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1. SIGNIFICANT INFORMATION AND CHANGES

1.1 Enroute

- a) Information of remarks for B576, Y711 and Z86.
- b) Establishment of name for RK P73, P518W, P518 and P518E.
- c) Information of bird migration & areas with sensitive fauna and Establishment of Junam reservoir.

1.2 Incheon INTL Airport

- a) Establishment of general explanation of PDU, the VDGS docking procedure, A-CDM information on VDGS and notice for the use of VDGS for cargo terminal.
- b) Amended phrases(RK P75 → RK R75, RK R73 → RK P73).

1.3 Jeju INTL Airport

- a) Information of visual approach and reference page for VFR traffic circuit.
- b) Information of OBST NR. 1(214 → 207) and 3(513 → 503), THR and TDZ ELEV for RWY 07/25, RDH(15.2 m → 15.0 m).
- c) Establishment of AD 2.25 visual segment surface(VSS) penetration.
- d) Information of symbol for ABN and legend(stop-bar → RWY holding position).
- e) Amended phrases(126°2P'34"E → 126°29'34"E, 126°29'33"E → 126°29'34"E).
- f) Information of visual approach procedure and item numbers.

1.4 Gimhae INTL Airport

- a) Information of surface and strength for TWYs E1~E5, C1~C7, status for TWYs W2~W3.
- b) Information of GSE roads, green area, lead in-lead out line and INTL terminal.

1.5 Cheongju INTL Airport

- a) Information of scheduled inspection time(THU → TUE) and Amended phrase(331.65 MHz → 331.25 MHz).
- b) Information of item numbers and taxi procedures for arrival.

1.6 Yeosu Airport

- a) Information of OBST and height for RWY THR(8.3 → 8.5).
- b) Establishment of RWY holding positions, intermediate holding positions and ATS airspace classifications.

1.7 Ulsan Airport

- a) Information of marking and lightings.

1.8 Uljin Airport

- a) Establishment of ATS airspace classifications and Information of CTR.

2. PAGE CONTROL

2.1 Replace the old sheets with new one as follows;

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL I, Part I - GEN (General)	VOL I, Part I - GEN (General)
GEN 0.3-1(27 JUN 24) / 0.3-2(27 JUN 24)	GEN 0.3-1 / 0.3-2 25 JUL 24
GEN 0.4-1(27 JUN 24) / 0.4-2(27 JUN 24)	GEN 0.4-1 / 0.4-2 25 JUL 24
GEN 0.4-3(27 JUN 24) / 0.4-4(27 JUN 24)	GEN 0.4-3 / 0.4-4 25 JUL 24
GEN 0.4-5(27 JUN 24) / 0.4-6(27 JUN 24)	GEN 0.4-5 / 0.4-6 25 JUL 24
GEN 0.4-7(27 JUN 24) / 0.4-8(27 JUN 24)	GEN 0.4-7 / 0.4-8 25 JUL 24
GEN 0.4-9(27 JUN 24) / 0.4-10(27 JUN 24)	GEN 0.4-9 / 0.4-10 25 JUL 24

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL I, Part II - ENR (Enroute) ENR 3.1-5(19 OCT 23) / 3.1-6(19 OCT 23) ENR 3.3-11(2 MAY 24) / 3.3-12(14 DEC 23) ENR 3.3-19(19 OCT 23) / 3.3-20(19 OCT 23) ENR 5.1-1(24 AUG 23) / 5.1-2(24 AUG 23) ENR 5.6-1(1 MAY 14) / 5.6-2(1 MAY 14)	VOL I, Part II - ENR (Enroute) ENR 3.1-5 / 3.1-6 25 JUL 24 ENR 3.3-11 / 3.3-12 25 JUL 24 ENR 3.3-19 / 3.3-20 25 JUL 24 ENR 5.1-1 / 5.1-2 25 JUL 24 ENR 5.6-1 / 5.6-2 25 JUL 24
VOL II, Part III - AD (Aerodromes) RKSI AD CHART 2-29(15 DEC 22) / 2-29-1(15 DEC 22) AD CHART 2-30(15 DEC 22) / 2-30-1(18 NOV 21) AD CHART 2-32(15 DEC 22) / 2-32-1(15 DEC 22) AD CHART 2-33(9 FEB 23) / 2-33-1(9 FEB 23) AD CHART 2-34(15 DEC 22) / 2-34-1(15 DEC 22) AD CHART 2-35(15 DEC 22) / 2-35-1(15 DEC 22) AD CHART 2-36(15 DEC 22) / 2-36-1(15 DEC 22) AD CHART 2-37(15 DEC 22) / 2-37-1(18 NOV 21) AD CHART 2-39(15 DEC 22) / 2-39-1(15 DEC 22) AD CHART 2-40(15 DEC 22) / 2-40-1(10 MAR 22) AD CHART 2-42(30 MAY 24) / 2-42-1(30 MAY 24) AD CHART 2-48(29 JUN 23) / 2-48-1(15 DEC 22) RKPC AD 2-17(21 SEP 23) / 2-18(10 MAR 22) AD 2-20-1(30 MAY 24) / 2-20-2(30 MAY 24) AD CHART 2-1(16 NOV 23) / 2-2(16 NOV 23) AD CHART 2-3(16 NOV 23) / 2-4(16 NOV 23) AD CHART 2-5(16 NOV 23) / 2-6(16 NOV 23) AD CHART 2-6-1(14 DEC 23) / 2-6-2(14 DEC 23) AD CHART 2-7(4 APR 24) / BLANK AD CHART 2-9(2 MAY 24) / BLANK AD CHART 2-10(25 AUG 22) / BLANK AD CHART 2-30(14 DEC 23) / 2-31(14 DEC 23) RKPK AD 2-3(6 APR 23) / 2-3-1(6 APR 23) AD 2-11(16 NOV 23) / 2-12(16 NOV 23) AD 2-15(23 SEP 21) / 2-16(23 SEP 21) AD 2-17(23 SEP 21) / 2-18(23 SEP 21) AD CHART 2-1(29 JUL 21) / 2-2(29 JUL 21) AD CHART 2-3(16 NOV 23) / 2-4(16 NOV 23) AD CHART 2-5(16 NOV 23) / 2-6(16 NOV 23) RKTU AD 2-7(30 MAY 24) / 2-8(4 APR 24) AD 2-8-3(4 APR 24) / 2-8-4(4 APR 24)	VOL II, Part III - AD (Aerodromes) RKSI AD 2-6-3 / 2-6-4 25 JUL 24 AD CHART 2-29 / 2-29-1 25 JUL 24 AD CHART 2-30 / 2-30-1 25 JUL 24 AD CHART 2-32 / 2-32-1 25 JUL 24 AD CHART 2-33 / 2-33-1 25 JUL 24 AD CHART 2-34 / 2-34-1 25 JUL 24 AD CHART 2-35 / 2-35-1 25 JUL 24 AD CHART 2-36 / 2-36-1 25 JUL 24 AD CHART 2-37 / 2-37-1 25 JUL 24 AD CHART 2-39 / 2-39-1 25 JUL 24 AD CHART 2-40 / 2-40-1 25 JUL 24 AD CHART 2-42 / 2-42-1 25 JUL 24 AD CHART 2-48 / 2-48-1 25 JUL 24 RKPC AD 2-17 / 2-18 25 JUL 24 AD 2-20-1 / 2-20-2 25 JUL 24 AD 2-23 / 2-24 25 JUL 24 AD CHART 2-1 / 2-2 25 JUL 24 AD CHART 2-3 / 2-4 25 JUL 24 AD CHART 2-5 / 2-6 25 JUL 24 AD CHART 2-6-1 / 2-6-2 25 JUL 24 AD CHART 2-7 / BLANK 25 JUL 24 AD CHART 2-9 / BLANK 25 JUL 24 AD CHART 2-10 / BLANK 25 JUL 24 AD CHART 2-30 / 2-31 25 JUL 24 RKPK AD 2-3 / 2-3-1 25 JUL 24 AD 2-11 / 2-12 25 JUL 24 AD 2-15 / 2-16 25 JUL 24 AD 2-17 / 2-18 25 JUL 24 AD CHART 2-1 / 2-2 25 JUL 24 AD CHART 2-3 / 2-4 25 JUL 24 AD CHART 2-5 / 2-6 25 JUL 24 RKTU AD 2-7 / 2-8 25 JUL 24 AD 2-8-3 / 2-8-4 25 JUL 24

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL III, Part III - AD (Aerodromes)	VOL III, Part III - AD (Aerodromes)
RKJY	RKJY
AD 2-13(2 JUL 20) / 2-14(2 JUL 20)	AD 2-13 / 2-14 25 JUL 24
AD CHART 2-1(14 JAN 21) / 2-2(14 JAN 21)	AD CHART 2-1 / 2-2 25 JUL 24
AD CHART 2-5(4 APR 24) / 2-6(4 APR 24)	AD CHART 2-5 / 2-6 25 JUL 24
AD CHART 2-23(21 SEP 23) / 2-24(21 SEP 23)	AD CHART 2-23 / 2-24 25 JUL 24
RKPU	RKPU
AD CHART 2-1(21 SEP 23) / 2-2(21 SEP 23)	AD CHART 2-1 / 2-2 25 JUL 24
RKTL	RKTL
AD CHART 2-26(27 JUL 23) / 2-27(4 MAY 23)	AD CHART 2-26 / 2-27 25 JUL 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	
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	
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	
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	
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	
29/24	Incheon AP - Incheon INTL Airport A-CDM Trial Operation for Phase 2	AD	29 JUN 22 / 18 SEP 24	
30/24	Yeosu AP - Unserviceability of Yeosu Radar	AD	14 JUL 24 / 31 DEC 24	
31/24	Ulsan AP - Unserviceability of Ulsan Radar	AD	2 JUL 23 / 30 SEP 24	
35/24	Incheon AP - Construction Work for Passenger Terminal 2 Extension	AD	12 JUL 23 / 20 AUG 24	
36/24	Incheon AP - ACFT Stands NR. 506, 507, 516, 517 Closed due to Construction	AD	30 MAY 24 / 7 AUG 24	
37/24	Incheon AP - Operational Restriction of Cargo Apron 1	AD	20 AUG 24 / 30 DEC 24	

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	
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	
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	superseded by 32/24
32/24	Incheon AP - RWY 15L/33R and TWYs Closed due to Construction	AD	8 AUG 24 / 13 DEC 24	superseded by 38/24
33/24	Gimpo AP - Operational Restrictions	AD	8 AUG 24 / 1 NOV 24	
34/24	Jeju AP - Unserviceability of ILS/DME for RWY 07	AD	7 AUG 24 / 16 APR 25	
38/24	Incheon AP - RWY 15L/33R and TWYs Closed due to Construction	AD	8 AUG 24 / 13 DEC 24	

GEN 0.4 CHECKLIST OF AIP PAGES

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0.1 - 5	23 NOV 17	1.2 - 4	12 JAN 23	2.2 - 4	1 AUG 19	3.1 - 6	11 JAN 24
0.1 - 6	23 NOV 17	1.2 - 5	12 JAN 23	2.2 - 5	1 AUG 19	3.2 - 1	1 JUN 23
0.2 - 1	12 JAN 23	1.2 - 6	12 JAN 23	2.2 - 6	1 AUG 19	3.2 - 2	1 JUN 23
0.2 - 2	12 JAN 23	1.3 - 1	1 MAY 14	2.2 - 7	21 OCT 21	3.2 - 3	9 MAR 23
0.3 - 1	25 JUL 24	1.3 - 2	1 MAY 14	2.2 - 8	21 OCT 21	3.2 - 4	9 MAR 23
0.3 - 2	25 JUL 24	1.4 - 1	4 JUL 19	2.2 - 9	16 NOV 23	3.2 - 5	28 JUL 22
0.4 - 1	25 JUL 24	1.4 - 2	4 JUL 19	2.2 - 10	16 NOV 23	3.2 - 6	28 JUL 22
0.4 - 2	25 JUL 24	1.4 - 3	4 JUL 19	2.2 - 11	1 MAY 14	3.2 - 7	18 JAN 18
0.4 - 3	25 JUL 24	1.4 - 4	4 JUL 19	2.2 - 12	1 MAY 14	3.2 - 8	18 JAN 18
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0.5 - 2	11 MAY 17	1.5 - 9	13 APR 17	2.3 - 3	13 JAN 22	3.4 - 3	11 JAN 24
0.6 - 1	21 SEP 23	1.5 - 10	13 APR 17	2.3 - 4	13 JAN 22	3.4 - 4	11 JAN 24
0.6 - 2	21 SEP 23	1.5 - 11	13 APR 17	2.3 - 5	12 MAY 16	3.5 - 1	11 JAN 24
		1.5 - 12	13 APR 17	2.3 - 6	12 MAY 16	3.5 - 2	11 JAN 24
		1.5 - 13	1 MAY 14	2.3 - 7	13 JAN 22	3.5 - 3	11 JAN 24
		1.5 - 14	1 MAY 14	2.3 - 8	13 JAN 22	3.5 - 4	11 JAN 24
		1.5 - 15	1 MAY 14	2.3 - 9	12 JAN 23	3.5 - 5	27 JUL 23
		1.5 - 16	1 MAY 14	2.3 - 10	12 JAN 23	3.5 - 6	27 JUL 23
		1.5 - 17	13 APR 17	2.3 - 11	WEF 14 AUG 19	3.6 - 1	28 JUL 22
		1.5 - 18	13 APR 17	2.3 - 12	1 MAY 14	3.6 - 2	28 JUL 22
		1.5 - 19	WEF 24 JAN 24	2.4 - 1	4 APR 24	3.6 - 3	8 FEB 24
		1.5 - 20	28 JUL 22	2.4 - 2	4 APR 24	3.6 - 4	8 FEB 24
		1.5 - 21	28 JUL 22	2.4 - 3	4 APR 24		
		1.5 - 22	28 JUL 22	2.4 - 4	4 APR 24		
		1.5 - 23	WEF 24 JAN 24	2.5 - 1	17 NOV 22		
		1.5 - 24	WEF 24 JAN 24	2.5 - 2	17 NOV 22		
		1.5 - 25	WEF 24 JAN 24	2.6 - 1	1 MAY 14	GEN 4	
		1.5 - 26	13 JAN 22	2.6 - 2	1 MAY 14	4.1 - 1	9 MAY 19
		1.5 - 27	13 JAN 22	2.7 - 1	11 JAN 24	4.1 - 2	WEF 13 JUL 22
		1.5 - 28	13 JAN 22	2.7 - 2	11 JAN 24	4.1 - 3	11 JAN 24
		1.6 - 1	13 JAN 22	2.7 - 3	11 JAN 24	4.1 - 4	11 JAN 24
		1.6 - 2	13 JAN 22	2.7 - 4	11 JAN 24	4.1 - 5	11 APR 19
		1.7 - 1	30 MAY 24	2.7 - 5	11 JAN 24	4.1 - 6	11 APR 19
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		1.7 - 3	30 MAY 24			4.1 - 8	11 JAN 24
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		1.7 - 5	21 SEP 23			4.1 - 10	11 JAN 24
		1.7 - 6	21 SEP 23			4.1 - 11	22 OCT 20
		1.7 - 7	30 MAY 24			4.1 - 12	22 OCT 20
		1.7 - 8	30 MAY 24			4.2 - 1	28 JUL 22
		1.7 - 9	30 MAY 24			4.2 - 2	28 JUL 22
		1.7 - 10	30 MAY 24				

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0.6 - 2	19 OCT 23	1.6 - 3	WEF 20 MAY 20	2.1 - 15	WEF 20 MAR 24	4.1 - 2	WEF 12 JUN 24
		1.6 - 4	WEF 20 MAY 20	2.1 - 16	WEF 20 MAR 24	4.1 - 3	WEF 12 JUN 24
		1.7 - 1	28 JUL 22	2.1 - 17	WEF 20 MAR 24	4.1 - 4	WEF 12 JUN 24
		1.7 - 2	28 JUL 22	2.1 - 18	WEF 20 MAR 24	4.2 - 1	1 MAY 14
ENR 1		1.8 - 1	1 MAY 14	2.2 - 1	27 SEP 18	4.2 - 2	1 MAY 14
1.1 - 1	WEF 24 FEB 21	1.8 - 2	1 MAY 14	2.2 - 2	27 SEP 18	4.3 - 1	WEF 24 JAN 24
1.1 - 2	1 MAY 14	1.9 - 1	19 OCT 23	2.2 - 3	9 MAY 19	4.3 - 2	WEF 24 JAN 24
1.2 - 1	27 SEP 18	1.9 - 2	19 OCT 23	2.2 - 3-1	WEF 15 JUN 22	4.4 - 1	2 MAY 24
1.2 - 2	WEF 28 DEC 22	1.9 - 3	1 AUG 19	2.2 - 4	WEF 6 DEC 17	4.4 - 2	2 MAY 24
1.2 - 3	WEF 28 DEC 22	1.9 - 4	1 AUG 19	2.2 - 4-1	WEF 6 DEC 17	4.4 - 3	2 MAY 24
1.2 - 4	WEF 28 DEC 22	1.9 - 5	1 AUG 19			4.4 - 4	2 MAY 24
1.2 - 5	WEF 28 DEC 22	1.9 - 6	1 AUG 19			4.4 - 5	WEF 20 MAR 24
1.2 - 6	WEF 28 DEC 22	1.9 - 7	27 JUN 24	ENR 3		4.4 - 6	WEF 20 MAR 24
1.2 - 7	WEF 28 DEC 22	1.9 - 8	27 JUN 24	3.1 - 1	WEF 29 NOV 23	4.4 - 7	WEF 20 MAR 24
1.2 - 8	WEF 28 DEC 22	1.9 - 9	27 JUN 24	3.1 - 2	WEF 29 NOV 23	4.4 - 8	WEF 20 MAR 24
1.2 - 9	WEF 28 DEC 22	1.9 - 10	27 JUN 24	3.1 - 3	WEF 29 NOV 23	4.4 - 9	WEF 7 AUG 24
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1.2 - 11	WEF 28 DEC 22	1.9 - 12	25 AUG 22	3.1 - 5	25 JUL 24	4.4 - 11	WEF 1 NOV 23
1.2 - 12	WEF 28 DEC 22	1.9 - 13	WEF 30 NOV 22	3.1 - 6	25 JUL 24	4.4 - 12	WEF 1 NOV 23
1.2 - 13	WEF 28 DEC 22	1.9 - 14	WEF 30 NOV 22	3.1 - 7	14 DEC 23	4.4 - 13	14 DEC 23
1.2 - 14	WEF 28 DEC 22	1.9 - 15	WEF 30 NOV 22	3.1 - 8	WEF 12 JUN 24	4.4 - 14	14 DEC 23
1.2 - 15	WEF 28 DEC 22	1.9 - 16	WEF 30 NOV 22	3.1 - 9	20 DEC 18	4.4 - 15	WEF 1 NOV 23
1.2 - 16	WEF 28 DEC 22	1.9 - 17	WEF 30 NOV 22	3.1 - 10	20 DEC 18	4.4 - 16	WEF 1 NOV 23
1.2 - 17	WEF 28 DEC 22	1.9 - 18	WEF 30 NOV 22	3.1 - 11	WEF 12 JUN 24	4.4 - 17	WEF 15 MAY 24
1.2 - 18	WEF 28 DEC 22	1.10 - 1	29 JUN 23	3.1 - 12	WEF 29 NOV 23	4.4 - 18	8 FEB 24
1.2 - 19	WEF 28 DEC 22	1.10 - 2	29 JUN 23	3.1 - 13	WEF 29 NOV 23	4.4 - 19	WEF 1 NOV 23
1.2 - 20	WEF 28 DEC 22	1.11 - 1	29 JUN 23	3.1 - 14	WEF 29 NOV 23	4.4 - 20	WEF 1 NOV 23
1.2 - 21	WEF 28 DEC 22	1.11 - 2	29 JUN 23	3.2 - 1	19 OCT 23	4.4 - 21	WEF 1 NOV 23
1.2 - 22	WEF 28 DEC 22	1.12 - 1	1 MAY 14	3.2 - 2	19 OCT 23	4.4 - 22	WEF 1 NOV 23
1.2 - 23	4 MAY 23	1.12 - 2	1 MAY 14	3.3 - 1	WEF 29 NOV 23	4.4 - 23	WEF 1 NOV 23
1.2 - 24	WEF 28 DEC 22	1.12 - 3	1 MAY 14	3.3 - 2	WEF 29 NOV 23	4.4 - 24	WEF 24 JAN 24
1.2 - 25	WEF 28 DEC 22	1.12 - 4	1 MAY 14	3.3 - 3	WEF 29 NOV 23	4.4 - 25	14 DEC 23
1.2 - 26	WEF 28 DEC 22	1.13 - 1	1 MAY 14	3.3 - 4	WEF 12 JUN 24	4.4 - 26	14 DEC 23
1.2 - 27	WEF 28 DEC 22	1.13 - 2	1 MAY 14	3.3 - 5	WEF 29 NOV 23	4.4 - 27	WEF 1 NOV 23
1.2 - 28	WEF 28 DEC 22	1.14 - 1	9 MAR 23	3.3 - 6	WEF 29 NOV 23	4.4 - 28	WEF 1 NOV 23
1.2 - 29	WEF 28 DEC 22	1.14 - 2	9 MAR 23	3.3 - 7	WEF 29 NOV 23	4.4 - 29	14 DEC 23
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2 - 7	4 APR 24	2 - 7	2 JUN 22	CHART 2 - 29	WEF 22 FEB 23	2 - 7	22 OCT 20
2 - 8	4 APR 24	2 - 8	2 JUN 22	CHART 2 - 29-1	WEF 22 FEB 23	2 - 8	WEF 15 MAY 24
2 - 9	WEF 30 NOV 22	2 - 9	13 JAN 22	CHART 2 - 30	11 JAN 24		
2 - 10	WEF 3 NOV 21	2 - 10	WEF 20 APR 22	CHART 2 - 30-1	11 JAN 24		
2 - 11	27 JUN 24	2 - 11	28 JUL 22	CHART 2 - 31	WEF 19 APR 23		
2 - 12	27 JUN 24	2 - 12	28 JUL 22	CHART 2 - 31-1	WEF 19 APR 23	CHART 2 - 1	27 JUN 24
		2 - 13	28 JUL 22	CHART 2 - 32	11 JAN 24	CHART 2 - 1-1	27 JUN 24
CHART 2 - 1	WEF 17 MAY 23	2 - 14	28 JUL 22	CHART 2 - 32-1	11 JAN 24	CHART 2 - 2	WEF 15 MAY 24
CHART 2 - 2	10 FEB 22	2 - 15	28 JUL 22	CHART 2 - 33	WEF 22 FEB 23	CHART 2 - 2-1	19 MAR 15
CHART 2 - 3	WEF 17 MAY 23	2 - 16	28 JUL 22	CHART 2 - 33-1	WEF 22 FEB 23	CHART 2 - 3	WEF 15 MAY 24
CHART 2 - 4	WEF 17 MAY 23	2 - 17	WEF 22 FEB 23	CHART 2 - 34	WEF 19 APR 23	CHART 2 - 3-1	19 MAR 15
CHART 2 - 5	2 MAY 24	2 - 18	WEF 19 APR 23	CHART 2 - 34-1	WEF 19 APR 23	CHART 2 - 4	WEF 15 MAY 24
CHART 2 - 6	2 MAY 24			CHART 2 - 35	WEF 22 FEB 23	CHART 2 - 4-1	WEF 15 MAY 24
CHART 2 - 7	WEF 3 NOV 21	CHART 2 - 1	2 JUN 22	CHART 2 - 35-1	WEF 22 FEB 23	CHART 2 - 5	WEF 15 MAY 24
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CHART 2 - 8	30 JUN 22	CHART 2 - 3	7 MAR 24	CHART 2 - 36-1	WEF 22 FEB 23	CHART 2 - 6	WEF 15 MAY 24
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CHART 2 - 9	WEF 3 NOV 21	CHART 2 - 5	4 MAY 23	CHART 2 - 37-1	WEF 22 FEB 23	CHART 2 - 7	WEF 15 MAY 24
CHART 2 - 9-1	WEF 30 DEC 20	CHART 2 - 6	4 MAY 23	CHART 2 - 38	WEF 22 FEB 23	CHART 2 - 7-1	WEF 15 MAY 24
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CHART 2 - 10-1	30 JUN 22	CHART 2 - 8	4 MAY 23			CHART 2 - 8-1	WEF 15 MAY 24
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CHART 2 - 13	30 JUN 22	CHART 2 - 12	WEF 22 FEB 23			CHART 2 - 11	WEF 15 MAY 24
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2 - 2	2 MAY 24	2 - 2	17 NOV 22	2 - 2	11 JAN 24	CHART 2 - 19-1	14 DEC 23
2 - 3	4 APR 24	2 - 3	27 JUN 24	2 - 3	2 MAY 24	CHART 2 - 20	14 DEC 23
2 - 4	4 APR 24	2 - 4	27 JUN 24	2 - 4	2 MAY 24	CHART 2 - 20-1	14 DEC 23
2 - 4-1	4 APR 24	2 - 5	25 AUG 22	2 - 5	17 NOV 22	CHART 2 - 21	11 JAN 24
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2 - 5	2 MAY 24	2 - 7	WEF 11 AUG 21	2 - 7	10 FEB 22	CHART 2 - 22	11 JAN 24
2 - 6	2 MAY 24	2 - 8	WEF 17 MAY 23	2 - 8	10 FEB 22	CHART 2 - 22-1	11 JAN 24
2 - 7	2 MAY 24	2 - 9	WEF 17 MAY 23	2 - 9	11 JAN 24	CHART 2 - 23	14 DEC 23
2 - 8	2 MAY 24	2 - 10	WEF 11 AUG 21	2 - 10	11 JAN 24	CHART 2 - 23-1	14 DEC 23
2 - 9	20 OCT 22	2 - 11	27 JUN 24	2 - 10-1	14 DEC 23	CHART 2 - 24	11 JAN 24
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2 - 12	2 JUL 20	CHART 2 - 1	WEF 17 MAY 23	2 - 12	14 DEC 23	CHART 2 - 25-1	14 DEC 23
2 - 13	25 JUL 24	CHART 2 - 2	WEF 17 MAY 23	2 - 13	14 DEC 23	CHART 2 - 26	14 DEC 23
2 - 14	25 JUL 24	CHART 2 - 3	WEF 17 MAY 23	2 - 14	14 DEC 23	CHART 2 - 26-1	14 DEC 23
2 - 15	27 JUN 24	CHART 2 - 3-1	26 AUG 21			CHART 2 - 27	14 DEC 23
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CHART 2 - 9	30 JUN 22	CHART 2 - 9-1	WEF 17 MAY 23	CHART 2 - 5	11 JAN 24		
CHART 2 - 9-1	30 JUN 22	CHART 2 - 10	WEF 17 MAY 23	CHART 2 - 5-1	11 JAN 24		
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2 - 7	21 SEP 23	2 - 5	17 MAR 16	CHART 2 - 26	WEF 14 JUL 21	2 - 7	11 JAN 24
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2 - 11	24 AUG 23	2 - 9	22 OCT 20	CHART 2 - 28	WEF 8 NOV 17	2 - 11	24 OCT 19
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2 - 13	27 JUN 24	2 - 11	WEF 1 DEC 21	CHART 2 - 29	WEF 14 JUL 21	2 - 13	14 FEB 19
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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
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CHART 2 - 8-1	13 JAN 22	CHART 2 - 7	WEF 1 DEC 21			CHART 2 - 8	WEF 13 JUL 22
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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
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CHART 2 - 7	WEF 6 SEP 23	CHART 2 - 5-1	WEF 1 NOV 23
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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
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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
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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 10 JUL 24
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Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG↑/↓ VOR RDL DIST (COP)	Upper limits Lower limits or Minimum altitude(MOCA) ft AMSL or FL		Lateral limits NM	Direction of cruising levels		Remarks Controlling unit channel Logon address	
		Airspace classification			Odd	Even		
1	2	3		4	5		6	
B576*							Daegu ACC FREQ : (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz FREQ : (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz Airspace Classification refer to ENR 3.1-1	
△ ANYANG VORTAC(SEL) 372449N 1265542E	174° 354°	UNL 4 500 (3 400) Class A, D, G		10		↓	Incheon ACC FREQ : (at or below FL 255) 126.175(134.375) MHz 317.85(335.55) MHz FREQ : (above FL 255) 132.15(123.55) MHz 263.15(272.60) MHz Airspace Classification refer to ENR 3.1-1 * Note B576 is only used for Non-RNAV aircraft. Any aircraft approved for RNAV operations should use Y711 or Y722.	
△ POLEG 371249N 1265935E	174° 354°							
△ SONGTAN VORTAC(SOT) 370540N 1270154E	7.4							
▲ OLMEN 364413N 1265928E	194° 014°	(59/59) KJZ R-060/ D 19.1	(2 800)				Incheon ACC FREQ : (at or below FL 255) 120.725(128.30) MHz 263.90(272.75) MHz FREQ : (above FL 255) 123.725(124.50) MHz 239.25(275.40) MHz Airspace Classification refer to ENR 3.1-1	
▲ ENTEL 362311N 1265705E	194° 014°		13 000 7 000 Class D					(3 600)
△ RINBO 355352N 1265349E	194° 013°		UNL** FL 140 Class A, D, G					(3 100)
▲ LINTA 353116N 1265119E	193° 013°	(52/52)	(3 400)				Incheon ACC FREQ : (at or below FL 255) 124.525(132.425) MHz 255.40(233.50, 348.10) MHz FREQ : (above FL 335) 133.425(132.425) MHz 234.35(234.65) MHz FREQ : (below FL 335) 125.725(132.825, 128.375) MHz 232.95(233.15) MHz Airspace Classification refer to ENR 3.1-1	
△ GWANGJU VOR(KWA) 350734N 1264844E	22.7		(4 700)					
▲ IPDAS 341515N 1264301E	193° 012°		13 000 8 000 (4 700) Class D					UNL** FL 140
△ JEJU VORTAC(CJU) 332305N 1263727E	193° 012°	(52/52)	13 000 9 000 (8 700) Class D				Incheon ACC FREQ : (at or below FL 255) 124.525(132.425) MHz 255.40(233.50, 348.10) MHz FREQ : (above FL 335) 133.425(132.425) MHz 234.35(234.65) MHz FREQ : (below FL 335) 125.725(132.825, 128.375) MHz 232.95(233.15) MHz Airspace Classification refer to ENR 3.1-1	
▲ SOSDO 330012N 1262735E	52.3		UNL 9 000 (8 700) Class A, D, G					
△ SAMLO 323223N 1261536E	207° 027°		24.3					
▲ TESIM 313526N 1255128E	207° 027°						Incheon ACC FREQ : (at or above FL 335) 133.425(132.425) MHz 234.35(234.65) MHz FREQ : (below FL 335) 125.725(132.825, 128.375) MHz 232.95(233.15) MHz Airspace Classification refer to ENR 3.1-1	
▲ ATOTI(FIR BDRY) 300013N 1251154E	207° 027°							
INCHON FIR FUKUOKA FIR	29.5							
NAVAID(DME) GAP : Between 44 NM from KWA and 55 NM from SOT, below 10 000 ft AMSL, request to controller is required to get distance information.								

Change : Information of remarks for B576.



Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG↑/↓ VOR RDL DIST (COP)	Upper limits Lower limits or Minimum altitude(MOCA) ft AMSL or FL Airspace classification	Lateral limits NM	Direction of cruising levels		Remarks Controlling unit channel Logon address
				Odd	Even	
1	2	3	4	5		6
G339 △ BUSAN VORTAC(PSN) 350721N 1285958E ▲ INVOK(FIR BDRY) 344719N 1291923E INCHEON FIR FUKUOKA FIR						
	149° 330° 25.6	UNL 10 000 (3 400) Class A, D, G	8	↓		Daegu ACC FREQ : 125.375(125.775, 124.575) MHz 234.15(317.35, 335.50) MHz
					↑	Airspace Classification refer to ENR 3.1-1

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels		Remarks Controlling unit Frequency
					Odd	Even	
1	2	3	4	5	6		7
Y697 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							Daegu ACC FREQ: (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz
SANGHAI FIR							
INCHEON FIR							
▲ AGAVO(FIR BDRY) 371000N 1240000E	N/A	064 244	7.5	UNL FL 150(1 500) Class A, D, G			FREQ: (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz Westbound(SEL-AGAVO) FL 400, FL 380, FL 360, FL 340, FL 320, FL 300, FL 280, FL 260, FL 240, FL 220, FL 200 REF. ENR 3.1-9 for the detailed altitude conversion procedures. Only flying westbound from SEL to AGAVO on Y697 is authorized.
▲ OLBIM 371411N 1240751E		066 246	16.2				
△ NOGON 372250N 1242505E		097 277	20.0				
△ ANSIM 372323N 1245009E		097 277	19.0				
▲ BINIL 372349N 1251359E		097 277	20.0				
▲ NOPIK 372412N 1253905E		097 278	41.0	UNL 8 000(2 100) Class A, D, G			↓
△ GOGET 372442N 1263036E		098 278	20.0	UNL 7 500(3 400) Class A, D, G			
△ ANYANG VORTAC(SEL) 372449N 1265542E		087 267	22.0	UNL 7 500(5 100) Class A, D, G			
△ EGOBA 372915N 1272246E		087 267	13.9	UNL 7 500(4 500) Class A, D, G			
▲ KARBU 373159N 1273952E		087 268	22.9	UNL 7 500(7 500) Class A, D, G			
▲ TORUS 373625N 1280807E		088 268	21.8	UNL 7 500(7 100) Class A, D, G			
▲ BIKSI 374032N 1283504E		088 268	8.2	UNL 8 000(7 100) Class A, D, G			
△ GANGWON VORTAC(KAE) 374203N 1284514E		130 310	30.0	UNL 9 000(1 500) Class A, D, G			
▲ PILIT 372631N 1291731E		130 310	31.2				
▲ ESNEG 371014N 1295051E		130 310	47.1				
△ AGSUS 364521N 1304044E		130 311	42.9				↑
▲ LANAT(FIR BDRY) 362224N 1312542E							
INCHEON FIR							Airspace Classification refer to ENR 3.1-1
FUKUOKA FIR							

1. Critical DME : SEL<AGAVO/OLBIM>, KUZ<AGAVO/OLBIM>, SEL<OLBIM/NOGON>, KUZ<OLBIM/NOGON>, SEL<NOGON/ANSIM>, KUZ<NOGON/ANSIM>, SEL<KARBU/TORUS>, KAE<KARBU/TORUS>, SEL<TORUS/BIKSI>, KAE<TORUS/BIKSI>, SEL<BIKSI/KAE>, KAE<BIKSI/KAE>, KAE<KAE/PILIT>, KPO<KAE/PILIT>, KAE<PILIT/ESNEG>, KPO<PILIT/ESNEG>, KAE<ESNEG/AGSUS>, KPO<ESNEG/AGSUS>, KAE<AGSUS/LANAT>, KPO<AGSUS/LANAT>

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels		Remarks Controlling unit Frequency
					Odd	Even	
1	2	3	4	5	7		10
Y711 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							Daegu ACC FREQ: (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz
▲ MONSI 371247N 1265015E	N/A	190 010	29.4	UNL FL 140(2 900) Class A, D, G		↓	FREQ: (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz Airspace Classification refer to ENR 3.1-1
▲ BULTI 364322N 1264930E		187 007	10.0				Incheon ACC FREQ: (at or below FL 255) 126.175(134.375) MHz 317.85(335.55) MHz FREQ: (above FL 255) 132.15(123.55) MHz 263.15(272.60) MHz Airspace Classification refer to ENR 3.1-1
▲ MEKIL 363322N 1264953E		187 006	10.2	UNL FL 140(3 200) Class A, D, G			
△ GONAX 362311N 1265016E		193 013	14.1				
△ BEDES 360905N 1264844E		193 013	14.9	UNL FL 140(2 200) Class A, D, G			
△ ELPOS 355410N 1264707E		193 013	24.0	UNL FL 140(2 800) Class A, D, G			Incheon ACC FREQ: (at or below FL 255) 120.725(128.30) MHz 263.90(272.75) MHz FREQ: (above FL 255) 123.725(124.50) MHz 239.25(275.40) MHz Airspace Classification refer to ENR 3.1-1
▲ MANGI 353011N 1264432E		193 013	22.7	UNL FL 140(3 800) Class A, D, G			
△ DALSU 350731N 1264206E		193 013	42.4	UNL FL 140(4 000) Class A, D, G			
△ NULDI 342514N 1263739E		193 013	10.0	UNL FL 140(3 300) Class A, D, G			
▲ DOTOL 341515N 1263637E		193 012	24.8	UNL FL 140(2 700) Class A, D, G			Incheon ACC FREQ : 124.525(132.425) MHz 255.40(233.50, 348.10) MHz Airspace Classification refer to ENR 3.1-1
△ KIDOS 335028N 1263402E		207 027	25.9	UNL FL 140(6 000) Class A, D, G			
△ REMOS 332605N 1262329E		207 027	27.4	UNL FL 140(6 300) Class A, D, G			
▲ PANSI 330014N 1261225E		207 027	33.4				
△ DOMKO 322848N 1255859E		207 027	30.1	UNL FL 140(1 500) Class A, D, G			Incheon ACC FREQ: (At or above FL 335) 133.425(132.425) MHz 234.35(234.65) MHz FREQ: (below FL 335) 125.725(132.825, 128.375) MHz 232.95(233.15) MHz * Note Any aircraft planning to operate below FL 320 after MUGUS must use Z86 between BONSO and ATOTI, then use B576. Airspace Classification refer to ENR 3.1-1
△ PONIK 320021N 1254659E		207 026	18.2				
△ IKEDO 314314N 1253948E		207 026	12.0				
▲ KANKA 313155N 1253504E		207 026	67.0				
△ BONSO 302840N 1250851E		206 026	30.2				
▲ MUGUS(FIR BDRY) 300006N 1245712E							
INCHEON FIR							
FUKUOKA FIR							

1. Critical DME : KWA<DOTOL/KIDOS>, CJU<DOTOL/KIDOS>

2. DME GAP : KIDOS/REMOS, REMOS/PANSI, PANSI/DOMKO, DOMKO/PONIK, PONIK/KANKA, KANKA/BONSO, BONSO/MUGUS GNSS required.

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Change : Information of remarks for Y711.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits Lower limits (MOCA) ft AMSL or FL	Direction of cruising levels		Remarks Controlling unit Frequency	
				Airspace classification	Odd	Even		
1	2	3	4	5	6		7	
Z83 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] △ DALSEONG VORTAC(TGU) 354835N 1283527E ▲ MASTA 352847N 1283340E ▲ SARAM 350736N 1283147E ▲ ENGOT 344834N 1282952E ▲ ANROD 343758N 1282952E	N/A						Daegu ACC FREQ : 125.375(125.775, 124.575) MHz 234.15(317.35, 335.50) MHz Airspace Classification refer to ENR 3.1-1	
		192 012	19.8	UNL 5 000(4 900) Class A, D, G		↓		
		192 012	21.2	UNL 5 000(3 800) Class A, D, G				
		193 013	19.1	UNL 5 000(3 000) Class A, D, G				
		188 008	10.6	UNL 5 000(2 300) Class A, D, G	↑			
1. Critical DME : PSN<TGU/MASTA>, TGU<TGU/MASTA>, PSN<MASTA/SARAM>, TGU<MASTA/SARAM>, PSN<SARAM/ENGOT>, TGU<SARAM/ENGOT> 2. DME GAP : ENGOT/ANROD, GNSS required.								
Z84 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] △ BUSAN VORTAC(PSN) 350721N 1285958E ▲ KALEK(FIR BDRY) 351232N 1295305E	N/A	091 272	43.8	UNL 8 000(3 100) Class A, D, G	↓		Daegu ACC FREQ : 125.375(125.775, 124.575) MHz 234.15(317.35, 335.50) MHz Airspace Classification refer to ENR 3.1-1	
								↑
INCHEON FIR								
FUKUOKA FIR								
Z85 (RNAV2) [GNSS, DME/DME/IRU] △ BILUM 334613N 1270439E △ PAPLU 333441N 1270337E ▲ RUGMA(FIR BDRY) 323012N 1265753E	N/A	192 012	11.5	UNL FL 170(1 500) Class A, D, G	↓		Incheon ACC FREQ : 124.525(132.425) MHz 255.40(233.50, 348.10) MHz Airspace Classification refer to ENR 3.1-1	
		192 011	64.5					↑
INCHEON FIR								
FUKUOKA FIR								
1. DME GAP : BILUM/PAPLU, PAPLU/RUGMA, GNSS required.								

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits	Direction of cruising levels		Remarks Controlling unit Frequency
				Lower limits (MOCA) ft AMSL or FL Airspace classification	Odd	Even	
1	2	3	4	5	7		10
Z86 (RNAV2) [GNSS, DME/DME/IRU] △ BONSO 302840N 1250851E ▲ ATOTI(FIR BDRY) 300013N 1251154E							Incheon ACC FREQ : 124.525(132.425) MHz 255.40(233.50, 348.10) MHz * Note Any aircraft planning to operate below FL 320 after MUGUS must use Z86 between BONSO and ATOTI, then use B576.
	N/A	181 001	28.5	UNL FL 140(1 500) Class A, D, G		↓	
INCHEON FIR							Airspace Classification refer to ENR 3.1-1
FUKUOKA FIR							
1. DME GAP : BONSO/ATOTI, GNSS required.							
Z91 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] △ BUSAN VORTAC(P5N) 350721N 1285958E ▲ INVOK(FIR BDRY) 344719N 1291923E							Daegu ACC FREQ : 125.375(125.775, 124.575) MHz 234.15(317.35, 335.50) MHz Airspace Classification refer to ENR 3.1-1
	N/A	149 329	25.6	UNL 10 000(3 000) Class A, D, G	↓		
INCHEON FIR							Airspace Classification refer to ENR 3.1-1
FUKUOKA FIR							

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

ENR 5. NAVIGATION WARNING

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

1.1 PROHIBITED AREAS

Identification, name and lateral limits	Upper limit Lower limit (ft)	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
RK P73 SEOUL Area connecting the outlines of circles with a radius of 2 miles centered on center 1 and center 2 * Center 1 : 373209N 1265838E * Center 2 : 373232N 1265943E	UNL GND	Refer to ENR 1.2(Flight Procedures in the vicinity of RK P73, Air Control Procedures, etc.) The commander of Capital Defence command.
RK P518W KOREAN TACTICAL ZONE(WEST) 380000N 1240900E - 380000N 1245100E - eastward along the Northern Limit line - 374255N 1260633E - 374213N 1260951E - 373900N 1261000E - 373000N 1255000E - 373000N 1243800E - to the beginning	UNL GND	Demilitarized zone MCRC/FOC VMC-IMC
RK P518 KOREAN TACTICAL ZONE The area between Demarcation and the line formed by the following point; 373900N 1261000E - 374300N 1264100E - 373800N 1265300E - 375800N 1274000E - 380400N 1283100E - 380800N 1283200E - 381200N 1283600E - to coast-line CIVIL CORRIDOR a. This corridor is operable 0700 thru 1200 UTC for weekdays and 0300 thru 1200 UTC for Saturday, Sunday and ROK holidays. b. This corridor may be closed without prior coordination with ATC when DEFCON-III is declared or required by urgent military situation. 374100N 1264400E - 374200N 1265100E - 374500N 1270000E - 374300N 1270500E - 373000N 1273100E	UNL GND	Demilitarized zone MCRC/FOC VMC-IMC Incheon Airport Instrument Flight Procedures Protected Area (S1) as follows : 374153N 1261628E - 374336N 1262933E - 374208N 1263410E - 373936N 1261436E - 374028N 1261446E - 374153N 1261628E ALT : 1 600 ft - 6 000 ft AMSL Restriction : Controlled IFR aircraft by Seoul Approach can only use this area. VFR aircraft do not use this area.
RK P518E KOREAN TACTICAL ZONE(EAST) 383800N 1282200E - 383800N 1283800E - 382200N 1284700E - 381600N 1283300E - northward along the eastern coast line to the beginning	UNL GND	Demilitarized zone MCRC/FOC VMC-IMC

Change : Establishment of name for RK P73, P518W, P518 and P518E.



1.2 RESTRICTED AREAS

Identification, name and lateral limits 1	Upper limit Lower limit (ft) 2	Remarks (time of activity, type of restriction, nature of hazard, risk of interception) 3
RK R1 YONGMUN 373114.0N 1272813.3E - 373212.1N 1273114.2E - 373042.1N 1273147.1E - 373042.1N 1272813.2E - to the beginning	<u>6 000</u> GND	Ground to ground high angle firing FROKA G-3 AIR Mon-Fri 2300-0800 UTC VMC-IMC
RK R10 MAEBONG 373800N 1274100E - 373900N 1274400E - 373700N 1274700E - 373200N 1274800E - 373200N 1274100E - to the beginning	<u>5 000</u> GND	Ground to ground high angle firing FROKA G-3 AIR Mon-Sat Cont VMC-IMC
RK R14 PYEONGDONG 350900N 1264200E - 350900N 1264400E - 350800N 1264600E - 350500N 1264500E - 350600N 1264100E - 350746.0N 1264117.6E - 350806.0N 1264056.7E - to the beginning	By NOTAM	Ground to ground firing ROKAF Kwangju App by NOTAM VMC-IMC
RK R17 YEOJU A circle radius 5 NM centered on 372010N 1273552E	<u>FL 150</u> GND	Air to ground firing ROKAF AFOC/DOT AOC Suwon AB Cont 2100-1500 UTC VMC-IMC
RK R19 JOCHIWON A circle radius 2 NM centered on 363640N 1271328E	<u>3 400</u> GND	Ground to ground high angle firing SROKA G-3AIR by NOTAM VMC-IMC
RK R20 BOEUN A circle radius 2 NM centered on 362836N 1274700E	<u>5 000</u> GND	Ground to ground high angle firing SROKA G-3AIR by NOTAM VMC-IMC
RK R21 EONYANG A circle radius 2 NM centered on 353118N 1290430E	<u>5 000</u> GND	Ground to ground high angle firing SROKA G-3AIR by NOTAM VMC-IMC
RK R35 MAESANRI A circle radius 2 NM centered on 372138N 1271523E	<u>2 500</u> GND	High density PARA DROP training ROKA SWC/DO Cont VMC-IMC
RK R72 YOKJIDO 340941N 1280000E - 341801N 1281127E - 341800N 1283500E - 342012N 1283514E - 340913N 1284311E - 340000N 1283500E - 340000N 1280000E - to the beginning	<u>UNL</u> GND	Surface to surface, Surface to air and Air to surface firing ROKN 3rd Fleet/DO by NOTAM VMC-IMC
RK R74 DONG-HAE-NAM-BU 365200N 1300000E - 365000N 1301300E - 364400N 1302500E - 360200N 1302500E - 360200N 1300000E - to the beginning	<u>FL 500</u> GND	Air to air firing ROKAF AFOC/DOT Cont VMC Exclude A586/Y579 ATS routes area during it's operational hours* * Refer to ENR 3.1-2(A586) & 3.2-6(Y579)

ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA

철새 서식지의 생태환경을 보존하고, 항공기(경량항공기, 초 경량비행장치 포함)와의 충돌 예방을 위해 이 지역을 비행할 경우 비행안전에 지장이 없는 한 다음 구역의 회피 비행이 권고된다.

In order to conserve the ecosystem of migratory bird habitat and to ensure flight safety by prevention of the collision with aircraft(including light sport aircraft, ultra-light vehicles), pilots are requested to avoid overflying the following area except when it is necessary for flight safety.

구역명칭 Name	구역범위 Lateral Limits	수직범위 Vertical Limits	운영시간 Time of ACT
창녕 우포늪 Upo Wetland (Wetland protected area)	A circle radius 1 NM centered on the 353324N 1282441E	SFC - 3 000 ft AMSL	H24 24시간
시화 Sihwa	371720N 1263942E - 371735N 1263942E - 371723N 1263522E - 371709N 1263459E - 371610N 1263641E - to the beginning	SFC - 1 000 ft AGL	H24 24시간
순천만 Suncheon Bay	345309N 1272908E - 345318N 1273044E - 345255N 1273114E - 345226N 1273117E - 345124N 1273057E - 345117N 1272925E - 345242N 1272854E - to the beginning	SFC - 1 000 ft AGL	H24 24시간
주남저수지 Junam Reservoir	A circle radius 0.6 NM centered on the 351927N 1284103E	SFC - 1 000 ft AGL	H24 24시간
	A circle radius 0.3 NM centered on the 351858N 1284003E		
	A circle radius 0.5 NM centered on the 351828N 1284114E		

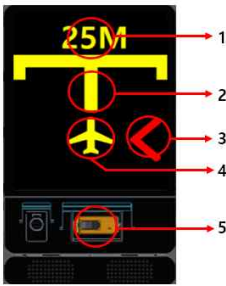
Change : Information of bird migration & areas with sensitive fauna and Establishment of Junam reservoir.



INTENTIONALLY

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General explanation of PDU(Pilot Display Unit) _ Cargo Terminal #1 and #2	
	1. During the docking procedure, it visually represents the guidance information such as aircraft type and remaining distance. 2. It represents the stand centre line. When the laser unit detects the approaching aircraft, this vertical bar is displayed to let the pilot know the correct course. 3. It provides the azimuth guidance information to the pilot. When the aircraft deviates from the stand centre line, this symbol is shown to correct the direction which the arrow symbol points to. 4. It is the symbol of the aircraft. 5. It is the laser unit to detect the approaching aircraft.
The VDGS(Visual Docking Guidance System) Docking Procedure _ Cargo Terminal #1 and #2	
	1. The docking preparation a. After initializing the docking stand designation, the expected aircraft type and the flight number will be alternatively displayed on the upper of the PDU. b. When the aircraft is detected by the laser unit, floating aircraft symbol will be displayed on the lower LED of the PDU.
	2. The azimuth guidance information a. In case the aircraft deviates from the stand centre line, the red arrow symbol will be displayed.
	3. The remaining distance information a. The remaining distance information will be shown numerically on the upper LED of the PDU with the graphical presentation starting from 30 m before the stop point. At the same time, the aircraft symbol will be shown along the stand centre line displaying on the lower LED of the PDU. b. The remaining distance information will be displayed 30 m to 3 m by 1 m step(30, 29, ..., and 3 m) and the remaining last 3.0 m will be shown by 0.1 m step(3.0, 2.9, ..., 0.1, and STOP). Some remaining distance information may not be displayed on the PDU according to the aircraft docking speed.
	
	4. The STOP information a. It represents that the pilot should stop his aircraft. b. If the aircraft overruns more than 1 m, TOO-FAR message will be shown on the upper LED of the PDU. c. The E-STOP will be displayed when the aircraft deviates too far from the stand centre line or the field operator presses the E-STOP button.
	5. The STOP SBU/ID-FAIL information a. The STOP SBU/ID-FAIL(Emergency stop) will be displayed when system error or approaching aircraft is different actual aircraft type. b. In STOP SBU/ID-FAIL message is shown on the PDU, the aircraft should be stopped immediately.

Change : Establishment of general explanation of PDU, the VDGS docking procedure for cargo terminal.

	6. The docking completion information When the aircraft has reached the stop point within the tolerance, the OK message will be shown on the upper LED of the PDU.
	7. The On block time information - The On block time message and time will be displayed on the PDU right after changing from STOP to OK message. - The On block time will be transmitted to the IIS(Integrated Information System).
A-CDM Information on VDGS _ Cargo Terminal	
	TOBT, TSAT and CTOT information is provided on VDGS for push-back waiting aircraft.
Notice for the use of VDGS - VDGS service is provided to Cargo Terminal stands NR. 1(total 32), and NR. 2(total 15). Marshalling service should be provided for any of the following cases; - When VDGS or ASDE is Inoperative In case of work In progress, heavy snow, etc. - When a Low Visibility Procedure is in operation. - In case the aircraft type and the stand number displaying on the PDU are different from the actual approaching aircraft type and the actual stand number, the pilot should stop his aircraft immediately and notify the Incheon Apron, and then follow the marshaller's instruction. - If ID FAIL is displayed on the PDU between the stop point and 15 m prior to the stop point, the pilot should stop his aircraft immediately and notify the Incheon Apron, and then follow the marshaller's instruction. - If the ESTOP message is displayed on the PDU, the pilot should stop his aircraft immediately and notify Incheon Apron, and then follow the instructions of the marshaller. For any of the following cases, the field operator should press the emergency stop button. - When the aircraft overruns or is expected to go more than 1 m from the stop point. - In case the pilot does not stop the aircraft immediately, although the aircraft type and the gate number displayed on the PDU differ from the actual aircraft type and gate number. - In case there is any obstacle interrupting the normal docking procedure around the docking area. - In case that the VDGS docking information and the marshaller's instruction are different, the pilot should follow the marshaller's instruction first. - When the aircraft reaches about 10 m prior to the stop point, the pilot should decrease the speed as much as the aircraft could be stopped immediately until the STOP message is displayed on the PDU. - If the aircraft approaches to the stand in excess of the speed limit, the SLOW message should be displayed on the PDU. The pilot should reduce the speed.	

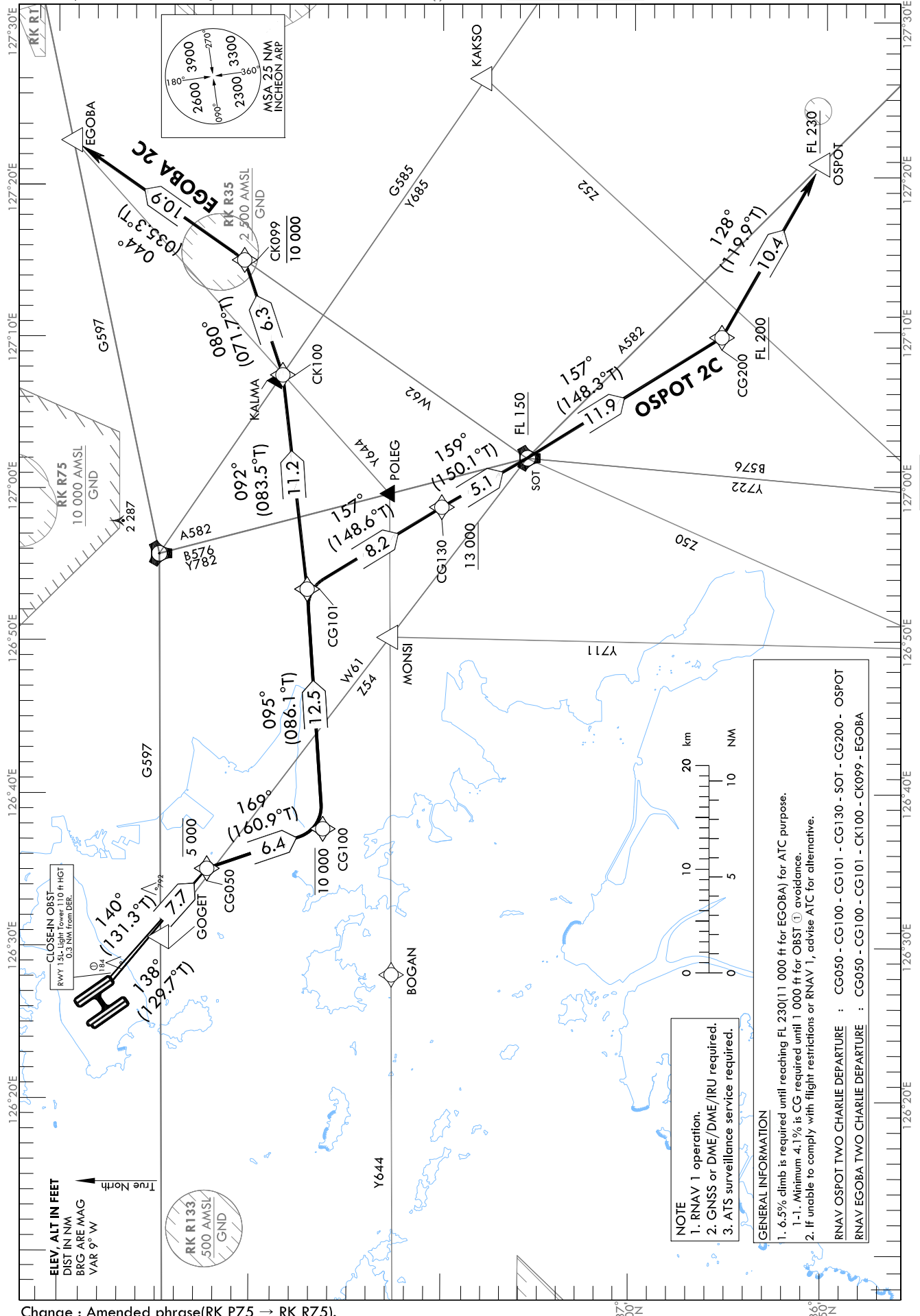
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL DEP 125.15
121.4
124.8
INCHEON TWR 118.2
118.8

SEOUL/Incheon Intl(RKSI)
RWY 15L/R
RNAV OSPOT 2C
RNAV EGOBA 2C

Note : Departure under ICAO Flight Procedures.



SEOUL/Incheon Intl(RKSI)
RWY 15L/R
RNAV OSPOT 2C, RNAV EGOBA 2C

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV OSPOT 2C										
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH
001	CF	CG050	-	15L-140(131.3) 15R-138(129.7)	7.7	R	-5 000	-	37°22'18.4"N 126°35'07.0"E	-
002	TF	CG100	-	169 (160.9)	6.4	-	-10 000	-	37°16'16.3"N 126°37'43.8"E	-
003	TF	CG101	-	095 (086.1)	12.5	-	-	-	37°17'06.9"N 126°53'22.3"E	-
004	TF	CG130	-	157 (148.6)	8.2	-	+13 000	-	37°10'05.7"N 126°58'43.0"E	-
005	TF	SOT	-	159 (150.1)	5.1	-	+FL 150	-	37°05'39.7"N 127°01'54.0"E	-
006	TF	CG200	-	157 (148.3)	11.9	-	+FL 200	-	36°55'29.2"N 127°09'43.6"E	-
007	TF	OSPOT	-	128 (119.9)	10.4	-	+FL 230	-	36°50'18.1"N 127°20'54.9"E	-
										Navigation specification
										Remarks

RNAV EGOBA 2C										
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH
001	CF	CG050	-	15L-140(131.3) 15R-138(129.7)	7.7	R	-5 000	-	37°22'18.4"N 126°35'07.0"E	-
002	TF	CG100	-	169 (160.9)	6.4	-	-10 000	-	37°16'16.3"N 126°37'43.8"E	-
003	TF	CG101	-	095 (086.1)	12.5	-	-	-	37°17'06.9"N 126°53'22.3"E	-
004	TF	CK100	-	092 (083.5)	11.2	-	-	-	37°18'22.7"N 127°07'21.4"E	-
005	TF	CK099	-	080 (071.7)	6.3	-	-10 000	-	37°20'21.2"N 127°14'52.0"E	-
006	TF	EGOBA	-	044 (035.3)	10.9	-	-	-	37°29'14.7"N 127°22'45.9"E	-
										Navigation specification
										Remarks

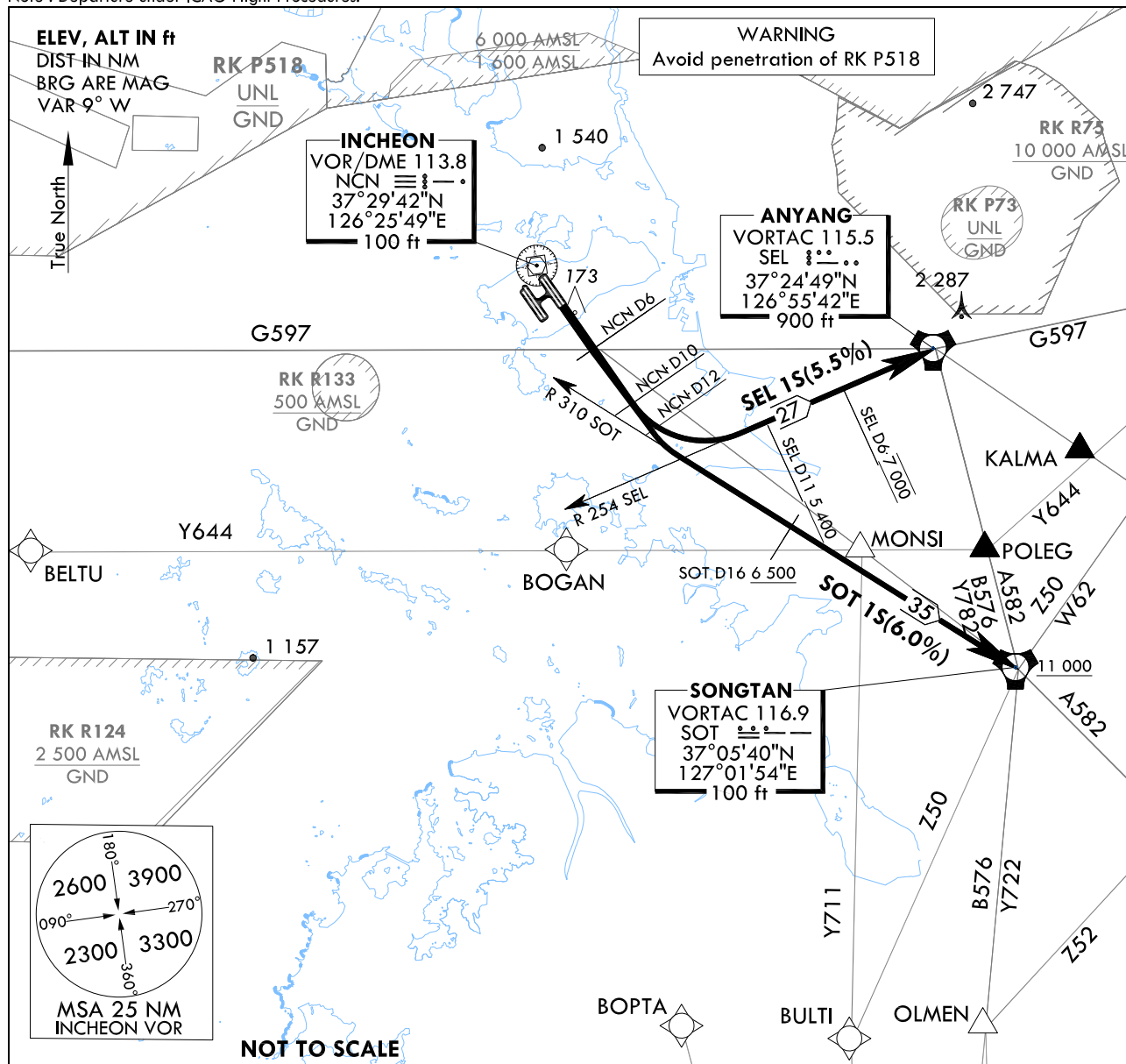
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL DEP 125.15
121.4
124.8
INCHEON TWR 118.2
118.8

SEOUL/Incheon Intl(RKSI)
RWY 15L/R
SEL 15
SOT 15

Note : Departure under ICAO Flight Procedures.



GENERAL INFORMATION

- CG in excess of 3.3% necessary and also strict adherence to CG required for airspace, ATC and noise abatement purposes.
 - SEL 15 minimum CG 5.5% to 7 000 ft.
 - SOT 15 minimum CG 6.0% to FL 170.
- If unable to comply with flight restrictions, advise ATC well before departure for alternatives.
- Step climb : Due to interaction with other routes, do NOT climb above 7 000 ft unless cleared by ATC.

SEL(ANYANG) ONE SIERRA DEPARTURE

TAKE OFF RWY 15L : Climb on R 153 NCN , thence...

TAKE OFF RWY 15R : Climb straight ahead, at NCN D6 turn left onto R 153 NCN, thence...

at NCN D10 turn left to intercept R 254 SEL and proceed to SEL, fly by SEL.

Cross SEL D11 at or above 5 400 ft and SEL D6 at 7 000 ft until instructed by ATC.

SOT(SONGTAN) ONE SIERRA DEPARTURE

TAKE OFF RWY 15L : Climb on R 153 NCN, thence...

TAKE OFF RWY 15R : Climb straight ahead, at NCN D6 turn left onto R 153 NCN, thence...

at NCN D12 turn left to intercept R 310 SOT and proceed SOT. At or above 6 500 ft by SOT D16, at or above 11 000 ft by SOT and at or above FL 150 by SOT D8 on A582 or B576. Maintain 7 000 ft until instructed by ATC.

Change : Amended phrase(RK P75 → RK R75).

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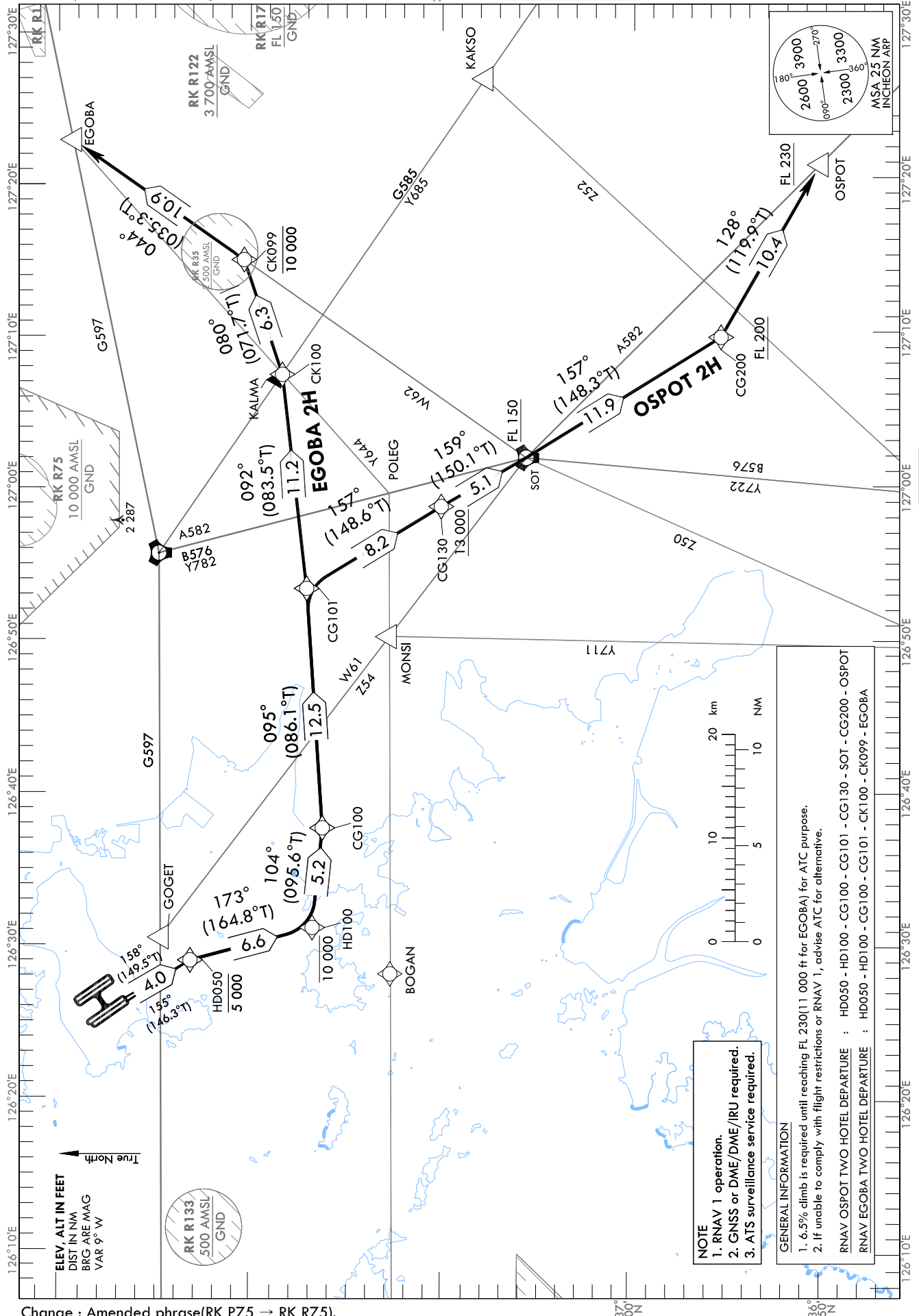
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL DEP 125.15
121.4
124.8
INCHEON TWR 118.2
118.8

SEOUL/Incheon Intl(RKSI)
RWY 16L/R
RNAV OSPOT 2H
RNAV EGOBA 2H

Note : Departure under ICAO Flight Procedures.



Change : Amended phrase(RK P75 → RK R75).

SEOUL/Incheon Intl(RKSI)
RWY 16L/R
RNAV OSPOT 2H, RNAV EGOBA 2H

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV OSPOT 2H

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	HD050	-	16L-158(149.5) 16R-155(146.3)	4.0	R	-5 000	-	37°23'08.6"N 126°29'03.7"E	-	RNAV 1	-
002	TF	HD100	-	173 (164.8)	6.6	-	-10 000	-	37°16'47.0"N 126°31'13.0"E	-	RNAV 1	-
003	TF	CG100	-	104 (095.6)	5.2	-	-	-	37°16'16.3"N 126°37'43.8"E	-	RNAV 1	-
004	TF	CG101	-	095 (086.1)	12.5	-	-	-	37°17'06.9"N 126°53'22.3"E	-	RNAV 1	-
005	TF	CG130	-	157 (148.6)	8.2	-	+13 000	-	37°10'05.7"N 126°58'43.0"E	-	RNAV 1	-
006	TF	SOT	-	159 (150.1)	5.1	-	+FL 150	-	37°05'39.7"N 127°01'54.0"E	-	RNAV 1	-
007	TF	CG200	-	157 (148.3)	11.9	-	+FL 200	-	36°55'29.2"N 127°09'43.6"E	-	RNAV 1	-
008	TF	OSPOT	-	128 (119.9)	10.4	-	+FL 230	-	36°50'18.1"N 127°20'54.9"E	-	RNAV 1	-

RNAV EGOBA 2H

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	HD050	-	16L-158(149.5) 16R-155(146.3)	4.0	R	-5 000	-	37°23'08.6"N 126°29'03.7"E	-	RNAV 1	-
002	TF	HD100	-	173 (164.8)	6.6	-	-10 000	-	37°16'47.0"N 126°31'13.0"E	-	RNAV 1	-
003	TF	CG100	-	104 (095.6)	5.2	-	-	-	37°16'16.3"N 126°37'43.8"E	-	RNAV 1	-
004	TF	CG101	-	095 (086.1)	12.5	-	-	-	37°17'06.9"N 126°53'22.3"E	-	RNAV 1	-
005	TF	CK100	-	092 (083.5)	11.2	-	-	-	37°18'22.7"N 127°07'21.4"E	-	RNAV 1	-
006	TF	CK099	-	080 (071.7)	6.3	-	-10 000	-	37°20'21.2"N 127°14'52.0"E	-	RNAV 1	-
007	TF	EGOBA	-	044 (035.3)	10.9	-	-	-	37°29'14.7"N 127°22'45.9"E	-	RNAV 1	-

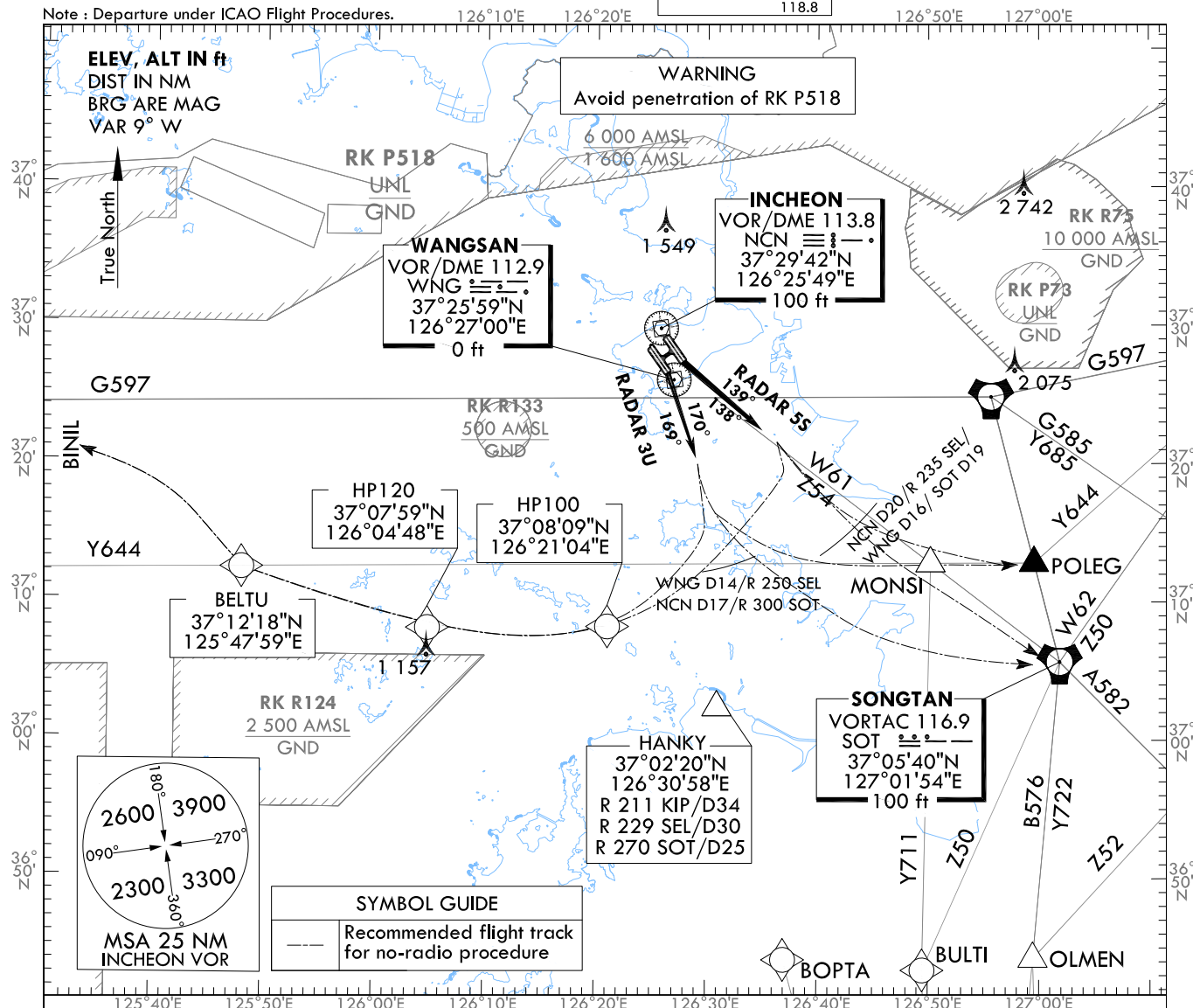
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL DEP 125.15
121.4
124.8
INCHEON TWR 118.2
118.8

SEOUL/Incheon Intl(RKSI)
RWY 15L/R RADAR 5S
RWY 16L/R RADAR 3U

Note : Departure under ICAO Flight Procedures.



GENERAL INFORMATION

1. 6.0% CG required until FL 150 for ATC and airspace purpose.
2. Pilot shall use caution not to penetrate prohibited or restricted areas around airport.
3. Aircraft may experience delay due to airspace use coordination, traffic volume, and so on.

RADAR FIVE SIERRA DEPARTURE

TAKE OFF RWY 15L : Climb HDG 139°, expect radar vector to airway. Maintain 7 000 ft until instructed by ATC.
TAKE OFF RWY 15R : Climb HDG 138°, expect radar vector to airway. Maintain 7 000 ft until instructed by ATC.

No radio procedure : If no radio contact with ATC, squawk 7600 , and unless otherwise instructed by ATC, proceed as follows.

- to SOT via R 315 SOT for A582, B576
- to intercept Y644 to POLEG, EGOBA, KARBU for G597
- to intercept R 290 SOT to BINIL or proceed direct to HP100, HP120, BELTU to BINIL for G597 as appropriate.

Pilot shall proceed as described above prior to reaching NCN D20 or R 235 SEL or WNG D16 or SOT D19 due to airspace.

RADAR THREE UNIFORM DEPARTURE

TAKE OFF RWY 16L : Climb HDG 170°, expect radar vector to airway. Maintain 7 000 ft until instructed by ATC.
TAKE OFF RWY 16R : Climb HDG 169°, expect radar vector to airway. Maintain 7 000 ft until instructed by ATC.

No radio procedure : If no radio contact with ATC, squawk 7600, and unless otherwise instructed by ATC proceed as follows.

- to SOT via R 307 SOT for A582, B576
- to intercept Y644 to POLEG, EGOBA, KARBU for G597
- to intercept R 290 SOT to BINIL or proceed direct to HP100, HP120, BELTU to BINIL for G597 as appropriate.

Pilot shall proceed as described above prior to reaching WNG D14 or R 250 SEL or NCN D17 or R 300 SOT due to airspace.

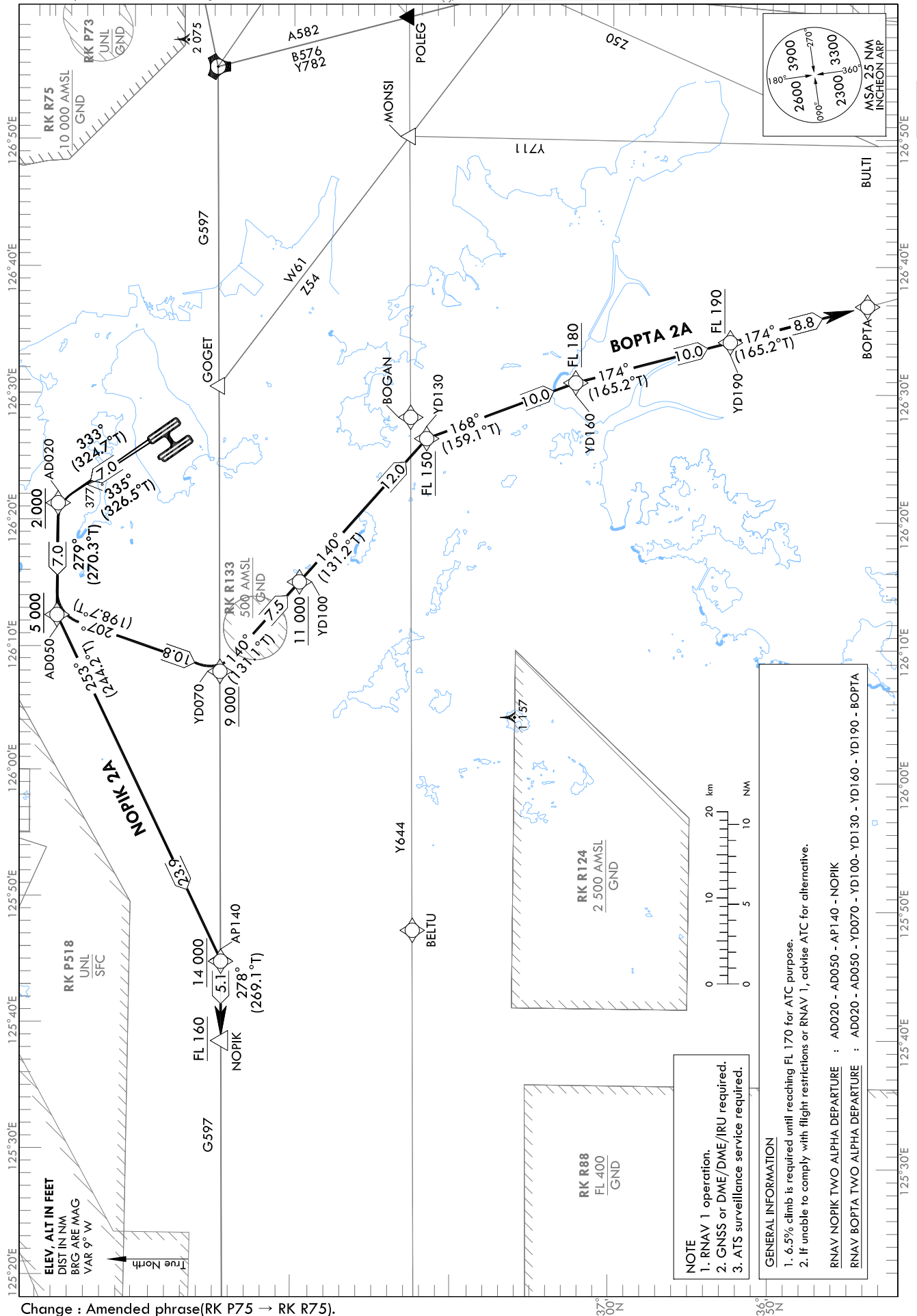
Change : Amended phrase(RK P75 → RK R75).

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**SEOUL/Incheon Intl(RKSI)
RWY 33L/R
RNAV NOPIK 2A
RNAV BOPTA 2A**



Change : Amended phrase(RK P75 → RK R75).

SEOUL/Incheon Intl(RKSI)
RWY 33L/R
RNAV NOPIK 2A, RNAV BOPTA 2A

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV NOPIK 2A

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	AD020	-	33L-335(326.5) 33R-333(324.7)	7.0	L	+2 000	-	37°34'45.1"N 126°21'19.0"E	-	RNAV 1	-
002	TF	AD050	-	279 (270.3)	7.0	-	+5 000	-	37°34'46.7"N 126°12'30.6"E	-	RNAV 1	-
003	TF	AP140	-	253 (244.2)	23.9	-	+14 000	-	37°24'16.9"N 125°45'21.4"E	-	RNAV 1	-
004	TF	NOPIK	-	278 (269.1)	5.1	-	+FL 160	-	37°24'12.0"N 125°39'05.0"E	-	RNAV 1	-

RNAV BOPTA 2A

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	AD020	-	33L-335(326.5) 33R-333(324.7)	7.0	L	+2 000	-	37°34'45.1"N 126°21'19.0"E	-	RNAV 1	-
002	TF	AD050	-	279 (270.3)	7.0	-	+5 000	-	37°34'46.7"N 126°12'30.6"E	-	RNAV 1	-
003	TF	YD070	-	207 (198.7)	10.8	-	+9 000	-	37°24'31.4"N 126°08'09.0"E	-	RNAV 1	-
004	TF	YD100	-	140 (131.1)	7.5	-	+11 000	-	37°19'35.0"N 126°15'14.0"E	-	RNAV 1	-
005	TF	YD130	-	140 (131.2)	12.0	-	+FL 150	-	37°11'39.7"N 126°26'32.1"E	-	RNAV 1	-
006	TF	YD160	-	168 (159.1)	10.0	-	+FL 180	-	37°02'19.6"N 126°30'58.2"E	-	RNAV 1	-
007	TF	YD190	-	174 (165.2)	10.0	-	+FL 190	-	36°52'38.3"N 126°34'10.0"E	-	RNAV 1	-
008	TF	BOPTA	-	174 (165.2)	8.8	-	-	-	36°44'06.4"N 126°36'58.4"E	-	RNAV 1	-

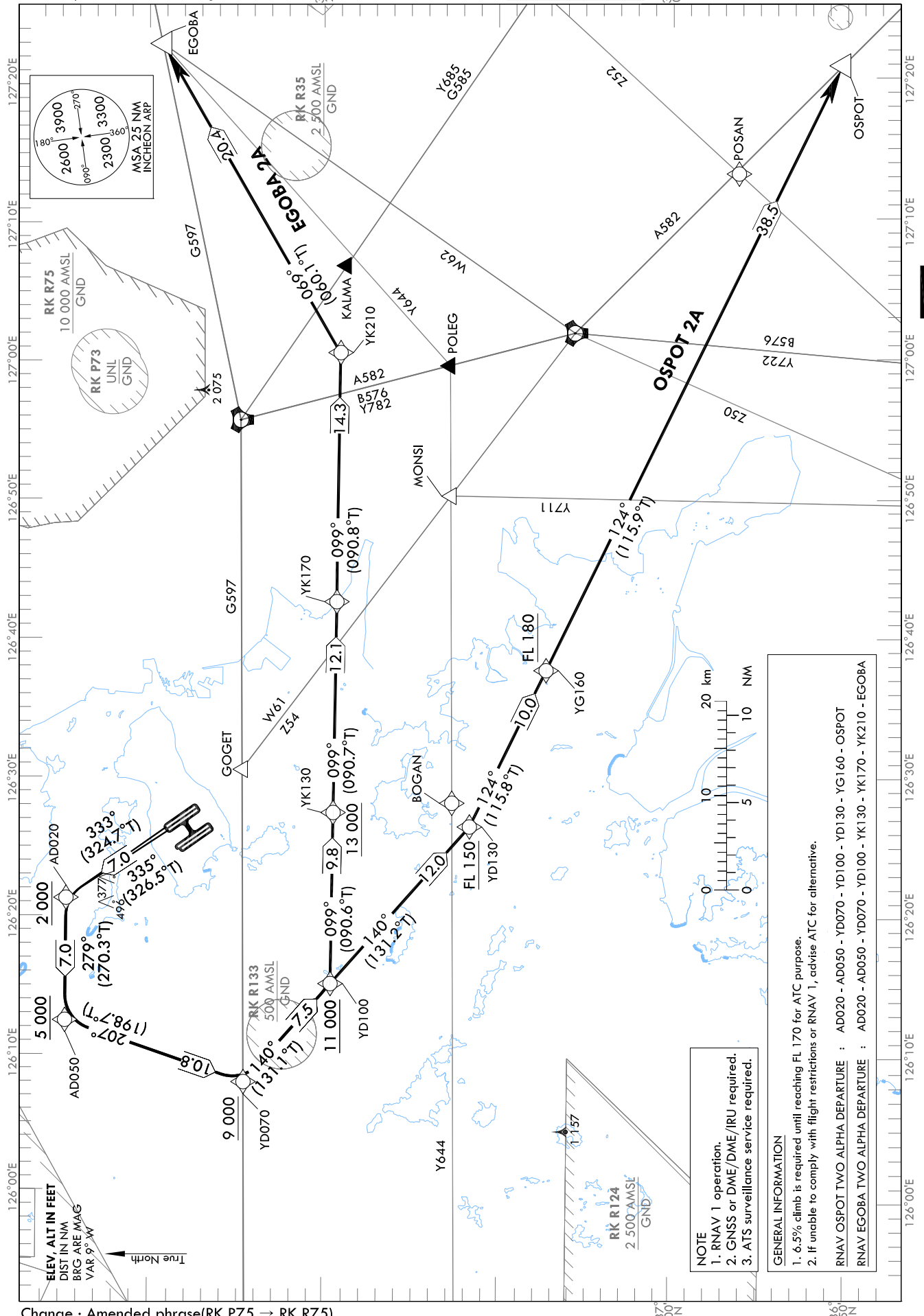
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL DEP	125.15
	121.4
	124.8
INCHEON TWR	118.2
	118.8

SEOUL/Incheon Intl(RKSI)
RWY 33L/R
RNAV OSPOT 2A
RNAV EGOBA 2A

Note : Departure under ICAO Flight Procedures.



Change : Amended phrase(RK P75 → RK R75).

SEOUL/Incheon Intl(RKSI)
RWY 33L/R
RNAV OSPOT 2A, RNAV EGOBA 2A

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV OSPOT 2A

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	AD020	-	33L-335(326.5) 33R-333(324.7)	7.0	L	+2 000	-	37°34'45.1"N 126°21'19.0"E	-	RNAV 1	-
002	TF	AD050	-	279 (270.3)	7.0	-	+5 000	-	37°34'46.7"N 126°12'30.6"E	-	RNAV 1	-
003	TF	YD070	-	207 (198.7)	10.8	-	+9 000	-	37°24'31.4"N 126°08'09.0"E	-	RNAV 1	-
004	TF	YD100	-	140 (131.1)	7.5	-	+11 000	-	37°19'35.0"N 126°15'14.0"E	-	RNAV 1	-
005	TF	YD130	-	140 (131.2)	12.0	-	+FL 150	-	37°11'39.7"N 126°26'32.1"E	-	RNAV 1	-
006	TF	YG160	-	124 (115.8)	10.0	-	+FL 180	-	37°07'18.5"N 126°37'44.9"E	-	RNAV 1	-
007	TF	OSPOT	-	124 (115.9)	38.5	-	-	-	36°50'18.1"N 127°20'54.9"E	-	RNAV 1	-

RNAV EGOBA 2A

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	AD020	-	33L-335(326.5) 33R-333(324.7)	7.0	L	+2 000	-	37°34'45.1"N 126°21'19.0"E	-	RNAV 1	-
002	TF	AD050	-	279 (270.3)	7.0	-	+5 000	-	37°34'46.7"N 126°12'30.6"E	-	RNAV 1	-
003	TF	YD070	-	207 (198.7)	10.8	-	+9 000	-	37°24'31.4"N 126°08'09.0"E	-	RNAV 1	-
004	TF	YD100	-	140 (131.1)	7.5	-	+11 000	-	37°19'35.0"N 126°15'14.0"E	-	RNAV 1	-
005	TF	YK130	-	099 (090.6)	9.8	-	+13 000	-	37°19'28.6"N 126°27'31.1"E	-	RNAV 1	-
006	TF	YK170	-	099 (090.7)	12.1	-	-	-	37°19'18.2"N 126°42'38.8"E	-	RNAV 1	-
007	TF	YK210	-	099 (090.8)	14.3	-	-	-	37°19'05.3"N 127°00'31.4"E	-	RNAV 1	-
008	TF	EGOBA	-	069 (060.1)	20.4	-	-	-	37°29'14.7"N 127°22'45.9"E	-	RNAV 1	-

TRANSITION	ALT	14 000
TRANSITION	LVL	FL 140

SEOUL	DEP	125.15
		121.4
		124.8
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)
RWY 33L/R
RNAV OSPOT 2E
RNAV EGOBA 2E

Change : Amended phrase(RK P75 → RK R75).

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV OSPOT 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	EG020	-	33L-336(327.0) 33R-333(324.7)	5.5	R	-	-230	37°33'31.6"N 126°22'24.5"E	-	RNAV 1	-
002	TF	EG040	-	353 (344.2)	5.1	-	+4 000	-230	37°38'27.4"N 126°20'39.1"E	-	RNAV 1	-
003	TF	EG055	-	079 (070.3)	5.2	-	-5 500	-	37°40'12.7"N 126°26'50.5"E	-	RNAV 1	-
004	TF	EG070	-	119 (110.0)	5.0	-	+7 000	-	37°38'29.2"N 126°32'48.6"E	-	RNAV 1	-
005	TF	EG140	-	146 (137.6)	18.5	-	+14 000	-	37°24'47.5"N 126°48'26.5"E	-	RNAV 1	-
006	TF	EG160	-	151 (142.9)	7.0	-	+FL 160	-	37°19'11.6"N 126°53'44.6"E	-	RNAV 1	-
007	TF	OSPOT	-	151 (142.9)	36.1	-	+FL 210	-	36°50'18.1"N 127°20'54.9"E	-	RNAV 1	-

RNAV EGOBA 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	EG020	-	33L-336(327.0) 33R-333(324.7)	5.5	R	-	-230	37°33'31.6"N 126°22'24.5"E	-	RNAV 1	-
002	TF	EG040	-	353 (344.2)	5.1	-	+4 000	-230	37°38'27.4"N 126°20'39.1"E	-	RNAV 1	-
003	TF	EG055	-	079 (070.3)	5.2	-	-5 500	-	37°40'12.7"N 126°26'50.5"E	-	RNAV 1	-
004	TF	EG070	-	119 (110.0)	5.0	-	+7 000	-	37°38'29.2"N 126°32'48.6"E	-	RNAV 1	-
005	TF	EG140	-	146 (137.6)	18.5	-	+14 000	-	37°24'47.5"N 126°48'26.5"E	-	RNAV 1	-
006	TF	SEL	-	098 (089.7)	5.8	-	+FL 160	-	37°24'49.0"N 126°55'42.1"E	-	RNAV 1	-
007	TF	EGOBA	-	087 (078.3)	22.0	-	+FL 210	-	37°29'14.7"N 127°22'45.9"E	-	RNAV 1	-

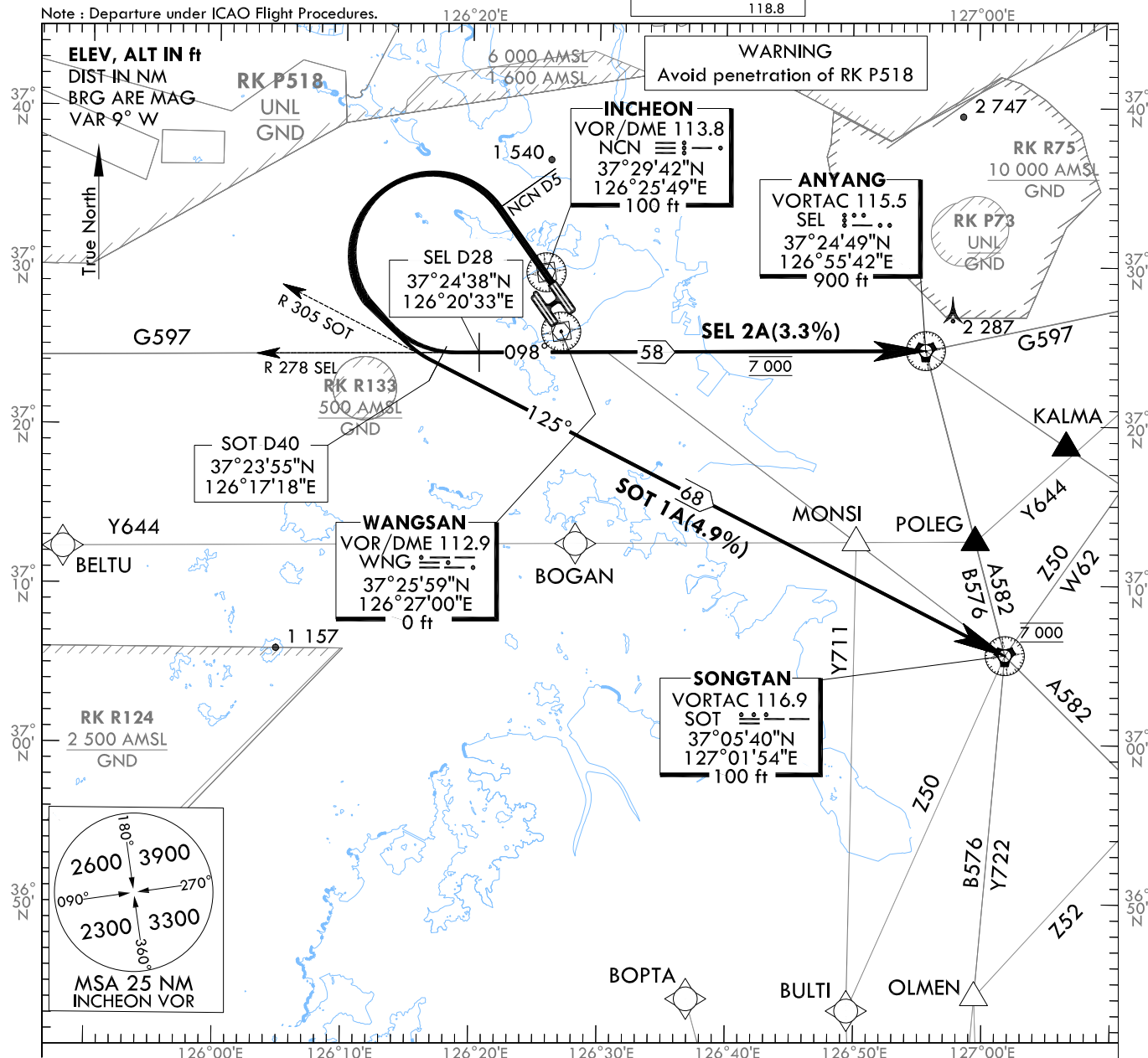
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL DEP 125.15
121.4
124.8
INCHEON TWR 118.2
118.8

SEOUL/Incheon Intl(RKSI)
RWY 33L/R
SEL 2A, SOT 1A

Note : Departure under ICAO Flight Procedures.



GENERAL INFORMATION

- CG in excess of 3.3% necessary for Airspace and ATC purposes.
 - 1.1 SOT 1A minimum CG 4.9% to FL 170.
- After NCN D5, 15 degree bank angle recommended during turn for noise abatement and pilot should use caution not to penetrate prohibited area. (RK P518)
- If unable to comply with flight restrictions, advise ATC well before departure for alternatives.
- Step climb : Due to interaction with other routes, do NOT climb above 7 000 ft unless cleared by ATC.
- Pilot shall use caution not to make early or lead turn prior to reaching NCN D5.

SEL(ANYANG) TWO ALPHA DEPARTURE

TAKE OFF RWY 33L/R : Climb straight ahead, at NCN D5 turn left to intercept R 278 SEL and cross.
R 278 SEL/D28 then proceed to SEL. Maintain 7 000 ft until instructed by ATC.

SOT(SONGTAN) ONE ALPHA DEPARTURE

TAKE OFF RWY 33L/R : Climb straight ahead, at NCN D5 turn left to intercept R 305 SOT and cross
R 305 SOT/D40 then proceed to SOT. Maintain 7 000 ft until instructed by ATC.

Change : Amended phrase(RK P75 → RK R75).

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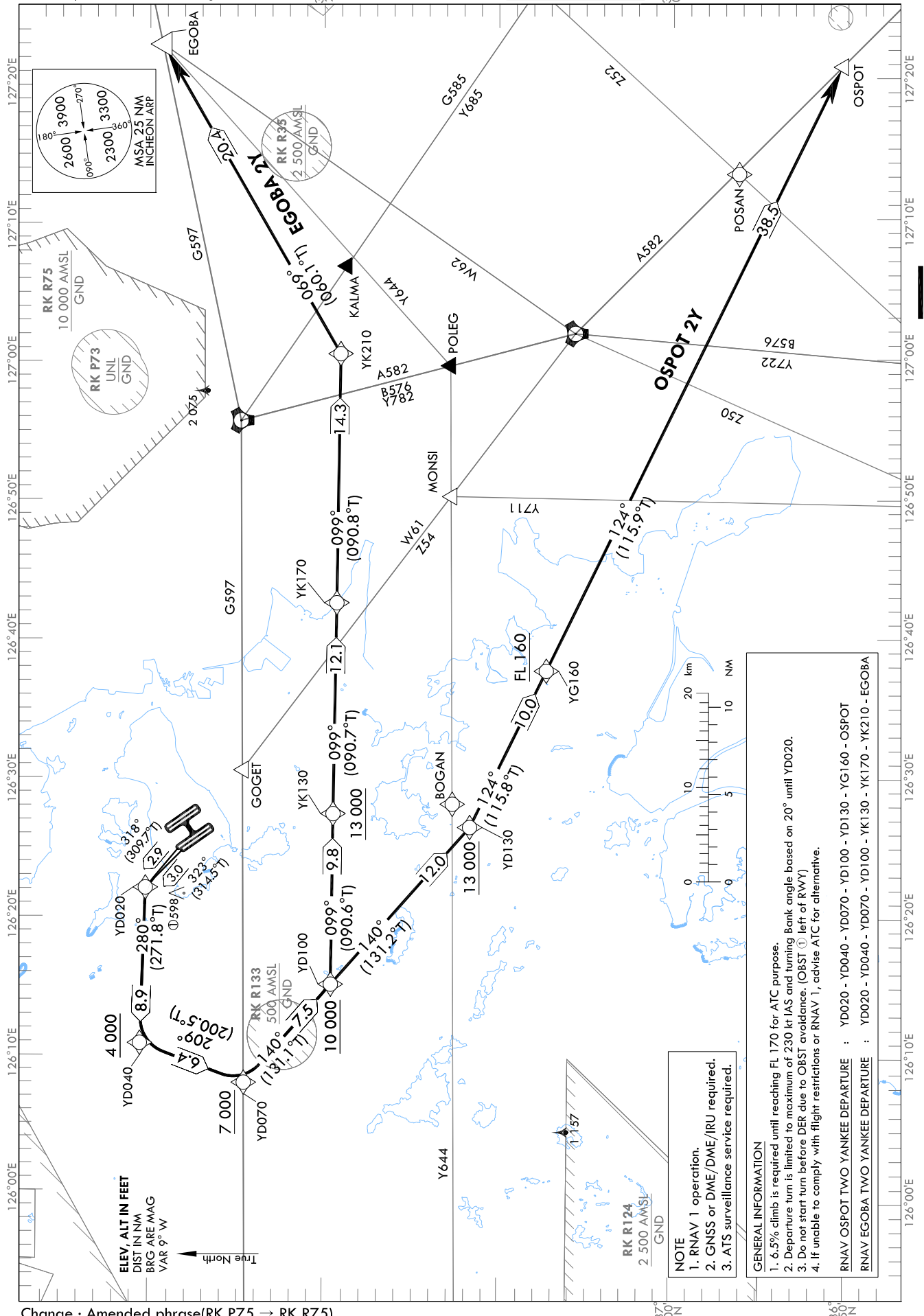
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL DEP 125.15
121.4
124.8
INCHEON TWR 118.2
118.8

SEOUL/Incheon Intl(RKSI)
RWY 34L/R
RNAV OSPOT 2Y
RNAV EGOBA 2Y

Note : Departure under ICAO Flight Procedures.



SEOUL/Incheon Intl(RKSI)
RWY 34L/R
RNAV OSPOT 2Y, RNAV EGOBA 2Y

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV OSPOT 2Y

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	YD020	-	34L-323(314.5) 34R-318(309.7)	34L-3.0 34R-2.9	L	-	-230	37°30'13.3"N 126°22'07.7"E	-	RNAV 1	Bank angle 20°
002	TF	YD040	-	280 (271.8)	8.9	-	+4 000	-	37°30'29.6"N 126°10'56.9"E	-	RNAV 1	-
003	TF	YD070	-	209 (200.5)	6.4	-	+7 000	-	37°24'31.4"N 126°08'09.0"E	-	RNAV 1	-
004	TF	YD100	-	140 (131.1)	7.5	-	+10 000	-	37°19'35.0"N 126°15'14.0"E	-	RNAV 1	-
005	TF	YD130	-	140 (131.2)	12.0	-	+13 000	-	37°11'39.7"N 126°26'32.1"E	-	RNAV 1	-
006	TF	YG160	-	124 (115.8)	10.0	-	+FL 160	-	37°07'18.5"N 126°37'44.9"E	-	RNAV 1	-
007	TF	OSPOT	-	124 (115.9)	38.5	-	-	-	36°50'18.1"N 127°20'54.9"E	-	RNAV 1	-

RNAV EGOBA 2Y

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	YD020	-	34L-323(314.5) 34R-318(309.7)	34L-3.0 34R-2.9	L	-	-230	37°30'13.3"N 126°22'07.7"E	-	RNAV 1	Bank angle 20°
002	TF	YD040	-	280 (271.8)	8.9	-	+4 000	-	37°30'29.6"N 126°10'56.9"E	-	RNAV 1	-
003	TF	YD070	-	209 (200.5)	6.4	-	+7 000	-	37°24'31.4"N 126°08'09.0"E	-	RNAV 1	-
004	TF	YD100	-	140 (131.1)	7.5	-	+10 000	-	37°19'35.0"N 126°15'14.0"E	-	RNAV 1	-
005	TF	YK130	-	099 (090.6)	9.8	-	+13 000	-	37°19'28.6"N 126°27'31.1"E	-	RNAV 1	-
006	TF	YK170	-	099 (090.7)	12.1	-	-	-	37°19'18.2"N 126°42'38.8"E	-	RNAV 1	-
007	TF	YK210	-	099 (090.8)	14.3	-	-	-	37°19'05.3"N 127°00'31.4"E	-	RNAV 1	-
008	TF	EGOBA	-	069 (060.1)	20.4	-	-	-	37°29'14.7"N 127°22'45.9"E	-	RNAV 1	-

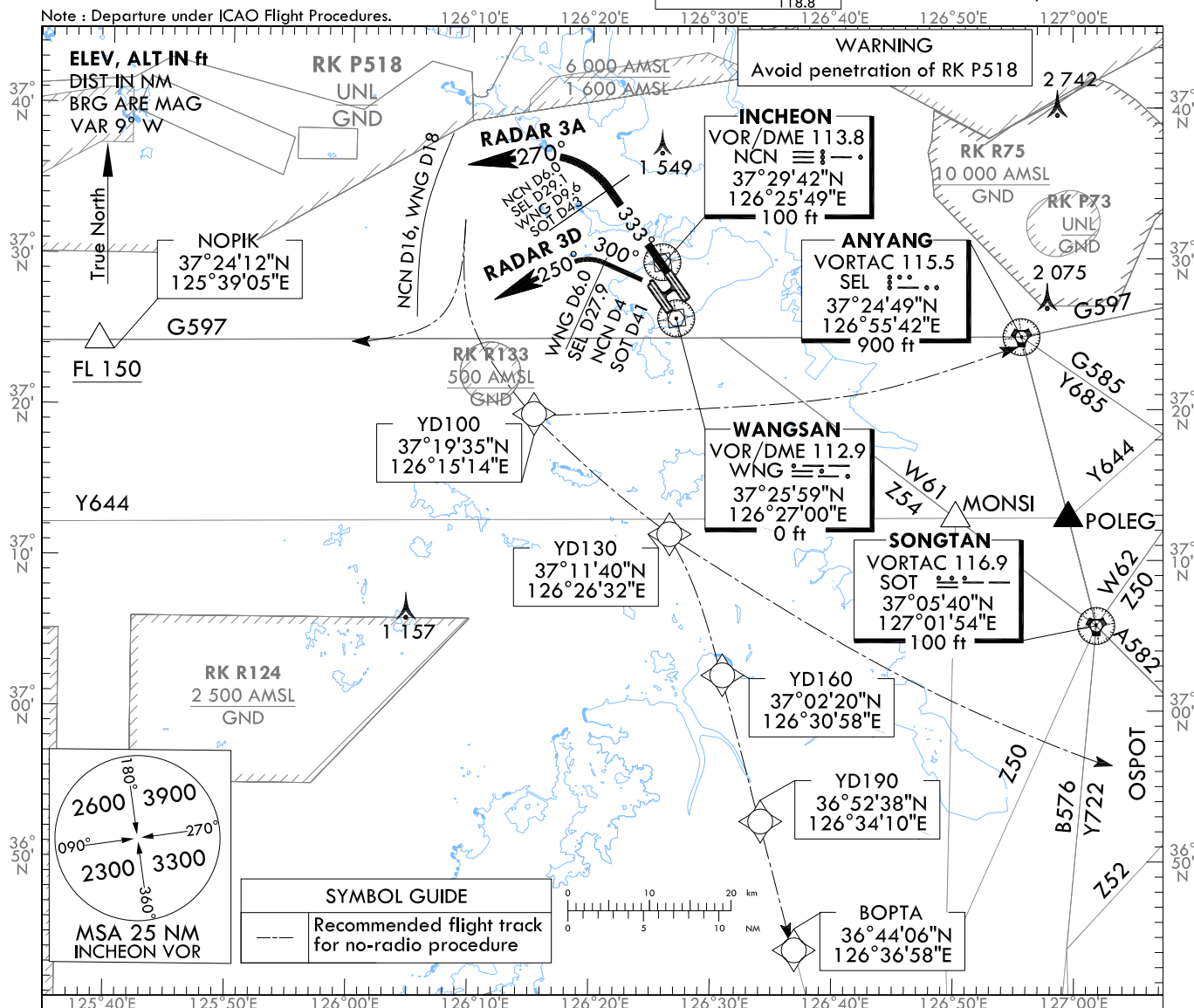
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL DEP 125.15
121.4
124.8
INCHEON TWR 118.2
118.8

SEOUL/Incheon Intl(RKSI)
RWY 33L/R RADAR 3A
RWY 34L/R RADAR 3D

Note : Departure under ICAO Flight Procedures.



GENERAL INFORMATION

1. 6.0% CG required until FL 150 for ATC and airspace purpose.
2. Pilot shall use caution not to penetrate prohibited or restricted areas around airport.
3. Aircraft may experience delay due to airspace use coordination, traffic volume, and so on.

RADAR THREE ALPHA DEPARTURE

TAKE OFF RWY 33L/R : Climb on RWY HDG until NCN D6.0(SEL D29.1 or WNG D9.6 or SOT D43),
turn left HDG 270° expect radar vector to airway.

No radio procedure : If no radio contact with ATC, squawk 7600, and unless otherwise instructed by ATC proceed as follows.

- fly south to join R 269 SEL to SEL or proceed direct to YD100 then SEL for G597
- fly south to join G597 to NOPIK
- fly south to YD100, YD130 and OSPOT for A582
- fly south to YD100, YD130, YD160, YD190 and BOPTA for BEDES via Z51.

Pilot shall remain within NCN D16 (SEL D40 or 17 NM from Airport as appropriate) during on HDG 270°.

RADAR THREE DELTA DEPARTURE

TAKE OFF RWY 34L/R : Climb HDG 300° until WNG D6.0(SEL D27.9 or NCN D4 or SOT D41),
turn left HDG 250° expect radar vector to airway. Maintain 3 000 ft until instructed by ATC.

No radio procedure : If no radio contact with ATC, squawk 7600, and unless otherwise instructed by ATC proceed as follows.

- fly south to join R 269 SEL to SEL or proceed direct to YD100 then SEL for G597
- fly south to join G597 to NOPIK
- fly south to YD100, YD130 and OSPOT for A582
- fly south to YD100, YD130, YD160, YD190 and BOPTA for BEDES via Z51.

Pilot shall remain within NCN D16 (SEL D40 or 17 NM from Airport as appropriate) during on HDG 250°.

Change : Amended phrase(RK P75 → RK R75).

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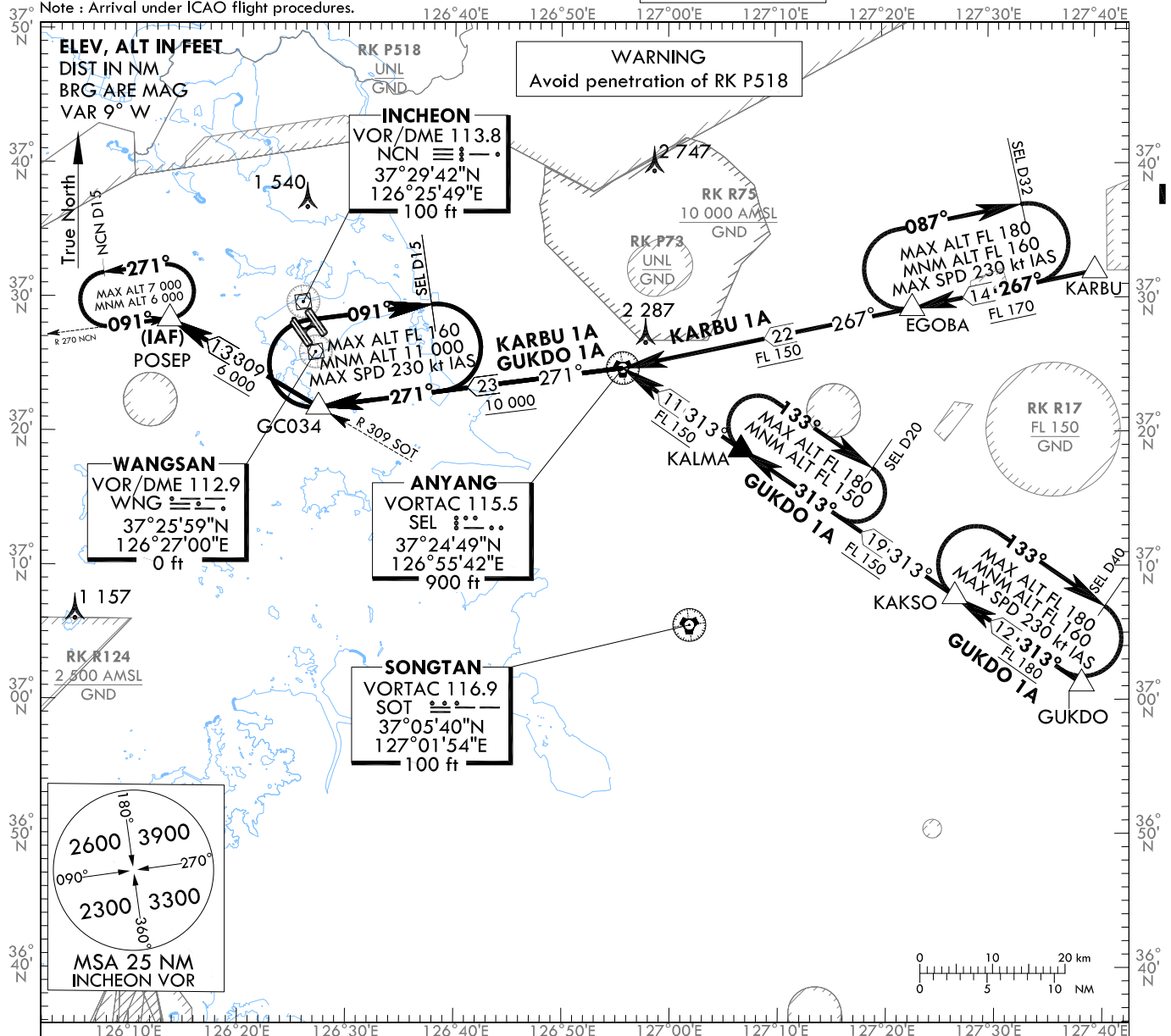
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL APP 119.75
INCHEON TWR 121.35
118.2
118.8

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

Note : Arrival under ICAO flight procedures.



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 restrictions, 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(RK P75 → RK R75).

SEOUL/Incheon Intl(RKSI)

RWY 15L

GUUKDO 1A, KARBU 1A

AERONAUTICAL DATA TABULATION

GUUKDO 1A

Fix / Point		Coordinates	
GUUKDO	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

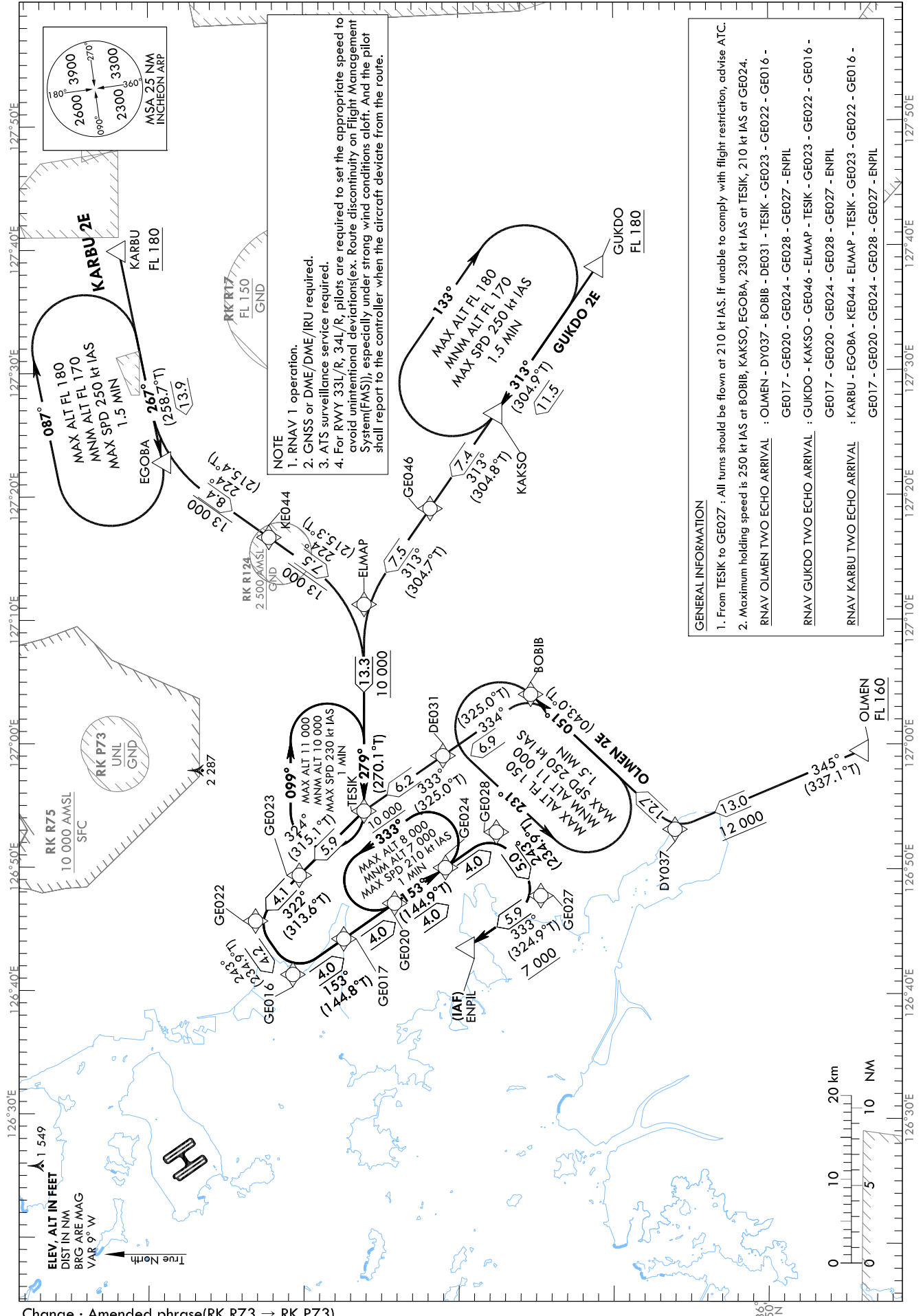
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

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 33L/R, RWY 34L/R
RNAV OLMEN 2E
RNAV GUKDO 2E, RNAV KARBU 2E

Note : Arrival under ICAO Flight Procedures.



Change : Amended phrase(RK R73 → RK P73).

SEOUL/Incheon Intl(RKSI)
RWY 33L/R, RWY 34L/R
RNAV OLMEN 2E

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV OLMEN 2E													
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks	
001	IF	OLMEN	-	-	-	-	+FL 160	-	36°44'13.4"N 126°59'27.6"E	-	RNAV 1	-	-
002	TF	DY037	-	345 (337.1)	13.0	-	+12 000	-	36°56'12.5"N 126°53'08.4"E	-	RNAV 1	-	-
003	TF	BO8IB	-	051 (043.0)	12.7	-	-	-250	37°05'31.6"N 127°03'59.2"E	-	RNAV 1	-	-
004	TF	DE031	-	334 (325.0)	6.9	-	-	-250	37°11'11.2"N 126°59'02.3"E	-	RNAV 1	-	-
005	TF	TESIK	-	333 (325.0)	6.2	-	+10 000	@210	37°16'16.6"N 126°54'34.5"E	-	RNAV 1	-	-
006	TF	GE023	-	324 (315.1)	5.9	-	-	@210	37°20'26.8"N 126°49'22.7"E	-	RNAV 1	-	-
007	TF	GE022	-	322 (313.6)	4.1	-	-	@210	37°23'15.5"N 126°45'40.4"E	-	RNAV 1	-	-
008	TF	GE016	-	243 (234.9)	4.2	-	-	@210	37°20'50.4"N 126°41'21.8"E	-	RNAV 1	-	-
009	TF	GE017	-	153 (144.8)	4.0	-	-	@210	37°17'33.9"N 126°44'15.1"E	-	RNAV 1	-	-
010	TF	GE020	-	153 (144.8)	4.0	-	-	@210	37°14'17.5"N 126°47'08.2"E	-	RNAV 1	-	-
011	TF	GE024	-	153 (144.9)	4.0	-	-	@210	37°11'00.9"N 126°50'01.0"E	-	RNAV 1	-	-
012	TF	GE028	-	153 (144.9)	4.0	-	-	@210	37°07'44.3"N 126°52'53.5"E	-	RNAV 1	-	-
013	TF	GE027	-	243 (234.9)	5.0	-	-	@210	37°04'51.6"N 126°47'46.7"E	-	RNAV 1	-	-
014	TF	ENPIL	-	333 (324.9)	5.9	-	+7 000	-	37°09'39.0"N 126°43'34.0"E	-	RNAV 1	-	IAF

RKPC AD 2.22 FLIGHT PROCEDURES

1. Procedures for IFR flights within Jeju TMA

1.1 Take-off Weather Minima

Facilities	RWY	3 RVR REQ			HIRL & RCLL	HIRL & RCL	HIRL or RCL	NIL (Day Only)
		TGS* HIRL & RCLL	HIRL & RCLL	REDL & RCLL		(For Night Operations***)		
		RVR / VIS**						
Multi-Engine ACFT	07	75 m	125 m	150 m	200 m	300 m	400 m	500 m
	25	75 m	125 m	150 m	200 m	300 m	400 m	500 m

Note : Take-off Minima for RWY 31 is limited to 500 m.

* With certified TGS(Take-off Guidance System).

** The TDZ RVR/VIS may be assessed by the pilot.

*** For Night Operations at least REDL or RCLL and RENL are available.

1.2 Fuel dumping Area

Fuel dumping Area is established within JEJU TMA as follows;

1. Area : A circle, radius 5 NM centered R 010 YDM/D15
2. Altitude : at or above 6 000 ft AMSL

1.3 Visual Approach

Vectors for visual approach may be initiated by ATC or approved upon pilot request on traffic permitting basis when :

1. Ceiling : Above 500 ft plus MVA
2. Visibility : Not less than 5 km (3 SM)
3. Circuit : North and East Circuit

1.4 Speed restrictions

- a. All aircraft shall not exceed 250 kt IAS below 10 000 ft in JEJU TMA, Unless otherwise authorized by ATC.
- b. If the minimum safety airspeed is faster than 1.4 a., maintain the minimum safety airspeed of the aircraft.

1.5 Procedures for arriving IFR flights comply with STAR

- a. Standard Instrument Arrival(STAR) Procedures to Jeju international airport(RKPC) are based on Point Merge System (PMS). Each STAR contains segments that form a "sequencing leg" which is equidistant from the "Merge Point (MP)" (MP : YUMIN for RWY 07, DUKAL for RWY 25).
- b. Arriving aircraft established on the STAR should expect at any time to be cleared direct to the MP, once past the very first point of sequencing legs(MANBA for RWY 07, GULBI/OLPUS for RWY 25).
- c. Succeeding arriving aircraft may be cleared direct to the MP when sufficient spacing to preceding arriving aircraft is achieved.
- d. Allowing ATC to achieve required spacing with the constant air traffic flow, arriving aircraft established on the STAR shall maintain following speed restrictions, unless otherwise instructed by ATC.

General	Established on the STAR	Cleared direct to MP(IAF) after passing MANBA/GULBI/OLPUS	Initial and Intermediate approach segment (between MP and FAP(FAF))
Not exceed 250 kt IAS below 10 000 ft	As specified waypoint speed restrictions	210 kt IAS	Minimum 160 kt IAS

- e. If ATC cancel STAR clearance for vectoring or cleared direct to MP(IAF) before reaching MANBA/GULBI/OLPUS, maintain airspeed of 1.4 a..

1.6 Definition of ATC phraseology

- a. The phraseology "No/Cancel (ATC) Speed restriction below 10 000 ft means that MAX 250 kt IAS below 10 000 ft is canceled. If ATC use this phraseology when the pilots are complying with SID/STAR, both MAX 250 kt IAS below 10 000 ft and published speed restrictions of SID/STAR are canceled.
- b. The phraseology "Cancel speed restrictions" when the pilots are complying with SID/STAR means that only published speed restrictions of SID/STAR are canceled.
- c. The phraseology "Cancel level restrictions" means that published level(altitude) restrictions of SID/STAR are canceled.

2. Procedures for VFR flights within Jeju TMA

2.1 VFR Procedure

1. VFR Weather Minima

VFR flight will be permitted under the conditions as below :

- a. Ground Visibility : Not less than 5 km (3 SM)
(If ground visibility is not reported, flight visibility : Not less than 5 km)
- b. Ceiling : at or above 450 m (1 500 ft)

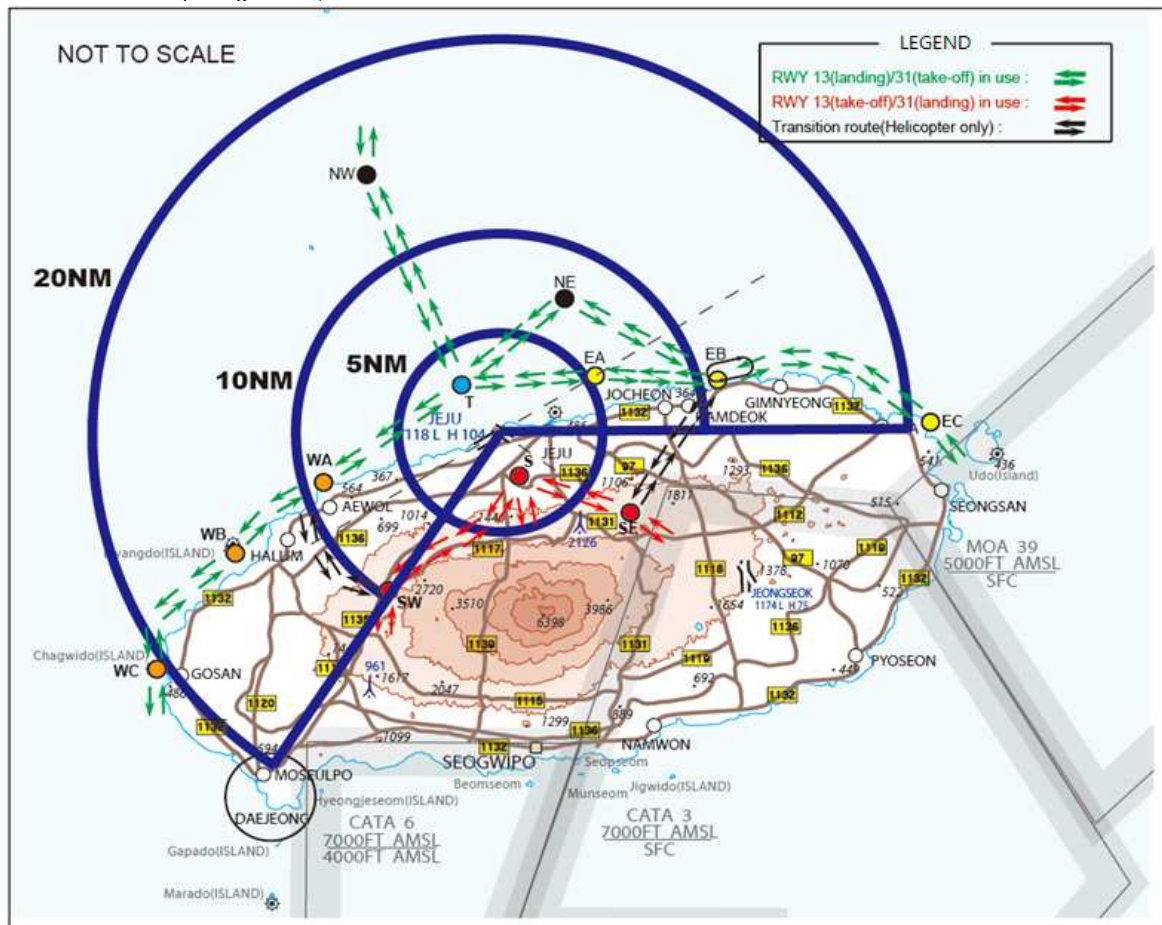
2. VFR Traffic Circuit : Refer to the page RKPC AD 2-20-1.

3. VFR Circuit Altitude

- a. Helicopter
When RWY 13/31 in use : 1 000 ft
- b. Fixed Wing
When RWY 07/25 in use : 1 500 ft

Change : Information of visual approach and reference page for VFR traffic circuit.

4. VFR Reporting Points, inbound/outbound routes and altitude.



ID	Geographical Name	Position	Coordinates (WGS-84)	Altitude (Helicopter)	Altitude (Fixed wing)	Remarks
NW	Hwado(Island) 화도	R 340 YDM/ D14.6	334346.21N 1262126.66E	At or above 3 000 ft AMSL	At or above 3 000 ft AMSL	
NE	Jeju port offing 제주항앞바다	R 034 YDM/ D7.6	333726.44N 1263327.91E	At or below 1 000 ft AMSL	At or below 1 000 ft AMSL	
T	Airport offing 공항앞바다	R 340 YDM/ D3.0	333322.36N 1262738.46E	At or below 500 ft AMSL	At or below 1 000 ft AMSL	
WA	Aewol port 애월항	R 261 YDM/ D9.1	332810.69N 1261849.08E	At or below 1 000 ft AMSL	At or below 1 000 ft AMSL	
WB	Biyangdo(Island) 비양도	R 252 YDM/ D14.4	332435.47N 1261338.08E	At or below 1 500 ft AMSL	At or below 1 500 ft AMSL	
WC	Chagwido(Island) 차귀도	R 241 YDM/ D20.7	331845.35N 1260902.99E	At or below 2 000 ft AMSL	At or below 2 000 ft AMSL	
EA	Samyang beach offing 삼양검은모래해변 앞바다	R 066 YDM/ D5.7	333336.94N 1263509.82E	At or below 500 ft AMSL	Not applicable	Helicopter only
EB	Daryeodo(Island) 다려도(Dalseo Island)	R 081 YDM/ D10.8	333329.60N 1264146.39E	At or below 1 000 ft AMSL	At or below 1 000 ft AMSL	
EC	Nando(Island) 난도(Rabbit Island)	R 094 YDM/ D20.8	333127.35N 1265409.97E	At or below 2 000 ft AMSL	At or below 2 000 ft AMSL	
S*	Min oreum 민오름	R 163 YDM/ D2.3	332833.20N 1263022.55E	At or above 1 000 ft AGL	Not applicable	Helicopter only
SE*	Geochin oreum 거친오름	R 128 YDM/ D7.7	332640.20N 1263710.15E	At or above 1 000 ft AGL	Not applicable	Helicopter only
SW*	keun-barime oreum 큰바리메오름	R 218 YDM/ D9.5	332237.61N 1262316.90E	At or above 1 000 ft AGL	Not applicable	Helicopter only

* Helicopter use only in case of special mission, medical service, ACFT performance, weather condition(tailwind etc.).

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;

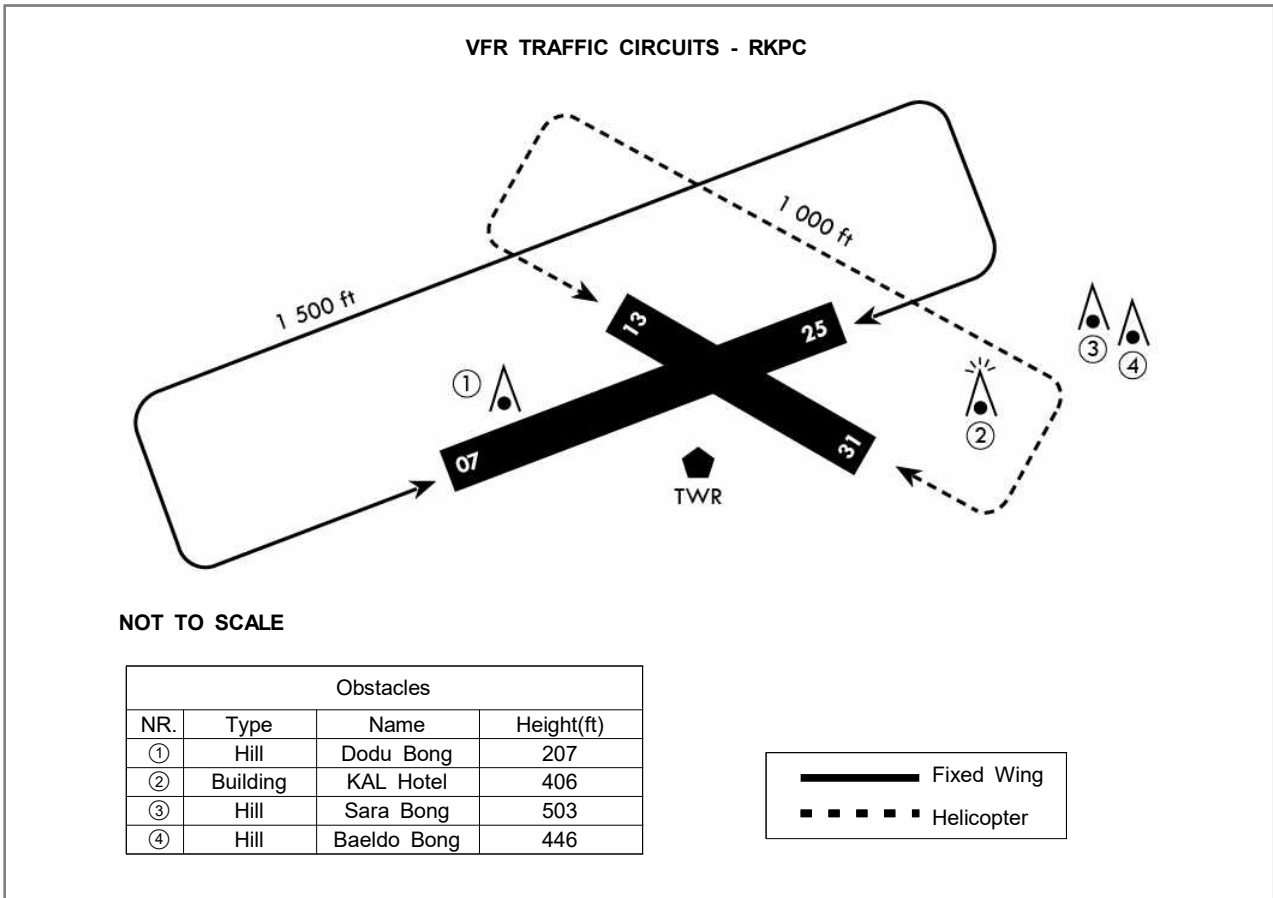
whichever is later and thereafter adjust level and speed in accordance with the filed flight plan.

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.



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RKPC AD 2.25 VISUAL SEGMENT SURFACE(VSS) PENETRATION

NIL

Change : Establishment of AD 2.25 visual segment surface(VSS) penetration.

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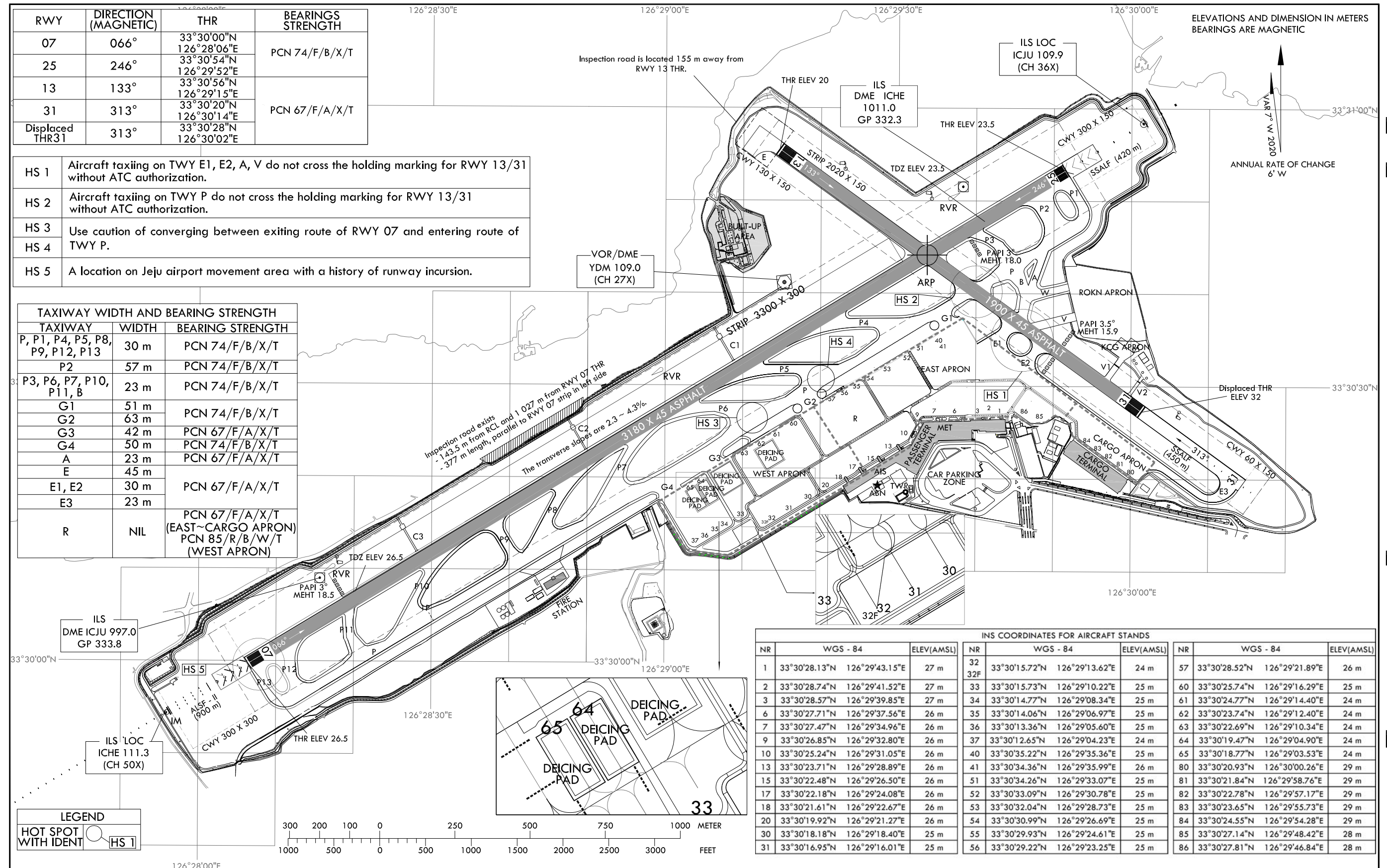
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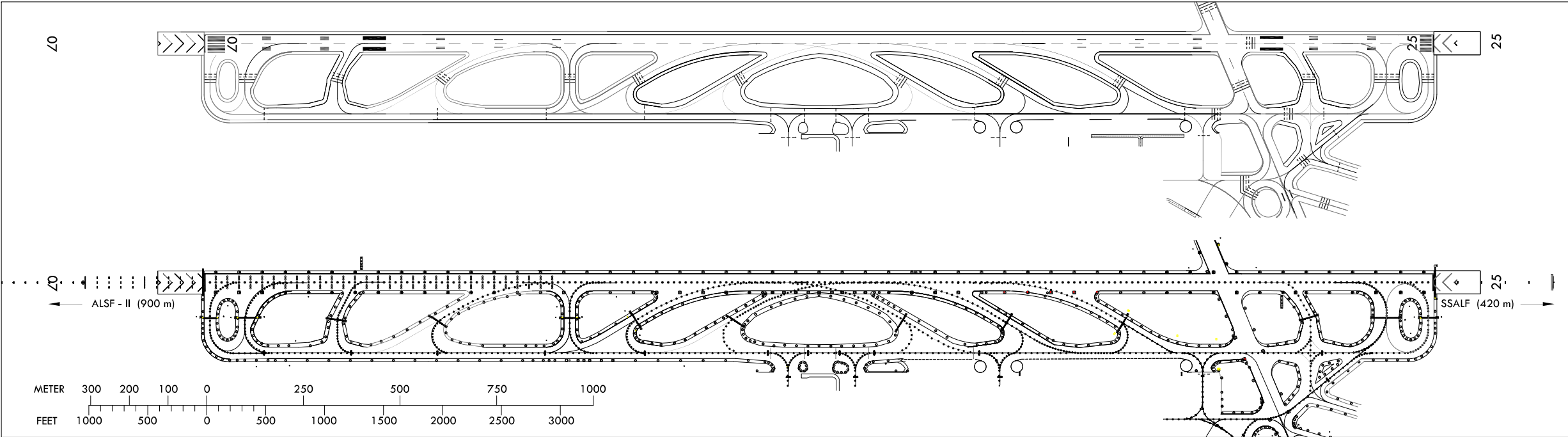
33°30'44"N
126°29'34"E

ELEV 36 m

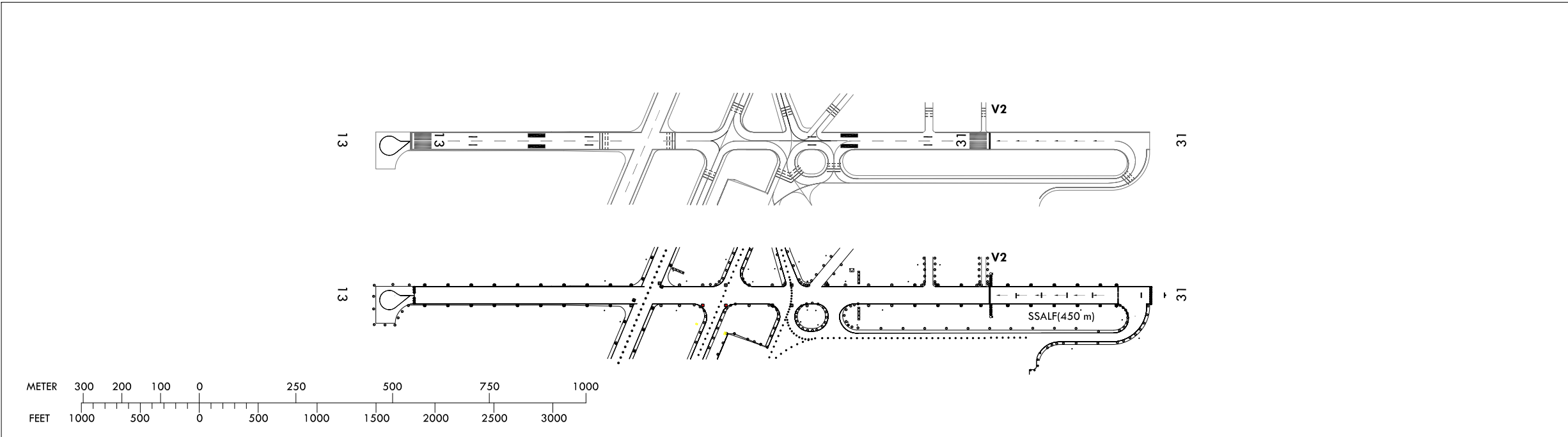
TWR 118.2 236.6
GND 121.675



LIGHTING AND MARKING AIDS RWY 07/25 AND EXIT TWY



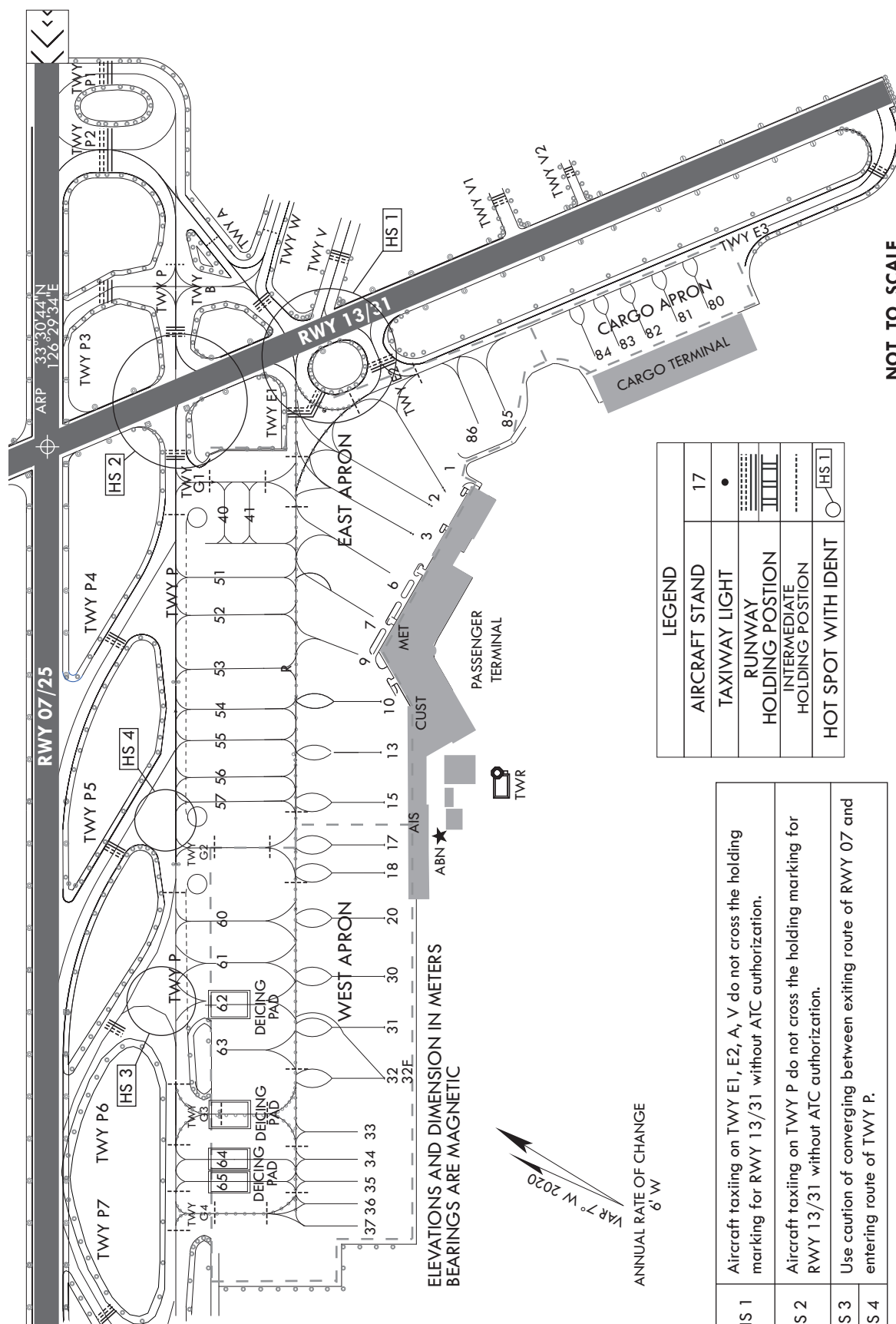
LIGHTING AND MARKING AIDS RWY 13/31 AND EXIT TWY



APRON ELEV
27 m

TWR	118.2
GND	121.675

JEJU/Jeju INTL



NOT TO SCALE

LEGEND	
AIRCRAFT STAND	17
TAXIWAY LIGHT	●
RUNWAY	=====
HOLDING POSITION	=====
INTERMEDIATE HOLDING POSITION	=====
HOT SPOT WITH IDENT	 HS

HS 1	Aircraft taxiing on TWY E1, E2, A, V do not cross the holding marking for RWY 13/31 without ATC authorization.
HS 2	Aircraft taxiing on TWY P do not cross the holding marking for RWY 13/31 without ATC authorization.
HS 3	Use caution of converging between exiting route of RWY 07 and entering route of TWY P.
HS 4	

Change : Information of symbol for ABN.

TAXIWAY, APRON WIDTH AND BEARING STRENGTH				AIRCRAFT STANDS			
TAXIWAY	WIDTH	BEARING STRENGTH		STAND NR	AIRCRAFT TYPES		
P, P1, P4, P5, P8, P9, P12, P13	30 m	PCN 74/F/B/X/T		1	B777-300, A330-300, B767-300, A300-600		
P2	57 m	PCN 74/F/B/X/T					
P3, P6, P7, P10, P11, B	23 m	PCN 74/F/B/X/T		6, 30, 31, 32	B747-400, B777-300, A330-300		
G1	51 m	PCN 74/F/B/X/T		32F	A380-800, B747-800		
G2	63 m			13, 15, 20	B747-400, B777-200, A330-300		
G3	42 m	PCN 67/F/A/X/T		7, 10, 60, 61, 62, 63	B767-300, A300-600		
G4	50 m	PCN 74/F/B/X/T		9	B737-800, A320-200		
A	23 m	PCN 67/F/A/X/T		2, 3, 17, 18, 33, 34, 35, 36, 37, 51, 52, 53, 54, 55, 56 57, 64, 65, 80, 81, 82, 83, 84, 85, 86	B737-900, A321-200		
E	45 m						
E1, E2	30 m	PCN 67/F/A/X/T		40, 41	LIGHT		
E3	23 m						
R	NIL	PCN 67/F/A/X/T (EAST~CARGO APRON)					
		PCN 85/R/B/W/T (WEST APRON)					
* EAST APRON BEARING STRENGTH : PCN 67/F/A/X/T				* REMARKS : Isolated and run-up area is RWY 13 THR.			
* WEST APRON BEARING STRENGTH : PCN 85/R/B/W/T				* Spot NR. 40, 41 only available for			
* CARGO TERMINAL APRON BEARING STRENGTH : PCN 69/R/B/W/T				- Fixed wing ACFT with a wingspan below 17 m			
				- Rotated wing ACFT with a wingspan(main rotor) below 15 m			
				* De-icing pad : Front of "G3" Taxiway and Spot NR. 62, 64, 65			

INS COORDINATES FOR AIRCRAFT STANDS									
NR	WGS-84	ELEV(AMSL)	NR	WGS-84	ELEV(AMSL)	NR	WGS-84	ELEV(AMSL)	
1	33°30'28.13"N 126°29'43.15"E	27 m	32F	33°30'15.72"N 126°29'13.62"E	24 m	60	33°30'25.74"N 126°29'16.29"E	25 m	
2	33°30'28.74"N 126°29'41.52"E	27 m	33	33°30'15.73"N 126°29'10.22"E	25 m	61	33°30'24.77"N 126°29'14.40"E	24 m	
3	33°30'28.57"N 126°29'39.85"E	27 m	34	33°30'14.77"N 126°29'08.34"E	25 m	62	33°30'23.74"N 126°29'12.40"E	24 m	
6	33°30'27.71"N 126°29'37.56"E	26 m	35	33°30'14.06"N 126°29'06.97"E	25 m	63	33°30'22.69"N 126°29'10.34"E	24 m	
7	33°30'27.47"N 126°29'34.96"E	26 m	36	33°30'13.36"N 126°29'05.60"E	25 m	64	33°30'19.47"N 126°29'04.90"E	24 m	
9	33°30'26.85"N 126°29'32.80"E	26 m	37	33°30'12.65"N 126°29'04.23"E	24 m	65	33°30'18.77"N 126°29'03.53"E	24 m	
10	33°30'25.24"N 126°29'31.05"E	26 m	40	33°30'35.22"N 126°29'35.36"E	25 m	80	33°30'20.93"N 126°30'00.26"E	29 m	
13	33°30'23.71"N 126°29'28.89"E	26 m	41	33°30'34.36"N 126°29'35.99"E	26 m	81	33°30'21.84"N 126°29'58.76"E	29 m	
15	33°30'22.48"N 126°29'26.50"E	26 m	51	33°30'34.26"N 126°29'33.07"E	25 m	82	33°30'22.78"N 126°29'57.17"E	29 m	
17	33°30'22.18"N 126°29'24.08"E	26 m	52	33°30'33.09"N 126°29'30.78"E	25 m	83	33°30'23.65"N 126°29'55.73"E	29 m	
18	33°30'21.61"N 126°29'22.67"E	26 m	53	33°30'32.04"N 126°29'28.73"E	25 m	84	33°30'24.55"N 126°29'54.28"E	29 m	
20	33°30'19.92"N 126°29'21.27"E	26 m	54	33°30'30.99"N 126°29'26.69"E	25 m	85	33°30'27.14"N 126°29'48.42"E	28 m	
30	33°30'18.18"N 126°29'18.40"E	25 m	55	33°30'29.93"N 126°29'24.61"E	25 m	86	33°30'27.81"N 126°29'46.84"E	28 m	
31	33°30'16.95"N 126°29'16.01"E	25 m	56	33°30'29.22"N 126°29'23.25"E	25 m				
32	33°30'15.72"N 126°29'13.62"E	24 m	57	33°30'28.52"N 126°29'21.89"E	26 m				

AERODROME GROUND
MOVEMENT CHART - ICAO

APRON ELEV 27 m

TWR 118.2 236.6
GND 121.675

JEJU / Jeju Intl
RWY 07/25, RWY 31 DEPARTURE

STANDARD GROUND TAXI PROCEDURES

- General
 - Departing IFR flights shall contact JEJU DELIVERY(121.925 MHz) to obtain ATC clearance at least 10 minutes prior to ETD and shall obtain push-back clearance and taxi instruction from JEJU GROUND(121.675 MHz).
 - TWY E3 not available for aircraft with a wingspan of 118 ft (36 m) or longer.

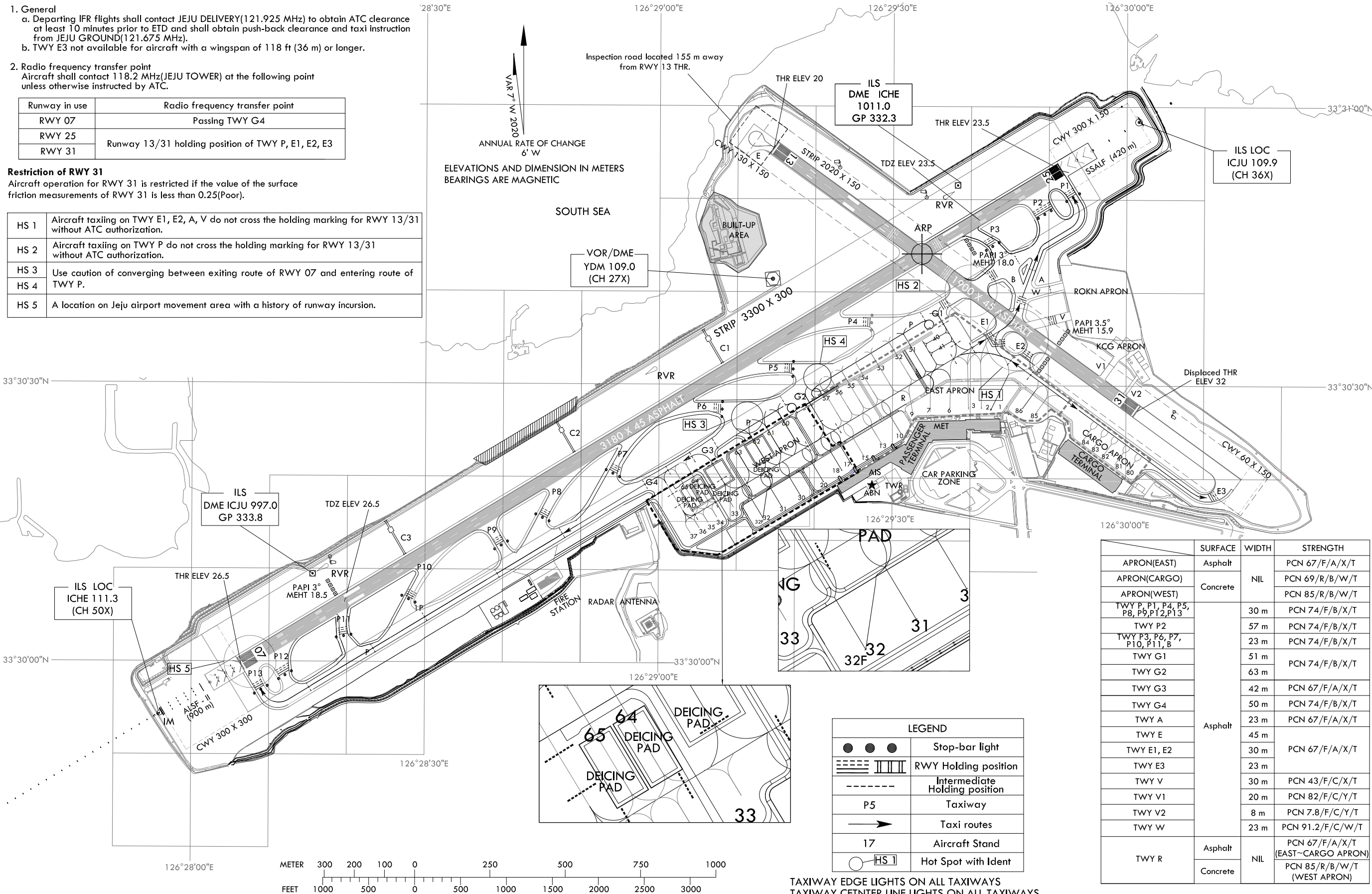
- Radio frequency transfer point
Aircraft shall contact 118.2 MHz(JEJU TOWER) at the following point unless otherwise instructed by ATC.

Runway in use	Radio frequency transfer point
RWY 07	Passing TWY G4
RWY 25	Runway 13/31 holding position of TWY P, E1, E2, E3
RWY 31	

Restriction of RWY 31

Aircraft operation for RWY 31 is restricted if the value of the surface friction measurements of RWY 31 is less than 0.25(Poor).

HS 1	Aircraft taxiing on TWY E1, E2, A, V do not cross the holding marking for RWY 13/31 without ATC authorization.
HS 2	Aircraft taxiing on TWY P do not cross the holding marking for RWY 13/31 without ATC authorization.
HS 3	Use caution of converging between exiting route of RWY 07 and entering route of TWY P.
HS 4	
HS 5	A location on Jeju airport movement area with a history of runway incursion.



Change : Information of THR and TDZ ELEV for RWY 07/25.

AERODROME GROUND
MOVEMENT CHART - ICAO

APRON ELEV 27 m

TWR 118.2 236.6
GND 121.675

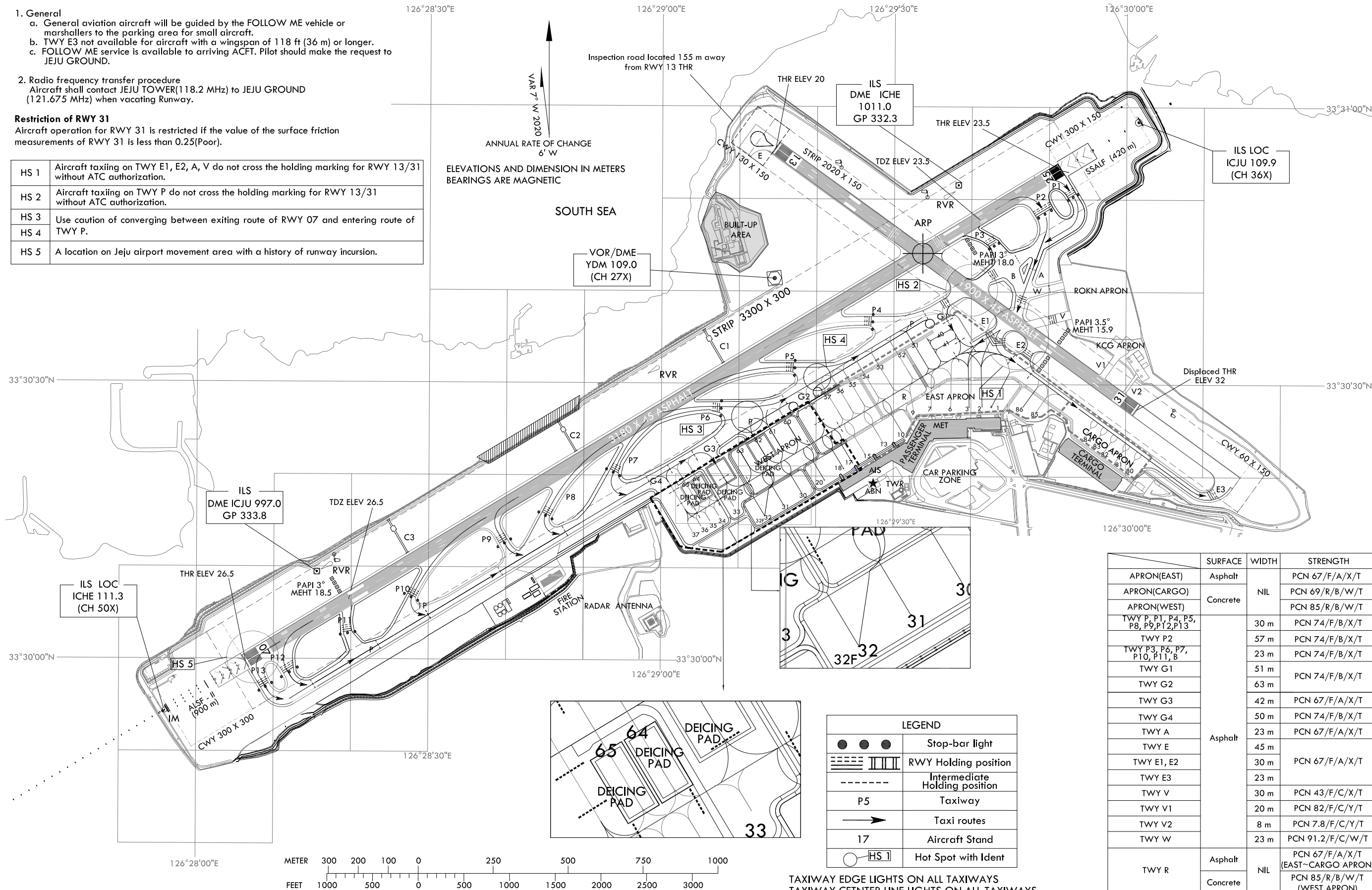
STANDARD GROUND TAXI PROCEDURES

- General
 - General aviation aircraft will be guided by the FOLLOW ME vehicle or marshallers to the parking area for small aircraft.
 - TWY E3 not available for aircraft with a wingspan of 118 ft (36 m) or longer.
 - FOLLOW ME service is available to arriving ACFT. Pilot should make the request to JEJU GROUND.
- Radio frequency transfer procedure
Aircraft shall contact JEJU TOWER(118.2 MHz) to JEJU GROUND (121.675 MHz) when vacating Runway.

Restriction of RWY 31

Aircraft operation for RWY 31 is restricted if the value of the surface friction measurements of RWY 31 is less than 0.25(Poor).

HS 1	Aircraft taxiing on TWY E1, E2, A, V do not cross the holding marking for RWY 13/31 without ATC authorization.
HS 2	Aircraft taxiing on TWY P do not cross the holding marking for RWY 13/31 without ATC authorization.
HS 3	Use caution of converging between exiting route of RWY 07 and entering route of TWY P.
HS 4	
HS 5	A location on Jeju airport movement area with a history of runway incursion.



	SURFACE	WIDTH	STRENGTH
APRON(EAST)	Asphalt		PCN 67/F/A/X/T
APRON(CARGO)		NIL	PCN 69/R/B/W/T
APRON(WEST)	Concrete		PCN 85/R/B/W/T
TWY P, P1, P4, P5, P8, P9, P12, P13		30 m	PCN 74/F/B/X/T
TWY P2		57 m	PCN 74/F/B/X/T
TWY P3, P6, P7, P10, P11, B		23 m	PCN 74/F/B/X/T
TWY G1		51 m	PCN 74/F/B/X/T
TWY G2		63 m	PCN 74/F/B/X/T
TWY G3		42 m	PCN 67/F/A/X/T
TWY G4		50 m	PCN 74/F/B/X/T
TWY A	Asphalt	23 m	PCN 67/F/A/X/T
TWY E		45 m	PCN 67/F/A/X/T
TWY E1, E2		30 m	PCN 67/F/A/X/T
TWY E3		23 m	PCN 67/F/A/X/T
TWY V		30 m	PCN 43/F/C/X/T
TWY V1		20 m	PCN 82/F/C/Y/T
TWY V2		8 m	PCN 7.8/F/C/Y/T
TWY W		23 m	PCN 91.2/F/C/W/T
TWY R	Asphalt		PCN 67/F/A/X/T
	Concrete	NIL	PCN 85/R/B/W/T (WEST APRON)

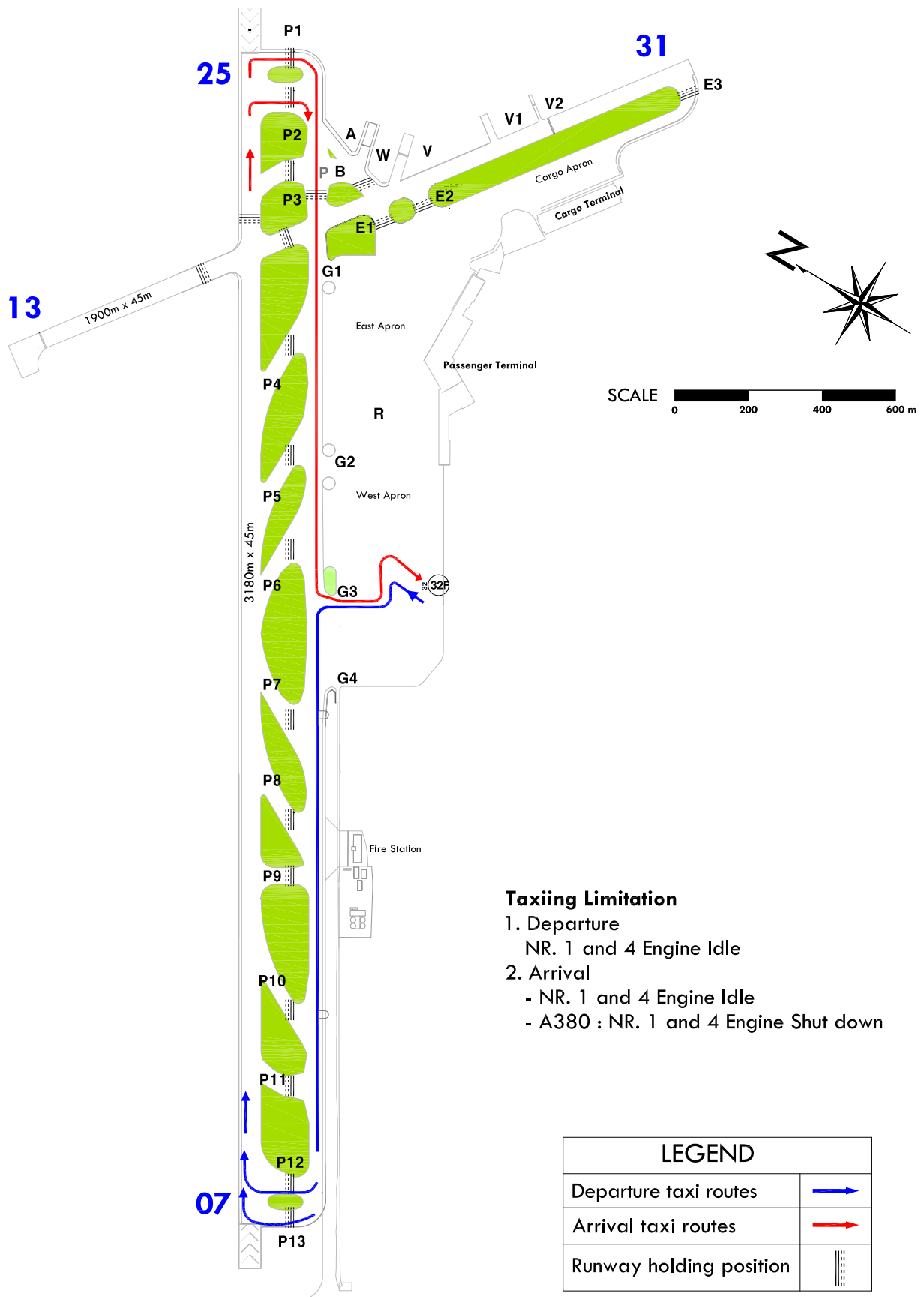
TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS
TAXIWAY CENTER LINE LIGHTS ON ALL TAXIWAYS
(except : E, E2, E3, V, V1, W)

"F" aircraft Available taxi route - RWY 07 IN USE

JEJU / Jeju Intl

JEJU TWR 118.2
JEJU GND 121.675

Available only for Code Letter "F" Aircraft



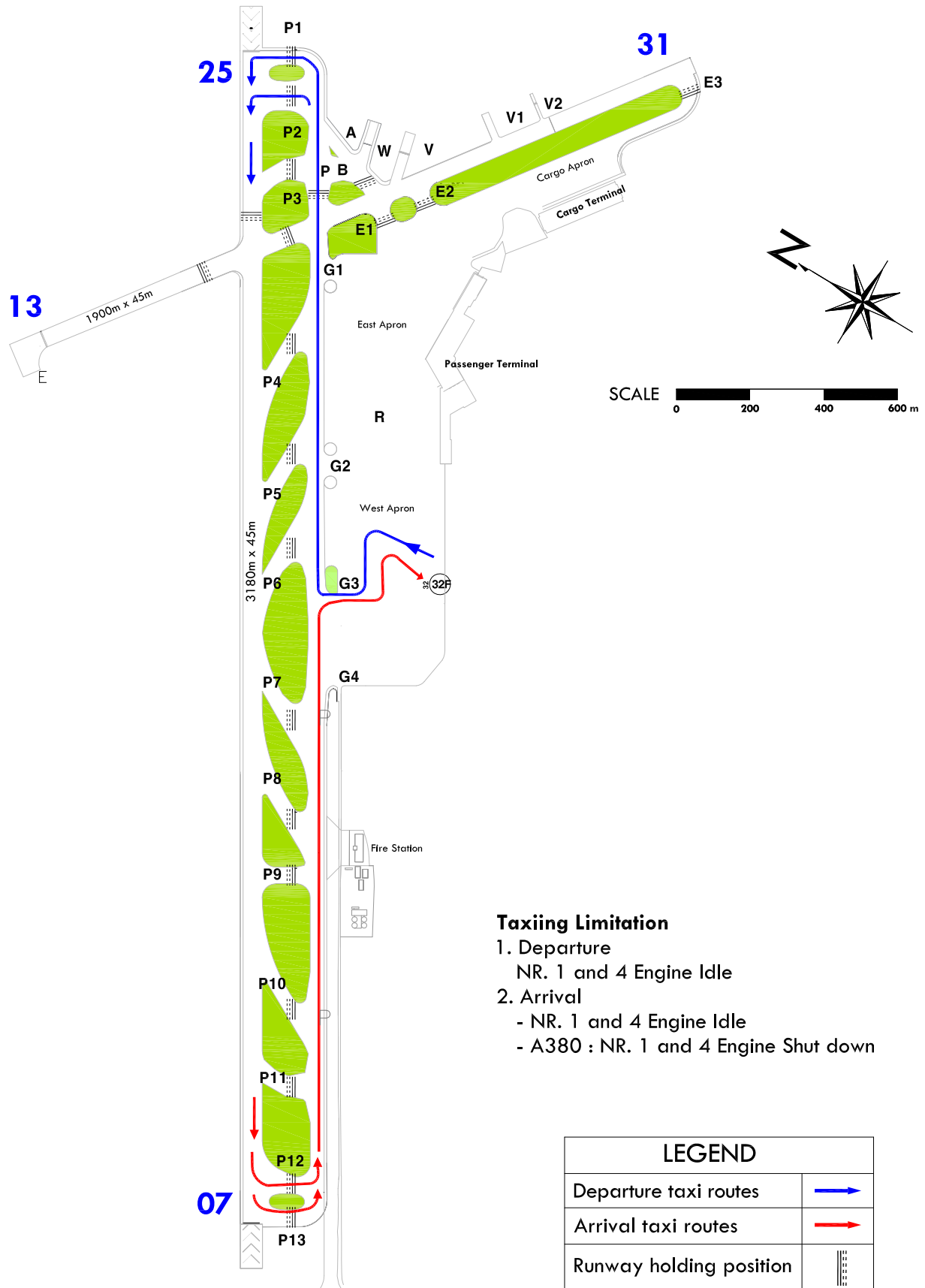
Change : Information of legend(stop-bar → RWY holding position).

"F" aircraft Available taxi route - RWY 25 IN USE

JEJU / Jeju Intl

JEJU TWR 118.2
JEJU GND 121.675

Available only for Code Letter "F" Aircraft



Change : Information of legend(stop-bar → RWY holding position).

The profile view shows the vertical alignment of the road. The vertical axis represents elevation in feet (0 to 120) and meters (0 to 400). The horizontal axis represents stationing from 5580 to 3180. A dashed line indicates the existing ground profile, and a solid line indicates the proposed road grade. A slope of 1.2% is shown between station 4380 and 3480. The elevation at station 3480 is 26.5 feet. Six points are marked on the profile: 1, 2, 3, 4, 5, and 6.

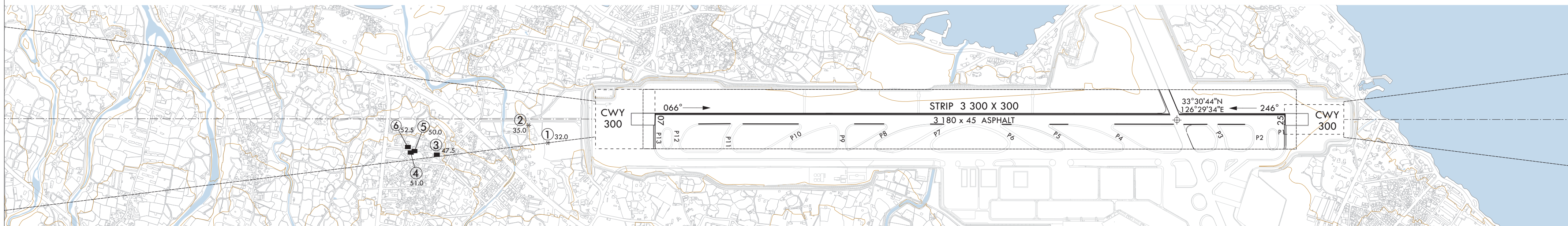
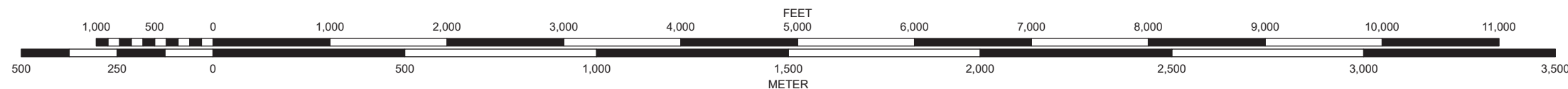
RWY 07 / 25

DECLARED DISTANCES

RWY 07		RWY 25
3 180	TAKE OFF RUN AVAILBLE	3 180
3 480	TAKE OFF DISTANCE AVAILABLE	3 480
3 180	ACCELERATE STOP DISTANCE AVAILABLE	3 180
3 180	LANDING DISTANCE AVAILABLE	3 180

Graph of the slope of the calibration curve for the determination of lead in water. The x-axis represents concentration in mg/L (3180 to 4080) and the y-axis represents slope in % (0 to 120). A solid line shows the slope, which is 1.2% at 4080 mg/L. A dotted line shows the slope at 3180 mg/L, which is 23.5%.

HORIZONTAL SCALE 1 : 7 000



AMENDMENT RECORD		
NR.	DATE	ENTERED BY

OBSTACLES					
NR	COORDINATE(WGS-84)		ELEV(AMSL)	ITEM	NOTE
1	33°29'47.1"N	126°27'51.0"E	32.0	tree	
2	33°29'47.9"N	126°27'46.0"E	35.0	tree	
3	33°29'35.9"N	126°27'33.7"E	47.5	building	
4	33°29'34.0"N	126°27'29.1"E	51.0	building	
5	33°29'34.5"N	126°27'29.6"E	50.0	building	
6	33°29'34.5"N	126°27'28.1"E	52.5	building	

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		
Peak or Mountain		
Terrain penetrating obstacle plane		
Clearway (CWY)		

AERODROME ELEVATION 36 METERS



CONICAL SURFACE SLOPE

HORIZONTAL SURFACE

APPROACH SURFACE SLOPE 1:40

TRANSITIONAL SURFACE SLOPE 1:7

TRANSITIONAL SURFACE SLOPE 1:7

APPROACH SURFACE SLOPE 1:40

APPROACH SURFACE SLOPE 1:50

APPROACH SURFACE SLOPE 1:50

APPROACH SURFACE SLOPE 1:40

TRANSITIONAL SURFACE SLOPE 1:7

TRANSITIONAL SURFACE SLOPE 1:7

HORIZONTAL SURFACE

HORIZONTAL SURFACE

APPROACH SURFACE SLOPE 1:40

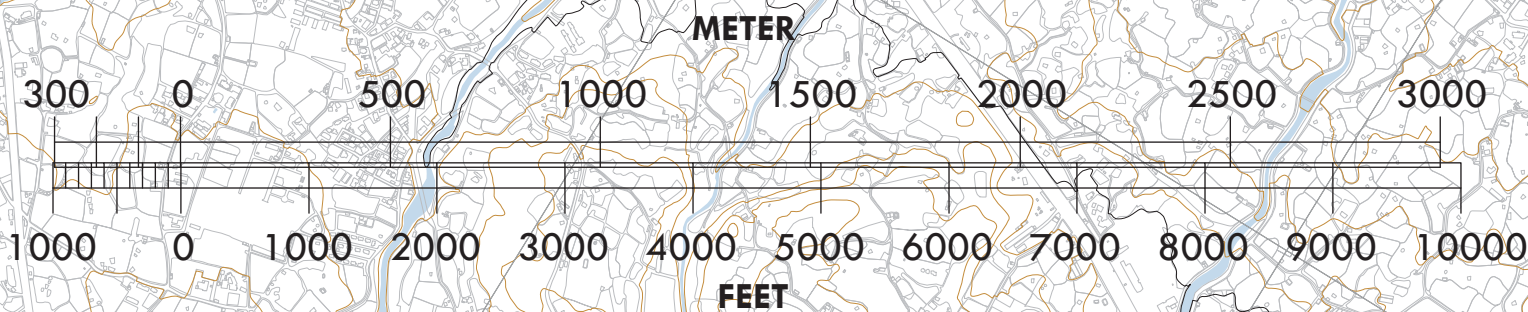
AMENDMENT RECORD		
NR	DATE	ENTERED BY

LEGEND	
ITEM	SYMBOL
AERODROME REFERENCE POINT 33°30'44"N 126°29'34"E	⊕
Tree or shrub	✱
Pole, tower, spire, antenna, etc	⊙
Building or large structure	■
Natural high point(Peak or Mountain)	●
Railroad	⊢—⊢
Transmission line or overhead cable	—T—T—
Terrain penetrating obstacle plane	▬
Clearway(CWY)	▬▬▬
Obstacles concentration area - The highest obstacle in each area is depicted on chart	● 50.0

ORDER OF ACCURACY

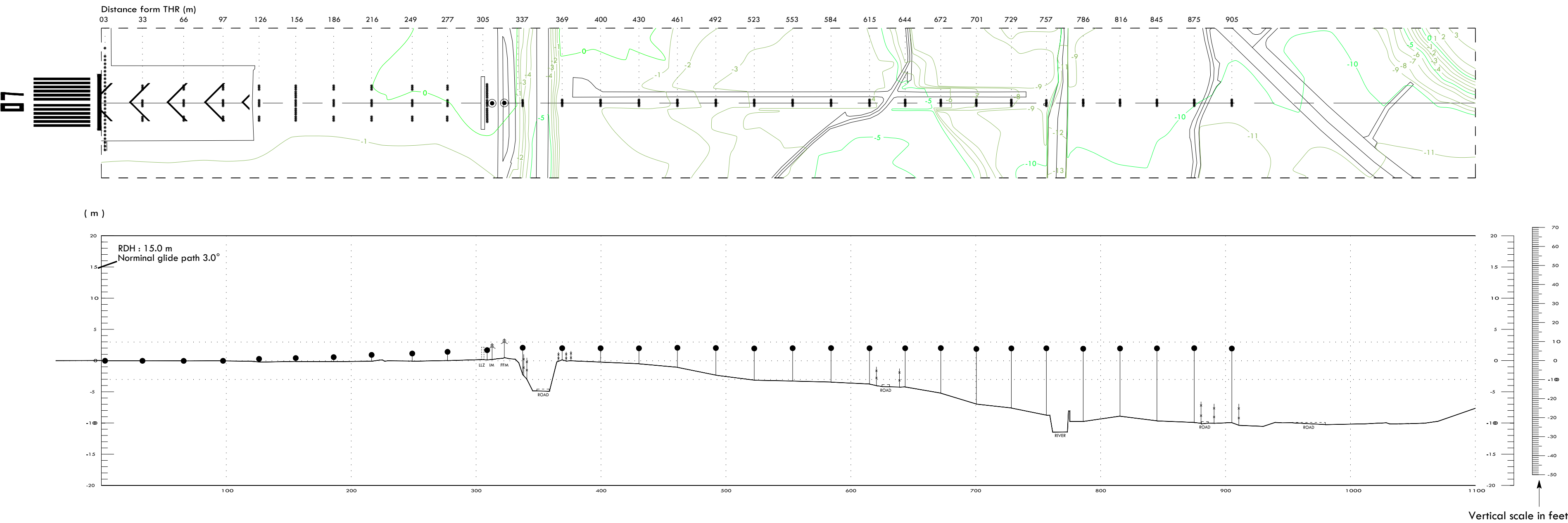
HORIZONTAL 5 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 18 000



OBSTACLES				
NR	COORDINATES(WGS-84)	ELEV (AMSL)	ITEM	NOTE
1	33°31'03.51" 126°32'40.26"	158.0	Natural High Point	
2	33°28'21.15" 126°29'49.33"	309.5	Natural High Point	
3	33°29'35.97" 126°27'38.31"	46.0	BUILDING	
4	33°29'34.26" 126°27'27.84"	52.5	BUILDING	
5	33°29'34.33" 126°27'29.61"	50.0	BUILDING	
6	33°29'34.93" 126°27'35.70"	49.5	BUILDING	
7	33°29'35.48" 126°27'37.21"	46.5	BUILDING	
8	33°29'34.93" 126°27'36.75"	51.5	BUILDING	
9	33°29'33.20" 126°27'37.57"	49.0	BUILDING	
10	33°29'35.19" 126°27'39.37"	46.5	BUILDING	
11	33°29'29.50" 126°27'27.23"	54.5	BUILDING	
12	33°29'29.83" 126°27'26.69"	58.0	BUILDING	
13	33°31'04.80" 126°32'41.40"	156.0	BUILDING	
14	33°30'18.77" 126°29'31.09"	94.5	TOWER	
15	33°29'30.93" 126°27'32.45"	51.0	Pole	
16	33°29'33.15" 126°27'36.48"	49.5	Pole	
17	33°30'14.18" 126°30'16.85"	49.0	Pole	
18	33°28'22.81" 126°29'49.55"	300.5	PYLON	
19	33°30'10.83" 126°30'17.78"	59.5	BUILDING	
20	33°29'58.78" 126°31'01.99"	95.5	BUILDING	
21	33°28'22.30" 126°29'50.42"	313.0	PYLON	

DISTANCE AND HEIGHTS IN METERS



LEGEND	
* ●	APPROACH LIGHT
● ↑	ANTENNA
⋯	LOCALIZER
⋯	CONTOUR
—	CENTRE LINE PROFILE
---	DEVIATION AT LEAST ± 3 m FROM CENTRE LINE PROFILE

HORIZONTAL SCALE 1 : 2 500

VERTICAL SCALE 1 : 500

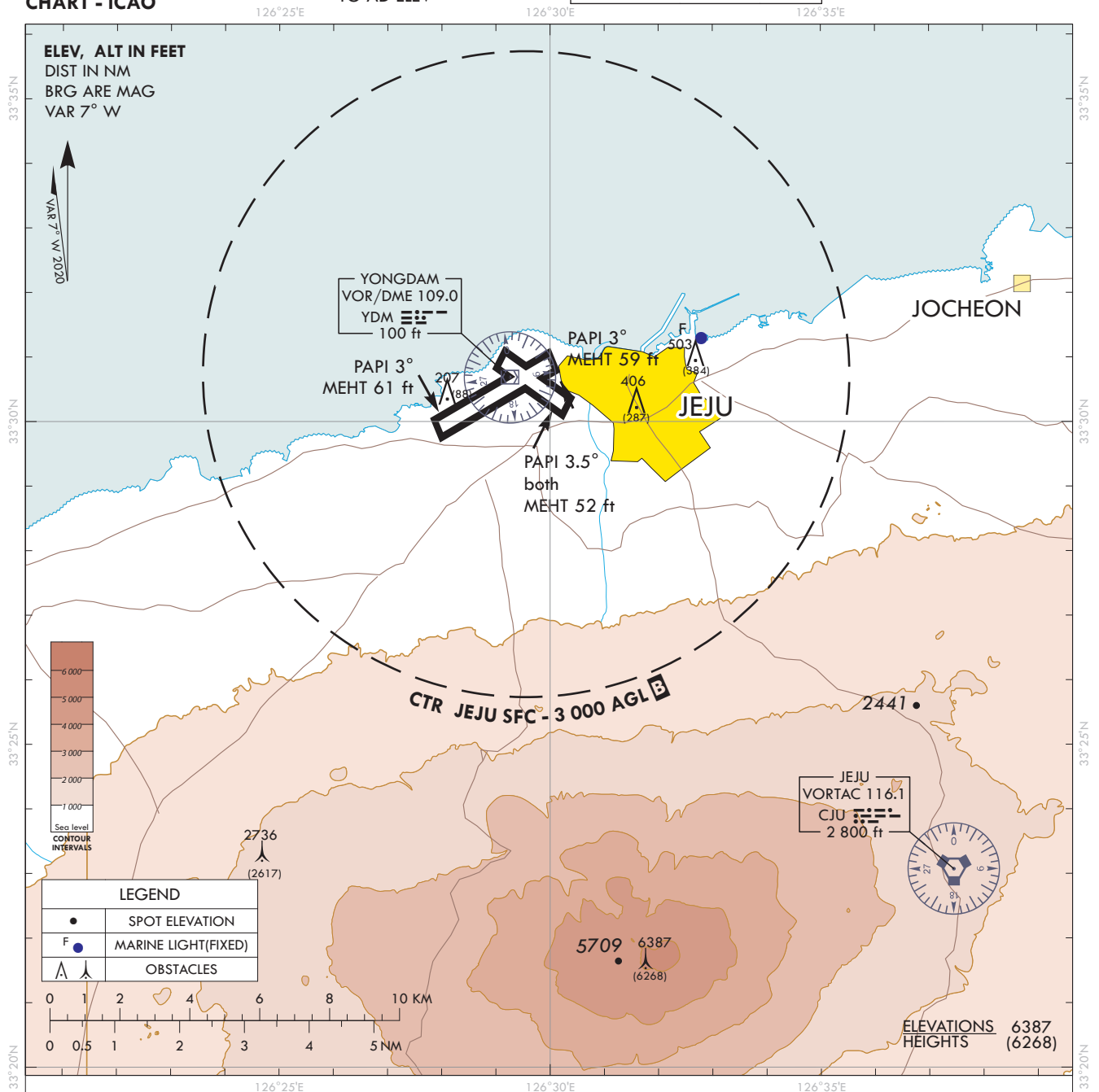
CONTOURS AND HEIGHTS ARE RELATED TO ELEVATION OF RWY THR

**VISUAL
APPROACH
CHART - ICAO**

AD ELEV 119 ft
**HEIGHTS RELATED
TO AD ELEV**

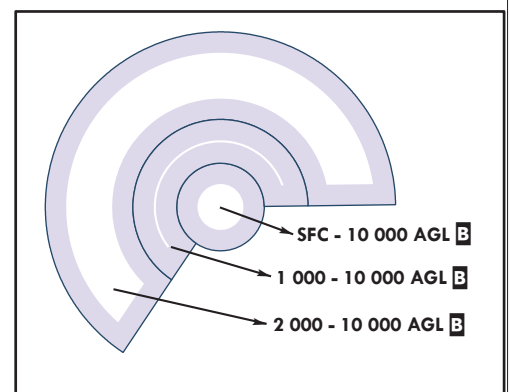
JEJU	APP	121.2	124.05
	DEP	119.225	
	TWR	118.2	118.55

JEJU/jeju Intl



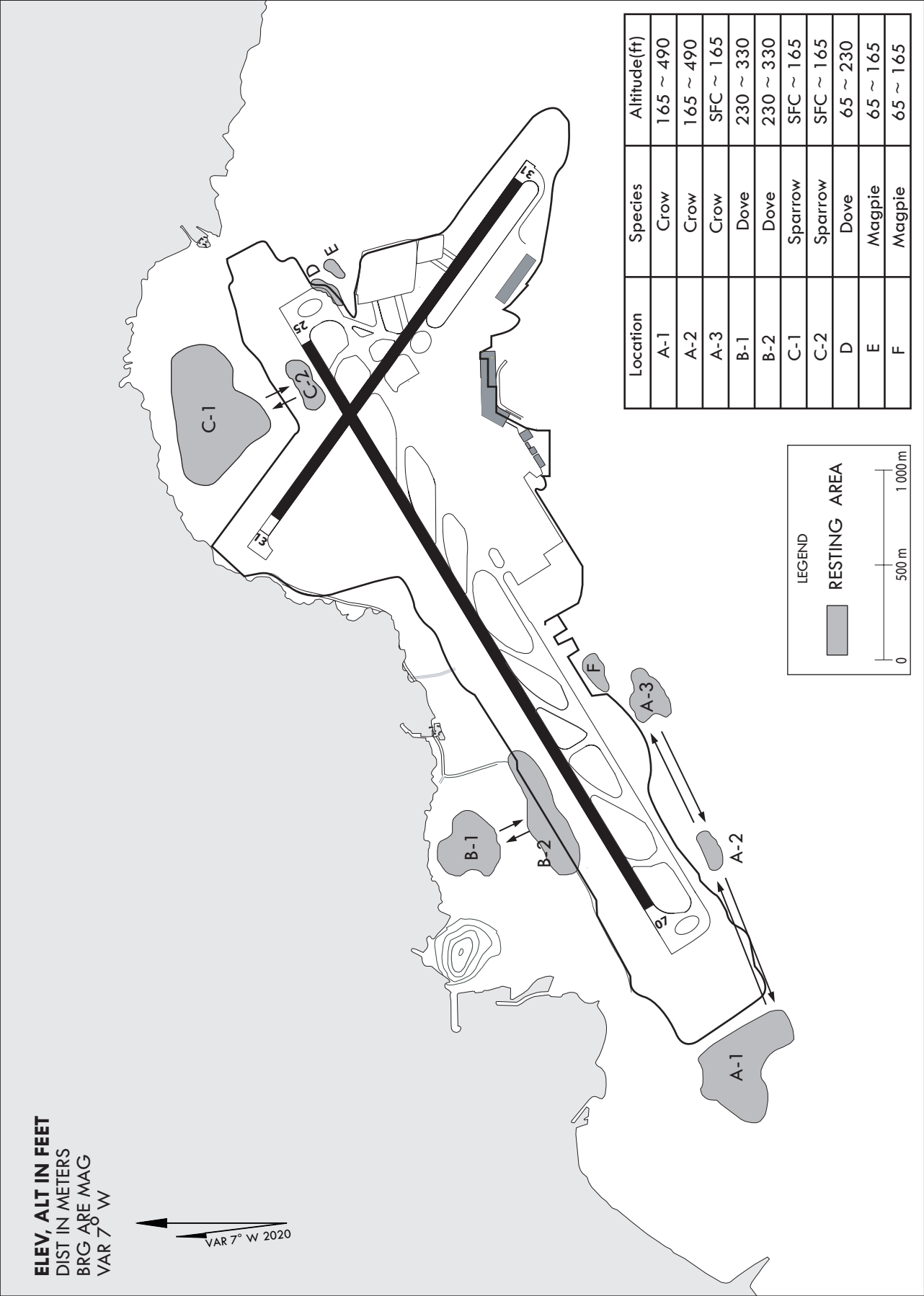
VISUAL APPROACH PROCEDURE

- Vectors for Visual approach may be initiated by ATC or approved upon pilot request on traffic permitting basis when :
 - Ceiling : above 500 ft plus MVA
 - Visibility : Not less than 3 SM
- Remark : When conducting visual approach RWY 07, all arriving aircraft shall align the final approach course outside YDM 6 DME for noise abatement.
- ATS airspace : Class B(Refer to ENR 2.2.-1)



Change : Information of visual approach procedure and item numbers.

BIRD CONCENTRATION - JEJU INTL AIRPORT



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

1	Designation, Apron surface and strength	a. Area : 404 251 m ² b. Surface - International 1 and Domestic : Asphalt - International 2 : Concrete c. Strength - International 1 : PCN 74/F/B/X/T - Domestic : PCN 67/F/A/X/T - International 2 : PCN 109/R/C/W/T			
2	Designation, Taxiway width, surface and strength	Taxiway	Width(m)	Surface	Strength
		P	30	Concrete	PCN 109/R/C/W/T
		E1, E2, E3, E4, E5	30	Concrete	PCN 109/R/C/W/T
				Asphalt	PCN 74/F/B/X/T
		S	30	Concrete	PCN 85/R/B/W/T
		C1, C2, C3, C4, C5, C6, C7	30	Concrete	PCN 85/R/B/W/T
				Asphalt	PCN 67/F/A/X/T
		G7	23	Concrete	PCN 109/R/C/W/T
		G8	45	Concrete	PCN 109/R/C/W/T
		G9	78	Concrete	PCN 109/R/C/W/T
		W2	N/A (Military maintenance taxiway)		
		W3			
		G10	44	Asphalt	PCN 67/F/A/X/T
				Concrete	PCN 109/R/C/W/T
		G11	44	Asphalt	PCN 55/F/B/X/T
				Concrete	PCN 109/R/C/W/T
W1, G1, G2, G3, G4, G5, G6	N/A (Military use taxiway)				
3	Altimeter checkpoint location and elevation	All Aprons / 2 m (8 ft)			
4	VOR checkpoints	VOR : NIL			
5	INS checkpoints	INS : Every specified aircraft stands (Refer to Aircraft Parking/Docking Chart)			
6	Remarks	Military Run-up area exits on TWY E1 and E5			

Change : Information of surface and strength for TWYs E1~E5, C1~C7, status for TWYs W2~W3.

RKPK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	a. Taxiing guidance signs are the intersections of all TWY and RWY and holding positions b. Guide lines at apron c. Nose-in guidance at aircraft stands
2	Use of Mode S transponder on the ground	
2.1	General	This system using Mode S transponder improves the accuracy and the reliability of the ground movement monitoring system.
2.2	ACFT equipped with Mode S transponder	ACFT operators shall ensure that Mode S transponders are able to operate when ACFT is on the ground.
2.2.1	Departing ACFT	Prior to push-back or taxiing from a parking stand whichever comes first : - Enter, using either FMS mode or transponder control unit, the flight identification as specified in item 7 of the ICAO flight plan(ex : KAL123, AAR 456) or enter in the absence of flight identification, the ACFT registration. - Select XPNDR or its equivalent in relation to specifications on the installed model. - If function is available, select AUTO mode. - Do not select Off or SDBY functions. - Set Mode A code assigned by ATC. Lining up - Select TA/RA.
2.2.2	Arriving ACFT	After landing and until the ACFT is stationary at parking stand : - Maintain XPNDR or its equivalent in relation of specification of the installed model. - Do not select OFF and SDBY functions. - Maintain Mode A code assigned by ATC. When ACFT is stationary at the parking stand, select OFF or SDBY.
2.2.3	Other cases of taxiing ACFT	- Select XPNDR or its equivalent in relation to specifications of the installed model. - If function is available, select AUTO mode. - Do not select the OFF and SDBY function. - Set Mode A code to 2000.
2.3	ACFT not equipped with Mode S transponder or with an unserviceable Mode S transponder	Departing ACFT : - Maintain Mode A+C transponder in the ON position until lining up. Arriving ACFT : - Maintain Mode A+C transponder in the ON position and Mode A code assigned by ATC until parking stand. Other cases of taxiing ACFT : - Select A+C transponder in the ON position or its equivalent in relation to specifications of the installed model. - Do not select the OFF and SDBY function. - Set Mode A code to 2000. Fully parked on stand - Select OFF or SDBY position.
3	RWY and TWY markings and LGT	a. RWY 1) Lights RWY 18R : Edge(HIRL), CL, THR, END, RTIL RWY 36L : Edge(HIRL), CL, THR, END, TDZ RWY 18L : Edge(HIRL), CL, THR, END RWY 36R : Edge(HIRL), CL, THR, END, TDZ 2) Marking RWY 18R : Designation, Aiming Point, Side Strip, CL, TDZ, Displaced THR RWY 36L : Designation, Aiming Point, Side Strip, CL, TDZ, THR RWY 18L : Designation, Aiming Point, Side Strip, CL, TDZ, THR RWY 36R : Designation, Aiming Point, Side Strip, CL, TDZ, THR b. TWY 1) Lights Edge : All TWY CL : All TWY EXC W1, W2, W3 2) Marking Edge : All TWY CL : All TWY Holding Position : All RWY/TWY intersection
4	Stop bars	Refer to Aerodrome Ground Movement Chart (AD Chart 2-5/2-6)
5	Remarks	NIL

4.3 Departure routes and Radio Frequency Transfer Point (RTP)

1) Unless otherwise instructed, aircraft should use the following routes :

Apron	RWY in use	Route		Apron FREQ	R.T.P.		Ground FREQ
		Fixed wing	HEL		Fixed wing	HEL	
Domestic, International 1 and 2	36L	G8, G11	G7, G11	121.65 MHz 317.45 MHz	G8(hold line), G11(hold line)	G7(hold line), G11(hold line)	121.9 MHz 275.8 MHz
	36R	G8, G10			G8(hold line), G10(hold line)		
	18L	G7, G9			G7(hold line), G9(hold line)		
	18R	G7, G9			G7(hold line), G9(hold line)		

2) Aircraft will normally be transferred to Gimhae Ground prior to the RTP. Unless otherwise directed, aircraft may automatically contact Gimhae Ground at the RTP.

3) Aircraft shall not proceed beyond the RTP without clearance from Gimhae Ground.

4.4 The procedures of using Taxiway

Unless otherwise instructed, aircraft should use the following routes :

- RWY 36L in use : Apron - P - S or E5 - C7
- RWY 36R in use : Apron - P - E5
- RWY 18L in use : Apron - P - E1
- RWY 18R in use : Apron - P - E1 - C1
- When necessary, aircraft obtained intersection take-off clearance from the TWR may proceed to RWY through Central taxiway.
- Aircraft standing on KAL parking area (PDM) located in the west part of AD shall proceed to RWY through "W2" or "W3" taxiway.

5. Deicing Operations

- Deicing Pad is located on G8, G9(enable up to B-747), Aircraft stand NR. 26 and Aircraft stand NR. 27.
- Deicing Pad Operation
 - Aircraft Operator has to notice to the Ground Operator When he/she wants to use Deicing Pad.
 - Ground Operator has to notice to the relevant government as Operation Procedure.
 - When using a Deicing Pad, notice to the Gimhae Apron(121.650 MHz) before push-back (Verify Completion Ready for Departure).
- Deicing Pad Movement
 - Aircraft Operator has to maintain a communication system which is connecting with Deicing Working.
 - If an aircraft which has Deicing on G9, Gimhae Apron has to notice to all aircraft which is taxiing through the G10, G11.

6. Arrival Procedure

6.1 The procedures of using Taxiway

Unless otherwise instructed, aircraft should use the following routes :

- RWY 36L in use : C1 - E1 - P - APRON / C2 - E2 - P - APRON
- RWY 36R in use : E1 - P - APRON / E2 - P - APRON
E3 - P - APRON
- RWY 18L in use : E4 - P - APRON / E5 - P - APRON
- RWY 18R in use : C5 - E4 - P - APRON / C6 - E5 - P - APRON
C7 - E5 - P - APRON / S - P - APRON
- When necessary, other taxiway can be used under TWR permission.

6.2 Arrival routes and Radio Frequency Transfer Point (RTP)

1) Unless otherwise instructed, aircraft should use the following routes :

Apron	RWY in use	Route		Ground FREQ	R.T.P.		Apron FREQ
		Fixed wing	HEL		Fixed wing	HEL	
Domestic, International 1 and 2	36L	G7, G10	G7, G11	121.9 MHz 275.8 MHz	G7(hold line), G10(hold line)	G7(hold line), G11(hold line)	121.65 MHz 317.45 MHz
	36R	G7, G9			G7(hold line), G9(hold line)		
	18L	G10			G10(hold line)		
	18R	G10			G10(hold line)		

2) Aircraft will normally be transferred to Gimhae Apron prior to the RTP. Unless otherwise directed, aircraft may automatically contact Gimhae Apron at the RTP.

3) Aircraft shall not proceed beyond the RTP without clearance from Gimhae Apron.

6.3 Follow-me car service

1. Follow-me service is available to arriving aircraft. Pilot should make the request to Gimhae Ground or Gimhae Apron.

2. Aircraft shall monitor the appropriate Gimhae Ground and/or Gimhae Apron frequencies while taxiing.

7. The code letter F aircraft ferry flight operation procedure into Korean Air Tech Center

7.1 Taxiing procedures are as follows :

1. DEPARTURE

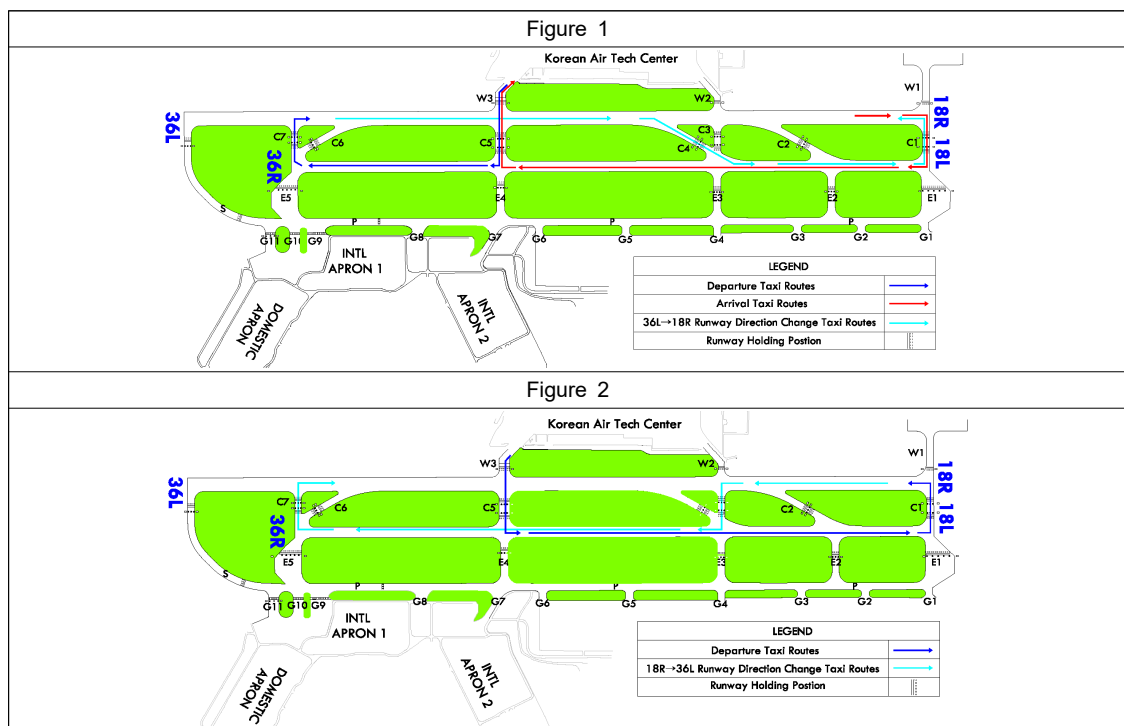
- RWY 36L in use : Korean Air Tech Center → W3 → C5 → RWY 36R/18L → C7(See Figure 1)
- RWY 18R in use : Korean Air Tech Center → W3 → C5 → RWY 36R/18L → C1(See Figure 2)

* In case of Departure RWY changed while lining up on RWY.

- RWY 36L in use : RWY 18R → C3 → RWY 36R/18L → C7(See Figure 2)
- RWY 18R in use : RWY 36L → C4 → RWY 36R/18L → C1(See Figure 1)

2. ARRIVAL

- RWY 36L in use : C1 → RWY 36R/18L → C5 → W3 → Korean Air Tech Center
- RWY 18R in use : N/A



Change : Information of GSE roads and green area.

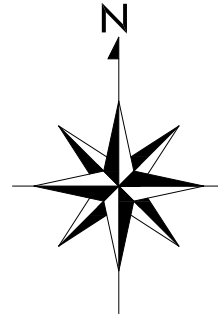
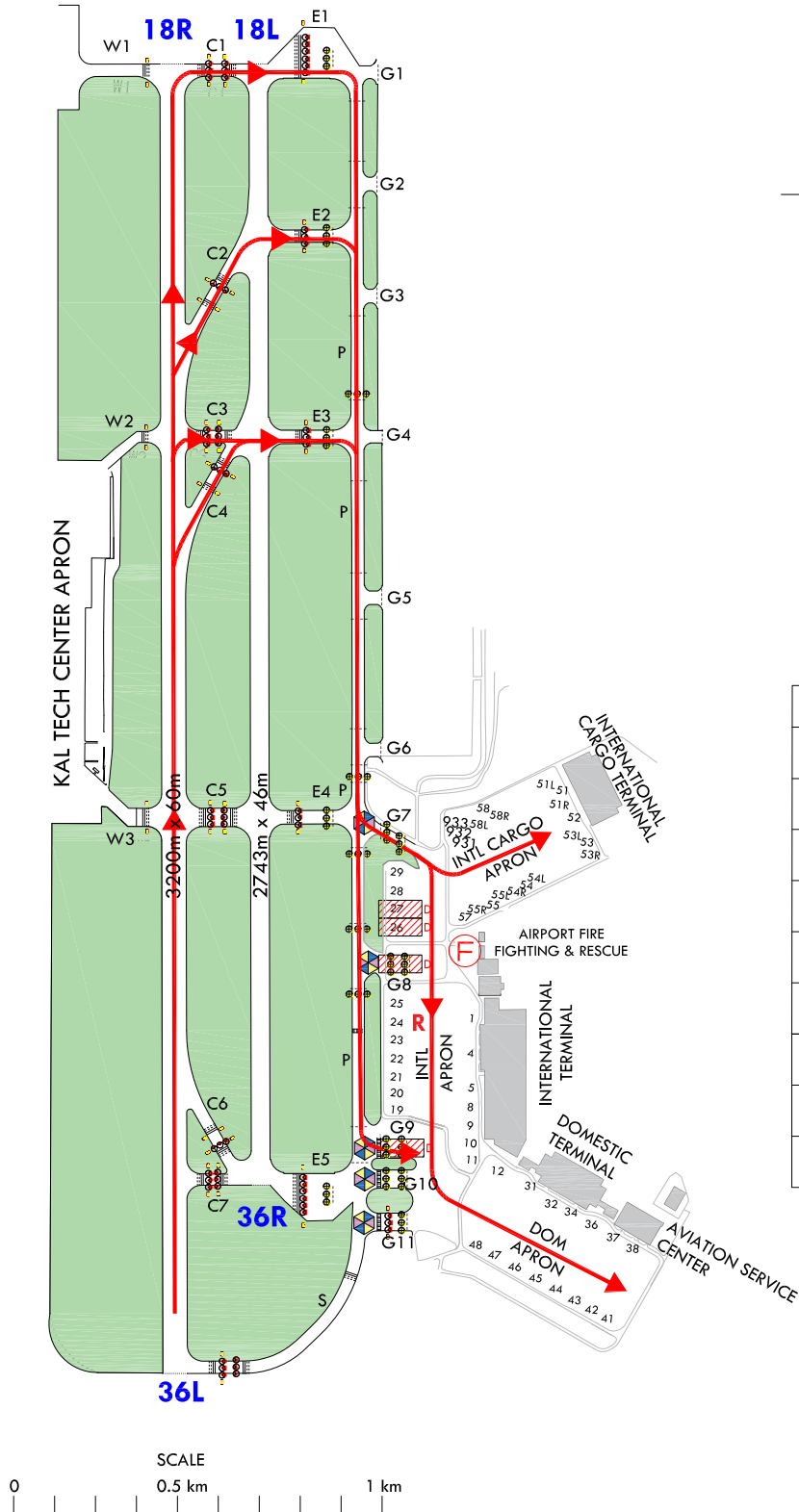
LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 4 m

GIMHAE TWR	118.1
GIMHAE GND	121.9
GIMHAE APRON	121.65

BUSAN/Gimhae Intl(RKPK)
RWY 36L
SMGCS - Arrival Taxi Route

NOT AVAILABLE for Code Letter "F" Aircraft



LEGEND	
TAXI ROUTE	
HOLDING POSITION	
INTERMEDIATE HOLDING POSITION	
STOP BAR LIGHT	
RWY GUARD LIGHT	
INTERMEDIATE HOLDING POSITION LIGHT	
RADIO FREQUENCY TRANSFER POINT	
DEICING PAD	
AIRPORT FIRE FIGHTING & RESCUE	

Change : Information of GSE roads, green area and INTL terminal.

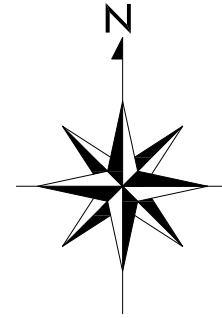
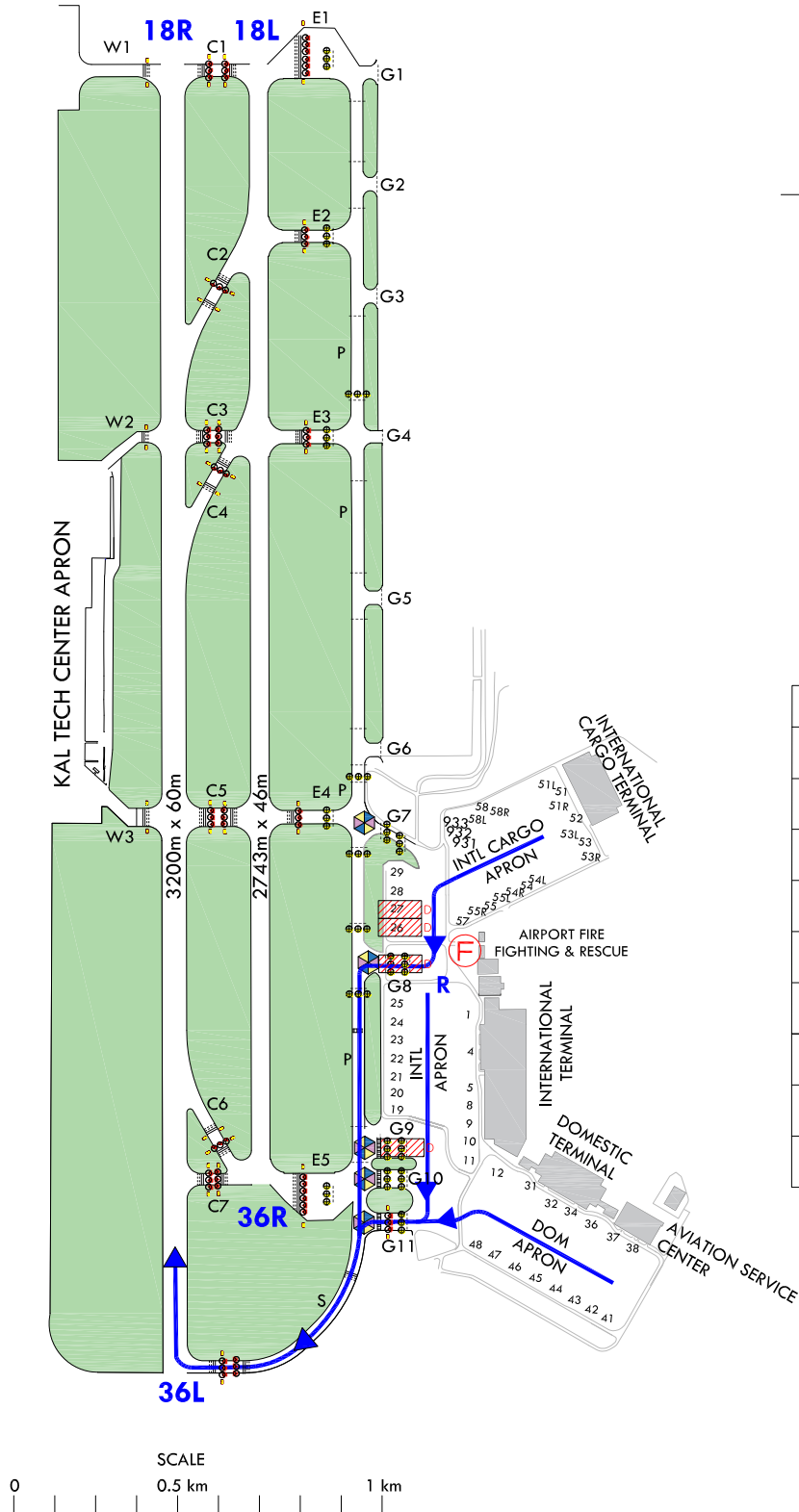
LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 4 m

GIMHAE TWR	118.1
GIMHAE GND	121.9
GIMHAE APRON	121.65

BUSAN/Gimhae Intl(RKPK)
RWY 36L
SMGCS - Departure Taxi Route

NOT AVAILABLE for Code Letter "F" Aircraft



LEGEND	
TAXI ROUTE	
HOLDING POSITION	
INTERMEDIATE HOLDING POSITION	
STOP BAR LIGHT	
RWY GUARD LIGHT	
INTERMEDIATE HOLDING POSITION LIGHT	
RADIO FREQUENCY TRANSFER POINT	
DEICING PAD	
AIRPORT FIRE FIGHTING & RESCUE	

Change : Information of GSE roads, green area and INTL terminal.

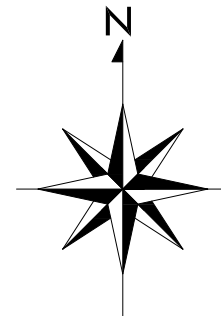
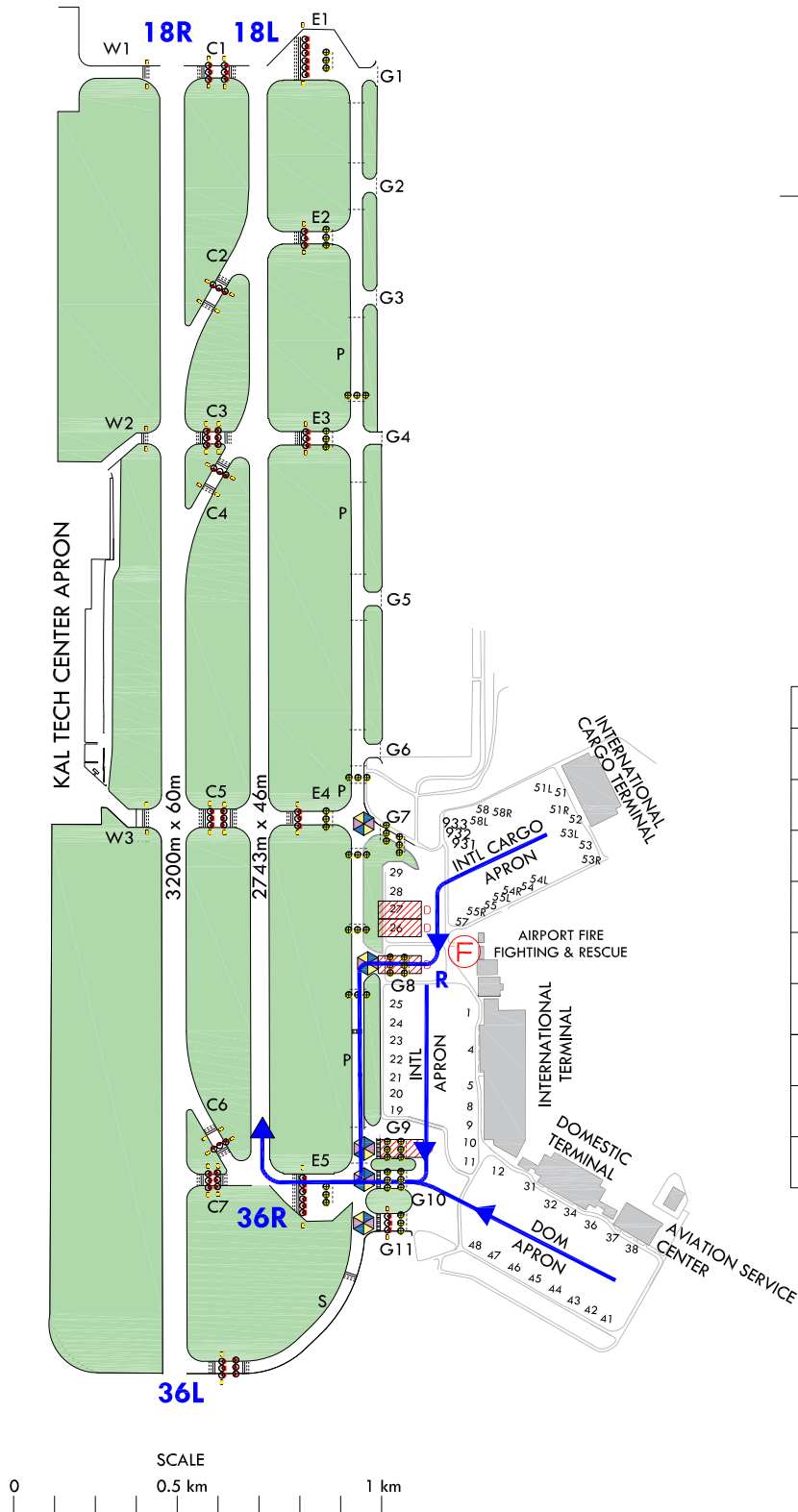
LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 4 m

GIMHAE TWR	118.1
GIMHAE GND	121.9
GIMHAE APRON	121.65

BUSAN/Gimhae Intl(RKPK)
RWY 36R
SMGCS - Departure Taxi Route

NOT AVAILABLE for Code Letter "F" Aircraft



LEGEND	
TAXI ROUTE	
HOLDING POSITION	
INTERMEDIATE HOLDING POSITION	
STOP BAR LIGHT	
RWY GUARD LIGHT	
INTERMEDIATE HOLDING POSITION LIGHT	
RADIO FREQUENCY TRANSFER POINT	
DEICING PAD	
AIRPORT FIRE FIGHTING & RESCUE	

Change : Information of GSE roads, green area and INTL terminal.

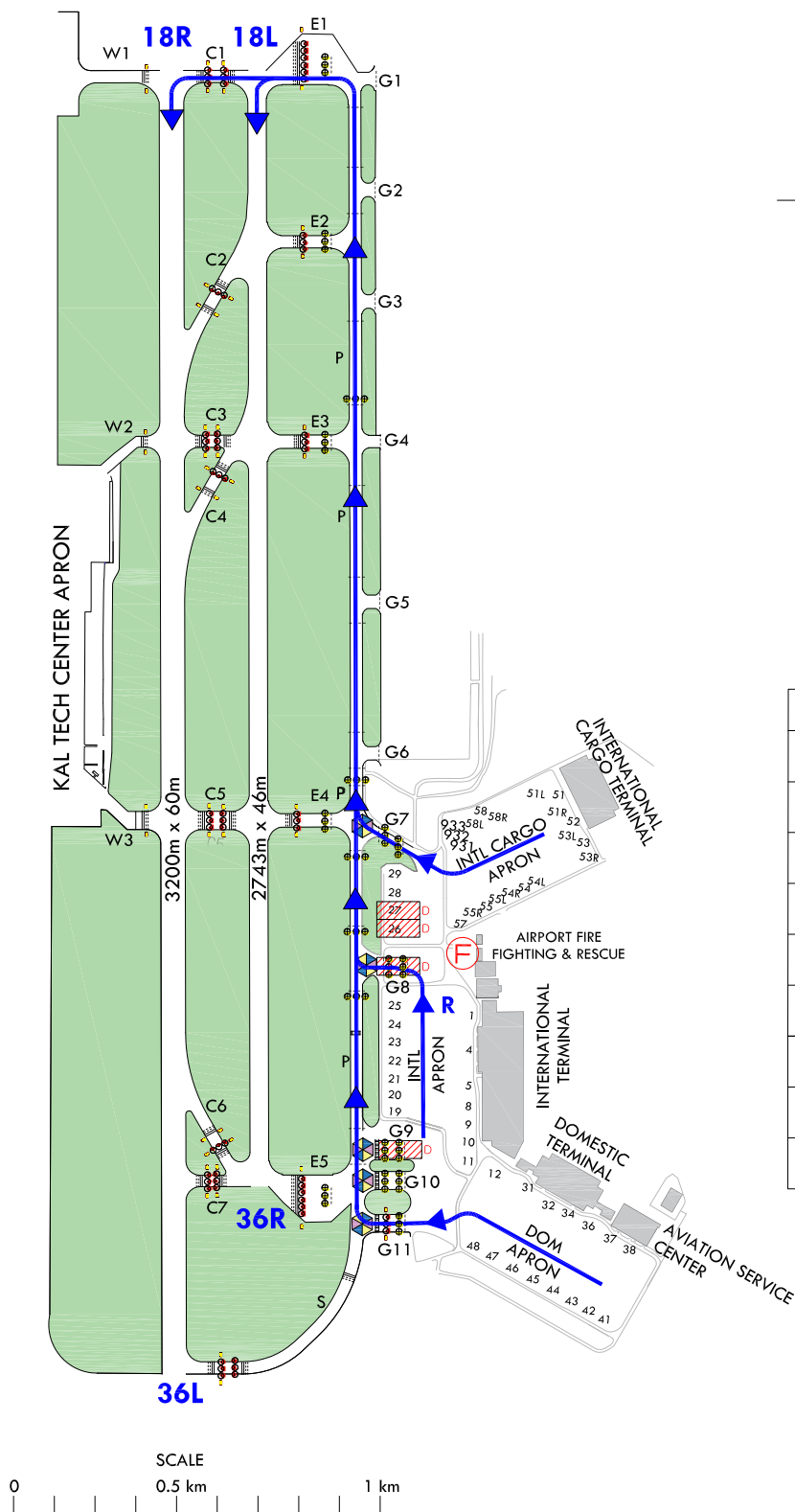
LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 4 m

GIMHAE TWR	118.1
GIMHAE GND	121.9
GIMHAE APRON	121.65

BUSAN/Gimhae Intl(RKPK)
RWY 18L/R
SMGCS - Departure Taxi Route

NOT AVAILABLE for Code Letter "F" Aircraft

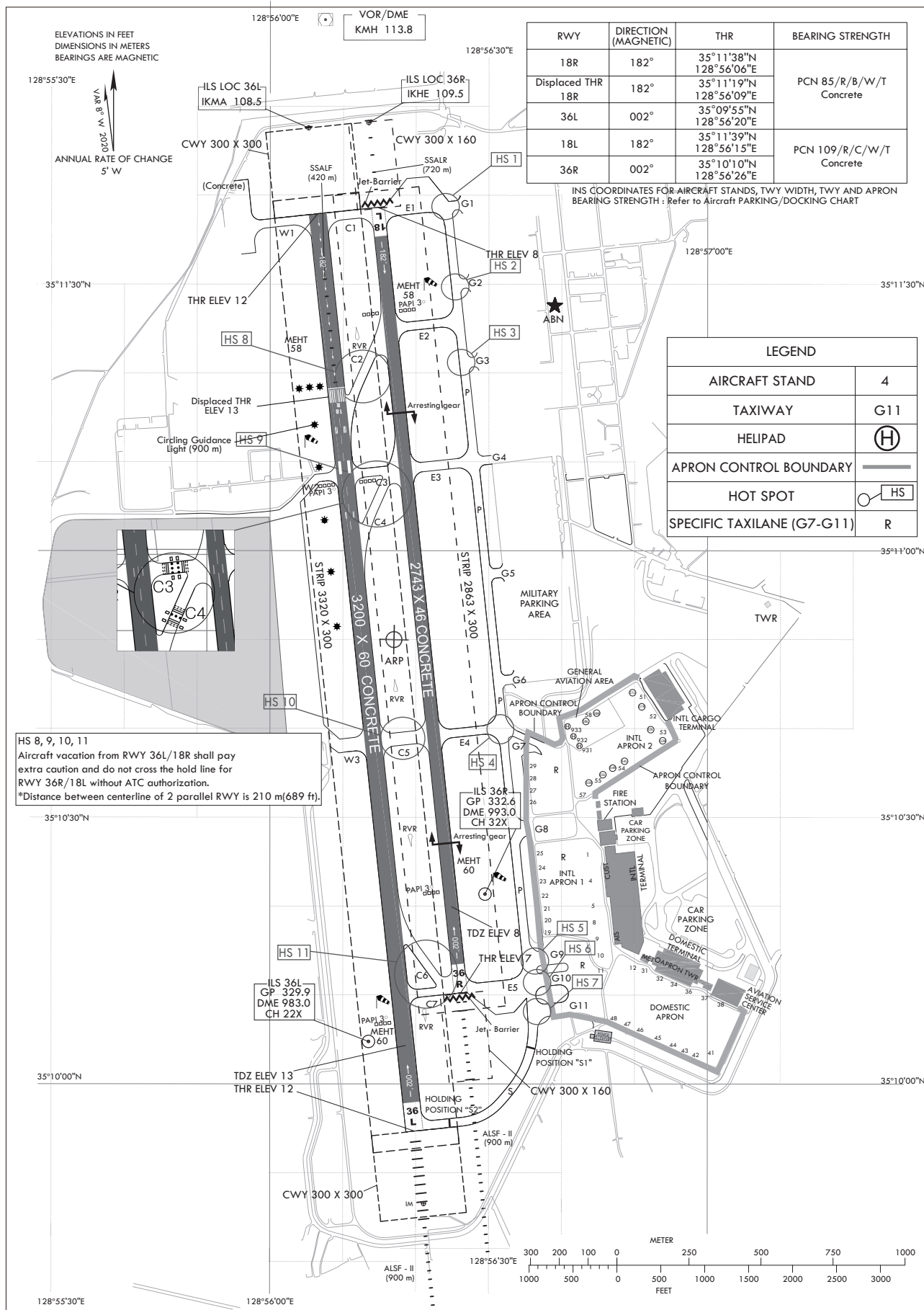


Change : Information of GSE roads, green area and INTL terminal.

AERODROME
CHART - ICAO 35°10'50"N
128°56'17"E **ELEV 13 ft**

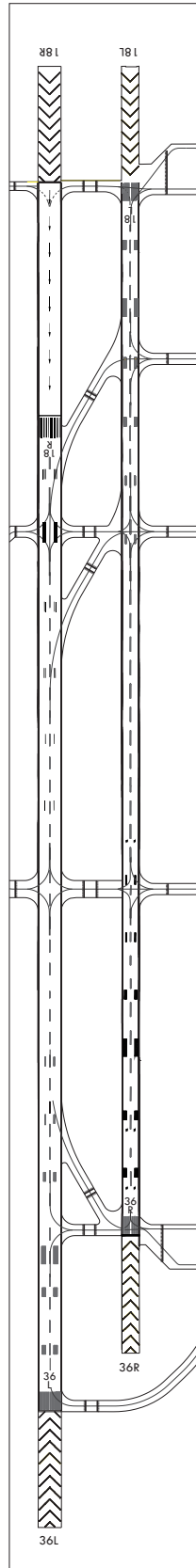
TWR	118.1	118.450	233.3	236.6
GND	121.9	275.8		
APRON	121.65	317.45		

BUSAN / Gimhae INTL

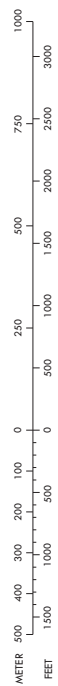
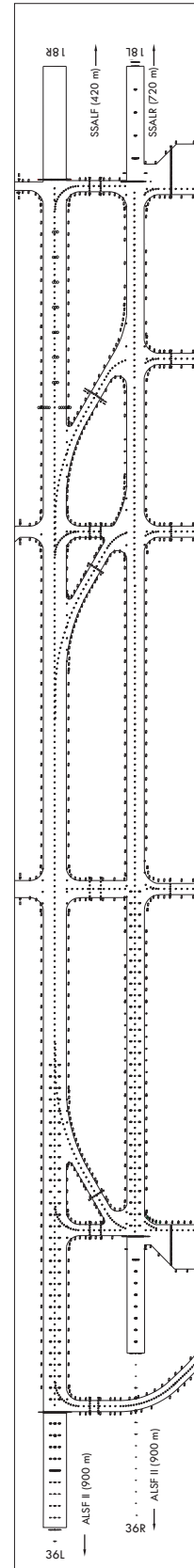


Change : Information of GSE roads and INTL terminal.

MARKING AIDS RWY 18L/36R AND 18R/36L AND EXIT TWY

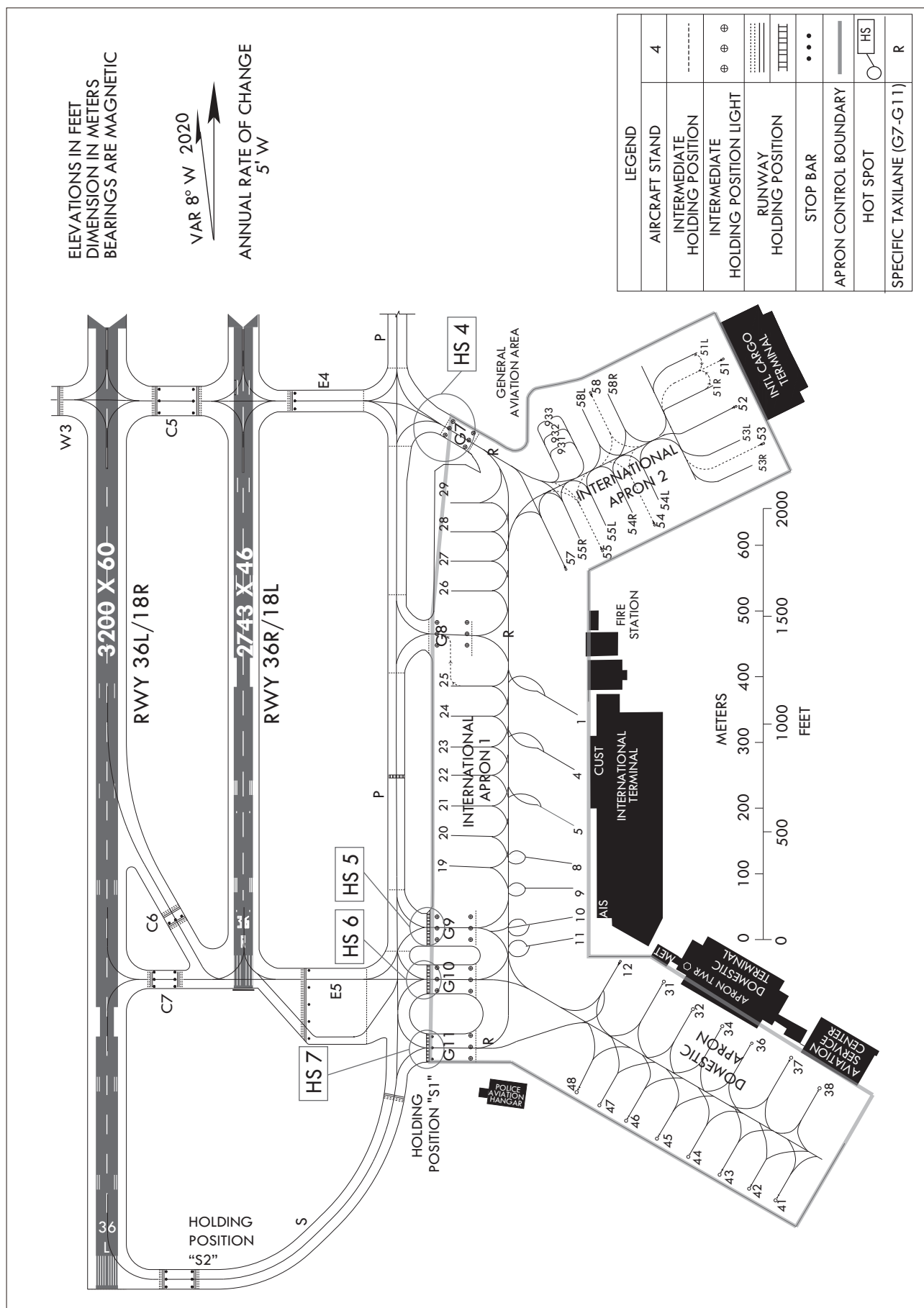


LIGHTING AIDS RWY 18L/36R AND 18R/36L AND EXIT TWY



APRON ELEV
8 ft

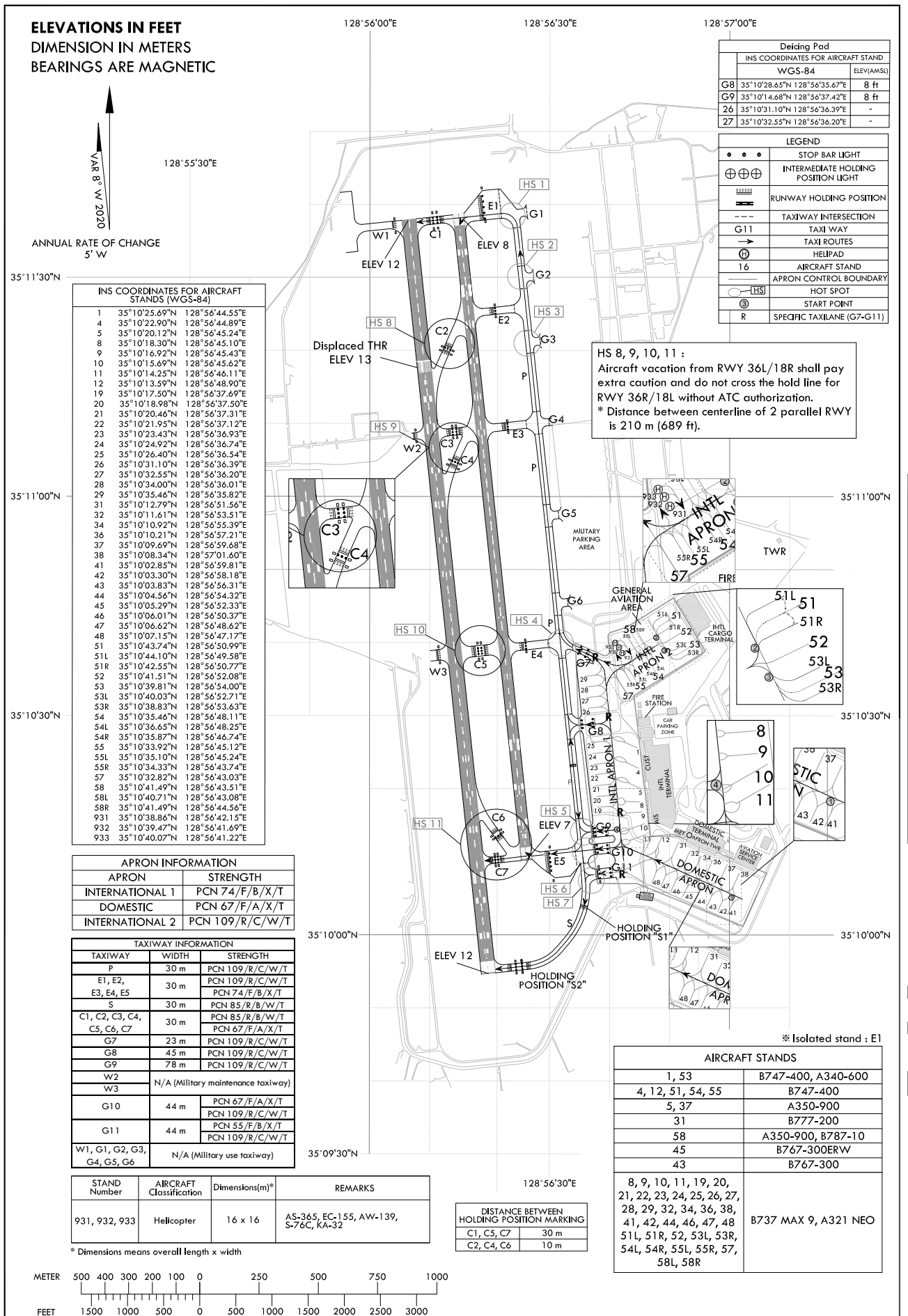
TWR	118.1	118.450
	233.3	236.6
GND	121.9	275.8
APRON	121.65	317.450

BUSAN/Gimhae INTL

Change : Information of lead in-lead out line and INTL terminal.

Change : Information of strength for TWYs E1~E5, C1~C7 and status for TWYs W2~W3.

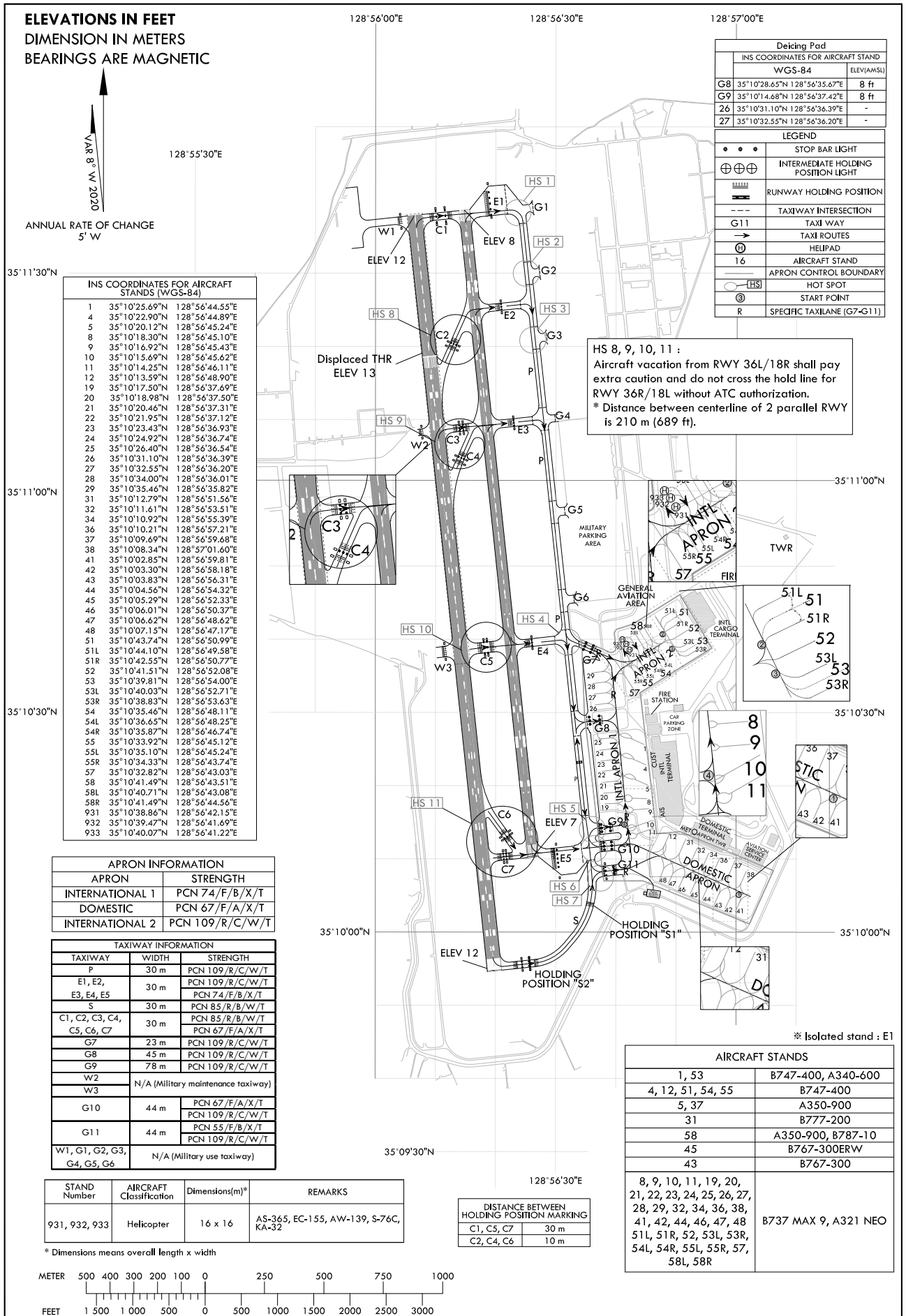
OFFICE OF CIVIL AVIATION **AIP AMDT 8/24**

AERODROME GROUND
MOVEMENT CHART - ICAO APRON ELEV 8 ftTWR 118.1 118.450 233.3 236.6
GND 121.9 275.8
APRON 121.65 317.45BUSAN/Gimhae Intl
RWY 36L/R, 18L/R DEPARTURE

AERODROME GROUND
MOVEMENT CHART - ICAO

APRON ELEV 8 ft

TWR	118.1	118.450	233.3	236.6
GND	121.9	275.8		
APRON	121.65	317.45		

BUSAN/Gimhae Intl
RWY 36L/R, 18L/R ARRIVAL

Change : Information of strength and status for TWYs E1~E5, C1~C7, W2~W3, GSE roads, lead in-lead out line, INTL terminal.

RKTU AD 2.16 HELICOPTER LANDING AREA

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

RKTU AD 2.17 ATS AIRSPACE

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

RKTU AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
DEP	Jungwon Departure	129.65 MHz	H24	
APP	Jungwon Approach	134.0 MHz 265.75 MHz	H24	
ARR	Cheongju GCA	134.4 MHz 134.1 MHz	H24	
TWR	Cheongju Tower	118.7 MHz 126.2 MHz 249.6 MHz	H24	Scheduled Inspection Time : TWR(118.7 MHz), GND, ATIS Every 3rd TUE(1400-2000 UTC) of the month
GND	Cheongju Ground	121.875 MHz	H24	
ATIS	Cheongju INTL Airport	128.85 MHz 305.5 MHz	H24	
EMERG		121.5 MHz 243.0 MHz	H24	

Change : Information of scheduled inspection time(THU → TUE).

RKTU AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR Type of supported OPS	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME (8° W/2020)	CHO	109.00 MHz (CH 27X)	H24	364304.9N 1272938.7E	90 m	Scheduled Inspection Time Every 4th TUE(1400-2000 UTC) of the month VOR/DME Unusable - VOR · RDL 20 clockwise RDL 40 beyond 14 NM, below 5 500 ft · RDL 120 clockwise RDL 160 beyond 20 NM, below 7 000 ft - DME · RDL 20 clockwise RDL 40 beyond 14 NM, below 5 500 ft · RDL 120 clockwise RDL 160 beyond 20 NM, below 7 000 ft
LOC 24R (8° W/2020)	ICHG	111.70 MHz	H24	364230.0N 1272902.6E		
GP 24R		333.5 MHz	H24	364327.4N 1273027.7E		
DME 24R	ICHG	1015 MHz (CH 54X)	H24	364327.4N 1273027.7E	90 m	Scheduled Inspection Time Every 1st TUE(1400-2000 UTC) of the month
LOC 24L	ICHL	109.35 MHz	H24	364222.1N 1272904.9E		
GP 24L		331.85 MHz	H24	364314.0N 1273035.4E		
DME 24L	ICHL	1054 MHz (CH 30Y)	H24	364314.1N 1273035.2E	90 m	Scheduled Inspection Time Every 2nd TUE(1400-2000 UTC) of the month
LOC 06L (8° W/2020)	ICHJ	110.30 MHz	H24	364336.6N 1273050.1E		
GP 06L		335.0 MHz	H24	364239.6N 1272924.6E		
DME 06L	ICHJ	1001 MHz (CH 40X)	H24	364239.4N 1272924.7E	90 m	
LOC 06R	ICHR	109.15 MHz	H24	364328.7N 1273052.4E		
GP 06R		331.25 MHz	H24	364231.7N 1272926.8E		
DME 06R	ICHR	1052 MHz (CH 28Y)	H24	364231.7N 1272926.8E	90 m	

RKTU AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport Regulations
 - 1.1 Cheong-Ju international airport is jointly operated by MOLIT and ROKAF. All aircraft wishing to use this AD have to observe the Cheong-Ju Local Regulations. Information about local regulations can be obtained from ATC TWR (ROKAF¹⁾) and Aeronautical Information Service Office (MOLIT²⁾).
 - ¹⁾ ROKAF : Republic of Korea Air Force
 - ²⁾ MOLIT : Ministry of Land, Infrastructure and Transport
 - 1.2 All airliners shall fly with IFR at Cheong-Ju international Airport for departures and arrivals.
 - 1.3 It is mandatory for all airliners to use RWY 06L/24R except for emergency situations. Usage of RWY 06R/24L for airliners are also allowed when RWY 06L/24R is closed due to RWY maintenance or during snow-removal work. Using RWY 06R/24L aircraft can't exceed PCN81.
 - 1.4 Circling is not authorized South East of RWY 06-24, RWY 24-06.
 - 1.5 All airliners are prohibited to operate when RCR is under 7. If RCR is between 7 and 12, MOLIT decides to operate.
 - 1.6 Airliners taking off and landing can be delayed due to military operations.

Change : Information of scheduled inspection time(THU → TUE) and Amended phrase(331.65 MHz → 331.25 MHz).

2. Ground Procedure

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

2.2 Taxi procedures

1. Departure

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

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

b. RWY 06L holding position marking is located at 90 m from RWY centerline and RWY 24R holding position marking is located at 301 m from end of RWY on TWY E.

c. If unable to follow the above taxiing routes, the pilot should notify it to ATC.

d. All aircraft shall not enter the TWY A3 and RWY unless instructed by ATC.

e. All aircraft shall not cross the runway unless instructed by ATC.

f. Aircraft can be instructed to take variable taxi routes such as taxi down/back track on runway for traffic separation.

2. Arrival

a. After landing, pilot must vacate runway after receiving instructions from ATC. Due to the operations of the helicopter's on taxiway E, It could not be possible to vacate runway via intermediate taxiway or it could be necessary to backtrack on the runway.

b. After entering taxiway E, aircraft are advised to taxi using arrival routes.

(Aerodrome regulations - 4. Arrival procedure - 4.2 Arrival routes)

c. If unable to follow the above RWY vacating routes, the pilot should notify it to ATC.

2.3 Radio frequency change points

1. Departure

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

2. Arrival

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

2.4 Transponder

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

3. Departure Procedure

3.1 ATC clearance

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

3.2 Procedures for start-up and push-back

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

a. Call sign

b. Gate/Stand number

c. Type of request, engine start

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

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

4. A pilot shall confirm with ground crews(ground handler, aircraft maintenance) whether there is no hazard to the aircraft starting up. The pilot shall not ask Cheong-Ju GND for engine start-up and push-back until its safety check-up is fully confirmed. If there is any elements posing a potential failure, the pilot shall ask Cheong-Ju GND for push-back only. After moving and standing the aircraft at a safety area, the pilot can ask for engine start-up.

Change : Information of taxi procedures for arrival and item numbers.

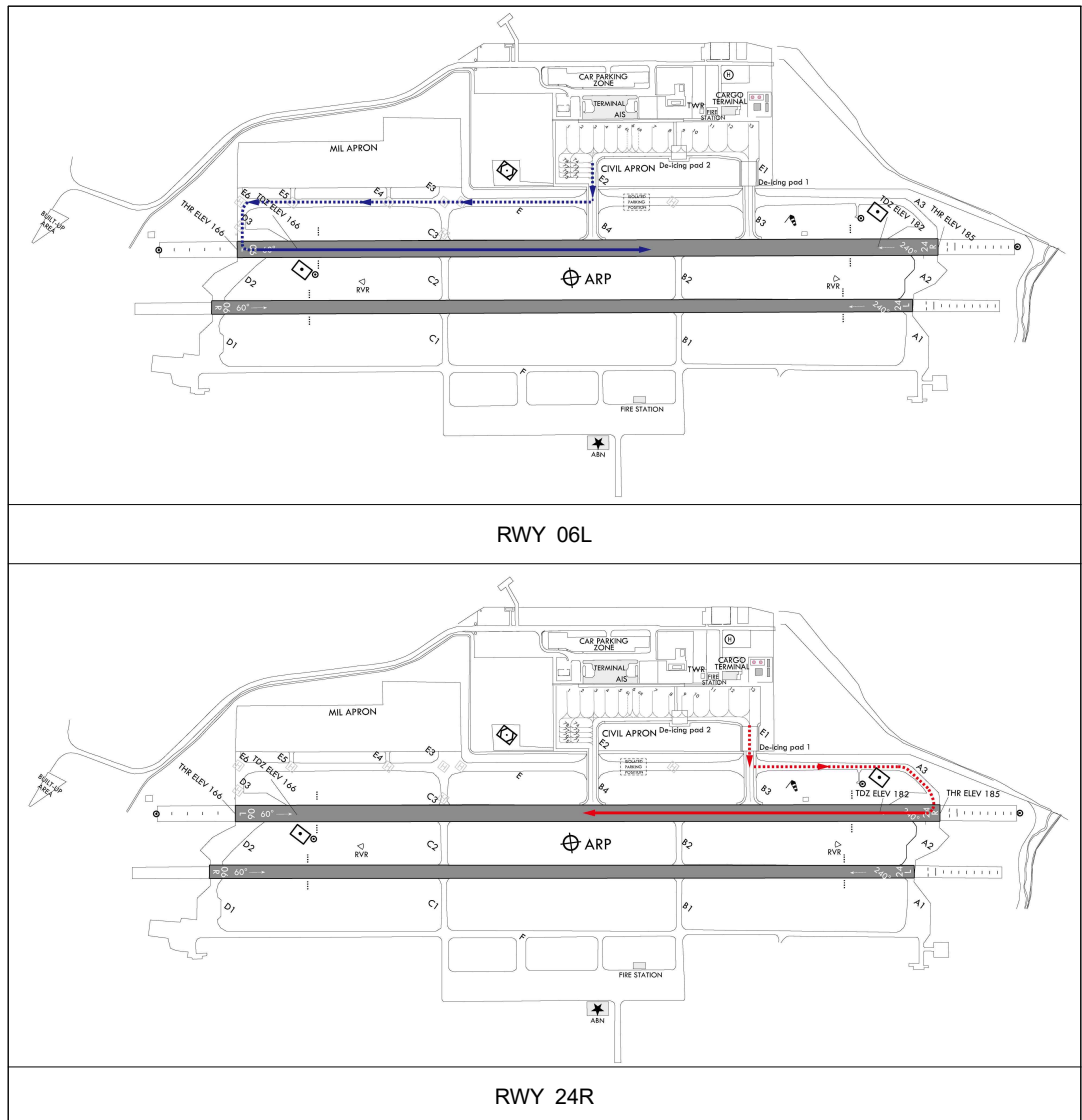
5. Delays on the aircraft's push-back may be expected in order to maintain the distance of taxiing or push-back of other aircraft.
6. Unless otherwise instructed, push-back procedures are as follows.

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

3.3

Departure routes
Unless otherwise instructed, aircraft shall follow the routes below.

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





3.2 VFR

VFR flight which has experienced radio communication failure shall

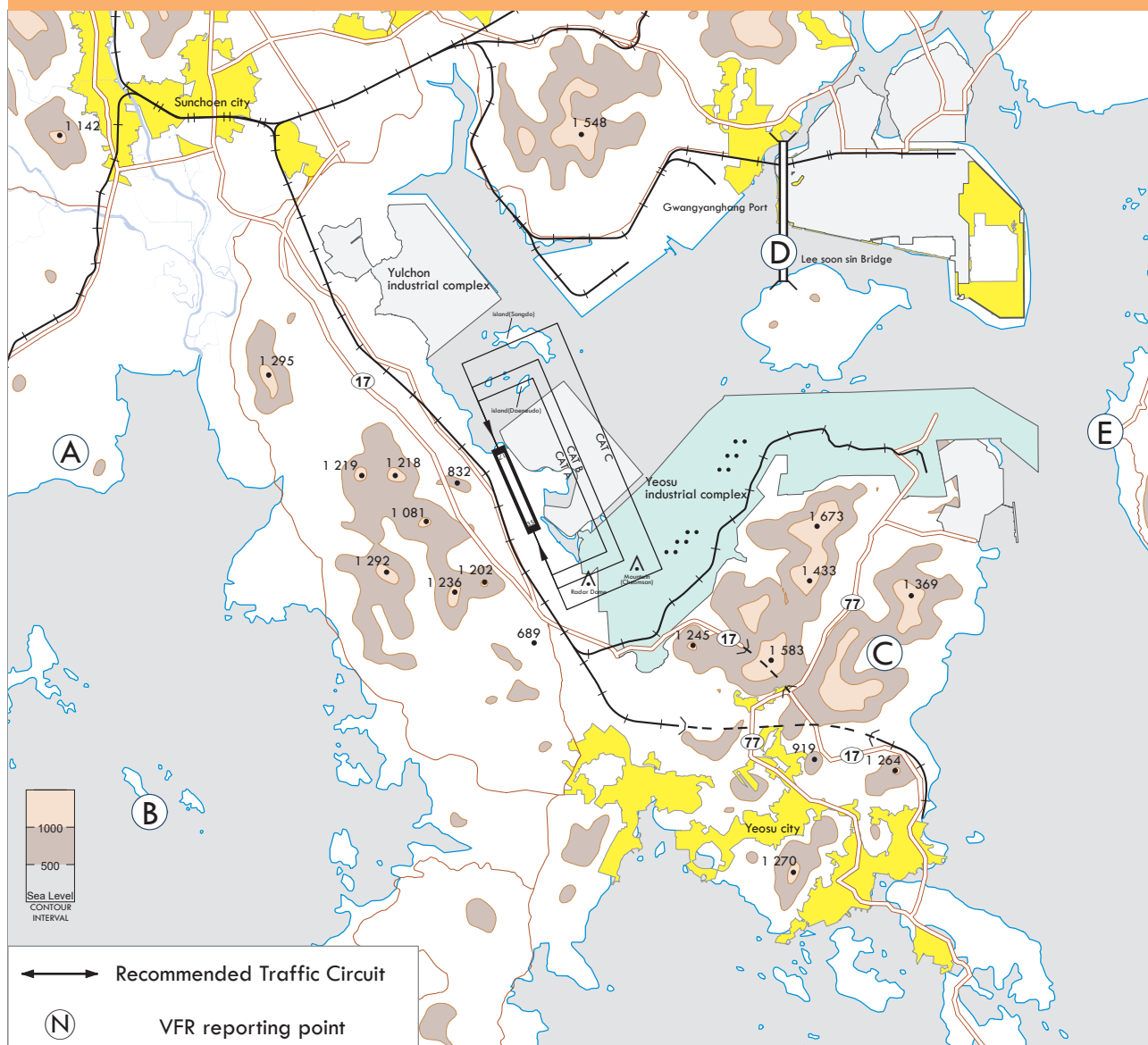
1. Helicopter

- a. Squawk 7600, and
- b. When able to see light gun signal of control tower, follow that instruction.
- c. If unable to see light gun signal of control tower, hold over downwind until ETA or for 10 minutes, whichever is longer, then
- d. Land on runway in use or ACFT stand NR. 5 as appropriate and as filed,
- e. Pilot shall use caution traffic landing and take-off from/to runways.

2. Conventional flight

- a. Squawk 7600, and
- b. When able to see light gun signal of control tower, follow that instruction.
- c. If unable to see light gun signal of control tower, hold on downwind until ETA or for 10 minutes, whichever is longer, then
- d. Aircraft on east pattern should land on runway 17/35.
- e. Pilot shall use caution traffic landing and takeoff from/to runways.

VFR Traffic Circuits - Yeosu



* NOTE

1. All VFR flight operation within YEOSU control zone shall maintain two way communication with YEOSU TWR.
2. Pilots are encouraged to use the recommended VFR traffic circuit for traffic flow, noise abatement, obstacle avoidance. However, helicopter should fly within 0.7 NM from RWY at 800 ft AMSL.
3. The use of the recommended VFR traffic circuit does not alter the responsibility of each pilot to see and avoid other aircraft, obstacle.

VFR Traffic Circuit Altitude

Category	A	B	C	D
Altitude	1 300 ft AMSL			N/A

Reporting Point	Geographical Name	Position	Coordinates
A	Bonghwa Mountain (봉화산)	R 283 YSU/D7.1	345112N 1272829E
B	Yejado Island (여지도)	R 236 YSU/D7.8	344526N 1272958E
C	Korea Coast Guard Academy (해양경찰 교육원)	R 122 YSU/D6.4	344751N 1274413E
D	Lee soon sin Bridge (이순신대교)	R 056 YSU/D5.6	345418N 1274218E
E	YeomHae BreakWater (염해 방파제)	R 093 YSU/D9.4	345120N 1274834E

Change : Information of OBST(1 293 → 1 292, 1 674 → 1 673, 1 247 → 1 245, 1 585 → 1 583, 1 065 → 1 081).

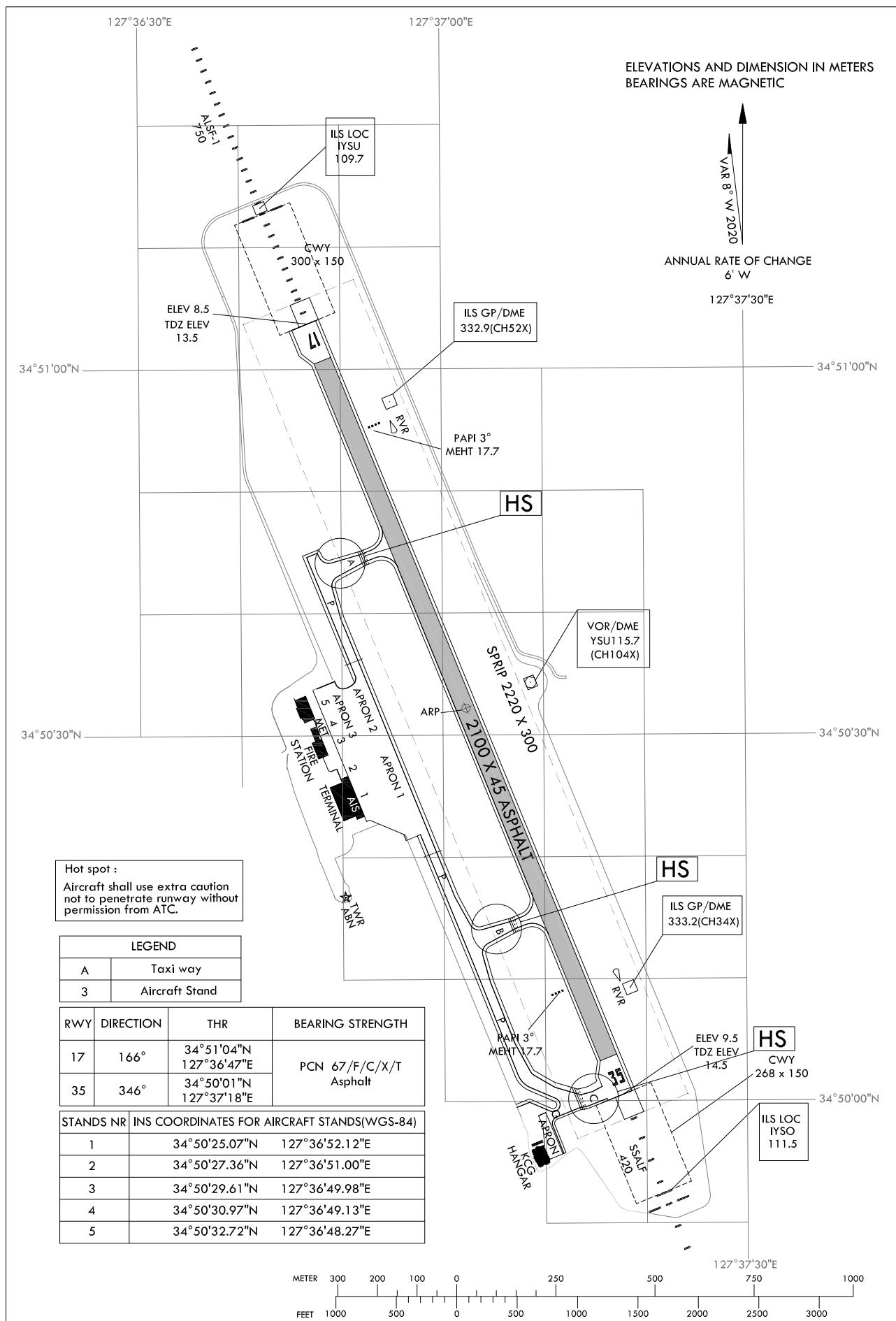
AERODROME
CHART - ICAO

34°50'32" N
127°37'02" E

ELEV 16 m

TWR 122.5
GND 118.525

YEOSU / Yeosu

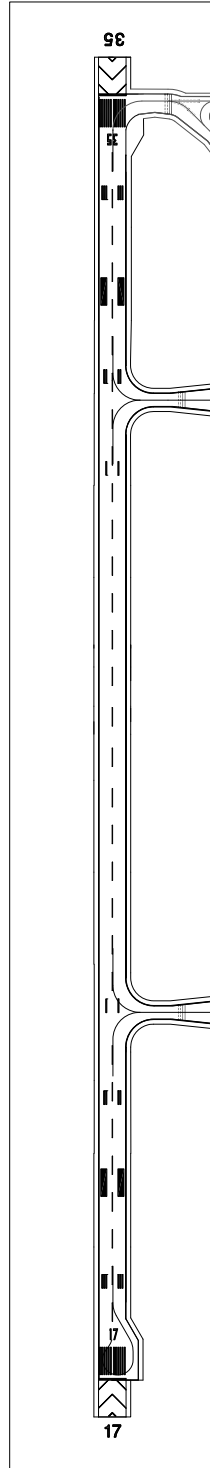


Change : Establishment of RWY holding positions and intermediate holding positions.

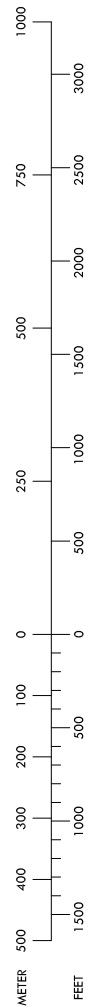
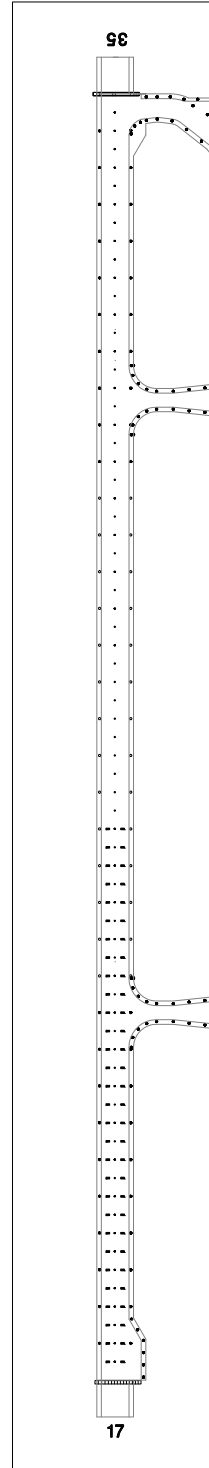
LIGHTING AND
MARKING CHART

YEOSU / Yeosu

MARKING AIDS RWY 17/35 AND EXIT TWY

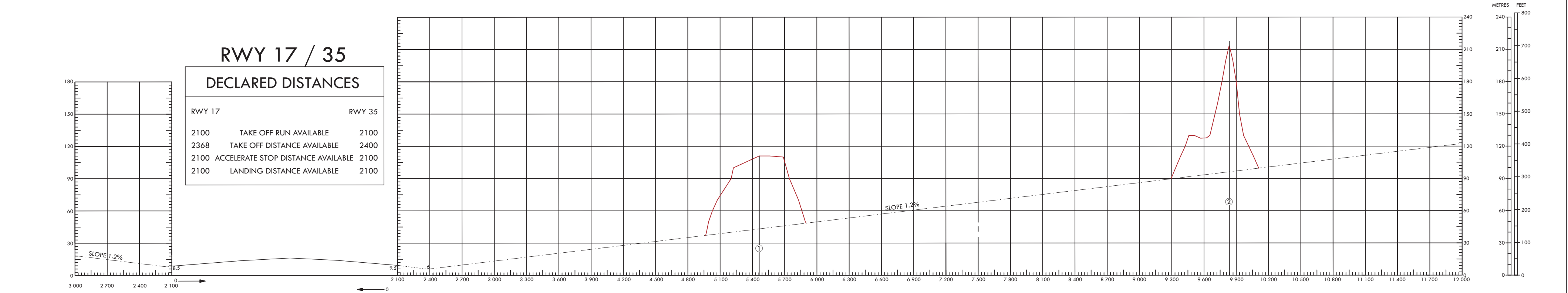


LIGHTING AIDS RWY 17/35 AND EXIT TWY

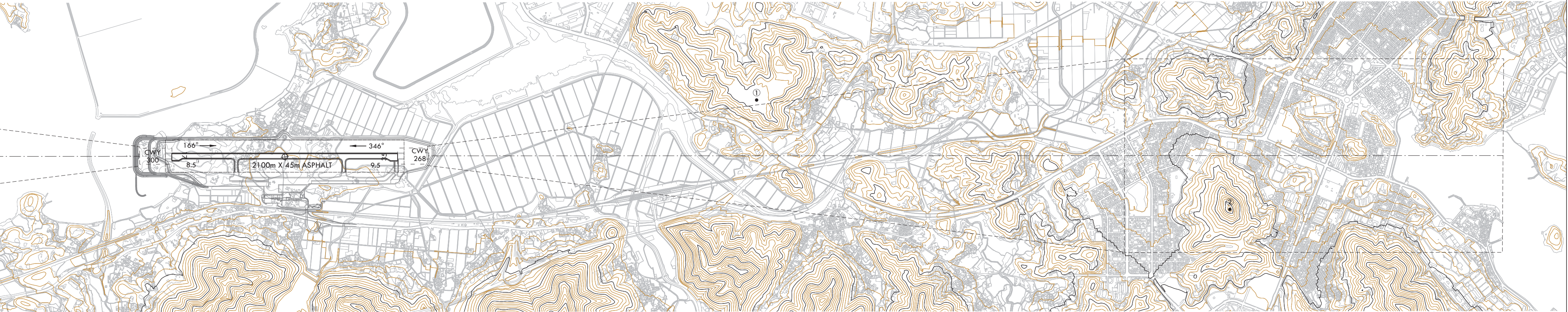


DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 8° W-2020

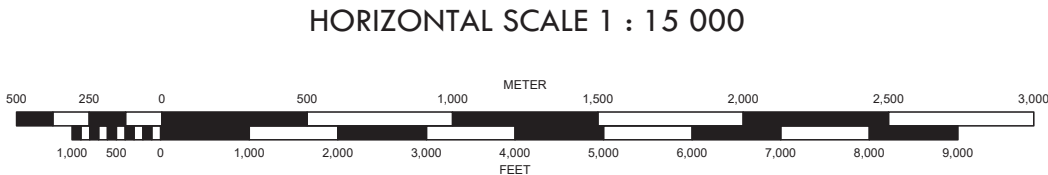


VERTICAL SCALE 1:2,500



LEGEND		
ITEM	SYMBOL	
	Plan	Profile
Tree or shrub	✱	Identification number ②
Pole tower spire antenna etc	⊙	
Building or large structure	■	
Railroad	—+—+—+—	
Transmission line or overhead cable	—T—T—T—	
Natural high point (Peak or Mountain)	●	②
Terrain penetrating obstacle plane	○ ■	
Clearway(CWY)	I ---	

OBSTACLES				
NR.	COORDINATES(WGS84)		ELEV(AMSL)	ITEM
1	34°48'25.91"N	127°38'26.94"E	111.03	Natural high point
2	34°46'01.75"N	127°38'53.55"E	217.70	Natural high point

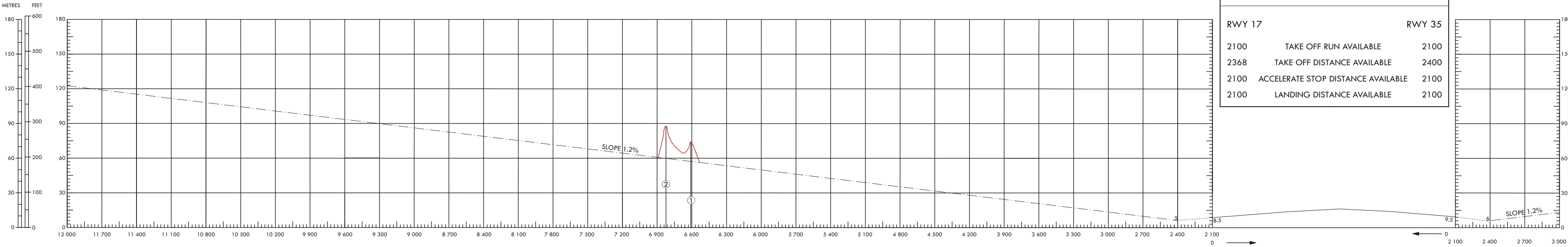


ORDER OF ACCURACY

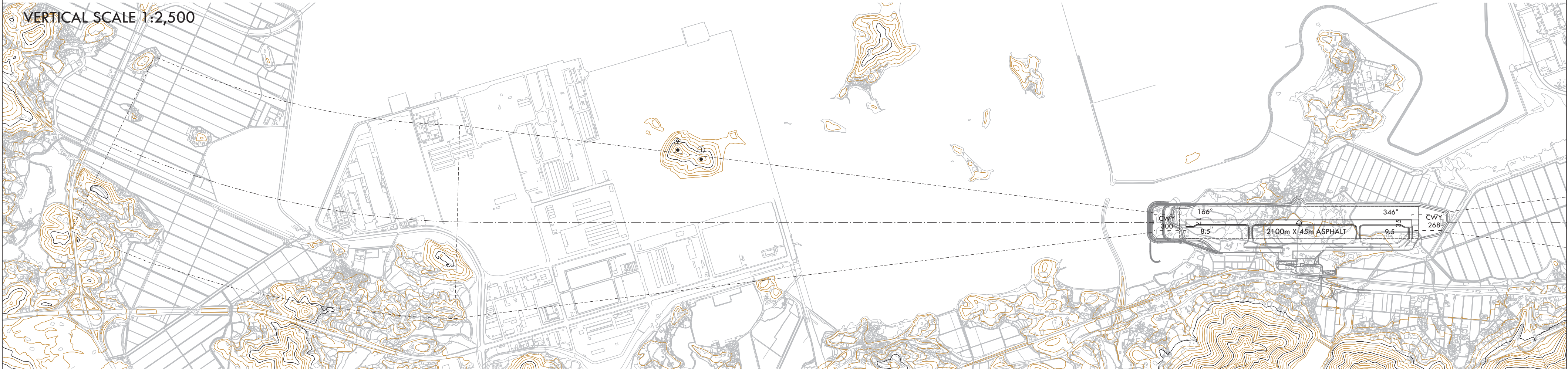
HORIZONTAL 5.0m
VERTICAL 0.5m

AMENDMENT RECORD		
NR.	DATE	ENTERED BY

MAGNETIC VARIATION 8° W-2020



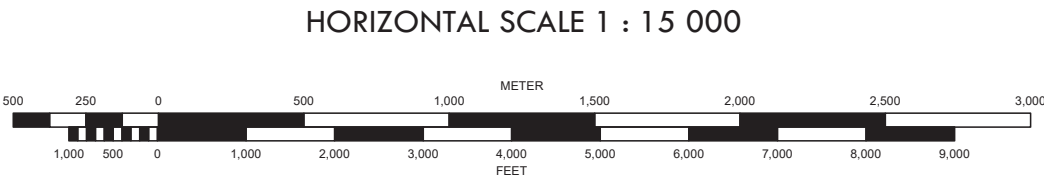
RWY 17 / 35			
DECLARED DISTANCES			
RWY 17		RWY 35	
2100	TAKE OFF RUN AVAILABLE	2100	
2368	TAKE OFF DISTANCE AVAILABLE	2400	
2100	ACCELERATE STOP DISTANCE AVAILABLE	2100	
2100	LANDING DISTANCE AVAILABLE	2100	



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

OBSTACLES				
NR.	COORDINATES(WGS84)		ELEV(AMSL)	ITEM
1	34°53'26.35"N	127°36'01.86"E	74.26	Natural high point
2	34°53'33.81"N	127°36'01.73"E	87.91	Natural high point

ORDER OF ACCURACY
HORIZONTAL 5.0m
VERTICAL 0.5m



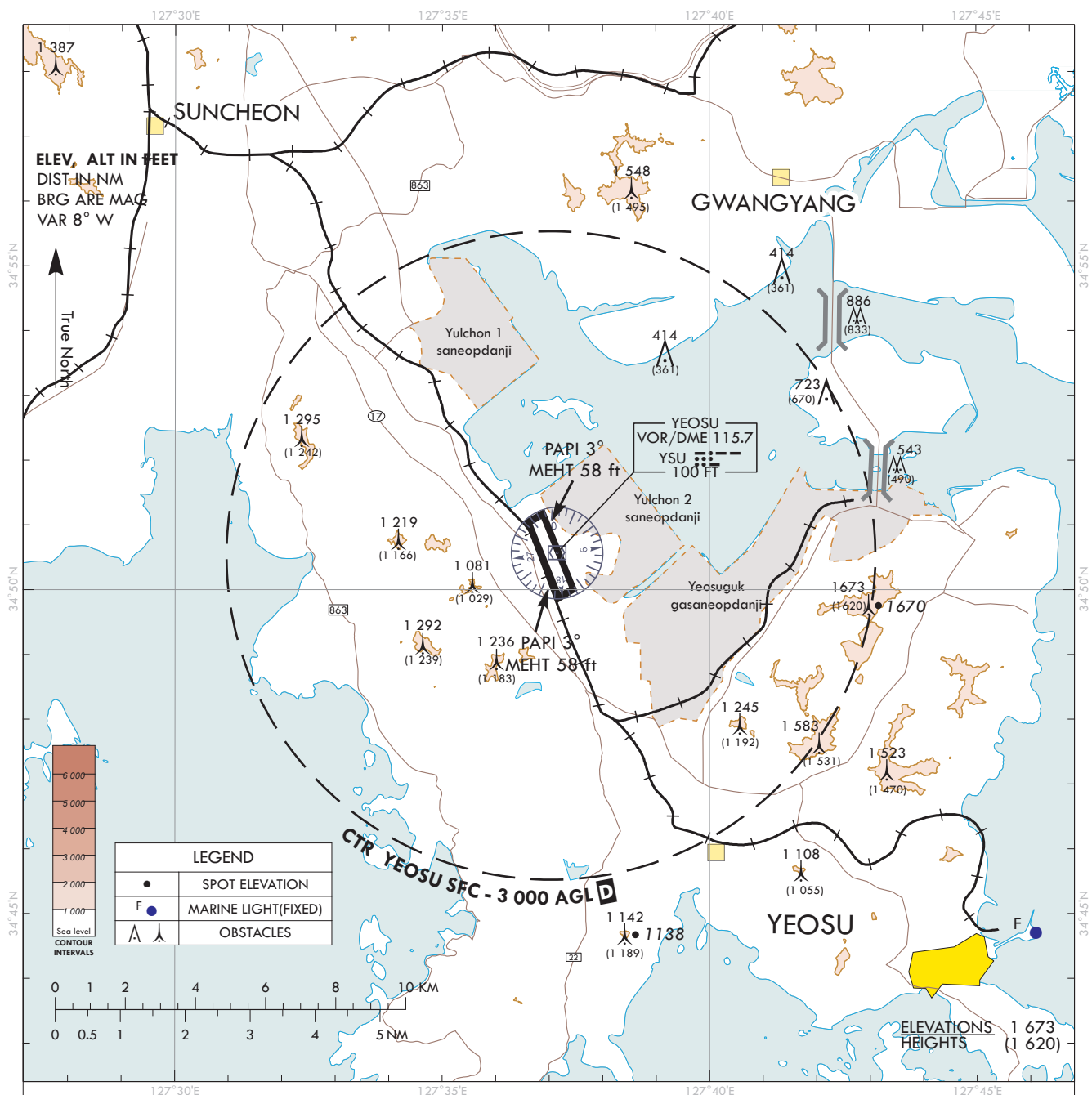
AMENDMENT RECORD		
NR.	DATE	ENTERED BY

**VISUAL
APPROACH
CHART - ICAO**

AD ELEV 53 ft
HEIGHTS RELATED
TO AD ELEV

SACHEON	APP	135.4
YEOSU	TWR	122.5
		240.9

YEOSU/Yeosu



ATS Airspace Classifications

1. Class D : Radius of Yeosu Airport ARP(345032N 1273702E)

Vertical limits

- Within 5 NM (SFC – 3 000 ft AGL)
- And including areas which are extended northbound from 345402N 1273242E – 345617N 1273136E – 345747N 1273606E – 345533N 1273712E and southbound from 344532N 1273652E – 344317N 1273758E – 344447N 1274228E – 344702N 1274122E (1 000 ft AGL ~ 3 000 ft AGL)

Speed limits : 250 kt IAS or less below 10 000 ft AMSL

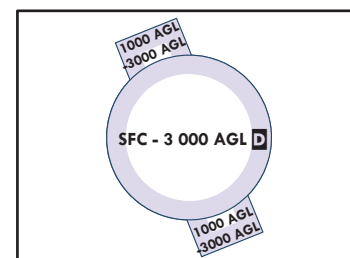
200 kt IAS or less at or below 2 500 ft AMSL within 4 NM of the airport

2. Class E :

Vertical limits

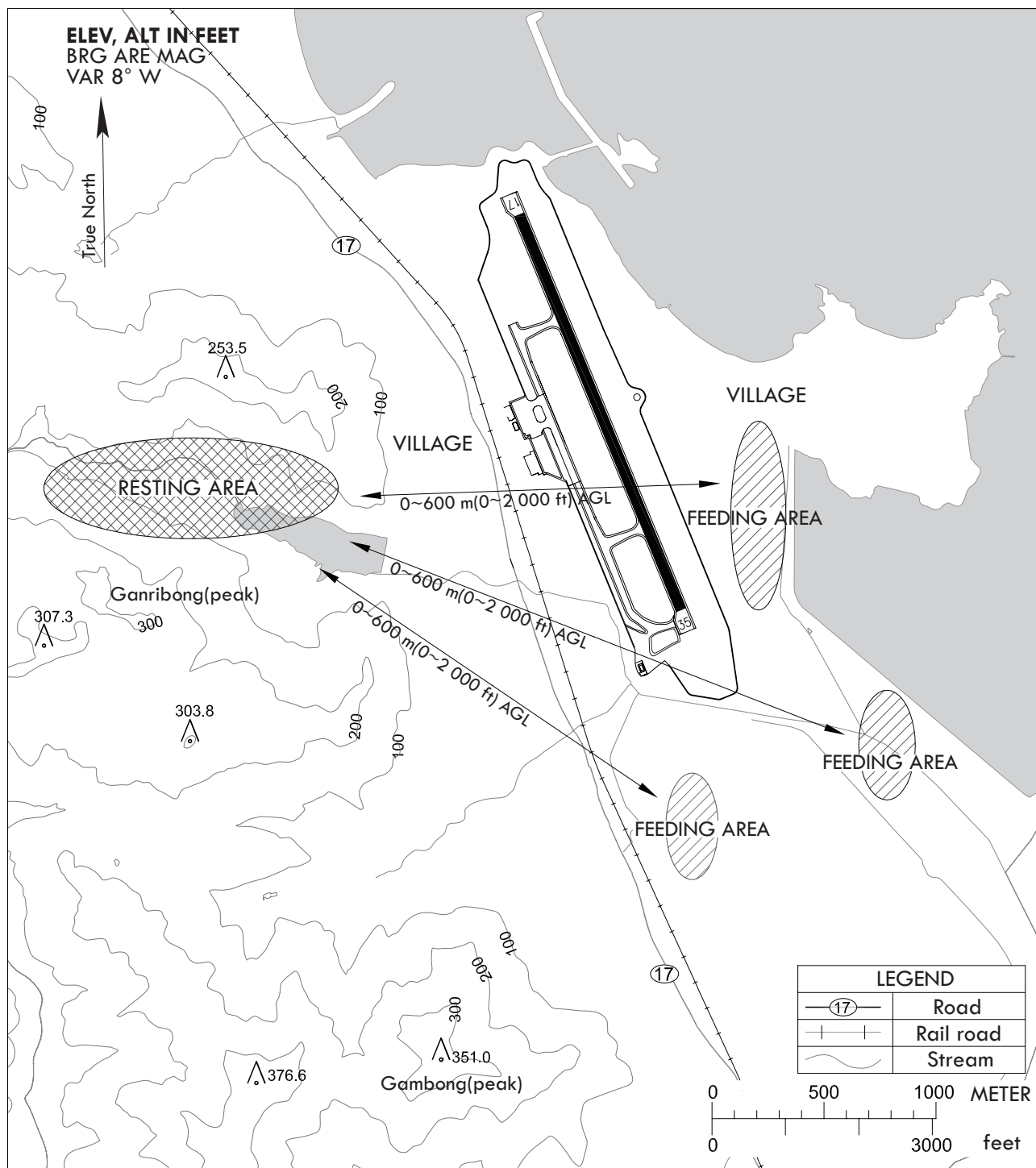
- Controlled Airspace from 1 000 ft above the surface or the sea level to FL 600 and less except Class A, B, C and D.

Speed limits : 250 kt IAS or less below 10 000 ft AMSL



Change : Information of OBST(1 080 → 1 081, 1 242 → 1 245, 1 581 → 1 583, 1 547 → 1 548) and Establishment of ATS airspace classifications.

BIRD CONCENTRATION - YEOSU AIRPORT

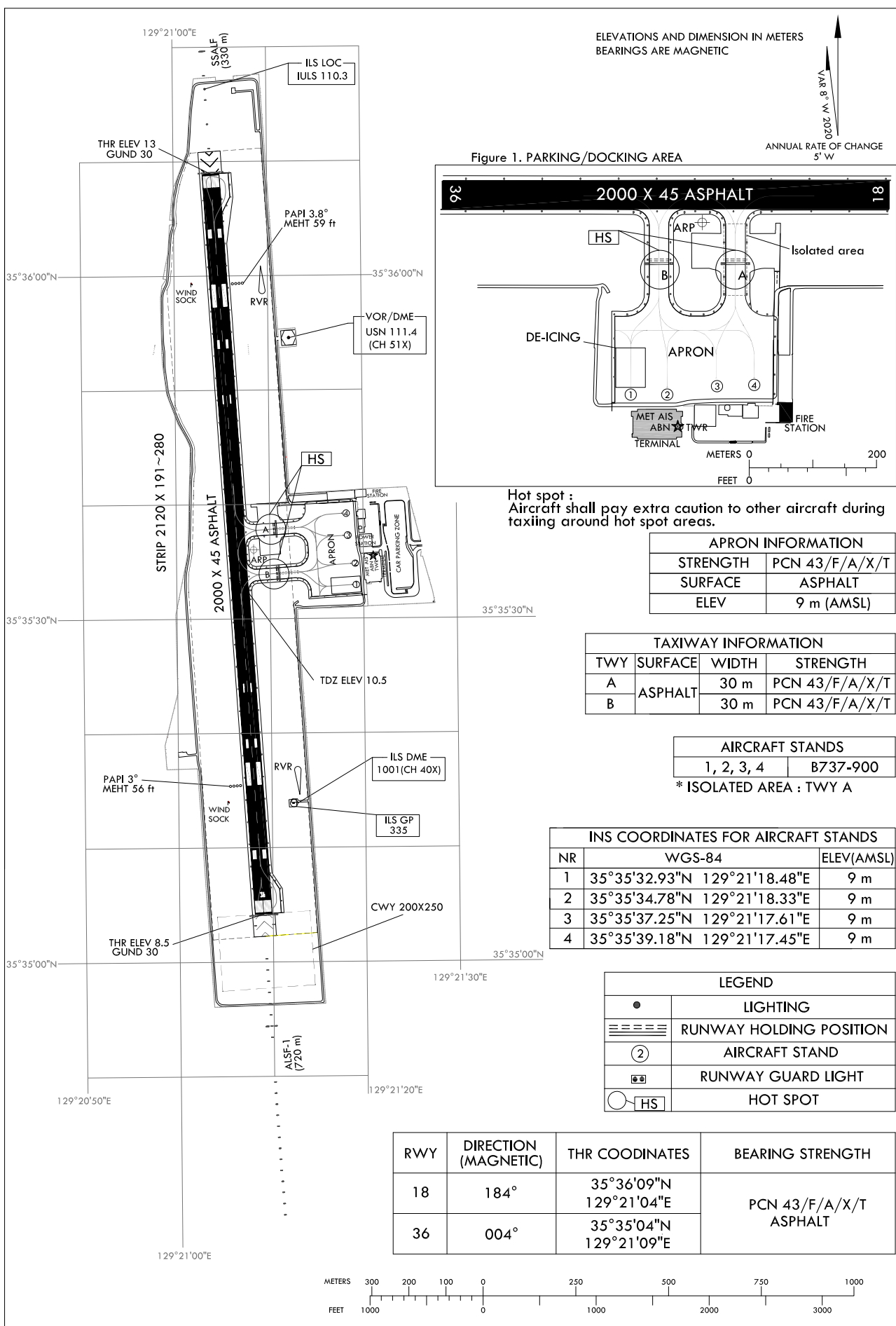


AERODROME
CHART - ICAO35°35'36"N
129°21'08"E

ELEV 13 m / 42 ft

TWR 118.75
GND 121.75

ULSAN / Ulsan



Change : Information of marking and lightings.

INTENTIONALLY

LEFT

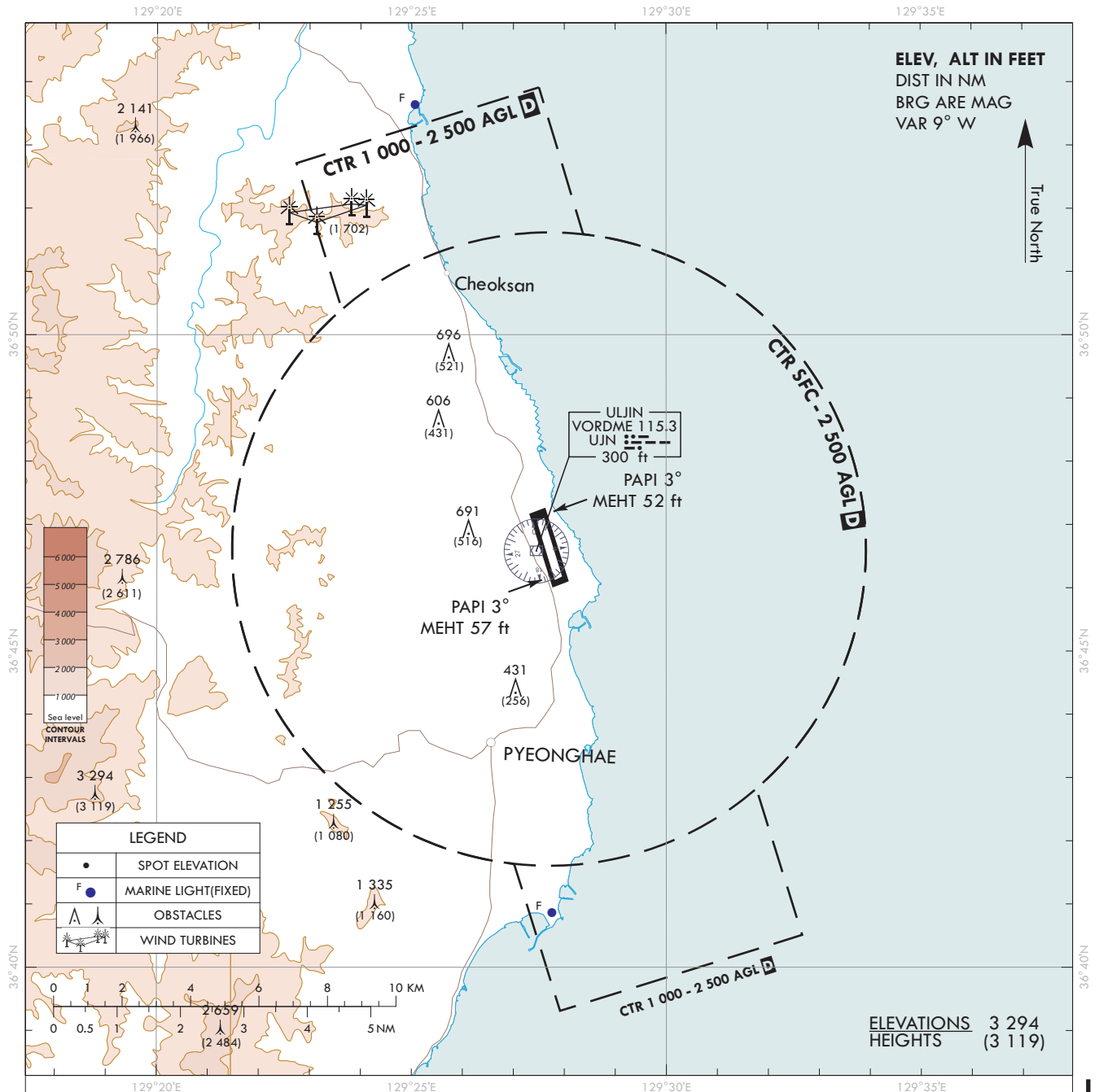
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**VISUAL
APPROACH
CHART - ICAO**

AD ELEV 175 ft
HEIGHTS RELATED
TO AD ELEV

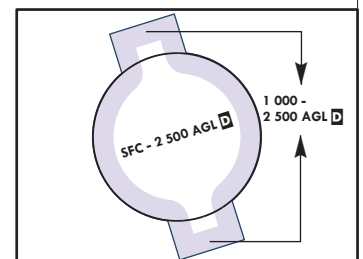
ULJIN	APP	120.875
		317.65
ULJIN	TWR	118.55

ULJIN/Uljin



ATS airspace Classifications

- Class D : Radius of ULJIN Aerodrome ARP(364637N 1292742E)
Vertical limits
- Within 5 NM(SFC - 2 500 ft AGL)
- And including areas which are extended Southbound from
364139N 1292702E – 363920N 1292755E –
364031N 1293240E – 364250N 1293147E and Northbound from
365136N 1292823E – 365354N 1292730E –
365243N 1292244E – 365024N 1292338E (1 000 ft AGL - 2 500 ft AGL)
Speed limits : 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 airport
- Class E : Controlled Airspace except Class A, B, C and D
Vertical limits
- Airspace(Lands and Waters) : 1 000 ft – 60 000 ft from the surface of the earth or sea
- Airspace over the high seas : 5 500 ft, from the surface of the sea, – 60 000 ft AMSL
Speed limits : 250 kt IAS or less below 10 000 ft AMSL



Change : Establishment of ATS airspace classifications and information of CTR.

BIRD CONCENTRATION - ULJIN AIRPORT

