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1. SIGNIFICANT INFORMATION AND CHANGES

1.1 Gimhae INTL Airport

- a) Amended chart symbol.

1.2 Cheongju INTL Airport

- a) Information of chart name(RWY 06L/24R → RWY 06/24).
 b) Amended resolution of ELEV and ALT restrictions for JIKJI, HYEIN.
 c) Establishment of COP and Amended phrase(AERA → AREA).

1.3 Yangyang INTL Airport

- a) Information of MAG VAR/annual change(9° W(2020)/0.089° → 9° W(2025)/0.039°) and annual rate of change(5' W → 2' W).

1.4 Gwangju Airport

- a) Information of MAG VAR/annual change(8° W(2020)/0.093° → 8° W(2025)/0.041°) and operational hours for AIS briefing office.

1.5 Yeosu Airport

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

1.6 Sacheon Airport

- a) Information of operational hours for AIS briefing office.
 b) Information of rescue equipment and RESA dimensions for RWY 06L/24R.

1.7 Ulsan Airport

- a) Information of ID for DME 36(IULS).
 b) Amended phrase(IUSL → IULS).

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

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL II, Part III - AD (Aerodromes) RKPK AD CHART 2-33(16 NOV 23) / 2-33-1(16 NOV 23) AD CHART 2-34(16 NOV 23) / 2-34-1(16 NOV 23) RKTU AD 2-15(1 JUN 23) / 2-16(6 MAR 25) AD CHART 2-5(6 MAR 25) / 2-6(6 MAR 25) AD CHART 2-7(6 MAR 25) / 2-8(6 MAR 25) AD CHART 2-10(1 JUN 23) / BLANK AD CHART 2-15(27 SEP 18) / 2-15-1(27 SEP 18) AD CHART 2-15-2(12 DEC 24) / 2-15-3(29 JUL 21) RKNY AD 2-1(11 JAN 24) / 2-2(11 JAN 24) AD CHART 2-1(17 OCT 24) / 2-2(17 OCT 24) AD CHART 2-3(17 OCT 24) / 2-3-1(30 MAY 24) AD CHART 2-4(30 MAY 24) / BLANK AD CHART 2-5(30 MAY 24) / BLANK AD CHART 2-6(30 MAY 24) / BLANK	VOL II, Part III - AD (Aerodromes) RKPK AD CHART 2-33 / 2-33-1 1 MAY 25 AD CHART 2-34 / 2-34-1 1 MAY 25 RKTU AD 2-15 / 2-16 1 MAY 25 AD CHART 2-5 / 2-6 1 MAY 25 AD CHART 2-7 / 2-8 1 MAY 25 AD CHART 2-10 / BLANK 1 MAY 25 AD CHART 2-15 / 2-15-1 1 MAY 25 AD CHART 2-15-2 / 2-15-3 1 MAY 25 RKNY AD 2-1 / 2-2 1 MAY 25 AD CHART 2-1 / 2-2 1 MAY 25 AD CHART 2-3 / 2-3-1 1 MAY 25 AD CHART 2-4 / BLANK 1 MAY 25 AD CHART 2-5 / BLANK 1 MAY 25 AD CHART 2-6 / BLANK 1 MAY 25
VOL III, Part III - AD (Aerodromes) RKJJ AD 2-1(14 NOV 24) / 2-2(14 NOV 24) AD 2-9(13 JAN 22) / 2-10(10 MAR 22) RKJY AD 2-1(3 APR 25) / 2-2(3 APR 25) AD 2-7(14 NOV 24) / 2-8(14 NOV 24) RKPS AD 2-1(11 JAN 24) / 2-2(11 JAN 24) AD 2-5(17 OCT 24) / 2-6(17 NOV 22) RKPU AD 2-7(21 SEP 23) / 2-8(21 SEP 23) AD CHART 2-1(17 OCT 24) / 2-2(25 JUL 24) AD CHART 2-15(19 SEP 24) / 2-15-1(15 DEC 22)	VOL III, Part III - AD (Aerodromes) RKJJ AD 2-1 / 2-2 1 MAY 25 AD 2-9 / 2-10 1 MAY 25 RKJY AD 2-1 / 2-2 1 MAY 25 AD 2-7 / 2-8 1 MAY 25 RKPS AD 2-1 / 2-2 1 MAY 25 AD 2-5 / 2-6 1 MAY 25 RKPU AD 2-7 / 2-8 1 MAY 25 AD CHART 2-1 / 2-2 1 MAY 25 AD CHART 2-15 / 2-15-1 1 MAY 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	
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	
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	
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	
41/25	Incheon AP - Operational Restriction of Cargo Apron 1	AD	10 FEB 25 / 9 JUL 25	
42/25	Gimpo AP - Temporary Obstacles Erected	AD	30 APR 25 / 31 JUL 26	

2. Current AIRAC AIP Supplement

NR/Year	Subject	AIP Section(s) affected	Period of validity (From/To)	Cancellation record
2/23	ENR - Y722 Traffic Dispersion Operation (Effective : 1600UTC 22 MAR 2023)	ENR	22 MAR 23 / PERM	
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	
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
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	
43/25	ENR / Incheon AP / Gimpo AP - Unserviceability of SONGTAN VORTAC (Effective : 1600UTC 11 JUN 2025)	ENR / AD	11 JUN 25 / 8 JUL 26	
44/25	Incheon AP - RWY 15L/33R and TWYs Closed due to Construction (Effective : 1600UTC 11 JUN 2025)	AD	30 JUN 25 / 9 JUL 25	
45/25	Gimpo AP - Operational Restrictions (Effective : 1600UTC 11 JUN 2025)	AD	16 JUN 25 / 26 SEP 25	
46/25	Jeju AP - Operational Restrictions (Effective : 1600UTC 11 JUN 2025)	AD	12 JUN 25 / 9 JUL 25	
47/25	Jeju AP - Temporary Obstacle Erected (Effective : 1600UTC 11 JUN 2025)	AD	11 JUN 25 / 21 JAN 26	
48/25	Jeju AP -Temporary Change of Instrument Approach Procedures for Jeju INTL Airport (Effective : 1600UTC 11 JUN 2025)	AD	11 JUN 25 / 21 JAN 26	

GEN 0.4 CHECKLIST OF AIP PAGES

Page	Date	Page	Date	Page	Date	Page	Date
GEN		GEN		GEN		GEN	
PART 1 - GENERAL(GEN)		GEN 1		GEN 2		GEN 3	
GEN 0		1.1 - 1	28 JUL 22	2.1 - 1	9 JAN 25	3.1 - 1	4 APR 24
0.1 - 1	4 APR 24	1.1 - 2	28 JUL 22	2.1 - 2	9 JAN 25	3.1 - 2	4 APR 24
0.1 - 2	4 APR 24	1.2 - 1	28 JUL 22	2.2 - 1	16 NOV 23	3.1 - 3	1 MAY 14
0.1 - 3	9 JAN 25	1.2 - 2	28 JUL 22	2.2 - 2	16 NOV 23	3.1 - 4	WEF 1 JAN 20
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	1 MAY 25	1.3 - 2	1 MAY 14	2.2 - 8	21 OCT 21	3.2 - 4	9 JAN 25
0.3 - 2	1 MAY 25	1.4 - 1	4 JUL 19	2.2 - 9	16 NOV 23	3.2 - 5	12 DEC 24
0.4 - 1	1 MAY 25	1.4 - 2	4 JUL 19	2.2 - 10	16 NOV 23	3.2 - 6	12 DEC 24
0.4 - 2	1 MAY 25	1.4 - 3	4 JUL 19	2.2 - 11	17 OCT 24	3.2 - 7	12 DEC 24
0.4 - 3	1 MAY 25	1.4 - 4	4 JUL 19	2.2 - 12	17 OCT 24	3.2 - 8	12 DEC 24
0.4 - 4	1 MAY 25	1.5 - 1	13 APR 17	2.2 - 13	21 OCT 21	3.3 - 1	4 APR 24
0.4 - 5	1 MAY 25	1.5 - 2	13 APR 17	2.2 - 14	21 OCT 21	3.3 - 2	4 APR 24
0.4 - 6	1 MAY 25	1.5 - 3	13 APR 17	2.2 - 15	22 JAN 15	3.3 - 3	27 SEP 18
0.4 - 7	1 MAY 25	1.5 - 4	13 APR 17	2.2 - 16	22 JAN 15	3.3 - 4	27 SEP 18
0.4 - 8	1 MAY 25	1.5 - 5	1 MAY 14	2.2 - 17	9 MAR 23	3.3 - 5	29 JUN 23
0.4 - 9	1 MAY 25	1.5 - 6	1 MAY 14	2.2 - 18	9 MAR 23	3.3 - 6	29 JUN 23
0.4 - 10	1 MAY 25	1.5 - 7	13 APR 17	2.3 - 1	6 FEB 25	3.4 - 1	9 JAN 25
0.5 - 1	11 MAY 17	1.5 - 8	13 APR 17	2.3 - 2	6 FEB 25	3.4 - 2	9 JAN 25
0.5 - 2	11 MAY 17	1.5 - 9	13 APR 17	2.3 - 3	6 FEB 25	3.4 - 3	6 FEB 25
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
		1.5 - 12	13 APR 17	2.3 - 6	6 FEB 25	3.5 - 2	11 JAN 24
		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
		1.5 - 15	1 MAY 14	2.3 - 9	6 FEB 25	3.5 - 5	6 FEB 25
		1.5 - 16	1 MAY 14	2.3 - 10	6 FEB 25	3.5 - 6	6 FEB 25
		1.5 - 17	13 APR 17	2.3 - 11	6 FEB 25	3.6 - 1	28 JUL 22
		1.5 - 18	13 APR 17	2.3 - 12	6 FEB 25	3.6 - 2	28 JUL 22
		1.5 - 19	WEF 24 JAN 24	2.4 - 1	12 DEC 24	3.6 - 3	8 FEB 24
		1.5 - 20	28 JUL 22	2.4 - 2	12 DEC 24	3.6 - 4	8 FEB 24
		1.5 - 21	28 JUL 22	2.4 - 3	12 DEC 24		
		1.5 - 22	28 JUL 22	2.4 - 4	12 DEC 24		
		1.5 - 23	WEF 24 JAN 24	2.5 - 1	17 NOV 22		
		1.5 - 24	WEF 24 JAN 24	2.5 - 2	17 NOV 22		
		1.5 - 25	WEF 24 JAN 24	2.6 - 1	1 MAY 14	GEN 4	
		1.5 - 26	13 JAN 22	2.6 - 2	1 MAY 14	4.1 - 1	9 MAY 19
		1.5 - 27	13 JAN 22	2.7 - 1	9 JAN 25	4.1 - 2	WEF 13 JUL 22
		1.5 - 28	13 JAN 22	2.7 - 2	9 JAN 25	4.1 - 3	11 JAN 24
		1.6 - 1	13 JAN 22	2.7 - 3	9 JAN 25	4.1 - 4	11 JAN 24
		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
		1.7 - 3	14 NOV 24			4.1 - 8	11 JAN 24
		1.7 - 4	14 NOV 24			4.1 - 9	11 JAN 24
		1.7 - 5	12 DEC 24			4.1 - 10	11 JAN 24
		1.7 - 6	12 DEC 24			4.1 - 11	22 OCT 20
		1.7 - 7	14 NOV 24			4.1 - 12	22 OCT 20
		1.7 - 8	14 NOV 24			4.2 - 1	28 JUL 22
		1.7 - 9	12 DEC 24			4.2 - 2	28 JUL 22
		1.7 - 10	12 DEC 24				

Page	Date	Page	Date	Page	Date	Page	Date
ENR		ENR		ENR		ENR	
PART 2 - ENROUTE(ENR)							
ENR 0		1.6 - 1	WEF 16 APR 25	2.1 - 14-1	WEF 29 NOV 23	ENR 4	
0.6 - 1	22 AUG 24	1.6 - 2	WEF 16 APR 25	2.1 - 14-2	12 JAN 23	4.1 - 1	WEF 12 JUN 24
0.6 - 2	22 AUG 24	1.6 - 3	WEF 20 MAY 20	2.1 - 15	WEF 20 MAR 24	4.1 - 2	WEF 12 JUN 24
		1.6 - 4	WEF 20 MAY 20	2.1 - 16	WEF 20 MAR 24	4.1 - 3	14 NOV 24
		1.7 - 1	28 JUL 22	2.1 - 17	WEF 20 MAR 24	4.1 - 4	14 NOV 24
		1.7 - 2	28 JUL 22	2.1 - 18	WEF 20 MAR 24	4.2 - 1	1 MAY 14
ENR 1		1.8 - 1	1 MAY 14	2.2 - 1	27 SEP 18	4.2 - 2	1 MAY 14
1.1 - 1	14 NOV 24	1.8 - 2	1 MAY 14	2.2 - 2	27 SEP 18	4.3 - 1	WEF 24 JAN 24
1.1 - 2	14 NOV 24	1.9 - 1	19 OCT 23	2.2 - 3	9 MAY 19	4.3 - 2	WEF 24 JAN 24
1.2 - 1	27 SEP 18	1.9 - 2	19 OCT 23	2.2 - 3-1	WEF 15 JUN 22	4.4 - 1	2 MAY 24
1.2 - 2	WEF 28 DEC 22	1.9 - 3	1 AUG 19	2.2 - 4	WEF 6 DEC 17	4.4 - 2	2 MAY 24
1.2 - 3	WEF 28 DEC 22	1.9 - 4	1 AUG 19	2.2 - 4-1	WEF 6 DEC 17	4.4 - 3	2 MAY 24
1.2 - 4	WEF 28 DEC 22	1.9 - 5	1 AUG 19			4.4 - 4	2 MAY 24
1.2 - 5	WEF 28 DEC 22	1.9 - 6	1 AUG 19			4.4 - 5	WEF 20 MAR 24
1.2 - 6	WEF 28 DEC 22	1.9 - 7	27 JUN 24	ENR 3		4.4 - 6	WEF 20 MAR 24
1.2 - 7	WEF 28 DEC 22	1.9 - 8	27 JUN 24	3.1 - 1	22 AUG 24	4.4 - 7	WEF 20 MAR 24
1.2 - 8	WEF 28 DEC 22	1.9 - 9	27 JUN 24	3.1 - 2	22 AUG 24	4.4 - 8	WEF 20 MAR 24
1.2 - 9	WEF 28 DEC 22	1.9 - 10	27 JUN 24	3.1 - 3	WEF 29 NOV 23	4.4 - 9	WEF 7 AUG 24
1.2 - 10	WEF 28 DEC 22	1.9 - 11	6 FEB 25	3.1 - 4	WEF 12 JUN 24	4.4 - 10	WEF 1 NOV 23
1.2 - 11	WEF 28 DEC 22	1.9 - 12	6 FEB 25	3.1 - 5	25 JUL 24	4.4 - 11	WEF 1 NOV 23
1.2 - 12	WEF 28 DEC 22	1.9 - 13	WEF 30 NOV 22	3.1 - 6	25 JUL 24	4.4 - 12	WEF 1 NOV 23
1.2 - 13	WEF 28 DEC 22	1.9 - 14	WEF 30 NOV 22	3.1 - 7	14 DEC 23	4.4 - 13	14 DEC 23
1.2 - 14	WEF 28 DEC 22	1.9 - 15	WEF 30 NOV 22	3.1 - 8	WEF 12 JUN 24	4.4 - 14	14 DEC 23
1.2 - 15	WEF 28 DEC 22	1.9 - 16	WEF 30 NOV 22	3.1 - 9	20 DEC 18	4.4 - 15	WEF 1 NOV 23
1.2 - 16	WEF 28 DEC 22	1.9 - 17	WEF 30 NOV 22	3.1 - 10	20 DEC 18	4.4 - 16	WEF 1 NOV 23
1.2 - 17	WEF 28 DEC 22	1.9 - 18	WEF 30 NOV 22	3.1 - 11	WEF 12 JUN 24	4.4 - 17	WEF 15 MAY 24
1.2 - 18	WEF 28 DEC 22	1.10 - 1	29 JUN 23	3.1 - 12	WEF 29 NOV 23	4.4 - 18	8 FEB 24
1.2 - 19	WEF 28 DEC 22	1.10 - 2	29 JUN 23	3.1 - 13	WEF 29 NOV 23	4.4 - 19	WEF 1 NOV 23
1.2 - 20	WEF 28 DEC 22	1.11 - 1	29 JUN 23	3.1 - 14	WEF 29 NOV 23	4.4 - 20	WEF 1 NOV 23
1.2 - 21	WEF 28 DEC 22	1.11 - 2	29 JUN 23	3.2 - 1	22 AUG 24	4.4 - 21	WEF 1 NOV 23
1.2 - 22	WEF 28 DEC 22	1.12 - 1	1 MAY 14	3.2 - 2	22 AUG 24	4.4 - 22	WEF 1 NOV 23
1.2 - 23	4 MAY 23	1.12 - 2	1 MAY 14	3.2 - 3	22 AUG 24	4.4 - 23	WEF 1 NOV 23
1.2 - 24	WEF 28 DEC 22	1.12 - 3	1 MAY 14	3.2 - 4	22 AUG 24	4.4 - 24	WEF 24 JAN 24
1.2 - 25	WEF 28 DEC 22	1.12 - 4	1 MAY 14	3.2 - 5	22 AUG 24	4.4 - 25	14 DEC 23
1.2 - 26	WEF 28 DEC 22	1.13 - 1	1 MAY 14	3.2 - 6	22 AUG 24	4.4 - 26	14 DEC 23
1.2 - 27	WEF 28 DEC 22	1.13 - 2	1 MAY 14	3.2 - 7	22 AUG 24	4.4 - 27	WEF 1 NOV 23
1.2 - 28	WEF 28 DEC 22	1.14 - 1	9 MAR 23	3.2 - 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
1.2 - 31	WEF 28 DEC 22	1.14 - 4	1 MAY 14	3.2 - 11	6 FEB 25	4.4 - 31	WEF 27 DEC 23
1.2 - 32	WEF 28 DEC 22	1.14 - 5	1 MAY 14	3.2 - 12	6 FEB 25	4.4 - 32	WEF 1 NOV 23
1.2 - 33	WEF 28 DEC 22	1.14 - 6	1 MAY 14	3.2 - 13	22 AUG 24	4.5 - 1	1 MAY 14
1.3 - 1	WEF 6 DEC 17			3.2 - 14	22 AUG 24	4.5 - 2	1 MAY 14
1.3 - 2	1 MAY 14			3.2 - 15	22 AUG 24		
1.4 - 1	30 JUL 20	ENR 2		3.2 - 16	22 AUG 24		
1.4 - 2	30 JUL 20	2.1 - 1	WEF 29 NOV 23	3.2 - 17	22 AUG 24		
1.4 - 3	4 JUN 20	2.1 - 2	29 JUN 23	3.2 - 18	22 AUG 24		
1.4 - 4	WEF 13 JUL 22	2.1 - 3	8 FEB 24	3.2 - 19	22 AUG 24		
1.4 - 5	25 AUG 22	2.1 - 4	8 FEB 24	3.2 - 20	22 AUG 24		
1.4 - 6	25 AUG 22	2.1 - 5	8 FEB 24	3.2 - 21	22 AUG 24		
1.4 - 7	29 JUN 23	2.1 - 6	8 FEB 24	3.2 - 22	22 AUG 24		
1.4 - 8	29 JUN 23	2.1 - 7	7 MAR 24	3.3 - 1	22 AUG 24		
1.4 - 9	25 AUG 22	2.1 - 8	7 MAR 24	3.3 - 2	22 AUG 24		
1.4 - 10	25 AUG 22	2.1 - 9	12 JAN 23	3.4 - 1	19 OCT 23		
1.4 - 11	2 MAY 24	2.1 - 10	12 JAN 23	3.4 - 2	19 OCT 23		
1.4 - 12	2 MAY 24	2.1 - 11	13 JAN 22	3.5 - 1	14 DEC 23		
1.5 - 1	WEF 13 JUL 22	2.1 - 12	13 JAN 22	3.5 - 2	14 DEC 23		
1.5 - 2	8 JUN 17	2.1 - 13	WEF 29 NOV 23	3.6 - 1	WEF 27 DEC 23		
1.5 - 3	8 JUN 17	2.1 - 14	WEF 29 NOV 23	3.6 - 2	19 OCT 23		
1.5 - 4	8 JUN 17						

Page	Date	Page	Date	Page	Date	Page	Date
ENR		ENR		AD		RKSI	
ENR 5		5.4 - 31	11 MAY 17	PART 3 - AERODROME(AD)		2 - 22	16 NOV 23
5.1 - 1	25 JUL 24	5.4 - 32	11 MAY 17	AD 0		2 - 22-1	WEF 22 JAN 25
5.1 - 2	25 JUL 24	5.4 - 33	11 MAY 17	0.6 - 1	2 AUG 18	2 - 22-2	17 NOV 22
5.1 - 3	9 JAN 25	5.4 - 34	11 MAY 17	0.6 - 2	2 AUG 18	2 - 22-3	WEF 19 MAR 25
5.1 - 4	9 JAN 25	5.5 - 1	9 JAN 25	AD 1		2 - 23	WEF 27 NOV 24
5.1 - 5	28 JUL 22	5.5 - 2	9 JAN 25	1.1 - 1	3 APR 25	2 - 24	WEF 22 JAN 25
5.1 - 6	28 JUL 22	5.5 - 3	9 JAN 25	1.1 - 2	3 APR 25	2 - 25	WEF 7 AUG 24
5.1 - 7	29 AUG 19	5.5 - 4	9 JAN 25	1.2 - 1	21 OCT 21	2 - 26	WEF 7 AUG 24
5.1 - 8	WEF 11 AUG 21	5.6 - 1	25 JUL 24	1.2 - 2	21 OCT 21	2 - 27	WEF 10 JUL 24
5.1 - 9	28 JUL 22	5.6 - 2	25 JUL 24	1.2 - 3	21 OCT 21	2 - 27-1	WEF 20 MAR 24
5.1 - 10	28 JUL 22	ENR 6	6 - 1 29 OCT 15 6 - 1-1 29 OCT 15 6 - 1-2 WEF 27 NOV 24 6 - 2 9 FEB 23 6 - 3 WEF 27 NOV 24 6 - 4 WEF 27 NOV 24 6 - 5 WEF 9 AUG 23 6 - 6 WEF 12 JUN 24 6 - 7 21 SEP 23	1.2 - 4	21 OCT 21	2 - 27-2	12 DEC 24
5.1 - 11	WEF 28 MAY 14			1.2 - 4	21 OCT 21	2 - 27-3	12 DEC 24
5.1 - 12	WEF 28 MAY 14			1.3 - 1	25 AUG 22	2 - 28	WEF 22 JAN 25
5.1 - 13	13 APR 17			1.3 - 2	25 AUG 22	2 - 28-1	21 SEP 23
5.1 - 14	13 APR 17			1.4 - 1	1 MAY 14	2 - 29	WEF 22 JAN 25
5.1 - 15	WEF 28 DEC 22			1.4 - 2	1 MAY 14	2 - 30	WEF 22 JAN 25
5.1 - 16	1 MAY 14			1.5 - 1	2 MAY 24	2 - 31	WEF 22 JAN 25
5.2 - 1	WEF 27 NOV 24			1.5 - 2	2 MAY 24	2 - 32	WEF 22 JAN 25
5.2 - 2	WEF 27 NOV 24			RKSI		2 - 33	WEF 7 AUG 24
5.2 - 3	WEF 27 NOV 24			2 - 1	6 FEB 25	2 - 34	30 MAY 24
5.2 - 4	WEF 27 NOV 24			2 - 2	WEF 14 MAY 25	2 - 35	WEF 13 JUL 22
5.2 - 5	27 SEP 18			2 - 3	WEF 27 NOV 24	2 - 36	WEF 13 JUL 22
5.2 - 6	27 SEP 18			2 - 4	WEF 27 NOV 24	2 - 37	WEF 19 FEB 25
5.2 - 7	WEF 9 AUG 23			2 - 5	11 JAN 24	2 - 38	19 SEP 24
5.2 - 8	WEF 22 JUL 15			2 - 6	11 JAN 24	2 - 39	9 MAR 23
5.3 - 1	WEF 5 DEC 18			2 - 6-1	9 JAN 25	2 - 40	9 MAR 23
5.3 - 2	10 MAY 18			2 - 6-2	9 JAN 25	2 - 41	12 DEC 24
5.3 - 3	7 MAY 20			2 - 6-3	3 APR 25	2 - 42	12 DEC 24
5.3 - 4	7 MAY 20			2 - 6-4	3 APR 25	2 - 43	23 SEP 21
5.4 - 1	24 DEC 15			2 - 7	8 FEB 24	2 - 44	23 SEP 21
5.4 - 2	24 DEC 15			2 - 8	WEF 27 NOV 24	2 - 45	14 NOV 24
5.4 - 3	24 DEC 15			2 - 9	21 SEP 23	2 - 46	14 NOV 24
5.4 - 4	24 DEC 15			2 - 10	21 SEP 23		
5.4 - 5	24 DEC 15			2 - 10-1	WEF 23 MAR 22	CHART 2 - 1	6 FEB 25
5.4 - 6	24 DEC 15			2 - 10-2	WEF 23 MAR 22	CHART 2 - 2	6 FEB 25
5.4 - 7	24 DEC 15			2 - 11	11 JAN 24	CHART 2 - 3	6 FEB 25
5.4 - 8	24 DEC 15			2 - 12	WEF 7 AUG 24	CHART 2 - 4	6 FEB 25
5.4 - 9	24 DEC 15			2 - 13	WEF 23 MAR 22	CHART 2 - 5	WEF 22 JAN 25
5.4 - 10	24 DEC 15			2 - 14	WEF 23 MAR 22	CHART 2 - 5-1	WEF 27 NOV 24
5.4 - 11	24 DEC 15			2 - 15	WEF 4 SEP 24	CHART 2 - 5-2	WEF 7 AUG 24
5.4 - 12	24 DEC 15			2 - 15-1	WEF 23 MAR 22	CHART 2 - 5-3	WEF 7 AUG 24
5.4 - 13	24 DEC 15			2 - 16	21 SEP 23	CHART 2 - 5-4	WEF 4 SEP 24
5.4 - 14	24 DEC 15			2 - 16-1	WEF 22 JAN 25	CHART 2 - 6	6 FEB 25
5.4 - 15	24 DEC 15			2 - 17	7 APR 22	CHART 2 - 7	6 FEB 25
5.4 - 16	24 DEC 15			2 - 17-1	7 APR 22	CHART 2 - 8	6 FEB 25
5.4 - 17	24 DEC 15			2 - 18	WEF 25 DEC 24	CHART 2 - 9	6 FEB 25
5.4 - 18	24 DEC 15			2 - 18-1	20 OCT 22	CHART 2 - 10	WEF 22 JAN 25
5.4 - 19	19 JAN 17			2 - 19	20 OCT 22	CHART 2 - 11	WEF 22 JAN 25
5.4 - 20	19 JAN 17			2 - 20	20 OCT 22	CHART 2 - 12	WEF 22 JAN 25
5.4 - 21	24 DEC 15			2 - 21	WEF 22 JAN 25	CHART 2 - 13	WEF 22 JAN 25
5.4 - 22	24 DEC 15			2 - 21-1	WEF 22 JAN 25	CHART 2 - 14	WEF 22 JAN 25
5.4 - 23	24 DEC 15			2 - 21-2	WEF 2 OCT 24	CHART 2 - 15	WEF 22 JAN 25
5.4 - 24	24 DEC 15			2 - 21-3	WEF 2 OCT 24	CHART 2 - 16	WEF 22 JAN 25
5.4 - 25	24 DEC 15			2 - 21-4	WEF 22 JAN 25	CHART 2 - 17	WEF 22 JAN 25
5.4 - 26	24 DEC 15			2 - 21-5	WEF 22 JAN 25	CHART 2 - 18	30 MAY 24
5.4 - 27	24 DEC 15			2 - 21-6	WEF 22 JAN 25	CHART 2 - 18-1	22 AUG 24
5.4 - 28	24 DEC 15			2 - 21-7	WEF 7 AUG 24		
5.4 - 29	19 JAN 17						
5.4 - 30	19 JAN 17						

Page	Date	Page	Date	Page	Date	Page	Date
RKSI		RKSI		RKSS		RKSS	
CHART 2 - 19	WEF 16 JUN 21	CHART 2 - 50	WEF 19 MAR 25	2 - 1	11 JAN 24	CHART 2 - 13	3 APR 25
CHART 2 - 20	WEF 16 JUN 21	CHART 2 - 51	14 NOV 24	2 - 2	WEF 14 MAY 25	CHART 2 - 14	12 DEC 24
CHART 2 - 21	WEF 16 JUN 21	CHART 2 - 51-1	14 NOV 24	2 - 3	12 DEC 24	CHART 2 - 14-1	12 DEC 24
CHART 2 - 22	WEF 16 JUN 21	CHART 2 - 52	14 NOV 24	2 - 3-1	12 DEC 24	CHART 2 - 15	14 NOV 24
CHART 2 - 23	WEF 16 JUN 21	CHART 2 - 52-1	14 NOV 24	2 - 4	4 APR 24	CHART 2 - 15-1	14 NOV 24
CHART 2 - 24	WEF 16 JUN 21	CHART 2 - 53	WEF 30 OCT 24	2 - 4-1	4 APR 24	CHART 2 - 16	14 NOV 24
CHART 2 - 25	WEF 16 JUN 21	CHART 2 - 53-1	WEF 20 MAR 24	2 - 5	3 APR 25	CHART 2 - 16-1	14 NOV 24
CHART 2 - 26	WEF 16 JUN 21	CHART 2 - 54	WEF 30 OCT 24	2 - 6	3 APR 25	CHART 2 - 17	14 NOV 24
CHART 2 - 27	14 NOV 24	CHART 2 - 54-1	WEF 20 MAR 24	2 - 7	WEF 27 NOV 24	CHART 2 - 17-1	14 NOV 24
CHART 2 - 28	14 NOV 24	CHART 2 - 55	14 NOV 24	2 - 8	22 AUG 24	CHART 2 - 18	14 NOV 24
CHART 2 - 28-1	14 NOV 24	CHART 2 - 55-1	14 NOV 24	2 - 9	WEF 2 OCT 24	CHART 2 - 18-1	14 NOV 24
CHART 2 - 29	12 DEC 24	CHART 2 - 56	14 NOV 24	2 - 10	WEF 14 MAY 25	CHART 2 - 18-2	WEF 13 JUL 22
CHART 2 - 29-1	12 DEC 24	CHART 2 - 56-1	14 NOV 24	2 - 10-1	WEF 14 MAY 25	CHART 2 - 18-3	WEF 7 OCT 20
CHART 2 - 30	14 NOV 24	CHART 2 - 57	14 NOV 24	2 - 10-2	WEF 2 OCT 24	CHART 2 - 19	12 DEC 24
CHART 2 - 30-1	14 NOV 24	CHART 2 - 57-1	14 NOV 24	2 - 10-3	WEF 22 JAN 25	CHART 2 - 19-1	12 DEC 24
CHART 2 - 31	14 NOV 24	CHART 2 - 58	14 NOV 24	2 - 10-4	WEF 30 OCT 24	CHART 2 - 19-2	WEF 13 JUL 22
CHART 2 - 31-1	14 NOV 24	CHART 2 - 58-1	14 NOV 24	2 - 11	WEF 30 OCT 24	CHART 2 - 19-3	WEF 3 NOV 21
CHART 2 - 32	12 DEC 24	CHART 2 - 59	14 NOV 24	2 - 12	WEF 30 OCT 24	CHART 2 - 20	14 NOV 24
CHART 2 - 32-1	12 DEC 24	CHART 2 - 59-1	14 NOV 24	2 - 12-1	WEF 22 JAN 25	CHART 2 - 20-1	14 NOV 24
CHART 2 - 33	14 NOV 24	CHART 2 - 60	14 NOV 24	2 - 12-2	WEF 30 OCT 24	CHART 2 - 21	9 FEB 23
CHART 2 - 33-1	14 NOV 24	CHART 2 - 60-1	14 NOV 24	2 - 13	WEF 30 OCT 24	CHART 2 - 21-1	9 FEB 23
CHART 2 - 34	14 NOV 24	CHART 2 - 61	14 NOV 24	2 - 13-1	WEF 2 OCT 24	CHART 2 - 22	3 APR 25
CHART 2 - 34-1	14 NOV 24	CHART 2 - 61-1	14 NOV 24	2 - 14	11 JAN 24	CHART 2 - 23	14 NOV 24
CHART 2 - 35	14 NOV 24	CHART 2 - 62	WEF 30 OCT 24	2 - 14-1	11 JAN 24	CHART 2 - 23-1	14 NOV 24
CHART 2 - 35-1	14 NOV 24	CHART 2 - 62-1	WEF 24 JAN 24	2 - 15	WEF 14 MAY 25	CHART 2 - 23-2	WEF 9 AUG 23
CHART 2 - 36	12 DEC 24	CHART 2 - 63	WEF 30 OCT 24	2 - 15-1	WEF 14 MAY 25	CHART 2 - 23-3	WEF 3 NOV 21
CHART 2 - 36-1	12 DEC 24	CHART 2 - 63-1	WEF 20 MAR 24	2 - 15-2	WEF 14 MAY 25	CHART 2 - 24	14 NOV 24
CHART 2 - 37	14 NOV 24	CHART 2 - 64	WEF 30 OCT 24	2 - 16	WEF 14 MAY 25	CHART 2 - 24-1	14 NOV 24
CHART 2 - 37-1	14 NOV 24	CHART 2 - 64-1	WEF 24 JAN 24	2 - 17	6 FEB 25	CHART 2 - 25	14 NOV 24
CHART 2 - 38	14 NOV 24	CHART 2 - 65	WEF 30 OCT 24	2 - 18	WEF 14 MAY 25	CHART 2 - 25-1	14 NOV 24
CHART 2 - 38-1	14 NOV 24	CHART 2 - 65-1	WEF 20 MAR 24	2 - 19	WEF 14 MAY 25	CHART 2 - 26	14 NOV 24
CHART 2 - 39	14 NOV 24	CHART 2 - 66	12 DEC 24	2 - 20	WEF 14 MAY 25	CHART 2 - 26-1	14 NOV 24
CHART 2 - 39-1	14 NOV 24	CHART 2 - 66-1	WEF 22 JAN 25	2 - 21	WEF 14 MAY 25	CHART 2 - 27	14 NOV 24
CHART 2 - 40	14 NOV 24	CHART 2 - 67	WEF 30 OCT 24	2 - 22	WEF 14 MAY 25	CHART 2 - 27-1	14 NOV 24
CHART 2 - 40-1	14 NOV 24	CHART 2 - 67-1	WEF 24 JAN 24	2 - 23	17 NOV 22	CHART 2 - 28	14 NOV 24
CHART 2 - 41	14 NOV 24	CHART 2 - 68	WEF 30 OCT 24	2 - 24	17 NOV 22	CHART 2 - 28-1	14 NOV 24
CHART 2 - 42	14 NOV 24	CHART 2 - 68-1	WEF 24 JAN 24	2 - 25	30 MAY 24	CHART 2 - 29	WEF 30 OCT 24
CHART 2 - 42-1	14 NOV 24	CHART 2 - 69	WEF 19 FEB 25	2 - 26	WEF 19 FEB 25	CHART 2 - 29-1	9 FEB 23
CHART 2 - 43	14 NOV 24	CHART 2 - 69-1	WEF 19 FEB 25	2 - 27	11 JAN 24	CHART 2 - 30	14 NOV 24
CHART 2 - 43-1	14 NOV 24	CHART 2 - 70	WEF 30 OCT 24	2 - 28	11 JAN 24	CHART 2 - 30-1	14 NOV 24
CHART 2 - 43-2	WEF 9 AUG 23	CHART 2 - 70-1	WEF 20 MAR 24	2 - 29	14 DEC 23	CHART 2 - 31	WEF 30 OCT 24
CHART 2 - 43-3	WEF 16 JUN 21	CHART 2 - 71	WEF 20 MAR 24	2 - 30	WEF 30 OCT 24	CHART 2 - 31-1	15 DEC 22
CHART 2 - 44	14 NOV 24	CHART 2 - 72	WEF 20 MAR 24	2 - 31	18 NOV 21	CHART 2 - 32	WEF 30 OCT 24
CHART 2 - 44-1	14 NOV 24	CHART 2 - 73	WEF 25 JAN 23	2 - 32	WEF 13 JUL 22	CHART 2 - 32-1	4 MAY 23
CHART 2 - 44-2	WEF 9 AUG 23	CHART 2 - 74	WEF 23 FEB 22	2 - 33	14 NOV 24	CHART 2 - 33	WEF 30 OCT 24
CHART 2 - 44-3	WEF 16 JUN 21			2 - 34	14 NOV 24	CHART 2 - 33-1	15 DEC 22
CHART 2 - 45	14 NOV 24					CHART 2 - 34	WEF 30 OCT 24
CHART 2 - 45-1	14 NOV 24					CHART 2 - 34-1	WEF 7 AUG 24
CHART 2 - 45-2	WEF 9 AUG 23			CHART 2 - 1	WEF 14 MAY 25	CHART 2 - 35	WEF 30 OCT 24
CHART 2 - 45-3	WEF 16 JUN 21			CHART 2 - 2	6 FEB 25	CHART 2 - 35-1	WEF 7 AUG 24
CHART 2 - 46	12 DEC 24			CHART 2 - 3	WEF 14 MAY 25	CHART 2 - 36	WEF 30 OCT 24
CHART 2 - 46-1	12 DEC 24			CHART 2 - 4	6 MAR 25	CHART 2 - 36-1	15 DEC 22
CHART 2 - 47	14 NOV 24			CHART 2 - 5	WEF 14 MAY 25	CHART 2 - 37	WEF 30 OCT 24
CHART 2 - 47-1	14 NOV 24			CHART 2 - 6	WEF 14 MAY 25	CHART 2 - 37-1	WEF 7 AUG 24
CHART 2 - 48	14 NOV 24			CHART 2 - 7	30 MAY 24	CHART 2 - 38	WEF 30 OCT 24
CHART 2 - 48-1	14 NOV 24			CHART 2 - 8	30 MAY 24	CHART 2 - 38-1	WEF 7 AUG 24
CHART 2 - 48-2	WEF 25 JAN 23			CHART 2 - 9	30 MAY 24	CHART 2 - 39	WEF 30 OCT 24
CHART 2 - 48-3	WEF 9 AUG 23			CHART 2 - 10	30 MAY 24	CHART 2 - 39-1	9 FEB 23
CHART 2 - 49	14 NOV 24			CHART 2 - 11	2 MAY 24	CHART 2 - 40	WEF 30 OCT 24
CHART 2 - 49-1	14 NOV 24			CHART 2 - 12	1 MAY 14	CHART 2 - 41	11 JAN 24

Page	Date	Page	Date	Page	Date	Page	Date
RKPC		RKPC		RKPK		RKPK	
2 - 1	3 APR 25	CHART 2 - 18	30 MAY 24	2 - 1	11 JAN 24	CHART 2 - 21	WEF 6 SEP 23
2 - 2	3 APR 25	CHART 2 - 18-1	30 MAY 24	2 - 2	11 JAN 24	CHART 2 - 21-1	9 MAR 23
2 - 3	WEF 27 NOV 24	CHART 2 - 18-2	WEF 1 NOV 23	2 - 3	9 JAN 25	CHART 2 - 22	3 APR 25
2 - 4	2 MAY 24	CHART 2 - 18-3	WEF 1 NOV 23	2 - 3-1	9 JAN 25	CHART 2 - 22-1	3 APR 25
2 - 5	WEF 27 NOV 24	CHART 2 - 18-4	WEF 1 NOV 23	2 - 4	8 FEB 24	CHART 2 - 23	WEF 6 SEP 23
2 - 6	18 NOV 21	CHART 2 - 18-5	27 SEP 18	2 - 4-1	8 FEB 24	CHART 2 - 23-1	WEF 6 SEP 23
2 - 7	6 FEB 25	CHART 2 - 19	27 JUN 24	2 - 5	29 JUL 21	CHART 2 - 24	WEF 6 SEP 23
2 - 8	WEF 16 APR 25	CHART 2 - 19-1	27 JUN 24	2 - 6	WEF 27 NOV 24	CHART 2 - 24-1	WEF 6 SEP 23
2 - 9	6 MAR 25	CHART 2 - 19-2	WEF 30 NOV 22	2 - 7	14 FEB 19	CHART 2 - 25	28 JUL 22
2 - 10	6 MAR 25	CHART 2 - 19-3	WEF 30 NOV 22	2 - 8	14 FEB 19	CHART 2 - 25-1	28 JUL 22
2 - 10-1	8 FEB 24	CHART 2 - 19-4	WEF 30 NOV 22	2 - 9	9 FEB 23	CHART 2 - 26	WEF 19 FEB 25
2 - 10-2	8 FEB 24	CHART 2 - 19-5	27 SEP 18	2 - 10	WEF 27 DEC 23	CHART 2 - 26-1	WEF 19 FEB 25
2 - 11	6 MAR 25	CHART 2 - 20	30 MAY 24	2 - 10-1	WEF 27 DEC 23	CHART 2 - 27	17 OCT 24
2 - 12	6 MAR 25	CHART 2 - 20-1	30 MAY 24	2 - 10-2	WEF 30 OCT 24	CHART 2 - 27-1	17 OCT 24
2 - 12-1	8 FEB 24	CHART 2 - 20-2	WEF 1 NOV 23	2 - 11	25 JUL 24	CHART 2 - 28	17 OCT 24
2 - 12-2	8 FEB 24	CHART 2 - 20-3	WEF 1 NOV 23	2 - 12	25 JUL 24	CHART 2 - 28-1	17 OCT 24
2 - 13	9 JAN 25	CHART 2 - 20-4	14 DEC 23	2 - 13	WEF 27 DEC 23	CHART 2 - 29	WEF 19 FEB 25
2 - 14	9 JAN 25	CHART 2 - 20-5	14 DEC 23	2 - 14	WEF 27 DEC 23	CHART 2 - 29-1	WEF 19 FEB 25
2 - 15	9 JAN 25	CHART 2 - 21	11 JAN 24	2 - 15	WEF 19 FEB 25	CHART 2 - 30	WEF 19 FEB 25
2 - 16	9 JAN 25	CHART 2 - 22	WEF 16 APR 25	2 - 16	WEF 19 FEB 25	CHART 2 - 30-1	WEF 19 FEB 25
2 - 17	25 JUL 24	CHART 2 - 22-1	WEF 16 APR 25	2 - 17	WEF 19 FEB 25	CHART 2 - 31	WEF 19 FEB 25
2 - 18	25 JUL 24	CHART 2 - 23	WEF 16 APR 25	2 - 18	WEF 19 FEB 25	CHART 2 - 31-1	WEF 19 FEB 25
2 - 19	19 SEP 24	CHART 2 - 23-1	WEF 16 APR 25	2 - 19	25 AUG 22	CHART 2 - 32	17 OCT 24
2 - 20	19 SEP 24	CHART 2 - 24	WEF 30 OCT 24	2 - 20	25 AUG 22	CHART 2 - 32-1	17 OCT 24
2 - 20-1	25 JUL 24	CHART 2 - 24-1	22 AUG 24	2 - 21	WEF 22 JAN 25	CHART 2 - 33	1 MAY 25
2 - 20-2	25 JUL 24	CHART 2 - 25	WEF 22 JAN 25	2 - 22	4 MAY 23	CHART 2 - 33-1	1 MAY 25
2 - 21	6 MAR 25	CHART 2 - 25-1	22 AUG 24	2 - 23	6 APR 23	CHART 2 - 34	1 MAY 25
2 - 22	WEF 16 APR 25	CHART 2 - 25-2	WEF 22 JAN 25	2 - 24	6 APR 23	CHART 2 - 34-1	1 MAY 25
2 - 23	25 JUL 24	CHART 2 - 25-3	22 AUG 24	2 - 25	7 MAR 24	CHART 2 - 35	WEF 19 FEB 25
2 - 24	25 JUL 24	CHART 2 - 26	WEF 30 OCT 24	2 - 26	7 MAR 24	CHART 2 - 35-1	WEF 19 FEB 25
		CHART 2 - 26-1	22 AUG 24			CHART 2 - 36	WEF 19 FEB 25
		CHART 2 - 27	WEF 30 OCT 24			CHART 2 - 36-1	WEF 19 FEB 25
CHART 2 - 1	6 FEB 25	CHART 2 - 27-1	22 AUG 24	CHART 2 - 1	WEF 27 NOV 24	CHART 2 - 37	WEF 19 FEB 25
CHART 2 - 2	6 FEB 25	CHART 2 - 28	WEF 30 OCT 24	CHART 2 - 2	17 OCT 24	CHART 2 - 37-1	WEF 19 FEB 25
CHART 2 - 3	6 FEB 25	CHART 2 - 28-1	22 AUG 24	CHART 2 - 3	WEF 19 FEB 25	CHART 2 - 38	17 OCT 24
CHART 2 - 4	WEF 19 MAR 25	CHART 2 - 29	WEF 30 OCT 24	CHART 2 - 4	9 JAN 25	CHART 2 - 38-1	17 OCT 24
CHART 2 - 5	6 FEB 25	CHART 2 - 29-1	22 AUG 24	CHART 2 - 5	WEF 19 FEB 25	CHART 2 - 39	7 MAR 24
CHART 2 - 6	6 FEB 25	CHART 2 - 30	WEF 30 OCT 24	CHART 2 - 6	WEF 19 FEB 25	CHART 2 - 39-1	7 MAR 24
CHART 2 - 6-1	25 JUL 24	CHART 2 - 30-1	22 AUG 24	CHART 2 - 7	6 APR 23	CHART 2 - 40	WEF 6 SEP 23
CHART 2 - 6-2	25 JUL 24	CHART 2 - 31	6 FEB 25	CHART 2 - 8	6 APR 23	CHART 2 - 40-1	WEF 6 SEP 23
CHART 2 - 7	6 FEB 25	CHART 2 - 32	6 FEB 25	CHART 2 - 9	8 FEB 24	CHART 2 - 41	23 SEP 21
CHART 2 - 8	6 FEB 25			CHART 2 - 10	8 FEB 24	CHART 2 - 42	23 SEP 21
CHART 2 - 9	6 FEB 25			CHART 2 - 11	8 FEB 24		
CHART 2 - 10	25 JUL 24			CHART 2 - 12	25 AUG 22		
CHART 2 - 11	WEF 16 APR 25			CHART 2 - 13	1 JUN 23		
CHART 2 - 12	30 MAY 24			CHART 2 - 14	WEF 6 SEP 23		
CHART 2 - 12-1	30 MAY 24			CHART 2 - 14-1	WEF 6 SEP 23		
CHART 2 - 13	30 MAY 24			CHART 2 - 15	WEF 6 SEP 23		
CHART 2 - 13-1	30 MAY 24			CHART 2 - 15-1	9 MAR 23		
CHART 2 - 14	30 MAY 24			CHART 2 - 16	17 OCT 24		
CHART 2 - 14-1	30 MAY 24			CHART 2 - 16-1	17 OCT 24		
CHART 2 - 14-2	WEF 1 NOV 23			CHART 2 - 17	17 OCT 24		
CHART 2 - 14-3	27 SEP 18			CHART 2 - 17-1	17 OCT 24		
CHART 2 - 15	30 MAY 24			CHART 2 - 18	17 OCT 24		
CHART 2 - 15-1	30 MAY 24			CHART 2 - 18-1	17 OCT 24		
CHART 2 - 16	30 MAY 24			CHART 2 - 19	WEF 6 SEP 23		
CHART 2 - 16-1	30 MAY 24			CHART 2 - 19-1	WEF 6 SEP 23		
CHART 2 - 17	30 MAY 24			CHART 2 - 20	17 OCT 24		
CHART 2 - 17-1	30 MAY 24			CHART 2 - 20-1	17 OCT 24		

Page	Date	Page	Date	Page	Date	Page	Date
RKTU		RKTU		RKNY		RKTN	
2 - 1	6 MAR 25	CHART 2 - 16	28 JUL 22	2 - 1	1 MAY 25	2 - 1	7 MAR 24
2 - 2	6 MAR 25	CHART 2 - 17	WEF 22 JAN 25	2 - 2	1 MAY 25	2 - 2	7 MAR 24
2 - 3	WEF 27 NOV 24	CHART 2 - 17-1	WEF 22 JAN 25	2 - 3	WEF 27 NOV 24	2 - 3	WEF 27 NOV 24
2 - 3-1	WEF 15 MAY 24	CHART 2 - 18	WEF 10 JUL 24	2 - 4	WEF 27 NOV 24	2 - 4	4 APR 24
2 - 4	30 MAY 24	CHART 2 - 18-1	WEF 15 MAY 24	2 - 5	15 DEC 22	2 - 5	WEF 27 NOV 24
2 - 4-1	30 MAY 24	CHART 2 - 19	WEF 22 JAN 25	2 - 6	15 DEC 22	2 - 6	17 NOV 22
2 - 5	WEF 27 NOV 24	CHART 2 - 19-1	WEF 15 MAY 24	2 - 7	20 OCT 22	2 - 7	1 JUL 21
2 - 6	WEF 22 JAN 25	CHART 2 - 20	WEF 22 JAN 25	2 - 8	WEF 6 SEP 23	2 - 8	1 JUL 21
2 - 7	6 MAR 25	CHART 2 - 20-1	WEF 15 MAY 24	2 - 9	30 MAY 24	2 - 9	24 AUG 23
2 - 8	6 MAR 25	CHART 2 - 21	WEF 10 JUL 24	2 - 10	30 MAY 24	2 - 10	24 AUG 23
2 - 8-1	WEF 25 DEC 24	CHART 2 - 21-1	WEF 15 MAY 24	2 - 11	27 JUL 23	2 - 11	6 MAR 25
2 - 8-2	WEF 25 DEC 24	CHART 2 - 22	WEF 22 JAN 25	2 - 12	27 JUL 23	2 - 12	6 MAR 25
2 - 8-3	25 JUL 24	CHART 2 - 22-1	WEF 15 MAY 24	2 - 12-1	30 MAY 24	2 - 13	WEF 15 MAY 24
2 - 8-4	WEF 25 DEC 24	CHART 2 - 23	WEF 22 JAN 25	2 - 12-2	30 MAY 24	2 - 14	WEF 19 FEB 25
2 - 8-5	WEF 25 DEC 24	CHART 2 - 23-1	WEF 15 MAY 24	2 - 13	14 NOV 24		
2 - 8-6	WEF 25 DEC 24	CHART 2 - 24	WEF 10 JUL 24	2 - 14	14 NOV 24		
2 - 8-7	WEF 25 DEC 24	CHART 2 - 24-1	WEF 15 MAY 24				
2 - 8-8	WEF 25 DEC 24	CHART 2 - 25	WEF 22 JAN 25	CHART 2 - 1	1 MAY 25		
2 - 8-9	WEF 25 DEC 24	CHART 2 - 25-1	WEF 15 MAY 24	CHART 2 - 2	1 MAY 25		
2 - 8-10	WEF 15 MAY 24	CHART 2 - 26	WEF 22 JAN 25	CHART 2 - 3	1 MAY 25		
2 - 9	WEF 15 MAY 24	CHART 2 - 26-1	WEF 27 DEC 23	CHART 2 - 3-1	1 MAY 25		
2 - 10	WEF 4 SEP 24	CHART 2 - 27	WEF 10 JUL 24	CHART 2 - 4	1 MAY 25		
2 - 11	WEF 15 MAY 24	CHART 2 - 27-1	WEF 27 DEC 23	CHART 2 - 5	1 MAY 25		
2 - 12	WEF 15 MAY 24	CHART 2 - 28	WEF 22 JAN 25	CHART 2 - 6	1 MAY 25		
2 - 12-1	WEF 15 MAY 24	CHART 2 - 28-1	WEF 27 DEC 23	CHART 2 - 7	14 NOV 24		
2 - 12-2	WEF 15 MAY 24	CHART 2 - 29	WEF 22 JAN 25	CHART 2 - 8	12 DEC 24		
2 - 13	WEF 15 MAY 24	CHART 2 - 29-1	WEF 15 MAY 24	CHART 2 - 8-1	12 DEC 24		
2 - 14	WEF 15 MAY 24	CHART 2 - 30	WEF 10 JUL 24	CHART 2 - 9	WEF 19 APR 23		
2 - 15	1 MAY 25	CHART 2 - 30-1	WEF 15 MAY 24	CHART 2 - 9-1	27 SEP 18		
2 - 16	1 MAY 25	CHART 2 - 31	WEF 22 JAN 25	CHART 2 - 10	12 DEC 24		
		CHART 2 - 31-1	WEF 15 MAY 24	CHART 2 - 10-1	12 DEC 24		
		CHART 2 - 32	WEF 10 JUL 24	CHART 2 - 11	14 NOV 24		
CHART 2 - 1	6 MAR 25	CHART 2 - 32-1	WEF 15 MAY 24	CHART 2 - 11-1	14 NOV 24		
CHART 2 - 2	6 MAR 25	CHART 2 - 33	6 MAR 25	CHART 2 - 12	12 DEC 24		
CHART 2 - 3	6 MAR 25	CHART 2 - 34	6 MAR 25	CHART 2 - 12-1	12 DEC 24		
CHART 2 - 3-1	6 MAR 25			CHART 2 - 13	14 NOV 24		
CHART 2 - 4	6 MAR 25			CHART 2 - 14	WEF 30 OCT 24		
CHART 2 - 5	1 MAY 25			CHART 2 - 14-1	9 MAR 23		
CHART 2 - 6	1 MAY 25			CHART 2 - 15	WEF 30 OCT 24		
CHART 2 - 7	1 MAY 25			CHART 2 - 15-1	6 APR 23		
CHART 2 - 8	1 MAY 25			CHART 2 - 16	WEF 30 OCT 24		
CHART 2 - 9	WEF 19 FEB 25			CHART 2 - 16-1	9 MAR 23		
CHART 2 - 10	1 MAY 25			CHART 2 - 17	WEF 30 OCT 24		
CHART 2 - 11	WEF 22 JAN 25			CHART 2 - 17-1	2 MAY 24		
CHART 2 - 11-1	1 JUN 23			CHART 2 - 18	30 MAY 24		
CHART 2 - 12	WEF 22 JAN 25			CHART 2 - 19	30 MAY 24		
CHART 2 - 12-1	1 JUN 23						
CHART 2 - 13	WEF 16 APR 25						
CHART 2 - 13-1	1 AUG 19						
CHART 2 - 13-2	WEF 16 APR 25						
CHART 2 - 13-3	WEF 16 APR 25						
CHART 2 - 14	WEF 16 APR 25						
CHART 2 - 14-1	1 AUG 19						
CHART 2 - 14-2	WEF 16 APR 25						
CHART 2 - 14-3	WEF 16 APR 25						
CHART 2 - 15	1 MAY 25						
CHART 2 - 15-1	1 MAY 25						
CHART 2 - 15-2	1 MAY 25						
CHART 2 - 15-3	1 MAY 25						

Page	Date	Page	Date	Page	Date	Page	Date
RKTN		RKJB		RKJJ		RKJJ	
CHART 2 - 1	WEF 27 NOV 24	2 - 1	27 JUN 24	2 - 1	1 MAY 25	CHART 2 - 26	WEF 19 APR 23
CHART 2 - 2	8 FEB 24	2 - 2	WEF 27 NOV 24	2 - 2	1 MAY 25	CHART 2 - 26-1	WEF 19 APR 23
CHART 2 - 3	WEF 27 NOV 24	2 - 3	2 MAY 24	2 - 3	WEF 27 NOV 24	CHART 2 - 27	WEF 22 FEB 23
CHART 2 - 3-1	7 MAR 24	2 - 4	WEF 27 NOV 24	2 - 4	7 MAR 24	CHART 2 - 27-1	30 JUN 22
CHART 2 - 4	WEF 27 NOV 24	2 - 5	22 OCT 20	2 - 5	7 MAR 24	CHART 2 - 28	WEF 22 FEB 23
CHART 2 - 5	4 APR 24	2 - 6	WEF 24 MAR 21	2 - 6	7 MAR 24	CHART 2 - 28-1	2 JUN 22
CHART 2 - 6	4 APR 24	2 - 7	4 APR 24	2 - 7	WEF 27 NOV 24	CHART 2 - 29	WEF 22 FEB 23
CHART 2 - 7	4 APR 24	2 - 8	4 APR 24	2 - 8	2 JUN 22	CHART 2 - 29-1	WEF 22 FEB 23
CHART 2 - 8	4 APR 24	2 - 9	WEF 30 NOV 22	2 - 9	1 MAY 25	CHART 2 - 30	11 JAN 24
CHART 2 - 9	4 APR 24	2 - 10	WEF 3 NOV 21	2 - 10	1 MAY 25	CHART 2 - 30-1	11 JAN 24
CHART 2 - 10	27 SEP 18	2 - 11	27 JUN 24	2 - 11	28 JUL 22	CHART 2 - 31	WEF 19 APR 23
CHART 2 - 10-1	27 SEP 18	2 - 12	27 JUN 24	2 - 12	28 JUL 22	CHART 2 - 31-1	WEF 19 APR 23
CHART 2 - 11	21 OCT 21			2 - 13	28 JUL 22	CHART 2 - 32	11 JAN 24
CHART 2 - 11-1	21 OCT 21	CHART 2 - 1	WEF 27 NOV 24	2 - 14	28 JUL 22	CHART 2 - 32-1	11 JAN 24
CHART 2 - 12	27 SEP 18	CHART 2 - 2	10 FEB 22	2 - 15	28 JUL 22	CHART 2 - 33	WEF 22 FEB 23
CHART 2 - 12-1	27 SEP 18	CHART 2 - 3	WEF 27 NOV 24	2 - 16	28 JUL 22	CHART 2 - 33-1	WEF 22 FEB 23
CHART 2 - 13	WEF 19 FEB 25	CHART 2 - 4	WEF 27 NOV 24	2 - 17	WEF 22 FEB 23	CHART 2 - 34	WEF 19 APR 23
CHART 2 - 13-1	WEF 19 FEB 25	CHART 2 - 5	2 MAY 24	2 - 18	WEF 19 APR 23	CHART 2 - 34-1	WEF 19 APR 23
CHART 2 - 13-2	WEF 19 FEB 25	CHART 2 - 6	2 MAY 24			CHART 2 - 35	WEF 22 FEB 23
CHART 2 - 13-3	WEF 15 MAY 24	CHART 2 - 7	WEF 3 NOV 21	CHART 2 - 1	WEF 27 NOV 24	CHART 2 - 35-1	WEF 22 FEB 23
CHART 2 - 14	WEF 19 FEB 25	CHART 2 - 7-1	WEF 3 NOV 21	CHART 2 - 2	2 JUN 22	CHART 2 - 36	WEF 22 FEB 23
CHART 2 - 14-1	WEF 19 FEB 25	CHART 2 - 8	30 JUN 22	CHART 2 - 3	WEF 27 NOV 24	CHART 2 - 36-1	WEF 22 FEB 23
CHART 2 - 14-2	WEF 19 FEB 25	CHART 2 - 8-1	30 JUN 22	CHART 2 - 4	WEF 27 NOV 24	CHART 2 - 37	WEF 22 FEB 23
CHART 2 - 14-3	WEF 15 MAY 24	CHART 2 - 9	WEF 3 NOV 21	CHART 2 - 5	4 MAY 23	CHART 2 - 37-1	WEF 22 FEB 23
CHART 2 - 15	WEF 19 FEB 25	CHART 2 - 9-1	WEF 30 DEC 20	CHART 2 - 6	4 MAY 23	CHART 2 - 38	WEF 22 FEB 23
CHART 2 - 15-1	WEF 19 FEB 25	CHART 2 - 10	30 JUN 22	CHART 2 - 7	4 MAY 23	CHART 2 - 39	WEF 22 FEB 23
CHART 2 - 15-2	WEF 15 MAY 24	CHART 2 - 10-1	30 JUN 22	CHART 2 - 8	4 MAY 23		
CHART 2 - 15-3	WEF 15 MAY 24	CHART 2 - 11	WEF 3 NOV 21	CHART 2 - 9	7 MAR 24		
CHART 2 - 16	WEF 19 FEB 25	CHART 2 - 11-1	WEF 3 NOV 21	CHART 2 - 10	6 MAR 25		
CHART 2 - 16-1	WEF 19 FEB 25	CHART 2 - 12	WEF 3 NOV 21	CHART 2 - 11	WEF 19 APR 23		
CHART 2 - 16-2	WEF 15 MAY 24	CHART 2 - 12-1	WEF 30 DEC 20	CHART 2 - 11-1	WEF 19 APR 23		
CHART 2 - 16-3	WEF 15 MAY 24	CHART 2 - 13	30 JUN 22	CHART 2 - 12	WEF 22 FEB 23		
CHART 2 - 17	WEF 15 MAY 24	CHART 2 - 14	12 DEC 24	CHART 2 - 12-1	30 JUN 22		
CHART 2 - 17-1	11 JAN 24	CHART 2 - 14-1	12 DEC 24	CHART 2 - 13	WEF 19 APR 23		
CHART 2 - 18	WEF 15 MAY 24	CHART 2 - 15	WEF 30 OCT 24	CHART 2 - 13-1	WEF 19 APR 23		
CHART 2 - 18-1	11 JAN 24	CHART 2 - 15-1	11 JAN 24	CHART 2 - 14	WEF 22 FEB 23		
CHART 2 - 19	WEF 15 MAY 24	CHART 2 - 16	WEF 30 OCT 24	CHART 2 - 14-1	WEF 22 FEB 23		
CHART 2 - 19-1	11 JAN 24	CHART 2 - 16-1	8 FEB 24	CHART 2 - 15	WEF 22 FEB 23		
CHART 2 - 20	WEF 19 FEB 25	CHART 2 - 16-2	9 JAN 25	CHART 2 - 15-1	21 NOV 19		
CHART 2 - 20-1	WEF 19 FEB 25	CHART 2 - 16-3	9 JAN 25	CHART 2 - 16	WEF 19 APR 23		
CHART 2 - 21	WEF 19 FEB 25	CHART 2 - 17	WEF 30 OCT 24	CHART 2 - 16-1	WEF 19 APR 23		
CHART 2 - 21-1	WEF 19 FEB 25	CHART 2 - 17-1	11 JAN 24	CHART 2 - 17	WEF 19 APR 23		
CHART 2 - 22	WEF 15 MAY 24	CHART 2 - 18	WEF 30 OCT 24	CHART 2 - 17-1	WEF 19 APR 23		
CHART 2 - 22-1	WEF 15 MAY 24	CHART 2 - 18-1	11 JAN 24	CHART 2 - 18	19 SEP 24		
CHART 2 - 23	WEF 15 MAY 24	CHART 2 - 19	WEF 30 OCT 24	CHART 2 - 18-1	19 SEP 24		
CHART 2 - 23-1	WEF 15 MAY 24	CHART 2 - 19-1	11 JAN 24	CHART 2 - 19	WEF 22 FEB 23		
CHART 2 - 24	WEF 19 FEB 25	CHART 2 - 20	WEF 30 OCT 24	CHART 2 - 20	11 JAN 24		
CHART 2 - 24-1	WEF 19 FEB 25	CHART 2 - 20-1	WEF 30 OCT 24	CHART 2 - 20-1	11 JAN 24		
CHART 2 - 25	WEF 15 MAY 24	CHART 2 - 21	WEF 30 OCT 24	CHART 2 - 21	11 JAN 24		
CHART 2 - 25-1	WEF 15 MAY 24	CHART 2 - 21-1	WEF 30 OCT 24	CHART 2 - 21-1	11 JAN 24		
CHART 2 - 26	WEF 15 MAY 24	CHART 2 - 22	29 JUN 23	CHART 2 - 22	WEF 19 APR 23		
CHART 2 - 26-1	WEF 15 MAY 24	CHART 2 - 23	29 JUN 23	CHART 2 - 22-1	WEF 19 APR 23		
CHART 2 - 27	WEF 19 FEB 25			CHART 2 - 23	WEF 22 FEB 23		
CHART 2 - 27-1	WEF 19 FEB 25			CHART 2 - 23-1	30 JUN 22		
CHART 2 - 28	WEF 15 MAY 24			CHART 2 - 24	WEF 22 FEB 23		
CHART 2 - 28-1	WEF 15 MAY 24			CHART 2 - 24-1	26 AUG 21		
CHART 2 - 29	WEF 15 MAY 24			CHART 2 - 25	WEF 22 FEB 23		
CHART 2 - 30	WEF 15 MAY 24			CHART 2 - 25-1	26 AUG 21		

Page	Date	Page	Date	Page	Date	Page	Date
RKJK		RKJY		RKNW		RKPS	
2 - 1	9 JAN 25	2 - 1	1 MAY 25	2 - 1	WEF 17 MAY 23	2 - 1	1 MAY 25
2 - 2	9 JAN 25	2 - 2	1 MAY 25	2 - 2	17 NOV 22	2 - 2	1 MAY 25
2 - 3	27 JUN 24	2 - 3	WEF 27 NOV 24	2 - 3	19 SEP 24	2 - 3	WEF 27 NOV 24
2 - 4	27 JUN 24	2 - 4	4 APR 24	2 - 4	19 SEP 24	2 - 4	2 MAY 24
2 - 5	26 SEP 19	2 - 4-1	4 APR 24	2 - 5	25 AUG 22	2 - 5	1 MAY 25
2 - 6	26 SEP 19	2 - 4-2	4 APR 24	2 - 6	25 AUG 22	2 - 6	1 MAY 25
2 - 7	22 OCT 20	2 - 5	3 APR 25	2 - 7	WEF 11 AUG 21	2 - 7	10 FEB 22
2 - 8	WEF 15 MAY 24	2 - 6	3 APR 25	2 - 8	WEF 17 MAY 23	2 - 8	10 FEB 22
		2 - 7	1 MAY 25	2 - 9	WEF 17 MAY 23	2 - 9	17 OCT 24
		2 - 8	1 MAY 25	2 - 10	WEF 11 AUG 21	2 - 10	WEF 27 NOV 24
		2 - 9	20 OCT 22	2 - 11	27 JUN 24	2 - 10-1	WEF 27 NOV 24
		2 - 10	20 OCT 22	2 - 12	27 JUN 24	2 - 10-2	14 DEC 23
CHART 2 - 1	3 APR 25	2 - 11	2 JUL 20			2 - 11	14 DEC 23
CHART 2 - 1-1	3 APR 25	2 - 12	2 JUL 20	CHART 2 - 1	WEF 17 MAY 23	2 - 12	14 DEC 23
CHART 2 - 2	WEF 15 MAY 24	2 - 13	25 JUL 24	CHART 2 - 2	WEF 17 MAY 23	2 - 13	14 DEC 23
CHART 2 - 2-1	19 MAR 15	2 - 14	25 JUL 24	CHART 2 - 3	WEF 17 MAY 23	2 - 14	14 DEC 23
CHART 2 - 3	WEF 15 MAY 24	2 - 15	27 JUN 24	CHART 2 - 3-1	26 AUG 21		
CHART 2 - 3-1	19 MAR 15	2 - 16	27 JUN 24	CHART 2 - 4	WEF 17 MAY 23		
CHART 2 - 4	WEF 15 MAY 24			CHART 2 - 4-1	26 AUG 21		
CHART 2 - 4-1	WEF 15 MAY 24	CHART 2 - 1	WEF 27 NOV 24	CHART 2 - 5	WEF 17 MAY 23	CHART 2 - 1	WEF 27 NOV 24
CHART 2 - 5	WEF 15 MAY 24	CHART 2 - 2	25 JUL 24	CHART 2 - 5-1	26 AUG 21	CHART 2 - 2	WEF 27 NOV 24
CHART 2 - 5-1	WEF 15 MAY 24	CHART 2 - 3	28 JUL 22	CHART 2 - 6	14 DEC 23	CHART 2 - 3	11 JAN 24
CHART 2 - 6	WEF 15 MAY 24	CHART 2 - 4	WEF 27 NOV 24	CHART 2 - 6-1	14 DEC 23	CHART 2 - 3-1	11 JAN 24
CHART 2 - 6-1	WEF 15 MAY 24	CHART 2 - 5	25 JUL 24	CHART 2 - 7	WEF 17 MAY 23	CHART 2 - 4	11 JAN 24
CHART 2 - 7	WEF 15 MAY 24	CHART 2 - 6	25 JUL 24	CHART 2 - 7-1	WEF 17 MAY 23	CHART 2 - 4-1	11 JAN 24
CHART 2 - 7-1	WEF 15 MAY 24	CHART 2 - 7	4 APR 24	CHART 2 - 8	WEF 17 MAY 23	CHART 2 - 4-2	WEF 12 JUL 23
CHART 2 - 8	WEF 15 MAY 24	CHART 2 - 8	WEF 30 NOV 22	CHART 2 - 8-1	WEF 17 MAY 23	CHART 2 - 4-3	WEF 12 JUL 23
CHART 2 - 8-1	WEF 15 MAY 24	CHART 2 - 8-1	WEF 30 NOV 22	CHART 2 - 9	WEF 17 MAY 23	CHART 2 - 5	11 JAN 24
CHART 2 - 9	WEF 15 MAY 24	CHART 2 - 9	30 JUN 22	CHART 2 - 9-1	WEF 17 MAY 23	CHART 2 - 5-1	11 JAN 24
CHART 2 - 9-1	WEF 15 MAY 24	CHART 2 - 9-1	30 JUN 22	CHART 2 - 10	WEF 17 MAY 23	CHART 2 - 6	11 JAN 24
CHART 2 - 10	WEF 15 MAY 24	CHART 2 - 10	12 JAN 23	CHART 2 - 10-1	WEF 17 MAY 23	CHART 2 - 6-1	11 JAN 24
CHART 2 - 10-1	WEF 15 MAY 24	CHART 2 - 10-1	12 JAN 23	CHART 2 - 11	WEF 17 MAY 23	CHART 2 - 6-2	WEF 12 JUL 23
CHART 2 - 11	WEF 15 MAY 24	CHART 2 - 11	30 JUN 22	CHART 2 - 11-1	WEF 17 MAY 23	CHART 2 - 6-3	WEF 12 JUL 23
CHART 2 - 11-1	WEF 15 MAY 24	CHART 2 - 11-1	30 JUN 22	CHART 2 - 12	WEF 17 MAY 23	CHART 2 - 7	11 JAN 24
		CHART 2 - 12	WEF 12 JUL 23	CHART 2 - 12-1	24 SEP 20	CHART 2 - 7-1	11 JAN 24
		CHART 2 - 12-1	WEF 12 JUL 23	CHART 2 - 13	WEF 24 JAN 24	CHART 2 - 8	24 AUG 23
		CHART 2 - 13	9 JAN 25	CHART 2 - 13-1	24 SEP 20	CHART 2 - 8-1	24 AUG 23
		CHART 2 - 13-1	9 JAN 25	CHART 2 - 14	WEF 24 JAN 24	CHART 2 - 9	24 AUG 23
		CHART 2 - 14	30 JUN 22	CHART 2 - 14-1	26 AUG 21	CHART 2 - 9-1	24 AUG 23
		CHART 2 - 15	WEF 30 OCT 24	CHART 2 - 15	WEF 17 MAY 23	CHART 2 - 10	WEF 12 JUL 23
		CHART 2 - 15-1	11 JAN 24	CHART 2 - 15-1	25 AUG 22	CHART 2 - 10-1	WEF 12 JUL 23
		CHART 2 - 16	WEF 30 OCT 24	CHART 2 - 16	WEF 17 MAY 23	CHART 2 - 10-2	WEF 12 JUL 23
		CHART 2 - 16-1	15 DEC 22	CHART 2 - 16-1	25 AUG 22	CHART 2 - 10-3	WEF 12 JUL 23
		CHART 2 - 17	WEF 30 OCT 24	CHART 2 - 17	WEF 11 AUG 21	CHART 2 - 11	24 AUG 23
		CHART 2 - 17-1	11 JAN 24	CHART 2 - 17-1	WEF 11 AUG 21	CHART 2 - 11-1	24 AUG 23
		CHART 2 - 18	WEF 30 OCT 24			CHART 2 - 12	WEF 12 JUL 23
		CHART 2 - 18-1	11 JAN 24			CHART 2 - 13	WEF 27 NOV 24
		CHART 2 - 19	WEF 30 OCT 24			CHART 2 - 13-1	11 JAN 24
		CHART 2 - 19-1	11 JAN 24			CHART 2 - 14	WEF 12 JUL 23
		CHART 2 - 20	WEF 30 OCT 24			CHART 2 - 14-1	WEF 12 JUL 23
		CHART 2 - 20-1	11 JAN 24			CHART 2 - 15	WEF 27 NOV 24
		CHART 2 - 21	WEF 30 OCT 24			CHART 2 - 15-1	11 JAN 24
		CHART 2 - 21-1	15 DEC 22			CHART 2 - 16	WEF 27 NOV 24
		CHART 2 - 22	WEF 30 OCT 24			CHART 2 - 16-1	14 DEC 23
		CHART 2 - 22-1	11 JAN 24			CHART 2 - 17	14 DEC 23
		CHART 2 - 23	25 JUL 24			CHART 2 - 17-1	14 DEC 23
		CHART 2 - 24	25 JUL 24			CHART 2 - 18	WEF 27 NOV 24
						CHART 2 - 18-1	11 JAN 24

Page	Date	Page	Date	Page	Date	Page	Date
RKPS		RKPU		RKSM		RKSM	
CHART 2 - 19	14 DEC 23	2 - 1	3 APR 25	2 - 1	19 SEP 24	CHART 2 - 23	19 SEP 24
CHART 2 - 19-1	14 DEC 23	2 - 2	3 APR 25	2 - 2	19 SEP 24	CHART 2 - 23-1	19 SEP 24
CHART 2 - 20	WEF 27 NOV 24	2 - 3	6 MAR 25	2 - 3	22 AUG 24	CHART 2 - 24	19 SEP 24
CHART 2 - 20-1	14 DEC 23	2 - 4	6 MAR 25	2 - 3-1	22 AUG 24	CHART 2 - 24-1	19 SEP 24
CHART 2 - 21	11 JAN 24	2 - 5	3 APR 25	2 - 4	4 JUN 20	CHART 2 - 25	19 SEP 24
CHART 2 - 21-1	11 JAN 24	2 - 6	3 APR 25	2 - 4-1	4 JUN 20	CHART 2 - 25-1	19 SEP 24
CHART 2 - 22	WEF 27 NOV 24	2 - 7	1 MAY 25	2 - 5	17 MAR 16	CHART 2 - 26	19 SEP 24
CHART 2 - 22-1	11 JAN 24	2 - 8	1 MAY 25	2 - 6	WEF 9 NOV 16	CHART 2 - 26-1	19 SEP 24
CHART 2 - 23	14 DEC 23	2 - 9	24 AUG 23	2 - 7	2 JUN 22	CHART 2 - 27	19 SEP 24
CHART 2 - 23-1	14 DEC 23	2 - 10	24 AUG 23	2 - 8	2 JUN 22	CHART 2 - 27-1	19 SEP 24
CHART 2 - 24	11 JAN 24	2 - 11	24 AUG 23	2 - 9	22 AUG 24	CHART 2 - 28	19 SEP 24
CHART 2 - 24-1	11 JAN 24	2 - 12	24 AUG 23	2 - 10	22 AUG 24	CHART 2 - 28-1	19 SEP 24
CHART 2 - 25	14 DEC 23	2 - 13	27 JUN 24	2 - 11	WEF 1 DEC 21	CHART 2 - 29	19 SEP 24
CHART 2 - 25-1	14 DEC 23	2 - 14	27 JUN 24	2 - 12	WEF 8 NOV 17	CHART 2 - 29-1	19 SEP 24
CHART 2 - 26	14 DEC 23					CHART 2 - 30	19 SEP 24
CHART 2 - 26-1	14 DEC 23					CHART 2 - 30-1	19 SEP 24
CHART 2 - 27	14 DEC 23					CHART 2 - 31	19 SEP 24
CHART 2 - 27-1	14 DEC 23	CHART 2 - 1	1 MAY 25	CHART 2 - 1	19 SEP 24	CHART 2 - 31-1	19 SEP 24
CHART 2 - 28	14 DEC 23	CHART 2 - 2	1 MAY 25	CHART 2 - 2	19 SEP 24	CHART 2 - 32	19 SEP 24
CHART 2 - 28-1	14 DEC 23	CHART 2 - 3	2 MAY 24	CHART 2 - 3	19 SEP 24	CHART 2 - 32-1	19 SEP 24
CHART 2 - 29	WEF 27 NOV 24	CHART 2 - 4	2 MAY 24	CHART 2 - 3-1	19 SEP 24	CHART 2 - 33	19 SEP 24
CHART 2 - 29-1	14 DEC 23	CHART 2 - 5	2 MAY 24	CHART 2 - 4	19 SEP 24	CHART 2 - 33-1	19 SEP 24
CHART 2 - 30	14 DEC 23	CHART 2 - 6	13 JAN 22	CHART 2 - 4-1	19 SEP 24	CHART 2 - 34	19 SEP 24
CHART 2 - 30-1	14 DEC 23	CHART 2 - 6-1	13 JAN 22	CHART 2 - 5	19 SEP 24	CHART 2 - 34-1	19 SEP 24
		CHART 2 - 7	30 JUN 22	CHART 2 - 5-1	19 SEP 24	CHART 2 - 35	19 SEP 24
		CHART 2 - 7-1	30 JUN 22	CHART 2 - 6	19 SEP 24	CHART 2 - 35-1	19 SEP 24
		CHART 2 - 8	13 JAN 22	CHART 2 - 6-1	19 SEP 24		
		CHART 2 - 8-1	13 JAN 22	CHART 2 - 7	19 SEP 24		
		CHART 2 - 9	30 JUN 22	CHART 2 - 7-1	19 SEP 24		
		CHART 2 - 9-1	30 JUN 22	CHART 2 - 8	19 SEP 24		
		CHART 2 - 10	WEF 3 NOV 21	CHART 2 - 8-1	19 SEP 24		
		CHART 2 - 10-1	WEF 3 NOV 21	CHART 2 - 9	19 SEP 24		
		CHART 2 - 11	WEF 3 NOV 21	CHART 2 - 9-1	19 SEP 24		
		CHART 2 - 11-1	WEF 19 MAY 21	CHART 2 - 10	19 SEP 24		
		CHART 2 - 12	WEF 30 OCT 24	CHART 2 - 10-1	19 SEP 24		
		CHART 2 - 12-1	12 JAN 23	CHART 2 - 11	19 SEP 24		
		CHART 2 - 13	WEF 30 OCT 24	CHART 2 - 11-1	19 SEP 24		
		CHART 2 - 13-1	11 JAN 24	CHART 2 - 12	19 SEP 24		
		CHART 2 - 14	WEF 30 OCT 24	CHART 2 - 12-1	19 SEP 24		
		CHART 2 - 14-1	29 JUN 23	CHART 2 - 13	19 SEP 24		
		CHART 2 - 15	1 MAY 25	CHART 2 - 13-1	19 SEP 24		
		CHART 2 - 15-1	1 MAY 25	CHART 2 - 14	19 SEP 24		
		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	WEF 14 MAY 25
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		

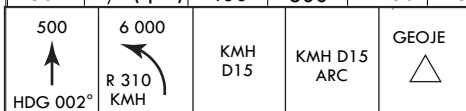
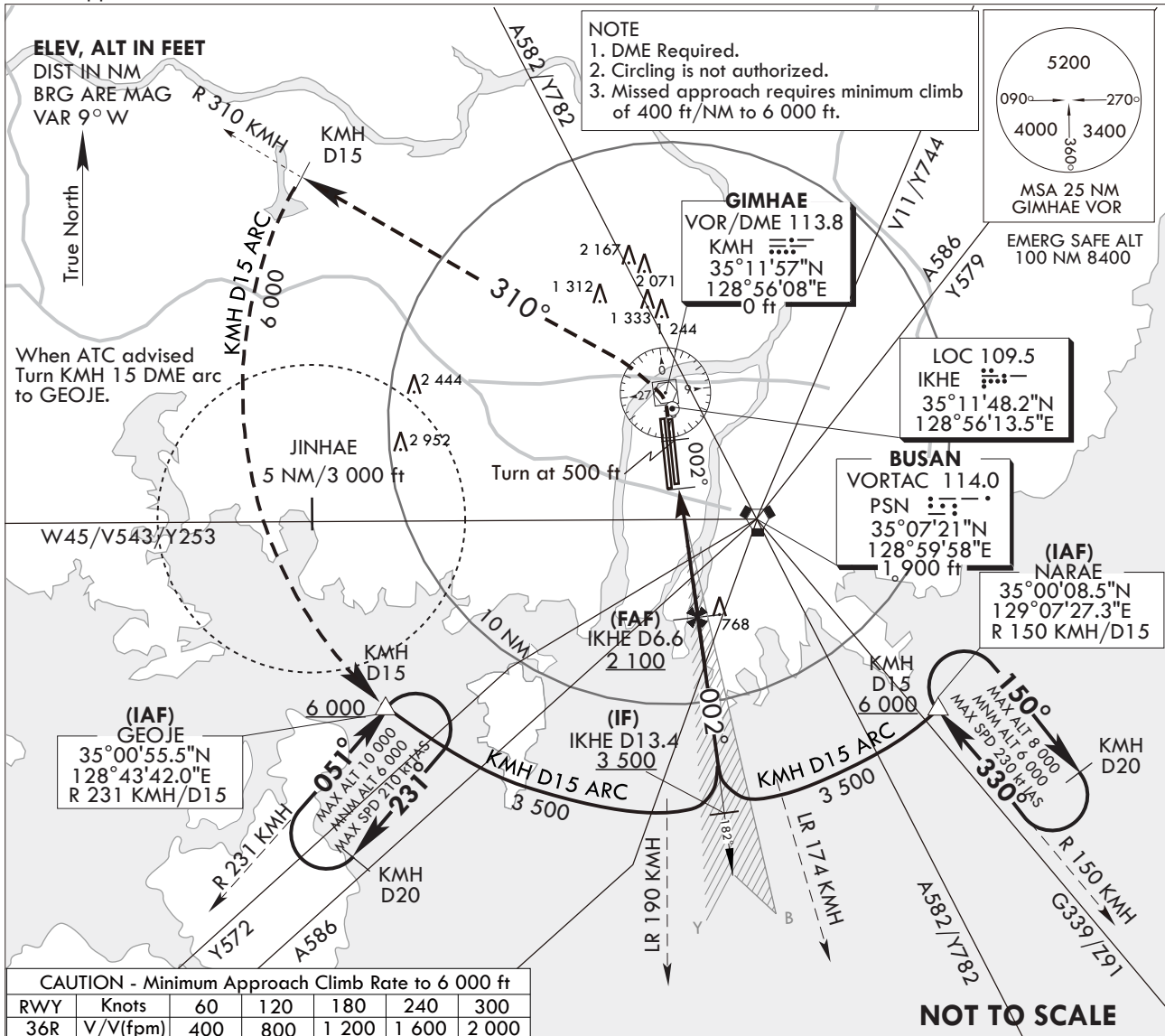
**INSTRUMENT
APPROACH
CHART**

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

GIMHAE APP	125.5	364.0
GIMHAE TWR	118.1	118.450
	233.3	236.6

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

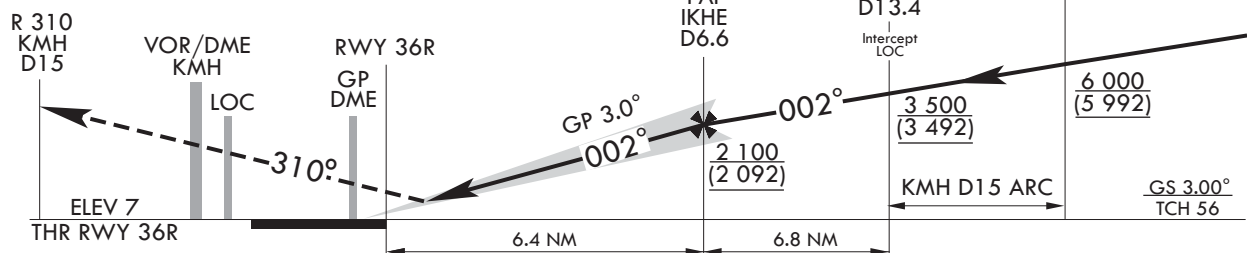
Note : Approach and circle to land under U.S. TERPS.



MISSED APPROACH

Climb to 500 ft then climbing left turn to 6 000 ft on R 310 KMH to 15 DME and at or above 6 000 ft, then arc KMH D15 to GEOJE and hold.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D
S-ILS 36R	208/18	200 (200-1/2)	208/24*	200 (200-1/2) *Use civil only RVR 18
ALS INOP	208/40	200 (200-3/4)		

NOTE

1. Use IKHE DME when on the localizer course.
2. VGSI and ILS glidepath not coincident. (VGSI Angle 3.00° TCH 75)

Change : Amended chart symbol.

INTENTIONALLY

LEFT

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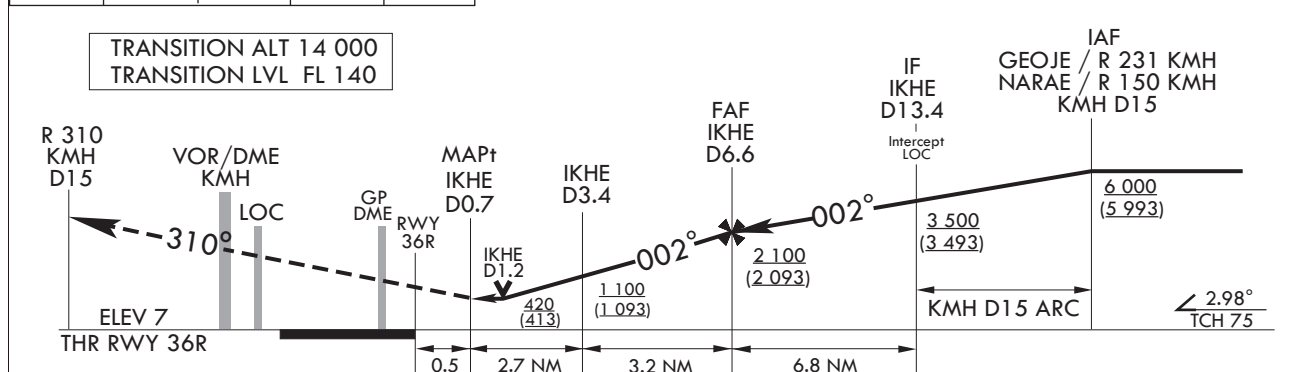
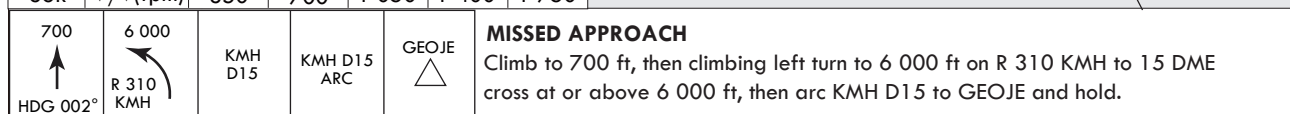
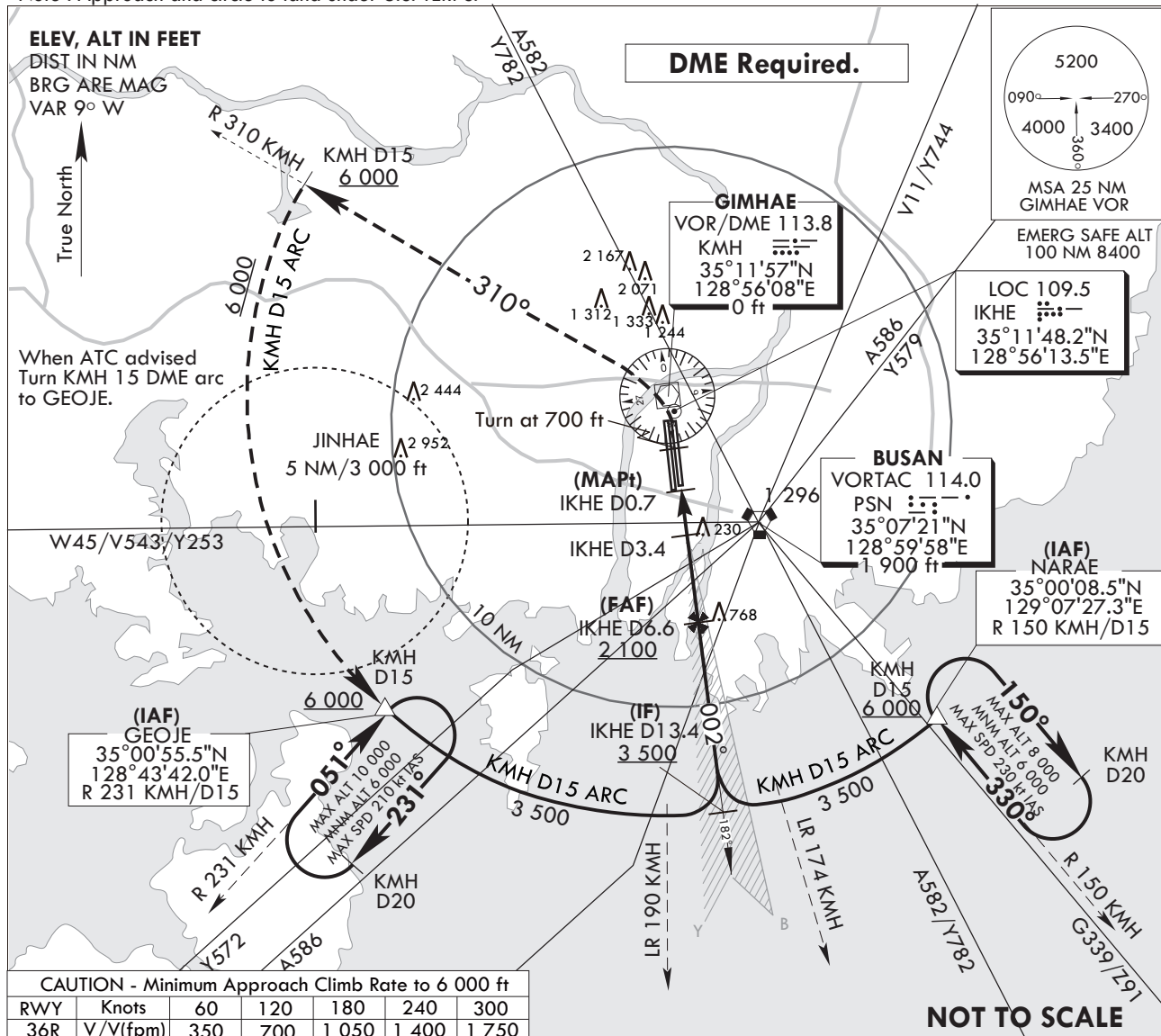
**INSTRUMENT
APPROACH
CHART**

AERODROME ELEV 13 ft
HEIGHTS RELATED TO
THR RWY 36R - ELEV 7 ft

GIMHAE APP	125.5	364.0
GIMHAE TWR	118.1	118.450
	233.3	236.6

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

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



CATEGORY	A	B	C	D
S-LOC 36R	420/24 413(500-1/2)	420/40 413(500-3/4)		
ALS INOP	420/55 413(500-1)	420/60 413(500-1 1/8)		
CIRCLING C	520-1 507(600-1)	580-1 567(600-1)	1 360-3 1 347(1 400-3)	1 700-3 1 687(1 700-3)

- NOTE
1. Use IKHE DME when on the localizer course.
 2. Circling not authorized East of RWY 18L/36R.
 3. Missed approach requires ATC climb of 350 ft/NM to 6 000 ft.

Change : Amended chart symbol.

INTENTIONALLY

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RKTU AD 2.23 ADDITIONAL INFORMATION

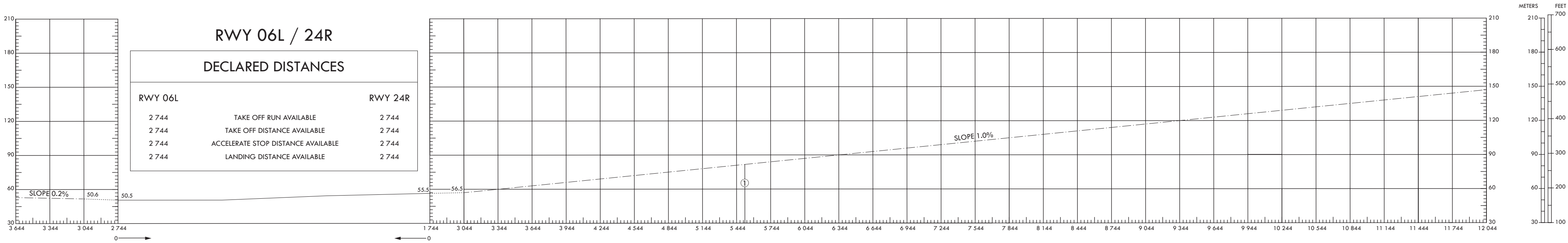
1. Bird concentrations in the vicinity of the airport
 - a. Due to bird habitats in the vicinity of airport, pilots shall exercise caution not to conflict with the birds.
 - b. The activity altitude of birds is from 0 to 500 ft(150 m).
 - c. Also, before daily sunset, activities of the birds occur above the same way when returning to the resting area during 1 hour or 2 hours.
 - d. Control tower shall provide pilots with the information about the birds' movement.
 - e. Monthly bird activities is as follows :
 - From January to March, and from October to December : During 1 hour or 2 hours after daily sunrise, birds like dove or duck mallard move from resting area (approximately 4~12 km to the southwest of threshold of Runway 24R/06L) to feeding area(farmlands or airport).
 - From April to September : During 1 hour or 2 hours after daily sunrise, birds like white-plumed egret and grey heron move from resting area(mountains which are located in approximately 1 km far from the airport) to feeding area(farmlands or airport).
 - Also, resident birds, such as magpie, skylark or sparrow, move in and out agricultural area near airport.
 - f. Preventive activities against bird strikes, such as operation of B.A.T(Bird Alert Team) and devices(cannon, shotgun, etc) which scare birds away, shall be carried out. Also, the measures for eliminating resting or feeding area of birds are being taken in the airport boundary.
 - g. On the properties of airport farming, garbage treatment facilities are not permitted.

RKTU AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	RKTU AD CHART 2-1
Aircraft Parking/Docking Chart - ICAO	RKTU AD CHART 2-3
Aerodrome Ground Movement Chart - ICAO	RKTU AD CHART 2-4
Aerodrome Obstacle Chart - ICAO - Type A	RKTU AD CHART 2-5
Aerodrome Obstacle Chart - ICAO - Type A	RKTU AD CHART 2-6
Aerodrome Obstacle Chart - ICAO - Type A	RKTU AD CHART 2-7
Aerodrome Obstacle Chart - ICAO - Type A	RKTU AD CHART 2-8
Aerodrome Obstacle Chart - ICAO - Type B	RKTU AD CHART 2-9
Area Chart - ICAO	RKTU AD CHART 2-10
SID - RWY 06L - RNAV(GNSS) BUKIL 2	RKTU AD CHART 2-11
SID - RWY 24R - RNAV(GNSS) UPTIL 1	RKTU AD CHART 2-12
SID - RWY 06L/R - CHEONGJU 4	RKTU AD CHART 2-13
SID - RWY 06L/R - CHEONGJU 7	RKTU AD CHART 2-13-2
SID - RWY 24L/R - CHEONGJU 5	RKTU AD CHART 2-14
SID - RWY 24L/R - CHEONGJU 8	RKTU AD CHART 2-14-2
SID - RWY 06/24 - CHEONGJU 1D	RKTU AD CHART 2-15
STAR - RWY 06L/24R - MATIZ 1	RKTU AD CHART 2-15-2
ATC Surveillance Minimum Altitude Chart - ICAO	RKTU AD CHART 2-16
Instrument Approach Chart - RWY 06L - RNP	RKTU AD CHART 2-17
Instrument Approach Chart - RWY 06L - ILS Y	RKTU AD CHART 2-18
Instrument Approach Chart - RWY 06R - ILS Y	RKTU AD CHART 2-19
Instrument Approach Chart - RWY 06L - ILS Z	RKTU AD CHART 2-20
Instrument Approach Chart - RWY 06L - LOC Y	RKTU AD CHART 2-21
Instrument Approach Chart - RWY 06R - LOC	RKTU AD CHART 2-22
Instrument Approach Chart - RWY 06L - LOC Z	RKTU AD CHART 2-23
Instrument Approach Chart - RWY 06L - VOR	RKTU AD CHART 2-24
Instrument Approach Chart - RWY 24R - RNP	RKTU AD CHART 2-25
Instrument Approach Chart - RWY 24L - ILS	RKTU AD CHART 2-26
Instrument Approach Chart - RWY 24R - ILS Y	RKTU AD CHART 2-27
Instrument Approach Chart - RWY 24R - ILS Z	RKTU AD CHART 2-28
Instrument Approach Chart - RWY 24L - LOC	RKTU AD CHART 2-29
Instrument Approach Chart - RWY 24R - LOC Y	RKTU AD CHART 2-30
Instrument Approach Chart - RWY 24R - LOC Z	RKTU AD CHART 2-31
Instrument Approach Chart - RWY 24R - VOR	RKTU AD CHART 2-32
Visual Approach Chart - ICAO	RKTU AD CHART 2-33
Bird concentrates in the vicinity of airport	RKTU AD CHART 2-34

Change : Information of chart name(RWY 06L/24R → RWY 06/24).

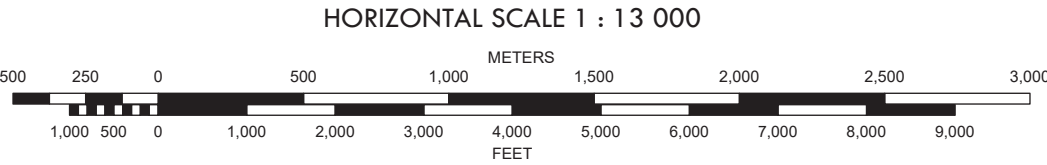
MAGNETIC VARIATION 9° W - 2025



VERTICAL SCALE 1: 1 300



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



OBSTACLES					
NR	COORDINATES(WGS84)		ELEV(AMSL)	ITEM	NOTE
1	36°44'34.83"N	127°31'59.50"E	82.0	Natural High Point	

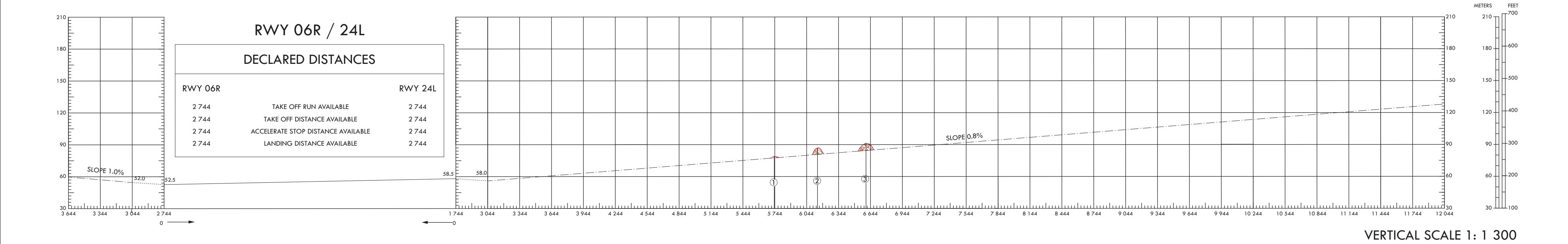
WARNING
NUMEROUS OBSTACLES EXIST ON RIGHT SIDE OF
THE TAKE-OFF FLIGHT PATH AREA DEFINED
ON THIS CHART.

ORDER OF ACCURACY

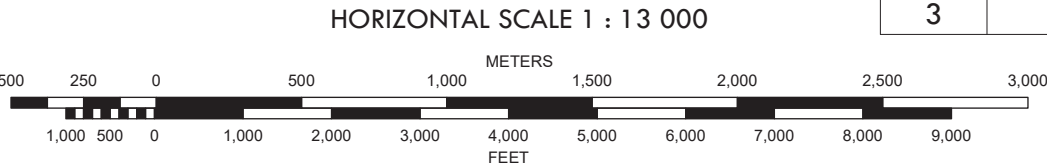
HORIZONTAL 5.0 m
VERTICAL 0.5 m

AMENDMENT RECORD		
NR.	DATE	ENTERED BY

MAGNETIC VARIATION 9° W - 2025



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



OBSTACLES					
NR	COORDINATES(WGS84)		ELEV(AMSL)	ITEM	NOTE
1	36°44'11.74"N	127°32'27.57"E	79.0	Natural High Point	
2	36°44'28.33"N	127°32'32.40"E	87.0	Natural High Point	
3	36°44'45.99"N	127°32'38.72"E	91.0	Natural High Point	

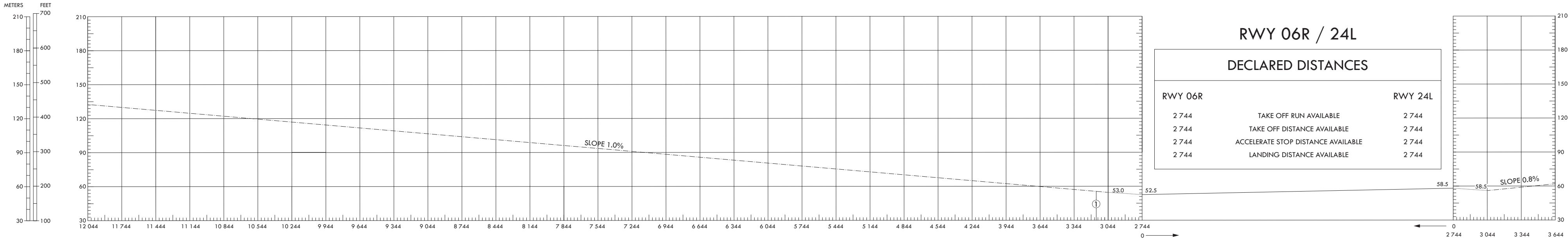
WARNING
NUMEROUS OBSTACLES EXIST ON RIGHT SIDE OF THE TAKE-OFF FLIGHT PATH AREA DEFINED ON THIS CHART.

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

AMENDMENT RECORD		
NR.	DATE	ENTERED BY

MAGNETIC VARIATION 9° W - 2025



VERTICAL SCALE 1: 1 300

AMENDMENT RECORD		
NR.	DATE	ENTERED BY

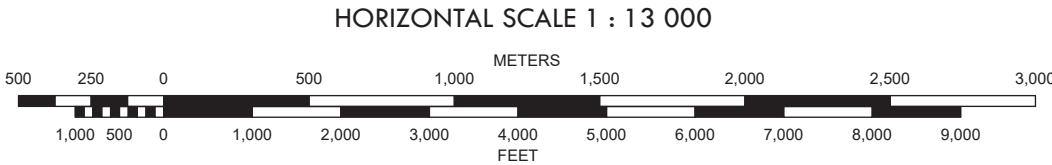
LEGEND		
ITEM	SYMBOL	
	Plan	Profile
Tree or shrub	✱	
Pole tower spire antenna etc	⊙	
Building or large structure	■	
Railroad	—+—+—	
Transmission line or overhead cable	—T—T—T—	
Natural High Point(Peak or Mountain)	●	
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

OBSTACLES				
NR	COORDINATES(WGS84)		ELEV(AMSL)	ITEM
1	36°42'22.41"N	127°29'00.54"E	55.5	Natural High Point

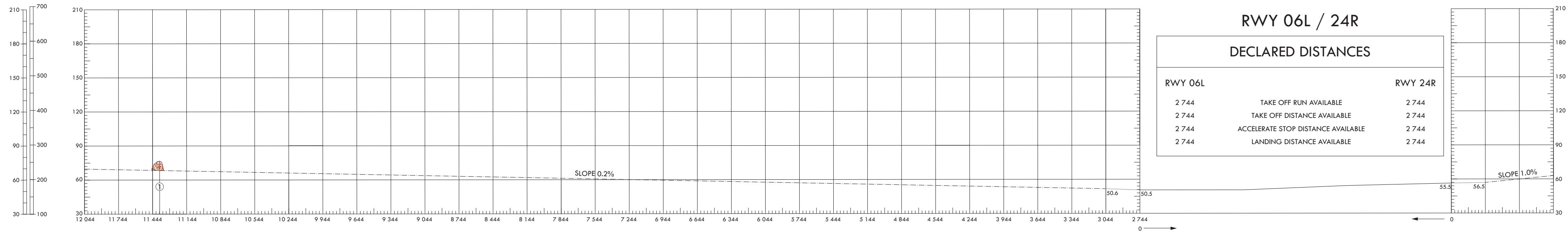
WARNING
NUMEROUS OBSTACLES EXIST ON RIGHT SIDE OF
THE TAKE-OFF FLIGHT PATH AREA DEFINED
ON THIS CHART.

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m



MAGNETIC VARIATION 9° W - 2025



VERTICAL SCALE 1: 1 300



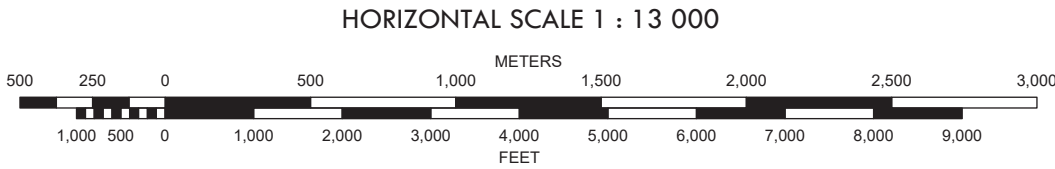
LEGEND		
ITEM	SYMBOL	
	Plan	Profile
Tree or shrub	✳	
Pole tower spire antenna etc	⊙	
Building or large structure	■	
Railroad	—+—+—+—	
Transmission line or overhead cable	—T—T—T—	
Natural High Point(Peak or Mountain)	●	
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

OBSTACLES				
NR	COORDINATES(WGS84)		ELEV(AMSL)	ITEM
1	36°40'53.33"N	127°24'09.91"E	76.5	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



TMA JUNGWON(Cheongju Airport)



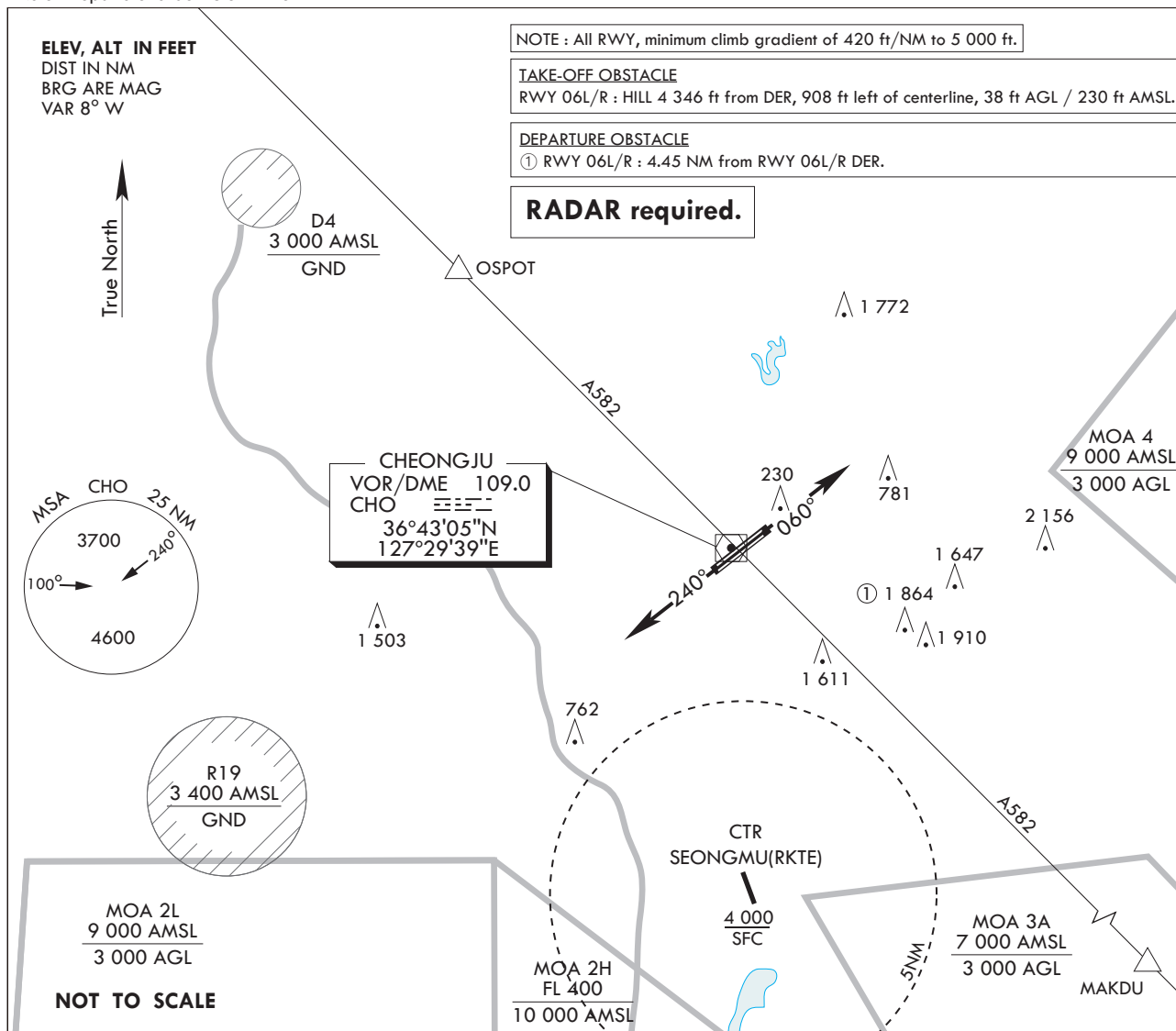
STANDARD DEPARTURE CHART -
INSTRUMENT (SID)

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JUNGWON DEP 129.65 292.9
CHEONGJU TWR 118.7 249.6
126.2 236.6

CHEONGJU/Cheongju INTL
RWY 06/24
CHEONGJU 1D

Note : Departure under U.S. TERPS.



DEPARTURE PROCEDURE DESCRIPTION

NOTE : ALL RWY, Minimum climb gradient of 420 ft/NM to 5 000 ft.

TAKE-OFF RWY 06R/L : Climb HDG 060°, thence.....

TAKE-OFF RWY 24R/L : Climb HDG 240°, thence.....

.....Expect radar vectors to intercept filed Enroute fix or Navaid.
Maintain 6 000 ft or assigned altitude(flight level).
Expect filed altitude/flight level within 10 minutes after departure.

LOST COMMUNICATIONS : If radio contact is not established with departure control
prior to reaching 5 000 ft, continue climbing and proceed filed route
and altitude.

Change : Information of chart name(RWY 06L/24R → RWY 06/24).

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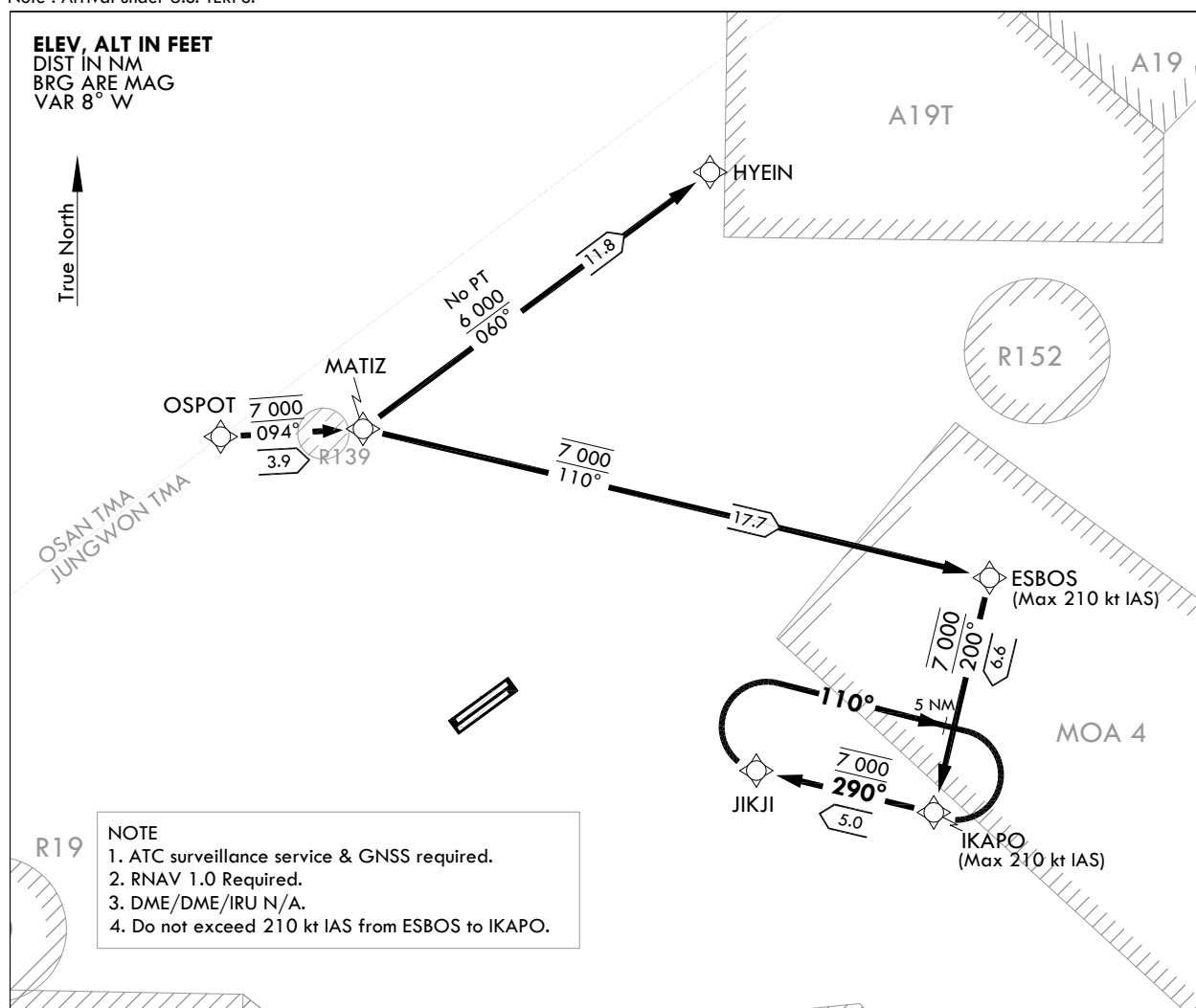
STANDARD ARRIVAL CHART
INSTRUMENT(STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JUNGWON APP 134.0 134.1
134.4
CHEONGJU TWR 118.7 126.2

CHEONGJU/Cheongju INTL(RKTU)
RWY 06L/24R
MATIZ 1

Note : Arrival under U.S. TERPS.



ARRIVAL ROUTE DESCRIPTION

From OSPOT on track 094° to cross MATIZ at 7 000 ft.

Landing RWY 06L : From MATIZ on track 110° to cross ESBOS at 7 000 ft and on track 200° to cross IKAPO at 7 000 ft and on track 290° to cross JIKJI at 7 000 ft and expect RNAV approach.

Landing RWY 24R : From MATIZ on track 060° to cross HYEIN at 6 000 ft and expect RNAV approach.

Change : Amended ALT restrictions for JIKJI and HYEIN.

CHEONGJU/Cheongju INTL(RKTU)

RWY 06L/24R

MATIZ 1

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

MATIZ 1 RWY 06L

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	OSPOT	-	-	-	-	@7 000	-	36°50'18.1"N 127°20'54.9"E	-	RNAV 1	-
002	TF	MATIZ	-	094(085.9)	3.9	-	@7 000	-	36°50'34.9"N 127°25'46.1"E	-	RNAV 1	-
003	TF	ESBOS	-	110(102.4)	17.66	-	@7 000	-210	36°46'44.7"N 127°47'14.2"E	-	RNAV 1	-
004	TF	IKAPO	-	200(192.6)	6.6	-	@7 000	-210	36°40'16.6"N 127°45'26.2"E	-	RNAV 1	-
004	TF	JKIJI	-	290(282.5)	5.0	-	@7 000	-	36°41'21.7"N 127°39'22.1"E	-	RNAV 1	IAF

MATIZ 1 RWY 24R

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	OSPOT	-	-	-	-	@7 000	-	36°50'18.1"N 127°20'54.9"E	-	RNAV 1	-
002	TF	MATIZ	-	094(085.9)	3.9	-	@7 000	-	36°50'34.9"N 127°25'46.1"E	-	RNAV 1	-
003	TF	HYEIN	-	060(052.53)	11.84	-	+6 000	-	36°57'47.1"N 127°37'29.7"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/TCH	Navigation specification	Remarks
MATIZ 1	TF	JKIJI	-	290(282.5)	-	R	7 000	230	36°41'21.7"N 127°39'22.1"E	-	-	Hold at JIKJI E Right Turn 290° Inbound 5 NM Leg

RKNY AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKNY - YANGYANG / International

RKNY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	380341N 1284009E 150° / 1 243 m from THR 15
2	Direction and distance from city	093°, 4.4 km from Yangyang County office 162°, 16 km from Sokcho City Hall
3	Elevation/Reference temperature	73 m / 28.4 °C
4	Geoid undulation at AD ELEV PSN	26 m
5	MAG VAR/Annual change	9° W (2025) / 0.039° increasing
6	Aerodrome Operator, Address, Telephone, Fax, AFS	Korea Airports Corporation(Yangyang International Airport) 201, Gonghang-ro, Sonyang-meon, Yangyang-gun, Gangwon-do, 25042, Republic of Korea TEL : +82-33-670-7325, 7400~2 Telefax : +82-33-670-7300, 7324 AFS : RKNYZPZX
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKNY AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-0900 UTC*
2	Customs and Immigration	HO
3	Health and Sanitation	HO
4	AIS Briefing Office	2300-0900 UTC*
5	ATS Reporting Office	2300-0900 UTC*
6	MET Briefing Office	2200-1000 UTC
7	ATS	2300-0900 UTC*
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	HO
12	Remarks	* Outside these hours services are available on request (passenger flights only)

RKNY AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Baggage Handling service only
2	Fuel/oil types	Jet A-1 / Turbo 2380
3	Fuelling facilities/capacity	Elevated storage tank 3 units / total 1 347 kilo liters 3 fuel tanks with 450 kilo liters Refueling available by trucks
4	De-icing facilities	Available (Refer to Aircraft Parking / Docking Chart)
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

Change : Information of MAG VAR/annual change(9° W(2020)/0.089° → 9° W(2025)/0.039°).

RKNY AD 2.5 PASSENGER FACILITIES

1	Hotels	Near the AD and in Yangyang & Sokcho city
2	Restaurants	At AD and in the city
3	Transportation	Buses, taxis and rental cars from the AD
4	Medical facilities	a. First aid b. Ambulance service available c. Hospitals in Sokcho & Gangneung city
5	Bank and Post Office	ATM only
6	Tourist Office	Available at AD (TEL : +82-33-672-7222)
7	Remarks	https://www.airport.co.kr/yangyang/

RKNY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	CAT 7
2	Rescue equipment	a. 2 Chemical crash rescue & Fire fighting trucks (Total capacity : 21 000 L water, 2 700 L AFFF* and 500 kg dry chemical) b. 1 Patrol car c. 1 Ambulance car
3	Capability for removal of disabled aircraft	a. Specialized aircraft recovery equipment available up to and including maximum size aircraft such as B747-400. b. 300 ton crane and other accessory equipment can be provided by airlines and agencies. c. Korea Airports Corporation is the coordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (TEL : +82-33-670-7331)
4	Remarks	* AFFF (Aqueous Film Forming Foam)

RKNY AD 2.7 SEASONAL AVAILABILITY-CLEARING

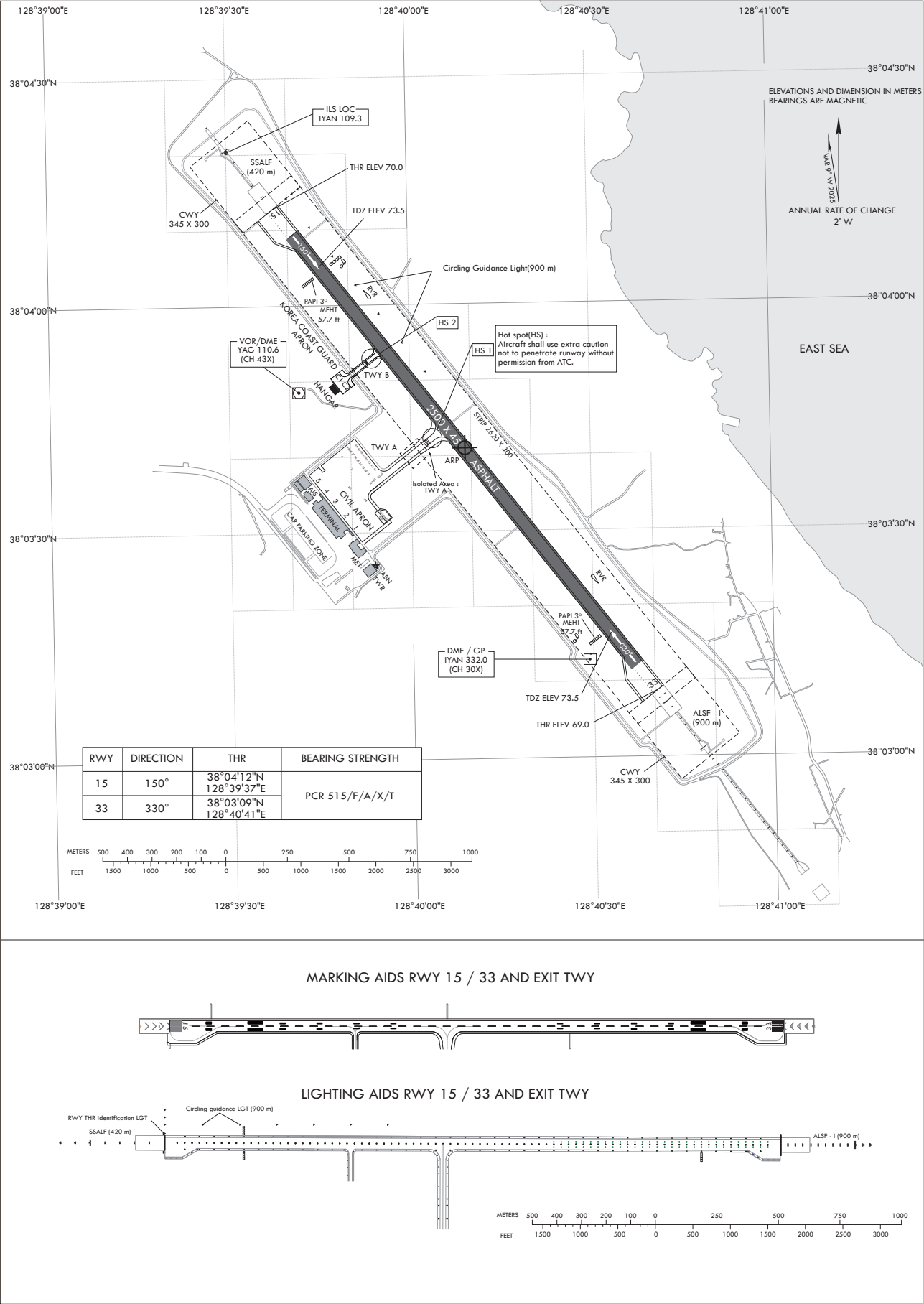
1	Type of clearing equipment	a. 1 (one) Towed runway jet sweeper(working width : about 8.0 m) b. 1 (one) Compact runway jet sweeper(working width : about 5.6 m) c. 2 (two) Snow blowers(working width : up to 2.3 m) d. 2 (two) Dry material spreaders e. 1 (one) Liquid material spreader
2	Clearance priorities	a. First 1) RWY 15/33 2) TWY A 3) Aprons(ACFT stands NR. 1~5) 4) Access roads b. second 1) Aprons(ACFT stands NR. 6~7, 31~39, 41~48) 2) TWY B 3) Parking lot and other area
3	Remarks	NIL

AERODROME
CHART - ICAO

38°03'41"N
128°40'09"E ELEV 73 m

TWR	118.85
	124.375 240.4
GND	124.3 240.4

YANGYANG/Yangyang Intl



AIRCRAFT PARKING/
DOCKING CHART - ICAO

APRON ELEV
73 m

TWR 118.85
GND 124.3

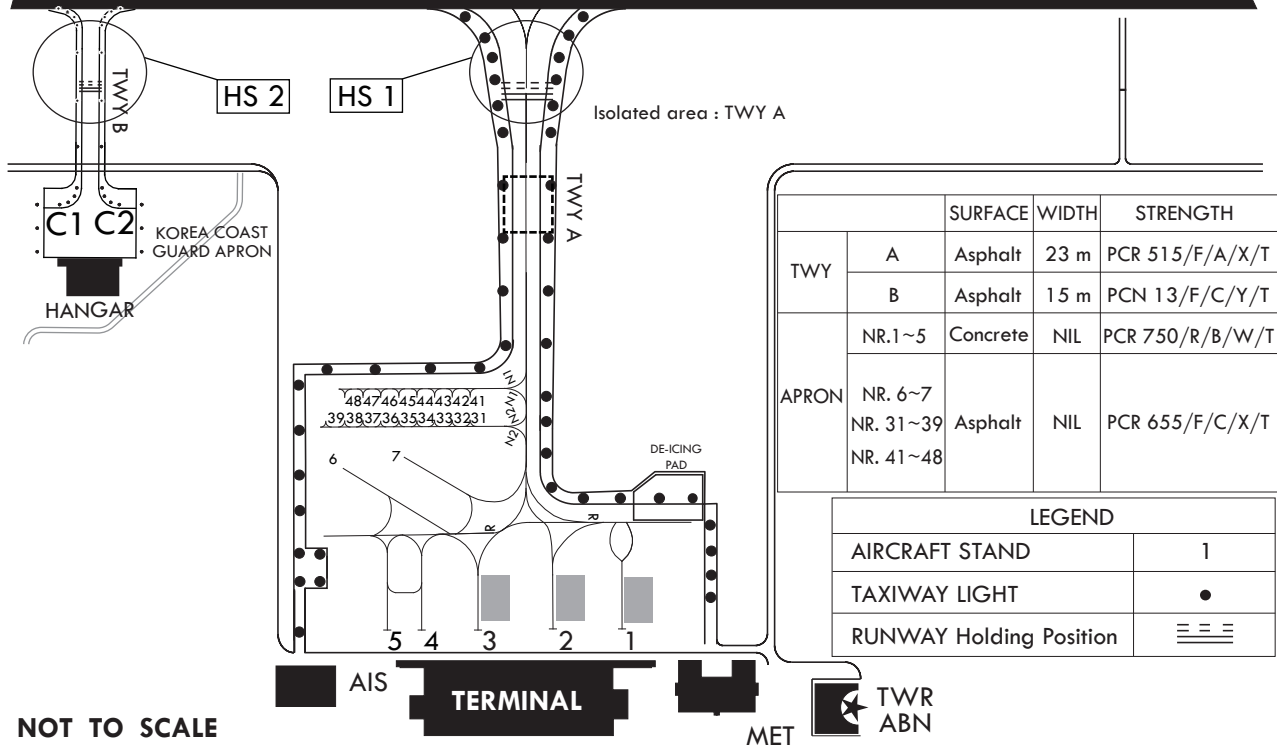
YANGYANG/Yangyang Intl

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

Hot spot :
Aircraft shall use extra caution
not to penetrate runway without
permission from ATC.

VAR 9° W 2025
ANNUAL RATE OF CHANGE
2' W

RWY 15/33 2500 X 45 ASPHALT



AIRCRAFT STANDS	
1	B747 - 400
2, 3	A300 - 600R
4, 5, 6, 7	B737 - 900
31 - 38	C - 172
39	P68C - TC
41 - 48	C - 172
C1, C2	CN - 235
Remarks - Isolated area : TWY A	

INS COORDINATES FOR AIRCRAFT STANDS		
STANDS NR.	COORDINATES	
1	38°03'30.63"N	128°39'51.20"E
2	38°03'32.24"N	128°39'49.55"E
3	38°03'33.98"N	128°39'47.77"E
4	38°03'35.28"N	128°39'46.41"E
5	38°03'36.29"N	128°39'45.37"E
6	38°03'40.12"N	128°39'49.49"E
7	38°03'38.26"N	128°39'51.41"E
31	38°03'38.09"N	128°39'53.78"E
32	38°03'38.50"N	128°39'53.40"E
33	38°03'33.89"N	128°39'52.96"E
34	38°03'39.28"N	128°39'52.56"E
35	38°03'39.68"N	128°39'52.15"E
36	38°03'40.09"N	128°39'51.73"E
37	38°03'40.49"N	128°39'51.32"E
38	38°03'40.90"N	128°39'50.91"E
39	38°03'41.30"N	128°39'50.49"E
41	38°03'38.36"N	128°39'54.19"E
42	38°03'38.76"N	128°39'53.78"E
43	38°03'39.15"N	128°39'53.38"E
44	38°03'39.54"N	128°39'52.98"E
45	38°03'39.95"N	128°39'52.56"E
46	38°03'40.36"N	128°39'52.15"E
47	38°03'40.76"N	128°39'51.74"E
48	38°03'41.17"N	128°39'51.32"E
C1	38°03'49.61"N	128°39'48.82"E
C2	38°03'48.16"N	128°39'50.30"E

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

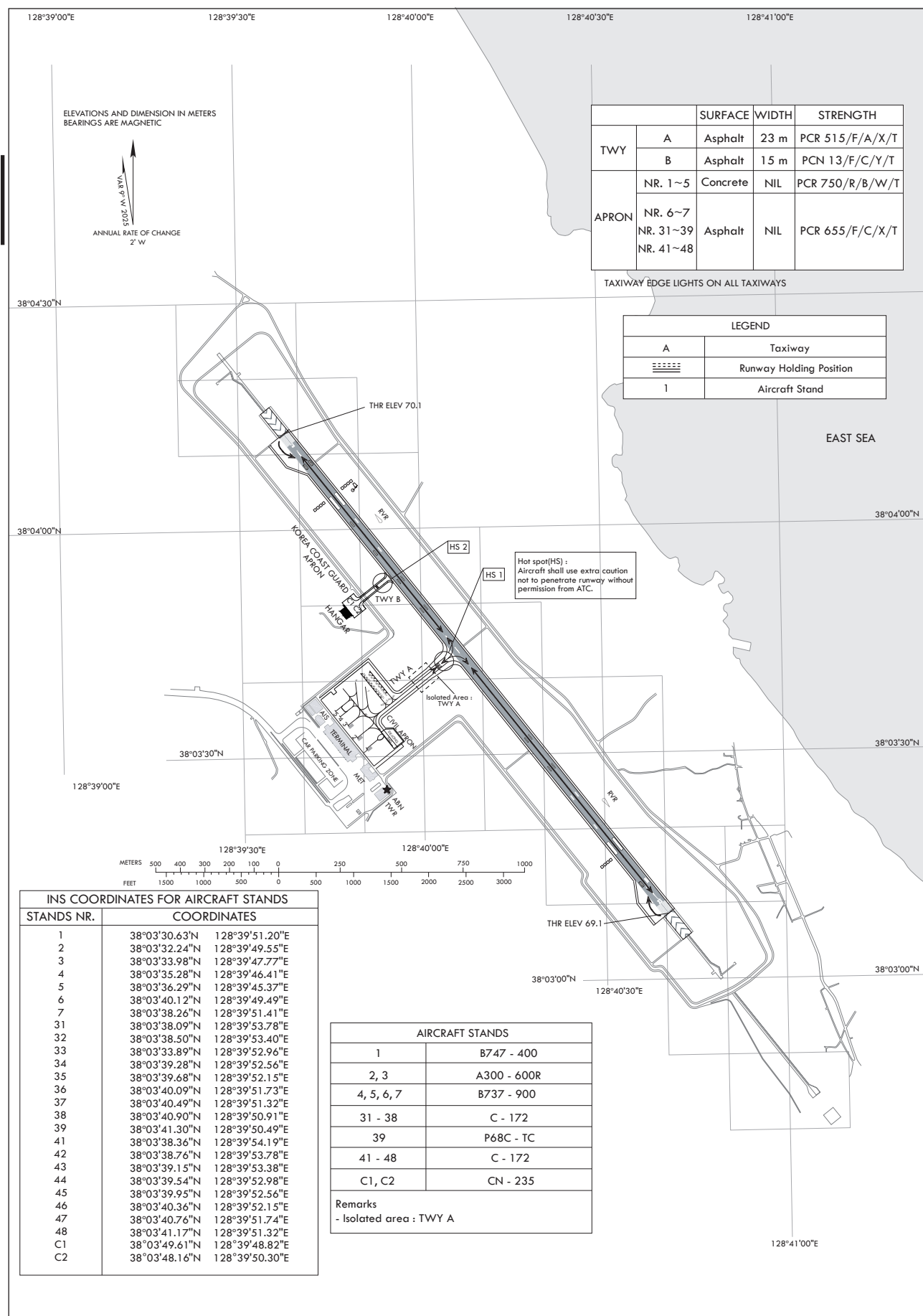
**AERODROME GROUND
MOVEMENT CHART - ICAO**

38°03'41"N
128°40'09"E

ELEV **73 m**

TWR	118.85	
	124.375	240.4
GND	124.3	240.4

YANGYANG/Yangyang INTL



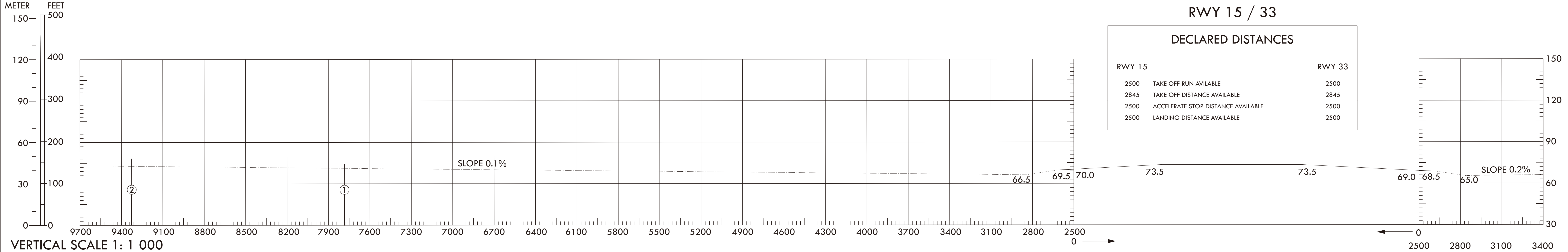
Change : Information of MAG VAR and annual rate of change(9° W/2020 → 9° W/2025 and 5' W → 2' W).

INTENTIONALLY

LEFT

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MAGNETIC VARIATION 9° W (2025) / 2' W





RKJJ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKJJ - GWANGJU / Domestic

RKJJ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	350735N 1264832E 026° / 1 420 m from THR RWY 04R	
2	Direction and distance from city	227°, 5 km from Gwangju City Hall	
3	Elevation/Reference temperature	15 m / 32.9 °C	
4	Geoid undulation at AD ELEV PSN	24 m	
5	Magnetic variation/Annual change	8° W(2025) / 0.041° increasing	
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	KAC	Korea Airports Corporation(Gwangju Airport) 420-25, Sangmu-daero, Gwangsan-gu, Gwangju, 62425 Republic of Korea TEL : +82-62-940-0315 Telefax : +82-62-940-0347
		ROKAF	Republic of Korea Air Force(ROKAF) The 1 st Fighter Wing
7	Types of traffic permitted(IFR/VFR)	IFR / VFR	
8	Remarks	Military Air Base	

RKJJ AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2200-1300 UTC (Summer season) 2230-1300 UTC (Winter season)
2	Customs and immigration	NIL
3	Health and Sanitation	NIL
4	AIS Briefing Office	2310-1130 UTC
5	ATS Reporting Office(ARO)	HO
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	HO
12	Remarks	Civil aircraft operation is restricted from 1300 UTC to 2200 UTC due to aircraft noise around the airport except aircraft in an emergency or in an abnormal situation.

RKJJ AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	JP-8 (Available by agreement with ROKAF*)
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	By arrangement with handling agent
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	* Republic of Korea Air Force(ROKAF)

Change : Information of MAG VAR/annual change(8° W(2020)/0.093° → 8° W(2025)/0.041°) and operational hours for AIS briefing office.



RKJJ AD 2.5 PASSENGER FACILITIES

1	Hotels	Near AD and in the City
2	Restaurants	At AD and in the City
3	Transportation	Buses, Taxi, Subway and rental cars from AD
4	Medical facilities	Hospitals in the city
5	Bank and Post Office	Bank available at AD
6	Tourist Office	Available at AD
7	Remarks	http://www.airport.co.kr/mbs/gwangju/

RKJJ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Available : CAT 8
2	Rescue equipment	a. Seven Chemical Fire Trucks - Water : 36 000 L - AFFF* : 4 400 L b. Two Ambulance Cars c. One Rescue Truck
3	Capability for removal of disabled aircraft	Specialized aircraft recovery equipment available for up to and including B767-300 size aircraft. 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 : +82-62-940-0331, 0352)
4	Remarks	* Aqueous Film Forming Foam(AFFF)

RKJJ AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	a. ROKAF * - 3 Snow heat blowers(SE88) - 1 Grader - 1 Loader scoop - 3 Dump trucks - 3 Snow ploughs b. KAC ** - 1 Dump truck - 1 Tractor - 2 Snow ploughs - 1 Urea spreader
2	Clearance priorities	a. RWY 04L/22R b. RWY 04R/22L c. Taxiway d. Aprons
3	Remarks	* Republic of Korea Air Force (ROKAF) ** Korea Airports Corporation (KAC)

RKJJ AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Gwangju CTR : A circle, radius 5 NM centered at ARP
2	Vertical limits	SFC to 4 000 ft AGL
3	Airspace classification	C
4	ATS unit callsign/Languages	Gwangju Tower / Korean and English
5	Transition altitude	14 000 ft AMSL
6	Operational hours	H24
7	Remarks	NIL

RKJJ AD 2.18 ATS COMMUNICATION FACILITIES

Service Designation	Call sign	Channel	Hours of Operation	Remarks
1	2	3	4	5
APP	Gwangju Approach	120.475 MHz, 130.0 MHz 228.9 MHz, 265.5 MHz 319.2 MHz	H24	NIL
ARR	Gwangju Arrival	132.25 MHz, 132.7 MHz 268.0 MHz, 331.4 MHz 281.35 MHz, 366.5 MHz	H24	NIL
DEP	Gwangju Departure	124.0 MHz, 124.7 MHz 347.2 MHz	H24	NIL
TWR	Gwangju Tower	118.05 MHz, 236.6 MHz 254.6 MHz	H24	NIL
GND	Gwangju Ground	121.8 MHz, 275.8 MHz	H24	NIL
ATIS	Gwangju Airport	128.875 MHz, 234.7 MHz	2100-1300 (UTC)	Digital ATIS service available
EMERG		121.5 MHz, 243.0 MHz	H24	NIL
Scheduled Inspection Time : - DEP(124.0 MHz, 124.7 MHz), TWR(118.05 MHz), GND(121.8 MHz), EMERG(121.5 MHz) and ATIS : Every 3rd TUE(1300-1600 UTC) of the month.				

RKJJ 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 (8° W/2025)	KWA	114.4 MHz (CH 91X)	H24	350734.2N 1264844.0E	30 m	VOR unserviceable - RDL 291 clockwise 359 beyond 28 NM below 8 000 ft AMSL DME unserviceable - RDL 000 clockwise 060 beyond 33 NM below 6 000 ft AMSL - RDL 088 clockwise 110 beyond 28 NM below 8 000 ft AMSL - RDL 111 clockwise 140 beyond 22 NM below 10 000 ft AMSL - RDL 141 clockwise 190 beyond 14 NM below 9 000 ft AMSL - RDL 191 clockwise 270 beyond 36 NM below 5 000 ft AMSL - RDL 271 clockwise 290 beyond 30 NM below 8 000 ft AMSL - RDL 291 clockwise 359 beyond 28 NM below 8 000 ft AMSL SKED Inspection Time : EV 4th TUE(1400-1900 UTC) of month
LOC 04R (8° W/2025) ILS CAT I (8° W or 352°)	IMDG	111.1 MHz	H24	350821.5N 1264909.4E	-	SKED Inspection Time : EV 2nd TUE(1300-1800 UTC) of month
DME 04R	IMDG	1009 MHz (CH 48X)	H24	350659.3N 1264817.4E	30 m	
GP 04R		331.7 MHz	H24	350659.3N 1264817.3E	-	3° GP RDH 48 ft
LOC 22L (8° W/2025)	IMDH	108.5 MHz	H24	350644.3N 1264801.3E		SKED Inspection Time : EV 1st TUE(1300-1700 UTC) of month
DME 22L	IMDH	983 MHz (CH 22X)	H24	350642.9N 1264804.3E	30 m	

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

RKJJ AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport Regulations

- a. Take-off or landing will not be allowed if friction test result is less than the standard as below.
 - Standards
 - RCR : 7
 - SFT : 0.25
- b. Civil aircraft shall make touchdown between 500 ft and 3 000 ft from runway threshold except under significant weather conditions or EMERG.
- c. All aircraft should taxi at speeds of less than 15 kt on taxiway to ensure safety. But, pilots may request high speed taxi and if approved by ATC, aircraft should taxi at speeds of less than 30 kt.

RKJJ AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

RKJJ AD 2.22 FLIGHT PROCEDURES

1. IFR Procedure

1.1 Refer to Instrument Approach and Departure Charts

1.2 Circling Approach

Circling not Authorized in West of the RWY 04R/22L and RWY 04L/22R.

1.3 Take-off weather minima(for all aircraft)

Apply the published take-off weather minima of the Standard Instrument Approach used.

2. RADAR Procedures

ATC will provide PAR or ASR approach when VOR/DME approach is not usable or efficient.

2.1 PAR Approach

a. RWY 04R

1) Weather minima

CAT		GS/TCH(ft)/RPI(ft)	DA(ft)/VIS(m)	HAT	Ceiling(ft)
A, B, C, D	FULL	3.0° / 48 / 908.8	246 / 730	200	200
	ALS INOP	3.0° / 48 / 908.8	246 / 1 220	200	200

- 2) Missed Approach Procedure : Climb HDG 038° to 800 ft, then climbing right turn HDG 057° maintain 5 000 ft then expect radar vector.

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	2240-0950 UTC
5	ATS Reporting Office	2240-0950 UTC
6	MET Briefing Office	2200-1000 UTC
7	ATS	2210-0950 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 AIS briefing office, ATS reporting office and ATS.



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 2.16 HELICOPTER LANDING AREA

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

RKJY AD 2.17 ATS AIRSPACE

1	Designation and lateral limit	Yeosu CTR A circle, radius 5 NM centered at ARP
2	Vertical limits	SFC to 3 000 ft AGL
3	Airspace classification	D
4	ATS unit call sign Languages	Yeosu Tower English / Korean
5	Transition altitude	14 000 ft AMSL
6	Operational hours	2210-0950 UTC
7	Remarks	Refer to ENR 2.1-9, RKJY Visual approach chart to identify class D airspace

RKJY AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
APP	Sacheon Approach	135.4 MHz 344.7 MHz	H24	Scheduled inspection time : Every 4th THU(1300-1800 UTC) of the month.
	Yeosu Arrival	119.725 MHz 317.425 MHz	2230-0930 UTC	
TWR	Yeosu Tower	122.5 MHz 240.9 MHz 121.5 MHz 243.0 MHz	2210-0950 UTC	
GND	Yeosu Ground	118.525 MHz	2210-0950 UTC	Digital PDC service available
ATIS	Yeosu Airport	128.275 MHz	HO	Digital ATIS service available

Change : Information of operational hours for ATS airspace and ATS communication facilities.

RKJY AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
LOC 17 (8° W/2020) ILS CAT I (8° W or 352°)	IYSO	111.5 MHz	H24	344952.0N 1273721.9E	-	Scheduled Inspection Time : Every 1st THU (1300-1700 UTC) of the month LOC unusable : Beyond 32° right side of the course and beyond 20 NM from LOC due to terrains.
DME 17	-	1013 MHz (CH 52X)	H24	345057.3N 1273654.5E	30 m	
GP 17	-	332.9 MHz	H24	345057.2N 1273654.4E	-	3° ILS RDH 46 ft
LOC 35 (8° W/2020) ILS CAT I (8° W or 352°)	IYSU	109.7 MHz	H24	345113.0N 1273642.2E	-	Scheduled Inspection Time : Every 2nd THU (1300-1700 UTC) of the month LOC unusable : Beyond 30° left of the course due to terrain.
DME 35	-	995 MHz (CH 34X)	H24	345010.4N 1273718.1E	30 m	DME unusable : Beyond 30° left of the course due to terrain.
GP 35	-	333.2 MHz	H24	345010.4N 1273718.0E	-	3° ILS RDH 50 ft
VOR/DME (8° W/2020)	YSU	115.7 MHz (CH 104X)	H24	345034.3N 1273708.7E	30 m	VOR unusable : RDL 076-130 beyond 22 DME below 5 000 ft RDL 131-190 beyond 23 DME below 4 000 ft RDL 191-265 beyond 13 DME below 9 000 ft RDL 266-305 beyond 8 DME below 11 000 ft DME unusable : RDL 076-130 beyond 15 DME below 6 000 ft RDL 131-190 beyond 11 DME below 6 000 ft RDL 191-265 beyond 6 DME below 15 000 ft RDL 266-305 beyond 7.5 DME below 17 000 ft Scheduled Inspection Time : Every 3rd THU(1300-1700 UTC) of the month
Scheduled Inspection Time : - RADAR(PSR/SSR) : Every 3rd THU(1300-1700 UTC) of the month						

RKJY AD 2.20 LOCAL AERODROME REGULATIONS

1. Ground engine check procedures
 - 1.1 Aircraft requiring an engine check shall contact YEOSU TWR and provide the following;
 - a. Call sign or registration number
 - b. Stand number
 - c. Type of request, engine start or performance check
 - 1.2 Engine starts are permitted in the ramp areas. However, the power setting shall not exceed idle thrust.
 - 1.3 During the engine check, any pilot shall monitor the frequency of YEOSU TWR.
2. All aircraft contact YEOSU TWR prior to entering class D airspace. (Refer to RKJY Visual Approach Chart)

RKPS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKPS - SACHEON / Domestic

RKPS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	350519N 1280414E 39° / 1 299 m from THR 06R
2	Direction and distance from city	329°, 9.5 km from Sacheon City Hall
3	Elevation/Reference temperature	8 m / 31 °C
4	Geoid undulation at AD ELEV PSN	28 m
5	MAG VAR/Annual change	8° W(2020) / 0.089° Increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	KAC Korea Airports Corporation(Sacheon Airport) 1971, Sacheon-daero, Sacheon-eup, Sacheon-si, Gyeongsangnam-do, 52516, Republic of Korea TEL : +82-55-831-9320, 9331 Telefax : +82-55-831-9305 ROKAF Republic of Korea Air Force(ROKAF) The 3rd Flying training Wing
7	Type of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	Military Air Base

RKPS AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2200-1300 UTC*
2	Customs and Immigration	NIL
3	Health and Sanitation	NIL
4	AIS Briefing Office	0000-1000 UTC
5	ATS Reporting Office	HO
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	NIL
12	Remarks	* Outside these hours services are available under the pre-coordination (passenger flights only)

RKPS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	NIL
2	Fuel/oil type	JP-8/O-128, O-133(Available by agreement with ROKAF)
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	One de-icing pad(Aircraft stand NR. 1)
5	Hanger space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

Change : Information of operational hours for AIS briefing office.

RKPS AD 2.5 PASSENGER FACILITIES

1	Hotels	Near AD and in Sacheon city
2	Restaurants	At AD(60 seats, light food service available) and in the city
3	Transportation	Buses, taxis, rental and cars from the AD
4	Medical Facilities	Hospitals in Sacheon city, 4 km
5	Bank and Post Office	Near AD and in Sacheon city
6	Tourist Office	Available at AD
7	Remarks	https://www.airport.co.kr/sacheon/

RKPS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 7
2	Rescue equipment	a. 7 Chemical crash rescue & fire fighting trucks - Total capacity - Water : 36 000 L - AFFF* : 4 600 L - Dry chemical : 0 kg - Halon : 0 kg - CO₂ : 0 kg b. 3 Ambulance cars c. 1 Rescue truck
3	Capability for removal of disable aircraft	Specialized aircraft recovery equipment available for up to and including B737 size aircraft. 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 Airport Duty Manager. (TEL : +82-55-831-9331, 9332)
4	Remarks	* Aqueous Film Forming Foam

RKPS AD 2.7 SEASONAL AVAILABILITY - CLEARING

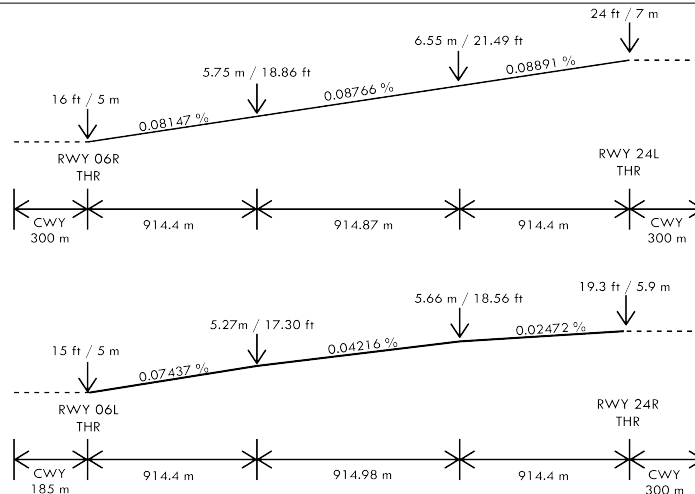
1	Type of clearing equipment	a. ROKAF : - 7 Snow Ploughs - 2 Loader Scoops - 2 Graders b. KAC - 1 Snow Plough
2	Clearance priorities	1. RWY 06R/24L 2. TWY E 3. TWY A, B, C, D 4. RWY 06L/24R 5. TWY F 6. TWY A, B, C, D 7. Apron 8. Other TWY and ACFT stand
3	Remarks	Snow clearance information promulgated by SNOWTAM

Change : Information of rescue equipment.

RKPS 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
06R	055.59°	2 743 × 46 m	PCR 686/R/B/W/T Concrete	350452.63N 1280334.87E -	THR 16 ft / 5 m
24L	235.60°	2 743 × 46 m	PCR 686/R/B/W/T Concrete	350542.93N 1280504.22E -	THR 24 ft / 7 m
06L	055.58°	2 743 × 46 m	PCR 706/R/C/W/T Asphalt	350455.95N 1280324.81E -	THR 15 ft / 5 m
24R	235.59°	2 743 × 46 m	PCR 706/R/C/W/T Asphalt	350546.26N 1280454.16E -	THR 19.3 ft / 5.9 m TDZ 19.3 ft / 5.9 m

7. Slope of RWY-SWY



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	300 x 300	2 863 x 300	NIL	MA-1A : 50 ft from the end of RWY 06R, RWY 24L	NIL	The width of 06L/24R strip does not meet criteria in Annex 14.
NIL	300 x 300	2 863 x 300	NIL	BAK-14 : 1 500 ft from the end RWY 06R, RWY 24L	NIL	
NIL	300 x 150	2 863 x 300	177 x 90	MA-1A : 31 ft from the end of RWY 06L	NIL	
NIL	185 x 150	2 863 x 300	122 x 150	MA-1A : 33 ft from the end of RWY 24R BAK-14 : 1 500 ft from the end of RWY 06L, RWY 24R	NIL	

RKPS AD 2.13 DECLARED DISTANCES

RWY Designator	TORA(m)	TODA(m)	ASDA(m)	LDA(m)	Remarks
1	2	3	4	5	6
06R	2 743	3 043	2 743	2 743	NIL
24L	2 743	3 043	2 743	2 743	NIL
06L	2 743	3 043	2 743	2 743	NIL
24R	2 743	2 928	2 743	2 743	NIL

Change : Information of RESA dimensions for RWY 06L/24R.

RKPS AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT Color WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Center Line LGT Length,Spacing Color, INTST	RWY edge LGT LEN,Spacing Color INTST	RWY End LGT Color WBAR	SWY LGT LEN(m) Color	Remarks
1	2	3	4	5	6	7	8	9	10
06R	ALSF-1 762 m LIH	Green	PAPI Both/3° (53 ft)	NIL	NIL	2 749 m 60 m WHITE LIH	RED	NIL	NIL
24L	SSALS 304 m	Green	PAPI Both/3° (51 ft)	NIL	NIL	2 749 m 60 m WHITE LIH	RED	NIL	NIL
06L	ALSF-1 762 m LIH	Green	PAPI Both/3.7° (60 ft)	NIL	NIL	2 749 m 60 m WHITE LIH	RED	NIL	NIL
24R	NIL	Green	PAPI Both/3.2° (56 ft)	NIL	NIL	2 749 m 60 m WHITE LIH	RED	NIL	NIL

RKPS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At ATC Tower, FLG W/W-G (16 ~ 20 FPM*) IBN : NIL Hours of Operation : H24 (ROKAF) * FPM : Flash Per Minute
2	LDI location and LGT Anemometer location and LGT	NIL
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 : 7~ 8 SEC
5	Remarks	NIL

RKPS 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 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
LOC 36 (8° W/2020) ILS CAT I (8° W or 352°)	IULS	110.3 MHz	H24	353616.3N 1292102.9E		LOC unusable : Beyond 13 NM from LOC due to RK P61B
GP 36	-	335 MHz	H24	353513.8N 1292112.1E		Scheduled Inspection time : Every 2nd WED(1400-2000 UTC) of the month
DME 36	IULS	1001 MHz (CH 40X)	H24	353513.8N 1292112.1E	30 m	
TVOR/DME (8° W/2020)	USN	111.4 MHz (CH 51X)	H24	353554.6N 1292111.8E	30 m	Scheduled Inspection time : Every 3rd WED(1400-2000 UTC) of the month
VORTAC (8° W/2020)	KPO	112.5 MHz (CH 72X)	H24	355837.9N 1292828.3E	800 ft	Unusable and scheduled inspection time : See ENR 4.1 for the details
VOR unusable RDL 301-340 beyond 20 DME below 8 000 ft RDL 261-300 beyond 12 DME below 9 000 ft RDL 201-260 beyond 18 DME below 7 000 ft RDL 151-160 beyond 19 DME below 6 000 ft RDL 021-150 beyond 20 DME below 10 000 ft RDL 000-020 beyond 22 DME below 7 000 ft DME unusable RDL 301-340 beyond 16 DME below 9 000 ft RDL 261-300 beyond 12 DME below 9 000 ft RDL 201-260 beyond 16 DME below 7 000 ft RDL 151-160 beyond 16 DME below 6 000 ft RDL 021-150 beyond 10 DME below 15 000 ft RDL 000-020 beyond 13 DME below 11 000 ft						
RADAR(ASR/SSR) Scheduled Inspection time : Every 3rd WED (1400-2000 UTC) of the month						

RKPU AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport Regulations
 - 1.1 Aircraft operation is restricted when surface friction measurement is less than 0.30 due to shortage of the runway strip(See AD chart).
 - 1.2 All aircraft requiring parking on the aircraft stand must request prior permission,
TEL : +82-52-219-6330(Korea Airports Corporation).
This does not apply to locally based aircraft and scheduled services.
 - 1.3 Pilots of departing IFR aircraft can request ATC clearance up to 10 minutes before ETD or push-back. Departing aircraft on first contact with ULSAN GROUND must state aircraft identification, destination, proposed altitude, stand number and the code letter of the latest ATIS received.
 - 1.4 Pre-departure clearance by datalink is available at Ulsan Airport for suitably equipped aircraft.
 - 1.5 All aircraft contact ULSAN TWR prior to entering class D airspace(Refer to ENR 2.1-9).
2. Ground Movement
 - 2.1 Visiting General Aviation aircraft will be directed by ATC to taxi to aircraft stand then follow the marshaller's instruction for parking.

Change : Information of ID for DME 36(IULS).

- 2.2 Aircraft shall maintain idle thrust in the apron. In case of using breakaway thrust, aircraft shall maintain minimum breakaway thrust.
- 2.3 Radio Frequency Change Procedure
 - 2.3.1 Arrival aircraft shall change radio frequency from ULSAN TOWER(118.75 MHz) to ULSAN GROUND(121.75 MHz) when vacating Runway.
 - 2.3.2 Departure aircraft shall change radio frequency from ULSAN GROUND(121.75 MHz) to ULSAN TOWER(118.75 MHz) when start taxiing in the apron.
- 3. Warning
 - 3.1 Single-engined aircraft shall use caution when overflying the chemical complex on the south of the aerodrome.
 - 3.2 Many flare stacks are located in the chemical complex.
 - 3.3 Caution large concentrations of birds maybe on and in the vicinity of the aerodrome.
 - 3.4 Grass cutting may take place on a daily basis between June and October inclusive within the strip enclosing Runway 18/36 and the equipment is under ATC control. Circuit flying may be restricted at certain times to permit grass cutting in the areas immediately adjacent to the runway.
 - 3.5 High-rise buildings(700 ft AMSL) are sited approximately 2.8 NM southwest of the aerodrome, in the fixed-wing VFR Traffic Circuit(See AD 2-12 VFR Traffic Circuits). Pilots are advised to exercise extreme caution when flying in the visual circuit.
 - 3.6 OBST(mountainous terrain) rising to 767 m (2 517 ft AMSL) 2.3 NM North of "N" VFR Reporting point (See AD 2-12 VFR Traffic Circuits).
 - 3.7 OBST(mountainous terrain) rising to 447 m (1 465 ft AMSL) between "N" and "W" VFR Reporting point (See AD 2-12 VFR Traffic Circuits).
 - 3.8 OBST(mountainous terrain) rising to 600 m (1 969 ft AMSL) 2.1 NM West of "S" VFR Reporting point (See AD 2-12 VFR Traffic Circuits).
- 4. Training Flights
 - 4.1 Training flights may only take place by prior arrangement with ATC(TEL : +82-52-289-4740).
 - 4.2 ATC must be advised of any changes and cancellations of the flight plan.
 - 4.3 The number of aircraft in the visual circuit will be determined by ATC, subject to the prevailing weather and traffic conditions.
 - 4.4 Training may be curtailed if significant noise complaints are received.
 - 4.5 Training flights will not be given priority over essential aerodrome maintenance work.
 - 4.6 Simulated engine failures are not permitted.

RKPU AD 2.21 NOISE ABATEMENT PROCEDURES

- 1. Aircraft Operating Procedures(Except helicopter)
 - 1.1 Take off
 - 1.1.1 NADP 1(RWY 18, RWY 36)

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

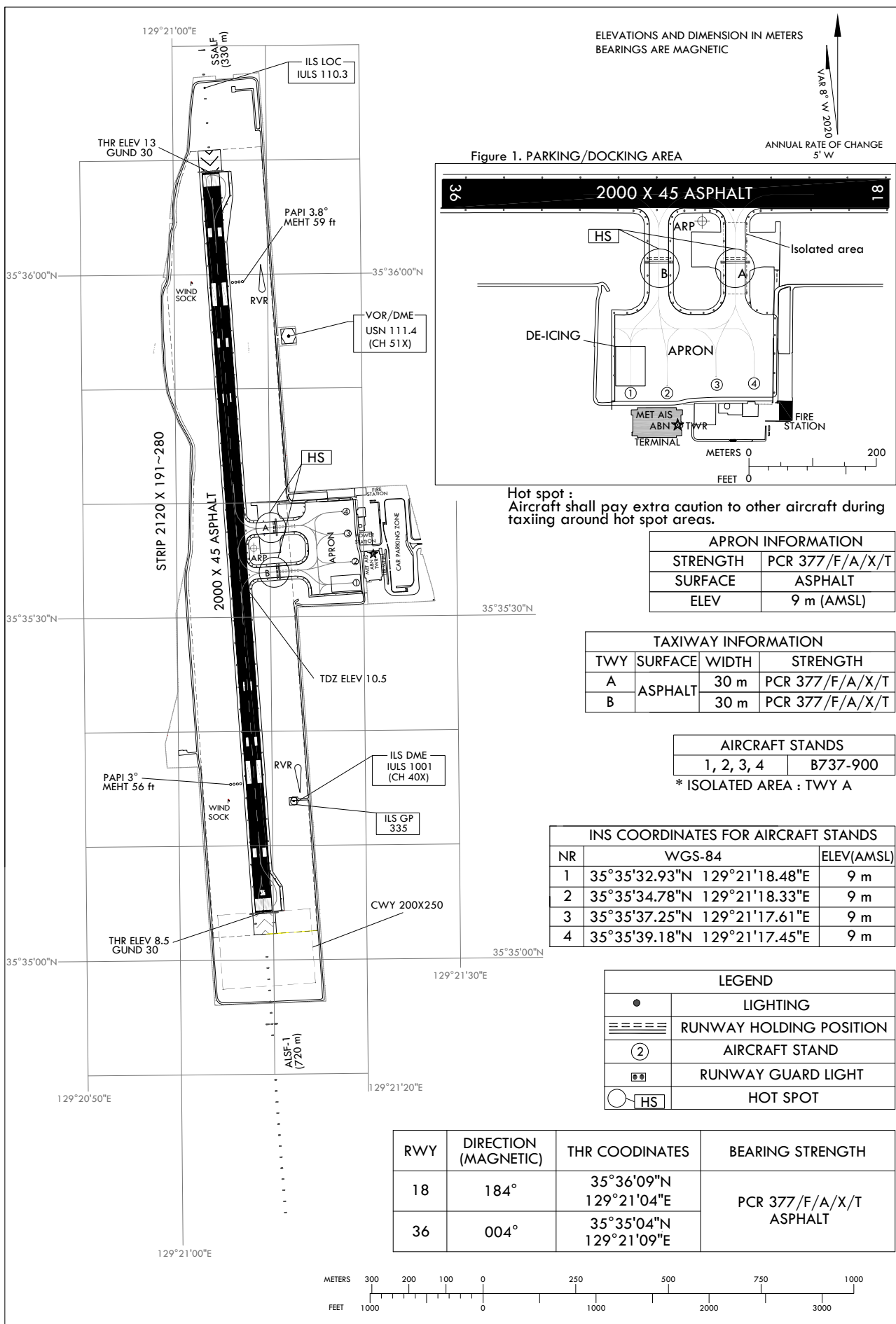
 - a. Take-off to 800 ft AGL
 - Take-off power
 - Take-off flaps/slats setting
 - Initial climb speed is not less than $V_2 + 10$ kt
 - b. At 800 ft AGL
 - Reduce power/thrust to Not less than climb power
 - c. 800 ft AGL to 3 000 ft AGL
 - Maintain with flaps/slats in the take-off configuration
 - Climb at $V_2 + 10$ to 20 kt

AERODROME
CHART - ICAO35°35'36"N
129°21'08"E

ELEV 13 m / 42 ft

TWR 118.75
GND 121.75

ULSAN / Ulsan



Change : Information of ID for DME 36(IULS).

INTENTIONALLY

LEFT

BLANK

**INSTRUMENT
APPROACH
CHART - ICAO**

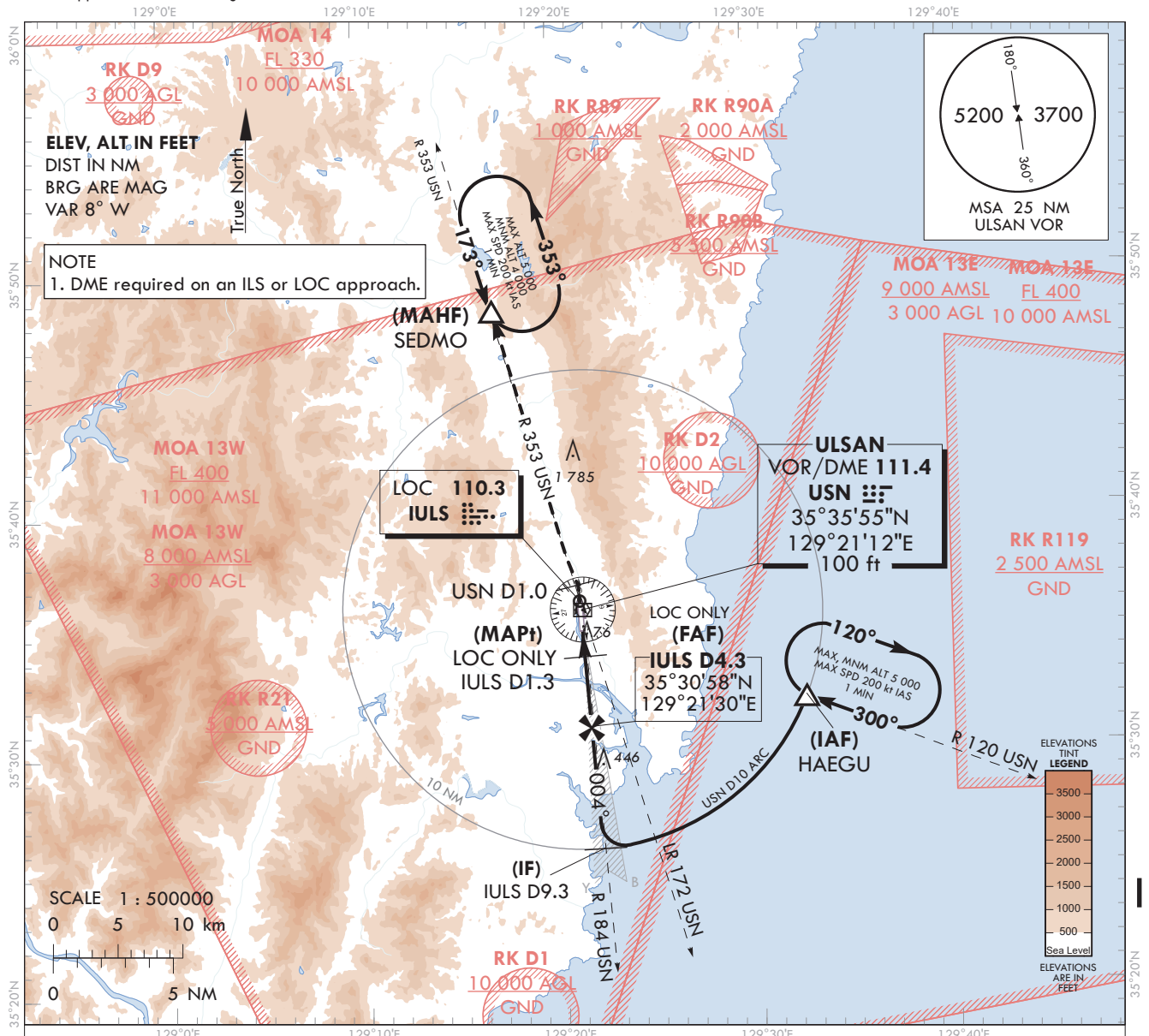
AERODROME ELEV 42 ft
HEIGHTS RELATED TO
THR RWY 36 - ELEV 28 ft

POHANG APP 124.25
120.2
ULSAN TWR 118.75

ULSAN/Ulsan(RKPU)

ILS Y or LOC Y RWY 36

Note : Approach under ICAO Flight Procedures.



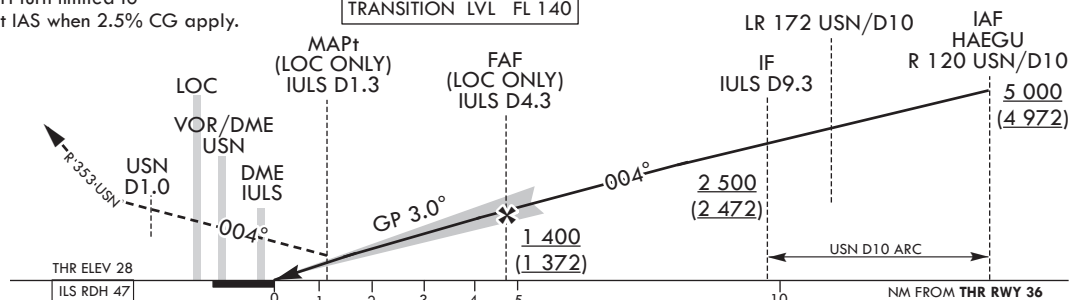
MISSED APPROACH

Climb on HDG 004° to USN 1 DME, then LEFT turn to intercept R 353 USN to SEDMO. Hold at SEDMO at 4 000 ft.

* Missed APCH turn limited to
MAX 200 kt IAS when 2.5% CG apply.

RECOMMENDED PROFILE(LOC ONLY)	DME IULS	6	5	4	3	2.3
Final Approach Gradient 5.28%, 321 ft/NM	ALT(HGT)	1 950 (1 922)	1 620 (1 592)	1 300 (1 272)	980 (952)	750 (722)

TRANSITION ALT 14 000
TRANSITION LVL FL 140



OCA (H)		A	B	C	D							
Straight-in Approach	CAT-I (CG 2.5%)	710 (682)				Rate of descent	Knots	60	90	120	150	180
	CAT-I (CG 5.0%)	246 (218)					V/V fpm	318	478	637	796	955
	LOC	750 (722)				*Timing Not authorized for defining MAPt. *Circling Not authorized.						

Change : Amended phrase(IUSL → IULS).

AERONAUTICAL DATA TABULATION

ILS Y / LOC Y Approach to RWY 36 from HAEGU			
Fix/point		Coordinates	
HAEGU(IAF)	R 120 USN / 10.00 NM USN	35°32'06.7"N	129°32'32.3"E
D9.3 IULS(IF)	BRG 4.31° / 9.30 NM IULS	35°25'54.7"N	129°21'54.8"E
D4.3 IULS(FAF LOC ONLY)	BRG 4.31° / 4.30 NM IULS	35°30'57.6"N	129°21'29.5"E
D1.3 IULS(MAPt LOC ONLY)	BRG 4.31° / 1.30 NM IULS	35°33'55.7"N	129°21'14.7"E
THR RWY 36	Final approach descent angle 2.90° (LOC ONLY)	35°35'04.15"N	129°21'08.95"E
IULS DME		35°35'13.8"N	129°21'12.2"E
USN VOR/DME		35°35'54.6"N	129°21'11.8"E
IULS LOC		35°36'16.3"N	129°21'02.9"E
D1.0 USN	BRG 4.31° / 1.00 NM USN	35°36'53.8"N	129°20'59.8"E
SEDMO	BRG 352.68° / 13.00 NM USN	35°48'27.1"N	129°16'55.0"E