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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 3/24

4 APR 2024

AIRAC

AIP AMENDMENT NR 3/24

(Effective : 1600UTC 15 MAY 2024)

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 Enroute

a) Establishment of significant points for RKTN and Information of MOSAN, UKBAT, YAWAN.

1.2 Jeju INTL Airport

a) Establishment of ILS CAT II for RWY 07 and Information of CAT-I minima.

1.3 Cheongju INTL Airport

a) Establishment of designation, width, surface and strength for TWYs A2, B2, C2 and D2.
b) Information of surface movement guidance and control system and marking, item numbers.
c) Information of location & description of arresting system, remarks.
d) Information of TWY edge lighting and lateral limit for ATS airspace.
e) Establishment of declared distances, radio navigation and landing aids for RWY 06R/24L.
f) Information of airport regulations, taxi procedures, and radio frequency change points.
g) Withdrawal of push-back procedures for ACFT within the 1 Apron and Information of item numbers, push-back procedures.
h) Establishment of departure and arrival routes, weather minima for RWY 06R/24L.
i) Information of de-icing pad operation, arrival procedure, arrival routes and item number.
j) Information of procedure for departing traffic pattern and entering traffic pattern, Jincheon IC, VFR traffic pattern.
k) Information of possible time for light aircraft flight.
l) Withdrawal of procedure for transit from the southwest.
m) Information of procedure names(ILS/DME, VOR/DME, LOC/DME → ILS, VOR, LOC) and chart NR..
n) Establishment of instrument approach procedures(ILS RWY 06R, LOC RWY 06R, ILS RWY 24L, LOC RWY 24L).
o) Withdrawal of airport sketch.

1.4 Daegu INTL Airport

a) Establishment of standard instrument departure procedures(RNAV MAVIC 1, RNAV CABON 1).
b) Establishment of standard instrument arrival procedures(RNAV YAWAN 1, RNAV UKBAT 1).
c) Establishment of instrument approach procedures(RNP RWY 13R, RNP RWY 13L, RNP RWY 31L, RNP RWY 31R).
d) Information of chart NR..

1.5 Gunsan Airport

a) Establishment of standard instrument departure procedures(RNAV PORIX 2).
b) Establishment of instrument approach procedures(RNP RWY 18, RNP RWY 36).
c) Information of chart NR. and Amended name of aerodrome.

2. PAGE CONTROL

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL I, Part II - ENR (Enroute) ENR 4.4-17(8 FEB 24) / 4.4-18(8 FEB 24)	**VOL I, Part II - ENR (Enroute)** ENR 4.4-17(4 APR 24) / 4.4-18(8 FEB 24)
VOL II, Part III - AD (Aerodromes) **RKPC** AD CHART 2-22(21 SEP 23) / 2-22-1(21 SEP 23) AD CHART 2-23(21 SEP 23) / 2-23-1(21 SEP 23) AD CHART 2-26(21 SEP 23) / 2-26-1(21 SEP 23) AD CHART 2-27(21 SEP 23) / 2-27-1(21 SEP 23) **RKTU** AD 2-3(24 AUG 23) / 2-4(24 AUG 23) AD 2-5(6 APR 23) / 2-6(6 APR 23) AD 2-7(19 NOV 20) / 2-8(14 JAN 21) AD 2-8-3(6 APR 23) / AD 2-8-4(6 APR 23) AD 2-8-5(6 APR 23) / AD 2-8-6(6 APR 23) AD 2-8-7(6 APR 23) / AD 2-8-8(6 APR 23) AD 2-8-9(16 NOV 23) / AD 2-8-10(11 JAN 24) AD 2-9(16 NOV 23) / 2-10(16 NOV 23) AD 2-11(6 APR 23) / 2-12(6 APR 23) AD 2-12-1(1 AUG 19) / 2-12-2(12 MAY 16) AD 2-13(29 JUL 21) / 2-14(29 JUL 21) AD 2-15(1 JUN 23) / 2-16(16 NOV 23) AD CHART 2-17(29 JUL 21) / 2-17-1(16 FEB 17) AD CHART 2-18(29 JUL 21) / 2-18-1(21 NOV 19) AD CHART 2-19(29 JUL 21) / 2-19-1(29 JUL 21) AD CHART 2-20(21 OCT 21) / 2-20-1(23 SEP 21) AD CHART 2-21(21 OCT 21) / 2-21-1(21 NOV 19) AD CHART 2-22(16 NOV 23) / 2-22-1(16 NOV 23) AD CHART 2-23(16 NOV 23) / 2-23-1(16 NOV 23) AD CHART 2-24(16 NOV 23) / 2-24-1(16 NOV 23) AD CHART 2-25(16 NOV 23) / 2-25-1(16 FEB 17) AD CHART 2-26(16 NOV 23) / 2-26-1(16 NOV 23) AD CHART 2-27(16 NOV 23) / 2-27-1(16 NOV 23) AD CHART 2-28(16 NOV 23) / 2-28-1(16 NOV 23) AD CHART 2-29(16 NOV 23) / 2-30(16 NOV 23)	**VOL II, Part III - AD (Aerodromes)** **RKPC** AD CHART 2-22(4 APR 24) / 2-22-1(4 APR 24) AD CHART 2-23(4 APR 24) / 2-23-1(4 APR 24) AD CHART 2-26(4 APR 24) / 2-26-1(21 SEP 23) AD CHART 2-27(4 APR 24) / 2-27-1(21 SEP 23) **RKTU** AD 2-3(4 APR 24) / 2-3-1(4 APR 24) AD 2-4(4 APR 24) / 2-4-1(4 APR 24) AD 2-5(4 APR 24) / 2-6(4 APR 24) AD 2-7(4 APR 24) / 2-8(4 APR 24) AD 2-8-3(4 APR 24) / AD 2-8-4(4 APR 24) AD 2-8-5(4 APR 24) / AD 2-8-6(4 APR 24) AD 2-8-7(4 APR 24) / AD 2-8-8(4 APR 24) AD 2-8-9(4 APR 24) / AD 2-8-10(4 APR 24) AD 2-9(4 APR 24) / 2-10(4 APR 24) AD 2-11(4 APR 24) / 2-12(4 APR 24) AD 2-12-1(4 APR 24) / 2-12-2(4 APR 24) AD 2-13(4 APR 24) / 2-14(4 APR 24) AD 2-15(1 JUN 23) / 2-16(4 APR 24) AD CHART 2-17(4 APR 24) / 2-17-1(4 APR 24) AD CHART 2-18(4 APR 24) / 2-18-1(4 APR 24) AD CHART 2-19(4 APR 24) / 2-19-1(4 APR 24) AD CHART 2-20(4 APR 24) / 2-20-1(4 APR 24) AD CHART 2-21(4 APR 24) / 2-21-1(4 APR 24) AD CHART 2-22(4 APR 24) / 2-22-1(4 APR 24) AD CHART 2-23(4 APR 24) / 2-23-1(4 APR 24) AD CHART 2-24(4 APR 24) / 2-24-1(4 APR 24) AD CHART 2-25(4 APR 24) / 2-25-1(4 APR 24) AD CHART 2-26(4 APR 24) / 2-26-1(16 NOV 23) AD CHART 2-27(4 APR 24) / 2-27-1(16 NOV 23) AD CHART 2-28(4 APR 24) / 2-28-1(16 NOV 23) AD CHART 2-29(4 APR 24) / 2-29-1(4 APR 24) AD CHART 2-30(4 APR 24) / 2-30-1(4 APR 24) AD CHART 2-31(4 APR 24) / 2-31-1(4 APR 24) AD CHART 2-32(4 APR 24) / 2-32-1(4 APR 24) AD CHART 2-33(4 APR 24) / 2-34(4 APR 24)

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL III, Part III - AD (Aerodromes)	**VOL III, Part III - AD (Aerodromes)**
RKTN	**RKTN**
AD 2-11(24 AUG 23) / 2-12(24 AUG 23) AD 2-13(11 MAY 17) / 2-14(6 JUL 17) AD CHART 2-13(28 JUL 22) / 2-13-1(28 JUL 22) AD CHART 2-14(11 JAN 24) / 2-14-1(11 JAN 24) AD CHART 2-15(4 APR 24) / 2-15-1(4 APR 24) AD CHART 2-16(11 JAN 24) / 2-16-1(11 JAN 24) AD CHART 2-17(11 JAN 24) / 2-17-1(11 JAN 24) AD CHART 2-18(11 JAN 24) / 2-18-1(11 JAN 24) AD CHART 2-19(11 JAN 24) / 2-19-1(11 JAN 24) AD CHART 2-20(11 JAN 24) / 2-20-1(11 JAN 24) AD CHART 2-21(25 AUG 22) / 2-22(25 AUG 22)	AD 2-11(24 AUG 23) / 2-12(4 APR 24) AD 2-13(4 APR 24) / 2-14(4 APR 24) AD CHART 2-13(4 APR 24) / 2-13-1(4 APR 24) AD CHART 2-13-2(4 APR 24) / 2-13-3(4 APR 24) AD CHART 2-14(4 APR 24) / 2-14-1(4 APR 24) AD CHART 2-14-2(4 APR 24) / 2-14-3(4 APR 24) AD CHART 2-15(4 APR 24) / 2-15-1(4 APR 24) AD CHART 2-15-2(4 APR 24) / 2-15-3(4 APR 24) AD CHART 2-16(4 APR 24) / 2-16-1(4 APR 24) AD CHART 2-16-2(4 APR 24) / 2-16-3(4 APR 24) AD CHART 2-17(4 APR 24) / 2-17-1(11 JAN 24) AD CHART 2-18(4 APR 24) / 2-18-1(11 JAN 24) AD CHART 2-19(4 APR 24) / 2-19-1(11 JAN 24) AD CHART 2-20(4 APR 24) / 2-20-1(4 APR 24) AD CHART 2-21(4 APR 24) / 2-21-1(4 APR 24) AD CHART 2-22(4 APR 24) / 2-22-1(4 APR 24) AD CHART 2-23(4 APR 24) / 2-23-1(4 APR 24) AD CHART 2-24(4 APR 24) / 2-24-1(4 APR 24) AD CHART 2-25(4 APR 24) / 2-25-1(4 APR 24) AD CHART 2-26(4 APR 24) / 2-26-1(4 APR 24) AD CHART 2-27(4 APR 24) / 2-27-1(4 APR 24) AD CHART 2-28(4 APR 24) / 2-28-1(4 APR 24) AD CHART 2-29(4 APR 24) / 2-30(4 APR 24)
RKJK	**RKJK**
AD 2-7(22 OCT 20) / 2-8(22 OCT 20) AD CHART 2-2(19 MAR 15) / 2-2-1(19 MAR 15) AD CHART 2-3(19 MAR 15) / 2-3-1(19 MAR 15) AD CHART 2-4(1 JUL 21) / 2-4-1(1 JUL 21) AD CHART 2-5(1 JUL 21) / 2-5-1(1 JUL 21) AD CHART 2-6(1 JUL 21) / 2-6-1(1 JUL 21) AD CHART 2-7(1 JUL 21) / 2-7-1(1 JUL 21) AD CHART 2-8(22 OCT 20) / 2-8-1(22 OCT 20)	AD 2-7(22 OCT 20) / 2-8(4 APR 24) AD CHART 2-2(4 APR 24) / 2-2-1(19 MAR 15) AD CHART 2-3(4 APR 24) / 2-3-1(19 MAR 15) AD CHART 2-4(4 APR 24) / 2-4-1(4 APR 24) AD CHART 2-5(4 APR 24) / 2-5-1(4 APR 24) AD CHART 2-6(4 APR 24) / 2-6-1(4 APR 24) AD CHART 2-7(4 APR 24) / 2-7-1(4 APR 24) AD CHART 2-8(4 APR 24) / 2-8-1(4 APR 24) AD CHART 2-9(4 APR 24) / 2-9-1(4 APR 24) AD CHART 2-10(4 APR 24) / 2-10-1(4 APR 24) AD CHART 2-11(4 APR 24) / 2-11-1(4 APR 24)

END

3.7 RKTN

Name-code designator [pronunciation]					Coordinates	ATS route or other route	Remarks
1					2	3	4
◇	**ALTON**	5LNC	[alton]	[알톤]	355743N 1283214E	IAP	RKTN
◇	**BULGO**	5LNC	[bulgo]	[불고]	354548N 1285345E	IAP	RKTN
◇	**CABON**	5LNC	[cabon]	[카본]	355651N 1283340E	SID	RKTN
◇	**DALGU**	5LNC	[dalgu]	[달구]	360703N 1282021E	SID	RKTN
△	**DURYU**	5LNC	[du:ryu]	[두류]	353813N 1280754E	SID, STAR	RKTN
◇	**GASAN**	5LNC	[gasan]	[가산]	355740N 1283210E	IAP	RKTN
◇	**GOOMI**	5LNC	[gumi]	[구미]	360147N 1282441E	IAP	RKTN
◇	**HOSAN**	5LNC	[hosan]	[호산]	360001N 1280326E	STAR	RKTN
◇	**INTER**	5LNC	[intər]	[인터]	354544N 1285342E	IAP	RKTN
◇	**KUMHO**	5LNC	[kumho]	[금호]	360151N 1282444E	IAP	RKTN
◇	**MAVIC**	5LNC	[mævic]	[매빅]	354949N 1284622E	SID	RKTN
△	**MOSAN**	5LNC	[mosan]	[모산]	355158N 1282014E	IAP	RKTN
◇	**SADAN**	5LNC	[sadan]	[사단]	354919N 1284725E	IAP	RKTN
◇	**SINAM**	5LNC	[sinam]	[시남]	354915N 1284722E	IAP	RKTN
△	**UKBAT**	5LNC	[ukbet]	[욱벳]	355617N 1285647E	STAR, IAP	RKTN
△	**YAWAN**	5LNC	[ya:wan]	[야완]	355225N 1282238E	STAR, IAP	RKTN
◇	**TN131**	5ANNC	-	-	354050N 1284056E	SID	RKTN
◇	**TN132**	5ANNC	-	-	354244N 1283007E	SID	RKTN
◇	**TN311**	5ANNC	-	-	355021N 1282438E	SID	RKTN
◇	**TN312**	5ANNC	-	-	354251N 1283247E	SID	RKTN
◇	**TN401**	5ANNC	-	-	355802N 1282134E	IAP	RKTN
◇	**TN403**	5ANNC	-	-	355836N 1283029E	IAP	RKTN
◇	**TN451**	5ANNC	-	-	355111N 1281254E	STAR	RKTN
◇	**TN503**	5ANNC	-	-	355839N 1283032E	IAP	RKTN
◇	**TN531**	5ANNC	-	-	355126N 1284336E	IAP	RKTN
◇	**TN601**	5ANNC	-	-	355106N 1285813E	IAP	RKTN
◇	**TN602**	5ANNC	-	-	354739N 1285015E	IAP	RKTN
◇	**TN603**	5ANNC	-	-	355123N 1284333E	IAP	RKTN
◇	**TN631**	5ANNC	-	-	355553N 1283524E	IAP	RKTN
◇	**TN632**	5ANNC	-	-	355306N 1282921E	IAP	RKTN
◇	**TN633**	5ANNC	-	-	353936N 1284050E	STAR	RKTN
◇	**TN652**	5ANNC	-	-	355543N 1284657E	STAR	RKTN
◇	**TN653**	5ANNC	-	-	353836N 1283433E	STAR	RKTN
◇	**TN701**	5ANNC	-	-	354743N 1285018E	IAP	RKTN
◇	**TN702**	5ANNC	-	-	355126N 1284335E	IAP	RKTN
◇	**TN731**	5ANNC	-	-	355553N 1283524E	IAP	RKTN

Change : Establishment of significant points for RKTN and Information of MOSAN, UKBAT, YAWAN.

3.8 RKJB

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

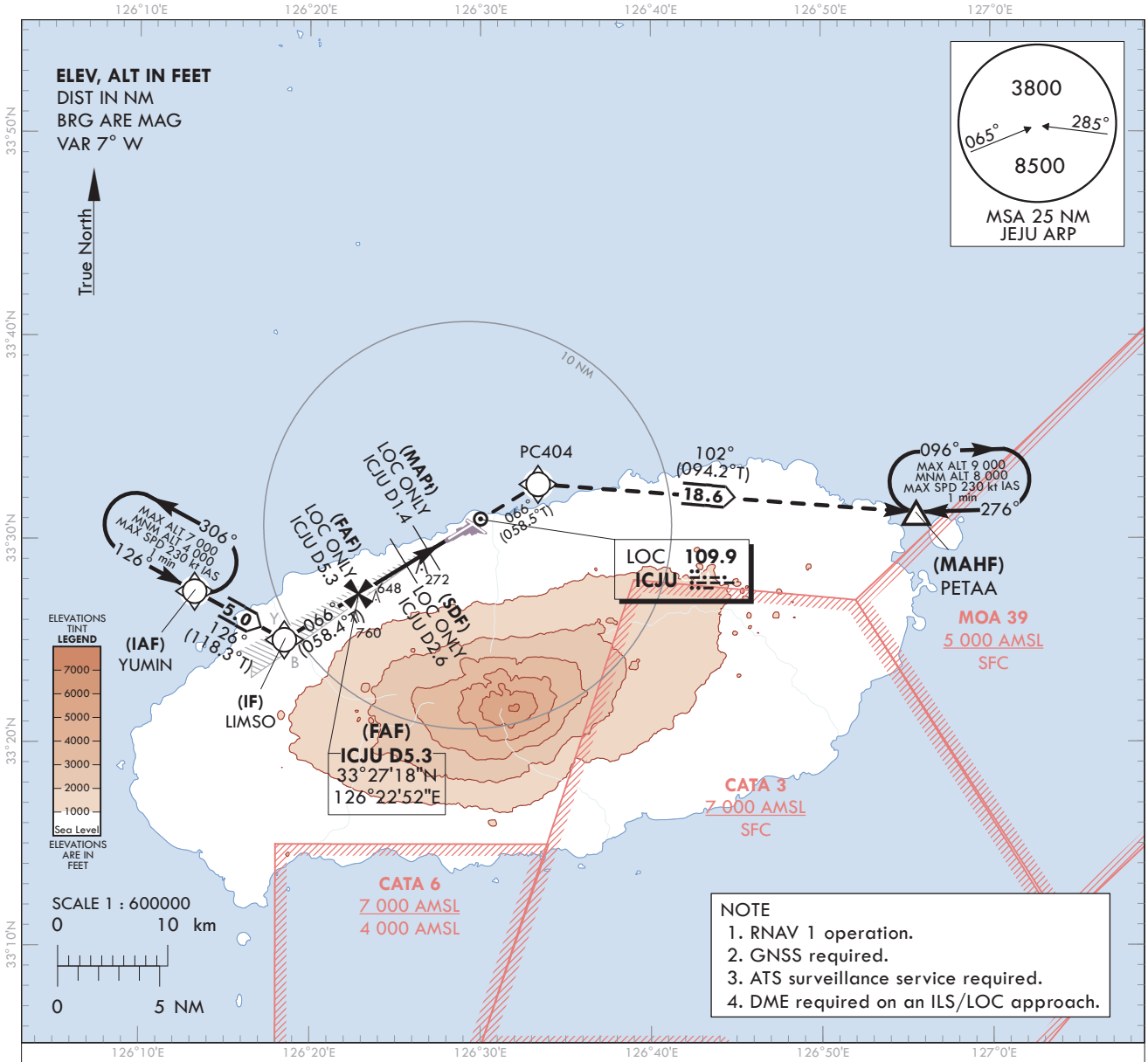
INSTRUMENT APPROACH CHART - ICAO

Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 119 ft
HEIGHTS RELATED TO
THR RWY 07 - ELEV **87** ft

JEJU APP	121.2
	124.05
JEJU TWR	118.2
	118.55

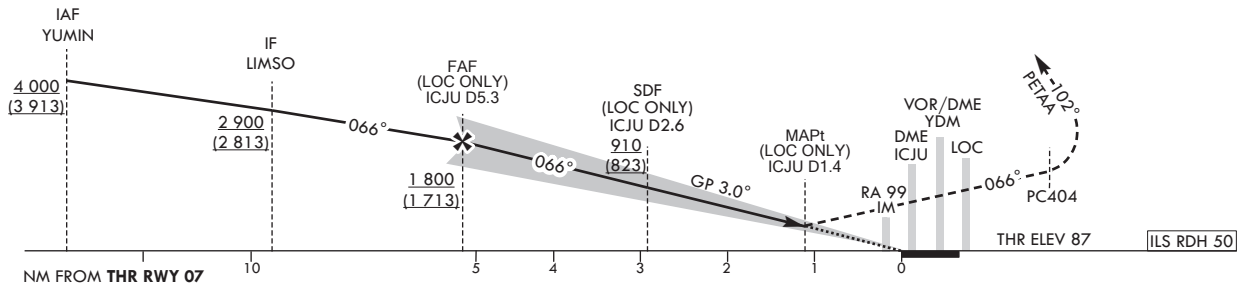
JEJU/Jeju Intl(RKPC)
ILS Z or LOC Z RWY 07
CAT II



RECOMMENDED PROFILE(LOC ONLY)	DME ICJU	5	4	3	2	1.4
Final Approach Gradient 5.32%, 323 ft/NM	ALT(HGT)	1 690 (1 603)	1 367 (1 280)	1 044 (957)	721 (634)	530 (443)

MISSED APPROACH
Climb to 8 000 ft on track of 066° to PC404, then RIGHT turn on track of 102° to PETAA and hold at 8 000 ft.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D	DL
STA	CAT-I	FULL	287 (200)	RVR 550 m, VIS 800 m				
		ALS INOP		1 200 m				
	LOC	FULL	530 (443)	1 600 m				
		ALS INOP		2 300 m				
	CAT-II		187(100)	300 m			300 m[1]/350 m	

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	318	478	637	796	955

1) For CAT D/DL aeroplane conducting an autoland.
* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Establishment of ILS CAT II for RWY 07 and Information of CAT-I minima.

JEJU/Jeju Intl(RKPC)
ILS Z or LOC Z RWY 07
CAT II

AERONAUTICAL DATA TABULATION

ILS Z or LOC Z Approach to RWY 07 from YUMIN(IAF)		
Fix/point		Coordinates
YUMIN(IAF)		33°27'25.7"N 126°13'15.5"E
LIMSO(IF)		33°25'03.0"N 126°18'31.0"E
D5.3 ICJU(FAF LOC only)	BRG 65.82°/5.34 NM ICJU	33°27'17.6"N 126°22'51.8"E
D2.6 ICJU(SDF LOC only)	BRG 65.82°/2.60 NM ICJU	33°28'43.8"N 126°25'39.3"E
D1.4 ICJU(MAPt LOC only)	BRG 65.82°/1.40 NM ICJU	33°29'21.6"N 126°26'52.7"E
THR RWY 07		33°29'59.57"N 126°28'06.50"E
DME ICJU		33°30'09.0"N 126°28'15.7"E
PC404		33°32'42.3"N 126°33'23.4"E
PETAA(MAHF)		33°31'18.0"N 126°55'34.0"E

Change : Establishment of ILS CAT II for RWY 07.

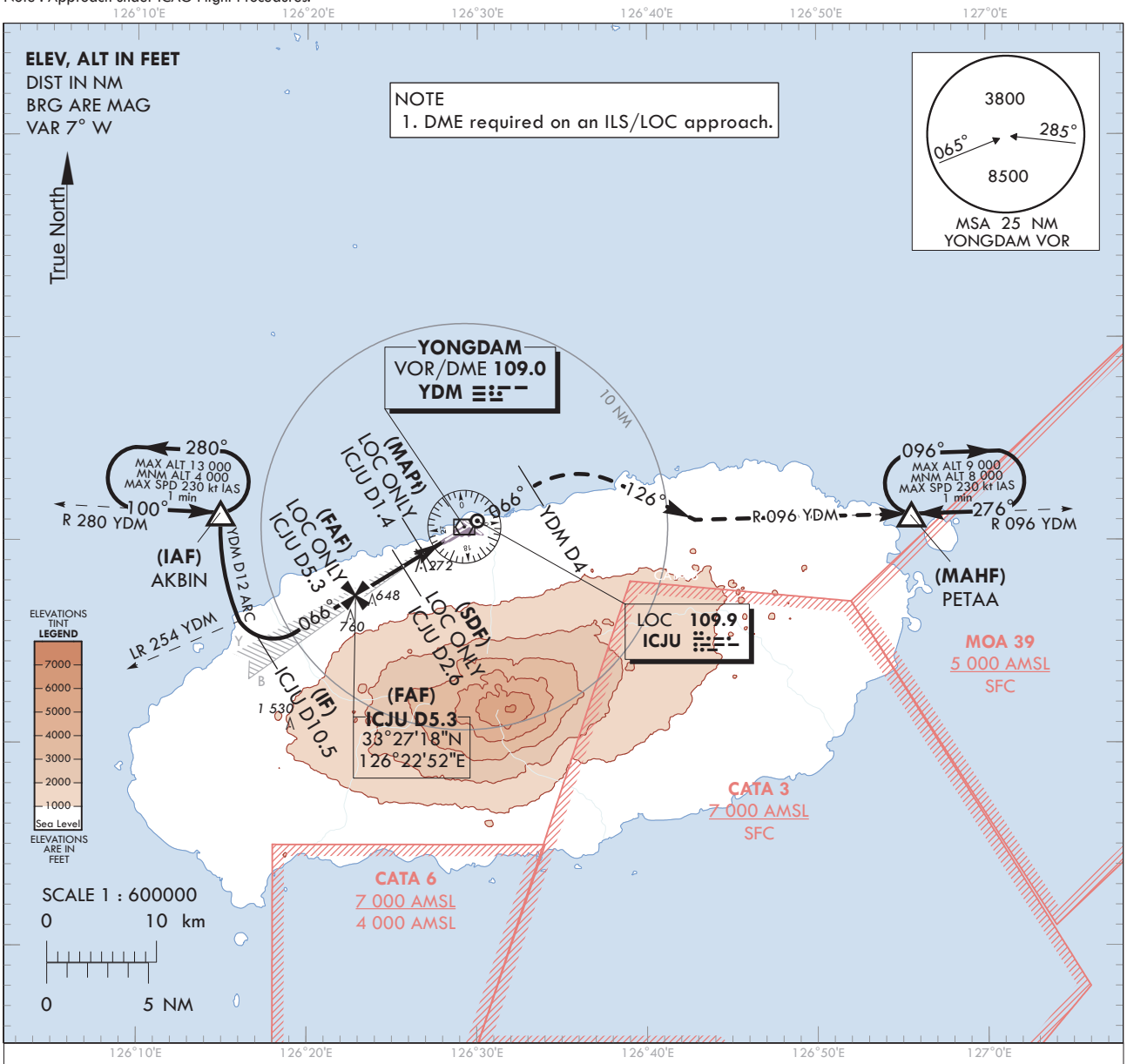
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 119 ft
HEIGHTS RELATED TO
THR RWY 07 - ELEV **87** ft

JEJU	APP	121.2 124.05
JEJU	TWR	118.2 118.55

JEJU/Jeju Intl(RKPC)
ILS Y or LOC Y RWY 07
CAT II

Note : Approach under ICAO Flight Procedures.

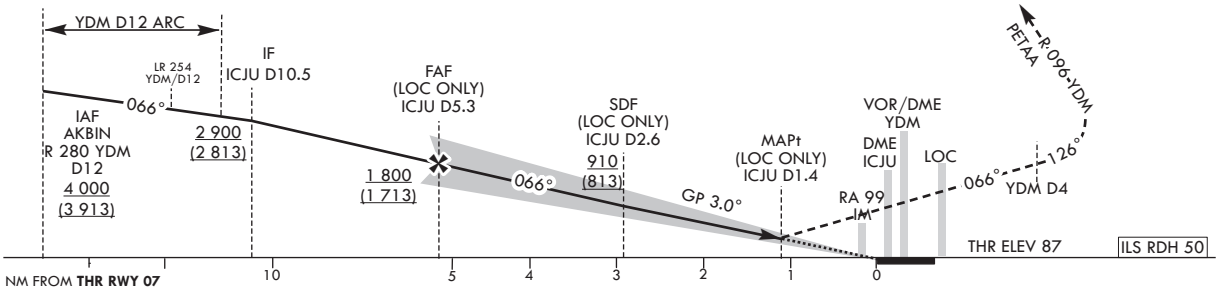


RECOMMENDED PROFILE(LOC ONLY)	DME ICJU	5	4	3	2	1.4
Final Approach Gradient 5.32%, 323 ft/NM	ALT(HGT)	1 690 (1 603)	1 367 (1 280)	1 044 (957)	721 (634)	530 (443)

MISSED APPROACH
Climb straight ahead untill YDM D4 then RIGHT turn to Intercept R 096 YDM to PETAA and Hold at 8 000 ft.

NOTE
1. Missed approach turn limited to maximum of 230 kt IAS.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D	DL
STA	CAT-I	FULL	287 (200)	RVR 550 m, VIS 800 m				
		ALS INOP		1 200 m				
	LOC	FULL	530 (443)	1 600 m				
		ALS INOP		2 300 m				
	CAT-II		187(100)	300 m			300 m[1]/350 m	

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	318	478	637	796	955

1) For CAT D/DL aeroplane conducting an autoland.
* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Establishment of ILS CAT II for RWY 07 and Information of CAT-I minima.

JEJU/Jeju Intl(RKPC)
ILS Y or LOC Y RWY 07
CAT II

AERONAUTICAL DATA TABULATION

ILS Y or LOC Y Approach to RWY 07 from AKBIN(IAF)			
Fix/point		Coordinates	
AKBIN(IAF)	12 DME ARC /12.00 NM YDM	33°31'21.5"N	126°14'55.3"E
D10.5 ICJU(IF)	BRG 65.82°/10.50 NM ICJU	33°24'35.0"N	126°17'36.8"E
D5.3 ICJU(FAF LOC only)	BRG 65.82°/5.34 NM ICJU	33°27'17.6"N	126°22'51.8"E
D2.6 ICJU(SDF LOC only)	BRG 65.82°/2.60 NM ICJU	33°28'43.8"N	126°25'39.3"E
D1.4 ICJU(MAPt LOC only)	BRG 65.82°/1.40 NM ICJU	33°29'21.6"N	126°26'52.7"E
THR RWY 07		33°29'59.57"N	126°28'06.50"E
DME ICJU		33°30'09.0"N	126°28'15.7"E
YDM VOR/DME		33°30'41.3"N	126°29'15.3"E
D4.0 YDM	BRG 65.87°/4.00 NM YDM	33°32'42.4"N	126°33'23.4"E
PETAA	BRG 95.70°/22.00 NM YDM	33°31'18.0"N	126°55'34.0"E

Change : Establishment of ILS CAT II for RWY 07.

INSTRUMENT APPROACH CHART - ICAO

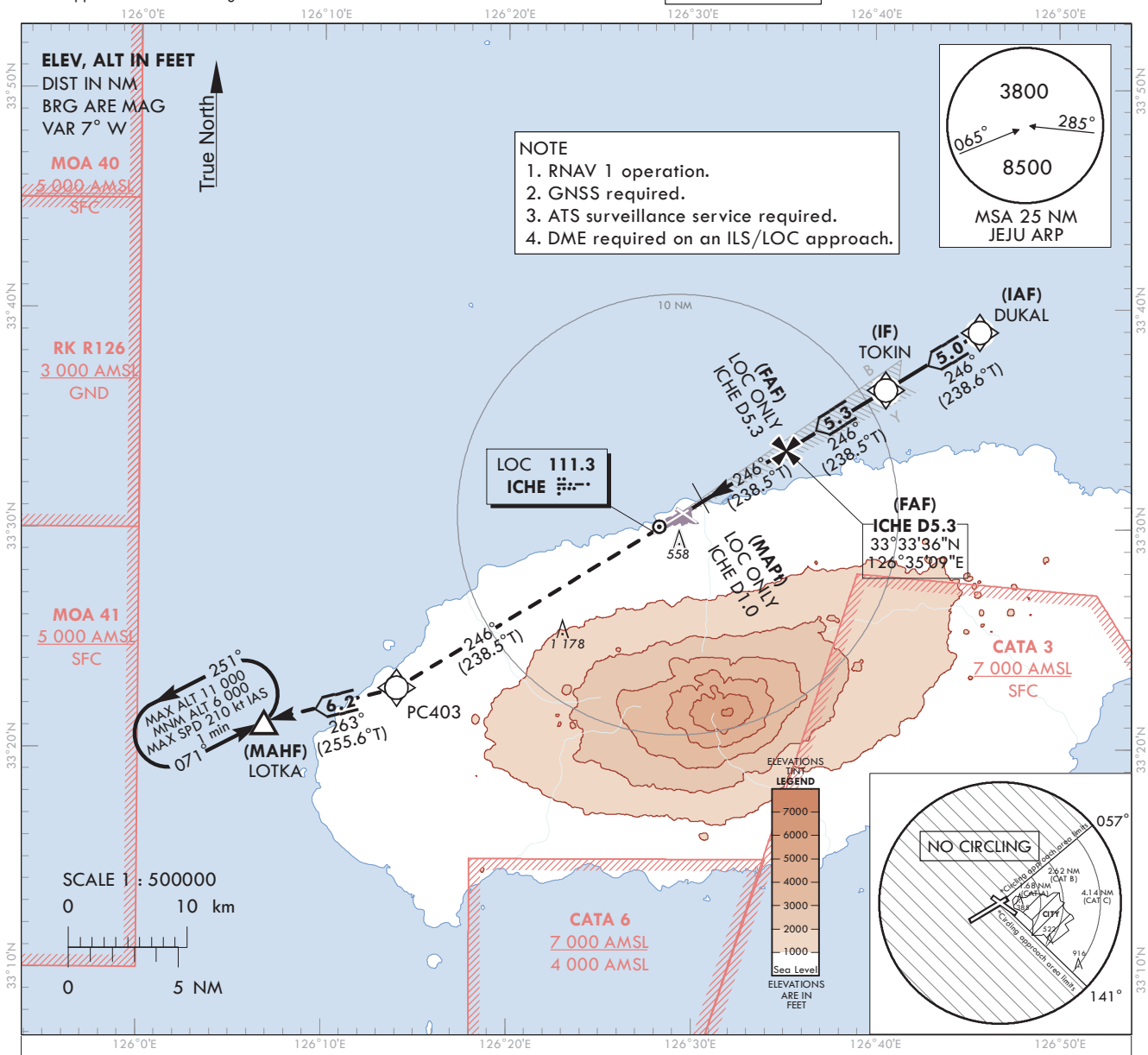
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 119 ft
HEIGHTS RELATED TO
THR RWY 25 - ELEV **76** ft

JEJU	APP	121.2 124.05
JEJU	TWR	118.2 118.55

JEJU/Jeju Intl(RKPC)

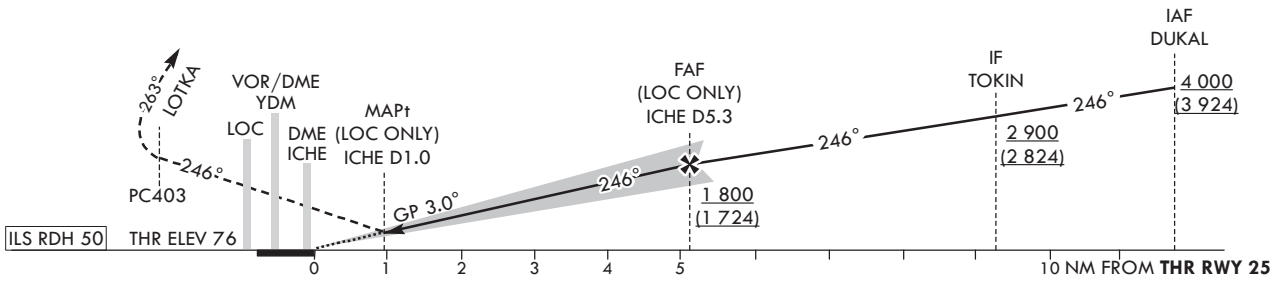
ILS Z or LOC Z RWY 25



RECOMMENDED PROFILE(LOC ONLY)	DME ICHE	5	4	3	2	1.0
Final Approach Gradient 5.32%, 323 ft/NM	ALT(HGT)	1 691 (1 615)	1 368 (1 292)	1 045 (969)	722 (646)	400 (324)

MISSED APPROACH
Climb to 6 000 ft on track of 246° to PC403, then RIGHT turn on track of 263° to LOTKA and Hold at 6000 ft.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D	DL
STA	CAT-I	FULL	276 (200)	RVR 750 m, VIS 800 m				
		ALS INOP		1 200 m				
	LOC	FULL	540 (464)	1 800 m				
		ALS INOP		2 200 m				
Circling				680(561) 2 600 m	890(771) 3 600 m	1 380(1 261) 5 000 m	N/A	

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	318	478	637	796	955

* Timing Not authorized for defining MAPt.
* MDH for Circling realated to aerodrome ELEV 119 ft.

Change : Information of CAT-I minima.

AERONAUTICAL DATA TABULATION

ILS Z or LOC Z Approach to RWY 25 from DUKAL(IAF)		
Fix/point		Coordinates
DUKAL(IAF)		33°38'58.6"N 126°45'38.8"E
TOKIN(IF)	BRG 246.03°/5.00 NM	33°36'21.9"N 126°40'32.2"E
D5.3 ICHE(FAF LOC only)	BRG 245.98°/5.34 NM ICHE	33°33'36.4"N 126°35'08.7"E
D1.0 ICHE(MAPt LOC only)	BRG 245.93°/1.00 NM ICHE	33°31'20.0"N 126°30'43.0"E
THR RWY 25		33°30'53.56"N 126°29'51.51"E
DME ICHE		33°30'51.4"N 126°29'39.1"E
PC403		33°22'44.4"N 126°14'03.0"E
LOTKA		33°21'11.1"N 126°06'52.2"E

INSTRUMENT APPROACH CHART - ICAO

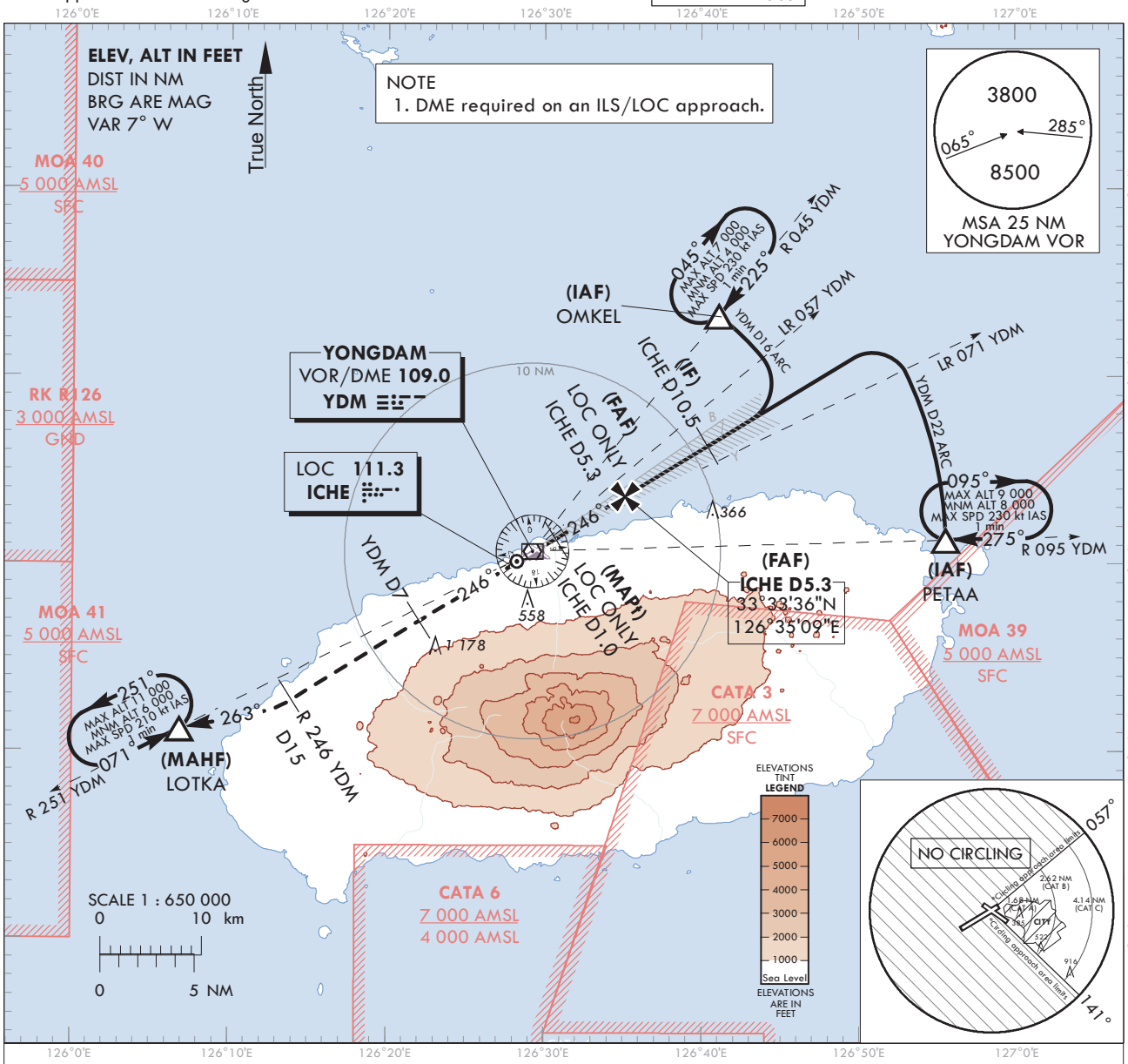
Note : Approach under ICAO Flight Procedure.

AERODROME ELEV 119 ft
HEIGHTS RELATED TO
THR RWY 25 - ELEV **76** ft

JEJU	APP	121.2 124.05
JEJU	TWR	118.2 118.55

JEJU/Jeju Intl(RKPC)

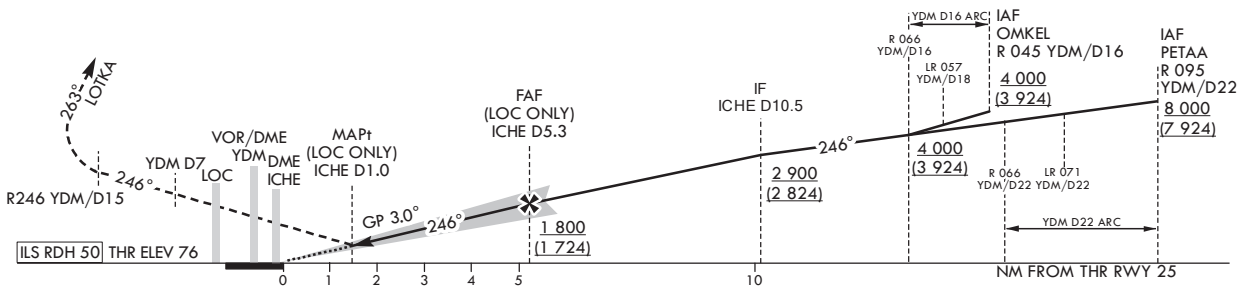
ILS Y or LOC Y RWY 25



RECOMMENDED PROFILE(LOC ONLY)	DME ICHE	5	4	3	2	1.0
Final Approach Gradient 5.32%, 323 ft/NM	ALT(HGT)	1 691 (1 615)	1 368 (1 292)	1 045 (969)	722 (646)	400 (324)

MISSDED APPROACH
Climb straight ahead untill YDM D7 to Intercept R 246 YDM/D15 turn RIGHT HDG 263° to LOTKA and Hold at 6 000 ft.
NOTE
1. Missed approach turn limited to maximum of 210 kt IAS.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D	DL
STA	CAT-I	FULL	276 (200)	RVR 750 m, VIS 800 m				
		ALS INOP		1 200 m				
	LOC	FULL	540 (464)	1 800 m				
		ALS INOP		2 200 m				
Circling				680(561) 2 600 m	890(771) 3 600 m	1 380(1 261) 5 000 m	N/A	

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	318	478	637	796	955

* Timing Not authorized for defining MAPt.
* MDH for Circling realated to aerodrome ELEV 119 ft.

Change : Information of CAT-I minima.

AERONAUTICAL DATA TABULATION

ILS Y or LOC Y Approach to RWY 25 from OMKEL(IAF) or PETAA(IAF)		
Fix/point		Coordinates
OMKEL(IAF)	16 DME ARC /16.00 NM YDM	33°43'16.2"N 126°41'08.0"E
PETAA(IAF)	22 DME ARC /22.00 NM YDM	33°31'18.0"N 126°55'34.0"E
D10.5 ICHE(IF)	BRG 245.98°/10.50 NM ICHE	33°36'18.2"N 126°40'24.9"E
D5.3 ICHE(FAF LOC only)	BRG 245.93°/5.34 NM ICHE	33°33'36.4"N 126°35'08.7"E
D1.0 ICHE(MAPt LOC only)	BRG 245.93°/1.00 NM ICHE	33°31'20.0"N 126°30'43.0"E
THR RWY 25		33°30'53.56"N 126°29'51.51"E
DME ICHE		33°30'51.4"N 126°29'39.1"E
YDM VOR/DME		33°30'41.3"N 126°29'15.3"E
D7.0 YDM	BRG 246.34°/7.00 NM YDM	33°26'59.7"N 126°22'08.6"E
D15.0 YDM	BRG 245.59°/15.00 NM YDM	33°22'45.9"N 126°14'01.5"E
LOTKA	BRG 262.70°/21.00 NM YDM	33°21'11.1"N 126°06'52.2"E

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

1	Designation, Apron surface and strength	Surface : Concrete Strength : PCN 85/R/B/W/T - ACFT stands NR. 1~13, 71~78	
2	Designation, Taxiway width, surface and strength	E1	Width : 36 m Surface : Asphalt, Concrete Strength : PCN 64/F/A/X/T PCN 64/R/B/X/T
		E2	Width : 30 m Surface : Asphalt Strength : PCN 64/F/A/X/T
		A2	Width : 84 m / 33 m Surface : Concrete Strength : PCN 47/R/B/W/T
		A3	Width : 25 m Surface : Asphalt Strength : PCN 71/F/B/X/T
		B2	Width : 23 m Surface : Concrete Strength : PCN 72/R/B/W/T
		B3	Width : 33 m Surface : Asphalt Strength : PCN 64/F/A/X/T
		B4	Width : 33 m Surface : Asphalt Strength : PCN 64/F/A/X/T
		C2	Width : 23 m Surface : Concrete Strength : PCN 65/R/B/W/T
		C3	Width : 33 m Surface : Concrete Strength : PCN 85/R/B/W/T
		D2	Width : 60 m / 37 m Surface : Concrete Strength : PCN 56/R/B/W/T
		D3	Width : 28 m Surface : Concrete Strength : PCN 85/R/B/W/T
		E	Width : 23 m Surface : Asphalt, Concrete Strength : PCN 71/F/B/X/T PCN 85/R/B/W/T (TWY C3, D3 Intersection)
3	Altimeter checkpoint location and elevation	All Aprons : 52 m	
4	VOR checkpoints	VOR : NIL	
5	INS checkpoints	INS : See Aircraft Parking/Docking Chart	
6	Remarks	NIL	

Change : Establishment of designation, width, surface and strength for TWYs A2, B2, C2 and D2.

RKTU 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 at apron Nose-in guidance at aircraft stands.
2	Use of Mode S transponder on the ground	
2.1	General	This system using Mode S transponder improves the accuracy and the reliability of the ground movement monitoring system.
2.2	ACFT equipped with Mode S transponder	ACFT operators shall ensure that Mode S transponders are able to operate when ACFT is on the ground.
2.2.1	Departing ACFT (including ACFT that require de-icing)	Prior to push-back or taxiing from a parking stand whichever comes first : - Enter, using either FMS mode or transponder control unit, the flight identification as specified in item 7 of the ICAO flight plan(ex. : KAL123, AAR456) or enter in the absence of flight identification, the ACFT registration. - Select XPNDR or its equivalent in relation to specifications on the installed model. - If function is available, select AUTO mode. - Do not select Off or STBY functions. - Set Mode A code assigned by ATC. Lining up - Select TA/RA.
2.2.2	Arriving ACFT	After landing and until the ACFT is stationary at parking stand : - Maintain XPNDR or its equivalent in relation of specification of the installed model. - Do not select OFF and STBY functions. - Maintain Mode A code assigned by ATC. When ACFT is stationary at the parking stand, select OFF or STBY.
2.2.3	Other cases of taxiing ACFT (including towing ACFT)	Select XPNDR or its equivalent in relation to specifications of the installed model. - If function is available, select AUTO mode. Do not select the OFF and STBY function. Set Mode A code to 2000.
2.3	ACFT not equipped with Mode S transponder or with an unserviceable Mode S transponder	Departing ACFT : - Maintain Mode A+C transponder in the ON position until lining up. Arriving ACFT : - Maintain Mode A+C transponder in the ON position and Mode A code assigned by ATC until parking stand. Other cases of taxiing ACFT : - Select A+C transponder in the ON position or its equivalent in relation to specifications of the installed model. - Do not select the OFF and STBY function. - Set Mode A code to 2000. Fully parked on stand - Select OFF or STBY position.
3	RWY and TWY markings and LGTs	a. RWY 1) Lights - RWY 06L - Edge, THR, END - RYW 06R - Edge, CL, THR, END - RYW 24L - Edge, CL, THR, END, TDZ - RWY 24R - Edge, THR, END 2) Markings - RWY 06L : Designation, THR, TDZ, Center Line, Side Stripe, Aiming point marked - RWY 06R : Designation, THR, TDZ, Center Line, Side Stripe, Aiming point marked - RWY 24L : Designation, THR, TDZ, Center Line, Side Stripe, Aiming point marked - RWY 24R : Designation, THR, TDZ, Center Line, Side Stripe, Aiming point marked b. TWY 1) Lights - TWY edge lights : All TWY 2) Marking - TWY & taxilane centerline marked - Holding position at TWY/RWY, intersections marked
4	Stop bars	NIL
5	Remarks	NIL

Change : Information of surface movement guidance and control system and marking, item numbers.

RKTU 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
RKTUOB001	Mt. Dutae	364949.5N 1273358.7E	1 962 ft/	NIL	24R/APCH 06L/TKOF In circling area and at AD
RKTUOB002	KBS Antenna	364310.2N 1272741.7E	407 ft/	LGTD	In circling area and at AD
RKTUOB003	Mt. Bokwang	364918.6N 1274101.3E	1 828 ft/	NIL	24L/APCH 06R/TKOF
In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL					
Remarks					
1. Caution Arresting gears are installed. - Bak-12(on the RWY) - Barriers(on the over runway) RSU(RWY Supervisor Unit)s are installed in the east side of RWY 06R/24L.					

RKTU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Cheongju Airforce MET Office
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	ROKAF MET Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Trend forecast Interval of issuance	NIL
5	Briefing/consultation provided	Available at Aviation Meteorological Office for 24 hours, if required
6	Flight documentation language(s) used	Aerodrome forecasts(TAF code form), SIGWX charts, WINTEM charts, SIGMET information in English.
7	Charts and other information available for briefing or consultation	Analysis charts(surface and upper air), Prognostic charts, Graphic displays and other model outputs
8	Supplementary equipment available for providing information	Satellite and weather radar imageries
9	ATS units provided with information	FIC and TWR
10	Additional information (limitation of service, etc.)	All observation data, model outputs and forecasts produced by KMA and WAFS are available at the office through internet link

Change : Page control.

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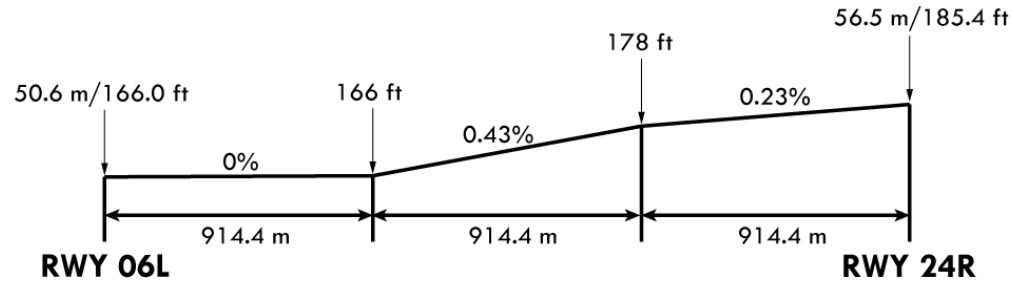
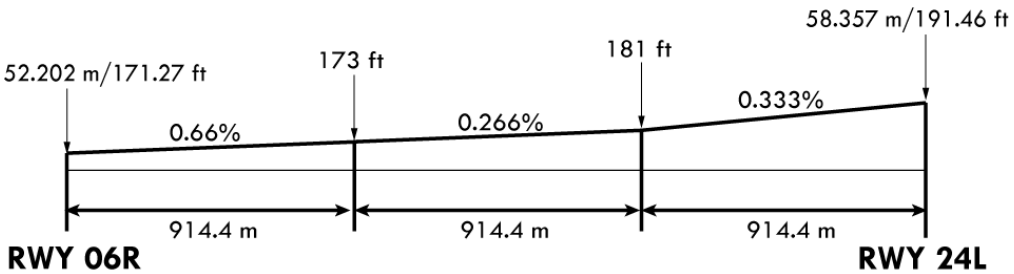
RKTU AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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
06L	052.42°	2 744 × 60	85/R/B/W/T Concrete	364236.10N 1272912.46E - GUND 24.9 m	THR 50.6 m / 166.0 ft TDZ 50.5 m / 165.7 ft
24R	232.43°	2 744 × 60	85/R/B/W/T Concrete	364330.38N 1273040.05E - GUND 25.0 m	THR 56.5 m / 185.4 ft TDZ 55.5 m / 182.1 ft
06R	052.43°	2 744 × 45	81/R/B/W/T	364228.26N 1272914.84E GUND 25.0 m	THR 52.202 m / 171.27 ft TDZ 52.67 m / 172.80 ft
24L	232.43°	2 744 × 45	81/R/B/W/T	364322.53N 1273042.46E GUND 25.0 m	THR 58.357 m / 191.46 ft TDZ 58.357 m / 191.46 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
-	-	2 864 × 300	240 × 120	ACFT arresting system are installed at each RWY THR.	-	The surface of RWY 06L/24R are grooved. (Except 300 m inward from each THR RWY 06L/24R.)
-	-	2 864 × 300	240 × 120	- BAK 12 (1 400 ft from the end of RWY 06L) - BAK 14 (1 700 ft from the end of RWY 24R) - Barrier(MA-1A MOD/1.7 m) end of RWY		
-	-	2 864 × 300	-	ACFT arresting system are installed at each RWY THR.	-	The surface of RWY 06R/24L are grooved.
-	-	2 864 × 300	-	- BAK 12 (1 700 ft from the each RWY THR) - BAK 14 (3 300 ft from the each RWY THR) - Barrier (MA-1A MOD/1.7 m) end of RWY		

Change : Information of location & description of arresting system, remarks.

RKTU AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
06L	2 744	2 744	2 744	2 744	NIL
06L	744	744	744	744	Take-off from intersection with TWY B3
06L	1 349	1 348	1 348	1 348	Take-off from intersection with TWY B4
06L	1 929	1 929	1 929	1 929	Take-off from intersection with TWY C3
06R	2 744	2 744	2 744	2 744	NIL
24L	2 744	2 744	2 744	2 744	NIL
24R	2 744	2 744	2 744	2 744	NIL
24R	2 000	2 000	2 000	2 000	Take-off from intersection with TWY B3
24R	1 395	1 395	1 395	1 395	Take-off from intersection with TWY B4
24R	815	815	815	815	Take-off from intersection with TWY C3

RKTU 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 Color, INTST	RWY edge LGT LEN, Spacing Color, INTST	RWY End LGT Color WBAR	SWY LGT LEN(m) Color	Remarks
1	2	3	4	5	6	7	8	9	10
06L	SSALR 720 m LIH	Green Green	PAPI Both / 3° (48 ft)	NIL	NIL	2 744 m 60 m White LIH	Red -	NIL	NIL
24R	ALSF-I 900 m LIH	Green Green	PAPI Both / 3° (59 ft)	NIL	NIL	2 744 m 60 m White LIH	Red -	NIL	NIL
06R	SALS 450 m LIH	Green	PAPI Both / 3° (51 ft)	NIL	NIL	2 744 m 45 m White LIH	Red	NIL	NIL
24L	ALSF-I 900 m LIH	Green	PAPI Both / 3° (48 ft)	900 m	2 744 m 15 m White/Red LIH	2 744 m 45 m White LIH	Red	NIL	NIL

RKTU AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At ROKAF hangar building, FLG W/W-G (18 FPM*) / H24 IBN : NIL * FPM : Flash Per Minute
2	LDI location and LGT Anemometer location and LGT	NIL Anemometer : 469 m from RWY 24R THR and LGT
3	TWY edge and center line lighting	Edge : ALL TWY TWY center line lights : NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at RWY 06L-24R Switch-over time : 1 or 15 seconds according to kind of light (Complied with ICAO requirements)
5	Remarks	NIL

Change : Establishment of declared distances for RWY 06R/24L and Information of TWY edge lighting.

RKTU AD 2.16 HELICOPTER LANDING AREA

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

RKTU AD 2.17 ATS AIRSPACE

1	Designation and lateral limit	Cheongju CTR A circle, 5 NM radius centered at ARP including areas which are extended south-westbound from 364004N 1272052E - 364151N 1272344E - 363841N 1272646E - 363654N 1272354E and north-eastbound from 364727N 1273246E - 364914N 1273539E - 364603N 1273841E - 364416N 1273548E
2	Vertical limits	SFC to 5 000 ft AGL
3	Airspace classification	Class D
4	ATS unit call sign Languages	CHEONGJU TOWER Korean and English
5	Transition altitude	14 000 ft AMSL
6	Operational Hours	H24
7	Remarks	NIL

RKTU AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
DEP	Jungwon Departure	129.65 MHz	H24	
APP	Jungwon Approach	134.0 MHz	H24	
ARR	Cheongju GCA	134.4 MHz 134.1 MHz	H24	
TWR	Cheongju Tower	118.7 MHz 126.2 MHz	H24	Scheduled Inspection Time : TWR(118.7 MHz), GND, ATIS Every 3rd THU(1400-2000 UTC) of the month
GND	Cheongju Ground	121.875 MHz	H24	
ATIS	Cheongju INTL Airport	128.85 MHz 305.5 MHz	H24	
EMERG		121.5 MHz 243.0 MHz	H24	

Change : Information of lateral limit for ATS airspace.

RKTU 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
VOR/DME (8° W/2020)	CHO	109.00 MHz (CH 27X)	H24	364304.9N 1272938.7E	90 m	**Scheduled Inspection Time** Every 4th THU(1400-2000 UTC) of the month **VOR/DME Unusable** - VOR · RDL 20 clockwise RDL 40 beyond 14 NM, below 5 500 ft · RDL 120 clockwise RDL 160 beyond 20 NM, below 7 000 ft - DME · RDL 20 clockwise RDL 40 beyond 14 NM, below 5 500 ft · RDL 120 clockwise RDL 160 beyond 20 NM, below 7 000 ft
LOC 24R (8° W/2020)	ICHG	111.70 MHz	H24	364230.0N 1272902.6E		**Scheduled Inspection Time** Every 1st THU(1400-2000 UTC) of the month
GP 24R		333.5 MHz	H24	364327.4N 1273027.7E		
DME 24R	ICHG	1015 MHz (CH 54X)	H24	364327.4N 1273027.7E	90 m	
LOC 24L	ICHL	109.35 MHz	H24	364222.1N 1272904.9E		
GP 24L		331.85 MHz	H24	364314.0N 1273035.4E		
DME 24L	ICHL	1054 MHz (CH 30Y)	H24	364314.1N 1273035.2E	90 m	
LOC 06L (8° W/2020)	ICHJ	110.30 MHz	H24	364336.6N 1273050.1E		**Scheduled Inspection Time** Every 2nd THU(1400-2000 UTC) of the month
GP 06L		335.0 MHz	H24	364239.6N 1272924.6E		
DME 06L	ICHJ	1001 MHz (CH 40X)	H24	364239.4N 1272924.7E	90 m	
LOC 06R	ICHR	109.15 MHz	H24	364328.7N 1273052.4E		
GP 06R		331.65 MHz	H24	364231.7N 1272926.8E		
DME 06R	ICHR	1052 MHz (CH 28Y)	H24	364231.7N 1272926.8E	90 m	

RKTU AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport Regulations

1.1 Cheong-Ju international airport is jointly operated by MOLIT and ROKAF. All aircraft wishing to use this AD have to observe the Cheong-Ju Local Regulations. Information about local regulations can be obtained from ATC TWR (ROKAF[1)]) and Aeronautical Information Service Office (MOLIT[2)]).
[1)] ROKAF : Republic of Korea Air Force
[2)] MOLIT : Ministry of Land, Infrastructure and Transport

1.2 All airliners shall fly with IFR at Cheong-Ju international Airport for departures and arrivals.

1.3 It is mandatory for all airliners to use RWY 06L/24R except for emergency situations. Usage of RWY 06R/24L for airliners are also allowed when RWY 06L/24R is closed due to RWY maintenance or during snow-removal work. Using RWY 06R/24L aircraft can't exceed PCN81.

1.4 Circling is not authorized South East of RWY 06-24, RWY 24-06.

1.5 All airliners are prohibited to operate when RCR is under 7. If RCR is between 7 and 12, MOLIT decides to operate.

1.6 Airliners taking off and landing can be delayed due to military operations.

Change : Establishment of radio navigation, landing aids for RWY 06R/24L and Information of airport regulations.

2. Ground Procedure

2.1 Unless otherwise cleared by ATC, All airliners shall taxi at speeds of less than 20 kt.

2.2 Taxi procedures

1. Departure

a. Unless otherwise instructed by ATC, aircraft are advised to taxi to holding point as follow.

RWY	TAXI Procedure
06L	Aircraft taxi to RWY 06L by using E2, E, D3.
06R	Aircraft taxi to RWY 06R by using E2, E, D3, D2.
24L	Aircraft taxi to RWY 24L by using E1, E, A3, A2.
24R	Aircraft taxi to RWY 24R by using E1, E.

b. RWY 06L holding position marking is located at 90 m from RWY centerline and RWY 24R holding position marking is located at 301 m from end of RWY on TWY E.
c. If unable to follow the above taxiing routes, the pilot should notify it to ATC.
d. All aircraft shall not enter the TWY A3 and RWY unless instructed by ATC.
e. All aircraft shall not cross the runway unless instructed by ATC.
f. Aircraft can be instructed to take variable taxi routes such as taxi down/back track on runway for traffic separation.

2. Arrival

a. Unless otherwise instructed by ATC, aircraft are advised to taxi using arrival routes.
(Aerodrome regulations - 4. Arrival procedure - 4.2 Arrival routes)
b. If unable to follow the above RWY vacating routes, the pilot should notify it to ATC.

2.3 Radio frequency change points

1. Departure

a. All aircraft taxiing to RWY 06L/24R and RWY 06R/24L should change radio frequency from GND(121.875) to TWR(118.7) when entering the designated TWY as follows - A3, B3, B4, C3, and D3.

2. Arrival

a. All aircraft vacating RWY 06L/24R and RWY 06R/24L should change radio frequency from TWR(118.7) to GND(121.875) when entering designated TWY as follows - A3, B3, B4, C3, and D3.

2.4 Transponder
Pilots should always operate transponders with XPNDR(and AUTO if available) except for fully parking aircraft on stand.

3. Departure Procedure

3.1 ATC clearance
Aircraft shall obtain ATC clearance from Cheong-Ju GND prior to push-back.

3.2 Procedures for start-up and push-back

1. When a pilot is ready for start-up and push-back, the pilot shall contact Cheong-Ju GND and provide the following :

a. Call sign
b. Gate/Stand number
c. Type of request, engine start

2. Unless there is any special situation, priority to make push-back will be given to aircraft operators who requested first.

3. For safety reasons, ground crews must clear the equipment, vehicles and other obstacles before aircraft makes push-back or start-up engine.

4. A 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 Cheong-Ju GND for engine start-up and push-back until its safety check-up is fully confirmed. If there is any elements posing a potential failure, the pilot shall ask Cheong-Ju GND for push-back only. After moving and standing the aircraft at a safety area, the pilot can ask for engine start-up.

Change : Information of taxi procedures, radio frequency change points and Withdrawal of push-back procedures for ACFT within the 1 Apron.

5. Delays on the aircraft's push-back may be expected in order to maintain the distance of taxiing or push-back of other aircraft.

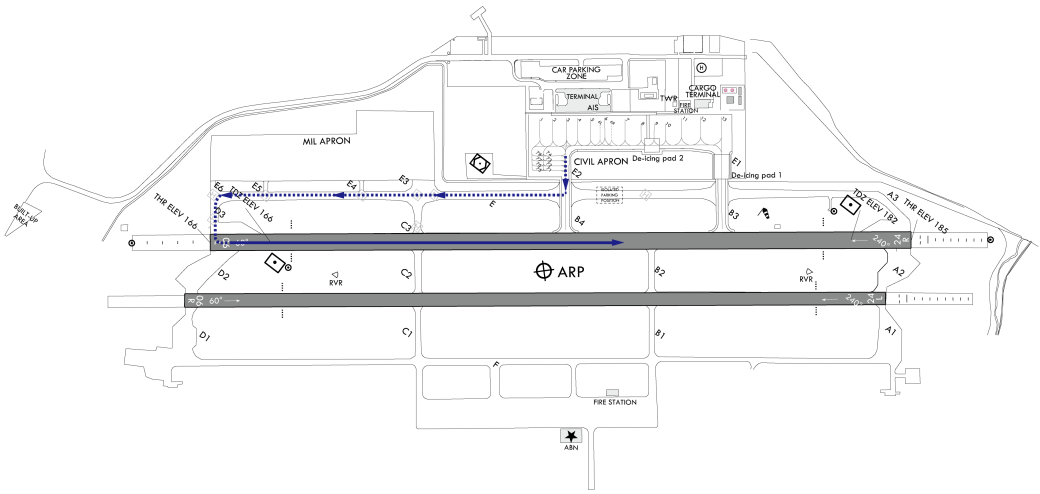
6. Unless otherwise instructed, push-back procedures are as follows.

Aircraft stands	RWY in use	Push-back Procedures	Phraseology
1	-	The aircraft shall be pushed back to face E2.	Push back approved to face E2.
2~12	06L/06R	The aircraft shall be pushed back to face E2.	Push back approved to face E2.
2~12	24L/24R	The aircraft shall be pushed back to face E1.	Push back approved to face E1.
13	-	The aircraft shall be pushed back to face E1.	Push back approved to face E1.

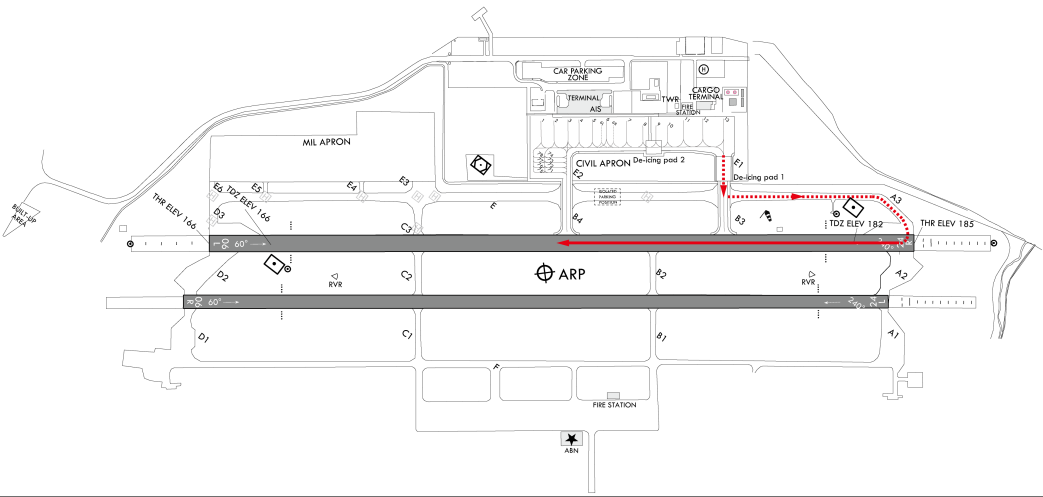
3.3 Departure routes

Unless otherwise instructed, aircraft shall follow the routes below.

RWY	Departure routes
RWY 06L	Apron → E2 → E → D3
RWY 24R	Apron → E1 → E → RWY 24R holding point → A3



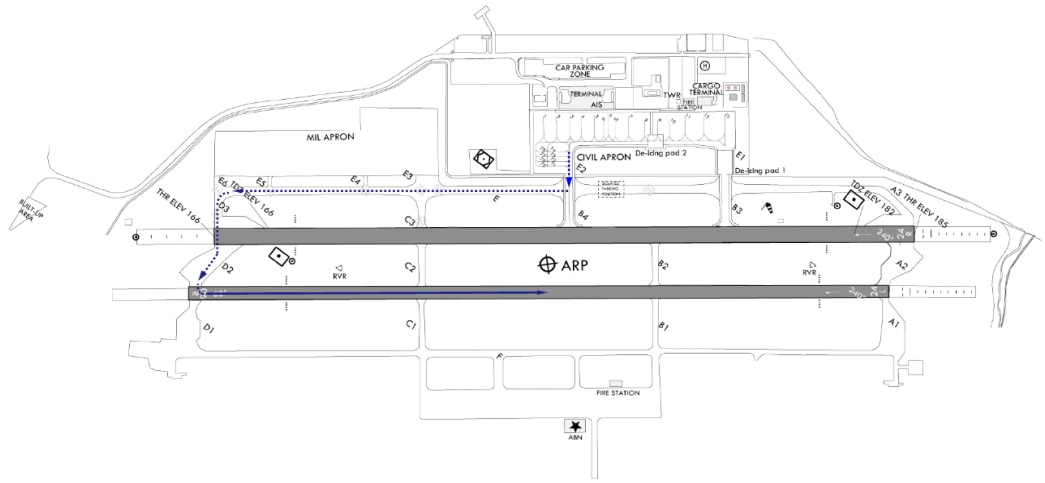
RWY 06L



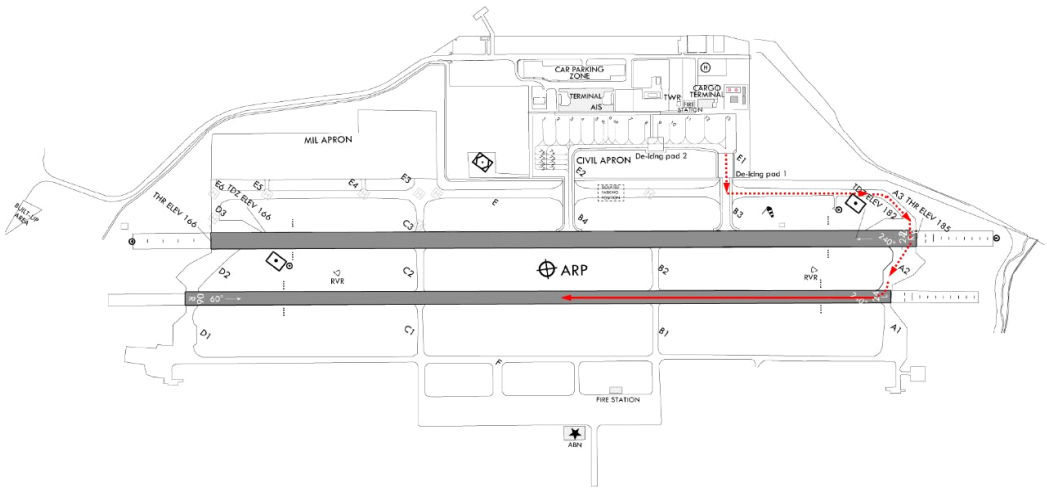
RWY 24R

Change : Information of item numbers, and push-back procedures.

RWY	Departure routes
RWY 06R	Apron → E2 → E → D3 → D2 → RWY 06R threshold
RWY 24L	Apron → E1 → E → A3 → A2 → RWY 24L threshold



RWY 06R



RWY 24L

3.4 De-icing Operations

1. De-icing pad located in TWY E1 is de-icing pad 1(below code letter “E” available), and the one located behind spot NR. 8~9 is de-icing pad 2(below code letter “D” available).

2. De-icing Pad Operation

a. Aircraft operator has to notice to the ground operator when he/she wants to use de-icing pad.
b. Ground operator must notify authorized person about various matters related to operation procedure.
c. When using a de-icing pad, notify GND before push-back.
d. De-icing sequence and pad can be changed due to ground operator or equipment.

3. De-icing Pad Movement
Aircraft operator has to maintain a communication system which is connecting with de-icing working.

3.5 Intersection departure procedure

1. It is available to make intersection departure on RWY 06L/24R via B3/B4/C3.
2. Intersection departure is only available when requested by pilots.
3. The length of available RWY refers to RKTU AD 2.13 DECLARED DISTANCES.
4. When necessary, aircraft may obtain intersection departure clearance while taxiing.

Change : Establishment of departure routes for RWY 06R/24L and Information of de-icing pad operation.

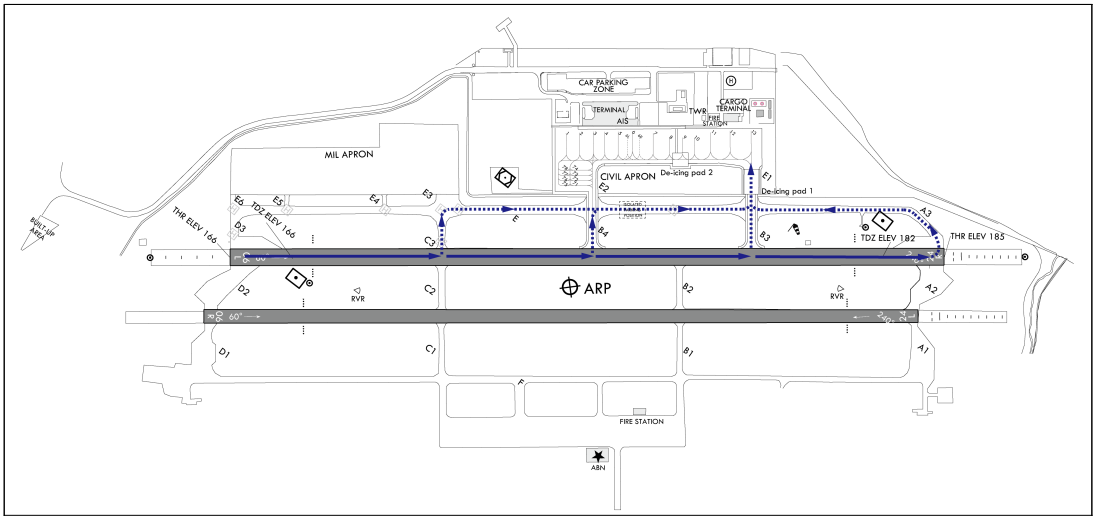
4. Arrival Procedure

4.1 After landing, runway vacating and taxi instruction will be given by ATC prior to pilot request.

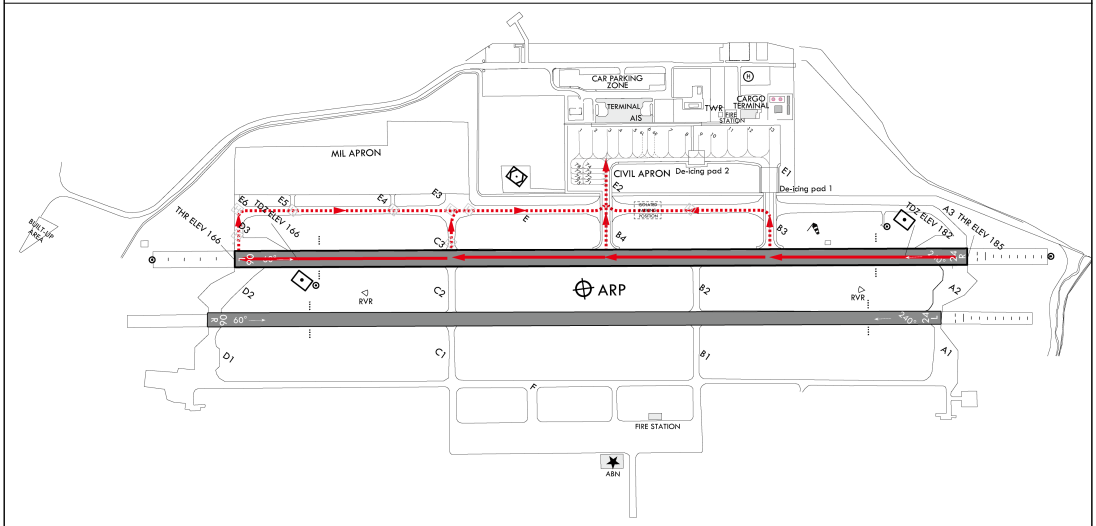
4.2 Arrival routes

1. Unless otherwise instructed by ATC, aircraft shall follow the routes below.

RWY in use	Arrival routes
RWY 06L	A3/B3/B4/C3 → E → E1 → Apron
RWY 24R	B3/B4/C3/D3 → E → E2 → Apron



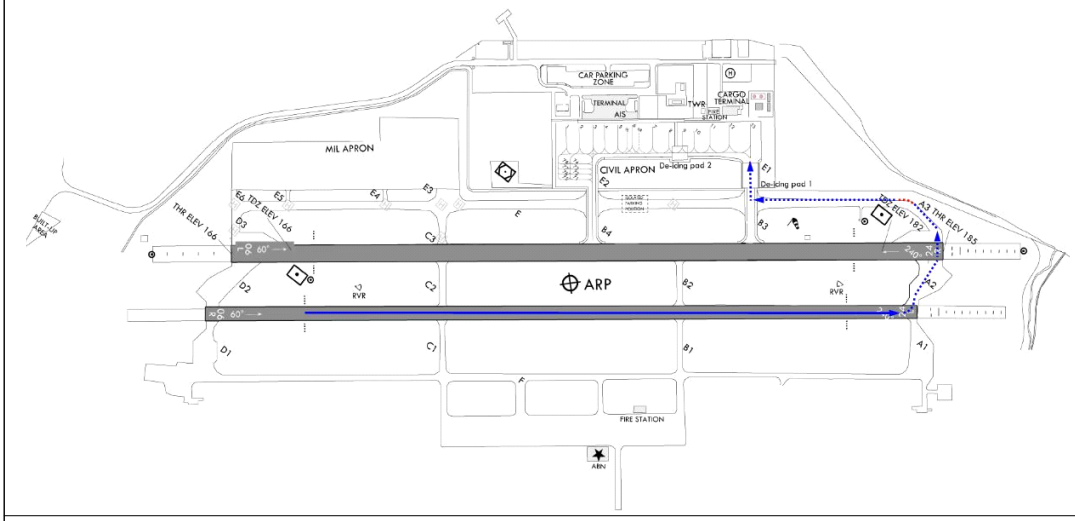
RWY 06L



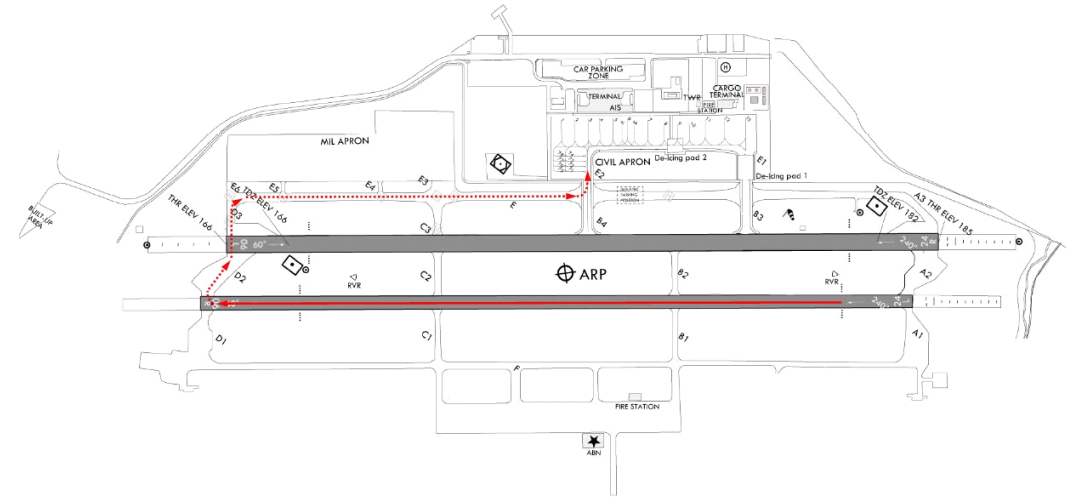
RWY 24R

Change : Information of arrival procedure.

RWY in use	Arrival routes
RWY 06R	RWY 06R threshold → D2 → D3 → E → E1 → Apron
RWY 24L	RWY 24L threshold → A2 → A3 → E → E2 → Apron



RWY 06R



RWY 24L

2. When vacating RWY via C3/D3, aircraft shall not to enter TWY E3/E4/E5/E6 unless authorized.

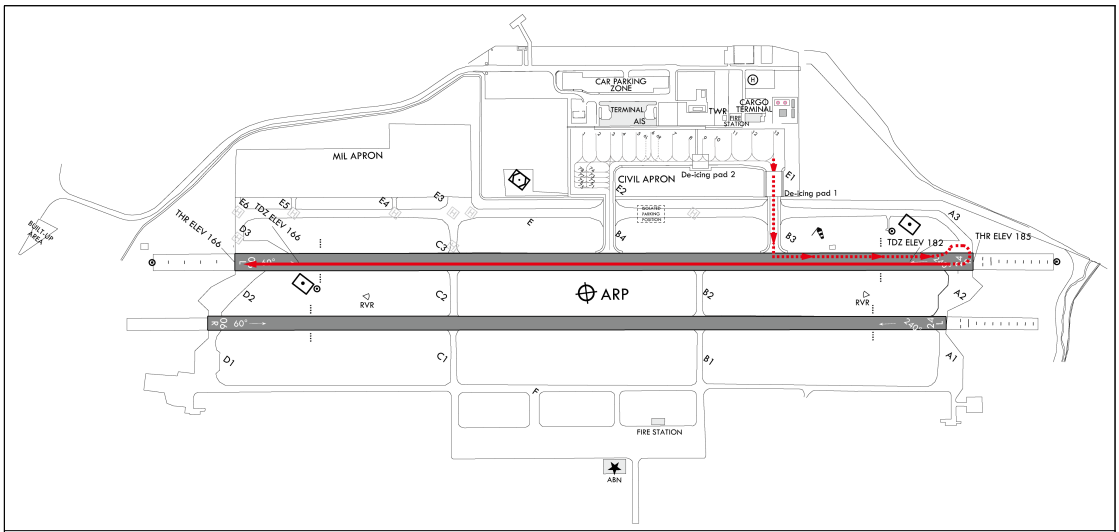
Change : Establishment of arrival routes for RWY 06R/24L and Information of arrival routes, item number.

5. ICAO code letter "F" aircraft procedures for the usage of the alternate airport, RKTU

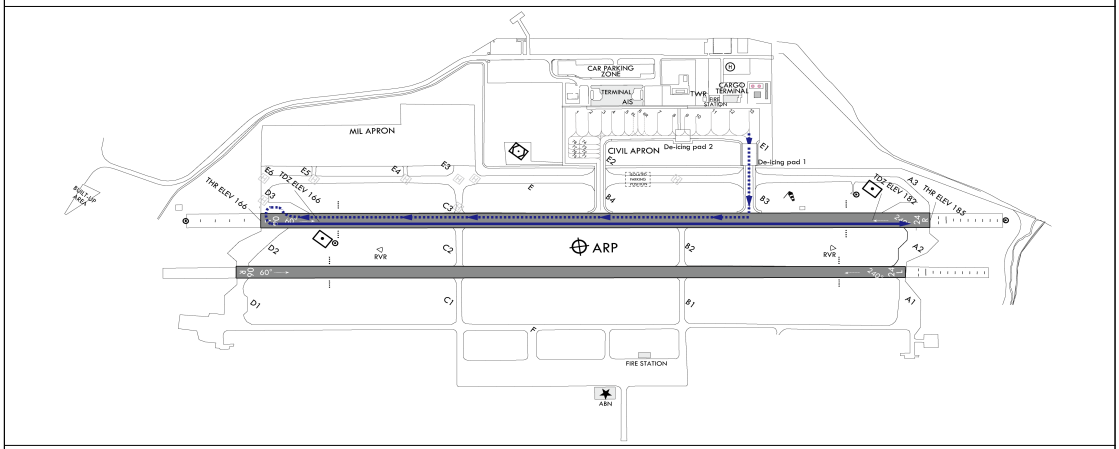
5.1 Taxiing procedures to and from ACFT stand NR. 13 are as follows :

a. Departure

RWY 24R : ACFT stand NR. 13 → E1 → B3 → 24R RWY turn pads → 24R RWY threshold
RWY 06L : ACFT stand NR. 13 → E1 → B3 → 06L RWY turn pads → 06L RWY threshold



RWY 24R(Departure)

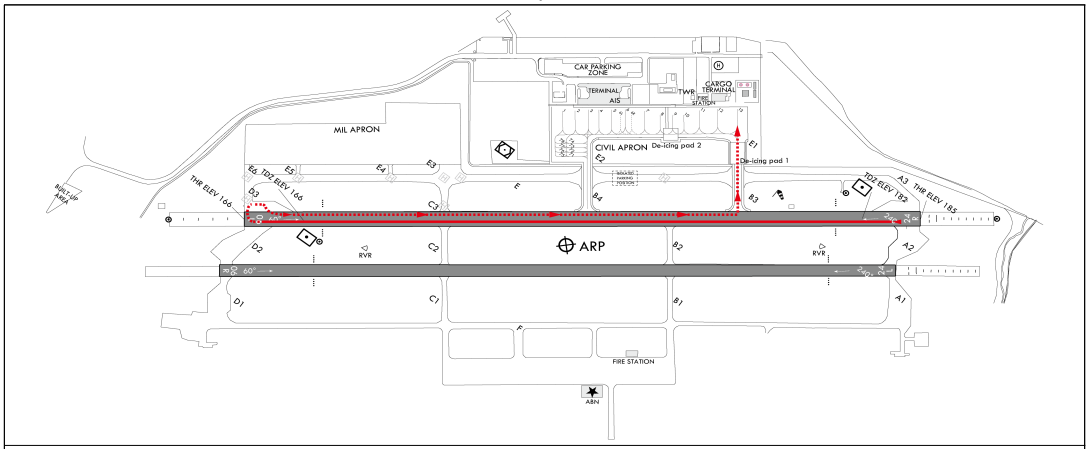


RWY 06L(Departure)

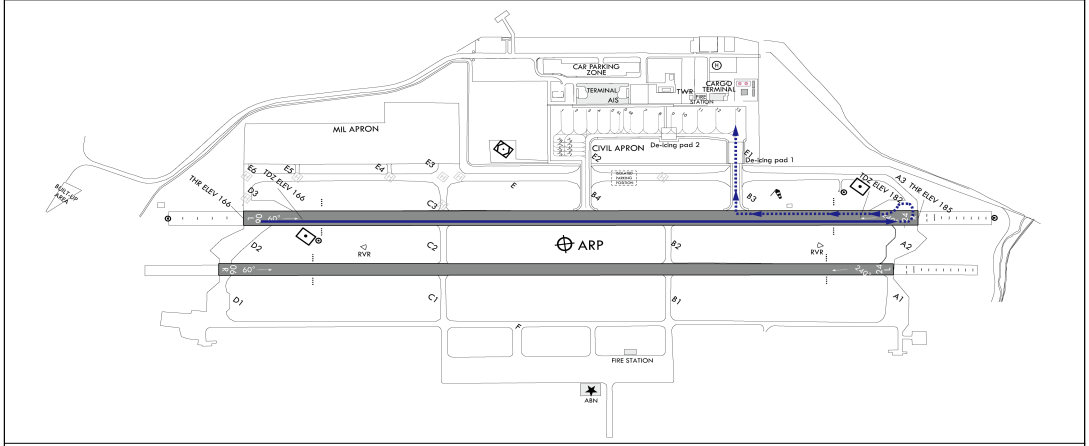
Change : Page control.

b. Arrival

RWY 24R : 24R RWY Threshold → 06L RWY turn pads → B3 → E1 → ACFT stand NR. 13
RWY 06L : 06L RWY Threshold → 24R RWY turn pads → B3 → E1 → ACFT stand NR. 13



RWY 24R(Arrival)



RWY 06L(Arrival)

5.2 Restriction

a. ICAO code letter "F" aircraft are not able to take-off or land on RWY 06R/24L.
b. ICAO code letter "F" aircraft shall enter the apron via TWY B3, TWY E1 and shall not move via TWY B4, TWY E2.
c. After take off or landing of ICAO code letter "F" aircraft, take-off or landing of any other aircraft should be prohibited on RWY 06L/24R until RWY checking and removing FOD are finished.
d. Aircraft TOW and LDW for the usage of the alternate airport shall be restricted as follows.

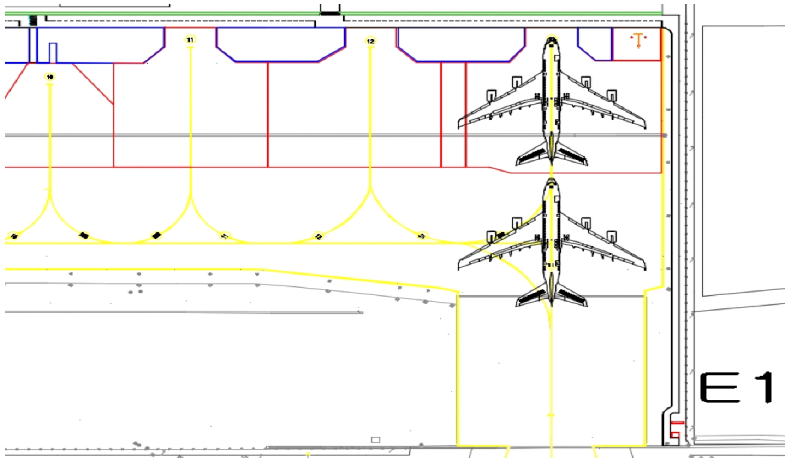
A/C TYPE	MTOW	LDW
A380	400 ton	386 ton
B747-8	353.8 ton	344.3 ton

e. When necessary for FOD prevention, Special take off precedures (A380 Flight crew operation manual) can be performed under the condition that the total width of RWY plus shoulder pavement has less than 58 m.

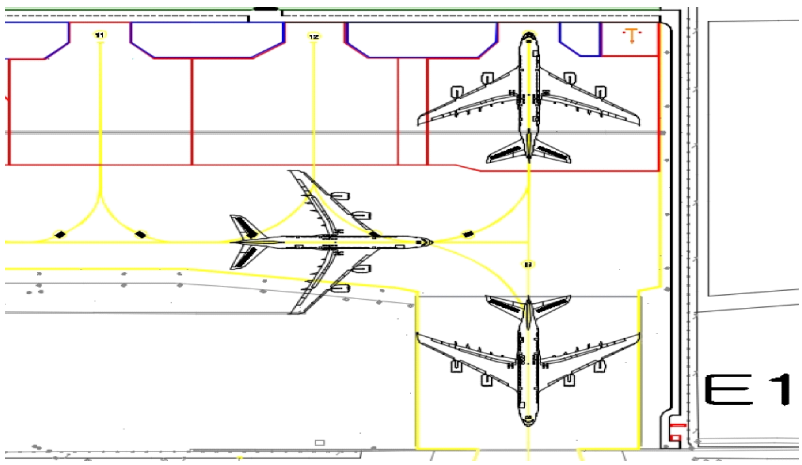
Change : Page control.

f. The standard taxi routes for ICAO code letter "F" aircraft are as follows. :

1) Taxi-in Procedures



2) Push-back Procedures



g. On the area of RWY, TWY B3, TWY E1 (including the curved part of TWY) and apron, ICAO code letter "F" aircraft should move at a speed of below 30 kt except for the departure maneuvering, which pilots should make his engines idle power, adjusting the speed only with operating brake system by inertia. Especially, A380 movement procedure is as follows. :

A380 Landing maneuvering			
Section	Status of engine		Speed
	No. 2 & 3	No. 1 & 4	
Runway maneuvering	Idle power	Idle power	- Below 30 kt
Turning pad	Idle power	Idle power	- Maintain 5 kt - Below 30 kt (After turning)
Taxiway/ Apron	Idle power	Shut down	- 7~8 kt
A380 Departure maneuvering			
Section	Status of engine		Speed
	No. 2 & 3	No. 1 & 4	
Taxiway/ Apron	Idle power	Idle power	- 7~8 kt
Runway maneuvering	Idle power	Idle power	- Below 30 kt
Turning pad	Idle power	Idle power	- Maintain 5 kt - Below 30 kt (after turning)

※ A380 Aircraft to be taxied with their engine thrust 4~6% (When turning, aircraft should keep 10% thrust using one outer engine of opposite turning direction).

Change : Page control.

RKTU AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

RKTU AD 2.22 FLIGHT PROCEDURES

1. IFR

1.1 Take-off Weather Minima

RWY 06L/24R, RWY 06R/24L		
ENG	HIRL & RCLL or RCL	Others
2 or more ENG	RVR / VIS 500 m	RVR / VIS 800 m

1.2 Radar Procedure

1.2.1 ASR Approach

a. Pilot should request to the approach control to use ASR approach, then radar vector will be provided till the MAPt (1/2 mile) or to the point at which you can proceed visually to the airport.

b. Controller will provide MDA, course and distance from touchdown by using PAR equipment.

1.2.1.1 Weather minimum

a. 06L/24R

	RWY	CAT	DH/MDA-VIS	CEIL-VIS
S-ASR	06L	AB	900/24	(800-½)
		CDE	900-1⅝	(800-1⅝)
	ALS INOP CAT AB VIS 1 mile (RVR 5 500 ft), CDE VIS 2 mile			
	24R	AB	860/24	(700-½)
		C	860-1½	(700-1½)
		D	860-1¾	(700-1¾)
		E	860-2	(700-2)
	ALS INOP increase VIS ½ mile			
CIRCLING	06L	AB	900-1	(800-1)
		C	1 400-3	(1 300-3)
		DE	2 000-3	(1 900-3)
	24R	AB	860-1	(700-1)
		C	860-2	(700-2)
		D	1 200-3	(1 100-3)
		E	1 220-3	(1 100-3)
	Circling not AUTH SE of RWY 06-24, RWY 24-06			

Change : Establishment of weather minima for RWY 06R/24L.

b. 06R/24L

	RWY	CAT	DH/MDA-VIS	CEIL-VIS
S-ASR	06R	AB	900/40	(800-¾)
		CDE	900-1¾	(800-1¾)
	ALS INOP CAT AB VIS 1 mile (RVR 5 500 ft), CDE VIS 2 mile			
	24L	AB	880/40	(700-¾)
		C	880-1½	(700-1½)
		D	880-1¾	(700-1¾)
		E	880-2	(700-2)
	ALS INOP CAT AB increase VIS ¼ mile , CDE increase VIS ½ mile.			
CIRCLING	06R	AB	900-1	(800-1)
		C	1 400-3	(1 300-3)
		DE	2 000-3	(1 900-3)
	24L	AB	880-1	(700-1)
		C	880-2	(700-2)
		D	1 200-3	(1 100-3)
		E	1 220-3	(1 100-3)
	Circling not AUTH SE of RWY 06-24, RWY 24-06			

1.2.2 PAR Approach

a. PAR approach for practice is not available.
PAR approach is only available in situation of ILS malfunctioning.

1.2.2.1 Weather minimum

a. 06L/24R

RWY	CAT	GS/TCH(ft)/RPI(ft)	ALS	DA/VIS	HAT	CEIL-VIS
06L	ABCDE	3.0°/50/954	FULL	368/24	200	(200-½)
			INOP	368/40	200	(200-¾)
24R	ABCDE	3.0°/50/995	FULL	386/24	200	(200-½)
			INOP	386/40	200	(200-¾)

b. 06R/24L

RWY	CAT	GS/TCH(ft)/RPI(ft)	ALS	DA/VIS	HAT	CEIL-VIS
06R	ABCDE	3.0°/50/1 002	FULL	372/40	200	(200-¾)
			INOP	372/40	200	(200-¾)
24L	ABCDE	3.0°/50/1 001	FULL	392/24	200	(200-½)
			INOP	392/40	200	(200-¾)

1.3 Missed APCH Procedures

a. RWY 06 : Climb heading 061° to 6 000 ft and expect radar vector by ATC.
Missed APCH climb rate exceed 360(ASR), 380(PAR) ft/NM.
b. RWY 24 : Climb to 6 000 ft via heading 240° to 3 NM(from ASR) then right heading 250°.
Missed APCH climb rate exceed 380 ft/NM.

Change : Page control.

2. VFR

2.1 Entry / helicopter

1. General Conditions

a. Helicopters using civil aprons for taking off or landing shall be made on TWY E.
For helicopters with wheel-type landing gear, take-off/landing/taxiing shall be conducted on the runway only after obtaining the permission from the control tower.

b. After take-off, aircraft shall depart the traffic pattern to the northwest and any aircraft which want to take-off and cross the RWY 06R/24L shall obtain the prior permission from the control tower.

c. Traffic pattern altitude for helicopters is 1 000 ft except for B-412 helicopter and light aircraft.

2. Procedure for departing traffic pattern (refer to the diagram)

I. RWY 24L/R in use

a. For aircraft departing the traffic pattern to the north
Turn right after take-off, then fly to the right side of Ochang at 1 000 ft with broadcasting the position in the blind. Fly to the right side of the National road 17 while keeping a sharp lookout for other aircraft entering or leaving Jincheon branch office, the Forest Government Information Agency(RKUJ, 360°R 6 NM) at or above 1 500 ft, then fly to the right of the Jincheon tunnel(Caution R-139) and after broadcasting the position in the blind over the Jincheon Interchange, depart to the destination.

b. For aircraft departing the traffic pattern to the west
After take-off, turn right and fly via Ochang at 1 000 ft with broadcasting the position in the blind, then proceed to Byongchen at 1 700 ft along the south of the National road 510, and after broadcasting the position in the blind over Byongchen, depart to the destination.

c. For aircraft departing the traffic pattern to the south
- Take-off for crossing the runway 06R/24L shall be allowed only after obtaining the permission from the control tower.
- After take-off, turn left after obtaining the permission from the control tower and proceed direct to "C" point at 1 200 ft.
- After take-off, maintain at or below 500 ft until passing through the end of the runway, and turn left after obtaining the permission from the control tower, depart to the destination via Miwon at 2 500 ft.
- If no permission is obtained from the control tower, maintain at or below 500 ft until passing the end of the runway, and turn right, then fly along the right side of Jungbu Expressway, and after broadcasting the position in the blind over "C" point at 1 200 ft, depart to the destination.

d. For aircraft departing the traffic pattern to the east
After take-off, turn right and proceed to Jeungpyeong at 1 000 ft via 'Down Wind leg' and depart to the destination after broadcasting the position in the blind over Jeungpyeong; or
After obtaining the permission from the control tower, cross the extended centerline of runway at or below 1 000 ft and depart to the destination.

II. RWY 06L/R in use

a. For aircraft departing the traffic pattern to the north
After take-off, turn left and maintain at or below 1 000 ft. Fly via the right side of Jeungpyeong Interchange at 1 000 ft. Proceed to Jincheon Interchange at 1 500 ft Jungbu Expressway and depart to the destination after broadcasting the position in the blind over Jincheon Interchange.

b. For aircraft departing the traffic pattern to the west
After take-off, turn left and maintain at or below 800 ft. Fly via the right side of Ochang at 1 000 ft along Jungbu Expressway. and proceed to Bungcheon at 1 700 ft along the National road 510, and depart to the destination after broadcasting the position in the blind over Bungcheon.

c. For aircraft departing the traffic pattern to the south
- Take-off for crossing the runway 06R/24L shall be allowed only after obtaining the permission from the control tower.
- After take-off, maintain at or below 500 ft until passing through the end of the runway, and after obtaining the permission from the control tower, turn right and depart to the destination via Miwon at 2 500 ft.
- When departing the traffic pattern via "C" point, turn right after passing through the end of runway and proceed to "C" point at 1 200 ft via Down wind and Depart to the destination after broadcasting the position in the blind over "C" point.
- Flying directly over downtown and school areas of Byeongcheon, Miwon and Ochang is prohibited.

Change : Information of procedure for departing traffic pattern.

3. Procedure for entering traffic pattern

a. For aircraft entering the traffic pattern from the southwest
Request landing clearance at "C" point at 1 500 ft then along the Mihocheon and right side of the Jungbu Expressway. Maintain at or below 1 000 ft until passing runway extension line.

b. For aircraft entering the traffic pattern from the west
After broadcasting the position in the blind over the Mokcheon Interchange, fly to the right side of Byeongcheon(right side of National road 21), then request landing clearance at Byeongcheon at 2 500 ft. Fly along the north of National Road 510, proceed to Ochang at 1 000 ft and then enter the traffic pattern.

c. For aircraft entering the traffic pattern from the north
Request landing clearance at Jincheon Interchange at 2 000 ft after leaving Geumwang(RKUK) tower and enter the traffic pattern via the right side of Jeungpyeong Interchange at 1 000 ft. When using runway is 6, after leaving Jincheon Interchange fly to the left side of Jincheon tunnel(Caution R-139) then passing abeam Jincheon branch office, the Forest Government Information Agency(RKUJ, 360°R 6 NM) at or above 1 500 ft then proceed to Ochang at 1 000 ft and then enter the traffic pattern.

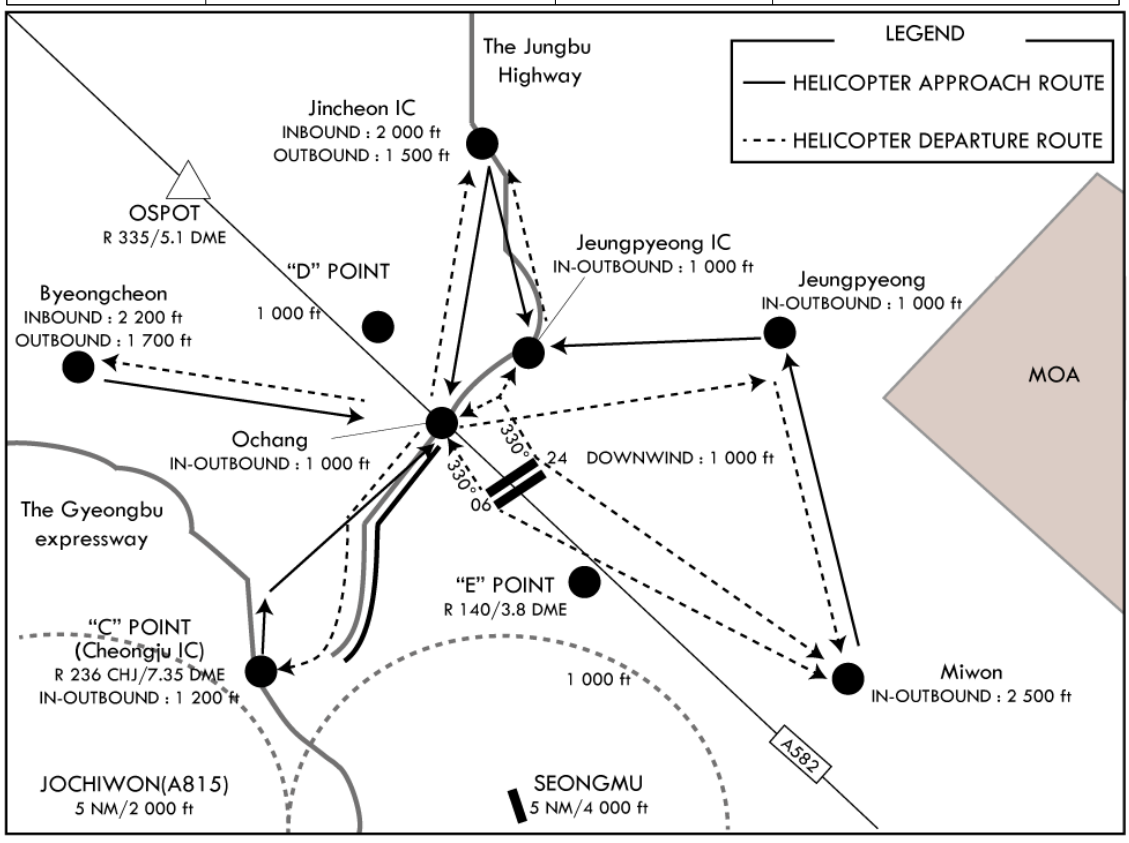
d. For aircraft entering the traffic pattern from the east
After broadcasting the position in the blind over Goesan, request landing clearance over Jeungpyeong at 1 000 ft, and enter the traffic pattern via Jeungpyeong Interchange at 1 000 ft.

e. For aircraft entering the traffic pattern from the northeast
After broadcasting the position in the blind over Eumseong, request landing clearance at Jeungpyeong at 1 000 ft, and enter the traffic pattern via Jeungpyeong Interchange at 1 000 ft.
* Flying directly over downtown and school areas of Byeongcheon, Miwon and Ochang is prohibited.

f. For aircraft entering the traffic pattern from the southeast
Fly via Miwon at 2 500 ft and request landing clearance at Jeungpyeong at 1 000 ft, Enter the traffic pattern via Jeungpyeong Interchange at 1 000 ft.

g. When RWY 06R/L is in use, enter the traffic pattern by maintaining 1 000 ft over Ochang.

VFR aircraft reporting points			
Jincheon IC	365209.70N 1272830.20E	"C"	363737.50N 1272259.60E
Jeungpyeong	364640.00N 1273630.00E	Ochang	364434.03N 1272747.39E
"D"	364546.75N 1272620.05E	Miwon	364305.06N 1273924.42E
Byeongcheon	364546.75N 1271800.32E	Jeungpyeong IC	364621.81N 1273025.87E
"O"	364851.41N 1272404.68E	"P"	364941.23N 1272957.93E



Change : Information of procedure for entering traffic pattern, Jincheon IC and VFR traffic pattern.

2.2 Light aircraft

1. General Conditions

a. Use the runway 06L/24R and parking shall be made on civil ramp.
b. Unless otherwise cleared by ATC, Use TWY B3/B4/C3 for departing and after landing RWY.
c. Use northern traffic pattern and maintain pattern altitude 1 200 ft(AMSL).
d. Pattern Traffic is only allowed up to 3 flights.
e. Flight plan must be submitted 17:00, one day before the flight.

2. Possible time for flight

Light Aircraft flights allowed 0700~2300.

a. Weekdays

1) Setting Military jet aircraft's flight time as a standard, flight for light aircraft is allowed 1 hour 30 minutes before the military jet aircraft's flight, and 20 minutes after military jet aircraft's flight during daytime.
During nighttime, flight for light aircraft is allowed 1 hour before military jet aircraft's flight and 20 minutes after military jet aircraft's flight.

2) During military helicopters operation time, light aircraft can't fly simultaneously.

b. Weekends

1) Take off and lading training(touch and go, low approach) for light aircraft is allowed for 3 times for each flight plan during listed time below.
09:00~12:00, 13:00~17:00, 18:00~21:00

2) Light aircraft departing to other airport or arriving from other airport can only depart before 09:00 and arrive after 21:00.

3. Procedure for departing(refer to the diagram)

I. RWY 24R in use

- Turn right in 1 NM after take-off then direct to the destination via "O" point(2 500 ft). Turn left after take-off shall be allowed after obtaining the permission from the control tower.

II. RWY 06L in use

- Turn left in 1 NM after take-off then direct to the destination via "P" point(2 500 ft). Turn right after take-off shall be allowed after obtaining the permission from the control tower.

4. Procedure for landing(refer to the diagram)

I. RWY 24R in use

a. For entering from the north or northeast REPORT outside of 10 NM from the ARP Downwind enter via "P" point(3 000 ft).

b. For entering from the west or northwest REPORT outside of 10 NM from the ARP Downwind enter via "O" point(3 000 ft).

c. For entering from the south or east REPORT outside of 10 NM from the ARP before crossing the extended centerline of runway. Land via "O" point(3 000 ft) or "P" point(3 000 ft) or when traffic is no factor land via "O" point(3 000 ft) or "P" point(3 000 ft) after passing over the airport(4 500 ft).

d. Follow traffic seperation and condition enter after holding at "O" point(3 000 ft) or "P" point(3 000 ft) or direct Downwind enter.

II. RWY 06L in use

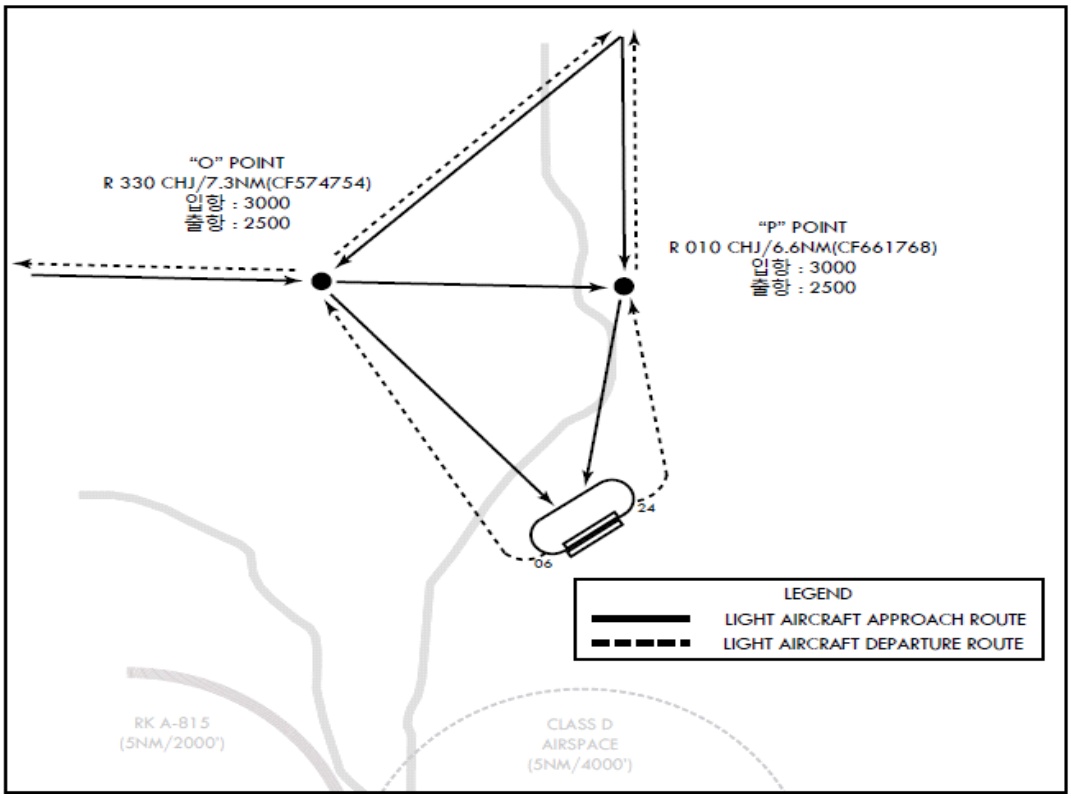
a. For entering from the north or northeast REPORT outside of 10 NM from the ARP. Downwind 1 000 ft enter from O point(3 000 ft) or Downwind enter via "P" point(3 000 ft) or "O" point(3 000 ft)

b. For entering from the west or northwest REPORT outside of 10 NM from the ARP. Downwind enter via "O" point(3 000 ft).

c. For entering from the south or east REPORT outside of 10 NM from the ARP before crossing the extended centerline of runway. Land via "O" point(3 000 ft) or "P" point(3 000 ft) or when traffic is no factor land via "O" point(3 000 ft) or "P" point(3 000 ft) after passing over the airport(4 500 ft).

Change : Information of possible time for light aircraft flight.

d. Follow traffic separation and condition enter after holding at O point(3 000 ft) or P point(3 000 ft) or direct Downwind enter.



Change : Withdrawal of procedure for transit from the southwest.

3. Radio Communication Failure Procedure

3.1 IFR

1. General

a. No person may take off unless two-way radio communication can be maintained with the Air Traffic Control.
b. On recognition of communication failure during flight, squawk 7600 and if necessary to ensure safe altitude, climb to Minimum Safe Altitude or above to maintain obstacle clearance. Then comply with following procedures.

2. VFR condition

If the failure occurs in VFR conditions, or if VFR conditions are encountered after the failure, each pilot shall continue the flight under VFR and land as soon as practicable.

3. IFR condition

If the failure occurs in IFR conditions, or if paragraph 2 of this section cannot be complied with, each pilot shall continue the flight according to the following.

A. DEPARTURE

a. Under Pilot Navigation

RWY 24 in use

1) RNAV OLREG 1

Climb on 240° course to OLREG, then...via(transition) and maintain 6 000 ft.

- GUKDO TRANSITION(OLREG 1, GUKDO) :...330° track to LAVAX, then via 060° track to TUTAE, then via 044° track to GUKDO.
- OSPOT TRANSITION(OLREG 1, OSPOT) :...330° track to LAVAX, then via 035° track to OSPOT.
- OLMEN TRANSITION(OLREG 1, OLMEN) :...291° track to OLMEN, cross OLMEN at or above 8 000 ft.
- BITUX TRANSITION(OLREG 1, BITUX) :... 330° track to LAVAX, then via 060° track to PUGOX, then via 150° track to LEDUD, then via 164° track to BOEUN, then via 141° track to BITUX.

RWY 06 in use

1) RNAV BUKIL 1

Climb on 060° course to BUKIL, then... via(transition) and maintain 6 000 ft.

- GUKDO TRANSITION(BUKIL 1, GUKDO) : ...007° track to GUKDO, cross GUKDO at or above 8 000 ft.
- OSPOT TRANSITION(BUKIL 1, OSPOT) :...330° track to TUTAE, then via 252° track to OSPOT.
- OLMEN/BULTI TRANSITION(BUKIL 1, OLMEN/BULTI) :...330° track to TUTAE, then via 240° track to OWING, then via 280° track to OLMEN/BULTI.
- BITUX TRANSITION(BUKIL 1, BITUX) :...330° track to TUTAE, then via 240° track to OLDIX, then via 150° track to MIGUL, then via 141° track to BOEUN, then via 141° track to BITUX.

b. Under Radar vectoring

- Proceed with the route from the point of radio failure to the fix, route, or airway specified in vector clearance,
- In the absence of an assigned route, proceed with the route that ATC has advised, which may be expected in a further clearance, or
- In the absence of an assigned route or a route that ATC has advised, which may be expected in a further clearance, proceed with the route filed in the flight plan, and
- Maintain minimum en-route altitude (MEA) or the altitude/flight level cleared in the last ATC clearance received, whichever is higher, for 5 minutes
- Continue the flight with altitude, flight level filed in the flight plan.

B. ARRIVAL

RWY 24 in use

1) VFR condition

The aircraft shall maintain VFR and make an approach to land at RWY 24 passing ICHG 7 DME FINAL.

2) IFR condition

The aircraft shall proceed to IKAPO IAF and execute ILS Y/Z RWY 24R or VOR RWY 24R or RNAV RWY 24R or LOC 24R APP.

RWY 06 in use

1) VFR condition

The aircraft shall maintain VFR and make an approach to land at RWY 06 passing SAPUX 6 DME FINAL.

2) IFR condition

The aircraft shall proceed to JIKJI IAF and execute RNAV RWY 06L APCH.

3.2 VFR

1. VFR flight which has encountered radio communication failure shall

a. Helicopter

- SQ 7600, and
- When able to see light gun signal from control TWR, follow that instruction.
- If unable to see light gun signal from control TWR, hold over downwind until ETA or for 10 minutes, whichever is later, then
- Land on RWY in use as filed, and take caution of landing and departing traffic.

2. Conventional flight

- SQ 7600, and
- When able to see light gun signal from control TWR, follow that instruction.
- If unable to see light gun signal from control TWR, hold on downwind until ETA or for 10 minutes, whichever is later, then
- Aircraft should land on RWY in use.
- Pilot shall take caution of landing and departing traffic.

Change : Information of procedure names(ILS/DME, VOR/DME, LOC/DME → ILS, VOR, LOC).

RKTU AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of the airport

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

b. The activity altitude of birds is from 0 to 500 ft(150 m).

c. Also, before daily sunset, activities of the birds occur above the same way when returning to the resting area during 1 hour or 2 hours.

d. Control tower shall provide pilots with the information about the birds's movement.

e. Monthly bird activies is as follows :
- From January to March, and from October to December : During 1 hour or 2 hours after daily sunrise, birds like dove or duck mallard move from resting area (approximately 4~12 km to the southwest of threshold of Runway 24R/06L) to feeding area(farmlands or airport).
- From April to September : During 1 hour or 2 hours after daily sunrise, birds like white-plumed egret and grey heron move from resting area(mountains which are located in approximately 1 km far from the airport) to feeding area(farmlands or airport).
- Also, resident birds, such as magpie, skylark or sparrow, move in and out agricultural area near airport.

f. Preventive activities against bird strikes, such as operation of B.A.T(Bird Alert Team) and devices(cannon, shotgun, etc) which scare birds away, shall be carried out. Also, the measures for eliminating resting or feeding area of birds is being taken in the airport boundary.

g. On the properties of airport farming, garbage treatment facilities are not permitted.

RKTU AD 2.24 CHARTS RELATED TO THE AERODROME

Change : Establishment of instrument approach procedures for RWY 06R/24L and Information of procedure names, chart NR..

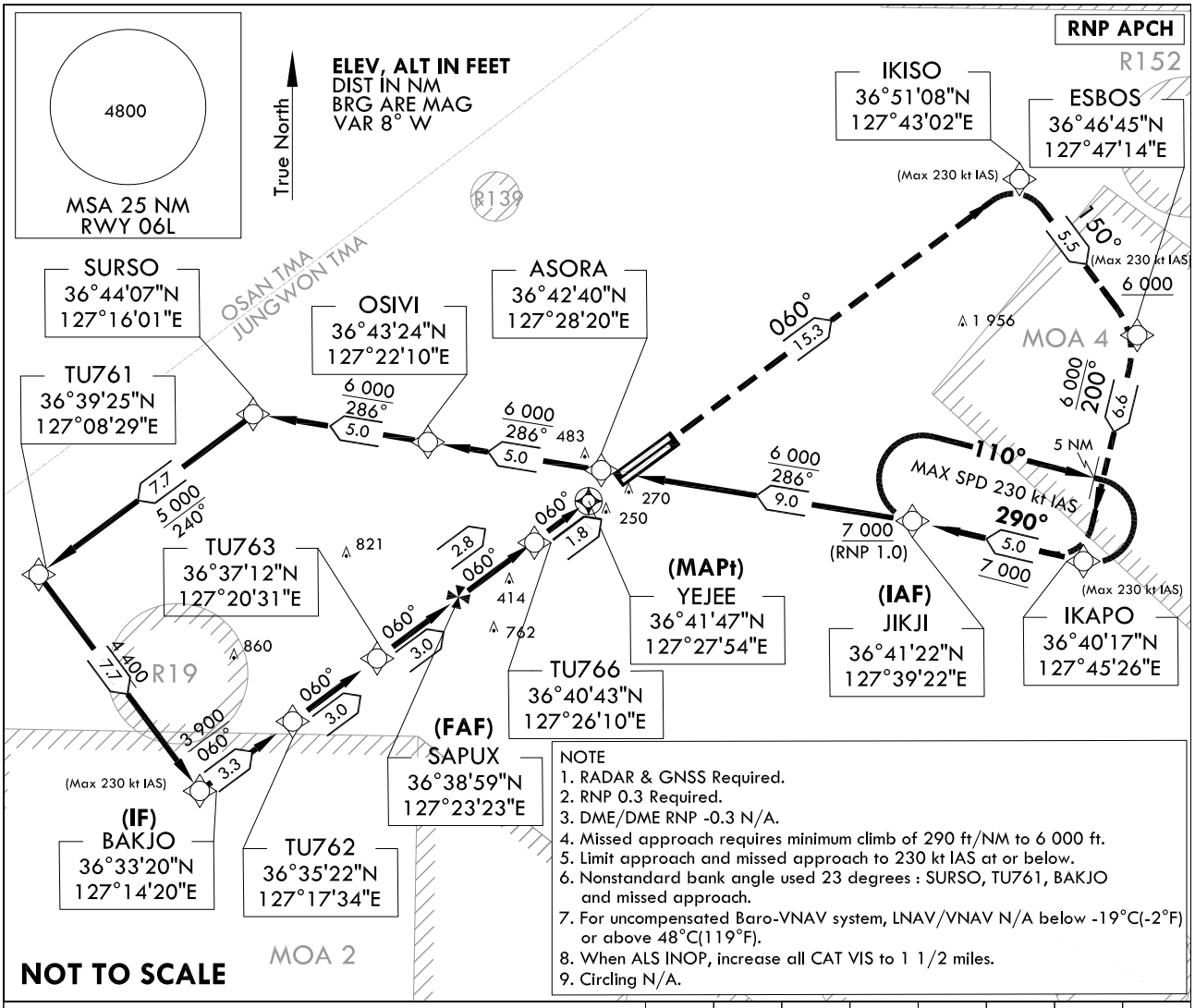
INSTRUMENT APPROACH CHART

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)
RNP RWY 06L

Note : Approach under U.S TERPS.

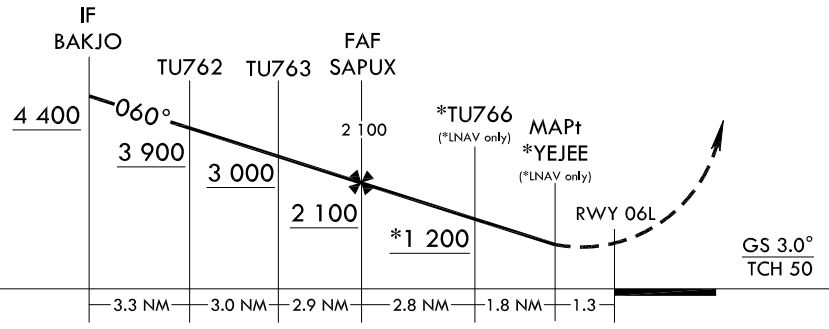


NOTE
1. RADAR & GNSS Required.
2. RNP 0.3 Required.
3. DME/DME RNP -0.3 N/A.
4. Missed approach requires minimum climb of 290 ft/NM to 6 000 ft.
5. Limit approach and missed approach to 230 kt IAS at or below.
6. Nonstandard bank angle used 23 degrees : SURSO, TU761, BAKJO and missed approach.
7. For uncompensated Baro-VNAV system, LNAV/VNAV N/A below -19°C(-2°F) or above 48°C(119°F).
8. When ALS INOP, increase all CAT VIS to 1 1/2 miles.
9. Circling N/A.

MISSED APPROACH
Climb to 7 000 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 JIKJI and hold.

TR 060°	IKISO	TR 150°	ESBOS 6 000	TR 200°	IKAPO	TR 290°	JIKJI 7 000

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY		A	B	C	D	E
LNAV/VNAV DA	ALS	625-1¼ 458(500-1¼)				N/A
	ALS INOP	625-1½ 458(500-1½)				N/A
LNAV MDA	ALS	620-1¼ 453(500-1¼)				N/A
	ALS INOP	620-1½ 453(500-1½)				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	-	JIKJI	-	-	-	-	+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	OSIVI	-	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	MAPt(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	JIKJI	-	290 (282.5)	5.0	-	@7 000	-230	36°41'21.7"N 127°39'22.1"E	-	RNAV 1	-
016	HM	JIKJI	-	290 (282.5)	5.0	R	-	-	36°41'21.7"N 127°39'22.1"E	-	-	-

Change : Page control.

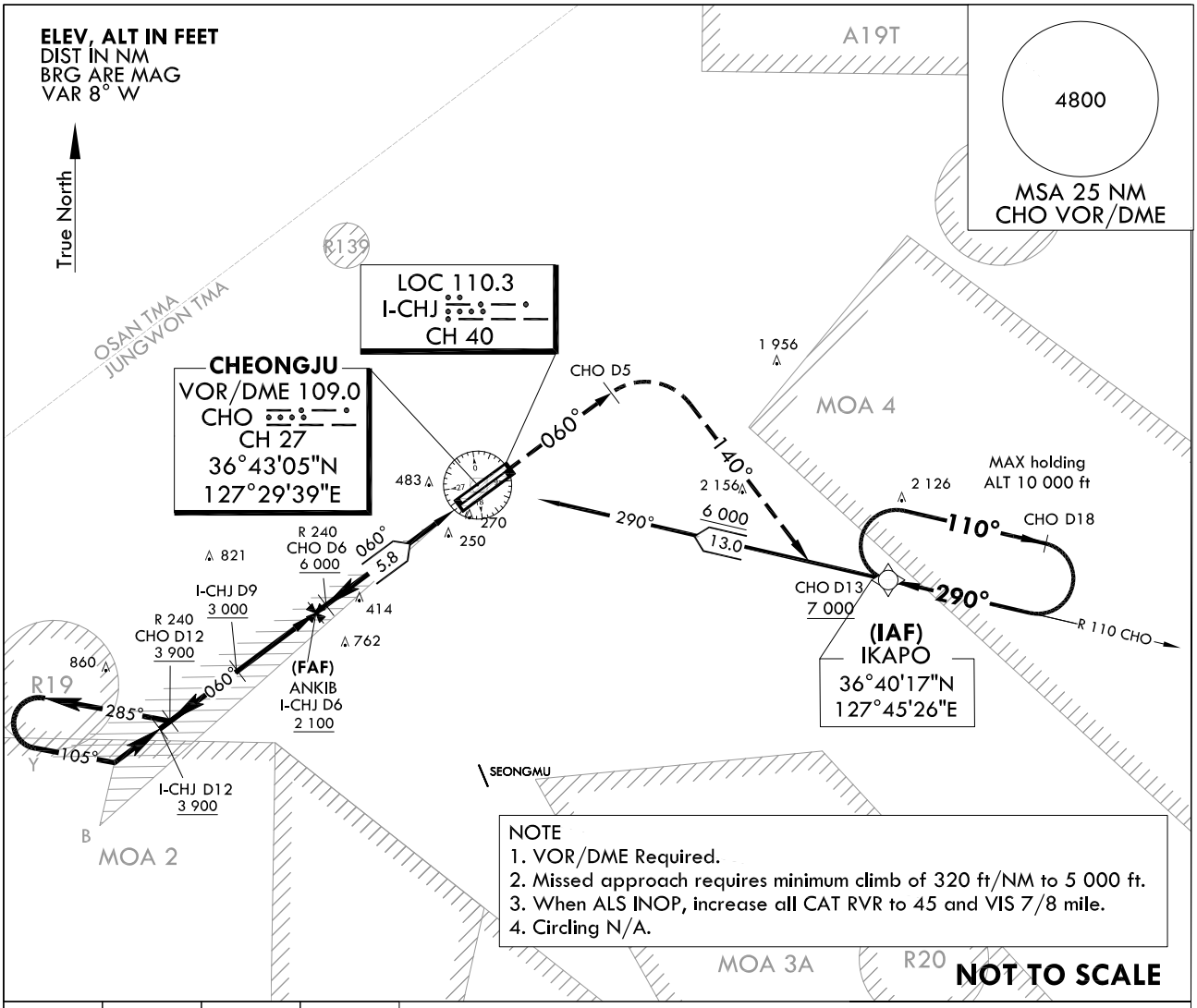
INSTRUMENT APPROACH CHART

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 Y
RWY 06L

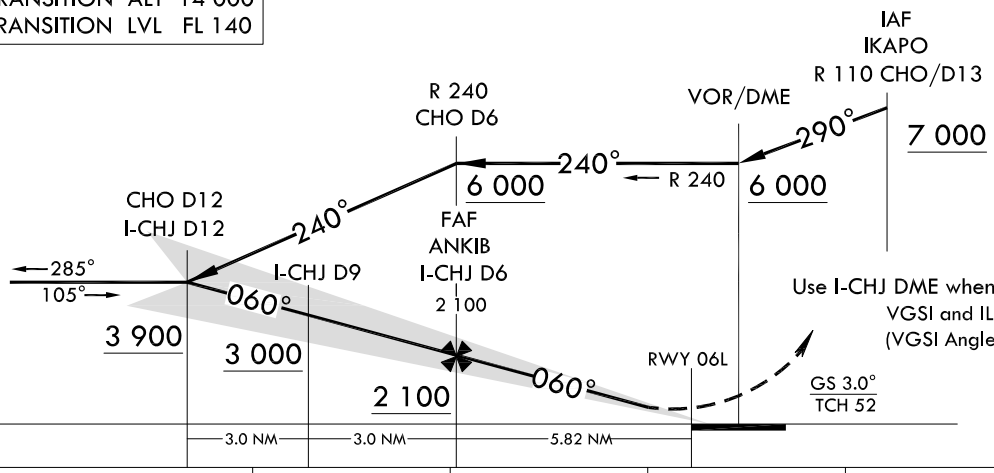
Note : Approach and circle to land under U.S. TERPS.



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.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY		A	B	C	D	E
S-ILS 06L	ALS	367/40 200(200-¾)				N/A
	ALS INOP	367/45 200(200-⅞)				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 O6L 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

Change : Page control.

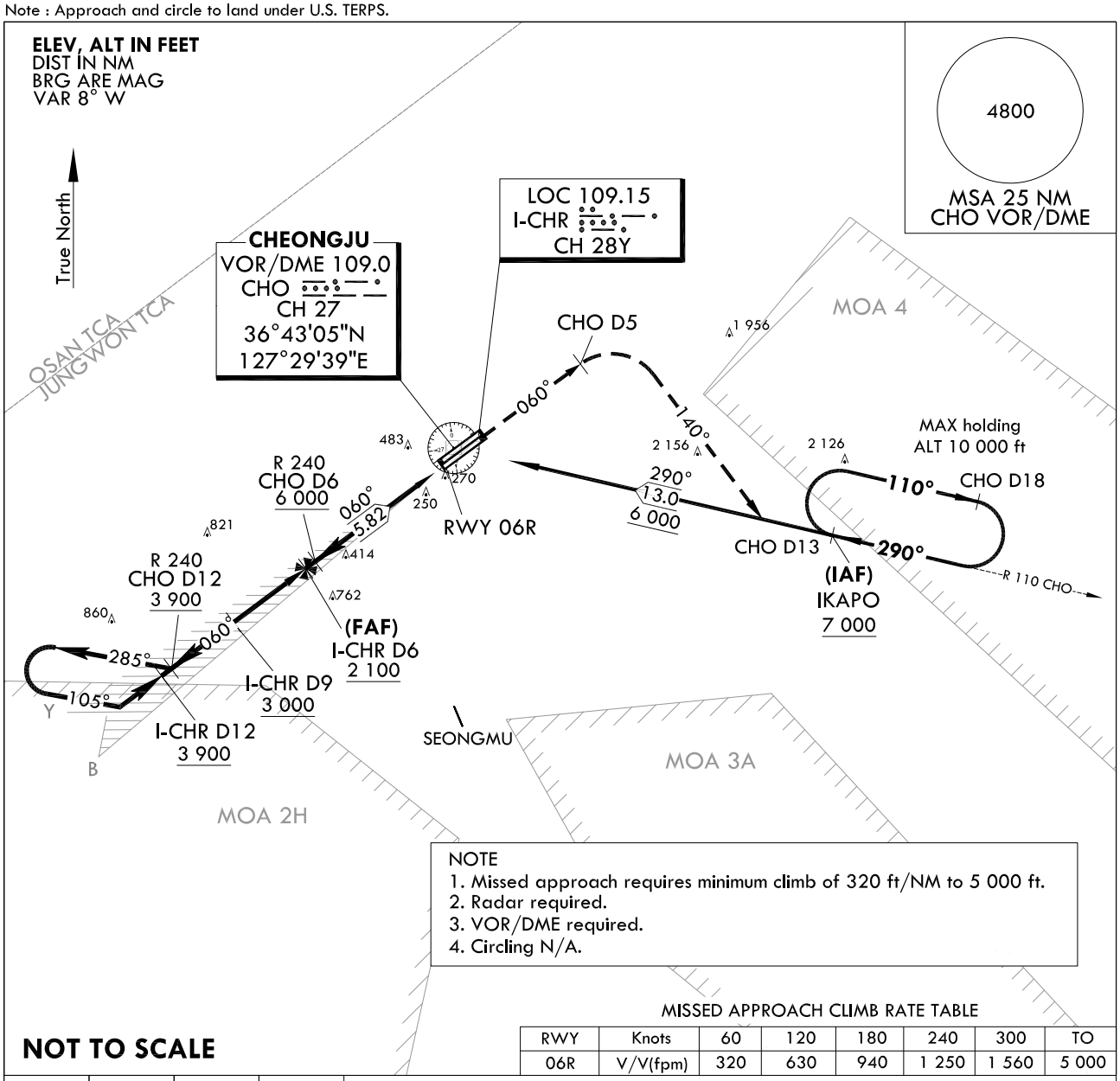
INSTRUMENT APPROACH CHART

AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 06R - ELEV **171 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 06R

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



NOTE
1. Missed approach requires minimum climb of 320 ft/NM to 5 000 ft.
2. Radar required.
3. VOR/DME required.
4. Circling N/A.

NOT TO SCALE

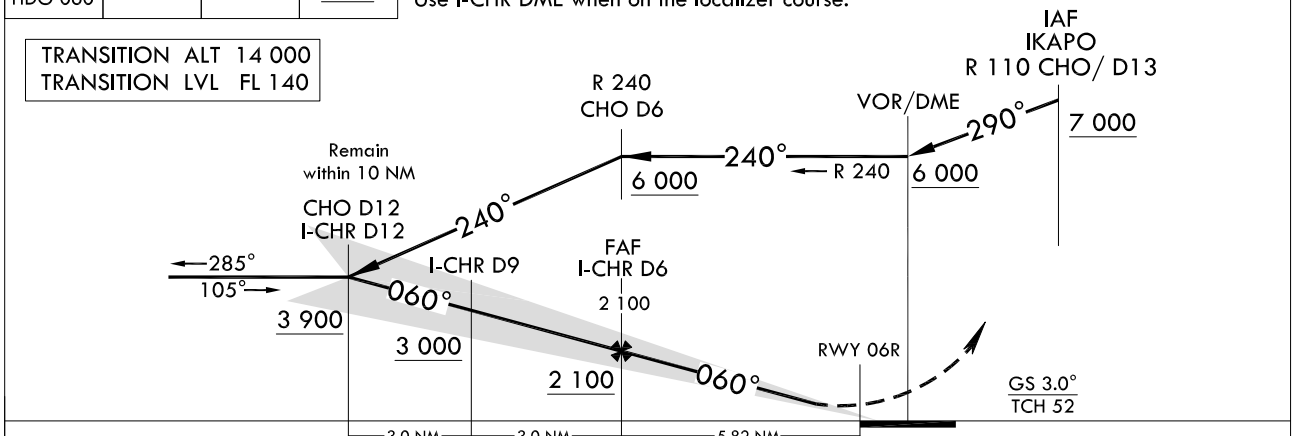
MISSED APPROACH CLIMB RATE TABLE

RWY	Knots	60	120	180	240	300	TO
06R	V/V(fpm)	320	630	940	1 250	1 560	5 000

CHO D5		R 110 CHO	R 110 CHO D13 5 000
HDG 060°	HDG 140°		

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 VOR/DME to IKAPO and continue climb to 7 000 ft and hold.
Use I-CHR DME when on the localizer course.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D
S-ILS 06R	373/40		200(200-3/4)	

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

INTENTIONALLY

LEFT

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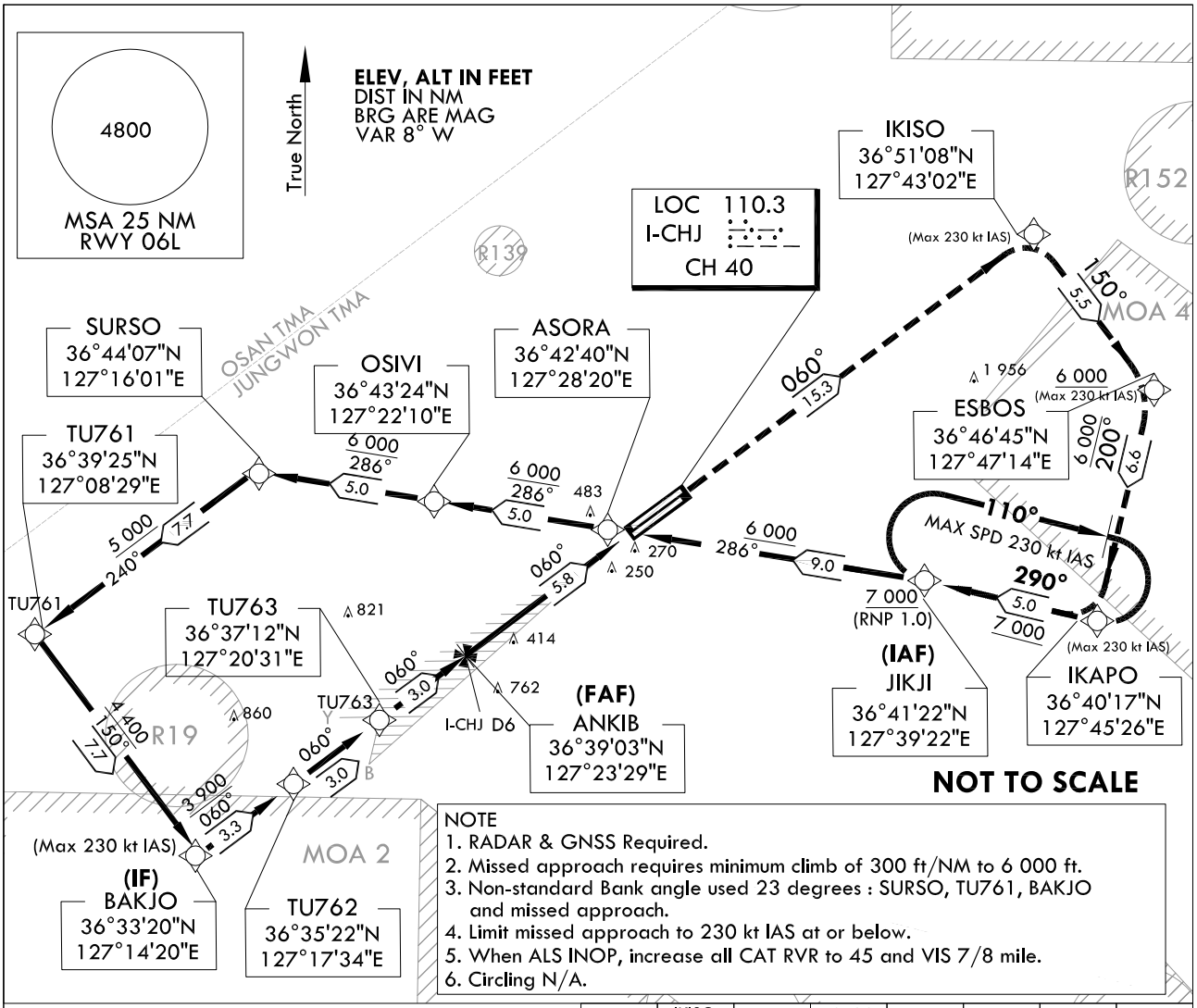
INSTRUMENT APPROACH CHART

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.



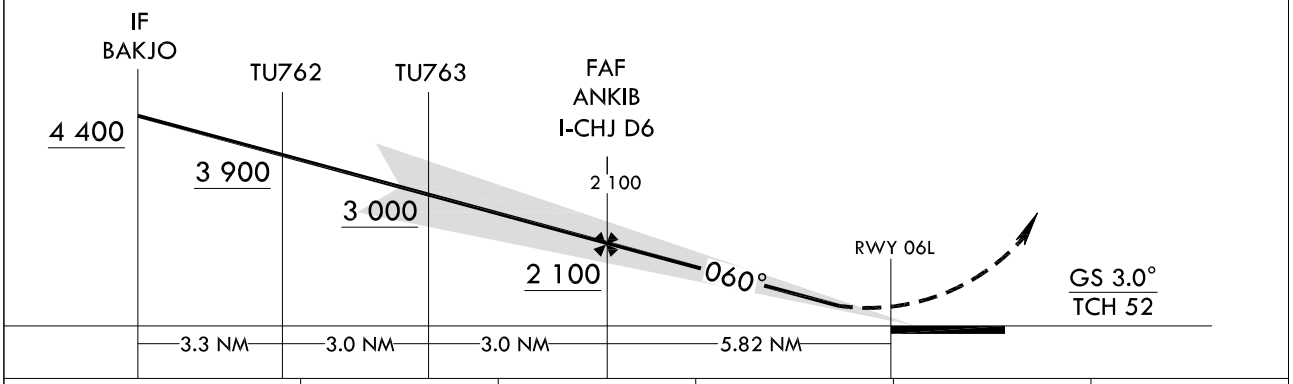
NOTE
1. RADAR & GNSS Required.
2. Missed approach requires minimum climb of 300 ft/NM to 6 000 ft.
3. Non-standard Bank angle used 23 degrees : SURSO, TU761, BAKJO and missed approach.
4. Limit missed approach to 230 kt IAS at or below.
5. When ALS INOP, increase all CAT RVR to 45 and VIS 7/8 mile.
6. Circling N/A.

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).

TR 060°	IKISO	TR 150°	ESBOS 6 000	TR 200°	IKAPO	TR 290°	JIKJI 7 000

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY		A	B	C	D	E
S-ILS 06L	ALS	367/40 200(200-¾)				N/A
	ALS INOP	367/45 200(200-⅞)				N/A

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 O6L 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

Change : Page control.

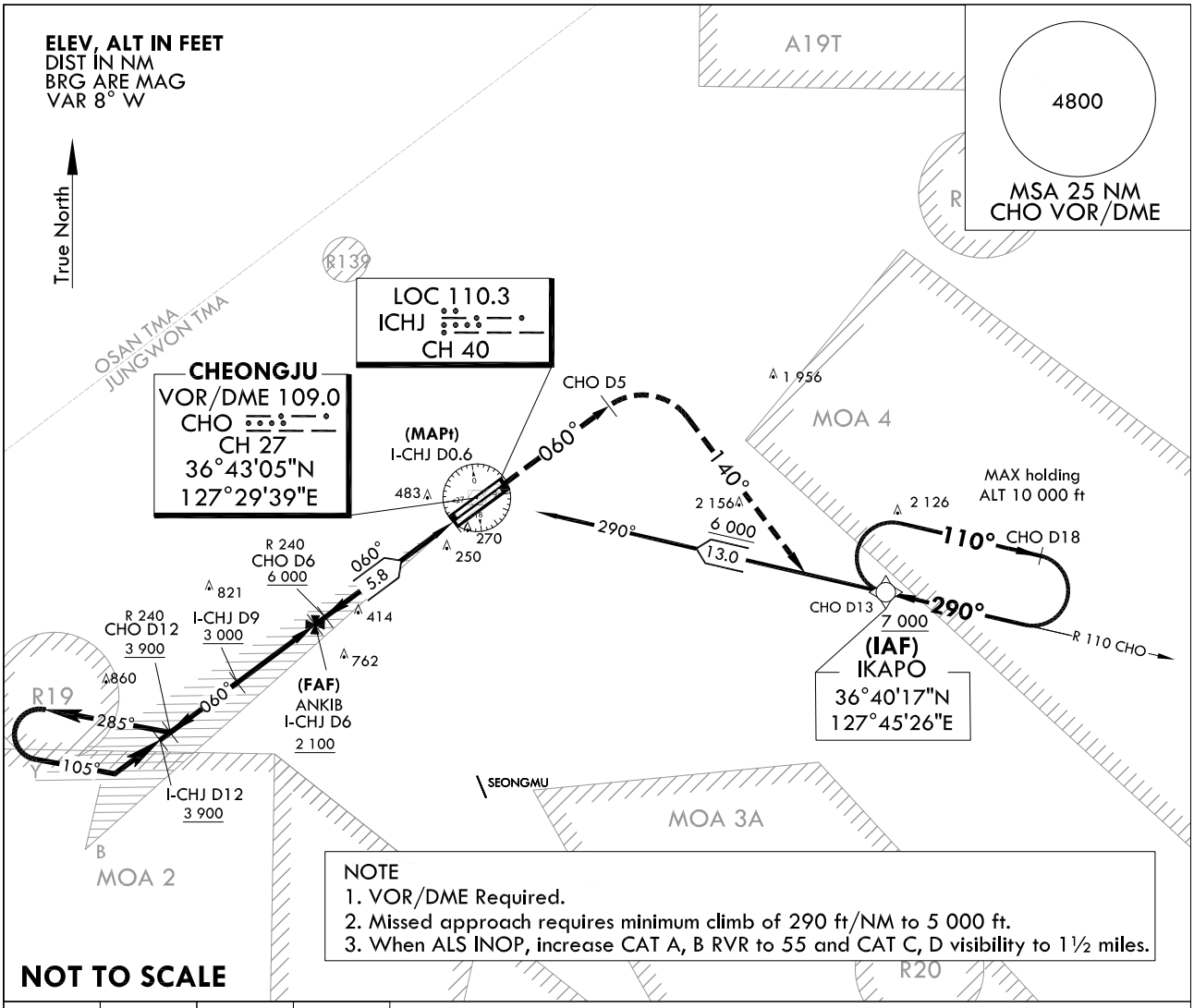
INSTRUMENT APPROACH CHART

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

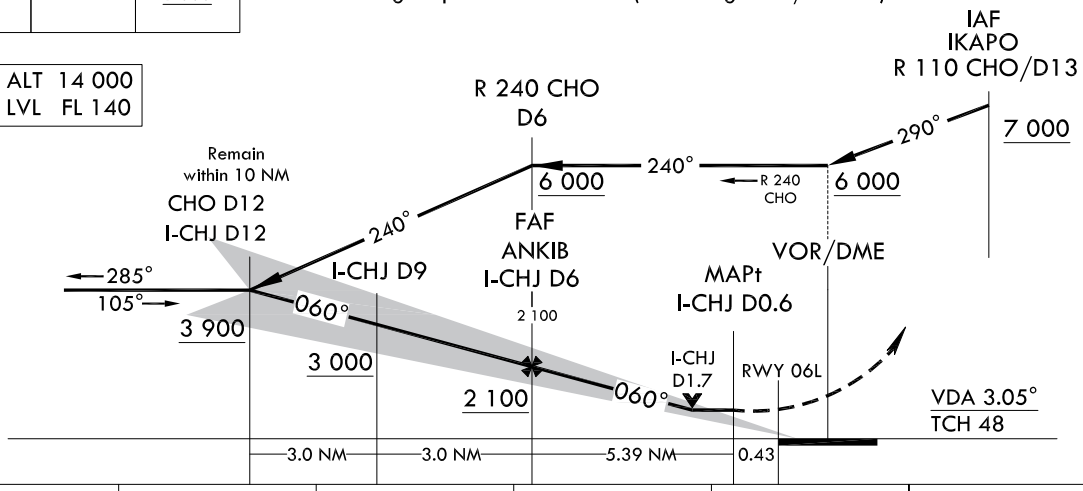
Note : Approach and circle to land under U.S. TERPS.



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).

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY		A	B	C	D	E
S-LOC 06L	ALS	700/40 533(600-¾)		700-1¼ 533(600-1¼)		N/A
	ALS INOP	700/55 533(600-1)		700-1½ 533(600-1½)		N/A
CIRCLING		880-1 688(700-1)		1 200-3 1 008(1 100-3)	2 000-3 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).

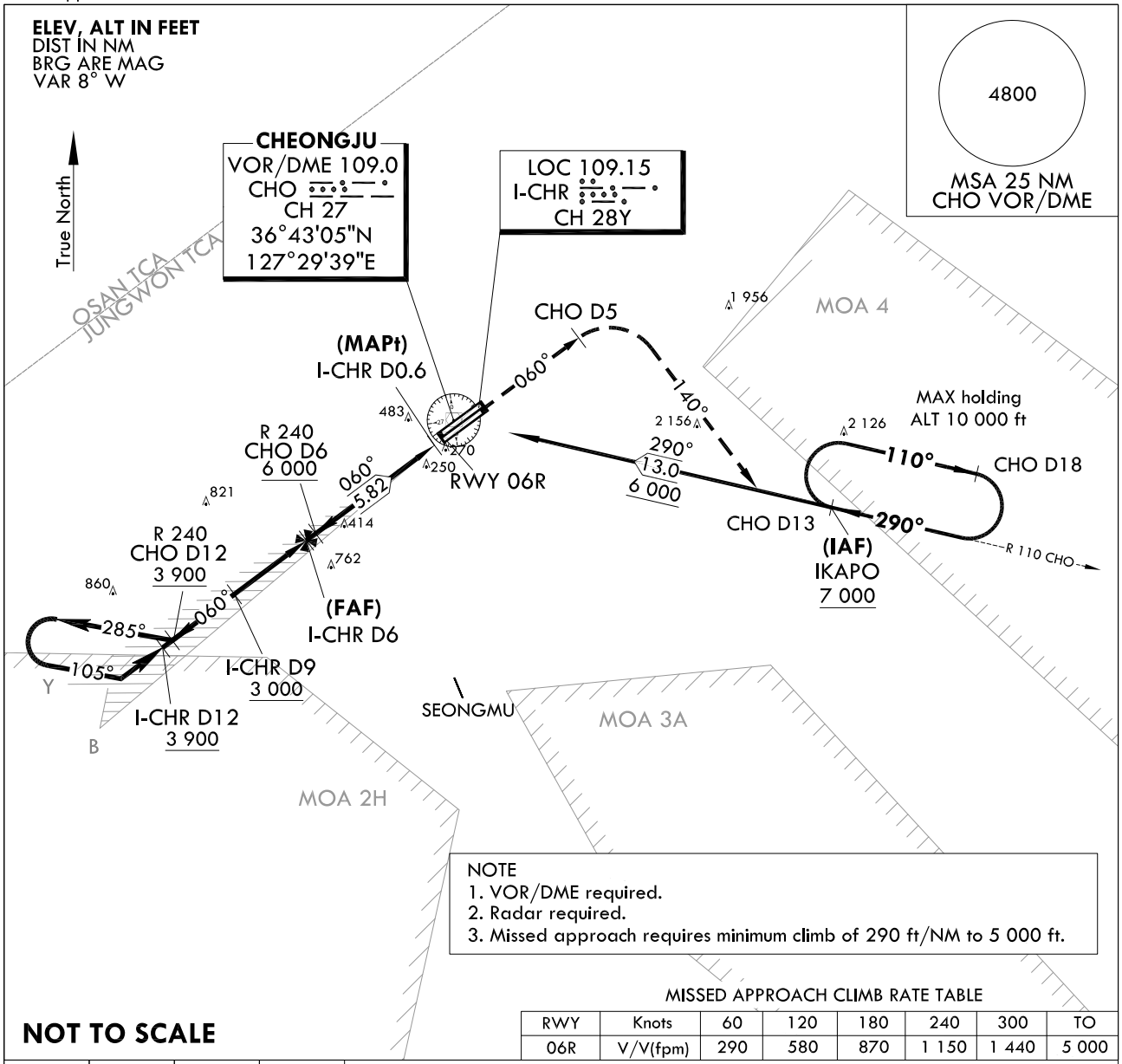
INSTRUMENT APPROACH CHART

AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 06R - ELEV **171** 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 06R

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



NOTE
1. VOR/DME required.
2. Radar required.
3. Missed approach requires minimum climb of 290 ft/NM to 5 000 ft.

NOT TO SCALE

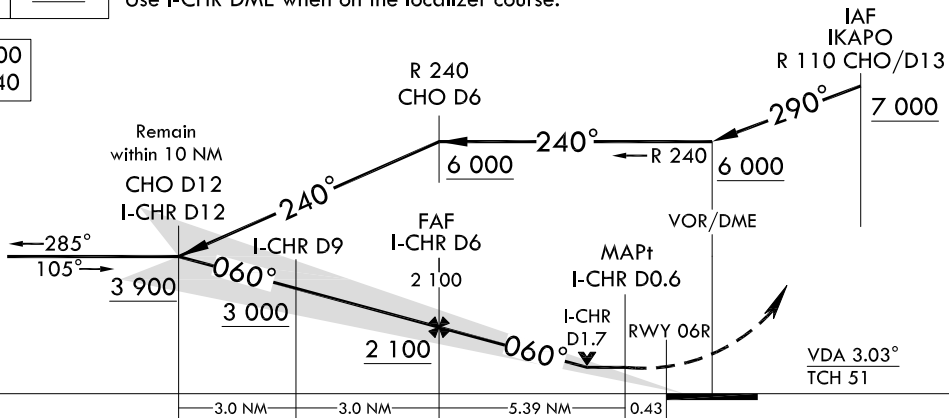
MISSED APPROACH CLIMB RATE TABLE

RWY	Knots	60	120	180	240	300	TO
06R	V/V(fpm)	290	580	870	1 150	1 440	5 000

CHO D5		R 110 CHO	R 110 CHO D13 5 000
HDG 060°	HDG 140°		

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 VOR/DME to NOSON and continue climb to 7 000 ft and hold.
Use I-CHR DME when on the localizer course.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY		A	B	C	D
S-LOC 06R	ALS	700/40	527(600-¾)	700-1¼	527(600-1¼)
	ALS INOP	700/55	527(600-1)	700-1½	527(600-1½)
C CIRCLING		880-1	688(700-1)	1 400-3 1 208(1 300-3)	2 000-3 1 808(1 900-3)

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

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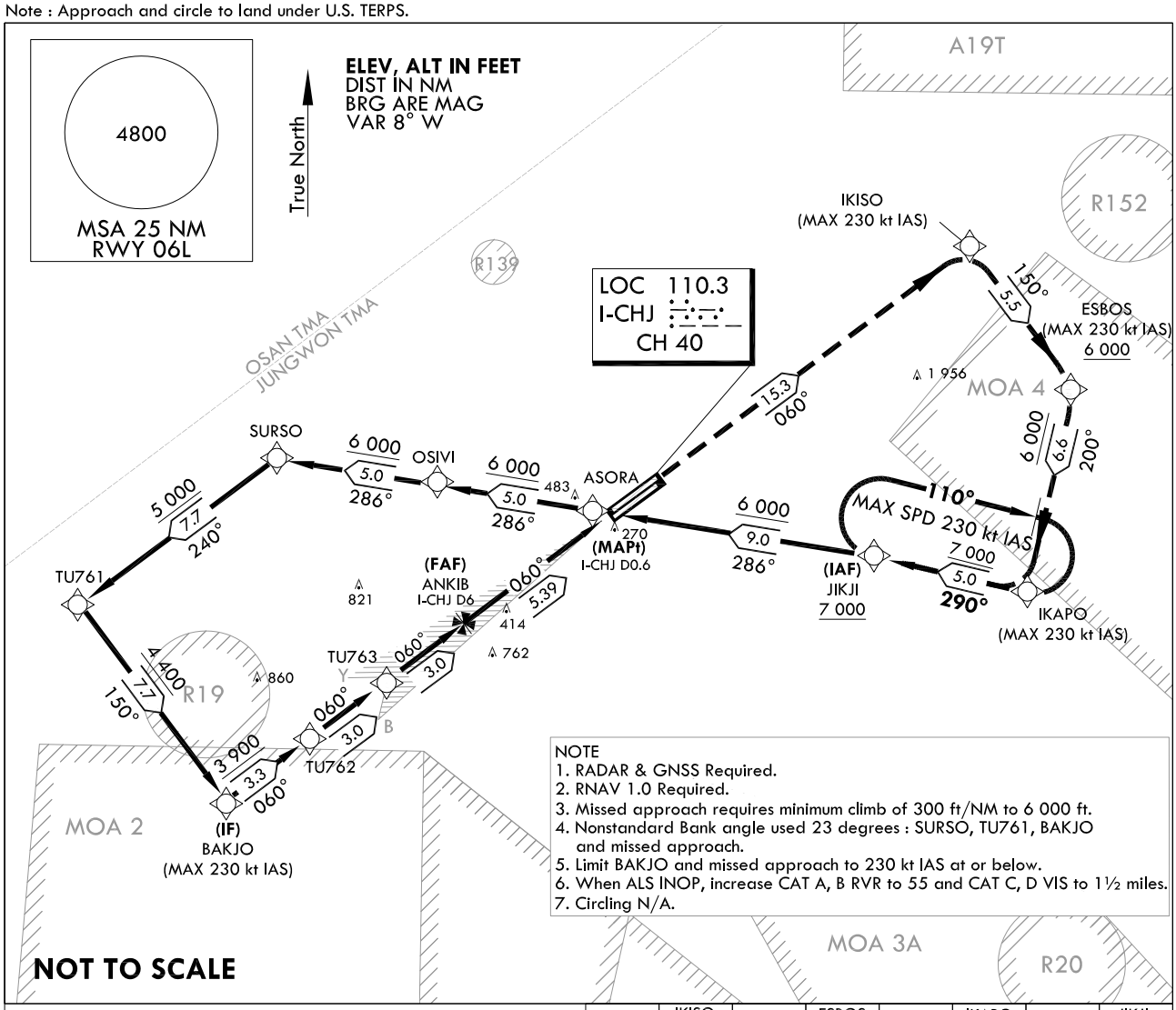
INSTRUMENT APPROACH CHART

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

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



NOTE
1. RADAR & GNSS Required.
2. RNAV 1.0 Required.
3. Missed approach requires minimum climb of 300 ft/NM to 6 000 ft.
4. Nonstandard Bank angle used 23 degrees : SURSO, TU761, BAKJO and missed approach.
5. Limit BAKJO and missed approach to 230 kt IAS at or below.
6. When ALS INOP, increase CAT A, B RVR to 55 and CAT C, D VIS to 1½ miles.
7. Circling N/A.

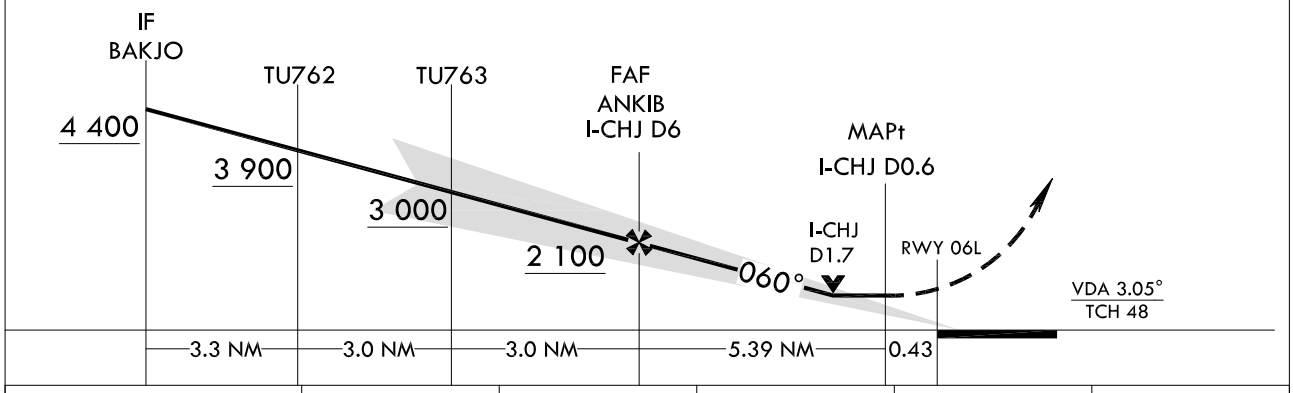
NOT TO SCALE

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.

	IKISO		ESBOS		IKAPO		JIKJI
TR 060°		TR 150°	6 000	TR 200°		TR 290°	7 000

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY		A	B	C	D	E
S-LOC 06L	ALS	700/40 533(600-¾)		700-1¼ 533(600-1¼)		N/A
	ALS INOP	700/55 533(600-1)		700-1½ 533(600-1½)		N/A

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

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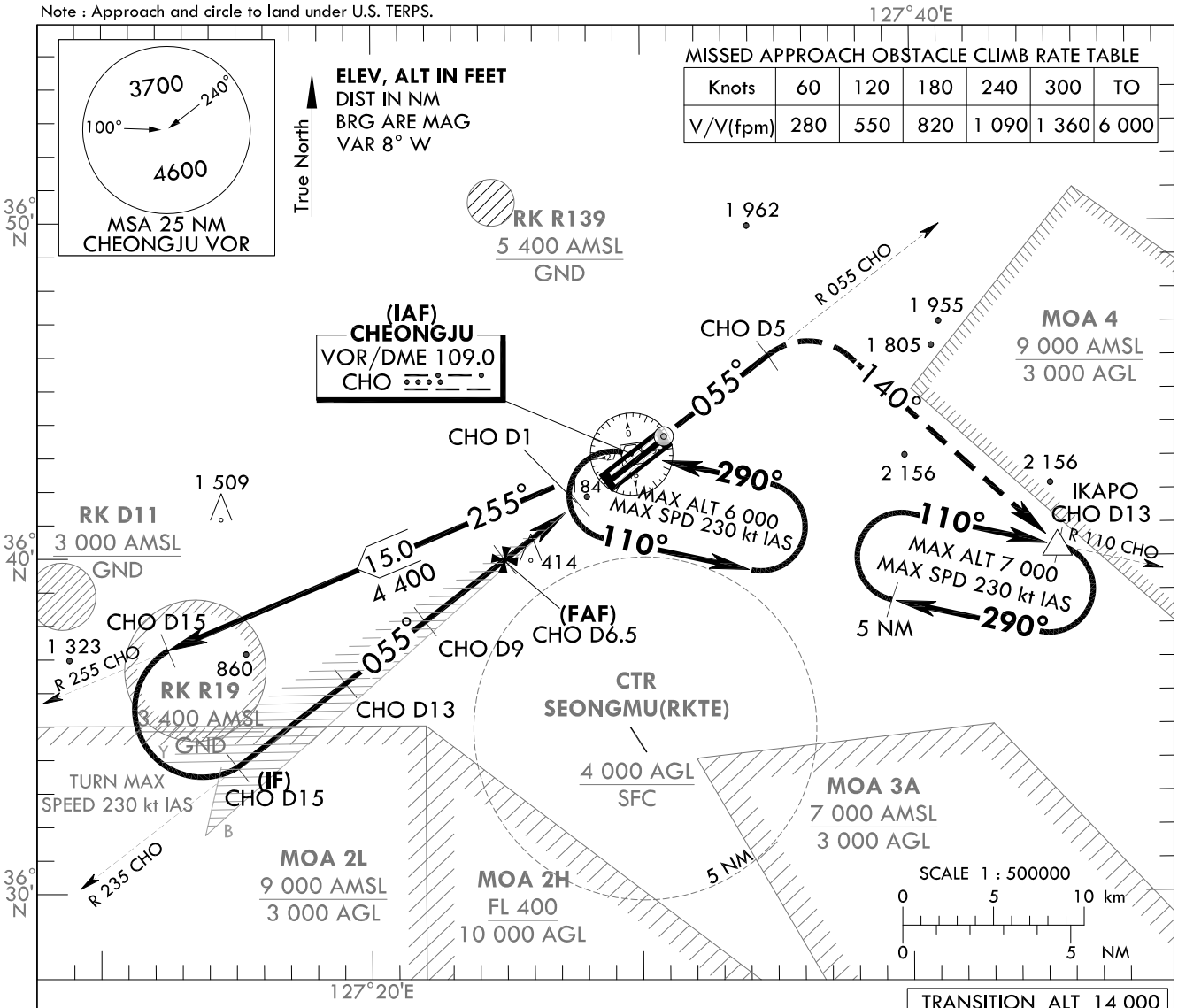
INSTRUMENT APPROACH CHART

AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 06L - ELEV **168** 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)
VOR
RWY 06L

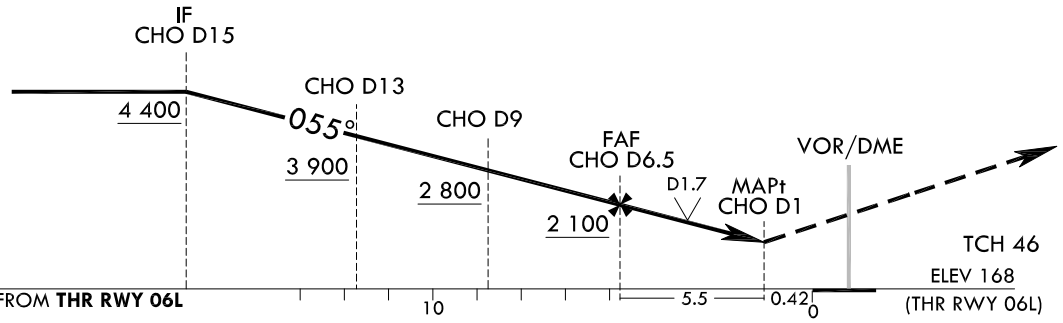
Note : Approach and circle to land under U.S. TERPS.



TRANSITION ALT 14 000
TRANSITION LVL FL 140

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.



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

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

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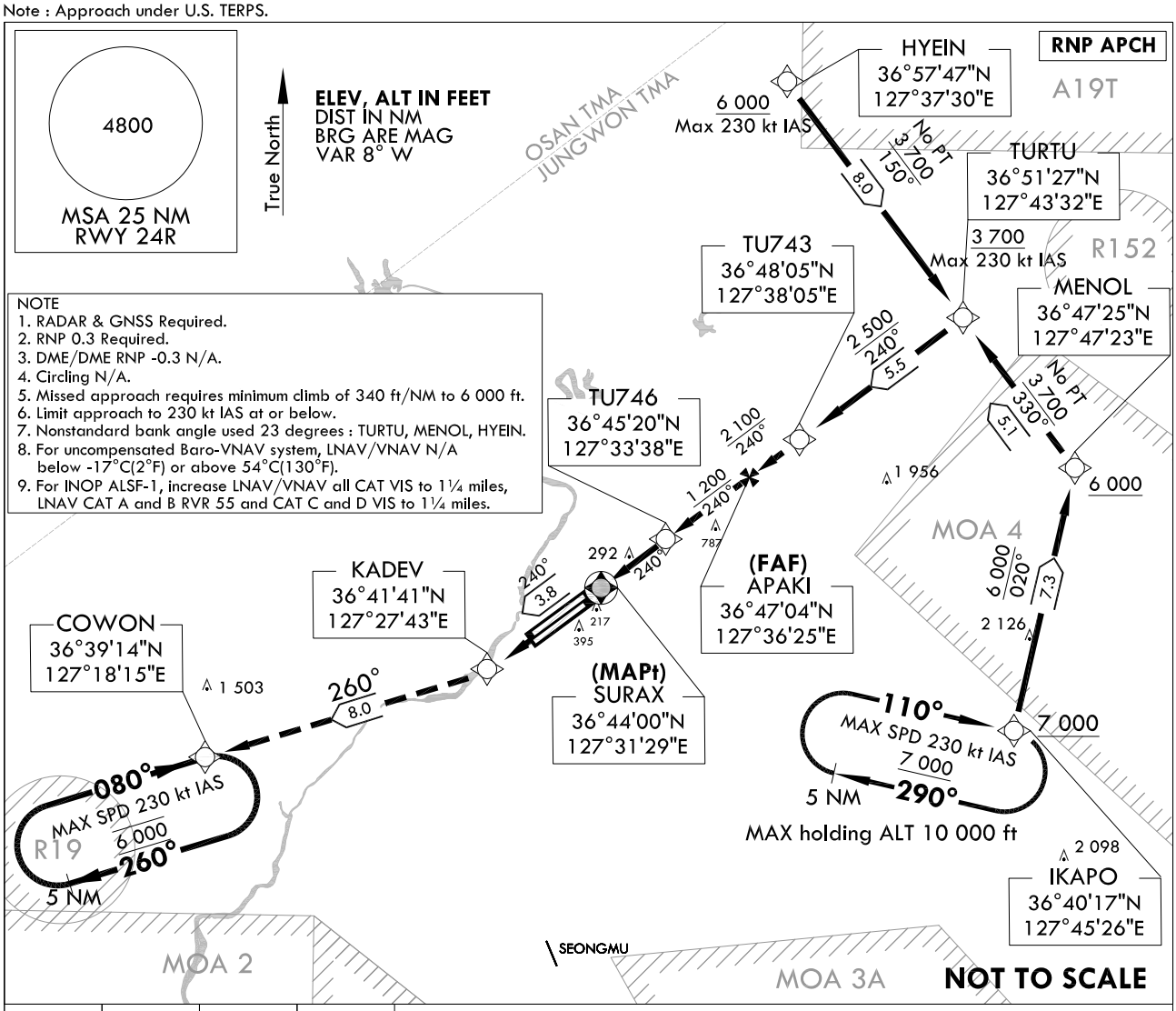
INSTRUMENT APPROACH CHART

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)
RNP RWY 24R

Note : Approach under U.S. TERPS.

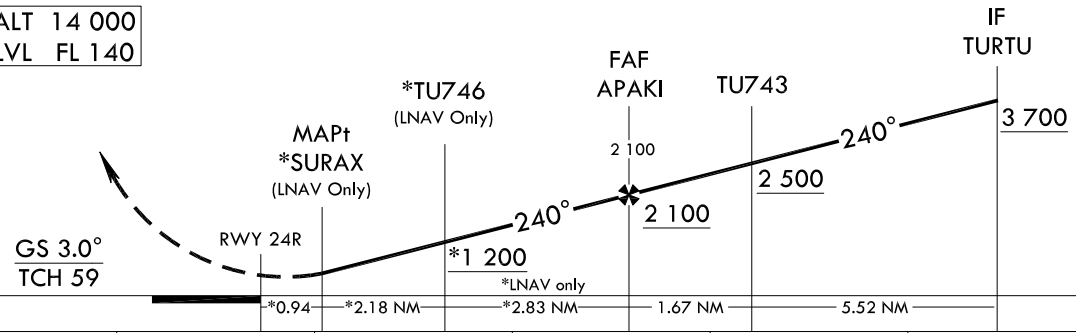


NOTE
1. RADAR & GNSS Required.
2. RNP 0.3 Required.
3. DME/DME RNP -0.3 N/A.
4. Circling N/A.
5. Missed approach requires minimum climb of 340 ft/NM to 6 000 ft.
6. Limit approach to 230 kt IAS at or below.
7. Nonstandard bank angle used 23 degrees : TURTU, MENOL, HYEIN.
8. For uncompensated Baro-VNAV system, LNAV/VNAV N/A below -17°C(2°F) or above 54°C(130°F).
9. For INOP ALSF-1, increase LNAV/VNAV all CAT VIS to 1¼ miles, LNAV CAT A and B RVR 55 and CAT C and D VIS to 1¼ miles.

TR 240°	KADEV	TR 260°	COWON

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.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



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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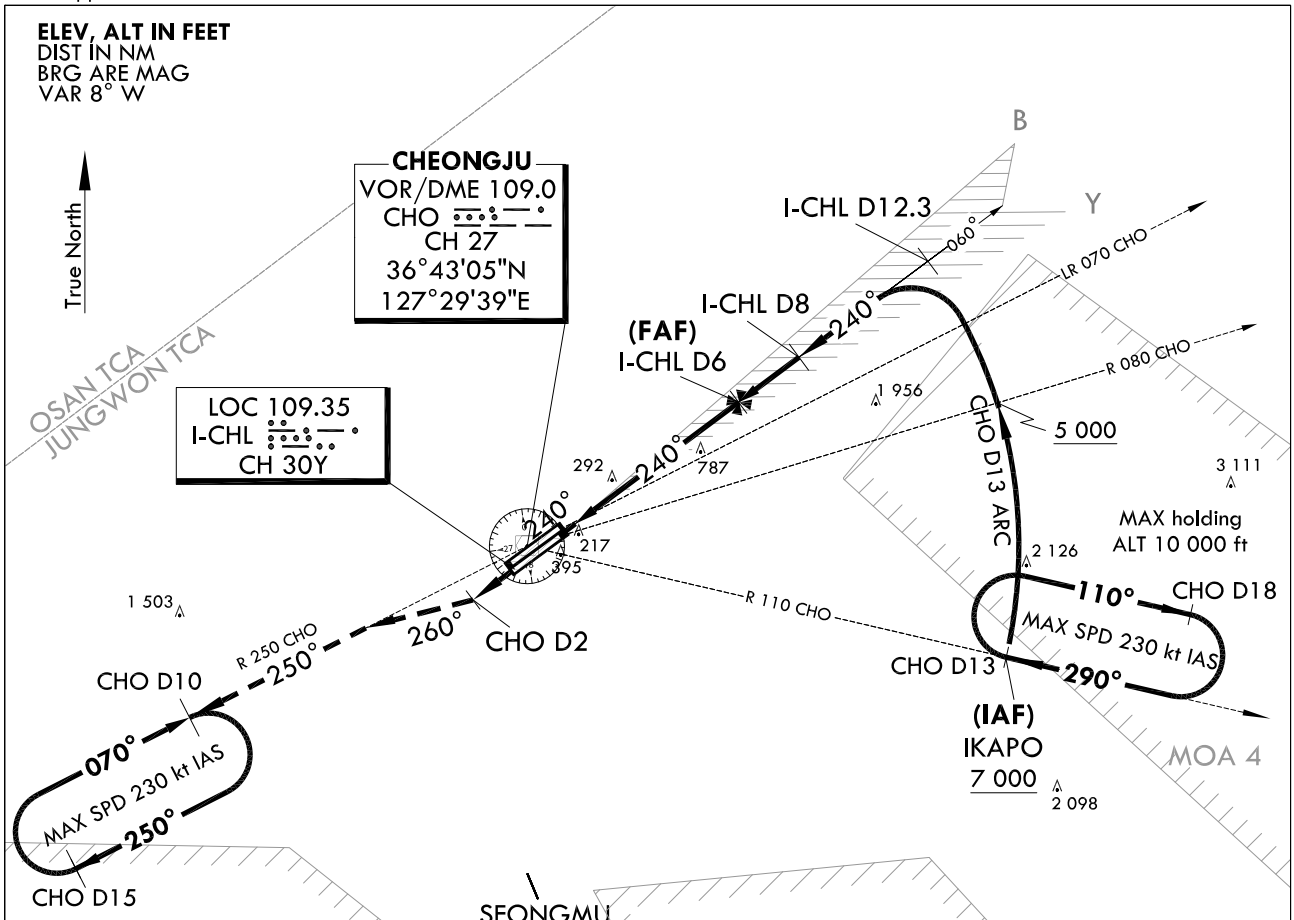
INSTRUMENT APPROACH CHART

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.

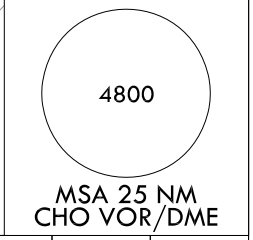


NOTE
1. VOR/DME required.
2. Radar required.
3. Circling N/A.
4. Missed approach requires minimum climb of 280 ft/NM to 3 900 ft.

MISSED APPROACH CLIMB RATE TABLE

RWY	Knots	60	120	180	240	300	TO
24L	V/V(fpm)	280	550	830	1 100	1 380	3 900

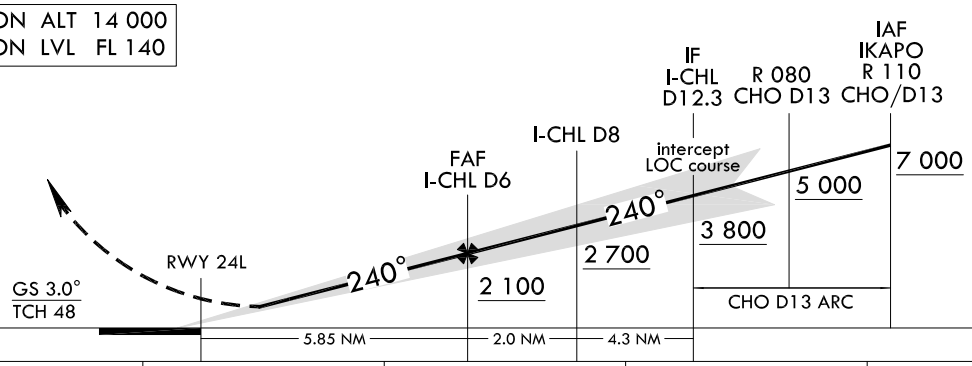
NOT TO SCALE



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-CHL DME when on the localizer course.

CHO D2		R 250 CHO	CHO D10	6 000
HDG 240°	HDG 260°		R 250 CHO	

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY		A	B	C	D
S-ILS 24L	ALS	392/24 200(200-½)			
	ALS INOP	392/40 200(200-¾)			

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

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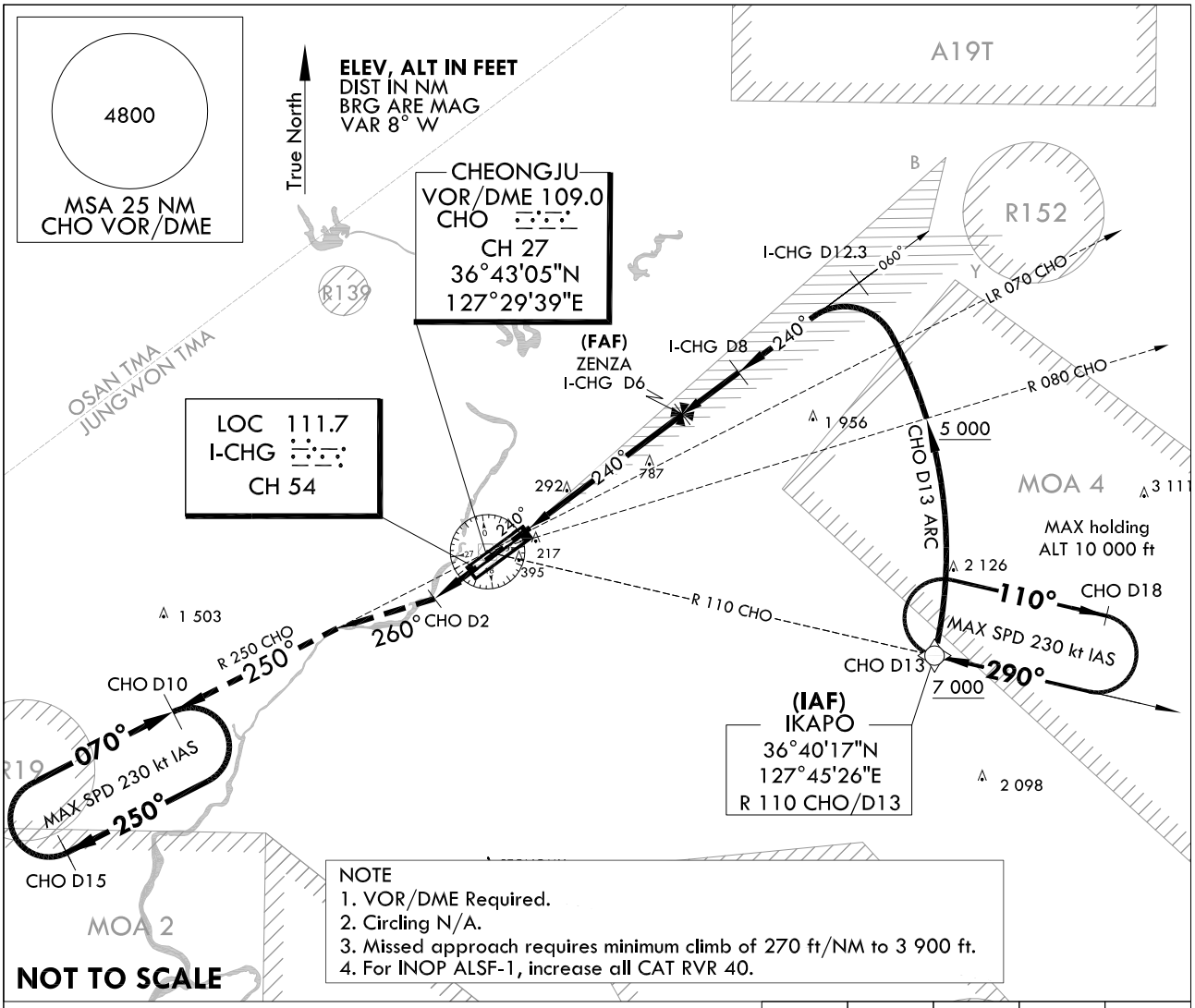
INSTRUMENT APPROACH CHART

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.



NOTE
1. VOR/DME Required.
2. Circling N/A.
3. Missed approach requires minimum climb of 270 ft/NM to 3 900 ft.
4. For INOP ALSF-1, increase all CAT RVR 40.

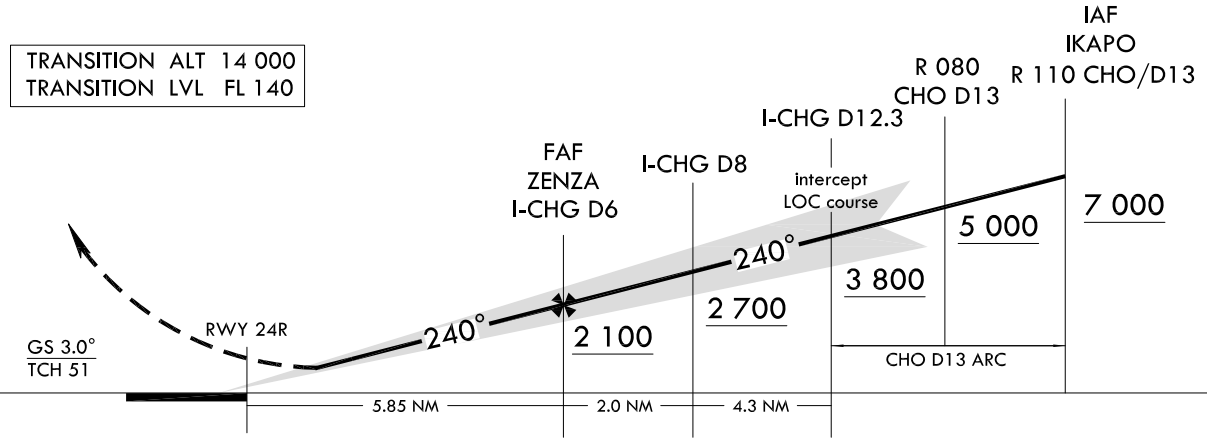
MISSED APPROACH
Climb to 6 000 ft via HDG 240° to CHO 2 DME, then right turn HDG 260° to intercept R 250 CHO and R 250 CHO to 10 DME and continue climb to 6 000 ft and hold.

CHO D2		R 250 CHO	CHO D10	
↑ HDG 240°	HDG 260°		↑ R 250 CHO	6 000

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(200-½)				N/A
	ALS INOP	387/40 200(200-¾)				N/A

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

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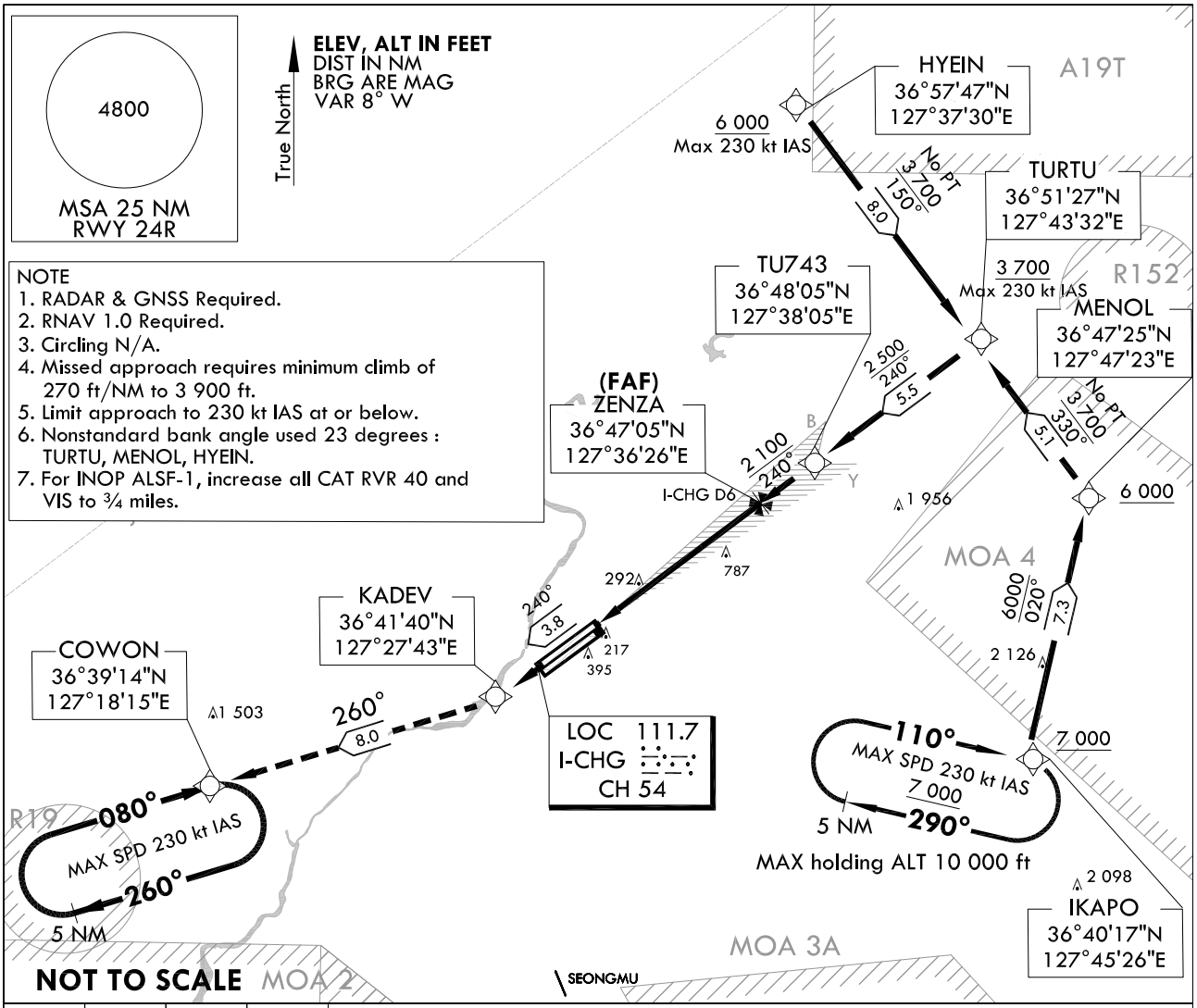
INSTRUMENT APPROACH CHART

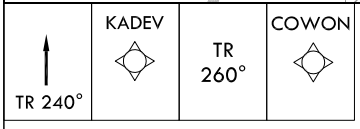
AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 24R - ELEV **187** ft

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.

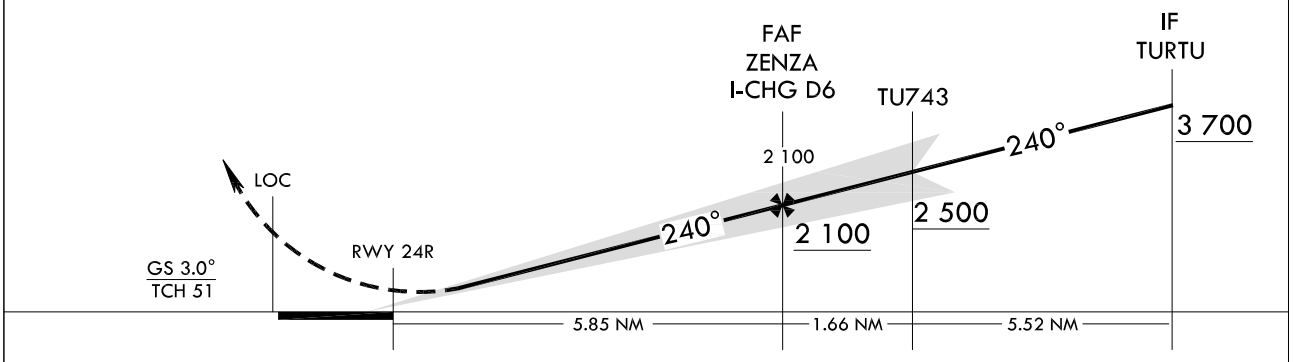




MISSED APPROACH
Climb on track 240° to KADEV, then track 260° to COWON, then continue climb to 6 000 ft and hold.

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(200-½)				N/A
	ALS INOP	387/40 200(200-¾)				N/A

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

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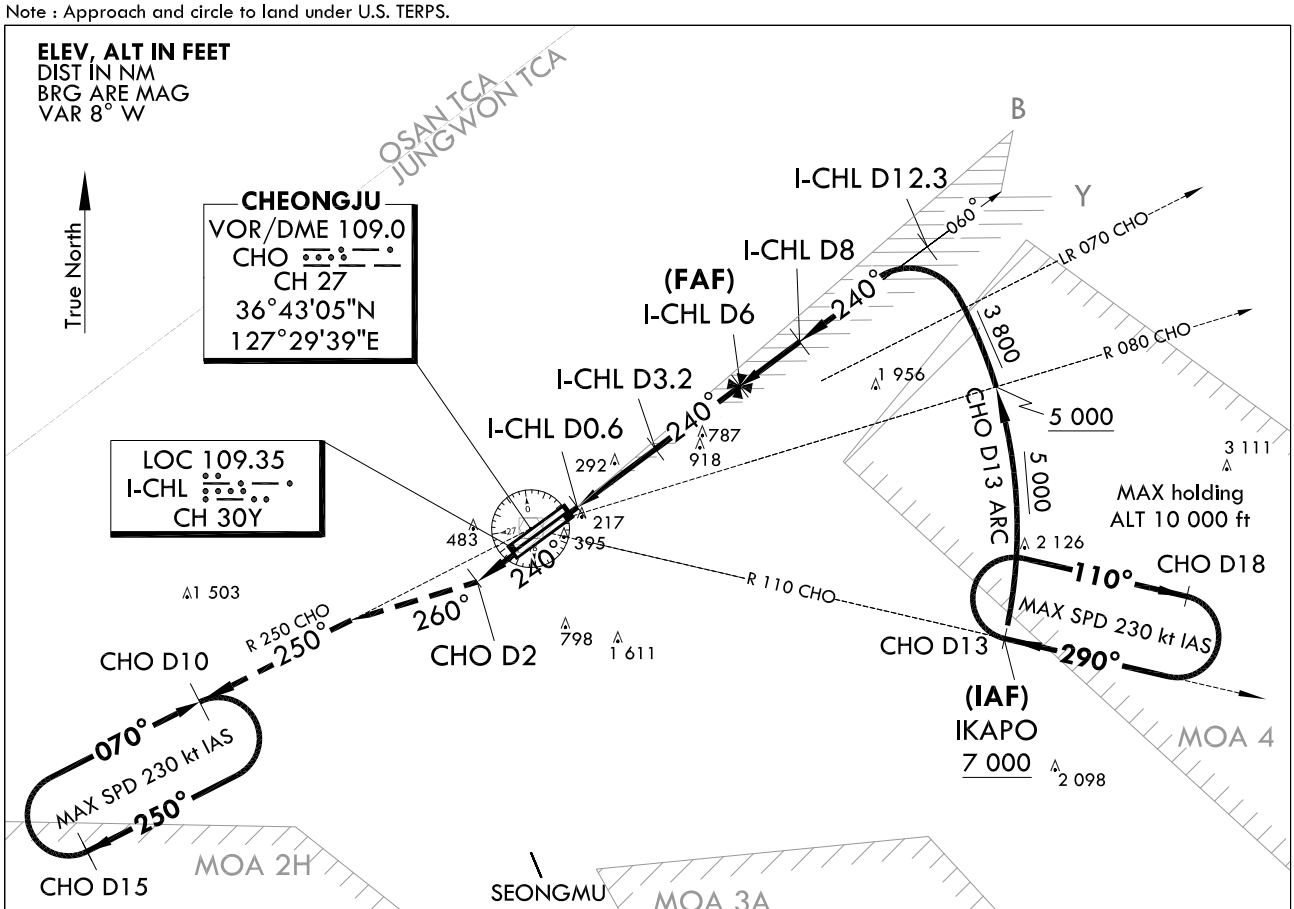
INSTRUMENT APPROACH CHART

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.

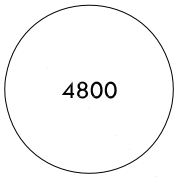


NOTE
1. VOR/DME required.
2. Radar required.
3. Missed approach requires minimum climb of 250 ft/NM to 3 900 ft.

MISSED APPROACH CLIMB RATE TABLE

RWY	Knots	60	120	180	240	300	TO
24L	V/V(fpm)	250	490	730	980	1 220	3 900

NOT TO SCALE

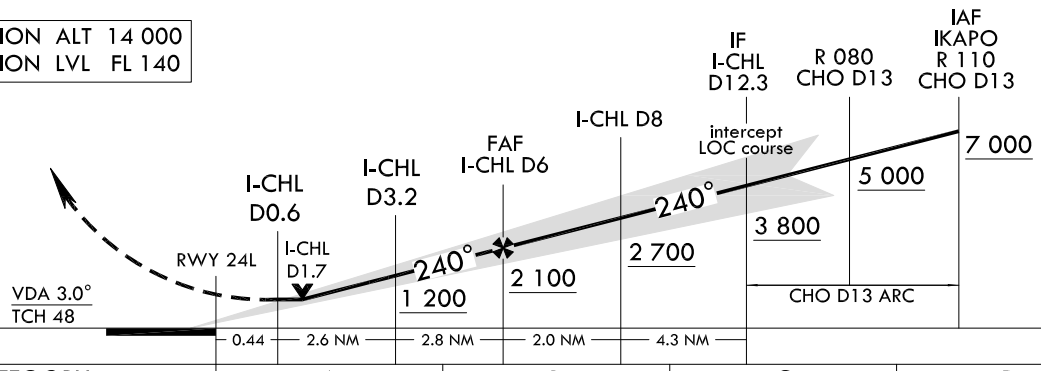


MSA 25 NM
CHO VOR/DME

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-CHL DME when on the localizer course.

CHO D2		R 250 CHO	CHO D10	6 000
HDG 240°	HDG 260°		R 250 CHO	

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY		A	B	C	D
S-LOC 24L	ALS	620/24 428(500-½)		620/40 428(500-¾)	
	ALS INOP	620/55 428(500-1)		620-1¼ 428(500-1¼)	
C CIRCLING		880-1 688(700-1)		1 400-3 1 208(1 300-3)	2 000-3 1 808(1 900-3)

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

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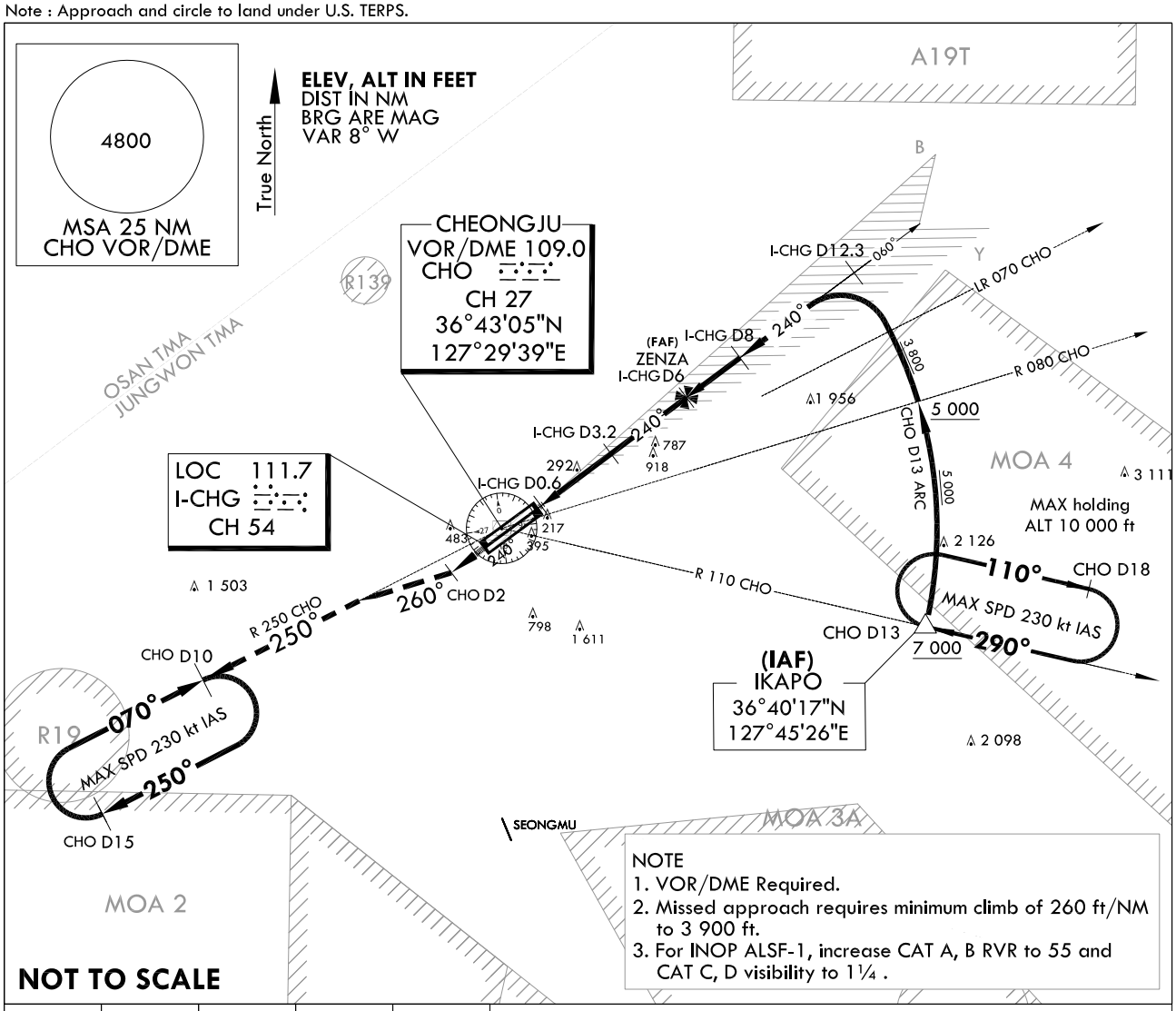
INSTRUMENT APPROACH CHART

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.



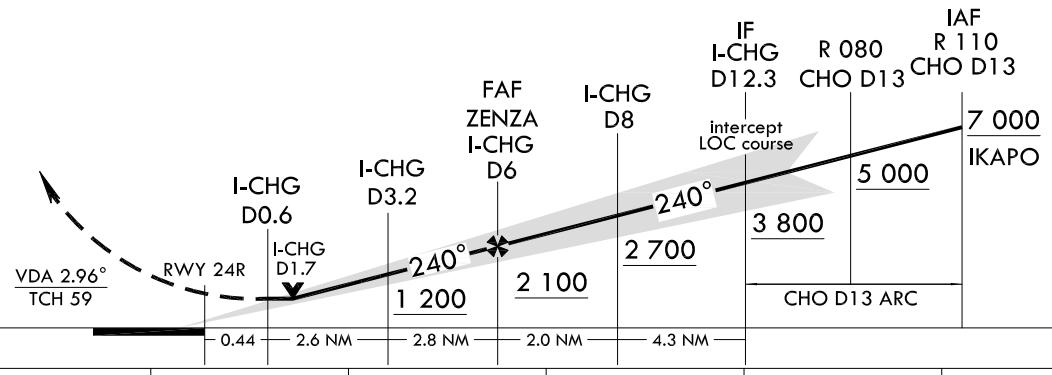
NOTE
1. VOR/DME Required.
2. Missed approach requires minimum climb of 260 ft/NM to 3 900 ft.
3. For INOP ALSF-1, increase CAT A, B RVR to 55 and CAT C, D visibility to 1¼ .

CHO D2		R 250 CHO	CHO D10	6 000
↑ HDG 240°	HDG 260°		↑ R 250 CHO	

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.



CATEGORY		A	B	C	D	E
S-LOC 24R	ALS	620/24	433(500-½)	620/40	433(500-¾)	N/A
	ALS INOP	620/55	433(500-1)	620-1¼	433(500-1¼)	N/A
CIRCLING		880-1	688(700-1)	1 200-3 1 008(1 100-3)	2 000-3 1 808(1 900-3)	N/A

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

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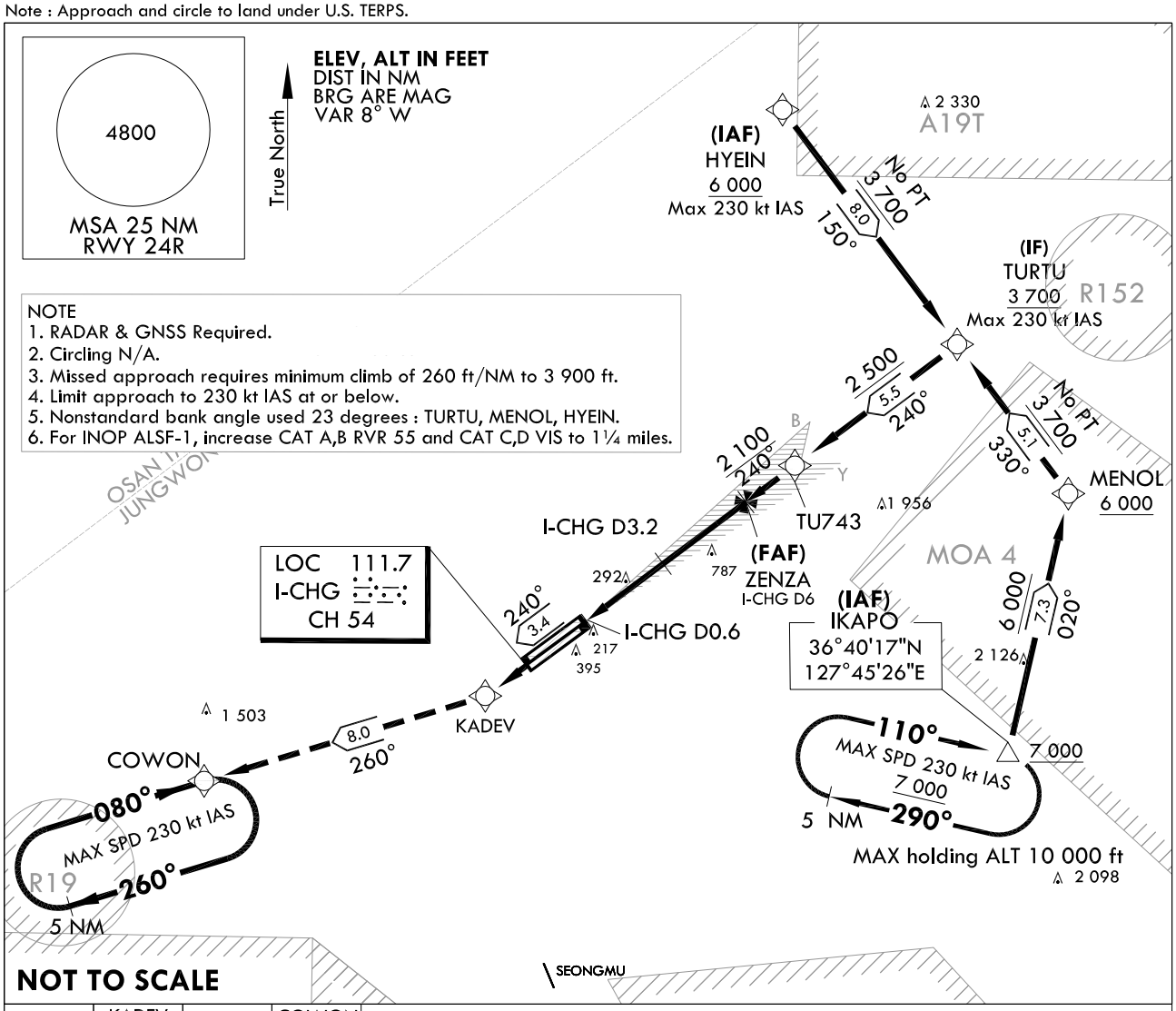
INSTRUMENT APPROACH CHART

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

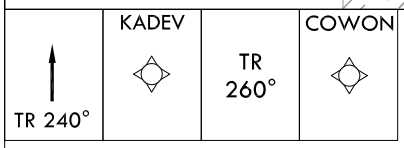
JUNGWON APP	134.0	265.75	
CHEONGJU GCA	134.0	134.1	
CHEONGJU TWR	118.7	126.2	249.6

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

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



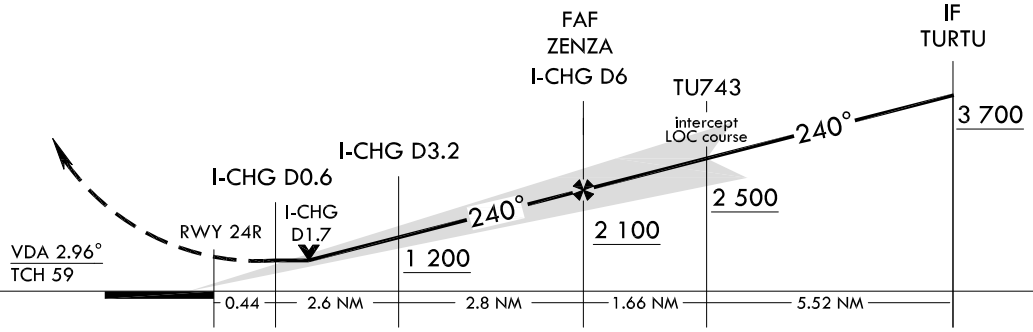
NOT TO SCALE



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



CATEGORY		A	B	C	D	E
S-LOC 24R	ALS	620/24 433(500-½)		620/40 433(500-¾)		N/A
	ALS INOP	620/55 433(500-1)		620-1¼ 433(500-1¼)		N/A

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

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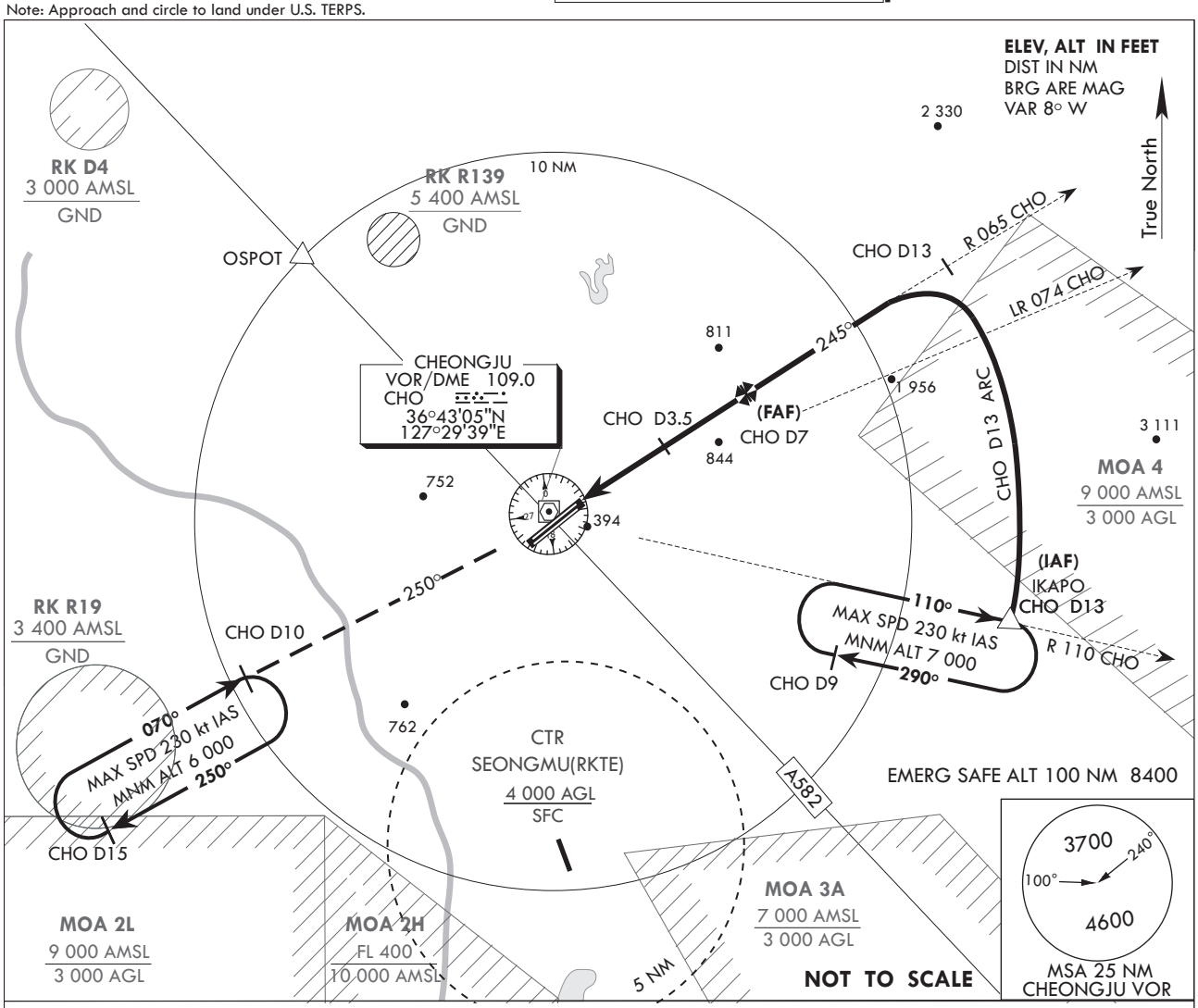
INSTRUMENT APPROACH CHART

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

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

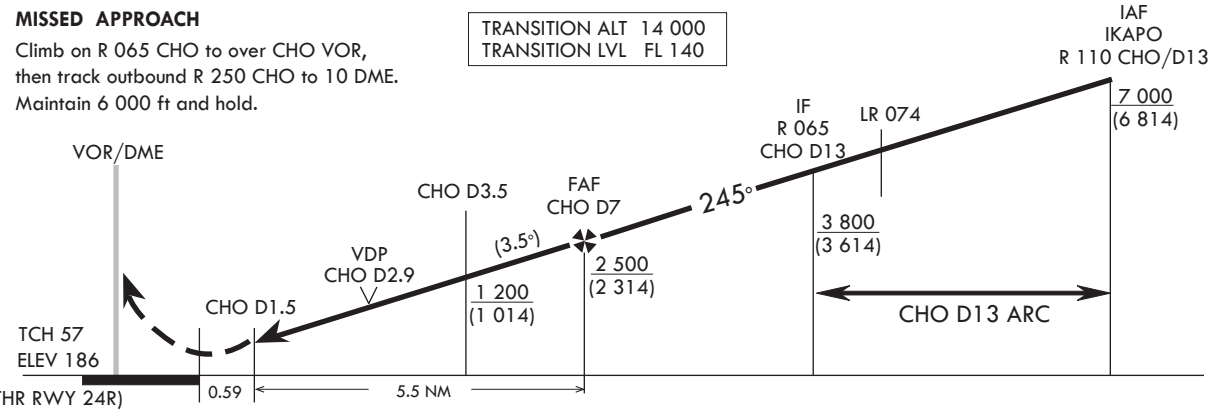
CHEONGJU/Cheongju INTL VOR RWY 24R

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



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

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D
S-VOR 24R	860/24 674 (700-½)		860-1½ 674 (700-1½)	860-1¾ 674 (700-1¾)
T * When ALS INOP, increase CAT A, B RVR to 50 and VIS to 1 mile, CAT C VIS to 2 miles, CAT D VIS to 2 1/4 miles.				
CIRCLING	860-1 668 (700-1)		860-2 668 (700-2)	1 200-3 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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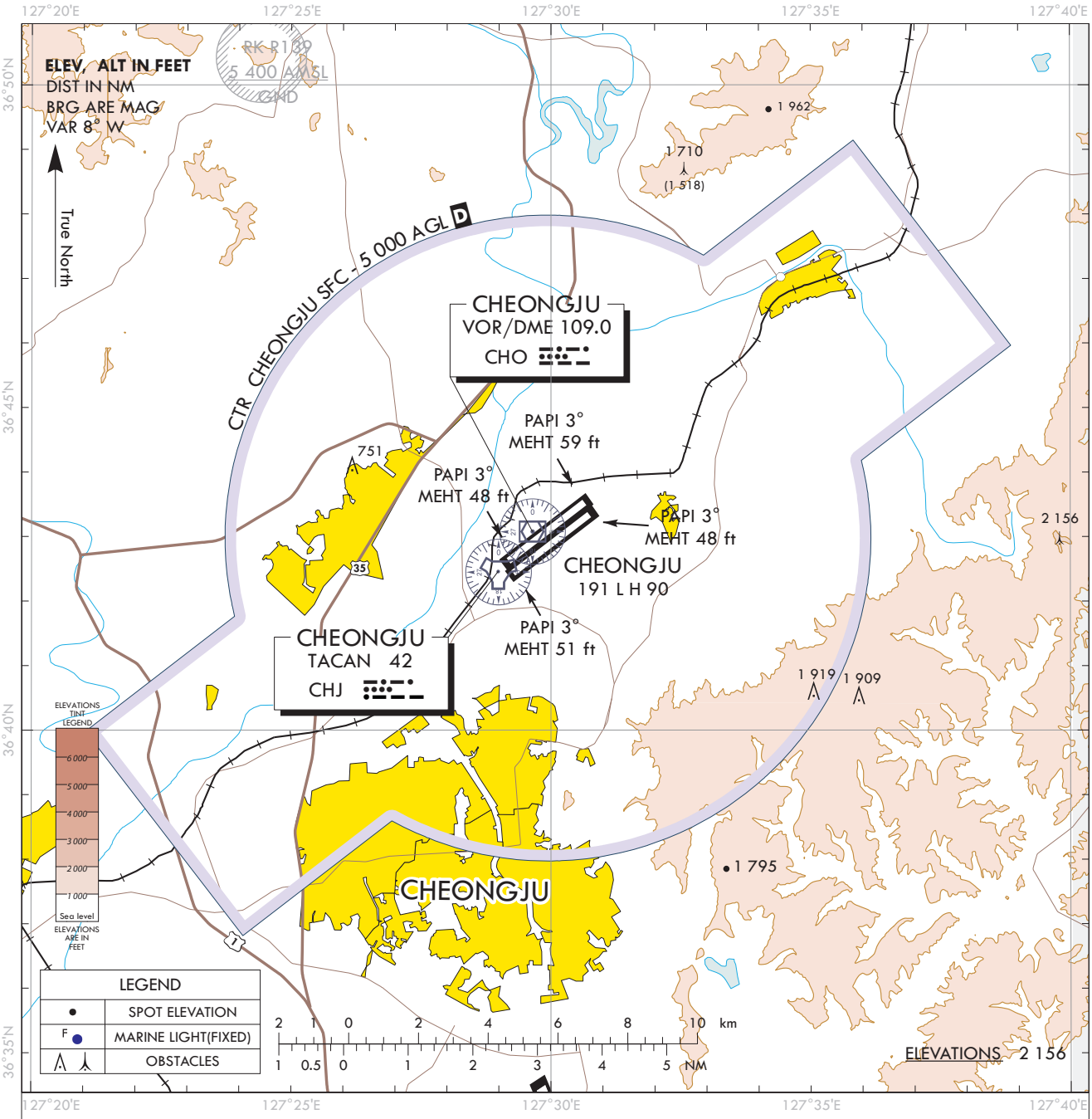
Change : New page.

VISUAL APPROACH CHART - ICAO

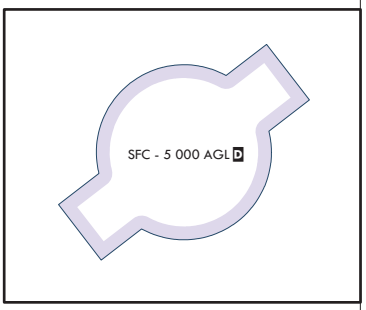
AD ELEV **192** ft
HEIGHTS RELATED TO AD ELEV

JUNGWON	APP	134.0	
	DEP	129.65	
CHEONGJU	TWR	118.7	126.2

CHEONGJU/Cheongju

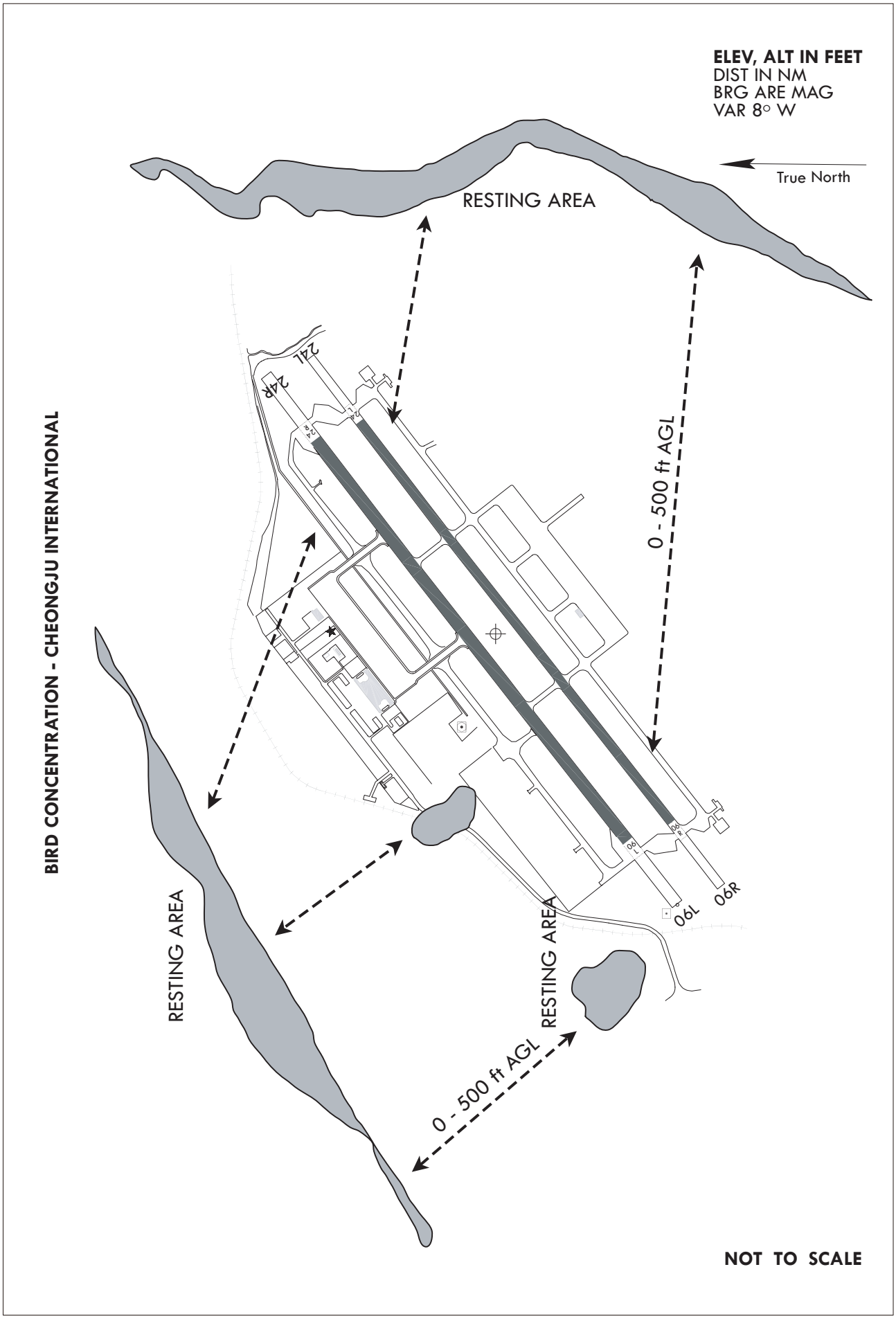


ATS Airspace Classifications



1. Class D : Radius of Cheongju airports
   * Vertical Limits
     - Within 5 NM including areas which are extended southwestbound from
       364004N 1272052E - 364151N 1272344E -
       363841N 1272646E - 363654N 1272354E
       and northeastbound from
       364727N 1273246E - 364914N 1273539E -
       364603N 1273841E - 364416N 1273548E (SFC-5 000 ft)
   * Speed Limits : 250 kts IAS or less below 10 000 ft AMSL
     200 kts IAS or less at or below 2 500 ft AMSL within 4 NM of the airport.

Change : Page control.



Change : Page control.

b. RWY 13R

(1) Weather minima

CAT		GS/TCH(ft)/RPI(ft)	DA(ft)/ RVR/VIS(m)	DH(ft)	Ceiling(ft)
A, B, C, D	FULL	3.3° / 57 / 990	657 / 2 400	546	600
	ALS INOP	3.3° / 57 / 990	657 / 2 400	546	600

(2) Missed Approach Procedure : Climb to 5 000 ft via HDG 130° and as directed by ATC.

	Knots	60	120	180	240	300	TO
Rate of Climb	V/V fpm	220	430	640	850	1 060	1 200

c. RWY 31R

(1) Weather minima

CAT		GS/TCH(ft)/RPI(ft)	DA(ft)/ RVR/VIS(m)	DH(ft)	Ceiling(ft)
A, B, C, D	FULL	3.0° / 57 / 1 085	320 / 750	200	200
	ALS INOP	3.0° / 57 / 1 085	320 / 1 200	200	200

(2) Missed Approach Procedure : Climb to 600 ft via HDG 312° then climbing left turn HDG 270° to 5 000 ft and as directed by ATC.

3.2 ASR Approach

a. Pilot should request to the approach control to use ASR RWY 13L Approach, then radar vector will be provided till the MAPt (3/4 mile) or to the point at which you can proceed visually to the airport.

b. Controller will provide MDA, course and distance from touchdown by using PAR equipment.

c. RWY 13L

(1) Weather Minima

APP Category		A	B	C	D
Straight-in	FULL	1 440 - 2 000 m 1 328 (1 400 - 2 000 m)		1 440 - 5 000 m 1 328 (1 400 - 5 000 m)	
	ALS INOP	1 440 - 2 000 m 1 328 (1 400 - 2 000 m)	1 440 - 2 400 m 1 328 (1 400 - 2 400 m)	1 440 - 5 000 m 1 328 (1 400 - 5 000 m)	
Circling		1 440 - 2 000 m 1 320 (1 400 - 2 000 m)	1 440 - 2 400 m 1 320 (1 400 - 2 400 m)	1 440 - 5 000 m 1 320 (1 400 - 5 000 m)	

(2) Missed Approach Procedure : Climb to 5 000 ft via HDG 135° and as directed by ATC.

	Knots	60	120	180	240	300	TO
Rate of Climb	V/V fpm	200	400	600	800	1 000	-

4. RADIO COMMUNICATION FAILURE PROCEDURE

4.1 IFR

1. General

a. No person may take off unless two-way communication can be maintained with the Air Traffic Control.
b. On recognition of communication failure during flight, squawk 7600 and if necessary to ensure safe altitude, climb to Minimum Safe Altitude or above to maintain obstacle clearance. Then comply with following Procedure.

2. VMC

If the failure occurs in VFR conditions, or if VFR conditions, are encountered after the failure, each pilot shall continue the flight under VFR and land as soon as practicable.

3. IMC

If the failure occurs in IFR conditions, or if paragraph 2 of this section cannot be complied with, each pilot shall continue the flight according to the following. :

A. DEPARTURE

a. Under Pilot Navigation

- Runway 13R/L in use

1) DALSUNG 3 ALPHA

Climb on HDG 132° until cross R 090 TGU, then climbing right turn direct R 170 TGU 10 DME maintain 5 000 ft. Then climbing right turn and proceed along 10 DME Arc to intercept R 216 TGU. Then track inbound on R 216 TGU at or above 8 000 ft.

2) DONGCHON 7

Climb on HDG 132° to intercept R 132 DOC, and R 132 DOC to cross 12 DME at or above 5 000 ft.

3) MAVIC 1(RNAV)

TAKE-OFF RWY 13L : Climb course 134° to MAVIC thence,.....
TAKE-OFF RWY 13R : Climb course 133° to MAVIC thence,.....
.....Climb to 9 000 ft or assigned altitude via the following transition routes.
a) BITUX Transition : From MAVIC on track 215º to cross TN131 at or above 6 000 ft, then on track 291º to cross TN132 at or above 8 000 ft, then on track 351º to cross DALGU between at or above 8 000 ft and at or below 9 000 ft, then on track 312º to BITUX.
b) OPEDA Transition : From MAVIC on track 215º to cross TN131 at or above 6 000 ft, then on track 291º to cross TN132 at or above 8 000 ft, then on track 291º to OPEDA.
c) IGDOK Transition : From MAVIC on track 215º to cross TN131 at or above 6 000 ft, then on track 273º to DURYU and track 254º to IGDOK.
d) MASTA Transition : From MAVIC on track 215º to cross TN131 at or above 6 000 ft, then on track 215º to MASTA.
e) KALOD Transition : From MAVIC on track 189º to KALOD.
f) LAPAL Transition : From MAVIC on track 082º to LAPAL.

- Runway 31L/R in use

1) DALSUNG 3 ALPHA

Climb on HDG 312° until cross R 350 TGU, then climbing right turn track outbound on R 345 TGU to 18 DME at or below 7 000 ft. Then turn right and proceed along 18 DME ARC to intercept R 018 TGU 18 DME between 5 000 ft to 9 000 ft. Then climbing right turn inbound on R 018 TGU.

2) DONGCHON 7

Climb on HDG 312° to intercept R 312 DOC, and R 312 DOC to cross 12 DME at or above 6 000 ft.

3) CABON 1(RNAV)

TAKE-OFF RWY 31R : Climb course 312° to CABON thence,.....
TAKE-OFF RWY 31L : Climb course 313° to CABON thence,.....
.....Climb to 9 000 ft or assigned altitude via the following transition routes.
a) BITUX Transition : From CABON on track 322º to cross DALGU between at or above 6 000 ft and at or below 9 000 ft, then on track 312º to BITUX.
b) OPEDA Transition : From CABON on track 273º to OPEDA.
c) IGDOK Transition : From CABON on track 237º to cross TN311 at or above 5 000 ft, then on track 237º to DURYU and track 254º to IGDOK.
d) MASTA Transition : From CABON on track 237º to cross TN311 at or above 5 000 ft, then on track 170º to MASTA.
e) KALOD Transition : From CABON on track 237º to cross TN311 at or above 5 000 ft, then on track 147º to cross TN312 at or above 8 000 ft, then on track 147º to KALOD.
f) LAPAL Transition : From CABON on track 237º to cross TN311 at or above 5 000 ft, then on track 147º to cross TN312 at or above 8 000 ft, then on track 075º to LAPAL.

Change : Establishment of standard instrument departure procedures(RNAV MAVIC 1, RNAV CABON 1).

b. Under Radar Vectoring

- Proceed by the route from the point of radio failure to the fix, route, or airway specified in the vector clearance. :
- In the absence of an assigned route, proceed by the route that ATC has advised may be expected in a further clearance. : or
- In the absence of an assigned route, or route that ATC has advised may be expected in a further clearance, proceed by the route filed in the flight plan. : and
- Maintain minimum enroute altitude(MEA) or the altitude/flight level cleared in the last ATC clearance received, whichever is higher, for 5 minutes.
- Continue the flight with altitude/flight level filed in the flight plan.

B. ARRIVAL

RWY 31L/R in use

a. in VMC

- The aircraft shall maintain VFR and make an approach to land at RWY 31L.

b. in IMC

- The aircraft shall proceed to UKBAT IAF via TGU and execute ILS/DME RWY 31L or VOR/DME RWY 31L and use caution landing and departing traffic.

RWY 13R/L in use

a. in VMC

- The aircraft shall maintain VFR and make an approach to land at RWY 13R.

b. in IMC

- The aircraft shall proceed to YAWAN IAF and execute ILS/DME RWY 13R, and use caution landing and departing traffic.

4.2 VFR

1. VFR flight which has encountered radio communication failure shall

a. Helicopter

- Squawk 7600, and
- When able to see light gun signal from control tower, follow that instruction.
- If unable to see light gun signal from control tower, hold over downwind until ETA or for 10 minutes, whichever is later, then
- Land on runway in use as filed, and use caution landing and departing traffic.

b. Conventional flight

- Squawk 7600, and
- When able to see light gun signal from control tower, follow that instruction.
- If unable to see light gun signal from control tower, hold over downwind until ETA or for 10 minutes, whichever is later, then
- Land on runway in use as filed, and use caution landing and departing traffic.

Change : Page control.

RKTN AD 2.23 ADDITIONAL INFORMATION

1. The distance is not sufficient between RWY 13L/31R centerline and TWY E centerline, and between two RWY strips.

2. Bird concentrations in the vicinity of airport Migratory birds around Daegu International Airport is less than other airports due to it's locational characteristic and species of migratory birds are wild ducks, cattle egrets, and swallows.

   There are vast tracks of green belt and drains near the RWY located and outside of the airport surrounded by the hills, river, and shrubberies. So, these help to create good living space for habitats, food and migration of birds.

   The examples of resident birds around Daegu International Airport are sparrows, magpies, and doves, which inhabit within about 1~4 km from the airport and fly to the vicinity of the airport to find food.

   The times that the birds fly near the airport devides as follows : morning time (09:00~11:00) and afternoon time (15:00~18:00) and the flying height is 100 ft ~ 200 ft (30 m ~ 60 m).

   The birds cross the threshold of RWY 13L and they often fly into the green belt near the RWY.

   Especially, the movement of the birds is very active during 1 hour or 2 hours before the sunset.

   The ATC tower should watch birds activities and provide that information to the B.A.T (Bird Alert Team) and pilots if necessary.

   To eliminate the birds, AV alarm and explosive sounds are used and B.A.T(Bird Alert Team) uses guns and explosive shell.

   The safe operations of the aircraft can be provided by removing the factors that facilitate birds to inhabit with nets, vanes and agrichemical.

RKTN AD 2.24 CHARTS RELATED TO THE AERODROME

Change : Establishment of SID(RNAV MAVIC 1, CABON 1), STAR(RNAV YAWAN 1, UKBAT 1), IAC(RNP) and Information of chart NR..

STANDARD DEPARTURE CHART INSTRUMENT (SID)

TRANSITION	ALT	14 000
TRANSITION	LVL	FL 140

DAEGU DEP	120.25 135.9 230.3
DAEGU TWR	126.2 236.6

DAEGU/Daegu Intl(RKTN)
RWY 13R/L
RNAV MAVIC 1

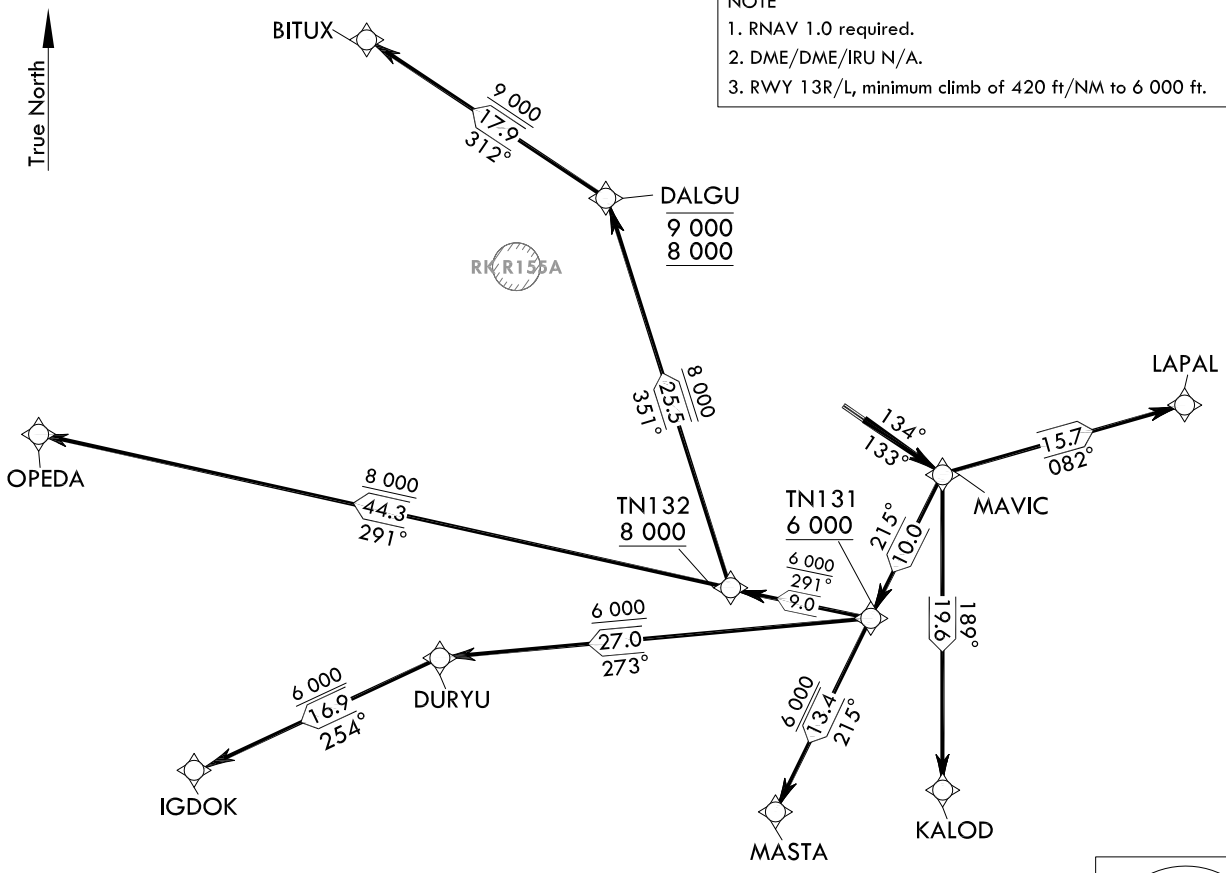
Note : Departure under U.S. TERPS.

TOP ALTITUDE : 9 000 ft

ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 9° W

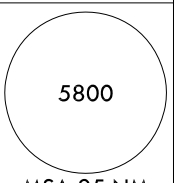
GNSS and RADAR required.

NOTE
1. RNAV 1.0 required.
2. DME/DME/IRU N/A.
3. RWY 13R/L, minimum climb of 420 ft/NM to 6 000 ft.



MINIMUM CLIMB RATE								
RWY	Knots	60	120	180	240	300	360	TO
13L/R	V/V(fpm)	420	840	1 260	1 680	2 100	2 520	6 000

NOT TO SCALE



MSA 25 NM
DAEGU ARP

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 13L : Climb course 134° to MAVIC, thence.....
TAKE-OFF RWY 13R : Climb course 133° to MAVIC, thence.....
..... Climb to 9 000 ft or assigned altitude via the following transition routes.

BITUX Transition : From MAVIC on track 215° to cross TN131 at or above 6 000 ft, then on track 291° to cross TN132 at or above 8 000 ft, then on track 351° to cross DALGU between at or above 8 000 ft and at or below 9 000 ft, then on track 312° to BITUX.

OPEDA Transition : From MAVIC on track 215° to cross TN131 at or above 6 000 ft, then on track 291° to cross TN132 at or above 8 000 ft, then on track 291° to OPEDA.

IGDOK Transition : From MAVIC on track 215° to cross TN131 at or above 6 000 ft, then on track 273° to DURYU and on track 254° to IGDOK.

MASTA Transition : From MAVIC on track 215° to cross TN131 at or above 6 000 ft, then on track 215° to MASTA.

KALOD Transition : From MAVIC on track 189° to KALOD.

LAPAL Transition : From MAVIC on track 082° to LAPAL.

Change : Establishment of standard instrument departure procedure for RWY 13R/L.

Standard Instrument Departure Procedure Coding Tables

RNAV MAVIC 1 - BITUX Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation Specification	Remarks
001	CF	MAVIC	-	13L-134 (124.9) 13R-133 (124.2)	6.0 6.0	-	-	-	35°49'48.9"N 128°46'21.9"E	-	RNAV 1	-
002	TF	TN131	-	215 (206.3)	10.0	-	+6 000	-	35°40'50.1"N 128°40'55.5"E	-	RNAV 1	-
003	TF	TN132	-	291 (282.2)	9.0	-	+8 000	-	35°42'43.8"N 128°30'07.4"E	-	RNAV 1	-
004	TF	DALGU	-	351 (342.0)	25.5	-	-9 000 +8 000	-	36°07'02.7"N 128°20'21.4"E	-	RNAV 1	-
005	TF	BITUX	-	311.7 (302.2)	17.9	-	+9 000	-	36°16'44.9"N 128°01'47.9"E	-	RNAV 1	-

RNAV MAVIC 1 - OPEDA Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation Specification	Remarks
001	CF	MAVIC	-	13L-134 (124.9) 13R-133 (124.2)	6.0 6.0	-	-	-	35°49'48.9"N 128°46'21.9"E	-	RNAV 1	-
002	TF	TN131	-	215 (206.3)	10.0	-	+6 000	-	35°40'50.1"N 128°40'55.5"E	-	RNAV 1	-
003	TF	TN132	-	291 (282.2)	9.0	-	+8 000	-	35°42'43.8"N 128°30'07.4"E	-	RNAV 1	-
004	TF	OPEDA	-	291 (282.1)	44.3	-	+8 000	-	35°51'48.5"N 127°36'52.0"E	-	RNAV 1	-

RNAV MAVIC 1 - IGDOK Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation Specification	Remarks
001	CF	MAVIC	-	13L-134 (124.9) 13R-133 (124.2)	6.0 6.0	-	-	-	35°49'48.9"N 128°46'21.9"E	-	RNAV 1	-
002	TF	TN131	-	215 (206.3)	10.0	-	+6 000	-	35°40'50.1"N 128°40'55.5"E	-	RNAV 1	-
003	TF	DURYU	-	273 (264.6)	27.0	-	+6 000	-	35°38'13.0"N 128°07'54.2"E	-	RNAV 1	-
004	TF	IGDOK	-	254 (245.1)	16.9	-	+6 000	-	35°31'03.6"N 127°49'06.6"E	-	RNAV 1	-

DAEGU/Daegu Intl(RKTN)
RWY 13R/L
RNAV MAVIC 1

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV MAVIC 1 - MASTA Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation Specification	Remarks
001	CF	MAVIC	-	13L-134 (124.9) 13R-133 (124.2)	6.0 6.0	-	-	-	35°49'48.9"N 128°46'21.9"E	-	RNAV 1	-
002	TF	TN131	-	215 (206.3)	10.0	-	+6 000	-	35°40'50.1"N 128°40'55.5"E	-	RNAV 1	-
003	TF	MASTA	-	215 (206.3)	13.4	-	+6 000	-	35°28'47.0"N 128°33'39.6"E	-	RNAV 1	-

RNAV MAVIC 1 - KALOD Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation Specification	Remarks
001	CF	MAVIC	-	13L-134 (124.9) 13R-133 (124.2)	6.0 6.0	-	-	-	35°49'48.9"N 128°46'21.9"E	-	RNAV 1	-
002	TF	KALOD	-	189 (179.8)	19.6	-	-	-	35°30'12.1"N 128°46'26.5"E	-	RNAV 1	-

RNAV MAVIC 1 - LAPAL Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation Specification	Remarks
001	CF	MAVIC	-	13L-134 (124.9) 13R-133 (124.2)	6.0 6.0	-	-	-	35°49'48.9"N 128°46'21.9"E	-	RNAV 1	-
002	TF	LAPAL	-	082 (073.6)	15.7	-	-	-	35°54'12.6"N 129°04'52.0"E	-	RNAV 1	-

Change : Establishment of standard instrument departure procedure for RWY 13R/L.

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STANDARD DEPARTURE CHART INSTRUMENT (SID)

TRANSITION	ALT	14 000
TRANSITION	LVL	FL 140

DAEGU DEP	120.25 135.9 230.3
DAEGU TWR	126.2 236.6

DAEGU/Daegu Intl(RKTN)
RWY 31L/R
RNAV CABON 1

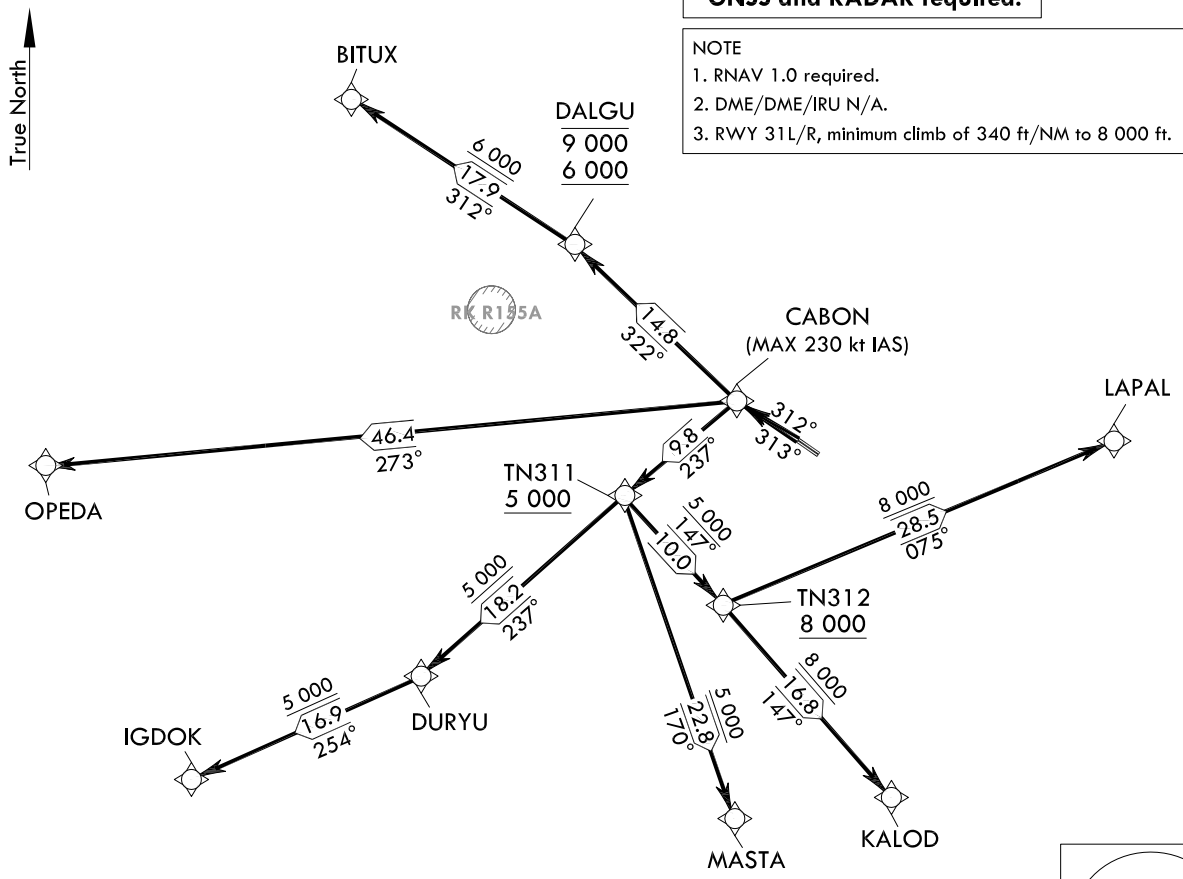
Note : Departure under U.S. TERPS.

MINIMUM CLIMB RATE								
RWY	Knots	60	120	180	240	300	360	TO
31L/R	V/V(fpm)	340	680	1 260	1 360	1 700	2 040	8 000

ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 9° W

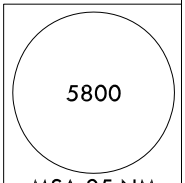
GNSS and RADAR required.

NOTE
1. RNAV 1.0 required.
2. DME/DME/IRU N/A.
3. RWY 31L/R, minimum climb of 340 ft/NM to 8 000 ft.



TAKE-OFF OBSTACLES
RWY 31L : Trees 1 509 ft from DER, 611 ft right of centerline, 60 ft AGL/172 ft MSL.
RWY 31L : Trees 1 476 ft from DER, 794 ft right of centerline, 66 ft AGL/178 ft MSL.

NOT TO SCALE



MSA 25 NM
DAEGU ARP

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 31R : Climb course 312° to CABON, thence.....
TAKE-OFF RWY 31L : Climb course 313° to CABON, thence.....
..... Climb to 9 000 ft or assigned altitude via the following transition routes.

BITUX Transition : From CABON on track 322° to cross DALGU between at or above 6 000 ft and at or below 9 000 ft, then on track 312° to BITUX.

OPEDA Transition : From CABON on track 273° to OPEDA.

IGDOK Transition : From CABON on track 237° to cross TN311 at or above 5 000 ft, then on track 237° to DURYU and on track 254° to IGDOK.

MASTA Transition : From CABON on track 237° to cross TN311 at or above 5 000 ft, then on track 170° to MASTA.

KALOD Transition : From CABON on track 237° to cross TN311 at or above 5 000 ft, then on track 147° to cross TN312 at or above 8 000 ft, then on track 147° to KALOD.

LAPAL Transition : From CABON on track 237° to cross TN311 at or above 5 000 ft, then on track 147° to cross TN312 at or above 8 000 ft, then on track 075° to LAPAL.

Change : Establishment of standard instrument departure procedure for RWY 31L/R.

DAEGU/Daegu Intl(RKTN)
RWY 31L/R
RNAV CABON 1

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV CABON 1 - BITUX Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation Specification	Remarks
001	CF	CABON	-	31L-313 (304.2) 31R-312 (303.4)	5.0 5.0	-	-	-230	35°56'51.0"N 128°33'39.5"E	-	RNAV 1	-
002	TF	DALGU	-	322 (313.4)	14.8	-	-9 000 +6 000	-	36°07'02.7"N 128°20'21.4"E	-	RNAV 1	-
003	TF	BITUX	-	312 (302.9)	17.9	-	+6 000	-	36°16'44.9"N 128°01'47.9"E	-	RNAV 1	-

RNAV CABON 1 - OPEDA Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation Specification	Remarks
001	CF	CABON	-	31L-313 (304.2) 31R-312 (303.4)	5.0 5.0	-	-	-230	35°56'51.0"N 128°33'39.5"E	-	RNAV 1	-
002	TF	OPEDA	-	272.79 (264.05)	46.4	-	-	-	35°51'48.5"N 127°36'52.0"E	-	RNAV 1	-

RNAV CABON 1 - IGDOK Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation Specification	Remarks
001	CF	CABON	-	31L-313 (304.2) 31R-312 (303.4)	5.0 5.0	-	-	-230	35°56'51.0"N 128°33'39.5"E	-	RNAV 1	-
002	TF	TN311	-	237 (228.5)	9.8	-	+5 000	-	35°50'20.7"N 128°24'37.8"E	-	RNAV 1	-
003	TF	DURYU	-	237 (228.4)	18.2	-	+5 000	-	35°38'13.0"N 128°07'54.2"E	-	RNAV 1	-
004	TF	IGDOK	-	254 (245.1)	16.9	-	+5 000	-	35°31'03.6"N 127°49'06.6"E	-	RNAV 1	-

Change : Establishment of standard instrument departure procedure for RWY 31L/R.

DAEGU/Daegu Intl(RKTN)
RWY 31L/R
RNAV CABON 1

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV CABON 1 - MASTA Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation Specification	Remarks
001	CF	CABON	-	31L-313 (304.2) 31R-312 (303.4)	5.0 5.0	-	-	-230	35°56'51.0"N 128°33'39.5"E	-	RNAV 1	-
002	TF	TN311	-	237 (228.5)	9.8	-	+5 000	-	35°50'20.7"N 128°24'37.8"E	-	RNAV 1	-
003	TF	MASTA	-	170 (161.1)	22.8	-	+5 000	-	35°28'47.0"N 128°33'39.6"E	-	RNAV 1	-

RNAV CABON 1 - KALOD Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation Specification	Remarks
001	CF	CABON	-	31L-313 (304.2) 31R-312 (303.4)	5.0 5.0	-	-	-230	35°56'51.0"N 128°33'39.5"E	-	RNAV 1	-
002	TF	TN311	-	237 (228.5)	9.8	-	+5 000	-	35°50'20.7"N 128°24'37.8"E	-	RNAV 1	-
003	TF	TN312	-	147 (138.4)	10.0	-	+8 000	-	35°42'50.9"N 128°32'46.7"E	-	RNAV 1	-
004	TF	KALOD	-	147 (138.5)	16.8	-	+8 000	-	35°30'12.1"N 128°46'26.5"E	-	RNAV 1	-

RNAV CABON 1 - LAPAL Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation Specification	Remarks
001	CF	CABON	-	31L-313 (304.2) 31R-312 (303.4)	5.0 5.0	-	-	-230	35°56'51.0"N 128°33'39.5"E	-	RNAV 1	-
002	TF	TN311	-	237 (228.5)	9.8	-	+5 000	-	35°50'20.7"N 128°24'37.8"E	-	RNAV 1	-
003	TF	TN312	-	147 (138.4)	10.0	-	+8 000	-	35°42'50.9"N 128°32'46.7"E	-	RNAV 1	-
004	TF	LAPAL	-	075 (066.4)	28.5	-	+8 000	-	35°54'12.6"N 129°04'52.0"E	-	RNAV 1	-

Change : Establishment of standard instrument departure procedure for RWY 31L/R.

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STANDARD ARRIVAL CHART INSTRUMENT(STAR)

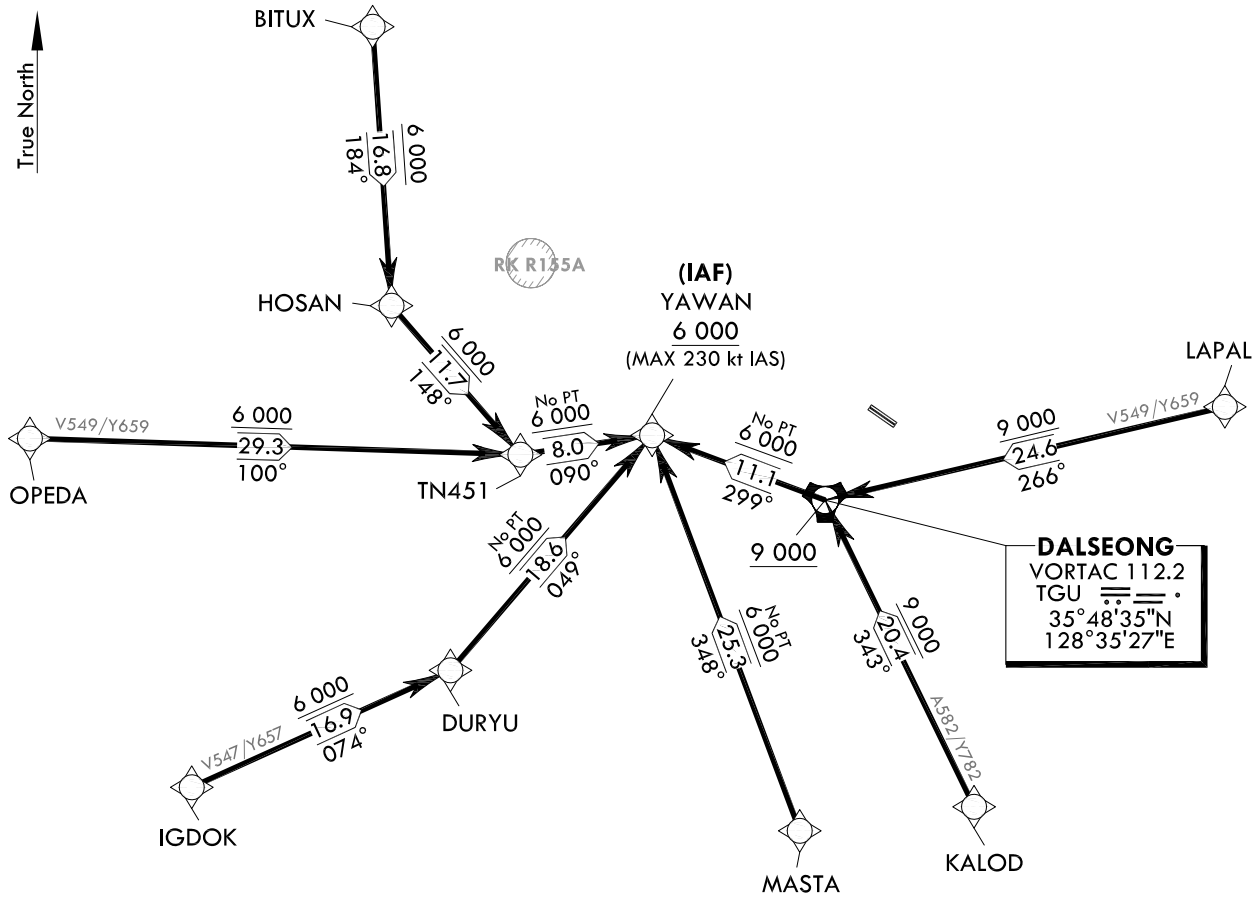
Note : Arrival under U.S. TERPS.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

DAEGU APP	135.9	346.3
DAEGU TWR	126.2	236.6
	365.0	

DAEGU/Daegu Intl(RKTN)
RWY 13R/L
RNAV YAWAN 1

ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 9° W



GNSS and RADAR required.

NOTE
1. RNAV 1.0 required.
2. DME/DME/IRU N/A.

NOT TO SCALE

ARRIVAL ROUTE DESCRIPTION

LANDING RUNWAY 13R/L : Expect RNP approach following transition routes.

The following are transition routes.

BITUX Transition : From BITUX on track 184° to HOSAN and track 148° to TN451 and track 090° to cross YAWAN at or above 6 000 ft.

OPEDA Transition : From OPEDA on track 100° to TN451 and track 090° to cross YAWAN at or above 6 000 ft.

IGDOK Transition : From IGDOK on track 074° to DURYU and track 049° to cross YAWAN at or above 6 000 ft.

MASTA Transition : From MASTA on track 348° to cross YAWAN at or above 6 000 ft.

KALOD Transition : From KALOD on track 343° to cross TGU(VORTAC) at or above 9 000 ft, then on track 299° to cross YAWAN at or above 6 000 ft.

LAPAL Transition : From LAPAL on track 266° to cross TGU(VORTAC) at or above 9 000 ft, then on track 299° to cross YAWAN at or above 6 000 ft.

Change : Establishment of standard instrument arrival procedure for RWY 13R/L.

DAEGU/Daegu Intl(RKTN)
RWY 13R/L
RNAV YAWAN 1

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV YAWAN 1 - BITUX Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation Specification	Remarks
001	IF	BITUX	-	-	-	-	-	-	36°16'44.9"N 128°01'47.9"E	-	RNAV 1	-
002	TF	HOSAN	-	184 (175.5)	16.8	-	+6 000	-	36°00'00.7"N 128°03'25.6"E	-	RNAV 1	-
003	TF	TN451	-	148 (138.8)	11.7	-	+6 000	-	35°51'11.1"N 128°12'54.5"E	-	RNAV 1	-
004	TF	YAWAN	-	090 (081.1)	8.0	-	+6 000	-230	35°52'24.8"N 128°22'38.0"E	-	RNAV 1	IAF

RNAV YAWAN 1 - OPEDA Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation Specification	Remarks
001	IF	OPEDA	-	-	-	-	-	-	35°51'48.5"N 127°36'52.0"E	-	RNAV 1	-
002	TF	TN451	-	100 (091.0)	29.3	-	+6 000	-	35°51'11.1"N 128°12'54.5"E	-	RNAV 1	-
003	TF	YAWAN	-	090 (081.1)	8.0	-	+6 000	-230	35°52'24.8"N 128°22'38.0"E	-	RNAV 1	IAF

RNAV YAWAN 1 - IGDOK Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation Specification	Remarks
001	IF	IGDOK	-	-	-	-	-	-	35°31'03.6"N 127°49'06.6"E	-	RNAV 1	-
002	TF	DURYU	-	074 (064.9)	16.9	-	+6 000	-	35°38'13.0"N 128°07'54.2"E	-	RNAV 1	-
003	TF	YAWAN	-	049 (040.2)	18.6	-	+6 000	-230	35°52'24.8"N 128°22'38.0"E	-	RNAV 1	IAF

Change : Establishment of standard instrument arrival procedure for RWY 13R/L.

DAEGU/Daegu Intl(RKTN)
RWY 13R/L
RNAV YAWAN 1

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV YAWAN 1 - MASTA Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation Specification	Remarks
001	IF	MASTA	-	-	-	-	-	-	35°28'47.0"N 128°33'39.6"E	-	RNAV 1	-
002	TF	YAWAN	-	348 (339.2)	25.3	-	+6 000	-230	35°52'24.8"N 128°22'38.0"E	-	RNAV 1	IAF

RNAV YAWAN 1 - KALOD Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation Specification	Remarks
001	IF	KALOD	-	-	-	-	-	-	35°30'12.1"N 128°46'26.5"E	-	RNAV 1	-
002	TF	TGU		343 (334.0)	20.4	-	+9 000	-	35°48'35.4"N 128°35'26.8"E	-	RNAV 1	-
003	TF	YAWAN	-	299 (290.2)	11.1	-	+6 000	-230	35°52'24.8"N 128°22'38.0"E	-	RNAV 1	IAF

RNAV YAWAN 1 - LAPAL Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation Specification	Remarks
001	IF	LAPAL	-	-	-	-	-	-	35°54'12.6"N 129°04'52.0"E	-	RNAV 1	-
002	TF	TGU		266 (256.9)	24.6	-	+9 000	-	35°48'35.4"N 128°35'26.8"E	-	RNAV 1	-
003	TF	YAWAN	-	299 (290.2)	11.1	-	+6 000	-230	35°52'24.8"N 128°22'38.0"E	-	RNAV 1	IAF

Change : Establishment of standard instrument arrival procedure for RWY 13R/L.

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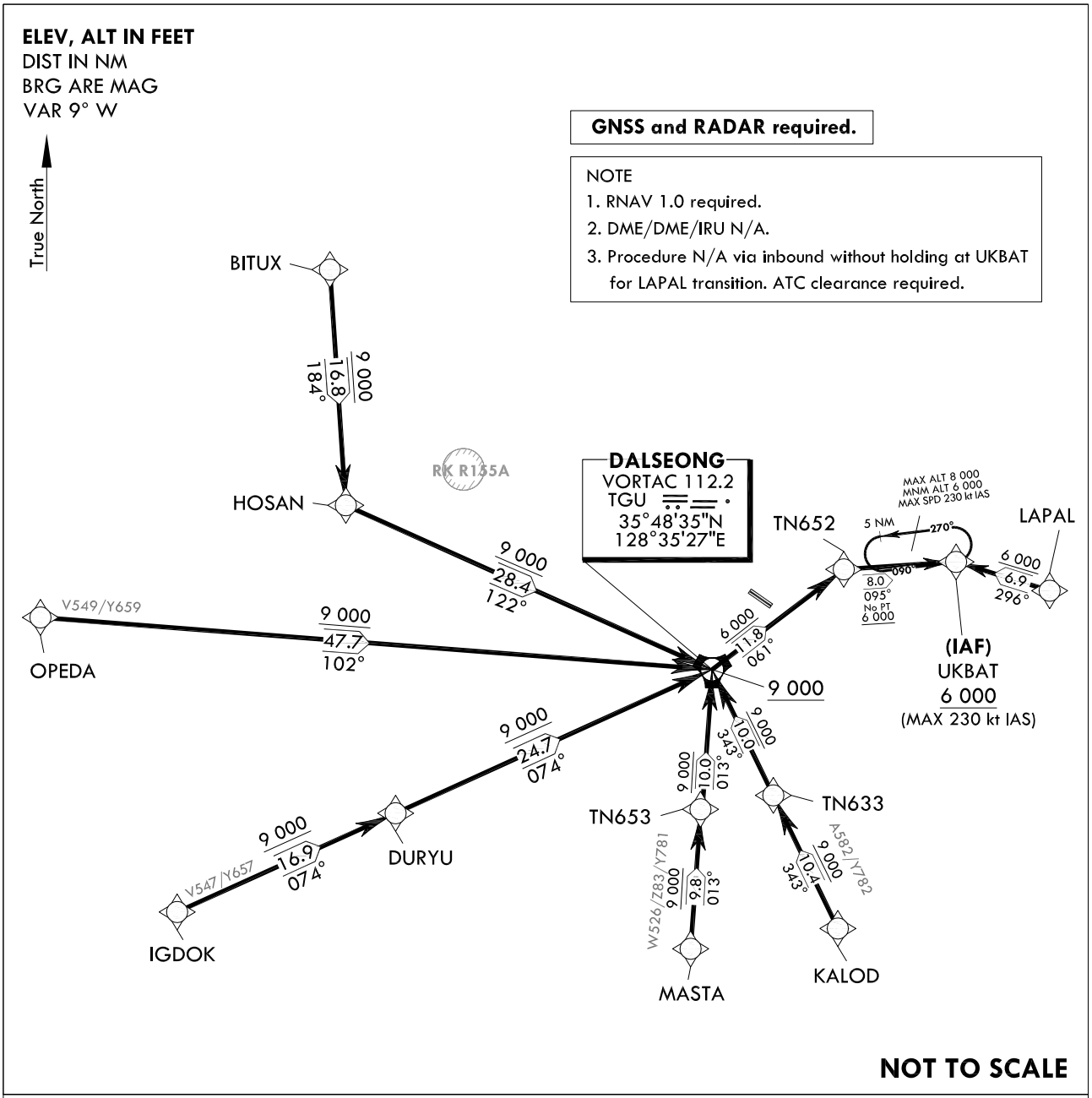
STANDARD ARRIVAL CHART INSTRUMENT(STAR)

TRANSITION ALT 14 000
TRANSITION LVL FL 140

DAEGU APP	135.9	346.3
DAEGU TWR	126.2	236.6
	365.0	

DAEGU/Daegu Intl(RKTN)
RWY 31L/R
RNAV UKBAT 1

Note : Arrival under U.S. TERPS.



ARRIVAL ROUTE DESCRIPTION

LANDING RUNWAY 31L/R : Expect RNP approach following transition routes.

The following are transition routes.

BITUX Transition : From BITUX on track 184° to HOSAN and track 122° to cross TGU(VORTAC) at or above 9 000 ft, then on track 061° to TN652 and track 095° to cross UKBAT at or above 6 000 ft.

OPEDA Transition : From OPEDA on track 102° to cross TGU(VORTAC) at or above 9 000 ft, then on track 061° to TN652 and track 095° to cross UKBAT at or above 6 000 ft.

IGDOK Transition : From IGDOK on track 074° to DURYU and track 074° to cross TGU(VORTAC) at or above 9 000 ft, then on track 061° to TN652 and track 095° to cross UKBAT at or above 6 000 ft.

MASTA Transition : From MASTA on track 013° to TN653 and track 013° to cross TGU(VORTAC) at or above 9 000 ft, then on track 061° to TN652 and track 095° to cross UKBAT at or above 6 000 ft.

KALOD Transition : From KALOD on track 343° to TN633 and track 343° to cross TGU(VORTAC) at or above 9 000 ft, then on track 061° to TN652 and track 095° to cross UKBAT at or above 6 000 ft.

LAPAL Transition : From LAPAL on track 296° to cross UKBAT at or above 6 000 ft.

Change : Establishment of standard instrument arrival procedure for RWY 31L/R.

DAEGU/Daegu Intl(RKTN)
RWY 31L/R
RNAV UKBAT 1

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV UKBAT 1 - BITUX Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation Specification	Remarks
001	IF	BITUX	-	-	-	-	-	-	36°16'44.9"N 128°01'47.9"E	-	RNAV 1	-
002	TF	HOSAN	-	184 (175.5)	16.8	-	+9 000	-	36°00'00.7"N 128°03'25.6"E	-	RNAV 1	-
003	TF	TGU	-	122 (113.5)	28.4	-	+9 000	-	35°48'35.4"N 128°35'26.8"E	-	RNAV 1	-
004	TF	TN652	-	061 (052.7)	11.8	-	+6 000	-	35°55'43.2"N 128°46'57.0"E	-	RNAV 1	-
005	TF	UKBAT	-	095 (086.0)	8.0	-	+6 000	-230	35°56'16.5"N 128°56'47.1"E	-	RNAV 1	IAF

RNAV UKBAT 1 - OPEDA Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation Specification	Remarks
001	IF	OPEDA	-	-	-	-	-	-	35°51'48.5"N 127°36'52.0"E	-	RNAV 1	-
002	TF	TGU	-	102 (093.6)	47.7	-	+9 000	-	35°48'35.4"N 128°35'26.8"E	-	RNAV 1	-
003	TF	TN652	-	061 (052.7)	11.8	-	+6 000	-	35°55'43.2"N 128°46'57.0"E	-	RNAV 1	-
004	TF	UKBAT	-	095 (086.0)	8.0	-	+6 000	-230	35°56'16.5"N 128°56'47.1"E	-	RNAV 1	IAF

RNAV UKBAT 1 - IGDOK Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation Specification	Remarks
001	IF	IGDOK	-	-	-	-	-	-	35°31'03.6"N 127°49'06.6"E	-	RNAV 1	-
002	TF	DURYU	-	074 (064.9)	16.9	-	+9 000	-	35°38'13.0"N 128°07'54.2"E	-	RNAV 1	-
003	TF	TGU	-	074 (065.1)	24.7	-	+9 000	-	35°48'35.4"N 128°35'26.8"E	-	RNAV 1	-
004	TF	TN652	-	061 (052.7)	11.8	-	+6 000	-	35°55'43.2"N 128°46'57.0"E	-	RNAV 1	-
005	TF	UKBAT	-	095 (086.0)	8.0	-	+6 000	-230	35°56'16.5"N 128°56'47.1"E	-	RNAV 1	IAF

Change : Establishment of standard instrument arrival procedure for RWY 31L/R.

Standard Instrument Arrival Procedure Coding Tables

RNAV UKBAT 1 - MASTA Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation Specification	Remarks
001	IF	MASTA	-	-	-	-	-	-	35°28'47.0"N 128°33'39.6"E	-	RNAV 1	-
002	TF	TN653	-	013 (004.2)	9.8	-	+9 000	-	35°38'36.1"N 128°34'32.6"E	-	RNAV 1	-
003	TF	TGU	-	013 (004.2)	10.0	-	+9 000	-	35°48'35.4"N 128°35'26.8"E	-	RNAV 1	-
004	TF	TN652	-	061 (052.7)	11.8	-	+6 000	-	35°55'43.2"N 128°46'57.0"E	-	RNAV 1	-
005	TF	UKBAT	-	095 (086.0)	8.0	-	+6 000	-230	35°56'16.5"N 128°56'47.1"E	-	RNAV 1	IAF

RNAV UKBAT 1 - KALOD Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation Specification	Remarks
001	IF	KALOD	-	-	-	-	-	-	35°30'12.1"N 128°46'26.5"E	-	RNAV 1	-
002	TF	TN633	-	343 (334.0)	10.4	-	+9 000	-	35°39'35.5"N 128°40'50.3"E	-	RNAV 1	-
003	TF	TGU	-	343 (334.0)	10.0	-	+9 000	-	35°48'35.4"N 128°35'26.8"E	-	RNAV 1	-
004	TF	TN652	-	061 (052.7)	11.8	-	+6 000	-	35°55'43.2"N 128°46'57.0"E	-	RNAV 1	-
005	TF	UKBAT	-	095 (086.0)	8.0	-	+6 000	-230	35°56'16.5"N 128°56'47.1"E	-	RNAV 1	IAF

RNAV UKBAT 1 - LAPAL Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation Specification	Remarks
001	IF	LAPAL	-	-	-	-	-	-	35°54'12.6"N 129°04'52.0"E	-	RNAV 1	-
002	TF	UKBAT	-	296 (287.5)	6.9	-	+6 000	-230	35°56'16.5"N 128°56'47.1"E	-	RNAV 1	IAF

HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation Specification	Remarks
RNAV UKBAT 1	HM	UKBAT	-	090 (081.28)	5.0	L	-8 000 +6 000	-230	35°56'16.5"N 128°56'47.1"E	-	RNAV 1	-

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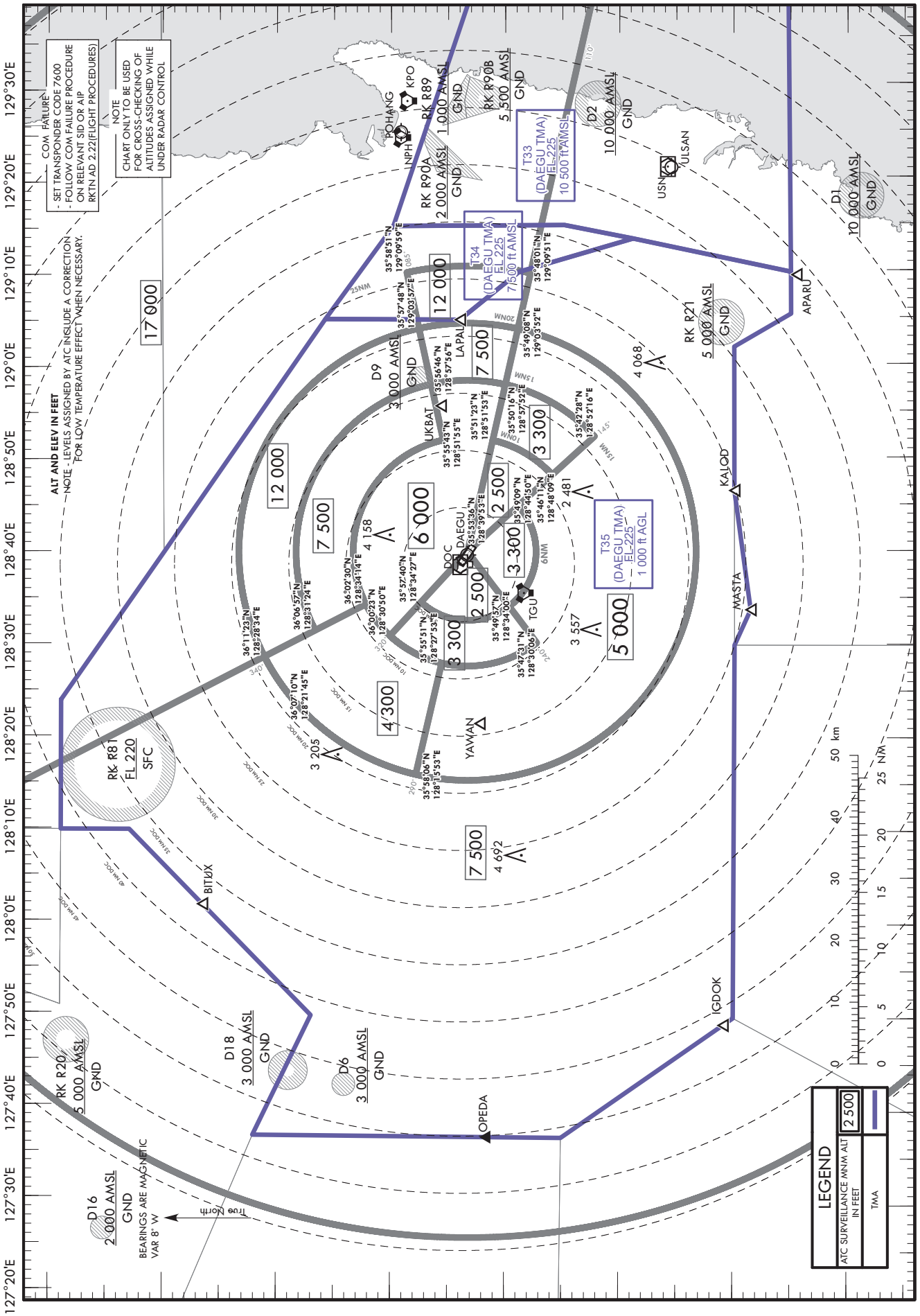
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

DAEGU/Daegu Intl(RKTN)

AERODROME ELEV **120** ft
TRANSITION ALT **14 000** ft

APP 135.9 346.3
DEF 135.9 230.3



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INSTRUMENT APPROACH CHART

AERODROME ELEV 120 ft
HEIGHTS RELATED TO
THR RWY 13R - ELEV **110** ft
HIGHEST ELEV TDZ **111** ft

DAEGU	APP	135.9	346.3
DAEGU	TWR	126.2	236.6
		365.0	

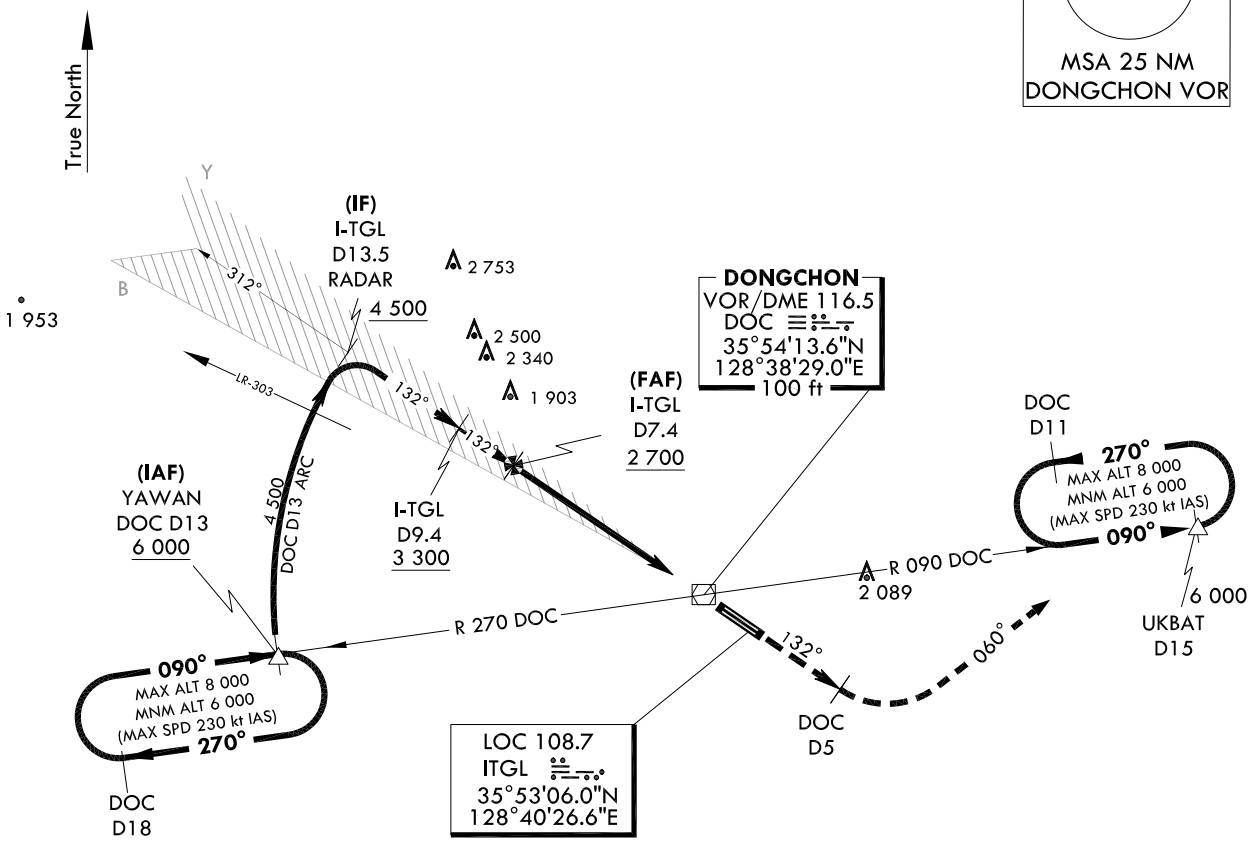
DAEGU/Daegu Intl(RKTN)
ILS
RWY 13R

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

ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 8° W

VOR/DME or RADAR Required.

5800
MSA 25 NM
DONGCHON VOR



NOTE
1. Circling is not authorized.
2. Missed approach requires minimum climb of 390 ft/NM to 6 000 ft.

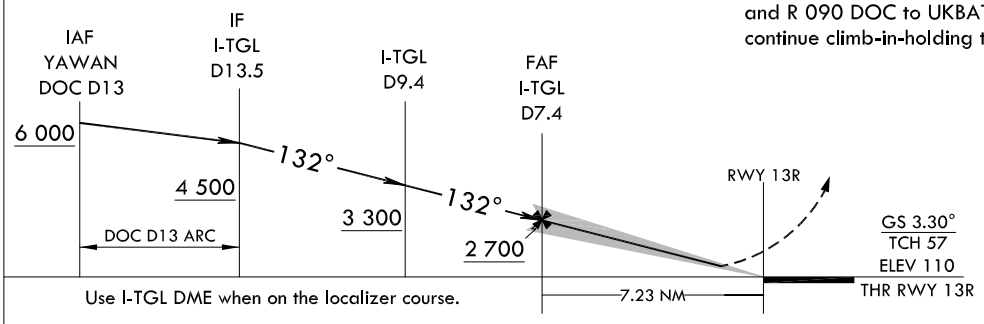
NOT TO SCALE

HDG 132°	DOC D5	HDG 060°	R 090 DOC	UKBAT △ 6 000

MISSED APPROACH CLIMB RATE TABLE

RWY	Knots	60	120	180	240	300	TO
13R	V/V(fpm)	390	780	1 170	1 560	1 950	6 000

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



CATEGORY		A	B	C	D	E
S-ILS 13R	FULL			657 - 1 1/2	546(600 - 1 1/2)	
	ALS INOP			657 - 1 5/8	546(600 - 1 5/8)	

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INSTRUMENT APPROACH CHART

AERODROME ELEV 120 ft
HEIGHTS RELATED TO
THR RWY 13R - ELEV **110** ft
HIGHEST ELEV TDZ **111** ft

DAEGU	APP	135.9	346.3
DAEGU	TWR	126.2	236.6
		365.0	

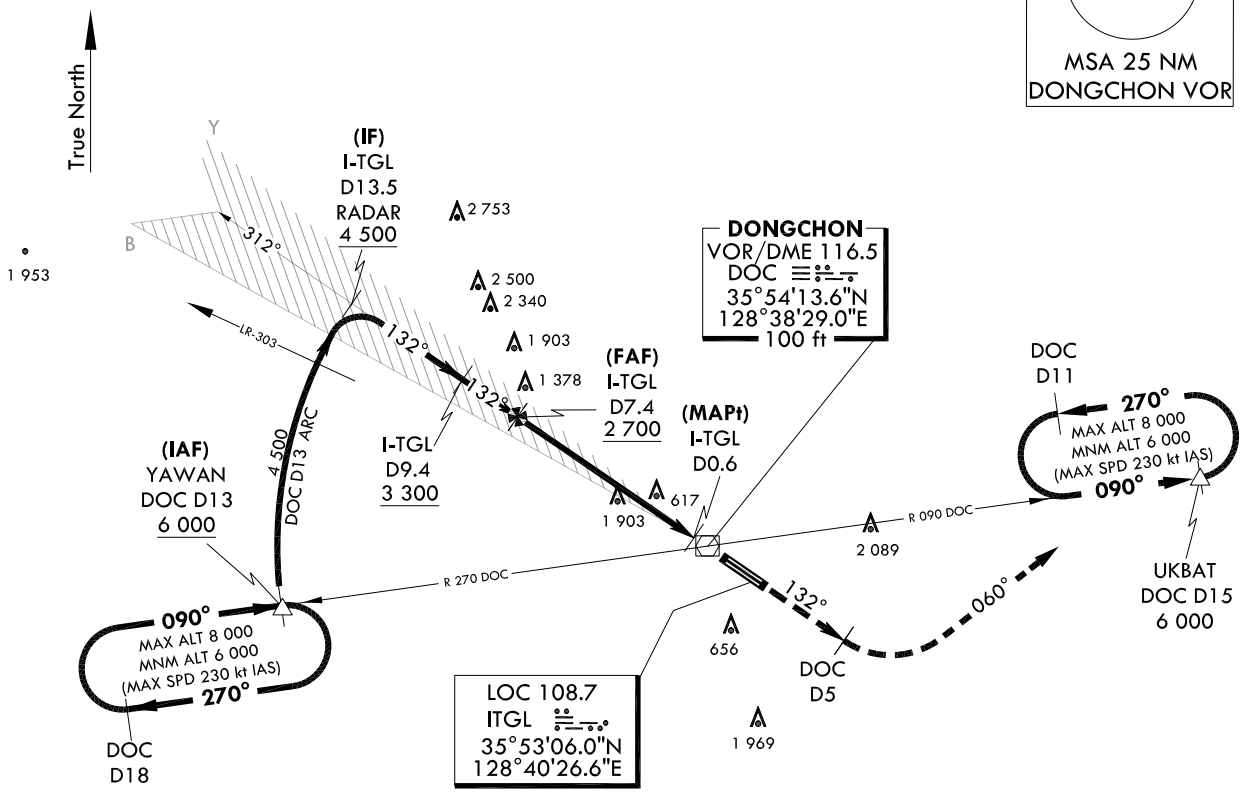
DAEGU/Daegu Intl(RKTN)
LOC/DME
RWY 13R

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

ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 8° W

VOR/DME or RADAR Required.

5800
MSA 25 NM
DONGCHON VOR



NOTE : 1 378 ft was not considered as final approach controlling OBST due to close to FAF.

NOTE
1. Circling is not authorized NE of RWY 13/31.
2. Missed approach requires minimum climb of 270 ft/NM to 6 000 ft.

NOT TO SCALE

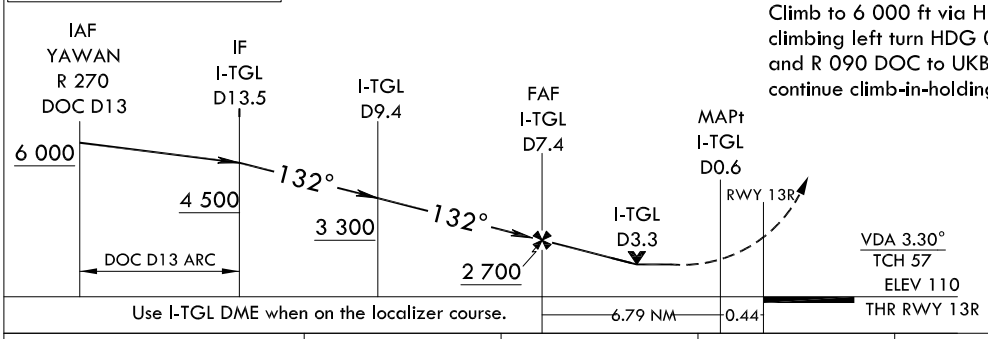
HDG 132°	DOC D5	HDG 060°	R 090 DOC	UKBAT △ 6 000

TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH CLIMB RATE TABLE

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

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



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

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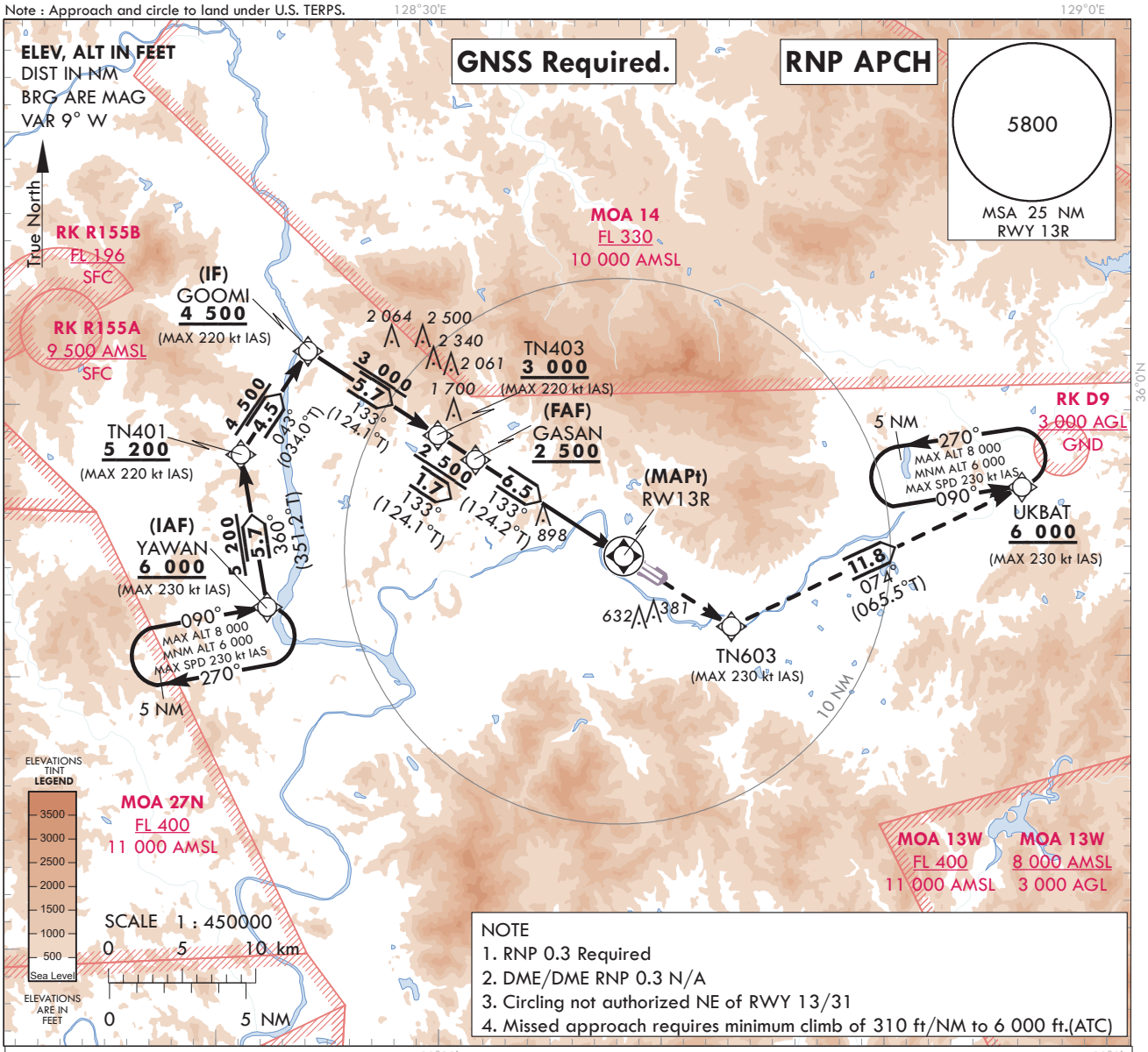
INSTRUMENT APPROACH CHART

AERODROME ELEV 120 ft
HEIGHTS RELATED TO
THR RWY 13R - ELEV **110** ft
HEIGHTS ELEV TDZ **111** ft

DAEGU APP	135.9	346.3
DAEGU TWR	126.2	236.6
	365.0	

DAEGU/Daegu Intl(RKTN)
RNP
RWY 13R

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



NOTE
1. RNP 0.3 Required
2. DME/DME RNP 0.3 N/A
3. Circling not authorized NE of RWY 13/31
4. Missed approach requires minimum climb of 310 ft/NM to 6 000 ft.(ATC)

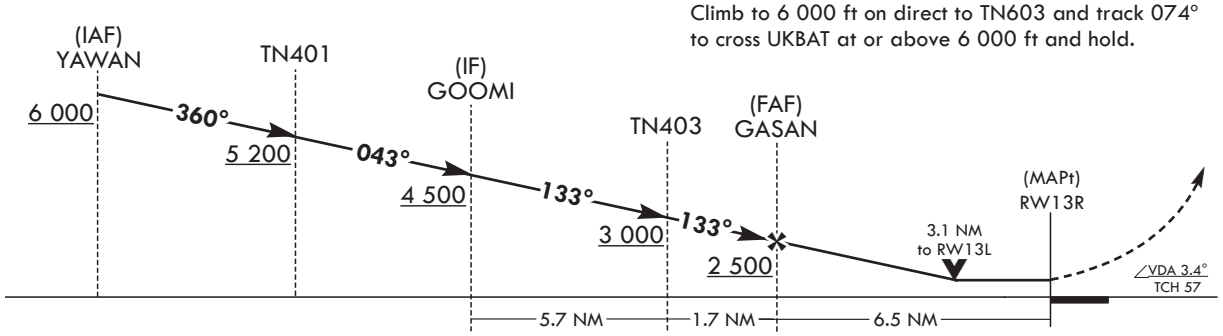
TN531	TN531	tr 074°	UKBAT 6 000

TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH CLIMB RATE TABLE

RWY	Knots	60	120	180	240	300	TO
13R	V/V(fpm)	310	620	930	1 240	1 550	6 000

MISSED APPROACH
Climb to 6 000 ft on direct to TN603 and track 074° to cross UKBAT at or above 6 000 ft and hold.



CATEGORY		A	B	C	D
LNAV/VNAV DA	ALS	N/A			
	ALS INOP	N/A			
LNAV MDA	ALS	1 260 - 3	1 149(1 200 - 3)		
	ALS INOP	1 260 - 3	1 149(1 200 - 3)		
CIRCLING		1 260 - 3	1 140(1 200 - 3)		

Change : Establishment of instrument approach procedure(RNP RWY 13R).

DAEGU/Daegu Intl(RKTN)
RNP
RWY 13R

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 13R

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	IF	YAWAN	-	-	-	-	+6 000	-230	35°52'24.8"N 128°22'38.0"E	-	RNP APCH	IAF
002	TF	TN401	-	360(351.2)	5.7	-	+5 200	-220	35°58'02.1"N 128°21'34.0"E	-	RNP APCH	-
003	TF	GOOMI	-	043(034.0)	4.5	-	+4 500	-220	36°01'47.4"N 128°24'41.4"E	-	RNP APCH	IF
004	TF	TN403	-	133(124.1)	5.7	-	+3 000	-220	35°58'36.2"N 128°30'28.8"E	-	RNP APCH	-
005	TF	GASAN	-	133(124.1)	1.7	-	+2 500	-	35°57'40.4"N 128°32'10.1"E	-	RNP APCH	FAF
006	TF	RW13R	Y	133(124.2)	6.5	-	-	-230	35°54'02.2"N 128°38'45.1"E	-	RNP APCH	MAPt
007	DF	TN603	-	-	-	-	-	-230	35°51'22.9"N 128°43'32.6"E	-	RNP APCH	CG310 ft/NM to 6 000
008	TF	UKBAT	-	074(065.5)	11.8	-	+6 000	-230	35°56'16.5"N 128°56'47.1"E	-	RNP APCH	-
009	HM	UKBAT	-	090(081.3)	-	L	-8 000 +6 000	-230	35°56'16.5"N 128°56'47.1"E	-	RNP APCH	5 NM (Outbound timing)

HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/TCH	Navigation specification	Remarks
RNP RWY 13R	HM	YAWAN	-	090(081.3)	5.0	R	-8 000 +6 000	-230	35°02'09.4"N 127°44'21.6"E	-	RNAV 1	-

Change : Establishment of instrument approach procedure(RNP RWY 13R).

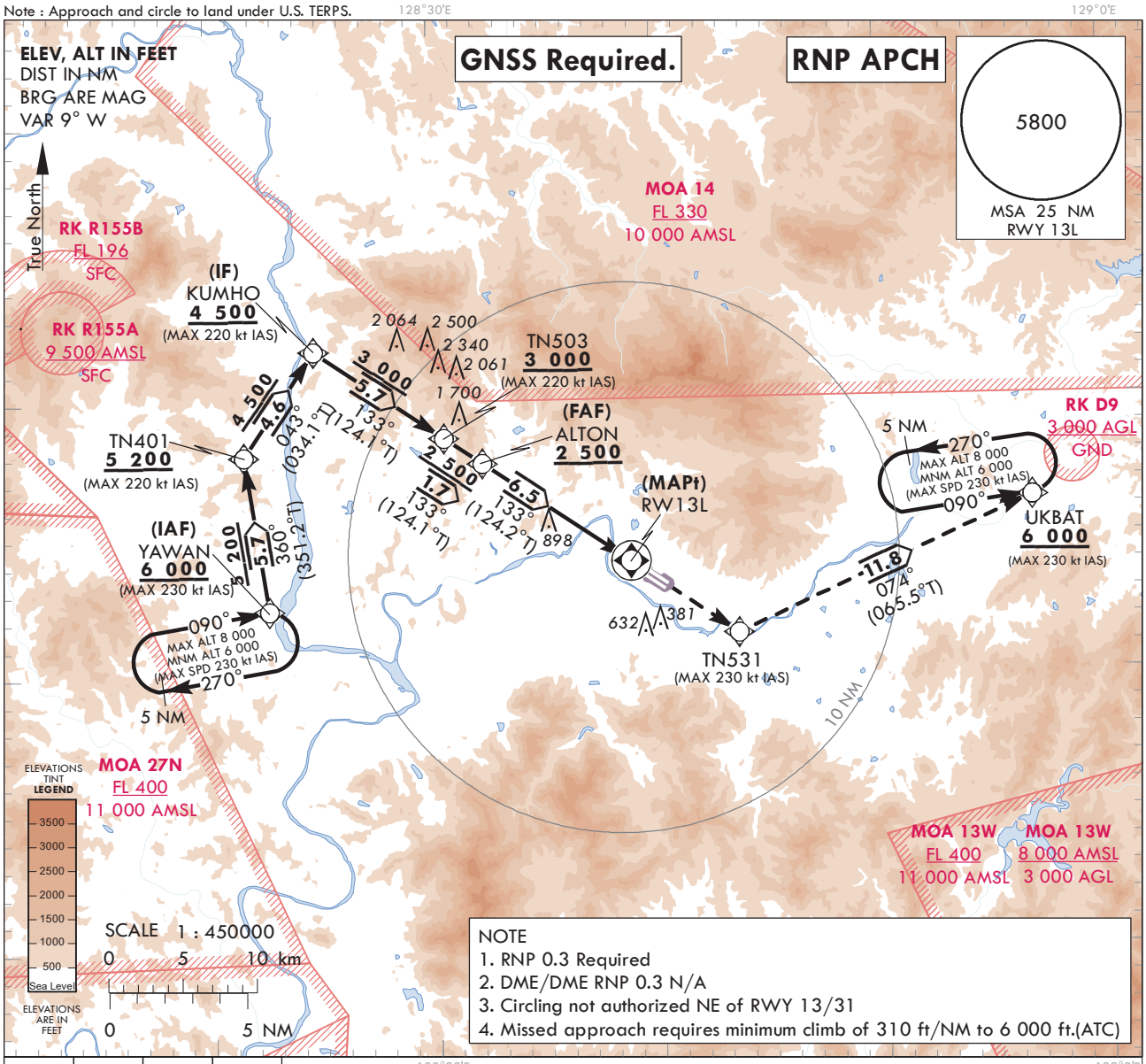
INSTRUMENT APPROACH CHART

AERODROME ELEV 120 ft
HEIGHTS RELATED TO
THR RWY 13L - ELEV **112** ft
HEIGHTS ELEV TDZ **112** ft

DAEGU APP	135.9	346.3
DAEGU TWR	126.2	236.6
	365.0	

DAEGU/Daegu Intl(RKTN)
RNP
RWY 13L

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



NOTE
1. RNP 0.3 Required
2. DME/DME RNP 0.3 N/A
3. Circling not authorized NE of RWY 13/31
4. Missed approach requires minimum climb of 310 ft/NM to 6 000 ft.(ATC)

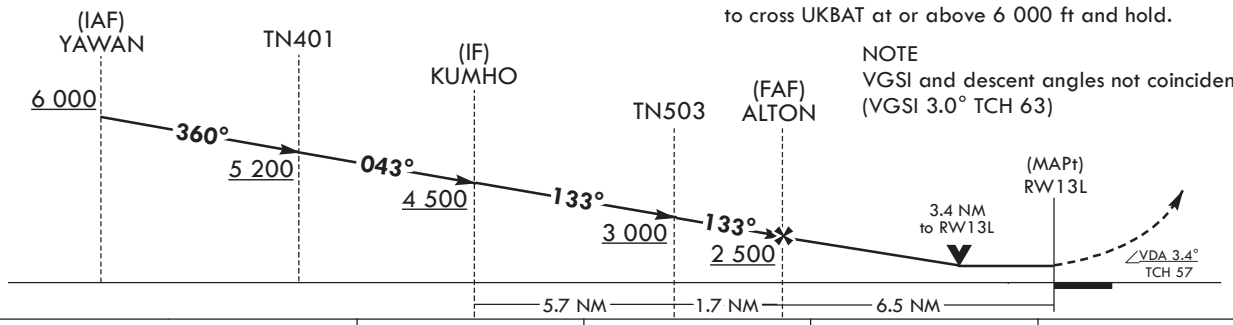
TN531	TN531	tr 074°	UKBAT 6 000

TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH CLIMB RATE TABLE

RWY	Knots	60	120	180	240	300	TO
13L	V/V(fpm)	310	620	930	1 240	1 550	6 000

MISSED APPROACH
Climb to 6 000 ft on direct to TN531 and track 074° to cross UKBAT at or above 6 000 ft and hold.



NOTE
VGSI and descent angles not coincident
(VGSI 3.0° TCH 63)

CATEGORY		A	B	C	D
LNAV/VNAV DA	ALS	N/A			
	ALS INOP	N/A			
LNAV MDA	ALS	1 260 - 3	1 148(1 200 - 3)		
	ALS INOP	1 260 - 3	1 148(1 200 - 3)		
CIRCLING		1 260 - 3	1 140(1 200 - 3)		

Change : Establishment of instrument approach procedure(RNP RWY 13L).

DAEGU/Daegu Intl(RKTN)
RNP
RWY 13L

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 13L

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	IF	YAWAN	-	-	-	-	+6 000	-230	35°52'24.8"N 128°22'38.0"E	-	RNP APCH	IAF
002	TF	TN401	-	360(351.2)	5.7	-	+5 200	-220	35°58'02.1"N 128°21'34.0"E	-	RNP APCH	-
003	TF	KUMHO	-	043(034.1)	4.6	-	+4 500	-220	36°01'50.8"N 128°24'44.3"E	-	RNP APCH	IF
004	TF	TN503	-	133(124.1)	5.7	-	+3 000	-220	35°58'39.4"N 128°30'32.1"E	-	RNP APCH	-
005	TF	ALTON	-	133(124.1)	1.7	-	+2 500	-	35°57'43.3"N 128°32'13.8"E	-	RNP APCH	FAF
006	TF	RW13L	Y	133(124.2)	6.5	-	-	-230	35°54'05.4"N 128°38'48.4"E	-	RNP APCH	MAPt
007	DF	TN531	-	-	-	-	-	-230	35°51'26.2"N 128°43'35.7"E	-	RNP APCH	CG310 ft/NM to 6 000
008	TF	UKBAT	-	074(065.5)	11.8	-	+6 000	-230	35°56'16.5"N 128°56'47.1"E	-	RNP APCH	-
009	HM	UKBAT	-	090(081.3)	-	L	-8 000 +6 000	-230	35°56'16.5"N 128°56'47.1"E	-	RNP APCH	5 NM (Outbound timing)

HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
RNP RWY 13L	HM	YAWAN	-	090(081.3)	5.0	R	-8 000 +6 000	-230	35°52'24.8"N 128°22'38.0"E	-	RNAV 1	-

Change : Establishment of instrument approach procedure(RNP RWY 13L).

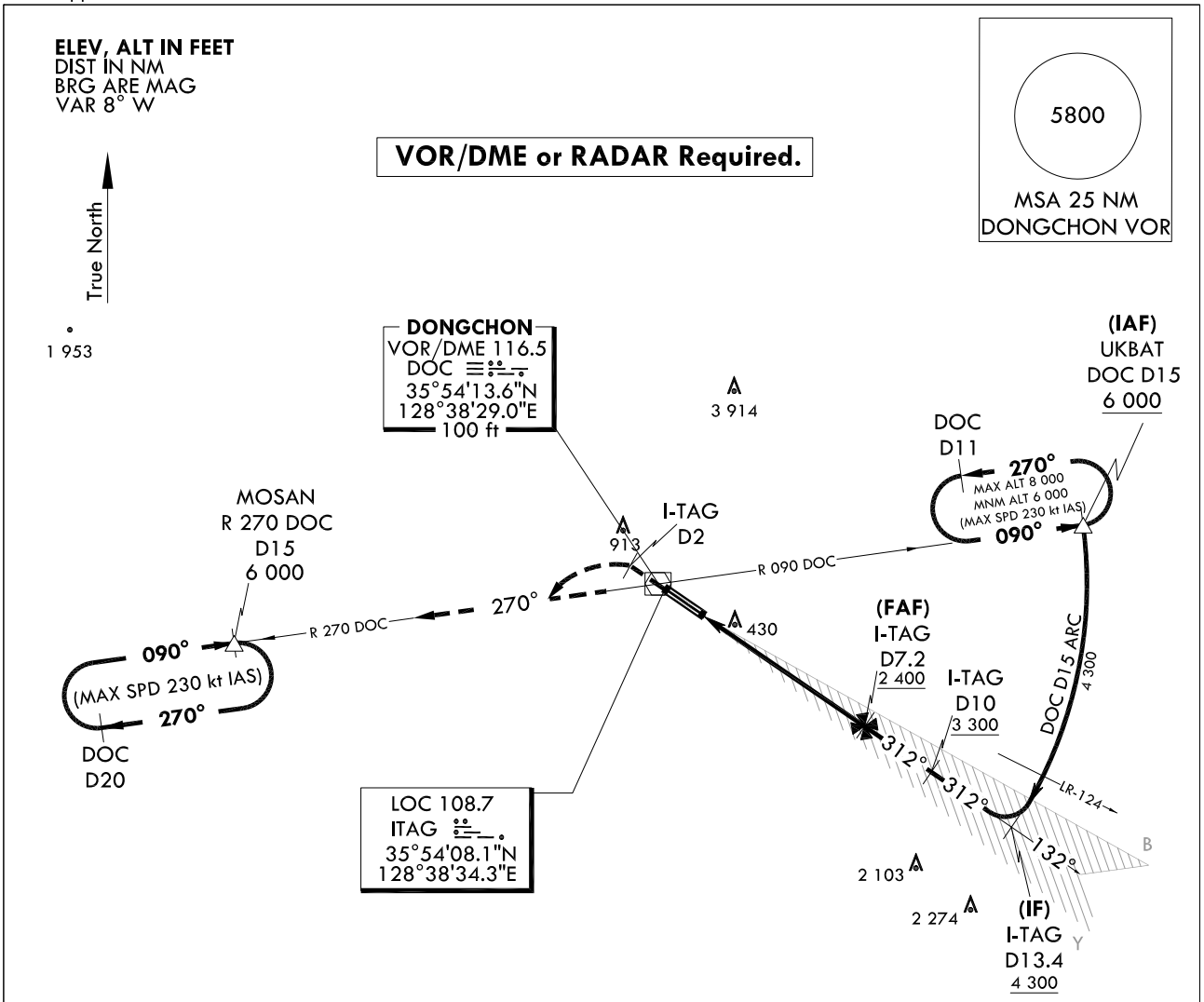
INSTRUMENT APPROACH CHART

AERODROME ELEV 120 ft
HEIGHTS RELATED TO
THR RWY 31L - ELEV **118** ft
HIGHEST ELEV TDZ **118** ft

DAEGU	APP	135.9	346.3
DAEGU	TWR	126.2	236.6
		365.0	

DAEGU/Daegu Intl(RKTN)
ILS
RWY 31L

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



NOTE
1. Circling is not authorized NE of RWY 31/13.
2. Missed approach requires minimum climb of 250 ft/NM to 6 000 ft.

NOT TO SCALE

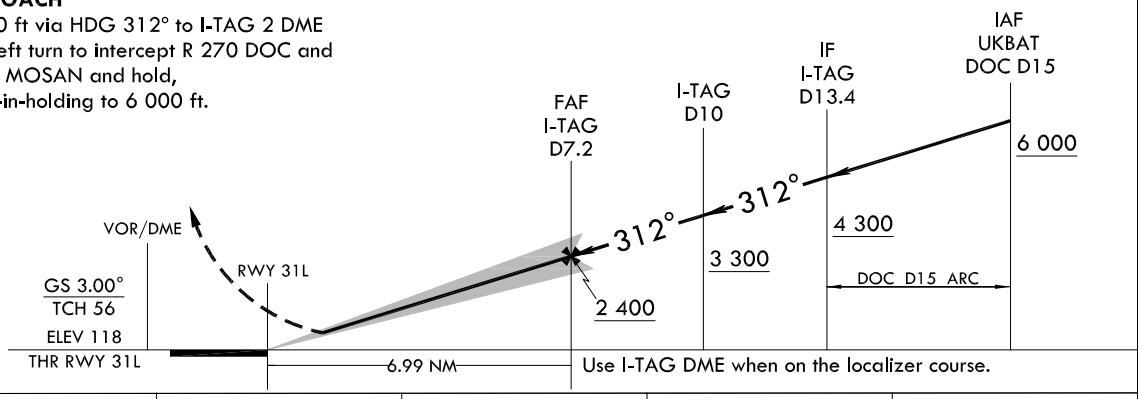
HDG 312°	I-TAG D2	R 270 DOC	MOSAN △ 6 000

TRANSITION	ALT	14 000
TRANSITION	LVL	FL 140

MISSED APPROACH CLIMB RATE TABLE

RWY	Knots	60	120	180	240	300	TO
31L	V/V(fpm)	250	500	750	1 000	1 250	6 000

MISSED APPROACH
Climb to 6 000 ft via HDG 312° to I-TAG 2 DME
and climbing left turn to intercept R 270 DOC and
R 270 DOC to MOSAN and hold,
continue climb-in-holding to 6 000 ft.



CATEGORY		A	B	C	D
S-ILS 31L	FULL	318 / 24		200(200 - 1/2)	
	ALS INOP	318 / 40		200(200 - 3/4)	

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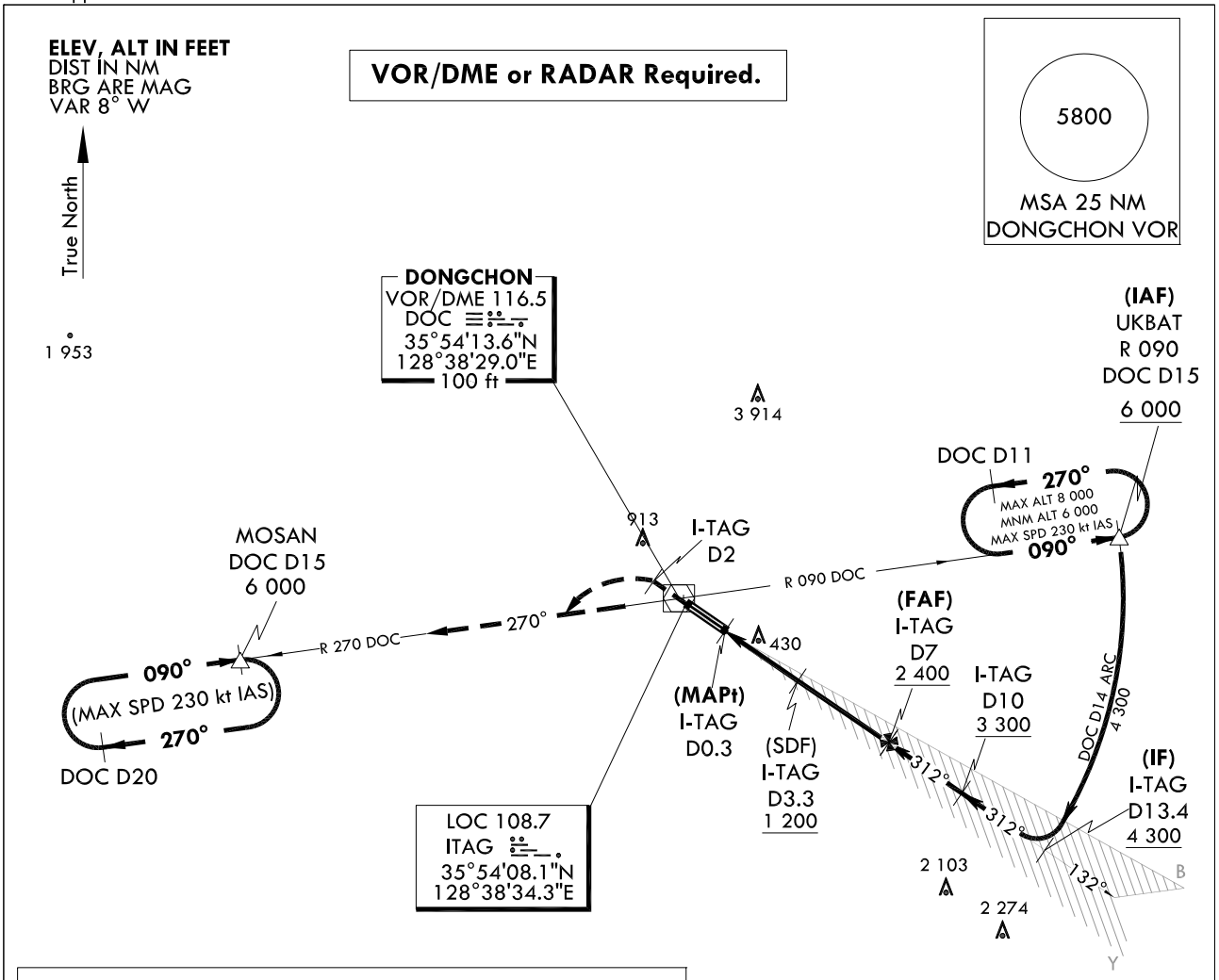
INSTRUMENT APPROACH CHART

AERODROME ELEV 120 ft
HEIGHTS RELATED TO
THR RWY 31L - ELEV **118** ft
HIGHEST ELEV TDZ **118** ft

DAEGU	APP	135.9	346.3
DAEGU	TWR	126.2	236.6
		365.0	

DAEGU/Daegu Intl(RKTN)
LOC/DME
RWY 31L

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

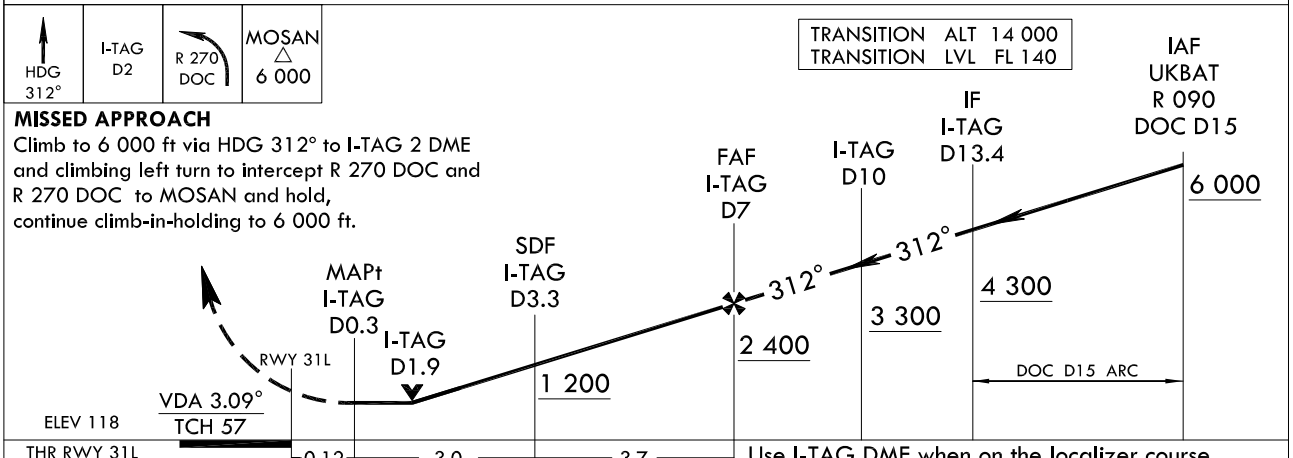


NOTE
1. Circling is not authorized NE of RWY 31/13.
2. Missed approach requires minimum climb of 210 ft/NM to 6 000 ft.

NOT TO SCALE

MISSED APPROACH CLIMB RATE TABLE

RWY	Knots	60	120	180	240	To
31L	V/V(fpm)	210	420	630	840	6 000



CATEGORY		A	B	C	D
S-LOC 31L	FULL	740/40 622(700 - 3/4)		740-1 3/8 622(700 - 1 3/8)	
	ALS INOP	740/55 622(700 - 1)		740-1 3/4 622(700 - 1 3/4)	
C CIRCLING		760 - 1 640(700 - 1)	960 - 1 1/4 840(900 - 1 1/4)	980 - 2 1/2 860(900 - 2 1/2)	1 300-3 1 180(1 200-3)

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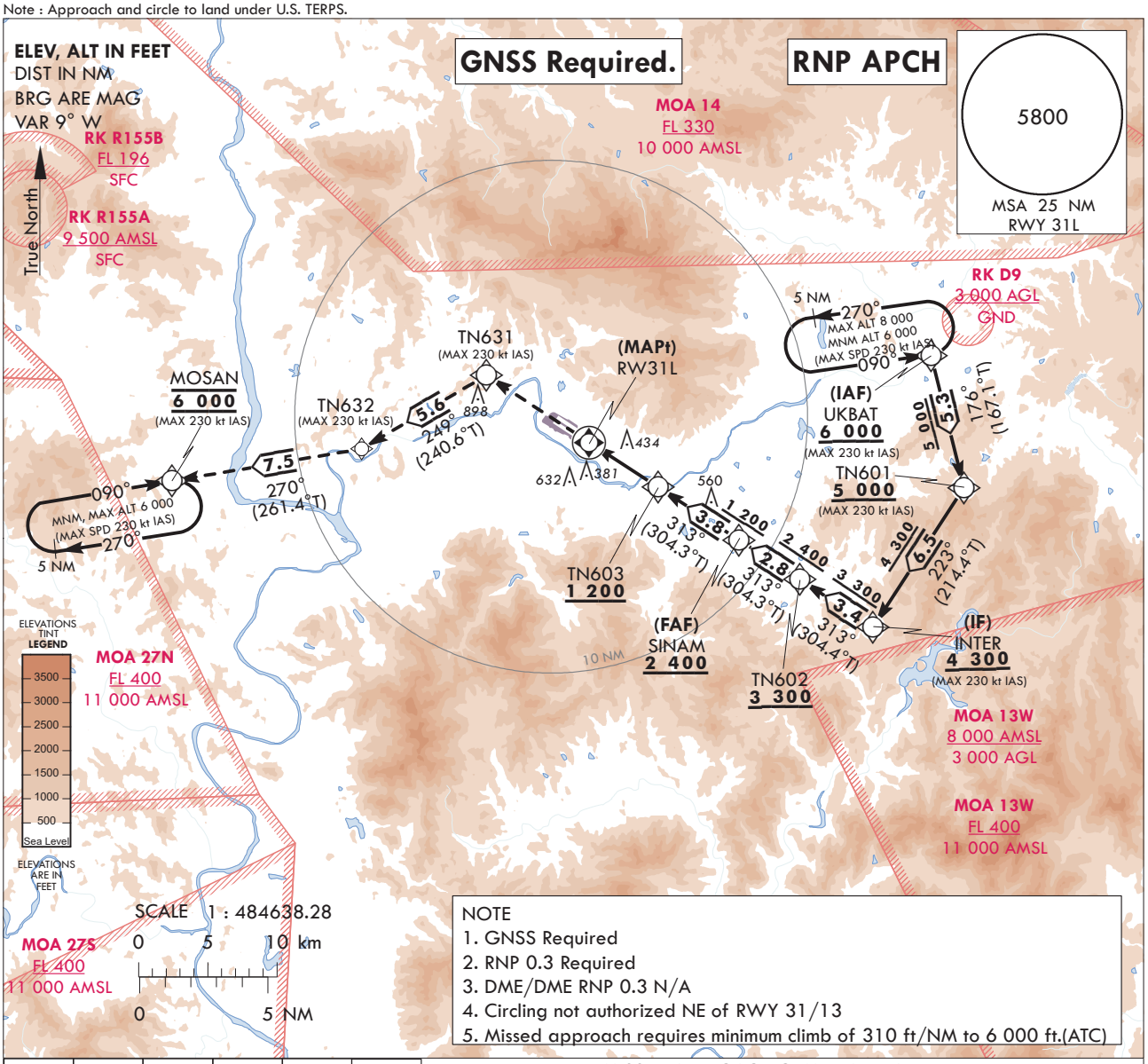
INSTRUMENT APPROACH CHART

AERODROME ELEV 120ft
HEIGHTS RELATED TO
THR RWY 31L - ELEV **118** ft
HEIGHTS ELEV TDZ **118** ft

DAEGU	APP	135.9	346.3
DAEGU	TWR	126.2	236.6
		365.0	

DAEGU/Daegu Intl(RKTN)
RNP
RWY 31L

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



NOTE
1. GNSS Required
2. RNP 0.3 Required
3. DME/DME RNP 0.3 N/A
4. Circling not authorized NE of RWY 31/13
5. Missed approach requires minimum climb of 310 ft/NM to 6 000 ft.(ATC)

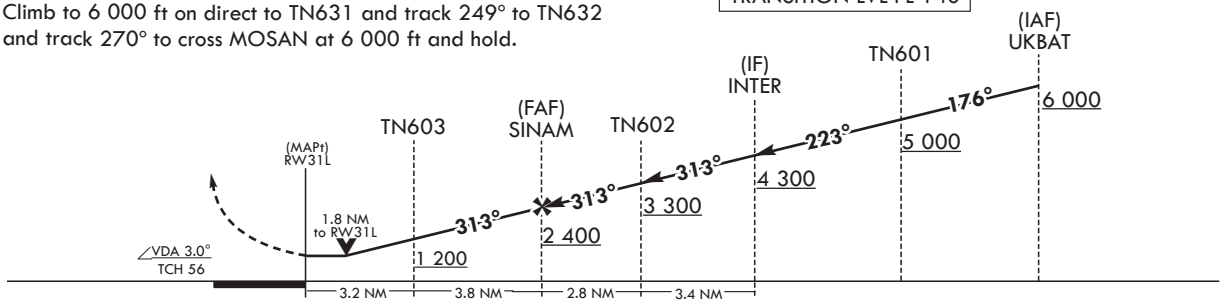
TN631	TN631		TN632	6000	MOSAN
		tr 249°		tr 270°	6 000

MISSED APPROACH CLIMB RATE TABLE

RWY	KNOTS	60	120	180	240	300	TO
31L	V/V(fpm)	310	620	930	1 240	1 550	6 000

TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb to 6 000 ft on direct to TN631 and track 249° to TN632 and track 270° to cross MOSAN at 6 000 ft and hold.



CATEGORY		A	B	C	D
LNAV/ VNAV DA	ALS	N/A			
	ALS INOP	N/A			
LNAV MDA	ALS	760-1 3/8 642(700-1 3/8)			
	ALS INOP	760-1 7/8 642(700-1 7/8)			
CIRCLING		760-1 7/8 640(700-1 7/8)	1 000-1 7/8 880(900-1 7/8)	1 000-2 1/2 880(900-2 1/2)	1 260-3 1 140(1 200-3)

Change : Establishment of instrument approach procedure(RNP RWY 31L).

DAEGU/Daegu Intl(RKTN)
RNP
RWY 31L

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 31L

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	IF	UKBAT	-	-	-	-	+6 000	-230	35°56'16.5"N 128°56'47.1"E	-	RNP APCH	IAF
002	TF	TN601	-	176(167.1)	5.3	-	+5 000	-230	35°51'06.5"N 128°58'12.6"E	-	RNP APCH	-
003	TF	INTER	-	223(214.4)	6.5	-	+4 300	-230	35°45'44.2"N 128°53'41.8"E	-	RNP APCH	IF
004	TF	TN602	-	313(304.3)	3.4	-	+3 300	-230	35°47'39.4"N 128°50'14.8"E	-	RNP APCH	-
005	TF	SINAM	-	313(304.3)	2.8	-	+2 400	-230	35°49'15.4"N 128°47'22.3"E	-	RNP APCH	FAF
006	TF	TN603	-	313(304.3)	3.8	-	+1 200	-	35°51'22.9"N 128°43'32.6"E	-	RNP APCH	-
007	TF	RW31L	Y	313(304.3)	3.2	-	-	-	35°53'11.9"N 128°40'15.9"E	-	RNP APCH	MAPt
008	DF	TN631	-	-	-	-	-	-230	35°55'53.2"N 128°35'24.2"E	-	RNP APCH	CG310 ft/NM to 6 000
009	TF	TN632	-	249(240.6)	5.6	-	-	-230	35°53'06.4"N 128°29'21.3"E	-	RNP APCH	-
010	TF	MOSAN	-	270(261.4)	7.5	-	@6 000	-230	35°51'58.4"N 128°20'14.0"E	-	RNP APCH	-
011	HM	MOSAN	-	090(081.3)	-	R	@6 000	-230	35°51'58.4"N 128°20'14.0"E	-	RNP APCH	5 NM (Outbound timing)

HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
RNP RWY 31L	HM	UKBAT	-	090(081.3)	5.0	L	-8 000 +6 000	-230	35°56'16.5"N 128°56'47.1"E	-	RNAV 1	-

Change : Establishment of instrument approach procedure(RNP RWY 31L).

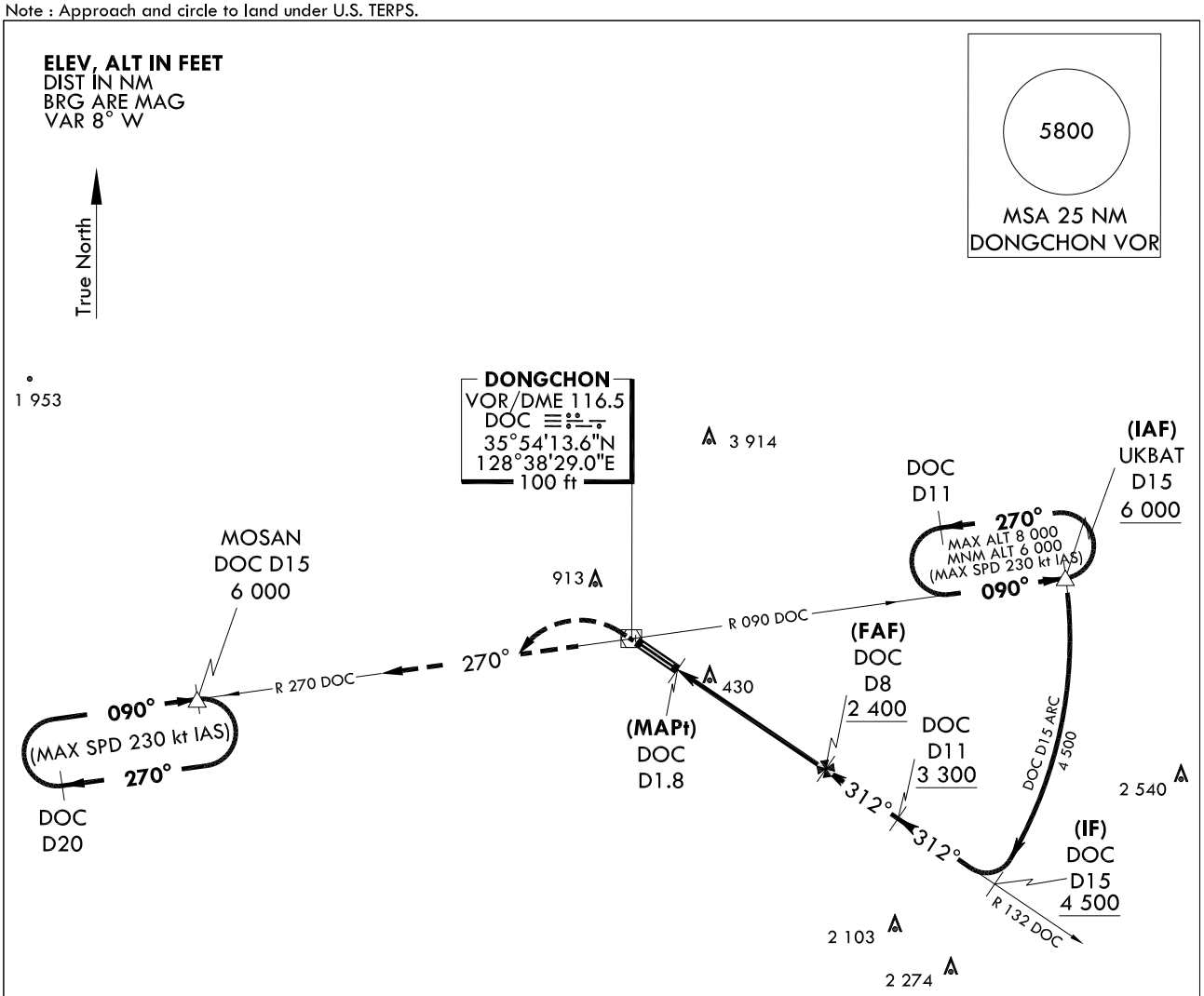
INSTRUMENT APPROACH CHART

AERODROME ELEV 120 ft
HEIGHTS RELATED TO
THR RWY 31L - ELEV **118** ft
HIGHEST ELEV TDZ **118** ft

DAEGU	APP	135.9	346.3
DAEGU	TWR	126.2	236.6
		365.0	

DAEGU/Daegu Intl(RKTN)
VOR/DME
RWY 31L

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



NOTE
1. Circling is not authorized NE of RWY 31/13.
2. Missed approach requires minimum climb of 250 ft/NM to 6 000 ft.

NOT TO SCALE

6 000	DOC	R 270 DOC	MOSAN 6 000

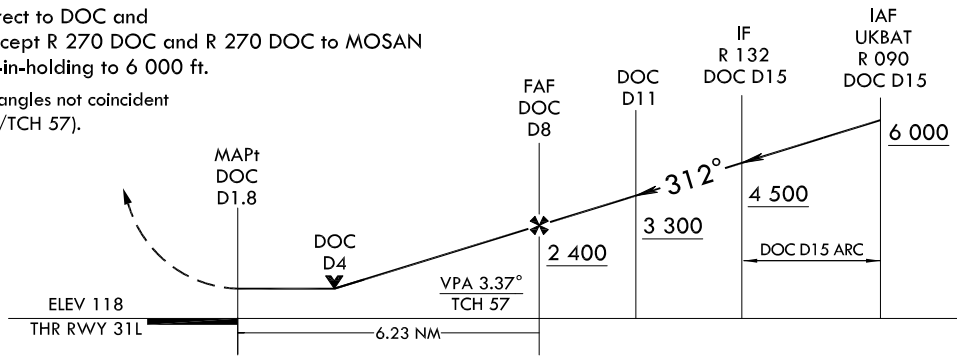
TRANSITION ALT	14 000
TRANSITION LVL	FL 140

MISSED APPROACH CLIMB RATE TABLE

RWY	Knots	60	120	180	240	300	TO
31L	V/V(fpm)	250	470	700	930	1 160	6 000

MISSED APPROACH
Climb to 6 000 ft via direct to DOC and climbing left turn to intercept R 270 DOC and R 270 DOC to MOSAN and hold, continue climb-in-holding to 6 000 ft.

NOTE : VGSI and descent angles not coincident (VGSI Angle 3.00°/TCH 57).



CATEGORY		A	B	C	D
S-VOR 31L	FULL	880/40 762(800 - 3/4)		880-1 3/4 762(800-1 3/4)	
	ALS INOP	880/55 762(800 - 1)		880-2 1/2 762(800-2 1/2)	
C CIRCLING		880 - 1 760(800 - 1)	960 - 1 1/4 840(900 - 1 1/4)	980 - 2 1/2 860(900 - 2 1/2)	1 300-3 1 180(1 200-3)

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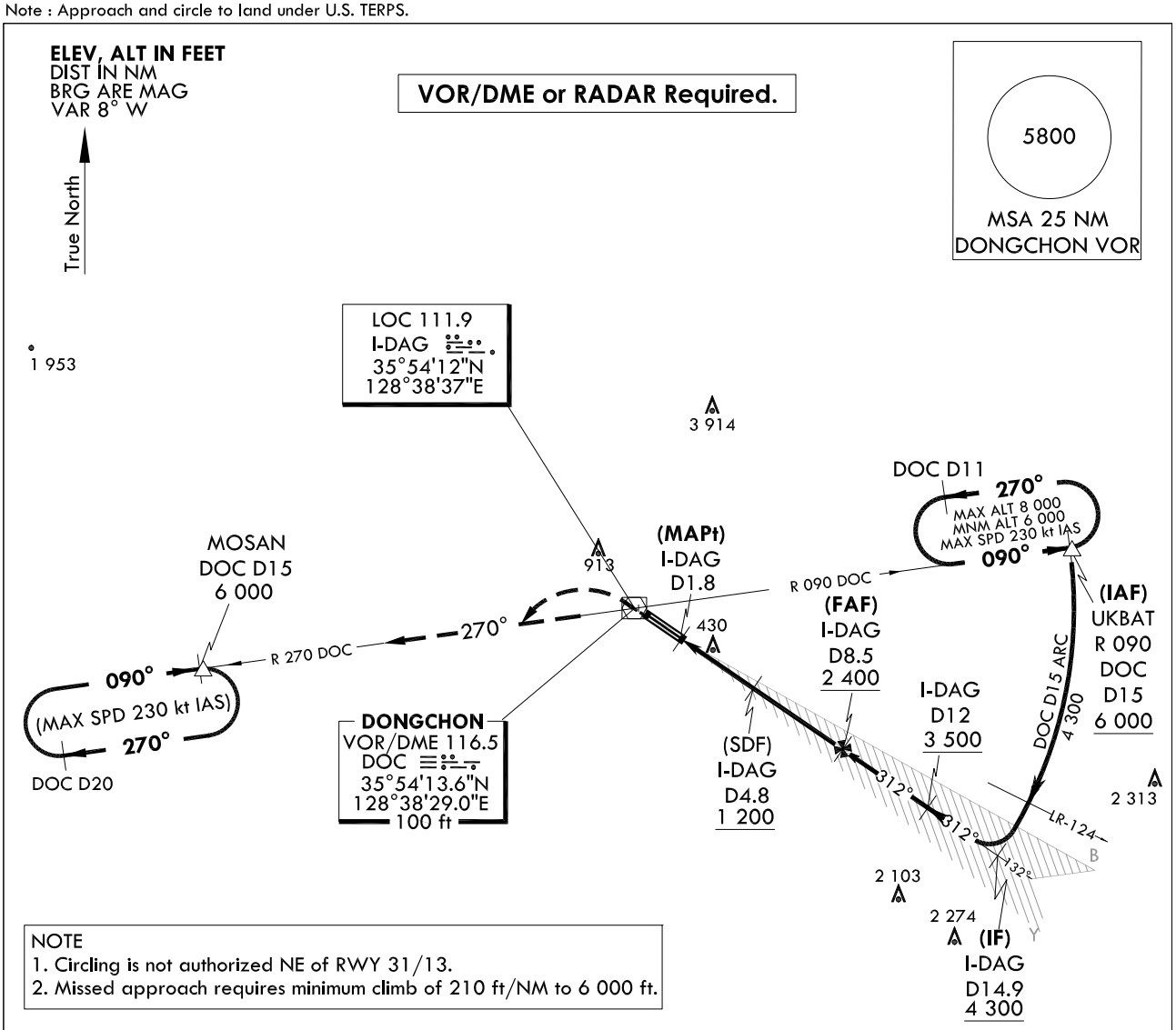
INSTRUMENT APPROACH CHART

AERODROME ELEV 120 ft
HEIGHTS RELATED TO
THR RWY 31R - ELEV **120** ft
HIGHEST ELEV TDZ **120** ft

DAEGU	APP	135.9	346.3
DAEGU	TWR	126.2	236.6
		365.0	

DAEGU/Daegu Intl(RKTN)
LOC/DME
RWY 31R

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

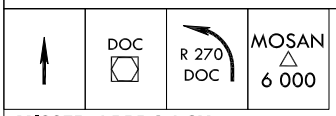


NOTE
1. Circling is not authorized NE of RWY 31/13.
2. Missed approach requires minimum climb of 210 ft/NM to 6 000 ft.

MISSED APPROACH CLIMB RATE TABLE

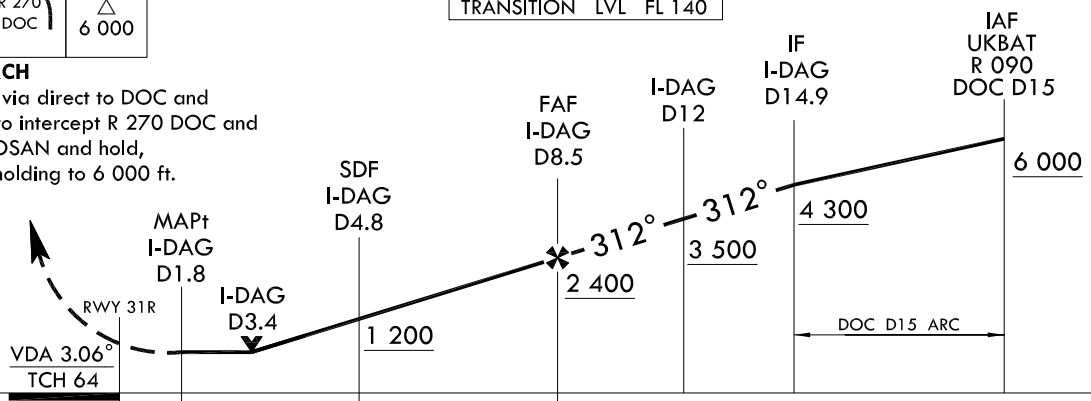
RWY	Knots	60	120	180	240	To
31R	V/V(fpm)	210	420	630	840	6 000

NOT TO SCALE



TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb to 6 000 ft via direct to DOC and climbing left turn to intercept R 270 DOC and R 270 DOC to MOSAN and hold, continue climb-in-holding to 6 000 ft.



Use I-DAG DME when on the localizer course.

CATEGORY		A	B	C	D
S-LOC 31R	FULL	740/40 620(700 - 3/4)		740-1 3/8 620(700 - 1 3/8)	
	ALS INOP	740/55 620(700 - 1)		740-1 3/4 620(700 - 1 3/4)	
CIRCLING		780 - 1 660(700 - 1)	960 - 1 1/4 840(900 - 1 1/4)	980 - 2 1/2 860(900 - 2 1/2)	1 300-3 1 180(1200-3)

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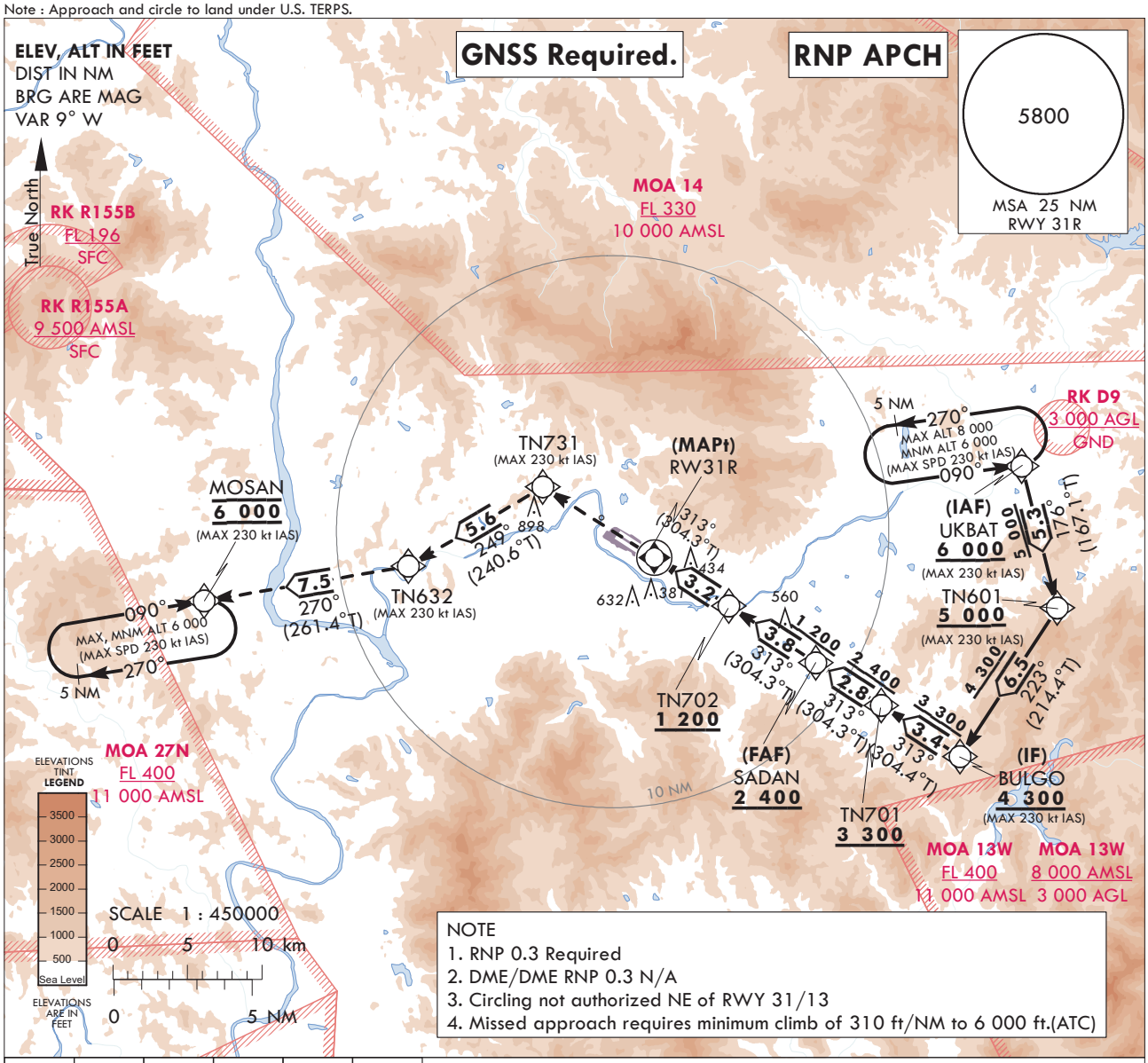
INSTRUMENT APPROACH CHART

AERODROME ELEV 120 ft
HEIGHTS RELATED TO
THR RWY 31R - ELEV **120** ft
HEIGHTS ELEV TDZ **120** ft

DAEGU APP 135.9 346.3
DAEGU TWR 126.2 236.6
365.0

DAEGU/Daegu Intl(RKTN)
RNP
RWY 31R

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



NOTE
1. RNP 0.3 Required
2. DME/DME RNP 0.3 N/A
3. Circling not authorized NE of RWY 31/13
4. Missed approach requires minimum climb of 310 ft/NM to 6 000 ft.(ATC)

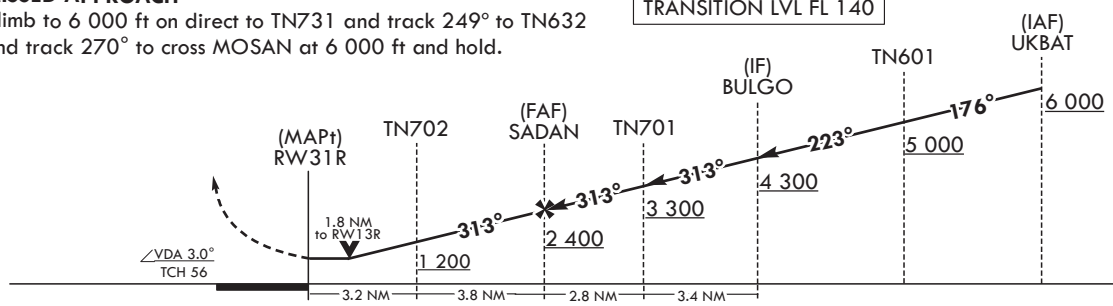
TN731	TN731		TN632	6000	MOSAN
		tr 249°		tr 270°	6 000

MISSED APPROACH CLIMB RATE TABLE

RWY	KNOTS	60	120	180	240	300	TO
31R	V/V(fpm)	310	620	930	1 240	1 550	6 000

TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb to 6 000 ft on direct to TN731 and track 249° to TN632 and track 270° to cross MOSAN at 6 000 ft and hold.



CATEGORY		A	B	C	D
LNAV/VNAV DA	ALS	N/A			
	ALS INOP	N/A			
LNAV MDA	ALS	760-1 3/8 640(700-1 3/8)			
	ALS INOP	760-1 3/4 640(700-1 3/4)			
CIRCLING		760-1 3/4 640(700-1 3/4)	1 000-1 3/4 880(900-1 3/4)	1 000-2 1/2 880(900-2 1/2)	1 260-3 1 140(1 200-3)

Change : Establishment of instrument approach procedure(RNP RWY 31R).

DAEGU/Daegu Intl(RKTN)
RNP
RWY 31R

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 31R

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	IF	UKBAT	-	-	-	-	+6 000	-230	35°56'16.5"N 128°56'47.1"E	-	RNP APCH	IAF
002	TF	TN601	-	176(167.1)	5.3	-	+5 000	-230	35°51'06.5"N 128°58'12.6"E	-	RNP APCH	-
003	TF	BULGO	-	223(214.4)	6.5	-	+4 300	-230	35°45'47.6"N 128°53'44.7"E	-	RNP APCH	IF
004	TF	TN701	-	313(304.4)	3.4	-	+3 300	-230	35°47'42.9"N 128°50'17.7"E	-	RNP APCH	-
005	TF	SADAN	-	313(304.3)	2.8	-	+2 400	-230	35°49'18.8"N 128°47'25.2"E	-	RNP APCH	FAF
006	TF	TN702	-	313(304.3)	3.8	-	+1 200	-	35°51'26.4"N 128°43'35.4"E	-	RNP APCH	-
007	TF	RW31R	Y	313(304.3)	3.2	-	-	-	35°53'15.3"N 128°40'18.8"E	-	RNP APCH	MAPt
008	DF	TN731	-	-	-	-	-	-230	35°55'53.2"N 128°35'24.2"E	-	RNP APCH	CG310ft/NM to 6 000
009	TF	TN632	-	249(240.6)	5.6	-	-	-230	35°53'06.4"N 128°29'21.3"E	-	RNP APCH	-
010	TF	MOSAN	-	270(261.4)	7.5	-	@6 000	-230	35°51'58.4"N 128°20'14.0"E	-	RNP APCH	-
011	HM	MOSAN	-	090(081.3)	-	R	@6 000	-230	35°51'58.4"N 128°20'14.0"E	-	RNP APCH	5 NM (Outbound timing)

HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
RNP RWY 31R	HM	UKBAT	-	090(081.3)	5.0	L	-8 000 +6 000	-230	35°56'16.5"N 128°56'47.1"E	-	RNAV 1	-

Change : Establishment of instrument approach procedure(RNP RWY 31R).

INSTRUMENT APPROACH CHART

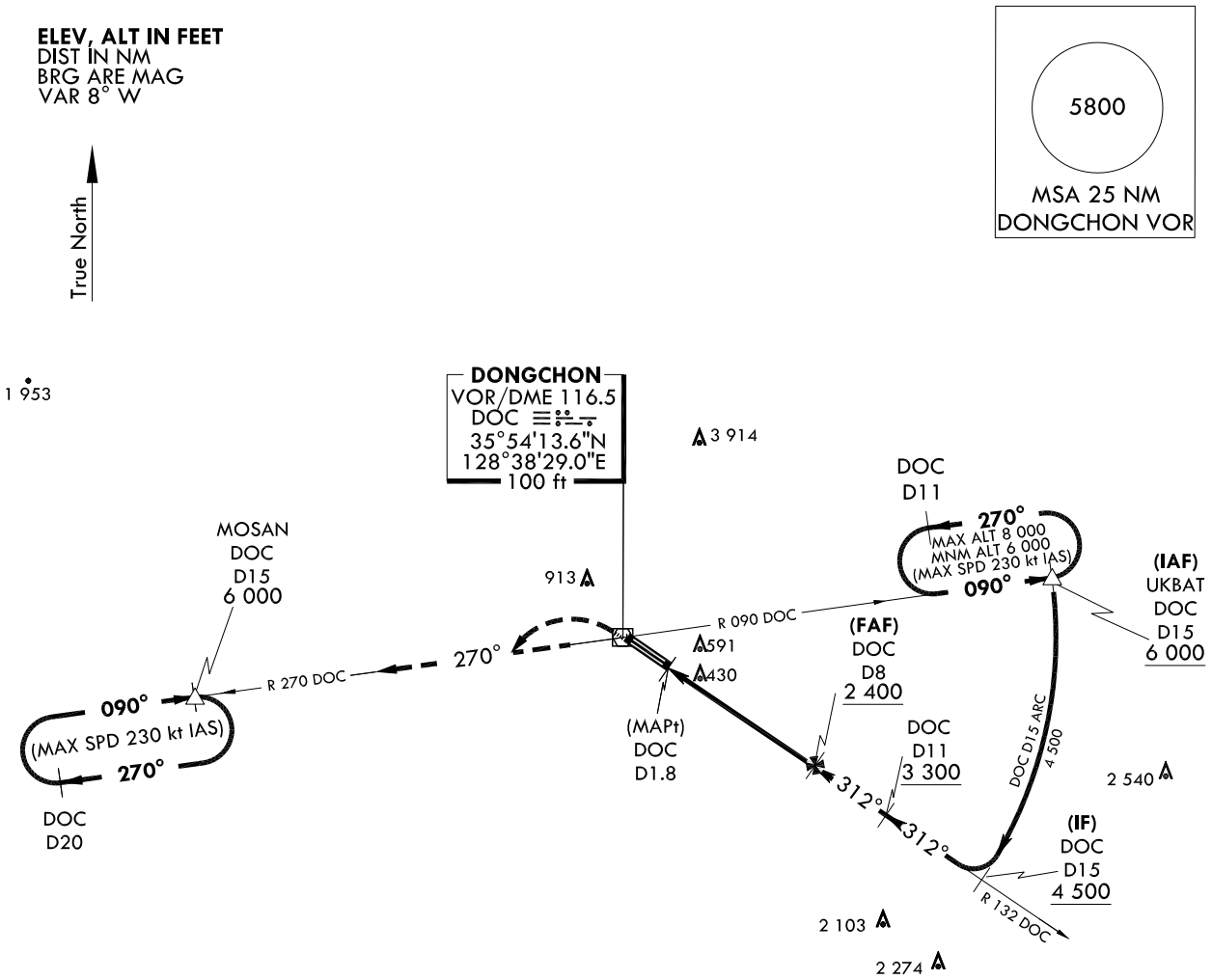
AERODROME ELEV 120 ft
HEIGHTS RELATED TO
THR RWY 31R - ELEV **120** ft
HIGHEST ELEV TDZ **120** ft

DAEGU	APP	135.9	346.3
DAEGU	TWR	126.2	236.6
		365.0	

DAEGU/Daegu Intl(RKTN)
VOR/DME
RWY 31R

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

ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 8° W



NOTE
1. Circling is not authorized NE of RWY 31/13.
2. Missed approach requires minimum climb of 250 ft/NM to 6 000 ft.

NOT TO SCALE

6 000	DOC	R 270 DOC	MOSAN 6 000

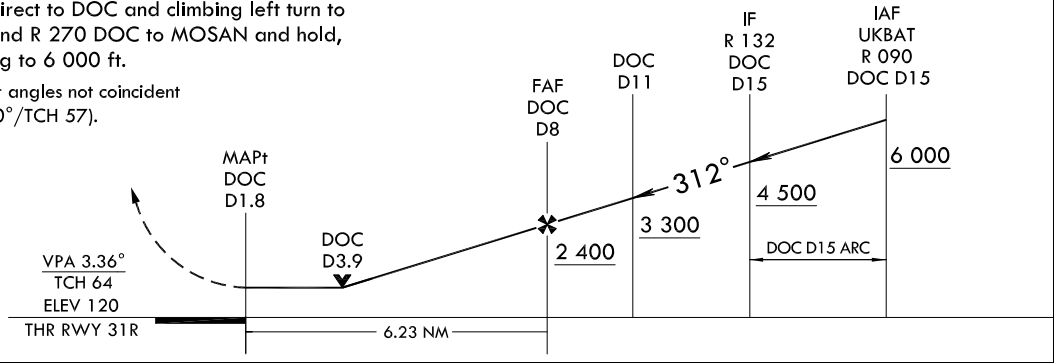
TRANSITION	ALT 14 000
TRANSITION	LVL FL 140

MISSED APPROACH CLIMB RATE TABLE

RWY	Knots	60	120	180	240	300	TO
31R	V/V(fpm)	250	470	700	930	1 160	6 000

MISSED APPROACH
Climb to 6 000 ft via direct to DOC and climbing left turn to intercept R 270 DOC and R 270 DOC to MOSAN and hold, continue climb-in-holding to 6 000 ft.

NOTE : VGSI and descent angles not coincident (VGSI Angle 3.00°/TCH 57).



CATEGORY		A	B	C	D
S-VOR 31R	FULL	880/40 760(800 - 3/4)		880-1 3/4 760(800-1 3/4)	
	ALS INOP	880/55 760(800 - 1)		880-2 760(800-2)	
C CIRCLING		880 - 1 760(800 - 1)	960 - 1 1/4 840(900 - 1 1/4)	980 - 2 1/2 860(900 - 2 1/2)	1 300-3 1 180(1 200-3)

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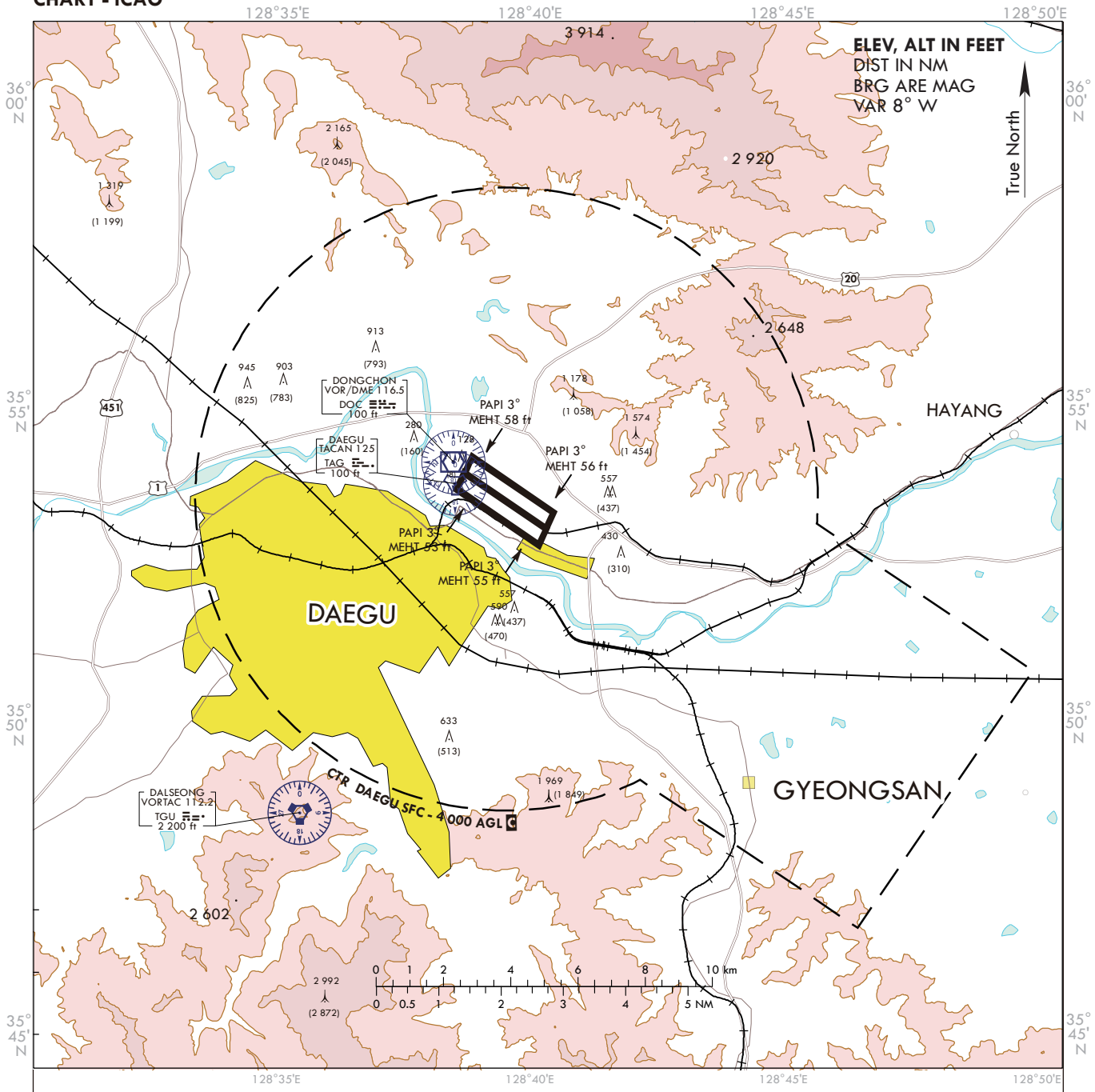
VISUAL APPROACH CHART - ICAO

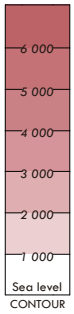
AD ELEV **120** ft
HEIGHTS RELATED TO AD ELEV

DAEGU	APP	135.9	230.3
	DEP	135.9	230.3
	TWR	126.2	236.6

DAEGU/Daegu

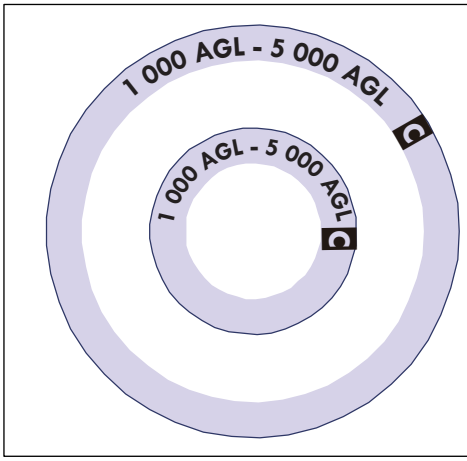


ATS airspace : Class C(Refer to ENR 2.1-10)



LEGEND	
●	SPOT ELEVATION
F ●	MARINE LIGHT(FIXED)
⚠	OBSTACLES

ELEVATIONS 984
HEIGHTS (864)



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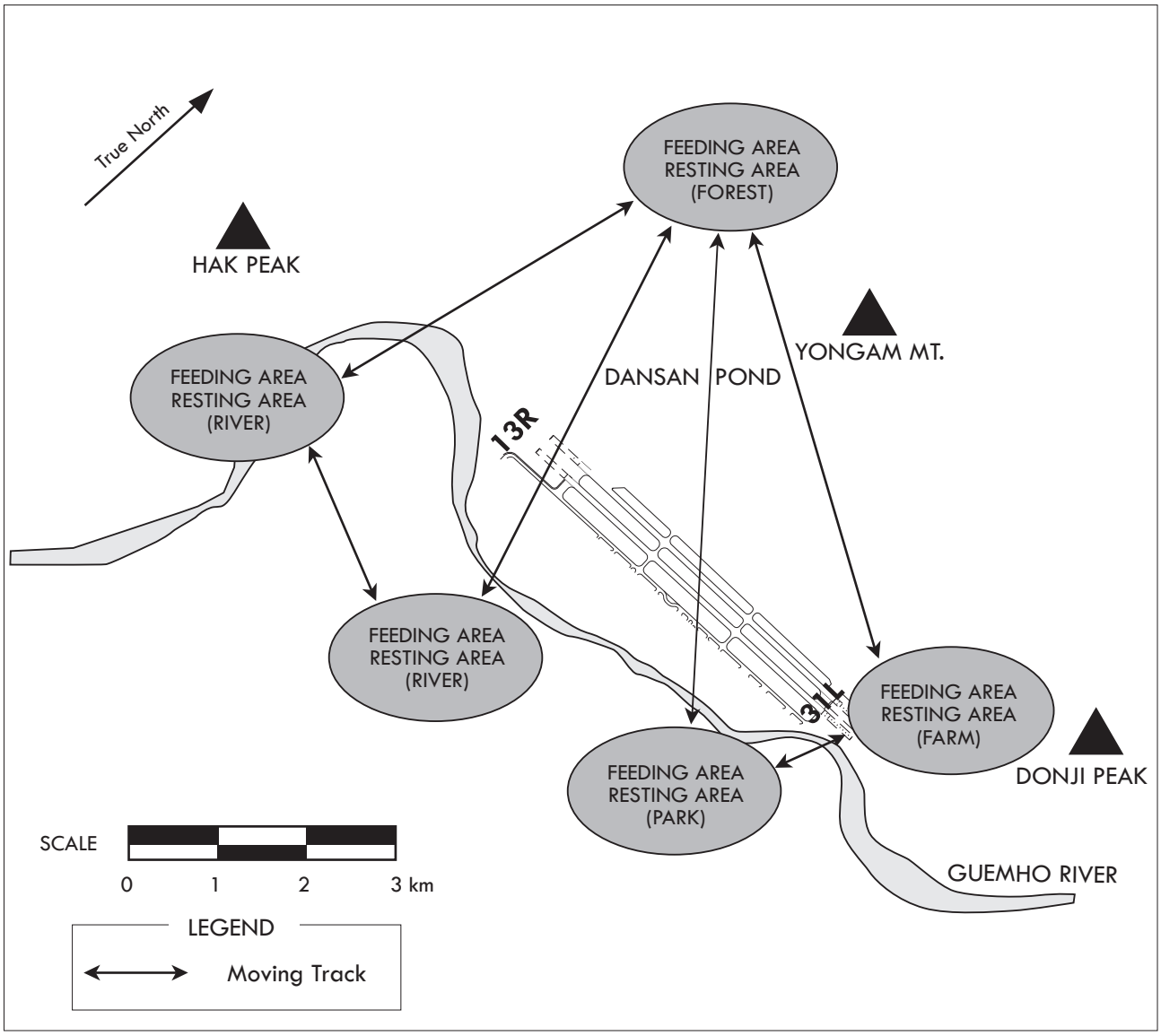
BIRD CONCENTRATION - DAEGU INTERNATIONAL



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RKJK AD 2.22 FLIGHT PROCEDURES

1. RADAR Procedures

1.1 PAR Approaches

a. Weather minima

	RWY	GS/TCH/RPI	CAT	DA/RVR	HAT	CEIL-VIS
PAR	S-36	3.0°/49/944	A, B, C, D, E	228/24	200	(200-½)
	18	Not Installed				

※ *When ALS INOP, increase RVR to 40, VIS to ¾ mile.*

b. Missed Approach Procedures
Climb to 2 400 ft via heading 356° and directed by ATC.

c. Operations
OPR 2300-1400Z DLY EXC SAT, SUN and Korean HOL. Also AVBL during ROKAF 38FG Flying.

2. IFR

2.1 Take-off weather minima

Take-off minimums are defined in 14 CFR Part 91, § 91.175(f) and hereinafter will be referred to as standard take-off minimums.

	ALL RWYs	
	HIRL&RCLL or RCL	Others
	Adequate VIS Ref	STD
1 or 2 ENG	RVR/VIS 500 m	1 600 m
3 or 4 ENG		800 m

2.2 DEPARTURE PROCEDURES

Departure procedures and/or ceiling visibility minimums are established to assist all pilots conducing IFR flight in avoiding obstacles during climb to the minimum enroute altitude. Take-off minimums and departures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in feet AMSL.
- RWY 18 : Climb on track 180° until passing 440 ft AMSL then as directed by ATC.
- RWY 36 : Climb on track 360° until passing 550 ft AMSL then as directed by ATC.
- CAUTION : 95 ft hill 2 026 ft from DER, 982 ft left of centerline.

3. VFR

3.1 VFR weather minimum

a. Visibility : Not less than 5 SM
b. Ceiling : At or above 1 500 ft (jet 2 000 ft)

3.2 Traffic pattern

Rectangular, right traffic RWY 18, left traffic RWY 36. Conventional 1 000 ft, Copter 500 ft-copter approach from East will report to tower over the reservoir. Overhead 1 500 ft. Radar pattern altitude 3 000 ft. Wing fighter type aircraft inbound from VFR report point maintain 2 500 ft until 6 DME for runway 36 or 5 DME for RWY 18, then descend to 1 500 ft. Expect climb out procedure : Maintain 1 000 ft until DER, at 3 DME turn in the shortest direct to 090° climb and maintain 4 000 ft.

4. Radio communication failure procedure

4.1 General

Aircraft should squawk transponder mode 3/A code 7600, monitor approach control(292.65 MHz/124.1 MHz), tower(292.3 MHz/126.5 MHz) and Guard.

4.2 VFR

1. Maintain VFR and proceed to the VFR entry point for the last known active runway.
2. Rock wings on initial until departure end of runway. Turn downwind and configure Aircraft for landing.

4.3 IFR

1. Outside of 25 DME from Gunsan AP. Aircraft shall :

   1) Climb/Descend to 13 000 ft and proceed direct the IAF of the last known active runway.
   2) Hold as published until take off time plus 45 minutes unless otherwise notified.
      Excute the TACAN/ILS approach to the last known active runway.

2. Inside of 25 DME from Gunsan AP, Aircraft shall :

   1) Maintain last assigned altitude or 4 000 ft, whichever is higher.
   2) Intercept the KUZ 15 DME arc.
      When established on a segment of the TACAN approach/localizer, excute the TACAN/ILS approach to the last known active runway.

RKJK AD 2.23 ADDITIONAL INFORMATION

BIRD CONCENTRATIONS IN THE VICINITY OF THE AIRPORT

Feeding of ducks, pigeons, geese, herons, magpies and pheasant groups from the Saemangeum Reclamation Site and the Geumgang Estuary Bank basin west of the airport is frequent.

RKJK AD 2.24 CHART RELATED TO THE AERODROME

Change : Establishment of SID(RNAV PORIX 2), IAC(RNP) and Information of chart NR..

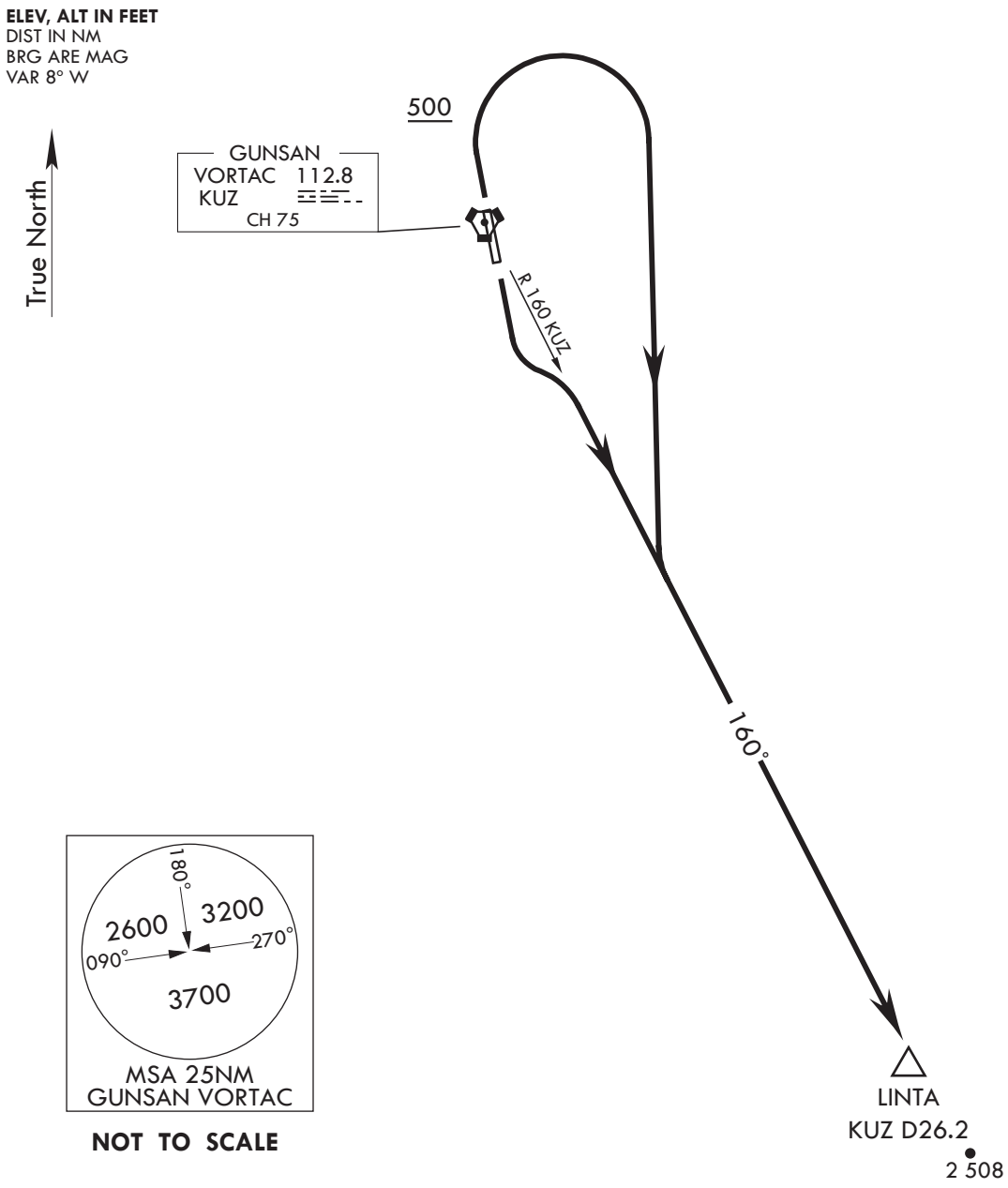
STANDARD DEPARTURE CHART - INSTRUMENT

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

GUNSAN DEP	124.1 293.525
GUNSAN TWR	126.5 292.3

GUNSAN/Gunsan(RKJK)
RWY 18/36
LINTA 1

Note : Departure under U.S. TERPS.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 18 :
Turn left to intercept the R 160 KUZ direct LINTA(R 160 KUZ/D26.2).
Maintain ATC assigned altitude.

TAKE-OFF RWY 36 :
Climb to 500 ft on R 360 KUZ, then climbing right turn to inetrcept the R 160 KUZ direct LINTA(R 160 KUZ/D26.2). Maintain ATC assigned altitude.

Change : Amended name of aerodrome.

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STANDARD DEPARTURE CHART - INSTRUMENT

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

GUNSAN DEP	124.1
	293.525
GUNSAN TWR	126.5
	292.3

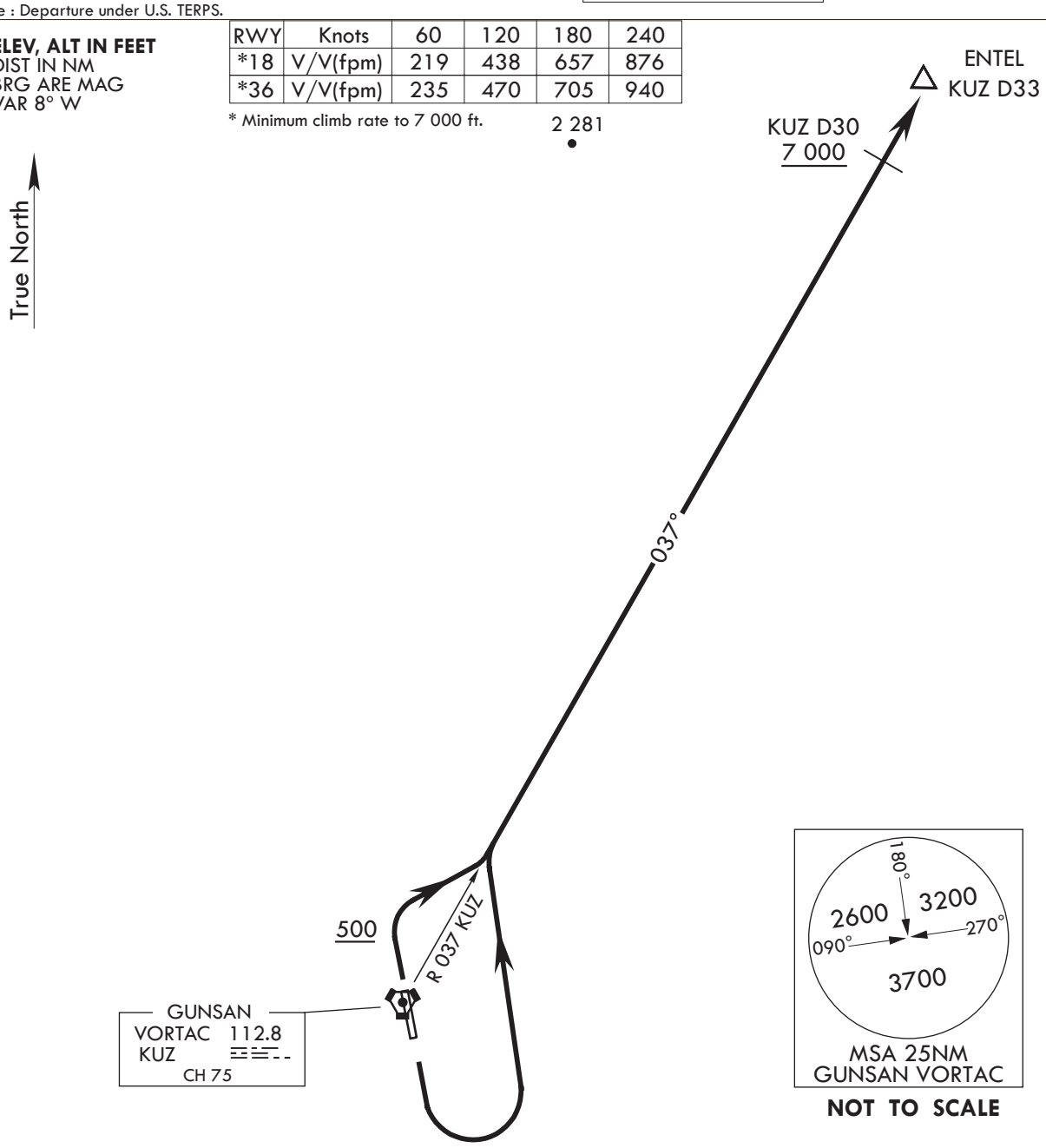
GUNSAN/Gunsan(RKJK)
RWY 18/36
ENTEL 1

Note : Departure under U.S. TERPS.

RWY	Knots	60	120	180	240
*18	V/V(fpm)	219	438	657	876
*36	V/V(fpm)	235	470	705	940

* Minimum climb rate to 7 000 ft.

ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 8° W



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DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 18 :

Turn left to intercept the R 037 KUZ direct ENTEL. Cross KUZ 30 DME at or above 7 000 ft. Maintain ATC assigned altitude.

TAKE-OFF RWY 36 :

Climb to 500 ft, then climbing right turn to inetrcept the R 037 KUZ direct ENTEL. Cross KUZ 30 DME at or above 7 000 ft. Maintain ATC assigned altitude.

Change : Amended name of aerodrome.

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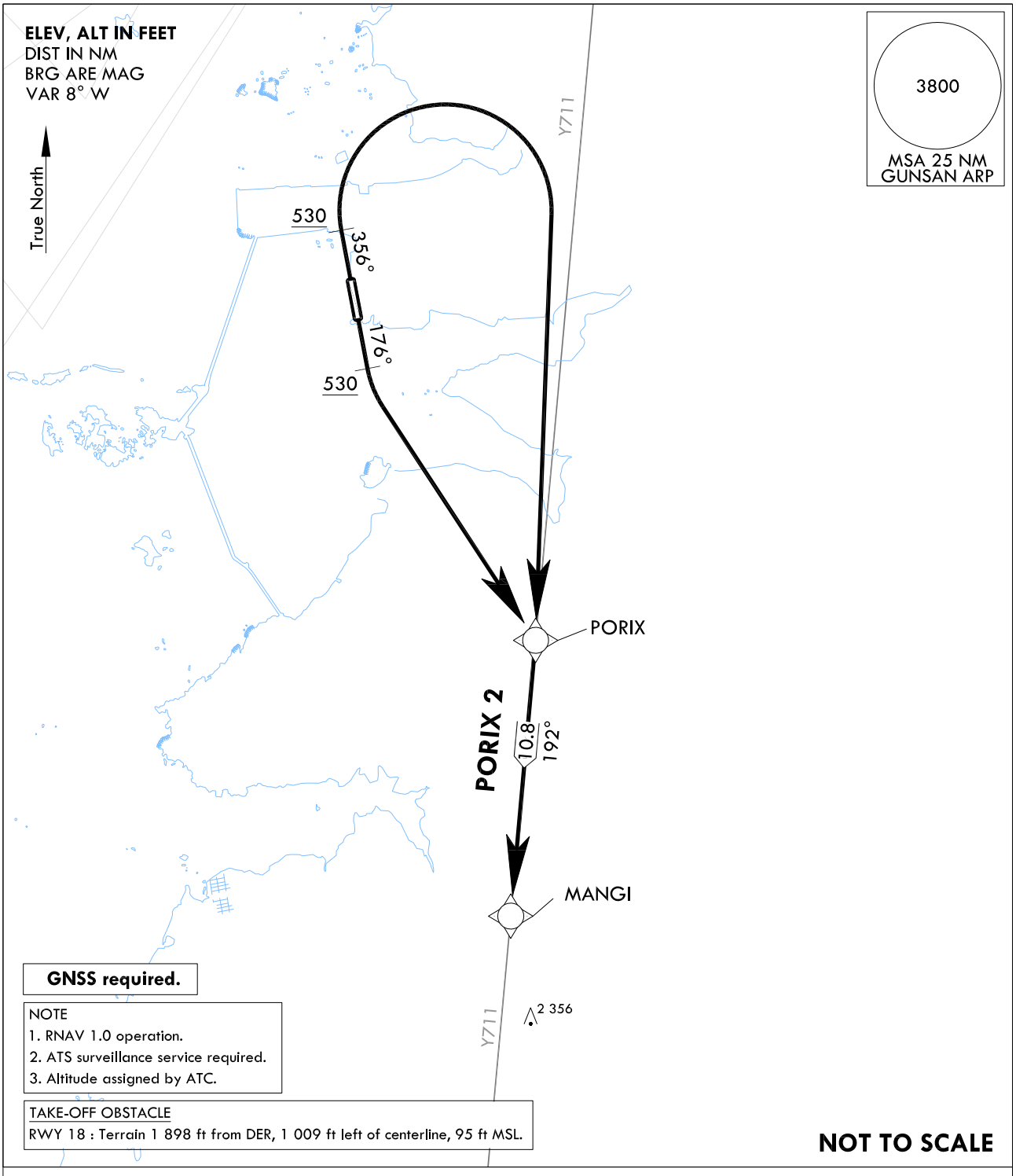
STANDARD DEPARTURE CHART - INSTRUMENT

Note : Departure under U.S. TERPS.

TRANSITION	ALT 14 000
TRANSITION	LVL FL 140

GUNSAN DEP	124.1 293.525
GUNSAN TWR	126.5 292.3

GUNSAN/Gusan(RKJK)
RWY 18/36
RNAV PORIX 2



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 18 : Climbing left turn direct PORIX thence,.....

TAKE-OFF RWY 36 : Climbing right turn direct PORIX thence,.....

MANGI Transition : From PORIX track 192° to MANGI.

Change : Establishment of standard instrument departure procedure for RWY 18/36(RNAV PORIX 2).

GUNSAN/Gusan(RKJK)
RWY 18/36
RNAV PORIX 2

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV PORIX 2 - MANGI Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation Specification	Remarks
001	CA	-	-	18-176(167.9) 36-356(347.9)	-	-	+530	-	-	-	RNAV 1	-
002	DF	PORIX	-	-	-	-	-	-	35°40'57.0"N 126°45'41.0"E	-	RNAV 1	-
003	TF	MANGI	-	192(183.9)	10.8	-	-	-	35°30'11.3"N 126°44'31.7"E	-	RNAV 1	-

Change : Establishment of standard instrument departure procedure for RWY 18/36(RNAV PORIX 2).

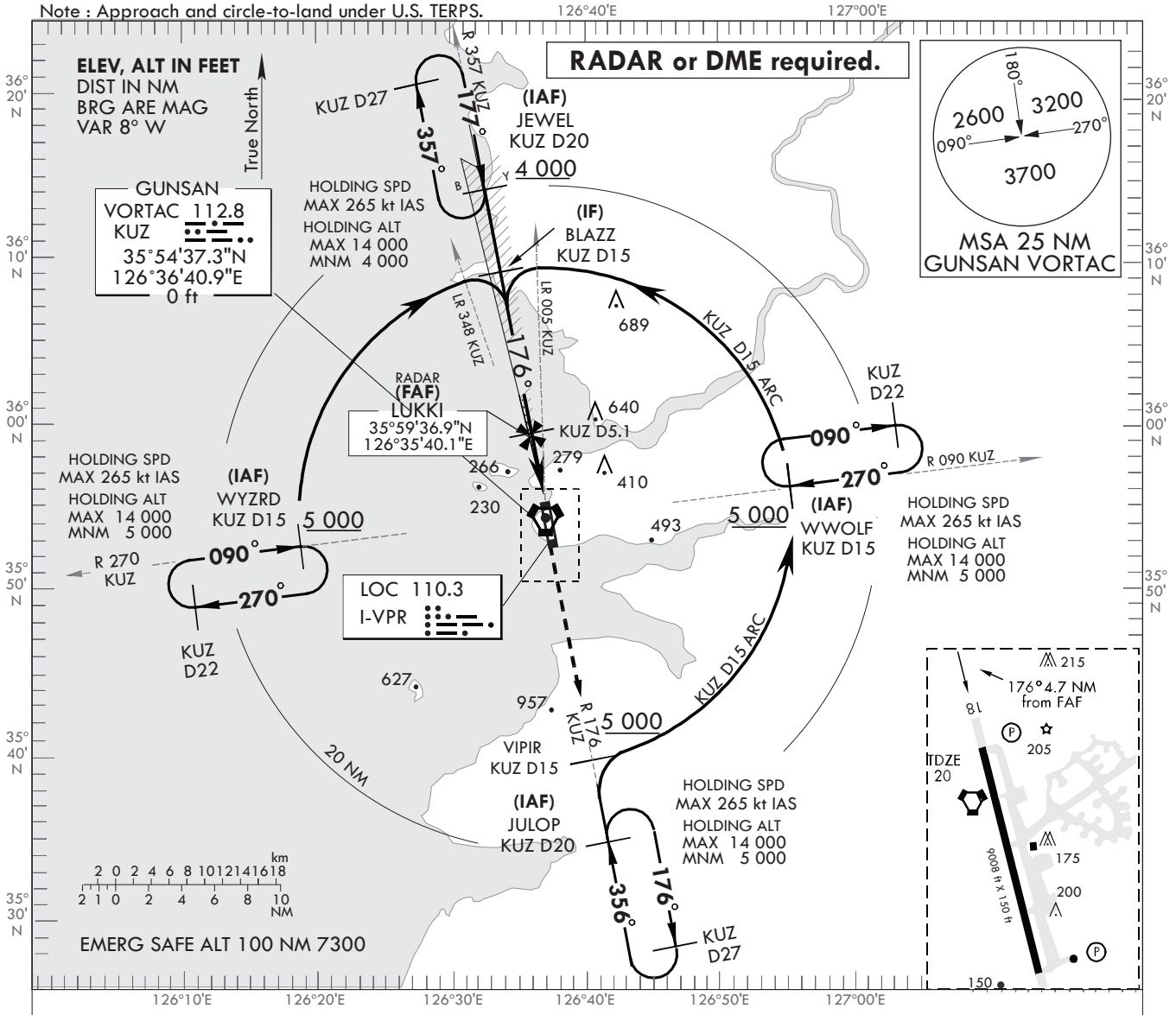
INSTRUMENT APPROACH CHART

AERODROME ELEV 29 ft
HIGHEST ELEV TDZ 20 ft

APP	124.1	292.65
TWR	126.5	292.3

GUNSAN/Gunsan(RKJK)
ILS or LOC/DME
RWY 18

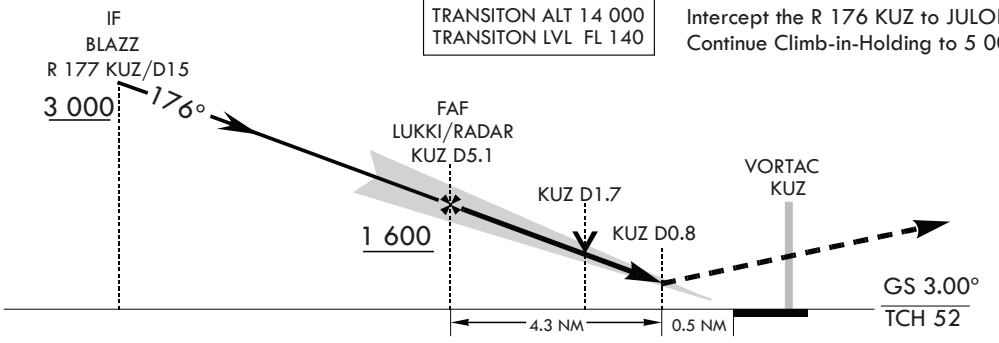
Note : Approach and circle-to-land under U.S. TERPS.



TRANSITON ALT 14 000
TRANSITON LVL FL 140

MISSED APPROACH

Intercept the R 176 KUZ to JULOP and hold at 5 000 ft.
Continue Climb-in-Holding to 5 000 ft.



CATEGORY	A	B	C	D
S-ILS 18*	218 / 24		200	(200-1/2)
S-LOC 18**	500 / 24 482 (500 - 1/2)		500 / 50 482 (500 - 1)	
CIRCLING	640 - 1 611 (700 - 1)	680 - 1 651 (700 - 1)	680 - 1 3/4 651 (700 - 1 3/4)	760 - 2 1/4 731 (800 - 2 1/4)

* When ALS INOP, Increase RVR to 40, VIS to 3/4 mile.
** When ALS INOP, Increase CAT AB RVR to 55, VIS to 1 mile, CAT CD VIS to 1 3/8 mile.

Change : Amended name of aerodrome.

GUNSAN (RKJK)
ILS or LOC/DME
RWY 18

AERONAUTICAL DATA TABULATION

ILS or LOC/DME approach to RWY 18 from JEWEL, WWOLF, JULOP, WYZRD	
Fix/point	Coordinates
JULOP(IAF)	35°34'59.5"N 126°41'34.0"E
VIPIR	35°39'54.0"N 126°40'20.9"E
WWOLF(IAF)	35°56'25.7"N 126°55'01.0"E
WYZRD(IAF)	35°52'46.1"N 126°18'21.7"E
JEWEL(IAF)	36°14'19.1"N 126°32'12.6"E
BLAZZ(IF)	36°09'23.7"N 126°33'19.9"E
LUKKI(FAF)	35°59'36.9"N 126°35'40.1"E
D1.7 KUZ	-
D0.8 KUZ	-
THR RWY 18	35°54'57.21"N 126°36'46.83"E

Change : Page control.

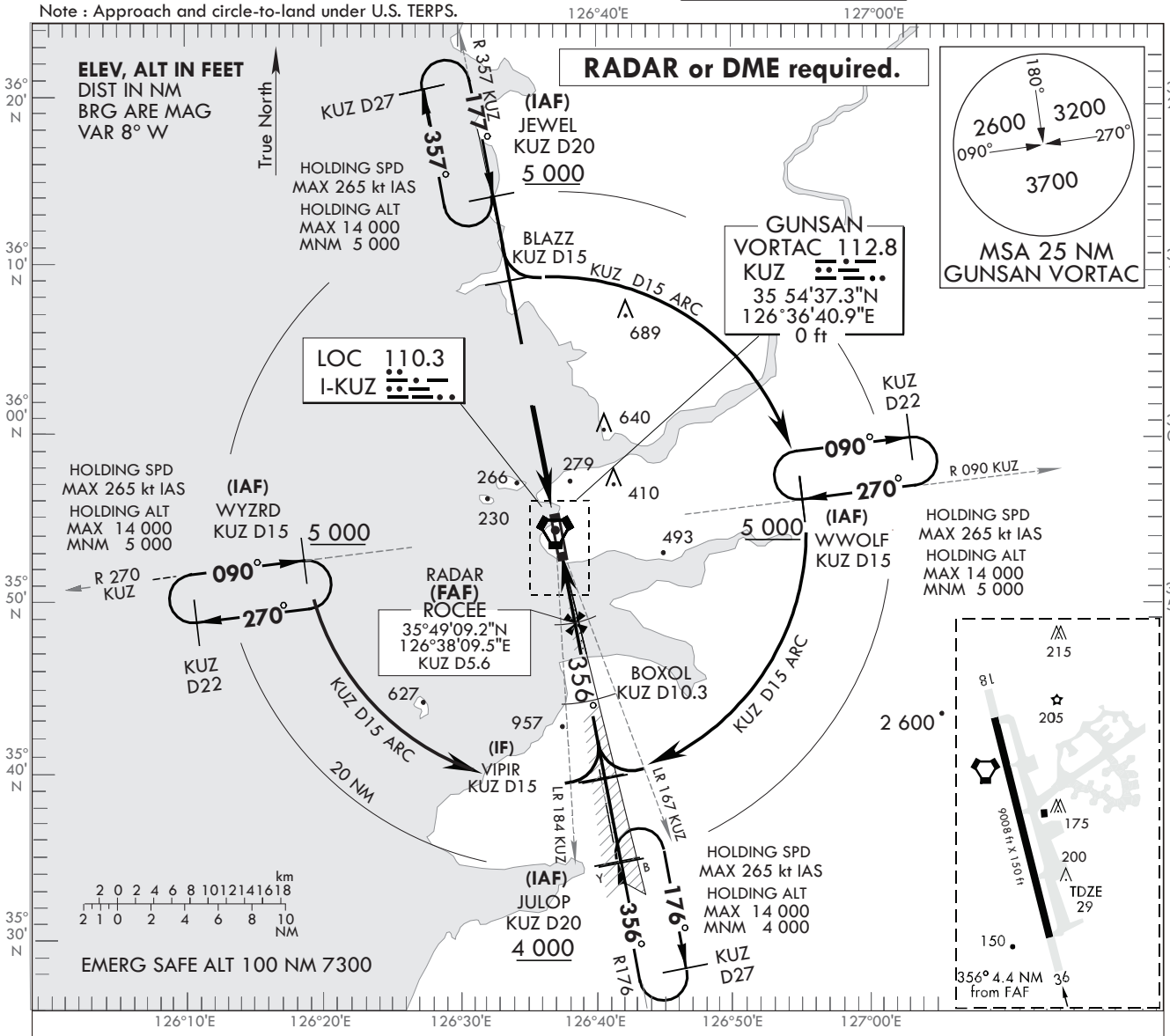
INSTRUMENT APPROACH CHART

AERODROME ELEV 29 ft
HIGHEST ELEV TDZ 29 ft

APP	124.1	292.65
TWR	126.5	292.3

GUNSAN/Gunsan(RKJK)
ILS or LOC/DME
RWY 36

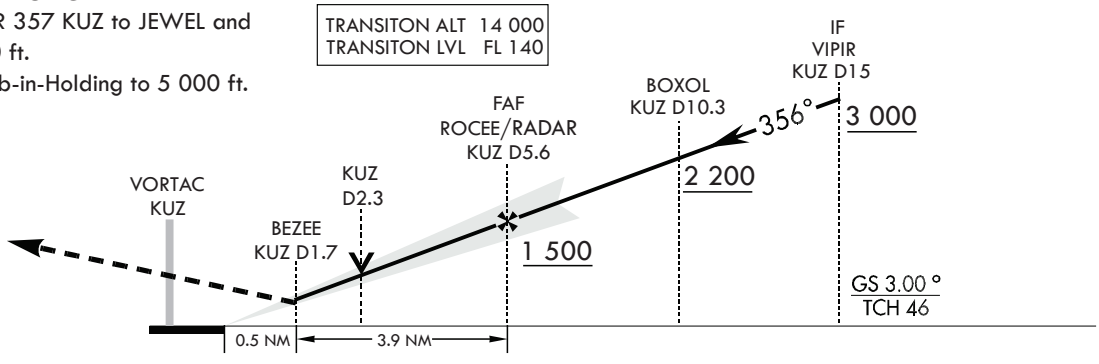
Note : Approach and circle-to-land under U.S. TERPS.



MISSED APPROACH

Intercept the R 357 KUZ to JEWEL and hold at 5 000 ft.
Continue Climb-in-Holding to 5 000 ft.

TRANSITON ALT 14 000
TRANSITON LVL FL 140



CATEGORY	A	B	C	D
S-ILS 36*	229 / 24		200	(200-1/2)
S-LOC 36**	440 / 24 411 (500 - 1/2)		440 / 40 411	(500 - 3/4)
CIRCLING	640 - 1 611 (700 - 1)	680 - 1 651 (700 - 1)	680 - 1 3/4 651 (700 - 1 3/4)	760 - 2 1/4 731 (800 - 2 1/4)

* When ALS INOP, Increase RVR to 40 VIS to 3/4 mile.
** When ALS INOP, Increase CAT AB RVR to 55 VIS to 1 mile, CAT CD RVR to 60 VIS to 1 1/8 miles.

Change : Amended name of aerodrome.

GUNSAN (RKJK)
ILS or LOC/DME
RWY 36

AERONAUTICAL DATA TABULATION

ILS or LOC/DME approach to RWY 36 from JEWEL, WWOLF, JULOP, WYZRD	
Fix/point	Coordinates
JEWEL(IAF)	36°14'19.1"N 126°32'12.6"E
BLAZZ	36°09'23.7"N 126°33'19.9"E
WWOLF(IAF)	35°56'25.7"N 126°55'01.0"E
WYZRD(IAF)	35°52'46.1"N 126°18'21.7"E
JULOP(IAF)	35°34'59.5"N 126°41'34.0"E
VIPIR(IF)	35°39'54.0"N 126°40'20.9"E
BOXOL	35°44'31.3"N 126°39'15.3"E
ROCEE(FAF)	35°49'09.2"N 126°38'09.5"E
D2.1 KUZ	-
BEZEE	35°52'59.0"N 126°37'14.9"E
THR RWY 36	35°53'29.83"N 126°37'07.61"E

Change : Page control.

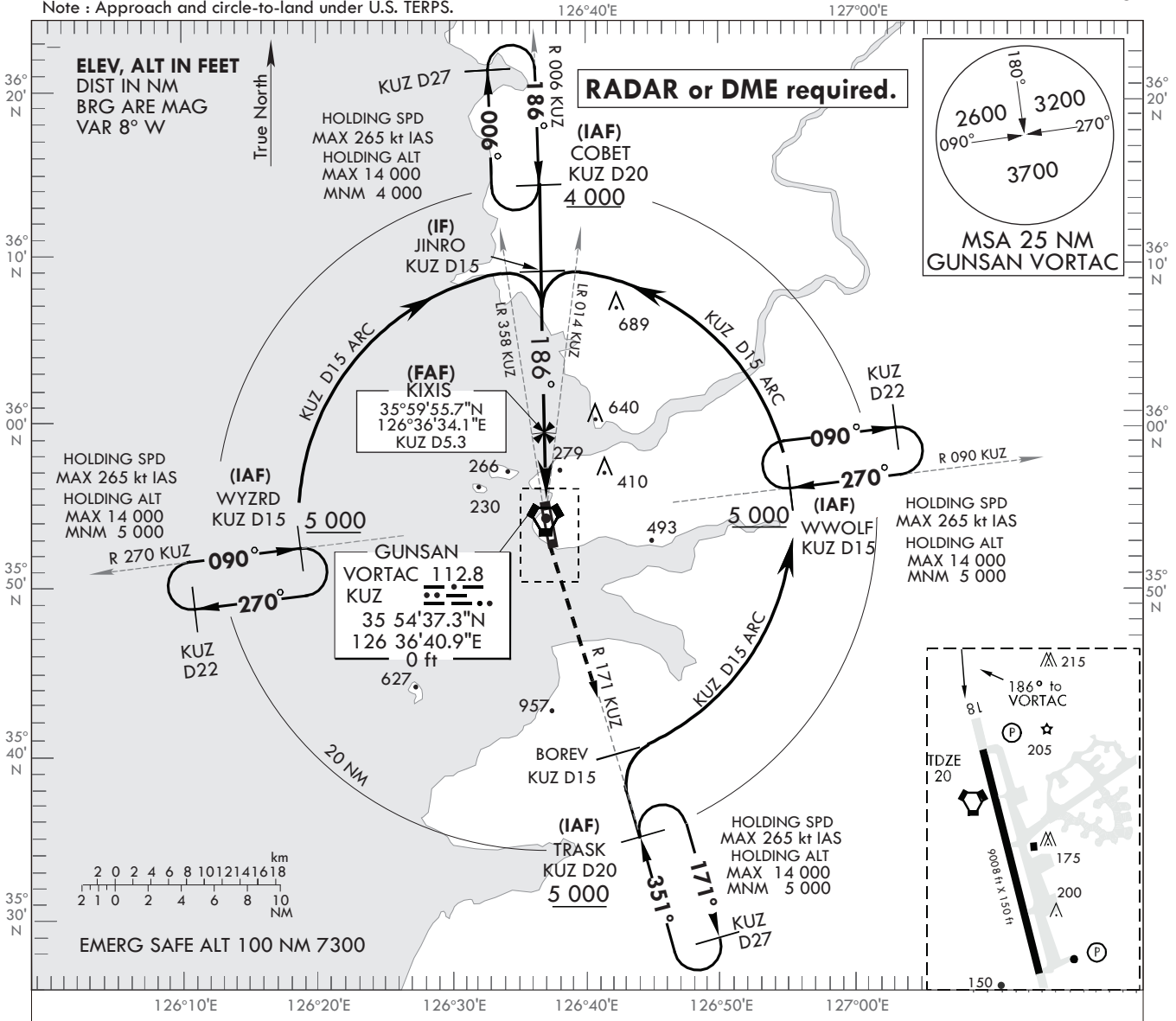
INSTRUMENT APPROACH CHART

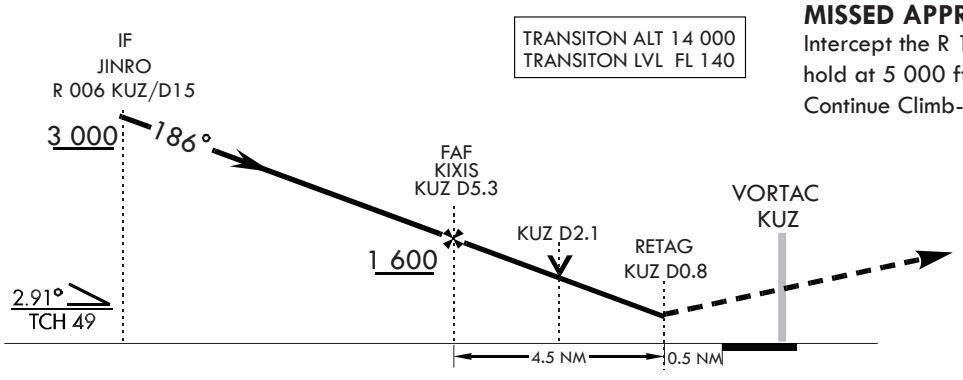
AERODROME ELEV 29 ft
HIGHEST ELEV TDZ 20 ft

APP	124.1	292.65
TWR	126.5	292.3

GUNSAN/Gunsan(RKJK)
TACAN or VOR/DME
RWY 18

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





TRANSITON ALT 14 000
TRANSITON LVL FL 140

MISSED APPROACH
Intercept the R 171 KUZ to TRASK and hold at 5 000 ft.
Continue Climb-in-Holding to 5 000 ft.

CATEGORY	A	B	C	D
S-18*	620 / 24 602 (600 - 1/2)		620 - 1 3/8 602 (600 - 1 3/8)	
CIRCLING	640 - 1 611 (700 - 1)	680 - 1 651 (700 - 1)	680 - 1 3/4 651 (700 - 1 3/4)	760 - 2 1/4 731 (800 - 2 1/4)

* When ALS INOP, Increase CAT AB RVR to 55 VIS to 1 mile, CAT CD VIS to 1 3/4 mile.

Change : Amended name of aerodrome.

GUNSAN (RKJK)
TACAN or VOR / DME
RWY 18

AERONAUTICAL DATA TABULATION

TACAN or VOR/DME approach to RWY 18 from COBET, WWOLF, TRASK, WYZRD	
Fix/point	Coordinates
TRASK(IAF)	35°35'21.9"N 126°43'26.5"E
BOREV	35°40'10.8"N 126°41'45.4"E
WWOLF(IAF)	35°56'25.7"N 126°55'01.0"E
WYZRD(IAF)	35°52'46.1"N 126°18'21.7"E
COBET(IAF)	36°14'38.8"N 126°36'15.0"E
JINRO(IF)	36°09'38.5"N 126°36'21.5"E
KIXIS(FAF)	35°59'55.7"N 126°36'34.1"E
D2.1 KUZ	-
RETAG	35°55'25.4"N 126°36'39.9"E
THR RWY 18	35°54'57.21"N 126°36'46.83"E

Change : Page control.

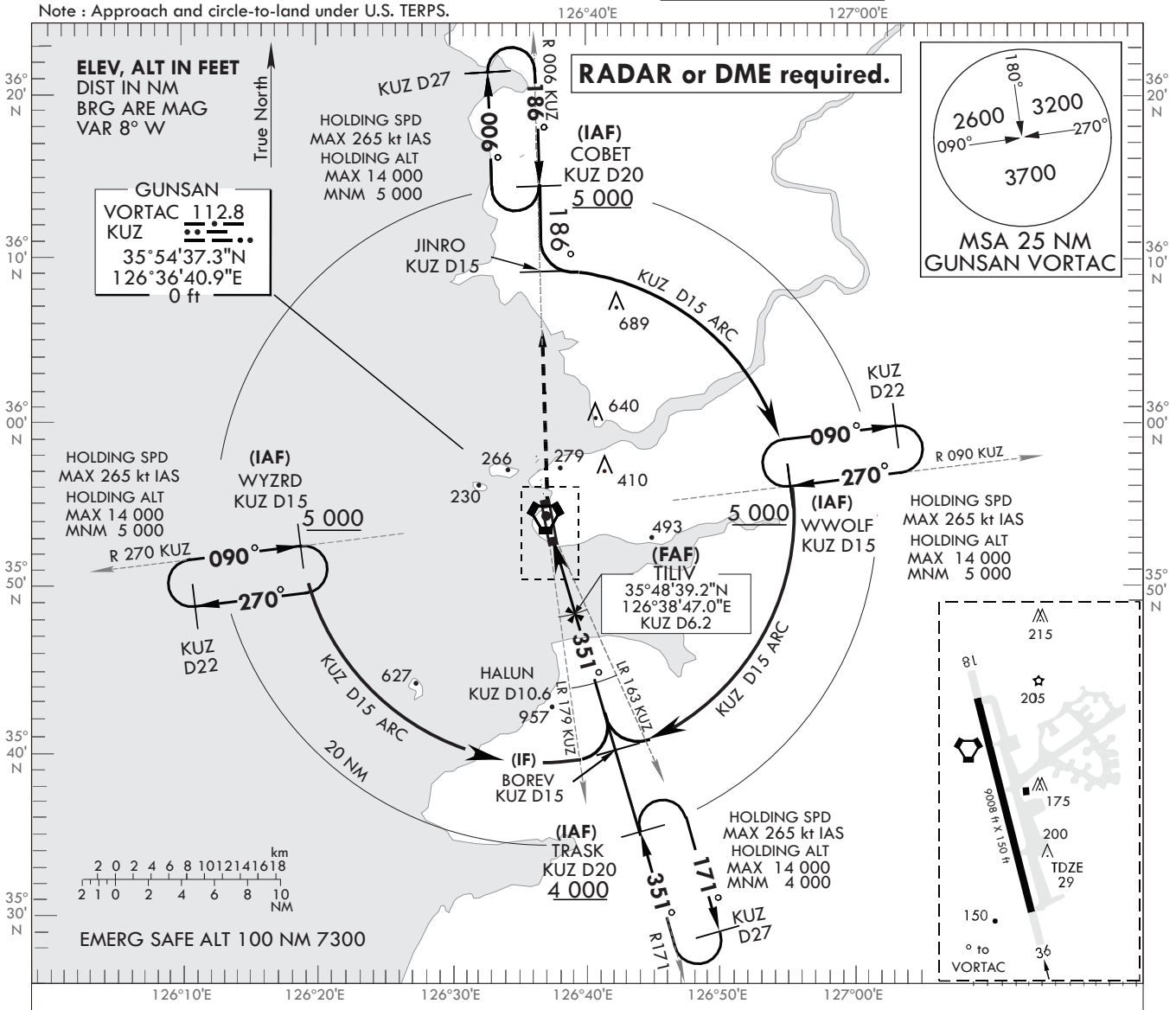
INSTRUMENT APPROACH CHART

AERODROME ELEV 29 ft
HIGHEST ELEV TDZ 29 ft

APP	124.1	292.65
TWR	126.5	292.3

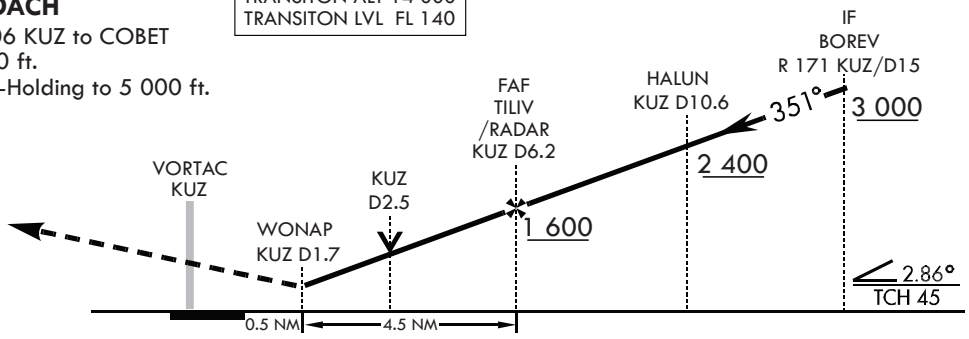
GUNSAN/Gunsan(RKJK)
TACAN or VOR/DME
RWY 36

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



MISSED APPROACH
Intercept the R 006 KUZ to COBET and hold at 5 000 ft.
Continue Climb-in-Holding to 5 000 ft.

TRANSITON ALT 14 000
TRANSITON LVL FL 140



CATEGORY	A	B	C	D
S-36*	500 / 24 471 (500 - 1/2)		500 / 50 471 (500 - 1)	
CIRCLING	640 - 1 611 (700 - 1)	680 - 1 651 (700 - 1)	680 - 1 3/4 651 (700 - 1 3/4)	760 - 2 1/4 731 (800 - 2 1/4)

* When ALS INOP, increase CAT AB RVR to 55 VIS to 1 mile, CAT CD VIS to 1 3/8 miles.

Change : Amended name of aerodrome.

GUNSAN (RKJK)
TACAN or VOR / DME
RWY 36

AERONAUTICAL DATA TABULATION

TACAN or VOR/DME approach to RWY 36 from COBET, WWOLF, TRASK, WYZRD	
Fix/point	Coordinates
COBET(IAF)	36°14'38.8"N 126°36'15.0"E
JINRO	36°09'38.5"N 126°36'21.5"E
WWOLF(IAF)	35°56'25.7"N 126°55'01.0"E
WYZRD(IAF)	35°52'46.1"N 126°18'21.7"E
TRASK(IAF)	35°35'21.9"N 126°43'26.5"E
BOREV(IF)	35°40'10.8"N 126°41'45.4"E
HALUN	35°44'25.0"N 126°40'16.3"E
TILIV(FAF)	35°48'39.2"N 126°38'47.0"E
D2.3 KUZ	-
WONAP	35°52'59.1"N 126°37'15.5"E
THR RWY 36	35°53'29.83"N 126°37'07.61"E

Change : Page control.

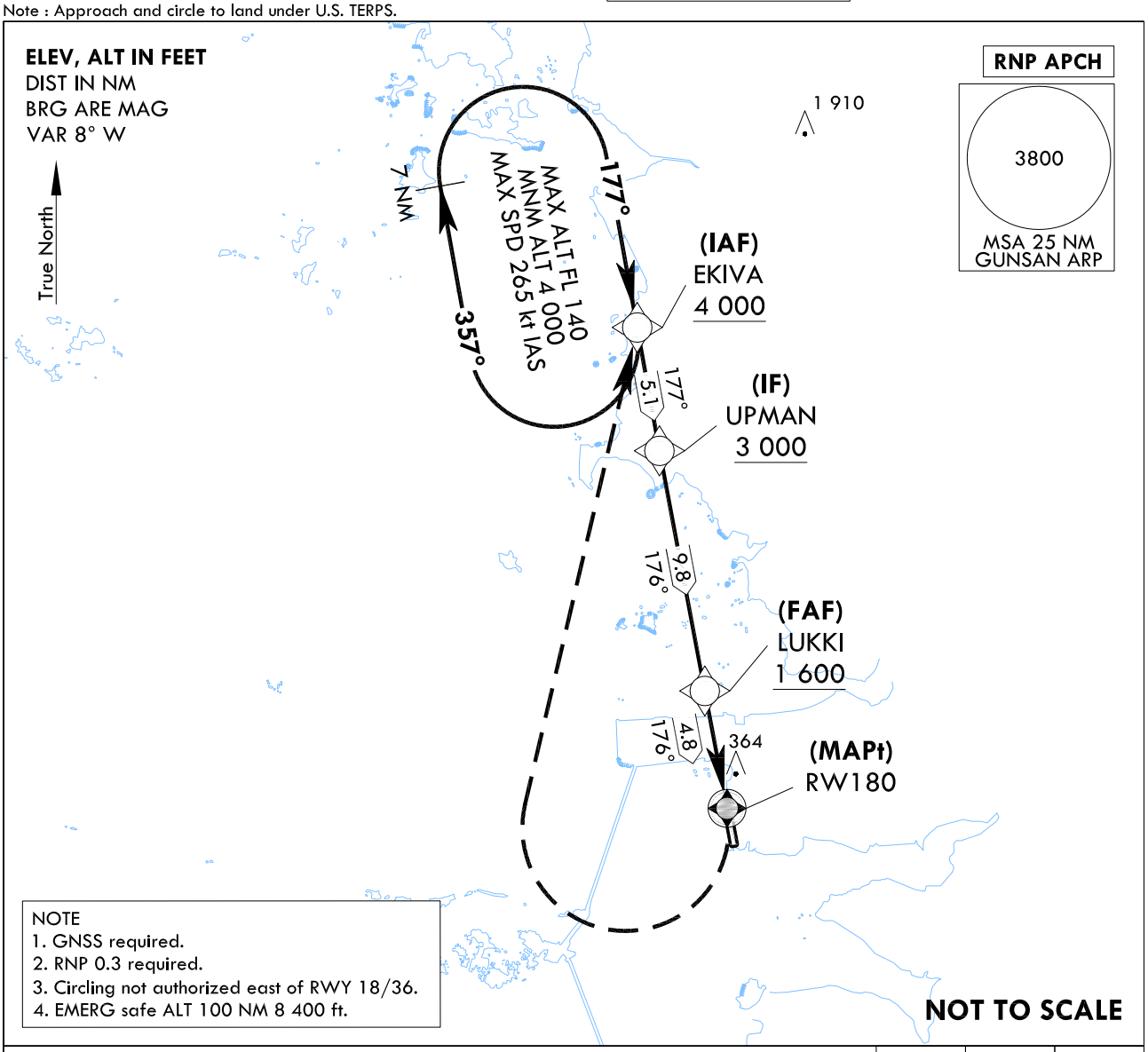
INSTRUMENT APPROACH CHART

AERODROME ELEV 30 ft
HEIGHTS RELATED TO
THR RWY 18 - ELEV **17** ft
HIGHEST ELEV TDZ **20** ft

GUNSAN APP	124.1	292.65
GUNSAN TWR	126.5	292.3

GUNSAN/Gunsan(RKJK)
RNP RWY 18

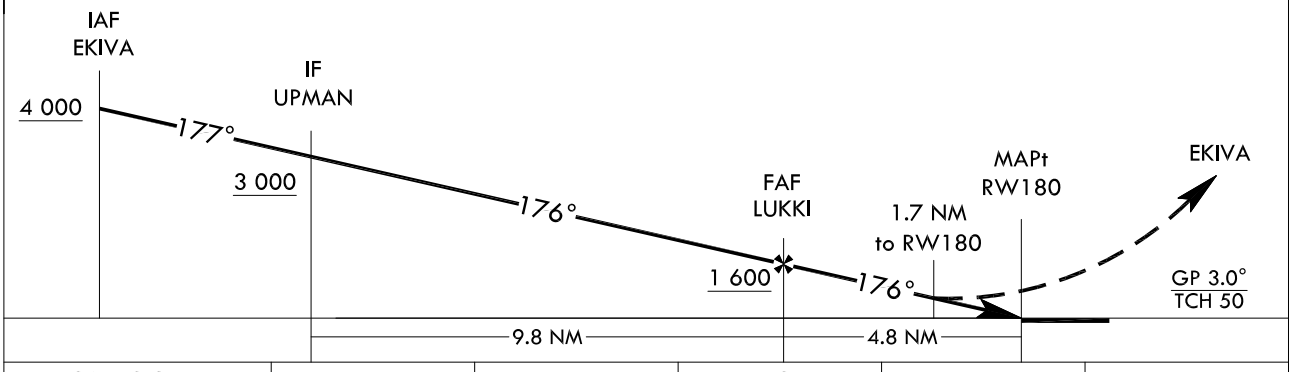
Note : Approach and circle to land under U.S. TERPS.



MISSED APPROACH
Climbing right hand turn to 4 000 ft direct EKIVA and hold.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

4 000 RT — D — EKIVA



CATEGORY		A	B	C	D	E
LNAV /VNAV	FULL	N/A				
	ALS INOP					
LNAV	FULL	620/24 600(600-1/2)		620-1 1/4 600(600-1 1/4)		
	ALS INOP	620-55 600(600-1)		620-1 3/4 600(600-1 3/4)		
CIRCLING		620-1 590(600-1)		640-1 3/4 610(700- 1 3/4)	640-2 610(700-2)	740-2 1/2 710(800-2 1/2)

Change : Establishment of instrument approach procedure for RWY 18(RNP RWY 18).

GUNSAN/Gunsan(RKJK)
RNP RWY 18

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 18

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	IF	EKIVA	-	-	-	-	+4 000	-	36°14'19.0" N 126°32'13.0" E	-	RNP APCH	IAF
002	TF	UPMAN	-	177(168.9)	5.1	-	+3 000	-	36°09'21.0" N 126°33'21.0" E	-	RNP APCH	IF
003	TF	LUKKI	-	176(167.9)	9.8	-	+1 600	-	35°59'41.0" N 126°35'39.0" E	-	RNP APCH	FAF
004	TF	RW180	Y	176(167.9)	4.8	-	-	-	35°54'57.3" N 126°36'46.8" E	-3.00/50	RNP APCH	MAPt
005	DF	EKIVA	-	-	-	-	-	-	36°14'19.0" N 126°32'13.0" E	-	RNP APCH	-
006	HM	EKIVA	-	177(168.9)	7.0	R	-FL 140 +4 000	-265	36°14'19.0" N 126°32'13.0" E	-	RNP APCH	HOLDING 7 NM LEG

Change : Establishment of instrument approach procedure for RWY 18(RNP RWY 18).

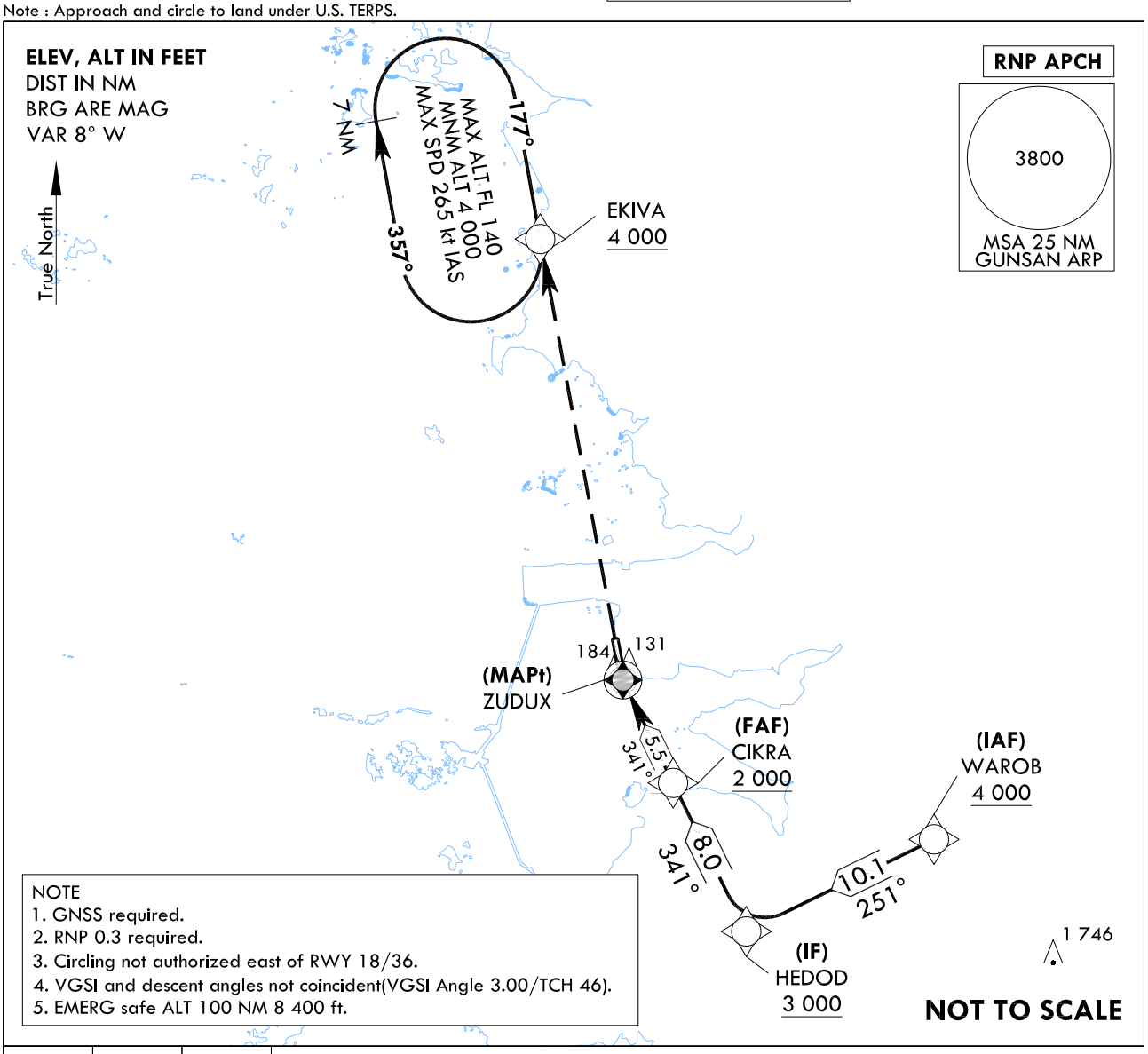
INSTRUMENT APPROACH CHART

AERODROME ELEV 30 ft
HEIGHTS RELATED TO
THR RWY 36 - ELEV **27** ft
HIGHEST ELEV TDZ **30** ft

GUNSAN APP	124.1	292.65
GUNSAN TWR	126.5	292.3

GUNSAN/Gunsan(RKJK)
RNP RWY 36

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

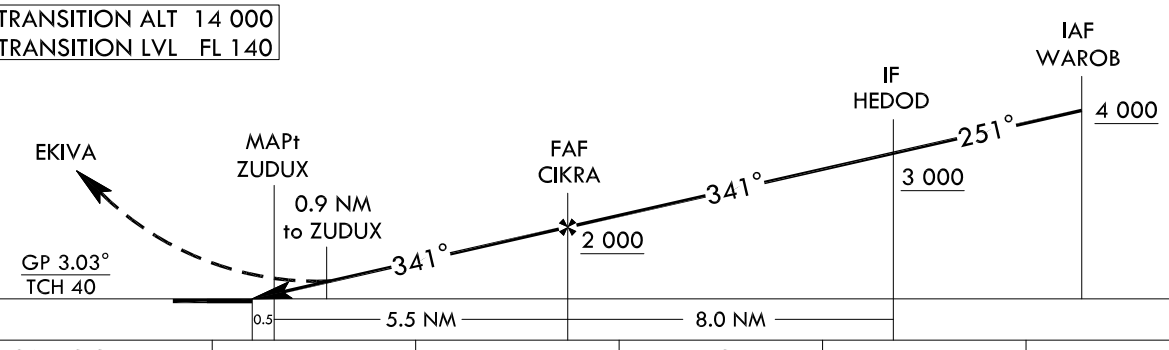


NOTE
1. GNSS required.
2. RNP 0.3 required.
3. Circling not authorized east of RWY 18/36.
4. VGSI and descent angles not coincident(VGSI Angle 3.00/TCH 46).
5. EMERG safe ALT 100 NM 8 400 ft.

600	4 000	EKIVA
↑	↱ RT	◇

MISSED APPROACH
Climb to 600 ft then climbing right turn to 4 000 ft direct EKIVA and hold.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY		A	B	C	D	E
LNAV /VNAV	FULL	N/A				
	ALS INOP					
LNAV	FULL	500/24 470(500-1/2)		500/50 470(500-1)		
	ALS INOP	500/55 470(600-1)		500-1 3/8 470(500-1 3/8)		
CIRCLING		540-1 510(600-1)		640-1 3/4 610(700-1 3/4)	640-2 610(700-2)	740-2 1/2 710(800-2 1/2)

Change : Establishment of instrument approach procedure for RWY 36(RNP RWY 36).

GUNSAN/Gunsan(RKJK)
RNP RWY 36

AERONAUTICAL DATA TABULATION

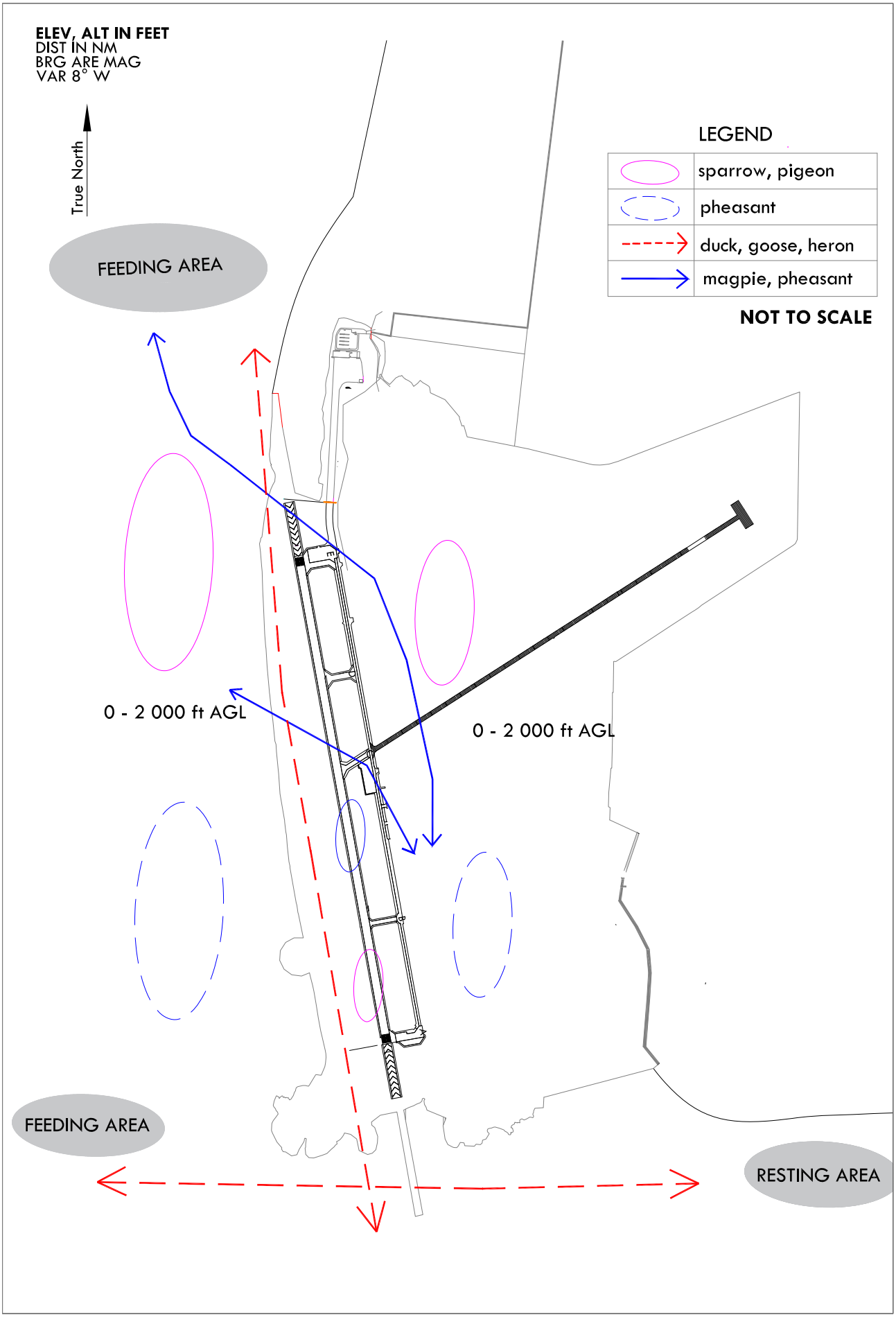
Instrument Approach Procedure Coding Tables

RNP RWY 36

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	IF	WAROB	-	-	-	-	+4 000	-	35°45'21.0" N 126°55'44.0" E	-	RNP APCH	IAF
002	TF	HEDOD	-	251(242.9)	10.1	-	+3 000	-	35°40'53.0" N 126°44'37.0" E	-	RNP APCH	IF
003	TF	CIKRA	-	341(332.9)	8.0	-	+2 000	-	35°48'03.0" N 126°40'15.0" E	-	RNP APCH	FAF
004	TF	ZUDUX	Y	341(332.9)	5.5	-	-	-	35°53'01.0" N 126°37'15.0" E	-3.03/40	RNP APCH	MAPt
005	VA	TP600	-	-	-	-	+600	-	-	-	RNP APCH	-
006	DF	EKIVA	-	-	-	-	-	-	36°14'19.0" N 126°32'13.0" E	-	RNP APCH	-
007	HM	EKIVA	-	177(168.9)	7.0	R	-FL 140 +4 000	-265	36°14'19.0" N 126°32'13.0" E	-	RNP APCH	HOLDING 7 NM LEG

Change : Establishment of instrument approach procedure for RWY 36(RNP RWY 36).

Bird Concentrates in the Vicinity of Airport



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