

REPUBLIC OF KOREA

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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

AIRAC

AIP AMENDMENT NR 1/25

(Effective : 1600UTC 19 FEB 2025)

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 Incheon INTL Airport

a) Information of missed approach procedures and PIPAN(LOC ONLY).

1.2 Gimpo INTL Airport

a) Information of missed approach procedures.

1.3 Gimhae INTL Airport

a) Information of INT holding positions, stop bar lights, RWY guard lights, INT holding position lights and TWY centerline.

b) Information of ALT restriction for PEDLO and holding procedure(7 000 → 6 000).

1.4 Cheongju INTL Airport

a) Amended phrases(059° → 060°, 239° → 240°, 50.6 → 50.8, 56.5 → 56.7, 52.202 → 52.6, 58.357 → 58.3, 56.4 → 56.7, 58.1 → 58.3).

1.5 Daegu INTL Airport

a) Information of fix names(MAVIC → DOVUR, CABON → KABAS, DALGU → VETUP, DURYU → PEDVA, HOSAN → OSNOP, GASAN → DODBI, GOOMI → OLRIB, KUMHO → ESDM, ALTON → OLVAR, SINAM → ONUGO, INTER → INTUT, SADAN → MEVIM, BULGO → IDEVA).

b) Information of procedure names(MAVIC 1 → DOVUR 1, CABON 1 → KABAS 1).

2. PAGE CONTROL

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL II, Part III - AD (Aerodromes) RKSI AD 2-37(19 SEP 24) / 2-38(19 SEP 24) AD CHART 2-69(19 SEP 24) / 2-69-1(14 DEC 23) RKSS AD 2-25(30 MAY 24) / 2-26(30 MAY 24) RKPK AD 2-15(25 JUL 24) / 2-16(25 JUL 24) AD 2-17(25 JUL 24) / 2-18(25 JUL 24) AD CHART 2-3(9 JAN 25) / 2-4(9 JAN 25) AD CHART 2-5(9 JAN 25) / 2-6(9 JAN 25) AD CHART 2-26(16 NOV 23) / 2-26-1(16 NOV 23) AD CHART 2-29(16 NOV 23) / 2-29-1(16 NOV 23) AD CHART 2-30(16 NOV 23) / 2-30-1(16 NOV 23) AD CHART 2-31(27 JUL 23) / 2-31-1(27 JUL 23) AD CHART 2-35(16 NOV 23) / 2-35-1(16 NOV 23) AD CHART 2-36(16 NOV 23) / 2-36-1(16 NOV 23) AD CHART 2-37(27 JUL 23) / 2-37-1(27 JUL 23) RKTU AD CHART 2-5(30 MAY 24) / 2-6(30 MAY 24) AD CHART 2-7(30 MAY 24) / 2-8(30 MAY 24) AD CHART 2-9(30 MAY 24) / BLANK	VOL II, Part III - AD (Aerodromes) RKSI AD 2-37(9 JAN 25) / 2-38(19 SEP 24) AD CHART 2-69(9 JAN 25) / 2-69-1(9 JAN 25) RKSS AD 2-25(30 MAY 24) / 2-26(9 JAN 25) RKPK AD 2-15(9 JAN 25) / 2-16(9 JAN 25) AD 2-17(9 JAN 25) / 2-18(9 JAN 25) AD CHART 2-3(9 JAN 25) / 2-4(9 JAN 25) AD CHART 2-5(9 JAN 25) / 2-6(9 JAN 25) AD CHART 2-26(9 JAN 25) / 2-26-1(9 JAN 25) AD CHART 2-29(9 JAN 25) / 2-29-1(9 JAN 25) AD CHART 2-30(9 JAN 25) / 2-30-1(9 JAN 25) AD CHART 2-31(9 JAN 25) / 2-31-1(9 JAN 25) AD CHART 2-35(9 JAN 25) / 2-35-1(9 JAN 25) AD CHART 2-36(9 JAN 25) / 2-36-1(9 JAN 25) AD CHART 2-37(9 JAN 25) / 2-37-1(9 JAN 25) RKTU AD CHART 2-5(9 JAN 25) / 2-6(9 JAN 25) AD CHART 2-7(9 JAN 25) / 2-8(9 JAN 25) AD CHART 2-9(9 JAN 25) / BLANK
VOL III, Part III - AD (Aerodromes) RKTN AD 2-11(24 AUG 23) / 2-12(4 APR 24) AD 2-13(4 APR 24) / 2-14(4 APR 24) AD CHART 2-13(4 APR 24) / 2-13-1(4 APR 24) AD CHART 2-13-2(4 APR 24) / 2-13-3(4 APR 24) AD CHART 2-14(4 APR 24) / 2-14-1(4 APR 24) AD CHART 2-14-2(4 APR 24) / 2-14-3(4 APR 24) AD CHART 2-15(4 APR 24) / 2-15-1(4 APR 24) AD CHART 2-16(4 APR 24) / 2-16-1(4 APR 24) AD CHART 2-20(4 APR 24) / 2-20-1(4 APR 24) AD CHART 2-21(4 APR 24) / 2-21-1(4 APR 24) AD CHART 2-24(4 APR 24) / 2-24-1(4 APR 24) AD CHART 2-27(4 APR 24) / 2-27-1(4 APR 24)	VOL III, Part III - AD (Aerodromes) RKTN AD 2-11(24 AUG 23) / 2-12(9 JAN 25) AD 2-13(4 APR 24) / 2-14(9 JAN 25) AD CHART 2-13(9 JAN 25) / 2-13-1(9 JAN 25) AD CHART 2-13-2(9 JAN 25) / 2-13-3(4 APR 24) AD CHART 2-14(9 JAN 25) / 2-14-1(9 JAN 25) AD CHART 2-14-2(9 JAN 25) / 2-14-3(4 APR 24) AD CHART 2-15(9 JAN 25) / 2-15-1(9 JAN 25) AD CHART 2-16(9 JAN 25) / 2-16-1(9 JAN 25) AD CHART 2-20(9 JAN 25) / 2-20-1(9 JAN 25) AD CHART 2-21(9 JAN 25) / 2-21-1(9 JAN 25) AD CHART 2-24(9 JAN 25) / 2-24-1(9 JAN 25) AD CHART 2-27(9 JAN 25) / 2-27-1(9 JAN 25)

END

3. Use of SID / STAR

- a. Pilot shall note that adherence to SID / STAR level restrictions are critical for aircraft separation in SEOUL TMA. For ATC separation, pilots are strongly encouraged to check whether he or she can comply with level restrictions of SID(before airborne) / STAR(before passing subsequent waypoint) or not.
- b. If unable to comply with any restrictions depicted on SID or STAR, pilot shall notify ATC as early as possible.
- c. To eliminate safety risk due to a mismatch between ATC and pilot expectations, ATC will provide aircraft with explicit indications with regard to what is expected in terms of speed and level at all times using "CANCEL (LEVEL/SPEED) RESTRICTIONS" or "COMPLY WITH (LEVEL/SPEED) RESTRICTIONS" RTF phraseology.

1.6 Readback of ATC clearance

1. The pilot shall read back always to ATC safety-related parts of ATC clearances for at least the following items;
 - a. ATC route clearances
 - b. Clearances and instructions to enter, land on, take off from, hold short of, cross, taxi and backtrack on any runway
 - c. Runway-in-use, altimeter settings, SSR codes, level instructions, heading and speed instructions
2. Other clearances or instructions, including conditional clearances, shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.

1.7 CDO(Continuous Descent Operation) PROCEDURE FOR INCHEON AD

1. The CDO procedures are in place for all aircraft flying on Y644, Y722, G585(Y685) and G597(Y697) inbound to Incheon international airport to ensure efficient arrival and approach operation as far as possible during specified time.
 - a. Operation time : 1400-1900 UTC
 - b. Available RWY : 33L/R, 34L/R
 - c. Available procedures : BIKSI 2M, CUN 2M, MAKSA 2M, GONAV 3M
2. ATC instructions

Incheon or Daegu ACC will instruct the aircraft to perform CDO when it enter Incheon FIR, as follows :

 - Phraseology
controller : (Call sign), Cleared CUN(yecheon) 2M arrival. Descend via STAR to 7 000.
※ The above instruction(Phraseology) may be changed if necessary.
3. Pilots should report ATC when leaving the altitude of the Top of Descent(TOD).
 - Phraseology
pilot : Incheon control, (Call sign), Now leaving.
※ Reference point of descending : ENPIL(IAF) at 7 000 ft
4. Pilots may maintain the ECON(Economical) SPEED on the FMS, unless ATC advises otherwise.
5. If the CDO procedure is not possible due to an emergency, weather conditions and traffic an alternate instruction will be issued by ATC or pilot can request it.

1.8 Initial Radio Call Procedures with SEOUL APPROACH

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

e.g.) "Seoul Approach, ABC123, Boeing 738, information 'A'."
2. When instructed to "MONITOR or STAND BY FOR", pilot shall Squawk IDENT and keep silent until ATC initiate call.

1.9 Missed approach procedure when ground navigation aid is unserviceable.

1. If able to follow published procedure using the suitable RNAV system with GPS or DME/DME/IRU, follow as published.
2. If unable to follow as published, missed approach procedure is established as follows.
 - a. RWY 15L/R : Climb to 3 000 ft, after passing 720 ft fly heading 100 then radar vector.
 - b. RWY 16L/R : Climb to 3 000 ft, after passing 500 ft fly heading 190 then radar vector.
 - c. RWY 33L/R : Climb to 3 000 ft, after passing 500 ft fly heading 010 then radar vector.
 - d. RWY 34L/R : Climb to 3 000 ft, after passing 500 ft fly heading 280 then radar vector.
 - e. Report to ATC about heading/altitude when going around.
3. If ATC issue another heading/altitude, follow ATC's instruction when going around.

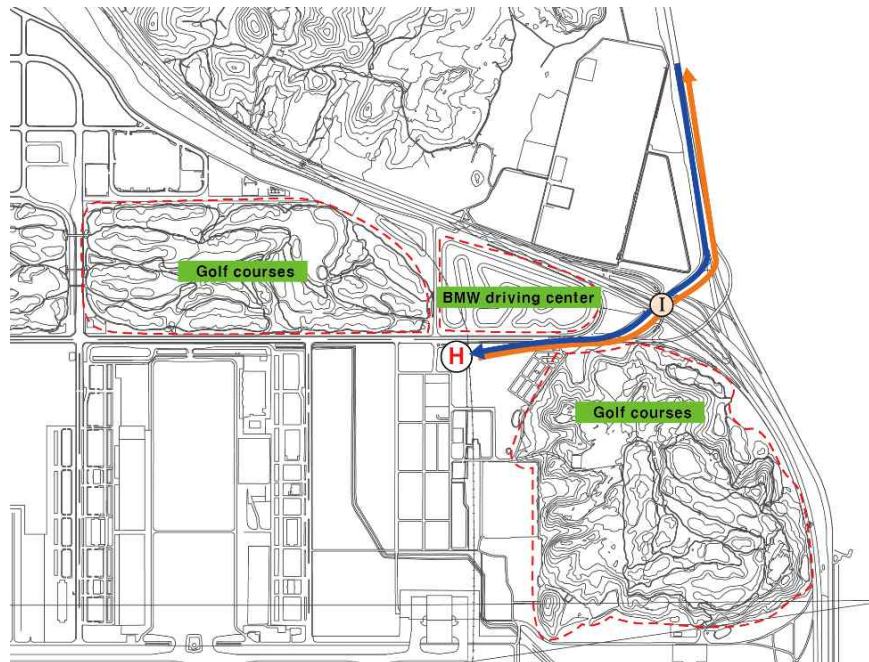
2. VFR

2.1 VFR PROCEDURE

1. VFR Weather minimum : VFR flight will be permitted under the condition as below
 - a. Ground Visibility : Not less than 5 km (3 SM)
 - b. Ceiling : at or above 450 m (1 500 ft)
2. VFR Reporting points : Refer to Page RKSI AD 2-41.
3. VFR Traffic circuit : Refer to Page RKSI AD 2-40.

Change : Information of missed approach procedures.

4. VFR Pattern Altitude
 - a. Helicopter
 - 1) Runway : 1 000 ft AMSL
 - 2) East Pattern for H : 800 ft AMSL
 - b. Fixed wing : 1 500 ft AMSL
5. VFR Flight procedure
 - a. VFR aircraft shall maintain two way radio communication and get permission to enter Class B airspace from Seoul Approach Control except
 - 1) When landing and departing within Incheon Control Zone via VFR reporting points.
 - 2) to transiting through Incheon Control Zone.
 - b. When landing on or taking off from H, helicopter shall use caution for separation from IFR traffic. Helicopter shall contact Incheon TWR prior to departure and delay may be possible for separation between IFR and VFR traffic.
 - c. Helicopters flying between "Z" and "Y" point along SIHWA breakwater shall maintain at or below 1 000 ft AMSL to ensure the safety of IFR takeoff and landing traffic from/to Incheon INTL airport.
 - d. As practical as possible, pilot should avoid congested areas, hospital, school, institute and so on (especially airport town near "D" point).
 - e. When landing on H, use caution not to fly beyond VFR reporting point "I" in order to protect Shinbul radar.
 - f. When approaching H, pilot should fly via "I" and follow the roads in order not to make downwash onto the congested area where is golf courses and BMW driving center.



2.2 Special VFR

1. Special VFR flight for taking off or landing may only be permitted except helicopters, when :
 - a. The ground visibility is not less than 1 500 m.
 - b. If ground visibility is not reported at airport, flight visibility is not less than 1 500 m (transition).
2. For Special VFR operations, the pilot shall :
 - a. Fly only within control zone as cleared by Incheon Tower.
 - b. Remain clear of clouds.
 - c. Maintain at least 1 500 m of flight visibility.
 - d. Maintain visual reference with surface or water.
 - e. Special VFR may be permitted only between sunrise and sunset unless the pilot is instrument rated and the aircraft is equipped for IFR flight in accordance with the requirement specified in civil aeronautics law. (Except helicopters)

3. RADIO COMMUNICATION FAILURE PROCEDURE

3.1 In VMCs :

- 1) Squawk 7600.
- 2) Continue to fly in VMC.
- 3) Land at nearest suitable aerodrome.

**INSTRUMENT
APPROACH
CHART - ICAO**

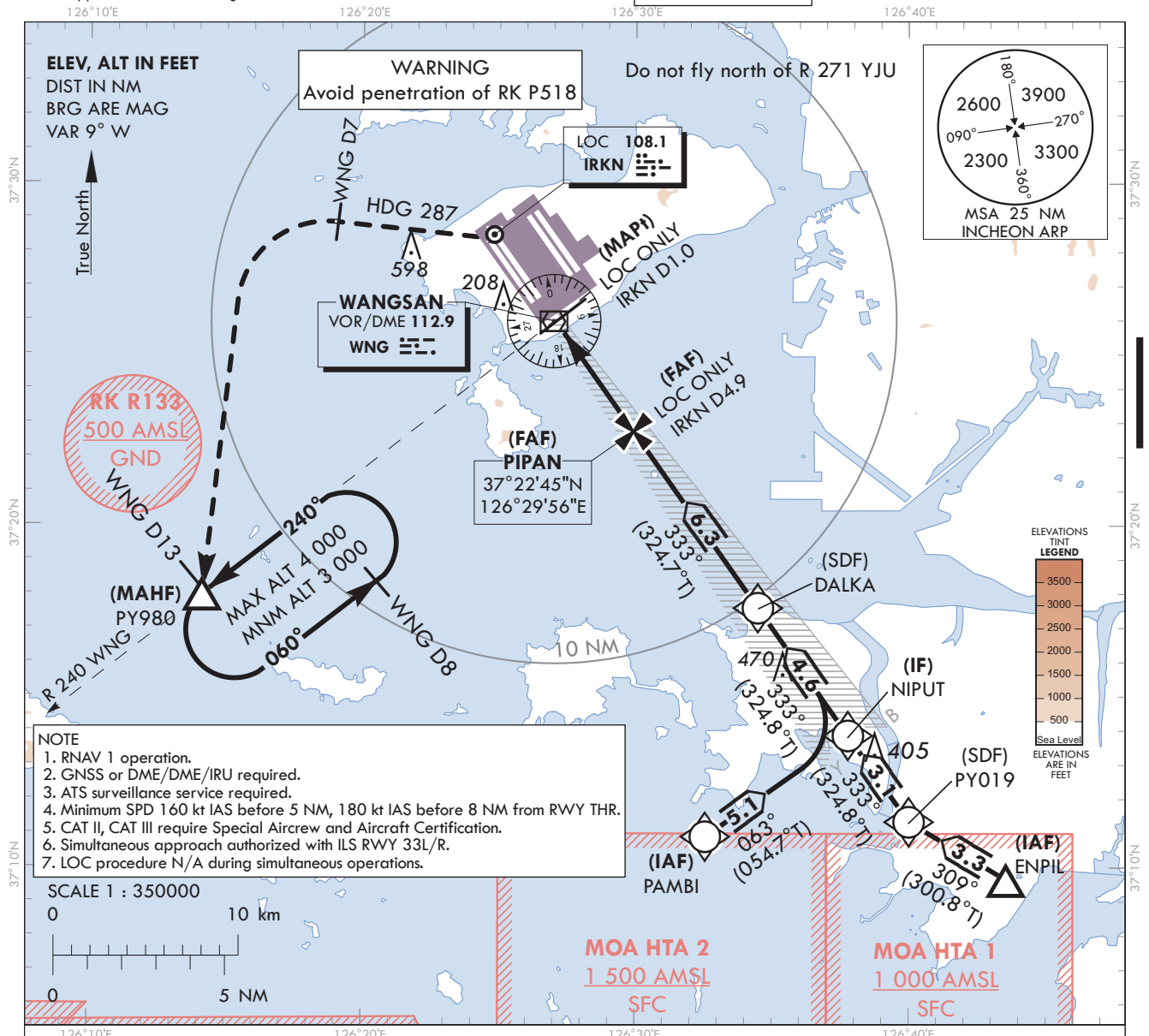
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 34R - ELEV 23 ft

SEOUL APP	119.75
	121.35
INCHEON TWR	118.2
	118.8

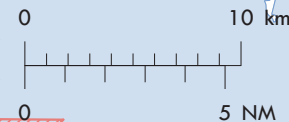
SEOUL/Incheon Intl(RKSI)

ILS or LOC RWY 34R
CAT II & III



- NOTE**
1. RNAV 1 operation.
 2. GNSS or DME/DME/IRU required.
 3. ATS surveillance service required.
 4. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY THR.
 5. CAT II, CAT III require Special Aircrew and Aircraft Certification.
 6. Simultaneous approach authorized with ILS RWY 33L/R.
 7. LOC procedure N/A during simultaneous operations.

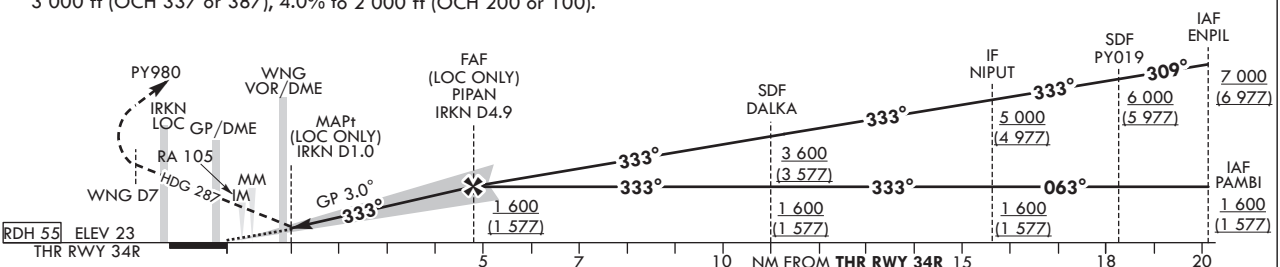
SCALE 1 : 350000



RECOMMENDED PROFILE(LOC ONLY)	DME IRKN	4	3	2
Final Approach Gradient 5.30%, 322 ft/NM	ALT(HGT)	1 310 (1 287)	988 (965)	666 (643)

TRANSITION ALT 14 000
TRANSITION LVL FL 140

- NOTE**
1. Missed approach turn limited to 210 kt IAS maximum.
 2. Missed approach minimum climb gradient of 2.5% to 3 000 ft (OCH 337 or 387), 4.0% to 2 000 ft (OCH 200 or 100).



OCA (H)	A	B	C	D
Straight-in Approach	CAT-I (CG 2.5%)	360 (337)		
	CAT-I (CG 4.0%)	223 (200)		
	LOC	410 (387)		
	CAT II	123 (100)		
	CAT III	-		

MISSED APPROACH

Fly RWY heading, climb to 3 000 ft. At 500 ft, turn left heading 287. At WNG 7 DME, turn left direct to PY980. Hold as published. Do not turn before passing MAPt.

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Information of PIPAN(LOC ONLY).

OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 1/25
Effective : 1600UTC 19 FEB 2025

SEOUL/Incheon Intl(RKSI)
ILS or LOC RWY 34R
CAT II & III

AERONAUTICAL DATA TABULATION

ILS/LOC Approach to RWY 34R from PAMBI to NIPUT(IF)	
Fix / Point	Coordinates
PAMBI(IAF)	37°10'54.3"N 126°32'34.4"E
NIPUT(IF)	37°13'51.5"N 126°37'47.9"E

ILS/LOC Approach to RWY 34R from ENPIL to NIPUT(IF)	
Fix / Point	Coordinates
ENPIL(IAF)	37°09'39.0"N 126°43'34.0"E
PY019(SDF)	37°11'20.4"N 126°40'01.2"E
NIPUT(IF)	37°13'51.5"N 126°37'47.9"E

ILS/LOC Approach to RWY 34R from NIPUT(IF) to MAHF	
Fix / Point	Coordinates
DALKA(SDF)	37°17'35.6"N 126°34'29.8"E
PIPAN(FAF LOC ONLY) BRG 333.34°/4.89 NM IRKN	37°22'45.1"N 126°29'55.6"E
D1.0 IRKN(MAPt LOC ONLY) BRG 333.34°/1.00 NM IRKN	37°25'55.7"N 126°27'06.3"E
WNG VOR/DME	37°25'58.6"N 126°27'00.0"E
THR RWY 34R	37°26'36.29"N 126°26'30.21"E
IRKN DME	37°26'42.5"N 126°26'18.8"E
Climb to 500 ft HDG 333	-
D7 WNG HDG 287	-
PY980 BRG 240.75°/13.00 NM WNG	37°17'58.7"N 126°14'09.0"E

Change : Information of PIPAN(LOC ONLY).

- b. These speed restrictions are essential for smooth and safe operations at high traffic loads. If an aircraft does not comply with these speed instructions, the aircraft may have to be excluded from the planned approach sequence.
- c. When ATC use "RESUME NORMAL SPEED" RTF phraseology, it means that the previously issued speed restriction by ATC is cancelled and a pilot can resume an aircraft's preferred speed. Pilot shall note that it does not mean the removal of MAX 250 kt IAS within SEOUL TMA.

1.3 Fuel Dumping Area

Fuel Dumping Area is established within SEOUL TMA as follows.

1. AREA : A circle with a radius of 5 NM centered on R 264 NCN/D22, R 278 SEL/D45
2. ALTITUDE : At or above 6 000 ft
3. Area/altitude may be changed by pilot request, traffic condition or any other safety reason.

1.4 Visual Approach

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

1. Ceiling : at or above 1 000 ft (reported weather by the airport)
2. Visibility : not less than 5 km (3 SM)
3. Circuit : west pattern only

1.5 Use of SID / STAR

1. Pilot shall note that adherence to SID / STAR level restrictions are critical for aircraft separation in SEOUL TMA. For ATC separation, pilots are strongly encouraged to check whether he or she can comply with level restrictions of SID(before airborne) / STAR(before passing subsequent waypoint) or not.
2. If unable to comply with any restrictions depicted on SID or STAR, pilot shall notify ATC as early as possible.
3. To eliminate safety risk due to a mismatch between ATC and pilot expectations, ATC will provide aircraft with explicit indications with regard to what is expected in terms of speed and level at all times using "CANCEL (LEVEL/SPEED) RESTRICTIONS" or "COMPLY WITH (LEVEL/SPEED) RESTRICTIONS" RTF phraseology.

1.5.1 Assignment of Standard Instrument Departure(SID)

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

1.5.2 Assignment of Standard Terminal Arrival(STAR)

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

1.6 Initial Radio Call Procedures with SEOUL APPROACH

1. When instructed to "CONTACT", pilot shall Squawk IDENT and report callsign, ACFT type(including series) and ATIS code.
e.g.) "Seoul Approach, ABC123, Boeing 738, information 'A'."
2. When instructed to "MONITOR or STAND BY FOR", pilot shall Squawk IDENT and keep silent until ATC initiate call.

1.7 Missed approach procedure when ground navigation aid is unserviceable.

1. If able to follow published procedure using the suitable RNAV system with GPS or DME/DME/IRU, follow as published.
2. If unable to follow as published, missed approach procedure is established as follows. Pilot should report to ATC about heading/altitude when going around.
 - a. RWY 14L/R : Climb to 4 000 ft, fly runway heading then radar vector.
 - b. RWY 32L/R : Climb to 4 000 ft, fly runway heading then radar vector.
3. If ATC issue another heading/altitude, follow ATC's instruction when going around.

2. VFR

2.1 VFR PROCEDURE

1. VFR Weather minima
 - a. Ground Visibility : Not less than 5 km
 - b. Ceiling : at or above 450 m (1 500 ft)
※ School and Training Flights
Ceiling : at or above 610 m(2 000 ft)
2. VFR Traffic Circuit : Refer to Page RKSS AD 2-29
3. VFR Reporting point : Refer to Page RKSS AD 2-30
4. VFR Circuit Altitude
 - a. Helicopter : 1 000 ft
 - b. Conventional : 1 000 ft
5. VFR Flight procedure
 - a. VFR aircraft shall maintain two way radio communication and get permission prior to entering Class B airspace from Seoul Approach Control except
 - 1) when landing and departing within Gimpo Control Zone via VFR reporting points.
 - 2) for transiting through Gimpo Control Zone.
 - b. VFR Aircraft shall pass "K" at or above 2 000 ft unless otherwise when cleared or instructed by ATC or when necessary for safety or hazardous in-flight weather condition.
 - c. Aircraft is required to use traffic circuit for each runway in use.
 - d. "F" and "W" are radio transfer points between Gimpo and Incheon control zone.
 - e. As practical as possible, pilot should avoid congested areas, hospitals and schools.

6. Fixed Wing VFR Procedures

Departure

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

Arrival

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

Holding

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

Change : Information of missed approach procedures.

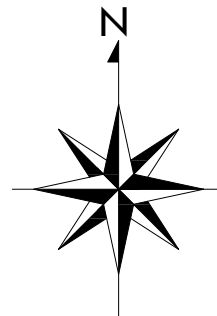
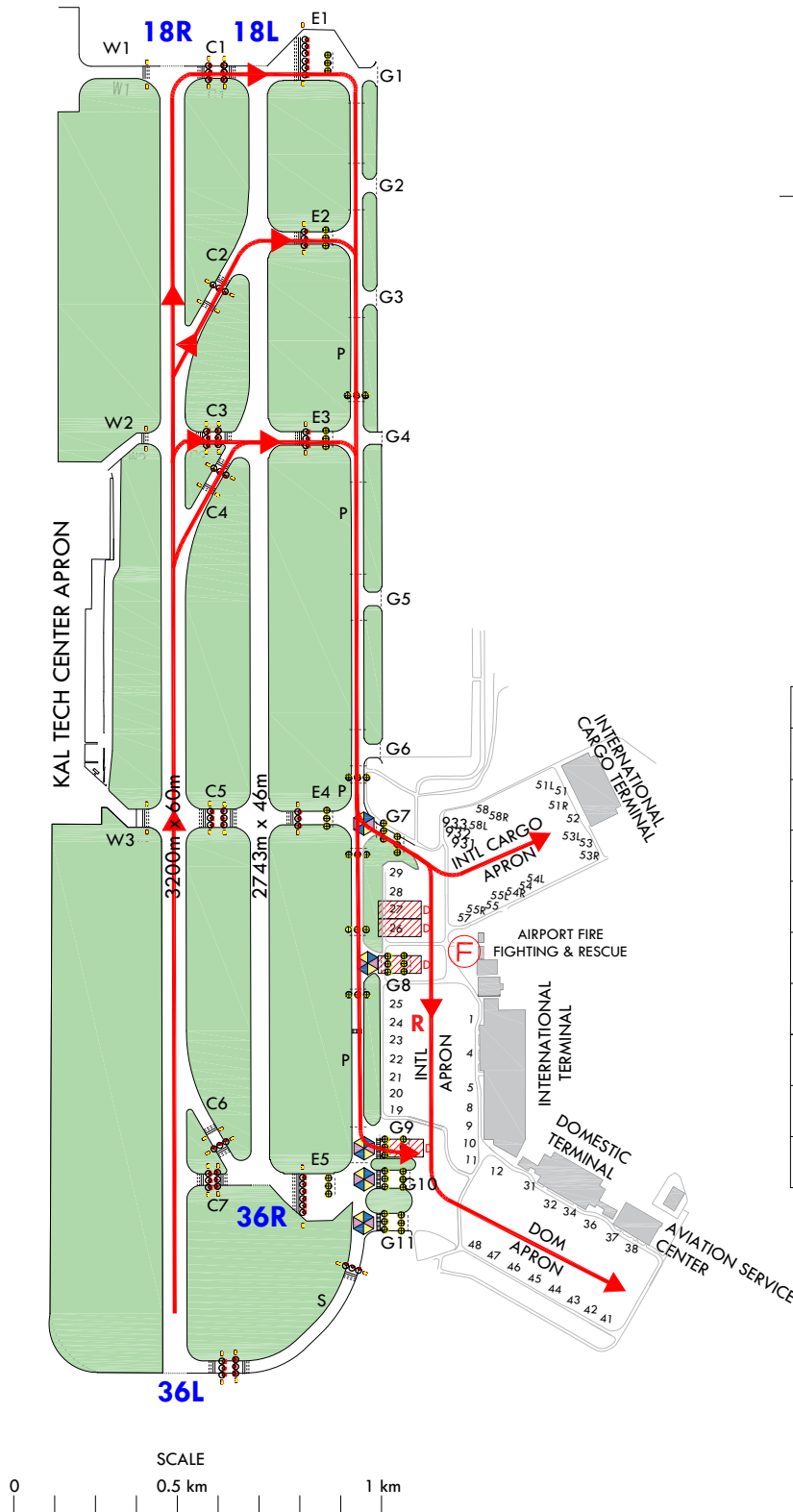
LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 4 m

GIMHAE TWR	118.1
GIMHAE GND	121.9
GIMHAE APRON	121.65

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

NOT AVAILABLE for Code Letter "F" Aircraft



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

Change : Information of intermediate holding positions, stop bar lights, RWY guard lights and intermediate holding position lights.

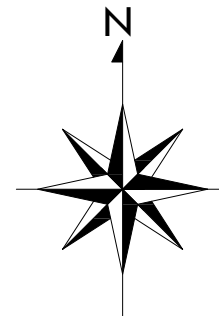
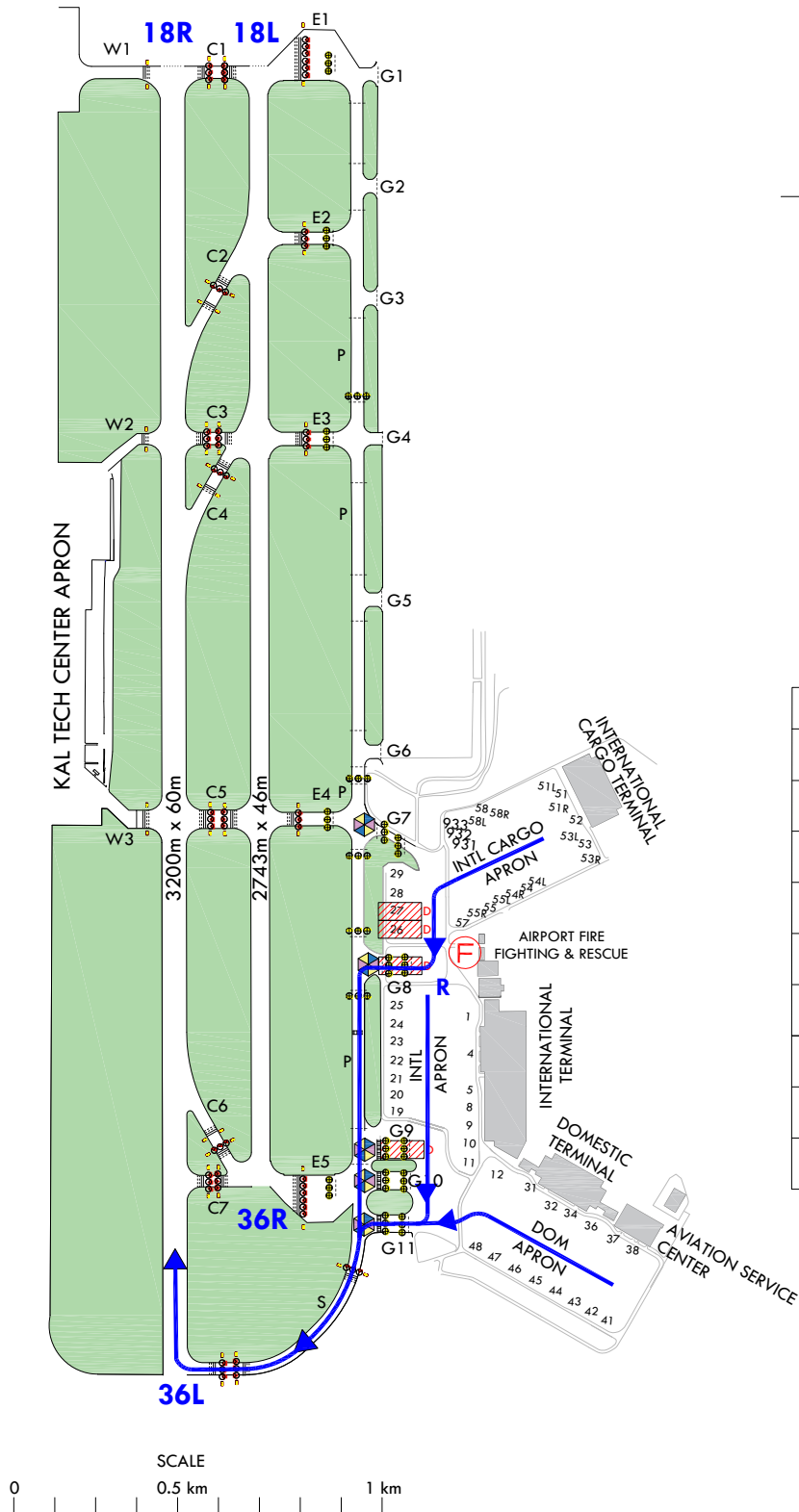
LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 4 m

GIMHAE TWR	118.1
GIMHAE GND	121.9
GIMHAE APRON	121.65

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

NOT AVAILABLE for Code Letter "F" Aircraft



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

Change : Information of intermediate holding positions, stop bar lights, RWY guard lights and intermediate holding position lights.

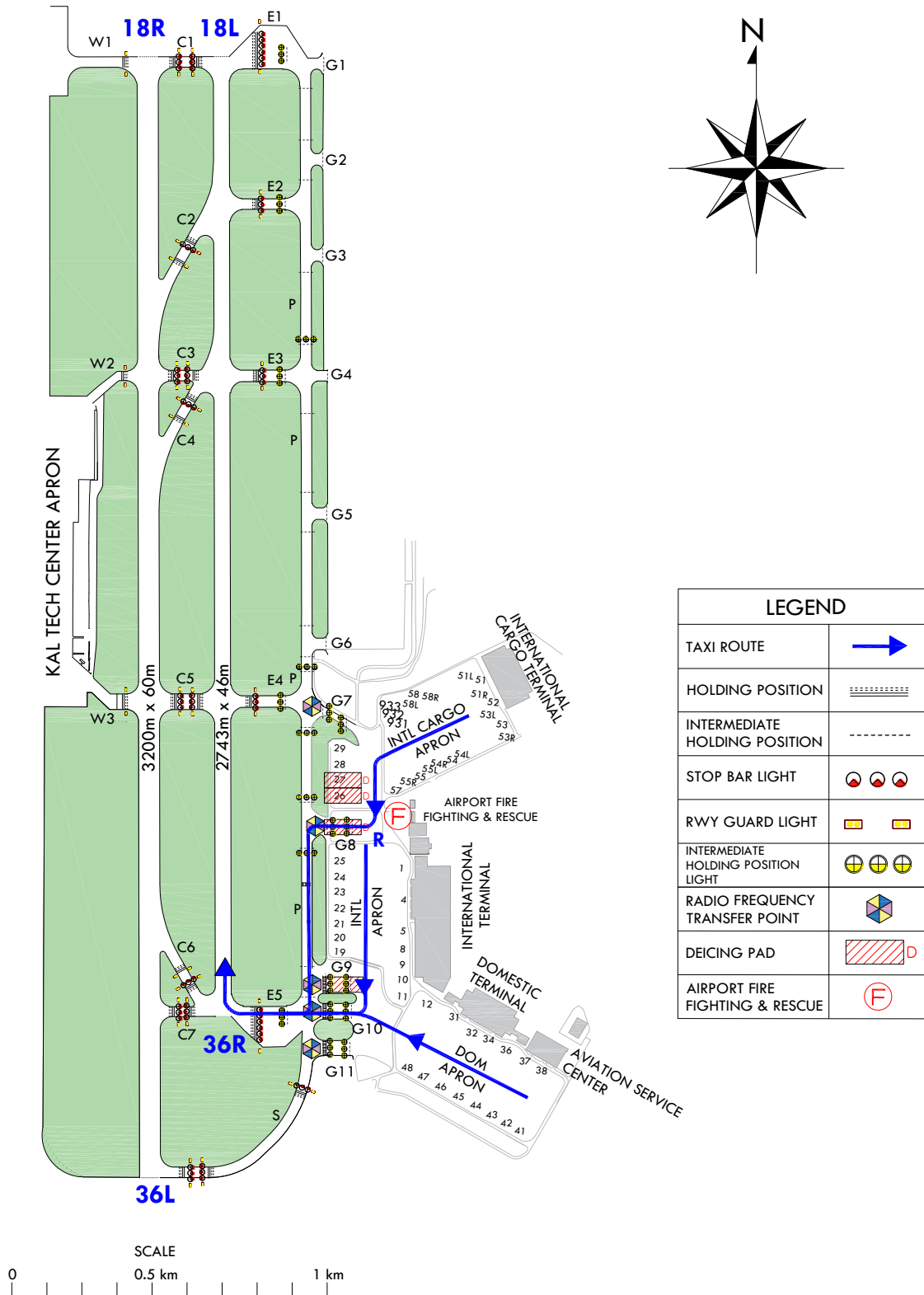
LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 4 m

GIMHAE TWR	118.1
GIMHAE GND	121.9
GIMHAE APRON	121.65

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

NOT AVAILABLE for Code Letter "F" Aircraft



Change : Information of intermediate holding positions, stop bar lights, RWY guard lights and intermediate holding position lights.

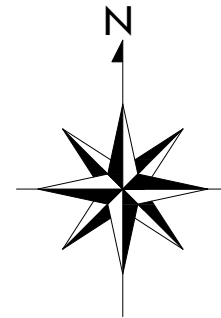
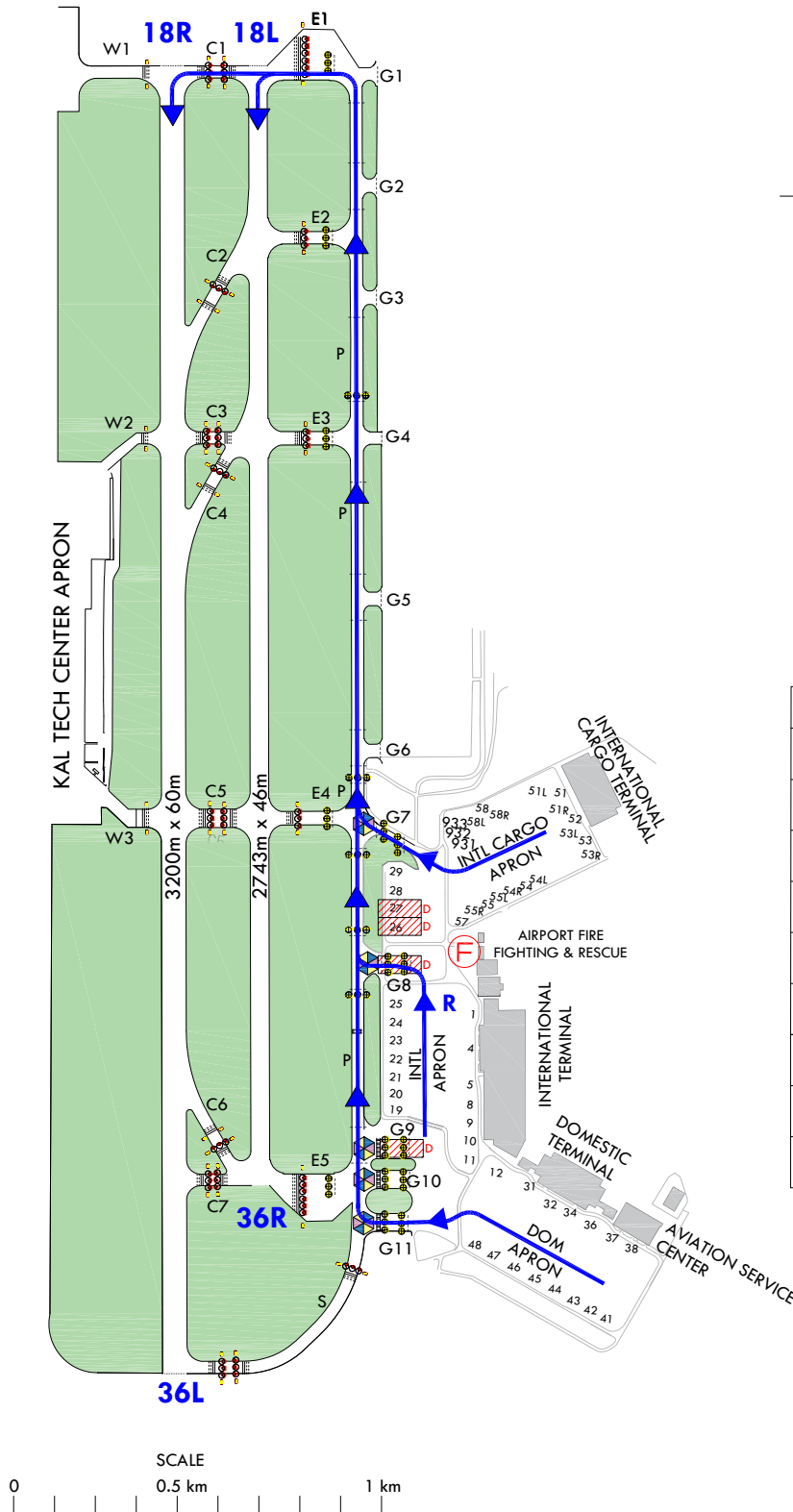
LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 4 m

GIMHAE TWR	118.1
GIMHAE GND	121.9
GIMHAE APRON	121.65

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

NOT AVAILABLE for Code Letter "F" Aircraft



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

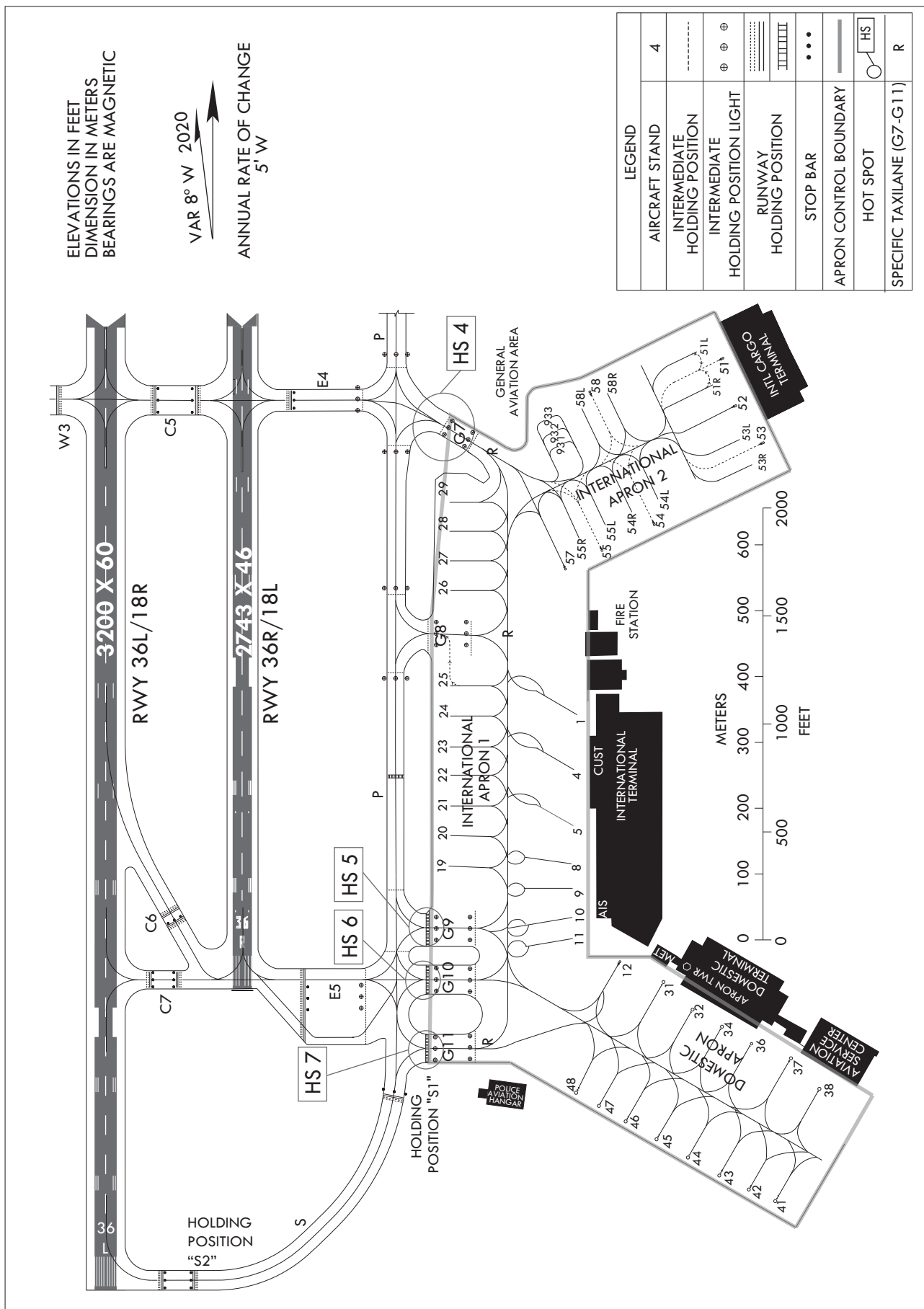
Change : Information of intermediate holding positions, stop bar lights, RWY guard lights and intermediate holding position lights.

AIRCRAFT PARKING
DOCKING CHART - ICAO

APRON ELEV
8 ft

TWR	118.1	118.450
	233.3	236.6
GND	121.9	275.8
APRON	121.65	317.450

BUSAN/Gimhae INTL



Change : Information of stop bar lights, intermediate holding position lights and TWY centerline.

INS COORDINATES FOR AIRCRAFT STANDS(WGS-84)				TAXIWAY INFORMATION			AIRCRAFT STANDS	
				TAXIWAY	WIDTH(m)	STRENGTH(PCR)		
1	35°10'25.69"N	128°56'44.55"E	58	35°10'41.49"N	128°56'43.51"E	1 178 R/C/W/T	1, 53	B747-400, A340-600
4	35°10'22.90"N	128°56'44.89"E	58L	35°10'40.71"N	128°56'43.08"E	1 178 R/C/W/T		
5	35°10'20.12"N	128°56'45.24"E	58R	35°10'41.49"N	128°56'44.56"E	662 F/B/X/T	4, 12, 51, 54, 55	B747-400
8	35°10'18.30"N	128°56'45.10"E	931	35°10'38.86"N	128°56'42.15"E	1 006 R/B/W/T	5, 37	A350-900
9	35°10'16.92"N	128°56'45.43"E	932	35°10'39.47"N	128°56'41.69"E	621 F/A/X/T	31	B777-200
10	35°10'15.69"N	128°56'45.62"E	933	35°10'40.07"N	128°56'41.22"E	1 006 R/B/W/T		
11	35°10'14.25"N	128°56'46.11"E				1 006 R/B/W/T	58	A350-900, B787-10
12	35°10'13.59"N	128°56'48.90"E				621 F/A/X/T	45	B767-300ERW
19	35°10'17.50"N	128°56'37.69"E				1 178 R/C/W/T	43	B767-300
20	35°10'18.98"N	128°56'37.50"E				1 178 R/C/W/T		
21	35°10'20.46"N	128°56'37.31"E				1 178 R/C/W/T		
22	35°10'21.95"N	128°56'37.12"E				1 178 R/C/W/T		
23	35°10'23.43"N	128°56'36.93"E				N/A		
24	35°10'24.92"N	128°56'36.74"E				(Military maintenance taxiway)		
25	35°10'26.40"N	128°56'36.54"E				496 F/B/X/T		
26	35°10'31.10"N	128°56'36.39"E				1 178 R/C/W/T		
27	35°10'32.55"N	128°56'36.20"E				496 F/B/X/T		
28	35°10'34.00"N	128°56'36.01"E				1 178 R/C/W/T		
29	35°10'35.46"N	128°56'35.82"E						
31	35°10'12.79"N	128°56'51.56"E				N/A		
32	35°10'11.61"N	128°56'53.51"E				(Military use taxiway)		
34	35°10'10.92"N	128°56'55.39"E						
36	35°10'10.21"N	128°56'57.21"E						
37	35°10'09.69"N	128°56'59.68"E						
38	35°10'08.34"N	128°57'01.60"E						
41	35°10'02.85"N	128°56'59.81"E						
42	35°10'03.30"N	128°56'58.18"E						
43	35°10'03.83"N	128°56'56.31"E						
44	35°10'04.56"N	128°56'54.32"E						
45	35°10'05.29"N	128°56'52.33"E						
46	35°10'06.01"N	128°56'50.37"E						
47	35°10'06.62"N	128°56'48.62"E						
48	35°10'07.15"N	128°56'47.17"E						
51	35°10'43.74"N	128°56'50.99"E						
51L	35°10'44.10"N	128°56'49.58"E						
51R	35°10'42.55"N	128°56'50.77"E						
52	35°10'41.51"N	128°56'52.08"E						
53	35°10'39.81"N	128°56'54.00"E						
53L	35°10'40.03"N	128°56'52.71"E						
53R	35°10'38.83"N	128°56'53.63"E						
54	35°10'35.46"N	128°56'48.11"E						
54L	35°10'36.65"N	128°56'48.25"E						
54R	35°10'35.87"N	128°56'46.74"E						
55	35°10'33.92"N	128°56'45.12"E						
55L	35°10'35.10"N	128°56'45.24"E						
55R	35°10'34.33"N	128°56'43.74"E						
57	35°10'32.82"N	128°56'43.03"E						

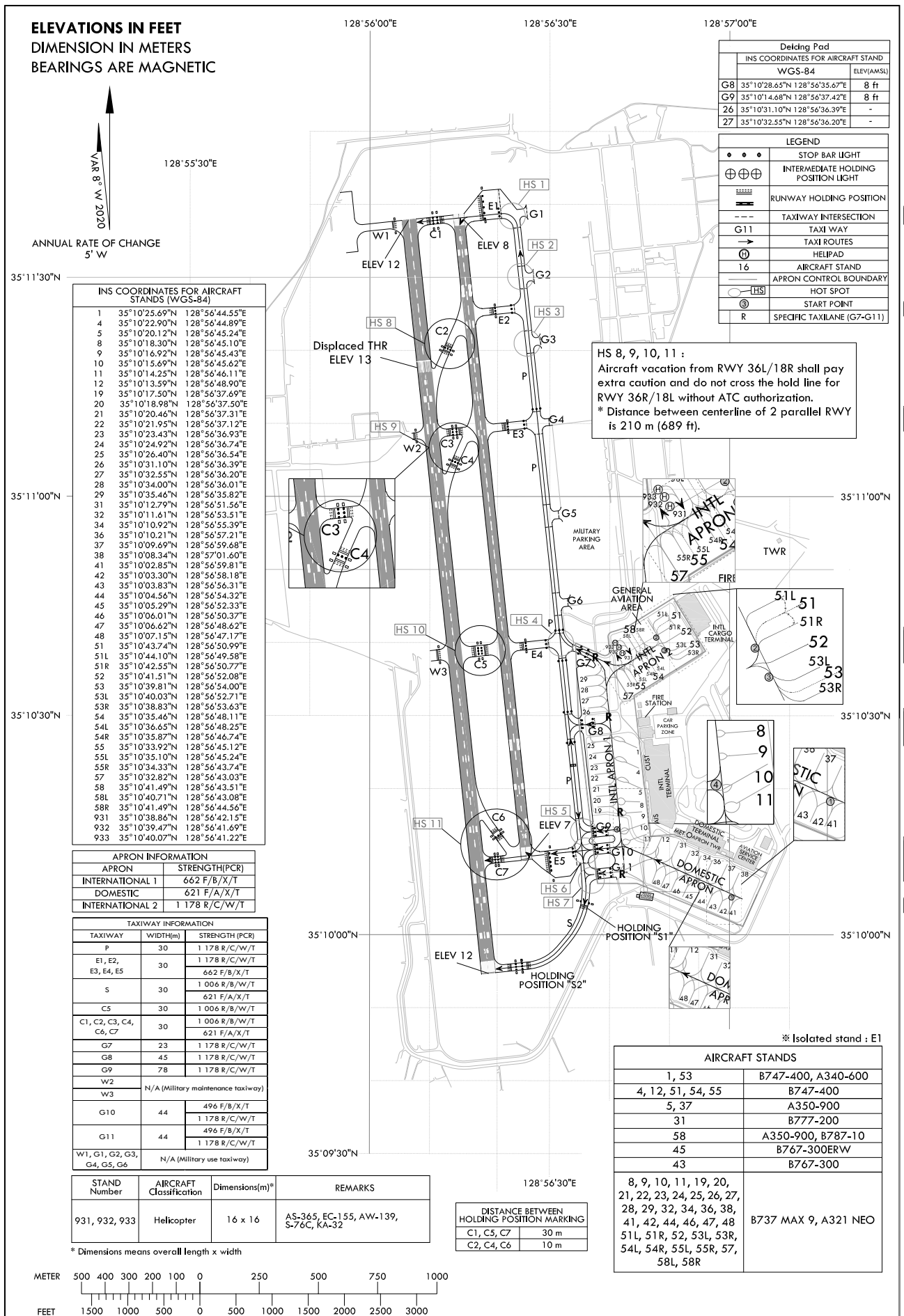
APRON INFORMATION		
APRON	STRENGTH(PCR)	
INTERNATIONAL 1	662 F/B/X/T	
DOMESTIC	621 F/A/X/T	
INTERNATIONAL 2	1 178 R/C/W/T	

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 -

※ ISOLATED STAND : E1

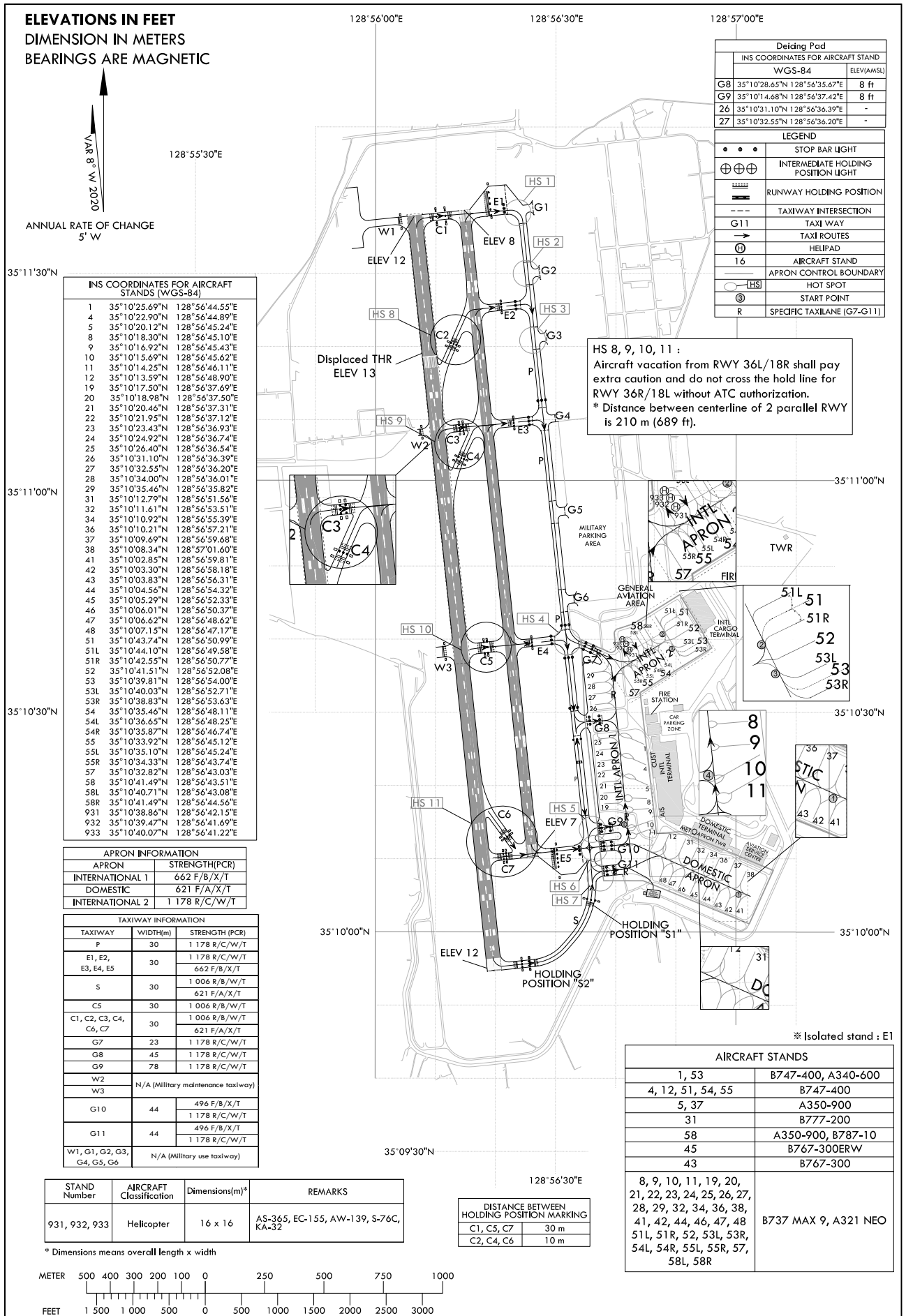
AERODROME GROUND
MOVEMENT CHART - ICAO APRON ELEV 8 ftTWR 118.1 118.450 233.3 236.6
GND 121.9 275.8
APRON 121.65 317.45BUSAN/Gimhae Intl
RWY 36L/R, 18L/R DEPARTURE

Change : Information of stop bar lights, RWY guard lights, intermediate holding position lights and TWY centerline.

AERODROME GROUND
MOVEMENT CHART - ICAO

APRON ELEV 8 ft

TWR	118.1	118.450	233.3	236.6
GND	121.9	275.8		
APRON	121.65	317.45		

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

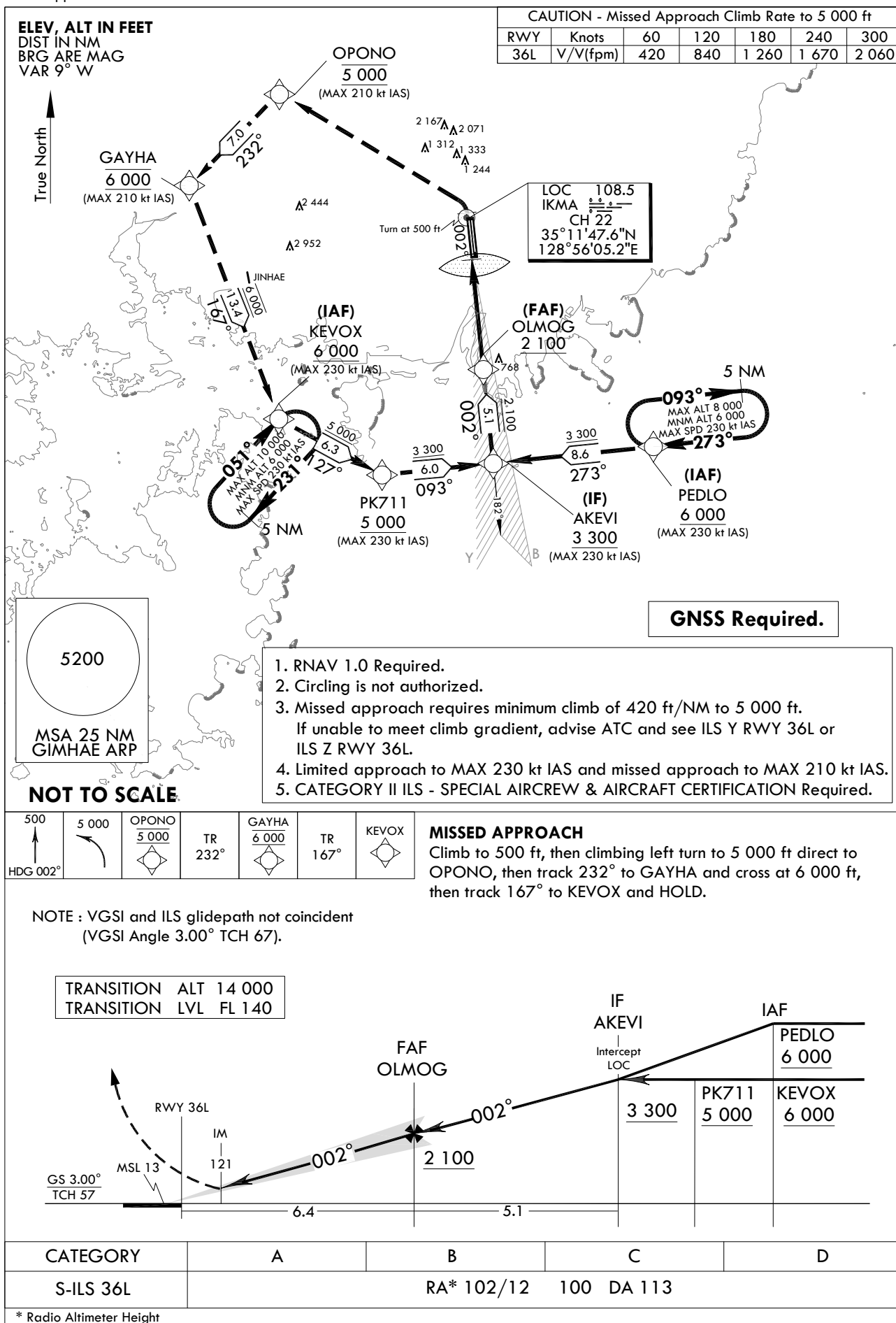
Change : Information of stop bar lights, RWY guard lights, intermediate holding position lights and TWY centerline.

OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 1/25
Effective : 1600UTC 19 FEB 2025

INSTRUMENT
APPROACH
CHARTAERODROME ELEV 13 ft
HEIGHTS RELATED TO
RWY 36L ELEV TDZ 13 ftGIMHAE APP 125.5 364.0
GIMHAE TWR 118.1 118.45
233.3 236.6BUSAN/Gimhae Intl(RKPK)
ILS RWY 36L
CAT II

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



Change : Information of ALT restriction for PEDLO and holding procedure(7 000 → 6 000).

BUSAN/Gimhae INTL(RKPK)
ILS RWY 36L
CAT II

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

ILS RWY 36L CAT II - via PEDLO to AKEVI(IF)

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	-	PEDLO	-	-	-	-	+6 000	-230	34°59'23.1"N 129°08'15.3"E	-	RNAV 1	IAF
002	TF	AKEVI	-	272.59(264.07)	8.6	-	+3 300	-230	34°58'29.0"N 128°57'48.0"E	-	RNAV 1	IF

ILS RWY 36L CAT II - via KEVOX to AKEVI(IF)

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	-	KEVOX	-	-	-	-	+6 000	-230	35°00'51.7"N 128°43'47.2"E	-	RNAV 1	IAF
002	TF	PK711	-	126.82(118.30)	6.3	-	+5 000	-230	34°57'51.9"N 128°50'32.3"E	-	RNAV 1	SDF
003	TF	AKEVI	-	092.58(084.06)	6.0	-	+3 300	-230	34°58'29.0"N 128°57'48.0"E	-	RNAV 1	IF

ILS RWY 36L CAT II - via AKEVI(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/TCH	Navigation specification	Remarks
001	TF	AKEVI	-	-	-	-	+3 300	-230	34°58'29.0"N 128°57'48.0"E	-	RNAV 1	IF
002	TF	OLMOG	-	002.49(353.97)	5.1	-	+2 100	-	35°03'32.1"N 128°57'09.1"E	-	-	FAF
003	-	DA	-	002.49(353.97)	-	-	+113	-	-	-	LOC	DA
004	-	RWY 36L	-	002.49(353.97)	-	-	-	-	35°09'54.7"N 128°56'19.8"E	3.0/57	LOC	-
005	VA	-	-	002.49(353.97)	-	-	+500	-210	-	-	RNAV 1	CG 420 ft/NM to 5 000 ft
006	DF	OPONO	-	-	-	L	@5 000	-210	35°18'24.2"N 128°43'46.2"E	-	RNAV 1	-
007	TF	GAYHA	-	232.27(223.75)	7.0	-	@6 000	-210	35°13'22.4"N 128°37'54.4"E	-	RNAV 1	-
008	TF	KEVOX	-	167.38(158.86)	13.4	-	+6 000	-230	35°00'51.7"N 128°43'47.2"E	-	RNAV 1	-

HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/TCH	Navigation specification	Remarks
ILS RWY 36L CAT II	HM	PEDLO	-	272.59(264.07)	5.0	R	-8 000 +6 000	-230	34°59'23.1"N 129°08'15.3"E	-	RNAV 1	Hold at PEDLO E Right Turn 273° Inbound 5 NM Leg.
	HM	KEVOX	-	051.05(042.53)	5.0	R	-10 000 +6 000	-230	35°00'51.7"N 128°43'47.2"E	-	RNAV 1	Hold at KEVOX SW Right Turn 051° Inbound 5 NM Leg.

Change : Information of ALT restriction for PEDLO and holding procedure(7 000 → 6 000).

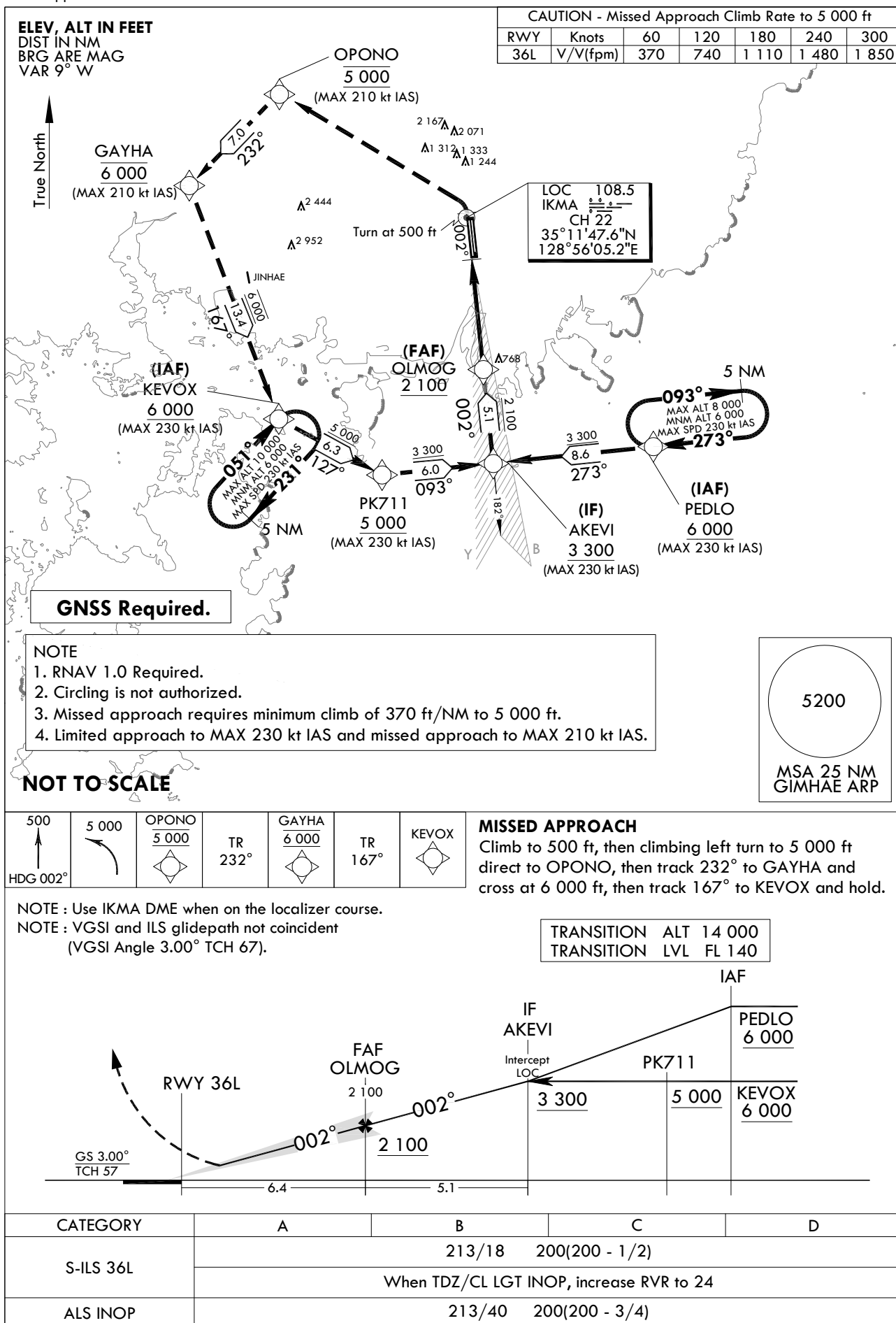
**INSTRUMENT
APPROACH
CHART**

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

GIMHAE APP 125.5 364.0
GIMHAE TWR 118.1 118.45
233.3 236.6

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

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



Change : Information of ALT restriction for PEDLO and holding procedure(7 000 → 6 000).

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

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

ILS Z RWY 36L - via PEDLO to AKEVI(IF)									
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over °M(°T)	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates
001	-	PEDLO	-	-	-	-	+6 000	-230	34°59'23.1"N 129°08'15.3"E
002	TF	AKEVI	-	272.59(264.07)	8.6	-	+3 300	-230	34°58'29.0"N 128°57'48.0"E
Remarks									
Navigation specification									RNAV 1
VPA/TCH									-
Remarks									IAF

ILS Z RWY 36L - via KEVOX to AKEVI(IF)									
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over °M(°T)	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates
001	-	KEVOX	-	-	-	-	+6 000	-230	35°00'51.7"N 128°43'47.2"E
002	TF	PK711	-	126.82(118.30)	6.3	-	+5 000	-230	34°57'51.9"N 128°50'32.3"E
003	TF	AKEVI	-	092.58(084.06)	6.0	-	+3 300	-230	34°58'29.0"N 128°57'48.0"E
Remarks									
Navigation specification									RNAV 1
VPA/TCH									-
Remarks									IAF
Navigation specification									RNAV 1
VPA/TCH									-
Remarks									SDF
Navigation specification									RNAV 1
VPA/TCH									-
Remarks									IF

ILS Z RWY 36L - via AKEVI(IF) to MAHF									
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over °M(°T)	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates
001	TF	AKEVI	-	-	-	-	+3 300	-230	34°58'29.0"N 128°57'48.0"E
002	TF	OLMOG	-	002.49(353.97)	5.1	-	+2 100	-	35°03'32.1"N 128°57'09.1"E
003	-	DA	-	002.49(353.97)	-	-	-	-	-
004	-	RWY 36L	-	002.49(353.97)	-	-	-	-	35°09'54.7"N 128°56'19.8"E
005	VA	-	-	002.49(353.97)	-	-	+500	-210	-
006	DF	OPONO	-	-	-	L	@5 000	-210	35°18'24.2"N 128°43'46.2"E
007	TF	GAYHA	-	232.27(223.75)	7.0	-	@6 000	-210	35°13'22.4"N 128°37'54.4"E
008	TF	KEVOX	-	167.38(158.86)	13.4	-	+6 000	-230	35°00'51.7"N 128°43'47.2"E
Remarks									
Navigation specification									RNAV 1
VPA/TCH									-
Remarks									IF
Navigation specification									-
VPA/TCH									-
Remarks									FAF
Navigation specification									LOC
VPA/TCH									3.0/57
Remarks									-
Navigation specification									RNAV 1
VPA/TCH									-
Remarks									CG 370 ft/NM to 5 000 ft
Navigation specification									RNAV 1
VPA/TCH									-
Remarks									-
Navigation specification									RNAV 1
VPA/TCH									-
Remarks									-

HOLDING PROCEDURE									
Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over °M(°T)	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates
ILS Z RWY 36L	HM	PEDLO	-	272.59(264.07)	5.0	R	-8 000 +6 000	-230	34°59'23.1"N 129°08'15.3"E
	HM	KEVOX	-	051.05(042.53)	5.0	R	-10 000 +6 000	-230	35°00'51.7"N 128°43'47.2"E
Remarks									
Navigation specification									RNAV 1
VPA/TCH									-
Remarks									Hold at PEDLO E Right Turn 273° Inbound 5 NM Leg.
Navigation specification									RNAV 1
VPA/TCH									-
Remarks									Hold at KEVOX SW Right Turn 051° Inbound 5 NM Leg.

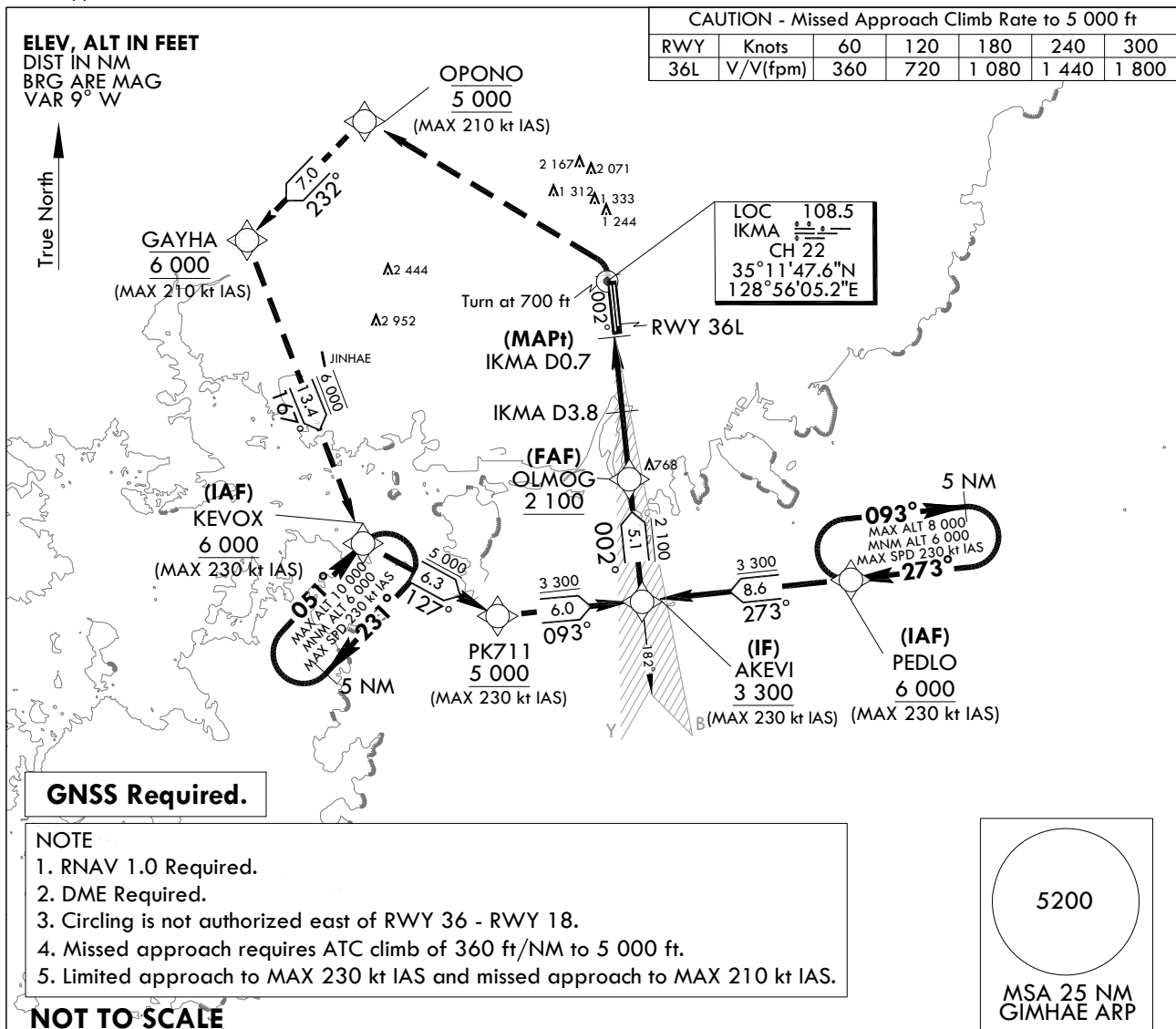
Change : Information of ALT restriction for PEDLO and holding procedure(7 000 → 6 000).

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

GIMHAE	APP	125.5	364.0
GIMHAE	TWR	118.1	118.45
		233.3	236.6

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

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



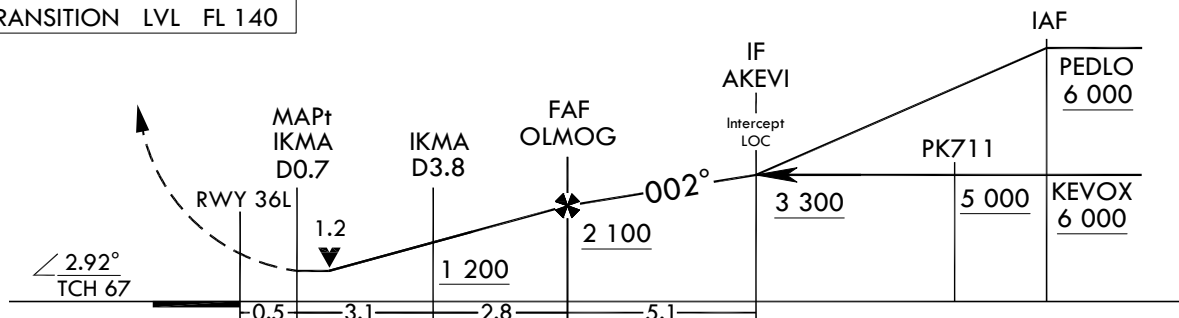
700 ↑ HDG 002°	5 000 ↖	OPONOA <u>5 000</u> 	TR 232°	GAYHA <u>6 000</u> 	TR 167°	KEVOX 
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MISSED APPROACH

Climb to 700 ft then climbing left turn to 5 000 ft direct to OPONO, then track 232° to GAYHA and cross at 6 000 ft, then track 167° to KEVOX and hold.

NOTE : Use IKMA DME when on the localizer course.

TRANSITION	ALT	14 000
TRANSITION	LVL	FL 140



CATEGORY	A	B	C	D
S-LOC 36L	400/24	388(400 - 1/2)	400/35	388(400 - 5/8)
ALS INOP	400/55	388(400 - 1)	400/60	388(400 - 1 1/8)
 CIRCLING	520-1 507(600 - 1)	580-1 567(600 - 1)	1 360 - 3 1 347(1 400 - 3)	1 700 - 3 1 687(1 700 - 3)

Change : Information of ALT restriction for PEDLO and holding procedure(7 000 → 6 000).

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

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

LOC Z RWY 36L - via PEDLO to AKEVI(IF)									
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates
001	-	PEDLO	-	-	-	-	+6 000	-230	34°59'23.1"N 129°08'15.3"E
002	TF	AKEVI	-	272.59(264.07)	8.6	-	+3 300	-230	34°58'29.0"N 128°57'48.0"E
Remarks									
									IAF
									IF

LOC Z RWY 36L - via KEVOX to AKEVI(IF)									
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates
001	-	KEVOX	-	-	-	-	+6 000	-230	35°00'51.7"N 128°43'47.2"E
002	TF	PK711	-	126.82(118.30)	6.3	-	+5 000	-230	34°57'51.9"N 128°50'32.3"E
003	TF	AKEVI	-	092.58(084.06)	6.0	-	+3 300	-230	34°58'29.0"N 128°57'48.0"E
Remarks									
									IAF
									SDF
									IF

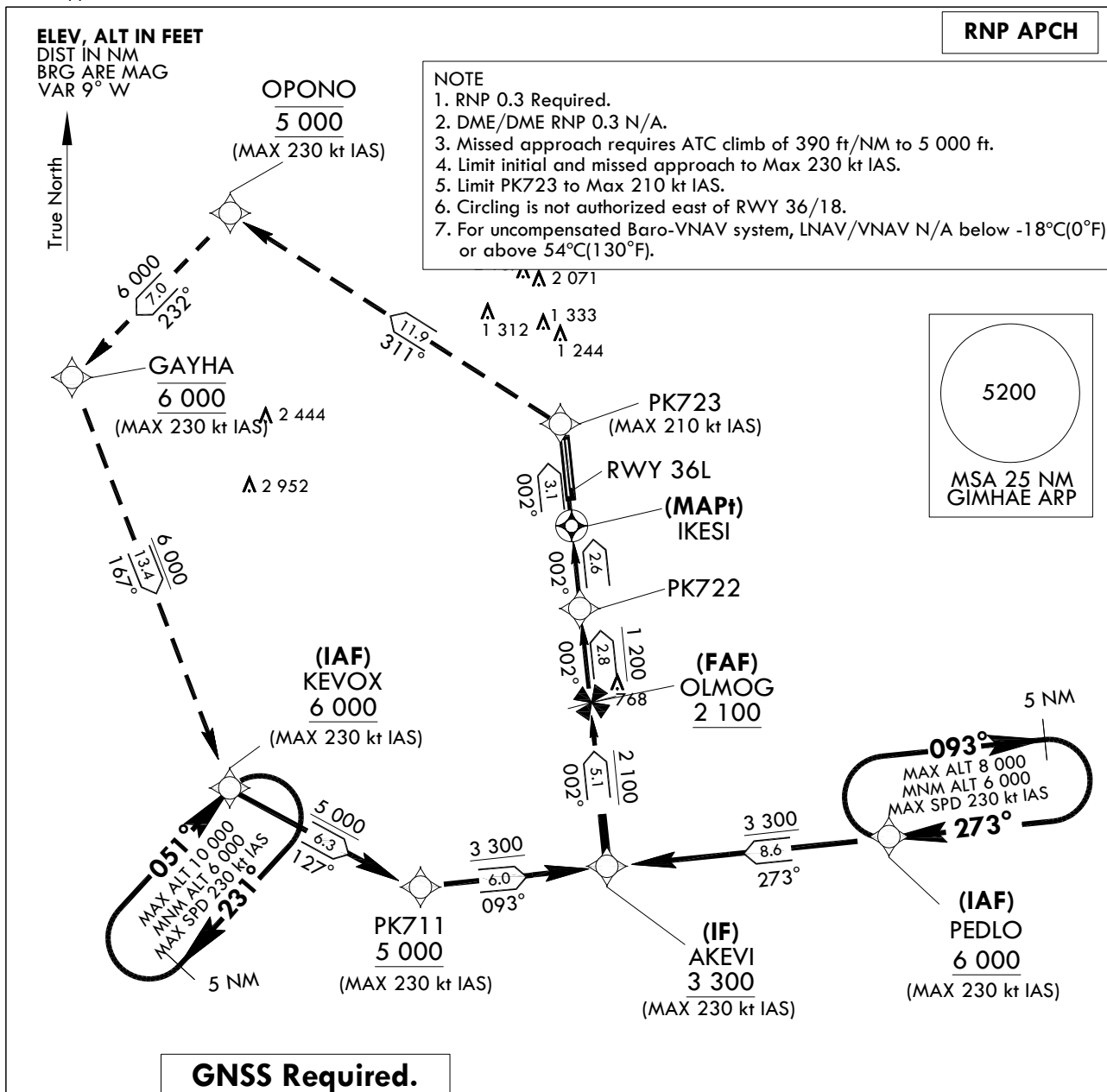
LOC Z RWY 36L - via AKEVI(IF) to MAHF									
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates
001	TF	AKEVI	-	-	-	-	+3 300	-230	34°58'29.0"N 128°57'48.0"E
002	TF	OLMOG	-	002.49(353.97)	5.1	-	+2 100	-	35°03'32.1"N 128°57'09.1"E
003	-	IKMA D3.8	-	002.49(353.97)	2.8	-	+1 200	-	-
004	-	IKMA D0.7	-	002.49(353.97)	3.1	-	+400	-	-
005	-	RWY 36L	-	002.49(353.97)	0.5	-	-	-	35°09'54.7"N 128°56'19.8"E
006	VA	-	-	002.49(353.97)	-	-	+700	-210	-
007	DF	OPONO	-	-	-	L	@5 000	-210	35°18'24.2"N 128°43'46.2"E
008	TF	GAYHA	-	232.27(223.75)	7.0	-	@6 000	-210	35°13'22.4"N 128°37'54.4"E
009	TF	KEVOX	-	167.38(158.86)	13.4	-	+6 000	-230	35°00'51.7"N 128°43'47.2"E
Remarks									
									IF
									FAF
									SDF
									MAPt
									-
									CG 360 ft/NM to 5 000 ft
									CG 360 ft/NM to 5 000 ft
									-
									-
									-

HOLDING PROCEDURE									
Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates
LOC Z RWY 36L	HM	PEDLO	-	272.59(264.07)	5.0	R	-8 000 +6 000	-230	34°59'23.1"N 129°08'15.3"E
	HM	KEVOX	-	051.05(042.53)	5.0	R	-10 000 +6 000	-230	35°00'51.7"N 128°43'47.2"E
Remarks									
									Hold at PEDLO E Right Turn 273° Inbound 5 NM Leg.
									Hold at KEVOX SW Right Turn 051° Inbound 5 NM Leg.

Change : Information of ALT restriction for PEDLO and holding procedure(7 000 → 6 000).

INSTRUMENT
APPROACH
CHARTAERODROME ELEV 13 ft
HEIGHTS RELATED TO
THR RWY 36L - ELEV 12 ftGIMHAE APP 125.5 364.0
GIMHAE TWR 118.1 118.45
233.3 236.6BUSAN/Gimhae Intl(RKPK)
RNP RWY 36L

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



NOT TO SCALE

CAUTION - Missed Approach Climb Rate to 5 000 ft

RWY	Knots	60	120	180	240	300
36L	V/V(fpm)	390	780	1 170	1 560	1 950

6 000	PK723	OPONO	GAYHA	KEVOX	MISSED APPROACH Climb to 6 000 ft on track 002° to PK723, then track 311° to cross Opono at 5 000 ft, then track 232° to cross GAYHA at 6 000 ft, then track 167° to KEVOX and hold.	TRANSITION ALT 14 000 TRANSITION LVL FL 140
↑	TR 002°	TR 311°	TR 232°	TR 167°		

NOTE : VGSI and RNAV glidepath not coincident.
(VGSI Angle 3.00° TCH 67)

		MAPt *IKESI *1.0 NM to RWY 36L		*PK722 *3.57 NM to RWY 36L		FAF OLMOG		IF AKEVI		IAF PEDLO	
		1.4 NM to RWY 36L		1 200		2 100		3 300		5 000	
		*INAV only									
		1.0		2.57 NM		2.83 NM		5.1 NM			
		GS 3.00° TCH 51 ELEV 13									
		THR RWY 36L									
CATEGORY		A		B		C		D			
LNAV/VNAV	FULL			420/45		408(500-7/8)					
	ALS INOP			420-1 3/8		408(500-1 3/8)					
LNAV	FULL	500/45		488(500-7/8)				500/55		488(500-1)	
	ALS INOP			500-1 1/2		488(500-1 1/2)					
CIRCLING		580-1 1/2		567(600-1 1/2)		1 360-3		1 347(1 400-3)		1 700-3	

Change : Information of ALT restriction for PEDLO and holding procedure(7 000 → 6 000).

BUSAN/Gimhae Intl(RKPK)
RNP RWY 36L

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 36L - via PEDLO to AKEV(IIF)									
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates
001	-	PEDLO	-	-	-	-	+6 000	-230	34°59'23.1"N 129°08'15.3"E
002	TF	AKEVI	-	272.59(264.07)	8.6	-	+3 300	-230	34°58'29.0"N 128°57'48.0"E

RNP RWY 36L - via KEVOX to AKEV(IIF)									
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates
001	-	KEVOX	-	-	-	-	+6 000	-230	35°00'51.7"N 128°43'47.2"E
002	TF	PK711	-	126.82(118.30)	6.3	-	+5 000	-230	34°57'51.9"N 128°50'32.3"E
003	TF	AKEVI	-	092.58(084.06)	6.0	-	+3 300	-230	34°58'29.0"N 128°57'48.0"E

RNP RWY 36L - via AKEV(IIF) to MAHF									
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates
001	TF	AKEVI	-	-	-	-	+3 300	-230	34°58'29.0"N 128°57'48.0"E
002	TF	OLMOG	-	002.49(353.97)	5.1	-	+2 100	-	35°03'32.1"N 128°57'09.1"E
003	TF	PK722	-	002.48(353.96)	2.83	-	+1 200	-	35°06'21.1"N 128°56'47.3"E
004	TF	IKESI	Y	002.48(353.96)	2.57	-	+500	-	35°08'54.9"N 128°56'27.5"E
005	TF	PK723	-	002.47(353.95)	3.08	-	-	-210	35°11'59.2"N 128°56'03.7"E
006	TF	OPONO	-	311.05(302.53)	11.9	-	@5 000	-230	35°18'24.2"N 128°43'46.2"E
007	TF	GAYHA	-	232.27(223.75)	7.0	-	@6 000	-230	35°13'22.4"N 128°37'54.4"E
008	TF	KEVOX	-	167.38(158.86)	13.4	-	+6 000	-230	35°00'51.7"N 128°43'47.2"E

HOLDING PROCEDURE									
Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates
RNP RWY 36L	HM	PEDLO	-	272.59(264.07)	5.0	R	-8 000 +6 000	-230	34°59'23.1"N 129°08'15.3"E
	HM	KEVOX	-	051.05(042.53)	5.0	R	-10 000 +6 000	-230	35°00'51.7"N 128°43'47.2"E

Change : Information of ALT restriction for PEDLO and holding procedure(7 000 → 6 000).

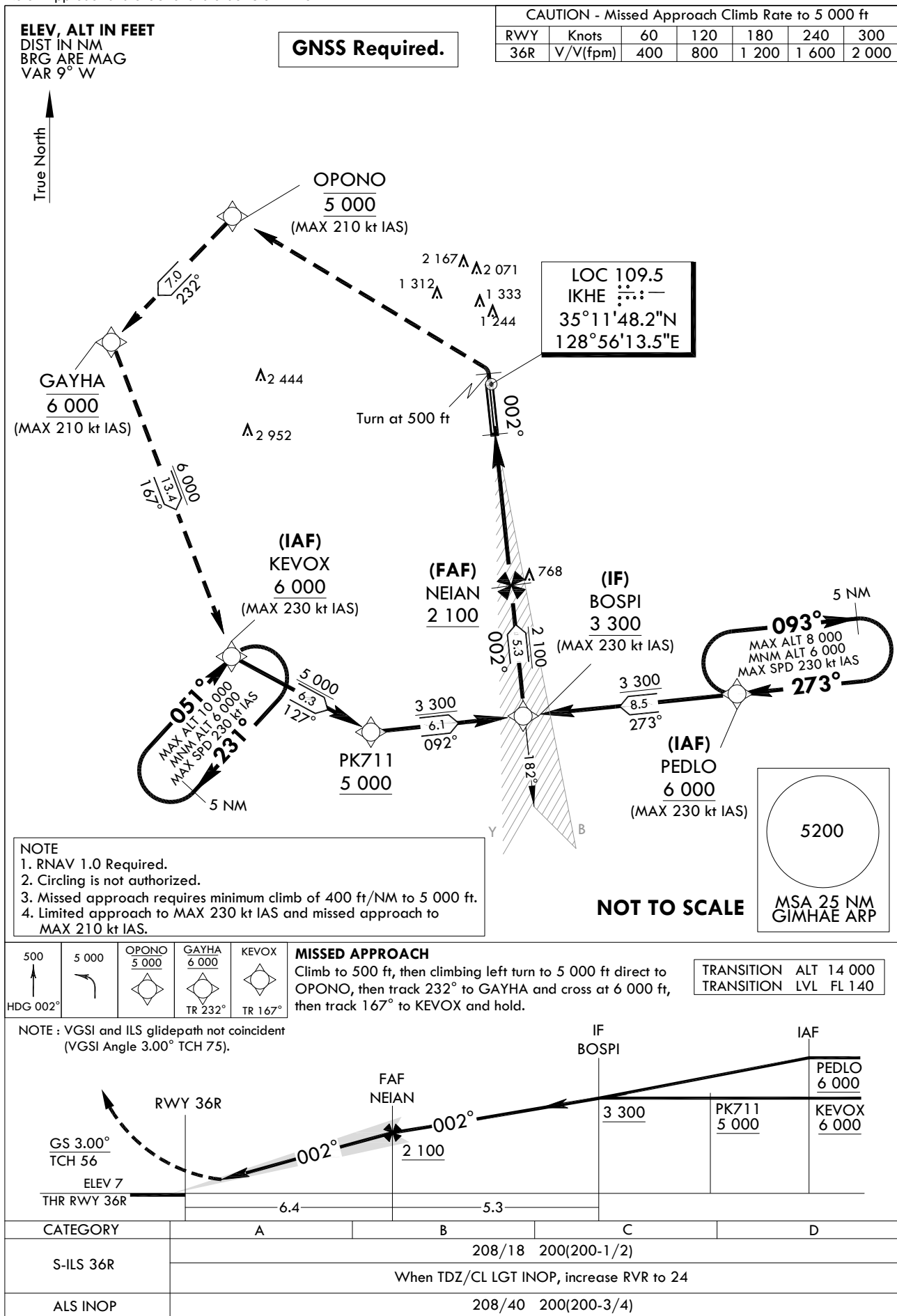
**INSTRUMENT
APPROACH
CHART**

AERODROME ELEV 13 ft
HEIGHTS RELATED TO
RWY 36R ELEV TDZ 8 ft

GIMHAE APP 125.5 364.0
GIMHAE TWR 118.1 118.45
233.3 236.6

BUSAN/Gimhae Intl(RKPK)
ILS Z RWY 36R

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



Change : Information of ALT restriction for PEDLO and holding procedure(7 000 → 6 000).

BUSAN/Gimhae Intl(RKPK)
ILS Z RWY 36R

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

ILS Z RWY 36R - via PEDLO to BOSPI(IF)

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	-	PEDLO	-	-	-	-	+6 000	-230	34°59'23.1"N 129°08'15.3"E	-	RNAV 1	IAF
002	TF	BOSPI	-	272.75(264.23)	8.5	-	+3 300	-230	34°58'31.2"N 128°57'56.1"E	-	RNAV 1	IF

ILS Z RWY 36R - via KEVOX to BOSPI(IF)

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	-	KEVOX	-	-	-	-	+6 000	-230	35°00'51.7"N 128°43'47.2"E	-	RNAV 1	IAF
002	TF	PK711	-	126.82(118.30)	6.3	-	+5 000	-230	34°57'51.9"N 128°50'32.3"E	-	RNAV 1	SDF
003	TF	BOSPI	-	092.35(083.83)	6.1	-	+3 300	-230	34°58'31.2"N 128°57'56.1"E	-	RNAV 1	IF

ILS Z RWY 36R - via BOSPI(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/TCH	Navigation specification	Remarks
001	TF	BOSPI	-	-	-	-	+3 300	-230	34°58'31.2"N 128°57'56.1"E	-	RNAV 1	IF
002	TF	NEIAN	-	002.49(353.97)	5.3	-	+2 100	-	35°03'46.6"N 128°57'15.5"E	-	-	FAF
003	-	DA	-	002.48(353.96)	-	-	+208	-	-	-	LOC	DA
004	-	RWY 36R	-	002.48(353.96)	-	-	-	-	35°10'10.10"N 128°56'26.14"E	3.0/56	LOC	-
005	VA	-	-	002.48(353.96)	-	-	+500	-	-	-	-	CG 400 ft/NM to 5 000 ft
006	DF	OPONO	-	-	-	L	@5 000	-210	35°18'24.2"N 128°43'46.2"E	-	RNAV 1	CG 400 ft/NM to 5 000 ft
007	TF	GAYHA	-	232.27(223.75)	7.0	-	@6 000	-210	35°13'22.4"N 128°37'54.4"E	-	RNAV 1	-
008	TF	KEVOX	-	167.38(158.86)	13.4	-	+6 000	-230	35°00'51.7"N 128°43'47.2"E	-	RNAV 1	-

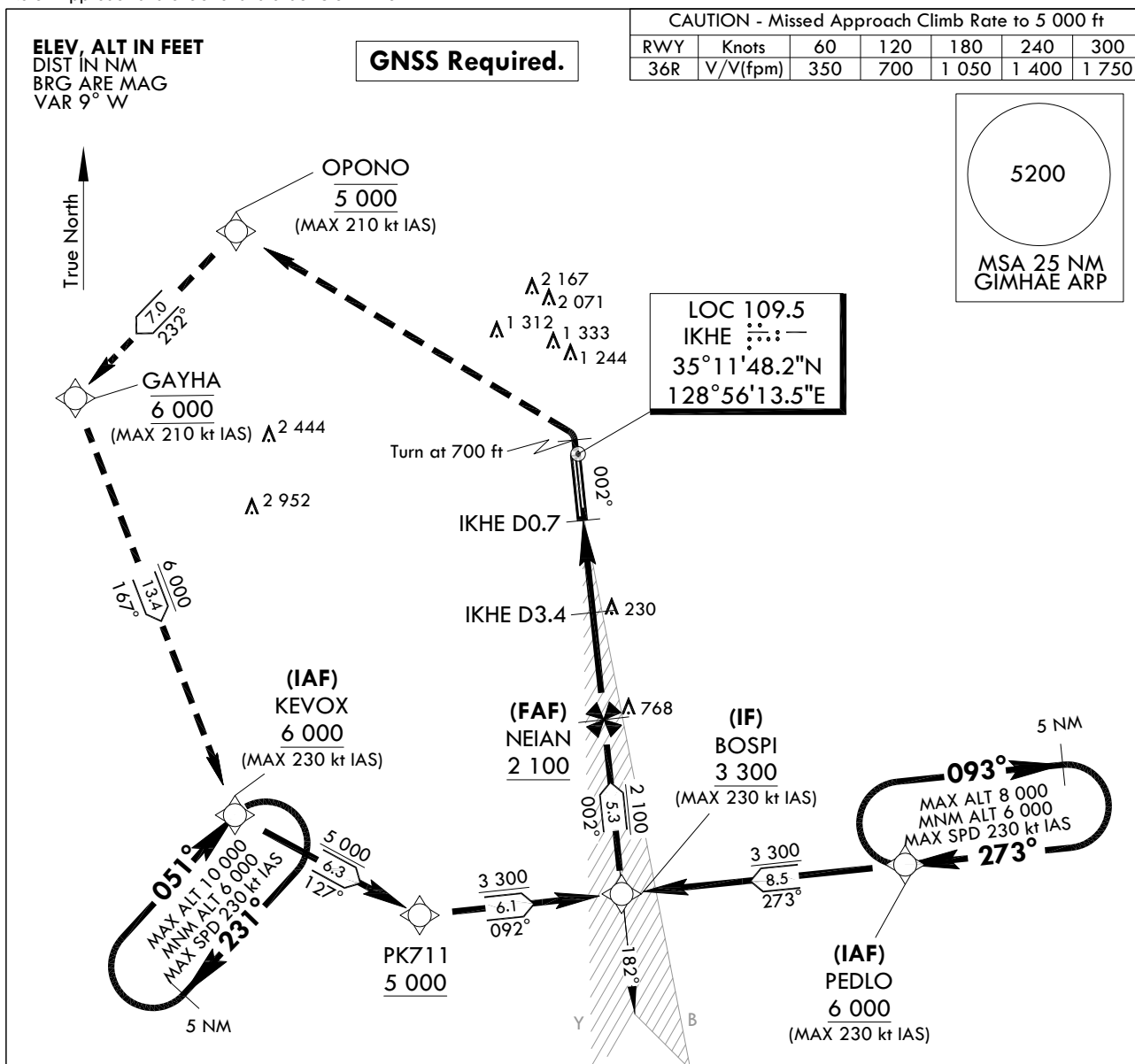
HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/TCH	Navigation specification	Remarks
ILS Z RWY 36R	HM	PEDLO	-	272.59(264.07)	5.0	R	-8 000 +6 000	-230	34°59'23.1"N 129°08'15.3"E	-	RNAV 1	Hold at PEDLO E Right Turn 273° Inbound 5 NM Leg.
	HM	KEVOX	-	051.05(042.53)	5.0	R	-10 000 +6 000	-230	35°00'51.7"N 128°43'47.2"E	-	RNAV 1	Hold at KEVOX SW Right Turn 051° Inbound 5 NM Leg.

Change : Information of ALT restriction for PEDLO and holding procedure(7 000 → 6 000).

INSTRUMENT
APPROACH
CHARTAERODROME ELEV 13 ft
HEIGHTS RELATED TO
THR RWY 36R - ELEV 7 ftGIMHAE APP 125.5 364.0
GIMHAE TWR 118.1 118.45
233.3 236.6BUSAN/Gimhae Intl(RKPK)
LOC Z RWY 36R

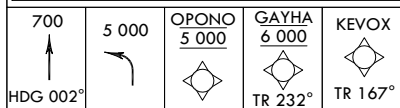
Note : Approach and circle to land under U.S. TERPS.



NOTE

1. RNAV 1.0 Required.
2. Circling is not authorized east of RWY 36/18.
3. Missed approach requires ATC climb of 350 ft/NM to 5 000 ft.
4. Limited approach to MAX 230 kt IAS and missed approach to MAX 210 kt IAS.

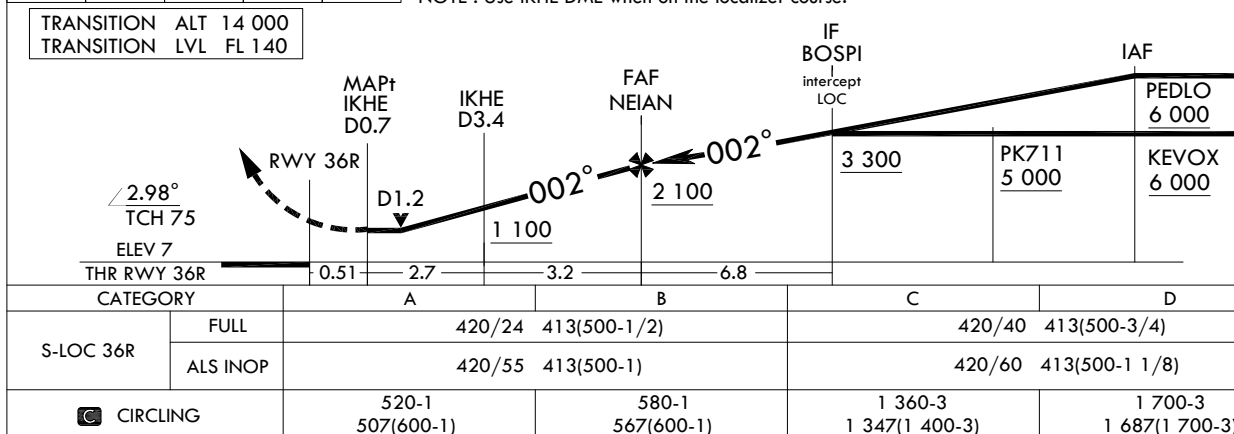
NOT TO SCALE



MISSED APPROACH

Climb to 700 ft, then climbing left turn to 5 000 ft direct to Opono, then track 232° to GAYHA and cross at 6 000 ft, then track 167° to KEVOX and hold.

NOTE : Use IKHE DME when on the localizer course.



Change : Information of ALT restriction for PEDLO and holding procedure(7 000 → 6 000).

BUSAN/Gimhae Intl(RKPK)
LOC Z RWY 36R

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

LOC Z RWY 36R - via PEDLO to BOSPI(IF)

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	-	PEDLO	-	-	-	-	+6 000	-230	34°59'23.1"N 129°08'15.3"E	-	RNAV 1	IAF
002	TF	BOSPI	-	272.75(264.23)	8.5	-	+3 300	-230	34°58'31.2"N 128°57'56.1"E	-	RNAV 1	IF

LOC Z RWY 36R - via KEVOX to BOSPI(IF)

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	-	KEVOX	-	-	-	-	+6 000	-230	35°00'51.7"N 128°43'47.2"E	-	RNAV 1	IAF
002	TF	PK711	-	126.82(118.30)	6.3	-	+5 000	-230	34°57'51.9"N 128°50'32.3"E	-	RNAV 1	SDF
003	TF	BOSPI	-	092.35(083.83)	6.1	-	+3 300	-230	34°58'31.2"N 128°57'56.1"E	-	RNAV 1	IF

LOC Z RWY 36R - via BOSPI(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/TCH	Navigation specification	Remarks
001	TF	BOSPI	-	-	-	-	+3 300	-230	34°58'31.2"N 128°57'56.1"E	-	RNAV 1	IF
002	TF	NEIAN	-	002.49(353.97)	5.3	-	+2 100	-	35°03'46.6"N 128°57'15.5"E	-	LOC	FAF
003	-	IKHE D3.4	-	002.48(353.96)	3.2	-	+1 100	-	35°06'57.8"N 128°56'50.9"E	-	LOC	SDF
004	-	IKHE D0.7	-	002.48(353.96)	2.7	-	+420	-	35°09'39.4"N 128°56'30.1"E	-	LOC	MAPt
005	-	RWY 36R	-	002.48(353.96)	0.51	-	-	-	35°10'10.10"N 128°56'26.14"E	2.98/75	LOC	-
006	VA	-	-	002.48(353.96)	-	-	+700	-	-	-	-	CG 350 ft/NM to 5 000 ft
007	DF	OPONO	-	-	-	L	@5 000	-210	35°18'24.2"N 128°43'46.2"E	-	RNAV 1	CG 350 ft/NM to 5 000 ft
008	TF	GAYHA	-	232.27(223.75)	7.0	-	@6 000	-210	35°13'22.4"N 128°37'54.4"E	-	RNAV 1	-
009	TF	KEVOX	-	167.38(158.86)	13.4	-	+6 000	-230	35°00'51.7"N 128°43'47.2"E	-	RNAV 1	-

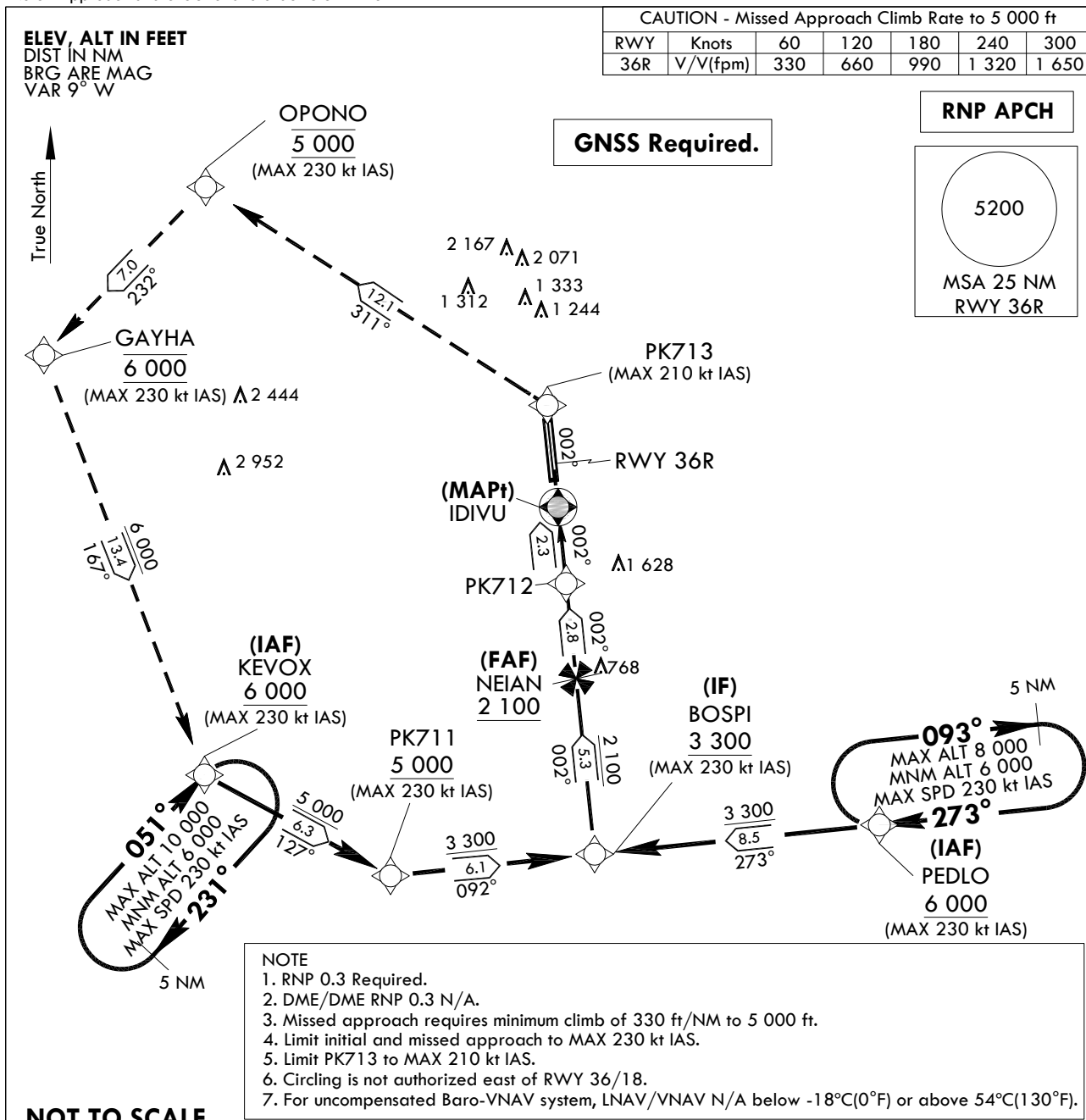
HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/TCH	Navigation specification	Remarks
LOC Z RWY 36R	HM	PEDLO	-	272.59(264.07)	5.0	R	-8 000 +6 000	-230	34°59'23.1"N 129°08'15.3"E	-	RNAV 1	Hold at PEDLO E Right Turn 273° Inbound 5 NM Leg.
	HM	KEVOX	-	051.05(042.53)	5.0	R	-10 000 +6 000	-230	35°00'51.7"N 128°43'47.2"E	-	RNAV 1	Hold at KEVOX SW Right Turn 051° Inbound 5 NM Leg.

Change : Information of ALT restriction for PEDLO and holding procedure(7 000 → 6 000).

INSTRUMENT
APPROACH
CHARTAERODROME ELEV 13 ft
HEIGHTS RELATED TO
THR RWY 36R - ELEV 7 ftGIMHAE APP 125.5 364.0
GIMHAE TWR 118.1 118.45
233.3 236.6BUSAN/Gimhae Intl(RKPK)
RNP RWY 36R

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



6 000	PK713	OPONO	GAYHA	KEVOX	MISSED APPROACH	TRANSITION ALT 14 000
	TR 002°	TR 311°	TR 232°	TR 167°	Climb to 6 000 ft on track 002° to PK713, then track 311° to cross Opono at 5 000 ft, then track 232° to cross Gayha at 6 000 ft, then track 167° to KEVOX and hold.	TRANSITION LVL FL 140
NOTE : VGSI and RNAV glidepath not coincident. (VGSI Angle 3.00° TCH 75)						
CATEGORY						
A						
B						
C						
D						
LNAV/VNAV						
FULL						
ALS INOP						
LNAV						
FULL						
ALS INOP						
CIRCLING						

Change : Information of ALT restriction for PEDLO and holding procedure(7 000 → 6 000).

BUSAN/Gimhae Intl(RKPK)
RNP RWY 36R

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 36R - via PEDLO to BOSPI(IF)									
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates
001	-	PEDLO	-	-	-	-	+6 000	-230	34°59'23.1"N 129°08'15.3"E
002	TF	BOSPI	-	272.75(264.23)	8.5	-	+3 300	-230	34°58'31.2"N 128°57'56.1"E

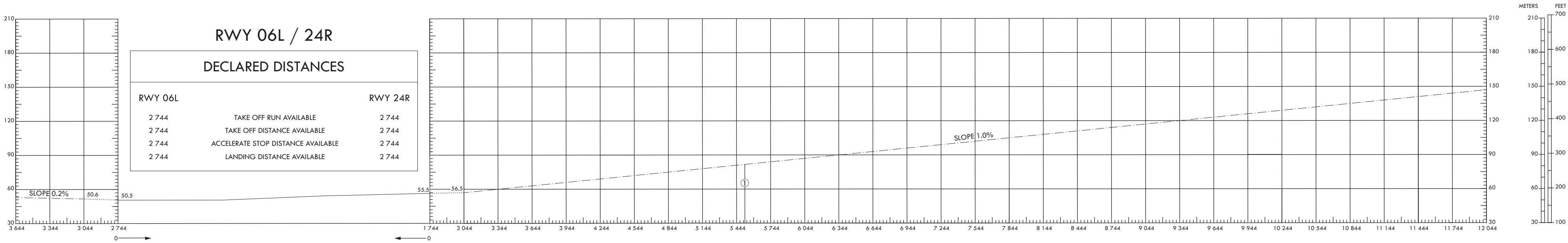
RNP RWY 36R - via KEVOX to BOSPI(IF)									
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates
001	-	KEVOX	-	-	-	-	+6 000	-230	35°00'51.7"N 128°43'47.2"E
002	TF	PK711	-	126.82(118.30)	6.3	-	+5 000	-230	34°57'51.9"N 128°50'32.3"E
003	TF	BOSPI	-	092.35(083.83)	6.1	-	+3 300	-230	34°58'31.2"N 128°57'56.1"E

RNP RWY 36R - via BOSPI(IF) to MAHF									
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates
001	TF	BOSPI	-	-	-	-	+3 300	-230	34°58'31.2"N 128°57'56.1"E
002	TF	NEIAN	-	002.49(353.97)	5.3	-	+2 100	-	35°03'46.6"N 128°57'15.5"E
003	TF	PK712	-	002.48(353.96)	2.8	-	+1 200	-	35°06'35.6"N 128°56'53.8"E
004	TF	IDIVU	Y	002.48(353.96)	2.3	-	+600	-	35°08'52.4"N 128°56'36.2"E
005	TF	PK713	-	002.51(353.99)	3.1	-	-	-210	35°11'54.5"N 128°56'12.8"E
006	TF	OPONO	-	311.05(302.53)	12.1	-	@5 000	-230	35°18'24.2"N 128°43'46.2"E
007	TF	GAYHA	-	232.27(223.75)	7.0	-	@6 000	-230	35°13'22.4"N 128°37'54.4"E
008	TF	KEVOX	-	167.38(158.86)	13.4	-	+6 000	-230	35°00'51.7"N 128°43'47.2"E

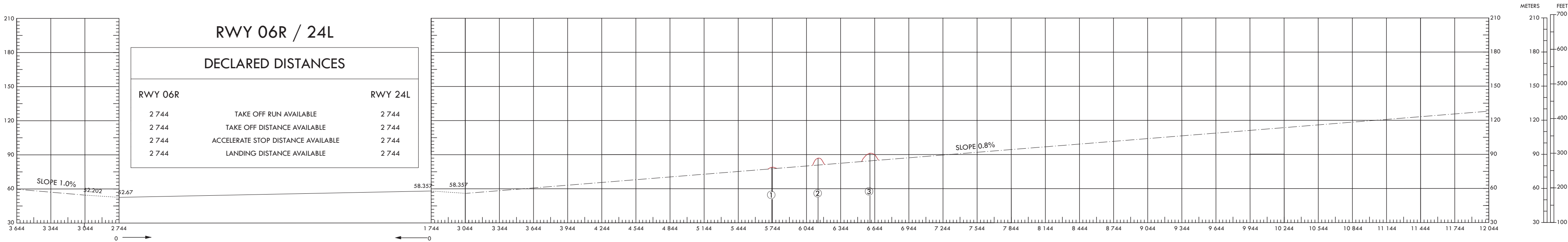
HOLDING PROCEDURE									
Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates
RNP RWY 36R	HM	PEDLO	-	272.59(264.07)	5.0	R	-8 000 +6 000	-230	34°59'23.1"N 129°08'15.3"E
	HM	KEVOX	-	051.05(042.53)	5.0	R	-10 000 +6 000	-230	35°00'51.7"N 128°43'47.2"E

Change : Information of ALT restriction for PEDLO and holding procedure(7 000 → 6 000).

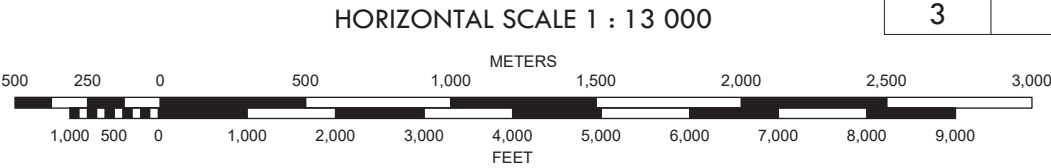
MAGNETIC VARIATION 8° W - 2020



MAGNETIC VARIATION 8° W - 2020



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



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

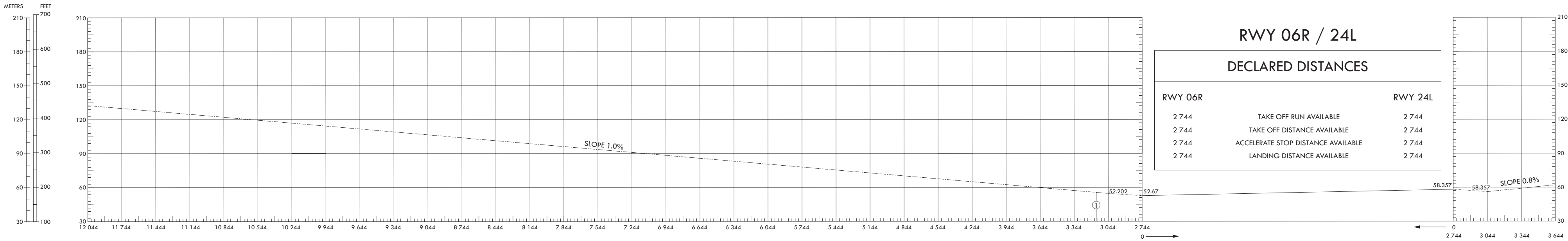
WARNING
NUMEROUS OBSTACLES EXIST ON RIGHT SIDE OF
THE TAKE-OFF FLIGHT PATH AREA DEFINED
ON THIS CHART.

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

AMENDMENT RECORD		
NR.	DATE	ENTERED BY

MAGNETIC VARIATION 8° W - 2020



VERTICAL SCALE 1: 1 300

AMENDMENT RECORD		
NR.	DATE	ENTERED BY

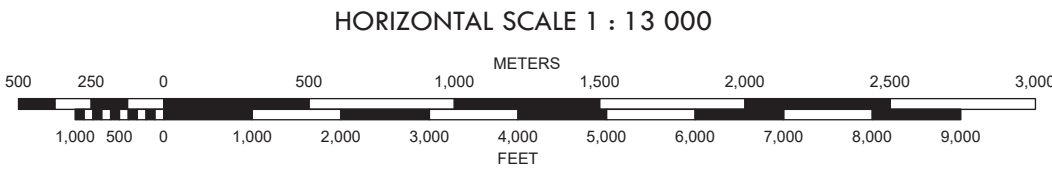
LEGEND		
ITEM	SYMBOL	
	Plan	Profile
Tree or shrub	✱	
Pole tower spire antenna etc	⊙	
Building or large structure	■	
Railroad	—+—+—	
Transmission line or overhead cable	—T—T—T—	
Natural High Point(Peak or Mountain)	●	
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

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

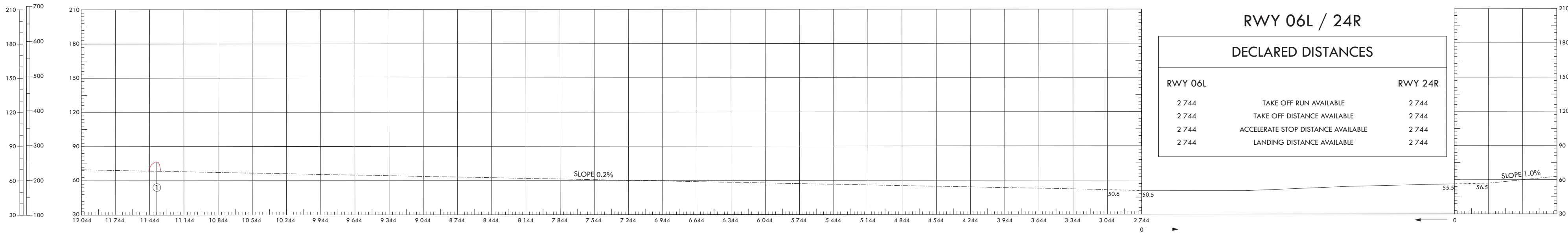
WARNING
NUMEROUS OBSTACLES EXIST ON RIGHT SIDE OF THE TAKE-OFF FLIGHT PATH AREA DEFINED ON THIS CHART.

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m



MAGNETIC VARIATION 8° W - 2020



VERTICAL SCALE 1: 1 300



AMENDMENT RECORD		
NR.	DATE	ENTERED BY

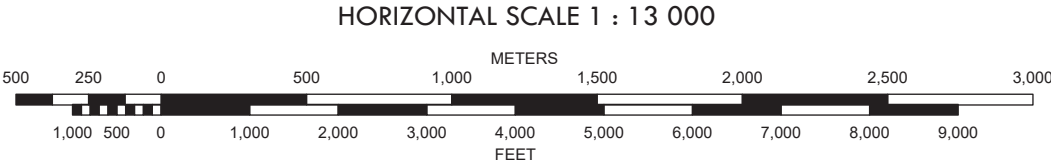
LEGEND		
ITEM	SYMBOL	
	Plan	Profile
Tree or shrub	✳	
Pole tower spire antenna etc	⊙	
Building or large structure	■	
Railroad	—+—+—+—	
Transmission line or overhead cable	—T—T—T—	
Natural High Point(Peak or Mountain)	●	
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

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

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

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m





ONSTACLES																								
NR	COORDINATES(WGS-84)	ELEV(AMSL)	ITEM	NOTE	NR	COORDINATES(WGS-84)	ELEV(AMSL)	ITEM	NOTE	NR	COORDINATES(WGS-84)	ELEV(AMSL)	ITEM	NOTE	NR	COORDINATES(WGS-84)	ELEV(AMSL)	ITEM	NOTE	NR	COORDINATES(WGS-84)	ELEV(AMSL)	ITEM	NOTE
C1	36°52'34.17"	127°32'50.18"	233.5	Natural High Point	M38	36°45'44.70"	127°33'45.60"	82.0	etc	M123	36°42'22.20"	127°29'57.40"	66.0	etc	M163	36°40'08.40"	127°25'45.10"	73.0	etc	M245	36°46'03.71"	127°31'15.56"	70.0	etc
C2	36°37'26.40"	127°35'08.20"	126.0	TOWER	M40	36°44'28.15"	127°32'31.91"	84.0	etc	M127	36°45'08.70"	127°29'47.80"	75.0	etc	M164	36°39'26.60"	127°25'08.20"	126.0	TOWER	M247	36°42'56.67"	127°30'27.20"	90.0	etc
M42	36°41'49.90"	127°30'56.10"	63.0	etc	M38	36°44'43.20"	127°32'12.70"	78.0	etc	M130	36°41'33.90"	127°29'21.70"	82.0	etc	M165	36°38'08.70"	127°21'38.40"	52.0	etc	M248	36°43'27.55"	127°29'50.30"	51.5	etc
M10	36°43'49.30"	127°30'15.80"	81.0	etc	M43	36°45'16.05"	127°33'01.85"	223.0	etc	M43	36°45'03.80"	127°29'18.70"	82.0	etc	M166	36°39'46.60"	127°21'24.30"	67.0	etc	M252	36°42'19.81"	127°26'18.60"	90.0	etc
M11	36°45'01.50"	127°30'29.30"	86.0	etc	M45	36°43'24.80"	127°31'30.30"	66.0	etc	M142	36°41'16.40"	127°28'55.40"	80.0	etc	M168	36°41'37.70"	127°26'49.30"	70.0	etc	M253	36°42'10.11"	127°29'12.25"	68.5	etc
M15	36°45'44.20"	127°31'01.10"	69.0	etc	M59	36°43'03.70"	127°31'30.90"	73.0	etc	M149	36°42'18.00"	127°29'21.00"	69.0	etc	M185	36°42'51.20"	127°27'34.60"	60.0	etc	A1	36°45'34.17"	127°32'50.18"	233.5	Natural High Point
M20	36°45'44.00"	127°31'42.20"	69.0	etc	M65	36°43'04.20"	127°33'02.00"	95.0	etc	M150	36°40'42.60"	127°28'03.60"	76.0	etc	M191	36°43'03.10"	127°27'44.30"	147.0	etc	A2	36°45'16.43"	127°33'50.97"	221.0	Natural High Point
M20_1	36°44'51.54"	127°32'24.46"	69.0	Natural High Point	M68	36°42'51.80"	127°30'45.40"	120.0	etc	M153	36°41'47.90"	127°28'43.70"	65.0	etc	M195	36°43'10.20"	127°27'42.00"	45.0	TOWER	A3	36°42'19.13"	127°31'44.43"	105.0	building
M24	36°45'05.20"	127°31'12.30"	83.0	etc	M69	36°42'48.90"	127°31'56.60"	104.0	etc	M155	36°39'28.60"	127°26'30.40"	33.0	etc	M198	36°43'16.50"	127°27'45.20"	58.0	TOWER	A4	36°43'12.28"	127°31'45.24"	104.0	building
M27	36°46'12.50"	127°30'59.80"	65.0	etc	M73	36°42'38.20"	127°32'58.90"	114.0	etc	M157	36°42'38.20"	127°29'00.90"	56.0	etc	M203	36°43'04.30"	127°27'42.30"	63.0	etc	A5	36°43'01.73"	127°31'48.55"	115.5	tower
M31	36°45'45.20"	127°31'42.20"	74.0	etc	M78	36°42'50.20"	127°32'56.40"	120.0	etc	M158	36°40'15.80"	127°26'36.80"	59.0	etc	M210	36°43'53.50"	127°27'23.50"	66.0	etc	A6	36°43'04.19"	127°31'43.50"	106.0	building
M33	36°46'04.90"	127°32'57.40"	93.0	etc	M86	36°41'46.70"	127°32'00.20"	120.0	etc	M159	36°39'54.80"	127°25'57.60"	79.0	etc	M229	36°44'49.10"	127°28'08.80"	67.0	etc	A7	36°42'48.95"	127°31'56.18"	185.0	Natural High Point
M34	36°47'31.30"	127°33'57.30"	102.0	etc	M98	36°42'04.30"	127°30'49.10"	101.0	etc	M160	36°38'27.20"	127°24'18.70"	92.0	etc	M234	36°45'00.50"	127°28'55.20"	61.0	etc	A8	36°43'19.01"	127°30'54.53"	66.5	Natural High Point
M36	36°44'15.93"	127°31'56.19"	69.0	etc	M99	36°41'47.30"	127°31'05.00"	115.0	etc	M161	36°37'50.00"	127°23'36.70"	117.0	etc	M243	36°42'57.34"	127°30'23.88"	80.0	etc	A9	36°42'53.42"	127°30'44.77"	119.5	Natural High Point
M37	36°45'11.50"	127°31'31.80"	77.0	etc	M118	36°41'53.80"	127°30'09.60"	76.0	etc	M162	36°37'27.70"	127°23'17.00"	151.0	etc	M244	36°45'38.59"	127°31'18.35"	240.0	Natural High Point	A10	36°41'48.00"	127°30'54.92"	115.0	Natural High Point

b. RWY 13R

(1) Weather minima

CAT		GS/TCH(ft)/RPI(ft)	DA(ft)/ RVR/VIS(m)	DH(ft)	Ceiling(ft)
A, B, C, D	FULL	3.3° / 57 / 990	657 / 2 400	546	600
	ALS INOP	3.3° / 57 / 990	657 / 2 400	546	600

(2) Missed Approach Procedure : Climb to 5 000 ft via HDG 130° and as directed by ATC.

	Knots	60	120	180	240	300	TO
Rate of Climb	V/V fpm	220	430	640	850	1 060	1 200

c. RWY 31R

(1) Weather minima

CAT		GS/TCH(ft)/RPI(ft)	DA(ft)/ RVR/VIS(m)	DH(ft)	Ceiling(ft)
A, B, C, D	FULL	3.0° / 57 / 1 085	320 / 750	200	200
	ALS INOP	3.0° / 57 / 1 085	320 / 1 200	200	200

(2) Missed Approach Procedure : Climb to 600 ft via HDG 312° then climbing left turn HDG 270° to 5 000 ft and as directed by ATC.

3.2 ASR Approach

a. Pilot should request to the approach control to use ASR RWY 13L Approach, then radar vector will be provided till the MAPt (3/4 mile) or to the point at which you can proceed visually to the airport.

b. Controller will provide MDA, course and distance from touchdown by using PAR equipment.

c. RWY 13L

(1) Weather Minima

APP Category		A	B	C	D
Straight-in	FULL	1 440 - 2 000 m 1 328 (1 400 - 2 000 m)		1 440 - 5 000 m 1 328 (1 400 - 5 000 m)	
	ALS INOP	1 440 - 2 000 m 1 328 (1 400 - 2 000 m)	1 440 - 2 400 m 1 328 (1 400 - 2 400 m)	1 440 - 5 000 m 1 328 (1 400 - 5 000 m)	
Circling		1 440 - 2 000 m 1 320 (1 400 - 2 000 m)	1 440 - 2 400 m 1 320 (1 400 - 2 400 m)	1 440 - 5 000 m 1 320 (1 400 - 5 000 m)	

(2) Missed Approach Procedure : Climb to 5 000 ft via HDG 135° and as directed by ATC.

	Knots	60	120	180	240	300	TO
Rate of Climb	V/V fpm	200	400	600	800	1 000	-

4. RADIO COMMUNICATION FAILURE PROCEDURE

4.1 IFR

1. General

- a. No person may take off unless two-way communication can be maintained with the Air Traffic Control.
- b. On recognition of communication failure during flight, squawk 7600 and if necessary to ensure safe altitude, climb to Minimum Safe Altitude or above to maintain obstacle clearance. Then comply with following Procedure.

2. VMC

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

3. IMC

If the failure occurs in IFR conditions, or if paragraph 2 of this section cannot be complied with, each pilot shall continue the flight according to the following. :

A. DEPARTURE

a. Under Pilot Navigation

- Runway 13R/L in use

1) DALSUNG 3 ALPHA

Climb on HDG 132° until cross R 090 TGU, then climbing right turn direct R 170 TGU 10 DME maintain 5 000 ft. Then climbing right turn and proceed along 10 DME Arc to intercept R 216 TGU. Then track inbound on R 216 TGU at or above 8 000 ft.

2) DONGCHON 7

Climb on HDG 132° to intercept R 132 DOC, and R 132 DOC to cross 12 DME at or above 5 000 ft.

3) DOVUR 1(RNAV)

TAKE-OFF RWY 13L : Climb course 134° to DOVUR thence,.....

TAKE-OFF RWY 13R : Climb course 133° to DOVUR thence,.....

.....Climb to 9 000 ft or assigned altitude via the following transition routes.

- a) BITUX Transition : From DOVUR on track 215° to cross TN131 at or above 6 000 ft, then on track 291° to cross TN132 at or above 8 000 ft, then on track 351° to cross VETUP between at or above 8 000 ft and at or below 9 000 ft, then on track 312° to BITUX.
- b) OPEDA Transition : From DOVUR on track 215° to cross TN131 at or above 6 000 ft, then on track 291° to cross TN132 at or above 8 000 ft, then on track 291° to OPEDA.
- c) IGDOK Transition : From DOVUR on track 215° to cross TN131 at or above 6 000 ft, then on track 273° to PEDVA and track 254° to IGDOK.
- d) MASTA Transition : From DOVUR on track 215° to cross TN131 at or above 6 000 ft, then on track 215° to MASTA.
- e) KALOD Transition : From DOVUR on track 189° to KALOD.
- f) LAPAL Transition : From DOVUR on track 082° to LAPAL.

- Runway 31L/R in use

1) DALSUNG 3 ALPHA

Climb on HDG 312° until cross R 350 TGU, then climbing right turn track outbound on R 345 TGU to 18 DME at or below 7 000 ft. Then turn right and proceed along 18 DME ARC to intercept R 018 TGU 18 DME between 5 000 ft to 9 000 ft. Then climbing right turn inbound on R 018 TGU.

2) DONGCHON 7

Climb on HDG 312° to intercept R 312 DOC, and R 312 DOC to cross 12 DME at or above 6 000 ft.

3) KABAS 1(RNAV)

TAKE-OFF RWY 31R : Climb course 312° to KABAS thence,.....

TAKE-OFF RWY 31L : Climb course 313° to KABAS thence,.....

.....Climb to 9 000 ft or assigned altitude via the following transition routes.

- a) BITUX Transition : From KABAS on track 322° to cross VETUP between at or above 6 000 ft and at or below 9 000 ft, then on track 312° to BITUX.
- b) OPEDA Transition : From KABAS on track 273° to OPEDA.
- c) IGDOK Transition : From KABAS on track 237° to cross TN311 at or above 5 000 ft, then on track 237° to PEDVA and track 254° to IGDOK.
- d) MASTA Transition : From KABAS on track 237° to cross TN311 at or above 5 000 ft, then on track 170° to MASTA.
- e) KALOD Transition : From KABAS on track 237° to cross TN311 at or above 5 000 ft, then on track 147° to cross TN312 at or above 8 000 ft, then on track 147° to KALOD.
- f) LAPAL Transition : From KABAS on track 237° to cross TN311 at or above 5 000 ft, then on track 147° to cross TN312 at or above 8 000 ft, then on track 075° to LAPAL.

Change : Information of fix names(MAVIC → DOVUR, CABON → KABAS, DALGU → VETUP, DURYU → PEDVA).

b. Under Radar Vectoring

- Proceed by the route from the point of radio failure to the fix, route, or airway specified in the vector clearance. :
- In the absence of an assigned route, proceed by the route that ATC has advised may be expected in a further clearance. : or
- In the absence of an assigned route, or route that ATC has advised may be expected in a further clearance, proceed by the route filed in the flight plan. : and
- Maintain minimum enroute altitude(MEA) or the altitude/flight level cleared in the last ATC clearance received, whichever is higher, for 5 minutes.
- Continue the flight with altitude/flight level filed in the flight plan.

B. ARRIVAL

RWY 31L/R in use

a. in VMC

- The aircraft shall maintain VFR and make an approach to land at RWY 31L.

b. in IMC

- The aircraft shall proceed to UKBAT IAF via TGU and execute ILS/DME RWY 31L or VOR/DME RWY 31L and use caution landing and departing traffic.

RWY 13R/L in use

a. in VMC

- The aircraft shall maintain VFR and make an approach to land at RWY 13R.

b. in IMC

- The aircraft shall proceed to YAWAN IAF and execute ILS/DME RWY 13R, and use caution landing and departing traffic.

4.2 VFR

1. VFR flight which has encountered radio communication failure shall

a. Helicopter

- Squawk 7600, and
- When able to see light gun signal from control tower, follow that instruction.
- If unable to see light gun signal from control tower, hold over downwind until ETA or for 10 minutes, whichever is later, then
- Land on runway in use as filed, and use caution landing and departing traffic.

b. Conventional flight

- Squawk 7600, and
- When able to see light gun signal from control tower, follow that instruction.
- If unable to see light gun signal from control tower, hold over downwind until ETA or for 10 minutes, whichever is later, then
- Land on runway in use as filed, and use caution landing and departing traffic.

RKTN AD 2.23 ADDITIONAL INFORMATION

1. The distance is not sufficient between RWY 13L/31R centerline and TWY E centerline, and between two RWY strips.
2. Bird concentrations in the vicinity of airport Migratory birds around Daegu International Airport is less than other airports due to its locational characteristic and species of migratory birds are wild ducks, cattle egrets, and swallows.

There are vast tracks of green belt and drains near the RWY located and outside of the airport surrounded by the hills, river, and shrubberies. So, these help to create good living space for habitats, food and migration of birds.

The examples of resident birds around Daegu International Airport are sparrows, magpies, and doves, which inhabit within about 1~4 km from the airport and fly to the vicinity of the airport to find food.

The times that the birds fly near the airport divides as follows : morning time (09:00~11:00) and afternoon time (15:00~18:00) and the flying height is 100 ft ~ 200 ft (30 m ~ 60 m).

The birds cross the threshold of RWY 13L and they often fly into the green belt near the RWY.

Especially, the movement of the birds is very active during 1 hour or 2 hours before the sunset.

The ATC tower should watch birds activities and provide that information to the B.A.T (Bird Alert Team) and pilots if necessary.

To eliminate the birds, AV alarm and explosive sounds are used and B.A.T(Bird Alert Team) uses guns and explosive shell.

The safe operations of the aircraft can be provided by removing the factors that facilitate birds to inhabit with nets, vanes and agrichemical.

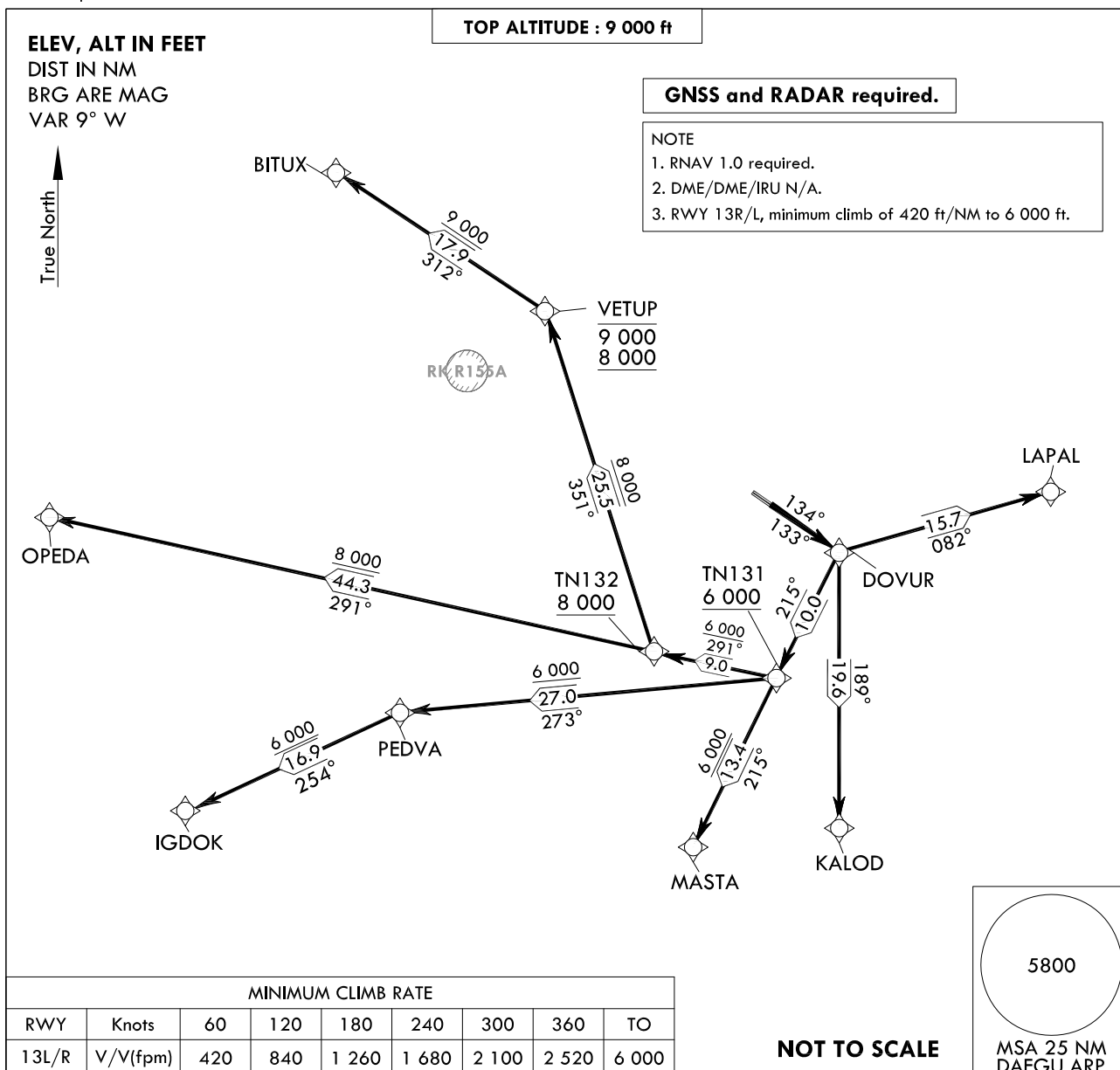
RKTN AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	RKTN AD CHART 2-1
Aircraft Parking/Docking Chart - ICAO	RKTN AD CHART 2-3
Aerodrome Ground Movement Chart - ICAO	RKTN AD CHART 2-4
Aerodrome Obstacle Chart - ICAO - Type A	RKTN AD CHART 2-5
Aerodrome Obstacle Chart - ICAO - Type A	RKTN AD CHART 2-6
Aerodrome Obstacle Chart - ICAO - Type A	RKTN AD CHART 2-7
Aerodrome Obstacle Chart - ICAO - Type A	RKTN AD CHART 2-8
Aerodrome Obstacle Chart - ICAO - Type B	RKTN AD CHART 2-9
SID - RWY 13R/L / RWY 31L/R - DALSEONG 3A	RKTN AD CHART 2-10
SID - RWY 13R/L / RWY 31L/R - DAEGU 1D	RKTN AD CHART 2-11
SID - RWY 13R/L / RWY 31L/R - DONGCHON 7 DEPARTURE	RKTN AD CHART 2-12
SID - RWY 13R/L - RNAV DOVUR 1	RKTN AD CHART 2-13
SID - RWY 31L/R - RNAV KABAS 1	RKTN AD CHART 2-14
STAR - RWY 13R/L - RNAV YAWAN 1	RKTN AD CHART 2-15
STAR - RWY 31L/R - RNAV UKBAT 1	RKTN AD CHART 2-16
ATC Surveillance Minimum Altitude Chart - ICAO	RKTN AD CHART 2-17
Instrument Approach Chart - RWY 13R - ILS	RKTN AD CHART 2-18
Instrument Approach Chart - RWY 13R - LOC/DME	RKTN AD CHART 2-19
Instrument Approach Chart - RWY 13R - RNP	RKTN AD CHART 2-20
Instrument Approach Chart - RWY 13L - RNP	RKTN AD CHART 2-21
Instrument Approach Chart - RWY 31L - ILS	RKTN AD CHART 2-22
Instrument Approach Chart - RWY 31L - LOC/DME	RKTN AD CHART 2-23
Instrument Approach Chart - RWY 31L - RNP	RKTN AD CHART 2-24
Instrument Approach Chart - RWY 31L - VOR/DME	RKTN AD CHART 2-25
Instrument Approach Chart - RWY 31R - LOC/DME	RKTN AD CHART 2-26
Instrument Approach Chart - RWY 31R - RNP	RKTN AD CHART 2-27
Instrument Approach Chart - RWY 31R - VOR/DME	RKTN AD CHART 2-28
Visual Approach Chart - ICAO	RKTN AD CHART 2-29
Bird concentrates in the vicinity of airport	RKTN AD CHART 2-30

Change : Information of procedure names(MAVIC 1 → DOVUR 1, CABON 1 → KABAS 1).

STANDARD DEPARTURE CHART
INSTRUMENT (SID)TRANSITION ALT 14 000
TRANSITION LVL FL 140DAEGU DEP 120.25 135.9
230.3
DAEGU TWR 126.2
236.6DAEGU/Daegu Intl(RKTN)
RWY 13R/L
RNAV DOVUR 1

Note : Departure under U.S. TERPS.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 13L : Climb course 134° to DOVUR, thence.....TAKE-OFF RWY 13R : Climb course 133° to DOVUR, thence.....

..... Climb to 9 000 ft or assigned altitude via the following transition routes.

BITUX Transition : From DOVUR on track 215° to cross TN131 at or above 6 000 ft, then on track 291° to cross TN132 at or above 8 000 ft, then on track 351° to cross VETUP between at or above 8 000 ft and at or below 9 000 ft, then on track 312° to BITUX.OPEDA Transition : From DOVUR on track 215° to cross TN131 at or above 6 000 ft, then on track 291° to cross TN132 at or above 8 000 ft, then on track 291° to OPEDA.IGDOK Transition : From DOVUR on track 215° to cross TN131 at or above 6 000 ft, then on track 273° to PEDVA and on track 254° to IGDOK.MASTA Transition : From DOVUR on track 215° to cross TN131 at or above 6 000 ft, then on track 215° to MASTA.KALOD Transition : From DOVUR on track 189° to KALOD.LAPAL Transition : From DOVUR on track 082° to LAPAL.

Change : Information of procedure and fix names(MAVIC → DOVUR, DALGU → VETUP, DURYU → PEDVA).

DAEGU/Daegu Intl(RKTN)
RWY 13R/L

RNAV DOVUR 1

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV DOVUR 1 - BITUX Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation Specification	Remarks
001	CF	DOVUR	-	131-134 (124.9) 13R-133 (124.2)	6.0 6.0	-	-	-	35°49'48.9"N 128°46'21.9"E	-	RNAV 1	-
002	TF	TN131	-	215 (206.3)	10.0	-	+6 000	-	35°40'50.1"N 128°40'55.5"E	-	RNAV 1	-
003	TF	TN132	-	291 (282.2)	9.0	-	+8 000	-	35°42'43.8"N 128°30'07.4"E	-	RNAV 1	-
004	TF	VETUP	-	351 (342.0)	25.5	-	-9 000 +8 000	-	36°07'02.7"N 128°20'21.4"E	-	RNAV 1	-
005	TF	BITUX	-	311.7 (302.2)	17.9	-	+9 000	-	36°16'44.9"N 128°01'47.9"E	-	RNAV 1	-

RNAV DOVUR 1 - OPEDA Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation Specification	Remarks
001	CF	DOVUR	-	131-134 (124.9) 13R-133 (124.2)	6.0 6.0	-	-	-	35°49'48.9"N 128°46'21.9"E	-	RNAV 1	-
002	TF	TN131	-	215 (206.3)	10.0	-	+6 000	-	35°40'50.1"N 128°40'55.5"E	-	RNAV 1	-
003	TF	TN132	-	291 (282.2)	9.0	-	+8 000	-	35°42'43.8"N 128°30'07.4"E	-	RNAV 1	-
004	TF	OPEDA	-	291 (282.1)	44.3	-	+8 000	-	35°51'48.5"N 127°36'52.0"E	-	RNAV 1	-

RNAV DOVUR 1 - IGDK Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation Specification	Remarks
001	CF	DOVUR	-	131-134 (124.9) 13R-133 (124.2)	6.0 6.0	-	-	-	35°49'48.9"N 128°46'21.9"E	-	RNAV 1	-
002	TF	TN131	-	215 (206.3)	10.0	-	+6 000	-	35°40'50.1"N 128°40'55.5"E	-	RNAV 1	-
003	TF	PEDVA	-	273 (264.6)	27.0	-	+6 000	-	35°38'13.0"N 128°07'54.2"E	-	RNAV 1	-
004	TF	IGDK	-	254 (245.1)	16.9	-	+6 000	-	35°31'03.6"N 127°49'06.6"E	-	RNAV 1	-

Change : Information of procedure and fix names(MAVIC → DOVUR, DALGU → VETUP, DURYU → PEDVA).

DAEGU/Daegu Intl(RKTN)
RWY 13R/L

RNAV DOVUR 1

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV DOVUR 1 - MASTA Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation Specification	Remarks
001	CF	DOVUR	-	13L-134 (124.9) 13R-133 (124.2)	6.0 6.0	-	-	-	35°49'48.9"N 128°46'21.9"E	-	RNAV 1	-
002	TF	TN131	-	215 (206.3)	10.0	-	+6 000	-	35°40'50.1"N 128°40'55.5"E	-	RNAV 1	-
003	TF	MASTA	-	215 (206.3)	13.4	-	+6 000	-	35°28'47.0"N 128°33'39.6"E	-	RNAV 1	-

RNAV DOVUR 1 - KALOD Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation Specification	Remarks
001	CF	DOVUR	-	13L-134 (124.9) 13R-133 (124.2)	6.0 6.0	-	-	-	35°49'48.9"N 128°46'21.9"E	-	RNAV 1	-
002	TF	KALOD	-	189 (179.8)	19.6	-	-	-	35°30'12.1"N 128°46'26.5"E	-	RNAV 1	-

RNAV DOVUR 1 - LAPAL Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation Specification	Remarks
001	CF	DOVUR	-	13L-134 (124.9) 13R-133 (124.2)	6.0 6.0	-	-	-	35°49'48.9"N 128°46'21.9"E	-	RNAV 1	-
002	TF	LAPAL	-	082 (073.6)	15.7	-	-	-	35°54'12.6"N 129°04'52.0"E	-	RNAV 1	-

Change : Information of procedure and fix name(MAVIC → DOVUR).

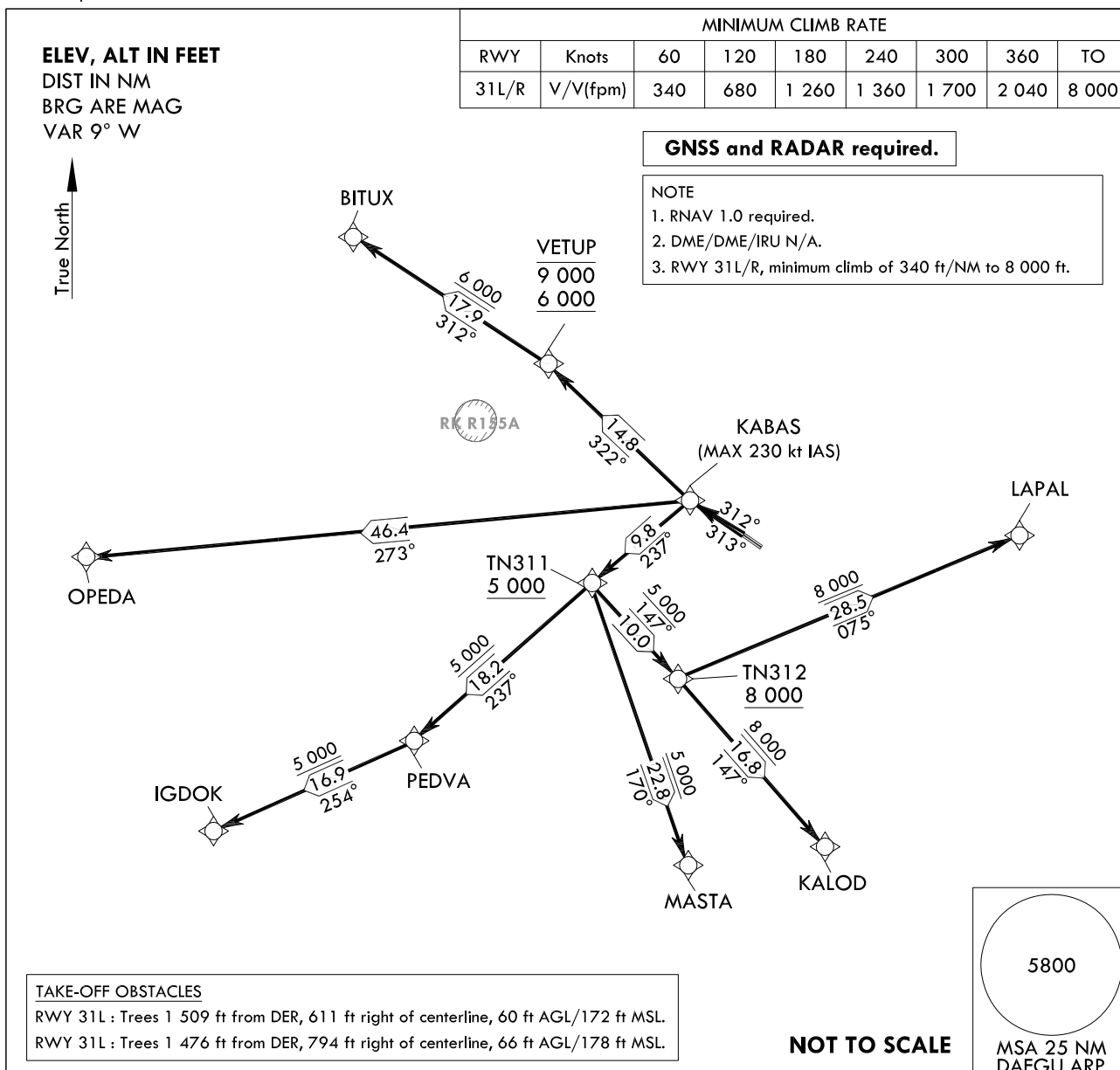
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STANDARD DEPARTURE CHART
INSTRUMENT (SID)TRANSITION ALT 14 000
TRANSITION LVL FL 140DAEGU DEP 120.25 135.9
230.3
DAEGU TWR 126.2
236.6DAEGU/Daegu Intl(RKTN)
RWY 31L/R
RNAV KABAS 1

Note : Departure under U.S. TERPS.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 31R : Climb course 312° to KABAS, thence.....

TAKE-OFF RWY 31L : Climb course 313° to KABAS, thence.....

..... Climb to 9 000 ft or assigned altitude via the following transition routes.

BITUX Transition : From KABAS on track 322° to cross VETUP between at or above 6 000 ft and at or below 9 000 ft, then on track 312° to BITUX.

OPEDA Transition : From KABAS on track 273° to OPEDA.

IGDOK Transition : From KABAS on track 237° to cross TN311 at or above 5 000 ft, then on track 237° to PEDVA and on track 254° to IGDOK.

MASTA Transition : From KABAS on track 237° to cross TN311 at or above 5 000 ft, then on track 170° to MASTA.

KALOD Transition : From KABAS on track 237° to cross TN311 at or above 5 000 ft, then on track 147° to cross TN312 at or above 8 000 ft, then on track 147° to KALOD.

LAPAL Transition : From KABAS on track 237° to cross TN311 at or above 5 000 ft, then on track 147° to cross TN312 at or above 8 000 ft, then on track 075° to LAPAL.

Change : Information of procedure and fix names(CABON → KABAS, DALGU → VETUP, DURYU → PEDVA).

DAEGU/Daegu Intl(RKTN)
RWY 31L/R
RNAV KABAS 1

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV KABAS 1 - BITUX Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation Specification	Remarks
001	CF	KABAS	-	31L-313 (304.2) 31R-312 (303.4)	5.0 5.0	-	-	-230	35°56'51.0"N 128°33'39.5"E	-	RNAV 1	-
002	TF	VETUP	-	322 (313.4)	14.8	-	-9 000 +6 000	-	36°07'02.7"N 128°20'21.4"E	-	RNAV 1	-
003	TF	BITUX	-	312 (302.9)	17.9	-	+6 000	-	36°16'44.9"N 128°01'47.9"E	-	RNAV 1	-

RNAV KABAS 1 - OPEDA Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation Specification	Remarks
001	CF	KABAS	-	31L-313 (304.2) 31R-312 (303.4)	5.0 5.0	-	-	-230	35°56'51.0"N 128°33'39.5"E	-	RNAV 1	-
002	TF	OPEDA	-	272.79 (264.05)	46.4	-	-	-	35°51'48.5"N 127°36'52.0"E	-	RNAV 1	-

RNAV KABAS 1 - IGDOK Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation Specification	Remarks
001	CF	KABAS	-	31L-313 (304.2) 31R-312 (303.4)	5.0 5.0	-	-	-230	35°56'51.0"N 128°33'39.5"E	-	RNAV 1	-
002	TF	TN311	-	237 (228.5)	9.8	-	+5 000	-	35°50'20.7"N 128°24'37.8"E	-	RNAV 1	-
003	TF	PEDVA	-	237 (228.4)	18.2	-	+5 000	-	35°38'13.0"N 128°07'54.2"E	-	RNAV 1	-
004	TF	IGDOK	-	254 (245.1)	16.9	-	+5 000	-	35°31'03.6"N 127°49'06.6"E	-	RNAV 1	-

Change : Information of procedure and fix names(CABON → KABAS, DALGU → VETUP, DURYU → PEDVA).

DAEGU/Daegu Intl(RKTN)

RWY 31L/R

RNAV KABAS 1

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV KABAS 1 - MASTA Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation Specification	Remarks
001	CF	KABAS	-	31L-313 (304.2) 31R-312 (303.4)	5.0 5.0	-	-	-230	35°56'51.0"N 128°33'39.5"E	-	RNAV 1	-
002	TF	TN311	-	237 (228.5)	9.8	-	+5 000	-	35°50'20.7"N 128°24'37.8"E	-	RNAV 1	-
003	TF	MASTA	-	170 (161.1)	22.8	-	+5 000	-	35°28'47.0"N 128°33'39.6"E	-	RNAV 1	-

RNAV KABAS 1 - KALOD Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation Specification	Remarks
001	CF	KABAS	-	31L-313 (304.2) 31R-312 (303.4)	5.0 5.0	-	-	-230	35°56'51.0"N 128°33'39.5"E	-	RNAV 1	-
002	TF	TN311	-	237 (228.5)	9.8	-	+5 000	-	35°50'20.7"N 128°24'37.8"E	-	RNAV 1	-
003	TF	TN312	-	147 (138.4)	10.0	-	+8 000	-	35°42'50.9"N 128°32'46.7"E	-	RNAV 1	-
004	TF	KALOD	-	147 (138.5)	16.8	-	+8 000	-	35°30'12.1"N 128°46'26.5"E	-	RNAV 1	-

RNAV KABAS 1 - LAPAL Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation Specification	Remarks
001	CF	KABAS	-	31L-313 (304.2) 31R-312 (303.4)	5.0 5.0	-	-	-230	35°56'51.0"N 128°33'39.5"E	-	RNAV 1	-
002	TF	TN311	-	237 (228.5)	9.8	-	+5 000	-	35°50'20.7"N 128°24'37.8"E	-	RNAV 1	-
003	TF	TN312	-	147 (138.4)	10.0	-	+8 000	-	35°42'50.9"N 128°32'46.7"E	-	RNAV 1	-
004	TF	LAPAL	-	075 (066.4)	28.5	-	+8 000	-	35°54'12.6"N 129°04'52.0"E	-	RNAV 1	-

Change : Information of procedure and fix name(CABON → KABAS).

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STANDARD ARRIVAL CHART
INSTRUMENT(STAR)TRANSITION ALT 14 000
TRANSITION LVL FL 140DAEGU APP 135.9 346.3
DAEGU TWR 126.2 236.6
365.0DAEGU/Daegu Intl(RKTN)
RWY 13R/L
RNAV YAWAN 1

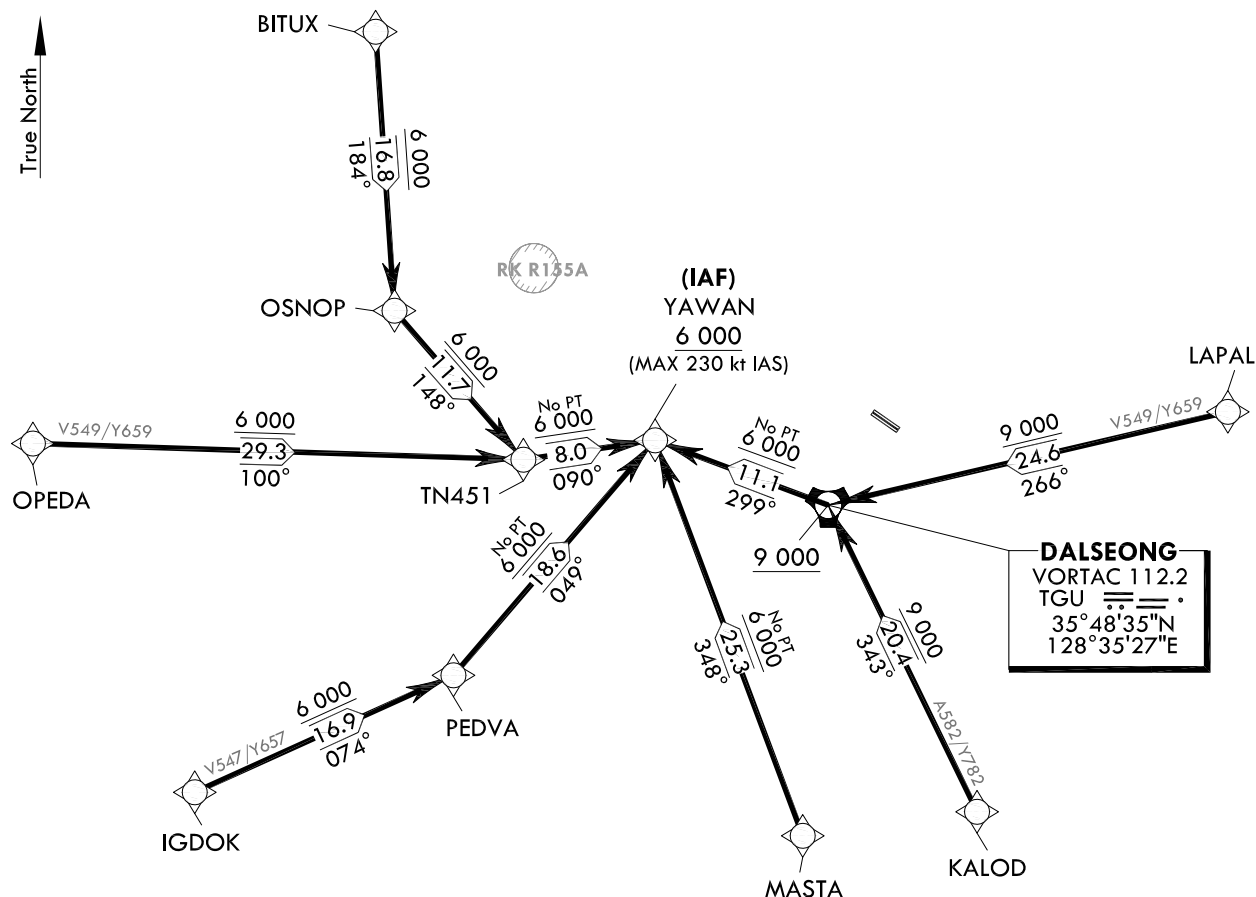
Note : Arrival under U.S. TERPS.

ELEV, ALT IN FEET

DIST IN NM

BRG ARE MAG

VAR 9° W



NOT TO SCALE

ARRIVAL ROUTE DESCRIPTION

LANDING RUNWAY 13R/L : Expect RNP approach following transition routes.

The following are transition routes.

BITUX Transition : From BITUX on track 184° to OSNOP and track 148° to TN451 and track 090° to cross YAWAN at or above 6 000 ft.OPEDA Transition : From OPEDA on track 100° to TN451 and track 090° to cross YAWAN at or above 6 000 ft.IGDOK Transition : From IGDOK on track 074° to PEDVA and track 049° to cross YAWAN at or above 6 000 ft.MASTA Transition : From MASTA on track 348° to cross YAWAN at or above 6 000 ft.KALOD Transition : From KALOD on track 343° to cross TGU(VORTAC) at or above 9 000 ft, then on track 299° to cross YAWAN at or above 6 000 ft.LAPAL Transition : From LAPAL on track 266° to cross TGU(VORTAC) at or above 9 000 ft, then on track 299° to cross YAWAN at or above 6 000 ft.

Change : Information of fix names(HOSAN → OSNOP, DURYU → PEDVA).

DAEGU/Daegu Intl(RKTN)
RWY 13R/L
RNAV YAWAN 1

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV YAWAN 1 - BITUX Transition

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	BITUX	-	-	-	-	-	-	36°16'44.9"N 128°01'47.9"E	-	RNAV 1	-
002	TF	OSNOP	-	184 (175.5)	16.8	-	+6 000	-	36°00'00.7"N 128°03'25.6"E	-	RNAV 1	-
003	TF	TN451	-	148 (138.8)	11.7	-	+6 000	-	35°51'11.1"N 128°12'54.5"E	-	RNAV 1	-
004	TF	YAWAN	-	090 (081.1)	8.0	-	+6 000	-230	35°52'24.8"N 128°22'38.0"E	-	RNAV 1	IAF

RNAV YAWAN 1 - OPEDA Transition

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	OPEDA	-	-	-	-	-	-	35°51'48.5"N 127°36'52.0"E	-	RNAV 1	-
002	TF	TN451	-	100 (091.0)	29.3	-	+6 000	-	35°51'11.1"N 128°12'54.5"E	-	RNAV 1	-
003	TF	YAWAN	-	090 (081.1)	8.0	-	+6 000	-230	35°52'24.8"N 128°22'38.0"E	-	RNAV 1	IAF

RNAV YAWAN 1 - IGDOK Transition

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	IGDOK	-	-	-	-	-	-	35°31'03.6"N 127°49'06.6"E	-	RNAV 1	-
002	TF	PEDVA	-	074 (064.9)	16.9	-	+6 000	-	35°38'13.0"N 128°07'54.2"E	-	RNAV 1	-
003	TF	YAWAN	-	049 (040.2)	18.6	-	+6 000	-230	35°52'24.8"N 128°22'38.0"E	-	RNAV 1	IAF

Change : Information of fix names(HOSAN → OSNOP, DURYU → PEDVA).

STANDARD ARRIVAL CHART
INSTRUMENT(STAR)TRANSITION ALT 14 000
TRANSITION LVL FL 140DAEGU APP 135.9 346.3
DAEGU TWR 126.2 236.6
365.0DAEGU/Daegu Intl(RKTN)
RWY 31L/R
RNAV UKBAT 1

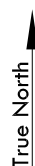
Note : Arrival under U.S. TERPS.

ELEV, ALT IN FEET

DIST IN NM

BRG ARE MAG

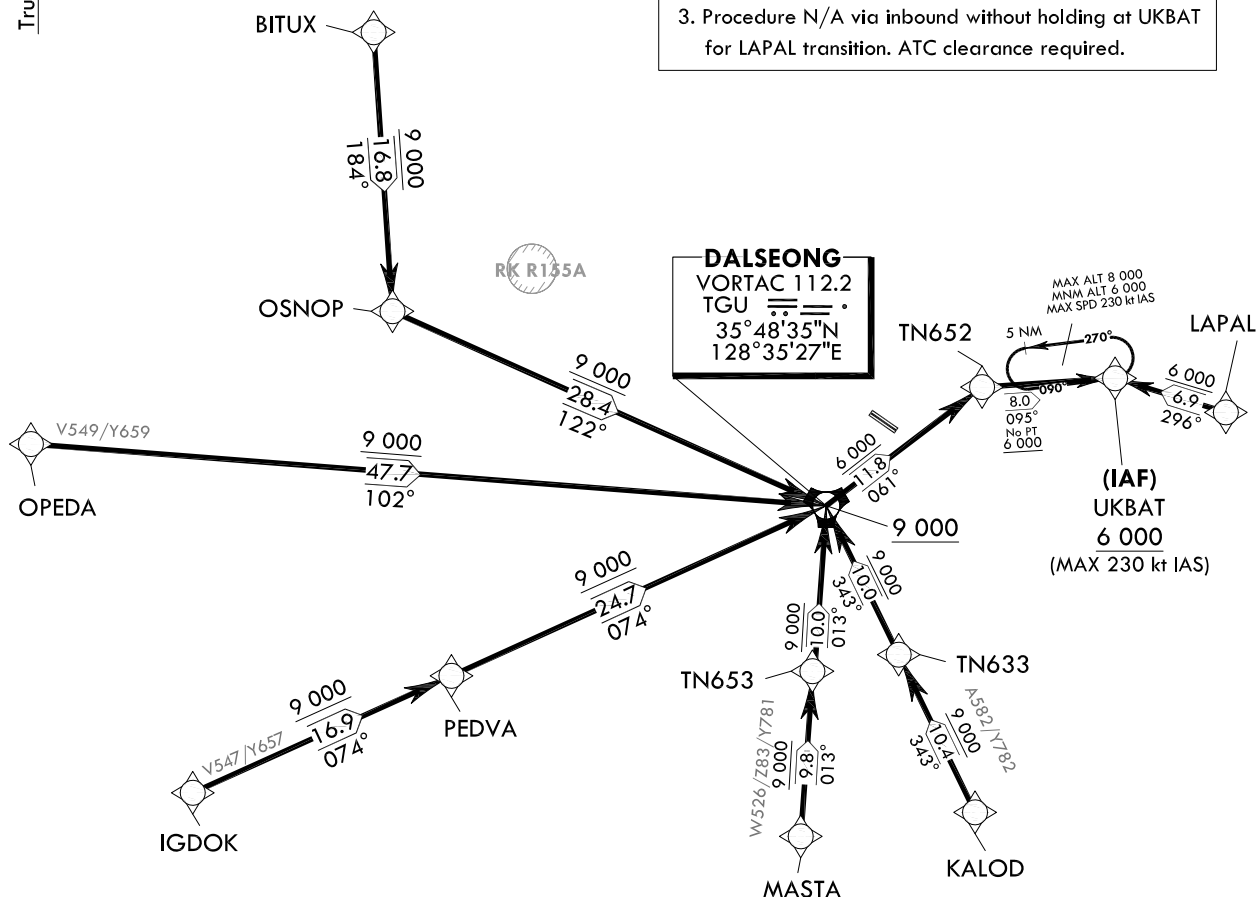
VAR 9° W



GNSS and RADAR required.

NOTE

1. RNAV 1.0 required.
2. DME/DME/IRU N/A.
3. Procedure N/A via inbound without holding at UKBAT for LAPAL transition. ATC clearance required.



NOT TO SCALE

ARRIVAL ROUTE DESCRIPTION

LANDING RUNWAY 31L/R : Expect RNP approach following transition routes.

The following are transition routes.

BITUX Transition : From BITUX on track 184° to OSNOP and track 122° to cross TGU(VORTAC) at or above 9 000 ft, then on track 061° to TN652 and track 095° to cross UKBAT at or above 6 000 ft.OPEDA Transition : From OPEDA on track 102° to cross TGU(VORTAC) at or above 9 000 ft, then on track 061° to TN652 and track 095° to cross UKBAT at or above 6 000 ft.IGDOK Transition : From IGDOK on track 074° to PEDVA and track 074° to cross TGU(VORTAC) at or above 9 000 ft, then on track 061° to TN652 and track 095° to cross UKBAT at or above 6 000 ft.MASTA Transition : From MASTA on track 013° to TN653 and track 013° to cross TGU(VORTAC) at or above 9 000 ft, then on track 061° to TN652 and track 095° to cross UKBAT at or above 6 000 ft.KALOD Transition : From KALOD on track 343° to TN633 and track 343° to cross TGU(VORTAC) at or above 9 000 ft, then on track 061° to TN652 and track 095° to cross UKBAT at or above 6 000 ft.LAPAL Transition : From LAPAL on track 296° to cross UKBAT at or above 6 000 ft.

Change : Information of fix names(HOSAN → OSNOP, DURYU → PEDVA).

DAEGU/Daegu Intl(RKTN)
RWY 31L/R
RNAV UKBAT 1

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV UKBAT 1 - BITUX Transition

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	BITUX	-	-	-	-	-	-	36°16'44.9"N 128°01'47.9"E	-	RNAV 1	-
002	TF	OSNOP	-	184 (175.5)	16.8	-	+9 000	-	36°00'00.7"N 128°03'25.6"E	-	RNAV 1	-
003	TF	TGU	-	122 (113.5)	28.4	-	+9 000	-	35°48'35.4"N 128°35'26.8"E	-	RNAV 1	-
004	TF	TN652	-	061 (052.7)	11.8	-	+6 000	-	35°55'43.2"N 128°46'57.0"E	-	RNAV 1	-
005	TF	UKBAT	-	095 (086.0)	8.0	-	+6 000	-230	35°56'16.5"N 128°56'47.1"E	-	RNAV 1	IAF

RNAV UKBAT 1 - OPEDA Transition

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	OPEDA	-	-	-	-	-	-	35°51'48.5"N 127°36'52.0"E	-	RNAV 1	-
002	TF	TGU	-	102 (093.6)	47.7	-	+9 000	-	35°48'35.4"N 128°35'26.8"E	-	RNAV 1	-
003	TF	TN652	-	061 (052.7)	11.8	-	+6 000	-	35°55'43.2"N 128°46'57.0"E	-	RNAV 1	-
004	TF	UKBAT	-	095 (086.0)	8.0	-	+6 000	-230	35°56'16.5"N 128°56'47.1"E	-	RNAV 1	IAF

RNAV UKBAT 1 - IGDKOK Transition

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	IGDKOK	-	-	-	-	-	-	35°31'03.6"N 127°49'06.6"E	-	RNAV 1	-
002	TF	PEDVA	-	074 (064.9)	16.9	-	+9 000	-	35°38'13.0"N 128°07'54.2"E	-	RNAV 1	-
003	TF	TGU	-	074 (065.1)	24.7	-	+9 000	-	35°48'35.4"N 128°35'26.8"E	-	RNAV 1	-
004	TF	TN652	-	061 (052.7)	11.8	-	+6 000	-	35°55'43.2"N 128°46'57.0"E	-	RNAV 1	-
005	TF	UKBAT	-	095 (086.0)	8.0	-	+6 000	-230	35°56'16.5"N 128°56'47.1"E	-	RNAV 1	IAF

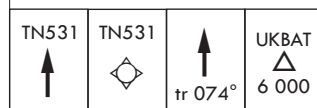
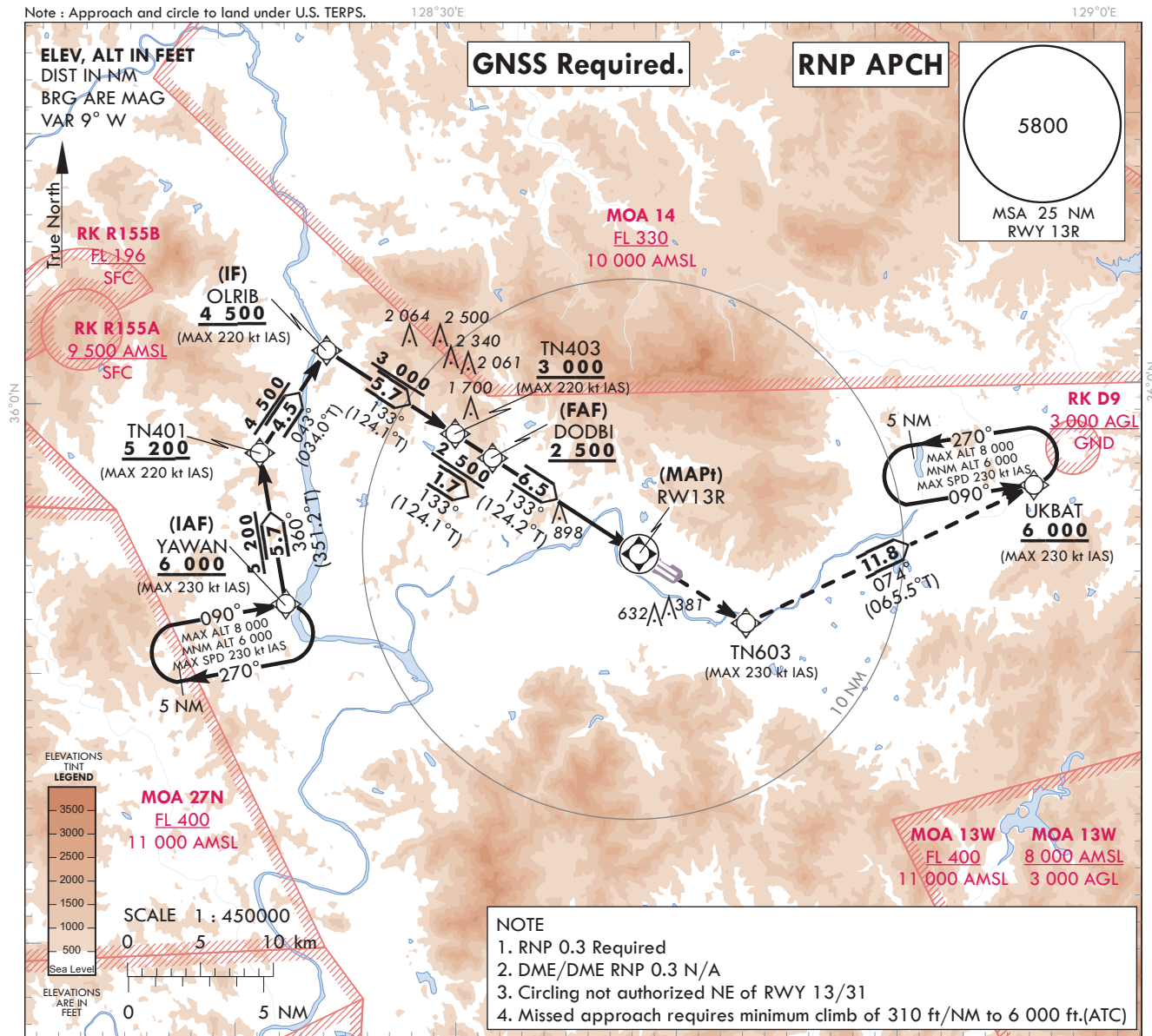
Change : Information of fix names(HOSAN → OSNOP, DURYU → PEDVA).

INSTRUMENT
APPROACH
CHARTAERODROME ELEV 120 ft
HEIGHTS RELATED TO
THR RWY 13R - ELEV 110 ft
HEIGHTS ELEV TDZ 111 ftDAEGU APP 135.9 346.3
DAEGU TWR 126.2 236.6
365.0

DAEGU/Daegu Intl(RKTN)

RNP
RWY 13R

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



CATEGORY		A	B	C	D
LNAV/VNAV DA	ALS	N/A			
	ALS INOP	N/A			
LNAV MDA	ALS	1 260 - 3 1 149(1 200 - 3)			
	ALS INOP	1 260 - 3 1 149(1 200 - 3)			
CIRCLING		1 260 - 3 1 140(1 200 - 3)			

Change : Information of fix names(GASAN → DODBI, GOOMI → OLRIB).

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 13R

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	YAWAN	-	-	-	-	+6 000	-230	35°52'24.8"N 128°22'38.0"E	-	RNP APCH	IAF
002	TF	TN401	-	360(351.2)	5.7	-	+5 200	-220	35°58'02.1"N 128°21'34.0"E	-	RNP APCH	-
003	TF	OLRIB	-	043(034.0)	4.5	-	+4 500	-220	36°01'47.4"N 128°24'41.4"E	-	RNP APCH	IF
004	TF	TN403	-	133(124.1)	5.7	-	+3 000	-220	35°58'36.2"N 128°30'28.8"E	-	RNP APCH	-
005	TF	DODBI	-	133(124.1)	1.7	-	+2 500	-	35°57'40.4"N 128°32'10.1"E	-	RNP APCH	FAF
006	TF	RW13R	Y	133(124.2)	6.5	-	-	-230	35°54'02.2"N 128°38'45.1"E	-	RNP APCH	MAPt
007	DF	TN603	-	-	-	-	-	-230	35°51'22.9"N 128°43'32.6"E	-	RNP APCH	CG310 ft/NM to 6 000
008	TF	UKBAT	-	074(065.5)	11.8	-	+6 000	-230	35°56'16.5"N 128°56'47.1"E	-	RNP APCH	-
009	HM	UKBAT	-	090(081.3)	-	L	-8 000 +6 000	-230	35°56'16.5"N 128°56'47.1"E	-	RNP APCH	5 NM (Outbound timing)

HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/TCH	Navigation specification	Remarks
RNP RWY 13R	HM	YAWAN	-	090(081.3)	5.0	R	-8 000 +6 000	-230	35°02'09.4"N 127°44'21.6"E	-	RNAV 1	-

**INSTRUMENT
APPROACH
CHART**

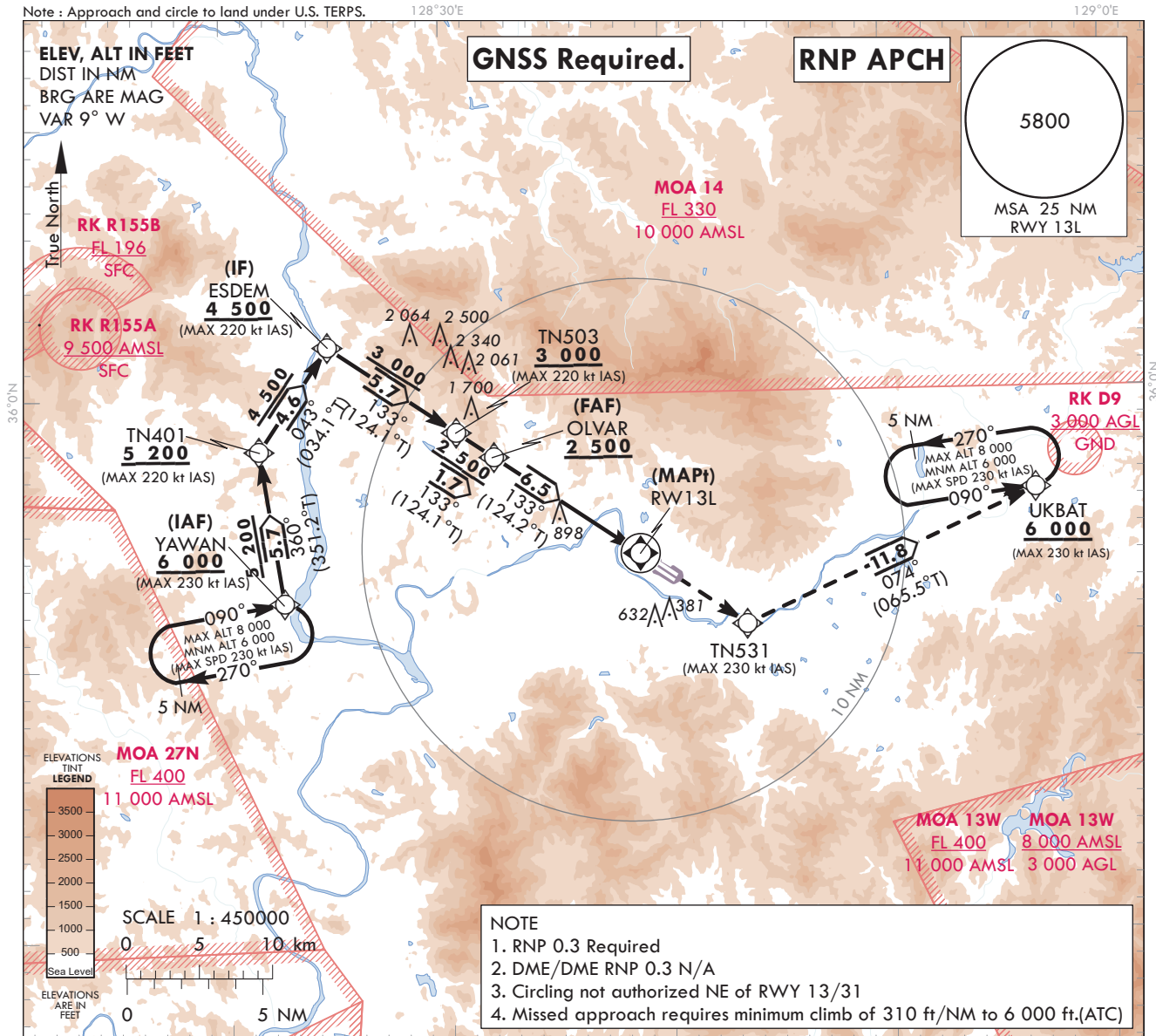
AERODROME ELEV 120 ft
HEIGHTS RELATED TO
THR RWY 13L - ELEV 112 ft
HEIGHTS ELEV TDZ 112 ft

DAEGU APP 135.9 346.3
DAEGU TWR 126.2 236.6
365.0

DAEGU/Daegu Intl(RKTN)

**RNP
RWY 13L**

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



TN531	TN531	↑	UKBAT	↑	tr 074°	6 000
↑	↑	↑	↑	↑	↑	↑

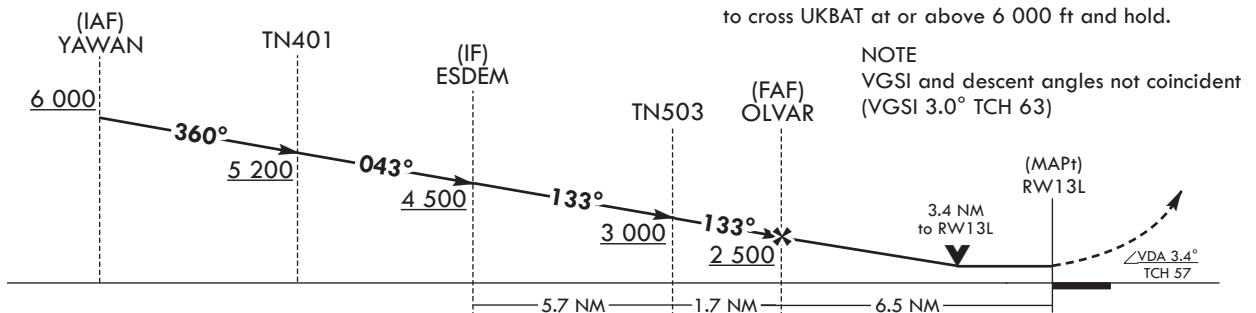
TRANSITION ALT 14 000	TRANSITION LVL FL 140
13L	V/V(fpm)

MISSED APPROACH CLIMB RATE TABLE

RWY	Knots	60	120	180	240	300	TO
13L	V/V(fpm)	310	620	930	1 240	1 550	6 000

MISSED APPROACH

Climb to 6 000 ft on direct to TN531 and track 074° to cross UKBAT at or above 6 000 ft and hold.



CATEGORY		A	B	C	D
LNAV/VNAV DA	ALS	N/A			
	ALS INOP	N/A			
LNAV MDA	ALS	1 260 - 3	1 148(1 200 - 3)		
	ALS INOP	1 260 - 3	1 148(1 200 - 3)		
CIRCLING		1 260 - 3	1 140(1 200 - 3)		

Change : Information of fix names(KUMHO → ESDEM, ALTON → OLVAR).

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 13L										
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/TCH
001	IF	YAWAN	-	-	-	-	+6 000	-230	35°52'24.8"N 128°22'38.0"E	-
002	TF	TN401	-	360(351.2)	5.7	-	+5 200	-220	35°58'02.1"N 128°21'34.0"E	-
003	TF	ESDEM	-	043(034.1)	4.6	-	+4 500	-220	36°01'50.8"N 128°24'44.3"E	-
004	TF	TN503	-	133(124.1)	5.7	-	+3 000	-220	35°58'39.4"N 128°30'32.1"E	-
005	TF	OLVAR	-	133(124.1)	1.7	-	+2 500	-	35°57'43.3"N 128°32'13.8"E	-
006	TF	RW13L	Y	133(124.2)	6.5	-	-	-230	35°54'05.4"N 128°38'48.4"E	-
007	DF	TN531	-	-	-	-	-	-230	35°51'26.2"N 128°43'35.7"E	-
008	TF	UKBAT	-	074(065.5)	11.8	-	+6 000	-230	35°56'16.5"N 128°56'47.1"E	-
009	HM	UKBAT	-	090(081.3)	-	L	+8 000 +6 000	-230	35°56'16.5"N 128°56'47.1"E	-
										5 NM (Outbound timing)

HOLDING PROCEDURE						
Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction
RNP RWY 13L	HM	YAWAN	-	090(081.3)	5.0	R
					Altitude (ft)	Speed (kt)
					-8 000 +6 000	-230
					Coordinates	VPA/TCH
					35°52'24.8"N 128°22'38.0"E	-
					Navigation specification	Remarks
					RNAV 1	-

Change : Information of fix names(KUMHO → ESDEM, ALTON → OLVAR).

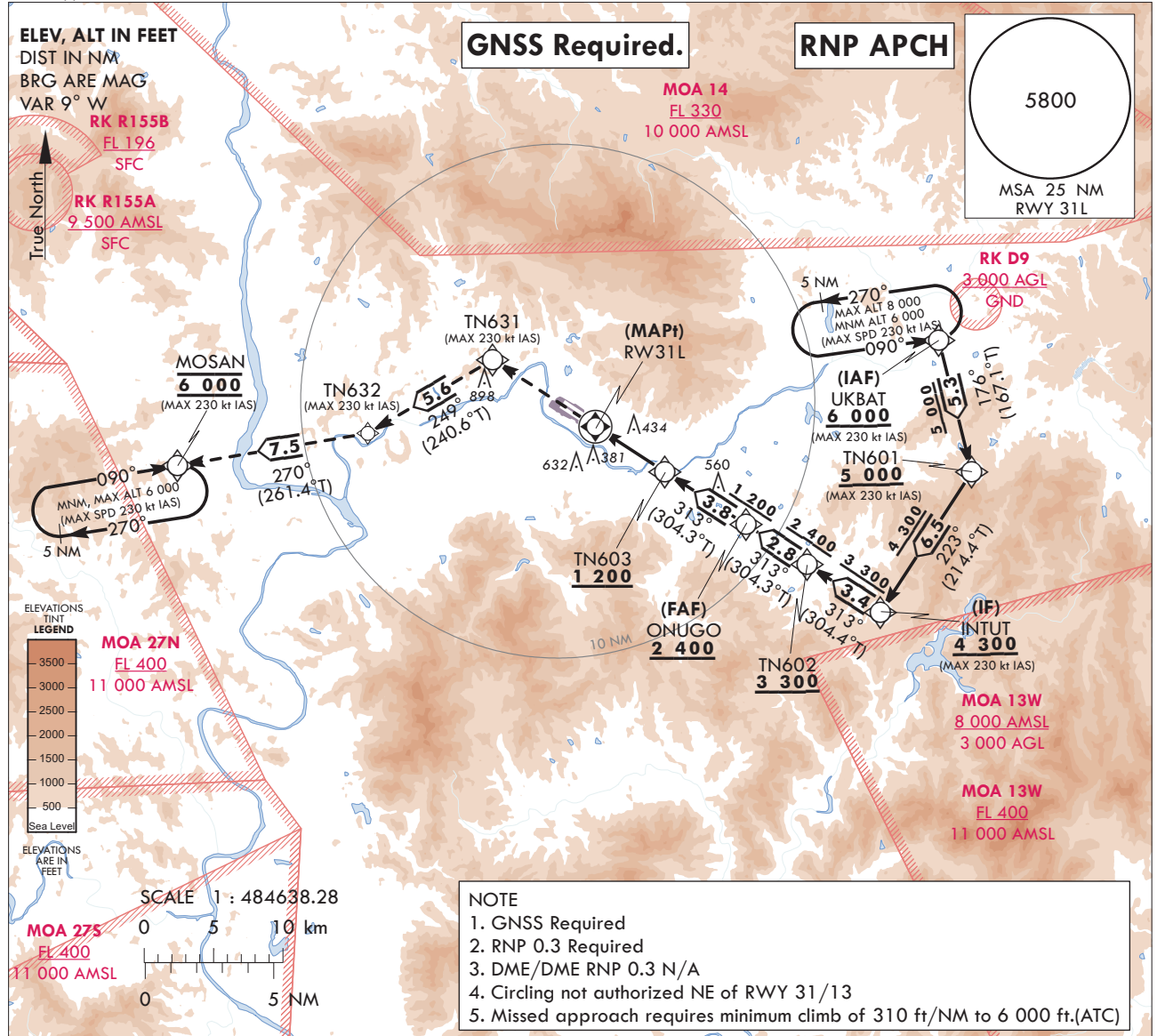
**INSTRUMENT
APPROACH
CHART**

AERODROME ELEV 120ft
HEIGHTS RELATED TO
THR RWY 31L - ELEV 118 ft
HEIGHTS ELEV TDZ 118 ft

DAEGU APP	135.9	346.3
DAEGU TWR	126.2	236.6
	365.0	

DAEGU/Daegu Intl(RKTN)
RNP
RWY 31L

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



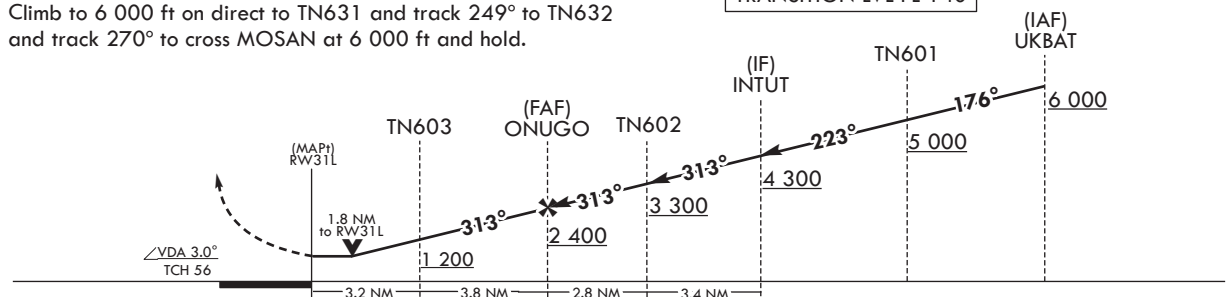
TN631	TN631	TN632	6000	MOSAN
↑	⬠	⬠	↑	⬠
	tr 249°		tr 270°	6 000

MISSED APPROACH CLIMB RATE TABLE						
RWY	KNOTS	60	120	180	240	300
31L	V/V(fpm)	310	620	930	1 240	1 550
						6 000

MISSED APPROACH

Climb to 6 000 ft on direct to TN631 and track 249° to TN632 and track 270° to cross MOSAN at 6 000 ft and hold.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY		A	B	C	D
LNAV/VNAV DA	ALS				N/A
	ALS INOP				N/A
LNAV MDA	ALS		760-1 3/8	642(700-1 3/8)	
	ALS INOP		760-1 7/8	642(700-1 7/8)	
CIRCLING		760-1 7/8 640(700-1 7/8)	1 000-1 7/8 880(900-1 7/8)	1 000-2 1/2 880(900-2 1/2)	1 260-3 1 140(1 200-3)

Change : Information of fix names(SINAM → ONUGO, INTER → INTUT).

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 31L										
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/TCH
001	IF	UKBAT	-	-	-	-	+6 000	-230	35°56'16.5"N 128°56'47.1"E	-
002	TF	TN601	-	176(167.1)	5.3	-	+5 000	-230	35°51'06.5"N 128°58'12.6"E	-
003	TF	INTUT	-	223(214.4)	6.5	-	+4 300	-230	35°45'44.2"N 128°53'41.8"E	-
004	TF	TN602	-	313(304.3)	3.4	-	+3 300	-230	35°47'39.4"N 128°50'14.8"E	-
005	TF	ONUGO	-	313(304.3)	2.8	-	+2 400	-230	35°49'15.4"N 128°47'22.3"E	-
006	TF	TN603	-	313(304.3)	3.8	-	+1 200	-	35°51'22.9"N 128°43'32.6"E	-
007	TF	RW31L	Y	313(304.3)	3.2	-	-	-	35°53'11.9"N 128°40'15.9"E	-
008	DF	TN631	-	-	-	-	-	-230	35°55'53.2"N 128°35'24.2"E	-
009	TF	TN632	-	249(240.6)	5.6	-	-	-230	35°53'06.4"N 128°29'21.3"E	-
010	TF	MOSAN	-	270(261.4)	7.5	-	@6 000	-230	35°51'58.4"N 128°20'14.0"E	-
011	HM	MOSAN	-	090(081.3)	-	R	@6 000	-230	35°51'58.4"N 128°20'14.0"E	-
										5 NM (Outbound timing)

HOLDING PROCEDURE						
Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction
RNP RWY 31L	HM	UKBAT	-	090(081.3)	5.0	L
						Altitude (ft)
						-8 000 +8 000
						Speed (kt)
						-230
						Coordinates
						35°56'16.5"N 128°56'47.1"E
						VPA/TCH
						-
						Navigation specification
						RNAV 1
						Remarks
						-

AERODROME ELEV 120 ft
HEIGHTS RELATED TO
THR RWY 31R - ELEV **120 ft**
HEIGHTS ELEV TDZ **120 ft**

DAEGU	APP	135.9	346.3
DAEGU	TWR	126.2	236.6
		365.0	

DAEGU/Daegu Intl(RKTN)
RNP
RWY 31R

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

True North

RK R155B
FL 196
SFC

RK R155A
9 500 AMSL
SFC

MOA 14
FL 330
10 000 AMSL

5800
MSA 25 NM
RWY 31R

MOSAN
6 000
(MAX 230 kt IAS)

TN632
(MAX 230 kt IAS)

TN731
(MAX 230 kt IAS)

(MAPt)
RW31R

TN702
1 200

(FAF)
MEVIM
2 400

TN701
3 300

(IF)
IDEVA
4 300
(MAX 230 kt IAS)

MOA 27N
FL 400
11 000 AMSL

MOA 13W
FL 400
11 000 AMSL

MOA 13W
8 000 AMSL
3 000 AGL

RK D9
3 000 AGL
GND

5 NM
270°
MAX ALT 8 000
MIN ALT 6 000
(MAX SPD 230 kt IAS)

090°
MAX, MIN ALT 6 000
(MAX SPD 230 kt IAS)

5 NM

560

10 NM

SCALE 1 : 450000

0 5 10 km

0 5 NM

ELEVATIONS TINT LEGEND

Sea Level

ELEVATIONS ARE IN FEET

NOTE

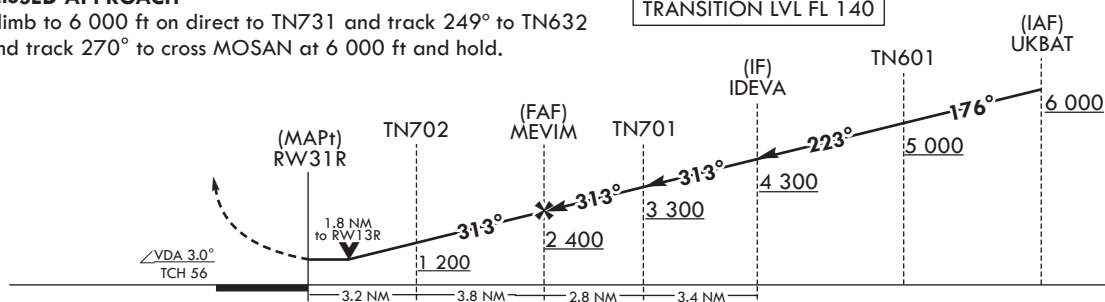
1. RNP 0.3 Required
2. DME/DME RNP 0.3 N/A
3. Circling not authorized NE of RWY 31/13
4. Missed approach requires minimum climb of 310 ft/NM to 6 000 ft.(ATC)

TN731 ↑	TN731 ⬡	↑ tr 249°	TN632 ⬡	6000 ↑ tr 270°	MOSAN △ 6 000
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MISSED APPROACH CLIMB RATE TABLE							
RWY	KNOTS	60	120	180	240	300	TO
31R	V/V(fpm)	310	620	930	1 240	1 550	6 000

Climb to 6 000 ft on direct to TN731 and track 249° to TN632 and track 270° to cross MOSAN at 6 000 ft and hold.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY		A	B	C	D
LNAV/VNAV DA	ALS	N/A			
	ALS INOP	N/A			
LNAV MDA	ALS	760-1 3/8 640(700-1 3/8)			
	ALS INOP	760-1 3/4 640(700-1 3/4)			
CIRCLING		760-1 3/4 640(700-1 3/4)	1 000-1 3/4 880(900-1 3/4)	1 000-2 1/2 880(900-2 1/2)	1 260-3 1 140(1 200-3)

Change : Information of fix names(SADAN → MEVIM, BULGO → IDEVA).

DAEGU/Daegu Intl(RKTN)
RNP
RWY 31R

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 31R

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	UKBAT	-	-	-	-	+6 000	-230	35°56'16.5"N 128°56'47.1"E	-	RNP APCH	IAF
002	TF	TN601	-	176(167.1)	5.3	-	+5 000	-230	35°51'06.5"N 128°58'12.6"E	-	RNP APCH	-
003	TF	IDEVA	-	223(214.4)	6.5	-	+4 300	-230	35°45'47.6"N 128°53'44.7"E	-	RNP APCH	IF
004	TF	TN701	-	313(304.4)	3.4	-	+3 300	-230	35°47'42.9"N 128°50'17.7"E	-	RNP APCH	-
005	TF	MEVIM	-	313(304.3)	2.8	-	+2 400	-230	35°49'18.8"N 128°47'25.2"E	-	RNP APCH	FAF
006	TF	TN702	-	313(304.3)	3.8	-	+1 200	-	35°51'26.4"N 128°43'35.4"E	-	RNP APCH	-
007	TF	RW31R	Y	313(304.3)	3.2	-	-	-	35°53'15.3"N 128°40'18.8"E	-	RNP APCH	MAPt
008	DF	TN731	-	-	-	-	-	-230	35°55'53.2"N 128°35'24.2"E	-	RNP APCH	CG310ft/NM to 6 000
009	TF	TN632	-	249(240.6)	5.6	-	-	-230	35°53'06.4"N 128°29'21.3"E	-	RNP APCH	-
010	TF	MOSAN	-	270(261.4)	7.5	-	@6 000	-230	35°51'58.4"N 128°20'14.0"E	-	RNP APCH	-
011	HM	MOSAN	-	090(081.3)	-	R	@6 000	-230	35°51'58.4"N 128°20'14.0"E	-	RNP APCH	5 NM (Outbound limit)

HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
RNP RWY 31R	HM	UKBAT	-	090(081.3)	5.0	L	-8 000 +6 000	-230	35°56'16.5"N 128°56'47.1"E	-	RNAV 1	-

Change : Information of fix names(SADAN → MEVIM, BULGO → IDEVA).