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Ministry of Land, Infrastructure and Transport
Office of Civil Aviation

11, Doum 6-ro, Sejong-si, 30103, Republic of Korea

AMENDMENT NR 4/24

4 APR 2024

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 General

- a) Information of name of the publishing authority, responsible service, area of responsibility and type of services.
- b) Establishment of RKNE.
- c) Amended index numbers.

1.2 Incheon INTL Airport

- a) Information of rescue equipment.

1.3 Gimpo INTL Airport

- a) Information of OBST types and items.
- b) Establishment of scheduled inspection time for MLAT.

1.4 Jeju INTL Airport

- a) Information of AD OBST chart type A and type B for RKPC.
- b) Amended WPT name(BIRUM → BILUM).

1.5 Cheongju INTL Airport

- a) Information of reference temperature(31.2 °C → 31.6 °C) and telephone number(6321 → 6331).

1.6 Daegu INTL Airport

- a) Information of OBST types(hill/mountain → natural high point).
- b) Information of legend(natural high point) and OBST items(landing light → light, peak/mountain → natural high point, structure → etc).
- c) Amended altitude restriction(4 400 → 4 500).

1.7 Muan INTL Airport

- a) Information of remarks for LOC 01 and LOC 19.

1.8 Yeosu Airport

- a) Information of OBST types(hill/mountain → natural high point).
- b) Information of legend(natural high point) and OBST items(peak → natural high point, telegraph pole/telephone pole → pole).

1.9 Ulsan Airport

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

1.10 Pohang Gyeongju Airport

- a) Amended course/track(040 → 220).

1.11 Jeongseok Airport

- a) Information of legend(Transmission line, natural high point, SWY, CWY) and OBST items(mountain → natural high point).

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) GEN 0.1-1(21 SEP 23) / 0.1-2(21 SEP 23) GEN 0.3-1(7 MAR 24) / 0.3-2(7 MAR 24) GEN 0.4-1(7 MAR 24) / 0.4-2(7 MAR 24) GEN 0.4-3(7 MAR 24) / 0.4-4(7 MAR 24) GEN 0.4-5(7 MAR 24) / 0.4-6(7 MAR 24) GEN 0.4-7(7 MAR 24) / 0.4-8(7 MAR 24) GEN 0.4-9(7 MAR 24) / 0.4-10(7 MAR 24) GEN 2.4-1(14 DEC 23) / 2.4-2(14 DEC 23) GEN 2.4-3(14 DEC 23) / 2.4-4(14 DEC 23) GEN 3.1-1(16 NOV 23) / 3.1-2(16 NOV 23) GEN 3.3-1(29 JUN 23) / 3.3-2(29 JUN 23)	VOL I, Part I - GEN (General) GEN 0.1-1 / 0.1-2 4 APR 24 GEN 0.3-1 / 0.3-2 4 APR 24 GEN 0.4-1 / 0.4-2 4 APR 24 GEN 0.4-3 / 0.4-4 4 APR 24 GEN 0.4-5 / 0.4-6 4 APR 24 GEN 0.4-7 / 0.4-8 4 APR 24 GEN 0.4-9 / 0.4-10 4 APR 24 GEN 2.4-1 / 2.4-2 4 APR 24 GEN 2.4-3 / 2.4-4 4 APR 24 GEN 3.1-1 / 3.1-2 4 APR 24 GEN 3.3-1 / 3.3-2 4 APR 24
VOL II, Part III - AD (Aerodromes) RKSI AD 2-1(11 JAN 24) / 2-2(11 JAN 24) RKSS AD 2-4(11 JAN 24) / 2-4-1(11 JAN 24) AD 2-9(11 JAN 24) / 2-10(11 JAN 24) AD CHART 2-7(4 MAY 23) / BLANK AD CHART 2-8(4 MAY 23) / BLANK AD CHART 2-9(4 MAY 23) / BLANK AD CHART 2-10(4 MAY 23) / BLANK RKPC AD CHART 2-7(4 MAY 23) / BLANK AD CHART 2-8(4 MAY 23) / BLANK AD CHART 2-9(19 OCT 23) / BLANK AD CHART 2-20(14 DEC 23) / 2-20-1(14 DEC 23) RKTU AD 2-1(16 DEC 21) / 2-2(16 DEC 21)	VOL II, Part III - AD (Aerodromes) RKSI AD 2-1 / 2-2 4 APR 24 RKSS AD 2-4 / 2-4-1 4 APR 24 AD 2-9 / 2-10 4 APR 24 AD CHART 2-7 / BLANK 4 APR 24 AD CHART 2-8 / BLANK 4 APR 24 AD CHART 2-9 / BLANK 4 APR 24 AD CHART 2-10 / BLANK 4 APR 24 RKPC AD CHART 2-7 / BLANK 4 APR 24 AD CHART 2-8 / BLANK 4 APR 24 AD CHART 2-9 / BLANK 4 APR 24 AD CHART 2-20 / 2-20-1 4 APR 24 RKTU AD 2-1 / 2-2 4 APR 24

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL III, Part III - AD (Aerodromes)	VOL III, Part III - AD (Aerodromes)
RKTN	RKTN
AD 2-3(7 MAR 24) / 2-4(7 MAR 24)	AD 2-3 / 2-4 4 APR 24
AD CHART 2-5(4 MAY 23) / 2-6(4 MAY 23)	AD CHART 2-5 / 2-6 4 APR 24
AD CHART 2-7(4 MAY 23) / 2-8(4 MAY 23)	AD CHART 2-7 / 2-8 4 APR 24
AD CHART 2-9(6 APR 23) / BLANK	AD CHART 2-9 / BLANK 4 APR 24
AD CHART 2-15(11 JAN 24) / 2-15-1(11 JAN 24)	AD CHART 2-15 / 2-15-1 4 APR 24
RKJB	RKJB
AD 2-7(18 NOV 21) / 2-8(23 SEP 21)	AD 2-7 / 2-8 4 APR 24
RKJY	RKJY
AD 2-3(26 AUG 21) / 2-4(26 AUG 21)	AD 2-3 / 2-4 4 APR 24
AD 2-4-1(10 MAR 22) / 2-4-2(10 MAR 22)	AD 2-4-1 / 2-4-2 4 APR 24
AD CHART 2-5(4 MAY 23) / 2-6(4 MAY 23)	AD CHART 2-5 / 2-6 4 APR 24
AD CHART 2-7(4 MAY 23) / BLANK	AD CHART 2-7 / BLANK 4 APR 24
RKPU	RKPU
AD 2-1(16 NOV 23) / 2-2(16 NOV 23)	AD 2-1 / 2-2 4 APR 24
AD 2-5(16 NOV 23) / 2-6(16 NOV 23)	AD 2-5 / 2-6 4 APR 24
RKTH	RKTH
AD CHART 2-13(11 JAN 24) / 2-13-1(11 JAN 24)	AD CHART 2-13 / 2-13-1 4 APR 24
RKPD	RKPD
AD CHART 2-3(19 NOV 20) / BLANK	AD CHART 2-3 / BLANK 4 APR 24

END

PART 1 - GENERAL (GEN)

GEN 0

GEN 0.1 PREFACE

1. 항공정보간행물 발간 책임기관

대한민국 항공정보간행물은 국토교통부 항공정책실의 책임 하에 항공교통본부에서 발간된다.

2. 국제민간항공기구 적용 도서

- a. 부속서 15 : 항공정보업무
- b. 문서 8126 : 항공정보업무 편람
- c. 부속서 4 : 항공지도
- d. 문서 8697 : 항공지도 편람

3. 발간 매체의 유형

- a. 종이 인쇄
- b. 온라인 (<http://aim.koca.go.kr>)
- c. 콤팩트디스크(CD)

4. 항공정보간행물 구성 및 정기 수정판 발간 주기 설정

4.1 항공정보간행물 구성

- a. 통합항공정보 패키지의 일부인 항공정보간행물은 GEN 3.1에 그 내용이 상세하게 수록되어 있다.
- b. 항공정보간행물의 주요 구성도가 GEN 0.1-5에 도표로 표시되어 있으며 이 도표에는 총론(GEN), 항공로(ENR) 그리고 공항(AD) 3부분으로 구성되어지며 이들 각각은 여러 형식의 정보를 포함한 구분 또는 소구분으로 나누어진다.

4.1.1 제1부 - 총 론(GEN)

4.1.1.1 제1부는 아래에 간략히 기술한 정보사항을 포함한 5개 부분으로 구성되어 있음.

GEN 0. 머리말; 항공정보간행물 수정판 기록철; 항공정보간행물 보충판 기록철; 항공정보간행물 쪽별 대조표; 항공정보간행물 수교정 기록철; 그리고 제1부의 목차

GEN 1. 국내법 및 구비사항 - 지정 책임기관; 항공기의 도착, 통과 및 출발; 승객 및 승무원의 입국, 통과 및 출발; 화물의 도착, 통과 및 출발; 항공기 계기, 장비 및 비행시 필요한 서류; 국내법 및 국제협약/협정의 요약; 국제민간항공기구 표준 및 권고방식 이행 및 절차의 차이점

GEN 2. 도표 및 부호 - 측정단위, 항공기 표식, 공휴일; 항공정보간행물에 사용되는 약어; 지도에 사용되는 부호; 지명약어; 무선항행장비의 목록; 단위환산표; 일출, 일몰 시간표

1. Name of the publishing authority

This AIP is published by Air Traffic Management Office under authority of Office of Civil Aviation, Ministry of Land, Infrastructure and Transport, Republic of Korea.

2. Applicable ICAO documents

- a. ANNEX 15 to the Convention on International Civil Aviation
- b. Aeronautical Information Services Manual (ICAO Doc 8126)
- c. ANNEX 4 to the Convention on International Civil Aviation
- d. Aeronautical Chart Manual (ICAO Doc 8697)

3. Publication media

- a. Printed paper
- b. Online (<http://aim.koca.go.kr>)
- c. Compact disc

4. The AIP structure and established regular amendment interval

4.1 The AIP structure

- a. The AIP forms part of the Integrated Aeronautical Information Package, details of which are given in subsection GEN 3.1.
- b. The principal AIP structure is shown in graphic form on Page GEN 0.1-5. The AIP is made up of three Parts, General(GEN), En-Route(ENR), and Aerodromes(AD), each divided into sections and subsections as applicable, containing various types of information subjects.

4.1.1 Part 1 - General(GEN)

4.1.1.1 Part 1 consists of five sections containing information briefly described hereafter.

GEN 0. Preface; Record of AIP Amendment; Record of AIP Supplement; Checklist of AIP pages; List of hand amendments to the AIP; and Table of Contents to Part 1

GEN 1. National regulations and requirements - Designated authorities; Entry, transit and departure of aircraft; Entry, transit and departure of passengers and crew; Entry, transit and departure of cargo; Aircraft instrument, equipment and flight documents; Summary of national regulations and international agreements/conventions; and Differences from ICAO Standards, Recommended Practices and Procedures

GEN 2. Tables and codes - Measuring system, aircraft marking, holidays; Abbreviations used in AIS publications; Chart symbols; Location indicators; List of radio navigation aids; Conversion tables; and Sunrise/Sunset tables

Change : Information of name of the publishing authority.

GEN 3. 업무별 - 항공정보업무; 항공지도; 항공교통업무; 항공통신업무; 항공기상업무; 수색 및 구조업무

GEN 3. Services - Aeronautical information services; Aeronautical charts; Air traffic services; Communication services; Meteorological services; and Search and rescue

GEN 4. 공항 및 항행안전시설의 사용료 - 공항 사용료; 항행안전시설 사용료

GEN 4. Charges for aerodromes and air navigation services - Charges for aerodromes charges; and Air navigation services charges

4.1.2 제2부 - 항공로(ENR)

4.1.2 Part 2 - En-route(ENR)

4.1.2.1 제2부는 아래에 간략히 기술한 정보사항을 포함한 7개 부분으로 구성되어 있음.

4.1.2.1 Part 2 consists of seven sections containing information briefly described hereafter.

ENR 0. 목차

ENR 0. Table of Contents to Part 2

ENR 1. 일반규칙 및 절차 - 일반규칙; 시계비행규칙; 계기비행규칙; 공역분류; 체공, 접근 및 출발절차; 레이더 업무 및 절차; 고도계 수정절차; 지역보충절차; 항공교통흐름관리; 비행계획서; 비행계획서 주소; 민간항공기의 요격; 불법적 간섭; 항공교통사고

ENR 1. General rules and procedures - General rules; Visual flight rules; Instrument flight rules; ATS airspace classification; Holding, approach and departure procedures; Radar services and procedures; Altimeter setting procedures; Regional supplementary procedures; Air traffic flow management(ATFM); Flight planning; Addressing of flight plan messages; Interception of civil aircraft; Unlawful interference; and Air traffic incidents

ENR 2. 항공교통업무 공역 - 비행정보구역(FIR); 관제구역(CTA); 접근관제구역(TMA); 및 기타 통제공역

ENR 2. Air traffic services airspace - FIR; CTA; TMA; and Other regulated airspace

ENR 3. 항공로 - 국제항공로; 국내항공로; 지역항법항공로; 헬기항공로; 기타 항공로 및 항공로체공

ENR 3. ATS routes - International routes; Domestic routes; Area navigation routes; Helicopter routes; Other routes; and En-route holding

주 - 공항의 입출항시 관련된 절차의 상세한 기타 형식의 항공로는 제3부 공항의 소구분 및 관련부분에 수록되어 있음.

Note - Other types of route which are specified in connection with procedures for traffic to and from aerodromes are described in the relevant sections and subsections of Part 3 - Aerodromes.

ENR 4. 무선항행장비/체계 - 항공로용 항행안전시설; 특수항행시설, 중요지점 명칭 및 항공로용 지상 등화

ENR 4. Radio navigation aids/systems - Radio navigation aids-en-route; Special navigation systems; Name-code designators for significant points; and Aeronautical ground lights-en-route

ENR 5. 항행경고 - 금지, 제한 및 위험 구역; 군 훈련구역, 민간훈련구역; 기타 위험구역, 항공로상의 장애물, 항공스포츠 및 레저구역

ENR 5. Navigation warnings - Prohibited, restricted and danger areas; Military exercise and training areas; Other activities of a dangerous nature; Air navigation obstacles-en-route; Aerial sporting and recreational activities; and Bird migration and areas with sensitive fauna

ENR 6. 항공로도 -항공로도[국제민간항공기구] 및 색인지도

ENR 6. En-route charts - En-route Chart(ICA0) and index charts

4.1.3 제3부 - 공 항(AD)

4.1.3 Part 3 - Aerodromes(AD)

4.1.3.1 제3부는 아래에 간략히 기술한 정보사항을 포함한 3개 부분으로 구성되어 있음.

4.1.3.1 Part 3 consists of three sections containing Information briefly described hereafter.

AD 0. 목차

AD 0. Table of Contents to Part 3

AD 1. 공항소개 - 공항의 처리능력; 구조,구급 업무 및 시설 계획; 비행장 및 헬기장 관련 사항

AD 1. Aerodromes Introduction - Aerodrome availability; Rescue and fire fighting services and Snow plan; Index to aerodromes and heliports; and Grouping of aerodromes/heliports

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	
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	
14/24	Incheon AP - Temporary Obstacles Installation for the 4th Phase Construction	AD	4 APR 24 / 31 JUL 24	
15/24	Incheon AP - Operational Restriction of Cargo Apron 1	AD	4 APR 24 / 20 AUG 24	
16/24	Incheon AP - Incheon INTL Airport A-CDM Trial Operation for Phase 2	AD	29 JUN 22 / 28 JUL 24	
17/24	Gimpo AP - Temporary Obstacles Erected	AD	3 APR 24 / 31 DEC 25	

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	
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	
18/24	Gimpo AP - Operational Restrictions	AD	16 MAY 24 / 14 JUN 24	

GEN 0.4 CHECKLIST OF AIP PAGES

Page	Date	Page	Date	Page	Date	Page	Date
GEN		GEN		GEN		GEN	
PART 1 - GENERAL(GEN)		GEN 1		GEN 2		GEN 3	
GEN 0		1.1 - 1	28 JUL 22	2.1 - 1	11 JAN 24	3.1 - 1	4 APR 24
0.1 - 1	4 APR 24	1.1 - 2	28 JUL 22	2.1 - 2	11 JAN 24	3.1 - 2	4 APR 24
0.1 - 2	4 APR 24	1.2 - 1	28 JUL 22	2.2 - 1	16 NOV 23	3.1 - 3	1 MAY 14
0.1 - 3	11 JAN 24	1.2 - 2	28 JUL 22	2.2 - 2	16 NOV 23	3.1 - 4	WEF 1 JAN 20
0.1 - 4	11 JAN 24	1.2 - 3	12 JAN 23	2.2 - 3	1 AUG 19	3.1 - 5	11 JAN 24
0.1 - 5	23 NOV 17	1.2 - 4	12 JAN 23	2.2 - 4	1 AUG 19	3.1 - 6	11 JAN 24
0.1 - 6	23 NOV 17	1.2 - 5	12 JAN 23	2.2 - 5	1 AUG 19	3.2 - 1	1 JUN 23
0.2 - 1	12 JAN 23	1.2 - 6	12 JAN 23	2.2 - 6	1 AUG 19	3.2 - 2	1 JUN 23
0.2 - 2	12 JAN 23	1.3 - 1	1 MAY 14	2.2 - 7	21 OCT 21	3.2 - 3	9 MAR 23
0.3 - 1	4 APR 24	1.3 - 2	1 MAY 14	2.2 - 8	21 OCT 21	3.2 - 4	9 MAR 23
0.3 - 2	4 APR 24	1.4 - 1	4 JUL 19	2.2 - 9	16 NOV 23	3.2 - 5	28 JUL 22
0.4 - 1	4 APR 24	1.4 - 2	4 JUL 19	2.2 - 10	16 NOV 23	3.2 - 6	28 JUL 22
0.4 - 2	4 APR 24	1.4 - 3	4 JUL 19	2.2 - 11	1 MAY 14	3.2 - 7	18 JAN 18
0.4 - 3	4 APR 24	1.4 - 4	4 JUL 19	2.2 - 12	1 MAY 14	3.2 - 8	18 JAN 18
0.4 - 4	4 APR 24	1.5 - 1	13 APR 17	2.2 - 13	21 OCT 21	3.3 - 1	4 APR 24
0.4 - 5	4 APR 24	1.5 - 2	13 APR 17	2.2 - 14	21 OCT 21	3.3 - 2	4 APR 24
0.4 - 6	4 APR 24	1.5 - 3	13 APR 17	2.2 - 15	22 JAN 15	3.3 - 3	27 SEP 18
0.4 - 7	4 APR 24	1.5 - 4	13 APR 17	2.2 - 16	22 JAN 15	3.3 - 4	27 SEP 18
0.4 - 8	4 APR 24	1.5 - 5	1 MAY 14	2.2 - 17	9 MAR 23	3.3 - 5	29 JUN 23
0.4 - 9	4 APR 24	1.5 - 6	1 MAY 14	2.2 - 18	9 MAR 23	3.3 - 6	29 JUN 23
0.4 - 10	4 APR 24	1.5 - 7	13 APR 17	2.3 - 1	1 MAY 14	3.4 - 1	28 JUL 22
0.5 - 1	11 MAY 17	1.5 - 8	13 APR 17	2.3 - 2	1 MAY 14	3.4 - 2	28 JUL 22
0.5 - 2	11 MAY 17	1.5 - 9	13 APR 17	2.3 - 3	13 JAN 22	3.4 - 3	11 JAN 24
0.6 - 1	21 SEP 23	1.5 - 10	13 APR 17	2.3 - 4	13 JAN 22	3.4 - 4	11 JAN 24
0.6 - 2	21 SEP 23	1.5 - 11	13 APR 17	2.3 - 5	12 MAY 16	3.5 - 1	11 JAN 24
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		1.5 - 13	1 MAY 14	2.3 - 7	13 JAN 22	3.5 - 3	11 JAN 24
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CHART 2 - 13-1	WEF 30 NOV 22	CHART 2 - 14	WEF 24 JAN 24	CHART 2 - 8-1	24 AUG 23		
CHART 2 - 14	30 JUN 22	CHART 2 - 14-1	26 AUG 21	CHART 2 - 9	24 AUG 23		
CHART 2 - 15	11 JAN 24	CHART 2 - 15	WEF 17 MAY 23	CHART 2 - 9-1	24 AUG 23		
CHART 2 - 15-1	11 JAN 24	CHART 2 - 15-1	25 AUG 22	CHART 2 - 10	WEF 12 JUL 23		
CHART 2 - 16	15 DEC 22	CHART 2 - 16	WEF 17 MAY 23	CHART 2 - 10-1	WEF 12 JUL 23		
CHART 2 - 16-1	15 DEC 22	CHART 2 - 16-1	25 AUG 22	CHART 2 - 10-2	WEF 12 JUL 23		
CHART 2 - 17	11 JAN 24	CHART 2 - 17	WEF 11 AUG 21	CHART 2 - 10-3	WEF 12 JUL 23		
CHART 2 - 17-1	11 JAN 24	CHART 2 - 17-1	WEF 11 AUG 21	CHART 2 - 11	24 AUG 23		
CHART 2 - 18	11 JAN 24			CHART 2 - 11-1	24 AUG 23		
CHART 2 - 18-1	11 JAN 24			CHART 2 - 12	WEF 12 JUL 23		
CHART 2 - 19	11 JAN 24			CHART 2 - 13	11 JAN 24		
CHART 2 - 19-1	11 JAN 24			CHART 2 - 13-1	11 JAN 24		
CHART 2 - 20	11 JAN 24			CHART 2 - 14	WEF 12 JUL 23		
CHART 2 - 20-1	11 JAN 24			CHART 2 - 14-1	WEF 12 JUL 23		
CHART 2 - 21	15 DEC 22			CHART 2 - 15	11 JAN 24		
CHART 2 - 21-1	15 DEC 22			CHART 2 - 15-1	11 JAN 24		
CHART 2 - 22	11 JAN 24			CHART 2 - 16	14 DEC 23		
CHART 2 - 22-1	11 JAN 24			CHART 2 - 16-1	14 DEC 23		
CHART 2 - 23	21 SEP 23			CHART 2 - 17	14 DEC 23		
CHART 2 - 24	21 SEP 23			CHART 2 - 17-1	14 DEC 23		
				CHART 2 - 18	11 JAN 24		
				CHART 2 - 18-1	11 JAN 24		

Page	Date	Page	Date	Page	Date	Page	Date
RKPU		RKSM		RKSM		RKTH	
2 - 1	4 APR 24	2 - 1	WEF 1 JAN 20	CHART 2 - 23	WEF 14 JUL 21	2 - 1	11 JAN 24
2 - 2	4 APR 24	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	4 APR 24	2 - 4	4 JUN 20	CHART 2 - 25	WEF 8 NOV 17	2 - 5	7 MAR 24
2 - 6	4 APR 24	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	4 APR 24
CHART 2 - 13-1	11 JAN 24	CHART 2 - 12	WEF 14 JUL 21			CHART 2 - 13-1	4 APR 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	4 APR 24
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		

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

ENCODE		ENCODE		ENCODE	
지 명	약 어	지 명	약 어	지 명	약 어
가남리	RKRA*	아주대학교의료원	RKBG*	청양(HEL)	RKTB*
가평	RKRK*	안동	RKTD*	청원	RKTC*
강릉	RKNN*	양구	RKMG*	청주국제공항	RKTU
거제(삼성중공업)	RKPI*	양산	RKPY*	청풍수상비행장	RKTM*
계룡대(기상전대)	RKTF	양양국제공항	RKNY	춘천(신북리)	RKMS*
과천(정부청사)	RKBA*	양재(HEL)	RKBD*	출강(울산소방)	RKPL*
광양(포스코)	RKJS*	양주 신산리	RKRF*	충주(중앙119)	RKUA*
광주(삼성전자)	RKJE*	양평(광탄)	RKRG*	태안	RKTA
광주공항	RKJJ	여수공항	RKJY	파주	RKRP*
구미(삼성전자)	RKTV*	여의도(KBS)	RKBS*	평택(미8군)	RKSG*
국토교통부	RKSL	영암	RKJA*	포승	RKBN*
군산(해양경찰)	RKJD*	영암(신한에어)	RKJW*	포천	RKRO*
군산공항	RKJK	영종도(해양경찰)	RKRE*	포항(포스코)	RKTS*
금왕	RKUK*	영천	RKUY*	포항경주공항	RKTH
기계(경북 119)	RKTJ*	예산(UI 헬리제트)	RKDB*	하남	RKRC*
김포(한국타임즈항공)	RKBU*	예천	RKTY*	학포(강원소방 양양항공대)	RKNS*
김포국제공항	RKSS	오산	RKSO*	한강 노들섬(HEL)	RKBJ*
김해국제공항	RKPK	옥포	RKPO*	함양	RKPA*
남양헬기장	RKSN*	왜관(미8군)	RKDC*	합천(경남소방)	RKPB*
남항진(강릉)	RKNH*	용인	RKRY*	해양경찰청 수색구조	RKBB
논산	RKUL*	용인(에버랜드)	RKBP*	해운대(부산소방)	RKPP*
달성(중앙119)	RKTG*	울릉도	RKDU*	현리	RKMA*
대구 ACC	RKDA	울산공항	RKPU	홍천	RKMB*
대구국제공항	RKTN	울진(산림항공)	RKTK*	화순(중앙119)	RKJH*
대전(헬리코리아)	RKDJ	울진비행장	RKTL*	환동해(강원119)	RKNE*
덕소	RKRD*	웅천	RKTW*	횡성(강원소방 횡성항공대)	RKMC*
덕송(중앙119)	RKSH*	원광대학병원	RKJC*		
독도	RKDD*	원주공항	RKNW		
마산(삼성병원)	RKPH*	의왕(현대자동차)	RKBF*		
모슬포	RKPM*	이동	RKRI*		
목포공항	RKJM*	이천	RKRN*		
무안국제공항	RKJB	익산	RKJI*		
발안	RKSD*	인천 ACC	RKRR		
백령도	RKSE*	인천국제공항	RKSI		
백령도(공군 Site)	RKSP*	일원동(삼성병원)	RKBI*		
봉덕(미8군)	RKDE*	잠실(한강공원)	RKSJ*		
봉명	RKBY*	장수(전북119)	RKJF*		
부평	RKRB*	전주	RKJU*		
사천공항	RKPS	정석(대한항공)	RKPD		
서산	RKTP*	제주국제공항	RKPC		
서울	RKSM*	제주용강(산림항공)	RKPF*		
성무	RKTE*	조치원	RKUC*		
속초	RKND*	중원	RKTI*		
송산리	RKSX*	지정(원주)	RKNK*		
수색	RKRS*	진천	RKUJ*		
수원	RKSW*	진해	RKPE*		
수원(KBS)	RKBW*	천안(단국대)	RKDH*		

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

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

[illegible]

Change : Establishment of RKNE.

[illegible]

[illegible]

GEN 3. SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

1. 책임업무

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

a. 항공정보업무 본부

항공교통본부

(우) 41059 대구광역시 동구 매여로1길 50-12

전화 : 053-668-0286
팩스 : 053-668-0277
E-mail : aisd@korea.kr
항공고정통신망 : RKRRYNYX

b. 국제항공고시보 취급소

국제항공고시보취급소

(우) 41059 대구광역시 동구 매여로 1길 50-12

전화 : 053-668-0446
팩스 : 053-668-0442
전자우편 : kornof@korea.kr
항공고정통신망 : RKRRYNYX
Website : http://aim.koca.go.kr

c. 비행장 항공정보실

1. Responsible Service

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

a. AIS Headquarters

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

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

TEL : +82-53-668-0286
Telefax : +82-53-668-0277
E-mail : aisd@korea.kr
AFS : RKRRYNYX

b. International NOTAM office (NOF)

International NOTAM office

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

TEL : +82-53-668-0446
Telefax : +82-53-668-0442
E-mail : kornof@korea.kr
AFS : RKRRYNYX
Website : http://aim.koca.go.kr

c. Aerodrome AIS units

SEOUL/Incheon International 인천국제공항	Incheon airport AIS office 인천공항 항공정보실	GUNSAN 군산공항	Gunsan airport AIS office 군산공항 항공정보실
SEOUL/Gimpo International 김포국제공항	Gimpo airport AIS office 김포공항 항공정보실	YEOSU 여수공항	Yeosu airport AIS office 여수공항 항공정보실
JEJU/International 제주국제공항	Jeju airport AIS office 제주공항 항공정보실	WONJU 원주공항	Wonju airport AIS office 원주공항 항공정보실
BUSAN/Gimhae International 김해국제공항	Gimhae airport AIS office 김해공항 항공정보실	POHANG GYEONGJU 포항경주공항	Pohang Gyeongju airport AIS office 포항경주공항 항공정보실
CHEONGJU/International 청주국제공항	Cheongju airport AIS office 청주공항 항공정보실	SACHEON 사천공항	Sacheon airport AIS office 사천공항 항공정보실
YANGYANG/International 양양국제공항	Yangyang airport AIS office 양양공항 항공정보실	ULSAN 울산공항	Ulsan airport AIS office 울산공항 항공정보실
DAEGU/International 대구국제공항	Daegu airport AIS office 대구공항 항공정보실	ULJIN 울진비행장	Ulsan airport AIS office 울진비행장 항공정보실
MUAN/International 무안국제공항	Muan airport AIS office 무안공항 항공정보실	JEJU/Jeongseok 정석비행장	Jeongseok airport AIS office 정석비행장 항공정보실
Gwangju 광주공항	Gwangju airport AIS office 광주공항 항공정보실		

*각 항공정보실 운영시간은 공항별 AD 2.3을 참조

* See AD 2.3 for the operational hours of each AD AIS office

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

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



2. 책임구역

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

3. 항공정보 발간물

3.1 항공정보는 다음과 같은 요소로 구성된 종합항공정보집의 형태로 제공한다.

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

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

3.2 항공정보간행물

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

대한민국 항공정보간행물은 세 권으로 발간된다.

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

3.3 항공정보간행물 수정판

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

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

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

2. Area of responsibility

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

3. Aeronautical publications

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

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

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

3.2 Aeronautical Information Publication (AIP)

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

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

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

3.3 Amendment service to the AIP (AIP AMDT)

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

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

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

GEN 3.3 AIR TRAFFIC SERVICES

1. 책임업무

국내 및 국제 민간항공에 제공되는 항공교통업무의 책임
기구는 국토교통부 항공정책실이다.

국토교통부 항공정책실

(우) 30103 세종특별자치시 도움6로 11

전화 : 044-201-4304

팩스 : 044-201-5631

항공고정통신망 : RKSLYAYX

Website : <http://www.molit.go.kr>

2. 적용범위

2.1 항공교통업무는 인천 비행정보구역 전 지역에서 제공한
다. 항공교통업무는 대한민국의 모든 영토 및 인천 FIR
내의 영해, 공해 상에 대하여 제공한다.

2.2 인접 FIR 경계에서는 지역항행협정에 따라 항공교통업무
가 위임되어 제공되기도 한다.

2.3 다만, 군용비행장은 한국군 또는 주한미군이 제공한다.

3. 제공되는 업무

다음의 항공교통업무가 제공된다.

- 항공로관제업무
- 접근관제업무
- 비행장관제업무
- 비행정보업무 및 경보업무

4. 운영자와 ATS간의 협조

운영자와 ATS간의 협조사항은 국제민간항공조약 부속서
제11권 2.15장을 적용한다.

1. Responsible Service

The authority responsible for the overall administration of
air traffic services provided for both domestic and
international civil aviation is the Ministry of Land,
Infrastructure and Transport, Office of Civil Aviation.

Office of Civil Aviation

Ministry of Land, Infrastructure and Transport

11, Doum 6-ro, Sejong-si, 30103 Republic of Korea

TEL : +82-44-201-4304

Telefax : +82-44-201-5631

AFS : RKSLYAYX

Website : <http://www.molit.go.kr>

2. Area of responsibility

2.1 Air traffic services are provided for the entire territory of
Republic of Korea, including its territorial waters as well
as the airspace over the high seas within the Incheon
FIR.

2.2 In some cases, in accordance with the regional air
navigation agreement, air traffic services are provided,
under the delegated authority, in the airspace within
another bordering FIR.

2.3 In the case of military aerodromes, their control services
are provided by the ROK Forces and US Forces.

3. Type of services

The following types of services are provided :

- Area control
- Approach control
- Aerodrome control
- Flight information service and Alert service

4. Co-ordination Between the Operator and ATS

Co-ordination between operator and ATS is affected in
accordance with ICAO Annex 11, Chapter 2.15.



5. 최저비행고도

5.1 최저안전고도

- a. 항공기는 이륙 또는 착륙하는 경우를 제외하고는 국토교통부령이 정한 고도 아래에서 비행하여서는 안된다. 다만, 국토교통부장관의 허가를 받은 경우와 항공기의 사고, 재난 및 기타의 사고로 인한 사람 등의 탐색 또는 구조 등을 위하여 긴급하게 운항하는 경우에는 그러하지 아니하다(항공안전법 제68조 및 제69조 제1항). 이 규정에 의하여 긴급하게 운항하는 항공기의 종류 및 운항의 절차 등에 관하여 필요한 사항은 국토교통부령으로 정한다.

- b. 항공안전법 제68조의 규정에 의하여 그 고도아래에서 항공기의 비행이 금지되는 고도(이하 "최저안전고도"라 한다)는 다음 각 호의 1과 같다(항공안전법 시행규칙 제199조).

- (1) 시계비행방식에 의하여 비행하는 항공기에 있어서는 비행 중 동력장치가 정지한 경우에 지상 또는 수상의 사람이나 물건을 위태롭게 하지 아니하고 착륙할 수 있는 고도와 다음 각목의 1에서 정하는 고도 중 더 높은 고도.

- (a) 사람 또는 건축물이 밀집하고 있는 지역의 상공에 있어서는 당해항공기를 중심으로 하여 수평거리 600미터 범위안의 지역에 있는 가장 높은 장애물의 상단에서 300미터(1천 피트)의 고도.
(b) 사람 또는 건축물이 밀집하지 아니한 지역과 넓은 수면의 상공에 있어서는 지상 또는 수상의 사람 또는 물건의 상단에서 150미터(500 피트)의 고도.

- (c) (a) 및 (b) 외의 지역에 있어서는 지표 또는 수면에서 150미터(500 피트)의 고도.

- (2) 계기비행방식에 의하여 비행하는 항공기에 있어서는 국토교통부장관이 정하여 고시하는 고도.

- c. 항공안전법 제68조 단서의 규정에 의하여 최저비행고도 아래에서 비행하고자 하는 경우 다음 각 호의 사항을 기재한 비행허가신청서를 지방항공청장에게 제출하여 허가를 얻어야 한다(항공안전법 시행규칙 제199조).

- (1) 성명 및 주소
(2) 항공기의 형식 및 등록번호
(3) 비행계획의 개요(비행의 목적, 일시, 경로 및 고도를 기재할 것)
(4) 최저비행고도 아래에서 비행을 하는 이유
(5) 조종사의 성명 및 자격
(6) 동승자의 성명 및 동승의 목적

- (7) 그밖에 참고가 될 사항

5.2 다른 최저비행고도(MEA, MRA 및 MSA 등)는 AD와 ENR에 수록하고 있음.

5. Minimum Flight Altitude

5.1 Minimum Safety Altitude

- a. Except in the case where the aircraft takes off or lands, no aircraft shall make a flight below it as prescribed by the Ordinance of the Ministry of Land, Infrastructure and Transport. This provision shall not apply in the case where the Minister of Land, Infrastructure and Transport permits it and where the aircraft flies for any emergency operation for search, rescue, etc. of persons, etc. due to accident, disaster or other mischance of the aircraft(Aviation Safety Act, Article 68 and Article 69, para 1).

- b. Pursuant to Article 68 of Aviation Safety Act, an altitude at which aircraft is prohibited from flying below it (hereinafter referred to as the "minimum safe altitude") shall be one of the following items (Enforcement Regulation of Aviation Safety Act, Article 199).

- (1) For aircraft engaged in visual flight rules, higher of either the altitude at which the aircraft shall not endanger people or goods on land or water when the power-equipment stop during flight and land safely or one of the following altitudes.

- (a) Altitude of 300 meter (1 000 ft) above the top of the tallest obstacle in a 600 meter radius of the aircraft concerned in the sky above the areas where people or building structures are densely concentrated.
(b) Altitude of 150 meter (500 ft) above the top of people or structures on land or water surface in sky above the areas where people and building structures are not densely concentrated and the areas of wide water surfaces.

- (c) Altitude of 150 meter (500 ft) above land or water surface in areas other than as referred to in items (a) and (b).

- (2) Altitude determined by the Minister of Land, Infrastructure and Transport for the aircraft engaged in instrument flight rules.

- c. Any person who wishes to fly below the minimum flight altitude under the Article 68 of the Aviation Safety Act, shall submit the Application for Flight Approval with each of the following items recorded to the Administrator of Regional Office of Aviation and get the approval(Enforcement Regulation of Aviation Safety Act, Article 199) :

- (1) Name and address
(2) Aircraft type, nationality and registration mark
(3) Summary of flight plan (purpose, date and time, course, and altitude shall be recorded)
(4) Reason for flying below the minimum flight altitude
(5) Names and qualification of pilots
(6) Names of accompanying persons and purpose of accompaniment
(7) Other items that may be useful

5.2 Details of other Minimum Flight Altitudes(MEA, MRA and MSA etc.) appear in the AD and ENR sections.



AD 2. AERODROMES

RKSI AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKSI - SEOUL / Incheon INTL

RKSI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	372745N 1262621E 295° / 2 357 m from THR 33R
2	Direction and distance from city	264°, 48.7 km from Seoul City Hall 279°, 23.9 km from Incheon City Hall
3	Elevation/Reference temperature	7 m / 30.3 °C
4	Geoid undulation at AD ELEV PSN	21 m
5	Magnetic VAR/Annual change	9° W (2020) / 0.093° increasing
6	Aerodrome Operator, Address, Telephone, FAX, AFS	Incheon International Airport Corporation 47, Gonghang-ro 424beon-gil, Jung-gu, Incheon 22382, Republic of Korea TEL : +82-32-741-2601~2 FAX : +82-32-741-2610 AFS : (Terminal 1) RKSIZPZX (Terminal 2) RKSIZPZB
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	Incheon Airport Slot Coordination(IASC) Slots must be obtained prior to commencing operations at RKSI (Level-3 airport). - Slot Request : icnscr@iasc.kr (SSIM format messages only) - General Enquiry : icninfo@iasc.kr * For General/Business Aviation, submit GCR messages to obtain slot clearance. * Details of slot coordination procedures are outlined on the website (www.iasc.kr).

RKSI AD 2.3 OPERATIONAL HOURS

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

RKSI AD 2.4 HANDLING SERVICES AND FACILITIES

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

RKSI AD 2.5 PASSENGER FACILITIES

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

RKSI AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	AD Category for fire fighting : Category 10																													
2	Rescue equipment	a. 2 ARFF* vehicles (8 × 8) : <table><tr><td>Capacity of water (L)</td><td>17 000 (2)</td></tr><tr><td>Capacity of foam (L)</td><td>2 400 (2)</td></tr><tr><td>Foam discharge rate (L/min)</td><td>8 000 (2)</td></tr><tr><td>Capacity of dry chemical powder (kg)</td><td>225 (2)</td></tr><tr><td>Dry chemical powder discharge rate (kg/s)</td><td>2.3 (2)</td></tr></table> b. 6 ARFF* vehicles (6 × 6) : <table><tr><td>Capacity of water (L)</td><td>11 000 (6)</td></tr><tr><td>Capacity of foam (L)</td><td>1 590 (2), 1 000 (4)</td></tr><tr><td>Foam discharge rate (L/min)</td><td>7 900 (2), 7 500 (4)</td></tr><tr><td>Capacity of dry chemical powder (kg)</td><td>200 (2), 225 (4)</td></tr><tr><td>Dry chemical powder discharge rate (kg/s)</td><td>2.3 (2), 2.5 (4)</td></tr></table> c. 3 Pump vehicles : <table><tr><td>Capacity of water (L)</td><td>4 000 (2), 300 (1)</td></tr><tr><td>Capacity of foam (L)</td><td>400 (1), 200 (1), 20 (1)</td></tr><tr><td>Foam discharge rate (L/min)</td><td>4 000 (1), 2 800 (1), 40 (1)</td></tr><tr><td>Capacity of dry chemical powder (kg)</td><td>140 (1)</td></tr></table> d. 2 Supplementary water tank trucks : 12 000 L (2) e. 3 Ambulances f. 1 Rescue truck g. 1 Commanding vehicle h. 1 Aircraft rescue fire-fighting stair vehicle i. 1 Emergency relief	Capacity of water (L)	17 000 (2)	Capacity of foam (L)	2 400 (2)	Foam discharge rate (L/min)	8 000 (2)	Capacity of dry chemical powder (kg)	225 (2)	Dry chemical powder discharge rate (kg/s)	2.3 (2)	Capacity of water (L)	11 000 (6)	Capacity of foam (L)	1 590 (2), 1 000 (4)	Foam discharge rate (L/min)	7 900 (2), 7 500 (4)	Capacity of dry chemical powder (kg)	200 (2), 225 (4)	Dry chemical powder discharge rate (kg/s)	2.3 (2), 2.5 (4)	Capacity of water (L)	4 000 (2), 300 (1)	Capacity of foam (L)	400 (1), 200 (1), 20 (1)	Foam discharge rate (L/min)	4 000 (1), 2 800 (1), 40 (1)	Capacity of dry chemical powder (kg)	140 (1)	
Capacity of water (L)	17 000 (2)																														
Capacity of foam (L)	2 400 (2)																														
Foam discharge rate (L/min)	8 000 (2)																														
Capacity of dry chemical powder (kg)	225 (2)																														
Dry chemical powder discharge rate (kg/s)	2.3 (2)																														
Capacity of water (L)	11 000 (6)																														
Capacity of foam (L)	1 590 (2), 1 000 (4)																														
Foam discharge rate (L/min)	7 900 (2), 7 500 (4)																														
Capacity of dry chemical powder (kg)	200 (2), 225 (4)																														
Dry chemical powder discharge rate (kg/s)	2.3 (2), 2.5 (4)																														
Capacity of water (L)	4 000 (2), 300 (1)																														
Capacity of foam (L)	400 (1), 200 (1), 20 (1)																														
Foam discharge rate (L/min)	4 000 (1), 2 800 (1), 40 (1)																														
Capacity of dry chemical powder (kg)	140 (1)																														

Change : Information of rescue equipment.

RKSS AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
RKSSOB001	Tower	372642.5N 1265750.5E	2 287 ft/2 228 ft	LGTD	32L/R APCH
RKSSOB002	Natural High Point	372652.0N 1265551.4E	1 348 ft/1 289 ft	NIL	14L/R TKOF
RKSSOB003	Building	373046.2N 1265112.9E	283 ft/224 ft	NIL	
RKSSOB004	Natural High Point	372609.4N 1265621.8E	1 578 ft/1 519 ft	NIL	
RKSSOB005	Natural High Point	372559.6N 1265629.3E	1 742 ft/1 683 ft	LGTD	
RKSSOB006	Building	373110.6N 1264932.9E	413 ft/354 ft	NIL	
RKSSOB007	Building	373217.0N 1264924.4E	180 ft/121 ft	NIL	
RKSSOB008	Building	373028.8N 1264929.5E	453 ft/394 ft	NIL	
RKSSOB009	Building	373138.2N 1265232.7E	891 ft/832 ft	LGTD	
RKSSOB010	Natural High Point	373658.6N 1264233.1E	493 ft/434 ft	NIL	14L/R APCH
RKSSOB011	Natural High Point	373522.9N 1264527.5E	123 ft/64 ft	NIL	32L/R TKOF
RKSSOB012	Natural High Point	373311.0N 1264252.6E	1 506 ft/1 447 ft	LGTD	
RKSSOB013	Natural High Point	373732.9N 1263902.6E	706 ft/647 ft	NIL	
RKSSOB014	Antenna	373311.0N 1264706.0E	103 ft/44 ft	LTGD	32L/14R APCH
In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL	NIL	NIL	NIL	NIL	NIL

RKSS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Gimpo Airport Weather Office · TEL : +82-2-2664-0365 · FAX : +82-2-2664-0366
2	Hours of service MET Office outside hours	24 hours -
3	Office responsible for TAF preparation Periods of validity	Gimpo Airport Weather Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Trend forecast Interval of issuance	Trend type forecast 1 hour (METAR) and when SPECI reported
5	Briefing/consultation provided	Available by the phone for 24 hours Available at the Office for 24 hours, if required
6	Flight documentation language(s) used	Aerodrome forecasts (TAF code form), SIGWX charts, WITEM charts, SIGMET information in English
7	Charts and other information available for briefing or consultation	Analysis charts(surface and upper air), Prognostic charts, Graphic displays, Significant weather charts(high, medium, low) and other model outputs
8	Supplementary equipment available for providing information	Satellite and Weather radar imageries
9	ATS units provided with information	FIC, TWR and APP
10	Additional information	All observation data, model outputs and forecasts produced by KMA and WAFS are available at the Office through Internet link.

Change : Information of OBST types.

INTENTIONALLY

LEFT

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Type of aid, MAG VAR, Type of supported OPS	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
LOC 14L (9° W/2020) ILS CAT I (9° W/2020) GP 14L	ISEL	109.90 MHz	H24	373244.6N 1264834.7E		RWY 14L LOC unusable beyond 12 NM from GP-DME and beyond 10° Left side of the Course not flight check due to RK P518 Scheduled inspection time : Every 2nd THU(1400-1900 UTC) of the month
DME 14L	ISEL	997 MHz (CH 36X)	H24	373403.9N 1264648.2E	30 m	
IM 14L	-	333.8 MHz	H24	373403.8N 1264648.1E		
LOC 32R (9° W/2020) ILS CAT I (9° W/2020)	ISKP	110.70 MHz	H24	373421.9N 1264632.6E		
DME 32R	ISKP	1005 MHz (CH 44X)	H24	373421.7N 1264632.8E	30 m	RWY 32R LOC unusable beyond 10° Right side of the Course not flight check due to RK P73 Scheduled inspection time : Every 3rd THU(1400-1900 UTC) of the month
GP 32R	-	330.2 MHz	H24	373256.3N 1264812.9E		
IM 32R	-	75 MHz	H24	373256.4N 1264813.1E		
LOC 32L (9° W/2020) ILS CAT I (9° W/2020)	IKMO	108.30 MHz	H24	373244.5N 1264834.9E		
DME 32L	IKMO	981 MHz (CH 20X)	H24	373413.4N 1264622.6E	30 m	RWY 32L LOC unusable beyond 12° NE side of the course due to RK P73 Scheduled inspection time : Every 4th THU(1400-1900 UTC) of the month
GP 32L		334.1 MHz	H24	373257.2N 1264751.2E		
VOR/DME (Yangju) (9° W/2020)	YJU	114.90 MHz (CH 96X)	H24	373257.3N 1264751.2E		
						VOR/DME unusable - RDL 081 clockwise RDL 100 beyond 20 NM not flight check due to RK P518 - RDL 125 clockwise RDL 155 beyond 30 NM due to RK R17 - RDL 155 clockwise RDL 220 not flight check due to RK P73 - RDL 250 clockwise RDL 265 beyond 30 NM not flight check due to RK P518 - RDL 265 clockwise RDL 271 beyond 20 NM not flight check due to RK P518 - RDL 271 clockwise RDL 081 not flight check due to RK P518
Scheduled Inspection Time						
ASDE : Every 3rd TUE(0100-0800 UTC) of the month when visibility is at or above 5 km(VMC). MLAT : Every 1st TUE(0100-0800 UTC) of the month. RADAR (PSR, SSR) : Every 2nd, 4th WED (1400-1900 UTC) of the month. SEL(VORTAC) : Every 3rd TUE (1500-2000 UTC) of the month. Yangju(VOR/DME) : Every 2nd WED (1500-2000 UTC) of the month.						
※ The information of VORTAC SEL see ENR 4.1 for details.						

RKSS AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulations
 - 1.1 All aircraft with 2 engines or more(except helicopter) shall fly IFR at Gimpo international Airport for departures and arrivals.
 - 1.2 Pilots are strongly required to monitor VHF 121.5 MHz when flying within SEOUL TMA.
 - 1.3 Pilot shall exercise extreme caution to avoid penetrating Prohibited Area (RK P518, RK P73, etc) and Special Use Airspace (ACMI, RK R17, etc), especially when flying north of R 280 KIP, R 100 SEL and east of the extended centerline of runway 14/32.
 - 1.4 Pilots should always make sure that microphones are not stuck in the transmitting position before transmission in order to prevent frequency blockage (stuck mike) from impairing ATC.
 - 1.5 Special Regulations for Use of the Gimpo Airport (RKSS)

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

Change : Establishment of scheduled inspection time for MLAT.

1. Aircraft

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

2. Restriction

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

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

1.6

Landing Procedure

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

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

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

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

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

Unless otherwise cleared by ATC, aircrafts are advised to vacate RWY as follow;

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

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

1.7

Taxiway Classification

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

* NOTE :

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

1.8

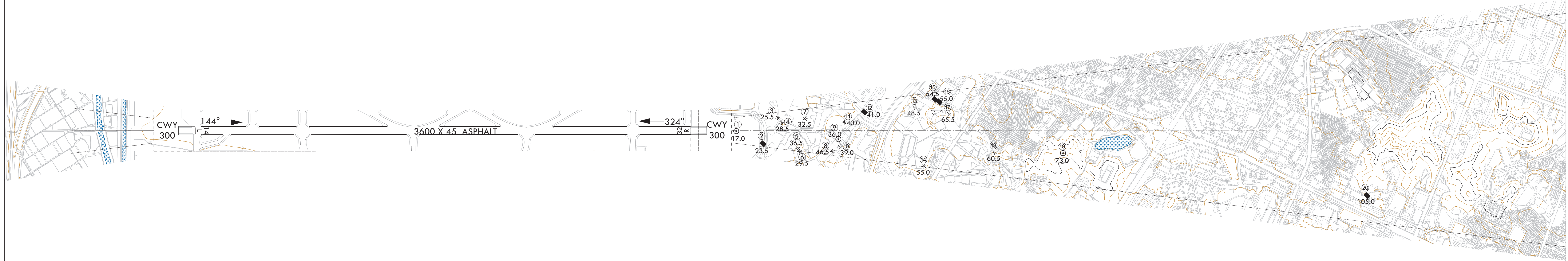
Load Limitations

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

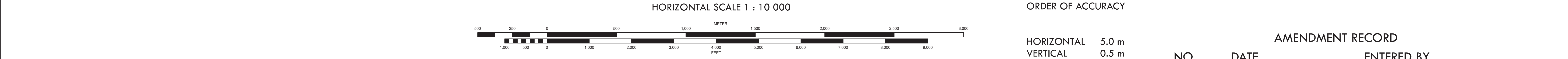
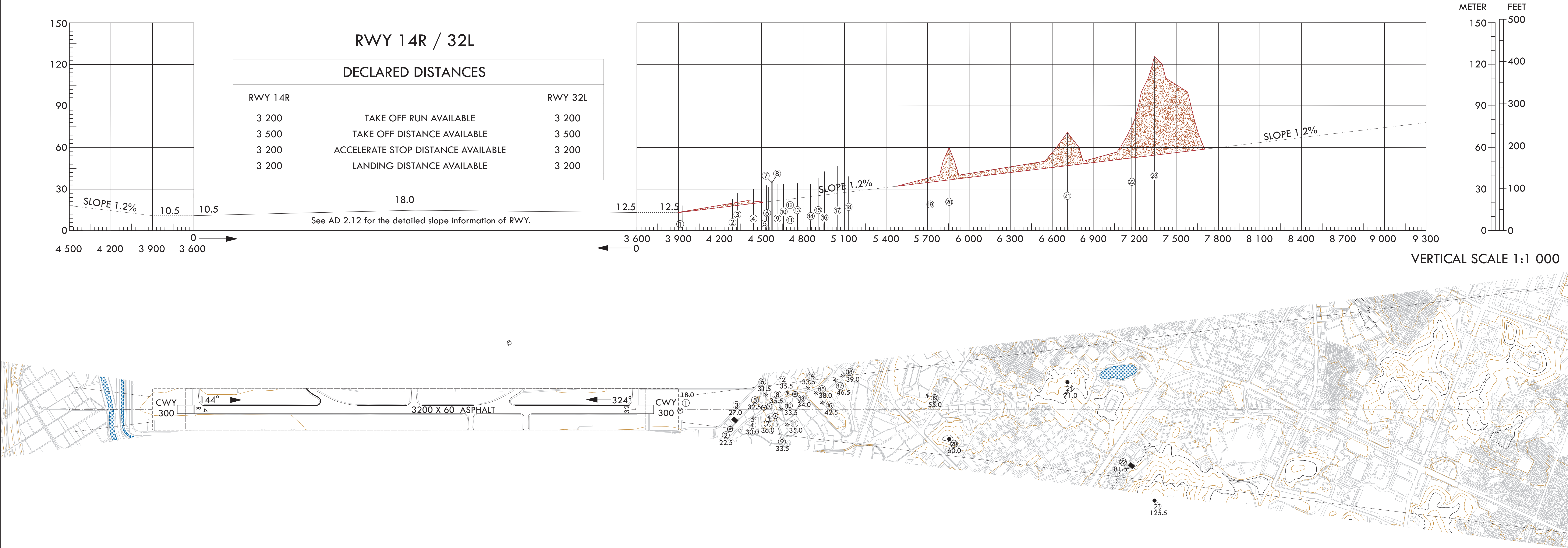
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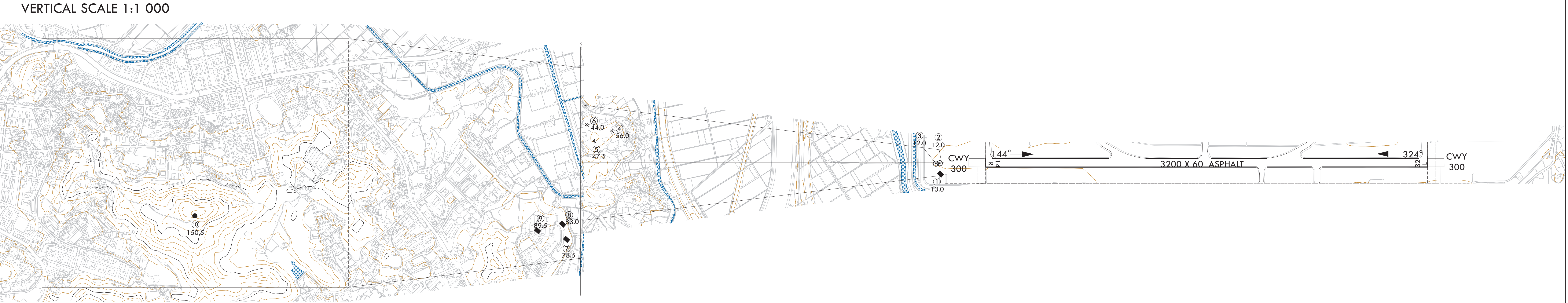
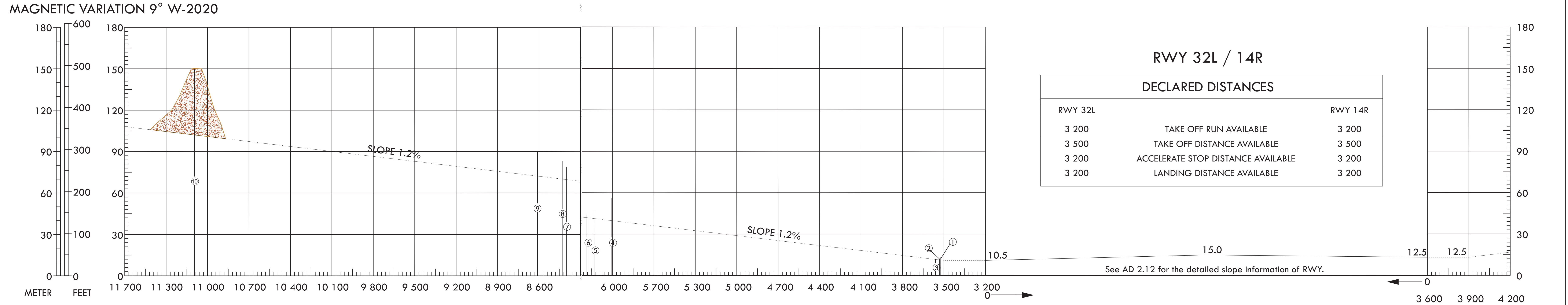
Parking Stands Confirmation Procedure

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



MAGNETIC VARIATION 9° W-2020





LEGEND

ITEM	SYMBOL	
	Plan	Profile
Tree or shrub	✱	
Pole, tower, spire, antenna, etc	⊙	
Building or large structure	■	
Railroad	—+—+—+—	
Transmission line or overhead cable	— — — —	
Natural High Point (Peak or Mountain)	●	
Terrain penetrating obstacle plane		
Clearway(CWY)		

OBSTACLES

NO	COORDINATES(WGS84)		ELEV(AMSL)	ITEM	NOTE
1	37°34'11.8"N	126°46'19.8"E	13.0	Building	
2	37°34'13.7"N	126°46'21.9"E	12.0	ETC	
3	37°34'14.3"N	126°46'21.0"E	12.0	ETC	
4	37°35'13.4"N	126°45'20.2"E	56.0	Tree	
5	37°35'14.7"N	126°45'14.4"E	47.5	Tree	
6	37°35'18.6"N	126°45'16.3"E	44.0	Tree	
7	37°35'52.8"N	126°43'45.7"E	78.5	Building	
8	37°35'56.0"N	126°43'48.1"E	83.0	Building	
9	37°35'59.1"N	126°43'41.5"E	89.5	Building	
10	37°36'58.4"N	126°42'33.0"E	150.5	Natural High Point	

HORIZONTAL SCALE 1 : 10 000

AMENDMENT RECORD

NO	DATE	ENTERED BY

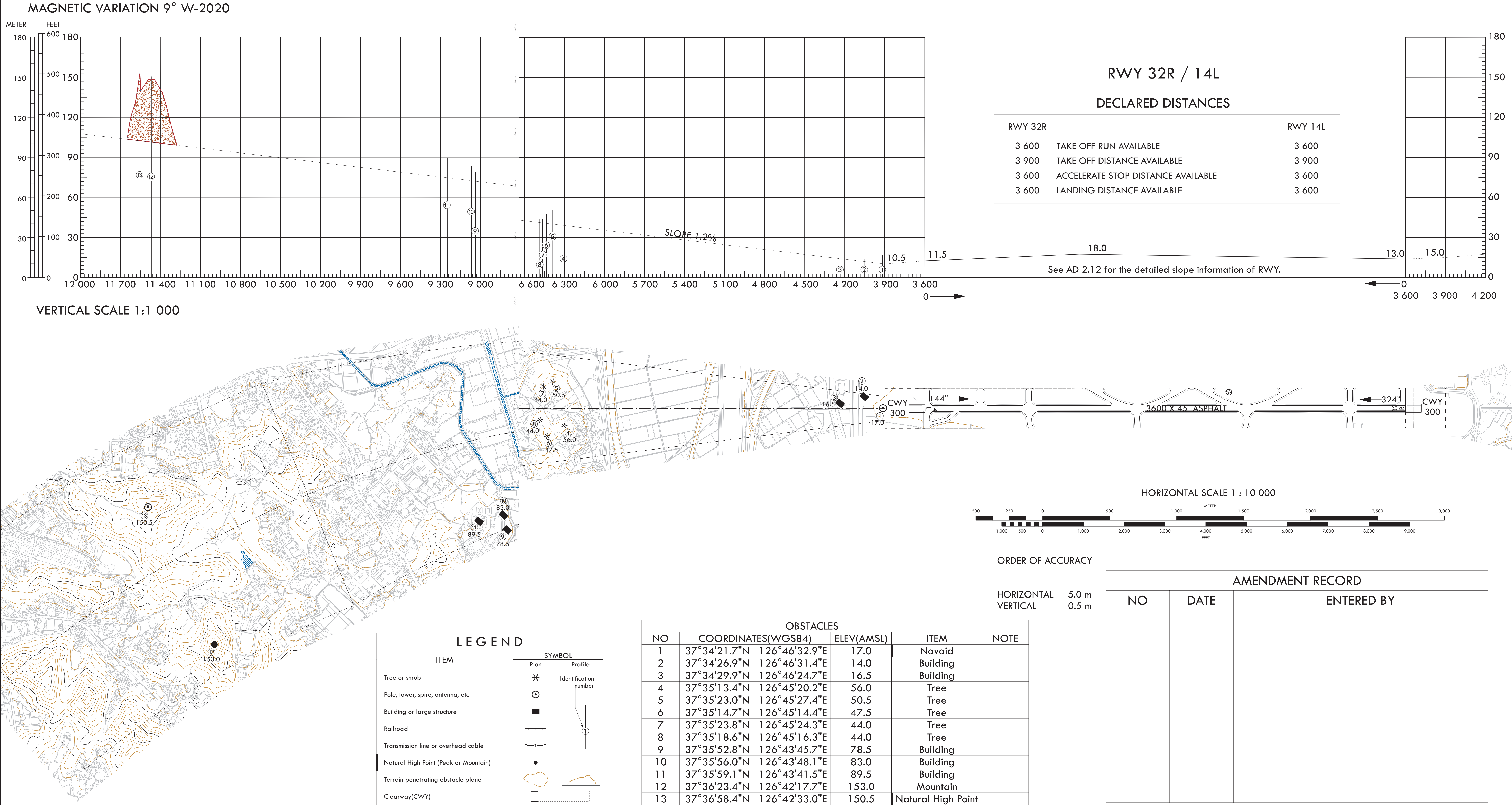
ORDER OF ACCURACY

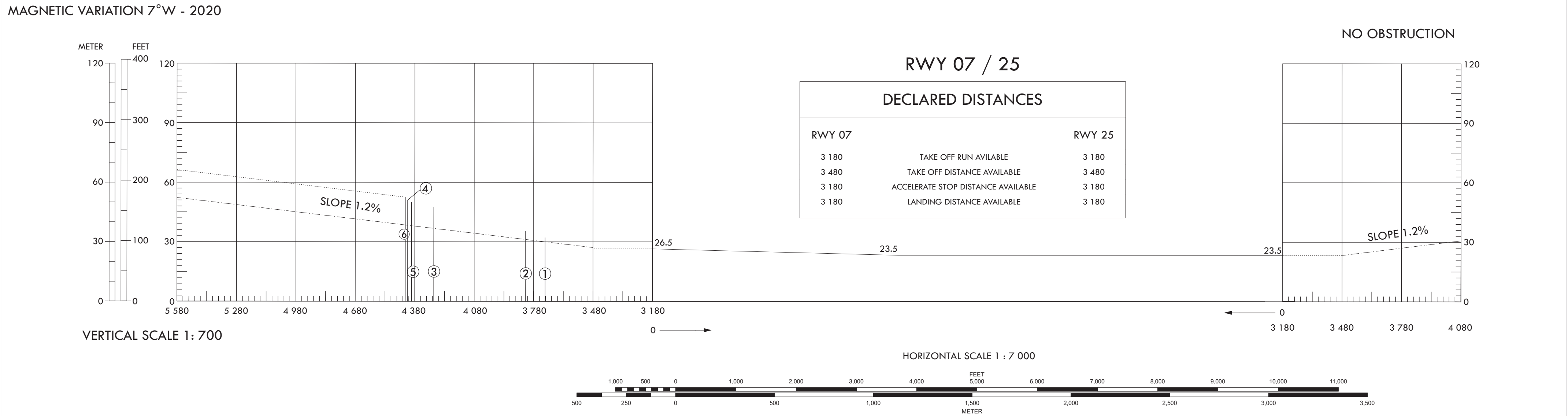
HORIZONTAL

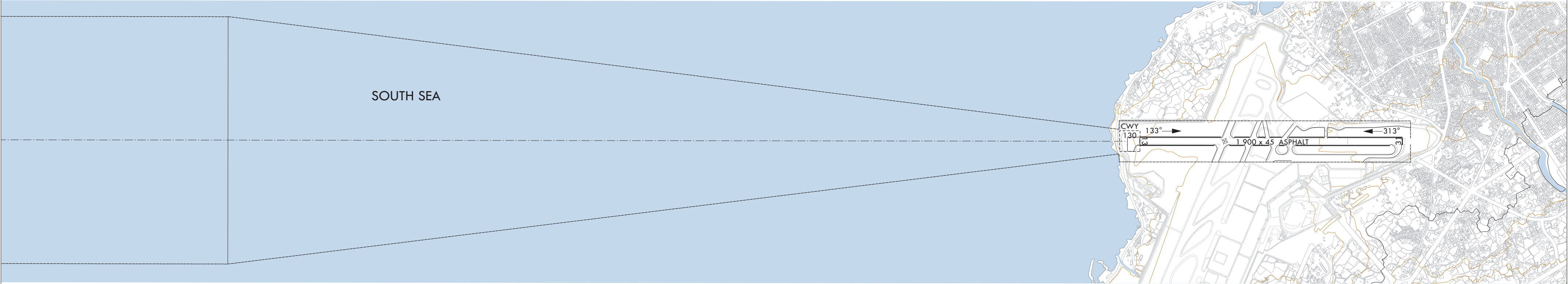
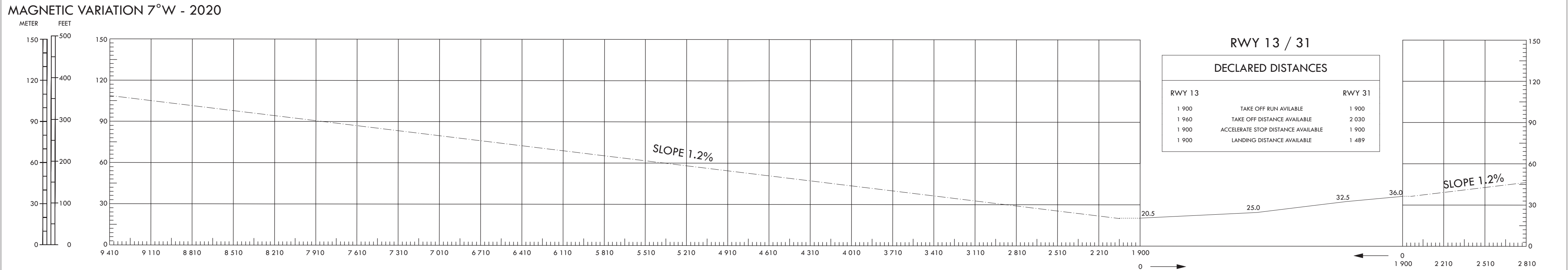
5.0 m

VERTICAL

0.5 m







LEGEND

ITEM	SYMBOL	
	Plan	Profile
Tree or shrub	✱	
Pole tower spire antenna etc	⊙	
Building or large structure	■	
Railroad	—+—+—+—	
Transmission line or overhead cable	T—+—+—+—T	
Peak or Mountain	●	
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

ORDER OF ACCURACY

HORIZONTAL 5.0 m

VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 10 000

500 250 0 500 1,000 1,500 2,000 2,500 3,000

METER

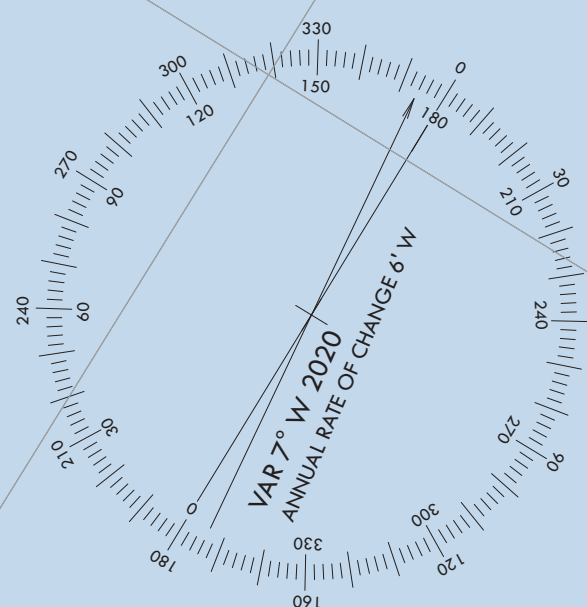
1,000 500 0 1,000 2,000 3,000 4,000 5,000 6,000 7,000 8,000 9,000

FEET

AMENDMENT RECORD

NO	DATE	ENTERED BY

AERODROME ELEVATION 36 METERS



CONICAL SURFACE

HORIZONTAL SURFACE

APPROACH SURFACE 1:40

TRANSITIONAL SURFACE 1:7

TRANSITIONAL SURFACE 1:7

APPROACH SURFACE 1:40

APPROACH SURFACE 1:50

APPROACH SURFACE 1:50

APPROACH SURFACE 1:40

TRANSITIONAL SURFACE 1:7

TRANSITIONAL SURFACE 1:7

HORIZONTAL SURFACE

HORIZONTAL SURFACE

APPROACH SURFACE 1:40

AMENDMENT RECORD		
NO.	DATE	ENTERED BY

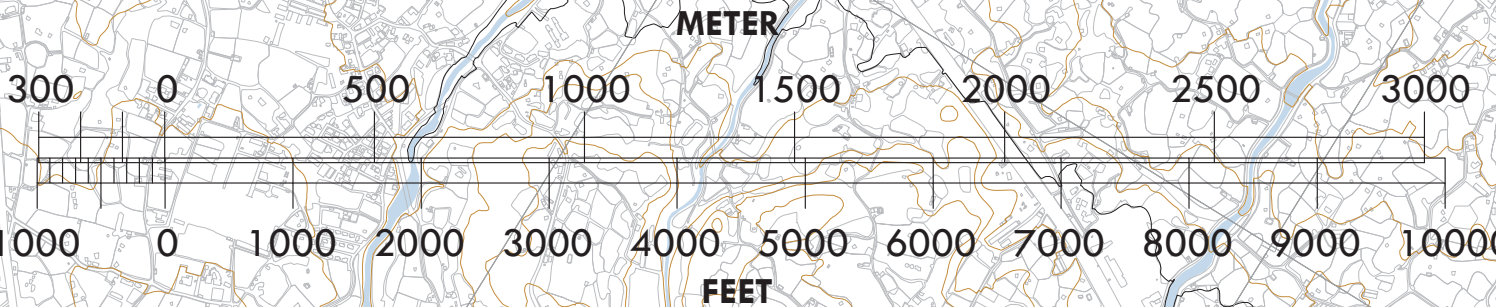
LEGEND		
ITEM	SYMBOL	
	Plan	Number
AERODROME REFERENCE POINT 33°30'44"N 126°29'33"E		
Tree or shrub		Identification number
Pole, tower, spire, antenna, etc		
Building or large structure		
Peak or mountain		
Railroad		
Transmission line or overhead cable		
Terrain penetrating obstacle plane		
Clearway(CWY)		
Obstacles concentration area - The highest obstacle in each area is depicted on chart		50.0

ORDER OF ACCURACY

HORIZONTAL 5 m

VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 18 000



OBSTACLES				
NO	COORDINATES(WGS-84)		ELEV (AMSL)	ITEM
1	33°31'03.51"	126°32'40.26"	158.0	PEAK
2	33°28'21.15"	126°29'49.33"	309.5	HILL
3	33°29'35.97"	126°27'38.31"	46.0	BUILDING
4	33°29'34.26"	126°27'27.84"	52.5	BUILDING
5	33°29'34.33"	126°27'29.61"	50.0	BUILDING
6	33°29'34.93"	126°27'35.70"	49.5	BUILDING
7	33°29'35.48"	126°27'37.21"	46.5	BUILDING
8	33°29'34.93"	126°27'36.75"	51.5	BUILDING
9	33°29'33.20"	126°27'37.57"	49.0	BUILDING
10	33°29'35.19"	126°27'39.37"	46.5	BUILDING
11	33°29'29.50"	126°27'27.23"	54.5	BUILDING
12	33°29'29.83"	126°27'26.69"	58.0	BUILDING
13	33°31'04.80"	126°32'41.40"	156.0	BUILDING
14	33°30'18.77"	126°29'31.09"	94.5	TOWER
15	33°29'30.93"	126°27'32.45"	51.0	POLL
16	33°29'33.15"	126°27'36.48"	49.5	POLL
17	33°30'14.18"	126°30'16.85"	49.0	LAMP POST
18	33°28'22.81"	126°29'49.55"	300.5	PYLON
19	33°30'10.83"	126°30'17.78"	59.5	BUILDING
20	33°29'58.78"	126°31'01.99"	95.5	BUILDING
21	33°28'22.30"	126°29'50.42"	313.0	PYLON

STANDARD ARRIVAL CHART
INSTRUMENT(STAR) - ICAO

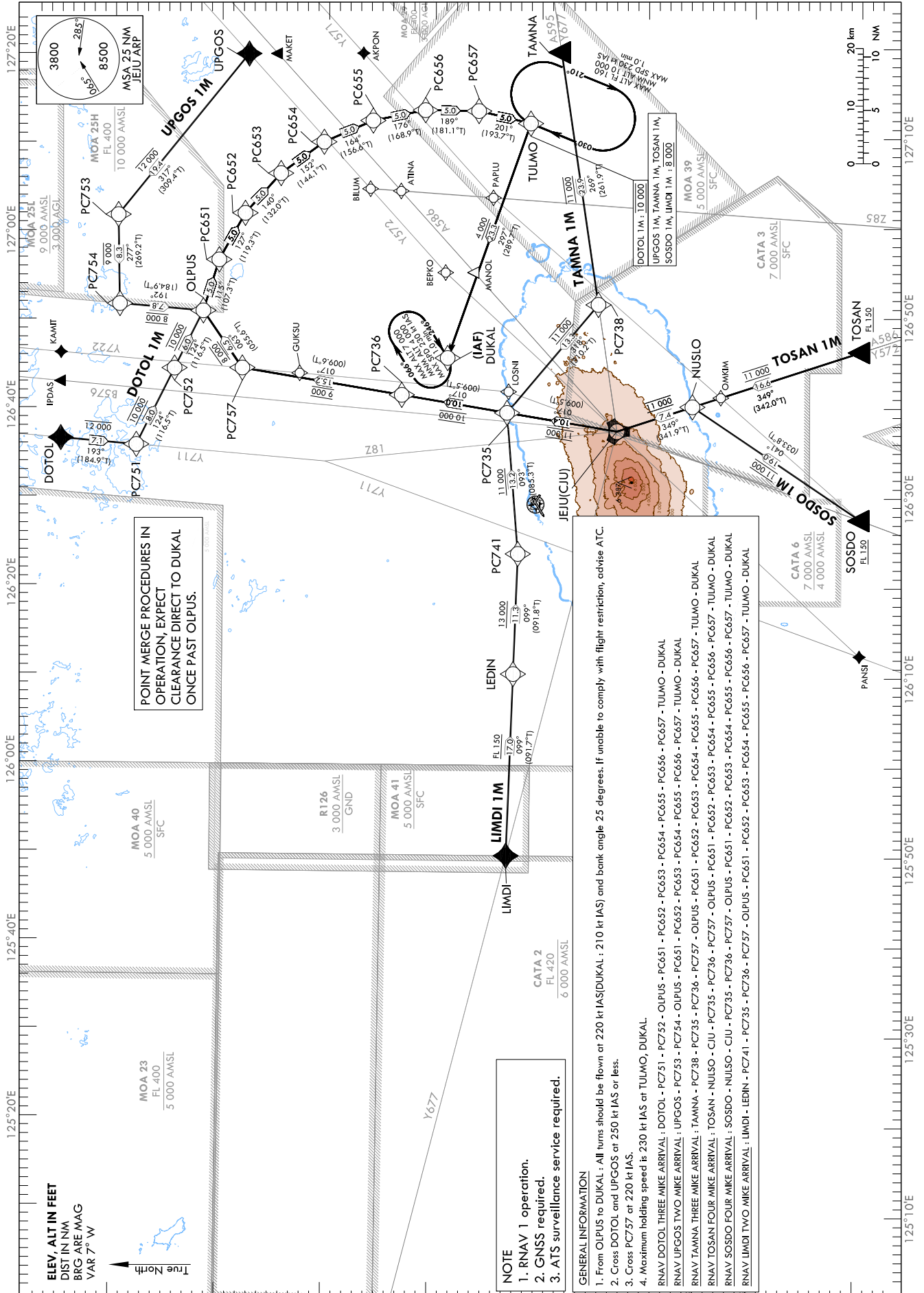
TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU APP 121.2
124.05
JEJU TWR 118.2
118.55

JEJU/Jeju Intl(RKPC)

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

Note : Arrival under ICAO Flight Procedures.



Change : Amended WPT name(BIRUM → BILUM).

JEJU/Jeju Intl(RKPC)
RWY 25

RNAV DOTOL 1M, RNAV UPGOS 1M

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV DOTOL 1M												
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °(M/T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	DOTOL	-	-	-	-	-	-250	34°15'15.4"N 126°36'36.6"E	-	RNAV 1	-
002	TF	PC751	-	193(184.9)	7.1	-	-12 000	-	34°08'10.4"N 126°35'52.4"E	-	RNAV 1	-
003	TF	PC752	-	124(116.5)	8.0	-	@10 000	-	34°04'35.8"N 126°44'29.7"E	-	RNAV 1	-
004	TF	OLPUS	-	124(116.5)	6.0	-	@10 000	@220	34°01'54.3"N 126°50'57.4"E	-	RNAV 1	Bank angle 25°
005	TF	PC651	-	115(107.3)	5.0	-	-	@220	34°00'25.0"N 126°56'42.0"E	-	RNAV 1	Bank angle 25°
006	TF	PC652	-	127(119.3)	5.0	-	-	@220	33°57'57.6"N 127°01'56.4"E	-	RNAV 1	Bank angle 25°
007	TF	PC653	-	140(132.0)	5.0	-	-	@220	33°54'36.6"N 127°06'24.4"E	-	RNAV 1	Bank angle 25°
008	TF	PC654	-	152(144.1)	5.0	-	-	@220	33°50'33.1"N 127°09'55.7"E	-	RNAV 1	Bank angle 25°
009	TF	PC655	-	164(156.6)	5.0	-	-	@220	33°45'57.1"N 127°12'18.3"E	-	RNAV 1	Bank angle 25°
010	TF	PC656	-	176(168.9)	5.0	-	-	@220	33°41'02.2"N 127°13'27.4"E	-	RNAV 1	Bank angle 25°
011	TF	PC657	-	189(181.1)	5.0	-	-	@220	33°36'01.7"N 127°13'20.4"E	-	RNAV 1	Bank angle 25°
012	TF	TULWO	-	201(193.7)	5.0	-	@10 000	@220	33°31'09.6"N 127°11'55.6"E	-	RNAV 1	Bank angle 25°
013	TF	DUKAL	-	297(289.7)	23.3	-	+4 000	@210	33°38'58.6"N 126°45'38.8"E	-	RNAV 1	IAF

RNAV UPGOS 1M												
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °(M/T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	UPGOS	-	-	-	-	-	-250	33°57'33.3"N 127°19'53.0"E	-	RNAV 1	-
002	TF	PC753	-	317(309.4)	19.4	-	-12 000	-	34°09'51.6"N 127°01'48.1"E	-	RNAV 1	-
003	TF	PC754	-	277(269.2)	8.3	-	-9 000	-	34°09'44.0"N 126°51'45.5"E	-	RNAV 1	Bank angle 25°
004	TF	OLPUS	-	192(184.9)	7.8	-	@8 000	@220	34°01'54.3"N 126°50'57.4"E	-	RNAV 1	Bank angle 25°
005	TF	PC651	-	115(107.3)	5.0	-	-	@220	34°00'25.0"N 126°56'42.0"E	-	RNAV 1	Bank angle 25°
006	TF	PC652	-	127(119.3)	5.0	-	-	@220	33°57'57.6"N 127°01'56.4"E	-	RNAV 1	Bank angle 25°
007	TF	PC653	-	140(132.0)	5.0	-	-	@220	33°54'36.6"N 127°06'24.4"E	-	RNAV 1	Bank angle 25°
008	TF	PC654	-	152(144.1)	5.0	-	-	@220	33°50'33.1"N 127°09'55.7"E	-	RNAV 1	Bank angle 25°
009	TF	PC655	-	164(156.6)	5.0	-	-	@220	33°45'57.1"N 127°12'18.3"E	-	RNAV 1	Bank angle 25°
010	TF	PC656	-	176(168.9)	5.0	-	-	@220	33°41'02.2"N 127°13'27.4"E	-	RNAV 1	Bank angle 25°
011	TF	PC657	-	189(181.1)	5.0	-	-	@220	33°36'01.7"N 127°13'20.4"E	-	RNAV 1	Bank angle 25°
012	TF	TULWO	-	201(193.7)	5.0	-	@8 000	@220	33°31'09.6"N 127°11'55.6"E	-	RNAV 1	Bank angle 25°
013	TF	DUKAL	-	297(289.7)	23.3	-	+4 000	@210	33°38'58.6"N 126°45'38.8"E	-	RNAV 1	IAF

RKTU AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKTU - CHEONGJU / International

RKTU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	364259N 1272957E 235° / 1 441 m from THR 24R
2	Direction and distance from city	022°, 8.1 km from Cheongju City Hall
3	Elevation/Reference temperature	58 m (192 ft) / 31.6 °C
4	Geoid undulation at AD ELEV PSN	25 m
5	MAG VAR/Annual change	8° W (2020) / 0.092° increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	ROKAF Cheongju Airport Branch Office (Seoul Regional Office of Aviation) 980, Ochang-daero, Neasu-eup, Cheongwon-gu, Cheongju-si, Chungcheongbuk-do 28142, Republic of Korea TEL : +82-43-210-6202,3 Telefax : +82-43-213-6105 AFS : RKTUZIPZX
7	Type of traffic permitted(IFR/VFR)	IFR / VFR
8	Remarks	NIL

RKTU AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	H24
2	Customs and Immigration	H24
3	Health and Sanitation	HO
4	AIS Briefing Office	H24
5	ATS Reporting Office	H24
6	MET Briefing Office	H24 (FROM GIMHAE AIRPORT WEATHER OFFICE)
7	ATS	H24
8	Fuelling	H24
9	Handling	HO
10	Security	HO
11	De-icing	H24
12	Remarks	—

RKTU AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Modern facilities
2	Fuel/oil type	Fuel : JET A-1 Oil : Mobil JET II, Aeroshell Turbine oil 560
3	Fuelling facilities/capacity	1. Elevated storage tank 3 units (Total 1 200 000 L, 3 fuel tanks with 400 000 L) 2. Fuelling available by trucks 3. Facility for AV-gas is not provided
4	De-icing facilities	Provide 2 de-icing pad (Refer to Aircraft Parking / Docking chart)
5	Hanger space for visiting aircraft	Not available
6	Repair facilities for visiting aircraft	Not available
7	Remarks	NIL

Change : Information of reference temperature(31.2 °C → 31.6 °C).

RKTU AD 2.5 PASSENGER FACILITIES

1	Hotels	Near the AD and in the city
2	Restaurants	40 seats, light food service available
3	Transportation	Buses, Taxis, Train from the AD
4	Medical Facilities	a. Ambulance service available. b. Hospitals in Cheongju city, 7 km
5	Bank and Post Office	Bank available at airport
6	Tourist Office	Available at airport
7	Remarks	www.airport.co.kr/mbs/cheongju

RKTU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	CAT 8
2	Rescue equipment	a. 3 chemical fire fighting trucks (Total capacity : 32 000 L water, 4 200 L *AFFF and 750 kg dry chemical) b. 1 ambulance c. 1 mobile command vehicle
3	Capability for removal of disable aircraft	a. Specialized aircraft recovery equipment available for up to and including B747-400 size aircraft. b. 100 ton crane and other accessory equipment can be provided by airlines and agencies. c. Korea Airports Corporation is the co-ordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (TEL : +82-43-210-6331)
4	Remarks	*AFFF : Aqueous Film Forming Foam

RKTU AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Serviced by ROKAF and KAC * ROKAF : a. Four SE-88 b. Six snow ploughs ** KAC : a. One multipurpose snow removal truck b. Two compact runway jet sweepers c. One thawing material spreader
2	Clearance priorities	1. Runway in use 2. Taxiway serving runway in use 3. Apron
3	Remarks	Snow clearance information promulgated by SNOWTAM * Republic of Korea Air Force(ROKAF) ** Korea Airports Corporation(KAC)

Change : Information of telephone number(6321 → 6331).

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 - Designation, CL, THR, TDZ Lighting - Edge, THR, End c. TWY F1 Markings - CL, Edge Lightings - Edge
3	Stop bars	NIL
4	Remarks	NIL

RKTN AD 2.10 AERODROME OBSTACLES

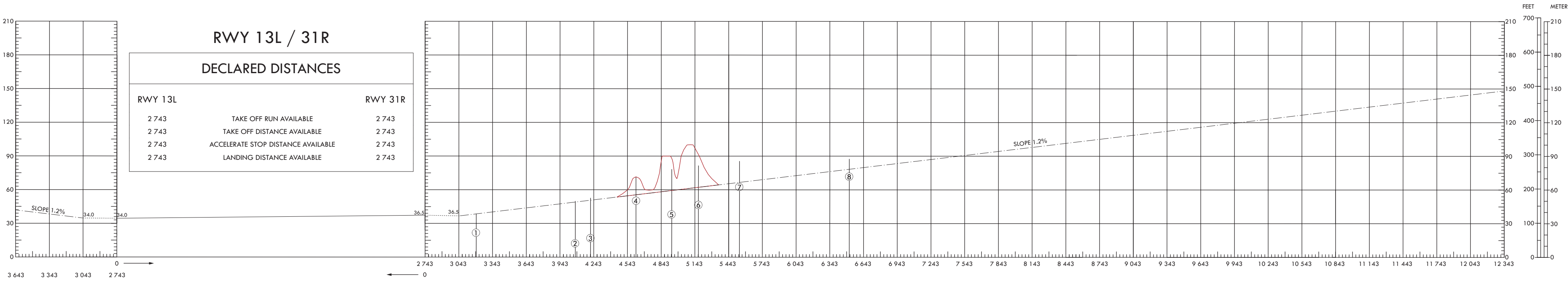
In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
RKTNOB001	Natural High Point	354931.9N 1290137.6E	2 539 ft/	NIL	31L/R APCH 13L/R TKOF
RKTNOB002	Natural High Point	354655.5N 1285646.2E	2 231 ft/	NIL	
RKTNOB003	Natural High Point	354418.6N 1284937.5E	2 104 ft/	NIL	
RKTNOB004	Natural High Point	355605.8N 1283657.1E	907 ft/	NIL	
RKTNOB005	Building	1.5 NM from RWY 31L THR	266 ft/	NIL	
RKTNOB006	Natural High Point	355248.6N 1284146.7E	430 ft/	NIL	In RWY 31L/R, 13L/R circling area and at AD
RKTNOB007	Natural High Point	355153.4N 1283941.0E	561 ft/	NIL	
RKTNOB008	Natural High Point	355144.6N 1283924.7E	653 ft/	NIL	
RKTNOB009	Natural High Point	355439.1N 1283741.5E	280 ft/	NIL	
RKTNOB010	Natural High Point	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)					

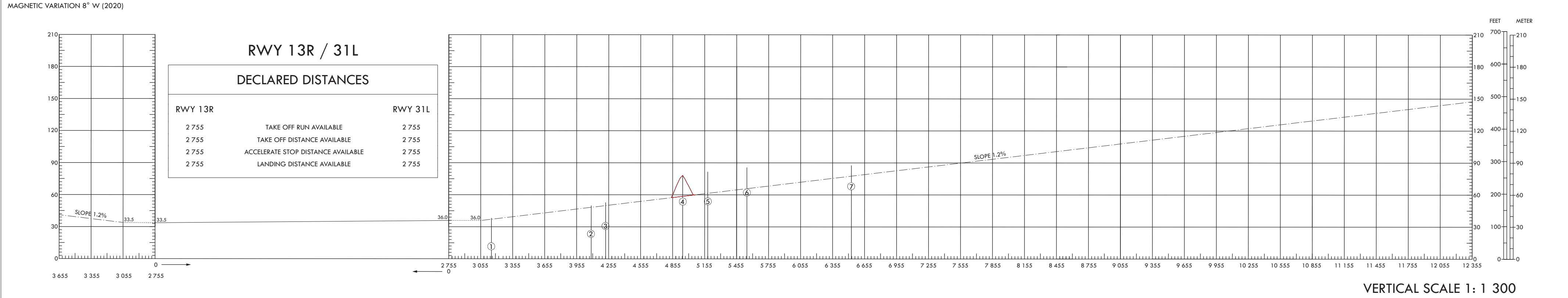
RKTN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

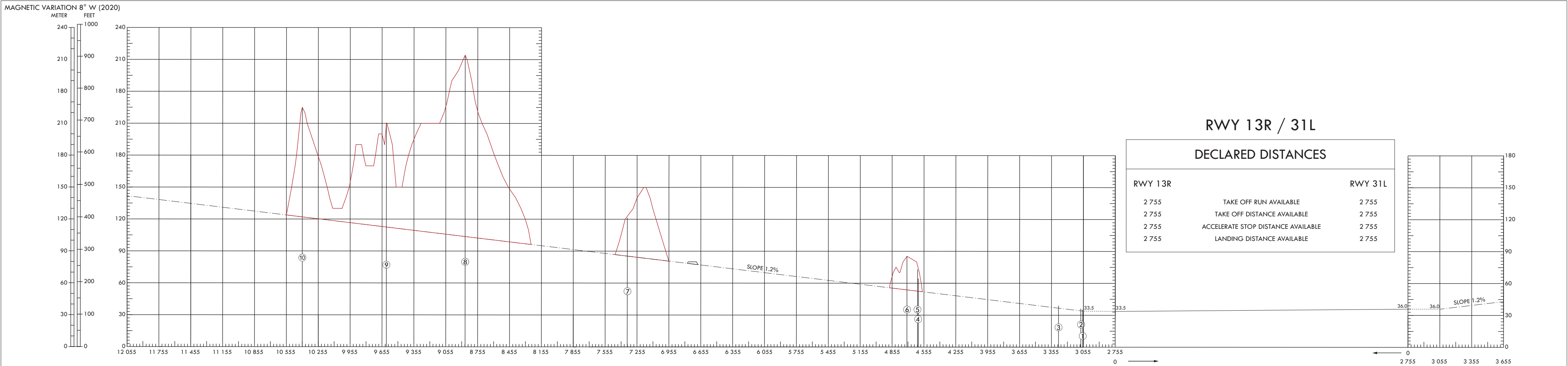
1	Associated MET Office	Daegu Airforce MET Office
2	Hours of service MET Office outside hours	24 hours
3	Office responsible for TAF preparation Periods of validity	ROKAF MET Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Trend forecast Interval of issuance	NIL
5	Briefing/consultation provided	Available at Aviation Meteorological Office for 24 hours, if required
6	Flight documentation Language(s) used	Aerodrome forecasts(TAF code form), SIGWX charts, WINTEN 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

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

MAGNETIC VARIATION 8° W (2020)

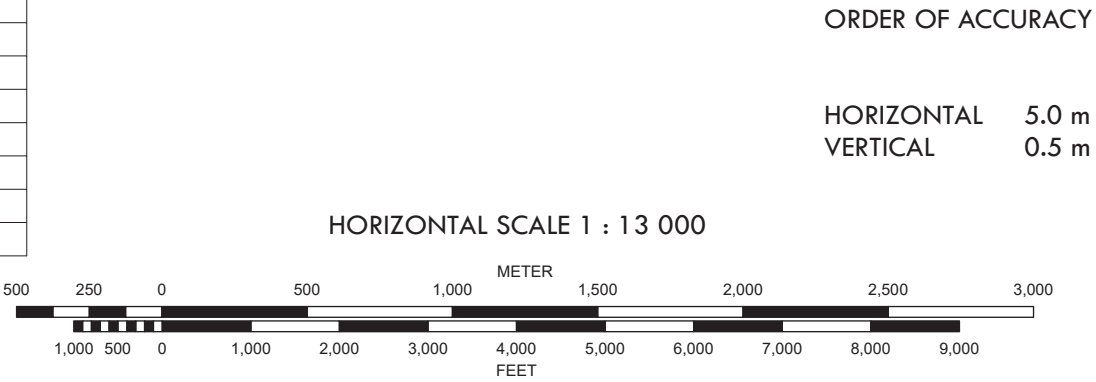




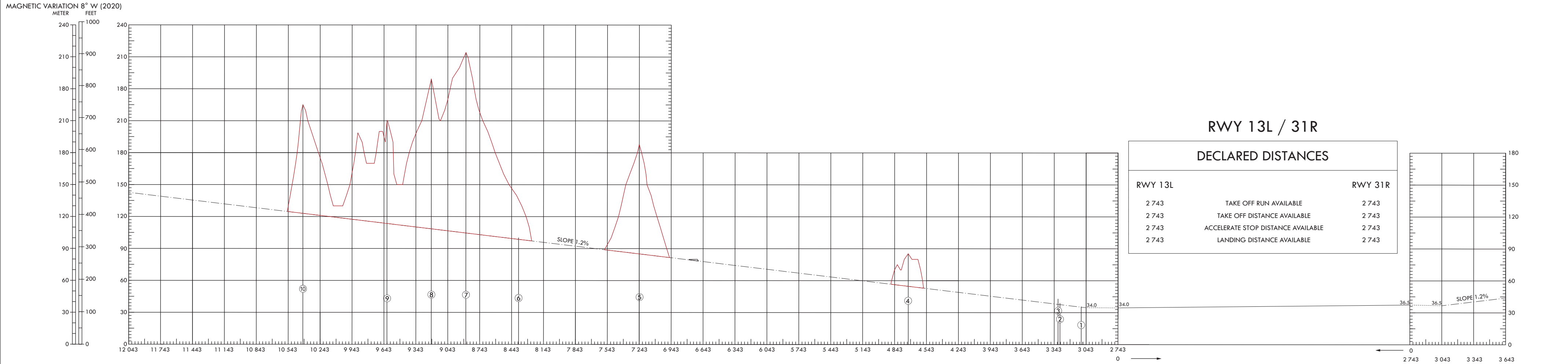


LEGEND		
ITEM	SYMBOL	
	Plan	Profile
Tree or shrub	✱	
Pole tower spire antenna etc	⊙	
Building or large structure	■	
Railroad	—+—+—+—	
Transmission line or overhead cable	— — — —	
Natural high point (Peak or Mountain)	●	
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

OBSTACLES				
NO	COORDINATES(WGS84)		ELEV(AMSL)	ITEM
1	35°54'06.89"N	128°38'34.37"E	35.08	Light
2	35°54'06.36"N	128°38'33.04"E	36.01	Building
3	35°54'13.57"N	128°38'28.96"E	38.82	Building
4	35°54'35.78"N	128°37'43.90"E	64.20	Building
5	35°54'29.81"N	128°37'38.55"E	72.91	Natural high point
6	35°54'38.94"N	128°37'41.36"E	85.31	Natural high point
7	35°55'34.83"N	128°36'21.12"E	121.14	Natural high point
8	35°55'34.30"N	128°35'07.09"E	274.19	Natural high point
9	35°56'13.22"N	128°35'03.83"E	210.34	Natural high point
10	35°56'14.47"N	128°34'26.73"E	225.06	Natural high point

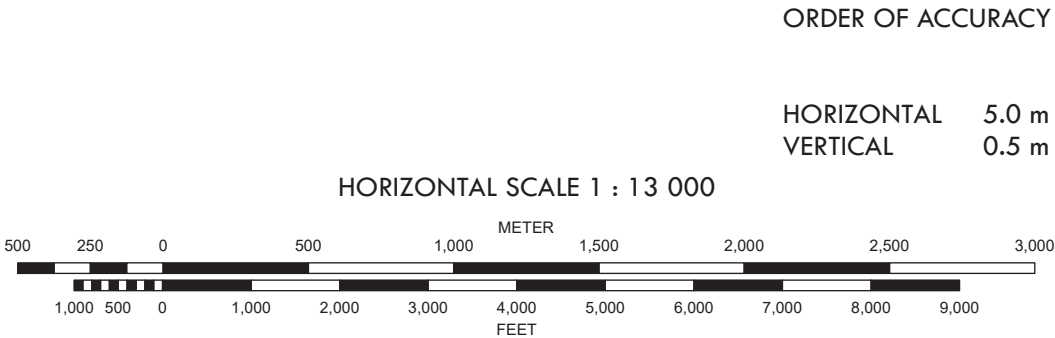


AMENDMENT RECORD		
NO	DATE	ENTERED BY



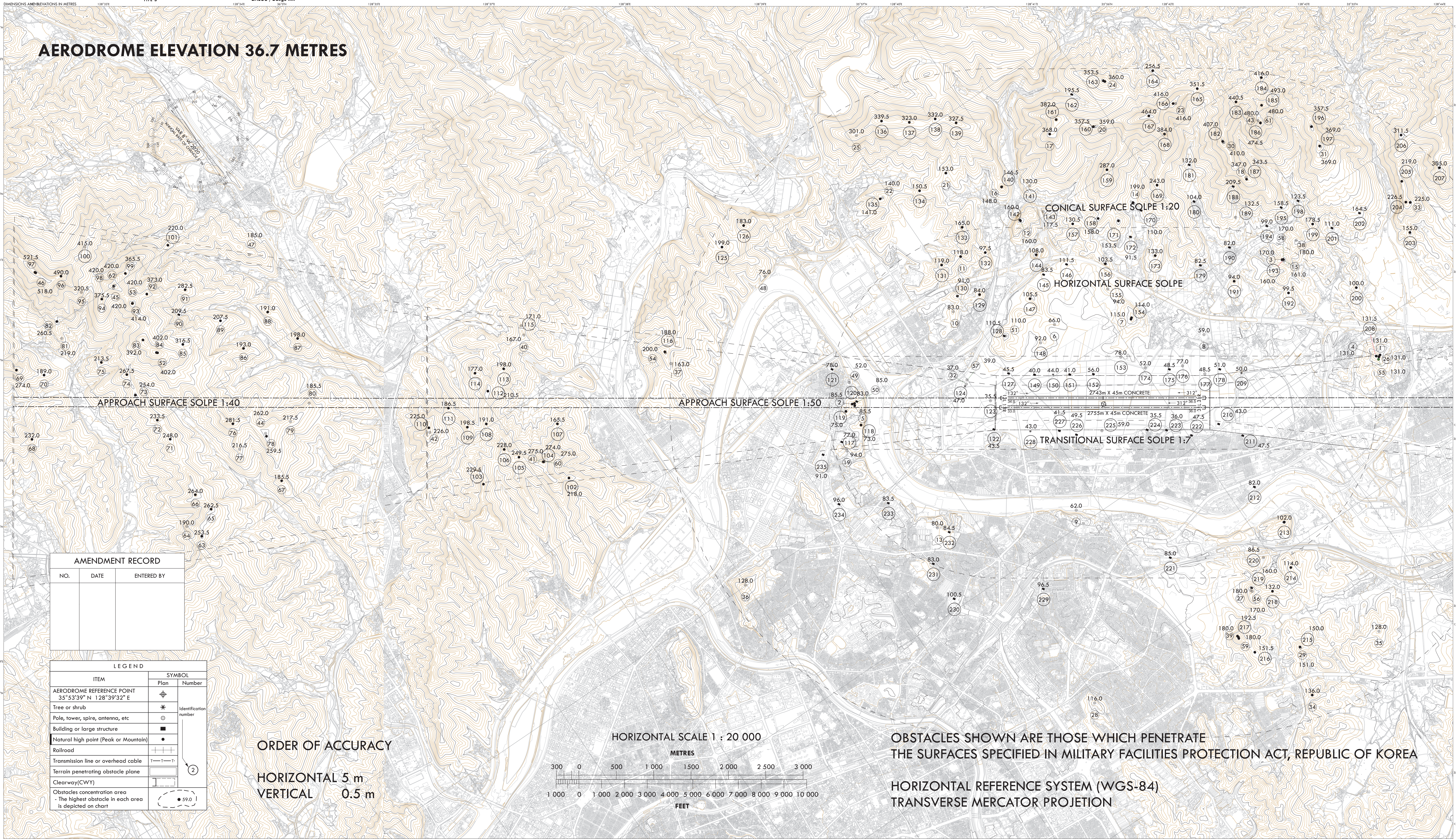
LEGEND		
ITEM	SYMBOL	
	Plan	Profile
Tree or shrub	✱	
Pole tower spire antenna etc	⊙	
Building or large structure	■	
Railroad	—+—+—	
Transmission line or overhead cable	—T—T—	
Natural high point (Peak or Mountain)	●	
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

OBSTACLES					
NO	COORDINATES(WGS84)		ELEV(AMSL)	ITEM	NOTE
1	35°54'12.04"N	128°38'37.31"E	35.60	Light	
2	35°54'13.57"N	128°38'28.96"E	38.82	Building	
3	35°54'17.21"N	128°38'31.12"E	42.87	Light	
4	35°54'38.94"N	128°37'41.36"E	85.31	Natural high point	
5	35°55'44.08"N	128°36'33.88"E	187.87	Natural high point	
6	35°55'55.89"N	128°35'49.02"E	100.15	Natural high point	
7	35°55'34.30"N	128°35'07.09"E	274.19	Natural high point	
8	35°55'41.87"N	128°34'57.73"E	249.32	Natural high point	
9	35°56'13.22"N	128°35'03.83"E	210.34	Natural high point	
10	35°56'14.47"N	128°34'26.73"E	225.06	Natural high point	



AMENDMENT RECORD		
NO	DATE	ENTERED BY

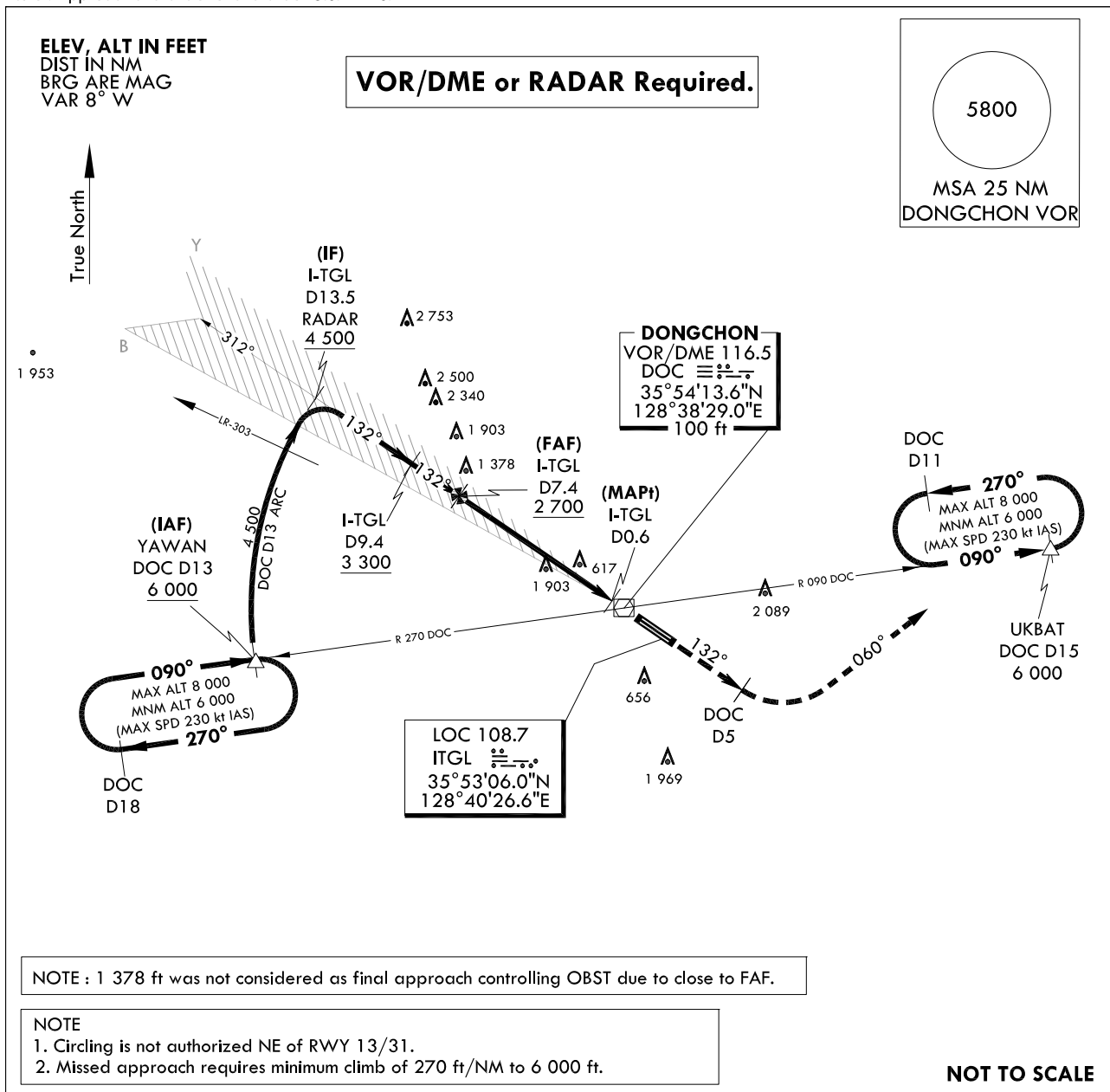
AERODROME OBSTACLE CHART
TYPE B



OBSTACLES																			
NO	COORDINATES(WGS-84)	REMARKS	ITEM	NOTE	NO	COORDINATES(WGS-84)	REMARKS	ITEM	NOTE	NO	COORDINATES(WGS-84)	REMARKS	ITEM	NOTE	NO	COORDINATES(WGS-84)	REMARKS	ITEM	NOTE
1	35°52'56.00"N 128°41'32.00"E	131.0	Natural high point		31	35°53'59.00"N 128°39'32.00"E	133.0	Natural high point		61	35°54'06.00"N 128°42'50.00"E	140.0	Natural high point		111	35°53'51.00"N 128°39'32.00"E	133.0	Natural high point	
2	35°54'29.14"N 128°41'32.00"E	85.5	Natural high point		32	35°53'56.20"N 128°39'32.00"E	133.0	Natural high point		62	35°54'06.00"N 128°42'50.00"E	140.0	Natural high point		112	35°53'51.00"N 128°39'32.00"E	133.0	Natural high point	
3	35°54'29.14"N 128°41'32.00"E	85.5	Natural high point		33	35°53'56.20"N 128°39'32.00"E	133.0	Natural high point		63	35°54'06.00"N 128°42'50.00"E	140.0	Natural high point		113	35°53'51.00"N 128°39'32.00"E	133.0	Natural high point	
4	35°54'29.14"N 128°41'32.00"E	85.5	Natural high point		34	35°53'56.20"N 128°39'32.00"E	133.0	Natural high point		64	35°54'06.00"N 128°42'50.00"E	140.0	Natural high point		114	35°53'51.00"N 128°39'32.00"E	133.0	Natural high point	
5	35°54'29.14"N 128°41'32.00"E	85.5	Natural high point		35	35°53'56.20"N 128°39'32.00"E	133.0	Natural high point		65	35°54'06.00"N 128°42'50.00"E	140.0	Natural high point		115	35°53'51.00"N 128°39'32.00"E	133.0	Natural high point	
6	35°54'29.14"N 128°41'32.00"E	85.5	Natural high point		36	35°53'56.20"N 128°39'32.00"E	133.0	Natural high point		66	35°54'06.00"N 128°42'50.00"E	140.0	Natural high point		116	35°53'51.00"N 128°39'32.00"E	133.0	Natural high point	
7	35°54'29.14"N 128°41'32.00"E	85.5	Natural high point		37	35°53'56.20"N 128°39'32.00"E	133.0	Natural high point		67	35°54'06.00"N 128°42'50.00"E	140.0	Natural high point		117	35°53'51.00"N 128°39'32.00"E	133.0	Natural high point	
8	35°54'29.14"N 128°41'32.00"E	85.5	Natural high point		38	35°53'56.20"N 128°39'32.00"E	133.0	Natural high point		68	35°54'06.00"N 128°42'50.00"E	140.0	Natural high point		118	35°53'51.00"N 128°39'32.00"E	133.0	Natural high point	
9	35°54'29.14"N 128°41'32.00"E	85.5	Natural high point		39	35°53'56.20"N 128°39'32.00"E	133.0	Natural high point		69	35°54'06.00"N 128°42'50.00"E	140.0	Natural high point		119	35°53'51.00"N 128°39'32.00"E	133.0	Natural high point	
10	35°54'29.14"N 128°41'32.00"E	85.5	Natural high point		40	35°53'56.20"N 128°39'32.00"E	133.0	Natural high point		70	35°54'06.00"N 128°42'50.00"E	140.0	Natural high point		120	35°53'51.00"N 128°39'32.00"E	133.0	Natural high point	
11	35°54'29.14"N 128°41'32.00"E	85.5	Natural high point		41	35°53'56.20"N 128°39'32.00"E	133.0	Natural high point		71	35°54'06.00"N 128°42'50.00"E	140.0	Natural high point		121	35°53'51.00"N 128°39'32.00"E	133.0	Natural high point	
12	35°54'29.14"N 128°41'32.00"E	85.5	Natural high point		42	35°53'56.20"N 128°39'32.00"E	133.0	Natural high point		72	35°54'06.00"N 128°42'50.00"E	140.0	Natural high point		122	35°53'51.00"N 128°39'32.00"E	133.0	Natural high point	
13	35°54'29.14"N 128°41'32.00"E	85.5	Natural high point		43	35°53'56.20"N 128°39'32.00"E	133.0	Natural high point		73	35°54'06.00"N 128°42'50.00"E	140.0	Natural high point		123	35°53'51.00"N 128°39'32.00"E	133.0	Natural high point	
14	35°54'29.14"N 128°41'32.00"E	85.5	Natural high point		44	35°53'56.20"N 128°39'32.00"E	133.0	Natural high point		74	35°54'06.00"N 128°42'50.00"E	140.0	Natural high point		124	35°53'51.00"N 128°39'32.00"E	133.0	Natural high point	
15	35°54'29.14"N 128°41'32.00"E	85.5	Natural high point		45	35°53'56.20"N 128°39'32.00"E	133.0	Natural high point		75	35°54'06.00"N 128°42'50.00"E	140.0	Natural high point		125	35°53'51.00"N 128°39'32.00"E	133.0	Natural high point	
16	35°54'29.14"N 128°41'32.00"E	85.5	Natural high point		46	35°53'56.20"N 128°39'32.00"E	133.0	Natural high point		76	35°54'06.00"N 128°42'50.00"E	140.0	Natural high point		126	35°53'51.00"N 128°39'32.00"E	133.0	Natural high point	
17	35°54'29.14"N 128°41'32.00"E	85.5	Natural high point		47	35°53'56.20"N 128°39'32.00"E	133.0	Natural high point		77	35°54'06.00"N 128°42'50.00"E	140.0	Natural high point		127	35°53'51.00"N 128°39'32.00"E	133.0	Natural high point	
18	35°54'29.14"N 128°41'32.00"E	85.5	Natural high point		48	35°53'56.20"N 128°39'32.00"E	133.0	Natural high point		78	35°54'06.00"N 128°42'50.00"E	140.0	Natural high point		128	35°53'51.00"N 128°39'32.00"E	133.0	Natural high point	
19	35°54'29.14"N 128°41'32.00"E	85.5	Natural high point		49	35°53'56.20"N 128°39'32.00"E	133.0	Natural high point		79	35°54'06.00"N 128°42'50.00"E	140.0	Natural high point		129	35°53'51.00"N 128°39'32.00"E	133.0	Natural high point	
20	35°54'29.14"N 128°41'32.00"E	85.5	Natural high point		50	35°53'56.20"N 128°39'32.00"E	133.0	Natural high point		80	35°54'06.00"N 128°42'50.00"E	140.0	Natural high point		130	35°53'51.00"N 128°39'32.00"E	133.0	Natural high point	

INSTRUMENT
APPROACH
CHARTAERODROME ELEV 120 ft
HEIGHTS RELATED TO
THR RWY 13R - ELEV 110 ft
HIGHEST ELEV TDZ 111 ftDAEGU APP 135.9 346.3
DAEGU TWR 126.2 236.6
365.0DAEGU/Daegu Intl(RKTN)
LOC/DME
RWY 13R

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



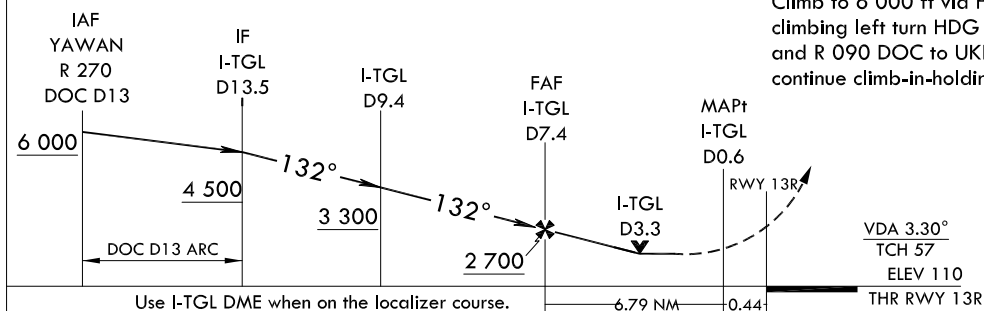
↑ HDG 132°	DOC D5	HDG 060°	R 090 DOC	UKBAT Δ 6 000
TRANSITION	ALT 14 000			
TRANSITION	LVL FL 140			

MISSED APPROACH CLIMB RATE TABLE

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

MISSED APPROACH

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



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

Change : Amended altitude restriction(4 400 → 4 500).

INTENTIONALLY

LEFT

BLANK

RKJB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/MLS	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME (8° W/2020)	MUN	111.0 MHz (CH 47X)	H24	345840.0N 1262305.4E	0 m	Scheduled inspection time : Every 3rd THU 1500-2000 UTC of the month
LOC 01 (8° W/2020) ILS CAT I (8° W or 352°)	IMUN	111.9 MHz	H24	350023.1N 1262257.8E		Scheduled inspection time : Every 1st THU 1500-2000 UTC of the month
GP 01		331.1 MHz	H24	345853.3N 1262254.0E		- 3° - ILS RDH 50 ft
DME 01		1017 MHz (CH 56X)	H24	345853.2N 1262253.8E	0 m	
LOC 19 (8° W/2020) ILS CAT I (8° W or 352°)	IMAN	108.9 MHz	H24	345835.0N 1262258.5E		Scheduled inspection time: Every 3rd THU 1500-2000 UTC of the month LOC unusable beyond 15 NM from LOC due to P-63B
GP 19		329.3 MHz	H24	350004.3N 1262253.5E		- 3° - ILS RDH 50 ft
DME 19		987 MHz (CH 26X)	H24	350004.3N 1262253.3E	30 m	
VOR/DME (8° W/2020)	KWA	114.4 MHz (CH 91X)	H24	350734.2N 1264844.0E	30 m	Unusable and scheduled inspection time : See ENR 4.1 for the details
Scheduled inspection time: RADAR(ASR/SSR) : Every 3rd THU 1500-2000(UTC) of the month						

RKJB AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulations
 - 1.1 Pilots are required to monitor VHF 121.5 MHz when flying within Gwangju TMA.
 - 1.2 Pilots should always make sure that microphones are not stuck in the transmitting position before transmission in order to prevent frequency blockage(stuck mike) from impairing ATC.
 - 1.3 Pilot shall use extreme caution during carrying out final approach into RWY 01 or missed approach or departure for RWY 19 due to obstacle located east of extended RWY at approximately 2.1 NM from threshold of RWY 01.
 - 1.4 Pilots should always use caution of military VFR traffic around airport due to many military operation area and military VFR helicopter near Mokpo Navy airfield located approximately 13 NM south of Muan airport.
 - 1.5 Ground engine check procedures
 - a. Aircraft requiring an engine check shall contact Muan GND(121.7 MHz, 317.45 MHz) and provide the following :
 - 1) Call sign or registration number
 - 2) Stand number
 - 3) Type of request, engine start or performance check

Change : Information of remarks for LOC 01 and LOC 19.

- b. Engine starts are permitted in the ramp areas. However, the power setting shall not exceed idle thrust unless cleared by ATC.
- c. During the engine check, pilot shall monitor the frequency of Muan GND(121.7 MHz, 317.45 MHz).

1.6 Standard Taxi Procedures

Unless otherwise instructed, aircraft should use the following routes:

- a. Departure
 - 1) RWY 01 in use : Apron - A2 - P - E3
 - 2) RWY 19 in use : Apron - A1 - P - E1
- b. Arrival
 - 1) RWY 01 in use : E2 or E1 - P - A1 - Apron
 - 2) RWY 19 in use : E3 - P - A2 - Apron

1.7 Radio frequency transfer Point

- Arrival
Arrival aircraft shall contact radio frequency from MUAN TOWER(118.25 MHz) to MUAN GROUND(121.7 MHz) when vacating Runway.
- Departure
Departure aircraft shall contact radio frequency MUAN TOWER(118.25 MHz) at the following point unless otherwise instructed by ATC :

Runway in use	Radio frequency transfer point
RWY 01	Passing TWY A2
RWY 19	After passing the intersection of TWY E2, A1 and P

RKJB AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

RKJB AD 2.22 FLIGHT PROCEDURES

1. IFR

1.1 IFR ATC CLEARANCE

The following procedures are established for all turbo jet departures from Muan International Airport:

- a. Aircraft shall contact Clearance Delivery and provide the following information 5 minutes prior to startup or push-back.
 - 1) Aircraft Identification
 - 2) Type of aircraft
 - 3) Destination
 - 4) Proposed flight level or altitude
 - 5) Gate or stand number
 - 6) ATIS code
- b. If aircraft fails to push-back or taxi within 15 minutes after receipt of ATC clearance, pilot should notify ATC except when :
 - 1) Start-up or push-back is delayed due to traffic on the ground, or
 - 2) Aircraft departure is restricted by the release time or the same altitude/route separation.

1.2 SPEED CONTROL

Unless otherwise authorized by ATC, no pilot may operate an aircraft below 10 000 ft AMSL at an IAS of more than 250 kt.

1.3 Fuel Dumping Area

Fuel Dumping Area is established within Gwangju TMA as follows.

- a. Area : A circle, 3 NM radius centered at R 275 MUN/D22
- b. Altitude : 6 000 ft AMSL

1.4 Visual Approach

Visual Approach may be initiated by ATC(Gwangju approach control) or approved upon pilot request on traffic permitting basis when :

- a. Ceiling : at or above 500 ft plus MVA and
- b. Visibility : not less than 5 km
- c. Circuit : West pattern only



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

1	Designation, Apron surface and strength	a. Surface : Concrete, Asphalt b. Strength : Apron1 Concrete PCN 70/R/C/W/T Apron2 Asphalt PCN 67/F/C/X/T Apron3 Asphalt PCN 67/F/C/X/T
2	Designation, Taxiway width, surface and strength	a. Width - A, B, C, P : 23 m - G : 15 m b. Surface : Asphalt, Concrete c. Strength - A, B, P(BTN A and stand NR. 4 behind) : Asphalt, PCN 67/F/C/X/T - C, P(BTN B and C) : Asphalt, PCN 67/F/C/X/T - P(stand NR. 3 behind and BTN B) : Concrete, PCN 70/R/C/W/T - G : PCN 24/F/B/X/T
3	Altimeter check location and elevation	Location : At apron Elevation : 19 m
4	VOR checkpoints	VOR : NIL
5	INS check points	INS : Refer to Aircraft Parking/Docking Chart
6	Remarks	NIL

RKJY 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. Taxi Guide lines at apron b. Nose-in guidance at aircraft stands
2	RWY and TWY markings and LGT	a. RWY 17/35 : Designation, CL, THR edge, TDZ and aiming point marking, and edge, CL and RWY 17 TDZ LGT b. TWY : CL, edge marking and edge LGT
3	Stop bars	NIL
4	Remark	NIL

RKJY 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
RKJYOB001	Antenna	345612.9N 1273831.5E	1 598 ft/	NIL	17/APCH 35/TKOF
RKJYOB002	Pylon	345945.9N 1273823.7E	1 874 ft/	NIL	
RKJYOB003	Natural High Point	350622.7N 1273718.0E	3 992 ft/	NIL	
RKJYOB004	Natural High Point	350523.3N 1273149.6E	2 816 ft/	NIL	
RKJYOB005	Natural High Point	350130.0N 1273338.5E	1 822 ft/	NIL	
RKJYOB006	Natural High Point	345831.0N 1273318.7E	1 022 ft/	NIL	
RKJYOB007	Natural High Point	345459.3N 1273358.4E	394 ft/	NIL	
RKJYOB008	Natural High Point	350335.4N 1273141.6E	2 394 ft/	NIL	
RKJYOB009	Natural High Point	350138.8N 1273329.4E	1 954 ft/	NIL	
RKJYOB010	Natural High Point	350004.7N 1271849.1E	2 911 ft/	NIL	
RKJYOB011	Natural High Point	345818.2N 1273023.0E	1 166 ft/	NIL	
RKJYOB012	Pylon	345347.9N 1273346.5E	590 ft/	NIL	
RKJYOB013	Natural High Point	345529.0N 1272100.2E	2 192 ft/	NIL	
RKJYOB014	Natural High Point	345603.4N 1273732.1E	1 312 ft/	NIL	
RKJYOB015	Natural High Point	345206.4N 1273634.4E	63 ft/	NIL	
RKJYOB016	Building	345027.0N 1273628.7E	199 ft/	NIL	

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

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
RKJYOB017	Light	344830.0N 1273729.5E	521 ft/	NIL	35/APCH 17/TKOF
RKJYOB018	Natural High Point	345006.9N 1273534.3E	1 076 ft/	NIL	
RKJYOB019	Natural High Point	344902.6N 1273631.8E	1 202 ft/	NIL	
RKJYOB020	Natural High Point	344420.3N 1274229.5E	1 267 ft/	NIL	
RKJYOB021	Natural High Point	344501.4N 1273843.0E	914 ft/	NIL	
RKJYOB022	Natural High Point	345033.5N 1273613.1E	820 ft/	NIL	
RKJYOB023	Natural High Point	343723.7N 1274603.9E	1 511 ft/	NIL	
RKJYOB024	Natural High Point	343908.7N 1274500.2E	1 352 ft/	NIL	
RKJYOB025	Natural High Point	344441.3N 1273824.9E	1 142 ft/	NIL	
RKJYOB026	Building	344906.4N 1273854.2E	184 ft/	NIL	
RKJYOB027	Building	344905.8N 1273853.4E	183 ft/	NIL	
RKJYOB028	Building	344851.9N 1273850.9E	412 ft/	Marked/ LGTD	
RKJYOB029	Building	344853.1N 1273850.9E	412 ft/	Marked/ LGTD	
RKJYOB030	Building	344849.4N 1273703.4E	184 ft/	NIL	
RKJYOB031	Building	344939.8N 1273450.7E	342 ft/	NIL	
RKJYOB032	Building	344942.0N 1273450.3E	346 ft/	NIL	
RKJYOB033	Building	344940.8N 1273449.5E	346 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 types(hill → natural high point).

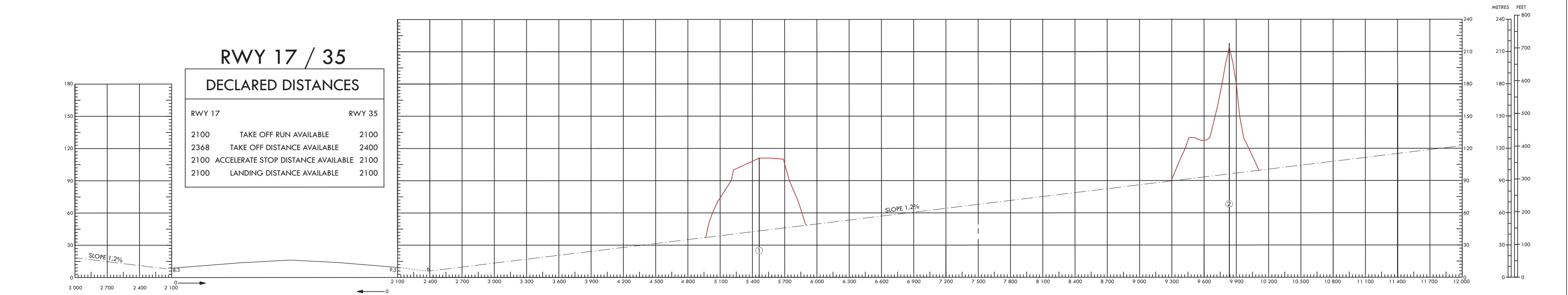
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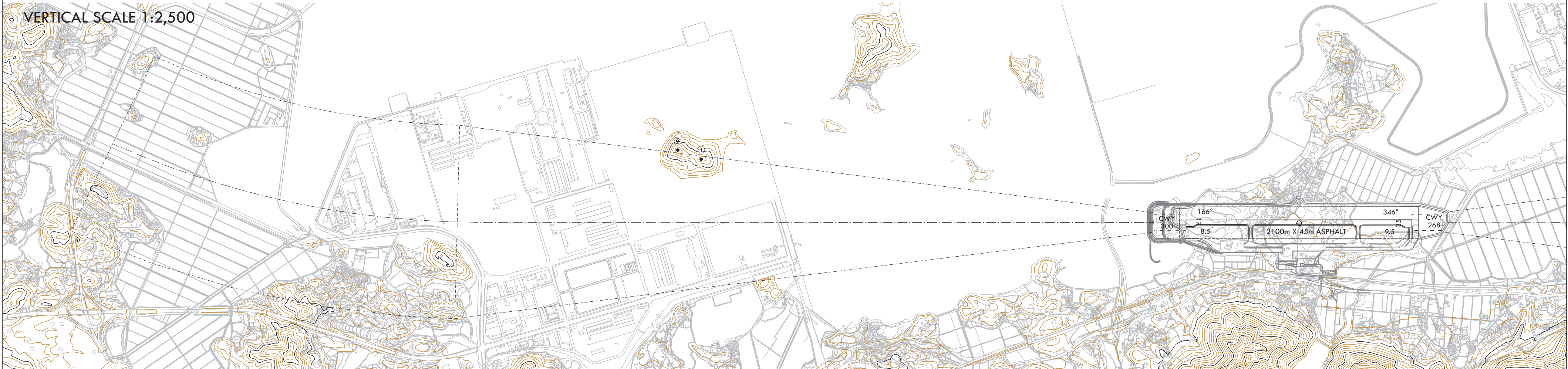
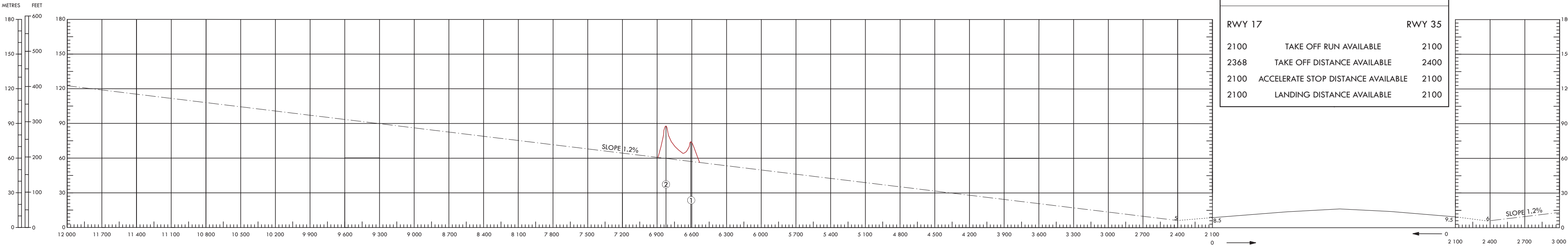
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DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 8° W-2020



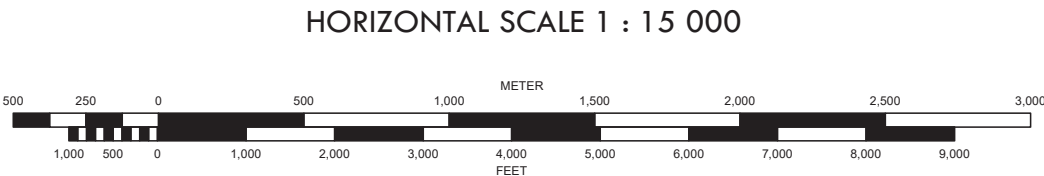
MAGNETIC VARIATION 8° W-2020



LEGEND		
ITEM	SYMBOL	
	Plan	Profile
Tree or shrub	✳	
Pole tower spire antenna etc	⊙	
Building or large structure	■	
Railroad	—+—+—+—	
Transmission line or overhead cable	—T—T—T—	
Natural high point (Peak or Mountain)	●	
Terrain penetrating obstacle plane		
Clearway(SWY)		

OBSTACLES				
NO	COORDINATES(WGS84)		ELEV(AMSL)	ITEM
1	34°53'26.35"N	127°36'01.86"E	74.26	Natural high point
2	34°53'33.81"N	127°36'01.73"E	87.91	Natural high point

ORDER OF ACCURACY
HORIZONTAL 5.0m
VERTICAL 0.5m

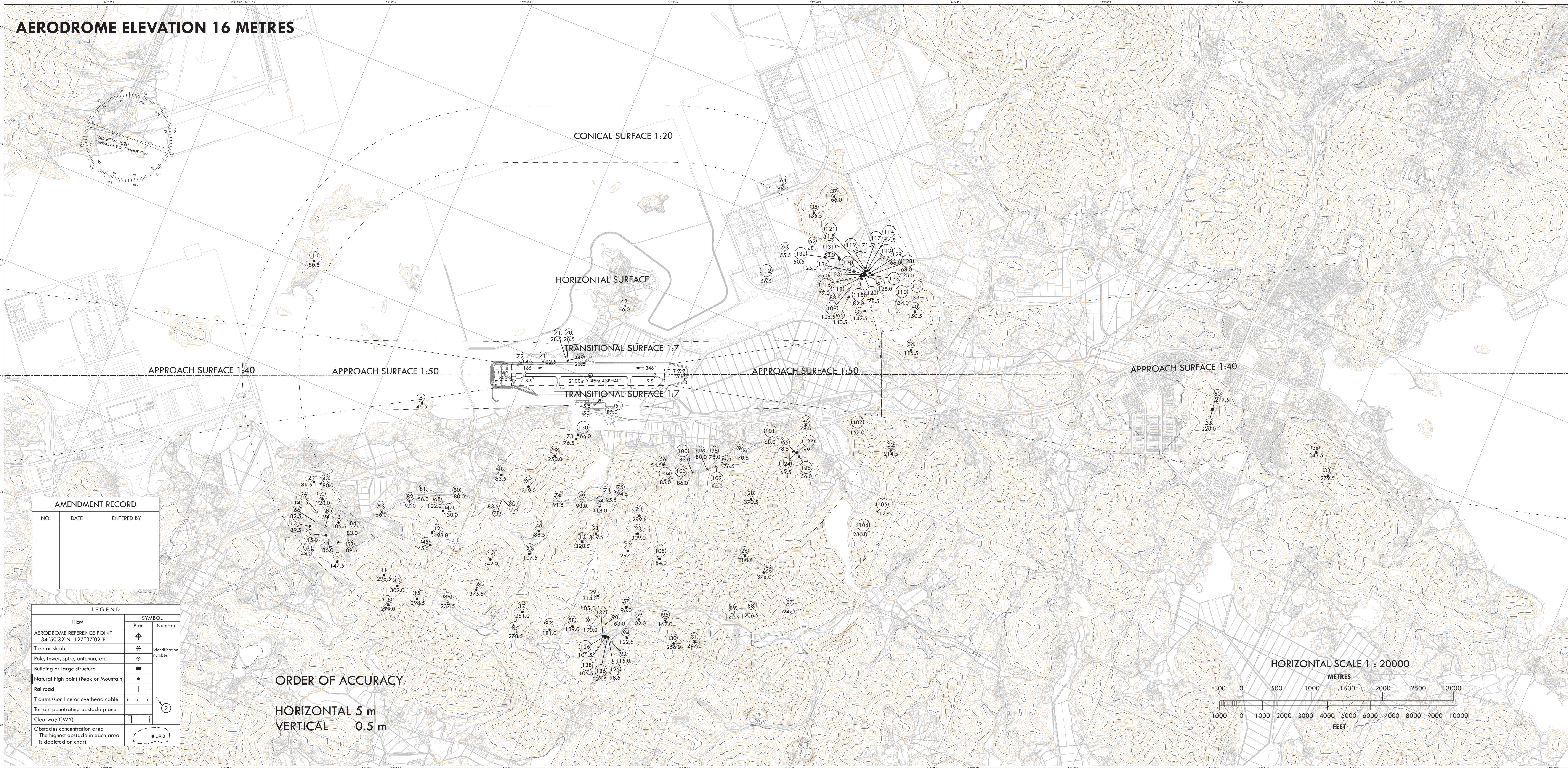


AMENDMENT RECORD		
NO	DATE	ENTERED BY

AERODROME OBSTACLE CHART - ICAO
TYPE B

YEOSU / Yeosu

DIMENSION AND ELEVATION IN METRES



COORDINATES(WGS-84)				ELEV (AMSL)	ITEM	NOTE	COORDINATES(WGS-84)				ELEV (AMSL)	ITEM	NOTE	COORDINATES(WGS-84)				ELEV (AMSL)	ITEM	NOTE	COORDINATES(WGS-84)				ELEV (AMSL)	ITEM	NOTE	COORDINATES(WGS-84)				ELEV (AMSL)	ITEM	NOTE							
1	34°52'49"N	127°37'04"E	80.5	Natural High point		21	34°50'03"N	127°35'42"E	319.5	Natural High point		41	34°50'34"N	127°36'59"E	22.5	Tree		61	34°48'51"N	127°38'51"E	125.0	Chimney		81	34°51'23"N	127°35'26"E	58.0	Pole		101	34°49'05"N	127°37'07"E	68.0	Pole		121	34°48'53"N	127°38'52"E	84.43	Building	
2	34°52'11"N	127°35'10"E	89.5	Natural High point		22	34°49'46"N	127°35'39"E	297.0	Natural High point		42	34°50'29"N	127°37'45"E	56.0	Tree		62	34°49'20"N	127°38'54"E	65.0	Building		82	34°51'27"N	127°35'20"E	97.0	Pole		102	34°49'23"N	127°36'41"E	84.0	Pole		122	34°48'53"N	127°38'50"E	78.71	Building	
3	34°52'05"N	127°34'46"E	89.5	Natural High point		23	34°49'45"N	127°35'50"E	309.0	Natural High point		43	34°50'08"N	127°35'10"E	80.0	Building		63	34°49'30"N	127°38'46"E	55.5	Chimney		83	34°51'37"N	127°35'09"E	56.0	Pole		103	34°49'35"N	127°36'28"E	86.0	Pole		123	34°48'54"N	127°38'50"E	75.24	Building	
4	34°52'00"N	127°34'34"E	144.0	Natural High point		24	34°49'42"N	127°36'00"E	299.5	Natural High point		44	34°51'53"N	127°34'40"E	86.0	Building		64	34°49'43"N	127°39'20"E	88.0	Chimney		84	34°51'47"N	127°34'53"E	83.0	Pole		104	34°49'40"N	127°36'26"E	85.0	Pole		124	34°48'51"N	127°37'05"E	69.70	Building	
5	34°51'48"N	127°34'33"E	147.5	Natural High point		25	34°48'40"N	127°35'56"E	375.0	Natural High point		45	34°51'48"N	127°35'35"E	37.5	Tree		65	34°48'56"N	127°38'56"E	146.5	Building		85	34°51'09"N	127°34'49"E	94.5	Pole		105	34°48'07"N	127°36'51"E	177.0	Tower		125	34°49'40"N	127°34'51"E	96.48	Building	
6	34°51'39"N	127°34'13"E	46.5	Natural High point		26	34°48'55"N	127°36'01"E	380.5	Natural High point		46	34°50'27"N	127°35'17"E	88.5	Building		66	34°49'25"N	127°39'49"E	82.5	Pole		86	34°50'54"N	127°34'35"E	237.5	Pole		106	34°48'07"N	127°36'29"E	220.0	Tower		126	34°49'41"N	127°34'51"E	101.39	Building	
7	34°52'05"N	127°35'03"E	122.0	Natural High point		27	34°48'52"N	127°37'21"E	78.5	Natural High point		47	34°51'11"N	127°35'22"E	130.0	Building		67	34°52'05"N	127°34'55"E	146.5	Tower		87	34°48'29"N	127°35'43"E	247.0	Tower		107	34°48'29"N	127°37'30"E	157.0	Tower		127	34°48'51"N	127°37'05"E	69.16	Building	
8	34°51'54"N	127°34'54"E	105.5	Natural High point		28	34°49'03"N	127°36'32"E	370.5	Natural High point		48	34°50'53"N	127°35'29"E	63.5	Building		68	34°51'13"N	127°35'26"E	102.0	Pole		88	34°48'43"N	127°35'33"E	206.5	Tower		108	34°49'31"N	127°35'42"E	184.0	Building		128	34°48'49"N	127°38'52"E	67.90	Building	
9	34°51'52"N	127°34'45"E	115.0	Natural High point		29	34°49'51"N	127°35'10"E	314.0	Natural High point		49	34°50'44"N	127°37'05"E	23.5	Building		69	34°50'24"N	127°37'05"E	278.5	Tower		89	34°48'51"N	127°35'29"E	145.5	Tower		109	34°48'56"N	127°38'43"E	125.5	Tower		129	34°48'51"N	127°38'52"E	65.90	Building	
10	34°51'18"N	127°34'33"E	302.0	Natural High point		30	34°49'11"N	127°35'01"E	256.0	Natural High point		50	34°50'24"N	127°35'17"E	43.5	Building		70	34°50'45"N	127°37'05"E	28.5	Building		90	34°49'43"N	127°34'56"E	163.0	Tower		110	34°48'33"N	127°38'46"E	134.0	Tower		130	34°50'27"N	127°36'29"E	66.0	Building	
11	34°51'25"N	127°34'36"E	296.5	Natural High point		31	34°49'02"N	127°35'06"E	247.0	Natural High point		51	34°50'45"N	127°37'05"E	28.5	Tower		71	34°50'45"N	127°37'05"E	28.5	Tower		91	34°49'49"N	127°34'53"E	190.0	Tower		111	34°48'27"N	127°38'52"E	133.5	Tower		131	34°49'06"N	127°38'54"E	52.1	Building	
12	34°51'17"N	127°34'32"E	193.0	Natural High point		32	34°48'11"N	127°35'25"E	214.5	Natural High point		52	34°51'51"N	127°34'40"E	89.5	Building		72	34°51'04"N	127°36'54"E	14.5	Pole		92	34°50'06"N	127°34'43"E	181.0	Tower		112	34°49'34"N	127°38'52"E	56.5	Chimney		132	34°49'06"N	127°38'53"E	50.5	Building	
13	34°50'07"N	127°35'24"E	328.5	Natural High point		33	34°50'17"N	127°35'17"E	107.5	Natural High point		53	34°50'27"N	127°35'17"E	80.5	Building		73	34°50'27"N	127°36'20"E	76.5	Building		93	34°49'27"N	127°34'49"E	115.0	Pole		113	34°48'52"N	127°38'54"E	64.75	Building		133	34°48'52"N	127°38'52"E	126.0	Tower	
14	34°50'43"N	127°35'06"E	342.0	Natural High point		34	34°48'20"N	127°38'22"E	116.5	Natural High point		54	34°50'06"N	127°35'56"E	118.0	Building		74	34°50'04"N	127°36'03"E	95.5	Pole		94	34°49'37"N	127°34'54"E	122.5	Building		114	34°48'52"N	127°38'53"E	64.41	Building		134	34°48'53"N	127°38'51"E	126.0	Tower	
15	34°51'07"N	127°34'31"E	298.5	Natural High point		35	34°46'02"N	127°38'53"E	220.0	Natural High point		55	34°48'53"N	127°37'05"E	78.5	Building		75	34°50'02"N	127°36'07"E	94.5	Pole		95	34°49'18"N	127°35'11"E	167.0	Tower		115	34°48'53"N	127°38'48"E	81.90	Building		135	34°48'49"N	127°37'03"E	56.2	Building	
16	34°50'44"N	127°34'48"E	375.5	Natural High point		36	34°45'10"N	127°38'53"E	243.5	Natural High point		56	34°49'46"N	127°36'51"E	54.5	Building		76	34°50'24"N	127°35'50"E	91.5	Pole		96	34°49'14"N	127°36'53"E	70.5	Pole		116	34°48'54"N	127°38'50"E	76.80	Building		136	34°49'40"N	127°34'51"E	104.5	Building	
17	34°50'20"N	127°34'46"E	281.0	Natural High point		37	34°49'19"N	127°39'25"E	166.0	Natural High point		57	34°48'58"N	127°36'51"E	54.5	Building		77	34°50'48"N	127°35'39"E	80.5	Pole		97	34°49'21"N	127°36'44"E	76.5	Pole		117	34°48'53"N	127°38'55"E	71.29	Building		137	34°49'42"N	127°34'50"E	105.7	Building	
18	34°51'19"N	127°34'22"E	279.0	Natural High point		38	34°49'25"N	127°39'12"E	135.5	Natural High point		58	34°49'25"N	127°34'44"E	149.0	Building		78	34°50'48"N	127°35'40"E	83.5	Pole		98	34°49'23"N	127°36'41"E	78.0	Pole		118	34°48'53"N	127°38'50"E	88.62	Building		138	34°49'41"N	127°34'50"E	105.7	Building	
19	34°50'33"N	127°36'13"E	250.0	Natural High point		39	34°48'46"N	127°38'32"E	142.5	Natural High point		59	34°49'30"N	127°35'06"E	102.0	Building		79	34°50'14"N	127°35'55"E	98.0	Pole		99	34°49'26"N	127°36'38"E	80.0	Pole		119	34°48'53"N	127°38'53"E	64.15	Building		139	34°49'41"N	127°34'50"E	105.7	Building	
20	34°50'37"N	127°35'52"E	259.0	Natural High point		40	34°48'25"N	127°38'42"E	150.5	Natural High point		60	34°46'02"N	127°38'54"E	217.5	Building		80	34°51'10"N	127°35'32"E	80.0	Pole		100	34°49'32"N	127°36'33"E	83.0	Pole		120	34°48'53"N	127°38'52"E	72.39	Building		140	34°48'53"N	127°38'52"E	72.39	Building	

RKPU AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKPU - ULSAN / Ulsan Domestic

RKPU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

RKPU AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2100-1300 UTC
2	Customs and Immigration	NIL
3	Health and Sanitation	NIL
4	AIS Briefing Office	2230-1200 UTC
5	ATS Reporting Office	2230-1200 UTC
6	MET Briefing Office	H24
7	ATS	2230-1200 UTC
8	Fuelling	NIL
9	Handling	HO
10	Security	HO
11	De-icing	HO
12	Remarks	Outside these hours services are available under the pre-coordination (Only passenger flight)

RKPU AD 2.4 HANDLING SERVICES AND FACILITIES

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

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

RKPU AD 2.5 PASSENGER FACILITIES

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

RKPU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

RKPU AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

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

RKPU AD 2.13 DECLARED DISTANCES

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

RKPU AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Center line LGT Length, Spacing Colour, INTST	RWY edge LGT LEN, Spacing Colour INTST	RWY End LGT Colour WBAR	SWY LGT LEN(m) Colour	Remarks
1	2	3	4	5	6	7	8	9	10
18	SSALF 330 m LIH	Green -	PAPI Left/3.8° (59 ft)	Simple TDZ LGT	NIL	2 000 m 60 m White, LIH	RED -	NIL	NIL
36	ALSF-1 720 m LIH	Green -	PAPI Left/3° (56 ft)	NIL	NIL	2 000 m 60 m White, LIH	RED -	NIL	NIL
Simple TDZ LGT - Simple touchdown zone lights located each two on both side of the runway centerline are installed 622.8 m from the threshold of RWY 18. RWY 18 PAPI Restrictions - PAPI unusable beyond 10° right side due to angular coverage. - PAPI unusable beyond 7° left side due to OBST.									

RKPU AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

RKPU AD 2.16 HELICOPTER LANDING AREA

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

RKPU AD 2.17 ATS AIRSPACE

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

RKPU AD 2.18 ATS COMMUNICATION FACILITIES

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

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

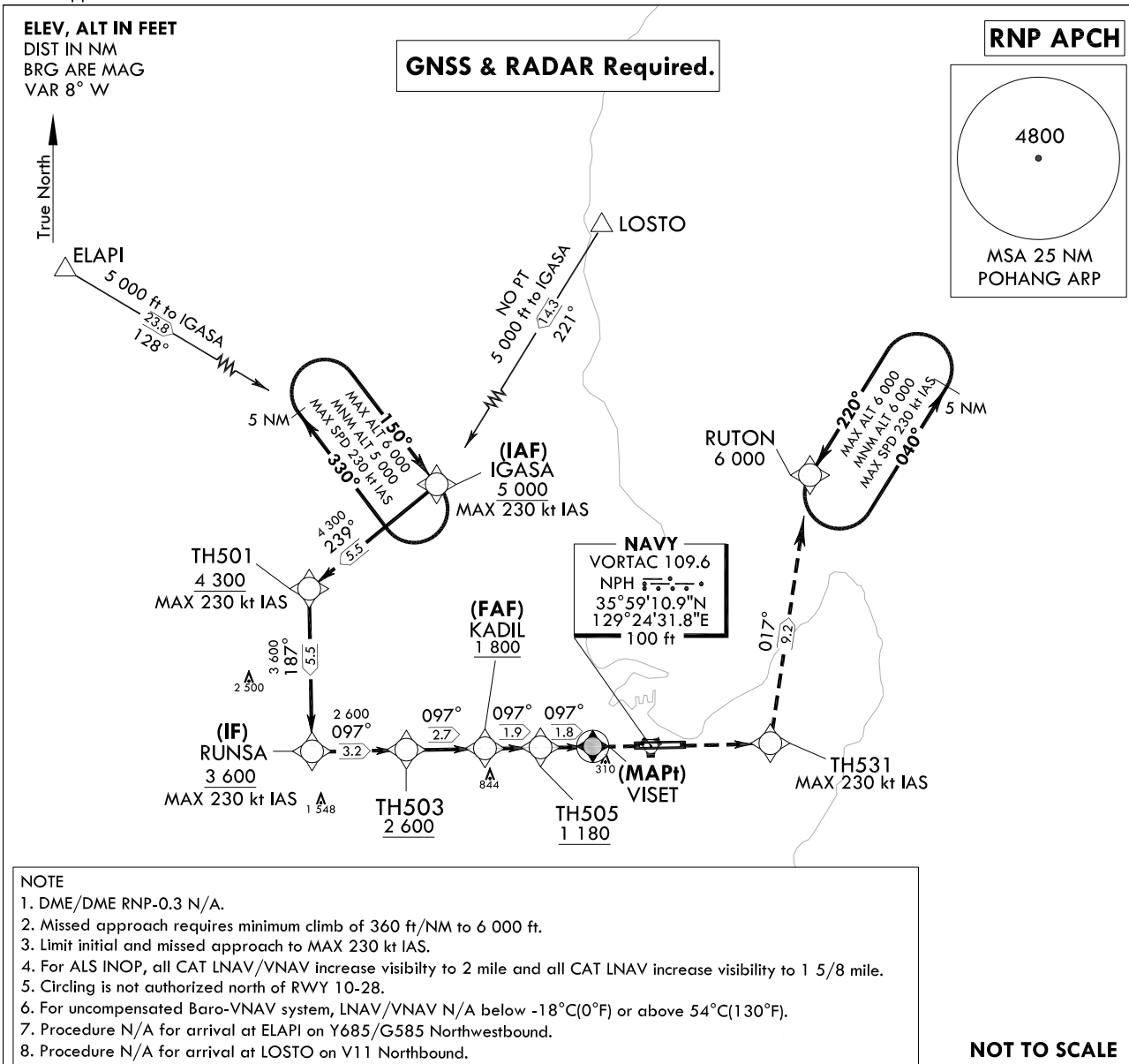
**INSTRUMENT
APPROACH
CHART**

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

POHANG APP 124.25 120.2
232.4
POHANG TWR 118.05 236.6
308.50

POHANG/Pohang Gyeongju(RKTH)
RNP Y RWY 10

Note : Approach under U.S. TERPS.



TRANSITION ALT 14 000 TRANSITION LVL FL 140		MISSED APPROACH Climb to 6 000 ft via direct to TH531 and track 017° to RUTON and hold, continue climb-in-hold to 6 000 ft.			6 000 ↑ TH531  TR 017° RUTON 				
IF RUNSA 3 600 097° 2 600 097° 1 800 097° 1 180 097° MAP† *VISET 1.41 NM to RWY 10 *LNAV only RWY 10 GS 3.1° TCH 56		*TH505 *LNAV only			NOTE : VGSI and RNAV glidepath not coincident. (VGSI Angle 3.00° TCH 49)				
3.2 NM		2.67 NM		1.88 NM		1.77 NM		1.41 NM	
CATEGORY		A		B		C		D	
LNAV/VNAV DA		696 - 1 5/8 620(700 - 1 5/8)							
LNAV MDA		620 - 1 1/4 544(600 - 1 1/4)							
CIRCLING		940 - 1 5/8 864(900 - 1 5/8)		1 000 - 1 5/8 924(1 000 - 1 5/8)		1 160 - 3 1 084(1 100 - 3)		1 440 - 3 1 364(1 400 - 3)	

POHANG/Pohang Gyeongju(RKTH)
RNP Y RWY 10

AERONAUTICAL DATA TURBULATION

Instrument Approach Procedure Coding Tables

Feeder Route - via ELAPI to IGASA(IAF)

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

Feeder Route - via LOSTO to IGASA(IAF)

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

RNP Y RWY 10 - IGASA to RUTON

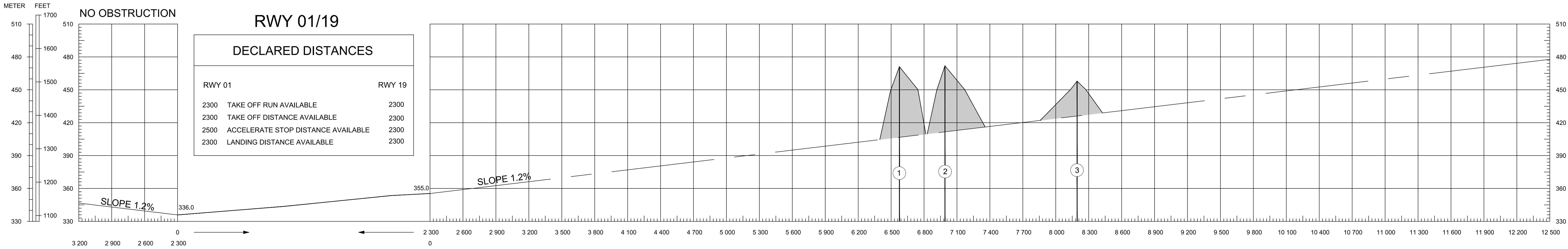
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/TCH	Navigation specification	Remarks
001	-	IGASA	-	-	-	-	+5 000	-230	36°08'10.4"N 129°16'16.6"E	-	RNAV 1	IAF Bank Angle 23°
002	TF	TH501	-	239(230.8)	5.5	-	+4 300	-230	36°04'38.0"N 129°10'55.6"E	-	RNAV 1	Bank Angle 23°
003	TF	RUNSA	-	187(179.1)	5.5	-	+3 600	-230	35°59'06.5"N 129°11'02.0"E	-	RNAV 1	IF Bank Angle 23°
004	TF	TH503	-	097(089.1)	3.2	-	+2 600	-	35°59'09.5"N 129°14'58.6"E	-	RNAV 1	-
005	TF	KADIL	-	097(089.1)	2.7	-	+1 800	-	35°59'11.9"N 129°18'15.9"E	-	RNP APCH	FAF
006	TF	TH505	-	097(089.2)	1.9	-	+1 180	-	35°59'13.5"N 129°20'35.2"E	-	RNP APCH	(LNAV only)
007	TF	VISET	Y	097(089.2)	1.8	-	+620	-	35°59'15.0"N 129°22'46.2"E	-	RNP APCH	MAP(LNAV only)
008	DF	TH531	-	-	-	-	-	-230	35°59'19.7"N 129°30'11.8"E	-	RNAV 1	CG 360 ft/NM to 6 000 ft
009	TF	RUTON	-	017(008.7)	9.2	-	6 000	-230	36°08'26.0"N 129°31'55.0"E	-	RNAV 1	-
010	HM	RUTON	-	220	-	L	6 000	-230	36°08'26.0"N 129°31'55.0"E	-	RNAV 1	-

HOLDING PROCEDURE

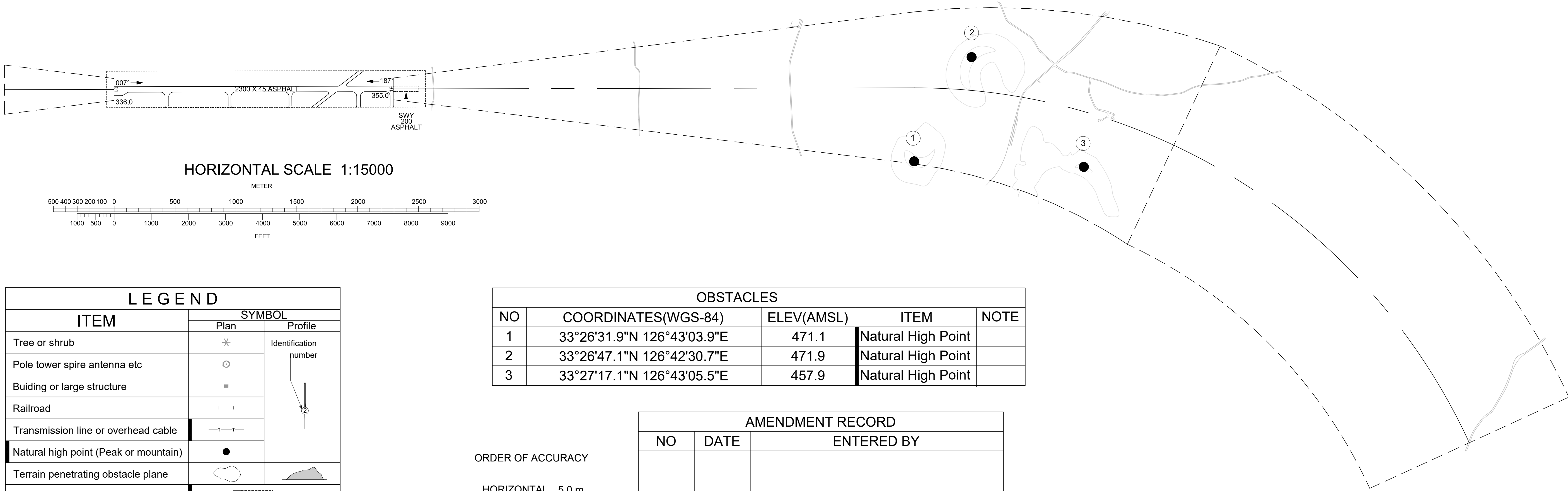
Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/TCH	Navigation specification	Remarks
RNP Y RWY 10	HM	IGASA	-	150	5	R	-6 000 +5 000	-230	36°08'10.4"N 129°16'16.6"E	-	RNAV 1	Inbound Leg
	HM	RUTON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

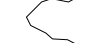
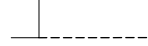
Change : Amended course/track(040 → 220).

MAGNETIC VARIATION 7° W - 2020



VERTICAL SCALE 1:1500



LEGEND		
ITEM	SYMBOL	
	Plan	Profile
Tree or shrub	✱	Identification number 
Pole tower spire antenna etc	○	
Buiding or large structure	■	
Railroad	—+—+—	
Transmission line or overhead cable	—+—+—	
Natural high point (Peak or mountain)	●	
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

OBSTACLES				
NO	COORDINATES(WGS-84)	ELEV(AMSL)	ITEM	NOTE
1	33°26'31.9"N 126°43'03.9"E	471.1	Natural High Point	
2	33°26'47.1"N 126°42'30.7"E	471.9	Natural High Point	
3	33°27'17.1"N 126°43'05.5"E	457.9	Natural High Point	

ORDER OF ACCURACY

HORIZONTAL 5.0 m.
VERTICAL 0.5 m.

AMENDMENT RECORD		
NO	DATE	ENTERED BY