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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 5/24

2 MAY 2024

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 Enroute

- a) Amended altitude for Gimpo airport.
- b) Information of ATS route for ATINA, GOSBO, MAKET, MANOL, OMOTU, RUGMA, TOPAX and TOSAN.

1.2 Aerodromes

- a) Establishment of item for AD 1.5, date, validity of certification and Withdrawal of Seung-jin aviation airfield, AD 1.6.

1.3 Incheon INTL Airport

- a) Amended phrase(LOC ONLY).

1.4 Gimpo INTL Airport

- a) Information of procedures for start-up and push-back.
- b) Information of legend(natural high point), OBST item(mountain → natural high point, LOC → navaid) and Amended phrase(NO → NR).

1.5 Jeju INTL Airport

- a) Information of OBST type(peak/contour/mountain/hill → natural high point, control tower → tower).
- b) Information of legend(natural high point), OBST item(peak/hill → natural high point, poll/lamp post → pole) and Amended phrase(NO → NR).

1.6 Yangyang INTL Airport

- a) Withdrawal of phrase(LOC ONLY).

1.7 Muan INTL Airport

- a) Information of OBST type(hill → natural high point) and Establishment of RKJBOB012~RKJBOB015.
- b) Information of legend(natural high point), OBST item(mountain → natural high point) and Amended phrase(NO → NR).

1.8 Yeosu Airport

- a) Information of operational hours for AIS briefing office, ATS reporting office, MET briefing office, ATS, ATS airspace and ATS communication facilities.

1.9 Sacheon Airport

- a) Information of OBST type(hill/mountain → natural high point).

1.10 Ulsan Airport

- a) Information of OBST type(hill/mountain/contour → natural high point).
- b) Information of legend(natural high point), OBST item(mountain → natural high point) and Amended phrase(NO → NR).
- c) Information of OBST NR. 101.

1.11 Pohang Gyeongju Airport

- a) Information of OBST type(hill/mountain/contour → natural high point, VORTAC(KPO) → navaid).

1.12 Uljin Airport

- a) Information of OBST type(hill/contour → natural high point).
- b) Amended coordinates for Uljin CTR.

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 0.3-1(4 APR 24) / 0.3-2(4 APR 24) GEN 0.4-1(4 APR 24) / 0.4-2(4 APR 24) GEN 0.4-3(4 APR 24) / 0.4-4(4 APR 24) GEN 0.4-5(4 APR 24) / 0.4-6(4 APR 24) GEN 0.4-7(4 APR 24) / 0.4-8(4 APR 24) GEN 0.4-9(4 APR 24) / 0.4-10(4 APR 24)	VOL I, Part I - GEN (General) GEN 0.3-1 / 0.3-2 2 MAY 24 GEN 0.4-1 / 0.4-2 2 MAY 24 GEN 0.4-3 / 0.4-4 2 MAY 24 GEN 0.4-5 / 0.4-6 2 MAY 24 GEN 0.4-7 / 0.4-8 2 MAY 24 GEN 0.4-9 / 0.4-10 2 MAY 24
VOL I, Part II - ENR (Enroute) ENR 1.4-11(11 JAN 24) / 1.4-12(11 JAN 24) ENR 4.4-1(14 DEC 23) / 4.4-2(14 DEC 23) ENR 4.4-3(16 NOV 23) / 4.4-4(16 NOV 23)	VOL I, Part II - ENR (Enroute) ENR 1.4-11 / 1.4-12 2 MAY 24 ENR 4.4-1 / 4.4-2 2 MAY 24 ENR 4.4-3 / 4.4-4 2 MAY 24
VOL II, Part III - AD (Aerodromes) AD 1.5-1(19 OCT 23) / AD 1.5-2(19 OCT 23) RKSI AD CHART 2-51(8 FEB 24) / 2-51-1(14 DEC 23) AD CHART 2-52(8 FEB 24) / 2-52-1(8 FEB 24) AD CHART 2-55(8 FEB 24) / 2-55-1(8 FEB 24) AD CHART 2-56(8 FEB 24) / 2-56-1(14 DEC 23) AD CHART 2-58(8 FEB 24) / 2-58-1(14 DEC 23) AD CHART 2-60(8 FEB 24) / 2-60-1(14 DEC 23) RKSS AD 2-10-1(16 NOV 23) / 2-10-2(16 NOV 23) AD CHART 2-11(6 APR 23) / BLANK RKPC AD 2-3(11 JAN 24) / 2-4(11 JAN 24) AD CHART 2-9(4 APR 24) / BLANK RKNY AD CHART 2-17(8 FEB 24) / 2-17-1(9 MAR 23)	VOL II, Part III - AD (Aerodromes) AD 1.5-1 / AD 1.5-2 2 MAY 24 RKSI AD CHART 2-51 / 2-51-1 2 MAY 24 AD CHART 2-52 / 2-52-1 2 MAY 24 AD CHART 2-55 / 2-55-1 2 MAY 24 AD CHART 2-56 / 2-56-1 2 MAY 24 AD CHART 2-58 / 2-58-1 2 MAY 24 AD CHART 2-60 / 2-60-1 2 MAY 24 RKSS AD 2-10-1 / 2-10-2 2 MAY 24 AD CHART 2-11 / BLANK 2 MAY 24 RKPC AD 2-3 / 2-4 2 MAY 24 AD CHART 2-9 / BLANK 2 MAY 24 RKNY AD CHART 2-17 / 2-17-1 2 MAY 24

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL III, Part III - AD (Aerodromes)	VOL III, Part III - AD (Aerodromes)
RKJB	RKJB
AD 2-3(11 JAN 24) / 2-4(11 JAN 24)	AD 2-3 / 2-4 2 MAY 24
AD CHART 2-5(6 APR 23) / BLANK	AD CHART 2-5 / BLANK 2 MAY 24
AD CHART 2-6(6 APR 23) / BLANK	AD CHART 2-6 / BLANK 2 MAY 24
RKJY	RKJY
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RKPS	RKPS
AD 2-3(22 SEP 22) / 2-4(19 NOV 20)	AD 2-3 / 2-4 2 MAY 24
RKPU	RKPU
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RKTH	RKTH
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END

GEN 0.3 RECORD OF AIP SUPPLEMENT

1. Current AIP Supplement

NR/Year	Subject	AIP Section(s) affected	Period of validity (From/To)	Cancellation record
23/10	Requirement for Overflight Permission	GEN	-	
34/22	Incheon AP - Temporary Obstacle Erected	AD	14 DEC 22 / 31 OCT 24	
2/23	Incheon AP - Temporary Obstacle Erected	AD	8 FEB 23 / 31 DEC 25	
6/23	Incheon AP - Construction Work for Passenger Terminal 2 Extension	AD	31 MAY 23 / 30 OCT 24	
8/23	Gimpo AP - Temporary Obstacles Erected	AD	31 MAY 23 / 30 SEP 25	
9/23	Ulsan AP - Temporary Obstacles Erected	AD	19 MAY 23 / 31 AUG 24	
10/23	Incheon AP - Temporary Obstacles Erected	AD	28 JUN 23 / 30 JUL 24	
11/23	ENR - Temporary Drone Special Areas Established	ENR	30 JUN 23 / 30 JUN 25	
12/23	Incheon AP - Temporary Obstacles Erected	AD	26 JUL 23 / 31 DEC 24	
17/23	Incheon AP - Temporary Obstacles Erected	AD	18 OCT 23 / 31 AUG 24	
18/23	Gimpo AP - Temporary Obstacles Erected	AD	18 OCT 23 / 30 NOV 24	
19/23	Ulsan AP - Unserviceability of Ulsan Radar	AD	2 JUL 23 / 30 JUN 24	
21/23	Incheon AP, Gimpo AP - Trial Operation of Re-categorization(RECAT) Wake Turbulence Separation Minima within Seoul TMA	AD	15 DEC 21 / 14 DEC 24	
22/23	ENR - Temporary Restricted Areas Established	ENR	31 DEC 23 / 31 DEC 24	
2/24	Incheon AP - Incheon INTL Airport VDGS Trial Operation for Cargo Terminal	AD	10 JAN 24 / 30 JUN 24	
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	
19/24	Gimpo AP - Temporary Obstacles Erected	AD	2 MAY 24 / 30 JUL 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	Ulsan 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	
20/24	Incheon AP - RWY 15L/33R and TWYs Closed due to Construction	AD	12 JUN 24 / 31 JUL 24	
21/24	Gimpo AP - Operational Restrictions	AD	1 JUL 24 / 11 OCT 24	
22/24	Gimpo AP - Operational Restrictions	AD	12 JUN 24 / 25 DEC 24	

GEN 0.4 CHECKLIST OF AIP PAGES

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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
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		1.5 - 13	1 MAY 14	2.3 - 7	13 JAN 22	3.5 - 3	11 JAN 24
		1.5 - 14	1 MAY 14	2.3 - 8	13 JAN 22	3.5 - 4	11 JAN 24
		1.5 - 15	1 MAY 14	2.3 - 9	12 JAN 23	3.5 - 5	27 JUL 23
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		1.6 - 1	13 JAN 22	2.7 - 3	11 JAN 24	4.1 - 4	11 JAN 24
		1.6 - 2	13 JAN 22	2.7 - 4	11 JAN 24	4.1 - 5	11 APR 19
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1.1 - 1	WEF 24 FEB 21	1.8 - 2	1 MAY 14	2.2 - 2	27 SEP 18	4.3 - 1	WEF 24 JAN 24
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1.2 - 7	WEF 28 DEC 22	1.9 - 8	13 JAN 22	3.1 - 1	WEF 29 NOV 23	4.4 - 7	WEF 20 MAR 24
1.2 - 8	WEF 28 DEC 22	1.9 - 9	25 AUG 22	3.1 - 2	WEF 29 NOV 23	4.4 - 8	WEF 20 MAR 24
1.2 - 9	WEF 28 DEC 22	1.9 - 10	25 AUG 22	3.1 - 3	WEF 29 NOV 23	4.4 - 9	WEF 1 NOV 23
1.2 - 10	WEF 28 DEC 22	1.9 - 11	25 AUG 22	3.1 - 4	WEF 29 NOV 23	4.4 - 10	WEF 1 NOV 23
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1.2 - 14	WEF 28 DEC 22	1.9 - 15	WEF 30 NOV 22	3.1 - 8	14 DEC 23	4.4 - 14	14 DEC 23
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1.2 - 16	WEF 28 DEC 22	1.9 - 17	WEF 30 NOV 22	3.1 - 10	20 DEC 18	4.4 - 16	WEF 1 NOV 23
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1.2 - 18	WEF 28 DEC 22	1.10 - 1	29 JUN 23	3.1 - 12	WEF 29 NOV 23	4.4 - 18	8 FEB 24
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1.2 - 20	WEF 28 DEC 22	1.11 - 1	29 JUN 23	3.1 - 14	WEF 29 NOV 23	4.4 - 20	WEF 1 NOV 23
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1.2 - 29	WEF 28 DEC 22	1.14 - 2	9 MAR 23	3.3 - 7	14 DEC 23	4.4 - 29	14 DEC 23
1.2 - 30	WEF 28 DEC 22	1.14 - 3	1 MAY 14	3.3 - 8	14 DEC 23	4.4 - 30	14 DEC 23
1.2 - 31	WEF 28 DEC 22	1.14 - 4	1 MAY 14	3.3 - 9	WEF 29 NOV 23	4.4 - 31	WEF 27 DEC 23
1.2 - 32	WEF 28 DEC 22	1.14 - 5	1 MAY 14	3.3 - 10	WEF 29 NOV 23	4.4 - 32	WEF 1 NOV 23
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1.4 - 11	2 MAY 24	2.1 - 10	12 JAN 23	3.4 - 2	19 OCT 23		
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5.1 - 1	24 AUG 23	5.4 - 32	11 MAY 17	AD 0		2 - 22-1	WEF 20 MAR 24
5.1 - 2	24 AUG 23	5.4 - 33	11 MAY 17	0.6 - 1	2 AUG 18	2 - 22-2	17 NOV 22
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5.1 - 4	WEF 30 NOV 22	5.5 - 1	WEF 14 JUN 23	AD 1		2 - 23	WEF 29 NOV 23
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5.1 - 6	28 JUL 22	5.5 - 3	WEF 6 SEP 23	1.1 - 2	25 AUG 22	2 - 25	21 SEP 23
5.1 - 7	29 AUG 19	5.5 - 4	WEF 6 SEP 23	1.2 - 1	21 OCT 21	2 - 26	21 SEP 23
5.1 - 8	WEF 11 AUG 21	5.6 - 1	1 MAY 14	1.2 - 2	21 OCT 21	2 - 27	WEF 29 NOV 23
5.1 - 9	28 JUL 22	5.6 - 2	1 MAY 14	1.2 - 3	21 OCT 21	2 - 27-1	WEF 20 MAR 24
5.1 - 10	28 JUL 22	ENR 6	6 - 1	1.2 - 4	21 OCT 21	2 - 27-2	WEF 29 NOV 23
5.1 - 11	WEF 28 MAY 14			1.3 - 1	25 AUG 22	2 - 27-3	20 OCT 22
5.1 - 12	WEF 28 MAY 14			1.3 - 2	25 AUG 22	2 - 28	WEF 20 MAR 24
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CHART 2 - 20-1	11 JAN 24	CHART 2 - 20-1	11 JAN 24				
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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
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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
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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
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CHART 2 - 23	WEF 6 SEP 23		
CHART 2 - 23-1	WEF 6 SEP 23		
CHART 2 - 24	WEF 6 SEP 23		
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4. 항공교통업무 구역등급 요약

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

* 한국군은 해당 등급 비행절차 준수 유보, 관계기관 간 합의서의 비행정보 통보절차에 의함.

** 김해, 광주, 사천, 대구, 원주, 군산 및 포항경주공항 / 강릉, 충원, 서산 및 예천 군용비행장

*** 양양, 서울, 청주, 울산, 여수 및 무안공항 / 오산, 수원, 성주, 평택, 목포, 진해, 이천, 논산 및 속초 군용비행장 / 울진 및 정석 비행장

4. Summary of ATS Airspace Classifications

Type of Category	Class	Designated areas and altitude	Type of flight	Separation provided	Service provided	Radio Communication requirement	Subject to an ATC clearance
Controlled	A	• All airways from above FL 200 to FL 600*	IFR	All aircraft	ATC service	Continuous two-way	Yes
	B	• Incheon Airport* - Within 5 NM(9.3 km) radius of 372745N 1262621E including areas which are extended northbound from 373156N 1261525E - 373721N 1262500E - 373241N 1262713E - 372852N 1262003E - 373156N 1261525E, and southbound from 372247N 1262526E - 372654N 1263222E - 372339N 1263710E - 371815N 1262736E - 372247N 1262526E (SFC~10 000 ft AMSL) - Within 5~10 NM including areas which are extended northbound from 373454N 1261246E - 374019N 1262221E - 373721N 1262500E - 373156N 1261525E - 373454N 1261246E, and southbound from 371815N 1262736E - 372339N 1263710E - 371917N 1264102E - 371353N 1263128E - 371815N 1262736E (1 000 ft AGL~10 000 ft AMSL) - Within 10~20 NM(5 000 ft AGL~10 000 ft AMSL) • Gimpo Airport* - Within 5 NM(9.3 km) radius of 373325N 1264751E including areas which are extended northbound from 373646N 1263926E - 373944N 1264310E - 373803N 1264518E - 373458N 1264142E - 373646N 1263926E, and southbound from 372840N 1264938E - 373036N 1265252E - 372907N 1265444E - 372652N 1265153E - 372840N 1264938E (SFC~10 000 ft AMSL) - Within 5~10 NM (1 000 ft AGL~10 000 ft AMSL) - Within 10~20 NM (5 000 ft AGL~10 000 ft AMSL) • Jeju Airport - A circle, radius 5 NM centered at RKPC ARP (333044N 1262934E) : SFC~10 000 ft AMSL - 332635N 1262614E - a clockwise arc, radius 5 NM centered at ARP - 333048N 1263532E - 333051N 1264131E - a counterclockwise arc, radius 10 NM centered at ARP - 332225N 1262255E - to the beginning : 1 000 ft AMSL~10 000 ft AMSL - 332225N 1262255E - a clockwise arc, radius 10 NM centered at ARP - 333051N 1264131E - 333057N 1265328E - a counterclockwise arc, radius 20 NM centered at ARP - 331405N 1261618E - to the beginning : 2 000 ft AMSL~10 000 ft AMSL	IFR VFR	All aircraft	ATC service	Continuous two-way	Yes
	C	• Radius of airports with APP Control** - Within 5 NM (SFC~5 000 ft AGL) - Within 5~10 NM (1 000 ft AGL~5 000 ft AGL)	IFR	IFR from IFR IFR from VFR	ATC service	Continuous two-way	Yes
			VFR	VFR from IFR	• ATC service for separation from IFR; • VFR/VFR traffic information (and traffic avoidance advice on request)	Continuous two-way	Yes
	D	• All airways from MEA up to and including FL 200 • Airspace from above 10 000 ft AMSL to FL 185 within Seoul TMA, excluding Class B* • Radius of airports with ATC Tower*** - Within 5 NM (SFC~5 000 ft AGL or the upper limits altitude of control zone)	IFR	IFR from IFR IFR from VFR (RDO & RADAR CTC)	• ATC service including traffic information about VFR flights (and traffic avoidance advice on request)	Continuous two-way	Yes
			VFR	NIL	• Traffic information between VFR and IFR flights (and traffic avoidance advice on request)	Continuous two-way	Yes
	E	• Controlled Airspace except Class A, B, C, and D - Airspace (Lands and Waters) : 1 000 ft~60 000 ft from the surface of the earth or sea - Airspace over the high seas : 5 500 ft, from the surface of the sea~60 000 ft AMSL	IFR	IFR from IFR	• ATC service • Traffic information about VFR aircraft as far as practicable	Continuous two-way	Yes
			VFR	NIL	• Traffic information as far as practicable	No(EXC CIV ACFT)	No
Un-controlled	G	• Uncontrolled airspace except Class A, B, C, D and E - Airspace (Lands and Waters) : Below 1 000 ft from the surface of the earth or sea - Airspace over the high seas : Below 5 500 ft from the surface of the sea - The airspace above FL 600 to unlimited	IFR VFR	NIL	• Flight information service	No	No

* Though application of the flight procedures for Korean military mentioned on each Class is reserved, Korean military shall observe the Flight Information Notification procedures specified on the LOA between concerned facilities.

** Gimhae, Gwangju, Sacheon, Daegu, Gangneung, Jungwon, Seosan, Wonju, Yecheon, Gunsan and Pohang Gyeongju Airports(11)

*** Osan, Yangyang, Seoul, Cheongju, Suwon, Seongmu, Pyeongtaek, Ulsan, Yeosu, Mokpo, Muan, Ulsan, Jeongseok, Jinhae, Icheon, Nonsan and Sokcho Airports(17)

Change : Amended altitude for Gimpo airport.

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

1. 중요지점을 아래와 같이 분류한다.

- 5문자코드
- 5영숫자코드
- 필수보고지점 ▲◆(waypoint)
- 비필수보고지점 △◇(waypoint)

1. The significant points are designated as follows.

- 5 Letter Name Code(5LNC)
- 5 Alphanumeric Name Code(5ANNC)
- Compulsory reporting point ▲◆(waypoint)
- On-request reporting point △◇(waypoint)

2. ENR

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

Change : Information of ATS route for ATINA.

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

Change : Information of ATS route for GOSBO, MAKET and MANOL.

Name-code designator [pronunciation]					Coordinates		ATS route or other route	Remarks
1					2		3	4
▲◆	MONSI	5LNC	[monsɪ]	[몬시]	371247N	1265015E	Y711/W61/Z54/Y644	
◇	MOXID	5LNC	[maksɪd]	[막시드]	362311N	1264359E	Z51	
◆	MUGUS	5LNC	[mugus]	[무구스]	300006N	1245712E	Y711	
▲◆	NIMUS	5LNC	[nimus]	[니무스]	371210N	1294656E	G597/Y697	
△◇	NIRAT	5LNC	[ni:rat]	[니랏]	320354N	1260329E	A593/Y722/B576	
◆	NISAV	5LNC	[nisav]	[니사브]	341519N	1275835E	Y571	
◆	NULDI	5LNC	[nuldi]	[눌디]	342514N	1263739E	Y711	
▲◆	NOBUT	5LNC	[nobʌt]	[노벗]	370715N	1291957E	V11/Y744	
◇	NOGON	5LNC	[nogon]	[노곤]	372250N	1242505E	Y697	
▲◆	NOMEX	5LNC	[nomeks]	[노멕스]	374112N	1294441E	B467/Z63/Y437	
◆	NONOS	5LNC	[nonos]	[노노스]	364046N	1242453E	Y655	
▲◆	NOPIK	5LNC	[nopik]	[노픽]	372412N	1253905E	G597/Y697	
◆	OLBIM	5LNC	[olbim]	[올빔]	371411N	1240751E	Y697	
▲◆	OLMEN	5LNC	[olmen]	[올멘]	364413N	1265928E	B576/Z52/Y722	
◇	OLMUD	5LNC	[olmud]	[올무드]	350225N	1284916E	Y572	
◇	OMKIM	5LNC	[omkim]	[옴킴]	331320N	1264114E	Y571/Y572	
△◇	OMOTU	5LNC	[omotu]	[오모투]	350033N	1285022E	A586/Y781	
◇	ONATA	5LNC	[onata]	[오나타]	382832N	1320602E	Y233	
▲	ONIKU	5LNC	[oniku]	[오니쿠]	321142N	1263917E	A593	
△◇	OPEDA	5LNC	[opeda]	[오페다]	355149N	1273652E	V549	
△	OROGA	5LNC	[oroga]	[오로가]	364456N	1272718E	HOLDING PATTERN	
▲◆	OSPOT	5LNC	[ospat]	[오스팟]	365018N	1272055E	A582/Y782	
△◇	PALDU	5LNC	[paldu]	[팔두]	375813N	1323625E	B332	
◆	PALSA	5LNC	[palsa]	[팔사]	340131N	1242453E	Y655	
◆	PANSI	5LNC	[pansi]	[판시]	330014N	1261225E	Y711/Z82	
◇	PAPLU	5LNC	[paplu]	[파프루]	333441N	1270337E	Y571/Z85	
◆	PEBRI	5LNC	[pebrɪ]	[페브리]	362311N	1270013E	Y722	
▲◆	PILIT	5LNC	[pilit]	[필릿]	372631N	1291731E	G597/V11/Z63/Y744/Y697	
△◇	POLEG	5LNC	[polek]	[폴렉]	371249N	1265935E	A582/B576/Y644/Y782	
△◇	PONIK	5LNC	[ponik]	[포닉]	320021N	1254659E	A593/Y711	
◇	POSAN	5LNC	[posan]	[포산]	365615N	1271316E	Z52	
◆	POVEM	5LNC	[povæm]	[포뎀]	345523N	1285416E	Y571	
◆	POVOR	5LNC	[povor]	[포볼]	341520N	1274400E	Y572	
◆	REBIT	5LNC	[rebrɪ]	[레빗]	371203N	1252913E	Y644	
◇	REMOS	5LNC	[ræmos]	[래모스]	332605N	1262329E	Y655/Y711	
△	RIMPO	5LNC	[rimpo]	[림포]	350739N	1273502E	W45	
△◇	RINBO	5LNC	[rinbo]	[린보]	355352N	1265349E	B576/V549	
◇	RILRO	5LNC	[rilro]	[릴로]	371033N	1241442E	Y644/Z57	
▲◆	RUGMA	5LNC	[rugma]	[루그마]	323012N	1265753E	A586/Y572/Z85	
▲	RUNIT	5LNC	[runɪt]	[루닛]	350734N	1282952E	W45	
△◇	SABET	5LNC	[sabet]	[사벳]	373829N	1324019E	B332/L512	
▲	SADLI	5LNC	[sædli]	[새들리]	314948N	1250000E	A593	
△	SAKTI	5LNC	[sakti]	[삭티]	365100N	1274600E	HOLDING PATTERN	
▲◆	SAMDO	5LNC	[samdo]	[삼도]	333503N	1281857E	A595	
△◇	SAMLO	5LNC	[samlo]	[삼로]	323223N	1261536E	B576/Y722	

Change : Information of ATS route for OMOTU and RUGMA.

Name-code designator [pronunciation]					Coordinates		ATS route or other route	Remarks
1					2		3	4
△◇	SAMUL	5LNC	[samul]	[사물]	350736N	1265154E	Y722/Y253/V543	
▲◆	SAPDI	5LNC	[sæpdi]	[샹디]	350737N	1282952E	V543/Y253	
▲◆	SAPRA	5LNC	[sapra]	[사프라]	354926N	1304325E	G585/Y685	
▲◆	SARAM	5LNC	[saram]	[사람]	350736N	1283147E	V543/W526/Z83/Y253	
◇	SELPA	5LNC	[selpa]	[셀파]	375515N	1304911E	Y233	
▲◆	SOSDO	5LNC	[sosdo]	[소스도]	330012N	1262735E	B576/Y722	
▲◆	TAMNA	5LNC	[tamna]	[탐나]	332815N	1271953E	A595	
◇	TEBEX	5LNC	[tebeks]	[테백스]	363341N	1275929E	Z53	
▲◆	TEDAN	5LNC	[tedan]	[테단]	350744N	1271852E	V543/Y253	
△◇	TENAS	5LNC	[tenas]	[테나스]	373820N	1313427E	B467/L512/A586/Y579/Y437	
▲◆	TESIM	5LNC	[tesim]	[테심]	313526N	1255128E	B576/Y722	
◇	TOLIS	5LNC	[tolis]	[톨리스]	335030N	1242453E	Y655	
▲	TOPAX	5LNC	[topæks]	[토팍스]	344555N	1282952E	A586/W526	
▲◆	TORUS	5LNC	[torus]	[토루스]	373625N	1280807E	G597/Y697	
▲◆	TOSAN	5LNC	[tosan]	[토산]	330012N	1264619E	A586/Y572	
◆	UPGOS	5LNC	[upgos]	[웁고스]	335733N	1271953E	Y572	
▲◆	VASLI	5LNC	[vasli]	[바슬리]	364252N	1273003E	A582/Y782	

Change : Information of ATS route for TOPAX and TOSAN.

AD 1.5 STATUS OF CERTIFICATION OF AERODROME

1. Aerodrome

Aerodrome name Location indicator	Date of certification	Validity of certification	Remarks
1	2	3	4
SEOUL/Incheon Intl. RKSI	26 NOV 2003	-	Certified by CASA
	Renewal : 17 SEP 2010		Certified by MLTM
SEOUL/Gimpo Intl. RKSS	25 NOV 2003	-	Certified by CASA
	Renewal : 26 NOV 2010		Certified by MLTM
JEJU/Intl. RKPC	24 NOV 2003	-	Certified by CASA
	Renewal : 18 OCT 2010		Certified by MLTM
BUSAN/Gimhae Intl. RKPK	24 NOV 2003	-	Certified by CASA Joint civil/military operation
	Renewal : 13 OCT 2010		Certified by MLTM Joint civil/military operation
CHEONGJU/Intl. RKTU	25 NOV 2003	-	Certified by CASA Joint civil/military operation
	Renewal : 16 DEC 2010		Certified by MLTM Joint civil/military operation
YANGYANG/Intl. RKNY	24 NOV 2003	-	Certified by CASA
	Renewal : 23 DEC 2010		Certified by MLTM
	Renewal : 29 AUG 2013		Certified by MOLIT
DAEGU/Intl. RKTN	25 NOV 2003	-	Certified by CASA Joint civil/military operation
	Renewal : 27 DEC 2010		Certified by MLTM Joint civil/military operation
MUAN/Intl. RKJB	7 NOV 2007	-	Certified by CASA
	Renewal : 24 DEC 2010		Certified by MLTM
GWANGJU RKJJ	25 NOV 2003	-	Certified by CASA Joint civil/military operation
	Renewal : 23 DEC 2010		Certified by MLTM Joint civil/military operation
GUNSAN RKJK	Not certified	-	Joint civil/military operation
YEOSU RKJY	5 APR 2012	-	Certified by MLTM
WONJU RKNW	Not certified	-	Joint civil/military operation
SACHEON RKPS	Not certified	-	Joint civil/military operation
ULSAN RKPU	Not certified	-	
SEOUL(MIL AD) RKSM*	Not certified	-	
POHANG GYEONGJU RKTH	Not certified	-	Joint civil/military operation
ULJIN RKTL	Not certified	-	
JEJU/Jeongseok RKPD	Not certified	-	

- In column 3, the dash(-) indicates that the certificate does not have an end of validity; the certificate is perpetual.

- The location indicators marked with an asterisk(*) cannot be used in the address component of AFS messages.

- The Republic of Korea defines "Aerodrome Certificate" in ICAO Annex 14 as "Airport Operating Certificate". The term "Airport" is used for "Aerodrome" which is defined in ICAO Annex 14.

CASA : Civil Aviation Safety Authority
MLTM : Ministry of Land, Transport and Maritime Affairs
MOLIT : Ministry of Land, Infrastructure and Transport

Change : Establishment of item for AD 1.5.

2. Airfield

Airfield name	Date of certification	Validity of certification	Coordinates	RWY			Management Agency	Telephone
				Dimension of RWY(m)	Direction	Surface of RWY		
Donghae Machinery & Aviation Airfield	Not certified	-	363116N 1265610E	200 × 8	120/300	asphalt	Donghae Aviation School	+82-41-851-1500
Mujigae Sesang Airfield	Not certified	-	373430N 1270848E	225 × 35	310/130	unpaved	MujigaeSesang (echorainbow)	+82-2-458-0803
Hapcheon Aviation School Airfield	Not certified	-	353257N 1280704E	340 × 10	050/230	grass	Hapcheon-gun	+82-55-930-3383
Haman Light Aviation Aircraft Airfield	Not certified	-	351954N 1282312E	250 × 10	090/270	grass	Haman-gun	+82-55-584-2133
Jangseong LSA Airfield	Not certified	-	351643.1N 1264522.4E	340 × 10	040/220	grass	Hanyang Aviation co.LTD	+82-61-392-2676 +82-10-7168-5184
GoheungMan Aircraft Airfield	Not certified	-	343640N 1271221E	700 × 24	020/200	asphalt	Goheung-gun	+82-61-830-5213
Naju Light Aviation Aircraft Airfield	Not certified	-	350132N 1264422E	275 × 10	170/350	unpaved	Korea unfortunate juvenile guidance association	+82-10-2634-2676
Backun LSA Airfield	Not certified	-	345912N 1265314E	340 × 10	030/210	grass	Backun Aviation co.LTD	+82-61-337-4140 +82-10-7155-2689
Damyang Airfield	Not certified	-	352034N 1270148E	200 × 10	010/190	unpaved	Damyang Air	+82-61-381-6230
Yeongam Airfield	Not certified	-	344157N 1263101E	850 × 20	330/150	asphalt	Shinhan Air co.LTD	+82-10-4866-4001

Change : Establishment of item for AD 1.5, date, validity of certification and Withdrawal of Seung-jin aviation airfield, AD 1.6.

**INSTRUMENT
APPROACH
CHART - ICAO**

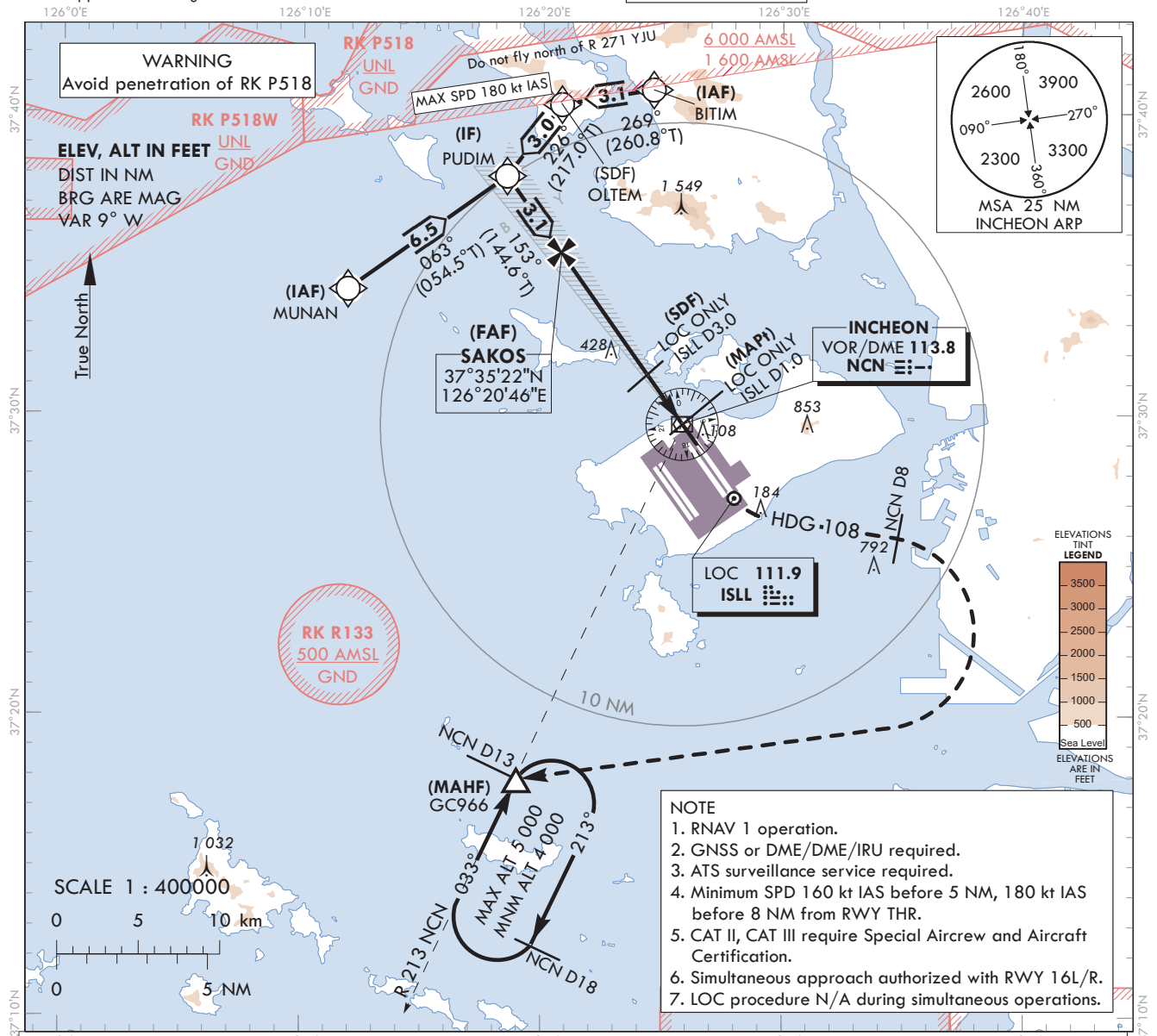
Note : Approach ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 15L - ELEV 23 ft

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

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

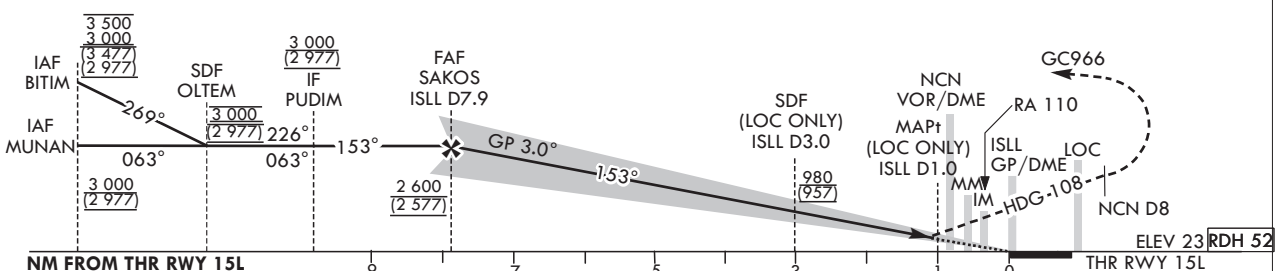


TRANSITION ALT 14 000
TRANSITION LVL FL 140

RECOMMENDED PROFILE (LOC ONLY)

Final Approach Gradient 5.37%, 326 ft/NM

DME ISLL	7	6	5	4	3	2
ALT(HGT)	2 307 (2 284)	1 980 (1 957)	1 654 (1 631)	1 327 (1 304)	1 001 (978)	675 (652)



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

MISSED APPROACH

Fly RWY heading, climb to 4 000 ft. At 720 ft, turn left heading 108. At NCN 8 DME, turn right direct to GC966. Hold as published. Do not turn before passing MAPt.

1) For CAT D aeroplane conducting an autoland.

2) Aeroplane use Fail-operational system.

* Timing Not authorized for defining MAPt.

* Circling Not authorized.

Change : Amended phrase(LOC ONLY).

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

AERONAUTICAL DATA TABULATION

ILS Z/LOC Z Approach to RWY 15L from MUNAN to PUDIM(IF)	
Fix / Point	Coordinates
MUNAN(IAF)	37°34'09.3"N 126°11'53.0"E
PUDIM(IF)	37°37'54.2"N 126°18'30.0"E

ILS Z/LOC Z Approach to RWY 15L from BITIM to PUDIM(IF)	
Fix / Point	Coordinates
BITIM(IAF)	37°40'48.0"N 126°24'36.1"E
OLTEM(SDF)	37°40'18.2"N 126°20'46.3"E
PUDIM(IF)	37°37'54.2"N 126°18'30.0"E

ILS Z/LOC Z Approach to RWY 15L from PUDIM(IF) to MAHF	
Fix / Point	Coordinates
SAKOS(FAF) BRG 153.15°/7.92 NM ISLL	37°35'22.4"N 126°20'45.7"E
D3.0 ISLL(SDF) (LOC ONLY) BRG 153.15°/3.00 NM ISLL	37°31'21.2"N 126°24'20.8"E
D1.0 ISLL(MAPt) (LOC ONLY) BRG 153.15°/1.00 NM ISLL	37°29'43.1"N 126°25'48.2"E
NCN VOR/DME	37°29'41.7"N 126°25'49.2"E
THR RWY 15L	37°29'02.20"N 126°26'24.56"E
ISLL DME	37°28'56.4"N 126°26'35.6"E
Climb to 720 ft HDG 153	-
D8 NCN HDG 108	-
GC966 BRG 213.08°/13.00 NM NCN	37°17'53.0"N 126°18'58.0"E

**INSTRUMENT
APPROACH
CHART - ICAO**

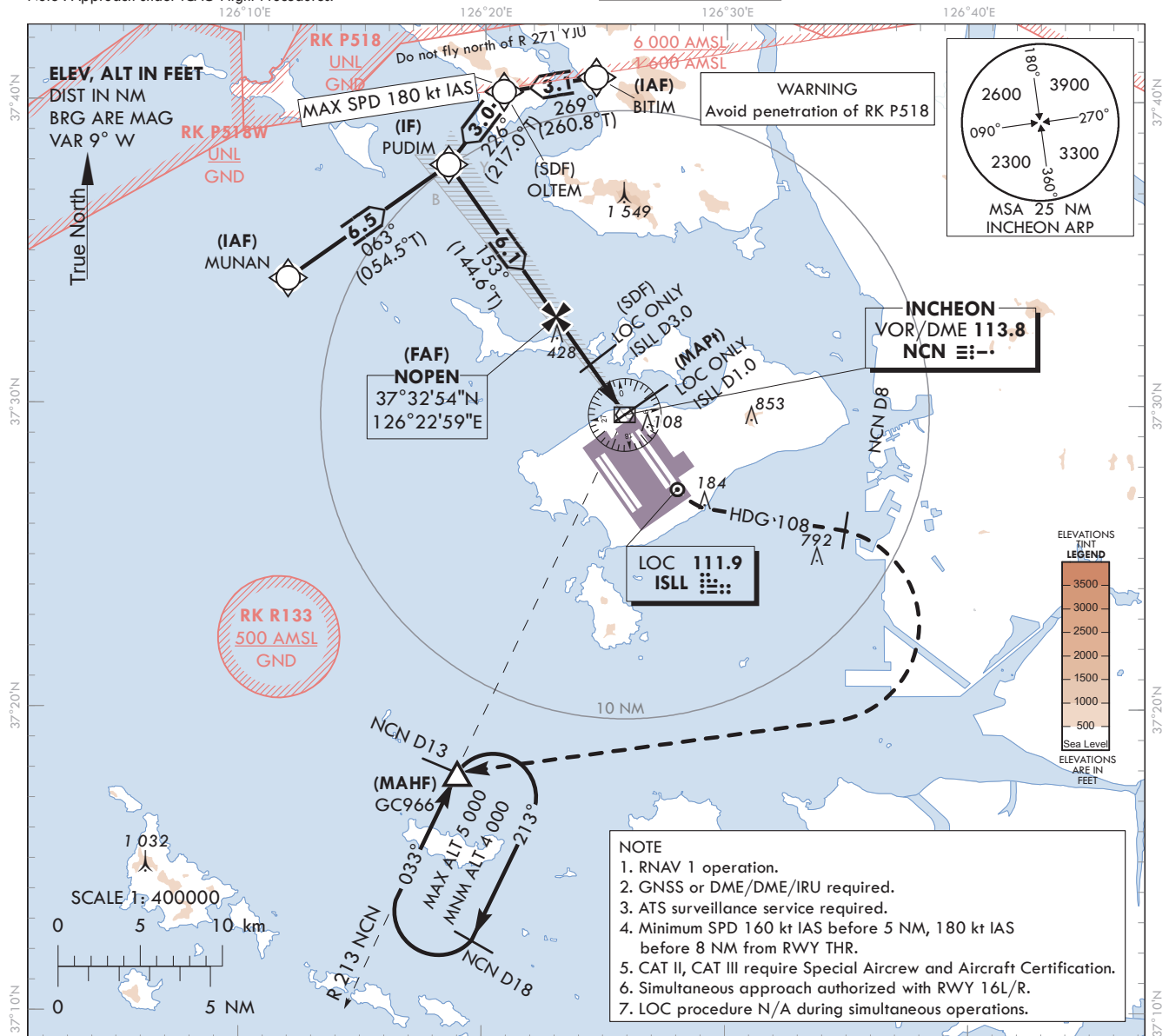
AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 15L - ELEV 23 ft

SEOUL APP 119.75
121.35
INCHEON TWR 118.2
118.8

SEOUL/Incheon Intl(RKSI)

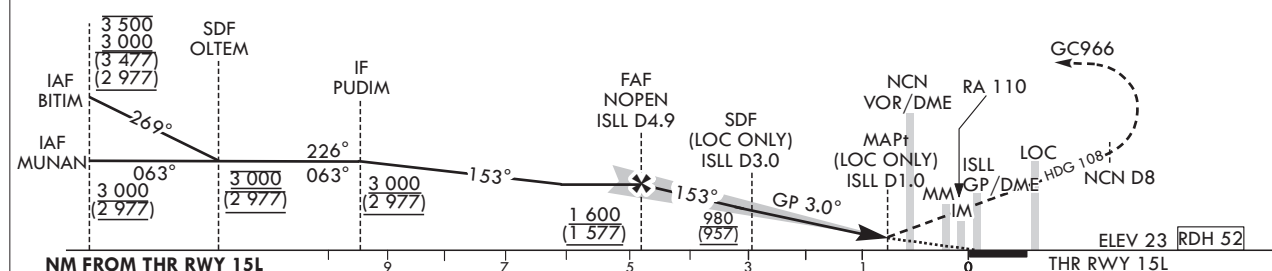
**ILS Y or LOC Y RWY 15L
CAT II & III**

Note : Approach under ICAO Flight Procedures.



TRANSITION ALT 14 000
TRANSITION LVL FL 140

RECOMMENDED PROFILE (LOC ONLY)		DME ISLL	4	3	2
Final Approach Gradient 5.30%, 322 ft/NM		ALT(HGT)	1 311 (1 288)	989 (966)	667 (644)



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

MISSED APPROACH

Fly RWY heading, climb to 4 000 ft. At 720 ft, turn left heading 108. At NCN 8 DME, turn right direct to GC966. Hold as published. Do not turn before passing MAPt.

1) For CAT D aeroplane conducting an autoland.

2) Aeroplane use Fail-operational system.

* Timing Not authorized for defining MAPt.

* Circling Not authorized.

Change : Amended phrase(LOC ONLY).

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

AERONAUTICAL DATA TABULATION

ILS Y/LOC Y Approach to RWY 15L from MUNAN to PUDIM(IF)	
Fix / Point	Coordinates
MUNAN(IAF)	37°34'09.3"N 126°11'53.0"E
PUDIM(IF)	37°37'54.2"N 126°18'30.0"E

ILS Y/LOC Y Approach to RWY 15L from BITIM to PUDIM(IF)	
Fix / Point	Coordinates
BITIM(IAF)	37°40'48.0"N 126°24'36.1"E
OLTEM(SDF)	37°40'18.2"N 126°20'46.3"E
PUDIM(IF)	37°37'54.2"N 126°18'30.0"E

ILS Y/LOC Y Approach to RWY 15L from PUDIM(IF) to MAHF	
Fix / Point	Coordinates
NOPEN(FAF) BRG 153.15°/4.89 NM ISLL	37°32'53.5"N 126°22'58.5"E
D3.0 ISLL (SDF LOC ONLY) BRG 153.15°/3.00 NM ISLL	37°31'21.2"N 126°24'20.8"E
D1.0 ISLL (MAPt LOC ONLY) BRG 153.15°/1.00 NM ISLL	37°29'43.1"N 126°25'48.2"E
NCN VOR/DME	37°29'41.7"N 126°25'49.2"E
THR RWY 15L	37°29'02.20"N 126°26'24.56"E
ISLL DME	37°28'56.4"N 126°26'35.6"E
Climb to 720 ft HDG 153	-
D8 NCN HDG 108	-
GC966 BRG 213.08°/13.00 NM NCN	37°17'53.0"N 126°18'58.0"E

**INSTRUMENT
APPROACH
CHART - ICAO**

Note : Approach under ICAO Flight Procedures.

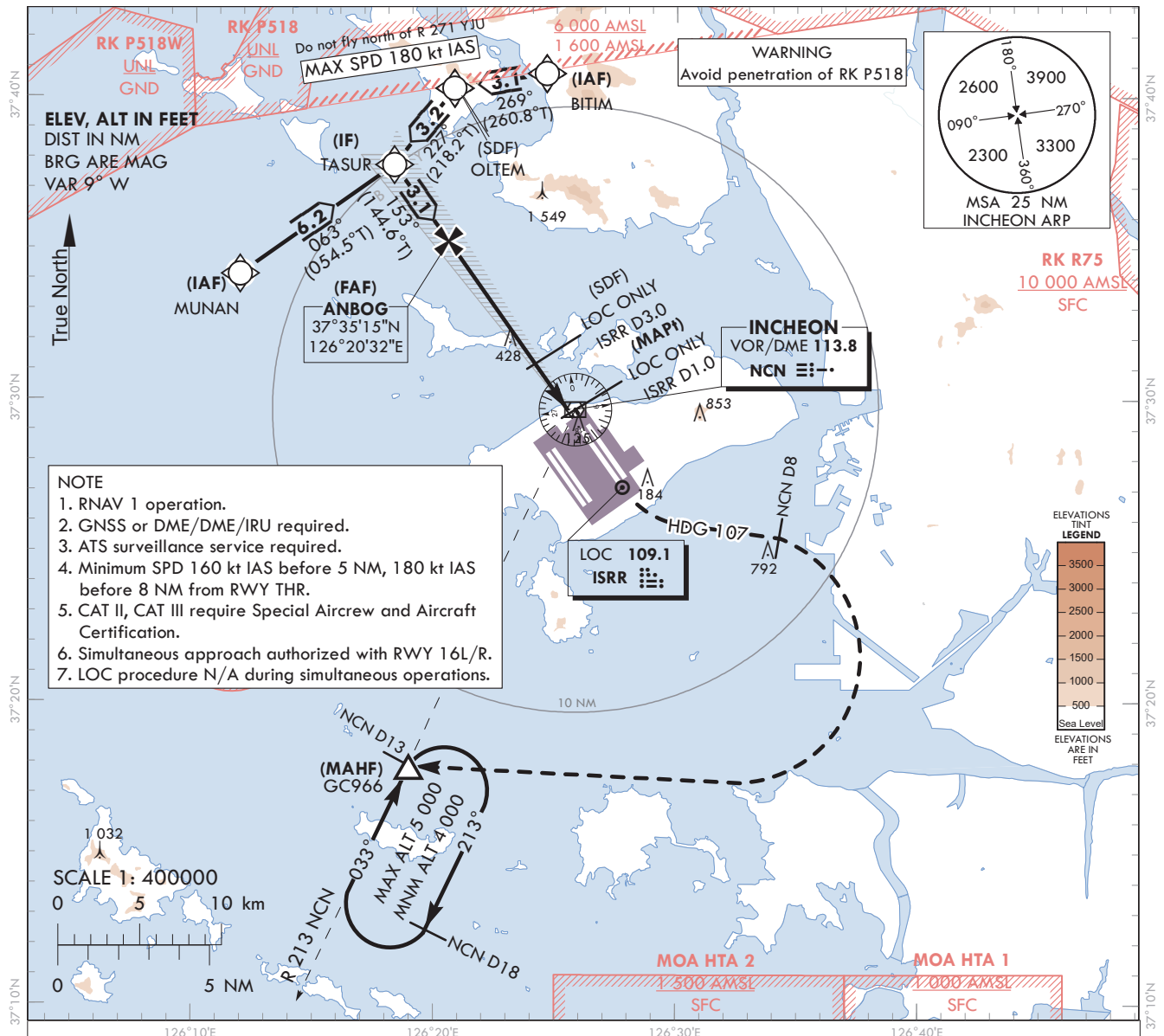
AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 15R - ELEV 23 ft

SEOUL APP	119.75
INCHEON TWR	121.35
	118.2
	118.8

SEOUL/Incheon Intl(RKSI)

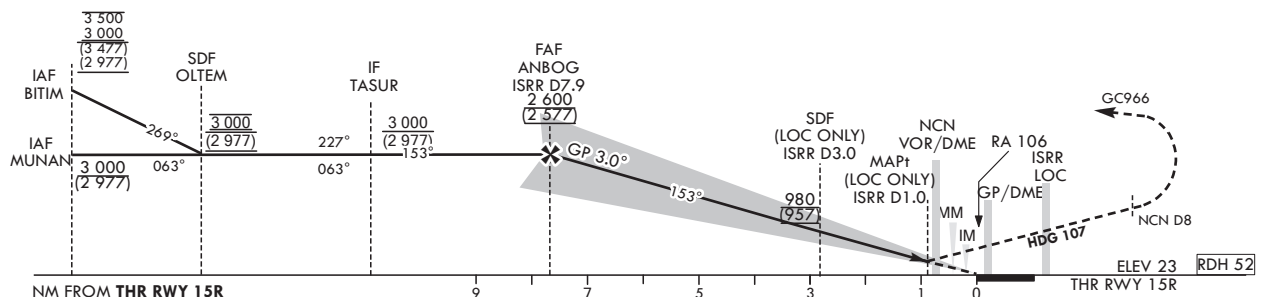
ILS Z or LOC Z RWY 15R

CAT II & III



TRANSITION ALT 14 000
TRANSITION LVL FL 140

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



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

MISSED APPROACH

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

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

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

Change : Amended phrase(LOC ONLY).

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

AERONAUTICAL DATA TABULATION

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

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

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

**INSTRUMENT
APPROACH
CHART - ICAO**

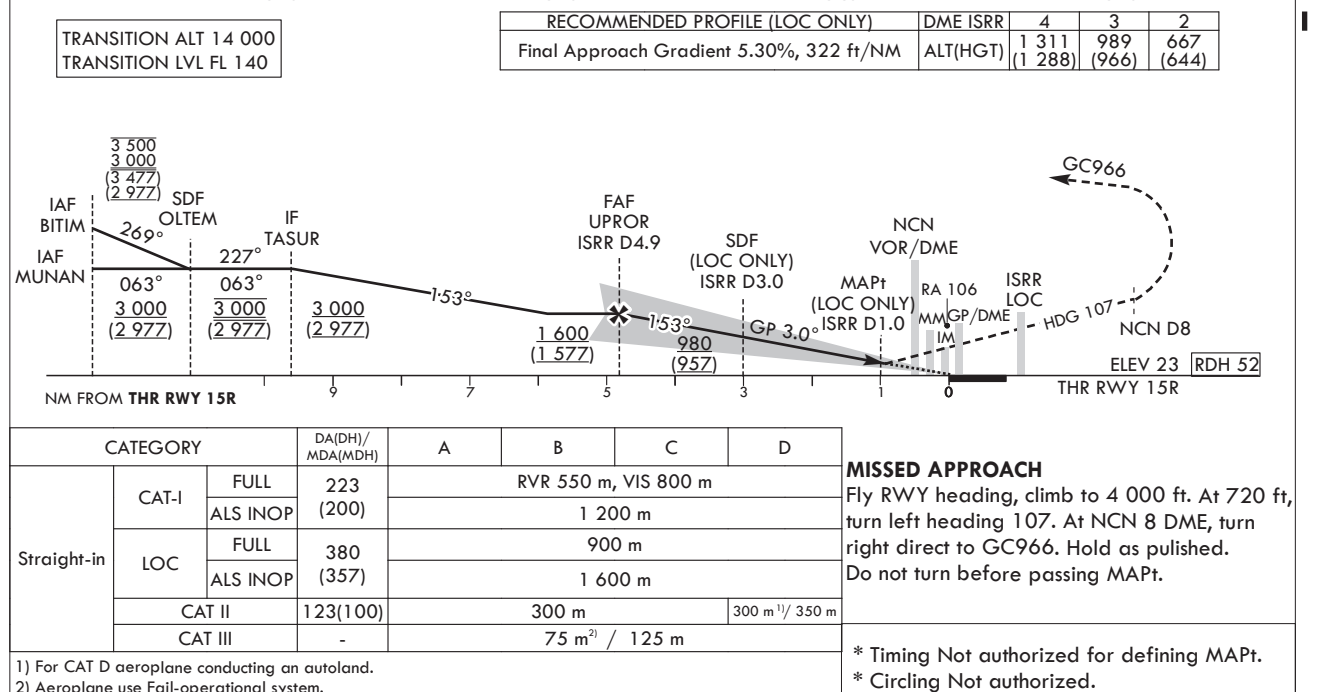
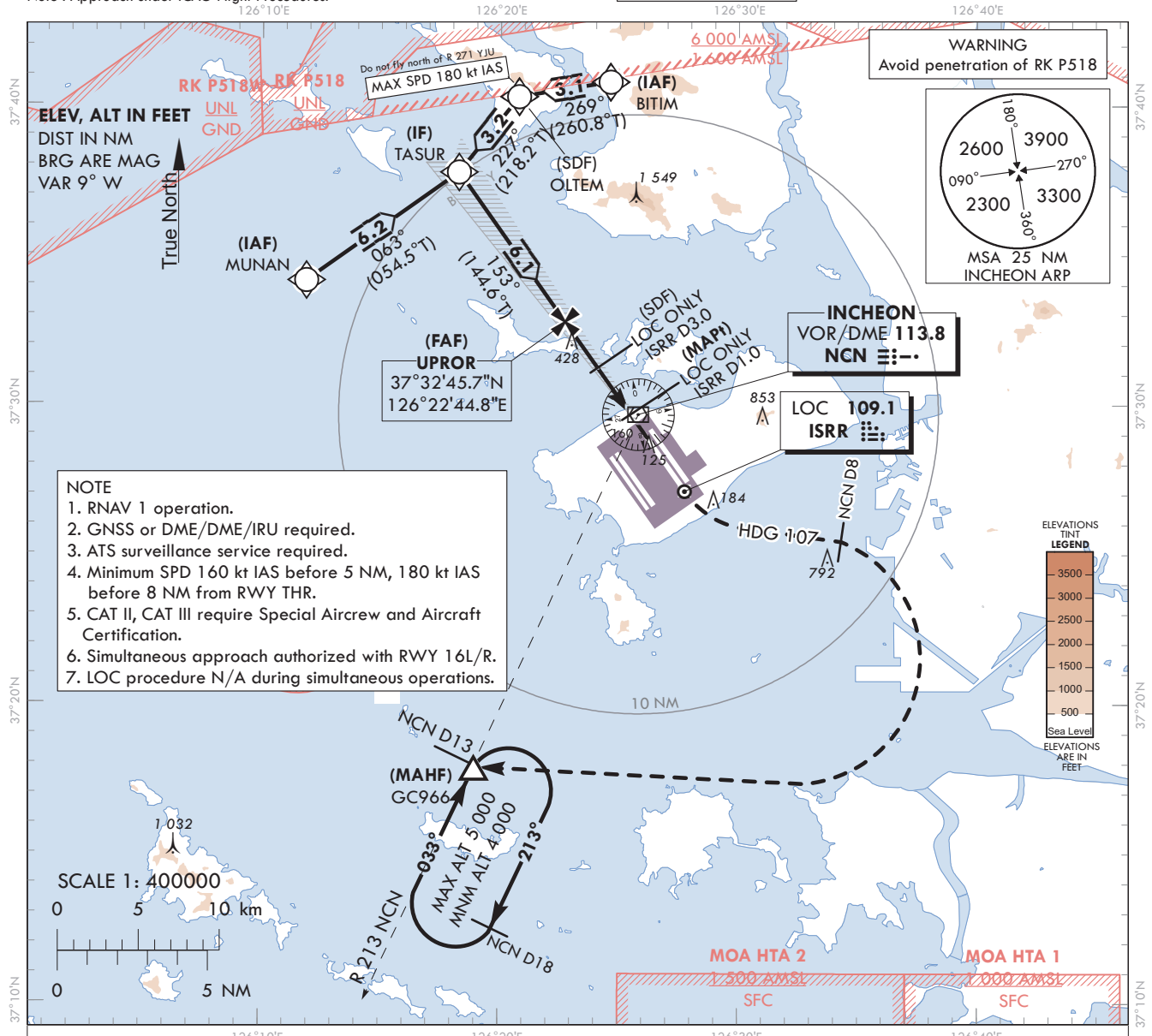
AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 15R - ELEV 23 ft

SEOUL APP 119.75
INCHEON TWR 121.35
118.2
118.8

SEOUL/Incheon Intl(RKSI)

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

Note : Approach under ICAO Flight Procedures.



Change : Amended phrase(LOC ONLY).

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

AERONAUTICAL DATA TABULATION

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

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

ILS Y/LOC Y Approach to RWY 15R from TASUR(IF) to MAHF		
Fix / Point		Coordinates
UPROR(FAF)	BRG 153.15°/4.89 NM ISRR	37°32'45.7"N 126°22'44.8"E
D3.0 ISRR (SDF LOC ONLY)	BRG 153.15°/3.00 NM ISRR	37°31'13.4"N 126°24'07.1"E
D1.0 ISRR (MAPt LOC ONLY)	BRG 153.15°/1.00 NM ISRR	37°29'35.4"N 126°25'34.4"E
NCN VOR/DME		37°29'41.7"N 126°25'49.2"E
THR RWY 15R		37°28'54.44"N 126°26'10.82"E
ISRR DME		37°28'48.7"N 126°26'21.9"E
Climb to 720 ft	HDG 153	-
D8 NCN	HDG 107	-
GC966	BRG 213.08°/13.00 NM NCN	37°17'53.0"N 126°18'58.0"E

**INSTRUMENT
APPROACH
CHART - ICAO**

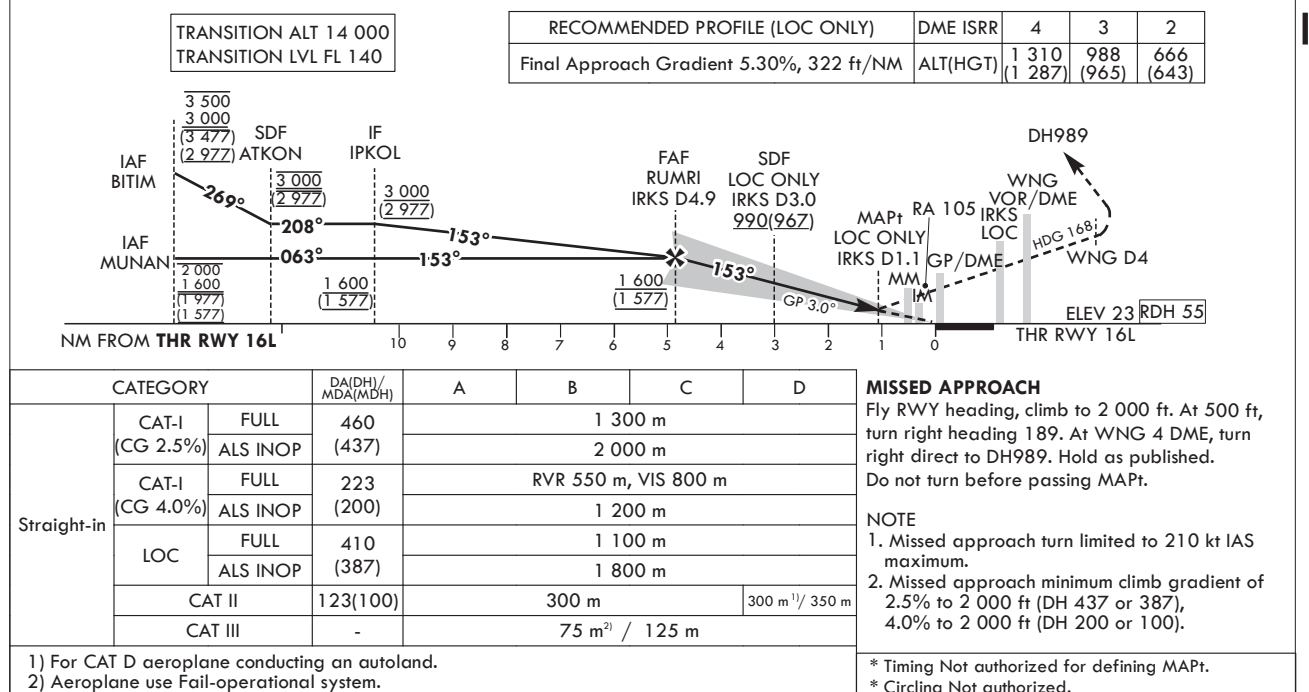
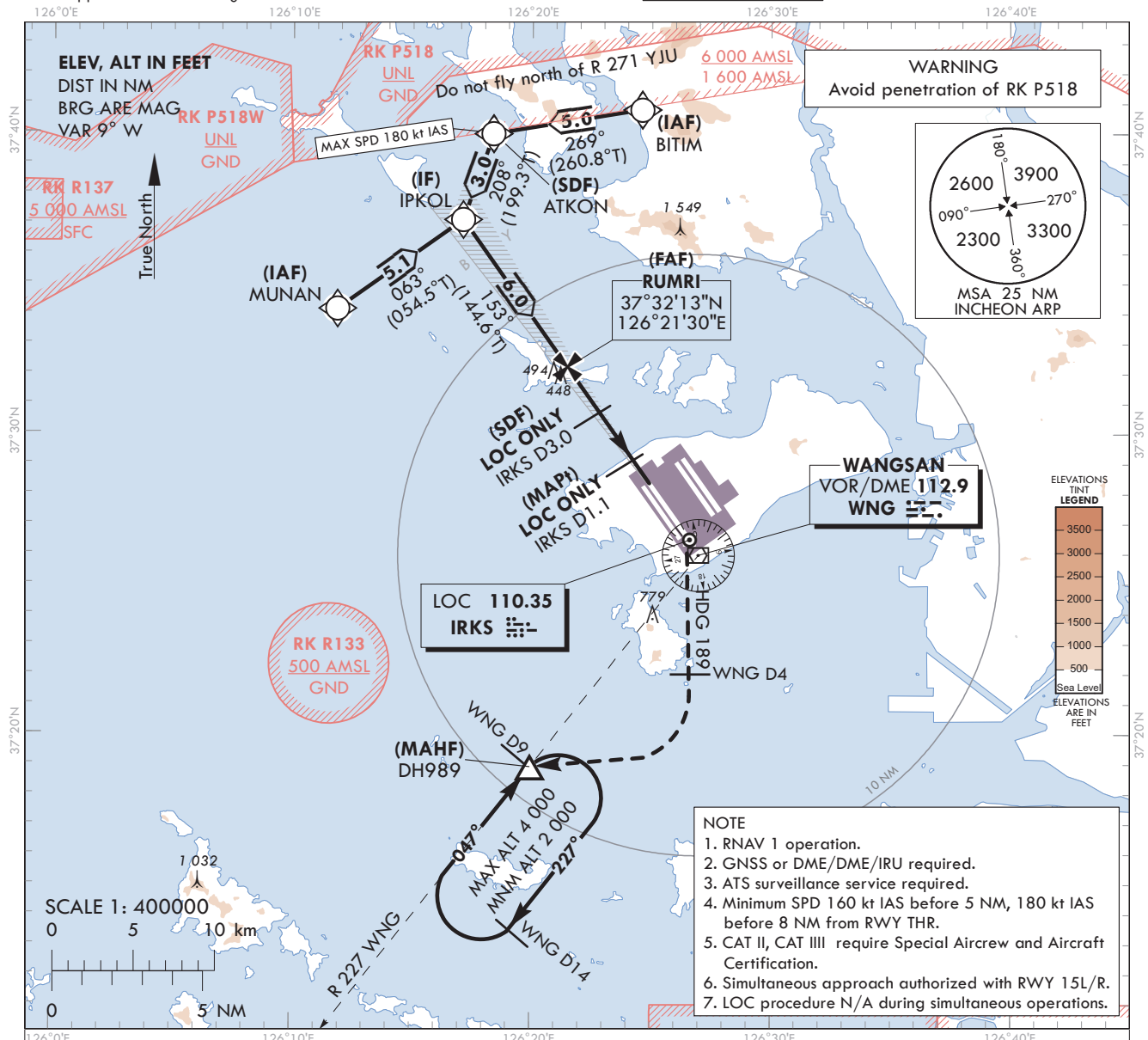
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS ELEV TO
THR RWY 16L - ELEV 23 ft

SEOUL APP 119.75
121.35
INCHEON TWR 118.2
118.8

SEOUL/Incheon Intl(RKSI)

ILS or LOC RWY 16L
CAT II & III



Change : Amended phrase(LOC ONLY).

SEOUL/Incheon Intl(RKSI)
ILS or LOC RWY 16L
CAT II & III

AERONAUTICAL DATA TABULATION

ILS/LOC Approach to RWY 16L from MUNAN to IPKOL(IF)		
Fix / Point	Coordinates	
MUNAN(IAF)	37°34'09.3"N	126°11'53.0"E
IPKOL(IF)	37°37'07.4"N	126°17'07.3"E

ILS/LOC Approach to RWY 16L from BITIM to IPKOL(IF)		
Fix / Point	Coordinates	
BITIM(IAF)	37°40'48.0"N	126°24'36.1"E
ATKON(SDF)	37°39'59.6"N	126°18'23.2"E
IPKOL(IF)	37°37'07.4"N	126°17'07.3"E

ILS/LOC Approach to RWY 16L from IPKOL(IF) to MAHF		
Fix / Point	Coordinates	
RUMRI(FAF)	BRG 153.16°/4.89 NM IRKS	37°32'12.9"N 126°21'30.4"E
D3.0 IRKS(SDF) (LOC ONLY)	BRG 153.16°/3.00 NM IRKS	37°30'40.6"N 126°22'52.7"E
D1.1 IRKS(MAPt) (LOC ONLY)	BRG 153.16°/1.10 NM IRKS	37°29'07.4"N 126°24'15.7"E
THR RWY 16L		37°28'22.11"N 126°24'56.05"E
IRKS DME		37°28'11.4"N 126°24'59.7"E
WNG VOR/DME		37°25'58.6"N 126°27'00.0"E
Climb to 500 ft	HDG 153	-
D4 WNG	HDG 189	-
DH989	BRG 226.64°/9.00 NM WNG	37°18'55.0"N 126°19'59.0"E

**INSTRUMENT
APPROACH
CHART-ICAO**

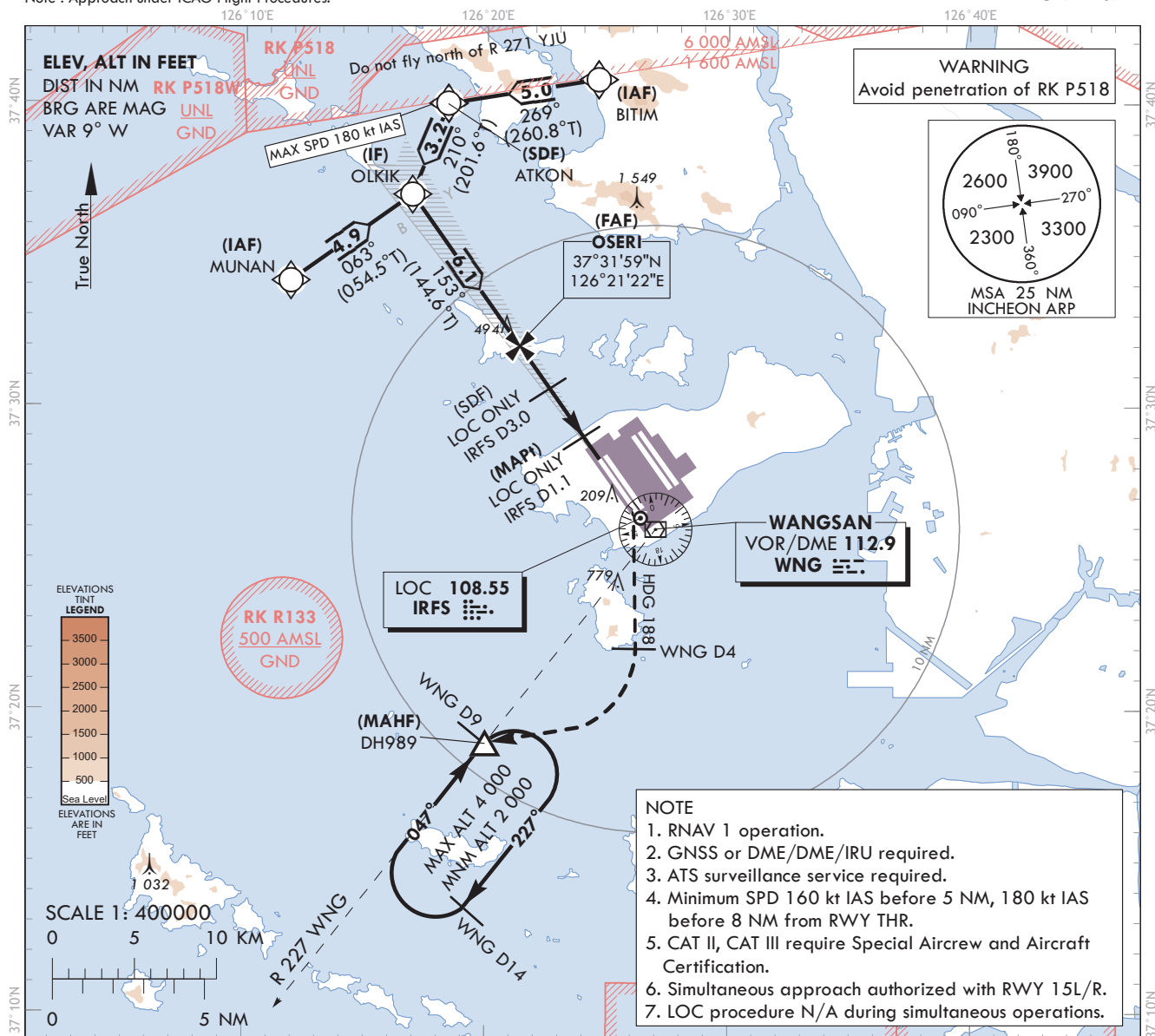
AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 16R - ELEV 23 ft

SEOUL APP 119.75
121.35
INCHEON TWR 118.2
118.8

SEOUL/Incheon Intl(RKSI)

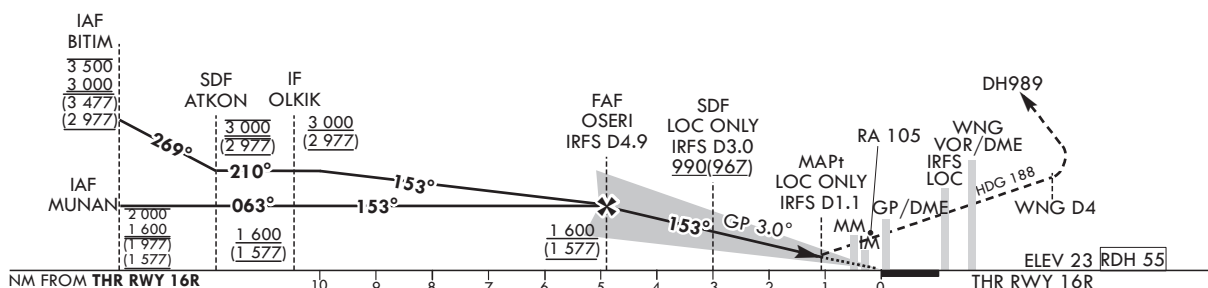
ILS or LOC RWY 16R
CAT II & III

Note : Approach under ICAO Flight Procedures.



TRANSITION ALT 14 000
TRANSITION LVL FL 140

RECOMMENDED PROFILE (LOC ONLY)		DME IRFS	4	3	2
Final Approach Gradient 5.30%, 322 ft/NM		ALT(HGT)	1 310 (1 287)	988 (965)	666 (643)



CATEGORY		PA(DH)/MDA(MDH)	A	B	C	D
Straight-in	CAT-I (CG 2.5%)	FULL	460 (437)	1 300 m		
		ALS INOP		2 000 m		
	CAT-I (CG 4.0%)	FULL	223 (200)	RVR 550 m, VIS 800 m		
		ALS INOP		1 200 m		
	LOC	FULL	410 (387)	1 100 m		
		ALS INOP		1 800 m		
CAT II		123(100)	300 m		300 m ¹⁾ / 350 m	
CAT III		-	75 m ²⁾ / 125 m			

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

MISSED APPROACH

Fly RWY heading, climb to 2 000 ft. At 500 ft, turn right heading 188. At WNG 4 DME, turn right direct to DH989. Hold as published. Do not turn before passing MAPt.

NOTE

1. Missed approach turn limited to 210 kt IAS maximum.
2. Missed approach minimum climb gradient of 2.5% to 2 000 ft (DH 437 or 387), 4.0% to 2 000 ft (DH 200 or 100).

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

Change : Amended phrase(LOC ONLY).

SEOUL/Incheon Intl(RKSI)
ILS or LOC RWY 16R
CAT II & III

AERONAUTICAL DATA TABULATION

ILS/LOC Approach to RWY 16R from MUNAN to OLKIK(IF)	
Fix / Point	Coordinates
MUNAN(IAF)	37°34'09.3"N 126°11'53.0"E
OLKIK(IF)	37°36'59.6"N 126°16'53.5"E

ILS/LOC Approach to RWY 16R from BITIM to OLKIK(IF)	
Fix / Point	Coordinates
BITIM(IAF)	37°40'48.0"N 126°24'36.1"E
ATKON(SDF)	37°39'59.6"N 126°18'23.2"E
OLKIK(IF)	37°36'59.6"N 126°16'53.5"E

ILS/LOC Approach to RWY 16R from OLKIK(IF) to MAHF	
Fix / Point	Coordinates
OSERI(FAF) BRG 153.16°/4.89 NM IRFS	37°31'59.0"N 126°21'22.1"E
D3.0 IRFS(SDF) (LOC ONLY) BRG 153.16°/3.00 NM IRFS	37°30'26.2"N 126°22'44.8"E
D1.1 IRFS(MAPt) (LOC ONLY) BRG 153.16°/1.10 NM IRFS	37°28'53.2"N 126°24'07.7"E
THR RWY 16R	37°28'07.71"N 126°24'48.18"E
IRFS DME	37°27'56.9"N 126°24'51.6"E
WNG VOR/DME	37°25'58.6"N 126°27'00.0"E
Climb to 500 ft HDG 153	-
D4 WNG HDG 188	-
DH989 BRG 226.64°/9.00 NM WNG	37°18'55.0"N 126°19'59.0"E

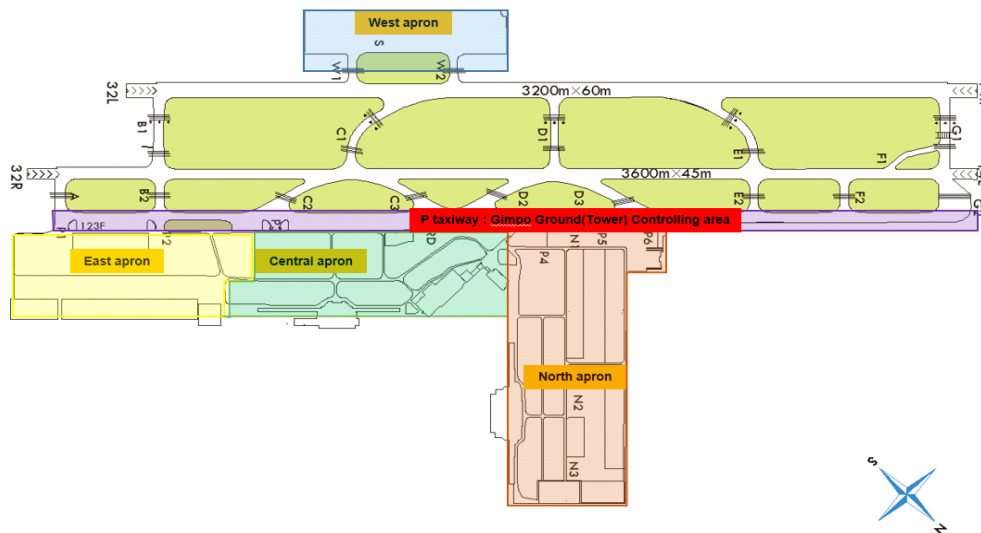
1.10 Flight limitations

1. All training flights are prohibited at Gimpo Airport, except for turbofan engine aircraft. The deliberate simulation of engine failure is not permitted whilst on approach to or departure from the airport.
터보팬 엔진 장착 항공기를 제외한 모든 훈련비행은 김포공항에서 금지된다. 김포공항으로 접근 또는 출발 시 엔진 failure와 같은 고의적인 모의 훈련은 허가되지 않는다.
2. The use of this airport by light sports aircraft, ultra-light vehicles(except ultra-light vehicles operating by KAC(Korea Airports Corporation) for air navigation aids inspection) and lighter than air is prohibited.
경량항공기, 초경량비행장치(항행안전시설 점검을 위하여 한국공항공사에 운용하는 초경량비행장치는 제외) 및 기구의 사용은 김포공항에서 금지된다.

1.11 Apron control services

Gimpo Apron issues push-back or taxi instructions, approval, and/or necessary information to aircraft, vehicles and personnel within Apron areas(Central, East, North, West Apron) and de-icing pads.

1. Diagram of Central, East, North and West Apron



2. Ground Procedure

2.1 Airport Collaborative Decision Making

1. General

- a. A-CDM is a process that allows air traffic controllers, airport operators, aircraft operators(AO), ground handling agents(GHA), pilots and air traffic flow managers to exchange operational information and work together to efficiently manage operations at aerodrome.
- b. Definitions commonly used terms in A-CDM
 - 1) Target Off Block Time(TOBT) - The time that an AO or GHA estimates that an aircraft will be ready, all doors closed, boarding bridge removed, push-back vehicle available and ready to start up/push-back immediately upon reception of clearance from the ATC.
 - 2) Target Start up Approval Time(TSAT) - The time provided by ATC taking into account TOBT, Calculated Take off Time(CTOT) and/or the traffic situation that an aircraft can expect start-up/push-back approval.
- c. The operation of A-CDM at Gimpo airport will be phased due to ATC environment restrictions. TSAT will not be provided to all departure flights. The flights subject to Pre-Departure Sequencing are limited to ATFM regulated flights during first operational phase.

2. A-CDM Procedures

- a. Gimpo Airport A-CDM portal system will automatically calculate system TOBT for each departure flight taking into account the Estimated In-Block Time/Actual In-Block Time(EIBT/AIBT), Minimum Turnaround Time(MTTT) and Estimated Off Block Time(EOBT).
- b. AO or GHA can manually update the system generated TOBT from 90 minutes prior to EOBT.
- c. If the prediction of departure readiness (new TOBT) differs more than 5 minutes from the previous TOBT, AO or GHA shall update TOBT.
- d. TOBT shall not deviate from EOBT by more than 5 minutes. If TOBT deviate from EOBT by more than 5 minutes, AO or GHA shall update EOBT. When EOBT is updated, TOBT is automatically modified to the value of the new EOBT.
- e. TOBT shall be updated through the following channels :
 - 1) A-CDM portal or mobile web (<https://cdm.airport.co.kr>)
 - 2) Flight Information Assistant(FIA) at PBB boarding rooms

Change : Page control.

- f. TOBT information is available through the following channels :
- 1) A-CDM portal and mobile web
 - 2) FIDS at PBB boarding rooms
 - 3) Radio communication with GHA or AO
- g. TSAT will be calculated by taking into account factors such as TOBT, CTOT, Estimated Taxi-Out Time(EXOT) and ATC separation standards etc. Thus the accuracy of TOBT is vital to an optimal TSAT.
3. Non A-CDM Procedures
- a. The Non A-CDM procedure is applicable when TOBT and TSAT references used in A-CDM mode of operations become unavailable due to system issues or maintenance.
 - b. If unable to refer TOBT through any channels, pilot shall contact Gimpo Delivery(121.975 MHz) for ATC clearance at least 10 minutes prior to ETD(EOBT).
- 2.2 Procedures for start-up and push-back
1. Pilot shall ensure aircraft is ready for push-back at TOBT.
 2. Pilot shall maintain communication with the AO / GHA as they are responsible for updating the TOBT. Pilot shall notify the AO / GHA to update the TOBT if it is expected to differ by 5 minutes or more.
 3. ATC will update TSAT changes if necessary, before push-back. Note that TSAT provided by ATC may not be final and can be revised due to en-route clearance restrictions, ground congestion or flow management.
 4. Pilot shall contact Gimpo Apron(130.875 MHz) to request engine start-up and push-back and provide the following :
 - a. Call sign
 - b. Gate or stand number
 - c. TSAT (if applicable)
 5. Pilot shall confirm with ground crews(ground handler, aircraft maintenance) whether there is no hazard to the aircraft starting up. The pilot shall not ask the Gimpo Apron for engine start-up and push-back until its safety check-up is fully confirmed. If there are any elements posing a potential failure, the pilot can ask the Gimpo Apron for push-back only. After moving and standing the aircraft at a safety area, the pilot can ask the engine start-up.
 6. All aircraft to be taxied within the Apron shall fix their thrusts on an idle. In case of using breakaway thrust, it should be used to a minimum. Especially when all aircraft push back from ACFT stands(NR. 37, 38, 39) and commence taxiing onto taxilane P4 or N3 in North Apron, the pilot shall be taxied with idle power for ground safety.
 7. Push-back approval is valid for 1 MIN. Push-back is therefore to begin promptly after approval.
 - a. Push-back for Central & East Apron
Aircraft stands NR. 124~125, NR. 131~134 will be pushed back for code letter "E" aircraft.
 - 1) RWY 14L/R in use
Aircraft will be pushed back to face northwest unless otherwise instructed by ATC.
 - 2) RWY 32R/L in use
Aircraft will be pushed back to face southeast unless otherwise instructed by ATC.
 - b. Push-back for North Apron
 - 1) Aircraft stands NR. 31~36 will be pushed back to face southwest unless otherwise instructed by ATC.
 - 2) Aircraft stands NR. 37~39, NR. 304~307 will be pushed back to face southeast unless otherwise instructed by ATC.
 - 3) Aircraft stands NR. 301~303, NR. 221~242 will be pushed back to face northeast unless otherwise instructed by ATC.
 - 4) Aircraft stands NR. 201~205, 209~211 will be pushed back to face northeast for code letter "E" aircraft unless otherwise instructed by ATC.
 8. Gimpo Apron may swap push-back sequence based on TSAT and real-time readiness of aircraft to maximize apron and RWY capacity and to reduce the overall delay of traffic as and when required.
 9. If an aircraft have any problem with taxiing right after push-back, the pilot should report to Apron control. And then the pilot will be instructed to return the gate or to move other places to avoid blocking taxilanes.
- 2.3 Procedures for vehicles towing aircraft
1. Ground crews of vehicles required to tow aircraft should not assume that the ATC is aware that an aircraft is to be towed. 항공기 견인 차량의 운전자는 항공기가 견인되고 있다는 상황을 관제기관이 알고 있다고 가정해서는 안 된다.
 2. Ground crews must ensure that the area around the aircraft is clear of vehicles, equipment, and other OBST for safe and smooth aircraft movements. If it is unable to maintain safety distance despite ATC instruction, ground crews must stop immediately and inform ATC. 지상운전자는 항공기의 안전하고 원활한 이동을 위해 차량, 장비 그리고 다른 장애물로부터 항공기 주변의 안전을 확인하여야 한다. 관제기관의 지시에도 불구하고 안전거리가 확보되지 않을 시, 지상운전자는 즉시 견인차량을 멈추고 관제기관에 통보하여야 한다.
 3. In order to avoid any confusion, and as an aid to identification, ground crews should state the position and where applicable the operator, of the aircraft to be towed and readback instructions from ATC. 지상운전자는 혼돈을 방지하고 식별을 돕기 위해 위치 및 운영자를 명시하여야 하며, 관제기관의 지시를 복창하여야 한다.
 4. The performance and maneuverability of ground vehicles is obviously reduced when towing aircraft and this is taken into account when instructions to such vehicles are issued. 항공기 견인 시, 견인차량의 성능과 기동성이 상당히 떨어지므로 이 사실을 고려하여 해당 차량에게 지시하여야 한다.

Change : Information of procedures for start-up and push-back.

APPROACH SURFACE SLOPE 1:40

NR	DATE	ENTERED BY

[illegible]

HORIZONTAL 5 M
VERTICAL 0.5 M

CONICAL SURFACE SLOPE 1:20

The image shows a topographic map of a hill with contour lines. Two measurement scales are provided: a top scale in meters (300 to 3000) and a bottom scale in feet (1000 to 10000). The map shows a hill with a peak around 1000 meters. The scales are used to measure the distance from the base of the hill to the peak.

[illegible]

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

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

RKPC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

RKPC AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
RKPCOB001	Natural High Point	332232.7N 1261733.8E	832 ft/	NIL	07/APCH 25/TKOF
RKPCOB002	Natural High Point	332507.3N 1262309.9E	1 318 ft/	NIL	
RKPCOB003	Pole	332833.4N 1262612.4E	272 ft/	NIL	
RKPCOB004	Natural High Point	332850.9N 1262721.6E	214 ft/	NIL	
RKPCOB005	Natural High Point	333028.9N 1262806.1E	207 ft/	NIL	
RKPCOB006	Tower	333018.7N 1262931.1E	311 ft/	LGTD / FLS W	
RKPCOB007	Natural High Point	332606.9N 1262224.2E	760 ft/	NIL	
RKPCOB008	Natural High Point	332018.1N 1261946.6E	1 530 ft/	NIL	
RKPCOB009	Natural High Point	332510.7N 1262249.5E	1 178 ft/	NIL	
RKPCOB010	Natural High Point	332610.7N 1262411.9E	949 ft/	NIL	
RKPCOB011	Natural High Point	332158.6N 1262127.8E	1 704 ft/	NIL	
RKPCOB012	Natural High Point	332313.2N 1262217.4E	1 483 ft/	NIL	
RKPCOB013	Natural High Point	332717.7N 1262606.8E	752 ft/	NIL	
RKPCOB014	Natural High Point	332832.1N 1262745.7E	281 ft/	NIL	
RKPCOB015	Building	332934.8N 1262737.2E	164 ft/	NIL	
RKPCOB016	Natural High Point	332226.3N 1263530.1E	3 987 ft/	NIL	25/APCH 07/TKOF
RKPCOB017	Natural High Point	333103.5N 1263240.3E	513 ft/	NIL	
RKPCOB018	Natural High Point	333245.1N 1264039.3E	366 ft/	NIL	
RKPCOB019	Natural High Point	332141.1N 1263145.9E	6 387 ft/	NIL	In circling area (RWY 31)
RKPCOB020	Building	333021.0N 1263135.9E	406 ft/	LGTD / FLS W	
RKPCOB021	Natural High Point	333103.5N 1263240.3E	513 ft/	NIL	
RKPCOB022	Natural High Point	332738.5N 1263339.3E	916 ft/	NIL	
In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL					

RKPC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Jeju Airport Weather Office (TEL : +82-64-742-0365, FAX : +82-64-746-1046)
2	Hours of service MET Office outside hours	24 hours -
3	Office responsible for TAF preparation Periods of validity	Jeju Airport Weather Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Trend forecast Interval of issuance	Trend Type forecast 1 hour (METAR) and when SPECI reported
5	Briefing/consultation provided	Available by the phone for 24 hours Available at the Office for 24 hours, if required
6	Flight documentation Language(s) used	Aerodrome forecasts (TAF code form), SIGWX charts, 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, Low Level Wind shear Alert System
9	ATS units provided with information	AIS Office, TWR and APP
10	Additional information (limitation of service, etc.)	All observation data, model outputs and forecasts produced by KMA and WAFS are available at the Office through Internet link.

Change : Information of OBST type(peak/contour/mountain/hill → natural high point, control tower → tower).

HORIZONTAL SURFACE

Diagram illustrating a road cross-section. The road is 28 feet wide, consisting of a 12-foot wide approach surface (sloped at 1:40), a 12-foot wide travel lane, and a 4-foot wide shoulder.

TRANSITIONAL SURFACE SLOPE 1:7

TRANSITIONAL SURFACE SLOPE 1:7

APPROACH SURFACE SLOPE 1:50

APPROACH SURFACE SLOPE 1:40

TRANSITIONAL SURFACE SLOPE 1:7

HORIZONTAL SURFACE

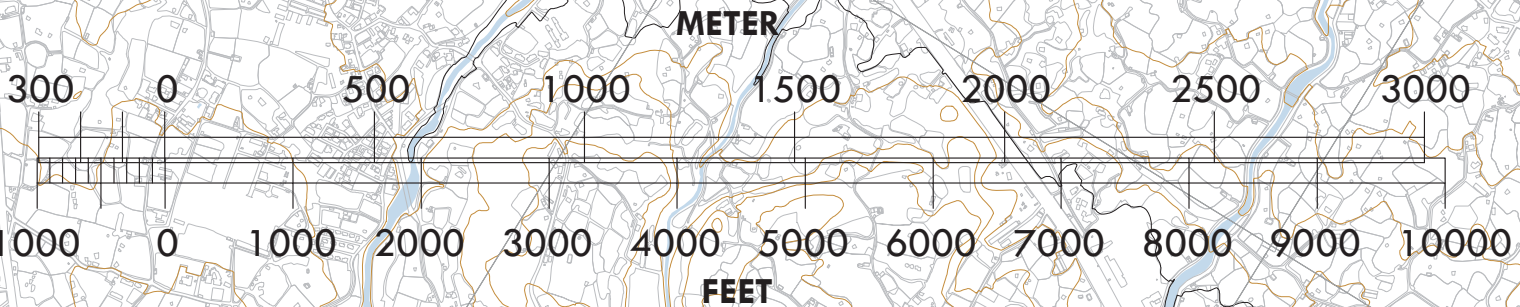
AMENDMENT RECORD		
NR	DATE	ENTERED BY

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		
Natural high point(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		59.0

ORDER OF ACCURACY

HORIZONTAL 5 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 18 000



OBSTACLES				
Nº	COORDINATES(WGS-84)	ELEV MSL	ITEM	NOTE
1	33°31'03.51"	126°32'40.26"	15.80	Natural High Point
2	33°28'21.15"	126°29'49.33"	309.5	Natural High Point
3	33°29'35.97"	126°27'38.31"	46.0	BUILDING
3	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°30'19.09"	9.5	TOWER
15	33°29'30.93"	126°27'32.45"	51.0	Pole
16	33°29'33.15"	126°27'36.48"	49.5	Pole
17	33°30'14.18"	126°30'16.85"	49.0	Pole
18	33°28'22.81"	126°29'49.55"	300.5	PYLON
19	33°30'10.83"	126°30'17.98"	99.5	BUILDING
20	33°29'58.78"	126°31'01.71"	95.5	BUILDING
21	33°28'22.30"	126°29'50.42"	313.0	PYLON

YANGYANG/Intl(RKNY)
VOR RWY 33

AERONAUTICAL DATA TABULATION

VOR Approach to RWY 33 from DUBUN		
Fix/Point		Coordinates
DUBUN(IAF)		38°05'14.5"N 128°52'13.8"E
D10.0 YAG(IF)	BRG 323.00° / 10.00 NM YAG	37°56'49.6"N 128°48'46.6"E
D5.0 YAG(FAF)	BRG 323.00° / 5.00 NM YAG	38°00'18.8"N 128°44'14.2"E
D2.0 YAG(MAPt)	BRG 323.00° / 2.00 NM YAG	38°02'24.3"N 128°41'30.7"E
THR RWY 33	Final Approach Descent Angle 3.11°	38°03'09.21"N 128°40'41.25"E
YAG VOR/DME		38°03'48.0"N 128°39'41.3"E
D2 YAG	R 330 YAG/ 2.00 NM YAG	38°05'21.3"N 128°38'06.0"E
DUBUN	R 091 YAG/ 10.00 NM YAG	38°05'14.5"N 128°52'13.8"E

RKJB AD 2.9 SURFACE MOVEMENT GUIDANCE & CONTROL SYSTEM & MARKINGS

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

RKJB AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
RKJBOB001	Natural High Point	345636.9N 1262343.6E	602 ft/	NIL	01/APCH 19/TKOF
RKJBOB002	Natural High Point	344842.1N 1262427.2E	514 ft/	NIL	
RKJBOB003	Natural High Point	345125.8N 1262455.0E	678 ft/	NIL	
RKJBOB004	Natural High Point	345656.8N 1262329.6E	266 ft/	NIL	
RKJBOB005	Natural High Point	344218.7N 1262025.7E	948 ft/	NIL	
RKJBOB006	Natural High Point	344723.7N 1262221.5E	754 ft/	NIL	
RKJBOB007	Natural High Point	350037.8N 1262300.9E	81 ft/	NIL	19/APCH 01/TKOF
RKJBOB008	Natural High Point	351022.3N 1262607.1E	1 331 ft/	NIL	
RKJBOB009	Natural High Point	350258.2N 1262129.7E	342 ft/	NIL	
RKJBOB010	Natural High Point	350313.4N 1262236.5E	276 ft/	NIL	
RKJBOB011	Natural High Point	351126.4N 1263354.0E	1 701 ft/	NIL	
RKJBOB012	Wind Turbine	345907.9N 1261842.0E	751 ft/	NIL	Medium, low intensity obstacle light
RKJBOB013	Wind Turbine	345857.4N 1261836.2E	744 ft/	NIL	-
RKJBOB014	Wind Turbine	345840.9N 1261832.7E	694 ft/	NIL	Medium, low intensity obstacle light
RKJBOB015	Wind Turbine	345826.9N 1261837.1E	675 ft/	NIL	Medium, low intensity obstacle light
In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL					

Change : Information of OBST type(hill → natural high point) and Establishment of RKJBOB012~RKJBOB015.

RKJB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Muan Airport Weather Office TEL : +82-61-453-4365 FAX : +82-61-453-5365
2	Hours of service MET Office outside hours	24 hours
3	Office responsible for TAF preparation periods of validity	Muan Airport Weather Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Trend forecast Interval of issuance	Trend type forecast 1 hour (METAR) and when SPECI reported
5	Briefing/consultation provided	Available by the phone for 24 hours Available at the Office for 24 hours, if required
6	Flight documentation language(s) used	Aerodrome forecasts(TAF code form), SIGWX charts, 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, Significant weather charts(high, medium, low) and other model outputs
8	Supplementary equipment available for providing information	Satellite and Weather radar imageries
9	ATS units provided with information	FIC and TWR
10	Additional information	Automated METAR is provided during 1400-2000 UTC (time of take-off and landing restricted). All observation data, model outputs and forecasts produced by KMA and WAFS are available at the office through internet link.

RKJB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

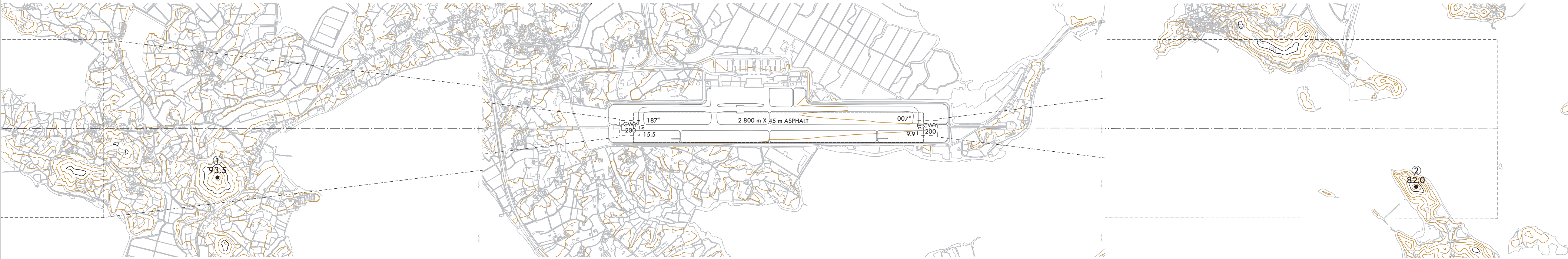
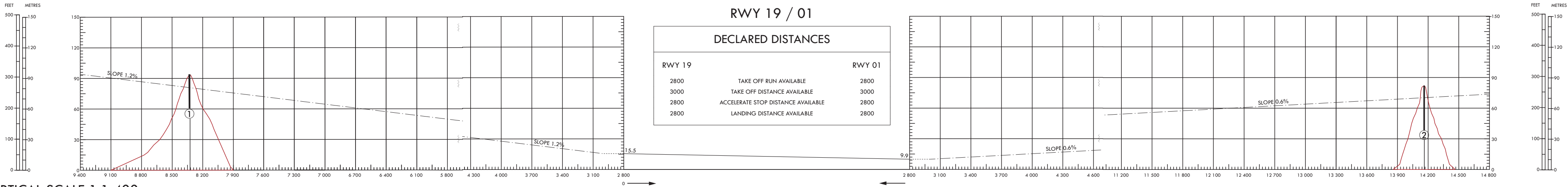
Designations Runway NR	TRUE BRG	Dimension of RWY(m)	Strength(PCN) and surface of RWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
01	359.67°	2 800 × 45	- 78/F/C/X/T Asphalt - 81/R/C/W/T Concrete (150 m from RWY THR)	345843.64N 1262258.45E GUND : 23.7 m	THR : 9.9 m/32.5 ft TDZ : 11.7 m/38.4 ft
19	179.67°	2 800 × 45	- 78/F/C/X/T Asphalt - 81/R/C/W/T Concrete (150 m from RWY THR)	350014.49N 1262257.82E GUND : 23.6 m	THR : 15.5 m/50.9 ft TDZ : 15.5 m/50.9 ft

7. Slope of RWY

The diagram illustrates the physical characteristics of Runway 01/19. It shows a 2800m long runway with a +0.2% slope. The runway is flanked by 200m wide CWY (Clearway) sections. The elevation at the start of Runway 01 is 9.9m, and at the end of Runway 19, it is 15.5m.

SWY dimensions(m)	CWY dimensions(m)	Strip dimensions(m)	RESA dimensions (m)	Location & description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
NIL	200 × 150	2 920 × 300	202 × 150	NIL	NIL	The surface of RWY is grooved.
NIL	200 × 150	2 920 × 300	199 × 150	NIL	NIL	

MAGNETIC VARIATION 8° W-2020



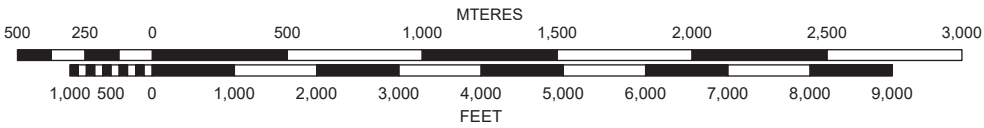
LEGEND		
ITEM	SYMBOL	
	Plan	Profile
Tree or shrub		
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Natural high point(Peak or Mountain)		
Terrain penetrating obstacle plane		
Sclearway(CWY)		

OBSTACLES					
NR	COORDINATES(WGS84)		ELEV(AMSL)	ITEM	NOTE
1	35° 03' 12.5 "N	126° 22' 47.1 "E	93.5	Natural high point	
2	34° 52' 33.6 "N	126° 22' 47.6 "E	82.0	Natural high point	

ORDER OF ACCURACY

HORIZONTAL	5.0m
VERTICAL	0.5m

HORIZONTAL SCALE 1 : 14 000



AMENDMENT RECORD		
NR	DATE	ENTERED BY

RKJY AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKJY - YEOSU / Domestic

RKJY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

RKJY AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2100-1300 UTC
2	Customs and Immigration	NIL
3	Health and Sanitation	NIL
4	AIS Briefing Office	2210-0920 UTC
5	ATS Reporting Office	2210-0920 UTC
6	MET Briefing Office	2200-1000 UTC
7	ATS	2210-0920 UTC
8	Fuelling	NIL
9	Handling	HO
10	Security	HO
11	De-icing	NIL
12	Remarks	Outside these hours services are available on request. (Only passenger flight)

RKJY AD 2.4 HANDLING SERVICES AND FACILITIES

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

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



RKJY AD 2.5 PASSENGER FACILITIES

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

RKJY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

RKJY AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

RKJY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Yeosu Airport Weather Station (TEL : +82-61-682-7888, Telefax : +82-61-686-2365)
2	Hours of service MET Office outside hours	2200-1000 UTC Aviation Meteorological Office(TEL : +82-32-222-3030)
3	Office responsible for TAF preparation Periods of validity	Aviation Meteorological Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Trend forecast Interval of issuance	Trend type forecast 1 hour (METAR) and when SPECI reported
5	Briefing/consultation provided	Available by the phone for 24 hours at Yeosu Airport Weather Station or Aviation Meteorological Office Available at the Station for hours of service, if required
6	Flight documentation Language(s) used	Aerodrome forecasts (TAF code form), SIGWX charts, 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, Significant weather charts(high, medium, low) and other model outputs
8	Supplementary equipment available for providing information	Satellite and Weather radar imageries
9	ATS units provided with information	AIS and TWR
10	Additional information (limitation of service, etc.)	Automated METAR is provided during non-operational hours of the Yeosu Airport Weather Station. All observation data, model outputs and forecasts produced by KMA and WAFS are available at the office through internet link.

RKJY AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations				THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY
Runway NR	TRUE BRG	Dimension of RWY(m)	Strength(PCN) and surface of RWY and SWY	RWY end coordinates THR geoid Undulation	
1	2	3	4	5	6
17	158.03°	2 100 × 45	67/F/C/X/T Asphalt	345103.73N 1273646.77E GUND 27.2 m	THR 8.7 m TDZ 13.7 m
35	338.03°	2 100 × 45	67/F/C/X/T Asphalt	345000.53N 1273717.70E GUND 27.2 m	THR 9.5 m TDZ 14.4 m

7. Slope of RWY

The diagram illustrates the vertical alignment of the runway. It shows a cross-section with a solid line representing the runway surface and dashed lines representing the thresholds. Key data points include elevations in meters and feet at specific intervals and the percentage slopes between them. The horizontal axis is marked with segment lengths in meters.

Point	Elevation (M)	Elevation (FT)
Start	5.20	17.06
1	8.73	28.64
2	12.91	42.36
3	16.03	52.59
4	13.72	45.01
5	9.53	31.27
End	6.10	20.01

Horizontal segments: 300 M, 525 M, 525 M, 525 M, 525 M, 268 M.

SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)	Location & description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
NIL	268 × 150	2 220 × 300	208 × 150	NIL	NIL	The surface of RWY 17/35 is grooved.
NIL	300 × 150	2 220 × 300	240 × 150	NIL	NIL	

Change : Information of operational hours for MET office.

RKJY AD 2.13 DECLARED DISTANCES

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

RKJY AD 2.14 APPROACH AND RUNWAY LIGHTING

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

RKJY AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

RKJY AD 2.16 HELICOPTER LANDING AREA

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

RKJY AD 2.17 ATS AIRSPACE

1	Designation and lateral limit	Yeosu CTR A circle, radius 5 NM centered at ARP
2	Vertical limits	SFC to 3 000 ft AGL
3	Airspace classification	D
4	ATS unit call sign Languages	Yeosu Tower English / Korean
5	Transition altitude	14 000 ft AMSL
6	Operational hours	2210-0920 UTC
7	Remarks	Refer to ENR 2.1-9, RKJY Visual approach chart to identify class D airspace

RKJY AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
APP	Sacheon Approach	135.4 MHz 344.7 MHz	H24	Scheduled Inspection time : Every 4th THU(1300-1800 UTC) of the month.
	Yeosu Arrival	119.725 MHz 317.425 MHz	2210-0920 UTC	
TWR	Yeosu Tower	122.5 MHz 240.9 MHz 121.5 MHz 243.0 MHz	2210-0920 UTC	
GND	Yeosu Ground	118.525 MHz	2210-0920 UTC	Digital PDC service available
ATIS	Yeosu Airport	128.275 MHz	HO	Digital ATIS service available

Change : Information of operational hours for ATS airspace and ATS communication facilities.

RKJY AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

RKJY AD 2.20 LOCAL AERODROME REGULATIONS

1. Ground engine check procedures
 - 1.1 Aircraft requiring an engine check shall contact YEOSU TWR and provide the following;
 - a. Call sign or registration number
 - b. Stand number
 - c. Type of request, engine start or performance check
 - 1.2 Engine starts are permitted in the ramp areas. However, the power setting shall not exceed idle thrust.
 - 1.3 During the engine check, any pilot shall monitor the frequency of YEOSU TWR.
2. All aircraft contact YEOSU TWR prior to entering class D airspace. (Refer to RKJY Visual Approach Chart)

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

1	Designation, Apron surface and strength	a. Area : 13 140 m ² b. Surface : Asphalt c. Strength : PCN 67/F/C/X/T
2	Designation, Taxiway width, surface and strength	a. Width : 23 m b. Surface : Concrete c. Strength : PCN 70/R/C/W/T
3	Altimeter check location and elevation	Aprons / 27 ft
4	VOR/INS check points	VOR : NIL INS : Every specified aircraft stands(Refer to Aircraft Parking / Docking Chart)
5	Remarks	NIL

RKPS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guidelines and visual docking/parking guidance system of aircraft stands	a. Taxiing guidance signs are the intersections of all TWY and RWY and at all holding positions b. Guide lines at apron c. Nose-in guidance at aircraft stands
2	RWY and TWY markings and LGT	a. RWY - RWY 06R/24L : Edge, THR, end RAIL - RWY 06L/24R : Edge, THR, end b. TWY - TWY edge lights : All TWY
3	Stop bars	NIL
4	Remarks	NIL

RKPS 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
RKPSOB001	Natural High Point	350423.3N 1280221.1E	244 ft/	NIL	06L/R APCH 24L/R TKOF
RKPSOB002	Natural High Point	350328.9N 1280019.8E	393 ft/	NIL	
RKPSOB003	Natural High Point	350114.2N 1275803.7E	419 ft/	NIL	
RKPSOB004	Natural High Point	345934.2N 1275211.1E	3 011 ft/ (Including Steel tower 243 ft)	NIL	
RKPSOB005	Natural High Point	350423.2N 1280220.8E	244 ft/	NIL	
RKPSOB006	Natural High Point	345851.0N 1280556.6E	2 630 ft/	NIL	
RKPSOB007	Natural High Point	350447.1N 1280237.9E	213 ft/	NIL	
RKPSOB008	Natural High Point	350640.5N 1280404.5E	419 ft/	NIL	In 06L/R, 24L/R circling area and at AD
RKPSOB009	Natural High Point	350627.6N 1280302.7E	499 ft/	NIL	
RKPSOB010	Natural High Point	350810.6N 1280349.5E	607 ft/	NIL	
RKPSOB011	Natural High Point	350652.2N 1280015.2E	617 ft/	NIL	
RKPSOB012	Natural High Point	350514.2N 1275803.1E	735 ft/	NIL	
RKPSOB013	Natural High Point	350602.3N 1280521.1E	84 ft/	NIL	06L/R TKOF 24L/R APCH
RKUSOB014	Natural High Point	350607.5N 1280607.4E	224 ft/	NIL	
RKPSOB015	Natural High Point	350606.2N 1280626.3E	281 ft/	NIL	
RKPSOB016	Natural High Point	350638.6N 1280914.3E	906 ft/	NIL	

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

In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL					
1. Remarks : - Seawall 20 ft drop off RWY 06L THR - RKPSOB001 : 6 233 ft outward RWY 06L, 276 ft Left(APCH) side from the extended centerline of RWY 06L - RKPSOB013 : 2 631 ft outward RWY 24R, 20 ft Right(APCH) side from the extended centerline of RWY 24R 2 631 ft from RWY 06L DER, 20 ft(TKOF) Left of centerline 65 ft AGL/84 ft AMSL 2 131 ft from RWY 06R DER, 770 ft(TKOF) Left of centerline 60 ft AGL/84 ft AMSL 2. Caution : - RKPSOB004 locates at 10.6 NM from RWY 06L THR. · Maintain at or above 3 600 ft until passing 11 DME of SAC when making VOR/DME RWY 06L APCH. · Maintain at or above 3 600 ft until passing 12 DME of SAC when making VOR/DME RWY 06R APCH. · Maintain at or above 3 600 ft until passing 11.6 DME of I-SAM when making LOC/DME RWY 06L APCH. - Open drainage is located at both sides of the RWY 06L/24R. - RUN-UP facilities (height 3.1 m) of Military aircraft located on 136 m inward from RWY 06L THR and 133 m leftward from RWY 06L/24R centerline. - RWY Supervisor Units (height 5.9 m) · 443 m inward from RWY 06L THR and 164 m leftward from RWY 06L/24R centerline · 443 m inward from RWY 24R THR and 163 m rightward from RWY 06L/24R centerline					

RKPS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Sacheon 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, 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 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.

RKPU AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

RKPU AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
RKPUOB001	Natural High Point	354005.0N 1292136.1E	1 339 ft/	NIL	36/APCH 18/TKOF
RKPUOB002	Natural High Point	353941.7N 1292144.6E	1 113 ft/	NIL	
RKPUOB003	Natural High Point	353811.0N 1291931.3E	424 ft/	NIL	
RKPUOB004	Natural High Point	353931.0N 1291916.2E	964 ft/	NIL	
RKPUOB005	Natural High Point	354225.3N 1292053.9E	1 774 ft/	NIL	
RKPUOB006	Natural High Point	354806.3N 1292043.1E	2 444 ft/	NIL	
RKPUOB007	Natural High Point	353839.7N 1291841.2E	785 ft/	NIL	
RKPUOB008	Building	353425.1N 1292056.2E	169 ft/	NIL	
RKPUOB009	Pylon	353318.2N 1292158.7E	346 ft/	NIL	
RKPUOB010	Pylon	353230.9N 1292128.2E	427 ft/	NIL	
RKPUOB011	Natural High Point	353526.7N 1292350.7E	1 480 ft/	NIL	18/APCH 36/TKOF
RKPUOB012	Natural High Point	353521.6N 1292249.6E	850 ft/	NIL	
RKPUOB013	Pylon	352842.8N 1292218.5E	623 ft/	NIL	
RKPUOB014	Pylon	352928.3N 1292148.5E	446 ft/	NIL	
RKPUOB015	Pylon	352621.6N 1291917.2E	724 ft/	NIL	
RKPUOB016	Pylon	352517.5N 1291932.5E	878 ft/	NIL	
RKPUOB017	Natural High Point	353958.6N 1291515.1E	2 517 ft/	NIL	
In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL					

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

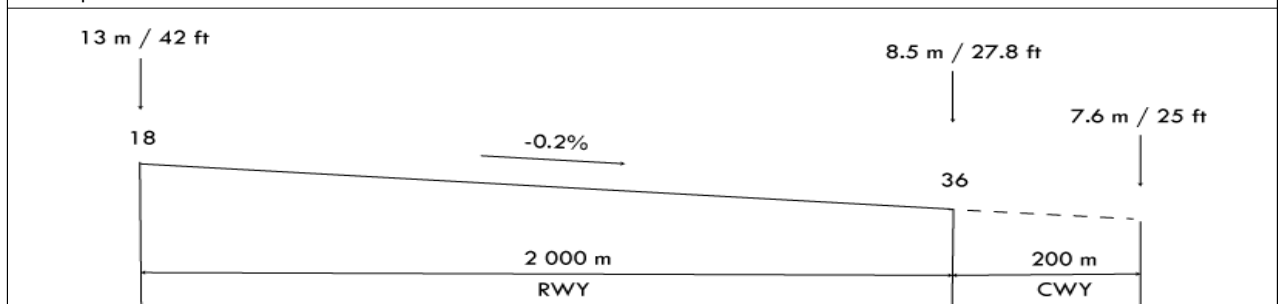
RKPU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Ulsan Airport Weather Office (TEL : +82-52-289-0365, Telefax : +82-52-288-2392)
2	Hours of service MET Office outside hours	24 hours
3	Office responsible for TAF preparation Periods of validity	Ulsan Airport Weather Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Trend forecast Interval of issuance	Trend type forecast 1 hour (METAR) and when SPECI reported
5	Briefing/consultation provided	Available by the phone for 24 hours Available at the Office for 24 hours, if required
6	Flight documentation Language(s) used	Aerodrome forecasts (TAF code form), SIGWX charts, 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	TWR and AIS Office
10	Additional information (limitation of service, etc.)	Automated METAR is provided during non-operational hours of the aerodrome. All observation data, model outputs and forecasts produced by KMA and WAFS are available at the office through internet link.

RKPU AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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

7. Slope of RWY



SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)	Location & description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
NIL	200 × 250	2 120 × 191~280	200 × 90	NIL	NIL	The width of strip does not meet criteria in Annex 14. The surface of RWY 18/36 is grooved.
NIL	NIL		90 × 90	NIL	NIL	

Profile view of runway 18/36. The chart shows the runway elevation profile with a 1.2% slope and a 0.2% slope. The declared distances for RWY 18 and RWY 36 are listed in the table below.

RWY 18		RWY 36	
2 000	TAKE OFF RUN AVAILABLE	2 000	
2 200	TAKE OFF DISTANCE AVAILABLE	2 000	
2 000	ACCELERATE STOP DISTANCE AVAILABLE	2 000	
2 000	LANDING DISTANCE AVAILABLE	2 000	

The profile view shows the runway elevation profile with a 1.2% slope and a 0.2% slope. The declared distances for RWY 18 and RWY 36 are listed in the table below.

The figure is a topographic map of a residential area, likely a suburban neighborhood, showing streets, buildings, and terrain. A series of numbered points (1-34) are marked on the map, indicating specific locations of interest. A legend, amendment record, and obstacle tables are included.

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)		

AMENDMENT RECORD

NR	DATE	ENTERED BY

OBSTACLES

NR	COORDINATES(WGS84)		ELEV(AMSL)	ITEM	NOTE
1	35°33'17.30" N	129°21'10.10" E	50.12	Building	
2	35°33'16.92" N	129°21'14.79" E	58.15	Building	
3	35°33'17.40" N	129°21'13.06" E	58.61	Building	
4	35°33'16.62" N	129°21'07.36" E	52.16	Building	
5	35°33'16.26" N	129°21'16.75" E	56.26	Building	
6	35°33'15.00" N	129°21'08.18" E	52.41	Building	
7	35°33'14.08" N	129°21'17.59" E	58.55	Building	
8	35°33'13.42" N	129°21'09.12" E	52.52	Building	
9	35°33'11.81" N	129°21'00.00" E	52.58	Building	
10	35°33'11.81" N	129°21'00.00" E	52.58	Building	
11	35°33'11.81" N	129°21'00.00" E	52.58	Building	
12	35°33'11.81" N	129°21'00.00" E	52.58	Building	
13	35°33'11.81" N	129°21'00.00" E	52.58	Building	
14	35°33'11.81" N	129°21'00.00" E	52.58	Building	
15	35°33'11.81" N	129°21'00.00" E	52.58	Building	
16	35°33'11.81" N	129°21'00.00" E	52.58	Building	
17	35°33'11.81" N	129°21'00.00" E	52.58	Building	
18	35°33'11.81" N	129°21'00.00" E	52.58	Building	
19	35°33'11.81" N	129°21'00.00" E	52.58	Building	
20	35°33'11.81" N	129°21'00.00" E	52.58	Building	
21	35°33'03.68" N	129°21'15.09" E	61.15	Building	
22	35°33'03.11" N	129°21'17.27" E	61.11	Building	
23	35°33'03.81" N	129°21'25.08" E	61.42	Building	
24	35°33'02.43" N	129°21'26.25" E	60.61	Building	
25	35°33'01.80" N	129°21'19.34" E	58.75	Building	
26	35°33'01.14" N	129°21'22.37" E	57.56	Building	
27	35°33'01.12" N	129°21'27.28" E	61.52	Building	
28	35°33'00.49" N	129°21'25.31" E	59.01	Building	
29	35°32'54.51" N	129°21'36.95" E	81.42	Tower	

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)		

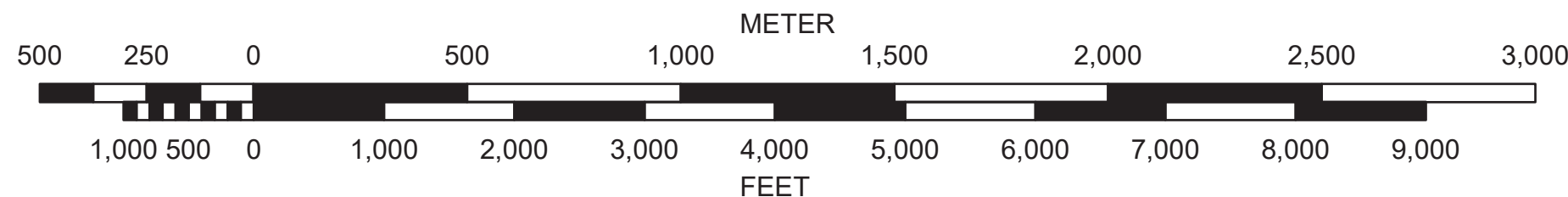
AMENDMENT RECORD		
NR	DATE	ENTERED BY

OBSTACLES					
NR	COORDINATES(WGS84)		ELEV(AMSL)	ITEM	NOTE
1	35°33'17.30" N	129°21'10.10" E	50.12	Building	
2	35°33'16.92" N	129°21'14.79" E	58.15	Building	
3	35°33'17.40" N	129°21'13.06" E	58.61	Building	
4	35°33'16.62" N	129°21'07.36" E	52.16	Building	
5	35°33'16.26" N	129°21'16.75" E	56.26	Building	
6	35°33'15.00" N	129°21'08.18" E	52.41	Building	
7	35°33'14.08" N	129°21'17.59" E	58.55	Building	
8	35°33'13.42" N	129°21'09.12" E	52.52	Building	
9	35°33'11.81" N	129°21'09.99" E	52.58	Building	
10	35°33'12.13" N	129°21'13.59" E	57.91	Building	
11	35°33'10.67" N	129°21'17.14" E	60.25	Building	
12	35°33'11.28" N	129°21'19.63" E	57.75	Building	
13	35°33'08.47" N	129°21'11.07" E	57.38	Building	
14	35°33'09.51" N	129°21'20.62" E	57.82	Building	
15	35°33'08.06" N	129°21'13.20" E	61.45	Building	
16	35°33'07.72" N	129°21'22.23" E	60.62	Building	
17	35°33'07.12" N	129°21'24.46" E	60.65	Building	
18	35°33'06.55" N	129°21'12.54" E	56.71	Building	
19	35°33'05.76" N	129°21'14.42" E	61.02	Building	
20	35°33'05.70" N	129°21'25.85" E	61.34	Building	

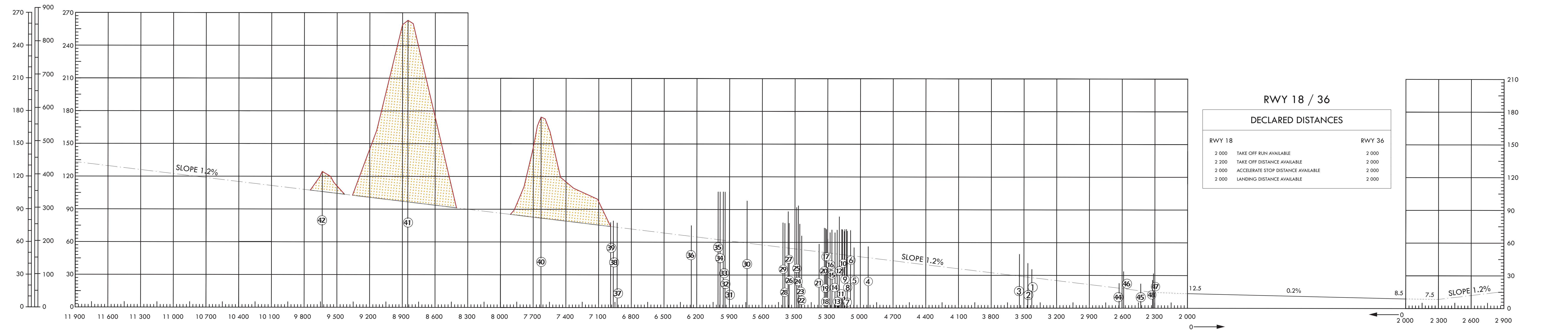
OBSTACLES					
NR	COORDINATES(WGS84)		ELEV(AMSL)	ITEM	NOTE
21	35°33'03.68" N	129°21'15.09" E	61.15	Building	
22	35°33'03.11" N	129°21'17.27" E	61.11	Building	
23	35°33'03.81" N	129°21'25.08" E	61.42	Building	
24	35°33'02.43" N	129°21'26.25" E	60.61	Building	
25	35°33'01.80" N	129°21'19.34" E	58.75	Building	
26	35°33'01.14" N	129°21'22.37" E	57.56	Building	
27	35°33'01.12" N	129°21'27.28" E	61.52	Building	
28	35°33'00.49" N	129°21'25.31" E	59.01	Building	
29	35°32'54.51" N	129°21'36.95" E	81.42	Tower	
30	35°32'30.92" N	129°21'27.96" E	84.22	Tower	
31	35°32'03.63" N	129°20'46.37" E	81.00	Building	
32	35°31'13.94" N	129°20'53.71" E	133.47	Tower	
33	35°31'09.38" N	129°19'21.64" E	124.00	Natural high point	
34	35°30'37.03" N	129°19'01.06" E	138.00	Natural high point	
35	35°34'50.73" N	129°21'15.88" E	17.241	Tower	

HORIZONTAL SCALE 1 : 15 000

HORIZONTAL	5.0m
VERTICAL	0.5m

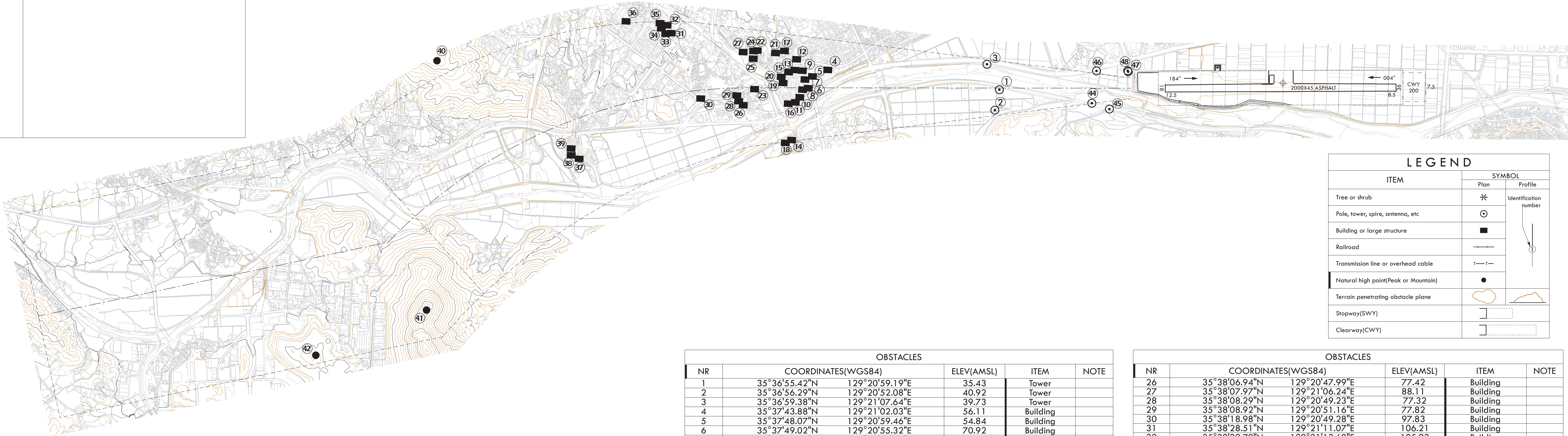


MAGNETIC VARIATION 8° W (2020)



AMENDMENT RECORD		
NR	DATE	ENTERED BY

VERTICAL SCALE 1: 1 500



LEGEND		
ITEM	SYMBOL	
	Plan	Profile
Tree or shrub	✱	Identification number
Pole, tower, spire, antenna, etc	⊙	
Building or large structure	■	1
Railroad	—+—	
Transmission line or overhead cable	—+—	
Natural high point(Peak or Mountain)	●	
Terrain penetrating obstacle plane	○	
Stopway(SWY)	┌─┐	
Clearway(CWY)	┌─┐	

OBSTACLES				
NR	COORDINATES(WGS84)		ELEV(AMSL)	ITEM
1	35°36'55.42"N	129°20'59.19"E	35.43	Tower
2	35°36'56.29"N	129°20'52.08"E	40.92	Tower
3	35°36'59.38"N	129°21'07.64"E	39.73	Tower
4	35°37'43.88"N	129°21'02.03"E	56.11	Building
5	35°37'48.07"N	129°20'59.46"E	54.84	Building
6	35°37'49.02"N	129°20'55.32"E	70.92	Building
7	35°37'50.11"N	129°20'58.21"E	70.34	Building
8	35°37'50.57"N	129°20'54.67"E	71.78	Building
9	35°37'51.01"N	129°21'01.17"E	70.04	Building
10	35°37'51.22"N	129°20'52.02"E	71.62	Building
11	35°37'52.38"N	129°20'50.16"E	71.67	Building
12	35°37'52.83"N	129°21'04.98"E	53.62	Building
13	35°37'53.14"N	129°21'01.24"E	71.23	Building
14	35°37'52.73"N	129°20'37.14"E	68.83	Building
15	35°37'54.84"N	129°21'00.37"E	71.27	Building
16	35°37'54.34"N	129°20'49.53"E	62.44	Building
17	35°37'56.39"N	129°21'07.56"E	63.00	Building
18	35°37'54.42"N	129°20'36.03"E	68.91	Building
19	35°37'56.19"N	129°20'56.53"E	71.79	Building
20	35°37'56.83"N	129°20'58.58"E	71.90	Building
21	35°37'58.87"N	129°21'06.65"E	58.31	Building
22	35°38'04.03"N	129°21'07.09"E	65.81	Building
23	35°38'04.04"N	129°20'53.75"E	76.73	Building
24	35°38'05.07"N	129°21'06.81"E	93.42	Building
25	35°38'05.03"N	129°21'04.18"E	91.91	Building

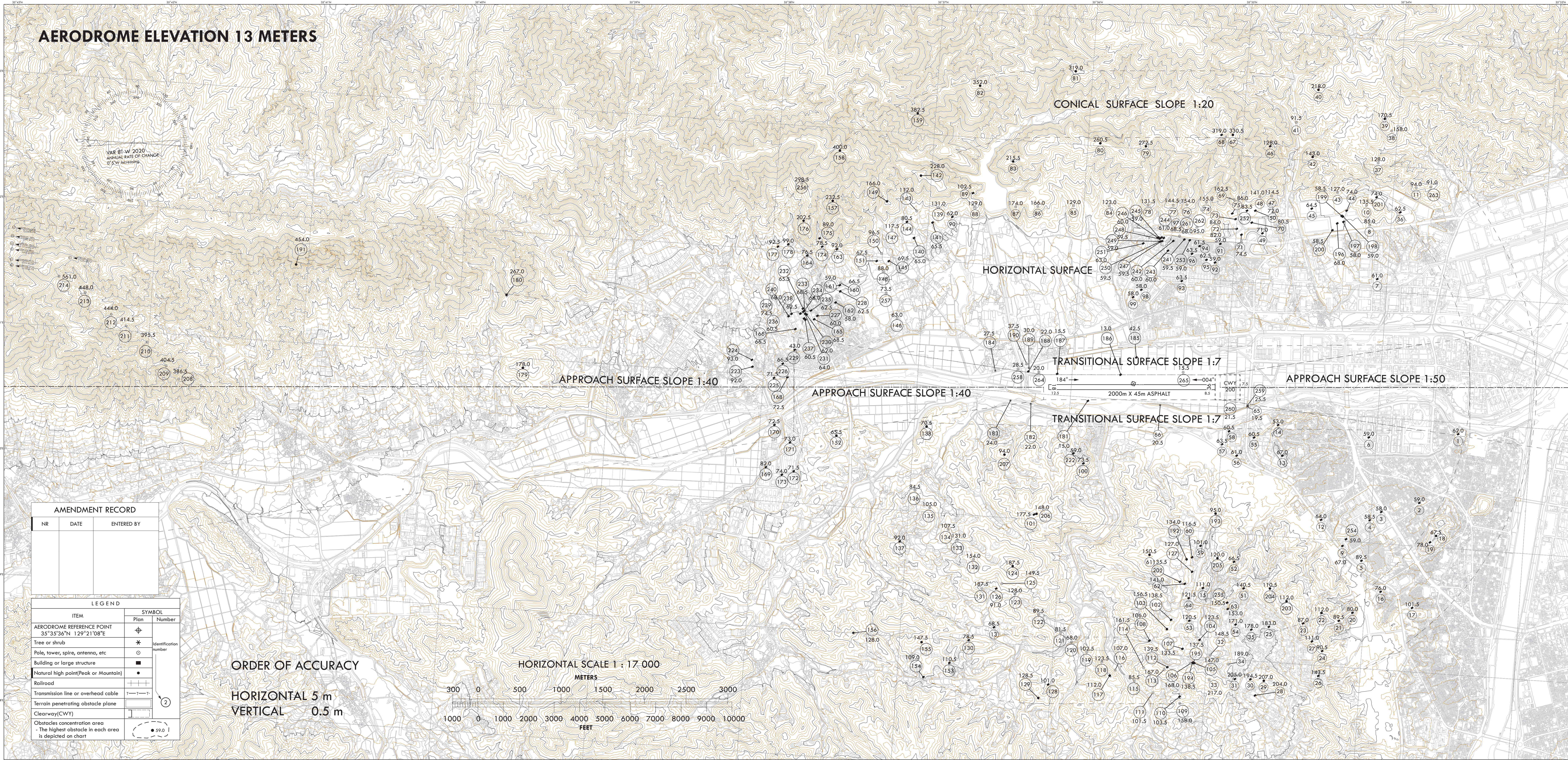
OBSTACLES				
NR	COORDINATES(WGS84)		ELEV(AMSL)	ITEM
26	35°38'06.94"N	129°20'47.99"E	77.42	Building
27	35°38'07.97"N	129°21'06.24"E	88.11	Building
28	35°38'08.29"N	129°20'49.23"E	77.32	Building
29	35°38'08.92"N	129°20'51.16"E	77.82	Building
30	35°38'18.98"N	129°20'49.28"E	97.83	Building
31	35°38'28.51"N	129°21'11.07"E	106.21	Building
32	35°38'29.79"N	129°21'13.68"E	105.93	Building
33	35°38'30.02"N	129°21'10.72"E	106.12	Building
34	35°38'31.34"N	129°21'12.48"E	106.01	Building
35	35°38'31.82"N	129°21'14.24"E	106.13	Building
36	35°38'41.38"N	129°21'14.07"E	104.92	Building
37	35°38'51.96"N	129°20'25.76"E	77.51	Building
38	35°38'54.23"N	129°20'26.81"E	79.41	Building
39	35°38'54.39"N	129°20'29.12"E	77.92	Building
40	35°39'33.67"N	129°20'56.15"E	174.51	Natural high point
41	35°39'31.91"N	129°19'30.27"E	263.01	Natural high point
42	35°40'02.09"N	129°19'12.16"E	124.51	Natural high point
43	35°43'12.92"N	129°21'34.49"E	349.03	Tower
44	35°36'29.24"N	129°20'56.67"E	29.03	Tower
45	35°36'24.17"N	129°20'55.07"E	28.30	Tower
46	35°36'28.53"N	129°21'07.86"E	28.27	Tower
47	35°36'19.62"N	129°21'08.34"E	23.568	Tower
48	35°36'19.79"N	129°21'08.64"E	21.715	Tower

AERODROME OBSTACLE CHART - ICAO
TYPE B

DIMENSIONS AND ELEVATIONS IN METERS

ULSAN / Ulsan

AERODROME ELEVATION 13 METERS



OBSTACLES																			
NR	COORDINATES(WGS-84)	ELEV (AMSL)	ITEM	NOTE	NR	COORDINATES(WGS-84)	ELEV (AMSL)	ITEM	NOTE	NR	COORDINATES(WGS-84)	ELEV (AMSL)	ITEM	NOTE	NR	COORDINATES(WGS-84)	ELEV (AMSL)	ITEM	NOTE
1	35°33'28.34"	129°20'54.67"	62.0	Building	21	35°34'09.74"	129°19'21.96"	89.3	Building	42	35°34'32.36"	129°23'01.78"	143.0	Building	63	35°34'53.22"	129°19'33.91"	153.0	Building
2	35°33'41.40"	129°20'20.49"	59.0	Building	22	35°34'16.64"	129°19'25.11"	112.0	Natural high point	43	35°34'21.77"	129°22'45.87"	137.0	Tower	64	35°35'08.70"	129°19'22.78"	121.0	Building
3	35°33'56.15"	129°20'15.14"	68.0	Building	23	35°34'23.22"	129°19'10.54"	87.0	Building	44	35°34'37.77"	129°22'33.27"	74.0	Building	65	35°34'50.84"	129°19'10.18"	19.5	Tree
4	35°33'00.39"	129°20'10.85"	58.5	Building	24	35°34'31.33"	129°19'02.05"	90.3	Building	45	35°34'31.32"	129°22'37.16"	64.5	Building	66	35°35'23.00"	129°20'58.65"	20.5	Tree
5	35°34'02.54"	129°19'51.28"	89.5	Building	25	35°34'36.75"	129°19'16.77"	183.0	Building	46	35°34'49.14"	129°23'05.49"	128.0	Building	67	35°35'03.97"	129°23'09.67"	330.5	Natural high point
6	35°34'02.98"	129°20'50.19"	59.0	Building	26	35°34'41.22"	129°18'55.06"	143.5	Building	47	35°34'47.28"	129°22'41.89"	114.5	Tower	68	35°35'08.35"	129°23'09.27"	319.0	Building
7	35°34'03.97"	129°22'05.80"	61.0	Building	27	35°34'16.62"	129°19'11.27"	111.0	Building	48	35°34'51.83"	129°22'41.21"	141.0	Tower	69	35°35'01.73"	129°22'38.86"	162.5	Building
8	35°34'08.35"	129°22'31.24"	63.0	Tower	28	35°34'48.28"	129°18'40.67"	204.0	Building	49	35°34'49.84"	129°22'32.79"	71.0	Building	70	35°34'54.28"	129°22'38.32"	86.5	Building
9	35°34'03.64"	129°19'07.07"	67.0	Building	29	35°34'23.26"	129°18'50.97"	207.0	Natural high point	50	35°34'53.20"	129°22'36.54"	71.0	Building	71	35°34'52.87"	129°22'34.81"	74.5	Building
10	35°34'01.77"	129°22'40.52"	135.5	Tower	30	35°34'42.00"	129°18'51.22"	194.5	Building	51	35°34'47.60"	129°19'34.24"	140.5	Building	72	35°34'59.95"	129°22'25.04"	82.0	Building
11	35°33'51.26"	129°22'26.47"	94.0	Tower	31	35°34'48.56"	129°18'50.81"	205.0	Building	52	35°34'52.07"	129°19'34.56"	66.5	Building	73	35°35'00.67"	129°22'29.64"	84.0	Building
12	35°34'19.31"	129°20'09.42"	64.0	Building	32	35°34'58.83"	129°19'01.41"	148.5	Tower	53	35°35'07.86"	129°19'17.03"	120.5	Building	74	35°35'12.44"	129°22'26.72"	155.0	Tower
13	35°34'26.13"	129°20'28.61"	67.0	Building	33	35°34'58.54"	129°18'49.59"	217.0	Tower	54	35°34'49.72"	129°19'16.76"	171.0	Building	75	35°35'02.09"	129°22'32.24"	86.0	Building
14	35°34'26.80"	129°19'07.07"	68.5	Building	34	35°34'51.47"	129°18'59.59"	199.0	Tower	55	35°34'47.60"	129°20'46.54"	68.5	Building	76	35°35'19.98"	129°22'34.87"	154.0	Tower
15	35°34'26.80"	129°20'53.11"	53.0	Building	35	35°34'43.00"	129°19'14.86"	176.0	Building	56	35°34'53.88"	129°20'37.16"	61.0	Building	77	35°35'23.27"	129°22'24.29"	144.5	Building
16	35°35'03.44"	129°19'23.03"	111.0	Building	36	35°34'56.79"	129°22'28.30"	62.5	Building	57	35°34'59.87"	129°20'42.08"	63.5	Building	78	35°35'35.04"	129°22'23.61"	131.5	Tower
17	35°35'04.35"	129°19'37.11"	76.0	Building	37	35°34'56.79"	129°22'28.30"	126.0	Tower	58	35°34'57.51"	129°20'48.52"	60.5	Building	79	35°35'37.48"	129°22'21.07"	272.5	Natural high point
18	35°35'04.35"	129°19'30.22"	101.5	Building	38	35°34'50.48"	129°22'16.29"	158.0	Tower	59	35°35'05.48"	129°19'53.06"	101.0	Building	80	35°35'55.36"	129°20'31.32"	260.5	Natural high point
19	35°35'04.35"	129°19'30.22"	67.5	Natural high point	39	35°34'58.29"	129°22'22.27"	170.5	Natural high point	60	35°35'06.87"	129°19'42.27"	116.5	Building	81	35°35'06.29"	129°22'24.96"	319.0	Natural high point
20	35°35'26.38"	129°20'03.28"	78.0	Building	40	35°34'31.89"	129°23'33.91"	218.0	Natural high point	61	35°35'25.10"	129°19'47.08"	130.5	Natural high point	82	35°35'43.55"	129°22'24.79"	323.0	Natural high point
21	35°34'06.44"	129°19'26.35"	80.0	Building	41	35°34'39.67"	129°23'17.20"	91.5	ETC	62	35°35'10.67"	129°19'34.48"	141.0	Building	83	35°35'28.69"	129°22'49.83"	215.0	Natural high point
104	35°35'53.33"	129°19'08.27"	123.5	Building	125	35°34'21.75"	129°19'28.53"	149.5	Tower	146	35°34'39.61"	129°21'31.32"	63.0	Tower	168	35°35'50.66"	129°20'59.64"	72.5	Building



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

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

RKTH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

RKTH AD 2.10 AERODROME OBSTACLES

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

Change : Information of OBST type(hill/mountain/contour → natural high point, VORTAC(KPO) → navaid).

RKTL AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxing guidance signs at all intersections with TWY, RWY and at all holding positions Guide lines at apron Nose-in guidance at aircraft stands
2	RWY and TWY markings and LGT	RWY RWY 17 : Edge, CL, TDZ, THR, end RWY 35 : Edge, CL, TDZ, THR, end TWY TWY edge lights : All TWY
3	Stop bars	NIL
4	Remarks	NIL

RKTL 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
RKTLOB001	Natural High Point	365612.8N 1291949.6E	1 677ft/	NIL	17/APCH 35/TKOF
RKTLOB002	Natural High Point	365525.4N 1292151.4E	1 436 ft/	NIL	
RKTLOB003	Natural High Point	365152.4N 1292428.3E	1 198 ft/	NIL	
RKTLOB004	Natural High Point	364944.3N 1292543.8E	695 ft/	NIL	
RKTLOB005	Natural High Point	364716.3N 1292718.3E	199 ft/	NIL	
RKTLOB006	Natural High Point	364721.5N 1292733.5E	190 ft/	NIL	
RKTLOB007	Natural High Point	364718.2N 1292734.9E	225 ft/	NIL	35/APCH 17/TKOF
RKTLOB008	Natural High Point	364717.0N 1292737.5E	225 ft/	NIL	
RKTLOB009	Natural High Point	364611.9N 1292712.3E	476 ft/	NIL	
RKTLOB010	Natural High Point	364841.6N 1292531.9E	605 ft/	NIL	
RKTLOB011	Natural High Point	364206.0N 1292803.5E	561 ft/	NIL	
RKTLOB012	Natural High Point	364607.8N 1292800.3E	141 ft/	NIL	
RKTLOB013	Natural High Point	364201.7N 1292759.7E	538 ft/	NIL	
In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
RKTLOB014	Tower	364644.7N 1292754.9E	257.8 ft/97.1 ft	NIL	17/APCH 35/TKOF

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

RKTL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	NIL
2	Hours of service MET Office outside hours	NIL
3	Office responsible for TAF preparation Periods of validity	NIL
4	Trend forecast Interval of issuance	NIL
5	Briefing/consultation provided	NIL
6	Flight documentation Language(s) used	NIL
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	AIS, TWR
10	Additional information (limitation of service, etc.)	AMOS* is operating. * Automated Meteorological Observing System

RKTL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimension of RWY(m)	Strength(PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
17	162.71°	1 800 × 45	PCN 36/F/B/X/T Asphalt	364705.09N 1292731.62E - NIL	THR 53.4 m/175.1 ft TDZ 52.4 m/172.0 ft
35	342.71°	1 800 × 45	PCN 36/F/B/X/T Asphalt	364609.33N 1292753.20E - NIL	THR 48.0 m/157.6 ft TDZ 48.8 m/161.0 ft

7. Slope of RWY-SWY

SWY dimensions(m)	CWY dimensions(m)	Strip dimensions(m)	RESA dimensions(m)	Location & description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
NIL	300 × 200	1 920 × 300	240 × 150	NIL	NIL	NIL
NIL	300 × 200	1 920 × 300	240 × 150	NIL	NIL	NIL

RCTL AD 2.13 DECLARED DISTANCE

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
17	1 800	2 100	1 800	1 800	NIL
17	1 200	1 500	1 200	-	Take off from intersection with TWY E2
35	1 800	2 100	1 800	1 800	NIL
35	1 200	1 500	1 200	-	Take off from intersection with TWY E4

RCTL AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT Color WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Center line LGT LEN, Spacing, Colour, INTST	RWY edge LGT LEN, Spacing, Colour, INTST	RWY End LGT Color WBAR	SWY LGT LEN Color	Remarks
1	2	3	4	5	6	7	8	9	10
17	SSALF 420 m LIH	Green -	PAPI Left/3° (15.8 m)	NIL	1 800 m 30 m White LIH	1 800 m 60 m White LIH	Red -	NIL	NIL
35	ALSF-I 750 m LIH	Green -	PAPI Left/3° (17.5 m)	900 m	1 800 m 30 m White LIH	1 800 m 60 m White LIH	Red -	NIL	NIL

RCTL AD 2.15 OTHER LIGHTINGS, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At tower Building FLG W/G EV 3 SEC H24 IBN : NIL
2	LDI location and LGT Anemometer location and LGT	LDI : NIL Anemometer : 300 m from THR 17, lighted
3	TWY edge and center line lighting	Edge : All TWY Center line : NIL
4	Secondary power supply/switch-over Time	Secondary power supply to all lighting at AD Switch-over time : 1 or 15 SEC according to kind of lights (Complied with ICAO requirements)
5	Remarks	NIL

RCTL AD 2.16 HELICOPTER LANDING AREA

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

RKTL AD 2.17 ATS AIRSPACE

1	Designation and lateral limit	ULJIN CTR * A circle, radius 5 NM centered on ARP ** 365024N 1292338E thence clockwise by an arc of a circle 5 NM radius centered on ARP to 365136N 1292823E - 365354N 1292730E - 365243N 1292244E - 365024N 1292338E ** 364250N 1293147E thence clockwise by an arc of a circle 5 NM radius centered on ARP to 364139N 1292702E - 363920N 1292755E - 364031N 1293240E - 364250N 1293147E
2	Vertical limits	* SFC to 2 500 ft AGL ** 1 000 ft AGL to 2 500 ft AGL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Uljin Tower English / Korean
5	Transition altitude	14 000 ft AMSL
6	Operational hours	MON, WED, FRI : 2300-1100 UTC TUE, THU : 2300-1100 UTC (OCT-APR) 2300-1300 UTC (MAY-SEP) * 1100-1300 only for training flights based on Uljin AD. SAT, SUN : 0000-0900 UTC
7	Remarks	Refer to ENR 2.1-10, RKTL Visual approach Chart

RKTL AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
ARR	Uljin Arrival	120.875 MHz 317.650 MHz	H24	NIL
DEP	Uljin Departure	120.875 MHz 317.650 MHz	H24	NIL
TWR	Uljin Tower	118.550 MHz 317.450 MHz	HO	NIL
GND	Uljin Ground	121.775 MHz 317.450 MHz	HO	NIL
ATIS	NIL	NIL	NIL	NIL
EMERG		121.5 MHz 243.0 MHz	HO	NIL
Scheduled Inspection Time - APP, DEP, TWR, GND, EMERG : Every 4th WED (1300-1800 UTC) of the month.				

Change : Amended coordinates for Uljin CTR.