TEL : 82-53-668-0286
FAX : 82-53-668-0277
AFS : RKRRYNYX
EMAIL : aisd@korea.kr
Web : https://aim.koca.go.kr

Ministry of Land, Infrastructure and Transport
Office of Civil Aviation
11, Doum 6-ro, Sejong-si, 30103, Republic of Korea

AMENDMENT NR 3/24

7 MAR 2024

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 Enroute

a) Amended frequency(119.00 → 120.425).
b) Information of Enroute chart.

1.2 Gimpo INTL Airport

a) Information of intermediate holding position for TWY P5 and Establishment of intermediate holding position for TWYs W1, W2.

1.3 Gimhae INTL Airport

a) Information of procedure names for IAC(VOR/DME → VOR, VOR/DME - A → VOR - A).

1.4 Daegu INTL Airport

a) Information of reference temperature(32.5 °C → 32.9 °C).
b) Information of strength for TWY F1.

1.5 Gwangju Airport

a) Information of strength for TWYs.
b) Information of OBST type and item(hill/mountain/peak → natural high point, steel tower → tower, power pole → pole).

1.6 Yeosu Airport

a) Information of remarks for LOC 17, coordinates for DME 17 and DME 35.

1.7 Pohang Gyeongju Airport

a) Information of strength for RWY and TWYs(SP and S5).

1.8 Jeongseok Airport

a) Establishment of coordinates for JDG D3 and JDG D7.
b) Information of GONEE 1A, EGOMI 1N, CJU 5A, CJU 5B, SUPUL 1A and EGOMI 1S departures.

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(8 FEB 24) / 0.3-2(8 FEB 24)	GEN 0.3-1 / 0.3-2	7 MAR 24
GEN 0.4-1(8 FEB 24) / 0.4-2(8 FEB 24)	GEN 0.4-1 / 0.4-2	7 MAR 24
GEN 0.4-3(8 FEB 24) / 0.4-4(8 FEB 24)	GEN 0.4-3 / 0.4-4	7 MAR 24
GEN 0.4-5(8 FEB 24) / 0.4-6(8 FEB 24)	GEN 0.4-5 / 0.4-6	7 MAR 24
GEN 0.4-7(8 FEB 24) / 0.4-8(8 FEB 24)	GEN 0.4-7 / 0.4-8	7 MAR 24
GEN 0.4-9(8 FEB 24) / 0.4-10(8 FEB 24)	GEN 0.4-9 / 0.4-10	7 MAR 24
VOL I, Part II - ENR (Enroute)	**VOL I, Part II - ENR (Enroute)**	
ENR 2.1-7(22 OCT 20) / 2.1-8(22 OCT 20)	ENR 2.1-7 / 2.1-8	7 MAR 24
ENR 6-1-2(11 JAN 24)	ENR 6-1-2	7 MAR 24

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL II, Part III - AD (Aerodromes)	**VOL II, Part III - AD (Aerodromes)**
RKSS	**RKSS**
AD CHART 2-3(16 NOV 23) / 2-4(16 NOV 23)	AD CHART 2-3 / 2-4 7 MAR 24
AD CHART 2-5(16 NOV 23) / 2-6(16 NOV 23)	AD CHART 2-5 / 2-6 7 MAR 24
RKPK	**RKPK**
AD 2-25(23 SEP 21) / 2-26(27 JUL 23)	AD 2-25 / 2-26 7 MAR 24
AD CHART 2-32(27 JUL 23) / 2-32-1(22 OCT 20)	AD CHART 2-32 / 2-32-1 7 MAR 24
AD CHART 2-38(27 JUL 23) / 2-38-1(22 OCT 20)	AD CHART 2-38 / 2-38-1 7 MAR 24
AD CHART 2-39(27 JUL 23) / 2-39-1(12 JAN 23)	AD CHART 2-39 / 2-39-1 7 MAR 24
VOL III, Part III - AD (Aerodromes)	**VOL III, Part III - AD (Aerodromes)**
RKTN	**RKTN**
AD 2-1(11 JAN 24) / 2-2(11 JAN 24)	AD 2-1 / 2-2 7 MAR 24
AD 2-3(19 OCT 23) / 2-4(19 OCT 23)	AD 2-3 / 2-4 7 MAR 24
AD CHART 2-3(8 FEB 24) / 2-3-1(8 FEB 24)	AD CHART 2-3 / 2-3-1 7 MAR 24
AD CHART 2-4(8 FEB 24) / BLANK	AD CHART 2-4 / BLANK 7 MAR 24
RKJJ	**RKJJ**
AD 2-3(4 JUL 19) / 2-4(4 JUL 19)	AD 2-3 / 2-4 7 MAR 24
AD 2-5(19 NOV 20) / 2-6(19 NOV 20)	AD 2-5 / 2-6 7 MAR 24
AD CHART 2-3(1 JUN 23) / 2-4(1 JUN 23)	AD CHART 2-3 / 2-4 7 MAR 24
AD CHART 2-9(1 JUN 23) / BLANK	AD CHART 2-9 / BLANK 7 MAR 24
RKJY	**RKJY**
AD 2-7(20 OCT 22) / 2-8(20 OCT 22)	AD 2-7 / 2-8 7 MAR 24
RKTH	**RKTH**
AD 2-3(11 JAN 24) / 2-4(11 JAN 24)	AD 2-3 / 2-4 7 MAR 24
AD 2-5(2 JUN 22) / 2-6(2 JUN 22)	AD 2-5 / 2-6 7 MAR 24
AD CHART 2-1(19 OCT 23) / BLANK	AD CHART 2-1 / BLANK 7 MAR 24
RKPD	**RKPD**
AD CHART 2-6(21 SEP 23) / 2-6-1(16 DEC 21)	AD CHART 2-6 / 2-6-1 7 MAR 24
AD CHART 2-7(21 SEP 23) / 2-7-1(16 DEC 21)	AD CHART 2-7 / 2-7-1 7 MAR 24
AD CHART 2-8(21 SEP 23) / 2-8-1(21 SEP 23)	AD CHART 2-8 / 2-8-1 7 MAR 24
AD CHART 2-11(21 SEP 23) / 2-11-1(21 SEP 23)	AD CHART 2-11 / 2-11-1 7 MAR 24
AD CHART 2-12(21 SEP 23) / 2-12-1(16 DEC 21)	AD CHART 2-12 / 2-12-1 7 MAR 24

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	
12/24	Gimpo AP - Temporary Obstacles Erected	AD	7 MAR 24 / 31 JAN 25	
13/24	Muan AP - Unserviceability of Muan Radar	AD	16 MAR 24 / 31 AUG 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	

GEN 0.4 CHECKLIST OF AIP PAGES

Page	Date
GEN	
PART 1 - GENERAL(GEN)	
GEN 0	
0.1 - 1	21 SEP 23
0.1 - 2	21 SEP 23
0.1 - 3	11 JAN 24
0.1 - 4	11 JAN 24
0.1 - 5	23 NOV 17
0.1 - 6	23 NOV 17
0.2 - 1	12 JAN 23
0.2 - 2	12 JAN 23
0.3 - 1	**7 MAR 24**
0.3 - 2	**7 MAR 24**
0.4 - 1	**7 MAR 24**
0.4 - 2	**7 MAR 24**
0.4 - 3	**7 MAR 24**
0.4 - 4	**7 MAR 24**
0.4 - 5	**7 MAR 24**
0.4 - 6	**7 MAR 24**
0.4 - 7	**7 MAR 24**
0.4 - 8	**7 MAR 24**
0.4 - 9	**7 MAR 24**
0.4 - 10	**7 MAR 24**
0.5 - 1	11 MAY 17
0.5 - 2	11 MAY 17
0.6 - 1	21 SEP 23
0.6 - 2	21 SEP 23

Page	Date
GEN	
GEN 1	
1.1 - 1	28 JUL 22
1.1 - 2	28 JUL 22
1.2 - 1	28 JUL 22
1.2 - 2	28 JUL 22
1.2 - 3	12 JAN 23
1.2 - 4	12 JAN 23
1.2 - 5	12 JAN 23
1.2 - 6	12 JAN 23
1.3 - 1	1 MAY 14
1.3 - 2	1 MAY 14
1.4 - 1	4 JUL 19
1.4 - 2	4 JUL 19
1.4 - 3	4 JUL 19
1.4 - 4	4 JUL 19
1.5 - 1	13 APR 17
1.5 - 2	13 APR 17
1.5 - 3	13 APR 17
1.5 - 4	13 APR 17
1.5 - 5	1 MAY 14
1.5 - 6	1 MAY 14
1.5 - 7	13 APR 17
1.5 - 8	13 APR 17
1.5 - 9	13 APR 17
1.5 - 10	13 APR 17
1.5 - 11	13 APR 17
1.5 - 12	13 APR 17
1.5 - 13	1 MAY 14
1.5 - 14	1 MAY 14
1.5 - 15	1 MAY 14
1.5 - 16	1 MAY 14
1.5 - 17	13 APR 17
1.5 - 18	13 APR 17
1.5 - 19	WEF 24 JAN 24
1.5 - 20	28 JUL 22
1.5 - 21	28 JUL 22
1.5 - 22	28 JUL 22
1.5 - 23	WEF 24 JAN 24
1.5 - 24	WEF 24 JAN 24
1.5 - 25	WEF 24 JAN 24
1.5 - 26	13 JAN 22
1.5 - 27	13 JAN 22
1.5 - 28	13 JAN 22
1.6 - 1	13 JAN 22
1.6 - 2	13 JAN 22
1.7 - 1	27 JUL 23
1.7 - 2	27 JUL 23
1.7 - 3	14 APR 16
1.7 - 4	14 APR 16
1.7 - 5	21 SEP 23
1.7 - 6	21 SEP 23
1.7 - 7	14 APR 16
1.7 - 8	14 APR 16
1.7 - 9	1 MAY 14
1.7 - 10	1 MAY 14

Page	Date
GEN	
GEN 2	
2.1 - 1	11 JAN 24
2.1 - 2	11 JAN 24
2.2 - 1	16 NOV 23
2.2 - 2	16 NOV 23
2.2 - 3	1 AUG 19
2.2 - 4	1 AUG 19
2.2 - 5	1 AUG 19
2.2 - 6	1 AUG 19
2.2 - 7	21 OCT 21
2.2 - 8	21 OCT 21
2.2 - 9	16 NOV 23
2.2 - 10	16 NOV 23
2.2 - 11	1 MAY 14
2.2 - 12	1 MAY 14
2.2 - 13	21 OCT 21
2.2 - 14	21 OCT 21
2.2 - 15	22 JAN 15
2.2 - 16	22 JAN 15
2.2 - 17	9 MAR 23
2.2 - 18	9 MAR 23
2.3 - 1	1 MAY 14
2.3 - 2	1 MAY 14
2.3 - 3	13 JAN 22
2.3 - 4	13 JAN 22
2.3 - 5	12 MAY 16
2.3 - 6	12 MAY 16
2.3 - 7	13 JAN 22
2.3 - 8	13 JAN 22
2.3 - 9	12 JAN 23
2.3 - 10	12 JAN 23
2.3 - 11	WEF 14 AUG 19
2.3 - 12	1 MAY 14
2.4 - 1	14 DEC 23
2.4 - 2	14 DEC 23
2.4 - 3	14 DEC 23
2.4 - 4	14 DEC 23
2.5 - 1	17 NOV 22
2.5 - 2	17 NOV 22
2.6 - 1	1 MAY 14
2.6 - 2	1 MAY 14
2.7 - 1	11 JAN 24
2.7 - 2	11 JAN 24
2.7 - 3	11 JAN 24
2.7 - 4	11 JAN 24
2.7 - 5	11 JAN 24
2.7 - 6	11 JAN 24

Page	Date
GEN	
GEN 3	
3.1 - 1	16 NOV 23
3.1 - 2	16 NOV 23
3.1 - 3	1 MAY 14
3.1 - 4	WEF 1 JAN 20
3.1 - 5	11 JAN 24
3.1 - 6	11 JAN 24
3.2 - 1	1 JUN 23
3.2 - 2	1 JUN 23
3.2 - 3	9 MAR 23
3.2 - 4	9 MAR 23
3.2 - 5	28 JUL 22
3.2 - 6	28 JUL 22
3.2 - 7	18 JAN 18
3.2 - 8	18 JAN 18
3.3 - 1	29 JUN 23
3.3 - 2	29 JUN 23
3.3 - 3	27 SEP 18
3.3 - 4	27 SEP 18
3.3 - 5	29 JUN 23
3.3 - 6	29 JUN 23
3.4 - 1	28 JUL 22
3.4 - 2	28 JUL 22
3.4 - 3	11 JAN 24
3.4 - 4	11 JAN 24
3.5 - 1	11 JAN 24
3.5 - 2	11 JAN 24
3.5 - 3	11 JAN 24
3.5 - 4	11 JAN 24
3.5 - 5	27 JUL 23
3.5 - 6	27 JUL 23
3.6 - 1	28 JUL 22
3.6 - 2	28 JUL 22
3.6 - 3	8 FEB 24
3.6 - 4	8 FEB 24
GEN 4	
4.1 - 1	9 MAY 19
4.1 - 2	WEF 13 JUL 22
4.1 - 3	11 JAN 24
4.1 - 4	11 JAN 24
4.1 - 5	11 APR 19
4.1 - 6	11 APR 19
4.1 - 7	11 JAN 24
4.1 - 8	11 JAN 24
4.1 - 9	11 JAN 24
4.1 - 10	11 JAN 24
4.1 - 11	22 OCT 20
4.1 - 12	22 OCT 20
4.2 - 1	28 JUL 22
4.2 - 2	28 JUL 22

Page	Date
ENR	
PART 2 - ENROUTE(ENR)	
ENR 0	
0.6 - 1	19 OCT 23
0.6 - 2	19 OCT 23
ENR 1	
1.1 - 1	WEF 24 FEB 21
1.1 - 2	1 MAY 14
1.2 - 1	27 SEP 18
1.2 - 2	WEF 28 DEC 22
1.2 - 3	WEF 28 DEC 22
1.2 - 4	WEF 28 DEC 22
1.2 - 5	WEF 28 DEC 22
1.2 - 6	WEF 28 DEC 22
1.2 - 7	WEF 28 DEC 22
1.2 - 8	WEF 28 DEC 22
1.2 - 9	WEF 28 DEC 22
1.2 - 10	WEF 28 DEC 22
1.2 - 11	WEF 28 DEC 22
1.2 - 12	WEF 28 DEC 22
1.2 - 13	WEF 28 DEC 22
1.2 - 14	WEF 28 DEC 22
1.2 - 15	WEF 28 DEC 22
1.2 - 16	WEF 28 DEC 22
1.2 - 17	WEF 28 DEC 22
1.2 - 18	WEF 28 DEC 22
1.2 - 19	WEF 28 DEC 22
1.2 - 20	WEF 28 DEC 22
1.2 - 21	WEF 28 DEC 22
1.2 - 22	WEF 28 DEC 22
1.2 - 23	4 MAY 23
1.2 - 24	WEF 28 DEC 22
1.2 - 25	WEF 28 DEC 22
1.2 - 26	WEF 28 DEC 22
1.2 - 27	WEF 28 DEC 22
1.2 - 28	WEF 28 DEC 22
1.2 - 29	WEF 28 DEC 22
1.2 - 30	WEF 28 DEC 22
1.2 - 31	WEF 28 DEC 22
1.2 - 32	WEF 28 DEC 22
1.2 - 33	WEF 28 DEC 22
1.3 - 1	WEF 6 DEC 17
1.3 - 2	1 MAY 14
1.4 - 1	30 JUL 20
1.4 - 2	30 JUL 20
1.4 - 3	4 JUN 20
1.4 - 4	WEF 13 JUL 22
1.4 - 5	25 AUG 22
1.4 - 6	25 AUG 22
1.4 - 7	29 JUN 23
1.4 - 8	29 JUN 23
1.4 - 9	25 AUG 22
1.4 - 10	25 AUG 22
1.4 - 11	11 JAN 24
1.4 - 12	11 JAN 24
1.5 - 1	WEF 13 JUL 22
1.5 - 2	8 JUN 17
1.5 - 3	8 JUN 17
1.5 - 4	8 JUN 17

Page	Date
ENR	
1.6 - 1	WEF 21 FEB 24
1.6 - 2	WEF 21 FEB 24
1.6 - 3	WEF 20 MAY 20
1.6 - 4	WEF 20 MAY 20
1.7 - 1	28 JUL 22
1.7 - 2	28 JUL 22
1.8 - 1	1 MAY 14
1.8 - 2	1 MAY 14
1.9 - 1	19 OCT 23
1.9 - 2	19 OCT 23
1.9 - 3	1 AUG 19
1.9 - 4	1 AUG 19
1.9 - 5	1 AUG 19
1.9 - 6	1 AUG 19
1.9 - 7	13 JAN 22
1.9 - 8	13 JAN 22
1.9 - 9	25 AUG 22
1.9 - 10	25 AUG 22
1.9 - 11	25 AUG 22
1.9 - 12	25 AUG 22
1.9 - 13	WEF 30 NOV 22
1.9 - 14	WEF 30 NOV 22
1.9 - 15	WEF 30 NOV 22
1.9 - 16	WEF 30 NOV 22
1.9 - 17	WEF 30 NOV 22
1.9 - 18	WEF 30 NOV 22
1.10 - 1	29 JUN 23
1.10 - 2	29 JUN 23
1.11 - 1	29 JUN 23
1.11 - 2	29 JUN 23
1.12 - 1	1 MAY 14
1.12 - 2	1 MAY 14
1.12 - 3	1 MAY 14
1.12 - 4	1 MAY 14
1.13 - 1	1 MAY 14
1.13 - 2	1 MAY 14
1.14 - 1	9 MAR 23
1.14 - 2	9 MAR 23
1.14 - 3	1 MAY 14
1.14 - 4	1 MAY 14
1.14 - 5	1 MAY 14
1.14 - 6	1 MAY 14
ENR 2	
2.1 - 1	WEF 29 NOV 23
2.1 - 2	29 JUN 23
2.1 - 3	8 FEB 24
2.1 - 4	8 FEB 24
2.1 - 5	8 FEB 24
2.1 - 6	8 FEB 24
2.1 - 7	**7 MAR 24**
2.1 - 8	**7 MAR 24**
2.1 - 9	12 JAN 23
2.1 - 10	12 JAN 23
2.1 - 11	13 JAN 22
2.1 - 12	13 JAN 22
2.1 - 13	WEF 29 NOV 23
2.1 - 14	WEF 29 NOV 23

Page	Date
ENR	
2.1 - 14-1	WEF 29 NOV 23
2.1 - 14-2	12 JAN 23
2.1 - 15	WEF 20 MAR 24
2.1 - 16	WEF 20 MAR 24
2.1 - 17	WEF 20 MAR 24
2.1 - 18	WEF 20 MAR 24
2.2 - 1	27 SEP 18
2.2 - 2	27 SEP 18
2.2 - 3	9 MAY 19
2.2 - 3-1	WEF 15 JUN 22
2.2 - 4	WEF 6 DEC 17
2.2 - 4-1	WEF 6 DEC 17
ENR 3	
3.1 - 1	WEF 29 NOV 23
3.1 - 2	WEF 29 NOV 23
3.1 - 3	WEF 29 NOV 23
3.1 - 4	WEF 29 NOV 23
3.1 - 5	WEF 29 NOV 23
3.1 - 6	WEF 29 NOV 23
3.1 - 7	14 DEC 23
3.1 - 8	14 DEC 23
3.1 - 9	20 DEC 18
3.1 - 10	20 DEC 18
3.1 - 11	WEF 29 NOV 23
3.1 - 12	WEF 29 NOV 23
3.1 - 13	WEF 29 NOV 23
3.1 - 14	WEF 29 NOV 23
3.2 - 1	19 OCT 23
3.2 - 2	19 OCT 23
3.3 - 1	WEF 29 NOV 23
3.3 - 2	WEF 29 NOV 23
3.3 - 3	WEF 29 NOV 23
3.3 - 4	WEF 29 NOV 23
3.3 - 5	WEF 29 NOV 23
3.3 - 6	WEF 29 NOV 23
3.3 - 7	14 DEC 23
3.3 - 8	14 DEC 23
3.3 - 9	WEF 29 NOV 23
3.3 - 10	WEF 29 NOV 23
3.3 - 11	14 DEC 23
3.3 - 12	14 DEC 23
3.3 - 13	WEF 29 NOV 23
3.3 - 14	WEF 29 NOV 23
3.3 - 15	WEF 29 NOV 23
3.3 - 16	WEF 29 NOV 23
3.3 - 17	14 DEC 23
3.3 - 18	14 DEC 23
3.3 - 19	WEF 29 NOV 23
3.3 - 20	WEF 29 NOV 23
3.3 - 21	WEF 29 NOV 23
3.3 - 22	19 OCT 23
3.4 - 1	19 OCT 23
3.4 - 2	19 OCT 23
3.5 - 1	14 DEC 23
3.5 - 2	14 DEC 23
3.6 - 1	WEF 27 DEC 23
3.6 - 2	19 OCT 23

Page	Date
ENR	
ENR 4	
4.1 - 1	11 JAN 24
4.1 - 2	11 JAN 24
4.1 - 3	5 MAY 22
4.1 - 4	5 MAY 22
4.2 - 1	1 MAY 14
4.2 - 2	1 MAY 14
4.3 - 1	WEF 24 JAN 24
4.3 - 2	WEF 24 JAN 24
4.4 - 1	14 DEC 23
4.4 - 2	14 DEC 23
4.4 - 3	16 NOV 23
4.4 - 4	16 NOV 23
4.4 - 5	WEF 20 MAR 24
4.4 - 6	WEF 20 MAR 24
4.4 - 7	WEF 20 MAR 24
4.4 - 8	WEF 20 MAR 24
4.4 - 9	WEF 1 NOV 23
4.4 - 10	WEF 1 NOV 23
4.4 - 11	WEF 1 NOV 23
4.4 - 12	WEF 1 NOV 23
4.4 - 13	14 DEC 23
4.4 - 14	14 DEC 23
4.4 - 15	WEF 1 NOV 23
4.4 - 16	WEF 1 NOV 23
4.4 - 17	8 FEB 24
4.4 - 18	8 FEB 24
4.4 - 19	WEF 1 NOV 23
4.4 - 20	WEF 1 NOV 23
4.4 - 21	WEF 1 NOV 23
4.4 - 22	WEF 1 NOV 23
4.4 - 23	WEF 1 NOV 23
4.4 - 24	WEF 24 JAN 24
4.4 - 25	14 DEC 23
4.4 - 26	14 DEC 23
4.4 - 27	WEF 1 NOV 23
4.4 - 28	WEF 1 NOV 23
4.4 - 29	14 DEC 23
4.4 - 30	14 DEC 23
4.4 - 31	WEF 27 DEC 23
4.4 - 32	WEF 1 NOV 23
4.5 - 1	1 MAY 14
4.5 - 2	1 MAY 14

Page	Date
ENR	
ENR 5	
5.1 - 1	24 AUG 23
5.1 - 2	24 AUG 23
5.1 - 3	WEF 30 MAR 16
5.1 - 4	WEF 30 NOV 22
5.1 - 5	28 JUL 22
5.1 - 6	28 JUL 22
5.1 - 7	29 AUG 19
5.1 - 8	WEF 11 AUG 21
5.1 - 9	28 JUL 22
5.1 - 10	28 JUL 22
5.1 - 11	WEF 28 MAY 14
5.1 - 12	WEF 28 MAY 14
5.1 - 13	13 APR 17
5.1 - 14	13 APR 17
5.1 - 15	WEF 28 DEC 22
5.1 - 16	1 MAY 14
5.2 - 1	9 JUL 15
5.2 - 2	9 JUL 15
5.2 - 3	WEF 30 NOV 22
5.2 - 4	27 AUG 20
5.2 - 5	27 SEP 18
5.2 - 6	27 SEP 18
5.2 - 7	WEF 9 AUG 23
5.2 - 8	WEF 22 JUL 15
5.3 - 1	WEF 5 DEC 18
5.3 - 2	10 MAY 18
5.3 - 3	7 MAY 20
5.3 - 4	7 MAY 20
5.4 - 1	24 DEC 15
5.4 - 2	24 DEC 15
5.4 - 3	24 DEC 15
5.4 - 4	24 DEC 15
5.4 - 5	24 DEC 15
5.4 - 6	24 DEC 15
5.4 - 7	24 DEC 15
5.4 - 8	24 DEC 15
5.4 - 9	24 DEC 15
5.4 - 10	24 DEC 15
5.4 - 11	24 DEC 15
5.4 - 12	24 DEC 15
5.4 - 13	24 DEC 15
5.4 - 14	24 DEC 15
5.4 - 15	24 DEC 15
5.4 - 16	24 DEC 15
5.4 - 17	24 DEC 15
5.4 - 18	24 DEC 15
5.4 - 19	19 JAN 17
5.4 - 20	19 JAN 17
5.4 - 21	24 DEC 15
5.4 - 22	24 DEC 15
5.4 - 23	24 DEC 15
5.4 - 24	24 DEC 15
5.4 - 25	24 DEC 15
5.4 - 26	24 DEC 15
5.4 - 27	24 DEC 15
5.4 - 28	24 DEC 15
5.4 - 29	19 JAN 17
5.4 - 30	19 JAN 17

Page	Date
ENR	
5.4 - 31	11 MAY 17
5.4 - 32	11 MAY 17
5.4 - 33	11 MAY 17
5.4 - 34	11 MAY 17
5.5 - 1	WEF 14 JUN 23
5.5 - 2	WEF 6 SEP 23
5.5 - 3	WEF 6 SEP 23
5.5 - 4	WEF 6 SEP 23
5.6 - 1	1 MAY 14
5.6 - 2	1 MAY 14
ENR 6	
6 - 1	29 OCT 15
6 - 1-1	29 OCT 15
6 - 1-2	**7 MAR 24**
6 - 2	9 FEB 23
6 - 3	9 FEB 23
6 - 4	WEF 16 AUG 17
6 - 5	WEF 9 AUG 23
6 - 6	21 SEP 23
6 - 7	21 SEP 23

Page	Date
AD	
PART 3 - AERODROME(AD)	
AD 0	
0.6 - 1	2 AUG 18
0.6 - 2	2 AUG 18
AD 1	
1.1 - 1	25 AUG 22
1.1 - 2	25 AUG 22
1.2 - 1	21 OCT 21
1.2 - 2	21 OCT 21
1.2 - 3	21 OCT 21
1.2 - 4	21 OCT 21
1.3 - 1	25 AUG 22
1.3 - 2	25 AUG 22
1.4 - 1	1 MAY 14
1.4 - 2	1 MAY 14
1.5 - 1	19 OCT 23
1.5 - 2	19 OCT 23
RKSI	
2 - 1	11 JAN 24
2 - 2	11 JAN 24
2 - 3	14 DEC 23
2 - 4	14 DEC 23
2 - 5	11 JAN 24
2 - 6	11 JAN 24
2 - 6-1	9 MAR 23
2 - 6-2	9 MAR 23
2 - 7	8 FEB 24
2 - 8	8 FEB 24
2 - 9	21 SEP 23
2 - 10	21 SEP 23
2 - 10-1	WEF 23 MAR 22
2 - 10-2	WEF 23 MAR 22
2 - 11	11 JAN 24
2 - 12	11 JAN 24
2 - 13	WEF 23 MAR 22
2 - 14	WEF 23 MAR 22
2 - 15	WEF 16 JUN 21
2 - 15-1	WEF 23 MAR 22
2 - 16	21 SEP 23
2 - 16-1	WEF 20 MAR 24
2 - 17	7 APR 22
2 - 17-1	7 APR 22
2 - 18	WEF 24 JAN 24
2 - 18-1	20 OCT 22
2 - 19	20 OCT 22
2 - 20	20 OCT 22
2 - 21	WEF 9 AUG 23
2 - 21-1	WEF 30 NOV 22
2 - 21-2	WEF 30 NOV 22
2 - 21-3	WEF 30 NOV 22
2 - 21-4	20 OCT 22
2 - 21-5	WEF 20 MAR 24

Page	Date
RKSI	
2 - 22	16 NOV 23
2 - 22-1	WEF 20 MAR 24
2 - 22-2	17 NOV 22
2 - 22-3	WEF 29 NOV 23
2 - 23	WEF 29 NOV 23
2 - 24	WEF 20 MAR 24
2 - 25	21 SEP 23
2 - 26	21 SEP 23
2 - 27	WEF 29 NOV 23
2 - 27-1	WEF 20 MAR 24
2 - 27-2	WEF 29 NOV 23
2 - 27-3	20 OCT 22
2 - 28	WEF 20 MAR 24
2 - 28-1	21 SEP 23
2 - 29	WEF 20 MAR 24
2 - 30	WEF 20 MAR 24
2 - 31	WEF 20 MAR 24
2 - 32	WEF 20 MAR 24
2 - 33	16 DEC 21
2 - 34	16 DEC 21
2 - 35	WEF 13 JUL 22
2 - 36	WEF 13 JUL 22
2 - 37	WEF 30 NOV 22
2 - 38	10 FEB 22
2 - 39	9 MAR 23
2 - 40	9 MAR 23
2 - 41	22 SEP 22
2 - 42	22 SEP 22
2 - 43	23 SEP 21
2 - 44	23 SEP 21
2 - 45	WEF 13 JUL 22
2 - 46	WEF 23 FEB 22
CHART 2 - 1	WEF 20 MAR 24
CHART 2 - 2	21 SEP 23
CHART 2 - 3	WEF 20 MAR 24
CHART 2 - 4	WEF 20 MAR 24
CHART 2 - 5	WEF 9 AUG 23
CHART 2 - 5-1	12 JAN 23
CHART 2 - 5-2	WEF 20 MAR 24
CHART 2 - 5-3	WEF 27 DEC 23
CHART 2 - 6	WEF 20 MAR 24
CHART 2 - 7	WEF 20 MAR 24
CHART 2 - 8	WEF 20 MAR 24
CHART 2 - 9	WEF 20 MAR 24
CHART 2 - 10	8 FEB 24
CHART 2 - 11	8 FEB 24
CHART 2 - 12	8 FEB 24
CHART 2 - 13	8 FEB 24
CHART 2 - 14	8 FEB 24
CHART 2 - 15	8 FEB 24
CHART 2 - 16	8 FEB 24
CHART 2 - 17	8 FEB 24
CHART 2 - 18	8 FEB 24
CHART 2 - 18-1	8 FEB 24

Page	Date	Page	Date	Page	Date	Page	Date
RKSI		RKSI		RKSS		RKSS	
CHART 2 - 19	WEF 16 JUN 21	CHART 2 - 49	WEF 9 AUG 23	2 - 1	11 JAN 24	CHART 2 - 15	WEF 25 JAN 23
CHART 2 - 20	WEF 16 JUN 21	CHART 2 - 49-1	WEF 9 AUG 23	2 - 2	11 JAN 24	CHART 2 - 15-1	WEF 13 JUL 22
CHART 2 - 21	WEF 16 JUN 21	CHART 2 - 50	WEF 25 JAN 23	2 - 3	11 MAR 21	CHART 2 - 16	WEF 25 JAN 23
CHART 2 - 22	WEF 16 JUN 21	CHART 2 - 51	WEF 20 MAR 24	2 - 3-1	WEF 14 JUN 23	CHART 2 - 16-1	WEF 13 JUL 22
CHART 2 - 23	WEF 16 JUN 21	CHART 2 - 51-1	WEF 24 JAN 24	2 - 4	11 JAN 24	CHART 2 - 17	WEF 25 JAN 23
CHART 2 - 24	WEF 16 JUN 21	CHART 2 - 52	WEF 20 MAR 24	2 - 4-1	11 JAN 24	CHART 2 - 17-1	WEF 3 NOV 21
CHART 2 - 25	WEF 16 JUN 21	CHART 2 - 52-1	WEF 20 MAR 24	2 - 5	24 SEP 20	CHART 2 - 18	WEF 25 JAN 23
CHART 2 - 26	WEF 16 JUN 21	CHART 2 - 53	WEF 20 MAR 24	2 - 6	24 SEP 20	CHART 2 - 18-1	WEF 13 JUL 22
CHART 2 - 27	1 JUN 23	CHART 2 - 53-1	WEF 20 MAR 24	2 - 7	14 DEC 23	CHART 2 - 18-2	WEF 13 JUL 22
CHART 2 - 28	WEF 5 OCT 22	CHART 2 - 54	WEF 20 MAR 24	2 - 8	14 DEC 23	CHART 2 - 18-3	WEF 7 OCT 20
CHART 2 - 28-1	WEF 5 OCT 22	CHART 2 - 54-1	WEF 20 MAR 24	2 - 9	11 JAN 24	CHART 2 - 19	WEF 25 JAN 23
CHART 2 - 29	WEF 25 JAN 23	CHART 2 - 55	WEF 20 MAR 24	2 - 10	11 JAN 24	CHART 2 - 19-1	WEF 13 JUL 22
CHART 2 - 29-1	WEF 25 JAN 23	CHART 2 - 55-1	8 FEB 24	2 - 10-1	WEF 27 DEC 23	CHART 2 - 19-2	WEF 13 JUL 22
CHART 2 - 30	WEF 25 JAN 23	CHART 2 - 56	WEF 20 MAR 24	2 - 10-2	WEF 27 DEC 23	CHART 2 - 19-3	WEF 3 NOV 21
CHART 2 - 30-1	18 NOV 21	CHART 2 - 56-1	WEF 24 JAN 24	2 - 11	19 OCT 23	CHART 2 - 20	WEF 25 JAN 23
CHART 2 - 31	25 AUG 22	CHART 2 - 57	WEF 20 MAR 24	2 - 12	19 OCT 23	CHART 2 - 20-1	WEF 7 OCT 20
CHART 2 - 31-1	25 AUG 22	CHART 2 - 57-1	8 FEB 24	2 - 12-1	WEF 27 DEC 23	CHART 2 - 21	9 FEB 23
CHART 2 - 32	WEF 25 JAN 23	CHART 2 - 58	WEF 20 MAR 24	2 - 12-2	WEF 29 NOV 23	CHART 2 - 21-1	9 FEB 23
CHART 2 - 32-1	WEF 25 JAN 23	CHART 2 - 58-1	WEF 24 JAN 24	2 - 13	WEF 1 NOV 23	CHART 2 - 22	1 JUN 23
CHART 2 - 33	9 FEB 23	CHART 2 - 59	WEF 20 MAR 24	2 - 13-1	WEF 1 NOV 23	CHART 2 - 23	WEF 9 AUG 23
CHART 2 - 33-1	9 FEB 23	CHART 2 - 59-1	WEF 24 JAN 24	2 - 14	11 JAN 24	CHART 2 - 23-1	WEF 25 JAN 23
CHART 2 - 34	WEF 25 JAN 23	CHART 2 - 60	WEF 20 MAR 24	2 - 14-1	11 JAN 24	CHART 2 - 23-2	WEF 9 AUG 23
CHART 2 - 34-1	WEF 25 JAN 23	CHART 2 - 60-1	WEF 24 JAN 24	2 - 15	11 JAN 24	CHART 2 - 23-3	WEF 3 NOV 21
CHART 2 - 35	WEF 25 JAN 23	CHART 2 - 61	WEF 20 MAR 24	2 - 15-1	11 JAN 24	CHART 2 - 24	WEF 9 AUG 23
CHART 2 - 35-1	WEF 25 JAN 23	CHART 2 - 61-1	WEF 24 JAN 24	2 - 15-2	11 JAN 24	CHART 2 - 24-1	WEF 9 AUG 23
CHART 2 - 36	WEF 25 JAN 23	CHART 2 - 62	WEF 20 MAR 24	2 - 16	11 JAN 24	CHART 2 - 25	WEF 9 AUG 23
CHART 2 - 36-1	WEF 13 JUL 22	CHART 2 - 62-1	WEF 24 JAN 24	2 - 17	11 JAN 24	CHART 2 - 25-1	WEF 9 AUG 23
CHART 2 - 37	WEF 25 JAN 23	CHART 2 - 63	WEF 20 MAR 24	2 - 18	11 JAN 24	CHART 2 - 26	WEF 9 AUG 23
CHART 2 - 37-1	18 NOV 21	CHART 2 - 63-1	WEF 20 MAR 24	2 - 19	11 JAN 24	CHART 2 - 26-1	WEF 9 AUG 23
CHART 2 - 38	WEF 25 JAN 23	CHART 2 - 64	WEF 20 MAR 24	2 - 20	11 JAN 24	CHART 2 - 27	WEF 9 AUG 23
CHART 2 - 38-1	WEF 25 JAN 23	CHART 2 - 64-1	WEF 24 JAN 24	2 - 21	11 JAN 24	CHART 2 - 27-1	WEF 9 AUG 23
CHART 2 - 39	WEF 25 JAN 23	CHART 2 - 65	WEF 20 MAR 24	2 - 22	11 JAN 24	CHART 2 - 28	WEF 25 JAN 23
CHART 2 - 39-1	WEF 25 JAN 23	CHART 2 - 65-1	WEF 20 MAR 24	2 - 23	17 NOV 22	CHART 2 - 28-1	WEF 3 NOV 21
CHART 2 - 40	WEF 25 JAN 23	CHART 2 - 66	WEF 20 MAR 24	2 - 24	17 NOV 22	CHART 2 - 29	9 FEB 23
CHART 2 - 40-1	10 MAR 22	CHART 2 - 66-1	WEF 20 MAR 24	2 - 25	6 APR 23	CHART 2 - 29-1	9 FEB 23
CHART 2 - 41	1 JUN 23	CHART 2 - 67	WEF 20 MAR 24	2 - 26	WEF 4 OCT 23	CHART 2 - 30	15 DEC 22
CHART 2 - 42	WEF 9 AUG 23	CHART 2 - 67-1	WEF 24 JAN 24	2 - 27	11 JAN 24	CHART 2 - 30-1	15 DEC 22
CHART 2 - 42-1	13 JAN 22	CHART 2 - 68	WEF 20 MAR 24	2 - 28	11 JAN 24	CHART 2 - 31	15 DEC 22
CHART 2 - 43	WEF 9 AUG 23	CHART 2 - 68-1	WEF 24 JAN 24	2 - 29	14 DEC 23	CHART 2 - 31-1	15 DEC 22
CHART 2 - 43-1	WEF 25 JAN 23	CHART 2 - 69	WEF 20 MAR 24	2 - 30	14 DEC 23	CHART 2 - 32	4 MAY 23
CHART 2 - 43-2	WEF 9 AUG 23	CHART 2 - 69-1	WEF 24 JAN 24	2 - 31	18 NOV 21	CHART 2 - 32-1	4 MAY 23
CHART 2 - 43-3	WEF 16 JUN 21	CHART 2 - 70	WEF 20 MAR 24	2 - 32	WEF 13 JUL 22	CHART 2 - 33	15 DEC 22
CHART 2 - 44	WEF 9 AUG 23	CHART 2 - 70-1	WEF 20 MAR 24			CHART 2 - 33-1	15 DEC 22
CHART 2 - 44-1	WEF 25 JAN 23	CHART 2 - 71	WEF 20 MAR 24			CHART 2 - 34	WEF 9 AUG 23
CHART 2 - 44-2	WEF 9 AUG 23	CHART 2 - 72	WEF 20 MAR 24	CHART 2 - 1	WEF 27 DEC 23	CHART 2 - 34-1	15 DEC 22
CHART 2 - 44-3	WEF 16 JUN 21	CHART 2 - 73	WEF 25 JAN 23	CHART 2 - 2	29 JUN 23	CHART 2 - 35	WEF 9 AUG 23
CHART 2 - 45	WEF 9 AUG 23	CHART 2 - 74	WEF 23 FEB 22	CHART 2 - 3	**7 MAR 24**	CHART 2 - 35-1	WEF 9 AUG 23
CHART 2 - 45-1	WEF 25 JAN 23			CHART 2 - 4	**7 MAR 24**	CHART 2 - 36	WEF 9 AUG 23
CHART 2 - 45-2	WEF 9 AUG 23			CHART 2 - 5	**7 MAR 24**	CHART 2 - 36-1	15 DEC 22
CHART 2 - 45-3	WEF 16 JUN 21			CHART 2 - 6	**7 MAR 24**	CHART 2 - 37	WEF 9 AUG 23
CHART 2 - 46	WEF 9 AUG 23			CHART 2 - 7	4 MAY 23	CHART 2 - 37-1	WEF 9 AUG 23
CHART 2 - 46-1	29 JUL 21			CHART 2 - 8	4 MAY 23	CHART 2 - 38	WEF 9 AUG 23
CHART 2 - 47	WEF 9 AUG 23			CHART 2 - 9	4 MAY 23	CHART 2 - 38-1	WEF 9 AUG 23
CHART 2 - 47-1	28 JUL 22			CHART 2 - 10	4 MAY 23	CHART 2 - 39	WEF 9 AUG 23
CHART 2 - 48	WEF 9 AUG 23			CHART 2 - 11	6 APR 23	CHART 2 - 39-1	9 FEB 23
CHART 2 - 48-1	WEF 25 JAN 23			CHART 2 - 12	1 MAY 14	CHART 2 - 40	11 JAN 24
CHART 2 - 48-2	WEF 25 JAN 23			CHART 2 - 13	1 JUN 23	CHART 2 - 41	11 JAN 24
CHART 2 - 48-3	WEF 9 AUG 23			CHART 2 - 14	WEF 25 JAN 23		
				CHART 2 - 14-1	WEF 13 JUL 22		

Page	Date	Page	Date	Page	Date	Page	Date
RKPC		RKPC		RKPK		RKPK	
2 - 1	14 DEC 23	CHART 2 - 18	WEF 29 NOV 23	2 - 1	11 JAN 24	CHART 2 - 22	WEF 6 SEP 23
2 - 2	14 DEC 23	CHART 2 - 18-1	WEF 1 NOV 23	2 - 2	11 JAN 24	CHART 2 - 22-1	WEF 6 SEP 23
2 - 3	11 JAN 24	CHART 2 - 18-2	WEF 1 NOV 23	2 - 3	WEF 17 MAY 23	CHART 2 - 23	WEF 6 SEP 23
2 - 4	11 JAN 24	CHART 2 - 18-3	WEF 1 NOV 23	2 - 3-1	WEF 17 MAY 23	CHART 2 - 23-1	WEF 6 SEP 23
2 - 5	18 NOV 21	CHART 2 - 18-4	WEF 1 NOV 23	2 - 4	8 FEB 24	CHART 2 - 24	WEF 6 SEP 23
2 - 6	18 NOV 21	CHART 2 - 18-5	27 SEP 18	2 - 4-1	8 FEB 24	CHART 2 - 24-1	WEF 6 SEP 23
2 - 7	WEF 7 SEP 22	CHART 2 - 19	WEF 29 NOV 23	2 - 5	29 JUL 21	CHART 2 - 25	28 JUL 22
2 - 8	27 AUG 20	CHART 2 - 19-1	WEF 1 NOV 23	2 - 6	29 JUL 21	CHART 2 - 25-1	28 JUL 22
2 - 9	8 FEB 24	CHART 2 - 19-2	WEF 30 NOV 22	2 - 7	14 FEB 19	CHART 2 - 26	16 NOV 23
2 - 10	8 FEB 24	CHART 2 - 19-3	WEF 30 NOV 22	2 - 8	14 FEB 19	CHART 2 - 26-1	16 NOV 23
2 - 10-1	8 FEB 24	CHART 2 - 19-4	WEF 30 NOV 22	2 - 9	9 FEB 23	CHART 2 - 27	16 NOV 23
2 - 10-2	8 FEB 24	CHART 2 - 19-5	27 SEP 18	2 - 10	WEF 27 DEC 23	CHART 2 - 27-1	16 NOV 23
2 - 11	8 FEB 24	CHART 2 - 20	14 DEC 23	2 - 10-1	WEF 27 DEC 23	CHART 2 - 28	16 NOV 23
2 - 12	8 FEB 24	CHART 2 - 20-1	14 DEC 23	2 - 10-2	WEF 27 DEC 23	CHART 2 - 28-1	16 NOV 23
2 - 12-1	8 FEB 24	CHART 2 - 20-2	WEF 1 NOV 23	2 - 11	WEF 27 DEC 23	CHART 2 - 29	16 NOV 23
2 - 12-2	8 FEB 24	CHART 2 - 20-3	WEF 1 NOV 23	2 - 12	WEF 27 DEC 23	CHART 2 - 29-1	16 NOV 23
2 - 13	16 NOV 23	CHART 2 - 20-4	14 DEC 23	2 - 13	WEF 27 DEC 23	CHART 2 - 30	16 NOV 23
2 - 14	16 NOV 23	CHART 2 - 20-5	14 DEC 23	2 - 14	WEF 27 DEC 23	CHART 2 - 30-1	16 NOV 23
2 - 15	14 DEC 23	CHART 2 - 21	11 JAN 24	2 - 15	23 SEP 21	CHART 2 - 31	WEF 6 SEP 23
2 - 16	WEF 21 FEB 24	CHART 2 - 22	WEF 1 NOV 23	2 - 16	23 SEP 21	CHART 2 - 31-1	WEF 6 SEP 23
2 - 17	WEF 1 NOV 23	CHART 2 - 22-1	WEF 1 NOV 23	2 - 17	23 SEP 21	CHART 2 - 32	**7 MAR 24**
2 - 18	10 MAR 22	CHART 2 - 23	WEF 1 NOV 23	2 - 18	23 SEP 21	CHART 2 - 32-1	**7 MAR 24**
2 - 19	25 AUG 22	CHART 2 - 23-1	WEF 1 NOV 23	2 - 19	25 AUG 22	CHART 2 - 33	16 NOV 23
2 - 20	25 AUG 22	CHART 2 - 24	WEF 1 NOV 23	2 - 20	25 AUG 22	CHART 2 - 33-1	16 NOV 23
2 - 21	13 APR 17	CHART 2 - 24-1	WEF 1 NOV 23	2 - 21	4 MAY 23	CHART 2 - 34	16 NOV 23
2 - 22	WEF 1 NOV 23	CHART 2 - 25	WEF 1 NOV 23	2 - 22	4 MAY 23	CHART 2 - 34-1	16 NOV 23
		CHART 2 - 25-1	WEF 1 NOV 23	2 - 23	6 APR 23	CHART 2 - 35	16 NOV 23
		CHART 2 - 26	WEF 1 NOV 23	2 - 24	6 APR 23	CHART 2 - 35-1	16 NOV 23
		CHART 2 - 26-1	WEF 1 NOV 23	2 - 25	**7 MAR 24**	CHART 2 - 36	16 NOV 23
		CHART 2 - 27	WEF 1 NOV 23	2 - 26	**7 MAR 24**	CHART 2 - 36-1	16 NOV 23
		CHART 2 - 27-1	WEF 1 NOV 23			CHART 2 - 37	WEF 6 SEP 23
CHART 2 - 1	16 NOV 23	CHART 2 - 28	WEF 1 NOV 23	CHART 2 - 1	29 JUL 21	CHART 2 - 37-1	WEF 6 SEP 23
CHART 2 - 2	16 NOV 23	CHART 2 - 28-1	WEF 1 NOV 23	CHART 2 - 2	29 JUL 21	CHART 2 - 38	**7 MAR 24**
CHART 2 - 3	16 NOV 23	CHART 2 - 29	WEF 1 NOV 23	CHART 2 - 3	WEF 27 DEC 23	CHART 2 - 38-1	**7 MAR 24**
CHART 2 - 4	16 NOV 23	CHART 2 - 29-1	WEF 1 NOV 23	CHART 2 - 4	WEF 27 DEC 23	CHART 2 - 39	**7 MAR 24**
CHART 2 - 5	16 NOV 23	CHART 2 - 30	14 DEC 23	CHART 2 - 5	WEF 27 DEC 23	CHART 2 - 39-1	**7 MAR 24**
CHART 2 - 6	16 NOV 23	CHART 2 - 31	14 DEC 23	CHART 2 - 6	WEF 27 DEC 23	CHART 2 - 40	WEF 6 SEP 23
CHART 2 - 6-1	14 DEC 23			CHART 2 - 7	6 APR 23	CHART 2 - 40-1	WEF 6 SEP 23
CHART 2 - 6-2	14 DEC 23			CHART 2 - 8	6 APR 23	CHART 2 - 41	23 SEP 21
CHART 2 - 7	4 MAY 23			CHART 2 - 9	8 FEB 24	CHART 2 - 42	23 SEP 21
CHART 2 - 8	4 MAY 23			CHART 2 - 10	8 FEB 24		
CHART 2 - 9	WEF 29 NOV 23			CHART 2 - 11	8 FEB 24		
CHART 2 - 10	25 AUG 22			CHART 2 - 12	25 AUG 22		
CHART 2 - 11	WEF 29 NOV 23			CHART 2 - 13	1 JUN 23		
CHART 2 - 12	14 DEC 23			CHART 2 - 14	WEF 6 SEP 23		
CHART 2 - 12-1	14 DEC 23			CHART 2 - 14-1	WEF 6 SEP 23		
CHART 2 - 13	14 DEC 23			CHART 2 - 15	WEF 6 SEP 23		
CHART 2 - 13-1	14 DEC 23			CHART 2 - 15-1	9 MAR 23		
CHART 2 - 14	14 DEC 23			CHART 2 - 16	WEF 6 SEP 23		
CHART 2 - 14-1	14 DEC 23			CHART 2 - 16-1	17 NOV 22		
CHART 2 - 14-2	WEF 1 NOV 23			CHART 2 - 17	WEF 6 SEP 23		
CHART 2 - 14-3	27 SEP 18			CHART 2 - 17-1	12 JAN 23		
CHART 2 - 15	14 DEC 23			CHART 2 - 18	WEF 6 SEP 23		
CHART 2 - 15-1	14 DEC 23			CHART 2 - 18-1	WEF 5 DEC 18		
CHART 2 - 16	14 DEC 23			CHART 2 - 19	WEF 6 SEP 23		
CHART 2 - 16-1	14 DEC 23			CHART 2 - 19-1	WEF 6 SEP 23		
CHART 2 - 17	11 JAN 24			CHART 2 - 20	WEF 6 SEP 23		
CHART 2 - 17-1	11 JAN 24			CHART 2 - 20-1	WEF 5 DEC 18		
				CHART 2 - 21	WEF 6 SEP 23		
				CHART 2 - 21-1	9 MAR 23		

Page	Date	Page	Date	Page	Date	Page	Date
RKTU		RKTU		RKNY		RKTN	
2 - 1	16 DEC 21	CHART 2 - 16	28 JUL 22	2 - 1	11 JAN 24	2 - 1	**7 MAR 24**
2 - 2	16 DEC 21	CHART 2 - 17	WEF 8 SEP 21	2 - 2	11 JAN 24	2 - 2	**7 MAR 24**
2 - 3	24 AUG 23	CHART 2 - 17-1	16 FEB 17	2 - 3	11 JAN 24	2 - 3	**7 MAR 24**
2 - 4	24 AUG 23	CHART 2 - 18	WEF 8 SEP 21	2 - 4	11 JAN 24	2 - 4	**7 MAR 24**
2 - 5	6 APR 23	CHART 2 - 18-1	21 NOV 19	2 - 5	15 DEC 22	2 - 5	17 NOV 22
2 - 6	6 APR 23	CHART 2 - 19	WEF 8 SEP 21	2 - 6	15 DEC 22	2 - 6	17 NOV 22
2 - 7	19 NOV 20	CHART 2 - 19-1	WEF 8 SEP 21	2 - 7	20 OCT 22	2 - 7	1 JUL 21
2 - 8	WEF 24 FEB 21	CHART 2 - 20	WEF 1 DEC 21	2 - 8	WEF 6 SEP 23	2 - 8	1 JUL 21
2 - 8-1	1 JUN 23	CHART 2 - 20-1	23 SEP 21	2 - 9	WEF 6 SEP 23	2 - 9	24 AUG 23
2 - 8-2	1 JUN 23	CHART 2 - 21	WEF 1 DEC 21	2 - 10	28 JUL 22	2 - 10	24 AUG 23
2 - 8-3	6 APR 23	CHART 2 - 21-1	21 NOV 19	2 - 11	27 JUL 23	2 - 11	24 AUG 23
2 - 8-4	6 APR 23	CHART 2 - 22	WEF 27 DEC 23	2 - 12	27 JUL 23	2 - 12	24 AUG 23
2 - 8-5	6 APR 23	CHART 2 - 22-1	WEF 27 DEC 23	2 - 12-1	11 JAN 24	2 - 13	WEF 21 JUN 17
2 - 8-6	6 APR 23	CHART 2 - 23	WEF 27 DEC 23	2 - 12-2	11 JAN 24	2 - 14	WEF 16 AUG 17
2 - 8-7	6 APR 23	CHART 2 - 23-1	WEF 27 DEC 23	2 - 13	WEF 14 AUG 19		
2 - 8-8	6 APR 23	CHART 2 - 24	WEF 27 DEC 23	2 - 14	WEF 14 AUG 19		
2 - 8-9	WEF 27 DEC 23	CHART 2 - 24-1	WEF 27 DEC 23			CHART 2 - 1	8 FEB 24
2 - 8-10	WEF 21 FEB 24	CHART 2 - 25	WEF 27 DEC 23			CHART 2 - 2	8 FEB 24
2 - 9	WEF 27 DEC 23	CHART 2 - 25-1	16 FEB 17			CHART 2 - 3	**7 MAR 24**
2 - 10	WEF 27 DEC 23	CHART 2 - 26	WEF 27 DEC 23			CHART 2 - 3-1	**7 MAR 24**
2 - 11	6 APR 23	CHART 2 - 26-1	WEF 27 DEC 23			CHART 2 - 4	**7 MAR 24**
2 - 12	6 APR 23	CHART 2 - 27	WEF 27 DEC 23			CHART 2 - 5	4 MAY 23
2 - 12-1	WEF 11 SEP 19	CHART 2 - 27-1	WEF 27 DEC 23	CHART 2 - 1	11 JAN 24	CHART 2 - 6	4 MAY 23
2 - 12-2	12 MAY 16	CHART 2 - 28	WEF 27 DEC 23	CHART 2 - 2	11 JAN 24	CHART 2 - 7	4 MAY 23
2 - 13	WEF 8 SEP 21	CHART 2 - 28-1	WEF 27 DEC 23	CHART 2 - 3	11 JAN 24	CHART 2 - 8	4 MAY 23
2 - 14	WEF 8 SEP 21	CHART 2 - 29	WEF 27 DEC 23	CHART 2 - 3-1	11 JAN 24	CHART 2 - 9	6 APR 23
2 - 15	1 JUN 23	CHART 2 - 30	WEF 27 DEC 23	CHART 2 - 4	1 JUN 23	CHART 2 - 10	27 SEP 18
2 - 16	WEF 27 DEC 23			CHART 2 - 5	1 JUN 23	CHART 2 - 10-1	27 SEP 18
				CHART 2 - 6	1 JUN 23	CHART 2 - 11	21 OCT 21
				CHART 2 - 7	1 JUN 23	CHART 2 - 11-1	21 OCT 21
				CHART 2 - 8	WEF 5 OCT 22	CHART 2 - 12	27 SEP 18
CHART 2 - 1	24 AUG 23			CHART 2 - 8-1	WEF 16 JUN 21	CHART 2 - 12-1	27 SEP 18
CHART 2 - 2	24 AUG 23			CHART 2 - 9	WEF 19 APR 23	CHART 2 - 13	28 JUL 22
CHART 2 - 3	24 AUG 23			CHART 2 - 9-1	27 SEP 18	CHART 2 - 13-1	28 JUL 22
CHART 2 - 3-1	24 AUG 23			CHART 2 - 10	WEF 5 OCT 22	CHART 2 - 14	11 JAN 24
CHART 2 - 4	24 AUG 23			CHART 2 - 10-1	WEF 16 JUN 21	CHART 2 - 14-1	11 JAN 24
CHART 2 - 5	1 JUN 23			CHART 2 - 11	WEF 19 APR 23	CHART 2 - 15	11 JAN 24
CHART 2 - 6	1 JUN 23			CHART 2 - 11-1	27 SEP 18	CHART 2 - 15-1	11 JAN 24
CHART 2 - 7	1 JUN 23			CHART 2 - 12	WEF 5 OCT 22	CHART 2 - 16	11 JAN 24
CHART 2 - 8	1 JUN 23			CHART 2 - 12-1	WEF 5 OCT 22	CHART 2 - 16-1	11 JAN 24
CHART 2 - 9	1 JUN 23			CHART 2 - 13	28 JUL 22	CHART 2 - 17	11 JAN 24
CHART 2 - 10	1 JUN 23			CHART 2 - 14	WEF 20 MAR 24	CHART 2 - 17-1	11 JAN 24
CHART 2 - 11	1 JUN 23			CHART 2 - 14-1	9 MAR 23	CHART 2 - 18	11 JAN 24
CHART 2 - 11-1	1 JUN 23			CHART 2 - 15	WEF 20 MAR 24	CHART 2 - 18-1	11 JAN 24
CHART 2 - 12	1 JUN 23			CHART 2 - 15-1	6 APR 23	CHART 2 - 19	11 JAN 24
CHART 2 - 12-1	1 JUN 23			CHART 2 - 16	WEF 20 MAR 24	CHART 2 - 19-1	11 JAN 24
CHART 2 - 13	WEF 20 APR 22			CHART 2 - 16-1	9 MAR 23	CHART 2 - 20	11 JAN 24
CHART 2 - 13-1	1 AUG 19			CHART 2 - 17	WEF 20 MAR 24	CHART 2 - 20-1	11 JAN 24
CHART 2 - 14	WEF 20 APR 22			CHART 2 - 17-1	9 MAR 23	CHART 2 - 21	25 AUG 22
CHART 2 - 14-1	1 AUG 19			CHART 2 - 18	11 JAN 24	CHART 2 - 22	25 AUG 22
CHART 2 - 15	27 SEP 18			CHART 2 - 19	11 JAN 24		
CHART 2 - 15-1	27 SEP 18						
CHART 2 - 15-2	WEF 8 SEP 21						
CHART 2 - 15-3	WEF 8 SEP 21						

Page	Date	Page	Date	Page	Date	Page	Date
RKJB		RKJJ		RKJJ		RKJK	
2 - 1	29 JUN 23	2 - 1	11 JAN 24	CHART 2 - 26	WEF 19 APR 23	2 - 1	24 SEP 20
2 - 2	29 JUN 23	2 - 2	11 JAN 24	CHART 2 - 26-1	WEF 19 APR 23	2 - 2	24 SEP 20
2 - 3	11 JAN 24	2 - 3	**7 MAR 24**	CHART 2 - 27	WEF 22 FEB 23	2 - 3	14 FEB 19
2 - 4	11 JAN 24	2 - 4	**7 MAR 24**	CHART 2 - 27-1	30 JUN 22	2 - 4	14 FEB 19
2 - 5	22 OCT 20	2 - 5	**7 MAR 24**	CHART 2 - 28	WEF 22 FEB 23	2 - 5	26 SEP 19
2 - 6	WEF 24 MAR 21	2 - 6	**7 MAR 24**	CHART 2 - 28-1	2 JUN 22	2 - 6	26 SEP 19
2 - 7	WEF 29 DEC 21	2 - 7	2 JUN 22	CHART 2 - 29	WEF 22 FEB 23	2 - 7	22 OCT 20
2 - 8	23 SEP 21	2 - 8	2 JUN 22	CHART 2 - 29-1	WEF 22 FEB 23	2 - 8	22 OCT 20
2 - 9	WEF 30 NOV 22	2 - 9	13 JAN 22	CHART 2 - 30	11 JAN 24		
2 - 10	WEF 3 NOV 21	2 - 10	WEF 20 APR 22	CHART 2 - 30-1	11 JAN 24		
2 - 11	29 JUN 23	2 - 11	28 JUL 22	CHART 2 - 31	WEF 19 APR 23		
2 - 12	29 JUN 23	2 - 12	28 JUL 22	CHART 2 - 31-1	WEF 19 APR 23	CHART 2 - 1	22 OCT 20
		2 - 13	28 JUL 22	CHART 2 - 32	11 JAN 24	CHART 2 - 1-1	22 OCT 20
CHART 2 - 1	WEF 17 MAY 23	2 - 14	28 JUL 22	CHART 2 - 32-1	11 JAN 24	CHART 2 - 2	19 MAR 15
CHART 2 - 2	10 FEB 22	2 - 15	28 JUL 22	CHART 2 - 33	WEF 22 FEB 23	CHART 2 - 2-1	19 MAR 15
CHART 2 - 3	WEF 17 MAY 23	2 - 16	28 JUL 22	CHART 2 - 33-1	WEF 22 FEB 23	CHART 2 - 3	19 MAR 15
CHART 2 - 4	WEF 17 MAY 23	2 - 17	WEF 22 FEB 23	CHART 2 - 34	WEF 19 APR 23	CHART 2 - 3-1	19 MAR 15
CHART 2 - 5	6 APR 23	2 - 18	WEF 19 APR 23	CHART 2 - 34-1	WEF 19 APR 23	CHART 2 - 4	1 JUL 21
CHART 2 - 6	6 APR 23			CHART 2 - 35	WEF 22 FEB 23	CHART 2 - 4-1	1 JUL 21
CHART 2 - 7	WEF 3 NOV 21	CHART 2 - 1	2 JUN 22	CHART 2 - 35-1	WEF 22 FEB 23	CHART 2 - 5	1 JUL 21
CHART 2 - 7-1	WEF 3 NOV 21	CHART 2 - 2	2 JUN 22	CHART 2 - 36	WEF 22 FEB 23	CHART 2 - 5-1	1 JUL 21
CHART 2 - 8	30 JUN 22	CHART 2 - 3	**7 MAR 24**	CHART 2 - 36-1	WEF 22 FEB 23	CHART 2 - 6	1 JUL 21
CHART 2 - 8-1	30 JUN 22	CHART 2 - 4	**7 MAR 24**	CHART 2 - 37	WEF 22 FEB 23	CHART 2 - 6-1	1 JUL 21
CHART 2 - 9	WEF 3 NOV 21	CHART 2 - 5	4 MAY 23	CHART 2 - 37-1	WEF 22 FEB 23	CHART 2 - 7	1 JUL 21
CHART 2 - 9-1	WEF 30 DEC 20	CHART 2 - 6	4 MAY 23	CHART 2 - 38	WEF 22 FEB 23	CHART 2 - 7-1	1 JUL 21
CHART 2 - 10	30 JUN 22	CHART 2 - 7	4 MAY 23	CHART 2 - 39	WEF 22 FEB 23	CHART 2 - 8	22 OCT 20
CHART 2 - 10-1	30 JUN 22	CHART 2 - 8	4 MAY 23			CHART 2 - 8-1	22 OCT 20
CHART 2 - 11	WEF 3 NOV 21	CHART 2 - 9	**7 MAR 24**				
CHART 2 - 11-1	WEF 3 NOV 21	CHART 2 - 10	1 JUN 23				
CHART 2 - 12	WEF 3 NOV 21	CHART 2 - 11	WEF 19 APR 23				
CHART 2 - 12-1	WEF 30 DEC 20	CHART 2 - 11-1	WEF 19 APR 23				
CHART 2 - 13	30 JUN 22	CHART 2 - 12	WEF 22 FEB 23				
CHART 2 - 14	11 JAN 24	CHART 2 - 12-1	30 JUN 22				
CHART 2 - 14-1	11 JAN 24	CHART 2 - 13	WEF 19 APR 23				
CHART 2 - 15	11 JAN 24	CHART 2 - 13-1	WEF 19 APR 23				
CHART 2 - 15-1	11 JAN 24	CHART 2 - 14	WEF 22 FEB 23				
CHART 2 - 16	8 FEB 24	CHART 2 - 14-1	WEF 22 FEB 23				
CHART 2 - 16-1	8 FEB 24	CHART 2 - 15	WEF 22 FEB 23				
CHART 2 - 16-2	WEF 24 JAN 24	CHART 2 - 15-1	21 NOV 19				
CHART 2 - 16-3	WEF 24 JAN 24	CHART 2 - 16	WEF 19 APR 23				
CHART 2 - 17	11 JAN 24	CHART 2 - 16-1	WEF 19 APR 23				
CHART 2 - 17-1	11 JAN 24	CHART 2 - 17	WEF 19 APR 23				
CHART 2 - 18	11 JAN 24	CHART 2 - 17-1	WEF 19 APR 23				
CHART 2 - 18-1	11 JAN 24	CHART 2 - 18	WEF 19 APR 23				
CHART 2 - 19	11 JAN 24	CHART 2 - 18-1	WEF 19 APR 23				
CHART 2 - 19-1	11 JAN 24	CHART 2 - 19	WEF 22 FEB 23				
CHART 2 - 20	11 JAN 24	CHART 2 - 20	11 JAN 24				
CHART 2 - 20-1	11 JAN 24	CHART 2 - 20-1	11 JAN 24				
CHART 2 - 21	11 JAN 24	CHART 2 - 21	11 JAN 24				
CHART 2 - 21-1	11 JAN 24	CHART 2 - 21-1	11 JAN 24				
CHART 2 - 22	29 JUN 23	CHART 2 - 22	WEF 19 APR 23				
CHART 2 - 23	29 JUN 23	CHART 2 - 22-1	WEF 19 APR 23				
		CHART 2 - 23	WEF 22 FEB 23				
		CHART 2 - 23-1	30 JUN 22				
		CHART 2 - 24	WEF 22 FEB 23				
		CHART 2 - 24-1	26 AUG 21				
		CHART 2 - 25	WEF 22 FEB 23				
		CHART 2 - 25-1	26 AUG 21				

Page	Date
RKJY	
2 - 1	11 JAN 24
2 - 2	11 JAN 24
2 - 3	26 AUG 21
2 - 4	26 AUG 21
2 - 4-1	10 MAR 22
2 - 4-2	10 MAR 22
2 - 5	11 JAN 24
2 - 6	11 JAN 24
2 - 7	**7 MAR 24**
2 - 8	**7 MAR 24**
2 - 9	20 OCT 22
2 - 10	20 OCT 22
2 - 11	2 JUL 20
2 - 12	2 JUL 20
2 - 13	2 JUL 20
2 - 14	2 JUL 20
2 - 15	WEF 12 JUL 23
2 - 16	30 JUN 22
CHART 2 - 1	14 JAN 21
CHART 2 - 2	14 JAN 21
CHART 2 - 3	28 JUL 22
CHART 2 - 4	28 JUL 22
CHART 2 - 5	4 MAY 23
CHART 2 - 6	4 MAY 23
CHART 2 - 7	4 MAY 23
CHART 2 - 8	WEF 30 NOV 22
CHART 2 - 8-1	WEF 30 NOV 22
CHART 2 - 9	30 JUN 22
CHART 2 - 9-1	30 JUN 22
CHART 2 - 10	12 JAN 23
CHART 2 - 10-1	12 JAN 23
CHART 2 - 11	30 JUN 22
CHART 2 - 11-1	30 JUN 22
CHART 2 - 12	WEF 12 JUL 23
CHART 2 - 12-1	WEF 12 JUL 23
CHART 2 - 13	WEF 30 NOV 22
CHART 2 - 13-1	WEF 30 NOV 22
CHART 2 - 14	30 JUN 22
CHART 2 - 15	11 JAN 24
CHART 2 - 15-1	11 JAN 24
CHART 2 - 16	15 DEC 22
CHART 2 - 16-1	15 DEC 22
CHART 2 - 17	11 JAN 24
CHART 2 - 17-1	11 JAN 24
CHART 2 - 18	11 JAN 24
CHART 2 - 18-1	11 JAN 24
CHART 2 - 19	11 JAN 24
CHART 2 - 19-1	11 JAN 24
CHART 2 - 20	11 JAN 24
CHART 2 - 20-1	11 JAN 24
CHART 2 - 21	15 DEC 22
CHART 2 - 21-1	15 DEC 22
CHART 2 - 22	11 JAN 24
CHART 2 - 22-1	11 JAN 24
CHART 2 - 23	21 SEP 23
CHART 2 - 24	21 SEP 23

Page	Date
RKNW	
2 - 1	WEF 17 MAY 23
2 - 2	17 NOV 22
2 - 3	17 DEC 20
2 - 4	17 DEC 20
2 - 5	25 AUG 22
2 - 6	25 AUG 22
2 - 7	WEF 11 AUG 21
2 - 8	WEF 17 MAY 23
2 - 9	WEF 17 MAY 23
2 - 10	WEF 11 AUG 21
2 - 11	WEF 11 AUG 21
2 - 12	WEF 11 AUG 21
CHART 2 - 1	WEF 17 MAY 23
CHART 2 - 2	WEF 17 MAY 23
CHART 2 - 3	WEF 17 MAY 23
CHART 2 - 3-1	26 AUG 21
CHART 2 - 4	WEF 17 MAY 23
CHART 2 - 4-1	26 AUG 21
CHART 2 - 5	WEF 17 MAY 23
CHART 2 - 5-1	26 AUG 21
CHART 2 - 6	14 DEC 23
CHART 2 - 6-1	14 DEC 23
CHART 2 - 7	WEF 17 MAY 23
CHART 2 - 7-1	WEF 17 MAY 23
CHART 2 - 8	WEF 17 MAY 23
CHART 2 - 8-1	WEF 17 MAY 23
CHART 2 - 9	WEF 17 MAY 23
CHART 2 - 9-1	WEF 17 MAY 23
CHART 2 - 10	WEF 17 MAY 23
CHART 2 - 10-1	WEF 17 MAY 23
CHART 2 - 11	WEF 17 MAY 23
CHART 2 - 11-1	WEF 17 MAY 23
CHART 2 - 12	WEF 17 MAY 23
CHART 2 - 12-1	24 SEP 20
CHART 2 - 13	WEF 24 JAN 24
CHART 2 - 13-1	24 SEP 20
CHART 2 - 14	WEF 24 JAN 24
CHART 2 - 14-1	26 AUG 21
CHART 2 - 15	WEF 17 MAY 23
CHART 2 - 15-1	25 AUG 22
CHART 2 - 16	WEF 17 MAY 23
CHART 2 - 16-1	25 AUG 22
CHART 2 - 17	WEF 11 AUG 21
CHART 2 - 17-1	WEF 11 AUG 21

Page	Date
RKPS	
2 - 1	11 JAN 24
2 - 2	11 JAN 24
2 - 3	WEF 2 NOV 22
2 - 4	19 NOV 20
2 - 5	17 NOV 22
2 - 6	17 NOV 22
2 - 7	10 FEB 22
2 - 8	10 FEB 22
2 - 9	11 JAN 24
2 - 10	11 JAN 24
2 - 10-1	14 DEC 23
2 - 10-2	14 DEC 23
2 - 11	14 DEC 23
2 - 12	14 DEC 23
2 - 13	14 DEC 23
2 - 14	14 DEC 23
CHART 2 - 1	WEF 14 JUN 23
CHART 2 - 2	17 NOV 22
CHART 2 - 3	11 JAN 24
CHART 2 - 3-1	11 JAN 24
CHART 2 - 4	11 JAN 24
CHART 2 - 4-1	11 JAN 24
CHART 2 - 4-2	WEF 12 JUL 23
CHART 2 - 4-3	WEF 12 JUL 23
CHART 2 - 5	11 JAN 24
CHART 2 - 5-1	11 JAN 24
CHART 2 - 6	11 JAN 24
CHART 2 - 6-1	11 JAN 24
CHART 2 - 6-2	WEF 12 JUL 23
CHART 2 - 6-3	WEF 12 JUL 23
CHART 2 - 7	11 JAN 24
CHART 2 - 7-1	11 JAN 24
CHART 2 - 8	24 AUG 23
CHART 2 - 8-1	24 AUG 23
CHART 2 - 9	24 AUG 23
CHART 2 - 9-1	24 AUG 23
CHART 2 - 10	WEF 12 JUL 23
CHART 2 - 10-1	WEF 12 JUL 23
CHART 2 - 10-2	WEF 12 JUL 23
CHART 2 - 10-3	WEF 12 JUL 23
CHART 2 - 11	24 AUG 23
CHART 2 - 11-1	24 AUG 23
CHART 2 - 12	WEF 12 JUL 23
CHART 2 - 13	11 JAN 24
CHART 2 - 13-1	11 JAN 24
CHART 2 - 14	WEF 12 JUL 23
CHART 2 - 14-1	WEF 12 JUL 23
CHART 2 - 15	11 JAN 24
CHART 2 - 15-1	11 JAN 24
CHART 2 - 16	14 DEC 23
CHART 2 - 16-1	14 DEC 23
CHART 2 - 17	14 DEC 23
CHART 2 - 17-1	14 DEC 23
CHART 2 - 18	11 JAN 24
CHART 2 - 18-1	11 JAN 24

Page	Date
RKPS	
CHART 2 - 19	14 DEC 23
CHART 2 - 19-1	14 DEC 23
CHART 2 - 20	14 DEC 23
CHART 2 - 20-1	14 DEC 23
CHART 2 - 21	11 JAN 24
CHART 2 - 21-1	11 JAN 24
CHART 2 - 22	11 JAN 24
CHART 2 - 22-1	11 JAN 24
CHART 2 - 23	14 DEC 23
CHART 2 - 23-1	14 DEC 23
CHART 2 - 24	11 JAN 24
CHART 2 - 24-1	11 JAN 24
CHART 2 - 25	14 DEC 23
CHART 2 - 25-1	14 DEC 23
CHART 2 - 26	14 DEC 23
CHART 2 - 26-1	14 DEC 23
CHART 2 - 27	14 DEC 23
CHART 2 - 27-1	14 DEC 23
CHART 2 - 28	14 DEC 23
CHART 2 - 28-1	14 DEC 23
CHART 2 - 29	14 DEC 23
CHART 2 - 29-1	14 DEC 23
CHART 2 - 30	14 DEC 23
CHART 2 - 30-1	14 DEC 23

Page	Date	Page	Date	Page	Date	Page	Date
RKPU		RKSM		RKSM		RKTH	
2 - 1	16 NOV 23	2 - 1	WEF 1 JAN 20	CHART 2 - 23	WEF 14 JUL 21	2 - 1	11 JAN 24
2 - 2	16 NOV 23	2 - 2	27 SEP 18	CHART 2 - 23-1	27 SEP 18	2 - 2	11 JAN 24
2 - 3	11 JAN 24	2 - 3	7 JUN 18	CHART 2 - 24	WEF 14 JUL 21	2 - 3	**7 MAR 24**
2 - 4	11 JAN 24	2 - 3-1	7 JUN 18	CHART 2 - 24-1	27 SEP 18	2 - 4	**7 MAR 24**
2 - 5	16 NOV 23	2 - 4	4 JUN 20	CHART 2 - 25	WEF 8 NOV 17	2 - 5	**7 MAR 24**
2 - 6	16 NOV 23	2 - 4-1	4 JUN 20	CHART 2 - 25-1	17 MAR 16	2 - 6	**7 MAR 24**
2 - 7	21 SEP 23	2 - 5	17 MAR 16	CHART 2 - 26	WEF 14 JUL 21	2 - 7	11 JAN 24
2 - 8	21 SEP 23	2 - 6	WEF 9 NOV 16	CHART 2 - 26-1	27 SEP 18	2 - 8	11 JAN 24
2 - 9	24 AUG 23	2 - 7	2 JUN 22	CHART 2 - 27	WEF 14 JUL 21	2 - 9	1 AUG 19
2 - 10	24 AUG 23	2 - 8	2 JUN 22	CHART 2 - 27-1	27 SEP 18	2 - 10	1 AUG 19
2 - 11	24 AUG 23	2 - 9	22 OCT 20	CHART 2 - 28	WEF 8 NOV 17	2 - 11	24 OCT 19
2 - 12	24 AUG 23	2 - 10	22 OCT 20	CHART 2 - 28-1	WEF 19 AUG 15	2 - 12	24 OCT 19
2 - 13	30 JUN 22	2 - 11	WEF 1 DEC 21	CHART 2 - 29	WEF 14 JUL 21	2 - 13	14 FEB 19
2 - 14	30 JUN 22	2 - 12	WEF 8 NOV 17	CHART 2 - 29-1	27 SEP 18	2 - 14	WEF 13 JUL 22
				CHART 2 - 30	WEF 14 JUL 21		
				CHART 2 - 30-1	27 SEP 18	CHART 2 - 1	**7 MAR 24**
				CHART 2 - 31	WEF 14 JUL 21	CHART 2 - 2	1 JUN 23
CHART 2 - 1	WEF 7 SEP 22	CHART 2 - 1	27 SEP 18	CHART 2 - 31-1	27 SEP 18	CHART 2 - 3	WEF 13 JUL 22
CHART 2 - 2	30 JUL 20	CHART 2 - 2	27 SEP 18	CHART 2 - 32	WEF 14 JUL 21	CHART 2 - 3-1	WEF 9 OCT 19
CHART 2 - 3	4 MAY 23	CHART 2 - 3	WEF 1 DEC 21	CHART 2 - 32-1	27 SEP 18	CHART 2 - 4	28 JUL 22
CHART 2 - 4	24 AUG 23	CHART 2 - 3-1	21 NOV 19	CHART 2 - 33	WEF 14 JUL 21	CHART 2 - 4-1	28 JUL 22
CHART 2 - 5	4 MAY 23	CHART 2 - 4	WEF 1 DEC 21	CHART 2 - 33-1	19 DEC 19	CHART 2 - 5	WEF 13 JUL 22
CHART 2 - 6	13 JAN 22	CHART 2 - 4-1	21 NOV 19	CHART 2 - 34	WEF 14 JUL 21	CHART 2 - 5-1	WEF 13 JUL 22
CHART 2 - 6-1	13 JAN 22	CHART 2 - 5	21 NOV 19	CHART 2 - 34-1	19 DEC 19	CHART 2 - 6	WEF 13 JUL 22
CHART 2 - 7	30 JUN 22	CHART 2 - 5-1	21 NOV 19	CHART 2 - 35	WEF 14 JUL 21	CHART 2 - 6-1	WEF 26 JAN 22
CHART 2 - 7-1	30 JUN 22	CHART 2 - 6	WEF 1 DEC 21	CHART 2 - 35-1	19 DEC 19	CHART 2 - 7	WEF 13 JUL 22
CHART 2 - 8	13 JAN 22	CHART 2 - 6-1	21 NOV 19			CHART 2 - 7-1	WEF 13 JUL 22
CHART 2 - 8-1	13 JAN 22	CHART 2 - 7	WEF 1 DEC 21			CHART 2 - 8	WEF 13 JUL 22
CHART 2 - 9	30 JUN 22	CHART 2 - 7-1	WEF 1 DEC 21			CHART 2 - 8-1	WEF 13 JUL 22
CHART 2 - 9-1	30 JUN 22	CHART 2 - 8	WEF 1 DEC 21			CHART 2 - 9	WEF 13 JUL 22
CHART 2 - 10	WEF 3 NOV 21	CHART 2 - 8-1	WEF 1 DEC 21			CHART 2 - 9-1	WEF 13 JUL 22
CHART 2 - 10-1	WEF 3 NOV 21	CHART 2 - 9	21 NOV 19			CHART 2 - 10	WEF 13 JUL 22
CHART 2 - 11	WEF 3 NOV 21	CHART 2 - 9-1	21 NOV 19			CHART 2 - 11	11 JAN 24
CHART 2 - 11-1	WEF 19 MAY 21	CHART 2 - 10	WEF 1 DEC 21			CHART 2 - 11-1	11 JAN 24
CHART 2 - 12	12 JAN 23	CHART 2 - 10-1	WEF 1 DEC 21			CHART 2 - 12	11 JAN 24
CHART 2 - 12-1	12 JAN 23	CHART 2 - 11	WEF 14 JUL 21			CHART 2 - 12-1	11 JAN 24
CHART 2 - 13	11 JAN 24	CHART 2 - 11-1	19 DEC 19			CHART 2 - 13	11 JAN 24
CHART 2 - 13-1	11 JAN 24	CHART 2 - 12	WEF 14 JUL 21			CHART 2 - 13-1	11 JAN 24
CHART 2 - 14	29 JUN 23	CHART 2 - 12-1	19 DEC 19			CHART 2 - 14	11 JAN 24
CHART 2 - 14-1	29 JUN 23	CHART 2 - 13	WEF 14 JUL 21			CHART 2 - 14-1	11 JAN 24
CHART 2 - 15	15 DEC 22	CHART 2 - 13-1	27 SEP 18			CHART 2 - 15	11 JAN 24
CHART 2 - 15-1	15 DEC 22	CHART 2 - 14	WEF 14 JUL 21			CHART 2 - 15-1	11 JAN 24
CHART 2 - 16	15 DEC 22	CHART 2 - 14-1	3 JUN 21			CHART 2 - 16	11 JAN 24
CHART 2 - 16-1	15 DEC 22	CHART 2 - 15	WEF 14 JUL 21			CHART 2 - 16-1	11 JAN 24
CHART 2 - 17	WEF 24 JAN 24	CHART 2 - 15-1	19 DEC 19			CHART 2 - 16-2	WEF 13 JUL 22
CHART 2 - 17-1	WEF 24 JAN 24	CHART 2 - 16	WEF 14 JUL 21			CHART 2 - 16-3	WEF 15 JUN 22
CHART 2 - 17-2	WEF 24 JAN 24	CHART 2 - 16-1	19 DEC 19			CHART 2 - 17	11 JAN 24
CHART 2 - 17-3	WEF 24 JAN 24	CHART 2 - 17	WEF 14 JUL 21			CHART 2 - 17-1	11 JAN 24
CHART 2 - 18	15 DEC 22	CHART 2 - 17-1	19 DEC 19			CHART 2 - 17-2	17 NOV 22
CHART 2 - 18-1	15 DEC 22	CHART 2 - 18	WEF 14 JUL 21			CHART 2 - 17-3	17 NOV 22
CHART 2 - 19	24 AUG 23	CHART 2 - 18-1	27 SEP 18			CHART 2 - 18	WEF 13 JUL 22
CHART 2 - 20	24 AUG 23	CHART 2 - 19	WEF 1 DEC 21			CHART 2 - 18-1	WEF 15 JUN 22
		CHART 2 - 19-1	WEF 1 DEC 21				
		CHART 2 - 20	WEF 1 DEC 21				
		CHART 2 - 20-1	WEF 1 DEC 21				
		CHART 2 - 21	WEF 1 DEC 21				
		CHART 2 - 21-1	WEF 1 DEC 21				
		CHART 2 - 22	WEF 1 DEC 21				
		CHART 2 - 22-1	WEF 1 DEC 21				

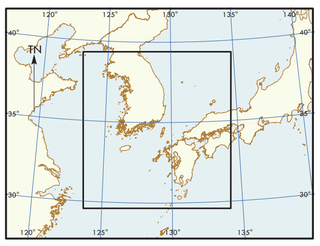
Page	Date	Page	Date
RKTL		RKPD	
2 - 1	27 JUL 23	2 - 1	19 NOV 20
2 - 2	27 JUL 23	2 - 2	19 NOV 20
2 - 3	4 MAY 23	2 - 3	8 FEB 24
2 - 4	4 MAY 23	2 - 4	8 FEB 24
2 - 5	27 JUL 23	2 - 5	16 DEC 21
2 - 6	27 JUL 23	2 - 6	16 DEC 21
2 - 7	21 SEP 23	2 - 7	17 NOV 22
2 - 8	21 SEP 23	2 - 8	17 NOV 22
2 - 9	WEF 10 AUG 22	2 - 9	10 FEB 22
2 - 9-1	WEF 6 SEP 23	2 - 10	10 FEB 22
2 - 10	4 MAY 23	2 - 11	16 DEC 21
2 - 10-1	4 MAY 23	2 - 12	WEF 1 NOV 23
2 - 11	WEF 6 SEP 23		
2 - 12	22 SEP 22		
CHART 2 - 1	WEF 6 SEP 23	CHART 2 - 1	16 DEC 21
CHART 2 - 2	4 MAY 23	CHART 2 - 2	16 DEC 21
CHART 2 - 3	22 SEP 22	CHART 2 - 3	19 NOV 20
CHART 2 - 4	22 SEP 22	CHART 2 - 4	21 SEP 23
CHART 2 - 5	4 MAY 23	CHART 2 - 4-1	21 SEP 23
CHART 2 - 6	4 MAY 23	CHART 2 - 5	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	**7 MAR 24**
CHART 2 - 8	WEF 6 SEP 23	CHART 2 - 6-1	**7 MAR 24**
CHART 2 - 8-1	22 SEP 22	CHART 2 - 7	**7 MAR 24**
CHART 2 - 9	WEF 6 SEP 23	CHART 2 - 7-1	**7 MAR 24**
CHART 2 - 9-1	22 SEP 22	CHART 2 - 8	**7 MAR 24**
CHART 2 - 10	21 SEP 23	CHART 2 - 8-1	**7 MAR 24**
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	**7 MAR 24**
CHART 2 - 13	WEF 6 SEP 23	CHART 2 - 11-1	**7 MAR 24**
CHART 2 - 13-1	22 SEP 22	CHART 2 - 12	**7 MAR 24**
CHART 2 - 14	WEF 6 SEP 23	CHART 2 - 12-1	**7 MAR 24**
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		

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
Jeju Terminal Control Area **T 23** 330012N 1255953E - 341511N 1255953E - 341512N 1271953E - 331612N 1271953E - 330012N 1265953E - To the beginning FL 165 / 1 000 ft AGL [1)] Class B, D, E	Jeju APP	Jeju Approach English H24	120.425 121.20 124.05 317.70 279.80 121.50 243.00	**RADAR unuse** 150°-200° beyond 23 NM BLW FL 150 **Class B :** ***Jeju*** **:** Refer to ENR 2.2-1 **Class D :** ***Jeongseok*** 5 NM radius of 332354N 1264247E 3 000 ft AGL / GND Hours of service : MON-FRI 2330-0830 except for holidays 1) - 1 000 ft AMSL is applied over the territorial waters. - 5 500 ft AMSL is applied over the high seas.
T 43 330012N 1254953E - 341511N 1254953E - 341511N 1255953E - 330012N 1255953E - To the beginning FL 165 / 6 000 ft AMSL Class E				
Gangneung Terminal Control Area **T 24** 380810N 1283152E - 381210N 1283552E - 381210N 1295051E - 370710N 1295051E - 370710N 1284052E - 380410N 1283052E - 380810N 1283152E FL 225 / 1 000 ft AGL [1)] Class C, D, E **T 25** 381600N 1283300E - 382109N 1284500E - 382110N 1290000E - 381210N 1290000E - 381210N 1283552E - 381600N 1283300E FL 145 / 1 000 ft AGL [1)] Class D, E	Gangneung APP	Gangneung Approach English H24	124.60 304.00 121.50 243.00	**ATS routes are excluded.** **Class C :** ***Gangneung*** 5 NM radius of 374514N 1285642E 5 000 ft AGL / GND 5-10 NM radius of 374514N 1285642E 5 000 ft AGL / 1 000 ft AGL **Class D :** ***Yangyang*** 5 NM radius of 380341N 1284009E 3 000 ft AGL / GND ***Sokcho*** 5 NM radius of 380839N 1283610E 2 500 ft AGL / SFC Excluding(the overlapping area of) P518 and Yangyang control zone 1) - 1 000 ft AMSL is applied over the territorial waters. - 5 500 ft AMSL is applied over the high seas.
Gimhae Terminal Control Area **T 26** 353011N 1282952E - 352847N 1283340E - 353012N 1284626E - 353011N 1290152E - 352511N 1290522E - 352511N 1294952E - 351411N 1294752E - 343011N 1285152E - 343011N 1282952E - 353011N 1282952E FL 225 / 1 000 ft AGL [1)] Class C, D, E	Gimhae APP	Gimhae Approach English H24	119.20 125.50 134.40 135.70 225.10 230.10 253.80 363.80 121.50 243.00	**ATS routes are excluded.** **Class C :** ***Gimhae*** 5 NM radius of 351050N 1285617E 5 000 ft AGL / GND 5-10 NM radius of 351050N 1285617E 5 000 ft AGL / 1 000 ft AGL with including areas which are extended southbound from 350629N 1285918E - 350304N 1285944E - 350239N 1285453E - 350603N 1285427E area that extends from the surface up to 5 000 ft AGL. **Class D :** ***Jinhae*** 5 NM radius of 350841N 1284139E 3 000 ft AGL / GND 1) - 1 000 ft AMSL is applied over the territorial waters. - 5 500 ft AMSL is applied over the high seas.

Change : Amended frequency(119.00 → 120.425).

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
Gunsan Terminal Control Area **T 27** 362311N 1263153E - 362310N 1254853E - 353011N 1254953E - 353011N 1262953E - 355447N 1263635E - 362311N 1263153E FL 225 / 1 000 ft AGL[1)] Class C, E	Gunsan APP	Gunsan Approach English H24	124.10 292.65 121.50 243.00	**Class C :** ***Gunsan*** 5 NM radius of 355414N 1263657E 5 000 ft AGL / GND 5-10 NM radius of 355414N 1263657E 5 000 ft AGL / 1 000 ft AGL **Class D :** ***Nonsan*** 5 NM radius of 361610N 1270650E 2 000 ft AGL / GND 1) 1 000 ft AMSL is applied over the territorial waters.
T 28 362311N 1263153E - 362311N 1270352E - 361211N 1273652E - 354511N 1273652E - 354511N 1270952E - 353011N 1264953E - 353011N 1262953E - 355447N 1263635E - 362311N 1263153E FL 145 / 1 000 ft AGL[1)] Class C, D, E				
Gwangju Terminal Control Area **T 29** 353011N 1254953E - 353011N 1264953E - 354511N 1270952E - 354511N 1273652E - 353011N 1274952E - 341511N 1265953E - 341511N 1254953E - 353011N 1254953E FL 225 / 1 000 ft AGL[1)] Class C, D, E	Gwangju APP	Gwangju Approach English H24	130.00 228.90 121.50 243.00	**ATS routes are excluded.** **Class C :** ***Gwangju*** 5 NM radius of 350735N 1264832E 5 000 ft AGL / GND 5-10 NM radius of 350735N 1264832E 5 000 ft AGL / 1 000 ft AGL **Class D :** ***Muan*** 5 NM radius of 345929N 1262258E including areas which are extended northbound from 350409N 1262045E - 350601N 1262044E - 350602N 1262507E - 350410N 1262508E and southbound from 345449N 1262511E - 345255N 1262512E - 345254N 1262050E - 345448N 1262049E 3 000 ft AGL / GND **Class D :** ***Mokpo*** 5 NM radius of 344532N 1262252E 3 000 ft AGL / GND 1) 1 000 ft AMSL is applied over the territorial waters.
T 30 351311N 1273852E - 350911N 1271852E - 344411N 1271853E - 351311N 1273852E FL 225 / 13 500 ft AMSL Class E				

ENROUTE CHART - ICAO



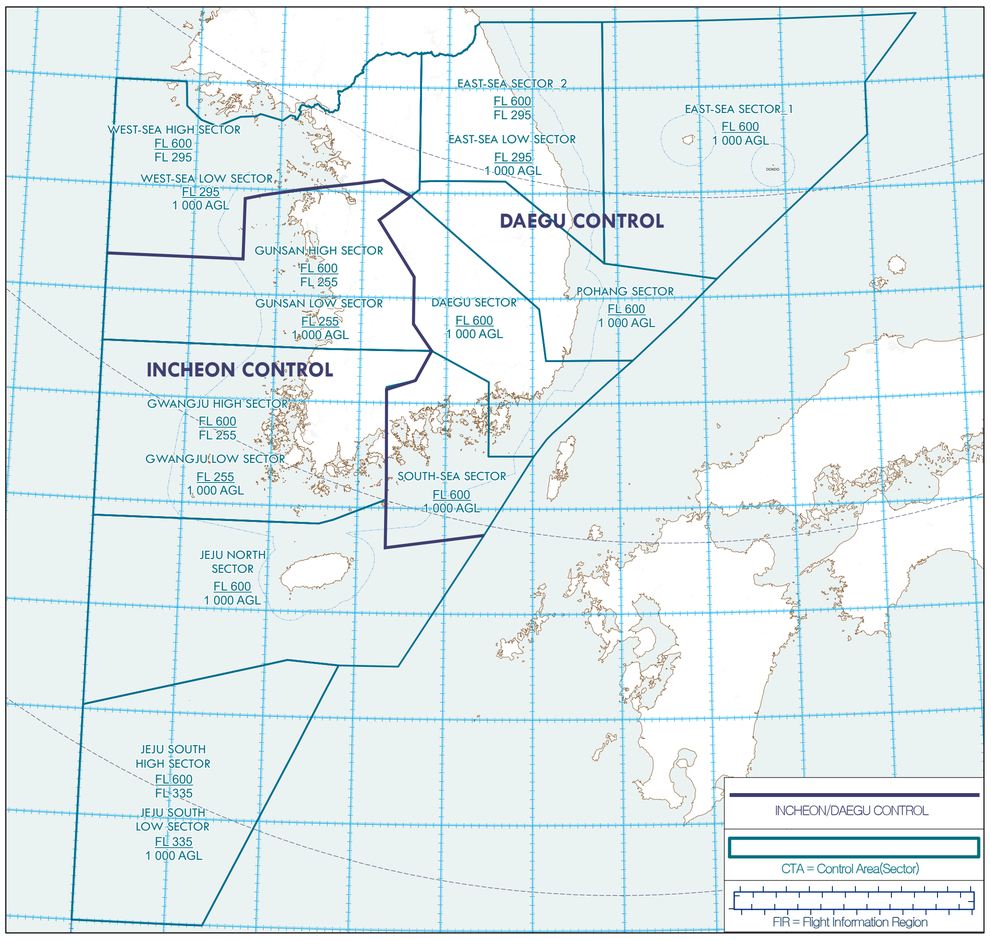
PUBLICATION 7 MAR 2024

Effective : 1600UTC 6 MAR 2024

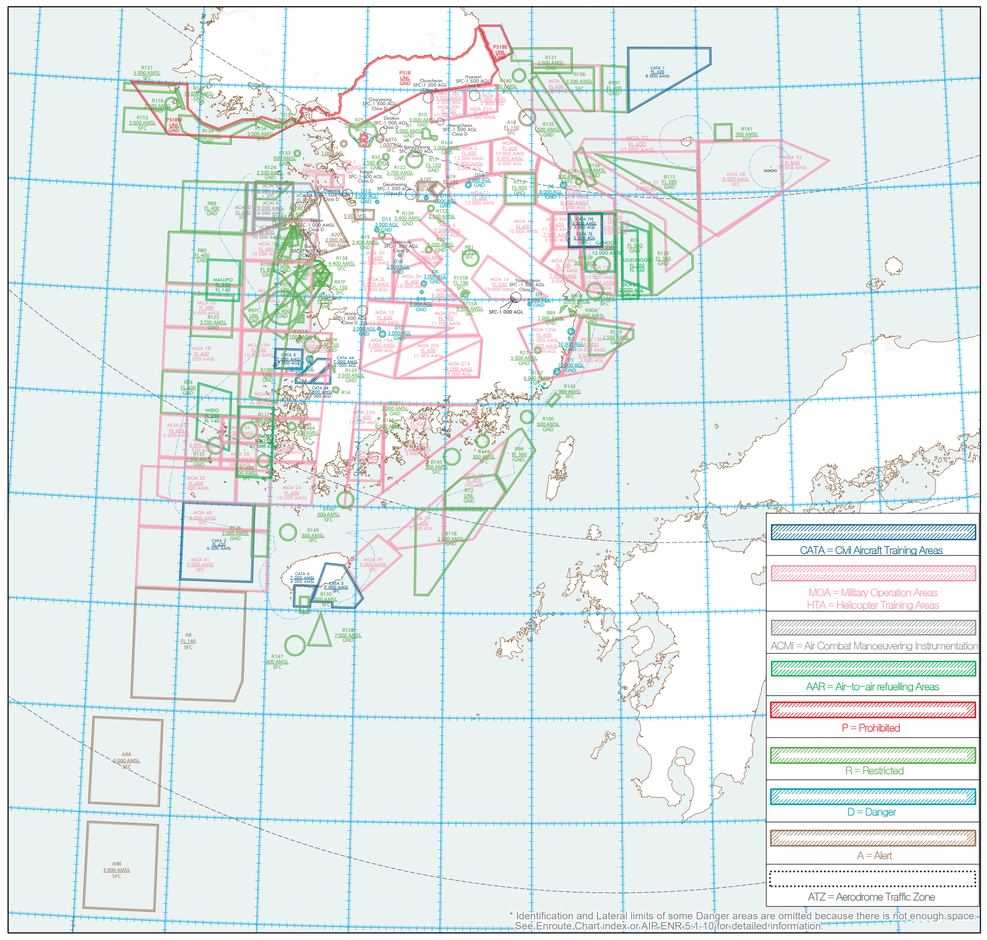
OFFICE OF CIVIL AVIATION
MINISTRY OF LAND, INFRASTRUCTURE AND TRANSPORT
REPUBLIC OF KOREA

* The information contained is based on Aeronautical Information Publication.

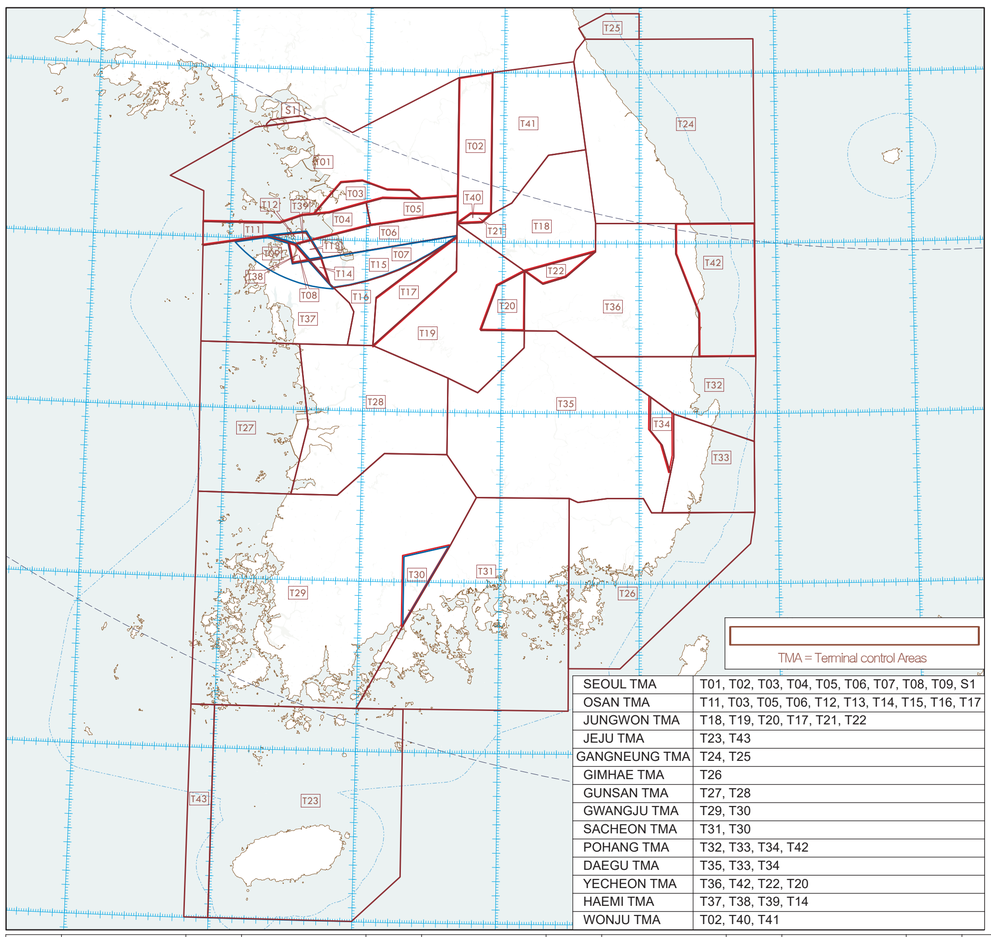
ACC · CTA · FIR



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



TMA



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

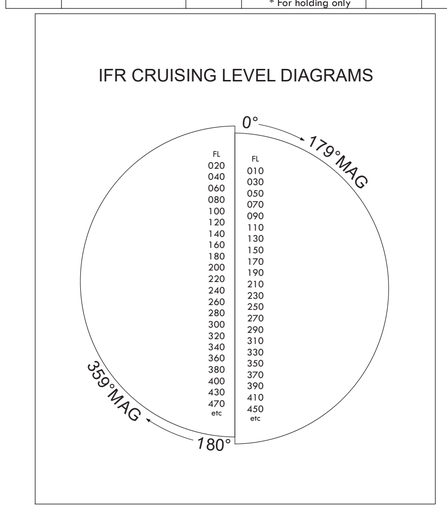
ATS Airspace Classifications

Type of Category	Class	Designated areas and altitude	Type of flight	Separation provided	Service provided	Radio Communication requirement	Subject to an ATC clearance
Controlled	A	• All airways from above FL 200 to FL 600*	IFR	All aircraft	ATC service	Continuous two-way	Yes
	B	• Incheon airport* - Within 5 NM radius of 372745N 1262621E including areas which are extended northbound from 373156N 1261525E - 373721N 1262500E - 373241N 1262713E - 372852N 1262003E - 373156N 1261525E, and southbound from 372247N 1262526E - 372654N 1263222E - 372339N 1263710E - 371815N 1262736E - 372247N 1262526E (SFC~10 000 ft AMSL) - Within 5~10 NM including areas which are extended northbound from 373454N 1261246E - 374019N 1262221E - 373721N 1262500E - 373156N 1261525E - 373454N 1261246E, and southbound from 371815N 1262736E - 372339N 1263710E - 371917N 1264102E - 371353N 1263128E - 371815N 1262736E (1 000 ft AGL~10 000 ft AMSL) - Within 10~20 NM(5 000 ft AGL~10 000 ft AMSL) Gimpo airport* - Within 5 NM radius of 373325N 1264751E including areas which are extended northbound from 373646N 1263926E - 373944N 1264310E - 373803N 1264518E - 373458N 1264142E - 373646N 1263926E, and southbound from 372840N 1264938E - 373036N 1265252E - 372907N 1265444E - 372652N 1265153E - 372840N 1264938E (SFC~10 000 ft AMSL) - Within 5~10 NM (1 000 ft AGL~10 000 ft AMSL) - Within 10~20 NM (5 000 ft AGL~10 000 ft AMSL) • Jeju Airport - A circle, radius 5 NM centered at RKPC ARP (333044N 1262934E) : SFC ~ 10 000 ft AMSL - 332635N 1262614E - a clockwise arc, radius 5 NM centered at ARP - 333048N 1263532E - 333051N 1264131E - a counterclockwise arc, radius 10 NM centered at ARP - 332225N 1262255E - to the beginning : 1 000 ft AMSL ~ 10 000 ft AMSL - 332225N 1262255E - a clockwise arc, radius 10 NM centered at ARP - 333051N 1264131E - 333057N 1265328E - a counterclockwise arc, radius 20 NM centered at ARP - 331405N 1261618E - to the beginning : 2 000 ft AMSL ~ 10 000 ft AMSL	IFR VFR	All aircraft	ATC service	Continuous two-way	Yes
	C	• Radius of airports with APP Control** - Within 5 NM (SFC~5 000 ft AGL) - Within 5~10 NM (1 000 ft AGL~5 000 ft AGL)	IFR	IFR from IFR IFR from VFR	ATC service	Continuous two-way	Yes
			VFR	VFR from IFR	• ATC service for separation from IFR; • VFR/VFR traffic information (and traffic avoidance advice on request)	Continuous two-way	Yes
	D	• All airways from MEA up to and including FL 200 • Airspace from above 10 000 ft AMSL to FL 185 within Seoul TMA, excluding Class B* • Radius of airports none APP Control *** - Within 5 NM (SFC~5 000 ft AGL or the upper limits altitude of control zone)	IFR	IFR from IFR, IFR from VFR(RDO & RADAR CTC)	• ATC service including traffic information about VFR flights (and traffic avoidance advice on request)	Continuous two-way	Yes
			VFR	NIL	• Traffic information between VFR and IFR flights (and traffic avoidance advice on request)	Continuous two-way	Yes
	E	• Controlled Airspace except Class A, B, C, and D. - Airspace (Lands and Waters) : 1 000 ft ~ 60 000 ft from the surface of the earth or sea - Airspace over the high seas : 5 500 ft, from the surface of the sea ~ 60 000 ft AMSL	IFR	IFR from IFR	• ATC service • Traffic information about VFR aircraft as far as practicable	Continuous two-way	Yes
			VFR	NIL	• Traffic information as far as practicable	No(EXC CIV ACFT)	No
Un-controlled	G	• Uncontrolled airspace except Class A, B, C, D and E. - Airspace (Lands and Waters) : Below 1 000 ft from the surface of the earth or sea - Airspace over the high seas : Below 5 500 ft from the surface of the sea - The airspace above FL 600 to unlimited.	IFR VFR	NIL	• Flight information service	No	No

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

FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES
AGAVO	371000N 1240000E	BEDAR	315401N 1262910E	BOPTA	364406N 1263658E	ELPOS	355410N 1264707E	IKEDO	314314N 1253948E	LAPAL	355413N 1290452E	MONSI	371247N 1265015E	OLMUD	350225N 1284916E	POLEG	371249N 1265935E	*SAKTI	365100N 1274600E	TOLIS	344555N 1282952E		
AGSUS	364521N 1304044E	BEDES	360905N 1264844E	BULGA	355609N 1294924E	ENGOT	344834N 1282952E	INVOK	344719N 1291923E	LIMDI	333313N 1254953E	MOXID	362311N 1264359E	OMKIM	331320N 1264114E	PONIK	320021N 1254659E	SAMDO	333503N 1281857E	TOPAX	373625N 1280807E		
AKPON	334650N 1271953E	BEDOM	352513N 1291754E	BULTI	364322N 1264930E	ENSAL	365554N 1274747E	IPDAS	341515N 1264301E	LINTA	353116N 1265119E	MUGUS	300006N 1245712E	OMOTU	350033N 1285022E	POSAN	365615N 1271316E	SAMLO	323223N 1261536E	TORUS	330012N 1264619E		
ANDOL	373958N 1330000E	BELTU	371218N 1254759E	BUSKO	374033N 1301610E	ENSUM	321302N 1244635E	KAKSO	370745N 1272637E	LOSNI	333315N 1264153E	NIMUS	371210N 1294656E	ONATA	382832N 1320602E	POVEM	345523N 1285416E	SAMUL	350736N 1265154E	TOSAN	335733N 1271953E		
ANKUS	350730N 1284615E	*BEPKO	339910N 1265514E	DABIK	361743N 1301143E	ENTEL	362311N 1265705E	KALEK	351232N 1295305E	LOSTO	362016N 1292548E	NIRAT	320354N 1260329E	ONIKU	321142N 1263917E	POVOR	341520N 1274400E	SAPDI	350737N 1282952E	UPGOS	364252N 1273003E		
ANROD	343758N 1282952E	BESNA	343718N 1290751E	DALPO	375853N 1242453E	GOGET	372442N 1263036E	KALMA	371845N 1270645E	MAKDU	362712N 1274909E	NISAV	341519N 1273652E	OPEDA	355149N 1273652E	REBIT	371203N 1252913E	SAPRA	354926N 1304325E	VASLI	335030N 1242453E		
ANSIM	372323N 1245009E	BIGOB	364325N 1280952E	DALSU	350731N 1264206E	GONAV	371048N 1242453E	KALOD	353012N 1284626E	MAKET	335452N 1271953E	NOBUT	370715N 1291957E	*OROGA	364456N 1272718E	REMOS	332605N 1262329E	SARAM	350736N 1283147E				
ANUBA	350746N 1273523E	BIKSI	374032N 1283504E	DANPA	353036N 1242453E	GONAX	362311N 1265016E	KAMIT	341514N 1264618E	MAKSA	353011N 1265422E	NOGON	372250N 1242505E	OSPOT	365018N 1272055E	RILRO	371033N 1241442E	SELPA	375515N 1304911E				
APARU	352442N 1290932E	BILUM	334613N 1270439E	DANTI	371806N 1243929E	GOSBO	341517N 1274734E	KANKA	313155N 1253504E	MALSO	375440N 1314904E	NOMEX	374112N 1294441E	PALDU	375813N 1323625E	RIMPO	350739N 1273502E	SOSDO	330012N 1262735E				
APELA	344323N 1291400E	BINIL	372349N 1251359E	DOMKO	322848N 1255859E	GUKDO	370111N 1273823E	KANSU	383800N 1322830E	MANGI	353011N 1264432E	NONOS	364046N 1242453E	PALSA	340131N 1242453E	RINBO	355352N 1265349E	TAMNA	332815N 1271953E				
ATASO	355344N 1265657E	BITUX	361645N 1280148E	DOTOL	341515N 1263637E	GUKSU	335251N 1264357E	KARBU	373159N 1273952E	MANOL	333629N 1265514E	NOPIK	372412N 1253905E	PANSI	330014N 1261225E	RUGMA	323012N 1265753E	TEBEX	363341N 1275929E				
ATINA	334320N 1270423E	BODOL	371122N 1244954E	EGOBA	372915N 1272246E	GUNKU	363414N 1265949E	KIDOS	335028N 1263402E	MASTA	352847N 1283340E	NULDI	342514N 1263739E	PAPLU	333441N 1270337E	RUNIT	350734N 1282952E	TEDAN	350744N 1271852E				
ATOTI	300013N 1251154E	BOGAN	371241N 1262812E	ELAPI	362014N 1285051E	IGDOK	353104N 1274907E	LAMEN	313636N 1240000E	MEKIL	363322N 1264953E	OLBIM	371411N 1240751E	PEBRI	362311N 1270013E	SABET	373829N 1324019E	TENAS	373820N 1313427E				
BASEM	365037N 1275710E	BONSO	302840N 1250851E	ELGEP	314653N 1255617E	IGRAS	371846N 1324411E	LANAT	362224N 1312542E	MELES	355251N 1271542E	OLMEN	364413N 1265928E	PILIT	372631N 1291731E	SADLI	314948N 1250000E	TESIM	313526N 1255128E				
			* For holding only												* For holding only				* For holding only				

IFR CRUISING LEVEL DIAGRAMS



RVSM

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

MEASURING UNITS

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

ALTIMETER SETTING PROCEDURES

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

LEGEND

Flight Information Region (FIR)

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

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

ACC Boundary

INCHEON CONTROL
DAEGU CONTROL

Terminal control Area (TMA)

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

Civil Aircraft Training Area (CATA)

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

Aerodrome Traffic Zone(ATZ)

Identification of ATZ — Gapyeong ATZ
Airspace Classification
Vertical Limit

Aerodromes

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

Air Defence Identification Zone(ADIZ)

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

Flight Information Center (FIC)

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

ATS route (width .... NM)

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

Area navigation route (RNAV)

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

AIRSPACE CLASSIFICATION INFORMATION

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

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

AIRWAY INFORMATIOIN

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

Change - Over Point (COP)

Distance in NM from associated VOR navigation aid — 45 / 44

Significant point

Name — IGDOK

Reporting Point(REP/WPT)

Compulsory
On request

Restricted airspace

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

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

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

Compass rose

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

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

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

Identification for radio navigation aids (NAVAID)

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

Altimeter setting region boundary

Isogonic line or isogonal

7°W

Political boundary

National River

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

Area Minimum Altitude (AMA)

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

Example : 5 400 feet — 54

AIRSPACE RESTRICTIONS

TIME : UTC, ALT : Feet

PROHIBITED AREAS

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

RESTRICTED AREAS

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

DANGER AREAS

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

ALERT AREAS

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

CIVIL AIRCRAFT TRAINING AREAS (CATA)

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

MILITARY OPERATION AREAS (MOA)

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

AIR COMBAT MANOEUVERING INSTRUMENTATION (ACMI)

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

AIR-TO-AIR REFUELLING AREAS

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

AERODROME TRAFFIC ZONE (ATZ)

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

REPUBLIC OF KOREA
ELEV IN FEET

ENROUTE CHART - ICAO

LAMBERT CONFORMAL CONIC PROJECTION

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

COMMUNICATION FACILITIES

INCHEON ACC	
INCHEON CONTROL	
GUNSAN LOW SECTOR	126.175, 134.375, 317.85, 335.55
GUNSAN HIGH SECTOR	132.15, 123.55, 263.15, 272.60
GWANGJU LOW SECTOR	120.725, 128.30, 263.90, 272.75
GWANGJU HIGH SECTOR	123.725, 124.50, 239.25, 275.40
JEJU NORTH SECTOR	124.525, 132.425, 255.40, 348.10, 233.50
JEJU SOUTH HIGH SECTOR	133.425, 134.15, 234.35, 234.65
JEJU SOUTH LOW SECTOR	125.725, 132.825, 128.375, 232.95, 233.15
COMMON 132.20, 355.50	
EMERGENCY : 121.50, 243.00	
* CONTINGENCY USE ONLY	
DAEGU ACC	
DAEGU CONTROL	
WEST-SEA HIGH SECTOR	132.80, 120.525, 290.60, 335.45
WEST-SEA LOW SECTOR	128.70, 118.925, 270.50, 263.60
EAST-SEA SECTOR	122.25, 125.925, 263.35, 263.85
EAST-SEA LOW SECTOR	134.175, 123.65, 272.40, 233.60
POHANG SECTOR	120.575, 119.375, 134.375, 254.70, 335.75
DAEGU SECTOR	125.375, 125.775, 124.575, 234.15, 317.35, 335.50
SOUTH-SEA SECTOR	128.175, 128.325, 335.50, 275.20
COMMON 122.75, 262.75	
EMERGENCY : 121.50, 243.00	
* CONTINGENCY USE ONLY	
INCHEON/DAEGU FIC	
DAEGU INFORMATION	126.90, 135.725, 250.80, 258.50, 317.55 EMERGENCY : 121.50, 243.00
SEOUL RADIO	127.10 3004 kHz, 6532 kHz, 8903 kHz. 13300 kHz, 13303 kHz, 17904 kHz
APPROACH CONTROL	
SEOUL APP	119.05, 119.10, 119.75, 124.70, 120.80, 121.35, 121.40, 123.25, 123.80, 124.20, 124.80, 125.15, 293.30, 305.70, 353.20, 363.80, 121.50, 243.00
JEJU APP	120.425, 121.20, 124.05, 317.70, 279.80, 121.50, 243.00
GIMHAE APP	119.20, 125.50, 134.40, 135.70, 225.10, 230.10, 253.80, 363.80, 121.50, 243.00
GWANGJU APP	130.00, 228.90, 121.50, 243.00
GANGNEUNG APP	124.60, 304.00, 121.50, 243.00
WONJU APP	135.725, 234.40, 130.2, 121.50, 243.00
SACHEON APP	135.40, 344.70, 121.50, 243.00
POHANG APP	120.20, 232.40, 124.25, 121.50, 243.00
DAEGU APP	135.90, 346.30, 121.50, 243.00
YECHEON APP	134.50, 229.35, 121.50, 243.00
HAEMI APP	124.60, 229.25, 253.95, 121.50, 243.00
JUNGWON APP	132.55, 306.70, 121.50, 243.00
GUNSAN APP	124.10, 292.65, 121.50, 243.00
OSAN APP	127.90, 363.10, 121.50, 243.00

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

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

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

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

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

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

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

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

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

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

Date of aeronautical infomation 7 MAR 2024 Isogonic information 16 NOV 2023

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

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

AIRCRAFT PARKING/ DOCKING CHART - ICAO

SEOUL / Gimpo INTL

APRON ELEV	
Central Apron	**16** m
The Other	**13** m

TWR	118.1
GND	121.9
APN	130.875

HS 1, 3 :
Location on Gimpo airport movement area with a potential risk of runway incursion and where aircrafts are frequently encountered.
HS 2 :
Aircraft use caution when passing by this point that 4 TWYs(C3, D2, P and R) are intersecting.
HS 4, 5 :
Location on Gimpo airport movement area with a potential risk of runway incursion.
HS 6 :
A location on Gimpo airport movement area with a history of runway incursion.
HS 7 :
Pilots and ground handlers for towing aircraft shall maintain a good lookout to ensure sufficient wing tip clearance.
HS 8 :
Pilots are to pay extra caution when they have "hold short instruction" from ATC and to ensure sufficient wing tip clearance.
HS 9 :
Location on Gimpo airport movement area with a potential risk of runway incursion.

TWY WIDTH AND BEARING STRENGTH		
DESIGNATION	WIDTH	BEARING STRENGTH
APRON (East, Central)	NIL	PCN 74/F/B/X/T
APRON (North)		PCN 67/R/B/W/T
APRON (West)		PCN 58/R/B/W/T
A	35 m	PCN 85/R/B/W/T
G2	40 m	
P	30 m	PCN 74/F/B/X/T (PCN 71/R/B/W/T : 1 096 m from SE TWY end/ 282 m from NW TWY end
B1	30 m	PCN 74/F/B/X/T PCN 85/R/B/W/T
D1, G1, W1, W2	30 m	PCN 74/F/B/X/T
F1	23 m	
B2, C1, C2, C3, D2, D3, E1, E2, F2	35 m	
S, T	NIL	PCN 58/R/B/W/T
R, RD	NIL	PCN 71/R/B/W/T
P1	NIL	PCN 74/F/B/X/T
P2, P3	NIL	PCN 85/R/B/W/T
P4, P5, P6, N1, N2, N3	NIL	PCN 67/R/B/W/T

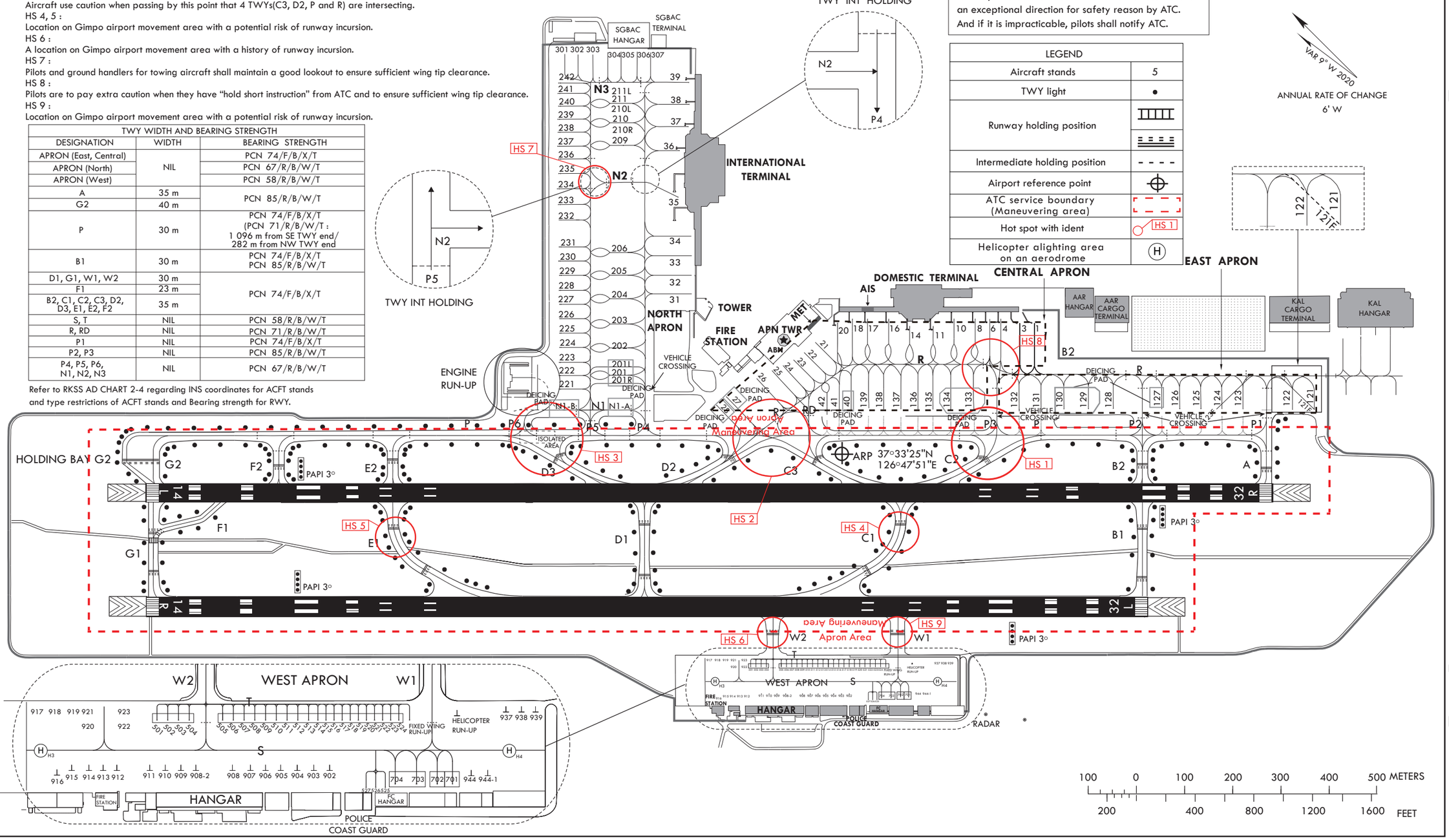
Refer to RKSS AD CHART 2-4 regarding INS coordinates for ACFT stands and type restrictions of ACFT stands and Bearing strength for RWY.

Note 1
All aircraft should taxi at speeds of more than 10 kt on taxiway P to ensure smooth traffic flow unless there is an exceptional direction for safety reason by ATC. And if it is impracticable, pilots shall notify ATC.

LEGEND	
Aircraft stands	5
TWY light	●
Runway holding position	
Intermediate holding position	- - - -
Airport reference point	⊕
ATC service boundary (Maneuvering area)	
Hot spot with ident	HS 1
Helicopter alighting area on an aerodrome	Ⓗ

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

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



Change : Information of intermediate holding position for TWY P5 and Establishment of intermediate holding position for TWYs W1, W2.

INS COORDINATES FOR AIRCRAFT STANDS (WGS-84)

STAND NR	COORDINATES		STAND NR	COORDINATES		STAND NR	COORDINATES	
1	37°33'21.66"N	126°48'19.06"E	203	37°33'52.36"N	126°47'41.86"E	519	37°33'09.63"N	126°47'31.38"E
3	37°33'22.69"N	126°48'17.76"E	204	37°33'54.02"N	126°47'43.95"E	520	37°33'09.31"N	126°47'31.78"E
4	37°33'23.72"N	126°48'16.46"E	205	37°33'55.68"N	126°47'46.38"E	521	37°33'08.99"N	126°47'32.18"E
6	37°33'24.75"N	126°48'15.17"E	206	37°33'57.40"N	126°47'48.06"E	522	37°33'08.67"N	126°47'32.59"E
8	37°33'26.37"N	126°48'13.90"E	209	37°34'04.65"N	126°47'57.17"E	523	37°33'08.35"N	126°47'32.99"E
10	37°33'28.03"N	126°48'11.82"E	210	37°34'06.31"N	126°47'59.26"E	524	37°33'08.03"N	126°47'33.40"E
11	37°33'28.80"N	126°48'09.44"E	210L	37°34'07.44"N	126°47'59.94"E	525	37°33'06.49"N	126°47'28.73"E
14	37°33'30.53"N	126°48'07.28"E	210R	37°34'06.44"N	126°47'58.69"E	526	37°33'06.81"N	126°47'28.33"E
16	37°33'32.62"N	126°48'06.03"E	211	37°34'07.98"N	126°48'01.35"E	527	37°33'07.13"N	126°47'27.93"E
17	37°33'34.16"N	126°48'03.89"E	211L	37°34'08.44"N	126°48'01.19"E	701	37°33'03.90"N	126°47'31.98"E
18	37°33'35.37"N	126°48'02.21"E	221	37°33'52.40"N	126°47'30.17"E	702	37°33'04.60"N	126°47'31.11"E
20	37°33'36.05"N	126°48'00.62"E	222	37°33'53.40"N	126°47'31.43"E	703	37°33'05.48"N	126°47'30.01"E
21	37°33'36.23"N	126°47'57.36"E	223	37°33'54.40"N	126°47'32.68"E	704	37°33'05.99"N	126°47'29.36"E
22	37°33'36.31"N	126°47'55.39"E	224	37°33'55.34"N	126°47'34.10"E	902	37°33'08.85"N	126°47'27.15"E
23	37°33'36.33"N	126°47'53.79"E	225	37°33'56.34"N	126°47'35.26"E	903	37°33'09.51"N	126°47'26.33"E
24	37°33'36.42"N	126°47'52.17"E	226	37°33'57.34"N	126°47'36.51"E	904	37°33'10.17"N	126°47'25.52"E
25	37°33'37.02"N	126°47'50.58"E	227	37°33'58.34"N	126°47'37.76"E	905	37°33'10.82"N	126°47'24.70"E
26	37°33'37.76"N	126°47'48.58"E	228	37°33'59.33"N	126°47'39.14"E	906	37°33'11.48"N	126°47'23.89"E
27	37°33'39.32"N	126°47'44.18"E	229	37°34'00.33"N	126°47'40.27"E	907	37°33'12.14"N	126°47'23.07"E
28	37°33'39.15"N	126°47'42.44"E	230	37°34'01.33"N	126°47'41.52"E	908	37°33'12.80"N	126°47'22.26"E
31	37°33'49.73"N	126°47'49.98"E	231	37°34'02.33"N	126°47'42.77"E	908-2	37°33'14.20"N	126°47'20.50"E
32	37°33'51.03"N	126°47'51.87"E	232	37°34'04.42"N	126°47'45.40"E	909	37°33'14.88"N	126°47'19.66"E
33	37°33'52.72"N	126°47'53.95"E	233	37°34'05.42"N	126°47'46.66"E	910	37°33'15.53"N	126°47'18.85"E
34	37°33'54.43"N	126°47'56.05"E	234	37°34'06.46"N	126°47'47.84"E	911	37°33'16.17"N	126°47'18.04"E
35	37°33'57.10"N	126°47'57.69"E	235	37°34'07.46"N	126°47'49.97"E	912	37°33'17.41"N	126°47'16.36"E
36	37°34'00.77"N	126°48'02.34"E	236	37°34'08.46"N	126°47'50.35"E	913	37°33'18.00"N	126°47'15.62"E
37	37°34'01.89"N	126°48'05.36"E	237	37°34'09.46"N	126°47'51.60"E	914	37°33'18.59"N	126°47'14.88"E
38	37°34'03.46"N	126°48'07.50"E	238	37°34'10.45"N	126°47'52.85"E	915	37°33'19.20"N	126°47'14.12"E
39	37°34'05.14"N	126°48'09.63"E	239	37°34'11.45"N	126°47'54.11"E	916	37°33'19.62"N	126°47'13.19"E
121	37°32'55.01"N	126°48'37.35"E	240	37°34'12.45"N	126°47'55.36"E	917	37°33'23.13"N	126°47'15.23"E
121F	37°32'54.94"N	126°48'37.21"E	241	37°34'13.45"N	126°47'56.61"E	918	37°33'22.39"N	126°47'16.15"E
122	37°32'56.61"N	126°48'35.34"E	242	37°34'14.48"N	126°47'57.91"E	919	37°33'21.66"N	126°47'17.08"E
123	37°33'00.19"N	126°48'30.72"E	301	37°34'16.95"N	126°48'01.57"E	920	37°33'20.47"N	126°47'17.06"E
123F	37°33'01.94"N	126°48'28.35"E	302	37°34'15.20"N	126°48'02.18"E	921	37°33'21.06"N	126°47'17.80"E
124	37°33'01.72"N	126°48'28.74"E	303	37°34'14.20"N	126°48'03.43"E	922	37°33'19.00"N	126°47'18.91"E
125	37°33'03.25"N	126°48'26.78"E	304	37°34'13.71"N	126°48'05.17"E	923	37°33'19.59"N	126°47'19.65"E
126	37°33'04.80"N	126°48'24.83"E	305	37°34'12.14"N	126°48'06.34"E	937	37°33'03.92"N	126°47'39.23"E
127	37°33'06.03"N	126°48'23.26"E	306	37°34'11.15"N	126°48'07.76"E	938	37°33'03.37"N	126°47'39.92"E
128	37°33'09.73"N	126°48'18.72"E	307	37°34'10.69"N	126°48'08.92"E	939	37°33'02.82"N	126°47'40.62"E
129	37°33'11.55"N	126°48'16.44"E	501	37°33'17.86"N	126°47'21.05"E	944	37°33'02.93"N	126°47'34.03"E
130	37°33'13.42"N	126°48'14.14"E	502	37°33'17.43"N	126°47'21.57"E	944-1	37°33'01.85"N	126°47'35.40"E
131	37°33'14.99"N	126°48'12.01"E	503	37°33'16.99"N	126°47'22.12"E			
132	37°33'16.61"N	126°48'10.05"E	504	37°33'16.57"N	126°47'22.65"E			
133	37°33'19.96"N	126°48'05.76"E	505	37°33'15.19"N	126°47'24.39"E			
134	37°33'21.63"N	126°48'03.67"E	506	37°33'14.76"N	126°47'24.92"E			
135	37°33'22.97"N	126°48'02.00"E	507	37°33'14.32"N	126°47'25.46"E			
136	37°33'24.37"N	126°48'00.31"E	508	37°33'13.88"N	126°47'26.01"E			
137	37°33'25.52"N	126°47'58.89"E	509	37°33'13.45"N	126°47'26.56"E			
138	37°33'26.65"N	126°47'57.44"E	510	37°33'13.01"N	126°47'27.11"E			
139	37°33'27.66"N	126°47'56.39"E	511	37°33'12.57"N	126°47'27.66"E			
140	37°33'28.81"N	126°47'54.72"E	512	37°33'12.14"N	126°47'28.20"E			
141	37°33'29.57"N	126°47'53.35"E	513	37°33'11.72"N	126°47'28.75"E			
142	37°33'30.47"N	126°47'52.15"E	514	37°33'11.29"N	126°47'29.28"E			
201	37°33'48.61"N	126°47'37.13"E	515	37°33'10.91"N	126°47'29.76"E			
201R	37°33'48.36"N	126°47'36.13"E	516	37°33'10.59"N	126°47'30.16"E			
201L	37°33'49.37"N	126°47'37.40"E	517	37°33'10.27"N	126°47'30.57"E			
202	37°33'50.75"N	126°47'39.70"E	518	37°33'09.95"N	126°47'30.97"E			

RWY	DIRECTION (MAGNETIC)	THR (WGS-84)	BEARING STRENGTH
14R	144°	37°34'06"N 126°46'32"E	PCN 74/F/B/X/T Asphalt
32L	324°	37°32'53"N 126°48'04"E	
14L	144°	37°34'15"N 126°46'42"E	PCN 74/F/B/X/T Asphalt PCN 85/R/B/W/T Concrete 156 m from RWY THR
32R	324°	37°32'52"N 126°48'26"E	PCN 74/F/B/X/T Asphalt PCN 85/R/B/W/T Concrete 151 m from RWY THR
APRONS		East & Central	PCN 74/F/B/X/T
		North	PCN 67/R/B/W/T
		West	PCN 58/R/B/W/T

STANDS NUMBER	AIRCRAFT TYPE
121F, 123F	A380-800, B747-8
10, 16, 32, 33, 34, 37, 39, 133, 134, 237	A340-600, B747-400
201, 202, 204, 205, 209, 210, 211	B747-400, B777-300
128, 129, 131, 203, 235	B747-400
35	B747-400, A330
38	B777-300
8	B777-200, A330-300
124, 125, 236	B777-200
132	B747-400, B777-200
121, 17	B777-200, A330-300
14	B767-300, A300-600
26, 36, 126, 130, 137, 206	B767-300
123, 127, 135, 136, 138, 139	B737-800WL, MD90
211	B737-800W, MD90
201R, 201L, 210L, 210R, 211L, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242	B737-900SSW, A321
21, 22, 23, 24, 25, 31	B737-900, A321-100
4, 6, 11, 18, 20	B737-900, A321-200
1, 3, 122, 302, 303	B737-900
27, 28, 140, 141, 142, 304, 305, 306, 307	B737MAX8, A321NEO
301	GLF4

* Code letter "E" aircraft is prohibited to Taxi-out at all aircraft stands.
* Aircraft stands NR. 124-126, 131-134, 137, 201-211 may be used by B767 class (A300-600) ACFT for Nose-in/Taxi-out subject to prior permission from ATC.
* Aircraft stands NR. 123, 127, 135, 136, 138-142, 210L/R and 211L may be used by B737-800WL class (MD-90) ACFT for Nose-in/Taxi-out subject to prior permission from ATC.
* Taxiway intersection markings are provided for 5 places in front of the intersections / junctions on apron taxiway P4 and P5.
* Isolated area : At the intersection of TWY D3 and TWY P.
* De-icing pad : B737-800WL(MD-90) class ACFT - 27, 28, 140, 127 and 201L/R
  B767 class ACFT - 130
  B747 class ACFT - 129, 133, 134, 201 and N1-A, N1-B on the "N1" TWY
* Engine Run-up : Front of "P6" TWY
* Multiple Aircraft Ramp System(MARS) : 121F(121, 122), 123F(123, 124), 201L(201), 201R(201), 210L(210, 211), 210R(210), 211L(211)

Aircraft Classification	Stand		Remarks
	Number	Dimensions(m)	
Helicopter	908-2	19×19	BELL214B-1
	902~908, 909~911	17.8×17.8	MI-2
	912~923, 944, 944-1	16×16	KA32-T
	937~939	15×15	EC-155B1
Fixed-wing	701, 702	25.8×21.4	CN235
	703, 704	20.86×19.61	CL-605
	501, 504, 505, 515~527	9×11	C172R
	502	14.4×16	C550
	503, 506~514	13×16	C-208B

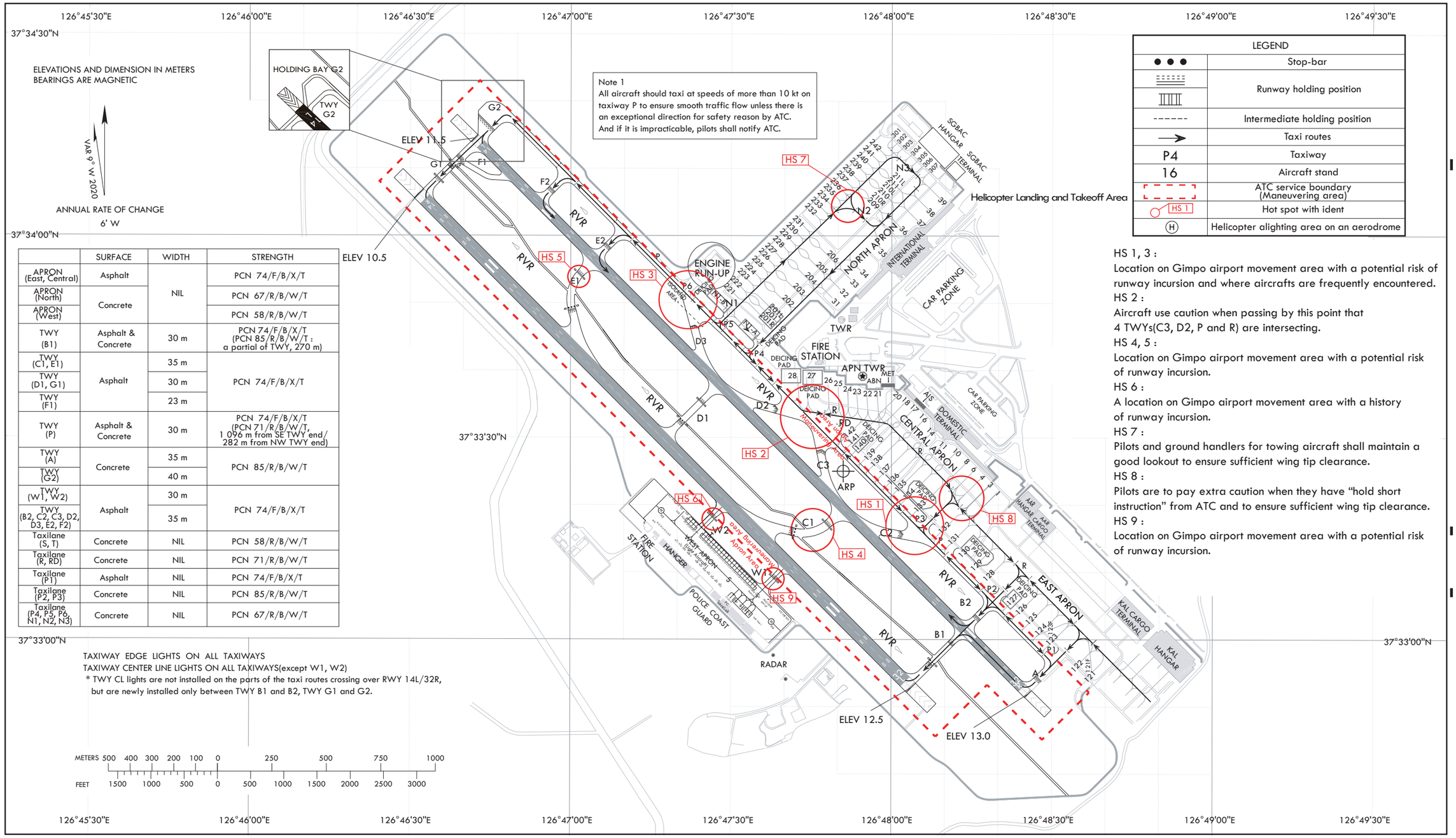
* Dimensions means overall length × width

AERODROME GROUND MOVEMENT CHART - ICAO

CENTRAL APRON ELEV **16 m**
THE OTHER APRON ELEV **13 m**

TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

SEOUL / Gimpo INTL
RWY 14L/32R
RWY 14R/32L DEPARTURE



	SURFACE	WIDTH	STRENGTH
APRON (East, Central)	Asphalt	NIL	PCN 74/F/B/X/T
APRON (North)	Concrete	NIL	PCN 67/R/B/W/T
APRON (West)	Concrete	NIL	PCN 58/R/B/W/T
TWY (B1)	Asphalt & Concrete	30 m	PCN 74/F/B/X/T (PCN 85/R/B/W/T : a partial of TWY, 270 m)
TWY (C1, E1)	Asphalt	35 m	PCN 74/F/B/X/T
TWY (D1, G1)	Asphalt	30 m	PCN 74/F/B/X/T
TWY (F1)	Asphalt	23 m	PCN 74/F/B/X/T
TWY (P)	Asphalt & Concrete	30 m	PCN 74/F/B/X/T (PCN 71/R/B/W/T, 1 096 m from SE TWY end/ 282 m from NW TWY end)
TWY (A)	Concrete	35 m	PCN 85/R/B/W/T
TWY (G2)	Concrete	40 m	PCN 85/R/B/W/T
TWY (W1, W2)	Asphalt	30 m	PCN 74/F/B/X/T
TWY (B2, C2, C3, D2, D3, E2, F2)	Asphalt	35 m	PCN 74/F/B/X/T
Taxilane (S, T)	Concrete	NIL	PCN 58/R/B/W/T
Taxilane (R, RD)	Concrete	NIL	PCN 71/R/B/W/T
Taxilane (P1)	Asphalt	NIL	PCN 74/F/B/X/T
Taxilane (P2, P3)	Concrete	NIL	PCN 85/R/B/W/T
Taxilane (P4, P5, P6, N1, N2, N3)	Concrete	NIL	PCN 67/R/B/W/T

TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS
TAXIWAY CENTER LINE LIGHTS ON ALL TAXIWAYS(except W1, W2)
* TWY CL lights are not installed on the parts of the taxi routes crossing over RWY 14L/32R, but are newly installed only between TWY B1 and B2, TWY G1 and G2.

METERS 500 400 300 200 100 0 250 500 750 1000
FEET 1500 1000 500 0 500 1000 1500 2000 2500 3000

LEGEND	
● ● ●	Stop-bar
	Runway holding position
------	Intermediate holding position
→	Taxi routes
P4	Taxiway
16	Aircraft stand
	ATC service boundary (Maneuvering area)
HS 1	Hot spot with ident
Ⓗ	Helicopter alighting area on an aerodrome

HS 1, 3 :
Location on Gimpo airport movement area with a potential risk of runway incursion and where aircrafts are frequently encountered.
HS 2 :
Aircraft use caution when passing by this point that 4 TWYs(C3, D2, P and R) are intersecting.
HS 4, 5 :
Location on Gimpo airport movement area with a potential risk of runway incursion.
HS 6 :
A location on Gimpo airport movement area with a history of runway incursion.
HS 7 :
Pilots and ground handlers for towing aircraft shall maintain a good lookout to ensure sufficient wing tip clearance.
HS 8 :
Pilots are to pay extra caution when they have "hold short instruction" from ATC and to ensure sufficient wing tip clearance.
HS 9 :
Location on Gimpo airport movement area with a potential risk of runway incursion.

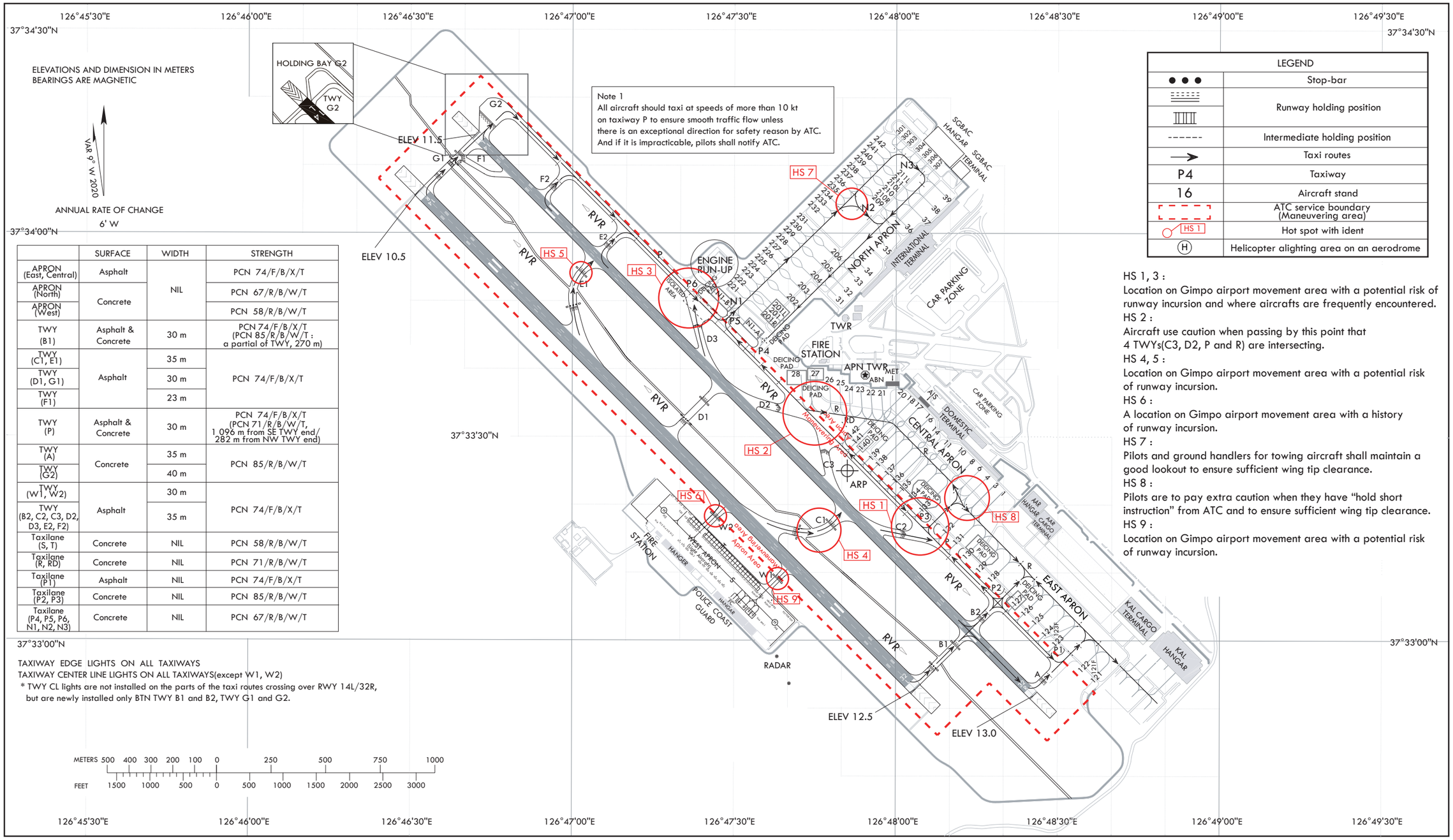
Change : Information of intermediate holding position for TWY P5 and Establishment of intermediate holding position for TWYs W1, W2.

AERODROME GROUND MOVEMENT CHART - ICAO

CENTRAL APRON ELEV **16 m**
THE OTHER APRON ELEV **13 m**

TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

SEOUL / Gimpo INTL
RWY 14L/32R
RWY 14R/32L ARRIVAL



	SURFACE	WIDTH	STRENGTH
APRON (East, Central)	Asphalt	NIL	PCN 74/F/B/X/T
APRON (North)	Concrete	NIL	PCN 67/R/B/W/T
APRON (West)	Concrete	NIL	PCN 58/R/B/W/T
TWY (B1)	Asphalt & Concrete	30 m	PCN 74/F/B/X/T (PCN 85/R/B/W/T : a partial of TWY, 270 m)
TWY (C1, E1)	Asphalt	35 m	PCN 74/F/B/X/T
TWY (D1, G1)	Asphalt	30 m	PCN 74/F/B/X/T
TWY (F1)	Asphalt	23 m	PCN 74/F/B/X/T
TWY (P)	Asphalt & Concrete	30 m	PCN 74/F/B/X/T (PCN 71/R/B/W/T, 1 096 m from SE TWY end/ 282 m from NW TWY end)
TWY (A)	Concrete	35 m	PCN 85/R/B/W/T
TWY (G2)	Concrete	40 m	PCN 85/R/B/W/T
TWY (W1, W2)	Asphalt	30 m	PCN 74/F/B/X/T
TWY (B2, C2, C3, D2, D3, E2, F2)	Asphalt	35 m	PCN 74/F/B/X/T
Taxilane (S, T)	Concrete	NIL	PCN 58/R/B/W/T
Taxilane (R, RD)	Concrete	NIL	PCN 71/R/B/W/T
Taxilane (P1)	Asphalt	NIL	PCN 74/F/B/X/T
Taxilane (P2, P3)	Concrete	NIL	PCN 85/R/B/W/T
Taxilane (P4, P5, P6, N1, N2, N3)	Concrete	NIL	PCN 67/R/B/W/T

Note 1
All aircraft should taxi at speeds of more than 10 kt on taxiway P to ensure smooth traffic flow unless there is an exceptional direction for safety reason by ATC. And if it is impracticable, pilots shall notify ATC.

LEGEND	
● ● ●	Stop-bar
	Runway holding position
------	Intermediate holding position
→	Taxi routes
P4	Taxiway
16	Aircraft stand
	ATC service boundary (Maneuvering area)
HS 1	Hot spot with ident
Ⓗ	Helicopter alighting area on an aerodrome

HS 1, 3 :
Location on Gimpo airport movement area with a potential risk of runway incursion and where aircrafts are frequently encountered.
HS 2 :
Aircraft use caution when passing by this point that 4 TWYs(C3, D2, P and R) are intersecting.
HS 4, 5 :
Location on Gimpo airport movement area with a potential risk of runway incursion.
HS 6 :
A location on Gimpo airport movement area with a history of runway incursion.
HS 7 :
Pilots and ground handlers for towing aircraft shall maintain a good lookout to ensure sufficient wing tip clearance.
HS 8 :
Pilots are to pay extra caution when they have "hold short instruction" from ATC and to ensure sufficient wing tip clearance.
HS 9 :
Location on Gimpo airport movement area with a potential risk of runway incursion.

TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS
TAXIWAY CENTER LINE LIGHTS ON ALL TAXIWAYS(except W1, W2)
* TWY CL lights are not installed on the parts of the taxi routes crossing over RWY 14L/32R, but are newly installed only BTN TWY B1 and B2, TWY G1 and G2.

Change : Information of intermediate holding position for TWY P5 and Establishment of intermediate holding position for TWYs W1, W2.

RKPK AD 2.23 ADDITIONAL INFORMATION

1. The characteristics of Gimhae international airport

a. Topographical

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

b. Airspace

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

c. Weather

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

d. Bird concentrations in the vicinity of airport

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

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

RKPK AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO ..... RKPK AD CHART 2-1

Aircraft Parking/Docking Chart - ICAO ..... RKPK AD CHART 2-2

Aerodrome Ground Movement Chart(DEP) - ICAO ..... RKPK AD CHART 2-5
Aerodrome Ground Movement Chart(ARR) - ICAO ..... RKPK AD CHART 2-6

Aerodrome Obstacle Chart - ICAO Type A ..... RKPK AD CHART 2-7
Aerodrome Obstacle Chart - ICAO Type A ..... RKPK AD CHART 2-8
Aerodrome Obstacle Chart - ICAO Type A ..... RKPK AD CHART 2-9
Aerodrome Obstacle Chart - ICAO Type A ..... RKPK AD CHART 2-10
Aerodrome Obstacle Chart - ICAO Type B ..... RKPK AD CHART 2-11

Precision Approach Terrain Chart - RWY 36L ..... RKPK AD CHART 2-12

Area Chart - ICAO ..... RKPK AD CHART 2-13

SID - RWY 36L/R / RNAV(GNSS) OPONO 3 ..... RKPK AD CHART 2-14
SID - RWY 36L/R / RWY 18L/R - GIMHAE 2 ..... RKPK AD CHART 2-15
SID - RWY 36L/R / BEVSI 3 ..... RKPK AD CHART 2-16
SID - RWY 36L/R / SOORO 2 ..... RKPK AD CHART 2-17
SID - RWY 36L/R / ATLAX 2 ..... RKPK AD CHART 2-18
SID - RWY 18L/R / RNAV(GNSS) BURIM 3 ..... RKPK AD CHART 2-19
SID - RWY 18L/R / ULSUK 3 ..... RKPK AD CHART 2-20
SID - RWY 18L/R / BAHDA 1 ..... RKPK AD CHART 2-21

STAR - RWY 36L/R - RNAV(GNSS) PEDLO 1 ..... RKPK AD CHART 2-22
STAR - RWY 36L/R - RNAV(GNSS) KEVOX 3 ..... RKPK AD CHART 2-23
STAR - RWY 18L/R - RNAV(GNSS) GAYHA 3 ..... RKPK AD CHART 2-24

ATC Surveillance Minimum Altitude Chart - ICAO ..... RKPK AD CHART 2-25

Instrument Approach Chart - RWY 36L - ILS CAT II ..... RKPK AD CHART 2-26
Instrument Approach Chart - RWY 36L - ILS Y ..... RKPK AD CHART 2-27
Instrument Approach Chart - RWY 36L - LOC Y ..... RKPK AD CHART 2-28
Instrument Approach Chart - RWY 36L - ILS Z ..... RKPK AD CHART 2-29
Instrument Approach Chart - RWY 36L - LOC Z ..... RKPK AD CHART 2-30
Instrument Approach Chart - RWY 36L - RNP ..... RKPK AD CHART 2-31
Instrument Approach Chart - RWY 36L - VOR ..... RKPK AD CHART 2-32
Instrument Approach Chart - RWY 36R - ILS Y ..... RKPK AD CHART 2-33
Instrument Approach Chart - RWY 36R - LOC Y ..... RKPK AD CHART 2-34
Instrument Approach Chart - RWY 36R - ILS Z ..... RKPK AD CHART 2-35
Instrument Approach Chart - RWY 36R - LOC Z ..... RKPK AD CHART 2-36
Instrument Approach Chart - RWY 36R - RNP ..... RKPK AD CHART 2-37
Instrument Approach Chart - RWY 36R - VOR ..... RKPK AD CHART 2-38
Instrument Approach Chart - RWY 18L/R - VOR - A ..... RKPK AD CHART 2-39
Instrument Approach Chart - RWY 18L/R - RNP B ..... RKPK AD CHART 2-40

Visual Approach Chart - ICAO ..... RKPK AD CHART 2-41

Bird concentrations in the vicinity of airport ..... RKPK AD CHART 2-42

Change : Information of procedure names for IAC(VOR/DME → VOR, VOR/DME - A → VOR - A).

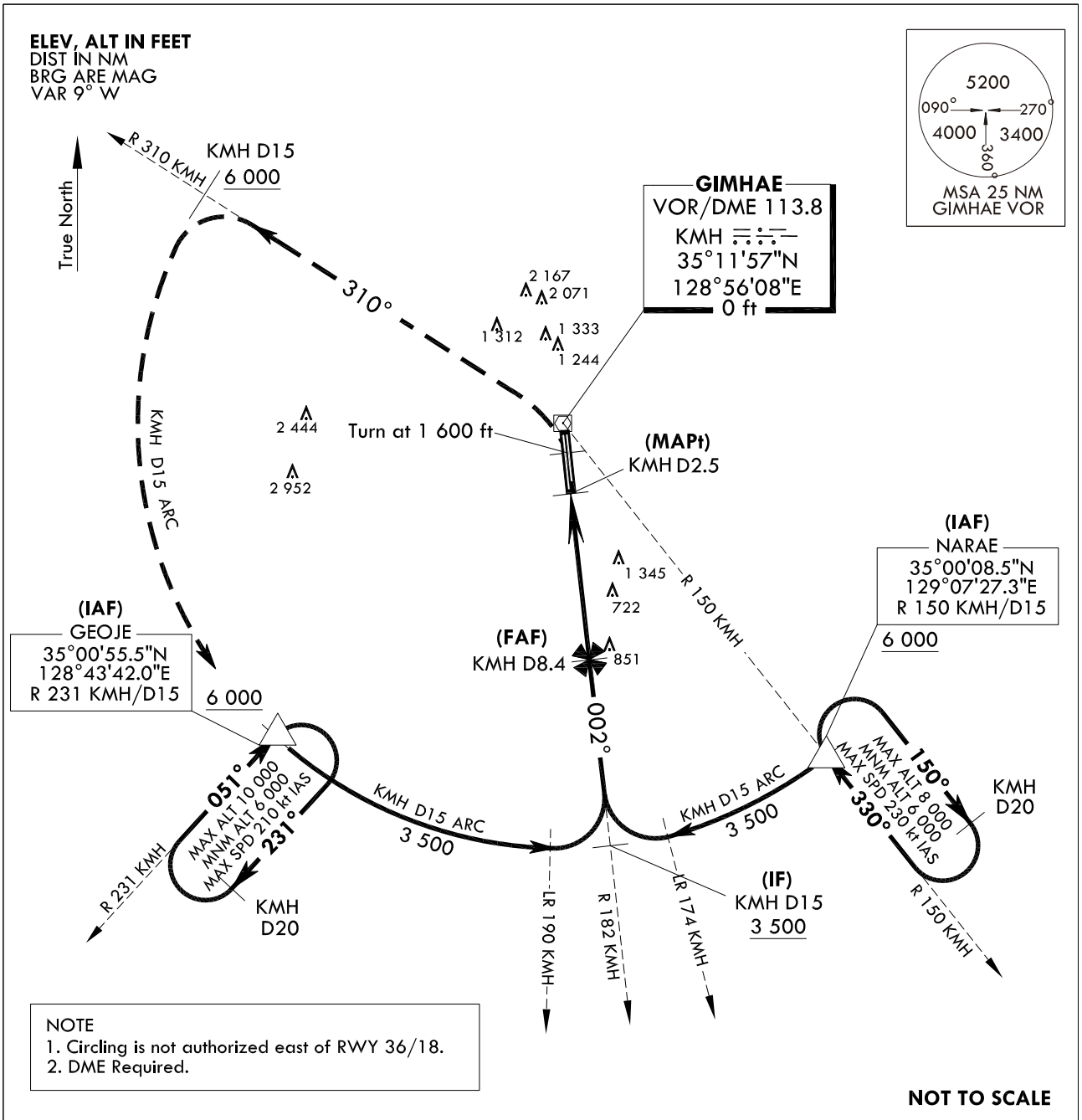
INSTRUMENT APPROACH CHART

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

GIMHAE	APP	125.5	364.0
GIMHAE	TWR	118.1	118.45
		233.3	236.6

BUSAN/Gimhae Intl(RKPK)
VOR
RWY 36L

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



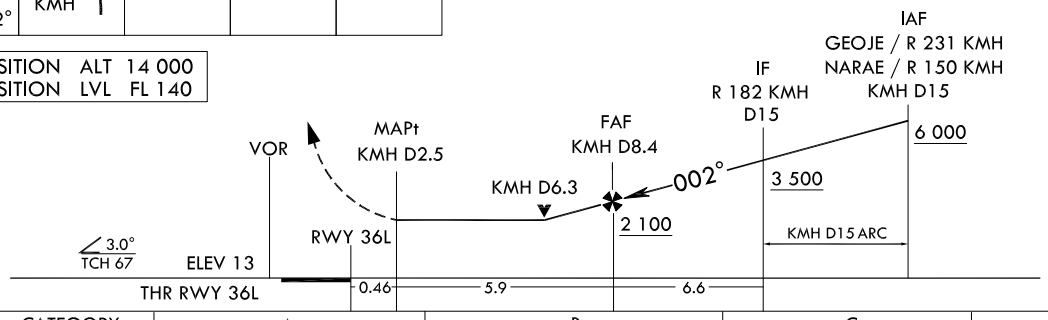
NOTE
1. Circling is not authorized east of RWY 36/18.
2. DME Required.

NOT TO SCALE

1 600	6 000	KMH D15	KMH D15 ARC	GEOJE
HDG 002°	R 310 KMH			△

MISSED APPROACH
Climb to 1 600 ft then left turn climbing 6 000 ft on R 310 KMH to 15 DME, then arc KMH D15 to GEOJE and hold.

TRANSITION	ALT	14 000
TRANSITION	LVL	FL 140



CATEGORY		A	B	C	D
S-VOR 36L	FULL	1 460/40 1 448(1 500-3/4)	1 460/55 1 448(1 500-1)	1 460-3 1 448(1 500-3)	
	ALS INOP	1 460/60 1 448(1 500-1 1/4)	1 460-1 1/2 1 448(1 500-1 1/2)		
CIRCLING		1 460-1 1/4 1 447(1 500-1 1/4)	1 460-1 1/2 1 447(1 500-1 1/2)	1 460-3 1 447(1 500-3)	1 700-3 1 687(1 700-3)

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

INTENTIONALLY

LEFT

BLANK

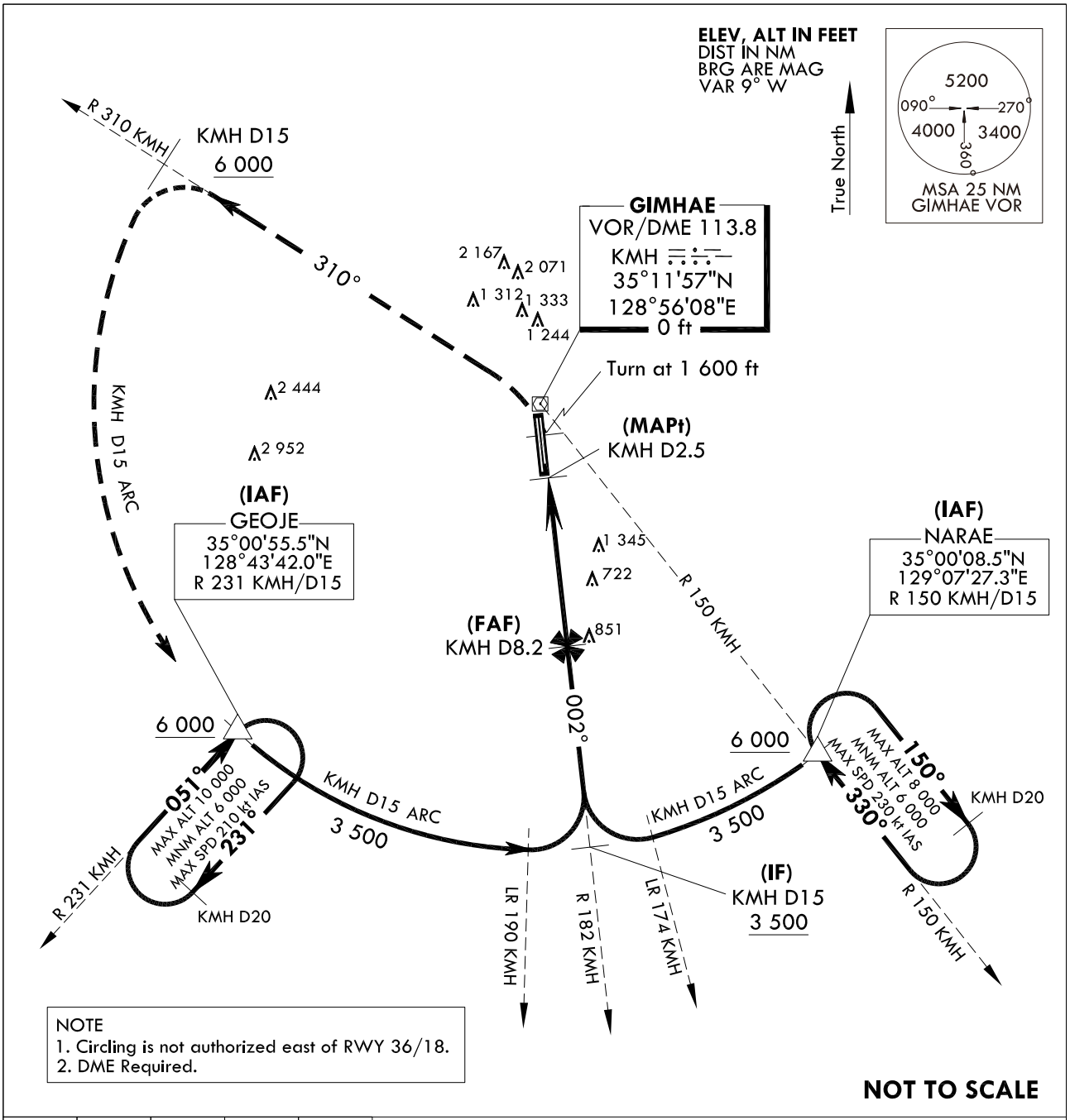
INSTRUMENT APPROACH CHART

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

GIMHAE	APP	125.5	364.0
GIMHAE	TWR	118.1	118.45
		233.3	236.6

BUSAN/Gimhae Intl(RKPK)
VOR
RWY 36R

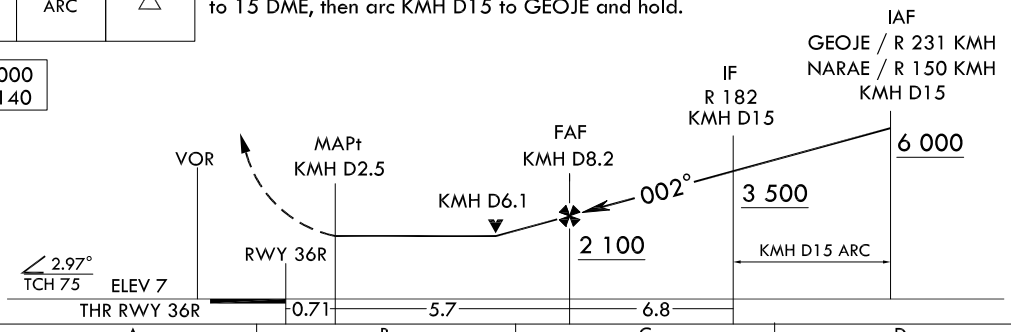
Note : Approach and circle to land under U.S. TERPS.



1 600 HDG 002°	6 000 R 310 KMH	KMH D15	KMH D15 ARC	GEOJE △

MISSED APPROACH
Climb to 1 600 ft then left turn climbing 6 000 ft on R 310 KMH to 15 DME, then arc KMH D15 to GEOJE and hold.

TRANSITION	ALT 14 000
TRANSITION	LVL FL 140



CATEGORY		A	B	C	D
S-VOR 36R	FULL	1 460/40 1 453(1 500 - 3/4)	1 460/55 1 453(1 500 - 1)	1 460 - 3	1 453(1 500 - 3)
	ALS INOP	1 460/60 1 453(1 500 - 1 1/4)	1 460 - 1 1/2 1 453(1 500 - 1 1/2)		
C CIRCLING		1 460 -1 1/4 1 447(1 500 - 1 1/4)	1 460 -1 1/2 1 447(1 500 - 1 1/2)	1 460 - 3 1 447(1 500 - 3)	1 700 - 3 1 687(1 700 - 3)

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

INTENTIONALLY

LEFT

BLANK

INSTRUMENT APPROACH CHART

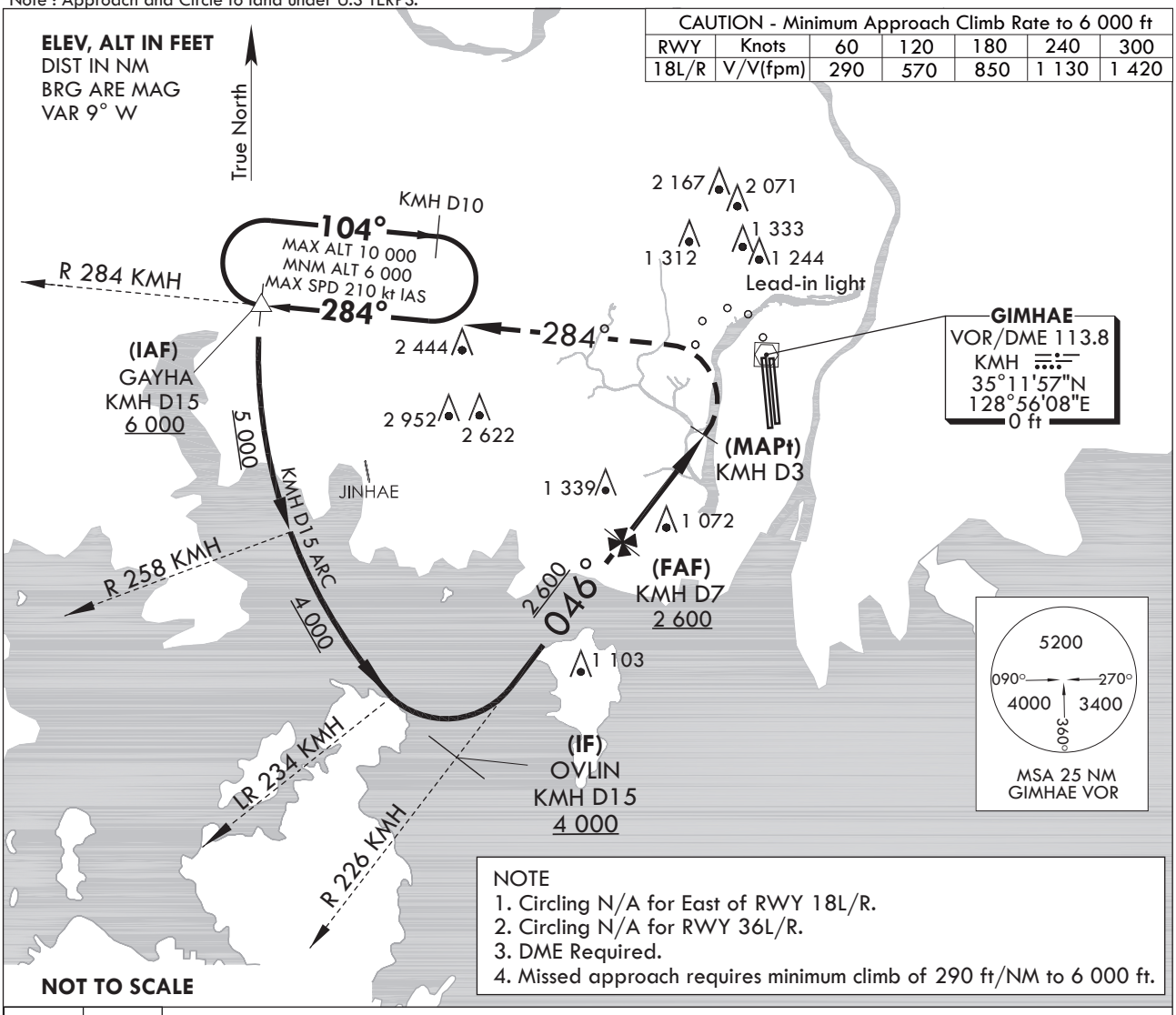
AERODROME ELEV 13 ft
HEIGHTS RELATED TO
THR RWY 18L - ELEV **8** ft
THR RWY 18R - ELEV **13** ft

GIMHAE APP	125.5	364.0	
GIMHAE TWR	118.1	233.3	
	118.450	236.6	

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

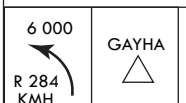
Note : Approach and Circle to land under U.S TERPS.

CAUTION - Minimum Approach Climb Rate to 6 000 ft						
RWY	Knots	60	120	180	240	300
18L/R	V/V(fpm)	290	570	850	1 130	1 420



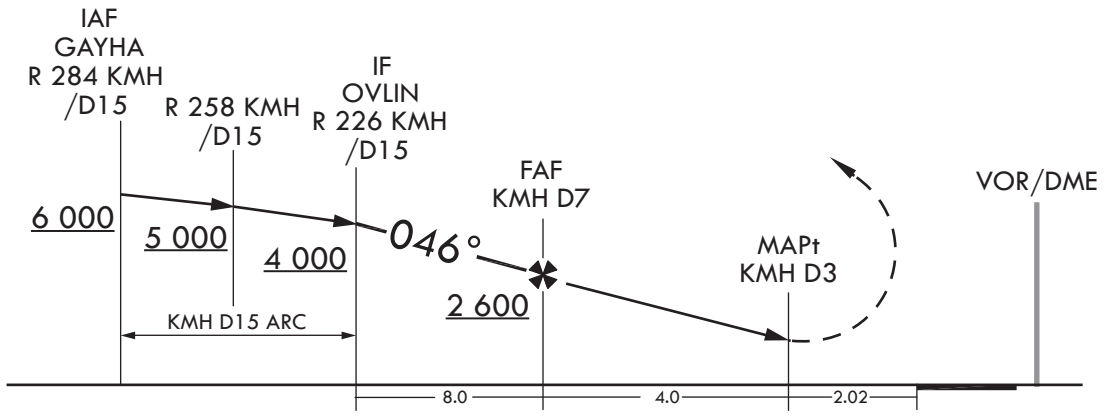
NOTE
1. Circling N/A for East of RWY 18L/R.
2. Circling N/A for RWY 36L/R.
3. DME Required.
4. Missed approach requires minimum climb of 290 ft/NM to 6 000 ft.

NOT TO SCALE



TRANSITION	ALT	14 000
TRANSITION	LVL	FL 140

MISSED APPROACH
Climb to 6 000 ft via left turn to intercept R 284 KMH then R 284 KMH to GAYHA and hold.



CATEGORY	A	B	C	D
CIRCLING (C)	1 700 - 3	1 687(1 700 - 3)		

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

INTENTIONALLY

LEFT

BLANK

RKTN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKTN - DAEGU / Daegu International

RKTN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	355339N 1283932E 315° / 1 377 m from THR 31L	
2	Direction and distance from city	072°, 4.8 km from Daegu City Hall	
3	Elevation/Reference temperature	120 ft / 32.9 °C	
4	Geoid undulation at AD ELEV PSN	93 ft	
5	MAG VAR/Annual change	8° W (2020) / 0.09° increasing	
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	KAC	Korea Airports Corporation(Daegu International Airport) 221, Gonghang-ro, Dong-gu, Daegu, 41052 Republic of Korea TEL : +82-53-980-5309, 5310 Telefax : +82-53-980-5308
		ROKAF	Republic of Korea Air Force(ROKAF) The 11th Tactical Fighter Wing
7	Type of traffic permitted(IFR/VFR)	IFR/VFR	
8	Remarks	Military Air Base	

RKTN AD 2.3 OPERATIONAL HOURS

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

RKTN AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Up to 46 tones handling possible
2	Fuel/oil type	JET-A1
3	Fuelling facilities/capacity	Elevated storage tank 3 unit/total 900 000 L, 3 fuel tanks with 300 000 L. Refueling available by trucks.
4	De-icing facilities	One de-icing pad(Only under aircraft code letter "C") See Aircraft Parking/Docking Chart
5	Hanger space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

Change : Information of reference temperature(32.5 °C → 32.9 °C).

RKTN AD 2.5 PASSENGER FACILITIES

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

RKTN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

RKTN AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Designation, Apron surface and strength	a. Surface - NORTH & SOUTH : Concrete - DEICING PAD : Asphalt b. Strength (See Aircraft Parking/Docking Chart) - NORTH Apron(ACFT stands NR. 1, 2, 3, 4) : PCN 60/R/B/W/T - SOUTH Apron(ACFT stands NR. 5, 6, 7, 8, 9, 10) : PCN 58/R/B/W/T - DEICING PAD (ACFT stand NR. 31) : 59/F/B/X/T
2	Designation, Taxiway width, surface and strength	a. Width : 23 m b. Surface : Asphalt, Concrete c. Strength : PCN 60/R/B/X/T (TWY F1)
3	Altimeter check location and elevation	a. Location : APRONS b. Elevation : 32 m
4	VOR checkpoints	VOR : NIL
5	INS checkpoints	INS : See Parking/Docking Chart
6	Remarks	NIL

RKTN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	a. Taxiing guidance signs are the intersections of all TWY, RWY and holding positions b. Guide lines at apron c. Nose-in guidance at aircraft stands
2	RWY and TWY markings and LGT	a. RWY 13R/31L Markings - Designation, CL, Edge, THR, TDZ Lightings - THR, TDZ(31L), CL, Edge, End b. RWY 13L/31R Marking - Destination, CL, THR, TDZ Lighting - Edge, THR, End c. TWY F1 Markings - CL, Edge Lightings - Edge
3	Stop bars	NIL
4	Remarks	NIL

Change : Information of strength for TWY F1.

RKTN 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
RKTNOB001	Mountain	354931.9N 1290137.6E	2 539 ft/	NIL	31L/R APCH 13L/R TKOF
RKTNOB002	Mountain	354655.5N 1285646.2E	2 231 ft/	NIL	
RKTNOB003	Mountain	354418.6N 1284937.5E	2 104 ft/	NIL	
RKTNOB004	Hill	355605.8N 1283657.1E	907 ft/	NIL	
RKTNOB005	Building	1.5 NM from RWY 31L THR	266 ft/	NIL	
RKTNOB006	Hill	355248.6N 1284146.7E	430 ft/	NIL	In RWY 31L/R, 13L/R circling area and at AD
RKTNOB007	Hill	355153.4N 1283941.0E	561 ft/	NIL	
RKTNOB008	Hill	355144.6N 1283924.7E	653 ft/	NIL	
RKTNOB009	Hill	355439.1N 1283741.5E	280 ft/	NIL	
RKTNOB010	Hill	355606.0N 1283656.0E	915 ft/	NIL	13L/R APCH 31L/R TKOF
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. 280 ft hill located 1 NM from THR of RWY 13R may cause visual illusion of being low on final. 2. Obstacles in the circling area and at AD are depicted on the Instrument APP Chart. 3. Obstacles within the area that extends from the edge of the RWY to 61 m from the RWY center line - Arresting Gear (BAK-12, 14 on the RWY 31L/13R) - Arresting Gear (BAK-14 on the RWY 31R/13L) - Arresting Gear Control Units (both side of all BAK-12, 14) - Jet-Barrier (MA1A on the both RWY THR 31L/13R, 31R/13L)					

RKTN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Daegu Airforce MET Office
2	Hours of service MET Office outside hours	24 hours
3	Office responsible for TAF preparation Periods of validity	ROKAF MET Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Trend forecast Interval of issuance	NIL
5	Briefing/consultation provided	Available at Aviation Meteorological Office for 24 hours, if required
6	Flight documentation Language(s) used	Aerodrome forecasts(TAF code form), SIGWX charts, WINTEM charts, SIGMET information in English
7	Charts and other information available for briefing or consultation	Analysis charts(surface and upper air), Prognostic charts, Graphic displays and other model outputs
8	Supplementary equipment available for providing information	Satellite and weather radar imageries
9	ATS units provided with information	FIC and TWR
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

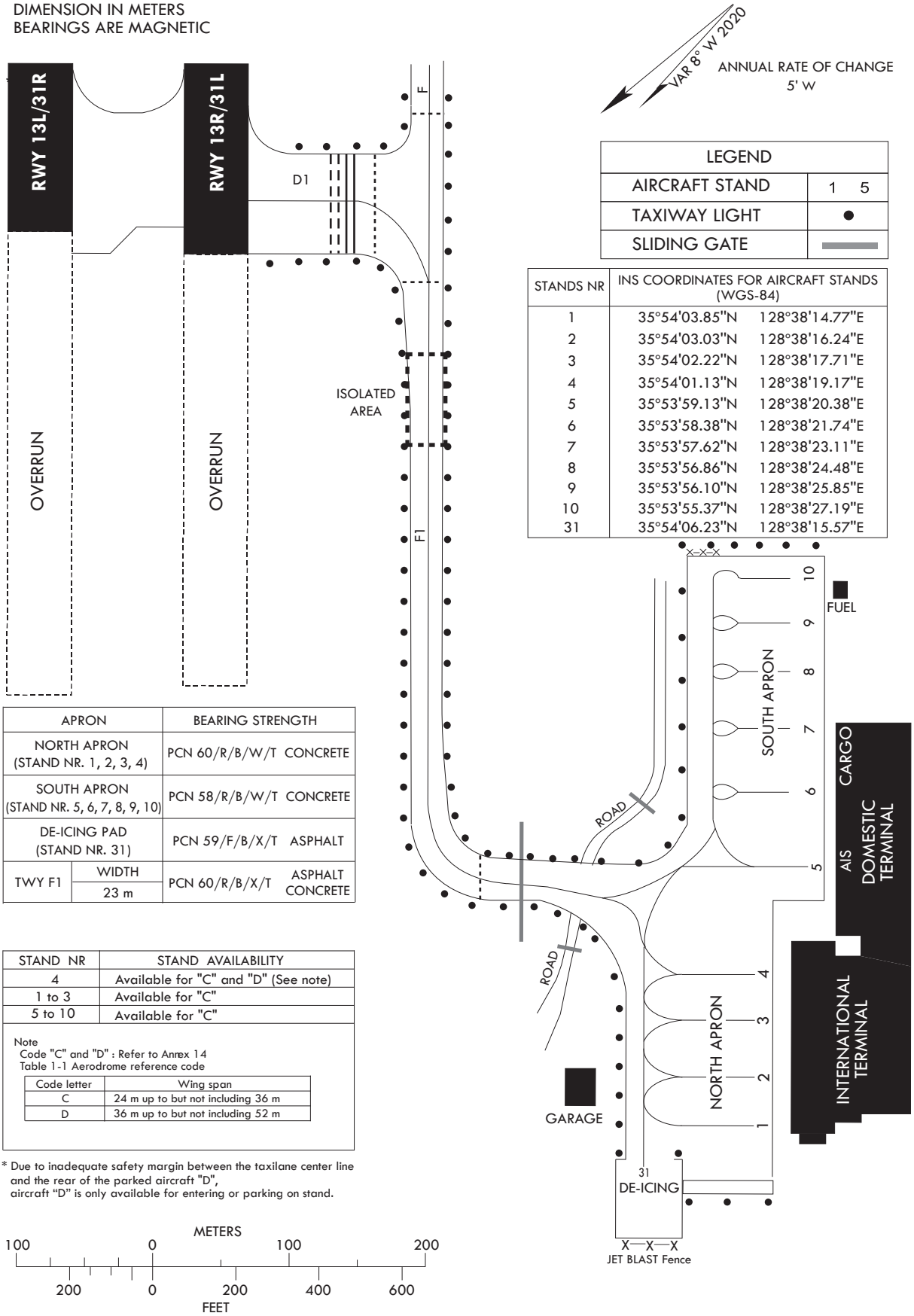
AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV
105 ft

TWR	126.2
GND	121.95

DAEGU/Daegu INTL

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/X/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 strength for TWY F1.

INTENTIONALLY

LEFT

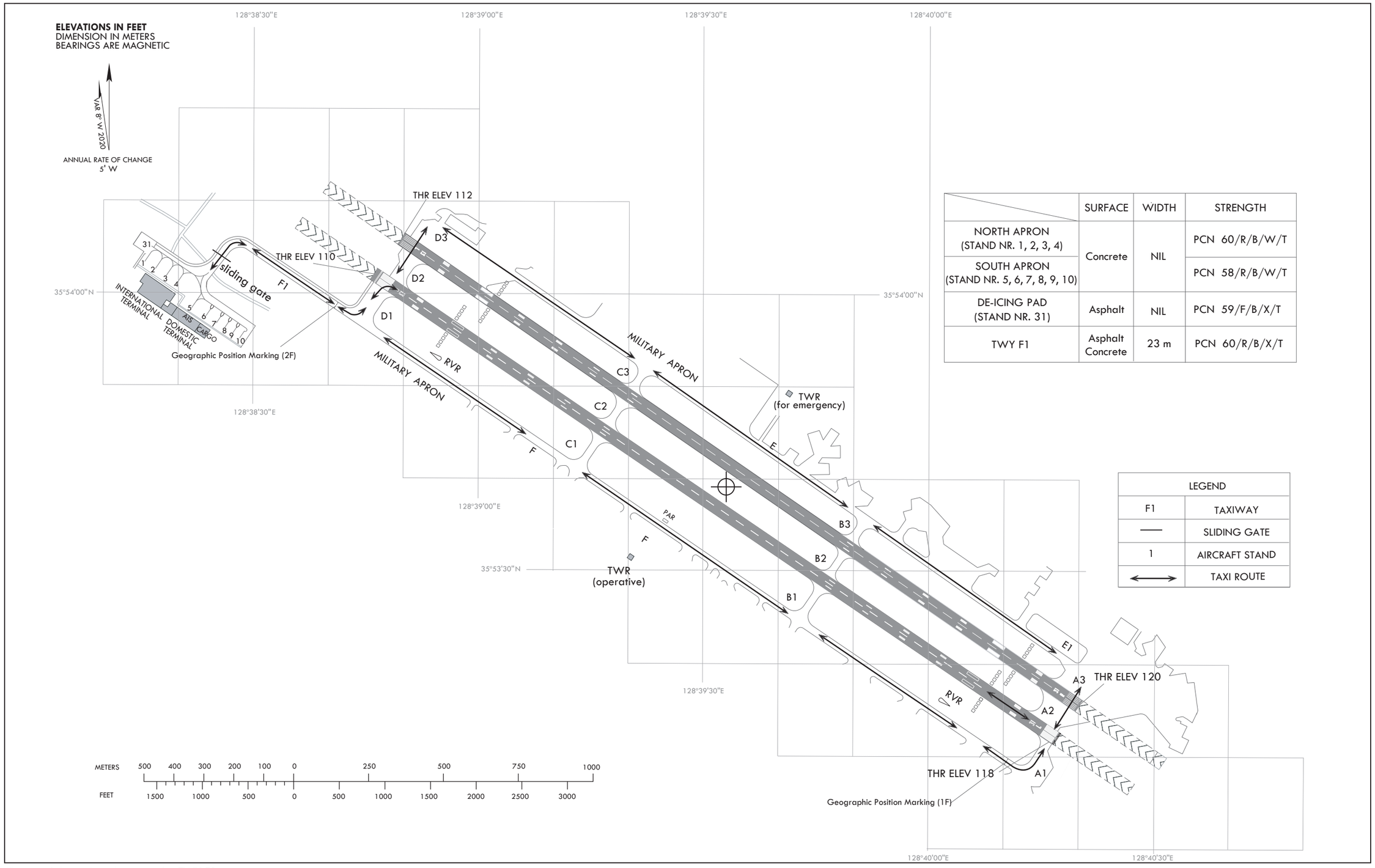
BLANK

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
ELEV **105** ft

TWR	126.2	236.6	365.0
GND	121.95	275.8	

DAEGU/Daegu INTL



	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/X/T

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

Change : Information of strength for TWY F1.

RKJJ AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITION DATA

1	Designation, Apron surface and strength	a. Surface : Asphalt b. Strength : PCN 57/F/B/X/T
2	Designation, Taxiway width, surface and strength	a. width - G : 23 m - G6 : 36 m - G7 : 31 m b. Surface - G : Concrete - G6, G7 : Concrete, Asphalt c. Strength - G : PCN 62/R/B/W/T - G6, G7 : PCN 57/F/B/X/T PCN 62/R/B/W/T
3	Altimeter check location and elevation	Apron (Refer to Aircraft Parking/Docking Chart) / 51 ft
4	VOR checkpoints	VOR : NIL
5	INS checkpoints	INS : Every specified aircraft stands(See Aircraft Parking/Docking Chart)
6	Remarks	NIL

RKJJ AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	a. Taxiing guidance signs are the intersections of all TWY and RWY and at all holding positions b. Guide lines at apron c. Nose-in guidance at aircraft stands
2	RWY and TWY markings and LGT	a. RWY - RWY 04R/22L : Edge, THR and END LGT/marking - RWY 04L/22R : Edge, THR and END LGT/marking b. TWY : All TWY edge LGT
3	Stop bars	NIL
4	Remarks	NIL

Change : Information of strength for TWYs.

RKJJ 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
RKJJOB001	Natural High Point	350134.6N 1263954.3E	1 207 ft/	NIL	04L/R APCH 22L/R TKOF <Caution> - Chimney(352 ft) is located on the left side of final 1.7 NM away from threshold of RWY 22L. - Open drainage is located both side of RWY 04L/22R and right side of RWY 04R/22L. · Obstacles within the area that extends from the edge of the RWY to the 90 m from the RWY centerline - Arresting Gears (BAK-14) on the RWY 04R/22L and RWY 04L/22R - Arresting Gears (BAK-12) on the RWY 04L/22R
RKJJOB002	Natural High Point	350317.7N 1264150.0E	1 473 ft/	NIL	
RKJJOB003	Natural High Point	350154.3N 1264207.5E	892 ft/	NIL	
RKJJOB004	Natural High Point	350237.5N 1264223.5E	866 ft/	NIL	
RKJJOB005	Natural High Point	350541.7N 1264538.5E	230 ft/	NIL	
RKJJOB006	Natural High Point	350503.4N 1264547.4E	213 ft/	NIL	
RKJJOB007	Natural High Point	350517.9N 1264658.4E	177 ft/	NIL	
RKJJOB008	Dike	350641.2N 1264750.3E	56 ft/	NIL	
RKJJOB009	Natural High Point	350851.7N 1264842.8E	390 ft/	NIL	
RKJJOB010	Natural High Point	350815.4N 1265001.9E	358 ft/	NIL	
RKJJOB011	Natural High Point	350650.6N 1265016.1E	533 ft/	NIL	
RKJJOB012	Natural High Point	350710.1N 1265109.5E	591 ft/	NIL	
RKJJOB013	Natural High Point	350915.6N 1265657.7E	1 266 ft/	NIL	
RKJJOB014	Natural High Point	350950.0N 1265816.4E	1 470 ft/	NIL	
RKJJOB015	Natural High Point	344944.3N 1264825.1E	2 012 ft/	NIL	
RKJJOB016	Natural High Point	350727.4N 1270032.2E	3 894 ft/	NIL	
RKJJOB017	Natural High Point	351928.8N 1265308.3E	2 698 ft/	NIL	
RKJJOB018	Natural High Point	351800.5N 1265144.8E	2 388 ft/	NIL	
RKJJOB019	Natural High Point	352401.0N 1265834.5E	2 408 ft/	NIL	22L/R APCH 04L/R TKOF
RKJJOB020	Natural High Point	352001.8N 1265412.0E	2 392 ft/	NIL	
RKJJOB021	Antenna	351250.5N 1265007.6E	541 ft/	Marked/LGTD	
RKJJOB022	Antenna	351143.3N 1264954.4E	653 ft/	Marked/LGTD	
RKJJOB023	Antenna	351135.5N 1265013.5E	554 ft/	Marked/LGTD	
RKJJOB024	Natural High Point	351059.7N 1265151.9E	431 ft/	NIL	
RKJJOB025	Natural High Point	350851.7N 1264842.8E	390 ft/	NIL	In RWY 22L/R, 04L/R circling area and at AD
RKJJOB026	Natural High Point	350530.9N 1264920.2E	554 ft/	NIL	
RKJJOB027	Natural High Point	350650.6N 1265016.1E	533 ft/	NIL	
RKJJOB028	Natural High Point	350552.7N 1264953.5E	686 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					

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

In Approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation(ft) Markings/LGT	Coordinates	Obstacle type Elevation(ft) Markings/LGT	Coordinates	
a	b	c	a	b	
22L/APCH 04R/TKOF	Natural High Point 2 408 ft NIL	352401.0N 1265834.5E			
22R/APCH 04L/TKOF	Natural High Point 2 326 ft NIL	352016.2N 1271516.8E			
	Natural High Point 2 392 ft NIL	352001.8N 1265412.0E			
	Natural High Point 2 698 ft NIL	351928.8N 1265308.3E			
	Natural High Point 2 388 ft NIL	351800.5N 1265144.8E			
	Antenna 541 ft Marked/LGTD	351250.5N 1265007.6E			
	Antenna 653 ft Marked/LGTD	351143.3N 1264954.4E			NIL
	Antenna 554 ft Marked/LGTD	351135.5N 1265013.5E			
	Natural High Point 431 ft NIL	351059.7N 1265151.9E			
	Natural High Point 390 ft NIL	350851.7N 1264842.8E			
	Natural High Point 533 ft NIL	350650.6N 1265016.1E			
	Natural High Point 686 ft NIL	350552.7N 1264953.5E			
	Natural High Point 1 473 ft NIL	350317.7N 1264150.0E			
	Natural High Point 2 012 ft NIL	344944.3N 1264825.1E			
	Natural High Point 3 894 ft NIL	350727.4N 1270032.2E			

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

RKJJ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Gwangju Airforce MET Office
2	Hours of service MET Office outside hours	24 hours
3	Office responsible for TAF preparation Periods of validity	ROKAF MET Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Trend forecast Interval of issuance	NIL
5	Briefing/consultation provided	Available at Aviation Meteorological Office for 24 hours, if required
6	Flight documentation Language(s) used	Aerodrome forecasts (TAF code form), SIGWX charts, WINTEM charts, SIGMET information in English
7	Charts and other information available for briefing or consultation	Analysis charts (surface and upper air), Prognostic charts, Graphic displays and other model outputs
8	Supplementary equipment available for providing information	Satellite and weather radar imageries
9	ATS units provided with information	FIC and TWR
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.

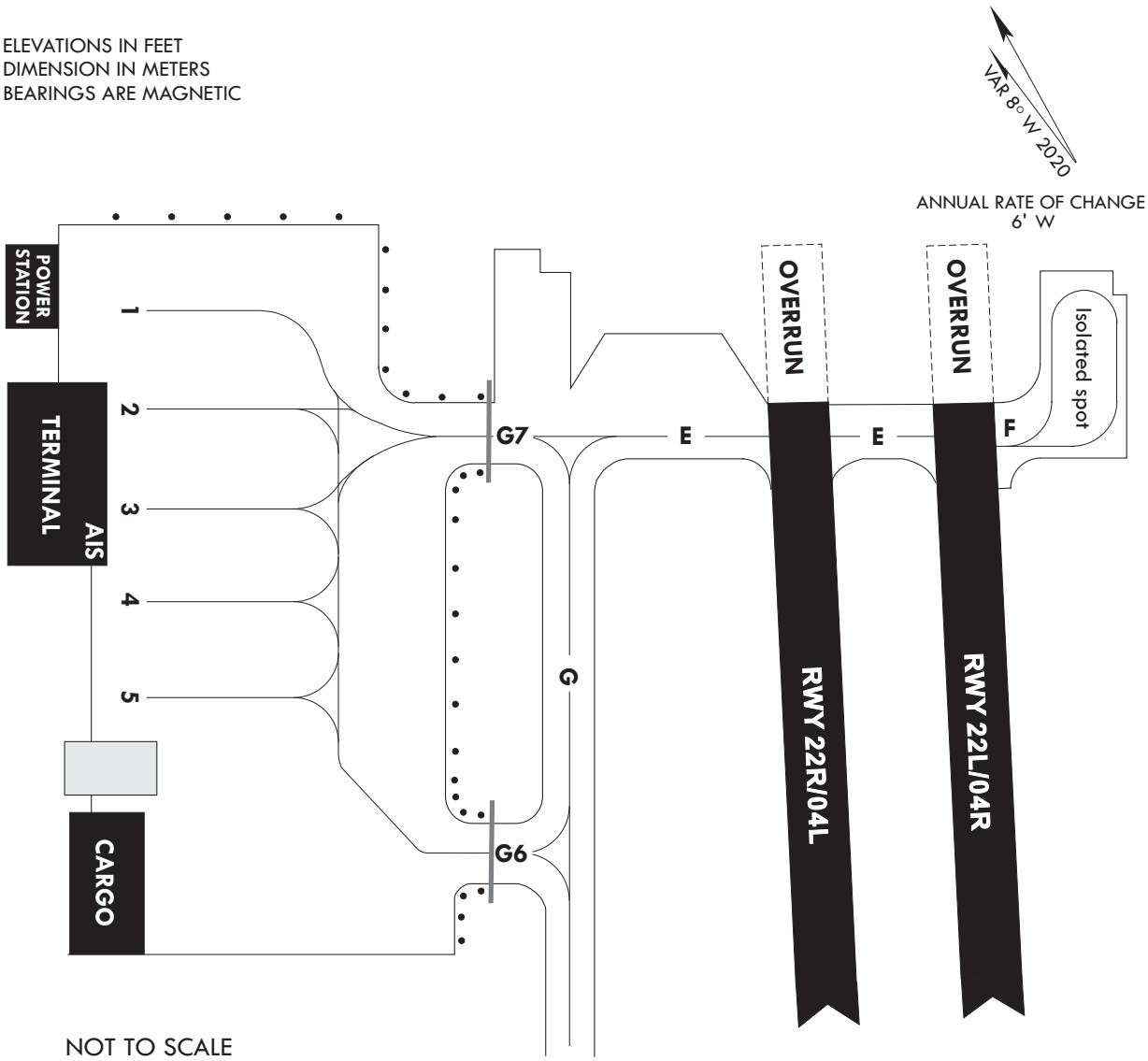
AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
51 ft

TWR	118.05
GND	121.8

GWANGJU/Gwangju

ELEVATIONS IN FEET
DIMENSION IN METERS
BEARINGS ARE MAGNETIC



NOT TO SCALE

LEGEND	
AIRCRAFT STAND	3
TAXIWAY LIGHT	•
SLIDING GATE	—

AIRCRAFT STANDS	
1, 3, 4, 5	A321
2	B767

For details, contact "Apron management Unit"
(TEL) 82-62-940-0331, 0352

	INS COORDINATES FOR AIRCRAFT STANDS		
	WGS - 84		ELEV(MSL)
1	35°08'25.46"N	126°48'42.45"E	51 ft
2	35°08'23.96"N	126°48'41.32"E	52 ft
3	35°08'22.43"N	126°48'40.16"E	52 ft
4	35°08'20.87"N	126°48'39.09"E	50 ft
5	35°08'19.42"N	126°48'38.00"E	49 ft

TAXIWAY INFORMATION		
TAXIWAY	WIDTH	STRENGTH
G	23 m	PCN 62/R/B/W/T
G6	36 m	PCN 57/F/B/X/T
G7	31 m	PCN 62/R/B/W/T

APRON INFORMATION	
STRENGTH	SURFACE
PCN 57/F/B/X/T	ASPHALT

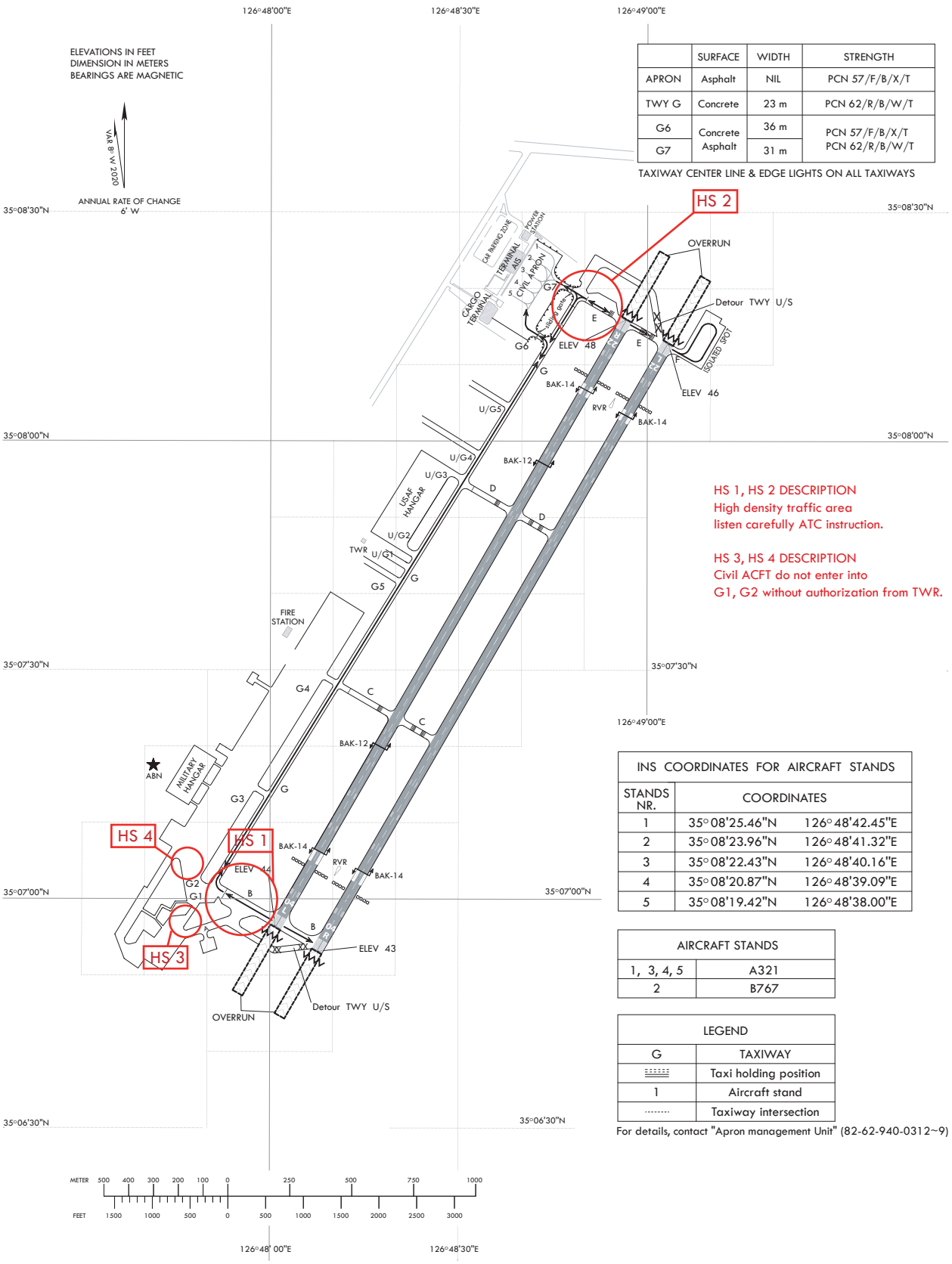
Change : Information of strength for TWYs.

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **51** ft

TWR	118.05	236.6	254.6
GND	121.8	275.8	

GWANGJU / Gwangju
RWY 04L/R, RWY 22L/R
ARRIVAL/DEPARTURE



	SURFACE	WIDTH	STRENGTH
APRON	Asphalt	NIL	PCN 57/F/B/X/T
TWY G	Concrete	23 m	PCN 62/R/B/W/T
G6	Concrete	36 m	PCN 57/F/B/X/T PCN 62/R/B/W/T
G7	Asphalt	31 m	

TAXIWAY CENTER LINE & EDGE LIGHTS ON ALL TAXIWAYS

HS 1, HS 2 DESCRIPTION
High density traffic area
listen carefully ATC instruction.

HS 3, HS 4 DESCRIPTION
Civil ACFT do not enter into
G1, G2 without authorization from TWR.

INS COORDINATES FOR AIRCRAFT STANDS		
STANDS NR.	COORDINATES	
1	35° 08'25.46"N	126° 48'42.45"E
2	35° 08'23.96"N	126° 48'41.32"E
3	35° 08'22.43"N	126° 48'40.16"E
4	35° 08'20.87"N	126° 48'39.09"E
5	35° 08'19.42"N	126° 48'38.00"E

AIRCRAFT STANDS	
1, 3, 4, 5	A321
2	B767

LEGEND	
G	TAXIWAY
⁝⁝⁝⁝⁝	Taxi holding position
1	Aircraft stand
·····	Taxiway intersection

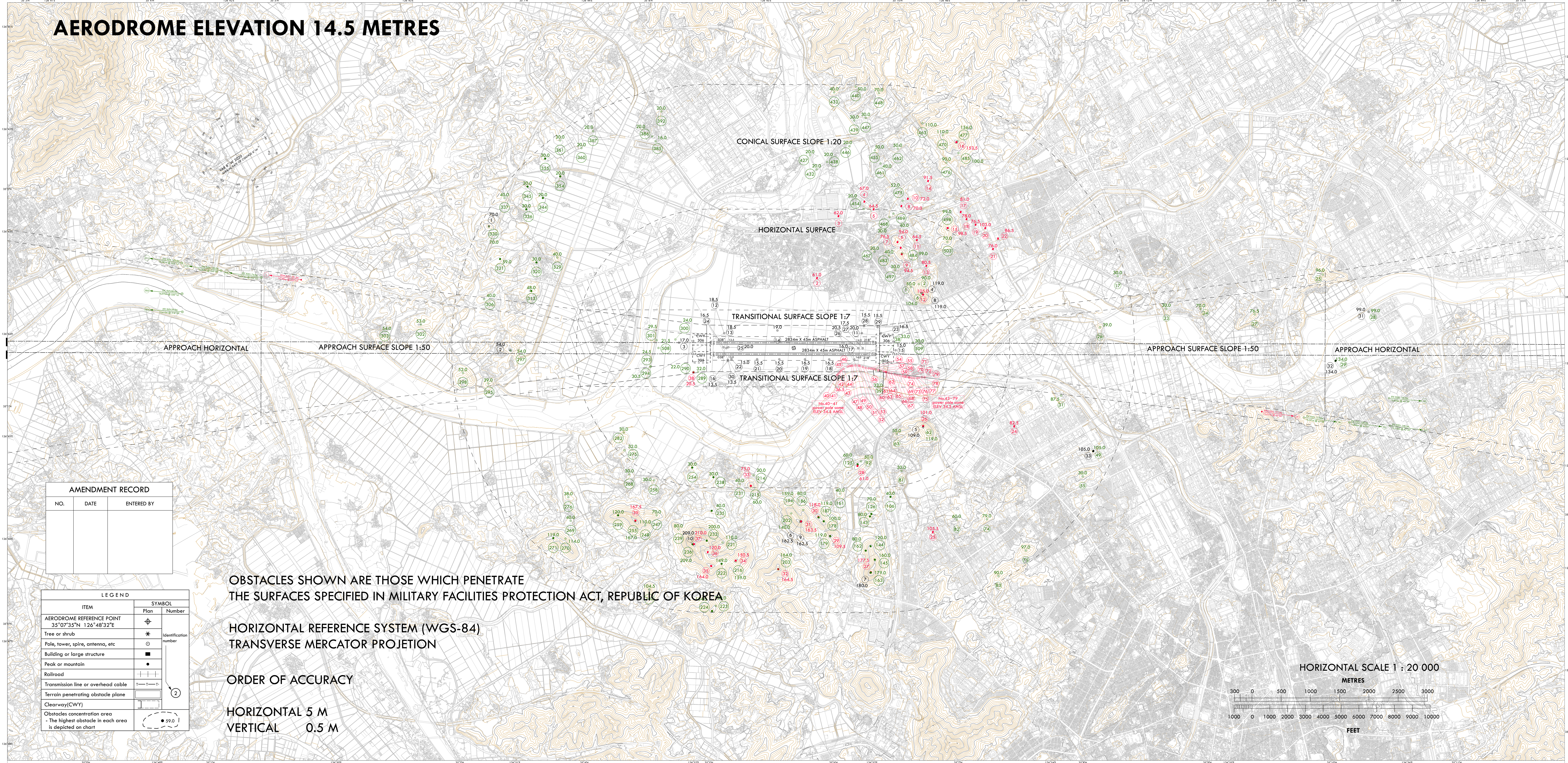
For details, contact "Apron management Unit" (82-62-940-0312~9)

Change : Information of strength for TWYs.

AERODROME OBSTACLE CHART - ICAO
TYPE B

DIMENSIONS AND ELEVATIONS IN METRES

GWANGJU / Gwangju



OBSTACLES

NO	COORDINATES(WGS-84)		ELEV (AMSL)	ITEM	NOTE
C1	35°05'41.70"	126°45'38.50"	70.0	Natural high point	
C2	35°05'17.90"	126°46'58.40"	54.0	Natural high point	
C3	35°06'41.20"	126°47'50.30"	17.0	Dike	
C4	35°08'51.70"	126°48'42.80"	119.0	Natural high point	
C5	35°08'15.40"	126°50'01.90"	109.0	Natural high point	
C6	35°06'50.60"	126°50'16.10"	162.5	Natural high point	
C7	35°07'10.10"	126°51'09.50"	180.0	Natural high point	
C8	35°08'51.70"	126°48'42.80"	119.0	Natural high point	
C9	35°06'50.60"	126°50'16.10"	162.5	Natural high point	
C10	35°05'52.70"	126°49'53.50"	209.0	Natural high point	
C11	35°08'11.86"	126°48'46.14"	20.0	etc	
C12	35°07'05.54"	126°47'59.96"	18.5	etc	
C13	35°07'02.48"	126°48'09.42"	18.5	etc	
C14	35°07'31.96"	126°48'16.23"	19.0	etc	
C15	35°08'23.42"	126°49'07.53"	15.0	etc	
C16	35°06'59.56"	126°48'17.42"	13.5	etc	
C17	35°08'00.98"	126°48'59.03"	16.0	etc	
C18	35°07'48.89"	126°48'50.56"	16.5	etc	
C19	35°07'37.23"	126°48'42.39"	16.5	etc	
C20	35°07'24.89"	126°48'33.75"	15.5	etc	

NO	COORDINATES(WGS-84)		ELEV (AMSL)	ITEM	NOTE
C21	35°07'14.24"	126°48'26.27"	15.5	etc	
C22	35°07'01.90"	126°48'17.60"	15.0	etc	
C23	35°08'21.07"	126°48'52.57"	16.5	etc	
C24	35°07'01.31"	126°48'07.95"	16.5	etc	
C25	35°07'03.66"	126°48'09.55"	20.0	etc	
C26	35°08'06.00"	126°48'53.73"	20.5	etc	
C27	35°08'08.13"	126°48'55.27"	17.5	etc	
C28	35°08'14.91"	126°48'42.70"	15.5	etc	
C29	35°08'21.14"	126°48'47.82"	15.5	etc	
C30	35°06'59.97"	126°48'16.76"	13.5	etc	
C31	35°12'21.72"	126°51'24.00"	99.0	Tower	
C32	35°11'52.30"	126°51'41.56"	134.0	Building	
C33	35°09'30.71"	126°51'13.06"	105.0	Building	
M1	35°08'48.19"	126°48'35.64"	50.0	etc	
M2	35°08'52.86"	126°48'36.48"	90.0	etc	
M6	35°08'51.61"	126°48'42.83"	104.0	etc	
M17	35°10'30.81"	126°49'38.62"	30.0	etc	
M23	35°10'45.26"	126°50'14.03"	30.0	etc	
M24	35°11'01.74"	126°50'25.83"	70.0	etc	
M25	35°07'09.92"	126°50'46.68"	96.0	etc	

NO	COORDINATES(WGS-84)		ELEV (AMSL)	ITEM	NOTE
M26	35°10'08.15"	126°50'02.64"	39.0	etc	
M27	35°11'26.16"	126°50'47.12"	76.5	etc	
M28	35°12'21.71"	126°51'24.00"	99.0	TOWER	
M29	35°11'52.29"	126°51'41.55"	134.0	etc	
M30	35°13'08.77"	126°53'12.95"	152.0	etc	
M31	35°09'30.57"	126°50'29.69"	87.5	etc	
M34	35°12'40.60"	126°53'17.18"	139.0	etc	
M35	35°12'50.52"	126°53'24.33"	146.5	etc	
M36	35°13'15.28"	126°53'50.83"	172.0	etc	
M38	35°08'08.48"	126°49'12.33"	33.0	etc	
M39	35°08'10.52"	126°49'14.66"	33.0	etc	
M49	35°09'30.70"	126°51'13.06"	105.0	etc	
M55	35°09'18.69"	126°51'24.26"	30.0	etc	
M62	35°08'15.40"	126°50'01.95"	119.0	etc	
M63	35°08'00.79"	126°49'56.92"	50.0	etc	
M74	35°08'20.70"	126°51'17.28"	79.0	etc	
M75	35°08'30.81"	126°51'48.66"	97.0	etc	
M81	35°07'52.96"	126°50'20.15"	30.0	etc	
M82	35°08'06.04"	126°51'07.31"	60.0	etc	
M83	35°08'10.58"	126°51'54.45"	90.0	etc	

NO	COORDINATES(WGS-84)		ELEV (AMSL)	ITEM	NOTE
M92	35°07'36.08"	126°50'01.05"	50.0	etc	
M106	35°07'40.46"	126°50'31.69"	40.0	Natural high point	
M125	35°07'33.63"	126°50'01.66"	60.0	Natural high point	
M126	35°07'26.53"	126°50'35.37"	70.0	Natural high point	
M143	35°07'25.18"	126°50'36.32"	80.0	Natural high point	
M144	35°07'17.24"	126°50'53.98"	120.0	Natural high point	
M145	35°07'15.59"	126°51'03.31"	160.0	Natural high point	
M161	35°07'17.11"	126°50'12.86"	40.0	etc	
M162	35°07'13.68"	126°50'54.92"	80.0	Natural high point	
M163	35°07'10.10"	126°51'10.48"	179.0	Natural high point	
M178	35°07'01.58"	126°50'23.64"	100.0	Natural high point	
M179	35°07'00.56"	126°50'34.49"	119.0	Natural high point	
M186	35°06'54.87"	126°50'10.03"	80.0	etc	
M187	35°07'00.17"	126°50'19.60"	119.0	Natural high point	
M194	35°06'50.59"	126°50'16.10"	159.0	Natural high point	
M202	35°06'48.14"	126°50'08.08"	140.0	etc	
M203	35°06'26.48"	126°50'36.39"	164.0	etc	
M214	35°06'40.57"	126°49'33.12"	20.0	etc	
M215	35°06'36.07"	126°49'38.79"	60.0	etc	
M216	35°06'08.13"	126°50'17.62"	159.0	etc	

NO	COORDINATES(WGS-84)		ELEV (AMSL)	ITEM	NOTE
M221	35°06'07.00"	126°50'02.09"	110.0	etc	
M222	35°06'00.68"	126°50'14.23"	149.0	Natural high point	
M223	35°05'46.28"	126°50'36.96"	150.0	etc	
M224	35°05'43.03"	126°50'38.74"	164.0	Natural high point	
M231	35°06'31.41"	126°49'33.41"	40.0	etc	
M232	35°05'59.92"	126°49'55.65"	200.0	Natural high point	
M235	35°06'10.53"	126°49'39.84"	40.0	Natural high point	
M236	35°05'52.07"	126°49'53.06"	209.0	Natural high point	
M238	35°06'20.65"	126°49'20.75"	30.0	Natural high point	
M239	35°05'49.47"	126°49'39.48"	80.0	etc	
M240	35°05'18.79"	126°50'05.02"	104.5	etc	
M247	35°05'42.81"	126°49'23.98"	70.0	etc	
M248	35°05'34.56"	126°49'26.00"	110.0	etc	
M254	35°06'13.13"	126°49'07.99"	30.0	Natural high point	
M255	35°05'30.96"	126°49'20.21"	167.0	Natural high point	
M258	35°05'51.12"	126°49'02.53"	30.0	etc	
M259	35°05'24.23"	126°49'11.05"	120.0	Natural high point	
M268	35°05'40.94"	126°48'50.79"	30.0	etc	
M269	35°04'59.87"	126°48'58.32"	40.0	etc	
M270	35°04'52.51"	126°49'07.01"	114.0	etc	

NO	COORDINATES(WGS-84)		ELEV (AMSL)	ITEM	NOTE
M271	35°04'46.75"	126°49'02.66"	119.0	Natural high point	
M275	35°05'45.16"	126°48'35.04"	32.0	etc	
M276	35°05'05.28"	126°48'43.72"	38.0	etc	
M282	35°05'49.79"	126°48'24.48"	30.0	etc	
M289	35°06'42.34"	126°48'13.88"	32.0	etc	
M290	35°06'40.11"	126°48'12.37"	22.0	etc	
M293	35°06'21.14"	126°47'54.74"	24.5	etc	
M294	35°06'20.71"	126°47'54.86"	30.5	TOWER	
M295	35°04'58.10"	126°47'10.30"	39.0	etc	
M297	35°05'17.90"	126°46'58.41"	54.0	etc	
M298	35°04'48.81"	126°46'55.53"	52.0	etc	
M300	35°06'40.35"	126°47'47.25"	24.0	TOWER	
M301	35°06'31.10"	126°47'41.41"	29.5	TOWER	
M302	35°04'41.89"	126°46'13.09"	53.0	etc	
M303	35°04'17.39"	126°46'10.33"	54.0	etc	
M304	35°00'30.99"	126°42'54.95"	59.0	etc	
M305	35°00'27.06"	126°42'29.60"	80.0	etc	
M306	35°05'19.29"	126°46'19.46"	40.0	etc	
M308	35°01'25.74"	126°42'49.18"	74.0	etc	
M310	35°01'01.77"	126°42'25.32"	150.0	etc	

NO	COORDINATES(WGS-84)		ELEV (AMSL)	ITEM	NOTE
M311	35°01'00.07"	126°42'20.76"	182.0	etc	
M313	35°05'44.31"	126°46'30.43"	48.0	Natural high point	
M320	35°05'54.68"	126°46'15.45"	30.0	Natural high point	
M321	35°05'38.10"	126°46'01.26"	59.0	Natural high point	
M329	35°06'06.11"	126°46'19.51"	40.0	etc	
M330	35°05'41.68"	126°45'38.55"	70.0	etc	
M336	35°06'04.44"	126°45'40.90"	30.0	Natural high point	
M337	35°05'57.08"	126°45'27.00"	40.0	etc	
M344	35°06'15.54"	126°45'39.83"	20.0	Natural high point	
M345	35°06'11.31"	126°45'28.01"	30.0	Natural high point	
M354	35°06'29.84"	126°45'32.99"	20.0	Natural high point	
M355	35°06'27.51"	126°45'17.54"	30.0	Natural high point	
M360	35°06'47.88"	126°45'23.49"	20.0	etc	
M361	35°06'39.72"	126°45'11.86"	30.0	etc	
M367	35°06'58.16"	126°45'17.52"	20.0	etc	
M385	35°07'25.49"	126°45'44.48"	16.0	etc	
M386	35°07'25.15"	126°45'40.42"	20.0	etc	
M392	35°07'36.41"	126°45'28.80"	20.0	etc	
M427	35°08'36.06"	126°46'44.29"	20.0	etc	
M432	35°08'35.29"	126°46'54.80"	20.0	etc	

NO	COORDINATES(WGS-84)		ELEV (AMSL)	ITEM	NOTE
M433	35°09'04.94"	126°46'15.61"	40.0	etc	
M438	35°08'42.38"	126°46'54.07"	20.0	etc	
M439	35°09'06.90"	126°46'38.79"	30.0	etc	
M440	35°09'16.89"	126°46'19.40"	50.0	etc	
M446	35°08'57.48"	126°46'52.41"	20.0	etc	
M447	35°09'13.11"	126°46'41.18"	30.0	etc	
M448	35°09'26.28"	126°46'31.10"	70.0	etc	
M454	35°08'47.09"	126°47'34.00"	20.0	etc	
M455	35°09'08.59"	126°47'03.31"	50.0	etc	
M461	35°09'07.66"	126°47'12.90"	40.0	etc	
M462	35°09'20.05"	126°47'18.99"	50.0	etc	
M463	35°09'39.00"	126°47'03.23"	110.0	etc	
M467	35°08'40.48"	126°48'02.62"	20.0	etc	
M468	35°08'57.23"	126°47'47.36"	30.0	etc	
M469	35°09'00.06"	126°47'46.69"	40.0	etc	
M470	35°09'45.40"	126°47'17.15"	110.0	etc	
M475	35°09'08.07"	126°47'42.15"	52.0	etc	
M476	35°09'39.72"	126°47'34.48"	90.0	etc	
M477	35°09'51.03"	126°47'25.73"	156.0	etc	
M483	35°08'46.44"	126°48'19.52"	40.0	etc	

NO	COORDINATES(WGS-84)		ELEV (AMSL)	ITEM	NOTE
M484	35°08'53.19"	126°48'12.90"	99.0	etc	
M485	35°09'48.12"	126°47'32.95"	100.0	etc	
M497	35°08'45.39"	126°48'20.29"	30.0	etc	
M498	35°09'22.26"	126°48'13.39"	99.0	etc	
M503	35°09'18.23"	126°48'21.34"	70.0	etc	
M508	35°06'29.86"	126°47'46.55"	21.5	etc	
M509	35°08'33.83"	126°49'08.82"	30.0	etc	
A1	35°00'59.77"	126°42'20.95"	181.5	Natural high point	
A2	35°08'05.48"	126°47'58.78"	61.0	building	
A3	35°08'32.89"	126°47'29.69"	62.0	building	
A4	35°08'49.36"	126°47'29.85"	67.0	building	
A5	35°08'51.72"	126°47'37.47"	64.5	building	
A6	35°08'54.19"	126°48'04.73"	94.0	building	
A7	35°08'54.13"	126°48'09.14"	76.5	building	
A8	35°09'05.99"	126°47'44.88"	70.0	building	
A9	35°08'52.89"	126°48'13.23"	94.5	Natural high point	
A10	35°09'11.10"	126°47'42.79"	72.0	building	
A11	35°09'04.07"	126°48'10.03"	64.5	building	
A12	35°58'24.91"	128°31'20.24"	267.5	Natural high point	
A13	35°09'01.49"	126°48'28.31"	80.5	building	

NO	COORDINATES(WGS-84)		ELEV (AMSL)	ITEM	NOTE
A14	35°09'25.74"	126°47'39.15"	91.5	building	
A15	35°09'22.21"	126°48'13.31"	98.5	Natural high point	
A16	35°09'50.11"	126°47'25.86"	153.5	Natural high point	
A17	35°09'32.92"	126°48'08.29"	81.0	building	
A18	35°09'33.70"	126°48'14.47"	78.0	building	
A19	35°09'36.56"	126°48'20.76"	76.5	building	
A20	35°09'40.26"	126°48'25.99"	103.0	building	
A21	35°09'38.22"	126°48'40.86"	76.0	building	
A22	35°09'43.54"	126°48'36.41"	86.5	building	
A23	35°13'14.93"	126°53'50.75"	171.5	Natural high point	
A24	35°08'59.54"	126°50'31.89"	82.5	building	
A25	35°07'51.17"	126°51'06.57"	105.5	building	
A26	35°08'15.72"	126°50'01.21"	101.0	Natural high point	
A27	35°07'10.21"	126°51'09.32"	177.5	Natural high point	
A28	35°07'33.08"	126°50'02.52"	61.0	Natural high point	
A29	35°07'00.58"	126°50'34.42"	109.5	Natural high point	
A30	35°07'00.18"	126°50'19.28"	118.0	Natural high point	
A31	35°06'50.64"	126°50'16.10"	163.5	building	
A32	35°06'26.47"	126°50'36.39"	164.5	Natural high point	
A33	35°06'36.28"	126°49 38.36"	75.0	Natural high point	

NO	COORDINATES(WGS-84)		ELEV (AMSL)	ITEM	NOTE
A34	35°06'08.34"	126°50'17.11"	150.5	Natural high point	
A35	35°05'55.04"	126°50'12.03"	164.0	Natural high point	
A36	35°05'57.26"	126°50'02.74"	120.0	building	
A37	35°05'52.83"	126°49'53.37"	210.0	Natural high point	
A38	35°06'39.92"	126°48'12.63"	20.5	Natural high point	
A39	35°05'31.12"	126°49'19.97"	167.5	Natural high point	
A40	35°07'48.40"	126°49'02.30"	34.5	Pole	
A41	35°07'49.50"	126°49'02.00"	34.5	Pole	
A42	35°07'50.70"	126°49'01.40"	34.5	Pole	
A43	35°07'51.80"	126°49'01.10"	36.5	Pole	
A44	35°07'53.20"	126°49'00.90"	34.5	Pole	
A45	35°07'55.80"	126°49'01.00"	34.5	Pole	
A46	35°07'56.90"	126°49'01.30"	34.5	Pole	
A47	35°07'57.70"	126°49'01.70"	34.5	Pole	
A48	35°07'58.40"	126°49'02.10"	34.5	Pole	
A49	35°07'59.90"	126°49'02.90"	34.5	Pole	
A50	35°08'01.30"	126°49'04.00"	34.5	Pole	
A51	35°08'01.90"	126°49'04.70"	34.5	Pole	
A52	35°08'03.00"	126°49'06.30"	34.5	Pole	
A53	35°08'04.10"	126°49'07.80"	34.5	Pole	

NO	COORDINATES(WGS-84)		ELEV (AMSL)	ITEM	NOTE
A54	35°08'05.40"	126°49'09.00"	34.5	Pole	
A55	35°08'06.50"	126°49'10.00"	34.5	Pole	
A56	35°08'07.40"	126°49'11.00"	34.5	Pole	
A57	35°08'08.30"	126°49'11.80"	34.5	Pole	
A58	35°08'09.50"	126°49'13.40"	34.5	Pole	
A59	35°08'10.60"	126°49'14.60"	34.5	Pole	
A60	35°08'11.80"	126°49'16.10"	34.5	Pole	
A61	35°08'12.70"	126°49'17.00"	34.5	Pole	
A62	35°08'13.90"	126°49'18.60"	34.5	Pole	
A63	35°08'12.80"	126°49'17.10"	34.5	Pole	
A64	35°08'12.80"	126°49'17.20"	34.5	Pole	
A65	35°08'15.00"	126°49'19.80"	34.5	Pole	
A66	35°08'16.30"	126°49'21.30"	34.5	Pole	
A67	35°08'17.30"	126°49'22.40"	34.5	Pole	
A68	35°08'18.40"	126°49'23.60"	34.5	Pole	
A69	35°08'19.60"	126°49'25.00"	34.5	Pole	
A70	35°08'21.10"	126°49'26.70"	34.5	Pole	
A71	35°08'20.50"	126°49'26.10"	34.5	Pole	
A72	35°08'22.20"	126°49'27.80"	34.5	Pole	
A73	35°08'23.50"	126°49'29.10"	34.5	Pole	

NO	COORDINATES(WGS-84)		ELEV (AMSL)	ITEM	NOTE
A74	35°08'22.50"	126°49'28.10"	34.5	Pole	
A75	35°08'24.60"	126°49'30.00"	34.5	Pole	
A76	35°08'26.00"	126°49'31.00"	34.5	Pole	
A77	35°08'27.10"	126°49'31.40"	34.5	Pole	
A78	35°08'28.60"	126°49'32.10"	34.5	Pole	
A79	35°08'30.00"	126°49'33.00"	34.5	Pole	

Change : Information of OBST item(hill/mountain/peak → natural high point, steel tower → tower, power pole → pole).

RKJY AD 2.16 HELICOPTER LANDING AREA

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

RKJY AD 2.17 ATS AIRSPACE

1	Designation and lateral limit	Yeosu CTR A circle, radius 5 NM centered at ARP
2	Vertical limits	SFC to 3 000 ft AGL
3	Airspace classification	D
4	ATS unit call sign Languages	Yeosu Tower English / Korean
5	Transition altitude	14 000 ft AMSL
6	Operational hours	2200-1100 UTC
7	Remarks	Refer to ENR 2.1-9, RKJY Visual approach chart to identify class D airspace

RKJY AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
APP	Sacheon Approach	135.4 MHz 344.7 MHz	H24	Scheduled Inspection time : Every 4th THU(1300-1800 UTC) of the month.
	Yeosu Arrival	119.725 MHz 317.425 MHz	2200-1100 UTC	
TWR	Yeosu Tower	122.5 MHz 240.9 MHz 121.5 MHz 243.0 MHz	2200-1100 UTC	
GND	Yeosu Ground	118.525 MHz	2200-1100 UTC	Digital PDC service available
ATIS	Yeosu Airport	128.275 MHz	HO	Digital ATIS service available

RKJY AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
LOC 17 (8° W/2020) ILS CAT I (8° W or 352°)	IYSO	111.5 MHz	H24	344952.0N 1273721.9E	-	Scheduled Inspection Time : Every 1st THU (1300-1700 UTC) of the month LOC unusable : Beyond 32° right side of the course and beyond 20 NM from LOC due to terrains.
DME 17	-	1013 MHz (CH 52X)	H24	345057.3N 1273654.5E	30 m	
GP 17	-	332.9 MHz	H24	345057.2N 1273654.4E	-	3° ILS RDH 46 ft
LOC 35 (8° W/2020) ILS CAT I (8° W or 352°)	IYSU	109.7 MHz	H24	345113.0N 1273642.2E	-	Scheduled Inspection Time : Every 2nd THU (1300-1700 UTC) of the month
DME 35	-	995 MHz (CH 34X)	H24	345010.4N 1273718.1E	30 m	
GP 35	-	333.2 MHz	H24	345010.4N 1273718.0E	-	3° ILS RDH 50 ft
VOR/DME (8° W/2020)	YSU	115.7 MHz (CH 104X)	H24	345034.3N 1273708.7E	30 m	VOR unusable : RDL 076-130 beyond 22 DME below 5 000 ft RDL 131-190 beyond 23 DME below 4 000 ft RDL 191-265 beyond 13 DME below 9 000 ft RDL 266-305 beyond 8 DME below 11 000 ft DME unusable : RDL 076-130 beyond 15 DME below 6 000 ft RDL 131-190 beyond 11 DME below 6 000 ft RDL 191-265 beyond 6 DME below 15 000 ft RDL 266-305 beyond 7.5 DME below 17 000 ft Scheduled Inspection Time : Every 3rd THU(1300-1700 UTC) of the month

Scheduled Inspection Time :
- RADAR(PSR/SSR) : Every 3rd THU(1300-1700 UTC) of the month

RKJY AD 2.20 LOCAL AERODROME REGULATIONS

1. Ground engine check procedures

1.1 Aircraft requiring an engine check shall contact YEOSU TWR and provide the following;

a. Call sign or registration number
b. Stand number
c. Type of request, engine start or performance check

1.2 Engine starts are permitted in the ramp areas. However, the power setting shall not exceed idle thrust.

1.3 During the engine check, any pilot shall monitor the frequency of YEOSU TWR.

2. All aircraft contact YEOSU TWR prior to entering class D airspace. (Refer to RKJY Visual approach Chart)

Change : Information of remarks for LOC 17, coordinates for DME 17 and DME 35.

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

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

RKTH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

Change : Information of strength for TWYs(SP and S5).

RKTH AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
RKTHOB001	Hill	355838.4N 1292314.8E	315 ft/	NIL	10/APCH 28/TKOF
RKTHOB002	Pylon	355855.9N 1292226.7E	351 ft/	Marked/LGTD	
RKTHOB003	Hill	355808.6N 1291935.0E	617 ft/	NIL	
RKTHOB004	Hill	355822.2N 1291909.0E	753 ft/	NIL	
RKTHOB005	Hill	355917.0N 1291740.1E	858 ft/	NIL	
RKTHOB006	Mountain	360909.1N 1291337.6E	2 500 ft/	NIL	
RKTHOB007	Hill	355917.2N 1291740.8E	844 ft/	NIL	
RKTHOB008	Hill	355915.6N 1292336.2E	196 ft/	NIL	
RKTHOB009	Hill	355915.5N 1292327.4E	217 ft/	NIL	
RKTHOB010	Contour	355803.2N 1292623.7E	492 ft/	NIL	In 10/28 circling area and at AD
RKTHOB011	Hill	355759.6N 1292623.9E	534 ft/	NIL	
RKTHOB012	Hill	355857.1N 1292757.2E	591 ft/	NIL	
RKTHOB013	Antenna	355840.1N 1292831.2E	930 ft/34 ft	Marked/LGTD	28/APCH 10/TKOF 20:1 Obstacle identification surface(OIS) is penetrated by the obstacles. (RKTHOB019, 020, 021 on final RWY 28)
RKTHOB014	VORTAC(KPO)	355838.0N 1292828.3E	929 ft/125 ft	Marked/LGTD	
RKTHOB015	Antenna	355832.2N 1292822.3E	841 ft/	Marked/LGTD	
RKTHOB016	Antenna	355833.5N 1292820.8E	856 ft/	Marked/LGTD	
RKTHOB017	Hill	355929.1N 1292742.1E	492 ft/	NIL	
RKTHOB018	Hill	355905.1N 1292831.4E	663 ft/	NIL	
RKTHOB019	Pylon	355928.3N 1292742.1E	540 ft/	Marked/LGTD	
RKTHOB020	Pylon	355932.2N 1292747.0E	563 ft/	Marked/LGTD	
RKTHOB021	Pylon	355905.1N 1292831.4E	722 ft/	Marked/LGTD	
In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
RKTHOB022	Hill	355909.8N 1292601.4E	94.4 ft	NIL	10/APCH 28/TKOF Obstacle RKTHOB022 is penetrating the transitional surface in the vicinity of the RWY 28 threshold.

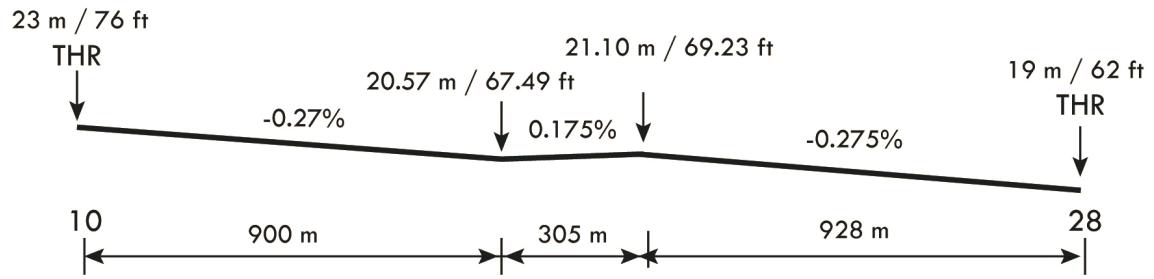
RKTH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Pohang Navy MET Office
2	Hours of service MET Office outside hours	24 hours -
3	Office responsible for TAF preparation Periods of validity	ROKN MET Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Type forecast Interval of issuance	NIL
5	Briefing/consultation provided	Available at Aviation Meteorological Office for 24 hours, if required.
6	Flight documentation Language(s) used	AD forecasts(TAF code form), SIGWX charts, WINTEM charts, SIGMET information in English
7	Charts and other information available for briefing or consultation	Analysis charts(surface and upper air), Prognostic charts, Graphic displays and other model outputs
8	Supplementary equipment available for providing information	Satellite and weather radar imageries
9	ATS units provided with information	FIC and TWR
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.

RKTH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations Runway NR.	TRUE BRG	Dimension of RWY(m)	Strength(PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
10	089.23°	2 133 × 46	60/R/B/W/T Concrete	355916.12N 1292430.75E GUND 29 m	THR 23 m / 76 ft TDZ 23 m / 76 ft
28	269.25°	2 133 × 46	60/R/B/W/T Concrete	355917.04N 1292555.91E GUND 29 m	THR 19 m / 62 ft TDZ 21 m / 70 ft

7. Slope of RWY-SWY



SWY dimensions (m)	CWY dimension (m)	Strip dimensions (m)	RESA dimension (m)	Location & description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
NIL	NIL	2 253 x 300	92 x 150	NIL	NIL	- The width of the southern strip is 139~145 m, from the western edge of the strip to 90 m. - The width of the northern strip is 134~141 m, from the eastern edge of the strip to 198 m. - The runway surface is grooved except 300 m inward from each runway THR, and an additional 300 m of runway centerline 15.24 m in width.
NIL	NIL	2 253 x 300	92 x 150	NIL	NIL	

Change : Information of strength for RWY.

RKTH AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
10	2 133	2 133	2 133	2 133	NIL
28	2 133	2 133	2 133	2 133	NIL

RKTH AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Center line LGT Length, spacing, colour, INTST	RWY edge LGT LEN,spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN(m) colour
1	2	3	4	5	6	7	8	9
10	ALSF-1 720 m LIH	Green	PAPI Both / 3.0°	NIL	NIL	2 134 m 60 m White LIH	Red	NIL
28	SSALF 420 m	Green	PAPI Both / 3.5°	NIL	NIL	2 134 m 60 m White LIH	Red	NIL

10. Remarks
PAPI on RWY 28 does not provide obstacle clearance over the terrain during final APCH.

RKTH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At TWR building, FLG W/G EV 2.5 SEC IBN : NIL H24
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and center line lighting	Edge : All TWY Center line LGT : NIL
4	Secondary power supply/switch-over Time	SRY power supply available Switch-over time : 10 SEC
5	Remarks	NIL

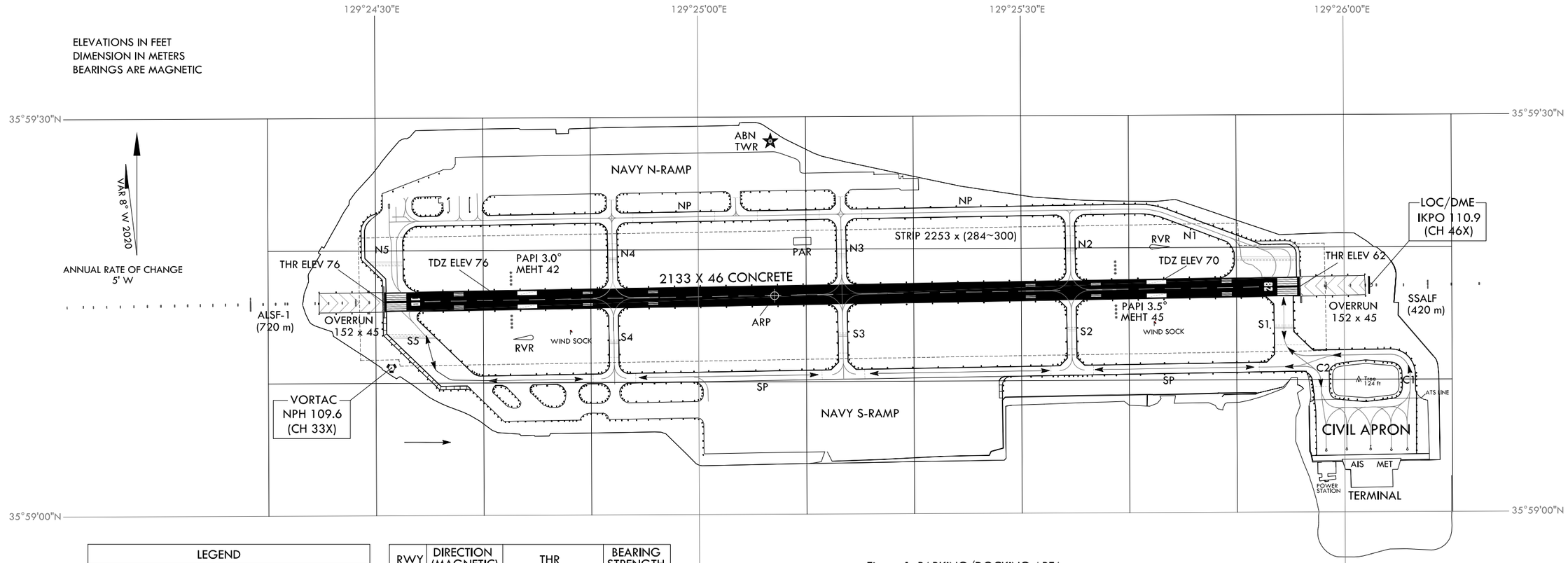
AERODROME CHART - ICAO

35°59'16"N
129°25'07"E

ELEV **76** ft

TWR	118.05
	236.6
	308.5

POHANG / Pohang Gyeongju



LEGEND	
AIRCRAFT STAND	③
TAXIWAY LIGHT	•
RWY HOLDING POSITION	
TAXI ROUTES	⟷
INTERMEDIATE HOLDING POSITING	- - - - - - -

INS COORDINATES FOR AIRCRAFT STANDS		
1	35°59'04.82"N	129°26'05.80"E
2	35°59'04.81"N	129°26'04.31"E
3	35°59'04.85"N	129°26'02.39"E
4	35°59'04.83"N	129°26'00.26"E
5	35°59'04.76"N	129°25'58.26"E

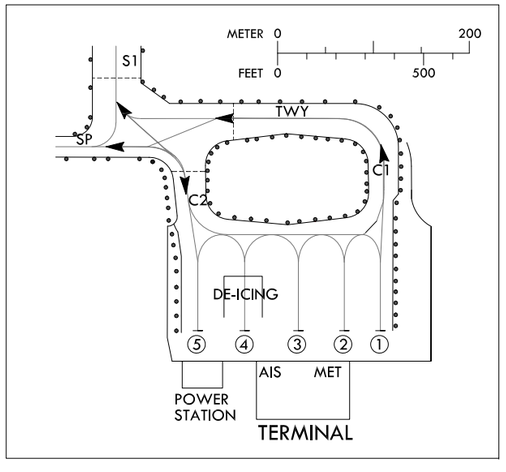
RWY	DIRECTION (MAGNETIC)	THR	BEARING STRENGTH
10	097°	35°59'16"N 129°24'31"E	PCN 60/ R/B/W/T
28	277°	35°59'17"N 129°25'56"E	

TAXIWAY, WIDTH AND BEARING STRENGTH		
TAXIWAY	WIDTH	STRENGTH
C1	22.1~28.4 m	PCN 60/R/B/W/T
C2	36 m	PCN 60/R/B/W/T
S1	45 m	PCN 60/R/B/W/T
S5	76 m	PCN 60/R/B/W/T
SP	23 m	PCN 60/R/B/W/T
APRON BEARING STRENGTH : PCN 60/R/B/W/T		

AIRCRAFT STANDS	
1, 2, 3, 4, 5	B737-800

* ISOLATED AREA : TAXIWAY S3

Figure 1. PARKING/DOCKING AREA



METER 300 200 100 0 250 500 750 1000
FEET 1000 0 1000 2000 3000

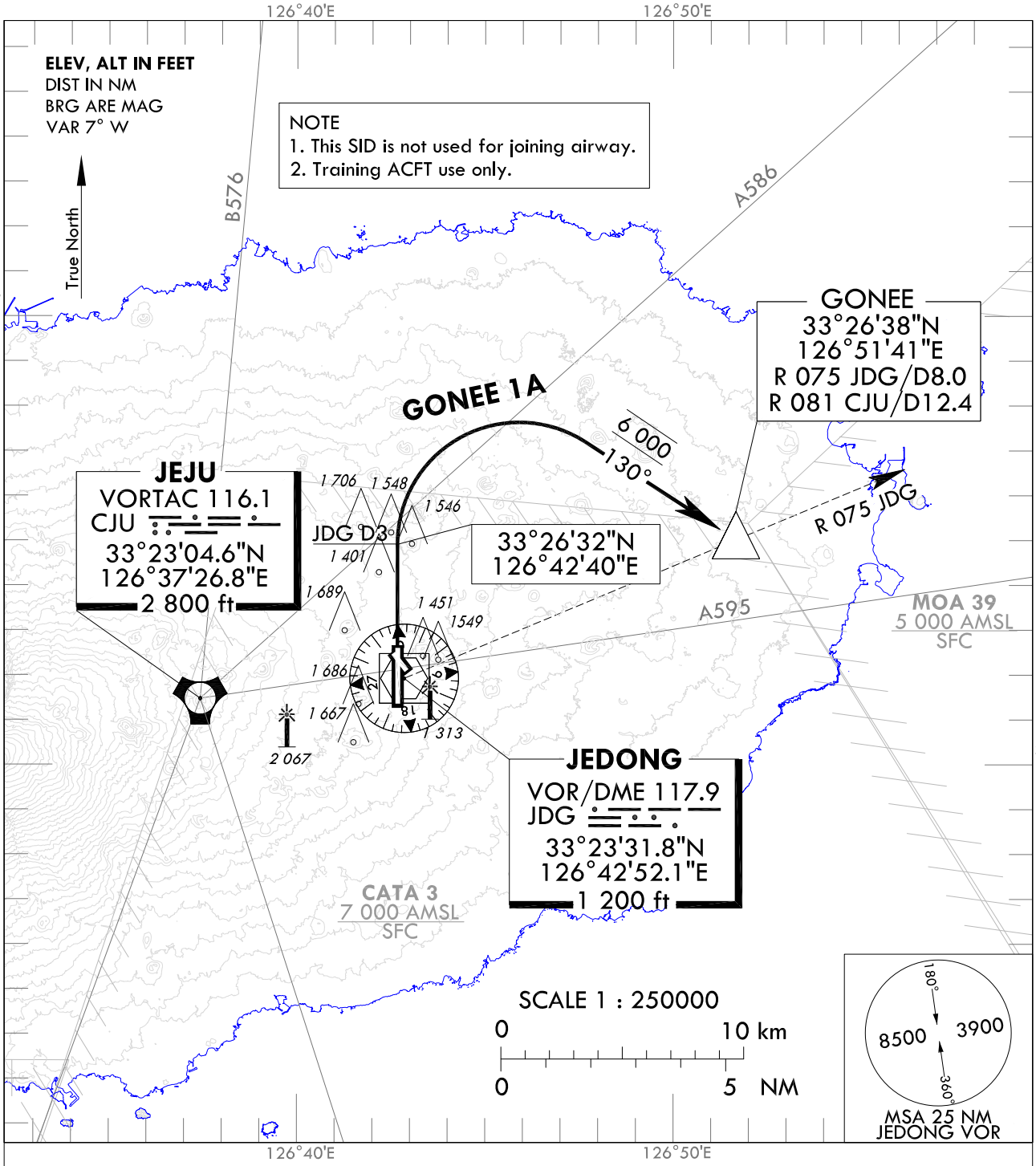
Change : Information of strength for RWY and TWYs(SP, S5).

STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU DEP 119.225
JEONGSEOK TWR 124.35

JEJU/Jeongseok(RKPD)
RWY 01
GONEE 1A



GENERAL INFORMATION

1. Minimum climb gradient 7.2% to 6 000 ft for ATC purpose and 5.5% to 2 100 ft for avoiding OBST.
2. If unable to comply with flight restrictions, advise ATC before departure for alternatives.
3. Departure turn limited to 210 kt IAS maximum.
4. Within JEJU TMA, maximum 250 kt IAS below 10 000 ft.

GONEE ONE ALPHA DEPARTURE

TAKE OFF RWY 01 : Direct R 004 JDG / D3, turn right HDG 130° to intercept R 075 JDG, proceed to GONEE at 6 000 ft, then as directed by ATC. Maintain 6 000 ft until instructed by ATC.

Change : Establishment of coordinates for JDG D3 and Information of GONEE 1A departure.

INTENTIONALLY

LEFT

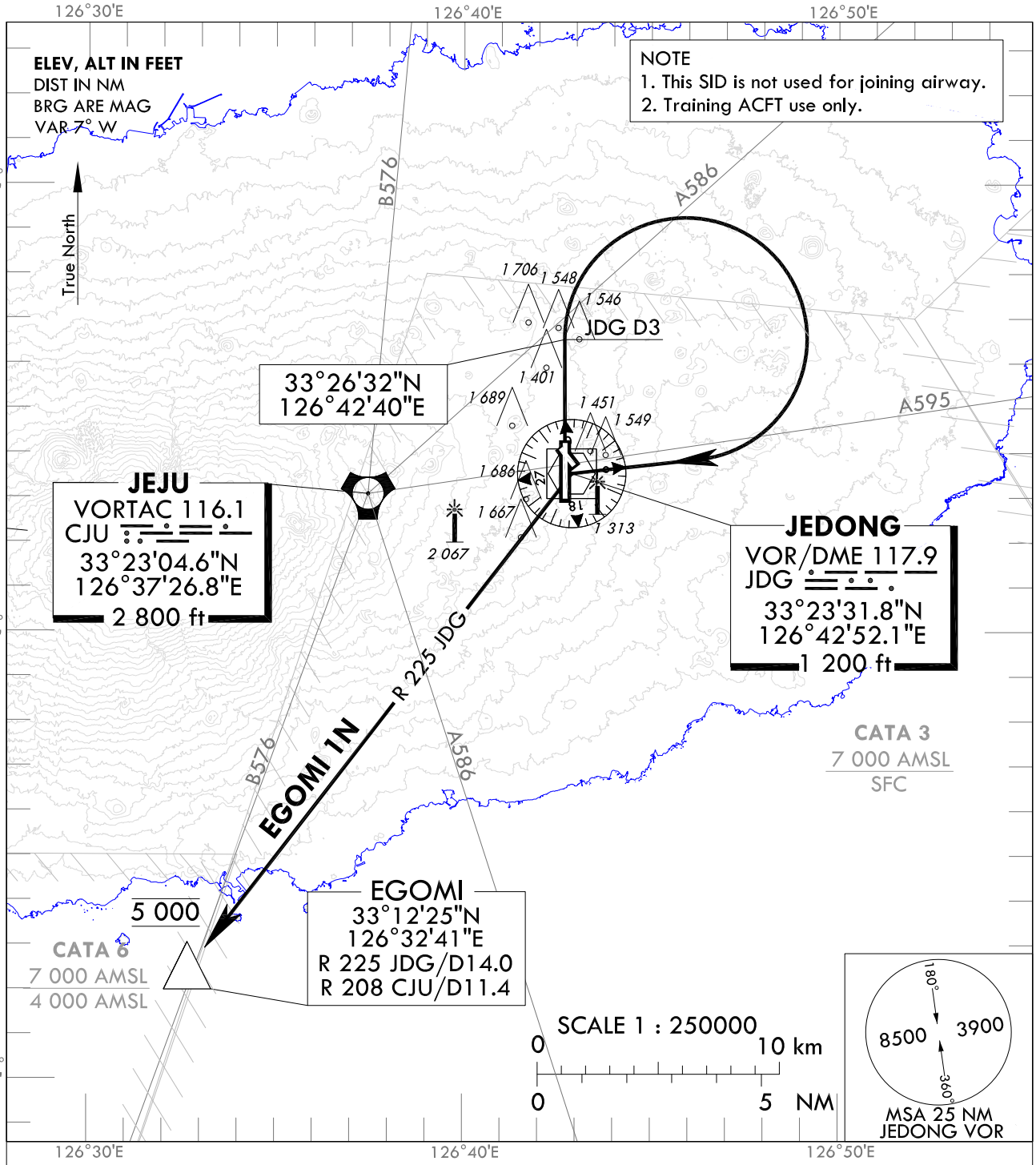
BLANK

STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU DEP 119.225
JEONGSEOK TWR 124.35

JEJU/Jeongseok(RKPD)
RWY 01
EGOMI 1N



GENERAL INFORMATION

1. Minimum climb gradient 5.4% required to 5 000 ft for ATC purpose and avoiding OBST.
2. If unable to comply with flight restrictions, advise ATC before departure for alternatives.
3. Departure turn limited to 210 kt IAS maximum.
4. Within JEJU TMA, maximum 250 kt IAS below 10 000 ft.

EGOMI ONE NOVEMBER DEPARTURE

TAKE OFF RWY 01 : Direct R 004 JDG / D3, turn right direct to JDG, then proceed on R 225 JDG to EGOMI at 5 000 ft, then as directed by ATC. Maintain 5 000 ft until instructed by ATC.

Change : Establishment of coordinates for JDG D3 and Information of EGOMI 1N departure.

INTENTIONALLY

LEFT

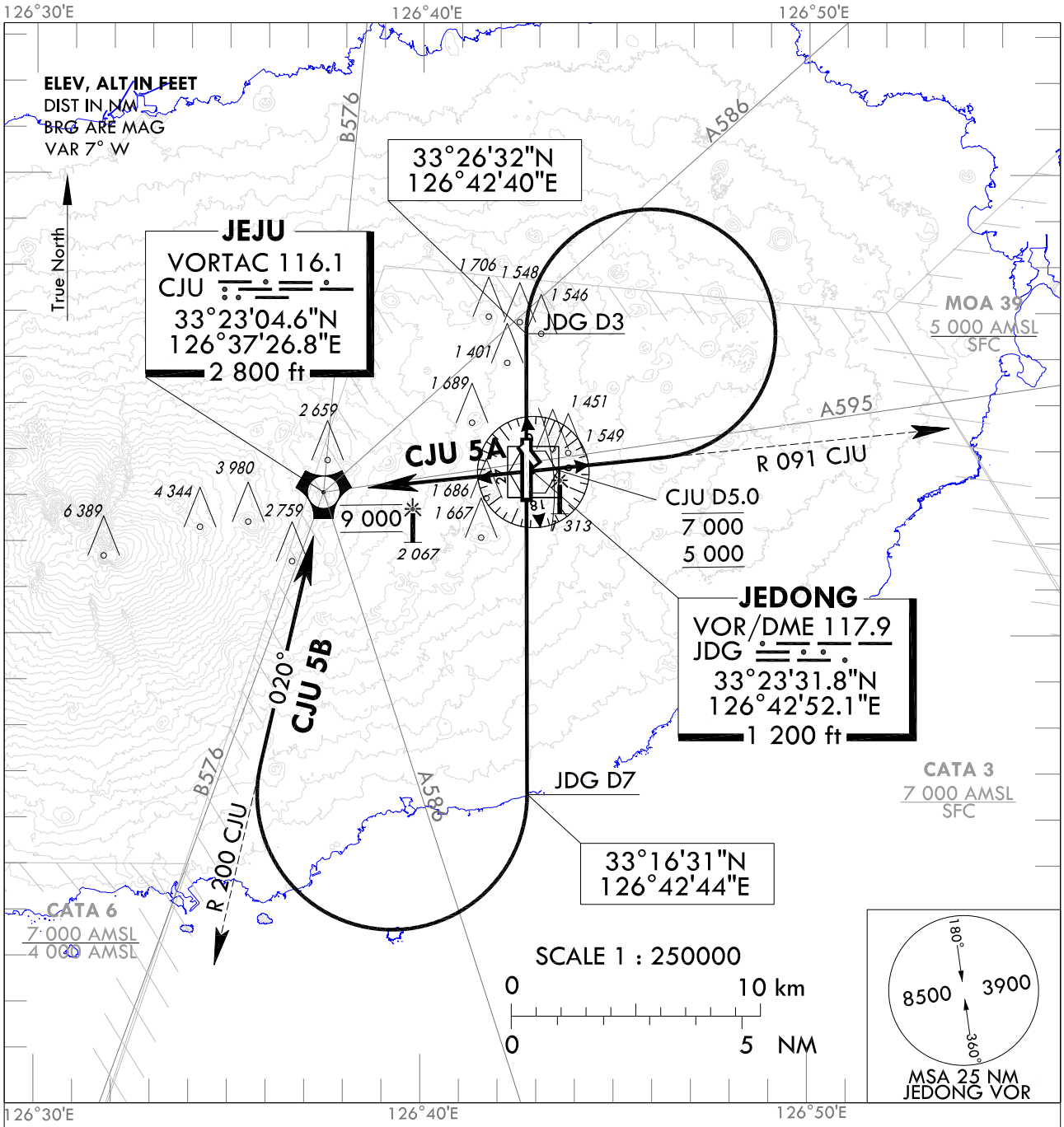
BLANK

STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU DEP 119.225
JEONGSEOK TWR 124.35

JEJU/Jeongseok(RKPD)
RWY 01 CJU 5A
RWY 19 CJU 5B



GENERAL INFORMATION

1. CJU 5A : 7.9% climb gradient required to 9 000 ft for ATC purpose and 5.4% to 2 700 ft for avoiding OBST.
2. CJU 5B : 6.5% climb gradient required to 9 000 ft for ATC purpose and 5.4% to 5 300 ft for avoiding OBST.
3. If unable to comply with flight restrictions, advise ATC before departure for alternatives.
4. Departure turn limited to 210 kt IAS maximum.
5. Within JEJU TMA, maximum 250 kt IAS below 10 000 ft.

JEJU FIVE ALPHA DEPARTURE

TAKE OFF RWY 01 : Direct R 004 JDG / D3, turn right to intercept R 091 CJU, then proceed to CJU.
Cross R 091/ D5.0 CJU between 5 000 ft and 7 000 ft, CJU at 9 000 ft.
Maintain 9 000 ft until instructed by ATC.

JEJU FIVE BRAVO DEPARTURE

TAKE OFF RWY 19 : Direct R 188 JDG / D7, turn right to intercept R 200 CJU,
then proceed to CJU at 9 000 ft. Maintain 9 000 ft until instructed by ATC.

Change : Establishment of coordinates for JDG D3, JDG D7 and Information of CJU 5A, CJU 5B departure.

INTENTIONALLY

LEFT

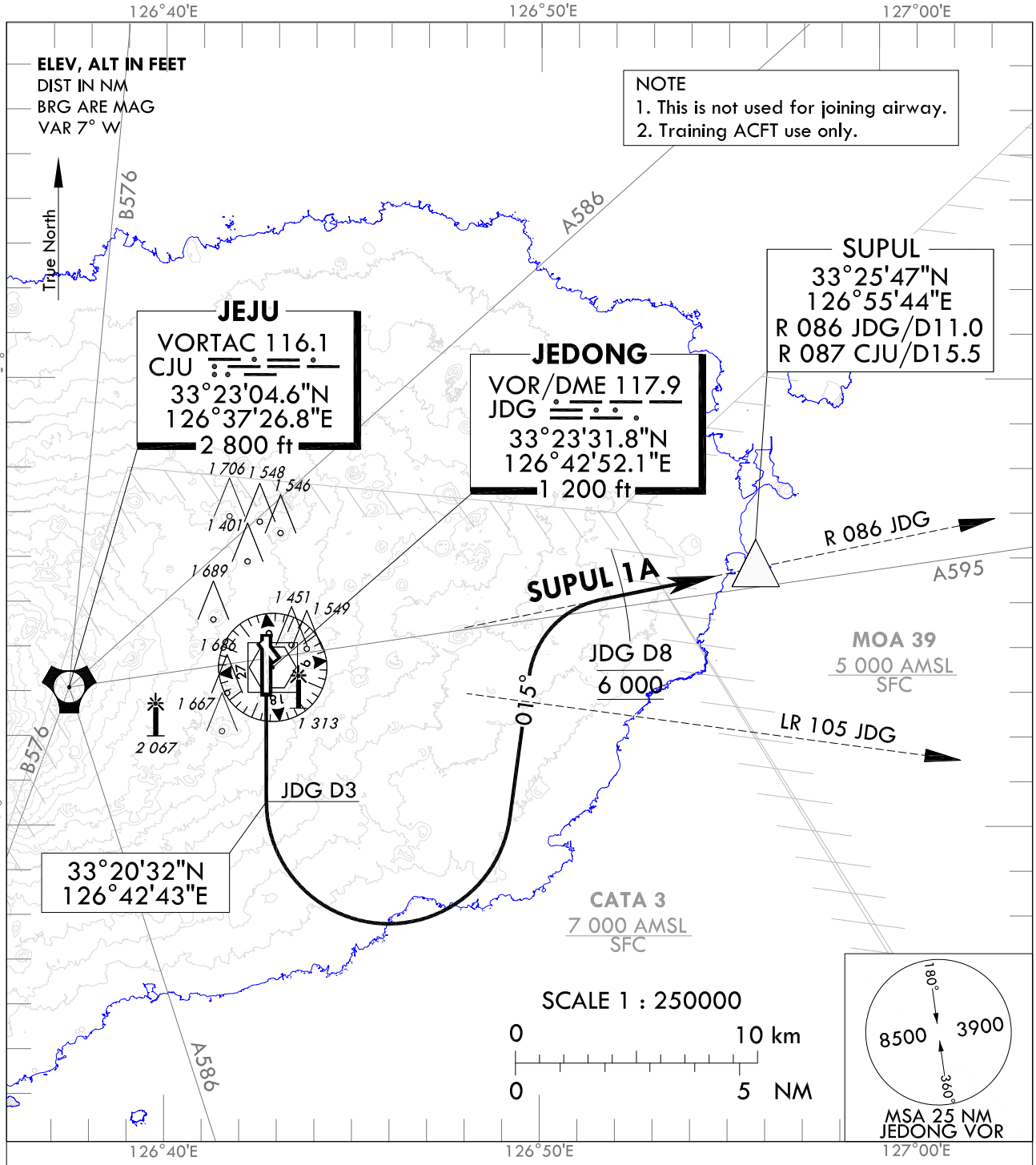
BLANK

STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU DEP 119.225
JEONGSEOK TWR 124.35

JEJU/Jeongseok(RKPD)
RWY 19
SUPUL 1A



GENERAL INFORMATION

1. Minimum climb gradient 6.3% to 6 000 ft for ATC purpose and avoiding OBST.
2. If unable to comply with restrictions, advise ATC before departure for alternatives.
3. Departure turn limited to 210 kt IAS maximum.
4. Within JEJU TMA, maximum 250 kt IAS below 10 000 ft.

SUPUL ONE ALPHA DEPARTURE

TAKE OFF RWY 19 : Direct R 190 JDG / D3, turn left HDG 015° to intercept R 086 JDG.
Proceed to SUPUL at 6 000 ft, then as directed by ATC.
Reach at 6 000 ft until passing JDG D8. Maintain 6 000 ft until instructed by ATC.

Change : Establishment of coordinates for JDG D3 and Information of SUPUL 1A departure.

INTENTIONALLY

LEFT

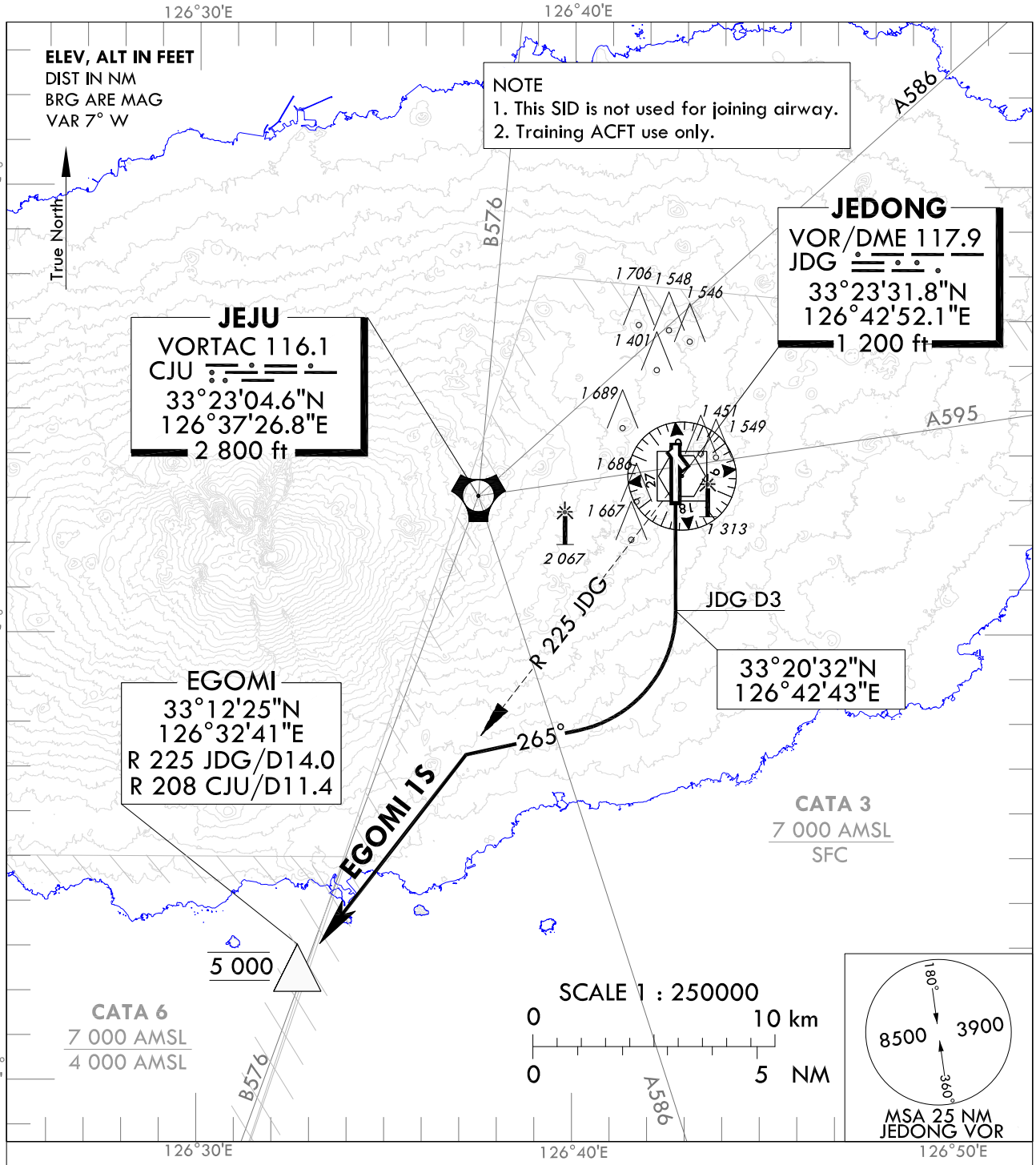
BLANK

STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU DEP 119.225
JEONGSEOK TWR 124.35

JEJU/Jeongseok(RKPD)
RWY 19
EGOMI 1S



GENERAL INFORMATION

1. Minimum climb gradient 4.5% required to 5 000 ft for ATC purpose and avoiding OBST.
2. If unable to comply with flight restrictions, advise ATC before departure for alternatives.
3. Departure turn limited to 210 kt IAS maximum.
4. Within JEJU TMA, maximum 250 kt IAS below 10 000 ft.

EGOMI ONE SIERRA DEPARTURE

TAKE OFF RWY 19 : Direct R 190 JDG / D3, turn right HDG 265° to intercept R 225 JDG, then proceed to EGOMI at 5 000 ft, then as directed by ATC. Maintain 5 000 ft until instructed by ATC.

Change : Establishment of coordinates for JDG D3 and Information of EGOMI 1S departure.

INTENTIONALLY

LEFT

BLANK