

REPUBLIC OF KOREA

AIP

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Ministry of Land, Infrastructure and Transport
Office of Civil Aviation

11, Doum 6-ro, Sejong-si, 30103, Republic of Korea

AMENDMENT NR 11/24

17 OCT 2024

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 General

a) Establishment of abbreviation(PCR) and RKTO.

1.2 Incheon INTL Airport

a) Information of type of clearing equipment and clearance priorities.

1.3 Gimhae INTL Airport

a) Information of green zone.

b) Amended morse code(KMH and IKMA).

1.4 Gunsan Airport

a) Information of reference temperature(29 °C → 31 °C).

1.5 Yeosu Airport

a) Information of remarks for ILS/DME 35.

1.6 Sacheon Airport

a) Information of instrument approach procedure.

1.7 Ulsan Airport

a) Information of ABN characteristics(2 SEC → 2.5 SEC) and hours of operation.

1.8 Pohang Gyeongju Airport

a) Information of operational hours for AIS briefing office and ATS reporting office(ARO).

b) Information of green zone, markings, intermediate holding position and OBST(Tree → Hill).

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(19 SEP 24) / 0.3-2(19 SEP 24)	GEN 0.3-1 / 0.3-2 17 OCT 24
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GEN 2.2-11(1 MAY 14) / 2.2-12(1 MAY 14)	GEN 2.2-11 / 2.2-12 17 OCT 24
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OLD (Pages to be removed)	NEW (Pages to be inserted)
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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	
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	
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	
12/24	Gimpo AP - Temporary Obstacles Erected	AD	7 MAR 24 / 31 JAN 25	
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	
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	
30/24	Yeosu AP - Unserviceability of Yeosu Radar	AD	14 JUL 24 / 31 DEC 24	
37/24	Incheon AP - Operational Restriction of Cargo Apron 1	AD	20 AUG 24 / 30 DEC 24	
40/24	Gimpo AP - Temporary Obstacles Erected	AD	21 AUG 24 / 10 FEB 26	
41/24	Gimpo AP - Temporary Obstacles Erected	AD	31 AUG 24 / 30 AUG 25	
42/24	Muan AP - Unserviceability of Muan Radar	AD	16 MAR 24 / 31 DEC 24	
43/24	Gimpo AP - Operational Restrictions	AD	8 AUG 24 / 1 NOV 24	
47/24	Gimpo AP - Temporary Obstacles Erected	AD	18 SEP 24 / 31 DEC 25	
48/24	Gimpo AP - Temporary Obstacles Erected	AD	30 SEP 24 / 31 AUG 25	
49/24	Ulsan AP - Unserviceability of Ulsan Radar	AD	2 JUL 23 / 29 NOV 24	
50/24	Ulsan AP - Temporary Obstacle Erected	AD	1 OCT 24 / 28 FEB 26	
51/24	Muan AP - Unavailability of Strip and RESA for RWY 19	AD	18 SEP 24 / 30 APR 25	
52/24	Muan AP - Unavailability of Clearway for RWY 01	AD	18 SEP 24 / 30 OCT 24	
53/24	Muan AP - Change of TWY E1 Center Line Marking and Right Edge Marking & Right Edge Light	AD	18 SEP 24 / 30 APR 25	
54/24	Muan AP - Change of Declared Distance for RWY 01	AD	18 SEP 24 / 30 OCT 24	
55/24	Muan AP - 180° Turning Marking on RWY 19	AD	18 SEP 24 / 30 APR 25	
61/24	Incheon AP - Incheon INTL Airport A-CDM Trial Operation for Phase 2	AD	29 JUN 22 / 8 JAN 25	
62/24	Incheon AP - Temporary Obstacles Erected	AD	6 OCT 24 / 30 AUG 25	
63/24	Gimpo AP - Temporary Obstacle Erected	AD	16 OCT 24 / 30 APR 25	

2. Current AIRAC AIP Supplement

NR/Year	Subject	AIP Section(s) affected	Period of validity (From/To)	Cancellation record
2/23	ENR - Y722 Traffic Dispersion Operation	ENR	22 MAR 23 / PERM	
18/23	Incheon AP - Unserviceability of ILS/DMEs	AD	9 AUG 23 / 27 NOV 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	
22/24	Gimpo AP - Operational Restrictions	AD	12 JUN 24 / 25 DEC 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	superseded by 64/24
44/24	Gimpo AP - Operational Restrictions	AD	12 OCT 24 / 25 OCT 24	
45/24	Gwangju AP - Unserviceability of ILS/DME for RWY 04R	AD	2 OCT 24 / 24 DEC 25	
56/24	Incheon AP - Unserviceability of WNG VOR/DME	AD	30 OCT 24 / 30 JUN 25	
57/24	Gimpo AP - Operational Restrictions	AD	4 NOV 24 / 6 DEC 24	
58/24	Muan AP - Unserviceability of ILS/DME for RWY 19	AD	30 OCT 24 / 30 APR 25	superseded by 65/24
59/24	Muan AP - RWY 19 Threshold Displaced by 300 m	AD	30 OCT 24 / 30 APR 25	
60/24	Muan AP - Change of RWY 01/19 Declared Distance	AD	30 OCT 24 / 30 APR 25	
64/24	Incheon AP - RWY 15L/33R and TWYs Closed due to Construction	AD	8 AUG 24 / 15 JAN 25	
65/24	Muan AP - Unserviceability of ILS/DME	AD	30 OCT 24 / 30 APR 25	

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MVDF	Medium and very high frequency direction finding stations(<i>at the same location</i>)	중, 초단파 방향탐지국;병설
MWO	Meteorological watch office	기상감시소
MX	Mixed type of ice formation(<i>white and clear</i>)	혼합형 얼음생성(흰색과 투명색)
N		
N	North or northern latitude	북 또는 북위
N	No distinct tendency(<i>in RVR during previous 10 minutes</i>)	변화 경향없음(이전 10분동안 RVR에서)
NASC	National AIS system center	국가 항공정보업무 시스템 센터
NAT	North Atlantic	북대서양
NAV	Navigation	항행
NB	Northbound	북쪽방향
NBFR	Not before	...의 앞이 아님
NC	No change	변화없음
NDB	Non-directional radio beacon	무지향 무선표지시설
NE	North-east	북동
NEB	North-east bound	북동방향
NEG	No or negative or permission not granted or that is not correct	없음 또는 부정 또는 허가하지 않음 또는 정확하지 않음
NGT	Night	밤
NIL	None or I have nothing to send you	없음 또는 보낼 전문 없음
NM	Nautical miles	해리(해상 마일)
NML	Normal	정상
NNE	North north east	북북동
NNW	North north west	북북서
NOF	International NOTAM office	국제항공고시보 취급소
NOSIG	No significant change (<i>Used in trend-type landing forecasts</i>)	현저한 변화 없음(착륙 경향예보에 사용)
NOTAM	A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations	항공고시보
NOV	November	11월
NOZ	Normal operating zone	장비 성능상 운영에 신뢰성을 유지할 수 있는 범위
NR	Number	번호, 수
NRH	NO reply heard	응답없음
NS	Nimbostratus	난층운
NSC	Nil significant cloud	특기할 구름 없음
NSW	Nil significant weather	중요기상현상 없음
NTL	National	국내
NTZ	No transgression zone	진입불가구역
NW	North west	북서
NWB	North west bound	북서방향
NXT	Next	다음
O		
OAS	Obstacle assessment surface	장애물평가표면
OBS	Observe or observed or observation	관측하다 또는 관측된 또는 관측
OBSC	Obscure or obscured or obscuring	가리다 또는 차폐된 또는 차폐되는
OBST	Obstacle	장애물
OCA	Obstacle clearance altitude	장애물 회피고도
OCC	Occulting(light)	명멸(등화)
OCH	Obstacle clearance height	장애물 회피높이

OCNL	Occasional or occasionally	때때로의
OCS	Obstacle clearance surface	장애물 회피표면
OCT	October	10월
OFZ	Obstacle free zone	무장애구역
OHD	Overhead	직상공
OLDI	On-line data interchange	온라인 자료 교환
OM	Outer marker	외측 마커
OPA	Opaque, white type of ice formation	불투명, 흰색 형태의 얼음 생성
OPMET	Operational meteorological(<i>information</i>)	운영기상(정보)
OPN	Open or opening or opened	개방하다 또는 개방하는 또는 개방된
OPR	Operator or operate or operative or operating or operational	운영자 또는 운영하다 또는 영향을 미치는 또는 운영하는 또는 운영상의
OPS	Operations	운영
O/R	On request	요청시
OTLK	Outlook(<i>used in SIGMET message for volcanic ash and tropical cyclones</i>)	향후전망(화산재 및 태풍에 대한 SIGMET 전문에 사용)
OTP	On top	운상
OUBD	Outbound	출항
OVC	Overcast	운량8/8

P

P...	Prohibited area(<i>followed by identification</i>)	금지구역(식별번호가 이어짐)
PALS	Precision approach lighting system(<i>specify category</i>)	정밀 진입등 시스템(등급 명시)
PANS	Procedures for air navigation services	항행업무절차
PAPI	Precision approach path indicator	진입각 지시등
PAR	Precisoin approach radar	레이더 시설(정밀접근레이더)
PARL	Parallel	평행
PAX	Passenger(s)	승객
PBN	Performance-based navigation	성능기반항행
PCD	Proceed or proceeding	진행하다 또는 진행하는
PCL	Pilot-controlled lighting	조종사 제어등화
PCN	Pavement classification number	포장등급번호
PCR	Pavement classification rating	포장분류등급
PDC	Pre-departure clearance	사전출발허가
PDG	Procedure design gradient	절차설계 경사율
PE	Ice pellets	얼음덩이
PER	Performance	성능
PERM	Permanent	영구한
PIB	Pre-flight information bulletin	비행전 정보게시
PJE	Parachute jumping exercise	낙하산 강하연습
PL	Ice pellets	우박, 싸라기눈
PLA	Practice low approach	저공 접근 훈련
PLN	Flight plan	비행계획
PLVL	Present level	현재고도
PN	Prior notice required	사전통보를 요함
PNR	Point of no return	회항불가지점
PO	Dust/sand whirls(<i>dust devils</i>)	먼지/모래 소용돌이(회오리 바람)
POB	Persons on board	탑승인원
POSS	Possible	가능한
PPI	Plan position indicator	감시용 레이더 표시장치
PPR	Prior permission required	사전허가를 요함
PPSN	Present position	현재위치
PRFG	Aerodrome partially covered by fog	비행장이 부분적으로 안개에 덮혀 있음
PRI	Primary	1차, 주, 최초의
PRKG	Parking	주차, 계류
PROB	Probability	가능성, 확률
PROC	Procedure	절차
PROV	Provisional	일시(임시)적인
PS	Plus	가산
PSG	Passing	통과
PSN	Position	위치

Change : Establishment of abbreviation(PCR).

1. 이 지명 약어는 항공기 운항에 관련된 비행장, 통신소, 시설의 지명을 약어로 표시하여 항공고정업무에 사용한다.
보통 이 약어는 메시지의 송신 및 수신처를 간략한 문자로서 표시함으로 송수신처의 식별을 용이하게 하는데 사용되고 또한 항공고시보에 있어서 지명을 식별하는데 사용한다.

ENCODE	
지 명	약 어
가남리	RKRA*
가평	RKRK*
강릉	RKNN*
거제(삼성중공업)	RKPI*
계룡대(기상전대)	RKTF
고흥	RKJG*
과천(정부청사)	RKBA*
광양(포스코)	RKJS*
광주(삼성전자)	RKJE*
광주공항	RKJJ
구미(삼성전자)	RKTV*
국토교통부	RKSL
군산(해양경찰)	RKJD*
군산공항	RKJK
금왕	RKUK*
기계(경북 119)	RKJT*
김포(한국타임즈항공)	RKBU*
김포국제공항	RKSS
김해국제공항	RKPK
남양헬기장	RKSN*
남항진(강릉)	RKNH*
논산	RKUL*
달성(중앙119)	RKTG*
대구 ACC	RKDA
대구국제공항	RKTN
대전(헬리코리아)	RKDJ
덕소	RKRD*
덕송(중앙119)	RKSH*
독도	RKDD*
마산(삼성병원)	RKPH*
모슬포	RKPM*
목포공항	RKJM*
무안국제공항	RKJB
발안	RKSD*
백령도	RKSE*
백령도(공군 Site)	RKSP*
봉덕(미8군)	RKDE*
봉명	RKBY*
부평	RKRB*
사천공항	RKPS
서산	RKTP*
서울	RKSM*
성무	RKTE*
속초	RKND*
송산리	RKSX*
수색	RKRS*
수원	RKSW*

ENCODE	
지 명	약 어
수원(KBS)	RKBW*
아주대학교의료원	RKBG*
안동	RKTD*
양구	RKMG*
양산	RKPY*
양양국제공항	RKNY
양재(HEL)	RKBD*
양주 신산리	RKRF*
양평(광탄)	RKRG*
여수공항	RKJY
여의도(KBS)	RKBS*
영암	RKJA*
영암(신한여어)	RKJW*
영종도(해양경찰)	RKRE*
영천	RKU Y
예산(UI 헬리제트)	RKDB*
예천	RKTY*
오산	RKSO*
옥포	RKPO*
왜관(미8군)	RKDC*
용인	RKRY*
용인(에버랜드)	RKBP*
울릉도	RKDU*
울산공항	RKPU
울진(산림항공)	RKTK*
울진비행장	RKTL*
웅천	RKTW*
원광대학병원	RKJC*
원주공항	RKNW
의왕(현대자동차)	RKBF*
이동	RKR I*
이천	RKRN*
익산	RKJI*
인천 ACC	RKRR
인천국제공항	RKSI
일원동(삼성병원)	RKBI*
잠실(한강공원)	RKSJ*
장수(전북119)	RKJF*
전주	RKJU*
정석(대한항공)	RKPD
제주국제공항	RKPC
제주용강(산림항공)	RKPF*
조치원	RKUC*
중원	RKTI*
지정(원주)	RKNK*
진천	RKUJ*
진해	RKPE*

[illegible]

1. Location indicators are used in the aeronautical fixed service to indicate in code form the place name of an aerodrome, communication station, or facility related to air navigation. They are used in address, origin and text sections of a message part, and also for identification of the location in a NOTAM.

* Location indicators which are assigned to locations to which messages can not be addressed over the AFTN.

[illegible]

AIP AMDT 11/24

[illegible]

[illegible]

3	Capability for removal of disabled aircraft	a. Specialized aircraft recovery equipment(six 30 ton, two 40 ton Pneumatic lifting bags and inflation equipment), Four 100 ton hydraulic recovery jacks, one set of tethering equipment and other accessory equipment available for up to B747 size aircraft can be provided by IIAC, airlines and agencies. b. Coordinator : Emergency Management Center (+82-32-741-2961)
4	Remarks	* ARFF (Aircraft Rescue and Fire-fighting)

RKSI AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	a. 23 Towed runway jet sweeper(working width : up to 8.61 m) b. 28 Compact runway jet sweeper(working width : up to 5.5 m) c. 7 Snow blower(working width : up to 2.5 m) d. 6 Liquid material sprayers(working width : up to 24 m) e. 4 Solid material spreader(working width : up to 5 m) f. 6 Snow plow(working width : up to 3.2 m)
2	Clearance priorities	a. First 1) RWY 15R/33L, 16L/34R 2) TWY B, D, N 3) Rapid exit taxiways(B2~B5, N2~N5) and right angle taxiways (G, J, K, L, S, A4, A5, A7~A16, RG, A19, N7, M5, M7~M17) 4) Apron taxilanes(R1~R12, AS, RA, RB, RC, R17, R21~R25, RG, RE, RW, D2~D4, DA, DC, DM, DP) 5) De-icing Pad b. Second 1) RWY 15L/33R, 16R/34L 2) TWY A, C, M, P 3) Rapid exit taxiways and right angle taxiways connecting RWY 15L/33R, 16R/34L or TWY A, C, M, P 4) Apron taxilanes(RF, M18, M19, R26, D5, DB, DD, DN, DQ) c. Third Other areas except the first and second
3	Remarks	NIL

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

1	Designation, Apron(Ramp) surface and strength	a. Apron1 : Concrete PCN 86/R/B/X/T b. Apron2 : Concrete PCN 86/R/B/X/T c. Apron3 : Concrete PCN 85/R/B/X/T d. Apron4 : Concrete PCN 85/R/B/X/T e. Cargo Apron1 : Concrete PCN 86/R/B/X/T f. Cargo Apron2 : Concrete PCN 85/R/B/X/T g. Maintenance Apron : Concrete PCN 86/R/B/X/T
2	Designation, Taxiway width, surface and strength	Taxiway width, surface and strength : a. Width : 30 m - Shoulder of TWY A/B/C/D : 15 m (Paved 12 m, Turfed 3 m) - Shoulder of TWY M/N/P : 15 m (Paved) b. Surface : Asphalt, Concrete c. Strength TWY A, D : Concrete PCN 86/R/B/X/T TWY B, C : Asphalt PCN 88/F/B/X/T TWY M : Concrete PCN 85/R/B/X/T TWY N : Asphalt PCN 75/F/B/X/T TWY P : Asphalt PCN 75/F/B/X/T
3	Altimeter check location and elevation	Every specified stands (Refer to Aircraft Parking / Docking Chart)
4	VOR check point	See AD Chart
5	INS check points	INS Checkpoints : Every specified stand (Refer to Aircraft Parking / Docking Chart)
6	Remarks	NIL

Change : Information of type of clearing equipment and clearance priorities.

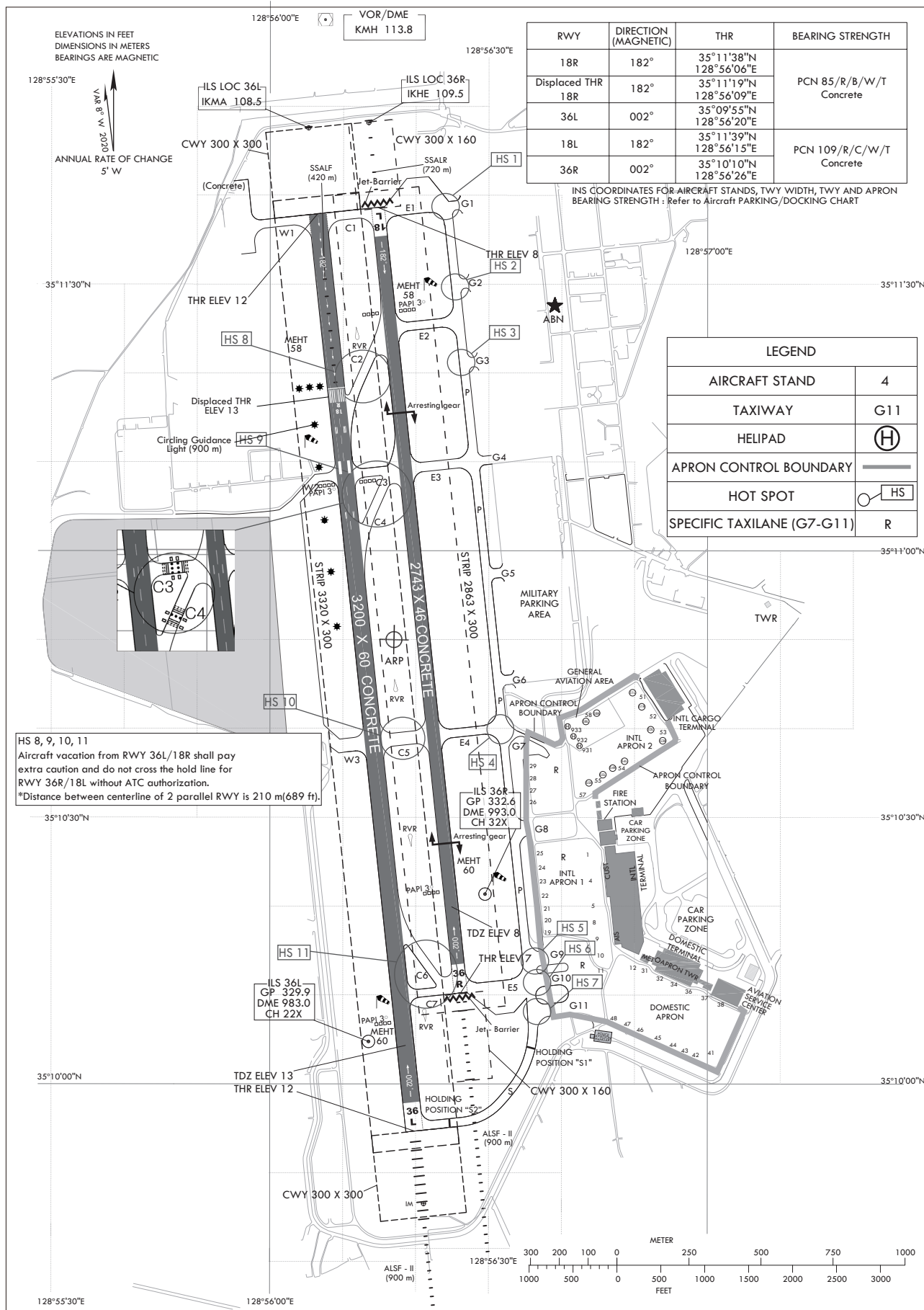
RKSI AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of Mode S transponder on the ground	
1.1	General	This system using Mode S transponder improves the accuracy and the reliability of the ground movement monitoring system.
1.2	ACFT equipped with Mode S transponder	ACFT operators shall ensure that Mode S transponders are able to operate when ACFT is on the ground.
1.2.1	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.
	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.
	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.
1.3	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.
2	RWY and TWY marking and LGT	a. Runway 1) Lights - Edge lights are installed at 60 m intervals on all runways. - Centerline lights are installed at 15 m intervals on all runways. 2) Markings - Runway edges, Touchdown zones, Aiming points and Center line b. Taxiway 1) Lights - Edge lights are installed at 15 m intervals on all TWY curved areas and 60 m intervals of markers are in the rest of areas. - Centerline Lights are installed at 3.75~7.5 m intervals on all TWY curved areas and 15 m intervals in the rest of areas. - Aircraft stand maneuvering guidance lights (SMGL) are installed to facilitate the positioning of the aircraft at the stand (Passenger Apron and Concourse). The lights to delineate the lead-in are spaced with not more than 7.5 m intervals in the curves and 15 m intervals on the straight sections. 2) Markings - TWY & taxiway centerline markings are marked with a yellow solid line on the black base on all specified taxiways designated as the SMGCS (Surface Movement Guidance & Control System) taxiway routes. - Holding position markings are installed on TWY D, G, L, N1, N6, N7 and S for ILS sensitive area in the form of trapezoid as recommended by ICAO (Annex 14). - Geographic position markings are located on the TWYs and Apron Areas and are used to identify the location of taxiing aircraft or vehicles during low visibility conditions. In conjunction with use of ASDE, they provide geographic position of A/C and vehicles if ASDE is unserviceable. 3) Signs - ILS Taxi-holding position signs are marked as "CAT II/III". - Runway holding position lines and signs are installed on taxiways G, B1, B6, L, S, P1, P12 and P13 substitute for the ILS sensitive area taxi-holding position.

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

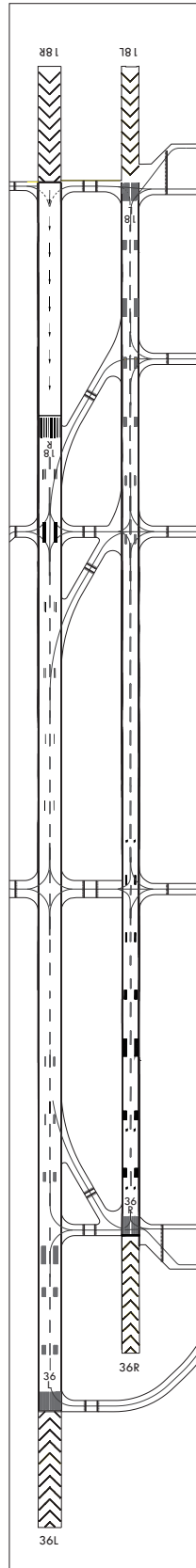
TWR	118.1	118.450	233.3	236.6
GND	121.9	275.8		
APRON	121.65	317.45		

BUSAN / Gimhae INTL

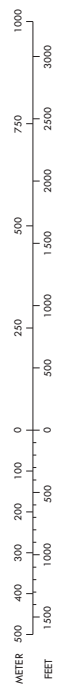
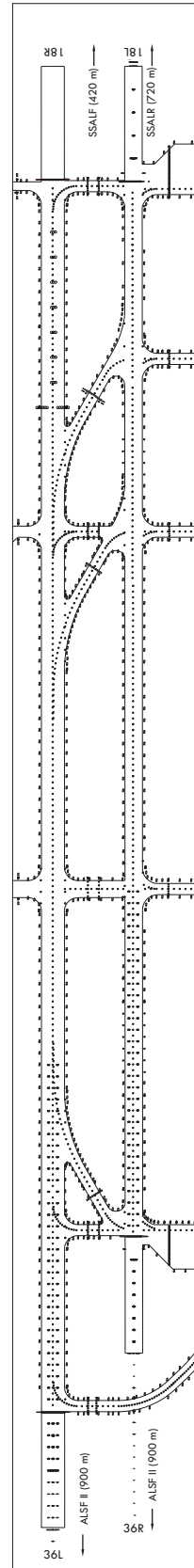


Change : Information of green zone.

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



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

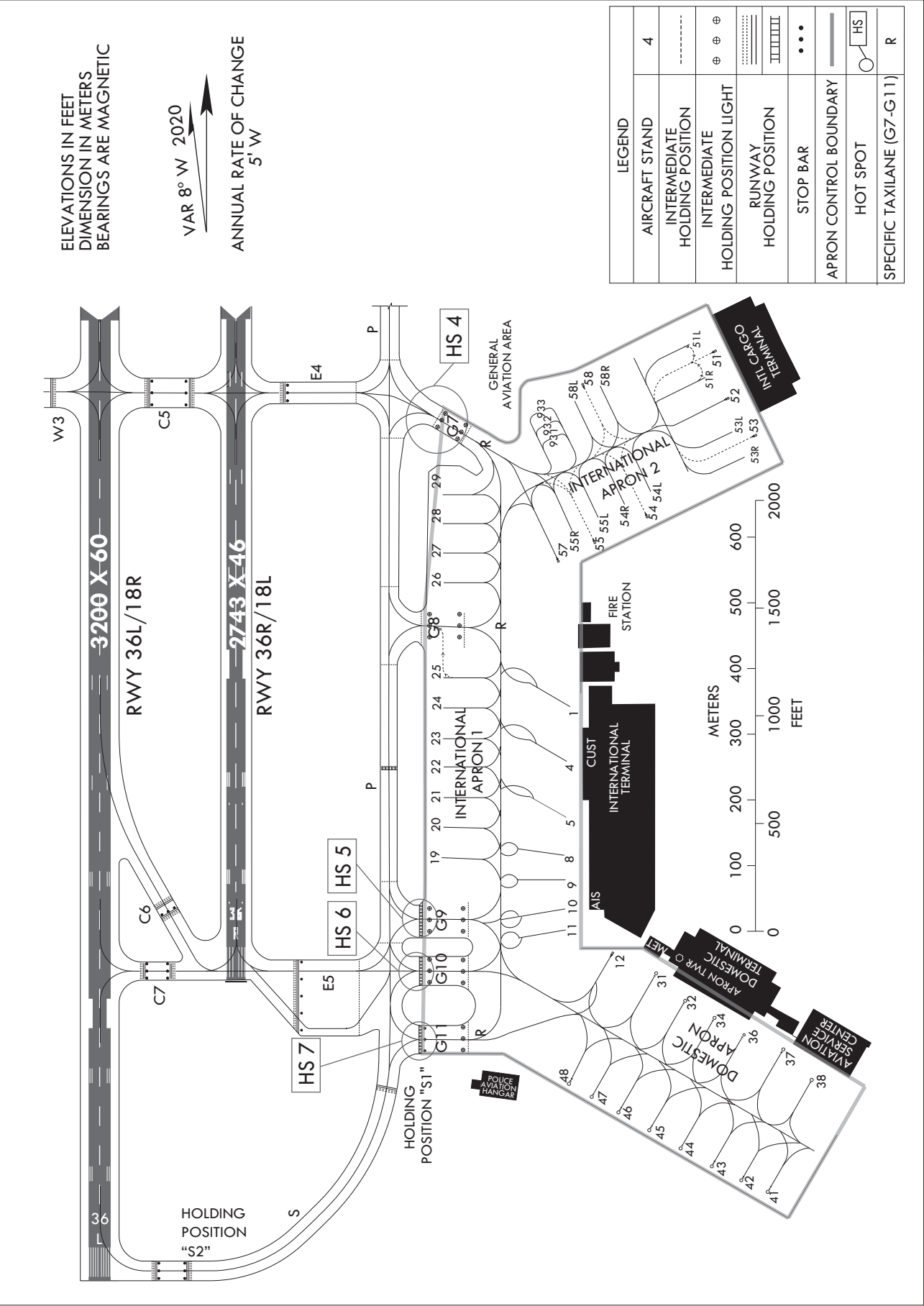


AIRCRAFT PARKING
DOCKING CHART - ICAO

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 green zone.

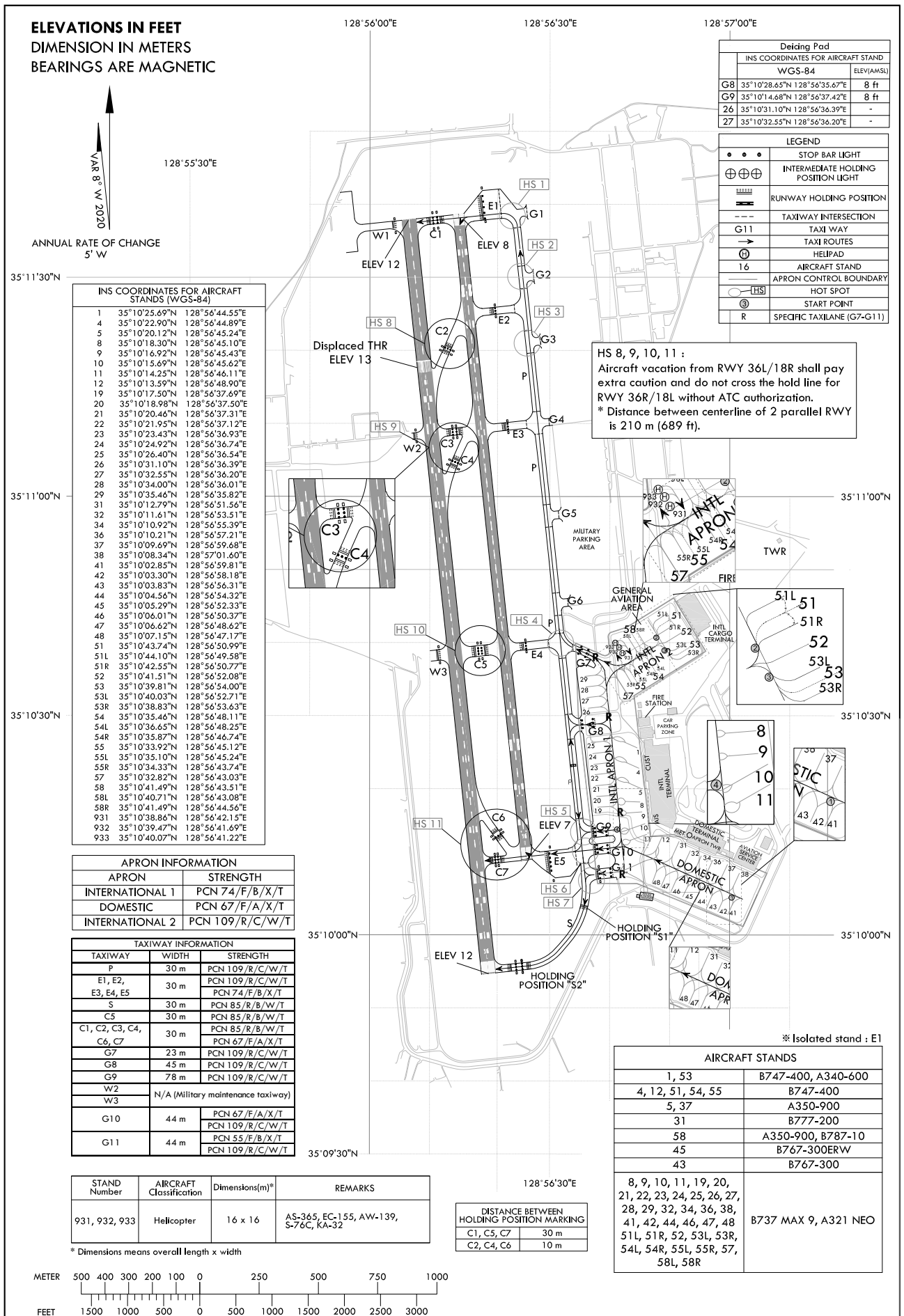
INS COORDINATES FOR AIRCRAFT STANDS(WGS-84)				TAXIWAY INFORMATION			AIRCRAFT STANDS	
				TAXIWAY	WIDTH	STRENGTH		
1	35°10'25.69"N	128°56'44.55"E	58	35°10'41.49"N	30 m	PCN 109/R/C/W/T	1, 53	B747-400, A340-600
4	35°10'22.90"N	128°56'44.89"E	58L	35°10'40.71"N	30 m	PCN 109/R/C/W/T		
5	35°10'20.12"N	128°56'45.24"E	58R	35°10'41.49"N	30 m	PCN 74/F/B/X/T	4, 12, 51, 54, 55	B747-400
8	35°10'18.30"N	128°56'45.10"E	931	35°10'38.86"N	30 m	PCN 85/R/B/W/T	5, 37	A350-900
9	35°10'16.92"N	128°56'45.43"E	932	35°10'39.47"N	30 m	PCN 85/R/B/W/T	31	B777-200
10	35°10'15.69"N	128°56'45.62"E	933	35°10'40.07"N	30 m	PCN 85/R/B/W/T	58	A350-900, B787-10
11	35°10'14.25"N	128°56'46.11"E			30 m	PCN 67/F/A/X/T	45	B767-300ERW
12	35°10'13.59"N	128°56'48.90"E			23 m	PCN 109/R/C/W/T	43	B767-300
19	35°10'17.50"N	128°56'37.69"E			45 m	PCN 109/R/C/W/T		
20	35°10'18.98"N	128°56'37.50"E			78 m	PCN 109/R/C/W/T		
21	35°10'20.46"N	128°56'37.31"E			N/A			
22	35°10'21.95"N	128°56'37.12"E			(Military maintenance taxiway)			
23	35°10'23.43"N	128°56'36.93"E						
24	35°10'24.92"N	128°56'36.74"E			44 m	PCN 67/F/A/X/T	8, 9, 10, 11, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 32, 34, 36, 38, 41, 42, 44, 46, 47, 48, 51L, 51R, 52, 53L, 53R, 54L, 54R, 55L, 55R, 57, 58L, 58R	B737 MAX 9, A321 NEO
25	35°10'26.40"N	128°56'36.54"E				PCN 109/R/C/W/T	※ ISOLATED STAND : E1	
26	35°10'31.10"N	128°56'36.39"E				PCN 55/F/B/X/T		
27	35°10'32.55"N	128°56'36.20"E			44 m	PCN 109/R/C/W/T		
28	35°10'34.00"N	128°56'36.01"E						
29	35°10'35.46"N	128°56'35.82"E						
31	35°10'12.79"N	128°56'51.56"E			N/A (Military use taxiway)			
32	35°10'11.61"N	128°56'53.51"E						
34	35°10'10.92"N	128°56'55.39"E						
36	35°10'10.21"N	128°56'57.21"E						
37	35°10'09.69"N	128°56'59.68"E						
38	35°10'08.34"N	128°57'01.60"E						
41	35°10'02.85"N	128°56'59.81"E						
42	35°10'03.30"N	128°56'58.18"E						
43	35°10'03.83"N	128°56'56.31"E						
44	35°10'04.56"N	128°56'54.32"E						
45	35°10'05.29"N	128°56'52.33"E						
46	35°10'06.01"N	128°56'50.37"E						
47	35°10'06.62"N	128°56'48.62"E						
48	35°10'07.15"N	128°56'47.17"E						
51	35°10'43.74"N	128°56'50.99"E						
51L	35°10'44.10"N	128°56'49.58"E						
51R	35°10'42.55"N	128°56'50.77"E						
52	35°10'41.51"N	128°56'52.08"E						
53	35°10'39.81"N	128°56'54.00"E						
53L	35°10'40.03"N	128°56'52.71"E						
53R	35°10'38.83"N	128°56'53.63"E						
54	35°10'35.46"N	128°56'48.11"E						
54L	35°10'36.65"N	128°56'48.25"E						
54R	35°10'35.87"N	128°56'46.74"E						
55	35°10'33.92"N	128°56'45.12"E						
55L	35°10'35.10"N	128°56'45.24"E						
55R	35°10'34.33"N	128°56'43.74"E						
57	35°10'32.82"N	128°56'43.03"E						

APRON INFORMATION	
APRON	STRENGTH
INTERNATIONAL 1	PCN 74/F/B/X/T
DOMESTIC	PCN 67/F/A/X/T
INTERNATIONAL 2	PCN 109/R/C/W/T

STAND Number	AIRCRAFT Classification	Dimensions(m)*	REMARKS
931, 932, 933	Helicopter	16 x 16	AS-365, EC-155, AW-139, S-76C, KA-32

* Dimensions means overall length x width.

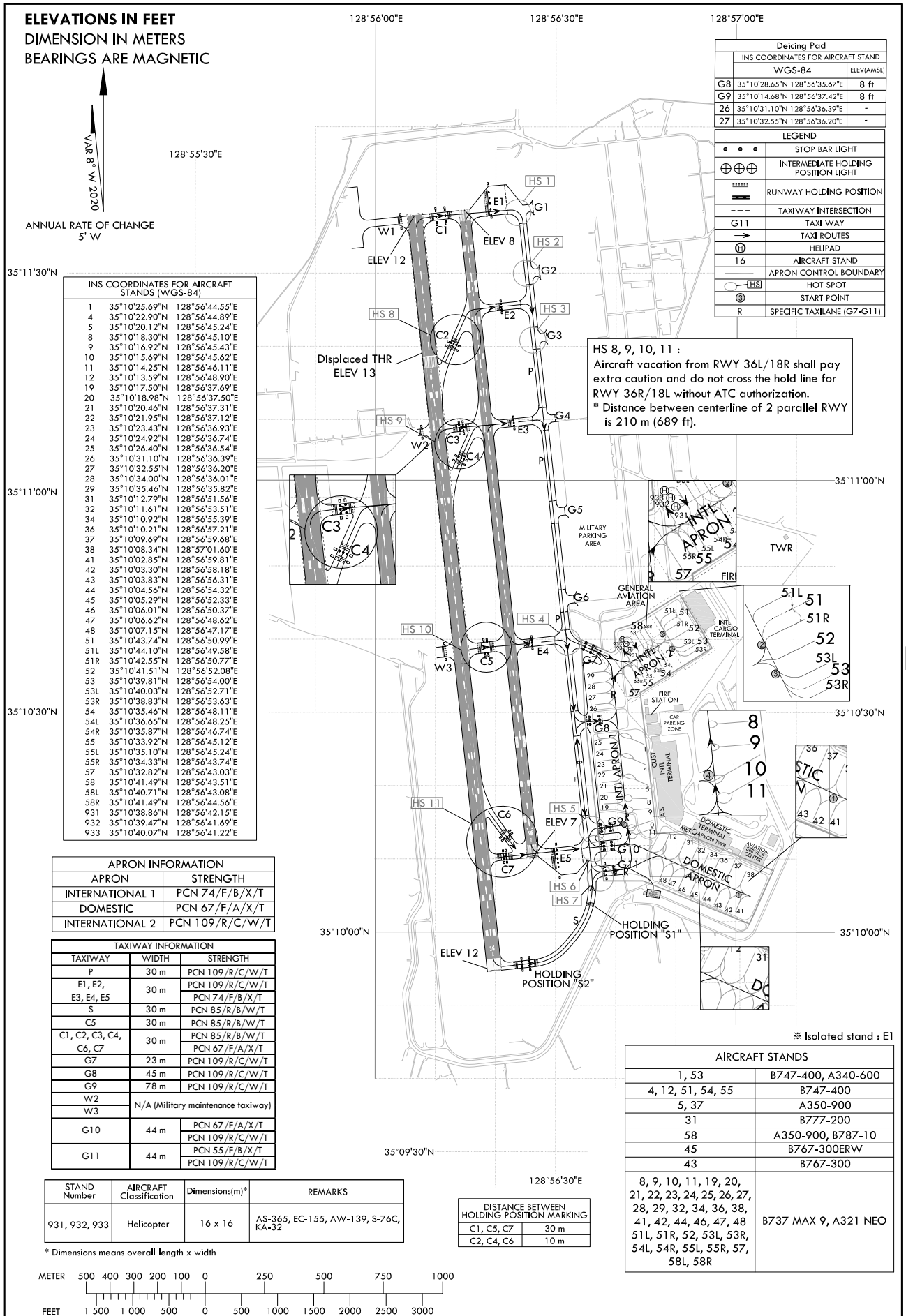
DEICING PAD		
INS COORDINATES FOR AIRCRAFT STANDS		
	WGS-84	ELEV(AMSL)
G8	35°10'28.65"N 128°56'35.67"E	8 ft
G9	35°10'14.68"N 128°56'37.42"E	8 ft
26	35°10'31.10"N 128°56'36.39"E	-
27	35°10'32.55"N 128°56'36.20"E	-

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

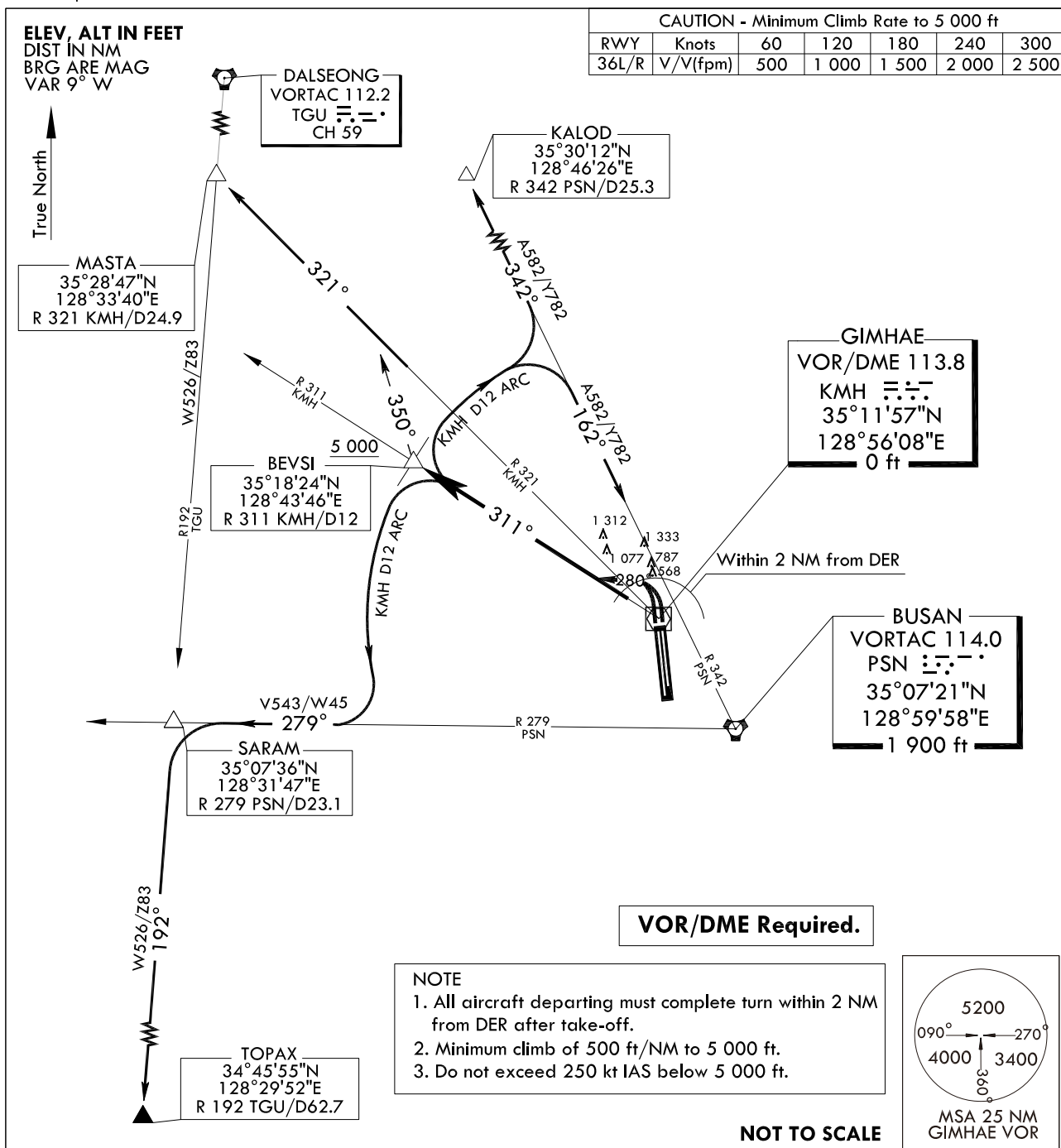
TWR	118.1	118.450	233.3	236.6
GND	121.9	275.8		
APRON	121.65	317.45		

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

Change : Information of green zone.

STANDARD DEPARTURE
CHART - INSTRUMENT(SID)TRANSITION ALT 14 000
TRANSITION LVL FL 140GIMHAE DEP 125.5
363.8
GIMHAE TWR 118.1
118.450BUSAN/Gimhae Intl(RKPK)
RWY 36L/R
BEVSI 3

Note : Departure under U.S. TERPS.



DEPARTURE ROUTE DESCRIPTION

BEVSI 3 DEPARTURE

TAKE-OFF RWY 36L/R : Climbing left turn HDG 280° to intercept R 311 KMH and R 311 KMH to cross BEVSI at or above 5 000 ft. thence.....
.....via (TRANSITIONS), climb assigned altitude or as directed by ATC.

KALOD Transition : Right turn and proceed via KMH D12 arc to R 342 PSN, then via R 342 PSN to KALOD.

BUSAN(PSN) Transition : Right turn and proceed via KMH D12 arc to R 342 PSN, then via R 342 PSN to PSN.

MASTA Transition : Right turn HDG 350° to intercept R 321 KMH, then R 321 KMH to MASTA.

TOPAX Transition : Left turn and proceed via KMH D12 arc to R 279 PSN, then via R 279 PSN to SARAM, then left turn via R 192 TGU to TOPAX.

Change : Amended morse code(KMH).

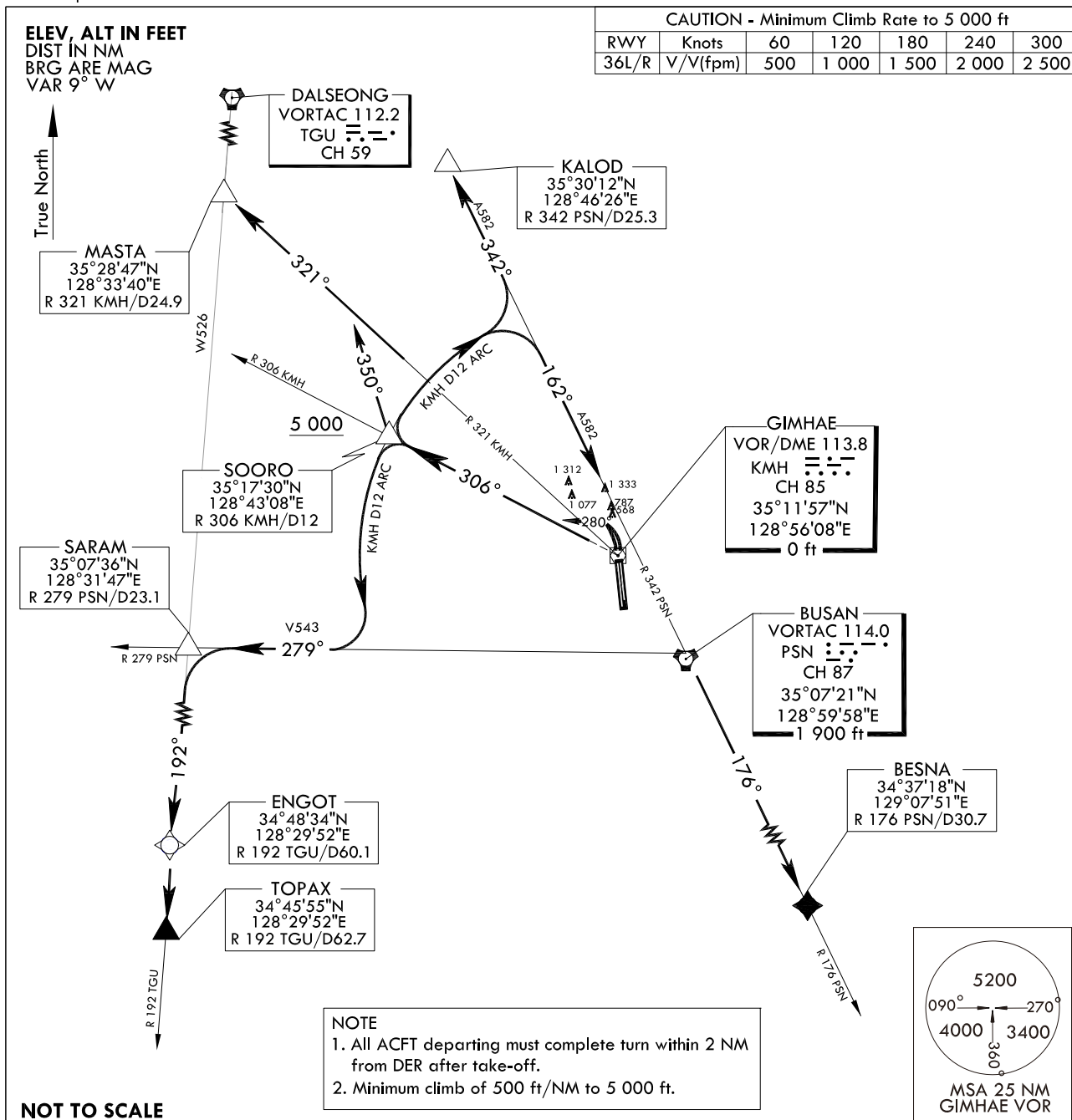
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STANDARD DEPARTURE
CHART - INSTRUMENT(SID)TRANSITION ALT 14 000
TRANSITION LVL FL 140GIMHAE DEP 125.5
363.8
GIMHAE TWR 118.1
118.450BUSAN/Gimhae Intl(RKPK)
RWY 36L/R
SOORO 2

Note : Departure under U.S. TERPS.



DEPARTURE ROUTE DESCRIPTION

SOORO 2 DEPARTURE

TAKE-OFF RWY 36L/R : Climbing left turn as soon as practicable HDG 280° to intercept R 306 KMH and R 306 KMH to cross SOORO at or above 5 000 ft. thence.....
.....via (TRANSITIONS), climb assigned altitude or as directed by ATC.

KALOD Transition : Right turn and proceed via KMH D12 arc to R 342 PSN, then via R 342 PSN to KALOD.

BUSAN(PSN) Transition : Right turn and proceed via KMH D12 arc to R 342 PSN, then via R 342 PSN to PSN.

MASTA Transition : Right turn HDG 350° to R 321 KMH, then R 321 KMH to MASTA.

TOPAX Transition : Left turn and proceed via KMH D12 arc to R 279 PSN,
then via R 279 PSN to SARAM, then left turn via R 192 TGU to TOPAX.

BESNA Transition : Right turn and proceed via KMH D12 arc to R 342 PSN,
then via R 342 PSN to PSN, then via R 176 PSN to BESNA.

ENGOT Transition : Left turn and proceed via KMH D12 arc to R 279 PSN,
then via R 279 PSN to SARAM, then left turn via R 192 TGU to ENGOT.

Change : Amended morse code(KMH).

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**STANDARD DEPARTURE
CHART - INSTRUMENT(SID)**

TRANSITION ALT 14 000
TRANSITION LVL FL 140

GIMHAE DEP 125.5
363.8
GIMHAE TWR 118.1
118.450

BUSAN/Gimhae Intl(RKPK)
RWY 36L/R
ATLAX 2

Note : Departure under U.S. TERPS.

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

True North

VOR/DME and RADAR Required.

CAUTION - Minimum Climb Rate to 6 000 ft

RWY	Knots	60	120	180	240	300
36L/R	V/V(fpm)	500	1 000	1 500	2 000	2 500

Within 2 NM from DER

1 123

043°

ATLAX
35°21'49"N
129°04'30"E
R 043 KMH/D12

6 000

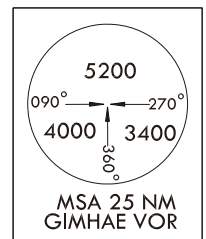
(MAX 240 kt IAS)

GIMHAE
VOR/DME 113.8
KMH 363.8
35°11'57"N
128°56'08"E
0 ft

NOTE

1. All aircraft departing must complete turn within 2 NM from DER after take-off.
2. Do not exceed 240 kt IAS below 6 000 ft.
3. Minimum climb of 500 ft/NM to 6 000 ft.

NOT TO SCALE



DEPARTURE PROCEDURE DESCRIPTION

ATLAX 2 DEPARTURE

TAKE-OFF RWY 36L/R : Climbing right turn to intercept R 043 KMH
and climb to 6 000 ft on R 043 KMH to ATLAX,
then expect RADAR vector to assigned route and fix.

Change : Amended morse code(KMH).

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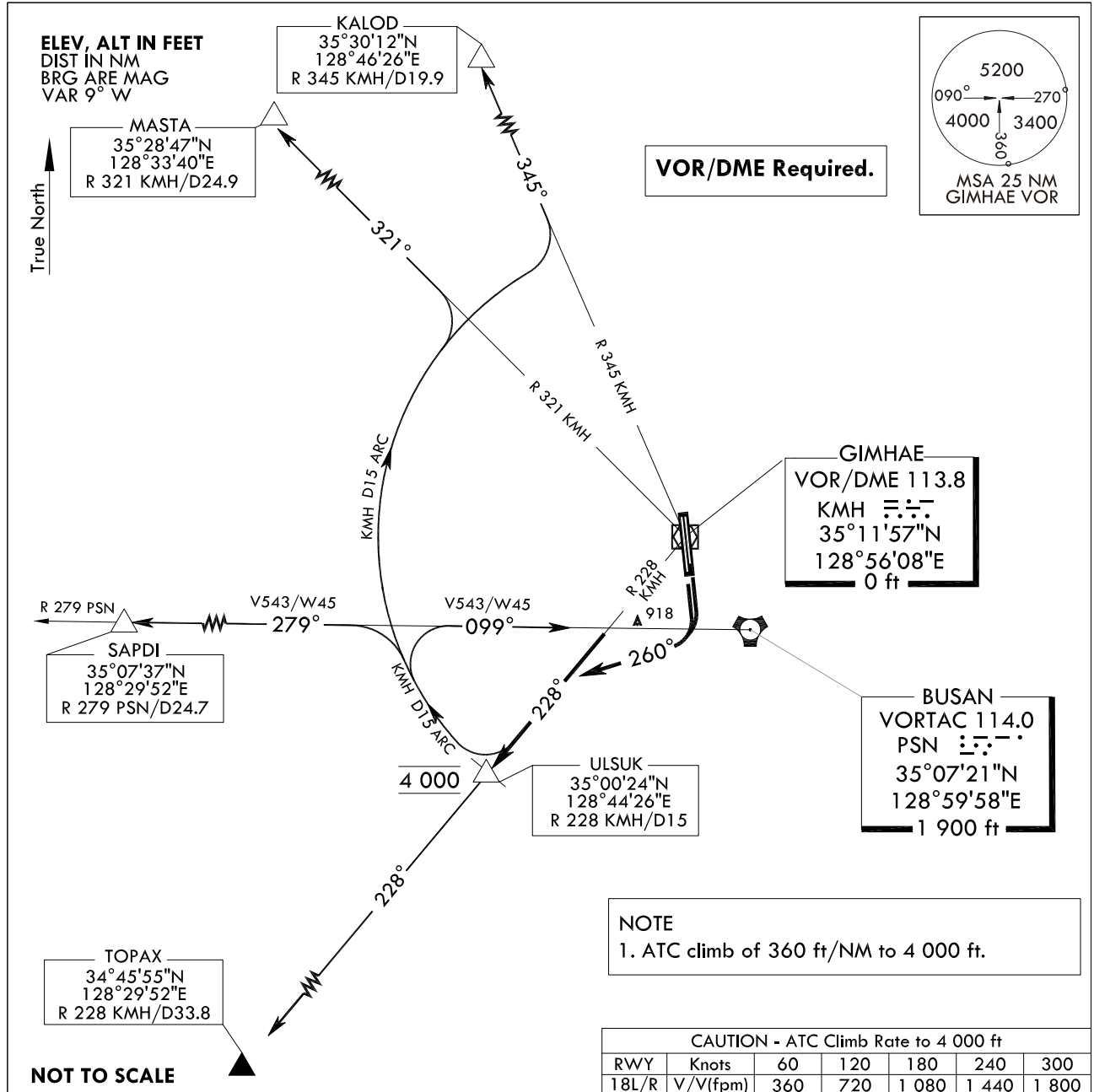
**STANDARD DEPARTURE
CHART - INSTRUMENT(SID)**

TRANSITION ALT 14 000
TRANSITION LVL FL 140

GIMHAE DEP 125.5
363.8
GIMHAE TWR 118.1
118.450

BUSAN/Gimhae Intl(RKPK)
RWY 18L/R
ULSUK 3

Note : Departure under U.S. TERPS.



DEPARTURE ROUTE DESCRIPTION

ULSUK 3 DEPARTURE

TAKE-OFF RWY 18L/R : Climbing right turn HDG 260° to intercept R 228 KM/H and R 228 KM/H to cross ULSUK at 4 000 ft, thence.....
.....via (TRANSITION), climb assigned altitude or as directed by ATC.

KALOD Transition : Right turn and proceed via KM/H D15 arc to R 345 KM/H, then via R 345 KM/H to KALOD.

MASTA Transition : Right turn and proceed via KM/H D15 arc to R 321 KM/H, then via R 321 KM/H to MASTA.

SAPDI Transition : Right turn and proceed via KM/H D15 arc to R 279 PSN, then via R 279 PSN to SAPDI.

BUSAN(PSN) Transition : Right turn and proceed via KM/H D15 arc to R 279 PSN, then via R 279 PSN to BUSAN (PSN).

TOPAX Transition : R 228 KM/H to TOPAX.

Change : Amended morse code(KMH).

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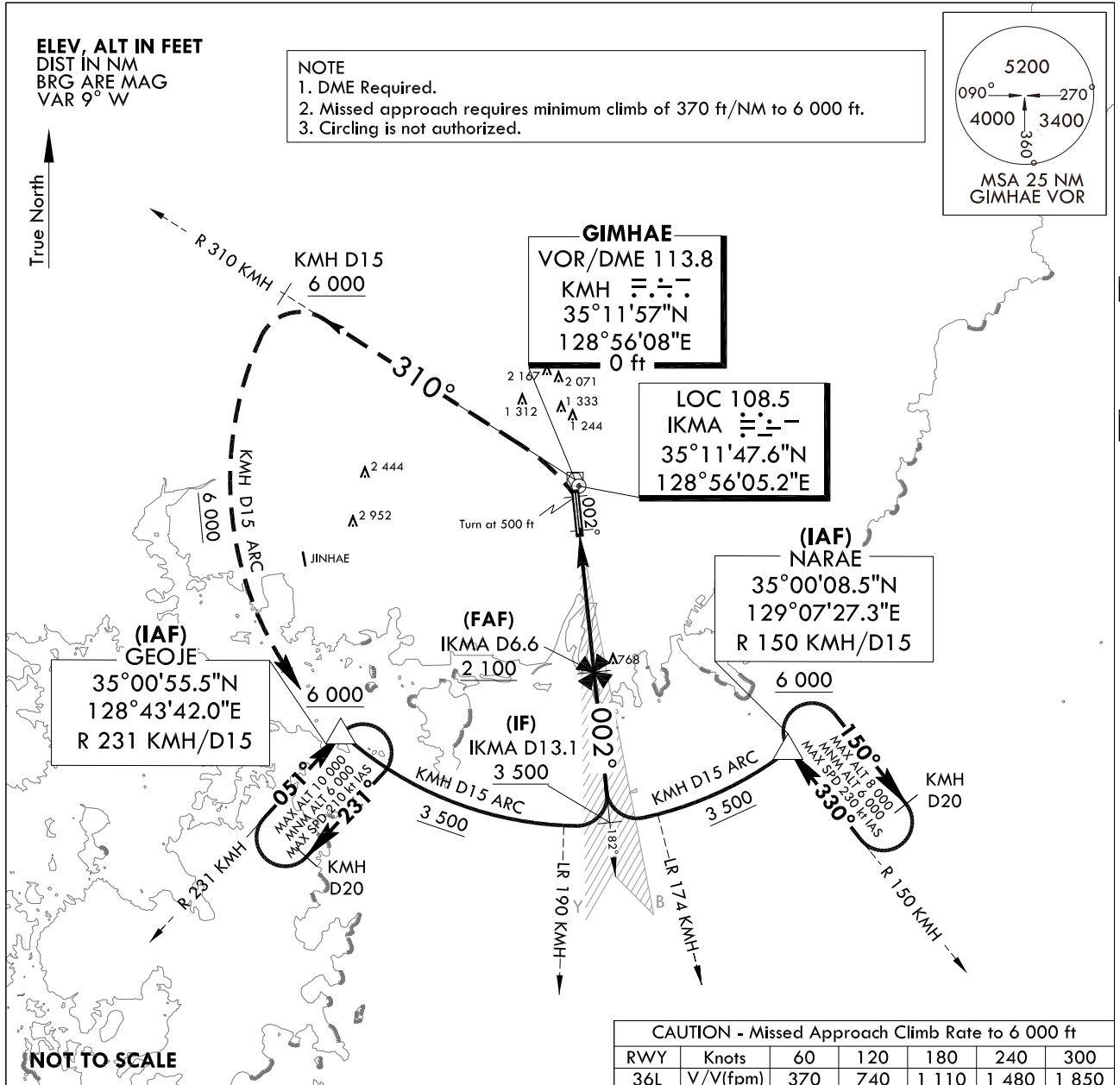
**INSTRUMENT
APPROACH
CHART**

AERODROME ELEV 13 ft
HEIGHTS RELATED TO
RWY 36L ELEV TDZ 13 ft

GIMHAE APP 125.5 364.0
GIMHAE TWR 118.1 118.45
233.3 236.6

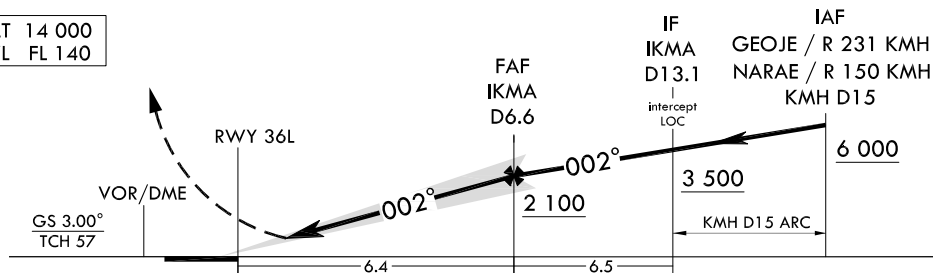
BUSAN/Gimhae Intl(RKPK)
ILS Y RWY 36L

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



NOTE : Use IKMA DME when on the localizer course.
NOTE : VGSI and ILS glidepath not coincident (VGSI Angle 3.00° TCH 67).

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D
S-ILS 36L	213/18 200 (200 - 1/2)		213/24* 200(200-1/2) (*Use civil only RVR 18)	
	When TDZ/CL LGT INOP, increase RVR to 24			
ALS INOP	213/40 200(200 - 3/4)			

Change : Amended morse code(KM H and IKMA).

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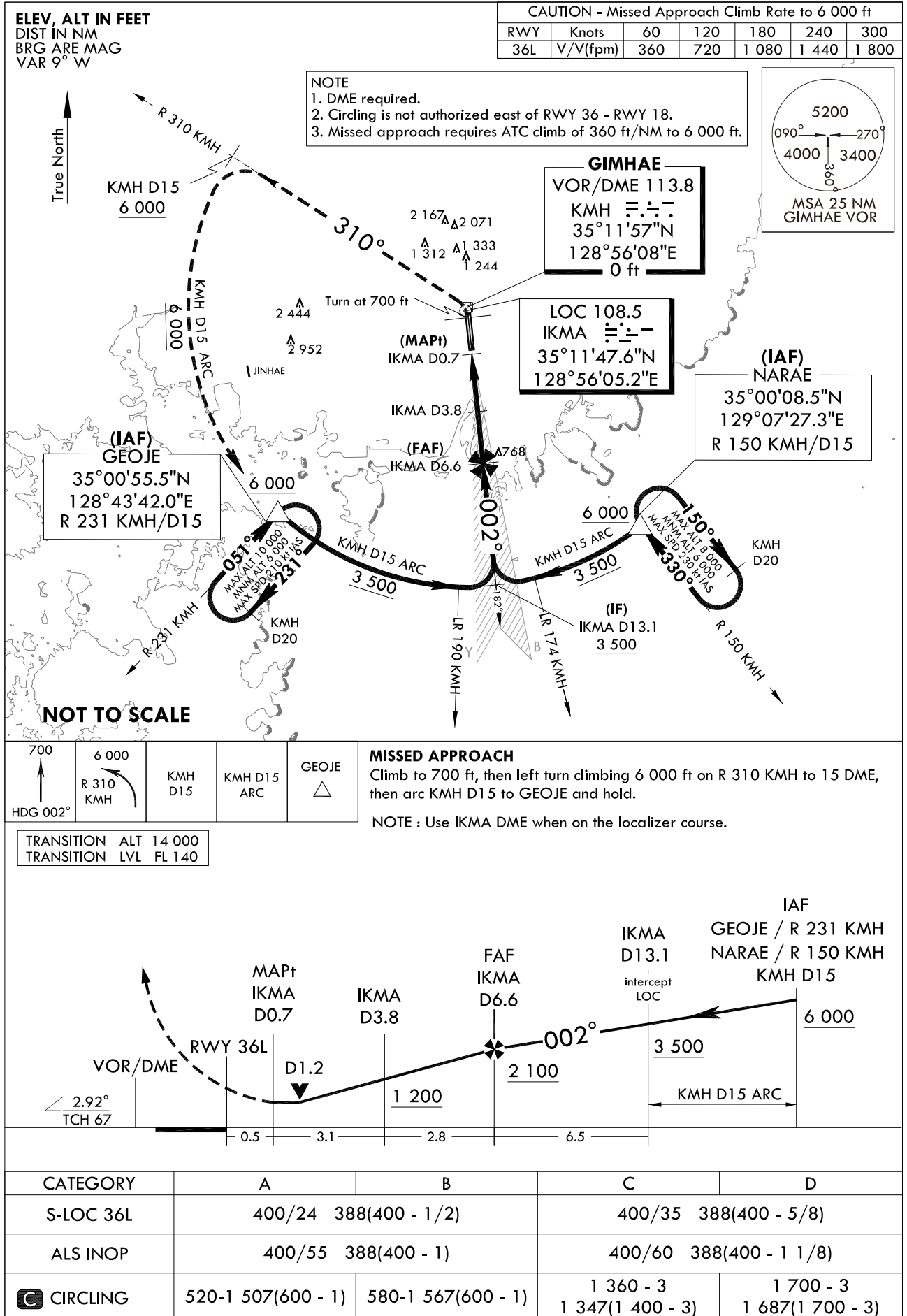
**INSTRUMENT
APPROACH
CHART**

AERODROME ELEV 13 ft
HEIGHTS RELATED TO
THR RWY 36L - ELEV 12 ft

GIMHAE APP 125.5 364.0
GIMHAE TWR 118.1 118.45
233.3 236.6

BUSAN/Gimhae Intl(RKPK)
LOC Y RWY 36L

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



Change : Amended morse code(KM H and IKMA).

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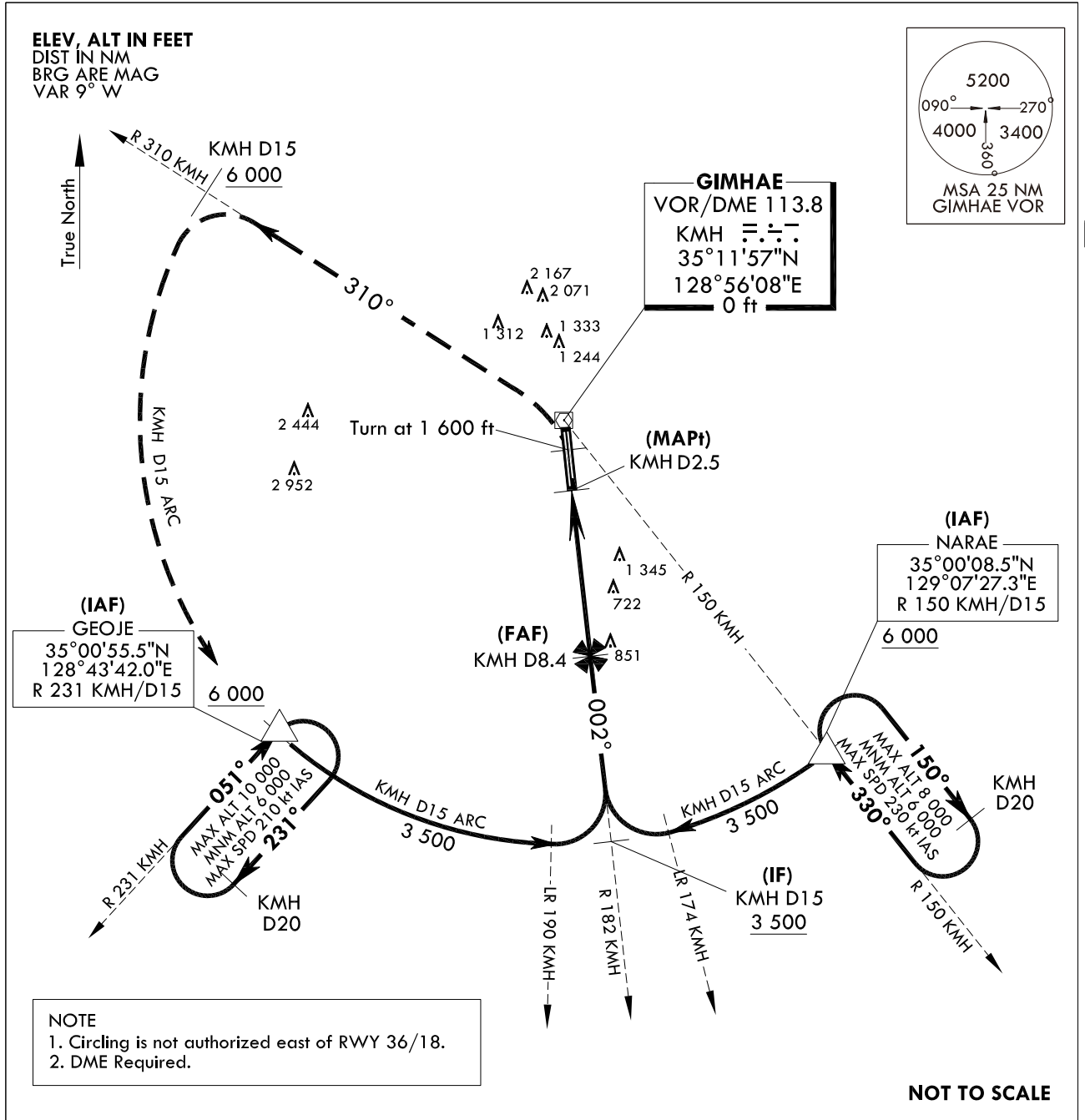
**INSTRUMENT
APPROACH
CHART**

AERODROME ELEV 13 ft
HEIGHTS RELATED TO
THR RWY 36L - ELEV 12 ft

GIMHAE APP 125.5 364.0
GIMHAE TWR 118.1 118.45
233.3 236.6

BUSAN/Gimhae Intl(RKPK)
VOR
RWY 36L

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



1 600 ↑ HDG 002°		6 000 ↖ R 310 KMH	KMH D15	KMH D15 ARC	GEOJE △	MISSED APPROACH Climb to 1 600 ft then left turn climbing 6 000 ft on R 310 KM/H to 15 DME, then arc KM/H D15 to GEOJE and hold.	
TRANSITION ALT 14 000 TRANSITION LVL FL 140							
CATEGORY		A		B		C	D
S-VOR 36L	FULL	1 460/40 1 448(1 500-3/4)		1 460/55 1 448(1 500-1)		1 460-3	1 448(1 500-3)
	ALS INOP	1 460/60 1 448(1 500-1 1/4)		1 460-1 1/2 1 448(1 500-1 1/2)			
CIRCLING		1 460-1 1/4 1 447(1 500-1 1/4)		1 460-1 1/2 1 447(1 500-1 1/2)		1 460-3 1 447(1 500-3)	1 700-3 1 687(1 700-3)

Change : Amended morse code(KMH).

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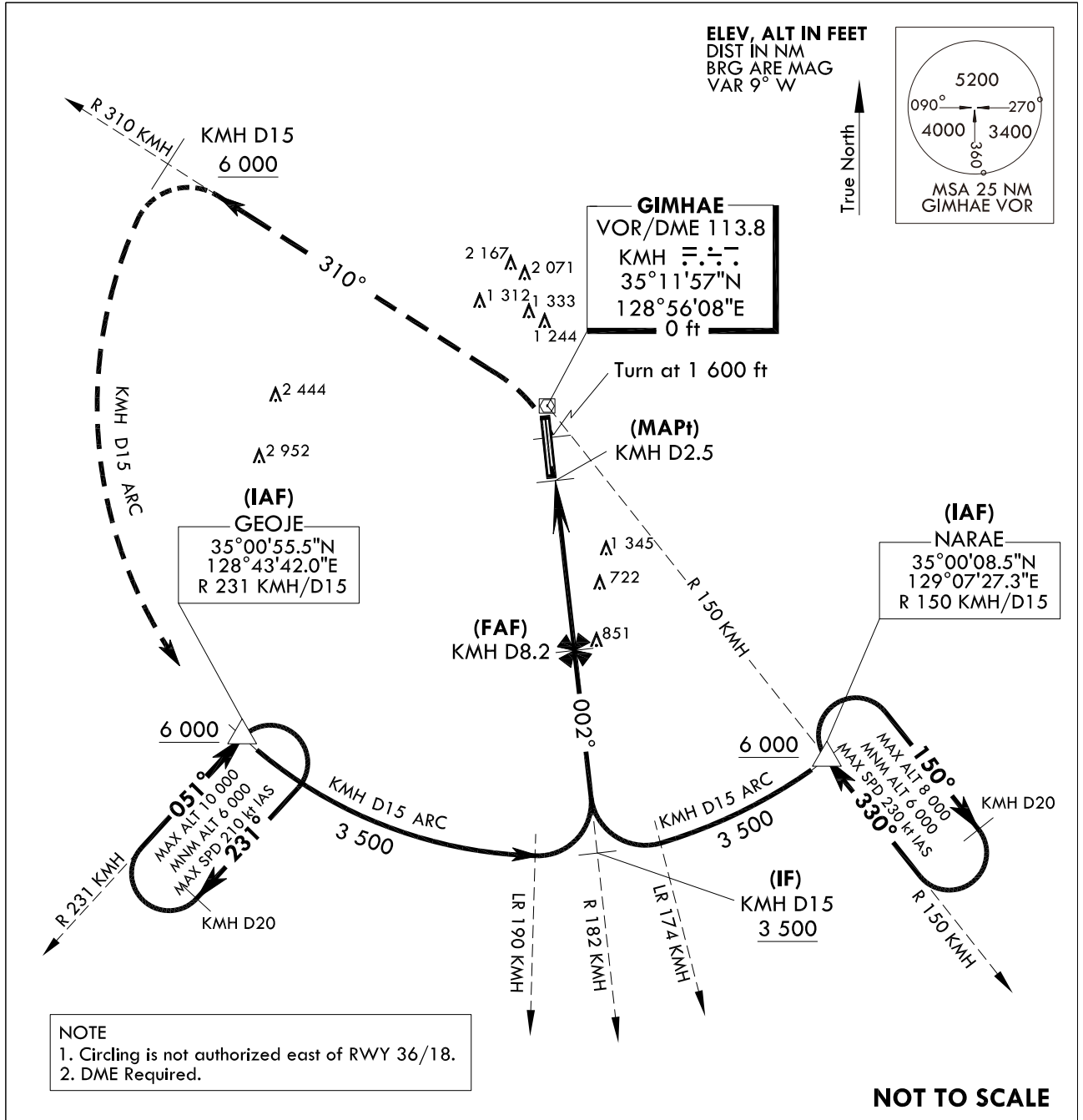
**INSTRUMENT
APPROACH
CHART**

AERODROME ELEV 13 ft
HEIGHTS RELATED TO
THR RWY 36R - ELEV 7 ft

GIMHAE APP 125.5 364.0
GIMHAE TWR 118.1 118.45
233.3 236.6

BUSAN/Gimhae Intl(RKPK)
VOR
RWY 36R

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



1 600 ↑ HDG 002°		6 000 R 310 KMH	KMH D15	KMH D15 ARC	GEOJE △	MISSED APPROACH Climb to 1 600 ft then left turn climbing 6 000 ft on R 310 KM to 15 DME, then arc KM D15 to GEOJE and hold.
TRANSITION ALT 14 000 TRANSITION LVL FL 140						

2.97°

TCH 75

ELEV 7

THR RWY 36R

VOR

MAPt

FAF

IF

IAF

KMH D2.5

KMH D6.1

KMH D8.2

R 182

GEOJE / R 231 KM

RWY 36R

KMH D15

KMH D15

NARAE / R 150 KM

KMH D15

0.71

5.7

6.8

3 500

6 000

002°

KMH D15 ARC

CATEGORY

A

B

C

D

S-VOR 36R

FULL

1 460/40

1 453(1 500 - 3/4)

1 460/60

1 453(1 500 - 1 1/4)

ALS INOP

1 447(1 500 - 1 1/4)

1 453(1 500 - 1 1/2)

1 460 - 3

1 447(1 500 - 3)

CIRCLING

1 460 - 1 1/4

1 447(1 500 - 1 1/4)

1 460 - 1 1/2

1 447(1 500 - 1 1/2)

1 460 - 3

1 447(1 500 - 3)

1 700 - 3

1 687(1 700 - 3)

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RKJK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKJK - GUNSAN / Domestic

RKJK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	355414N 1263657E 177°/1 358 m from THR 18
2	Direction and distance from city	245°, 13 km from Gunsan city hall
3	Elevation/Reference temperature	9 m (29 ft) / 31 °C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	8° W (2020) / 0.094° increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	USAF Gunsan Airport Branch Office (Seoul Regional Office of Aviation) 2, Sandong-gil, Okseo-myeon, Gunsan-si, Jeollabuk-do, 54168 Republic of Korea TEL : +82-63-471-5820 Telefax : +82-63-471-5830 AFS : RKJKZPX
7	Type of traffic permitted(IFR/VFR)	IFR / VFR
8	Remarks	NIL

RKJK AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	0000-0900 UTC*
2	Customs and Immigration	-
3	Health and Sanitation	-
4	AIS Briefing Office	HO
5	ATS Reporting Office	HO
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	HO
12	Remarks	*Outside these hours services are available on request (passengers flights only)

RKJK AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	NIL
2	Fuel/oil type	JP8
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	Available. See AD chart for location (ACFT stand NR. 1).
5	Hanger space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	-

Change : Information of reference temperature(29 °C → 31 °C).

RKJK AD 2.5 PASSENGER FACILITIES

1	Hotels	In Gunsan city
2	Restaurants	In Gunsan city
3	Transportation	Buses, Taxis, & rental cars from the AD
4	Medical Facilities	First aid emergency medical centre(USAF) in airport ambulance service available Hospital in Gunsan city, 15 km
5	Bank and Post Office	Only Automated Teller Machine is available at airport.
6	Tourist Office	Available at airport
7	Remarks	www.airport.co.kr/mbs/gunsan/

RKJK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 8
2	Rescue equipment	a. 4 chemical crash rescue & fire fighting trucks (total capacity : 26 510 liter water, 2 380 liter aqueous film forming foam and 482 kg dry chemical) b. 1 ambulance car c. 1 rescue truck
3	Capability for removal of disable aircraft	a. Specialized aircraft recovery equipment available for up to and including B737-900 size aircraft. b. 80 ton hydraulic recovery jack, 100 ton crane and other accessory equipment can be provided by airlines and agencies. c. Korea Airports Corporation is the coordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (Tel: +82-63-469-8313)
4	Remarks	NIL

RKJK AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Type of clearing equipment	a. 1 Multipurpose snow removal truck b. 1 Tractor c. 1 Snow Plough d. 1 Urea spreader
2	Clearance priorities	1. RWY 36/18 2. Parallel TWY 3. TWY A and E 4. Apron and Other area
3	Remarks	NIL

RKJK AD 2.8 APRON, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Designation, Apron surface and strength	Surface : Asphalt* Strength : PCN 45/F/B/W/T* * Civil Passenger ramp
2	Designation, Taxiway width, surface and strength	Width : 23 m Surface : Concrete (Asphalt**) Strength : PCN 44/R/B/W/T(PCN 45/F/B/W/T**) ** Civil TWY(BTN TWY E and Civil Passenger Ramp)
3	Altimeter checkpoint location and elevation	THR RWY 36 : 9 m (29 ft) THR RWY 18 : 6 m (20 ft)
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

RKJY AD 2.16 HELICOPTER LANDING AREA

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

RKJY AD 2.17 ATS AIRSPACE

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

RKJY AD 2.18 ATS COMMUNICATION FACILITIES

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

RKJY AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

RKJY AD 2.20 LOCAL AERODROME REGULATIONS

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

Change : Information of remarks for ILS/DME 35.

- 3.2 Pilot shall notify to Sacheon TWR as follows :
- A call sign and a type of aircraft
 - A reason of dumping
 - Other
4. Sacheon Airport Runway Strip, Runway end safety area is not satisfied with ICAO Safety recommendation at the moment. Therefore, refer to the following advice for the aviation safety. If the value of the surface friction measurements is less than 0.25, refrain from the aircraft operation.

RKPS AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

RKPS AD 2.22 FLIGHT PROCEDURES

1. IFR Procedure

1.1 Refer to Instrument Approach and Departure Charts.

1.2 Circling Approach

- Circling not authorized in South East of Airport.
- Circling Area radius for ROC(required obstacle clearance) as follows.

Approach Category	Radius from threshold
A	1.3 NM
B	1.81 NM
C	2.84 NM
D	3.70 NM
E	4.63 NM

1.3 Take-off weather minima

Apply the published take-off weather minima of the Standard Instrument Approach used.

1.4 IFR Departure

- Standard Instrument Departure(SID) procedures are designed by U.S TERPS (CHG 25).
- All aircraft - When departing using RWY 24L/R, maintain 35 ft AGL or above over DER.

1.5 Instrument Approach Procedure

Instrument Approach procedures are designed by U.S TERPS (CHG 25).

1.6 PAR Approach

a. RWY 06R

(1) Weather minima

CAT		GS / TCH(ft) / RPI(ft)	DA(ft) / VIS(SM)	HAT(ft)	Ceiling(ft)
A, B, C, D, E	FULL	3.0° / 51 / 958.24	219 / RVR 3 000 ft VIS 5/8	200	200
	ALS INOP	3.0° / 51 / 958.24	219 / RVR 4 000 ft VIS 3/4	200	200

Change : Information of instrument approach procedure.

- (2) Missed Approach Procedure : Climb to 4 400 ft via HDG 064° and as directed by ATC.

	Knots	60	120	180	240	300	TO
Rate of Climb	V/V(fpm)	280	560	840	1 120	1 400	4 400

- (3) Caution 3 011 ft obstacle(Mt. Geumo) close to the initial segment. Initial segment, ASR 11 NM-(IF), does not meet standard required obstacle clearance 1 000 ft. Mt. Geumo located R 247 SAC/12 DME. Therefore maintain at or above 3 600 ft until crossing 11 DME from SAC.

b. RWY 24L

- (1) Weather minima

CAT		GS / TCH(ft) / RPI(ft)	DA(ft) / VIS(SM)	HAT(ft)	Ceiling(ft)
A, B, C, D, E	FULL	3.0° / 50 / 970.52	527 / 1¼	503	600
	ALS INOP	3.0° / 50 / 970.52	527 / 1¼	503	600

- (2) Missed Approach Procedure : Climb to 4 500 ft via HDG 244° to 1 600 ft, then turn left HDG 220° and as directed by ATC.

	Knots	60	120	180	240	300	TO
Rate of Climb	V/V(fpm)	280	560	840	1 120	1 400	3 900

1.7 ASR Approach

a. RWY 06R

- (1) Weather minima

CAT		A	B	C	D	E
Straight-in	FULL	820/45 801(800-¾)		820-1⅞ 801(800-1⅞)		
	ALS INOP	820/55 801(800-1)	820/60 801(800-1¼)	820-2½ 801(800-2½)		
Circling		820-1 795(800-1)	900/1¼ 875(900-1¼)	1 000-3 975(1 000-3)		1 120-3 1 095(1 100-3)

- (2) Missed Approach Procedure : Climb to 4 400 ft via HDG 064° and as directed by ATC.

	Knots	60	120	180	240	300	TO
Rate of Climb	V/V(fpm)	240	480	720	960	1 200	4 400

- (3) Caution 3 011 ft obstacle(Mt. Geumo) close to the initial segment. Initial segment, ASR 11 NM-(IF), does not meet standard required obstacle clearance 1 000 ft. Mt. Geumo located R 247 SAC/12 DME. Therefore maintain at or above 3 600 ft until crossing 11 DME from SAC.

b. RWY 24L

- (1) Weather minima

CAT		A	B	C	D	E
Straight-in	FULL	1 240/55 1 216(1 300-1)	1 240/60 1 216(1 300-1¼)	1 240-3 1 216(1 300-3)		
	ALS INOP	1 240/60 1 216(1 300-1¼)	1 240-1½ 1 216(1 300-1½)	1 240-3 1 216(1 300-3)		
Circling		1 240-1¼ 1 215(1 300-1¼)	1 240-1½ 1 215(1 300-1½)	1 240-3 1 215(1 300-3)		

- (2) Missed Approach Procedure : Climb to 4 500 ft via HDG 244° to 1 600 ft, then turn left HDG 220° and as directed by ATC.

	Knots	60	120	180	240	300	TO
Rate of Climb	V/V(fpm)	220	430	640	850	1 060	4 000

RKPU AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
36	2 000	2 000	2 000	2 000	NIL
36	984	984	984	-	Take-off from intersection with TWY A
36	1 104	1 104	1 104	-	Take-off from intersection with TWY B
18	2 000	2 200	2 000	2 000	NIL
18	1 047	1 247	1 047	-	Take-off from intersection with TWY A
18	927	1 127	927	-	Take-off from intersection with TWY B

RKPU AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Center line LGT Length, Spacing Colour, INTST	RWY edge LGT LEN, Spacing Colour INTST	RWY End LGT Colour WBAR	SWY LGT LEN(m) Colour	Remarks
1	2	3	4	5	6	7	8	9	10
18	SSALF 330 m LIH	Green -	PAPI Left/3.8° (59 ft)	Simple TDZ LGT	NIL	2 000 m 60 m White, LIH	RED -	NIL	NIL
36	ALSF-1 720 m LIH	Green -	PAPI Left/3° (56 ft)	NIL	NIL	2 000 m 60 m White, LIH	RED -	NIL	NIL

Simple TDZ LGT
- Simple touchdown zone lights located each two on both side of the runway centerline are installed 622.8 m from the threshold of RWY 18.

RWY 18 PAPI Restrictions
- PAPI unusable beyond 10° right side due to angular coverage.
- PAPI unusable beyond 7° left side due to OBST.

RKPU AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At tower building, FLG W/G EV 2.5 SEC IBN : NIL As AD operational hours
2	LDI location and LGT Anemometer location and LGT	LDI : NIL Anemometer : NIL
3	TWY edge and center line lighting	a. Edge : All TWY b. Center line : NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AD Switch-over time : 15 SEC
5	Remarks	NIL

Change : Information of ABN characteristics(2 SEC → 2.5 SEC) and hours of operation.

RKPU 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, marking	-
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	Remarks	As directed by ATC

RKPU AD 2.17 ATS AIRSPACE

1	Designation and lateral limit	Ulsan CTR A circle, 5 NM radius centered at ARP
2	Vertical limits	SFC to 3 000 ft AGL
3	Airspace classification	D
4	ATS unit call sign Languages	Ulsan Tower English / Korean
5	Transition altitude	14 000 ft AMSL
6	Operational hours	2200-1230 UTC
7	Remarks	Refer to ENR 2.1-9, RKPU Visual Approach Chart to identify Class D airspace.

RKPU AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
APP	Pohang Approach	124.25 MHz 120.2 MHz 232.4 MHz	H24	NIL
	Ulsan Arrival	119.250 MHz 317.525 MHz	2230-1100 UTC	
TWR	Ulsan Tower	118.75 MHz 236.6 MHz 225.55 MHz	2230-1200 UTC	
GND	Ulsan Ground	121.75 MHz	2230-1200 UTC	Digital PDC service available
ATIS	Ulsan Airport	127.625 MHz 233.55 MHz	2230-1200 UTC	Digital ATIS service available
EMERG		121.5 MHz 243.0 MHz	2230-1200 UTC	
Scheduled Inspection Time - APP(124.25 MHz, 232.4 MHz, 119.250 MHz, 317.525 MHz), TWR, GND, ATIS, EMERG : Every 1st WED(1400-2000 UTC) of the month.				

RKTH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKTH - POHANG GYEONGJU/Domestic

RKTH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	355916N 1292507E 98° / 908 m from THR 10
2	Direction and distance from city	125°, 8 km from Pohang City Hall
3	Elevation/Reference temperature	23 m / 30.9 °C
4	Geoid undulation at AD ELEV PSN	29 m
5	MAG VAR/Annual change	8° W (2020) / 0.088° Increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	KAC Korea Airports Corporation(Pohang Gyeongju Airport) 18, Ilwol-ro, Donghae-myeon, Nam-gu, Pohang-si, Gyeongsangbuk-do, 37926, Republic of Korea TEL : +82-54-289-7314 Telefax : +82-54-289-7366 AFS : RKTHZPZX
		ROKN Republic of Korea Navy(ROKN) Naval Air Command
7	Type of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKTH AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2200-1300 UTC
2	Customs and Immigration	NIL
3	Health and Sanitation	NIL
4	AIS Briefing Office	2230-1200 UTC
5	ATS Reporting Office(ARO)	2230-1200 UTC
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	HO
12	Remarks	NIL

RKTH AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	NIL
2	Fuel/oil types	JP-8, 0-128(Available by agreement with ROKN)
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	One de-icing pad (Aircraft stand NR. 4) (See Aircraft Parking/Docking Chart)
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

Change : Information of operational hours for AIS briefing office and ATS reporting office(ARO).

RKTH AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotel in Pohang city
2	Restaurants	Yes
3	Transportation	Buses, taxis, and rental cars
4	Medical facilities	Hospitals in Pohang city, 11 km
5	Bank and Post Office	NIL
6	Tourist Office	HO
7	Remarks	http://www.airport.co.kr/mbs/pohang/

RKTH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 7
2	Rescue equipment	a. 4 Chemical crash rescue & fire fighting trucks - Total capacity - Water : 17 678 L - AFFF : 3 100 L - Dry chemical : 280 kg b. 3 Supplementary water tank trucks : Total capacity 19 500 L c. 1 Rescue truck d. 1 Ambulance
3	Capability for removal of disabled aircraft	Specialized aircraft recovery equipment available for up to and including B737-800 size aircraft. 270 ton crane and other accessory equipment can be provided by airlines and agencies. Korea Airports Corporation is the co-ordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (TEL : +82-54-289-7312~7317)
4	Remarks	NIL

RKTH AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	a. ROKN* : 4 Dump trucks b. KAC** : 1 Multipurpose snow removal truck, 1 Tractor, 1 Snow Plough, 1 Thawing material spreader
2	Clearance priorities	a. RWY 10/28 b. TWY c. Apron
3	Remarks	Snow clearance information promulgated by SNOWTAM * Republic of Korea Navy(ROKN) ** Korea Airports Corporation(KAC)

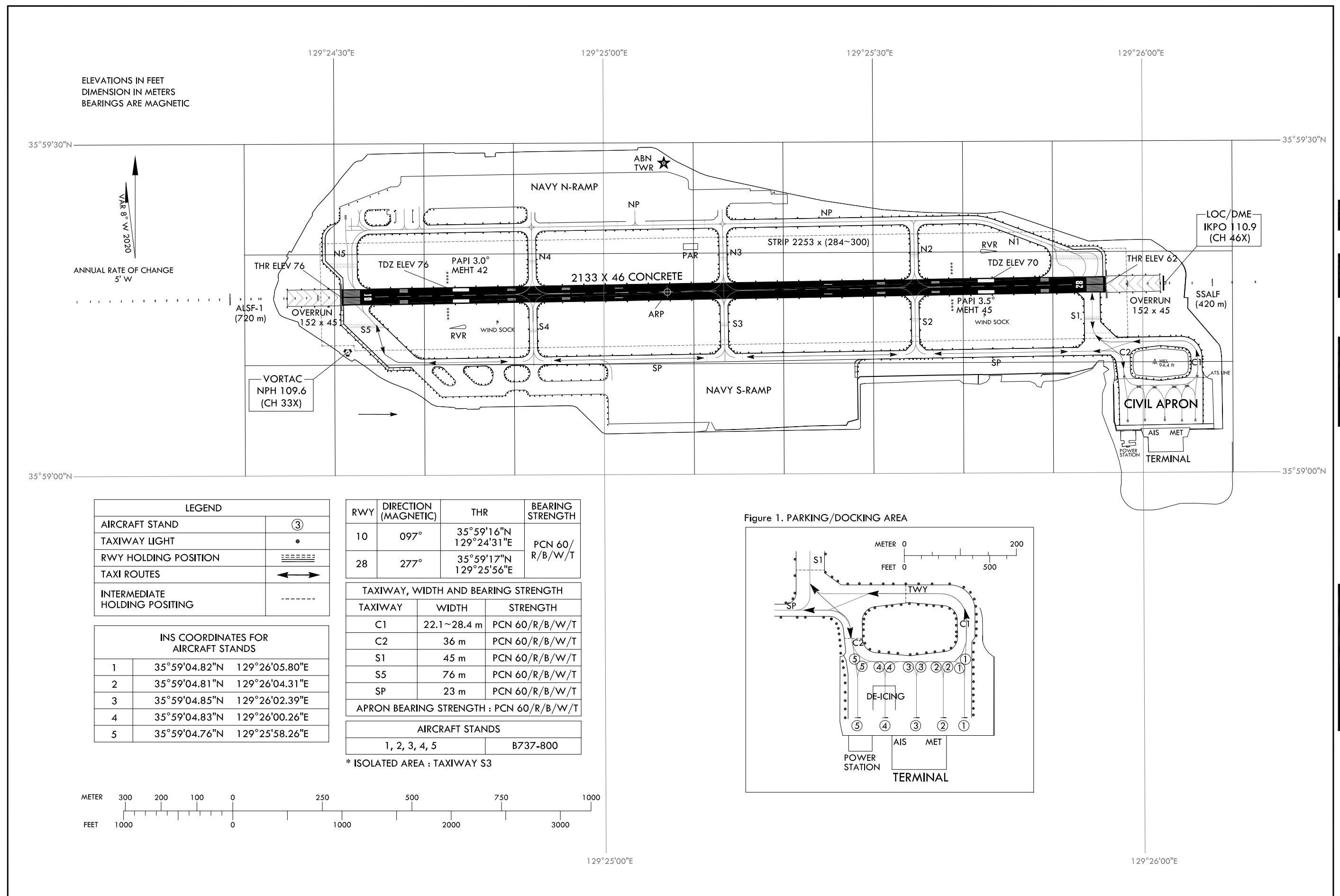
AERODROME
CHART - ICAO

35°59'16"N
129°25'07"E

ELEV 76 ft

TWR 118.05
236.6
308.5

POHANG / Pohang Gyeongju



Change : Information of green zone, markings, intermediate holding position and OBST(Tree → Hill).