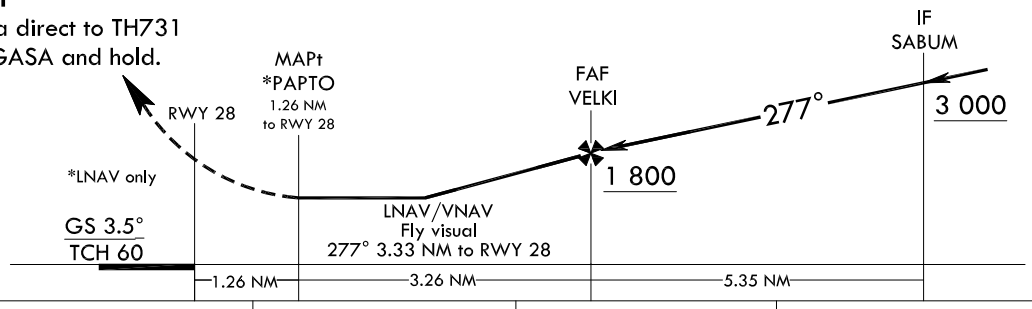
NOT TO SCALE

TRANSITION ALT 14 000
TRANSITION LVL FL 140

NOTE : VGSI and RNAV glidepath not coincident.
(VGSI Angle 3.5° TCH 94)

6 000	TH731	TR 346°	IGASA

MISSED APPROACH
Climb to 5 000 ft via direct to TH731 and track 346° to IGASA and hold.



CATEGORY	A	B	C	D
LNAV/VNAV DA	1 360 - 3 1 290(1 300-3)			
LNAV MDA	1 120 - 1 1/4 1 050(1 100 - 1 1/4)		1 120 - 2 1/2 1 050(1 100 - 2 1/2)	
C CIRCLING	1 120 - 1 1/2 1 044(1 100 - 1 1/2)		1 160 - 3 1 084(1 100 - 3)	1 440 - 3 1 364(1 400 - 3)

Change : Amended phrase(U.S → U.S.).

Instrument Approach Procedure Coding Tables

Feeder Route - via LOSTO to RUTON(IAF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	-	LOSTO	-	-	-	-	-	-	36°20'15.8"N 129°25'48.3"E	-	RNAV 1	-
002	TF	RUTON	-	165(157.3)	12.8	-	@6 000	-230	36°08'26.0"N 129°31'55.0"E	-	RNAV 1	IAF

Feeder Route - via BULGA to RUTON(IAF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	-	BULGA	-	-	-	-	-	-	35°56'08.6"N 129°49'24.4"E	-	RNAV 1	-
002	TF	RUTON	-	319(311.0)	18.8	-	@6 000	-230	36°08'26.0"N 129°31'55.0"E	-	RNAV 1	IAF

RNP Y RWY 28 - via RUTON to SABUM(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	-	RUTON	-	-	-	-	@6 000	-230	36°08'26.0"N 129°31'55.0"E	-	RNP APCH	IAF Bank Angle 23°
002	TF	TH701	-	130(122.1)	5.8	-	+4 500	-230	36°05'19.8"N 129°38'00.3"E	-	RNP APCH	Bank Angle 23°
003	TF	SABUM	-	187(179.4)	5.9	-	+3 000	-230	35°59'24.2"N 129°38'05.2"E	-	RNP APCH	IF Bank Angle 23°

RNP Y RWY 28 - via DOKPA to SABUM(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	-	DOKPA	-	-	-	-	@5 000	-230	35°50'15.6"N 129°32'11.3"E	-	RNP APCH	IAF Bank Angle 23°
002	TF	TH702	-	065(056.5)	5.8	-	+4 000	-230	35°53'28.7"N 129°38'10.1"E	-	RNP APCH	Bank Angle 23°
003	TF	SABUM	-	007(359.4)	5.9	-	+3 000	-230	35°59'24.2"N 129°38'05.2"E	-	RNP APCH	IF Bank Angle 23°

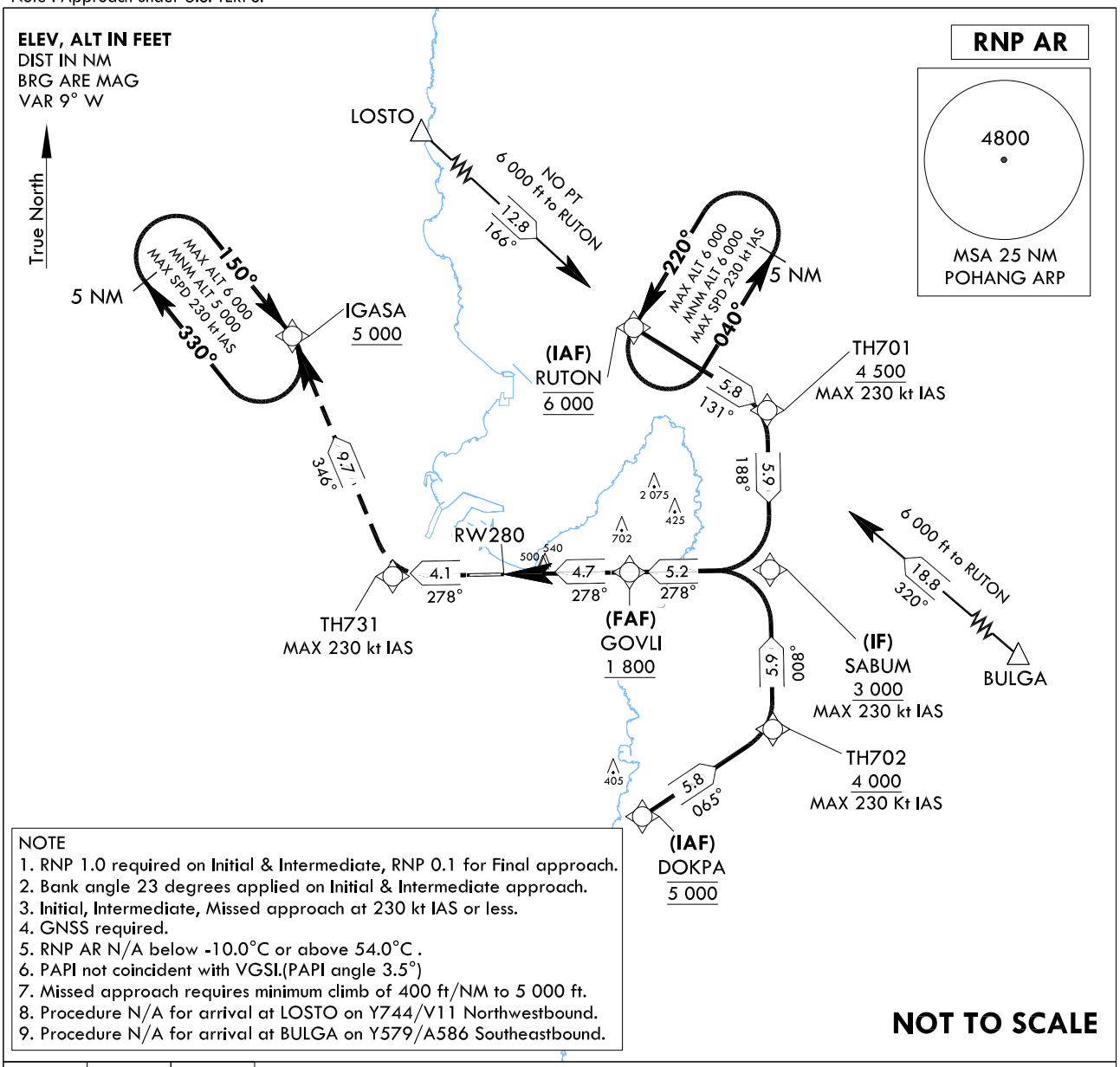
INSTRUMENT APPROACH CHART

AERODROME ELVE 76 ft
HEIGHTS RELATED TO
THR RWY 28 - ELEV **62** ft
HIGHEST ELEV TDZ **70** ft

POHANG APP	124.25 232.4	120.2
POHANG TWR	118.05 308.50	236.6

POHANG/Pohang Gyeongju(RKTH)
RNP Z RWY 28(AR)

Note : Approach under U.S. TERPS.



NOTE
1. RNP 1.0 required on Initial & Intermediate, RNP 0.1 for Final approach.
2. Bank angle 23 degrees applied on Initial & Intermediate approach.
3. Initial, Intermediate, Missed approach at 230 kt IAS or less.
4. GNSS required.
5. RNP AR N/A below -10.0°C or above 54.0°C .
6. PAPI not coincident with VGSI.(PAPI angle 3.5°)
7. Missed approach requires minimum climb of 400 ft/NM to 5 000 ft.
8. Procedure N/A for arrival at LOSTO on Y744/V11 Northwestbound.
9. Procedure N/A for arrival at BULGA on Y579/A586 Southeastbound.

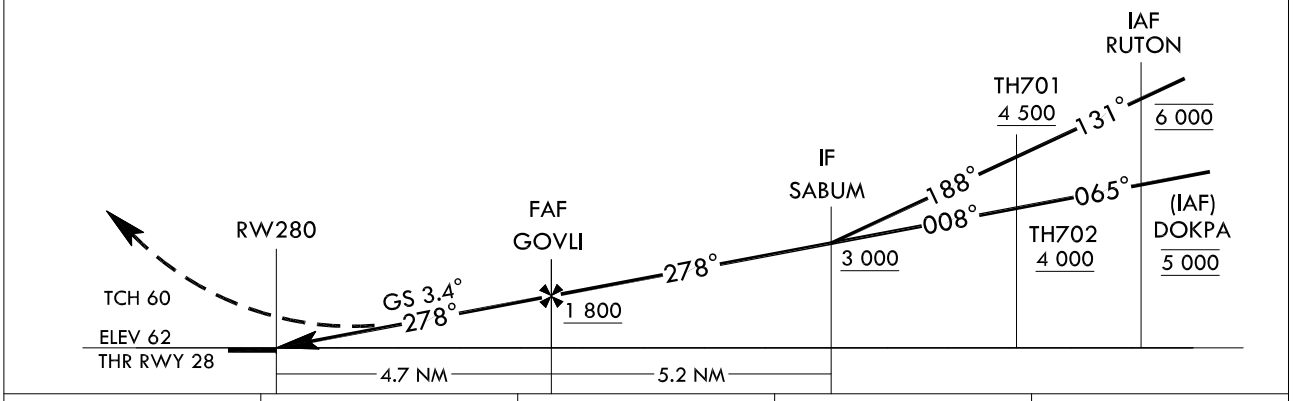
NOT TO SCALE

TH731		IGASA 5 000
TR 278°		TR 346°

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

MISSED APPROACH

Climb to 5 000 ft via on track 278° to TH731, then track 346° to IGASA and hold.



CATEGORY		A	B	C	D
RNP 0.1	FULL	786-1 3/4 716(800-1 3/4)			N/A
	ALS INOP	786-2 716(800-2)			N/A

Change : Amended phrase(U.S → U.S.).

Instrument Approach Procedure Coding Tables

Feeder Route - via LOSTO to RUTON(IAF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	TF	LOSTO	-	-	-	-	-	-	36°20'15.8"N 129°25'48.3"E	-	RNAV 1	FEEDER ROUTE
002	HM	RUTON	-	166(157.3)	12.8	-	@6 000	-230	36°08'26.0"N 129°31'55.0"E	-	RNP 1	HOLDING 5 NM LEG

Feeder Route - via BULGA to RUTON(IAF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	TF	BULGA	-	-	-	-	-	-	35°56'08.6"N 129°49'24.4"E	-	RNAV 1	FEEDER ROUTE
002	HM	RUTON	-	320(311.0)	18.8	-	@6 000	-230	36°08'26.0"N 129°31'55.0"E	-	RNP 1	HOLDING 5 NM LEG

RNP Z RWY 28(AR) - via RUTON to SABUM(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	RUTON	-	-	-	-	@6 000	-230	36°08'26.0"N 129°31'55.0"E	-	RNP 1	IAF Bank angle 23°
002	TF	TH701	-	131(122.1)	5.8	-	+4 500	-230	36°05'19.8"N 129°38'00.3"E	-	RNP 1	Bank angle 23°
003	TF	SABUM	-	188(179.4)	5.9	-	+3 000	-230	35°59'24.2"N 129°38'05.2"E	-	RNP 1	IF Bank angle 23°

RNP Z RWY 28(AR) - via DOKPA to SABUM(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	DOKPA	-	-	-	-	@5 000	-230	35°50'15.6"N 129°32'11.3"E	-	RNP 1	IAF Bank angle 23°
002	TF	TH702	-	065(056.5)	5.8	-	+4 000	-230	35°55'28.7"N 129°38'10.1"E	-	RNP 1	Bank angle 23°
003	TF	SABUM	-	008(359.4)	5.9	-	+3 000	-230	35°59'24.2"N 129°38'05.2"E	-	RNP 1	IF Bank angle 23°

INSTRUMENT APPROACH CHART - ICAO

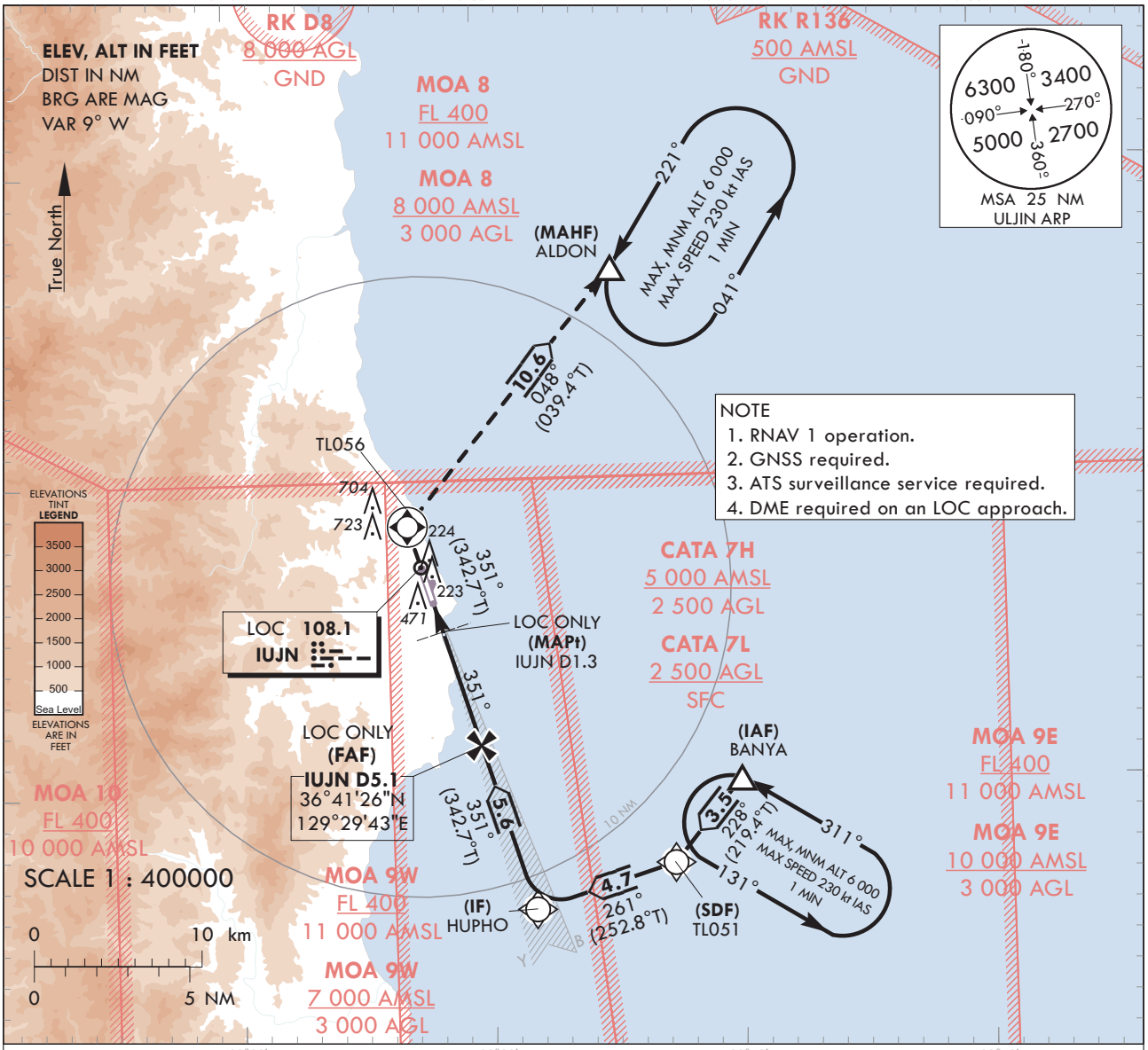
Note : Approach under ICAO Flight Procedures.

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

ULJIN	ARR	120.875
		317.65
ULJIN	TWR	118.55
		317.45

ULJIN/Uljin(RKTL)

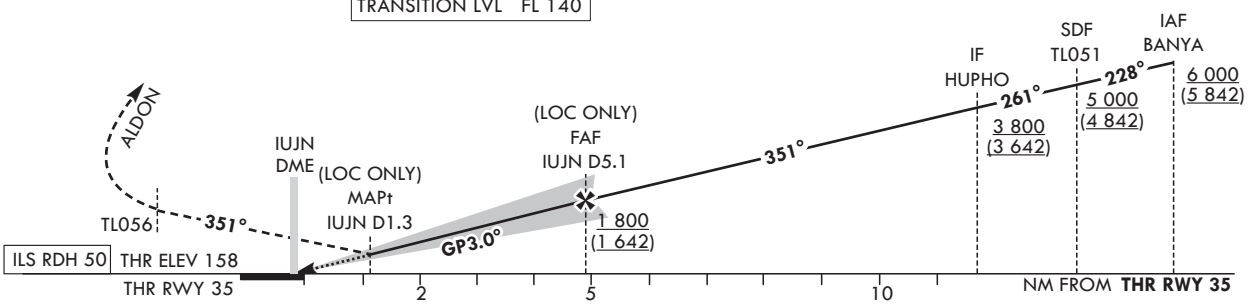
ILS Z or LOC Z RWY 35



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

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

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY			DA(H)/MDA(H)	A	B	C	D
STA	CAT-1 (CG 2.5%)	FULL	580	1 500 m			
		ALS INOP	(422)	2 200 m			
	CAT-1 (CG 4.0%)	FULL	370	RVR 550 m, VIS 800 m			
		ALS INOP	(212)	1 200 m			
	LOC	FULL	590	1 500 m			
		ALS INOP	(432)	2 200 m			

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	318	478	637	796	955

* Timing NOT authorized for defining the MAPt.
* Circling not authorized.

Change : Withdrawal of unnecessary symbols and Establishment of symbol for LOC.

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

AERONAUTICAL DATA TABULATION

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