REPUBLIC OF KOREA

AIP

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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 2/24

8 FEB 2024

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 General

a) Amended phrase(ground/air → ground-air, survivors → rescue party).

1.2 Enroute

a) Amended table and coordinates for UKBAT(355612N 1285533E → 355617N 1285647E).

1.3 Incheon INTL Airport

a) Information of OBST types and items(landing light → light, mountain → natural high point, building → antenna).
b) Establishment of OBST NR. 193 and ACFT stands NR. 671~683 for cargo apron 2.
c) Amended RWY symbol.
d) Withdrawal of KC976 and Amended phrase(GC999 → KC999).

1.4 Jeju INTL Airport

a) Establishment of regulations for A-CDM and Information of item numbers.
b) Information of ATC clearance, procedures for start-up and push-back, engine performance check and reference page(5 → 6).

1.5 Gimhae INTL Airport

a) Information of OBST type and items(hill/mountain → natural high point, etc → tree/chimney).
b) Amended phrase(362tree → tree).

1.6 Daegu INTL Airport

a) Information of AIS.

1.7 Muan INTL Airport

a) Amended phrase(procedure → procedures).

1.8 Jeongseok Airport

a) Information of OBST type(mountain → natural high point).
b) Withdrawal of CJU VORTAC and Amended profile view.

2. PAGE CONTROL

2.1 Replace the old sheets with new one as follows;

OLD (Pages to be removed)	NEW (Pages to be inserted)	
VOL I, Part I - GEN (General)	**VOL I, Part I - GEN (General)**	
GEN 0.3-1(11 JAN 24) / 0.3-2(11 JAN 24)	GEN 0.3-1 / 0.3-2	8 FEB 24
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GEN 0.4-3(11 JAN 24) / 0.4-4(11 JAN 24)	GEN 0.4-3 / 0.4-4	8 FEB 24
GEN 0.4-5(11 JAN 24) / 0.4-6(11 JAN 24)	GEN 0.4-5 / 0.4-6	8 FEB 24
GEN 0.4-7(11 JAN 24 / 0.4-8(11 JAN 24)	GEN 0.4-7 / 0.4-8	8 FEB 24
GEN 0.4-9(11 JAN 24) / 0.4-10(11 JAN 24)	GEN 0.4-9 / 0.4-10	8 FEB 24
GEN 3.6-3(14 FEB 19) / 3.6-4(14 FEB 19)	GEN 3.6-3 / 3.6-4	8 FEB 24

OLD (Pages to be removed)	NEW (Pages to be inserted)
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ENR 2.1-3(22 OCT 20) / 2.1-4(22 OCT 20) ENR 2.1-5(9 JUL 15) / 2.1-6(26 SEP 19) ENR 4.4-17(14 DEC 23) / 4.4-18(14 DEC 23)	ENR 2.1-3 / 2.1-4 8 FEB 24 ENR 2.1-5 / 2.1-6 8 FEB 24 ENR 4.4-17 / 4.4-18 8 FEB 24
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END

GEN 0.3 RECORD OF AIP SUPPLEMENT

1. Current AIP Supplement

NR/Year	Subject	AIP Section(s) affected	Period of validity (From/To)	Cancellation record
23/10	Requirement for Overflight Permission	GEN	-	
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	
2/24	Incheon AP - Incheon INTL Airport VDGS Trial Operation for Cargo Terminal	AD	10 JAN 24 / 30 JUN 24	
8/24	Incheon AP - Incheon INTL Airport A-CDM Trial Operation for Phase 2	AD	29 JUN 22 / 1 MAY 24	
9/24	Incheon AP - Temporary Obstacle Erected	AD	7 FEB 24 / 31 OCT 25	
10/24	Gimpo AP - Temporary Obstacle Erected	AD	29 FEB 24 / 30 SEP 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	
11/24	Gimpo AP - Operational Restrictions	AD	20 MAR 24 / 12 JUN 24	

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

7. 사용절차 및 신호

7.1 구조조직

항공교통업무기관은 비상상황에 처한 항공기 인지 시 소방청 또는 해양경찰청에 관련 내용을 전파하고, 구조 활동을 지원한다.
조난된 민간항공기의 위치가 육상일 경우 소방청 및 지방자치단체가 조난항공기에 대한 구조책임이 있으며, 해상일 경우는 해양경찰청에 책임이 있다.

7.2 항공기에 적용되는 절차 및 신호

항공기 사고를 보았거나 또는 조난 호출 및 전문을 청취한 항공기 기장은 ICAO부속서 제12권에 규정되어 있는 절차를 준수하여야 한다.

7.3 통신

수색 및 구조구역 내의 조난정보 송신 및 수신은 ICAO 부속서 제10권 제2권에 의거하여 취급하여야 한다.
수색 및 구조 활동 시에 사용되는 통신은 Doc 8400에 의거한 부호 및 약어를 사용하여야 한다.

7.4 수색 및 구조신호

수색 및 구조신호는 ICAO부속서 제12권 5장 5.10항에 규정한 신호를 사용한다.

지대공시각신호는 다음과 같다.

생존자가 사용하는 지대공 신호

7. Procedures and Signals Used

7.1 The rescue organization

When ATS facility has reason to believe that an aircraft in a state of emergency, it will alert and notify it to RCC and an ATS facility will support it. When the location of a civil aircraft which has crashed on land is known, NFA and the local governments take responsibility for dealing with the incident.
When crashed on ocean the Korea Coast Guard takes responsibility.

7.2 Procedures and signals used by aircraft

Procedures for pilot-in-command observing an accident or intercepting distress call and/or message are outlined in the Annex 12 to Convention on International Civil Aviation.

7.3 Communications

Transmission and reception of distress message within the search and rescue area are handled in accordance with Volume II of Annex 10. For communications during search and rescue operations, the Codes and abbreviations published in DOC 8400 are used.

7.4 Search and Rescue signals

The search and rescue signals to be used are those prescribed in ICAO Annex 12, Chapter 5, para 5.10.

Ground-air visual signal codes are as below :

Ground-air visual signal codes for use by survivors

번호 NR	의미 Message	기호 Code Symbol
1	원조가 필요함. Require assistance.	
2	의료 원조가 필요함. Require medical assistance.	
3	아니오 또는 부정. No or Negative.	
4	예 또는 긍정. Yes or Affirmative.	
5	화살표방향으로 진행. Proceeding in this direction.	

Change : Amended phrase(ground/air → ground-air).

구조대가 사용하는 지대공 신호

Ground-air visual signal codes for use by rescue party

번호 NR	의미 Message	기호 Code Symbol
1	활동완료 Operation completed.	LLL
2	사람을 모두 발견하였음 We have found all personnel.	LL
3	일부 사람만 발견하였음 We have found only some personnel.	++
4	우리는 더 계속 진행할 수 없음. 기지로 귀환하고 있음 We are not able to continue. Returning to base.	XX
5	두 그룹으로 나누었음. 각각 표시된 방향으로 진행하고 있음 We have divided into two groups. Each proceeding in direction indicated.	⚡
6	항공기가 화살표 방향에 있다는 정보를 입수하였음 Information received that aircraft is in this direction.	→ →
7	발견사항 없음, 수색을 계속할 것임 Nothing found. Will continue to search.	NN

8. 구조조정본부

8. RCC

육상 In-land		해상 Maritime
DAEGU RCC National wide : 119 (TEL : +82-53-712-1000)		전국 : 119 National wide : 119 ○ 본청 상황실 : 032-835-2142 ○ KCG HQs : +82-32-835-2142 ○ 동해 RCC : 033-680-2142 ○ East RCC : +82-33-680-2142 ○ 남해 RCC : 051-663-2142 ○ South RCC : +82-51-663-2142 ○ 서해 RCC : 061-288-2142 ○ West RCC : +82-61-288-2142 ○ 제주 RCC : 064-801-2142 ○ Jeju RCC : +82-64-801-2142 ○ 중부 RCC : 032-728-8257 ○ Central RCC : +82-32-728-8257 * 위성조난통신소(MCC) : 032-835-2542 * MCC : +82-32-835-2542
RSC		
Seoul +82-2-726-2071	Busan +82-51-760-3155	
Daegu +82-53-350-4000	Incheon +82-32-870-3139	
Gwangju +82-62-613-8084	Daejeon +82-42-270-6106	
Ulsan +82-52-229-4600	Gyeonggi(north) +82-31-230-6623 Gyeonggi(south) +82-31-849-2710	
Gangwon +82-33-249-5153	Chungbuk +82-43-220-4945	
Chungnam +82-41-635-3119	Jeonbuk +82-63-280-3119	
Jeonnam +82-61-286-0900	Gyeongbuk +82-54-880-6432	
Gyeongnam +82-55-211-5524	Changwon +82-55-548-9282	
Sejong +82-44-300-8153	Jeju +82-64-710-2117	

9. 구조자산

9. SAR Asset

구 분 SAR Agency	구 조 자 산 Facilities	책임지역 Area of Responsibility
소방청 National Fire Agency(NFA)	EC225, AS365, AS350, Bell-430, Bell-230, Bell-206, BK-117, AW139, KA-32 etc	육상 In Land
	구조팀, 구조차, 구조정, 특수장비 등 SAR Teams, Ambulances, SAR Boat/Ship, Special equipments etc	
해양경찰청 Korea Coast Guard	CL-604, Bell-412SP, KA-32C, AS565MB, C-212, CN-235, AW139, S-92	해상 On the Sea
	경비구난함정, 소방정, 방제정, 공기부양정, RHIB 등 SAR(Patrol) Ship/Boat, Fire-fighting Ship, Oil Recovery Ship, Hovercraft, RHIB etc.	
국방부 Ministry of National Defense	항공기, 구조팀 등 Military Aircrafts, Rescue teams etc	육상, 해상 Sea & Land

Change : Amended phrases(ground/air → ground-air, survivors → rescue party).

Name Lateral limits Vertical limits Class of airspace	Unit Providing Service	Call Sign Languages Area and conditions of use Hours of Service	Frequencies/ Purpose	Remarks
1	2	3	4	5
T 06 365810N 1262852E - 370531N 1270147E - 371039N 1273952E - 370230N 1273952E - 365246N 1263504E - 365810N 1262852E FL 185 9 500 ft AMSL Class D, E	Seoul APP	Seoul Approach English H24	119.05 119.10 119.75 124.70 120.80 121.35 121.40 123.25 123.80 124.20 124.80 125.15 293.30 305.70 353.20 363.80 121.50 243.00	**Class D :** Airspace from above 10 000 ft AMSL to FL 200 within Seoul TMA, excluding Class B. ***Seoul*** 5 NM radius of 372644N 1270647E 4 000 ft AGL GND ***Icheon*** 5 NM radius of 371204N 1272819E 3 000 ft AGL GND ***Pyeongtaek*** 5 NM radius of 365736N 1270200E 3 000 ft AGL GND 1) 1 000 ft AMSL is applied over the territorial waters. Seoul Approach East for Incheon Airport East Flow Lateral Limits : 374035N 1261454E - 371217N 1264003E 370144N 1263723E - 364333N 1265430E 50 NM ARC south of Gimpo Airport 370210N 1273952E - 370230N 1273952E 375810N 1273952E - 373810N 1265252E 374310N 1264052E - 374216N 1263345E 374336N 1262933E - 374153N 1261628E 374035N 1261454E Vertical Limits : At or below FL 185 in Seoul Approach Terminal Control Area. Seoul Approach West for Incheon Airport West Flow Lateral Limits : 374035N 1261454E - 371217N 1264003E 370144N 1263723E - 364333N 1265430E 50 NM ARC south of Gimpo Airport 364537N 1262900E - 364800N 1262900E 370010N 1262530E - 370538N 1262158E 370518N 1254809E - 371610N 1254753E 372110N 1253253E - 373910N 1260953E 373947N 1261438E - 374028N 1261446E 374035N 1261454E Vertical Limits : At or below FL 185 in Seoul Approach Terminal Control Area.
T 07 365246N 1263504E - 370230N 1273952E - 370210N 1273952E - 50 NM Arc South of Gimpo Airport - 364315N 1264613E - 365246N 1263504E FL 185 11 500 ft AMSL Class D				
T 08 365850N1262553E - 365810N 1262852E - 365246N1263504E - 365140N 1262757E - 365850N1262553E FL 185 11 500 ft AMSL Class D				
T 09 365851N 1260237E - 370050N 1261652E - 365850N 1262553E - 365140N 1262757E - 365246N 1263504E - 364315N 1264613E - 50 NM Arc South of Gimpo Airport - 365851N 1260237E FL 185 FL 145 Class D				
S1(Incheon Airport Instrument Flight Procedures Protected Area) 374153N 1261628E - 374336N 1262933E - 374208N 1263410E - 373936N 1261436E - 374028N 1261446E - 374153N 1261628E 6 000 ft AMSL 1 600 ft AMSL Class B, E				**Restriction** Controlled IFR aircraft by Seoul Approach can only use this area. VFR aircraft do not use this area.

Change : Amended table.

Name Lateral limits Vertical limits Class of airspace	Unit Providing Service	Call Sign Languages Area and Condition of use Hours of Service	Frequencies/ Purpose	Remarks
1	2	3	4	5
OSAN Terminal Control Area **T 11** 370517N 1254809E - 370538N 1262158E - 370831N 1263143E - 370939N 1264334E - 371333N 1265937E - 370531N 1270147E - 365943N 1263542E - 370235N 1263325E - 370050N 1261652E - 365652N 1254823E - 370517N 1254809E 6 500 ft AMSL / 1 000 ft AGL[1)] Class D, E	Osan APP	Osan APP English H24	127.90 363.10 121.50 243.00	**Class D :** ***Osan*** 5 NM radius of 370526N 1270147E 2 200 ft AMSL / SFC ***Suwon*** 5 NM radius of 371422N 1270025E 4 000 ft AGL / GND ***Icheon*** 5 NM radius of 371204N 1272819E 3 000 ft AGL / GND ***Pyeongtaek*** 5 NM radius of 365736N 1270200E 3 000 ft AGL / GND
T 03 372025N 1264822E - 372110N 1265752E - 371810N 1270852E - 371810N 1271852E - 371510N 1272352E - 371510N 1270652E - 370939N 1264334E - 370855N 1263637E - 372025N 1264822E 4 500 ft AMSL / 1 000 ft AGL[1)] Class D, E				
T 05 371333N 1265937E - 371510N 1270652E - 371510N 1272352E - 371619N 1273952E - 371039N 1273952E - 370531N 1270147E - 371333N 1265937E (Except R-17) 7 500 ft AMSL / 1 000 ft AGL Class D, E				
T 06 365810N 1262852E - 370531N 1270147E - 371039N 1273952E - 370230N 1273952E - 365246N 1263504E - 365810N 1262852E 9 500 ft AMSL / 1 000 ft AGL Class D, E				
T 12 370050N 1261652E - 370235N 1263325E - 365943N 1263542E - 365810N 1262852E - 370050N 1261652E 6 500 ft AMSL / 4 500 ft AMSL Class D, E				1) 1 000 ft AMSL is applied over the territorial waters.
T 13 365810N 1262852E - 365943N 1263542E - 365337N 1264032E - 365246N 1263504E - 365810N 1262852E 9 500 ft AMSL / 4 500 ft AMSL Class D, E				

Name Lateral limits Vertical limits Class of airspace	Unit Providing Service	Call Sign Languages Area and Condition of use Hours of Service	Frequencies/ Purpose	Remarks
1	2	3	4	5
T 14 365246N 1263504E - 365337N 1264032E - 364427N 1264435E - 365246N 1263504E 11 500 ft AMSL 4 500 ft AMSL Class E	Osan APP	Osan APP English H24	127.90 363.10 121.50 243.00	1) 1 000 ft AMSL is applied over the territorial waters.
T 15 365337N 1264032E - 370230N 1273952E - 370210N 1273952E - 50 NM Arc South of Gimpo Airport - 364315N 1264613E - 364427N 1264435E - 365337N 1264032E 11 500 ft AMSL 1 000 ft AGL[1)] Class D, E				
T 16 364315N 1264613E - 50 NM Arc South of Gimpo Airport - 370210N 1273952E - 364010N 1270452E - 362311N 1270352E - 362310N 1265247E - 363458N 1265516E - 363804N 1265311E - 364315N 1264613E FL 145 1 000 ft AGL[1)] Class D, E				
T 17 370210N 1273952E - 365010N 1273952E - 362311N 1270352E - 364010N 1270452E - 370210N 1273952E FL 145 6 500 ft AMSL Class D, E				

Change : Amended table.

Name Lateral limits Vertical limits Class of airspace	Unit Providing Service	Call Sign Languages Area and conditions of use Hours of Service	Frequencies/ Purpose	Remarks
1	2	3	4	5
Jungwon Terminal Control Area **T 18** 370640N 1273952E - 370710N 1275052E - 371010N 1275452E - 371410N 1280352E - 373110N 1281952E - 373310N 1283622E - 370710N 1284052E - 365710N 1284052E - 365010N 1280952E - 370640N 1273952E FL 175 / 1 000 ft AGL Class C, E	Jungwon APP [T 17] Cheongju GCA	Jungwon Approach English H24 [T 17] Cheongju GCA English H24	132.55 306.70 121.50 243.00 [T 17] 134.00 265.75	**Class C :** ***Jungwon*** 5 NM radius of 370149N 1275309E 5 000 ft AGL / GND 5-10 NM radius of 370149N 1275309E 5 000 ft AGL / 1 000 ft AGL with including areas which are extended southbound from 365733N 1274949E - 365805N 1275717E - 365421N 1275741E - 365349N 1275014E area that extends from the surface up to 5 000 ft AGL. **Class D :** ***Seongmu*** 5 NM radius of 363405N 1273000E 4 000 ft AGL / GND ***Cheongju*** 5 NM radius of 364304N 1272946E 5 000 ft AGL / GND with including areas which are extended southwest-bound from 364004N 1272052E - 364151N 1272344E - 363841N 1272646E - 363654N 1272354E and northeast-bound from 364727N 1273246E - 364914N 1273539E - 364603N 1273841E - 364416N 1273548E area that extends from the surface up to 5 000 ft AGL.
T 19 370640N 1273952E - 365010N 1280952E - 364458N 1275752E - 362911N 1275052E - 362911N 1280952E - 362311N 1280952E - 360711N 1274952E - 361211N 1273652E - 362311N 1270352E - 365010N 1273952E - 370640N 1273952E FL 145 / 1 000 ft AGL Class D, E				
T 20 364458N 1275752E - 365010N 1280952E - 362911N 1280952E - 362911N 1275052E - 364458N 1275752E FL 145 / 5 500 ft AMSL Class D, E				
T 17 370210N 1273952E - 365010N 1273952E - 362311N 1270352E - 364010N 1270452E - 370210N 1273952E 6 500 ft AMSL / 1 000 ft AGL Class D, E				
T 21 370640N 1273952E - 371010N 1274552E - 371010N 1275452E - 370710N 1275052E - 370640N 1273952E 3 500 ft AMSL / 1 000 ft AGL Class C, E				
T 22 365010N 1280952E - 365710N 1284052E - 364810N 1282752E - 364540N 1281752E - 365010N 1280952E FL 175 / 9 500 ft AMSL Class E				

3.7 RKTN

Name-code designator [pronunciation]					Coordinates	ATS route or other route	Remarks
1					2	3	4
△	**YAWAN**	5LNC	[yawan]	[야완]	355222N 1282239E	IAP	RKTN
△	**UKBAT**	5LNC	[ukbet]	[욱벳]	355617N 1285647E	IAP	RKTN
△	**MOSAN**	5LNC	[mosan]	[모산]	355205N 1282012E	IAP	RKTN

Change : Amended coordinates for UKBAT(355612N 1285533E → 355617N 1285647E).

3.8 RKJB

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

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	Pylon	373203.9N 1262255.8E	428 ft/	Marked/LGTD	In 33L/R, 15L/R, 16L/R, 34L/R APCH/TKOF
RKSIOB002	Pylon	373201.7N 1262345.5E	389 ft/	Marked/LGTD	In 33L/R, 15L/R APCH/TKOF
RKSIOB003	Pylon	373200.3N 1262417.0E	358 ft/	Marked/LGTD	
RKSIOB004	Pylon	373200.1N 1262422.7E	367 ft/	LGTD	
RKSIOB005	Bridge	372456.3N 1263345.7E	788 ft/	LGTD	
RKSIOB006	Bridge	372442.7N 1263413.5E	788 ft/	LGTD	
RKSIOB007	Natural High Point	373203.3N 1262056.5E	512 ft/	NIL	In 16L/R, 34L/R APCH/TKOF
RKSIOB008	Pylon	373212.4N 1262447.3E	311 ft/	NIL	In 33L/R, 15L/R, 16L/R, 34L/R circling area and at AD
RKSIOB009	Natural High Point	373143.3N 1262526.5E	387 ft/	NIL	
RKSIOB010	Natural High Point	373129.2N 1262644.6E	621 ft/	NIL	
RKSIOB011	Antenna	372720.8N 1262850.9E	254 ft/	Marked/LGTD	
RKSIOB012	Antenna	372716.6N 1262855.0E	251 ft/	LGTD	
RKSIOB013	Natural High Point	372427.5N 1262434.6E	444 ft/	NIL	
RKSIOB014	Pylon	372503.6N 1262454.7E	263 ft/	Marked/LGTD	
RKSIOB015	Natural High Point	372556.7N 1262524.7E	245 ft/	NIL	
RKSIOB016	Natural High Point	372712.2N 1262406.6E	274 ft/	NIL	
RKSIOB017	Natural High Point	372703.2N 1262443.8E	267 ft/	NIL	
RKSIOB018	Antenna	372800.2N 1262142.2E	598 ft/	LGTD	
RKSIOB019	Building	372649.9N 1262709.8E	170 ft/	NIL	
RKSIOB020	Antenna	372937.0N 1263058.8E	853 ft/	NIL	
RKSIOB021	Antenna	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	Tower	372739.3N 1262625.9E	345.9 ft/	LGTD	In 33L/R, 15L/R, 16L/R, 34L/R APCH/TKOF
RKSIOB023	Tower	372722.9N 1262640.4E	229.6 ft/	LGTD	
RKSIOB024	Tower	372759.9N 1262607.5E	336.5 ft/	LGTD	

Change : Information of OBST types.

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.					

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

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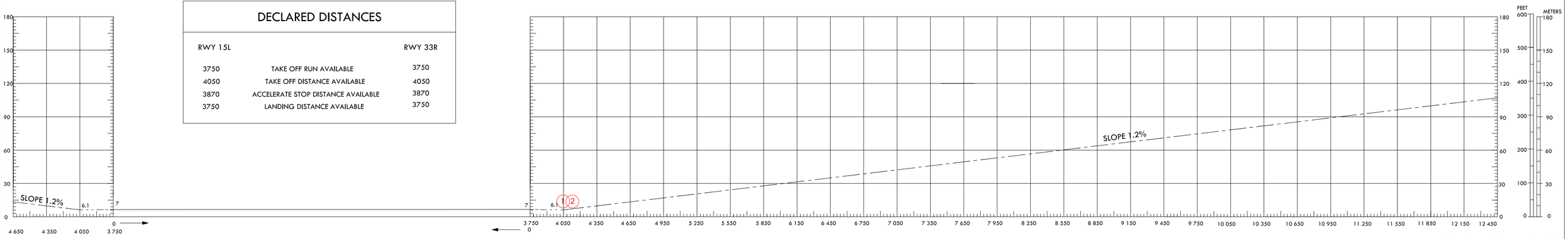
DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W (2020)

RWY 15L / 33R

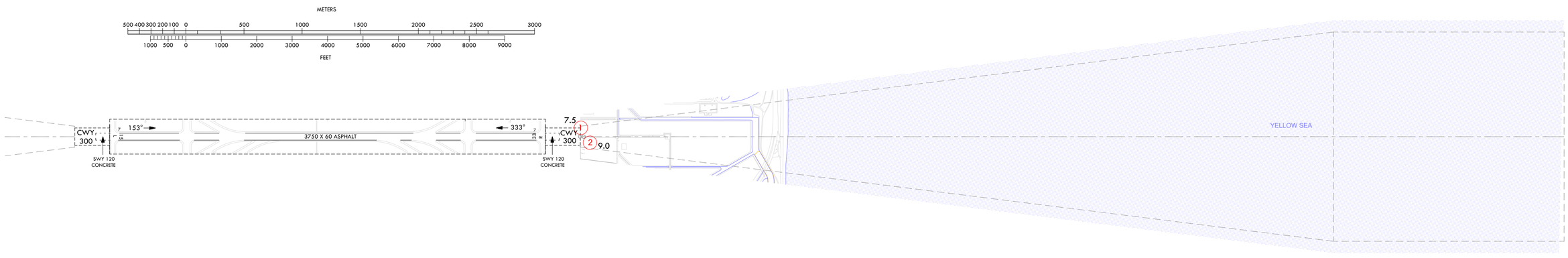
DECLARED DISTANCES

RWY 15L		RWY 33R
3750	TAKE OFF RUN AVAILABLE	3750
4050	TAKE OFF DISTANCE AVAILABLE	4050
3870	ACCELERATE STOP DISTANCE AVAILABLE	3870
3750	LANDING DISTANCE AVAILABLE	3750



VERTICAL SCALE 1:2500

HORIZONTAL SCALE 1:25000



LEGEND

ITEM	SYMBOL Plan	SYMBOL Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Peak or Mountain		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

OBSTACLES

NO	COORDINATES(WGS-84)	ELEV(AMSL)	ITEM	NOTE
1	37°27'15.0"N 126°27'59.9"E	7.5	Light	
2	37°27'14.7"N 126°28'00.1"E	9.0	Antenna	

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

AMENDMENT RECORD

NO	DATE	ENTERED BY

Change : Information of OBST item(landing light → light).

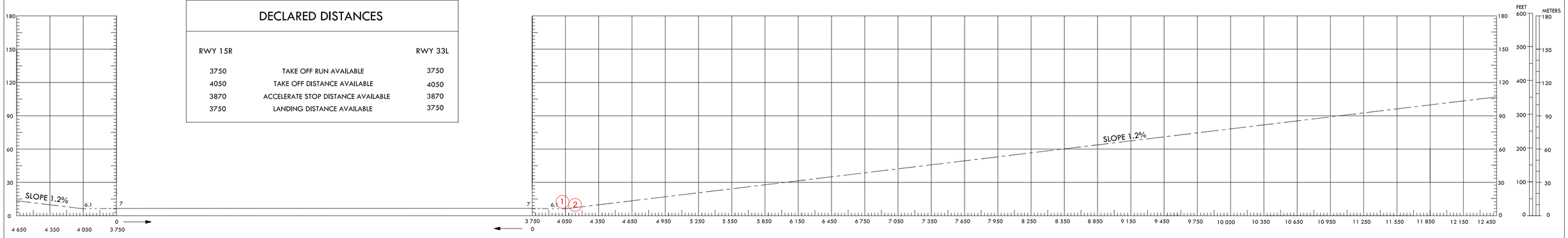
DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W (2020)

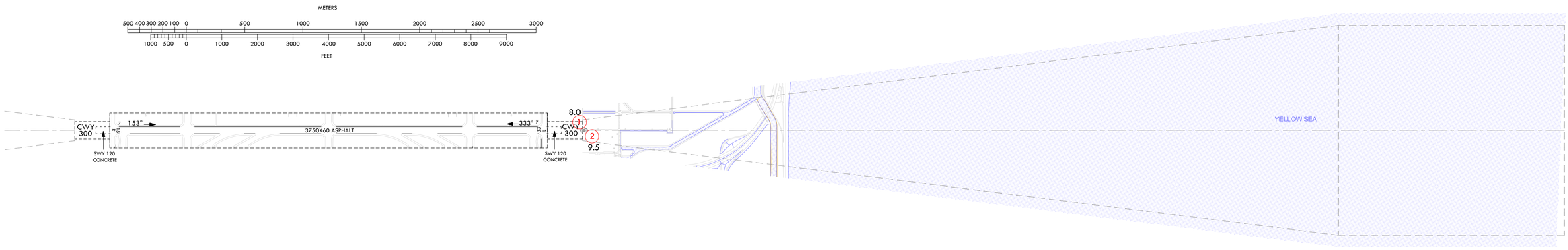
RWY 15R / 33L

DECLARED DISTANCES

RWY 15R		RWY 33L
3750	TAKE OFF RUN AVAILABLE	3750
4050	TAKE OFF DISTANCE AVAILABLE	4050
3870	ACCELERATE STOP DISTANCE AVAILABLE	3870
3750	LANDING DISTANCE AVAILABLE	3750



HORIZONTAL SCALE 1:25000



LEGEND

ITEM	SYMBOL Plan	SYMBOL Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Peak or Mountain		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

OBSTACLES

NO	COORDINATES(WGS-84)	ELEV(AMSL)	ITEM	NOTE
1	37°27'07.3"N 126°27'46.1"E	8.0	Light	
2	37°27'06.9"N 126°27'46.4"E	9.5	Antenna	

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

AMENDMENT RECORD

NO	DATE	ENTERED BY

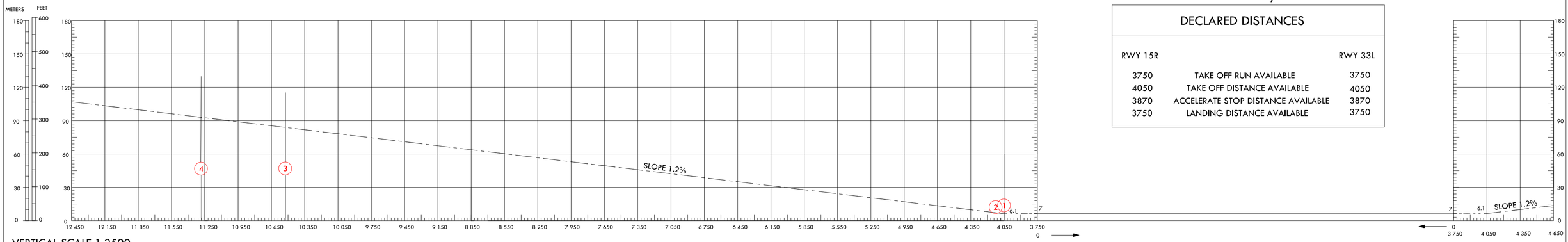
Change : Information of OBST item(landing light → light).

AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

SEOUL / Incheon Intl

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W (2020)

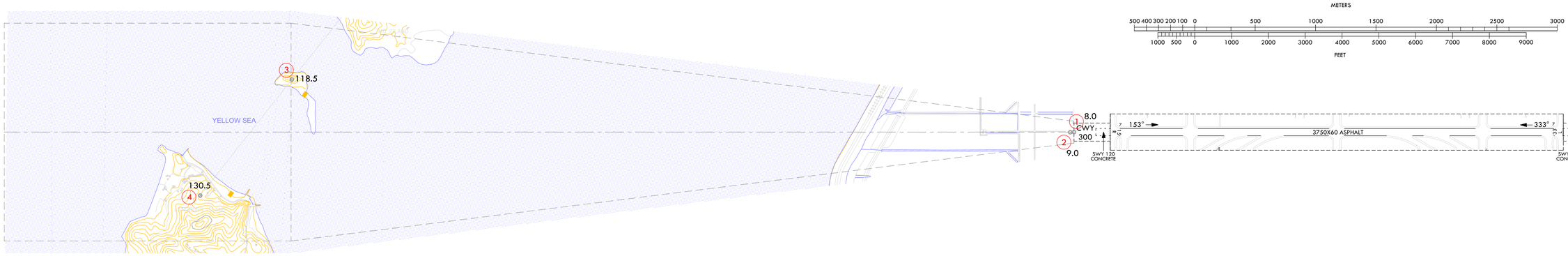


VERTICAL SCALE 1:2500

RWY 15R / 33L

DECLARED DISTANCES		
RWY 15R		RWY 33L
3750	TAKE OFF RUN AVAILABLE	3750
4050	TAKE OFF DISTANCE AVAILABLE	4050
3870	ACCELERATE STOP DISTANCE AVAILABLE	3870
3750	LANDING DISTANCE AVAILABLE	3750

HORIZONTAL SCALE 1:25000



LEGEND		
ITEM	SYMBOL	
	Plan	Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Peak or Mountain		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

OBSTACLES				
NO	COORDINATES(WGS-84)	ELEV(AMSL)	ITEM	NOTE
1	37°29'02.4"N 126°26'03.8"E	8.0	Light	
2	37°29'02.7"N 126°26'03.5"E	9.0	Antenna	
3	37°32'01.8"N 126°23'45.6"E	118.5	Tower	
4	37°32'03.9"N 126°22'55.8"E	130.5	Tower	

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

AMENDMENT RECORD		
NO	DATE	ENTERED BY

Change : Information of OBST item(landing light → light).

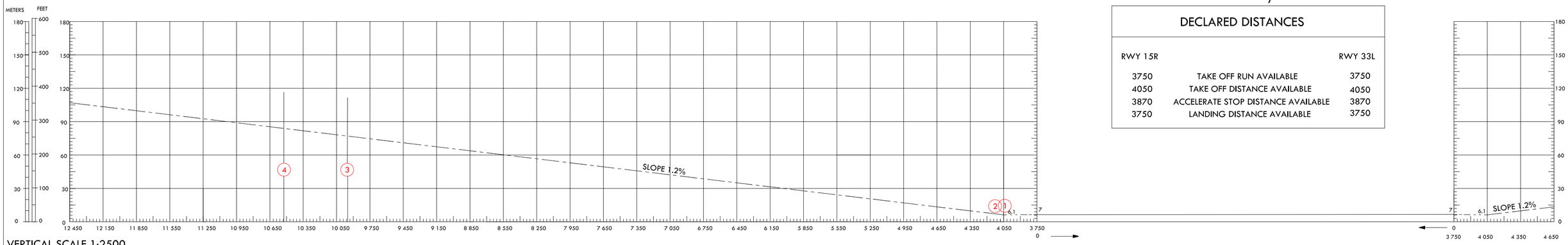
AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

SEOUL / Incheon Intl

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W (2020)

RWY 15L / 33R

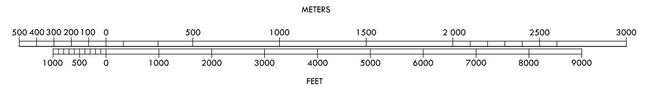


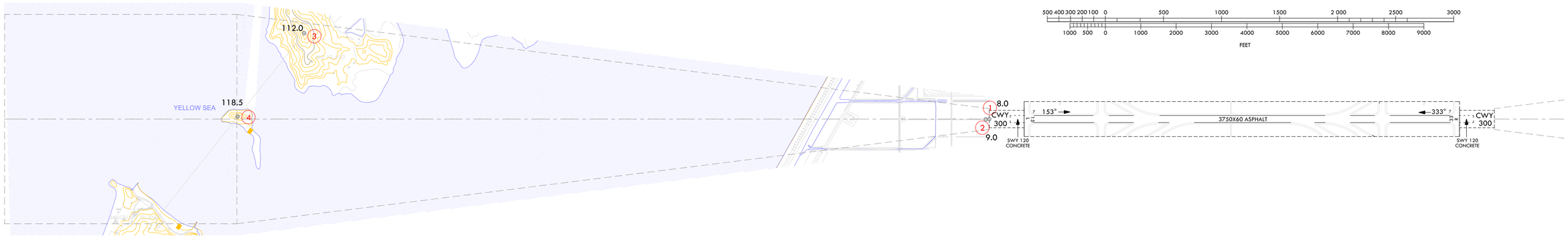
VERTICAL SCALE 1:2500

DECLARED DISTANCES

RWY 15R		RWY 33L
3750	TAKE OFF RUN AVAILABLE	3750
4050	TAKE OFF DISTANCE AVAILABLE	4050
3870	ACCELERATE STOP DISTANCE AVAILABLE	3870
3750	LANDING DISTANCE AVAILABLE	3750

HORIZONTAL SCALE 1:25000





LEGEND

ITEM	SYMBOL Plan	SYMBOL Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Peak or Mountain		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

OBSTACLES

NO	COORDINATES(WGS-84)	ELEV(AMSL)	ITEM	NOTE
1	37°29'10.1"N 126°26'17.5"E	8.0	Light	
2	37°29'10.4"N 126°26'17.2"E	9.0	Antenna	
3	37°32'00.1"N 126°24'22.9"E	112.0	Tower	
4	37°32'01.8"N 126°23'45.6"E	118.5	Tower	

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

AMENDMENT RECORD

NO	DATE	ENTERED BY

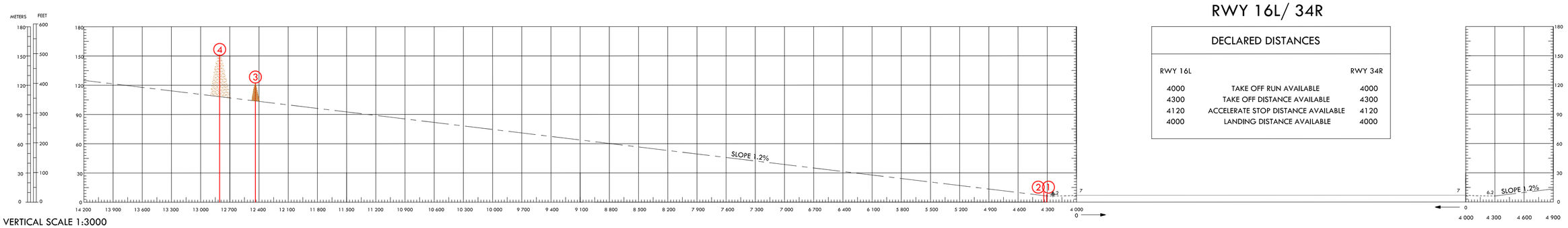
Change : Information of OBST item(landing light → light).

AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

SEOUL / Incheon Intl

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W (2020)

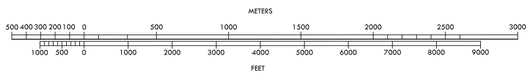


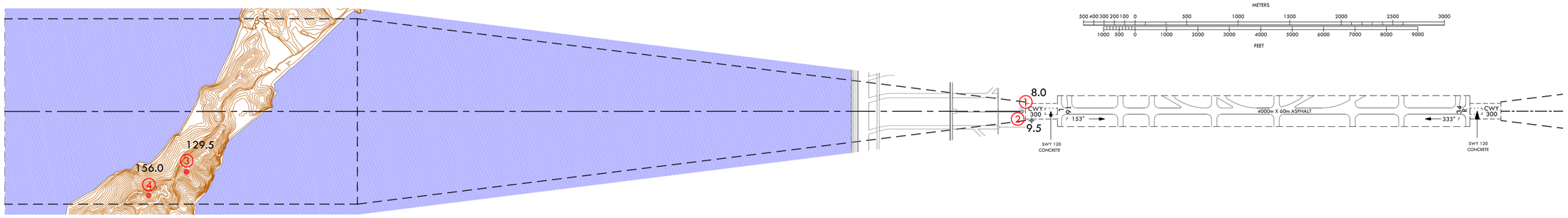
RWY 16L/ 34R

DECLARED DISTANCES		
RWY 16L		RWY 34R
4000	TAKE OFF RUN AVAILABLE	4000
4300	TAKE OFF DISTANCE AVAILABLE	4300
4120	ACCELERATE STOP DISTANCE AVAILABLE	4120
4000	LANDING DISTANCE AVAILABLE	4000

VERTICAL SCALE 1:3000

HORIZONTAL SCALE 1:30000





LEGEND		
ITEM	SYMBOL	
	Plan	Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Peak or Mountain		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

OBSTACLES				
NO	COORDINATES(WGS-84)	ELEV(AMSL)	ITEM	NOTE
1	37°28'30.1"N 126°24'48.9"E	8.0	Light	
2	37°28'30.4"N 126°24'48.6"E	9.5	Antenna	
3	37°31'56.0"N 126°21'16.2"E	129.5	Natural High Point	
4	37°32'03.3"N 126°20'56.5"E	156.0	Natural High Point	

ORDER OF ACCURACY

HORIZONTAL	5.0 m
VERTICAL	0.5 m

AMENDMENT RECORD		
NO	DATE	ENTERED BY

Change : Information of OBST items(landing light → light, mountain → natural high point).

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

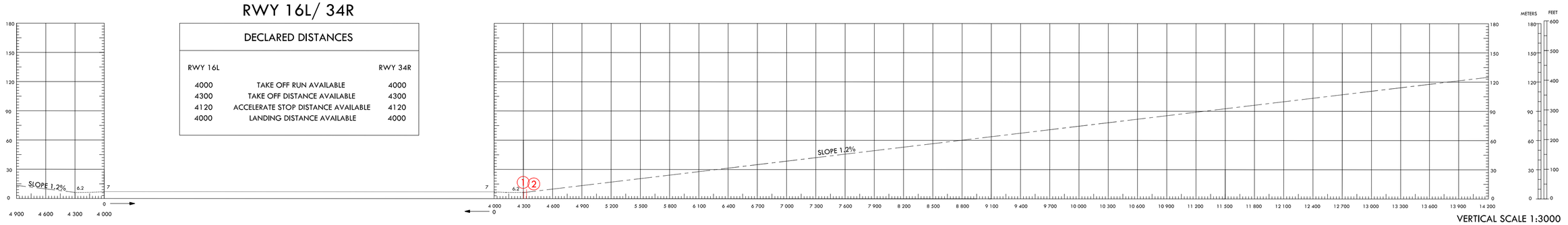
SEOUL / Incheon Intl

DIMENSIONS AND ELEVATIONS IN METERS

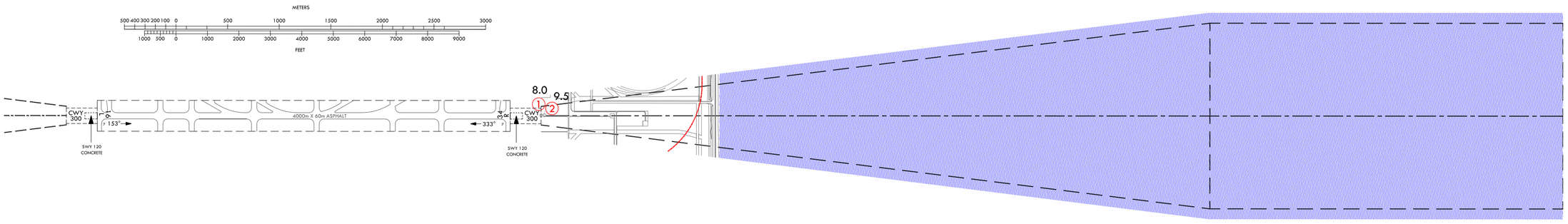
MAGNETIC VARIATION 9° W (2020)

RWY 16L/ 34R

DECLARED DISTANCES		
RWY 16L		RWY 34R
4000	TAKE OFF RUN AVAILABLE	4000
4300	TAKE OFF DISTANCE AVAILABLE	4300
4120	ACCELERATE STOP DISTANCE AVAILABLE	4120
4000	LANDING DISTANCE AVAILABLE	4000



HORIZONTAL SCALE 1:30000



LEGEND		
ITEM	SYMBOL	
	Plan	Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Peak or Mountain		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

OBSTACLES				
NO	COORDINATES(WGS-84)	ELEV(AMSL)	ITEM	NOTE
1	37°26'28.3"N 126°26'37.3"E	8.0	Light	
2	37°26'27.9"N 126°26'37.6"E	9.5	Antenna	

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

AMENDMENT RECORD		
NO	DATE	ENTERED BY

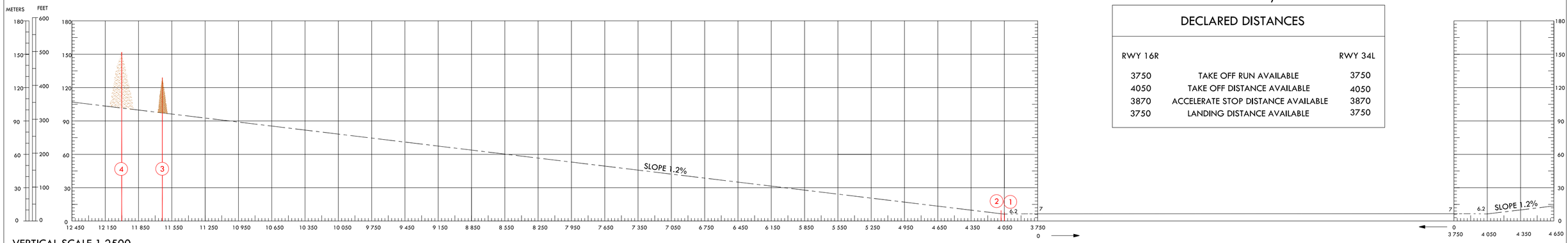
Change : Information of OBST item(landing light → light).

AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

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DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W (2020)



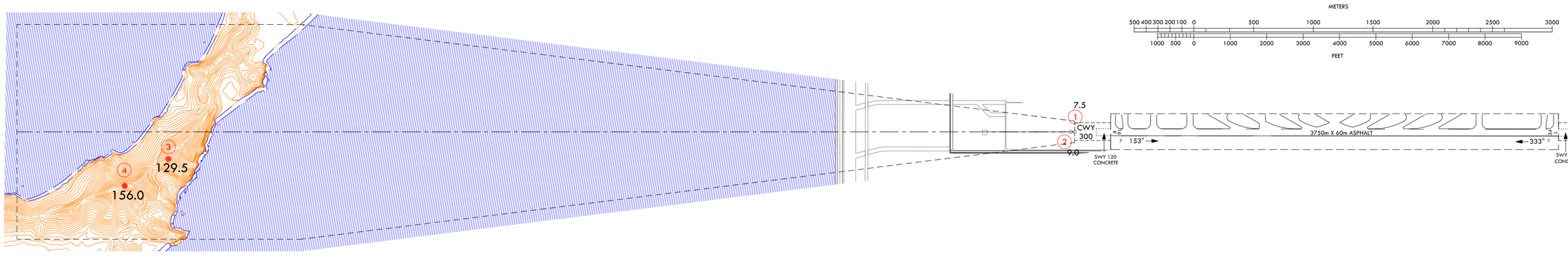
VERTICAL SCALE 1:2500

RWY 16R / 34L

DECLARED DISTANCES

RWY 16R		RWY 34L
3750	TAKE OFF RUN AVAILABLE	3750
4050	TAKE OFF DISTANCE AVAILABLE	4050
3870	ACCELERATE STOP DISTANCE AVAILABLE	3870
3750	LANDING DISTANCE AVAILABLE	3750

HORIZONTAL SCALE 1:25000



LEGEND

ITEM	SYMBOL Plan	SYMBOL Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Peak or Mountain		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

OBSTACLES

NO	COORDINATES(WGS-84)	ELEV(AMSL)	ITEM	NOTE
1	37°28'15.7"N 126°24'41.0"E	7.5	Light	
2	37°28'16.0"N 126°24'40.8"E	9.0	Antenna	
3	37°31'56.0"N 126°21'16.2"E	129.5	Natural High Point	
4	37°32'03.3"N 126°20'56.5"E	156.0	Natural High Point	

ORDER OF ACCURACY

HORIZONTAL	5.0 m
VERTICAL	0.5 m

AMENDMENT RECORD

NO	DATE	ENTERED BY

Change : Information of OBST items(landing light → light, mountain → natural high point).

AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

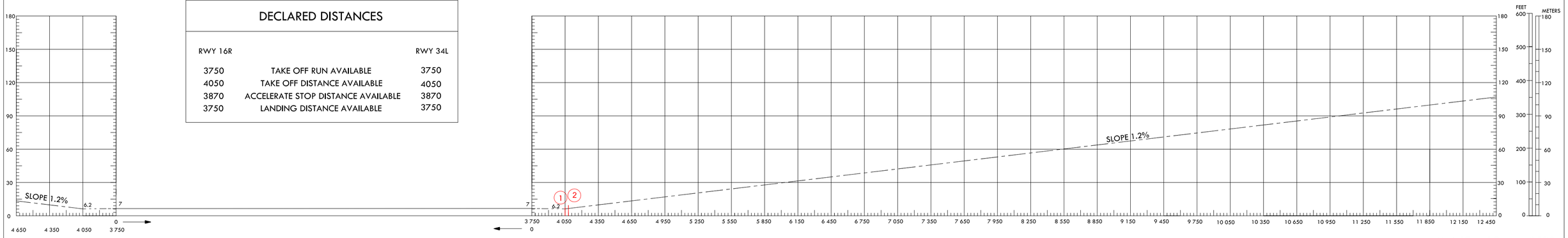
SEOUL / Incheon Intl

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W (2020)

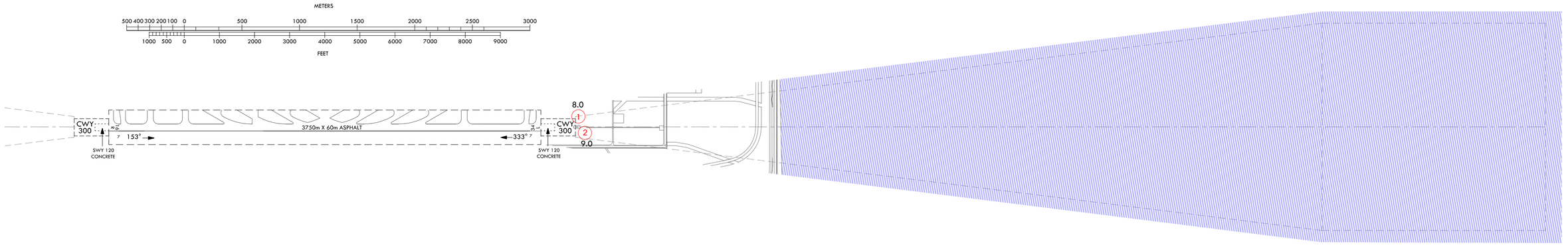
RWY 16R / 34L

DECLARED DISTANCES		
RWY 16R		RWY 34L
3750	TAKE OFF RUN AVAILABLE	3750
4050	TAKE OFF DISTANCE AVAILABLE	4050
3870	ACCELERATE STOP DISTANCE AVAILABLE	3870
3750	LANDING DISTANCE AVAILABLE	3750



VERTICAL SCALE 1:2500

HORIZONTAL SCALE 1:25000



LEGEND

ITEM	SYMBOL Plan	Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Peak or Mountain		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

OBSTACLES

NO	COORDINATES(WGS-84)	ELEV(AMSL)	ITEM	NOTE
1	37°26'20.5"N 126°26'23.6"E	8.0	Light	
2	37°26'20.2"N 126°26'23.9"E	9.0	Antenna	

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

AMENDMENT RECORD		
NO	DATE	ENTERED BY

Change : Information of OBST item(landing light → light).

AERODROME OBSTACLE CHART - ICAO
TYPE B

DIMENSIONS AND ELEVATIONS IN METRES

SEOUL / Incheon Intl

AERODROME ELEVATION 7 METRES

CONICAL SURFACE SLOPE 1:20

HORIZONTAL SURFACE

TRANSITIONAL SURFACE 1:7

APPROACH SURFACE 1:40

APPROACH SURFACE 1:50

VAR 9° W 2020
ANNUAL RATE OF CHANGE 6' W

HORIZONTAL SCALE 1 : 25000

METERS

300 0 500 1000 1500 2000 2500 3000

1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000

FEET

AMENDMENT RECORD

NO.	DATE	ENTERED BY

LEGEND

ITEM	SYMBOL PLAN	SYMBOL NUMBER
AERODROME REFERENCE POINT 37°27'45"N 126°26'21"E	⊕	
PEAK OR MOUNTAIN	●	
POLE, TOWER, PYLON, ANTENNA, ETC	⊙	
BUILDING OR LARGE STRUCTURE	■	
ROAD		
RAILROAD		
POWER-CABLE	T—T—T—	
MAGNETIC LEVITATION TRAIN RAILROAD		

Identification number

ORDER OF ACCURACY

HORIZONTAL 5 m
VERTICAL 0.5 m

OBSTACLES

NO	COORDINATES (WGS-84)	ELEV(MSL)	ITEM	NOTE
1	37°24'41.59" 126°24'29.32"	82.0	Pylon	
2	37°30'33.32" 126°28'45.05"	115.5	Pylon	
3	37°30'15.84" 126°29'32.04"	129.5	Pylon	
4	37°25'03.55" 126°24'54.71"	80.5	Pylon	
5	37°27'20.78" 126°28'50.93"	77.5	Antenna	
6	37°27'39.33" 126°26'25.86"	105.5	Building	
7	37°27'22.95" 126°26'40.44"	70.0	Building	
8	37°28'00.18" 126°21'42.23"	182.0	Building	
9	37°27'53.13" 126°21'47.78"	151.5	Building	
10	37°24'16.11" 126°26'24.46"	56.5	Natural High Point	
11	37°24'27.54" 126°24'37.57"	135.0	Natural High Point	
12	37°24'04.55" 126°24'33.37"	116.5	Natural High Point	
13	37°23'53.89" 126°24'59.26"	138.5	Natural High Point	
14	37°31'43.28" 126°25'26.45"	118.0	Natural High Point	
15	37°31'07.52" 126°25'55.33"	67.0	Natural High Point	
16	37°31'19.73" 126°26'11.97"	82.5	Natural High Point	
17	37°31'29.15" 126°26'44.64"	189.5	Natural High Point	
18	37°31'40.74" 126°26'55.14"	182.5	Natural High Point	
19	37°31'21.99" 126°27'26.55"	152.0	Natural High Point	
20	37°31'12.38" 126°27'37.62"	75.0	Natural High Point	
21	37°27'59.79" 126°22'07.91"	89.0	Natural High Point	
22	37°28'06.23" 126°21'47.69"	144.0	Natural High Point	
23	37°26'36.88" 126°23'10.78"	86.0	Natural High Point	
24	37°27'07.27" 126°22'26.87"	63.0	Natural High Point	
25	37°27'22.30" 126°22'51.18"	61.0	Natural High Point	
26	37°27'44.42" 126°22'28.38"	66.0	Natural High Point	
27	37°25'49.44" 126°25'17.17"	71.0	Natural High Point	
28	37°25'56.74" 126°25'24.71"	75.0	Natural High Point	
29	37°26'46.77" 126°25'34.89"	63.5	Natural High Point	
30	37°27'03.20" 126°24'43.79"	81.5	Natural High Point	
31	37°27'13.65" 126°24'36.96"	67.0	Natural High Point	
32	37°27'12.19" 126°24'06.64"	83.5	Natural High Point	
33	37°26'09.16" 126°24'07.39"	61.0	Natural High Point	
34	37°26'28.18" 126°24'21.56"	65.0	Natural High Point	
35	37°26'33.63" 126°24'44.27"	59.5	Natural High Point	
36	37°26'39.86" 126°25'09.03"	65.0	Natural High Point	
37	37°26'26.55" 126°25'15.50"	59.5	Natural High Point	
38	37°26'42.21" 126°24'58.67"	65.5	Natural High Point	
39	37°26'16.62" 126°25'51.08"	63.5	Natural High Point	
40	37°26'13.43" 126°25'21.08"	63.5	Natural High Point	
41	37°25'06.76" 126°24'50.72"	59.5	Natural High Point	
42	37°27'14.81" 126°28'37.79"	57.0	Natural High Point	
43	37°26'45.39" 126°28'55.36"	56.0	Natural High Point	
44	37°29'28.35" 126°28'29.52"	61.0	Natural High Point	
45	37°29'07.62" 126°29'38.20"	71.0	Natural High Point	
46	37°28'27.69" 126°29'31.31"	83.5	Natural High Point	
47	37°28'49.18" 126°29'14.00"	65.5	Natural High Point	
48	37°29'16.99" 126°31'55.23"	101.0	Building	
49	37°29'16.61" 126°31'52.86"	103.0	Building	
50	37°29'19.41" 126°31'53.15"	98.0	Building	
51	37°29'17.75" 126°31'50.60"	106.0	Building	
52	37°29'19.83" 126°31'50.09"	93.5	Building	
53	37°29'19.40" 126°31'47.26"	109.0	Building	
54	37°29'20.59" 126°31'45.47"	112.5	Building	
55	37°29'22.74" 126°31'44.61"	111.5	Building	
56	37°29'24.68" 126°31'44.88"	106.0	Building	
57	37°29'36.73" 126°30'58.28"	257.5	Pavilion	
58	37°28'57.69" 126°30'31.19"	58.5	Building	
59	37°28'57.57" 126°30'34.22"	60.0	Building	
60	37°28'53.97" 126°30'27.40"	61.0	Building	
61	37°28'54.58" 126°30'30.13"	61.0	Building	
62	37°28'54.34" 126°30'34.13"	64.5	Building	
63	37°28'52.40" 126°30'28.57"	61.0	Building	
64	37°28'52.24" 126°30'31.37"	60.0	Building	
65	37°28'52.31" 126°30'32.92"	64.5	Building	
66	37°29'26.71" 126°30'26.77"	65.5	Building	
67	37°29'26.96" 126°30'28.63"	68.5	Building	
68	37°29'26.16" 126°30'31.82"	76.5	Building	
69	37°29'22.69" 126°30'36.69"	70.0	Building	
70	37°29'29.53" 126°30'36.72"	76.5	Building	
71	37°29'26.49" 126°30'35.94"	70.0	Building	
72	37°29'32.21" 126°30'35.37"	71.0	Building	
73	37°29'31.49" 126°30'29.65"	66.5	Building	
74	37°29'32.36" 126°30'30.71"	66.0	Building	
75	37°29'31.48" 126°30'33.28"	61.0	Building	
76	37°29'33.14" 126°30'30.93"	72.0	Building	
77	37°29'42.95" 126°30'32.48"	70.0	Building	
78	37°29'43.94" 126°30'30.40"	66.5	Building	
79	37°29'42.08" 126°30'31.50"	65.0	Building	
80	37°29'40.81" 126°30'31.40"	73.5	Building	
81	37°29'41.57" 126°29'27.75"	57.0	Building	
82	37°29'34.91" 126°29'26.66"	55.0	Building	
83	37°32'23.54" 126°27'36.83"	144.0	Natural High Point	
84	37°32'10.03" 126°27'30.59"	118.5	Natural High Point	
85	37°32'06.35" 126°27'59.12"	107.0	Natural High Point	
86	37°31'52.79" 126°28'08.96"	72.0	Natural High Point	
87	37°29'36.99" 126°30'58.83"	260.0	Natural High Point	
88	37°30'34.42" 126°30'19.13"	85.0	Natural High Point	
89	37°30'37.19" 126°30'31.49"	117.0	Natural High Point	
90	37°30'13.24" 126°29'41.07"	102.0	Natural High Point	
91	37°29'03.91" 126°30'01.57"	59.5	Building	
92	37°29'05.70" 126°30'01.24"	59.5	Building	
93	37°29'07.29" 126°30'01.01"	80.0	Building	
94	37°29'06.74" 126°29'58.87"	70.5	Building	
95	37°29'04.65" 126°29'57.31"	61.0	Building	
96	37°29'02.91" 126°29'57.56"	61.0	Building	
97	37°29'01.18" 126°29'58.62"	61.5	Building	
98	37°29'02.30" 126°30'01.21"	62.0	Building	
99	37°29'46.01" 126°30'27.03"	71.0	Building	
100	37°29'41.72" 126°29'30.80"	57.0	Building	
101	37°29'41.50" 126°29'32.54"	53.5	Building	
102	37°29'45.29" 126°30'31.37"	70.0	Building	
103	37°28'56.06" 126°30'34.22"	54.0	Building	
104	37°28'08.62" 126°21'47.46"	138.0	Building	
105	37°26'24.18" 126°27'29.73"	55.0	Building	
106	37°27'54.78" 126°22'12.92"	55.5	Building	
107	37°30'46.05" 126°28'10.83"	61.0	pylon	
108	37°30'10.44" 126°29'46.54"	95.0	pylon	
109	37°30'32.07" 126°30'42.49"	93.5	pylon	
110	37°26'26.91" 126°25'55.04"	51.5	pylon	
111	37°27'16.36" 126°28'55.01"	76.5	Building	
112	37°27'59.91" 126°26'07.54"	102.5	Building	
113	37°29'23.64" 126°30'01.92"	96.0	Building	
114	37°29'26.25" 126°29'58.29"	64.5	Building	
115	37°29'32.16" 126°29'55.56"	72.5	Building	
116	37°29'31.27" 126°29'57.45"	86.5	Building	
117	37°29'38.18" 126°29'55.08"	63.5	Building	
118	37°28'39.27" 126°30'46.15"	74.0	Building	
119	37°28'38.09" 126°30'47.88"	71.5	Building	
120	37°28'37.19" 126°30'49.78"	74.0	Building	
121	37°28'39.00" 126°30'51.54"	73.5	Building	
122	37°28'40.79" 126°30'53.28"	79.0	Building	
123	37°28'41.85" 126°30'51.23"	76.0	Building	
124	37°28'42.97" 126°30'49.74"	79.0	Building	
125	37°28'41.07" 126°30'48.02"	79.0	Building	
126	37°29'17.13" 126°30'09.89"	84.5	Building	
127	37°29'21.02" 126°30'07.85"	82.0	Building	
128	37°29'18.92" 126°30'07.44"	87.0	Building	
129	37°29'16.06" 126°30'05.18"	78.5	Building	
130	37°29'16.78" 126°30'07.46"	81.5	Building	
131	37°29'13.01" 126°29'56.92"	79.5	Building	
132	37°29'14.70" 126°29'56.77"	75.0	Building	
133	37°29'16.33" 126°29'56.18"	73.5	Building	
134	37°29'15.61" 126°29'59.83"	75.0	Building	
135	37°29'14.97" 126°30'02.38"	78.5	Building	
136	37°29'13.96" 126°29'59.40"	72.5	Building	
137	37°29'27.51" 126°29'56.41"	58.0	Building	
138	37°29'25.49" 126°29'59.42"	75.0	Building	
139	37°29'28.52" 126°29'47.67"	65.5	Building	
140	37°29'26.87" 126°29'27.29"	53.5	Building	
141	37°29'26.34" 126°29'51.35"	59.0	Building	
142	37°29'35.13" 126°29'49.59"	76.5	Building	
143	37°29'30.91" 126°29'58.49"	90.0	Building	
144	37°27'20.66" 126°28'49.47"	59.5	Pole	
145	37°27'19.65" 126°28'50.11"	61.5	Pole	
146	37°27'18.80" 126°28'50.97"	62.0	Pole	
147	37°27'18.06" 126°28'51.83"	62.5	Pole	
148	37°27'17.30" 126°28'52.88"	62.5	Pole	
149	37°27'16.57" 126°28'53.63"	62.5	Pole	
150	37°29'23.64" 126°29'55.53"	63.0	Building	
151	37°29'28.65" 126°30'03.09"	107.5	Building	
152	37°28'40.60" 126°30'26.05"	71.5	Building	
153	37°28'42.09" 126°30'25.45"	68.0	Building	
154	37°28'43.55" 126°30'25.58"	74.5	Building	
155	37°28'42.87" 126°30'28.14"	73.5	Building	
156	37°28'43.48" 126°30'28.68"	68.5	Building	
157	37°28'46.14" 126°30'27.08"	71.5	Building	
158	37°28'45.49" 126°30'25.13"	77.0	Building	
159	37°28'47.52" 126°30'23.63"	82.0	Building	
160	37°28'48.99" 126°30'25.43"	77.5	Building	
161	37°28'49.71" 126°30'21.34"	76.5	Building	
162	37°28'48.14" 126°30'19.67"	77.0	Building	
163	37°28'46.47" 126°30'21.13"	77.0	Building	
164	37°28'45.69" 126°30'19.34"	71.5	Building	
165	37°28'45.57" 126°30'17.44"	71.5	Building	
166	37°28'43.96" 126°30'20.40"	71.5	Building	
167	37°28'43.87" 126°30'22.36"	71.5	Building	
168	37°28'42.34" 126°30'23.10"	71.5	Building	
169	37°30'40.72" 126°29'47.80"	65.5	Building	
170	37°29'29.95" 126°30'00.70"	64.0	Building	
171	37°29'26.28" 126°29'53.31"	56.5	Building	
172	37°29'23.74" 126°29'58.08"	77.0	Building	
173	37°29'24.49" 126°29'44.90"	56.5	Building	

Change : Establishment of ACFT stands NR. 671~683 for cargo apron 2 and Information of OBST items(building → antenna, mountain → natural high point).

AERODROME OBSTACLE CHART - ICAO
TYPE B

DIMENSIONS AND ELEVATIONS IN METRES

SEOUL / Incheon Intl

AERODROME ELEVATION 7 METRES

CONICAL SURFACE SLOPE 1:20

HORIZONTAL SURFACE

TRANSITIONAL SURFACE 1:7

APPROACH SURFACE 1:40

APPROACH SURFACE 1:50

APPROACH SURFACE 1:50

APPROACH SURFACE 1:40

APPROACH SURFACE 1:40

APPROACH SURFACE 1:50

APPROACH SURFACE 1:50

APPROACH SURFACE 1:40

TRANSITIONAL SURFACE 1:7

TRANSITIONAL SURFACE 1:7

TRANSITIONAL SURFACE 1:7

ARP

37°50m X 60m ASPHALT

37°50m X 60m ASPHALT

4000m X 60m ASPHALT

37°50m X 60m ASPHALT

CONCRETE SWY 120

70.5 (189)
72.0 (188)
70.5 (187)
70.5 (186)
96.0 (176)
87.0 (175)
89.5 (174)
52.0 (193)
63.5 (192)
96.0
88.0
84.0 (179)
81.0 (178)
88.0 (177)
70.5 (180)
70.5 (181)
70.5 (185)
72.0 (182)
70.5 (183)
70.5 (184)
70.5 (190)
70.5 (191)

VAR 9° W 2020
ANNUAL RATE OF CHANGE 6' W

OBSTACLES

NO	COORDINATES (WGS-84)		ELEV (MSL)	ITEM	NOTE
174	37°29'22.23"	126°29'56.16"	90.0	Building	
175	37°29'21.55"	126°29'57.51"	87.0	Building	
176	37°29'20.76"	126°29'59.53"	96.0	Building	
177	37°29'19.35"	126°29'57.12"	88.0	Building	
178	37°29'19.03"	126°29'53.79"	81.0	Building	
179	37°29'20.44"	126°29'54.26"	84.0	Building	
180	37°28'51.08"	126°30'08.55"	70.5	Building	
181	37°28'49.92"	126°30'11.07"	70.5	Building	
182	37°28'48.55"	126°30'13.37"	72.0	Building	
183	37°28'47.05"	126°30'15.60"	70.5	Building	
184	37°28'48.49"	126°30'16.88"	70.5	Building	
185	37°28'50.26"	126°30'11.71"	70.5	Building	
186	37°28'51.53"	126°30'09.02"	70.5	Building	
187	37°28'52.27"	126°30'11.33"	70.5	Building	
188	37°28'53.35"	126°30'13.31"	72.0	Building	
189	37°28'50.94"	126°30'15.61"	70.5	Building	
190	37°28'49.73"	126°30'15.54"	70.5	Building	
191	37°28'50.26"	126°30'18.62"	70.5	Building	
192	37°29'26.57"	126°29'46.21"	63.5	Building	
193	37°29'29.47"	126°29'45.10"	52.0	Building	

AMENDMENT RECORD

NO.	DATE	ENTERED BY

LEGEND

ITEM	SYMBOL PLAN	SYMBOL NUMBER
AERODROME REFERENCE POINT 37°27'45"N 126°26'21"E	⌖	Identification number → 1
PEAK OR MOUNTAIN	●	
POLE, TOWER, PYLON, ANTENNA, ETC	⊙	
BUILDING OR LARGE STRUCTURE	■	
ROAD		
RAILROAD		
POWER-CABLE	T—T—T—	
MAGNETIC LEVITATION TRAIN RAILROAD		

ORDER OF ACCURACY

HORIZONTAL 5 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 25000

METERS
300 0 500 1000 1500 2000 2500 3000

1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000
FEET

Change : Establishment of OBST NR. 193 and ACFT stands NR. 671~683 for cargo apron 2.

INSTRUMENT APPROACH CHART - ICAO

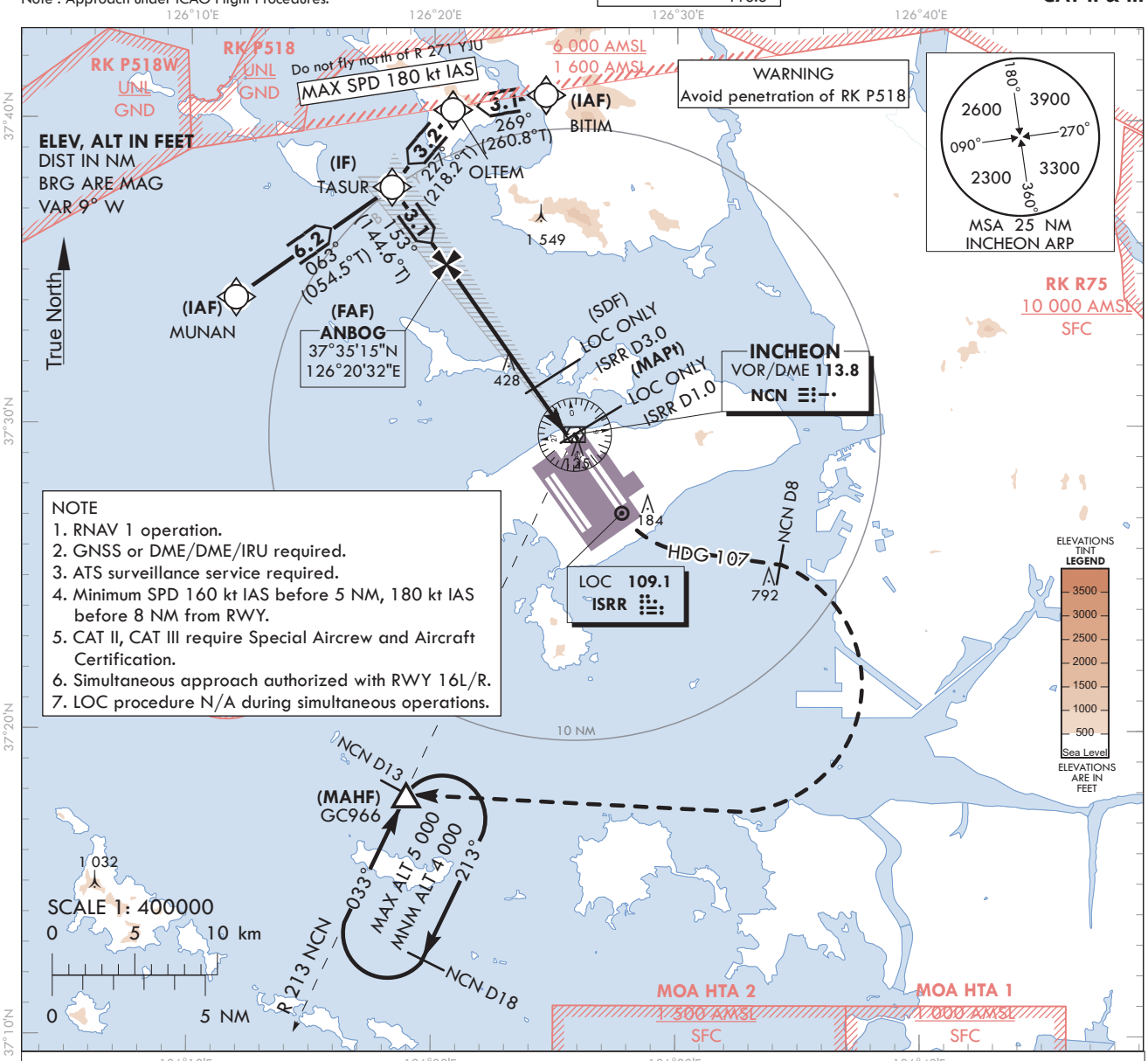
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 15R - ELEV **23** ft

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

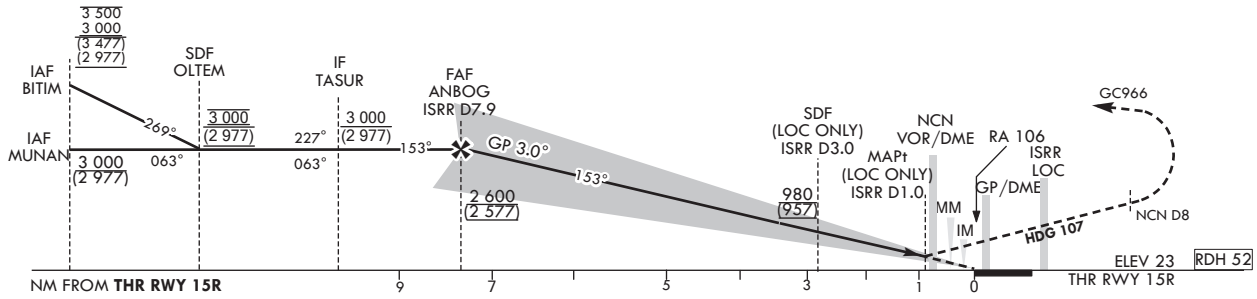
ILS Z or LOC Z RWY 15R
CAT II & III



NOTE
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY.
5. CAT II, CAT III require Special Aircrew and Aircraft Certification.
6. Simultaneous approach authorized with RWY 16L/R.
7. LOC procedure N/A during simultaneous operations.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

RECOMMENDED PROFILE	DME ISRR	7	6	5	4	3	2
Final Approach Gradient 5.37%, 326 ft/NM	ALT(HGT)	2 307 (2 284)	1 980 (1 957)	1 654 (1 631)	1 327 (1 304)	1 001 (978)	675 (652)



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I	FULL	223 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	380 (357)	900 m			
		ALS INOP		1 600 m			
	CAT II		123(100)	300 m			300 m[1]/ 350 m
	CAT III		-	75 m[2] / 125 m			

1) For CAT D aeroplane conducting an autoland.
2) Aeroplane use Fail-operational system.

MISSED APPROACH
Fly RWY heading climb to 4 000 ft. At 720 ft, turn left heading 107. At NCN 8 DME, turn right direct to GC966. Hold as pulished.
Do not turn before passing MAPt.

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

Change : Amended RWY symbol.

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

AERONAUTICAL DATA TABULATION

ILS Z/LOC Z Approach to RWY 15R from MUNAN to TASUR(IF)	
Fix / Point	Coordinates
MUNAN(IAF)	37°34'09.3"N 126°11'53.0"E
TASUR(IF)	37°37'46.4"N 126°18'16.2"E

ILS Z/LOC Z Approach to RWY 15R from BITIM to TASUR(IF)	
Fix / Point	Coordinates
BITIM(IAF)	37°40'48.0"N 126°24'36.1"E
OLTEM(SDF)	37°40'18.2"N 126°20'46.3"E
TASUR(IF)	37°37'46.4"N 126°18'16.2"E

ILS Z/LOC Z Approach to RWY 15R from TASUR(IF) to MAHF		
Fix / Point		Coordinates
ANBOG(FAF)	BRG 153.15°/7.92 NM ISRR	37°35'14.6"N 126°20'31.9"E
D3.0 ISRR (SDF LOC ONLY)	BRG 153.15°/3.00 NM ISRR	37°31'13.4"N 126°24'07.1"E
D1.0 ISRR (MAPt LOC ONLY)	BRG 153.15°/1.00 NM ISRR	37°29'35.4"N 126°25'34.4"E
NCN VOR/DME		37°29'41.7"N 126°25'49.2"E
THR RWY 15R		37°28'54.44"N 126°26'10.82"E
ISRR DME		37°28'48.7"N 126°26'21.9"E
Climb to 720 ft	HDG 153	-
D8 NCN	HDG 107	-
GC966	BRG 213.08°/13.00 NM NCN	37°17'53.0"N 126°18'58.0"E

INSTRUMENT APPROACH CHART - ICAO

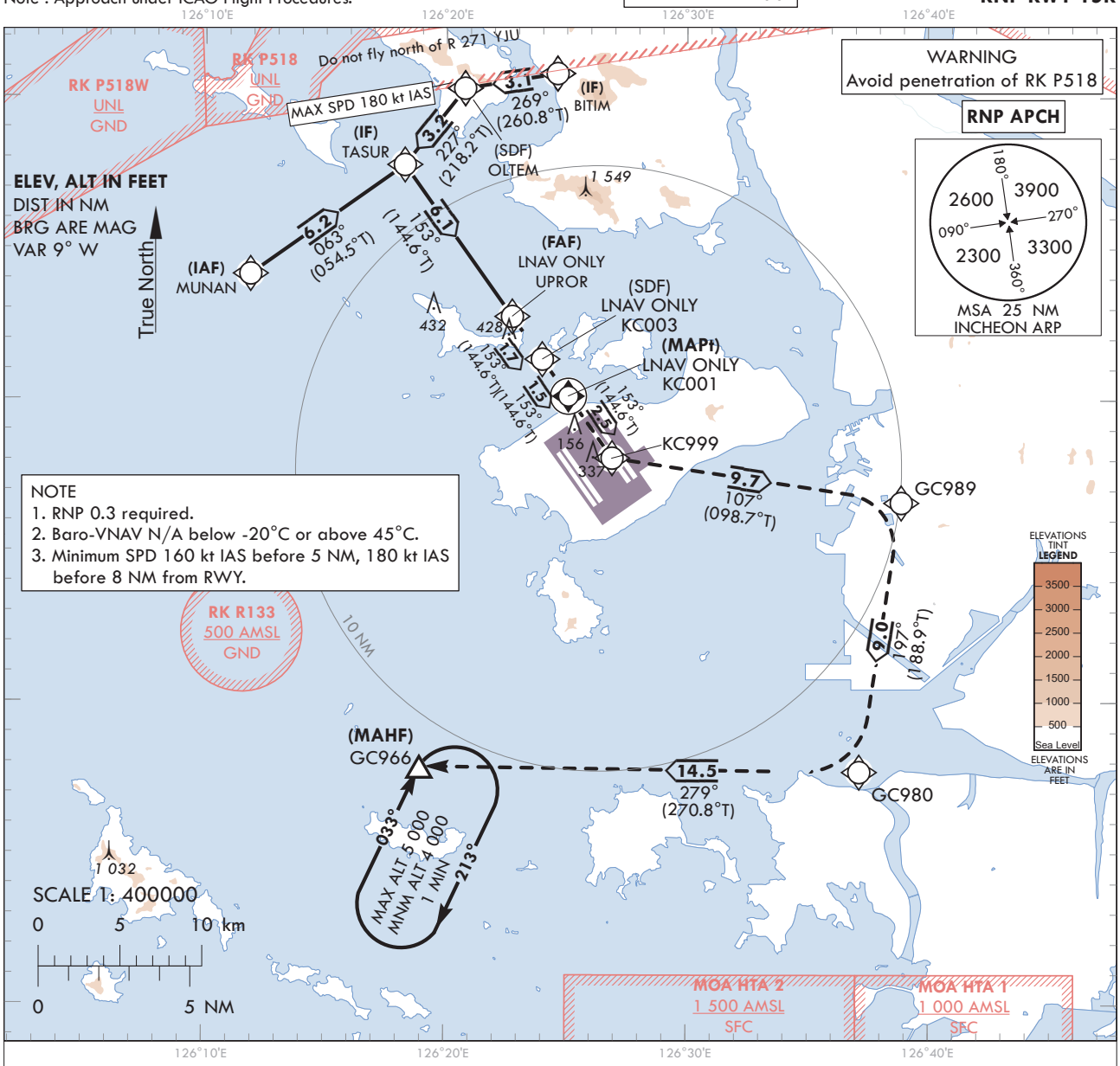
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 15R - ELEV **23** ft

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

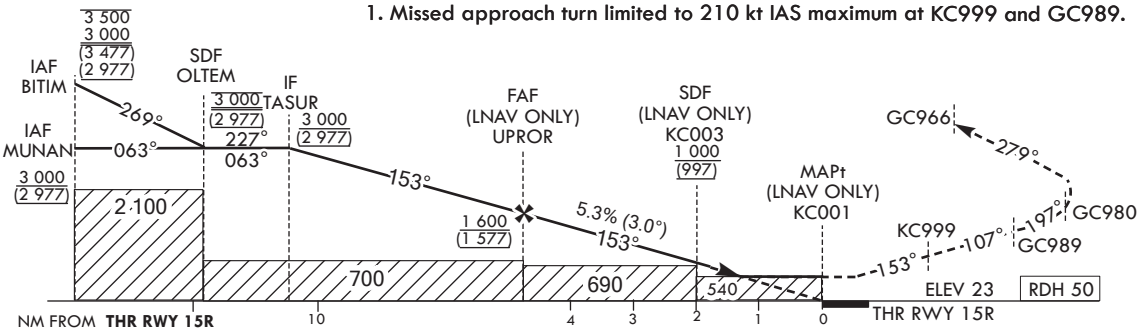
SEOUL/Incheon Intl(RKSI)

RNP RWY 15R



TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb to 4 000 ft. Track to KC999, GC989, GC980 and GC966. Hold as published.
NOTE
1. Missed approach turn limited to 210 kt IAS maximum at KC999 and GC989.



CATEGORY			DA(H)/ MDA(H)	A	B	C	D
STA	LNAV	FULL	540 (517)	1 600 m			
		ALS INOP		2 400 m			
	LNAV/VNAV	FULL	460 (437)	1 300 m			
		ALS INOP		2 000 m			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	324	485	647	809	971

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

Change : Withdrawal of KC976 and Amended phrase(GC999 → KC999).

Instrument Approach Procedure Coding Tables

RNP RWY 15R - via MUNAN(IAF) to GC966(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	IF	MUNAN	-	-	-	-	+3 000	-	37°34'09.3"N 126°11'53.0"E	-	RNP APCH	IAF
002	TF	TASUR	-	063 (054.5)	6.2	-	+3 000	-	37°37'46.4"N 126°18'16.2"E	-	RNP APCH	IF
003	TF	UPROR	-	153 (144.6)	6.1	-	+1 600	-	37°32'45.7"N 126°22'44.8"E	-	RNP APCH	FAF
004	TF	KC003	-	153 (144.6)	1.7	-	+1 000	-	37°31'21.4"N 126°23'59.9"E	-	RNP APCH	SDF
005	TF	KC001	Y	153 (144.6)	1.5	-	+540	-	37°30'07.93"N 126°25'05.40"E	-3.05/50	RNP APCH	MAPt
006	TF	KC999	-	153 (144.6)	2.5	-	-	-210	37°28'05.4"N 126°26'54.4"E	-	RNP APCH	-
007	TF	GC989	-	107 (098.7)	9.7	-	-	-210	37°26'36.8"N 126°38'53.7"E	-	RNP APCH	-
008	TF	GC980	-	197 (188.9)	9.0	-	-	-	37°17'42.5"N 126°37'09.6"E	-	RNP APCH	-
009	TF	GC966	-	279 (270.8)	14.5	-	+4 000	-	37°17'53.0"N 126°18'58.0"E	-	RNP APCH	
010	HM	GC966	Y	033 (024.8)	-	R	-5 000 +4 000	-	37°17'53.0"N 126°18'58.0"E	-	RNP APCH	1 min (Outbound timing)

RNP RWY 15R - via BITIM(IAF) to GC966(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	IF	BITIM	-	-	-	-	-3 500 +3 000	-	37°40'48.0"N 126°24'36.1"E	-	RNP APCH	IAF
002	TF	OLTEM	-	269 (260.8)	3.1	-	@3 000	-180	37°40'18.2"N 126°20'46.3"E	-	RNP APCH	SDF
003	TF	TASUR	-	227 (218.2)	3.2	-	+3 000	-	37°37'46.4"N 126°18'16.2"E	-	RNP APCH	IF
004	TF	UPROR		153 (144.6)	6.1	-	+1 600	-	37°32'45.7"N 126°22'44.8"E	-	RNP APCH	FAF
005	TF	KC003	-	153 (144.6)	1.7	-	+1 000	-	37°31'21.4"N 126°23'59.9"E	-	RNP APCH	SDF
006	TF	KC001	Y	153 (144.6)	1.5	-	+540	-	37°30'07.93"N 126°25'05.40"E	-3.05/50	RNP APCH	MAPt
007	TF	KC999	-	153 (144.6)	2.5	-	-	-210	37°28'05.4"N 126°26'54.4"E	-	RNP APCH	-
008	TF	GC989	-	107 (098.7)	9.7	-	-	-210	37°26'36.8"N 126°38'53.7"E	-	RNP APCH	-
009	TF	GC980	-	197 (188.9)	9.0	-	-	-	37°17'42.5"N 126°37'09.6"E	-	RNP APCH	-
010	TF	GC966	-	279 (270.8)	14.5	-	+4 000	-	37°17'53.0"N 126°18'58.0"E	-	RNP APCH	
011	HM	GC966	Y	033 (024.8)	-	R	-5 000 +4 000	-	37°17'53.0"N 126°18'58.0"E	-	RNP APCH	1 min (Outbound timing)

RKPC AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulation

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

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

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

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

1.5 High Intensity Runway Operation(HIRO)

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

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

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

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

3. Arrival

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

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

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

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

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

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

4. Departure

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

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

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

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

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

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

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

2. Airport Collaborative Decision Making

2.1 General

1. A-CDM is a process that allows air traffic controllers, airport operators, aircraft operators(AO), ground handling agents(GHA), pilots and air traffic flow managers to exchange operational information and work together to efficiently manage operations at aerodrome.

2. Definitions commonly used terms in A-CDM

a. Target Off Block Time(TOBT) - The time that an AO or GHA estimates that an aircraft will be ready, all doors closed, boarding bridge removed, push-back vehicle available and ready to start-up/push-back immediately upon reception of clearance from the ATC.
b. Target Start up Approval Time(TSAT) - The time provided by ATC taking into account TOBT, Calculated Take Off Time(CTOT) and/or the traffic situation that an aircraft can expect start-up/push-back approval.
c. Target Take Off Time(TTOT) - The Target Take Off Time considering the TOBT/TSAT plus the Estimated Taxi-Out Time(EXOT).

3. The operation of A-CDM at Jeju INTL Airport will be phased due to ATC environment restrictions. TSAT will not be provided to all departure flights. The flights subject to Pre-Departure Sequencing are limited to ATFM regulated flights during first operational phase.

2.2 A-CDM Procedures

1. Jeju INTL Airport A-CDM portal system will automatically calculate system TOBT for each departure flight taking into account the Estimated In-Block Time/Actual In-Block Time(EIBT/AIBT), Minimum Turnaround Time(MTTT) and Estimated Off Block Time(EOBT).

2. AO or GHA can manually update the system generated TOBT from 90 minutes prior to EOBT.

3. If the prediction of departure readiness(new TOBT) differs more than 5 minutes from the previous TOBT, AO or GHA shall update TOBT.

4. TOBT shall not deviate from EOBT by more than 5 minutes. If TOBT deviate from EOBT by more than 5 minutes, AO or GHA shall update EOBT. When EOBT is updated, TOBT is automatically modified to the value of the new EOBT.

5. TOBT shall be updated through the following channels :
a. A-CDM portal or mobile web(https://cdm.airport.co.kr)
b. FIDS at boarding rooms

Change : Establishment of regulations for A-CDM.

6. TOBT information is available through the following channels :
   a. A-CDM portal and mobile web
   b. FIDS at boarding rooms
   c. Radio communication with GHA or AO

7. TSAT will be calculated by taking into account factors such as TOBT, CTOT, Estimated Taxi-Out Time(EXOT) and ATC separation standards etc. Thus the accuracy of TOBT is vital to an optimal TSAT.

8. AO or GHA are strongly encouraged to update TOBT as soon as any expected delay to the aircraft readiness for push-back is made available to avoid unnecessary hold-ups.

2.3 Non A-CDM Procedures

1. The Non A-CDM procedure is applicable when TOBT and TSAT references used in A-CDM mode of operations become unavailable due to system issues or maintenance.

2. If unable to refer TOBT through any channels, pilot shall contact JEJU DELIVERY(121.925 MHz) for ATC clearance at least 10 minutes prior to EOBT.

3. Departure Procedure

3.1 ATC clearance

1. Departing IFR flights shall contact JEJU DELIVERY(121.925 MHz) to obtain ATC clearance at least 10 minutes prior to TOBT and shall obtain push-back clearance and taxi instruction from JEJU GROUND(121.675 MHz).

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

3.2 Procedures for start-up and push-back

1. Pilot shall ensure aircraft is ready for push-back at TOBT.

2. Pilot shall maintain communication with the AO / GHA as they are responsible for updating the TOBT. Pilot shall notify the AO / GHA to update the TOBT if it is expected to differ by 5 minutes or more.

3. When ready to push-back, aircraft contact JEJU GROUND and provide the following :
   a. Call sign
   b. Gate or stand number
   c. Release time (if necessary)

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

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

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

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

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

Aircraft Stands	RWY in use	Pushback Procedures	Phraseology
1	07/25	The aircraft shall be pushed back to face northwest.	Pushback approved
		The aircraft shall be pushed back to face northwest until the towing car pass the holding point between stand NR. 1 and 86.	Pushback approved, clear E2
2	07/25	The aircraft shall be pushed back to face northwest.	Pushback approved
		The aircraft shall be pushed back to face northwest until the towing car pass the holding point between stand NR. 1 and 2.	Pushback approved, clear E1

Change : Establishment of regulations for A-CDM and Information of ATC clearance, procedures for start-up and push-back, item numbers.

Aircraft Stands	RWY in use	Pushback Procedures	Phraseology
3	07	The aircraft shall be pushed back to face west.	Pushback approved
		The aircraft shall be pushed back to face northwest along R taxilane until towing car pass the holding point between stand NR. 2 and 3.	Pushback approved, clear G1
	25	The aircraft shall be pushed back to face east.	Pushback approved
		The aircraft shall be pushed back to face east along R taxilane until towing car pass the holding point between stand NR. 3 and 6.	Pushback approved, clear G1
	07/25	The aircraft shall be pushed back to face northwest along R taxilane until towing car pass the holding point between stand NR. 1 and 2.	Pushback approved to face northwest and clear E1
		The aircraft shall be pushed back to face south along G1 taxiway until towing car pass the R taxiway holding point.	Pushback approved to face south on G1
6	07	The aircraft shall be pushed back to face west.	Pushback approved
	25	The aircraft shall be pushed back to face east.	Pushback approved
	07/25	The aircraft shall be pushed back to face northwest along R taxilane until towing car pass the holding point between stand NR. 2 and 3.	Pushback approved to face northwest and clear G1
		The aircraft shall be pushed back to face south along G1 taxiway until towing car pass the R taxilane holding point.	Pushback approved to face south on G1
7, 9, 10, 13, 15	07	The aircraft shall be pushed back to face west.	Pushback approved
	25	The aircraft shall be pushed back to face east.	Pushback approved
17, 18	07	The aircraft shall be pushed back to face west.	Pushback approved
		The aircraft shall be pushed back to face west until the towing car pass the holding point between stand NR. 15 and 17.	Pushback approved and clear G2
	25	The aircraft shall be pushed back to face east.	Pushback approved
		The aircraft shall be pushed back to face east until the towing car pass the holding point between stand NR. 18 and 20.	Pushback approved and clear G2
	07/25	The aircraft shall be pushed back to face south along G2 taxiway until towing car pass the R taxiway holding point.	Pushback approved to face south on G2
		The aircraft shall be pushed straight back until its nosewheel is at taxilane R.	Pushback approved make straight back
20, 30, 31	07	The aircraft shall be pushed back to face west.	Pushback approved
	25	The aircraft shall be pushed back to face east.	Pushback approved
32, 33	07	The aircraft shall be pushed back to face west.	Pushback approved
		The aircraft shall be pushed back to face west along R taxilane until towing car pass the holding point between stand NR. 31 and 32.	Pushback approved and clear G3
	25	The aircraft shall be pushed back to face east.	Pushback approved
		The aircraft shall be pushed back to face east along R taxilane until towing car pass the holding point between stand NR. 33 and 34.	Pushback approved and clear G3
	07/25	The aircraft shall be pushed back to face south along G3 taxiway until towing car pass the R taxiway holding point.	Pushback approved to face south on G3
33	07/25	The aircraft shall be pushed straight back until its nosewheel is at taxilane R.	Pushback approved make straight back
34, 35, 63	07	The aircraft shall be pushed back to face west.	Pushback approved
	25	The aircraft shall be pushed back to face east.	Pushback approved
36, 37	07/25	The aircraft shall be pushed back to face west.	Pushback approved
		The aircraft shall be pushed back to face south along G4 taxiway until towing car pass the R taxiway holding point.	Pushback approved to face south on G4
		The aircraft shall be pushed straight back until its nosewheel is at taxilane R.	Pushback approved make straight back
80-86	07/25	The aircraft shall be pushed back to face northwest.	Pushback approved
51-57, 60-62, 64, 65	07/25	Self maneuvering parking stand.	-
	* During low visibility procedures(Phase 2), the aircraft shall be pushed back as follow :		-
	07	The aircraft shall be pushed back to face west.	Pushback approved
	25	The aircraft shall be pushed back to face east.	Pushback approved

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

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

Change : Information of item number.

3.3 Departure routes

Unless otherwise instructed, aircraft should use the following routes.

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

3.4 Radio frequency transfer point

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

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

3.5 Taxiing speed control

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

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

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

3.6 Limitation

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

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

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

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

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

4. Deicing Operations

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

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

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

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

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

Change : Information of item numbers.

5. Arrival Procedure

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

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

5.3 Arrival routes

Unless otherwise instructed, aircraft should use the following routes :

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

5.4 Radio frequency transfer procedure

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

5.5 Follow-me car service

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

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

6.1 Taxiing procedures

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

6.2 Restriction

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

7. Ground engine check procedure

7.1 Ground engine check

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

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

7.3 Engine performance check

a. Engine performance check is permitted in following area :

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

b. Secondary run-up areas are operated only for Noise abatement.
c. On the TWY E and RWY 31 displaced THR run-up areas, aircraft shall have its heading be aligned with the direction of RWY 31.
d. On the ACFT stand NR. 37 run-up area, aircraft shall have its heading be aligned with a parked direction of stand NR. 37.

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

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

Change : Information of engine performance check and item numbers.

10. CAT II Operations

10.1 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.

10.2 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.

10.3 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.

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

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

10.6 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 : Information of item numbers.

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 6 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.

10.7 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.

Change : Information of reference page(5 → 6) and item number.

RKPK 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
RKPKOB001	Tree	350930.1N 1285620.9E	57 ft/	NIL	36L/R APCH 18L/R TKOF
RKPKOB002	Natural High Point	351438.3N 1285331.0E	1 077 ft/	NIL	
RKPKOB003	Natural High Point	351516.5N 1285320.4E	1 312 ft/	NIL	
RKPKOB004	Natural High Point	350430.2N 1285800.9E	590 ft/	NIL	
RKPKOB005	Natural High Point	350357.2N 1285808.9E	768 ft/	NIL	
RKPKOB006	Natural High Point	351455.9N 1285523.8E	1 333 ft/	NIL	
RKPKOB007	Natural High Point	350701.7N 1285825.4E	1 115 ft/	NIL	
RKPKOB008	Natural High Point	351100.3N 1290118.8E	2 107 ft/	NIL	
RKPKOB009	Antenna	350924.5N 1285643.1E	73 ft/	NIL	
RKPKOB010	Natural High Point	350700.7N 1285832.8E	1 377 ft/	NIL	
RKPKOB011	Natural High Point	351455.9N 1285523.8E	1 345 ft/	NIL	18L/R APCH 36L/R TKOF
RKPKOB012	Natural High Point	351140.2N 1285405.8E	197 ft/	NIL	In 18L/R circling area and at AD
RKPKOB013	Natural High Point	351353.9N 1285541.9E	656 ft/	NIL	
RKPKOB014	Natural High Point	351148.9N 1285457.1E	132 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					

Remarks

1. Obstacles
   - RWY supervisor Units are east side of RWY 36R/18L.
   - MA-1A Aircraft Arresting Nets are located at RWY 36R/18L threshold (AGL 1.0 m).
   - Aircraft Braking System Equipment Shelters are located at 528 m from the RWY 36R threshold, 714 m from the RWY 18L threshold and each side of the RWY, 83 m from the center line (AGL 2.7 m).
   - Aircraft Braking System Arresting Cable Banks are located on 528 m from the RWY 36R threshold and 714 m from the RWY 18L threshold (AGL 0.4 m).
   - Military fence is located 130 m west side of RWY 36L Center line and 1 950 ~ 2 210 m from the RWY threshold, (AGL 2.7 m).

2. Caution
   - Mountainous area in the north of airport : Refer to Instrument Approach Charts.
   - RWY 18L is lack of runway and safety area length 4 m.

Change : Information of OBST type(hill → natural high point).

INTENTIONALLY

LEFT

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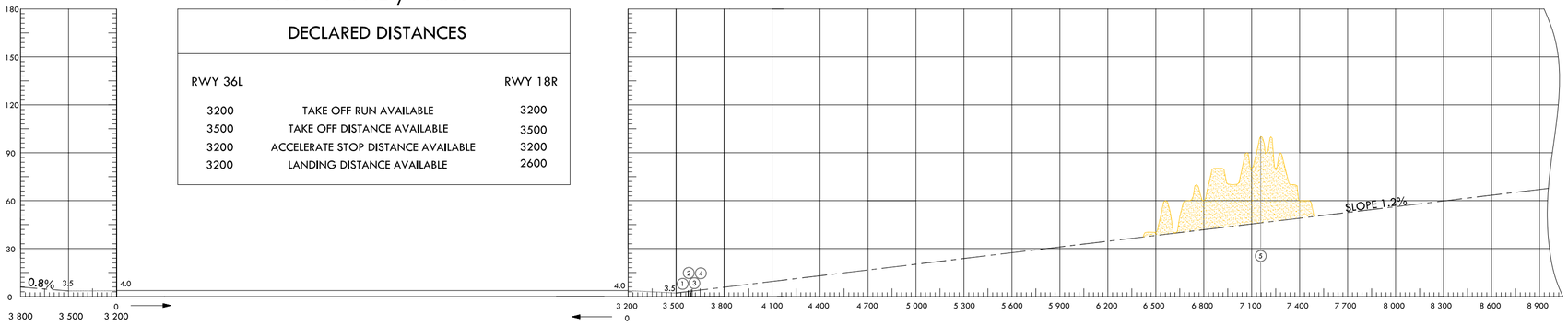
AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

BUSAN / Gimhae Intl

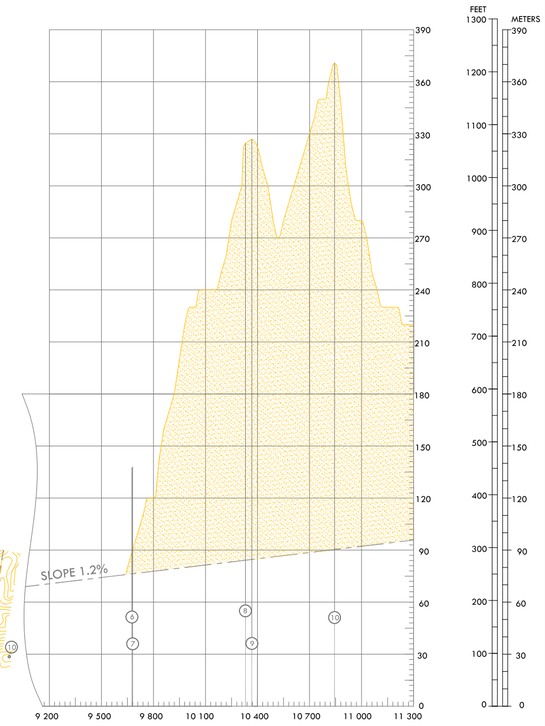
DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 8° W - 2020

RWY 36L / 18R



DECLARED DISTANCES		
RWY 36L		RWY 18R
3200	TAKE OFF RUN AVAILABLE	3200
3500	TAKE OFF DISTANCE AVAILABLE	3500
3200	ACCELERATE STOP DISTANCE AVAILABLE	3200
3200	LANDING DISTANCE AVAILABLE	2600



VERTICAL SCALE 1:2500

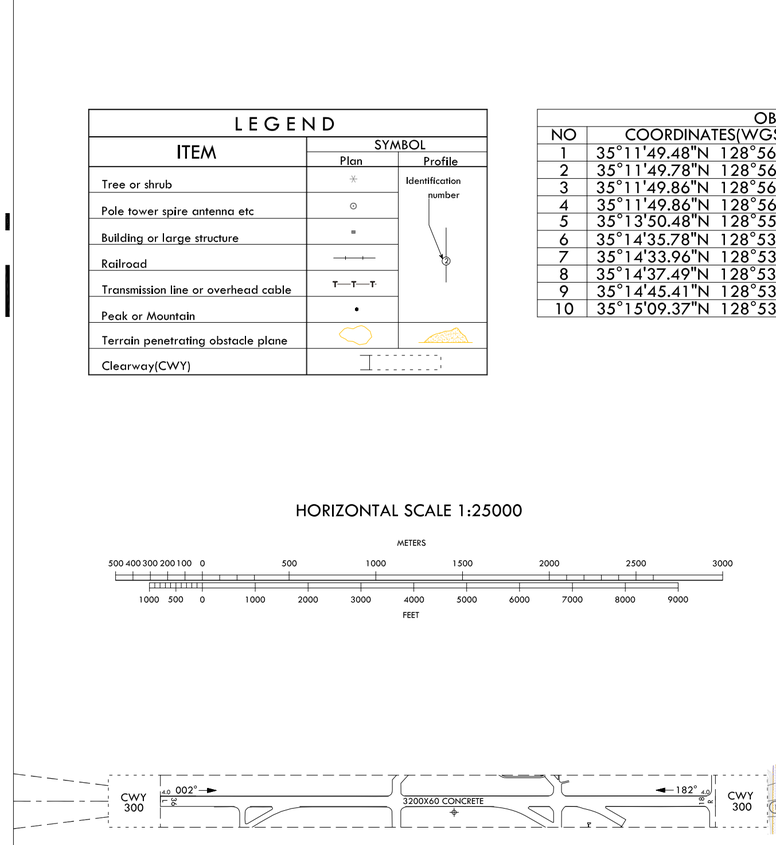
LEGEND		
ITEM	SYMBOL	
	Plan	Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Peak or Mountain		
Terrain penetrating obstacle plane		
Clearway(CWY)		

OBSTACLES				
NO	COORDINATES(WGS-84)	ELEV(AMSL)	ITEM	NOTE
1	35°11'49.48"N 128°56'02.62"E	3.58	Building	
2	35°11'49.78"N 128°56'03.14"E	3.87	Building	
3	35°11'49.86"N 128°56'01.77"E	4.42	Building	
4	35°11'49.86"N 128°56'01.11"E	4.62	Building	
5	35°13'50.48"N 128°55'33.61"E	100.20	Natural High Point	
6	35°14'35.78"N 128°53'59.23"E	137.50	Building	
7	35°14'33.96"N 128°53'57.29"E	138.00	Building	
8	35°14'37.49"N 128°53'31.68"E	324.55	Natural High Point	
9	35°14'45.41"N 128°53'32.32"E	326.93	Natural High Point	
10	35°15'09.37"N 128°53'15.74"E	370.80	Natural High Point	

HORIZONTAL SCALE 1:25000

ORDER OF ACCURACY

HORIZONTAL	5.0 m
VERTICAL	0.5 m



WARNING

NUMEROUS OBSTACLES EXIST ON RIGHT SIDE OF THE TAKE-OFF FLIGHT PATH AREA DEFINED ON THIS CHART.

AMENDMENT RECORD		
NO	DATE	ENTERED BY

Change : Information of OBST item(mountain → natural high point).

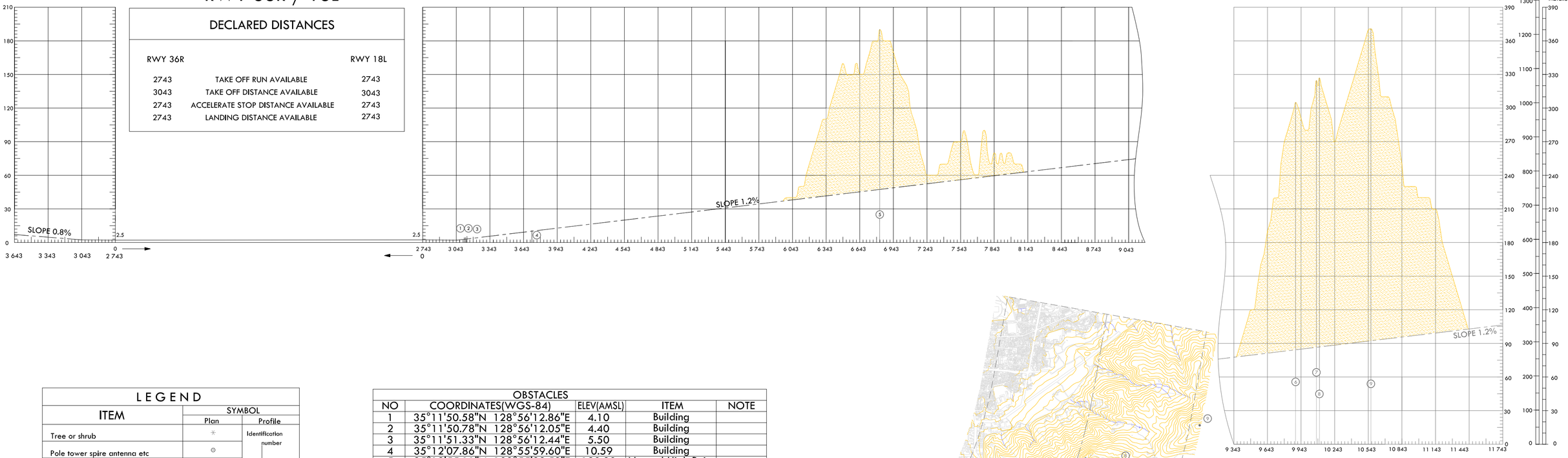
AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

BUSAN / Gimhae Intl

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 8° W - 2020

RWY 36R / 18L



DECLARED DISTANCES

RWY 36R		RWY 18L
2743	TAKE OFF RUN AVAILABLE	2743
3043	TAKE OFF DISTANCE AVAILABLE	3043
2743	ACCELERATE STOP DISTANCE AVAILABLE	2743
2743	LANDING DISTANCE AVAILABLE	2743

LEGEND

ITEM	SYMBOL Plan	SYMBOL Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Peak or Mountain		
Terrain penetrating obstacle plane		
Clearway(CWY)		

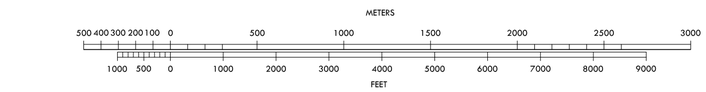
OBSTACLES

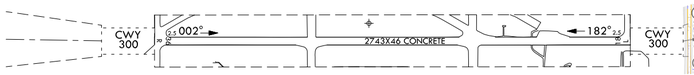
NO	COORDINATES(WGS-84)	ELEV(AMSL)	ITEM	NOTE
1	35°11'50.58"N 128°56'12.86"E	4.10	Building	
2	35°11'50.78"N 128°56'12.05"E	4.40	Building	
3	35°11'51.33"N 128°56'12.44"E	5.50	Building	
4	35°12'07.86"N 128°55'59.60"E	10.59	Building	
5	35°13'55.11"N 128°55'39.53"E	190.30	Natural High Point	
6	35°15'04.47"N 128°53'47.11"E	305.05	Natural High Point	
7	35°14'37.49"N 128°53'31.68"E	324.55	Natural High Point	
8	35°14'45.41"N 128°53'32.32"E	326.93	Natural High Point	
9	35°15'09.37"N 128°53'15.74"E	370.80	Natural High Point	

ORDER OF ACCURACY

HORIZONTAL	5.0 m
VERTICAL	0.5 m

HORIZONTAL SCALE 1:25000





WARNING

NUMEROUS OBSTACLES EXIST ON RIGHT SIDE OF THE TAKE-OFF FLIGHT PATH AREA DEFINED ON THIS CHART.

AMENDMENT RECORD		
NO	DATE	ENTERED BY

Change : Information of OBST item(mountain → natural high point).

AERODROME OBSTACLE CHART - ICAO
TYPE B

DIMENSIONS AND ELEVATIONS IN METRES

BUSAN / Gimhae Intl

AERODROME ELEVATION 4 METRES

VAR 8° W 2020
ANNUAL RATE OF CHANGE 5' W

APPROACH SURFACE SLOPE 1:40

APPROACH SURFACE SLOPE 1:50

CONICAL SURFACE SLOPE 1:20

HORIZONTAL SURFACE SLOPE

TRANSITIONAL SURFACE SLOPE 1:7

TRANSITIONAL SURFACE SLOPE 1:7

APPROACH SURFACE SLOPE 1:50

2743m X 46m CONCRETE

3200m X 60m CONCRETE

CWY 300

CWY 300

CWY 300

CWY 300

182°

002°

182°

002°

AMENDMENT RECORD

NO.	DATE	ENTERED BY

LEGEND

ITEM	SYMBOL Plan	Number
AERODROME REFERENCE POINT 35°10'50"N 128°56'17"E		
Tree or shrub		Identification number
Pole, tower, spire, antenna, etc		
Building or large structure		
Peak or mountain		
Railroad		
Transmission line or overhead cable	T T T	
Terrain penetrating obstacle plane		
Clearway(CWY)		
Obstacles concentration area - The highest obstacle in each area is depicted on chart	59.0	

OBSTACLES SHOWN ARE THOSE WHICH PENETRATE
THE SURFACES SPECIFIED IN MILITARY FACILITIES PROTECTION ACT, REPUBLIC OF KOREA

HORIZONTAL REFERENCE SYSTEM (WGS-84)
TRANSVERSE MERCATOR PROJETION

ORDER OF ACCURACY

HORIZONTAL 5 M
VERTICAL 0.5 M

HORIZONTAL SCALE 1 : 23 000

METRES
300 0 500 1000 1500 2000 2500 3000

FEET
1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000

OBSTACLES

NO	COORDINATES(WGS-84)	ELEV/AMSL	ITEM	NOTE
C1	35°03'42.35" 128°58'02.62"	183.5	natural high point	
C2	35°03'37.13" 128°58'08.93"	233.5	natural high point	
C3	35°04'30.21" 128°58'01.00"	166.5	natural high point	
C4	35°01'22.87" 128°53'53.37"	42.0	building	
C5	35°01'46.30" 128°53'56.11"	33.0	building	
C6	35°11'01.75" 128°53'53.03"	24.0	building	
C7	35°11'39.95" 128°53'59.98"	86.0	natural high point	
C8	35°13'45.27" 128°55'48.71"	173.5	natural high point	
C9	35°11'47.05.74" 128°53'44.44"	238.5	natural high point	
C10	35°14'10.72" 128°56'17.68"	196.0	natural high point	
C11	35°11'51.19" 128°56'07.01"	142.5	building	
C12	35°14'22.60" 128°56'11.49"	220.5	natural high point	
C13	35°14'26.39" 128°55'53.95"	303.0	tree	
C14	35°14'22.05" 128°55'13.89"	121.0	building	
C15	35°14'29.79" 128°55'28.92"	163.0	building	
C16	35°14'34.32" 128°55'59.21"	381.0	tree	
C17	35°14'46.50" 128°53'43.14"	382.0	tree	
C18	35°14'45.76" 128°53'17.68"	258.5	building	
C19	35°14'55.37" 128°53'59.48"	134.0	building	
C20	35°14'39.65" 128°54'18.48"	250.5	natural high point	
C21	35°14'56.29" 128°55'24.42"	407.0	tree	
C22	35°15'01.52" 128°56'10.43"	368.5	natural high point	
C23	35°15'01.55" 128°55'27.75"	391.5	tree	
C24	35°15'14.28" 128°55'54.30"	185.5	building	
C25	35°15'17.80" 128°55'44.05"	275.5	tree	
C26	35°15'24.70" 128°56'12.71"	362.5	natural high point	
C27	35°15'27.30" 128°55'27.79"	399.5	tree	
C28	35°15'29.57" 128°55'12.17"	362.0	tree	
C29	35°15'39.06" 128°53'18.15"	429.5	tree	
C30	35°15'17.03.78" 128°55'12.03"	177.0	building	
C31	35°15'17.31.19" 128°54'58.21"	170.5	tower	
C32	35°14'01.15" 128°53'24.88"	606.5	tree	
C33	35°16'06.31" 128°56'28.53"	378.0	natural high point	
C34	35°16'15.49" 128°56'30.26"	210.0	tree	
C35	35°16'11.89" 128°55'13.13"	632.0	tree	
C36	35°16'10.60" 128°54'58.18"	455.0	building	
C37	35°16'17.74" 128°55'53.33"	275.0	building	
C38	35°16'19.99" 128°55'20.35"	586.0	tree	
C39	35°16'24.45" 128°56'07.64"	405.0	natural high point	
C40	35°16'23.90" 128°54'55.55"	282.5	building	
C41	35°16'22.89" 128°54'42.66"	590.0	tree	
C42	35°16'28.76" 128°56'07.36"	452.0	natural high point	
C43	35°16'44.23" 128°56'24.16"	531.0	natural high point	
C44	35°16'41.60" 128°55'42.45"	186.0	building	
C45	35°16'48.64" 128°55'35.05"	164.5	building	
C46	35°16'49.50" 128°54'58.39"	385.0	natural high point	
C47	35°16'56.38" 128°55'52.84"	348.5	natural high point	
C48	35°16'53.97" 128°55'22.92"	190.5	building	
C49	35°17'00.66" 128°56'25.02"	470.5	natural high point	
C50	35°17'03.78" 128°55'12.03"	177.0	building	
C51	35°17'04.88" 128°54'56.48"	253.0	natural high point	
C52	35°17'15.24" 128°56'17.88"	403.0	natural high point	
C53	35°17'11.31" 128°54'59.77"	191.0	building	
C54	35°17'15.36" 128°57'09.53"	159.0	building	
C55	35°17'27.19" 128°56'29.23"	191.0	building	
C56	35°17'19.72" 128°54'48.99"	185.0	building	
C57	35°17'24.13" 128°54'35.37"	193.5	building	
C58	35°17'37.93" 128°56'17.59"	341.0	natural high point	
C59	35°17'31.32" 128°54'57.99"	220.5	building	
C60	35°17'33.03" 128°55'09.03"	348.5	natural high point	
C61	35°17'39.04" 128°54'53.24"	181.0	building	
C62	35°17'52.03" 128°54'25.16"	245.5	natural high point	
C63	35°17'08.60" 128°56'21.83"	306.5	natural high point	
C64	35°17'06.19" 128°55'02.06"	190.5	natural high point	
C65	35°17'11.02" 128°55'26.07"	181.0	natural high point	
C66	35°17'22.41" 128°56'28.24"	260.5	natural high point	
C67	35°18'19.73" 128°53'58.17"	166.5	tower	
C68	35°18'42.23" 128°54'58.37"	211.0	tower	
C69	35°18'50.37" 128°54'57.58"	222.0	natural high point	
C70	35°19'45.37" 128°55'03.85"	336.5	natural high point	
C71	35°18'39.77" 128°55'48.21"	170.5	tower	
C72	35°19'03.89" 128°54'50.84"	203.0	natural high point	
C73	35°19'10.87" 128°52'21.80"	200.5	natural high point	
C74	35°19'20.29" 128°55'56.23"	281.0	natural high point	
C75	35°19'30.32" 128°55'40.61"	285.5	natural high point	
C76	35°19'23.72" 128°53'58.81"	266.0	natural high point	
C77	35°19'28.22" 128°54'11.93"	270.5	natural high point	
C78	35°19'35.98" 128°55'18.15"	433.5	natural high point	
C79	35°19'49.04" 128°56'39.40"	262.5	natural high point	
C80	35°19'43.18" 128°54'33.52"	452.5	natural high point	
C81	35°19'52.05" 128°56'16.41"	188.5	natural high point	
C82	35°19'51.66" 128°52'27.29"	424.0	natural high point	
C83	35°19'04.66" 128°52'02.90"	65.5	natural high point	
m1	35°14'25.01" 128°55'58.15"	379.0	natural high point	
m2	35°19'44.81" 128°53'20.26"	463.0	natural high point	
m3	35°14'02.98" 128°56'22.31"	171.0	natural high point	
m4	35°16'37.60" 128°56'31.66"	522.0	etc	
m5	35°03'37.15" 128°58'08.93"	234.0	natural high point	
m6	35°04'31.91" 128°57'33.73"	89.0	etc	
m7	35°04'10.10" 128°57'40.85"	155.0	etc	
m8	36°00'06.00" 128°41'39.60"	817.0	etc	
m9	35°14'05.92" 128°53'44.84"	236.0	etc	
m10	35°14'53.86" 128°53'29.79"	406.5	etc	
m11	35°16'11.75" 128°51'38.82"	631.0	natural high point	
m12	35°14'41.12" 128°56'37.42"	36.0	natural high point	
m13	35°14'48.89" 128°54'37.12"	40.0	etc	
m14	35°11'40.18" 128°54'05.79"	59.5	etc	
m15	35°13'53.91" 128°55'41.92"	200.0	etc	
m16	35°16'01.17" 128°52'49.91"	620.0	etc	
m17	35°19'43.18" 128°54'33.52"	452.5	natural high point	
m151	35°16'11.51" 128°55'00.17"	620.0	etc	
m152	35°14'33.23" 128°55'22.99"	400.0	etc	
m153	35°03'52.89" 128°58'03.26"	200.0	etc	
m154	35°03'33.36" 128°58'08.56"	220.0	etc	
m155	35°04'30.21" 128°58'00.94"	180.0	etc	
m156	35°04'30.21" 128°58'00.94"	180.0	etc	
m157	35°14'52.05" 128°55'17.77"	360.0	etc	
m158	35°15'14.32" 128°55'03.71"	319.5	etc	
m159	35°03'38.01" 128°57'39.89"	159.5	etc	
m160	35°04'21.51" 128°57'53.13"	240.0	etc	
m161	35°09'23.94" 128°56'41.43"	10.0	etc	
m162	35°14'28.20" 128°58'20.00"	241.0	etc	
m163	35°09'24.48" 128°56'43.10"	22.0	etc	
m164	35°09'30.10" 128°56'20.90"	17.0	tree	
m165	35°05'32.76" 128°57'19.84"	112.0	chimney	
m166	35°10'54.05" 128°58'02.88"	62.0	etc	
m167	35°06'31.15" 128°56'31.40"	39.0	tower	
m168	35°14'05.82" 128°55'44.73"	240.0	etc	
m169	35°06'42.46" 128°56'36.46"	8.0	building	
m170	35°09'41.56" 128°56'35.18"	8.0	building	
m171	35°09'38.36" 128°56'18.22"	7.5	building	
m172	35°09'36.39" 128°56'18.08"	7.5	building	
m173	35°09'36.46" 128°56'18.07"	8.0	building	
m174	35°09'36.39" 128°56'18.08"	8.0	building	
m175	35°09'36.39" 128°56'18.08"	7.5	building	
m176	35°09'36.39" 128°56'18.08"	7.5	building	
m177	35°09'34.46" 128°58'08.93"	233.5	natural high point	
m178	35°09'21.68" 128°56'16.73"	9.5	building	
m179	35°11'49.48" 128°56'02.62"	3.5	building	
m180	35°11'49.78" 128°56'53.14"	4.0	building	
m181	35°11'49.86" 128°56'01.77"	4.5	building	
m182	35°11'39.95" 128°53'59.98"	86.0	natural high point	
m183	35°13'50.48" 128°56'33.61"	100.0	natural high point	
m184	35°11'30.58" 128°56'12.86"	4.0	building	
m185	35°11'05.74" 128°55'44.44"	238.5	natural high point	
m186	35°11'30.78" 128°56'12.05"	4.5	building	
m187	35°10'22.26" 128°56'43.10"	10.5	building	
m188	35°13'58.11" 128°55'39.53"	190.5	natural high point	
m189	35°07'25.20" 128°44'18.00"	649.0	etc	
m190	35°13'27.88" 128°55'33.53"	190.5	natural high point	
m191	35°07'23.13" 128°58'08.93"	233.5	natural high point	
m192	35°07'42.35" 128°58'02.62"	183.5	natural high point	
m193	35°13'58.11" 128°55'39.53"	190.5	natural high point	
m194	35°07'42.35" 128°58'02.62"	183.5	natural high point	
m195	35°13'58.11" 128°55'39.53"	190.5	natural high point	
m196	35°07'42.35" 128°58'02.62"	183.5	natural high point	
m197	35°07'37.13" 128°58'08.93"	233.5	natural high point	
m198	35°07'42.35" 128°58'02.62"	183.5	natural high point	
m199	35°07'37.13" 128°58'08.93"	233.5	natural high point	
m200	35°04'30.21" 128°58'01.00"	166.5	natural high point	
m201	35°10'22.80" 128°55'53.37"	42.0	building	
m202	35°10'46.30" 128°56'56.11"	32.0	building	
m203	35°11'01.74" 128°55'53.03"	24.0	building	
m204	35°14'24.28" 128°55'52.59"	300.0	etc	
A1	35°03'42.35" 128°58'02.62"	183.5	natural high point	
A2	35°03'37.13" 128°58'08.93"	233.5	natural high point	
A3	35°04'30.21" 128°58'01.00"	166.5	natural high point	
A4	35°10'22.87" 128°53'53.37"	42.0	building	
A5	35°11'49.78" 128°56'53.14"	4.0	building	
A6	35°11'01.75" 128°53'53.03"	324.0	building	
A7	35°11'39.95" 128°53'59.98"	86.0	natural high point	
A8	35°13'45.27" 128°55'48.71"	173.5	natural high point	
A9	35°11'47.05.74" 128°53'44.44"	238.5	natural high point	
A10	35°14'10.72" 128°56'17.68"	196.0	natural high point	
A11	35°11'47.51.19" 128°56'07.01"	142.5	building	
A12	35°14'22.60" 128°56'11.49"	220.5	natural high point	
A13	35°14'26.39" 128°55'53.95"	303.0	tree	
A14	35°14'22.50" 128°55'13.89"	121.0	building	
A15	35°14'29.79" 128°55'28.92"	163.0	building	
A16	35°14'34.32" 128°55'59.21"	381.0	tree	
A17	35°14'46.50" 128°53'43.14"	382.0	tree	
A18	35°14'45.76" 128°53'17.68"	258.5	building	
A19	35°14'55.37" 128°53'59.48"	134.0	building	
A20	35°14'39.65" 128°54'18.48"	250.5	natural high point	
A21	35°14'56.29" 128°55'24.42"	407.0	tree	
A22	35°15'01.52" 128°56'10.43"	368.5	natural high point	
A23	35°15'01.55" 128°55'27.75"	391.5	tree	
A24	35°15'14.28" 128°55'54.30"	185.5	building	
A25	35°15'17.80" 128°55'44.05"	275.5	tree	
A26	35°15'24.70" 128°56'12.71"	362.5	natural high point	
A27	35°15'27.30" 128°55'27.79"	399.5	tree	
A28	35°15'29.57" 128°55'12.17"	362.0	tree	
A29	35°15'39.06" 128°53'18.15"	429.5	tree	
A30	35°15'48.66" 128°56'03.76"	183.5	natural high point	
A31	35°15'50.80" 128°56'55.40"	324.0	building	
A32	35°16'01.15" 128°55'24.88"	606.5	tree	
A33	35°16'06.31" 128°56'28.53"	378.0	natural high point	
A34	35°16'15.49" 128°56'30.26"	210.0	tree	
A35	35°16'11.89" 128°55'13.13"	632.0	tree	
A36	35°16'10.60" 128°54'58.18"	455.0	building	
A37	35°16'17.74" 128°55'53.33"	275.0	building	
A38	35°16'19.99" 128°55'20.35"	586.0	tree	
A39	35°16'24.45" 128°56'07.64"	405.0	natural high point	
A40	35°16'23.90" 128°54'55.55"	282.5	building	
A41	35°16'22.89" 128°54'42.66"	590.0	tree	
A42	35°16'28.76" 128°56'07.36"	452.0	natural high point	
A43	35°16'44.23" 128°56'24.16"	531.0	natural high point	
A44	35°16'41.60" 128°55'42.45"	186.0	building	
A45	35°16'48.64" 128°55'35.05"	164.5	building	
A46	35°16'49.50" 128°54'58.39"	385.0	natural high point	
A47	35°16'56.38" 128°55'52.84"	348.5	natural high point	
A48	35°16'53.97" 128°55'22.92"	190.5	building	
A49	35°17'00.66" 128°56'25.02"	470.5	natural high point	
A50	35°17'03.78" 128°55'12.03"	177.0	building	
A51	35°17'04.88" 128°54'56.48"	253.0	natural high point	
A52	35°17'15.24" 128°56'17.88"	403.0	natural high point	
A53	35°17'11.31" 128°54'59.77"	191.0	building	
A54	35°17'15.36" 128°57'09.53"	159.0	building	
A55	35°17'27.19" 128°56'29.23"	191.0	building	
A56	35°17'19.72" 128°54'48.99"	185.0	building	
A57	35°17'24.13" 128°54'35.37"	193.5	building	
A58	35°17'37.93" 128°56'17.59"	341.0	natural high point	
A59	35°17'31.32" 128°54'57.99"	220.5	building	
A60	35°17'33.03" 128°55'09.03"	348.5	natural high point	
A61	35°17'39.04" 128°54'53.24"	181.0	building	
A62	35°17'52.03" 128°54'25.16"	245.5	natural high point	
A63	35°17'08.60" 128°56'21.83"	306.5	natural high point	
A64	35°17'06.19" 128°55'02.06"	190.5	natural high point	
A65	35°17'11.02" 128°55'26.07"	181.0	natural high point	
A66	35°17'22.41" 128°56'28.24"	260.5	natural high point	
A67	35°18'19.73" 128°53'58.17"	166.5	tower	
A68	35°18'42.23" 128°54'58.37"	211.0	tower	
A69	35°18'50.37" 128°54'57.58"	222.0	natural high point	
A70	35°19'45.37" 128°55'03.85"	336.5	natural high point	
A71	35°18'39.77" 128°55'48.21"	170.5	tower	
A72	35°19'03.89" 128°54'50.84"	203.0	natural high point	
A73	35°19'10.87" 128°52'21.80"	200.5	natural high point	
A74	35°19'20.29" 128°55'56.23"	281.0	natural high point	
A75	35°19'30.32" 128°55'40.61"	285.5	natural high point	
A76	35°19'23.72" 128°53'58.81"	266.0	natural high point	
A77	35°19'28.22" 128°54'11.93"	270.5	natural high point	
A78	35°19'35.98" 128°55'18.15"	433.5	natural high point	
A79	35°19'49.04" 128°56'39.40"	262.5	natural high point	
A80	35°19'43.18" 128°54'33.52"	452.5	natural high point	
AB1	35°19'52.05" 128°56'16.41"	188.5	natural high point	
AB2	35°19'51.66" 128°52'27.29"	424.0	natural high point	
AB3	35°19'04.06" 128°52'02.90"	65.5	building	

Change : Information of OBST items(mountain ^ natural high point, etc ^ tree/chimney) and Amended phrase(36?tree ^ tree).

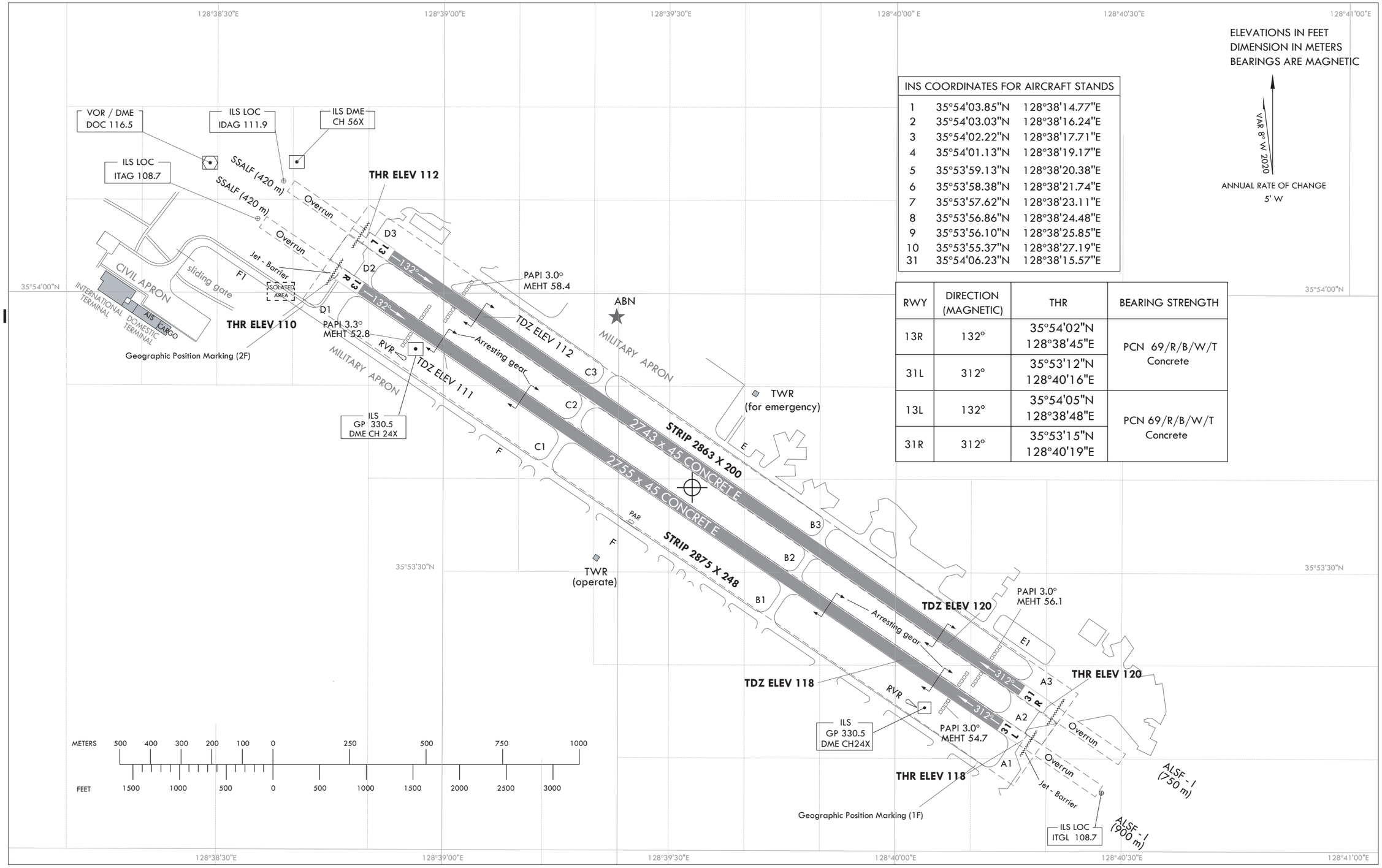
AERODROME CHART - ICAO

35°53'39"N
128°39'32"E

ELEV **120** ft

TWR	126.2	236.6 365.0
GND	121.95	275.8

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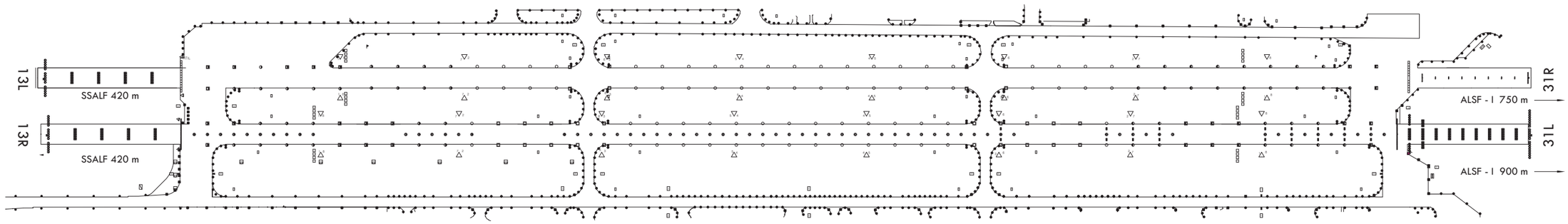


INS COORDINATES FOR AIRCRAFT STANDS		
1	35°54'03.85"N	128°38'14.77"E
2	35°54'03.03"N	128°38'16.24"E
3	35°54'02.22"N	128°38'17.71"E
4	35°54'01.13"N	128°38'19.17"E
5	35°53'59.13"N	128°38'20.38"E
6	35°53'58.38"N	128°38'21.74"E
7	35°53'57.62"N	128°38'23.11"E
8	35°53'56.86"N	128°38'24.48"E
9	35°53'56.10"N	128°38'25.85"E
10	35°53'55.37"N	128°38'27.19"E
31	35°54'06.23"N	128°38'15.57"E

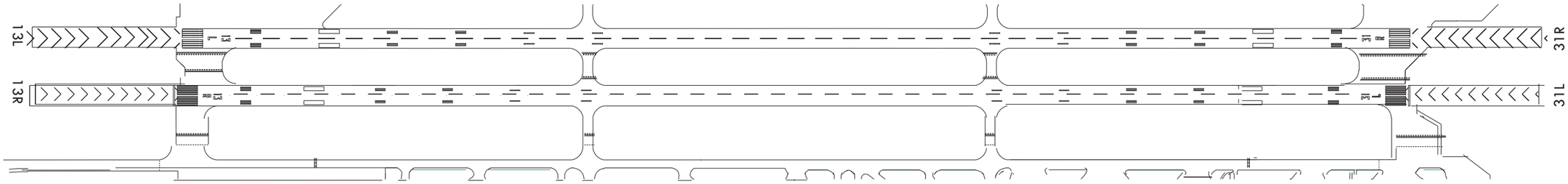
RWY	DIRECTION (MAGNETIC)	THR	BEARING STRENGTH
13R	132°	35°54'02"N 128°38'45"E	PCN 69/R/B/W/T Concrete
31L	312°	35°53'12"N 128°40'16"E	
13L	132°	35°54'05"N 128°38'48"E	PCN 69/R/B/W/T Concrete
31R	312°	35°53'15"N 128°40'19"E	

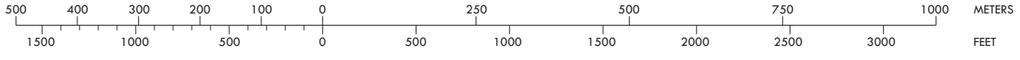
Change : Information of AIS.

LIGHTING AIDS RWY 13L/31R AND 13R/31L AND EXIT TWY



MARKING AIDS RWY 13L/31R AND 13R/31L AND EXIT TWY





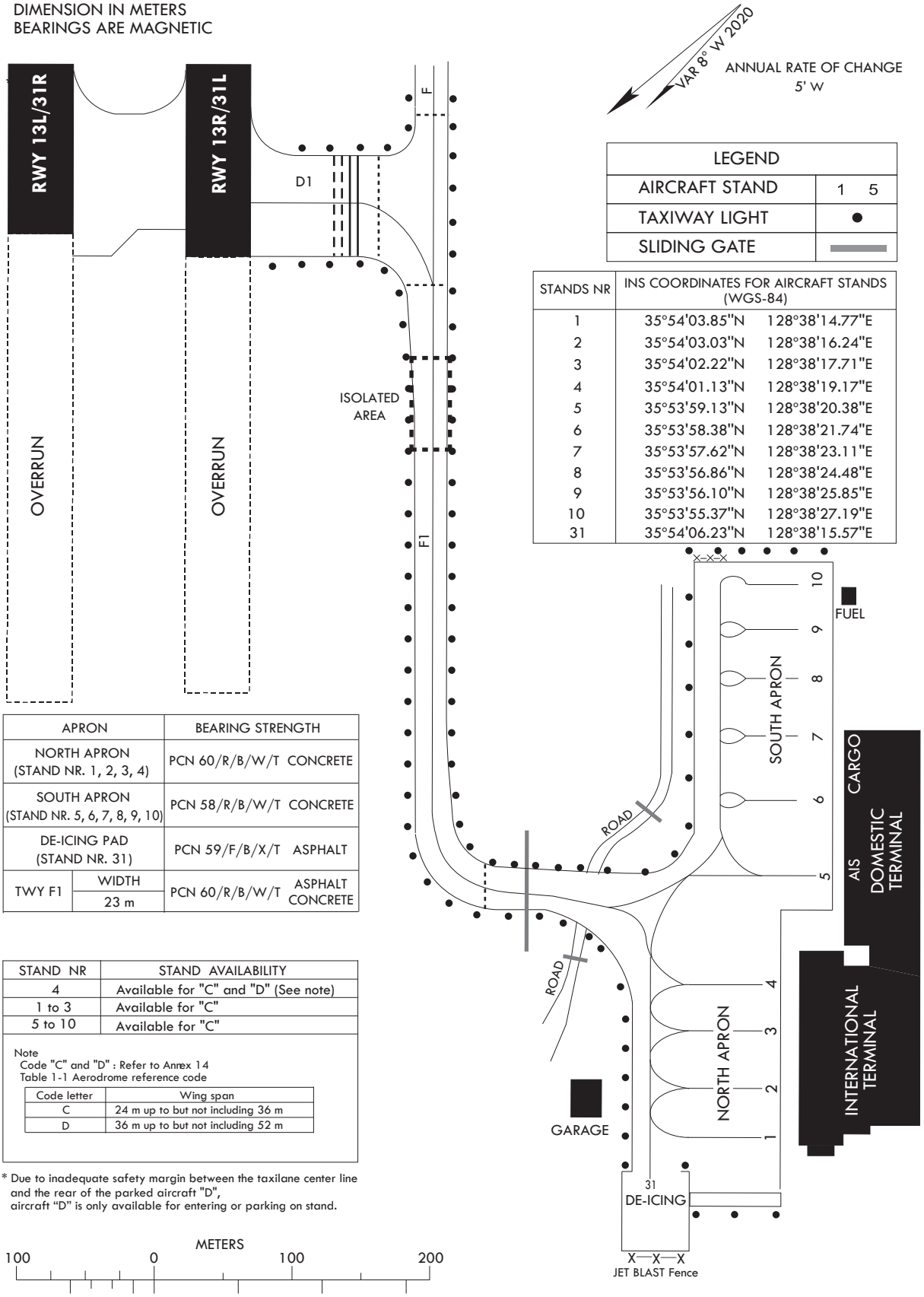
AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV
105 ft

TWR	126.2
GND	121.95

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ELEVATIONS IN FEET
DIMENSION IN METERS
BEARINGS ARE MAGNETIC



STANDS NR	INS COORDINATES FOR AIRCRAFT STANDS (WGS-84)	
1	35°54'03.85"N	128°38'14.77"E
2	35°54'03.03"N	128°38'16.24"E
3	35°54'02.22"N	128°38'17.71"E
4	35°54'01.13"N	128°38'19.17"E
5	35°53'59.13"N	128°38'20.38"E
6	35°53'58.38"N	128°38'21.74"E
7	35°53'57.62"N	128°38'23.11"E
8	35°53'56.86"N	128°38'24.48"E
9	35°53'56.10"N	128°38'25.85"E
10	35°53'55.37"N	128°38'27.19"E
31	35°54'06.23"N	128°38'15.57"E

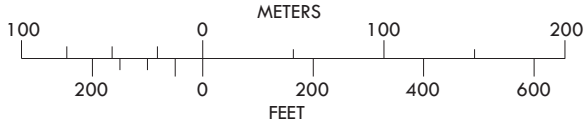
APRON		BEARING STRENGTH
NORTH APRON (STAND NR. 1, 2, 3, 4)		PCN 60/R/B/W/T CONCRETE
SOUTH APRON (STAND NR. 5, 6, 7, 8, 9, 10)		PCN 58/R/B/W/T CONCRETE
DE-ICING PAD (STAND NR. 31)		PCN 59/F/B/X/T ASPHALT
TWY F1	WIDTH 23 m	PCN 60/R/B/W/T ASPHALT CONCRETE

STAND NR	STAND AVAILABILITY
4	Available for "C" and "D" (See note)
1 to 3	Available for "C"
5 to 10	Available for "C"

Note
Code "C" and "D" : Refer to Annex 14
Table 1-1 Aerodrome reference code

Code letter	Wing span
C	24 m up to but not including 36 m
D	36 m up to but not including 52 m

* Due to inadequate safety margin between the taxilane center line and the rear of the parked aircraft "D", aircraft "D" is only available for entering or parking on stand.



Change : Information of AIS.

INTENTIONALLY

LEFT

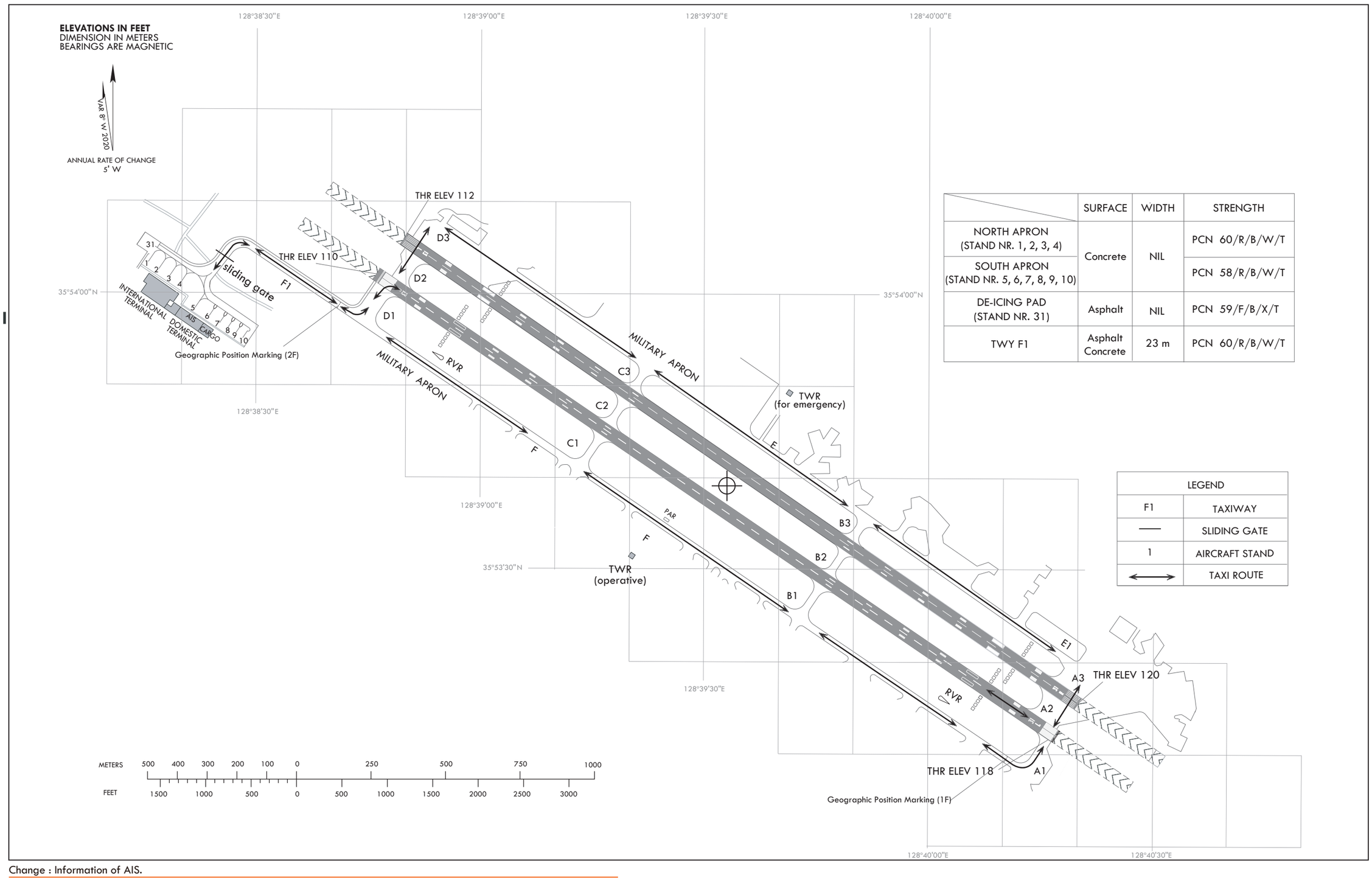
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AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
ELEV **105** ft

TWR	126.2	236.6	365.0
GND	121.95	275.8	

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	SURFACE	WIDTH	STRENGTH
NORTH APRON (STAND NR. 1, 2, 3, 4)	Concrete	NIL	PCN 60/R/B/W/T
SOUTH APRON (STAND NR. 5, 6, 7, 8, 9, 10)			PCN 58/R/B/W/T
DE-ICING PAD (STAND NR. 31)	Asphalt	NIL	PCN 59/F/B/X/T
TWY F1	Asphalt Concrete	23 m	PCN 60/R/B/W/T

LEGEND	
F1	TAXIWAY
——	SLIDING GATE
1	AIRCRAFT STAND
⟷	TAXI ROUTE

Change : Information of AIS.

INSTRUMENT APPROACH CHART - ICAO

Note : Approach under ICAO Flight Procedures.

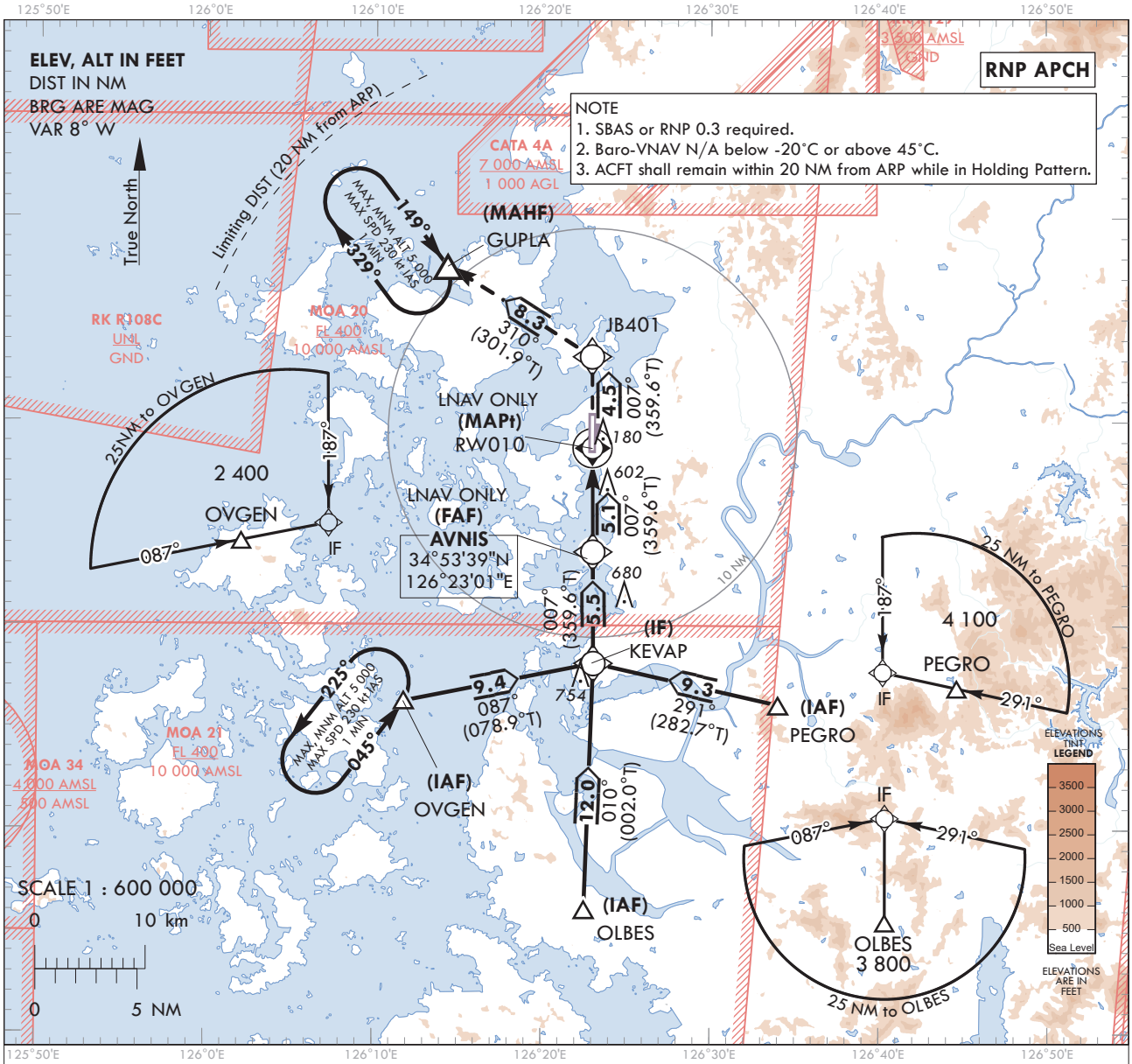
AERODROME ELEV 51 ft
HEIGHTS RELATED TO
THR RWY 01 - ELEV **32** ft

GWANGJU	APP	120.475	130.0
		228.9	265.5
MUAN	TWR	118.25	118.85

KASS
CH86099
K01A
RDH : 50

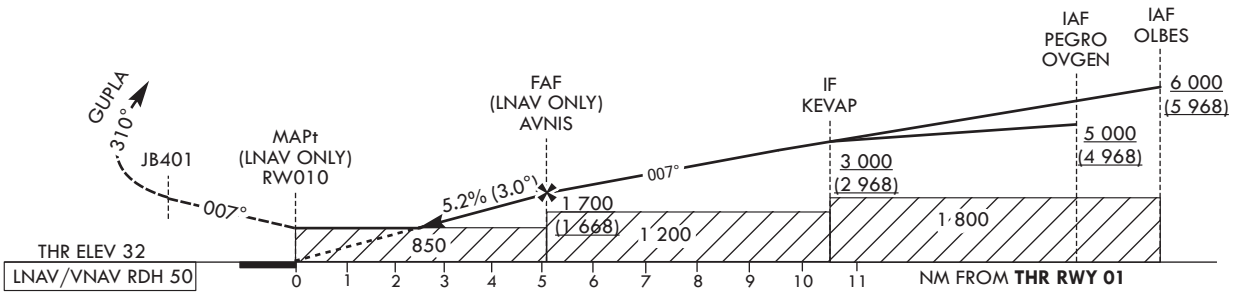
MUAN/Muan Intl(RKJB)

RNP RWY 01



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(H)/MDA(H)	A	B	C	D
STA	LPV	FULL	320 (288)	700 m			
		ALS INOP		1 400 m			
	LNAV/VNAV	FULL	790 (758)	2 700 m			
		ALS INOP		3 500 m			
	LNAV	FULL	850 (818)	3 100 m			
		ALS INOP		3 800 m			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	319	478	638	797	957

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

Change : Amended phrase(procedure → procedures).

Instrument Approach Procedure Coding Tables

RNP RWY 01 - via OVGEN to KEVAP(IF)

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

RNP RWY 01 - via OLBES to KEVAP(IF)

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

RNP RWY 01 - via PEGRO to KEVAP(IF)

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

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

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

HOLDING PROCEDURE

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

RKPD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS

1	Apron surface and strength	a. Surface: Asphalt b. Strength : PCN 77/F/B/X/T
2	Taxiway width, surface and strength	a. Width : A, B, E 30 m and C, D, P 23 m b. Surface : Asphalt c. Strength : PCN 77/F/B/X/T
3	Altimeter checkpoint location and elevation	Location : At apron Elevation : 352 m
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	Compass swing check PAD at end of RWY 33

RKPD 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 aprons Following ground marshal for parking guidance
2	RWY and TWY marking and LGT	a. RWY 01 & 19 - Marking : Designation, Edge, THR, TDZ, CL, Aiming Point, End - LGT : REDL, RTHL, RCLL, RENL, RTZL(Only for RWY 01) b. RWY 15 & 33 - Marking : Designation, Edge, THR, CL, End - LGT : NIL c. TWY - Marking : Edge, CL, Holding Position - LGT : TWY A, B
3	Stop Bars	NIL
4	Remarks	NIL

RKPD AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID Designation	OBST type	OBST position	ELEV	Marking/Type, Colour	Remarks
a	b	c	d	e	f
RKPDOB001	Natural High Point	332257.6N 1264139.2E	1 686 ft	NIL	01/APCH 19/TKOF
RKPDOB002	Natural High Point	332206.2N 1264131.4E	1 667 ft	NIL	
RKPDOB003	Natural High Point	332553.9N 1264211.3E	1 401 ft	NIL	01/TKOF
RKPDOB004	Natural High Point	332631.9N 1264303.9E	1 546 ft	NIL	
RKPDOB005	Natural High Point	332647.1N 1264230.7E	1 548 ft	NIL	
RKPDOB006	Natural High Point	332654.3N 1264142.4E	1 706 ft	NIL	
RKPDOB007	Natural High Point	332717.1N 1264305.5E	1 502 ft	NIL	
RKPDOB008	Natural High Point	332402.1N 1264322.0E	1 451 ft	NIL	In circling area (RWY 19)
RKPDOB009	Natural High Point	332356.9N 1264346.4E	1 549 ft	NIL	
In Area 3					
OBST ID Designation	OBST type	OBST position	ELEV	Marking/Type, Colour	Remarks
a	b	c	d	e	f
NIL					

RKPD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	NIL
2	Hours of service MET Office outside hours	NIL
3	Office responsible for TAF preparation Periods of validity	NIL
4	Trend forecast Interval of issuance	NIL
5	Briefing/consultation provided	Bulletin board & Telephone
6	Flight documentation Language(s) used	MET, TAF, SIG weather chart English
7	Charts and other information available for briefing or consultation	On request
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	JEONGSEOK TWR and AIS
10	Additional information (limitation of service, etc.)	Model outputs and forecasts produced by KMA and WAFS are available at the office through internet link.

Change : Information of OBST type(mountain → natural high point).

INSTRUMENT APPROACH CHART - ICAO

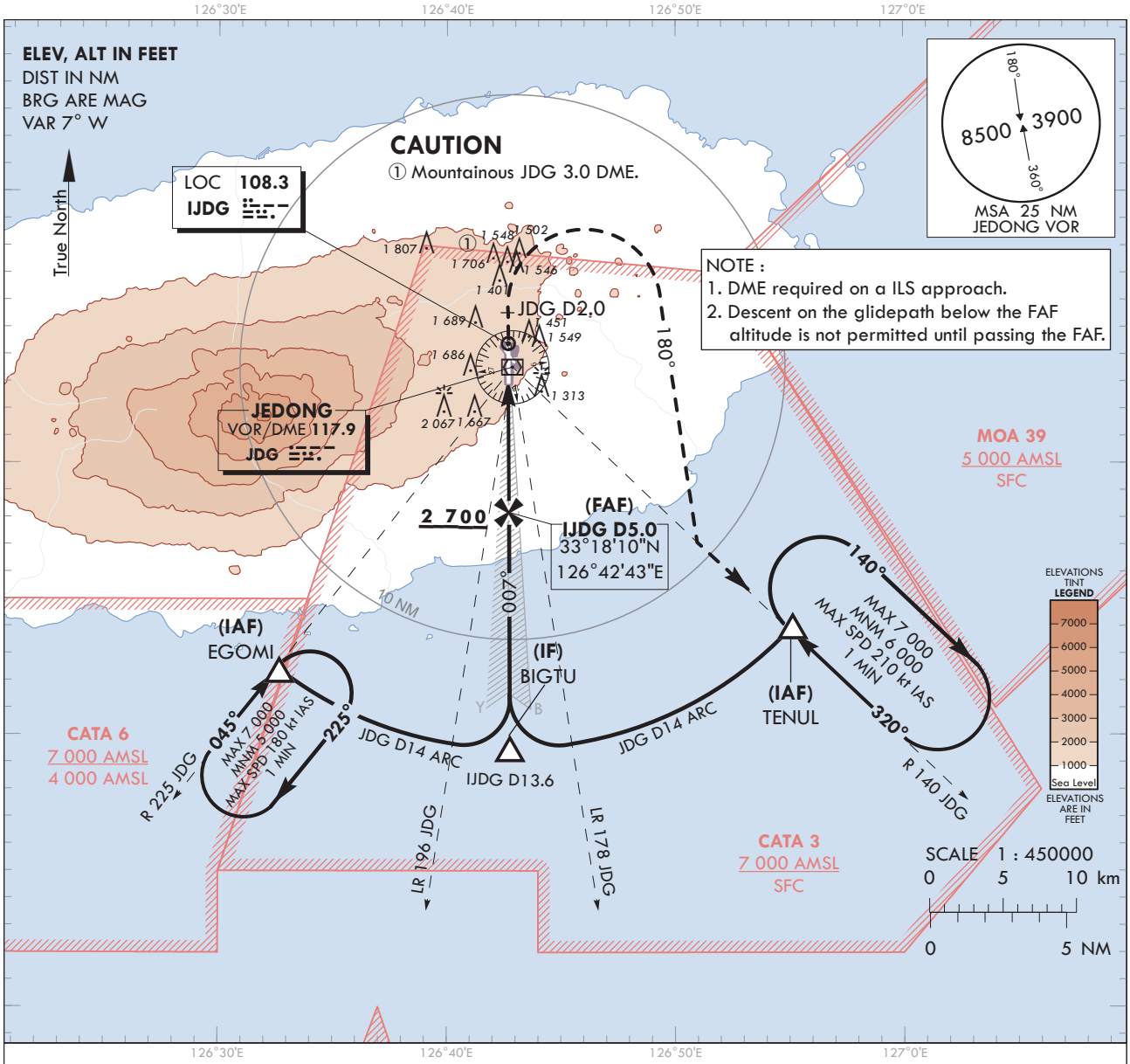
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 1 174 ft
HEIGHTS RELATED TO
THR RWY 01 - ELEV **1 102** ft

JEJU	APP	121.2
		124.05
JEONGSEOK	TWR	124.35

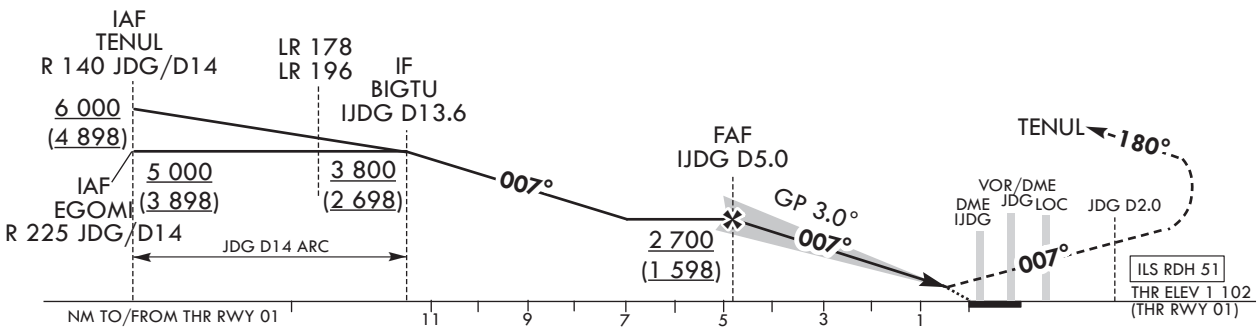
JEJU/Jeongseok(RKPD)

ILS RWY 01



TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb straight ahead until JDG D2.0,
turn right HDG180° to intercept R 140 JDG,
then proceed to TENUL 6 000 ft and hold.
Missed approach turn limited to 210 kt IAS maximum.



CATEGORY		DA(H)	A	B	C	D
CAT-I (4.0%)	FULL	1 302(200)	RVR 750 m, VIS 800 m			
	ALS INOP		1 200 m			
CAT-I (2.5%)	FULL	1 482(380)	1 500 m			
	ALS INOP		2 000 m			

Rate of descent (FAF - THR)	Knots	60	90	120	150	180
	V/V fpm	323	485	646	808	970

* Circling Not authorized.

Change : Withdrawal of CJU VORTAC.

JEJU/Jeongseok(RKPD)
ILS RWY 01

AERONAUTICAL DATA TABULATION

ILS approach to RWY 01 from TENUL, EGOMI		
Fix/point		Coordinates
TENUL(IAF)	R 140 JDG/14.00 NM	33°14'01.6"N 126°55'08.7"E
EGOMI(IAF)	R 225 JDG/14.00 NM	33°12'24.7"N 126°32'40.7"E
BIGTU(IF)	BRG 187.12°/13.60 NM IJDG	33°09'30.3"N 126°42'46.3"E
D5.0 IJDG (FAF)	BRG 187.12°/4.95 NM IJDG	33°18'10.2"N 126°42'43.3"E
THR RWY01		33°22'58.36"N 126°42'41.71"E
IJDG LOC		33°24'22.7"N 126°42'41.2"E
IJDG DME		33°23'07.8"N 126°42'46.5"E
D2.0 JDG(MATF)	2.00 NM JDG	33°25'31.7"N 126°42'40.8"E
TENUL(MAHF)	R 140 JDG/14.00NM	33°14'01.6"N 126°55'08.7"E

INSTRUMENT APPROACH CHART - ICAO

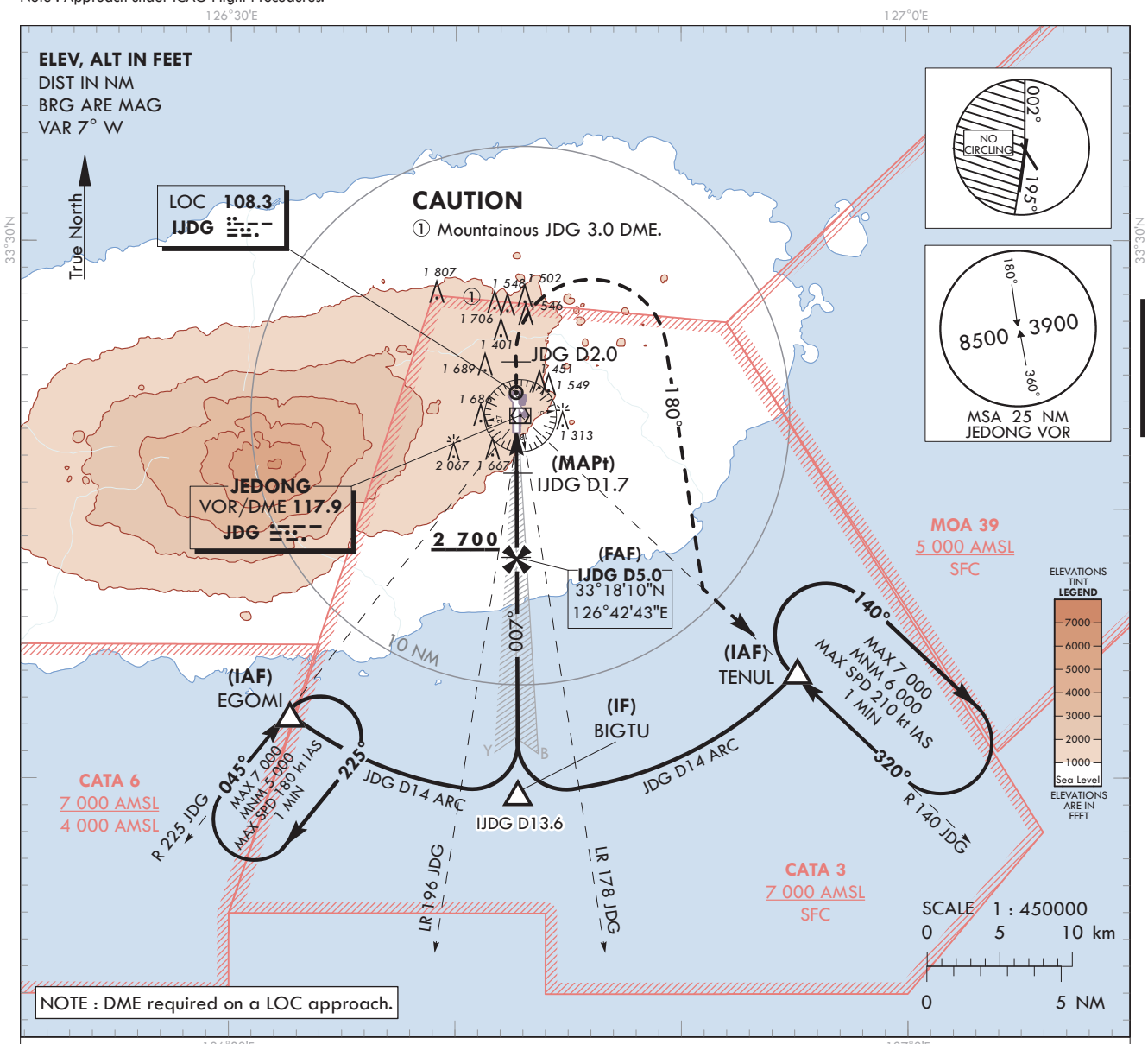
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 1 174 ft
HEIGHTS RELATED TO
THR RWY 01 - ELEV **1 102 ft**

JEJU	APP	121.2
		124.05
JEONGSEOK	TWR	124.35

JEJU/Jeongseok(RKPD)

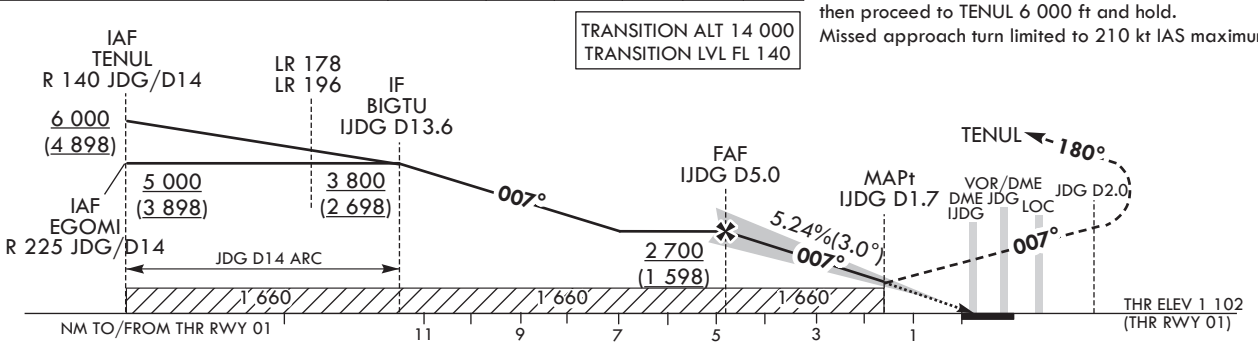
LOC RWY 01



RECOMMENDED PROFILE	DME IJDG	5	4	3	2	1.7
Final Approach Gradient 5.31%, 323 ft/NM	ALT(HGT)	2 700 (1 598)	2 393 (1 291)	2 070 (968)	1 747 (645)	1 660 (558)

TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb straight ahead until JDG D2.0, turn right HDG180° to intercept R 140 JDG, then proceed to TENUL 6 000 ft and hold.
Missed approach turn limited to 210 kt IAS maximum.



CATEGORY		MDA(H)	A	B	C	D
LOC (4.0%)	FULL	1 660 (558)	2 500 m			
	ALS INOP		3 000 m			
LOC (2.5%)	FULL	1 720 (618)	2 900 m			
	ALS INOP		3 300 m			
*Circling		MAX IAS	100	135	180	205
			1 920(746)		2 020(846)	
			3 500 m		3 800 m	4 600 m

Rate of descent (FAF - THR)	knots	60	90	120	150	180
	V/V fpm	315	473	630	788	945

* Timing Not authorized for defining MAPt.
* Circling Not authorized west of RWY 01-19.

Change : Withdrawal of CJU VORTAC and Amended profile view.

JEJU/Jeongseok(RKPD)
LOC RWY 01

AERONAUTICAL DATA TABULATION

LOC approach to RWY 01 from TENUL, EGOMI		
Fix/point		Coordinates
TENUL(IAF)	R 140 JDG/14.00 NM	33°14'01.6"N 126°55'08.7"E
EGOMI(IAF)	R 225 JDG/14.00 NM	33°12'24.7"N 126°32'40.7"E
BIGTU(IF)	BRG 187.12°/13.60 NM IJDG	33°09'30.3"N 126°42'46.3"E
D5.0 IJDG (FAF)	BRG 187.12°/4.95 NM IJDG	33°18'10.2"N 126°42'43.3"E
D1.7 IJDG (MAPt)	BRG 187.12°/1.70 NM IJDG	33°21'25.6"N 126°42'42.2"E
THR RWY01		33°22'58.36"N 126°42'41.71"E
IJDG LOC		33°24'22.7"N 126°42'41.2"E
IJDG DME		33°23'07.8"N 126°42'46.5"E
D2.0 JDG(MATF)	2.00 NM JDG	33°25'31.7"N 126°42'40.8"E
TENUL(MAHF)	R 140 JDG/14.00 NM	33°14'01.6"N 126°55'08.7"E

INSTRUMENT APPROACH CHART - ICAO

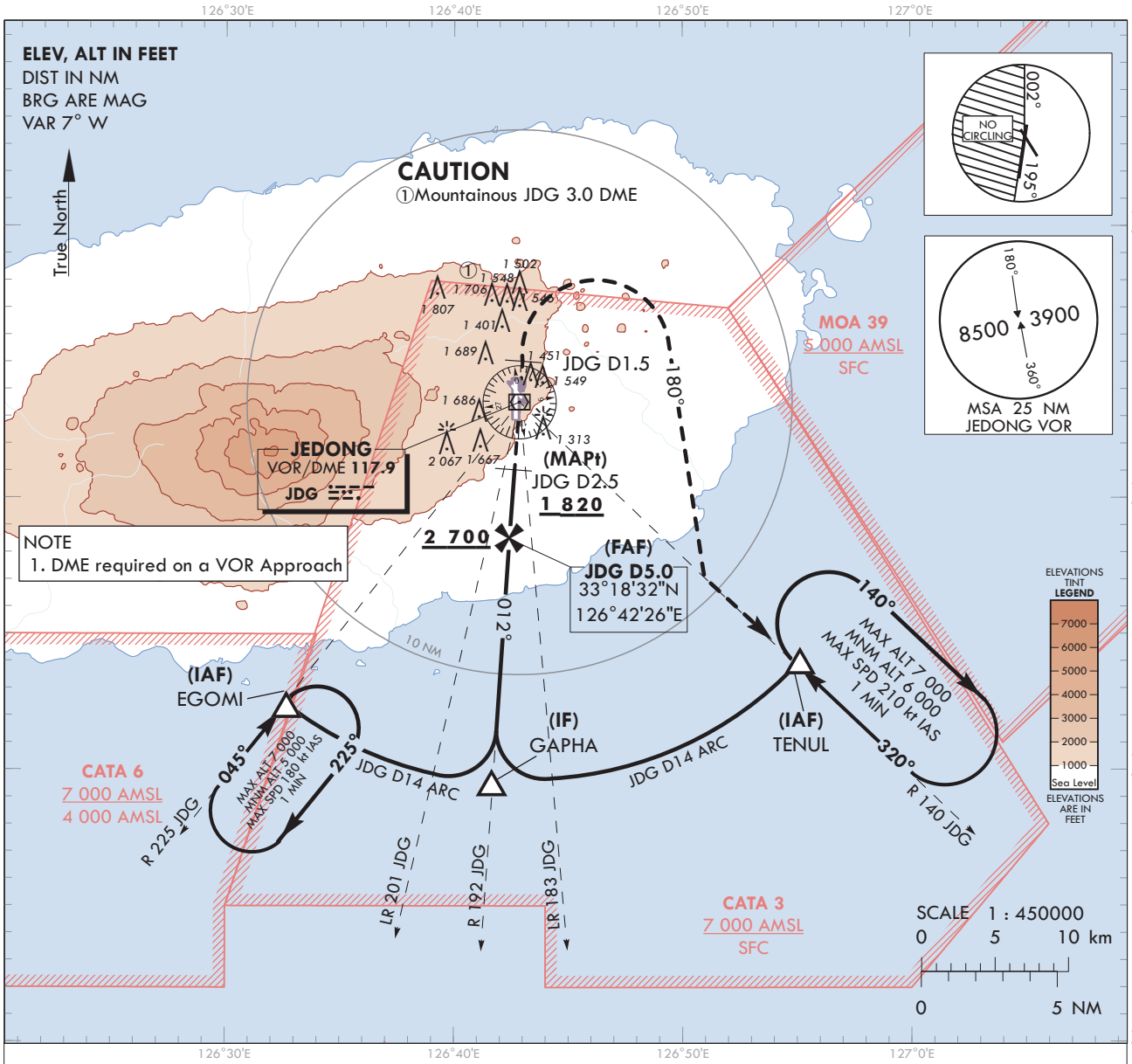
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 1 174 ft
HEIGHTS RELATED TO
THR RWY 01 - ELEV **1 102** ft

JEJU	APP	121.2
		124.05
JEONGSEOK	TWR	124.35

JEJU/Jeongseok(RKPD)

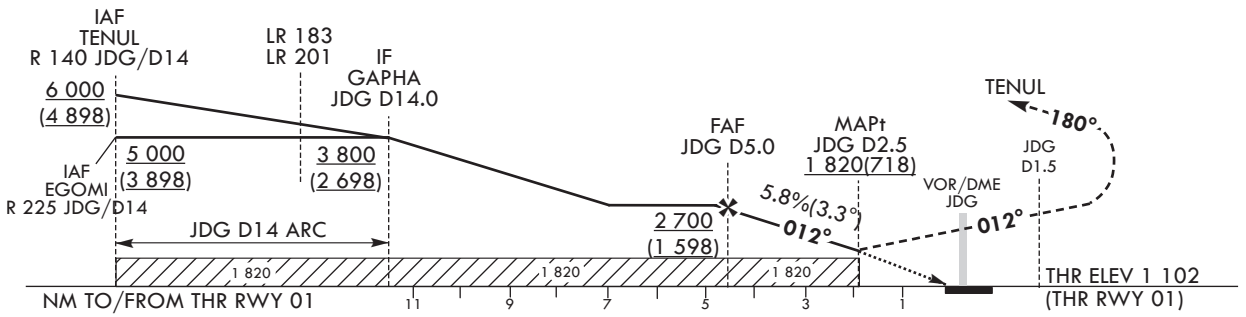
VOR RWY 01



RECOMMENDED PROFILE	DME JDG	5	4	3	2.5
Final Approach Gradient 5.76%, 350 ft/NM	ALT(HGT)	2 700 (1 598)	2 350 (1 248)	2 000 (898)	1 820 (718)

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

MISSED APPROACH
Climb straight ahead until JDG D1.5, turn right HDG 180° to intercept R 140 JDG, then proceed to TENUL 6 000 ft and hold.
Missed approach turn limited to 210 kt IAS maximum.



CATEGORY		MDA(MDH)	A	B	C	D
VOR	FULL	1 820 (718)	3 200 m			
	ALS INOP		3 600 m			
	MAX IAS		100	135	180	205
*Circling			1 920(746)		2 020(846)	
			3 600 m		3 800 m	4 600 m

Rate of descent (FAF - THR)	knots	60	90	120	150	180
	V/V fpm	352	528	704	880	1 056

* Timing Not authorized for defining MAPt
* Circling Not authorized west of RWY 01-19.

Change : Withdrawal of CJU VORTAC.

JEJU/Jeongseok(RKPD)
VOR RWY 01

AERONAUTICAL DATA TABULATION

VOR approach to RWY 01 from TENUL, EGOMI		
Fix/point		Coordinates
TENUL (IAF)	R 140 JDG/14.00 NM	33°14'01.6"N 126°55'08.7"E
EGOMI (IAF)	R 225 JDG/14.00 NM	33°12'24.7"N 126°32'40.7"E
GAPHA(IF)	BRG 191.58°/14.00 NM JDG	33°09'32.5"N 126°41'39.1"E
D5.0 JDG (FAF)	BRG 191.58°/5.00 NM JDG	33°18'32.0"N 126°42'26.0"E
D2.5 JDG (MAPT)	BRG 191.58°/2.50 NM JDG	33°21'01.9"N 126°42'39.0"E
THR RWY01	Final approach descent angle 3.30°	33°22'58.36"N 126°42'41.71"E
JDG VOR/DME		33°23'31.8"N 126°42'52.1"E
D1.5 JDG (MATF)	1.50 NM JDG	33°25'01.7"N 126°42'59.9"E
TENUL (MAHF)	R 140 JDG/14.00 NM	33°14'01.6"N 126°55'08.7"E