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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 13/24

12 DEC 2024

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 General

- a) Information of ANNEX 2, ANNEX 10, ANNEX 19 and Withdrawal of difference of ANNEX 19.
- b) Withdrawal of RKBW.
- c) Information of digital data sets and Establishemnt of item number(6.1).
- d) Information of item numbers.

1.2 Incheon INTL Airport

- a) Information of reduced runway separation minima(RRSM).
- b) Amended phrase for reporting point F(R 076 NCN/D1 → R 076 NCN/D10).
- c) Establishment of name of SOT and SEL.
- d) Information of general information(CUN → YECHEON) and profile view(IF).

1.3 Gimpo INTL Airport

- a) Amended phrase(1 006 → 662).
- b) Information of intermediate holding position.
- c) Information of ACFT type for ACFT stands NR. 206 and 221.
- d) Establishment of name of SEL.

1.4 Jeju INTL Airport

- a) Information of lighting and marking aids for RWY 07/25, RWY 13/31.

1.5 Yangyang INTL Airport

- a) Establishment of name of KAE and Information of general information.

1.6 Muan INTL Airport

- a) Amende phrase(missed → missed).

1.7 Yeosu Airport

- a) Information of hours of service for meteorological information.

1.8 Ulsan Airport

- a) Information of operational hours for AIS briefing office, ATS reporting office, ATS and ATS communication facilities.

1.9 Pohang Gyeongju Airport

- a) Information of arrival and departure procedures for VFR traffic.

1.10 Uljin Airport

- a) Information of seasonal availability-clearing, remarks for radio navigation and landing aids.
- b) Information of ILS RDH.

1.11 Jeongseok Airport

- a) Establishment of AD 2.25 visual segment surface(VSS) penetration.

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) GEN 0.3-1(14 NOV 24) / 0.3-2(14 NOV 24) GEN 0.4-1(14 NOV 24) / 0.4-2(14 NOV 24) GEN 0.4-3(14 NOV 24) / 0.4-4(14 NOV 24) GEN 0.4-5(14 NOV 24) / 0.4-6(14 NOV 24) GEN 0.4-7(14 NOV 24) / 0.4-8(14 NOV 24) GEN 0.4-9(14 NOV 24) / 0.4-10(14 NOV 24) GEN 1.7-1(14 NOV 24) / 1.7-2(14 NOV 24) GEN 1.7-5(14 NOV 24) / 1.7-6(14 NOV 24) GEN 1.7-9(14 NOV 24) / 1.7-10(14 NOV 24) GEN 2.4-1(17 OCT 24) / 2.4-2(17 OCT 24) GEN 2.4-3(17 OCT 24) / 2.4-4(17 OCT 24) GEN 3.1-5(11 JAN 24) / 3.1-6(11 JAN 24) GEN 3.2-5(28 JUL 22) / 3.2-6(28 JUL 22) GEN 3.2-7(18 JAN 18) / 3.2-8(18 JAN 18)	VOL I, Part I - GEN (General) GEN 0.3-1 / 0.3-2 12 DEC 24 GEN 0.4-1 / 0.4-2 12 DEC 24 GEN 0.4-3 / 0.4-4 12 DEC 24 GEN 0.4-5 / 0.4-6 12 DEC 24 GEN 0.4-7 / 0.4-8 12 DEC 24 GEN 0.4-9 / 0.4-10 12 DEC 24 GEN 1.7-1 / 1.7-2 12 DEC 24 GEN 1.7-5 / 1.7-6 12 DEC 24 GEN 1.7-9 / 1.7-10 12 DEC 24 GEN 2.4-1 / 2.4-2 12 DEC 24 GEN 2.4-3 / 2.4-4 12 DEC 24 GEN 3.1-5 / 3.1-6 12 DEC 24 GEN 3.2-5 / 3.2-6 12 DEC 24 GEN 3.2-7 / 3.2-8 12 DEC 24
VOL II, Part III - AD (Aerodromes) RKSI AD 2-27-2(19 OCT 23) / 2-27-3(20 OCT 22) AD 2-41(19 SEP 24) / 2-42(22 SEP 22) AD CHART 2-29(14 NOV 24) / 2-29-1(14 NOV 24) AD CHART 2-32(14 NOV 24) / 2-32-1(14 NOV 24) AD CHART 2-36(14 NOV 24) / 2-36-1(14 NOV 24) AD CHART 2-46(14 NOV 24) / 2-46-1(14 NOV 24) AD CHART 2-66(19 SEP 24) / 2-66-1(8 FEB 24) RKSS AD 2-3(17 OCT 24) / 2-3-1(4 MAY 23) AD CHART 2-3(17 OCT 24) / 2-4(17 OCT 24) AD CHART 2-5(17 OCT 24) / 2-6(17 OCT 24) AD CHART 2-14(14 NOV 24) / 2-14-1(14 NOV 24) AD CHART 2-19(14 NOV 24) / 2-19-1(14 NOV 24) RKPC AD CHART 2-1(17 OCT 24) / 2-2(19 SEP 24) RKNY AD CHART 2-8(14 NOV 24) / 2-8-1(14 NOV 24) AD CHART 2-10(14 NOV 24) / 2-10-1(14 NOV 24) AD CHART 2-12(14 NOV 24) / 2-12-1(14 NOV 24)	VOL II, Part III - AD (Aerodromes) RKSI AD 2-27-2 / 2-27-3 12 DEC 24 AD 2-41 / 2-42 12 DEC 24 AD CHART 2-29 / 2-29-1 12 DEC 24 AD CHART 2-32 / 2-32-1 12 DEC 24 AD CHART 2-36 / 2-36-1 12 DEC 24 AD CHART 2-46 / 2-46-1 12 DEC 24 AD CHART 2-66 / 2-66-1 12 DEC 24 RKSS AD 2-3 / 2-3-1 12 DEC 24 AD CHART 2-3 / 2-4 12 DEC 24 AD CHART 2-5 / 2-6 12 DEC 24 AD CHART 2-14 / 2-14-1 12 DEC 24 AD CHART 2-19 / 2-19-1 12 DEC 24 RKPC AD CHART 2-1 / 2-2 12 DEC 24 RKNY AD CHART 2-8 / 2-8-1 12 DEC 24 AD CHART 2-10 / 2-10-1 12 DEC 24 AD CHART 2-12 / 2-12-1 12 DEC 24

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL III, Part III - AD (Aerodromes)	VOL III, Part III - AD (Aerodromes)
RKJB	RKJB
AD CHART 2-14(19 SEP 24) / 2-14-1(11 JAN 24)	AD CHART 2-14 / 2-14-1 12 DEC 24
RKJY	RKJY
AD 2-5(17 OCT 24) / 2-6(2 MAY 24)	AD 2-5 / 2-6 12 DEC 24
RKPU	RKPU
AD 2-1(4 APR 24) / AD 2-2(17 OCT 24) AD 2-5(17 OCT 24) / AD 2-6(17 OCT 24)	AD 2-1 / AD 2-2 12 DEC 24 AD 2-5 / AD 2-6 12 DEC 24
RKTH	RKTH
AD 2-13(14 FEB 19) / 2-14(2 JUN 22)	AD 2-13 / 2-14 12 DEC 24
RKTL	RKTL
AD 2-1(27 JUL 23) / 2-2(17 OCT 24) AD 2-7(22 AUG 24) / 2-8(22 AUG 24) AD CHART 2-22(19 SEP 24) / 2-22-1(11 JAN 24) AD CHART 2-23(19 SEP 24) / 2-23-1(27 JUL 23)	AD 2-1 / 2-2 12 DEC 24 AD 2-7 / 2-8 12 DEC 24 AD CHART 2-22 / 2-22-1 12 DEC 24 AD CHART 2-23 / 2-23-1 12 DEC 24
RKPD	RKPD
	AD 2-13 / 2-14 12 DEC 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	-	
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	
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	
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	
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	
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	
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	
55/24	Muan AP - 180° Turning Marking on RWY 19	AD	18 SEP 24 / 30 APR 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	
66/24	Incheon AP - Temporary Obstacles Erected	AD	14 NOV 24 / 30 NOV 25	
67/24	Incheon AP - Temporary Obstacles Erected	AD	14 NOV 24 / 31 DEC 25	
68/24	Gimpo AP - Temporary Obstacles Erected	AD	13 NOV 24 / 10 FEB 26	
73/24	Incheon AP, Gimpo AP - Trial Operation of Re-categorization(RECAT) Wake Turbulence Separation Minima within Seoul TMA	AD	14 DEC 24 / 15 DEC 25	
74/24	Incheon AP - Incheon INTL Airport A-CDM Trial Operation for Phase 2	AD	29 JUN 22 / 30 APR 25	
75/24	Incheon AP - Temporary Obstacles Erected	AD	12 DEC 24 / 31 OCT 25	
76/24	Gimpo AP - Temporary Obstacles Erected	AD	11 DEC 24 / 31 JAN 26	
77/24	Muan AP - Unserviceability of Muan Radar	AD	16 MAR 24 / 30 JUN 25	
78/24	Muan AP - Temporary Security Fence and Temporary Obstacles Erected	AD	11 DEC 24 / 30 APR 25	
79/24	Yeosu AP - Unserviceability of Yeosu Radar	AD	14 JUL 24 / 30 JUN 25	
80/24	Ulsan AP - Temporary Obstacles Erected	AD	17 NOV 24 / 31 JAN 26	

2. Current AIRAC AIP Supplement

NR/Year	Subject	AIP Section(s) affected	Period of validity (From/To)	Cancellation record
2/23	ENR - Y722 Traffic Dispersion Operation	ENR	22 MAR 23 / PERM	
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	
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	
59/24	Muan AP - RWY 19 Threshold Displaced by 300 m	AD	30 OCT 24 / 30 APR 25	superseded by 72/24
60/24	Muan AP - Change of RWY 01/19 Declared Distance	AD	30 OCT 24 / 30 APR 25	superseded by 71/24
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	
69/24	Incheon AP - RWY 15L/33R and TWYs Closed due to Construction	AD	15 JAN 25 / 10 JUL 25	
70/24	Gimpo AP - Operational Restrictions	AD	25 DEC 24 / 22 JAN 25	
71/24	Muan AP - Change of RWY 01/19 Declared Distance	AD	30 OCT 24 / 30 APR 25	
72/24	Muan AP - RWY 19 Threshold Displaced by 300 m	AD	30 OCT 24 / 30 APR 25	
81/24	Gimpo AP - Operational Restrictions	AD	22 JAN 25 / 14 MAY 25	

GEN 0.4 CHECKLIST OF AIP PAGES

Page	Date	Page	Date	Page	Date	Page	Date
GEN		GEN		GEN		GEN	
PART 1 - GENERAL(GEN)		GEN 1		GEN 2		GEN 3	
GEN 0		1.1 - 1	28 JUL 22	2.1 - 1	11 JAN 24	3.1 - 1	4 APR 24
0.1 - 1	4 APR 24	1.1 - 2	28 JUL 22	2.1 - 2	11 JAN 24	3.1 - 2	4 APR 24
0.1 - 2	4 APR 24	1.2 - 1	28 JUL 22	2.2 - 1	16 NOV 23	3.1 - 3	1 MAY 14
0.1 - 3	11 JAN 24	1.2 - 2	28 JUL 22	2.2 - 2	16 NOV 23	3.1 - 4	WEF 1 JAN 20
0.1 - 4	11 JAN 24	1.2 - 3	12 JAN 23	2.2 - 3	1 AUG 19	3.1 - 5	12 DEC 24
0.1 - 5	23 NOV 17	1.2 - 4	12 JAN 23	2.2 - 4	1 AUG 19	3.1 - 6	12 DEC 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	12 DEC 24	1.3 - 2	1 MAY 14	2.2 - 8	21 OCT 21	3.2 - 4	9 MAR 23
0.3 - 2	12 DEC 24	1.4 - 1	4 JUL 19	2.2 - 9	16 NOV 23	3.2 - 5	12 DEC 24
0.4 - 1	12 DEC 24	1.4 - 2	4 JUL 19	2.2 - 10	16 NOV 23	3.2 - 6	12 DEC 24
0.4 - 2	12 DEC 24	1.4 - 3	4 JUL 19	2.2 - 11	17 OCT 24	3.2 - 7	12 DEC 24
0.4 - 3	12 DEC 24	1.4 - 4	4 JUL 19	2.2 - 12	17 OCT 24	3.2 - 8	12 DEC 24
0.4 - 4	12 DEC 24	1.5 - 1	13 APR 17	2.2 - 13	21 OCT 21	3.3 - 1	4 APR 24
0.4 - 5	12 DEC 24	1.5 - 2	13 APR 17	2.2 - 14	21 OCT 21	3.3 - 2	4 APR 24
0.4 - 6	12 DEC 24	1.5 - 3	13 APR 17	2.2 - 15	22 JAN 15	3.3 - 3	27 SEP 18
0.4 - 7	12 DEC 24	1.5 - 4	13 APR 17	2.2 - 16	22 JAN 15	3.3 - 4	27 SEP 18
0.4 - 8	12 DEC 24	1.5 - 5	1 MAY 14	2.2 - 17	9 MAR 23	3.3 - 5	29 JUN 23
0.4 - 9	12 DEC 24	1.5 - 6	1 MAY 14	2.2 - 18	9 MAR 23	3.3 - 6	29 JUN 23
0.4 - 10	12 DEC 24	1.5 - 7	13 APR 17	2.3 - 1	1 MAY 14	3.4 - 1	28 JUL 22
0.5 - 1	11 MAY 17	1.5 - 8	13 APR 17	2.3 - 2	1 MAY 14	3.4 - 2	28 JUL 22
0.5 - 2	11 MAY 17	1.5 - 9	13 APR 17	2.3 - 3	13 JAN 22	3.4 - 3	WEF 25 DEC 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	12 DEC 24	3.6 - 3	8 FEB 24
		1.5 - 20	28 JUL 22	2.4 - 2	12 DEC 24	3.6 - 4	8 FEB 24
		1.5 - 21	28 JUL 22	2.4 - 3	12 DEC 24		
		1.5 - 22	28 JUL 22	2.4 - 4	12 DEC 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	12 DEC 24	2.7 - 5	11 JAN 24	4.1 - 6	11 APR 19
		1.7 - 2	12 DEC 24	2.7 - 6	11 JAN 24	4.1 - 7	11 JAN 24
		1.7 - 3	14 NOV 24			4.1 - 8	11 JAN 24
		1.7 - 4	14 NOV 24			4.1 - 9	11 JAN 24
		1.7 - 5	12 DEC 24			4.1 - 10	11 JAN 24
		1.7 - 6	12 DEC 24			4.1 - 11	22 OCT 20
		1.7 - 7	14 NOV 24			4.1 - 12	22 OCT 20
		1.7 - 8	14 NOV 24			4.2 - 1	28 JUL 22
		1.7 - 9	12 DEC 24			4.2 - 2	28 JUL 22
		1.7 - 10	12 DEC 24				

Page	Date	Page	Date	Page	Date	Page	Date
ENR		ENR		ENR		ENR	
PART 2 - ENROUTE(ENR)							
ENR 0		1.6 - 1	WEF 21 FEB 24	2.1 - 14-1	WEF 29 NOV 23	ENR 4	
0.6 - 1	22 AUG 24	1.6 - 2	WEF 21 FEB 24	2.1 - 14-2	12 JAN 23	4.1 - 1	WEF 12 JUN 24
0.6 - 2	22 AUG 24	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	14 NOV 24
		1.7 - 1	28 JUL 22	2.1 - 17	WEF 20 MAR 24	4.1 - 4	14 NOV 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	14 NOV 24	1.8 - 2	1 MAY 14	2.2 - 2	27 SEP 18	4.3 - 1	WEF 24 JAN 24
1.1 - 2	14 NOV 24	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	ENR 3		4.4 - 5	WEF 20 MAR 24
1.2 - 6	WEF 28 DEC 22	1.9 - 7	27 JUN 24	3.1 - 1	22 AUG 24	4.4 - 6	WEF 20 MAR 24
1.2 - 7	WEF 28 DEC 22	1.9 - 8	27 JUN 24	3.1 - 2	22 AUG 24	4.4 - 7	WEF 20 MAR 24
1.2 - 8	WEF 28 DEC 22	1.9 - 9	27 JUN 24	3.1 - 3	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 - 4	WEF 12 JUN 24	4.4 - 9	WEF 7 AUG 24
1.2 - 10	WEF 28 DEC 22	1.9 - 11	25 AUG 22	3.1 - 5	25 JUL 24	4.4 - 10	WEF 1 NOV 23
1.2 - 11	WEF 28 DEC 22	1.9 - 12	25 AUG 22	3.1 - 6	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 - 7	14 DEC 23	4.4 - 12	WEF 1 NOV 23
1.2 - 13	WEF 28 DEC 22	1.9 - 14	WEF 30 NOV 22	3.1 - 8	WEF 12 JUN 24	4.4 - 13	14 DEC 23
1.2 - 14	WEF 28 DEC 22	1.9 - 15	WEF 30 NOV 22	3.1 - 9	20 DEC 18	4.4 - 14	14 DEC 23
1.2 - 15	WEF 28 DEC 22	1.9 - 16	WEF 30 NOV 22	3.1 - 10	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 - 11	WEF 12 JUN 24	4.4 - 16	WEF 1 NOV 23
1.2 - 17	WEF 28 DEC 22	1.9 - 18	WEF 30 NOV 22	3.1 - 12	WEF 29 NOV 23	4.4 - 17	WEF 15 MAY 24
1.2 - 18	WEF 28 DEC 22	1.10 - 1	29 JUN 23	3.1 - 13	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 - 14	WEF 29 NOV 23	4.4 - 19	WEF 1 NOV 23
1.2 - 20	WEF 28 DEC 22	1.11 - 1	29 JUN 23	3.2 - 1	22 AUG 24	4.4 - 20	WEF 1 NOV 23
1.2 - 21	WEF 28 DEC 22	1.11 - 2	29 JUN 23	3.2 - 2	22 AUG 24	4.4 - 21	WEF 1 NOV 23
1.2 - 22	WEF 28 DEC 22	1.12 - 1	1 MAY 14	3.2 - 3	22 AUG 24	4.4 - 22	WEF 1 NOV 23
1.2 - 23	4 MAY 23	1.12 - 2	1 MAY 14	3.2 - 4	22 AUG 24	4.4 - 23	WEF 1 NOV 23
1.2 - 24	WEF 28 DEC 22	1.12 - 3	1 MAY 14	3.2 - 5	22 AUG 24	4.4 - 24	WEF 24 JAN 24
1.2 - 25	WEF 28 DEC 22	1.12 - 4	1 MAY 14	3.2 - 6	22 AUG 24	4.4 - 25	14 DEC 23
1.2 - 26	WEF 28 DEC 22	1.13 - 1	1 MAY 14	3.2 - 7	22 AUG 24	4.4 - 26	14 DEC 23
1.2 - 27	WEF 28 DEC 22	1.13 - 2	1 MAY 14	3.2 - 8	22 AUG 24	4.4 - 27	WEF 1 NOV 23
1.2 - 28	WEF 28 DEC 22	1.14 - 1	9 MAR 23	3.2 - 9	22 AUG 24	4.4 - 28	WEF 30 OCT 24
1.2 - 29	WEF 28 DEC 22	1.14 - 2	9 MAR 23	3.2 - 10	22 AUG 24	4.4 - 29	14 DEC 23
1.2 - 30	WEF 28 DEC 22	1.14 - 3	1 MAY 14	3.2 - 11	22 AUG 24	4.4 - 30	14 DEC 23
1.2 - 31	WEF 28 DEC 22	1.14 - 4	1 MAY 14	3.2 - 12	22 AUG 24	4.4 - 31	WEF 27 DEC 23
1.2 - 32	WEF 28 DEC 22	1.14 - 5	1 MAY 14	3.2 - 13	22 AUG 24	4.4 - 32	WEF 1 NOV 23
1.2 - 33	WEF 28 DEC 22	1.14 - 6	1 MAY 14	3.2 - 14	22 AUG 24	4.5 - 1	1 MAY 14
1.3 - 1	WEF 6 DEC 17			3.2 - 15	22 AUG 24	4.5 - 2	1 MAY 14
1.3 - 2	1 MAY 14			3.2 - 16	22 AUG 24		
1.4 - 1	30 JUL 20	ENR 2		3.2 - 17	22 AUG 24		
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**GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES
AND PROCEDURES**

1. ANNEX 1 Personnel Licensing(14th Edition, Amendment 179)

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

2. ANNEX 2 Rules of the Air(11th Edition, Amendment 48)

Reference	차이점	Difference
NIL		

3. ANNEX 3 Meteorological Service for International Air Navigation (20th Edition, Amendment 81)

Reference	차이점	Difference
PART I		
Chapter 2		
2.1.5	대한민국은 관련 법률과 규정에서 정한 항공기상업무 종사자의 자격요건을 따름.	Republic of Korea follows the requirement of aeronautical meteorological personnel stipulated in related Act and Regulation.
2.2.10	대한민국은 2028년부터 항공정보종합관리망(SWIM)을 통한 기상정보 제공이 가능함.	From 2028, the Republic of Korea can provide the meteorological information through System-Wide Information Management(SWIM).
Chapter 5		
5.3.1	대한민국은 자동 정규 항공기관측을 실시하지 않음.	Republic of Korea does not implement automated routine aircraft observations.
5.3.2	대한민국은 지역항공항행협정에 지정된 연안 구조물이 없으며, 헬리콥터에 의한 정규관측을 실시하지 않음.	Republic of Korea does not have offshore structures designated in regional air navigation agreement and does not implement routine observations by helicopters.
5.3.3	대한민국은 정규 관측을 위한 항공기가 지정되어 있지 않음.	Republic of Korea does not have a designated aircraft for routine observations.
5.3.4	대한민국은 정규 관측을 위한 항공기가 지정되어 있지 않음.	Republic of Korea does not have a designated aircraft for routine observations.
Chapter 6		
6.5.2	대한민국은 GAMET 공역예보를 발표하지 않음.	Republic of Korea does not issue GAMET area forecast.
Chapter 9		
9.1.3	대한민국은 GAMET 공역예보를 제공하지 않음.	Republic of Korea does not provide GAMET area forecast.
PART II		
Appendix 3		
2.1.3	대한민국은 2025년부터 IWXXM GML 형식의 METAR 및 SPECI 전파가 가능함.	From 2025, the Republic of Korea can disseminate METAR and SPECI in IWXXM GML form.
Appendix 5		
1.1.2	대한민국은 2025년부터 IWXXM GML 형식의 TAF 전파가 가능함.	From 2025, the Republic of Korea can disseminate TAF in IWXXM GML form.
Appendix 6		
1.1.6	대한민국은 2025년부터 IWXXM GML 형식의 SIGMET 전파가 가능함.	From 2025, the Republic of Korea can disseminate SIGMET in IWXXM GML form.
2.1.6	대한민국은 2025년부터 IWXXM GML 형식의 AIRMET 전파가 가능함.	From 2025, the Republic of Korea can disseminate AIRMET in IWXXM GML form.

4. ANNEX 4 Aeronautical Charts (11th Edition, Amendment 62)

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

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

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

9. ANNEX 9 Facilitation (12th Edition, Amendment 20)

Reference	차이점	Difference
Chapter 2		
2.10	출입국관리국과 세관 당국에 의해 항공기입출국보고서(GD)의 제출이 요구되며, 부록1 규정과 일부 상이. 당분간 동 요건은 삭제 불가함.	Presentation of General Declaration is required by the Immigration and Customs authorities, and the format of the General Declaration slightly differs from Appendix 1. For the present, it is not possible to eliminate this requirement.
2.12	운영상 사유로 여객명부(PM)의 제출이 요구됨. PM서식은 부록2와 약간 상이.	Presentation of a Passenger Manifest is required for operational reasons. The format of the Passenger Manifest is slightly different from Appendix 2.
2.14	세관당국은 기내 탑재된 비품에 대한 서면보고 의무화.	A written Customs Declaration of stores remaining on board aircraft is required.
Chapter 3		
3.21*	거류 외국인인 1년 이상 외국 체류시 재입국사증이 필요.	Re-entry visas are required for resident aliens who stay out of the Republic of Korea for more than one year.
3.23*	필요한 경우에 한하여 인터뷰를 위한 출석 요구.	In case of need, Applicant for issuance of entrance visa should attend the immigration office for the interview.
3.24	단수사증의 유효기간은 발급일로부터 3월임.	A single visa for only one-time entry into the Republic of Korea is valid for 3 months from the issuing date.
3.26*	출입국신고서 제출이 요청됨.	Presentation of the Embarkation/Disembarkation(E/D) cards are required.
3.27	출입국신고서 제출 시 주소와 직업 등 부가사항을 작성하여야 함.	Additional information including address and occupation must be written on the Embarkation/Disembarkation cards.
3.29	출입국신고서는 항공기운용자의 부담으로 제공.	E/D cards are provided by operator at its expense.
3.34	일시방문객의 출국시 수입통관증명서가 요구됨.	Income-tax clearance certificates are required when visitors depart.
3.57*	국내 두 곳 이상의 공항 입항 시 공항별 입국절차 수행.	A passenger who arrives on an international flight, making two or more stops at international airports within the territory of the Republic of Korea, is required to be cleared through border control formalities at each airport.
3.62	위탁수하물에 대한 운송처리를 잘못하여 다른 항공기로 운송하여야 할 경우에는 별도의 보안조치를 한 후에 탑재할 수 있음.	Baggage can be transported to/by another aircraft, after completing separate security steps.
Chapter 4		
4.20	국내 관세법상 부가서류 필요.	Under Article 245 (Document to be submitted at Time of Declaration) of Custom Act, additional documents are required for export clearance.
4.32*	오류의 반복방지를 위해 행정제재 가능.	Customs "may impose a administrative to discourse repetition of errors".
Chapter 6		
6.25	항공기 급유시 여객은 휴대물품을 가지고 내리도록 하고 있음.	When the aircraft refueling, passengers carry down their baggage with them.

10. ANNEX 10 Aeronautical Telecommunications

Reference	차이점	Difference
	Volume I (8th Edition, Amendment 93) : NIL Volume II (7th Edition, Amendment 93) : NIL Volume III (2th Edition, Amendment 92) : NIL Volume IV (5th Edition, Amendment 92) : NIL Volume V (3th Edition, Amendment 90) : NIL	

11. ANNEX 11 Air Traffic Services (15th Edition, Amendment 53)

Reference	차이점	Difference
	NIL	

12. ANNEX 12 Search and Rescue (9th Edition, Amendment 19)

Reference	차이점	Difference
Chapter 2		
2.2.1.1	대한민국은 해양 수색구조구역(SRR)이 FIR보다 넓음.	The Search and Rescue Region (SRR) is larger than the Flight Information Region (FIR) in the Republic of Korea.

13. ANNEX 13 Aircraft Accident and Incident Investigation (10th Edition, Amendment 14)

Reference	차이점	Difference
	NIL	

14. ANNEX 14 Aerodromes

Reference	차이점	Difference
Volume I - Aerodrome Design and Operations (6th Edition, Amendment 11B)		
Chapter 1		
1.0.1	대한민국은 "Aerodrome Certificate"의 용어를 공항운영 증명서(Airport Operating Certificate)로 정의함.	The Republic of Korea defines "Aerodrome Certificate" in ICAO Annex 14 as "Airport Operating Certificate". * Airport Operating Certificate means a certificate, issued by Ministry of Land, Infrastructure and Transport.
1.4.2	대한민국은 국제 운항을 하는 공항에 공항운영증명을 하며 공공용비행장의 경우 필요한 경우 공항운영증명을 하도록 규정함.	The Republic of Korea certifies airports used for international operations mandatorily and the certification will be expanded to other airports open to public use.
Chapter 3 (Physical Characteristics)		
3.4.10	대한민국은 활주로, 활주로 갓길 및 정지로 표면과 연결되는 착륙대 표면의 높이 차이를 7.5 cm 이하로 허용함.	The Republic of Korea allows the height of at or less than 7.5 cm height from the surface of the runway, shoulder or stopway to the surface of the portion of a strip that abuts a runway, shoulder or stopway.
3.5.9	대한민국은 이륙상승표면 대신 진입표면을 적용함.	The Republic of Korea applies the approach surfaces instead of the take-off climb surfaces.
3.11.5	대한민국은 유도로 또는 유도로 갓길 표면과 연결되는 유도로대 표면의 높이 차이를 7.5 cm 이하로 허용함.	The Republic of Korea allows the height of at or less than 7.5 cm height from the surface of the taxiway or shoulder to the surface of the portion of a strip that abuts a taxiway or shoulder.
3.12.9	대한민국은 이륙상승표면 대신 진입표면을 적용함.	The Republic of Korea applies the approach surfaces instead of the take-off climb surfaces.

19. ANNEX 19 Safety Management (2nd Edition, Amendment 1)

Reference	차이점	Difference
NIL		

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

Reference	차이점	Difference
NIL		

21. PANS-OPS DOC 8168 Aircraft Operations

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

22. PANS-AIM DOC 10066 Aeronautical Information Management(1st Edition, Amendment 3)

Reference	차이점	Difference
NIL		

23. PANS-IM DOC 10199 Information Management(1st Edition)

Reference	차이점	Difference
Implementation in progress		

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

Reference	차이점	Difference
NIL		



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GEN 2.4 LOCATION INDICATORS

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.

* 항공고정통신망 주소가 배정되지 않은 지명부호

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)	RKTJ*
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
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	RKUY*
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	RKRI*
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*
천안(단국대)	RKDH*

[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]

[illegible]

[illegible]

항공정보회람은 연도별 일련번호체계를 사용하여 일련번호를 부여한다. 항공정보회람 일련번호의 일부를 구성하는 연도는 두 자리 숫자로 표기된다.
예 : AIC 1/10. 현재 유효한 항공정보회람에 대한 대조표는 연 1회 항공정보회람으로 발행된다.

3.7 유효 항공고시보 대조표 및 목록

유효 항공고시보 대조표는 항공고정통신망을 통하여 매월 발행된다. 유효 항공고시보 목록은 항공정보통합관리(AIM) 웹사이트(<http://aim.koca.go.kr/xNotam/>)에서 확인 가능하다. 유효항공고시보 목록에는 유효한 항공고시보에 대한 평문(영어) 설명과 항공정보간행물 수정판, AIRAC 항공정보간행물 수정판, 항공정보간행물 보충판의 최근 발행번호와 AIRAC으로 발행되어 발효될 발간물의 발행번호가 포함된다. 다만 AIRAC 발효사항이 없을 경우 AIRAC 발효사항 없음(NIL AIRAC)이라는 문구가 포함된다.

3.8 발간물의 판매

발간물은 항공교통본부에서 판매하며 구매가격은 항공정보회람으로 발간된다.

전화 : 053-668-0284
팩스 : 053-668-0277
전자우편 : aisd@korea.kr

4. AIRAC 체제

4.1 항공정보간행물, 지도 등의 수정을 필요로 하는 운영상 중요한 변경사항을 조정 및 관리하기 위하여 해당 변경사항은 가능한 한 AIRAC 체제에 따라 미리 결정된 일자에 발행된다. 이와 같은 정보는 AIRAC 항공정보간행물 수정판 또는 AIRAC 항공정보간행물 보충판으로 발간된다.

4.2 아래의 표는 연도별 AIRAC 발효일자를 수록하고 있다. AIRAC 정보는 발효일자로부터 최소 28일전에 수신자에게 도착될 수 있도록 발효일자 42일전에 발행된다. AIRAC 절차에 따라 항공정보가 발행될 경우 발행내용에 대한 간략한 설명, 발효일자 및 수정판/보충판 참조번호를 수록한 Trigger 항공고시보가 발행된다. 이와 같은 항공고시보는 수정판 또는 보충판의 발효일자와 동일한 일자에 발효되며 비행정보게시판에 14일 동안 유효한 상태로 게시된다.

4.3 AIRAC 발효일자에 발행될 정보가 제출되지 않을 경우, 해당 AIRAC 발효일자로부터 AIRAC 1주기(28일)전에 발효사항 없음에 대한 통보가 항공고시보로 발행된다.

AIC is numbered consecutively on a calendar year basis. The year, indicated by two digit, is a part of the serial number of the AIC, e.g. AIC 1/10. A checklist of AIC currently in force is issued as an AIC once a year.

3.7 Checklist and list of valid NOTAM

A checklist of valid NOTAM is issued monthly via the AFS. A list of valid NOTAM will be posted on the Aeronautical Information Management(AIM) website (<http://aim.koca.go.kr/xNotam/>). It contains a plain language (in English) presentation of the valid NOTAM and information about the number of the latest issued AIP AMDT, AIRAC AIP AMDT, AIP SUP and AIC as well as the numbers of the elements issued under the AIRAC that will become effective or, if none, the NIL AIRAC notification.

3.8 Sale of publications

The said publications can be obtained from Air Traffic Management Office and purchase prices are published in AIC.

TEL : +82-53-668-0284
FAX : +82-53-668-0277
E-mail : aisd@korea.kr

4. AIRAC System

4.1 In order to control and regulate the operationally significant changes requiring amendments to AIP, charts, etc., such changes, whenever possible, will be issued on predetermined dates according to the AIRAC System. This type of information will be published as an AIRAC AIP AMDT or an AIRAC AIP SUP.

4.2 The table below indicates AIRAC effective dates for the coming years. AIRAC information will be issued 42 days before the effective date so as to reach recipients at least 28 days in advance of the AIRAC effective date. When an aeronautical information is issued in accordance with AIRAC procedures, Trigger NOTAM will be issued giving a brief description of the contents, the effective date and the reference number to the amendment or supplement. This NOTAM will come into force on the same effective date as the amendment or supplement and remain valid in the pre-flight information bulletin for a period of 14 days.

4.3 If no information was submitted for publication at the AIRAC date, a NIL notification will be issued by NOTAM not later than one AIRAC cycle(28 days) before the AIRAC effective date concerned.

AIRAC 발효일자 목록(2024~2029)

Schedule of AIRAC effective dates(2024~2029)

2024			2025			2026		
25 January			23 January			22 January		
22 February			20 February			19 February		
21 March			20 March			19 March		
18 April			17 April			16 April		
16 May			15 May			14 May		
13 June			12 June			11 June		
11 July			10 July			09 July		
08 August			07 August			06 August		
05 September			04 September			03 September		
03 October			02 October			01 October		
31 October			30 October			29 October		
28 November			27 November			26 November		
26 December			25 December			24 December		
2027			2028			2029		
21 January			20 January			18 January		
18 February			17 February			15 February		
18 March			16 March			15 March		
15 April			13 April			12 April		
13 May			11 May			10 May		
10 June			08 June			07 June		
08 July			06 July			05 July		
05 August			03 August			02 August		
02 September			31 August			30 August		
30 September			28 September			27 September		
28 October			26 October			25 October		
25 November			23 November			22 November		
23 December			21 December			20 December		

* 지역 내 조화를 위하여 AIRAC 정보가 발효되는 시간으로 AIRAC 일자 하루 전일의 1600 UTC가 사용된다.
* For the purpose of regional harmonization, 1600 UTC on the day before the AIRAC dates is used to indicate the time when the AIRAC-based information will become effective.

5. 비행장 비행전 정보업무

일별 비행전정보게시는 공항 항공정보실에서 이용가능하다. 비행전정보게시 형태의 비행전 정보는 공항 항공정보실내에 설치된 컴퓨터 단말기 또는 웹사이트 (<https://aim.koca.go.kr> 또는 <http://ubikais.fois.go.kr>)를 통하여 획득할 수 있다.

6. 디지털 데이터 세트

추후 개발예정

5. Pre-flight information service at aerodromes

Daily Pre-flight Information Bulletins (PIB) is available at the aerodrome AIS units. At aerodrome AIS units, pre-flight information in the form of PIB may be obtained at computer terminals in the aerodrome AIS unit or website (<https://aim.koca.go.kr> or <http://ubikais.fois.go.kr>).

6. Digital data sets

To be developed



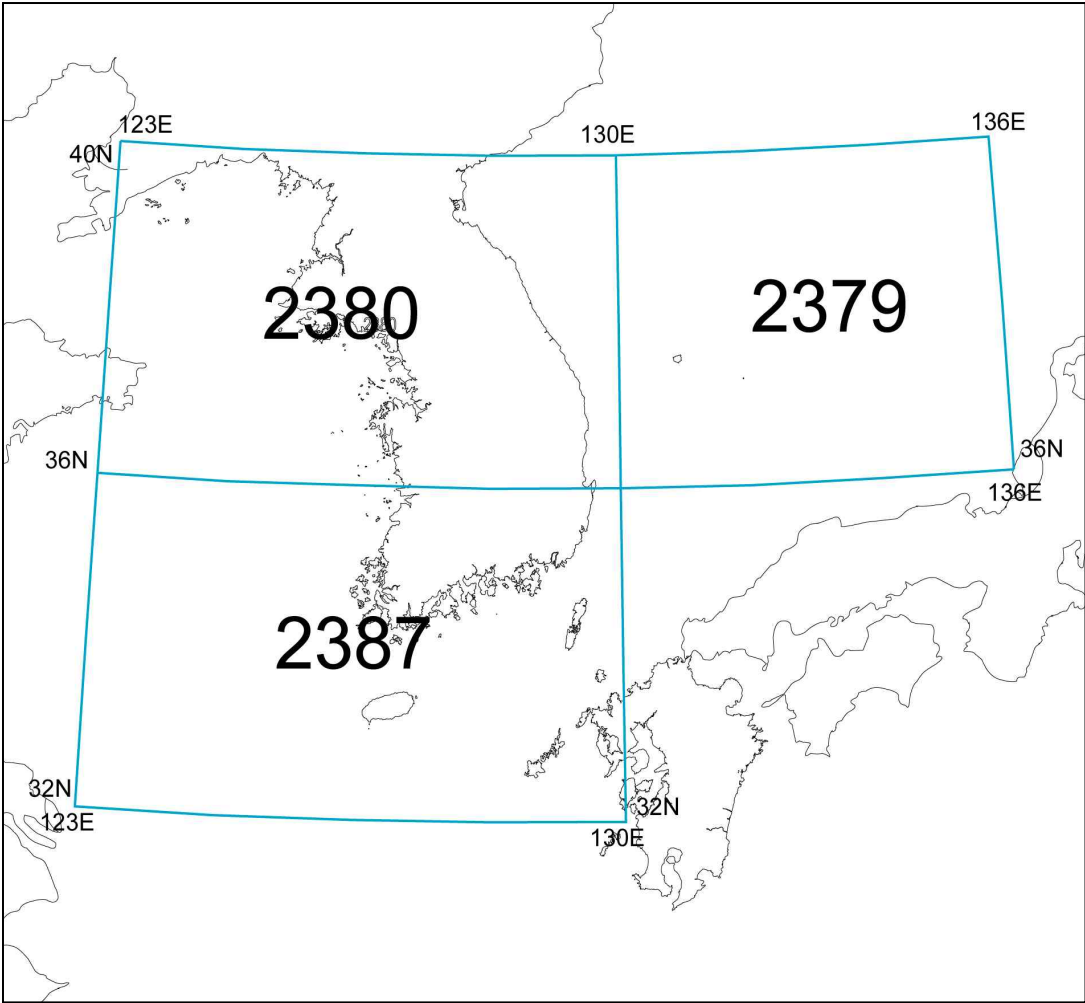
종류 Title of Chart Series	축적 Scale	지도종류 및 도엽번호 Name and/or Number	수정일자 Date	비고 Remarks
계기접근도 Instrument Approach Chart - ICAO		Incheon INTL Airport Gimpo INTL Airport Jeju INTL Airport Gimhae INTL Airport Cheongju INTL Airport Yangyang INTL Airport Muan INTL Airport Daegu INTL Airport Gwangju DOM Airport Gunsan DOM Airport Yeosu DOM Airport Wonju DOM Airport Sacheon DOM Airport Ulsan DOM Airport Seoul DOM Airport Pohang Gyeongju DOM Airport Ulsan Airport Jeongseok Airport	REF to AIP page	In AIP
시계접근도 Visual Approach Chart - ICAO		Incheon INTL Airport Gimpo INTL Airport Jeju INTL Airport Gimhae INTL Airport Cheongju INTL Airport Yangyang INTL Airport Muan INTL Airport Daegu INTL Airport Gwangju DOM Airport Yeosu DOM Airport Ulsan DOM Airport Ulsan Airport	REF to AIP page	In AIP
비행장도 Aerodrome Chart - ICAO		Incheon INTL Airport Gimpo INTL Airport Jeju INTL Airport Gimhae INTL Airport Cheongju INTL Airport Yangyang INTL Airport Muan INTL Airport Daegu INTL Airport Gwangju DOM Airport Gunsan DOM Airport Yeosu DOM Airport Wonju DOM Airport Sacheon DOM Airport Ulsan DOM Airport Seoul DOM Airport Pohang Gyeongju DOM Airport Ulsan Airport Jeongseok Airport	REF to AIP page	In AIP
비행장지상이동도 Aerodrome Ground Movement Chart - ICAO		Incheon INTL Airport Gimpo INTL Airport Jeju INTL Airport Gimhae INTL Airport Cheongju INTL Airport Yangyang INTL Airport Muan INTL Airport Daegu INTL Airport Gwangju DOM Airport	REF to AIP page	In AIP
항공기주기/접현도 Aircraft Parking/Docking Chart - ICAO		Incheon INTL Airport Gimpo INTL Airport Jeju INTL Airport Gimhae INTL Airport Cheongju INTL Airport Yangyang INTL Airport Muan INTL Airport Daegu INTL Airport Gwangju DOM Airport Yeosu DOM Airport Wonju DOM Airport Sacheon DOM Airport Ulsan Airport	REF to AIP page	In AIP

종류 Title of Chart Series	축적 Scale	지도종류 및 도엽번호 Name and/or Number	수정일자 Date	비고 Remarks
ATC 감시 최저고도도 ATC Surveillance Minimum Altitude Chart - ICAO		Incheon INTL Airport Gimpo INTL Airport Jeju INTL Airport Gimhae INTL Airport Cheongju INTL Airport Yangyang INTL Airport Muan INTL Airport Daegu INTL Airport Gwangju DOM Airport Yeosu DOM Airport Sacheon DOM Aiport Pohang Gyeongju DOM Airport	REF to AIP page	In AIP

6. 세계항공도 - ICAO (1:1000000)

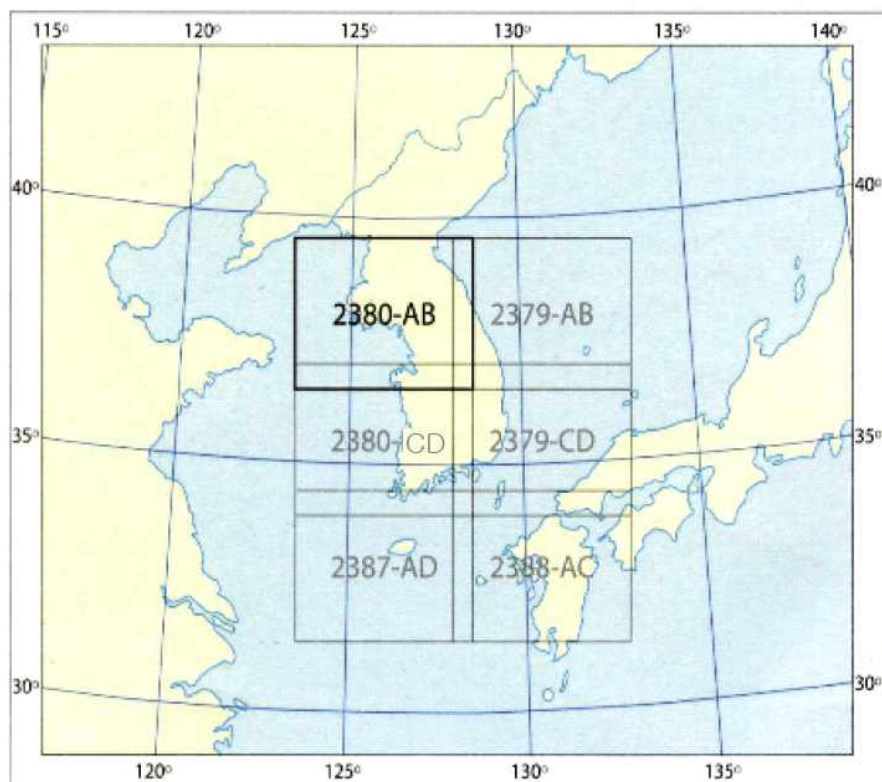
6.1 세계항공도 - ICAO (1:1000000)
6. World Aeronautical Chart - ICAO (1:1000000)

6.1 World Aeronautical Chart - ICAO (1:1000000)



6.2 항공도 - ICAO (1:500000)

6.2 Aeronautical Chart - ICAO (1:500000)



7. 지형도

7. Topographical Chart

7.1 지형도를 제공하는 업무기관은 아래와 같다.

7.1 Topographical Chart is provided by as following organization.

7.2 제공기관 : 국토교통부 국토지리정보원

7.2 National Geographic Information Institute, Ministry of Land Infrastructure and Transport

주소 : (우) 16517 경기도 수원시 영통구
월드컵로 92 (원천동)
전화 : 031-210-2600
팩스 : 031-210-2644
website : <http://ngii.go.kr>

Address : Worldcup-ro 92, Yeongtong-gu Suwon-si,
Gyeonggi-do 16517 Republic of Korea
Tel : 82-31-210-2600
Fax : 82-31-210-2644
Website : <http://ngii.go.kr>

8. Corrections to Charts not contained in the AIP

Charts	Location	Corrections

Change : Information of item number.

Deicing Apron	302	○	○
	303	○	○
	304	○	○
	309	○	○
	310	○	○
	311	○	○
	551	○	○
	552	○	○
	557	○	○
	823	○	○
	825	-	○
	831	○	○
	841	-	○
	842	○	○
	851	-	○
	852	○	○
Maintenance Apron	701	○	○
	704	○	○
	705	○	○
	709	○	○
	710	○	○

12. Transfer of control between aprons

12.1 Transfer of control point in apron 1, 2 and 3

Aircraft taxiing from apron 1 to apron 2(or from apron 2 to apron 1), or from apron 2 to apron 3(or from apron 3 to apron 2) will change the frequency when approaching the transfer of control point below.

Apron	Position	TCP (Transfer of Control Point)
Apron 1 ↔ Apron 2	Gate 103	1T
	Gate 130	2T
Apron 2 ↔ Apron 3	between ACFT stands NR. 341 & 361	3T
	between ACFT stands NR. 353 & 376	4T

Refer to RKSİ AD CHART 2-1, 2-3, 2-6, 2-7, 2-8, 2-9 for the position in detail.

13. Reduced Runway Separation Minima(RRSM)

Reduced Runway Separation Minima(RRSM) will be applied between a departing aircraft and a succeeding landing aircraft or between two successive landing aircraft.

a. RRSM will be applied when the following conditions exist :

- (1) Visibility of at least 5 km and ceiling not lower than 1 000 ft;
- (2) During the hours of daylight from 30 minutes after local sunrise to 30 minutes before local sunset;
- (3) No unfavorable surface wind conditions
(including turbulence, wind shear, or significant tailwind(greater than 5 knots), etc);
- (4) The braking action shall not be adversely affected by runway contaminants;
- (5) The second aircraft will be able to see the first aircraft clearly and continuously until it is clear of runway.

b. Landing clearance may be issued to an arriving aircraft while the runway is still occupied provided that there is reasonable assurance that the following separation distance will exist when the arriving aircraft crosses the runway threshold. :

(1) Landing following Landing

Preceding aircraft has landed and has passed at least 2 400 m from the threshold of the landing runway, is in motion and will vacate the runway without backtracking;

(2) Landing following Departure

Preceding aircraft is/will be airborne and has passed at least 2 400 m from the threshold of the landing runway.

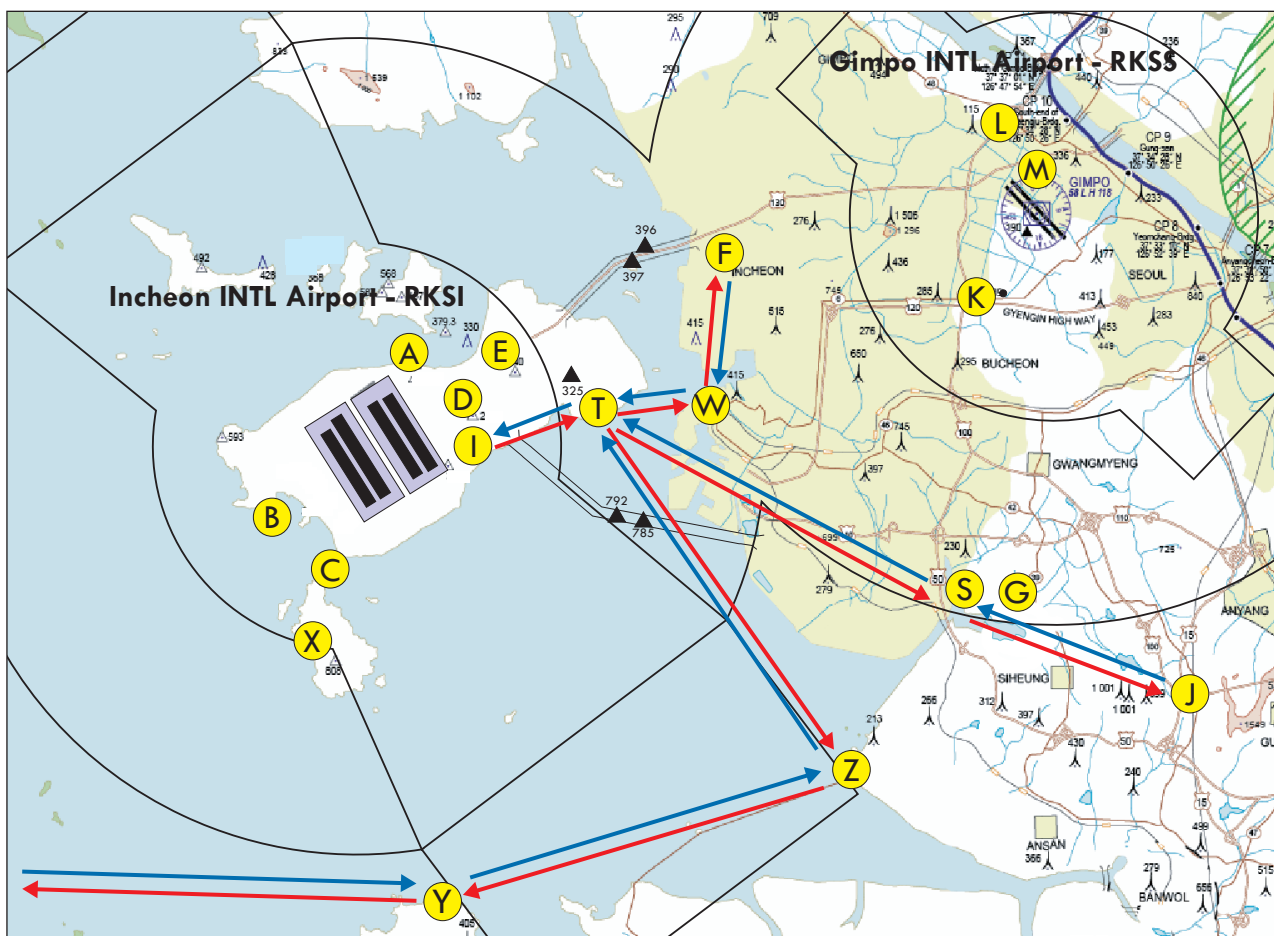
c. ATC will provide traffic information when issuing the landing clearance. The following ICAO standard phraseology examples will be used :

- "(Call sign), PRECEDING B747 VACATING RUNWAY/ABOUT TO VACATE/LANDING ROLL, CLEARED TO LAND."
- "(Call sign), DEPARTING A321 AHEAD ABOUT TO ROTATE, CLEARED TO LAND."

14. Restriction on the taxiway R17 over bridge

1. All aircraft shall taxi at speed of less than 15 kt on Taxiway bridge R17 (Taxiway R17 over bridge) to ensure safe movement.
2. ICAO Code C and D aircraft could be restricted for taxiing on the bridge R17 during 60 ~ 70 kt of wind speed.
3. All aircraft could be restricted for taxiing on the bridge R17 during not less than 70 kt of wind speed.

VFR Reporting Points Information



Reporting Point	Geographical Name	Position	Coordinates(WGS-84)
A	삼목선착장 Sammok Quay	2.3 NM NE of Incheon R 084 NCN/D1.1	372959N 1262713E
B	을왕리 Ulwangri	2.9 NM SW of Incheon R 230 NCN/D3.5	372709N 1262251E
C	장진도 Jamjindo(Island)	2.9 NM SW of Incheon R 197 NCN/D4.6	372505N 1262451E
D	공항신도시 IC New Airport Town IC	2.7 NM E of Incheon R 112 NCN/D3	372859N 1262924E
E	공항입구 IC Airport Gateway IC	4.0 NM ENE of Incheon R 087 NCN/D4	373021N 1263024E
F	북인천 IC Buk-Incheon IC	10.3 NM NE of Incheon R 076 NCN/D10 R 277 KIP/D8.2	373319N 1263713E
G	생태공원 Eco Park	10.0 NM S of Gimpo R 194 KIP/D9.8	372338N 1264622E
I	신불 IC Sinbul IC	2.3 NM SE of Incheon R 137 NCN/D3.6	372725N 1262923E
J	조남분기점 Jonam JCT	11.7 NM SSE of Gimpo R 169 KIP/D12	372213N 1265206E
K	서운분기점 Kilo(Seoun JCT)	3.0 NM SW of Gimpo R 231 KIP/D3	373125N 1264506E
L	김포아라대교 Gimpoara Bridge	2.2 NM N of Gimpo R 358 KIP/D2.1	373533N 1264700E
M	김포공항 북측농경지 North Farmland of Gimpo Airport	0.7 NM NNE of Gimpo R 014 KIP/D0.7	373408N 1264737E
S	소래 Sorae	10.0 NM SSW of Gimpo R 201 KIP/D10	372340N 1264439E
T	송산 Songsan(Hill)	5.7 NM E of Incheon R 106 NCN/D6	372853N 1263319E
W	월미도 Wolmido(Island)	10.9 NM SSE of Gimpo R 248 KIP/D10.8 R 108 NCN/D8.2	372810N 1263553E
X	실미도 Silmido(Island)	4.2 NM SW of Incheon R 207 NCN/D5.8	372415N 1262325E
Y	영흥도 Younghungdo(Island)	10.6 NM S of Incheon R 180 NCN/D12.6	371715N 1262800E
Z	시화방조제 Siha Breakwater	14.2 NM SE of Incheon R 137 NCN/D15.7	372000N 1264120E

Change : Amended phrase for reporting point F(R 076 NCN/D1 → R 076 NCN/D10).

RKSI AD 2.23 ADDITIONAL INFORMATION

1. Green Area Maintenance within Movement Area
 - a. Duration: March to November
 - b. Type of maintenance :

Mowing the lawn, weeding, watering, and blight and harmful insects prevention.
 - c. Area affected

All green areas within Movement Area.
Maintenance work shall be conducted only when 4 000 m or more of visibility is secured.

 - 1) Area 1
 - Dimension : Area of 60 m width from runway edge.
 - Working hour : At midnight only when there are few aircraft movements.
 - 2) Area 2
 - Dimension : Other green area (including taxiways) except "Area 1".
 - Working hour : During the day time only.
 - d. Remarks

All working vehicles within the maneuvering area shall be under control of Air Traffic Control, and aircraft in operation shall be under precaution.
2. Bird migration and concentrations in the vicinity of the airport
 - a. Bird migration occurs during spring, fall and winter periods. The greatest degree of activity is observed during the following periods : whole of March ~ end of April(Spring migration), early of October ~ early December(winter migration). Weather conditions may affect bird migration on movements during different periods of the year.
 - b. Spring and Autumn

In this period a large flock of birds, especially shorebirds is resting on the remnant of mudflats at high tide. And at low tide they are moving and scattered to forage their foods. Most of their movement flight is occurred on the ground surface or below about 200 ft.
The population of shorebirds reaches approximately 6 000 ft at one time in spring. Generally the number of birds is more in spring than autumn but on the contrary in the vicinity of airport bird activity is more frequent in autumn.
 - c. Winter

There are two ponds that are located respectively NW & SW of airport at the distance of about 4 km from the runway.
Most of ducks inhabit at these ponds in winter and the flock size of one site is less than 400 individuals. The largest group of birds are Coots and about 1 000. These use this pond as resting site and only a few species feeds in the water. The movement of ducks is not related the tide and they are flying low (200 ft) to sea around the pond.
 - d. In order to reduce the wildlife hazard in the vicinity of runway wildlife control activities are being lasted 24h and include siren, threat of shotgun, visual scares and habitat managements. On the properties of airport farming, garbage treatment facilities are not permitted.
3. ATIS Telephone Service
 - a. Hours of operation : H24
 - b. ARS telephone number : 82-32-743-2676
 - c. Telephone service is reference only. For the flight operation, use ATIS on the FREQ.
 - ARR : 128.4, 230.25 MHz
 - DEP : 128.65, 344.2 MHz
4. Light Pole Operation in the vicinity of the airport
 - a. SKY72 Golf Club and Dream Golf Range (GOLF CLUB & GOLF RANGE)
 - 1) Duration : From April to December
 - 2) Operation time schedule : 1930 ~ 2130 and 1000 ~ 1530 (UTC)
 - b. Orange Dunes YeongJong Golf Club (GOLF CLUB2)
 - 1) Duration : From April to November
 - 2) Operation time schedule : 1000 ~ 1530 (UTC)

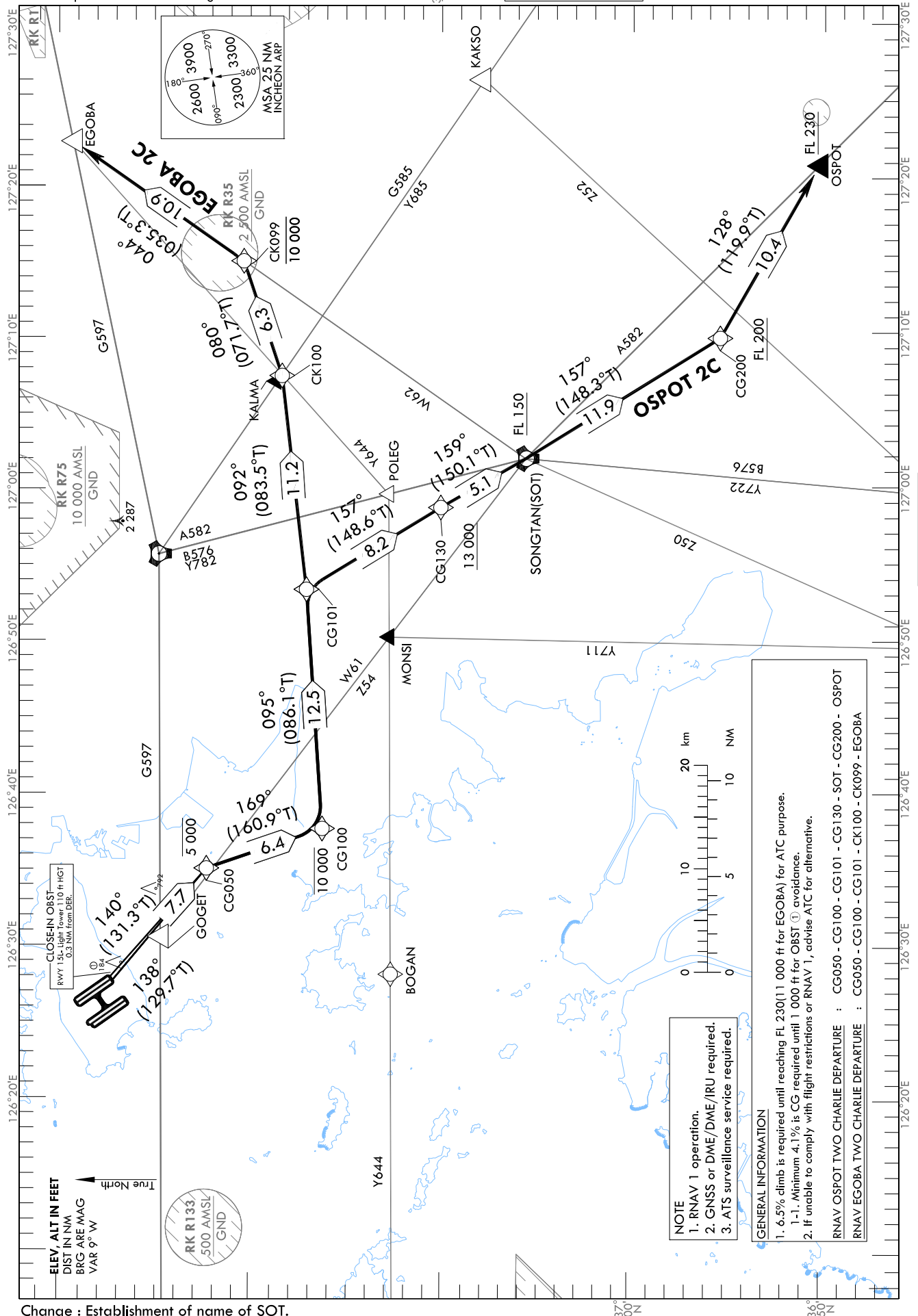
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

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	Navigation specification	Remarks
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	-	RNAV 1	-
002	TF	CG100	-	169 (160.9)	6.4	-	-10 000	-	37°16'16.3"N 126°37'43.8"E	-	RNAV 1	-
003	TF	CG101	-	095 (086.1)	12.5	-	-	-	37°17'06.9"N 126°53'22.3"E	-	RNAV 1	-
004	TF	CG130	-	157 (148.6)	8.2	-	+13 000	-	37°10'05.7"N 126°58'43.0"E	-	RNAV 1	-
005	TF	SOT	-	159 (150.1)	5.1	-	+FL 150	-	37°05'39.7"N 127°01'54.0"E	-	RNAV 1	-
006	TF	CG200	-	157 (148.3)	11.9	-	+FL 200	-	36°55'29.2"N 127°09'43.6"E	-	RNAV 1	-
007	TF	OSPOT	-	128 (119.9)	10.4	-	+FL 230	-	36°50'18.1"N 127°20'54.9"E	-	RNAV 1	-

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	Navigation specification	Remarks
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	-	RNAV 1	-
002	TF	CG100	-	169 (160.9)	6.4	-	-10 000	-	37°16'16.3"N 126°37'43.8"E	-	RNAV 1	-
003	TF	CG101	-	095 (086.1)	12.5	-	-	-	37°17'06.9"N 126°53'22.3"E	-	RNAV 1	-
004	TF	CK100	-	092 (083.5)	11.2	-	-	-	37°18'22.7"N 127°07'21.4"E	-	RNAV 1	-
005	TF	CK099	-	080 (071.7)	6.3	-	-10 000	-	37°20'21.2"N 127°14'52.0"E	-	RNAV 1	-
006	TF	EGOBA	-	044 (035.3)	10.9	-	-	-	37°29'14.7"N 127°22'45.9"E	-	RNAV 1	-

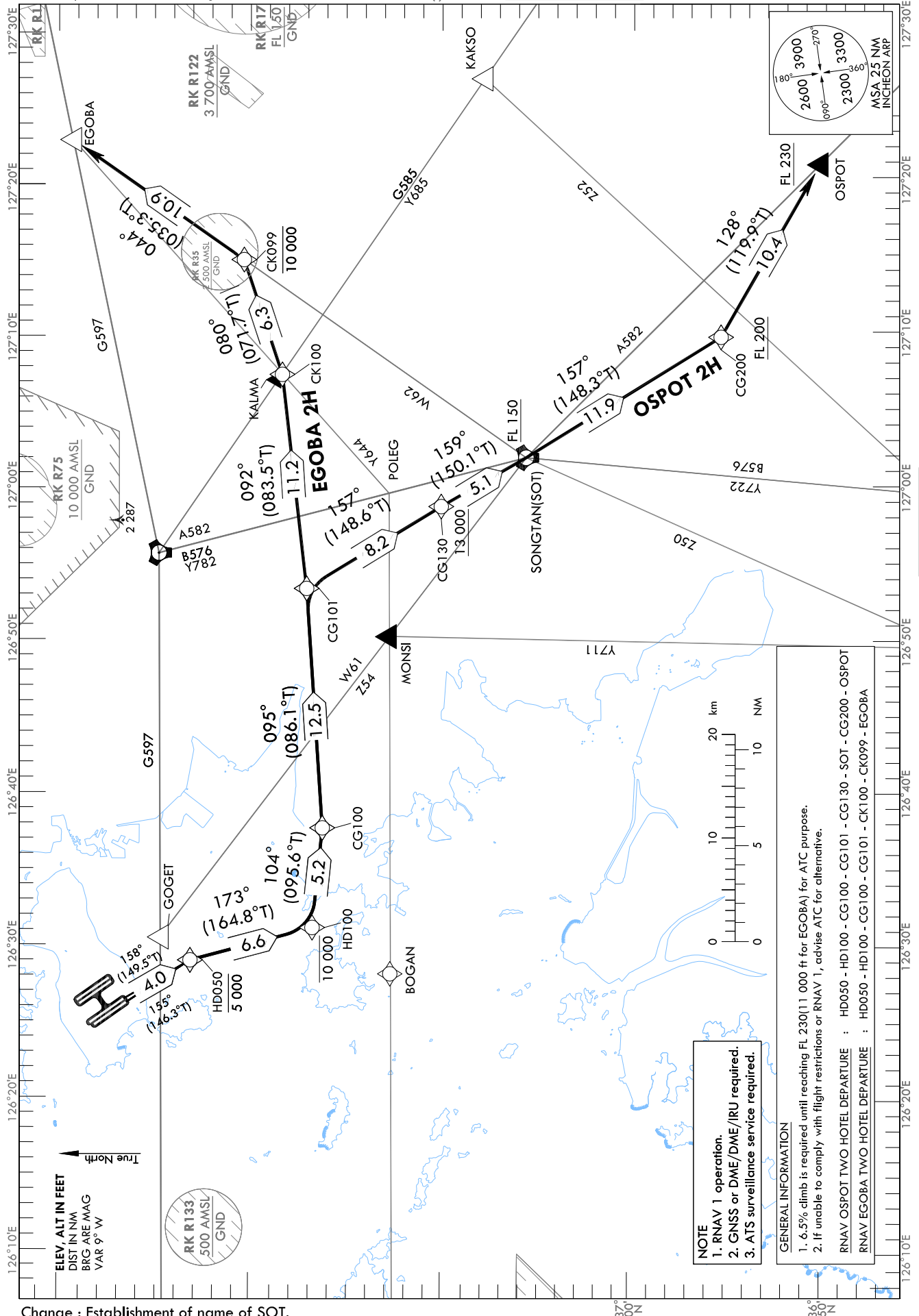
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

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 16L/R
RNAV OSPOT 2H
RNAV EGOBA 2H

Note : Departure under ICAO Flight Procedures.



Change : Establishment of name of SOT.

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

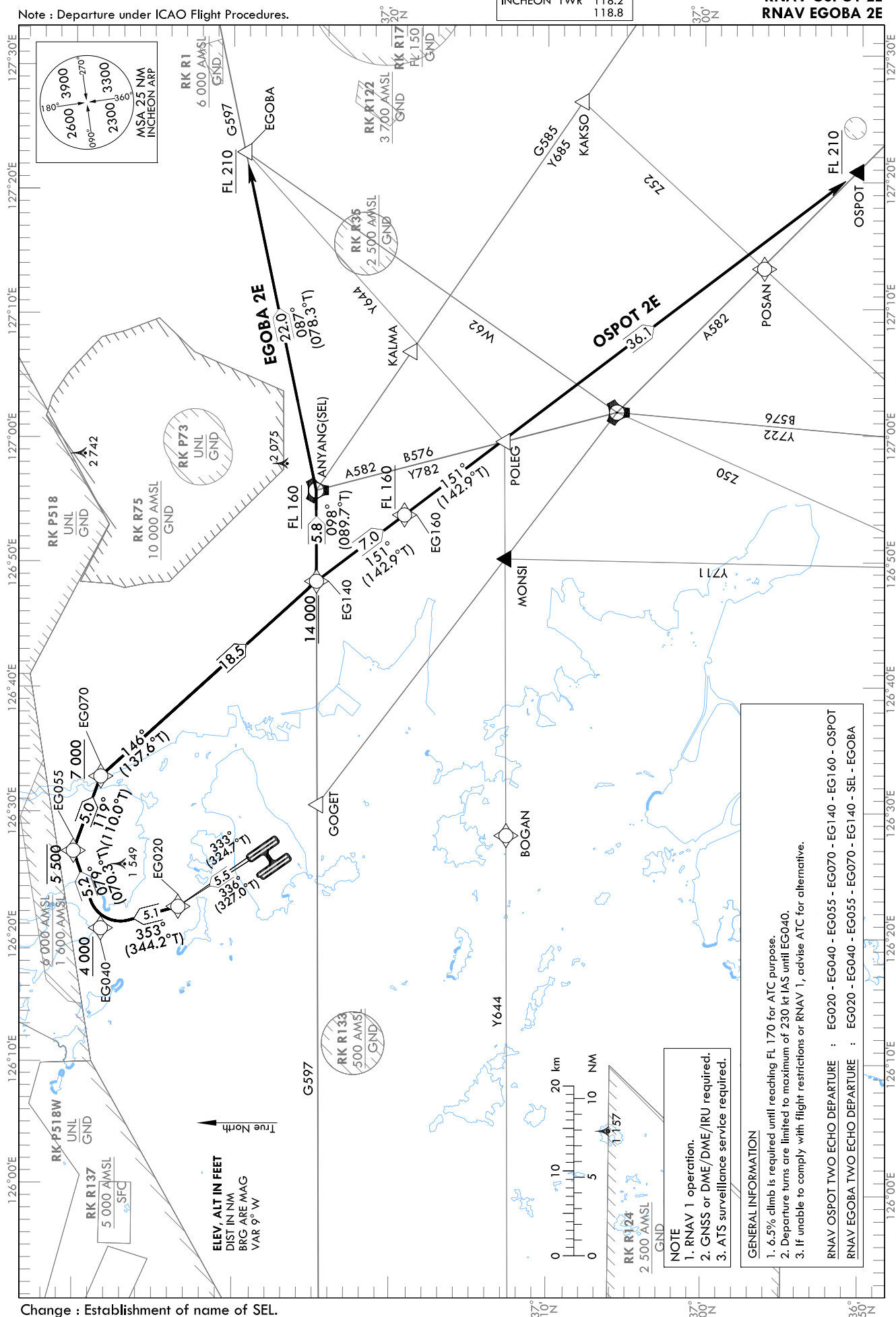
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	CF	HD050	-	16L-158(149.5) 16R-155(146.3)	4.0	R	-5 000	-	37°23'08.6"N 126°29'03.7"E	-	RNAV 1	-
002	TF	HD100	-	173 (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	-

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

Note : Departure under ICAO Flight Procedures.



Change : Establishment of name of SEL.

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	-

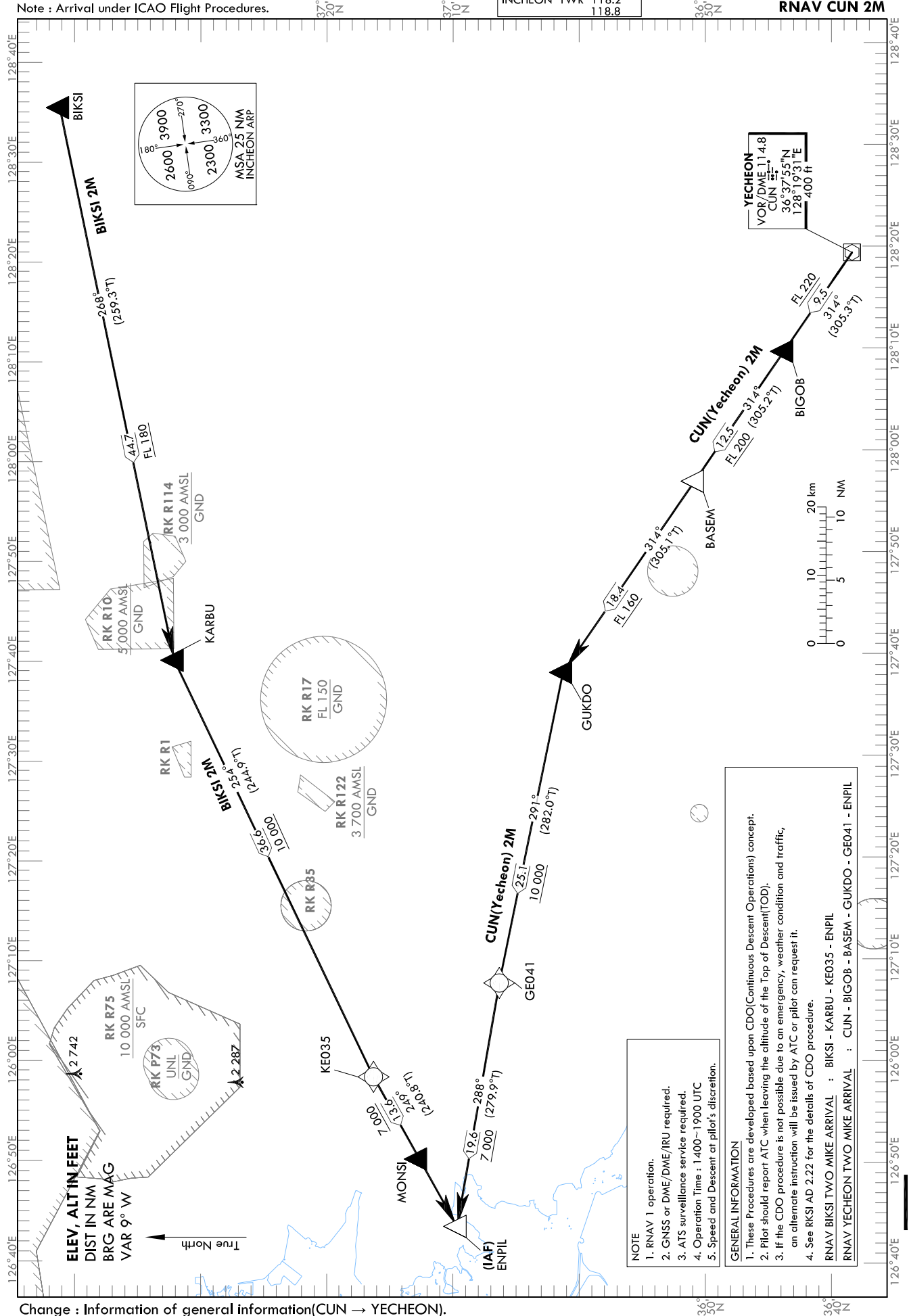
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

DAEGU	ACC	134.175
SEOUL	APP	120.575
		119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Int'l(RKSI)
RWY 33L/R, RWY 34L/R
RNAV BIKSI 2M
RNAV CUN 2M

Note : Arrival under ICAO Flight Procedures.



Change : Information of general information(CUN → YECHON).

SEOUL/Incheon Intl(RKSI)
RWY 33L/R RWY 34L/R
RNAV BIKSI 2M, RNAV CUN 2M

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV BIKSI 2M

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	BIKSI	-	-	-	-	-	-	37°40'32.0"N 128°35'04.0"E	-	RNAV 1	-
002	TF	KARBU	-	268 (259.3)	44.7	-	+FL 180	-	37°31'59.0"N 127°39'52.0"E	-	RNAV 1	-
003	TF	KE035	-	254 (244.9)	36.6	-	+10 000	-	37°16'18.0"N 126°58'23.2"E	-	RNAV 1	-
004	TF	ENPIL	-	249 (240.8)	13.6	-	+7 000	-	37°09'39.0"N 126°43'34.0"E	-	RNAV 1	IAF

RNAV CUN 2M

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	CUN	-	-	-	-	-	-	36°37'55.3"N 128°19'31.5"E	-	RNAV 1	-
002	TF	BIGOB	-	314 (305.3)	9.5	-	+FL 220	-	36°43'25.4"N 128°09'52.0"E	-	RNAV 1	-
003	TF	BASEM	-	314 (305.2)	12.5	-	+FL 200	-	36°50'37.2"N 127°57'09.9"E	-	RNAV 1	-
004	TF	GUKDO	-	314 (305.1)	18.4	-	+FL 160	-	37°01'10.9"N 127°38'22.9"E	-	RNAV 1	-
005	TF	GE041	-	291 (282.0)	25.1	-	+10 000	-	37°06'19.6"N 127°07'40.9"E	-	RNAV 1	-
006	TF	ENPIL	-	288 (279.9)	19.6	-	+7 000	-	37°09'39.0"N 126°43'34.0"E	-	RNAV 1	IAF

**INSTRUMENT
APPROACH
CHART - ICAO**

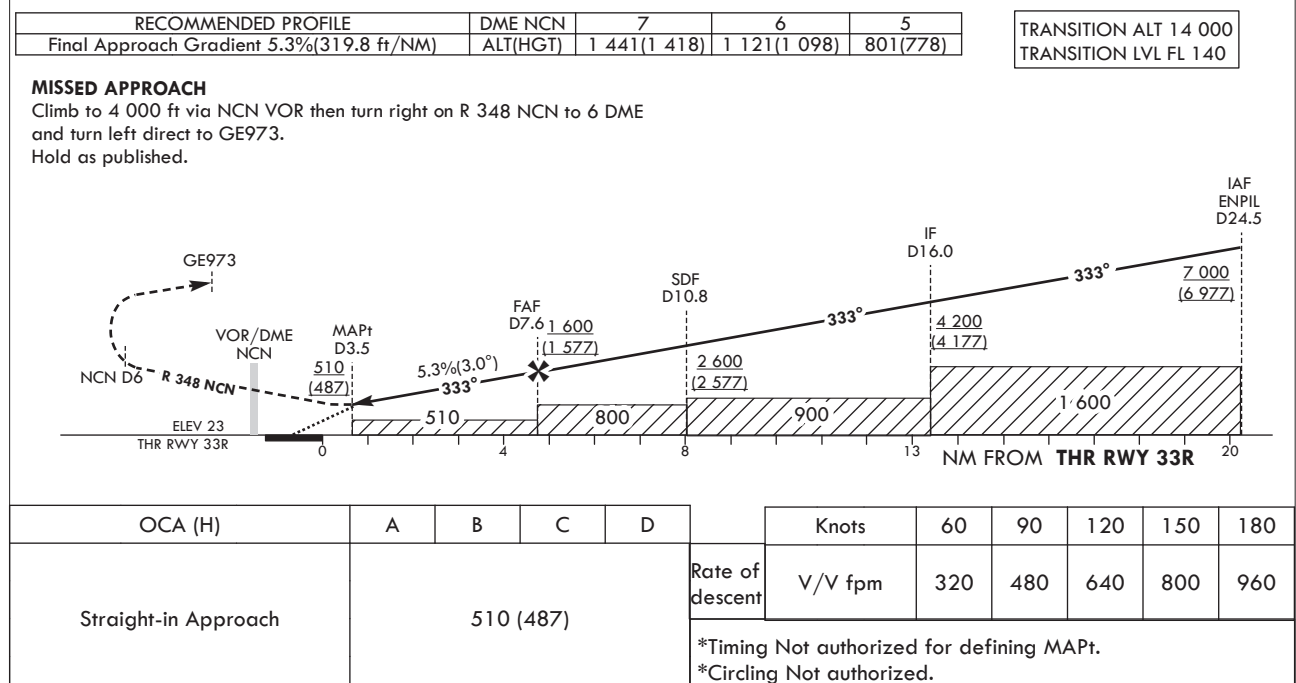
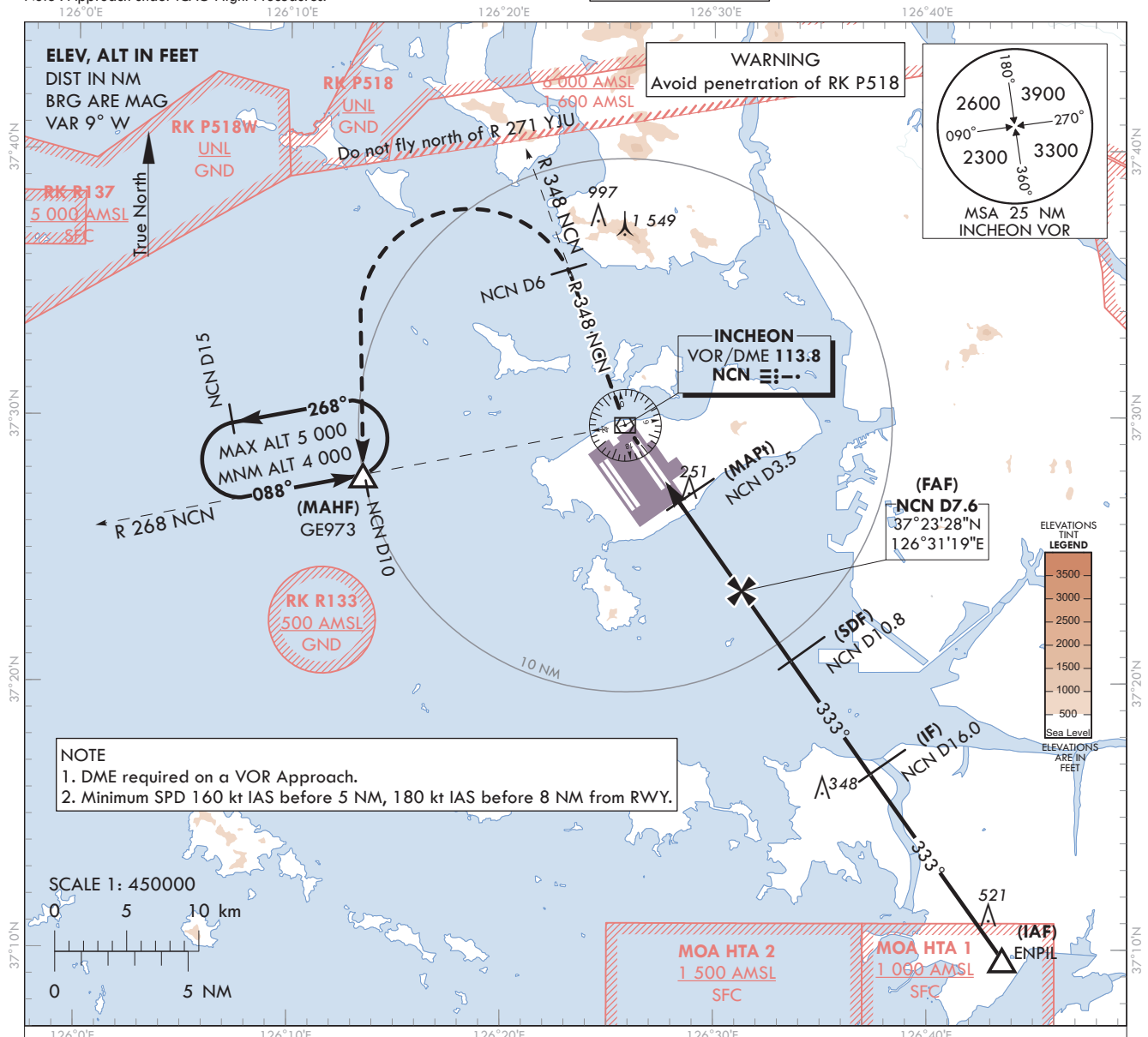
AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 33R - ELEV 23 ft

SEOUL APP 119.75
121.35
INCHEON TWR 118.2
118.8

SEOUL/Incheon Intl(RKSI)

VOR RWY 33R

Note : Approach under ICAO Flight Procedures.



Change : Information of profile view(IF).

AERONAUTICAL DATA TABULATION

VOR Approach to RWY 33R from ENPIL		
Fix / Point		Coordinates
ENPIL(IAF)		37°09'39.0"N 126°43'34.0"E
D16 NCN(IF)	BRG 333.19°/8.51 NM	37°16'35.5"N 126°37'22.8"E
D10.8 NCN(SDF)	BRG 333.00°/10.80 NM NCN	37°20'51.0"N 126°33'37.9"E
D7.6 NCN(FAF)	BRG 333.00°/7.60 NM NCN	37°23'28.2"N 126°31'19.3"E
D3.5 NCN(MAPt)	BRG 333.00°/3.50 NM NCN	37°26'49.6"N 126°28'21.5"E
THR RWY 33R	Final approach descent angle 3°	37°27'22.97"N 126°27'52.82"E
NCN VOR/DME		37°29'41.7"N 126°25'49.2"E
D6 NCN	R 348 NCN/6.00 NM NCN	37°35'19.7"N 126°23'12.9"E
GE973	BRG 267.72°/10.00 NM NCN	37°27'47.0"N 126°13'29.0"E

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

1	Designation, surface and strength of aprons	Surface - East & Central : Asphalt or Concrete - North & West : Concrete Strength - East & Central : PCR 662/F/B/X/T - North : PCR 835/R/B/W/T - West : PCR 587/R/B/W/T
2	Designation, width, surface and strength of taxiways	Width - A, B2, C1 - C3, D2, D3, E1, E2, F2 : 35 m - B1, D1, G1, W1, W2, P : 30 m - F1 : 23 m - G2 : 40 m Surface : Asphalt or Concrete Strength - A, G2 : PCR 1 006/R/B/W/T - P : PCR 662/F/B/X/T (PCR 875/R/B/W/T : 1 096 m from SE TWY end/ 282 m from NW TWY end) - B1 : PCR 662/F/B/X/T (PCR 1 006/R/B/W/T : a partial of TWY, 270 m) - B2, C1, C2, C3, D1, D2, D3, E1, E2, F1, F2, G1, W1, W2 : PCR 662/F/B/X/T
3	Location and elevation of altimeter checkpoint	Central Apron : 16 m Other Aprons : 13 m
4	VOR check points	VOR : NIL
5	INS check points	INS : Refer to Aircraft Parking & Docking Chart
6	Remarks	NIL

RKSS 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(Including ACFT that require de-icing)	Prior to push-back or taxiing from a parking stand whichever comes first : - Enter, using either FMS mode or transponder control unit, the flight identification as specified in item 7 of the ICAO flight plan(ex. : KAL123, AAR456) or enter in the absence of flight identification, the ACFT registration. - Select XPNDR or its equivalent in relation to specifications on the installed model. - If function is available, select AUTO mode. - Do not select Off or STBY functions. - Set Mode A code assigned by ATC. Lining up - Select TA/RA.
1.2.2	Arriving ACFT	After landing and until the ACFT is stationary at parking stand : - Maintain XPNDR or its equivalent in relation of specification of the installed model. - Do not select OFF and STBY functions. - Maintain Mode A code assigned by ATC. When ACFT is stationary at the parking stand, select OFF or STBY.

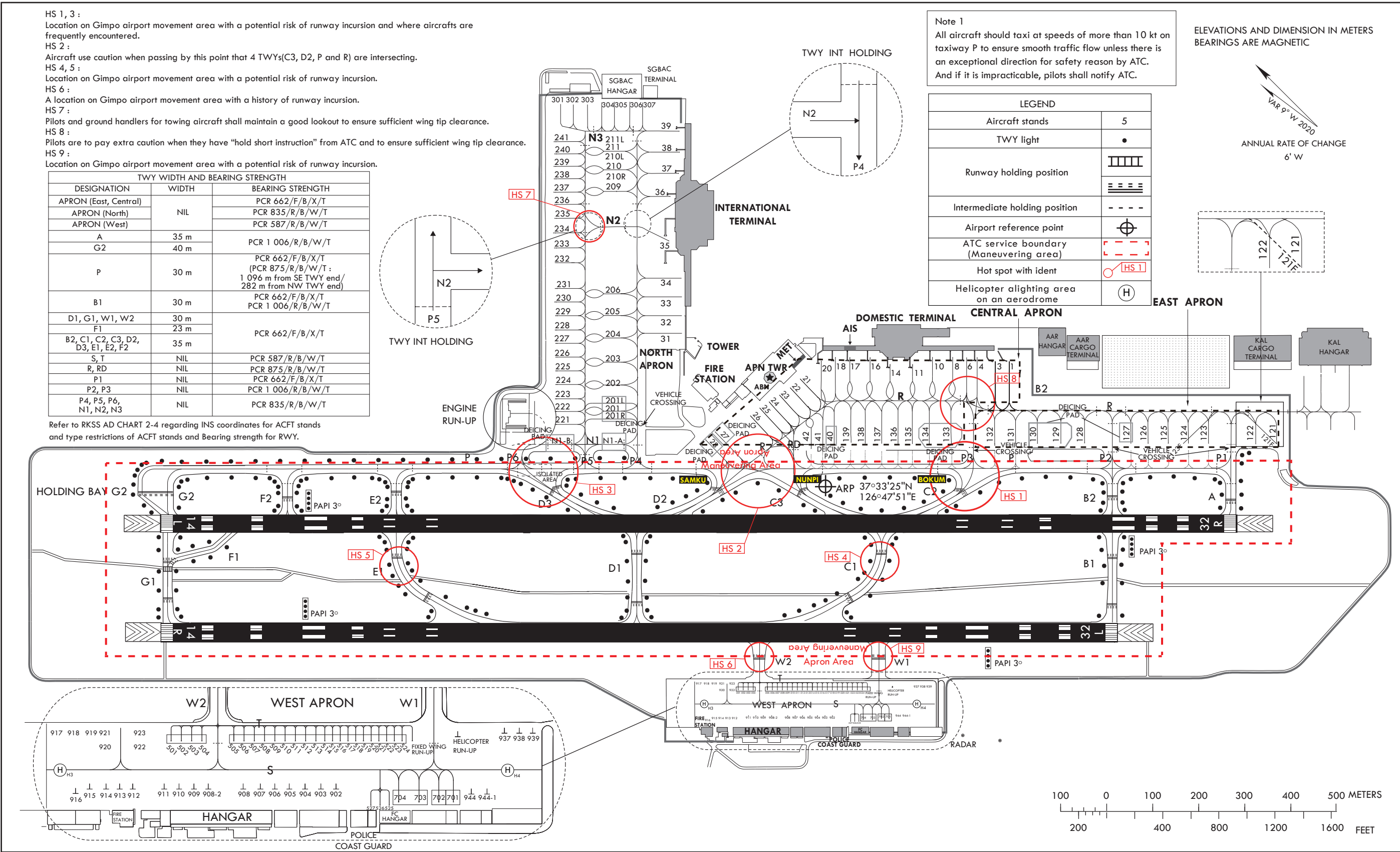
Change : Amended phrase(1 006 → 662).

1.2.3	Other cases of taxiing ACFT (including towing ACFT)	Select XPNDR or its equivalent in relation to specifications of the installed model. - If function is available, select AUTO mode. Do not select the OFF and STBY function. Set Mode A code to 2000. - If unable, inform Gimpo APN on initial contact.
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 STBY function. - Set Mode A code to 2000. Fully parked on stand - Select OFF or STBY position.
2	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	Taxiing guidance signs at all intersections with TWY, RWY and at all holding positions Guide lines at apron Nose-in guidance at aircraft stands Visual docking guidance system : NIL
3	RWY and TWY markings and LGTs	RWY - Lights RWY 14L/32R - Edge, THR, End, TDZ RWY 14R - Edge, THR, End, CL, TDZ RWY 32L - Edge, THR, End, CL - Marking RWY 14L/32R - Designation, THR, TDZ, Center Line, Side Strip, Aiming point marked RWY 14R/32L - Designation, THR, TDZ, Center Line, Side Strip, Aiming point marked TWY - Lights TWY edge lights - All TWY TWY CL lights - All TWY (except : W1, W2, Part of R(P1~NR 121) * TWY CL lights are not installed on the parts of the taxi routes crossing over RWY 14L/32R, but are installed only BTN TWY B1 and B2, TWY G1 and G2, TWY C1 and C2, TWY E1 and E2. - Marking TWY & taxilane centerline marked Holding positions at all TWY/RWY intersections marked
4	Stop bars	Refer to Aerodrome Ground Movement Chart
5	Remarks	NIL

AIRCRAFT PARKING/
DOCKING CHART - ICAO

APRON ELEV	
Central Apron	16 m
The Other	13 m

TWR	118.1
GND	121.9
APN	130.875



Change : Information of intermediate holding position.

INS COORDINATES FOR AIRCRAFT STANDS (WGS-84)					
STAND NR	COORDINATES		STAND NR	COORDINATES	
1	37°33'21.66"N	126°48'19.06"E	203	37°33'52.36"N	126°47'41.86"E
3	37°33'22.69"N	126°48'17.76"E	204	37°33'54.02"N	126°47'43.95"E
4	37°33'23.72"N	126°48'16.46"E	205	37°33'55.68"N	126°47'46.38"E
6	37°33'24.75"N	126°48'15.17"E	206	37°33'57.40"N	126°47'48.06"E
8	37°33'26.37"N	126°48'13.90"E	209	37°34'04.65"N	126°47'57.17"E
10	37°33'28.03"N	126°48'11.82"E	210	37°34'06.31"N	126°47'59.26"E
11	37°33'28.80"N	126°48'09.44"E	210L	37°34'07.44"N	126°47'59.94"E
14	37°33'30.53"N	126°48'07.28"E	210R	37°34'06.44"N	126°47'58.69"E
16	37°33'32.62"N	126°48'06.03"E	211	37°34'07.98"N	126°48'01.35"E
17	37°33'34.16"N	126°48'03.89"E	211L	37°34'08.44"N	126°48'01.19"E
18	37°33'35.37"N	126°48'02.21"E	221	37°33'52.40"N	126°47'30.17"E
20	37°33'36.05"N	126°48'00.62"E	222	37°33'53.40"N	126°47'31.43"E
21	37°33'36.23"N	126°47'57.36"E	223	37°33'54.40"N	126°47'32.68"E
22	37°33'36.31"N	126°47'55.39"E	224	37°33'55.34"N	126°47'34.10"E
23	37°33'36.33"N	126°47'53.74"E	225	37°33'56.34"N	126°47'35.26"E
24	37°33'36.41"N	126°47'52.04"E	226	37°33'57.34"N	126°47'36.51"E
25	37°33'36.98"N	126°47'50.47"E	227	37°33'58.34"N	126°47'37.76"E
26	37°33'37.59"N	126°47'48.82"E	228	37°33'59.33"N	126°47'39.14"E
27	37°33'39.32"N	126°47'44.18"E	229	37°34'00.33"N	126°47'40.27"E
28	37°33'39.15"N	126°47'42.44"E	230	37°34'01.33"N	126°47'41.52"E
31	37°33'49.73"N	126°47'49.98"E	231	37°34'02.33"N	126°47'42.77"E
32	37°33'51.03"N	126°47'51.87"E	232	37°34'04.42"N	126°47'45.40"E
33	37°33'52.72"N	126°47'53.95"E	233	37°34'05.42"N	126°47'46.66"E
34	37°33'54.43"N	126°47'56.05"E	234	37°34'06.46"N	126°47'47.84"E
35	37°33'57.10"N	126°47'57.69"E	235	37°34'07.46"N	126°47'49.97"E
36	37°34'00.77"N	126°48'02.34"E	236	37°34'08.46"N	126°47'50.35"E
37	37°34'01.89"N	126°48'05.36"E	237	37°34'09.46"N	126°47'51.60"E
38	37°34'03.46"N	126°48'07.50"E	238	37°34'10.45"N	126°47'52.85"E
39	37°34'05.14"N	126°48'09.63"E	239	37°34'11.45"N	126°47'54.11"E
121	37°32'55.01"N	126°48'37.35"E	240	37°34'12.45"N	126°47'55.36"E
121F	37°32'54.94"N	126°48'37.21"E	241	37°34'13.45"N	126°47'56.61"E
122	37°32'56.61"N	126°48'35.34"E	301	37°34'16.95"N	126°48'01.57"E
123	37°33'00.19"N	126°48'30.72"E	302	37°34'15.20"N	126°48'02.18"E
123F	37°33'01.94"N	126°48'28.35"E	303	37°34'14.20"N	126°48'03.43"E
124	37°33'01.72"N	126°48'28.74"E	304	37°34'13.71"N	126°48'05.17"E
125	37°33'03.25"N	126°48'26.78"E	305	37°34'12.14"N	126°48'06.34"E
126	37°33'04.80"N	126°48'24.83"E	306	37°34'11.15"N	126°48'07.76"E
127	37°33'06.03"N	126°48'23.26"E	307	37°34'10.69"N	126°48'08.92"E
128	37°33'09.73"N	126°48'18.72"E	501	37°33'17.86"N	126°47'21.05"E
129	37°33'11.55"N	126°48'16.44"E	502	37°33'17.43"N	126°47'21.57"E
130	37°33'13.42"N	126°48'14.14"E	503	37°33'16.99"N	126°47'22.12"E
131	37°33'14.99"N	126°48'12.01"E	504	37°33'16.57"N	126°47'22.65"E
132	37°33'16.61"N	126°48'10.05"E	505	37°33'15.19"N	126°47'24.39"E
133	37°33'19.96"N	126°48'05.76"E	506	37°33'14.76"N	126°47'24.92"E
134	37°33'21.63"N	126°48'03.67"E	507	37°33'14.32"N	126°47'25.46"E
135	37°33'22.97"N	126°48'02.00"E	508	37°33'13.88"N	126°47'26.01"E
136	37°33'24.37"N	126°48'00.31"E	509	37°33'13.45"N	126°47'26.56"E
137	37°33'25.52"N	126°47'58.89"E	510	37°33'13.01"N	126°47'27.11"E
138	37°33'26.65"N	126°47'57.44"E	511	37°33'12.57"N	126°47'27.66"E
139	37°33'27.66"N	126°47'56.39"E	512	37°33'12.14"N	126°47'28.20"E
140	37°33'28.81"N	126°47'54.72"E	513	37°33'11.72"N	126°47'28.75"E
141	37°33'29.57"N	126°47'53.35"E	514	37°33'11.29"N	126°47'29.28"E
142	37°33'30.47"N	126°47'52.15"E	515	37°33'10.91"N	126°47'29.76"E
201	37°33'48.61"N	126°47'37.13"E	516	37°33'10.59"N	126°47'30.16"E
201R	37°33'48.36"N	126°47'36.13"E	517	37°33'10.27"N	126°47'30.57"E
201L	37°33'49.37"N	126°47'37.40"E	518	37°33'09.95"N	126°47'30.97"E
202	37°33'50.75"N	126°47'39.70"E	519	37°33'09.63"N	126°47'31.38"E

RWY	DIRECTION (MAGNETIC)	THR (WGS-84)	BEARING STRENGTH
14R	144°	37°34'06"N 126°46'32"E	PCR 662/F/B/X/T Asphalt
32L	324°	37°32'53"N 126°48'04"E	
14L	144°	37°34'15"N 126°46'42"E	- PCR 662/F/B/X/T Asphalt - PCR 1 006/R/B/W/T Concrete (156 m from RWY THR)
32R	324°	37°32'52"N 126°48'26"E	- PCR 662/F/B/X/T Asphalt - PCR 1 006/R/B/W/T Concrete (151 m from RWY THR)
APRONS		East & Central	PCR 662/F/B/X/T
		North	PCR 835/R/B/W/T
		West	PCR 587/R/B/W/T

STANDS NUMBER	AIRCRAFT TYPE
121F, 123F	A380-800, B747-8
10, 16, 32, 33, 34, 37, 39, 133, 134	A340-600, B747-400
201, 202, 204, 205, 209, 210, 211	B747-400, B777-300
128, 129, 131, 203	B747-400
35	B747-400, A330
38	B777-300
8	B777-200, A330-300
124, 125	B777-200
132	B747-400, B777-200
121, 17	B777-200, A330-300
14	B767-300, A300-600
36, 126, 130, 137, 206	B767-300
123, 127, 135, 136, 138, 139	B737-800WL, MD90
211	B737-800W, MD90
201R, 201L, 210L, 210R, 211L, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241	B737-900SSW, A321
31	B737-900, A321-100
21, 22, 23, 24, 25, 26	B737MAX9, A321NEO
4, 6, 11, 18, 20, 221	B737-900, A321-200
1, 3, 122, 302, 303	B737-900
27, 28, 140, 141, 142, 304, 305, 306, 307	B737MAX8, A321NEO
301	GLF4

- * Code letter "E" aircraft is prohibited to Taxi-out at all aircraft stands.
- * Aircraft stands NR. 124-126, 131-134, 137, 201-211 may be used by B767 class (A300-600) ACFT for Nose-in/Taxi-out subject to prior permission from ATC.
- * Aircraft stands NR. 123, 127, 135, 136, 138-142, 210L/R and 211L may be used by B737-800WL class (MD-90) ACFT for Nose-in/Taxi-out subject to prior permission from ATC.
- * Taxiway intersection markings are provided for 5 places in front of the intersections / junctions on apron taxiway P4 and P5.
- * Isolated area : At the intersection of TWY D3 and TWY P.
- * De-icing pad : B737-800WL(MD-90) class ACFT - 27, 28, 140, 127 and 201L/R
B767 class ACFT - 130
B747 class ACFT - 129, 133, 134, 201 and N1-A, N1-B on the "N1" TWY
- * Engine Run-up : Front of "P6" TWY
- * Multiple Aircraft Ramp System(MARS) : 121F(121, 122), 123F(123, 124), 201L(201), 201R(201), 210L(210, 211), 210R(210), 211L(211)

Aircraft Classification	Stand		Remarks
	Number	Dimensions(m)	
Helicopter	908-2	19×19	BELL214B-1
	902~908, 909~911	17.8×17.8	MI-2
	912~923, 944, 944-1	16×16	KA32-T
	937~939	15×15	EC-155B1
Fixed-wing	701, 702	25.8×21.4	CN235
	703, 704	20.86×19.61	CL-605
	501, 504, 505, 515~527	9×11	C172R
	502	14.4×16	C550
	503, 506~514	13×16	C-208B

* Dimensions means overall length × width

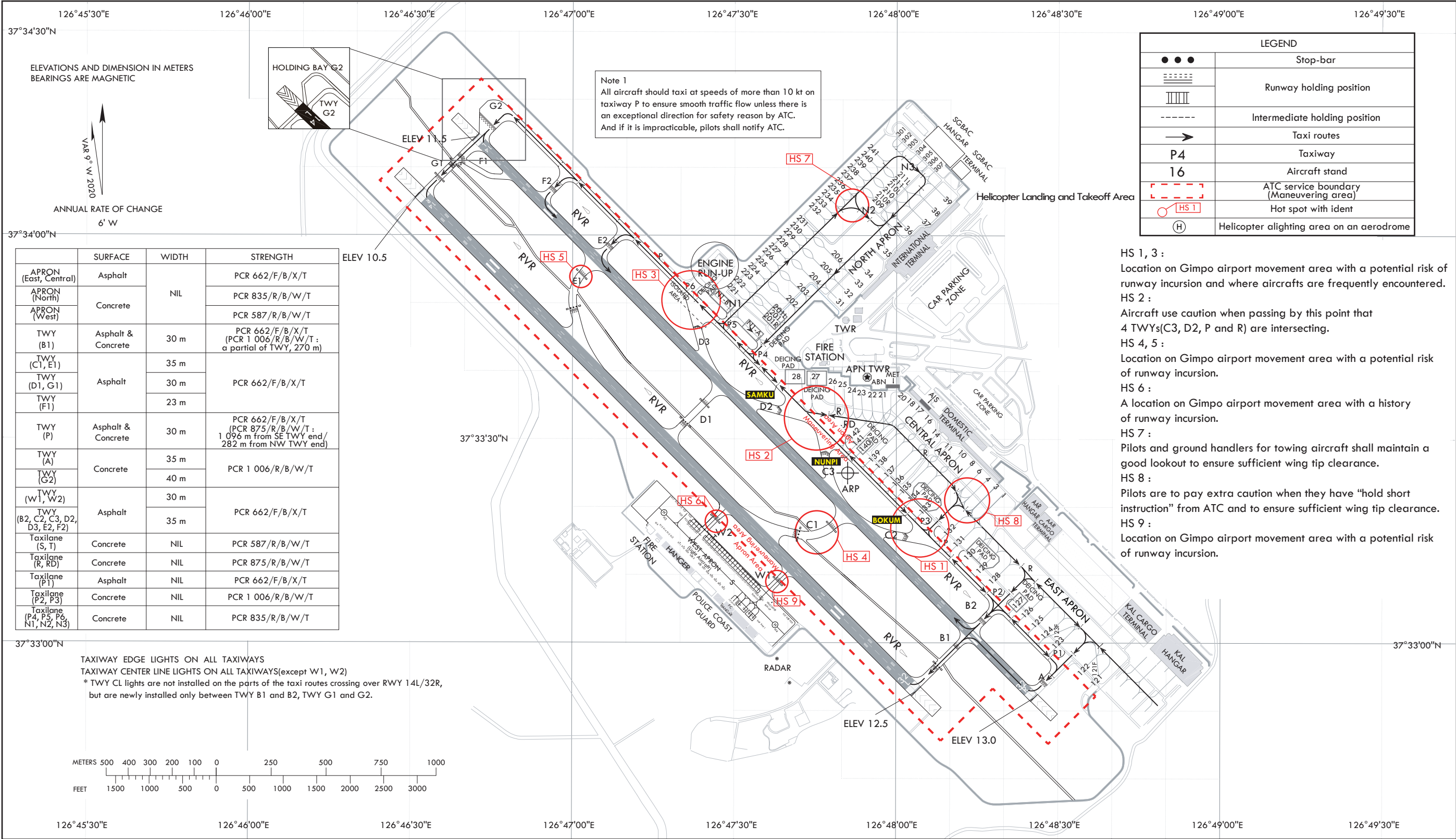
Change : Information of ACFT type for ACFT stands NR. 206 and 221.

AERODROME GROUND
MOVEMENT CHART - ICAO

CENTRAL APRON ELEV 16 m
THE OTHER APRON ELEV 13 m

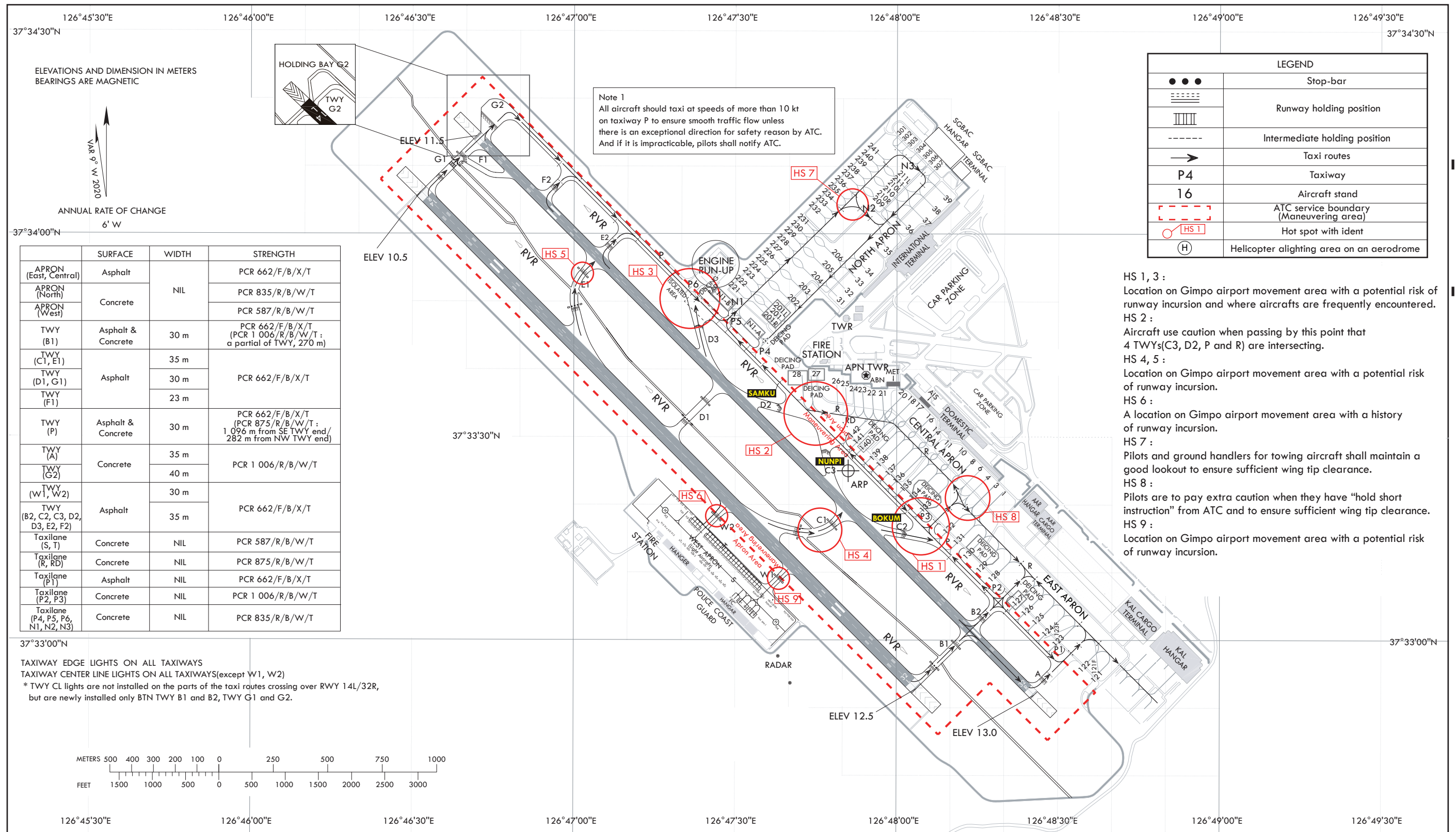
TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

RKSS AD CHART 2 - 5
12 DEC 2024
SEOUL / Gimpo INTL
RWY 14L/32R
RWY 14R/32L DEPARTURE



Change : Information of intermediate holding position.

CENTRAL APRON ELEV	16 m	TWR	118.05	118.1	240.9
THE OTHER APRON ELEV	13 m	GND	121.9	121.95	
		APN	129.525	130.875	131.175



OFFICE OF CIVIL AVIATION

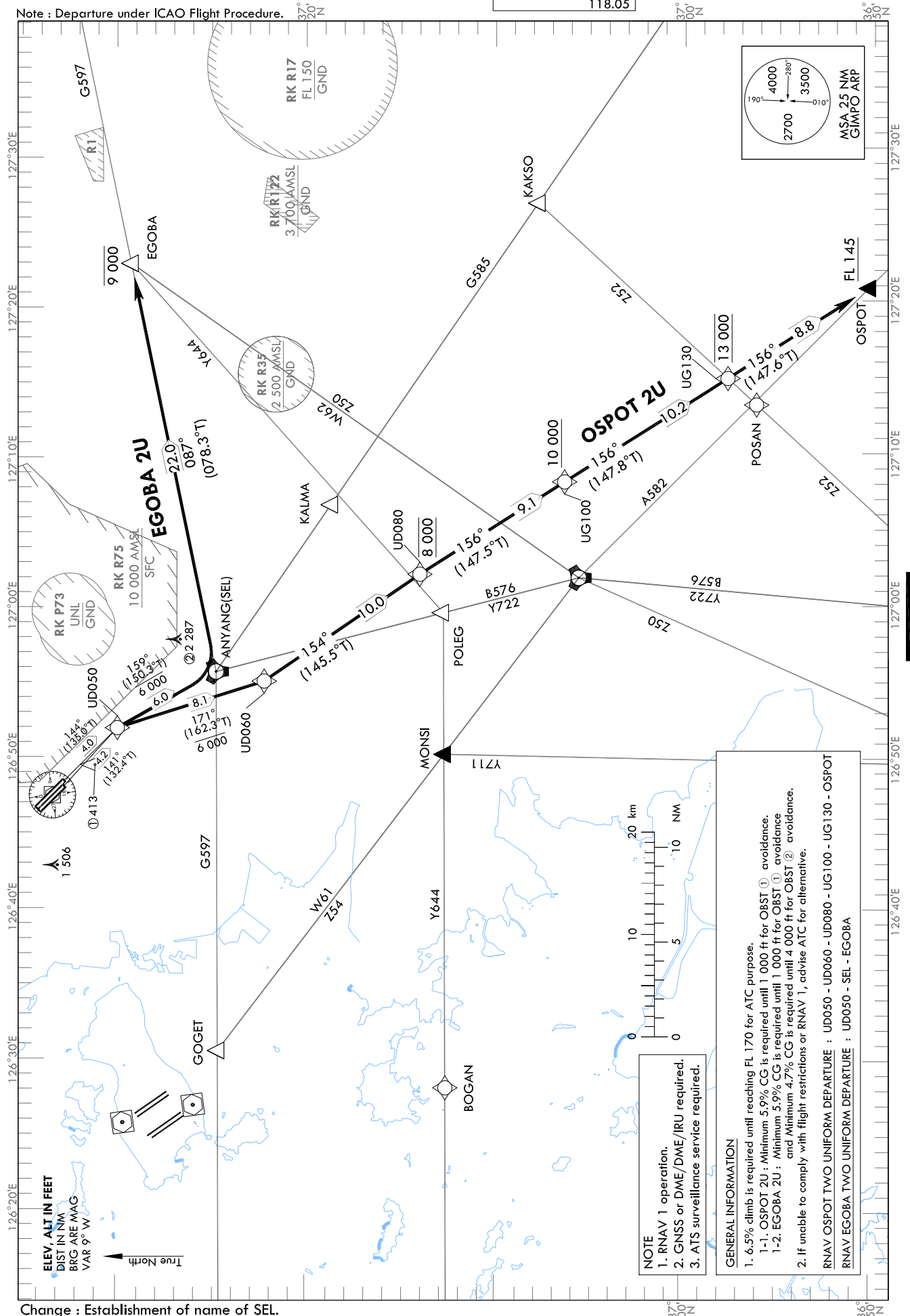
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL	DEP	125.15
		121.4
		124.8
GIMPO	TWR	118.1
		118.05

SEOUL/Gimpo Intl(RKSS)
RWY 14L/R
RNAV OSPOT 2U, RNAV EGOBA 2U

Note : Departure under ICAO Flight Procedure.



Change : Establishment of name of SEL.

SEOUL/Gimpo Intl(RKSS)
RWY 14L/R
RNAV OSPOT 2U, RNAV EGOBA 2U

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV OSPOT 2U

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	UD050	-	14L-144(135.0) 14R-141(132.4)	14L-4.0 14R-4.2	R	-	-	37°30'01.9"N 126°51'58.7"E	-	RNAV 1	-
002	TF	UD060	-	171 (162.3)	8.1	-	-6 000	-	37°22'16.6"N 126°55'04.6"E	-	RNAV 1	-
003	TF	UD080	-	154 (145.5)	10.0	-	@8 000	-	37°14'03.3"N 127°02'08.6"E	-	RNAV 1	-
004	TF	UG100	-	156 (147.5)	9.1	-	+10 000	-	37°06'24.1"N 127°08'13.9"E	-	RNAV 1	-
005	TF	UG130	-	156 (147.8)	10.2	-	@13 000	-	36°57'45.7"N 127°15'01.2"E	-	RNAV 1	-
006	TF	OSPOT	-	156 (147.6)	8.8	-	+FL 145	-	36°50'18.1"N 127°20'54.9"E	-	RNAV 1	-

RNAV EGOBA 2U

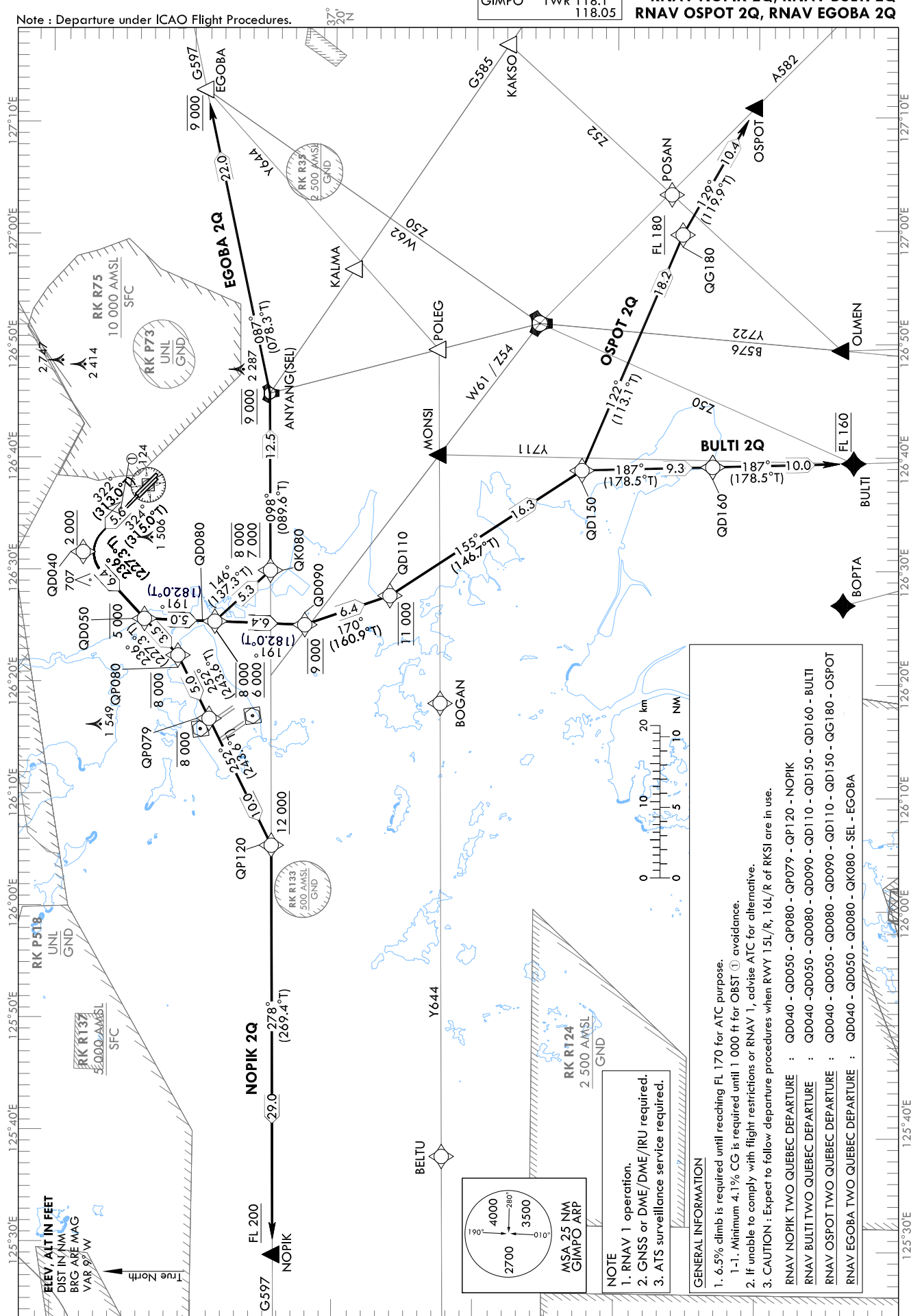
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	CF	UD050	-	14L-144(135.0) 14R-141(132.4)	14L-4.0 14R-4.2	R	-	-	37°30'01.9"N 126°51'58.7"E	-	RNAV 1	-
002	TF	SEL	-	159 (150.3)	6.0	-	-6 000	-	37°24'49.0"N 126°55'42.1"E	-	RNAV 1	-
003	TF	EGOBA	-	087 (078.3)	22.0	-	-9 000	-	37°29'14.7"N 127°22'45.9"E	-	RNAV 1	-

SEOUL	DEP	125.15
		121.4
		124.8
GIMPO	TWR	118.1
		118.05

RWY 32L/R

RNAV NOPIK 2Q, RNAV BULTI 2Q
RNAV OSPOT 2Q, RNAV EGOBA 2Q

Note : Departure under ICAO Flight Procedures.



Change : Establishment of name of SEL.

SEOUL/Gimpo Intl(RKSS)

RWY 32L/R

RNAV NOPIK 2Q, RNAV BULTI 2Q

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV NOPIK 2Q

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	QD040	-	32L-324(315.0) 32R-322(313.0)	5.6	L	+2 000	-	37°38'03.0"N 126°41'33.7"E	-	RNAV 1	-
002	TF	QD050	-	236 (227.3)	6.4	-	-5 000	-	37°33'41.1"N 126°35'37.1"E	-	RNAV 1	-
003	TF	QP080	-	236 (227.3)	3.5	-	-8 000	-	37°31'17.7"N 126°32'22.3"E	-	RNAV 1	-
004	TF	QP079	-	252 (243.6)	5.0	-	-8 000	-	37°29'04.1"N 126°26'44.7"E	-	RNAV 1	-
005	TF	QP120	-	252 (243.6)	10.0	-	+12 000	-	37°24'35.5"N 126°15'29.3"E	-	RNAV 1	-
006	TF	NOPIK	-	278 (269.4)	29.0	-	+FL 200	-	37°24'12.0"N 125°39'05.0"E	-	RNAV 1	-

RNAV BULTI 2Q

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	QD040	-	32L-324(315.0) 32R-322(313.0)	5.6	L	+2 000	-	37°38'03.0"N 126°41'33.7"E	-	RNAV 1	-
002	TF	QD050	-	236 (227.3)	6.4	-	-5 000	-	37°33'41.1"N 126°35'37.1"E	-	RNAV 1	-
003	TF	QD080	-	191(182.0)	5.0	-	-8 000 +6 000	-	37°28'41.3"N 126°35'23.9"E	-	RNAV 1	-
004	TF	QD090	-	191(182.0)	6.4	-	@9 000	-	37°22'18.4"N 126°35'07.0"E	-	RNAV 1	-
005	TF	QD110	-	170 (160.9)	6.4	-	@11 000	-	37°16'16.3"N 126°37'43.8"E	-	RNAV 1	-
006	TF	QD150	-	155 (146.7)	16.3	-	-	-	37°02'39.6"N 126°48'52.6"E	-	RNAV 1	-
007	TF	QD160	-	187 (178.5)	9.3	-	-	-	36°53'22.9"N 126°49'10.5"E	-	RNAV 1	-
008	TF	BULTI	-	187 (178.5)	10.0	-	@FL 160	-	36°43'22.3"N 126°49'29.7"E	-	RNAV 1	-

33°30'44"N
126°29'34"E

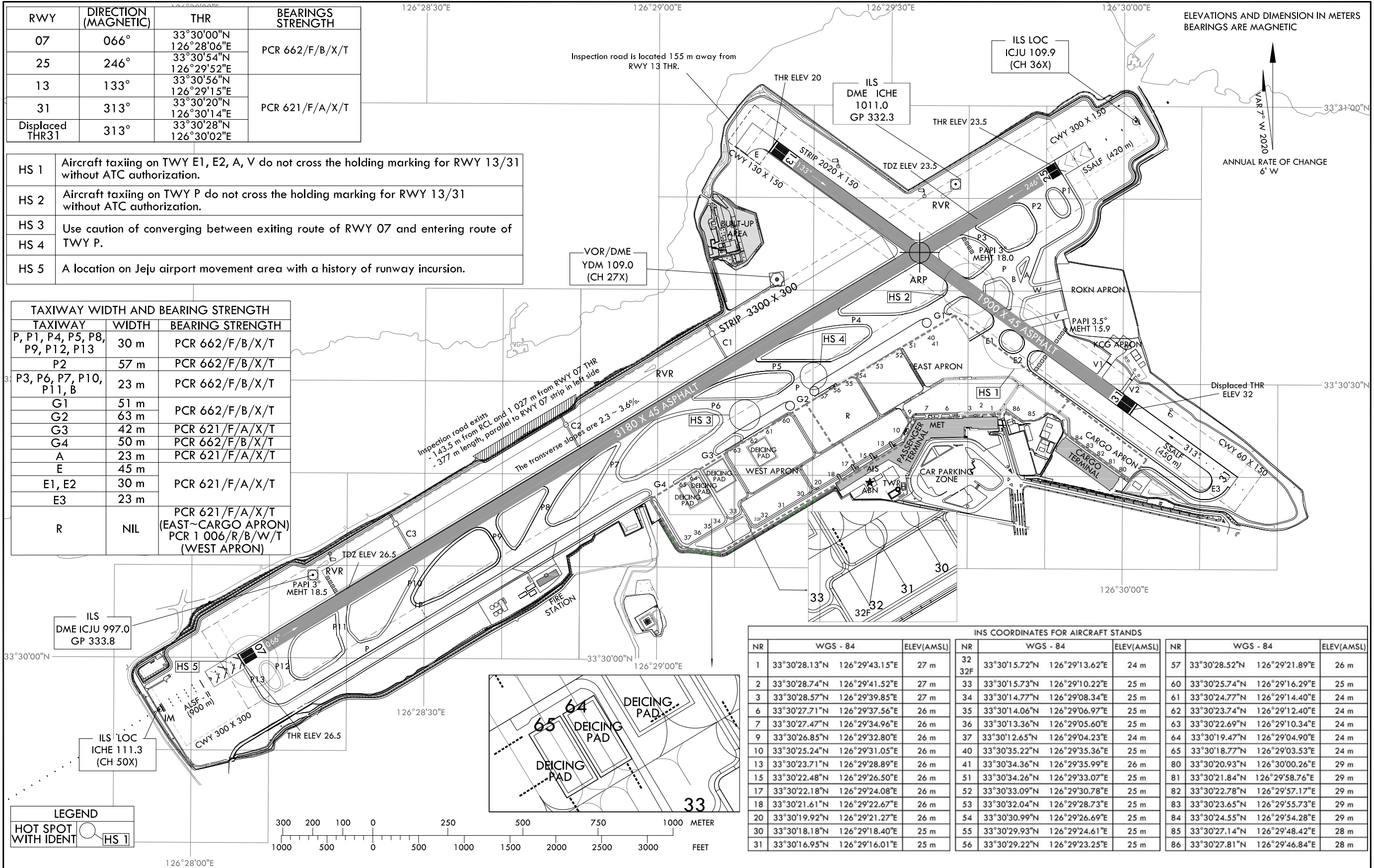
ELEV 36 m

TWR 118.2 236.6
GND 121.675

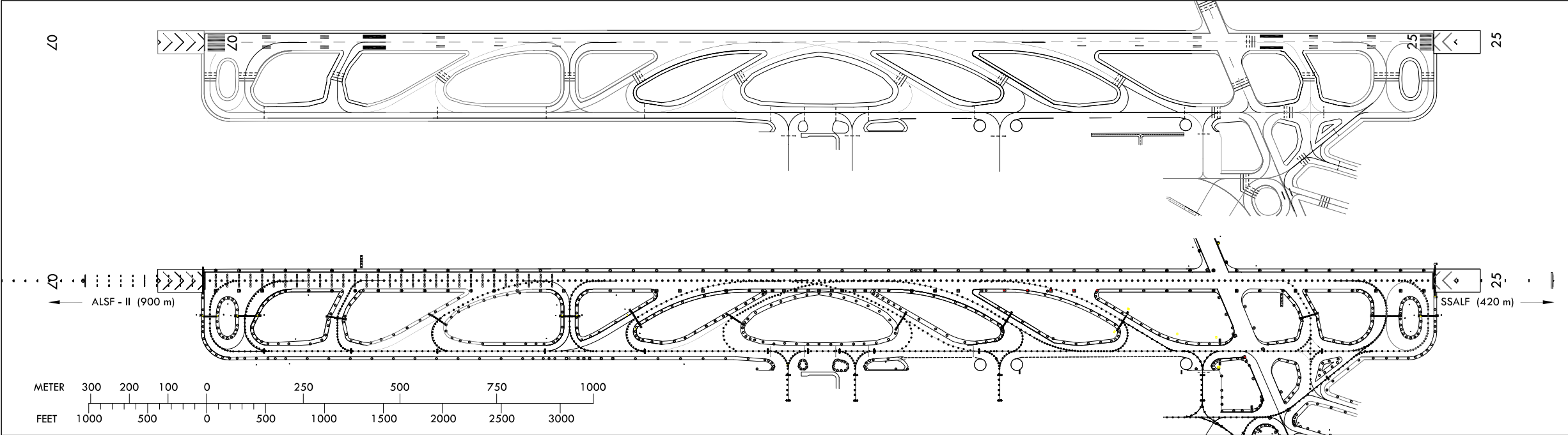
RWY	DIRECTION (MAGNETIC)	THR	BEARINGS STRENGTH
07	066°	33°30'00"N 126°28'06"E	PCR 662/F/B/X/T
25	246°	33°30'54"N 126°29'52"E	
13	133°	33°30'56"N 126°29'15"E	PCR 621/F/A/X/T
31	313°	33°30'20"N 126°30'14"E	
Displaced THR31	313°	33°30'28"N 126°30'02"E	

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
HS 4	TWY P.
HS 5	A location on Jeju airport movement area with a history of runway incursion.

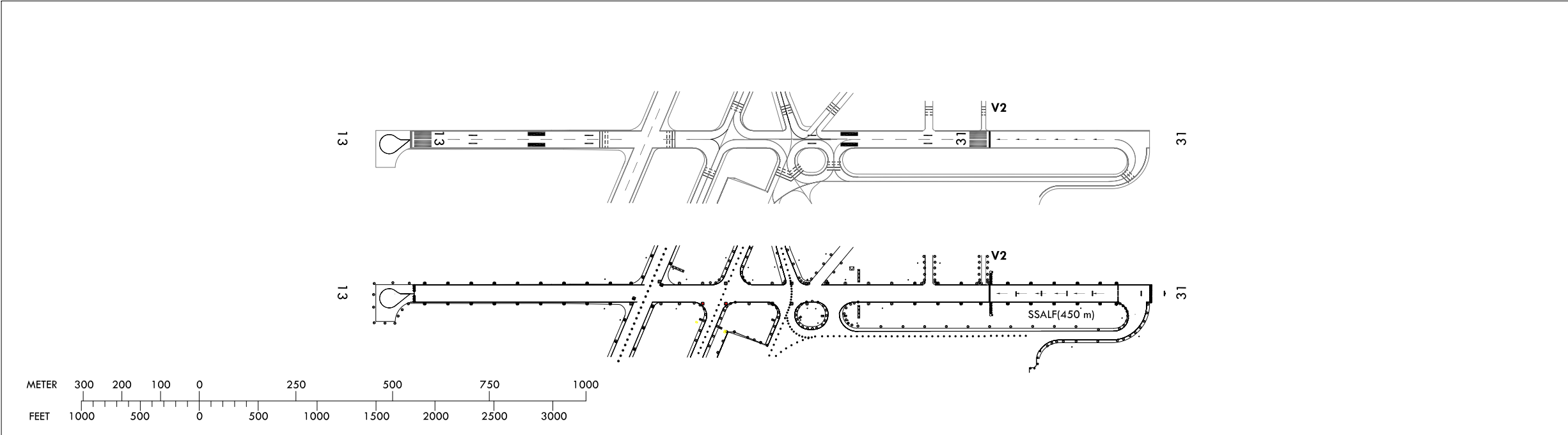
TAXIWAY WIDTH AND BEARING STRENGTH		
TAXIWAY	WIDTH	BEARING STRENGTH
P, P1, P4, P5, P8, P9, P12, P13	30 m	PCR 662/F/B/X/T
P2	57 m	PCR 662/F/B/X/T
P3, P6, P7, P10, P11, B	23 m	PCR 662/F/B/X/T
G1	51 m	PCR 662/F/B/X/T
G2	63 m	
G3	42 m	PCR 621/F/A/X/T
G4	50 m	PCR 662/F/B/X/T
A	23 m	PCR 621/F/A/X/T
E	45 m	PCR 621/F/A/X/T
E1, E2	30 m	
E3	23 m	
R	NIL	PCR 621/F/A/X/T (EAST~CARGO APRON) PCR 1 006/R/B/W/T (WEST APRON)



LIGHTING AND MARKING AIDS RWY 07/25 AND EXIT TWY



LIGHTING AND MARKING AIDS RWY 13/31 AND EXIT TWY



Change : Information of lighting and marking aids for RWY 07/25, RWY 13/31.

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

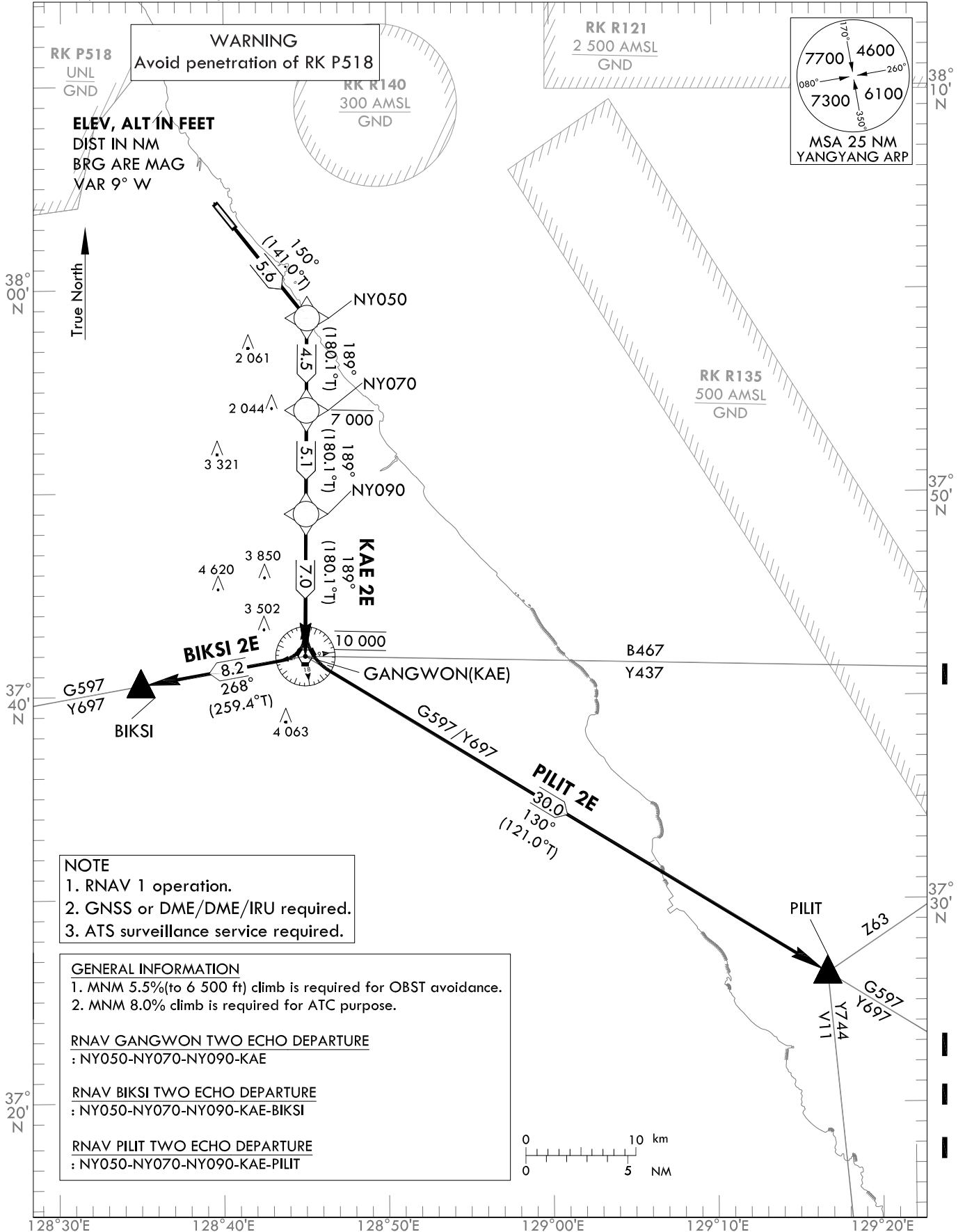
TRANSITION ALT 14 000
TRANSITION LVL FL 140

GANGNEUNG DEP 124.6
YANGYANG TWR 118.85
124.375

YANGYANG/Intl(RKNY)

RWY 15
RNAV KAE 2E
RNAV BIKSI 2E
RNAV PILIT 2E

Note : Departure under ICAO Flight Procedures.



Change : Establishment of name of KAE and Information of general information.

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV KAE 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	CF	NY050	-	150(141.0)	5.6	-	-	-	37°58'41.3"N 128°45'15.6"E	-	RNAV 1	-
002	TF	NY070	-	189(180.1)	4.5	-	- 7 000	-	37°54'09.1"N 128°45'15.0"E	-	RNAV 1	-
003	TF	NY090	-	189(180.1)	5.1	-	-	-	37°49'03.2"N 128°45'14.4"E	-	RNAV 1	-
004	TF	KAE	-	189(180.1)	7.0	-	@10 000	-	37°42'02.8"N 128°45'13.6"E	-	RNAV 1	-

RNAV BIKSI 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	CF	NY050	-	150(141.0)	5.6	-	-	-	37°58'41.3"N 128°45'15.6"E	-	RNAV 1	-
002	TF	NY070	-	189(180.1)	4.5	-	-7 000	-	37°54'09.1"N 128°45'15.0"E	-	RNAV 1	-
003	TF	NY090	-	189(180.1)	5.1	-	-	-	37°49'03.2"N 128°45'14.4"E	-	RNAV 1	-
004	TF	KAE	-	189(180.1)	7.0	-	@10 000	-	37°42'02.8"N 128°45'13.6"E	-	RNAV 1	-
005	TF	BIKSI	-	268(259.4)	8.2	-	-	-	37°40'32.0"N 128°35'04.0"E	-	RNAV 1	-

RNAV PILIT 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	CF	NY050	-	150(141.0)	5.6	-	-	-	37°58'41.3"N 128°45'15.6"E	-	RNAV 1	-
002	TF	NY070	-	189(180.1)	4.5	-	-7 000	-	37°54'09.1"N 128°45'15.0"E	-	RNAV 1	-
003	TF	NY090	-	189(180.1)	5.1	-	-	-	37°49'03.2"N 128°45'14.4"E	-	RNAV 1	-
004	TF	KAE	-	189(180.1)	7.0	-	@10 000	-	37°42'02.8"N 128°45'13.6"E	-	RNAV 1	-
005	TF	PILIT	-	130(121.0)	30.0	-	-	-	37°26'31.4"N 129°17'30.8"E	-	RNAV 1	-

* The term TCH equates to the use of the term RDH, within this context of the FAS data block.

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

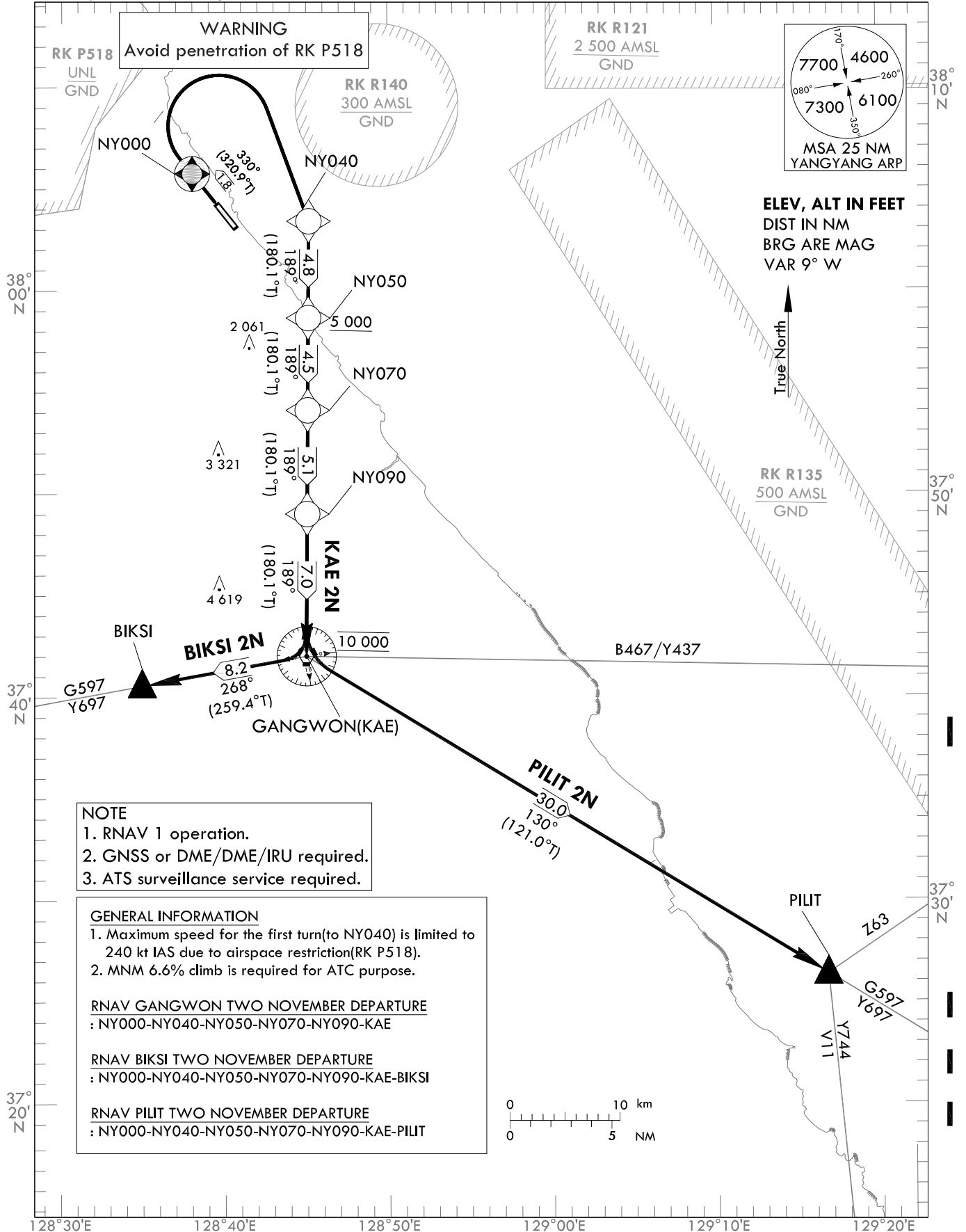
TRANSITION ALT 14 000
TRANSITION LVL FL 140

GANGNEUNG DEP 124.6
YANGYANG TWR 118.85
124.375

YANGYANG/Intl(RKNY)

RWY 33
RNAV KAE 2N
RNAV BIKSI 2N
RNAV PILIT 2N

Note : Departure under ICAO Flight Procedures.



Change : Establishment of name of KAE and Information of general information.

Standard Instrument Departure Procedure Coding Tables

RNAV KAE 2N

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	CF	NY000	Y	330(320.9)	1.8	-	-	-240	38°05'45.5"N 128°38'00.9"E	-	RNAV 1	-
002	DF	NY040	-	-	-	R	-	-240	38°03'27.0"N 128°45'16.2"E	TCH*	RNAV 1	-
003	TF	NY050	-	189(180.1)	4.8	-	+5 000	-	37°58'41.3"N 128°45'15.6"E	-	RNAV 1	-
004	TF	NY070	-	189(180.1)	4.5	-	-	-	37°54'09.1"N 128°45'15.0"E	-	RNAV 1	-
005	TF	NY090	-	189(180.1)	5.1	-	-	-	37°49'03.2"N 128°45'14.4"E	-	RNAV 1	-
006	TF	KAE	-	189(180.1)	7.0	-	@10 000	-	37°42'02.8"N 128°45'13.6"E	-	RNAV 1	-

RNAV BIKSI 2N

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	CF	NY000	Y	330(320.9)	1.8	-	-	-240	38°05'45.5"N 128°38'00.9"E	-	RNAV 1	-
002	DF	NY040	-	-	-	R	-	-240	38°03'27.0"N 128°45'16.2"E	TCH*	RNAV 1	-
003	TF	NY050	-	189(180.1)	4.8	-	+5 000	-	37°58'41.3"N 128°45'15.6"E	-	RNAV 1	-
004	TF	NY070	-	189(180.1)	4.5	-	-	-	37°54'09.1"N 128°45'15.0"E	-	RNAV 1	-
005	TF	NY090	-	189(180.1)	5.1	-	-	-	37°49'03.2"N 128°45'14.4"E	-	RNAV 1	-
006	TF	KAE	-	189(180.1)	7.0	-	@10 000	-	37°42'02.8"N 128°45'13.6"E	-	RNAV 1	-
007	TF	BIKSI	-	268(259.4)	8.2	-	-	-	37°40'32.0"N 128°35'04.0"E	-	RNAV 1	-

RNAV PILIT 2N

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	CF	NY000	Y	330(320.9)	1.8	-	-	-240	38°05'45.5"N 128°38'00.9"E	-	RNAV 1	-
002	DF	NY040	-	-	-	R	-	-240	38°03'27.0"N 128°45'16.2"E	TCH*	RNAV 1	-
003	TF	NY050	-	189(180.1)	4.8	-	+5 000	-	37°58'41.3"N 128°45'15.6"E	-	RNAV 1	-
004	TF	NY070	-	189(180.1)	4.5	-	-	-	37°54'09.1"N 128°45'15.0"E	-	RNAV 1	-
005	TF	NY090	-	189(180.1)	5.1	-	-	-	37°49'03.2"N 128°45'14.4"E	-	RNAV 1	-
006	TF	KAE	-	189(180.1)	7.0	-	@10 000	-	37°42'02.8"N 128°45'13.6"E	-	RNAV 1	-
007	TF	PILIT	-	130(121.0)	30.0	-	-	-	37°26'31.4"N 129°17'30.8"E	-	RNAV 1	-

* The term TCH equates to the use of the term RDH, within this context of the FAS data block.

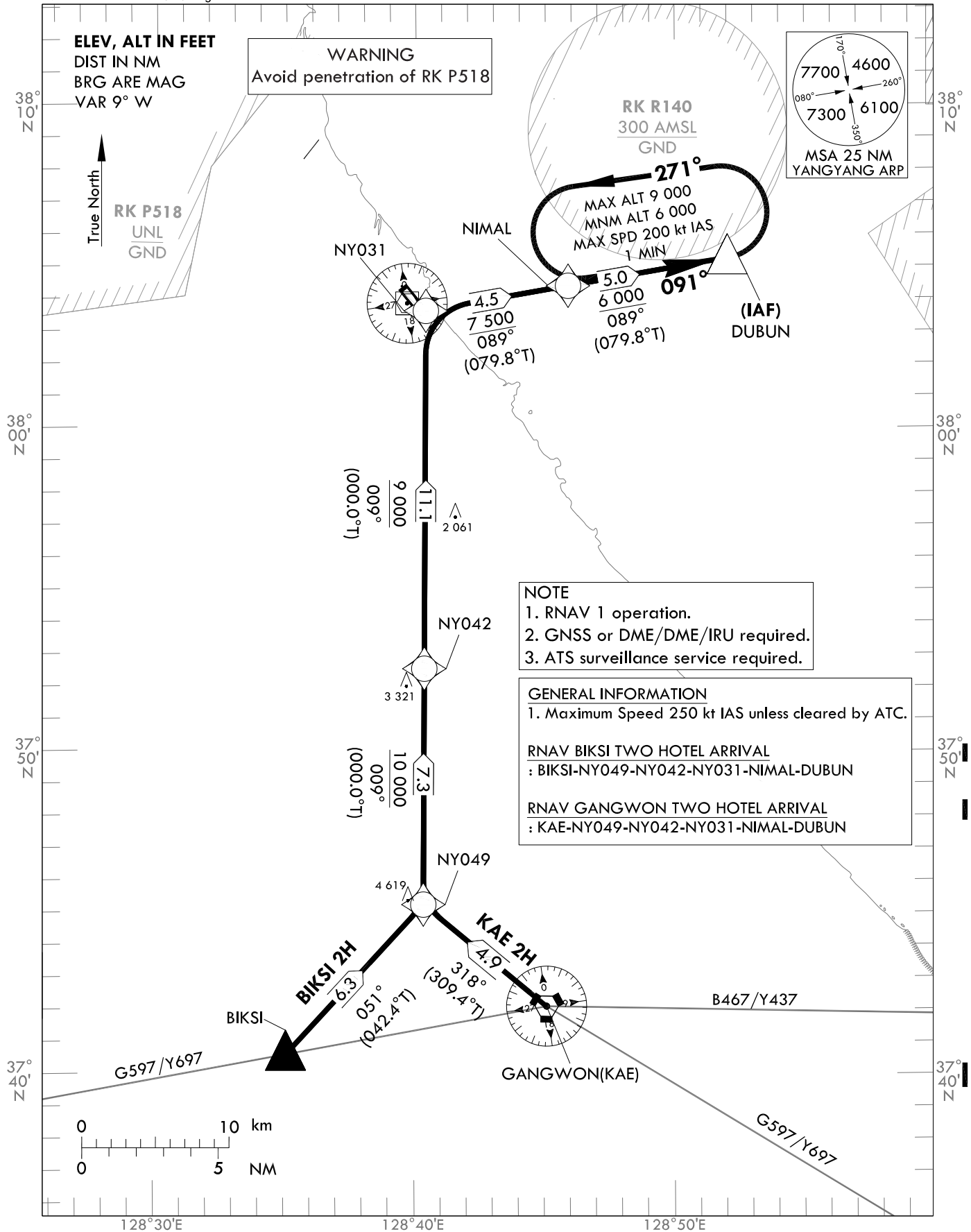
**STANDARD ARRIVAL CHART
INSTRUMENT(STAR) - ICAO**

TRANSITION ALT 14 000
TRANSITION LVL FL 140

GANGNEUNG APP 124.6
YANGYANG TWR 118.85
124.375

YANGYANG/Intl(RKNY)
RWY 33
RNAV KAE 2H
RNAV BIKSI 2H

Note : Arrival under ICAO Flight Procedures.



Change : Establishment of name of KAE and Information of general information.

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV KAE 2H

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	KAE	-	-	-	-	-	-	37°42'02.8"N 128°45'13.6"E	-	RNAV 1	-
002	TF	NY049	-	318(309.4)	4.9	-	-	-	37°45'11.2"N 128°40'24.7"E	-	RNAV 1	-
003	TF	NY042	-	009(000.0)	7.3	-	+10 000	-	37°52'29.4"N 128°40'25.1"E	-	RNAV 1	-
004	TF	NY031	-	009(000.0)	11.1	-	+9 000	-	38°03'34.1"N 128°40'25.8"E	-	RNAV 1	-
005	TF	NIMAL	-	089(079.8)	4.5	-	+7 500	-	38°04'21.6"N 128°45'59.8"E	-	RNAV 1	-
006	TF	DUBUN	-	089(079.8)	5.0	-	+6 000	-	38°05'14.5"N 128°52'13.8"E	-	RNAV 1	IAF

RNAV BIKSI 2H

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	BIKSI	-	-	-	-	-	-	37°40'32.0"N 128°35'04.0"E	-	RNAV 1	-
002	TF	NY049	-	051(042.4)	6.3	-	-	-	37°45'11.2"N 128°40'24.7"E	-	RNAV 1	-
003	TF	NY042	-	009(000.0)	7.3	-	+10 000	-	37°52'29.4"N 128°40'25.1"E	-	RNAV 1	-
004	TF	NY031	-	009(000.0)	11.1	-	+9 000	-	38°03'34.1"N 128°40'25.8"E	-	RNAV 1	-
005	TF	NIMAL	-	089(079.8)	4.5	-	+7 500	-	38°04'21.6"N 128°45'59.8"E	-	RNAV 1	-
006	TF	DUBUN	-	089(079.8)	5.0	-	+6 000	-	38°05'14.5"N 128°52'13.8"E	-	RNAV 1	IAF

HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Time (Min)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/TCH*	Navigation specification	Remarks
RNAV KAE 2H	HM	DUBUN	Y	091(081.7)	1	L	-9 000 +6 000	-200	38°05'14.5"N 128°52'13.8"E	-	RNAV 1	1 MIN (Outbound Leg)
RNAV BIKSI 2H	HM	DUBUN	Y	091(081.7)	1	L	-9 000 +6 000	-200	38°05'14.5"N 128°52'13.8"E	-	RNAV 1	1 MIN (Outbound Leg)

* The term TCH equates to the use of the term RDH, within this context of the FAS data block.

GWANGJU APP	120.475	130.0
	228.9	265.5
MUAN TWR	118.25	118.85

ILS Y or LOC Y RWY 01

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

True North

MOA 20
EL 400
10 000 AMSL

MOA 34
4 000 AMSL
500 AMSL

MOA 21
EL 400
10 000 AMSL

CATA 4A
7 000 AMSL
1 000 AGL

CATA 4B
3 500 AMSL
1 000 AGL

RK R108C
UNL
GND

RK R109
3 500 AMSL
GND

MUN
VOR/DME 111.0
34°58'40"N
126°23'05"E
0 ft

LOC ONLY (FAF)
IMUN D5.2
34°53'43"N
126°23'01"E

LOC ONLY (MAPt)
IMUN D1.9

LOC 111.9
IMUN

(MAHF) GUPA
149°
MAX MIN ALT 5 000
MAX SPD 250 kt IAS
329°

(IAF) OVGEN
225°
MAX MIN ALT 5 000
MAX SPD 250 kt IAS
045°

(IF) IMUN D10.7
514

(SDF) IMUN D13.7
105

(IAF) PEGRO
226°
MAX MIN ALT 5 000
MAX SPD 250 kt IAS
045°

(IAF) OLBS
181

MUN D1 5.4 ARC
181

MUN D1 5.4 ARC
181

R 102
102

L 105
105

L 181
181

R 152
152

SCALE 1: 600000
0 10 km
0 5 NM

NOTE
1. DME required on an ILS/LOC approach.
2. ACFT shall remain within MUN D20 while in Holding Pattern.

**ELEVATIONS
TINT
LEGEND**
3500
3000
2500
2000
1500
1000
500
Sea Level
ELEVATIONS
ARE IN
FEET

**MSA 25 NM
MUN VOR**
3500
270°
2400
360°
3 800

Climb on HDG 007° to MUN D3.5, then turn left HDG 297° to GUPLA and Hold at 5 000 ft.

OCA (H)		A	B	C	D		Knots	60	90	120	150	180
Straight-in Approach	CAT-I	232 (200)				Rate of descent	V/V fpm	318	478	637	796	955
	LOC	660 (628)				* Timing Not authorized for defining MAPt. * Circling Not authorized.						

AIP AMDT 13/24

MUAN/Muan Intl(RKJB)
ILS Y or LOC Y RWY 01

AERONAUTICAL DATA TABULATION

ILS Y or LOC Y Approach to RWY 01 from OVGEN, OLBES or PEGRO			
Fix/point		Coordinates	
OVGEN(IAF)	R 225 MUN /15.4 NM MUN	34°46'22.2"N	126°11'47.9"E
OLBES(IAF)	R 189 MUN /22.5 NM MUN	34°36'08.1"N	126°22'32.0"E
PEGRO(IAF)	R 152 MUN /15.4 NM MUN	34°46'09.0"N	126°34'02.1"E
D13.7 IMUN(SDF)	BRG 7.10°/13.7 NM IMUN	34°45'11.5"N	126°23'04.1"E
D10.7 IMUN(IF)	BRG 7.10°/10.7 NM IMUN	34°48'10.9"N	126°23'03.3"E
D5.2 IMUN(FAF LOC ONLY)	BRG 7.10°/5.2 NM IMUN	34°53'42.6"N	126°23'00.5"E
D1.9 IMUN(MAPt LOC ONLY)	BRG 7.10°/1.9 NM IMUN	34°56'59.1"N	126°22'59.2"E
MUN VOR/DME		34°58'40.0"N	126°23'05.4"E
THR RWY 01	Final approach descent angle 3.04° (LOC ONLY)	34°58'43.64"N	126°22'58.45"E
IMUN DME		34°58'53.2"N	126°22'53.8"E
IMUN LOC		35°00'23.1"N	126°22'57.8"E
D3.5 MUN	HDG 007	-	
GUPLA	HDG 297/11.5 NM MUN	35°07'37.8"N	126°14'18.1"E

RKJY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Yeosu Airport Weather Station (TEL : +82-61-682-7888, Telefax : +82-61-686-2365)
2	Hours of service MET Office outside hours	2200-1100 UTC Aviation Meteorological Office(TEL : +82-32-222-3030)
3	Office responsible for TAF preparation Periods of validity	Aviation Meteorological Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Trend forecast Interval of issuance	Trend type forecast 1 hour (METAR) and when SPECI reported
5	Briefing/consultation provided	Available by the phone for 24 hours at Yeosu Airport Weather Station or Aviation Meteorological Office Available at the Station for hours of service, if required
6	Flight documentation Language(s) used	Aerodrome forecasts (TAF code form), SIGWX charts, WINTEN charts, SIGMET information in English
7	Charts and other information available for briefing or consultation	Analysis charts(surface and upper air), Prognostic charts, Graphic displays, Significant weather charts(high, medium, low) and other model outputs
8	Supplementary equipment available for providing information	Satellite and Weather radar imageries
9	ATS units provided with information	AIS and TWR
10	Additional information (limitation of service, etc.)	Automated METAR is provided during non-operational hours of the Yeosu Airport Weather Station. All observation data, model outputs and forecasts produced by KMA and WAFS are available at the office through internet link.

RKJY AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations				THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY
Runway NR	TRUE BRG	Dimension of RWY(m)	Strength(PCR) and surface of RWY and SWY	RWY end coordinates THR geoid Undulation	
1	2	3	4	5	6
17	158.03°	2 100 × 45	584/F/C/X/T Asphalt	345103.73N 1273646.77E GUND 27.2 m	THR 8.7 m TDZ 13.7 m
35	338.03°	2 100 × 45	584/F/C/X/T Asphalt	345000.53N 1273717.70E GUND 27.2 m	THR 9.5 m TDZ 14.4 m

7. Slope of RWY						

SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)	Location & description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
NIL	268 × 150	2 220 × 300	208 × 150	NIL	NIL	The surface of RWY 17/35 is grooved.
NIL	300 × 150	2 220 × 300	240 × 150	NIL	NIL	

Change : Information of hours of service for meteorological information.

RKJY AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
17	2 100	2 368	2 100	2 100	NIL
17	1 500	1 768	1 500	-	Take-off from intersection with TWY A
35	2 100	2 400	2 100	2 100	NIL
35	1 600	1 900	1 600	-	Take-off from intersection with TWY B

RKJY 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 Centre 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
17	ALSF-I 750 m LIH	Green -	PAPI Left / 3° (17.7 m)	900 m	2 100 m 30 m White/Red LIH	2 100 m 60 m White LIH	RED -	-	NIL
35	SSALF 420 m LIH	Green -	PAPI Left / 3° (17.7 m)	NIL	2 100 m 30 m White/Red LIH	2 100 m 60 m White LIH	RED -	-	PAPI unusable beyond 7° right side

RKJY AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At the top of TWR Building, FLG W/G EV 2 SEC IBN: NIL As AD operational hours
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer : 350 m from THR 17, 350 m from THR 35 all lighted
3	TWY edge and center line lighting	Edge : All TWY Center line : NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AD Switch-over time : 1 or 15 SEC according to a kind of lights
5	Remarks	NIL

RKPU AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKPU - ULSAN / Ulsan Domestic

RKPU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	353536N 1292108E 181° / 1 020 m from THR 18
2	Direction and distance from city	039°, 7 km from Ulsan City Hall
3	Elevation/Reference temperature	13 m / 31 °C
4	Geoid undulation at AD ELEV PSN	30 m
5	MAG VAR/Annual change	8° W (2020) / 0.089° increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	Korea Airports Corporation(Ulsan Airport) 1103, Saneop-ro, Buk-gu, Ulsan, 44238, Republic of Korea TEL : +82-52-219-6382, 6338~9 Telefax : +82-52-219-6300, 6388
7	Type of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKPU AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2100-1300 UTC
2	Customs and Immigration	NIL
3	Health and Sanitation	NIL
4	AIS Briefing Office	2300-1200 UTC
5	ATS Reporting Office	2300-1200 UTC
6	MET Briefing Office	H24
7	ATS	2300-1200 UTC
8	Fuelling	NIL
9	Handling	HO
10	Security	HO
11	De-icing	HO
12	Remarks	Outside these hours services are available under the pre-coordination (Only passenger flight)

RKPU AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Conveyor belt, various vehicles and equipment
2	Fuel/oil type	NIL
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	Available. See AD chart for location (ACFT stand NR. 1).
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, ATS reporting office and ATS.

RKPU AD 2.5 PASSENGER FACILITIES

1	Hotels	In Ulsan city
2	Restaurants	60 Seats, light food services available at AD
3	Transportation	Buses, Taxis and rental cars available at AD
4	Medical Facilities	Ambulance services available Hospitals in Ulsan city
5	Bank and Post Office	Bank and Post office available in the vicinity of AD
6	Tourist Office	Available at AD
7	Remarks	http://www.airport.co.kr/mbs/ulsan/

RKPU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	CAT 7
2	Rescue equipment	- 2 Chemical Fire Fighting Trucks - 1 Ambulance Car - Water : 22 000 L - AFFF : 3 200 L - Dry Chemical : 500 kg
3	Capability for removal of disabled aircraft	Specialized aircraft recovery equipment available for up to and including B737-900 size aircraft. The usable equipment list which is 50 ton hydraulic recovery jack, 50 ton crane and other accessory equipment can be provided by airlines. Korea Airports Corporation is the co-ordinator for the removal of disabled aircraft and can be reached at Airport Duty manager. (TEL : +82-52-219-6312)
4	Remarks	NIL

RKPU AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	a. 1 Compact runway jet sweeper (working width : about 5.6 m) b. 1 Multi purpose snowplough (working width : about 3.2 m) c. 1 Thawing material spreader d. 1 De-icing cart
2	Clearance priorities	1. RWY 18/36, TWY B and Apron (ACFT stands NR. 1, 2, 3) 2. TWY A and Apron (ACFT stand NR. 4)
3	Remarks	NIL

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

1	Designation, Apron surface and strength	a. Surface : Asphalt b. Strength : PCR 377/F/A/X/T
2	Designation, Taxiway width, surface and strength	a. Width : 30 m b. Surface : Asphalt c. Strength - "A" : PCR 377/F/A/X/T - "B" : PCR 377/F/A/X/T
3	Altimeter checkpoint location and elevation	Location : At apron Elevation : 9 m
4	VOR checkpoints	NIL
5	INS checkpoint	See AD chart
6	Remarks	NIL

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

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

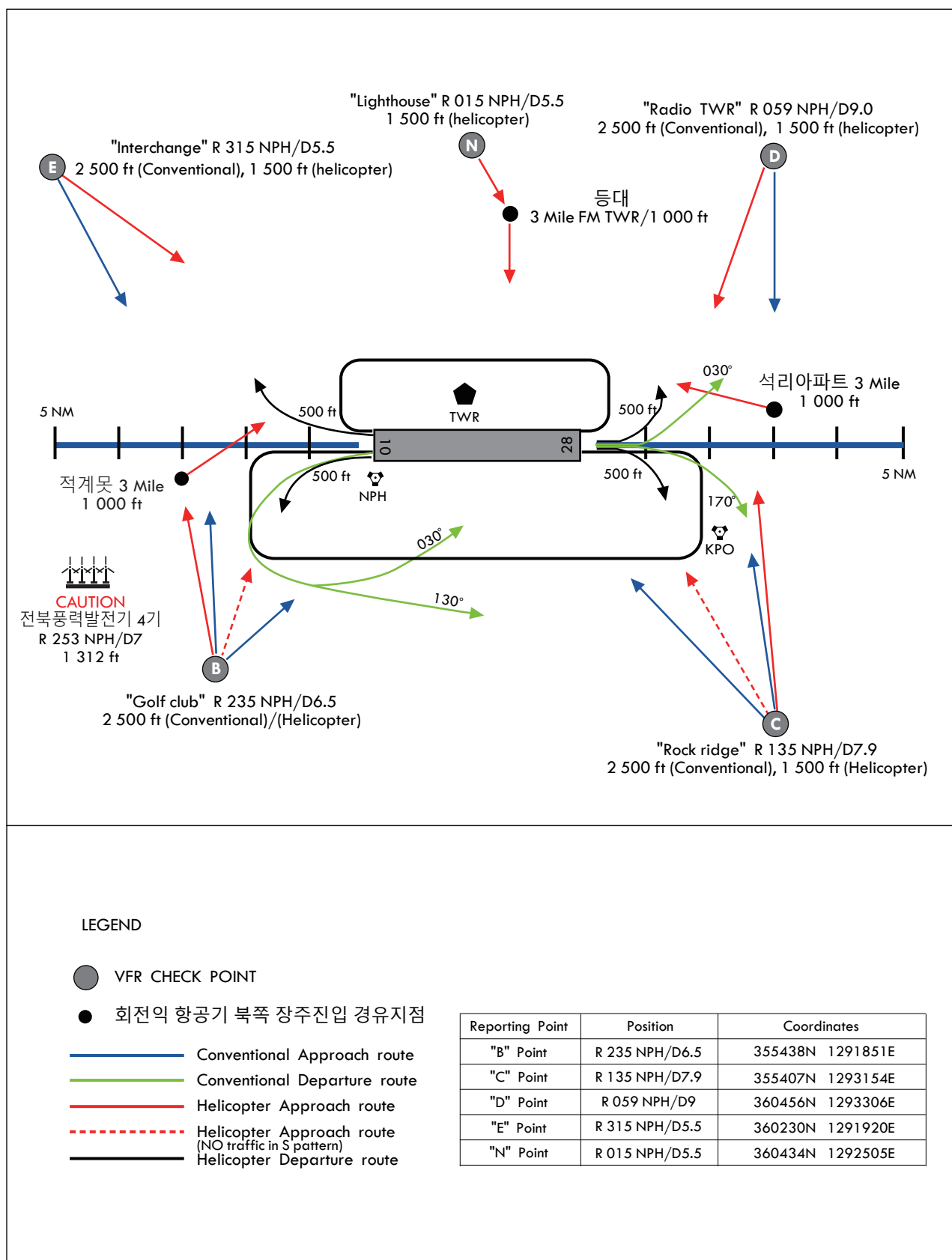
1	Designation and lateral limit	Ulsan CTR A circle, 5 NM radius centered at ARP
2	Vertical limits	SFC to 3 000 ft AGL
3	Airspace classification	D
4	ATS unit call sign Languages	Ulsan Tower English / Korean
5	Transition altitude	14 000 ft AMSL
6	Operational hours	2200-1230 UTC
7	Remarks	Refer to ENR 2.1-9, 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	2230-1130 UTC	
TWR	Ulsan Tower	118.75 MHz 236.6 MHz 225.55 MHz	2300-1200 UTC	
GND	Ulsan Ground	121.75 MHz	2300-1200 UTC	Digital PDC service available
ATIS	Ulsan Airport	127.625 MHz 233.55 MHz	2300-1200 UTC	Digital ATIS service available
EMERG		121.5 MHz 243.0 MHz	2300-1200 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.				

Change : Information of hours of operation for ATS communication facilities.

Arrival and Departure Procedures for VFR Traffic



Change : Information of arrival and departure procedures for VFR traffic.

RKTH AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of airport

An average of 14 000 birds a year have been flown around Pohang Gyeongju Airport.

It is shown the increasing number of birds when the groups of snipes and skylarks start plying the action in April, May, September, October and November.

Usually, sedentary birds fly over during the time of sunrise and sunset around the year except late spring and fall. The status of flying on each period is as follows. In January and February, the groups of gulls fly over (200 ft) the Pohang Gyeongju airport to move to Hodong landfill from Dogu coast during the time of sunrise and sunset.

In April and May, the groups of snipes inhabit at the airport and fly around the area. In August and September, a number of sparrow hawk fly over Pohang Gyeongju Airport and the groups of skylarks are active in October and September.

It is indicated that the groups of birds are on the feed surrounding taxiway at Pohang Gyeongju Airport. Then, they do not fly across the runway and fly back to their habitat close to the outskirts of the airport. However, the groups of skylarks and snipes, which are active late spring and in fall, are on the feed as well as inhabit within the airport.

RKTH AD 2.24 CHART RELATED TO THE AERODROME

Aerodrome Chart - ICAO	RKTH AD CHART 2-1
Area Chart - ICAO	RKTH AD CHART 2-2
SID - RWY 10 - POHANG 3	RKTH AD CHART 2-3
SID - RWY 10 - POHANG 5	RKTH AD CHART 2-4
SID - RWY 10 - RNAV(GNSS) DORTI 1	RKTH AD CHART 2-5
SID - RWY 28 - POHANG 4	RKTH AD CHART 2-6
SID - RWY 28 - RNAV(GNSS) MARMI 1	RKTH AD CHART 2-7
STAR - RWY 10 - RNAV(GNSS) EMTIK 1	RKTH AD CHART 2-8
STAR - RWY 28 - RNAV(GNSS) PUDEN 1	RKTH AD CHART 2-9
ATC Surveillance Minimum Altitude Chart - ICAO	RKTH AD CHART 2-10
Instrument Approach Chart - RWY 10 - LOC/DME	RKTH AD CHART 2-11
Instrument Approach Chart - RWY 10 - VOR/DME or TACAN	RKTH AD CHART 2-12
Instrument Approach Chart - RWY 10 - RNP Y	RKTH AD CHART 2-13
Instrument Approach Chart - RWY 10 - RNP Z(AR)	RKTH AD CHART 2-14
Instrument Approach Chart - RWY 28 - VOR/DME or TACAN	RKTH AD CHART 2-15
Instrument Approach Chart - RWY 28 - RNP Y	RKTH AD CHART 2-16
Instrument Approach Chart - RWY 28 - RNP Z(AR)	RKTH AD CHART 2-17
Bird concentrations in the vicinity of aerodrome	RKTH AD CHART 2-18

RKTL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKTL - ULJIN

RKTL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	364637N 1292742E 169° / 904 m from THR 17
2	Direction and distance from (city)	176° / 25 km from Uljin-eup
3	Elevation/Reference temperature	53 m / 28.6 °C
4	Geoid undulation at AD ELEV PSN	21 m
5	MAG VAR/Annual change	9° W(2020) / 0.088° increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	Korea Airports Corporation (Pohang Gyeongju Airport Uljin Operations Office) 264, Giseong-ro, Giseong-myeon, Uljin-gun, Gyeongsangbuk-do, 36353, Republic of Korea TEL : +82-54-789-0306 Telefax : +82-54-789-0330 AFS : RKTLZPZX
7	Type of traffic permitted(IFR/VFR)	VFR/IFR
8	Remarks	NIL

RKTL AD 2.3 OPERATIONAL HOURS

1	AD operator	MON, WED, FRI : 2300-1100 UTC TUE, THU : 2300-1100 UTC(OCT-APR) 2300-1300 UTC(MAY-SEP) * 1100-1300 only for training flights based on Uljin AD. SAT, SUN : 0000-0900 UTC
2	Customs and Immigration	NIL
3	Health and Sanitation	NIL
4	AIS Briefing Office	As AD operator
5	ATS Reporting Office	As AD operator
6	MET Briefing Office	NIL
7	ATS	As AD operator
8	Fuelling	HO
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	Outside these hours services are available under the pre-coordination. Training flights are restricted on Sunday for noise abatement.

RKTL AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	NIL
2	Fuel/oil type	Fuel : JET A1, AV GAS 100LL Oil : 15W50, 5W40
3	Fuelling facilities/capacity	Fuel services by truck / AV GAS 1 500, AV GAS 5 000, JET A1 5 000, AV GAS 20 000 Fuel services by trailer / AV GAS 32 000
4	De-icing facilities	NIL
5	Hanger space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

RKTL AD 2.5 PASSENGER FACILITIES

1	Hotels	In Uljin Gun
2	Restaurants	NIL
3	Transportation	NIL
4	Medical facilities	NIL
5	Bank and Post Office	a. ATM available b. Post Office : Not available
6	Tourist Office	NIL
7	Remarks	NIL

RKTL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 2
2	Rescue equipment	- 1 Chemical fire fighting truck - Water : 3 600 L - AFFF : 400 L - Dry Chemical : 140 kg
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

RKTL AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	1 Snow plough
2	Clearance priorities	a. RWY 35/17 b. TWY serving RWY in use c. Apron
3	Remarks	NIL

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

1	Apron surface and strength	a. Area : 27 958 m ² b. Surface : Concrete c. Strength : See Aircraft Parking/Docking Chart			
2	Taxiway width, surface and strength	Taxiway	Width(m)	Surface	Strength
		E2, E4, P	8	Asphalt	PCR 212/F/A/Y/T
		E1	26	Asphalt	PCR 212/F/A/Y/T
		E5	27	Asphalt	PCR 212/F/A/Y/T
		E3	18	Asphalt	PCR 313/F/B/X/T
3	Altimeter checkpoint location and elevation	Location : Apron Elevation : 51 m			
4	VOR checkpoints	NIL			
5	INS checkpoints	NIL			
6	Remarks	NIL			

Change : Information of seasonal availability-clearing.

RKTL 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 (9° W/2020) ILS CAT I (9° W or 351°)	IUJS	108.1 MHz	H24	364600.3N 1292756.7E		
GP 17	IUJS	334.7 MHz	H24	364654.4N 1292730.7E		3° ILS RDH 44 ft
DME 17	IUJS	979 MHz (CH 18X)	H24	364654.4N 1292730.6E	60 m	
LOC 35 (9° W/2020) ILS CAT I (9° W or 351°)	IUJN	108.1 MHz	H24	364714.4N 1292728.0E		RWY 35 LOC/DME unusable : Beyond 20 DEG left of inbound course due to terrain
GP 35	IUJN	334.7 MHz	H24	364616.7N 1292745.3E		3° ILS RDH 44ft
DME 35	IUJN	979 MHz (CH 18X)	H24	364616.7N 1292745.1E	60 m	RWY 35 LOC/DME unusable : Beyond 20 DEG left of inbound course due to terrain
VOR/DME (9° W/2020)	UJN	115.3 MHz (CH 100X)	H24	364635.2N 1292726.9E	90 m	DME unserviceable - RDL 196-220 beyond 12 NM BLW 8 000 ft - RDL 221-270 beyond 16 NM BLW 12 000 ft - RDL 271-295 beyond 17 NM BLW 10 000 ft - RDL 296-320 beyond 15 NM BLW 10 000 ft
Scheduled Inspection time : - LOC 17, GP 17, DME 17, LOC 35, GP 35, DME 35, VOR/DME : Every 2nd WED (1300-1800 UTC) of the month. - RADAR(ASR/SSR) : Every 4th WED (1300-1800 UTC) of the month.						

RKTL AD 2.20 LOCAL AERODROME REGULATIONS

- Uljin airport is operated by MOLIT* for training pilot. All aircraft except the aircraft belonging Uljin flight training center/academy that wish to use this AD have to obtaining an approval 24-hour in advance from MOLIT and observe the Uljin Airport Local Regulations.

* MOLIT : Ministry of Land, Infrastructure and Transport

- Ground Procedure(Radio frequency change points)

Departure

RWY 35/17 in use

Aircraft shall change radio frequency from ULJIN Ground(121.775 MHz) to ULJIN Tower(118.55 MHz) when entering "E5" and "E1" taxiway from Apron unless otherwise instructed by ATC.

Arrival

RWY 35/17 in use

Aircraft shall change radio frequency from ULJIN Tower(118.55 MHz) to ULJIN Ground(121.775 MHz) when vacating runway unless otherwise instructed by ATC.

Change : Information of remarks for radio navigation and landing aids.

RKTL AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

RKTL AD 2.22 FLIGHT PROCEDURES

1. IFR Procedure

1.1 Take-off weather minima

	RWY	Facilities			
		REDL & RCLL	REDL & RCL	REDL or RCL	NIL (Day Only)
Multi-Engine ACFT with TKOF ALTN AD	17	400 m / 1 200 ft	400 m / 1 200 ft	400 m / 1 200 ft	500 m / 1 600 ft
	35	400 m / 1 200 ft	400 m / 1 200 ft	400 m / 1 200 ft	500 m / 1 600 ft
Others	17	AVBL LDG MINIMA			
	35				

Note : SIDs are designed in accordance with STANDARDS for FLIGHT PROCEDURE DESIGN.

1. The TDZ RVR/VIS may be assessed by the pilot.
2. For Night Operations at least REDL or RCLL and RENL are available.

2. Procedures for VFR flight within Uljin CTR

2.1 VFR procedures

a. Take-off RWY 17/35 for CATA 7

- Initial climb to 700 ft then turn left(or right) HDG 080, climb VFR to 1 000 ft until 5 mile from Uljin airport. Contact Uljin Arrival on 120.875 MHz when instructed by Uljin Tower or leaving Tower control zone. Further climb instruction will be issued by Uljin Arrival.

b. Take-off RWY 17/35 for Cross-Country

- RWY 17/35 : Initial climb to 900 ft then turn left(or right), climb to 2 500 ft over threshold then turn left(or right) HDG 260 until leaving control zone.

c. Arrival

- RWY 17 South/North
 - South : S(2 500 ft) → B(2 000 ft) → Follow instructions as directed by ATC.
 - North : N(2 500 ft) → W(2 500 ft) → A(2 000 ft) → Follow instructions as directed by ATC.
- RWY 35 South/North
 - North : N(2 500 ft) → W(2 500 ft) → A(2 000 ft) → Follow instructions as directed by ATC.
 - South : S(2 500 ft) → B(2 000 ft) → Follow instructions as directed by ATC.
- VFR POINT "C"(RWY 35 used) and "D"(RWY 17 used) are prohibited except emergency or ATC instruction.

d. VFR flight will be permitted under the condition as below :

- Ground visibility : Not less than 5 km
- Ceiling : at or above 450 m(1 500 ft)

e. VFR Traffic circuit : Refer to page RKTL AD 2-10

f. VFR Circuit Altitude

- CAT A : 1 500 ft AMSL

g. VFR Reporting point : Refer to page RKTL AD 2-10

INSTRUMENT
APPROACH
CHART - ICAO

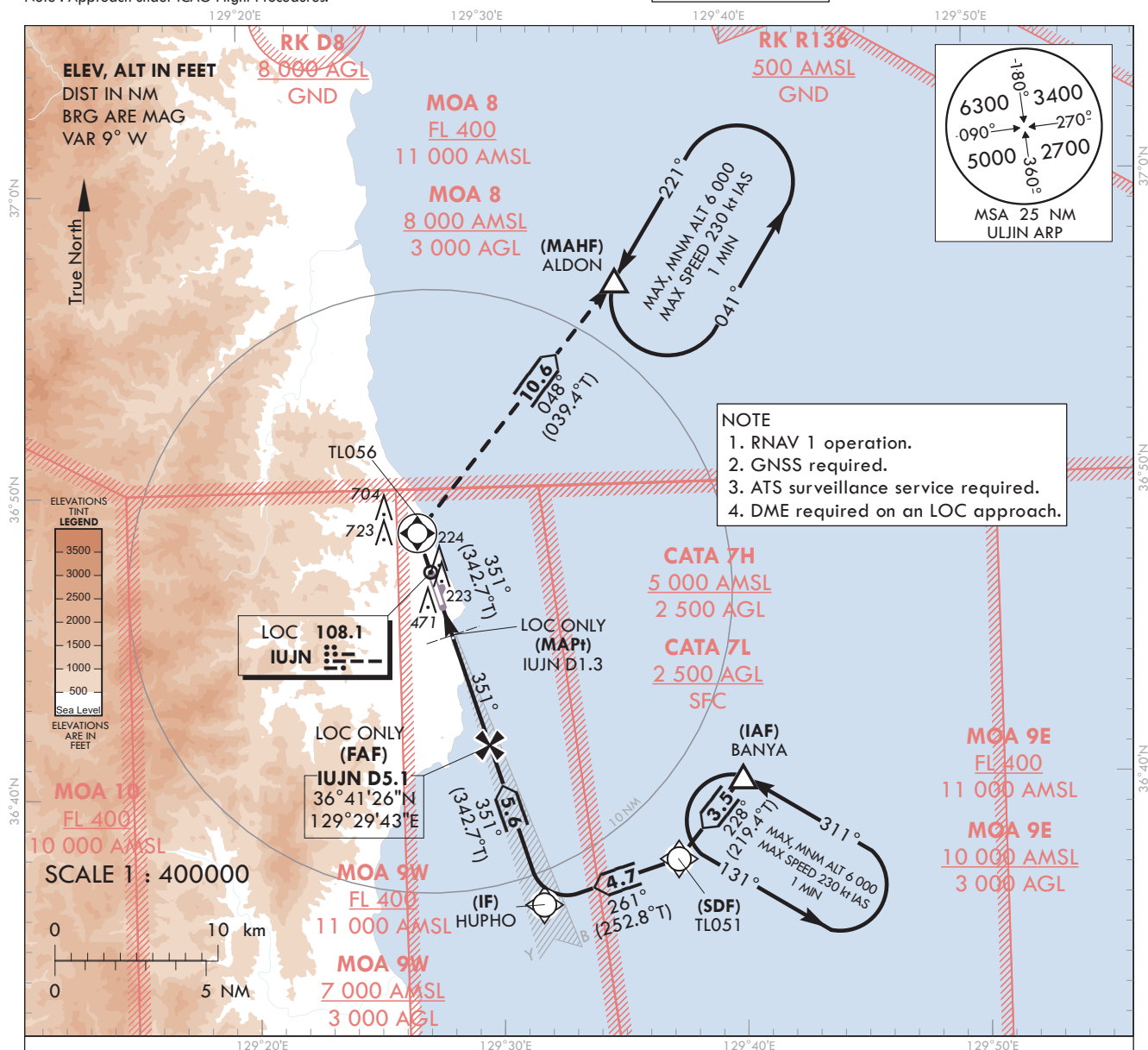
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 175 ft
HEIGHTS RELATED TO
THR RWY 35 - ELEV 158 ft

ULJIN	ARR	120.875
		317.65
ULJIN	TWR	118.55
		317.45

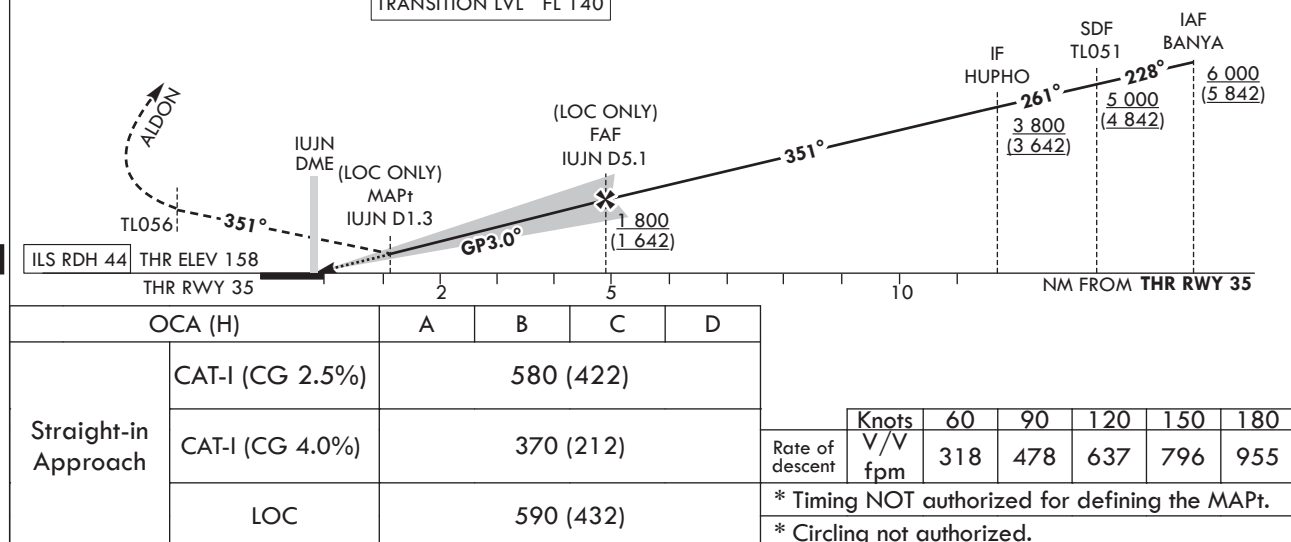
ULJIN/ULjin(RKTL)

ILS Z or LOC Z RWY 35



RECOMMENDED PROFILE(LOC ONLY)	DME IUJN	5	4	3	2	1.3
Final Approach Gradient 5.31%, 323 ft/NM	ALT(HGT)	1 778 (1 620)	1 455 (1 297)	1 133 (975)	810 (652)	584 (426)

MISSED APPROACH

Climb straight ahead until TL056,
then turn right on track of 048° to ALDON
and hold at 6 000 ft.TRANSITION ALT 14 000
TRANSITION LVL FL 140

Change : Information of ILS RDH.

ULJIN/Uijin(RKTL)
ILS Z or LOC Z RWY 35

AERONAUTICAL DATA TABULATION

ILS Z / LOC Z Approach to RWY 35 from BANYA(IAF)		
	Fix/Point	Coordinates
BANYA(IAF)	R 131 UJN/12.00 NM UJN	36°40'12.4"N 129°40'05.8"E
TL051(SDF)	BRG 351.29°	36°37'30.8"N 129°37'21.1"E
HUPHO(IF)	BRG 351.28°/10.65 NM UJN	36°36'07.0"N 129°31'45.8"E
D5.1 IUJN (FAF LOC Only)	BRG 351.28°/5.08 NM IUJN	36°41'26.4"N 129°29'42.5"E
D1.3 IUJN (MAPt LOC Only)	BRG 351.29°/1.30 NM IUJN	36°45'03.3"N 129°28'18.7"E
THR RWY 35	Final approach descent angle 3.04°(LOC ONLY)	36°46'09.3"N 129°27'53.2"E
TL056		36°48'33.0"N 129°26'57.6"E
ALDON	R 041 UJN/12.00 NM UJN	36°56'46.3"N 129°35'23.0"E

ILS Y or LOC Y RWY 35

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

True North

LEGEND
ELEVATIONS
TINT
3500
3000
2500
2000
1500
1000
500
Sea Level
ELEVATIONS
ARE IN
FEET

SCALE 1 : 400000
0 10 km
0 5 NM

MOA 8
FL 400
11 000 AMSL
MOA 8
8 000 AMSL
3 000 AGL

MOA 9E
FL 400
11 000 AMSL
MOA 9E
10 000 AMSL
3 000 AGL

MOA 9W
FL 400
11 000 AMSL
MOA 9W
7 000 AMSL
3 000 AGL

MOA 10
FL 400
10 000 AMSL

LOC 108.1
IUJN

LOC ONLY (FAF)
IUJN D5.1
36°41'26"N
129°29'43"E

LOC ONLY (MAPI)
IUJN D1.3

LOC ONLY (IF)
IUJN D11.6

ULJIN
VOR/DME 115.3
IUJN

CATA 7H
5 000 AMSL
2 500 AGL

CATA 7L
2 500 AGL
SFC

(MAHF) ALDON
MAX, MNM ALT 6 000
MAX SPEED 230 kt IAS
1 MIN

(IAF) BANYA
MAX, MNM ALT 6 000
MAX SPEED 230 kt IAS
1 MIN

NOTE
1. DME required on an ILS/LOC approach.

MSA 25 NM
ULJIN VOR

Climb straight ahead until UJN D2, then turn right to ALDON and hold at 6 000 ft.

Profile view diagram of the ILS approach for runway 35 at UJUN. The diagram shows the vertical profile of the approach path, including the ILS glideslope, transition level, and various navigation aids. Key features include:

- ILS RDH 44
- THR ELEV 158
- THR RWY 35
- VOR/DME UJUN
- DME (LOC ONLY) UJUN D1.3
- MAPt
- (LOC ONLY) FAF UJUN D5.1
- GP 3.0°
- TRANSITION LVL FL 140
- 351° glide slope
- 351° climb gradient
- IF UJUN D11.6
- 3 800 (3 642) feet
- UJUN D12 ARC
- 6 000 (5 842) feet
- IAF BANYA R 131 UJUN /D12

OCA (H)		A	B	C	D							
Straight-in Approach	CAT-I (CG 2.5%)	545 (387)					Knots	60	90	120	150	180
	CAT-I (CG 4.0%)	358 (200)				Rate of descent	V/V fpm	318	478	637	795	955
	LOC	590 (432)				* Timing NOT authorized for defining the MAPt. * Circling not authorized.						

AIP AMDT 13/24

AERONAUTICAL DATA TABULATION

ILS Y / LOC Y Approach to RWY 35 from BANYA(IAF)		
	Fix/Point	Coordinates
BANYA(IAF)	R 131 UJN/12.00 NM UJN	36°40'12.4"N 129°40'05.8"E
D11.6 IUJN(IF)	BRG 350.99°/11.63 NM IUJN	36°35'10.6"N 129°32'07.5"E
D5.1 IUJN(FAF LOC Only)	BRG 351.28°/5.08 NM IUJN	36°41'26.4"N 129°29'42.5"E
D1.3 IUJN(MAPt LOC Only)	BRG 351.29°/1.30 NM IUJN	36°45'03.3"N 129°28'18.7"E
THR RWY 35	Final approach descent angle 3.05°(LOC ONLY)	36°46'09.3"N 129°27'53.2"E
UJN VOR/DME		36°46'35.2"N 129°27'26.9"E
D2 UJN	R 357 UJN/2.00 NM UJN	36°48'33.0"N 129°26'57.6"E
ALDON	R 041 UJN/12.00 NM UJN	36°56'46.3"N 129°35'23.0"E

RKPD AD 2.25 VISUAL SEGMENT SURFACE(VSS) PENETRATION

NIL

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

INTENTIONALLY

LEFT

BLANK