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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 6/24

30 MAY 2024

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 General

a) Establishment of difference from ANNEX 3, Part I and item numbers(20~22).
b) Amended tables.

1.2 Incheon INTL Airport

a) Amended phrases(volume I → III, No → NR, or → of, hoilding → holding).
b) Information of legend(natural high point).

1.3 Gimpo INTL Airport

a) Amended phrases(Y679 → Y697, No → NR).

1.4 Jeju INTL Airport

a) Information of radio communication failure procedure in VMCs and in IMCs or unable to fly in VMCs.
b) Withdrawal of DOTOL, IPDAS, KIDOS, SOSDO, TOSAN, KAMIT, GUKSU, LOSNI, REMOS, BEPKO, BILUM, MANOL, ATINA, PAPLU, PANSI, MAKET, AKPON and OMKIM.
c) Amended phrases.
d) Information of track/course(045° → 046°, 225° → 226°, 057° → 058°, 071° → 072°, 095° → 096°, 275° → 276°).

1.5 Cheongju INTL Airport

a) Information of OBST type(Mt.Dutae/Mt.Bokwang → natural high point, KBS antenna → antenna).
b) Information of legend(natural high point), OBST items(mountain/peak → natural high point) and Amended phrase(No → NR).

1.6 Yangyang INTL Airport

a) Withdrawal of IFR procedure for visual approach(1.4).
b) Establishment of ALT restriction for "G" point and RWY holding position for TWY A, B.
c) Information of hot spot, TDZ/THR ELEV, marking/lighting aids for RWY 15/33, legend, OBST items, apron/hanger.
d) Establishment of TWY B, note and Amended phrase(No → NR).

2. PAGE CONTROL

2.1 Replace the old sheets with new one as follows;

OLD (Pages to be removed)	NEW (Pages to be inserted)	
VOL I, Part I - GEN (General)	**VOL I, Part I - GEN (General)**	
GEN 0.3-1(2 MAY 24) / 0.3-2(2 MAY 24)	GEN 0.3-1 / 0.3-2	30 MAY 24
GEN 0.4-1(2 MAY 24) / 0.4-2(2 MAY 24)	GEN 0.4-1 / 0.4-2	30 MAY 24
GEN 0.4-3(2 MAY 24) / 0.4-4(2 MAY 24)	GEN 0.4-3 / 0.4-4	30 MAY 24
GEN 0.4-5(2 MAY 24) / 0.4-6(2 MAY 24)	GEN 0.4-5 / 0.4-6	30 MAY 24
GEN 0.4-7(2 MAY 24) / 0.4-8(2 MAY 24)	GEN 0.4-7 / 0.4-8	30 MAY 24
GEN 0.4-9(2 MAY 24) / 0.4-10(2 MAY 24)	GEN 0.4-9 / 0.4-10	30 MAY 24
GEN 1.7-1(27 JUL 23) / 1.7-2(27 JUL 23)	GEN 1.7-1 / 1.7-2	30 MAY 24
GEN 1.7-3(14 APR 16) / 1.7-4(14 APR 16)	GEN 1.7-3 / 1.7-4	30 MAY 24
GEN 1.7-7(14 APR 16) / 1.7-8(14 APR 16)	GEN 1.7-7 / 1.7-8	30 MAY 24
GEN 1.7-9(1 MAY 14) / 1.7-10(1 MAY 14)	GEN 1.7-9 / 1.7-10	30 MAY 24

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL II, Part III - AD (Aerodromes)	**VOL II, Part III - AD (Aerodromes)**
RKSI	**RKSI**
AD 2-33(16 DEC 21) / 2-34(16 DEC 21)	AD 2-33 / 2-34 30 MAY 24
AD CHART 2-10(8 FEB 24) / 2-11(8 FEB 24)	AD CHART 2-10 / 2-11 30 MAY 24
AD CHART 2-12(8 FEB 24) / 2-13(8 FEB 24)	AD CHART 2-12 / 2-13 30 MAY 24
AD CHART 2-14(8 FEB 24) / 2-15(8 FEB 24)	AD CHART 2-14 / 2-15 30 MAY 24
AD CHART 2-16(8 FEB 24) / 2-17(8 FEB 24)	AD CHART 2-16 / 2-17 30 MAY 24
AD CHART 2-18(8 FEB 24) / BLANK	AD CHART 2-18 / BLANK 30 MAY 24
AD CHART 2-18-1(8 FEB 24) / BLANK	AD CHART 2-18-1 / BLANK 30 MAY 24
AD CHART 2-27(1 JUN 23) / BLANK	AD CHART 2-27 / BLANK 30 MAY 24
AD CHART 2-41(1 JUN 23) / BLANK	AD CHART 2-41 / BLANK 30 MAY 24
AD CHART 2-42(29 JUN 23) / 2-42-1(13 JAN 22)	AD CHART 2-42 / 2-42-1 30 MAY 24
RKSS	**RKSS**
AD 2-25(6 APR 23) / 2-26(24 AUG 23)	AD 2-25 / 2-26 30 MAY 24
AD CHART 2-7(4 APR 24) / BLANK	AD CHART 2-7 / BLANK 30 MAY 24
AD CHART 2-8(4 APR 24) / BLANK	AD CHART 2-8 / BLANK 30 MAY 24
AD CHART 2-9(4 APR 24) / BLANK	AD CHART 2-9 / BLANK 30 MAY 24
AD CHART 2-10(4 APR 24) / BLANK	AD CHART 2-10 / BLANK 30 MAY 24
RKPC	**RKPC**
AD 2-19(25 AUG 22) / 2-20(25 AUG 22)	AD 2-19 / 2-20 30 MAY 24
	AD 2-20-1 / 2-20-2 30 MAY 24
AD 2-21(13 APR 17) / 2-22(21 SEP 23)	AD 2-21 / 2-22 30 MAY 24
AD CHART 2-12(14 DEC 23) / 2-12-1(14 DEC 23)	AD CHART 2-12 / 2-12-1 30 MAY 24
AD CHART 2-13(14 DEC 23) / 2-13-1(14 DEC 23)	AD CHART 2-13 / 2-13-1 30 MAY 24
AD CHART 2-14(14 DEC 23) / 2-14-1(14 DEC 23)	AD CHART 2-14 / 2-14-1 30 MAY 24
AD CHART 2-15(14 DEC 23) / 2-15-1(14 DEC 23)	AD CHART 2-15 / 2-15-1 30 MAY 24
AD CHART 2-16(14 DEC 23) / 2-16-1(14 DEC 23)	AD CHART 2-16 / 2-16-1 30 MAY 24
AD CHART 2-17(11 JAN 24) / 2-17-1(11 JAN 24)	AD CHART 2-17 / 2-17-1 30 MAY 24
AD CHART 2-18(19 OCT 23) / 2-18-1(21 SEP 23)	AD CHART 2-18 / 2-18-1 30 MAY 24
AD CHART 2-19(19 OCT 23) / 2-19-1(21 SEP 23)	AD CHART 2-19 / 2-19-1 30 MAY 24
AD CHART 2-20(4 APR 24) / 2-20-1(4 APR 24)	AD CHART 2-20 / 2-20-1 30 MAY 24
AD CHART 2-27(4 APR 24) / 2-27-1(21 SEP 23)	AD CHART 2-27 / 2-27-1 30 MAY 24
RKTU	**RKTU**
AD 2-4(4 APR 24) / 2-4-1(4 APR 24)	AD 2-4 / 2-4-1 30 MAY 24
AD CHART 2-5(1 JUN 23) / 2-6(1 JUN 23)	AD CHART 2-5 / 2-6 30 MAY 24
AD CHART 2-7(1 JUN 23) / 2-8(1 JUN 23)	AD CHART 2-7 / 2-8 30 MAY 24
AD CHART 2-9(1 JUN 23) / BLANK	AD CHART 2-9 / BLANK 30 MAY 24
RKNY	**RKNY**
AD 2-9(27 JUL 23) / 2-10(28 JUL 22)	AD 2-9 / 2-10 30 MAY 24
AD 2-12-1(11 JAN 24) / 2-12-2(11 JAN 24)	AD 2-12-1 / 2-12-2 30 MAY 24
AD CHART 2-1(11 JAN 24) / 2-2(11 JAN 24)	AD CHART 2-1 / 2-2 30 MAY 24
AD CHART 2-3(11 JAN 24) / 2-3-1(11 JAN 24)	AD CHART 2-3 / 2-3-1 30 MAY 24
AD CHART 2-4(1 JUN 23) / BLANK	AD CHART 2-4 / BLANK 30 MAY 24
AD CHART 2-5(1 JUN 23) / BLANK	AD CHART 2-5 / BLANK 30 MAY 24
AD CHART 2-6(1 JUN 23) / BLANK	AD CHART 2-6 / BLANK 30 MAY 24
AD CHART 2-18(11 JAN 24) / 2-19(11 JAN 24)	AD CHART 2-18 / 2-19 30 MAY 24

END

GEN 0.3 RECORD OF AIP SUPPLEMENT

1. Current AIP Supplement

NR/Year	Subject	AIP Section(s) affected	Period of validity (From/To)	Cancellation record
23/10	Requirement for Overflight Permission	GEN	-	
34/22	Incheon AP - Temporary Obstacle Erected	AD	14 DEC 22 / 31 OCT 24	
2/23	Incheon AP - Temporary Obstacle Erected	AD	8 FEB 23 / 31 DEC 25	
6/23	Incheon AP - Construction Work for Passenger Terminal 2 Extension	AD	31 MAY 23 / 30 OCT 24	
8/23	Gimpo AP - Temporary Obstacles Erected	AD	31 MAY 23 / 30 SEP 25	
9/23	Ulsan AP - Temporary Obstacles Erected	AD	19 MAY 23 / 31 AUG 24	
10/23	Incheon AP - Temporary Obstacles Erected	AD	28 JUN 23 / 30 JUL 24	
11/23	ENR - Temporary Drone Special Areas Established	ENR	30 JUN 23 / 30 JUN 25	
12/23	Incheon AP - Temporary Obstacles Erected	AD	26 JUL 23 / 31 DEC 24	
17/23	Incheon AP - Temporary Obstacles Erected	AD	18 OCT 23 / 31 AUG 24	
18/23	Gimpo AP - Temporary Obstacles Erected	AD	18 OCT 23 / 30 NOV 24	
19/23	Ulsan AP - Unserviceability of Ulsan Radar	AD	2 JUL 23 / 30 JUN 24	
21/23	Incheon AP, Gimpo AP - Trial Operation of Re-categorization(RECAT) Wake Turbulence Separation Minima within Seoul TMA	AD	15 DEC 21 / 14 DEC 24	
9/24	Incheon AP - Temporary Obstacle Erected	AD	7 FEB 24 / 31 OCT 25	
10/24	Gimpo AP - Temporary Obstacle Erected	AD	29 FEB 24 / 30 SEP 24	
12/24	Gimpo AP - Temporary Obstacles Erected	AD	7 MAR 24 / 31 JAN 25	
13/24	Muan AP - Unserviceability of Muan Radar	AD	16 MAR 24 / 31 AUG 24	
14/24	Incheon AP - Temporary Obstacles Installation for the 4th Phase Construction	AD	4 APR 24 / 31 JUL 24	
15/24	Incheon AP - Operational Restriction of Cargo Apron 1	AD	4 APR 24 / 20 AUG 24	
16/24	Incheon AP - Incheon INTL Airport A-CDM Trial Operation for Phase 2	AD	29 JUN 22 / 28 JUL 24	
17/24	Gimpo AP - Temporary Obstacles Erected	AD	3 APR 24 / 31 DEC 25	
19/24	Gimpo AP - Temporary Obstacles Erected	AD	2 MAY 24 / 30 JUL 25	
23/24	ENR - Temporary Restricted Areas Established	ENR	31 DEC 23 / 31 DEC 24	
24/24	Incheon AP - Incheon INTL Airport VDGS Trial Operation for Cargo Terminal	AD	10 JAN 24 / 25 JUL 24	
25/24	Incheon AP - ACFT Stands NR. 506, 507, 516, 517 Closed due to Construction	AD	30 MAY 24 / 19 AUG 24	
26/24	Incheon AP - Incheon INTL Airport End of VDGS Service for Concourse	AD	30 MAY 24 / 31 DEC 25	
27/24	Gimpo AP - Temporary Obstacles Erected	AD	31 MAY 24 / 31 AUG 26	

2. Current AIRAC AIP Supplement

NR/Year	Subject	AIP Section(s) affected	Period of validity (From/To)	Cancellation record
2/23	ENR - Y722 Traffic Dispersion Operation	ENR	22 MAR 23 / PERM	
11/23	Jeju AP - Temporary Obstacle Erected	AD	1 MAY 23 / 11 AUG 24	
18/23	Incheon AP - Unserviceability of ILS/DMEs	AD	9 AUG 23 / 27 NOV 24	
21/23	Uljin AP - Unserviceability of ILS/DME	AD	6 SEP 23 / 4 SEP 24	
26/23	Incheon AP - Unserviceability of PAPI/ALS for RWY 16L/34R	AD	29 NOV 23 / 31 JUL 24	
3/24	Incheon AP - RWY 15L/33R and TWYs Closed due to Construction	AD	1 NOV 23 / 12 JUN 24	
5/24	Muan AP - Construction Work for Runway Extension	AD	21 FEB 24 / 20 JUL 25	
6/24	Muan AP - Unserviceability of ILS/DME	AD	21 FEB 24 / 20 JUL 25	
7/24	Muan AP - Unserviceability of ALS	AD	21 FEB 24 / 20 JUL 25	
11/24	Gimpo AP - Operational Restrictions	AD	20 MAR 24 / 12 JUN 24	
18/24	Gimpo AP - Operational Restrictions	AD	16 MAY 24 / 14 JUN 24	
21/24	Gimpo AP - Operational Restrictions	AD	1 JUL 24 / 11 OCT 24	
22/24	Gimpo AP - Operational Restrictions	AD	12 JUN 24 / 25 DEC 24	
28/24	Incheon AP - RWY 15L/33R and TWYs Closed due to Construction	AD	12 JUN 24 / 8 AUG 24	

GEN 0.4 CHECKLIST OF AIP PAGES

Page	Date
GEN	
PART 1 - GENERAL(GEN)	
GEN 0	
0.1 - 1	4 APR 24
0.1 - 2	4 APR 24
0.1 - 3	11 JAN 24
0.1 - 4	11 JAN 24
0.1 - 5	23 NOV 17
0.1 - 6	23 NOV 17
0.2 - 1	12 JAN 23
0.2 - 2	12 JAN 23
0.3 - 1	**30 MAY 24**
0.3 - 2	**30 MAY 24**
0.4 - 1	**30 MAY 24**
0.4 - 2	**30 MAY 24**
0.4 - 3	**30 MAY 24**
0.4 - 4	**30 MAY 24**
0.4 - 5	**30 MAY 24**
0.4 - 6	**30 MAY 24**
0.4 - 7	**30 MAY 24**
0.4 - 8	**30 MAY 24**
0.4 - 9	**30 MAY 24**
0.4 - 10	**30 MAY 24**
0.5 - 1	11 MAY 17
0.5 - 2	11 MAY 17
0.6 - 1	21 SEP 23
0.6 - 2	21 SEP 23

Page	Date
GEN	
GEN 1	
1.1 - 1	28 JUL 22
1.1 - 2	28 JUL 22
1.2 - 1	28 JUL 22
1.2 - 2	28 JUL 22
1.2 - 3	12 JAN 23
1.2 - 4	12 JAN 23
1.2 - 5	12 JAN 23
1.2 - 6	12 JAN 23
1.3 - 1	1 MAY 14
1.3 - 2	1 MAY 14
1.4 - 1	4 JUL 19
1.4 - 2	4 JUL 19
1.4 - 3	4 JUL 19
1.4 - 4	4 JUL 19
1.5 - 1	13 APR 17
1.5 - 2	13 APR 17
1.5 - 3	13 APR 17
1.5 - 4	13 APR 17
1.5 - 5	1 MAY 14
1.5 - 6	1 MAY 14
1.5 - 7	13 APR 17
1.5 - 8	13 APR 17
1.5 - 9	13 APR 17
1.5 - 10	13 APR 17
1.5 - 11	13 APR 17
1.5 - 12	13 APR 17
1.5 - 13	1 MAY 14
1.5 - 14	1 MAY 14
1.5 - 15	1 MAY 14
1.5 - 16	1 MAY 14
1.5 - 17	13 APR 17
1.5 - 18	13 APR 17
1.5 - 19	WEF 24 JAN 24
1.5 - 20	28 JUL 22
1.5 - 21	28 JUL 22
1.5 - 22	28 JUL 22
1.5 - 23	WEF 24 JAN 24
1.5 - 24	WEF 24 JAN 24
1.5 - 25	WEF 24 JAN 24
1.5 - 26	13 JAN 22
1.5 - 27	13 JAN 22
1.5 - 28	13 JAN 22
1.6 - 1	13 JAN 22
1.6 - 2	13 JAN 22
1.7 - 1	**30 MAY 24**
1.7 - 2	**30 MAY 24**
1.7 - 3	**30 MAY 24**
1.7 - 4	**30 MAY 24**
1.7 - 5	21 SEP 23
1.7 - 6	21 SEP 23
1.7 - 7	**30 MAY 24**
1.7 - 8	**30 MAY 24**
1.7 - 9	**30 MAY 24**
1.7 - 10	**30 MAY 24**

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

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

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

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

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

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

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

Page	Date
ENR	
5.4 - 31	11 MAY 17
5.4 - 32	11 MAY 17
5.4 - 33	11 MAY 17
5.4 - 34	11 MAY 17
5.5 - 1	WEF 14 JUN 23
5.5 - 2	WEF 6 SEP 23
5.5 - 3	WEF 12 JUN 24
5.5 - 4	WEF 12 JUN 24
5.6 - 1	1 MAY 14
5.6 - 2	1 MAY 14
ENR 6	
6 - 1	29 OCT 15
6 - 1-1	29 OCT 15
6 - 1-2	WEF 12 JUN 24
6 - 2	9 FEB 23
6 - 3	9 FEB 23
6 - 4	WEF 16 AUG 17
6 - 5	WEF 9 AUG 23
6 - 6	WEF 12 JUN 24
6 - 7	21 SEP 23

Page	Date
AD	
PART 3 - AERODROME(AD)	
AD 0	
0.6 - 1	2 AUG 18
0.6 - 2	2 AUG 18
AD 1	
1.1 - 1	25 AUG 22
1.1 - 2	25 AUG 22
1.2 - 1	21 OCT 21
1.2 - 2	21 OCT 21
1.2 - 3	21 OCT 21
1.2 - 4	21 OCT 21
1.3 - 1	25 AUG 22
1.3 - 2	25 AUG 22
1.4 - 1	1 MAY 14
1.4 - 2	1 MAY 14
1.5 - 1	2 MAY 24
1.5 - 2	2 MAY 24

Page	Date
RKSI	
2 - 1	4 APR 24
2 - 2	4 APR 24
2 - 3	14 DEC 23
2 - 4	14 DEC 23
2 - 5	11 JAN 24
2 - 6	11 JAN 24
2 - 6-1	9 MAR 23
2 - 6-2	9 MAR 23
2 - 7	8 FEB 24
2 - 8	8 FEB 24
2 - 9	21 SEP 23
2 - 10	21 SEP 23
2 - 10-1	WEF 23 MAR 22
2 - 10-2	WEF 23 MAR 22
2 - 11	11 JAN 24
2 - 12	11 JAN 24
2 - 13	WEF 23 MAR 22
2 - 14	WEF 23 MAR 22
2 - 15	WEF 16 JUN 21
2 - 15-1	WEF 23 MAR 22
2 - 16	21 SEP 23
2 - 16-1	WEF 20 MAR 24
2 - 17	7 APR 22
2 - 17-1	7 APR 22
2 - 18	WEF 24 JAN 24
2 - 18-1	20 OCT 22
2 - 19	20 OCT 22
2 - 20	20 OCT 22
2 - 21	WEF 9 AUG 23
2 - 21-1	WEF 30 NOV 22
2 - 21-2	WEF 30 NOV 22
2 - 21-3	WEF 30 NOV 22
2 - 21-4	20 OCT 22
2 - 21-5	WEF 20 MAR 24

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

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

RKPC

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

RKPC

Page	Date
CHART 2 - 18	**30 MAY 24**
CHART 2 - 18-1	**30 MAY 24**
CHART 2 - 18-2	WEF 1 NOV 23
CHART 2 - 18-3	WEF 1 NOV 23
CHART 2 - 18-4	WEF 1 NOV 23
CHART 2 - 18-5	27 SEP 18
CHART 2 - 19	**30 MAY 24**
CHART 2 - 19-1	**30 MAY 24**
CHART 2 - 19-2	WEF 30 NOV 22
CHART 2 - 19-3	WEF 30 NOV 22
CHART 2 - 19-4	WEF 30 NOV 22
CHART 2 - 19-5	27 SEP 18
CHART 2 - 20	**30 MAY 24**
CHART 2 - 20-1	**30 MAY 24**
CHART 2 - 20-2	WEF 1 NOV 23
CHART 2 - 20-3	WEF 1 NOV 23
CHART 2 - 20-4	14 DEC 23
CHART 2 - 20-5	14 DEC 23
CHART 2 - 21	11 JAN 24
CHART 2 - 22	WEF 15 MAY 24
CHART 2 - 22-1	WEF 15 MAY 24
CHART 2 - 23	WEF 15 MAY 24
CHART 2 - 23-1	WEF 15 MAY 24
CHART 2 - 24	WEF 1 NOV 23
CHART 2 - 24-1	WEF 1 NOV 23
CHART 2 - 25	WEF 1 NOV 23
CHART 2 - 25-1	WEF 1 NOV 23
CHART 2 - 26	WEF 15 MAY 24
CHART 2 - 26-1	WEF 1 NOV 23
CHART 2 - 27	**30 MAY 24**
CHART 2 - 27-1	**30 MAY 24**
CHART 2 - 28	WEF 1 NOV 23
CHART 2 - 28-1	WEF 1 NOV 23
CHART 2 - 29	WEF 1 NOV 23
CHART 2 - 29-1	WEF 1 NOV 23
CHART 2 - 30	14 DEC 23
CHART 2 - 31	14 DEC 23

RKPK

Page	Date
2 - 1	11 JAN 24
2 - 2	11 JAN 24
2 - 3	WEF 17 MAY 23
2 - 3-1	WEF 17 MAY 23
2 - 4	8 FEB 24
2 - 4-1	8 FEB 24
2 - 5	29 JUL 21
2 - 6	29 JUL 21
2 - 7	14 FEB 19
2 - 8	14 FEB 19
2 - 9	9 FEB 23
2 - 10	WEF 27 DEC 23
2 - 10-1	WEF 27 DEC 23
2 - 10-2	WEF 27 DEC 23
2 - 11	WEF 27 DEC 23
2 - 12	WEF 27 DEC 23

RKPK

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

RKPK

Page	Date
CHART 2 - 30	16 NOV 23
CHART 2 - 30-1	16 NOV 23
CHART 2 - 31	WEF 6 SEP 23
CHART 2 - 31-1	WEF 6 SEP 23
CHART 2 - 32	7 MAR 24
CHART 2 - 32-1	7 MAR 24
CHART 2 - 33	16 NOV 23
CHART 2 - 33-1	16 NOV 23
CHART 2 - 34	16 NOV 23
CHART 2 - 34-1	16 NOV 23
CHART 2 - 35	16 NOV 23
CHART 2 - 35-1	16 NOV 23
CHART 2 - 36	16 NOV 23
CHART 2 - 36-1	16 NOV 23
CHART 2 - 37	WEF 6 SEP 23
CHART 2 - 37-1	WEF 6 SEP 23
CHART 2 - 38	7 MAR 24
CHART 2 - 38-1	7 MAR 24
CHART 2 - 39	7 MAR 24
CHART 2 - 39-1	7 MAR 24
CHART 2 - 40	WEF 6 SEP 23
CHART 2 - 40-1	WEF 6 SEP 23
CHART 2 - 41	23 SEP 21
CHART 2 - 42	23 SEP 21

RKTU

Page	Date
2 - 1	4 APR 24
2 - 2	4 APR 24
2 - 3	WEF 15 MAY 24
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2 - 15	1 JUN 23
2 - 16	WEF 15 MAY 24

Page	Date
RKTU	
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CHART 2 - 34	WEF 15 MAY 24

Page	Date
RKNY	
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CHART 2 - 19	**30 MAY 24**

Page	Date
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CHART 2 - 14-3	WEF 15 MAY 24

Page	Date
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CHART 2 - 30	WEF 15 MAY 24

Page	Date
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CHART 2 - 23	29 JUN 23

Page	Date
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CHART 2 - 25-1	26 AUG 21

Page	Date
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CHART 2 - 39	WEF 22 FEB 23

Page	Date
RKJK	
2 - 1	24 SEP 20
2 - 2	24 SEP 20
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CHART 2 - 11-1	WEF 15 MAY 24

Page	Date
RKJY	
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CHART 2 - 21-1	15 DEC 22
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CHART 2 - 22-1	11 JAN 24
CHART 2 - 23	21 SEP 23
CHART 2 - 24	21 SEP 23

Page	Date
RKNW	
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CHART 2 - 17-1	WEF 11 AUG 21

Page	Date
RKPS	
2 - 1	11 JAN 24
2 - 2	11 JAN 24
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CHART 2 - 16-1	14 DEC 23
CHART 2 - 17	14 DEC 23
CHART 2 - 17-1	14 DEC 23
CHART 2 - 18	11 JAN 24
CHART 2 - 18-1	11 JAN 24

Page	Date
RKPS	
CHART 2 - 19	14 DEC 23
CHART 2 - 19-1	14 DEC 23
CHART 2 - 20	14 DEC 23
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CHART 2 - 28-1	14 DEC 23
CHART 2 - 29	14 DEC 23
CHART 2 - 29-1	14 DEC 23
CHART 2 - 30	14 DEC 23
CHART 2 - 30-1	14 DEC 23

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

Page	Date	Page	Date
RKTL		RKPD	
2 - 1	27 JUL 23	2 - 1	19 NOV 20
2 - 2	27 JUL 23	2 - 2	19 NOV 20
2 - 3	2 MAY 24	2 - 3	8 FEB 24
2 - 4	2 MAY 24	2 - 4	8 FEB 24
2 - 5	2 MAY 24	2 - 5	16 DEC 21
2 - 6	2 MAY 24	2 - 6	16 DEC 21
2 - 7	21 SEP 23	2 - 7	17 NOV 22
2 - 8	21 SEP 23	2 - 8	17 NOV 22
2 - 9	WEF 10 AUG 22	2 - 9	10 FEB 22
2 - 9-1	WEF 6 SEP 23	2 - 10	10 FEB 22
2 - 10	4 MAY 23	2 - 11	16 DEC 21
2 - 10-1	4 MAY 23	2 - 12	WEF 1 NOV 23
2 - 11	WEF 6 SEP 23		
2 - 12	22 SEP 22		
CHART 2 - 1	WEF 6 SEP 23	CHART 2 - 1	16 DEC 21
CHART 2 - 2	4 MAY 23	CHART 2 - 2	16 DEC 21
CHART 2 - 3	22 SEP 22	CHART 2 - 3	4 APR 24
CHART 2 - 4	22 SEP 22	CHART 2 - 4	21 SEP 23
CHART 2 - 5	4 MAY 23	CHART 2 - 4-1	21 SEP 23
CHART 2 - 6	4 MAY 23	CHART 2 - 5	WEF 1 NOV 23
CHART 2 - 7	WEF 6 SEP 23	CHART 2 - 5-1	WEF 1 NOV 23
CHART 2 - 7-1	WEF 6 SEP 23	CHART 2 - 6	7 MAR 24
CHART 2 - 8	WEF 6 SEP 23	CHART 2 - 6-1	7 MAR 24
CHART 2 - 8-1	22 SEP 22	CHART 2 - 7	7 MAR 24
CHART 2 - 9	WEF 6 SEP 23	CHART 2 - 7-1	7 MAR 24
CHART 2 - 9-1	22 SEP 22	CHART 2 - 8	7 MAR 24
CHART 2 - 10	21 SEP 23	CHART 2 - 8-1	7 MAR 24
CHART 2 - 10-1	21 SEP 23	CHART 2 - 9	WEF 1 NOV 23
CHART 2 - 11	WEF 6 SEP 23	CHART 2 - 9-1	WEF 1 NOV 23
CHART 2 - 11-1	22 SEP 22	CHART 2 - 10	WEF 1 NOV 23
CHART 2 - 12	WEF 6 SEP 23	CHART 2 - 10-1	WEF 1 NOV 23
CHART 2 - 12-1	22 SEP 22	CHART 2 - 11	7 MAR 24
CHART 2 - 13	WEF 6 SEP 23	CHART 2 - 11-1	7 MAR 24
CHART 2 - 13-1	22 SEP 22	CHART 2 - 12	7 MAR 24
CHART 2 - 14	WEF 6 SEP 23	CHART 2 - 12-1	7 MAR 24
CHART 2 - 14-1	WEF 6 SEP 23	CHART 2 - 13	WEF 1 NOV 23
CHART 2 - 15	WEF 6 SEP 23	CHART 2 - 13-1	WEF 1 NOV 23
CHART 2 - 15-1	22 SEP 22	CHART 2 - 14	16 NOV 23
CHART 2 - 16	21 SEP 23	CHART 2 - 14-1	16 NOV 23
CHART 2 - 16-1	21 SEP 23	CHART 2 - 15	WEF 1 NOV 23
CHART 2 - 17	WEF 6 SEP 23	CHART 2 - 15-1	WEF 1 NOV 23
CHART 2 - 17-1	22 SEP 22	CHART 2 - 16	8 FEB 24
CHART 2 - 18	WEF 6 SEP 23	CHART 2 - 16-1	8 FEB 24
CHART 2 - 18-1	WEF 6 SEP 23	CHART 2 - 17	8 FEB 24
CHART 2 - 19	21 SEP 23	CHART 2 - 17-1	8 FEB 24
CHART 2 - 19-1	21 SEP 23	CHART 2 - 18	WEF 1 NOV 23
CHART 2 - 20	WEF 6 SEP 23	CHART 2 - 18-1	WEF 1 NOV 23
CHART 2 - 20-1	WEF 6 SEP 23	CHART 2 - 19	8 FEB 24
CHART 2 - 21	WEF 6 SEP 23	CHART 2 - 19-1	8 FEB 24
CHART 2 - 21-1	WEF 6 SEP 23	CHART 2 - 20	WEF 1 NOV 23
CHART 2 - 22	11 JAN 24	CHART 2 - 20-1	WEF 1 NOV 23
CHART 2 - 22-1	11 JAN 24		
CHART 2 - 23	WEF 6 SEP 23		
CHART 2 - 23-1	WEF 6 SEP 23		
CHART 2 - 24	WEF 6 SEP 23		
CHART 2 - 24-1	WEF 6 SEP 23		
CHART 2 - 25	WEF 6 SEP 23		
CHART 2 - 25-1	WEF 6 SEP 23		
CHART 2 - 26	WEF 6 SEP 23		
CHART 2 - 27	4 MAY 23		

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

1. ANNEX 1 Personnel Licensing(11th Edition, Amendment 172)

Reference	차이점	Difference
Chapter 1		
1.2.8.4	대한민국은 항공정비사 지정 전문교육기관에서 성능기반훈련(Competency-based approved training)을 시행하도록 국내규정 개정할 예정임.	National standards for designation of specialized training organization for airman will be amended to incorporate competency-based approved training into the existing approved training program for aircraft maintenance personnel.
1.2.9.2 1.2.9.3 1.2.9.4	대한민국은 항법사 및 항공기관사 탑승을 필요로 하는 국제민간항공운송용 항공기가 운영되지 않으므로 항법사 및 항공기관사에 대한 항공영어구술능력증명제도가 없음.	The Republic of Korea does not require flight navigators and flight engineers to have the ability to speak and understand the language used for radiotelephony communications to the level specified in Annex 1 because there is no such aircraft that they are on-board excluding military airplanes.
Chapter 2		
2.1.1.1 2.1.2.1 2.10.1.1 2.10.1.2.1 2.10.1.2.2 2.10.1.3.1 2.10.1.3.2 2.10.1.3.3 2.10.1.3.4 2.10.1.4 2.10.1.5 2.10.2.1 2.10.2.2	대한민국은 부속서 1의 기준에 의한 기구류(Free balloon) 조종사 자격증명을 발급하지 않음. 기구류는 항공안전법에 따라 초경량비행장치로 분류되며, 기구류를 사용하여 비행하려는 사람은 초경량비행장치 조종자 증명을 받아야 함.	A free balloon pilot licence in accordance with Annex 1 is not issued in the Republic of Korea. Free balloon is classified as the ultra-light vehicle according to Aviation Safety Act of the Republic of Korea. Any person who intends to operate a free balloon shall be held a valid free balloon operator certificate.
Chapter 4		
4.4.1.1	대한민국은 항공교통관제사 자격증명을 받기 위한 최소 연령을 18세 이상으로 규정함.	The minimum age for the issuance of air traffic controller licence is 18 years in the Republic of Korea.

2. ANNEX 2 Rules of the Air(10th Edition, Amendment 44)

Reference	차이점	Difference
NIL		

3. ANNEX 3 Meteorological Service for International Air Navigation (20th Edition, Amendment 80)

Reference	차이점	Difference
PART I		
Chapter 2		
2.1.5	대한민국은 관련 법률과 규정에서 정한 항공기상업무 종사자의 자격요건을 따름.	Republic of Korea follows the requirement of aeronautical meteorological personnel stipulated in related Act and Regulation.
Chapter 6		
6.5.2	대한민국은 GAMET 공역예보를 발표하지 않음.	Republic of Korea does not issue GAMET area forecast.
Chapter 9		
9.1.3	대한민국은 GAMET 공역예보를 제공하지 않음.	Republic of Korea does not provide GAMET area forecast.
PART II		
Appendix 3		
2.1.3	대한민국은 2025년부터 IWXXM GML 형식의 METAR 및 SPECI 전파가 가능함.	From 2025, the Republic of Korea can disseminate METAR and SPECI in IWXXM GML form.
Appendix 5		
1.1.2	대한민국은 2025년부터 IWXXM GML 형식의 TAF 전파가 가능함.	From 2025, the Republic of Korea can disseminate TAF in IWXXM GML form.
Appendix 6		
1.1.6	대한민국은 2025년부터 IWXXM GML 형식의 SIGMET 전파가 가능함.	From 2025, the Republic of Korea can disseminate SIGMET in IWXXM GML form.
2.1.6	대한민국은 2025년부터 IWXXM GML 형식의 AIRMET 전파가 가능함.	From 2025, the Republic of Korea can disseminate AIRMET in IWXXM GML form.

Change : Establishment of difference from ANNEX 3, Part I.

4. ANNEX 4 Aeronautical Charts (11th Edition, Amendment 58)

Reference	차이점	Difference
Chapter 11		
11.10.7.2	대한민국은 OCA/H 대신에 MDA/H를 발간함.	MDA/H is published in lieu of OCA/H in the Republic of Korea.

5. ANNEX 5 Units of Measurement to be used in Air and Ground Operations (5th Edition, Amendment 17)

Reference	차이점	Difference
Chapter 1	대한민국은 1979년 세계도량형위원회(CGPM)에서 채택된 용어 정의를 적용함.	Candela The Republic of Korea apply definition defined by the General Conference on Weights and Measures(CGPM) in 1979.
Chapter 3		
3.3.1 Table 3-4,1.16	특정단위 적용 시정 대한민국은 군 시설에 대한 시정은 육상마일을 사용함.	Application of specific units Visibility Statute Miles and fractions are applied for the Non-SI alternative unit for visibility in military facilities in the Republic of Korea.

6. ANNEX 6 Operation of Aircraft

Reference	차이점	Difference
PART I (9th Edition, Amendment 37-A)		
4.10.3 4.10.4 4.10.5 4.10.6 4.10.7	대한민국은 항공사 피로관리시스템에 대한 정부 승인사항을 국내기준에 반영하기 위해 항공안전법 및 시행규칙을 개정할 예정임.	Aviation Safety Act of the Republic of Korea and its Ministerial Regulations will be amended to incorporate the approval of air operators' fatigue risk management system (FRMS) into the national regulations.
PART II (8th Edition, Amendment 33)		
2.4.11.6	대한민국은 5 700 kg 초과 또는 승객 9인승 초과 터빈엔진 비행기에 대하여 적용하고 있음.	Republic of Korea applies this article to turbine engined aeroplanes of MTOW(Maximum Take off Weight) in excess of 5 700 kg or authorized to carry more than nine passengers.
PART III (7th Edition, Amendment 18-A)		
Section II 2.3.4.3	대한민국은 해상교체착륙지에 대한 세부사항에 대해 국토교통부의 인가를 받도록 규정함. 비고 : 대한민국은 안전운항을 위해 해상교체비행장에 대한 승인을 받도록 강화	The Republic of Korea requires that the details of off-shore alternates should be approved by the Ministry of Land, Infrastructure and Transport. * Remarks: The Republic of Korea has enhanced the requirements for approval for off-shore alternates for safety operation.
Section III 2.7.2	대한민국은 해상교체착륙지에 대한 세부사항에 대해 국토교통부의 인가를 받도록 규정함. 비고 : 대한민국은 안전운항을 위해 해상교체비행장에 대한 승인을 받도록 강화함	The Republic of Korea requires that the details of off-shore alternates be approved by the Ministry of Land, Infrastructure and Transport. * Remarks: The Republic of Korea has enhanced the requirements for approval for off-shore alternates for safety operation.

Change : Amended table.

7. ANNEX 7 Aircraft Nationality and Registration Marks (6th Edition, Amendment 6)

Reference	차이점	Difference
1	기구(Balloon). 대한민국은 기구를 항공기로 정의하지 않음.	Balloon. A balloon is not defined as an aircraft in the Republic of Korea.
2.1 9.1	대한민국은 기구를 항공기로 분류하지 않음.	A balloon is not classified as an aircraft in the Republic of Korea.
2.3 9.2	대한민국은 무인자유기구를 무인항공기에 포함하지 않음.	Unmanned free balloons are not included in an unmanned aircraft in the Republic of Korea.
4.2.2 4.2.3 4.2.5	대한민국은 기구에 대하여는 국적 및 등록기호를 필요로 하지 않음.	The nationality and registration marks are not required for the balloon in the Republic of Korea.
5.1.2 8	대한민국은 무인자유기구에 대하여는 국적 및 등록기호를 필요로 하지 않음.	The nationality and registration marks are not required for the unmanned free balloon in the Republic of Korea.
4.2.4 5.1.1	대한민국은 비행선 외의 공기보다 가벼운 항공기에 대하여는 국적 및 등록기호를 필요로 하지 않음.	The nationality and registration marks are not required for the lighter-than-air aircraft other than airships in the Republic of Korea.

8. ANNEX 8 Airworthiness of Aircraft (11th Edition, Amendment 104)

Reference	차이점	Difference
PART III B		
3.1.2	항공기 기술기준에 치명적(catastrophic) 결함에 대한 요건은 있으나, 위험한(hazardous) 결함에 대한 요건은 없음.	In Korean Airworthiness Standards is only regarding the catastrophic failure. There is no requirement to address hazardous failure.
PART IV B		
1.1.2	최대이륙중량 600 kg 이상 헬리콥터에 적용.	In the Republic of Korea, this part shall apply to all helicopters greater than 600 kg maximum certificated take-off mass.
3.1.2	항공기 기술기준에 치명적(catastrophic) 결함에 대한 요건은 있으나, 위험한(hazardous) 결함에 대한 요건은 없음.	In Korean Airworthiness Standards is only regarding the catastrophic failure. There is no requirement to address hazardous failure.

Change : Amended table.

Reference	차이점	Difference
Chapter 4 (Obstacle Restriction and Removal)		
4.1.8	대한민국은 진입표면 중 d)부분인 횡적오프셑, 오프셑, 곡선진입에 대하여만 적용하지 아니함.	Only d) is not applicable. The Republic of Korea does not apply lateral offset, offset or curved approach in the provision of "Approach surfaces"
4.1.25 4.1.26 4.1.27 4.1.28 4.1.29	대한민국은 이륙상승표면 대신 진입표면을 적용함.	The Republic of Korea applies the approach surfaces instead of the take-off climb surfaces.
4.2.2	대한민국은 진입, 내부수평, 원추표면 제원은 ICAO 부속서 14, 표4-1 제원보다 세분화 하여 적용함.	The Republic of Korea applies more detailed classification of approach, inner horizontal and conical surfaces than those of ICAO Annex14 Table 4-1.
4.2.3	대한민국은 어떠한 장애물도 진입, 전이표면 위로 돌출하는 것을 허용하지 아니함.	Any objects shall not be permitted above approach or transitional surfaces in the Republic of Korea.
4.2.8	대한민국은 진입, 내부수평, 원추표면 제원은 ICAO 부속서 14, 표4-1 제원보다 세분화 하여 적용함.	The Republic of Korea applies more detailed classification of approach, inner horizontal and conical surfaces than those of ICAO Annex14 Table 4-1.
4.2.9	대한민국은 진입표면에 수평구간이 없음.	The Republic of Korea does not apply horizontal plane in approach surfaces.
4.2.10	대한민국은 어떠한 장애물도 진입, 전이표면 위로 돌출하는 것을 허용하지 아니함.	Any objects shall not be permitted above approach or transitional surfaces in the Republic of Korea.
4.2.11	대한민국은 어떠한 장애물도 진입표면 위로 돌출하는 것을 허용하지 아니함.	Any objects shall not be permitted above approach surfaces in the Republic of Korea.
4.2.16	대한민국은 진입, 내부수평, 원추표면 제원은 ICAO 부속서 14, 표4-1 제원보다 세분화 하여 적용함.	The Republic of Korea applies more detailed classification of approach, inner horizontal and conical surfaces than those of ICAO Annex14 Table 4-1.
4.2.17	대한민국은 진입표면에 수평구간이 없음.	The Republic of Korea does not apply horizontal plane in approach surfaces.
4.2.19	대한민국은 어떠한 장애물도 진입, 전이표면 위로 돌출하는 것을 허용하지 아니함.	Any objects shall not be permitted above approach or transitional surfaces in the Republic of Korea.
4.2.22 4.2.23 4.2.24 4.2.25 4.2.26 4.2.27	대한민국은 이륙상승표면 대신 진입표면을 적용함.	The Republic of Korea applies the approach surfaces instead of the take-off climb surfaces.
4.3.1 4.3.2	대한민국은 장애물제한표면 외측 지역에 150 m를 초과하는 장애물에 대하여 항공 장애등과 주간장애표지를 설치하도록 규정함.	Obstacle lights and markings are required on any objects, which exist beyond the limits of the obstacle limitation surfaces and exceed 150 m above ground elevation.
Chapter 5 (Visual Aids for navigation)		
5.2.2.3	대한민국은 활주로 명칭표지를 18 m로 규정함.	The Republic of Korea requires the length of a runway designation marking to be 18 m.
5.2.3.3	대한민국은 신설되는 활주로 등의 활주로 중심선의 길이와 간격은 30 m로 규정함.	The Republic of Korea requires that the length of each stripe be 30 m.
5.2.4.8	대한민국은 활주로 시단선의 굵기는 3 m로 규정함.	The Republic of Korea requires a transverse stripe to be 3 m wide.

Reference	차이점	Difference
5.2.13.9	대한민국은 선회바 폭은 30 cm로 규정함.	The Republic of Korea requires a turn bar to be 30 cm wide.
5.2.13.11	대한민국은 정렬바 폭은 30 cm로 규정함.	The Republic of Korea requires an alignment bar to be 30 cm wide.
5.2.13.12	대한민국은 정지선 폭은 30 cm로 규정함.	The Republic of Korea requires a stop line to be 30 cm wide.
Chapter 6 (Visual Aids for Denoting Obstacles)		
6.1.1.4	대한민국은 이륙상승표면 대신 진입표면을 적용하며 장애물이 등대인 경우 일정한 광도기준을 충족하면 표시 등을 생략 할 수 있도록 규정함.	The Republic of Korea applies the approach surfaces instead of the take-off climb surfaces. Also, the Republic of Korea requires the marking and/or lighting of obstacles to be omitted where the obstacle is a lighthouse and the lighthouse light is sufficient according to the national criteria.
6.1.1.5	대한민국은 이륙상승표면 대신 진입표면을 적용함.	The Republic of Korea applies the approach surfaces instead of the take-off climb surfaces.
Chapter 9 (Aerodrome operational services)		
9.2.28	대한민국은 구조 또는 소방을 위한 비상대응 시간은 활주로 모든 지점까지 도달하는 시간이 3분을 초과 할 수 없도록 규정함.	According to 9.4.27, the Republic of Korea requires that operational objective of the rescue and fire fighting service be to achieve a response time not exceeding three minutes to any other part of the movement area, in optimum visibility and surface conditions.
9.2.32	대한민국은 구조소방차량이 최초 출동요청을 받은 후 최소 4분 이내에는 현장에 도착하도록 규정함.	According to 9.4.31, the Republic of Korea requires that any vehicles, other than the first responding vehicle(s) as in accordance with 9.2.28, required to deliver the amounts of extinguishing agents shall ensure continuous agent application and shall arrive no more than four minutes from the initial call.
Volume II - Heliports (4th Edition, Amendment 6)		
Chapter 1 to Chapter 6	대한민국에는 국제민간항공용 회전익항공기가 사용하는 헬기장이 없어서 부속서 14 제2권의 기준을 적용하지 아니함.	The Republic of Korea has no heliports to be used by helicopters in international civil aviation.(Annex 14 Vol. II not applicable)

15. ANNEX 15 Aeronautical Information Services (14th Edition, Amendment 38)

Reference	차이점	Difference
Chapter 5		
5.1.1.4	대한민국 내 일시적으로 공역을 제한하는 군사훈련과 관련된 활동은 최소 3일전에 통보하도록 규정함.	At least three days' advance notice is applied only for military activities requiring temporary airspace restriction in the Republic of Korea.

16. ANNEX 16 Environmental Protection

Reference	차이점	Difference
Volume I - Aircraft Noise (7th Edition, Amendment 11-B) : NIL Volume II - Aircraft Engine Emissions (3rd Edition, Amendment 8) : NIL		

17. ANNEX 17 Security (9th Edition, Amendment 14)

Reference	차이점	Difference
NIL		

18. ANNEX 18 The Safe Transport of Dangerous Goods by Air (4th Edition, Amendment 11)

Reference	차이점	Difference
NIL		

Change : Amended table.

19. ANNEX 19 Safety Management (First Edition)

Reference	차이점	Difference
Chapter 3		
3.1.3 d)	항공기 형식설계 혹은 제작에 책임 있는 조직에 대한 국가안전프로그램 관련, 관련 법률제정이 진행 중	Regarding the SSP for organizations responsible for the type design or manufacture of aircraft, the related rulemaking is ongoing.
Chapter 4		
4.1.5	항공기 형식설계에 책임 있는 조직에 대한 안전관리시스템 관련, 관련 법률제정이 진행 중	Regarding the SMS of an organization responsible for the type design of aircraft, the related rulemaking is ongoing.
4.1.6	항공기 제작에 책임 있는 조직에 대한 안전관리시스템 관련, 관련 법률 제정이 진행 중	Regarding the SMS of an organization responsible for the manufacture of aircraft, the related rulemaking is ongoing.

20. PANS-ATM DOC 4444 Air Traffic Management (15th Edition, Amendment 3)

Reference	차이점	Difference
NIL		

21. PANS-OPS DOC 8168 Aircraft Operations

Reference	차이점	Difference
Volume I (5th Edition, Amendment 14) : NIL Volume II (5th Edition, Amendment 13) : NIL		

22. REGIONAL SUPPLEMENTARY PROCEDURES(DOC 7030) MID/ASIA

Reference	차이점	Difference
NIL		

Change : Establishment of item numbers(20~22).

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RKSI AD 2.21 NOISE ABATEMENT PROCEDURES

1. Aircraft Operating Procedures(except helicopters)

1.1 Take off

All departing aircraft should apply ICAO PANS-OPS (Doc 8168) Volume III Noise Abatement Take-off Climb Procedures as follows :

1. Runway 33L/R, 34R/L :

- Noise Abatement Departure Procedure ONE (NADP ONE)
  a. Thrust reduction at 1 500 ft above aerodrome elevation recommended.

2. Runway 15L/R, 16L/R :

Noise Abatement Departure Procedure ONE or TWO (NADP ONE or NADP TWO)
a. NADP ONE : Thrust reduction at 1 500 ft above aerodrome elevation recommended
b. NADP TWO : Acceleration at 1 000 ft above aerodrome elevation recommended
c. For noise abatement and CO_2 reduction using a NADP TWO is recommended. If for safety reasons (prevention of bird strike), compliance with the recommended procedure is not possible, NADP ONE may be used.

1.2 AUXILIARY POWER UNITS(APUs)

At Passenger docking stands, primarily the stationary airport pneumatic and electrical service units shall be used. Alternatively the airport owned mobile units shall be used.
At other stands, the airport owned mobile units shall be used.

Airborne APUs shall only be started;

- to start engine, the earliest 30 minutes before off-block time; however wide fuselage aircraft are permitted to use APU 60 minutes prior to scheduled departure time.
- if maintenance work on the aircraft makes it unavoidable; in that case the service period shall be kept as short as possible;
- if the Airport owned units are not available or unserviceable for specific aircraft types; in that case the airborne APUs shall be started at the earliest 60 minutes before off-block time and be kept in operation not more than 30 minutes after the on-block time.

In particular cases the Airport Corporation may permit longer service periods for APUs after the on-block time.

- Airport Corporation Telephone : 032-741-2458～9.
- INCHEON APRON CONTROL : 121.65 MHz, 122.175 MHz, 121.8 MHz, 123.325 MHz, 123.675 MHz

RKSI AD 2.22 FLIGHT PROCEDURES

1. IFR Procedure

1.1 IFR ATC Clearance

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

1. IFR ATC clearance may be obtained by Voice RTF or datalink Departure clearance Service(DCL)(via ARINC (623)).

2. Pilot shall contact INCHEON DELIVERY via voice RTF or Data-link Departure Clearance Service(DCL) from TOBT -10 minutes(in case of NON A-CDM, EOBT -10 minutes) to +5 minutes and report the following information. If initial call takes to place too early, Clearance Delivery will ask the pilot to call again at TOBT -10 minutes. In case of DCL, reject message will be received. (refer RKSI AD 2.20 3.1 A-CDM)

   a. Aircraft identification
   b. Destination
   c. Gate or stand number
   d. ATIS code

3. In cases where ATC clearance is received via DCL, Pilot should follow restrictions in the remarks of ATC Clearance and acknowledge them within 5 minutes.

Change : Amended phrase(volume I → III).

4. If unable to commence push-back by TSAT +5 minutes(flight with TSAT) or within 10 minutes after receiving ATC clearance(flight without TSAT) due to the aircraft being unready, ATC clearance will be cancelled. Pilot shall contact again INCHEON DELIVERY for clearances. (Refer RKSI AD 2.20 3.2)

1.2 Speed Restrictions

1. All aircraft shall not exceed 250 kt IAS below 10 000 ft in SEOUL TMA, unless otherwise authorized by ATC. If unable to comply with this speed restriction, state minimum speed acceptable to ATC.

2. ATC will use “NO ATC SPEED RESTRICTIONS” RTF phraseology to remove MAX 250 kt IAS below 10 000 ft.

3. speed control under radar vector :

   a. When arriving traffic is being sequenced under radar direction, ATC typically will apply the following speed control :

      - Initial approach phase : 210 kt IAS
      - Base leg/HDG to final approach : 180 kt IAS
      - When established on final approach : 180 kt to 160 kt IAS
      - Thereafter to 5 DME : 160 kt IAS

   b. These speed restrictions are essential for smooth and safe operations at high traffic loads. If an aircraft does not comply with these speed instructions, the aircraft may have to be excluded from the planned approach sequence.

   c. When ATC use “RESUME NORMAL SPEED“ RTF phraseology, it means that the previously issued speed restriction by ATC is cancelled and a pilot can resume an aircraft’s preferred speed. Pilot shall note that it does not mean the removal of MAX 250 kt IAS within SEOUL TMA.

1.3 Fuel Dumping Area

Fuel Dumping Area is established within SEOUL TMA as follows :

1. AREA
   BELTU(37°12'18"N 125°47'59"E) : Inbound HDG 097, Left turns, 1 MIN leg
   (ATC instruction : Hold west of BELTU, on HDG 097, 1 MIN leg, left turns)

   PY036(37°12'28"N 126°02'24"E) : Inbound HDG 097, Left turns, 1 MIN leg
   (ATC instruction : Hold west of PY036, on HDG 097, 1 MIN leg, left turns)

   PY044(37°15'06"N 125°52'55"E, NCN R 250/D31) : Inbound HDG 070, Left turns, 1 MIN leg
   (ATC instruction : Hold southwest of PY044, on HDG 070, 1 MIN leg, left turns)

2. ALTITUDE : At or above 6 000 ft

3. SPEED : 230 kt IAS or less

4. Area/Altitude may be changed by pilot request, traffic condition or any other safety reason.

1.4 Visual approach and Independent Visual Approach(IVA)

1. Visual approach may be initiated by ATC or approved upon pilot request on traffic permitting basis when weather as follows;

   a. Ceiling : At or above 2 500 ft
   b. Visibility : Not less than 5 km

2. Independent Visual Approach(IVA) will be used at Incheon International Airport(IIA). This procedure requires accurate and consistent application of the pilot procedures and responsibilities.

   a. Application
      1) IVA will be used during parallel runway operations when the visibility is not less than 5 km and the ceiling is at or above 2 500 ft.
      2) IVA will be initiated by ATC when the pilot reports visual runway and/or preceding aircraft while turning to the final or flying on the localizer course.
      3) Pilots will be notified by ATIS or RTF using the phrase. “EXPECT ILS APPROACH THEN INDEPENDENT VISUAL APPROACH WHEN VISUAL.”

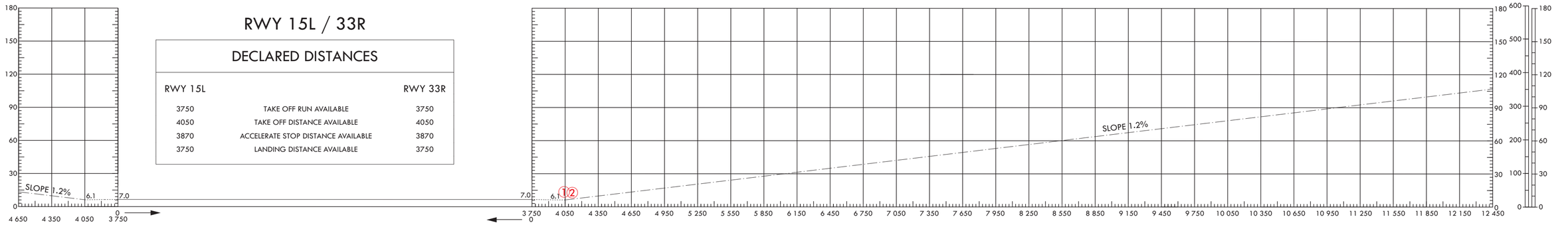
DIMENSIONS AND ELEVATIONS IN METERS

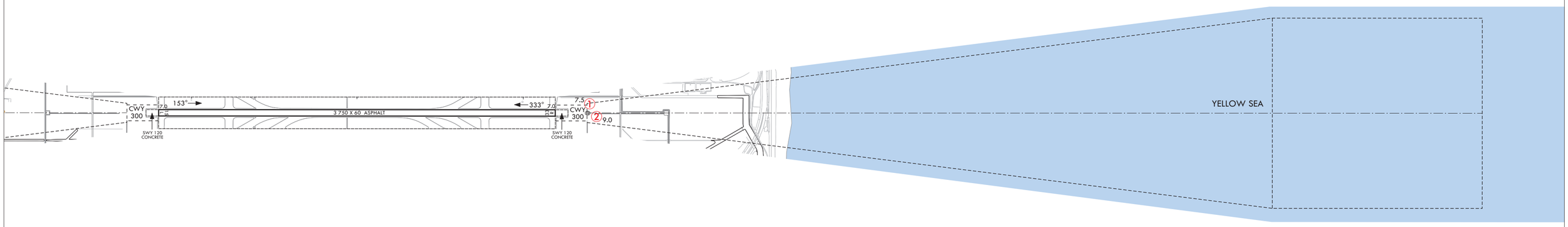
MAGNETIC VARIATION 9° W-2020

RWY 15L / 33R

DECLARED DISTANCES

RWY 15L		RWY 33R
3750	TAKE OFF RUN AVAILABLE	3750
4050	TAKE OFF DISTANCE AVAILABLE	4050
3870	ACCELERATE STOP DISTANCE AVAILABLE	3870
3750	LANDING DISTANCE AVAILABLE	3750





LEGEND

ITEM	SYMBOL Plan	SYMBOL Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Natural High Point(Peak or Mountain)		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

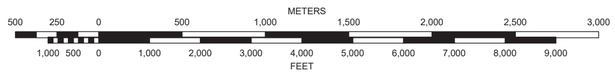
OBSTACLES

NR	COORDINATES(WGS84)	ELEV(MSL)	ITEM	NOTE
1	37°27'15.0 "N 126°27'59.9 "E	7.5	Light	
2	37°27'14.7 "N 126°28'00.1 "E	9.0	Antenna	

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 13 000



AMENDMENT RECORD

NR.	DATE	ENTERED BY

Change : Information of legend(natural high point) and Amended phrase(No → NR).

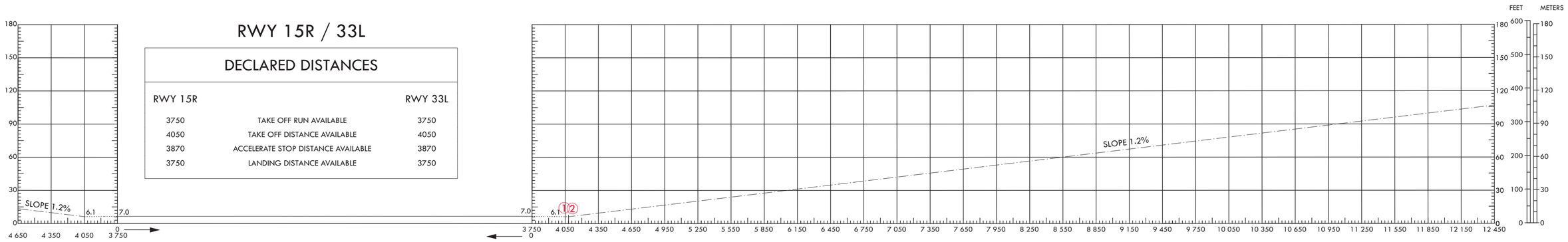
DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W-2020

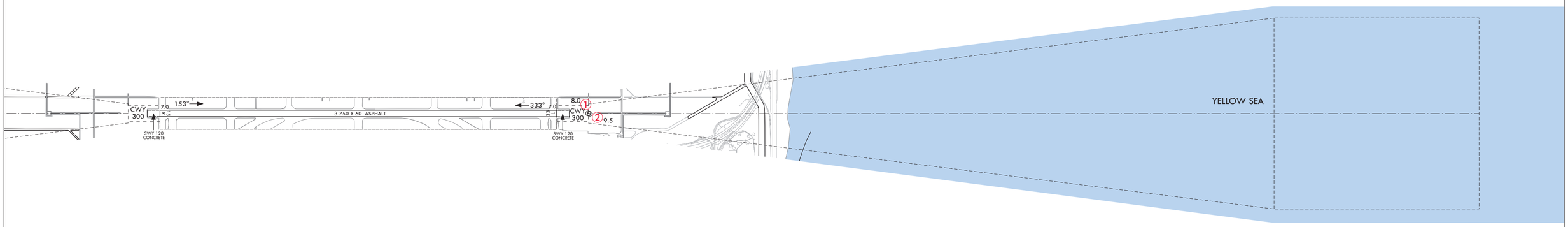
RWY 15R / 33L

DECLARED DISTANCES

RWY 15R		RWY 33L
3750	TAKE OFF RUN AVAILABLE	3750
4050	TAKE OFF DISTANCE AVAILABLE	4050
3870	ACCELERATE STOP DISTANCE AVAILABLE	3870
3750	LANDING DISTANCE AVAILABLE	3750



VERTICAL SCALE 1:1 300



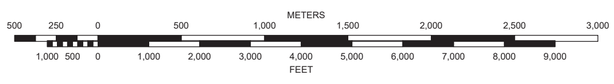
LEGEND

ITEM	SYMBOL Plan	SYMBOL Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Natural High Point(Peak or Mountain)		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

OBSTACLES

NR	COORDINATES(WGS-84)		ELEV(AMSL)	ITEM	NOTE
1	37°27'07.3"N	126°27'46.1"E	8.0	Light	
2	37°27'06.9"N	126°27'46.4"E	9.5	Antenna	

HORIZONTAL SCALE 1 : 13 000



ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

AMENDMENT RECORD

NR.	DATE	ENTERED BY

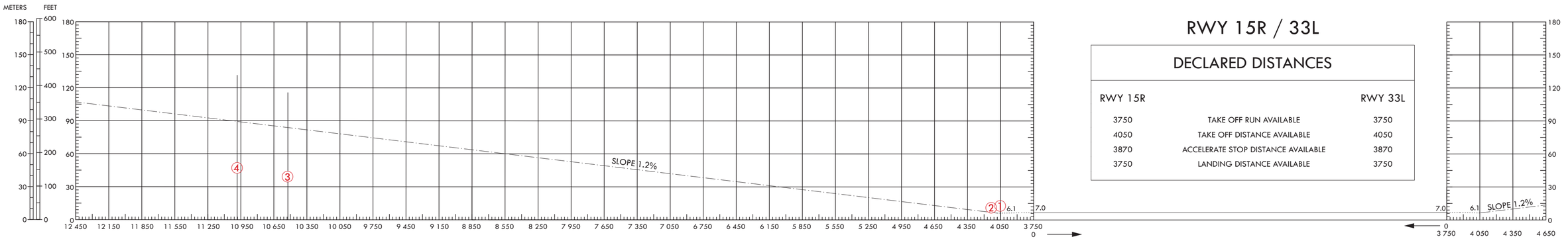
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AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

SEOUL / Incheon Intl

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W-2020

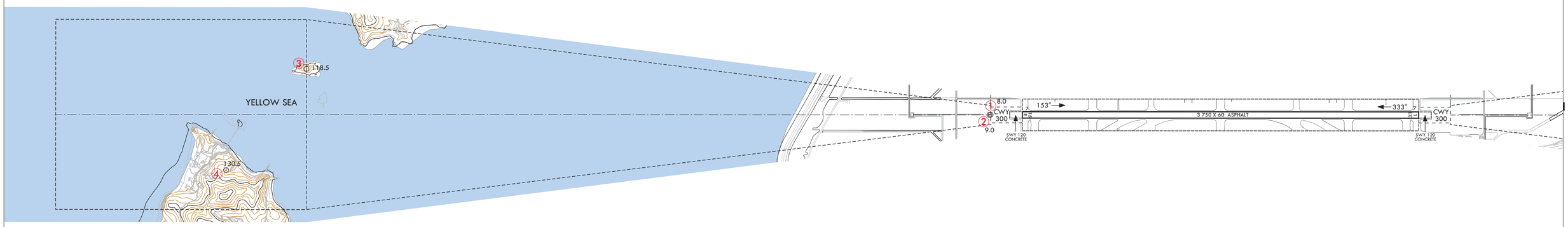


RWY 15R / 33L

DECLARED DISTANCES

RWY 15R		RWY 33L
3750	TAKE OFF RUN AVAILABLE	3750
4050	TAKE OFF DISTANCE AVAILABLE	4050
3870	ACCELERATE STOP DISTANCE AVAILABLE	3870
3750	LANDING DISTANCE AVAILABLE	3750

VERTICAL SCALE 1:1 300



LEGEND

ITEM	SYMBOL Plan	Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Natural High Point(Peak or Mountain)		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

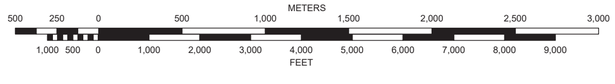
OBSTACLES

NR	COORDINATES(WGS-84)		ELEV(AMSL)	ITEM	NOTE
1	37°29'02.4"N	126°26'03.8"E	8.0	Light	
2	37°29'02.7"N	126°26'03.5"E	9.0	Antenna	
3	37°32'01.8"N	126°23'45.6"E	118.5	Tower	
4	37°32'03.9"N	126°22'55.8"E	130.5	Tower	

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 13 000



AMENDMENT RECORD

NR.	DATE	ENTERED BY

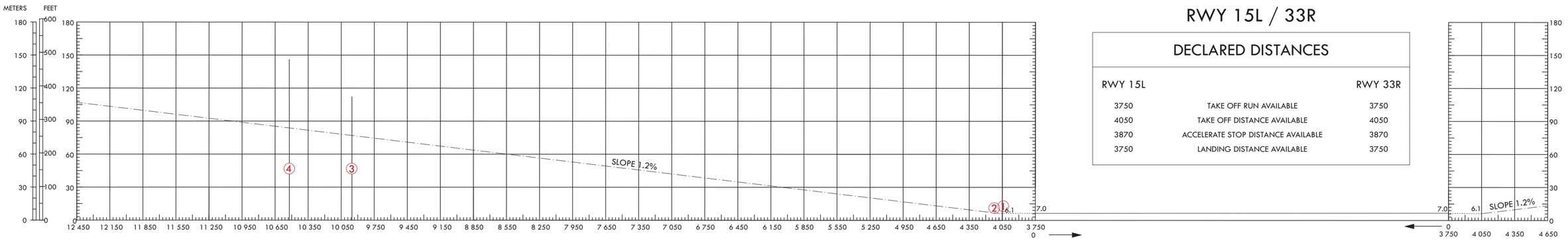
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AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

SEOUL / Incheon Intl

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W-2020

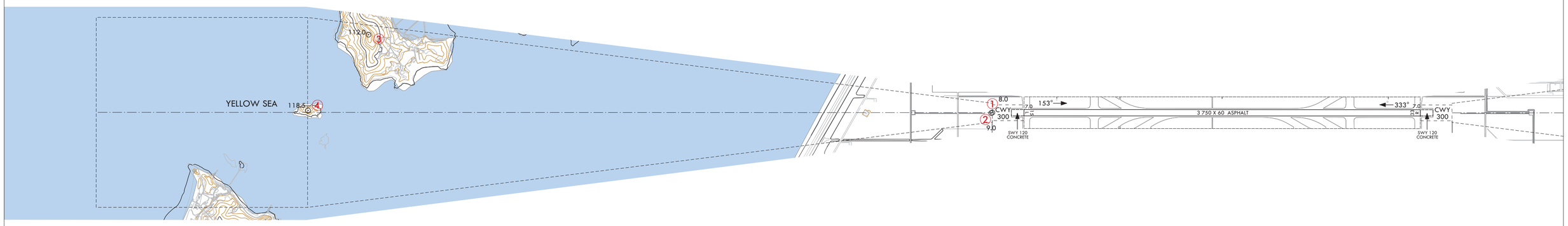


RWY 15L / 33R

DECLARED DISTANCES

RWY 15L		RWY 33R
3750	TAKE OFF RUN AVAILABLE	3750
4050	TAKE OFF DISTANCE AVAILABLE	4050
3870	ACCELERATE STOP DISTANCE AVAILABLE	3870
3750	LANDING DISTANCE AVAILABLE	3750

VERTICAL SCALE 1:1 300



LEGEND

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

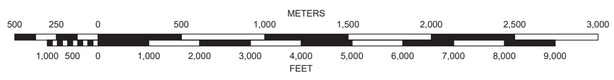
OBSTACLES

NR	COORDINATES(WGS-84)		ELEV(AMSL)	ITEM	NOTE
1	37°29'10.1"N	126°26'17.5"E	8.0	Light	
2	37°29'10.4"N	126°26'17.2"E	9.0	Antenna	
3	37°32'00.1"N	126°24'12.9"E	112.0	Tower	
4	37°32'01.8"N	126°23'45.6"E	118.5	Tower	

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 13 000



AMENDMENT RECORD

NR.	DATE	ENTERED BY

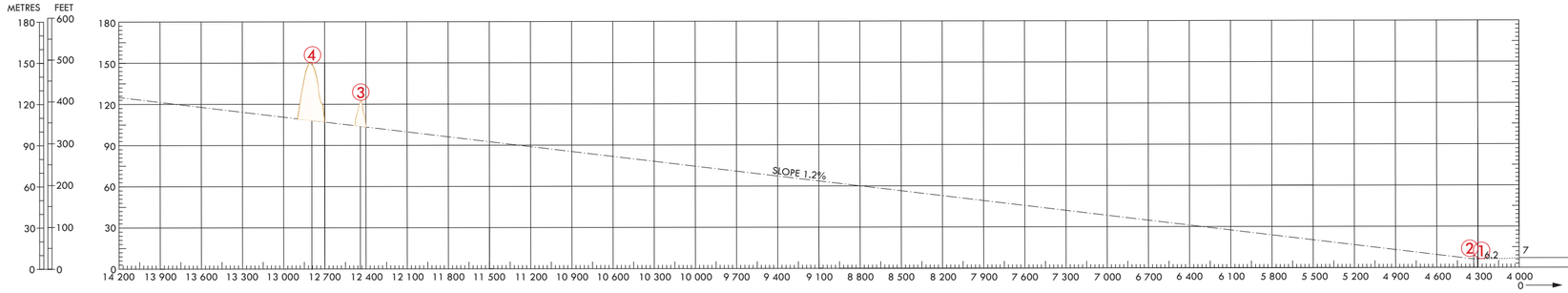
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AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

SEOUL / Incheon Intl

DIMENSIONS AND ELEVATIONS IN METERS

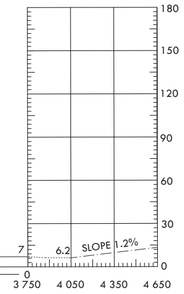
MAGNETIC VARIATION 9° W - 2020



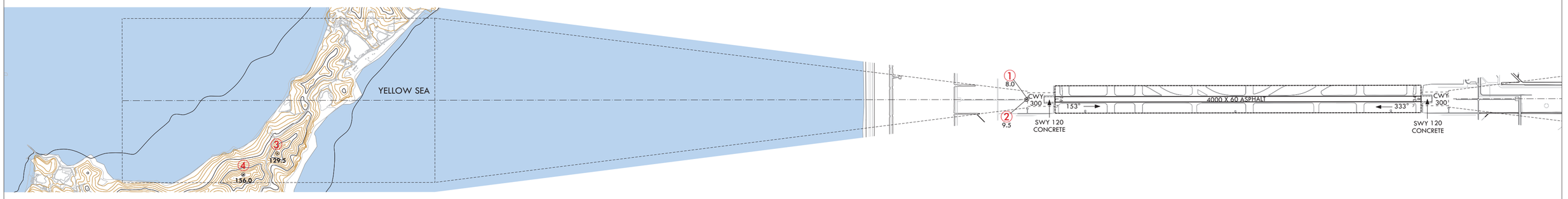
RWY 16L / 34R

DECLARED DISTANCES

RWY 16L		RWY 34R
4000	TAKE OFF RUN AVAILABLE	4000
4300	TAKE OFF DISTANCE AVAILABLE	4300
4120	ACCELERATE STOP DISTANCE AVAILABLE	4120
4000	LANDING DISTANCE AVAILABLE	4000



VERTICAL SCALE 1:1500



LEGEND

ITEM	SYMBOL Plan	Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Natural High Point(Peak or Mountain)		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

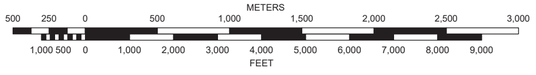
OBSTACLES

NR	COORDINATES(WGS-84)		ELEV(AMSL)	ITEM	NOTE
1	37°28'30.1"N	126°24'48.9"E	8.0	Light	
2	37°28'30.4"N	126°24'48.6"E	9.5	Antenna	
3	37°31'56.0"N	126°21'16.2"E	129.5	Natural high point	
4	37°32'03.3"N	126°20'56.5"E	156.0	Natural high point	

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 15000



AMENDMENT RECORD

NR.	DATE	ENTERED BY

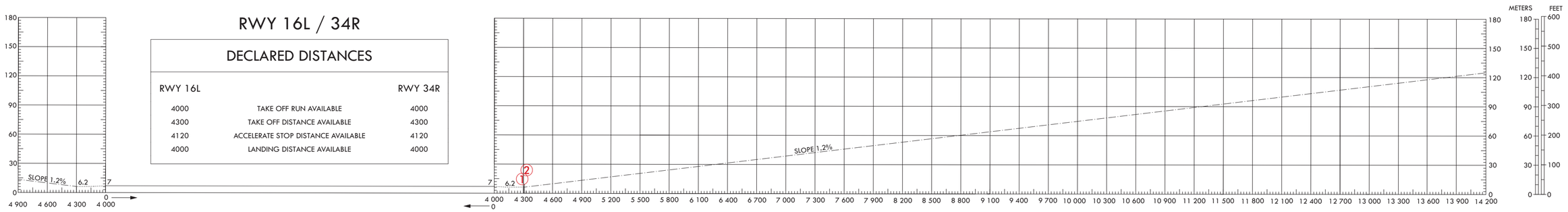
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AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

INCHEON / Intl

DIMENSIONS AND ELEVATIONS IN METERS

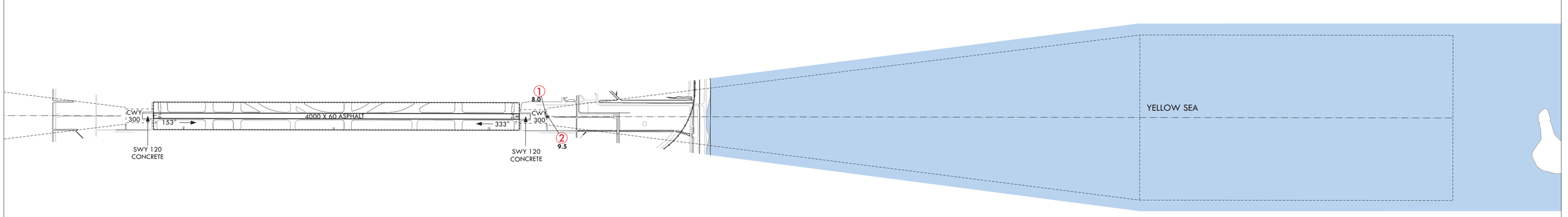
MAGNETIC VARIATION 9° W-2020



VERTICAL SCALE 1:1300

DECLARED DISTANCES

RWY 16L		RWY 34R
4000	TAKE OFF RUN AVAILABLE	4000
4300	TAKE OFF DISTANCE AVAILABLE	4300
4120	ACCELERATE STOP DISTANCE AVAILABLE	4120
4000	LANDING DISTANCE AVAILABLE	4000



LEGEND

ITEM	SYMBOL Plan	Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Natural High Point(Peak or Mountain)		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

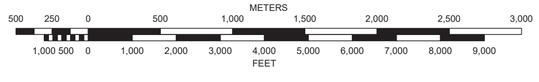
OBSTACLES

NR	COORDINATES(WGS84)	ELEV(MSL)	ITEM	NOTE
1	37° 26' 28.3 "N 126° 26' 37.3 "E	8.0	Light	
2	37° 26' 27.9 "N 126° 26' 37.6 "E	9.5	Antenna	

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 15000



AMENDMENT RECORD

NR.	DATE	ENTERED BY

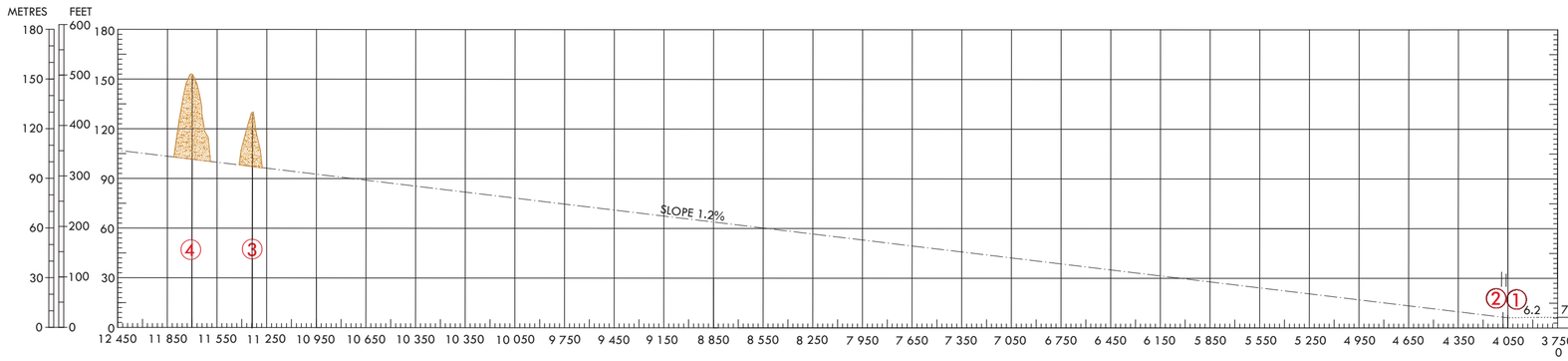
Change : Information of legend(natural high point) and Amended phrase(No → NR).

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

SEOUL / Incheon Intl

DIMENSIONS AND ELEVATIONS IN METERS

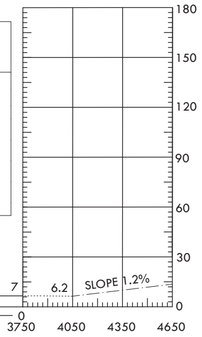
MAGNETIC VARIATION 9° W-2020



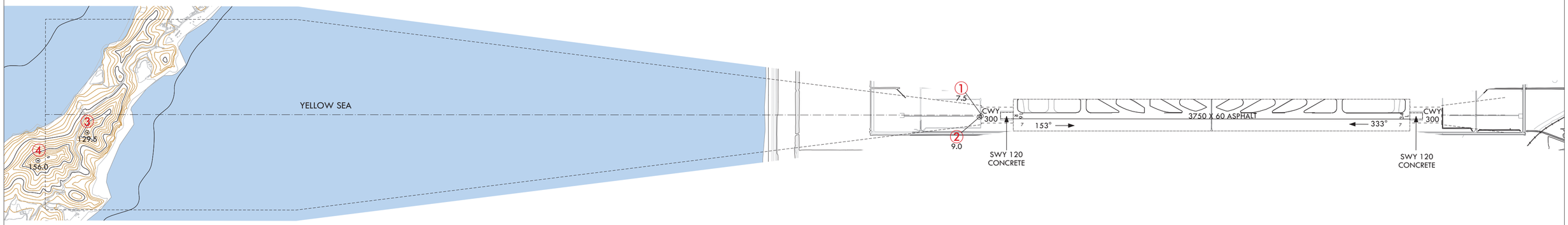
RWY 16R / 34L

DECLARED DISTANCES

RWY 16R		RWY 34L
3750	TAKE OFF RUN AVAILABLE	3750
4050	TAKE OFF DISTANCE AVAILABLE	4050
3870	ACCELERATE STOP DISTANCE AVAILABLE	3870
3750	LANDING DISTANCE AVAILABLE	3750



VERTICAL SCALE 1:1300



LEGEND

ITEM	SYMBOL Plan	Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Natural High Point(Peak or Mountain)		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

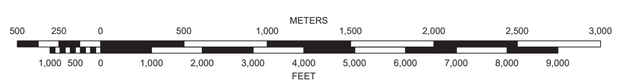
OBSTACLES

NR	COORDINATES(WGS-84)		ELEV(AMSL)	ITEM	NOTE
1	37°28'15.7"N	126°24'41.0"E	7.5	Light	
2	37°28'16.0"N	126°24'40.8"E	9.0	Antenna	
3	37°31'56.0"N	126°21'16.2"E	129.5	Natural high point	
4	37°32'03.3"N	126°20'56.5"E	156.0	Mountain	

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 13 000



AMENDMENT RECORD

NR.	DATE	ENTERED BY

Change : Information of legend(natural high point) and Amended phrase(No → NR).

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

SEOUL / Incheon Intl

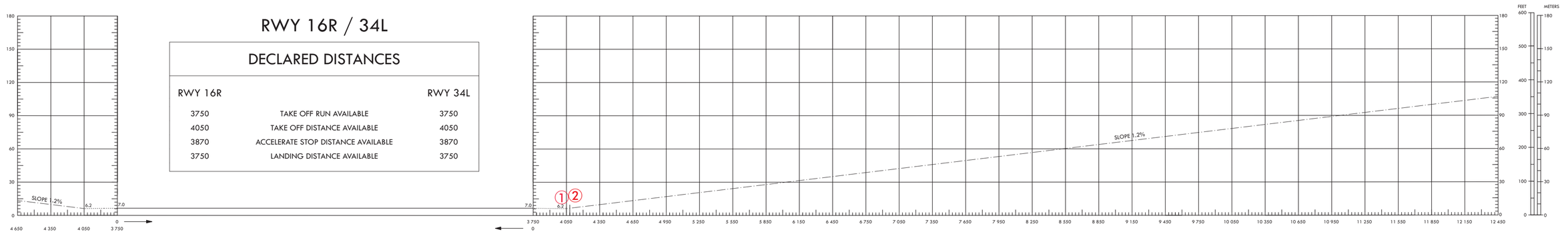
DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W-2020

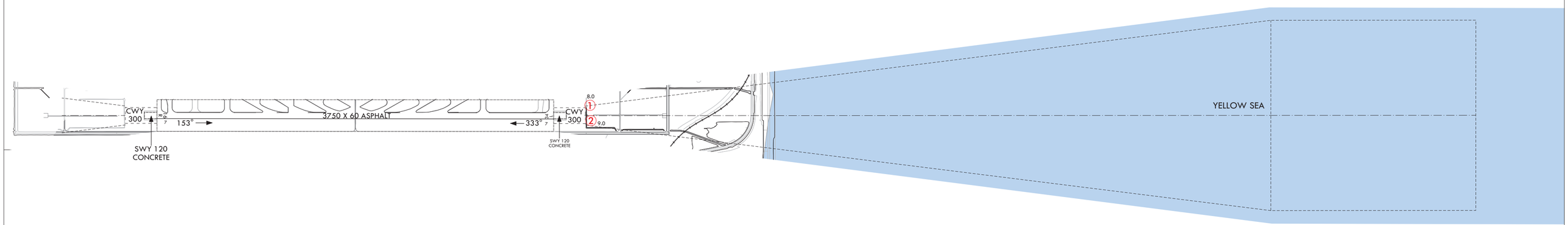
RWY 16R / 34L

DECLARED DISTANCES

RWY 16R		RWY 34L
3750	TAKE OFF RUN AVAILABLE	3750
4050	TAKE OFF DISTANCE AVAILABLE	4050
3870	ACCELERATE STOP DISTANCE AVAILABLE	3870
3750	LANDING DISTANCE AVAILABLE	3750



VERTICAL SCALE 1:1,300



LEGEND

ITEM	SYMBOL Plan	Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Natural High Point(Peak or Mountain)		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

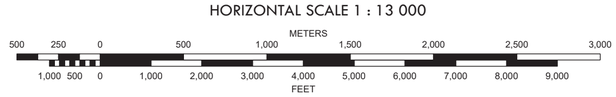
OBSTACLES

NR	COORDINATES(WGS-84)		ELEV(AMSL)	ITEM	NOTE
1	37°26'20.5"N	126°26'23.6"E	8.0	Light	
2	37°26'20.2"N	126°26'23.9"E	9.0	Antenna	

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 13 000



AMENDMENT RECORD

NR.	DATE	ENTERED BY

Change : Information of legend(natural high point) and Amended phrase(No → NR).

AERODROME OBSTACLE CHART - ICAO
TYPE B

DIMENSIONS AND ELEVATIONS IN METERS

SEOUL / Incheon Intl

AERODROME ELEVATION 7 METERS

CONICAL SURFACE SLOPE 1:20

HORIZONTAL SURFACE

TRANSITIONAL SURFACE 1:7

APPROACH SURFACE 1:40

APPROACH SURFACE 1:50

APPROACH SURFACE 1:50

APPROACH SURFACE 1:40

APPROACH SURFACE 1:40

APPROACH SURFACE 1:50

APPROACH SURFACE 1:50

APPROACH SURFACE 1:40

TRANSITIONAL SURFACE 1:7

TRANSITIONAL SURFACE 1:7

TRANSITIONAL SURFACE 1:7

TRANSITIONAL SURFACE 1:7

CONCRETE SWY 120

3750m X 60m ASPHALT

4000m X 60m ASPHALT

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

HORIZONTAL SCALE 1 : 25000

METERS

300 0 500 1000 1500 2000 2500 3000

1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000

FEET

OBSTACLES

NR	COORDINATES (WGS-84)	ELEV.(MSL)	ITEM	NOTE
1	37°24'41.59" 126°24'29.32"	82.0	Pylon	
2	37°30'33.32" 126°28'45.05"	115.5	Pylon	
3	37°30'15.84" 126°29'32.04"	129.5	Pylon	
4	37°25'03.55" 126°24'54.71"	80.5	Pylon	
5	37°27'20.78" 126°28'50.93"	77.5	Antenna	
6	37°27'39.33" 126°26'25.86"	105.5	Building	
7	37°27'22.95" 126°26'40.44"	70.0	Building	
8	37°28'00.18" 126°21'42.23"	182.0	Building	
9	37°27'53.13" 126°21'47.78"	151.5	Building	
10	37°24'16.11" 126°26'24.46"	56.5	Natural High Point	
11	37°24'27.54" 126°24'37.57"	135.0	Natural High Point	
12	37°24'04.55" 126°24'33.37"	116.5	Natural High Point	
13	37°23'53.89" 126°24'59.26"	138.5	Natural High Point	
14	37°31'43.28" 126°25'26.45"	118.0	Natural High Point	
15	37°31'07.52" 126°25'55.33"	67.0	Natural High Point	
16	37°31'19.73" 126°26'11.97"	82.5	Natural High Point	
17	37°31'29.15" 126°26'44.64"	189.5	Natural High Point	
18	37°31'40.74" 126°26'55.14"	182.5	Natural High Point	
19	37°31'21.99" 126°27'26.55"	152.0	Natural High Point	
20	37°31'12.38" 126°27'37.62"	75.0	Natural High Point	
21	37°27'59.79" 126°22'07.91"	89.0	Natural High Point	
22	37°28'06.23" 126°21'47.69"	144.0	Natural High Point	
23	37°26'36.88" 126°23'10.78"	86.0	Natural High Point	
24	37°27'07.27" 126°22'26.87"	63.0	Natural High Point	
25	37°27'22.30" 126°22'51.18"	61.0	Natural High Point	
26	37°27'44.42" 126°22'28.38"	66.0	Natural High Point	
27	37°25'49.44" 126°25'17.17"	71.0	Natural High Point	
28	37°25'56.74" 126°25'24.71"	75.0	Natural High Point	
29	37°26'46.77" 126°25'34.89"	63.5	Natural High Point	
30	37°27'03.20" 126°24'43.79"	81.5	Natural High Point	
31	37°27'13.65" 126°24'36.96"	67.0	Natural High Point	
32	37°27'12.19" 126°24'06.64"	83.5	Natural High Point	
33	37°26'09.16" 126°24'07.39"	61.0	Natural High Point	
34	37°26'28.18" 126°24'21.56"	65.0	Natural High Point	
35	37°26'33.63" 126°24'44.27"	59.5	Natural High Point	
36	37°26'39.86" 126°25'09.03"	65.0	Natural High Point	
37	37°26'26.55" 126°25'15.50"	59.5	Natural High Point	
38	37°26'42.21" 126°24'58.67"	65.5	Natural High Point	
39	37°26'16.62" 126°25'51.08"	63.5	Natural High Point	
40	37°26'13.43" 126°25'21.08"	63.5	Natural High Point	
41	37°25'06.76" 126°24'50.72"	59.5	Natural High Point	
42	37°27'14.81" 126°28'37.79"	57.0	Natural High Point	
43	37°26'45.39" 126°28'55.36"	56.0	Natural High Point	
44	37°29'28.35" 126°28'29.52"	61.0	Natural High Point	
45	37°29'07.62" 126°29'38.20"	71.0	Natural High Point	
46	37°28'27.69" 126°29'31.31"	83.5	Natural High Point	
47	37°28'49.18" 126°29'14.00"	65.5	Natural High Point	
48	37°29'16.99" 126°31'55.23"	101.0	Building	
49	37°29'16.61" 126°31'52.86"	103.0	Building	
50	37°29'19.41" 126°31'53.15"	98.0	Building	
51	37°29'17.75" 126°31'50.60"	106.0	Building	
52	37°29'19.83" 126°31'50.09"	93.5	Building	
53	37°29'19.40" 126°31'47.26"	109.0	Building	
54	37°29'20.59" 126°31'45.47"	112.5	Building	
55	37°29'22.74" 126°31'44.61"	111.5	Building	
56	37°29'24.68" 126°31'44.88"	106.0	Building	
57	37°29'36.73" 126°30'58.28"	257.5	Pavilion	
58	37°28'57.69" 126°30'31.19"	58.5	Building	
59	37°28'57.57" 126°30'34.22"	60.0	Building	
60	37°28'53.97" 126°30'27.40"	61.0	Building	
61	37°28'54.58" 126°30'30.13"	61.0	Building	
62	37°28'54.34" 126°30'34.13"	64.5	Building	
63	37°28'52.40" 126°30'28.57"	61.0	Building	
64	37°28'52.24" 126°30'31.37"	60.0	Building	
65	37°28'52.31" 126°30'32.92"	64.5	Building	
66	37°29'26.71" 126°30'26.77"	65.5	Building	
67	37°29'26.96" 126°30'28.63"	68.5	Building	
68	37°29'26.16" 126°30'31.82"	76.5	Building	
69	37°29'22.69" 126°30'36.69"	70.0	Building	
70	37°29'29.53" 126°30'36.72"	76.5	Building	
71	37°29'26.49" 126°30'35.94"	70.0	Building	
72	37°29'32.21" 126°30'35.37"	71.0	Building	
73	37°29'31.49" 126°29'29.65"	66.5	Building	
74	37°29'32.36" 126°30'30.71"	66.0	Building	
75	37°29'31.48" 126°30'33.28"	61.0	Building	
76	37°29'33.14" 126°30'30.93"	72.0	Building	
77	37°29'42.95" 126°30'32.48"	70.0	Building	
78	37°29'43.94" 126°30'30.40"	66.5	Building	
79	37°29'42.08" 126°30'31.50"	65.0	Building	
80	37°29'40.81" 126°30'31.40"	73.5	Building	
81	37°29'41.57" 126°29'27.75"	57.0	Building	
82	37°29'34.91" 126°29'26.66"	55.0	Building	
83	37°32'23.54" 126°27'36.83"	144.0	Natural High Point	
84	37°32'10.03" 126°27'30.59"	118.5	Natural High Point	
85	37°32'06.35" 126°27'59.12"	107.0	Natural High Point	
86	37°31'52.29" 126°28'08.96"	72.0	Natural High Point	
87	37°29'36.99" 126°30'58.83"	260.0	Natural High Point	
88	37°30'34.42" 126°30'19.13"	85.0	Natural High Point	
89	37°30'37.19" 126°30'31.49"	117.0	Natural High Point	
90	37°30'13.24" 126°29'41.07"	102.0	Natural High Point	
91	37°29'03.91" 126°30'01.57"	59.5	Building	
92	37°29'05.70" 126°30'01.24"	59.5	Building	
93	37°29'07.29" 126°30'01.01"	80.0	Building	
94	37°29'06.74" 126°29'58.87"	70.5	Building	
95	37°29'04.65" 126°29'57.31"	61.0	Building	
96	37°29'02.91" 126°29'57.56"	61.0	Building	
97	37°29'01.18" 126°29'58.62"	61.5	Building	
98	37°29'02.30" 126°30'01.21"	62.0	Building	
99	37°29'46.01" 126°30'27.03"	71.0	Building	
100	37°29'41.72" 126°29'30.80"	57.0	Building	
101	37°29'41.50" 126°29'32.54"	53.5	Building	
102	37°29'45.29" 126°30'31.37"	70.0	Building	
103	37°28'56.06" 126°30'34.22"	54.0	Building	
104	37°28'08.62" 126°21'47.46"	138.0	Building	
105	37°26'24.18" 126°27'29.73"	55.0	Building	
106	37°27'54.78" 126°22'12.92"	55.5	Building	
107	37°30'46.05" 126°28'10.83"	61.0	pylon	
108	37°30'10.44" 126°29'46.54"	95.0	pylon	
109	37°30'32.07" 126°30'42.49"	93.5	pylon	
110	37°26'26.91" 126°25'55.04"	51.5	pylon	
111	37°27'16.56" 126°28'55.01"	76.5	Building	
112	37°27'59.91" 126°26'07.54"	102.5	Building	
113	37°29'23.64" 126°30'01.92"	96.0	Building	
114	37°29'26.25" 126°29'58.29"	64.5	Building	
115	37°29'32.16" 126°29'55.56"	72.5	Building	
116	37°29'31.27" 126°29'57.45"	86.5	Building	
117	37°29'38.18" 126°29'55.08"	63.5	Building	
118	37°28'39.27" 126°30'46.15"	74.0	Building	
119	37°28'38.09" 126°30'47.88"	71.5	Building	
120	37°28'37.19" 126°30'49.78"	74.0	Building	
121	37°28'39.00" 126°30'51.54"	73.5	Building	
122	37°28'40.79" 126°30'53.28"	79.0	Building	
123	37°28'41.85" 126°30'51.23"	76.0	Building	
124	37°28'42.97" 126°30'49.74"	79.0	Building	
125	37°28'41.07" 126°30'48.02"	79.0	Building	
126	37°29'17.13" 126°30'09.89"	84.5	Building	
127	37°29'21.02" 126°30'07.85"	82.0	Building	
128	37°29'18.92" 126°30'07.44"	87.0	Building	
129	37°29'16.06" 126°30'05.18"	78.5	Building	
130	37°29'16.78" 126°30'07.46"	81.5	Building	
131	37°29'13.01" 126°29'56.92"	79.5	Building	
132	37°29'14.70" 126°29'56.77"	75.0	Building	
133	37°29'16.33" 126°29'56.18"	73.5	Building	
134	37°29'15.61" 126°29'59.83"	75.0	Building	
135	37°29'14.97" 126°30'02.38"	78.5	Building	
136	37°29'13.96" 126°29'59.40"	72.5	Building	
137	37°29'27.51" 126°29'56.44"	58.0	Building	
138	37°29'25.49" 126°29'59.42"	75.0	Building	
139	37°29'28.52" 126°29'47.67"	65.5	Building	
140	37°29'26.87" 126°29'27.29"	53.5	Building	
141	37°29'26.34" 126°29'51.35"	59.0	Building	
142	37°29'35.13" 126°29'49.59"	76.5	Building	
143	37°29'30.91" 126°29'58.49"	90.0	Building	
144	37°27'20.66" 126°28'49.47"	59.5	Pole	
145	37°27'19.65" 126°28'50.11"	61.5	Pole	
146	37°27'18.80" 126°28'50.97"	62.0	Pole	
147	37°27'18.06" 126°28'51.83"	62.5	Pole	
148	37°27'17.30" 126°28'52.88"	62.5	Pole	
149	37°27'16.57" 126°28'53.63"	62.5	Pole	
150	37°29'23.64" 126°29'55.53"	63.0	Building	
151	37°29'28.65" 126°30'03.09"	107.5	Building	
152	37°28'40.40" 126°30'26.05"	71.5	Building	
153	37°28'42.09" 126°30'25.45"	68.0	Building	
154	37°28'43.55" 126°30'25.58"	74.5	Building	
155	37°28'42.87" 126°30'28.14"	73.5	Building	
156	37°28'43.48" 126°30'28.68"	68.5	Building	
157	37°28'46.14" 126°30'27.08"	71.5	Building	
158	37°28'45.49" 126°30'25.13"	77.0	Building	
159	37°28'47.52" 126°30'23.63"	82.0	Building	
160	37°28'48.99" 126°30'25.43"	77.5	Building	
161	37°28'49.71" 126°30'21.34"	76.5	Building	
162	37°28'48.14" 126°30'19.67"	77.0	Building	
163	37°28'46.47" 126°30'21.13"	77.0	Building	
164	37°28'45.69" 126°30'19.34"	71.5	Building	
165	37°28'45.57" 126°30'17.44"	71.5	Building	
166	37°28'43.96" 126°30'20.40"	71.5	Building	
167	37°28'43.87" 126°30'22.36"	71.5	Building	
168	37°28'42.34" 126°30'23.10"	71.5	Building	
169	37°30'40.72" 126°29'47.80"	65.5	Building	
170	37°29'29.95" 126°30'00.70"	64.0	Building	
171	37°29'26.28" 126°29'53.31"	56.5	Building	
172	37°29'23.74" 126°29'58.08"	77.0	Building	
173	37°29'24.49" 126°29'44.90"	56.5	Building	

AMENDMENT RECORD

NR.	DATE	ENTERED BY

LEGEND

ITEM	SYMBOL PLAN	SYMBOL NUMBER
AERODROME REFERENCE POINT 37°27'45"N 126°26'21"E	⊕	
NATURAL HIGH POINT(PEAK OR MOUNTAIN)	●	Identification number
POLE, TOWER, PYLON, ANTENNA, ETC	⊙	
BUILDING OR LARGE STRUCTURE	■	
ROAD		
RAILROAD		
POWER-CABLE	T—T—T—	
MAGNETIC LEVITATION TRAIN RAILROAD		

ORDER OF ACCURACY

HORIZONTAL 5 m
VERTICAL 0.5 m

Change : Information of legend(natural high point) and Amended phrase(No → NR).

AERODROME ELEVATION 7 METERS

CONICAL SURFACE SLOPE 1:20

HORIZONTAL SURFACE

TRANSITIONAL SURFACE 1:7

APPROACH SURFACE 1:40

APPROACH SURFACE 1:50

APPROACH SURFACE 1:50

APPROACH SURFACE 1:40

TRANSITIONAL SURFACE 1:7

TRANSITIONAL SURFACE 1:7

TRANSITIONAL SURFACE 1:7

APPROACH SURFACE 1:40

APPROACH SURFACE 1:50

APPROACH SURFACE 1:50

APPROACH SURFACE 1:40

ARP

37°50m X 60m ASPHALT

37°50m X 60m ASPHALT

4000m X 60m ASPHALT

37°50m X 60m ASPHALT

CONCRETE SWY 120

96.0 176
87.0 175
89.5 174
52.0 193
63.5 192
96.0 188.0
84.0 179
81.0 178
88.0 177
70.5 180
70.5 181
70.5 185
72.0 182
70.5 183
70.5 184
70.5 190
70.5 191
70.5 189
72.0 188
70.5 187
70.5 186

VAR 9° W 2020
MAGNETIC VAR TO CHANGE 6'W

OBSTACLES

NR	COORDINATES (WGS-84)	ELEV (MSL)	ITEM	NOTE
174	37°29'22.23" 126°29'56.16"	90.0	Building	
175	37°29'21.55" 126°29'57.51"	87.0	Building	
176	37°29'20.76" 126°29'59.53"	96.0	Building	
177	37°29'19.35" 126°29'57.12"	88.0	Building	
178	37°29'19.03" 126°29'53.79"	81.0	Building	
179	37°29'20.44" 126°29'54.26"	84.0	Building	
180	37°28'51.08" 126°30'08.55"	70.5	Building	
181	37°28'49.92" 126°30'11.07"	70.5	Building	
182	37°28'48.55" 126°30'13.37"	72.0	Building	
183	37°28'47.05" 126°30'15.60"	70.5	Building	
184	37°28'48.49" 126°30'16.88"	70.5	Building	
185	37°28'50.26" 126°30'11.71"	70.5	Building	
186	37°28'51.53" 126°30'09.02"	70.5	Building	
187	37°28'52.27" 126°30'11.33"	70.5	Building	
188	37°28'53.35" 126°30'13.31"	72.0	Building	
189	37°28'50.94" 126°30'15.61"	70.5	Building	
190	37°28'49.73" 126°30'15.54"	70.5	Building	
191	37°28'50.26" 126°30'18.62"	70.5	Building	
192	37°29'26.57" 126°29'46.21"	63.5	Building	
193	37°29'29.47" 126°29'45.10"	52.0	Building	

AMENDMENT RECORD

NR.	DATE	ENTERED BY

LEGEND

ITEM	SYMBOL PLAN	SYMBOL NUMBER
AERODROME REFERENCE POINT 37°27'45"N 126°26'21"E	⌖	Identification number
NATURAL HIGH POINT(PEAK OR MOUNTAIN)	●	
POLE, TOWER, PYLON, ANTENNA, ETC	⊙	
BUILDING OR LARGE STRUCTURE	■	
ROAD		
RAILROAD		
POWER-CABLE	T—T—T—	
MAGNETIC LEVITATION TRAIN RAILROAD		

ORDER OF ACCURACY

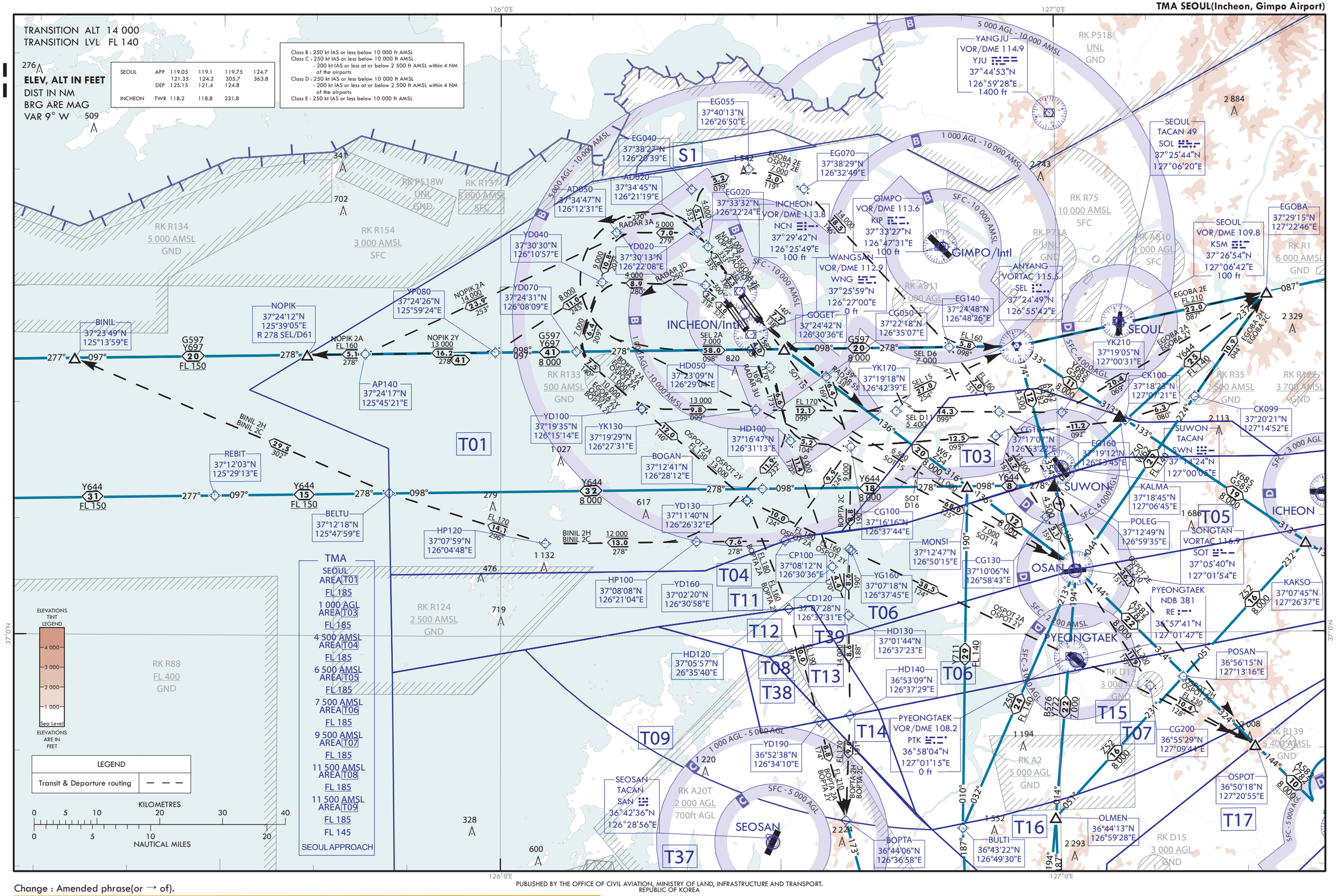
HORIZONTAL 5 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 25000

METERS
300 0 500 1000 1500 2000 2500 3000

1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000
FEET

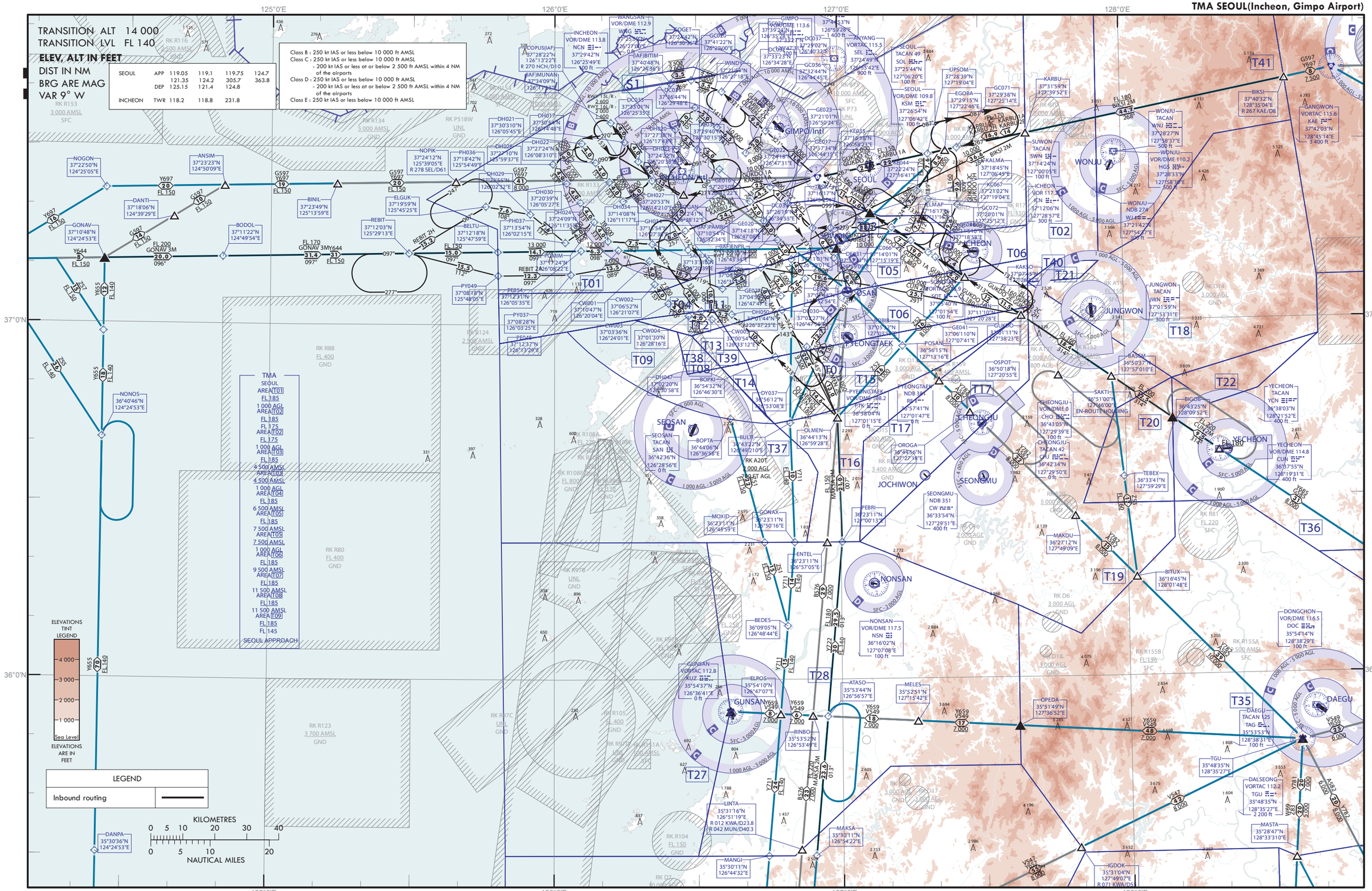
TMA SEOUL(Incheon, Gimpo Airport)


TRANSITION ALT 14 000
TRANSITION LVL FL 140
ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 9° W
SEOUL APP 119.05 119.1 119.75 124.7
121.35 124.2 305.7 363.8
DEP 125.15 121.4 124.8
INCHEON TWR 118.2 118.8 231.8
Class B : 250 kt IAS or less below 10 000 ft AMSL
Class C : 250 kt IAS or less below 10 000 ft AMSL
- 200 kt IAS or less at or below 2 500 ft AMSL within 4 NM of the airports
Class D : 250 kt IAS or less below 10 000 ft AMSL
- 200 kt IAS or less at or below 2 500 ft AMSL within 4 NM of the airports
Class E : 250 kt IAS or less below 10 000 ft AMSL
126°0'E
127°0'E
37°0'N
YANGJU VOR/DME 114.9 YJU 37°44'53"N 126°59'28"E 1400 ft
SEOUL TACAN 49 SOL 37°25'44"N 127°06'20"E
SEOUL VOR/DME 109.8 KSM 37°26'54"N 127°06'42"E 100 ft
EGOBA 37°29'15"N 127°22'46"
INCHEON VOR/DME 113.8 NCN 37°29'42"N 126°25'49"E 100 ft
GIMPO VOR/DME 113.6 KIP 37°33'27"N 126°47'31"E 100 ft
WANGSAN VOR/DME 112.9 WNG 37°25'59"N 126°27'00"E 0 ft
ANYANG VORTAC 115.5 SEL 37°24'49"N 126°55'42"E
PYEONGTAEK VOR/DME 108.2 PTK 36°58'04"N 127°01'15"E 0 ft
PYEONGTAEK NDB 381 RE 36°57'41"N 127°01'47"E
SUWON TACAN SWN 37°14'24"N 127°00'05"E
SEOSAN TACAN SAN 36°42'36"N 126°28'56"E
SONGTAN VORTAC 116.9 SOT 37°05'40"N 127°01'54"E
BULTI 36°43'22"N 126°49'30"E
BOPTA 36°44'06"N 126°36'58"E
OLMEN 36°44'13"N 126°59'28"E
OSPOT 36°50'18"N 127°20'55"
POSAN 36°56'15"N 127°13'16"
KAKSO 37°07'45"N 127°26'37"
ICHEON 37°16'12"N 127°29'45"
SUWON 37°17'07"N 126°53'22"E
OSAN 37°09'06"N 127°02'00"E
GIMPO/Intl
INCHEON/Intl
SEOUL
SEOSAN
RK P518 UNL GND
RK R518W UNL GND
RK R137 5 000 AMSL SFC
RK R134 5 000 AMSL GND
RK R154 3 000 AMSL SFC
RK R75 10 000 AMSL SFC
RK P73A UNL GND
RK A811 1 000 AGL SFC
RK R1 6 000 AMSL GND
RK R35 2 500 AMSL GND
RK R122 3 700 AMSL GND
RK R133 500 AMSL GND
RK R124 2 500 AMSL GND
RK R88 FL 400 GND
RK A20T 2 000 AGL 700ft AGL
RK A2 5 000 AGL GND
RK D15 3 000 AGL GND
RK R139 5 400 AMSL GND
5 000 AGL - 10 000 AMSL
1 000 AGL - 10 000 AMSL
SFC - 10 000 AMSL
SFC - 4 000 AGL
SFC - 3 000 AGL
SFC - 2 000 AMSL
1 000 AGL - 5 000 AGL
SFC - 5 000 AGL
T01 T02 T03 T04 T05 T06 T07 T08 T09 T11 T12 T13 T14 T15 T16 T17 T37 T38 T39
S1
EG055 37°40'13"N 126°26'50"E
EG040 37°38'27"N 126°28'39"E
EG070 37°38'29"N 126°32'49"E
EG020 37°33'32"N 126°22'24"E
EG140 37°24'48"N 126°48'26"E
AD020 37°34'45"N 126°21'19"E
AD050 37°34'47"N 126°12'31"E
YD040 37°30'30"N 126°10'57"E
YD020 37°30'13"N 126°22'08"E
YD070 37°24'31"N 126°08'09"E
YD080 37°24'26"N 125°59'24"E
YD100 37°19'35"N 126°15'14"E
YD130 37°11'40"N 126°26'32"E
YD160 37°02'20"N 126°30'58"E
YD190 36°52'38"N 126°34'10"E
YK130 37°19'29"N 126°27'31"E
YK170 37°19'18"N 126°42'39"E
YK210 37°19'05"N 127°00'31"E
HD050 37°23'09"N 126°29'04"E
HD100 37°16'47"N 126°31'13"E
HD120 37°05'57"N 26°35'40"E
HD130 37°01'44"N 126°37'23"E
HD140 36°53'09"N 126°37'29"E
HP120 37°07'59"N 126°04'48"E
HP100 37°08'08"N 126°21'04"E
CD120 37°07'28"N 126°37'31"E
CP100 37°08'12"N 126°30'36"E
CG050 37°22'18"N 126°35'07"E
CG100 37°16'16"N 126°37'44"E
CG130 37°10'06"N 126°58'43"E
CG160 37°19'12"N 126°53'45"E
CG200 36°55'29"N 127°09'44"E
CK100 37°18'22"N 127°07'21"E
CK099 37°20'21"N 127°14'52"E
YG160 37°07'18"N 126°37'45"E
GOGET 37°24'42"N 126°30'36"E
MONSI 37°12'47"N 126°50'15"E
POLEG 37°12'49"N 126°59'35"E
KALMA 37°18'45"N 127°06'45"E
AP140 37°24'17"N 125°45'21"E
NOPIK 37°24'12"N 125°39'05"E R 278 SEL/D61
BINIL 37°23'49"N 125°13'59"E
REBIT 37°12'03"N 125°29'13"E
BELTU 37°12'18"N 125°47'59"E
BOGAN 37°12'41"N 126°28'12"E
G597 Y697 20 FL 150
Y644 31 FL 150
Y644 15 FL 150
Y644 32 8 000
Y644 18 8 000
Y644 8 8 000
G597 20 8 000
G597 Y697 41 8 000
Y685 G585 19 8 000
Y644 Y685 G585 17 8 000
Y644 Y685 G585 11 8 000
Y644 Y685 G585 12 8 000
Y644 Y685 G585 13 8 000
Y644 Y685 G585 14 8 000
Y644 Y685 G585 15 8 000
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Y644 Y685 G585 9 8 000
Y644 Y685 G585 8 8 000
Y644 Y685 G585 7 8 000
Y644 Y685 G585 6 8 000
Y644 Y685 G585 5 8 000
Y644 Y685 G585 4 8 000
Y644 Y685 G585 3 8 000
Y644 Y685 G585 2 8 000
Y644 Y685 G585 1 8 000
Y644 Y685 G585 8 000
Y644 Y685 G585 8 000 AGL
Y644 Y685 G585 8 000 AGL
Y644 Y685 G585 8 000 AGL

AREA CHART - ICAO (ARRIVAL TRANSIT)

SEOUL/Incheon Intl(RKSI)

TMA SEOUL(Incheon, Gimpo Airport)



Change : Amended phrase(or → of).

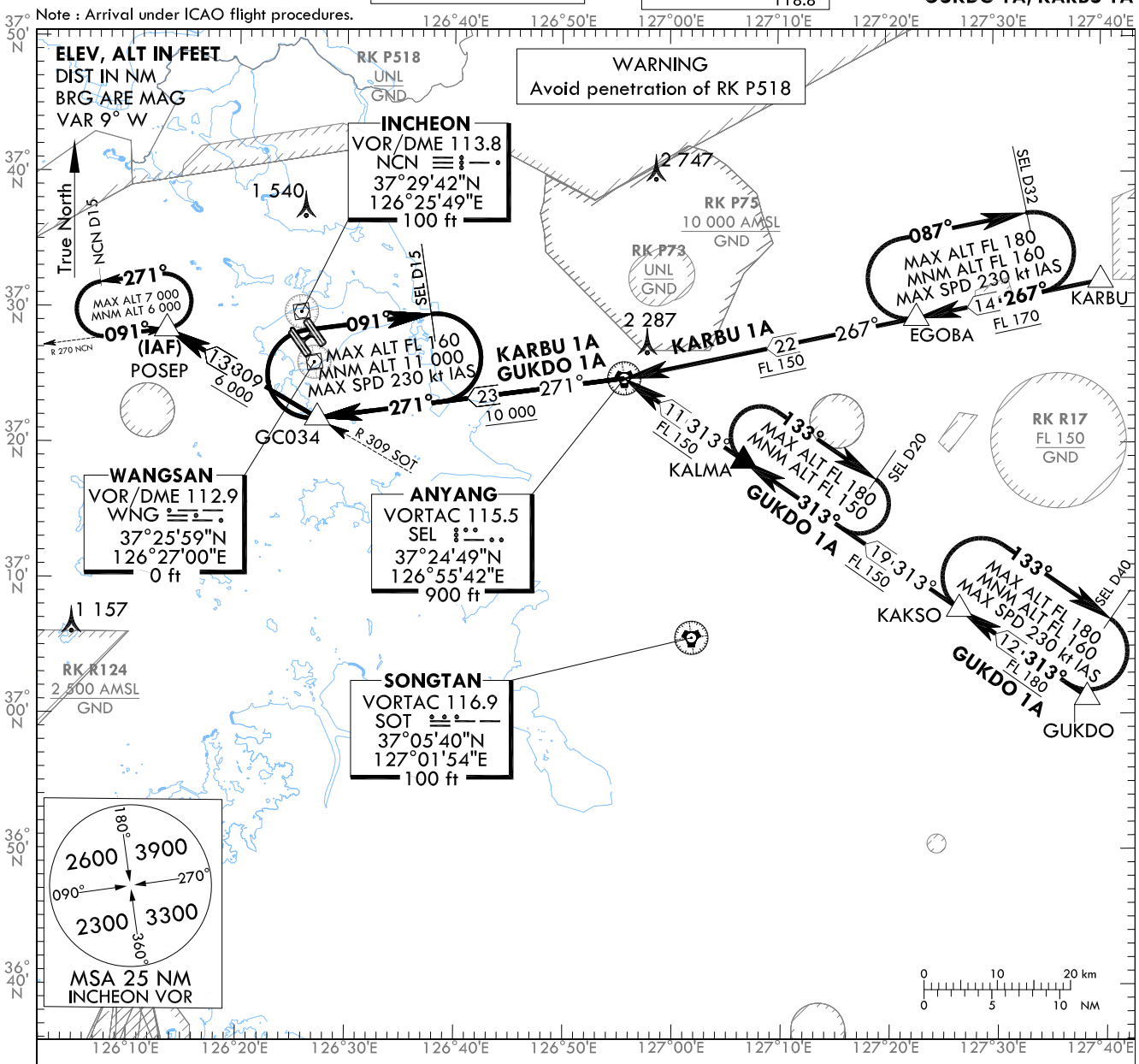
PUBLISHED BY THE OFFICE OF CIVIL AVIATION, MINISTRY OF LAND, INFRASTRUCTURE AND TRANSPORT.
REPUBLIC OF KOREA

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL APP 119.75 121.35
INCHEON TWR 118.2 118.8

SEOUL/Incheon Intl(RKSI)
RWY 15L
GUKDO 1A, KARBU 1A



GENERAL INFORMATION

1. For profile descent with clearance "Descend via the (STAR name and number) arrival", pilots should commence descent after passing the First Fix/Waypoint of each arrival.
2. If unable to comply with flight restictions, advise ATC for alternatives.
3. Maximum holding speed is 230 kt IAS at EGOBA, KAKSO, KALMA and GC034, 200 kt IAS at POSEP.

DESIGNATOR	FROM	ROUTE	DESCENT ALTITUDE
GUKDO ONE ALPHA	G585 /Y685	GUKDO - KAKSO - KALMA - SEL - GC034 - POSEP	At or above FL 180 by KAKSO, FL 150 by SEL, 10 000 ft by GC034, and 6 000 ft by POSEP
KARBU ONE ALPHA	G597 /Y697	KARBU - EGOBA - SEL - GC034 - POSEP	At or above FL 170 by EGOBA, FL 150 by SEL, 10 000 ft by GC034, and 6 000 ft by POSEP

Change : Amended phrase(hoilding → holding).

SEOUL/Incheon Intl(RKSI)
RWY 15L
GUKDO 1A, KARBU 1A

AERONAUTICAL DATA TABULATION

GUKDO 1A

Fix / Point		Coordinates	
GUKDO	R 133/D41 SEL	37°01'10.9"N	127°38'22.9"E
KAKSO	R 133/D30 SEL	37°07'44.6"N	127°26'37.4"E
KALMA	R 133/D11 SEL	37°18'44.9"N	127°06'44.8"E
SEL		37°24'49.0"N	126°55'42.1"E
GC034	R 309/D32 SOT	37°21'51.0"N	126°27'18.0"E
POSEP	R 271/D10 NCN	37°28'21.8"N	126°13'22.0"E

KARBU 1A

Fix / Point		Coordinates	
KARBU	R 087/D36 SEL	37°31'59.0"N	127°39'52.0"E
EGOBA	R 087/D22 SEL	37°29'14.7"N	127°22'45.9"E
SEL		37°24'49.0"N	126°55'42.1"E
GC034	R 309/D32 SOT	37°21'51.0"N	126°27'18.0"E
POSEP	R 271/D10 NCN	37°28'21.8"N	126°13'22.0"E

b. These speed restrictions are essential for smooth and safe operations at high traffic loads. If an aircraft does not comply with these speed instructions, the aircraft may have to be excluded from the planned approach sequence.

c. When ATC use “RESUME NORMAL SPEED“ RTF phraseology, it means that the previously issued speed restriction by ATC is cancelled and a pilot can resume an aircraft’s preferred speed. Pilot shall note that it does not mean the removal of MAX 250 kt IAS with in SEOUL TMA.

1.3 Fuel Dumping Area
Fuel Dumping Area is established within SEOUL TMA as follows.

1. AREA : A circle with a radius of 5 NM centered on R 264 NCN/D22, R 278 SEL/D45

2. ALTITUDE : At or above 6 000 ft

3. Area/altitude may be changed by pilot request, traffic condition or any other safety reason.

1.4 Visual Approach
Visual Approach may be initiated by ATC or approved upon pilot request on traffic permitting basis when;

1. Ceiling : at or above 1 000 ft (reported weather by the airport)

2. Visibility : not less than 5 km (3 SM)

3. Circuit : west pattern only

1.5 Use of SID / STAR

1. Pilot shall note that adherence to SID / STAR level restrictions are critical for aircraft separation in SEOUL TMA. For ATC separation, pilots are strongly encouraged to check whether he or she can comply with level restrictions of SID(before airborne) / STAR(before passing subsequent waypoint) or not.

2. If unable to comply with any restrictions depicted on SID or STAR, pilot shall notify ATC as early as possible.

3. To eliminate safety risk due to a mismatch between ATC and pilot expectations, ATC will provide aircraft with explicit indications with regard to what is expected in terms of speed and level at all times using “CANCEL (LEVEL/SPEED) RESTRICTIONS” or “COMPLY WITH (LEVEL/SPEED) RESTRICTIONS” RTF phraseology.

1.5.1 Assignment of Standard Instrument Departure(SID)

RKSS RWY	RKSI RWY	AIRWAY	SID(PRIMARY)	SID(SECONDARY)
14L/R	15L/R, 16L/R	G597/Y697(NOPIK)	RNAV NOPIK 2U	SEL 1F
		Y711(BULTI)	RNAV BULTI 2U	SOT 1E
		Y782/A582(OSPOT)	RNAV OSPOT 2U	SOT 1E
		G597/Y697(EGOBA)	RNAV EGOBA 2U	SEL 1F
	33L/R, 34L/R	G597/Y697(NOPIK)	RNAV NOPIK 2U	SEL 1F
		Y711(BULTI)	RNAV BULTI 2Z	SOT 1E
		Y782/A582(OSPOT)	RNAV OSPOT 2Z	SOT 1E
		G597/Y697(EGOBA)	RNAV EGOBA 2U	SEL 1F
32L/R	33L/R, 34L/R	G597/Y697(NOPIK)	RNAV NOPIK 2T	SEL 1W
		Y711(BULTI)	RNAV BULTI 2T	SOT 1W
		Y782/A582(OSPOT)	RNAV OSPOT 2T	SOT 1W
		G597/Y697(EGOBA)	RNAV EGOBA 2T	SEL 1W, KARBU 1W
	15L/R, 16L/R	G597/Y697(NOPIK)	RNAV NOPIK 2Q	SEL 1W
		Y711(BULTI)	RNAV BULTI 2Q	SOT 1W
		Y782/A582(OSPOT)	RNAV OSPOT 2Q	SOT 1W
		G597/Y697(EGOBA)	RNAV EGOBA 2Q	SEL 1W, KARBU 1W

1.5.2 Assignment of Standard Terminal Arrival(STAR)

RKSS RWY	RKSI RWY	AIRWAY	STAR(PRIMARY)	STAR(SECONDARY)
14L/R	15L/R, 16L/R	Y644(REBIT)	RNAV REBIT 2U	RNAV LEGAK 1U
	33L/R, 34L/R	Y644(REBIT)	RNAV REBIT 2Z	RNAV LEGAK 1U
	-	Y722(OLMEN)	RNAV OLMEN 2U	
	-	Y685/G585(GUKDO)	RNAV GUKDO 2U	
	-	G597/Y697(KARBU)	RNAV KARBU 2U	
32L/R	33L/R, 34L/R	Y644(REBIT)	RNAV REBIT 2T	RNAV LEGAK 1T
	15L/R, 16L/R	Y644(REBIT)	RNAV REBIT 2Q	RNAV LEGAK 1T
	-	Y722(OLMEN)	RNAV OLMEN 2T	
	-	Y685/G585(GUKDO)	RNAV GUKDO 2T	
	-	G597/Y697(KARBU)	RNAV KARBU 2T	

Change : Amended phrase(Y679 → Y697).

1.6 Initial Radio Call Procedures with SEOUL APPROACH

1. When instructed to "CONTACT", pilot shall Squawk IDENT and report callsign, ACFT type(including series) and ATIS code.

   e.g.) “Seoul Approach, ABC123, Boeing 738, information ‘A’.”

2. When instructed to "MONITOR or STAND BY FOR", pilot shall Squawk IDENT and keep silent until ATC initiate call.

1.7 Missed approach procedure when ground navigation aid is Unserviceable

1. RWY 14L/R : Follow published procedure. If unable, climb to 4 000 ft, fly RWY HDG then radar vector.

2. RWY 32L/R : Follow published procedure. If unable, climb to 4 000 ft, fly RWY HDG then radar vector.

3. Report to ATC about missed approach route(published procedure or HDG/ALT) when going around.

4. If ATC issue another HDG/ALT, follow ATC’s instruction when going around.

2. VFR

2.1 VFR PROCEDURE

1. VFR Weather minima

   a. Ground Visibility : Not less than 5 km
   b. Ceiling : at or above 450 m (1 500 ft)
   ※ School and Training Flights
   Ceiling : at or above 610 m(2 000 ft)

2. VFR Traffic Circuit : Refer to Page RKSS AD 2-29

3. VFR Reporting point : Refer to Page RKSS AD 2-30

4. VFR Circuit Altitude

   a. Helicopter : 1 000 ft
   b. Conventional : 1 000 ft

5. VFR Flight procedure

   a. VFR aircraft shall maintain two way radio communication and get permission prior to entering Class B airspace from Seoul Approach Control except
      1) when landing and departing within Gimpo Control Zone via VFR reporting points.
      2) for transiting through Gimpo Control Zone.
   b. VFR Aircraft shall pass "K" at or above 2 000 ft unless otherwise when cleared or instructed by ATC or when necessary for safety or hazardous in-flight weather condition.
   c. Aircraft is required to use traffic circuit for each runway in use.
   d. "F" and "W" are radio transfer points between Gimpo and Incheon control zone.
   e. As practical as possible, pilot should avoid congested areas, hospitals and schools.

6. Fixed Wing VFR Procedures

   Departure

   a. After departing from RWY 14, pass the RWY end and reach the safe altitude, then fly the following routes;
      1) For SOUTH bound : Turn right then proceed to K for the next VFR reporting point or for further ATC instructions. Cross K at or above 2 000 ft.
      2) For NORTH bound : Turn right then proceed to K for further ATC instructions. Pass K at or above 2 000 ft.
   b. After departing from RWY 32, pass the RWY end and reach the safe altitude, then fly the following routes;
      1) For SOUTH bound : After take-off, turn left then proceed to K for the next VFR reporting point for further ATC instructions. Cross K at or above 2 000 ft.
      2) For NORTHEAST bound : After take-off, maintain RWY heading then turn right when ATC gives instruction.

   Arrival

   a. Inbound from SOUTH : Proceed to K via a VFR reporting point or as instructed by ATC, then fly the following route. Cross K at or above 3 000 ft;
      1) When RWY 14 in use : Enter into the right-hand pattern at 1 000 ft then land on RWY 14L/R as instructed by ATC.
      2) When RWY 32 in use : Enter into the left-hand pattern at 1 000 ft then land on RWY 32L/R as instructed by ATC.
   b. Inbound from NORTH : Enter into L then climb to 3 000 ft as instructed by ATC. Proceed to K via KIP.
      1) When RWY 14 in use : Enter into the right-hand pattern at 1 000 ft then land on RWY 14L/R as instructed by ATC.
      2) When RWY 32 in use : Enter into the left-hand pattern at 1 000 ft then land on RWY 32L/R as instructed by ATC.

   Holding

   a. When ATC clears "Hold north of K", pilots shall fly connecting "K" - Geyang IC (R 256 KIP/D2.2, 373238N 1264455E) - Bucheon city northern water resources ecological park (R 255 KIP/D1.5, 373239N 1264603E) maintaining at or above 2 000 ft as instructed by ATC.
      ※ CAUTION : Use caution not to fly beyond the line of 1.5 NM west of RWY 32L/14R in order to protect the VFR traffic circuits.

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

SEOUL / Gimpo Intl

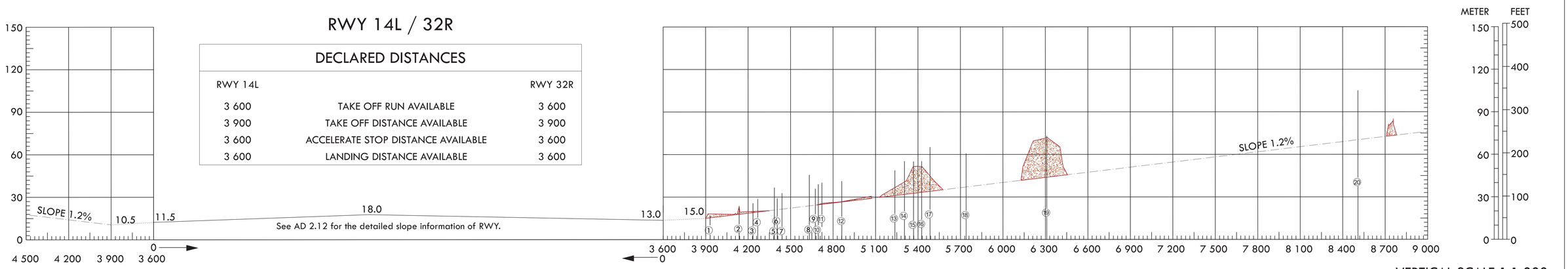
DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W-2020

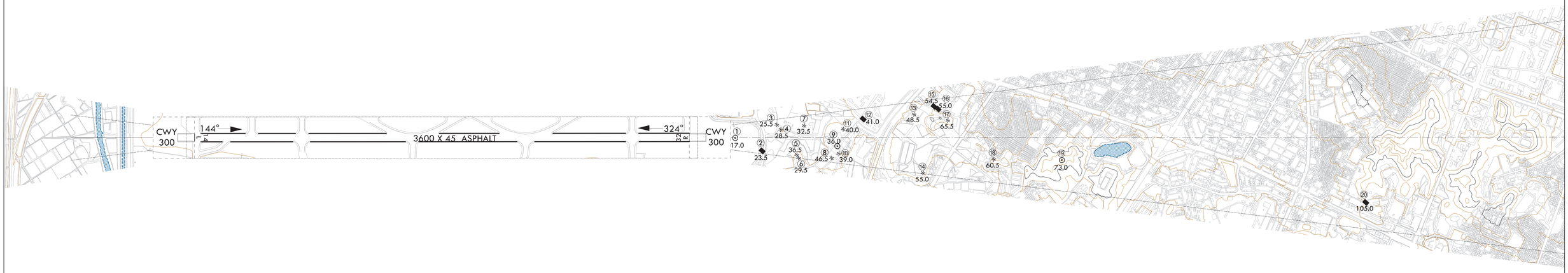
RWY 14L / 32R

DECLARED DISTANCES

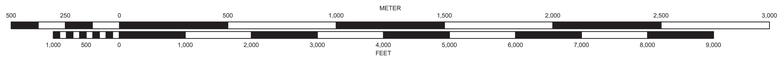
RWY 14L		RWY 32R
3 600	TAKE OFF RUN AVAILABLE	3 600
3 900	TAKE OFF DISTANCE AVAILABLE	3 900
3 600	ACCELERATE STOP DISTANCE AVAILABLE	3 600
3 600	LANDING DISTANCE AVAILABLE	3 600



VERTICAL SCALE 1:1 000



HORIZONTAL SCALE 1 : 10 000



LEGEND

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

OBSTACLES

NR	COORDINATES(WGS84)	ELEV(AMSL)	ITEM	NOTE	NR	COORDINATES(WGS84)	ELEV(AMSL)	ITEM	NOTE
1	37°32'44.1"N 126°48'35.1"E	17.0	ETC		11	37°32'27.5"N 126°48'59.6"E	40.0	Tree	
2	37°32'37.5"N 126°48'38.6"E	23.5	Building		12	37°32'25.9"N 126°49'05.9"E	41.0	Building	
3	37°32'39.4"N 126°48'46.6"E	25.5	Tree		13	37°32'18.2"N 126°49'17.5"E	48.5	Tree	
4	37°32'37.9"N 126°48'46.4"E	28.5	Tree		14	37°32'06.9"N 126°49'07.1"E	55.0	Tree	
5	37°32'31.0"N 126°48'44.5"E	36.5	Tree		15	37°32'16.2"N 126°49'23.4"E	54.5	Building	
6	37°32'30.2"N 126°48'44.2"E	29.5	Tree		16	37°32'15.1"N 126°49'23.7"E	55.0	Building	
7	37°32'34.6"N 126°48'52.1"E	32.5	Tree		17	37°32'11.5"N 126°49'23.3"E	65.0	Tree	
8	37°32'24.7"N 126°48'51.1"E	46.5	Tree		18	37°31'57.4"N 126°49'24.8"E	60.5	Tree	
9	37°32'25.7"N 126°48'54.8"E	36.0	ETC		19	37°31'45.9"N 126°49'38.9"E	73.0	Peak	
10	37°32'24.2"N 126°48'53.6"E	39.0	Tree		20	37°30'48.1"N 126°50'33.6"E	105.0	Natural High Point	

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

AMENDMENT RECORD

NR.	DATE	ENTERED BY

Change : Amended phrase(No → NR).

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

SEOUL / Gimpo Intl

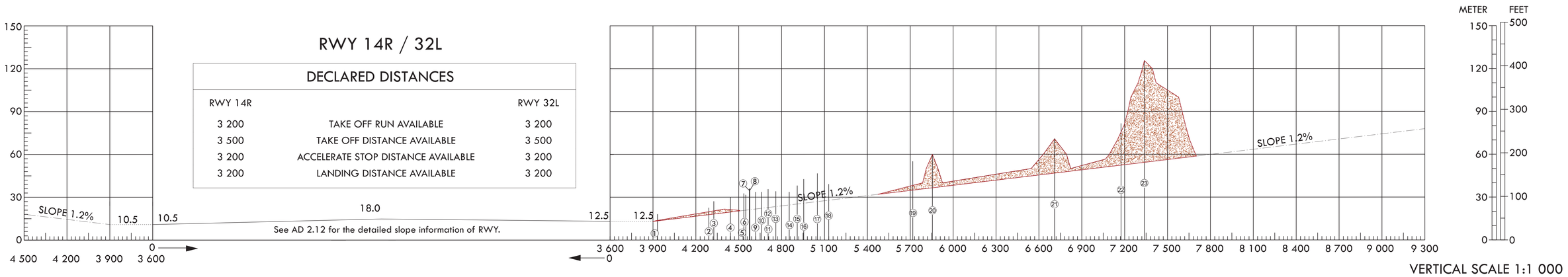
DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W-2020

RWY 14R / 32L

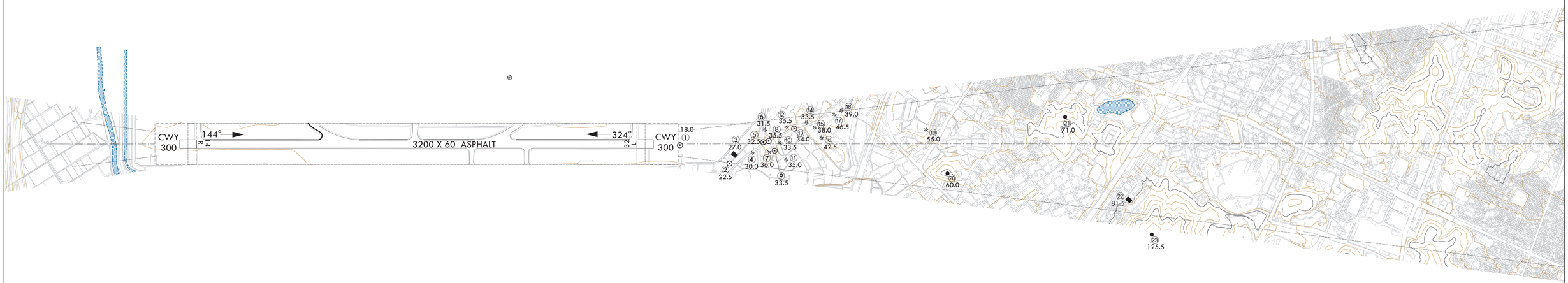
DECLARED DISTANCES

RWY 14R		RWY 32L
3 200	TAKE OFF RUN AVAILABLE	3 200
3 500	TAKE OFF DISTANCE AVAILABLE	3 500
3 200	ACCELERATE STOP DISTANCE AVAILABLE	3 200
3 200	LANDING DISTANCE AVAILABLE	3 200

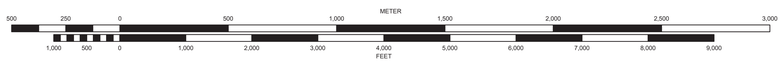


See AD 2.12 for the detailed slope information of RWY.

VERTICAL SCALE 1:1 000



HORIZONTAL SCALE 1 : 10 000



ORDER OF ACCURACY

HORIZONTAL	5.0 m
VERTICAL	0.5 m

LEGEND

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

OBSTACLES

NR	COORDINATES(WGS84)	ELEV(AMSL)	ITEM	NOTE	NR	COORDINATES(WGS84)	ELEV(AMSL)	ITEM	NOTE
1	37°32'45.4"N 126°48'12.5"E	18.0	Navaid		13	37°32'29.1"N 126°48'39.8"E	34.0	Pole	
2	37°32'34.1"N 126°48'19.0"E	22.5	ETC		14	37°32'28.0"N 126°48'43.8"E	33.5	Tree	
3	37°32'34.8"N 126°48'21.9"E	27.0	Building		15	37°32'25.8"N 126°48'44.4"E	38.0	Tree	
4	37°32'32.0"N 126°48'26.2"E	30.0	Tree		16	37°32'23.1"N 126°48'43.6"E	42.5	Tree	
5	37°32'32.0"N 126°48'30.5"E	32.5	Pole		17	37°32'24.7"N 126°48'51.1"E	46.5	Tree	
6	37°32'33.8"N 126°48'33.6"E	31.5	Tree		18	37°32'24.2"N 126°48'53.6"E	39.0	Tree	
7	37°32'29.5"N 126°48'29.7"E	36.0	Tree		19	37°32'06.9"N 126°49'07.1"E	55.0	Tree	
8	37°32'31.3"N 126°48'31.9"E	35.5	Pole		20	37°31'56.1"N 126°49'02.5"E	60.0	Natural High Point	
9	37°32'28.7"N 126°48'31.1"E	33.5	ETC		21	37°31'45.9"N 126°49'38.9"E	71.0	Natural High Point	
10	37°32'29.0"N 126°48'33.8"E	33.5	Tree		22	37°31'21.5"N 126°49'34.9"E	81.5	Building	
11	37°32'25.3"N 126°48'31.8"E	35.0	Tree		23	37°31'11.9"N 126°49'32.4"E	125.5	Natural High Point	
12	37°32'30.6"N 126°48'38.6"E	35.5	Tree						

AMENDMENT RECORD

NR.	DATE	ENTERED BY

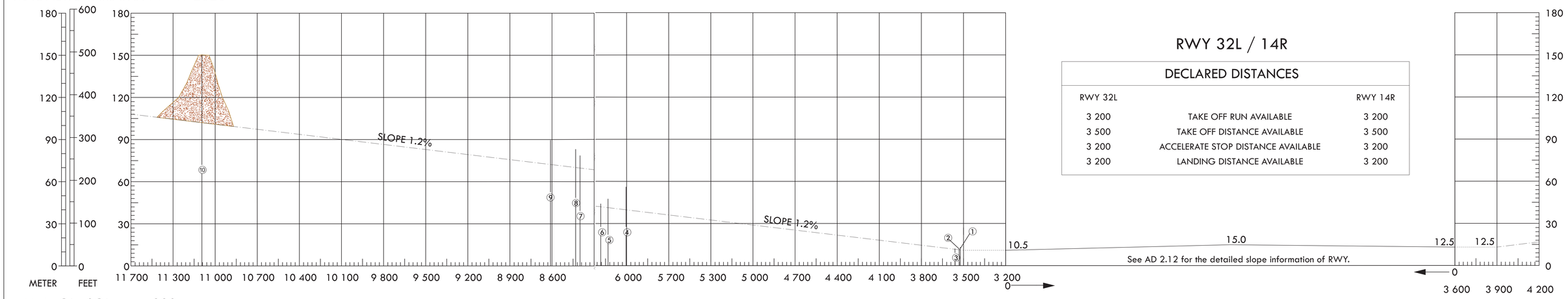
Change : Amended phrase(No → NR).

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

SEOUL / Gimpo Intl

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W-2020

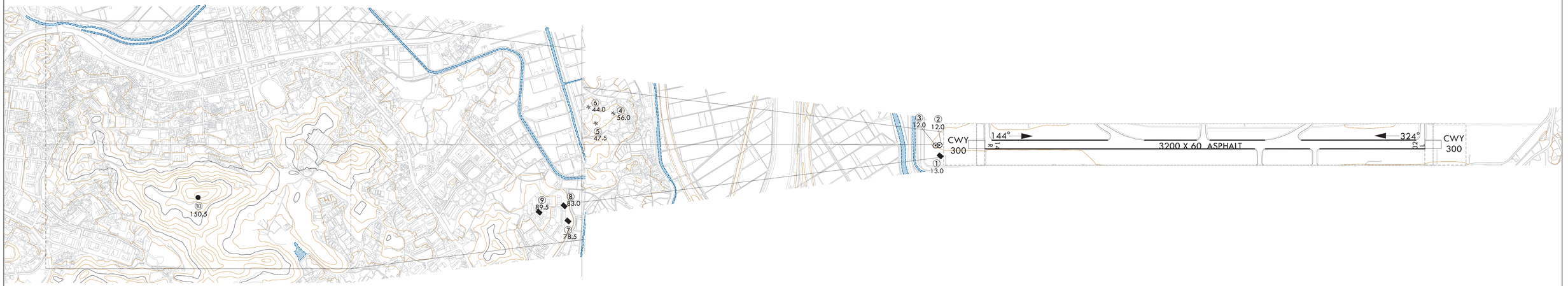


VERTICAL SCALE 1:1 000

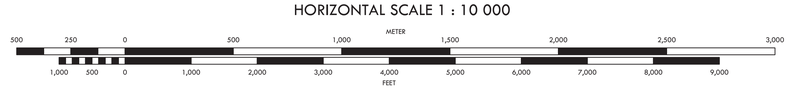
RWY 32L / 14R

DECLARED DISTANCES

RWY 32L		RWY 14R
3 200	TAKE OFF RUN AVAILABLE	3 200
3 500	TAKE OFF DISTANCE AVAILABLE	3 500
3 200	ACCELERATE STOP DISTANCE AVAILABLE	3 200
3 200	LANDING DISTANCE AVAILABLE	3 200



HORIZONTAL SCALE 1 : 10 000



LEGEND

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

Identification number

OBSTACLES

NR	COORDINATES(WGS84)	ELEV(AMSL)	ITEM	NOTE
1	37°34'11.8"N 126°46'19.8"E	13.0	Building	
2	37°34'13.7"N 126°46'21.9"E	12.0	ETC	
3	37°34'14.3"N 126°46'21.0"E	12.0	ETC	
4	37°35'13.4"N 126°45'20.2"E	56.0	Tree	
5	37°35'14.7"N 126°45'14.4"E	47.5	Tree	
6	37°35'18.6"N 126°45'16.3"E	44.0	Tree	
7	37°35'52.8"N 126°43'45.7"E	78.5	Building	
8	37°35'56.0"N 126°43'48.1"E	83.0	Building	
9	37°35'59.1"N 126°43'41.5"E	89.5	Building	
10	37°36'58.4"N 126°42'33.0"E	150.5	Natural High Point	

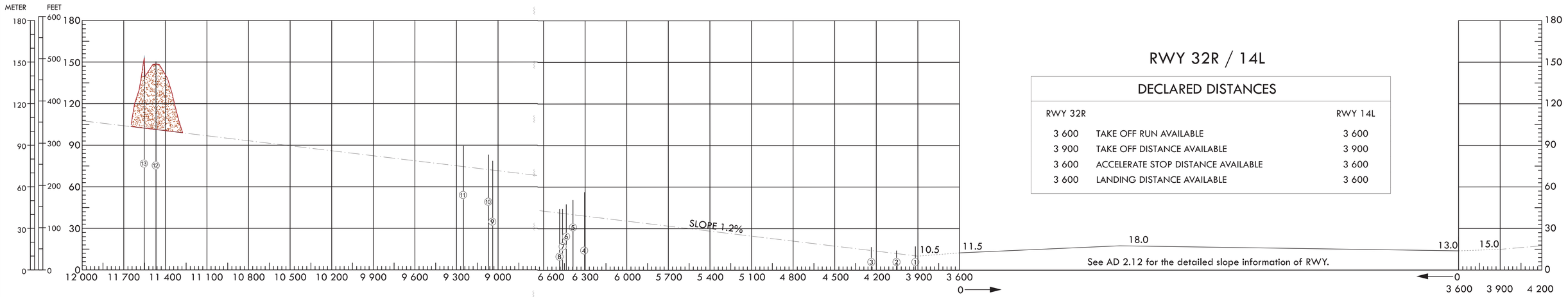
ORDER OF ACCURACY

HORIZONTAL	5.0 m
VERTICAL	0.5 m

AMENDMENT RECORD

NR.	DATE	ENTERED BY

MAGNETIC VARIATION 9° W-2020

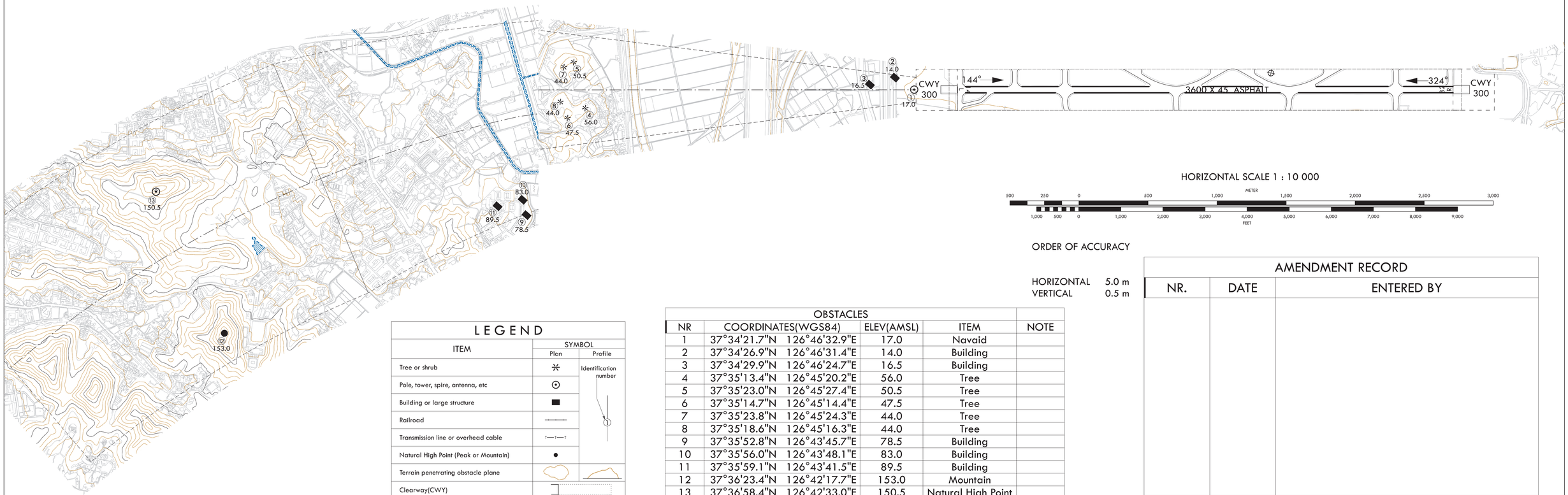


VERTICAL SCALE 1:1 000

RWY 32R / 14L

DECLARED DISTANCES

RWY 32R		RWY 14L
3 600	TAKE OFF RUN AVAILABLE	3 600
3 900	TAKE OFF DISTANCE AVAILABLE	3 900
3 600	ACCELERATE STOP DISTANCE AVAILABLE	3 600
3 600	LANDING DISTANCE AVAILABLE	3 600



HORIZONTAL SCALE 1 : 10 000

ORDER OF ACCURACY

HORIZONTAL	5.0 m
VERTICAL	0.5 m

LEGEND

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

OBSTACLES

NR	COORDINATES(WGS84)	ELEV(AMSL)	ITEM	NOTE
1	37°34'21.7"N 126°46'32.9"E	17.0	Navaid	
2	37°34'26.9"N 126°46'31.4"E	14.0	Building	
3	37°34'29.9"N 126°46'24.7"E	16.5	Building	
4	37°35'13.4"N 126°45'20.2"E	56.0	Tree	
5	37°35'23.0"N 126°45'27.4"E	50.5	Tree	
6	37°35'14.7"N 126°45'14.4"E	47.5	Tree	
7	37°35'23.8"N 126°45'24.3"E	44.0	Tree	
8	37°35'18.6"N 126°45'16.3"E	44.0	Tree	
9	37°35'52.8"N 126°43'45.7"E	78.5	Building	
10	37°35'56.0"N 126°43'48.1"E	83.0	Building	
11	37°35'59.1"N 126°43'41.5"E	89.5	Building	
12	37°36'23.4"N 126°42'17.7"E	153.0	Mountain	
13	37°36'58.4"N 126°42'33.0"E	150.5	Natural High Point	

AMENDMENT RECORD

NR.	DATE	ENTERED BY

5. VFR flight procedure

a. VFR aircraft shall maintain two-way communication and get permission to enter Class B airspace from Jeju approach control except :

1) When landing and departing within Jeju control zone via VFR reporting points.
2) To transit through Jeju control zone.

b. VFR aircraft shall flying via VFR reporting points, routes and altitude within Class B airspace to ensure the safety of IFR takeoff and landing traffic from/to Jeju INTL airport unless otherwise cleared or instructed by ATC or when necessary for safety or hazardous in-flight weather condition.

c. As practical as possible, pilot should avoid congested area, hospital, school, institute and so on (especially near "S" point).

d. The take-off and landing with tailwind shall be permitted only when the tailwind condition is less than 10 kt. However, the take-off and landing may be exceptionally permitted on the request of pilots when the tailwind is more than 10 kt.

e. VFR procedures for fixed wing aircraft

1) Take-off

As practical as possible, aircraft is required to use RWY 31 for take-off. After take-off direct to "T" and then proceed to the direction of destination via VFR reporting points as follows

- North bound : T - NW - destination
- East bound : T - NE - EB - EC - destination
- West bound : T - WA - WB - WC - destination

In case pilot can not use RWY 31 due to ACFT performance, weather condition etc, give notice to ATC(Jeju GND).

2) Landing

As practical as possible, aircraft is required to use traffic circuit of RWY 07/25 via "NW", "NE", "WA" and "T" basically. If pilot want to make approach straight-in for RWY 07/25, give notice to ATC(Jeju APP) when initial contact.

f. VFR procedure for helicopter

1) Take-off

a) As practical as possible, aircraft is required to use RWY 31 for take-off. After take-off direct to "T" and then proceed to the direction of destination via VFR reporting points as follows

- North bound : T - NW - destination
- East bound : T - EA - EB - EC - destination
- West bound : T - WA - WB - WC - destination

b) Under the following situation or reason, the use of RWY 13 for take-off is available and give notice to ATC(Jeju TWR).

- A scramble for special mission, medical service
- Can not use RWY 31 due to ACFT performance, weather condition(tailwind)

Pilot shall climb at or above 1 000 ft (AGL) until leaving airport boundary. After take-off direct to "S" and then proceed to the direction of destination via VFR reporting points.

c) The use of RWY 07/25 shall obtain permission of control tower.

d) Pilot shall contact Jeju GND (121.675 MHz) to obtain engine start-up clearance, and taxi instruction.

e) Pilot shall contact Jeju TWR (118.2 MHz) prior to departure to obtain clearance for entering RWY and delay may be possible for separation between IFR and VFR traffic.

Change : Page control.

2) Landing

a) As practical as possible, aircraft is required to use RWY 13 for landing via "NW", "WA", "EA" and "T" basically. Obtain the control tower's permission to land at the time of entering "T" point and land at the threshold of the RWY 13, and then move to the ramp in accordance with controller's taxi instruction.
※ NOTE : After landing at the threshold, pilot should hold until further taxi instruction from tower controller.

b) Pilot shall contact Jeju TWR (118.2 MHz) prior to entering "SE" "SW" and obtain the control tower's permission to land at the time of entering "S" point. Maintain at or above 1 000 ft (AGL) until entering airport boundary and land at the aiming point marking of the RWY 31, and then move to the ramp in accordance with the tower controller's taxi instruction.

c) After landing, pilot shall maintain two-way communication with Jeju TWR or Jeju GND until engine shut down.

3) When flying between "SW" and "WA" point, pilots shall maintain at or below 1 000 ft AGL and remain out of 10 NM from YDM to ensure the safety of IFR takeoff and landing traffic from/to Jeju INTL airport.

4) When flying between "T" and "EB" point via "EA", pilots shall maintain at or below 1 000 ft AGL to ensure the safety of IFR takeoff and landing traffic from/to Jeju INTL airport.

g. In spite of the VFR procedure for helicopter, if necessary, the tower controller can instruct pilots to change take-off/landing direction (and altitude) based upon the meteorology or traffic situation.

2.2 Special VFR

1. Pilots of special VFR flight shall fly in accordance with each of the followings :

a. Fly within permitted control zone.
b. Fly to avoid clouds.
c. Fly with maintaining flight visibility of 1 500 m or more.
d. Fly in a condition to be able to see surface of land or water at all times.
e. Pilots who is not qualified for instrument flight or is not flying an aircraft not equipped with flight instruments for IFR prescribed in Aviation Safety Act shall only fly during daytime. However SVFR flight for helicopter may be permitted to fly during night time.

2. Special VFR flight may be permitted to fly in accordance with following conditions :

a. Ground visibility shall be at least 1 500 m.
b. Flight visibility shall be at least 1 500 m when ground visibility is not reported.

2.3 Make caution about pylon* when operate VFR Procedure.
* Refer to OBST NR. 22 of RKPC AD CHART 2-9 AERODROME OBSTACLE CHART TYPE B.

3. Radio communication failure procedure

3.1 In VMCs :

1. Squawk 7600
2. Continue to fly in VMC.
3. Land at the nearest suitable aerodrome.
4. Report landing to the ATC as early as possible.

3.1.1 Procedure for VFR conventional flights

1. Squawk 7600, and
2. When able to see the light gun signal of the control tower, follow that instruction, or
3. If unable to see the light gun signal of the control tower, hold on downwind for RWY 07/25 until ETA or for 10 minutes, whichever is later, then land on RWY 07/25.
4. Pilots should use caution landing and departing traffic.

3.1.2 Procedure for VFR helicopter flights

1. Squawk 7600, and
2. When able to see the light gun signal of the control tower, follow that instruction, or
3. If unable to see the light gun signal of the control tower, comply with the procedures as follows :
   a. Inbound from the north of AD : Hold over "T" point until ETA or for 10 minutes, whichever is later. Then land on TWY "E" or RWY 13 THR.
   b. Inbound from the south of AD : Hold over "S" point until ETA or for 10 minutes, whichever is later. Then land on RWY 31 THR.
4. Pilot should use caution landing and departing traffic.

Change : Information of radio communication failure procedure in VMCs.

3.2 In IMCs or unable to fly in VMCs :

3.2.1 Radar service inoperative

After failure of reporting at compulsory reporting point, maintain the last assigned speed and level by ATC, or minimum en-route IFR altitude whichever is higher for a period of 20 minutes. Then adjust level and speed in accordance with the filed flight plan.

3.2.2 Radar service operative

Maintain the last assigned speed and level by ATC, or minimum en-route IFR altitude whichever is higher for a period of 7 minutes following :

1. The time the last assigned level or minimum flight altitude is reached; or
2. The time the transponder is set to code 7600 or the time radio failure is displayed by ADS-B; or
3. The time the failure of reporting at compulsory reporting point;

whichever is later and thereafter adjust level and speed in accordance with the filed flight plan.

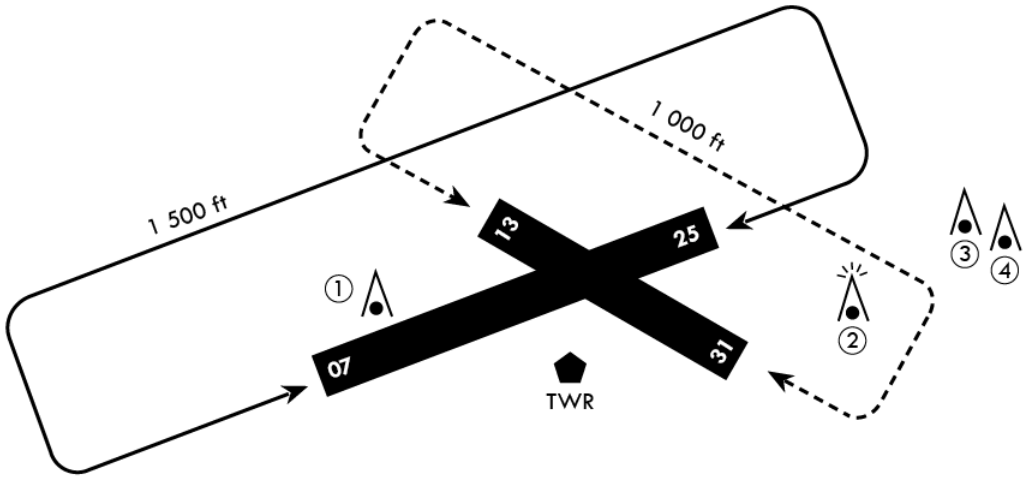
3.2.3 When the aircraft being vectored or not assigned clearance limit deviate from ATS route by RNAV. Join ATS route in accordance with the filed flight plan; before approaching the next reporting point.

3.2.4 Direct to NAVAID or reporting point(FIX) of destination in accordance with last assigned ATS route(if not assigned, the route of flight plan) or estimated before radio failure and then hold.

3.2.5 Descend at NAVAID or reporting point(FIX) of destination or make approach according to Instrument approach procedure of the landing airport at last assigned expected approach time(if not assigned, the ETA of flight plan) before radio failure.

3.2.6 Land within 30 minutes of either expected approach time(according to 3.2.5 section) or ETA whichever is later.

VFR TRAFFIC CIRCUITS - RKPC



NOT TO SCALE

Obstacles			
NR.	Type	Name	Height(ft)
①	Hill	Dodu Bong	214
②	Building	KAL Hotel	406
③	Hill	Sara Bong	513
④	Hill	Baeldo Bong	446

Fixed Wing
Helicopter

Change : Information of radio communication failure procedure in IMCs or unable to fly in VMCs.

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RKPC AD 2.23 ADDITIONAL INFORMATION

1. Between 1245 and 1315 UTC, departing aircraft may have priority rather than arriving aircraft due to air traffic flow management.

2. Horizontal surface height differs partially.

3. Bird concentration in the vicinity of the airport

   a. There is no specific tendency of migratory birds' habitat and migration route around the airport except small scale migration of seagulls in the winter. Meanwhile, sedentary small species such as sparrow, magpie, skylark and dove often appear inside and outside of the airport including runways.
   b. Birds having resting areas in a tillage and a forest, may occur around the grass area adjacent to the outer fence or near the runway strips.
   c. Appearances of swallows from April to September and a flock of crows from November to December should get an attention.
   d. Control tower shall inform pilots of birds' activity, position and altitude in case sighting of birds is reported.
   e. Wildlife control activities are performed by the airport operator such as BAT operation, playback of distress noise (GAS CANNON and AV-ALARM).
      In addition, activities like periodical weed prevention work, continuous observation of birds' feeding area outside the airport and elimination of feeding habitat are carried out.

4. When microburst is detected by LLWAS(low level windshear alert system), a statement will be included on the ATIS broadcast for at least 20 minutes as follows : "MICROBURST ADVISORIES IN EFFECT"

5. ATIS Telephone Services

   a. Hours of operation : 2000-1400 UTC
   b. ARS telephone number : +82-64-797-2676
   c. Telephone service is reference only, For flight operation, use ATIS on the FREQ.
      - VHF : 126.8 MHz
      - UHF : 239.5 MHz

Change : Page control.

RKPC AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	RKPC AD CHART 2-1
Aircraft Parking/Docking Chart - ICAO	RKPC AD CHART 2-3
Aerodrome Ground Movement Chart (DEP) - ICAO	RKPC AD CHART 2-5
Aerodrome Ground Movement Chart (ARR) - ICAO	RKPC AD CHART 2-6
Aerodrome Ground Movement Chart for Code Letter “F” aircraft(RWY 25) - ICAO	RKPC AD CHART 2-6-1
Aerodrome Ground Movement Chart for Code Letter “F” aircraft(RWY 07) - ICAO	RKPC AD CHART 2-6-2
Aerodrome Obstacle Chart - ICAO Type A	RKPC AD CHART 2-7
Aerodrome Obstacle Chart - ICAO Type A	RKPC AD CHART 2-8
Aerodrome Obstacle Chart - ICAO Type B	RKPC AD CHART 2-9
Precision Approach Terrain Chart - ICAO	RKPC AD CHART 2-10
Area chart - ICAO	RKPC AD CHART 2-11
SID - ICAO - RWY 07 - RNAV KAMIT 2E, RNAV AKPON 1E, RNAV TAMNA 2E, RNAV PANSI 2E, RNAV LIMDI 1E	RKPC AD CHART 2-12
SID - ICAO - RWY 07 - IPDAS 4K, MAKET 4K, TAMNA 2K, CJU 4K	RKPC AD CHART 2-13
SID - ICAO - RWY 25 - RNAV KAMIT 1W, RNAV IPDAS 1W, RNAV AKPON 1W, RNAV TAMNA 3W, RNAV PANSI 2W, RNAV LIMDI 1W	RKPC AD CHART 2-14
SID - ICAO - RWY 25 - CJU 3L, IPDAS 1L	RKPC AD CHART 2-15
SID - ICAO - RWY 31 - RNAV KAMIT 2N, RNAV AKPON 1N	RKPC AD CHART 2-16
SID - ICAO - RWY 07 / RWY 25 / RWY 31 - RADAR 2E, RADAR 3W, RADAR 1N	RKPC AD CHART 2-17
STAR - ICAO - RWY 07 - RNAV DOTOL 2P, RNAV UPGOS 1P, RNAV TAMNA 2P, RNAV TOSAN 2P, RNAV SOSDO 2P, RNAV LIMDI 1P	RKPC AD CHART 2-18
STAR - ICAO - RWY 25 - RNAV DOTOL 2T, RNAV UPGOS 1T, RNAV TAMNA 2T, RNAV TOSAN 3T, RNAV SOSDO 3T, RNAV LIMDI 1T	RKPC AD CHART 2-19
STAR - ICAO - RWY 25 - RNAV DOTOL 1M, RNAV UPGOS 1M, RNAV TAMNA 1M, RNAV TOSAN 1M, RNAV SOSDO 1M, RNAV LIMDI 1M	RKPC AD CHART 2-20
ATC Surveillance Minimum Altitude Chart - ICAO	RKPC AD CHART 2-21
Instrument Approach Chart - ICAO - RWY 07 - ILS Z or LOC Z	RKPC AD CHART 2-22
Instrument Approach Chart - ICAO - RWY 07 - ILS Y or LOC Y	RKPC AD CHART 2-23
Instrument Approach Chart - ICAO - RWY 07 - RNP	RKPC AD CHART 2-24
Instrument Approach Chart - ICAO - RWY 07 - VOR	RKPC AD CHART 2-25
Instrument Approach Chart - ICAO - RWY 25 - ILS Z or LOC Z	RKPC AD CHART 2-26
Instrument Approach Chart - ICAO - RWY 25 - ILS Y or LOC Y	RKPC AD CHART 2-27
Instrument Approach Chart - ICAO - RWY 25 - RNP	RKPC AD CHART 2-28
Instrument Approach Chart - ICAO - RWY 25 - VOR	RKPC AD CHART 2-29
Visual Approach Chart - ICAO	RKPC AD CHART 2-30
Bird concentrations in the vicinity of airport	RKPC AD CHART 2-31

STANDARD DEPARTURE CHART INSTRUMENT(SID) - ICAO

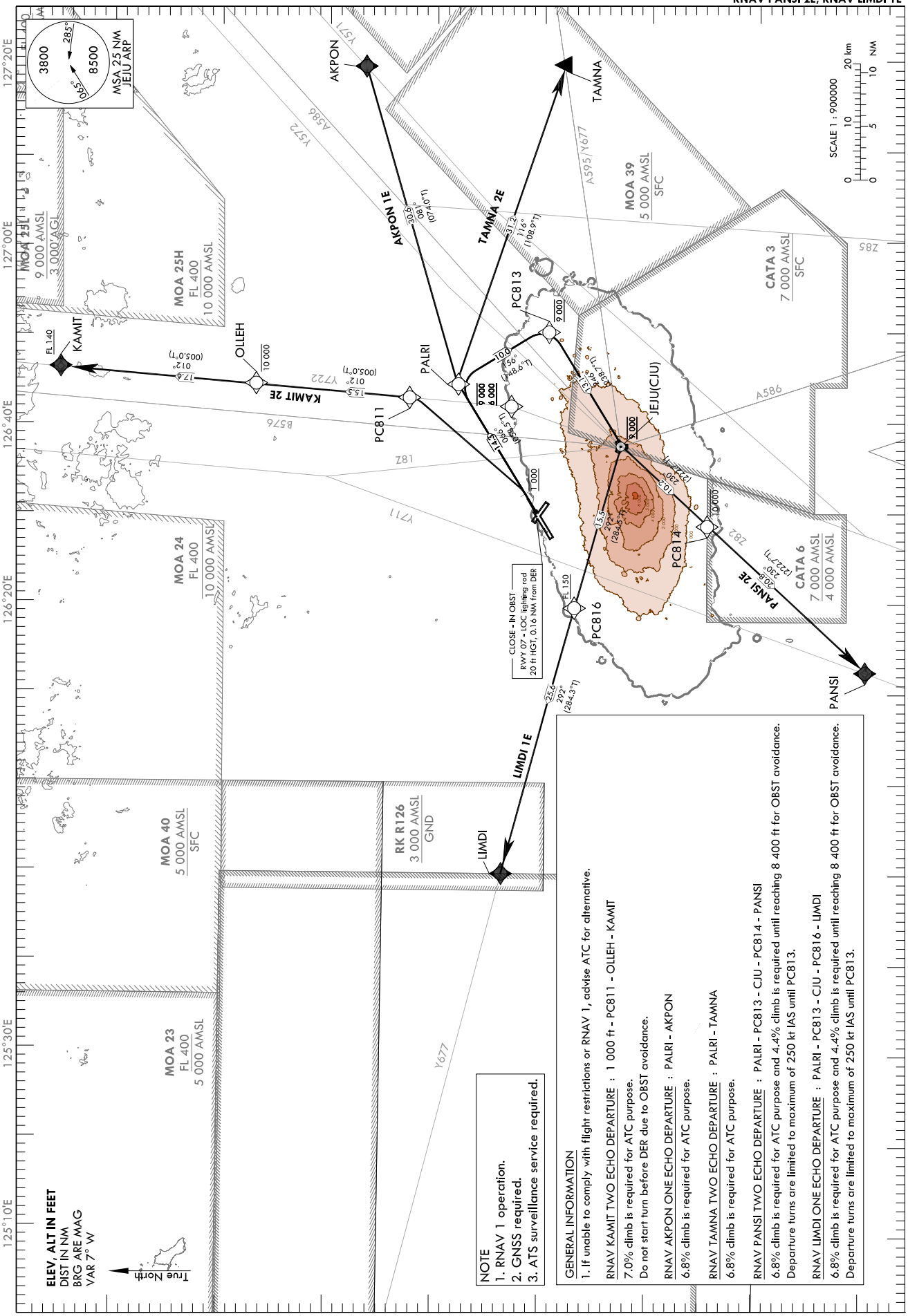
Note : Departure under ICAO Flight Procedures.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU DEP	119.225
	121.2
JEJU TWR	118.2
	118.55

JEJU/Jeju Intl(RKPC)

RWY 07
RNAV KAMIT 2E
RNAV AKPON 1E, RNAV TAMNA 2E
RNAV PANSI 2E, RNAV LIMDI 1E



NOTE
1. RNAV 1 operation.
2. GNSS required.
3. ATS surveillance service required.

GENERAL INFORMATION
1. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.

RNAV KAMIT TWO ECHO DEPARTURE : 1 000 ft - PC811 - OLLEH - KAMIT
7.0% climb is required for ATC purpose.
Do not start turn before DER due to OBST avoidance.

RNAV AKPON ONE ECHO DEPARTURE : PALRI - AKPON
6.8% climb is required for ATC purpose.

RNAV TAMNA TWO ECHO DEPARTURE : PALRI - TAMNA
6.8% climb is required for ATC purpose.

RNAV PANSI TWO ECHO DEPARTURE : PALRI - PC813 - CJU - PC814 - PANSI
6.8% climb is required for ATC purpose and 4.4% climb is required until reaching 8 400 ft for OBST avoidance.
Departure turns are limited to maximum of 250 kt IAS until PC813.

RNAV LIMDI ONE ECHO DEPARTURE : PALRI - PC813 - CJU - PC816 - LIMDI
6.8% climb is required for ATC purpose and 4.4% climb is required until reaching 8 400 ft for OBST avoidance.
Departure turns are limited to maximum of 250 kt IAS until PC813.

Change : Withdrawal of DOTOL, IPDAS, KIDOS, SOSDO and TOSAN.

Standard Instrument Departure Procedure Coding Tables

RNAV KAMIT 2E

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	-	-	066(058.5)	-	-	@1 000	-		-	RNAV 1	-
002	DF	PC811	-	-	-	L	-	-	33°42'12.1"N 126°42'48.8"E	-	RNAV 1	-
003	TF	OLLEH	-	012(005.0)	15.5	-	-10 000	-	33°57'42.2"N 126°44'26.5"E	-	RNAV 1	-
004	TF	KAMIT	-	012(005.0)	17.6	-	+FL 140	-	34°15'14.1"N 126°46'17.7"E	-	RNAV 1	-

RNAV AKPON 1E

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	PALRI	-	066(058.5)	14.3	-	-9 000 +6 000	-	33°38'27.2"N 126°44'37.4"E	-	RNAV 1	-
002	TF	AKPON	-	081(074.0)	30.6	-	-	-	33°46'49.6"N 127°19'53.0"E	-	RNAV 1	-

RNAV TAMNA 2E

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	PALRI	-	066(058.5)	14.3	-	-9 000 +6 000	-	33°38'27.2"N 126°44'37.4"E	-	RNAV 1	
002	TF	TAMNA	-	116(108.9)	31.2	-	-	-	33°28'15.5"N 127°19'53.0"E	-	RNAV 1	-

RNAV PANSI 2E

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	PALRI	-	066(058.5)	14.3	-	-	-250	33°38'27.2"N 126°44'37.4"E	-	RNAV 1	-
002	TF	PC813	-	156(148.6)	10.0	-	@9 000	-250	33°29'55.5"N 126°50'50.0"E	-	RNAV 1	-
003	TF	CJU	-	246(238.7)	13.1	-	@9 000	-	33°23'04.6"N 126°37'26.8"E	-	RNAV 1	-
004	TF	PC814	-	230(222.8)	10.2	-	-10 000	-	33°15'36.4"N 126°29'13.5"E	-	RNAV 1	-
005	TF	PANSI	-	230(222.7)	20.8	-	-	-	33°00'14.4"N 126°12'25.1"E	-	RNAV 1	-

RNAV LIMDI 1E

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	PALRI	-	066(058.5)	14.3	-	-	-250	33°38'27.2"N 126°44'37.4"E	-	RNAV 1	-
002	TF	PC813	-	156(148.6)	10.0	-	@9 000	-250	33°29'55.5"N 126°50'50.0"E	-	RNAV 1	-
003	TF	CJU	-	246(238.7)	13.1	-	@9 000	-	33°23'04.6"N 126°37'26.8"E	-	RNAV 1	-
004	TF	PC816	-	292(284.5)	15.5	-	+FL 150	-	33°26'56.5"N 126°19'30.8"E	-	RNAV 1	-
005	TF	LIMDI	-	292(284.3)	25.6	-	-	-	33°33'13.3"N 125°49'53.0"E	-	RNAV 1	-

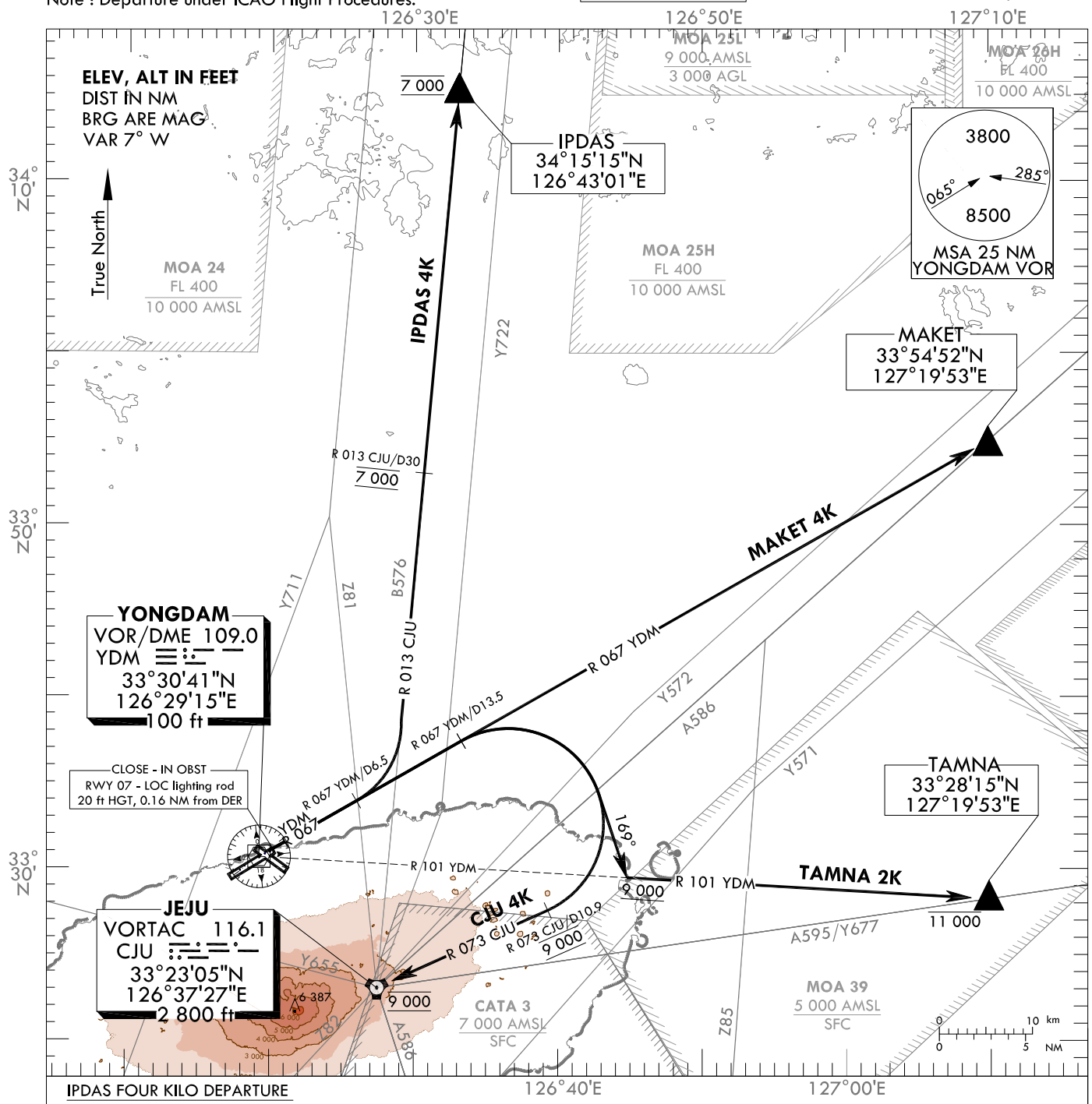
STANDARD DEPARTURE CHART INSTRUMENT(SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU DEP	119.225
	121.2
JEJU TWR	118.2
	118.55

JEJU/Jeju Intl(RKPC)
RWY 07
IPDAS 4K, MAKET 4K
TAMNA 2K, CJU 4K

Note : Departure under ICAO Flight Procedures.



IPDAS FOUR KILO DEPARTURE

Climb on R 067 YDM until D6.5, then turn Left to intercept R 013 CJU then proceed direct to IPDAS.

* Minimum 4.9% CG is required for ATC purpose.
* Cross R 013 CJU/D30 at 7 000 ft and maintain 7 000 ft unless otherwise directed by ATC.

MAKET FOUR KILO DEPARTURE

Climb on R 067 YDM, then proceed direct to MAKET.

* Minimum 5.0% CG is required for ATC purpose.

TAMNA TWO KILO DEPARTURE

Climb on R 067 YDM until D13.5, then turn Right HDG 169° to intercept R 101 YDM then proceed direct to TAMNA.

* Minimum 5.4% CG is required for ATC purpose.
* Maintain at or above 9 000 ft before intercepting R 101 YDM and Cross TAMNA at or below 11 000 ft unless otherwise directed by ATC.

JEJU FOUR KILO DEPARTURE

Climb on R 067 YDM until D13.5, then turn Right to intercept R 073 CJU/D10.9, then proceed direct to CJU.

* Minimum 5.4% CG is required for ATC purpose and 3.8% CG is required until 6 800 ft for OBST avoidance.
* Cross R 073 CJU/D10.9 at 9 000 ft and maintain 9 000 ft unless otherwise directed by ATC.

Change : Withdrawal of DOTOL, KAMIT, KIDOS, GUKSU and LOSNI.

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STANDARD DEPARTURE CHART INSTRUMENT(SID) - ICAO

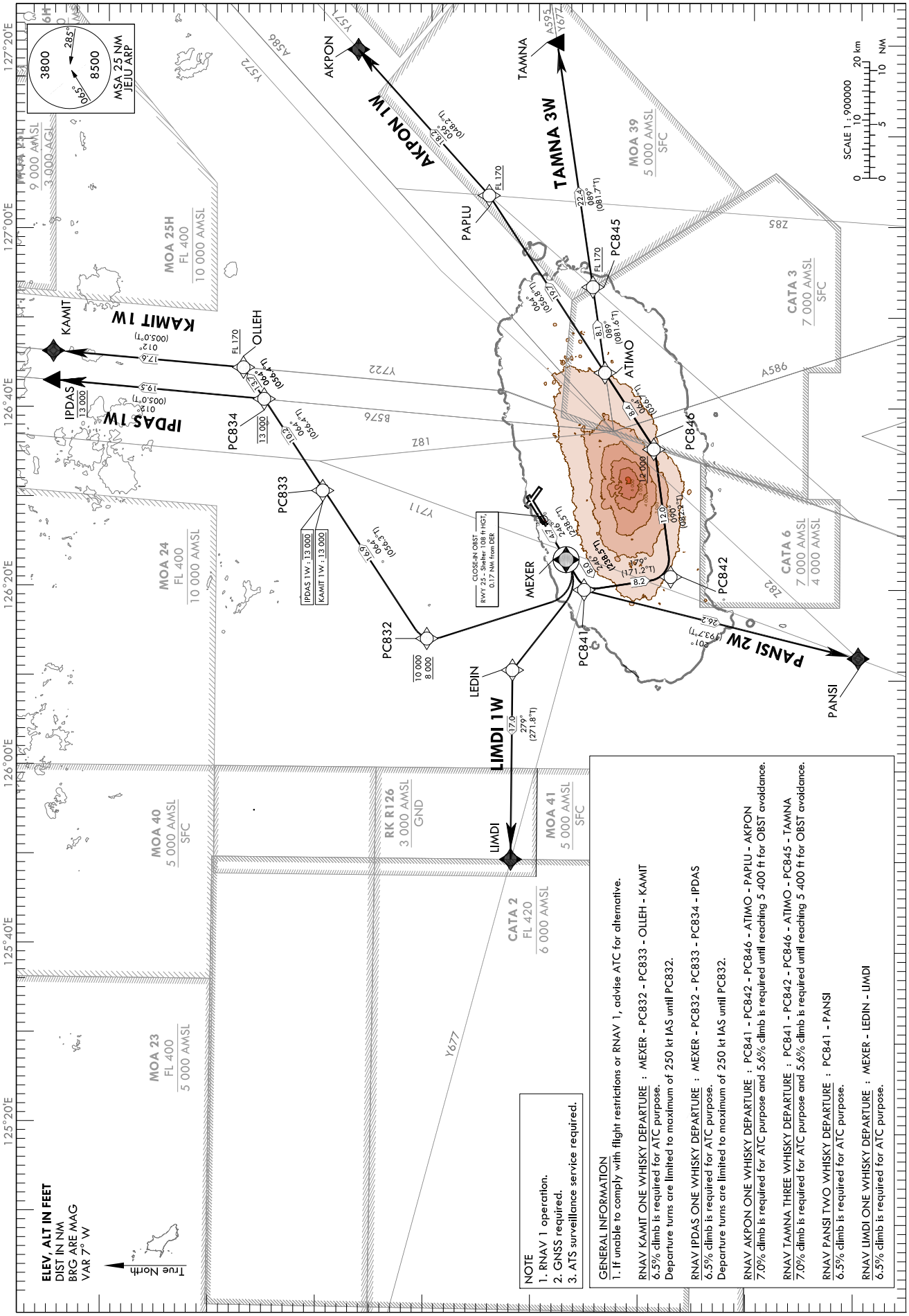
TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU DEP	119.225
	121.2
JEJU TWR	118.2
	118.55

JEJU/Jeju Intl(RKPC)

RWY 25
RNAV KAMIT 1W, RNAV IPDAS 1W
RNAV AKPON 1W, RNAV TAMNA 3W
RNAV PANSI 2W, RNAV LIMDI 1W

Note : Departure under ICAO Flight Procedures.



NOTE
1. RNAV 1 operation.
2. GNSS required.
3. ATS surveillance service required.

GENERAL INFORMATION
1. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.

RNAV KAMIT ONE WHISKY DEPARTURE : MEXER - PC832 - PC833 - OLLEH - KAMIT
6.5% climb is required for ATC purpose.
Departure turns are limited to maximum of 250 kt IAS until PC832.

RNAV IPDAS ONE WHISKY DEPARTURE : MEXER - PC832 - PC833 - PC834 - IPDAS
6.5% climb is required for ATC purpose.
Departure turns are limited to maximum of 250 kt IAS until PC832.

RNAV AKPON ONE WHISKY DEPARTURE : PC841 - PC842 - PC846 - ATIMO - PAPLU - AKPON
7.0% climb is required for ATC purpose and 5.6% climb is required until reaching 5 400 ft for OBST avoidance.

RNAV TAMNA THREE WHISKY DEPARTURE : PC841 - PC842 - PC846 - ATIMO - PC845 - TAMNA
7.0% climb is required for ATC purpose and 5.6% climb is required until reaching 5 400 ft for OBST avoidance.

RNAV PANSI TWO WHISKY DEPARTURE : PC841 - PANSI
6.5% climb is required for ATC purpose.

RNAV LIMDI ONE WHISKY DEPARTURE : MEXER - LEDIN - LIMDI
6.5% climb is required for ATC purpose.

Change : Withdrawal of DOTOL, SOSDO, LOSNI and TOSAN.

Standard Instrument Departure Procedure Coding Tables

RNAV KAMIT 1W

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	MEXER	Y	246(238.5)	4.7	-	-	-250	33°27'28.0"N 126°23'12.0"E	-	RNAV 1	-
002	DF	PC832	-	-	-	R	-10 000 +8 000	-250	33°40'46.0"N 126°13'51.9"E	-	RNAV 1	-
003	TF	PC833	-	064(056.3)	16.9	-	+13 000	-	33°50'08.8"N 126°30'44.8"E	-	RNAV 1	-
004	TF	OLLEH	-	064(056.4)	13.7	-	+FL 170	-	33°57'42.2"N 126°44'26.5"E	-	RNAV 1	-
005	TF	KAMIT	-	012(005.0)	17.6	-	-	-	34°15'14.1"N 126°46'17.7"E	-	RNAV 1	-

RNAV IPDAS 1W

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	MEXER	Y	246(238.5)	4.7	-	-	-250	33°27'28.0"N 126°23'12.0"E	-	RNAV 1	-
002	DF	PC832	-	-	-	R	-10 000 +8 000	-250	33°40'46.0"N 126°13'51.9"E	-	RNAV 1	-
003	TF	PC833	-	064(056.3)	16.9	-	@13 000	-	33°50'08.8"N 126°30'44.8"E	-	RNAV 1	-
004	TF	PC834	-	064(056.4)	10.2	-	@13 000	-	33°55'46.2"N 126°40'55.7"E	-	RNAV 1	-
005	TF	IPDAS	-	012(005.0)	19.5	-	@13 000	-	34°15'14.7"N 126°43'01.4"E	-	RNAV 1	-

RNAV AKPON 1W

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	PC841	-	246(238.5)	8.0	-	-	-	33°25'42.7"N 126°19'47.8"E	-	RNAV 1	-
002	TF	PC842	-	179(171.2)	8.2	-	-	-	33°17'38.3"N 126°21'17.3"E	-	RNAV 1	-
003	TF	PC846	-	090(082.2)	12.0	-	+12 000	-	33°19'15.6"N 126°35'28.6"E	-	RNAV 1	-
004	TF	ATIMO	-	064(056.7)	8.4	-	-	-	33°23'52.5"N 126°43'51.2"E	-	RNAV 1	-
005	TF	PAPLU	-	064(056.8)	19.7	-	+FL 170	-	33°34'41.3"N 127°03'36.5"E	-	RNAV 1	-
006	TF	AKPON	-	056(048.2)	18.2	-	-	-	33°46'49.6"N 127°19'53.0"E	-	RNAV 1	-

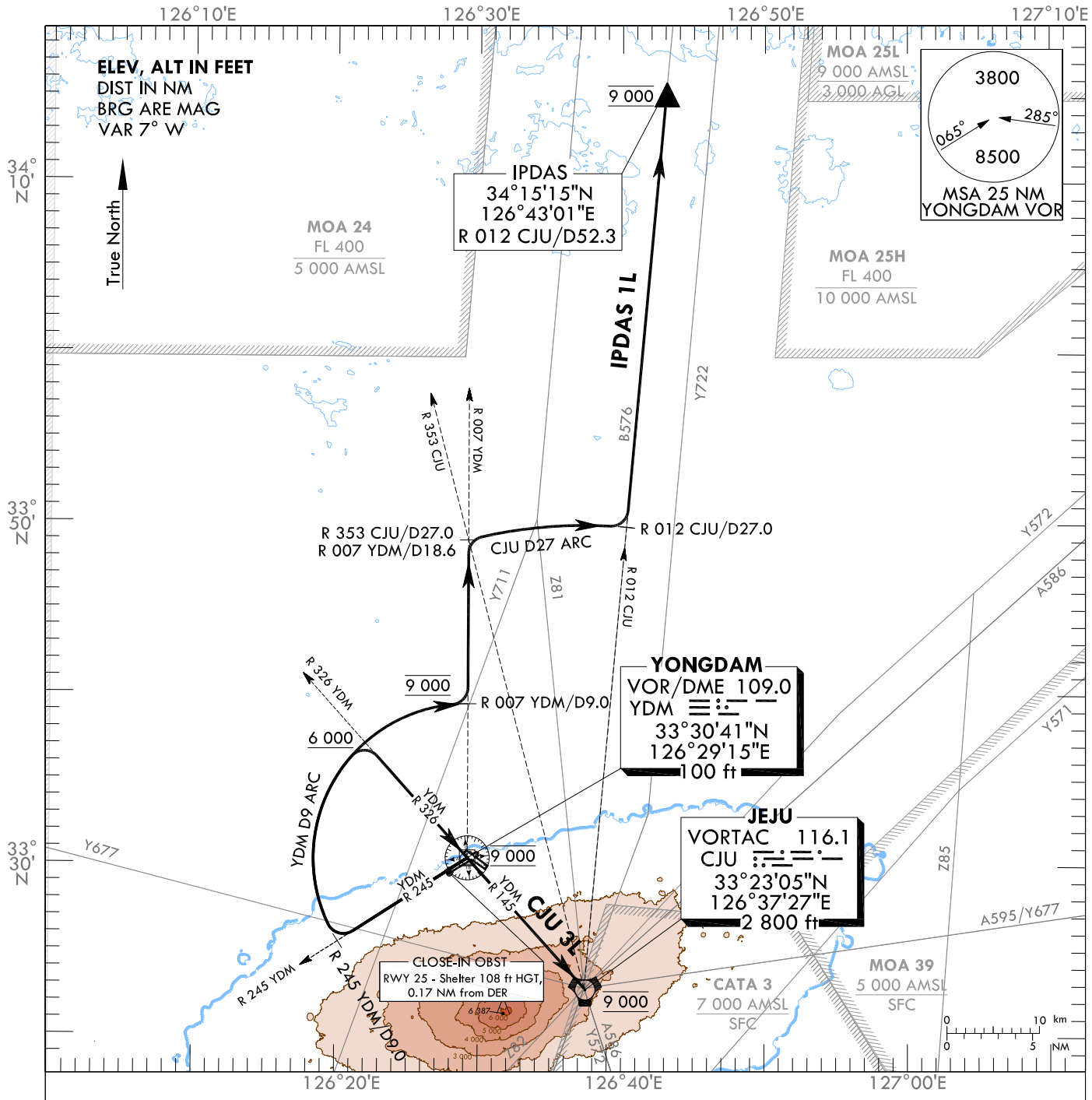
STANDARD DEPARTURE CHART INSTRUMENT(SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU DEP	119.225
	121.2
JEJU TWR	118.2
	118.55

JEJU/Jeju Intl(RKPC)
RWY 25
CJU 3L, IPDAS 1L

Note : Departure under ICAO Flight Procedures.



JEJU THREE LIMA DEPARTURE

Climb on R 245 YDM until D9.0, then turn Right and proceed via YDM D9.0 arc to R 326 YDM, then Right turn via R 326 YDM to YDM, then direct to CJU via R 145 YDM.

* Minimum 6.0% CG is required for ATC purpose and 3.7% CG is required until 1 400 ft for OBST avoidance.
* Cross R 326 YDM at or above 6 000 ft , then YDM at 9 000 ft and maintain 9 000 ft unless otherwise directed by ATC.

IPDAS ONE LIMA DEPARTURE

Climb on R 245 YDM until D9.0, then turn Right and proceed via YDM D9.0 arc to R 007 YDM, then turn Left on R 007 YDM until D18.6 to join R 353 CJU and proceed via CJU D27.0 arc to R 012 CJU, then Left turn via R 012 CJU to IPDAS.

* Minimum 6.0% CG is required for ATC purpose and 3.7% CG is required until 1 400 ft for OBST avoidance.
* Cross R 326 YDM at or above 6 000 ft , then Cross R 007 YDM/D9.0 at 9 000 ft and maintain 9 000 ft unless otherwise directed by ATC.

Change : Withdrawal of DOTOL, KAMIT, KIDOS, GUKSU, REMOS, LOSNI, BEPKO, BIRUM, MANOL, ATINA and PAPLU.

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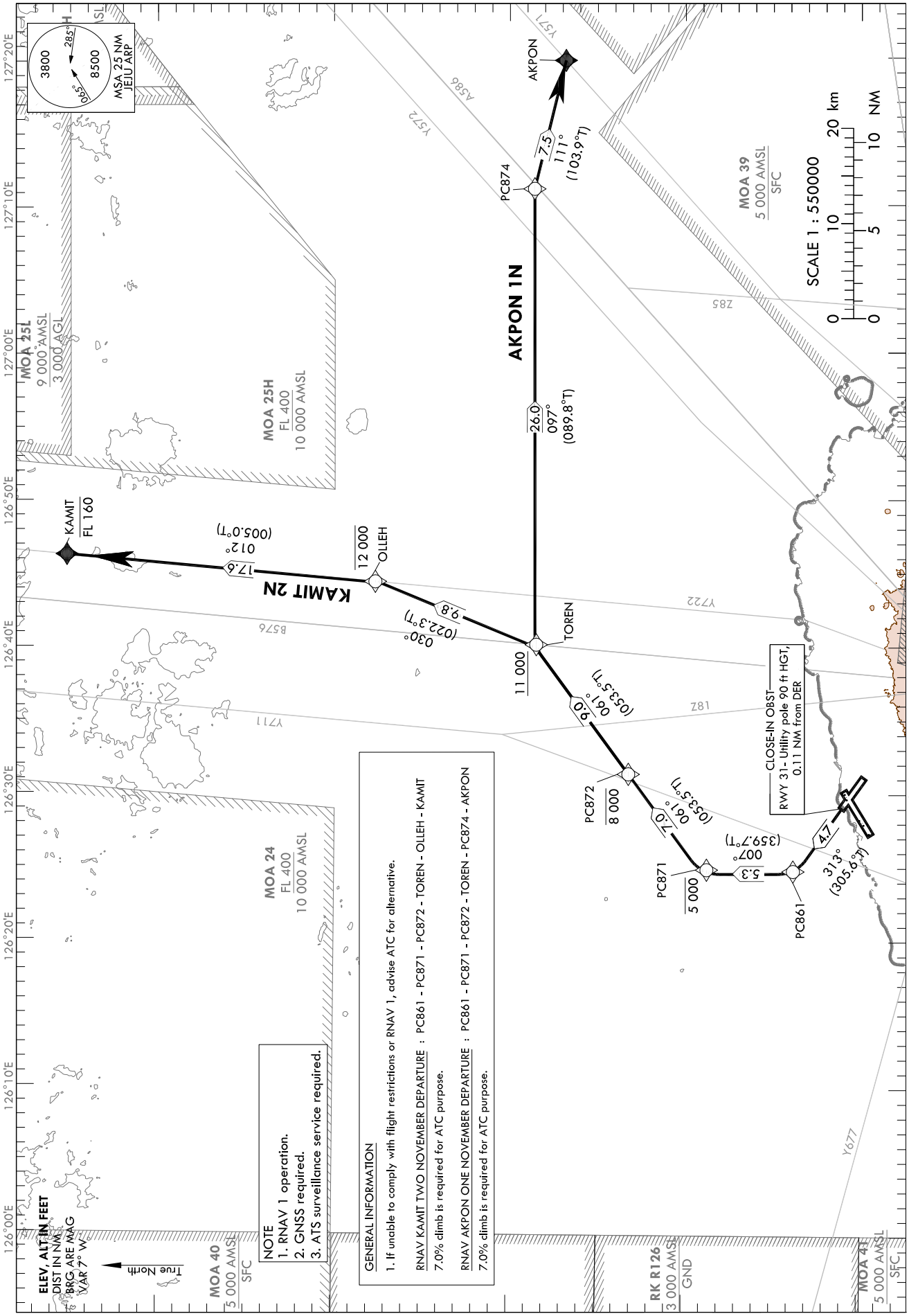
STANDARD DEPARTURE CHART
INSTRUMENT(SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU DEP	119.225
	121.2
JEJU TWR	118.2
	118.55

Note : Departure under ICAO Flight Procedures.

JEJU/Jeju Intl(RKPC)
RWY 31
RNAV KAMIT 2N
RNAV AKPON 1N



Change : Withdrawal of DOTOL, IPDAS, KIDOS and LOSNI.

Standard Instrument Departure Procedure Coding Tables

RNAV KAMIT 2N

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	PC861	-	313(305.6)	4.7	-	-	-	33°33'43.8"N 126°24'34.1"E	-	RNAV 1	-
002	TF	PC871	-	007(359.7)	5.3	-	-5 000	-	33°39'05.3"N 126°24'32.0"E	-	RNAV 1	-
003	TF	PC872	-	061(053.5)	7.0	-	-8 000	-	33°43'16.9"N 126°31'18.7"E	-	RNAV 1	-
004	TF	TOREN	-	061(053.5)	9.0	-	+11 000	-	33°48'36.8"N 126°39'57.7"E	-	RNAV 1	-
005	TF	OLLEH	-	030(022.3)	9.8	-	-12 000	-	33°57'42.2"N 126°44'26.5"E	-	RNAV 1	-
006	TF	KAMIT	-	012(005.0)	17.6	-	-FL 160	-	34°15'14.1"N 126°46'17.7"E	-	RNAV 1	-

RNAV AKPON 1N

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	PC861	-	313(305.6)	4.7	-	-	-	33°33'43.8"N 126°24'34.1"E	-	RNAV 1	-
002	TF	PC871	-	007(359.7)	5.3	-	-5 000	-	33°39'05.3"N 126°24'32.0"E	-	RNAV 1	-
003	TF	PC872	-	061(053.5)	7.0	-	-8 000	-	33°43'16.9"N 126°31'18.7"E	-	RNAV 1	-
004	TF	TOREN	-	061(053.5)	9.0	-	+11 000	-	33°48'36.8"N 126°39'57.7"E	-	RNAV 1	-
005	TF	PC874	-	097(089.8)	26.0	-	-	-	33°48'38.0"N 127°11'08.8"E	-	RNAV 1	-
006	TF	AKPON	-	111(103.9)	7.5	-	-	-	33°46'49.6"N 127°19'53.0"E	-	RNAV 1	-

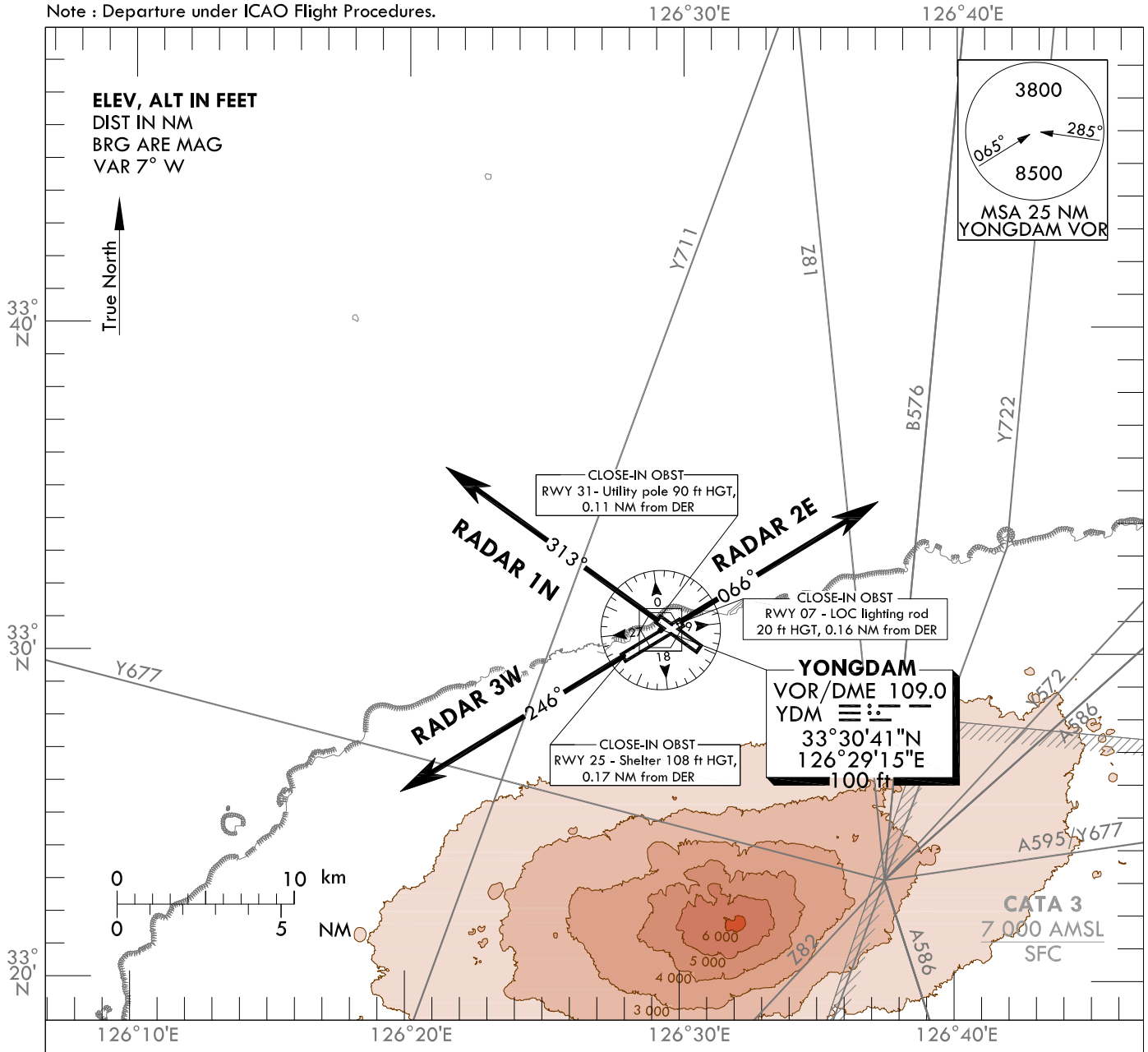
STANDARD DEPARTURE CHART INSTRUMENT(SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU DEP	119.225
	121.2
JEJU TWR	118.2
	118.55

JEJU/Jeju Intl(RKPC)
RWY 07 RADAR 2E
RWY 25 RADAR 3W
RWY 31 RADAR 1N

Note : Departure under ICAO Flight Procedures.



RADAR TWO ECHO DEPARTURE

TAKE OFF RWY 07 : Climb on RWY HDG until reaching 2 200 ft for RADAR VECTOR.
* Minimum 4.5% CG is required until 2 200 ft for ATC purpose.

RADAR THREE WHISKEY DEPARTURE

TAKE OFF RWY 25 : Climb on RWY HDG until reaching 3 000 ft for RADAR VECTOR.
* Minimum 3.7% CG is required until 1 400 ft for OBST avoidance.

RADAR ONE NOVEMBER DEPARTURE

TAKE OFF RWY 31 : Climb on RWY HDG until reaching 2 200 ft for RADAR VECTOR.
* Minimum 4.5% CG is required until 2 200 ft for ATC purpose.

NOTE : These procedures are available only for aircraft that don't satisfy RNAV 1 navigation specification.

Change : Withdrawal of LOSNI.

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STANDARD ARRIVAL CHART INSTRUMENT(STAR) - ICAO

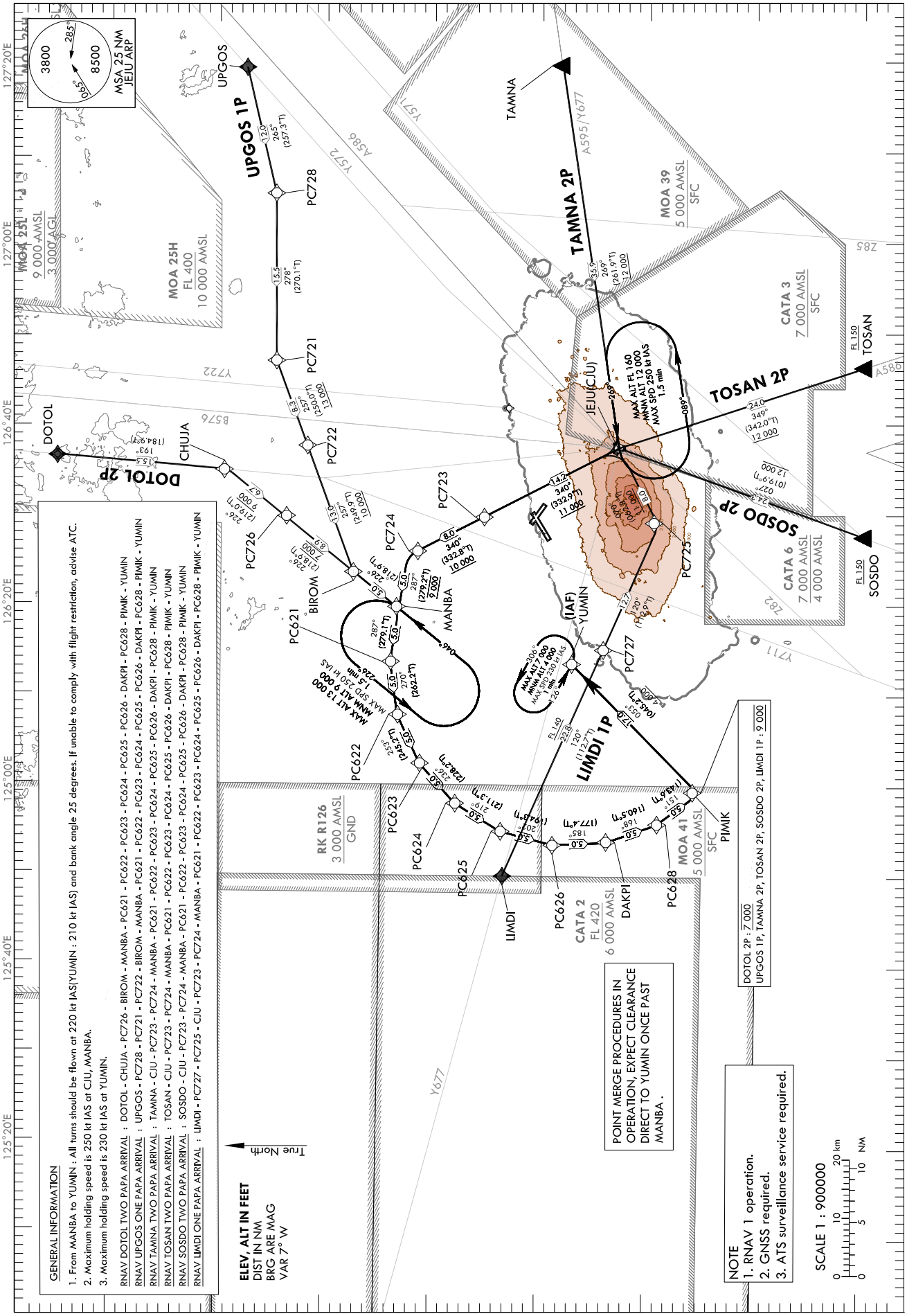
TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU APP	121.2
	124.05
JEJU TWR	118.2
	118.55

JEJU/Jeju Intl(RKPC)

RWY 07
RNAV DOTOL 2P, RNAV UPGOS 1P
RNAV TAMNA 2P, RNAV TOSAN 2P
RNAV SOSDO 2P, RNAV LIMDI 1P

Note : Arrival under ICAO Flight Procedures.



GENERAL INFORMATION

1. From MANBA to YUMIN : All turns should be flown at 220 kt IAS(YUMIN : 210 kt IAS) and bank angle 25 degrees. If unable to comply with flight restriction, advise ATC.
2. Maximum holding speed is 250 kt IAS at CJU, MANBA.
3. Maximum holding speed is 230 kt IAS at YUMIN.

RNAV DOTOL TWO PAPA ARRIVAL : DOTOL - CHUJA - PC726 - BIROM - MANBA - PC621 - PC622 - PC623 - PC624 - PC625 - PC626 - DAKPI - PC628 - PIMIK - YUMIN
RNAV UPGOS ONE PAPA ARRIVAL : UPGOS - PC728 - PC721 - PC722 - BIROM - MANBA - PC621 - PC622 - PC623 - PC624 - PC625 - PC626 - DAKPI - PC628 - PIMIK - YUMIN
RNAV TAMNA TWO PAPA ARRIVAL : TAMNA - CJU - PC723 - PC724 - MANBA - PC621 - PC622 - PC623 - PC624 - PC625 - PC626 - DAKPI - PC628 - PIMIK - YUMIN
RNAV TOSAN TWO PAPA ARRIVAL : TOSAN - CJU - PC723 - PC724 - MANBA - PC621 - PC622 - PC623 - PC624 - PC625 - PC626 - DAKPI - PC628 - PIMIK - YUMIN
RNAV SOSDO TWO PAPA ARRIVAL : SOSDO - CJU - PC723 - PC724 - MANBA - PC621 - PC622 - PC623 - PC624 - PC625 - PC626 - DAKPI - PC628 - PIMIK - YUMIN
RNAV LIMDI ONE PAPA ARRIVAL : LIMDI - PC727 - PC725 - CJU - PC723 - PC724 - MANBA - PC621 - PC622 - PC623 - PC624 - PC625 - PC626 - DAKPI - PC628 - PIMIK - YUMIN

True North

ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 7° W

POINT MERGE PROCEDURES IN OPERATION, EXPECT CLEARANCE DIRECT TO YUMIN ONCE PAST MANBA .

DOTOL 2P : 7 000
UPGOS 1P, TAMNA 2P, TOSAN 2P, SOSDO 2P, LIMDI 1P : 9 000

NOTE
1. RNAV 1 operation.
2. GNSS required.
3. ATS surveillance service required.

SCALE 1 : 900000
0 10 20 km
0 5 10 NM

Change : Withdrawal of IPDAS, KAMIT and PANSI.

Standard Instrument Arrival Procedure Coding Tables

RNAV DOTOL 2P

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	DOTOL	-	-	-	-	-	-	34°15'15.4"N 126°36'36.6"E	-	RNAV 1	-
002	TF	CHUJA	-	193(184.9)	15.5	-	-	-	33°59'47.3"N 126°35'00.2"E	-	RNAV 1	-
003	TF	PC726	-	226(219.0)	6.7	-	-9 000	-	33°54'32.2"N 126°29'54.4"E	-	RNAV 1	-
004	TF	BIROM	-	226(218.9)	8.9	-	@7 000	-	33°47'33.9"N 126°23'09.8"E	-	RNAV 1	-
005	TF	MANBA	-	226(218.9)	5.0	-	-	@220	33°43'39.9"N 126°19'24.0"E	-	RNAV 1	Bank angle 25°
006	TF	PC621	-	287(279.1)	5.0	-	-	@220	33°44'27.4"N 126°13'28.9"E	-	RNAV 1	Bank angle 25°
007	TF	PC622	-	270(262.2)	5.0	-	-	@220	33°43'46.4"N 126°07'32.6"E	-	RNAV 1	Bank angle 25°
008	TF	PC623	-	253(245.2)	5.0	-	-	@220	33°41'40.2"N 126°02'06.2"E	-	RNAV 1	Bank angle 25°
009	TF	PC624	-	236(228.2)	5.0	-	-	@220	33°38'19.9"N 125°57'38.2"E	-	RNAV 1	Bank angle 25°
010	TF	PC625	-	219(211.3)	5.0	-	-	@220	33°34'03.1"N 125°54'31.8"E	-	RNAV 1	Bank angle 25°
011	TF	PC626	-	202(194.3)	5.0	-	-	@220	33°29'11.9"N 125°53'02.9"E	-	RNAV 1	Bank angle 25°
012	TF	DAKPI	-	185(177.4)	5.0	-	-	@220	33°24'11.7"N 125°53'19.1"E	-	RNAV 1	Bank angle 25°
013	TF	PC628	-	168(160.5)	5.0	-	-	@220	33°19'28.4"N 125°55'18.5"E	-	RNAV 1	Bank angle 25°
014	TF	PIMIK	-	151(143.6)	5.0	-	@7 000	@220	33°15'26.4"N 125°58'50.7"E	-	RNAV 1	Bank angle 25°
015	TF	YUMIN	-	053(045.2)	17.0	-	+4 000	@210	33°27'25.7"N 126°13'15.5"E	-	RNAV 1	IAF

RNAV UPGOS 1P

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	UPGOS	-	-	-	-	-	-	33°57'33.3"N 127°19'53.0"E	-	RNAV 1	-
002	TF	PC728	-	265(257.3)	12.0	-	-	-	33°54'53.8"N 127°05'49.0"E	-	RNAV 1	-
003	TF	PC721	-	278(270.1)	15.5	-	-	-	33°54'53.3"N 126°47'09.7"E	-	RNAV 1	-
004	TF	PC722	-	257(250.0)	8.3	-	+13 000	-	33°52'02.9"N 126°37'48.9"E	-	RNAV 1	-
005	TF	BIROM	-	257(249.9)	13.0	-	+10 000	-	33°47'33.9"N 126°23'09.8"E	-	RNAV 1	-
006	TF	MANBA	-	226(218.9)	5.0	-	@9 000	@220	33°43'39.9"N 126°19'24.0"E	-	RNAV 1	Bank angle 25°
007	TF	PC621	-	287(279.1)	5.0	-	-	@220	33°44'27.4"N 126°13'28.9"E	-	RNAV 1	Bank angle 25°
008	TF	PC622	-	270(262.2)	5.0	-	-	@220	33°43'46.4"N 126°07'32.6"E	-	RNAV 1	Bank angle 25°
009	TF	PC623	-	253(245.2)	5.0	-	-	@220	33°41'40.2"N 126°02'06.2"E	-	RNAV 1	Bank angle 25°
010	TF	PC624	-	236(228.2)	5.0	-	-	@220	33°38'19.9"N 125°57'38.2"E	-	RNAV 1	Bank angle 25°
011	TF	PC625	-	219(211.3)	5.0	-	-	@220	33°34'03.1"N 125°54'31.8"E	-	RNAV 1	Bank angle 25°
012	TF	PC626	-	202(194.3)	5.0	-	-	@220	33°29'11.9"N 125°53'02.9"E	-	RNAV 1	Bank angle 25°
013	TF	DAKPI	-	185(177.4)	5.0	-	-	@220	33°24'11.7"N 125°53'19.1"E	-	RNAV 1	Bank angle 25°
014	TF	PC628	-	168(160.5)	5.0	-	-	@220	33°19'28.4"N 125°55'18.5"E	-	RNAV 1	Bank angle 25°
015	TF	PIMIK	-	151(143.6)	5.0	-	@9 000	@220	33°15'26.4"N 125°58'50.7"E	-	RNAV 1	Bank angle 25°
016	TF	YUMIN	-	053(045.2)	17.0	-	+4 000	@210	33°27'25.7"N 126°13'15.5"E	-	RNAV 1	IAF

STANDARD ARRIVAL CHART INSTRUMENT(STAR) - ICAO

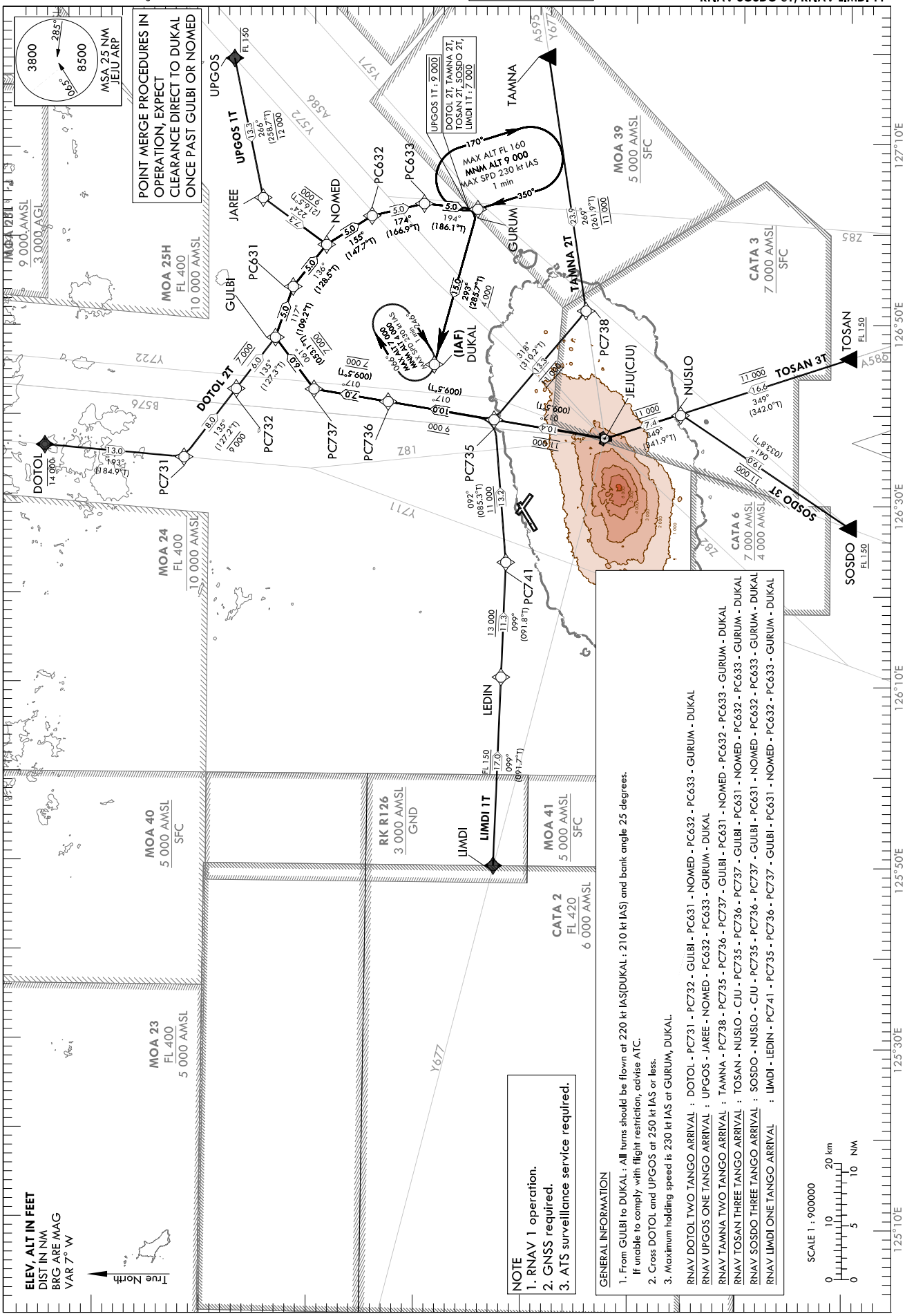
TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU APP 121.2
124.05
JEJU TWR 118.2
118.55

JEJU/Jeju Intl(RKPC)

RWY 25
RNAV DOTOL 2T, RNAV UPGOS 1T
RNAV TAMNA 2T, RNAV TOSAN 3T
RNAV SOSDO 3T, RNAV LIMDI 1T

Note : Arrival under ICAO Flight Procedures.



Change : Withdrawal of IPDAS, KAMIT, KIDOS, GUKSU, LOSNI and PANSI.

Standard Instrument Arrival Procedure Coding Tables

RNAV DOTOL 2T

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	DOTOL	-	-	-	-	-14 000	-250	34°15'15.4"N 126°36'36.6"E	-	RNAV 1	-
002	TF	PC731	-	193(184.9)	13.0	-	-	-	34°02'17.0"N 126°35'15.7"E	-	RNAV 1	-
003	TF	PC732	-	135(127.2)	8.0	-	-9 000	-	33°57'26.0"N 126°42'55.3"E	-	RNAV 1	-
004	TF	GULBI	-	135(127.3)	6.0	-	@7 000	@220	33°53'47.5"N 126°48'39.5"E	-	RNAV 1	Bank angle 25°
005	TF	PC631	-	117(109.2)	5.0	-	-	@220	33°52'08.3"N 126°54'19.7"E	-	RNAV 1	Bank angle 25°
006	TF	NOMED	-	136(128.5)	5.0	-	-	@220	33°49'01.2"N 126°59'01.5"E	-	RNAV 1	Bank angle 25°
007	TF	PC632	-	155(147.7)	5.0	-	-	@220	33°44'47.1"N 127°02'13.7"E	-	RNAV 1	Bank angle 25°
008	TF	PC633	-	174(166.9)	5.0	-	-	@220	33°39'54.3"N 127°03'35.0"E	-	RNAV 1	Bank angle 25°
009	TF	GURUM	-	194(186.1)	5.0	-	@7 000	@220	33°34'55.5"N 127°02'56.6"E	-	RNAV 1	Bank angle 25°
010	TF	DUKAL	-	293(285.7)	15.0	-	+4 000	@210	33°38'58.6"N 126°45'38.8"E	-	RNAV 1	IAF

RNAV UPGOS 1T

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	UPGOS	-	-	-	-	-FL 150	-250	33°57'33.3"N 127°19'53.0"E	-	RNAV 1	-
002	TF	JAREE	-	266(258.7)	13.3	-	-12 000	-	33°54'56.0"N 127°04'15.7"E	-	RNAV 1	-
003	TF	NOMED	-	224(216.5)	7.3	-	@9 000	@220	33°49'01.2"N 126°59'01.5"E	-	RNAV 1	Bank angle 25°
004	TF	PC632	-	155(147.7)	5.0	-	-	@220	33°44'47.1"N 127°02'13.7"E	-	RNAV 1	Bank angle 25°
005	TF	PC633	-	174(166.9)	5.0	-	-	@220	33°39'54.3"N 127°03'35.0"E	-	RNAV 1	Bank angle 25°
006	TF	GURUM	-	194(186.1)	5.0	-	@9 000	@220	33°34'55.5"N 127°02'56.6"E	-	RNAV 1	Bank angle 25°
007	TF	DUKAL	-	293(285.7)	15.0	-	+4 000	@210	33°38'58.6"N 126°45'38.8"E	-	RNAV 1	IAF

STANDARD ARRIVAL CHART INSTRUMENT(STAR) - ICAO

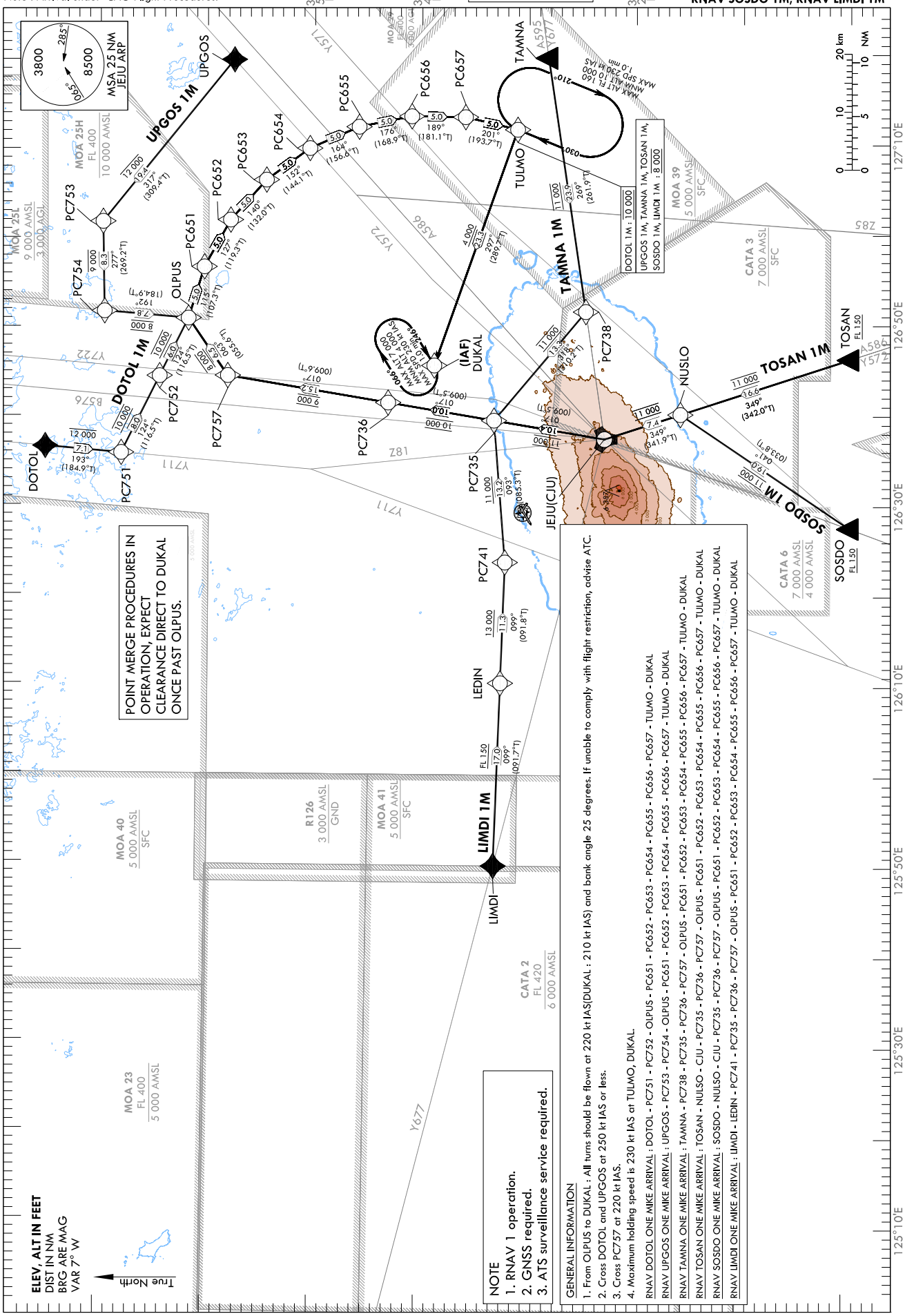
TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU APP 121.2
124.05
JEJU TWR 118.2
118.55

JEJU/Jeju Intl(RKPC)

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

Note : Arrival under ICAO Flight Procedures.



NOTE
1. RNAV 1 operation.
2. GNSS required.
3. ATS surveillance service required.

GENERAL INFORMATION
1. From OLPUS to DUKAL : All turns should be flown at 220 kt IAS(DUKAL : 210 kt IAS) and bank angle 25 degrees. If unable to comply with flight restriction, advise ATC.
2. Cross DOTOL and UPGOS at 250 kt IAS or less.
3. Cross PC757 at 220 kt IAS.
4. Maximum holding speed is 230 kt IAS at TULMO, DUKAL.

RNAV DOTOL ONE MIKE ARRIVAL : DOTOL - PC751 - PC752 - OLPUS - PC651 - PC652 - PC653 - PC654 - PC655 - PC656 - PC657 - TULMO - DUKAL
RNAV UPGOS ONE MIKE ARRIVAL : UPGOS - PC753 - PC754 - OLPUS - PC651 - PC652 - PC653 - PC654 - PC655 - PC656 - PC657 - TULMO - DUKAL
RNAV TAMNA ONE MIKE ARRIVAL : TAMNA - PC738 - PC735 - PC736 - PC757 - OLPUS - PC651 - PC652 - PC653 - PC654 - PC655 - PC656 - PC657 - TULMO - DUKAL
RNAV TOSAN ONE MIKE ARRIVAL : TOSAN - NULSO - CJU - PC735 - PC736 - PC757 - OLPUS - PC651 - PC652 - PC653 - PC654 - PC655 - PC656 - PC657 - TULMO - DUKAL
RNAV SOSDO ONE MIKE ARRIVAL : SOSDO - NULSO - CJU - PC735 - PC736 - PC757 - OLPUS - PC651 - PC652 - PC653 - PC654 - PC655 - PC656 - PC657 - TULMO - DUKAL
RNAV LIMDI ONE MIKE ARRIVAL : LIMDI - LEDIN - PC741 - PC735 - PC736 - PC757 - OLPUS - PC651 - PC652 - PC653 - PC654 - PC655 - PC656 - PC657 - TULMO - DUKAL

Change : Withdrawal of IPDAS, KAMIT, GUKSU, MAKET, AKPON, BILUM, ATINA, BEPKO, MANOL, PAPLU, LOSNI, OMKIM, PANSI and Amended phrases.

JEJU/Jeju Intl(RKPC)
RWY 25
RNAV DOTOL 1M, RNAV UPGOS 1M

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV DOTOL 1M

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

RNAV UPGOS 1M

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

INSTRUMENT APPROACH CHART - ICAO

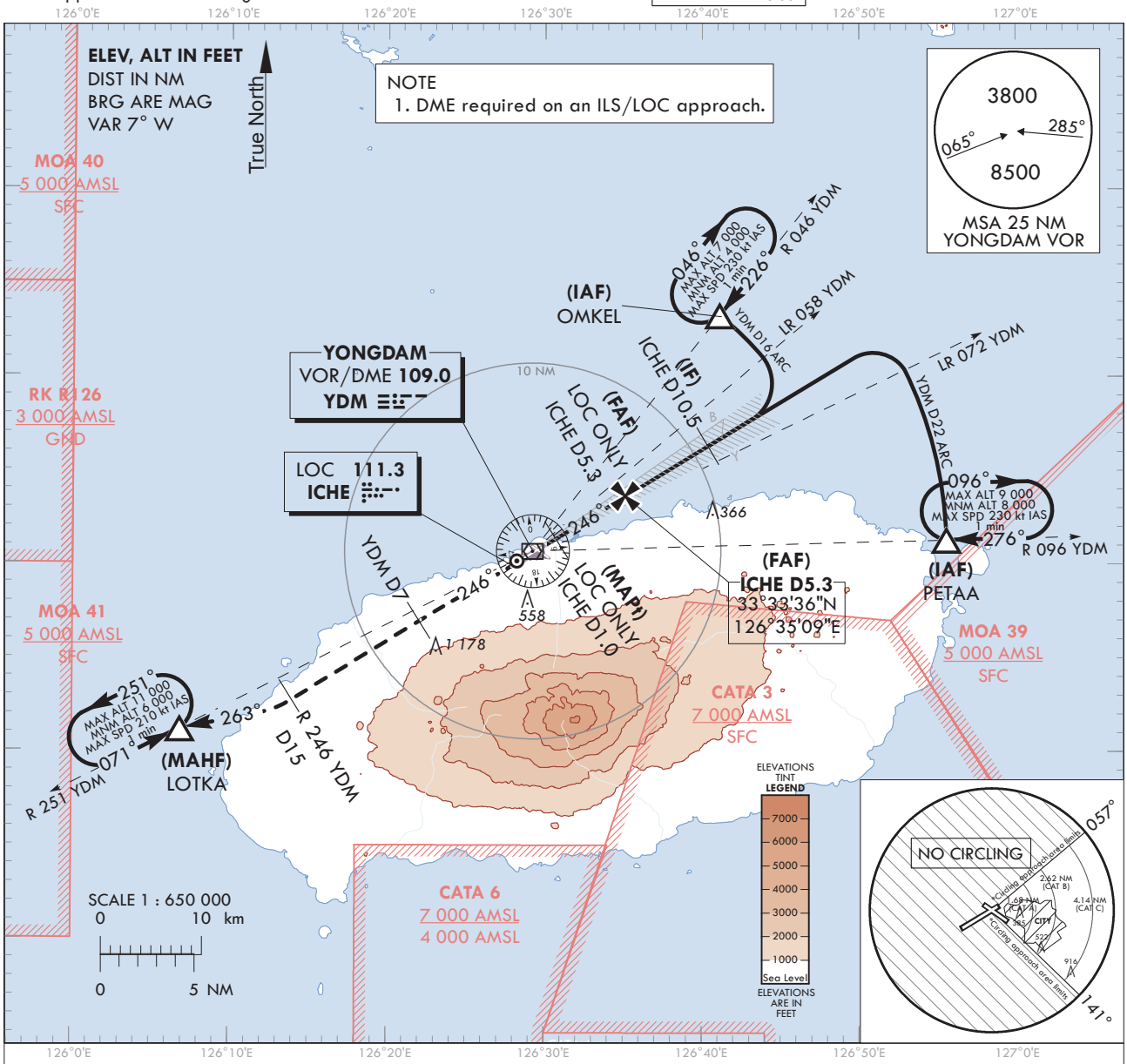
Note : Approach under ICAO Flight Procedure.

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)

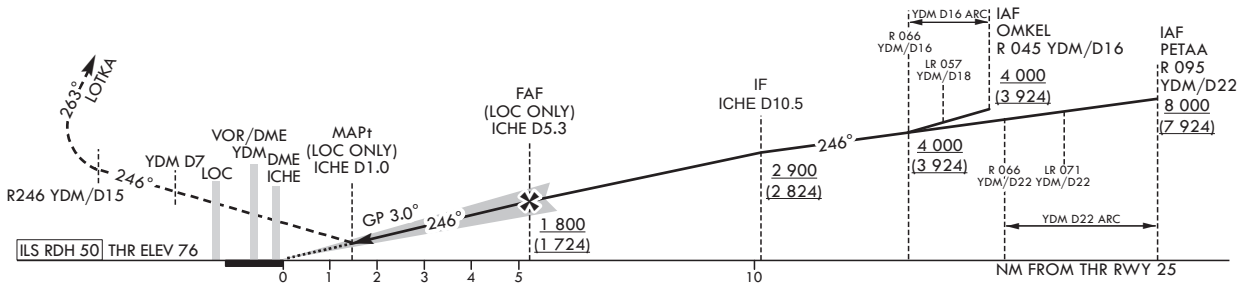
ILS Y or LOC Y RWY 25



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 track/course(045° → 046°, 225° → 226°, 057° → 058°, 071° → 072°, 095° → 096°, 275° → 276°).

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 2.10 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	Natural High Point	364949.5N 1273358.7E	1 962 ft/	NIL	24R/APCH 06L/TKOF In circling area and at AD
RKTUOB002	Antenna	364310.2N 1272741.7E	407 ft/	LGTD	In circling area and at AD
RKTUOB003	Natural High Point	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 : Information of OBST type(Mt.Dutae/Mt.Bokwang → natural high point, KBS antenna → antenna).

INTENTIONALLY

LEFT

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AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN METERS

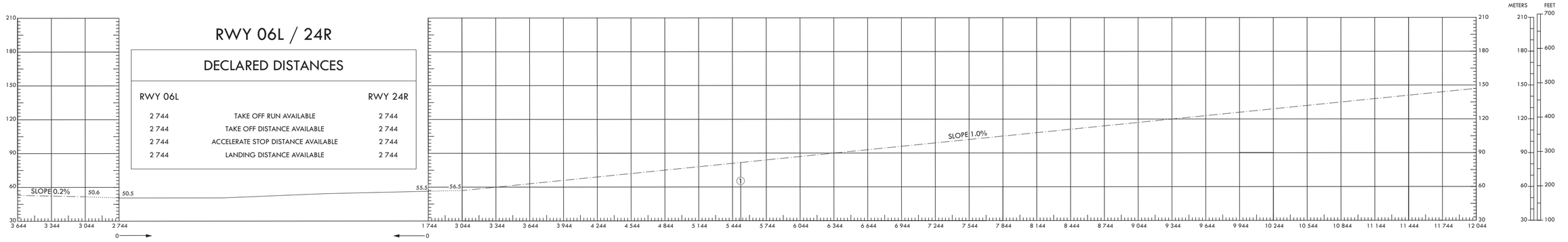
CHEONGJU / Cheongju Intl

MAGNETIC VARIATION 8° W - 2020

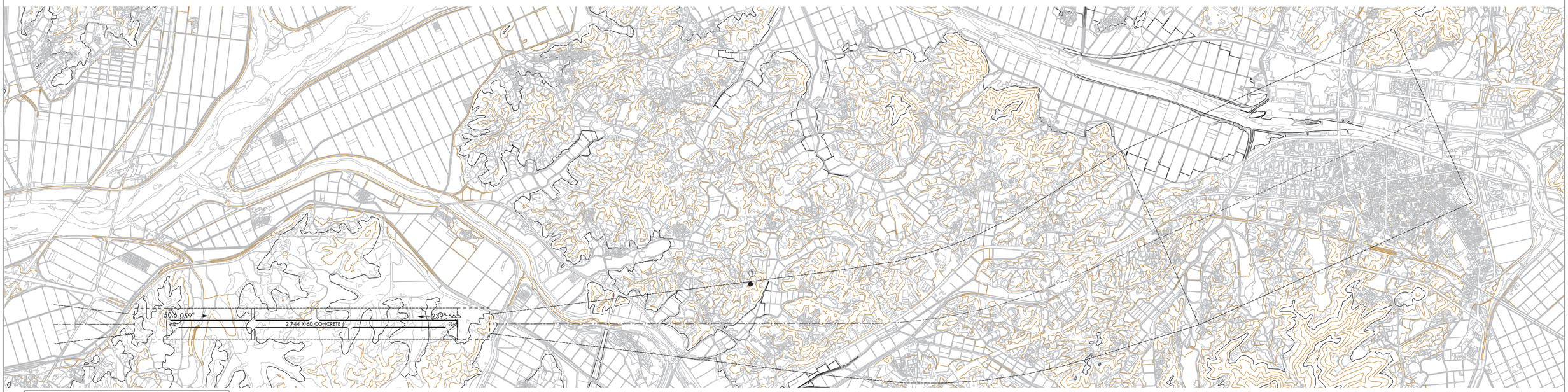
RWY 06L / 24R

DECLARED DISTANCES

RWY 06L		RWY 24R
2 744	TAKE OFF RUN AVAILABLE	2 744
2 744	TAKE OFF DISTANCE AVAILABLE	2 744
2 744	ACCELERATE STOP DISTANCE AVAILABLE	2 744
2 744	LANDING DISTANCE AVAILABLE	2 744



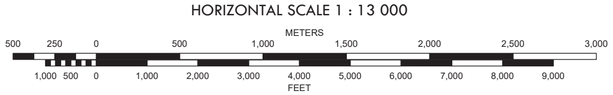
VERTICAL SCALE 1: 1 300



LEGEND

ITEM	SYMBOL Plan	SYMBOL Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Natural High Point(Peak or Mountain)		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

HORIZONTAL SCALE 1 : 13 000



OBSTACLES

NR	COORDINATES(WGS84)	ELEV(AMSL)	ITEM	NOTE
1	36°44'34.83"N 127°31'59.50"E	81.71	Natural High Point	

WARNING
NUMEROUS OBSTACLES EXIST ON RIGHT SIDE OF THE TAKE-OFF FLIGHT PATH AREA DEFINED ON THIS CHART.

ORDER OF ACCURACY

HORIZONTAL	5.0 m
VERTICAL	0.5 m

AMENDMENT RECORD

NR.	DATE	ENTERED BY

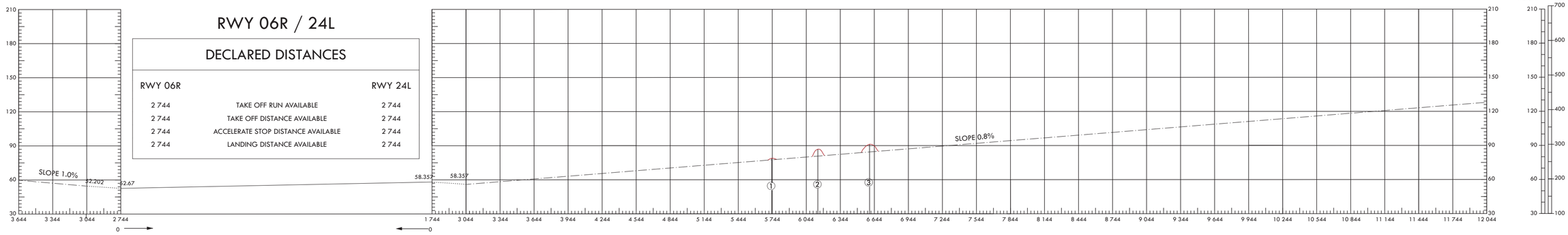
Change : Information of legend(natural high point), OBST Items(mountain → natural high point) and Amended phrase(No → NR).

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN METERS

CHEONGJU / Cheongju Intl

MAGNETIC VARIATION 8° W - 2020



DECLARED DISTANCES

RWY 06R		RWY 24L
2 744	TAKE OFF RUN AVAILABLE	2 744
2 744	TAKE OFF DISTANCE AVAILABLE	2 744
2 744	ACCELERATE STOP DISTANCE AVAILABLE	2 744
2 744	LANDING DISTANCE AVAILABLE	2 744



LEGEND

ITEM	SYMBOL Plan	Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Natural High Point(Peak or Mountain)		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

HORIZONTAL SCALE 1 : 13 000

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

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

OBSTACLES

NR	COORDINATES(WGS84)		ELEV(AMSL)	ITEM	NOTE
1	36°44'11.74"N	127°32'27.57"E	78.88	Natural High Point	
2	36°44'28.33"N	127°32'32.40"E	86.87	Natural High Point	
3	36°44'45.99"N	127°32'38.72"E	91.23	Natural High Point	

WARNING

NUMEROUS OBSTACLES EXIST ON RIGHT SIDE OF THE TAKE-OFF FLIGHT PATH AREA DEFINED ON THIS CHART.

ORDER OF ACCURACY

HORIZONTAL	5.0 m
VERTICAL	0.5 m

AMENDMENT RECORD

NR.	DATE	ENTERED BY

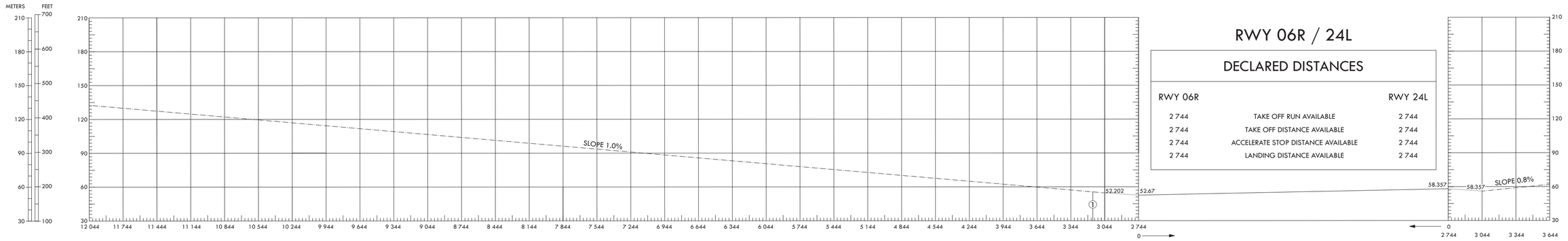
Change : Information of legend(natural high point), OBST items(peak → natural high point) and Amended phrase(No → NR).

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN METERS

CHEONGJU / Cheongju Intl

MAGNETIC VARIATION 8° W - 2020

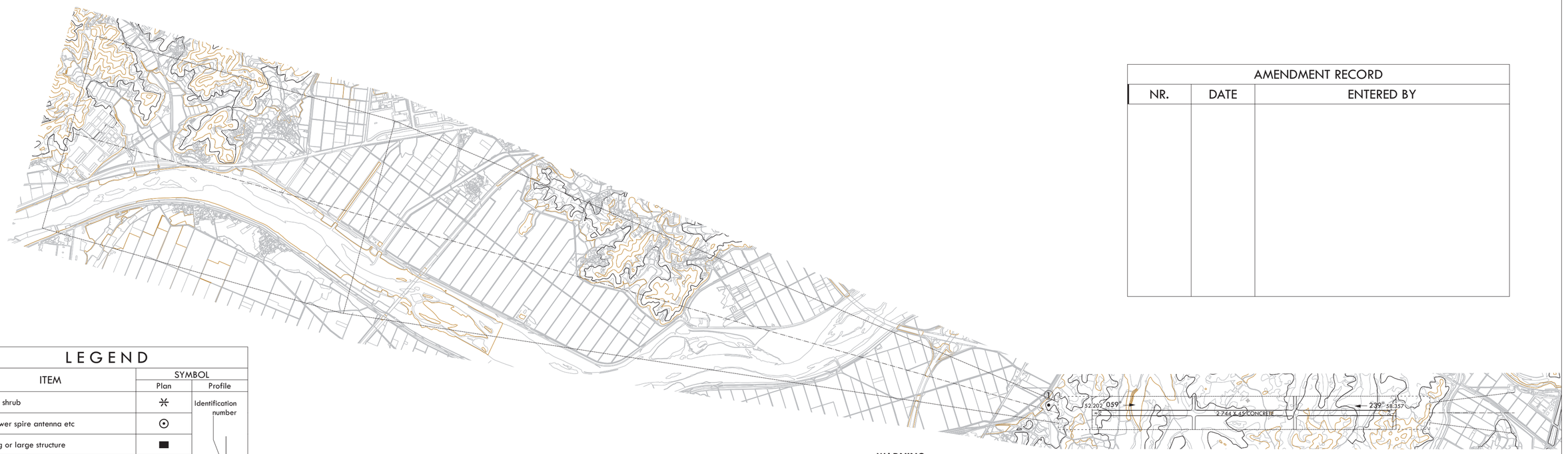


RWY 06R / 24L

DECLARED DISTANCES

RWY 06R		RWY 24L
2 744	TAKE OFF RUN AVAILABLE	2 744
2 744	TAKE OFF DISTANCE AVAILABLE	2 744
2 744	ACCELERATE STOP DISTANCE AVAILABLE	2 744
2 744	LANDING DISTANCE AVAILABLE	2 744

VERTICAL SCALE 1: 1 300



AMENDMENT RECORD		
NR.	DATE	ENTERED BY

LEGEND

ITEM	SYMBOL Plan	SYMBOL Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Natural High Point(Peak or Mountain)		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

WARNING

NUMEROUS OBSTACLES EXIST ON RIGHT SIDE OF THE TAKE-OFF FLIGHT PATH AREA DEFINED ON THIS CHART.

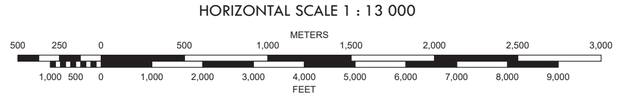
OBSTACLES

NR	COORDINATES(WGS84)	ELEV(AMSL)	ITEM	NOTE
1	36°42'22.41"N 127°29'00.54"E	55.70	Natural High Point	

ORDER OF ACCURACY

HORIZONTAL	5.0 m
VERTICAL	0.5 m

HORIZONTAL SCALE 1 : 13 000



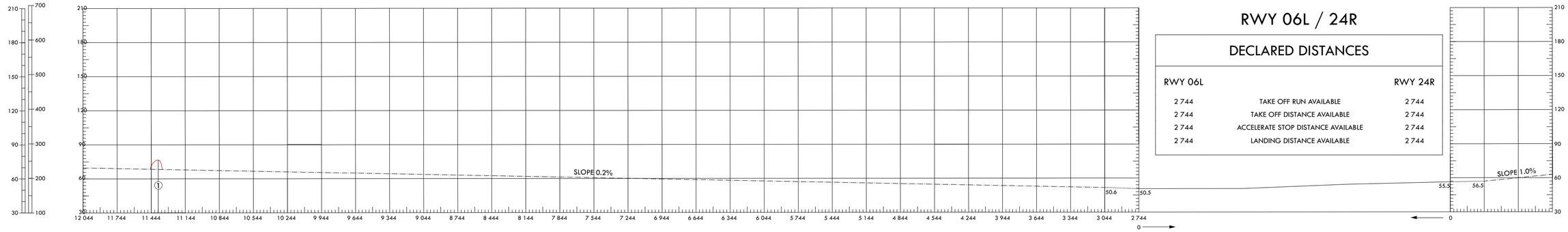
Change : Information of legend(natural high point), OBST items(peak → natural high point) and Amended phrase(No → NR).

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN METERS

CHEONGJU / Cheongju Intl

MAGNETIC VARIATION 8° W - 2020

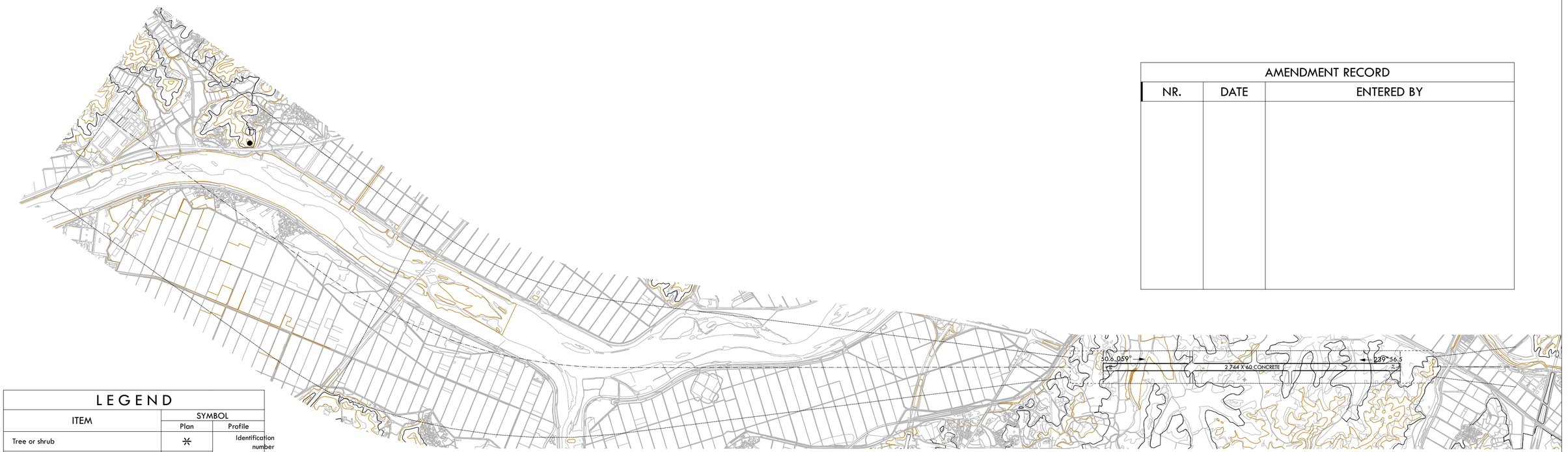


RWY 06L / 24R

DECLARED DISTANCES

RWY 06L		RWY 24R
2 744	TAKE OFF RUN AVAILABLE	2 744
2 744	TAKE OFF DISTANCE AVAILABLE	2 744
2 744	ACCELERATE STOP DISTANCE AVAILABLE	2 744
2 744	LANDING DISTANCE AVAILABLE	2 744

VERTICAL SCALE 1: 1 300



AMENDMENT RECORD		
NR.	DATE	ENTERED BY

LEGEND

ITEM	SYMBOL Plan	Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Natural High Point(Peak or Mountain)		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

OBSTACLES

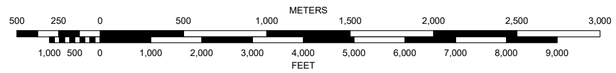
NR	COORDINATES(WGS84)	ELEV(AMSL)	ITEM	NOTE
1	36°40'53.33"N 127°24'09.91"E	76.63	Natural High Point	

WARNING
NUMEROUS OBSTACLES EXIST ON RIGHT SIDE OF THE TAKE-OFF FLIGHT PATH AREA DEFINED ON THIS CHART.

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 13 000



Change - Information of legend(natural high point), OBST item(peak natural high point) and Amended phrase(No NR).

AERODROME OBSTACLE CHART
TYPE B

DIMENSIONS AND ELEVATIONS IN METERS

CHEONGJU / Cheongju Intl

AERODROME ELEVATION 58 METERS

APPROACH SURFACE SLOPE 1:50

APPROACH SURFACE SLOPE 1:40

TRANSITIONAL SURFACE SLOPE 1:7

2744m X 60m CONCRETE

ARP 127°29'57" E
36°42'59" N

2744m X 45m CONCRETE

HORIZONTAL SURFACE

CONICAL SURFACE SLOPE 1:20

APPROACH SURFACE SLOPE 1:40

APPROACH SURFACE SLOPE 1:50

AMENDMENT RECORD

NR.	DATE	ENTERED BY

LEGEND

ITEM	SYMBOL: Plan	SYMBOL: Number
AERODROME REFERENCE POINT 36°42'59"N 127°29'57"E	⊕	
Tree or shrub	✳	
Pole, tower, spire, antenna, etc	⊙	Identification number
Building or large structure	■	
Natural High Point(Peak or Mountain)	●	
Railroad		
Transmission line or overhead cable	T—T—T	
Terrain penetrating obstacle plane		(2)
Clearway(CWY)		
Obstacles concentration area - The highest obstacle in each area is depicted on chart	● 59.0	

ORDER OF ACCURACY

HORIZONTAL 5 M
VERTICAL 0.5 M

HORIZONTAL SCALE 1 : 20 000

METERS
300 0 500 1000 1500 2000 2500 3000

FEET
-1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000

OBSTACLES ARE SHOWN ABOVE THE SURFACES SPECIFIED IN MILITARY FACILITIES PROTECTION ACT, REPUBLIC OF KOREA

HORIZONTAL REFERENCE SYSTEM (WGS-84)
TRANSVERSE MERCATOR PROJECTION

OBSTACLES

NR	COORDINATES(WGS-84)		ELEV(AMSL)	ITEM	NOTE
C1	36°43'34.17"	127°35'20.18"	233.5	Natural High Point	
C2	36°39'26.60"	127°25'08.20"	126.0	TOWER	
M6	36°44'19.90"	127°30'06.10"	63.0	etc	
M10	36°44'39.30"	127°30'15.80"	81.0	etc	
M11	36°45'01.50"	127°30'29.30"	86.0	etc	
M15	36°45'44.20"	127°31'01.10"	69.0	etc	
M20	36°45'44.00"	127°31'42.20"	69.0	etc	
M20_1	36°44'51.54"	127°32'24.46"	89.0	Natural High Point	
M24	36°45'05.20"	127°31'12.30"	83.0	etc	
M27	36°44'12.50"	127°30'59.80"	65.0	etc	
M31	36°44'45.20"	127°31'42.20"	74.0	etc	
M33	36°46'04.90"	127°33'57.40"	93.0	etc	
M34	36°47'31.30"	127°33'57.30"	102.0	etc	
M36	36°44'15.93"	127°31'36.19"	69.0	etc	
M37	36°45'11.50"	127°33'11.80"	77.0	etc	
M38	36°45'44.70"	127°33'45.60"	82.0	etc	
M40	36°44'28.15"	127°32'31.91"	84.0	etc	
M42	36°44'43.20"	127°33'21.70"	78.0	etc	
M43	36°45'16.03"	127°35'01.88"	223.0	etc	
M45	36°43'24.80"	127°31'20.30"	66.0	etc	
M59	36°43'03.70"	127°31'30.90"	73.0	etc	
M65	36°43'04.20"	127°33'02.00"	95.0	etc	
M68	36°42'51.80"	127°30'45.40"	120.0	etc	
M69	36°42'48.90"	127°31'56.60"	104.0	etc	
M73	36°42'28.20"	127°32'58.90"	114.0	etc	
M78	36°42'20.20"	127°32'06.40"	129.0	etc	
M86	36°41'46.70"	127°32'20.00"	122.0	etc	
M98	36°42'04.30"	127°30'49.10"	101.0	etc	
M99	36°41'47.30"	127°31'05.00"	115.0	etc	
M118	36°41'53.80"	127°30'09.90"	76.0	etc	
M123	36°42'22.20"	127°29'57.40"	66.0	etc	
M127	36°40'58.70"	127°29'47.80"	75.0	etc	
M138	36°41'33.90"	127°29'21.70"	82.0	etc	
M141	36°42'03.80"	127°29'18.70"	82.0	etc	
M142	36°41'16.40"	127°28'55.40"	86.0	etc	
M149	36°42'18.00"	127°29'21.00"	69.0	etc	
M150	36°40'42.60"	127°28'03.60"	76.0	etc	
M153	36°41'47.90"	127°28'43.70"	65.0	etc	
M155	36°39'28.60"	127°26'30.40"	33.0	etc	
M157	36°42'22.80"	127°29'00.09"	56.0	etc	
M158	36°40'15.40"	127°26'36.80"	59.0	etc	
M159	36°39'54.80"	127°25'57.60"	74.0	etc	
M160	36°38'27.20"	127°24'18.70"	92.0	etc	
M161	36°37'50.00"	127°23'35.70"	117.0	etc	
M162	36°37'27.70"	127°23'17.00"	151.0	etc	
M163	36°42'08.40"	127°27'45.10"	73.0	etc	
M164	36°39'26.60"	127°25'08.20"	126.0	TOWER	
M165	36°38'08.70"	127°21'38.40"	52.0	etc	
M166	36°37'46.60"	127°21'24.30"	67.0	etc	
M168	36°41'37.70"	127°26'49.30"	70.0	etc	
M185	36°42'51.20"	127°27'34.60"	60.0	etc	
M195	36°42'10.20"	127°27'42.00"	45.0	TOWER	
M198	36°43'16.50"	127°27'45.20"	58.0	TOWER	
M200	36°42'04.20"	127°29'42.30"	63.0	etc	
M210	36°42'53.50"	127°27'23.50"	66.0	etc	
M229	36°44'49.10"	127°28'08.80"	67.0	etc	
M234	36°43'00.50"	127°28'25.20"	61.0	etc	
M243	36°42'57.34"	127°30'23.88"	80.0	etc	
M244	36°43'38.59"	127°35'18.35"	240.0	Natural High Point	
M245	36°44'03.71"	127°31'15.56"	70.0	etc	
M247	36°42'56.67"	127°30'27.20"	90.0	etc	
M248	36°43'27.55"	127°29'50.30"	51.5	etc	
M252	36°42'19.81"	127°26'16.86"	90.0	etc	
M253	36°42'10.11"	127°29'12.75"	68.5	etc	
A1	36°45'34.17"	127°35'20.18"	233.5	Natural High Point	
A2	36°45'16.43"	127°35'01.97"	221.0	Natural High Point	
A3	36°43'19.13"	127°31'44.43"	105.0	building	
A4	36°43'12.28"	127°31'45.24"	104.0	building	
A5	36°43'01.73"	127°31'48.55"	115.5	tower	
A6	36°43'04.19"	127°31'43.50"	106.0	building	
A7	36°42'48.95"	127°31'56.18"	105.0	Natural High Point	
A8	36°43'19.01"	127°30'54.53"	66.5	Natural High Point	
A9	36°42'53.42"	127°30'44.77"	119.5	Natural High Point	
A10	36°41'48.00"	127°30'55.92"	115.0	Natural High Point	
A11	36°40'48.30"	127°30'59.92"	192.5	Natural High Point	

Change : Information of legend(natural high point), OBST Items(peak/mountain → natural high point) and Amended phrase(No → NR)

RKNY AD 2.21 NOISE ABATEMENT PROCEDURES

1. Aircraft Operating Procedures(except helicopter)

1.1 Take off

All departing aircraft should apply ICAO PANS-OPS(Doc. 8168), Volume III, Noise Abatement Take-off Climb Procedure as follows :
Noise Abatement Departure Procedure ONE (NADP ONE)
Thrust reduction at 1 000 ft or 1 500 ft above aerodrome elevation recommended.

RKNY AD 2.22 FLIGHT PROCEDURES

1. IFR PROCEDURE

1.1 IFR ATC CLEARANCE

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

A. Aircraft shall contact Clearance Delivery and provide the following information 5 minutes prior to startup or push-back.

a. Aircraft Identification
b. Type of aircraft
c. Destination
d. Proposed flight level or altitude
e. Gate or stand number

B. If aircraft fails to push-back or taxi within 15 minutes after receipt of ATC clearance, pilot should notify ATC except when :

a. Start-up or push-back is delayed due to traffic on the ground or
b. Aircraft departure is restricted by the release time or the same altitude/route separation.

1.2 SPEED CONTROL

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

1.3 Fuel Dumping Area

As instructed by ATC.

2. VFR

2.1 VFR PROCEDURES

A. VFR Weather minima VFR flight will be permitted under the conditions as below.

a. Ground Visibility : Not less than 5 km
b. Ceiling : at or above 450 m(1 500 ft)

B. VFR Reporting points(Refer to VFR Traffic Points - RKNY)

C. VFR Traffic Circuit(Refer to VFR Traffic Circuit - RKNY)

D. VFR Pattern Altitude

a. West Pattern
- Helicopter only : 1 200 ft
b. East Pattern
- Helicopter : 1 100 ft
- Fixed wing : 1 800 ft

E. VFR Flight Procedures for helicopters

a. All VFR flight operation within Yangyang Control Zone shall maintain two way radio communication with Yangyang Tower.
b. Pilots shall use caution during flight especially in the west of airport due to high obstacles like mountains, transmission towers, and so on.

Change : Withdrawal of IFR procedure for visual approach(1.4).

F. The followings are Flight procedures for fixed wing aircraft practicing in the VFR Traffic circuit.

a. Runway 15 in use
- After take-off or Touch and go, fly runway heading.
- Turn left for crosswind leg after passing a point abeam of Ondiet camp(pension).
- Turn left for downwind leg after passing 0.15 NM from abeam Susanhang lighthouse.
- Before Naksan bridge, turn left to Yangyangkyo(bridge) for base leg.

b. Runway 33 in use
- After take-off or Touch and go, fly runway heading.
- Turn right for crosswind leg after passing a point abeam of Yangyangkyo(bridge).
- Turn right for downwind leg after passing 0.15 NM from abeam Susanhang lighthouse.
- Before Simmi apartment, turn right to Ondiet camp(pension) for base leg.

G. Inbound and outbound flight procedures for fixed wing aircraft, refer to RKNY AD 2-12-1.

2.2 Special VFR

A. Special VFR flight for taking off or landing may only be permitted, when

a. The ground visibility is not less than 1 500 m.
b. If ground visibility is not reported at airport, flight visibility is not less than 1 500 m (transition).

B. For Special VFR operations, the pilot shall :

a. Fly only within control zone as cleared by ATC.
b. Remain clear of clouds.
c. Maintain at least 1 500 m of flight visibility.
d. Maintain visual reference with surface or water.
e. Special VFR may be permitted only time between sunrise and sunset unless the pilot is instrument rated and the aircraft is equipped with IFR flight instruments in accordance with the requirement specified in Aviation Act(Except helicopters).

3. Radio communication failure procedure

3.1 IFR

1. General

a. No person may take off unless two-way radio communications 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 obstacles clearance.
Then comply with following procedures.

2. VFR condition

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

3. IFR condition

If the radio 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

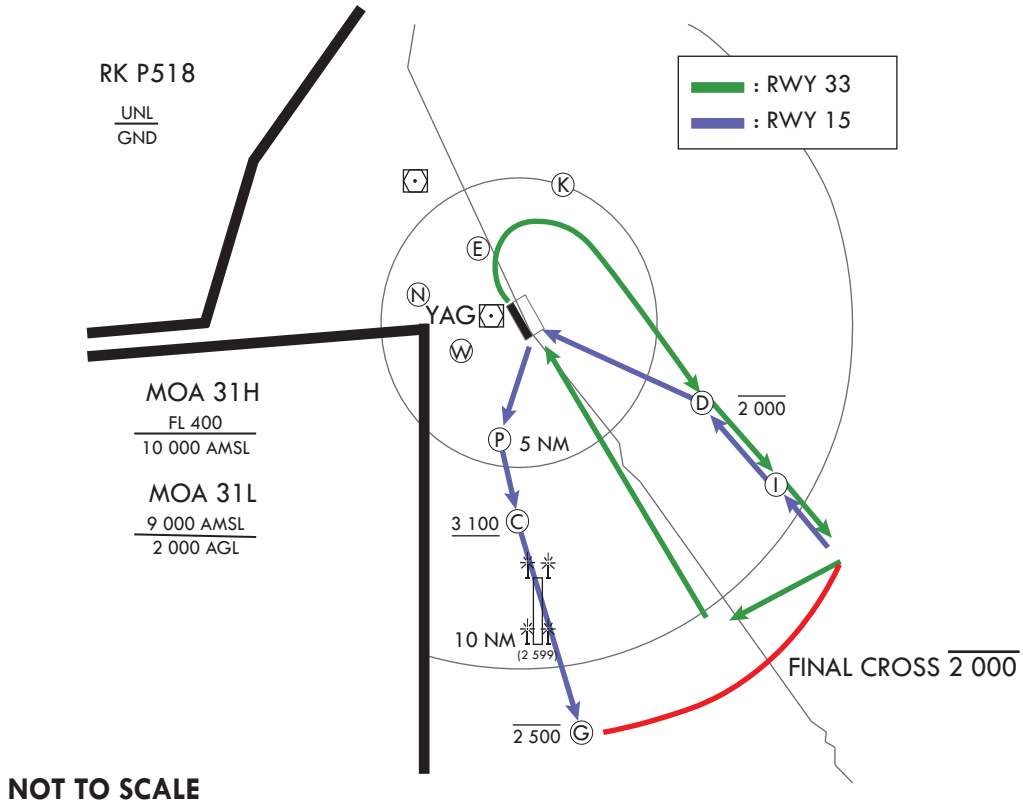
RWY 15 in use

1) YAG(Yangyang) TWO SIERRA
Maintain 8 000 ft until KAE then climb and proceed by the route, altitude/flight level assigned in the last ATC clearance received.
2) YAG(Yangyang) TWO TANGO
Maintain 10 000 ft until KAE then climb and proceed by the route, altitude/flight level assigned in the last ATC clearance received.

RWY 33 in use

1) YAG(Yangyang) TWO ALPHA(CAT A&B)
Maintain 10 000 ft until KAE then climb and proceed by the route, altitude/flight level assigned in the last ATC clearance received.
2) YAG(Yangyang) TWO ALPHA(CAT C&D)
Maintain 10 000 ft until KAE then climb and proceed by the route, altitude/flight level assigned in the last ATC clearance received.

VFR In/Outbound Flow Chart - Yangyang INTL Airport



NOT TO SCALE

RWY 15 VFR ARRIVAL

Contact Yangyang TWR when passing "I" point, then proceed to downwind leg via "D" point.

RWY 15 VFR DEPARTURE

Turn right when passing threshold and proceed to "P" and "C" point. Climb and maintain at or above 3 100 ft before "C" point. If unable, advise ATC, then make right circle and climb over "P" point. Leave "P" point when able to comply with the restriction due to wind power plant area. After passing 0.5 NM of the obstacles, descend VFR to "G" point at or below 2 500 ft. Maintain at or below 2 000 ft when passing 12 DME from YAG, then climb VFR.

RWY 33 VFR ARRIVAL

Contact Yangyang TWR when passing 10 NM final, then proceed to 4 NM on final.

RWY 33 VFR DEPARTURE

Turn right when passing abeam Yangyang bridge and proceed to "D" and "I" point.
Maintain at or below 2 000 ft until 12 DME from YAG, then climb VFR.

Note

Maintain at or below 2 000 ft and use caution IFR inbound traffic when flying across the final course 12 DME away from YAG. Use caution when flying between "C" and "G" point due to wind power plant area and IFR inbound traffic on final.

Change : Establishment of ALT restriction for "G" point.

INTENTIONALLY

LEFT

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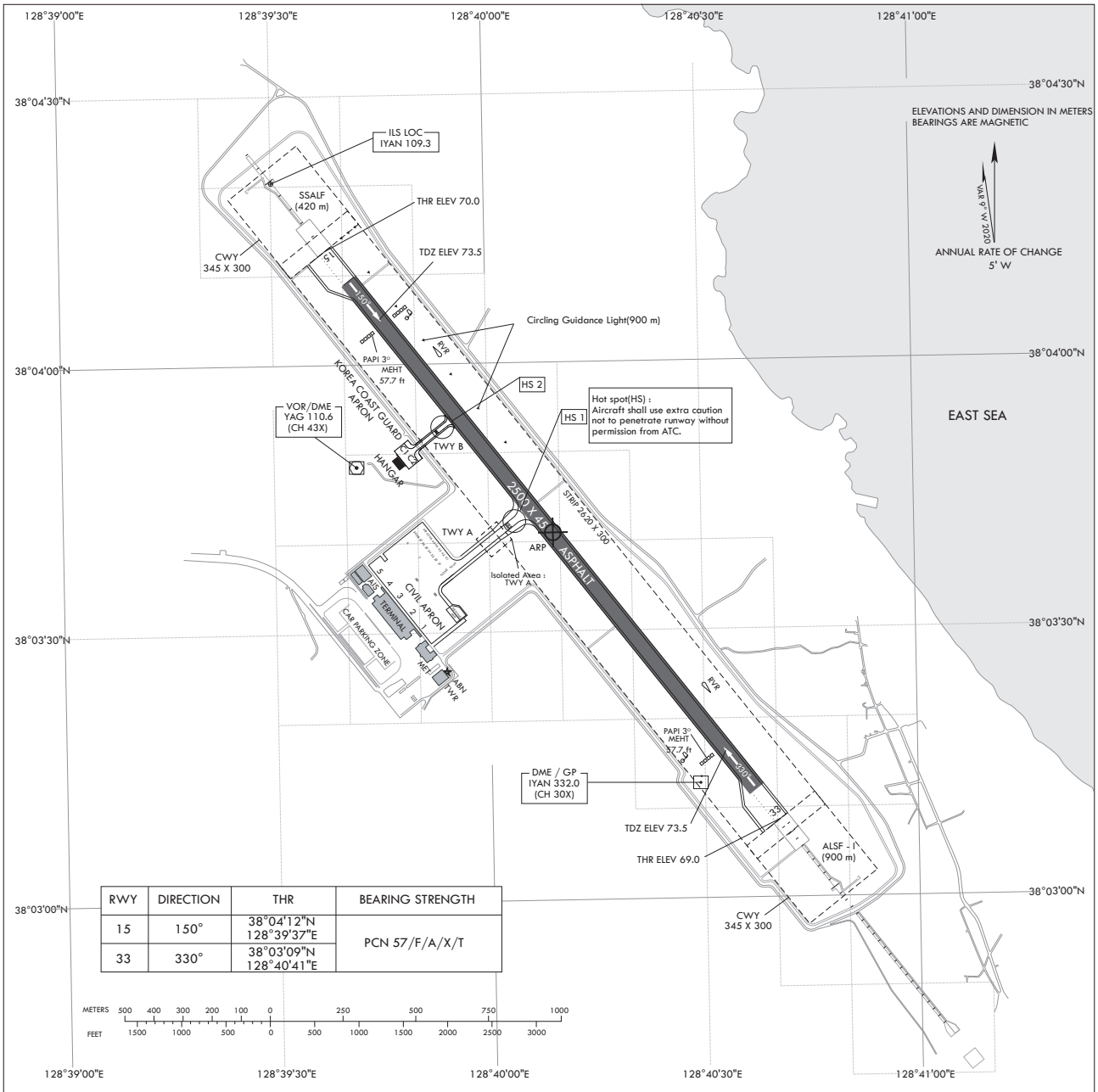
AERODROME CHART - ICAO

38°03'41"N
128°40'09"E

ELEV **73** m

TWR	118.85	
	124.375	240.4
GND	124.3	240.4

YANGYANG/Yangyang Intl

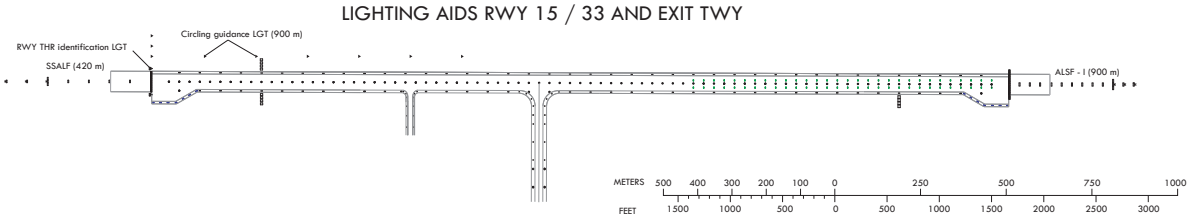


RWY	DIRECTION	THR	BEARING STRENGTH
15	150°	38°04'12"N 128°39'37"E	PCN 57/F/A/X/T
33	330°	38°03'09"N 128°40'41"E	

MARKING AIDS RWY 15 / 33 AND EXIT TWY



LIGHTING AIDS RWY 15 / 33 AND EXIT TWY



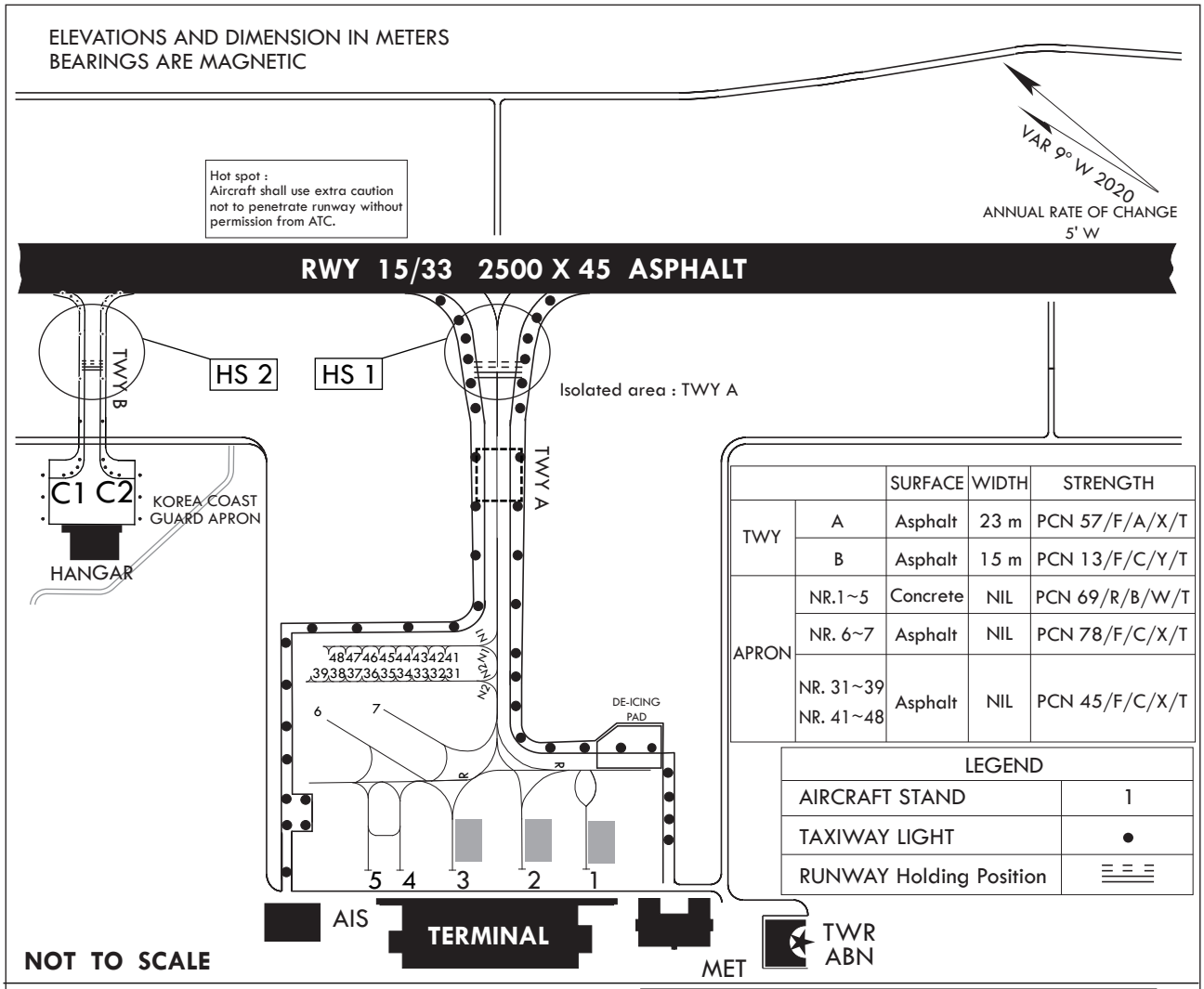
Change : Information of hot spot, TDZ/THR ELEV, marking/lighting aids for RWY 15/33, and Establishment of RWY holding position for TWY A, B.

AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
73 m

TWR	118.85
GND	124.3

YANGYANG/Yangyang Intl



		SURFACE	WIDTH	STRENGTH
TWY	A	Asphalt	23 m	PCN 57/F/A/X/T
	B	Asphalt	15 m	PCN 13/F/C/Y/T
APRON	NR.1~5	Concrete	NIL	PCN 69/R/B/W/T
	NR. 6~7	Asphalt	NIL	PCN 78/F/C/X/T
	NR. 31~39 NR. 41~48	Asphalt	NIL	PCN 45/F/C/X/T

LEGEND	
AIRCRAFT STAND	1
TAXIWAY LIGHT	●
RUNWAY Holding Position	≡ ≡ ≡

AIRCRAFT STANDS	
1	B747 - 400
2, 3	A300 - 600R
4, 5, 6, 7	B737 - 900
31 - 38	C - 172
39	P68C - TC
41 - 48	C - 172
C1, C2	CN - 235

Remarks
- Isolated area : TWY A

INS COORDINATES FOR AIRCRAFT STANDS	
STANDS NR.	COORDINATES
1	38°03'30.63"N 128°39'51.20"E
2	38°03'32.24"N 128°39'49.55"E
3	38°03'33.98"N 128°39'47.77"E
4	38°03'35.28"N 128°39'46.41"E
5	38°03'36.29"N 128°39'45.37"E
6	38°03'40.12"N 128°39'49.49"E
7	38°03'38.26"N 128°39'51.41"E
31	38°03'38.09"N 128°39'53.78"E
32	38°03'38.50"N 128°39'53.40"E
33	38°03'33.89"N 128°39'52.96"E
34	38°03'39.28"N 128°39'52.56"E
35	38°03'39.68"N 128°39'52.15"E
36	38°03'40.09"N 128°39'51.73"E
37	38°03'40.49"N 128°39'51.32"E
38	38°03'40.90"N 128°39'50.91"E
39	38°03'41.30"N 128°39'50.49"E
41	38°03'38.36"N 128°39'54.19"E
42	38°03'38.76"N 128°39'53.78"E
43	38°03'39.15"N 128°39'53.38"E
44	38°03'39.54"N 128°39'52.98"E
45	38°03'39.95"N 128°39'52.56"E
46	38°03'40.36"N 128°39'52.15"E
47	38°03'40.76"N 128°39'51.74"E
48	38°03'41.17"N 128°39'51.32"E
C1	38°03'49.61"N 128°39'48.82"E
C2	38°03'48.16"N 128°39'50.30"E

Change : Information of hot spot and Establishment of RWY holding position for TWY B.

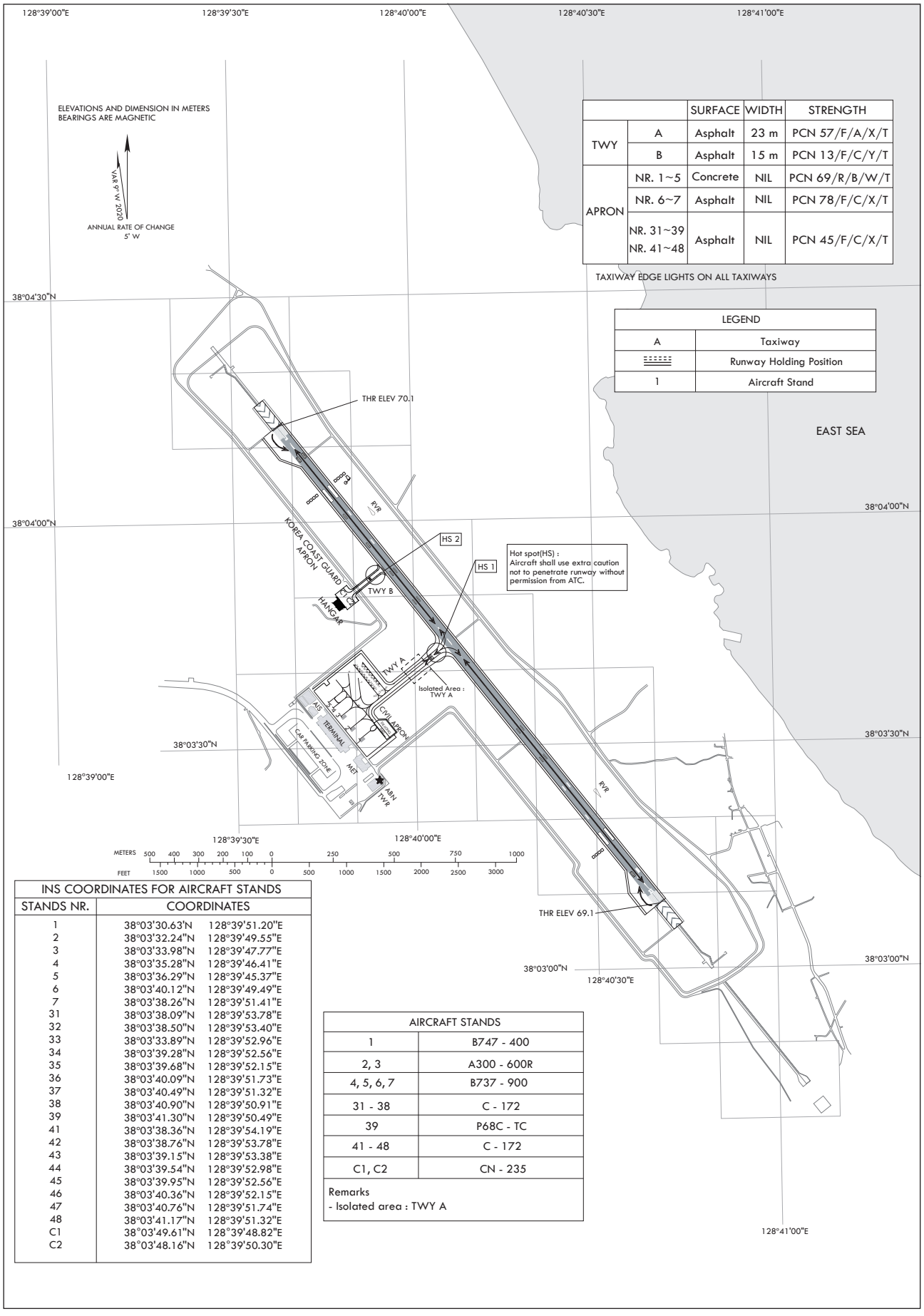
AERODROME GROUND MOVEMENT CHART - ICAO

38°03'41"N
128°40'09"E

ELEV **73 m**

TWR	118.85
	124.375 240.4
GND	124.3 240.4

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		SURFACE	WIDTH	STRENGTH
TWY	A	Asphalt	23 m	PCN 57/F/A/X/T
	B	Asphalt	15 m	PCN 13/F/C/Y/T
APRON	NR. 1~5	Concrete	NIL	PCN 69/R/B/W/T
	NR. 6~7	Asphalt	NIL	PCN 78/F/C/X/T
	NR. 31~39 NR. 41~48	Asphalt	NIL	PCN 45/F/C/X/T

TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS

LEGEND	
A	Taxiway
≡≡≡≡	Runway Holding Position
1	Aircraft Stand

INS COORDINATES FOR AIRCRAFT STANDS	
STANDS NR.	COORDINATES
1	38°03'30.63'N 128°39'51.20"E
2	38°03'32.24"N 128°39'49.55"E
3	38°03'33.98"N 128°39'47.77"E
4	38°03'35.28"N 128°39'46.41"E
5	38°03'36.29"N 128°39'45.37"E
6	38°03'40.12"N 128°39'49.49"E
7	38°03'38.26"N 128°39'51.41"E
31	38°03'38.09"N 128°39'53.78"E
32	38°03'38.50"N 128°39'53.40"E
33	38°03'33.89"N 128°39'52.96"E
34	38°03'39.28"N 128°39'52.56"E
35	38°03'39.68"N 128°39'52.15"E
36	38°03'40.09"N 128°39'51.73"E
37	38°03'40.49"N 128°39'51.32"E
38	38°03'40.90"N 128°39'50.91"E
39	38°03'41.30"N 128°39'50.49"E
41	38°03'38.36"N 128°39'54.19"E
42	38°03'38.76"N 128°39'53.78"E
43	38°03'39.15"N 128°39'53.38"E
44	38°03'39.54"N 128°39'52.98"E
45	38°03'39.95"N 128°39'52.56"E
46	38°03'40.36"N 128°39'52.15"E
47	38°03'40.76"N 128°39'51.74"E
48	38°03'41.17"N 128°39'51.32"E
C1	38°03'49.61"N 128°39'48.82"E
C2	38°03'48.16"N 128°39'50.30"E

AIRCRAFT STANDS	
1	B747 - 400
2, 3	A300 - 600R
4, 5, 6, 7	B737 - 900
31 - 38	C - 172
39	P68C - TC
41 - 48	C - 172
C1, C2	CN - 235

Remarks
- Isolated area : TWY A

Change : Information of hot spot, marking aids for RWY 15/33 and Establishment of RWY holding position for TWY B.

INTENTIONALLY

LEFT

BLANK

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN METERS

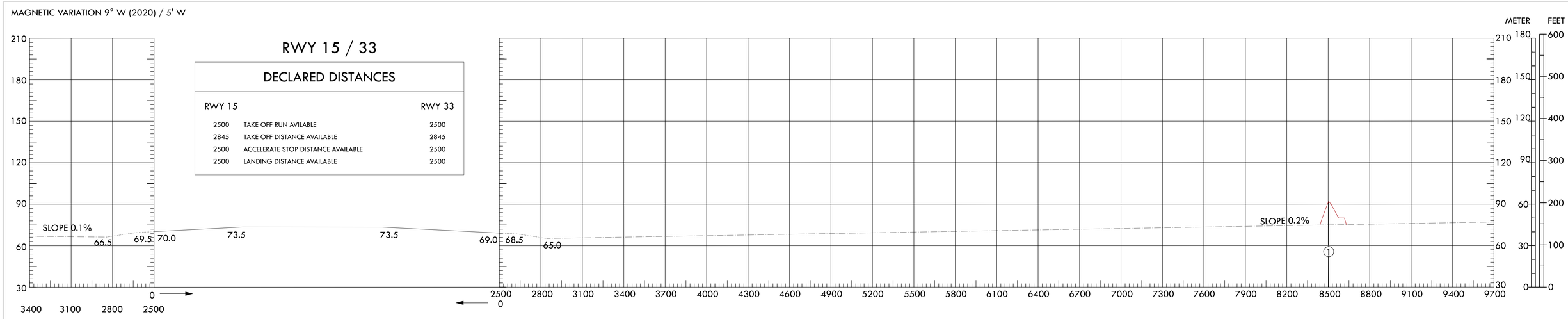
YANGYANG / Yangyang INTL

MAGNETIC VARIATION 9° W (2020) / 5' W

RWY 15 / 33

DECLARED DISTANCES

RWY 15		RWY 33
2500	TAKE OFF RUN AVILABLE	2500
2845	TAKE OFF DISTANCE AVAILABLE	2845
2500	ACCELERATE STOP DISTANCE AVAILABLE	2500
2500	LANDING DISTANCE AVAILABLE	2500



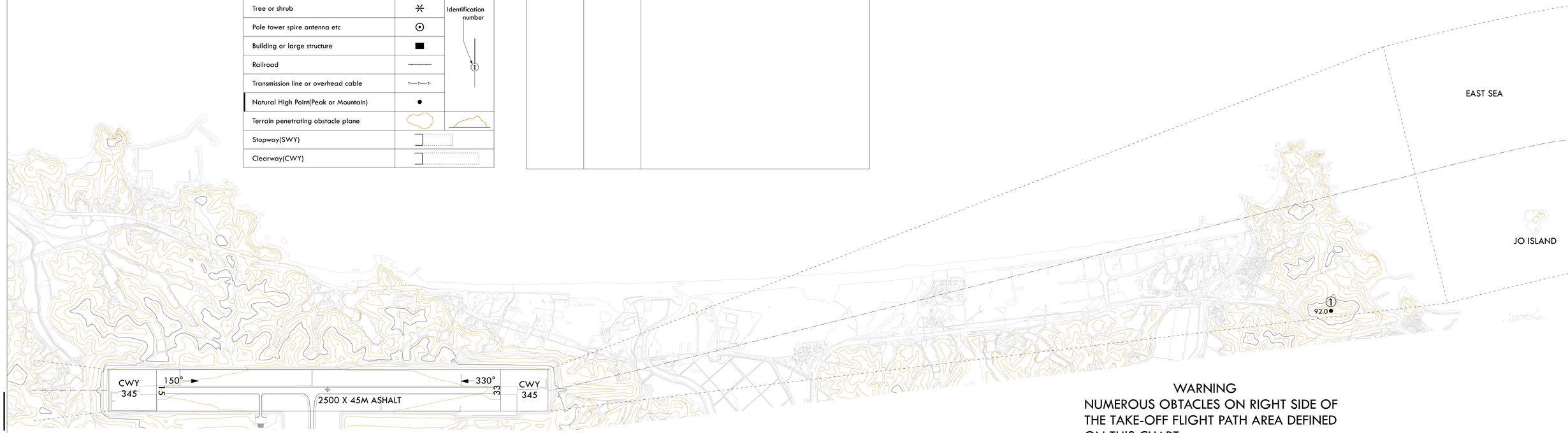
VERTICAL SCALE 1: 1 000

LEGEND

ITEM	SYMBOL Plan	SYMBOL Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Natural High Point(Peak or Mountain)		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

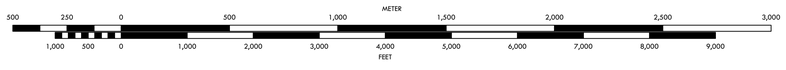
AMENDMENT RECORD

NR.	DATE	ENTERED BY



WARNING
NUMEROUS OBTACLES ON RIGHT SIDE OF THE TAKE-OFF FLIGHT PATH AREA DEFINED ON THIS CHART.

HORIZONTAL SCALE 1 : 10 000



OBSTACLES

NR	COORDINATES(WGS84)		ELEV(AMSL)	ITEM	NOTE
1	38°00'49.00"N	128°43'35.39"E	92.00	NATURAL HIGH POINT	

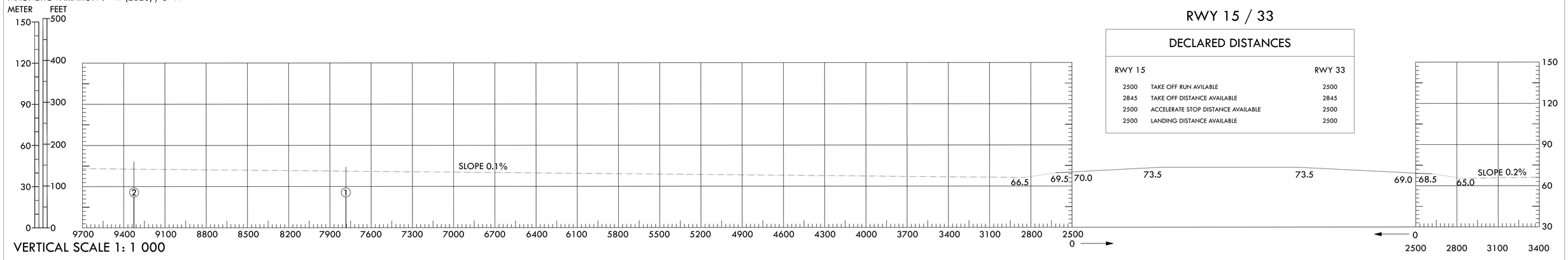
Change : Information of legend, OBST item, apron/hanger, Establishment of TWY B, and Amended phrase(No → NR).

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN METERS

YANGYANG / Yangyang INTL

MAGNETIC VARIATION 9° W (2020) / 5' W

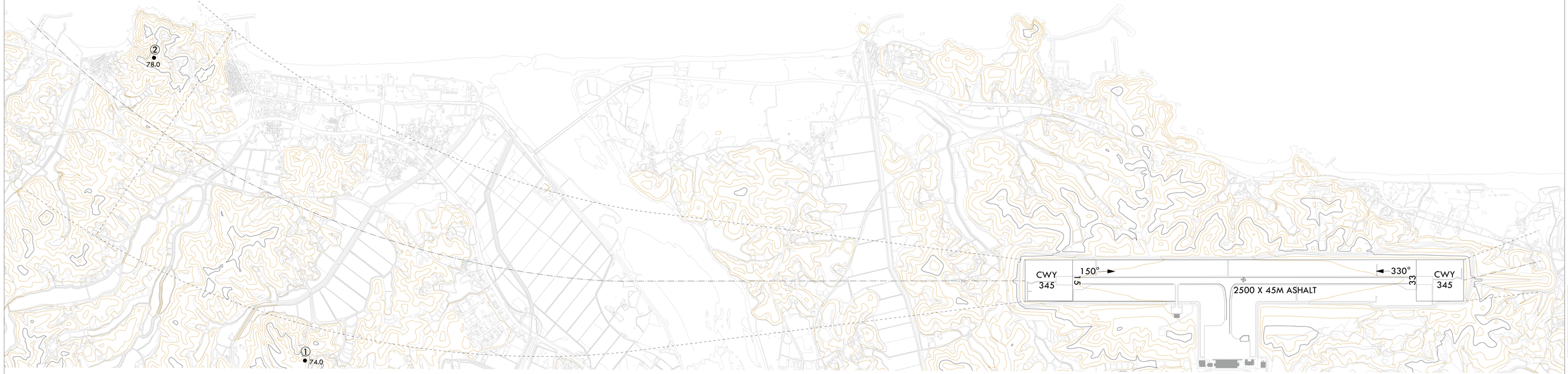


VERTICAL SCALE 1: 1 000

RWY 15 / 33

DECLARED DISTANCES

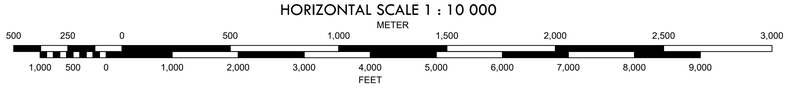
RWY 15		RWY 33
2500	TAKE OFF RUN AVILABLE	2500
2845	TAKE OFF DISTANCE AVAILABLE	2845
2500	ACCELERATE STOP DISTANCE AVAILABLE	2500
2500	LANDING DISTANCE AVAILABLE	2500



WARNING
NUMEROUS OBTACLES ON RIGHT SIDE OF THE TAKE-OFF FLIGHT PATH AREA DEFINED ON THIS CHART.

OBSTACLES				
NR	COORDINATES(WGS84)	ELEV(AMSL)	ITEM	NOTE
1	38°06'21.10"N 128°36'53.83"E	74.0	Natural High Point	
2	38°07'33.78"N 128°37'35.76"E	78.0	Natural High Point	

HORIZONTAL SCALE 1 : 10 000



LEGEND

ITEM	SYMBOL Plan	SYMBOL Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Natural High Point(Peak or Mountain)		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

AMENDMENT RECORD

NR.	DATE	ENTERED BY

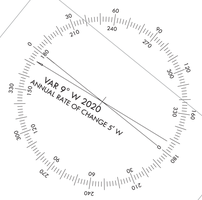
Change : Information of legend, OBST items, apron/hanger, Establishment of TWY B, and Amended phrase(No → NR).

AERODROME OBSTACLE CHART - ICAO
TYPE - B

DIMENSIONS AND ELEVATIONS IN METERS

YANGYANG/Yangyang

AERODROME ELEVATION 73 METERS



CONICAL SURFACE 1:20

HORIZONTAL SURFACE

APPROACH SURFACE 1:40

APPROACH SURFACE 1:50

TRANSITION SURFACE 1:7

APPROACH SURFACE 1:50

APPROACH SURFACE 1:40

TRANSITION SURFACE 1:7

CWY 345x300 | 150° | 330° | CWY 345x300

70.0 | 2500 m X 45 m ASPHALT | 69.0

88.0 (1) | 81.0 (2) | 104 108.5 | 103 103.0 | 105 75.0 | 35 75.0 | 22 118.0 | 6 112.5 | 119.5 (80) | 129.5 (88) | 115.0 (81) | 116.5 (3)

125.5 (60) | 115.5 (67) | 116.0 (59) | 122.0 (58) | 118.0 (31) | 121.0 (7) | 137.5 (9) | 125.0 (8) | 125.0 (10) | 114.5 (4) | 130.5 (5) | 120.0 (17) | 129.5 (102) | 119.0 (100) | 186.5 (101) | 147.0 (99) | 147.0 (55) | 130.5 (78) | 135.5 (76) | 138.0 (54) | 139.0 (14) | 144.0 (12) | 119.5 (11) | 127.5 (28) | 131.0 (25) | 157.0 (23) | 129.5 (93) | 115.0 (70) | 121.5 (61) | 130.5 (37) | 142.5 (36) | 177.0 (19) | 132.0 (46) | 132.0 (87) | 126.0 (91) | 127.0 (84) | 135.5 (71) | 120.5 (62) | 156.5 (34) | 177.5 (29) | 177.0 (32) | 212.0 (20) | 163.0 (18) | 180.0 (16) | 185.0 (13) | 185.0 (15) | 126.0 (97) | 121.5 (96) | 133.0 (86) | 121.5 (72) | 128.0 (49) | 186.0 (44) | 162.5 (41) | 160.0 (39) | 144.0 (52) | 215.5 (38) | 235.5 (30) | 225.5 (26) | 239.0 (33) | 136.0 (98) | 139.0 (83) | 131.5 (74) | 116.5 (65) | 188.0 (95) | 174.0 (94) | 204.5 (92) | 169.0 (89) | 191.5 (85) | 186.0 (82) | 208.0 (77) | 129.0 (68) | 147.0 (57) | 175.0 (51) | 160.0 (50) | 135.0 (48) | 185.0 (43) | 306.0 (24) | 326.0 (21) | 301.0 (27) | 167.5 (90) | 142.5 (56) | 142.0 (56) | 180.5 (45) | 171.0 (42) | 174.5 (40) | 224.0 (75) | 148.0 (64) | 152.5 (63) | 164.0 (53) | 216.0 (47) | 79 144.0 | 169.0 (73) | 172.5 (66)

HORIZONTAL SCALE 1 : 18 000

METERS
300 0 500 1000 1500 2000 2500 3000

FEET
1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000

AMENDMENT RECORD

NR.	DATE	ENTERED BY

LEGEND

ITEM	SYMBOL Plan	Number
AERODROME REFERENCE POINT 38°03'41"N 128°40'09"E		
Tree or shrub		Identification number
Pole, tower, spire, antenna, etc		
Building or large structure		
Natural High Point(Peak or Mountain)		
Railroad		
Transmission line or overhead cable	T—T—T-	
Terrain penetrating obstacle plane		(2)
Clearway(CWY)		
Obstacles concentration area - The highest obstacle in each area is depicted on chart	● 59.0	

ORDER OF ACCURACY

HORIZONTAL 5 M
VERTICAL 0.5 M

OBSTACLES

NR	COORDINATES(WGS-84)	ELEV (AMSL)	ITEM	NOTE
1	38°04'11.41" 128°39'49.97"	88.0	tree	
2	38°03'45.61" 128°40'14.35"	81.0	Natural High Point	
3	38°01'20.62" 128°41'29.98"	116.5	Natural High Point	
4	38°01'05.32" 128°41'07.49"	114.5	Natural High Point	
5	38°00'49.37" 128°41'04.16"	130.5	Natural High Point	
6	38°03'13.94" 128°40'15.21"	112.5	tree	
7	38°01'44.78" 128°40'22.82"	121.0	Natural High Point	
8	38°01'34.55" 128°40'23.55"	125.0	Natural High Point	
9	38°01'37.81" 128°40'22.49"	137.5	Natural High Point	
10	38°01'27.61" 128°40'21.17"	125.0	Natural High Point	
11	38°00'58.72" 128°40'21.41"	119.5	Natural High Point	
12	38°01'05.87" 128°40'16.36"	144.0	Natural High Point	
13	38°00'26.96" 128°40'17.46"	185.0	Natural High Point	
14	38°01'13.02" 128°40'11.68"	139.0	Natural High Point	
15	38°00'27.30" 128°40'09.52"	185.0	Natural High Point	
16	38°00'34.60" 128°40'03.96"	220.0	Natural High Point	
17	38°01'33.87" 128°40'04.40"	120.0	Natural High Point	
18	38°00'39.16" 128°40'01.32"	163.0	Natural High Point	
19	38°00'59.46" 128°40'01.08"	177.0	Natural High Point	
20	38°00'48.58" 128°39'54.10"	212.0	Natural High Point	
21	38°00'28.60" 128°39'51.63"	326.0	Natural High Point	
22	38°03'21.12" 128°40'06.31"	118.0	tree	
23	38°01'22.32" 128°39'50.66"	157.0	Natural High Point	
24	38°00'38.98" 128°39'40.96"	306.0	Natural High Point	
25	38°01'31.14" 128°39'48.36"	131.0	Natural High Point	
26	38°00'50.98" 128°39'41.80"	225.5	Natural High Point	
27	38°00'37.84" 128°39'35.61"	301.0	Natural High Point	
28	38°01'32.72" 128°39'43.62"	127.5	Natural High Point	
29	38°01'11.26" 128°39'36.22"	177.0	Natural High Point	
30	38°01'04.27" 128°39'32.90"	235.5	Natural High Point	
31	38°02'10.50" 128°39'47.80"	118.0	tree	
32	38°01'15.15" 128°39'27.77"	177.5	Natural High Point	
33	38°00'55.04" 128°39'22.12"	239.0	Natural High Point	
34	38°01'22.49" 128°39'29.14"	156.5	Natural High Point	
35	38°03'34.73" 128°40'06.51"	75.0	etc	
36	38°00'34.40" 128°39'25.75"	142.5	Natural High Point	
37	38°01'43.44" 128°39'26.72"	130.5	Natural High Point	
38	38°01'15.86" 128°39'15.54"	215.5	Natural High Point	
39	38°01'25.58" 128°39'11.22"	160.0	Natural High Point	
40	38°00'53.32" 128°38'53.19"	174.5	Natural High Point	
41	38°01'33.90" 128°39'08.82"	162.5	Natural High Point	
42	38°00'57.39" 128°38'52.30"	171.0	Natural High Point	
43	38°01'15.13" 128°38'53.61"	185.0	Natural High Point	
44	38°01'39.49" 128°39'05.03"	186.0	Natural High Point	
45	38°01'03.26" 128°38'45.83"	180.5	Natural High Point	
46	38°01'52.39" 128°39'09.65"	132.0	Natural High Point	
47	38°00'55.49" 128°38'39.35"	216.0	Natural High Point	
48	38°01'24.68" 128°38'42.17"	135.0	Natural High Point	
49	38°01'49.07" 128°38'55.52"	128.0	Natural High Point	
50	38°01'41.69" 128°38'29.20"	160.0	Natural High Point	
51	38°01'14.01" 128°38'08.37"	175.0	Natural High Point	
52	38°01'52.16" 128°38'41.04"	144.0	Natural High Point	
53	38°01'29.40" 128°38'10.77"	164.0	Natural High Point	
54	38°02'20.90" 128°38'55.02"	138.0	Natural High Point	
55	38°02'24.74" 128°38'56.78"	147.0	Natural High Point	
56	38°01'41.14" 128°38'14.13"	142.0	Natural High Point	
57	38°01'49.99" 128°38'20.97"	147.0	Natural High Point	
58	38°02'35.07" 128°39'03.88"	122.0	tree	
59	38°02'38.64" 128°39'03.28"	116.0	tree	
60	38°02'55.53" 128°39'15.98"	125.5	tree	
61	38°02'25.07" 128°38'39.06"	121.5	Natural High Point	
62	38°02'16.59" 128°38'29.82"	120.5	Natural High Point	
63	38°01'53.22" 128°37'44.12"	152.5	Natural High Point	
64	38°02'00.18" 128°37'51.54"	142.5	Natural High Point	
65	38°02'14.01" 128°38'08.37"	116.5	Natural High Point	
66	38°01'14.01" 128°38'08.37"	172.5	Natural High Point	
67	38°02'53.62" 128°38'59.40"	115.5	tree	
68	38°02'12.78" 128°37'57.76"	129.0	Natural High Point	
69	38°02'05.03" 128°37'40.19"	148.0	Natural High Point	
70	38°02'36.66" 128°38'26.13"	115.0	Natural High Point	
71	38°02'32.96" 128°38'18.38"	135.5	Natural High Point	
72	38°02'23.82" 128°38'03.37"	121.5	Natural High Point	
73	38°02'03.74" 128°37'27.96"	169.0	Natural High Point	
74	38°02'22.25" 128°37'57.21"	131.5	Natural High Point	
75	38°02'15.55" 128°37'28.38"	224.0	Natural High Point	
76	38°02'47.83" 128°38'27.16"	135.5	etc	
77	38°02'21.02" 128°37'34.06"	208.0	Natural High Point	
78	38°02'52.53" 128°38'30.02"	130.5	tree	
79	38°02'22.18" 128°37'23.20"	144.0	Natural High Point	
80	38°03'25.15" 128°39'34.32"	119.5	tree	
81	38°03'21.41" 128°39'20.94"	115.0	tree	
82	38°02'36.23" 128°37'27.37"	186.0	Natural High Point	
83	38°02'43.53" 128°37'38.91"	139.0	Natural High Point	
84	38°02'50.25" 128°37'55.59"	127.0	Natural High Point	
85	38°02'43.22" 128°37'20.81"	191.5	Natural High Point	
86	38°02'52.16" 128°37'41.04"	133.0	Natural High Point	
87	38°02'57.90" 128°37'56.51"	132.0	Natural High Point	
88	38°03'26.16" 128°39'21.32"	129.5	tree	
89	38°02'48.37" 128°37'20.10"	169.0	Natural High Point	
90	38°02'48.75" 128°37'06.82"	167.5	Natural High Point	
91	38°03'00.15" 128°37'45.63"	126.0	Natural High Point	
92	38°02'53.06" 128°37'15.36"	204.5	Natural High Point	
93	38°03'09.58" 128°37'59.46"	129.5	Natural High Point	
94	38°02'57.90" 128°37'11.09"	174.0	Natural High Point	
95	38°03'12.05" 128°36'59.65"	188.0	Natural High Point	
96	38°03'17.66" 128°37'13.87"	121.5	Natural High Point	
97	38°03'21.05" 128°37'13.64"	126.0	Natural High Point	
98	38°03'21.26" 128°37'01.47"	136.0	Natural High Point	
99	38°03'32.77" 128°37'53.50"	147.0	Natural High Point	
100	38°03'35.51" 128°37'58.43"	119.0	Natural High Point	
101	38°03'42.17" 128°37'53.08"	186.5	tree	
102	38°03'45.51" 128°37'57.79"	129.5	Natural High Point	
103	38°03'51.49" 128°39'40.92"	103.0	tree	
104	38°03'56.26" 128°39'34.39"	108.5	tree	
105	38°03'48.45" 128°39'52.32"	75.0	etc	

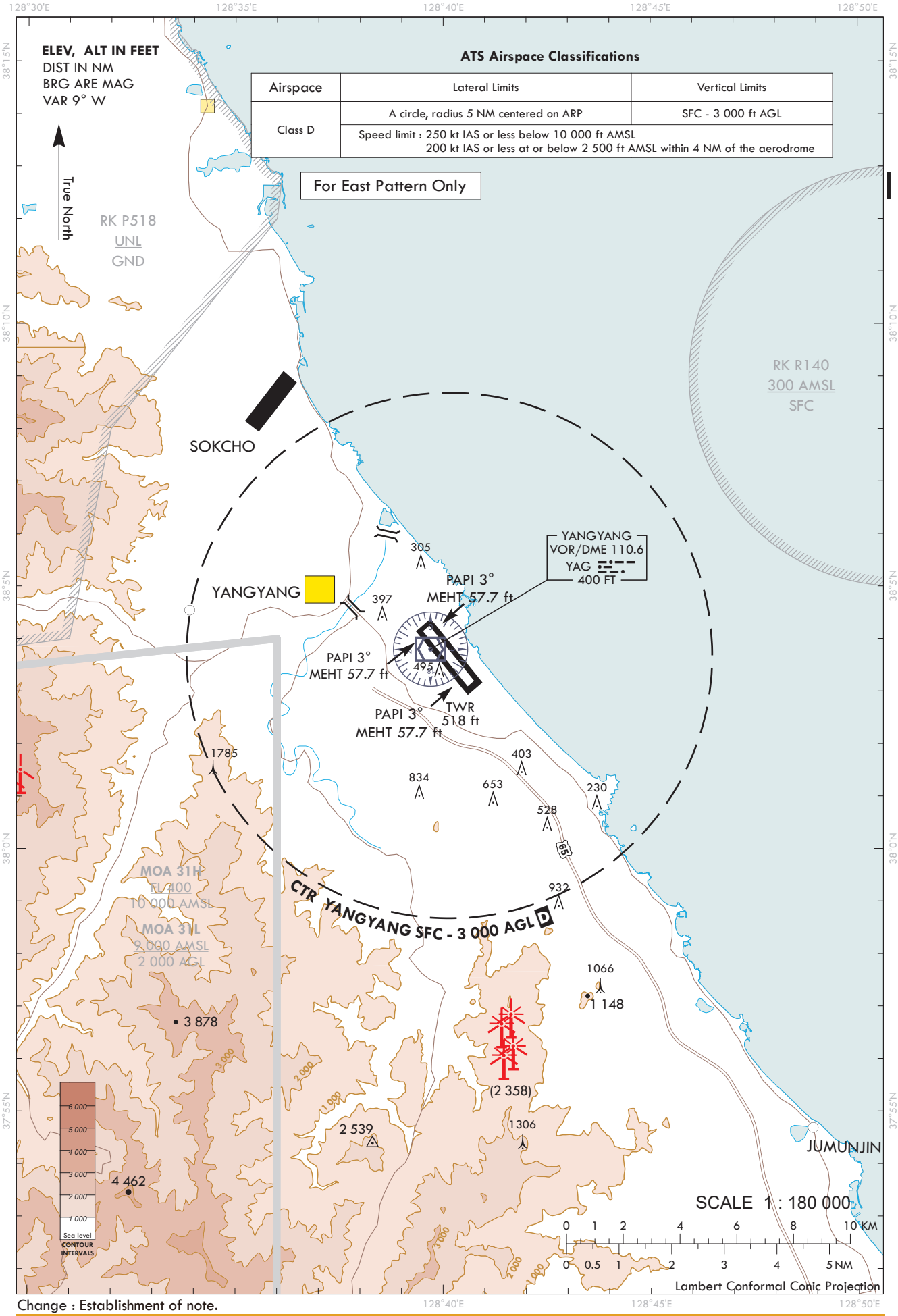
Change : Information of legend, OBST items, apron/hanger, Establishment of TWY B, and Amended phrase(No → NR).

VISUAL APPROACH CHART - ICAO

AD ELEV **241** ft
HEIGHTS RELATED
TO AD ELEV

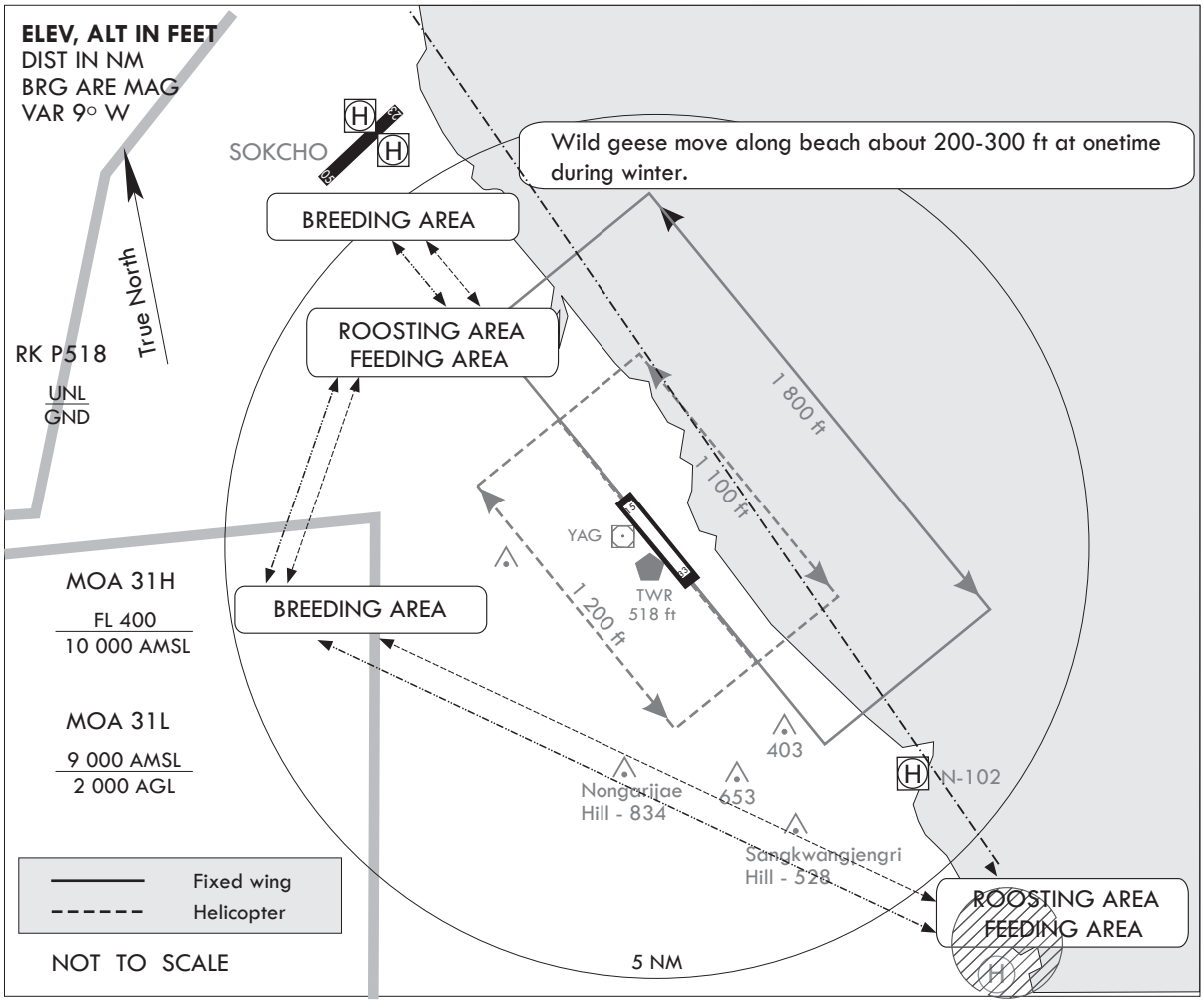
GANGNEUNG	APP	124.6	304.0
	DEP	124.6	258.4
YANGYANG	TWR	118.85	
		124.375	240.4

YANGYANG/Yangyang



Change : Establishment of note.

BIRD CONCENTRATION - YANGYANG INTERNATIONAL



LEGEND

- MOVEMENT ROUTES OF MALLARD
- MOVEMENT ROUTES OF EGRET
- MOVEMENT ONEWAY OF WILD GEESE
- POMAE LAKE