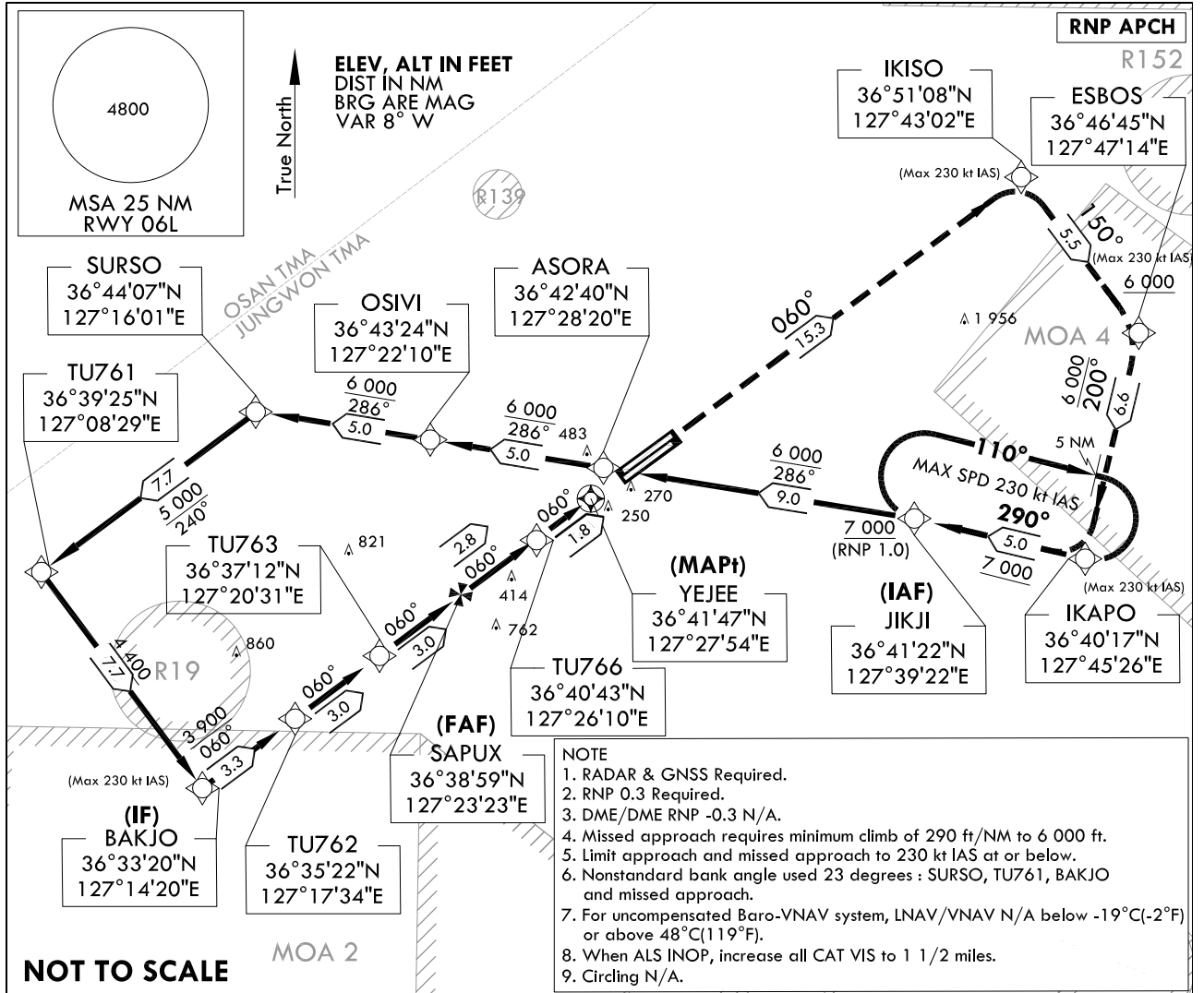


INSTRUMENT  
APPROACH  
CHARTAERODROME ELEV 192 ft  
HEIGHTS RELATED TO  
THR RWY 06L - ELEV 167 ftJUNGWON APP 134.0 265.75  
CHEONGJU GCA 134.0 134.1  
CHEONGJU TWR 118.7 126.2 249.6CHEONGJU/Cheongju INTL(RKTU)  
RNP RWY 06L

Note : Approach under U.S TERPS.



| CATEGORY     |          | A                                             | B | C | D | E   |
|--------------|----------|-----------------------------------------------|---|---|---|-----|
| LNAV/VNAV DA | ALS      | 625-1 $\frac{1}{4}$ 458(500-1 $\frac{1}{4}$ ) |   |   |   | N/A |
|              | ALS INOP | 625-1 $\frac{1}{2}$ 458(500-1 $\frac{1}{2}$ ) |   |   |   | N/A |
| LNAV MDA     | ALS      | 620-1 $\frac{1}{4}$ 453(500-1 $\frac{1}{4}$ ) |   |   |   | N/A |
|              | ALS INOP | 620-1 $\frac{1}{2}$ 453(500-1 $\frac{1}{2}$ ) |   |   |   | N/A |
| CIRCLING     |          | N/A                                           |   |   |   |     |

Change : Information of FREQ and Withdrawal of airport sketch.

CHEONGJU/Cheongju INTL(RKTU)  
RNP RWY 06L

## AERONAUTICAL DATA TABULATION

## Instrument Approach Procedure Coding Tables

RNP RWY 06L

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates                | VPA/TCH | Navigation specification | Remarks                  |
|---------------|-----------------|---------------------|----------|---------------------|---------------|----------------|---------------|------------|----------------------------|---------|--------------------------|--------------------------|
| 001           | -               | JKJI                | -        | -                   | -             | -              | +7 000        | -          | 36°41'21.7"N 127°39'22.1"E | -       | RNAV 1                   | IAF                      |
| 002           | TF              | ASORA               | -        | 286 (278.5)         | 9.0           | -              | +6 000        | -          | 36°42'40.4"N 127°28'19.6"E | -       | RNAV 1                   | -                        |
| 003           | TF              | OSVI                | -        | 286 (278.3)         | 5.0           | -              | +6 000        | -          | 36°43'23.8"N 127°22'10.3"E | -       | RNAV 1                   | -                        |
| 004           | TF              | SURSO               | -        | 286 (278.3)         | 5.0           | -              | +6 000        | -          | 36°44'06.8"N 127°16'01.0"E | -       | RNAV 1                   | -                        |
| 005           | TF              | TU761               | -        | 240 (232.3)         | 7.7           | -              | +5 000        | -          | 36°39'25.0"N 127°08'29.0"E | -       | RNAV 1                   | -                        |
| 006           | TF              | BAKJO               | -        | 150 (142.2)         | 7.7           | -              | +4 400        | -230       | 36°33'20.1"N 127°14'19.5"E | -       | RNAV 1                   | -                        |
| 007           | TF              | TU762               | -        | 060 (052.1)         | 3.3           | -              | +3 900        | -          | 36°35'21.9"N 127°17'33.6"E | -       | RNAV 1                   | IF                       |
| 008           | TF              | TU763               | -        | 060 (052.3)         | 3.0           | -              | +3 000        | -          | 36°37'12.1"N 127°20'30.5"E | -       | RNAV 1                   | -                        |
| 009           | TF              | SAPUX               | -        | 060 (052.3)         | 2.9           | -              | +2 100        | -          | 36°38'59.3"N 127°23'22.9"E | -       | RNP 0.3                  | FAF                      |
| 010           | TF              | TU766               | -        | 060 (052.4)         | 2.8           | -              | +1 200        | -          | 36°40'42.9"N 127°26'09.9"E | -       | RNP 0.3                  | (LNAV only)              |
| 011           | TF              | YEJEE               | Y        | 060 (052.4)         | 1.8           | -              | +620          | -          | 36°41'47.4"N 127°27'53.8"E | -       | RNP 0.3                  | MAP(LNAV only)           |
| 012           | TF              | IKISO               | -        | 060 (052.4)         | 15.3          | -              | -             | -230       | 36°51'08.3"N 127°43'01.8"E | -       | RNAV 1                   | CG 290 ft/NM to 6 000 ft |
| 013           | TF              | ESBOS               | -        | 150 (142.4)         | 5.5           | -              | +6 000        | -230       | 36°46'44.7"N 127°47'14.2"E | -       | RNAV 1                   | -                        |
| 014           | TF              | IKAPO               | -        | 200 (192.6)         | 6.6           | -              | -             | -230       | 36°40'16.6"N 127°45'26.2"E | -       | RNAV 1                   | -                        |
| 015           | TF              | JKJI                | -        | 290 (282.5)         | 5.0           | -              | @7 000        | -230       | 36°41'21.7"N 127°39'22.1"E | -       | RNAV 1                   | -                        |
| 016           | HM              | JKJI                | -        | 290 (282.5)         | 5.0           | R              | -             | -          | 36°41'21.7"N 127°39'22.1"E | -       | -                        | -                        |

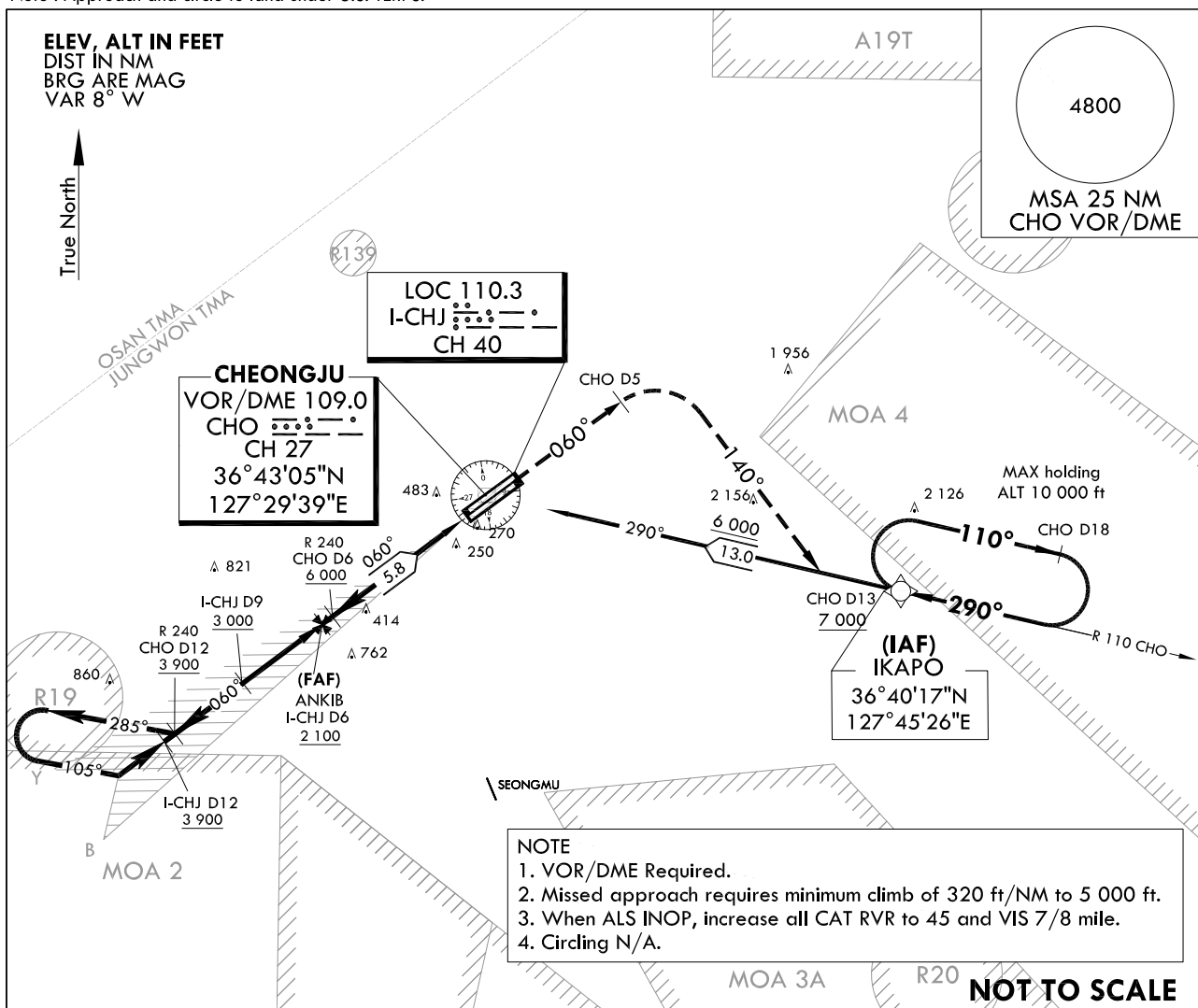
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**AERODROME ELEV 192** ft  
HEIGHTS RELATED TO  
THR RWY 06L - ELEV **167** ft

|              |       |             |
|--------------|-------|-------------|
| JUNGWON APP  | 134.0 | 265.75      |
| CHEONGJU GCA | 134.0 | 134.1       |
| CHEONGJU TWR | 118.7 | 126.2 249.6 |

**CHEONGJU/Cheongju Intl(RKTU)**  
**ILS Y**  
**RWY 06L**

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



**CHO D5**  
↑  
HDG 060°

**R 110 CHO**

**R 110 CHO D13**  
5 000

**MISSED APPROACH**  
Climb to 5 000 ft via HDG 060° to CHO 5 DME then right turn HDG 140° to intercept R 110 CHO and R 110 CHO to IKAPO and continue climb to 7 000 ft and hold.

**TRANSITION ALT 14 000**  
**TRANSITION LVL FL 140**

**CHO D12**  
I-CHJ D12  
← 285°  
105° →  
3 900

**I-CHJ D9**  
240°  
3 000

**R 240 CHO D6**  
240°  
6 000

**FAF ANKIB**  
I-CHJ D6  
2 100

**R 110 CHO/D13**  
VOR/DME  
290°  
7 000

**RWY 06L**  
GS 3.0°  
TCH 52

Use I-CHJ DME when on the localizer course.  
VGSI and ILS glidepath not coincident (VGSI Angle 3.0/TCH 48).

3.0 NM 3.0 NM 5.82 NM

| CATEGORY  |          | A                               | B | C | D | E   |
|-----------|----------|---------------------------------|---|---|---|-----|
| S-ILS 06L | ALS      | 367/40 200(200- $\frac{3}{4}$ ) |   |   |   | N/A |
|           | ALS INOP | 367/45 200(200- $\frac{7}{8}$ ) |   |   |   | N/A |

Change : Information of FREQ, note and Withdrawal of airport sketch.

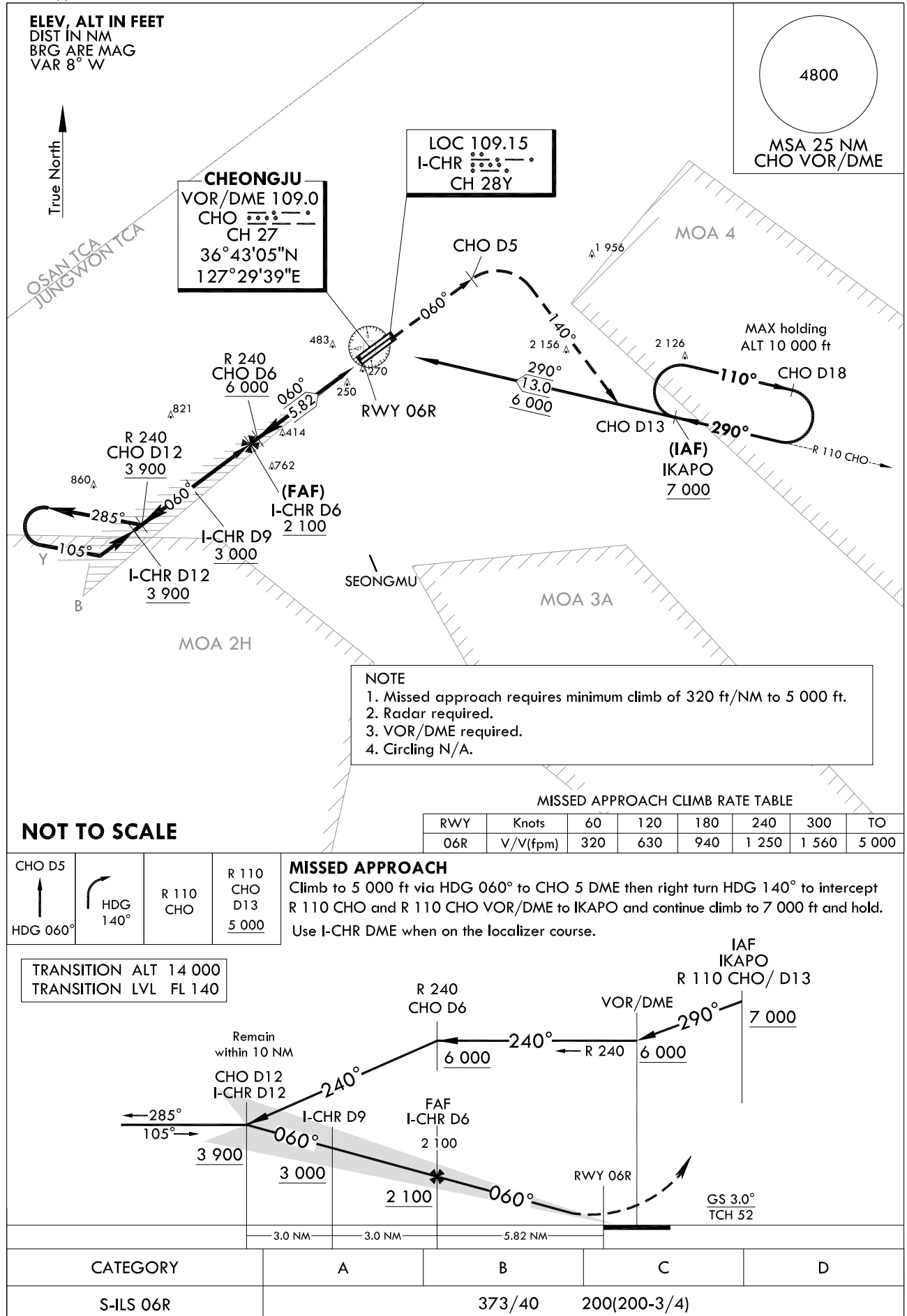
CHEONGJU/Cheongju Intl(RKTU)  
ILS Y  
RWY 06L

# AERONAUTICAL DATA TABULATION

| ILS Approach to RWY 06L |                          |               |                |
|-------------------------|--------------------------|---------------|----------------|
| Fix/Point               |                          | Coordinates   |                |
| IKAPO                   | R 110 CHO/13.00 NM CHO   | 36°40'16.6"N  | 127°45'26.2"E  |
| CHO VOR/DME             | -                        | 36°43'04.9"N  | 127°29'38.7"E  |
| D6 CHO                  | R 240 CHO/6.00 NM CHO    | -             |                |
| D12 ICHJ                | BRG 60.11°/12.00 NM ICHJ | 36°35'21.9"N  | 127°17'33.6"E  |
| D9 ICHJ                 | BRG 60.11°/9.00 NM ICHJ  | 36°37'12.1"N  | 127°20'30.5"E  |
| ANKIB                   | -                        | 36°39'02.7"N  | 127°23'28.6"E  |
| RWY 06L THR             | -                        | 36°42'36.12"N | 127°29'12.42"E |
| D5 CHO                  | BRG 60.11°/5.00 NM CHO   | 36°46'00.1"N  | 127°34'42.0"E  |
| R 110 CHO               | -                        | -             |                |
| IKAPO                   | R 110 CHO/13.00 NM CHO   | 36°40'16.6"N  | 127°45'26.2"E  |

INSTRUMENT  
APPROACH  
CHARTAERODROME ELEV 192 ft  
HEIGHTS RELATED TO  
THR RWY 06R - ELEV 171 ftJUNGWON APP 134.0 265.75  
CHEONGJU GCA 134.0 134.1  
CHEONGJU TWR 118.7 126.2 249.6CHEONGJU/Cheongju INTL(RKTU)  
ILS Y  
RWY 06R

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



Change : Establishment of instrument approach procedure for RWY 06R(ILS Y RWY 06R).

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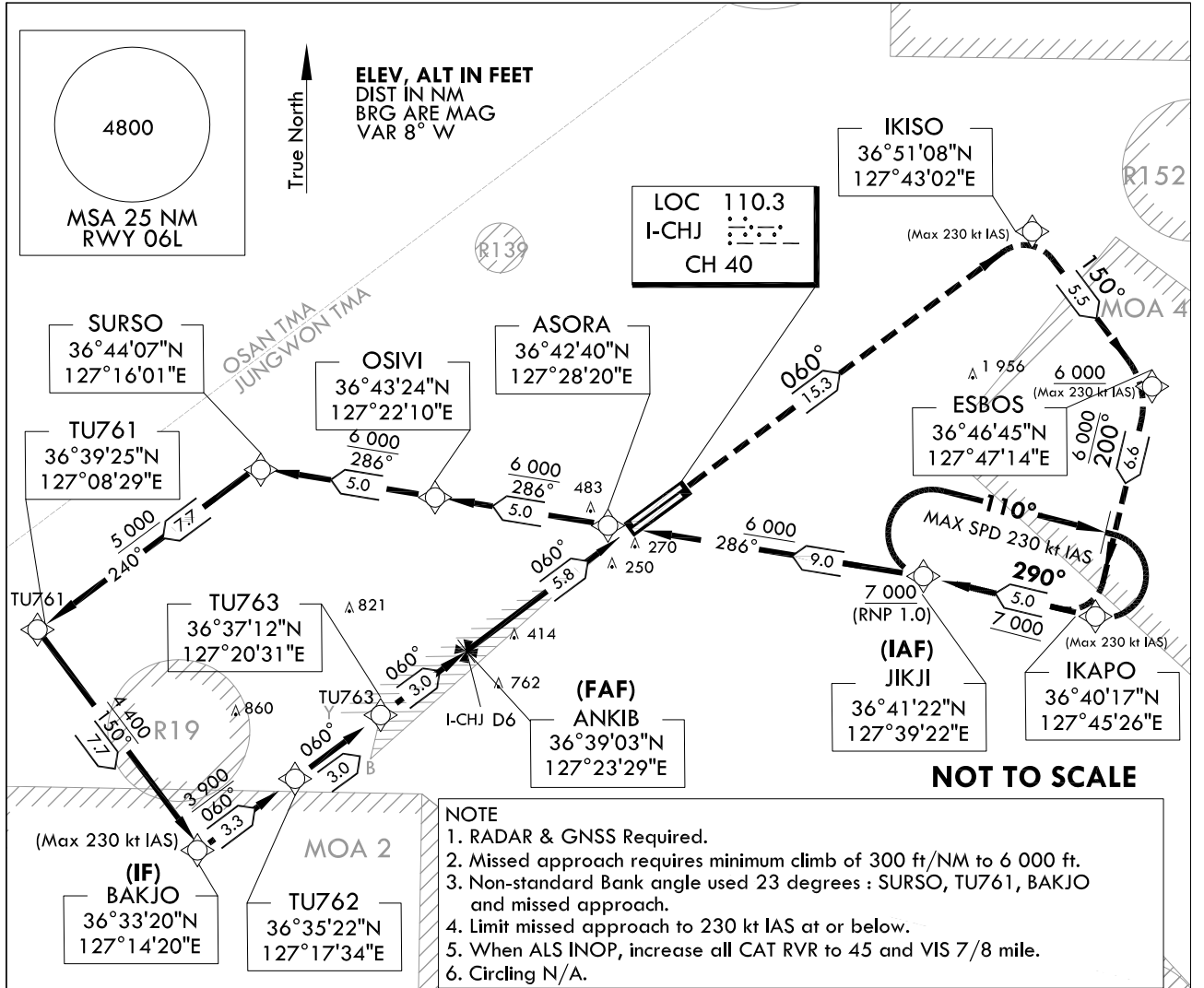
**INSTRUMENT  
APPROACH  
CHART**

**AERODROME ELEV 192 ft**  
HEIGHTS RELATED TO  
THR RWY 06L - ELEV **167 ft**

JUNGWON APP 134.0 265.75  
CHEONGJU GCA 134.0 134.1  
CHEONGJU TWR 118.7 126.2 249.6

**CHEONGJU/Cheongju Intl(RKTU)**  
**ILS Z**  
**RWY 06L**

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

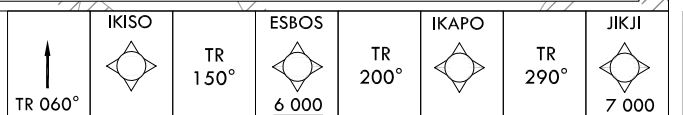


**MISSED APPROACH**

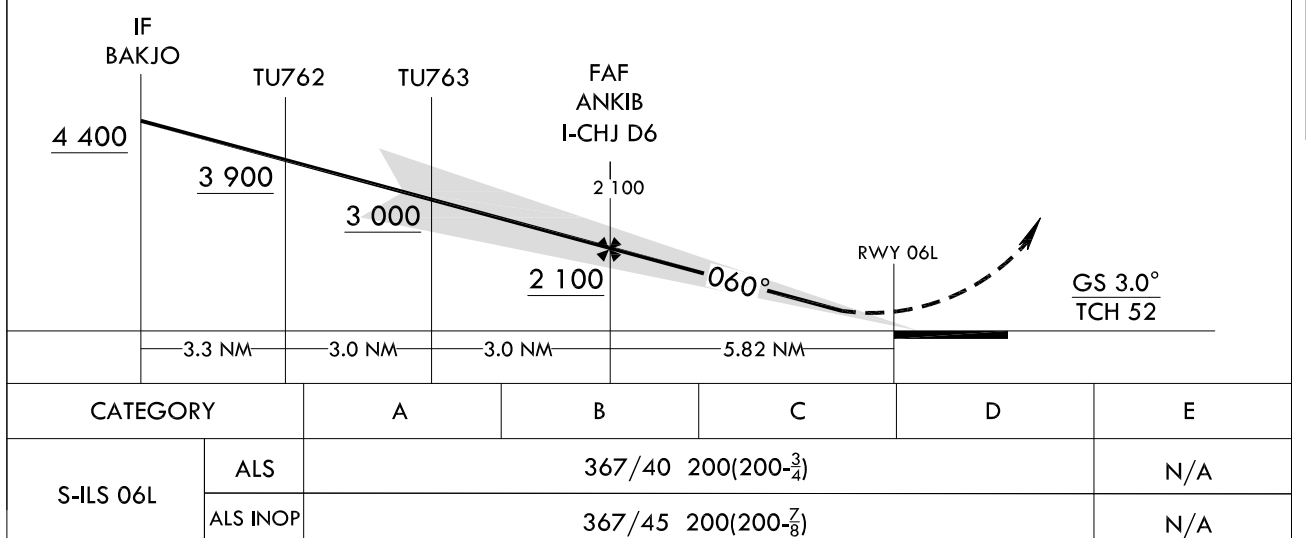
Climb to 6 000 ft via on track 060° to IKISO, then track 150° to cross ESBOS at or above 6 000 ft, then track 200° to IKAPO, then track 290° to cross JIKJI at or above 7 000 ft and hold.

Use I-CHJ DME when on the localizer course.

VGSI and ILS glidepath not coincident (VGSI Angle 3.0/TCH 48).



TRANSITION ALT 14 000  
TRANSITION LVL FL 140



Change : Information of FREQ, note and Withdrawal of airport sketch.

CHEONGJU/Cheongju Intl(RKTU)  
ILS Z  
RWY 06L

# AERONAUTICAL DATA TABULATION

| ILS Approach to RWY 06L |                        |               |                |
|-------------------------|------------------------|---------------|----------------|
| Fix/Point               |                        | Coordinates   |                |
| JIKJI (IAF)             | -                      | 36°41'21.7"N  | 127°39'22.1"E  |
| ASORA                   | -                      | 36°42'40.4"N  | 127°28'19.6"E  |
| OSIVI                   | -                      | 36°43'23.8"N  | 127°22'10.3"E  |
| SURSO                   | R 283 CHO/11.00 NM CHO | 36°44'06.8"N  | 127°16'01.0"E  |
| TU761                   | -                      | 36°39'25.0"N  | 127°08'29.0"E  |
| BAKJO                   | -                      | 36°33'20.1"N  | 127°14'19.6"E  |
| TU762                   | -                      | 36°35'21.9"N  | 127°17'33.6"E  |
| TU763                   | -                      | 36°37'12.1"N  | 127°20'30.5"E  |
| ANKIB                   | -                      | 36°39'02.7"N  | 127°23'28.6"E  |
| RWY 06L THR             | -                      | 36°42'36.12"N | 127°29'12.42"E |
| IKISO                   | -                      | 36°51'08.3"N  | 127°43'01.8"E  |
| ESBOS                   | -                      | 36°46'44.7"N  | 127°47'14.2"E  |
| IKAPO                   | R 110 CHO/13.00 NM CHO | 36°40'16.6"N  | 127°45'26.2"E  |
| JIKJI                   | -                      | 36°41'21.7"N  | 127°39'22.1"E  |



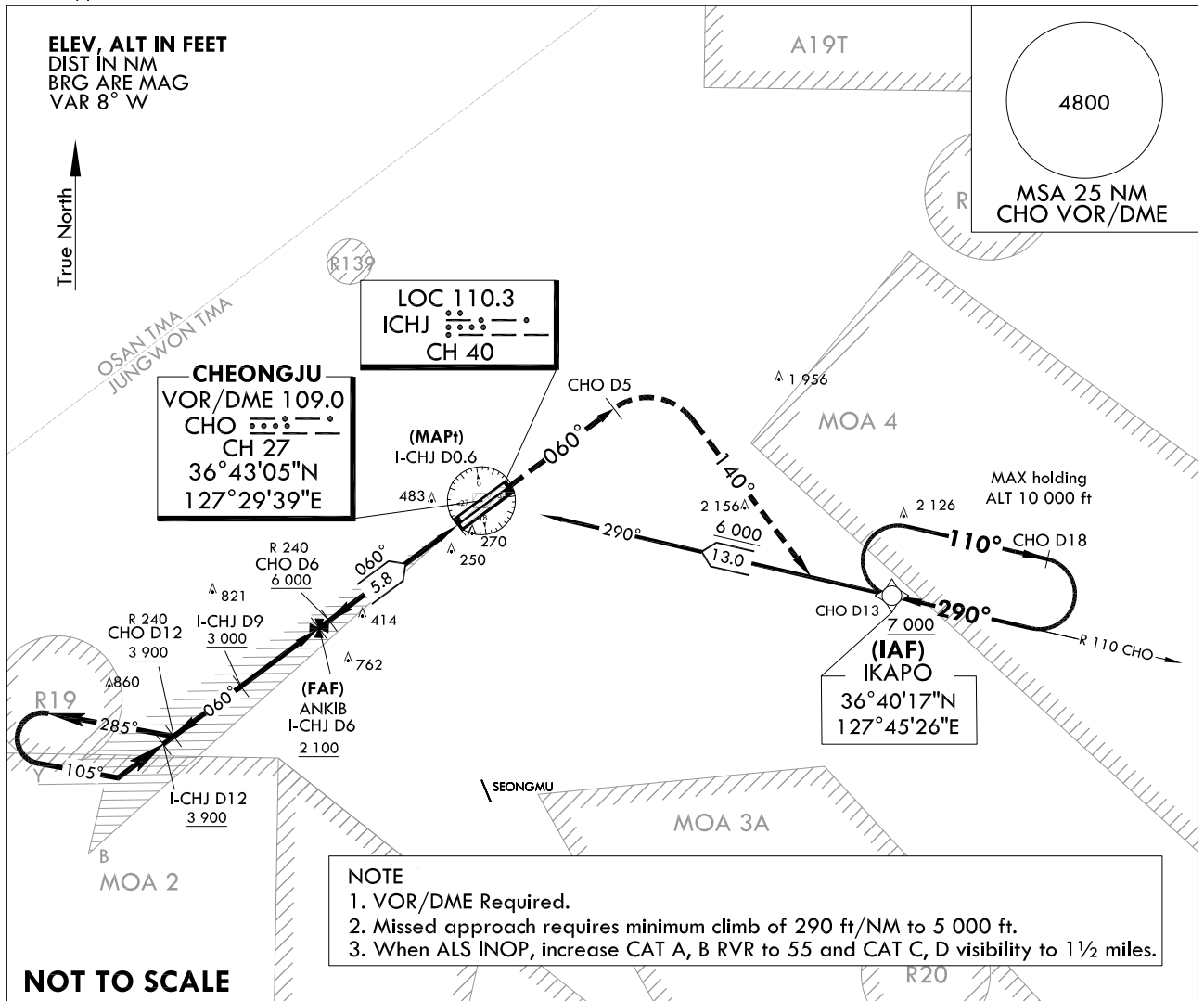
## INSTRUMENT APPROACH CHART

**AERODROME ELEV 192** ft  
HEIGHTS RELATED TO  
THR RWY 06L - ELEV **167** ft

|              |       |             |
|--------------|-------|-------------|
| JUNGWON APP  | 134.0 | 265.75      |
| CHEONGJU GCA | 134.0 | 134.1       |
| CHEONGJU TWR | 118.7 | 126.2 249.6 |

**CHEONGJU/Cheongju Intl(RKTU)**  
**LOC Y**  
**RWY 06L**

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



CHO D5  
↑  
HDG 060

HDG 140°

R 110  
CHO

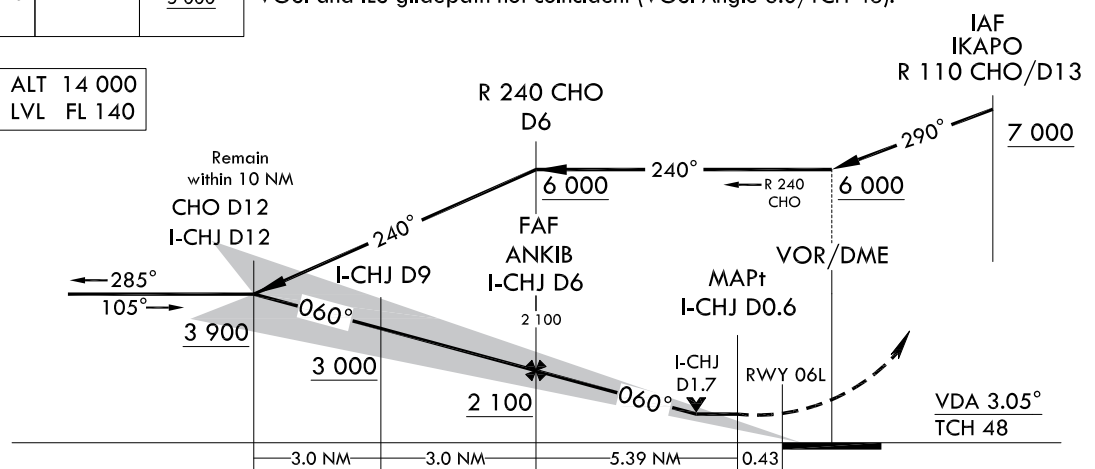
R 110  
CHO  
D13  
5 000

### MISSED APPROACH

Climb to 5 000 ft via HDG 060° to CHO 5 DME then right turn HDG 140° to intercept R 110 CHO and R 110 CHO to IKAPO and continue climb to 7 000 ft and hold.  
VGSI and ILS glidepath not coincident (VGSI Angle 3.0/TCH 48).

**VGSI and ILS glidepath not coincident (VGSI Angle 3.0/TCH 48).**

|            |     |        |
|------------|-----|--------|
| TRANSITION | ALT | 14 000 |
| TRANSITION | LVL | FL 140 |



| CATEGORY  |          | A                               | B | C                                             | D                         | E   |
|-----------|----------|---------------------------------|---|-----------------------------------------------|---------------------------|-----|
| S-LOC 06L | ALS      | 700/40 533(600- $\frac{3}{4}$ ) |   | 700-1 $\frac{1}{4}$ 533(600-1 $\frac{1}{4}$ ) |                           | N/A |
|           | ALS INOP | 700/55 533(600-1)               |   | 700-1 $\frac{1}{2}$ 533(600-1 $\frac{1}{2}$ ) |                           | N/A |
| CIRCLING  |          | 880-1 688(700-1)                |   | 1 200-3<br>1 008(1 100-3)                     | 2 000-3<br>1 808(1 900-3) | N/A |

Change : Information of procedure name(LOC/DME → LOC), FREQ, note and Withdrawal of airport sketch.

CHEONGJU/Cheongju Intl(RKTU)

LOC Y

RWY 06L

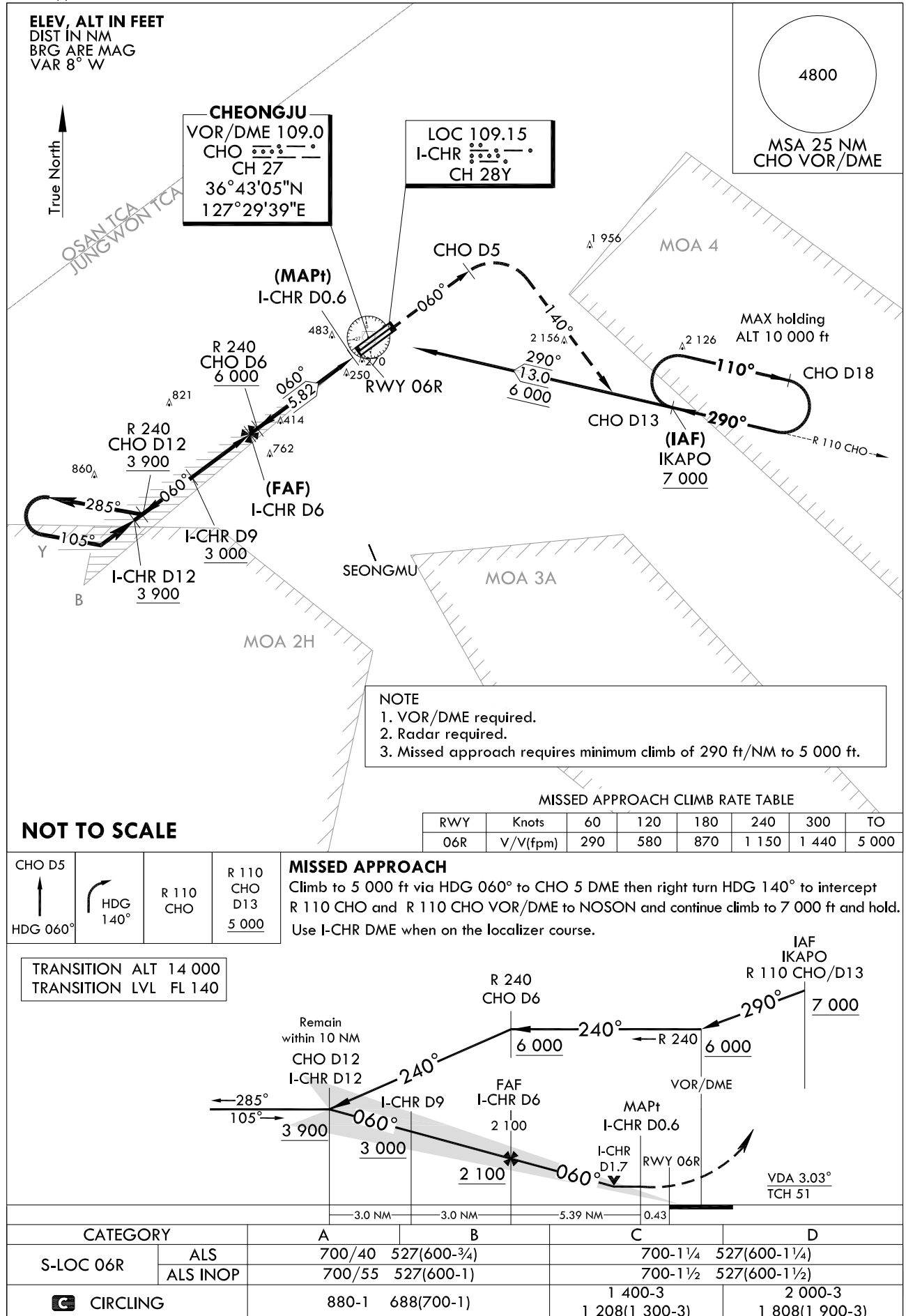
## AERONAUTICAL DATA TABULATION

| LOC Approach to RWY 06L from LOC/DME |                          |              |               |
|--------------------------------------|--------------------------|--------------|---------------|
| Fix/Point                            |                          | Coordinates  |               |
| IKAPO                                | R 110 CHO/13.00 NM CHO   | 36°40'16.6"N | 127°45'26.2"E |
| CHO VOR/DME                          | -                        | 36°43'04.9"N | 127°29'38.7"E |
| D6 CHO                               | R 240 CHO/6.00 NM CHO    | -            |               |
| D12 ICHJ                             | BRG 60.11°/12.00 NM ICHJ | 36°35'21.9"N | 127°17'33.6"E |
| D9 ICHJ                              | BRG 60.11°/9.00 NM ICHJ  | 36°37'12.1"N | 127°20'30.5"E |
| ANKIB                                | -                        | 36°39'02.7"N | 127°23'28.6"E |
| D0.6 ICHJ                            | 0.6 NM ICHJ              | -            |               |
| D5 CHO                               | BRG 60.11°/5.00 NM CHO   | 36°46'00.1"N | 127°34'42.0"E |
| R 110 CHO                            | -                        | -            |               |
| IKAPO                                | R 110 CHO/13.00 NM CHO   | 36°40'16.6"N | 127°45'26.2"E |

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

INSTRUMENT  
APPROACH  
CHARTAERODROME ELEV 192 ft  
HEIGHTS RELATED TO  
THR RWY 06R - ELEV 171 ftJUNGWON APP 134.0 265.75  
CHEONGJU GCA 134.0 134.1  
CHEONGJU TWR 118.7 126.2 249.6CHEONGJU/Cheongju INTL(RKTU)  
LOC  
RWY 06R

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



Change : Establishment of instrument approach procedure for RWY 06R(LOC RWY 06R).

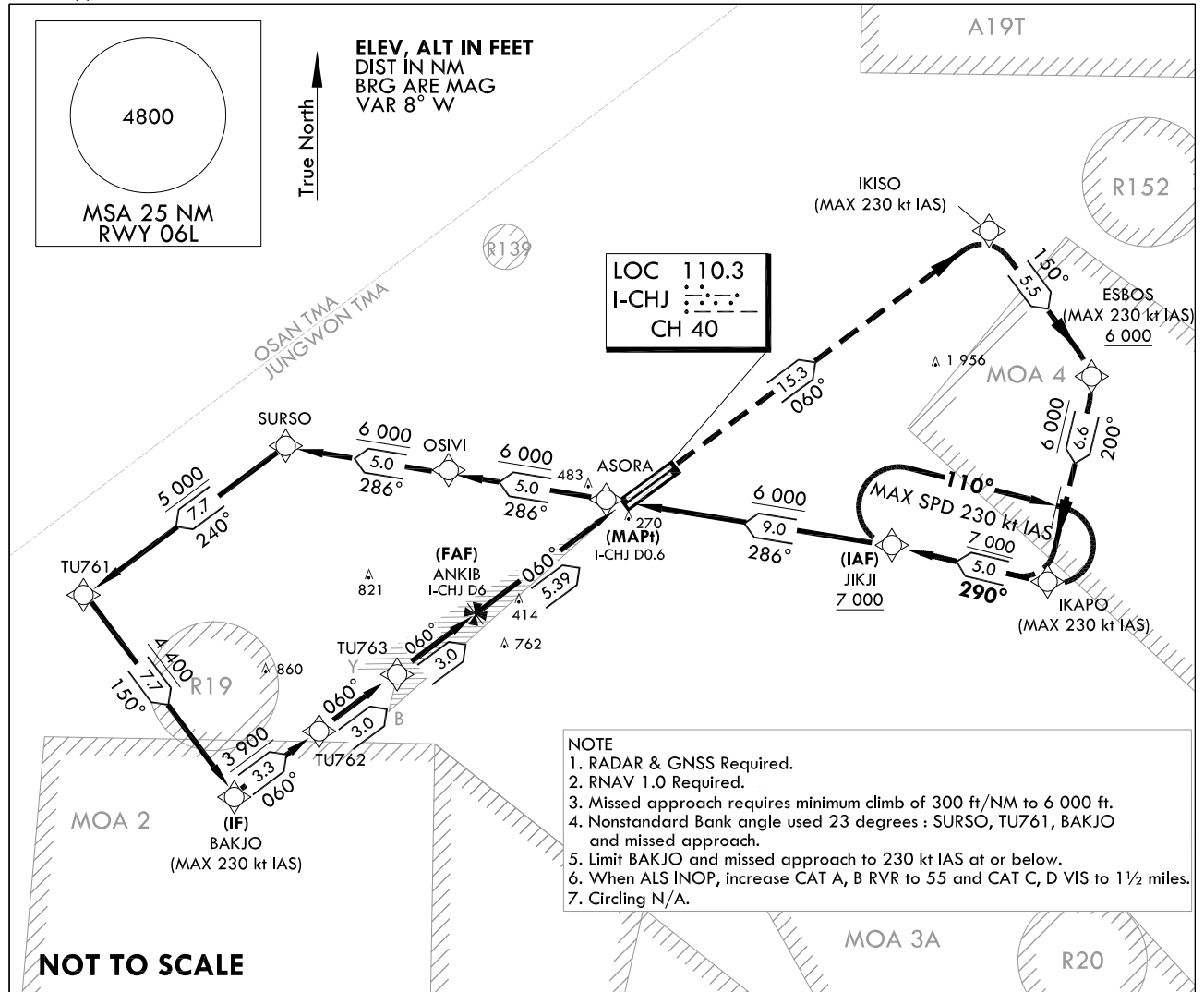
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INSTRUMENT  
APPROACH  
CHARTAERODROME ELEV 192 ft  
HEIGHTS RELATED TO  
THR RWY 06L - ELEV 187 ftJUNGWON APP 134.0 265.75  
CHEONGJU GCA 134.0 134.1  
CHEONGJU TWR 118.7 126.2 249.6CHEONGJU/Cheongju INTL(RKTU)  
LOC Z  
RWY 06L

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

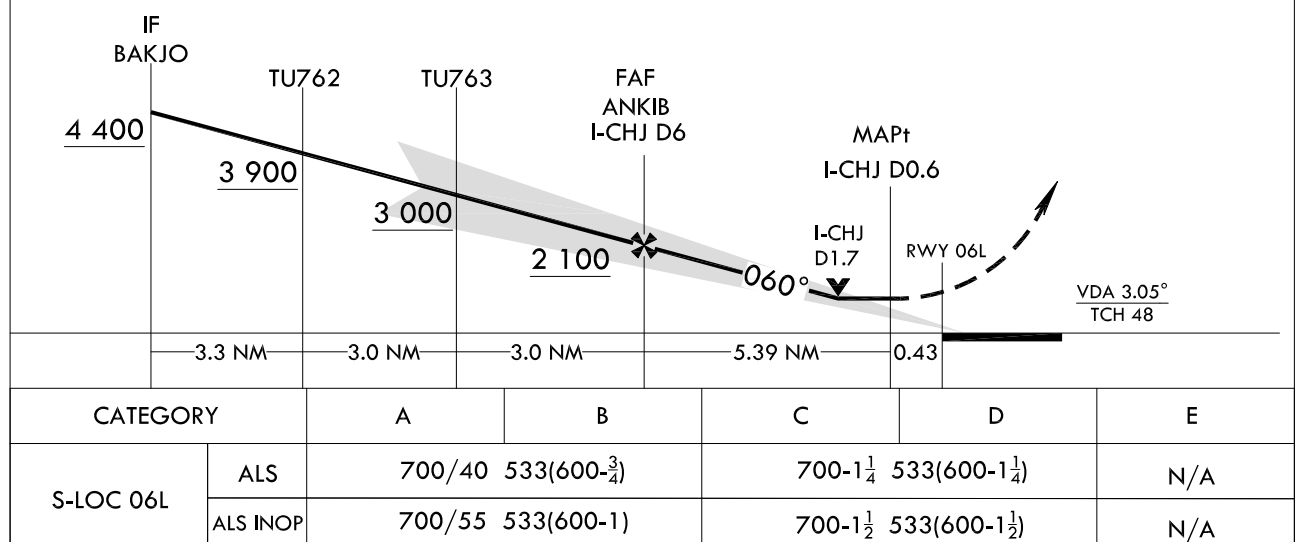


## MISSED APPROACH

Climb to 6 000 ft via on track 060° to IKISO, then track 150° to cross ESBOS at or above 6 000 ft, then track 200° to IKAPO, then track 290° to cross JIKJI at or above 7 000 ft and hold.

Use I-CHJ DME when on the localizer course.

|              |       |         |       |         |       |         |       |
|--------------|-------|---------|-------|---------|-------|---------|-------|
| ↑<br>TR 060° | IKISO | TR 150° | ESBOS | TR 200° | IKAPO | TR 290° | JIKJI |
|              |       |         | 6 000 |         |       |         | 7 000 |

TRANSITION ALT 14 000  
TRANSITION LVL FL 140

Change : Information of procedure name(LOC/DME → LOC), FREQ, note and Withdrawal of airport sketch.

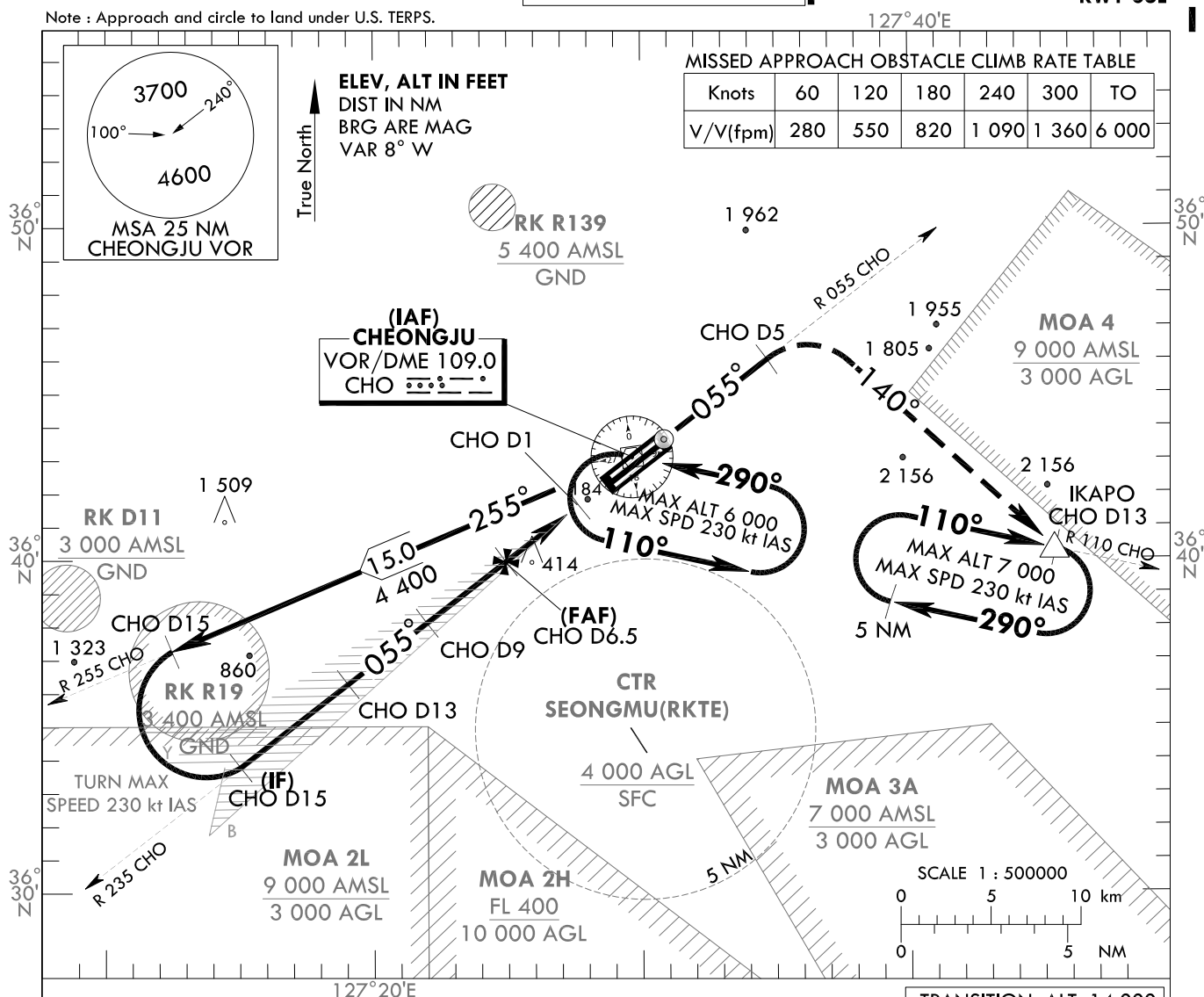
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INSTRUMENT  
APPROACH  
CHARTAERODROME ELEV 192 ft  
HEIGHTS RELATED TO  
THR RWY 06L - ELEV 168 ftJUNGWON APP 134.0 265.75  
CHEONGJU GCA 134.0 134.1  
CHEONGJU TWR 118.7 126.2 249.6CHEONGJU/Cheongju Intl(RKTU)  
VOR  
RWY 06L

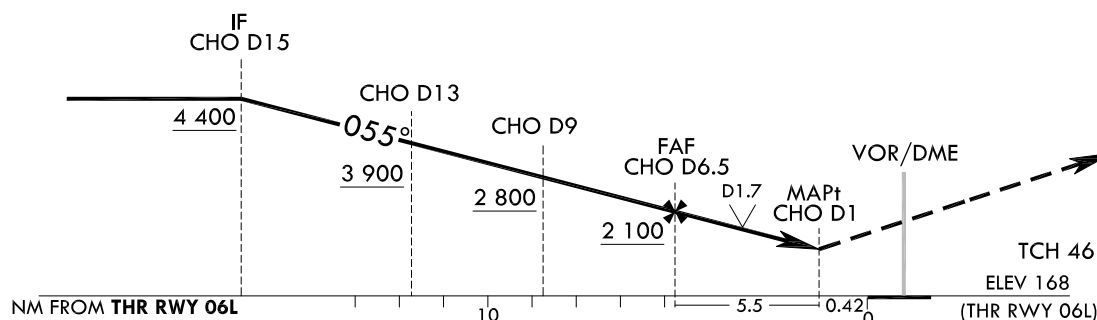
Note : Approach and circle to land under U.S. TERPS.



## MISSED APPROACH

Climb to 7 000 ft, via HDG 055° to CHO D5, then right turn HDG 140°, then direct to IKAPO and hold.

\* When ALS INOP, increase CAT A, B RVR to 50 and VIS to 1 mile, CAT C VIS to 1½ miles, CAT D VIS to 1¾ miles.

TRANSITION ALT 14 000  
TRANSITION LVL FL 140

| CATEGORY | A                    | B                   | C                     | D                         |
|----------|----------------------|---------------------|-----------------------|---------------------------|
| S-VOR    | 700/24<br>532(600-½) |                     | 700/50<br>532(600-1)  | 700/60<br>532(600-1¼)     |
| CIRCLING | 780-1<br>588(600-1)  | 820-1<br>628(700-1) | 820-1¾<br>628(700-1¾) | 1 200-3<br>1 008(1 100-3) |

Change : Information of procedure name(VOR/DME → VOR), FREQ and note.

**INTENTIONALLY**

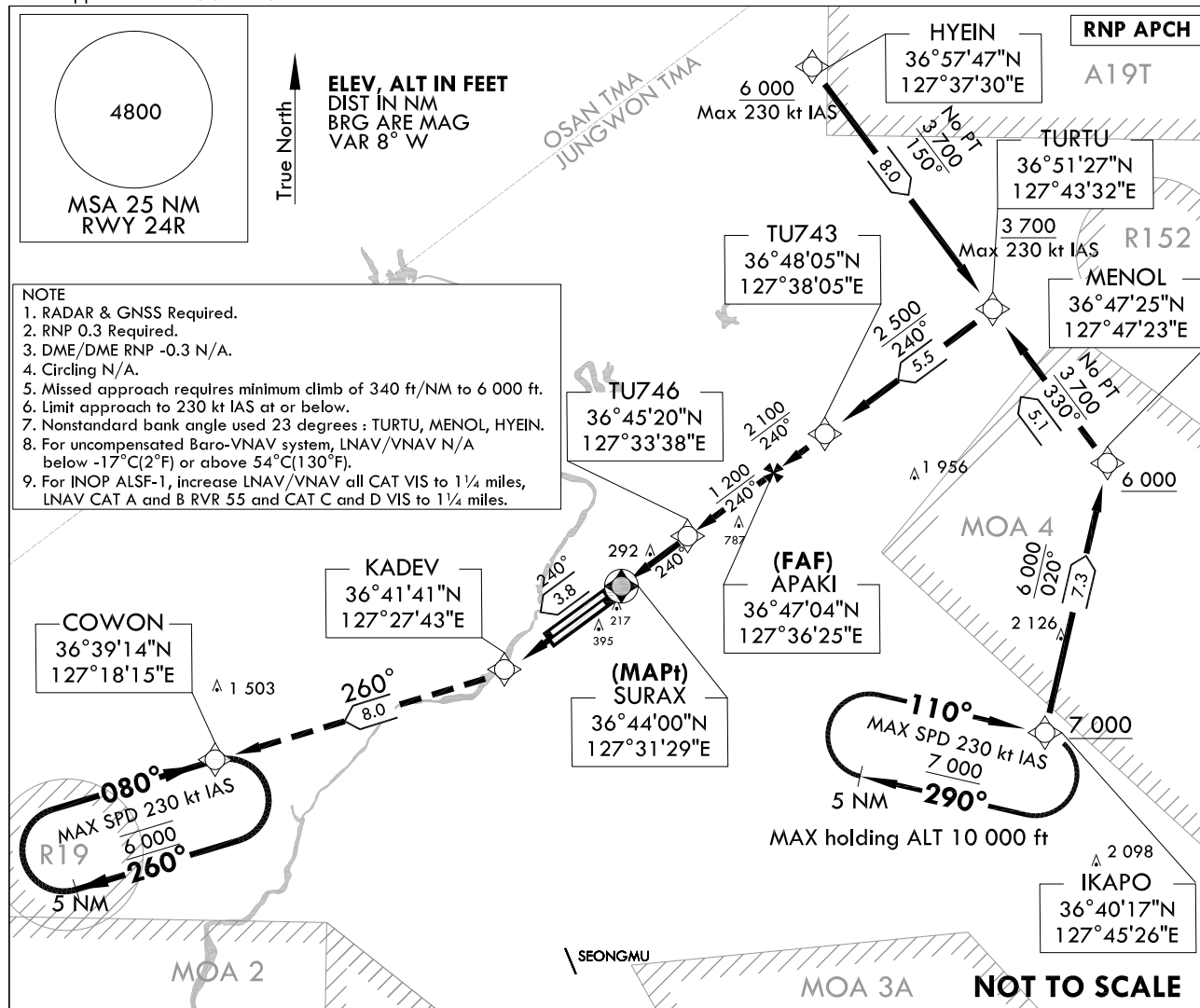
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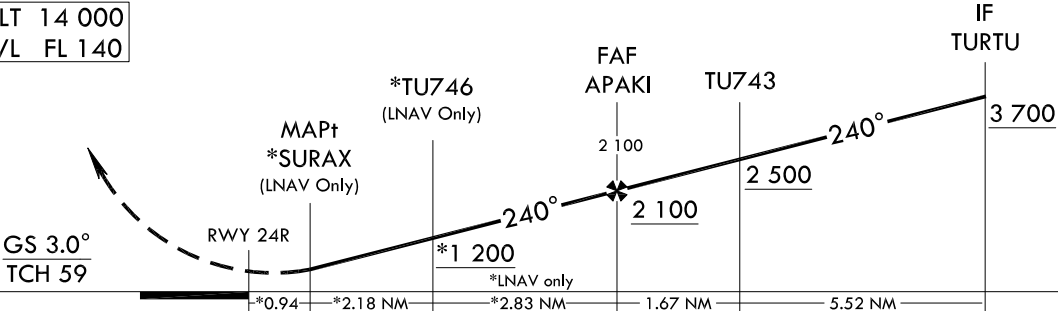
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INSTRUMENT  
APPROACH  
CHARTAERODROME ELEV 192 ft  
HEIGHTS RELATED TO  
THR RWY 24R - ELEV 187 ftJUNGWON APP 134.0 265.75  
CHEONGJU GCA 134.0 134.1  
CHEONGJU TWR 118.7 126.2 249.6CHEONGJU/Cheongju INTL(RKTU)  
RNP RWY 24R

Note : Approach under U.S. TERPS.



|                                                                                                |                                                                                              |                                               |                                                                                              |                                                                                                                                             |   |     |
|------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|-----------------------------------------------|----------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|---|-----|
| <br>TR 240° | KADEV<br> | TR 260°                                       | COWON<br> | <b>MISSED APPROACH</b><br>Climb to 6 000 ft via on track 240° to KADEV, then track 260° to COWON, then continue climb to 6 000 ft and hold. |   |     |
| <div>TRANSITION ALT 14 000<br/>TRANSITION LVL FL 140</div>                                     |                                                                                              |                                               |                                                                                              |                                                         |   |     |
| CATEGORY                                                                                       |                                                                                              | A                                             | B                                                                                            | C                                                                                                                                           | D | E   |
| LNAV/VNAV DA                                                                                   | ALS                                                                                          | 602/40 415(500- $\frac{7}{8}$ )               |                                                                                              |                                                                                                                                             |   | N/A |
|                                                                                                | ALS INOP                                                                                     | 602/1 $\frac{1}{4}$ 415(500-1 $\frac{1}{4}$ ) |                                                                                              |                                                                                                                                             |   | N/A |
| LNAV MDA                                                                                       | ALS                                                                                          | 620/40 433(500- $\frac{3}{4}$ )               |                                                                                              |                                                                                                                                             |   | N/A |
|                                                                                                | ALS INOP                                                                                     | 620/55 433(500-1)                             |                                                                                              | 620-1 $\frac{1}{4}$ 433(500-1 $\frac{1}{4}$ )                                                                                               |   | N/A |
| CIRCLING                                                                                       |                                                                                              | N/A                                           |                                                                                              |                                                                                                                                             |   |     |

Change : Information of FREQ and Withdrawal of airport sketch.

CHEONGJU/Cheongju INTL(RKTU)  
RNP RWY 24R

## AERONAUTICAL DATA TABULATION

## Instrument Approach Procedure Coding Tables

## RNP RWY 24R - via IKAPO to TURTU(IF)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates                | VPA/TCH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|---------------------|---------------|----------------|---------------|------------|----------------------------|---------|--------------------------|---------|
| 001           | -               | IKAPO               | -        | -                   | -             | -              | +7 000        | -          | 36°40'16.6"N 127°45'26.2"E | -       | RNAV 1                   | IAF     |
| 002           | TF              | MENOL               | -        | 020 (012.32)        | 7.3           | -              | +6 000        | -          | 36°47'25.1"N 127°47'22.5"E | -       | RNAV 1                   | -       |
| 003           | TF              | TURTU               | -        | 330 (322.61)        | 5.1           | -              | +3 700        | -230       | 36°51'27.0"N 127°43'32.3"E | -       | RNAV 1                   | IF      |

## RNP RWY 24R - via HYEIN to TURTU(IF)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates                | VPA/TCH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|---------------------|---------------|----------------|---------------|------------|----------------------------|---------|--------------------------|---------|
| 001           | TF              | HYEIN               | -        | -                   | -             | -              | +6 000        | -230       | 36°57'47.1"N 127°37'29.7"E | -       | RNAV 1                   | IAF     |
| 002           | TF              | TURTU               | -        | 150 (142.51)        | 8.0           | -              | +3 700        | -230       | 36°51'27.0"N 127°43'32.3"E | -       | RNAV 1                   | IF      |

## RNP RWY 24R - via TURTU(IF) to MAHF

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates                | VPA/TCH | Navigation specification | Remarks                  |
|---------------|-----------------|---------------------|----------|---------------------|---------------|----------------|---------------|------------|----------------------------|---------|--------------------------|--------------------------|
| 001           | TF              | TURTU               | -        | -                   | -             | -              | +3 700        | -230       | 36°51'27.0"N 127°43'32.3"E | -       | RNAV 1                   | IF                       |
| 002           | TF              | TU743               | -        | 240 (232.56)        | 5.5           | -              | +2 500        | -          | 36°48'05.3"N 127°38'04.9"E | -       | RNAV 1                   | -                        |
| 003           | TF              | APAKI               | -        | 240 (232.51)        | 1.7           | -              | +2 100        | -          | 36°47'03.7"N 127°36'25.0"E | -       | RNP 0.3                  | FAF                      |
| 004           | TF              | TU746               | -        | 240 (232.49)        | 2.8           | -              | +1 200        | -          | 36°45'20.2"N 127°33'37.6"E | -       | RNP 0.3                  | LNAV only                |
| 005           | TF              | SURAX               | Y        | 240 (232.46)        | 2.2           | -              | +620          | -          | 36°44'00.5"N 127°31'28.6"E | -       | RNP 0.3                  | MAPt(LNAV only)          |
| 006           | TF              | KADEV               | -        | 240 (232.44)        | 3.8           | -              | -             | -          | 36°41'40.5"N 127°27'42.6"E | -       | RNAV 1                   | CG 340 ft/NM to 6 000 ft |
| 007           | TF              | COWON               | -        | 260 (252.25)        | 8.0           | -              | 6 000         | -          | 36°39'13.6"N 127°18'14.5"E | -       | RNAV 1                   | -                        |
| 008           | HM              | IKAPO               | -        | 110 (102.15)        | 5.0           | -              | +7 000        | -          | 36°40'16.6"N 127°45'26.2"E | -       | -                        | -                        |
| 009           | HM              | COWON               | -        | 080 (072.25)        | 5.0           | -              | @6 000        | -          | 36°39'13.6"N 127°18'14.5"E | -       | -                        | -                        |

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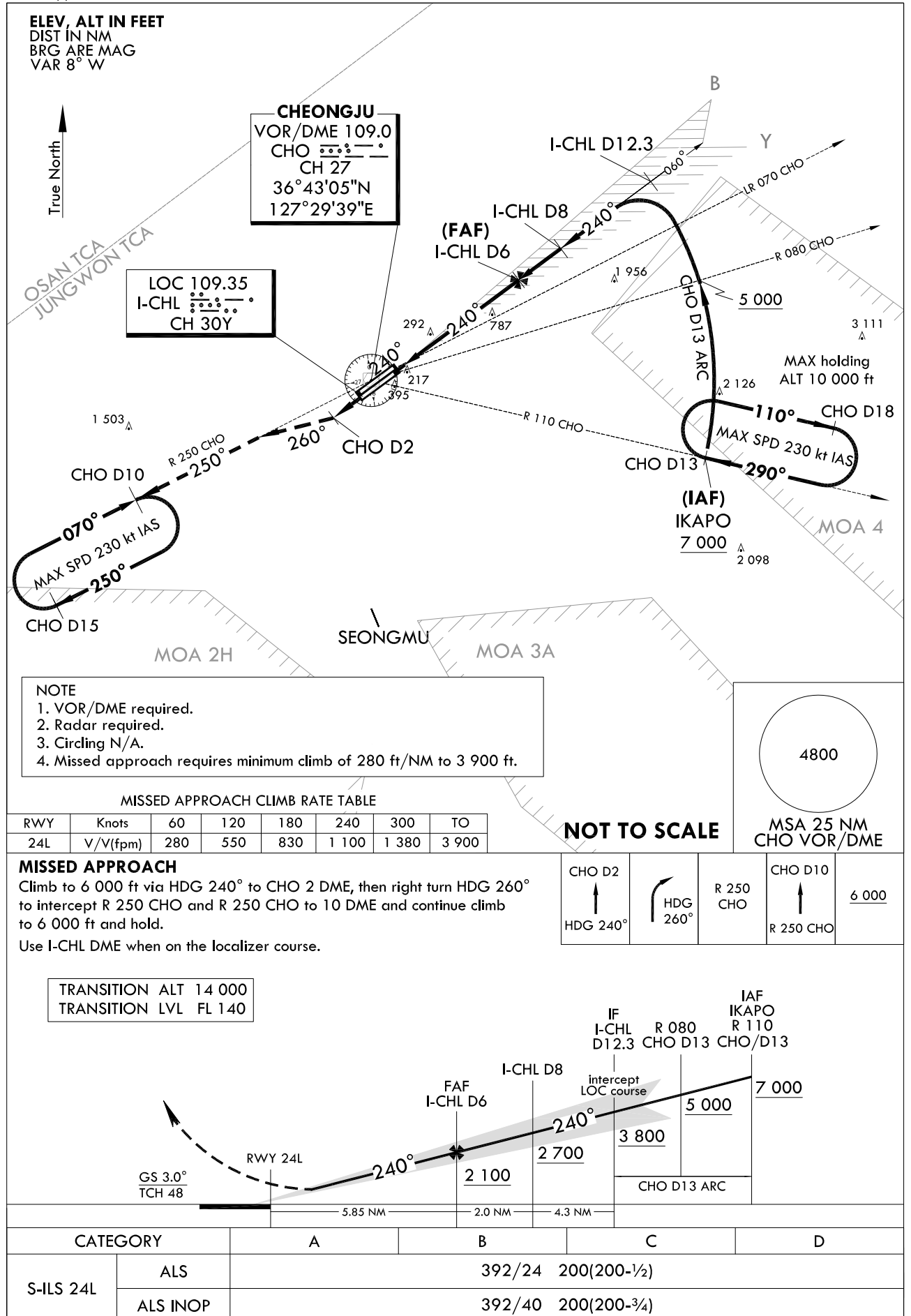
**INSTRUMENT  
APPROACH  
CHART**

**AERODROME ELEV 192 ft**  
HEIGHTS RELATED TO  
THR RWY 24L - ELEV 192 ft

JUNGWON APP 134.0 265.75  
CHEONGJU GCA 134.0 134.1  
CHEONGJU TWR 118.7 126.2 249.6

**CHEONGJU/Cheongju INTL(RKTU)**  
**ILS**  
**RWY 24L**

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



Change : Establishment of instrument approach procedure for RWY 24L(ILS RWY 24L).

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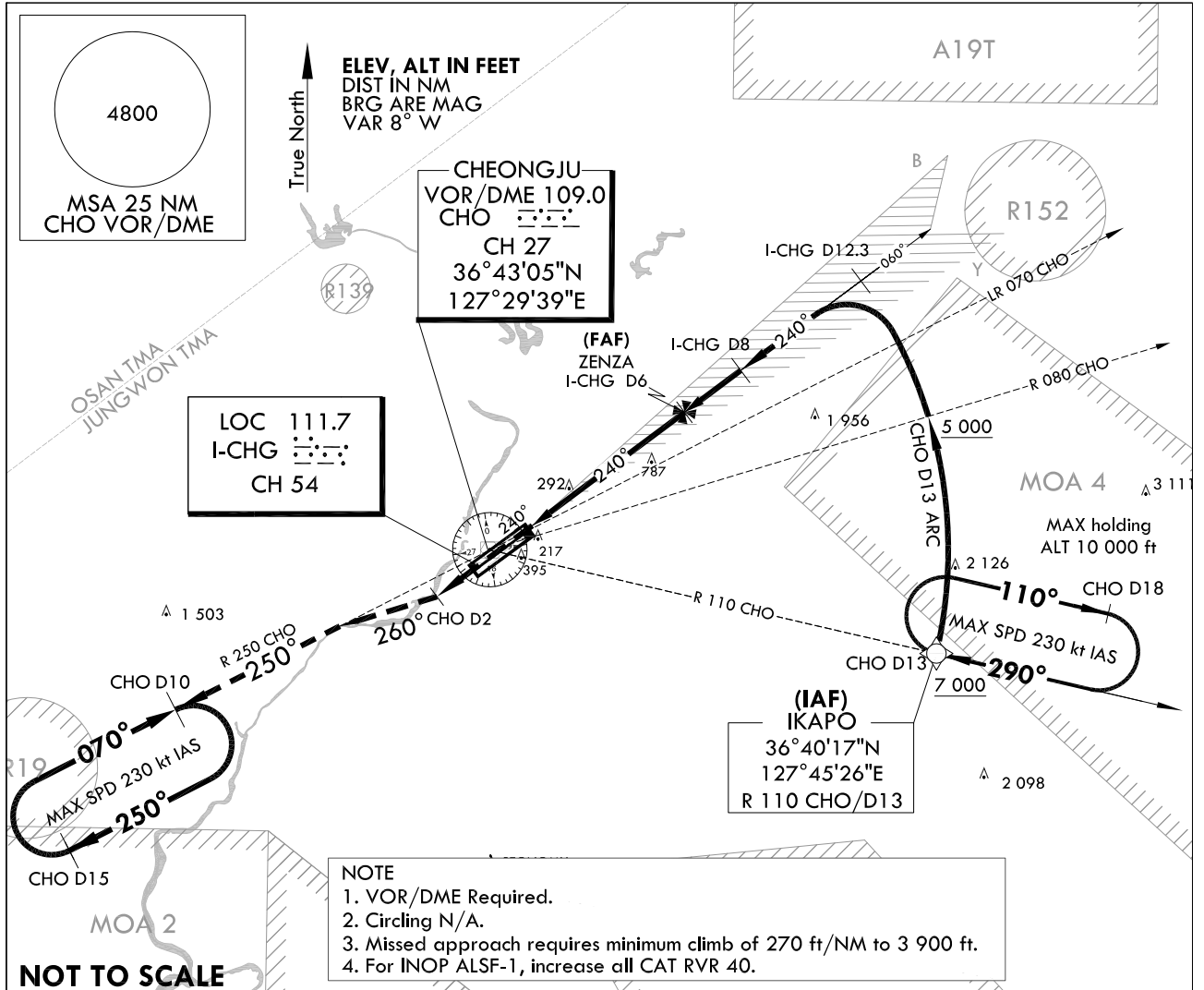
**INSTRUMENT  
APPROACH  
CHART**

**AERODROME ELEV 192 ft**  
HEIGHTS RELATED TO  
THR RWY 24R - ELEV 187 ft

JUNGWON APP 134.0 265.75  
CHEONGJU GCA 134.0 134.1  
CHEONGJU TWR 118.7 126.2 249.6

**CHEONGJU/Cheongju INTL(RKTU)**  
**ILS Y**  
**RWY 24R**

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



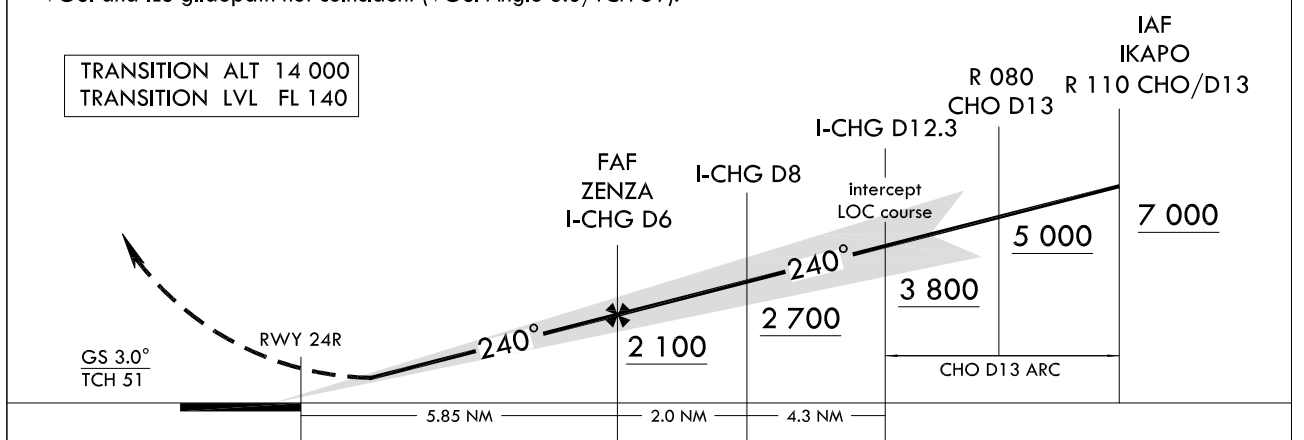
**MISSED APPROACH**

Climb to 6 000 ft via HDG 240° to CHO 2 DME, then right turn HDG 260° to intercept R 250 CHO and R 250 CHO to 10 DME and continue climb to 6 000 ft and hold.

Use I-CHG DME when on the localizer course.

\* VGSI and ILS glidepath not coincident (VGSI Angle 3.0/TCH 59).

TRANSITION ALT 14 000  
TRANSITION LVL FL 140



| CATEGORY  |          | A                               | B | C | D | E   |
|-----------|----------|---------------------------------|---|---|---|-----|
| S-ILS 24R | ALS      | 387/24 200(200- $\frac{1}{2}$ ) |   |   |   | N/A |
|           | ALS INOP | 387/40 200(200- $\frac{3}{4}$ ) |   |   |   | N/A |

Change : Information of FREQ, note and Withdrawal of airport sketch.

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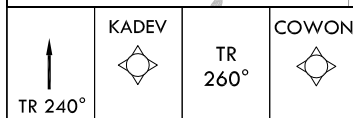
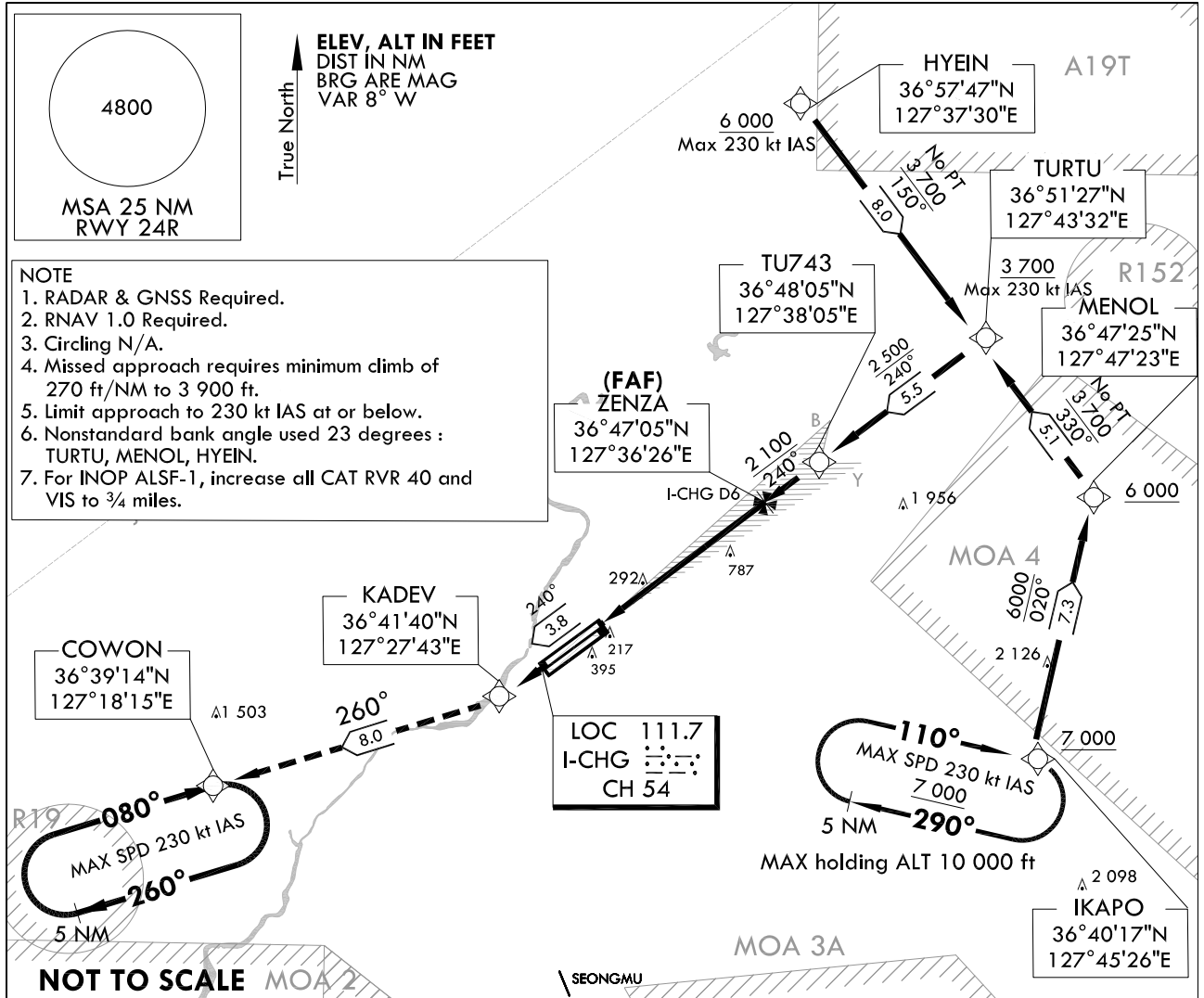
**INSTRUMENT  
APPROACH  
CHART**

AERODROME ELEV 192 ft  
HEIGHTS RELATED TO  
THR RWY 24R - ELEV 187 ft

JUNGWON APP 134.0 265.75  
CHEONGJU GCA 134.0 134.1  
CHEONGJU TWR 118.7 126.2 249.6

**CHEONGJU/Cheongju INTL(RKTU)**  
**ILS Z**  
**RWY 24R**

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

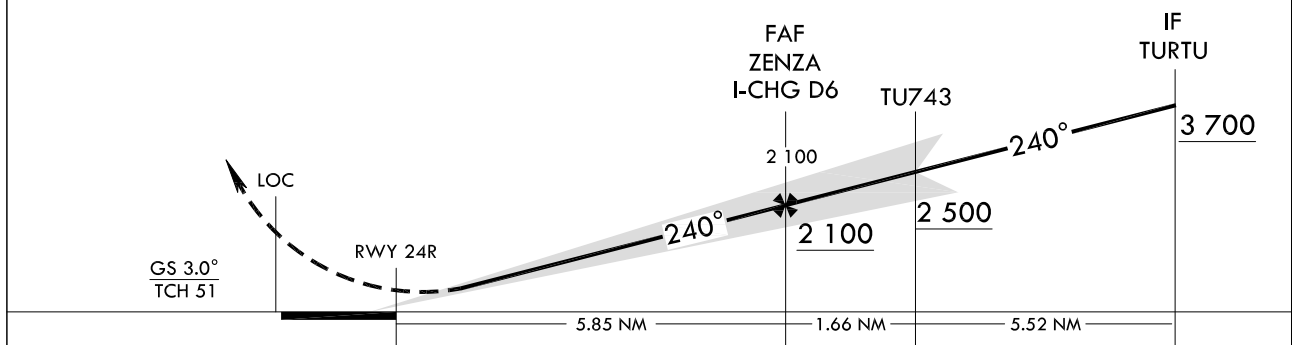


**MISSED APPROACH**

Climb on track 240° to KADEV, then track 260° to COWON, then continue climb to 6 000 ft and hold.

VGSI and ILS glidepath not coincident (VGSI Angle 3.0/TCH 59).

TRANSITION ALT 14 000  
TRANSITION LVL FL 140



| CATEGORY  |          | A                               | B | C | D | E   |
|-----------|----------|---------------------------------|---|---|---|-----|
| S-ILS 24R | ALS      | 387/24 200(200- $\frac{1}{2}$ ) |   |   |   | N/A |
|           | ALS INOP | 387/40 200(200- $\frac{3}{4}$ ) |   |   |   | N/A |

Change : Information of FREQ, note and Withdrawal of airport sketch.

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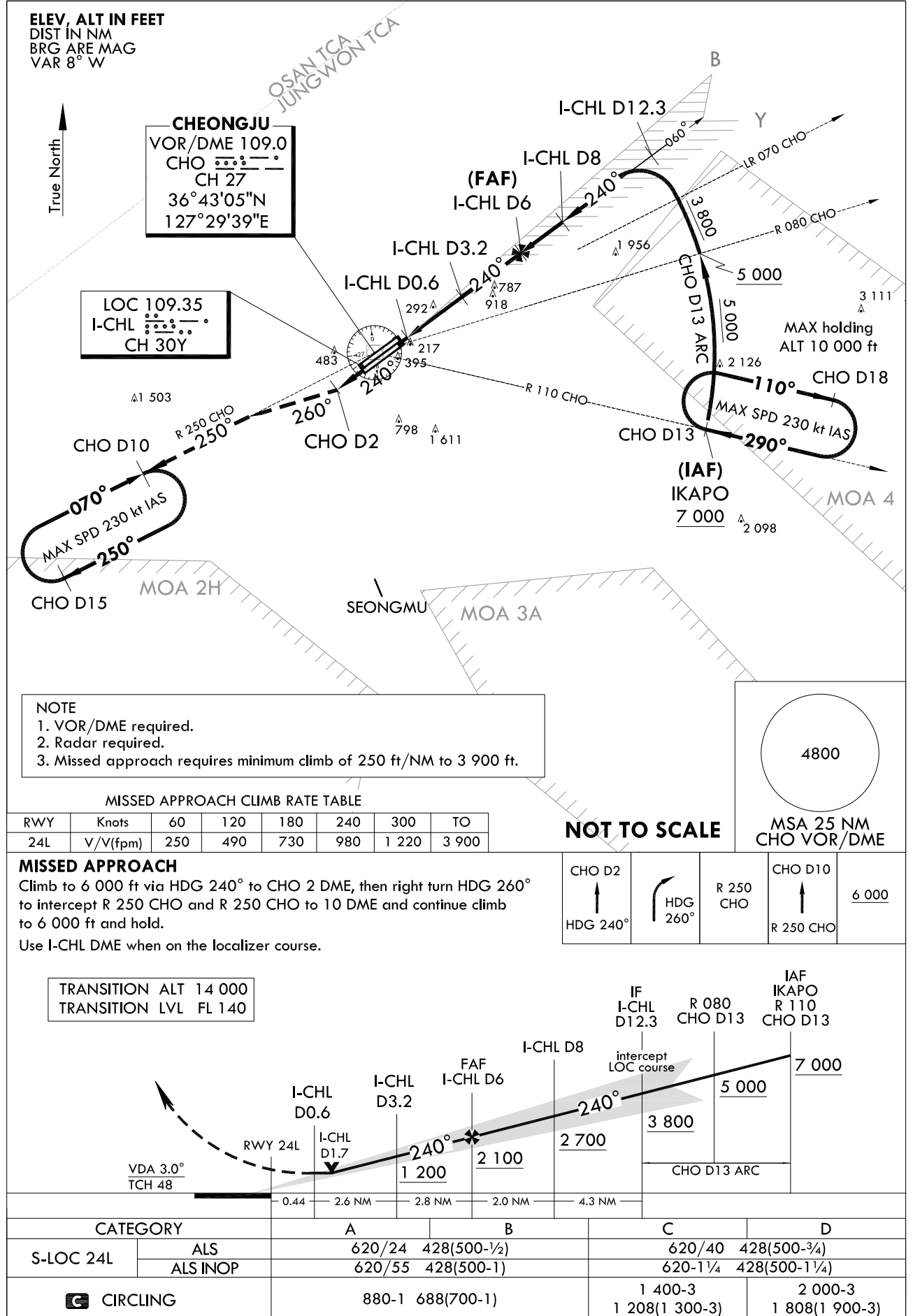
**INSTRUMENT  
APPROACH  
CHART**

**AERODROME ELEV 192 ft**  
HEIGHTS RELATED TO  
THR RWY 24L - ELEV 192 ft

JUNGWON APP 134.0 265.75  
CHEONGJU GCA 134.0 134.1  
CHEONGJU TWR 118.7 126.2 249.6

**CHEONGJU/Cheongju INTL(RKTU)  
LOC  
RWY 24L**

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



Change : Establishment of instrument approach procedure for RWY 24L(LOC RWY 24L).

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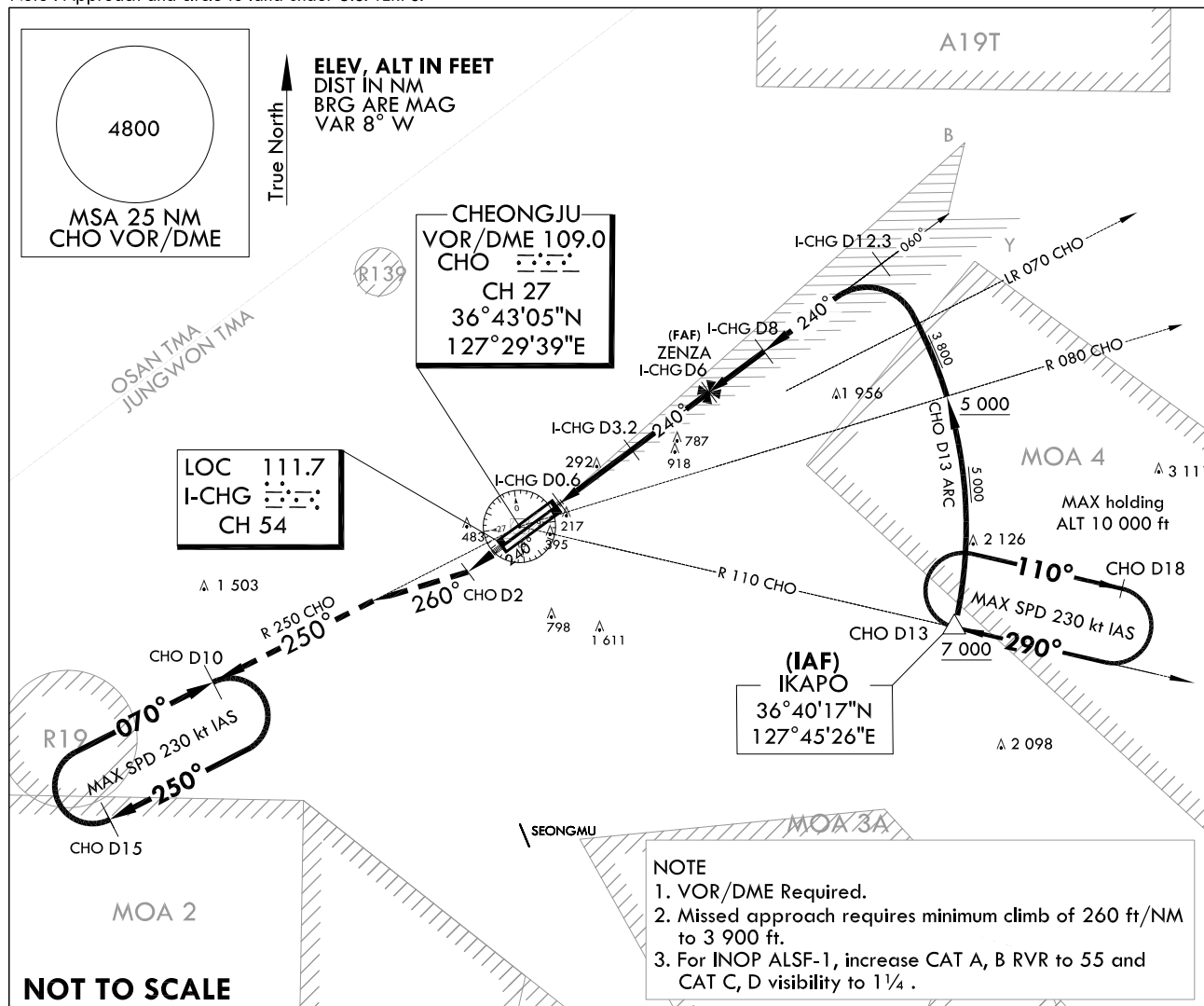
**INSTRUMENT  
APPROACH  
CHART**

**AERODROME ELEV 192 ft**  
HEIGHTS RELATED TO  
THR RWY 24R - ELEV 187 ft

JUNGWON APP 134.0 265.75  
CHEONGJU GCA 134.0 134.1  
CHEONGJU TWR 118.7 126.2 249.6

**CHEONGJU/Cheongju INTL(RKTU)**  
**LOC Y**  
**RWY 24R**

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



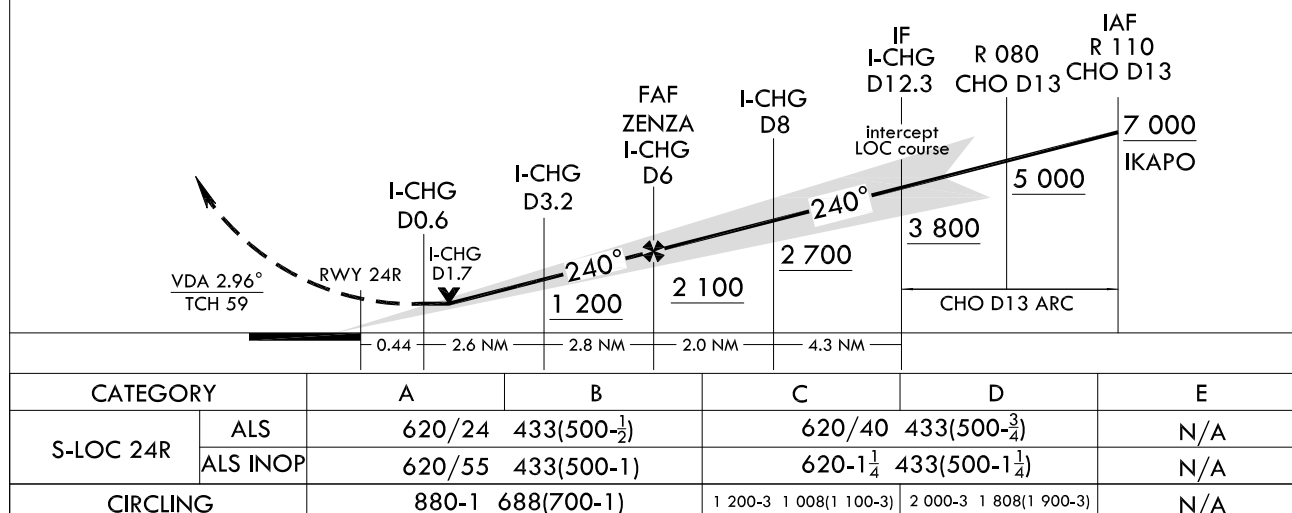
|                         |          |              |                           |       |
|-------------------------|----------|--------------|---------------------------|-------|
| CHO D2<br>↑<br>HDG 240° | HDG 260° | R 250<br>CHO | CHO D10<br>↑<br>R 250 CHO | 6 000 |
|-------------------------|----------|--------------|---------------------------|-------|

**MISSED APPROACH**

Climb to 6 000 ft via HDG 240° to CHO 2 DME, then right turn HDG 260° to intercept R 250 CHO and R 250 CHO to 10 DME and continue climb to 6 000 ft and hold.

TRANSITION ALT 14 000  
TRANSITION LVL FL 140

Use I-CHG DME when on the localizer course.



Change : Information of procedure name(LOC/DME → LOC), FREQ, note and Withdrawal of airport sketch.

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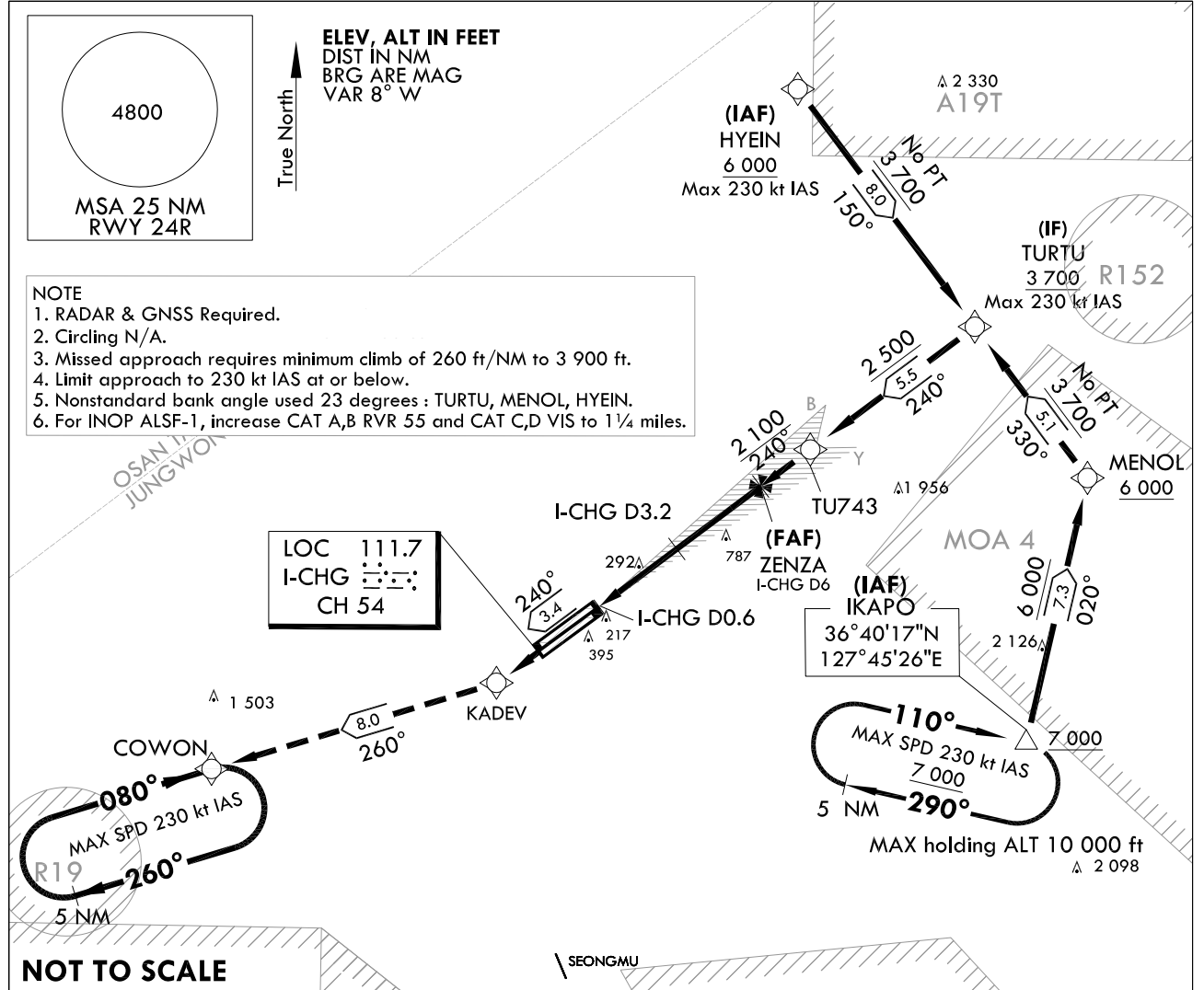
**INSTRUMENT  
APPROACH  
CHART**

**AERODROME ELEV 192 ft**  
HEIGHTS RELATED TO  
THR RWY 24R - ELEV 187 ft

JUNGWON APP 134.0 265.75  
CHEONGJU GCA 134.0 134.1  
CHEONGJU TWR 118.7 126.2 249.6

**CHEONGJU/Cheongju INTL(RKTU)**  
**LOC Z**  
**RWY 24R**

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

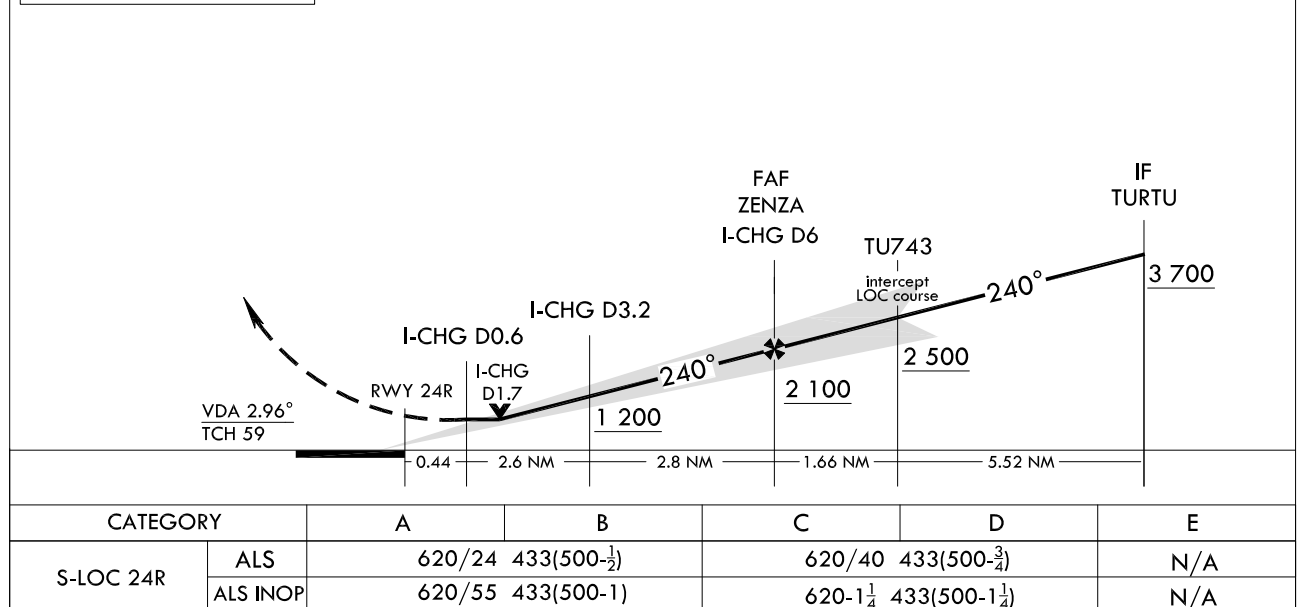


|         | KADEV   | COWON |
|---------|---------|-------|
| ↑       | ✧       | ✧     |
| TR 240° | TR 260° |       |

**MISSED APPROACH**  
Climb to 6 000 ft via on track 240° to KADEV, then track 260° to COWON, then continue climb to 6 000 ft and hold.

Use I-CHG DME when on the localizer course.

TRANSITION ALT 14 000  
TRANSITION LVL FL 140



Change : Information of procedure name(LOC/DME → LOC), FREQ, note and Withdrawal of airport sketch.

**INTENTIONALLY**

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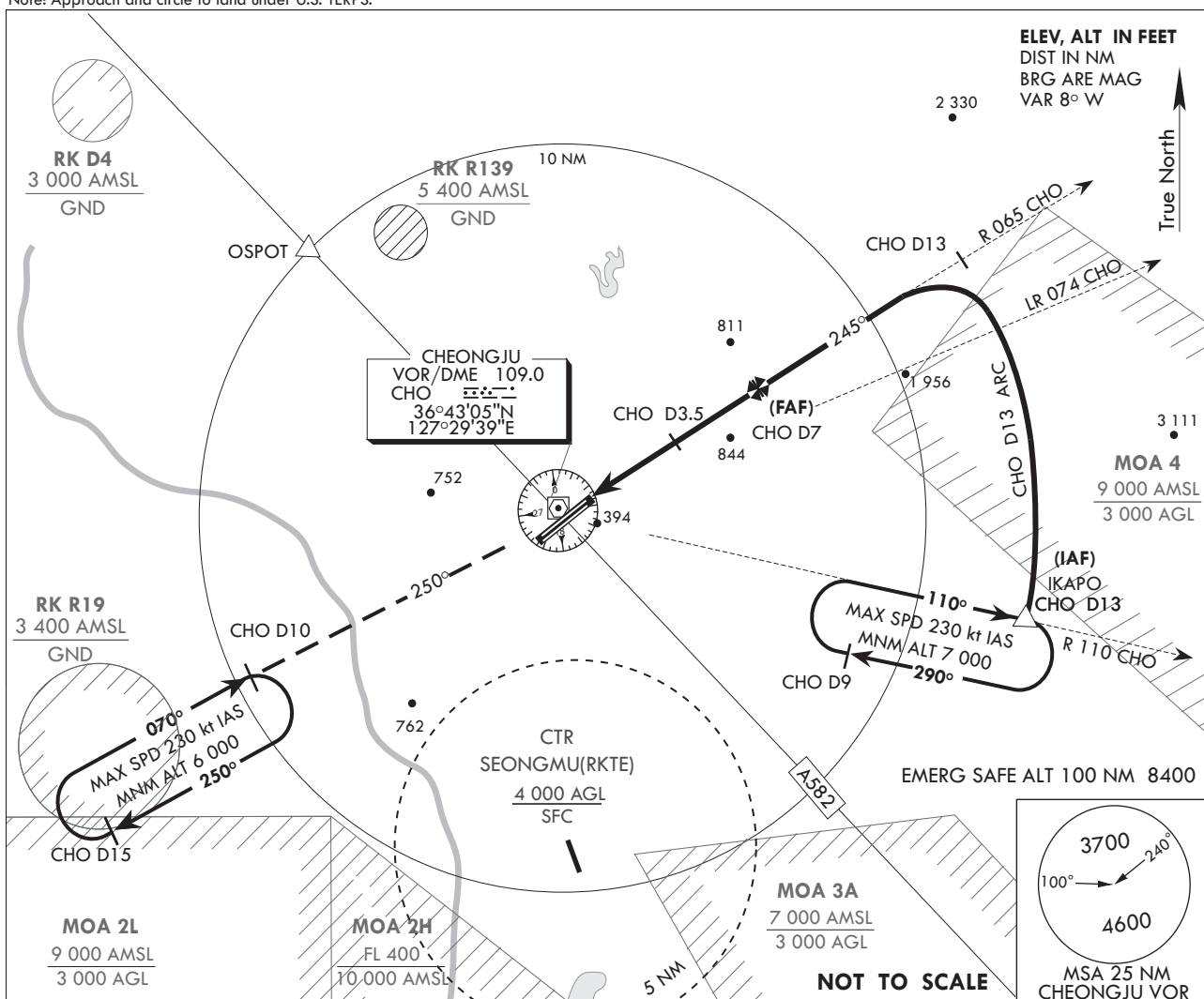
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**AERODROME ELEV 192 ft**  
HEIGHTS RELATED TO  
**THR RWY 24R-ELEV 186 ft**

|              |       |             |
|--------------|-------|-------------|
| JUNGWON APP  | 134.0 | 265.75      |
| CHEONGJU GCA | 134.0 | 134.1       |
| CHEONGJU TWR | 118.7 | 126.2 249.6 |

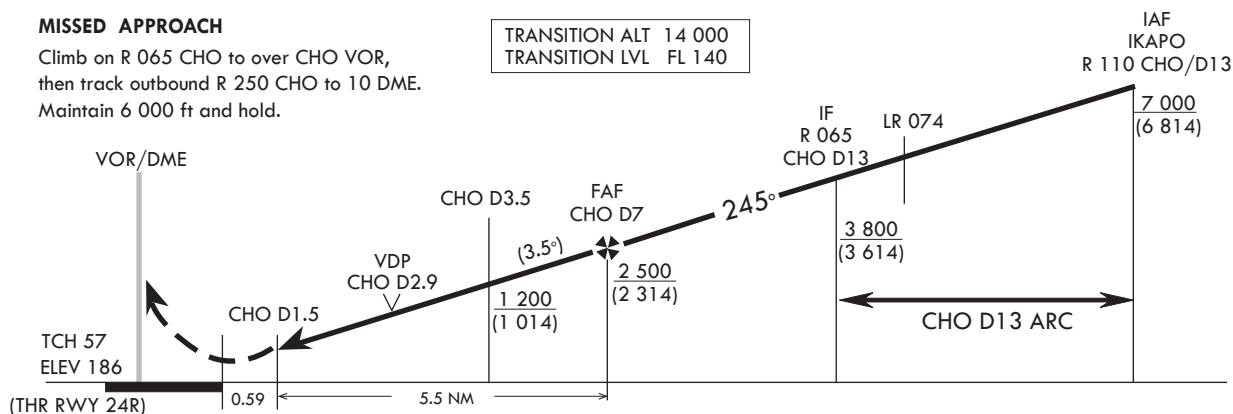
**CHEONGJU/Cheongju INTL  
VOR  
RWY 24R**

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



|                |        |
|----------------|--------|
| TRANSITION ALT | 14 000 |
| TRANSITION LVL | FL 140 |

Climb on R 065 CHO to over CHO VOR,  
then track outbound R 250 CHO to 10 DME.  
Maintain 6 000 ft and hold.



| CATEGORY                                                                                                                    | A                                   | B | C                                                 | D                                                 |
|-----------------------------------------------------------------------------------------------------------------------------|-------------------------------------|---|---------------------------------------------------|---------------------------------------------------|
| S-VOR 24R                                                                                                                   | 860/24<br>674 (700- $\frac{1}{2}$ ) |   | 860-1 $\frac{1}{2}$<br>674 (700-1 $\frac{1}{2}$ ) | 860-1 $\frac{3}{4}$<br>674 (700-1 $\frac{3}{4}$ ) |
| <b>T</b> * When ALS INOP, increase CAT A, B RVR to 50 and VIS to 1 mile,<br>CAT C VIS to 2 miles, CAT D VIS to 2 1/4 miles. |                                     |   |                                                   |                                                   |
| CIRCLING                                                                                                                    | 860-1<br>668 (700-1)                |   | 860-2<br>668 (700-2)                              | 1 200-3<br>1 008 (1 100-3)                        |

Missed approach obstacle climb rate table

|                 |           |     |     |     |       |       |       |
|-----------------|-----------|-----|-----|-----|-------|-------|-------|
|                 | KNOTS     | 60  | 120 | 180 | 240   | 300   | TO    |
| Rate of descent | V/V (fpm) | 320 | 630 | 940 | 1 250 | 1 560 | 6 000 |

Change : Information of procedure name(VOR/DME → VOR), FREQ and note.

**INTENTIONALLY**

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