TEL : 82-53-668-0286
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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 1/25

9 JAN 2025

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 General

a) Information of AIP amendment publication dates, public holidays in 2025 and sunrise/sunset.
b) Information of telephone number of authority, schedule of AIRAC effective dates.
c) Information of publication date for Aeronautical Navigation Chart, World Aeronautical Chart and Aeronautical Chart.
d) Withdrawal of general(1) and Establishment of types of service(3), requirements & conditions(4).
e) Information of communication services and item numbers.

1.2 Enroute

a) Amended lateral limits for RK R97F.
b) Information of remarks for UA 31 and lateral limits for UA 62.

1.3 Incheon INTL Airport

a) Information of passenger terminal and notice for PDU and VDGS.

1.4 Jeju INTL Airport

a) Information of clearance priorities and Withdrawal of reference point 1P.

1.5 Gimhae INTL Airport

a) Information of surface and strength for TWY S.

1.6 Muan INTL Airport

a) Information of FAS data block information.

1.7 Gunsan Airport

a) Information of strength(PCN → PCR) for apron and TWY.

1.8 Yeosu Airport

a) Amended ALT restriction for holding procedure.

1.9 Ulsan Airport

a) Information of FAS data block information.

1.10 Uljin Airport

a) Information of resolution for THR coordinates.

1.11 Jeongseok Airport

a) Amended designator for STAR, recommended profile(5.31% → 5.32%), and radial for no circling area(001° → 002°).

2. PAGE CONTROL

2.1 Replace the old sheets with new one as follows;

OLD (Pages to be removed)	NEW (Pages to be inserted)	
VOL I, Part I - GEN (General)	**VOL I, Part I - GEN (General)**	
GEN 0.1-3(11 JAN 24) / 0.1-4(11 JAN 24)	GEN 0.1-3 / 0.1-4	9 JAN 25
GEN 0.2-1(12 JAN 23) / 0.2-2(12 JAN 23)	GEN 0.2-1 / 0.2-2	9 JAN 25
GEN 0.3-1(12 DEC 24) / 0.3-2(12 DEC 24)	GEN 0.3-1 / 0.3-2	9 JAN 25
GEN 0.4-1(12 DEC 24) / 0.4-2(12 DEC 24)	GEN 0.4-1 / 0.4-2	9 JAN 25
GEN 0.4-3(12 DEC 24) / 0.4-4(12 DEC 24)	GEN 0.4-3 / 0.4-4	9 JAN 25
GEN 0.4-5(12 DEC 24) / 0.4-6(12 DEC 24)	GEN 0.4-5 / 0.4-6	9 JAN 25
GEN 0.4-7(12 DEC 24) / 0.4-8(12 DEC 24)	GEN 0.4-7 / 0.4-8	9 JAN 25
GEN 0.4-9(12 DEC 24) / 0.4-10(12 DEC 24)	GEN 0.4-9 / 0.4-10	9 JAN 25
GEN 2.1-1(11 JAN 24) / 2.1-2(11 JAN 24)	GEN 2.1-1 / 2.1-2	9 JAN 25
GEN 2.7-1(11 JAN 24) / 2.7-2(11 JAN 24)	GEN 2.7-1 / 2.7-2	9 JAN 25
GEN 2.7-3(11 JAN 24) / 2.7-4(11 JAN 24)	GEN 2.7-3 / 2.7-4	9 JAN 25
GEN 2.7-5(11 JAN 24) / 2.7-6(11 JAN 24)	GEN 2.7-5 / 2.7-6	9 JAN 25
GEN 3.1-5(12 DEC 24) / 3.1-6(12 DEC 24)	GEN 3.1-5 / 3.1-6	9 JAN 25
GEN 3.2-3(9 MAR 23) / 3.2-4(9 MAR 23)	GEN 3.2-3 / 3.2-4	9 JAN 25
GEN 3.4-1(28 JUL 22) / 3.4-2(28 JUL 22)	GEN 3.4-1 / 3.4-2	9 JAN 25
GEN 3.4-3(14 NOV 24) / 3.4-4(11 JAN 24)	GEN 3.4-3 / 3.4-4	9 JAN 25
VOL I, Part II - ENR (Enroute)	**VOL I, Part II - ENR (Enroute)**	
ENR 5.1-3(17 OCT 24) / 5.1-4(20 OCT 22)	ENR 5.1-3 / 5.1-4	9 JAN 25
ENR 5.5-1(4 MAY 23) / 5.5-2(27 JUL 23)	ENR 5.5-1 / 5.5-2	9 JAN 25
ENR 5.5-3(2 MAY 24) / 5.5-4(2 MAY 24)	ENR 5.5-3 / 5.5-4	9 JAN 25
VOL II, Part III - AD (Aerodromes)	**VOL II, Part III - AD (Aerodromes)**	
RKSI	**RKSI**	
AD 2-6-1(9 MAR 23) / 2-6-2(9 MAR 23)	AD 2-6-1 / 2-6-2	9 JAN 25
AD 2-6-3(25 JUL 24) / 2-6-4(25 JUL 24)	AD 2-6-3 / 2-6-4	9 JAN 25
RKPC	**RKPC**	
AD 2-1(14 DEC 23) / 2-2(14 DEC 23)	AD 2-1 / 2-2	9 JAN 25
AD 2-13(16 NOV 23) / 2-14(16 NOV 23)	AD 2-13 / 2-14	9 JAN 25
AD 2-15(14 DEC 23) / 2-16(11 JAN 24)	AD 2-15 / 2-16	9 JAN 25
AD CHART 2-1(12 DEC 24) / 2-2(12 DEC 24)	AD CHART 2-1 / 2-2	9 JAN 25
AD CHART 2-5(17 OCT 24) / 2-6(17 OCT 24)	AD CHART 2-5 / 2-6	9 JAN 25
RKPK	**RKPK**	
AD 2-3(17 OCT 24) / 2-3-1(19 SEP 24)	AD 2-3 / 2-3-1	9 JAN 25
AD CHART 2-3(17 OCT 24) / 2-4(17 OCT 24)	AD CHART 2-3 / 2-4	9 JAN 25
AD CHART 2-5(17 OCT 24) / 2-6(17 OCT 24)	AD CHART 2-5 / 2-6	9 JAN 25

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 2-16-2(14 DEC 23) / 2-16-3(14 DEC 23)	AD CHART 2-16-2 / 2-16-3	9 JAN 25
RKJK	**RKJK**	
AD 2-1(17 OCT 24) / 2-2(17 OCT 24)	AD 2-1 / 2-2	9 JAN 25
RKJY	**RKJY**	
AD CHART 2-13(20 OCT 22) / 2-13-1(20 OCT 22)	AD CHART 2-13 / 2-13-1	9 JAN 25
RKPU	**RKPU**	
AD CHART 2-17-2(14 DEC 23) / 2-17-3(14 DEC 23)	AD CHART 2-17-2 / 2-17-3	9 JAN 25
RKTL	**RKTL**	
AD CHART 2-20(19 SEP 24) / 2-20-1(27 JUL 23)	AD CHART 2-20 / 2-20-1	9 JAN 25
AD CHART 2-21(19 SEP 24) / 2-21-1(27 JUL 23)	AD CHART 2-21 / 2-21-1	9 JAN 25
AD CHART 2-22(12 DEC 24) / 2-22-1(12 DEC 24)	AD CHART 2-22 / 2-22-1	9 JAN 25
AD CHART 2-23(12 DEC 24) / 2-23-1(12 DEC 24)	AD CHART 2-23 / 2-23-1	9 JAN 25
AD CHART 2-24(19 SEP 24) / 2-24-1(27 JUL 23)	AD CHART 2-24 / 2-24-1	9 JAN 25
AD CHART 2-25(19 SEP 24) / 2-25-1(27 JUL 23)	AD CHART 2-25 / 2-25-1	9 JAN 25
RKPD	**RKPD**	
AD CHART 2-14(14 NOV 24) / 2-14-1(14 NOV 24)	AD CHART 2-14 / 2-14-1	9 JAN 25
AD CHART 2-16(14 NOV 24) / 2-16-1(14 NOV 24)	AD CHART 2-16 / 2-16-1	9 JAN 25
AD CHART 2-17(14 NOV 24) / 2-17-1(14 NOV 24)	AD CHART 2-17 / 2-17-1	9 JAN 25

END

AD 2. 헬기장 사용이 가능한 공항에 대한 자세한 정보는 아래 24항에 나타나 있다.

AD 2. Aerodromes - Detailed information about aerodromes, including helicopter landing areas, if located at the aerodromes, listed under 24 subsections.

4.2 정기 항공정보간행물 수정판 발간주기

4.2.1 항공정보간행물 정기수정판은 2025년 1월 9일을 기준하여 28일 주기로 발간된다.

4.2 Regular Amendment Interval

4.2.1 Regular amendments to the AIP will be issued as an interval of 28 days, including 9 January 2025.

Amendment NR.	Publication Date
1/25	9 JAN 25
2/25	6 FEB 25
3/25	6 MAR 25
4/25	3 APR 25
5/25	1 MAY 25
6/25	29 MAY 25
7/25	26 JUN 25
8/25	24 JUL 25
9/25	21 AUG 25
10/25	18 SEP 25
11/25	16 OCT 25
12/25	13 NOV 25
13/25	11 DEC 25

5. 저작권 정책

5.1 본 정책의 목적은 항공정보간행물(AIP)을 통하여 제공되는 정보가 그 출처를 밝히지 않고 무단으로 사용되거나 타인에 의해 임의로 가공 또는 변조되거나 상업적인 용도로 사용되는 경우로 인하여 정보 이용자에게 피해를 끼치는 사례를 방지하기 위함입니다. 아래와 관련된 사항에 대한 보다 자세한 사항은 국토교통부 항공정책실(TEL : 044-201-4298)로 문의해 주십시오.

5.2 항공정보간행물(AIP)에서 제공하는 모든 콘텐츠는 저작권법에 의하여 보호를 받는 저작물로써, 별도의 저작권 표시 또는 다른 출처를 명시한 경우를 제외하고는 원칙적으로 국토교통부에 저작권이 있습니다. 따라서 국토교통부에서 제공하는 콘텐츠를 무단 복제 · 배포하는 경우 「저작권법 제136조(권리의침해죄)」,「137조(부 정 발행 등의 죄)」,「138조(출처명시위반의 죄 등)」에 해당될 수 있습니다.

5.3 항공정보간행물(AIP)에서 제공하는 자료로 수익을 얻거나 이에 상응하는 혜택을 누리고자 하는 경우에는 국토교통부와 사전에 별도의 협의를 하거나 허락을 얻어야 하며, 협의 또는 허락을 얻어 자료의 내용을 게재하는 경우에도 출처가 국토교통부임을 반드시 명시하여야 합니다.

5.4 다른 인터넷 사이트 화면에서 국토교통부 항공정보 홈페이지의 첫 화면으로 링크시키는 것은 허용되고 세부화면(서브도메인)으로 링크시키는 것은 자료의 출처가 국토교통부임을 반드시 표시하여 사용 가능 하며 링크시에는 홈페이지 관리자에게 사전에 통지하여야 합니다.

5.5 항공정보간행물(AIP)의 콘텐츠를 적법한 절차에 따라 다른 인터넷 사이트에 게재하는 경우에도 단순한 오류 정정 이외에 내용의 무단변경을 금지하며, 이를 위반할 때에는 형사처벌을 받을 수 있습니다.

5. Copyright policy

5.1 The purpose of this policy is to prevent causing damage to the information users as a result of an unauthorized use without indication of sources, modification or alteration by others (third parties), or the commercial use of the information provided in the AIP. For more information, please contact the Ministry of Land, Infrastructure and Transport, Civil Aviation Office (TEL : +82-44-201-4298).

5.2 All the contents provided in the AIP are copyrighted by the MOLIT and protected under the Copyright Act unless there is a clear indication of other sources or separate copyright. Therefore, any unauthorized reproduction and distribution of the information provided in the AIP without permission may be subject to "Article 136 of Copyright Act(infringement of rights)", "Article 137(unlawful publication)", and "Article 138(such as the source explicit violation)".

5.3 In case of making profits or corresponding benefits from the information provided in the AIP, prior permission or consultation with the MOLIT is needed and in such cases, the source of the information (MOLIT) must be indicated.

5.4 It is allowed to link to the Korea AIS main page from other internet web-sites and link to sub-domain is allowed with a clear indication that the source is originated from the MOLIT. To link the pages, it must be notified to the web administrator in advance.

5.5 In case of posting the information in accordance with the legal procedure, an unauthorized modification of the contents is prohibited except for simple error corrections. If violated, it may be subject to criminal prosecution.

Change : Information of AIP amendment publication dates.

6. 질의담당기관

6.1 항공정보간행물 편집상의 오류나 누락된 사항(제안사항 포함)이 발견되었을 경우, 다음의 부서에 통보하여야 한다. :

국토교통부 항공교통본부
항공정보과

주소 : (우) 41059
대구광역시 동구 매여로 1길 50-12

전화 : 053-668-0283, 0284
팩스 : 053-668-0277
E-mail : aisd@korea.kr

6.2 처리절차

6.2.1 질의서 작성

항공정보간행물 편집상 오류나 누락된 사항(제안사항 포함)에 대하여 다음의 사항을 포함하여 질의서를 작성하여야 한다. :

a. 해당페이지 및 항목 번호
b. 내용 기재
c. 결과 통보를 위한 연락처(E-mail 또는 전화)

6.2.2 제출

질의서 제출은 담당자가 즉시 확인 및 자료 관리를 위해 항공정보과 대표메일로 제출함을 원칙으로 하며 부득이한 경우 유선으로 통보 후 1일 이내 메일로 제출하여야 한다.

6.2.3 처리

담당자는 접수된 질의서를 접수대장에 기록하고 질의서 내용이 편집상 오류 및 누락사항(제안사항 포함)이 맞는지 내용 검토 및 관계기관(지방항공청, 한국항공협회 등) 확인 후 항공정보간행물 발간일에 맞춰 수정한다.

6.2.4 결과통보

담당자는 접수된 질의서에 대한 조치결과를 민원인에게 다음의 사항을 포함하여 신속히 통보 한다. :

a. 질의내용
b. 확인 결과
c. 수정할 경우 수정발간 예정일
d. 수정하지 않을 경우 사유

6.2.5 반영결과 안내

담당자는 민원인이 수정 발간된 항공정보간행물의 해당 페이지와 해당 항목을 확인 할 수 있도록 다음의 내용을 포함하여 안내 문자를 보낸다.

a. 반영일
b. 해당페이지 및 항목
c. 주소 : http://aim.koca.go.kr

6. Contact in case of AIP errors or omissions

6.1 In the compilation of the AIP, any errors or omissions (include suggestions) should be reported to the following division. :

Aeronautical Information Services Division
Air Traffic Management Office
Ministry of Land, Infrastructure and Transport

50-12, Maeyeo-ro 1-gil, Dong-gu, Daegu,
Republic of Korea, 41059

TEL : +82-53-668-0283, 0284
FAX : +82-53-668-0277
E-mail : aisd@korea.kr

6.2 Procedure

6.2.1 Preparation of inquiries

Any errors and omissions(include suggestions) in the compilation of the AIP should be prepared in a questionnaire including each of the following items. :

a. Page and item number
b. Contents description
c. Contact information for notification(E-mail or telephone)

6.2.2 Submission

The questionnaire is submitted in principle to Aeronautical Information Services Division's main e-mail for immediate confirmation and data management. If it is unavoidable, it must be submitted by e-mail within one day after notification by telephone.

6.2.3 Process

The person in charge records the inquiry received on the reception book, checks whether the content of the inquiry is correct in the editorial errors and omissions(include suggestions), confirms the relevant authorities(Regional office of aviation, Korea Civil Aviation Association, etc), and makes revision according to the publication date of AIP.

6.2.4 Results notification

The result of the inquiry should be notified to civil petitioner including the following items. :

a. Question content
b. Verification result
c. Modification date to be revised
d. Reason not to be revised

6.2.5 Notice of revision result

The person in charge should send the notice including each of the following items to civil petitioner so that they can confirm the corresponding page and items of the revised AIP.

a. Revised date
b. Page and item number
c. Website address : http://aim.koca.go.kr

GEN 0.2 RECORD OF AIP AMENDMENT

AIP AMENDMENT			
NR/Year	*Publication date*	*Date inserted*	*Inserted by*

AIRAC AIP AMENDMENT			
NR/Year	*Publication date*	*Effective date*	*Inserted by*

AIP AMENDMENT			
NR/Year	*Publication date*	*Date inserted*	*Inserted by*

AIRAC AIP AMENDMENT			
NR/Year	*Publication date*	*Effective date*	*Inserted by*

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	
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	
27/24	Gimpo AP - Temporary Obstacles Erected	AD	31 MAY 24 / 31 AUG 26	
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	
1/25	ENR - Temporary Restricted Areas Established	ENR	31 DEC 24 / 31 DEC 25	
2/25	Incheon AP - Temporary Obstacles Erected	AD	9 JAN 25 / 30 JUN 25	
3/25	Incheon AP - Incheon INTL Airport under Maintenance of VDGS Service for Concourse	AD	9 JAN 25 / 31 AUG 25	
4/25	Incheon AP - Temporary Obstacle Erected	AD	11 JAN 25 / 30 SEP 25	
5/25	Gimpo AP - Temporary Obstacle Erected	AD	8 JAN 25 / 30 NOV 25	

2. Current AIRAC AIP Supplement

NR/Year	Subject	AIP Section(s) affected	Period of validity (From/To)	Cancellation record
2/23	ENR - Y722 Traffic Dispersion Operation	ENR	22 MAR 23 / PERM	
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	
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	
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**	
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0.1 - 4	**9 JAN 25**	1.2 - 3	12 JAN 23	2.2 - 3	1 AUG 19	3.1 - 5	**9 JAN 25**
0.1 - 5	23 NOV 17	1.2 - 4	12 JAN 23	2.2 - 4	1 AUG 19	3.1 - 6	**9 JAN 25**
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	**9 JAN 25**	1.2 - 6	12 JAN 23	2.2 - 6	1 AUG 19	3.2 - 2	1 JUN 23
0.2 - 2	**9 JAN 25**	1.3 - 1	1 MAY 14	2.2 - 7	21 OCT 21	3.2 - 3	**9 JAN 25**
0.3 - 1	**9 JAN 25**	1.3 - 2	1 MAY 14	2.2 - 8	21 OCT 21	3.2 - 4	**9 JAN 25**
0.3 - 2	**9 JAN 25**	1.4 - 1	4 JUL 19	2.2 - 9	16 NOV 23	3.2 - 5	12 DEC 24
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0.4 - 2	**9 JAN 25**	1.4 - 3	4 JUL 19	2.2 - 11	17 OCT 24	3.2 - 7	12 DEC 24
0.4 - 3	**9 JAN 25**	1.4 - 4	4 JUL 19	2.2 - 12	17 OCT 24	3.2 - 8	12 DEC 24
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0.4 - 5	**9 JAN 25**	1.5 - 2	13 APR 17	2.2 - 14	21 OCT 21	3.3 - 2	4 APR 24
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		1.5 - 15	1 MAY 14	2.3 - 9	12 JAN 23	3.5 - 5	27 JUL 23
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		1.5 - 18	13 APR 17	2.3 - 12	1 MAY 14	3.6 - 2	28 JUL 22
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2 - 5	2 MAY 24	2 - 5	16 DEC 21
2 - 6	2 MAY 24	2 - 6	16 DEC 21
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GEN 2. TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS

1. 측정단위

모든 공중 및 지상운영에 사용되는 측정단위는 부속서 제5권에 의거 설정하며, 일반적으로 사용하는 수량과 이들의 측정에 사용되는 각각의 측량단위표는 아래와 같다.

1. Units of measurement

The units of measurement used in all air ground operations are in accordance with Annex 5. The quantities in common use and the units used for their respective measurements are listed as follows :

SUMMARY Units of Measurement 측 정 단 위 표 요 약	
Distance used in navigation, position reporting, etc.- generally in excess of 2 NM 항법 및 위치보고 등에 사용되는 거리 - 일반적으로 2 마일 이상의 거리	Nautical Miles and tenths(NM) 1/10 해리 단위
Relatively short distances such as those relating to aerodrome(e.g. runway lengths) 비행장에 관련되는 단거리(활주로 거리등)	Metres(m) or Feet(ft) 미터 또는 피트
Altitudes, elevations and heights 고도, 표고 및 높이	Metres(m) or Feet(ft) 미터 또는 피트
Horizontal speed including wind speed 수평속도 및 풍속	Knots(kt), Mach or km/h 노트, 마하 또는 킬로미터/시간
Vertical speed 수직속도	Feet per minutes 매 분당 피트
Wind direction for landing and taking off 이착륙시의 풍향	Degrees Magnetic 자방위 도수
Wind direction except landing and taking off 이착륙시 이외의 풍향	Degrees True 진방위 도수
Visibility including runway visual range 시정 및 활주로 시정거리	Kilometres or Metres 킬로미터 또는 미터
Altimeter setting 고도계 수정치	Hectopascals(hPa) 헥토파스칼
Temperature 온도	Degrees Celsius 섭씨
Weight 무게	Metric Tons or Kilograms 톤, 킬로그램

2. 시간 참조 기준

2.1 항공항행업무 및 항공정보업무에서 발행되는 간행물에는 국제표준시간이 사용된다. 한국표준시간은 국제표준시간에 9시간을 더한 시간이다.

2. Temporal reference system

2.1 Coordinated Universal Time(UTC) is used by air navigation services and in publications issued by the Aeronautical Information Service. The Korea Standard Time(KST) is UTC plus 9 HR.

3. 수평 참조 기준

3.1 위도 및 경도를 표시하는 모든 좌표는 World Geodetic System-1984(WGS-84) 좌표로 구성된다.

3. Horizontal reference system

3.1 All published geographical coordinates indicating latitude and longitude are expressed in terms of the World Geodetic System-1984(WGS-84) geodetic reference datum.

3.2 투영법은 램버트정각원추도법을 사용한다.

3.2 Lambert Conformal Conic Projection is used.

3.3 적용지역은 인천비행정보구역으로 한다.

3.3 Area of application is Incheon FIR.

3.4 WGS-84 좌표로 변환되었으나 실제 현장 측량조사와 관련된 정확성이 국제민간항공조약 부속서 11 제2장 및 부속서 14 제1권 및 제2권 제2장의 요구사항을 충족하지 못하는 지리좌표에 대해서는 기호 “*” 를 표시한 후 사용할 수 있다.

3.4 Geographical coordinates which have been transformed into WGS-84 coordinates but whose accuracy of original field work does not meet the requirements in Annex 11, Chapter 2, and Annex 14, Volumes I and II, Chapter 2, shall be identified by an asterisk(*).

4. 수직 참조 기준

4.1 항행에 사용하는 수직참조기준은 평균해수면 기준(MSL)을 사용한다. 단 지상고도(AGL)를 사용하는 경우는 별도로 표기한다.

4. Vertical reference system

4.1 Mean sea level datum (MSL) is used as the vertical reference system. When using above ground level(AGL), it will be notified obviously.

5. 항공기 국적 및 등록기호

대한민국에 등록한 항공기의 국적기호는 "HL" 두글자이며 국적기호 다음에는 아라비아 숫자 넷으로 구성된 등록기호를 붙인다. 예 : HL 1234

5. Aircraft nationality and registration marks

The nationality mark for aircraft registered in Republic of Korea is the two letters "HL". The nationality mark is followed by a registration mark consisting of 4 Arabic figures, e.g, HL1234.

Category of Aircraft 항공기의 종류			Registration marks 등록기호
Glider 활 공 기			0000-0599
Airship 비 행 선			0600-0799
Airplane 비 행 기	Piston Engine 피스톤 발동기	Single Engine 단 발 기	1000-1799
		Multi Engine 다 발 기	2000-2799
	Turbo-prop Engine 터보 프롭 발동기	Single Engine 단 발 기	5100-5199
		Twin Engine 쌍 발 기	5200-5299
		Three Engine 삼 발 기	5300-5399
		Four Engine 사 발 기	5400-5499
	Turbo-jet Engine 터보 제트 발동기	Single Engine 단 발 기	7100-7199
		Twin Engine 쌍 발 기	7200-7299/7500-7599/7700-7799 /7800-7899/8000-8099/8200-8299
		Three Engine 삼 발 기	7300-7399
		Four Engine 사 발 기	7400-7499/7600-7699/8400-8499/8600-8699
Helicopter 회전익 항공기	Piston Engine 피스톤 발동기	Single Engine 단 발 기	6100-6199
		Twin Engine 쌍 발 기	6200-6299
	Turbo Engine 터보 발동기	Single Engine 단 발 기	9100-9199/9300-9399/9500-9599
		Multi Engine 다 발 기	9200-9299/9400-9499/9600-9699
Remarks 비 고	Extra number will be assigned by considering the aircraft registration number.		

6. 공휴일

6. Public holidays

Name 명 칭		Date/Day 일 자
New Year's Day	신정	1 JAN
Lunar New Year's Day(consecutive holidays)	설날	28 JAN - 30 JAN
Anniversary of the Independence Movement	삼일절	1 MAR
Children's Day	어린이날	5 MAY
Buddha's Birthday	석가탄신일	5 MAY
Memorial Day	현충일	6 JUN
National Liberation Day	광복절	15 AUG
National Foundation Day	개천절	3 OCT
Chu-seok(consecutive holidays)	추석	5 OCT - 7 OCT
Hangul Proclamation Day	한글날	9 OCT
Christmas Day	성탄절	25 DEC

Change : Public holidays in 2025.

GEN 2.7 SUNRISE/SUNSET

1. The tables on the following pages have been prepared from the Korea Astronomy Observatory and are reproduced here with their permission. The tables include 18 aerodromes, which is being served by the air traffic services in Republic of Korea.

1.1 The times in the tables are valid from 18 December 2024 to 31 December 2025, and are for the beginning of Civil morning twilight(TWIL From), Sunrise(SR), Sunset(SS), and the end of Civil evening twilight(TWIL To).

1.2 All time are given in UTC.

1.3 The times given for the beginning of civil morning twilight and end of civil evening twilight are calculated for a height of the Sun 6° below the horizon, as commonly used.

2. The tables provide data for selected aerodromes, as listed below.

Name	Location indicator	Page
Cheongju	RKTU	GEN 2.7-2
Daegu	RKTN	GEN 2.7-2
Gimhae	RKPK	GEN 2.7-2
Gimpo	RKSS	GEN 2.7-2
Gunsan	RKJK	GEN 2.7-3
Gwangju	RKJJ	GEN 2.7-3
Incheon	RKSI	GEN 2.7-3
Jeju	RKPC	GEN 2.7-3
Jeongseok	RKPD	GEN 2.7-4
Muan	RKJB	GEN 2.7-4
Pohang Gyeongju	RKTH	GEN 2.7-4
Sacheon	RKPS	GEN 2.7-4
Seoul	RKSM	GEN 2.7-5
Ulsan	RKPU	GEN 2.7-5
Wonju	RKNW	GEN 2.7-5
Yangyang	RKNY	GEN 2.7-5
Yeosu	RKJY	GEN 2.7-6
Uljin	RKTL	GEN 2.7-6

Change : Information of sunrise/sunset.

DATE		CHEONGJU RKTU 364259N 1272957E				DAEGU RKTN 355339N 1283932E				GIMHAE RKPK 351050N 1285617E				GIMPO RKSS 373325N 1264751E			
		TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO
2024																	
DEC	18	2208	2237	0816	0845	2202	2230	0814	0842	2159	2227	0815	0843	2213	2242	0817	0846
	22	2210	2239	0818	0847	2204	2232	0816	0844	2201	2229	0816	0845	2215	2244	0818	0848
	26	2212	2241	0820	0849	2205	2234	0818	0847	2203	2231	0819	0847	2217	2246	0821	0850
	30	2213	2242	0823	0852	2207	2235	0821	0849	2204	2232	0821	0850	2218	2247	0824	0853
2025																	
JAN	1	2214	2243	0825	0853	2207	2236	0822	0851	2205	2233	0823	0851	2218	2248	0825	0854
	5	2214	2243	0828	0857	2208	2236	0825	0854	2205	2233	0826	0854	2219	2248	0829	0858
	9	2214	2243	0832	0900	2208	2236	0829	0857	2205	2233	0830	0857	2219	2248	0832	0901
	13	2214	2242	0835	0904	2208	2236	0833	0901	2205	2233	0833	0901	2218	2247	0836	0905
	17	2213	2241	0839	0907	2207	2234	0837	0904	2204	2232	0837	0905	2217	2246	0840	0909
	21	2211	2239	0844	0911	2205	2233	0841	0908	2203	2230	0841	0908	2216	2244	0844	0913
	25	2209	2237	0848	0915	2203	2231	0845	0912	2201	2228	0845	0912	2214	2242	0849	0917
	29	2207	2234	0852	0920	2201	2228	0849	0916	2159	2226	0849	0916	2211	2239	0853	0921
FEB	2	2204	2231	0856	0924	2158	2225	0853	0920	2156	2223	0853	0920	2208	2236	0858	0925
	6	2201	2228	0901	0928	2155	2222	0857	0924	2153	2219	0858	0924	2205	2232	0902	0929
	10	2157	2224	0905	0932	2152	2218	0902	0928	2150	2216	0902	0928	2201	2228	0906	0934
	14	2153	2220	0909	0936	2148	2214	0906	0932	2146	2212	0905	0932	2157	2224	0911	0938
	18	2149	2215	0913	0940	2143	2209	0910	0936	2142	2207	0909	0935	2152	2219	0915	0942
	22	2144	2210	0917	0944	2139	2205	0914	0939	2137	2203	0913	0939	2147	2214	0919	0946
	26	2139	2205	0921	0947	2134	2200	0917	0943	2132	2158	0917	0942	2142	2209	0923	0950
MAR	2	2134	2200	0925	0951	2129	2154	0921	0947	2127	2153	0920	0946	2137	2203	0927	0954
	6	2128	2154	0929	0955	2123	2149	0925	0950	2122	2148	0924	0949	2131	2157	0931	0957
	10	2123	2149	0933	0958	2118	2144	0928	0954	2117	2142	0927	0953	2126	2152	0935	1001
	14	2117	2143	0936	1002	2112	2138	0932	0957	2111	2137	0931	0956	2120	2146	0939	1005
	18	2111	2137	0940	1006	2107	2132	0935	1001	2106	2131	0934	0959	2114	2140	0943	1009
	22	2105	2131	0943	1009	2101	2126	0939	1004	2100	2125	0937	1003	2108	2134	0946	1012
	26	2059	2125	0947	1013	2055	2121	0942	1008	2054	2120	0941	1006	2101	2128	0950	1016
	30	2053	2119	0950	1016	2049	2115	0945	1011	2049	2114	0944	1009	2055	2122	0954	1020
APR	3	2047	2113	0954	1020	2043	2109	0949	1015	2043	2109	0947	1013	2049	2116	0957	1024
	7	2041	2108	0957	1024	2038	2104	0952	1018	2037	2103	0950	1016	2043	2110	1001	1027
	11	2036	2102	1001	1027	2032	2058	0955	1022	2032	2058	0954	1019	2037	2104	1004	1031
	15	2030	2056	1004	1031	2026	2053	0959	1025	2026	2052	0957	1023	2031	2058	1008	1035
	19	2024	2051	1008	1035	2021	2048	1002	1029	2021	2047	1000	1026	2026	2053	1012	1039
	23	2019	2046	1011	1038	2016	2043	1005	1032	2016	2042	1003	1030	2020	2048	1015	1043
	27	2014	2041	1015	1042	2011	2038	1009	1036	2011	2038	1007	1033	2015	2043	1019	1047
MAY	1	2009	2036	1018	1046	2006	2033	1012	1040	2006	2033	1010	1037	2010	2038	1023	1051
	5	2004	2032	1022	1050	2001	2029	1016	1043	2002	2029	1013	1041	2005	2033	1026	1055
	9	2000	2028	1025	1054	1957	2025	1019	1047	1958	2025	1016	1044	2000	2029	1030	1059
	13	1956	2024	1029	1057	1953	2022	1022	1051	1954	2022	1020	1048	1956	2025	1033	1103
	17	1952	2021	1032	1101	1950	2018	1025	1054	1951	2019	1023	1051	1953	2022	1037	1106
	21	1949	2018	1035	1105	1947	2016	1029	1058	1948	2016	1026	1054	1949	2019	1040	1110
	25	1946	2016	1038	1108	1944	2013	1032	1101	1945	2014	1029	1058	1947	2017	1043	1113
	29	1944	2014	1041	1111	1942	2011	1034	1104	1943	2012	1031	1101	1944	2015	1046	1117
JUN	2	1942	2012	1044	1114	1940	2010	1037	1107	1942	2011	1034	1103	1942	2013	1049	1120
	6	1941	2011	1046	1117	1939	2009	1039	1109	1940	2010	1036	1106	1941	2012	1051	1122
	10	1940	2011	1048	1119	1938	2008	1041	1111	1940	2009	1038	1108	1940	2011	1054	1125
	14	1940	2011	1050	1121	1938	2008	1043	1113	1939	2009	1040	1110	1940	2011	1055	1126
	18	1940	2011	1051	1122	1938	2009	1044	1115	1940	2010	1041	1111	1940	2011	1057	1128
	22	1941	2012	1052	1123	1939	2009	1045	1116	1940	2010	1042	1112	1941	2012	1058	1129
	26	1942	2013	1053	1123	1940	2011	1046	1116	1942	2011	1043	1112	1942	2013	1058	1129
	30	1944	2014	1053	1123	1942	2012	1046	1116	1943	2013	1043	1112	1944	2015	1058	1129
JUL	4	1946	2016	1052	1123	1944	2014	1046	1115	1945	2015	1042	1112	1946	2017	1058	1129
	8	1948	2018	1052	1122	1946	2016	1045	1114	1947	2017	1042	1111	1948	2019	1057	1127
	12	1951	2021	1050	1120	1949	2018	1043	1113	1950	2019	1040	1110	1951	2021	1055	1126
	16	1954	2023	1048	1118	1952	2021	1042	1111	1953	2022	1039	1108	1954	2024	1053	1124
	20	1957	2026	1046	1116	1955	2024	1039	1108	1956	2024	1037	1105	1957	2027	1051	1121
	24	2000	2029	1043	1112	1958	2027	1037	1105	1959	2027	1034	1102	2000	2030	1048	1118
	28	2004	2032	1040	1109	2001	2030	1034	1102	2002	2030	1031	1059	2004	2033	1045	1114
AUG	1	2007	2036	1037	1105	2005	2033	1030	1058	2005	2033	1028	1055	2008	2037	1041	1110
	5	2011	2039	1033	1101	2008	2036	1026	1054	2009	2036	1024	1051	2011	2040	1037	1106
	9	2014	2042	1028	1056	2011	2039	1022	1050	2012	2039	1020	1047	2015	2043	1033	1101
	13	2018	2045	1024	1051	2015	2042	1018	1045	2015	2042	1015	1042	2019	2047	1028	1056
	17	2021	2049	1019	1046	2018	2045	1013	1040	2019	2045	1011	1038	2022	2050	1023	1051
	21	2025	2052	1014	1041	2022	2049	1008	1035	2022	2048	1006	1032	2026	2054	1018	1045
	25	2028	2055	1008	1035	2025	2052	1003	1029	2025	2051	1001	1027	2030	2057	1012	1039
	29	2032	2059	1003	1029	2028	2055	0957	1024	2028	2054	0956	1022	2033	2100	1007	1033
SEP	2	2035	2102	0957	1024	2032	2058	0952	1018	2031	2057	0950	1016	2037	2104	1001	1027
	6	2039	2105	0951	1018	2035	2101	0946	1012	2035	2100	0944	1010	2040	2107	0955	1021
	10	2042	2108	0945	1011	2038	2104	0940	1006	2038	2103	0939	1004	2044	2110	0949	1015
	14	2045	2111	0939	1005	2041	2107	0934	1000	2041	2106	0933	0958	2047	2114	0943	1009
	18	2049	2114	0933	0959	2044	2110	0928	0954	2044	2109	0927	0953	2051	2117	0936	1002
	22	2052	2118	0927	0953	2048	2113	0923	0948	2047	2112	0921	0947	2054	2120	0930	0956
	26	2055	2121	0921	0947	2051	2116	0917	0942	2050	2115	0916	0941	2058	2124	0924	0950
	30	2058	2124	0915	0941	2054	2119	0911	0936	2053	2118	0910	0935	2101	2127	0918	0944
OCT	4	2102	2128	0909	0935	2057	2123	0905	0931	2056	2121	0904	0930	2105	2131	0912	0938
	8	2105	2131	0904	0929	2100	2126	0859	0925	2059	2124	0859	0924	2108	2134	0906	0932
	12	2109	2135	0858	0924	2104	2129	0854	0920	2102	2128	0853	0919	2112	2138	0900	0926
	16	2112	2138	0853	0919	2107	2133	0849	0914	2105	2131	0848	0914	2115	2142	0855	0921
	20	2116	2142	0847	0914	2110	2136	0844	0910	2109	2134	0843	0909	2119	2146	0849	0916
	24	2119	2146	0842	0909	2114	2140	0839	0905	2112	2138	0839	0904	2123	2149	0844	0911
	28	2123	2149	0838	0904	2117	2144	0834	0900	2116	2142	0834	0900	2127	2153	0839	0906
NOV	1	2127	2153	0833	0900	2121	2148	0830	0856	2119	2145	0830	0856	2130	2158	0835	0902
	5	2130	2157	0829	0856	2125	2151	0826	0853	2123	2149	0826	0853	2134	2202	0831	0858
	9	2134	2202	0826	0853	2128	2155	0823	0849	2126	2153	0823	0849	2138	2206	0827	0854
	13	2138	2206	0822	0850	2132	2159	0819	0847	2130	2157	0820	0847	2142	2210	0824	0851
	17	2142	2210	0820	0847	2136	2203	0817	0844	2134	2201	0817	0844	2146	2214	0821	0849
	21	2146	2214	0817	0845	2140	2207	0815	0842	2137	2205	0815	0842	2150	2219	0818	0847
	25	2150	2218	0816	0844	2143	2211	0813	0841	2141	2209	0814	0841	2154	2223	0817	0845
	29	2153	2222	0815	0843	2147	2215	0812	0840	2145	2212	0813	0840	2158	2227	0815	0844
DEC	3	2157	2225	0814	0842	2151	2219	0811	0839	2148	2216	0812	0840	2202	2230	0814	0843
	7	2200	2229	0814	0842	2154	2222	0811	0840	2151	2219	0812	0840	2205	2234	0814	0843
	11	2203	2232	0814	0843	2157	2225	0812	0840	2154	2222	0812	0841	2208	2237	0815	0844
	15	2206	2235	0815	0844	2200	2228	0813	0841	2157	2225	0813	0842	2211	2240	0816	0845
	19	2209	2237	0817	0845	2202	2231	0814	0843	2159	2228	0815	0843	2213	2243	0817	0846
	23	2211	2240	0818	0847	2204	2233	0816	0845	2201	2230	0817	0845	2215	2245	0819	0848
	27	2212	2241	0821	0850	2206	2234	0818	0847	2203	2231	0819	0847	2217	2246	0821	0851
	31	2213	2242	0824	0853	2207	2235	0821	0850	2204	2232	0822	0850	2218	2247	0824	0853

Change : Information of sunrise/sunset.

DATE		GUNSAN RKJK 355414N 1263657E				GWANGJU RKJJ 350735N 1264832E				INCHEON RKSI 372745N 1262621E				JEJU RKPC 333044N 1262934E			
		TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO
2024																	
DEC	18	2210	2238	0822	0850	2207	2236	0823	0851	2214	2243	0818	0848	2205	2233	0829	0856
	22	2212	2241	0824	0852	2209	2238	0825	0853	2216	2246	0820	0849	2207	2235	0831	0858
	26	2214	2242	0826	0855	2211	2239	0827	0856	2218	2247	0823	0852	2209	2236	0833	0900
	30	2215	2243	0829	0857	2212	2241	0830	0858	2219	2248	0825	0854	2210	2238	0836	0903
2025																	
JAN	1	2215	2244	0830	0859	2213	2241	0832	0900	2220	2249	0827	0856	2211	2238	0837	0904
	5	2216	2244	0834	0902	2214	2242	0835	0903	2220	2249	0830	0859	2211	2239	0840	0907
	9	2216	2244	0837	0905	2214	2242	0838	0906	2220	2249	0834	0903	2212	2239	0843	0911
	13	2216	2244	0841	0909	2213	2241	0842	0910	2220	2248	0838	0906	2212	2239	0847	0914
	17	2215	2243	0845	0913	2213	2240	0846	0913	2219	2247	0842	0910	2211	2238	0851	0918
	21	2213	2241	0849	0916	2211	2239	0850	0917	2217	2245	0846	0914	2210	2236	0855	0921
	25	2212	2239	0853	0920	2209	2237	0854	0921	2215	2243	0850	0918	2208	2235	0858	0925
	29	2209	2236	0857	0924	2207	2234	0858	0925	2212	2240	0855	0923	2206	2232	0902	0929
FEB	2	2206	2233	0901	0928	2205	2231	0902	0929	2209	2237	0859	0927	2204	2230	0906	0932
	6	2203	2230	0906	0932	2201	2228	0906	0933	2206	2233	0904	0931	2201	2227	0910	0936
	10	2200	2226	0910	0936	2158	2224	0910	0936	2202	2229	0908	0935	2157	2223	0914	0939
	14	2156	2222	0914	0940	2154	2220	0914	0940	2158	2225	0912	0939	2154	2219	0917	0943
	18	2151	2218	0918	0944	2150	2216	0918	0944	2154	2220	0917	0943	2150	2215	0921	0946
	22	2147	2213	0922	0948	2146	2211	0922	0947	2149	2215	0921	0947	2146	2211	0925	0950
	26	2142	2208	0926	0951	2141	2206	0925	0951	2144	2210	0925	0951	2141	2206	0928	0953
MAR	2	2137	2203	0929	0955	2136	2201	0929	0954	2138	2204	0929	0955	2136	2201	0931	0956
	6	2132	2157	0933	0958	2131	2156	0933	0958	2133	2159	0933	0959	2132	2156	0935	1000
	10	2126	2152	0936	1002	2125	2151	0936	1001	2127	2153	0937	1003	2127	2151	0938	1003
	14	2121	2146	0940	1005	2120	2145	0939	1005	2121	2147	0940	1006	2121	2146	0941	1006
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NOV	1	2129	2156	0838	0905	2128	2154	0839	0905	2132	2159	0836	0903	2127	2153	0842	0908
	5	2133	2200	0834	0901	2131	2158	0835	0901	2136	2203	0832	0859	2130	2156	0839	0905
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DEC	3	2159	2227	0819	0848	2156	2224	0821	0848	2203	2232	0816	0845	2154	2222	0826	0853
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	15	2208	2236	0821	0849	2205	2233	0822	0850	2212	2241	0817	0846	2203	2231	0827	0855
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	27	2214	2242	0827	0855	2211	2240	0828	0856	2218	2247	0823	0852	2209	2237	0833	0901
	31	2215	2244	0829	0858	2213	2241	0831	0859	2219	2249	0826	0855	2210	2238	0836	0904

Change : Information of sunrise/sunset.

DATE		JEONGSEOK RKPD 332354N 1264247E				MUAN RKJB 345929N 1262258E				POHANG GYEONGJU RKTH 355916N 1292507E				SACHEON RKPS 350519N 1280414E			
		TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO
2024																	
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2025																	
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	21	2209	2235	0854	0920	2213	2240	0852	0919	2202	2230	0837	0905	2206	2233	0845	0912
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APR	3	2053	2119	0955	1020	2053	2119	0957	1023	2040	2106	0946	1012	2047	2112	0950	1016
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MAY	1	2019	2045	1016	1042	2017	2044	1020	1047	2003	2030	1009	1037	2010	2037	1013	1040
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NOV	1	2126	2152	0841	0907	2129	2155	0840	0907	2118	2145	0827	0853	2122	2149	0834	0900
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	17	2140	2206	0830	0856	2144	2211	0828	0855	2133	2201	0814	0841	2137	2204	0821	0848
	21	2143	2210	0828	0855	2147	2215	0826	0853	2137	2205	0811	0839	2141	2208	0819	0846
	25	2147	2213	0826	0853	2151	2218	0824	0852	2141	2208	0810	0838	2144	2212	0817	0845
	29	2150	2217	0826	0853	2154	2222	0823	0851	2144	2212	0809	0837	2148	2216	0816	0844
DEC	3	2153	2220	0825	0852	2158	2226	0823	0850	2148	2216	0808	0836	2151	2219	0816	0843
	7	2156	2224	0825	0853	2201	2229	0823	0851	2151	2219	0808	0836	2154	2222	0816	0844
	11	2159	2227	0826	0853	2204	2232	0823	0851	2154	2222	0808	0837	2157	2226	0816	0844
	15	2202	2229	0827	0854	2207	2235	0824	0852	2157	2225	0809	0838	2200	2228	0817	0845
	19	2204	2232	0828	0856	2209	2237	0826	0854	2159	2228	0811	0839	2203	2231	0819	0847
	23	2206	2234	0830	0858	2211	2239	0828	0856	2201	2230	0813	0841	2205	2233	0821	0849
	27	2208	2236	0833	0900	2213	2241	0830	0858	2203	2232	0815	0844	2206	2235	0823	0851
	31	2209	2237	0835	0903	2214	2242	0833	0901	2204	2233	0818	0846	2208	2236	0826	0854

Change : Information of sunrise/sunset.

DATE		SEOUL RKSM 372645N 1270651E				ULSAN RKPU 353536N 1292108E				WONJU RKNW 372617N 1275737E				YANGYANG RKNY 380341N 1284009E			
		TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO
2024																	
DEC	18	2211	2241	0816	0845	2158	2227	0812	0840	2208	2237	0812	0842	2207	2236	0808	0837
	22	2214	2243	0818	0847	2200	2229	0814	0842	2210	2239	0814	0843	2209	2238	0810	0839
	26	2215	2244	0820	0849	2202	2230	0816	0844	2212	2241	0817	0846	2210	2240	0812	0841
	30	2216	2246	0823	0852	2203	2232	0819	0847	2213	2242	0819	0848	2212	2241	0815	0844
2025																	
JAN	1	2217	2246	0824	0853	2204	2232	0820	0849	2214	2243	0821	0850	2212	2242	0816	0846
	5	2217	2246	0828	0857	2204	2233	0823	0852	2214	2243	0824	0853	2213	2242	0820	0849
	9	2217	2246	0831	0900	2205	2233	0827	0855	2214	2243	0828	0857	2213	2242	0823	0852
	13	2217	2246	0835	0904	2204	2232	0831	0859	2214	2242	0832	0900	2212	2241	0827	0856
	17	2216	2244	0839	0908	2203	2231	0835	0902	2212	2241	0836	0904	2211	2240	0831	0900
	21	2214	2243	0843	0912	2202	2229	0839	0906	2211	2239	0840	0908	2209	2238	0836	0904
	25	2212	2240	0848	0916	2200	2227	0843	0910	2209	2237	0844	0912	2207	2235	0840	0908
	29	2210	2237	0852	0920	2158	2225	0847	0914	2206	2234	0849	0917	2205	2233	0845	0913
FEB	2	2207	2234	0857	0924	2155	2222	0851	0918	2203	2231	0853	0921	2201	2229	0849	0917
	6	2203	2231	0901	0928	2152	2218	0855	0922	2200	2227	0858	0925	2158	2225	0854	0921
	10	2200	2227	0905	0932	2148	2215	0859	0926	2156	2223	0902	0929	2154	2221	0858	0925
	14	2155	2222	0910	0937	2144	2211	0903	0929	2152	2219	0906	0933	2150	2217	0903	0930
	18	2151	2217	0914	0941	2140	2206	0907	0933	2147	2214	0911	0937	2145	2212	0907	0934
	22	2146	2212	0918	0945	2136	2202	0911	0937	2143	2209	0915	0941	2140	2207	0911	0938
	26	2141	2207	0922	0948	2131	2157	0915	0941	2138	2204	0919	0945	2135	2202	0915	0942
MAR	2	2136	2202	0926	0952	2126	2151	0919	0944	2132	2158	0923	0949	2130	2156	0919	0946
	6	2130	2156	0930	0956	2121	2146	0922	0948	2127	2153	0927	0953	2124	2150	0923	0950
	10	2124	2150	0934	1000	2115	2141	0926	0951	2121	2147	0930	0957	2118	2144	0927	0954
	14	2118	2144	0938	1004	2110	2135	0929	0954	2115	2141	0934	1000	2112	2138	0931	0958
	18	2112	2138	0941	1007	2104	2129	0932	0958	2109	2135	0938	1004	2106	2132	0935	1001
	22	2106	2132	0945	1011	2058	2124	0936	1001	2103	2129	0942	1008	2100	2126	0939	1005
	26	2100	2126	0949	1015	2053	2118	0939	1005	2057	2123	0945	1011	2054	2120	0943	1009
	30	2054	2120	0952	1019	2047	2112	0942	1008	2051	2117	0949	1015	2047	2114	0946	1013
APR	3	2048	2114	0956	1022	2041	2107	0946	1011	2045	2111	0952	1019	2041	2108	0950	1017
	7	2042	2109	0959	1026	2035	2101	0949	1015	2039	2105	0956	1023	2035	2102	0954	1021
	11	2036	2103	1003	1030	2030	2056	0952	1018	2033	2059	1000	1026	2029	2056	0957	1024
	15	2030	2057	1007	1034	2024	2050	0956	1022	2027	2054	1003	1030	2023	2050	1001	1028
	19	2025	2052	1010	1038	2019	2045	0959	1025	2021	2048	1007	1034	2017	2045	1005	1032
	23	2019	2046	1014	1041	2013	2040	1002	1029	2016	2043	1010	1038	2012	2039	1009	1036
	27	2014	2041	1018	1045	2008	2035	1006	1033	2010	2038	1014	1042	2006	2034	1012	1040
MAY	1	2009	2037	1021	1049	2004	2031	1009	1036	2005	2033	1018	1046	2001	2029	1016	1044
	5	2004	2032	1025	1053	1959	2027	1012	1040	2001	2029	1021	1050	1956	2025	1020	1049
	9	1959	2028	1028	1057	1955	2023	1016	1043	1956	2025	1025	1054	1952	2021	1023	1053
	13	1955	2024	1032	1101	1951	2020	1019	1047	1952	2021	1028	1058	1947	2017	1027	1056
	17	1952	2021	1035	1105	1948	2016	1022	1051	1948	2018	1032	1101	1944	2013	1031	1100
	21	1948	2018	1039	1108	1945	2014	1025	1054	1945	2015	1035	1105	1940	2010	1034	1104
	25	1946	2016	1042	1112	1942	2011	1028	1057	1942	2012	1038	1108	1937	2008	1037	1108
	29	1943	2014	1045	1115	1940	2009	1031	1100	1940	2010	1041	1112	1935	2006	1040	1111
JUN	2	1941	2012	1047	1118	1939	2008	1033	1103	1938	2009	1044	1115	1933	2004	1043	1114
	6	1940	2011	1050	1121	1937	2007	1036	1105	1937	2007	1046	1117	1932	2003	1045	1117
	10	1939	2010	1052	1123	1937	2007	1038	1108	1936	2007	1049	1119	1931	2002	1048	1119
	14	1939	2010	1054	1125	1936	2006	1039	1109	1936	2007	1050	1121	1931	2002	1049	1121
	18	1939	2010	1055	1126	1937	2007	1041	1111	1936	2007	1052	1123	1931	2002	1051	1122
	22	1940	2011	1056	1127	1937	2008	1042	1112	1937	2008	1053	1124	1931	2003	1052	1123
	26	1941	2012	1057	1128	1939	2009	1042	1112	1938	2009	1053	1124	1933	2004	1052	1124
	30	1943	2014	1057	1128	1940	2010	1042	1112	1939	2010	1053	1124	1934	2006	1052	1124
JUL	4	1945	2016	1056	1127	1942	2012	1042	1112	1941	2012	1053	1124	1936	2008	1052	1123
	8	1947	2018	1055	1126	1944	2014	1041	1111	1944	2015	1052	1122	1939	2010	1051	1122
	12	1950	2020	1054	1124	1947	2016	1040	1109	1947	2017	1050	1121	1942	2012	1049	1120
	16	1953	2023	1052	1122	1950	2019	1038	1107	1950	2020	1048	1119	1945	2015	1047	1118
	20	1956	2026	1049	1119	1953	2022	1036	1105	1953	2023	1046	1116	1948	2018	1045	1115
	24	1959	2029	1047	1116	1956	2025	1033	1102	1956	2026	1043	1113	1951	2021	1042	1112
	28	2003	2032	1043	1113	1959	2028	1030	1059	2000	2029	1040	1109	1955	2025	1039	1108
AUG	1	2007	2036	1040	1109	2003	2031	1027	1055	2003	2032	1036	1105	1959	2028	1035	1104
	5	2010	2039	1036	1104	2006	2034	1023	1051	2007	2036	1032	1101	2003	2031	1031	1100
	9	2014	2042	1031	1100	2009	2037	1019	1046	2011	2039	1028	1056	2006	2035	1026	1055
	13	2018	2046	1027	1054	2013	2040	1014	1042	2014	2042	1023	1051	2010	2038	1021	1050
	17	2021	2049	1022	1049	2016	2043	1010	1037	2018	2046	1018	1046	2014	2042	1016	1044
	21	2025	2053	1016	1044	2019	2046	1005	1031	2022	2049	1013	1040	2018	2045	1011	1039
	25	2029	2056	1011	1038	2023	2049	1000	1026	2025	2053	1007	1035	2021	2049	1005	1033
	29	2032	2059	1005	1032	2026	2052	0954	1020	2029	2056	1002	1029	2025	2052	1000	1027
SEP	2	2036	2103	0959	1026	2029	2055	0949	1015	2032	2059	0956	1023	2029	2056	0954	1021
	6	2039	2106	0953	1020	2032	2058	0943	1009	2036	2103	0950	1016	2032	2059	0948	1014
	10	2043	2109	0947	1014	2036	2101	0937	1003	2039	2106	0944	1010	2036	2103	0941	1008
	14	2046	2112	0941	1007	2039	2104	0932	0957	2043	2109	0938	1004	2040	2106	0935	1002
	18	2050	2116	0935	1001	2042	2107	0926	0951	2046	2112	0932	0958	2043	2109	0929	0955
	22	2053	2119	0929	0955	2045	2110	0920	0945	2050	2116	0925	0952	2047	2113	0923	0949
	26	2056	2123	0923	0949	2048	2113	0914	0939	2053	2119	0919	0945	2050	2116	0916	0943
	30	2100	2126	0917	0943	2051	2117	0908	0934	2057	2123	0913	0939	2054	2120	0910	0936
OCT	4	2103	2129	0911	0937	2054	2120	0902	0928	2100	2126	0907	0933	2057	2123	0904	0930
	8	2107	2133	0905	0931	2057	2123	0857	0922	2103	2130	0901	0927	2101	2127	0858	0924
	12	2110	2137	0859	0925	2101	2126	0851	0917	2107	2133	0856	0922	2104	2131	0852	0919
	16	2114	2140	0853	0920	2104	2130	0846	0912	2111	2137	0850	0916	2108	2135	0847	0913
	20	2118	2144	0848	0915	2107	2133	0841	0907	2114	2141	0845	0911	2112	2139	0841	0908
	24	2121	2148	0843	0910	2111	2137	0836	0902	2118	2145	0840	0906	2116	2143	0836	0903
	28	2125	2152	0838	0905	2114	2140	0832	0858	2122	2149	0835	0902	2120	2147	0831	0858
NOV	1	2129	2156	0834	0901	2118	2144	0828	0854	2126	2153	0830	0857	2124	2151	0826	0854
	5	2133	2200	0830	0857	2122	2148	0824	0850	2130	2157	0826	0853	2128	2155	0822	0850
	9	2137	2204	0826	0853	2125	2152	0820	0847	2134	2201	0822	0850	2132	2159	0818	0846
	13	2141	2209	0823	0850	2129	2156	0817	0844	2138	2205	0819	0847	2136	2204	0815	0843
	17	2145	2213	0820	0848	2133	2200	0815	0842	2142	2209	0816	0844	2140	2208	0812	0840
	21	2149	2217	0817	0846	2136	2204	0813	0840	2145	2214	0814	0842	2144	2212	0810	0838
	25	2153	2221	0816	0844	2140	2208	0811	0839	2149	2218	0812	0841	2148	2216	0808	0837
	29	2156	2225	0814	0843	2144	2212	0810	0838	2153	2222	0811	0840	2152	2220	0806	0835
DEC	3	2200	2229	0813	0842	2147	2215	0809	0837	2157	2225	0810	0839	2155	2224	0806	0835
	7	2203	2232	0813	0842	2150	2219	0809	0837	2200	2229	0810	0839	2159	2228	0805	0835
	11	2207	2236	0814	0843	2153	2222	0810	0838	2203	2232	0810	0839	2202	2231	0806	0835
	15	2209	2239	0815	0844	2156	2225	0811	0839	2206	2235	0811	0840	2205	2234	0807	0836
	19	2212	2241	0816	0845	2159	2227	0812	0841	2208	2238	0813	0842	2207	2237	0808	0838
	23	2214	2243	0818	0847	2201	2229	0814	0843	2210	2240	0815	0844	2209	2239	0810	0840
	27	2216	2245	0820	0850	2202	2231	0817	0845	2212	2241	0817	0846	2211	2240	0812	0842
	31	2217	2246	0823	0852	2204	2232	0819	0848	2213	2242	0820	0849	2212	2241	0815	0845

Change : Information of sunrise/sunset.

DATE		YEOSU RKJY 345032N 1273702E				ULJIN RKTL 364637N 1292742E			
		TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO
2024									
DEC	18	2203	2232	0821	0849	2200	2229	0808	0837
	22	2206	2234	0823	0851	2203	2232	0810	0839
	26	2207	2235	0825	0853	2204	2233	0812	0841
	30	2209	2237	0828	0856	2206	2234	0815	0844
2025									
JAN	1	2209	2237	0829	0857	2206	2235	0817	0845
	5	2210	2238	0832	0900	2207	2235	0820	0849
	9	2210	2238	0836	0903	2207	2235	0824	0852
	13	2210	2237	0839	0907	2206	2234	0827	0856
	17	2209	2236	0843	0911	2205	2233	0831	0900
	21	2208	2235	0847	0914	2204	2232	0836	0903
	25	2206	2233	0851	0918	2202	2229	0840	0907
	29	2204	2230	0855	0922	2159	2227	0844	0912
FEB	2	2201	2227	0859	0926	2156	2224	0848	0916
	6	2158	2224	0903	0930	2153	2220	0853	0920
	10	2154	2221	0907	0933	2149	2216	0857	0924
	14	2151	2217	0911	0937	2145	2212	0901	0928
	18	2147	2212	0915	0941	2141	2207	0905	0932
	22	2142	2208	0919	0944	2136	2202	0909	0936
	26	2137	2203	0922	0948	2131	2157	0913	0939
MAR	2	2133	2158	0926	0951	2126	2152	0917	0943
	6	2127	2153	0929	0955	2120	2146	0921	0947
	10	2122	2147	0933	0958	2115	2141	0925	0951
	14	2117	2142	0936	1001	2109	2135	0928	0954
	18	2111	2136	0939	1005	2103	2129	0932	0958
	22	2106	2131	0943	1008	2057	2123	0935	1001
	26	2100	2125	0946	1011	2051	2117	0939	1005
	30	2054	2120	0949	1014	2045	2111	0943	1009
APR	3	2049	2114	0952	1018	2039	2105	0946	1012
	7	2043	2109	0955	1021	2033	2100	0949	1016
	11	2037	2103	0958	1024	2028	2054	0953	1019
	15	2032	2058	1002	1028	2022	2049	0956	1023
	19	2027	2053	1005	1031	2016	2043	1000	1027
	23	2022	2048	1008	1035	2011	2038	1003	1031
	27	2017	2044	1011	1038	2006	2033	1007	1035
MAY	1	2012	2039	1015	1042	2001	2029	1011	1038
	5	2008	2035	1018	1045	1956	2024	1014	1042
	9	2004	2031	1021	1049	1952	2020	1018	1046
	13	2000	2028	1024	1052	1948	2017	1021	1050
	17	1957	2025	1027	1055	1944	2013	1024	1053
	21	1954	2022	1030	1059	1941	2010	1028	1057
	25	1951	2020	1033	1102	1938	2008	1031	1100
	29	1949	2018	1036	1105	1936	2006	1033	1103
JUN	2	1948	2017	1038	1108	1934	2004	1036	1106
	6	1947	2016	1041	1110	1933	2003	1039	1109
	10	1946	2016	1043	1112	1932	2003	1041	1111
	14	1946	2015	1044	1114	1932	2003	1042	1113
	18	1946	2016	1046	1115	1932	2003	1044	1114
	22	1947	2017	1046	1116	1933	2004	1045	1115
	26	1948	2018	1047	1117	1934	2005	1045	1116
	30	1950	2019	1047	1117	1936	2006	1045	1116
JUL	4	1952	2021	1047	1116	1938	2008	1045	1115
	8	1954	2023	1046	1115	1940	2010	1044	1114
	12	1956	2025	1045	1114	1943	2013	1043	1113
	16	1959	2028	1043	1112	1946	2015	1041	1110
	20	2002	2030	1041	1110	1949	2018	1038	1108
	24	2005	2033	1038	1107	1952	2021	1036	1105
	28	2008	2036	1036	1104	1956	2024	1032	1101
AUG	1	2011	2039	1032	1100	1959	2028	1029	1057
	5	2015	2042	1029	1056	2003	2031	1025	1053
	9	2018	2045	1025	1052	2006	2034	1021	1049
	13	2021	2048	1020	1047	2010	2037	1016	1044
	17	2024	2051	1016	1042	2013	2041	1011	1038
	21	2028	2054	1011	1037	2017	2044	1006	1033
	25	2031	2057	1006	1032	2020	2047	1001	1027
	29	2034	2100	1000	1026	2024	2051	0955	1022
SEP	2	2037	2103	0955	1021	2027	2054	0949	1016
	6	2040	2106	0949	1015	2031	2057	0944	1010
	10	2043	2109	0944	1009	2034	2100	0938	1004
	14	2046	2112	0938	1003	2037	2103	0932	0957
	18	2049	2114	0932	0958	2041	2107	0925	0951
	22	2052	2117	0927	0952	2044	2110	0919	0945
	26	2055	2120	0921	0946	2047	2113	0913	0939
	30	2058	2123	0915	0940	2051	2116	0907	0933
OCT	4	2101	2126	0910	0935	2054	2120	0902	0927
	8	2104	2129	0904	0929	2057	2123	0856	0922
	12	2107	2133	0859	0924	2101	2127	0850	0916
	16	2110	2136	0854	0919	2104	2130	0845	0911
	20	2114	2139	0849	0914	2108	2134	0839	0906
	24	2117	2143	0844	0910	2111	2138	0834	0901
	28	2120	2146	0840	0906	2115	2142	0830	0856
NOV	1	2124	2150	0836	0902	2119	2146	0825	0852
	5	2128	2154	0832	0858	2123	2150	0821	0848
	9	2131	2158	0829	0855	2127	2154	0818	0845
	13	2135	2202	0826	0852	2130	2158	0815	0842
	17	2138	2205	0823	0850	2134	2202	0812	0839
	21	2142	2209	0821	0848	2138	2206	0810	0837
	25	2146	2213	0820	0847	2142	2210	0808	0836
	29	2149	2217	0819	0846	2146	2214	0807	0835
DEC	3	2153	2220	0818	0846	2149	2218	0806	0834
	7	2156	2224	0818	0846	2153	2221	0806	0834
	11	2159	2227	0819	0847	2156	2224	0806	0835
	15	2201	2230	0820	0848	2158	2227	0807	0836
	19	2204	2232	0821	0849	2201	2230	0808	0837
	23	2206	2234	0823	0851	2203	2232	0810	0839
	27	2208	2236	0825	0854	2205	2233	0813	0842
	31	2209	2237	0828	0856	2206	2235	0816	0845

Change : Information of sunrise/sunset.

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

3.7 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 발간물의 판매

발간물은 항공교통본부에서 판매하며 구매가격은 항공정보회람으로 발간된다.

전화 : 053-668-0286
팩스 : 053-668-0277
전자우편 : aisd@korea.kr

3.8 Sale of publications

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

TEL : +82-53-668-0286
FAX : +82-53-668-0277
E-mail : 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 비행전정보게시에 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.

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.

Change : Information of telephone number of authority.

AIRAC 발효일자 목록(2025～2030)

Schedule of AIRAC effective dates(2025~2030)

2025	2026	2027
23 January	22 January	21 January
20 February	19 February	18 February
20 March	19 March	18 March
17 April	16 April	15 April
15 May	14 May	13 May
12 June	11 June	10 June
10 July	09 July	08 July
07 August	06 August	05 August
04 September	03 September	02 September
02 October	01 October	30 September
30 October	29 October	28 October
27 November	26 November	25 November
25 December	24 December	23 December
2028	**2029**	**2030**
20 January	18 January	17 January
17 February	15 February	14 February
16 March	15 March	14 March
13 April	12 April	11 April
11 May	10 May	09 May
08 June	07 June	06 June
06 July	05 July	04 July
03 August	02 August	01 August
31 August	30 August	29 August
28 September	27 September	26 September
26 October	25 October	24 October
23 November	22 November	21 November
21 December	20 December	19 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

Change : Information of schedule of AIRAC effective dates.

h) 지역도
계기비행단계를 용이하게 수행하기 위해 다음의 정보를 제공한다.

- 비행의 순항단계와 비행장 접근단계간의 전환
- 이륙/실패접근단계와 순항단계간의 전환
- 복잡한 항공로 또는 공역의 통과비행

i) 표준계기출발도
이륙단계에서 항공로 비행단계까지 지정된 표준계기출발비행로를 따라 비행하는데 필요한 정보를 제공한다.

j) 표준계기도착도
항공로 비행단계에서 접근단계까지 지정된 표준계기도착 비행로를 따라 운항하는데 필요한 정보를 제공한다.

k) 계기접근도
착륙하고자 하는 활주로가 설정되었을 경우, 관련 체공장주까지 실패접근절차를 포함하여 승인된 계기접근절차를 수행하는데 필요한 정보를 제공한다.

l) 시계접근도
항공로 비행/강하단계로부터 시각 참조에 의하여 착륙하고자 하는 활주로에 접근하기 위한 비행단계의 전환시에 필요한 정보를 제공한다.

m) 비행장도
다음 각 호의 구간에서 항공기의 지상이동을 용이하게 할 수 있는 정보를 제공한다.

- 항공기 주기장으로부터 활주로
- 활주로부터 항공기 주기장

n) 비행장 지상이동도
항공기 주기장으로의 지상이동 및 항공기 주기/접현을 용이하게 수행하기 위한 세부정보를 제공한다.

o) 항공기 주기/접현도
유도로와 항공기 주기장간 항공기의 지상이동에 관한 세부정보를 제공한다.

p) ATC 감시 최저고도도
관제사에 의해 배정된 고도와 비행승무원이 비교, 검토할 수 있는 정보를 제공한다.

h) Area Chart
This chart provides the flight crew with information to facilitate the various phases of instrument flight :

- the transition between the en-route phase and the approach to an aerodrome;
- the transition between the take-off/missed approach and the en-route phase of flight; and
- flights through areas of complex ATS routes or airspace structure.

i) Standard Departure Chart - Instrument (SID)
This chart provides the flight crew with information that will enable them to comply with the designated standard departure route-instrument from the take-off phase to the en-route phase.

j) Standard Arrival Chart - Instrument (STAR)
This chart provides the flight crew with information that will enable them to comply with the designated arrival route-instrument from the en-route phase to the approach phase.

k) Instrument Approach Chart
This chart provides the flight crew with information that will enable them to perform an approved instrument approach procedure to the runway of intended landing including the missed approach procedure and where applicable, associated holding patterns.

l) Visual Approach Chart - ICAO
This chart shall provide flight crews with information which will enable them to transit from the en-route/descent to approach phases of flight to the runway of intended landing by means of visual reference.

m) Aerodrome Chart
This chart shall provide flight crews with information which will facilitate the ground movement of aircraft :

- from the aircraft stand to the runway; and
- from the runway to the aircraft stand.

n) Aerodrome Ground Movement Chart - ICAO
This supplementary chart shall provide flight crews with detailed information to facilitate the ground movement of aircraft to and from the aircraft stands and the parking/docking of aircraft.

o) Aircraft Parking/Docking Chart
This supplementary chart shall provide flight crews with detailed information to facilitate the ground movement of aircraft between the taxiways and the aircraft stands and the parking/docking of aircraft.

p) ATC Surveillance Minimum Altitude Chart
This supplementary chart shall provide information that will enable flight crews to monitor and cross-check altitudes assigned by a controller using an ATS surveillance system.

5. 이용 가능한 항공지도의 목록

5. List of aeronautical charts available

종류 Title of Chart Series	축적 Scale	지도종류 및 도엽번호 Name and/or Number	발간일자 Publication Date	가격(원) Price($)	비고 Remarks
항법도 Aeronautical Navigation Chart - ICAO	1 : 2000000	-	15 MAY 2024	10 000 KRW	
항공로도 Enroute Chart - ICAO	-	-	REF to AIP page	10 000 KRW	In AIP
세계항공도 World Aeronautical Chart - ICAO	1 : 1000000	2379/2380/2387	15 MAY 2024	10 000 KRW	
항공도 Aeronautical Chart - ICAO	1 : 500000	2379-AB/2379-CD 2380-AB/2380-CD 2387-AD	15 MAY 2024	8 000 KRW	
비행장 장애물도 Type A Aerodrome Obstacle Chart - ICAO Type A		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 Jeongseok Airport	REF to AIP page		In AIP
비행장 장애물도 Type B Aerodrome Obstacle Chart - ICAO Type B		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	REF to AIP page		In AIP
정밀접근 지형도 Precision Approach Terrain Chart - ICAO		Incheon INTL Airport Gimpo INTL Airport Jeju INTL Airport Gimhae INTL Airport	REF to AIP page		In AIP
지역도 Area Chart - ICAO		Incheon INTL Airport Gimpo INTL Airport Jeju INTL Airport Gimhae INTL Airport Cheongju INTL Airport Yangyang INTL Airport Gwangju DOM Airport	REF to AIP page		In AIP
표준계기 출발도 Standard Departure Chart Instrument (SID)		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 Aiport Ulsan DOM Airport Seoul DOM Airport Pohang Gyeongju DOM Airport Uljin Airport Jeongseok Airport	REF to AIP page		In AIP
표준계기 도착도 Standard Arrival Chart Instrument (STAR)		Incheon INTL Airport Gimpo INTL Airport Jeju INTL Airport Gimhae INTL Airport Cheongju INTL Airport Yangyang INTL Airport Muan INTL Airport Yeosu DOM Airport Wonju DOM Airport Ulsan DOM Airport Pohang Gyeongju DOM Airport Uljin Airport Jeongseok Airport	REF to AIP page		In AIP

Change : Information of publication date for Aeronautical Navigation Chart, World Aeronautical Chart and Aeronautical Chart.

GEN 3.4 COMMUNICATIONS SERVICES

1. 책임업무

대한민국의 민간항공통신 및 항행안전시설에 대한 책임기관은 국토교통부 항공정책실이다.

국토교통부 항공정책실

(우)30103 세종특별자치시 도움6로 11

전화 : 044-201-4361
팩스 : 044-201-5637
항공고정통신망 : RKSLYAYX
Website : http://www.molit.go.kr

2. 관할구역

대한민국 민간항공통신 책임관할구역은 인천 비행정보구역으로 한다.

3. 제공되는 업무

3.1 항공고정업무

항공기 안전운항 등에 필요한 전문을 항공고정국 상호간에 교환하기 위한 통신 업무(Operational hours : H24)이다.

a. 국제항공고정통신망(AFTN)

(1) 국제항공고정통신망 회선도는 GEN 3.4.3.5와 같다.
(2) 국제항공고정통신망 운영절차는 원칙적으로 국제민간항공기구 부속서 10, 제2권을 적용한다.

b. 국내항공고정통신망

(1) 국내항공고정통신망 회선도는 GEN 3.4.3.5와 같다.

(2) 국내항공고정통신망 운영절차는 원칙적으로 국제민간항공기구 부속서 10, 제2권을 적용한다.

3.2 항공이동업무

항공국과 항공기국 사이에 주로 항공교통관제업무, 항공로 정보제공업무 등을 무선전화에 의해 행하는 통신 업무이다.

a. 청취 및 운용시간

항공국은 3.4.3.2.e에 공시된 업무시간 및 주파수로 청취를 계속하여야 한다.
비행중인 항공기국은 항공국의 주파수로 청취를 계속하여야 하며, 비상시를 제외하고는 항공국에 사전 통보없이 청취를 중단해서는 안 된다.

1. Responsible Service

The responsible authority for the provision of civil aeronautical telecommunication and navigation facility services in the Republic of Korea is Office of Civil Aviation, Ministry of Land, Infrastructure and Transport.

Office of Civil Aviation
Ministry of Land, Infrastructure and Transport

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

Tel : +82-44-201-4361
Telefax : +82-44-201-5637
AFS : RKSLYAYX
Website : http://www.molit.go.kr

2. Area of Responsibility

Area responsible for civil aeronautical telecommunication in the Republic of Korea is the same as Incheon FIR.

3. Types of service

3.1 Aeronautical Fixed Service

This service is provided for the interchange of message between aeronautical fixed stations, which is related to the safety of air navigation and to the regular, efficient and economical operation of air services.(Operational hours : H24)

a. Aeronautical Fixed Telecommunication Network(AFTN)

(1) International AFTN circuits are illustrated in GEN 3.4.3.5.
(2) International AFTN operations are applied in principle to the communication procedures of ICAO Annex 10, Volume II.

b. Domestic Aeronautical Fixed Telecommunication Network

(1) Domestic Aeronautical Fixed Telecommunication Network circuits are illustrated in GEN 3.4.3.5.
(2) Domestic AFTN operations are applied in principle to the communication procedures of ICAO Annex 10, Volume II.

3.2 Aeronautical Mobile Service

This service is provided mainly to meet the requirements of the air traffic control service, aeronautical en-route information service and so forth by radio telephone between an A/G station and aircraft station.

a. Watch and hours of service

An aeronautical station in the mobile service should maintain continuous watch as hours of service and frequencies listed in 3.4.3.2.e. During its flight, an aircraft should maintain continuous watch as required by the aeronautical station and not cease watch, except for an emergency without informing the aeronautical station concerned.

Change : Withdrawal of general(1), Establishment of types of service(3), and Information of communication services, item numbers.

b. 통신의 설정
항공기국은 자국이 비행하고 있는 지역의 항공교통관제를 담당하는 항공국과 통신하여야 한다.

b. Establishment of communications
An aircraft should normally communicate with the air ground control radio stations which exercise air traffic control in the area in which it is flying.

c. 전문의 취급
서울 라디오에 의해 항공기국으로부터 수신된 정보는 AFTN 전문형식으로 항공사 또는 관련부처에 송달된다.

c. Messages handling
Information received from an aircraft by SEOUL Radio is transmitted in the form of AFTN message to the aircraft operating agency or the post concerned.

d. 사용언어
공지통신에서 사용하는 언어는 통상 한국어나 영어를 사용한다.

d. Language to be used
Language normally used in the air ground radio telephony communications should be either Korean or English.

e. 서울라디오
국토교통부 관할 하에 운영되고 있는 서울라디오는 항공교통관제기관과 항공기 사이에 중요한 중계역할을 담당하고 있다. 그밖에 서울라디오는 항공고시보, 기상등과 같은 정보를 비행중인 항공기에 제공하며, 항공교통관제기관이 미치지 않는 지역에서의 위치보고, AIREP을 항공기로부터 수신하여 관련부처로 송달한다. 서울라디오의 사용주파수는 다음과 같다.(인천국제공항 지역에서의 1차주파수는 8903 kHz를 사용한다.)

e. SEOUL Radio
SEOUL Radio which is operated under the jurisdiction of The Ministry of Land, Infrastructure and Transport is in charge of a valuable link between ATC and an aircraft. Besides, such informations as NOTAM, weather and the like are given to an aircraft during its flight by SEOUL Radio, and SEOUL Radio receives position report and AIREP from an aircraft in the area beyond reaching of ATC authority and the above mentioned informations are transmitted to the post concerned. Frequencies of SEOUL Radio are as follows.(8903 kHz is used as a primary frequency within Incheon INTL Airport.)

Call sign	Frequencies	Hours of Operation	Remarks
SEOUL Radio	127.1 MHz, 3004 kHz, 4687 kHz, 6532 kHz, 8903 kHz, 10072 kHz, 13300 kHz, 13303 kHz, 13333 kHz, 17904 kHz, 17916 kHz	H24	MET Available

f. 조종사는 항공교통관제기관 및 서울라디오와 긴밀한 협조를 통해 비행 중에 필요한 협력을 얻도록 한다.

f. A pilot will find ready help and cooperation during its flight working in close harmony with ATC and SEOUL Radio.

3.3 항행안전무선업무

이용할 수 있는 항행안전무선시설은 다음과 같다.

a. 무지향표지시설(NDB);
b. 전방향표지시설(VOR);
c. 거리측정시설(DME);
d. 계기착륙시설(ILS);
e. 레이더(RADAR);
f. 전술항행표지시설(TACAN);
g. 지상유도접근시설(GCA) : 지상유도접근시설을 사용하고자 하는 항공기는 사용채널에 대한 해당 항공교통관제기관으로 부터 지시를 받아야 한다.

3.3 Radio Navigation Service

The following of radio aids are available for air navigation.

a. Non-Directional radio Beacon(NDB);
b. VHF Omni-directional Range(VOR);
c. Distance Measuring Equipment(DME);
d. Instrument Landing System(ILS);
e. Radio Detection and Ranging(RADAR);
f. Tactical Air Navigation(TACAN);
g. Ground Controlled Approach(GCA) : Aircraft about to use GCA will receive instructions from appropriate ATC facility as to the channel to be used.

3.4 적용할 수 있는 ICAO 서류

적용할 수 있는 국제민간항공기구 표준과 권고방식 및 절차는 아래 도서내용에 포함되어 있다.

a. 부속서 제10권 - 항공통신
b. Doc 8400 – 약어 및 부호
c. Doc 8585 – 항공업무기관 및 항공사 약어명
d. Doc 7910 – 지명약어

3.4 Applicable ICAO Documents

Applicable ICAO Standards, Recommended Practices and Procedures are contained in the following documents.

a. ANNEX 10 - Aeronautical Telecommunications
b. Doc 8400 - ICAO Abbreviations and Codes
c. Doc 8585 - Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services
d. Doc 7910 - Location Indicators

Change : Information of item numbers.

3.5 ATN / AFTN CIRCUIT

BEIJING COM CENTER ZBBBYFYX	SEOUL COM CENTER RKSSYFYX	FUKUOKA COM CENTER RJJJYFYX

DOMESTIC AFTN LIST

RKBBZSZX	KOMCC(SARSAT)	RKRRZQZF	INCHEON ACC
RKDAYXYX	700 ATC SQ(MCRC)	RKRRZQZG	INCHEON ACC
RKDAZQZF	DAEGU FDP SERVER ADDRESS	RKRRZQZH	INCHEON ACC AIDC
RKDAZQZG	DAEGU FPL&MET SERVER ADDRESS	RKRRZQZX	INCHEON ACC
RKDAZQZH	DAEGU ACC AIDC	RKSIAARX	INCHEON AAR
RKDAZQZX	DAEGU ACC	RKSIKALO	INCHEON KAL
RKDAYFYX	DAEGU ACC	RKSIKALX	INCHEON KAL
RKDAYNYO	DAEGU ACC NOTAM DB	RKSISHKO	SHARP INC.
RKDAYNYS	DAEGU ACC NOTAM	RKSIYIYA	INCHEON ATIS
RKDAYOYX	DAEGU ACC FLT INFO CENTER	RKSIYPYX	AVIATION MET OFFICE
RKDAYOYE	DAEGU ACC FLT INFO CENTER	RKSIZAZS	SEOUL APP
RKDAZQZE	DAEGU ACC	RKSIZPZG	FOIS SYSTEM
RKDAZQZS	DAEGU ACC	RKSIZPZH	FOIS SYSTEM
RKDAYIYT	DAEGU ACC KAC	RKSIZPZI	FOIS SYSTEM
RKDAZAZS	ATFMS	RKSIZPZN	FOIS SYSTEM
RKDAZAZX	ATFMS	RKSIZPZX	INCHEON AIS T1
RKDAZDZX	CTFMS	RKSIZPZB	INCHEON AIS T2
RKDAZEZA	ATMO FSMS	RKSIYPYS	AVIATION MET OFFICE
RKDJHKAX	HELIKOREA	RKSIZAZB	INCHEON IIAC
RKJBYFYX	MUAN COM STN	RKSIZAZC	INCHEON IIAC
RKJBYIYX	MUAN ATIS	RKSIZAZD	INCHEON IIAC
RKJBZPZX	MUAN AIS	RKSIZAZX	INCHEON IIAC
RKJBZTZX	MUAN TWR	RKSIZXFM	IIAC FIMS
RKJJYFYX	GWANGJU COM STN	RKSLYAYX	MINISTRY OF LAND TRANSPORT
RKJJZAZX	GWANGJU APP	RKSLYNYS	MINISTRY OF LAND,
RKJJZPZX	GWANGJU AIS		INFRASTRUCTURE AND TRANSPORT
RKJKZPZX	GUNSAN AIS	RKSSAARO	GIMPO AAR
RKJYZPZX	YEOSU AIS	RKSSABLO	AIR BUSAN
RKJYYIYA	YEOSU ATIS	RKSSADBS	KAC
RKNWZPZX	WONJU AIS	RKSSASVO	GIMPO AIR SEOUL
RKNYZPZX	YANGYANG AIS	RKSIAIHX	INCHEON AIH
RKNYZTZX	YANGYANG TWR	RKSSESRO	EASTAR JET
RKNYYIYA	YANGYANG ATIS	RKSSESRX	EASTAR JET
RKNYYIYB	YANGYANG ATIS	RKSSFGWO	FLY GANGWON
RKPCAARO	JEJU AAR	RKSSHGGX	HI AIR
RKPCYFYA	JEJU COM STN	RKSSHPBX	HANHWA
RKPCYFYX	JEJU COM STN	RKSSJJAO	JEJU AIR
RKPCYIYX	JEJU KAC	RKSSJJAS	JEJU AIR
RKPCZAZS	JEJU APP(ARTS)	RKSSJNAX	JIN AIR
RKPCZAZX	JEJU APP	RKSSKAAO	K-AVIATION
RKPCZPZA	JEJU AIS	RKSSKABO	AIR POHANG
RKPCZPZX	JEJU AIS	RKSSKALC	GIMPO KAL
RKPCZTZA	JEJU ATIS	RKSSKALO	GIMPO KAL
RKPCZTZX	JEJU TWR	RKSSKALS	GIMPO KAL
RKPDZPZX	JEONGSEOK AIS	RKSSKALX	GIMPO KAL
RKPDZTZX	JEONGSEOK TWR	RKSSTWBX	T'WAY AIR
RKPKAARO	GIMHAE AAR	RKSSYAYX	GIMPO CNS STN
RKPKYFYA	GIMHAE COM STN	RKSSYEYX	FLT INSP CENTER
RKPKYFYB	GIMHAE COM STN	RKSSYHYX	SEOUL FIRE AVIATION OFFICE
RKPKYFYC	GIMHAE COM STN	RKSSYIYI	KAC
RKPKYFYD	GIMHAE COM STN	RKSSYIYX	GIMPO KAC
RKPKYFYX	GIMHAE COM STN	RKSSYOYX	GIMPO NOTAM OFFICE
RKPKZPZX	GIMHAE AIS		
RKPKZAZC	GIMHAE ARTS		
RKPKZAZX	GIMHAE APP		
RKPKZTZX	GIMHAE TWR		
RKPSZPZX	SACHEON AIS		
RKPUZPZX	ULSAN AIS		
RKPUYIYX	ULSAN ATIS		
RKRRYFYX	INCHEON ACC		
RKRRYIYT	INCHEON KAC		
RKRRYNYS	INTL NOTAM OFFICE		
RKRRYNYX	INTL NOTAM OFFICE		

Change : Information of item number.

RKSSYQYX	AIR NAV CENTRAL MANAGEMENT	
RKSSYSYX	SEOUL RADIO	
RKSSZKPY	SEL COM CENTER	
RKSSZPZX	GIMPO AIS	
RKSSZTZR	GIMPO ASDE1	
RKSSZTZS	GIMPO ASDE2	
RKSSZZZX	SEOUL RADIO	
RKTAHSFX	TAEAN AIS	
RKTFYXYX	ROKAF MET HQ	
RKTHZPZX	POHANG GYEONGJU AIS	
RKTLZTZX	ULJIN TWR	
RKTLZPZX	ULJIN AIS	
RKTNZPZX	DAEGU AIS	
RKTUYOYX	CHEONGJU AIS	
RKTUZAZA	CHEONGJU APP	
RKTUZAZB	CHEONGJU APP	
RKTUZAZC	CHEONGJU APP	
RKTUZPZX	CHEONGJU AIS	

4. 요구사항 및 조건

NIL

4. Requirements and conditions

NIL

5. 추가 정보

NIL

5. Miscellaneous

NIL

Change : Establishment of requirements & conditions(4) and Information of item number.

Identification, name and lateral limits	Upper limit / Lower limit (ft)	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
RK R75 373949N 1264824E - 373752N 1264813E - 373701N 1264754E - 373530N 1264817E - 373409N 1264824E - 372653N 1265722E - 372653N 1270338E - 373233N 1270647E - 373447N 1270930E - 373656N 1270830E - 373827N 1270800E - 374033N 1270513E - 374136N 1270317E - 374200N 1270140E - 373758N 1265259E - to the beginning	10 000 AMSL / SFC	Ministry of National Defense (MCRC : Master Control Reporting Center/CDC AOC : Capital Defense Command AOC) Refer to AIP ENR 5.1-12 (R75 Restricted Area Flight Procedures)
RK R77 MACHAJIN 383300N 1282400E - 383400N 1283100E - 383200N 1283200E - 383000N 1283100E - 383100N 1282400E - to the beginning	FL 150 / GND	Ground to ground high angle firing FROKA/G-3 Air by NOTAM VMC-IMC
RK R80 SEO-HAE-JUNG-BU 363200N 1245000E - 363200N 1253600E - 360501N 1253604E - 360455N 1243132E - 362356N 1243126E - to the beginning	FL 500 / GND	Air to air firing ROKAF AFOC/DOT Cont VMC
RK R81 NAKDONG A circle radius 5 NM centered on 362410N 1281651E	FL 220 / SFC	Air to ground firing ROKAF AFOC/DOT Cont 2100-1400UTC VMC
RK R84 SEO-HAE-NAM-BU 351457N 1243144E - 351501N 1253610E - 345000N 1253612E - 344957N 1243150E - to the beginning	FL 500 / GND	Air to air firing ROKAF AFOC/DOT Cont VMC
RK R88 SEO-HAE-BUK-BU 370121N 1245000E - 370208N 1253600E - 363200N 1253600E - 363200N 1245000E - to the beginning	FL 500 / GND	Air to air firing ROKAF AFOC/DOT Cont VMC
RK R89 OCHON 355610.9N 1292051.7E - 355710.9N 1292351.7E - 355710.9N 1292551.7E - 355210.9N 1291951.7E - to the beginning	1 000 / GND	Ground to ground firing ROKMC 1st DIV Cont VMC-IMC
RK R90A SUSONG-A 355536.9N 1292547.6E - 355521.9N 1292717.6E - 355325.9N 1293116.6E - 355310.9N 1293101.6E - 355340.9N 1292826.7E - 355330.9N 1292634.7E - to the beginning	2 000 / GND	Ground to ground firing ROKMC 1st DIV Cont VMC-IMC
RK R90B SUSONG-B 355330.9N 1292634.7E - 355340.9N 1292826.7E - 355310.9N 1293101.6E - 355036.9N 1292945.6E - 355012.9N 1292745.6E - to the beginning	5 500 / GND	Ground to ground and Air to ground firing ROKMC 1st DIV Cont VMC-IMC

Identification, name and lateral limits	Upper limit / Lower limit (ft)	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
RK R97A CHEOLMAE-A 362000N 1263100E - 361800N 1263500E - 360200N 1262400E - 361300N 1261100E - to the beginning	FL 300 / GND	Surface to air firing MCRC/Gunsan APP by NOTAM VMC-IMC
RK R97B CHEOLMAE-B 362000N 1255700E - 362000N 1261000E - 362207.5N 1261443.7E - 362122.5N 1263007.6E - 361400N 1263800E - 355300N 1262200E - 361200N 1260300E - 361400N 1255700E - to the beginning	UNL / GND	Surface to air firing MCRC/Gunsan APP by NOTAM VMC-IMC
RK R97C CHEOLMAE-C 362129.5N 1262254.6E - 362122.5N 1263007.6E - 361400N 1263800E - 354100N 1254400E - 355100N 1253500E - to the beginning	UNL / GND	Surface to air firing MCRC/Gunsan APP by NOTAM VMC-IMC
RK R97D CHEOLMAE-D 362117.5N 1262443.7E - 362122.5N 1263007.6E - 361400N 1263800E - 353500N 1260600E - 354200N 1255200E - to the beginning	UNL / GND	Surface to air firing MCRC/Gunsan APP by NOTAM VMC-IMC
RK R97E CHEOLMAE-E 361839N 1263302E - 361400N 1263800E - 360623N 1263211E - 361349N 1262500E - to the beginning	FL 300 / SFC	Surface to air firing MCRC by NOTAM VMC-IMC
RK R97F CHEOLMAE-F 362000N 1263100E - 361800N 1263500E - 361207N 1263057E - 361718N 1262500E - to the beginning	FL 150 / SFC	Surface to air firing MCRC by NOTAM VMC-IMC
RK R99 GEOJEDO 344104N 1284327E - 344606N 1285031E - 344644N 1285338E - 343347N 1290321E - 340913N 1284311E - 342012N 1283514E - to the beginning	FL 360 / GND	Surface to surface, Surface to air and Air to surface firing ROK fleet by NOTAM
RK R100 NAMHYONGJEDO A Circle 4 NM in diameter centered at Namhyongje Do (3453N 12857E)	500 / GND	Surface to surface ROK fleet cont
RK R104 MIYEODO A circle radius 5 NM centered on 353251N 1262626E	FL 150 / GND	Air to ground firing Gwangju APP by NOTAM VMC
RK R105 JIKDO A circle radius 10 NM centered on 355326N 1260436E	FL 400 / GND	Air to ground firing ROKAF/Osan AB by NOTAM VMC
RK R107 DONG-HAE-BUK-BU 381500N 1295100E - 381400N 1301000E - 374700N 1301000E - 374800N 1295100E - to the beginning	FL 400 / GND	Air to air firing Gangneung APP Mon-Sat 2300-0800 UTC VMC

Change : Amended lateral limits for RK R97F.

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES

1. Ultralight vehicle flight areas
   ※ The entire area within Incheon FIR is designated as Ultralight vehicle flight restricted area except areas listed in the below table.
   ＊ : Unmanned Aerial Vehicles only. ＊＊: Airpark for Light aircraft and Ultralight vehicle exist.

Designation and lateral limits	*Vertical limits*	*Operator/User Tel NR.*	*Remarks and time of ACT*
(UA 2) GUSEONGSAN Circle with radius of 1.8 km(1.0 NM) centered on 354421N 1270027E	500 ft AGL / SFC		
(UA 4) BONGHWASAN Circle with radius of 4.0 km(2.2 NM) centered on 353731N 1290532E	500 ft AGL / SFC		
(UA 5) DEOKDUSAN Circle with radius of 4.5 km(2.4 NM) centered on 352441N 1273157E	500 ft AGL / SFC		
(UA 6) GUMSAN Circle with radius of 2.1 km(1.1 NM) centered on 344411N 1275852E	500 ft AGL / SFC		
(UA 9) YANGPYEONG 373010N 1272300E - 373010N 1273200E - 372700N 1273200E - 372700N 1272300E - to point of origin	500 ft AGL / SFC		
(UA 10) GOCHANG Circle with radius of 4.0 km(2.2 NM) centered on 352311N 1264353E	500 ft AGL / SFC		
(UA 14) GONGJU 363038N 1270033E - 363002N 1270713E - 362604N 1270553E - 362729N 1265750E - to the beginning	500 ft AGL / SFC		
(UA 19) SIHWAHO 371751N 1264215E - 371724N 1265000E - 371430N 1265000E - 371315N 1264628E - 371245N 1264029E - 371244N 1263342E - 371414N 1263319E - to point of origin	500 ft AGL / SFC		
(UA 21) BANG JANG SAN Circle with radius of 3.0 km(1.6 NM) centered on 352658N 1264417E	500 ft AGL / SFC		
(UA 24) GUJOA Circle with radius of 2.8 km(1.5 NM) centered on 332841N 1264922E	500 ft AGL / SFC		
(UA 25) HADONG 350147N 1274325E - 350145N 1274741E - 345915N 1274739E - 345916N 1274324E - to point of origin	500 ft AGL / SFC		
(UA 26) JANG AM SAN 372338N 1282419E - 372410N 1282810E - 372153N 1282610E - 372211N 1282331E - to point of origin	500 ft AGL / SFC		
(UA 28) SEOUNSAN Circle with radius of 2.0 km(1.1 NM) centered on 365550N 1271659E	500 ft AGL / SFC		
(UA 29) OCHON Circle with radius of 2.0 km(1.1 NM) centered on 365711N 1271716E	500 ft AGL / SFC		

Designation and lateral limits	*Vertical limits*	*Operator/User Tel NR.*	*Remarks and time of ACT*
(UA 30) BUKJWA Circle with radius of 2.0 km(1.1 NM) centered on 370242N 1271940E	500 ft AGL / SFC		
＊(UA 31) CHEONGNA 373354N 1263730E - 373400N 1263744E - 373351N 1263750E - 373345N 1263736E - to point of origin	500 ft AGL / SFC		Active : SAT and SUN
＊(UA 32) TOECHON Circle with radius of 0.3 km(0.2 NM) centered on 372800N 1271809E	500 ft AGL / SFC		
＊(UA 33) BYEONCHEON-CHEON 363904N 1272103E - 363902N 1272111E - 363850N 1272106E - 363852N 1272059E - to point of origin	500 ft AGL / SFC		
＊(UA 34) MIHO-CHEON 363710N 1272048E - 363705N 1272105E - 363636N 1272049E - 363650N 1272033E - to point of origin	500 ft AGL / SFC		
＊(UA 35) GIMHAE 352057N 1284815E - 352101N 1284825E - 352047N 1284833E - 352043N 1284823E - to point of origin	500 ft AGL / SFC		
＊(UA 36) MIRYANG 352801N 1284642E - 352729N 1284714E - 352717N 1284659E - 352750N 1284627E - to point of origin	500 ft AGL / SFC		
＊(UA 37) CHANGWON 352238N 1283856E - 352238N 1283931E - 352216N 1283931E - 352213N 1283921E - 352213N 1283856E - to point of origin	500 ft AGL / SFC		
＊(UA 38) ULJU 353129N 1290947E - 353128N 1290957E - 353130N 1291001E - 353126N 1291003E - 353124N 1291001E - 353125N 1290946E - to the beginning	500 ft AGL / SFC		
＊(UA 39) GIMJE 355435N 1265304E - 355454N 1265257E - 355458N 1265339E - 355437N 1265420E - 355420N 1265408E - 355439N 1265331E - to point of origin	500 ft AGL / SFC		
＊(UA 40) GORYEONG Circle with radius of 80 m(0.05 NM) centered on 355034N 1282639E	500 ft AGL / SFC		
＊(UA 41) DAEJEON 362754N 1272326E - 362757N 1272427E - 362710N 1272439E - 362707N 1272306E - to the beginning	500 ft AGL / SFC	DAEJEON CITY TEL : 042-930-4419	Active : 0900-1600 (KST)
＊(UA 42) GWANGJU Circle with radius of 50 m(0.03 NM) centered on 351318N 1265142E	100 ft AGL / SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED Sunrise-Sunset
＊(UA 43) YEONGWOL 371036N 1282739E - 371031N 1282745E - 371029N 1282743E - 371034N 1282737E - to the beginning	100 ft AGL / SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED Sunrise-Sunset
(UA 44) GUMAK Circle with radius of 1.5 NM centered on 332127N 1261820E	1 900 ft AMSL / SFC	Jeju Paragliding Association TEL : 064-758-2676	Only for Paragliding (Recommended)
(UA 45) DANYANG Circle with radius of 3 NM centered on 365745N 1282242E	500 ft AGL / SFC	Danyang-gun TEL : 043-420-2564	Only for paragliding (Recommended)
(UA 46) GYEONGGAKSAN Circle with radius of 3 NM centered on 354304N 1270836E	500 ft AGL / SFC	Jeonju Paragliding Association TEL : 063-225-2625	Only for paragliding (Recommended)

Change : Information of remarks for UA 31.

Designation and lateral limits	Vertical limits	Operator/User TEL NR.	Remarks and time of ACT
* **(UA 47) CHEONGYANG** 362756N 1264856E - 362753N 1264859E - 362750N 1264852E - 362753N 1264850E - to the beginning	100 ft AGL SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED Sunrise-Sunset
* **(UA 48) BOEUN** 362655N 1275204E - 362654N 1275208E - 362650N 1275205E - 362651N 1275202E - to the beginning	100 ft AGL SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED Sunrise-Sunset
* **(UA 49) BUYEO** 361656N 1265400E - 361655N 1265404E - 361652N 1265403E - 361654N 1265359E - to the beginning	100 ft AGL SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED Sunrise-Sunset
* **(UA 50) CHUNCHEON** 375154N 1274653E - 375157N 1274657E - 375153N 1274700E - 375152N 1274654E - to the beginning	100 ft AGL SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED Sunrise-Sunset
* **(UA 51) GIMHAE2** 352153N 1284814E - 352152N 1284818E - 352148N 1284818E - 352149N 1284814E - to the beginning	100 ft AGL SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED Sunrise-Sunset
* **(UA 52) MUNGYEONG** 363615N 1281252E - 363617N 1281255E - 363613N 1281259E - 363611N 1281256E - to the beginning	100 ft AGL SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED Sunrise-Sunset
* **(UA 53) SACHEON** 350343N 1275735E - 350342N 1275740E - 350339N 1275739E - 350340N 1275734E - to the beginning	100 ft AGL SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED Sunrise-Sunset
* **(UA 54) YEONGCHEON** 355814N 1285527E - 355812N 1285531E - 355807N 1285527E - 355808N 1285523E - to the beginning	100 ft AGL SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED Sunrise-Sunset
* **(UA 55) JINJU** 350931N 1280943E - 350930N 1280947E - 350926N 1280945E - 350927N 1280942E - to the beginning	100 ft AGL SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED Sunrise-Sunset
* **(UA 56) JEONJU** 354601N 1270604E - 354601N 1270608E - 354556N 1270608E - 354556N 1270604E - to the beginning	100 ft AGL SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED Sunrise-Sunset
* **(UA 57) JINAN** 354922N 1272857E - 354922N 1272901E - 354917N 1272901E - 354917N 1272857E - to the beginning	100 ft AGL SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED Sunrise-Sunset
* **(UA 58) ULJIN** 365502N 1292247E - 365502N 1292248E - 365500N 1292247E - 365501N 1292245E - to the beginning	100 ft AGL SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED Sunrise-Sunset
* **(UA 59) GOSUNG** Circle with radius of 1.5 km(0.8 NM) centered on 350122N 1282257E	1 500 ft AGL SFC	KIAST TEL : 032-727-5755	Unmanned Aerial Vehicles demonstration project
* **(UA 60) YEONGWOL2** Circle with radius of 3 NM centered on 371020N 1282807E	1 500 ft AGL SFC	KIAST TEL : 032-727-5755	Unmanned Aerial Vehicles demonstration project, Except UA43(YEONGWOL) Operation hours
* **(UA 61) BOEUN2** Circle with radius of 3 km(1.62 NM) centered on 363415N 1274807E	1 000 ft AGL SFC	KIAST TEL : 032-727-5755	Unmanned Aerial Vehicles demonstration project

Designation and lateral limits	*Vertical limits*	*Operator/User TEL NR.*	*Remarks and time of ACT*
∗ (UA 62) INCHEON 373440N 1263725E - 373446N 1263739E - 373455N 1263738E - 373510N 1263758E - 373506N 1263823E - 373444N 1263848E - 373418N 1263848E - 373422N 1263947E - 373411N 1263948E - 373407N 1263917E - 373357N 1263842E - 373351N 1263807E - 373346N 1263747E - 373333N 1263730E - 373358N 1263727E - to the beginning	1 000 ft AGL SFC	KIAST TEL : 032-727-5755	Unmanned Aerial Vehicles demonstration project, Except UA31(CHEONGNA) Operation hours
∗ (UA 63) GIMCHEON Circle with radius of 4.5 km(2.43 NM) centered on 361208N 1280819E	1 000 ft AGL SFC	KOTSA TEL : 031-645-2108	Unmanned Aerial Vehicle practical test

Change : Information of lateral limits for UA 62.

Notice for the use of VDGS

1. VDGS service is provided to Concourse stands (total 30). Marshalling service should be provided for any of the following cases;
   a. When VDGS or ASDE is inoperative in case of work in progress, heavy snow, etc.
   b. When a Low Visibility Procedure is in operation.
   c. When Aircraft types are IL62, IL76, IL96, TU204, B789, B748, A359, B781, 7M8, A339, A32N and A32Q.

2. In case the aircraft type and the stand number displaying on the PDU are different from the actual approaching aircraft type and the actual stand number, the pilot should stop his aircraft immediately and notify the Incheon Apron, and then follow the marshaller's instruction.

3. If the stand number and aircraft type are still displayed alternately on the PDU until the aircraft approaches to 10 m prior to the stop point, the pilot should stop his aircraft immediately and notify the Incheon Apron, and then follow the marshaller's instruction.

4. If the ESTOP message is displayed on the PDU, the pilot should stop his aircraft immediately and notify the Incheon Apron, and then follow the marshaller's instruction. For any of the following cases, the field operator should press the emergency stop button.
   a. When the aircraft overruns or is expected to go more than 1 m from the stop point.
   b. In case the pilot does not stop the aircraft immediately, although the aircraft type and the gate number displayed on the PDU differ from the actual aircraft type and gate number.
   c. In case there is any obstacle interrupting the normal docking procedure around the docking area.

5. In case that the VDGS docking information and the marshaller's instruction are different, the pilot should follow the marshaller's instruction first.

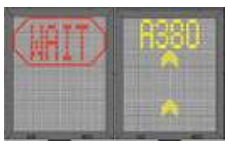
6. When the aircraft reaches about 10 m prior to the stop point, the pilot should decrease the speed as much as the aircraft could be stopped immediately until the STOP or ESTOP message is displayed on the PDU.

7. If the aircraft approaches to the stand in excess of the speed limit in Concourse, the SLOW message should be displayed on the PDU. The pilot should reduce the speed.

General explanation of PDU(Pilot Display Unit) _ Passenger Terminal #1 and #2 (#231~#243, #245~#268)

1. It is the laser unit to detect the approaching aircraft.
2. During the docking procedure, it visually represents the guidance information such as aircraft type and remaining distance.
3. It represents the stand centre line. When the laser unit detects the approaching aircraft, this vertical bar is displayed to let the pilot know the correct course.
4. It provides the azimuth guidance information to the pilot. When the aircraft deviates from the stand centre line, this symbol is shown to correct the direction which the arrow symbol points to.
5. It is the symbol of the aircraft.

The VDGS(Visual Docking Guidance System) Docking Procedure _ Passenger Terminal #1 and #2 (#231~#243, #245~#268)

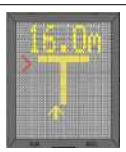


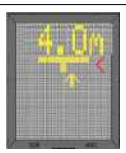
1. The docking preparation

   a. After initializing the docking stand designation, WAIT message will be displayed and then the expected aircraft type displayed continuously on the upper LED of the PDU. At the same time, the lead-in lights installed along the stand centre line will be switched on.
   b. When the aircraft is detected by the laser unit, floating arrow symbol will be displayed on the lower LED of the PDU.

2. The azimuth guidance information

   a. In case the aircraft deviates from the stand centre line, the red arrow symbol will be displayed.





3. The remaining distance information

   a. The remaining distance information will be shown numerically on the upper LED of the PDU with the graphical presentation starting from 30 m before the stop point. At the same time, the aircraft symbol will be shown along the stand centre line displaying on the lower LED of the PDU.
   b. The remaining distance information will be displayed 30 m to 3 m by 1 m step (30, 29,..., and 3 m) and the remaining last 3.0 m will be shown by 0.1 m step (3.0, 2.9,...,0.1, and STOP). Some remaining distance information may not be displayed on the PDU according to the aircraft docking speed.

Change : Information of passenger terminal for PDU and VDGS.

	4. The STOP information a. It represents that the pilot should stop his aircraft. b. If the aircraft overruns more than 1 m, STOP TOO FAR message will be shown on the upper LED of the PDU. c. The STOP will be displayed when the aircraft deviates too far from the stand centre line or the field operator presses the E-STOP button.
	5. The STOP_SBU/IDFAIL information a. The STOP_SBU/IDFAIL(Emergency stop) will be displayed when system error or approaching aircraft is different actual aircraft type. b. In case STOP_SBU/IDFAIL message is shown on the PDU, the aircraft should be stopped immediately.
	6. The docking completion information When the aircraft has reached the stop point within the tolerance, the OK message will be shown on the upper LED of the PDU.
	7. The BTIME(On block time) Information a. The BTIME message and time will be displayed on the PDU right after changing from STOP to OK message. b. The BTIME(On block time) will be transmitted to the IIS(Integrated Information System).
A-CDM Information on VDGS _ Passenger Terminal #1 and #2 (#231~#243, #245~#268)	
	TOBT and TSAT information is provided on VDGS for push-back waiting aircraft. (Refer to AD 2.20)

Notice for the use of VDGS

1. VDGS service is provided to Passenger Terminal stands NR. 1(total 44) and NR. 2(total 51). Marshalling service should be provided for any of the following cases;
   a. When VDGS or ASDE is inoperative in case of work in progress, heavy snow, etc.
   b. When a Low Visibility Procedure is in operation.

2. In case the aircraft type displaying on the PDU is different from the actual approaching aircraft type, the pilot should stop his aircraft immediately and notify the Incheon Apron, and then follow the marshaller's instruction.

3. If ID FAIL is displayed on the PDU between the stop point and 15 m prior to the stop point, the pilot should stop his aircraft immediately and notify the Incheon Apron, and then follow the marshaller's instruction.

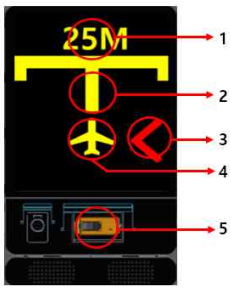
4. If the ESTOP message is displayed on the PDU, the pilot should stop his aircraft immediately and notify the Incheon Apron, and then follow the marshaller's instruction. For any of the following cases, the field operator should press the emergency stop button.
   a. When the aircraft overruns or is expected to go more than 1 m from the stop point.
   b. In case the pilot does not stop the aircraft immediately, although the aircraft type and the gate number displayed on the PDU differ from the actual aircraft type and gate number.
   c. In case there is any obstacle interrupting the normal docking procedure around the docking area.

5. In case that the VDGS docking information and the marshaller's instruction are different, the pilot should follow the marshaller's instruction first.

6. When the aircraft reaches about 10 m prior to the stop point, the pilot should decrease the speed as much as the aircraft could be stopped immediately until the STOP message is displayed on the PDU.

7. If the aircraft approaches to the stand in excess of the speed limit, the SLOW message should be displayed on the PDU. The pilot should reduce the speed.

Change : Information of passenger terminal for VDGS.

General explanation of PDU(Pilot Display Unit) _ Cargo Terminal #1, #2 and Passenger Terminal #2 (#208～#222, #224～#225, #272~#291)	
	1. During the docking procedure, it visually represents the guidance information such as aircraft type and remaining distance. 2. It represents the stand centre line. When the laser unit detects the approaching aircraft, this vertical bar is displayed to let the pilot know the correct course. 3. It provides the azimuth guidance information to the pilot. When the aircraft deviates from the stand centre line, this symbol is shown to correct the direction which the arrow symbol points to. 4. It is the symbol of the aircraft. 5. It is the laser until to detect the approaching aircraft.
The VDGS(Visual Docking Guidance System) Docking Procedure _ Cargo Terminal #1, #2 and Passenger Terminal #2 (#208～#222, #224～#225, #272~#291)	
	1. The docking preparation a. After initializing the docking stand designation, the expected aircraft type and the flight number will be alternatively displayed on the upper of the PDU. b. When the aircraft is detected by the laser unit, floating aircraft symbol will be displayed on the lower LED of the PDU.
  	2. The azimuth guidance information a. In case the aircraft deviates from the stand centre line, the red arrow symbol will be displayed. 3. The remaining distance information a. The remaining distance information will be shown numerically on the upper LED of the PDU with the graphical presentation starting from 30 m before the stop point. At the same time, the aircraft symbol will be shown along the stand centre line displaying on the lower LED of the PDU. b. The remaining distance information will be displayed 30 m to 3 m by 1 m step(30, 29, ..., and 3 m) and the remaining last 3.0 m will be shown by 0.1 m step(3.0, 2.9, ..., 0.1, and STOP). Some remaining distance information may not be displayed on the PDU according to the aircraft docking speed.
	4. The STOP information a. It represents that the pilot should stop his aircraft. b. If the aircraft overruns more than 1 m, TOO-FAR message will be shown on the upper LED of the PDU. c. The E-STOP will be displayed when the aircraft deviates too far from the stand centre line or the field operator presses the E-STOP button.
	5. The STOP SBU/ID-FAIL information a. The STOP SBU/ID-FAIL(Emergency stop) will be displayed when system error or approaching aircraft is different actual aircraft type. b. In STOP SBU/ID-FAIL message is shown on the PDU, the aircraft should be stopped immediately.

Change : Information of passenger terminal for PDU and VDGS.

	6. The docking completion information When the aircraft has reached the stop point within the tolerance, the OK message will be shown on the upper LED of the PDU.
	7. The On block time information a. The On block time message and time will be displayed on the PDU right after changing from STOP to OK message. b. The On block time will be transmitted to the IIS(Integrated Information System).
A-CDM Information on VDGS _ Cargo Terminal and Passenger Terminal #2 (#208～#222, #224～#225, #272~#291)	
	TOBT, TSAT and CTOT information is provided on VDGS for push-back waiting aircraft.

Notice for the use of VDGS

1. VDGS service is provided to Cargo Terminal stands NR. 1(total 32), NR. 2(total 15) and Passenger Terminal stands NR. 2(total 42).
   Marshalling service should be provided for any of the following cases;
   a. When VDGS or ASDE is Inoperative In case of work In progress, heavy snow, etc.
   b. When a Low Visibility Procedure is in operation.

2. In case the aircraft type and the stand number displaying on the PDU are different from the actual approaching aircraft type and the actual stand number, the pilot should stop his aircraft immediately and notify the Incheon Apron, and then follow the marshaller's instruction.

3. If ID FAIL is displayed on the PDU between the stop point and 15 m prior to the stop point, the pilot should stop his aircraft immediately and notify the Incheon Apron, and then follow the marshaller's instruction.

4. If the ESTOP message is displayed on the PDU, the pilot should stop his aircraft immediately and notify Incheon Apron, and then follow the instructions of the marshaller. For any of the following cases, the field operator should press the emergency stop button.
   a. When the aircraft overruns or is expected to go more than 1 m from the stop point.
   b. In case the pilot does not stop the aircraft immediately, although the aircraft type and the gate number displayed on the PDU differ from the actual aircraft type and gate number.
   c. In case there is any obstacle interrupting the normal docking procedure around the docking area.

5. In case that the VDGS docking information and the marshaller's instruction are different, the pilot should follow the marshaller's instruction first.

6. When the aircraft reaches about 10 m prior to the stop point, the pilot should decrease the speed as much as the aircraft could be stopped immediately until the STOP message is displayed on the PDU.

7. If the aircraft approaches to the stand in excess of the speed limit, the SLOW message should be displayed on the PDU. The pilot should reduce the speed.

Change : Information of passenger terminal and notice for VDGS.

RKPC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKPC - JEJU / Jeju International

RKPC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	333044N 1262934E 066° / 2 641 m from THR 07
2	Direction and distance from city	300°, 3.8 km from Jeju City Hall
3	Elevation/Reference temperature	36 m / 30.4 °C
4	Geoid undulation at AD ELEV PSN	25 m
5	MAG VAR/Annual change	7° W (2020) / 0.094° increasing
6	Aerodrome Operator, Address, Telephone, FAX, AFS	Korea Airports Corporation(Jeju International Airport) 2, Gonghang-ro, Jeju, 63115, Republic of Korea TEL : +82-64-797-2408, 2446 FAX : +82-64-797-2440 AFS : RKPCZPZX
7	Type of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKPC AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	H24
2	Customs and Immigration	HO
3	Health and Sanitation	HO
4	AIS Briefing Office	H24
5	ATS Reporting Office	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	H24
12	Remarks	The code letter F aircraft operation time 1400 to 2130(UTC)

RKPC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	All modern facilities handling weights up to 10 000 kg
2	Fuel/oil type	a. Fuel : Jet A-1 b. Oil : MIL-L-23699/TURBINE-ENG274
3	Fuelling facilities/capacity	a. Jet A-1 available by refueling on passenger, remote, cargo ramp, at rate of 400 gpm b. Hydrant refueling is avaliable on aircraft stands (NR. 10, 13, 15, 17, 18, 20, 30, 31, 32, 33, 34, 35, 36, 37, 55, 56, 57, 60, 61, 62, 64, 65) at rate of 700 gpm c. 4 aircraft can be fueled simultaneously d. Total amount of storage is 3 339 000 L
4	De-icing facilities	Provide 4 de-icing pad(Refer to Aircraft Parking / Docking Chart)
5	Hanger space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

RKPC AD 2.5 PASSENGER FACILITIES

1	Hotels	In Jeju city
2	Restaurants	Light food services available at AD
3	Transportation	Bus, taxi and rental car available at AD
4	Medical Facilities	a. First aid at AD b. 1 motor ambulance at AD c. Hospitals in Jeju city
5	Bank and Post Office	Available at AD
6	Tourist Office	Available at AD
7	Remarks	https://www.airport.co.kr/jeju/main.do

RKPC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	CAT 9
2	Rescue equipment	a. 3 Aircraft Rescue and Fire Fighting Vehicles - Water : 34 000 L - AFFF : 4 200 L - Dry chemical : 750 kg b. 1 Supplementary Water tank Truck (12 000 L) c. 1 Ambulance d. 1 Commanding Vehicle Other Rescue equipment is available from Jeju fire station, Jeju coast guard Korea, R.O.K Navy 615 Squadron, Jeju provincial police agency; aviation unit.
3	Capability for removal of disabled aircraft	Specialized aircraft recovery equipment available for up to and including B747-400 size aircraft. 260 ton aircraft lifting bag, 120 ton hydraulic jack, 300 ton crane and other accessory equipment can be provided by airlines and agencies. Korea Airports Corporation is the co-ordinator for the removal of disabled aircraft and can be reached at Civil Engineering Team (TEL : +82-64-797-2417).
4	Remarks	NIL

RKPC AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Type of clearing equipment	a. 4 Towed Runway Jet Sweepers b. 2 Compact Runway Jet Sweepers c. 1 Dry Material Spreader d. 1 Liquid Material Spreader Vehicle e. 1 Cargo truck(sweeper & spreader) f. 1 Snow blower
2	Clearance priorities	a. First 1) RWY 07/25 2) TWY P, Rapid exit taxiways(P4, P10) 3) TWYs(P1, P2, P3, P11, P12, P13, G1, G2, G3, G4, E1, A, W) 4) Apron taxiway(R), De-icing pad b. Second 1) Rapid exit taxiways(P5, P6, P7, P8) 2) RWY 13/31 3) TWYs(B, E, E2, E3, P9) c. Other areas
3	Remarks	Snow clearance information promulgated by SNOWTAM

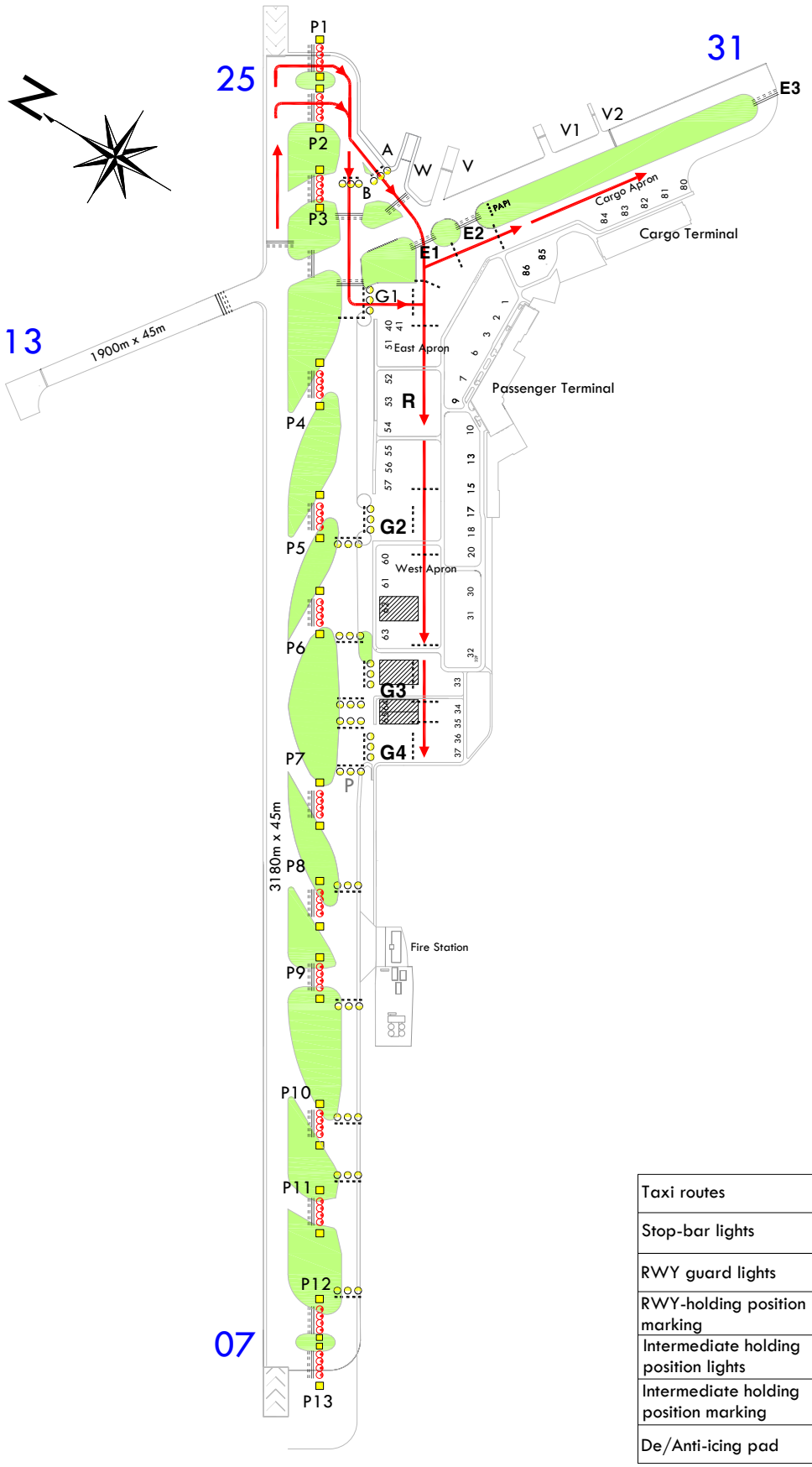
Change : Information of clearance priorities.

LOW VISIBILITY PROCEDURE

AERODROME ELEV **36** m

TWR	118.2	236.6
GND	121.675	

JEJU/Intl(RKPC)
RWY 07
SMGCS - Arrival taxi route



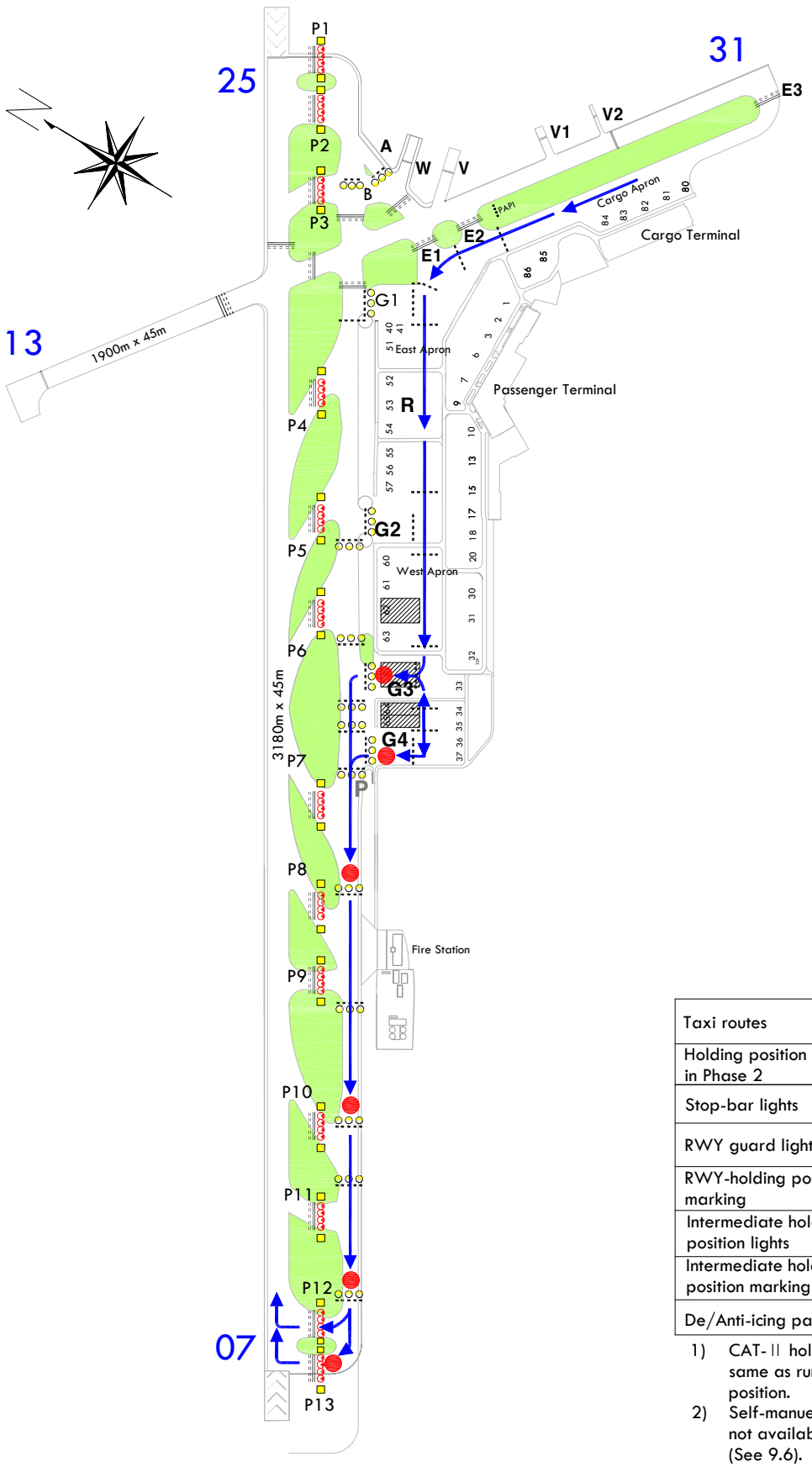
Chnage : Withdrawal of reference point 1P.

LOW VISIBILITY PROCEDURE

AERODROME ELEV **36** m

TWR	118.2	236.6
GND	121.675	

JEJU/Intl(RKPC)
RWY 07
SMGCS - Departure taxi route



Taxi routes	→
Holding position in Phase 2	●
Stop-bar lights	
RWY guard lights	
RWY-holding position marking	
Intermediate holding position lights	
Intermediate holding position marking	
De/Anti-icing pad	

1) CAT-II holding point is same as runway holding position.
2) Self-manuevering start is not available in phase 2 (See 9.6).

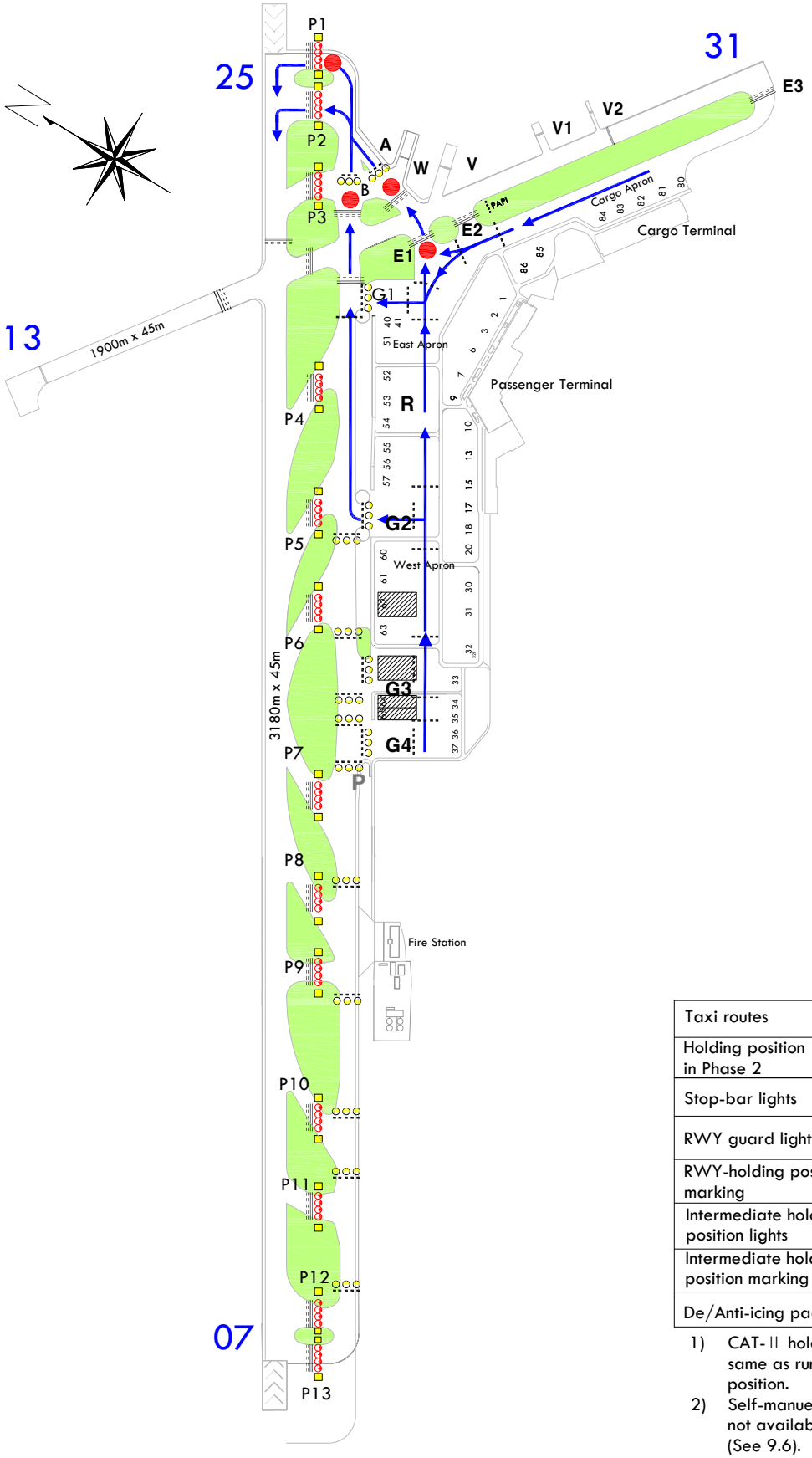
Chnage : Withdrawal of reference point 1P.

LOW VISIBILITY PROCEDURE

AERODROME ELEV **36** m

TWR	118.2	236.6
GND	121.675	

JEJU/Intl(RKPC)
RWY 25
SMGCS - Departure taxi route



Taxi routes	
Holding position in Phase 2	
Stop-bar lights	
RWY guard lights	
RWY-holding position marking	
Intermediate holding position lights	
Intermediate holding position marking	
De/Anti-icing pad	

1) CAT-II holding point is same as runway holding position.
2) Self-manuevering start is not available in phase 2 (See 9.6).

Chnage : Withdrawal of reference point 1P.

RKPC AD 2.21 NOISE ABATEMENT PROCEDURES

1. Aircraft Operating Procedures(Except helicopter)

1.1 Take off

All departing aircraft should apply ICAO PANS-OPS(Doc.8168) Volume III Noise Abatement Departure Procedure One(NADP One).

- Thrust Reduction at 1 500 ft above Aerodrome Elevation is recommended.
- Whenever practicable, all departing aircrafts should climb with their certified maximum climb gradient until reaching 3 000 ft AGL.

1.2 Approach

Regarding noise abatement using a delayed/reduced flap, setting landing procedure is recommended.

- After intercepting localizer course, lower gear.
- Maintain an intermediate flap until FAF.
- At FAF, set a flap for landing.

1.3 Visual Approach RWY 07

All arriving aircrafts shall align with the final approach course outside YDM 6 DME.

1.4 Exempted cases

1. Aircrafts don't need comply with the procedures described in paragraph 1.1 and 1.2 above when they are in adverse operating conditions such as;

- If the runway is not clear and dry. i.e. It is adversely affected by snow, slush, ice, water or other substances.
- In conditions when the ceiling is lower than 500 ft, or when the horizontal visibility is less than 1 900 m.
- When the cross-wind component, including gusts, exceeds 15 kt.
- When the tailwind component, including gusts, exceeds 5 kt.
- When the wind shear has been reported or forecast, or thunderstorms are expected to affect the approach.

2. Aircraft unable to comply with the procedures described in paragraph 1.1 and 1.2 above for any reason shall inform ATC.

1.5 Runway Operating System

1. RWY 07 intersection take-off is recommended except in unavoidable cases for traffic flow or other reasons. RWY 07 intersection departing aircraft should enter the runway via TWY P9, P11 or P12 after receiving line-up clearance.

2. When receiving the take-off clearance from the ATC during taxiing into the runway, it is recommended for the pilot to taxi immediately into it and begin its take-off roll without stopping the A/C except for the following conditions.
   a. The low visibility procedure in operations
   b. The runway contaminated by water, ice, snow, slush or other substances
   c. Any other abnormal condition of aircraft, airport or ATC system
   d. The cross-wind component including gust exceeding 15 kt, or
   e. The tail-wind component including gust exceeding 5 kt
   f. Aircraft classified as a “super” or “heavy” in aircraft classes
   g. Otherwise instructed by the ATC

3. RWY 31 is recommended for departure during winter season to the aircraft which wing span is less than 36 m aircraft.

1.6 Operational Limitations

1. During landing, reverse thrust other than idle thrust can not be used except for safety reasons.

2. Engine start is permitted in the ramp areas only. However, the power setting(s) shall not exceed idle thrust.

AERODROME CHART - ICAO

33°30'44"N
126°29'34"E

ELEV **36** m

TWR	118.2	236.6
GND	121.675	

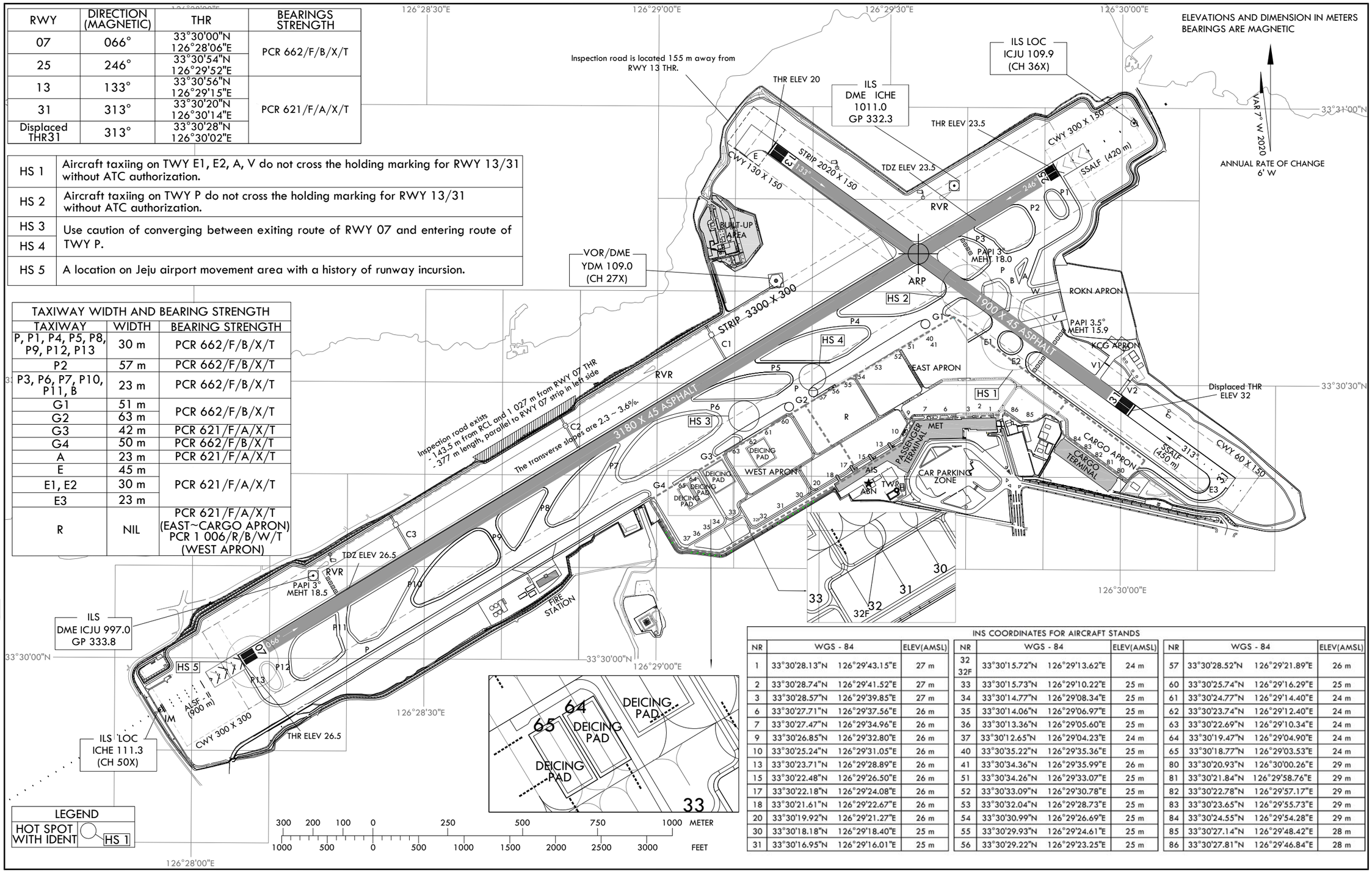
JEJU / Jeju Intl

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 TWY P.
HS 4	
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)

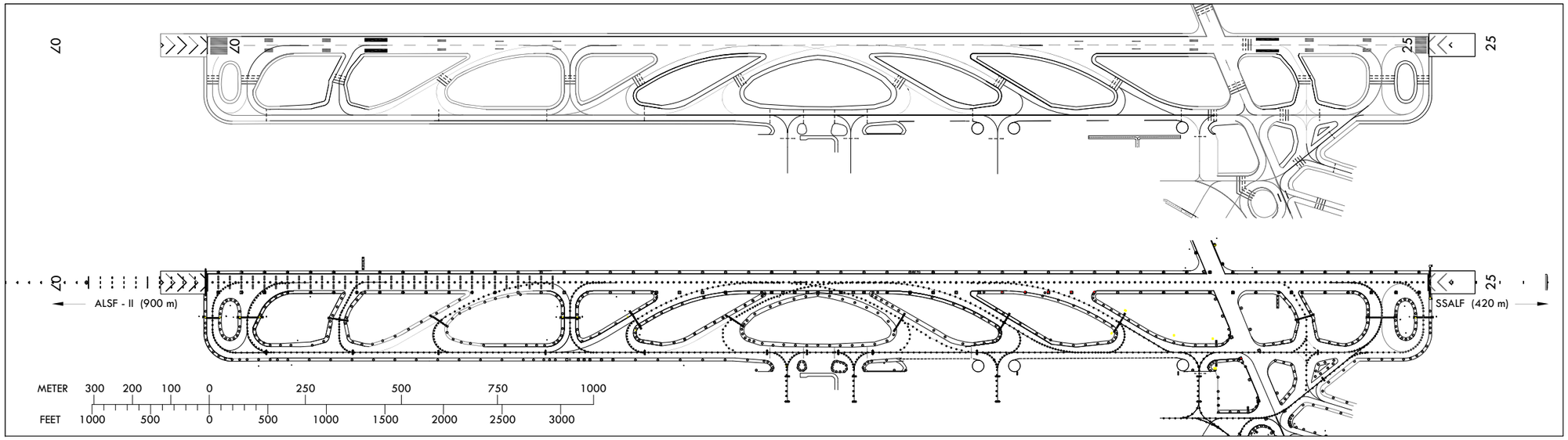


INS COORDINATES FOR AIRCRAFT STANDS

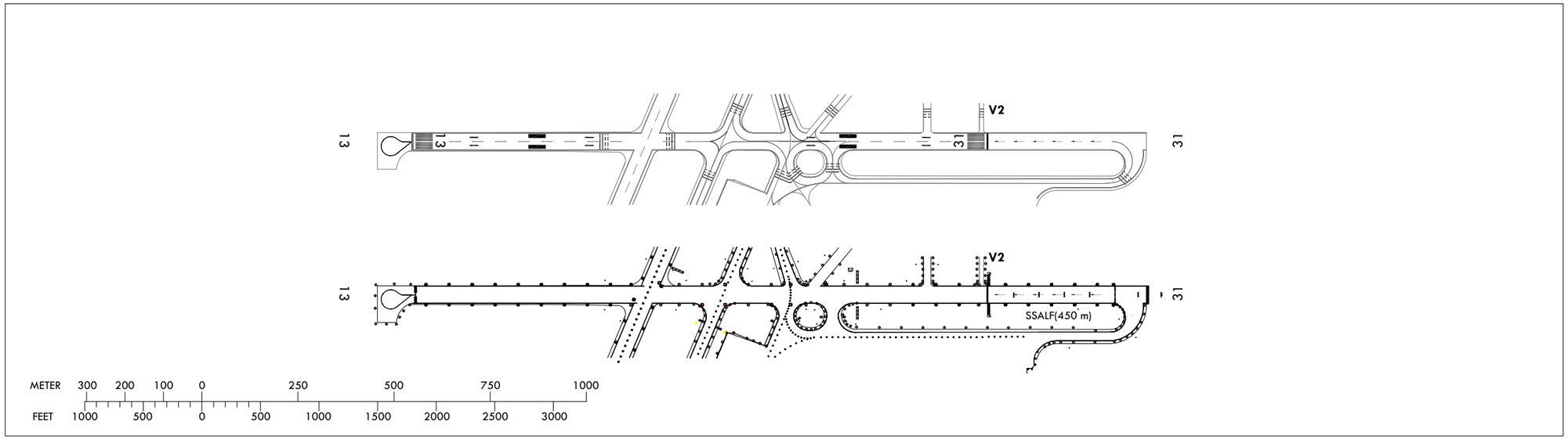
NR	WGS - 84		ELEV(AMSL)	NR	WGS - 84		ELEV(AMSL)	NR	WGS - 84		ELEV(AMSL)
1	33°30'28.13"N	126°29'43.15"E	27 m	32 32F	33°30'15.72"N	126°29'13.62"E	24 m	57	33°30'28.52"N	126°29'21.89"E	26 m
2	33°30'28.74"N	126°29'41.52"E	27 m	33	33°30'15.73"N	126°29'10.22"E	25 m	60	33°30'25.74"N	126°29'16.29"E	25 m
3	33°30'28.57"N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

Chnage : Withdrawal of reference point 1P.

LIGHTING AND MARKING AIDS RWY 07/25 AND EXIT TWY



LIGHTING AND MARKING AIDS RWY 13/31 AND EXIT TWY



AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **27** m

TWR	118.2	236.6
GND	121.675	

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

STANDARD GROUND TAXI PROCEDURES

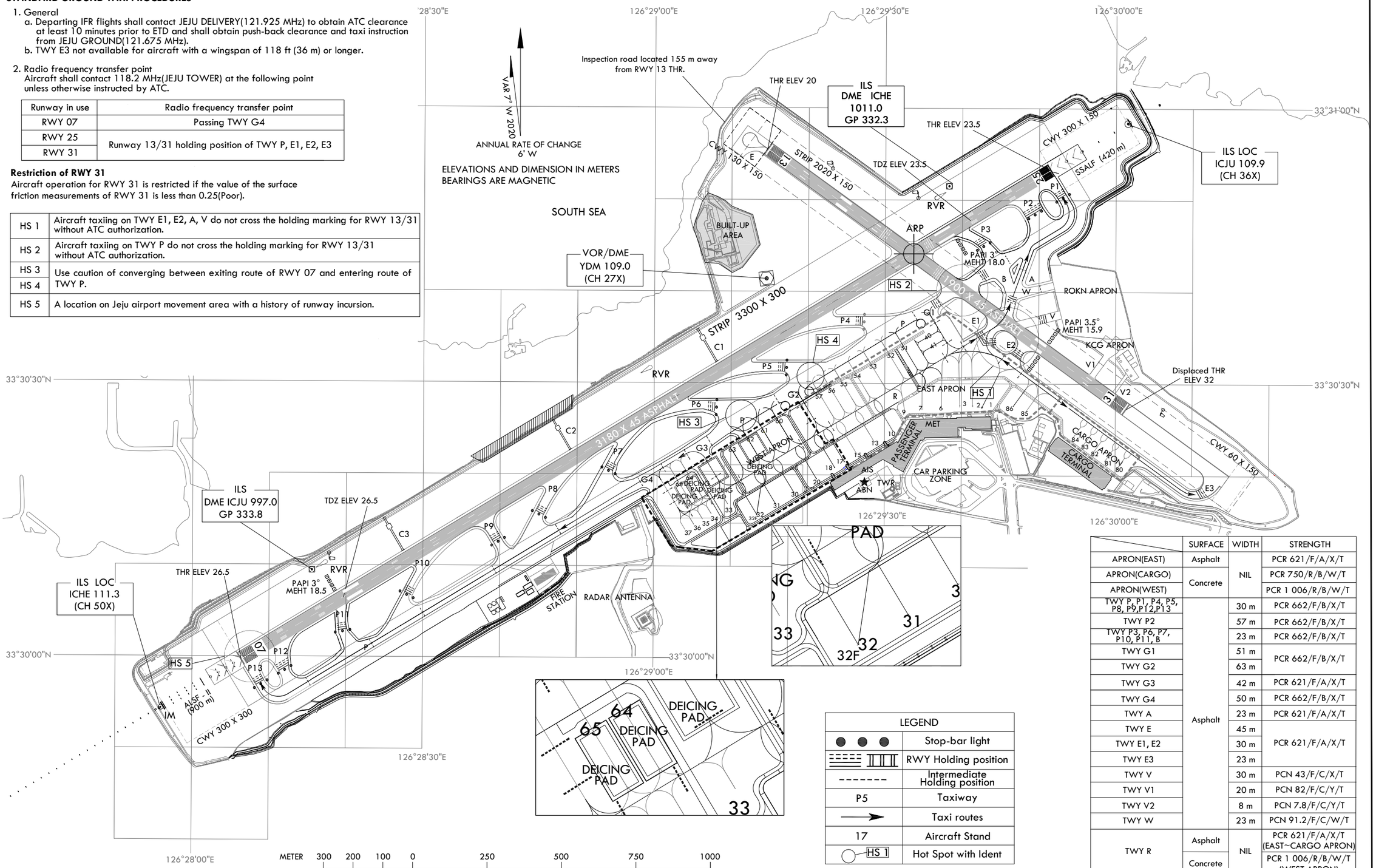
1. General
   a. Departing IFR flights shall contact JEJU DELIVERY(121.925 MHz) to obtain ATC clearance at least 10 minutes prior to ETD and shall obtain push-back clearance and taxi instruction from JEJU GROUND(121.675 MHz).
   b. TWY E3 not available for aircraft with a wingspan of 118 ft (36 m) or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

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

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

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

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



LEGEND	
● ● ●	Stop-bar light
	RWY Holding position
- - - - - - -	Intermediate Holding position
P5	Taxiway
→	Taxi routes
17	Aircraft Stand
HS 1	Hot Spot with Ident

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

	SURFACE	WIDTH	STRENGTH
APRON(EAST)	Asphalt	NIL	PCR 621/F/A/X/T
APRON(CARGO)	Concrete		PCR 750/R/B/W/T
APRON(WEST)			PCR 1 006/R/B/W/T
TWY P, P1, P4, P5, P8, P9,P12,P13	Asphalt	30 m	PCR 662/F/B/X/T
TWY P2		57 m	PCR 662/F/B/X/T
TWY P3, P6, P7, P10, P11, B		23 m	PCR 662/F/B/X/T
TWY G1		51 m	PCR 662/F/B/X/T
TWY G2		63 m	
TWY G3		42 m	PCR 621/F/A/X/T
TWY G4		50 m	PCR 662/F/B/X/T
TWY A		23 m	PCR 621/F/A/X/T
TWY E		45 m	PCR 621/F/A/X/T
TWY E1, E2		30 m	
TWY E3		23 m	
TWY V		30 m	PCN 43/F/C/X/T
TWY V1		20 m	PCN 82/F/C/Y/T
TWY V2		8 m	PCN 7.8/F/C/Y/T
TWY W		23 m	PCN 91.2/F/C/W/T
TWY R	Asphalt	NIL	PCR 621/F/A/X/T (EAST~CARGO APRON)
	Concrete		PCR 1 006/R/B/W/T (WEST APRON)

Chnage : Withdrawal of reference point 1P.

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **27** m

TWR	118.2	236.6
GND	121.675	

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

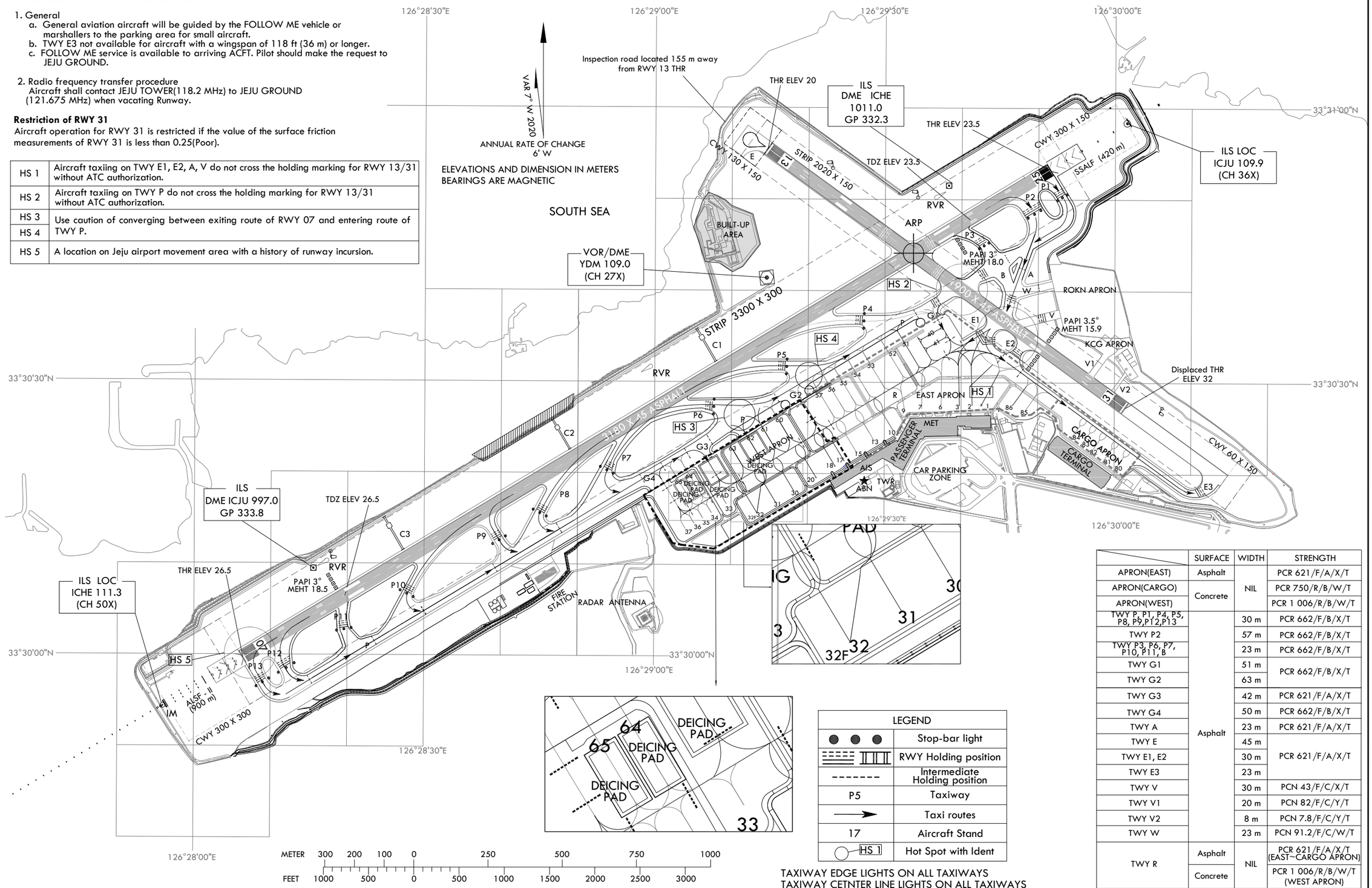
STANDARD GROUND TAXI PROCEDURES

1. General
   a. General aviation aircraft will be guided by the FOLLOW ME vehicle or marshallers to the parking area for small aircraft.
   b. TWY E3 not available for aircraft with a wingspan of 118 ft (36 m) or longer.
   c. FOLLOW ME service is available to arriving ACFT. Pilot should make the request to JEJU GROUND.

2. Radio frequency transfer procedure
   Aircraft shall contact JEJU TOWER(118.2 MHz) to JEJU GROUND (121.675 MHz) when vacating Runway.

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

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



LEGEND	
● ● ●	Stop-bar light
	RWY Holding position
- - - - - - -	Intermediate Holding position
P5	Taxiway
→	Taxi routes
17	Aircraft Stand
HS 1	Hot Spot with Ident

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

	SURFACE	WIDTH	STRENGTH
APRON(EAST)	Asphalt	NIL	PCR 621/F/A/X/T
APRON(CARGO)	Concrete		PCR 750/R/B/W/T
APRON(WEST)			PCR 1 006/R/B/W/T
TWY P, P1, P4, P5, P8, P9,P12,P13	Asphalt	30 m	PCR 662/F/B/X/T
TWY P2		57 m	PCR 662/F/B/X/T
TWY P3, P6, P7, P10, P11, B		23 m	PCR 662/F/B/X/T
TWY G1		51 m	PCR 662/F/B/X/T
TWY G2		63 m	
TWY G3		42 m	PCR 621/F/A/X/T
TWY G4		50 m	PCR 662/F/B/X/T
TWY A		23 m	PCR 621/F/A/X/T
TWY E		45 m	PCR 621/F/A/X/T
TWY E1, E2		30 m	
TWY E3		23 m	
TWY V		30 m	PCN 43/F/C/X/T
TWY V1		20 m	PCN 82/F/C/Y/T
TWY V2		8 m	PCN 7.8/F/C/Y/T
TWY W		23 m	PCN 91.2/F/C/W/T
TWY R	Asphalt	NIL	PCR 621/F/A/X/T (EAST~CARGO APRON)
	Concrete		PCR 1 006/R/B/W/T (WEST APRON)

Chnage : Withdrawal of reference point 1P.

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

1	Designation, Apron surface and strength	a. Area : 404 251 m^2 b. Surface - International 1 and Domestic : Asphalt - International 2 : Concrete c. Strength - International 1 : PCR 662/F/B/X/T - International 2 : PCR 1 178/R/C/W/T - Domestic : PCR 621/F/A/X/T
2	Designation, Taxiway width, surface and strength	

Taxiway	Width(m)	Surface	Strength (PCR)
P	30	Concrete	1 178 R/C/W/T
E1, E2, E3, E4, E5	30	Concrete	1 178 R/C/W/T
		Asphalt	662 F/B/X/T
S	30	Concrete	1 006 R/B/W/T
		Asphalt	621/F/A/X/T
C5	30	Concrete	1 006 R/B/W/T
C1, C2, C3, C4, C6, C7	30	Concrete	1 006 R/B/W/T
		Asphalt	621 F/A/X/T
G7	23	Concrete	1 178 R/C/W/T
G8	45	Concrete	1 178 R/C/W/T
G9	78	Concrete	1 178 R/C/W/T
W2	N/A (Military maintenance taxiway)		
W3			
G10	44	Asphalt	496 F/B/X/T
		Concrete	1 178 R/C/W/T
G11	44	Asphalt	496 F/B/X/T
		Concrete	1 178 R/C/W/T
W1, G1, G2, G3, G4, G5, G6	N/A (Military use taxiway)		

3	Altimeter checkpoint location and elevation	All Aprons / 2 m (8 ft)
4	VOR checkpoints	VOR : NIL
5	INS checkpoints	INS : Every specified aircraft stands (Refer to Aircraft Parking/Docking Chart)
6	Remarks	Military Run-up area exits on TWY E1 and E5

Change : Information of surface and strength for TWY S.

RKPK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

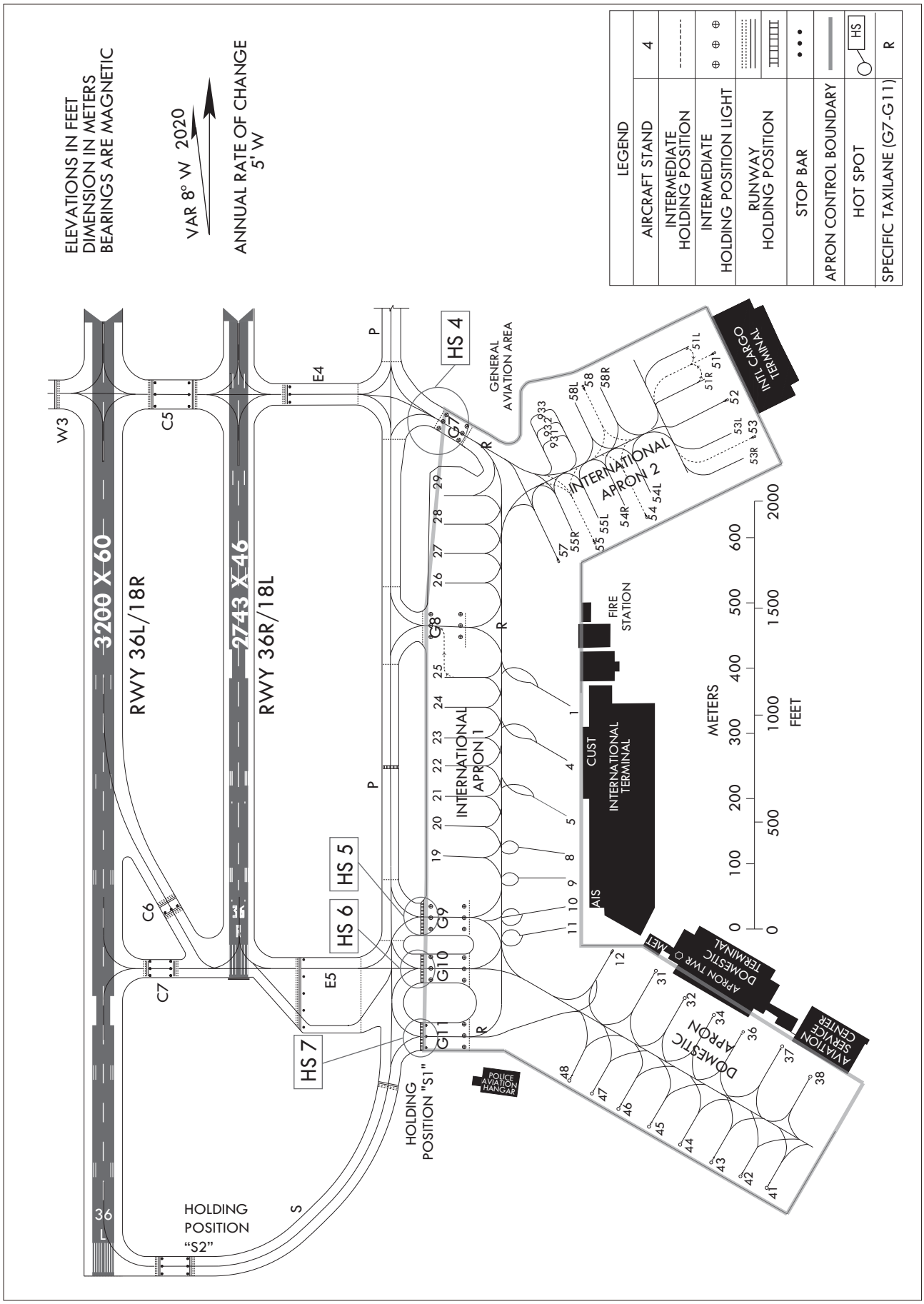
1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	a. Taxiing guidance signs are the intersections of all TWY and RWY and holding positions b. Guide lines at apron c. Nose-in guidance at aircraft stands
2	Use of Mode S transponder on the ground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

AIRCRAFT PARKING DOCKING CHART - ICAO

APRON ELEV
8 ft

TWR	118.1 233.3	118.450 236.6
GND	121.9	275.8
APRON	121.65	317.450

BUSAN/Gimhae INTL



INS COORDINATES FOR AIRCRAFT STANDS(WGS-84)					
1	35°10'25.69"N	128°56'44.55"E	58	35°10'41.49"N	128°56'43.51"E
4	35°10'22.90"N	128°56'44.89"E	58L	35°10'40.71"N	128°56'43.08"E
5	35°10'20.12"N	128°56'45.24"E	58R	35°10'41.49"N	128°56'44.56"E
8	35°10'18.30"N	128°56'45.10"E	931	35°10'38.86"N	128°56'42.15"E
9	35°10'16.92"N	128°56'45.43"E	932	35°10'39.47"N	128°56'41.69"E
10	35°10'15.69"N	128°56'45.62"E	933	35°10'40.07"N	128°56'41.22"E
11	35°10'14.25"N	128°56'46.11"E			
12	35°10'13.59"N	128°56'48.90"E			
19	35°10'17.50"N	128°56'37.69"E			
20	35°10'18.98"N	128°56'37.50"E			
21	35°10'20.46"N	128°56'37.31"E			
22	35°10'21.95"N	128°56'37.12"E			
23	35°10'23.43"N	128°56'36.93"E			
24	35°10'24.92"N	128°56'36.74"E			
25	35°10'26.40"N	128°56'36.54"E			
26	35°10'31.10"N	128°56'36.39"E			
27	35°10'32.55"N	128°56'36.20"E			
28	35°10'34.00"N	128°56'36.01"E			
29	35°10'35.46"N	128°56'35.82"E			
31	35°10'12.79"N	128°56'51.56"E			
32	35°10'11.61"N	128°56'53.51"E			
34	35°10'10.92"N	128°56'55.39"E			
36	35°10'10.21"N	128°56'57.21"E			
37	35°10'09.69"N	128°56'59.68"E			
38	35°10'08.34"N	128°57'01.60"E			
41	35°10'02.85"N	128°56'59.81"E			
42	35°10'03.30"N	128°56'58.18"E			
43	35°10'03.83"N	128°56'56.31"E			
44	35°10'04.56"N	128°56'54.32"E			
45	35°10'05.29"N	128°56'52.33"E			
46	35°10'06.01"N	128°56'50.37"E			
47	35°10'06.62"N	128°56'48.62"E			
48	35°10'07.15"N	128°56'47.17"E			
51	35°10'43.74"N	128°56'50.99"E			
51L	35°10'44.10"N	128°56'49.58"E			
51R	35°10'42.55"N	128°56'50.77"E			
52	35°10'41.51"N	128°56'52.08"E			
53	35°10'39.81"N	128°56'54.00"E			
53L	35°10'40.03"N	128°56'52.71"E			
53R	35°10'38.83"N	128°56'53.63"E			
54	35°10'35.46"N	128°56'48.11"E			
54L	35°10'36.65"N	128°56'48.25"E			
54R	35°10'35.87"N	128°56'46.74"E			
55	35°10'33.92"N	128°56'45.12"E			
55L	35°10'35.10"N	128°56'45.24"E			
55R	35°10'34.33"N	128°56'43.74"E			
57	35°10'32.82"N	128°56'43.03"E			

TAXIWAY INFORMATION		
TAXIWAY	WIDTH(m)	STRENGTH(PCR)
P	30	1 178 R/C/W/T
E1, E2, E3, E4, E5	30	1 178 R/C/W/T
		662 F/B/X/T
S	30	1 006 R/B/W/T
		621 F/A/X/T
C5	30	1 006 R/B/W/T
C1, C2, C3, C4, C6, C7	30	1 006 R/B/W/T
		621 F/A/X/T
G7	23	1 178 R/C/W/T
G8	45	1 178 R/C/W/T
G9	78	1 178 R/C/W/T
W2	N/A (Military maintenance taxiway)	
W3		
G10	44	496 F/B/X/T
		1 178 R/C/W/T
G11	44	496 F/B/X/T
		1 178 R/C/W/T
W1, G1, G2, G3, G4, G5, G6	N/A (Military use taxiway)	

AIRCRAFT STANDS	
1, 53	B747-400, A340-600
4, 12, 51, 54, 55	B747-400
5, 37	A350-900
31	B777-200
58	A350-900, B787-10
45	B767-300ERW
43	B767-300
8, 9, 10, 11, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 32, 34, 36, 38, 41, 42, 44, 46, 47, 48, 51L, 51R, 52, 53L, 53R, 54L, 54R, 55L, 55R, 57, 58L, 58R	B737 MAX 9, A321 NEO

※ ISOLATED STAND : E1

APRON INFORMATION	
APRON	STRENGTH(PCR)
INTERNATIONAL 1	662 F/B/X/T
DOMESTIC	621 F/A/X/T
INTERNATIONAL 2	1 178 R/C/W/T

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

* Dimensions means overall length x width.

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

Change : Information of strength for TWY S.

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **8** ft

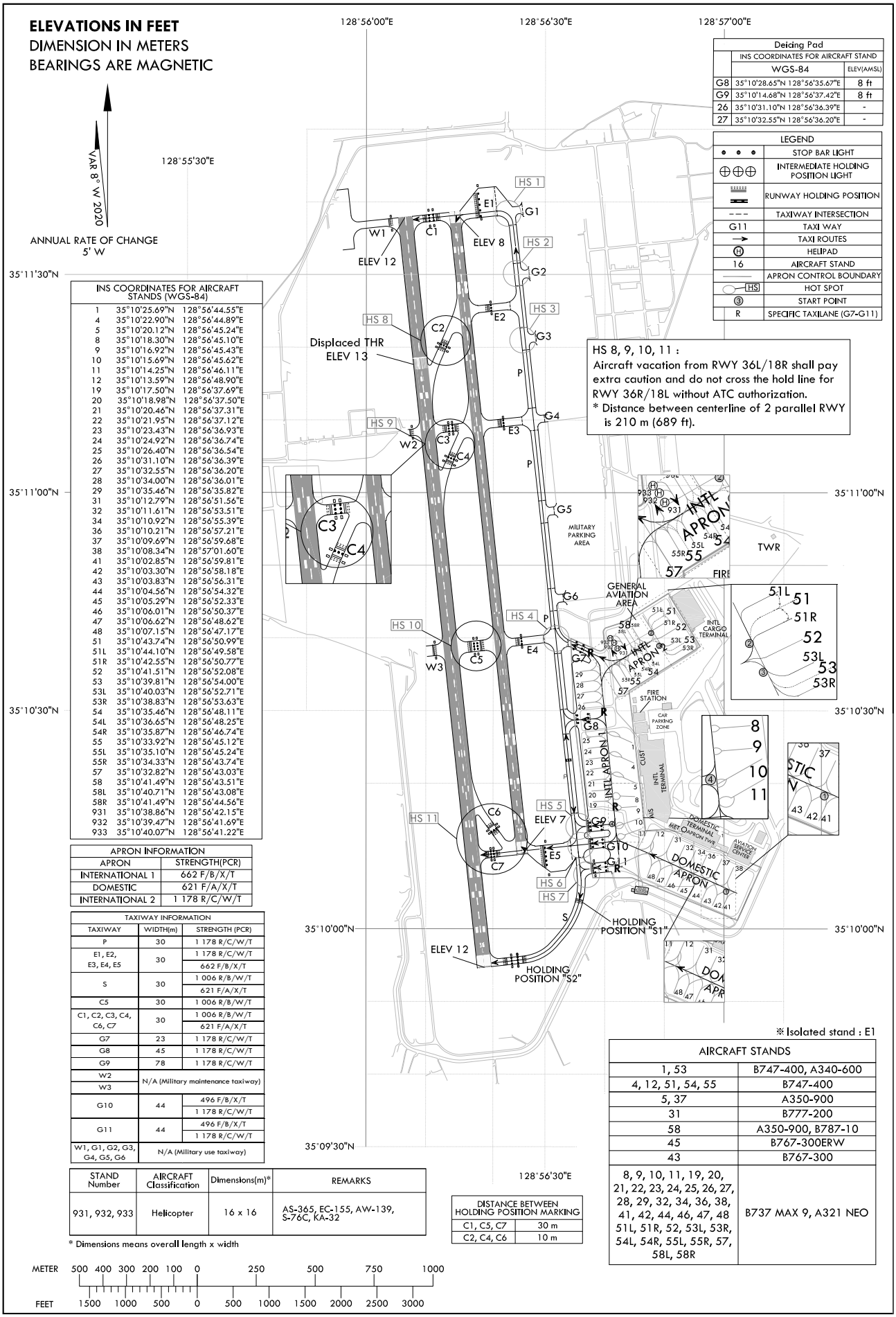
TWR	118.1	118.450	233.3	236.6
GND	121.9	275.8		
APRON	121.65	317.45		

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

ELEVATIONS IN FEET
DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 8° W 2020

ANNUAL RATE OF CHANGE
5' W



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

LEGEND	
• • •	STOP BAR LIGHT
⊕⊕⊕	INTERMEDIATE HOLDING POSITION LIGHT
	RUNWAY HOLDING POSITION
- - -	TAXIWAY INTERSECTION
G11	TAXI WAY
→	TAXI ROUTES
Ⓗ	HELIPAD
16	AIRCRAFT STAND
	APRON CONTROL BOUNDARY
HS	HOT SPOT
③	START POINT
R	SPECIFIC TAXILANE (G7-G11)

HS 8, 9, 10, 11 :
Aircraft vacation from RWY 36L/18R shall pay extra caution and do not cross the hold line for RWY 36R/18L without ATC authorization.
* Distance between centerline of 2 parallel RWY is 210 m (689 ft).

INS COORDINATES FOR AIRCRAFT STANDS (WGS-84)		
1	35°10'25.69"N	128°56'44.55"E
4	35°10'22.90"N	128°56'44.89"E
5	35°10'20.12"N	128°56'45.24"E
8	35°10'18.30"N	128°56'45.10"E
9	35°10'16.92"N	128°56'45.43"E
10	35°10'15.69"N	128°56'45.62"E
11	35°10'14.25"N	128°56'46.11"E
12	35°10'13.59"N	128°56'48.90"E
19	35°10'17.50"N	128°56'37.69"E
20	35°10'18.98"N	128°56'37.50"E
21	35°10'20.46"N	128°56'37.31"E
22	35°10'21.95"N	128°56'37.12"E
23	35°10'23.43"N	128°56'36.93"E
24	35°10'24.92"N	128°56'36.74"E
25	35°10'26.40"N	128°56'36.54"E
26	35°10'31.10"N	128°56'36.39"E
27	35°10'32.55"N	128°56'36.20"E
28	35°10'34.00"N	128°56'36.01"E
29	35°10'35.46"N	128°56'35.82"E
31	35°10'12.79"N	128°56'51.56"E
32	35°10'11.61"N	128°56'53.51"E
34	35°10'10.92"N	128°56'55.39"E
36	35°10'10.21"N	128°56'57.21"E
37	35°10'09.69"N	128°56'59.68"E
38	35°10'08.34"N	128°57'01.60"E
41	35°10'02.85"N	128°56'59.81"E
42	35°10'03.30"N	128°56'58.18"E
43	35°10'03.83"N	128°56'56.31"E
44	35°10'04.56"N	128°56'54.32"E
45	35°10'05.29"N	128°56'52.33"E
46	35°10'06.01"N	128°56'50.37"E
47	35°10'06.62"N	128°56'48.62"E
48	35°10'07.15"N	128°56'47.17"E
51	35°10'43.74"N	128°56'50.99"E
51L	35°10'44.10"N	128°56'49.58"E
51R	35°10'42.55"N	128°56'50.77"E
52	35°10'41.51"N	128°56'52.08"E
53	35°10'39.81"N	128°56'54.00"E
53L	35°10'40.03"N	128°56'52.71"E
53R	35°10'38.83"N	128°56'53.63"E
54	35°10'35.46"N	128°56'48.11"E
54L	35°10'36.65"N	128°56'48.25"E
54R	35°10'35.87"N	128°56'46.74"E
55	35°10'33.92"N	128°56'45.12"E
55L	35°10'35.10"N	128°56'45.24"E
55R	35°10'34.33"N	128°56'43.74"E
57	35°10'32.82"N	128°56'43.03"E
58	35°10'41.49"N	128°56'43.51"E
58L	35°10'40.71"N	128°56'43.08"E
58R	35°10'41.49"N	128°56'44.56"E
931	35°10'38.86"N	128°56'42.15"E
932	35°10'39.47"N	128°56'41.69"E
933	35°10'40.07"N	128°56'41.22"E

APRON INFORMATION	
APRON	STRENGTH(PCR)
INTERNATIONAL 1	662 F/B/X/T
DOMESTIC	621 F/A/X/T
INTERNATIONAL 2	1 178 R/C/W/T

TAXIWAY INFORMATION		
TAXIWAY	WIDTH(m)	STRENGTH (PCR)
P	30	1 178 R/C/W/T
E1, E2, E3, E4, E5	30	1 178 R/C/W/T
		662 F/B/X/T
S	30	1 006 R/B/W/T
		621 F/A/X/T
C5	30	1 006 R/B/W/T
C1, C2, C3, C4, C6, C7	30	1 006 R/B/W/T
		621 F/A/X/T
G7	23	1 178 R/C/W/T
G8	45	1 178 R/C/W/T
G9	78	1 178 R/C/W/T
W2	N/A (Military maintenance taxiway)	
W3		
G10	44	496 F/B/X/T
		1 178 R/C/W/T
G11	44	496 F/B/X/T
		1 178 R/C/W/T
W1, G1, G2, G3, G4, G5, G6	N/A (Military use taxiway)	

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

* Dimensions means overall length x width

DISTANCE BETWEEN HOLDING POSITION MARKING	
C1, C5, C7	30 m
C2, C4, C6	10 m

※Isolated stand : E1

AIRCRAFT STANDS	
1, 53	B747-400, A340-600
4, 12, 51, 54, 55	B747-400
5, 37	A350-900
31	B777-200
58	A350-900, B787-10
45	B767-300ERW
43	B767-300
8, 9, 10, 11, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 32, 34, 36, 38, 41, 42, 44, 46, 47, 48 51L, 51R, 52, 53L, 53R, 54L, 54R, 55L, 55R, 57, 58L, 58R	B737 MAX 9, A321 NEO

METER 500 400 300 200 100 0 250 500 750 1000
FEET 1500 1000 500 0 500 1000 1500 2000 2500 3000

Change : Information of strength for TWY S.

AERODROME GROUND MOVEMENT CHART - ICAO

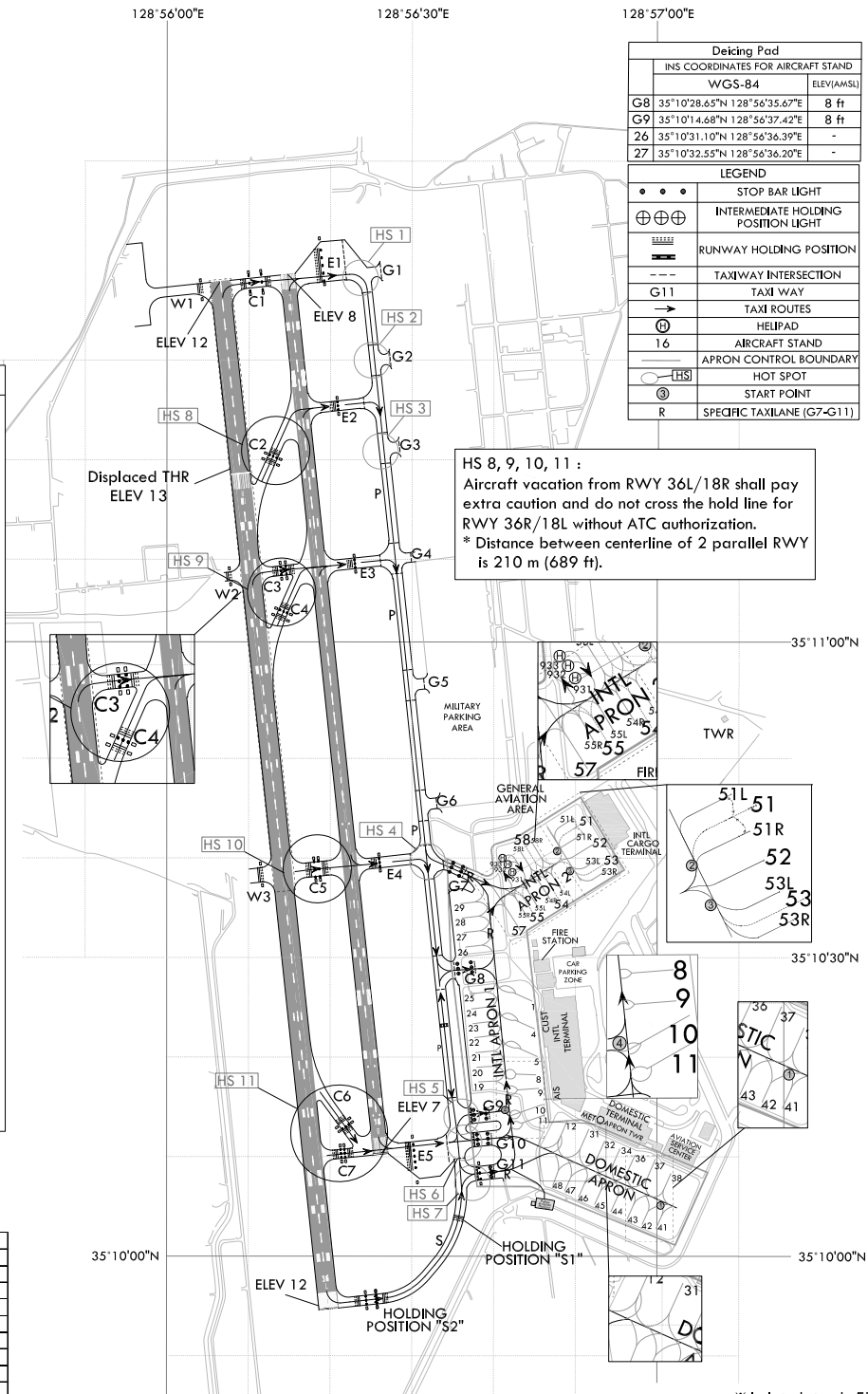
APRON ELEV **8** ft

TWR	118.1	118.450	233.3	236.6
GND	121.9	275.8		
APRON	121.65	317.45		

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

ELEVATIONS IN FEET
DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 8° W 2020
ANNUAL RATE OF CHANGE 5' W



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

LEGEND	
• • •	STOP BAR LIGHT
⊕⊕⊕	INTERMEDIATE HOLDING POSITION LIGHT
	RUNWAY HOLDING POSITION
– – –	TAXIWAY INTERSECTION
G11	TAXI WAY
→	TAXI ROUTES
Ⓗ	HELIPAD
16	AIRCRAFT STAND
	APRON CONTROL BOUNDARY
HS	HOT SPOT
③	START POINT
R	SPECIFIC TAXILANE (G7-G11)

HS 8, 9, 10, 11 :
Aircraft vacation from RWY 36L/18R shall pay extra caution and do not cross the hold line for RWY 36R/18L without ATC authorization.
* Distance between centerline of 2 parallel RWY is 210 m (689 ft).

INS COORDINATES FOR AIRCRAFT STANDS (WGS-84)		
1	35°10'25.69"N	128°56'44.55"E
4	35°10'22.90"N	128°56'44.89"E
5	35°10'20.12"N	128°56'45.24"E
8	35°10'18.30"N	128°56'45.10"E
9	35°10'16.92"N	128°56'45.43"E
10	35°10'15.69"N	128°56'45.62"E
11	35°10'14.25"N	128°56'46.11"E
12	35°10'13.59"N	128°56'48.90"E
19	35°10'17.50"N	128°56'37.69"E
20	35°10'18.98"N	128°56'37.50"E
21	35°10'20.46"N	128°56'37.31"E
22	35°10'21.95"N	128°56'37.12"E
23	35°10'23.43"N	128°56'36.93"E
24	35°10'24.92"N	128°56'36.74"E
25	35°10'26.40"N	128°56'36.54"E
26	35°10'31.10"N	128°56'36.39"E
27	35°10'32.55"N	128°56'36.20"E
28	35°10'34.00"N	128°56'36.01"E
29	35°10'35.46"N	128°56'35.82"E
31	35°10'12.79"N	128°56'51.56"E
32	35°10'11.61"N	128°56'53.51"E
34	35°10'10.92"N	128°56'55.39"E
36	35°10'10.21"N	128°56'57.21"E
37	35°10'09.69"N	128°56'59.68"E
38	35°10'08.34"N	128°57'01.60"E
41	35°10'02.85"N	128°56'59.81"E
42	35°10'03.30"N	128°56'58.18"E
43	35°10'03.83"N	128°56'56.31"E
44	35°10'04.56"N	128°56'54.32"E
45	35°10'05.29"N	128°56'52.33"E
46	35°10'06.01"N	128°56'50.37"E
47	35°10'06.62"N	128°56'48.62"E
48	35°10'07.15"N	128°56'47.17"E
51	35°10'43.74"N	128°56'50.99"E
51L	35°10'44.10"N	128°56'49.58"E
51R	35°10'42.55"N	128°56'50.77"E
52	35°10'41.51"N	128°56'52.08"E
53	35°10'39.81"N	128°56'54.00"E
53L	35°10'40.03"N	128°56'52.71"E
53R	35°10'38.83"N	128°56'53.63"E
54	35°10'35.46"N	128°56'48.11"E
54L	35°10'36.65"N	128°56'48.25"E
54R	35°10'35.87"N	128°56'46.74"E
55	35°10'33.92"N	128°56'45.12"E
55L	35°10'35.10"N	128°56'45.24"E
55R	35°10'34.33"N	128°56'43.74"E
57	35°10'32.82"N	128°56'43.03"E
58	35°10'41.49"N	128°56'43.51"E
58L	35°10'40.71"N	128°56'43.08"E
58R	35°10'41.49"N	128°56'44.56"E
931	35°10'38.86"N	128°56'42.15"E
932	35°10'39.47"N	128°56'41.69"E
933	35°10'40.07"N	128°56'41.22"E

APRON INFORMATION	
APRON	STRENGTH(PCR)
INTERNATIONAL 1	662 F/B/X/T
DOMESTIC	621 F/A/X/T
INTERNATIONAL 2	1 178 R/C/W/T

TAXIWAY INFORMATION		
TAXIWAY	WIDTH(m)	STRENGTH (PCR)
P	30	1 178 R/C/W/T
E1, E2, E3, E4, E5	30	1 178 R/C/W/T
		662 F/B/X/T
S	30	1 006 R/B/W/T
		621 F/A/X/T
C5	30	1 006 R/B/W/T
C1, C2, C3, C4, C6, C7	30	1 006 R/B/W/T
		621 F/A/X/T
G7	23	1 178 R/C/W/T
G8	45	1 178 R/C/W/T
G9	78	1 178 R/C/W/T
W2	N/A (Military maintenance taxiway)	
W3		
G10	44	496 F/B/X/T
		1 178 R/C/W/T
G11	44	496 F/B/X/T
		1 178 R/C/W/T
W1, G1, G2, G3, G4, G5, G6	N/A (Military use taxiway)	

※ Isolated stand : E1

AIRCRAFT STANDS	
1, 53	B747-400, A340-600
4, 12, 51, 54, 55	B747-400
5, 37	A350-900
31	B777-200
58	A350-900, B787-10
45	B767-300ERW
43	B767-300
8, 9, 10, 11, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 32, 34, 36, 38, 41, 42, 44, 46, 47, 48 51L, 51R, 52, 53L, 53R, 54L, 54R, 55L, 55R, 57, 58L, 58R	B737 MAX 9, A321 NEO

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

* Dimensions means overall length x width

DISTANCE BETWEEN HOLDING POSITION MARKING	
C1, C5, C7	30 m
C2, C4, C6	10 m

METER 500 400 300 200 100 0 250 500 750 1000
FEET 1 500 1 000 500 0 500 1000 1500 2000 2500 3000

Change : Information of strength for TWY S.

MUAN/Muan Intl(RKJB)
RNP RWY 01

FAS DATA BLOCK INFORMATION

INPUT DATA

Parameters	Values
Operation Type	0
SBAS Provider	6 (KASS)
Airport Identifier	RKJB
Runway	01
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	K01A
LTP/FTP Latitude	345843.6370N
LTP/FTP Longitude	1262258.4515E
LTP/FTP Ellipsoidal Height (metres)	+00336(+33.6m)
FPAP Latitude	350014.4945N
Delta FPAP Latitude (seconds)	90.8575
FPAP Longitude	1262257.8165E
Delta FPAP Longitude (seconds)	-0.6350
Threshold Crossing Height (TCH)	50.0(feet) / 15.2(m)
TCH Units Selector (Feet)	0
Glidepath Angle (GPA, degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
Horizontal Alert Limit (HAL, (meters)	40.0
Vertical Alert Limit (VAL, (meters)	50.0

OUTPUT DATA

Data Block	60 02 0A 0B 12 01 00 00 01 31 30 0B 6A E2 02 0F 27 D7 3C 36 50 15 D3 C5 02 0A FB FF F4 01 2C 01 64 00 C8 FA F7 D9 C7 7B
Calculated CRC Value	F7D9C77B

Change : Information of FAS data block information.

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RKJK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKJK - GUNSAN / Domestic

RKJK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

RKJK AD 2.3 OPERATIONAL HOURS

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

RKJK AD 2.4 HANDLING SERVICES AND FACILITIES

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

RKJK AD 2.5 PASSENGER FACILITIES

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

RKJK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

RKJK AD 2.7 SEASONAL AVAILABILITY-CLEARING

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

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

1	Designation, Apron surface and strength	Surface : Asphalt* Strength : PCR 410/F/B/X/T* ** Civil Passenger ramp*
2	Designation, Taxiway width, surface and strength	Width : 23 m Surface : Concrete (Asphalt**) Strength : PCN 44/R/B/W/T(PCR 410/F/B/X/T**) *** Civil TWY(BTN TWY E and Civil Passenger Ramp)*
3	Altimeter checkpoint location and elevation	THR RWY 36 : 9 m (29 ft) THR RWY 18 : 6 m (20 ft)
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

Change : Information of strength(PCN → PCR) for apron and TWY.

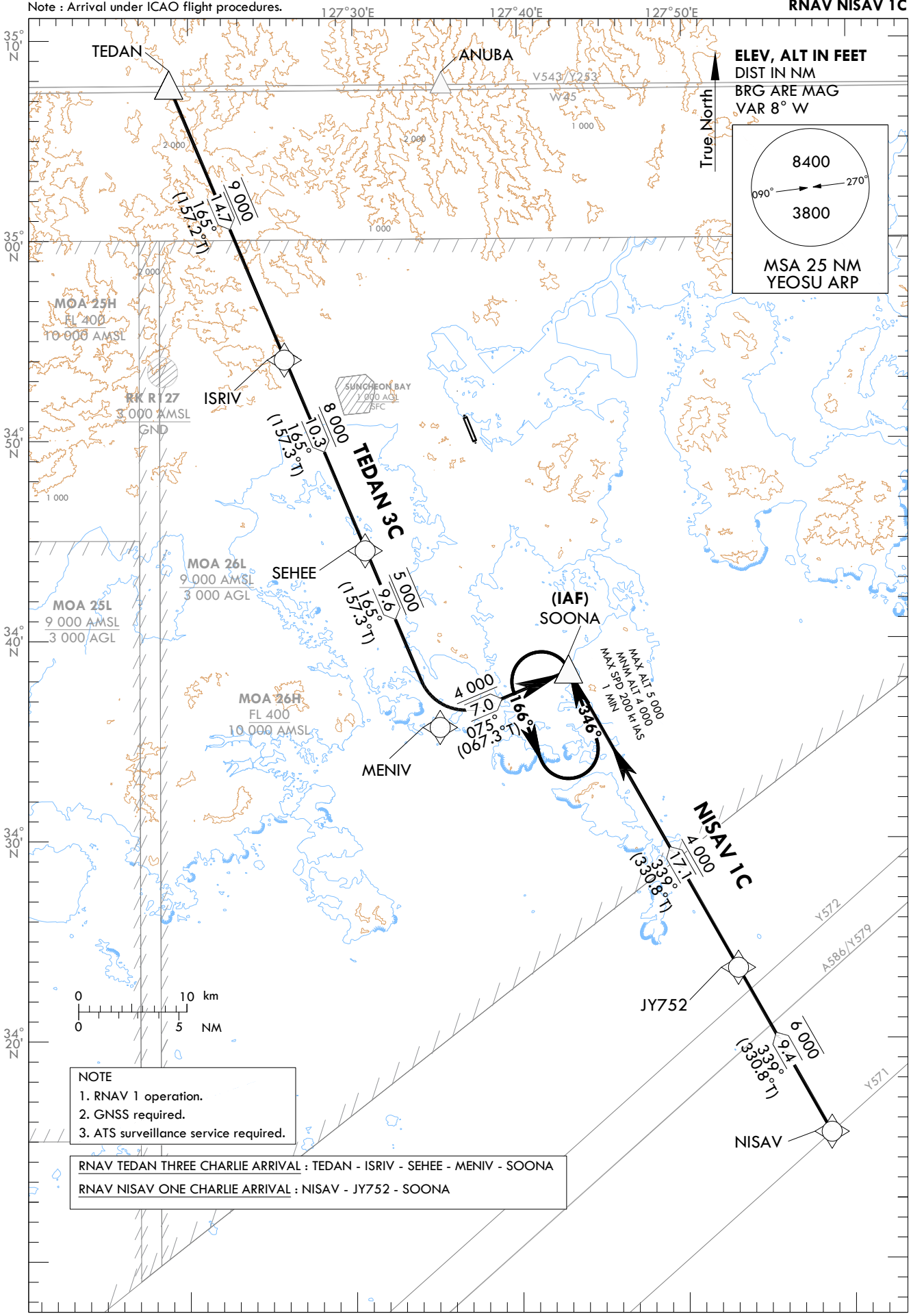
STANDARD ARRIVAL CHART INSTRUMENT(STAR) - ICAO

TRANSITION ALT	14 000	
TRANSITION LVL	FL 140	

SACHEON APP	135.4	
YEOSU TWR	122.5	
	240.9	

YEOSU/Yeosu(RKJY)
RWY 35
RNAV TEDAN 3C
RNAV NISAV 1C

Note : Arrival under ICAO flight procedures.



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

RNAV TEDAN THREE CHARLIE ARRIVAL : TEDAN - ISRIV - SEHEE - MENIV - SOONA

RNAV NISAV ONE CHARLIE ARRIVAL : NISAV - JY752 - SOONA

Standard Instrument Arrival Procedure Coding Tables

RNAV TEDAN 3C

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	TEDAN	-	-	-	-	-	-	35°07'43.8"N 127°18'52.1"E	-	RNAV 1	-
002	TF	ISRIV	-	165(157.2)	14.7	-	@9 000	-	34°54'10.0"N 127°25'48.0"E	-	RNAV 1	-
003	TF	SEHEE	-	165(157.3)	10.3	-	+8 000	-	34°44'37.0"N 127°30'39.0"E	-	RNAV 1	-
004	TF	MENIV	-	165(157.3)	9.6	-	@5 000	-	34°35'46.2"N 127°35'07.9"E	-	RNAV 1	-
005	TF	SOONA	-	075(067.3)	7.0	-	+4 000	-	34°38'27.5"N 127°42'56.0"E	-	RNAV 1	IAF

RNAV NISAV 1C

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	NISAV	-	-	-	-	-	-	34°15'19.1"N 127°58'35.0"E	-	RNAV 1	-
002	TF	JY752	-	339(330.8)	9.4	-	-6 000	-	34°23'33.2"N 127°53'02.0"E	-	RNAV 1	-
003	TF	SOONA	-	339(330.8)	17.1	-	+4 000	-	34°38'27.5"N 127°42'56.0"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/ RDH	Navigation specification	Remarks
RNAV TEDAN 3C	HM	SOONA	Y	346(338.5)	1	L	+4 000 -5 000	-200	34°38'27.5"N 127°42'56.0"E	-	RNAV 1	-
RNAV NISAV 1C	HM	SOONA	Y	346(338.5)	1	L	+4 000 -5 000	-200	34°38'27.5"N 127°42'56.0"E	-	RNAV 1	-

Change : Amended ALT restriction for holding procedure.

ULSAN/Ulsan(RKPU)
RNP RWY 36

FAS DATA BLOCK INFORMATION

INPUT DATA

Parameters	Values
Operation Type	0
SBAS Provider	6 (KASS)
Airport Identifier	RKPU
Runway	36
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	K36A
LTP/FTP Latitude	353504.1470N
LTP/FTP Longitude	1292108.9500E
LTP/FTP Ellipsoidal Height (meters)	+00383(+38.3m)
FPAP Latitude	353608.8905N
Delta FPAP Latitude (seconds)	64.7435
FPAP Longitude	1292103.5405E
Delta FPAP Longitude (seconds)	-5.4095
Threshold Crossing Height (TCH)	50.0(feet) / 15.2(m)
TCH Units Selector (Feet)	0
Glidepath Angle (GPA, degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
Horizontal Alert Limit (HAL, meters)	40.0
Vertical Alert Limit (VAL, meters)	50.0

OUTPUT DATA

Data Block	60 15 10 0B 12 24 00 00 01 36 33 0B A6 6D 45 0F AC 16 83 37 7F 15 CF F9 01 BD D5 FF F4 01 2C 01 64 00 C8 FA 10 38 07 E6
Calculated CRC Value	103807E6

Change : Information of FAS data block information.

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INSTRUMENT APPROACH CHART - ICAO

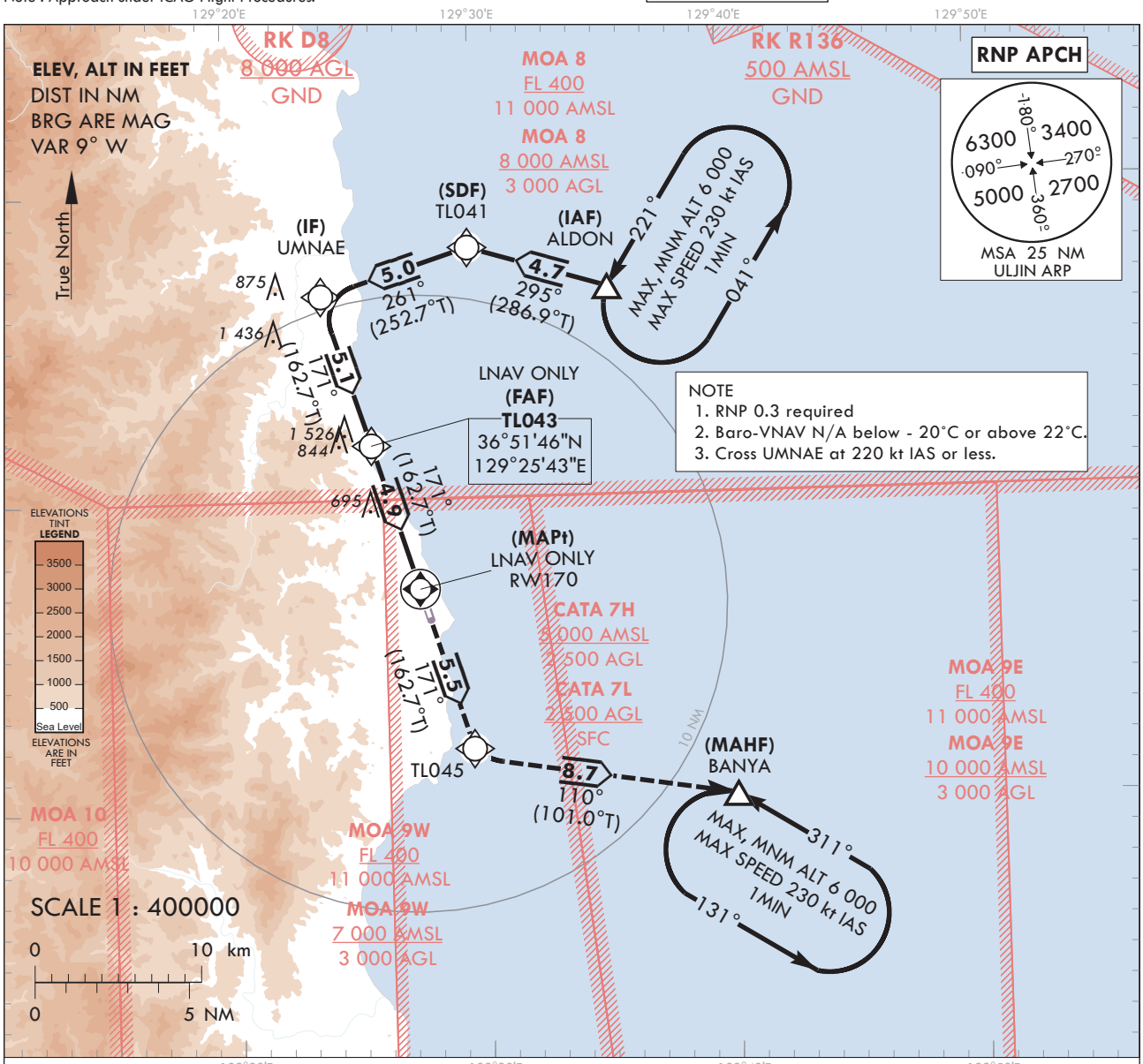
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 175 ft
HEIGHTS RELATED TO
THR RWY 17 - ELEV **175** ft

ULJIN	ARR	120.875
		317.65
ULJIN	TWR	118.55
		317.45

ULJIN/Uljin(RKTL)

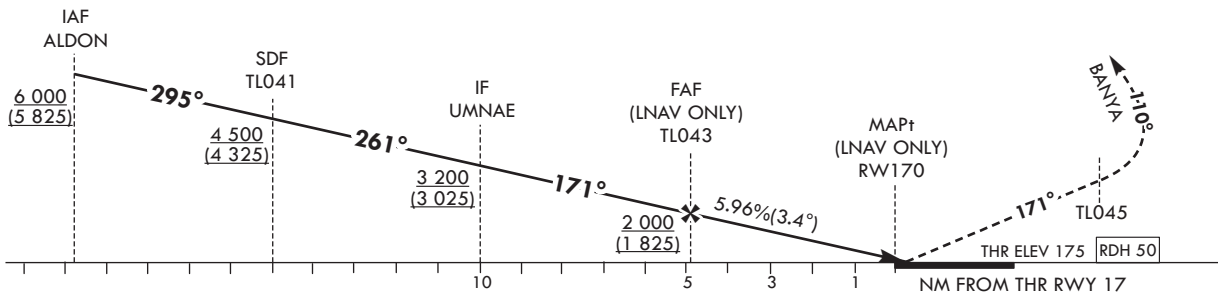
RNP RWY 17



TRANSITION ALT	14 000
TRANSITION LVL	FL 140

MISSED APPROACH

Climb to 6 000 ft on track of 171° to TL045, then turn left on track of 110° to BANYA. Hold as published.



OCA (H)		A	B	C	D
Straight-in Approach	LNAV/VNAV	720 (545)			
	LNAV	950 (775)			

	Knots	60	90	120	150	180
Rate of descrent	V/V fpm	362	543	724	905	1 087

* Timing NOT authorized for defining the MAPt.

* Circling not authorized.

Instrument approach Procedure Coding Tables

RNP RWY 17 - via ALDON(IAF) to BANYA(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	IF	ALDON	-	-	-	-	+6 000	-	36°56'46.3"N 129°35'23.0"E	-	RNP APCH	IAF
002	TF	TL041	-	295(286.8)	4.7	-	+4 500	-	36°58'07.9"N 129°29'46.5"E	-	RNP APCH	SDF
003	TF	UMNAE	-	261(252.7)	5.0	-	+3 200	-220	36°56'38.6"N 129°23'49.1"E	-	RNP APCH	IF
004	TF	TL043	-	171(162.7)	5.1	-	+2 000	-	36°51'46.1"N 129°25'42.7"E	-	RNP APCH	FAF
005	TF	RW170	Y	171(162.7)	4.9	-	+950	-	36°47'05.09"N 129°27'31.62"E	-3.41/50	RNP APCH	MAPt
006	TF	TL045	-	171(162.7)	5.5	-	-	-	36°41'52.3"N 129°29'32.6"E	-	RNP APCH	-
007	TF	BANYA	-	110(101.0)	8.7	-	@6 000	-	36°40'12.4"N 129°40'05.8"E	-	RNP APCH	-
008	HM	BANYA	-	311(302.0)	-	L	@6 000	-230	36°40'12.4"N 129°40'05.8"E	-	RNP APCH	1 MIN (outbound timing)

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
RNP RWY 17	HM	ALDON	Y	221(182.0)	1.0	L	@6 000	-230	36°56'46.3"N 129°35'23.0"E	-	RNAV 1	-

Change : Information of resolution for THR coordinates.

INSTRUMENT APPROACH CHART - ICAO

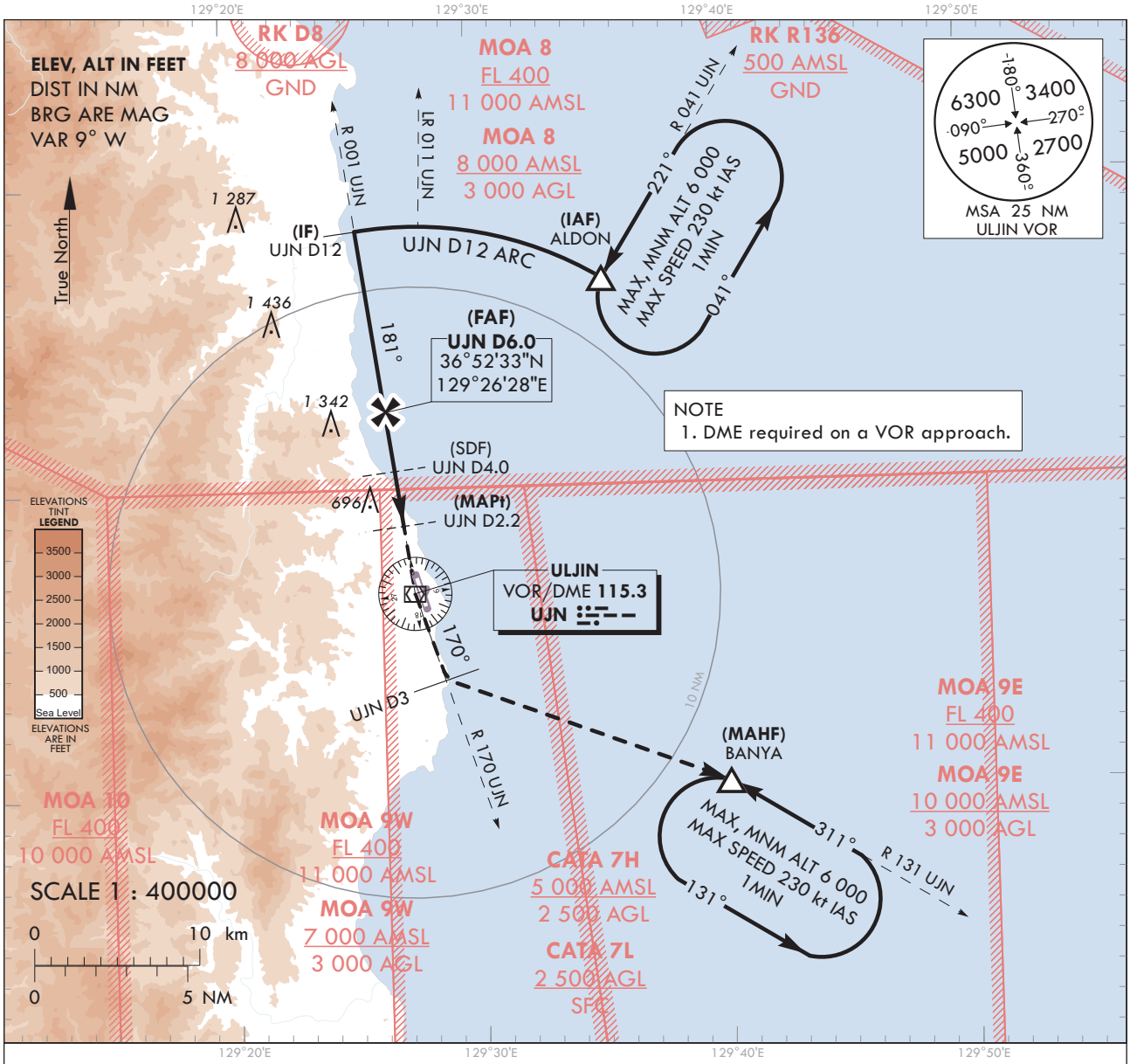
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 175 ft
HEIGHTS RELATED TO AD ELEV

ULJIN	ARR	120.875 317.65
ULJIN	TWR	118.55 317.45

ULJIN/Uljin(RKTL)

VOR RWY 17

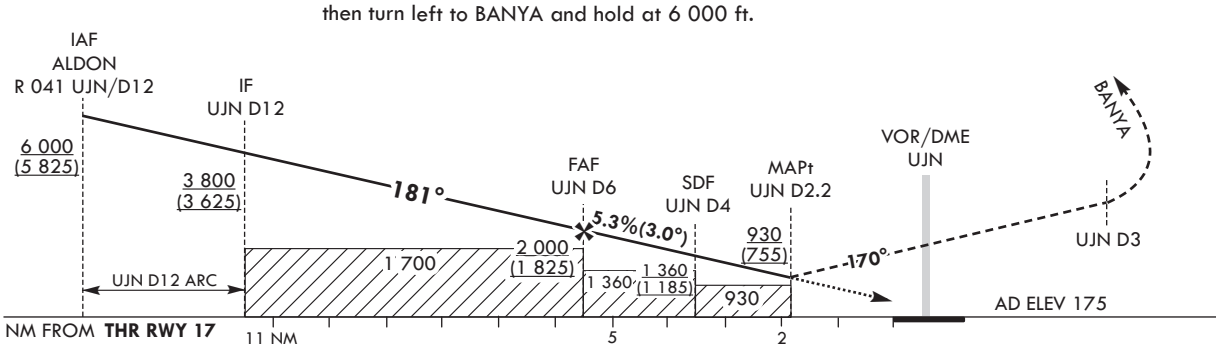


TRANSITION ALT 14 000
TRANSITION LVL FL 140

RECOMMENDED PROFILE(LOC ONLY)	DME UJN	5	4	3	2.5
Final Approach Gradient 5.31%, 323 ft/NM	ALT(HGT)	1 677 (1 502)	1 354 (1 179)	1 032 (856)	870 (695)

MISSED APPROACH

Climb on R 001 UJN to UJN and R 170 UJN to 3 DME, then turn left to BANYA and hold at 6 000 ft.



OCA (H)	A	B	C	D
Straight-in Approach	930 (755)			

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	323	484	646	807	968

* Timing NOT authorized for defining the MAPt.

* Circling not authorized.

ULJIN/Uljin(RKTL)
VOR RWY 17

AERONAUTICAL DATA TABULATION

VOR Approach to RWY 17 from ALDON(IAF)		
Fix/Point		Coordinates
ALDON(IAF)	R 041 UJN / 12.00 NM UJN	36°56'46.3"N 129°35'23.0"E
D12.0 UJN(IF)	BRG 181.00° / 12.00 NM UJN	36°58'29.8"N 129°25'28.5"E
D6.0 UJN(FAF)	BRG 181.00° / 6.00 NM UJN	36°52'32.5"N 129°26'27.8"E
D4.0 UJN(SDF)	BRG 181.00° / 4.00 NM UJN	36°50'33.4"N 129°26'47.5"E
D2.2 UJN(MAPt)	BRG 181.00° / 2.20 NM UJN	36°48'46.2"N 129°27'05.3"E
THR RWY 17	Final approach descent angle (LOC ONLY) 3.01°(FAF-SDF) / 3.06°(SDF-THR)	36°47'05.09"N 129°27'31.62"E
UJN VOR/DME		36°46'35.2"N 129°27'26.9"E
D3 UJN	R 170 UJN/ 3.00 NM UJN	36°43'44.3"N 129°28'38.3"E
BANYA	R 131 UJN/ 12.00 NM UJN	36°40'12.4"N 129°40'05.8"E

Change : Information of resolution for THR coordinates.

INSTRUMENT APPROACH CHART - ICAO

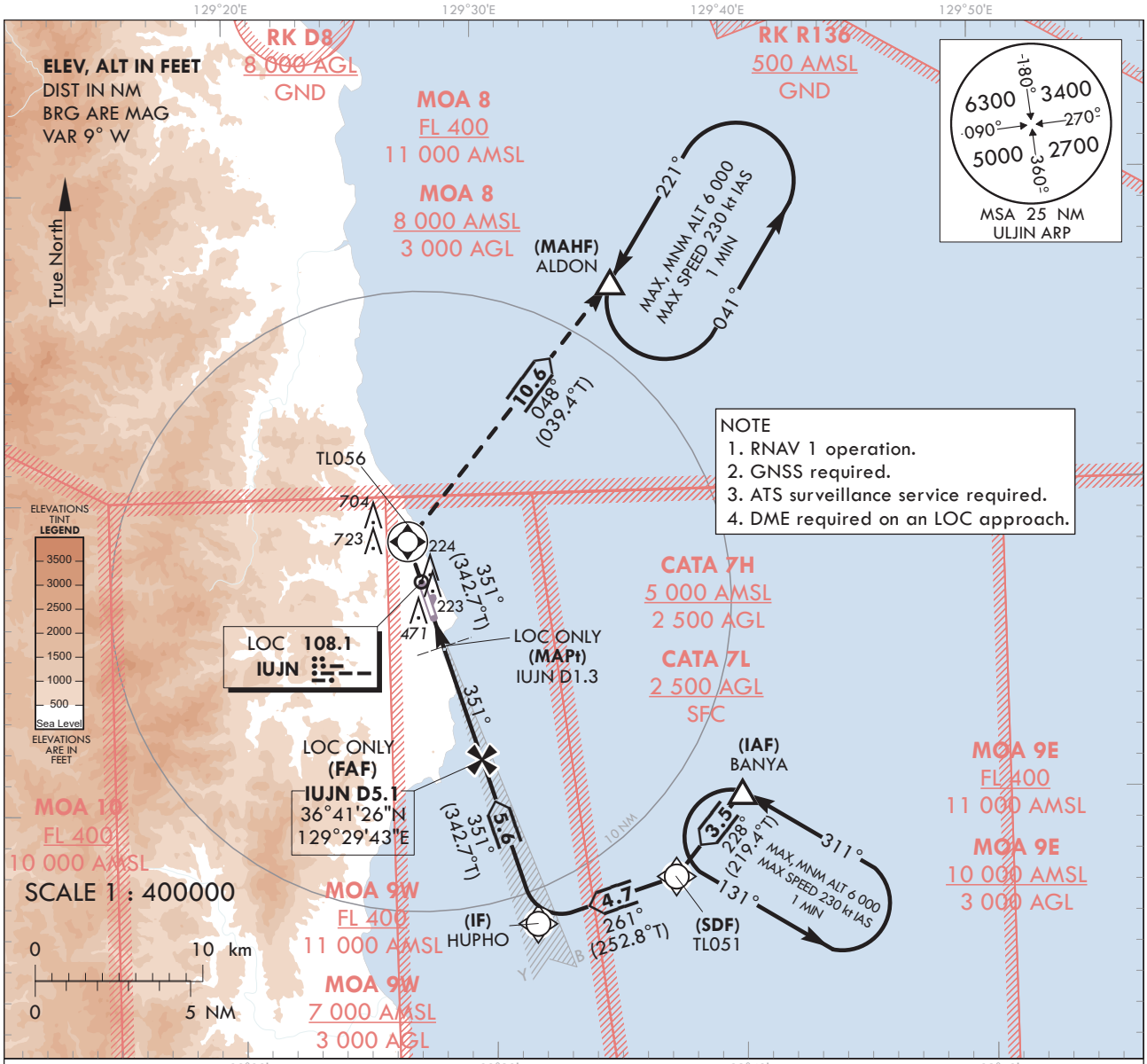
Note : Approach under ICAO Flight Procedures.

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)

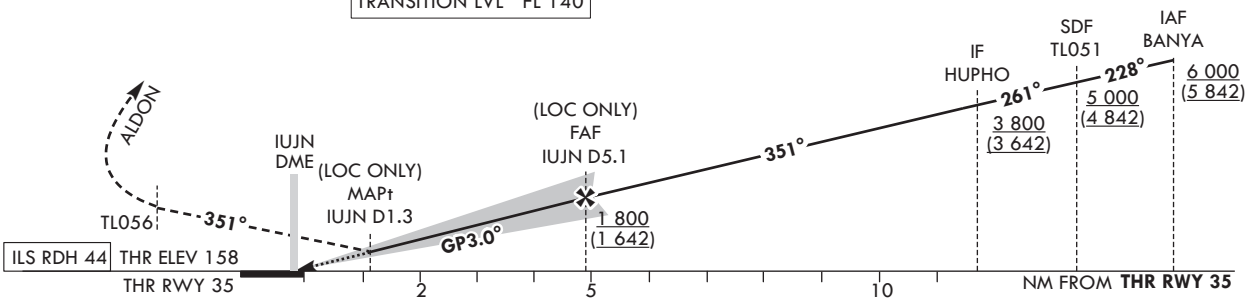
ILS Z or LOC Z RWY 35



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



OCA (H)		A	B	C	D
Straight-in Approach	CAT-I (CG 2.5%)	580 (422)			
	CAT-I (CG 4.0%)	370 (212)			
	LOC	590 (432)			

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

* Timing NOT authorized for defining the MAPt.
* Circling not authorized.

ULJIN/Uljin(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°46'09.33"N 129°27'53.20"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

Change : Information of resolution for THR coordinates.

INSTRUMENT APPROACH CHART - ICAO

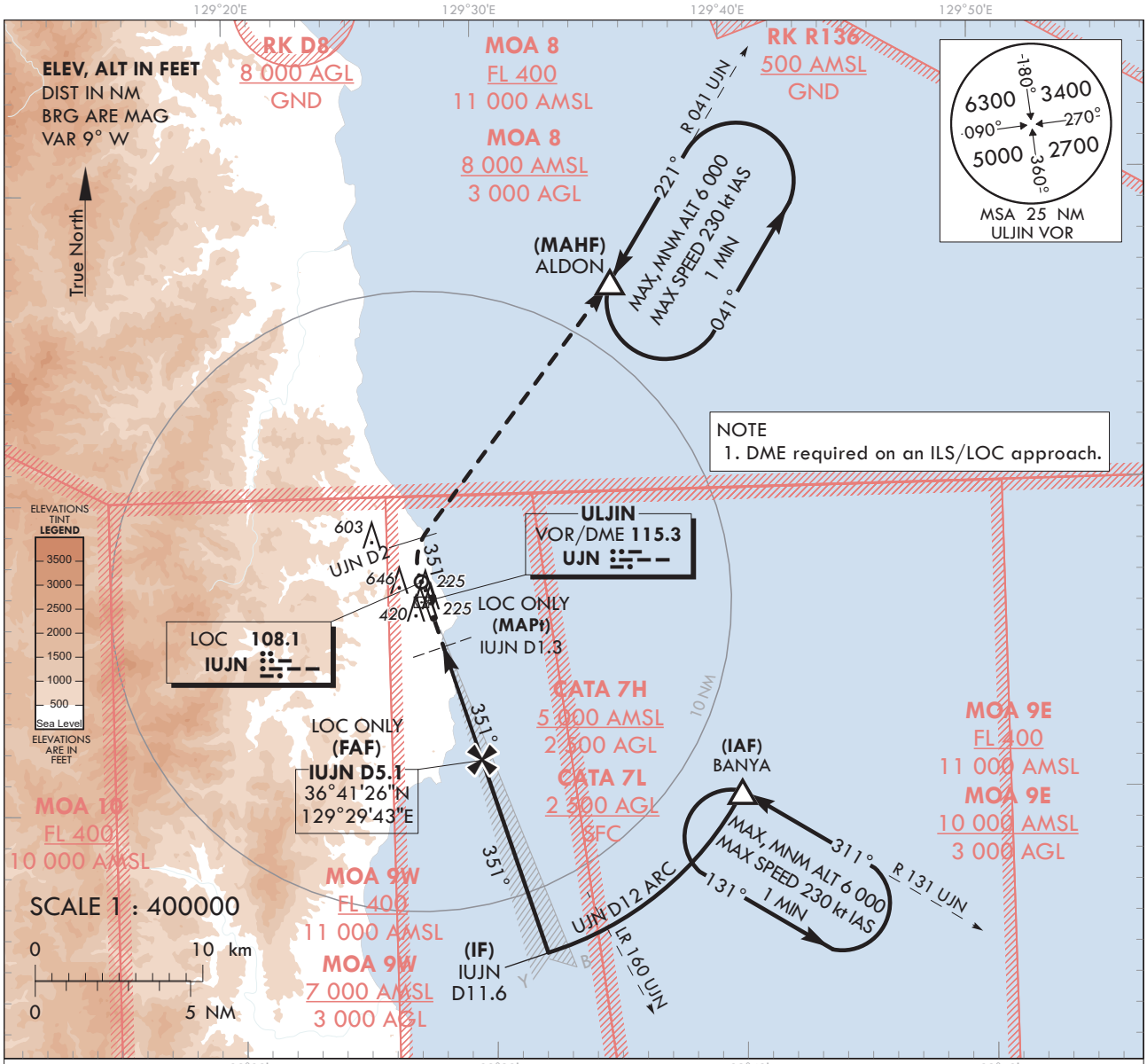
Note : Approach under ICAO Flight Procedures.

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 Y or LOC Y RWY 35

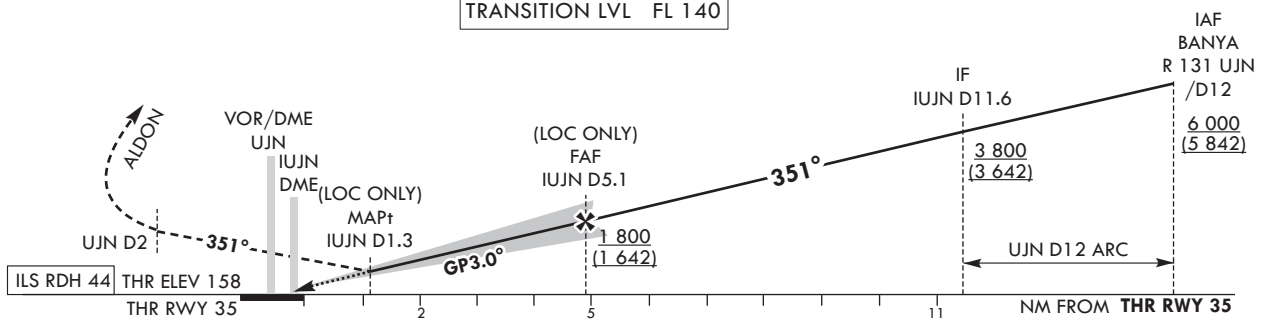


RECOMMENDED PROFILE(LOC ONLY)	DME IUJN	5	4	3	2	1.3
Final Approach Gradient 5.32%, 323 ft/NM	ALT(HGT)	1 781 (1 623)	1 458 (1 300)	1 135 (977)	973 (815)	586 (428)

MISSED APPROACH

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

TRANSITION ALT 14 000
TRANSITION LVL FL 140



OCA (H)		A	B	C	D
Straight-in Approach	CAT-I (CG 2.5%)	545 (387)			
	CAT-I (CG 4.0%)	358 (200)			
	LOC	590 (432)			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	318	478	637	795	955

* Timing NOT authorized for defining the MAPt.
* Circling not authorized.

ULJIN/Uljin(RKTL)
ILS Y or LOC Y RWY 35

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°46'09.33"N 129°27'53.20"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

Change : Information of resolution for THR coordinates.

INSTRUMENT APPROACH CHART - ICAO

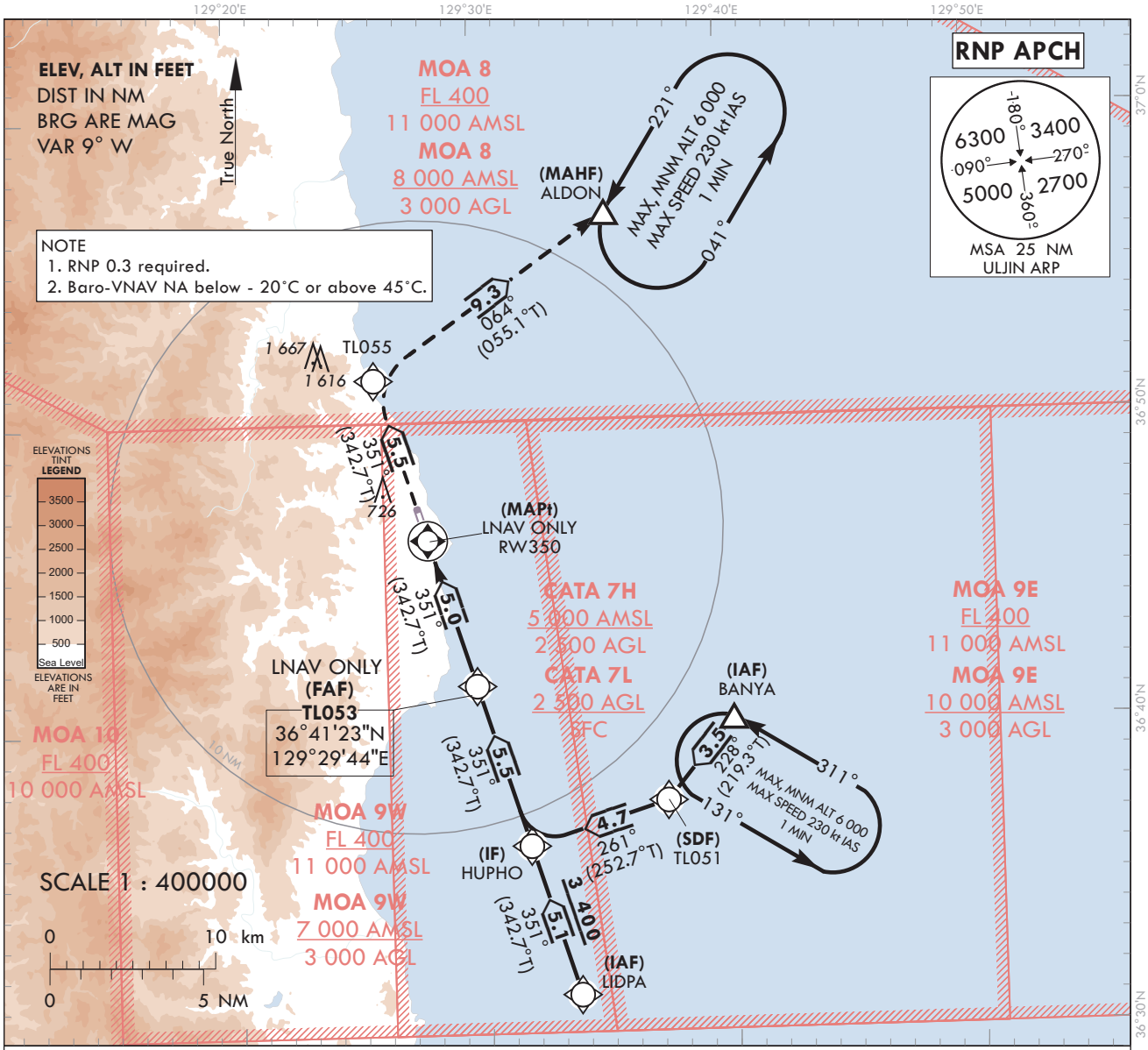
Note : Approach under ICAO Flight Procedures.

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

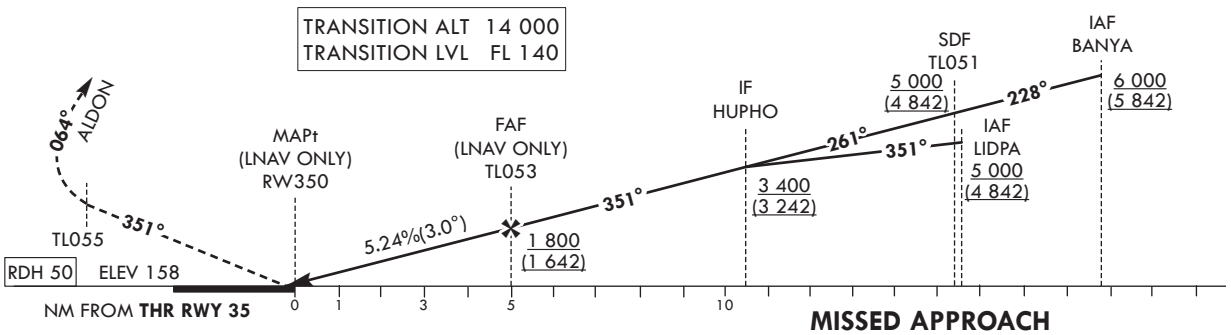
ULJIN/Uljin(RKTL)

RNP RWY 35



NOTE
1. Missed approach 6.4% CG required to 6 000 ft for ATC purpose.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



OCA (H)		A	B	C	D
Straight-in Approach	LNAV/VNAV	700 (542)			
	LNAV(CG 2.5%)	950 (792)			
	LNAV(CG 4.0%)	770 (612)			

MISSED APPROACH

Climb to 6 000 ft on track of 351° to TL055, then turn right on track of 064° to ALDON. Hold as published.

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

* Timing NOT authorized for defining the MAPt.

* Circling not authorized.

Instrument approach Procedure Coding Tables

RNP RWY 35 - via BANYA(IAF) to ALDON(IAF)

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	BANYA	-	-	-	-	+6 000	-	36°40'12.4"N 129°40'05.8"E	-	RNP APCH	IAF
002	TF	TL051	-	228(219.3)	3.5	-	+5 000	-	36°37'30.8"N 129°37'21.1"E	-	RNP APCH	SDF
003	TF	HUPHO	-	261(252.7)	4.7	-	+3 400	-	36°36'07.0"N 129°31'45.8"E	-	RNP APCH	IF
004	TF	TL053	-	351(342.7)	5.5	-	+1 800	-	36°41'22.5"N 129°29'44.1"E	-	RNP APCH	FAF
005	TF	RW350	Y	351(342.7)	5.0	-	+950	-	36°46'09.33"N 129°27'53.20"E	-3.00/50	RNP APCH	MAPt
006	TF	TL055	-	351(342.7)	5.5	-	-	-	36°51'25.4"N 129°25'50.7"E	-	RNP APCH	-
007	TF	ALDON	-	064(055.1)	9.3	-	@6 000	-	36°56'46.3"N 129°35'23.0"E	-	RNP APCH	-
008	HM	ALDON	Y	221(182.0)	-	L	@6 000	-230	36°56'46.3"N 129°35'23.0"E	-	RNP APCH	1 min (outbound timing)
009	HM	BANYA	Y	311(302.0)	-	L	@6 000	-230	36°40'12.4"N 129°40'05.8"E	-	RNP APCH	1 min (outbound timing)

RNP RWY 35 - via LIDPA(IAF) to ALDON(IAF)

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	LIDPA	-	-	-	-	+5 000	-	36°31'13.6"N 129°33'38.6"E	-	RNP APCH	IAF
002	TF	HUPHO	-	351(342.7)	5.1	-	+3 400	-	36°36'07.0"N 129°31'45.8"E	-	RNP APCH	IF
003	TF	TL053	-	351(342.7)	5.5	-	+1 800	-	36°41'22.5"N 129°29'44.1"E	-	RNP APCH	FAF
004	TF	RW350	Y	351(342.7)	5.0	-	+950	-	36°46'09.33"N 129°27'53.20"E	-3.00/50	RNP APCH	MAPt
005	TF	TL055	-	351(342.7)	5.5	-	-	-	36°51'25.4"N 129°25'50.7"E	-	RNP APCH	-
006	TF	ALDON	Y	064(055.1)	9.3	-	@6 000	-	36°56'46.3"N 129°35'23.0"E	-	RNP APCH	1 min (outbound timing)
007	HM	ALDON	Y	221(182.0)	-	L	@6 000	-230	36°56'46.3"N 129°35'23.0"E	-	RNP APCH	1 min (outbound timing)

Change : Information of resolution for THR coordinates.

INSTRUMENT APPROACH CHART - ICAO

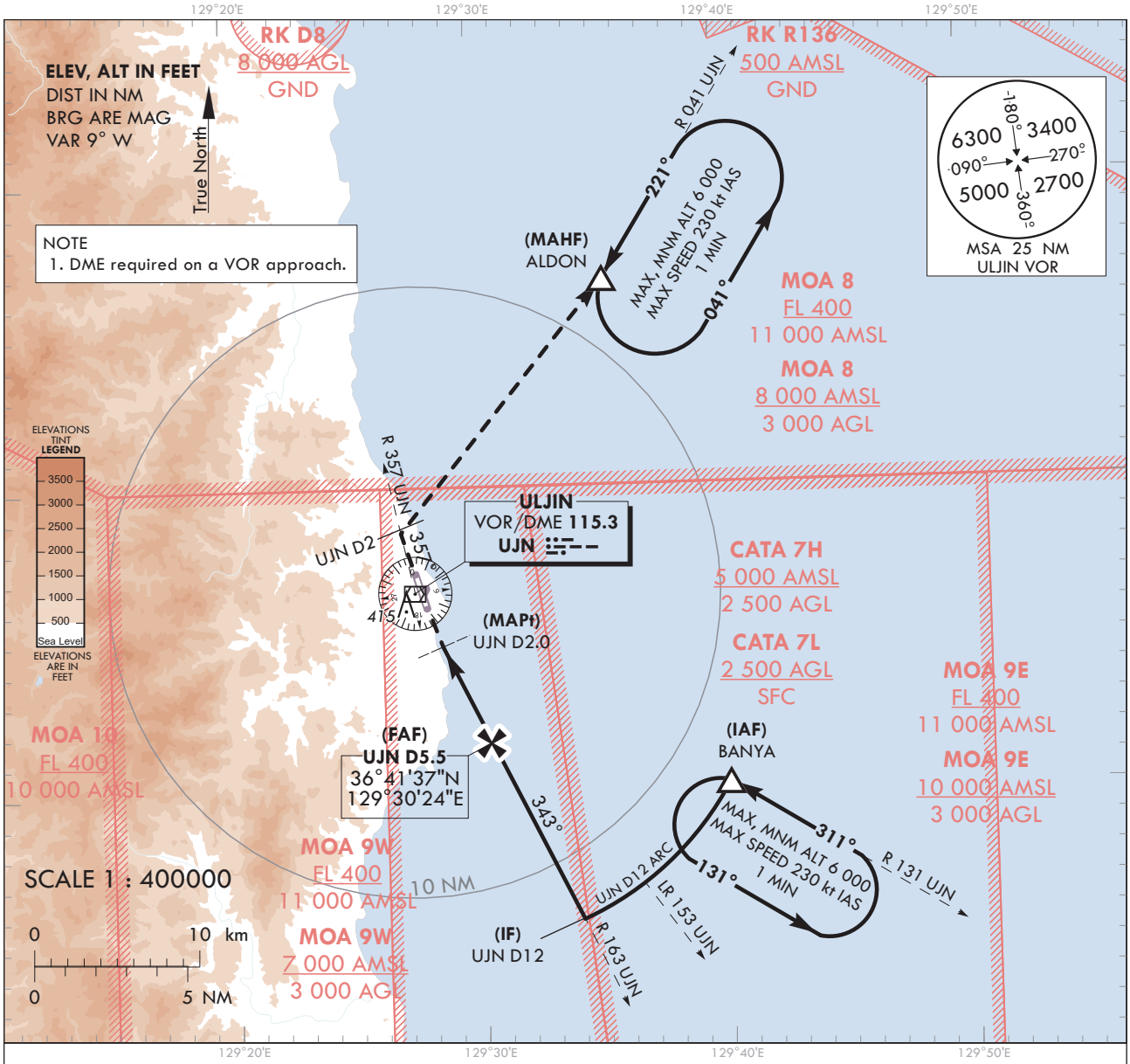
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 175 ft
HEIGHTS RELATED TO AD ELEV

ULJIN	ARR	120.875
		317.65
ULJIN	TWR	118.55
		317.45

ULJIN/Uljin(RKTL)

VOR RWY 35

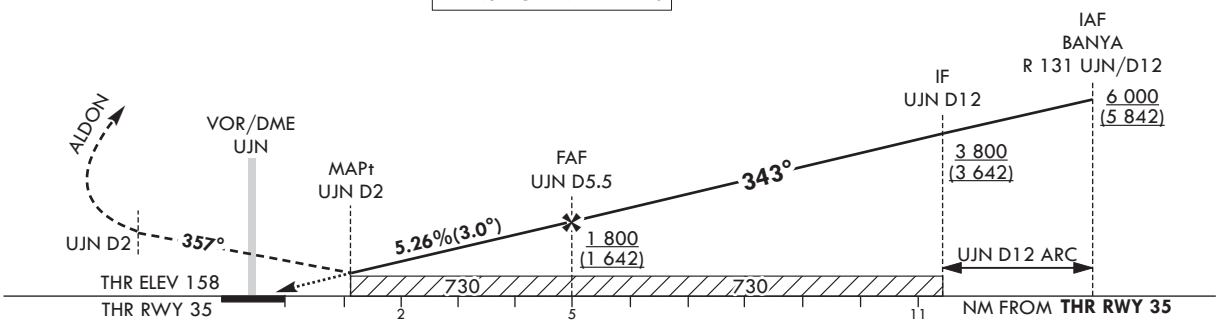


RECOMMENDED PROFILE	DME UJN	5	4	3	2
Final Approach Gradient 5.30%, 322 ft/NM	ALT(HGT)	1 639 (1 481)	1 317 (1 159)	995 (873)	673 (515)

MISSED APPROACH

Climb on R 163 UJN to UJN and R 357 UJN to 2 DME, then turn right to ALDON and hold at 6 000 ft.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



OCA (H)	A	B	C	D
Straight-in Approach	730 (572)			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	322	483	644	805	966

* Timing NOT authorized for defining the MAPt.

* Circling not authorized.

ULJIN/Uljin(RKTL)
VOR RWY 35

AERONAUTICAL DATA TABULATION

VOR 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
D12.0 UJN(IF)	BRG 343.00°/ 12.00 NM UJN	36°35'44.7"N 129°33'52.9"E
D5.5 UJN(FAF)	BRG 343.00°/5.50 NM UJN	36°41'37.1"N 129°30'24.1"E
D2.0 UJN(MAPt)	BRG 343.00°/2.00 NM UJN	36°44'46.8"N 129°28'31.4"E
THR RWY 35	Final approach descent angle 3.04°	36°46'09.33"N 129°27'53.20"E
UJN VOR/DME		36°46'35.2"N 129°27'26.9"E
D2 UJN	R 357 UJN/2.00 NM UJN	36°48'32.9"N 129°26'56.9"E
ALDON	R 041 UJN/12.00 NM UJN	36°56'46.3"N 129°35'23.0"E

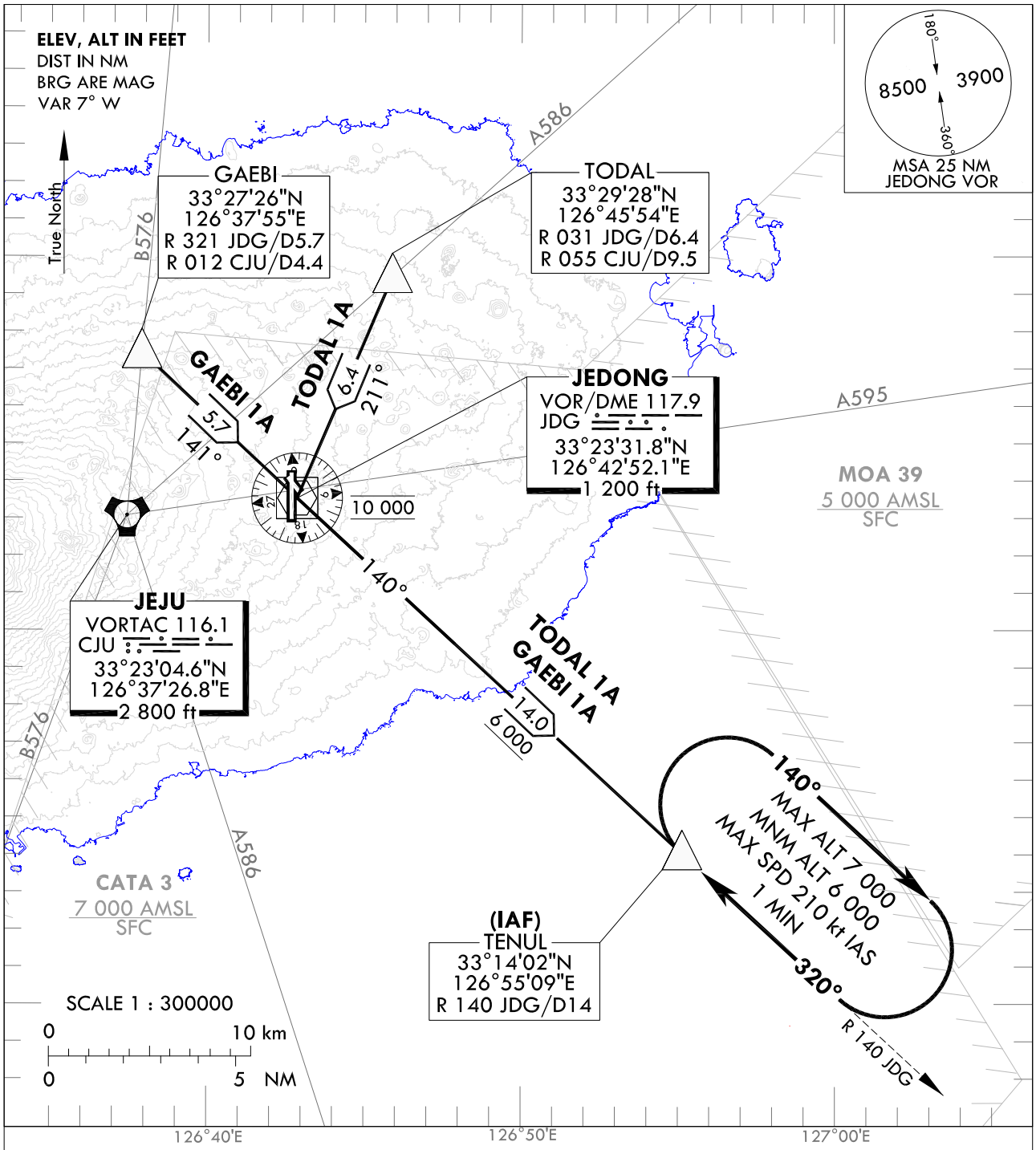
Change : Information of resolution for THR coordinates.

STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU	APP	121.2
		124.05
JEONGSEOK	TWR	124.35

JEJU/Jeongseok(RKPD)
RWY 01
GAEBI 1A
TODAL 1A



GENERAL INFORMATION

1. Within JEJU TMA, maximum 250 kt IAS below 10 000 ft.
2. Maximum holding speed 210 kt IAS at TENUL.

DESIGNATOR	FROM	ROUTE	DESCENT ALTITUDE
GAEBI ONE ALPHA (GEB 1A) ARRIVAL	B576	GAEBI - JDG - TENUL	Cross JDG at 10 000 ft, TENUL at or above 6 000 ft.
TODAL ONE ALPHA (TDL 1A) ARRIVAL	A586	TODAL - JDG - TENUL	Cross JDG at 10 000 ft, TENUL at or above 6 000 ft.

Change : Amended designator for STAR.

INTENTIONALLY

LEFT

BLANK

INSTRUMENT APPROACH CHART - ICAO

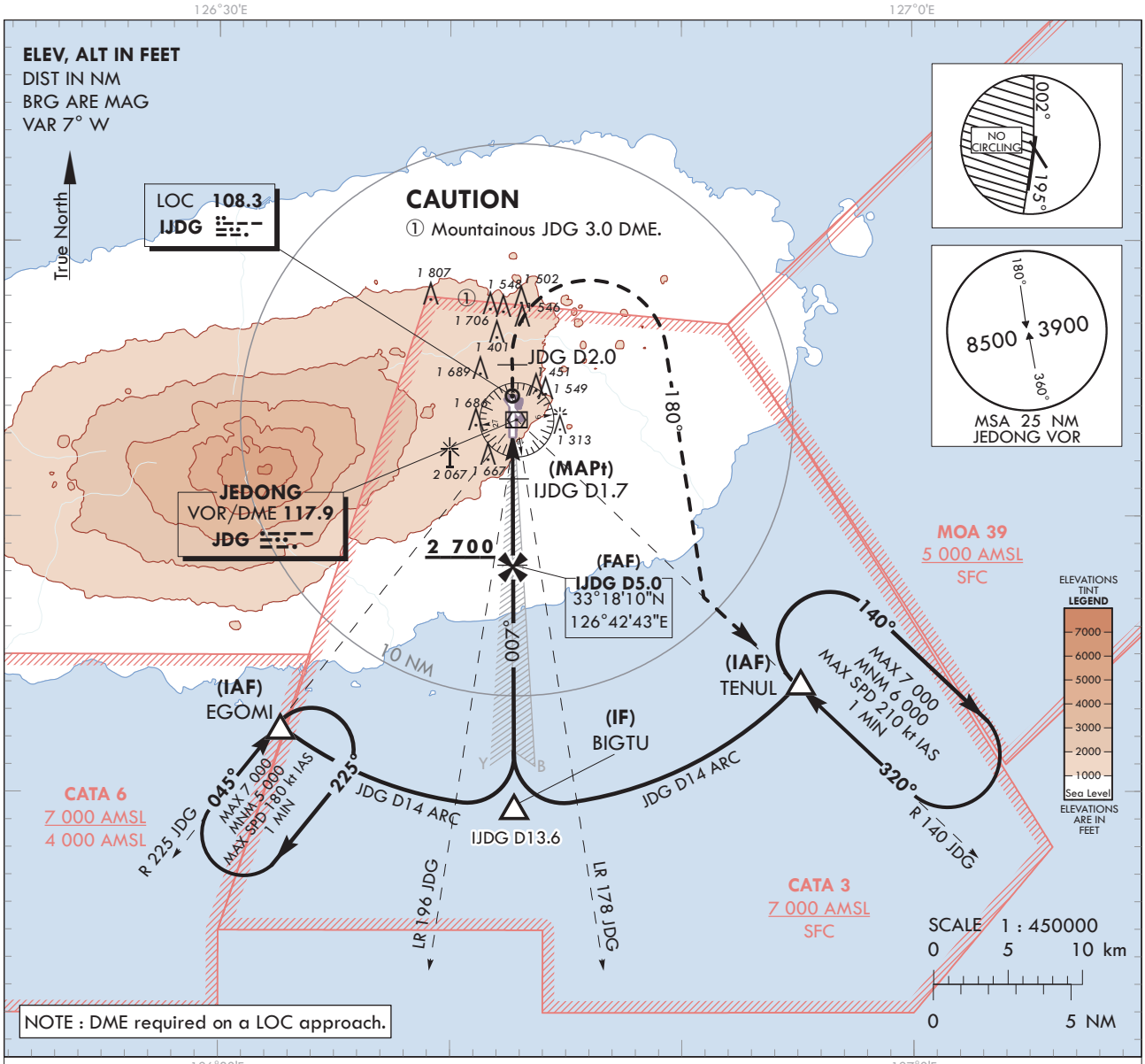
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 1 174 ft
HEIGHTS RELATED TO
THR RWY 01 - ELEV **1 102** ft

JEJU	APP	121.2
		124.05
JEONGSEOK	TWR	124.35

JEJU/Jeongseok(RKPD)

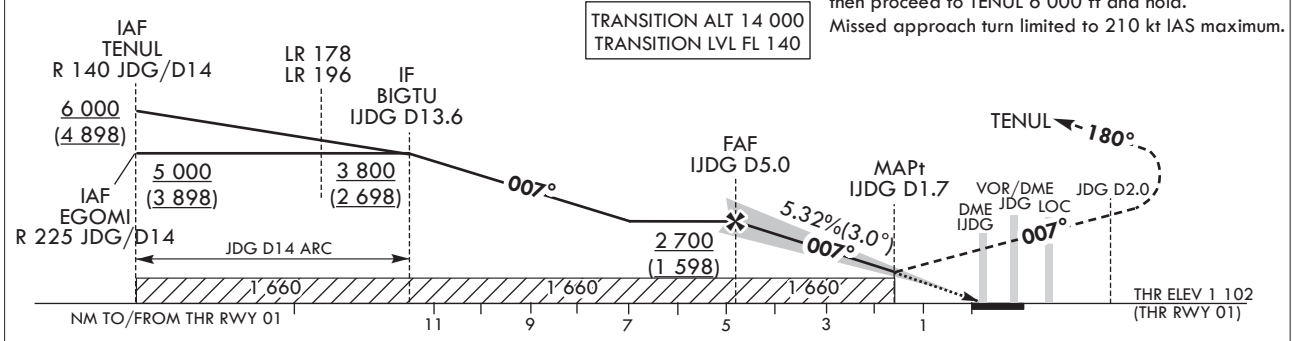
LOC RWY 01



RECOMMENDED PROFILE	DME IJDG	5	4	3	2	1.7
Final Approach Gradient 5.32%, 323 ft/NM	ALT(HGT)	2 700 (1 598)	2 393 (1 291)	2 070 (968)	1 747 (645)	1 660 (558)

TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb straight ahead until JDG D2.0, turn right HDG180° to intercept R 140 JDG, then proceed to TENUL 6 000 ft and hold.
Missed approach turn limited to 210 kt IAS maximum.



OCA (H)		A	B	C	D
Straight-in Approach	LOC (CG 4.0%)	1 660 (558)			
	LOC (CG 2.5%)	1 720 (618)			
*Circling		1 920 (746)		2 020 (846)	

	knots	60	90	120	150	180
Rate of descent (FAF - THR)	V/V fpm	315	473	630	788	945

* Timing Not authorized for defining MAPt.
* Circling Not authorized west of RWY 01-19.

Change : Amended recommended profile(5.31% → 5.32%).

JEJU/Jeongseok(RKPD)
LOC RWY 01

AERONAUTICAL DATA TABULATION

LOC approach to RWY 01 from TENUL, EGOMI		
Fix/point		Coordinates
TENUL(IAF)	R 140 JDG/14.00 NM	33°14'01.6"N 126°55'08.7"E
EGOMI(IAF)	R 225 JDG/14.00 NM	33°12'24.7"N 126°32'40.7"E
BIGTU(IF)	BRG 187.12°/13.60 NM IJDG	33°09'30.3"N 126°42'46.3"E
D5.0 IJDG (FAF)	BRG 187.12°/4.95 NM IJDG	33°18'10.2"N 126°42'43.3"E
D1.7 IJDG (MAPt)	BRG 187.12°/1.70 NM IJDG	33°21'25.6"N 126°42'42.2"E
THR RWY01		33°22'58.36"N 126°42'41.71"E
IJDG LOC		33°24'22.7"N 126°42'41.2"E
IJDG DME		33°23'07.8"N 126°42'46.5"E
D2.0 JDG(MATF)	2.00 NM JDG	33°25'31.7"N 126°42'40.8"E
TENUL(MAHF)	R 140 JDG/14.00 NM	33°14'01.6"N 126°55'08.7"E

INSTRUMENT APPROACH CHART - ICAO

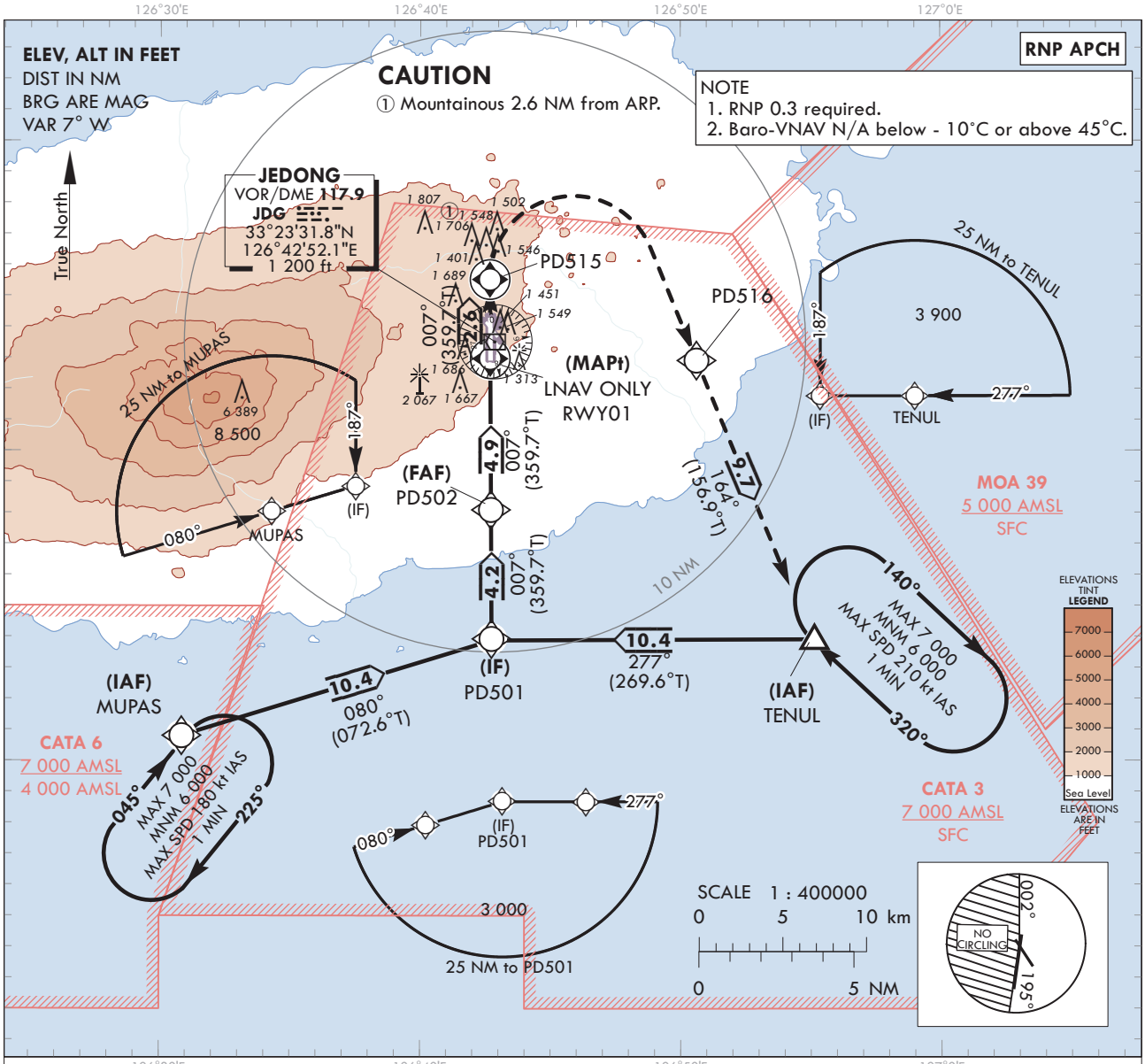
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 1 174 ft
HEIGHTS RELATED TO
THR RWY 01 - ELEV **1 102** ft

JEJU	APP	121.2
		124.05
JEONGSEOK	TWR	124.35

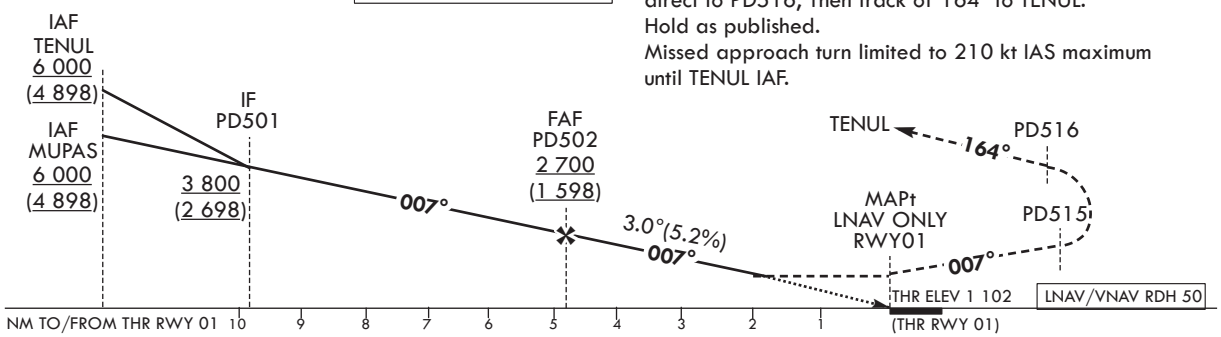
JEJU/Jeongseok(RKPD)

RNP RWY 01



TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb to 6 000 ft on track of 007° to PD515, turn right direct to PD516, Then track of 164° to TENUL.
Hold as published.
Missed approach turn limited to 210 kt IAS maximum until TENUL IAF.



OCA (H)		A	B	C	D
Straight-in Approach	LNAV / VNAV	1 730 (628)			
	LNAV	1 830 (728)			
*Circling		1 920 (746)		2 020 (846)	

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

* Timing not authorized for defining MAPt.
* Circling not authorized west of RWY 01-19.

Change : Amended radial for no circling area(001° → 002°).

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY01 - via TENUL to PD501(IF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	TENUL	-	-	-	-	+6 000	-	33°14'01.6"N 126°55'08.7"E	-	RNP APCH	IAF
002	TF	PD501	-	277(269.6)	10.4	-	+3 800	-	33°13'56.3"N 126°42'44.8"E	-	RNP APCH	IF

RNP RWY01 - via MUPAS to PD501(IF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	MUPAS	-	-	-	-	+6 000	-	33°10'49.1"N 126°30'51.5"E	-	RNP APCH	IAF
002	TF	PD501	-	080(072.6)	10.4	-	+3 800	-	33°13'56.3"N 126°42'44.8"E	-	RNP APCH	IF

RNP RWY01 - via PD501(IF) to MAHF

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
002	TF	PD501	-	-	-	-	+3 800	-	33°13'56.3"N 126°42'44.8"E	-	RNP APCH	IF
003	TF	PD502	-	007(359.7)	4.2	-	+2 700	-	33°18'06.1"N 126°42'43.4"E	-	RNP APCH	FAF
004	TF	RWY01	Y	007(359.7)	4.9	-	+1 830	-	33°22'58.4"N 126°42'41.7"E	3.00/50	RNP APCH	MAPt
005	TF	PD515	Y	007(359.7)	2.6	-	-	-210	33°25'31.7"N 126°42'40.8"E	-	RNP APCH	-
006	DF	PD516	-	-	-	R	-	-210	33°22'55.2"N 126°50'37.5"E	-	RNP APCH	-
007	TF	TENUL	Y	164(156.9)	9.7	-	-	-210	33°14'01.6"N 126°55'08.7"E	-	RNP APCH	
008	HM	TENUL	Y	320(312.7)	-	R	-7 000 +6 000	-210	33°14'01.6"N 126°55'08.7"E	-	RNP APCH	Outbound time 1min