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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 4/25

3 APR 2025

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 Aerodromes

a) Withdrawal of overload aircraft operations(5.1).

1.2 Incheon INTL Airport

a) Information of the VDGS docking preparation.

1.3 Gimpo INTL Airport

a) Amended TMA information.

1.4 Jeju INTL Airport

a) Information of rescue equipment.

1.5 Gimhae INTL Airport

a) Amended chart symbol.

1.6 Gunsan Airport

a) Information of ELEV(8.8 → 9.0, 5.3 → 5.5, 8.2 → 8.0).

1.7 Yeosu Airport

a) Information of operational hours for MET briefing office.

b) Information of hours of service for meteorological information.

1.8 Ulsan Airport

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

1.9 Jeongseok Airport

a) Amended detailed information of navigational aids and resolution of ELEV.

b) Information of visual approach procedure and ATS airspace classifications.

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 MAR 25) / 0.3-2(6 MAR 25)	GEN 0.3-1 / 0.3-2 3 APR 25
GEN 0.4-1(6 MAR 25) / 0.4-2(6 MAR 25)	GEN 0.4-1 / 0.4-2 3 APR 25
GEN 0.4-3(6 MAR 25) / 0.4-4(6 MAR 25)	GEN 0.4-3 / 0.4-4 3 APR 25
GEN 0.4-5(6 MAR 25) / 0.4-6(6 MAR 25)	GEN 0.4-5 / 0.4-6 3 APR 25
GEN 0.4-7(6 MAR 25) / 0.4-8(6 MAR 25)	GEN 0.4-7 / 0.4-8 3 APR 25
GEN 0.4-9(6 MAR 25) / 0.4-10(6 MAR 25)	GEN 0.4-9 / 0.4-10 3 APR 25

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL II, Part III - AD (Aerodromes)	VOL II, Part III - AD (Aerodromes)
AD 1.1-1(25 AUG 22) / 1.1-2(25 AUG 22)	AD 1.1-1 / 1.1-2 3 APR 25
RKSI	RKSI
AD 2-6-3(9 JAN 25) / 2-6-4(9 JAN 25)	AD 2-6-3 / 2-6-4 3 APR 25
RKSS	RKSS
AD 2-5(17 OCT 24) / 2-6(24 SEP 20)	AD 2-5 / 2-6 3 APR 25
AD CHART 2-13(14 NOV 24) / BLANK	AD CHART 2-13 / BLANK 3 APR 25
AD CHART 2-22(14 NOV 24) / BLANK	AD CHART 2-22 / BLANK 3 APR 25
RKPC	RKPC
AD 2-1(6 FEB 25) / 2-2(6 FEB 25)	AD 2-1 / 2-2 3 APR 25
RKPK	RKPK
AD CHART 2-22(27 JUL 23) / 2-22-1(27 JUL 23)	AD CHART 2-22 / 2-22-1 3 APR 25
VOL III, Part III - AD (Aerodromes)	VOL III, Part III - AD (Aerodromes)
RKJK	RKJK
AD CHART 2-1(27 JUN 24) / 2-1-1(27 JUN 24)	AD CHART 2-1 / 2-1-1 3 APR 25
RKJY	RKJY
AD 2-1(14 NOV 24) / 2-2(14 NOV 24)	AD 2-1 / 2-2 3 APR 25
AD 2-5(12 DEC 24) / 2-6(12 DEC 24)	AD 2-5 / 2-6 3 APR 25
RKPU	RKPU
AD 2-1(12 DEC 24) / 2-2(12 DEC 24)	AD 2-1 / 2-2 3 APR 25
AD 2-5(12 DEC 24) / 2-6(12 DEC 24)	AD 2-5 / 2-6 3 APR 25
RKPD	RKPD
AD CHART 2-3(4 APR 24) / BLANK	AD CHART 2-3 / BLANK 3 APR 25
AD CHART 2-4(21 SEP 23) / 2-4-1(21 SEP 23)	AD CHART 2-4 / 2-4-1 3 APR 25
AD CHART 2-5(21 SEP 23) / 2-5-1(21 SEP 23)	AD CHART 2-5 / 2-5-1 3 APR 25
AD CHART 2-8(14 NOV 24) / 2-8-1(14 NOV 24)	AD CHART 2-8 / 2-8-1 3 APR 25
AD CHART 2-9(14 NOV 24) / 2-9-1(14 NOV 24)	AD CHART 2-9 / 2-9-1 3 APR 25
AD CHART 2-12(14 NOV 24) / 2-12-1(14 NOV 24)	AD CHART 2-12 / 2-12-1 3 APR 25
AD CHART 2-13(14 NOV 24) / 2-13-1(14 NOV 24)	AD CHART 2-13 / 2-13-1 3 APR 25
AD CHART 2-19(14 NOV 24) / 2-20(14 NOV 24)	AD CHART 2-19 / 2-20 3 APR 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	
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	
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	
33/25	Incheon AP - Incheon INTL Airport A-CDM Trial Operation for Phase 2	AD	29 JUN 22 / 23 JUL 25	
34/25	Incheon AP - Temporary Obstacle Erected	AD	9 JAN 25 / 30 JUN 25	
35/25	Incheon AP - Temporary Obstacles Erected	AD	2 APR 25 / 14 JUN 25	
36/25	Incheon AP - Operational Restriction of Cargo Apron 1	AD	10 FEB 25 / 30 JUN 25	
37/25	Gimpo AP - Temporary Obstacle Erected	AD	14 APR 25 / 30 APR 26	
38/25	Jeongseok AP - Unserviceability of LOC for RWY 01	AD	2 APR 25 / 31 JUL 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
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
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	superseded by 39/25
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	
39/25	Incheon AP - RWY 15L/33R and TWYs Closed due to Construction (Effective : 1600UTC 14 MAY 2025)	AD	20 MAR 25 / 30 JUN 25	
40/25	Gimpo AP - Operational Restrictions (Effective : 1600UTC 14 MAY 2025)	AD	14 MAY 25 / 26 NOV 25	

GEN 0.4 CHECKLIST OF AIP PAGES

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PART 1 - GENERAL(GEN)		GEN 1		GEN 2		GEN 3	
GEN 0		1.1 - 1	28 JUL 22	2.1 - 1	9 JAN 25	3.1 - 1	4 APR 24
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0.1 - 2	4 APR 24	1.2 - 1	28 JUL 22	2.2 - 1	16 NOV 23	3.1 - 3	1 MAY 14
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0.1 - 4	9 JAN 25	1.2 - 3	12 JAN 23	2.2 - 3	1 AUG 19	3.1 - 5	9 JAN 25
0.1 - 5	23 NOV 17	1.2 - 4	12 JAN 23	2.2 - 4	1 AUG 19	3.1 - 6	9 JAN 25
0.1 - 6	23 NOV 17	1.2 - 5	12 JAN 23	2.2 - 5	1 AUG 19	3.2 - 1	1 JUN 23
0.2 - 1	9 JAN 25	1.2 - 6	12 JAN 23	2.2 - 6	1 AUG 19	3.2 - 2	1 JUN 23
0.2 - 2	9 JAN 25	1.3 - 1	1 MAY 14	2.2 - 7	21 OCT 21	3.2 - 3	9 JAN 25
0.3 - 1	3 APR 25	1.3 - 2	1 MAY 14	2.2 - 8	21 OCT 21	3.2 - 4	9 JAN 25
0.3 - 2	3 APR 25	1.4 - 1	4 JUL 19	2.2 - 9	16 NOV 23	3.2 - 5	12 DEC 24
0.4 - 1	3 APR 25	1.4 - 2	4 JUL 19	2.2 - 10	16 NOV 23	3.2 - 6	12 DEC 24
0.4 - 2	3 APR 25	1.4 - 3	4 JUL 19	2.2 - 11	17 OCT 24	3.2 - 7	12 DEC 24
0.4 - 3	3 APR 25	1.4 - 4	4 JUL 19	2.2 - 12	17 OCT 24	3.2 - 8	12 DEC 24
0.4 - 4	3 APR 25	1.5 - 1	13 APR 17	2.2 - 13	21 OCT 21	3.3 - 1	4 APR 24
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0.6 - 1	21 SEP 23	1.5 - 10	13 APR 17	2.3 - 4	6 FEB 25	3.4 - 4	6 FEB 25
0.6 - 2	21 SEP 23	1.5 - 11	13 APR 17	2.3 - 5	6 FEB 25	3.5 - 1	11 JAN 24
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		1.5 - 13	1 MAY 14	2.3 - 7	6 FEB 25	3.5 - 3	6 FEB 25
		1.5 - 14	1 MAY 14	2.3 - 8	6 FEB 25	3.5 - 4	6 FEB 25
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		1.5 - 25	WEF 24 JAN 24	2.6 - 1	1 MAY 14	GEN 4	
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		1.6 - 2	13 JAN 22	2.7 - 4	9 JAN 25	4.1 - 5	11 APR 19
		1.7 - 1	12 DEC 24	2.7 - 5	9 JAN 25	4.1 - 6	11 APR 19
		1.7 - 2	12 DEC 24	2.7 - 6	9 JAN 25	4.1 - 7	11 JAN 24
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		1.7 - 5	12 DEC 24			4.1 - 10	11 JAN 24
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		1.7 - 1	28 JUL 22	2.1 - 17	WEF 20 MAR 24	4.1 - 4	14 NOV 24
		1.7 - 2	28 JUL 22	2.1 - 18	WEF 20 MAR 24	4.2 - 1	1 MAY 14
ENR 1		1.8 - 1	1 MAY 14	2.2 - 1	27 SEP 18	4.2 - 2	1 MAY 14
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1.2 - 22	WEF 28 DEC 22	1.12 - 1	1 MAY 14	3.2 - 2	22 AUG 24	4.4 - 22	WEF 1 NOV 23
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1.2 - 28	WEF 28 DEC 22	1.14 - 1	9 MAR 23	3.2 - 8	22 AUG 24	4.4 - 28	WEF 30 OCT 24
1.2 - 29	WEF 28 DEC 22	1.14 - 2	9 MAR 23	3.2 - 9	22 AUG 24	4.4 - 29	14 DEC 23
1.2 - 30	WEF 28 DEC 22	1.14 - 3	1 MAY 14	3.2 - 10	22 AUG 24	4.4 - 30	14 DEC 23
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		CHART 2 - 16	WEF 30 OCT 24	CHART 2 - 14-1	19 SEP 24		
		CHART 2 - 16-1	15 DEC 22	CHART 2 - 15	19 SEP 24		
		CHART 2 - 17	WEF 30 OCT 24	CHART 2 - 15-1	19 SEP 24		
		CHART 2 - 17-1	WEF 24 JAN 24	CHART 2 - 16	19 SEP 24		
		CHART 2 - 17-2	9 JAN 25	CHART 2 - 16-1	19 SEP 24		
		CHART 2 - 17-3	9 JAN 25	CHART 2 - 17	19 SEP 24		
		CHART 2 - 18	WEF 30 OCT 24	CHART 2 - 17-1	19 SEP 24		
		CHART 2 - 18-1	15 DEC 22	CHART 2 - 18	19 SEP 24		
		CHART 2 - 19	24 AUG 23	CHART 2 - 18-1	19 SEP 24		
		CHART 2 - 20	24 AUG 23	CHART 2 - 19	19 SEP 24		
				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	Page	Date
RKTH		RKTL		RKPD	
2 - 1	17 OCT 24	2 - 1	12 DEC 24	2 - 1	19 NOV 20
2 - 2	17 OCT 24	2 - 2	12 DEC 24	2 - 2	19 NOV 20
2 - 3	WEF 27 NOV 24	2 - 3	2 MAY 24	2 - 3	8 FEB 24
2 - 4	2 MAY 24	2 - 4	WEF 27 NOV 24	2 - 4	8 FEB 24
2 - 5	WEF 27 NOV 24	2 - 5	2 MAY 24	2 - 5	16 DEC 21
2 - 6	7 MAR 24	2 - 6	2 MAY 24	2 - 6	16 DEC 21
2 - 7	11 JAN 24	2 - 7	WEF 22 JAN 25	2 - 7	17 NOV 22
2 - 8	11 JAN 24	2 - 8	12 DEC 24	2 - 8	17 NOV 22
2 - 9	1 AUG 19	2 - 9	WEF 10 AUG 22	2 - 9	10 FEB 22
2 - 10	1 AUG 19	2 - 9-1	WEF 6 SEP 23	2 - 10	10 FEB 22
2 - 11	24 OCT 19	2 - 10	4 MAY 23	2 - 11	16 DEC 21
2 - 12	24 OCT 19	2 - 10-1	4 MAY 23	2 - 12	WEF 25 DEC 24
2 - 13	12 DEC 24	2 - 11	27 JUN 24	2 - 13	12 DEC 24
2 - 14	12 DEC 24	2 - 12	27 JUN 24	2 - 14	12 DEC 24
CHART 2 - 1	WEF 27 NOV 24	CHART 2 - 1	WEF 22 JAN 25	CHART 2 - 1	16 DEC 21
CHART 2 - 2	6 MAR 25	CHART 2 - 2	4 MAY 23	CHART 2 - 2	16 DEC 21
CHART 2 - 3	WEF 13 JUL 22	CHART 2 - 3	WEF 27 NOV 24	CHART 2 - 3	3 APR 25
CHART 2 - 3-1	WEF 9 OCT 19	CHART 2 - 4	22 SEP 22	CHART 2 - 4	3 APR 25
CHART 2 - 4	28 JUL 22	CHART 2 - 5	WEF 27 NOV 24	CHART 2 - 4-1	3 APR 25
CHART 2 - 4-1	28 JUL 22	CHART 2 - 6	WEF 27 NOV 24	CHART 2 - 5	3 APR 25
CHART 2 - 5	WEF 13 JUL 22	CHART 2 - 7	WEF 6 SEP 23	CHART 2 - 5-1	3 APR 25
CHART 2 - 5-1	WEF 13 JUL 22	CHART 2 - 7-1	WEF 6 SEP 23	CHART 2 - 6	WEF 25 DEC 24
CHART 2 - 6	WEF 13 JUL 22	CHART 2 - 8	WEF 6 SEP 23	CHART 2 - 6-1	7 MAR 24
CHART 2 - 6-1	WEF 26 JAN 22	CHART 2 - 8-1	22 SEP 22	CHART 2 - 7	WEF 25 DEC 24
CHART 2 - 7	WEF 13 JUL 22	CHART 2 - 9	WEF 6 SEP 23	CHART 2 - 7-1	7 MAR 24
CHART 2 - 7-1	WEF 13 JUL 22	CHART 2 - 9-1	22 SEP 22	CHART 2 - 8	3 APR 25
CHART 2 - 8	WEF 13 JUL 22	CHART 2 - 10	21 SEP 23	CHART 2 - 8-1	3 APR 25
CHART 2 - 8-1	WEF 13 JUL 22	CHART 2 - 10-1	21 SEP 23	CHART 2 - 9	3 APR 25
CHART 2 - 9	WEF 13 JUL 22	CHART 2 - 11	WEF 6 SEP 23	CHART 2 - 9-1	3 APR 25
CHART 2 - 9-1	WEF 13 JUL 22	CHART 2 - 11-1	22 SEP 22	CHART 2 - 10	WEF 25 DEC 24
CHART 2 - 10	WEF 13 JUL 22	CHART 2 - 12	WEF 6 SEP 23	CHART 2 - 10-1	WEF 25 DEC 24
CHART 2 - 11	11 JAN 24	CHART 2 - 12-1	22 SEP 22	CHART 2 - 11	WEF 25 DEC 24
CHART 2 - 11-1	11 JAN 24	CHART 2 - 13	WEF 6 SEP 23	CHART 2 - 11-1	7 MAR 24
CHART 2 - 12	11 JAN 24	CHART 2 - 13-1	22 SEP 22	CHART 2 - 12	3 APR 25
CHART 2 - 12-1	11 JAN 24	CHART 2 - 14	WEF 6 SEP 23	CHART 2 - 12-1	3 APR 25
CHART 2 - 13	4 APR 24	CHART 2 - 14-1	WEF 6 SEP 23	CHART 2 - 13	3 APR 25
CHART 2 - 13-1	4 APR 24	CHART 2 - 15	WEF 6 SEP 23	CHART 2 - 13-1	3 APR 25
CHART 2 - 14	11 JAN 24	CHART 2 - 15-1	22 SEP 22	CHART 2 - 14	9 JAN 25
CHART 2 - 14-1	11 JAN 24	CHART 2 - 16	21 SEP 23	CHART 2 - 14-1	9 JAN 25
CHART 2 - 15	11 JAN 24	CHART 2 - 16-1	21 SEP 23	CHART 2 - 15	WEF 25 DEC 24
CHART 2 - 15-1	11 JAN 24	CHART 2 - 17	WEF 6 SEP 23	CHART 2 - 15-1	WEF 25 DEC 24
CHART 2 - 16	11 JAN 24	CHART 2 - 17-1	22 SEP 22	CHART 2 - 16	9 JAN 25
CHART 2 - 16-1	11 JAN 24	CHART 2 - 18	WEF 22 JAN 25	CHART 2 - 16-1	9 JAN 25
CHART 2 - 16-2	WEF 13 JUL 22	CHART 2 - 18-1	WEF 27 NOV 24	CHART 2 - 17	9 JAN 25
CHART 2 - 16-3	WEF 15 JUN 22	CHART 2 - 19	WEF 22 JAN 25	CHART 2 - 17-1	9 JAN 25
CHART 2 - 17	11 JAN 24	CHART 2 - 19-1	WEF 27 NOV 24	CHART 2 - 18	WEF 25 DEC 24
CHART 2 - 17-1	11 JAN 24	CHART 2 - 20	9 JAN 25	CHART 2 - 18-1	WEF 25 DEC 24
CHART 2 - 17-2	17 NOV 22	CHART 2 - 20-1	9 JAN 25	CHART 2 - 19	3 APR 25
CHART 2 - 17-3	17 NOV 22	CHART 2 - 21	9 JAN 25	CHART 2 - 20	3 APR 25
CHART 2 - 18	WEF 13 JUL 22	CHART 2 - 21-1	9 JAN 25		
CHART 2 - 18-1	WEF 15 JUN 22	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		

AD 1. AERODROME - INTRODUCTION

AD 1.1 AERODROME AVAILABILITY AND CONDITIONS OF USE

1. 총 칙

1.1 항공정보간행물의 제3부에는 국제 및 국내 항공기 운항에 이용할 수 있는 주요 비행장에 관한 정보가 수록되어 있으며, AD 2에는 각 비행장의 물리적인 특성에 관하여 수록되어 있음.

1.2 국제민간항공기구 적용규정

국제민간항공기구 부속서 제14권에 규정된 국제표준 및 권고방식을 가능한 한 최대한으로 적용하고 있다.

- a. ANNEX 14 - Aerodromes Volume I & II
- b. Doc 9157 - Aerodrome Design Manual(Part 1 to 6)
- c. Doc 9137 - Airport Services Manual(Part 1 to 9)

2. 군 비행장 사용

민간항공기 운영자가 군 비행장을 이용하기 위해서는 '국방부장관과 국토교통부장관 간의 비행장 사용협정'에 명시된 절차에 따라 국방부의 사전 승인을 받아야 한다. 단, 비상항공기는 예외로 한다.

민간항공기가 이용 가능한 군 비행장은 민군 합동공항인 광주, 사천, 김해, 원주, 대구, 청주, 포항경주공항이다.

3. 저시정 절차 (LVP)

3.1 저시정 절차는 RVR 550 m 미만 또는 운고 60 m(200 ft) 미만의 시정에서 운영된다.

3.2 대한민국 내에서 저시정 절차가 수립되어 있는 공항은 인천공항, 김포공항, 제주공항 및 김해공항이다. 세부 사항은 RKSI AD 2-25, RKSS AD 2-13, RKPC AD 2-11 및 RKPK AD 2-13 페이지에 수록되어 있다.

4. 비행장 운영 최저치

4.1 비행장에는 착륙 기상 최저치 및 이륙 기상 최저치가 수립되어 있다.

4.2 비행장별 이륙 기상 최저치는 AD 2.22, 착륙 기상 최저치는 각 비행장별 계기접근도에 상세히 기술되어 있다.

5. 기타 정보

NIL

1. General conditions

1.1 This section contains information on major aerodromes which are available for the use of international and domestic aircraft operations. AD 2 comprise a detailed description of the physical characteristics of aerodromes.

1.2 Applicable ICAO documents

ICAO Standards and Recommended Practices contained in the ANNEX 14 are applied to the maximum extent possible.

- a. ANNEX 14 - Aerodromes Volume I & II
- b. Doc 9157 - Aerodrome Design Manual(Part 1 to 6)
- c. Doc 9137 - Airport Services Manual(Part 1 to 9)

2. Use of military aerodromes

Civil aircraft operators must get an prior approval from the ROK MND(Ministry of National Defense) in accordance with the 'Agreement for use of aerodromes between ROK MND and ROK MOLIT' in order to operate at military aerodromes. No prior approval is required in case of an emergency.

Military aerodromes available for civil aircraft are joint civil and military airports such as RKJJ, RKPS, RKPK, RKNW, RKTN, RKTU and RKTH.

3. Low visibility procedures (LVP)

3.1 Low Visibility Procedures applicable to CAT II/III operations at aerodromes are established for operation in a visibility of less than RVR 550 m or a cloud ceiling of less than 60 m(200 ft).

3.2 Civil airports at which low visibility procedures established in Incheon FIR are Incheon International Airport, Gimpo International Airport, Jeju International Airport and Gimhae International Airport. Details are listed in pages RKSI AD 2-25, RKSS AD 2-13, RKPC AD 2-11 and RKPK AD 2-13.

4. Aerodrome operating minima

4.1 Aerodrome has established the landing and take off weather minimum.

4.2 See AD 2.22 under the particular AD section for take off weather minimum and instrument approach charts for landing minimum.

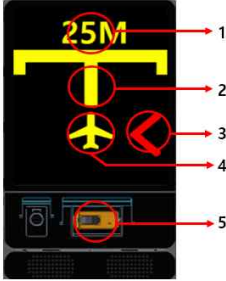
5. Other information

NIL

INTENTIONALLY

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General explanation of PDU(Pilot Display Unit) _ Cargo Terminal #1, #2 and Passenger Terminal #2 (#208~#222, #224~#225, #272~#291)	
	1. During the docking procedure, it visually represents the guidance information such as aircraft type and remaining distance. 2. It represents the stand centre line. When the laser unit detects the approaching aircraft, this vertical bar is displayed to let the pilot know the correct course. 3. It provides the azimuth guidance information to the pilot. When the aircraft deviates from the stand centre line, this symbol is shown to correct the direction which the arrow symbol points to. 4. It is the symbol of the aircraft. 5. It is the laser unit to detect the approaching aircraft.
The VDGS(Visual Docking Guidance System) Docking Procedure _ Cargo Terminal #1, #2 and Passenger Terminal #2 (#208~#222, #224~#225, #272~#291)	
	1. The docking preparation a. After initializing the docking stand designation, the expected aircraft type is displayed on the upper section of the PDU(Pilot Display Unit) without docking stand number. b. When the aircraft is detected by the laser unit, floating aircraft symbol will be displayed on the lower LED of the PDU.
	2. The azimuth guidance information a. In case the aircraft deviates from the stand centre line, the red arrow symbol will be displayed.
	3. The remaining distance information a. The remaining distance information will be shown numerically on the upper LED of the PDU with the graphical presentation starting from 30 m before the stop point. At the same time, the aircraft symbol will be shown along the stand centre line displaying on the lower LED of the PDU. b. The remaining distance information will be displayed 30 m to 3 m by 1 m step(30, 29, ..., and 3 m) and the remaining last 3.0 m will be shown by 0.1 m step(3.0, 2.9, ..., 0.1, and STOP). Some remaining distance information may not be displayed on the PDU according to the aircraft docking speed.
	
	4. The STOP information a. It represents that the pilot should stop his aircraft. b. If the aircraft overruns more than 1 m, TOO-FAR message will be shown on the upper LED of the PDU. c. The E-STOP will be displayed when the aircraft deviates too far from the stand centre line or the field operator presses the E-STOP button.
	5. The STOP SBU/ID-FAIL information a. The STOP SBU/ID-FAIL(Emergency stop) will be displayed when system error or approaching aircraft is different actual aircraft type. b. In STOP SBU/ID-FAIL message is shown on the PDU, the aircraft should be stopped immediately.

Change : Information of the VDGS docking preparation.

	6. The docking completion information When the aircraft has reached the stop point within the tolerance, the OK message will be shown on the upper LED of the PDU.
	7. The On block time information - The On block time message and time will be displayed on the PDU right after changing from STOP to OK message. - The On block time will be transmitted to the IIS(Integrated Information System).
A-CDM Information on VDGS _ Cargo Terminal and Passenger Terminal #2 (#208~#222, #224~#225, #272~#291)	
	TOBT, TSAT and CTOT information is provided on VDGS for push-back waiting aircraft.
Notice for the use of VDGS - VDGS service is provided to Cargo Terminal stands NR. 1(total 32), NR. 2(total 15) and Passenger Terminal stands NR. 2(total 42). Marshalling service should be provided for any of the following cases; - When VDGS or ASDE is Inoperative In case of work In progress, heavy snow, etc. - When a Low Visibility Procedure is in operation. - In case the aircraft type and the stand number displaying on the PDU are different from the actual approaching aircraft type and the actual stand number, the pilot should stop his aircraft immediately and notify the Incheon Apron, and then follow the marshaller's instruction. - If ID FAIL is displayed on the PDU between the stop point and 15 m prior to the stop point, the pilot should stop his aircraft immediately and notify the Incheon Apron, and then follow the marshaller's instruction. - If the ESTOP message is displayed on the PDU, the pilot should stop his aircraft immediately and notify Incheon Apron, and then follow the instructions of the marshaller. For any of the following cases, the field operator should press the emergency stop button. - When the aircraft overruns or is expected to go more than 1 m from the stop point. - In case the pilot does not stop the aircraft immediately, although the aircraft type and the gate number displayed on the PDU differ from the actual aircraft type and gate number. - In case there is any obstacle interrupting the normal docking procedure around the docking area. - In case that the VDGS docking information and the marshaller's instruction are different, the pilot should follow the marshaller's instruction first. - When the aircraft reaches about 10 m prior to the stop point, the pilot should decrease the speed as much as the aircraft could be stopped immediately until the STOP message is displayed on the PDU. - If the aircraft approaches to the stand in excess of the speed limit, the SLOW message should be displayed on the PDU. The pilot should reduce the speed.	

RKSS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations	True bearing	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
14R	135.00°	3 200 × 60	662/F/B/X/T Asphalt	373406.19N 1264631.60E 373252.83N 1264803.71E GUND 22.9 m	THR 10.4 m/34.1 ft TDZ 12.6 m/41.3 ft
32L	315.02°	3 200 × 60	662/F/B/X/T Asphalt	373252.83N 1264803.71E 373406.19N 1264631.60E GUND 22.9 m	THR 12.6 m/41.3 ft TDZ 12.9 m/42.3 ft
14L	135.01°	3 600 × 45	- 662/F/B/X/T Asphalt - 1 006/R/B/W/T Concrete (156 m from RWY THR)	373414.55N 1264641.80E 373251.89N 1264825.58E GUND 22.9 m	THR 11.6 m/38.0 ft TDZ 15.1 m/49.5 ft
32R	315.03°	3 600 × 45	- 662/F/B/X/T Asphalt - 1 006/R/B/W/T Concrete (151 m from RWY THR)	373251.89N 1264825.58E 373414.55N 1264641.80E GUND 23.0 m	THR 12.8 m/41.9 ft TDZ 13.8 m/45.2 ft

7. Slope of RWY-SWY

The diagrams show the cross-section of the runways. Runway 14R/32L has a width of 300m CWY and a length of 3200m. Runway 14L/32R has a width of 300m CWY and a length of 3600m. The diagrams show the profile of the runway and the surrounding terrain, with elevations in meters and slopes in percent.

SWY dimensions(m)	CWY dimensions(m)	Strip dimensions(m)	RESA dimensions(m)	Location & description of arresting system	OFZ
8	9	10	11	12	13
NIL	300 × 300 300 × 300	3 320 × 300	259 × 150 250 × 150	NIL	Conforms to the standards specified in ANNEX 14, Chapter 4.
NIL	300 × 300 300 × 300	3 720 × 300	260 × 150 255 × 150	NIL	

14. Remarks

a. The surface of RWY 14R/32L and 14L/32R are grooved.
(Except 156 m from 14L RWY THR and 151 m from 32R RWY THR)

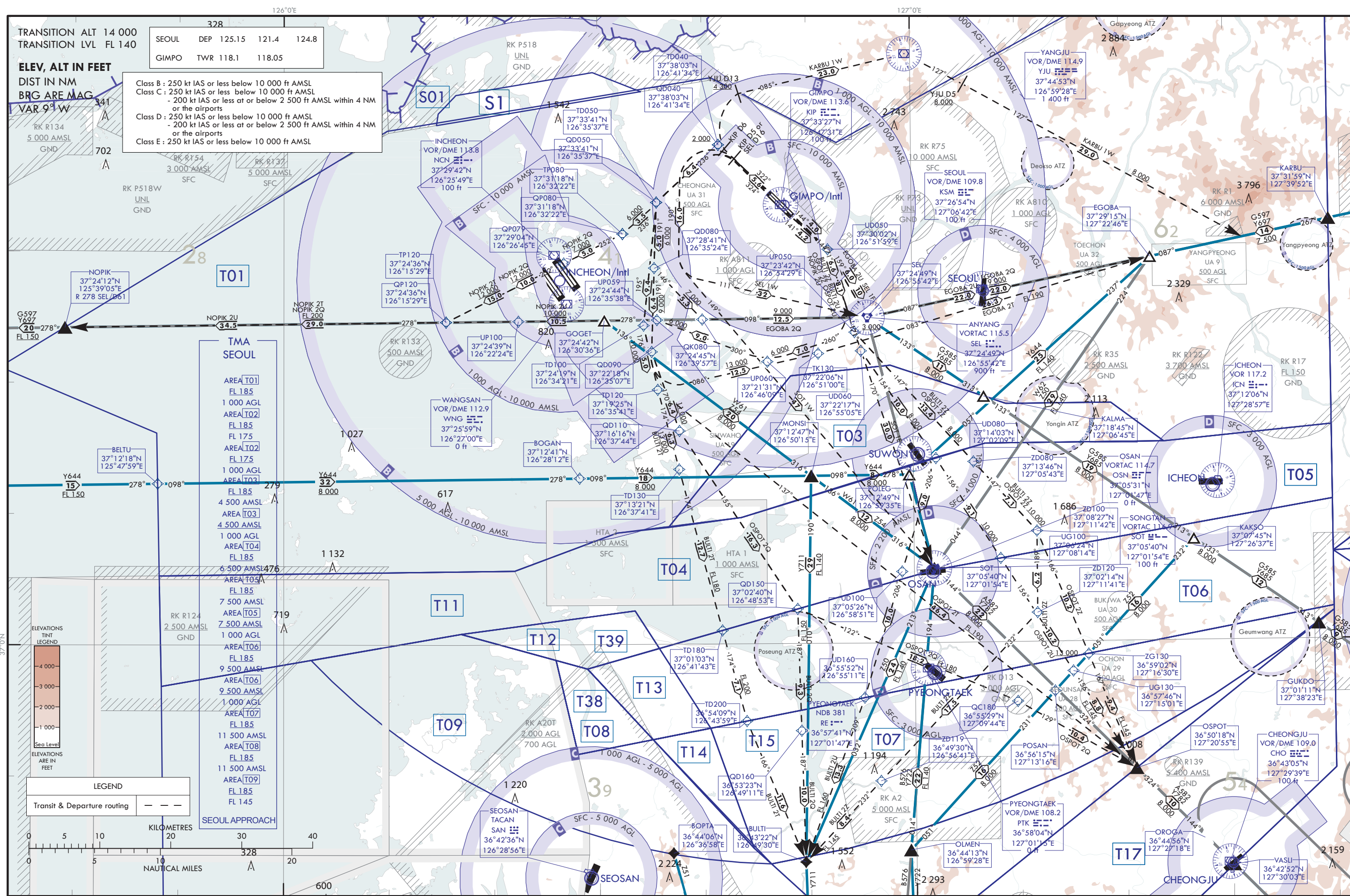
b. Due to each different level on RWY, ACFT may not be sighted on opposite ends of the RWY.

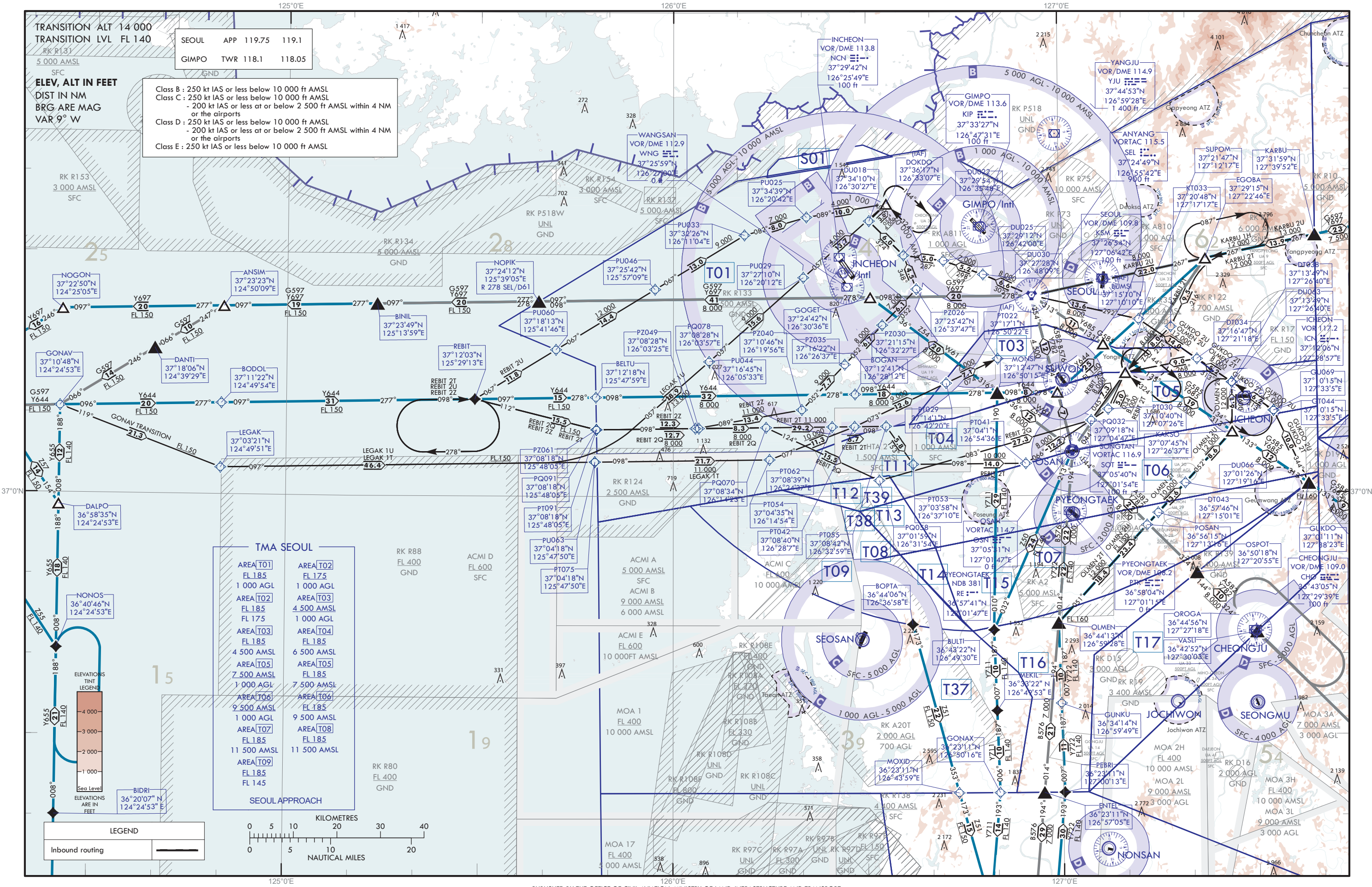
RKSS AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
14L	3 600	3 900	3 600	3 600	Take-off from intersection with TWY G2
14L	3 144	3 444	3 144	-	Take-off from intersection with TWY F2
14L	2 775	3 075	2 775	-	Take-off from intersection with TWY E2
14L	2 010	2 310	2 010	-	Take-off from intersection with TWY D3
14L	2 010	2 310	2 010	-	Take-off from intersection with TWY D1
14L	1 824	2 124	1 824	-	Take-off from intersection with TWY D2
14L	1 190	1 490	1 190	-	Take-off from intersection with TWY C3
14L	1 190	1 490	1 190	-	Take-off from intersection with TWY C1
14L	1 000	1 300	1 000	-	Take-off from intersection with TWY C2
32R	3 600	3 900	3 600	3 600	Take-off from intersection with TWY A
32R	3 147	3 447	3 147	-	Take-off from intersection with TWY B2
32R	2 410	2 710	2 410	-	Take-off from intersection with TWY C2
32R	2 410	2 710	2 410	-	Take-off from intersection with TWY C1
32R	2 221	2 521	2 221	-	Take-off from intersection with TWY C3
32R	1 590	1 890	1 590	-	Take-off from intersection with TWY D2
32R	1 590	1 890	1 590	-	Take-off from intersection with TWY D1
32R	1 400	1 700	1 400	-	Take-off from intersection with TWY D3
32R	740	1 040	740	-	Take-off from intersection with TWY E1
14R	3 200	3 500	3 200	3 200	Take-off from intersection with TWY G1
14R	1 983	2 283	1 983	-	Take-off from intersection with TWY E1
14R	1 610	1 910	1 610	-	Take-off from intersection with TWY D1
14R	1 200	1 500	1 200	-	Take-off from intersection with TWY W2
14R	920	1 220	920	-	Take-off from intersection with TWY C1
14R	800	1 100	800	-	Take-off from intersection with TWY W1
32L	3 200	3 500	3 200	3 200	Take-off from intersection with TWY B1
32L	2 400	2 700	2 400	-	Take-off from intersection with TWY W1
32L	2 000	2 300	2 000	-	Take-off from intersection with TWY C1
32L	2 000	2 300	2 000	-	Take-off from intersection with TWY W2
32L	1 590	1 890	1 590	-	Take-off from intersection with TWY D1
32L	914	1 214	914	-	Take-off from intersection with TWY E1

RKSS AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	APCH LGT type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Center Line LGT Length, Spacing Colour, INTST	RWY edge LGT LEN, Spacing Colour INTST	RWY End LGT Colour WBAR	SWY LGT LEN(m) Colour	Remarks
1	2	3	4	5	6	7	8	9	10
32R	ALSF-II 900 m LIH	Green -	PAPI Left/3° (67.6 ft)	900 m	NIL	3 600 m 60 m White/Yellow LIH	Red -	NIL	NIL
14L	ALSF-II 900 m LIH	Green -	PAPI Left/3° (71.9 ft)	900 m	NIL	3 600 m 60 m White/Yellow LIH	Red -	NIL	NIL
32L	ALSF-I 750 m LIH	Green -	PAPI Left/3° (64.3 ft)	NIL	3 200 m 15 m White/Red LIH	3 200 m 60 m White/Yellow LIH	Red -	NIL	NIL
14R	ALSF-II 900 m LIH	Green -	PAPI Left/3° (64.3 ft)	900 m	3 200 m 15 m White/Red LIH	3 200 m 60 m White/Yellow LIH	Red -	NIL	NIL





Change : Amended TMA information.

RKPC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKPC - JEJU / Jeju International

RKPC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	333044N 1262934E 066° / 2 641 m from THR 07
2	Direction and distance from city	300°, 3.8 km from Jeju City Hall
3	Elevation/Reference temperature	36 m / 31.4 °C
4	Geoid undulation at AD ELEV PSN	25 m
5	MAG VAR/Annual change	8° W (2025) / 0.042° increasing
6	Aerodrome Operator, Address, Telephone, FAX, AFS	Korea Airports Corporation(Jeju International Airport) 2, Gonghang-ro, Jeju, 63115, Republic of Korea TEL : +82-64-797-2408, 2446 FAX : +82-64-797-2440 AFS : RKPCZPZX
7	Type of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKPC AD 2.3 OPERATIONAL HOURS

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

RKPC AD 2.4 HANDLING SERVICES AND FACILITIES

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

RKPC AD 2.5 PASSENGER FACILITIES

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

RKPC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	CAT 9
2	Rescue equipment	a. 3 Aircraft Rescue and Fire Fighting Vehicles - Water : 33 500 L - AFFF : 4 200 L - Dry chemical : 750 kg b. 1 Supplementary Water tank Truck (12 000 L) c. 1 Ambulance d. 1 Commanding Vehicle Other Rescue equipment is available from Jeju fire station, Jeju coast guard Korea, R.O.K Navy 615 Squadron, Jeju provincial police agency; aviation unit.
3	Capability for removal of disabled aircraft	Specialized aircraft recovery equipment available for up to and including B747-400 size aircraft. 260 ton aircraft lifting bag, 120 ton hydraulic jack, 300 ton crane and other accessory equipment can be provided by airlines and agencies. Korea Airports Corporation is the co-ordinator for the removal of disabled aircraft and can be reached at Civil Engineering Team (TEL : +82-64-797-2417).
4	Remarks	NIL

RKPC AD 2.7 SEASONAL AVAILABILITY-CLEARING

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

Change : Information of rescue equipment.

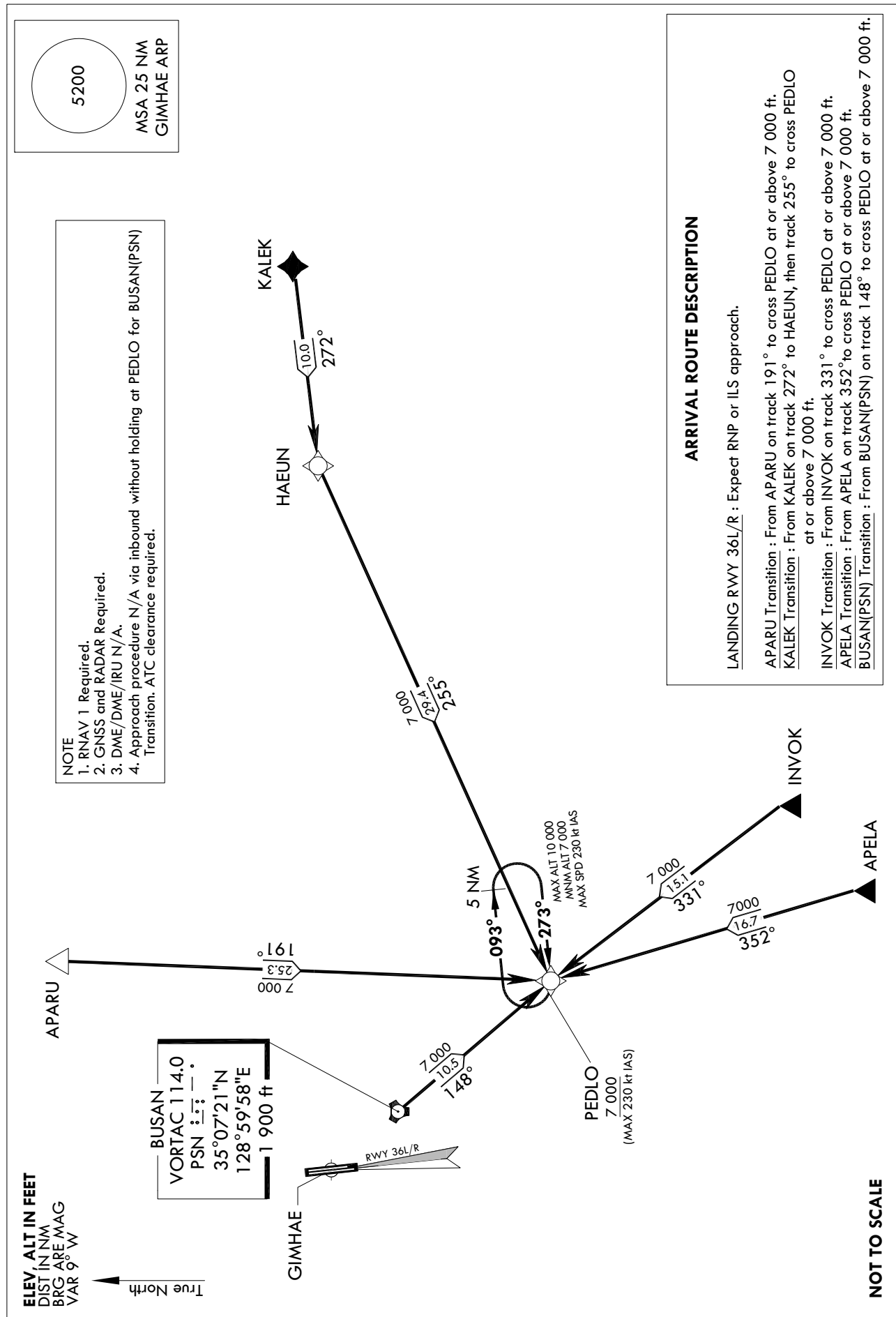
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

GIMHAE APP	125.5
	364.0
GIMHAE TWR	118.1 118.45
	233.3 236.6

BUSAN/Gimhae Intl(RKPK)
RWY 36L/R
RNAV(GNSS) PEDLO 1

Note : Arrival under U.S. TERPS.



Change : Amended chart symbol.

BUSAN/Gimhae INTL(RKPK)
RWY 36L/R
RNAV(GNSS) PEDLO 1

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV PEDLO 1 - APARU Transition

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	APARU	-	-	-	-	-	-	35°24'42.1"N 129°09'32.1"E	-	RNAV 1	-
002	TF	PEDLO	-	190.90(182.38)	25.30	-	+7 000	-230	34°59'23.1"N 129°08'15.3"E	-	RNAV 1	-

RNAV PEDLO 1 - KALEK Transition

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	KALEK	-	-	-	-	-	-	35°12'32.0"N 129°53'05.0"E	-	RNAV 1	-
002	TF	HAELN	-	272.06(263.54)	10.00	-	-	-	35°11'23.8"N 129°40'57.4"E	-	RNAV 1	-
003	TF	PEDLO	-	254.60(246.08)	29.39	-	+7 000	-230	34°59'23.1"N 129°08'15.3"E	-	RNAV 1	-

RNAV PEDLO 1 - INVOK Transition

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	INVOK	-	-	-	-	-	-	34°47'19.0"N 129°19'23.0"E	-	RNAV 1	-
002	TF	PEDLO	-	331.35(322.83)	15.13	-	+7 000	-230	34°59'23.1"N 129°08'15.3"E	-	RNAV 1	-

RNAV PEDLO 1 - APELA Transition

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	APELA	-	-	-	-	-	-	34°43'23.0"N 129°14'00.0"E	-	RNAV 1	-
002	TF	PEDLO	-	352.06(343.54)	16.66	-	+7 000	-230	34°59'23.1"N 129°08'15.3"E	-	RNAV 1	-

RNAV PEDLO 1 - BUSAN(PSN) Transition

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	BUSAN(PSN)	-	-	-	-	-	-	35°07'21.5"N 128°59'58.5"E	-	RNAV 1	-
002	TF	PEDLO	-	147.98(139.46)	10.47	-	+7 000	-230	34°59'23.1"N 129°08'15.3"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
RNAV PEDLO 1	HM	PEDLO	-	272.75(264.23)	5	R	-10 000 +7 000	-230	34°59'23.1"N 129°08'15.3"E	-	-	-

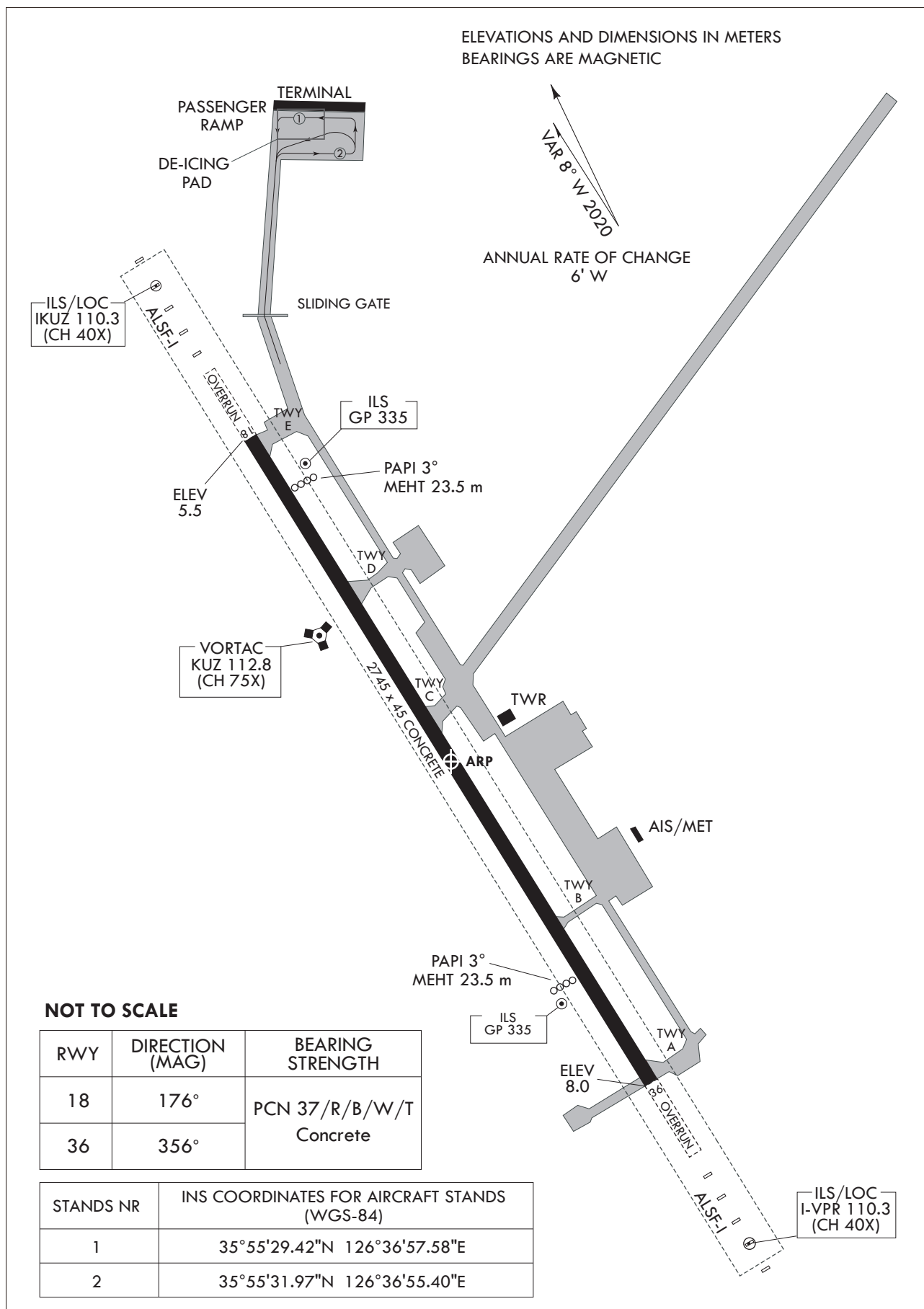
**AERODROME
CHART**

35°54'14"N
126°36'57"E

ELEV **9.0** m

TWR 126.5

GUNSAN/Gunsan



Change : Information of ELEV(8.8 → 9.0, 5.3 → 5.5, 8.2 → 8.0).

INTENTIONALLY

LEFT

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RKJY AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKJY - YEOSU / Domestic

RKJY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	345032N 1273702E 166° / 1 050 m from THR 17
2	Direction and distance from city	343°, 11 km from Yeosu City Hall
3	Elevation/Reference temperature	16 m / 31.9 °C
4	Geoid undulation at the aerodrome elevation	27 m
5	MAG VAR/Annual change	8° W (2020) / 0.092° increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	Korea Airports Corporation(Yeosu Airport) 386, Yeosun-ro, Yulchon-myeon, Yeosu-si, Jeollanam-do, 59606 Republic of Korea TEL : +82-61-689-6331, 6339 Telefax : +82-61-689-6330
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKJY AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2100-1300 UTC
2	Customs and Immigration	NIL
3	Health and Sanitation	NIL
4	AIS Briefing Office	2200-1100 UTC
5	ATS Reporting Office	2200-1100 UTC
6	MET Briefing Office	2200-1000 UTC
7	ATS	2200-1100 UTC
8	Fuelling	NIL
9	Handling	HO
10	Security	HO
11	De-icing	NIL
12	Remarks	Outside these hours services are available on request. (Only passenger flight)

RKJY AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Conveyor belt, various vehicles and equipments
2	Fuel/oil types	NIL
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	NIL
5	Hanger space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

Change : Information of operational hours for MET briefing office.



RKJY AD 2.5 PASSENGER FACILITIES

1	Hotels	In Yeosu & Suncheon city
2	Restaurants	At AD and in the city
3	Transportation	Buses, Taxis, Rental cars from AD
4	Medical facilities	a. Ambulance service available (For 1 patient) b. Hospitals in Yeosu city, 13 km from AD
5	Bank and Post Office	a. Automated teller machine (ATM) available at AD b. Bank and post office in Yeosu & Suncheon city
6	Tourist Office	Available at AD
7	Remarks	http://www.airport.co.kr/mbs/yeosu/

RKJY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 7
2	Rescue equipment	a. 2 Chemical fire fighting trucks - Water : 23 000 L - AFFF* : 3 000 L - Dry chemical : 500 kg b. 1 Ambulance car c. 1 Mobile command vehicle
3	Capability for removal of disabled aircraft	Specialized aircraft recovery equipment available for up to and including A321 size aircraft. 100 ton hydraulic recovery jack, 470 ton crane and other accessory equipment can be provided by airlines and agencies. Korea Airports Corporation is the co-ordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (TEL : +82-61-689-6331, 6334)
4	Remarks	* Aqueous Film Forming Foam(AFFF)

RKJY AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	a. 1 Compact Runway Jet Sweeper b. 1 Dump truck c. 2 Tractors d. 1 Snow Plough e. 1 Urea spreader
2	Clearance priorities	a. RWY b. TWY c. Apron and other area
3	Remarks	Snow clearance information promulgated by SNOWTAM

RKJY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Yeosu Airport Weather Station (TEL : +82-61-682-7888, Telefax : +82-61-686-2365)
2	Hours of service MET Office outside hours	2200-1000 UTC Aviation Meteorological Office(TEL : +82-32-222-3030)
3	Office responsible for TAF preparation Periods of validity	Aviation Meteorological Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Trend forecast Interval of issuance	Trend type forecast 1 hour (METAR) and when SPECI reported
5	Briefing/consultation provided	Available by the phone for 24 hours at Yeosu Airport Weather Station or Aviation Meteorological Office Available at the Station for hours of service, if required
6	Flight documentation Language(s) used	Aerodrome forecasts (TAF code form), SIGWX charts, WINTEN charts, SIGMET information in English
7	Charts and other information available for briefing or consultation	Analysis charts(surface and upper air), Prognostic charts, Graphic displays, Significant weather charts(high, medium, low) and other model outputs
8	Supplementary equipment available for providing information	Satellite and Weather radar imageries
9	ATS units provided with information	AIS and TWR
10	Additional information (limitation of service, etc.)	Automated METAR is provided during non-operational hours of the Yeosu Airport Weather Station. All observation data, model outputs and forecasts produced by KMA and WAFS are available at the office through internet link.

RKJY AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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

7. Slope of RWY

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

Change : Information of hours of service for meteorological information.

RKJY AD 2.13 DECLARED DISTANCES

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

RKJY AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Centre Line LGT Length, spacing colour, INTST	RWY edge LGT LEN, Spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN(m) colour	Remarks
1	2	3	4	5	6	7	8	9	10
17	ALSF-I 750 m LIH	Green -	PAPI Left / 3° (17.7 m)	900 m	2 100 m 30 m White/Red LIH	2 100 m 60 m White LIH	RED -	-	NIL
35	SSALF 420 m LIH	Green -	PAPI Left / 3° (17.7 m)	NIL	2 100 m 30 m White/Red LIH	2 100 m 60 m White LIH	RED -	-	PAPI unusable beyond 7° right side

RKJY AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

RKPU AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKPU - ULSAN / Ulsan Domestic

RKPU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

RKPU AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2100-1300 UTC
2	Customs and Immigration	NIL
3	Health and Sanitation	NIL
4	AIS Briefing Office	2250-1150 UTC
5	ATS Reporting Office	2250-1150 UTC
6	MET Briefing Office	H24
7	ATS	2220-1150 UTC
8	Fuelling	NIL
9	Handling	HO
10	Security	HO
11	De-icing	HO
12	Remarks	Outside these hours services are available under the pre-coordination (Only passenger flight)

RKPU AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Conveyor belt, various vehicles and equipment
2	Fuel/oil type	NIL
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	Available. See AD chart for location (ACFT stand NR. 1).
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

Change : Information of operational hours for AIS briefing office, ATS reporting office and ATS.

RKPU AD 2.5 PASSENGER FACILITIES

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

RKPU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

RKPU AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

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

RKPU AD 2.13 DECLARED DISTANCES

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

RKPU AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Center line LGT Length, Spacing Colour, INTST	RWY edge LGT LEN, Spacing Colour INTST	RWY End LGT Colour WBAR	SWY LGT LEN(m) Colour	Remarks
1	2	3	4	5	6	7	8	9	10
18	SSALF 330 m LIH	Green -	PAPI Left/3.8° (59 ft)	Simple TDZ LGT	NIL	2 000 m 60 m White, LIH	RED -	NIL	NIL
36	ALSF-1 720 m LIH	Green -	PAPI Left/3° (56 ft)	NIL	NIL	2 000 m 60 m White, LIH	RED -	NIL	NIL
Simple TDZ LGT - Simple touchdown zone lights located each two on both side of the runway centerline are installed 622.8 m from the threshold of RWY 18. RWY 18 PAPI Restrictions - PAPI unusable beyond 10° right side due to angular coverage. - PAPI unusable beyond 7° left side due to OBST.									

RKPU AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

RKPU AD 2.16 HELICOPTER LANDING AREA

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

RKPU AD 2.17 ATS AIRSPACE

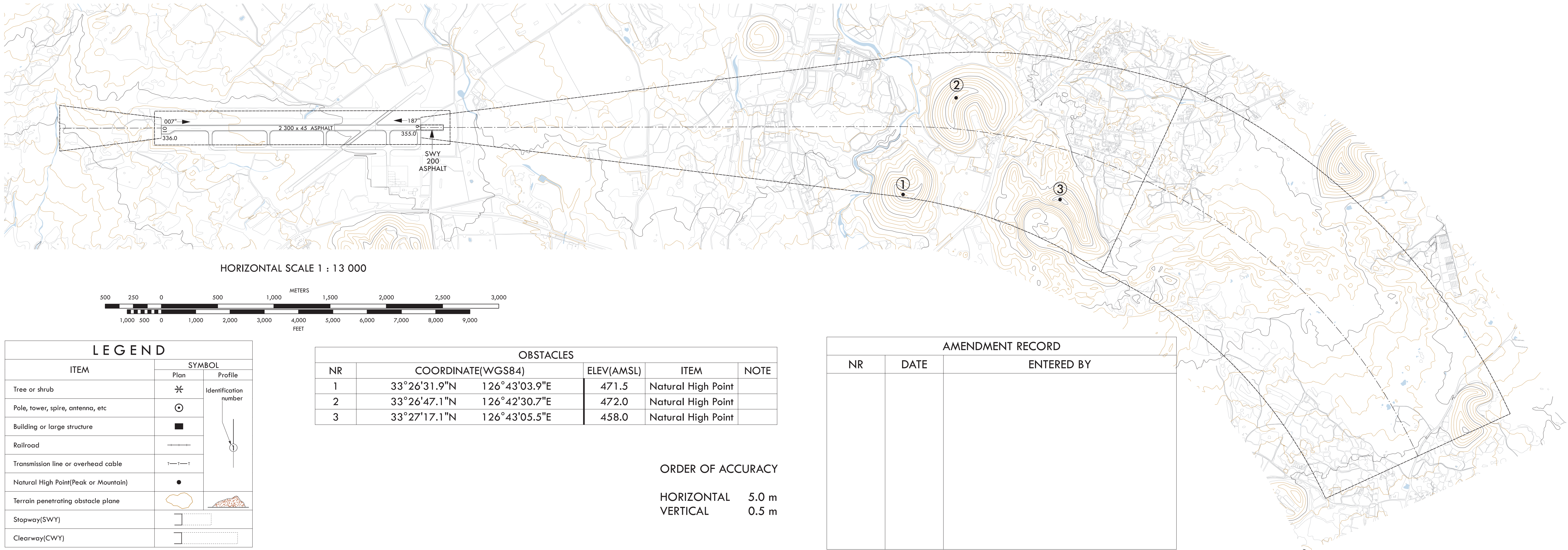
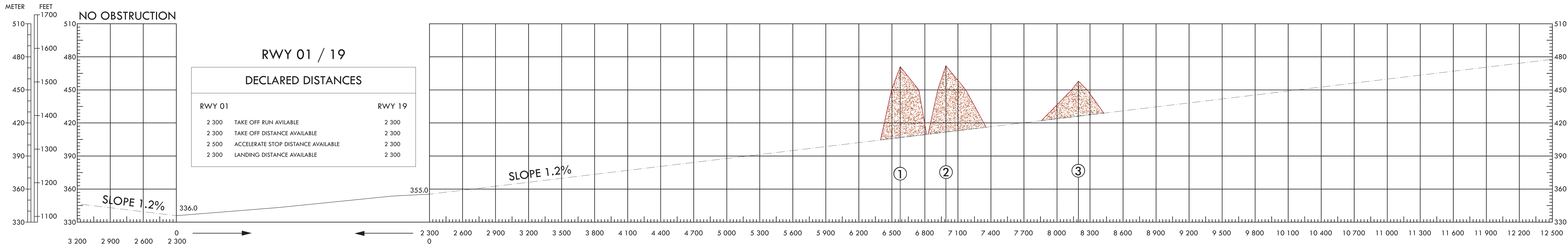
1	Designation and lateral limit	Ulsan CTR A circle, 5 NM radius centered at ARP
2	Vertical limits	SFC to 3 000 ft AGL
3	Airspace classification	D
4	ATS unit call sign Languages	Ulsan Tower English / Korean
5	Transition altitude	14 000 ft AMSL
6	Operational hours	2200-1230 UTC
7	Remarks	Refer to ENR 2.1-9,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

RKPU AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
APP	Pohang Approach	124.25 MHz 120.2 MHz 232.4 MHz	H24	NIL
	Ulsan Arrival	119.250 MHz 317.525 MHz	2230-1130 UTC	
TWR	Ulsan Tower	118.75 MHz 236.6 MHz 225.55 MHz	2220-1150 UTC	
GND	Ulsan Ground	121.75 MHz	2220-1150 UTC	Digital PDC service available
ATIS	Ulsan Airport	127.625 MHz 233.55 MHz	2220-1150 UTC	Digital ATIS service available
EMERG		121.5 MHz 243.0 MHz	2220-1150 UTC	
Scheduled Inspection Time - APP(124.25 MHz, 232.4 MHz, 119.250 MHz, 317.525 MHz), TWR, GND, ATIS, EMERG : Every 1st WED(1400-2000 UTC) of the month.				

Change : Information of operational hours for ATS communication facilities.

MAGNETIC VARIATION 7°W - 2020

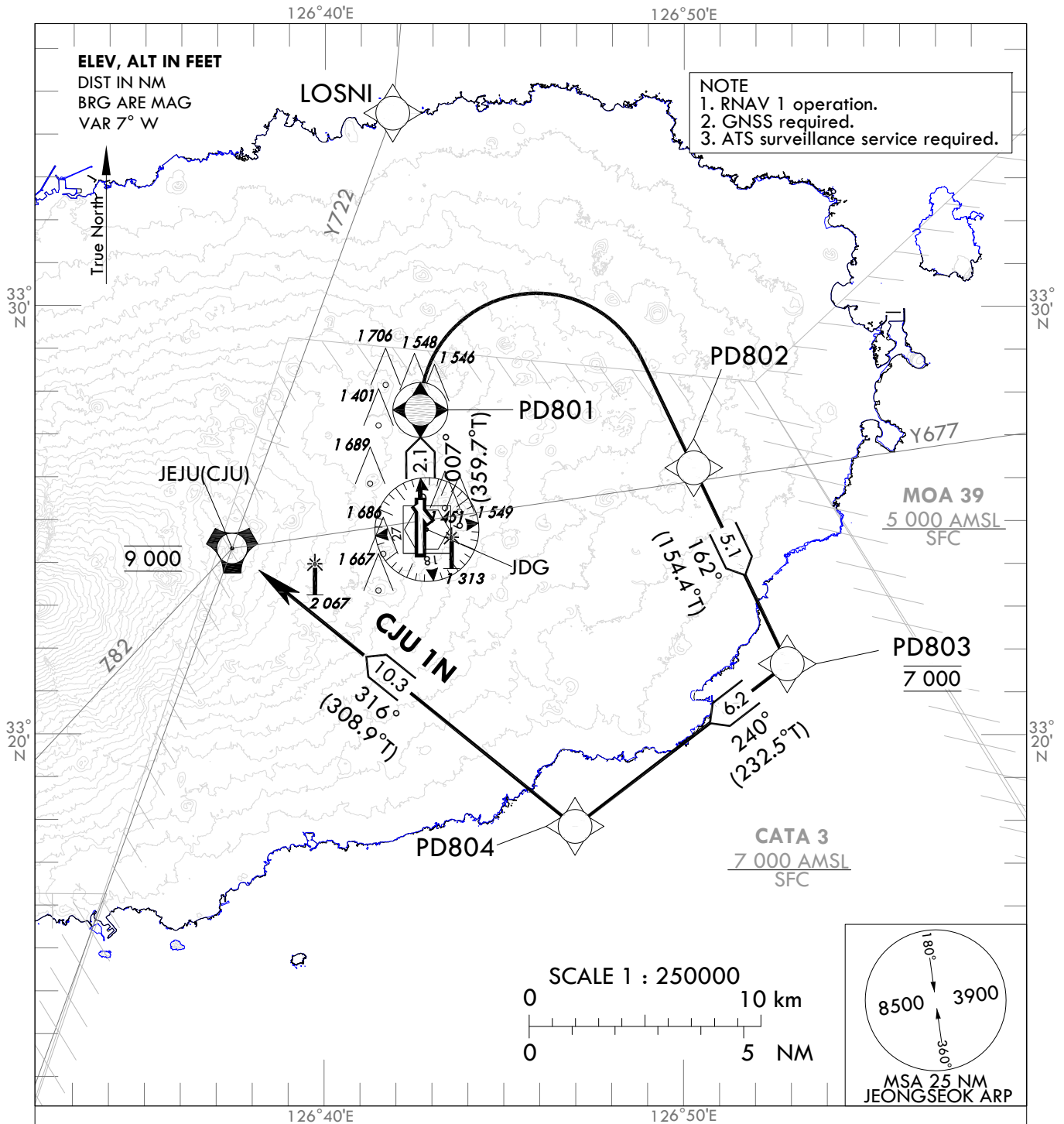


**STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO**

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU DEP 119.225
JEONGSEOK TWR 124.35

JEJU/Jeongseok(RKPD)
RWY 01
RNAV CJU 1N



Change : Amended detailed information of navigational aids.

JEJU/Jeongseok(RKPD)
RWY 01
RNAV CJU 1N

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV CJU 1N

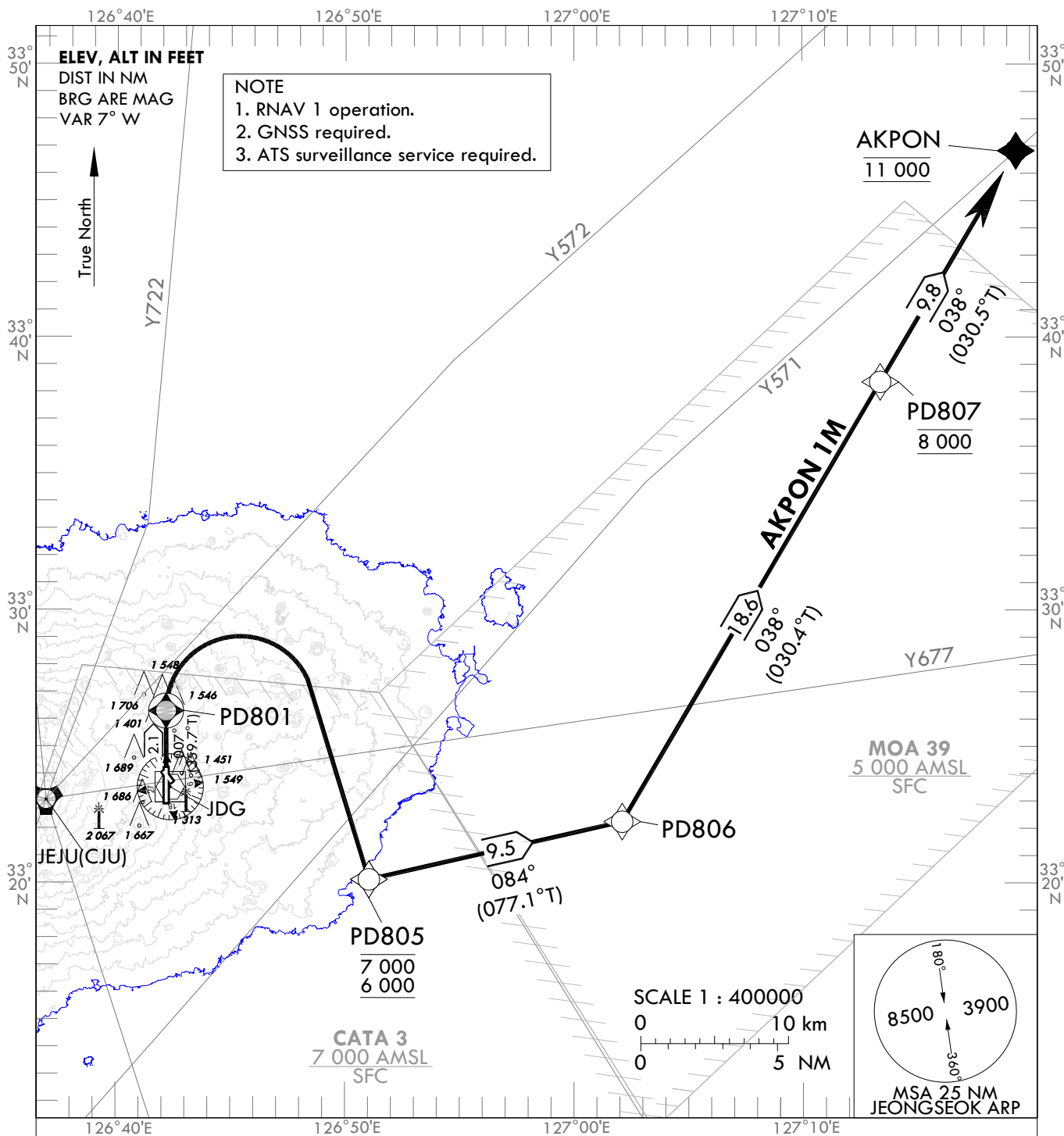
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	CF	PD801	Y	007(359.7)	2.1	-	-	-210	33°26'19.3"N 126°42'40.6"E	-	RNAV 1	-
002	DF	PD802	-	-	-	R	-	-210	33°24'59.1"N 126°50'17.5"E	-	RNAV 1	-
003	TF	PD803	-	162(154.4)	5.1	-	@7 000	-210	33°20'24.7"N 126°52'54.0"E	-	RNAV 1	-
004	TF	PD804	-	240(232.5)	6.2	-	-	-210	33°16'36.5"N 126°47'00.5"E	-	RNAV 1	-
005	TF	CJU	-	316(308.9)	10.3	-	@9 000	-	33°23'04.6"N 126°37'26.8"E	-	RNAV 1	-

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU DEP 119.225
JEONGSEOK TWR 124.35

JEJU/Jeongseok(RKPD)
RWY 01
RNAV AKPON 1M



GENERAL INFORMATION

1. AKPON 1M : 6.8% climb gradient required to 6 000 ft for ATC purpose and 5.7% to 2 100 ft for avoiding OBST.
2. If unable to comply with flight restrictions or RNAV 1, advise ATC well before departure for alternatives.
3. Departure turn limited to 210 kt IAS maximum until PD805.
4. Within JEJU TMA, maximum 250 kt IAS below 10 000 ft.

RNAV AKPON ONE MIKE DEPARTURE : PD801 - PD805 - PD806 - PD807 - AKPON

Change : Amended detailed information of navigational aids.

JEJU/Jeongseok(RKPD)
RWY 01
RNAV AKPON 1M

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV AKPON 1M

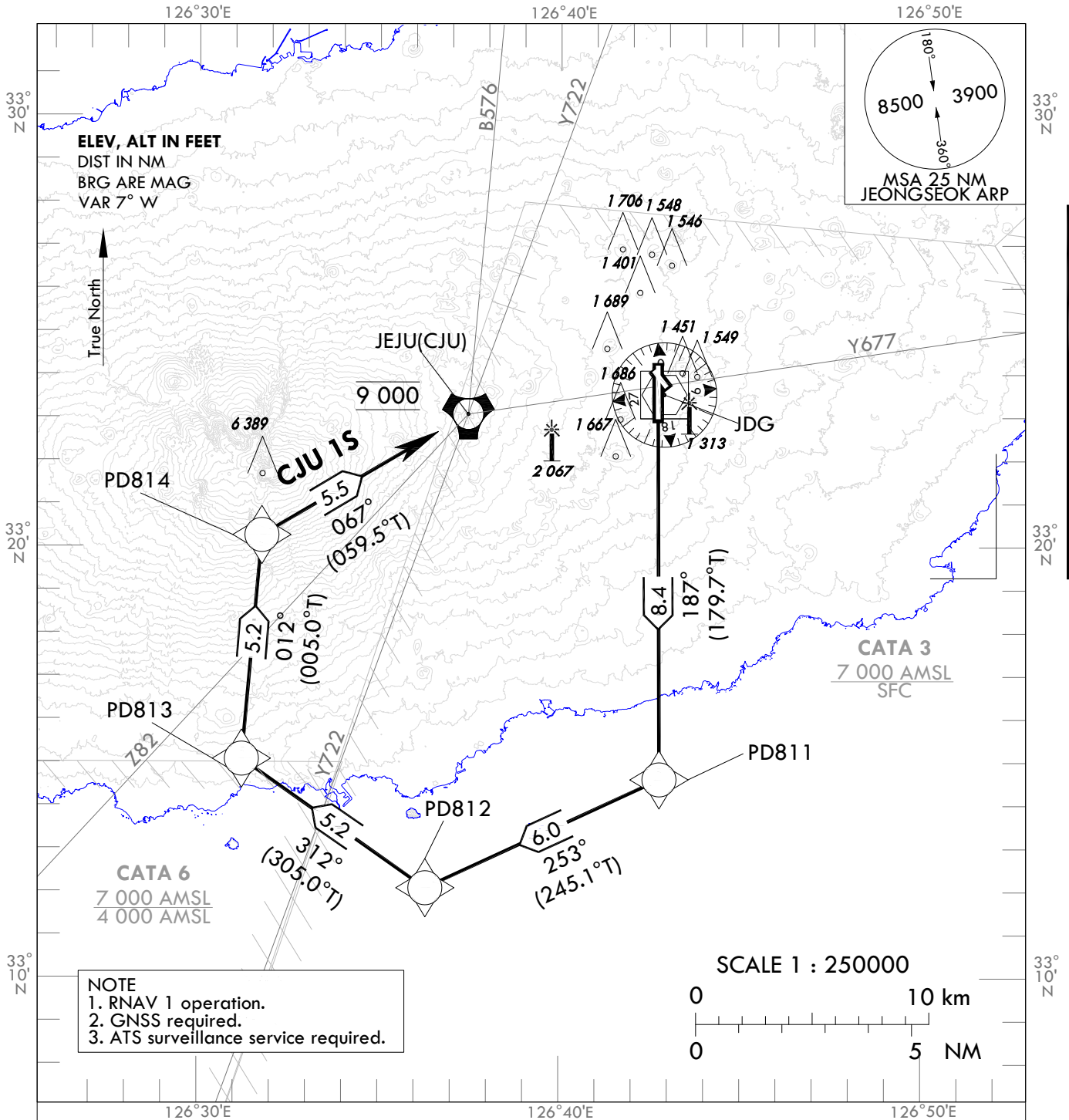
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	CF	PD801	Y	007(359.7)	2.1	-	-	-210	33°26'19.3"N 126°42'40.6"E	-	RNAV 1	-
002	DF	PD805	-	-	-	R	-7 000 +6 000	-210	33°20'09.1"N 126°51'32.7"E	-	RNAV 1	-
003	TF	PD806	-	084(077.1)	9.5	-	-	-	33°22'16.2"N 127°02'36.3"E	-	RNAV 1	-
004	TF	PD807	-	038(030.4)	18.6	-	@8 000	-	33°38'22.3"N 127°13'54.7"E	-	RNAV 1	-
005	TF	AKPON	-	038(030.5)	9.8	-	@11 000	-	33°46'49.6"N 127°19'53.0"E	-	RNAV 1	-

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

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU DEP 119.225
JEONGSEOK TWR 124.35

**JEJU/Jeongseok(RKPD)
RWY 19
RNAV CJU 1S**



GENERAL INFORMATION

1. CJU 1S : 5.9% climb gradient required to 9 000 ft for ATC purpose and avoiding OBST.
2. If unable to comply with flight restrictions or RNAV 1, advise ATC before departure for alternatives.
3. Departure turn limited to 210 kt IAS maximum until PD814.
4. Within JEJU TMA, maximum 250 kt IAS below 10 000 ft.

RNAV JEJU ONE SIERRA DEPARTURE : PD811 - PD812 - PD813 - PD814 - CJU

Change : Amended detailed information of navigational aids.

JEJU/Jeongseok(RKPD)
RWY 19
RNAV CJU 1S

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV CJU 1S

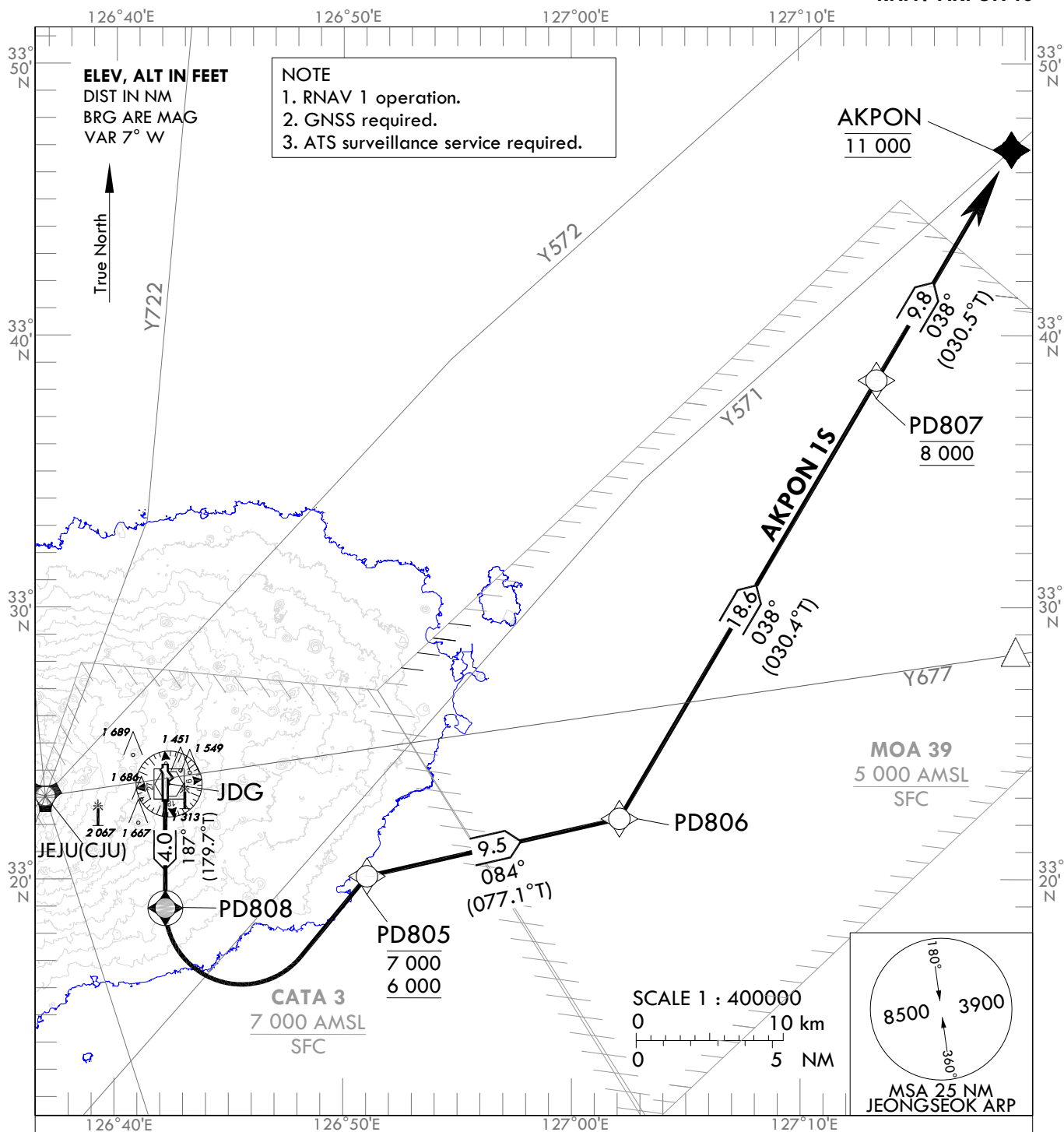
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	CF	PD811	-	187(179.7)	8.4	-	-	-210	33°14'36.2"N 126°42'44.6"E	-	RNAV 1	-
002	TF	PD812	-	253(245.1)	6.0	-	-	-210	33°12'05.0"N 126°36'17.4"E	-	RNAV 1	-
003	TF	PD813	-	312(305.0)	5.2	-	-	-210	33°15'04.4"N 126°31'12.8"E	-	RNAV 1	-
004	TF	PD814	-	012(005.0)	5.2	-	-	-210	33°20'15.8"N 126°31'45.3"E	-	RNAV 1	-
005	TF	CJU	-	067(059.5)	5.5	-	@9 000	-	33°23'04.6"N 126°37'26.8"E	-	RNAV 1	-

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU DEP 119.225
JEONGSEOK TWR 124.35

JEJU/Jeongseok(RKPD)
RWY 19
RNAV AKPON 1S



GENERAL INFORMATION

1. AKPON 1S : 7.1% climb gradient required to 6 000 ft for ATC purpose.
2. If unable to comply with flight restrictions or RNAV 1, advise ATC well before departure for alternatives.
3. Departure turn limited to 210 kt IAS maximum until PD805.
4. Within JEJU TMA, maximum 250 kt IAS below 10 000 ft.

RNAV AKPON ONE SIERRA DEPARTURE : PD808 - PD805 - PD806 - PD807 - AKPON

Change : Amended detailed information of navigational aids.

JEJU/Jeongseok(RKPD)
RWY 19
RNAV AKPON 1S

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV AKPON 1S

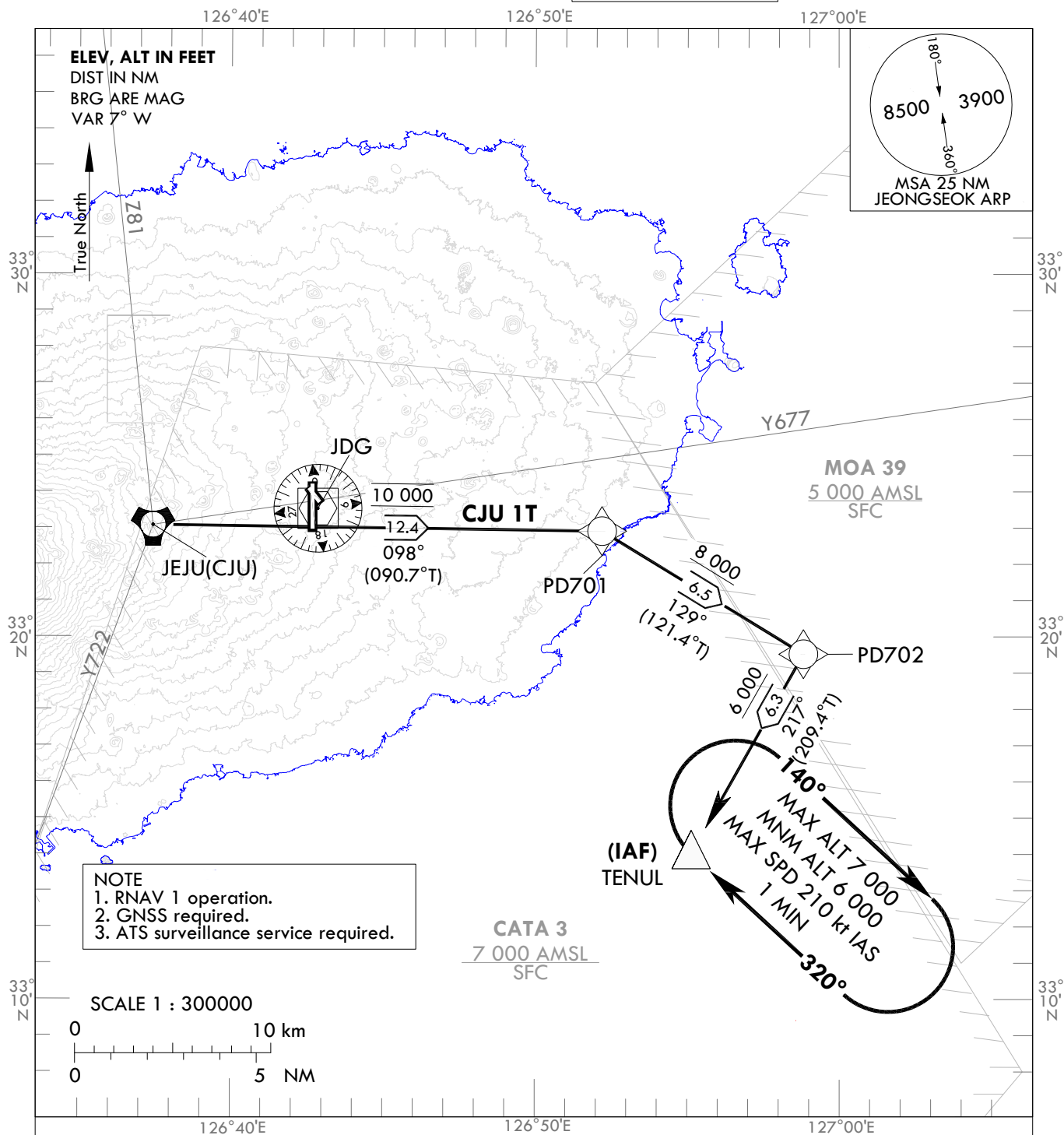
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001	CF	PD808	Y	187(179.7)	4.0	-	-	-210	33°18'57.9"N 126°42'43.1"E	-	RNAV 1	-
002	DF	PD805	-	-	-	L	-7 000 + 6 000	-210	33°20'09.1"N 126°51'32.7"E	-	RNAV 1	-
003	TF	PD806	-	084(077.1)	9.5	-	-	-	33°22'16.2"N 127°02'36.3"E	-	RNAV 1	-
004	TF	PD807	-	038(030.4)	18.6	-	@8 000	-	33°38'22.3"N 127°13'54.7"E	-	RNAV 1	-
005	TF	AKPON	-	038(030.5)	9.8	-	@11 000	-	33°46'49.6"N 127°19'53.0"E	-	RNAV 1	-

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU APP 121.2
124.05
JEONGSEOK TWR 124.35

JEJU/Jeongseok(RKPD)
RWY 01
RNAV CJU 1T



GENERAL INFORMATION

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

RNAV JEJU ONE TANGO ARRIVAL : CJU - PD701 - PD702 - TENUL

Change : Amended detailed information of navigational aids.

JEJU/Jeongseok(RKPD)
RWY 01
RNAV CJU 1T

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV CJU 1T

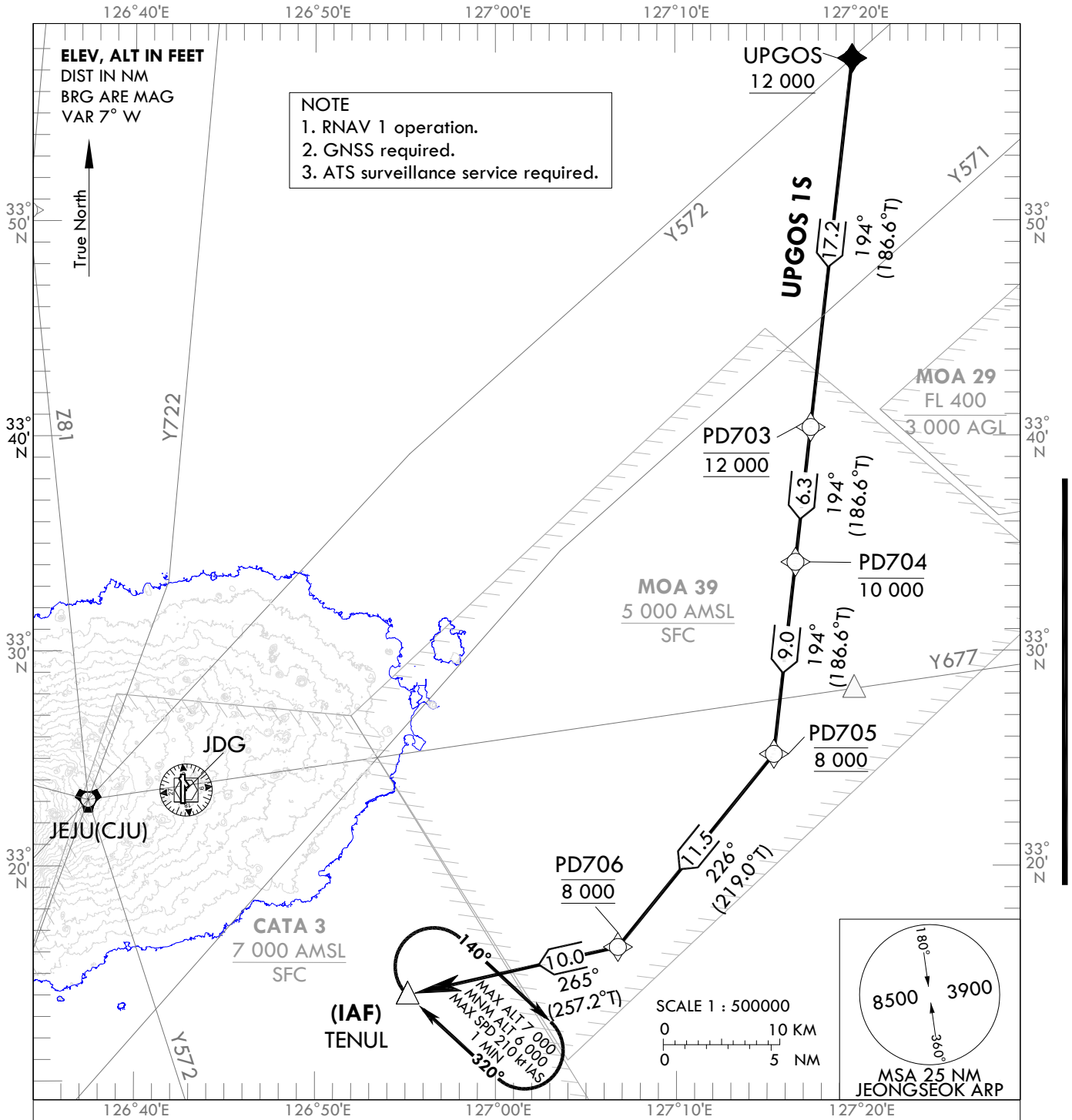
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001	IF	CJU	-	-	-	-	@10 000	-	33°23'04.6"N 126°37'26.8"E	-	RNAV 1	-
002	TF	PD701	-	098(090.7)	12.4	-	@10 000	-	33°22'54.9"N 126°52'12.5"E	-	RNAV 1	-
003	TF	PD702	-	129(121.4)	6.5	-	+8 000	-	33°19'31.4"N 126°58'49.6"E	-	RNAV 1	-
004	TF	TENUL	-	217(209.4)	6.3	-	-7 000 +6 000	-	33°14'01.6"N 126°55'08.7"E	-	RNAV 1	IAF

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU APP 121.2
124.05
JEONGSEOK TWR 124.35

JEJU/Jeongseok(RKPD)
RWY 01
RNAV UPGOS 1S



GENERAL INFORMATION

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

RNAV UPGOS ONE SIERRA ARRIVAL : UPGOS - PD703 - PD704 - PD705 - PD706 - TENUL

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV UPGOS 1S

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	UPGOS	-	-	-	-	+12 000	-	33°57'33.3"N 127°19'53.0"E	-	RNAV 1	-
002	TF	PD703	-	194(186.6)	17.2	-	@12 000	-	33°40'24.4"N 127°17'30.8"E	-	RNAV 1	-
003	TF	PD704	-	194(186.6)	6.3	-	-10 000	-	33°34'08.4"N 127°16'39.0"E	-	RNAV 1	-
004	TF	PD705	-	194(186.6)	9.0	-	@8 000	-	33°25'12.9"N 127°15'25.6"E	-	RNAV 1	-
005	TF	PD706	-	226(219.0)	11.5	-	@8 000	-	33°16'14.9"N 127°06'46.3"E	-	RNAV 1	-
006	TF	TENUL	-	265(257.2)	10.0	-	-7 000 +6 000	-	33°14'01.6"N 126°55'08.7"E	-	RNAV 1	IAF

HOLDING PROCEDURE

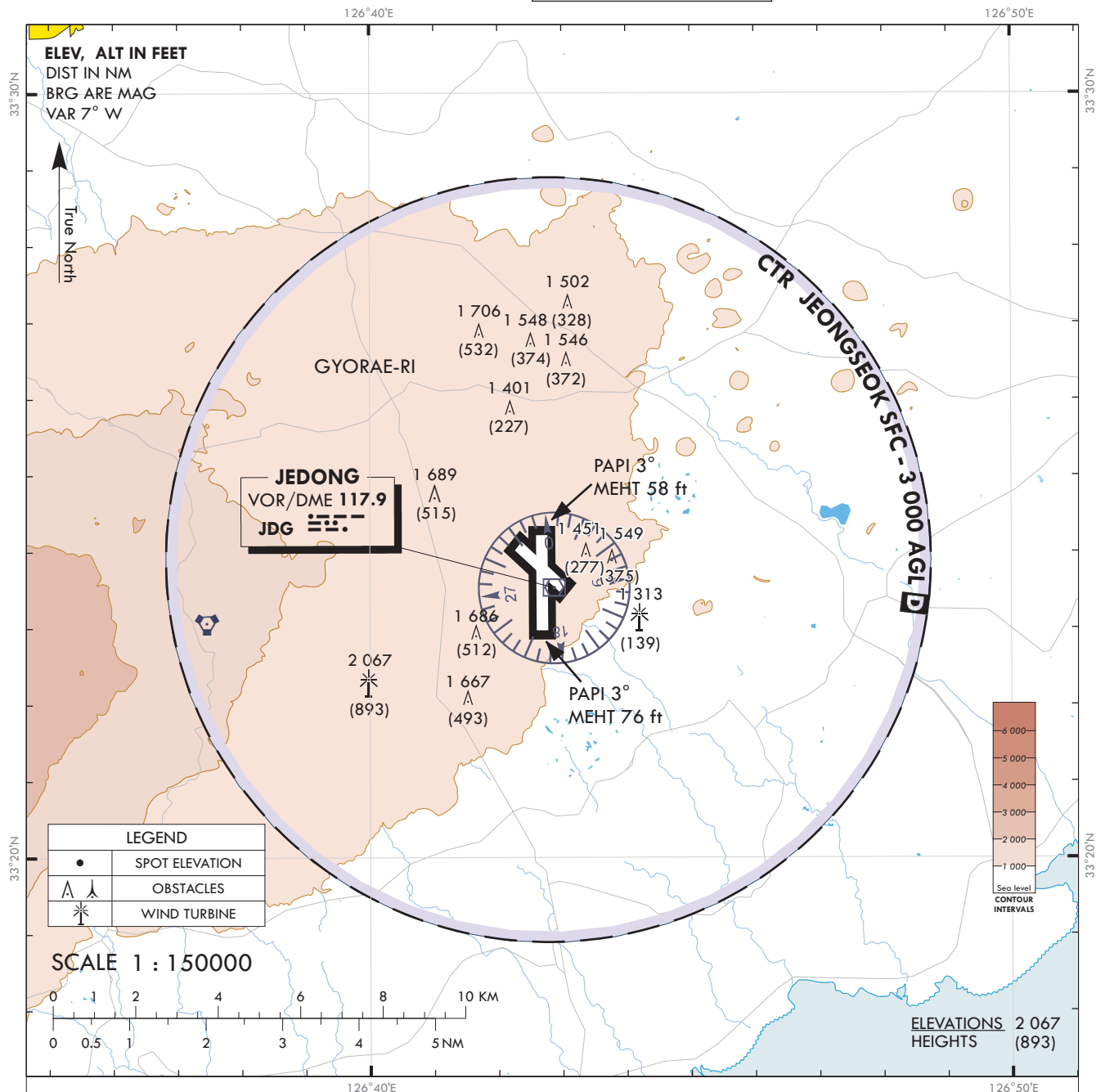
Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Time (min)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	HM	TENUL	Y	320(312.7)	1	R	-7 000 +6 000	- 210	33°14'01.6"N 126°55'08.7"E	-	RNAV 1	-

**VISUAL
APPROACH
CHART - ICAO**

AERODROME ELEV 1 174 ft
HEIGHTS RELATED TO AD ELEV

JEJU	APP	121.2
		124.05
JEONGSEOK	TWR	124.35

JEONGSEOK/Jeongseok



VISUAL APPROACH PROCEDURE

Visual approach for flying west of aerodrome is not authorized.

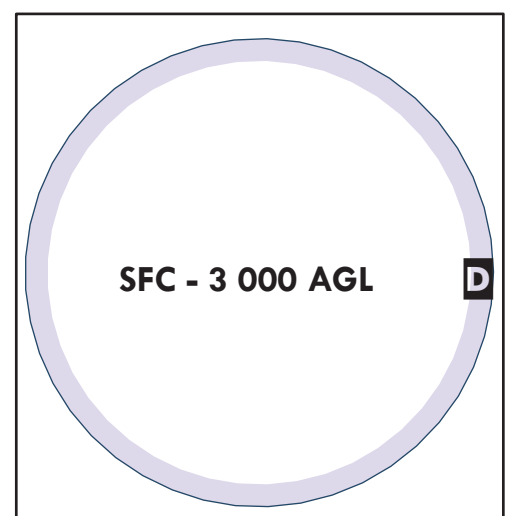
ATS airspace Classifications

1. Class D : Radius of Jeongseok Aerodrome ARP (332354N 1264247E)

- Vertical limits
- Within 5 NM (SFC - 3 000 ft AGL)
- Speed limits : 250 kt IAS or less below 10 000 ft AMSL.

2. Class E :

- Vertical limits
- Controlled Airspace from 1 000 ft above the surface or the sea level to FL 600 and less except Class A,B,C and D
- Speed limits : 250 kt IAS or less below 10 000 ft AMSL.



Change : Information of visual approach procedure and ATS airspace classifications.

BIRD CONCENTRATION - JEONGSEOK AERODROME

