TEL : 82-53-668-0286
FAX : 82-53-668-0277
AFS : RKRRYNYX
EMAIL : aisd@korea.kr
Web : https://aim.koca.go.kr

Ministry of Land, Infrastructure and Transport
Office of Civil Aviation
11, Doum 6-ro, Sejong-si, 30103, Republic of Korea

AMENDMENT NR 3/25

6 MAR 2025

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 Gimpo INTL Airport

a) Amended ACFT stand information.

1.2 Jeju INTL Airport

a) Information of airport regulation.
b) Information of de-icing pad movement.
c) Information of bird concentration in the vicinity of the airport.

1.3 Cheongju INTL Airport

a) Information of MAG VAR/annual change(8° W(2020)/0.092° → 9° W(2025)/0.040°) and annual rate of change(5' W → 2' W).
b) Information of lateral limit for cheongju CTR.
c) Amended ATS airspace.

1.4 Daegu INTL Airport

a) Amended phrase(and).

1.5 Gwangju Airport

a) Information of COP and significant points(reporting requirement).

1.6 Ulsan Airport

a) Information of RWY physical characteristics(RESA and OFZ).

1.7 Pohang Gyeongju Airport

a) Information of COP, significant points(reporting requirement) and holding information.

2. PAGE CONTROL

2.1 Replace the old sheets with new one as follows;

OLD (Pages to be removed)	NEW (Pages to be inserted)	
VOL I, Part I - GEN (General)	**VOL I, Part I - GEN (General)**	
GEN 0.3-1(6 FEB 25) / 0.3-2(6 FEB 25)	GEN 0.3-1 / 0.3-2	6 MAR 25
GEN 0.4-1(6 FEB 25) / 0.4-2(6 FEB 25)	GEN 0.4-1 / 0.4-2	6 MAR 25
GEN 0.4-3(6 FEB 25) / 0.4-4(6 FEB 25)	GEN 0.4-3 / 0.4-4	6 MAR 25
GEN 0.4-5(6 FEB 25) / 0.4-6(6 FEB 25)	GEN 0.4-5 / 0.4-6	6 MAR 25
GEN 0.4-7(6 FEB 25) / 0.4-8(6 FEB 25)	GEN 0.4-7 / 0.4-8	6 MAR 25
GEN 0.4-9(6 FEB 25) / 0.4-10(6 FEB 25)	GEN 0.4-9 / 0.4-10	6 MAR 25
VOL II, Part III - AD (Aerodromes)	**VOL II, Part III - AD (Aerodromes)**	
RKSS	**RKSS**	
AD CHART 2-3(12 DEC 24) / 2-4(12 DEC 24)	AD CHART 2-3 / 2-4	6 MAR 25
RKPC	**RKPC**	
AD 2-9(8 FEB 24) / 2-10(8 FEB 24)	AD 2-9 / 2-10	6 MAR 25
AD 2-11(8 FEB 24) / 2-12(8 FEB 24)	AD 2-11 / 2-12	6 MAR 25
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AD CHART 2-4(6 FEB 25) / BLANK	AD CHART 2-4 / BLANK	6 MAR 25
AD CHART 2-5(9 JAN 25) / 2-6(9 JAN 25)	AD CHART 2-5 / 2-6	6 MAR 25
AD CHART 2-7(9 JAN 25) / 2-8(9 JAN 25)	AD CHART 2-7 / 2-8	6 MAR 25
AD CHART 2-33(4 APR 24) / 2-34(4 APR 24)	AD CHART 2-33 / 2-34	6 MAR 25
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RKTN	**RKTN**	
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RKJJ	**RKJJ**	
AD CHART 2-10(1 JUN 23) / BLANK	AD CHART 2-10 / BLANK	6 MAR 25
RKPU	**RKPU**	
AD 2-3(2 MAY 24) / 2-4(17 OCT 24)	AD 2-3 / 2-4	6 MAR 25
RKTH	**RKTH**	
AD CHART 2-2(1 JUN 23) / BLANK	AD CHART 2-2 / BLANK	6 MAR 25

END

GEN 0.3 RECORD OF AIP SUPPLEMENT

1. Current AIP Supplement

NR/Year	Subject	AIP Section(s) affected	Period of validity (From/To)	Cancellation record
23/10	Requirement for Overflight Permission	GEN	-	
2/23	Incheon AP - Temporary Obstacle Erected	AD	8 FEB 23 / 31 DEC 25	
8/23	Gimpo AP - Temporary Obstacles Erected	AD	31 MAY 23 / 30 SEP 25	
11/23	ENR - Temporary Drone Special Areas Established	ENR	30 JUN 23 / 30 JUN 25	
9/24	Incheon AP - Temporary Obstacle Erected	AD	7 FEB 24 / 31 OCT 25	
17/24	Gimpo AP - Temporary Obstacles Erected	AD	3 APR 24 / 31 DEC 25	
19/24	Gimpo AP - Temporary Obstacles Erected	AD	2 MAY 24 / 30 JUL 25	
27/24	Gimpo AP - Temporary Obstacles Erected	AD	31 MAY 24 / 31 AUG 26	
40/24	Gimpo AP - Temporary Obstacles Erected	AD	21 AUG 24 / 10 FEB 26	
41/24	Gimpo AP - Temporary Obstacles Erected	AD	31 AUG 24 / 30 AUG 25	
47/24	Gimpo AP - Temporary Obstacles Erected	AD	18 SEP 24 / 31 DEC 25	
48/24	Gimpo AP - Temporary Obstacles Erected	AD	30 SEP 24 / 31 AUG 25	
50/24	Ulsan AP - Temporary Obstacle Erected	AD	1 OCT 24 / 28 FEB 26	
62/24	Incheon AP - Temporary Obstacles Erected	AD	6 OCT 24 / 30 AUG 25	
63/24	Gimpo AP - Temporary Obstacle Erected	AD	16 OCT 24 / 30 APR 25	
66/24	Incheon AP - Temporary Obstacles Erected	AD	14 NOV 24 / 30 NOV 25	
67/24	Incheon AP - Temporary Obstacles Erected	AD	14 NOV 24 / 31 DEC 25	
68/24	Gimpo AP - Temporary Obstacles Erected	AD	13 NOV 24 / 10 FEB 26	
73/24	Incheon AP, Gimpo AP - Trial Operation of Re-categorization (RECAT) Wake Turbulence Separation Minima within Seoul TMA	AD	14 DEC 24 / 15 DEC 25	
75/24	Incheon AP - Temporary Obstacles Erected	AD	12 DEC 24 / 31 OCT 25	
76/24	Gimpo AP - Temporary Obstacles Erected	AD	11 DEC 24 / 31 JAN 26	
77/24	Muan AP - Unserviceability of Muan Radar	AD	16 MAR 24 / 30 JUN 25	
79/24	Yeosu AP - Unserviceability of Yeosu Radar	AD	14 JUL 24 / 30 JUN 25	
80/24	Ulsan AP - Temporary Obstacles Erected	AD	17 NOV 24 / 31 JAN 26	
1/25	ENR - Temporary Restricted Areas Established	ENR	31 DEC 24 / 31 DEC 25	
2/25	Incheon AP - Temporary Obstacles Erected	AD	9 JAN 25 / 30 JUN 25	
3/25	Incheon AP - Incheon INTL Airport under Maintenance of VDGS Service for Concourse	AD	9 JAN 25 / 31 AUG 25	
4/25	Incheon AP - Temporary Obstacle Erected	AD	11 JAN 25 / 30 SEP 25	
5/25	Gimpo AP - Temporary Obstacle Erected	AD	8 JAN 25 / 30 NOV 25	
6/25	Incheon AP - Incheon INTL Airport A-CDM Trial Operation for Phase 2	AD	29 JUN 22 / 30 APR 25	
7/25	Incheon AP - Operational Restriction of Cargo Apron 1	AD	10 FEB 25 / 20 MAY 25	
8/25	Gimpo AP - Temporary Obstacle Erected	AD	28 FEB 25 / 28 FEB 26	
9/25	Jeju AP - H-BEAM Structure Exists	AD	5 FEB 25 / 31 DEC 25	
10/25	Gimhae AP - Concrete Structures Exist	AD	5 FEB 25 / 31 DEC 25	
11/25	Gwangju AP - Mound and Concrete Structure Exists	AD	5 FEB 25 / 31 DEC 25	
12/25	Yeosu AP - Mound and Concrete Structure Exists	AD	5 FEB 25 / 31 DEC 25	
13/25	Sacheon AP - Concrete Structures Exist	AD	5 FEB 25 / 31 DEC 25	
14/25	Pohang Gyeongju AP - Mound and Concrete Structure Exists	AD	5 FEB 25 / 31 DEC 25	
18/25	Gimpo AP - Temporary Obstacles Erected	AD	5 MAR 25 / 31 JAN 26	
19/25	Muan AP - Unavailability of Strip and RESA near RWY 19 THR	AD	18 SEP 24 / 16 APR 25	
20/25	Muan AP - Change of TWY E1 Center Line Marking and Right Edge Marking & Right Edge Light	AD	18 SEP 24 / 2 OCT 25	
21/25	Muan AP - 180° Turning Marking on RWY 19	AD	18 SEP 24 / 2 OCT 25	
22/25	Muan AP - Temporary Security Fence and Temporary Obstacles Erected	AD	11 DEC 24 / 29 AUG 25	

2. Current AIRAC AIP Supplement

NR/Year	Subject	AIP Section(s) affected	Period of validity (From/To)	Cancellation record
2/23	ENR - Y722 Traffic Dispersion Operation (Effective : 1600UTC 22 MAR 2023)	ENR	22 MAR 23 / PERM	
5/24	Muan AP - Construction Work for Runway Extension (Effective : 1600UTC 21 FEB 2024)	AD	21 FEB 24 / 20 JUL 25	superseded by 25/25
6/24	Muan AP - Unserviceability of ILS/DME (Effective : 1600UTC 21 FEB 2024)	AD	21 FEB 24 / 20 JUL 25	superseded by 26/25
7/24	Muan AP - Unserviceability of ALS (Effective : 1600UTC 21 FEB 2024)	AD	21 FEB 24 / 20 JUL 25	superseded by 27/25
34/24	Jeju AP - Unserviceability of ILS/DME for RWY 07 (Effective : 1600UTC 7 AUG 2024)	AD	7 AUG 24 / 16 APR 25	
45/24	Gwangju AP - Unserviceability of ILS/DME for RWY 04R (Effective : 1600UTC 2 OCT 2024)	AD	2 OCT 24 / 24 DEC 25	
56/24	Incheon AP - Unserviceability of WNG VOR/DME (Effective : 1600UTC 30 OCT 2024)	AD	30 OCT 24 / 30 JUN 25	
65/24	Muan AP - Unserviceability of ILS/DME (Effective : 1600UTC 27 NOV 2024)	AD	30 OCT 24 / 30 APR 25	superseded by 32/25
69/24	Incheon AP - RWY 15L/33R and TWYs Closed due to Construction (Effective : 1600UTC 25 DEC 2024)	AD	15 JAN 25 / 10 JUL 25	superseded by 16/25
71/24	Muan AP - Change of RWY 01/19 Declared Distance (Effective : 1600UTC 25 DEC 2024)	AD	30 OCT 24 / 30 APR 25	superseded by 28/25
72/24	Muan AP - RWY 19 Threshold Displaced by 300 m (Effective : 1600UTC 25 DEC 2024)	AD	30 OCT 24 / 30 APR 25	superseded by 29/25
81/24	Gimpo AP - Operational Restrictions (Effective : 1600UTC 22 JAN 2025)	AD	22 JAN 25 / 14 MAY 25	superseded by 17/25
15/25	Incheon AP - Aircraft Stand NR. 711 Operational Restriction (Effective : 1600UTC 19 MAR 2025)	AD	19 MAR 25 / 31 DEC 25	
16/25	Incheon AP - RWY 15L/33R and TWYs Closed due to Construction (Effective : 1600UTC 19 MAR 2025)	AD	19 MAR 25 / 2 OCT 25	
17/25	Gimpo AP - Operational Restrictions (Effective : 1600UTC 19 MAR 2025)	AD	19 MAR 25 / 14 MAY 25	superseded by 23/25
23/25	Gimpo AP - Operational Restrictions (Effective : 1600UTC 16 APR 2025)	AD	19 MAR 25 / 14 MAY 25	
24/25	Gimhae AP - Code “F” Aircraft Operation Procedures for 2025 APEC Member countries (Effective : 1600UTC 16 APR 2025)	AD	During the official period of the 2025 APEC Summit	
25/25	Muan AP - Construction Work for Runway Extension (Effective : 1600UTC 16 APR 2025)	AD	21 FEB 24 / 2 OCT 25	
26/25	Muan AP - Unserviceability of ILS/DME (Effective : 1600UTC 16 APR 2025)	AD	21 FEB 24 / 20 JUL 25	
27/25	Muan AP - Unserviceability of ALS (Effective : 1600UTC 16 APR 2025)	AD	21 FEB 24 / 2 OCT 25	
28/25	Muan AP - Change of RWY 01/19 Declared Distance (Effective : 1600UTC 16 APR 2025)	AD	30 OCT 24 / 2 OCT 25	
29/25	Muan AP - RWY 19 Threshold Displaced by 300 m (Effective : 1600UTC 16 APR 2025)	AD	30 OCT 24 / 2 OCT 25	
30/25	Muan AP -Temporary Availability of Stip and RESA near RWY 19 THR (Effective : 1600UTC 16 APR 2025)	AD	16 APR 25 / 2 OCT 25	
31/25	Muan AP - Unserviceability of ALS (Effective : 1600UTC 16 APR 2025)	AD	16 APR 25 / 30 AUG 25	
32/25	Muan AP - Unserviceability of ILS/DME (Effective : 1600UTC 16 APR 2025)	AD	30 OCT 24 / 30 AUG 25	

GEN 0.4 CHECKLIST OF AIP PAGES

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3.2 - 3	22 AUG 24
3.2 - 4	22 AUG 24
3.2 - 5	22 AUG 24
3.2 - 6	22 AUG 24
3.2 - 7	22 AUG 24
3.2 - 8	22 AUG 24
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2 - 8-8	WEF 25 DEC 24
2 - 8-9	WEF 25 DEC 24
2 - 8-10	WEF 15 MAY 24
2 - 9	WEF 15 MAY 24
2 - 10	WEF 4 SEP 24
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CHART 2 - 9	30 JUN 22	CHART 2 - 7-1	19 SEP 24			CHART 2 - 8-1	WEF 13 JUL 22
CHART 2 - 9-1	30 JUN 22	CHART 2 - 8	19 SEP 24			CHART 2 - 9	WEF 13 JUL 22
CHART 2 - 10	WEF 3 NOV 21	CHART 2 - 8-1	19 SEP 24			CHART 2 - 9-1	WEF 13 JUL 22
CHART 2 - 10-1	WEF 3 NOV 21	CHART 2 - 9	19 SEP 24			CHART 2 - 10	WEF 13 JUL 22
CHART 2 - 11	WEF 3 NOV 21	CHART 2 - 9-1	19 SEP 24			CHART 2 - 11	11 JAN 24
CHART 2 - 11-1	WEF 19 MAY 21	CHART 2 - 10	19 SEP 24			CHART 2 - 11-1	11 JAN 24
CHART 2 - 12	WEF 30 OCT 24	CHART 2 - 10-1	19 SEP 24			CHART 2 - 12	11 JAN 24
CHART 2 - 12-1	12 JAN 23	CHART 2 - 11	19 SEP 24			CHART 2 - 12-1	11 JAN 24
CHART 2 - 13	WEF 30 OCT 24	CHART 2 - 11-1	19 SEP 24			CHART 2 - 13	4 APR 24
CHART 2 - 13-1	11 JAN 24	CHART 2 - 12	19 SEP 24			CHART 2 - 13-1	4 APR 24
CHART 2 - 14	WEF 30 OCT 24	CHART 2 - 12-1	19 SEP 24			CHART 2 - 14	11 JAN 24
CHART 2 - 14-1	29 JUN 23	CHART 2 - 13	19 SEP 24			CHART 2 - 14-1	11 JAN 24
CHART 2 - 15	WEF 30 OCT 24	CHART 2 - 13-1	19 SEP 24			CHART 2 - 15	11 JAN 24
CHART 2 - 15-1	15 DEC 22	CHART 2 - 14	19 SEP 24			CHART 2 - 15-1	11 JAN 24
CHART 2 - 16	WEF 30 OCT 24	CHART 2 - 14-1	19 SEP 24			CHART 2 - 16	11 JAN 24
CHART 2 - 16-1	15 DEC 22	CHART 2 - 15	19 SEP 24			CHART 2 - 16-1	11 JAN 24
CHART 2 - 17	WEF 30 OCT 24	CHART 2 - 15-1	19 SEP 24			CHART 2 - 16-2	WEF 13 JUL 22
CHART 2 - 17-1	WEF 24 JAN 24	CHART 2 - 16	19 SEP 24			CHART 2 - 16-3	WEF 15 JUN 22
CHART 2 - 17-2	9 JAN 25	CHART 2 - 16-1	19 SEP 24			CHART 2 - 17	11 JAN 24
CHART 2 - 17-3	9 JAN 25	CHART 2 - 17	19 SEP 24			CHART 2 - 17-1	11 JAN 24
CHART 2 - 18	WEF 30 OCT 24	CHART 2 - 17-1	19 SEP 24			CHART 2 - 17-2	17 NOV 22
CHART 2 - 18-1	15 DEC 22	CHART 2 - 18	19 SEP 24			CHART 2 - 17-3	17 NOV 22
CHART 2 - 19	24 AUG 23	CHART 2 - 18-1	19 SEP 24			CHART 2 - 18	WEF 13 JUL 22
CHART 2 - 20	24 AUG 23	CHART 2 - 19	19 SEP 24			CHART 2 - 18-1	WEF 15 JUN 22
		CHART 2 - 19-1	19 SEP 24				
		CHART 2 - 20	WEF 30 OCT 24				
		CHART 2 - 20-1	WEF 30 OCT 24				
		CHART 2 - 21	19 SEP 24				
		CHART 2 - 21-1	19 SEP 24				
		CHART 2 - 22	19 SEP 24				
		CHART 2 - 22-1	19 SEP 24				

Page	Date	Page	Date
RKTL		RKPD	
2 - 1	12 DEC 24	2 - 1	19 NOV 20
2 - 2	12 DEC 24	2 - 2	19 NOV 20
2 - 3	2 MAY 24	2 - 3	8 FEB 24
2 - 4	WEF 27 NOV 24	2 - 4	8 FEB 24
2 - 5	2 MAY 24	2 - 5	16 DEC 21
2 - 6	2 MAY 24	2 - 6	16 DEC 21
2 - 7	WEF 22 JAN 25	2 - 7	17 NOV 22
2 - 8	12 DEC 24	2 - 8	17 NOV 22
2 - 9	WEF 10 AUG 22	2 - 9	10 FEB 22
2 - 9-1	WEF 6 SEP 23	2 - 10	10 FEB 22
2 - 10	4 MAY 23	2 - 11	16 DEC 21
2 - 10-1	4 MAY 23	2 - 12	WEF 25 DEC 24
2 - 11	27 JUN 24	2 - 13	12 DEC 24
2 - 12	27 JUN 24	2 - 14	12 DEC 24
CHART 2 - 1	WEF 22 JAN 25	CHART 2 - 1	16 DEC 21
CHART 2 - 2	4 MAY 23	CHART 2 - 2	16 DEC 21
CHART 2 - 3	WEF 27 NOV 24	CHART 2 - 3	4 APR 24
CHART 2 - 4	22 SEP 22	CHART 2 - 4	21 SEP 23
CHART 2 - 5	WEF 27 NOV 24	CHART 2 - 4-1	21 SEP 23
CHART 2 - 6	WEF 27 NOV 24	CHART 2 - 5	WEF 1 NOV 23
CHART 2 - 7	WEF 6 SEP 23	CHART 2 - 5-1	WEF 1 NOV 23
CHART 2 - 7-1	WEF 6 SEP 23	CHART 2 - 6	WEF 25 DEC 24
CHART 2 - 8	WEF 6 SEP 23	CHART 2 - 6-1	7 MAR 24
CHART 2 - 8-1	22 SEP 22	CHART 2 - 7	WEF 25 DEC 24
CHART 2 - 9	WEF 6 SEP 23	CHART 2 - 7-1	7 MAR 24
CHART 2 - 9-1	22 SEP 22	CHART 2 - 8	WEF 25 DEC 24
CHART 2 - 10	21 SEP 23	CHART 2 - 8-1	WEF 25 DEC 24
CHART 2 - 10-1	21 SEP 23	CHART 2 - 9	WEF 25 DEC 24
CHART 2 - 11	WEF 6 SEP 23	CHART 2 - 9-1	WEF 25 DEC 24
CHART 2 - 11-1	22 SEP 22	CHART 2 - 10	WEF 25 DEC 24
CHART 2 - 12	WEF 6 SEP 23	CHART 2 - 10-1	WEF 25 DEC 24
CHART 2 - 12-1	22 SEP 22	CHART 2 - 11	WEF 25 DEC 24
CHART 2 - 13	WEF 6 SEP 23	CHART 2 - 11-1	7 MAR 24
CHART 2 - 13-1	22 SEP 22	CHART 2 - 12	WEF 25 DEC 24
CHART 2 - 14	WEF 6 SEP 23	CHART 2 - 12-1	WEF 25 DEC 24
CHART 2 - 14-1	WEF 6 SEP 23	CHART 2 - 13	WEF 25 DEC 24
CHART 2 - 15	WEF 6 SEP 23	CHART 2 - 13-1	WEF 25 DEC 24
CHART 2 - 15-1	22 SEP 22	CHART 2 - 14	9 JAN 25
CHART 2 - 16	21 SEP 23	CHART 2 - 14-1	9 JAN 25
CHART 2 - 16-1	21 SEP 23	CHART 2 - 15	WEF 25 DEC 24
CHART 2 - 17	WEF 6 SEP 23	CHART 2 - 15-1	WEF 25 DEC 24
CHART 2 - 17-1	22 SEP 22	CHART 2 - 16	9 JAN 25
CHART 2 - 18	WEF 22 JAN 25	CHART 2 - 16-1	9 JAN 25
CHART 2 - 18-1	WEF 27 NOV 24	CHART 2 - 17	9 JAN 25
CHART 2 - 19	WEF 22 JAN 25	CHART 2 - 17-1	9 JAN 25
CHART 2 - 19-1	WEF 27 NOV 24	CHART 2 - 18	WEF 25 DEC 24
CHART 2 - 20	9 JAN 25	CHART 2 - 18-1	WEF 25 DEC 24
CHART 2 - 20-1	9 JAN 25	CHART 2 - 19	WEF 25 DEC 24
CHART 2 - 21	9 JAN 25	CHART 2 - 20	WEF 25 DEC 24
CHART 2 - 21-1	9 JAN 25		
CHART 2 - 22	9 JAN 25		
CHART 2 - 22-1	9 JAN 25		
CHART 2 - 23	9 JAN 25		
CHART 2 - 23-1	9 JAN 25		
CHART 2 - 24	9 JAN 25		
CHART 2 - 24-1	9 JAN 25		
CHART 2 - 25	9 JAN 25		
CHART 2 - 25-1	9 JAN 25		
CHART 2 - 26	25 JUL 24		
CHART 2 - 27	25 JUL 24		

AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV	
Central Apron	**16** m
The Other	**13** m

TWR	118.1
GND	121.9
APN	130.875

HS 1, 3 :
Location on Gimpo airport movement area with a potential risk of runway incursion and where aircrafts are frequently encountered.
HS 2 :
Aircraft use caution when passing by this point that 4 TWYs(C3, D2, P and R) are intersecting.
HS 4, 5 :
Location on Gimpo airport movement area with a potential risk of runway incursion.
HS 6 :
A location on Gimpo airport movement area with a history of runway incursion.
HS 7 :
Pilots and ground handlers for towing aircraft shall maintain a good lookout to ensure sufficient wing tip clearance.
HS 8 :
Pilots are to pay extra caution when they have "hold short instruction" from ATC and to ensure sufficient wing tip clearance.
HS 9 :
Location on Gimpo airport movement area with a potential risk of runway incursion.

TWY WIDTH AND BEARING STRENGTH		
DESIGNATION	WIDTH	BEARING STRENGTH
APRON (East, Central)	NIL	PCR 662/F/B/X/T
APRON (North)		PCR 835/R/B/W/T
APRON (West)		PCR 587/R/B/W/T
A	35 m	PCR 1 006/R/B/W/T
G2	40 m	
P	30 m	PCR 662/F/B/X/T (PCR 875/R/B/W/T : 1 096 m from SE TWY end/ 282 m from NW TWY end)
B1	30 m	PCR 662/F/B/X/T PCR 1 006/R/B/W/T
D1, G1, W1, W2	30 m	PCR 662/F/B/X/T
F1	23 m	
B2, C1, C2, C3, D2, D3, E1, E2, F2	35 m	
S, T	NIL	PCR 587/R/B/W/T
R, RD	NIL	PCR 875/R/B/W/T
P1	NIL	PCR 662/F/B/X/T
P2, P3	NIL	PCR 1 006/R/B/W/T
P4, P5, P6, N1, N2, N3, NY	NIL	PCR 835/R/B/W/T

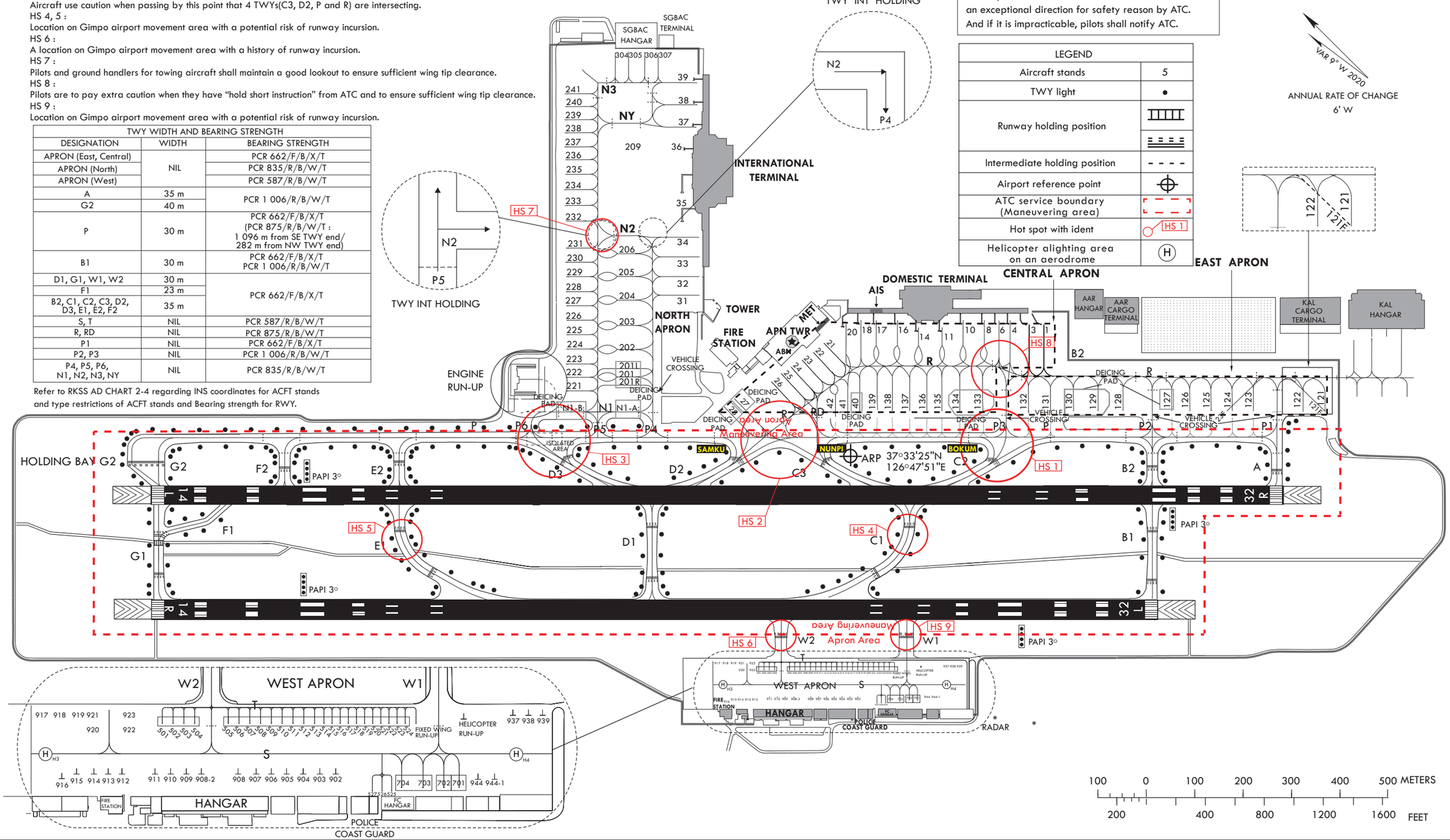
Refer to RKSS AD CHART 2-4 regarding INS coordinates for ACFT stands and type restrictions of ACFT stands and Bearing strength for RWY.

Note 1
All aircraft should taxi at speeds of more than 10 kt on taxiway P to ensure smooth traffic flow unless there is an exceptional direction for safety reason by ATC. And if it is impracticable, pilots shall notify ATC.

LEGEND	
Aircraft stands	5
TWY light	●
Runway holding position	
Intermediate holding position	- - - -
Airport reference point	⊕
ATC service boundary (Maneuvering area)	
Hot spot with ident	HS 1
Helicopter alighting area on an aerodrome	Ⓗ

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2020
ANNUAL RATE OF CHANGE
6' W



INS COORDINATES FOR AIRCRAFT STANDS (WGS-84)

STAND NR	COORDINATES		STAND NR	COORDINATES		STAND NR	COORDINATES	
1	37°33'21.66"N	126°48'19.06"E	203	37°33'52.36"N	126°47'41.86"E	701	37°33'03.90"N	126°47'31.98"E
3	37°33'22.69"N	126°48'17.76"E	204	37°33'54.02"N	126°47'43.95"E	702	37°33'04.60"N	126°47'31.11"E
4	37°33'23.72"N	126°48'16.46"E	205	37°33'55.68"N	126°47'46.38"E	703	37°33'05.48"N	126°47'30.01"E
6	37°33'24.75"N	126°48'15.17"E	206	37°33'57.40"N	126°47'48.06"E	704	37°33'05.99"N	126°47'29.36"E
8	37°33'26.37"N	126°48'13.90"E	209	37°34'04.65"N	126°47'57.17"E	902	37°33'08.85"N	126°47'27.15"E
10	37°33'28.03"N	126°48'11.82"E	221	37°33'52.40"N	126°47'30.17"E	903	37°33'09.51"N	126°47'26.33"E
11	37°33'28.80"N	126°48'09.44"E	222	37°33'53.40"N	126°47'31.43"E	904	37°33'10.17"N	126°47'25.52"E
14	37°33'30.53"N	126°48'07.28"E	223	37°33'54.40"N	126°47'32.68"E	905	37°33'10.82"N	126°47'24.70"E
16	37°33'32.62"N	126°48'06.03"E	224	37°33'55.34"N	126°47'34.10"E	906	37°33'11.48"N	126°47'23.89"E
17	37°33'34.16"N	126°48'03.89"E	225	37°33'56.34"N	126°47'35.26"E	907	37°33'12.14"N	126°47'23.07"E
18	37°33'35.37"N	126°48'02.21"E	226	37°33'57.34"N	126°47'36.51"E	908	37°33'12.80"N	126°47'22.26"E
20	37°33'36.05"N	126°48'00.62"E	227	37°33'58.34"N	126°47'37.76"E	908-2	37°33'14.20"N	126°47'20.50"E
21	37°33'36.23"N	126°47'57.36"E	228	37°33'59.33"N	126°47'39.14"E	909	37°33'14.88"N	126°47'19.66"E
22	37°33'36.31"N	126°47'55.39"E	229	37°34'00.33"N	126°47'40.27"E	910	37°33'15.53"N	126°47'18.85"E
23	37°33'36.33"N	126°47'53.74"E	230	37°34'01.33"N	126°47'41.52"E	911	37°33'16.17"N	126°47'18.04"E
24	37°33'36.41"N	126°47'52.04"E	231	37°34'02.33"N	126°47'42.77"E	912	37°33'17.41"N	126°47'16.36"E
25	37°33'36.98"N	126°47'50.47"E	232	37°34'04.42"N	126°47'45.40"E	913	37°33'18.00"N	126°47'15.62"E
26	37°33'37.59"N	126°47'48.82"E	233	37°34'05.42"N	126°47'46.66"E	914	37°33'18.59"N	126°47'14.88"E
27	37°33'39.32"N	126°47'44.18"E	234	37°34'06.46"N	126°47'47.84"E	915	37°33'19.20"N	126°47'14.12"E
28	37°33'39.15"N	126°47'42.44"E	235	37°34'07.46"N	126°47'49.97"E	916	37°33'19.62"N	126°47'13.19"E
31	37°33'49.67"N	126°47'49.76"E	236	37°34'08.46"N	126°47'50.35"E	917	37°33'23.13"N	126°47'15.23"E
32	37°33'51.06"N	126°47'51.46"E	237	37°34'09.46"N	126°47'51.60"E	918	37°33'22.39"N	126°47'16.15"E
33	37°33'52.80"N	126°47'53.65"E	238	37°34'10.45"N	126°47'52.85"E	919	37°33'21.66"N	126°47'17.08"E
34	37°33'54.54"N	126°47'55.84"E	239	37°34'11.45"N	126°47'54.11"E	920	37°33'20.47"N	126°47'17.06"E
35	37°33'57.10"N	126°47'57.69"E	240	37°34'12.45"N	126°47'55.36"E	921	37°33'21.06"N	126°47'17.80"E
36	37°34'00.77"N	126°48'02.34"E	241	37°34'13.45"N	126°47'56.61"E	922	37°33'19.00"N	126°47'18.91"E
37	37°34'01.89"N	126°48'05.36"E	304	37°34'13.71"N	126°48'05.17"E	923	37°33'19.59"N	126°47'19.65"E
38	37°34'03.46"N	126°48'07.50"E	305	37°34'12.14"N	126°48'06.34"E	937	37°33'03.92"N	126°47'39.23"E
39	37°34'05.14"N	126°48'09.63"E	306	37°34'11.15"N	126°48'07.76"E	938	37°33'03.37"N	126°47'39.92"E
121	37°32'55.01"N	126°48'37.35"E	307	37°34'10.69"N	126°48'08.92"E	939	37°33'02.82"N	126°47'40.62"E
121F	37°32'54.94"N	126°48'37.21"E	501	37°33'17.86"N	126°47'21.05"E	944	37°33'02.93"N	126°47'34.03"E
122	37°32'56.61"N	126°48'35.34"E	502	37°33'17.43"N	126°47'21.57"E	944-1	37°33'01.85"N	126°47'35.40"E
123	37°33'00.19"N	126°48'30.72"E	503	37°33'16.99"N	126°47'22.12"E			
123F	37°33'01.94"N	126°48'28.35"E	504	37°33'16.57"N	126°47'22.65"E			
124	37°33'01.72"N	126°48'28.74"E	505	37°33'15.19"N	126°47'24.39"E			
125	37°33'03.25"N	126°48'26.78"E	506	37°33'14.76"N	126°47'24.92"E			
126	37°33'04.80"N	126°48'24.83"E	507	37°33'14.32"N	126°47'25.46"E			
127	37°33'06.03"N	126°48'23.26"E	508	37°33'13.88"N	126°47'26.01"E			
128	37°33'09.73"N	126°48'18.72"E	509	37°33'13.45"N	126°47'26.56"E			
129	37°33'11.55"N	126°48'16.44"E	510	37°33'13.01"N	126°47'27.11"E			
130	37°33'13.42"N	126°48'14.14"E	511	37°33'12.57"N	126°47'27.66"E			
131	37°33'14.99"N	126°48'12.01"E	512	37°33'12.14"N	126°47'28.20"E			
132	37°33'16.61"N	126°48'10.05"E	513	37°33'11.72"N	126°47'28.75"E			
133	37°33'19.96"N	126°48'05.76"E	514	37°33'11.29"N	126°47'29.28"E			
134	37°33'21.63"N	126°48'03.67"E	515	37°33'10.91"N	126°47'29.76"E			
135	37°33'22.97"N	126°48'02.00"E	516	37°33'10.59"N	126°47'30.16"E			
136	37°33'24.37"N	126°48'00.31"E	517	37°33'10.27"N	126°47'30.57"E			
137	37°33'25.52"N	126°47'58.89"E	518	37°33'09.95"N	126°47'30.97"E			
138	37°33'26.65"N	126°47'57.44"E	519	37°33'09.63"N	126°47'31.38"E			
139	37°33'27.66"N	126°47'56.39"E	520	37°33'09.31"N	126°47'31.78"E			
140	37°33'28.81"N	126°47'54.72"E	521	37°33'08.99"N	126°47'32.18"E			
141	37°33'29.57"N	126°47'53.35"E	522	37°33'08.67"N	126°47'32.59"E			
142	37°33'30.47"N	126°47'52.15"E	523	37°33'08.35"N	126°47'32.99"E			
201	37°33'48.61"N	126°47'37.13"E	524	37°33'08.03"N	126°47'33.40"E			
201R	37°33'48.36"N	126°47'36.13"E	525	37°33'06.49"N	126°47'28.73"E			
201L	37°33'49.37"N	126°47'37.40"E	526	37°33'06.81"N	126°47'28.33"E			
202	37°33'50.75"N	126°47'39.70"E	527	37°33'07.13"N	126°47'27.93"E			

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

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

* Code letter "E" aircraft is prohibited to Taxi-out at all aircraft stands.
* Aircraft stands NR. 124-126, 131-134, 137, 201-209 may be used by B767 class (A300-600) ACFT for Nose-in/Taxi-out subject to prior permission from ATC.
* Aircraft stands NR. 123, 127, 135, 136, 138-142 may be used by B737-800WL class (MD-90) ACFT for Nose-in/Taxi-out subject to prior permission from ATC.
* Taxiway intersection markings are provided for 5 places in front of the intersections / junctions on apron taxiway P4 and P5.
* Isolated area : At the intersection of TWY D3 and TWY P.
* De-icing pad : B737-800WL(MD-90) class ACFT - 27, 28, 140, 127 and 201L/R
  B767 class ACFT - 130
  B747 class ACFT - 129, 133, 134, 201 and N1-A, N1-B on the "N1" TWY
* Engine Run-up : Front of "P6" TWY
* Multiple Aircraft Ramp System(MARS) : 121F(121, 122), 123F(123, 124), 201L(201), 201R(201)

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

* Dimensions means overall length × width

Change : Amended ACFT stand information.

RKPC AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulation

1.1 Circling not authorized north of RWY 07/25 and west of RWY 13/31.

1.2 Circling not authorized when cross-wind component within limits of main runway (07/25).

1.3 Surface wind data is available for both ends of the duty runway. Normally, only the touchdown surface wind information will be passed. Stop-end surface wind information is available on request.

1.4 If an engine run-up check or any other inspection is required after line-up, the estimated time required shall be informed to ATC as soon as possible before line-up instruction.

1.5 High Intensity Runway Operation(HIRO)

The HIROs are used to optimize separation of aircraft on final approach in order to minimize runway occupancy time(ROT) for both arriving and departing aircraft to increase runway capacity. Expeditious exit from the landing runway allows ATC to make appropriate minimum radar separation on final approach.

1. The HIROs will be not applied when one of the following adverse conditions exists :

a. The visibility is less than 5 km.
b. The runway is adversely contaminated whenever standing water, ice, snow, slush or other substances are present.
c. The cross-wind component including gust exceeds 15 kt, or
d. The tail-wind component including gust exceeds 5 kt, or
e. Wind-shear has been reported.
f. Any other abnormal condition of aircraft, airport or ATC system exist.

2. When HIROs are in force, ATC will inform via ATIS(Phrase : High Intensity Runway Operation in force, minimum runway occupancy time required.) or RTF.

3. Arrival

a. Pilots are strongly encouraged to pre-plan the runway exit strategy that will minimize occupancy time.
1) Select the most suitable exit taxiway(preferred rapid exit taxiways) that provides the least runway occupancy time taking into account safety, operational and company considerations.
2) Adjust proper deceleration and use braking to expedite exit at appropriate speed at the selected exit.
3) The following table is based upon the design information for Preferred Rapid Exit Taxiways (PETs) and is provided to assist pilots determine the most suitable exit.

RWY	Preferred Rapid Exit Taxiways (PETs)	Distance from THLD	Exit Angle	Design Exit Speed
07	P6	1 520 m	30°	40 kt (74 km/h)
	P5	1 750 m		
25	P7	1 520 m		
	P8	1 750 m		

b. If the aircraft is unable to vacate the runway via the PETs for safety reason, the pilot expeditiously exit the runway with the appropriate speed at another exit. In this case, the pilots should report “EXIT TWY” to the ATC as early as possible.

c. Pilots should avoid intentionally extending the landing run to vacate closer to the parking stand.

d. After landing, aircraft do not stop on the rapid exit taxiway to awaiting instructions from ATC. Unless otherwise instructed by ATC, pilots should use following the standard taxi routes.
1) RWY 07 - P6/P5 → P → G1 → R
2) RWY 25 - P7/P8 → P → G3 → R

e. The runway is only vacated after the entire aircraft has passed the holding line.

Change : Information of airport regulation.

4. Departure

a. Pilots are strongly encouraged to check the availability of intersection departure before start-up. Declared distances for intersection departure are detailed in AD 2.13 DECLARED DISTANCES. For the purpose of performance calculations the standard intersection departure points are :
1) RWY 07 - P9 / P11 / P12
2) RWY 25 - P2 / P3

b. Pilots should complete pre-departure cockpit checks prior to reaching runway holding point and the take-off checks on the runway should be kept to the minimum. Pilots not ready for departure when reaching the runway holding point shall advise ATC as early as possible.

c. On receipt of line-up clearance, pilots should ensure that they are able to taxi and line-up on the runway as soon as the preceding aircraft has commenced either its take-off roll or landing run.

d. On receipt of take-off clearance, pilots should ensure that they are able to commence take-off without delay.

e. Departures will not always be cleared as the order “First Come, First Served’, the ATC can optimize the departure sequence to facilitate the maximum number of departure with the least average delay considering following factors :
1) Routes to be followed after preceding departure
2) Need to apply wake turbulence separation minima
3) Aircraft subject to ATFM requirements
4) Types of aircraft and relative performance

1.6 No person may operate an aircraft for training purpose at Jeju INTL Airport.

1.7 No person may operate a light sport aircraft, ultra-light vehicle at Jeju INTL Airport.

2. Airport Collaborative Decision Making

2.1 General

1. A-CDM is a process that allows air traffic controllers, airport operators, aircraft operators(AO), ground handling agents(GHA), pilots and air traffic flow managers to exchange operational information and work together to efficiently manage operations at aerodrome.

2. Definitions commonly used terms in A-CDM

a. Target Off Block Time(TOBT) - The time that an AO or GHA estimates that an aircraft will be ready, all doors closed, boarding bridge removed, push-back vehicle available and ready to start-up/push-back immediately upon reception of clearance from the ATC.
b. Target Start up Approval Time(TSAT) - The time provided by ATC taking into account TOBT, Calculated Take Off Time(CTOT) and/or the traffic situation that an aircraft can expect start-up/push-back approval.
c. Target Take Off Time(TTOT) - The Target Take Off Time considering the TOBT/TSAT plus the Estimated Taxi-Out Time(EXOT).

3. The operation of A-CDM at Jeju INTL Airport will be phased due to ATC environment restrictions. TSAT will not be provided to all departure flights. The flights subject to Pre-Departure Sequencing are limited to ATFM regulated flights during first operational phase.

2.2 A-CDM Procedures

1. Jeju INTL Airport A-CDM portal system will automatically calculate system TOBT for each departure flight taking into account the Estimated In-Block Time/Actual In-Block Time(EIBT/AIBT), Minimum Turnaround Time(MTTT) and Estimated Off Block Time(EOBT).

2. AO or GHA can manually update the system generated TOBT from 90 minutes prior to EOBT.

3. If the prediction of departure readiness(new TOBT) differs more than 5 minutes from the previous TOBT, AO or GHA shall update TOBT.

4. TOBT shall not deviate from EOBT by more than 5 minutes. If TOBT deviate from EOBT by more than 5 minutes, AO or GHA shall update EOBT. When EOBT is updated, TOBT is automatically modified to the value of the new EOBT.

5. TOBT shall be updated through the following channels :
a. A-CDM portal or mobile web(https://cdm.airport.co.kr)
b. FIDS at boarding rooms

3.3 Departure routes

Unless otherwise instructed, aircraft should use the following routes.

Runway in use	Departure routes
RWY 07	R → G3 → P → P13
RWY 25	R → E1 → RWY 13/31 → A → P → P1
RWY 31	R → E3

3.4 Radio frequency transfer point

Departure aircraft shall contact radio frequency 118.2 MHz(JEJU TOWER) at the following point unless otherwise instructed by ATC.

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

3.5 Taxiing speed control

1. When the RWY 07 in use and ATC uses phrase “Taxi without delay”.

   Aircraft at self maneuvering stand should
   a. Commence taxi as soon as possible after ATC issue taxi instruction.
   b. Taxi at speeds of more than 15 kt on taxiway P until passing G3 holding position to prevent collision with landing traffic. And if it is impracticable, pilot shall notify ATC.

2. The above procedure will be not applied when following conditions exists :
   a. The taxiway is adversely contaminated whenever standing water, ice, snow, slush or other substances are present.
   b. The LVP in force.

3.6 Limitation

Taxiing on TWY P is restricted according to the following circumstances.

1. When code letter "C" aircraft is on connecting TWY for intersection departure, only code letter "C" aircraft can pass by the aircraft on holding.
   (Except P2, P9, P12 : Code letter "D" aircraft is also allowed to pass by.)

2. When code letter "D" aircraft is on connecting TWY for intersection departure, no aircraft can pass by the aircraft on holding.
   (Except P2, P9, P12 : Only code letter "C" aircraft is allowed to pass by.)

3. When code letter "E" aircraft is on connecting TWY for intersection departure, no aircraft can pass by the aircraft on holding.

4. Pilot should have caution of nearby aircraft on holding for departure, and should pass by only when enough room is secured.

4. De-icing Operations

- De-icing pad is located on G3(Enable up to B747) and spot NR. 62(Enable up to B767), 64, 65(Enable up to A321).
  · Restriction : Using taxilane behind G3 shall be permitted only to code letter "C" aircraft while code letter "E" aircraft is occupying de-icing pad G3.

- De-icing Pad Operation
  · Aircraft Operator should notice to the Ground Operator when he/she wants to use de-icing pad.
  · Ground Operator should notice to the relevant government as Operation Procedure.
  · When using a de-icing pad, notice to the Ground control(121.675 MHz) before push-back(Verify completion ready for departure).
  · Using application procedures.

  Aircraft → Airlines → Ground service company → Airlines → Aircraft → Air traffic controller

  Aircraft Operator should request taxi to de-icing pad with information about assigned de-icing pad NR and call sign of preceding aircraft.

- De-icing Pad Movement
  · Aircraft Operator should maintain a communication system which is connecting with de-icing working.
  · Aircraft should taxi with its own power.
  · Aircraft should keep transponder(Mode 3/A) on while de-icing working.

Change : Information of de-icing pad movement.

5. Arrival Procedure

5.1 Do not turn off the transponder and maintain Mode A code assigned by ATC until the ACFT is stationary at parking stand.

5.2 When the ACFT is stationary at parking stand, turn off the transponder or select STBY.

5.3 Arrival routes

Unless otherwise instructed, aircraft should use the following routes :

Runway in use	Arrival routes
RWY 07	P6/P5/P4 → P → G1 → R
	P2/P1 → P → A → RWY 13/31 → E1 → R
RWY 25	P7/P8/P9/P10/P12/P13 → P → G3 → R
RWY 31	E → Back-track RWY 31 → E1 → R

5.4 Radio frequency transfer procedure

Arrival aircraft shall contact radio frequency from JEJU TOWER(118.2 MHz) to JEJU GROUND(121.675 MHz) when turning onto rapid exit taxiway to vacate the runway.

5.5 Follow-me car service

Follow-me service is available to arriving aircraft. Pilots should make the request to JEJU GROUND.

6. The code letter "F" aircraft operation procedures for the usage of the alternate airport
(Refer to RKPC AD CHART 2-6-1, 2-6-2)

6.1 Taxiing procedures

Runway in use	Arrival routes	Departure routes
RWY 07	P1/P2 → P → RWY 13/31 → P → G3 → R	R → G3 → P → P13/P12
RWY 25	P12/P13 → P → G3 → R	R → G3 → P → RWY 13/31 → P → P1/P2

6.2 Restriction

a. Inspect whether there is FOD after take off or landing of code letter "F" aircraft.
b. When code letter "F" aircraft is in operation on RWY 07/25, other aircrafts intending to enter or cross the runway should hold on TWY P, and not to enter any connecting TWY P1~P13.

7. Ground engine check procedure

7.1 Ground engine check

Aircraft requiring an engine check shall contact JEJU GROUND on 121.675 MHz and provide the following.
a. Call sign or registration number
b. Gate or stand number
c. Type of request, engine start or performance check

7.2 Engine start
Engine start is permitted in the apron. However, the power setting(s) shall not exceed idle thrust.

7.3 Engine performance check

a. Engine performance check is permitted in following area :

Priority	Position	Used for	A/C Type	Operation time	Allowed Thrust
Primary	TWY E	CIVIL/MIL	ALL A/C	2100-1400 UTC	MAX
Secondary	RWY 31 Displaced THR	CIVIL/MIL	Code Letter A, B, C	0000-0900 UTC	MAX
	ACFT stand NR. 37	CIVIL	Code Letter A, B, C	0000-1100 UTC	· 30% of MAX for Dual ENG' Bleed · 50% of MAX for Single ENG' Bleed

b. Secondary run-up areas are operated only for Noise abatement.
c. On the TWY E and RWY 31 displaced THR run-up areas, aircraft shall have its heading be aligned with the direction of RWY 31.
d. On the ACFT stand NR. 37 run-up area, aircraft shall have its heading be aligned with a parked direction of stand NR. 37.

8. Parking area for small aircraft(General aviation)
General aviation aircraft will be guided by the FOLLOW ME vehicle or marshallers to the parking area for small aircraft.

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

RKPC AD 2.23 ADDITIONAL INFORMATION

1. Between 1245 and 1315 UTC, departing aircraft may have priority rather than arriving aircraft due to air traffic flow management.

2. Horizontal surface height differs partially.

3. Bird concentration in the vicinity of the airport

   a. There is no specific tendency of migratory birds' habitat and migration route around the airport except small scale migration of seagulls in the winter. Meanwhile, sedentary small species such as sparrow, magpie, skylark and dove often appear inside and outside of the airport including runways.
   b. Birds having resting areas in a tillage and a forest, may occur around the grass area adjacent to the outer fence or near the runway strips.
   c. A flock of crows approximately, 50 to 250, appear at the 07 runway threshold, November to February. Rock doves(Approx. 30 to 250) are observed at the 25 runway threshold from November to December, while 20 to 100 individuals are seen in flocks at the 07 runway threshold from December to February. Additionally, spot-billed ducks, medium-sized bird, are occasionally observed in groups of approx 10 to 30 during winter through spring, requiring attention and close monitoring.
   d. Control tower shall inform pilots of birds' activity, position and altitude in case sighting of birds is reported.
   e. Wildlife control activities are performed by the airport operator such as BAT operation, playback of distress noise (GAS CANNON and AV-ALARM).
      In addition, activities like periodical weed prevention work, continuous observation of birds' feeding area outside the airport and elimination of feeding habitat are carried out.

4. When microburst is detected by LLWAS(low level windshear alert system), a statement will be included on the ATIS broadcast for at least 20 minutes as follows : "MICROBURST ADVISORIES IN EFFECT"

5. ATIS Telephone Services

   a. Hours of operation : 2000-1400 UTC
   b. ARS telephone number : +82-64-797-2676
   c. Telephone service is reference only, For flight operation, use ATIS on the FREQ.
      - VHF : 126.8 MHz
      - UHF : 239.5 MHz

Change : Information of bird concentration in the vicinity of the airport.

RKPC AD 2.24 CHARTS RELATED TO THE AERODROME

RKTU AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKTU - CHEONGJU / International

RKTU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	364259N 1272957E 235° / 1 441 m from THR 24R
2	Direction and distance from city	022°, 8.1 km from Cheongju City Hall
3	Elevation/Reference temperature	58 m (192 ft) / 31.6 °C
4	Geoid undulation at AD ELEV PSN	25 m
5	MAG VAR/Annual change	9° W(2025) / 0.040° increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	ROKAF Cheongju Airport Branch Office (Seoul Regional Office of Aviation) 980, Ochang-daero, Neasu-eup, Cheongwon-gu, Cheongju-si, Chungcheongbuk-do 28142, Republic of Korea TEL : +82-43-210-6202,3 Telefax : +82-43-213-6105 AFS : RKTUZPZX
7	Type of traffic permitted(IFR/VFR)	IFR / VFR
8	Remarks	NIL

RKTU AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	H24
2	Customs and Immigration	H24
3	Health and Sanitation	HO
4	AIS Briefing Office	H24
5	ATS Reporting Office	H24
6	MET Briefing Office	H24 (From Gimhae Airport Weather Office)
7	ATS	H24
8	Fuelling	H24
9	Handling	HO
10	Security	HO
11	De-icing	H24
12	Remarks	-

RKTU AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Modern facilities
2	Fuel/oil type	Fuel : JET A-1 Oil : Mobil JET Ⅱ, Aeroshell Turbine oil 560
3	Fuelling facilities/capacity	1. Elevated storage tank 3 units (Total 1 200 000 L, 3 fuel tanks with 400 000 L) 2. Fuelling available by trucks 3. Facility for AV-gas is not provided
4	De-icing facilities	Provide 2 de-icing pad (Refer to Aircraft Parking / Docking chart)
5	Hanger space for visiting aircraft	Not available
6	Repair facilities for visiting aircraft	Not available
7	Remarks	NIL

Change : Information of MAG VAR/annual change(8° W(2020)/0.092° → 9° W(2025)/0.040°).

RKTU AD 2.5 PASSENGER FACILITIES

1	Hotels	Near the AD and in the city
2	Restaurants	40 seats, light food service available
3	Transportation	Buses, Taxis, Train from the AD
4	Medical Facilities	a. Ambulance service available b. Hospitals in Cheongju city, 7 km
5	Bank and Post Office	Bank available at airport
6	Tourist Office	Available at airport
7	Remarks	www.airport.co.kr/mbs/cheongju

RKTU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	CAT 8
2	Rescue equipment	a. 3 chemical fire fighting trucks (Total capacity : 32 000 L water, 4 200 L *AFFF and 750 kg dry chemical) b. 1 ambulance c. 1 mobile command vehicle
3	Capability for removal of disable aircraft	a. Specialized aircraft recovery equipment available for up to and including B747-400 size aircraft. b. 100 ton crane and other accessory equipment can be provided by airlines and agencies. c. Korea Airports Corporation is the co-ordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (TEL : +82-43-210-6331)
4	Remarks	*AFFF : Aqueous Film Forming Foam

RKTU AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Serviced by ROKAF and KAC * ROKAF : a. Four SE-88 b. Six snow ploughs ** KAC : a. One multipurpose snow removal truck b. Two compact runway jet sweepers c. One thawing material spreader
2	Clearance priorities	1. Runway in use 2. Taxiway serving runway in use 3. Apron
3	Remarks	Snow clearance information promulgated by SNOWTAM * Republic of Korea Air Force(ROKAF) ** Korea Airports Corporation(KAC)

RKTU AD 2.16 HELICOPTER LANDING AREA

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

RKTU AD 2.17 ATS AIRSPACE

1	Designation and lateral limit	Cheongju CTR A circle, 5 NM radius centered at ARP
2	Vertical limits	SFC to 5 000 ft AGL
3	Airspace classification	Class D
4	ATS unit call sign Languages	CHEONGJU TOWER Korean and English
5	Transition altitude	14 000 ft AMSL
6	Operational Hours	H24
7	Remarks	NIL

RKTU AD 2.18 ATS COMMUNICATION FACILITIES

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

Change : Information of lateral limit for cheongju CTR.

RKTU AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR Type of supported OPS	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME (9° W/2025)	CHO	109.00 MHz (CH 27X)	H24	364304.9N 1272938.7E	90 m	**Scheduled Inspection Time** Every 4th TUE(1400-2000 UTC) of the month **VOR/DME Unusable** - VOR · RDL 20 clockwise RDL 40 beyond 14 NM, below 5 500 ft · RDL 120 clockwise RDL 160 beyond 20 NM, below 7 000 ft - DME · RDL 20 clockwise RDL 40 beyond 14 NM, below 5 500 ft · RDL 120 clockwise RDL 160 beyond 20 NM, below 7 000 ft
LOC 24R (9° W/2025)	ICHG	111.70 MHz	H24	364230.0N 1272902.6E		**Scheduled Inspection Time** Every 1st TUE(1400-2000 UTC) of the month
GP 24R		333.5 MHz	H24	364327.4N 1273027.7E		
DME 24R	ICHG	1015 MHz (CH 54X)	H24	364327.4N 1273027.7E	90 m	
LOC 24L	ICHL	109.35 MHz	H24	364222.1N 1272904.9E		
GP 24L		331.85 MHz	H24	364314.0N 1273035.4E		
DME 24L	ICHL	1054 MHz (CH 30Y)	H24	364314.1N 1273035.2E	90 m	
LOC 06L (9° W/2025)	ICHJ	110.30 MHz	H24	364336.6N 1273050.1E		**Scheduled Inspection Time** Every 2nd TUE(1400-2000 UTC) of the month
GP 06L		335.0 MHz	H24	364239.6N 1272924.6E		
DME 06L	ICHJ	1001 MHz (CH 40X)	H24	364239.4N 1272924.7E	90 m	
LOC 06R	ICHR	109.15 MHz	H24	364328.7N 1273052.4E		
GP 06R		331.25 MHz	H24	364231.7N 1272926.8E		
DME 06R	ICHR	1052 MHz (CH 28Y)	H24	364231.7N 1272926.8E	90 m	

RKTU AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport Regulations

1.1 Cheong-Ju international airport is jointly operated by MOLIT and ROKAF. All aircraft wishing to use this AD have to observe the Cheong-Ju Local Regulations. Information about local regulations can be obtained from ATC TWR (ROKAF[1)]) and Aeronautical Information Service Office (MOLIT[2)]).
[1)] ROKAF : Republic of Korea Air Force
[2)] MOLIT : Ministry of Land, Infrastructure and Transport

1.2 All airliners shall fly with IFR at Cheong-Ju international Airport for departures and arrivals.

1.3 It is mandatory for all airliners to use RWY 06L/24R except for emergency situations. Usage of RWY 06R/24L for airliners are also allowed when RWY 06L/24R is closed due to RWY maintenance or during snow-removal work. Using RWY 06R/24L aircraft can't exceed PCR 959.

1.4 Circling is not authorized South East of RWY 06-24, RWY 24-06.

1.5 All airliners are prohibited to operate when RCR is under 7. If RCR is between 7 and 12, MOLIT decides to operate.

1.6 Airliners taking off and landing can be delayed due to military operations.

Change : Information of MAG VAR(8° W/2020 → 9° W/2025).

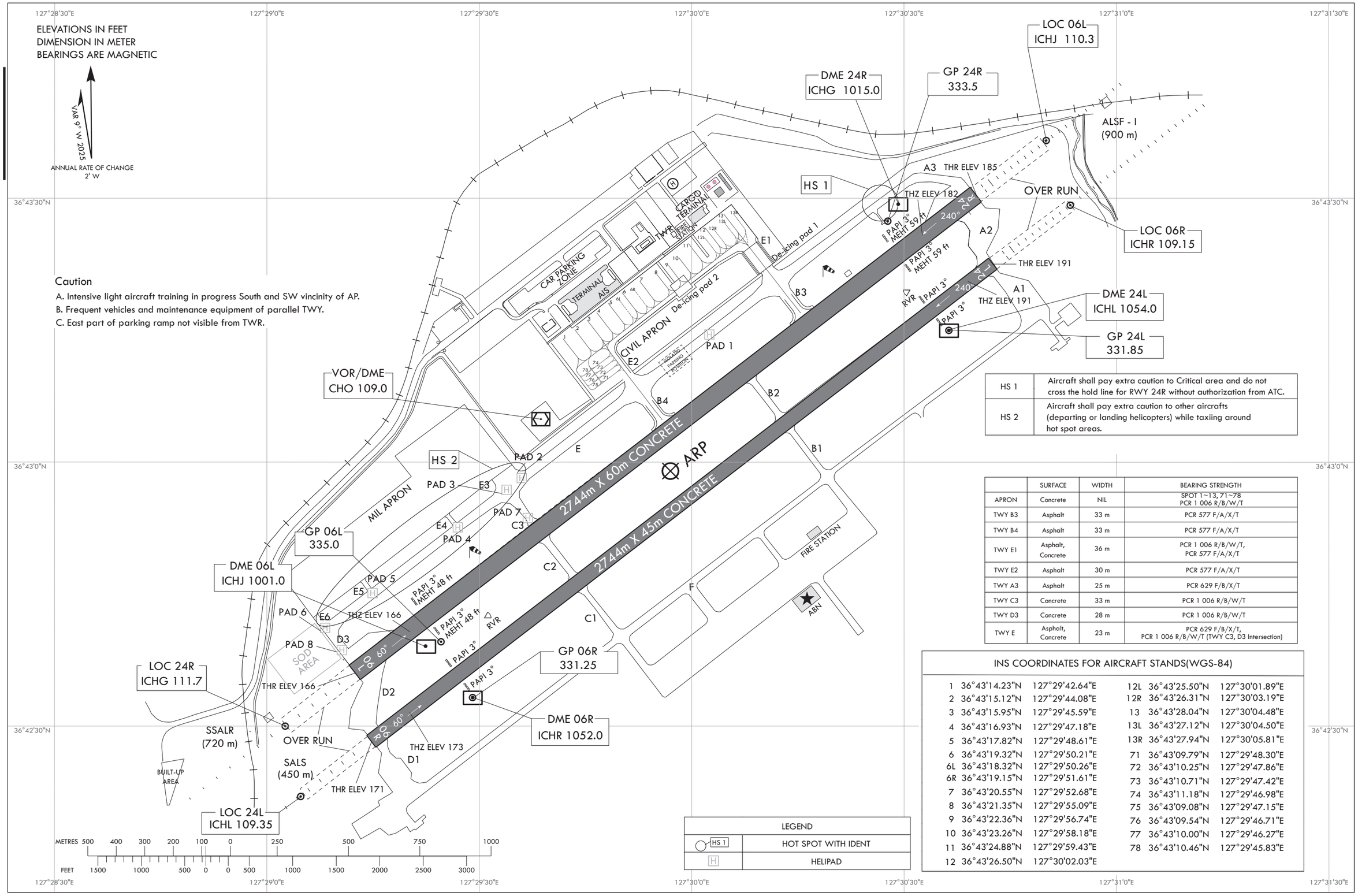
AERODROME CHART - ICAO

36°42'59"N
127°29'57"E

ELEV **192** ft

TWR 118.7	126.2	
GND 121.875		

CHEONGJU / Cheongju INTL



HS 1	Aircraft shall pay extra caution to Critical area and do not cross the hold line for RWY 24R without authorization from ATC.
HS 2	Aircraft shall pay extra caution to other aircrafts (departing or landing helicopters) while taxiing around hot spot areas.

	SURFACE	WIDTH	BEARING STRENGTH
APRON	Concrete	NIL	SPOT 1~13, 71~78 PCR 1 006 R/B/W/T
TWY B3	Asphalt	33 m	PCR 577 F/A/X/T
TWY B4	Asphalt	33 m	PCR 577 F/A/X/T
TWY E1	Asphalt, Concrete	36 m	PCR 1 006 R/B/W/T, PCR 577 F/A/X/T
TWY E2	Asphalt	30 m	PCR 577 F/A/X/T
TWY A3	Asphalt	25 m	PCR 629 F/B/X/T
TWY C3	Concrete	33 m	PCR 1 006 R/B/W/T
TWY D3	Concrete	28 m	PCR 1 006 R/B/W/T
TWY E	Asphalt, Concrete	23 m	PCR 629 F/B/X/T, PCR 1 006 R/B/W/T (TWY C3, D3 Intersection)

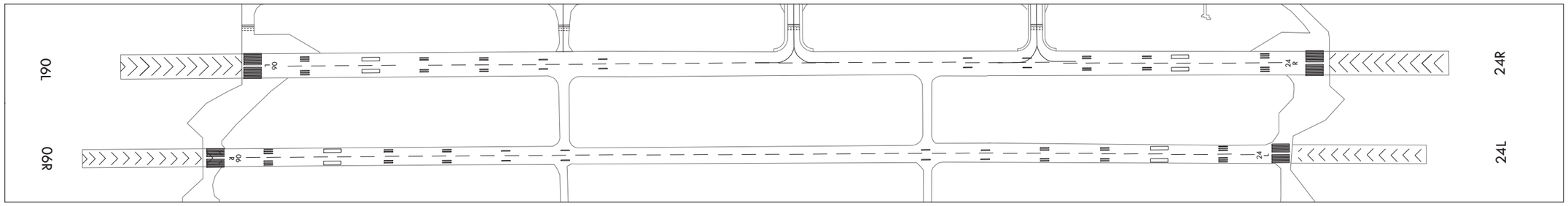
INS COORDINATES FOR AIRCRAFT STANDS(WGS-84)

1	36°43'14.23"N	127°29'42.64"E	12L	36°43'25.50"N	127°30'01.89"E
2	36°43'15.12"N	127°29'44.08"E	12R	36°43'26.31"N	127°30'03.19"E
3	36°43'15.95"N	127°29'45.59"E	13	36°43'28.04"N	127°30'04.48"E
4	36°43'16.93"N	127°29'47.18"E	13L	36°43'27.12"N	127°30'04.50"E
5	36°43'17.82"N	127°29'48.61"E	13R	36°43'27.94"N	127°30'05.81"E
6	36°43'19.32"N	127°29'50.21"E	71	36°43'09.79"N	127°29'48.30"E
6L	36°43'18.32"N	127°29'50.26"E	72	36°43'10.25"N	127°29'47.86"E
6R	36°43'19.15"N	127°29'51.61"E	73	36°43'10.71"N	127°29'47.42"E
7	36°43'20.55"N	127°29'52.68"E	74	36°43'11.18"N	127°29'46.98"E
8	36°43'21.35"N	127°29'55.09"E	75	36°43'09.08"N	127°29'47.15"E
9	36°43'22.36"N	127°29'56.74"E	76	36°43'09.54"N	127°29'46.71"E
10	36°43'23.26"N	127°29'58.18"E	77	36°43'10.00"N	127°29'46.27"E
11	36°43'24.88"N	127°29'59.43"E	78	36°43'10.46"N	127°29'45.83"E
12	36°43'26.50"N	127°30'02.03"E			

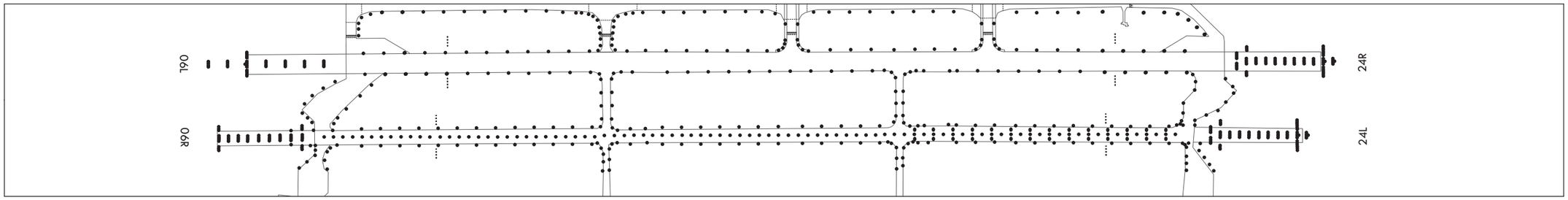
LEGEND	
HS 1	HOT SPOT WITH IDENT
H	HELIPAD

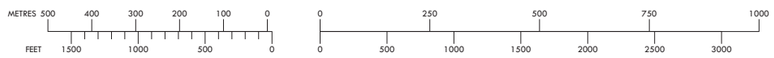
Change : Information of MAG VAR(8° W 2020 → 9° W 2025) and annual rate of change(5' W → 2' W).

MARKING AIDS RWY 06L/24R AND 06R/24L AND EXIT TWY



LIGHTING AIDS RWY 06L/24R AND 06R/24L AND EXIT TWY





AIRCRAFT PARKING DOCKING CHART - ICAO

APRON ELEV
170 ft

TWR	118.75	126.2
GND	121.875	

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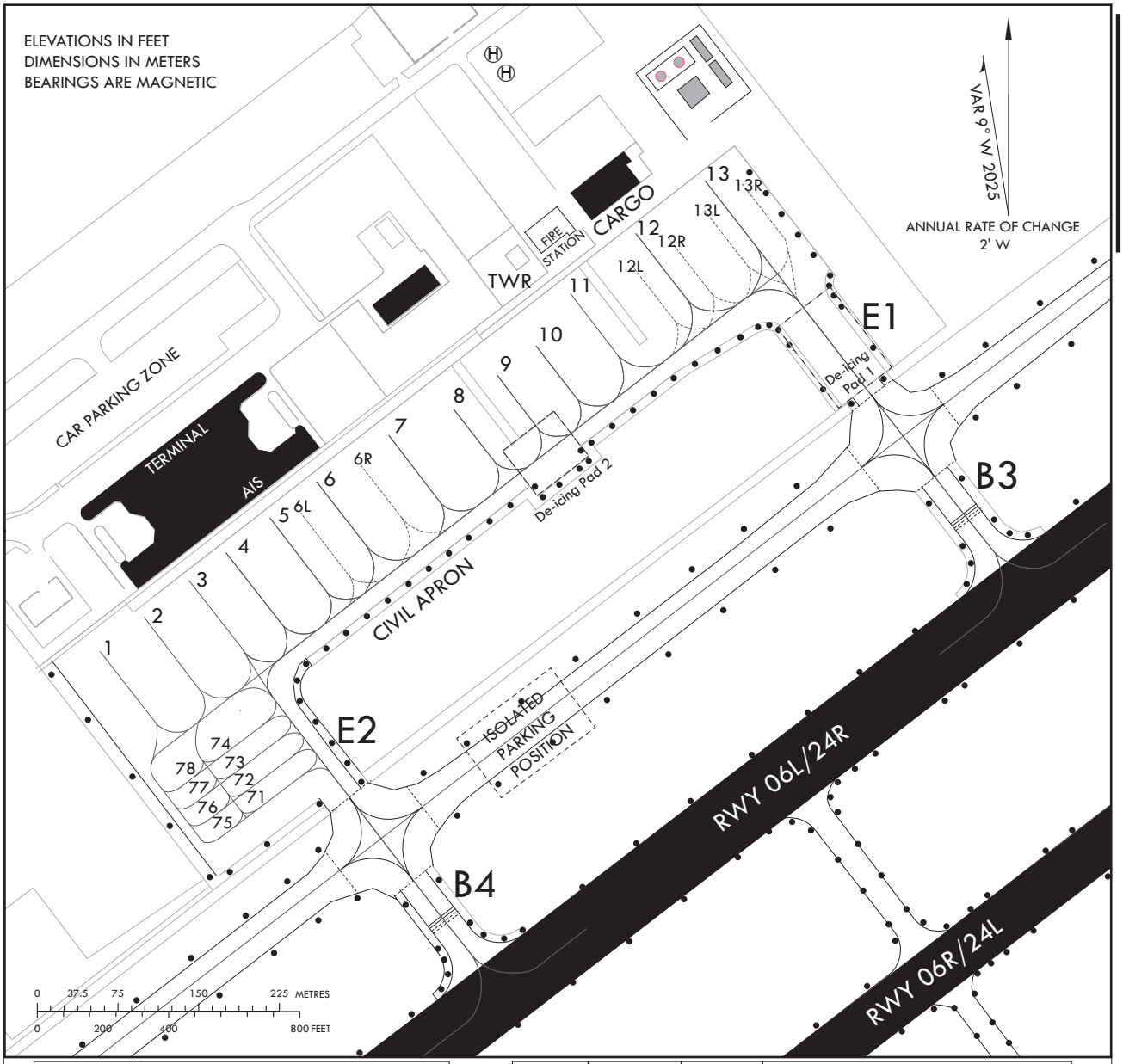

LEGEND	
3	Aircraft Stand
●	TWY Light
≡≡≡	RWY Holding Position
----	Intermediate Holding Position

	SURFACE	WIDTH	BEARING STRENGTH
APRON	Concrete	NIL	SPOT 1~13, 71~78 PCR 1 006 R/B/W/T
TWY B3	Asphalt	33 m	PCR 577 F/A/X/T
TWY B4	Asphalt	33 m	PCR 577 F/A/X/T
TWY E1	Asphalt, Concrete	36 m	PCR 1 006 R/B/W/T, PCR 577 F/A/X/T
TWY E2	Asphalt	30 m	PCR 577 F/A/X/T
TWY A3	Asphalt	25 m	PCR 629 F/B/X/T
TWY C3	Concrete	33 m	PCR 1 006 R/B/W/T
TWY D3	Concrete	28 m	PCR 1 006 R/B/W/T
TWY E	Asphalt, Concrete	23 m	PCR 629 F/B/X/T, PCR 1 006 R/B/W/T (TWY C3, D3 Intersection)

INS COORDINATES FOR AIRCRAFT STANDS(WGS-84)

1	36°43'14.23"N	127°29'42.64"E	12L	36°43'25.50"N	127°30'01.89"E
2	36°43'15.12"N	127°29'44.08"E	12R	36°43'26.31"N	127°30'03.19"E
3	36°43'15.95"N	127°29'45.59"E	13	36°43'28.04"N	127°30'04.48"E
4	36°43'16.93"N	127°29'47.18"E	13L	36°43'27.12"N	127°30'04.50"E
5	36°43'17.82"N	127°29'48.61"E	13R	36°43'27.94"N	127°30'05.81"E
6	36°43'19.32"N	127°29'50.21"E	71	36°43'09.79"N	127°29'48.30"E
6L	36°43'18.32"N	127°29'50.26"E	72	36°43'10.25"N	127°29'47.86"E
6R	36°43'19.15"N	127°29'51.61"E	73	36°43'10.71"N	127°29'47.42"E
7	36°43'20.55"N	127°29'52.68"E	74	36°43'11.18"N	127°29'46.98"E
8	36°43'21.35"N	127°29'55.09"E	75	36°43'09.08"N	127°29'47.15"E
9	36°43'22.36"N	127°29'56.74"E	76	36°43'09.54"N	127°29'46.71"E
10	36°43'23.26"N	127°29'58.18"E	77	36°43'10.00"N	127°29'46.27"E
11	36°43'24.88"N	127°29'59.43"E	78	36°43'10.46"N	127°29'45.83"E
12	36°43'26.50"N	127°30'02.03"E			

AIRCRAFT STANDS	
1, 2, 3, 4, 5 6L, 6R, 8, 9, 10, 12L, 12R, 13L, 13R	B737
11	A300
6, 7, 12	B747
71 ~ 78	DA40
13	A380-800, B747-8

Change : Information of MAG VAR(8° W 2020 → 9° W 2025) and annual rate of change(5' W → 2' W).

INTENTIONALLY

LEFT

BLANK

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **170** ft

TWR	118.7	126.2
GND	121.875	

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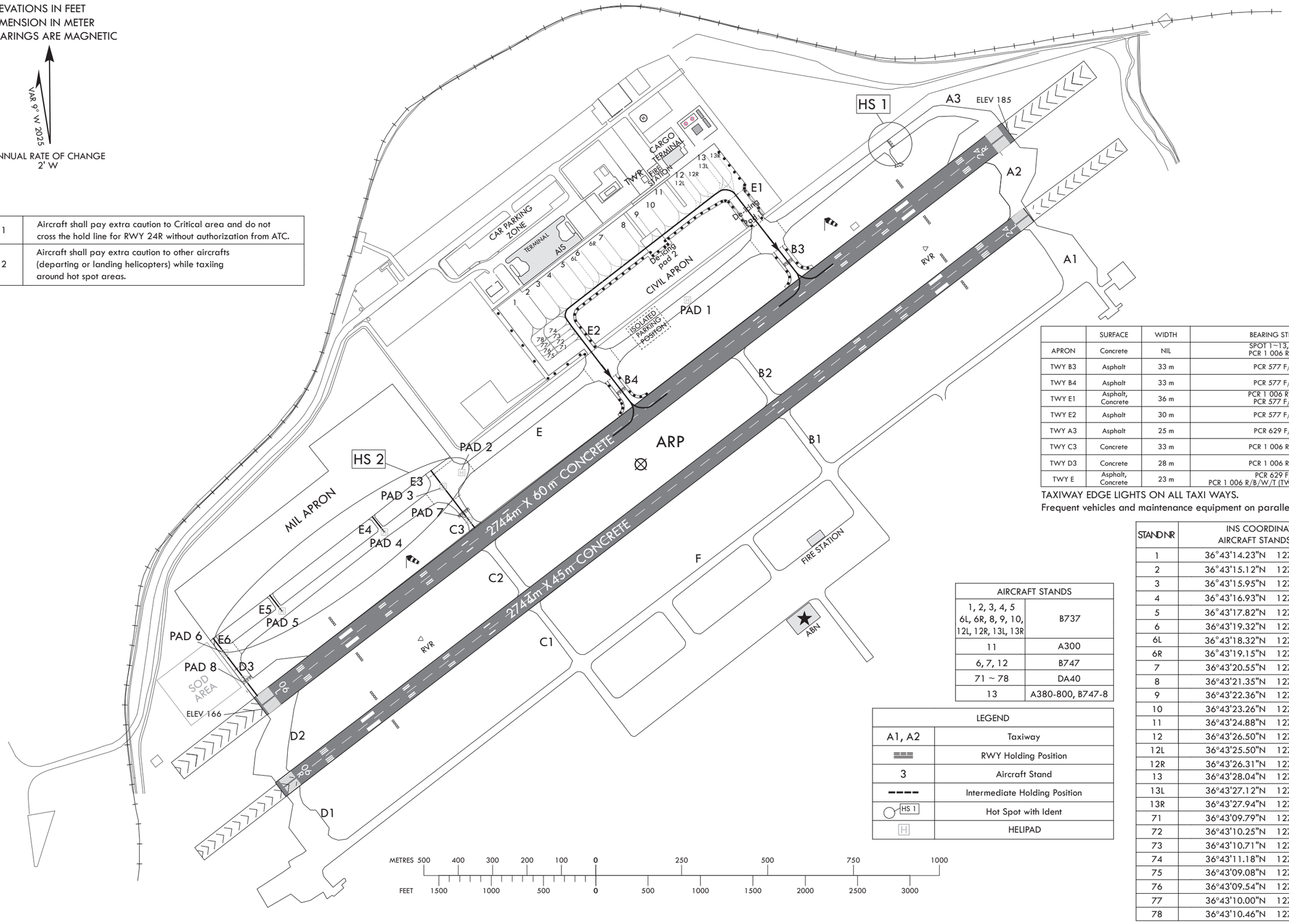
ELEVATIONS IN FEET
DIMENSION IN METER
BEARINGS ARE MAGNETIC

VAR 9° W 2025

ANNUAL RATE OF CHANGE
2' W

HS 1	Aircraft shall pay extra caution to Critical area and do not cross the hold line for RWY 24R without authorization from ATC.
HS 2	Aircraft shall pay extra caution to other aircrafts (departing or landing helicopters) while taxiing around hot spot areas.



	SURFACE	WIDTH	BEARING STRENGTH
APRON	Concrete	NIL	SPOT 1~13, 71~78 PCR 1 006 R/B/W/T
TWY B3	Asphalt	33 m	PCR 577 F/A/X/T
TWY B4	Asphalt	33 m	PCR 577 F/A/X/T
TWY E1	Asphalt, Concrete	36 m	PCR 1 006 R/B/W/T, PCR 577 F/A/X/T
TWY E2	Asphalt	30 m	PCR 577 F/A/X/T
TWY A3	Asphalt	25 m	PCR 629 F/B/X/T
TWY C3	Concrete	33 m	PCR 1 006 R/B/W/T
TWY D3	Concrete	28 m	PCR 1 006 R/B/W/T
TWY E	Asphalt, Concrete	23 m	PCR 629 F/B/X/T, PCR 1 006 R/B/W/T (TWY C3, D3 Intersection)

TAXIWAY EDGE LIGHTS ON ALL TAXI WAYS.
Frequent vehicles and maintenance equipment on parallel TWY.

AIRCRAFT STANDS	
1, 2, 3, 4, 5 6L, 6R, 8, 9, 10, 12L, 12R, 13L, 13R	B737
11	A300
6, 7, 12	B747
71 ~ 78	DA40
13	A380-800, B747-8

LEGEND	
A1, A2	Taxiway
≡≡≡	RWY Holding Position
3	Aircraft Stand
----	Intermediate Holding Position
HS 1	Hot Spot with Ident
H	HELIPAD

STAND NR	INS COORDINATES FOR AIRCRAFT STANDS(WGS-84)	
1	36°43'14.23"N	127°29'42.64"E
2	36°43'15.12"N	127°29'44.08"E
3	36°43'15.95"N	127°29'45.59"E
4	36°43'16.93"N	127°29'47.18"E
5	36°43'17.82"N	127°29'48.61"E
6	36°43'19.32"N	127°29'50.21"E
6L	36°43'18.32"N	127°29'50.26"E
6R	36°43'19.15"N	127°29'51.61"E
7	36°43'20.55"N	127°29'52.68"E
8	36°43'21.35"N	127°29'55.09"E
9	36°43'22.36"N	127°29'56.74"E
10	36°43'23.26"N	127°29'58.18"E
11	36°43'24.88"N	127°29'59.43"E
12	36°43'26.50"N	127°30'02.03"E
12L	36°43'25.50"N	127°30'01.89"E
12R	36°43'26.31"N	127°30'03.19"E
13	36°43'28.04"N	127°30'04.48"E
13L	36°43'27.12"N	127°30'04.50"E
13R	36°43'27.94"N	127°30'05.81"E
71	36°43'09.79"N	127°29'48.30"E
72	36°43'10.25"N	127°29'47.86"E
73	36°43'10.71"N	127°29'47.42"E
74	36°43'11.18"N	127°29'46.98"E
75	36°43'09.08"N	127°29'47.15"E
76	36°43'09.54"N	127°29'46.71"E
77	36°43'10.00"N	127°29'46.27"E
78	36°43'10.46"N	127°29'45.83"E

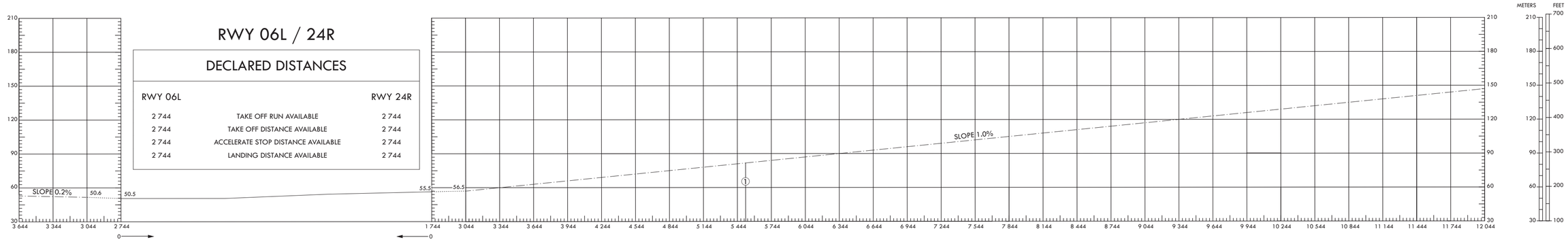
Change : Information of MAG VAR(8° W 2020 → 9° W 2025) and annual rate of change(5' W → 2' W).

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN METERS

CHEONGJU / Cheongju Intl

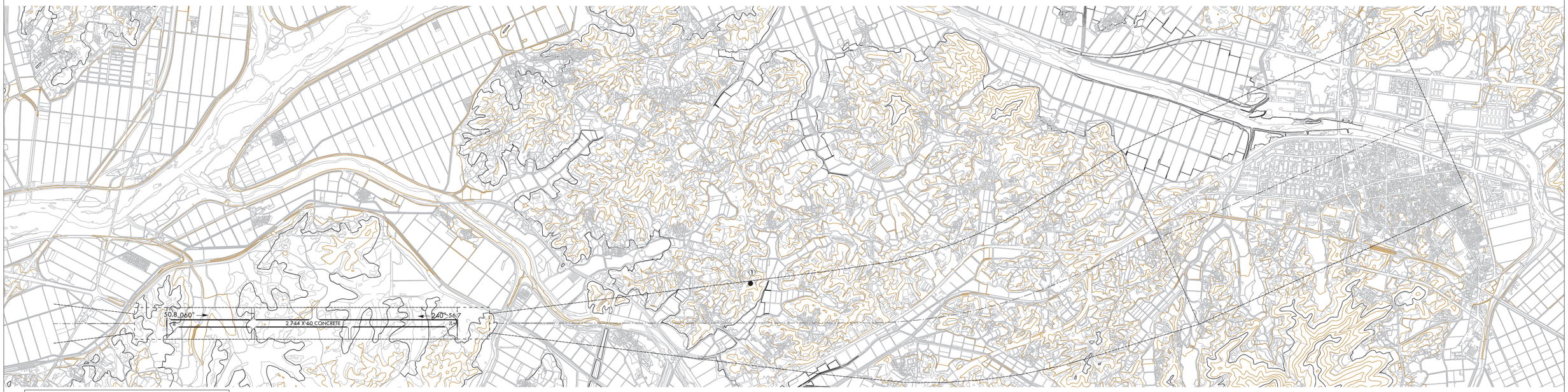
MAGNETIC VARIATION 9° W - 2025



DECLARED DISTANCES

RWY 06L		RWY 24R
2 744	TAKE OFF RUN AVAILABLE	2 744
2 744	TAKE OFF DISTANCE AVAILABLE	2 744
2 744	ACCELERATE STOP DISTANCE AVAILABLE	2 744
2 744	LANDING DISTANCE AVAILABLE	2 744

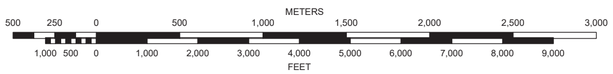
VERTICAL SCALE 1: 1 300



LEGEND

ITEM	SYMBOL Plan	SYMBOL Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Natural High Point(Peak or Mountain)		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

HORIZONTAL SCALE 1 : 13 000



OBSTACLES

NR	COORDINATES(WGS84)	ELEV(AMSL)	ITEM	NOTE
1	36°44'34.83"N 127°31'59.50"E	81.71	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

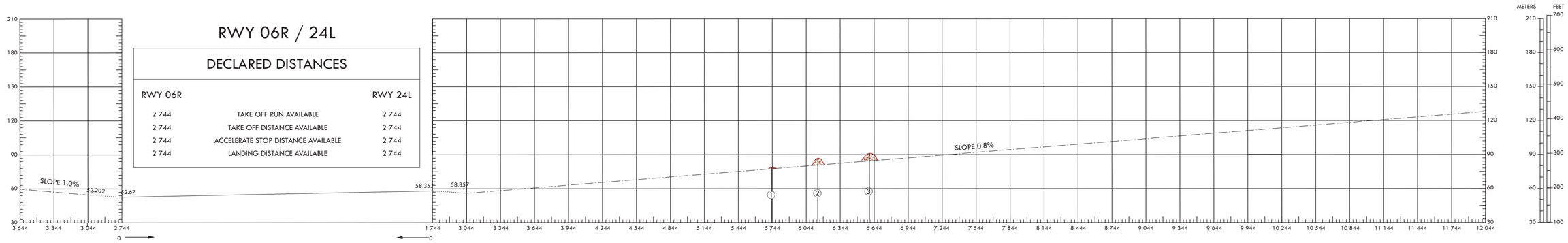
Change : Information of MAG VAR(8° W 2020 → 9° W 2025).

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN METERS

CHEONGJU / Cheongju Intl

MAGNETIC VARIATION 9° W - 2025



DECLARED DISTANCES

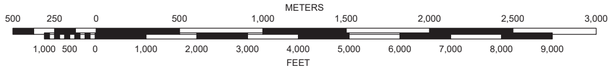
RWY 06R		RWY 24L
2 744	TAKE OFF RUN AVAILABLE	2 744
2 744	TAKE OFF DISTANCE AVAILABLE	2 744
2 744	ACCELERATE STOP DISTANCE AVAILABLE	2 744
2 744	LANDING DISTANCE AVAILABLE	2 744

VERTICAL SCALE 1: 1 300

LEGEND

ITEM	SYMBOL Plan	SYMBOL Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Natural High Point(Peak or Mountain)		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

HORIZONTAL SCALE 1 : 13 000



OBSTACLES

NR	COORDINATES(WGS84)		ELEV(AMSL)	ITEM	NOTE
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

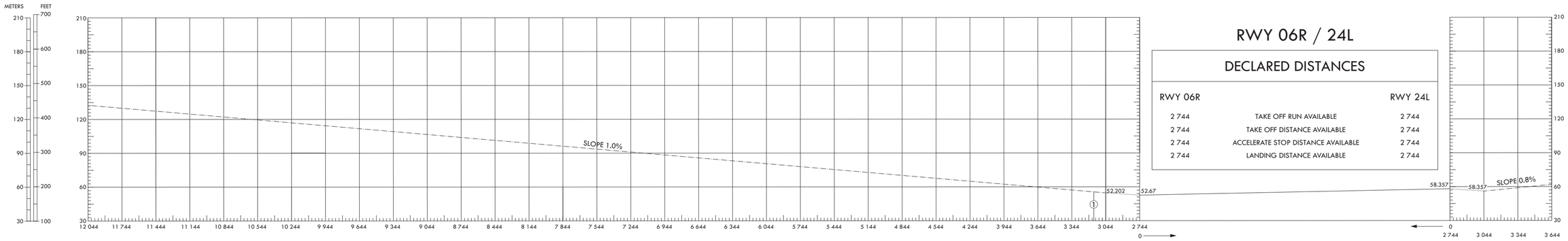
Change : Information of MAG VAR(8° W 2020 → 9° W 2025).

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN METERS

CHEONGJU / Cheongju Intl

MAGNETIC VARIATION 9° W - 2025

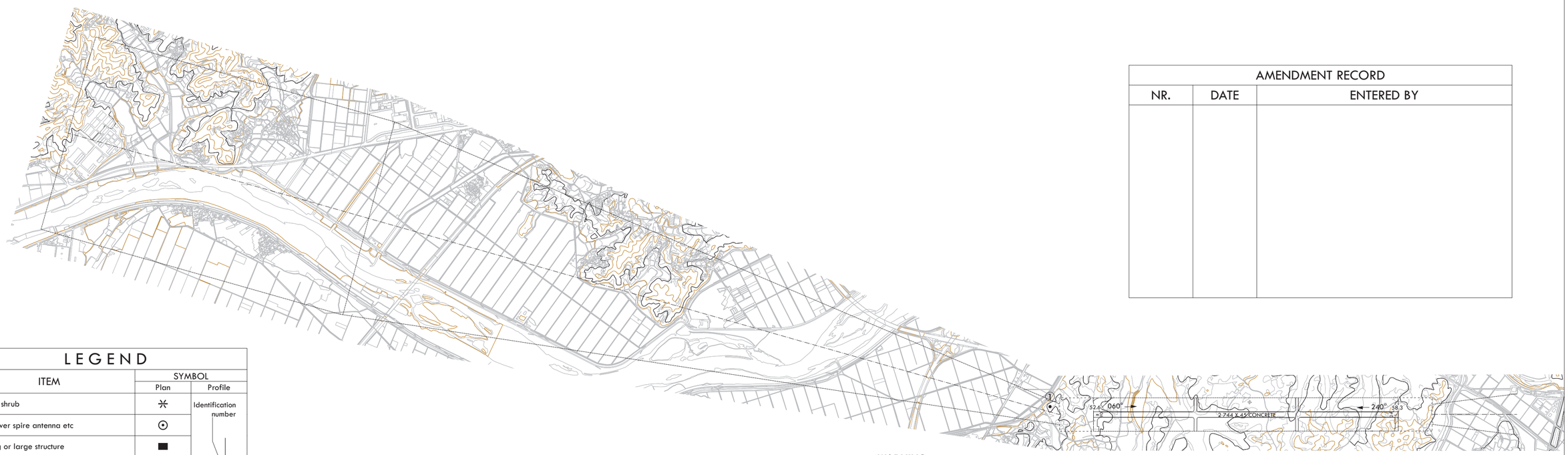


RWY 06R / 24L

DECLARED DISTANCES

RWY 06R		RWY 24L
2 744	TAKE OFF RUN AVAILABLE	2 744
2 744	TAKE OFF DISTANCE AVAILABLE	2 744
2 744	ACCELERATE STOP DISTANCE AVAILABLE	2 744
2 744	LANDING DISTANCE AVAILABLE	2 744

VERTICAL SCALE 1: 1 300



AMENDMENT RECORD		
NR.	DATE	ENTERED BY

LEGEND

ITEM	SYMBOL Plan	SYMBOL Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Natural High Point(Peak or Mountain)		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

WARNING

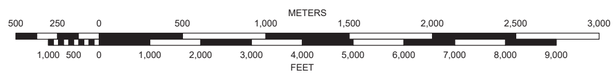
NUMEROUS OBSTACLES EXIST ON RIGHT SIDE OF THE TAKE-OFF FLIGHT PATH AREA DEFINED ON THIS CHART.

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

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

HORIZONTAL SCALE 1 : 13 000



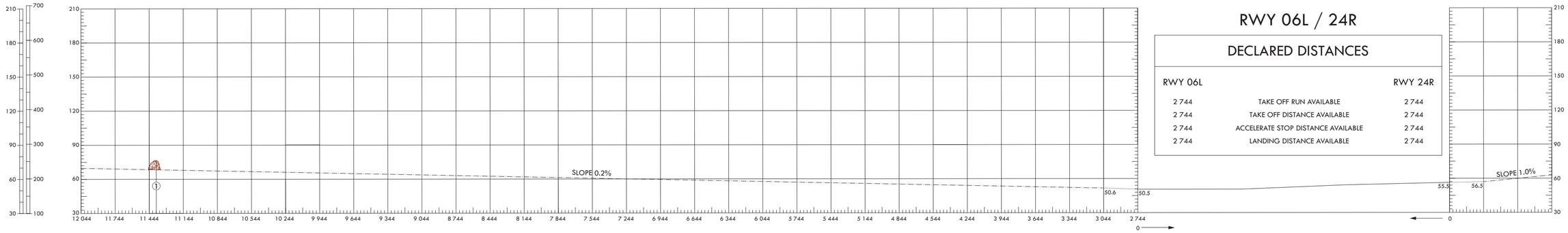
Change : Information of MAG VAR(8° W 2020 → 9° W 2025).

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN METERS

CHEONGJU / Cheongju Intl

MAGNETIC VARIATION 9° W - 2025

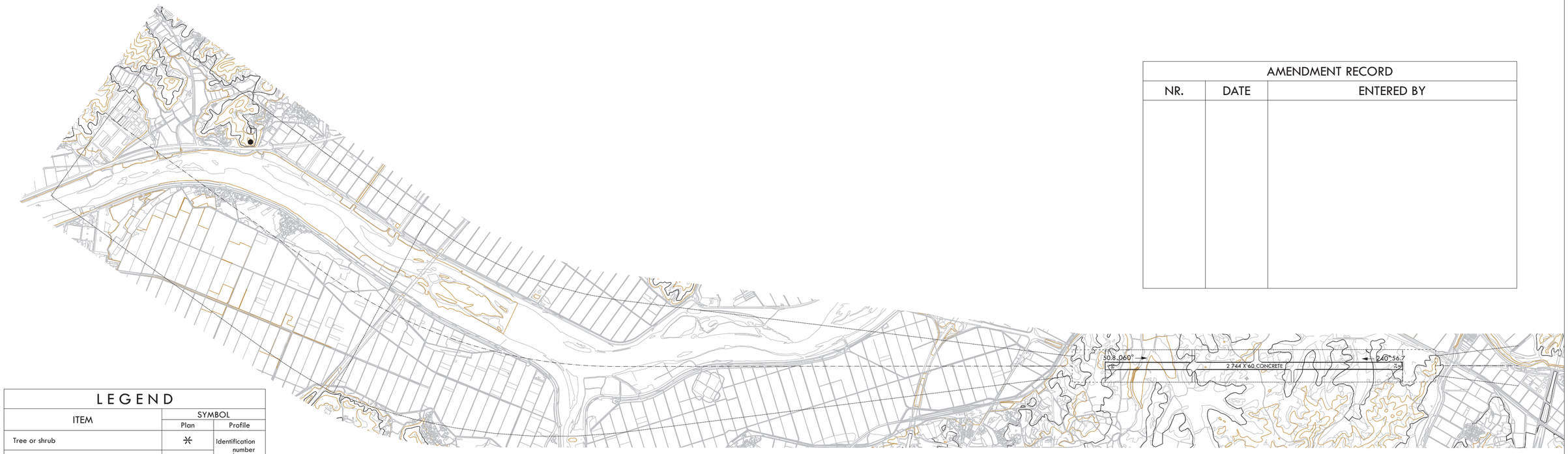


RWY 06L / 24R

DECLARED DISTANCES

RWY 06L		RWY 24R
2 744	TAKE OFF RUN AVAILABLE	2 744
2 744	TAKE OFF DISTANCE AVAILABLE	2 744
2 744	ACCELERATE STOP DISTANCE AVAILABLE	2 744
2 744	LANDING DISTANCE AVAILABLE	2 744

VERTICAL SCALE 1: 1 300



AMENDMENT RECORD		
NR.	DATE	ENTERED BY

LEGEND

ITEM	SYMBOL Plan	SYMBOL Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Natural High Point(Peak or Mountain)		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

WARNING

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

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

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 13 000

METERS: 500 250 0 500 1,000 1,500 2,000 2,500 3,000

FEET: 1,000 500 0 1,000 2,000 3,000 4,000 5,000 6,000 7,000 8,000 9,000

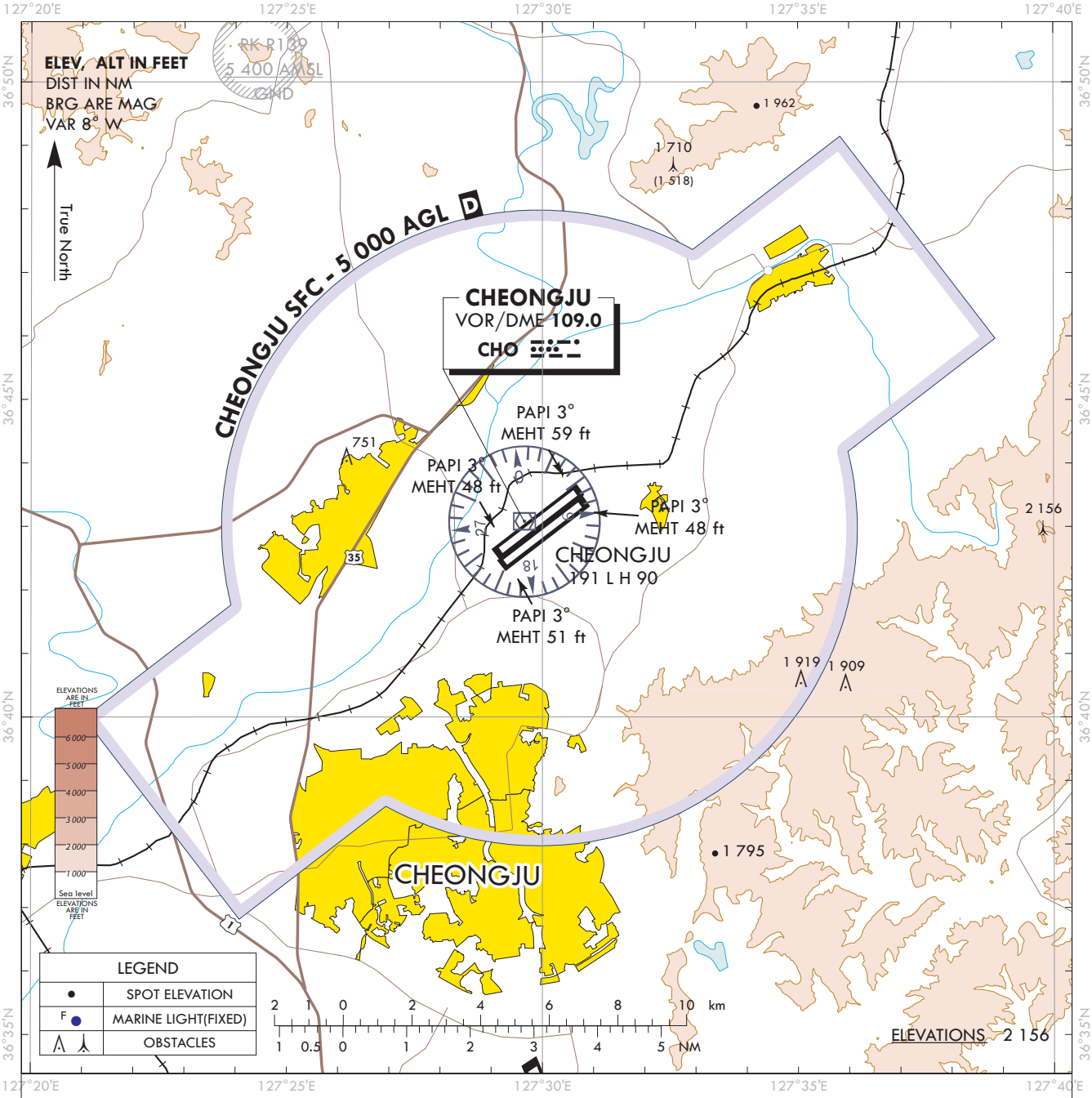
Change : Information of MAG VAR(8° W 2020 → 9° W 2025).

VISUAL APPROACH CHART - ICAO

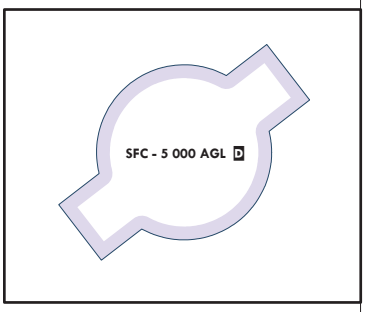
AD ELEV **192** ft
HEIGHTS RELATED
TO AD ELEV

JUNGWON	APP	134.0	
	DEP	129.65	
CHEONGJU	TWR	118.7	126.2

CHEONGJU/Cheongju

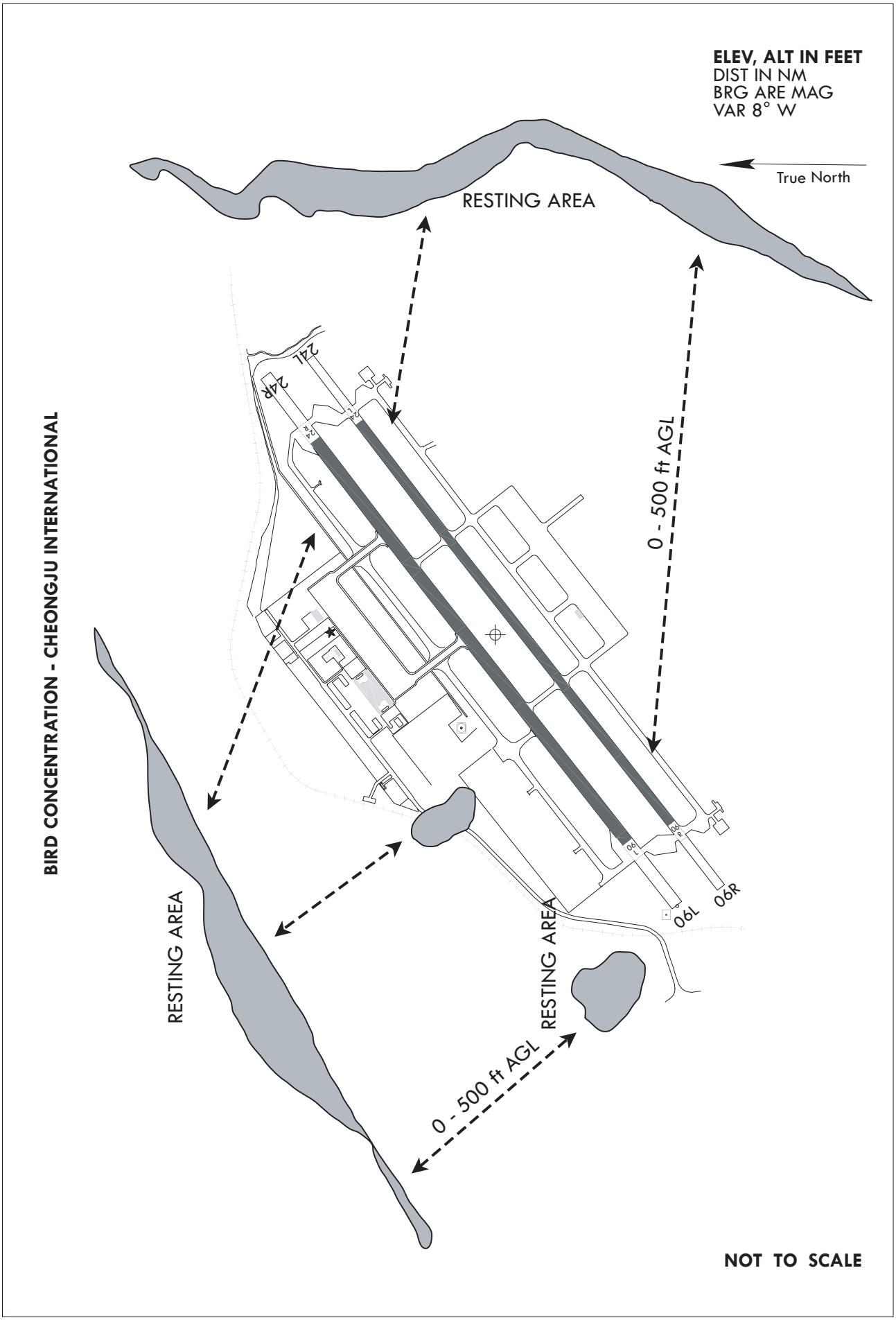


ATS Airspace Classifications



1. Class D : Radius of Cheongju airports
   * Vertical Limits
     - Within 5 NM including areas which are extended southwestbound from
       364004N 1272052E - 364151N 1272344E -
       363841N 1272646E - 363654N 1272354E
       and northeastbound from
       364727N 1273246E - 364914N 1273539E
       364603N 1273841E - 364416N 1273548E (SFC-5 000 ft)
   * Speed Limits : 250 kts IAS or less below 10 000 ft AMSL
     200 kts IAS or less at or below 2 500 ft AMSL within 4 NM of the airport.

Change : Amended ATS airspace.


BIRD CONCENTRATION - CHEONGJU INTERNATIONAL
ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 8° W
True North
RESTING AREA
RESTING AREA
RESTING AREA
0 - 500 ft AGL
0 - 500 ft AGL
24L
24R
06L
06R
NOT TO SCALE

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

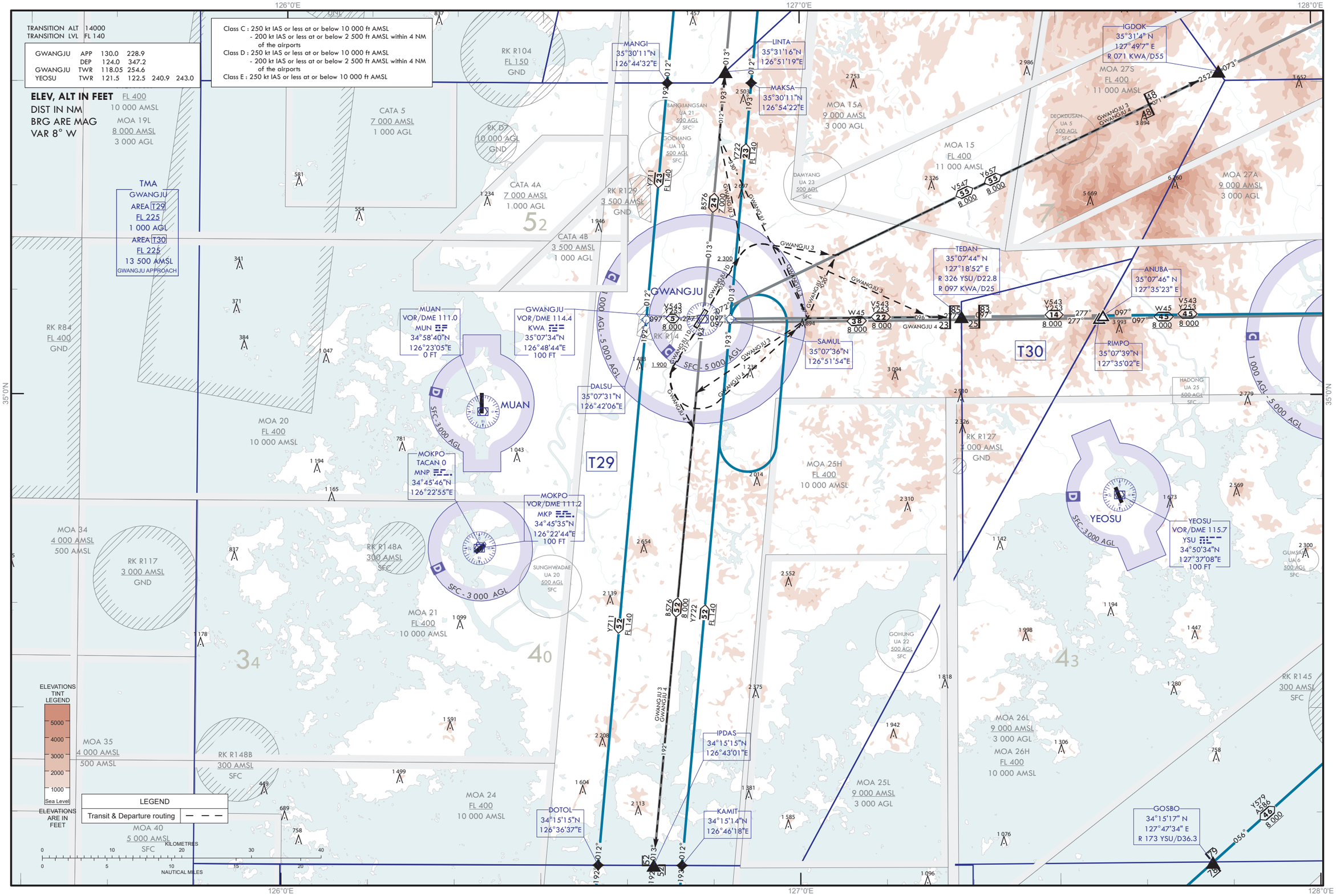
2) DONGCHON 7

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

Change : Amended phrase(and).



Change : Information of COP and significant points(reporting requirement).

RKPU AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Nosewheel guidelines on taxiways and apron
2	RWY and TWY markings and LGT	a. RWY - Light : Edge, THR and End - Marking : Designation, THR, TDZ, CL, side stripe and aiming point b. TWY - Light : Edge - Marking : TWY & taxilane centerline and holding positions
3	Stop bars	NIL
4	Remarks	NIL

RKPU AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
RKPUOB001	Natural High Point	354005.0N 1292136.1E	1 339 ft/	NIL	36/APCH 18/TKOF
RKPUOB002	Natural High Point	353941.7N 1292144.6E	1 113 ft/	NIL	
RKPUOB003	Natural High Point	353811.0N 1291931.3E	424 ft/	NIL	
RKPUOB004	Natural High Point	353931.0N 1291916.2E	964 ft/	NIL	
RKPUOB005	Natural High Point	354225.3N 1292053.9E	1 774 ft/	NIL	
RKPUOB006	Natural High Point	354806.3N 1292043.1E	2 444 ft/	NIL	
RKPUOB007	Natural High Point	353839.7N 1291841.2E	785 ft/	NIL	
RKPUOB008	Building	353425.1N 1292056.2E	169 ft/	NIL	
RKPUOB009	Pylon	353318.2N 1292158.7E	346 ft/	NIL	
RKPUOB010	Pylon	353230.9N 1292128.2E	427 ft/	NIL	
RKPUOB011	Natural High Point	353526.7N 1292350.7E	1 480 ft/	NIL	18/APCH 36/TKOF
RKPUOB012	Natural High Point	353521.6N 1292249.6E	850 ft/	NIL	
RKPUOB013	Pylon	352842.8N 1292218.5E	623 ft/	NIL	
RKUPOB014	Pylon	352928.3N 1292148.5E	446 ft/	NIL	
RKPUOB015	Pylon	352621.6N 1291917.2E	724 ft/	NIL	
RKPUOB016	Pylon	352517.5N 1291932.5E	878 ft/	NIL	
RKPUOB017	Natural High Point	353958.6N 1291515.1E	2 517 ft/	NIL	
In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL					

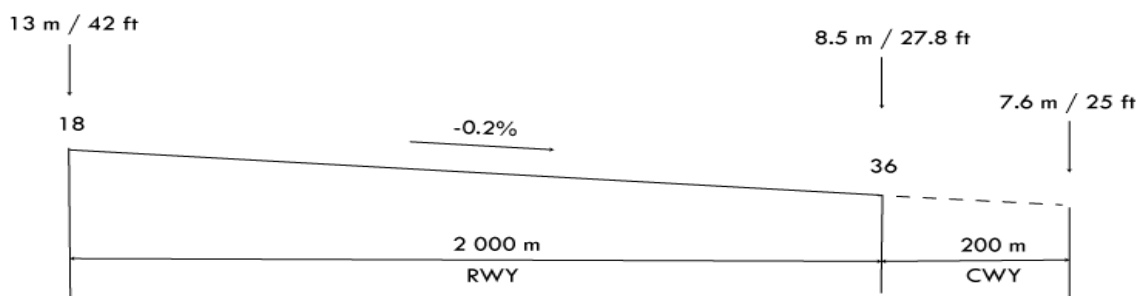
RKPU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Ulsan Airport Weather Office (TEL : +82-52-289-0365, Telefax : +82-52-288-2392)
2	Hours of service MET Office outside hours	24 hours
3	Office responsible for TAF preparation Periods of validity	Ulsan Airport Weather Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Trend forecast Interval of issuance	Trend type forecast 1 hour (METAR) and when SPECI reported
5	Briefing/consultation provided	Available by the phone for 24 hours Available at the Office for 24 hours, if required
6	Flight documentation Language(s) used	Aerodrome forecasts (TAF code form), SIGWX charts, WINTEM charts, SIGMET information in English
7	Charts and other information available for briefing or consultation	Analysis charts(surface and upper air), Prognostic charts, Graphic displays, Significant weather charts(high, medium, low) and other model outputs
8	Supplementary equipment available for providing information	Satellite and Weather radar imageries
9	ATS units provided with information	TWR and AIS Office
10	Additional information (limitation of service, etc.)	Automated METAR is provided during non-operational hours of the aerodrome. All observation data, model outputs and forecasts produced by KMA and WAFS are available at the office through internet link.

RKPU AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations Runway NR	TRUE BRG	Dimension of RWY(m)	Strength(PCR) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
18	176.10°	2 000 × 45	PCR 377/F/A/X/T Asphalt	353608.89N 1292103.54E GUND 30 m	THR 13 m / 42 ft
36	356.10°	2 000 × 45	PCR 377/F/A/X/T Asphalt	353504.15N 1292108.95E GUND 29.9 m	THR 8.5 m / 27.8 ft TDZ 10.4 m / 34.1 ft

7. Slope of RWY

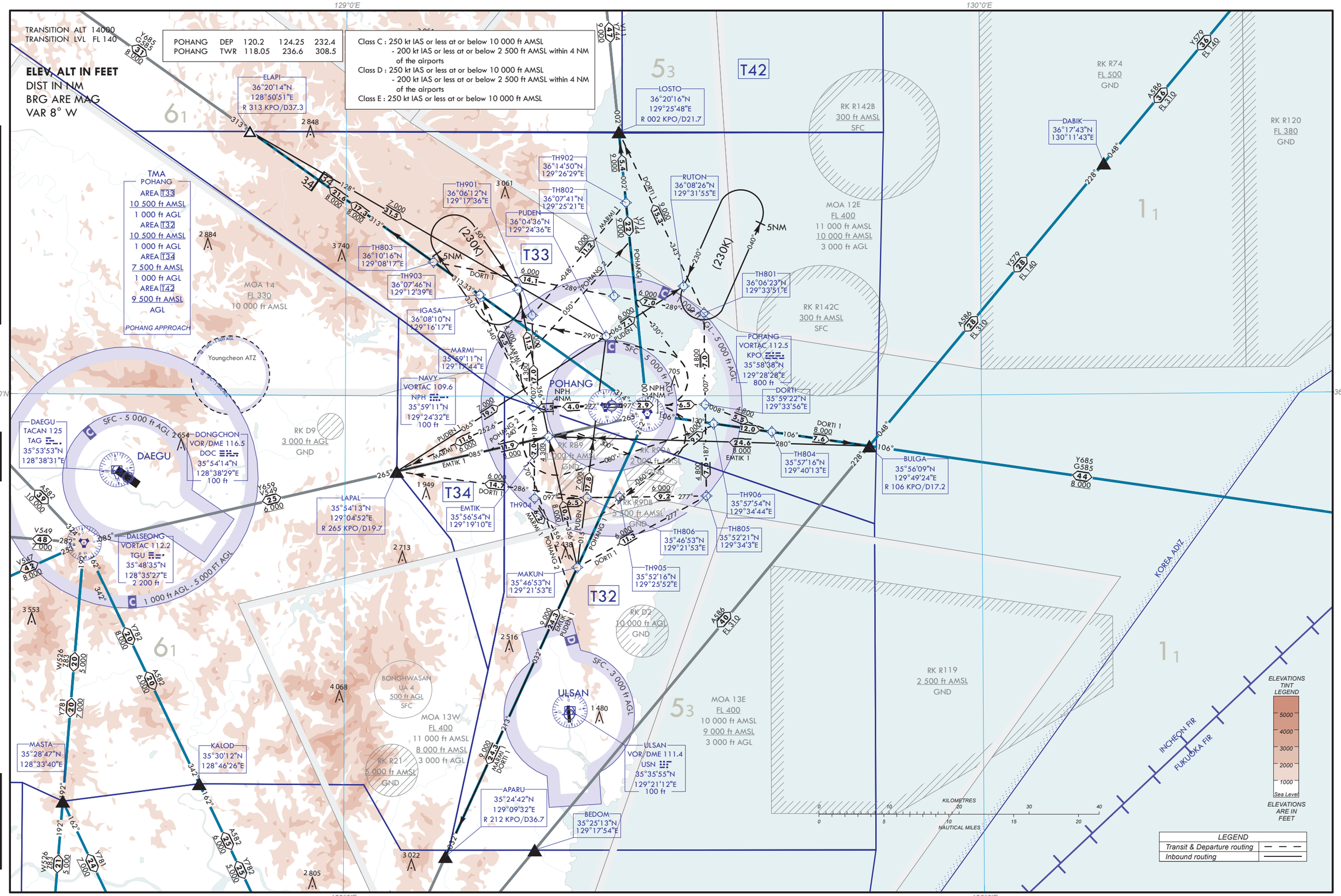


SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)	Location & description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
NIL	200 × 250	2 120 × 191~280	173 x 90	NIL	NIL	The width of strip does not meet criteria in Annex 14. The surface of RWY 18/36 is grooved.
NIL	NIL		90 × 90	NIL	YES	

Change : Information of RWY physical characteristics(RESA and OFZ).

AREA CHART - ICAO

TMA POHANG (Pohang Gyeongju Airport)



Change : Information of COP, significant points(reporting requirement) and holding information.

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