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

AMENDMENT NR 6/25

29 MAY 2025

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 General
a) Information of public holidays.

1.2 Enroute
a) Amended phrase for flight procedures.
b) Information of satellite laser ranging system operation at Geochang-gun.

1.3 Aerodromes
a) Amended phrase(pohang → pohang gyeongju).

1.4 Incheon INTL Airport
a) Amended column of table.

1.5 Gimpo INTL Airport
a) Information of the code letter "F" aircraft operating procedures.
b) Amended phrase(conventional → fixed wing) and chart symbol(lighted OBST)
c) Information of hours of operation for ATIS telephone service.

1.6 Jeju INTL Airport
a) Amended column of table.

1.7 Gimhae INTL Airport
a) Amended column of table.

1.8 Cheongju INTL Airport
a) Amended column of table.
b) Information of MAG VAR(8° W → 9° W).

1.9 Yangyang INTL Airport
a) Amended column of table.

1.10 Daegu INTL Airport
a) Amended column of table.

1.11 Muan INTL Airport
a) Amended column of table.
b) Information of MAG VAR/annual change(8° W(2020)/0.094° → 8° W(2025)/0.041°) and annual rate of change(6' W → 2' W).
c) Information of runway direction(007°, 187° → 008°, 188°).

1.12 Gwangju Airport
a) Amended column of table.
b) Information of MAG VAR and annual rate of change(8° W/2020 → 8° W/2025 and 5' W → 2' W).

1.13 Gunsan Airport
a) Amended column of table.
b) Information of MAG VAR/annual change(8° W(2020)/0.094° → 8° W(2025)/0.040°) and annual rate of change(6' W → 2' W).

1.14 Yeosu Airport
a) Amended column of table.
b) Information of hot spot, MAG VAR and annual rate of change(8° W/2020 → 8° W/2025 and 4' W → 2' W).
c) Withdrawal of visual approach procedure(1.3).

1.15 Wonju Airport
a) Amended column of table.
b) Information of MAG VAR/annual change(9° W(2020)/0.091° → 9° W(2025)/0.039°).
c) Information of GUKDO(reporting requirement), IKOSU(IAF) and JOOKA(IAF).
d) Information of remarks for IKOSU, JOOKA and Amended coding table.

1.16 Sacheon Airport
a) Amended column of table.
b) Information of MAG VAR/annual change(8° W(2020)/0.089° → 8° W(2025)/0.041°) and annual rate of change(5' W → 2' W).

1.17 Ulsan Airport
a) Amended column of table.
b) Information of MAG VAR and annual rate of change(8° W(2020)/0.089° → 9° W(2025)/0.041°, 351° → 352°, 5' W → 2' W).
c) Information of runway direction(184°, 004° → 185°, 005°).

1.18 Seoul Airport
a) Amended column of table.

1.19 Pohang Gyeongju Airport
a) Amended column of table.

1.20 Uljin Airport
a) Amended column of table.

1.21 Jeongseok Airport
a) Amended column of table.

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(1 MAY 25) / 0.3-2(1 MAY 25)	GEN 0.3-1 / 0.3-2	29 MAY 25
GEN 0.4-1(1 MAY 25) / 0.4-2(1 MAY 25)	GEN 0.4-1 / 0.4-2	29 MAY 25
GEN 0.4-3(1 MAY 25) / 0.4-4(1 MAY 25)	GEN 0.4-3 / 0.4-4	29 MAY 25
GEN 0.4-5(1 MAY 25) / 0.4-6(1 MAY 25)	GEN 0.4-5 / 0.4-6	29 MAY 25
GEN 0.4-7(1 MAY 25) / 0.4-8(1 MAY 25)	GEN 0.4-7 / 0.4-8	29 MAY 25
GEN 0.4-9(1 MAY 25) / 0.4-10(1 MAY 25)	GEN 0.4-9 / 0.4-10	29 MAY 25
GEN 2.1-1(9 JAN 25) / 2.1-2(9 JAN 25)	GEN 2.1-1 / 2.1-2	29 MAY 25
VOL I, Part II - ENR (Enroute)	**VOL I, Part II - ENR (Enroute)**	
ENR 0.6-1(22 AUG 24) / 0.6-2(22 AUG 24)	ENR 0.6-1 / 0.6-2	29 MAY 25
ENR 1.4-1(30 JUL 20) / 1.4-2(30 JUL 20)	ENR 1.4-1 / 1.4-2	29 MAY 25
ENR 5.3-1(25 OCT 18) / 5.3-2(10 MAY 18)	ENR 5.3-1 / 5.3-2	29 MAY 25

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VOL II, Part III - AD (Aerodromes)	**VOL II, Part III - AD (Aerodromes)**	
AD	**AD**	
AD 0.6-1(2 AUG 18) / 0.6-2(2 AUG 18)	AD 0.6-1 / 0.6-2	29 MAY 25
RKSI	**RKSI**	
AD 2-9(21 SEP 23) / 2-10(21 SEP 23)	AD 2-9 / 2-10	29 MAY 25
RKSS	**RKSS**	
AD 2-12-1(12 DEC 24) / 2-12-2(19 SEP 24)	AD 2-12-1 / 2-12-2	29 MAY 25
AD 2-25(30 MAY 24) / 2-26(9 JAN 25)	AD 2-25 / 2-26	29 MAY 25
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AD 2-31(18 NOV 21) / 2-32(2 JUN 22)	AD 2-31 / 2-32	29 MAY 25
AD CHART 2-40(19 SEP 24) / 2-41(11 JAN 24)	AD CHART 2-40 / 2-41	29 MAY 25
RKPC	**RKPC**	
AD 2-5(17 OCT 24) / 2-6(18 NOV 21)	AD 2-5 / 2-6	29 MAY 25
RKPK	**RKPK**	
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RKTU	**RKTU**	
AD 2-5(17 OCT 24) / 2-6(12 DEC 24)	AD 2-5 / 2-6	29 MAY 25
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AD CHART 2-11(12 DEC 24) / 2-11-1(1 JUN 23)	AD CHART 2-11 / 2-11-1	29 MAY 25
AD CHART 2-12(12 DEC 24) / 2-12-1(1 JUN 23)	AD CHART 2-12 / 2-12-1	29 MAY 25
AD CHART 2-13(6 MAR 25) / 2-13-1(1 AUG 19)	AD CHART 2-13 / 2-13-1	29 MAY 25
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AD CHART 2-16(28 JUL 22) / BLANK	AD CHART 2-16 / BLANK	29 MAY 25
AD CHART 2-17(12 DEC 24) / 2-17-1(12 DEC 24)	AD CHART 2-17 / 2-17-1	29 MAY 25
AD CHART 2-18(30 MAY 24) / 2-18-1(4 APR 24)	AD CHART 2-18 / 2-18-1	29 MAY 25
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AD CHART 2-23(12 DEC 24) / 2-23-1(4 APR 24)	AD CHART 2-23 / 2-23-1	29 MAY 25
AD CHART 2-24(30 MAY 24) / 2-24-1(4 APR 24)	AD CHART 2-24 / 2-24-1	29 MAY 25
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AD CHART 2-26(12 DEC 24) / 2-26-1(16 NOV 23)	AD CHART 2-26 / 2-26-1	29 MAY 25
AD CHART 2-27(30 MAY 24) / 2-27-1(16 NOV 23)	AD CHART 2-27 / 2-27-1	29 MAY 25
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AD CHART 2-29(12 DEC 24) / 2-29-1(4 APR 24)	AD CHART 2-29 / 2-29-1	29 MAY 25
AD CHART 2-30(30 MAY 24) / 2-30-1(4 APR 24)	AD CHART 2-30 / 2-30-1	29 MAY 25
AD CHART 2-31(12 DEC 24) / 2-31-1(4 APR 24)	AD CHART 2-31 / 2-31-1	29 MAY 25
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AD CHART 2-33(6 MAR 25) / 2-34(6 MAR 25)	AD CHART 2-33 / 2-34	29 MAY 25
RKNY	**RKNY**	
AD 2-3(17 OCT 24) / 2-4(17 OCT 24)	AD 2-3 / 2-4	29 MAY 25

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RKTN	**RKTN**	
AD 2-5(17 OCT 24) / 2-6(17 NOV 22)	AD 2-5 / 2-6	29 MAY 25
RKJB	**RKJB**	
AD 2-1(27 JUN 24) / 2-2(17 OCT 24)	AD 2-1 / 2-2	29 MAY 25
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AD CHART 2-1(17 OCT 24) / 2-2(10 FEB 22)	AD CHART 2-1 / 2-2	29 MAY 25
AD CHART 2-3(17 OCT 24) / 2-4(17 OCT 24)	AD CHART 2-3 / 2-4	29 MAY 25
AD CHART 2-5(2 MAY 24) / BLANK	AD CHART 2-5 / BLANK	29 MAY 25
AD CHART 2-6(2 MAY 24) / BLANK	AD CHART 2-6 / BLANK	29 MAY 25
AD CHART 2-13(30 JUN 22) / BLANK	AD CHART 2-13 / BLANK	29 MAY 25
RKJJ	**RKJJ**	
AD 2-7(17 OCT 24) / 2-8(2 JUN 22)	AD 2-7 / 2-8	29 MAY 25
AD CHART 2-1(17 OCT 24) / 2-2(2 JUN 22)	AD CHART 2-1 / 2-2	29 MAY 25
AD CHART 2-3(17 OCT 24) / 2-4(17 OCT 24)	AD CHART 2-3 / 2-4	29 MAY 25
AD CHART 2-5(4 MAY 23) / 2-6(4 MAY 23)	AD CHART 2-5 / 2-6	29 MAY 25
AD CHART 2-7(4 MAY 23) / 2-8(4 MAY 23)	AD CHART 2-7 / 2-8	29 MAY 25
AD CHART 2-9(7 MAR 24) / BLANK	AD CHART 2-9 / BLANK	29 MAY 25
RKJK	**RKJK**	
AD 2-1(9 JAN 25) / 2-2(9 JAN 25)	AD 2-1 / 2-2	29 MAY 25
AD 2-3(27 JUN 24) / 2-4(27 JUN 24)	AD 2-3 / 2-4	29 MAY 25
AD CHART 2-1(3 APR 25) / 2-1-1(3 APR 25)	AD CHART 2-1 / 2-1-1	29 MAY 25
RKJY	**RKJY**	
AD 2-1(1 MAY 25) / 2-2(1 MAY 25)	AD 2-1 / 2-2	29 MAY 25
AD 2-5(3 APR 25) / 2-6(3 APR 25)	AD 2-5 / 2-6	29 MAY 25
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AD 2-9(20 OCT 22) / 2-10(20 OCT 22)	AD 2-9 / 2-10	29 MAY 25
AD CHART 2-1(17 OCT 24) / 2-2(25 JUL 24)	AD CHART 2-1 / 2-2	29 MAY 25
AD CHART 2-3(28 JUL 22) / 2-4(17 OCT 24)	AD CHART 2-3 / 2-4	29 MAY 25
AD CHART 2-5(25 JUL 24) / 2-6(25 JUL 24)	AD CHART 2-5 / 2-6	29 MAY 25
AD CHART 2-7(4 APR 24) / BLANK	AD CHART 2-7 / BLANK	29 MAY 25
AD CHART 2-14(30 JUN 22) / BLANK	AD CHART 2-14 / BLANK	
RKNW	**RKNW**	
AD 2-1(6 APR 23) / 2-2(17 NOV 22)	AD 2-1 / 2-2	29 MAY 25
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AD CHART 2-8(6 APR 23) / 2-8-1(6 APR 23)	AD CHART 2-8 / 2-8-1	29 MAY 25
AD CHART 2-9(6 APR 23) / 2-9-1(6 APR 23)	AD CHART 2-9 / 2-9-1	29 MAY 25

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AD CHART 2-1(17 OCT 24) / 2-2(17 OCT 24)	AD CHART 2-1 / 2-2 29 MAY 25
AD CHART 2-30(14 DEC 23) / 2-30-1(14 DEC 23)	AD CHART 2-30 / 2-30-1 29 MAY 25
RKPU	**RKPU**
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AD 2-3(6 MAR 25) / 2-4(6 MAR 25)	AD 2-3 / 2-4 29 MAY 25
AD 2-7(1 MAY 25) / 2-8(1 MAY 25)	AD 2-7 / 2-8 29 MAY 25
AD 2-11(24 AUG 23) / 2-12(24 AUG 23)	AD 2-11 / 2-12 29 MAY 25
AD CHART 2-1(1 MAY 25) / 2-2(1 MAY 25)	AD CHART 2-1 / 2-2 29 MAY 25
AD CHART 2-3(2 MAY 24) / BLANK	AD CHART 2-3 / BLANK 29 MAY 25
AD CHART 2-4(2 MAY 24) / BLANK	AD CHART 2-4 / BLANK 29 MAY 25
AD CHART 2-5(2 MAY 24) / BLANK	AD CHART 2-5 / BLANK 29 MAY 25
AD CHART 2-19(24 AUG 23) / 2-20(24 AUG 23)	AD CHART 2-19 / 2-20 29 MAY 25
RKSM	**RKSM**
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RKTH	**RKTH**
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RKTL	**RKTL**
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RKPD	**RKPD**
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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	
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	
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	
49/25	Incheon AP - Incheon INTL Airport under Maintenance of VDGS Service for Concourse	AD	3 FEB 25 / 28 MAR 26	
50/25	Incheon AP - Temporary Obstacles Erected	AD	1 JUN 25 / 30 SEP 25	
51/25	Muan AP - Unserviceability of Muan Radar	AD	16 MAR 24 / 31 DEC 25	

2. Current AIRAC AIP Supplement

NR/Year	Subject	AIP Section(s) affected	Period of validity (From/To)	Cancellation record
2/23	ENR - Y722 Traffic Dispersion Operation (Effective : 1600UTC 22 MAR 2023)	ENR	22 MAR 23 / PERM	
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	
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	superseded by 54/25
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	
52/25	Incheon AP - RWY 15L/33R and TWYs Closed due to Construction (Effective : 1600UTC 9 JUL 2025)	AD	9 JUL 25 / 25 SEP 25	
53/25	Gimpo AP - Operational Restrictions (Effective : 1600UTC 9 JUL 2025)	AD	10 JUL 25 / 8 AUG 25	
54/25	Muan AP - Unserviceability of ILS/DME (Effective : 1600UTC 9 JUL 2025)	AD	21 FEB 24 / 2 OCT 25	

GEN 0.4 CHECKLIST OF AIP PAGES

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0.1 - 4	9 JAN 25
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0.4 - 1	**29 MAY 25**
0.4 - 2	**29 MAY 25**
0.4 - 3	**29 MAY 25**
0.4 - 4	**29 MAY 25**
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1.5 - 5	1 MAY 14
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2 - 8	WEF 15 MAY 24
CHART 2 - 1	**29 MAY 25**
CHART 2 - 1-1	**29 MAY 25**
CHART 2 - 2	WEF 15 MAY 24
CHART 2 - 2-1	19 MAR 15
CHART 2 - 3	WEF 15 MAY 24
CHART 2 - 3-1	19 MAR 15
CHART 2 - 4	WEF 15 MAY 24
CHART 2 - 4-1	WEF 15 MAY 24
CHART 2 - 5	WEF 15 MAY 24
CHART 2 - 5-1	WEF 15 MAY 24
CHART 2 - 6	WEF 15 MAY 24
CHART 2 - 6-1	WEF 15 MAY 24
CHART 2 - 7	WEF 15 MAY 24
CHART 2 - 7-1	WEF 15 MAY 24
CHART 2 - 8	WEF 15 MAY 24
CHART 2 - 8-1	WEF 15 MAY 24
CHART 2 - 9	WEF 15 MAY 24
CHART 2 - 9-1	WEF 15 MAY 24
CHART 2 - 10	WEF 15 MAY 24
CHART 2 - 10-1	WEF 15 MAY 24
CHART 2 - 11	WEF 15 MAY 24
CHART 2 - 11-1	WEF 15 MAY 24

Page	Date
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2 - 1	**29 MAY 25**
2 - 2	**29 MAY 25**
2 - 3	WEF 27 NOV 24
2 - 4	4 APR 24
2 - 4-1	4 APR 24
2 - 4-2	4 APR 24
2 - 5	**29 MAY 25**
2 - 6	**29 MAY 25**
2 - 7	**29 MAY 25**
2 - 8	**29 MAY 25**
2 - 9	**29 MAY 25**
2 - 10	**29 MAY 25**
2 - 11	2 JUL 20
2 - 12	2 JUL 20
2 - 13	25 JUL 24
2 - 14	25 JUL 24
2 - 15	27 JUN 24
2 - 16	27 JUN 24
CHART 2 - 1	**29 MAY 25**
CHART 2 - 2	**29 MAY 25**
CHART 2 - 3	**29 MAY 25**
CHART 2 - 4	**29 MAY 25**
CHART 2 - 5	**29 MAY 25**
CHART 2 - 6	**29 MAY 25**
CHART 2 - 7	**29 MAY 25**
CHART 2 - 8	WEF 30 NOV 22
CHART 2 - 8-1	WEF 30 NOV 22
CHART 2 - 9	30 JUN 22
CHART 2 - 9-1	30 JUN 22
CHART 2 - 10	12 JAN 23
CHART 2 - 10-1	12 JAN 23
CHART 2 - 11	30 JUN 22
CHART 2 - 11-1	30 JUN 22
CHART 2 - 12	WEF 12 JUL 23
CHART 2 - 12-1	WEF 12 JUL 23
CHART 2 - 13	9 JAN 25
CHART 2 - 13-1	9 JAN 25
CHART 2 - 14	**29 MAY 25**
CHART 2 - 15	WEF 30 OCT 24
CHART 2 - 15-1	11 JAN 24
CHART 2 - 16	WEF 30 OCT 24
CHART 2 - 16-1	15 DEC 22
CHART 2 - 17	WEF 30 OCT 24
CHART 2 - 17-1	11 JAN 24
CHART 2 - 18	WEF 30 OCT 24
CHART 2 - 18-1	11 JAN 24
CHART 2 - 19	WEF 30 OCT 24
CHART 2 - 19-1	11 JAN 24
CHART 2 - 20	WEF 30 OCT 24
CHART 2 - 20-1	11 JAN 24
CHART 2 - 21	WEF 30 OCT 24
CHART 2 - 21-1	15 DEC 22
CHART 2 - 22	WEF 30 OCT 24
CHART 2 - 22-1	11 JAN 24
CHART 2 - 23	25 JUL 24
CHART 2 - 24	25 JUL 24

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2 - 3	**29 MAY 25**
2 - 4	**29 MAY 25**
2 - 5	25 AUG 22
2 - 6	25 AUG 22
2 - 7	**29 MAY 25**
2 - 8	**29 MAY 25**
2 - 9	WEF 17 MAY 23
2 - 10	WEF 11 AUG 21
2 - 11	27 JUN 24
2 - 12	27 JUN 24
CHART 2 - 1	WEF 17 MAY 23
CHART 2 - 2	WEF 17 MAY 23
CHART 2 - 3	WEF 17 MAY 23
CHART 2 - 3-1	26 AUG 21
CHART 2 - 4	WEF 17 MAY 23
CHART 2 - 4-1	26 AUG 21
CHART 2 - 5	WEF 17 MAY 23
CHART 2 - 5-1	26 AUG 21
CHART 2 - 6	14 DEC 23
CHART 2 - 6-1	14 DEC 23
CHART 2 - 7	WEF 17 MAY 23
CHART 2 - 7-1	WEF 17 MAY 23
CHART 2 - 8	**29 MAY 25**
CHART 2 - 8-1	**29 MAY 25**
CHART 2 - 9	**29 MAY 25**
CHART 2 - 9-1	**29 MAY 25**
CHART 2 - 10	WEF 17 MAY 23
CHART 2 - 10-1	WEF 17 MAY 23
CHART 2 - 11	WEF 17 MAY 23
CHART 2 - 11-1	WEF 17 MAY 23
CHART 2 - 12	WEF 17 MAY 23
CHART 2 - 12-1	24 SEP 20
CHART 2 - 13	WEF 24 JAN 24
CHART 2 - 13-1	24 SEP 20
CHART 2 - 14	WEF 24 JAN 24
CHART 2 - 14-1	26 AUG 21
CHART 2 - 15	WEF 17 MAY 23
CHART 2 - 15-1	25 AUG 22
CHART 2 - 16	WEF 17 MAY 23
CHART 2 - 16-1	25 AUG 22
CHART 2 - 17	WEF 11 AUG 21
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2 - 4	2 MAY 24
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2 - 10	WEF 27 NOV 24
2 - 10-1	WEF 27 NOV 24
2 - 10-2	14 DEC 23
2 - 11	14 DEC 23
2 - 12	14 DEC 23
2 - 13	14 DEC 23
2 - 14	14 DEC 23
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CHART 2 - 3-1	11 JAN 24
CHART 2 - 4	11 JAN 24
CHART 2 - 4-1	11 JAN 24
CHART 2 - 4-2	WEF 12 JUL 23
CHART 2 - 4-3	WEF 12 JUL 23
CHART 2 - 5	11 JAN 24
CHART 2 - 5-1	11 JAN 24
CHART 2 - 6	11 JAN 24
CHART 2 - 6-1	11 JAN 24
CHART 2 - 6-2	WEF 12 JUL 23
CHART 2 - 6-3	WEF 12 JUL 23
CHART 2 - 7	11 JAN 24
CHART 2 - 7-1	11 JAN 24
CHART 2 - 8	24 AUG 23
CHART 2 - 8-1	24 AUG 23
CHART 2 - 9	24 AUG 23
CHART 2 - 9-1	24 AUG 23
CHART 2 - 10	WEF 12 JUL 23
CHART 2 - 10-1	WEF 12 JUL 23
CHART 2 - 10-2	WEF 12 JUL 23
CHART 2 - 10-3	WEF 12 JUL 23
CHART 2 - 11	24 AUG 23
CHART 2 - 11-1	24 AUG 23
CHART 2 - 12	WEF 12 JUL 23
CHART 2 - 13	WEF 27 NOV 24
CHART 2 - 13-1	11 JAN 24
CHART 2 - 14	WEF 12 JUL 23
CHART 2 - 14-1	WEF 12 JUL 23
CHART 2 - 15	WEF 27 NOV 24
CHART 2 - 15-1	11 JAN 24
CHART 2 - 16	WEF 27 NOV 24
CHART 2 - 16-1	14 DEC 23
CHART 2 - 17	14 DEC 23
CHART 2 - 17-1	14 DEC 23
CHART 2 - 18	WEF 27 NOV 24
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CHART 2 - 19	14 DEC 23
CHART 2 - 19-1	14 DEC 23
CHART 2 - 20	WEF 27 NOV 24
CHART 2 - 20-1	14 DEC 23
CHART 2 - 21	11 JAN 24
CHART 2 - 21-1	11 JAN 24
CHART 2 - 22	WEF 27 NOV 24
CHART 2 - 22-1	11 JAN 24
CHART 2 - 23	14 DEC 23
CHART 2 - 23-1	14 DEC 23
CHART 2 - 24	11 JAN 24
CHART 2 - 24-1	11 JAN 24
CHART 2 - 25	14 DEC 23
CHART 2 - 25-1	14 DEC 23
CHART 2 - 26	14 DEC 23
CHART 2 - 26-1	14 DEC 23
CHART 2 - 27	14 DEC 23
CHART 2 - 27-1	14 DEC 23
CHART 2 - 28	14 DEC 23
CHART 2 - 28-1	14 DEC 23
CHART 2 - 29	WEF 27 NOV 24
CHART 2 - 29-1	14 DEC 23
CHART 2 - 30	**29 MAY 25**
CHART 2 - 30-1	**29 MAY 25**

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2 - 2	**29 MAY 25**
2 - 3	**29 MAY 25**
2 - 4	**29 MAY 25**
2 - 5	3 APR 25
2 - 6	3 APR 25
2 - 7	**29 MAY 25**
2 - 8	**29 MAY 25**
2 - 9	24 AUG 23
2 - 10	24 AUG 23
2 - 11	**29 MAY 25**
2 - 12	**29 MAY 25**
2 - 13	27 JUN 24
2 - 14	27 JUN 24
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CHART 2 - 2	**29 MAY 25**
CHART 2 - 3	**29 MAY 25**
CHART 2 - 4	**29 MAY 25**
CHART 2 - 5	**29 MAY 25**
CHART 2 - 6	13 JAN 22
CHART 2 - 6-1	13 JAN 22
CHART 2 - 7	30 JUN 22
CHART 2 - 7-1	30 JUN 22
CHART 2 - 8	13 JAN 22
CHART 2 - 8-1	13 JAN 22
CHART 2 - 9	30 JUN 22
CHART 2 - 9-1	30 JUN 22
CHART 2 - 10	WEF 3 NOV 21
CHART 2 - 10-1	WEF 3 NOV 21
CHART 2 - 11	WEF 3 NOV 21
CHART 2 - 11-1	WEF 19 MAY 21
CHART 2 - 12	WEF 30 OCT 24
CHART 2 - 12-1	12 JAN 23
CHART 2 - 13	WEF 30 OCT 24
CHART 2 - 13-1	11 JAN 24
CHART 2 - 14	WEF 30 OCT 24
CHART 2 - 14-1	29 JUN 23
CHART 2 - 15	1 MAY 25
CHART 2 - 15-1	1 MAY 25
CHART 2 - 16	WEF 30 OCT 24
CHART 2 - 16-1	15 DEC 22
CHART 2 - 17	WEF 30 OCT 24
CHART 2 - 17-1	WEF 24 JAN 24
CHART 2 - 17-2	9 JAN 25
CHART 2 - 17-3	9 JAN 25
CHART 2 - 18	WEF 30 OCT 24
CHART 2 - 18-1	15 DEC 22
CHART 2 - 19	**29 MAY 25**
CHART 2 - 20	**29 MAY 25**

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RKSM	
2 - 1	19 SEP 24
2 - 2	19 SEP 24
2 - 3	22 AUG 24
2 - 3-1	22 AUG 24
2 - 4	**29 MAY 25**
2 - 4-1	**29 MAY 25**
2 - 5	17 MAR 16
2 - 6	WEF 9 NOV 16
2 - 7	2 JUN 22
2 - 8	2 JUN 22
2 - 9	22 AUG 24
2 - 10	22 AUG 24
2 - 11	WEF 1 DEC 21
2 - 12	WEF 8 NOV 17
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CHART 2 - 2	19 SEP 24
CHART 2 - 3	19 SEP 24
CHART 2 - 3-1	19 SEP 24
CHART 2 - 4	19 SEP 24
CHART 2 - 4-1	19 SEP 24
CHART 2 - 5	19 SEP 24
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CHART 2 - 7-1	19 SEP 24
CHART 2 - 8	19 SEP 24
CHART 2 - 8-1	19 SEP 24
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CHART 2 - 9-1	19 SEP 24
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CHART 2 - 10-1	19 SEP 24
CHART 2 - 11	19 SEP 24
CHART 2 - 11-1	19 SEP 24
CHART 2 - 12	19 SEP 24
CHART 2 - 12-1	19 SEP 24
CHART 2 - 13	19 SEP 24
CHART 2 - 13-1	19 SEP 24
CHART 2 - 14	19 SEP 24
CHART 2 - 14-1	19 SEP 24
CHART 2 - 15	19 SEP 24
CHART 2 - 15-1	19 SEP 24
CHART 2 - 16	19 SEP 24
CHART 2 - 16-1	19 SEP 24
CHART 2 - 17	19 SEP 24
CHART 2 - 17-1	19 SEP 24
CHART 2 - 18	19 SEP 24
CHART 2 - 18-1	19 SEP 24
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

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RKSM	
CHART 2 - 23	19 SEP 24
CHART 2 - 23-1	19 SEP 24
CHART 2 - 24	19 SEP 24
CHART 2 - 24-1	19 SEP 24
CHART 2 - 25	19 SEP 24
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CHART 2 - 26	19 SEP 24
CHART 2 - 26-1	19 SEP 24
CHART 2 - 27	19 SEP 24
CHART 2 - 27-1	19 SEP 24
CHART 2 - 28	19 SEP 24
CHART 2 - 28-1	19 SEP 24
CHART 2 - 29	19 SEP 24
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CHART 2 - 30	19 SEP 24
CHART 2 - 30-1	19 SEP 24
CHART 2 - 31	19 SEP 24
CHART 2 - 31-1	19 SEP 24
CHART 2 - 32	19 SEP 24
CHART 2 - 32-1	19 SEP 24
CHART 2 - 33	19 SEP 24
CHART 2 - 33-1	19 SEP 24
CHART 2 - 34	19 SEP 24
CHART 2 - 34-1	19 SEP 24
CHART 2 - 35	19 SEP 24
CHART 2 - 35-1	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	**29 MAY 25**	2 - 3	8 FEB 24
2 - 4	2 MAY 24	2 - 4	**29 MAY 25**	2 - 4	8 FEB 24
2 - 5	**29 MAY 25**	2 - 5	2 MAY 24	2 - 5	**29 MAY 25**
2 - 6	**29 MAY 25**	2 - 6	2 MAY 24	2 - 6	**29 MAY 25**
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		
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GEN 2. TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS

1. 측정단위

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

1. Units of measurement

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

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

2. 시간 참조 기준

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

2. Temporal reference system

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

3. 수평 참조 기준

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

3. Horizontal reference system

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

3.2 투영법은 램버트정각원추도법을 사용한다.

3.2 Lambert Conformal Conic Projection is used.

3.3 적용지역은 인천비행정보구역으로 한다.

3.3 Area of application is Incheon FIR.

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

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

4. 수직 참조 기준

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

4. Vertical reference system

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

5. 항공기 국적 및 등록기호

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

5. Aircraft nationality and registration marks

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

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

6. 공휴일

6. Public holidays

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

Change : Information of public holidays.

PART 2 - EN-ROUTE (ENR)

ENR 0

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Change : Page control.

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ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION

1. 항공교통업무 공역의 분류

1.1 대한민국 내 항공교통업무공역의 등급은 A, B, C, D, E 및 G 등급으로 구분·지정된다.

1.2 관제공역에 근접해 있거나 ATS 항공로를 통과하는 군용기는 항공교통절차 및 비행절차 그리고 공역에 관한 규칙에 따라 운항하지 않을 수도 있다.

2. 항공교통업무 공역 등급 설명

2.1 A 등급 - 관제공역

가. 정의
인천비행정보구역(FIR) 내의 평균해면 20 000 피트 초과 평균해면 60 000 피트 이하의 항공로(Airways)로서 국토교통부장관이 공고한 공역이다.

나. 비행요건
국토교통부장관의 허가가 없는 한 계기비행규칙(IFR)에 의하여 비행하여야 하며, 조종사는 계기비행면허/자격을 소지하여야 한다.

다. 무선설비
A등급 공역을 비행하고자 하는 항공기는 국토교통부장관이 별도로 허가하지 않는 한, 항공안전법 시행규칙 제107조의 규정에 의한 무선설비를 구비해야 한다. 다만 군용기에 대해서는 동조 적용을 잠정 유보한다.

라. 항공기 분리
모든 항공기간에 분리업무가 제공된다.

마. 제공 업무
모든 항공기에게 항공교통관제(ATC) 업무가 제공된다.

바. 비행절차
항공기 조종사는 A등급 공역 진입 전에 인천/대구 ACC와 무선교신을 하고 ATC 허가를 받아야 하며, A등급 공역에 머무는 동안에는 계속 무선교신을 유지하여야 한다. 다만 한국군 소속 VFR 항공기가 A등급 공역 항공로를 통과할 때에는, A등급 공역절차를 준수하는 대신 관계기관간 합의서에 명시된 비행정보 통보절차에 의한다.

2.2 B 등급 - 관제공역

가. 정의
인천비행정보구역(FIR)중 계기비행 항공기의 운항이나 승객 수송이 특별히 많은 공항/비행장(이하 “공항”으로 한다)으로 관제탑이 운용되고 레이다 접근관제업무가 제공되는 공항주변의 공역으로서 국토교통부장관이 공고한 공역이다.

1. Air Traffic Services Airspace Classification

1.1 ATS Airspaces in the Republic of Korea are classified and designated as A, B, C, D, E and G.

1.2 Military aircraft in controlled airspace nearby or crossing ATS airways and routes may not be operating in accordance with an air traffic clearances and/or flying procedures and rules for the airspace.

2. ATS Airspace Description

2.1 Class A - Controlled Airspace

a. Definition
All airways above FL 200 up to and including FL 600 within Incheon FIR that are designated by the Minister of Land, Infrastructure and Transport.

b. Operating Rules and Pilot Requirements
Unless otherwise authorized by the Minister of Land, Infrastructure and Transport, all pilots must operate their aircraft under IFR and hold instrument certificates and ratings.

c. Equipment Requirements
Unless otherwise authorized by the Minister of Land, Infrastructure and Transport, aircraft must be equipped with radio equipment prescribed by Article 107 of Enforcement Rules of the Aviation Safety Act to operate in Class A Airspace. Application of this Equipment Requirement is temporarily waived for military aircraft.

d. Separation Provided
IFR separation is provided to all aircraft.

e. Service Provided
Air Traffic Control service is provided to all aircraft.

f. Flight Procedures
The pilot must contact Incheon/Daegu ACC on the appropriate frequency prior to entering Class A Airspace and obtain an ATC clearance and thereafter maintain communications with ATC continuously while in Class A Airspace.
Military VFR aircraft of Republic of Korea will observe the Flight Information Notification procedures specified on the Letter of Agreement between the facilities concerned instead of following Class A airspace flight procedures, when the aircraft transit an airway of Class A airspace.

2.2 Class B - Controlled Airspace

a. Definition
Generally, that airspace surrounding the nation's busiest airports/airbase (hereinafter referred to as airports) in terms of IFR operations or passenger transportation that have operational control towers and radar approach control; and designated by the Ministry of Land, Infrastructure and Transport within Incheon FIR.

Change : Amended phrase for flight procedures.

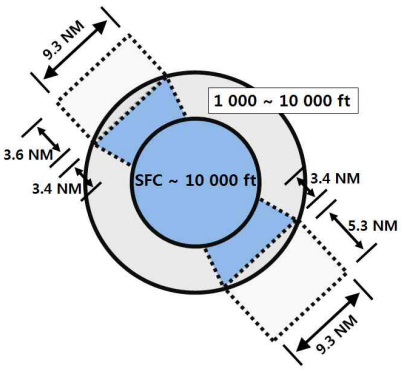
인천공항
공역의 크기는 공항반경 5 NM(9.3 km)과 북쪽으로 373156N 1261525E - 373721N 1262500E - 373241N 1262713E - 372852N 1262003E - 373156N 1261525E, 남쪽으로 372247N 1262526E – 372654N 1263222E – 372339N 1263710E – 371815N 1262736E – 372247N 1262526E로 구성된 공역으로 지표면으로부터 평균해면 10 000피트 이하, 위의 공역을 제외한 공항반경 5 NM(9.3 km)에서 10 NM(18.5 km)과 북쪽으로 373454N 1261246E – 374019N 1262221E – 373721N 1262500E – 373156N 1261525E – 373454N 1261246E, 남쪽으로 371815N 1262736E – 372339N 1263710E – 371917N 1264102E – 371353N 1263128E – 371815N 1262736E로 구성된 공역으로 공항표고 1 000 피트에서부터 평균해면 10 000 피트 이하, 공항반경 10 NM(18.5 km)에서 20 NM(37 km)이내 공역은 공항표고 5 000 피트에서부터 평균해면 10 000 피트까지의 공역이다.

Incheon Airport
The airspace consists of a 5 NM(9.3 km) radius of 372745N 1262621E including areas which are extended northbound from 373156N 1261525E - 373721N 1262500E - 373241N 1262713E - 372852N 1262003E - 373156N 1261525E and southbound from 372247N 1262526E – 372654N 1263222E – 372339N 1263710E – 371815N 1262736E – 372247N 1262526E area that extends from the surface up to and including 10 000 ft AMSL, and 10 NM(18.5 km) radius of 372745N 1262621E including areas which are extended northbound from 373454N 1261246E – 374019N 1262221E – 373721N 1262500E - 373156N 1261525E – 373454N 1261246E and southbound from 371815N 1262736E – 372339N 1263710E – 371917N 1264102E – 371353N 1263128E – 371815N 1262736E area that extends from 1 000 ft above the airport elevation up to and including 10 000 ft AMSL, and a 20 NM(37 km) radius shelf area that extends from 5 000 ft above the airport elevation up to and including 10 000 ft AMSL.

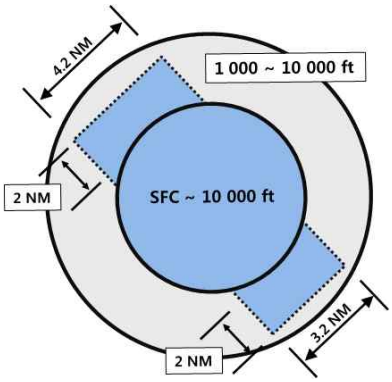
김포공항
공역의 크기는 공항반경 5 NM(9.3 km)과 북쪽으로 373646N 1263926E - 373944N 1264310E - 373803N 1264518E - 373458N 1264142E – 373646N 1263926E, 남쪽으로 372840N 1264938E – 373036N 1265252E – 372907N 1265444E – 372652N 1265153E – 372840N 1264938E로 구성된 공역으로 지표면으로부터 평균해면 10 000 피트이하, 공항반경 5 NM(9.3 km)에서 10 NM (18.5 km)이내 공역은 공항표고 1 000피트에서부터 평균해면 10 000피트 이하, 공항반경10 NM(18.5 km)에서 20 NM (37 km)이내 공역은 공항표고 5 000 피트에서부터 평균해면 10 000 피트까지의 공역이다.

Gimpo Airport
The airspace consists of a 5 NM radius of 373325N 1264751E including areas which are extended northbound from 373646N 1263926E - 373944N 1264310E - 373803N 1264518E - 373458N 1264142E – 373646N 1263926E, and southbound from 372840N 1264938E – 373036N 1265252E – 372907N 1265444E – 372652N 1265153E – 372840N 1264938E area that extends from the surface up to and including 10 000 ft AMSL, and a 10 NM(18.5 km) radius shelf area that extends from 1 000 ft above the airport elevation up to and including 10 000 ft AMSL, and a 20 NM(37 km) radius shelf area that extends from 5 000 ft above the airport elevation up to and including 10 000 ft AMSL.

Incheon Airport Class B airspace



Gimpo Airport Class B airspace



제주공항
공역의 크기는 비행장표점 반경 5 NM로 구성된 공역으로 지표면으로부터 평균해면 10 000 피트 이하, 그리고 332635N 1262614E에서 비행장표점 반경 5 NM을 따라 시계방향으로 333048N 1263532E ~ 333051N 1264131E에서 비행장표점 반경 10NM을 따라 반시계방향으로 332225N 1262255E ~ 332635N 1262614E로 구성된 공역으로 평균해면 1 000 피트 이상 10 000 피트 이하, 그리고 332225N 1262255E에서 공항반경 10 NM을 따라 시계방향으로 333051N 1264131E ~ 333057N 1265328E에서 공항반경 20 NM을 따라 반시계방향으로 331405N 1261618E ~ 332225N 1262255E로 구성된 공역으로 평균해면 2 000 피트 이상 10 000 피트 이하까지의 공역이다.

Jeju Airport
The airspace consists of a 5 NM radius of RKPC ARP (333044N 1262934E) area that extends from the surface up to and including 10 000 ft AMSL, and 332635N 1262614E ~ A clockwise arc, radius 5 NM centered on ARP ~ 333048N 1263532E ~ 333051N 1264131E ~ A counterclockwise arc, radius 10 NM centered on ARP ~ 332225N 1262255E ~ 332635N 1262614E areas that extend from 1 000 ft AMSL up to and including 10 000 ft AMSL, and 332225N 1262255E ~ Clockwise arc, radius 10 NM centered on ARP ~ 333051N 1264131E ~ 333057N 1265328E ~ A counterclockwise arc, radius 20 NM centered on ARP ~ 331405N 1261618E ~ 332225N 1262255E area that extends from 2 000 ft AMSL up to and including 10 000 ft AMSL.

ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS

1. Other activities of a dangerous nature

Civil Aircraft Training Area (CATA)

Lateral limits coordinates	*Vertical limits*	*Advisory measures*	*Authority responsible for INFO*	*Remarks Time for ACT*
1	2	3	4	5
CATA 1 ULLEUNG ISLAND 382502N 1301000E - 382400N 1311108E 381400N 1311100E - 374700N 1301000E 382502N 1301000E	FL 420 8 000 ft AMSL			2100-1300 UTC
CATA 2 JEJU ISLAND 340011N 1245953E - 340011N 1254953E - 331512N 1254953E - 331512N 1245953E - 340011N 1245953E	FL 420 6 000 ft AMSL			2100-1300 UTC (by NOTAM)
CATA 3 JEJU ISLAND 332800N 1263900E - 332700N 1265200E - 330800N 1270600E - 330200N 1270000E - 330200N 1264400E - 330500N 1264400E - 330500N 1263000E - 332800N 1263900E	7 000 ft AMSL SFC			2100-1300 UTC
CATA 4A GOCHANG 352511N 1262953E - 352511N 1263953E - 352211N 1263953E - 351011N 1262453E - 351011N 1261453E - 351311N 1261453E 352511N 1262953E	7 000 ft AMSL 1 000 ft AGL			HJ (by NOTAM)
CATA 4B GOCHANG 351011N 1262453E - 352211N 1263953E - 351011N 1263953E - 351011N 1262453E	3 500 ft AMSL 1 000 ft AGL			HJ (by NOTAM)
CATA 5 YEONGGWANG 353011N 1255953E - 353011N 1261953E - 351811N 1261953E - 351811N 1255953E - 353011N 1255953E	7 000 ft AMSL 1 000 ft AGL			HJ (by NOTAM)
CATA 6 JEDONG 331500N 1261800E - 331500N 1263400E - 330500N 1263000E - 330200N 1263000E - 330200N 1261800E - 331500N 1261800E	7 000 ft AMSL 4 000 ft AMSL			2100-1300 UTC
CATA 7L ULJIN 365000N 1292607E - 365000N 1295052E- 363000N 1295052E - 363000N 1292607E- 365000N 1292607E	2 500 ft AGL SFC			H24
CATA 7H ULJIN 365000N 1292607E - 365000N 1295052E- 363000N 1295052E - 363000N 1292607E- 365000N 1292607E	5 000 ft AMSL 2 500 ft AGL			by NOTAM

Permanently sited lasers and light beams

Lateral limits coordinates	*Vertical limits*	*Advisory measures*	*Authority responsible for INFO*	*Remarks*
1	2	3	4	5
Gwangan Bridge Circle with radius of 15 NM centered on 350845N 1290743E	4 000 ft AMSL SFC	1) Horizontal scan range : BTN 295 DEG and Clockwise 320 DEG Vertical scan range : BTN 0 DEG and 5 DEG 2) Color : Green, Red, Blue 3) Power : 6 W 4) The beam is bright enough to cause a distraction interfering with critical task performance within a vertical distance of 4 000 ft and horizontal distance of 8 NM from laser source.		**Daily 1130-1140, 1230-1240, 1330-1340 UTC**
Satellite Laser Ranging system operation, at **SEJONG** 363115.6N 1271810.5E	UNL	Research laser operation using a Satellite Laser Ranging system for determining the precise orbits of satellites passing over SOUTH KOREA. 1) Horizontal scan range : BTN 000 DEG and 360 DEG Vertical scan range : BTN 023 DEG and 087 DEG 2) Satellite Laser Ranging : ND:YAG 3) Wave length : 532 NM 4) Max energy per pulse : 2.85 mJ 5) Max repetition rate(frequency) : 2000 Hz 6) Pulse width : 50 ps @ 532 NM 7) Beam divergence angle : 5 - 200 arcsec 8) The Laser Hazard Reduction System (LHRS) : The installed LHRS provides a means of detecting aircraft before they intersect a transmitted laser beam. **Upon detecting an aircraft by the radar, the LHRS provides a signal so that laser beam be blocked to transmit.**	**KASI** (Korea Astronomy and Space Science Institute) TEL : 042-865-2188, 042-865-3235 010-9825-1268	**H24**
Busan Gyeongnam Lets run Park Circle with radius of 1 NM centered on 350917.70N 1285227.93E	100 ft AMSL SFC	1) Horizontal scan range : BTN 065 DEG and Clockwise 095 DEG Vertical scan range : BTN 0 DEG and Downward 5 DEG 2) Color : Green, Red, Blue 3) Power : 8 W 4) The beam is bright enough to cause a distraction interfering with critical task performance within a vertical distance of 100 ft and horizontal distance of 1 NM from laser source.		**Daily 1100-1112, 1200-1212, 1300-1312, 1400-1412 UTC**
Satellite Laser Ranging system operation, at **GEOCHANG-GUN** 353524.5N 1275511.7E	UNL	Research laser(0.9 W/40 W) operation using a Satellite Laser Ranging system for determining the precise orbits of satellites, space debris passing over SOUTH KOREA. 1) Horizontal scan range : BTN 000 DEG and 360 DEG Vertical scan range : BTN 020 DEG and 087 DEG 2) Satellite Laser Ranging : ND:YAG 3) Wave length : 532 NM, 1 064 NM 4) Max energy per pulse : 15 mJ / 4 J 5) Max repetition rate(frequency) : 60 Hz / 10 Hz 6) Pulse width : 20 ps / 1 000 ps 7) Beam divergence angle : 6.6 arcsec 8) The Laser Hazard Reduction System (LHRS) : The installed LHRS provides a means of detecting aircraft before they intersect a transmitted laser beam. Upon detecting an aircraft by the radar, the LHRS provides a signal so that laser beam be blocked to transmit.	**KASI** (Korea Astronomy and Space Science Institute) TEL : 070-7703-0309 042-865-3235 010-2620-7472	**H24**

Change : Information of satellite laser ranging system operation at Geochang-gun.

PART 3 - AERODROMES (AD)

AD 0

AD 0.6 TABLE OF CONTENTS TO PART 3

AD 0.

AD 0.1 PREFACE - Not applicable

AD 0.2 RECORD OF AIP AMENDMENT - Not applicable

AD 0.3 RECORD OF AIP SUPPLEMENT - Not applicable

AD 0.4 CHECKLIST OF AIP PAGES - Not applicable

AD 0.5 LIST OF HAND AMENDMENT TO THE AIP - Not applicable

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AD 1.1 Aerodrome availability and conditions of use ..... AD 1.1 - 1

AD 1.2 Rescue and fire fighting services, snow plan, runway surface condition assessment and reporting ..... AD 1.2 - 1

AD 1.3 Index to aerodromes ..... AD 1.3 - 1

AD 1.4 Grouping of aerodromes ..... AD 1.4 - 1

AD 1.5 Status of certification of aerodrome ..... AD 1.5 - 1

AD 2. AERODROMES

VOLUME 2.

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RKSS(Gimpo) ..... RKSS AD 2 - 1

RKPC(Jeju) ..... RKPC AD 2 - 1

RKPK(Gimhae) ..... RKPK AD 2 - 1

RKTU(Cheongju) ..... RKTU AD 2 - 1

RKNY(Yangyang) ..... RKNY AD 2 - 1

VOLUME 3.

RKTN(Daegu) ..... RKTN AD 2 - 1

RKJB(Muan) ..... RKJB AD 2 - 1

RKJJ(Gwangju) ..... RKJJ AD 2 - 1

RKJK(Gunsan) ..... RKJK AD 2 - 1

RKJY(Yeosu) ..... RKJY AD 2 - 1

RKNW(Wonju) ..... RKNW AD 2 - 1

RKPS(Sacheon) ..... RKPS AD 2 - 1

RKPU(Ulsan) ..... RKPU AD 2 - 1

RKSM(Seoul) ..... RKSM AD 2 - 1

RKTH(Pohang Gyeongju) ..... RKTH AD 2 - 1

RKTL(Uljin) ..... RKTL AD 2 - 1

RKPD(Jeongseok) ..... RKPD AD 2 - 1

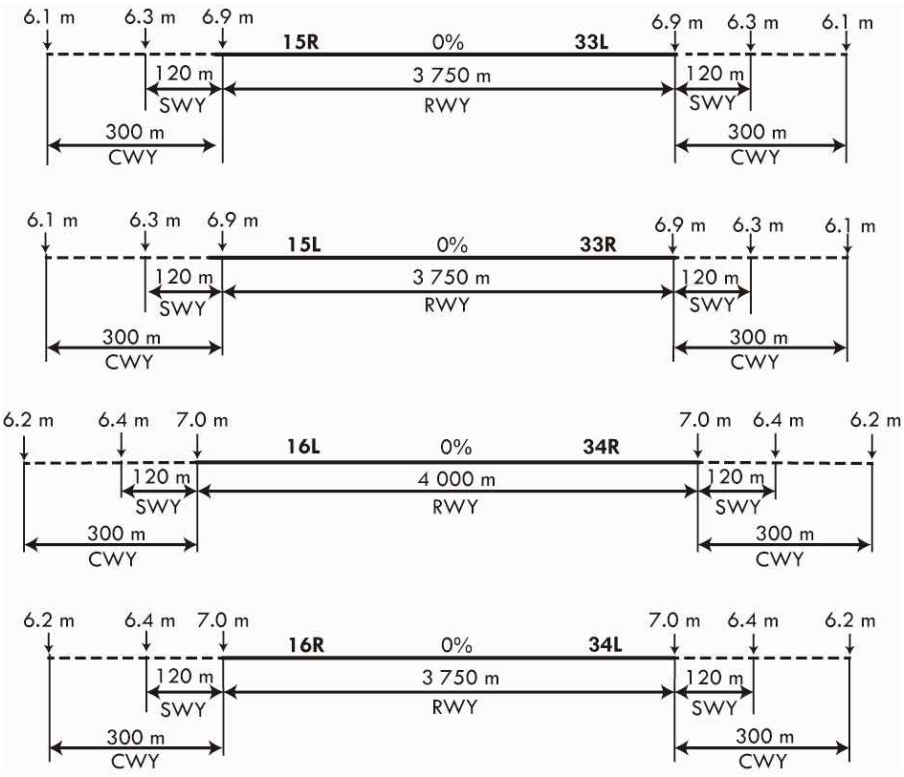
Change : Amended phrase(pohang → pohang gyeongju).

INTENTIONALLY

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7. Slope of RWY-SWY



Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)	Location & description of arresting system	OFZ	Remarks
1	8	9	10	11	12	13	14
15L 33R	120 × 60 120 × 60	300 × 150 300 × 150	4 110 × 300	240 × 150 240 × 150	NIL	Conforms to the standards specified in Annex 14, Chapter 4.	The surface of RWY 15R/33L, 15L/33R, 16L/34R, 16R/34L and Rapid exit taxiways are grooved.
15R 33L	120 × 60 120 × 60	300 × 150 300 × 150	4 110 × 300	240 × 150 240 × 150	NIL		
16L 34R	120 × 60 120 × 60	300 × 150 300 × 150	4 360 x 300	240 × 150 240 × 150	NIL		
16R 34L	120 × 60 120 × 60	300 × 150 300 × 150	4 110 × 300	240 × 150 240 × 150	NIL		

※ Scheduled Preventive Maintenance Time

- 16R/34L : Every 3 days from the 1st day of the month(1500-1900 UTC) (for example May 1, 4, 7, 10... etc.)
- 15R/33L and 15L/33R : Every 3 days from the 2nd day of the month(1500-1900 UTC) (for example May 2, 5, 8, 11... etc.)
- 16L/34R : Every 3 days from the 3rd day of the month(1500-1900 UTC) (for example May 3, 6, 9, 12... etc.)
  - During the Scheduled Preventive Maintenance Time Take-offs and landings are prohibited. But, ground maneuvering is allowed under ATC instructions.
  - A 30 minutes prior request is required to use the closed runway for take-offs and landings.

Change : Amended column of table.

RKSI AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
15R	**3 750**	**4 050**	**3 870**	**3 750**	NIL
15R	3 560	3 860	3 680	-	Take-off from intersection at TWY B6*
15R	3 000	3 300	3 120	-	Take-off from intersection at TWY K*
15R	2 550	2 850	2 670	-	Take-off from intersection at TWY B5
15R	2 250	2 550	2 370	-	Take-off from intersection at TWY B4
15R	2 460	2 760	2 580	-	Take-off from intersection at TWY C8
33L	**3 750**	**4 050**	**3 870**	**3 750**	NIL
33L	3 560	3 860	3 680	-	Take-off from intersection at TWY B1*
33L	3 000	3 300	3 120	-	Take-off from intersection at TWY J*
33L	2 550	2 850	2 670	-	Take-off from intersection at TWY B2
33L	2 250	2 550	2 370	-	Take-off from intersection at TWY B3
33L	2 520	2 820	2 640	-	Take-off from intersection at TWY C3
15L	**3 750**	**4 050**	**3 870**	**3 750**	NIL
15L	3 000	3 300	3 120	-	Take-off from intersection at TWY K*
15L	2 550	2 850	2 670	-	Take-off from intersection at TWY D6**
33R	**3 750**	**4 050**	**3 870**	**3 750**	NIL
33R	3 000	3 300	3 120	-	Take-off from intersection at TWY J*
33R	2 550	2 850	2 670	-	Take-off from intersection at TWY D1

2.8 Taxi and Ground Movement Procedures for North Apron

1. Aircraft waiting on N1-A, N1-B for deicing or for other purposes should stop at the stop line, and a marshal should maintain radio communication with ATC.

2. Standard taxi procedures for north apron

Unless otherwise cleared by ATC, taxi into and out of north apron as follows;

〔Caution〕 While taxiing to/from the International Terminal via P4 or P5, pilots should look out for other aircraft that might be holding on taxiway N1, N2, N3 and NY in order to avoid collision risk.

a. Departure

1) Aircraft stands from NR. 31 to 39, NR. 201 to 209 proceed to "P" TWY via "P4" TWY.
2) Aircraft stands from NR. 221 to 231 proceed to "P" TWY via “N2” and "P4" TWY.
3) Aircraft stands from NR. 232 to 241 proceed to "P" TWY via “N3” and "P4" TWY.
4) Aircraft stands from NR. 304 to 307 proceed to "P" TWY via “N3” and "P4" TWY.

b. Arrival

1) Aircraft stands from NR. 201 to 209, NR. 221 to 241 proceed to aircraft stand via "P" and "P5" TWY.
2) Aircraft stands from NR. 31 to 34 proceed to aircraft stand via "P", "P5" and "N2" TWY.
3) Aircraft stands from NR. 35 to 39 proceed to aircraft stand via "P", "P5" and "N3" TWY.
4) Aircraft stands from NR. 304 to 307 proceed to aircraft stand via "P", "P5" and "N3" TWY.

2.9 Taxi and Ground Movement Procedures for West Apron

1. All aircraft within the west apron shall be operated in accordance with the following conditions.

a. An aircraft operating on the west apron shall not taxi, push-back or tow unless prior authorization has been obtained from Gimpo Apron.

b. Pilot shall contact Gimpo APN to request engine start-up and provide the following :

1) Call sign
2) Stand number
3) Intention(Departure, Run-up, Maintenance, etc.)
4) Flight path(South or RWY cross, etc.)
5) In case of special missions(emergency, search and rescue, etc.), provide relevant information.

c. Pilot shall contact Gimpo APN (for Arrival) and provide following :

1) Call sign
2) Present position
3) Assigned stand number

d. Park at appropriate stands considering aircraft dimensions specified herein, all aircraft must be parked within the aircraft stand safety lines.
Refer to the AIRCRAFT PARKING/DOCKING CHART ICAO for the details.

e. Wheeled helicopters are restricted to ground taxi only.

f. When any adjacent stand is occupied, power driven turn of aircraft at the stand is prohibited.

g. All stands are restricted to start-up only, and all engine run-up must be performed in designated area only.

h. Fixed-wing aircraft must be tied down when parking.

i. For helicopters, before commencing movement with self-power at stands(NR. 922, 923) adjacent to fixed-wing stand, be sure that fixed-wing aircraft is tied down.

2. Standard Taxi Procedures

Unless otherwise cleared by ATC, the taxi procedures of the aircraft within the Apron are as follows.

a. Departure

1) Fixed-wing aircraft

a) stand → "S" taxilane → TWY "W1" or "W2" → RWY
b) stand → "T" taxilane → TWY "W2" → RWY

2) For helicopter, proceed from the stand to H3 or H4 via "S" taxilane.

b. Arrival

1) Fixed-wing aircraft

a) RWY → TWY "W1" → "S" taxilane → TWY "W2" → "T" taxilane → stand
b) RWY → TWY "W2" → "T" taxilane → stand

2) For helicopter, after landing at H3 or H4, proceed to the stand via "S" taxilane.

3. Radio Communication Procedures

Unless otherwise instructed by ATC, all aircraft should change radio frequency as follows.

a. Departure

1) Fixed-wing aircraft shall contact Gimpo Apron(130.875 MHz) on the stand before taxiing and will normally be transferred to Gimpo Tower(118.1 MHz) manually prior to entering TWY "W1" or "W2" for take off.
2) Helicopters shall contact Gimpo Apron(130.875 MHz) on the stand for taxiing and will normally be transferred to Gimpo Tower(118.1 MHz) manually prior to entering "H3" or "H4" for take-off.

b. Arrival

1) Fixed-wing aircraft will normally be transferred from Gimpo Tower(118.1 MHz) to Gimpo Apron(130.875 MHz) manually just after entering "W1" or "W2" TWY for ground taxi.
2) Helicopters will normally be transferred from Gimpo Tower(118.1 MHz) to Gimpo Apron(130.875 MHz) manually prior to entering the taxilane "S" for taxiing, after landing "H3" or "H4".

4. The use of RUN-UP PAD

a. Hour of Operation : Available between 30 minutes after sunrise and 30 minutes before sunset.
b. The use of RUN-UP PAD may be permitted only under prior approval obtained from Gimpo APN.
c. A continuous communication with Gimpo APN shall be maintained while using RUN-UP PAD.
d. No maintenance is permitted on RUN-UP PAD(except compulsory maintenance during RUN-UP).
e. Hover check is not available over RUN-UP PAD.
(But hover check at H3 or H4 will be available under ATC permission below 50 ft.)

5. Restrictions

a. Any helicopter is not allowed to taxi on Taxiway "W2" and taxilane "T".
b. Any helicopter must follow the regular operating hours(within 1 HR/MAX) when using spot NR. 908-2 and spot NR. 909. Layover is not permitted.
c. Any helicopter which are not registered in Gimpo INTL Airport are not allowed to park more than 30 minutes when using ACFT stand NR. 912. Layover is not permitted on the stand.

2.10 The code letter "F" aircraft operating procedures for the usage of the alternate airport(RKSS)

1. Taxiing procedures to and from ACFT stands NR. 121F and 123F for both standard and low visibility operations are as follows :

a. Departure (Refer to RKSS AD 2-20, 2-21, 2-22)

RWY 14R - 121F/123F → P1 → P → G2 → G1
RWY 32L - 121F/123F → P1 → P → B2 → B1

b. Arrival (Refer to RKSS AD 2-20, 2-21, 2-22)

RWY 14R - B1 → B2 → P → P1 → 121F/123F
RWY 32L - G1 → G2 → P → P1 → 121F/123F

2. Restriction

a. Any aircraft shall not enter TWY "N1(N1-A, N1-B)", while "F" aircraft is occupying "P" TWY.
b. "F" aircraft requires Follow me car service and shall comply with the taxi speed limit 17 kt or less when taxi on part of "P" TWY from "P6" to "F2".
c. Push-back restriction on ACFT stand NR. 121F : Nose-gear cannot cross over intermediate holding position marking on TWY "R" behind the ACFT stand NR. 123.
d. Push-back restriction on ACFT stand NR. 123F : Nose-gear cannot cross over intermediate holding position marking on TWY "R" behind the ACFT stand NR. 122.
e. The aircraft, the code letter "F", are not able to take-off or land on RWY 14L/32R.

Change : Information of the code letter "F" aircraft operating procedures.

b. These speed restrictions are essential for smooth and safe operations at high traffic loads. If an aircraft does not comply with these speed instructions, the aircraft may have to be excluded from the planned approach sequence.

c. When ATC use “RESUME NORMAL SPEED“ RTF phraseology, it means that the previously issued speed restriction by ATC is cancelled and a pilot can resume an aircraft’s preferred speed. Pilot shall note that it does not mean the removal of MAX 250 kt IAS with in SEOUL TMA.

1.3 Fuel Dumping Area
Fuel Dumping Area is established within SEOUL TMA as follows.

1. AREA : A circle with a radius of 5 NM centered on R 264 NCN/D22, R 278 SEL/D45

2. ALTITUDE : At or above 6 000 ft

3. Area/altitude may be changed by pilot request, traffic condition or any other safety reason.

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

1. Ceiling : at or above 1 000 ft (reported weather by the airport)

2. Visibility : not less than 5 km (3 SM)

3. Circuit : west pattern only

1.5 Use of SID / STAR

1. Pilot shall note that adherence to SID / STAR level restrictions are critical for aircraft separation in SEOUL TMA. For ATC separation, pilots are strongly encouraged to check whether he or she can comply with level restrictions of SID(before airborne) / STAR(before passing subsequent waypoint) or not.

2. If unable to comply with any restrictions depicted on SID or STAR, pilot shall notify ATC as early as possible.

3. To eliminate safety risk due to a mismatch between ATC and pilot expectations, ATC will provide aircraft with explicit indications with regard to what is expected in terms of speed and level at all times using “CANCEL (LEVEL/SPEED) RESTRICTIONS” or “COMPLY WITH (LEVEL/SPEED) RESTRICTIONS” RTF phraseology.

1.5.1 Assignment of Standard Instrument Departure(SID)

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

1.5.2 Assignment of Standard Terminal Arrival(STAR)

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

1.6 Initial Radio Call Procedures with SEOUL APPROACH

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

   e.g.) “Seoul Approach, ABC123, Boeing 738, information ‘A’.”

2. When instructed to "MONITOR or STAND BY FOR", pilot shall Squawk IDENT and keep silent until ATC initiate call.

1.7 Missed approach procedure when ground navigation aid is unserviceable.

1. If able to follow published procedure using the suitable RNAV system with GPS or DME/DME/IRU, follow as published.

2. If unable to follow as published, missed approach procedure is established as follows. Pilot should report to ATC about heading/altitude when going around.

   a. RWY 14L/R : Climb to 4 000 ft, fly runway heading then radar vector.
   b. RWY 32L/R : Climb to 4 000 ft, fly runway heading then radar vector.

3. If ATC issue another heading/altitude, follow ATC’s instruction when going around.

2. VFR

2.1 VFR PROCEDURE

1. VFR Weather minima

   a. Ground Visibility : Not less than 5 km
   b. Ceiling : at or above 450 m (1 500 ft)
   ※ School and Training Flights
   Ceiling : at or above 610 m(2 000 ft)

2. VFR Traffic Circuit : Refer to Page RKSS AD 2-29

3. VFR Reporting point : Refer to Page RKSS AD 2-30

4. VFR Circuit Altitude

   a. Helicopter : 1 000 ft
   b. Fixed Wing : 1 000 ft

5. VFR Flight procedure

   a. VFR aircraft shall maintain two way radio communication and get permission prior to entering Class B airspace from Seoul Approach Control except
      1) when landing and departing within Gimpo Control Zone via VFR reporting points.
      2) for transiting through Gimpo Control Zone.
   b. VFR Aircraft shall pass "K" at or above 2 000 ft unless otherwise when cleared or instructed by ATC or when necessary for safety or hazardous in-flight weather condition.
   c. Aircraft is required to use traffic circuit for each runway in use.
   d. "F" and "W" are radio transfer points between Gimpo and Incheon control zone.
   e. As practical as possible, pilot should avoid congested areas, hospitals and schools.

6. Fixed Wing VFR Procedures

   Departure

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

   Arrival

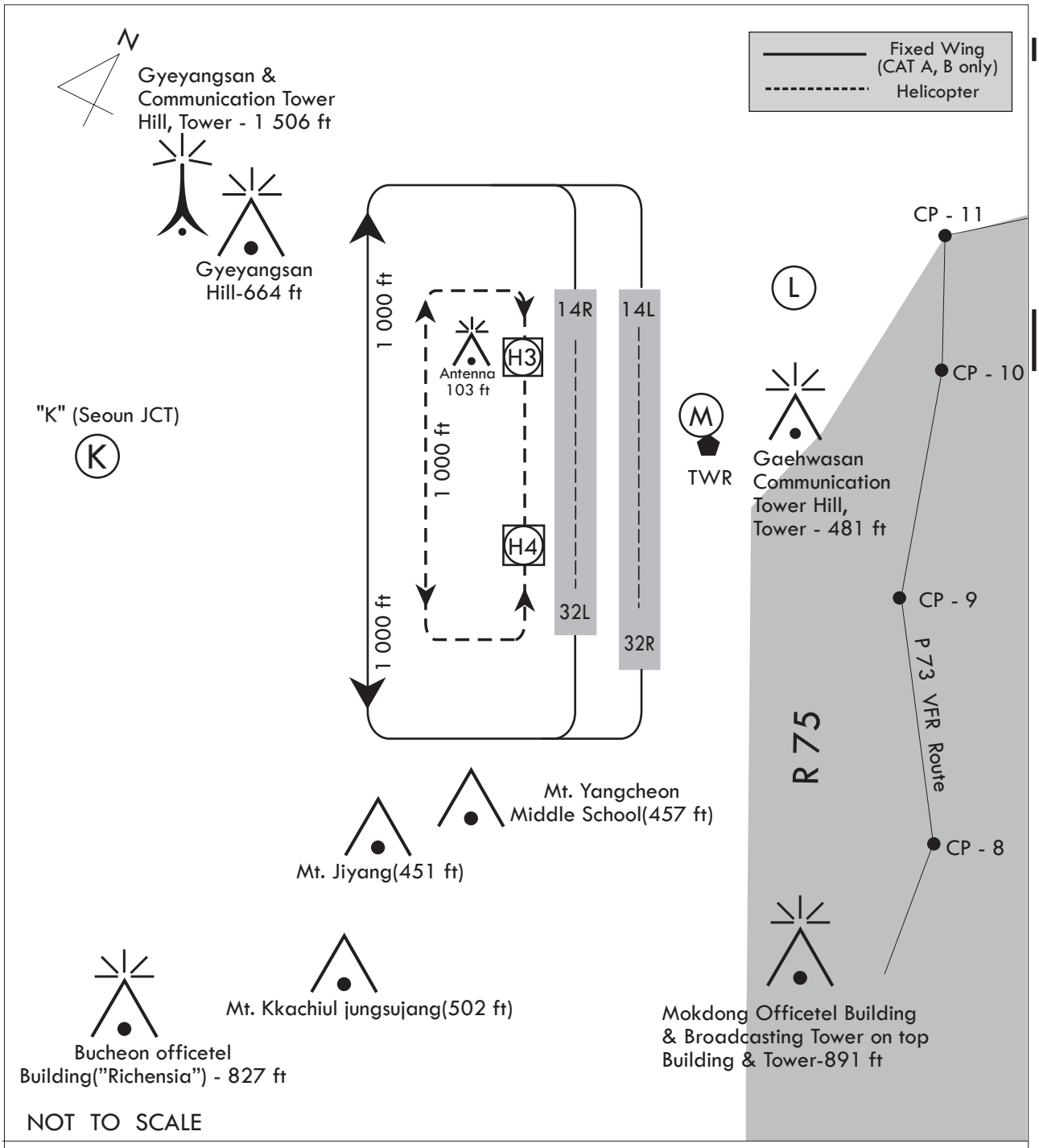
   a. Inbound from SOUTH : Proceed to K via a VFR reporting point or as instructed by ATC, then fly the following route. Cross K at or above 3 000 ft;
      1) When RWY 14 in use : Enter into the right-hand pattern at 1 000 ft then land on RWY 14L/R as instructed by ATC.
      2) When RWY 32 in use : Enter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

   Holding

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

Change : Amended phrase(conventional → fixed wing).

VFR Traffic Circuits - Gimpo INTL Airport

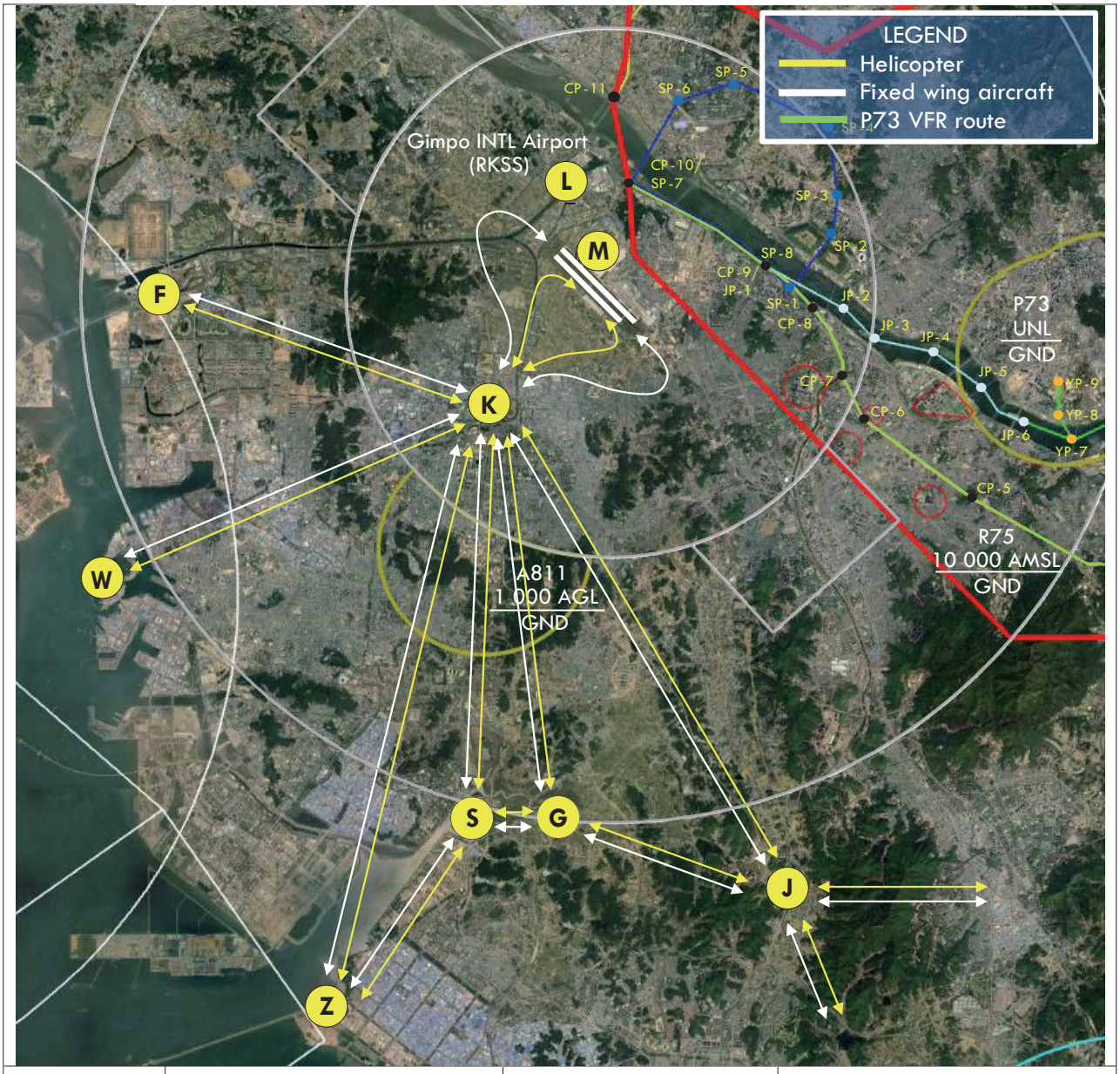


Note

1. Obstacle protected areas for these traffic patterns conform with the areas at the ENR 1.5 Holding, Approach and Departure Procedures' 2.4 PANS-OPS Visual Manoeuvering Areas.
2. All Helicopters (VFR or SVFR) Arriving and departing at H3 in Gimpo Airport should avoid the HF antenna(103 ft).
3. When a helicopter holds over 'M' point, maintain altitude at or below 300 ft.

Change : Amended phrase(conventional → fixed wing) and chart symbol(lighted OBST).

VFR REPORTING POINTS INFORMATION



Reporting Point	*Geographical Name*	*Position*	*Coordinates(WGS-84)*
F	북인천 IC(Buk-Incheon IC)	10.3 NM NE of Incheon (R 277 KIP/D8.2)	373319N 1263713E
G	생태공원(Eco Park)	10.0 NM S of Gimpo (R 194 KIP/D9.8)	372338N 1264622E
J	조남JCT(Jonam JCT)	11.7 NM SSE of Gimpo (R 169 KIP/D12)	372213N 1265206E
K	서운분기점(Seoun JCT)	3.0 NM SW of Gimpo (R 231 KIP/D3)	373125N 1264506E
L	김포아라대교 (Gimpoara Bridge)	2.2 NM N of Gimpo (R 358 KIP/D2.1)	373533N 1264700E
M	김포공항북측농경지 (North farmland of Gimpo airport)	0.7 NM NNE of Gimpo (R 014 KIP/D0.7)	373408N 1264737E
S	소래(Sorae)	10.0 NM SSW of Gimpo (R 201 KIP/D10)	372340N 1264439E
W	월미도(Wolmido)	10.9 NM WSW of Gimpo (R 248 KIP/D10.8)	372810N 1263553E
Z	시화방조제(Sihwa Breakwater)	14.2 NM SW of Gimpo (R 200 KIP/D14.3)	372000N 1264120E

RKSS AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of the airport

   a. Summer and Autumn

      White Heron appears from July to October, which is migrant. They build nests randomly on any field around the airport. Due to the resting and feeding activity, the flock activity in the aerodrome occurs from sunrise to sunset. Careful attention is needed during landing approach and take-off.

   b. Winter

      Between October and March of the coming year, migrant birds (mainly wild geese and ducks) build nests on Han river downstream (24 km north from RWY 14). The flock's main activity apt to occur around the Gul-po stream close to the RWY 14R and 14L area. Some part of the flock enter into the aerodrome for resting and feeding about an hour before sunrise till sunset. The flock size of one route is approximately 1 000 individuals. Sometimes the flock flies across the middle of the runways for their group movement in the daytime. The flying height varies from 200 ft to 1 000 ft.

   c. Intense activities of sedentary birds (pigeons and magpies) and seasonal activity of various migrants(wild geese, ducks, white heron and etc..) take place around the runways and the airport boundary during landing and take-off procedures.

   d. Also, Aerodrome operator estimates the bird activities and hazard to inform control tower of the possible hazard. Then the tower directly warns the aircraft pilots of the hazard. Dispersal activities for the birdstrike prevention performed by the aerodrome control team include random playback of distress noise (AV-alarm and Gas canon), elimination of the wildlife hazard using firearms and environmental control such as prohibiting wide farming activity.

2. ATIS Telephone Service

   a. Hours of operation : H24
   b. ARS telephone number : +82-2-2660-2676
   c. Telephone service is reference only. For the flight operation, use ATIS on the FREQ 126.4 MHz, 317.8 MHz.

Change : Information of hours of operation for ATIS telephone service.

RKSS AD CHART 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO ..... RKSS AD CHART 2-1

Aircraft Parking/Docking Chart - ICAO ..... RKSS AD CHART 2-3

Aerodrome Ground Movement Chart(DEP) - ICAO ..... RKSS AD CHART 2-5
Aerodrome Ground Movement Chart(ARR) - ICAO ..... RKSS AD CHART 2-6

Aerodrome Obstacle Chart - ICAO Type A (RWY 14L/32R) ..... RKSS AD CHART 2-7
Aerodrome Obstacle Chart - ICAO Type A (RWY 14R/32L) ..... RKSS AD CHART 2-8
Aerodrome Obstacle Chart - ICAO Type A (RWY 14R/32L) ..... RKSS AD CHART 2-9
Aerodrome Obstacle Chart - ICAO Type A (RWY 14L/32R) ..... RKSS AD CHART 2-10
Aerodrome Obstacle Chart - ICAO Type B ..... RKSS AD CHART 2-11

Precision Approach Terrain Chart - ICAO ..... RKSS AD CHART 2-12

Area Chart - ICAO (DEP) ..... RKSS AD CHART 2-13

SID - ICAO - RWY 14L/R - RNAV OSPOT 2U, RNAV EGOBA 2U ..... RKSS AD CHART 2-14
SID - ICAO - RWY 14L/R - RNAV NOPIK 2U, RNAV BULTI 2U ..... RKSS AD CHART 2-15
SID - ICAO - RWY 14L/R - RNAV BULTI 2Z, RNAV OSPOT 2Z ..... RKSS AD CHART 2-16
SID - ICAO - RWY 14L/R - SEL 1F, SOT 1E ..... RKSS AD CHART 2-17
SID - ICAO - RWY 32L/R - RNAV NOPIK 2T, RNAV BULTI 2T, RNAV OSPOT 2T RNAV EGOBA 2T ..... RKSS AD CHART 2-18
SID - ICAO - RWY 32L/R - RNAV NOPIK 2Q, RNAV BULTI 2Q, RNAV OSPOT 2Q RNAV EGOBA 2Q ..... RKSS AD CHART 2-19
SID - ICAO - RWY 32L/R - SEL 1W, SOT 1W ..... RKSS AD CHART 2-20
SID - ICAO - RWY 32L/R - KARBU 1W ..... RKSS AD CHART 2-21

Area Chart - ICAO (ARR) ..... RKSS AD CHART 2-22

STAR - ICAO - RWY 14L/R - RNAV OLMEN 2U, RNAV KARBU 2U, RNAV GUKDO 2U ..... RKSS AD CHART 2-23
STAR - ICAO - RWY 14L/R - RNAV REBIT 2U, RNAV REBIT 2Z ..... RKSS AD CHART 2-24
STAR - ICAO - RWY 32L/R - RNAV OLMEN 2T, RNAV GUKDO 2T, RNAV KARBU 2T ..... RKSS AD CHART 2-25
STAR - ICAO - RWY 32L/R - RNAV REBIT 2T ..... RKSS AD CHART 2-26
STAR - ICAO - RWY 32L/R - RNAV REBIT 2Q ..... RKSS AD CHART 2-27
STAR - ICAO - RWY 14L/R, RWY 32L/R - RNAV LEGAK 1U, RNAV LEGAK 1T ..... RKSS AD CHART 2-28

ATC Surveillance Minimum Altitude Chart - ICAO(Refer to RKSI AD CHART 2-50) ..... RKSI AD CHART 2-50

Instrument Approach Chart - ICAO - RWY 14L - ILS Z or LOC Z ..... RKSS AD CHART 2-29
Instrument Approach Chart - ICAO - RWY 14L - ILS Y or LOC Y ..... RKSS AD CHART 2-30
Instrument Approach Chart - ICAO - RWY 14L - RNP ..... RKSS AD CHART 2-31
Instrument Approach Chart - ICAO - RWY 14R - ILS or LOC ..... RKSS AD CHART 2-32
Instrument Approach Chart - ICAO - RWY 14R - RNP ..... RKSS AD CHART 2-33
Instrument Approach Chart - ICAO - RWY 32L - ILS or LOC ..... RKSS AD CHART 2-34
Instrument Approach Chart - ICAO - RWY 32L - RNP ..... RKSS AD CHART 2-35
Instrument Approach Chart - ICAO - RWY 32L - VOR ..... RKSS AD CHART 2-36
Instrument Approach Chart - ICAO - RWY 32R - ILS or LOC ..... RKSS AD CHART 2-37
Instrument Approach Chart - ICAO - RWY 32R - RNP ..... RKSS AD CHART 2-38
Instrument Approach Chart - ICAO - RWY 32R - VOR ..... RKSS AD CHART 2-39

Visual Approach Chart - ICAO ..... RKSS AD CHART 2-40

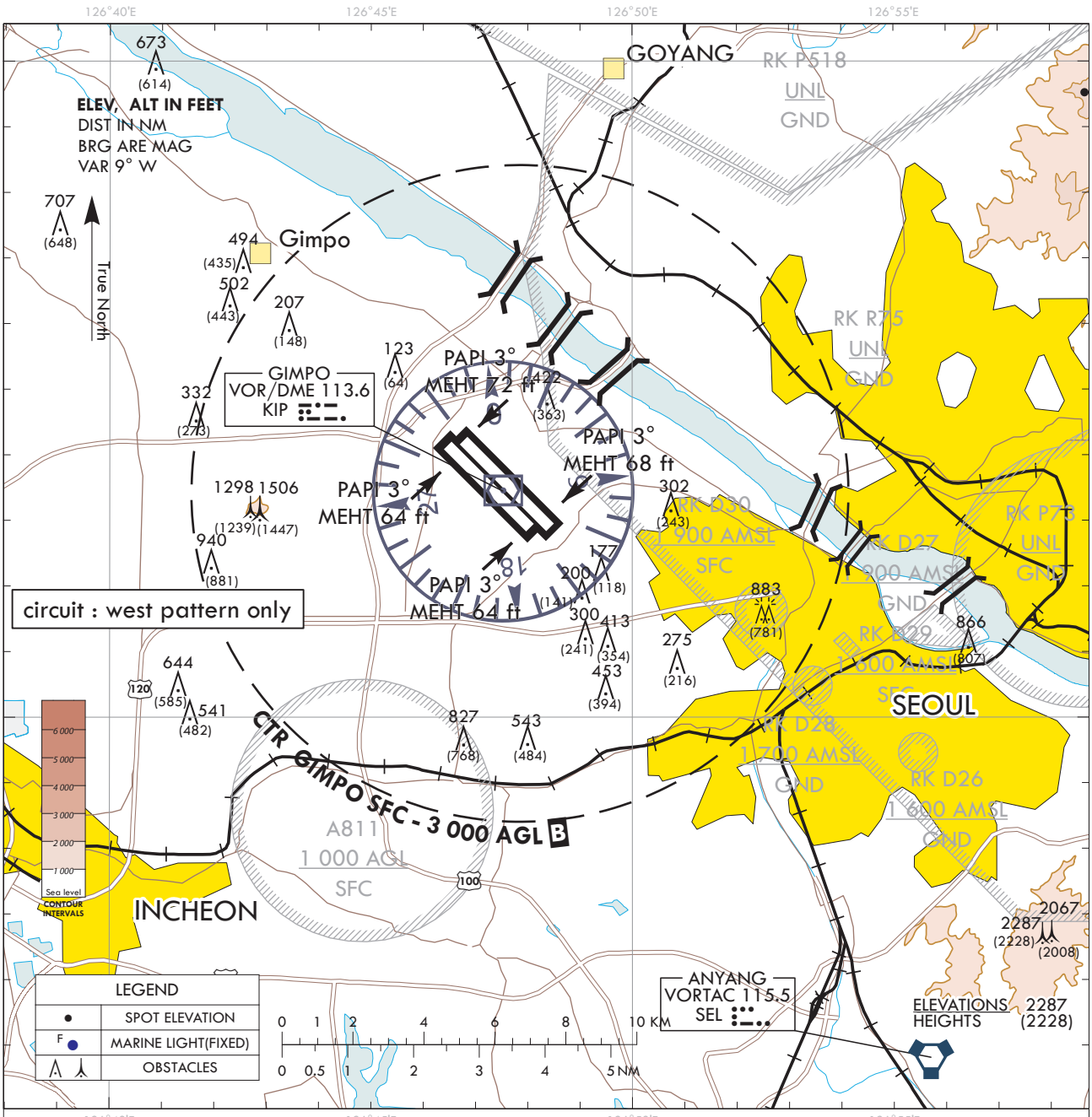
Bird concentrations in the vicinity of the airport ..... RKSS AD CHART 2-41

VISUAL APPROACH CHART - ICAO

AD ELEV : **59** FT
HEIGHTS RELATED
TO AD ELEV

SEOUL	APP	119.75	121.35	119.1	124.7	305.7
	DEP	119.05	125.15	124.8	123.8	363.8
GIMPO	TWR	118.1	118.05	240.9		

SEOUL/Gimpo INTL



ATS airspace Classifications

1. Class B : Radius of Gimpo airports ARP(373325N 1264751E)

o Vertical limits
- Within 5 NM including areas which are extended northbound from 37°36'46"N 126°39'26"E - 37°39'44"N 126°43'10"E - 37°38'03"N 126°45'18"E - 37°34'58"N 126°41'42"E, and southbound from 37°28'40"N 126°49'38"E - 37°30'36"N 126°52'52"E - 37°29'07"N 126°54'44"E - 37°26'52"N 126°51'53"E - 37°36'46"N 126°39'26"E (SFC - 10 000 ft AMSL)
- Within 5 NM - 10 NM(1 000 ft AGL - 10 000 ft AMSL)
- Within 10 NM - 20 NM(5 000 ft AGL - 10 000 ft AMSL)

☐Class D : Airspace from above 10 000 ft AMSL to FL 200 within Seoul TMA, excluding Class B

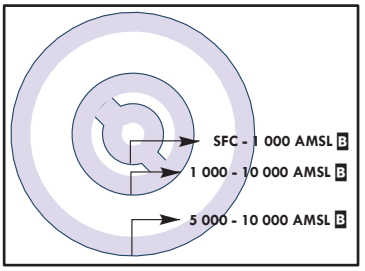
o Speed limits : 250 kt IAS or less below 10 000 ft AMSL

2. Class E :

o Vertical limits
- Controlled Airspace from 1 000 ft above the surface or the sea level to FL 600 and less except Class A, B, C and D

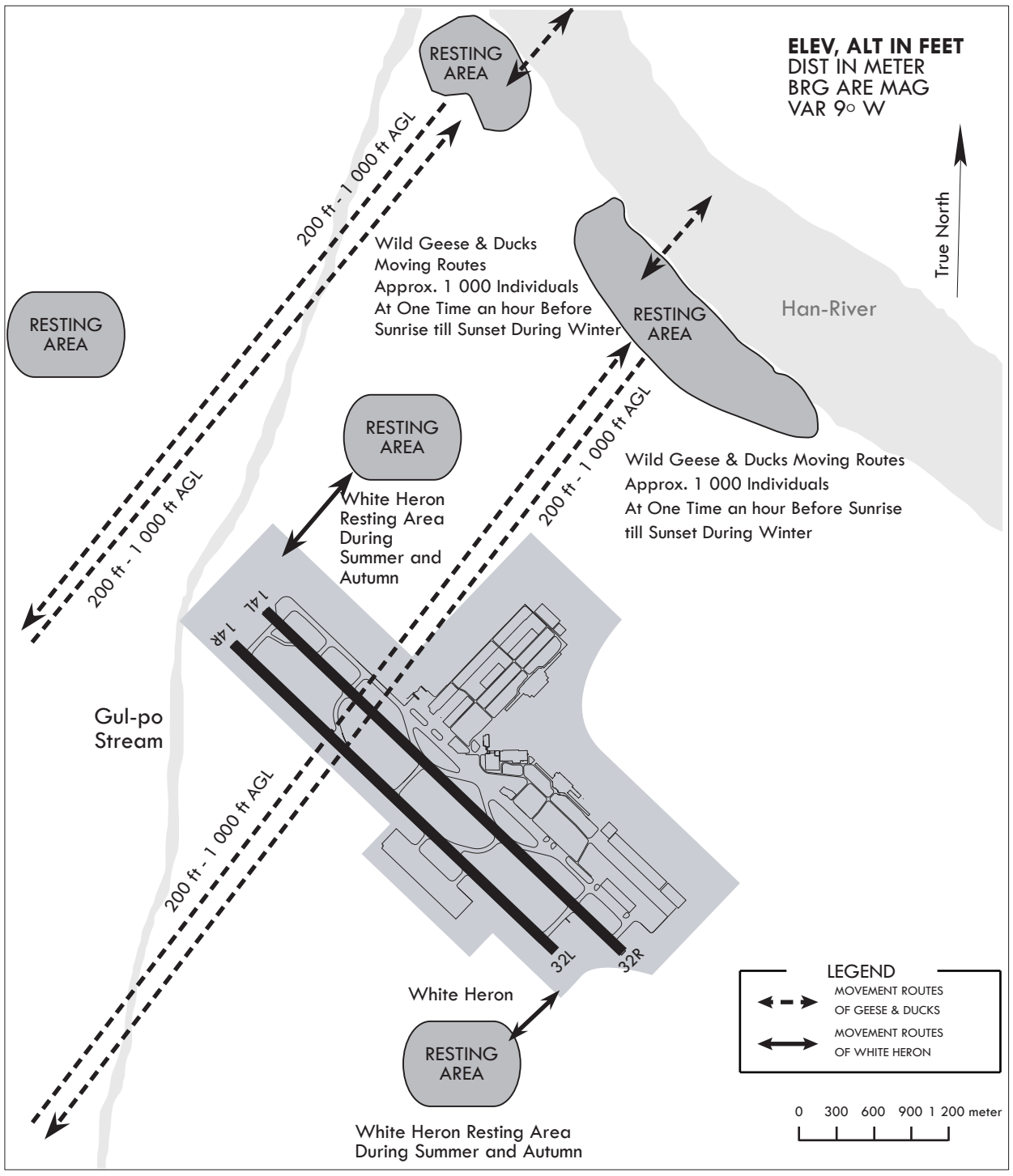
o Speed limits : 250 kt IAS or less below 10 000 ft AMSL

<Airspace Classification>



Change : Amended chart symbol(lighted OBST).

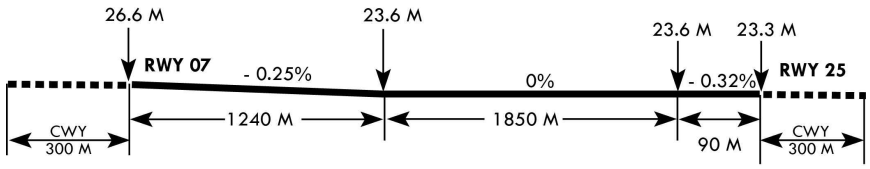
BIRD CONCENTRATION - GIMPO INTERNATIONAL AIRPORT

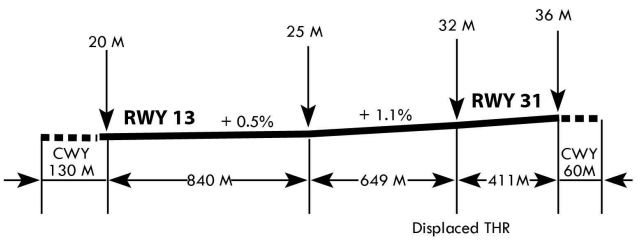


RKPC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY 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
07	058.46°	3 180 × 45	662/F/B/X/T Asphalt	332959.57N 1262806.50E 333053.56N 1262951.51E GUND 25.2 m	THR 26.6 m TDZ 26.6 m
25	238.47°	3 180 × 45	662/F/B/X/T Asphalt	333053.56N 1262951.51E 332959.57N 1262806.50E GUND 25.2 m	THR 23.3 m TDZ 23.6 m
13	125.62°	1 900 × 45	621/F/A/X/T Asphalt	333055.66N 1262914.62E 333019.74N 1263014.45E GUND 25 m	THR 20 m
31	305.63°	1 900 × 45	621/F/A/X/T Asphalt	333019.74N 1263014.45E 333055.66N 1262914.62E GUND 25 m	THR 36 m
31 (Displaced)	305.63°	1 489 x 45	621/F/A/X/T Asphalt	333027.51N 1263001.51E 333055.66N 1262914.62E GUND 25 m	THR 32 m

7. Slope of RWY-SWY





Designations RWY NR	SWY dimensions(m)	CWY dimensions(m)	Strip dimensions(m)	RESA dimensions(m)	OFZ
1	8	9	10	11	12
07	NIL	300 × 150	3 300 × 300	240 × 150	Conforms to the standards specified in ANNEX 14, Chapter4
25	NIL	300 × 300			
13	NIL	60 × 150	2 020 × 150	90 × 100	
31	NIL	130 × 150			

13. Remarks

- The surface of RWY 07/25 and RWY 13/31 is grooved (except from threshold of RWY 07 to 225 m, from threshold of RWY 25 to 200 m, from RWY 31 displaced threshold to 300 m, from threshold of RWY 13 to 596 m).
- RWY 13/31 have no RWY shoulder.
- A part of RWY 07 strip does not meet criteria in Annex 14.(Refer to Aerodrome Chart)
- The transverse slopes of some north graded portion of RWY 07/25 strip do not meet criteria in Annex 14. (Refer to Aerodrome Chart)

Change : Amended column of table.

RKPC AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
07	3 180	3 480	3 180	3 180	NIL
07	3 090	3 390	3 090	-	Take-off from intersection with TWY P12
07	2 788	3 088	2 788	-	Take-off from intersection with TWY P11
07	2 250	2 550	2 250	-	Take-off from intersection with TWY P10
07	2 235	2 535	2 235	-	Take-off from intersection with TWY P9
07	1 750	2 050	1 750	-	Take-off from intersection with TWY P8
25	3 180	3 480	3 180	3 180	NIL
25	3 090	3 390	3 090	-	Take-off from intersection with TWY P2
25	2 833	3 133	2 833	-	Take-off from intersection with TWY P3
25	2 050	2 350	2 050	-	Take-off from intersection with TWY P4
25	1 750	2 050	1 750	-	Take-off from intersection with TWY P5
25	2 634	2 934	2 634	-	Take-off from intersection with RWY 13/31
31	1 900	2 030	1 900	1 489	RWY 31 landing threshold is displaced by 411 m
31	1 330	1 460	1 330	-	Take-off from intersection with TWY V1
31	1 421	1 551	1 421	-	Take-off from intersection with TWY V2
31	964	1 094	964	-	Take-off from intersection with TWY E1
31	1 084	1 214	1 084	-	Take-off from intersection with TWY E2
13	1 900	1 960	1 900	1 900	Only Helicopter usable

RKPC AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Center line LGT LEN, Spacing, Colour, INTST	RWY edge LGT LEN, Spacing Colour INTST	RWY End LGT Colour WBAR	SWY LGT LEN(m) Colour	Remarks
1	2	3	4	5	6	7	8	9	10
07	ALSF-II 900 m LIH	Green Green	PAPI left/3° (61 ft)	900 m	3 180 m 15 m White/Red LIH	3 180 m 60 m White/Yellow LIH	Red -	NIL	
25	SSALF 420 m LIH	Green Green	PAPI left/3° (59 ft)	NIL	3 180 m 15 m White/Red LIH	3 180 m 60 m White/Yellow LIH	Red -	NIL	
13	NIL	Green -	NIL	NIL	NIL	1 900 m 60 m White/Yellow LIH	Red -	NIL	
31	SSALF 450 m LIH	Green -	PAPI both/3.5° (52.3 ft)	NIL	NIL	1 900 m 60 m White/Yellow LIH	Red -	NIL	CGL for RWY 31 Circling Approach

RKPC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : Near the control tower building FLG W&G 2.5 seconds / IBN : NIL H24
2	LDI location and lighting Anemometer location and lighting	NIL NIL
3	TWY edge and center line lighting	Edge : All TWY Center line : All TWY except E, E2, E3, V, V1, V2, W
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AD. Switch-over time : 1 or 15 seconds according to kind of light. (Complied with ICAO requirements)
5	Remarks	NIL

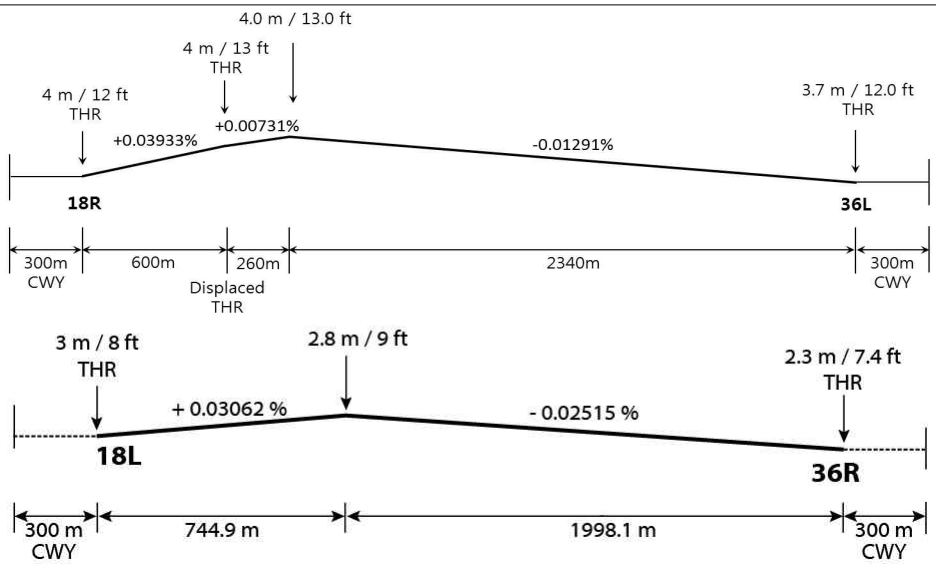
RKPK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Gimhae Airport Weather Office (TEL : +82-51-941-0365, FAX : +82-51-941-0366)
2	Hours of service MET Office outside hours	24 hours -
3	Office responsible for TAF preparation Periods of validity	ROKAF(Republic of Korea Airforce) MET Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Trend forecast Interval of issuance	NIL
5	Briefing/consultation	Avaliable at Aviation Meteorological Office for 24 hours, if required
6	Flight documentation Language(s) used	Aerodrome forecasts (TAF code form), SIGWX charts, WINTEM charts, SIGMET information in English
7	Charts and other information available for briefing or consultation	Analysis charts (surface and upper air), Prognostic charts, Graphic displays and other model outputs
8	Supplementary equipment available for providing information	Satellite and Weather radar imageries
9	ATS units provided with information	FIC, TWR and APP
10	Additional information (limitation of service, etc.)	All observation data, model outputs and forecasts produced by KMA and WAFS are available at the office through internet link. Apron Automated Meteorological Observing System(AMOS) equipment unserviceable. TOWER or APPROACH control AMOS information available.

RKPK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY 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
18R	173.95°	3 200 × 60 m	1 006 R/B/W/T Concrete	351137.94N 1285606.46E GUND 29 m	THR 4 m / 12 ft
18R (Displaced)	173.95°	2 600 × 60 m	1 006 R/B/W/T Concrete	351118.58N 1285608.96E GUND 29 m	THR 4 m / 13 ft
36L	353.95°	3 200 × 60 m	1 006 R/B/W/T Concrete	350954.69N 1285619.79E GUND 29.2 m	THR 3.7 m / 12.0 ft TDZ 3.8 m / 12.5 ft
18L	173.95°	2 743 × 46 m	1 178 R/C/W/T Concrete	351138.60N 1285614.73E - -	THR 3 m / 8 ft
36R	353.95°	2 743 × 46 m	1 178 R/C/W/T Concrete	351010.10N 1285626.14E - -	THR 2.3 m / 7.4 ft TDZ 2.5 m / 8.2 ft

7. Slope of RWY-SWY



Designations RWY NR	SWY dimensions(m)	CWY dimensions(m)	Strip dimensions(m)	RESA dimensions(m)	Location & description of arresting system	OFZ
1	8	9	10	11	12	13
18R	NIL	300 × 300	3 320 × 300	240 × 150	- BAK-12(mobile aircraft arresting cable system) is located RWY 36R/18L(500~600 m from the both side of RWY THR). - MA-1A(aircraft arresting net) is located RWY 36R/18L THR.	NIL
36L	NIL	300 × 300		240 × 150		NIL
18L	NIL	300 × 160	2 863 × 300	240 × 150		NIL
36R	NIL	300 × 160		236 × 150		NIL

14. Remarks

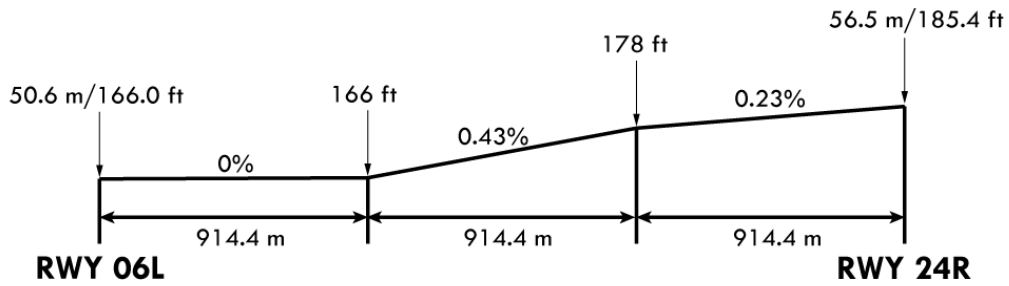
The surface of RWY 18R/36L is grooved. (except 95 m from RWY 36L THR, 300 m from RWY 18R THR)
The surface of RWY 18L/36R is grooved.

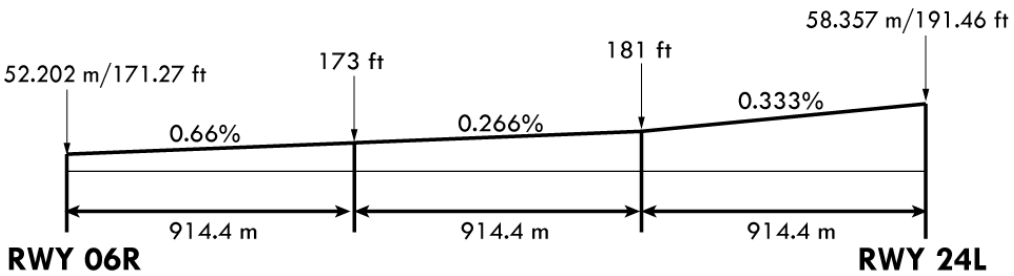
Change : Amended column of table.

RKTU AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY 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
06L	052.42°	2 744 × 60	1 006 R/B/W/T Concrete	364236.10N 1272912.46E - GUND 24.9 m	THR 50.6 m / 166.0 ft TDZ 50.5 m / 165.7 ft
24R	232.43°	2 744 × 60	1 006 R/B/W/T Concrete	364330.38N 1273040.05E - GUND 25.0 m	THR 56.5 m / 185.4 ft TDZ 55.5 m / 182.1 ft
06R	052.43°	2 744 × 45	959 R/B/W/T	364228.26N 1272914.84E GUND 25.0 m	THR 52.202 m / 171.27 ft TDZ 52.67 m / 172.80 ft
24L	232.43°	2 744 × 45	959 R/B/W/T	364322.53N 1273042.46E GUND 25.0 m	THR 58.357 m / 191.46 ft TDZ 58.357 m / 191.46 ft

7. Slope of RWY





Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)	Location & description of arresting system	OFZ	Remarks
1	8	9	10	11	12	13	14
06L	-	-	2 864 × 300	240 × 120	ACFT arresting system are installed at each RWY THR. - BAK 12 (1 400 ft from the end of RWY 06L) - BAK 14 (1 700 ft from the end of RWY 24R) - Barrier(MA-1A MOD/1.7 m) end of RWY	-	The surface of RWY 06L/24R are grooved. (Except 300 m inward from each THR RWY 06L/24R.)
24R	-	-	2 864 × 300	240 × 120			
06R	-	-	2 864 × 300	-	ACFT arresting system are installed at each RWY THR. - BAK 12 (1 700 ft from the each RWY THR) - BAK 14 (3 300 ft from the each RWY THR) - Barrier (MA-1A MOD/1.7 m) end of RWY	-	The surface of RWY 06R/24L are grooved.
24L	-	-	2 864 × 300	-			

Change : Amended column of table.

RKTU AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
06L	2 744	2 744	2 744	2 744	NIL
06L	744	744	744	744	Take-off from intersection with TWY B3
06L	1 349	1 349	1 349	1 349	Take-off from intersection with TWY B4
06L	1 929	1 929	1 929	1 929	Take-off from intersection with TWY C3
06R	2 744	2 744	2 744	2 744	NIL
24L	2 744	2 744	2 744	2 744	NIL
24R	2 744	2 744	2 744	2 744	NIL
24R	2 000	2 000	2 000	2 000	Take-off from intersection with TWY B3
24R	1 395	1 395	1 395	1 395	Take-off from intersection with TWY B4
24R	815	815	815	815	Take-off from intersection with TWY C3

RKTU AD 2.14 APPROACH AND RUNWAY LIGHTING

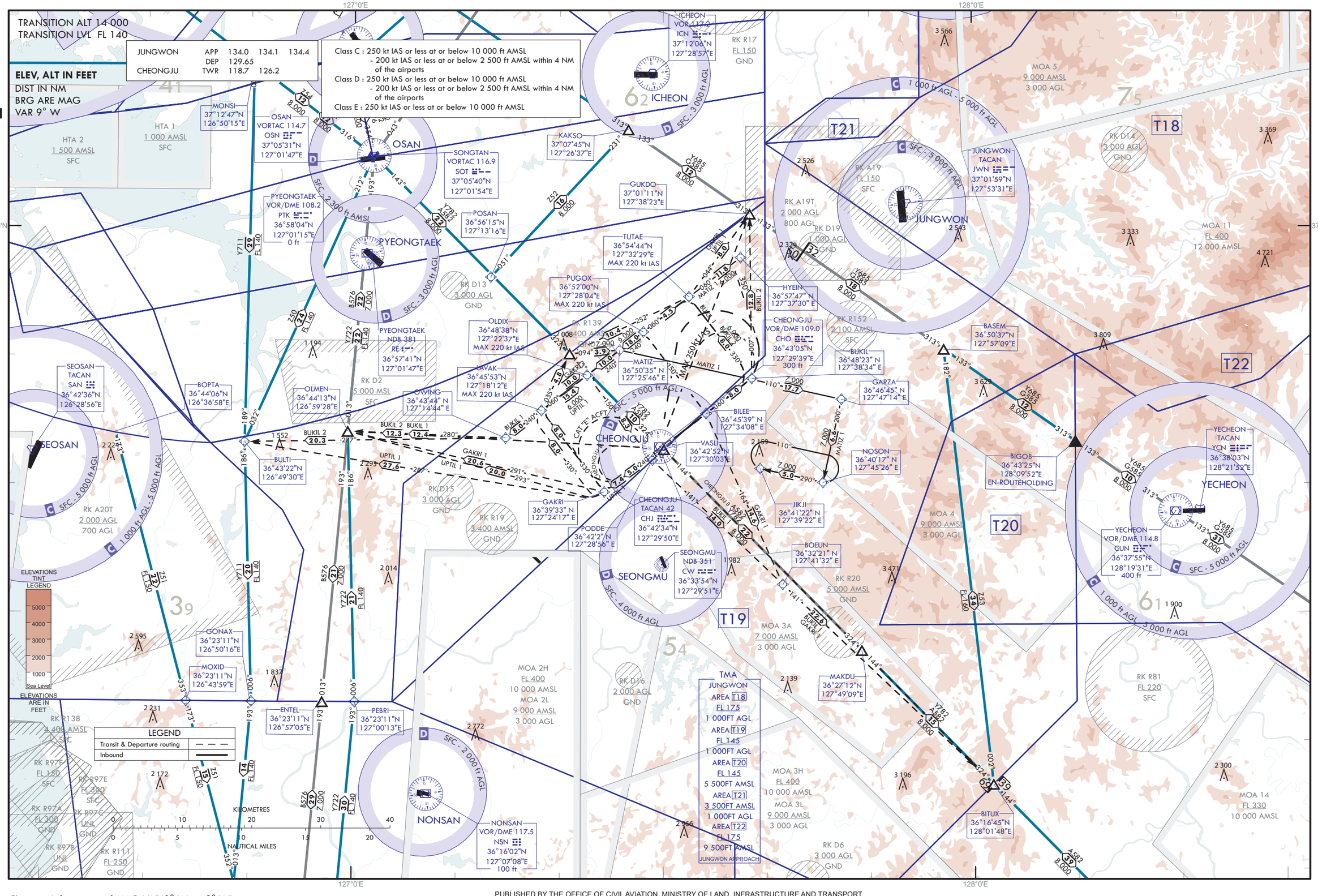
RWY Designator	APCH LGT type LEN INTST	THR LGT Color WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Center Line LGT LEN, Spacing Color, INTST	RWY edge LGT LEN, Spacing Color, INTST	RWY End LGT Color WBAR	SWY LGT LEN(m) Color	Remarks
1	2	3	4	5	6	7	8	9	10
06L	SSALR 720 m LIH	Green Green	PAPI Both / 3° (48 ft)	NIL	NIL	2 744 m 60 m White/Yellow LIH	Red -	NIL	NIL
24R	ALSF-I 900 m LIH	Green Green	PAPI Both / 3° (59 ft)	NIL	NIL	2 744 m 60 m White/Yellow LIH	Red -	NIL	NIL
06R	SALS 450 m LIH	Green	PAPI Both / 3° (51 ft)	NIL	2 744 m 15 m White/Red LIH	2 744 m 45 m White/Yellow LIH	Red	NIL	NIL
24L	ALSF-I 900 m LIH	Green	PAPI Both / 3° (48 ft)	900 m	2 744 m 15 m White/Red LIH	2 744 m 45 m White/Yellow LIH	Red	NIL	NIL

RKTU AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At ROKAF hangar building, FLG W/W-G (18 FPM*) / H24 IBN : NIL * FPM : Flash Per Minute
2	LDI location and LGT Anemometer location and LGT	NIL Anemometer : 469 m from RWY 24R THR and LGT
3	TWY edge and center line lighting	Edge : ALL TWY TWY center line lights : NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at RWY 06L-24R Switch-over time : 1 or 15 seconds according to kind of light (Complied with ICAO requirements)
5	Remarks	NIL

AREA CHART - ICAO

TMA JUNGWON(Cheongju Airport)



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

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REPUBLIC OF KOREA

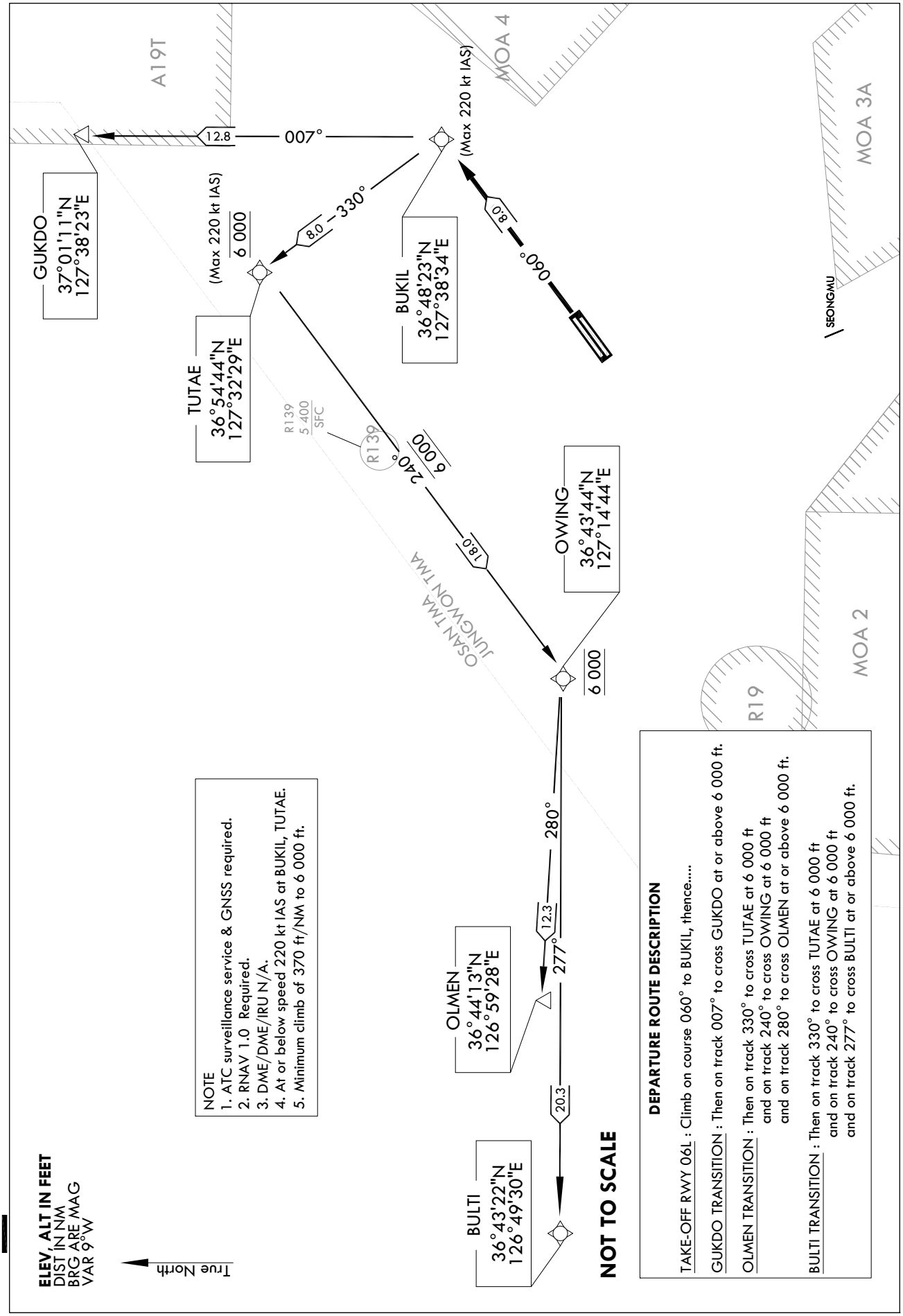
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JUNGWON DEP 129.65
CHEONGJU TWR 118.7 126.2

CHEONGJU/Cheongju INTL(RKTU)
RWY 06L
RNAV(GNSS) BUKIL 2

Note : Departure under U.S. TERPS.



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

Standard Instrument Departure Procedure Coding Tables

RNAV BUKIL 2 - GUKDO Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	CF	BUKIL	-	060(052.41)	8.0	-	-	-220	36°48'23.2"N 127°38'33.7"E	-	RNAV 1	CG 370 ft/NM to 6 000 ft
002	TF	GUKDO	-	007(359.35)	12.78	-	+6 000	-	37°01'10.9"N 127°38'22.9"E	-	RNAV 1	CG 370 ft/NM to 6 000 ft

RNAV BUKIL 2 - OLMEN Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	CF	BUKIL	-	060(052.41)	8.0	-	-	-220	36°48'23.2"N 127°38'33.7"E	-	RNAV 1	CG 370 ft/NM to 6 000 ft
002	TF	TUTAE	-	330(322.50)	8.0	-	@6 000	-220	36°54'44.4"N 127°32'29.4"E	-	RNAV 1	CG 370 ft/NM to 6 000 ft
003	TF	OWING	-	240(232.44)	18.0	-	@6 000	-	36°43'43.8"N 127°14'44.4"E	-	RNAV 1	-
004	TF	OLMEN	-	280(272.37)	12.29	-	+6 000	-	36°44'13.4"N 126°59'27.6"E	-	RNAV 1	-

RNAV BUKIL 2 - BULTI Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	CF	BUKIL	-	060(052.41)	8.0	-	-	-220	36°48'23.2"N 127°38'33.7"E	-	RNAV 1	CG 370 ft/NM to 6 000 ft
002	TF	TUTAE	-	330(322.50)	8.0	-	@6 000	-220	36°54'44.4"N 127°32'29.4"E	-	RNAV 1	CG 370 ft/NM to 6 000 ft
003	TF	OWING	-	240(232.44)	18.0	-	@6 000	-	36°43'43.8"N 127°14'44.4"E	-	RNAV 1	-
004	TF	BULTI	-	277(269.11)	20.3	-	+6 000	-	36°43'22.3"N 126°49'29.7"E	-	RNAV 1	-

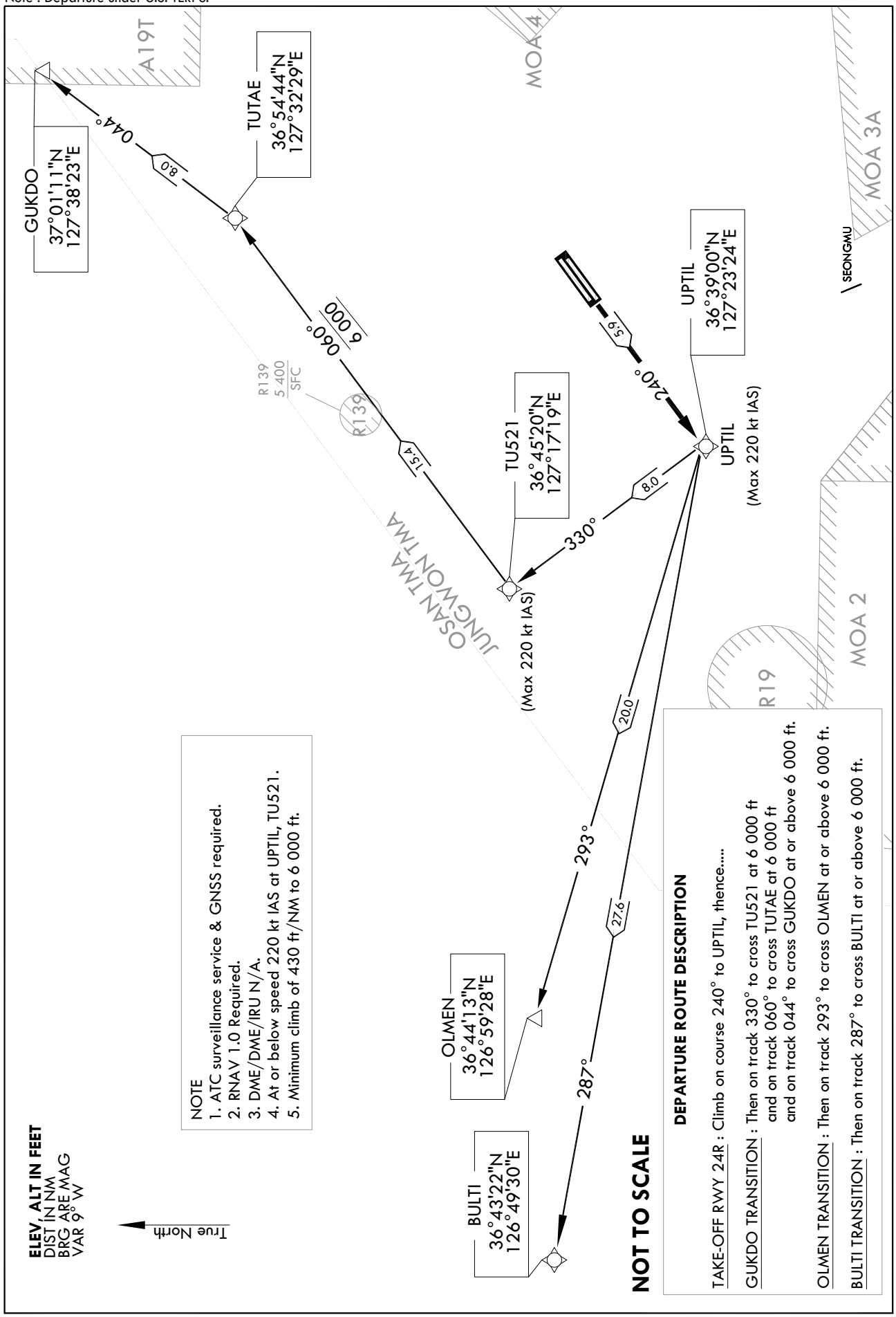
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JUNGWON DEP 129.65
CHEONGJU TWR 118.7 126.2

CHEONGJU/Cheongju INTL(RKTU)
RWY 24R
RNAV(GNSS) UPTIL 1

Note : Departure under U.S. TERPS.



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

Standard Instrument Departure Procedure Coding Tables

RNAV UPTIL 1 - GUKDO Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	CF	UPTIL	-	240(232.4)	5.9	-	-	-220	36°38'59.7"N 127°23'23.8"E	-	RNAV 1	CG 430 ft/NM to 6 000 ft
002	TF	TU521	-	330(322.34)	8.0	-	@6 000	-220	36°45'19.8"N 127°17'19.1"E	-	RNAV 1	CG 430 ft/NM to 6 000 ft
003	TF	TUTAE	-	060(052.27)	15.38	-	@6 000	-	36°54'44.4"N 127°32'29.4"E	-	RNAV 1	-
004	TF	GUKDO	-	044(036.24)	7.98	-	+6 000	-	37°01'10.9"N 12°738'22.9"E	-	RNAV 1	-

RNAV UPTIL 1 - OLMEN Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	CF	UPTIL	-	240(232.4)	5.9	-	-	-220	36°38'59.7"N 127°23'23.8"E	-	RNAV 1	CG 430 ft/NM to 6 000 ft
002	TF	OLMEN	-	293(285.29)	19.95	-	+6 000	-	36°44'13.4"N 126°59'27.6"E	-	RNAV 1	CG 430 ft/NM to 6 000 ft

RNAV UPTIL 1 - BULTI Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	CF	UPTIL	-	240(232.4)	5.9	-	-	-220	36°38'59.7"N 127°23'23.8"E	-	RNAV 1	CG 430 ft/NM to 6 000 ft
002	TF	BULTI	-	287(279.28)	27.62	-	+6 000	-	36°43'22.3"N 126°49'29.7"E	-	RNAV 1	CG 430 ft/NM to 6 000 ft

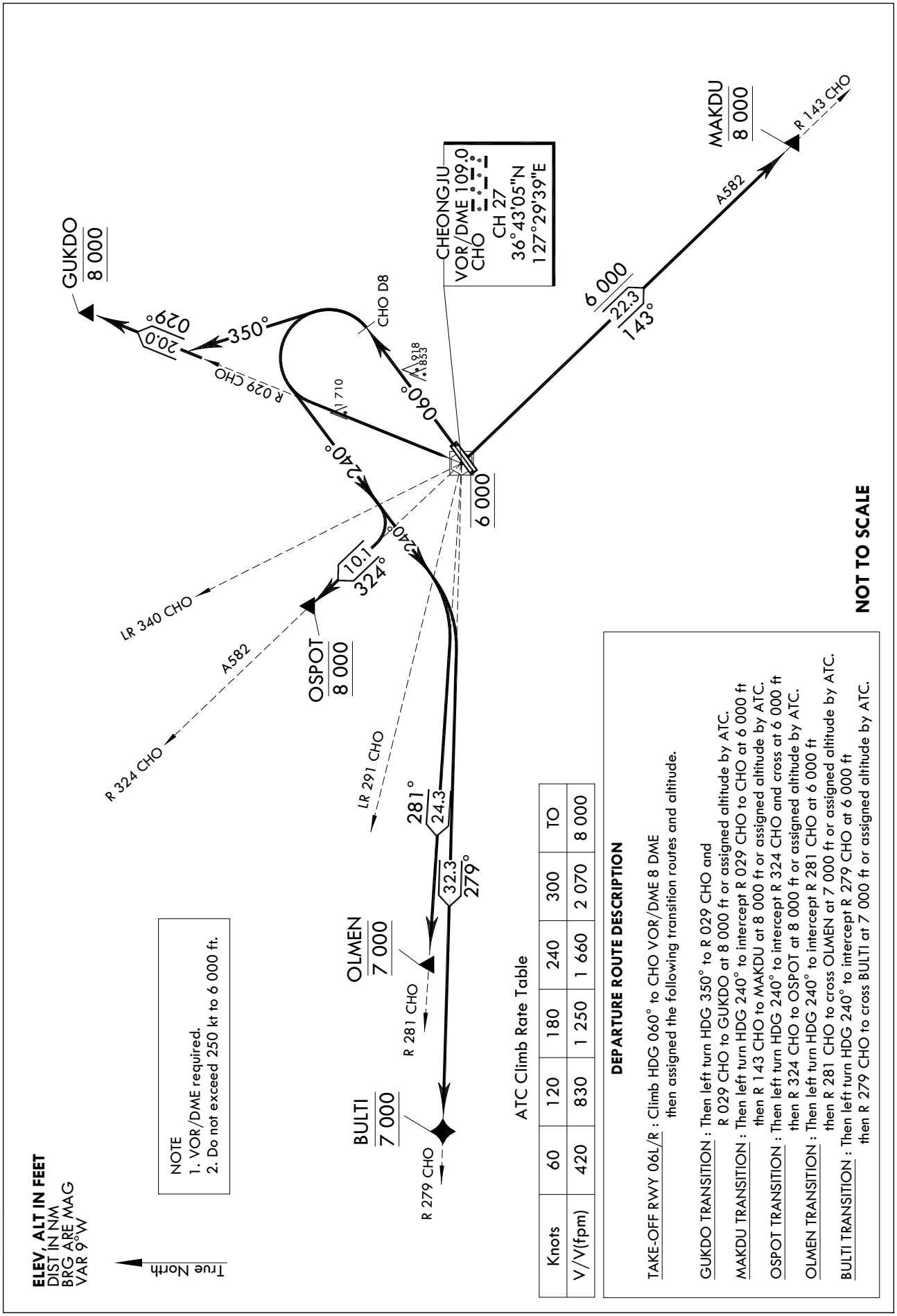
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JUNGWON DEP 129.65 239.4
CHEONGJU TWR 118.7 126.2

CHEONGJU/Cheongju INTL(RKTU)
RWY 06L/R
CHEONGJU 4

Note : Departure under U.S. TERPS.



ATC Climb Rate Table

Knots	60	120	180	240	300	TO
V/V(fpm)	420	830	1 250	1 660	2 070	8 000

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 06L/R : Climb HDG 060° to CHO VOR/DME 8 DME then assigned the following transition routes and altitude.

GUKDO TRANSITION : Then left turn HDG 350° to R 029 CHO and R 029 CHO to GUKDO at 8 000 ft or assigned altitude by ATC.

MAKDU TRANSITION : Then left turn HDG 240° to intercept R 029 CHO to CHO at 6 000 ft then R 143 CHO to MAKDU at 8 000 ft or assigned altitude by ATC.

OSPOT TRANSITION : Then left turn HDG 240° to intercept R 324 CHO and cross at 6 000 ft then R 324 CHO to OSPOT at 8 000 ft or assigned altitude by ATC.

OLMEN TRANSITION : Then left turn HDG 240° to intercept R 281 CHO at 6 000 ft then R 281 CHO to cross OLMEN at 7 000 ft or assigned altitude by ATC.

BULTI TRANSITION : Then left turn HDG 240° to intercept R 279 CHO at 6 000 ft then R 279 CHO to cross BULTI at 7 000 ft or assigned altitude by ATC.

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

INTENTIONALLY

LEFT

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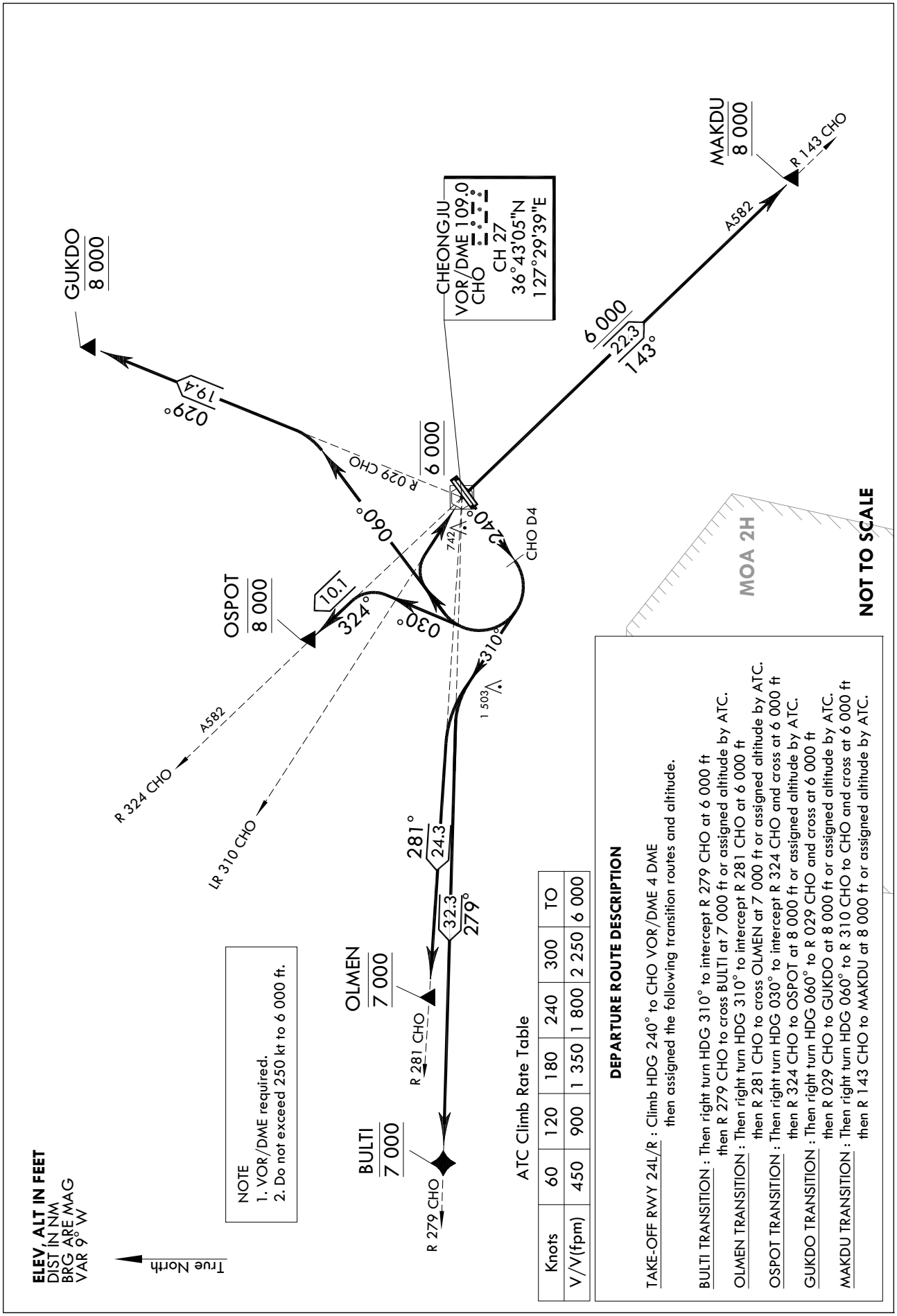
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JUNGWON DEP 129.65 239.4
CHEONGJU TWR 118.7 126.2

CHEONGJU/Cheongju INTL(RKTU)
RWY 24L/R
CHEONGJU 5

Note : Departure under U.S. TERPS.



ATC Climb Rate Table

Knots	60	120	180	240	300	TO
V/V(fpm)	450	900	1 350	1 800	2 250	6 000

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 24L/R : Climb HDG 240° to CHO VOR/DME 4 DME
then assigned the following transition routes and altitude.

BULTI TRANSITION : Then right turn HDG 310° to intercept R 279 CHO at 6 000 ft
then R 279 CHO to cross BULTI at 7 000 ft or assigned altitude by ATC.

OLMEN TRANSITION : Then right turn HDG 310° to intercept R 281 CHO at 6 000 ft
then R 281 CHO to cross OLMEN at 7 000 ft or assigned altitude by ATC.

OSPOT TRANSITION : Then right turn HDG 030° to intercept R 324 CHO and cross at 6 000 ft
then R 324 CHO to OSPOT at 8 000 ft or assigned altitude by ATC.

GUKDO TRANSITION : Then right turn HDG 060° to R 029 CHO and cross at 6 000 ft
then R 029 CHO to GUKDO at 8 000 ft or assigned altitude by ATC.

MAKDU TRANSITION : Then right turn HDG 060° to R 310 CHO to CHO and cross at 6 000 ft
then R 143 CHO to MAKDU at 8 000 ft or assigned altitude by ATC.

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

INTENTIONALLY

LEFT

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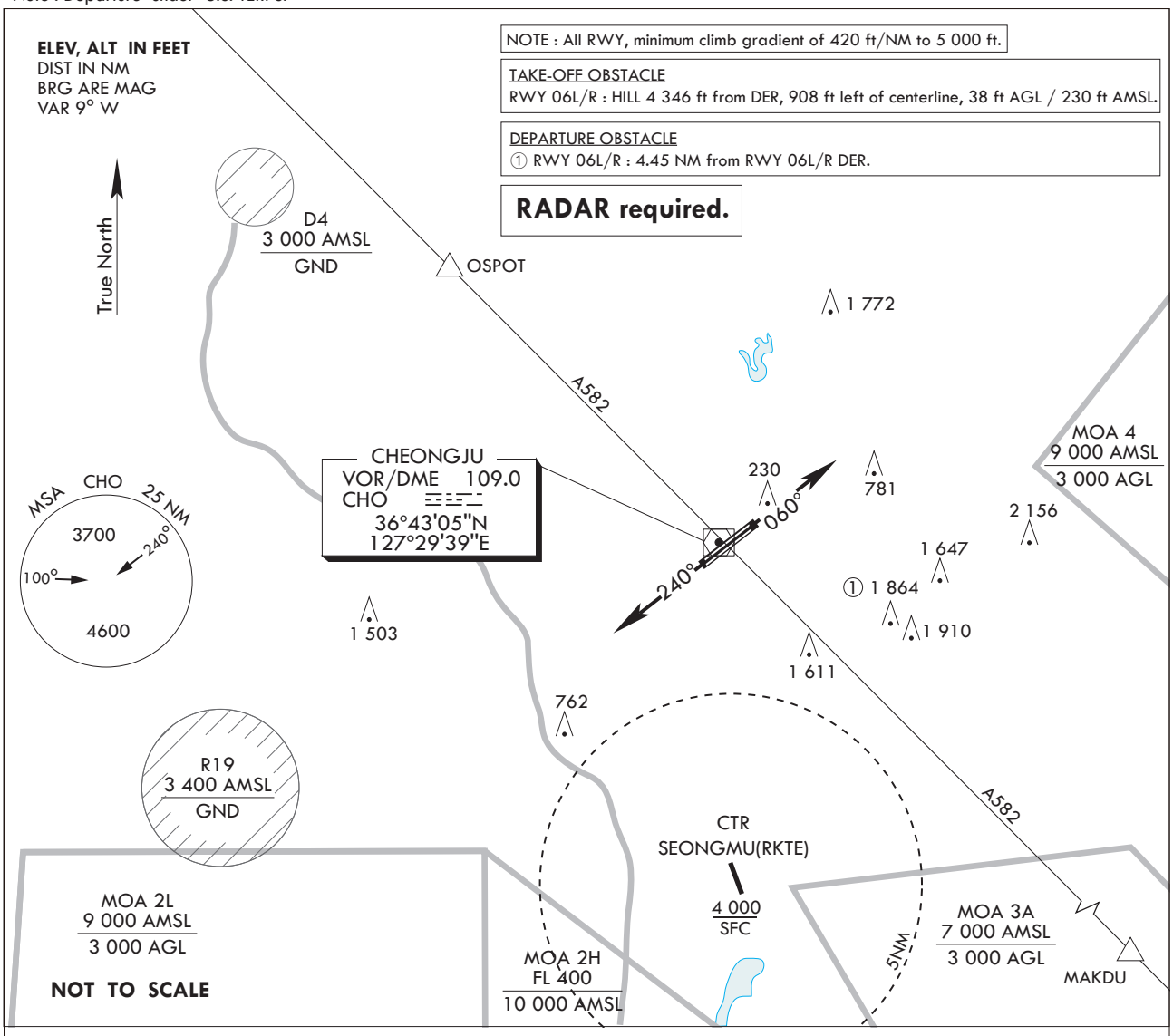
STANDARD DEPARTURE CHART - INSTRUMENT (SID)

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 MAG VAR(8° W → 9° W).

INTENTIONALLY

LEFT

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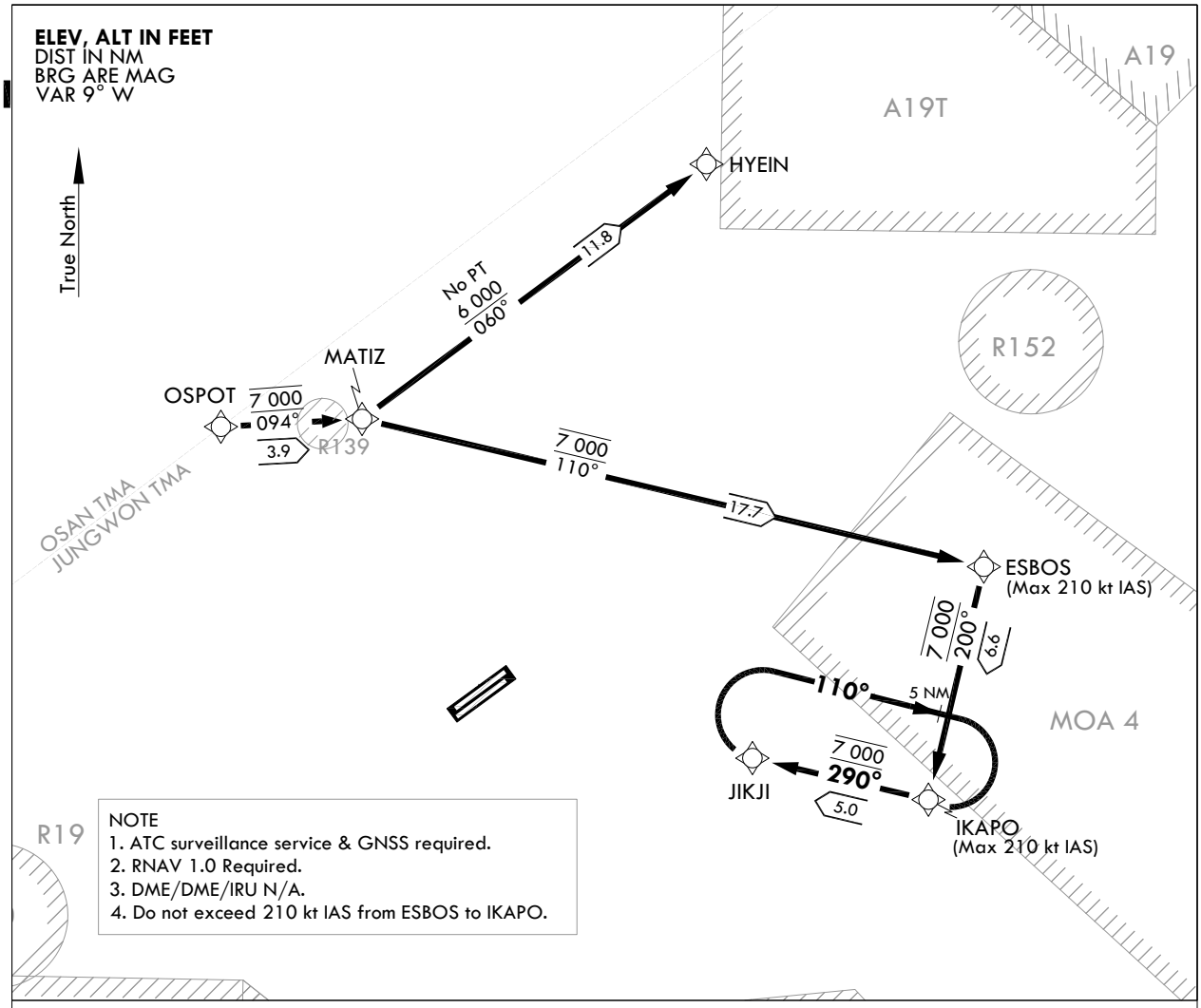
STANDARD ARRIVAL CHART
INSTRUMENT(STAR) - ICAO

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

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	JIKJI	-	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	JIKJI	-	290(282.5)	-	R	7 000	230	36°412'1.7"N 127°39'22.1"E	-	-	Hold at JIKJI E Right Turn 290° Inbound 5 NM Leg

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AERODROME ELEV 2 031 ft
TRANSITION ALT 14 000 ft

APP 134

CHEONGJU/Cheongju Intl(RKTU)

BEARINGS ARE MAGNETIC
VAR 9° W

ALT AND ELEV IN FEET
NOTE - LEVELS ASSIGNED BY ATC INCLUDE A CORRECTION FOR LOW TEMPERATURE EFFECT WHEN NECESSARY

NOTE
CHART ONLY TO BE USED FOR CROSS-CHECKING OF ALTITUDES ASSIGNED WHILE UNDER RADAR CONTROL

COM FAILURE
- SET TRANSPONDER CODE 7600
- FOLLOW COM FAILURE PROCEDURE ON RELEVANT SID OR STAR

HTA 2
1 500 AMSL
SFC

HTA 1
1 000 AMSL
SFC

RK R35
2 500 AMSL
GND

RK R122
3 700 AMSL
GND

RK R17
FL 150
GND

1 000 AGL - 5 000 AGL

MOA 5
FL 400
12 000 AMSL

MOA 5
9 000 AMSL
3 000 AGL

D14
3 000 AGL
GND

MOA 11
FL 400
12 000 AMSL

4 725

KALMA

SUWON
SWN

MONSI

POLEG

SFC - 4 000 AGL

ICHEON

37°12'37.40"N
127°35'30.47"E

015°

SFC - 3 000 AGL

KAKSO

37°06'39.83"N
127°34'32.96"E

24 NM

4 000
(4 100)

OSAN
SOT
OSN

SFC - 2 200 AMSL

3 400

GUKDO
3 800
(3 900)

D19
1 000 AGL
GND

2 330

JUNGWON

050°

24 NM/050°
37°00'34.46"N
127°50'54.50"E

36°57'38.26"N
128°03'15.62"E

068°

PYEONGTAEK
PTK

D13
3 000 AGL
GND

14 NM/015°
36°56'43.84"N
127°32'57.42"E

14 NM

ENSAL

RK R152
2 100 AMSL
SFC

36°54'41.19"N
127°56'44.34"E

SFC - 3 000 AGL

40 NM CHO
35 NM CHO
30 NM CHO
25 NM CHO
20 NM CHO
15 NM CHO
10 NM CHO
5 NM CHO

RK R139
3 400 AMSL
GND

OSPOT

14 NM/050°
36°53'11.09"N
127°42'29.12"E

SAKTI

17 NM/068°
36°51'14.16"N
127°49'08.48"E

BASEM

17 NM/080°
36°47'58.32"N
127°50'54.46"E

17 NM

080°

29D

36°49'07.78"N
126°54'13.78"E

36°46'50.37"N
127°07'37.61"E

19 NM/290°

4 NM/290°
36°43'40.52"N
127°25'52.54"E

SFC - 5 000 AGL

2 800
OROGA
CHEONGJU
CHO
VASLH

3 000
(3 200)

10 NM/080°
36°45'51.53"N
127°42'35.82"E

14 NM/080°
36°47'04.05"N
127°47'20.70"E

3 111

14 NM/068°

10 NM

14 NM

3 900

4 900
(5 100)

BIGOB

BEOSAN

SFC - 5 000 AGL

1 000 AGL - 5 000 AGL

OLMEN

3 488

2 294

BULTI

D15
3 000 AGL
GND

RK R19
3 400 AMSL
GND

JOCHIWON

4 NM/210°
36°39'07.02"N
127°28'51.09"E

4 NM/185°
36°38'49.32"N
127°30'58.34"E

10 NM/135°

36°34'18.77"N
127°44'33.98"E

SEONGMU

2 900

3 600
(3 700)

14 NM/135°

2 822

RK R20
5 000 AMSL
GND

135°

14 NM/150°
36°31'43.27"N
127°41'21.75"E

SFC - 4 000 AGL

4 400
(4 500)

36°27'45.11"N
127°45'08.67"E
19 NM/150°

150°

MAKDU

MOA 4
9 000 AMSL
3 000 AGL

CUN
YCN
YECHEON

SFC - 5 000 AGL

1 000 AGL - 5 000 AGL

30 NM

D16
2 000 AGL
GND

36°25'57.96"N
127°41'41.05"E

19 NM

RK R138
4 400 AMSL
SFC

ENTEL

36°23'48.92"N
127°31'50.73"E

185°

MOA 3H
FL 400
10 000 AMSL

MOA 3A
7 000 AMSL
3 000 AGL

RK R81
FL 220
SFC

2 786

RK R97A
FL 300
GND

RK R97F
FL 150
SFC

RK R97E
FL 300
SFC

RK R97C
UNL
GND

NONSAN
NSN

MOA 2L
9 000 AMSL
3 000 AGL

MOA 3L
9 000 AMSL
3 000 AGL

36°16'11.86"N
127°47'59.08"E

160°

BITUX

MOA 14
FL 330
10 000 AMSL

RK R111
FL 250
GND

RK R97D
UNL
GND

RK R97B
UNL
GND

SFC - 2 000 AGL

MOA 2H
FL 400
10 000 AMSL

D6
3 000 AGL
GND

D18
3 000 AGL
GND

RK R155B
FL 196
SFC

RK R155A
9 500 AMSL
SFC

LEGEND

ATC SURVEILLANCE MNM ALT IN FEET	3 400
TMA	

0 10 20 30 40 50 km
0 5 10 15 20 25 NM

126°30'E 126°40'E 126°50'E 127°0'E 127°10'E 127°20'E 127°30'E 127°40'E 127°50'E 128°0'E 128°10'E 128°20'E 128°30'E

37°20'N 37°10'N 37°0'N 36°50'N 36°40'N 36°30'N 36°20'N 36°10'N

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REPUBLIC OF KOREA

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

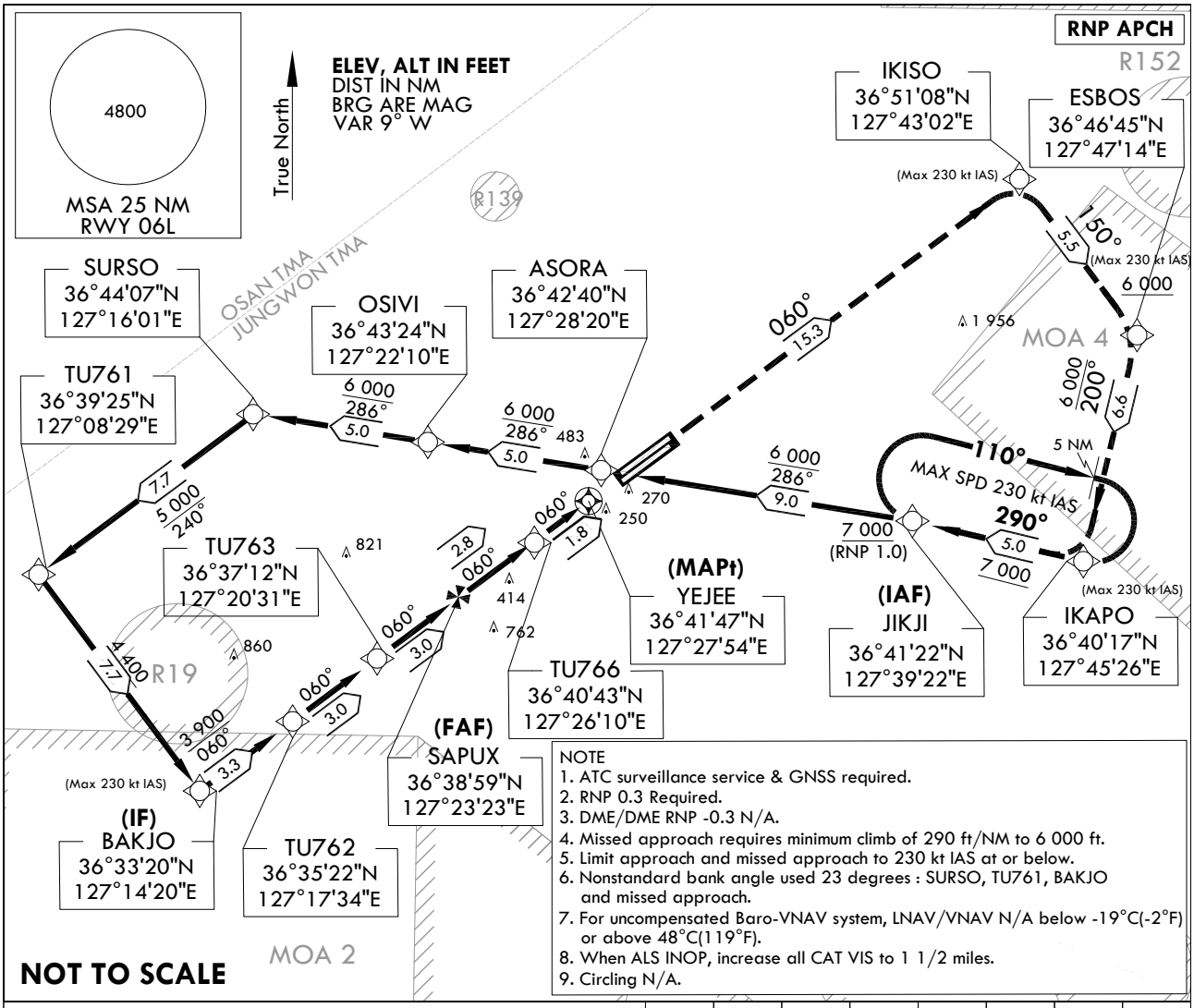
INSTRUMENT APPROACH CHART

AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 06L - ELEV **167** ft

JUNGWON APP	134.0	265.75
CHEONGJU GCA	134.4	134.1
CHEONGJU TWR	118.7	126.2	249.6

CHEONGJU/Cheongju INTL(RKTU)
RNP RWY 06L

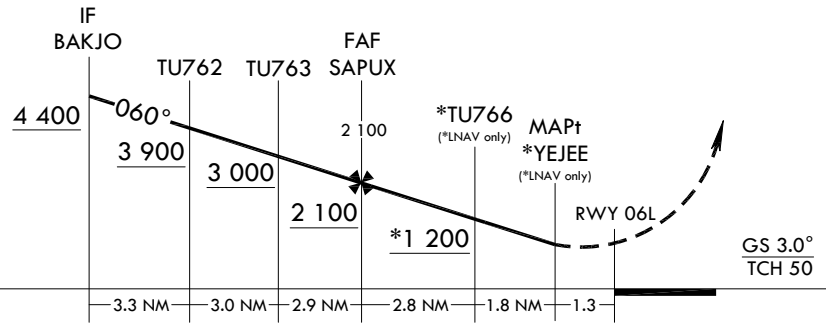
Note : Approach under U.S TERPS.



MISSED APPROACH
Climb to 7 000 ft via on track 060° to IKISO, then track 150° to cross ESBOS at or above 6 000 ft, then track 200° to IKAPO, then track 290° to JIKJI and hold.

TR 060°	IKISO	TR 150°	ESBOS 6 000	TR 200°	IKAPO	TR 290°	JIKJI 7 000

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY		A	B	C	D	E
LNAV/VNAV DA	ALS	625-1¼ 458(500-1¼)				N/A
	ALS INOP	625-1½ 458(500-1½)				N/A
LNAV MDA	ALS	620-1¼ 453(500-1¼)				N/A
	ALS INOP	620-1½ 453(500-1½)				N/A
CIRCLING		N/A				

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

Instrument Approach Procedure Coding Tables

RNP 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	-	JIKJI	-	-	-	-	+7 000	-	36°41'21.7"N 127°39'22.1"E	-	RNAV 1	IAF
002	TF	ASORA	-	286 (278.5)	9.0	-	+6 000	-	36°42'40.4"N 127°28'19.6"E	-	RNAV 1	-
003	TF	OSIVI	-	286 (278.3)	5.0	-	+6 000	-	36°43'23.8"N 127°22'10.3"E	-	RNAV 1	-
004	TF	SURSO	-	286 (278.3)	5.0	-	+6 000	-	36°44'06.8"N 127°16'01.0"E	-	RNAV 1	-
005	TF	TU761	-	240 (232.3)	7.7	-	+5 000	-	36°39'25.0"N 127°08'29.0"E	-	RNAV 1	-
006	TF	BAKJO	-	150 (142.2)	7.7	-	+4 400	-230	36°33'20.1"N 127°14'19.5"E	-	RNAV 1	IF
007	TF	TU762	-	060 (052.1)	3.3	-	+3 900	-	36°35'21.9"N 127°17'33.6"E	-	RNAV 1	-
008	TF	TU763	-	060 (052.3)	3.0	-	+3 000	-	36°37'12.1"N 127°20'30.5"E	-	RNAV 1	-
009	TF	SAPUX	-	060 (052.3)	2.9	-	+2 100	-	36°38'59.3"N 127°23'22.9"E	-	RNP 0.3	FAF
010	TF	TU766	-	060 (052.4)	2.8	-	+1 200	-	36°40'42.9"N 127°26'09.9"E	-	RNP 0.3	(LNAV only)
011	TF	YEJEE	Y	060 (052.4)	1.8	-	+620	-	36°41'47.4"N 127°27'53.8"E	-	RNP 0.3	MAPt(LNAV only)
012	TF	IKISO	-	060 (052.4)	15.3	-	+6 000	-230	36°51'08.3"N 127°43'01.8"E	-	RNAV 1	CG 290 ft/NM to 6 000 ft
013	TF	ESBOS	-	150 (142.4)	5.5	-	+6 000	-230	36°46'44.7"N 127°47'14.2"E	-	RNAV 1	-
014	TF	IKAPO	-	200 (192.6)	6.6	-	@7 000	-230	36°40'16.6"N 127°45'26.2"E	-	RNAV 1	-
015	TF	JIKJI	-	290 (282.5)	5.0	-	@7 000	-230	36°41'21.7"N 127°39'22.1"E	-	RNAV 1	-
016	HM	JIKJI	-	290 (282.5)	5.0	R	-	-	36°41'21.7"N 127°39'22.1"E	-	-	-

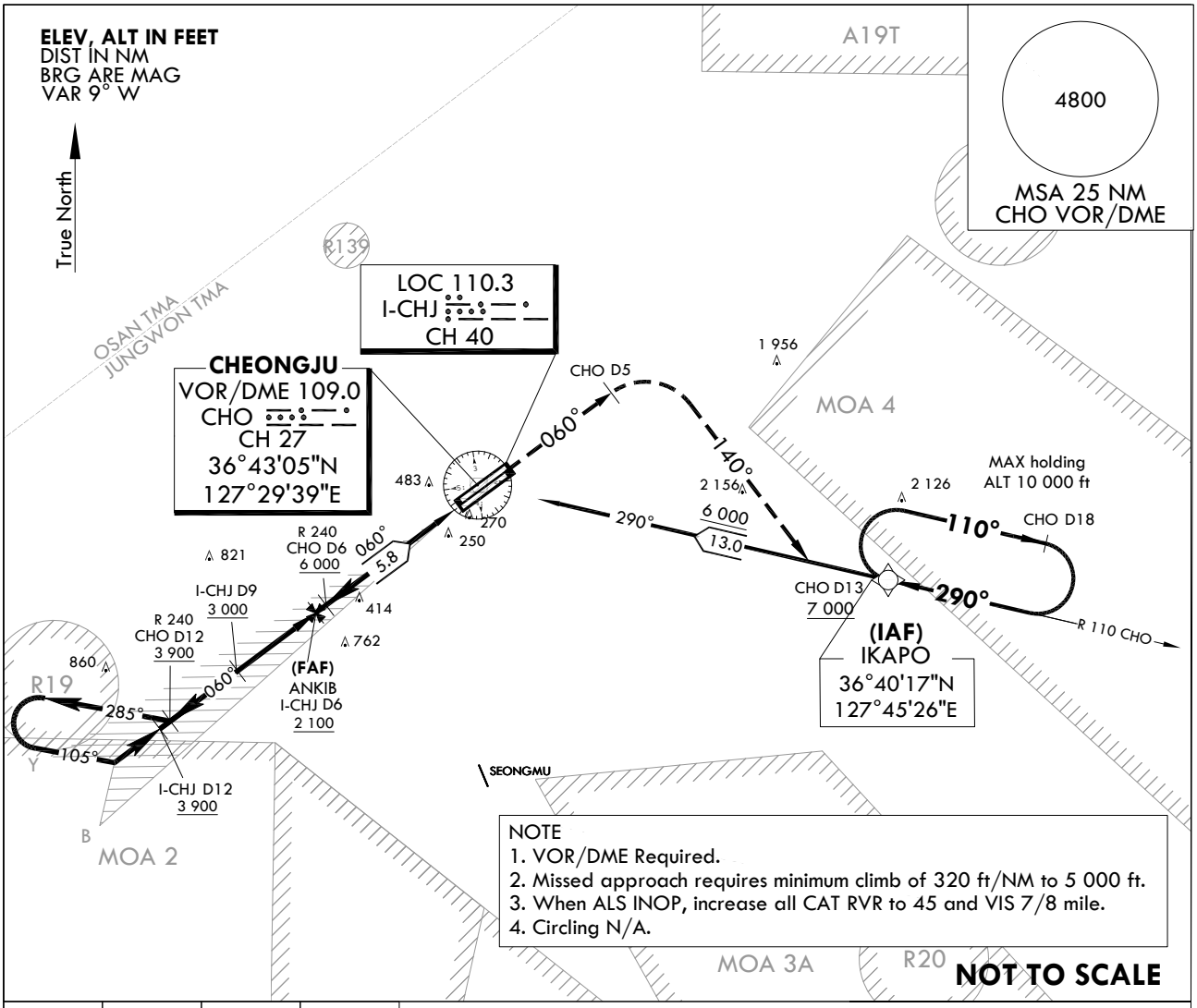
INSTRUMENT APPROACH CHART

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HEIGHTS RELATED TO
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CHEONGJU/Cheongju Intl(RKTU)
ILS Y
RWY 06L

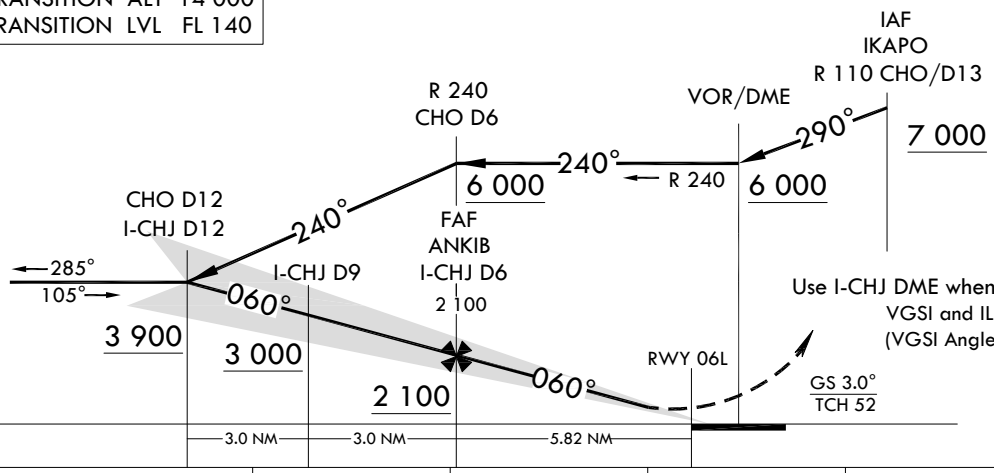
Note : Approach and circle to land under U.S. TERPS.



CHO D5		R 110 CHO	R 110 CHO D13 7 000
HDG 060° 5 000	HDG 140°		

MISSED APPROACH
Climb to 5 000 ft via HDG 060° to CHO 5 DME then right turn HDG 140° to intercept R 110 CHO and R 110 CHO to IKAPO and continue climb to 7 000 ft and hold.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY		A	B	C	D	E
S-ILS 06L	ALS	367/40 200(200-¾)				N/A
	ALS INOP	367/45 200(200-⅞)				N/A

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

CHEONGJU/Cheongju Intl(RKTU)
ILS Y
RWY 06L

AERONAUTICAL DATA TABULATION

ILS Approach to RWY 06L			
Fix/Point		Coordinates	
IKAPO	R 110 CHO/13.00 NM CHO	36°40'16.6"N	127°45'26.2"E
CHO VOR/DME	-	36°43'04.9"N	127°29'38.7"E
D6 CHO	R 240 CHO/6.00 NM CHO	-	
D12 ICHJ	BRG 60.11°/12.00 NM ICHJ	36°35'21.9"N	127°17'33.6"E
D9 ICHJ	BRG 60.11°/9.00 NM ICHJ	36°37'12.1"N	127°20'30.5"E
ANKIB	-	36°39'02.7"N	127°23'28.6"E
RWY O6L THR	-	36°42'36.12"N	127°29'12.42"E
D5 CHO	BRG 60.11°/5.00 NM CHO	36°46'00.1"N	127°34'42.0"E
R 110 CHO	-	-	
IKAPO	R 110 CHO/13.00 NM CHO	36°40'16.6"N	127°45'26.2"E

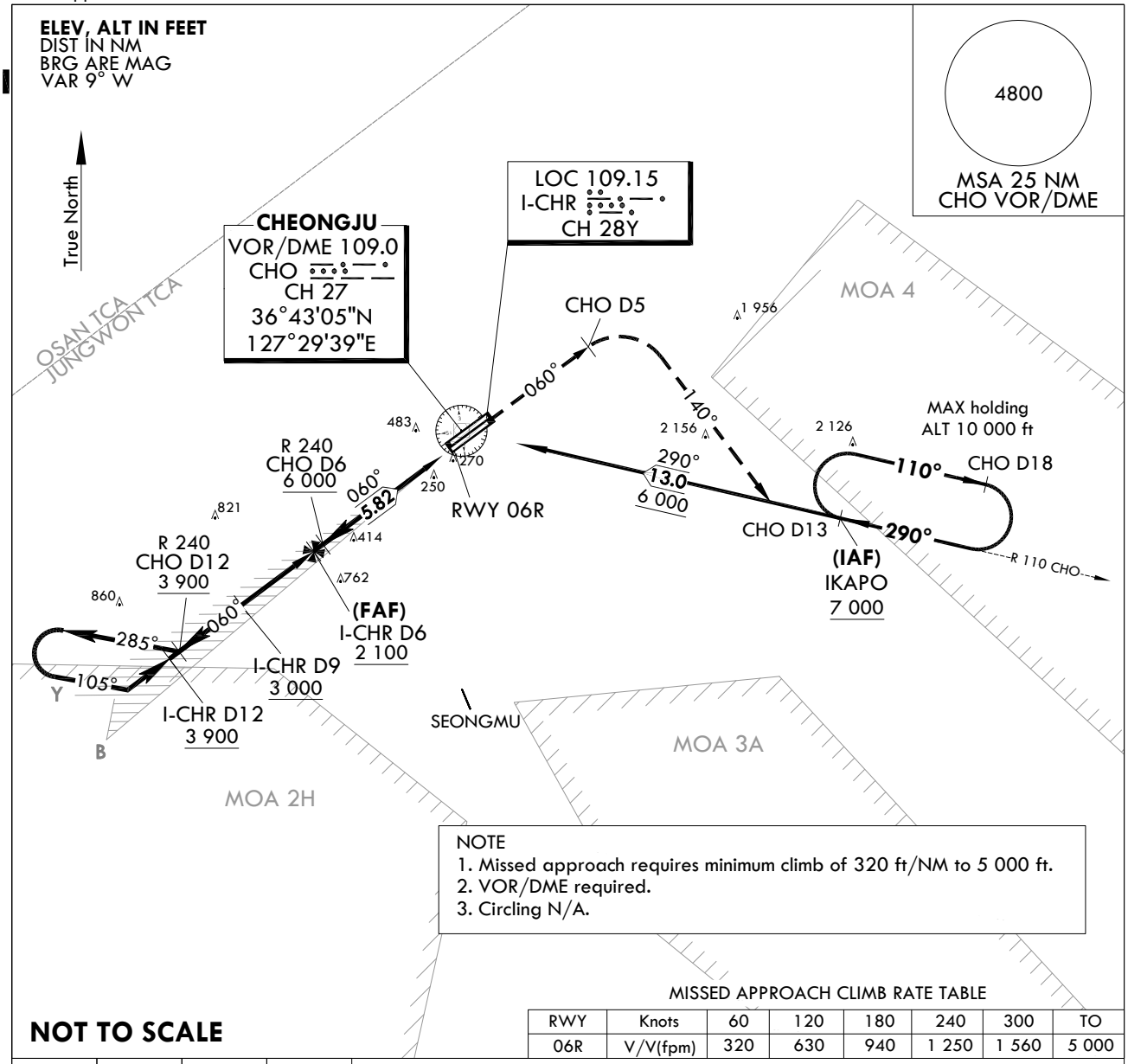
INSTRUMENT APPROACH CHART

AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 06R - ELEV **171** ft

JUNGWON APP	134.0	265.75
CHEONGJU GCA	134.4	134.1
CHEONGJU TWR	118.7	126.2 249.6

CHEONGJU/Cheongju INTL(RKTU)
ILS Y
RWY 06R

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



NOT TO SCALE

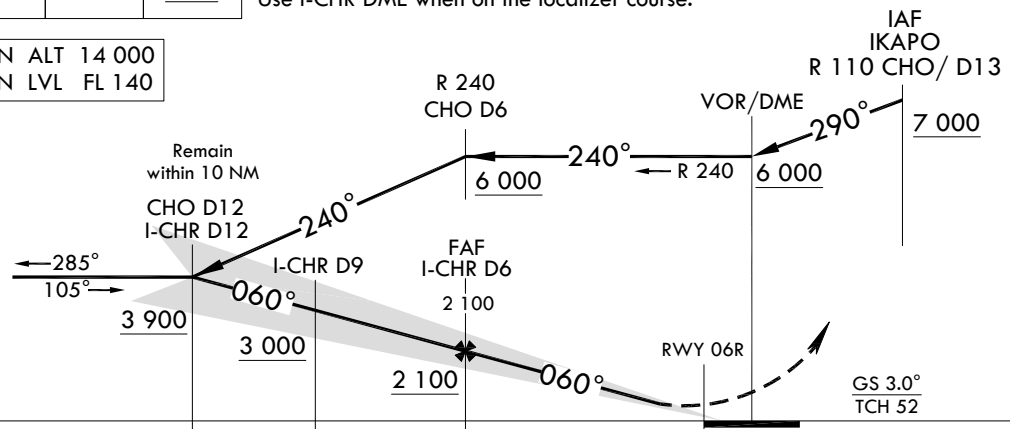
MISSED APPROACH CLIMB RATE TABLE

RWY	Knots	60	120	180	240	300	TO
06R	V/V(fpm)	320	630	940	1 250	1 560	5 000

CHO D5		R 110 CHO	R 110 CHO D13
HDG 060° 5 000	HDG 140°		7 000

MISSED APPROACH
Climb to 5 000 ft via HDG 060° to CHO 5 DME then right turn HDG 140° to intercept R 110 CHO and R 110 CHO VOR/DME to IKAPO and continue climb to 7 000 ft and hold.
Use I-CHR DME when on the localizer course.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D
S-ILS 06R	373/40		200(200-3/4)	

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

INTENTIONALLY

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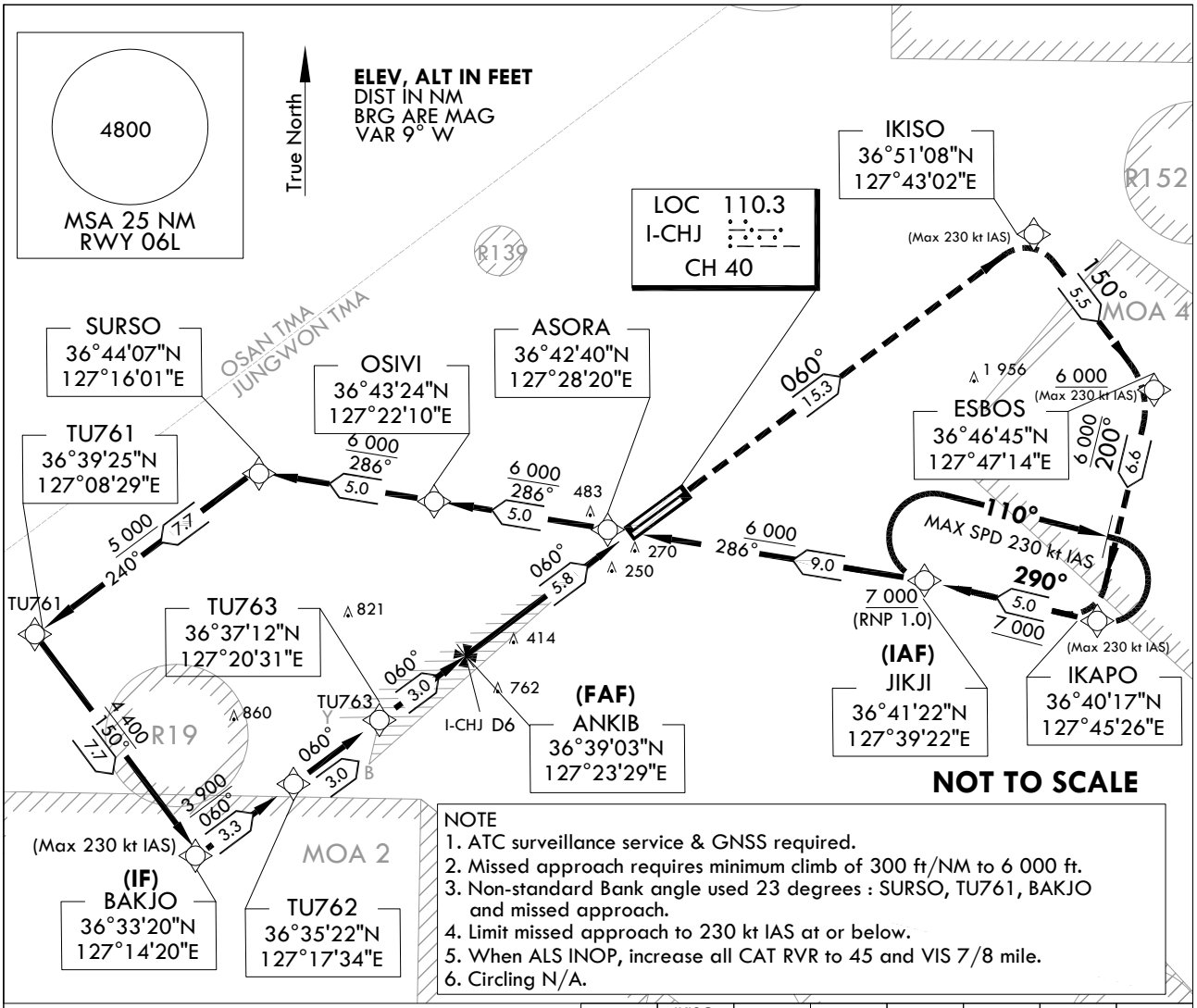
INSTRUMENT APPROACH CHART

AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 06L - ELEV **167** ft

JUNGWON APP	134.0	265.75
CHEONGJU GCA	134.4	134.1
CHEONGJU TWR	118.7	126.2	249.6

CHEONGJU/Cheongju Intl(RKTU)
ILS Z
RWY 06L

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



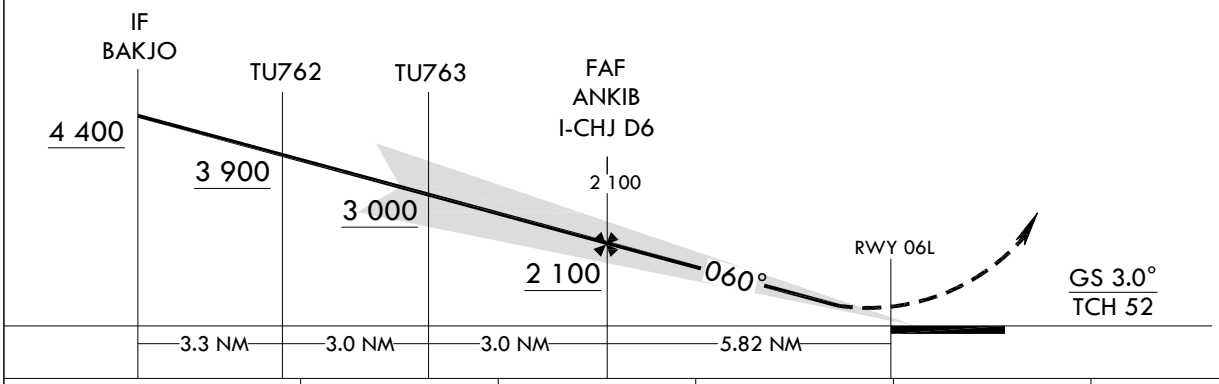
NOTE
1. ATC surveillance service & GNSS required.
2. Missed approach requires minimum climb of 300 ft/NM to 6 000 ft.
3. Non-standard Bank angle used 23 degrees : SURSO, TU761, BAKJO and missed approach.
4. Limit missed approach to 230 kt IAS at or below.
5. When ALS INOP, increase all CAT RVR to 45 and VIS 7/8 mile.
6. Circling N/A.

MISSED APPROACH
Climb to 6 000 ft via on track 060° to IKISO, then track 150° to cross ESBOS at or above 6 000 ft, then track 200° to IKAPO, then track 290° to cross JIKJI at or above 7 000 ft and hold.

Use I-CHJ DME when on the localizer course.
VGSI and ILS glidepath not coincident (VGSI Angle 3.0/TCH 48).

TR 060°	IKISO	TR 150°	ESBOS 6 000	TR 200°	IKAPO	TR 290°	JIKJI 7 000

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY		A	B	C	D	E
S-ILS 06L	ALS	367/40 200(200-¾)				N/A
	ALS INOP	367/45 200(200-⅞)				N/A

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

CHEONGJU/Cheongju Intl(RKTU)
ILS Z
RWY 06L

AERONAUTICAL DATA TABULATION

ILS Approach to RWY 06L			
Fix/Point		Coordinates	
JIKJI (IAF)	-	36°41'21.7"N	127°39'22.1"E
ASORA	-	36°42'40.4"N	127°28'19.6"E
OSIVI	-	36°43'23.8"N	127°22'10.3"E
SURSO	R 283 CHO/11.00 NM CHO	36°44'06.8"N	127°16'01.0"E
TU761	-	36°39'25.0"N	127°08'29.0"E
BAKJO	-	36°33'20.1"N	127°14'19.6"E
TU762	-	36°35'21.9"N	127°17'33.6"E
TU763	-	36°37'12.1"N	127°20'30.5"E
ANKIB	-	36°39'02.7"N	127°23'28.6"E
RWY O6L THR	-	36°42'36.12"N	127°29'12.42"E
IKISO	-	36°51'08.3"N	127°43'01.8"E
ESBOS	-	36°46'44.7"N	127°47'14.2"E
IKAPO	R 110 CHO/13.00 NM CHO	36°40'16.6"N	127°45'26.2"E
JIKJI	-	36°41'21.7"N	127°39'22.1"E

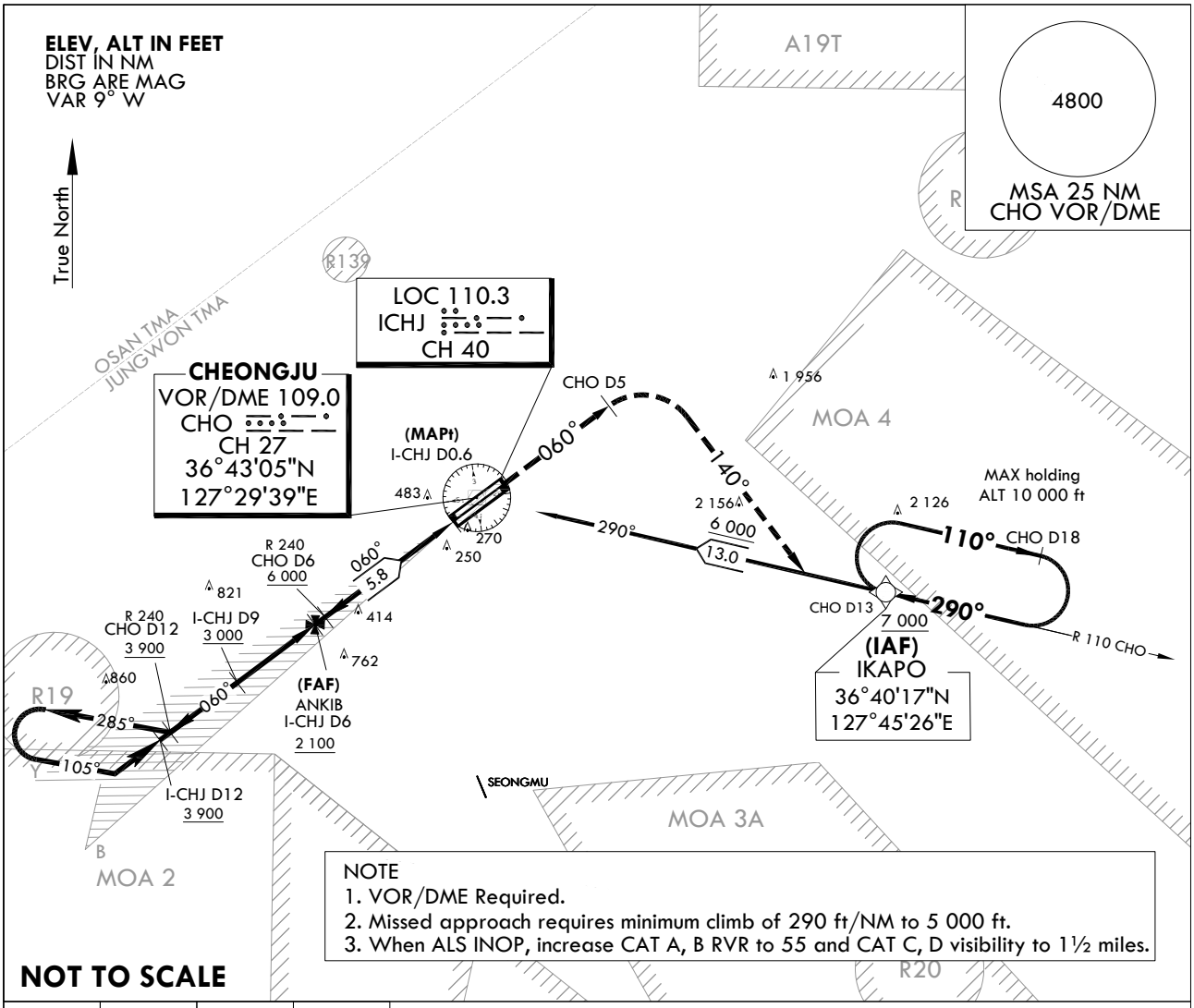
INSTRUMENT APPROACH CHART

AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 06L - ELEV **167** ft

JUNGWON APP	134.0	265.75
CHEONGJU GCA	134.4	134.1
CHEONGJU TWR	118.7	126.2	249.6

CHEONGJU/Cheongju Intl(RKTU)
LOC Y
RWY 06L

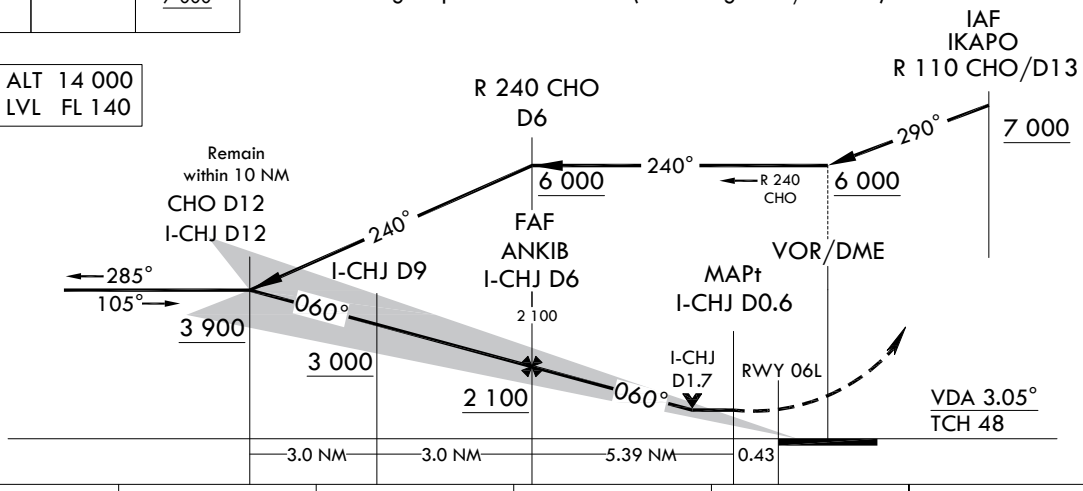
Note : Approach and circle to land under U.S. TERPS.



CHO D5		R 110 CHO	R 110 CHO D13 7 000
HDG 060° 5 000	HDG 140°		

MISSED APPROACH
Climb to 5 000 ft via HDG 060° to CHO 5 DME then right turn HDG 140° to intercept R 110 CHO and R 110 CHO to IKAPO and continue climb to 7 000 ft and hold.
VGSI and ILS glidepath not coincident (VGSI Angle 3.0/TCH 48).

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY		A	B	C	D	E
S-LOC 06L	ALS	700/40 533(600-¾)		700-1¼ 533(600-1¼)		N/A
	ALS INOP	700/55 533(600-1)		700-1½ 533(600-1½)		N/A
CIRCLING		880-1 688(700-1)		1 200-3 1 008(1 100-3)	2 000-3 1 808(1 900-3)	N/A

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

CHEONGJU/Cheongju Intl(RKTU)
LOC Y
RWY 06L

AERONAUTICAL DATA TABULATION

LOC Approach to RWY 06L from LOC/DME			
Fix/Point		Coordinates	
IKAPO	R 110 CHO/13.00 NM CHO	36°40'16.6"N	127°45'26.2"E
CHO VOR/DME	-	36°43'04.9"N	127°29'38.7"E
D6 CHO	R 240 CHO/6.00 NM CHO	-	
D12 ICHJ	BRG 60.11°/12.00 NM ICHJ	36°35'21.9"N	127°17'33.6"E
D9 ICHJ	BRG 60.11°/9.00 NM ICHJ	36°37'12.1"N	127°20'30.5"E
ANKIB	-	36°39'02.7"N	127°23'28.6"E
D0.6 ICHJ	0.6 NM ICHJ	-	
D5 CHO	BRG 60.11°/5.00 NM CHO	36°46'00.1"N	127°34'42.0"E
R 110 CHO	-	-	
IKAPO	R 110 CHO/13.00 NM CHO	36°40'16.6"N	127°45'26.2"E

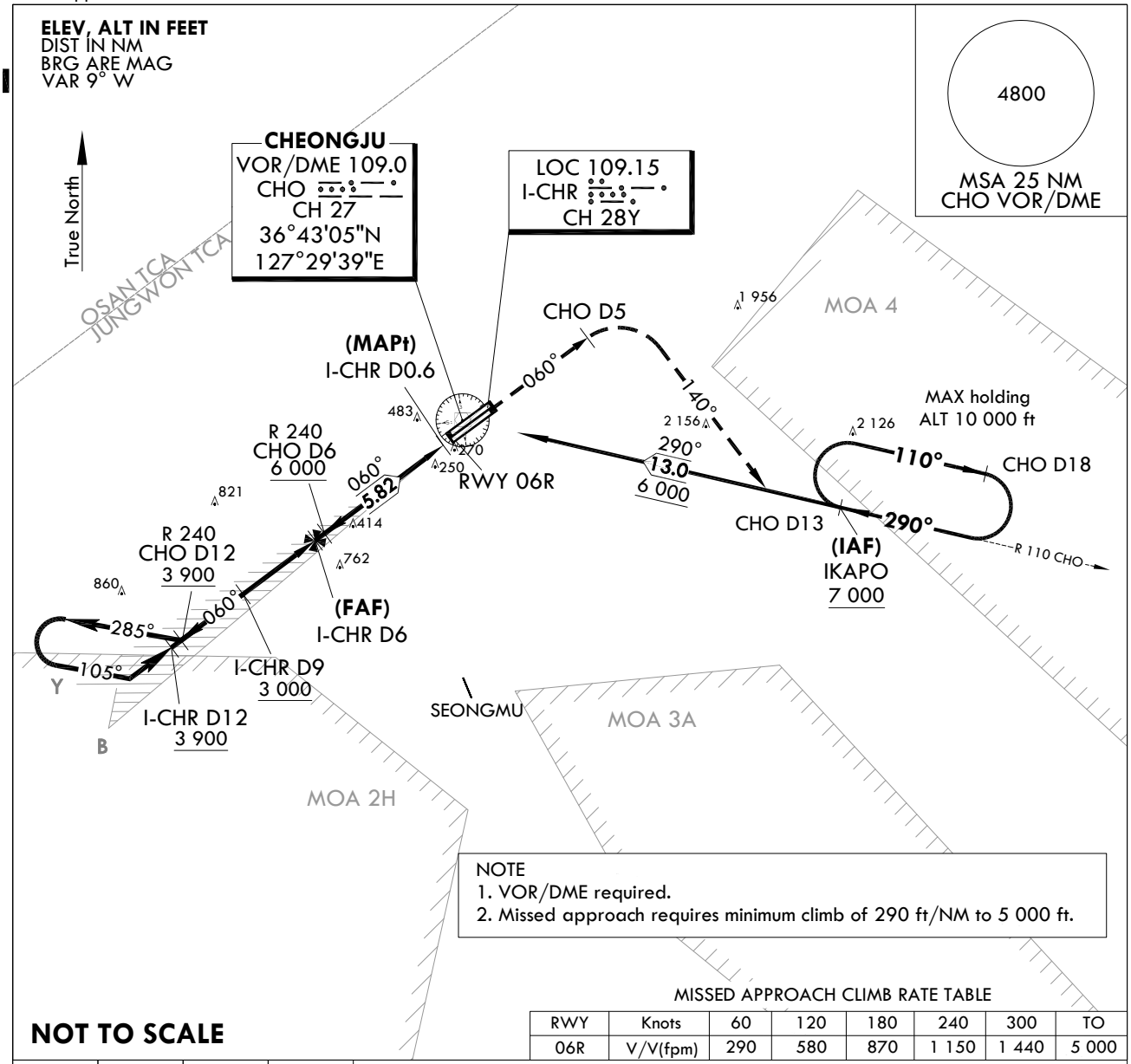
INSTRUMENT APPROACH CHART

AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 06R - ELEV **171** ft

JUNGWON APP	134.0	265.75
CHEONGJU GCA	134.4	134.1
CHEONGJU TWR	118.7	126.2	249.6

CHEONGJU/Cheongju INTL(RKTU)
LOC
RWY 06R

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



NOTE
1. VOR/DME required.
2. Missed approach requires minimum climb of 290 ft/NM to 5 000 ft.

MISSED APPROACH CLIMB RATE TABLE

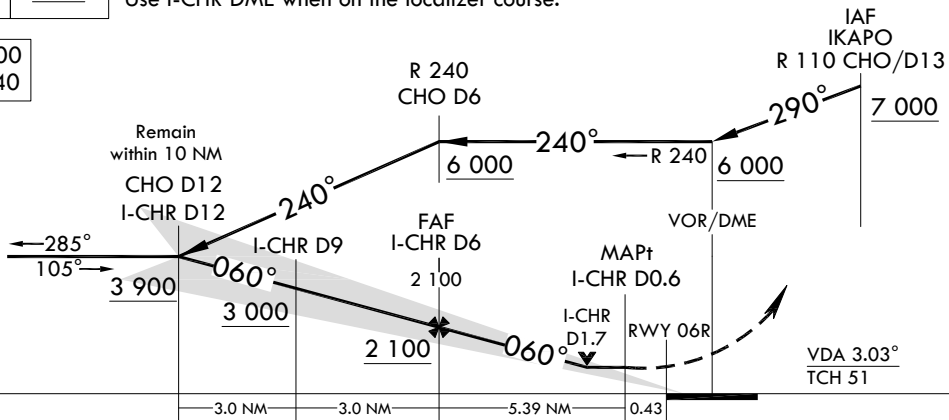
RWY	Knots	60	120	180	240	300	TO
06R	V/V(fpm)	290	580	870	1 150	1 440	5 000

NOT TO SCALE

CHO D5		R 110 CHO	R 110 CHO D13
HDG 060° 5 000	HDG 140°		7 000

MISSED APPROACH
Climb to 5 000 ft via HDG 060° to CHO 5 DME then right turn HDG 140° to intercept R 110 CHO and R 110 CHO VOR/DME to IKAPO and continue climb to 7 000 ft and hold.
Use I-CHR DME when on the localizer course.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY		A	B	C	D
S-LOC 06R	ALS	700/40	527(600-¾)	700-1¼	527(600-1¼)
	ALS INOP	700/55	527(600-1)	700-1½	527(600-1½)
C CIRCLING		880-1	688(700-1)	1 400-3 1 208(1 300-3)	2 000-3 1 808(1 900-3)

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

INTENTIONALLY

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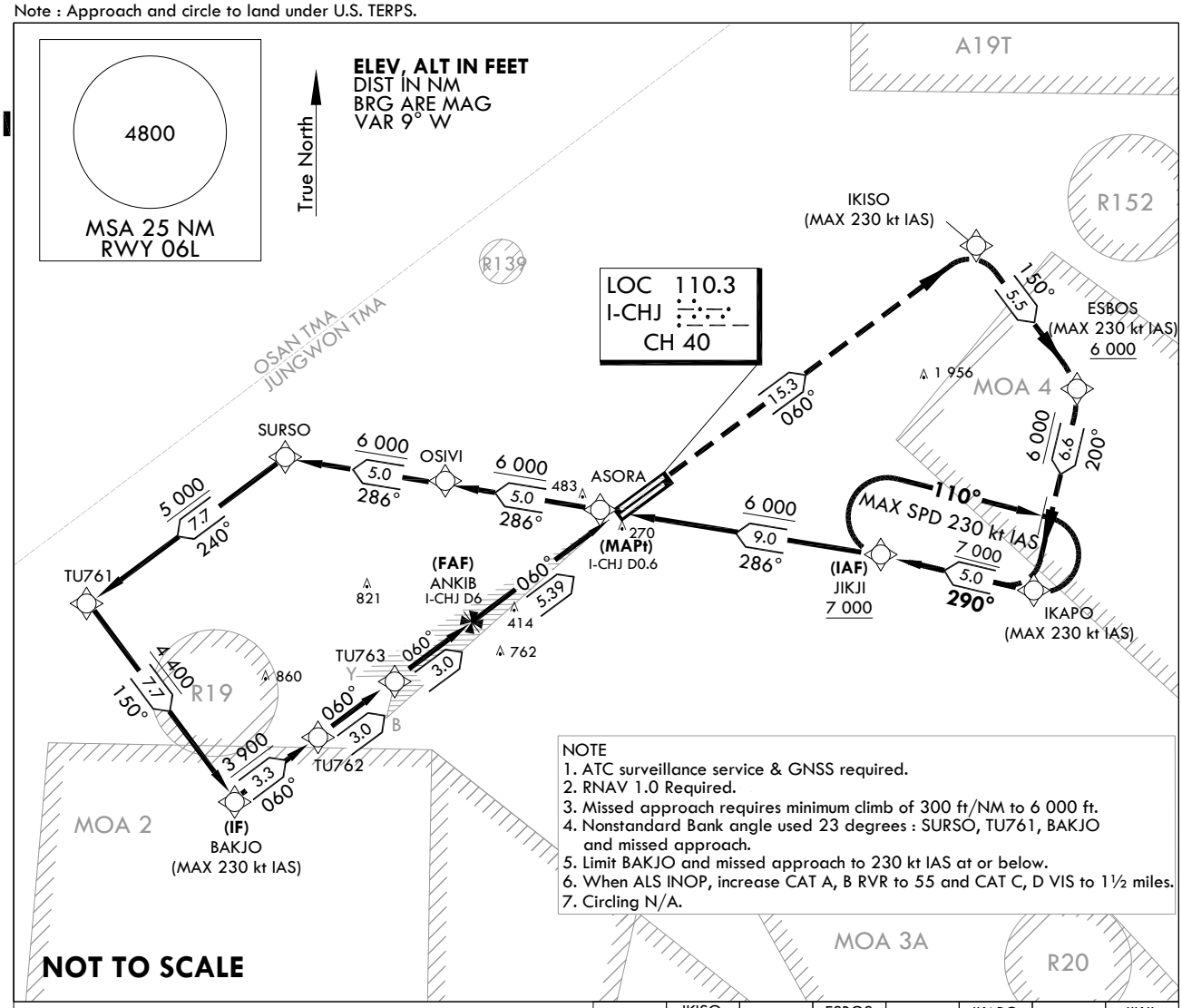
INSTRUMENT APPROACH CHART

AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 06L - ELEV **187** ft

JUNGWON APP	134.0	265.75	
CHEONGJU GCA	134.4	134.1	
CHEONGJU TWR	118.7	126.2	249.6

CHEONGJU/Cheongju INTL(RKTU)
LOC Z
RWY 06L

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

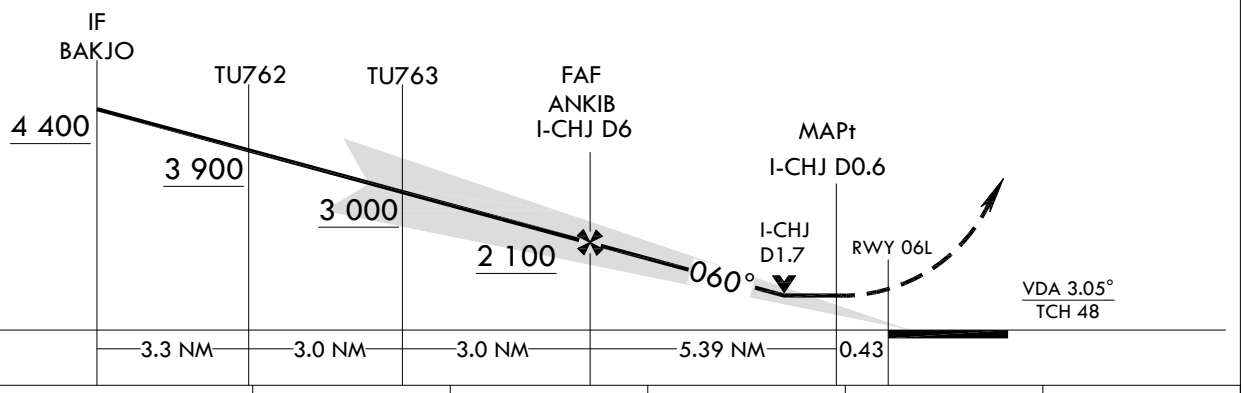


MISSED APPROACH
Climb to 6 000 ft via on track 060° to IKISO, then track 150° to cross ESBOS at or above 6 000 ft, then track 200° to IKAPO, then track 290° to cross JIKJI at or above 7 000 ft and hold.

Use I-CHJ DME when on the localizer course.

TR 060°	IKISO	TR 150°	ESBOS 6 000	TR 200°	IKAPO	TR 290°	JIKJI 7 000

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY		A	B	C	D	E
S-LOC 06L	ALS	700/40 533(600-¾)		700-1¼ 533(600-1¼)		N/A
	ALS INOP	700/55 533(600-1)		700-1½ 533(600-1½)		N/A

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

INTENTIONALLY

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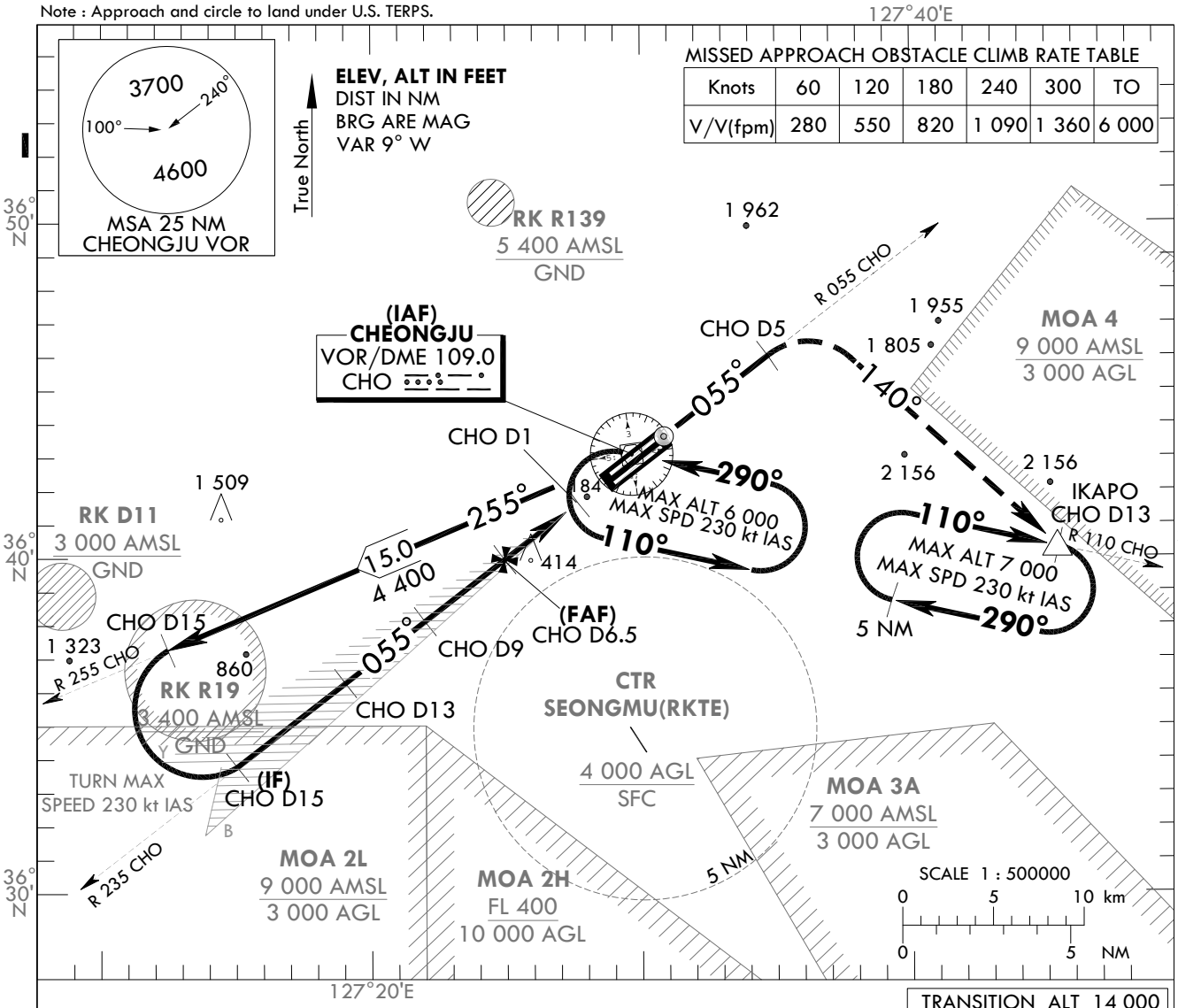
INSTRUMENT APPROACH CHART

AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 06L - ELEV **168 ft**

JUNGWON APP	134.0	265.75	
CHEONGJU GCA	134.4	134.1	
CHEONGJU TWR	118.7	126.2	249.6

CHEONGJU/Cheongju Intl(RKTU)
VOR
RWY 06L

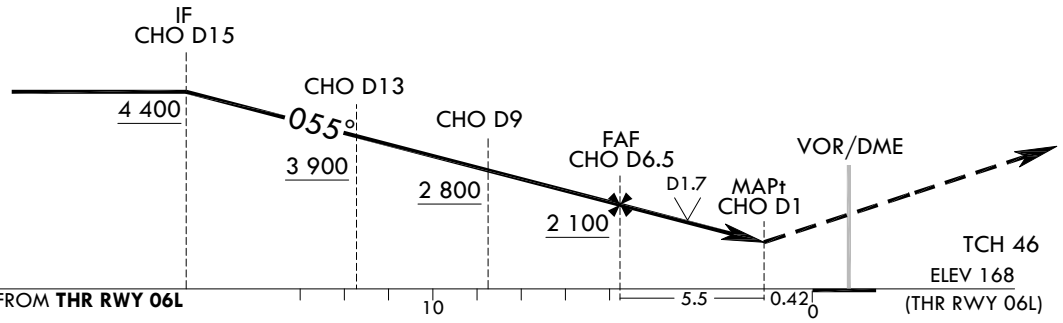
Note : Approach and circle to land under U.S. TERPS.



TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb to 7 000 ft, via HDG 055° to CHO D5, then right turn HDG 140°, then direct to IKAPO and hold.

* When ALS INOP, increase CAT A, B RVR to 50 and VIS to 1 mile, CAT C VIS to 1½ miles, CAT D VIS to 1¾ miles.



CATEGORY	A	B	C	D
S-VOR	**700/24** 532(600-½)		**700/50** 532(600-1)	**700/60** 532(600-1¼)
CIRCLING	**780-1** 588(600-1)	**820-1** 628(700-1)	**820-1¾** 628(700-1¾)	**1 200-3** 1 008(1 100-3)

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

INTENTIONALLY

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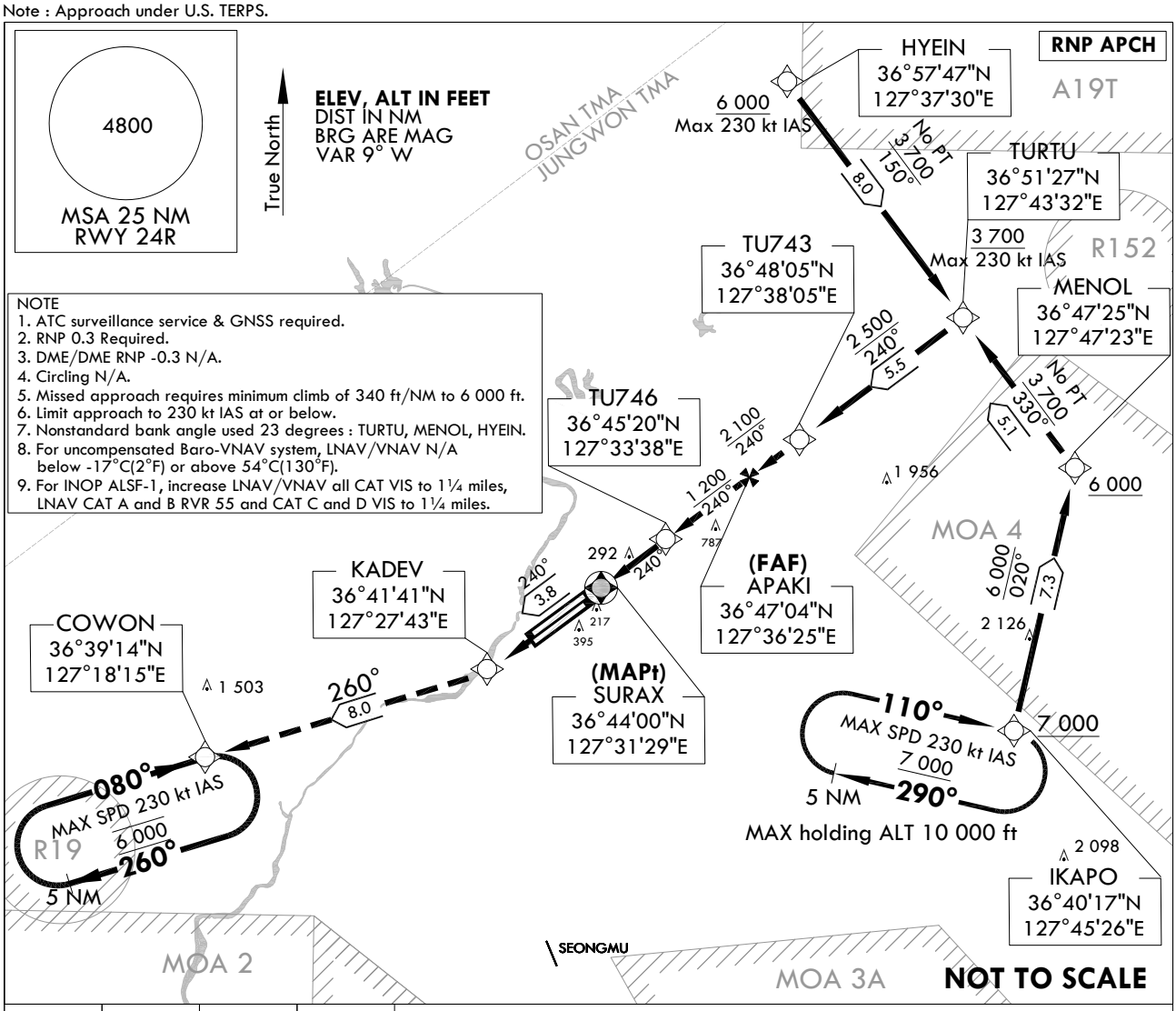
INSTRUMENT APPROACH CHART

AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 24R - ELEV **187** ft

JUNGWON APP	134.0	265.75
CHEONGJU GCA	134.4	134.1
CHEONGJU TWR	118.7	126.2 249.6

CHEONGJU/Cheongju INTL(RKTU)
RNP RWY 24R

Note : Approach under U.S. TERPS.

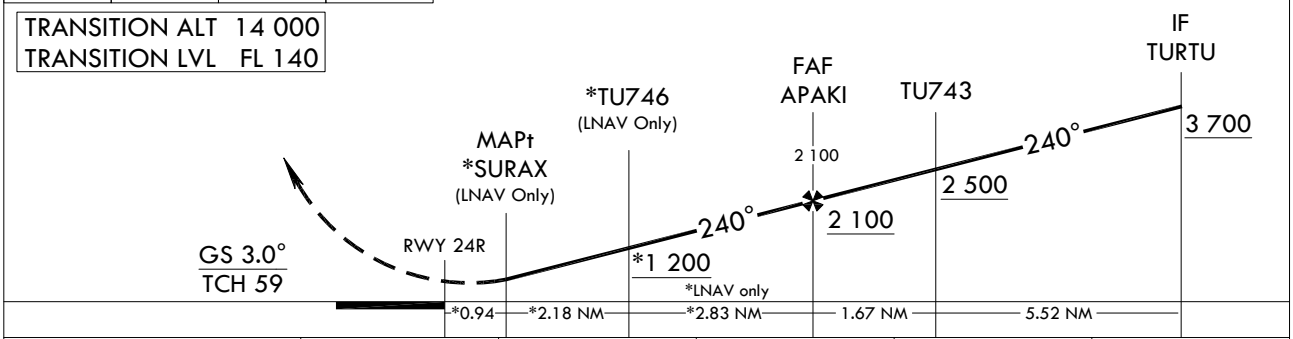


NOTE
1. ATC surveillance service & GNSS required.
2. RNP 0.3 Required.
3. DME/DME RNP -0.3 N/A.
4. Circling N/A.
5. Missed approach requires minimum climb of 340 ft/NM to 6 000 ft.
6. Limit approach to 230 kt IAS at or below.
7. Nonstandard bank angle used 23 degrees : TURTU, MENOL, HYEIN.
8. For uncompensated Baro-VNAV system, LNAV/VNAV N/A below -17°C(2°F) or above 54°C(130°F).
9. For INOP ALSF-1, increase LNAV/VNAV all CAT VIS to 1¼ miles, LNAV CAT A and B RVR 55 and CAT C and D VIS to 1¼ miles.

TR 240°	KADEV	TR 260°	COWON

MISSED APPROACH
Climb to 6 000 ft via on track 240° to KADEV, then track 260° to COWON, then continue climb to 6 000 ft and hold.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY		A	B	C	D	E
LNAV/VNAV DA	ALS	602/40 415(500-$\frac{7}{8}$)				N/A
	ALS INOP	602/1$\frac{1}{4}$ 415(500-1$\frac{1}{4}$)				N/A
LNAV MDA	ALS	620/40 433(500-$\frac{3}{4}$)				N/A
	ALS INOP	620/55 433(500-1)		620-1$\frac{1}{4}$ 433(500-1$\frac{1}{4}$)		N/A
CIRCLING		N/A				

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

Instrument Approach Procedure Coding Tables

RNP RWY 24R - via IKAPO to TURTU(IF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	-	IKAPO	-	-	-	-	+7 000	-	36°40'16.6"N 127°45'26.2"E	-	RNAV 1	IAF
002	TF	MENOL	-	020 (012.32)	7.3	-	+6 000	-	36°47'25.1"N 127°47'22.5"E	-	RNAV 1	-
003	TF	TURTU	-	330 (322.61)	5.1	-	+3 700	-230	36°51'27.0"N 127°43'32.3"E	-	RNAV 1	IF

RNP RWY 24R - via HYEIN to TURTU(IF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	TF	HYEIN	-	-	-	-	+6 000	-230	36°57'47.1"N 127°37'29.7"E	-	RNAV 1	IAF
002	TF	TURTU	-	150 (142.51)	8.0	-	+3 700	-230	36°51'27.0"N 127°43'32.3"E	-	RNAV 1	IF

RNP RWY 24R - via TURTU(IF) to MAHF

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	TF	TURTU	-	-	-	-	+3 700	-230	36°51'27.0"N 127°43'32.3"E	-	RNAV 1	IF
002	TF	TU743	-	240 (232.56)	5.5	-	+2 500	-	36°48'05.3"N 127°38'04.9"E	-	RNAV 1	-
003	TF	APAKI	-	240 (232.51)	1.7	-	+2 100	-	36°47'03.7"N 127°36'25.0"E	-	RNP 0.3	FAF
004	TF	TU746	-	240 (232.49)	2.8	-	+1 200	-	36°45'20.2"N 127°33'37.6"E	-	RNP 0.3	LNAV only
005	TF	SURAX	Y	240 (232.46)	2.2	-	+620	-	36°44'00.5"N 127°31'28.6"E	-	RNP 0.3	MAPt(LNAV only)
006	TF	KADEV	-	240 (232.44)	3.8	-	-	-	36°41'40.5"N 127°27'42.6"E	-	RNAV 1	CG 340 ft/NM to 6 000 ft
007	TF	COWON	-	260 (252.25)	8.0	-	6 000	-	36°39'13.6"N 127°18'14.5"E	-	RNAV 1	-
008	HM	IKAPO	-	110 (102.15)	5.0	-	+7 000	-	36°40'16.6"N 127°45'26.2"E	-	-	-
009	HM	COWON	-	080 (072.25)	5.0	-	@6 000	-	36°39'13.6"N 127°18'14.5"E	-	-	-

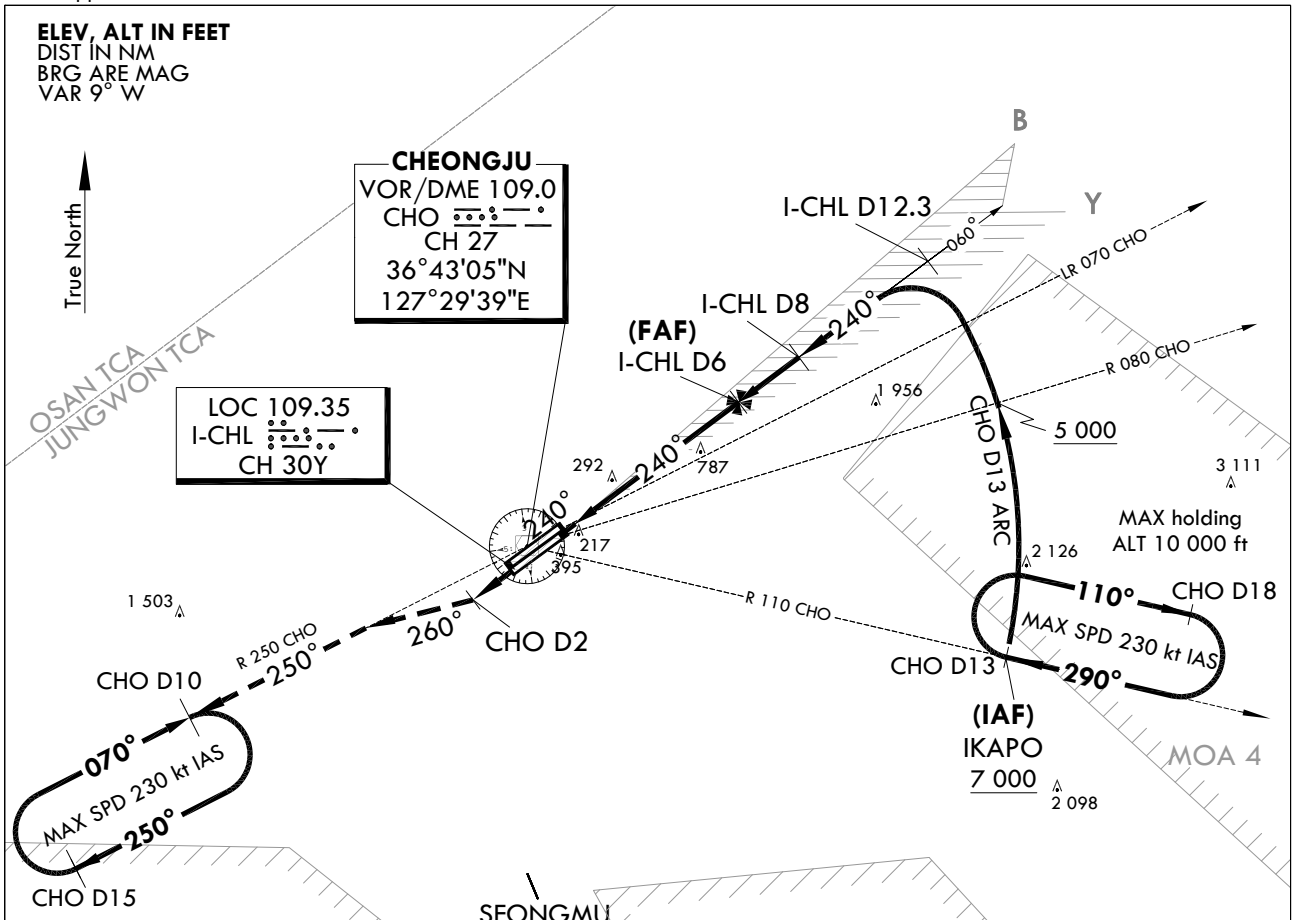
INSTRUMENT APPROACH CHART

AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 24L - ELEV **192** ft

JUNGWON APP	134.0	265.75
CHEONGJU GCA	134.4	134.1
CHEONGJU TWR	118.7	126.2 249.6

CHEONGJU/Cheongju INTL(RKTU)
ILS
RWY 24L

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

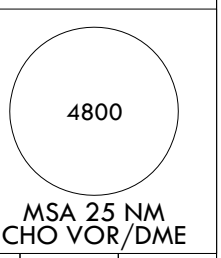


NOTE
1. VOR/DME required.
2. Circling N/A.
3. Missed approach requires minimum climb of 280 ft/NM to 3 900 ft.

MISSED APPROACH CLIMB RATE TABLE

RWY	Knots	60	120	180	240	300	TO
24L	V/V(fpm)	280	550	830	1 100	1 380	3 900

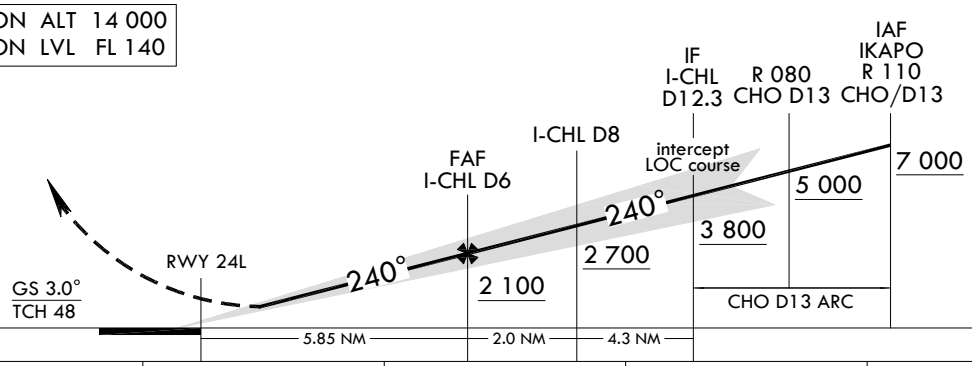
NOT TO SCALE



MISSED APPROACH
Climb to 6 000 ft via HDG 240° to CHO 2 DME, then right turn HDG 260° to intercept R 250 CHO and R 250 CHO to 10 DME and continue climb to 6 000 ft and hold.
Use I-CHL DME when on the localizer course.

CHO D2		R 250 CHO	CHO D10	6 000
HDG 240°	HDG 260°		R 250 CHO	

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY		A	B	C	D
S-ILS 24L	ALS	392/24 200(200-½)			
	ALS INOP	392/40 200(200-¾)			

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

INTENTIONALLY

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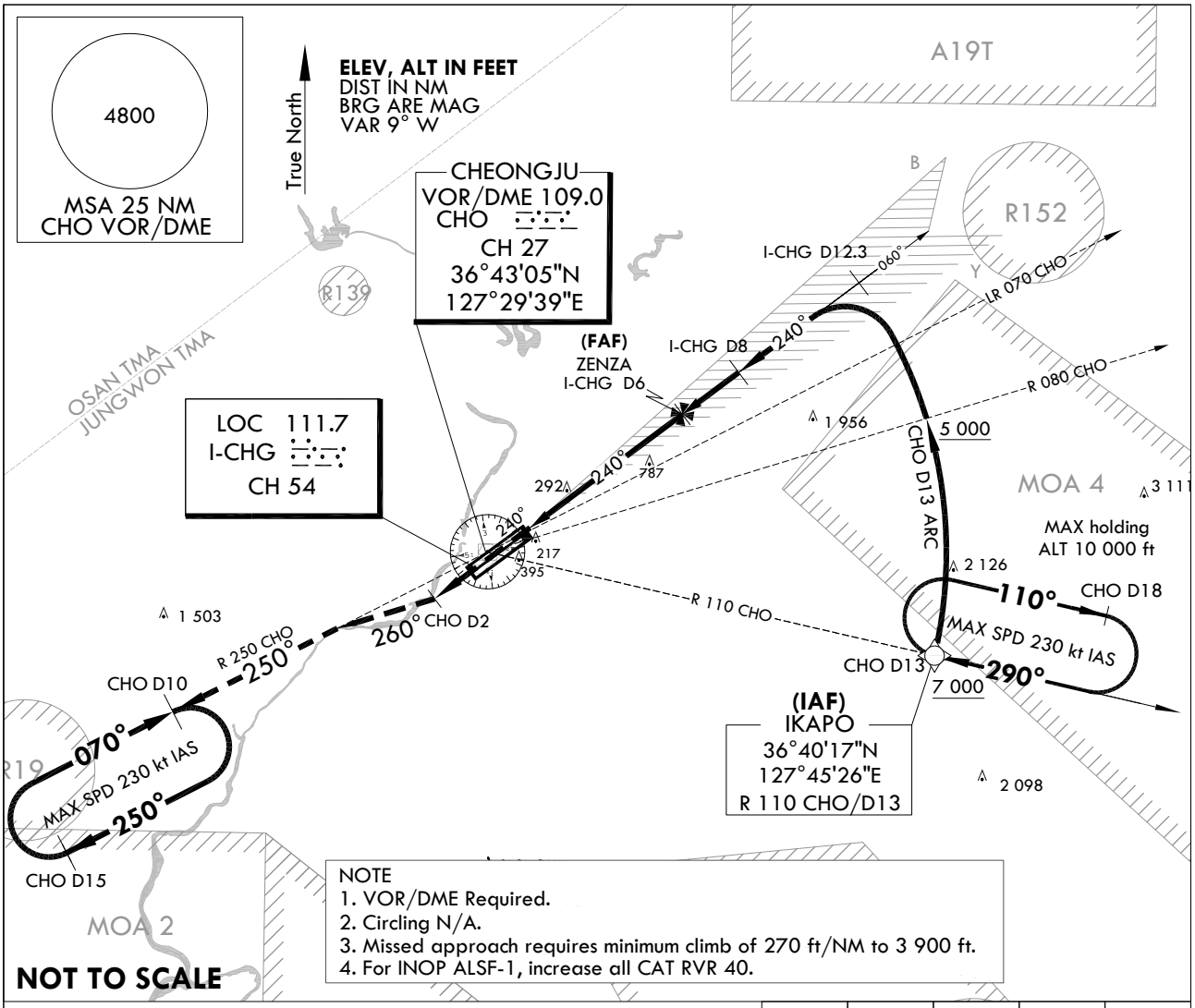
INSTRUMENT APPROACH CHART

AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 24R - ELEV **187** ft

JUNGWON APP	134.0	265.75
CHEONGJU GCA	134.4	134.1
CHEONGJU TWR	118.7	126.2 249.6

CHEONGJU/Cheongju INTL(RKTU)
ILS Y
RWY 24R

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



NOTE
1. VOR/DME Required.
2. Circling N/A.
3. Missed approach requires minimum climb of 270 ft/NM to 3 900 ft.
4. For INOP ALSF-1, increase all CAT RVR 40.

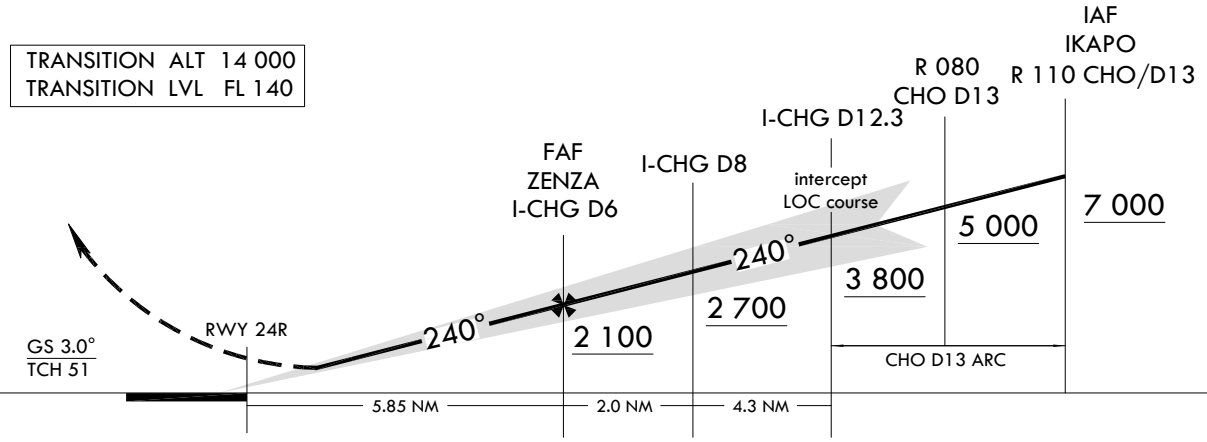
MISSED APPROACH
Climb to 6 000 ft via HDG 240° to CHO 2 DME, then right turn HDG 260° to intercept R 250 CHO and R 250 CHO to 10 DME and continue climb to 6 000 ft and hold.

CHO D2		R 250 CHO	CHO D10	6 000
HDG 240°	HDG 260°		R 250 CHO	

Use I-CHG DME when on the localizer course.

* VGSI and ILS glidepath not coincident (VGSI Angle 3.0/TCH 59).

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY		A	B	C	D	E
S-ILS 24R	ALS	387/24 200(200-½)				N/A
	ALS INOP	387/40 200(200-¾)				N/A

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

INTENTIONALLY

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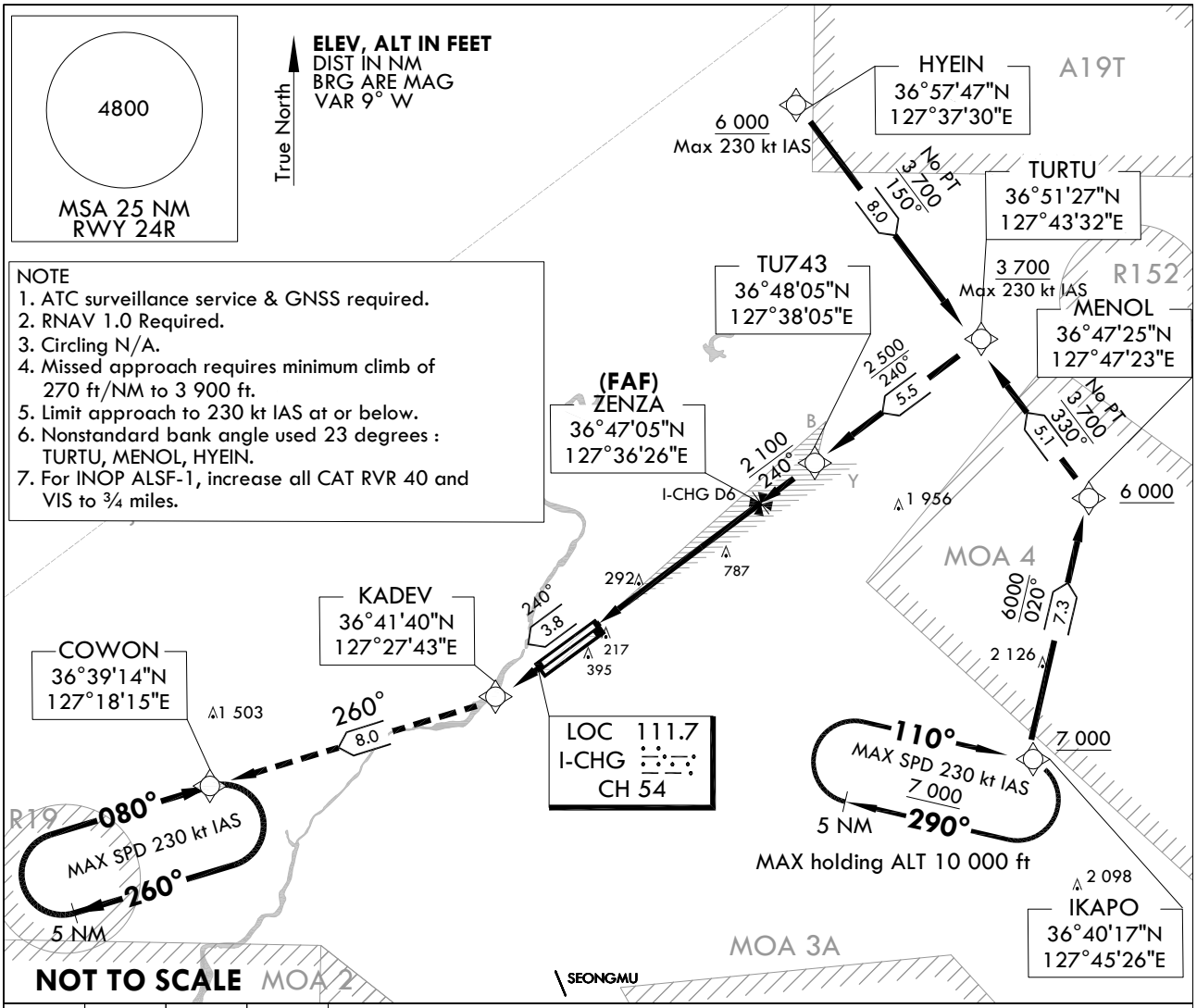
INSTRUMENT APPROACH CHART

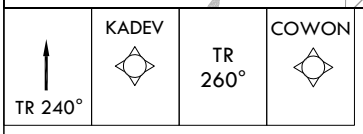
AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 24R - ELEV **187** ft

JUNGWON APP	134.0	265.75
CHEONGJU GCA	134.4	134.1
CHEONGJU TWR	118.7	126.2	249.6

CHEONGJU/Cheongju INTL(RKTU)
ILS Z
RWY 24R

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

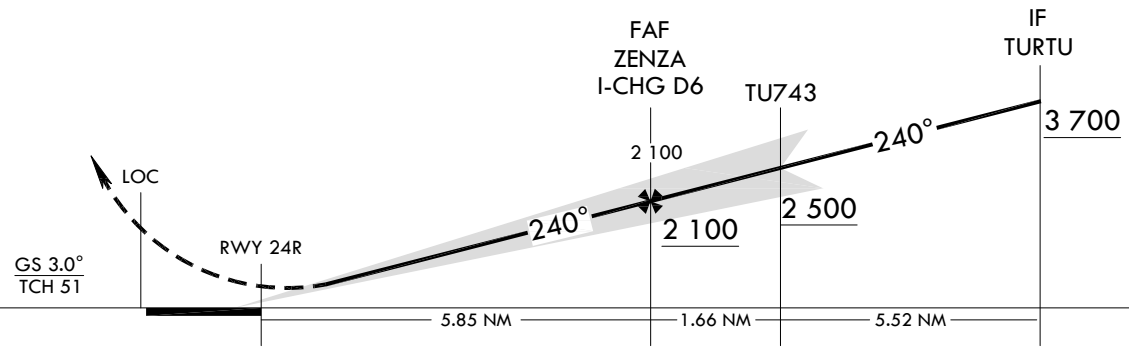




MISSED APPROACH
Climb on track 240° to KADEV, then track 260° to COWON, then continue climb to 6 000 ft and hold.

VGSI and ILS glidepath not coincident (VGSI Angle 3.0/TCH 59).

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY		A	B	C	D	E
S-ILS 24R	ALS	387/24 200(200-½)				N/A
	ALS INOP	387/40 200(200-¾)				N/A

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

INTENTIONALLY

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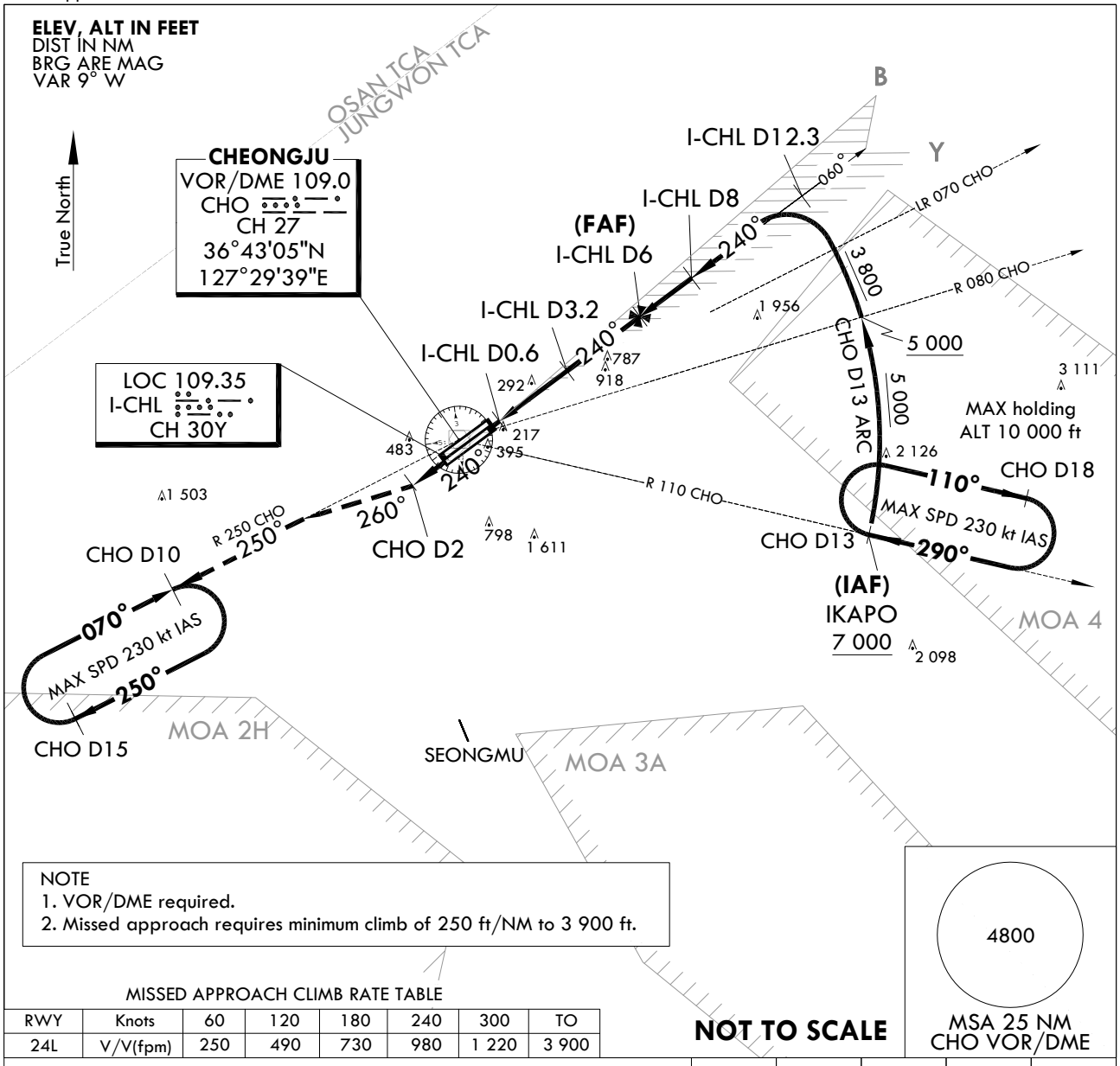
INSTRUMENT APPROACH CHART

AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 24L - ELEV **192** ft

JUNGWON APP	134.0	265.75
CHEONGJU GCA	134.4	134.1
CHEONGJU TWR	118.7	126.2	249.6

CHEONGJU/Cheongju INTL(RKTU)
LOC
RWY 24L

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



NOTE
1. VOR/DME required.
2. Missed approach requires minimum climb of 250 ft/NM to 3 900 ft.

MISSED APPROACH CLIMB RATE TABLE

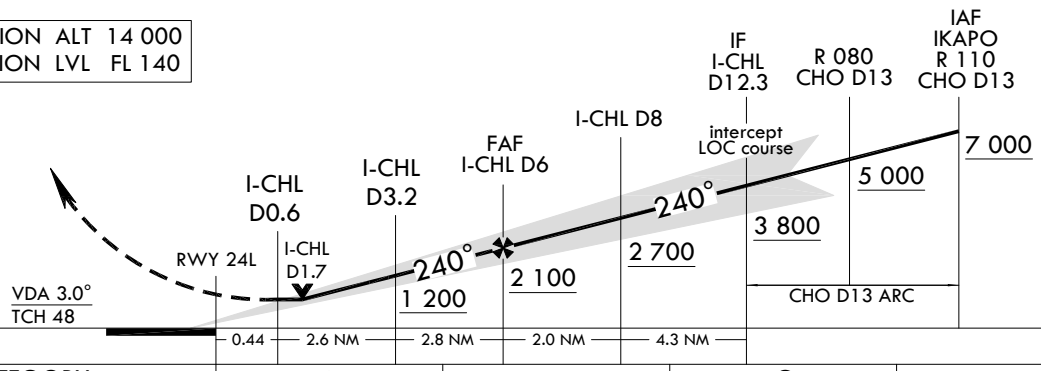
RWY	Knots	60	120	180	240	300	TO
24L	V/V(fpm)	250	490	730	980	1 220	3 900

NOT TO SCALE

MISSED APPROACH
Climb to 6 000 ft via HDG 240° to CHO 2 DME, then right turn HDG 260° to intercept R 250 CHO and R 250 CHO to 10 DME and continue climb to 6 000 ft and hold.
Use I-CHL DME when on the localizer course.

CHO D2		R 250 CHO	CHO D10	6 000
HDG 240°	HDG 260°		R 250 CHO	

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY		A	B	C	D
S-LOC 24L	ALS	620/24 428(500-½)		620/40 428(500-¾)	
	ALS INOP	620/55 428(500-1)		620-1¼ 428(500-1¼)	
C CIRCLING		880-1 688(700-1)		1 400-3 1 208(1 300-3)	2 000-3 1 808(1 900-3)

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

INTENTIONALLY

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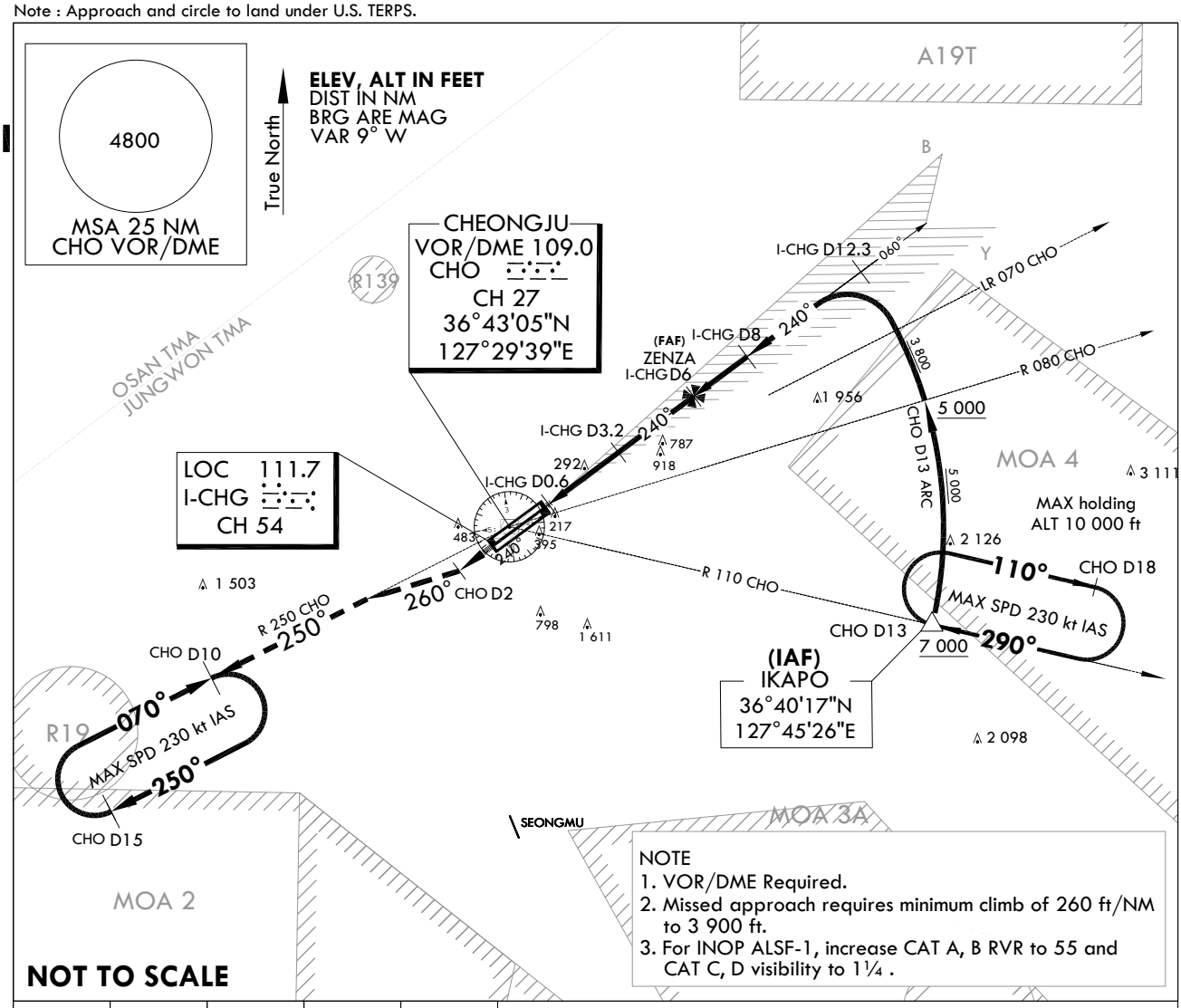
INSTRUMENT APPROACH CHART

AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 24R - ELEV **187** ft

JUNGWON APP	134.0	265.75
CHEONGJU GCA	134.4	134.1
CHEONGJU TWR	118.7	126.2	249.6

CHEONGJU/Cheongju INTL(RKTU)
LOC Y
RWY 24R

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



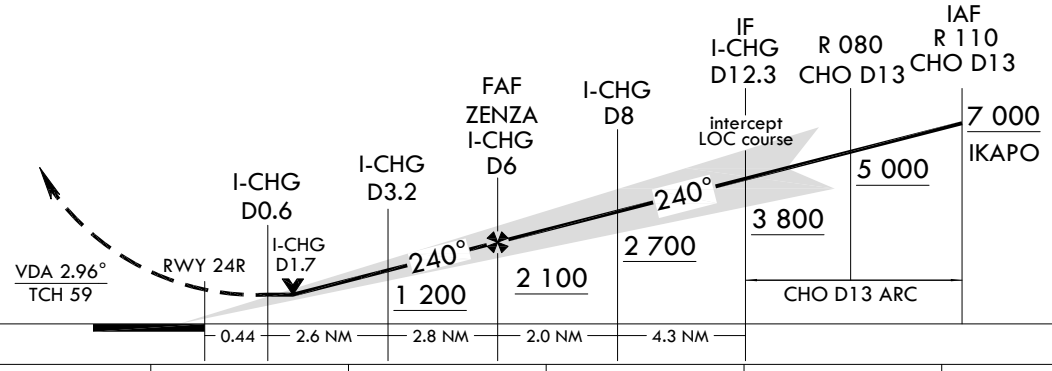
NOTE
1. VOR/DME Required.
2. Missed approach requires minimum climb of 260 ft/NM to 3 900 ft.
3. For INOP ALSF-1, increase CAT A, B RVR to 55 and CAT C, D visibility to 1¼ .

CHO D2		R 250 CHO	CHO D10	6 000
↑ HDG 240°	HDG 260° ↱		↑ R 250 CHO	

MISSED APPROACH
Climb to 6 000 ft via HDG 240° to CHO 2 DME, then right turn HDG 260° to intercept R 250 CHO and R 250 CHO to 10 DME and continue climb to 6 000 ft and hold.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

Use I-CHG DME when on the localizer course.



CATEGORY		A	B	C	D	E
S-LOC 24R	ALS	620/24	433(500-½)	620/40	433(500-¾)	N/A
	ALS INOP	620/55	433(500-1)	620-1¼	433(500-1¼)	N/A
CIRCLING		880-1	688(700-1)	1 200-3 1 008(1 100-3)	2 000-3 1 808(1 900-3)	N/A

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

INTENTIONALLY

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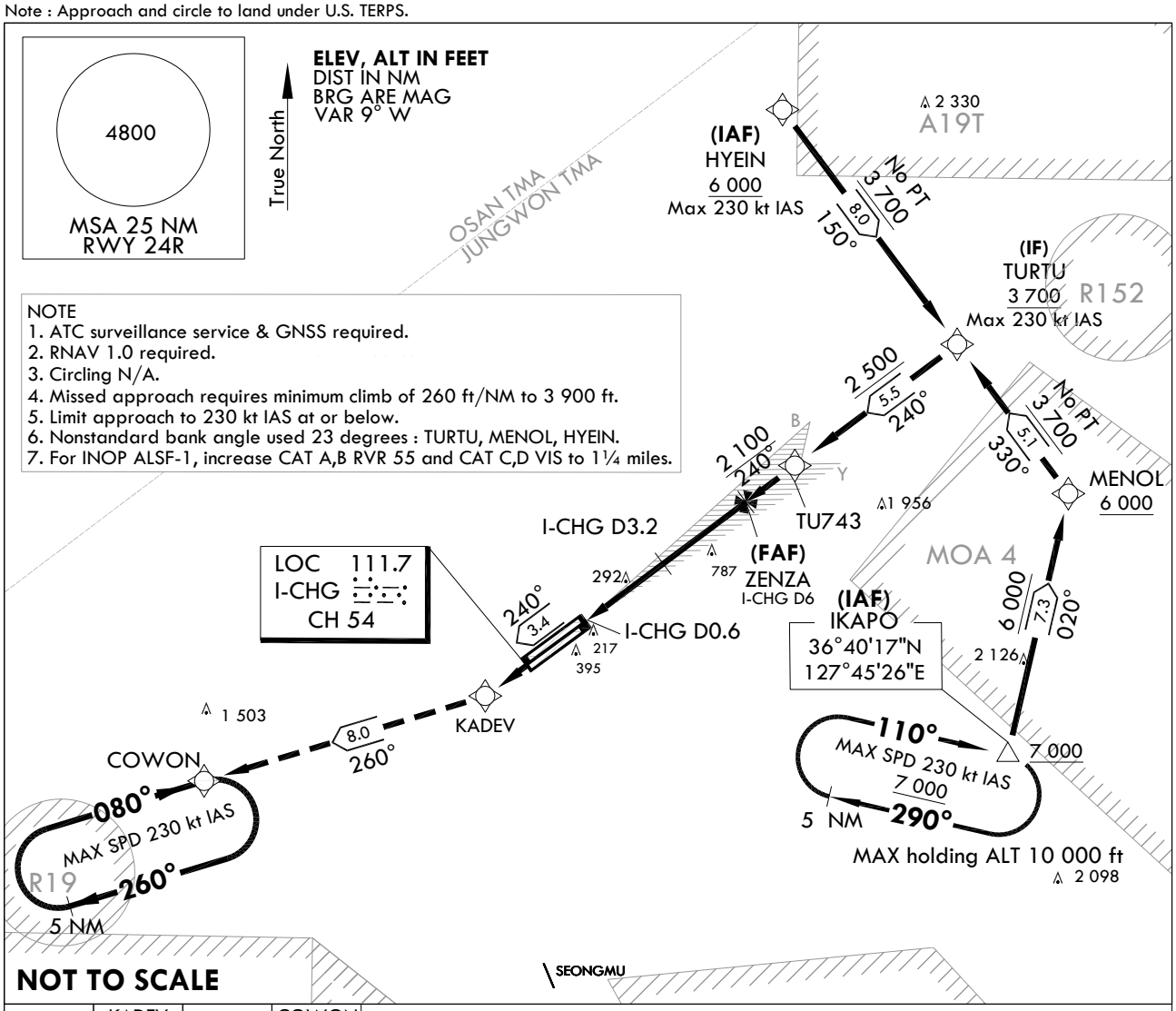
INSTRUMENT APPROACH CHART

AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 24R - ELEV **187** ft

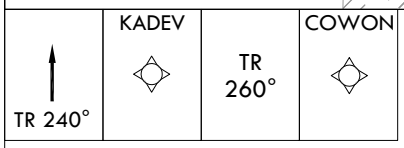
JUNGWON APP	134.0	265.75
CHEONGJU GCA	134.4	134.1
CHEONGJU TWR	118.7	126.2	249.6

CHEONGJU/Cheongju INTL(RKTU)
LOC Z
RWY 24R

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



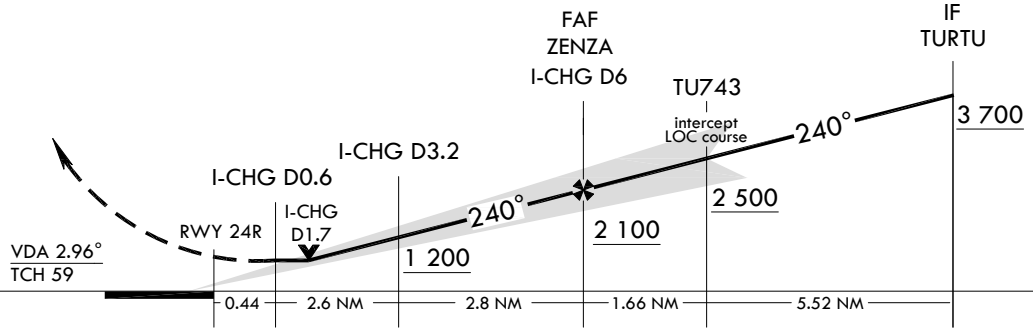
NOT TO SCALE



MISSED APPROACH
Climb to 6 000 ft via on track 240° to KADEV, then track 260° to COWON, then continue climb to 6 000 ft and hold.

Use I-CHG DME when on the localizer course.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY		A	B	C	D	E
S-LOC 24R	ALS	620/24 433(500-½)		620/40 433(500-¾)		N/A
	ALS INOP	620/55 433(500-1)		620-1¼ 433(500-1¼)		N/A

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

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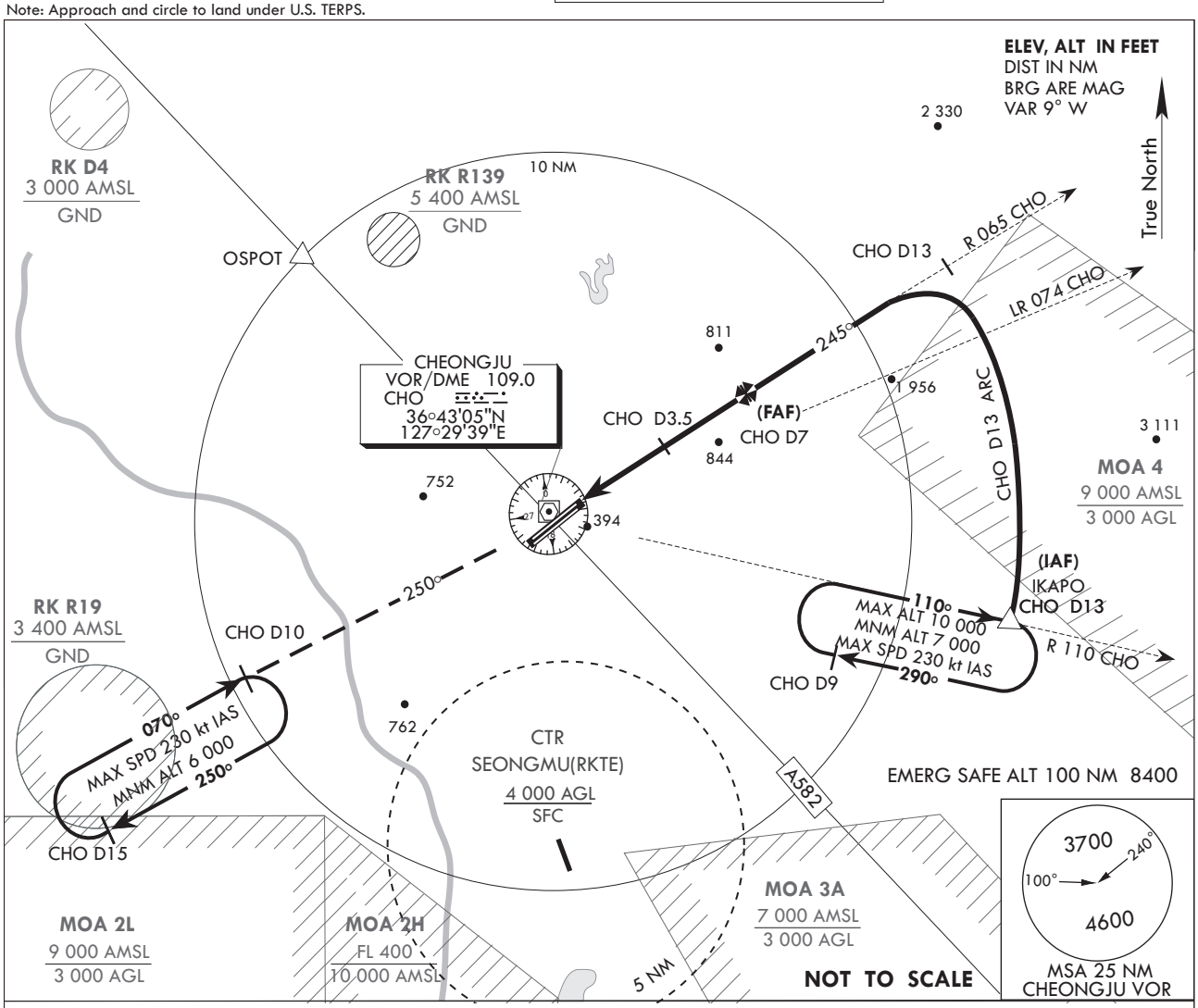
INSTRUMENT APPROACH CHART

AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 24R-ELEV **186** ft

JUNGWON APP	134.0	265.75
CHEONGJU GCA	134.4	134.1
CHEONGJU TWR	118.7	126.2 249.6

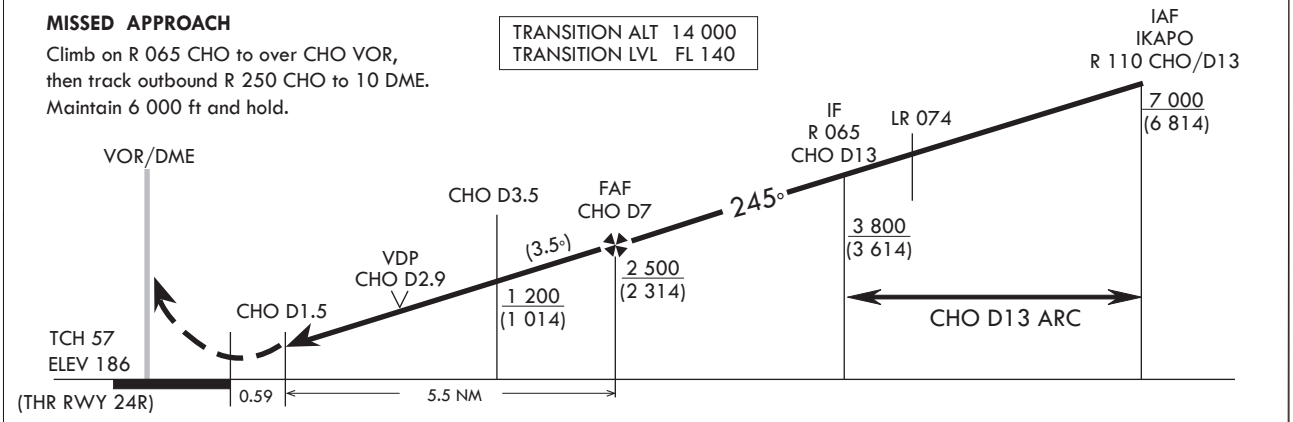
CHEONGJU/Cheongju INTL
VOR
RWY 24R

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



MISSED APPROACH
Climb on R 065 CHO to over CHO VOR, then track outbound R 250 CHO to 10 DME. Maintain 6 000 ft and hold.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D
S-VOR 24R	860/24 674 (700-½)		860-1½ 674 (700-1½)	860-1¾ 674 (700-1¾)
T * When ALS INOP, increase CAT A, B RVR to 50 and VIS to 1 mile, CAT C VIS to 2 miles, CAT D VIS to 2 1/4 miles.				
CIRCLING	860-1 668 (700-1)		860-2 668 (700-2)	1 200-3 1 008 (1 100-3)

Missed approach obstacle climb rate table

	KNOTS	60	120	180	240	300	TO
Rate of descent	V/V (fpm)	320	630	940	1 250	1 560	6 000

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

INTENTIONALLY

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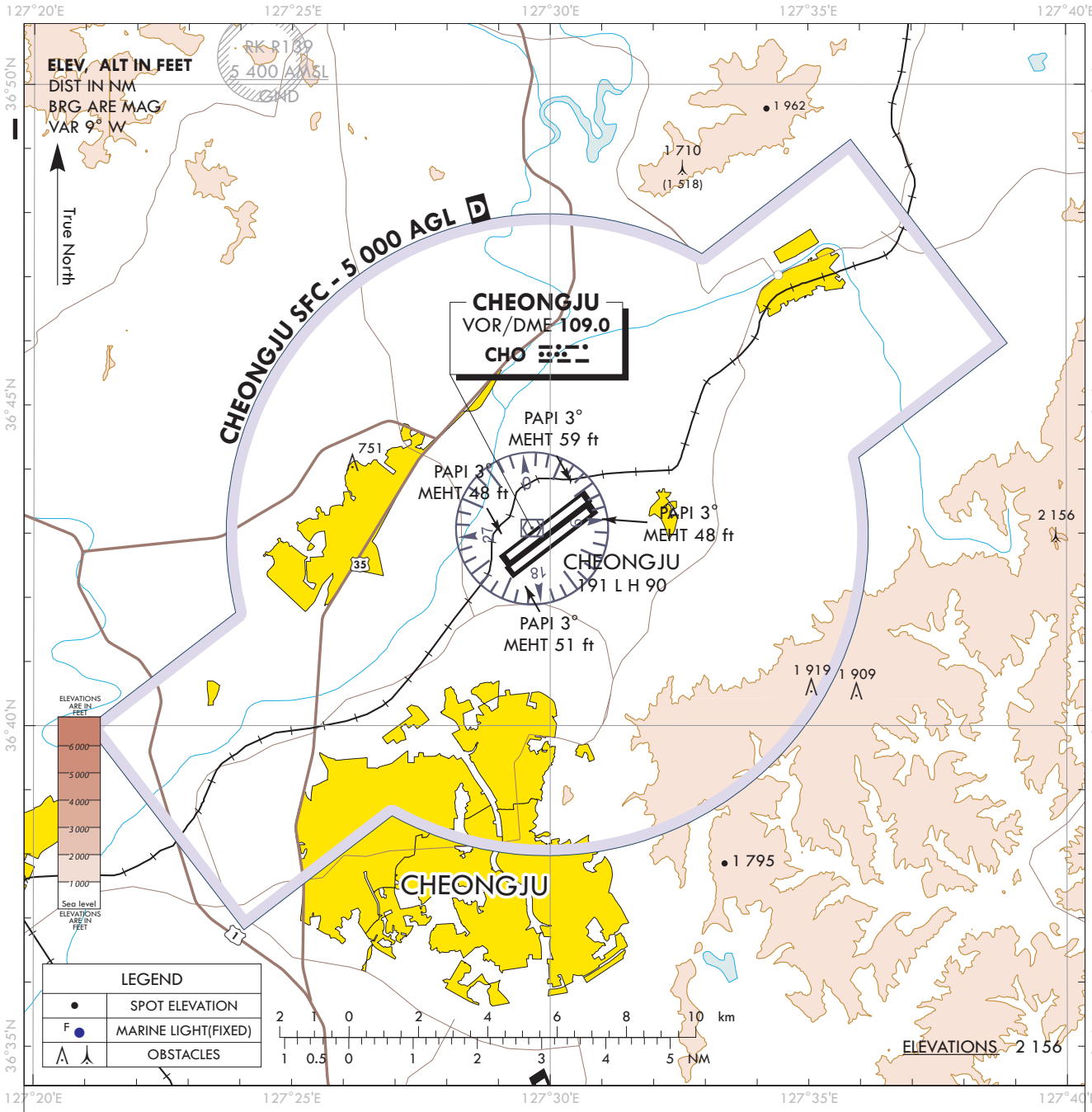
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VISUAL APPROACH CHART - ICAO

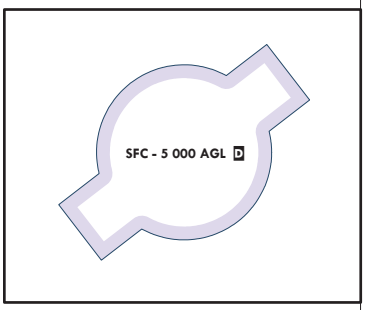
AD ELEV **192** ft
HEIGHTS RELATED TO AD ELEV

JUNGWON	APP	134.0	
	DEP	129.65	
CHEONGJU	TWR	118.7	126.2

CHEONGJU/Cheongju

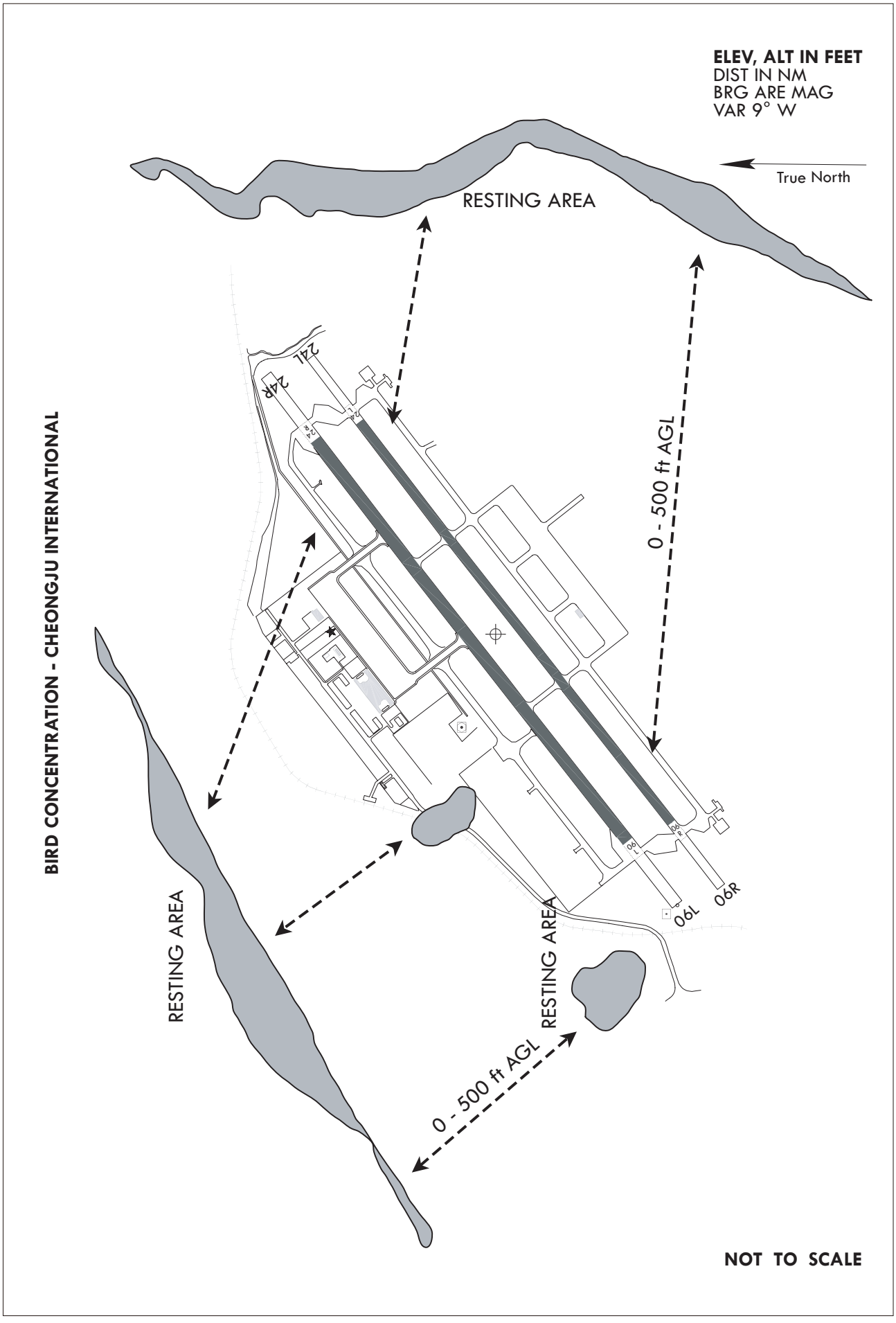


ATS Airspace Classifications



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

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



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

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

1	Designation, Apron surface and strength	Apron		Surface	Strength
		NR. 1~5		Concrete	PCR 750/R/B/W/T
		NR. 6~7 NR. 31~39 NR. 41~48		Asphalt	PCR 655/F/C/X/T
2	Designation, Taxiway width, surface and strength	Taxiway	Width(m)	Surface	Strength
		A	23	Asphalt	PCR 515 F/A/X/T
		B	15	Asphalt	PCN 13/F/C/Y/T
3	Altimeter check location and elevation	Apron : 73 m			
4	VOR check points	NIL			
5	INS check points	INS : See Aircraft Parking/Docking Chart			
6	Remarks	NIL			

RKNY AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	a. Guide lines at apron b. Nose-in guidance at aircraft stands c. Aircraft stand identification signs
2	RWY and TWY markings and LGT	a. RWY - Markings : Designation, Edge, THR, CL, TDZ, Aiming point, Turn pad - Lightings · RWY 15 : REDL, RTHL, RCLL, RENL · RWY 33 : REDL, RTHL, RCLL, RENL, RTZL, WBAR b. TWY - Markings : Edge, CL - Lightings : TWYL, TWY Guidance Signs, RWY Guard lights
3	Stop bars	NIL
4	Remarks	A road-holding position sign shall be provided at all road entrances to a runway.

RKNY AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
RKNY001	Natural High Point	375425.5N 1284154.8E	1 306 ft/	NIL	15/APCH 33/TKOF
RKNY002	Natural High Point	375723.4N 1284347.1E	1 066 ft/	NIL	
RKNY003	Natural High Point	380029.1N 1284230.2E	528 ft/	NIL	33/APCH 15/TKOF
RKNY004	Natural High Point	375859.9N 1284246.9E	932 ft/	NIL	
RKNY005	Natural High Point	380058.0N 1284112.2E	653 ft/	NIL	
RKNY006	Natural High Point	380132.8N 1284153.4E	403 ft/	NIL	
in Area 3					
a	b	c	d	e	f
NIL					

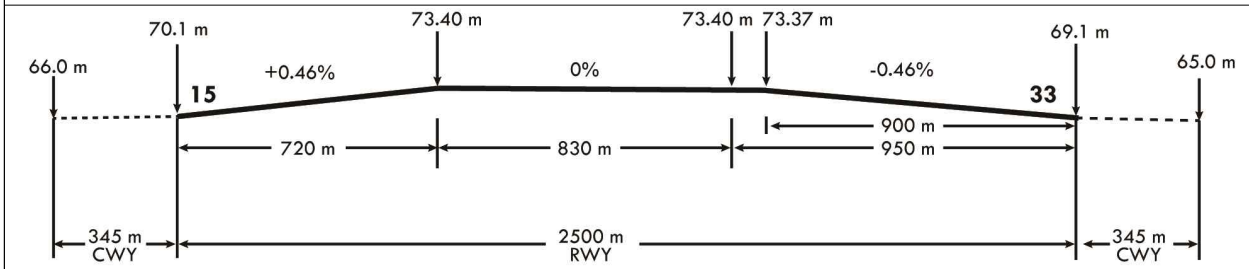
RKNY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Yangyang Airport Weather Station (TEL : +82-33-671-0365, Telefax : +82-33-673-0366)
2	Hour of service MET Office outside hours	2200-1000 UTC Aviation Meteorological Office(TEL : +82-32-222-3030)
3	Office responsible for TAF preparation Periods of validity	Aviation Meteorological Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Trend forecast Interval of issuance	Trend type forecast 1 hour (METAR) and when SPECI reported
5	Briefing/consultation provided	Available by the phone for 24 hours at Yangyang Airport Weather Station or Aviation Meteorological Office Available at the Station for hours of service, if required
6	Flight documentation Language(s) used	Aerodrome forecasts (TAF code form), SIGWX charts, WINTEM charts, SIGMET information in English
7	Charts and other information available for briefing or consultation	Analysis charts(surface and upper air), Prognostic charts, Graphic displays, Significant weather charts(high, medium, low) and other model outputs
8	Supplementary equipment available for providing information	Satellite and Weather radar imageries Low Level Wind shear Alert System
9	ATS units provided with information	FIC and TWR
10	Additional information(limitation of service, etc.)	Automated METAR is provided during non-operational hours of the Yangyang Airport Weather Station. All observation data, model outputs and forecasts produced by KMA and WAFS are available at the office through Internet link.

RKNY 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
15	141.16°	2 500 × 45	515/F/A/X/T Asphalt	380412.18N 1283936.66E - GUND 26.4 m	THR : 70.1 m / 230.0 ft TDZ : 73.4 m / 240.8 ft
33	321.16°	2 500 × 45	515/F/A/X/T Asphalt	380309.21N 1284041.25E - GUND 26.4 m	THR : 69.1 m / 226.7 ft TDZ : 73.4 m / 240.8 ft

7. Slope of RWY-SWY



Designations Runway NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)	Location & description of arresting system	OFZ
1	8	9	10	11	12	13
15	NIL	345 × 300	2 620 × 300	240 x 150	NIL	Conforms to the standards specified in ANNEX 14, chapter 4
33	NIL	345 × 300	2 620 × 300	240 x 150	NIL	

14. Remarks :
RWY grooved 1 900 + 45 m EXC 300 m inward each RWY THR.

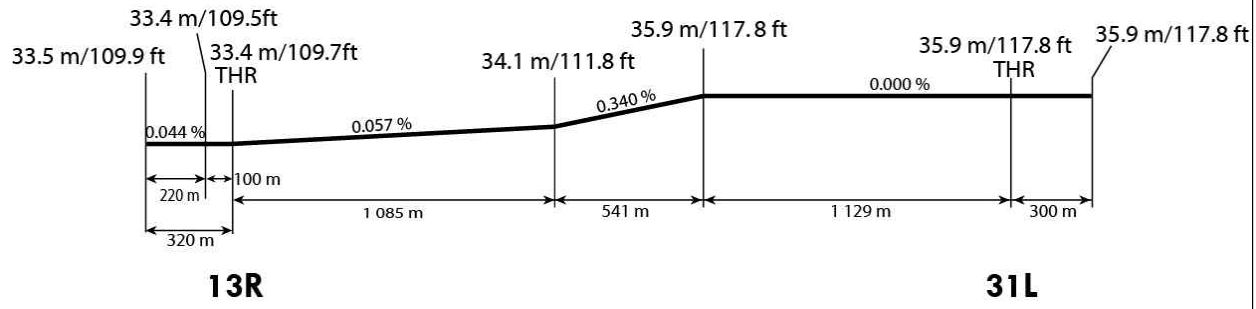
Change : Amended column of table.

RKTN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

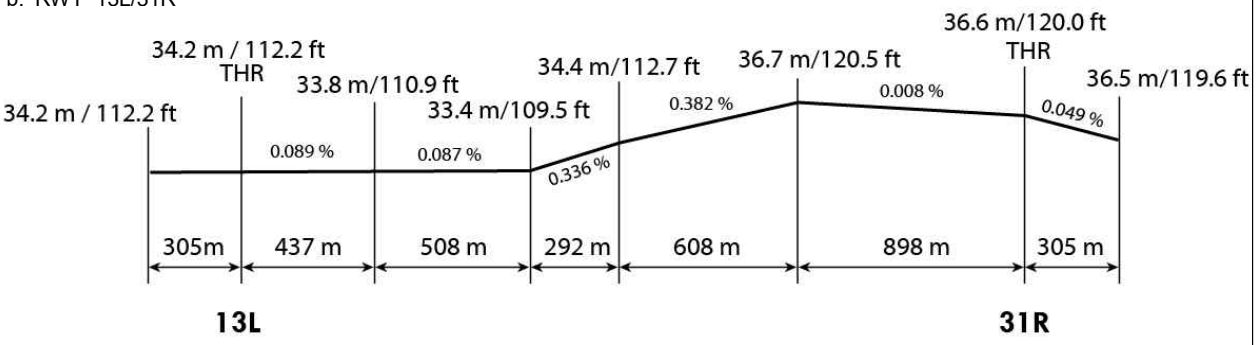
Designations Runway NR	TRUE BRG	Dimension of RWY(m)	Strength(PCR) and surface of RWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
13R	124.23°	2 755 × 45	750/R/B/W/T Concrete	355402.18N 1283845.06E	THR 33.4 m / 109.7 ft TDZ 34.0 m / 111.5 ft
31L	304.23°	2 755 × 45	750/R/B/W/T Concrete	355311.90N 1284015.90E	THR 35.9 m / 117.8 ft TDZ 35.9 m / 117.8 ft
13L	124.23°	2 743 × 45	750/R/B/W/T Concrete	355405.37N 1283848.35E	THR 34 m / 112 ft
31R	304.23°	2 743 × 45	750/R/B/W/T Concrete	355315.30N 1284018.82E	THR 36.6 m / 120.0 ft TDZ 36.7 m / 120.5 ft

7. Slope of RWY

a. RWY 13R/31L



b. RWY 13L/31R



Designations Runway NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)	Location & description of arresting system	OFZ	Remarks
1	8	9	10	11	12	13	14
13R	NIL	NIL	2 875 × 248	266 × 120	MA-1A : 99 ft from the end of RWY 13R BAK-14 : 1 300 ft from the end RWY 13R, RWY 31L	NIL	The surface of RWY 13R/31L and 13L/31R are grooved.(Expect 300 m inward from each THR RWY 13L/31R).
31L	NIL	NIL	2 875 × 248	266 × 120	BAK-12 : 2 500 ft from the end RWY 13R, RWY 31L MA-1A : 90 ft from the end of RWY 31L	NIL	
13L	NIL	NIL	2 863 × 200	245 × 120	MA-1A : 120 ft from the end of RWY 13L BAK-14 : 1 450 ft from the end RWY 13L	NIL	The transverse slope and the width of RWY 13R/31L strip does not meet criteria in Annex 14.
31R	NIL	NIL	2 863 × 200	284 × 120	BAK-14 : 1 525 ft from the end RWY 31R MA-1A : 150 ft from the end of RWY 31R	NIL	

Change : Amended column of table.

RKTN AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
13R	2 755	2 755	2 755	2 755	NIL
31L	2 755	2 755	2 755	2 755	NIL
13L	2 743	2 743	2 743	2 743	NIL
31R	2 743	2 743	2 743	2 743	NIL

RKTN 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, Colour, INTST	RWY edge LGT LEN, Spacing Colour INTST	RWY End LGT Color WBAR	SWY LGT LEN(m) Color
1	2	3	4	5	6	7	8	9
13R	SSALF 420 m LIH	Green Green	PAPI Both/3.3° (52.8 ft)	NIL	2 755 m 30 m White	2 755 m 60 m White LIH	Red Red	NIL
31L	ALSF-1 900 m LIH	Green Green	PAPI Both/3.0° (54.7 ft)	900 m	2 755 m 30 m White	2 755 m 60 m White LIH	Red Red	NIL
13L	SSALF 420 m LIH	Green Green	PAPI Both/3.0° (58.4 ft)	NIL	NIL	2 743 m 60 m White LIH	Red Red	NIL
31R	ALSF-1 750 m LIH	Green Green	PAPI Both/3.0° (56.1 ft)	NIL	NIL	2 743 m 60 m White LIH	Red Red	NIL

10. Remarks

Circling guidance lights are installed as follows :
a. Location : West side of RWY 13R
b. Length : 900 m (2 953 ft) from threshold of RWY 13R
c. Spacing : 150 m
d. Color : White with flasher

RKTN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	At hangar near the old TWR FLG W/W-G (18 FPM*) IBN : NIL H24
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 : 15 SEC
5	Remarks	NIL

RKJB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKJB - MUAN / Muan International

RKJB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	345929N 1262258E 180° / 1 402 m from THR 19
2	Direction and distance from city	254°, 46 km from GwangJu City Hall 004°, 20 km from Mokpo City Hall
3	Elevation/Reference temperature	16 m / 31.5 °C
4	Geoid undulation at the aerodrome elevation	24 m
5	MAG VAR/Annual change	8° W (2025) / 0.041° increasing
6	Aerodrome Operator, Address,Telephone, Telefax, AFS	Korea Airports Corporation(Muan International Airport) 970-260 Gonghang-ro, Mangun-myeon, Muan-gun, Jeollanam-do, 58533, Republic of Korea TEL : +82-61-455-2401~3 Telefax : +82-61-455-2496, 2353 AFS : RKJBZPZX
7	Type of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKJB AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	H24
2	Customs and Immigration	HO
3	Health and Sanitation	HO
4	AIS Briefing Office	H24
5	ATS Reporting Office	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fueling	HO
9	Handling	HO
10	Security	HO
11	De-Icing	HO
12	Remarks	- Take-off and landing is restricted from 1200 UTC to 2300 UTC due to noise abatement(except passenger flights). - CAT D and E ACFT OPR is available under the pre-coordination due to ground handling service facilities. TEL : +82-61-455-2333

RKJB AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Baggage Handling service and trucks
2	Fuel/oil types	Fuel : Aviation Turbine Fuel(Jet A-1) Aviation Gasoline (AV-gas 100LL) Oil : Turbo oil 2380, 15W50, 5W30
3	Fueling facilities/capacity	Refueling available by trucks Jet A-1 : Elevated storage tank 3 units (total 1 470 000 L, 3 fuel tanks with 390 000 L) Av-gas 100LL : storage tank 1 unit(75 000 L)
4	De-Icing facilities	Available. See AD chart for location.
5	Hanger space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

Change : Information of MAG VAR/annual change(8° W(2020)/0.094° → 8° W(2025)/0.041°).

RKJB AD 2.5 PASSENGER FACILITIES

1	Hotels	Near the AD and in the city(Mokpo & Gwangju)
2	Restaurants	At AD and in the city(Mokpo & Gwangju)
3	Transportation	Buses, Taxis and rental cars available at AD
4	Medical facilities	a. Ambulance service available b. Hospitals in the city(Mokpo & Gwangju)
5	Bank and Post Office	Bank available at AD
6	Tourist Office	Available at AD
7	Remarks	https://www.airport.co.kr/muan/

RKJB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	CAT 9
2	Rescue equipment	a. 3 Chemical Fire fighting trucks (Total capacity : 34 000 L water, 4 500 L *AFFF and 750 kg dry chemical) b. 1 Ambulance c. 1 Mobile command vehicle
3	Capability for removal of disabled aircraft	Specialized aircraft recovery equipment available for up to and including B747-400 size aircraft. 100 ton hydraulic recovery jack, 300 ton crane and other accessory equipment can be provided by airlines and agencies. Korea Airports Corporation is the co-ordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (TEL : +82-61-455-2331)
4	Remarks	*AFFF: Aqueous Film Forming Foam

RKJB AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Type of clearing equipment	a. 1 Towed Runway Jet Sweeper b. 2 Compact Runway Jet Sweepers c. 1 Multi purpose Snow Removal Truck d. 1 Snow Blower e. 1 Dump Truck f. 1 Tractor
2	Clearance priorities	a. First 1) RWY 2) TWY(E1, E3, P, A1) 3) Apron taxilanes b. Second 1) TWY(E2, A2) 2) Apron and Other area
3	Remarks	Snow clearance information promulgated by SNOWTAM.

RKJB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS / POSITION DATA

1	Designation, Surface and strength of aprons	ACFT stands NR. 1 ~ 6, 31 ~ 74 - Surface : Concrete - Strength : PCR 832/R/C/W/T
2	Designation, Taxiway width, surface and strength	<table><tr><th>TWY</th><th>WIDTH</th><th>Strength and Surface</th></tr><tr><td>P</td><td>23 m</td><td rowspan="8">PCR 832/R/C/W/T Concrete</td></tr><tr><td>E1</td><td>28 m</td></tr><tr><td>E2</td><td>33 m</td></tr><tr><td>E3</td><td>28 m</td></tr><tr><td>A1</td><td>39 m</td></tr><tr><td>A2</td><td>40 m</td></tr><tr><td>R</td><td>23 m</td></tr><tr><td>G</td><td>23 m</td><td>PCN 32/R/C/W/T Concrete</td></tr></table>
3	Location and elevation of altimeter checkpoint	Location : At Apron Elevation : 12 m
4	VOR check points	VOR : See AD chart
5	INS check points	INS : See Aircraft Parking & Docking Chart
6	Remarks	NIL

RKJB AD 2.9 SURFACE MOVEMENT GUIDANCE & CONTROL SYSTEM & MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/ parking guidance system at aircraft stands	a. Guide lines at apron b. Nose-in guidance at aircraft stands c. Aircraft stand identification signs
2	RWY and TWY markings and LGTs	a. RWY - Markings : Designation, Edge, THR, CL, TDZ, Aiming point - Lightings · RWY 01 : REDL, RCLL, RENL, RTZL, WBAR, RTHL · RWY 19 : REDL, RCLL, RENL, RTZL, WBAR, RTHL b. TWY - Markings : Edge, CL - Lightings : TWYL, TWY Guidance Signs
3	Stop bars	NIL
4	Remarks	A road-holding position sign shall be provided at all road entrances to a runway.

RKJB AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
RKJBOB001	Natural High Point	345636.9N 1262343.6E	602 ft/	NIL	01/APCH 19/TKOF
RKJBOB002	Natural High Point	344842.1N 1262427.2E	514 ft/	NIL	
RKJBOB003	Natural High Point	345125.8N 1262455.0E	678 ft/	NIL	
RKJBOB004	Natural High Point	345656.8N 1262329.6E	266 ft/	NIL	
RKJBOB005	Natural High Point	344218.7N 1262025.7E	948 ft/	NIL	
RKJBOB006	Natural High Point	344723.7N 1262221.5E	754 ft/	NIL	
RKJBOB007	Natural High Point	350037.8N 1262300.9E	81 ft/	NIL	19/APCH 01/TKOF
RKJBOB008	Natural High Point	351022.3N 1262607.1E	1 331 ft/	NIL	
RKJBOB009	Natural High Point	350258.2N 1262129.7E	342 ft/	NIL	
RKJBOB010	Natural High Point	350313.4N 1262236.5E	276 ft/	NIL	
RKJBOB011	Natural High Point	351126.4N 1263354.0E	1 701 ft/	NIL	
RKJBOB012	Wind Turbine	345907.9N 1261842.0E	751 ft/	NIL	Medium, low intensity obstacle light
RKJBOB013	Wind Turbine	345857.4N 1261836.2E	744 ft/	NIL	-
RKJBOB014	Wind Turbine	345840.9N 1261832.7E	694 ft/	NIL	Medium, low intensity obstacle light
RKJBOB015	Wind Turbine	345826.9N 1261837.1E	675 ft/	NIL	Medium, low intensity obstacle light
In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL					

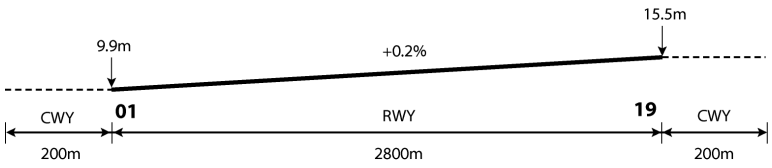
RKJB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Muan Airport Weather Office TEL : +82-61-453-4365 FAX : +82-61-453-5365
2	Hours of service MET Office outside hours	24 hours
3	Office responsible for TAF preparation periods of validity	Muan Airport Weather Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Trend forecast Interval of issuance	Trend type forecast 1 hour (METAR) and when SPECI reported
5	Briefing/consultation provided	Available by the phone for 24 hours Available at the Office for 24 hours, if required
6	Flight documentation language(s) used	Aerodrome forecasts(TAF code form), SIGWX charts, WINTEM charts, SIGMET information in English
7	Charts and other information available for briefing or consultation	Analysis charts(surface and upper air), Prognostic charts, Graphic displays, Significant weather charts(high, medium, low) and other model outputs
8	Supplementary equipment available for providing information	Satellite and Weather radar imageries
9	ATS units provided with information	FIC and TWR
10	Additional information	Automated METAR is provided during 1400-2000 UTC (time of take-off and landing restricted). All observation data, model outputs and forecasts produced by KMA and WAFS are available at the office through internet link.

RKJB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations Runway NR	TRUE BRG	Dimension of RWY(m)	Strength(PCR) and surface of RWY	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
01	359.67°	2 800 × 45	- 655/F/C/X/T Asphalt - 832/R/C/W/T Concrete (150 m from RWY THR)	345843.64N 1262258.45E GUND : 23.7 m	THR : 9.9 m/32.5 ft TDZ : 11.7 m/38.4 ft
19	179.67°	2 800 × 45	- 655/F/C/X/T Asphalt - 832/R/C/W/T Concrete (150 m from RWY THR)	350014.49N 1262257.82E GUND : 23.6 m	THR : 15.5 m/50.9 ft TDZ : 15.5 m/50.9 ft

7. Slope of RWY



Designations Runway NR	SWY dimensions(m)	CWY dimensions(m)	Strip dimensions(m)	RESA dimensions (m)	Location & description of arresting system	OFZ	Remarks
1	8	9	10	11	12	13	14
01	NIL	200 × 150	2 920 × 300	202 × 150	NIL	NIL	The surface of RWY is grooved.
19	NIL	200 × 150	2 920 × 300	199 × 150	NIL	NIL	

Change : Amended column of table.

RKJB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/MLS	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)	MUN	111.0 MHz (CH 47X)	H24	345840.0N 1262305.4E	0 m	Scheduled inspection time : Every 3rd THU 1500-2000 UTC of the month
LOC 01 (8° W/2025) ILS CAT I (8° W or 352°)	IMUN	111.9 MHz	H24	350023.1N 1262257.8E		Scheduled inspection time : Every 1st THU 1500-2000 UTC of the month
GP 01		331.1 MHz	H24	345853.3N 1262254.0E		- 3° - ILS RDH 50 ft
DME 01		1017 MHz (CH 56X)	H24	345853.2N 1262253.8E	0 m	
LOC 19 (8° W/2025) ILS CAT I (8° W or 352°)	IMAN	108.9 MHz	H24	345835.0N 1262258.5E		Scheduled inspection time: Every 3rd THU 1500-2000 UTC of the month LOC unusable beyond 15 NM from LOC due to P-63B
GP 19		329.3 MHz	H24	350004.3N 1262253.5E		- 3° - ILS RDH 50 ft
DME 19		987 MHz (CH 26X)	H24	350004.3N 1262253.3E	30 m	
VOR/DME (8° W/2025)	KWA	114.4 MHz (CH 91X)	H24	350734.2N 1264844.0E	30 m	Unusable and scheduled inspection time : See ENR 4.1 for the details
Scheduled inspection time: RADAR(ASR/SSR) : Every 3rd THU 1500-2000(UTC) of the month						

RKJB AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulations

1.1 Pilots are required to monitor VHF 121.5 MHz when flying within Gwangju TMA.

1.2 Pilots should always make sure that microphones are not stuck in the transmitting position before transmission in order to prevent frequency blockage(stuck mike) from impairing ATC.

1.3 Pilot shall use extreme caution during carrying out final approach into RWY 01 or missed approach or departure for RWY 19 due to obstacle located east of extended RWY at approximately 2.1 NM from threshold of RWY 01.

1.4 Pilots should always use caution of military VFR traffic around airport due to many military operation area and military VFR helicopter near Mokpo Navy airfield located approximately 13 NM south of Muan airport.

1.5 Ground engine check procedures

a. Aircraft requiring an engine check shall contact Muan GND(121.7 MHz, 317.45 MHz) and provide the following :
1) Call sign or registration number
2) Stand number
3) Type of request, engine start or performance check

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

b. Engine starts are permitted in the ramp areas. However, the power setting shall not exceed idle thrust unless cleared by ATC.

c. During the engine check, pilot shall monitor the frequency of Muan GND(121.7 MHz, 317.45 MHz).

1.6 Standard Taxi Procedures

Unless otherwise instructed, aircraft should use the following routes:

a. Departure
1) RWY 01 in use : Apron - A2 - P - E3
2) RWY 19 in use : Apron - A1 - P - E1

b. Arrival
1) RWY 01 in use : E2 or E1 - P - A1 - Apron
2) RWY 19 in use : E3 - P - A2 - Apron

1.7 Radio frequency transfer Point

- Arrival
Arrival aircraft shall contact radio frequency from MUAN TOWER(118.25 MHz) to MUAN GROUND(121.7 MHz) when vacating Runway.

- Departure
Departure aircraft shall contact radio frequency MUAN TOWER(118.25 MHz) at the following point unless otherwise instructed by ATC :

Runway in use	Radio frequency transfer point
RWY 01	Passing TWY A2
RWY 19	After passing the intersection of TWY E2, A1 and P

RKJB AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

RKJB AD 2.22 FLIGHT PROCEDURES

1. IFR

1.1 IFR ATC CLEARANCE
The following procedures are established for all turbo jet departures from Muan International Airport:

a. Aircraft shall contact Clearance Delivery and provide the following information 5 minutes prior to startup or push-back.

1) Aircraft Identification
2) Type of aircraft
3) Destination
4) Proposed flight level or altitude
5) Gate or stand number
6) ATIS code

b. If aircraft fails to push-back or taxi within 15 minutes after receipt of ATC clearance, pilot should notify ATC except when :

1) Start-up or push-back is delayed due to traffic on the ground, or
2) Aircraft departure is restricted by the release time or the same altitude/route separation.

1.2 SPEED CONTROL
Unless otherwise authorized by ATC, no pilot may operate an aircraft below 10 000 ft AMSL at an IAS of more than 250 kt.

1.3 Fuel Dumping Area
Fuel Dumping Area is established within Gwangju TMA as follows.

a. Area : A circle, 3 NM radius centered at R 275 MUN/D22
b. Altitude : 6 000 ft AMSL

1.4 Visual Approach
Visual Approach may be initiated by ATC(Gwangju approach control) or approved upon pilot request on traffic permitting basis when :

a. Ceiling : at or above 500 ft plus MVA and
b. Visibility : not less than 5 km
c. Circuit : West pattern only

AERODROME CHART - ICAO

34°59'29"N
126°22'58"E

ELEV **16** m

TWR	118.25	118.85	321.025
GND	121.7	317.45	

MUAN / Muan Intl

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

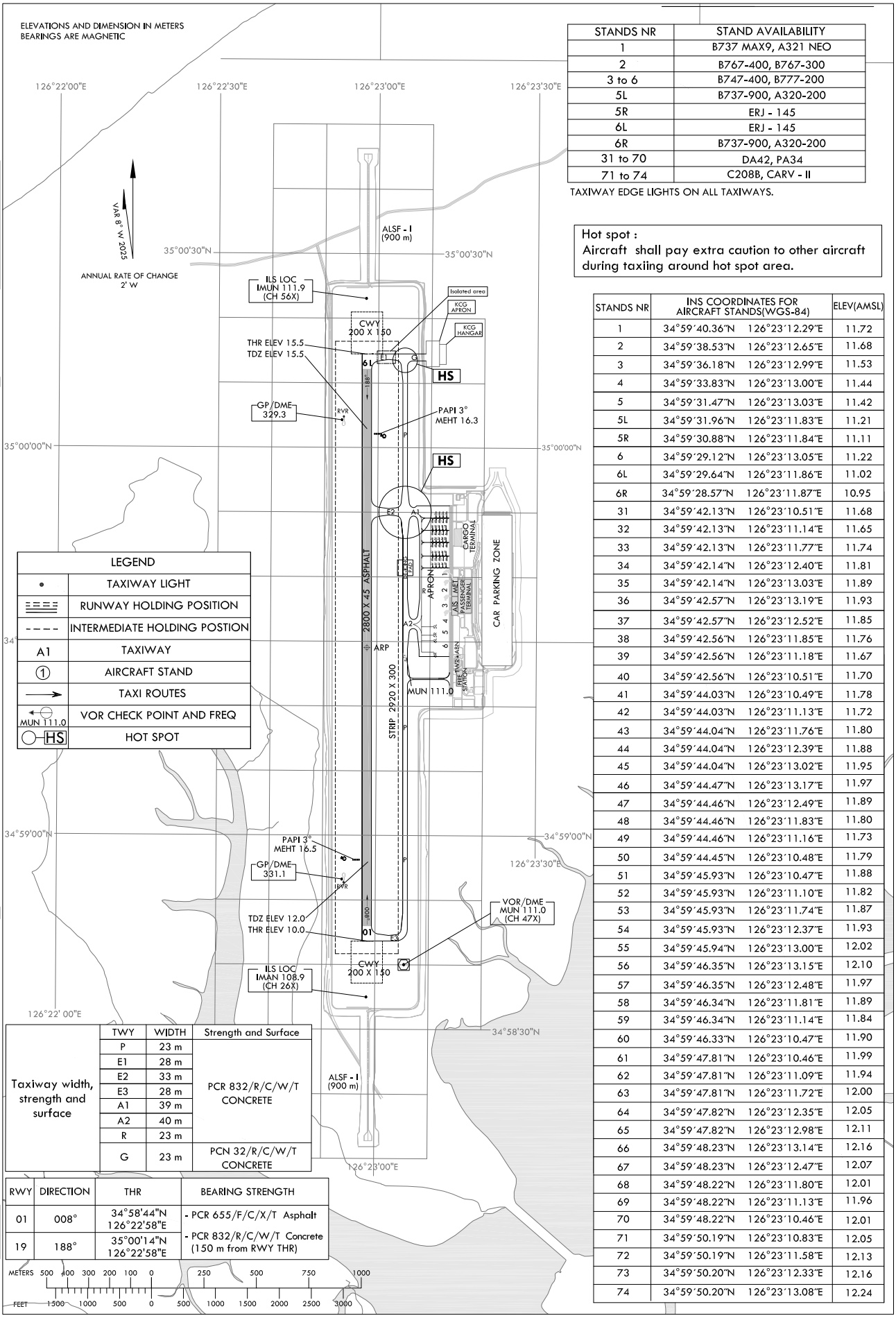
VAR 8° W 2025

ANNUAL RATE OF CHANGE 2' W

STANDS NR	STAND AVAILABILITY
1	B737 MAX9, A321 NEO
2	B767-400, B767-300
3 to 6	B747-400, B777-200
5L	B737-900, A320-200
5R	ERJ - 145
6L	ERJ - 145
6R	B737-900, A320-200
31 to 70	DA42, PA34
71 to 74	C208B, CARV - II

TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS.

Hot spot :
Aircraft shall pay extra caution to other aircraft during taxiing around hot spot area.



Taxiway width, strength and surface	TWY	WIDTH	Strength and Surface
	P	23 m	PCR 832/R/C/W/T CONCRETE
	E1	28 m	
	E2	33 m	
	E3	28 m	
	A1	39 m	
	A2	40 m	
	R	23 m	
	G	23 m	PCN 32/R/C/W/T CONCRETE

RWY	DIRECTION	THR	BEARING STRENGTH
01	008°	34°58'44"N 126°22'58"E	- PCR 655/F/C/X/T Asphalt
19	188°	35°00'14"N 126°22'58"E	- PCR 832/R/C/W/T Concrete (150 m from RWY THR)

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

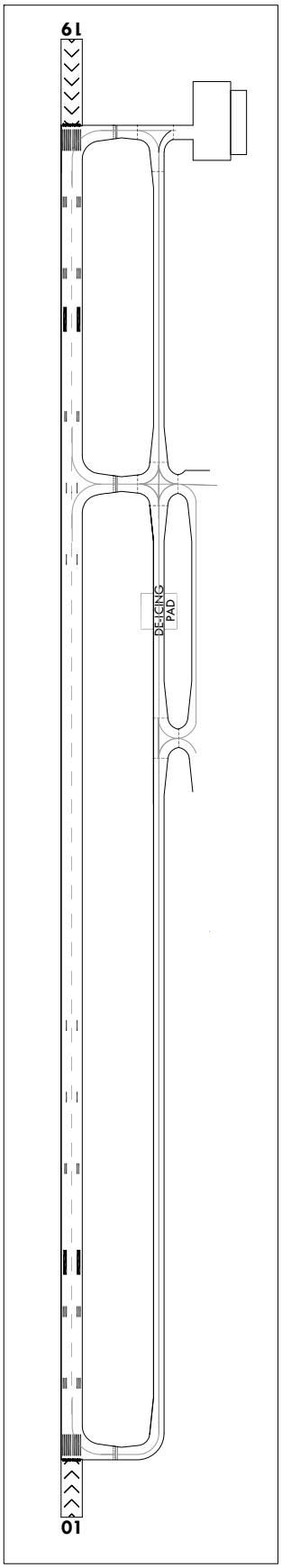
STANDS NR	INS COORDINATES FOR AIRCRAFT STANDS(WGS-84)	ELEV(AMSL)
1	34°59′40.36″N 126°23′12.29″E	11.72
2	34°59′38.53″N 126°23′12.65″E	11.68
3	34°59′36.18″N 126°23′12.99″E	11.53
4	34°59′33.83″N 126°23′13.00″E	11.44
5	34°59′31.47″N 126°23′13.03″E	11.42
5L	34°59′31.96″N 126°23′11.83″E	11.21
5R	34°59′30.88″N 126°23′11.84″E	11.11
6	34°59′29.12″N 126°23′13.05″E	11.22
6L	34°59′29.64″N 126°23′11.86″E	11.02
6R	34°59′28.57″N 126°23′11.87″E	10.95
31	34°59′42.13″N 126°23′10.51″E	11.68
32	34°59′42.13″N 126°23′11.14″E	11.65
33	34°59′42.13″N 126°23′11.77″E	11.74
34	34°59′42.14″N 126°23′12.40″E	11.81
35	34°59′42.14″N 126°23′13.03″E	11.89
36	34°59′42.57″N 126°23′13.19″E	11.93
37	34°59′42.57″N 126°23′12.52″E	11.85
38	34°59′42.56″N 126°23′11.85″E	11.76
39	34°59′42.56″N 126°23′11.18″E	11.67
40	34°59′42.56″N 126°23′10.51″E	11.70
41	34°59′44.03″N 126°23′10.49″E	11.78
42	34°59′44.03″N 126°23′11.13″E	11.72
43	34°59′44.04″N 126°23′11.76″E	11.80
44	34°59′44.04″N 126°23′12.39″E	11.88
45	34°59′44.04″N 126°23′13.02″E	11.95
46	34°59′44.47″N 126°23′13.17″E	11.97
47	34°59′44.46″N 126°23′12.49″E	11.89
48	34°59′44.46″N 126°23′11.83″E	11.80
49	34°59′44.46″N 126°23′11.16″E	11.73
50	34°59′44.45″N 126°23′10.48″E	11.79
51	34°59′45.93″N 126°23′10.47″E	11.88
52	34°59′45.93″N 126°23′11.10″E	11.82
53	34°59′45.93″N 126°23′11.74″E	11.87
54	34°59′45.93″N 126°23′12.37″E	11.93
55	34°59′45.94″N 126°23′13.00″E	12.02
56	34°59′46.35″N 126°23′13.15″E	12.10
57	34°59′46.35″N 126°23′12.48″E	11.97
58	34°59′46.34″N 126°23′11.81″E	11.89
59	34°59′46.34″N 126°23′11.14″E	11.84
60	34°59′46.33″N 126°23′10.47″E	11.90
61	34°59′47.81″N 126°23′10.46″E	11.99
62	34°59′47.81″N 126°23′11.09″E	11.94
63	34°59′47.81″N 126°23′11.72″E	12.00
64	34°59′47.82″N 126°23′12.35″E	12.05
65	34°59′47.82″N 126°23′12.98″E	12.11
66	34°59′48.23″N 126°23′13.14″E	12.16
67	34°59′48.23″N 126°23′12.47″E	12.07
68	34°59′48.22″N 126°23′11.80″E	12.01
69	34°59′48.22″N 126°23′11.13″E	11.96
70	34°59′48.22″N 126°23′10.46″E	12.01
71	34°59′50.19″N 126°23′10.83″E	12.05
72	34°59′50.19″N 126°23′11.58″E	12.13
73	34°59′50.20″N 126°23′12.33″E	12.16
74	34°59′50.20″N 126°23′13.08″E	12.24

Change : Information of MAG VAR and annual rate of change(8° W/2025 and 2' W) and runway direction(007°, 187° → 008°, 188°).

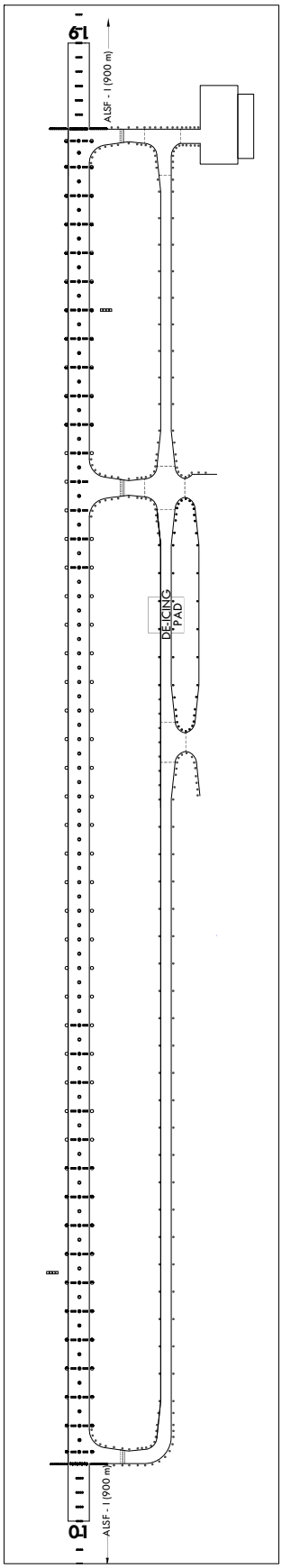
LIGHTING AND MARKING CHART

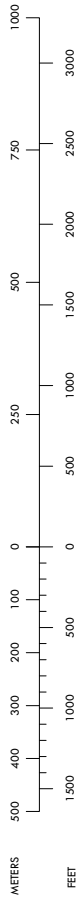
MUAN / Muan Intl

MARKING AIDS RWY 01/19 AND EXIT TWY



LIGHTING AIDS RWY 01/19 AND EXIT TWY





AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV **12** m

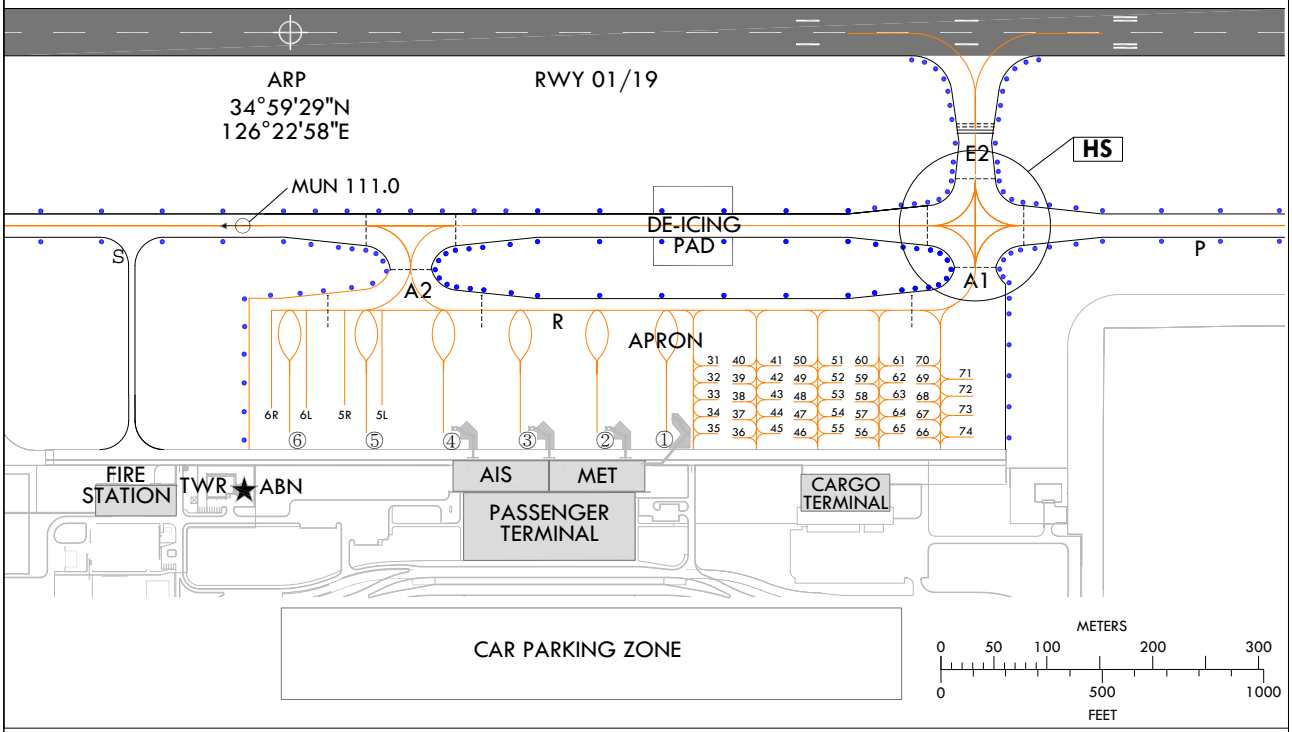
TWR	118.25	118.85	321.025
GND	121.7	317.45	

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ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 8° W 2025
ANNUAL RATE OF CHANGE 2' W

Hot spot :
Aircraft shall pay extra caution to other aircraft during taxiing around hot spot area.



STANDS NR	INS COORDINATES FOR AIRCRAFT STANDS(WGS-84)	ELEV (AMSL)
1	34°59'40.36"N 126°23'12.29"E	11.72
2	34°59'38.53"N 126°23'12.65"E	11.68
3	34°59'36.18"N 126°23'12.99"E	11.53
4	34°59'33.83"N 126°23'13.00"E	11.44
5	34°59'31.47"N 126°23'13.03"E	11.42
5L	34°59'31.96"N 126°23'11.83"E	11.21
5R	34°59'30.88"N 126°23'11.84"E	11.11
6	34°59'29.12"N 126°23'13.05"E	11.22
6L	34°59'29.64"N 126°23'11.86"E	11.02
6R	34°59'28.57"N 126°23'11.87"E	10.95
31	34°59'42.13"N 126°23'10.51"E	11.68
32	34°59'42.13"N 126°23'11.14"E	11.65
33	34°59'42.13"N 126°23'11.77"E	11.74
34	34°59'42.14"N 126°23'12.40"E	11.81
35	34°59'42.14"N 126°23'13.03"E	11.89
36	34°59'42.57"N 126°23'13.19"E	11.93
37	34°59'42.57"N 126°23'12.52"E	11.85
38	34°59'42.56"N 126°23'11.85"E	11.76
39	34°59'42.56"N 126°23'11.18"E	11.67
40	34°59'42.56"N 126°23'10.51"E	11.70
41	34°59'44.03"N 126°23'10.49"E	11.78
42	34°59'44.03"N 126°23'11.13"E	11.72
43	34°59'44.04"N 126°23'11.76"E	11.80
44	34°59'44.04"N 126°23'12.39"E	11.88
45	34°59'44.04"N 126°23'13.02"E	11.95
46	34°59'44.47"N 126°23'13.17"E	11.97
47	34°59'44.46"N 126°23'12.49"E	11.89
48	34°59'44.46"N 126°23'11.83"E	11.80
49	34°59'44.46"N 126°23'11.16"E	11.73
50	34°59'44.45"N 126°23'10.48"E	11.79
51	34°59'45.93"N 126°23'10.47"E	11.88

STANDS NR	INS COORDINATES FOR AIRCRAFT STANDS(WGS-84)	ELEV (AMSL)
52	34°59'45.93"N 126°23'11.10"E	11.82
53	34°59'45.93"N 126°23'11.74"E	11.87
54	34°59'45.93"N 126°23'12.37"E	11.93
55	34°59'45.94"N 126°23'13.00"E	12.02
56	34°59'46.35"N 126°23'13.15"E	12.10
57	34°59'46.35"N 126°23'12.48"E	11.97
58	34°59'46.34"N 126°23'11.81"E	11.89
59	34°59'46.34"N 126°23'11.14"E	11.84
60	34°59'46.33"N 126°23'10.47"E	11.90
61	34°59'47.81"N 126°23'10.46"E	11.99
62	34°59'47.81"N 126°23'11.09"E	11.94
63	34°59'47.81"N 126°23'11.72"E	12.00
64	34°59'47.82"N 126°23'12.35"E	12.05
65	34°59'47.82"N 126°23"12.98"E	12.11
66	34°59'48.23"N 126°23'13.14"E	12.16
67	34°59'48.23"N 126°23'12.47"E	12.07
68	34°59'48.22"N 126°23'11.80"E	12.01
69	34°59'48.22"N 126°23'11.13"E	11.96
70	34°59'48.22"N 126°23'10.46"E	12.01
71	34°59'50.19"N 126°23'10.83"E	12.05
72	34°59'50.19"N 126°23'11.58"E	12.13
73	34°59'50.20"N 126°23'12.33"E	12.16
74	34°59'50.20"N 126°23'13.08"E	12.24

LEGEND	
•	TAXIWAY LIGHT
≡≡≡	RUNWAY HOLDING POSITION
– – –	INTERMEDIATE HOLDING POSTION
A1	TAXIWAY
①	AIRCRAFT STAND
→	TAXI ROUTES
MUN 111.0	VOR CHECK POINT AND FREQ
HS	HOT SPOT

STANDS NR	STAND AVAILABILITY
1	B737 MAX9, A321 NEO
2	B767-400, B767-300
3 to 6	B747-400, B777-200
5L	B737-900, A320-200
5R	ERJ - 145
6L	ERJ - 145
6R	B737-900, A320-200
31 to 70	DA42, PA34
71 to 74	C208B, CARV - II

RWY	THR coordinates (WGS-84)	BEARING STRENGTH
01	34°58'44"N 126°22'58"E	- PCR 655/F/C/X/T ASPHALT
19	35°00'14"N 126°22'58"E	- PCR 832/R/C/W/T CONCRETE **(150 m from RWY THR)**

Taxiway width, strength and surface

TWY	WIDTH	Strength and Surface
P	23 m	PCR 832/R/C/W/T CONCRETE
E1	28 m	
E2	33 m	
E3	28 m	
A1	39 m	
A2	40 m	
R	23 m	
G	23 m	PCN 32/R/C/W/T CONCRETE

TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS.
* ISOLATED AREA : TWY E1

Change : Information of MAG VAR and annual rate of change(8° W/2020 → 8° W/2025 and 6' W → 2' W)

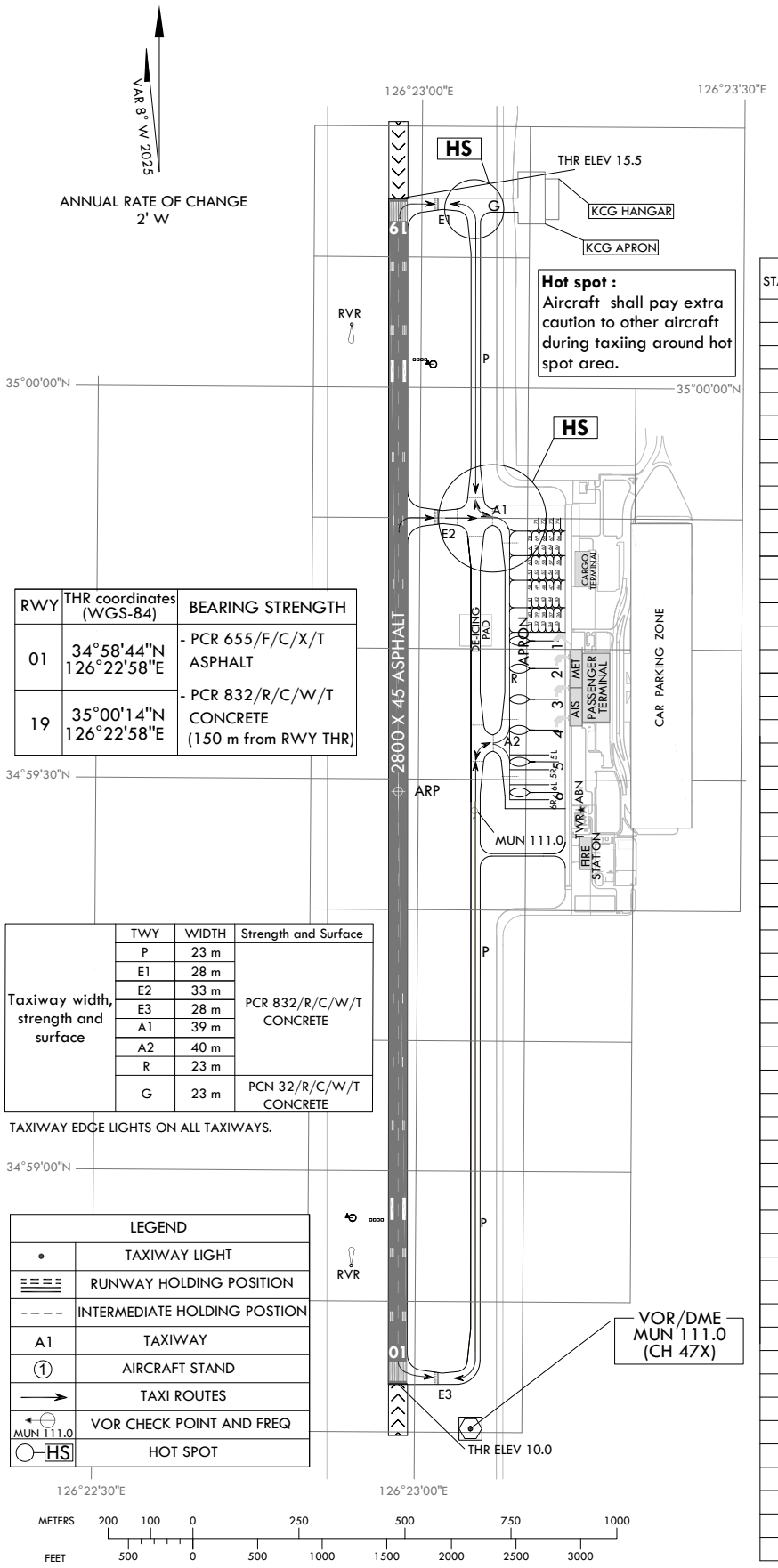
AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **12** m

TWR	118.25	118.85	321.025
GND	121.7	317.45	

MUAN / Muan Intl

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC



STANDS NR	STAND AVAILABILITY
1	B737 MAX9, A321 NEO
2	B767-400, B767-300
3 to 6	B747-400, B777-200
5L	B737-900, A320-200
5R	ERJ - 145
6L	ERJ - 145
6R	B737-900, A320-200
31 to 70	DA42, PA34
71 to 74	C208B, CARV - II

RWY	THR coordinates (WGS-84)	BEARING STRENGTH
01	34°58'44"N 126°22'58"E	- PCR 655/F/C/X/T ASPHALT
19	35°00'14"N 126°22'58"E	- PCR 832/R/C/W/T CONCRETE (150 m from RWY THR)

	TWY	WIDTH	Strength and Surface
Taxiway width, strength and surface	P	23 m	PCR 832/R/C/W/T CONCRETE
	E1	28 m	
	E2	33 m	
	E3	28 m	
	A1	39 m	
	A2	40 m	
	R	23 m	
	G	23 m	PCN 32/R/C/W/T CONCRETE

TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS.

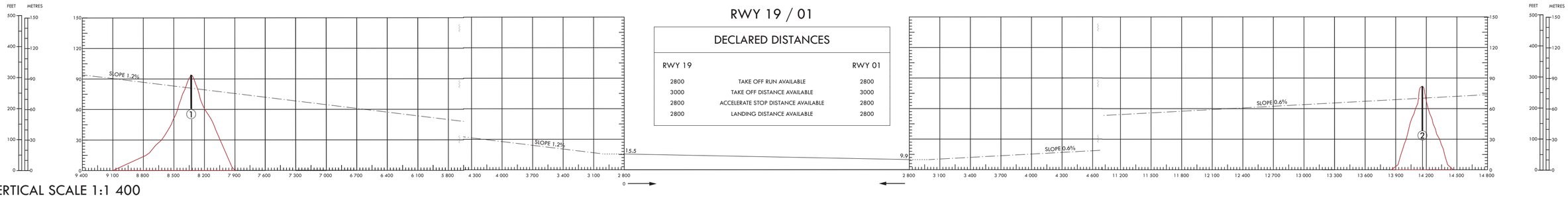
LEGEND	
•	TAXIWAY LIGHT
≡≡≡≡	RUNWAY HOLDING POSITION
- - - -	INTERMEDIATE HOLDING POSTION
A1	TAXIWAY
①	AIRCRAFT STAND
→	TAXI ROUTES
MUN 111.0	VOR CHECK POINT AND FREQ
HS	HOT SPOT

STANDS NR	INS COORDINATES FOR AIRCRAFT STANDS(WGS-84)	ELEV(AMSL)
1	34°59′40.36″N 126°23′12.29″E	11.72
2	34°59′38.53″N 126°23′12.65″E	11.68
3	34°59′36.18″N 126°23′12.99″E	11.53
4	34°59′33.83″N 126°23′13.00″E	11.44
5	34°59′31.47″N 126°23′13.03″E	11.42
5L	34°59′31.96″N 126°23′11.83″E	11.21
5R	34°59′30.88″N 126°23′11.84″E	11.11
6	34°59′29.12″N 126°23′13.05″E	11.22
6L	34°59′29.64″N 126°23′11.86″E	11.02
6R	34°59′28.57″N 126°23′11.87″E	10.95
31	34°59′42.13″N 126°23′10.51″E	11.68
32	34°59′42.13″N 126°23′11.14″E	11.65
33	34°59′42.13″N 126°23′11.77″E	11.74
34	34°59′42.14″N 126°23′12.40″E	11.81
35	34°59′42.14″N 126°23′13.03″E	11.89
36	34°59′42.57″N 126°23′13.19″E	11.93
37	34°59′42.57″N 126°23′12.52″E	11.85
38	34°59′42.56″N 126°23′11.85″E	11.76
39	34°59′42.56″N 126°23′11.18″E	11.67
40	34°59′42.56″N 126°23′10.51″E	11.70
41	34°59′44.03″N 126°23′10.49″E	11.78
42	34°59′44.03″N 126°23′11.13″E	11.72
43	34°59′44.04″N 126°23′11.76″E	11.80
44	34°59′44.04″N 126°23′12.39″E	11.88
45	34°59′44.04″N 126°23′13.02″E	11.95
46	34°59′44.47″N 126°23′13.17″E	11.97
47	34°59′44.46″N 126°23′12.49″E	11.89
48	34°59′44.46″N 126°23′11.83″E	11.80
49	34°59′44.46″N 126°23′11.16″E	11.73
50	34°59′44.45″N 126°23′10.48″E	11.79
51	34°59′45.93″N 126°23′10.47″E	11.88
52	34°59′45.93″N 126°23′11.10″E	11.82
53	34°59′45.93″N 126°23′11.74″E	11.87
54	34°59′45.93″N 126°23′12.37″E	11.93
55	34°59′45.94″N 126°23′13.00″E	12.02
56	34°59′46.35″N 126°23′13.15″E	12.10
57	34°59′46.35″N 126°23′12.48″E	11.97
58	34°59′46.34″N 126°23′11.81″E	11.89
59	34°59′46.34″N 126°23′11.14″E	11.84
60	34°59′46.33″N 126°23′10.47″E	11.90
61	34°59′47.81″N 126°23′10.46″E	11.99
62	34°59′47.81″N 126°23′11.09″E	11.94
63	34°59′47.81″N 126°23′11.72″E	12.00
64	34°59′47.82″N 126°23′12.35″E	12.05
65	34°59′47.82″N 126°23′12.98″E	12.11
66	34°59′48.23″N 126°23′13.14″E	12.16
67	34°59′48.23″N 126°23′12.47″E	12.07
68	34°59′48.22″N 126°23′11.80″E	12.01
69	34°59′48.22″N 126°23′11.13″E	11.96
70	34°59′48.22″N 126°23′10.46″E	12.01
71	34°59′50.19″N 126°23′10.83″E	12.05
72	34°59′50.19″N 126°23′11.58″E	12.13
73	34°59′50.20″N 126°23′12.33″E	12.16
74	34°59′50.20″N 126°23′13.08″E	12.24

Change : Information of MAG VAR and annual rate of change(8° W/2020 → 8° W/2025 and 6' W → 2' W)

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 8° W-2025

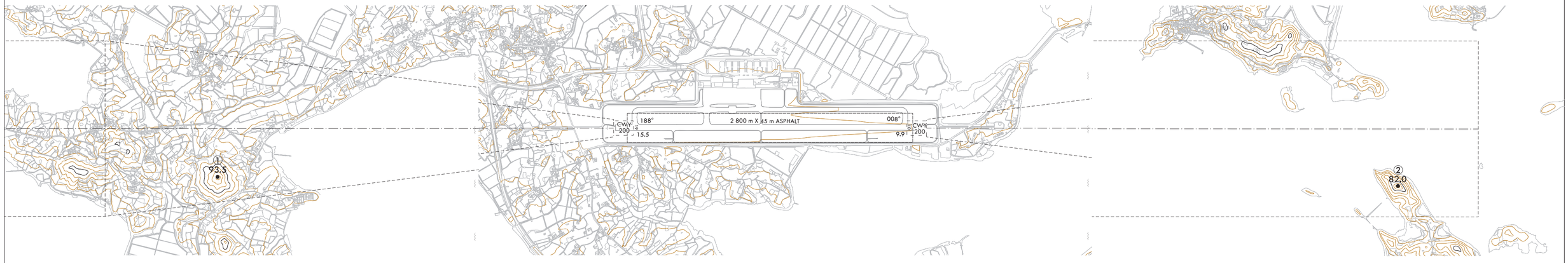


RWY 19 / 01

DECLARED DISTANCES

RWY 19		RWY 01
2800	TAKE OFF RUN AVAILABLE	2800
3000	TAKE OFF DISTANCE AVAILABLE	3000
2800	ACCELERATE STOP DISTANCE AVAILABLE	2800
2800	LANDING DISTANCE AVAILABLE	2800

VERTICAL SCALE 1:1 400



LEGEND

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

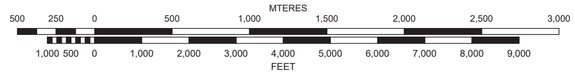
OBSTACLES

NR	COORDINATES(WGS84)	ELEV(AMSL)	ITEM	NOTE
1	35° 03' 12.5 "N 126° 22' 47.1 "E	93.5	Natural high point	
2	34° 52' 33.6 "N 126° 22' 47.6 "E	82.0	Natural high point	

ORDER OF ACCURACY

HORIZONTAL 5.0m
VERTICAL 0.5m

HORIZONTAL SCALE 1 : 14 000



AMENDMENT RECORD

NR	DATE	ENTERED BY

Change : Information of MAG VAR(8° W(2020) → 8° W(2025)) and runway direction(007°, 187° → 008°, 188°).

AERODROME OBSTACLE CHART - ICAO
TYPE B

DIMENSIONS AND ELEVATIONS IN METERS

MUAN / Muan Intl

AERODROME ELEVATION 15.5 METERS

VAR 8° W 2025
ANNUAL RATE OF CHANGE 2' W

CONICAL SURFACE SLOPE 1:20

HORIZONTAL SURFACE

TRANSITIONAL SURFACE SLOPE 1:7

APPROACH SURFACE SLOPE 1:40

APPROACH SURFACE SLOPE 1:50

APPROACH SURFACE SLOPE 1:50

APPROACH SURFACE SLOPE 1:40

TRANSITIONAL SURFACE SLOPE 1:7

188°
008°
2800m X 45m ASPHALT
CWY 200'
200'
15.5
10.0
ARP
34°59'29" N
126°22'58" E

68.0 (3)
106.5 (2)
182.5 (4)
66.5 (6)
87.5 (1)
91.0 (5)

AMENDMENT RECORD

NR	DATE	ENTERED BY

LEGEND

ITEM	SYMBOL Plan	SYMBOL Number
AERODROME REFERENCE POINT 34°59'29"N 126°22'58"E	⌖	
Tree or shrub	⚹	Identification number
Pole, tower, spire, antenna, etc	⊙	
Building or large structure	■	
Natural high point(Peak or Mountain)	●	
Railroad		
Transmission line or overhead cable	T—T—T	(2)
Terrain penetrating obstacle plane		
Clearway(CWY)		
Obstacles concentration area - The highest obstacle in each area is depicted on chart	● 59.0	

ORDER OF ACCURACY

HORIZONTAL 5 M
VERTICAL 0.5 M

HORIZONTAL SCALE 1 : 20 000

METERS
300 0 500 1000 1500 2000 2500 3000

FEET
1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000

OBSTACLES

NR	COORDINATES(WGS-84)		ELEV(AMSL)	ITEM	NOTE
1	34°56'56.71"	126°23'29.49"	87.5	Natural high point	
2	34°57'11.40"	126°24'49.51"	106.5	Natural high point	
3	34°57'59.35"	126°25'02.08"	68.0	Natural high point	
4	34°56'36.92"	126°23'43.60"	182.5	Natural high point	
5	34°56'40.25"	126°23'31.53"	91.0	Natural high point	
6	34°57'12.73"	126°23'28.45"	66.5	Natural high point	

Change : Information of MAG VAR and annual rate of change(8° W/2025 and 2' W) and runway direction(007°, 187° → 008°, 188°).

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AERODROME ELEV 51 ft
TRANSITION ALT 14 000 ft

APP 120.475 130.0 228.9
265.5 319.2

MUAN/Muan Intl(RKJB)

TMA GWANGJU

ELEV ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 8° W 2025

NOTE - LEVELS ASSIGNED BY ATC INCLUDE A CORRECTION FOR LOW TEMPERATURE EFFECT WHEN NECESSARY

NOTE
CHART ONLY TO BE USED FOR CROSS-CHECKING OF ALTITUDES ASSIGNED WHILE UNDER RADAR CONTROL

CENTER: ASR
34°59'39.3"N 126°22'35.9"E

COM FAILURE
- SET TRANSPONDER CODE 7600
- FOLLOW COM FAILURE PROCEDURE ON RELEVANT SID OR STAR

RK R97D
UNL
GND

1 000 AGL - 5 000 AGL

D5
3 000 AGL
GND

D17
3 000 AGL
GND

MOA 15A
9 000 AMSL
3 000 AGL

MOA 19H
FL 400
10 000 AMSL

MOA 19L
8 000 AMSL
3 000 AGL

RK R104
FL 150
GND

MANGI
LINTA
MAKSA
2 189

MOA 15
FL 400
11 000 AMSL

IGDOK

MOA 18
FL 400
5 000 AMSL

3 500

D7
10 000 AGL
GND

CATA 5
7 000 AMSL
1 000 AGL

MOA 27S
FL 400
11 000 AMSL

MOA 27A
9 000 AMSL
3 000 AGL

RK R108C
UNL
GND

CATA 4A
7 000 AMSL
1 000 AGL

RK R129
3 500 AMSL
GND

CATA 4B
3 500 AMSL
1 000 AGL

2 700

1 761
1 391

3 100

DALSU
GWANGJU
SAMUL
3 072
4 500

TEDAN
RIMPO
ANUBA

RK R84
FL 400
GND

MOA 20
FL 400
10 000 AMSL

603

2 500

2 200

MUAN
MUN

SFC - 3 000 AGL

1 149

RK R14
1 279
SFC - 5 000 AGL
1 000 AGL - 5 000 AGL

2 600

RK R127
3 000 AMSL
GND

2 400

RK R158
6 400 AMSL
SFC

YEOSU

SFC - 3 000 AGL

RK R148A
300 AMSL
SFC

MOKPO

2 220
2 203
1 104
SFC - 3 000 AGL

3 800

MOA 25H
FL 400
10 000 AMSL

MOA 25L
9 000 AMSL
3 000 AGL

MOA 26H
FL 400
10 000 AMSL

MOA 36
4 000 AMSL
500 AMSL

MOA 34
4 000 AMSL
500 AMSL

RK R117
3 000 AMSL
GND

MOA 21
FL 400
10 000 AMSL

3 600

3 000
1 641

MOA 35
4 000 AMSL
500 AMSL

RK R148B
300 AMSL
SFC

DOTOL
IPDAS
KAMIT
GOSBO

LEGEND	
ATC SURVEILLANCE MNM ALT IN FEET	4 500
Minimum Vectoring Altitude	
Terminal Manoeuvring Area	

0 10 20 30 40 50 km
0 5 10 15 20 25 NM

125°20'E 125°30'E 125°40'E 125°50'E 126°0'E 126°10'E 126°20'E 126°30'E 126°40'E 126°50'E 127°0'E 127°10'E 127°20'E 127°30'E 127°40'E 127°50'E

35°40'N 35°30'N 35°20'N 35°10'N 35°0'N 34°50'N 34°40'N 34°30'N 34°20'N

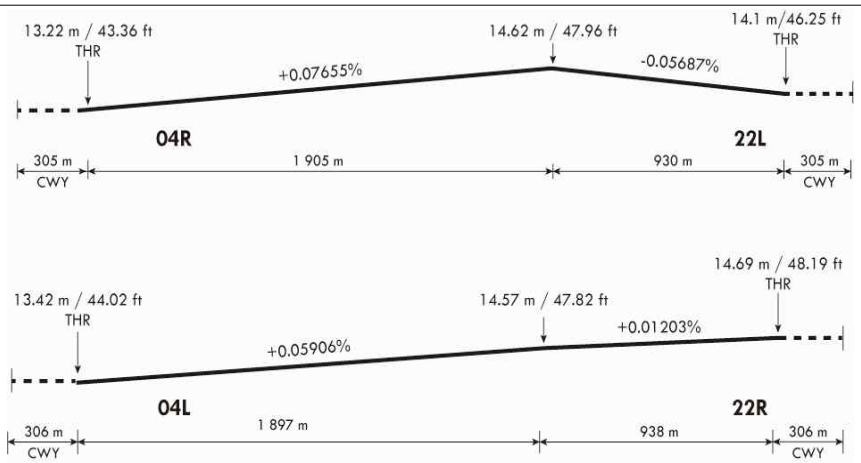
PUBLISHED BY THE OFFICE OF CIVIL AVIATION, MINISTRY OF LAND, INFRASTRUCTURE AND TRANSPORT.
REPUBLIC OF KOREA

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

RKJJ 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
04R	029.92°	2 835 × 45	686 R/B/W/T Concrete	350653.08N 1264807.41E 24.8 m (81 ft)	THR 13.22 m/43.36 ft TDZ 13.94 m/45.73 ft
22L	209.93°	2 835 × 45	686 R/B/W/T Concrete	350812.81N 1264903.26E 24.8 m (81 ft)	THR 14.10 m/46.25 ft TDZ 14.62 m/47.97 ft
04L	029.92°	2 835 × 45	686 R/B/W/T Concrete	350656.21N 1264800.79E -	THR 13.42 m/44.02 ft TDZ 13.92 m/45.67 ft
22R	209.92°	2 835 × 45	686 R/B/W/T Concrete	350815.94N 1264856.64E -	THR 14.69 m/48.19 ft TDZ 14.69 m/48.20 ft

7. Slope of RWY-SWY



Designations Runway NR	SWY dimensions(m)	CWY dimensions(m)	Strip dimensions(m)	RESA dimensions(m)	Location & description of arresting system	OFZ	Remarks
1	8	9	10	11	12	13	14
04R	NIL	305 × 300	2 955 × 300	240 × 150	BAK-14 : 1 300 ft from the RWY 04R/22L threshold and RWY 04L/22R threshold BAK-12 : 2 650 ft from the RWY 04L/22R threshold MA-1A : 50 ft from the RWY 04R/22L threshold and RWY 04L/22R threshold	NIL	NIL
22L	NIL	305 × 300	2 955 × 300	240 × 150		NIL	
04L	NIL	306 × 300	2 955 × 300	240 × 150		NIL	
22R	NIL	306 × 300	2 955 × 300	240 × 150		NIL	

RKJJ AD 2.13 DECLARED DISTANCES

RWY Designator	TORA(m)	TODA(m)	ASDA(m)	LDA(m)	Remarks
1	2	3	4	5	6
04R	2 835	3 140	2 835	2 835	NIL
22L	2 835	3 140	2 835	2 835	NIL
04L	2 835	3 141	2 835	2 835	NIL
22R	2 835	3 141	2 835	2 835	NIL

Change : Amended column of table.

RKJJ 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
1	2	3	4	5	6	7	8	9
04R	ALSF-1 900 m LIH	Green -	PAPI Both / 3° (52 ft / 15.8 m)	NIL	NIL	2 760 m 60 m White/Yellow LIH	Red -	NIL
22L	SSALF 420 m LIH	Green -	PAPI Both / 3° (52 ft / 15.8 m)	NIL	NIL	2 760 m 60 m White/Yellow LIH	Red -	NIL
04L	ALSF-I 900 m LIH	Green Green	PAPI Both / 3° (54 ft / 16.5 m)	NIL	NIL	2 760 m 60 m White/Yellow LIH	Red -	NIL
22R	SSALF 420 m LIH	Green Green	PAPI Both / 3° (54 ft / 16.4 m)	NIL	NIL	2 760 m 60 m White/Yellow LIH	Red -	NIL

RKJJ AD 2.15 OTHER LIGHTINGS, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At the Water tower Building, FLG W/W-G(16~20 FPM＊) IBN : NIL Hours of Operation : H24
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and center line lighting	Edge : All TWY Center line LGT : NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AD Switch-over time : 15 SEC
5	Remarks	NIL

RKJJ 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 and MAG BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	Remarks	As directed by ATC

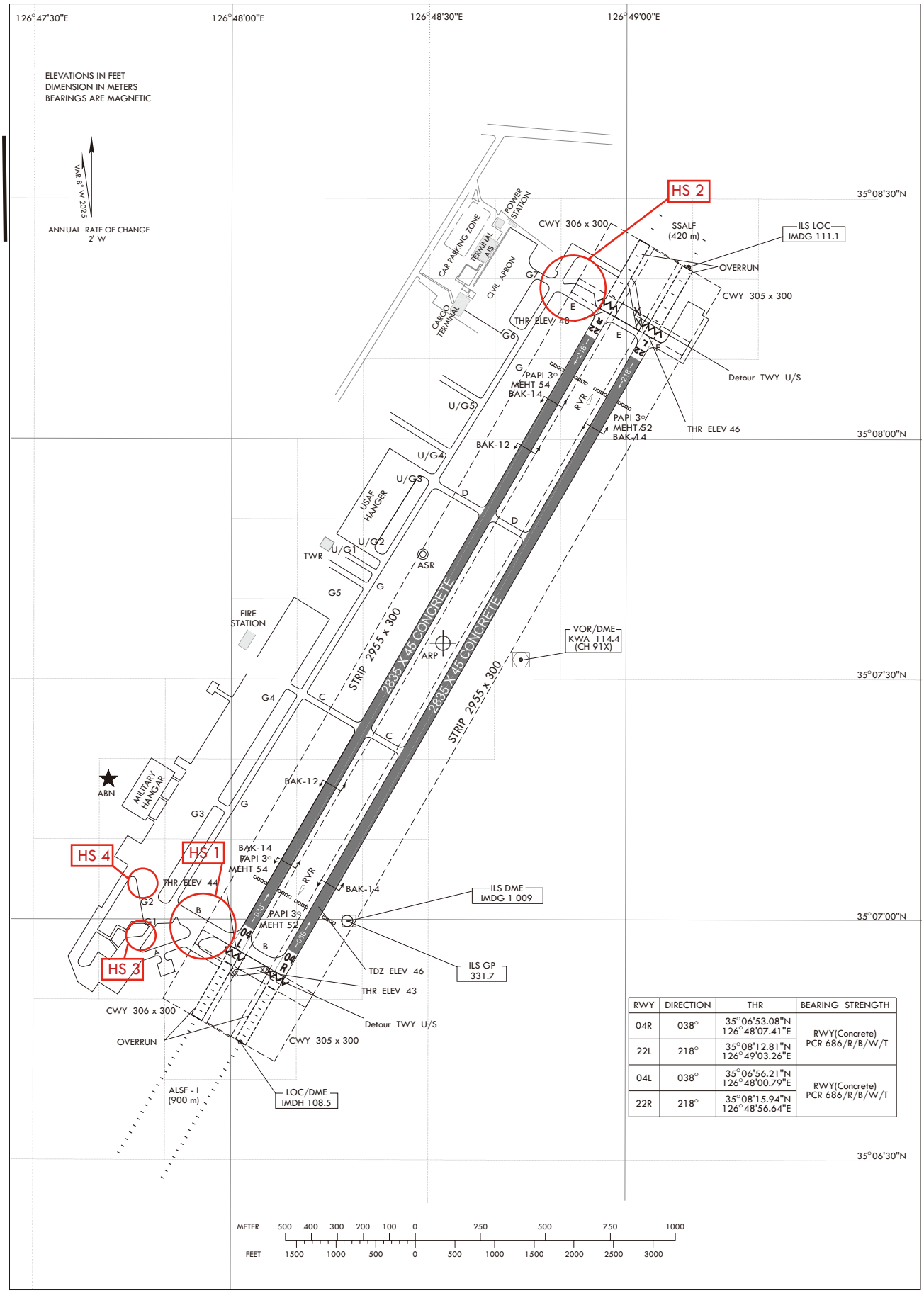
AERODROME CHART - ICAO

GWANGJU/Gwangju

35°07'35"N
126°48'32"E

ELEV
48 ft / **15** m

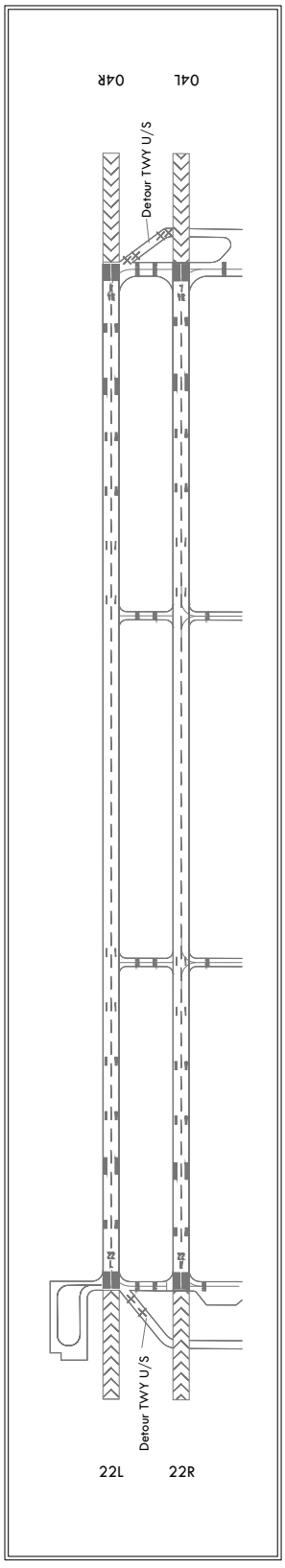
TWR	118.05	236.6	254.6
GND	121.8	275.8	



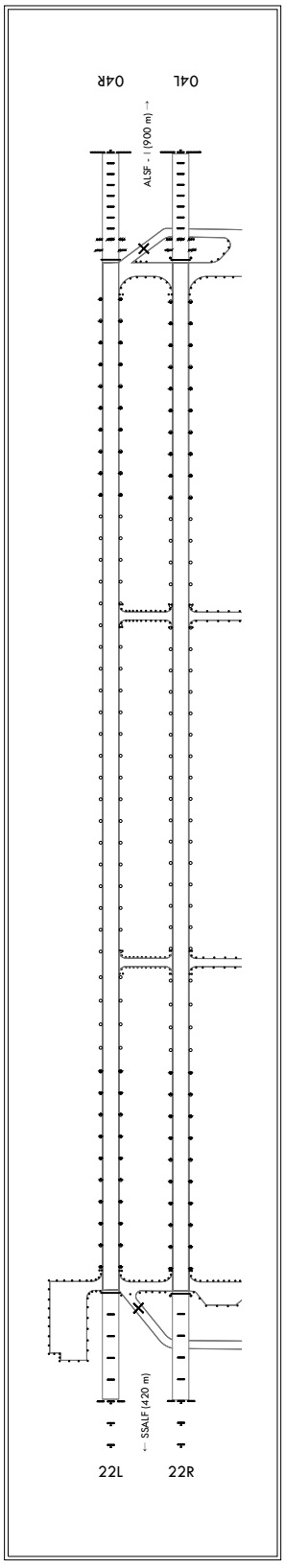
RWY	DIRECTION	THR	BEARING STRENGTH
04R	038°	35°06'53.08"N 126°48'07.41"E	RWY(Concrete) PCR 686/R/B/W/T
22L	218°	35°08'12.81"N 126°49'03.26"E	
04L	038°	35°06'56.21"N 126°48'00.79"E	RWY(Concrete) PCR 686/R/B/W/T
22R	218°	35°08'15.94"N 126°48'56.64"E	

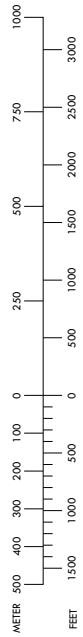
Change : Information of MAG VAR and annual rate of change(8° W/2020 → 8° W/2025 and 5' W → 2' W).

MARKING AIDS RWY 04L/22R AND 04R/22L AND EXIT TWY



LIGHTING AIDS RWY 04L/22R AND 04R/22L AND EXIT TWY





AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
51 ft

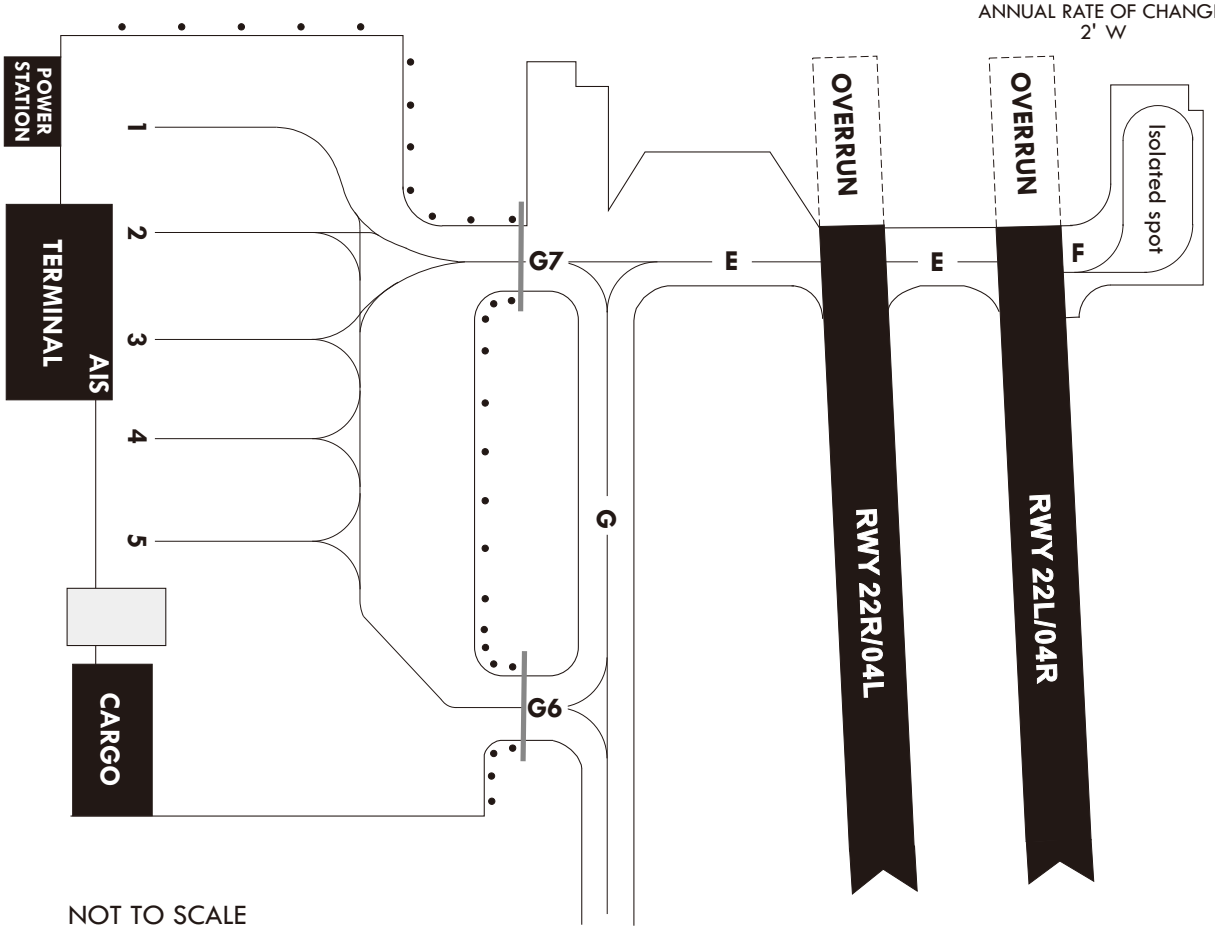
TWR	118.05
GND	121.8

GWANGJU/Gwangju

ELEVATIONS IN FEET
DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 8° W 2025

ANNUAL RATE OF CHANGE
2' W



NOT TO SCALE

LEGEND	
AIRCRAFT STAND	3
TAXIWAY LIGHT	•
SLIDING GATE	═══

AIRCRAFT STANDS	
1, 3, 4, 5	A321
2	B767

For details, contact "Apron management Unit"
(TEL) 82-62-940-0331, 0352

	INS COORDINATES FOR AIRCRAFT STANDS		
	WGS - 84		ELEV(MSL)
1	35°08'25.46"N	126°48'42.45"E	51 ft
2	35°08'23.96"N	126°48'41.32"E	52 ft
3	35°08'22.43"N	126°48'40.16"E	52 ft
4	35°08'20.87"N	126°48'39.09"E	50 ft
5	35°08'19.42"N	126°48'38.00"E	49 ft

TAXIWAY INFORMATION		
TAXIWAY	WIDTH	STRENGTH
G	23 m	PCR 686/R/B/W/T
G6	36 m	PCR 503/F/B/X/T PCR 686/R/B/W/T
G7	31 m	

APRON INFORMATION	
STRENGTH	SURFACE
PCR 503/F/B/X/T	ASPHALT

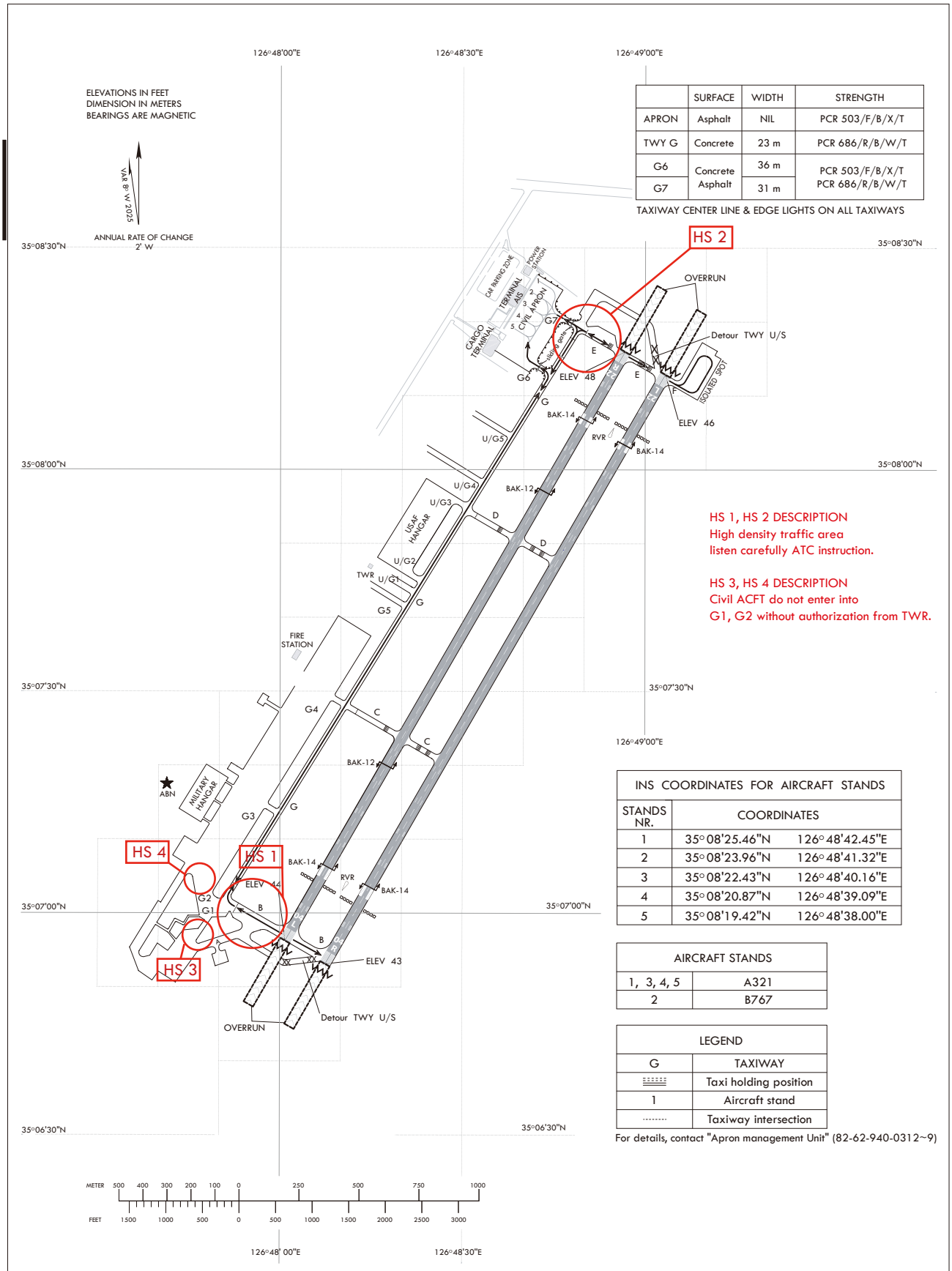
Change : Information of MAG VAR and annual rate of change(8° W/2020 → 8° W/2025 and 5' W → 2' W).

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **51**ft

TWR	118.05	236.6	254.6
GND	121.8	275.8	

GWANGJU / Gwangju
RWY 04L/R, RWY 22L/R
ARRIVAL/DEPARTURE



	SURFACE	WIDTH	STRENGTH
APRON	Asphalt	NIL	PCR 503/F/B/X/T
TWY G	Concrete	23 m	PCR 686/R/B/W/T
G6	Concrete Asphalt	36 m	PCR 503/F/B/X/T PCR 686/R/B/W/T
G7		31 m	

TAXIWAY CENTER LINE & EDGE LIGHTS ON ALL TAXIWAYS

HS 1, HS 2 DESCRIPTION
High density traffic area
listen carefully ATC instruction.

HS 3, HS 4 DESCRIPTION
Civil ACFT do not enter into
G1, G2 without authorization from TWR.

INS COORDINATES FOR AIRCRAFT STANDS		
STANDS NR.	COORDINATES	
1	35° 08'25.46"N	126° 48'42.45"E
2	35° 08'23.96"N	126° 48'41.32"E
3	35° 08'22.43"N	126° 48'40.16"E
4	35° 08'20.87"N	126° 48'39.09"E
5	35° 08'19.42"N	126° 48'38.00"E

AIRCRAFT STANDS	
1, 3, 4, 5	A321
2	B767

LEGEND	
G	TAXIWAY
⋮⋮⋮	Taxi holding position
1	Aircraft stand
·····	Taxiway intersection

For details, contact "Apron management Unit" (82-62-940-0312~9)

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

AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

GWANGJU / Gwangju

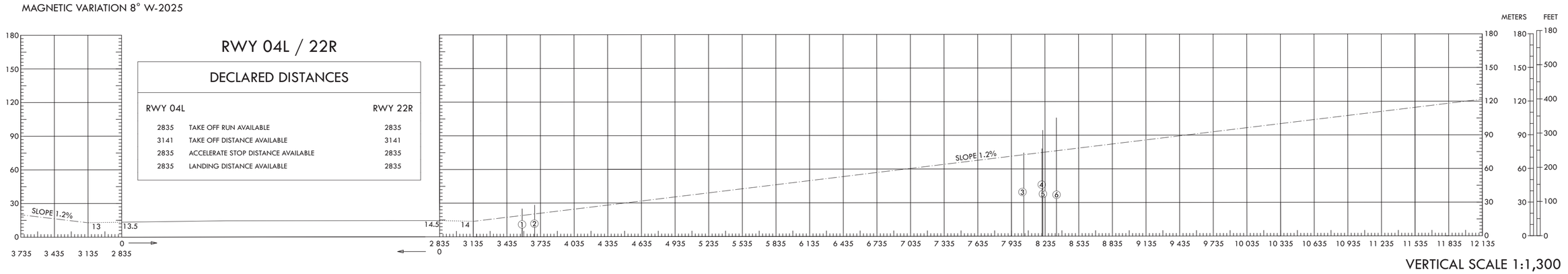
DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 8° W-2025

RWY 04L / 22R

DECLARED DISTANCES

RWY 04L		RWY 22R
2835	TAKE OFF RUN AVAILABLE	2835
3141	TAKE OFF DISTANCE AVAILABLE	3141
2835	ACCELERATE STOP DISTANCE AVAILABLE	2835
2835	LANDING DISTANCE AVAILABLE	2835



VERTICAL SCALE 1:1,300



LEGEND

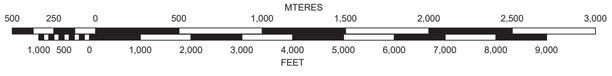
ITEM	SYMBOL Plan	Profile
Tree or shrub		
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Peak or Mountain		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

Identification number

OBSTACLES

NR	COORDINATES(WGS84)	ELEV(AMSL)	ITEM	NOTE
1	35°08'36.02 "N 126°49'12.28"E	24.87	building	
2	35°08'37.50 "N 126°49'18.00"E	28.16	building	
3	35°10'54.33 "N 126°50'14.05"E	74.30	building	
4	35°10'59.17 "N 126°50'16.64"E	77.95	building	
5	35°10'58.25 "N 126°50'19.15"E	94.43	building	
6	35°11'01.42 "N 126°50'22.11"E	105.53	building	

HORIZONTAL SCALE 1 : 13 000



ORDER OF ACCURACY

HORIZONTAL 5.0m
VERTICAL 0.5m

AMENDMENT RECORD

NR	DATE	ENTERED BY

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

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

GWANGJU / Gwangju

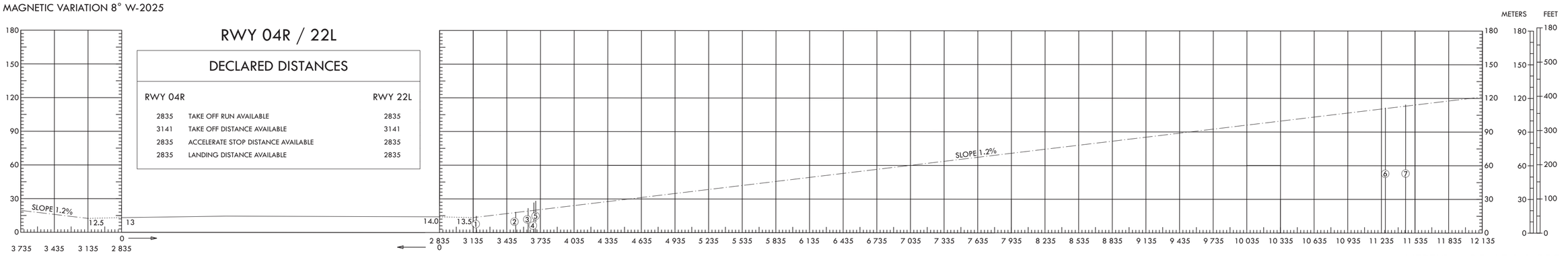
DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 8° W-2025

RWY 04R / 22L

DECLARED DISTANCES

RWY 04R		RWY 22L
2835	TAKE OFF RUN AVAILABLE	2835
3141	TAKE OFF DISTANCE AVAILABLE	3141
2835	ACCELERATE STOP DISTANCE AVAILABLE	2835
2835	LANDING DISTANCE AVAILABLE	2835



VERTICAL SCALE 1:1,300



LEGEND

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

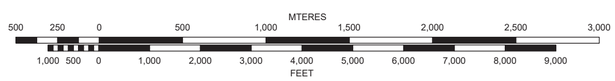
OBSTACLES

NR	COORDINATES(WGS84)		ELEV(AMSL)	ITEM	NOTE
1	35°08'21.01"N	126°49'11.63"E	14.55	fence	
2	35°08'29.81"N	126°49'20.88"E	18.22	building	
3	35°08'35.41"N	126°49'17.75"E	21.58	building	
4	35°08'37.34"N	126°49'17.74"E	26.61	building	
5	35°08'37.30"N	126°49'19.12"E	28.14	building	
6	35°11'56.09"N	126°52'18.81"E	111.47	building	
7	35°12'02.23"N	126°52'20.06"E	114.30	building	

ORDER OF ACCURACY

HORIZONTAL	5.0m
VERTICAL	0.5m

HORIZONTAL SCALE 1 : 13 000



AMENDMENT RECORD

NR	DATE	ENTERED BY

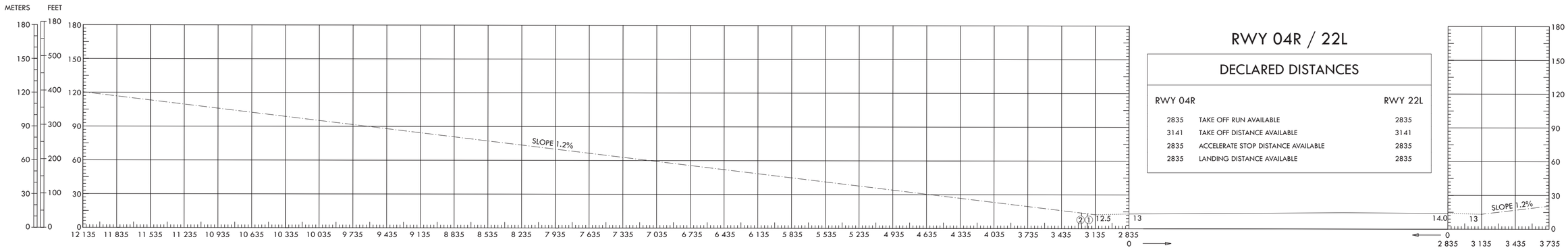
Change : Information of MAG VAR(8° W 2020 → 8° W 2025).

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

GWANGJU / Gwangju

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 8° W-2025

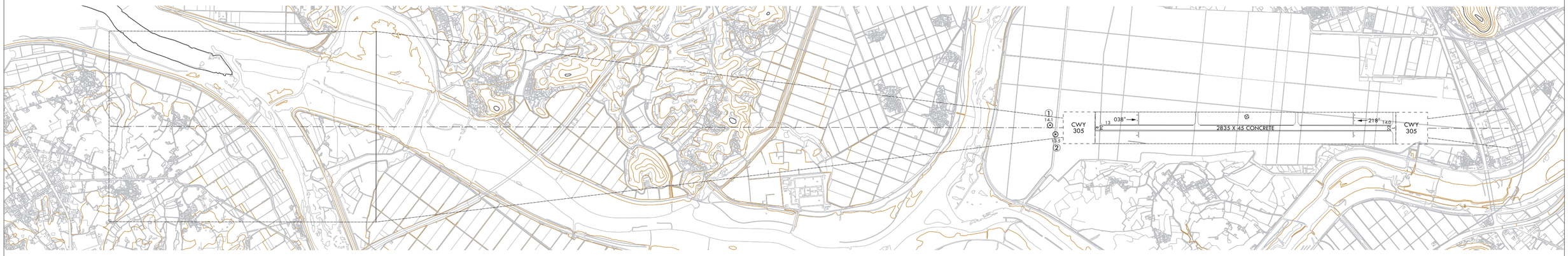


RWY 04R / 22L

DECLARED DISTANCES

RWY 04R		RWY 22L
2835	TAKE OFF RUN AVAILABLE	2835
3141	TAKE OFF DISTANCE AVAILABLE	3141
2835	ACCELERATE STOP DISTANCE AVAILABLE	2835
2835	LANDING DISTANCE AVAILABLE	2835

VERTICAL SCALE 1:1,300



LEGEND

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

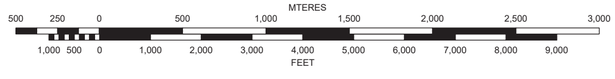
OBSTACLES

NR	COORDINATES(WGS84)	ELEV(AMSL)	ITEM	NOTE
1	35°06'41.58"N 126°48'02.19"E	13.53	fence	
2	35°06'41.50"N 126°47'58.25"E	14.13	fence	

ORDER OF ACCURACY

HORIZONTAL 5.0m
VERTICAL 0.5m

HORIZONTAL SCALE 1 : 13 000



AMENDMENT RECORD

NR	DATE	ENTERED BY

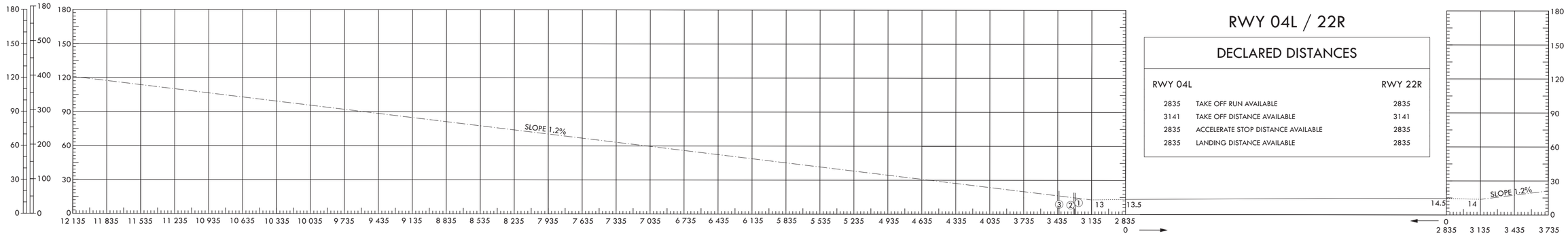
Change : Information of MAG VAR(8° W 2020 → 8° W 2025).

AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

GWANGJU / Gwangju

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 8° W-2025



VERTICAL SCALE 1:1,300

RWY 04L / 22R

DECLARED DISTANCES

RWY 04L		RWY 22R
2835	TAKE OFF RUN AVAILABLE	2835
3141	TAKE OFF DISTANCE AVAILABLE	3141
2835	ACCELERATE STOP DISTANCE AVAILABLE	2835
2835	LANDING DISTANCE AVAILABLE	2835



LEGEND

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

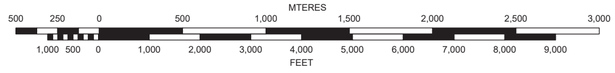
OBSTACLES

NR	COORDINATES(WGS84)	ELEV(AMSL)	ITEM	NOTE
1	35°06'45.14"N 126°47'48.84"E	18.90	fence	
2	35°06'44.82"N 126°47'48.48"E	19.12	fence	
3	35°06'41.67"N 126°47'44.72"E	20.62	fence	

ORDER OF ACCURACY

HORIZONTAL 5.0m
VERTICAL 0.5m

HORIZONTAL SCALE 1 : 13 000



AMENDMENT RECORD

NR	DATE	ENTERED BY

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

AERODROME ELEVATION 14.5 METRES

CONICAL SURFACE SLOPE 1:20

HORIZONTAL SURFACE

TRANSITIONAL SURFACE SLOPE 1:7

TRANSITIONAL SURFACE SLOPE 1:7

APPROACH HORIZONTAL

APPROACH SURFACE SLOPE 1:50

APPROACH SURFACE SLOPE 1:50

APPROACH HORIZONTAL

2834m X 45m ASPHALT

2834m X 45m ASPHALT

AMENDMENT RECORD		
NR.	DATE	ENTERED BY

LEGEND		
ITEM	SYMBOL	
	Plan	Number
AERODROME REFERENCE POINT 35°07'35"N 126°48'32"E	⊕	
Tree or shrub	✱	
Pole, tower, spire, antenna, etc	⊙	
Building or large structure	■	
Peak or mountain	●	
Railroad		
Transmission line or overhead cable		
Terrain penetrating obstacle plane		
Clearway(CWY)		
Obstacles concentration area - The highest obstacle in each area is depicted on chart	● 590	

Identification number

OBSTACLES SHOWN ARE THOSE WHICH PENETRATE
THE SURFACES SPECIFIED IN MILITARY FACILITIES PROTECTION ACT, REPUBLIC OF KOREA

HORIZONTAL REFERENCE SYSTEM (WGS-84)
TRANSVERSE MERCATOR PROJETION

ORDER OF ACCURACY

HORIZONTAL 5 M
VERTICAL 0.5 M

HORIZONTAL SCALE 1 : 20 000

METRES
300 0 500 1000 1500 2000 2500 3000

FEET
1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000

OBSTACLES

NO	COORDINATES(WGS-84)	ELEV (AMSL)	ITEM	NOTE
C1	35°06'54.70" 126°47'38.50"	70.0	Natural high point	
C2	35°06'51.90" 126°47'38.40"	54.0	Natural high point	
C3	35°06'54.20" 126°47'50.30"	17.0	Dike	
C4	35°06'55.70" 126°48'42.80"	119.0	Natural high point	
C5	35°06'51.40" 126°50'01.90"	109.0	Natural high point	
C6	35°06'50.60" 126°50'16.10"	162.5	Natural high point	
C7	35°06'50.15" 126°51'09.50"	180.0	Natural high point	
C8	35°06'51.70" 126°48'42.80"	119.0	Natural high point	
C9	35°06'50.60" 126°50'16.10"	162.5	Natural high point	
C10	35°06'52.70" 126°49'53.50"	209.0	Natural high point	
C11	35°06'11.86" 126°48'46.14"	20.0	etc	
C12	35°07'05.54" 126°47'59.96"	18.5	etc	
C13	35°07'02.48" 126°48'09.47"	18.5	etc	
C14	35°07'31.96" 126°48'16.23"	19.0	etc	
C15	35°08'23.42" 126°49'07.55"	15.0	etc	
C16	35°06'59.56" 126°48'17.42"	13.5	etc	
C17	35°07'00.98" 126°48'59.03"	16.0	etc	
C18	35°07'48.89" 126°48'50.56"	16.5	etc	
C19	35°07'37.23" 126°48'42.39"	16.5	etc	
C20	35°07'24.89" 126°48'33.75"	15.5	etc	

NO	COORDINATES(WGS-84)	ELEV (AMSL)	ITEM	NOTE
C21	35°05'14.24" 126°48'36.37"	15.5	etc	
C22	35°05'51.90" 126°48'38.40"	54.0	Natural high point	
C23	35°08'21.07" 126°48'52.57"	16.5	etc	
C24	35°08'51.70" 126°48'42.80"	119.0	Natural high point	
C25	35°05'03.66" 126°48'09.55"	20.0	etc	
C26	35°08'06.60" 126°50'16.10"	162.5	Natural high point	
C27	35°08'10.15" 126°51'09.50"	180.0	Natural high point	
C28	35°08'14.91" 126°48'42.70"	15.5	etc	
C29	35°08'50.60" 126°50'16.10"	162.5	Natural high point	
C30	35°06'59.99" 126°48'16.76"	13.5	etc	
C31	35°13'21.72" 126°51'24.00"	99.0	Tower	
C32	35°11'52.20" 126°51'41.56"	134.0	Building	
C33	35°09'30.71" 126°51'13.06"	105.0	Building	
C34	35°07'31.96" 126°48'16.23"	19.0	etc	
C35	35°08'23.42" 126°49'07.55"	15.0	etc	
C36	35°06'59.56" 126°48'17.42"	13.5	etc	
C37	35°07'00.98" 126°48'59.03"	16.0	etc	
C38	35°07'48.89" 126°48'50.56"	16.5	etc	
C39	35°07'37.23" 126°48'42.39"	16.5	etc	
C40	35°07'24.89" 126°48'33.75"	15.5	etc	

NO	COORDINATES(WGS-84)	ELEV (AMSL)	ITEM	NOTE
H25	35°12'09.92" 126°50'46.68"	96.0	etc	
H26	35°10'08.12" 126°50'02.64"	39.0	etc	
H27	35°11'26.16" 126°50'47.12"	76.5	etc	
H28	35°12'21.71" 126°51'34.00"	99.0	TOWER	
H29	35°11'52.29" 126°51'41.55"	134.0	etc	
H30	35°11'08.77" 126°53'12.95"	152.0	etc	
H31	35°09'30.57" 126°50'29.69"	87.5	etc	
H32	35°11'45.60" 126°53'11.18"	139.0	etc	
H33	35°11'50.52" 126°53'24.33"	146.5	etc	
H34	35°11'53.28" 126°53'50.83"	172.0	etc	
H35	35°06'59.99" 126°48'16.76"	13.5	etc	
H36	35°08'08.48" 126°49'13.33"	33.0	etc	
H37	35°08'10.52" 126°49'14.66"	33.0	etc	
H38	35°09'30.70" 126°51'13.06"	105.0	etc	
H39	35°09'18.69" 126°51'24.26"	30.0	etc	
H40	35°08'15.40" 126°50'01.95"	119.0	etc	
H41	35°06'50.79" 126°49'56.92"	50.0	etc	
H42	35°08'20.70" 126°51'17.28"	79.0	etc	
H43	35°08'30.81" 126°51'48.66"	97.0	etc	
H44	35°07'52.96" 126°50'20.15"	30.0	etc	
H45	35°08'06.04" 126°51'07.31"	60.0	etc	
H46	35°08'10.58" 126°51'34.65"	90.0	etc	

NO	COORDINATES(WGS-84)	ELEV (AMSL)	ITEM	NOTE
H47	35°07'56.58" 126°50'09.00"	110.0	etc	
H48	35°07'40.46" 126°50'31.69"	45.0	Natural high point	
H49	35°07'33.63" 126°50'01.66"	60.0	Natural high point	
H50	35°07'31.31" 126°48'07.95"	16.5	etc	
H51	35°07'03.66" 126°48'09.55"	20.0	etc	
H52	35°07'30.57" 126°50'29.69"	87.5	etc	
H53	35°07'45.60" 126°53'11.18"	139.0	etc	
H54	35°07'50.52" 126°53'24.33"	146.5	etc	
H55	35°07'53.28" 126°53'50.83"	172.0	etc	
H56	35°07'10.10" 126°51'10.48"	179.0	Natural high point	
H57	35°07'01.58" 126°50'23.64"	100.0	Natural high point	
H58	35°07'00.76" 126°50'24.49"	119.0	Natural high point	
H59	35°06'50.59" 126°50'16.10"	159.0	Natural high point	
H60	35°06'48.14" 126°50'08.08"	140.0	etc	
H61	35°06'26.48" 126°50'36.39"	164.0	etc	
H62	35°06'40.57" 126°49'33.12"	20.0	etc	
H63	35°06'38.07" 126°49'28.79"	60.0	etc	
H64	35°06'43.33" 126°48'38.27"	16.5	etc	
H65	35°06'34.04" 126°48'38.27"	70.0	etc	
H66	35°06'38.16" 126°48'28.80"	16.5	etc	

NO	COORDINATES(WGS-84)	ELEV (AMSL)	ITEM	NOTE
H67	35°06'38.16" 126°48'18.82"	16.5	etc	
H68	35°06'38.16" 126°48'08.84"	16.5	etc	
H69	35°06'38.16" 126°47'58.85"	16.5	etc	
H70	35°06'45.40" 126°47'17.15"	110.0	etc	
H71	35°06'08.05" 126°47'42.15"	52.0	etc	
H72	35°06'26.47" 126°48'06.39"	164.0	etc	
H73	35°06'08.05" 126°47'42.15"	52.0	etc	
H74	35°06'39.72" 126°47'34.48"	90.0	etc	
H75	35°06'38.06" 126°46'44.29"	20.0	etc	
H76	35°06'35.29" 126°46'54.80"	20.0	etc	

NO	COORDINATES(WGS-84)	ELEV (AMSL)	ITEM	NOTE
H77	35°06'46.72" 126°47'03.66"	119.0	Natural high point	
H78	35°06'45.16" 126°47'03.04"	52.0	etc	
H79	35°06'58.08" 126°47'43.72"	38.0	etc	
H80	35°06'36.96" 126°48'43.72"	38.0	etc	
H81	35°06'54.31" 126°47'30.45"	48.0	Natural high point	
H82	35°06'56.90" 126°48'38.29"	30.0	etc	
H83	35°06'45.45" 126°48'38.29"	30.0	etc	
H84	35°06'38.08" 126°48'28.31"	30.0	Natural high point	
H85	35°06'38.16" 126°48'18.32"	40.0	etc	
H86	35°06'38.16" 126°48'08.34"	40.0	etc	
H87	35°06'38.16" 126°47'58.35"	40.0	etc	
H88	35°06'46.44" 126°48'19.52"	40.0	etc	

NO	COORDINATES(WGS-84)	ELEV (AMSL)	ITEM	NOTE
H89	35°06'42.34" 126°48'13.88"	52.0	etc	
H90	35°06'45.11" 126°48'23.34"	119.0	Natural high point	
H91	35°06'43.03" 126°50'38.74"	164.0	Natural high point	
H92	35°06'31.41" 126°49'33.41"	40.0	etc	
H93	35°06'39.92" 126°49'55.65"	200.0	Natural high point	
H94	35°06'10.53" 126°49'39.84"	45.0	Natural high point	
H95	35°06'52.07" 126°49'53.06"	209.0	Natural high point	
H96	35°06'20.65" 126°49'20.75"	30.0	Natural high point	
H97	35°06'31.77" 126°49'39.48"	80.0	etc	
H98	35°06'49.47" 126°49'39.48"	80.0	etc	
H99	35°06'42.81" 126°49'23.98"	70.0	etc	
H100	35°06'34.56" 126°49'26.00"	110.0	etc	
H101	35°06'13.13" 126°49'09.67"	119.0	Natural high point	
H102	35°06'10.09" 126°50'16.10"	159.0	Natural high point	
H103	35°06'32.96" 126°49'20.21"	167.0	Natural high point	
H104	35°06'48.14" 126°49'02.53"	30.0	etc	
H105	35°06'26.48" 126°50'36.39"	164.0	etc	
H106	35°06'40.57" 126°49'33.12"	20.0	etc	
H107	35°06'38.07" 126°49'28.79"	60.0	etc	
H108	35°06'43.33" 126°48'38.27"	16.5	etc	

NO	COORDINATES(WGS-84)	ELEV (AMSL)	ITEM	NOTE
H109	35°06'34.04" 126°48'38.27"	70.0	etc	
H110	35°06'38.16" 126°48'28.80"	16.5	etc	
H111	35°06'38.16" 126°48'18.82"	40.0	etc	
H112	35°06'38.16" 126°48'08.84"	40.0	etc	
H113	35°06'38.16" 126°47'58.85"	40.0	etc	
H114	35°06'46.44" 126°48'19.52"	40.0	etc	
H115	35°06'42.34" 126°48'13.88"	52.0	etc	
H116	35°06'45.11" 126°48'23.34"	119.0	Natural high point	
H117	35°06'43.03" 126°50'38.74"	164.0	Natural high point	
H118	35°06'31.41" 126°49'33.41"	40.0	etc	
H119	35°06'39.92" 126°49'55.65"	200.0	Natural high point	
H120	35°06'10.53" 126°49'39.84"	45.0	Natural high point	
H121	35°06'52.07" 126°49'53.06"	209.0	Natural high point	
H122	35°06'20.65" 126°49'20.75"	30.0	Natural high point	
H123	35°06'31.77" 126°49'39.48"	80.0	etc	
H124	35°06'49.47" 126°49'39.48"	80.0	etc	
H125	35°06'42.81" 126°49'23.98"	70.0	etc	
H126	35°06'34.56" 126°49'26.00"	110.0	etc	
H127	35°06'13.13" 126°49'09.67"	119.0	Natural high point	
H128	35°06'10.09" 126°50'16.10"	159.0	Natural high point	
H129	35°06'32.96" 126°49'20.21"	167.0	Natural high point	
H130	35°06'48.14" 126°49'02.53"	30.0	etc	
H131	35°06'37.07" 126°49'26.00"	110.0	etc	
H132	35°06'37.07" 126°49'16.01"	110.0	etc	
H133	35°06'37.07" 126°49'06.02"	110.0	etc	
H134	35°06'37.07" 126°48'56.03"	110.0	etc	
H135	35°06'37.07" 126°48'46.04"	110.0	etc	
H136	35°06'37.07" 126°48'36.05"	110.0	etc	
H137	35°06'37.07" 126°48'26.06"	110.0	etc	
H138	35°06'37.07" 126°48'16.07"	110.0	etc	
H139	35°06'37.07" 126°48'06.08"	110.0	etc	
H140	35°06'37.07" 126°47'56.09"	110.0	etc	
H141	35°06'37.07" 126°47'46.10"	110.0	etc	
H142	35°06'37.07" 126°47'36.11"	110.0	etc	
H143	35°06'37.07" 126°47'26.12"	110.0	etc	
H144	35°06'37.07" 126°47'16.13"	110.0	etc	
H145	35°06'37.07" 126°47'06.14"	110.0	etc	
H146	35°06'37.07" 126°46'56.15"	110.0	etc	
H147	35°06'37.07" 126°46'46.16"	110.0	etc	
H148	35°06'37.07" 126°46'36.17"	110.0	etc	
H149	35°06'37.07" 126°46'26.18"	110.0	etc	
H150	35°06'37.07" 126°46'16.19"	110.0	etc	
H151	35°06'37.07" 126°46'06.20"	110.0	etc	
H152	35°06'37.07" 126°45'56.21"	110.0	etc	
H153	35°06'37.07" 126°45'46.22"	110.0	etc	
H154	35°06'37.07" 126°45'36.23"	110.0	etc	
H155	35°06'37.07" 126°45'26.24"	110.0	etc	
H156	35°06'37.07" 126°45'16.25"	110.0	etc	
H157	35°06'37.07" 126°45'06.26"	110.0	etc	
H158	35°06'37.07" 126°44'56.27"	110.0	etc	
H159	35°06'37.07" 126°44'46.28"	110.0	etc	
H160	35°06'37.07" 126°44'36.29"	110.0	etc	
H161	35°06'37.07" 126°44'26.30"	110.0	etc	
H162	35°06'37.07" 126°44'16.31"	110.0	etc	
H163	35°06'37.07" 126°44'06.32"	110.0	etc	
H164	35°06'37.07" 126°43'56.33"	110.0	etc	
H165	35°06'37.07" 126°43'46.34"	110.0	etc	
H166	35°06'37.07" 126°43'36.35"	110.0	etc	
H167	35°06'37.07" 126°43'26.36"	110.0	etc	
H168	35°06'37.07" 126°43'16.37"	110.0	etc	
H169	35°06'37.07" 126°43'06.38"	110.0	etc	
H170	35°06'37.07" 126°42'56.39"	110.0	etc	
H171	35°06'37.07" 126°42'46.40"	110.0	etc	
H172	35°06'37.07" 126°42'36.41"	110.0	etc	
H173	35°06'37.07" 126°42'26.42"	110.0	etc	
H174	35°06'37.07" 126°42'16.43"	110.0	etc	
H175	35°06'37.07" 126°42'06.44"	110.0	etc	
H176	35°06'37.07" 126°41'56.45"	110.0	etc	
H177	35°06'37.07" 126°41'46.46"	110.0	etc	
H178	35°06'37.07" 126°41'36.47"	110.0	etc	
H179	35°06'37.07" 126°41'26.48"	110.0	etc	
H180	35°06'37.07" 126°41'16.49"	110.0	etc	
H181	35°06'37.07" 126°41'06.50"	110.0	etc	
H182	35°06'37.07" 126°40'56.51"	110.0	etc	
H183	35°06'37.07" 126°40'46.52"	110.0	etc	
H184	35°06'37.07" 126°40'36.53"	110.0	etc	
H185	35°06'37.07" 126°40'26.54"	110.0	etc	
H186	35°06'37.07" 126°40'16.55"	110.0	etc	
H187	35°06'37.07" 126°40'06.56"	110.0	etc	
H188	35°06'37.07" 126°39'56.57"	110.0	etc	
H189	35°06'37.07" 126°39'46.58"	110.0	etc	
H190	35°06'37.07" 126°39'36.59"	110.0	etc	
H191	35°06'37.07" 126°39'26.60"	110.0	etc	
H192	35°06'37.07" 126°39'16.61"	110.0	etc	
H193	35°06'37.07" 126°39'06.62"	110.0	etc	
H194	35°06'37.07" 126°38'56.63"	110.0	etc	
H195	35°06'37.07" 126°38'46.64"	110.0	etc	
H196	35°06'37.07" 126°38'36.65"	110.0	etc	
H197	35°06'37.07" 126°38'26.66"	110.0	etc	
H198	35°06'37.07" 126°38'16.67"	110.0	etc	
H199	35°06'37.07" 126°38'06.68"	110.0	etc	
H200	35°06'37.07" 126°37'56.69"	110.0	etc	
H201	35°06'37.07" 126°37'46.70"	110.0	etc	
H202	35°06'37.07" 126°37'36.71"	110.0	etc	
H203	35°06'37.07" 126°37'26.72"	110.0	etc	
H204	35°06'37.07" 126°37'16.73"	110.0	etc	
H205	35°06'37.07" 126°37'06.74"	110.0	etc	
H206	35°06'37.07" 126°36'56.75"	110.0	etc	
H207	35°06'37.07" 126°36'46.76"	110.0	etc	
H208	35°06'37.07" 126°36'36.77"	110.0	etc	
H209	35°06'37.07" 126°36'26.78"	110.0	etc	
H210	35°06'37.07" 126°36'16.79"	110.0	etc	
H211	35°06'37.07" 126°36'06.80"	110.0	etc	
H212	35°06'37.07" 126°35'56.81"	110.0	etc	
H213	35°06'37.07" 126°35'46.82"	110.0	etc	
H214	35°06'37.07" 126°35'36.83"	110.0	etc	
H215	35°06'37.07" 126°35'26.84"	110.0	etc	
H216	35°06'37.07" 126°35'16.85"	110.0	etc	
H217	35°06'37.07" 126°35'06.86"	110.0	etc	
H218	35°06'37.07" 126°34'56.87"	110.0	etc	
H219	35°06'37.07" 126°34'46.88"	110.0	etc	
H220	35°06'37.07" 126°34'36.89"	110.0	etc	
H221	35°06'37.07" 126°34'26.90"	110.0	etc	
H222	35°06'37.07" 126°34'16.91"	110.0	etc	
H223	35°06'37.07" 126°34'06.92"	110.0	etc	
H224	35°06'37.07" 126°33'56.93"	110.0	etc	
H225	35°06'37.07" 126°33'46.94"	110.0	etc	
H226	35°06'37.07" 126°33'36.95"	110.0	etc	
H227	35°06'37.07" 126°33'26.96"	110.0	etc	
H228	35°06'37.07" 126°33'16.97"	110.0	etc	
H229	35°06'37.07" 126°33'06.98"	110.0	etc	
H230	35°06'37.07" 126°32'56.99"	110.0	etc	
H231	35°06'37.07" 126°32'47.00"	110.0	etc	
H232	35°06'37.07" 126°32'37.01"	110.0	etc	
H233	35°06'37.07" 126°32'27.02"	110.0	etc	
H234	35°06'37.07" 126°32'17.03"	110.0	etc	
H235	35°06'37.07" 126°32'07.04"	110.0	etc	
H236	35°06'37.07" 126°31'57.05"	110.0	etc	
H237	35°06'37.07" 126°31'47.06"	110.0	etc	
H238	35°06'37.07" 126°31'37.07"	110.0	etc	
H239	35°06'37.07" 126°31'27.08"	110.0	etc	
H240	35°06'37.07" 126°31'17.09"	110.0	etc	
H241	35°06'37.07" 126°31'07.10"	110.0	etc	
H242	35°06'37.07" 126°30'57.11"	110.0	etc	
H243	35°06'37.07" 126°30'47.12"	110.0	etc	
H244	35°06'37.07" 126°30'37.13"	110.0	etc	
H245	35°06'37.07" 126°30'27.14"	110.0	etc	
H246	35°06'37.07" 126°30'17.15"	110.0	etc	
H247	35°06'37.07" 126°30'07.16"	110.0	etc	
H248	35°06'37.07" 126°29'57.17"	110.0	etc	
H249	35°06'37.07" 126°29'47.18"	110.0	etc	
H250	35°06'37.07" 126°29'37.19"	110.0	etc	
H251	35°06'37.07" 126°29'27.20"	110.0	etc	
H252	35°06'37.07" 126°29'17.21"	110.0	etc	
H253	35°06'37.07" 126°29'07.22"	110.0	etc	
H254	35°06'37.07" 126°28'57.23"	110.0	etc	
H255	35°06'37.07" 126°28'47.24"	110.0	etc	
H256	35°06'37.07" 126°28'37.25"	110.0	etc	
H257	35°06'37.07" 126°28'27.26"	110.0	etc	
H258	35°06'37.07" 126°28'17.27"	110.0	etc	
H259	35°06'37.07" 126°28'07.28"	110.0	etc	
H260	35°06'37.07" 126°27'57.29"	110.0	etc	
H261	35°06'37.07" 126°27'47.30"	110.0	etc	
H262	35°06'37.07" 126°27'37.31"	110.0	etc	
H263	35°06'37.07" 126°27'27.32"	110.0	etc	
H264	35°06'37.07" 126°27'17.33"	110.0	etc	
H265	35°06'37.07" 126°27'07.34"	110.0	etc	
H266	35°06'37.07" 126°26'57.35"	110.0	etc	
H267	35°06'37.07" 126°26'47.36"	110.0	etc	
H268	35°06'37.07" 126°26'37.37"	110.0	etc	
H269	35°06'37.07" 126°26'27.38"	110.0	etc	
H270	35°06'37.07" 126°26'17.39"	110.0	etc	
H271	35°06'37.07" 126°26'07.40"	110.0	etc	
H272	35°06'37.07" 126°25'57.41"	110.0	etc	
H273	35°06'37.07" 126°25'47.42"	110.0	etc	
H274	35°06'37.07" 126°25'37.43"	110.0	etc	
H275	35°06'37.07" 126°25'27.44"	110.0	etc	
H276	35°06'37.07" 126°25'17.45"	110.0	etc	
H277	35°06'37.07" 126°25'07.46"	110.0	etc	
H278	35°06'37.07" 126°24'57.47"	110.0	etc	
H279	35°06'37.07" 126°24'47.48"	110.0	etc	
H280	35°06'37.07" 126°24'37.49"	110.0	etc	
H281	35°06'37.07" 126°24'27.50"	110.0	etc	
H282	35°06'37.07" 126°24'17.51"	110.0	etc	
H283	35°06'37.07" 126°24'07.52"	110.0	etc	
H284	35°06'37.07" 126°23'57.53"	110.0	etc	
H285	35°06'37.07" 126°23'47.54"	110.0	etc	
H286	35°06'37.07" 126°23'37.55"	110.0	etc	
H287	35°06'37.07" 126°23'27.56"	110.0	etc	
H288	35°06'37.07" 126°23'17.57"	110.0	etc	
H289	35°06'37.07" 126°23'07.58"	110.0	etc	
H290	35°06'37.07" 126°22'57.59"	110.0	etc	
H291	35°06'37.07" 126°22'47.60"	110.0	etc	
H292	35°06'37.07" 126°22'37.61"	110.0	etc	
H293	35°06'37.07" 126°22'27.62"	110.0	etc	
H294	35°06'37.07" 126°22'17.63"	110.0	etc	
H295	35°06'37.07" 126°22'07.64"	110.0	etc	
H296	35°06'37.07" 126°21'57.65"	110.0	etc	
H297	35°06'37.07" 126°21'47.66"	110.0	etc	
H298	35°06'37.07" 126°21'37.67"	110.0	etc	
H299	35°06'37.07" 126°21'27.68"	110.0	etc	
H300	35°06'37.07" 126°21'17.69"	110.0	etc	
H301	35°06'37.07" 126°21'07.70"	110.0	etc	
H302	35°06'37.07" 126°20'57.71"	110.0	etc	
H303	35°06'37.07" 126°20'47.72"	110.0	etc	
H304	35°06'37.07" 126°20'37.73"	110.0	etc	
H305	35°06'37.07" 126°20'27.74"	110.0	etc	
H306	35°06'37.07" 126°20'17.75"	110.0	etc	
H307	35°06'37.07" 126°20'07.76"	110.0	etc	
H308	35°06'37.07" 126°19'57.77"	110.0	etc	
H309	35°06'37.07" 126°19'47.78"	110.0	etc	
H310	35°06'37.07" 126°19'37.79"	110.0	etc	
H311	35°06'37.07" 126°19'27.80"	110.0	etc	
H312	35°06'37.07" 126°19'17.81"	110.0	etc	
H313	35°06'37.07" 126°19'07.82"	110.0	etc	
H314	35°06'37.07" 126°18'57.83"	110.0	etc	
H315	35°06'37.07" 126°18'47.84"	110.0	etc	
H316	35°06'37.07" 126°18'37.85"	110.0	etc	
H317	35°06'37.07" 126°18'27.86"	110.0	etc	
H318	35°06'37.07" 126°18'17.87"	110.0	etc	
H319	35°06'37.07" 126°18'07.88"	110.0	etc	
H320	35°06'37.07" 126°17'57.89"	110.0	etc	
H321	35°06'37.07" 126°17'47.90"	110.0	etc	
H322	35°06'37.07" 126°17'37.91"	110.0	etc	
H323	35°06'37.07" 126°17'27.92"	110.0	etc	
H324	35°06'37.07" 126°17'17.93"	110.0	etc	
H325	35°06'37.07" 126°17'07.94"	110.0	etc	
H326	35°06'37.07" 126°16'57.95"	110.0	etc	
H327	35°06'37.07" 126°16'47.96"	110.0	etc	
H328	35°06'37.07" 126°16'37.97"	110.0	etc	
H329	35°06'37.07" 126°16'27.98"	110.0	etc	
H330	35°06'37.07" 126°16'17.99"	110.0	etc	
H331	35°06'37.07" 126°16'08.00"	110.0	etc	
H332	35°06'37.07" 126°15'58.01"	110.0	etc	
H333	35°06'37.07" 126°15'48.02"	110.0	etc	
H334	35°06'37.07" 126°15'38.03"	110.0	etc	
H335	35°06'37.07" 126°15'28.04"	110.0	etc	
H336	35°06'37.07" 126°15'18.05"	110.0	etc	
H337	35°06'37.07" 126°15'08.06"	110.0	etc	
H338	35°06'37.07" 126°14'58.07"	110.0	etc	
H339	35°06'37.07" 126°14'48.08"	110.0	etc	
H340	35°06'37.07" 126°14'38.09"	110.0	etc	
H341	35°06'37.07" 126°14'28.10"	110.0	etc	
H342	35°06'37.07" 126°14'18.11"	110.0	etc	
H343	35°06'37.07" 126°14'08.12"	110.0	etc	
H344	35°06'37.07" 126°13'58.13"	110.0	etc	
H345	35°06'37.07" 126°13'48.14"	110.0	etc	
H346	35°06'37.07" 126°13'38.15"	110.0	etc	
H347	35°06'37.07" 126°13'28.16"	110.0	etc	
H348	35°06'37.07" 126°13'18.17"	110.0	etc	
H349	35°06'37.07" 126°13'08.18"	110.0	etc	
H350	35°06'37.07" 126°12'58.19"	110.0	etc	
H351	35°06'37.07" 126°12'48.20"	110.0	etc	
H352	35°06'37.07" 126°12'38.21"	110.0	etc	
H353	35°06'37.07" 126°12'28.22"	110.0	etc	
H354	35°06'37.07" 126°12'18.23"	110.0	etc	
H355	35°06'37.07" 126°12'08.24"	110.0	etc	
H356	35°06'37.07" 126°11'58.25"	110.0	etc	
H357	35°06'37.07" 126°11'48.26"	110.0	etc	
H358	35°06'37.07" 126°11'38.27"	110.0	etc	
H359	35°06'37.07" 126°11'28.28"	110.0	etc	
H360	35°06'37.07" 126°11'18.29"	110.0	etc	
H361	35°06'37.07" 126°11'08.30"	110.0	etc	
H362	35°06'37.07" 126°10'58.31"	110.0	etc	
H363	35°06'37.07" 126°10'48.32"	110.0	etc	
H364	35°06'37.07" 126°10'38.33"	110.0	etc	
H365	35°06'37.07" 126°10'28.34"	110.0	etc	
H366	35°06'37.07" 126°10'18.35"	110.0	etc	
H367	35°06'37.07" 126°10'08.36"	110.0	etc	
H368	35°06'37.07" 126°09'58.37"	110.0	etc	
H369	35°06'37.07" 126°09'48.38"	110.0	etc	
H370	35°06'37.07" 126°09'38.39"	110.0	etc	
H371	35°06'37.07" 126°09'28.40"	110.0	etc	
H372	35°06'37.07" 126°09'18.41"	110.0	etc	
H373	35°06'37.07" 126°09'08.42"	110.0	etc	
H374	35°06'37.07" 126°08'58.43"	110.0	etc	
H375	35°06'37.07" 126°08'48.44"	110.0	etc	
H376	35°06'37.07" 126°08'38.45"	110.0	etc	
H377	35°06'37.07" 126°08'28.46"	110.0	etc	
H378	35°06'37.07" 126°08'18.47"	110.0	etc	
H379	35°06'37.07" 126°08'08.48"	110.0	etc	
H380	35°06'37.07" 126°07'58.49"	110.0	etc	
H381	35°06'37.07" 126°07'48.50"	110.0	etc	
H382	35°06'37.07" 126°07'38.51"	110.0	etc	
H383	35°06'37.07" 126°07'28.52"	110.0	etc	
H384	35°06'37.07" 126°07'18.53"	110.0	etc	
H385	35°06'37.07" 126°07'08.54"	110.0	etc	
H386	35°06'37.07" 126°06'58.55"	110.0	etc	
H387	35°06'37.07" 126°06'48.56"	110.0	etc	
H388	35°06'37.07" 126°06'38.57"	110.0	etc	
H389	35°06'37.07" 126°06'28.58"	110.0	etc	
H390	35°06'37.07" 126°06'18.59"	110.0	etc	
H391	35°06'37.07" 126°06'08.60"	110.0	etc	
H392	35°06'37.07" 126°05'58.61"	110.0	etc	
H393	35°06'37.07" 126°05'48.62"	110.0	etc	
H394	35°06'37.07" 126°05'38.63"	110.0	etc	
H395	35°06'37.07" 126°05'28.64"	110.0	etc	
H396	35°06'37.07" 126°05'18.65"	110.0	etc	
H397	35°06'37.07" 126°05'08.66"	110.0	etc	
H398	35°06'37.07" 126°04'58.67"	110.0	etc	
H399	35°06'37.07" 126°04'48.68"	110.0	etc	
H400	35°06'37.07" 126°04'38.69"	110.0	etc	
H401	35°06'37.

RKJK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKJK - GUNSAN / Domestic

RKJK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	355414N 1263657E 177°/1 358 m from THR 18	
2	Direction and distance from city	245°, 13 km from Gunsan city hall	
3	Elevation/Reference temperature	9 m (29 ft) / 31 °C	
4	Geoid undulation at AD ELEV PSN	NIL	
5	MAG VAR/Annual change	8° W(2025) / 0.040° increasing	
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	USAF	Gunsan Airport Branch Office (Seoul Regional Office of Aviation) 2, Sandong-gil, Okseo-myeon, Gunsan-si, Jeollabuk-do, 54168 Republic of Korea TEL : +82-63-471-5820 Telefax : +82-63-471-5830 AFS : RKJKZPZX
7	Type of traffic permitted(IFR/VFR)	IFR / VFR	
8	Remarks	NIL	

RKJK AD 2.3 OPERATIONAL HOURS

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

RKJK AD 2.4 HANDLING SERVICES AND FACILITIES

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

Change : Information of MAG VAR/annual change(8° W(2020)/0.094° → 8° W(2025)/0.040°).

RKJK AD 2.5 PASSENGER FACILITIES

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

RKJK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

RKJK AD 2.7 SEASONAL AVAILABILITY-CLEARING

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

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

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

RKJK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines an visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY at all holding positions. Guide lines at apron. Nose-in guidance at aircraft stands.
2	RWY and TWY markings and LGT	a. RWY : RWY 36/18-edge, THR end, TDZ, HIRL b. TWY : TWY edge lights - All TWY
3	Stop bars	NIL
4	Remarks	NIL

RKJK AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID Designation	OBST type	OBST position	ELEV/HGT	Marking/Type colour	Remarks
a	b	c	d	e	f
RKJKOB001	Antenna	354402.6N 1263819.6E	957 ft/	NIL	18/APTH 36/TKOF In 18/36 Circling Area
RKJKOB002	Tower	355626.8N 1265026.5E	493 ft/	NIL	
In Area 3					
OBST ID Designation	OBST type	OBST position	ELEV/HGT	Marking/Type colour	Remarks
a	b	c	d	e	f
NIL					

RKJK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	RKJK USAF(United States Air force)
2	Hour of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	RKJK USAF MET 24 HR
4	Trend forecast Interval of issuance	TREND
5	Briefing/consultation provided	Preflight briefing or consultation
6	Flight documentation Language(s) used	English / Korean
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	Telephone
9	ATS units provided with information	TWR and APP
10	Additional information(limitation of service, etc.)	TEL : +82-63-470-4501(USAF) Telefax : +82-63-470-4975(USAF)

RKJK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations Runway NR	TRUE BRG	Dimension of RWY (ft)	Strength(PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
18	169.04°	9 008 × 150	37/R/B/W/T Concrete	355457.29N 1263646.82E - EGM08:23.52 m	THR 5.3 m TDZ 6.0 m
36	349.05°	9 008 × 150	37/R/B/W/T Concrete	355329.83N 1263707.63E - EGM08:23.54 m	THR 8.2 m TDZ 8.9 m

7. Slope of RWY-SWY

To be developed

Designations Runway NR	SWY dimensions(m)	CWY dimensions(m)	Strip dimensions(m)	OFZ	Remarks
1	8	9	10	11	12
18	NIL	NIL	-	-	RWY slope LESS THAN 0.3%. RWY is grooved.
36	NIL	NIL	-	-	

RKJK AD 2.13 DECLARED DISTANCE

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
18	2 740	2 740	2 740	2 740	NIL
18	2 010	2 010	2 010	2 010	Take-off from intersection with TWY D
18	1 400	1 400	1 400	1 400	Take-off from intersection with TWY C
36	2 740	2 740	2 740	2 740	NIL
36	2 070	2 070	2 070	2 070	Take-off from intersection with TWY B
36	1 340	1 340	1 340	1 340	Take-off from intersection with TWY C

RKJK AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Center line LGT Length, Spacing, 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
18	ALSF-I	Green -	PAPI LEFT / 3° (23.5 m)	NIL	NIL	60 m	Red -	NIL	
36	ALSF-I	Green -	PAPI LEFT / 3° (23.5 m)	NIL	NIL	60 m	Red -	NIL	

Change : Amended column of table.

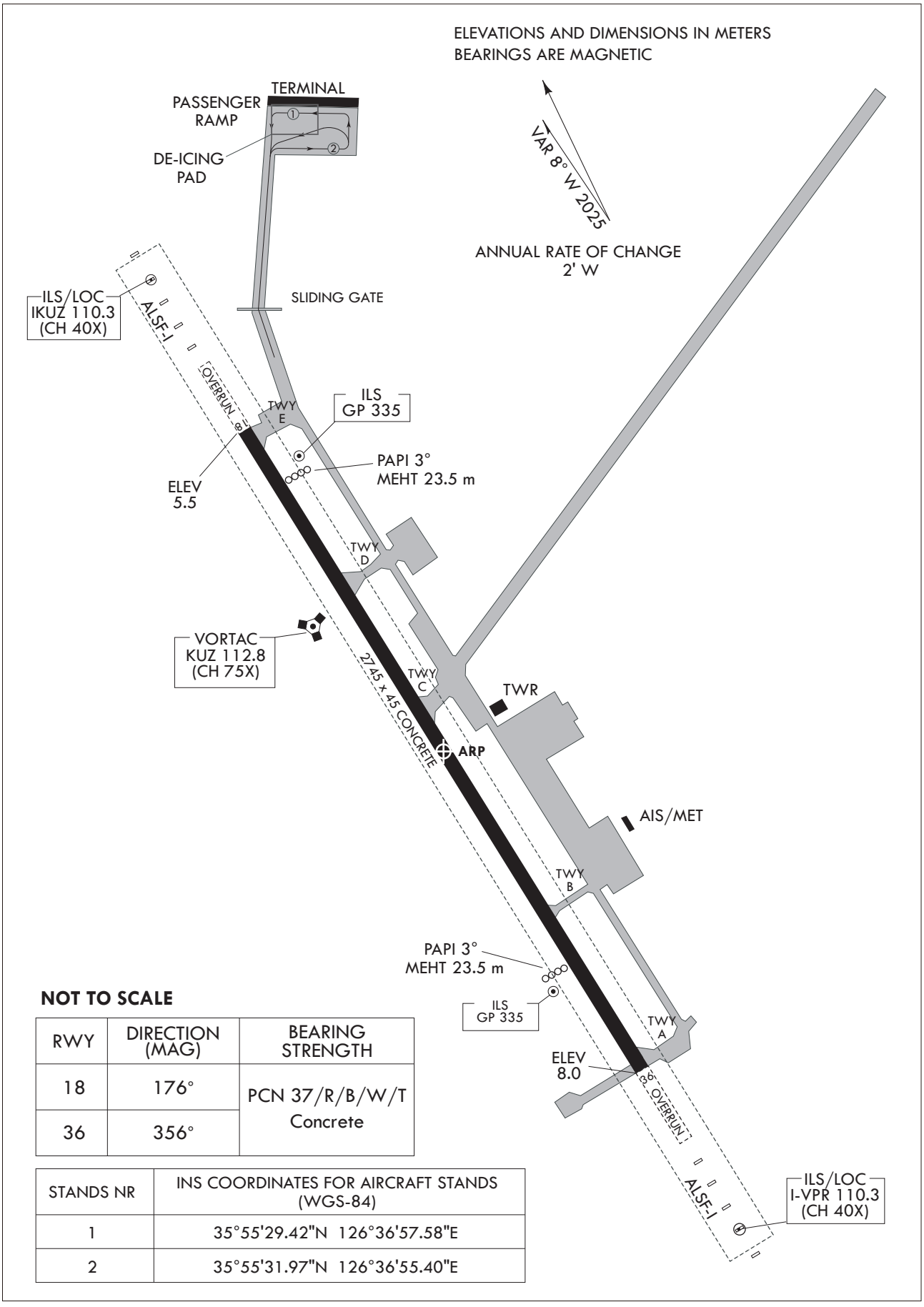
AERODROME CHART

35°54'14"N
126°36'57"E

ELEV **9.0** m

TWR	126.5

GUNSAN/Gunsan



NOT TO SCALE

RWY	DIRECTION (MAG)	BEARING STRENGTH
18	176°	PCN 37/R/B/W/T Concrete
36	356°	

STANDS NR	INS COORDINATES FOR AIRCRAFT STANDS (WGS-84)
1	35°55'29.42"N 126°36'57.58"E
2	35°55'31.97"N 126°36'55.40"E

Change : Information of MAG VAR(8° W 2020 → 8° W 2025) and annual rate of change(6' W → 2' W).

INTENTIONALLY

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RKJY AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKJY - YEOSU / Domestic

RKJY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	345032N 1273702E 166° / 1 050 m from THR 17
2	Direction and distance from city	343°, 11 km from Yeosu City Hall
3	Elevation/Reference temperature	16 m / 31.9 °C
4	Geoid undulation at the aerodrome elevation	27 m
5	MAG VAR/Annual change	8° W (2025) / 0.041° 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 MAG VAR/annual change(8° W(2020)/0.092° → 8° W(2025)/0.041°).

RKJY AD 2.5 PASSENGER FACILITIES

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

RKJY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

RKJY AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

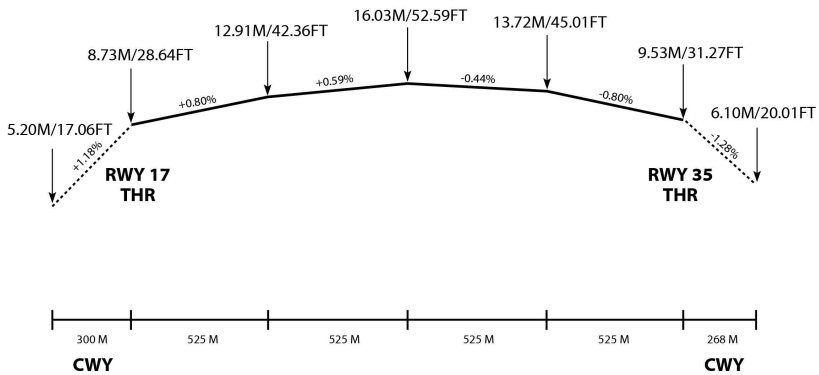
RKJY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

RKJY AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations 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
17	158.03°	2 100 × 45	584/F/C/X/T Asphalt	345103.73N 1273646.77E GUND 27.2 m	THR 8.7 m TDZ 13.7 m
35	338.03°	2 100 × 45	584/F/C/X/T Asphalt	345000.53N 1273717.70E GUND 27.2 m	THR 9.5 m TDZ 14.4 m

7. Slope of RWY



Designations Runway NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)	Location & description of arresting system	OFZ	Remarks
1	8	9	10	11	12	13	14
17	NIL	268 × 150	2 220 × 300	208 × 150	NIL	NIL	The surface of RWY 17/35 is grooved.
35	NIL	300 × 150	2 220 × 300	240 × 150	NIL	NIL	

Change : Amended column of table.

RKJY AD 2.13 DECLARED DISTANCES

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

RKJY AD 2.14 APPROACH AND RUNWAY LIGHTING

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

RKJY AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

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

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/2025) 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/2025) 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/2025)	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)

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

RKJY AD 2.21 NOISE ABATEMENT PROCEDURES

1. Aircraft Operating Procedures(Except helicopter)

1.1 Take off

1.1.1 NADP 1(RWY 17)

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

a. Take-off to 1 100 ft AGL
   - Take-off power.
   - Take-off flaps/slats setting.
   - Initial climb speed is not less than V2 + 10 kt.

b. At 1 100 ft AGL
   - Reduce power/thrust to Not less than climb power.

c. 1 100 ft AGL to 3 000 ft AGL
   - Maintain with flaps/slats in the take-off configuration.
   - Climb at V2 + 10 to 20 kt.

d. After passing an altitude of Not less than 3 000 ft AGL
   - Accelerate and retract flaps on schedule to En-route climb.

1.2 Approach

For noise abatement using a reduced flap setting landing procedure is recommended. However, use of this procedure is subject to captain's decision and safety prevail at all times.

1.2.1 Delayed Flap setting Approach

a. for approach to land on RWY 17;
   - maintain intermediate flap setting until 1 NM prior to FAF.
   - set final landing flaps within 1 NM prior to FAF.

b. for approach to land onto RWY 35;
   - maintain intermediate flap setting until 1 NM prior to FAF.
   - set final landing flaps within 1 NM prior to FAF.

1.2.2 Reduced Flap setting Approach

a. When the landing weight and runway length are enough,
b. When the runway condition is dry,
c. When the tailwind component is not existent,
d. Set the certificated shallow landing flaps in the approved performance section of the Airplane Flight manual to land.

1.2.3 Continuous Descent Approach

While making ILS RWY 17 approach, all aircraft are recommended to conduct the Continuous Descent Approach as published on appropriate approach chart.

1.3 Exempted cases

1.3.1 Aircraft need not be complied with the procedures described in paragraph 1.1 and 1.2 above in adverse operating conditions such as;

a. If the runway is not clear and dry. i.e. it is adversely affected by, snow, slush, ice, water or other substances;
b. In conditions when the ceiling is lower than 500 ft, or when the horizontal visibility is less than 1.9 km.
c. When the cross-wind component, including gusts, exceeds 15 kt.
d. When the tailwind component, including gusts, exceeds 5 kt.
e. When the wind shear has been reported or forecast, or thunderstorms are expected to affect the approach.

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

1.4 Operational Limitations

1.4.1 Engine test shall be conducted with prior permission from the airport control tower. It shall be conducted at the approved place and approved conditions only. However, the power setting(s) shall not exceed idle thrust.

RKJY AD 2.22 FLIGHT PROCEDURES

1. IFR Procedure

1.1 Take-off Weather Minimum

CATEGORY	RWY	Facilities			
		REDL & RCLL	REDL & RCL	REDL or RCL	NIL (Day Only)
Multi-Engine ACFT with TKOF ALTN AD	17	400 m / 1 200 ft	400 m / 1 200 ft	400 m / 1 200 ft	500 m / 1 600 ft
	35	400 m / 1 200 ft	400 m / 1 200 ft	400 m / 1 200 ft	500 m / 1 600 ft
OTHERS	17	AVBL LDG MINIMA			
	35				
Note : SIDs are designed in accordance with STANDARDS for FLIGHT PROCEDURE DESIGN. 1. The TDZ RVR/VIS may be assessed by the pilot. 2. For Night Operations at least REDL or RCLL and RENL are available .					

1.2 Fuel Dumping Area

Fuel Dumping Area is established within SACHEON TMA as follows;

1. Area : Circle with radius of 5 NM centered on R 222 YSU/D10
2. Altitude : At or Above 6 000 ft AMSL

2. VFR

2.1 VFR Procedures

1. VFR Weather Minimum

VFR flight will be permitted under the condition as below;

a. Ground Visibility : Not less than 5 km (3 SM)
(If Ground Visibility is not reported, flight Visibility should be no less than 5 km.)
b. Ceiling : At or above 450 m (1 500 ft)

2. VFR Traffic Circuit : Refer to page RKJY AD 2-14.

3. VFR Traffic Circuit Altitude
a. CAT A, B, C : 1 300 ft
b. Helicopter : 800 ft

4. VFR Reporting Points : Refer to page RKJY AD 2-14.

Change : Withdrawal of visual approach procedure(1.3).

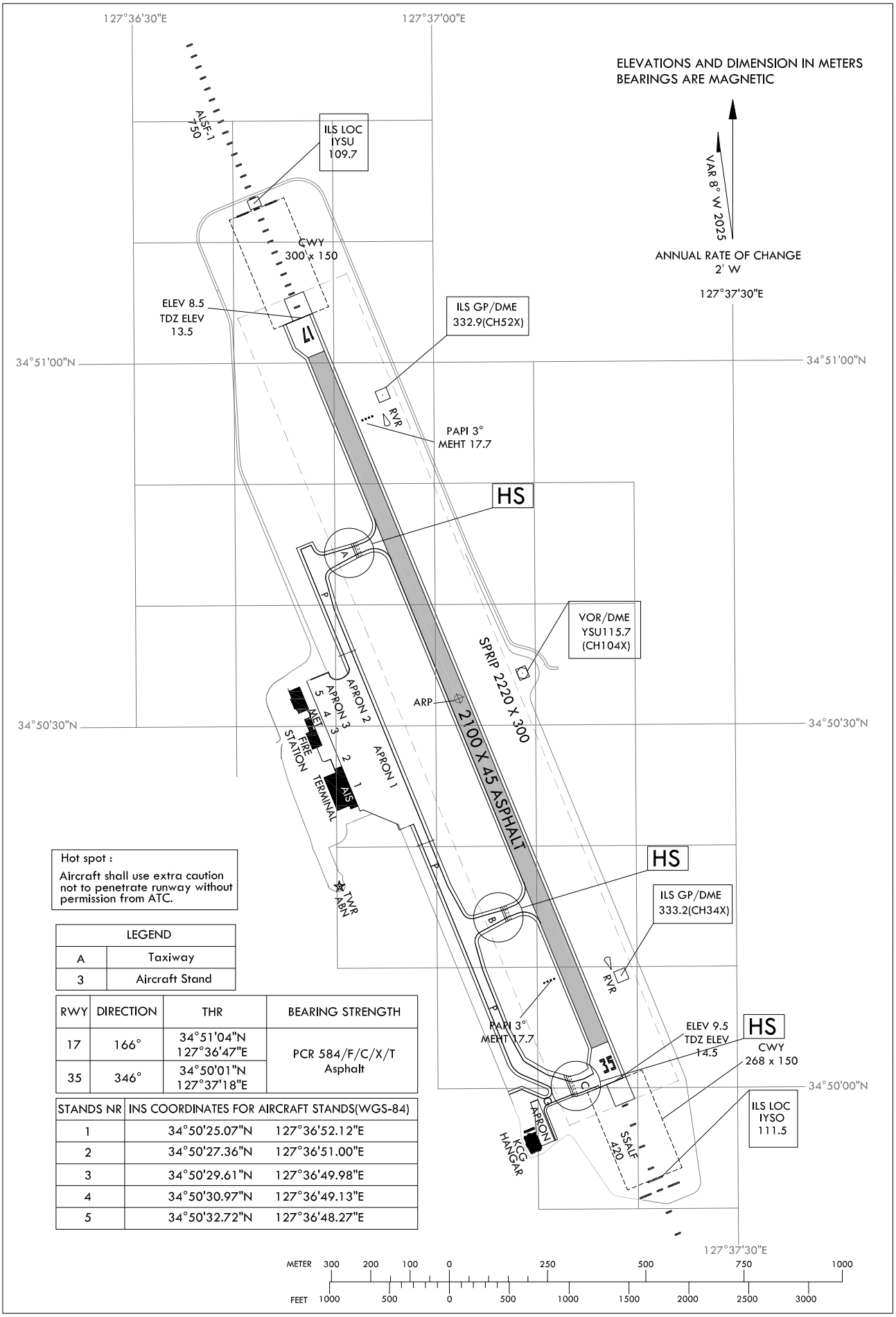
AERODROME CHART - ICAO

34°50'32" N
127°37'02" E

ELEV **16** m

TWR	122.5
GND	118.525

YEOSU / Yeosu



LEGEND	
A	Taxiway
3	Aircraft Stand

RWY	DIRECTION	THR	BEARING STRENGTH
17	166°	34°51'04"N 127°36'47"E	PCR 584/F/C/X/T Asphalt
35	346°	34°50'01"N 127°37'18"E	

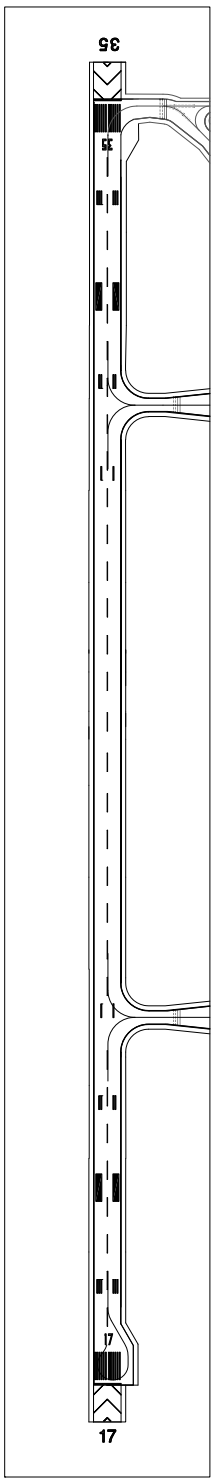
STANDS NR	INS COORDINATES FOR AIRCRAFT STANDS(WGS-84)	
1	34°50'25.07"N	127°36'52.12"E
2	34°50'27.36"N	127°36'51.00"E
3	34°50'29.61"N	127°36'49.98"E
4	34°50'30.97"N	127°36'49.13"E
5	34°50'32.72"N	127°36'48.27"E

Change : Information of hot spot, MAG VAR and annual rate of change(8° W/2020 → 8° W/2025 and 6' W → 2' W).

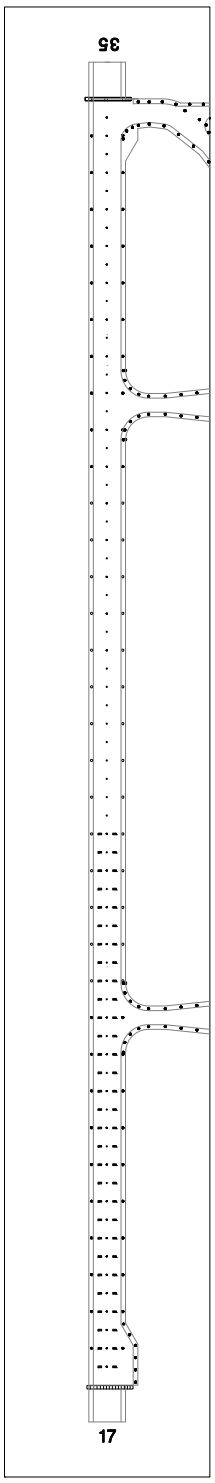
LIGHTING AND
MARKING CHART

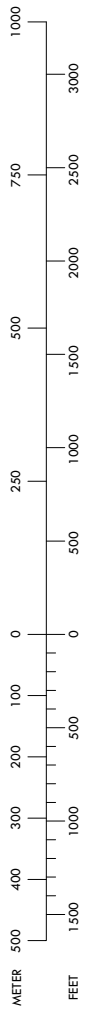
YEOSU / Yeosu

MARKING AIDS RWY 17/35 AND EXIT TWY



LIGHTING AIDS RWY 17/35 AND EXIT TWY





AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
19 m

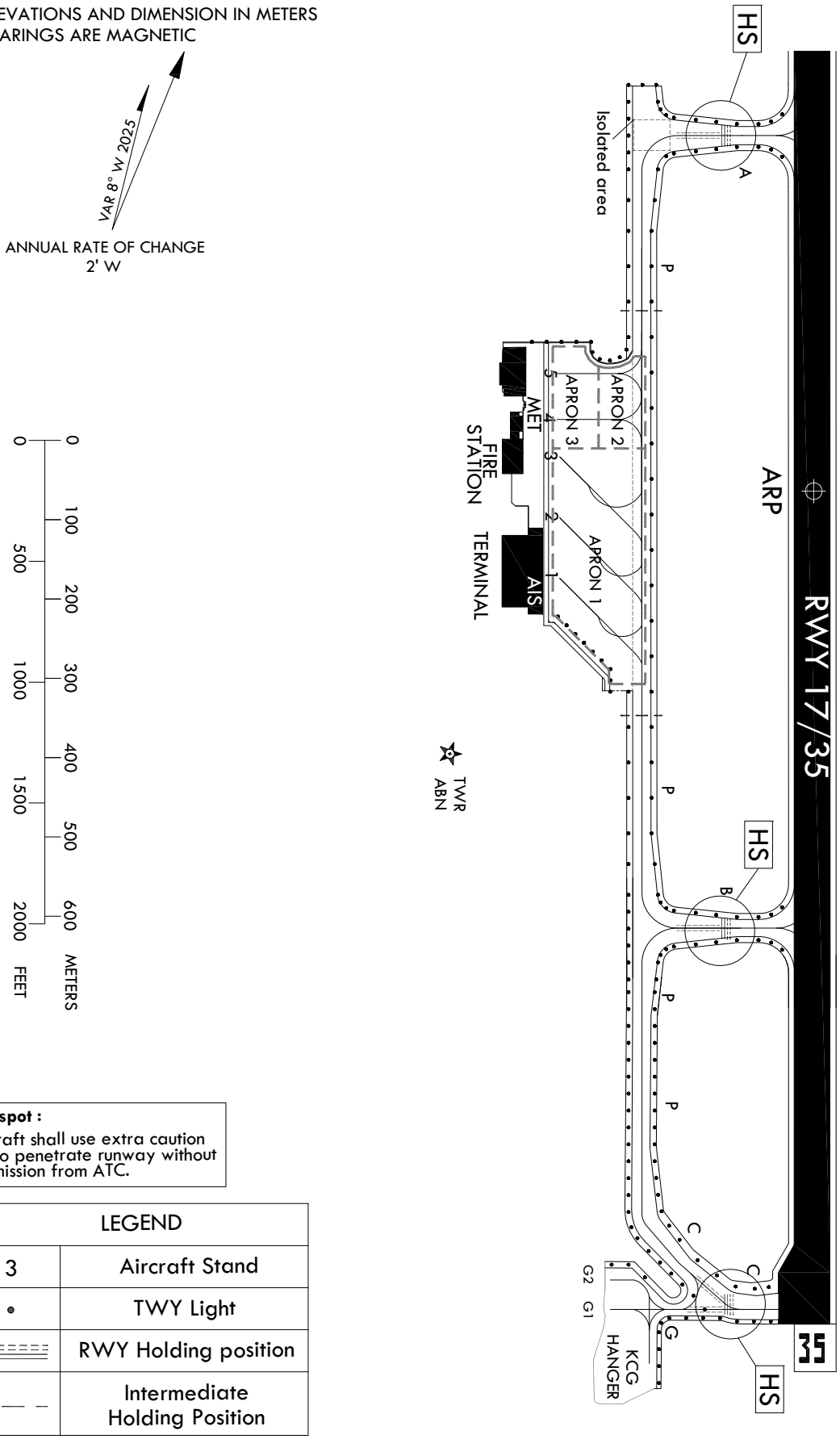
TWR 122.5
GND 118.525

YEOSU / Yeosu

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 8° W 2025

ANNUAL RATE OF CHANGE
2' W



0 100 200 300 400 500 600 METERS
0 500 1000 1500 2000 FEET

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

LEGEND	
3	Aircraft Stand
•	TWY Light
=======	RWY Holding position
– — –	Intermediate Holding Position

Change : Information of hot spot, MAG VAR and annual rate of change(8° W/2020 → 8° W/2025 and 6' W → 2' W)

TWY	WIDTH	BEARING STRENGTH
A, B, P(BTN A & stand NR 4 behind)	23 m	PCR 584/F/C/X/T Asphalt
C, P(BTN B & C)	23 m	PCR 584/F/C/X/T Asphalt
P(stand NR 3 behind & BTN B)	23 m	PCR 706/R/C/W/T Concrete
G	15 m	PCR 584/F/C/X/T Asphalt

* ISOLATED AREA : TWY A

APRON	BEARING STRENGTH
APRON 1	PCR 706/R/C/W/T Concrete
APRON 2	PCR 584/F/C/X/T Asphalt
APRON 3	PCR 584/F/C/X/T Asphalt

STANDS NR	INS COORDINATES FOR AIRCRAFT STANDS(WGS-84)		ACFT TYPE	BEARING STRENGTH
1	34°50'25.07"N	127°36'52.12"E	A321	PCR 706/R/C/W/T
2	34°50'27.36"N	127°36'51.00"E		
3	34°50'29.61"N	127°36'49.98"E		
4	34°50'30.97"N	127°36'49.13"E		PCR 584/F/C/X/T
5	34°50'32.72"N	127°36'48.27"E		

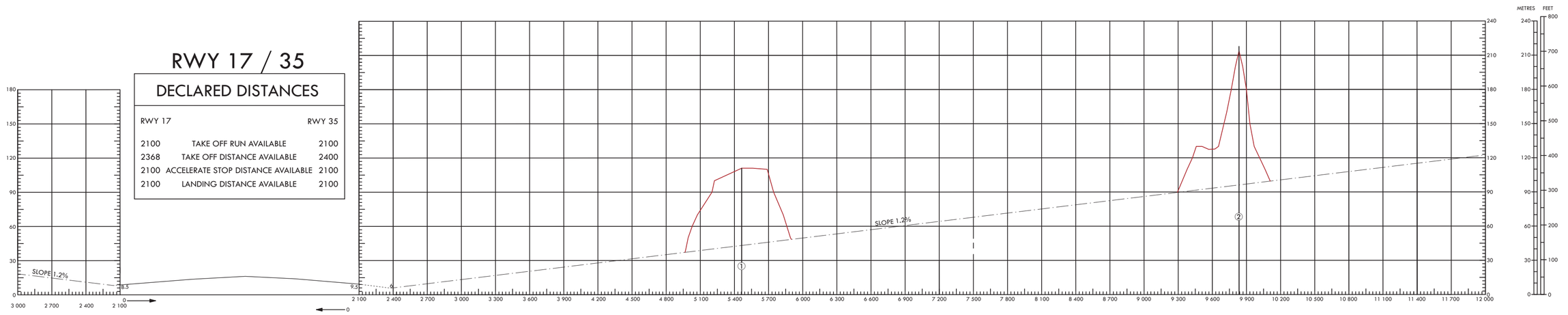
DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 8° W-2025

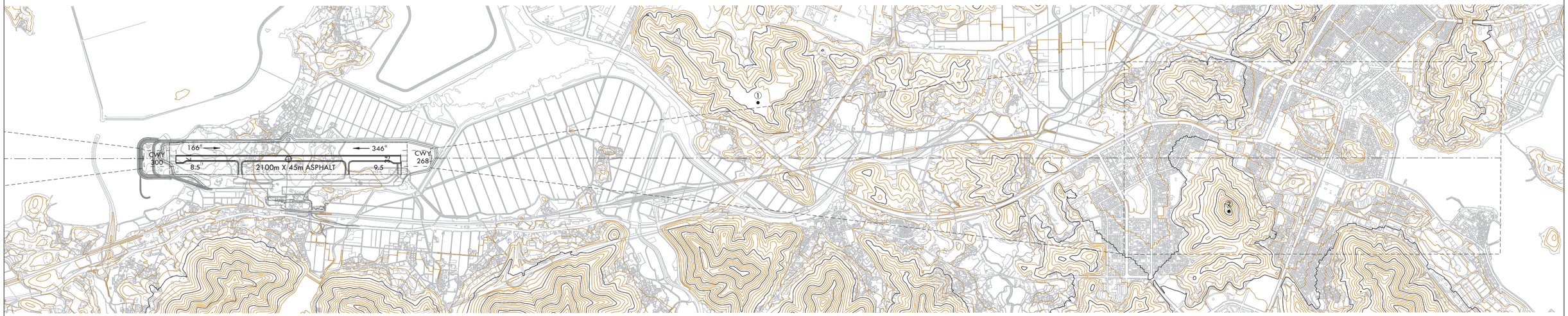
RWY 17 / 35

DECLARED DISTANCES

RWY 17		RWY 35
2100	TAKE OFF RUN AVAILABLE	2100
2368	TAKE OFF DISTANCE AVAILABLE	2400
2100	ACCELERATE STOP DISTANCE AVAILABLE	2100
2100	LANDING DISTANCE AVAILABLE	2100



VERTICAL SCALE 1:2,500



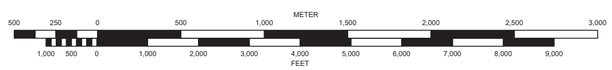
LEGEND

ITEM	SYMBOL Plan	Profile
Tree or shrub		Identification number ②
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Natural high point (Peak or Mountain)		
Terrain penetrating obstacle plane		
Clearway(CWY)		

OBSTACLES

NR	COORDINATES(WGS84)		ELEV(AMSL)	ITEM	NOTE
1	34°48'25.91"N	127°38'26.94"E	111.03	Natural high point	
2	34°46'01.75"N	127°38'53.55"E	217.70	Natural high point	

HORIZONTAL SCALE 1 : 15 000



ORDER OF ACCURACY

HORIZONTAL 5.0m
VERTICAL 0.5m

AMENDMENT RECORD

NR.	DATE	ENTERED BY

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

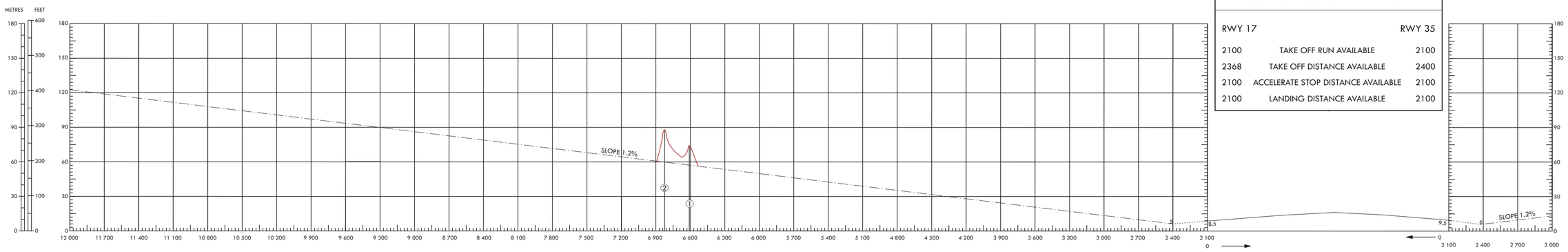
AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

YEOSU / Yeosu

DIMENSIONS AND ELEVATIONS IN METERS

RWY 17 / 35

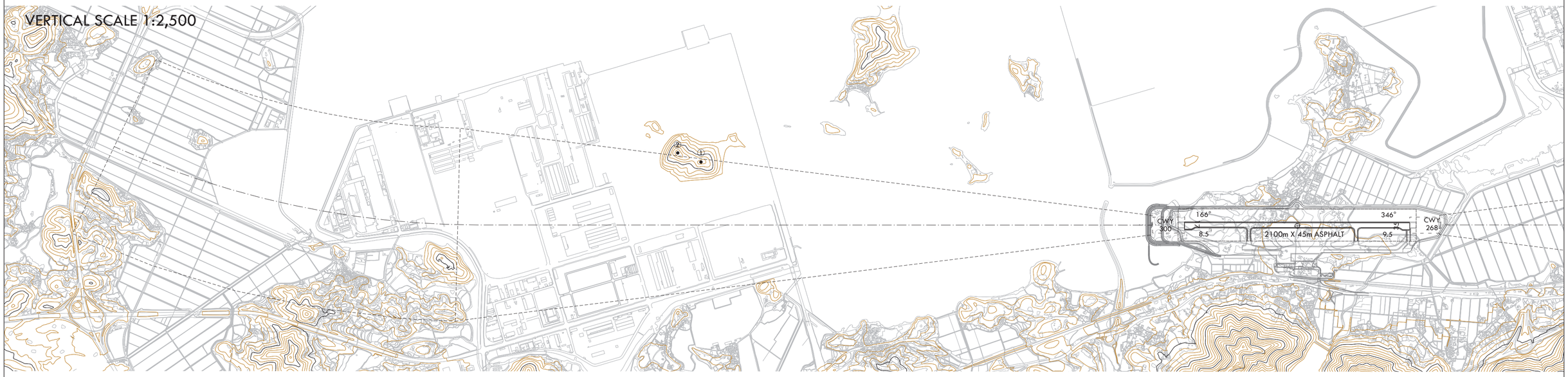
MAGNETIC VARIATION 8° W-2025



DECLARED DISTANCES

RWY 17		RWY 35
2100	TAKE OFF RUN AVAILABLE	2100
2368	TAKE OFF DISTANCE AVAILABLE	2400
2100	ACCELERATE STOP DISTANCE AVAILABLE	2100
2100	LANDING DISTANCE AVAILABLE	2100

VERTICAL SCALE 1:2,500



LEGEND

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

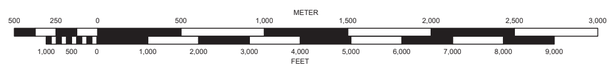
OBSTACLES

NR	COORDINATES(WGS84)		ELEV(AMSL)	ITEM	NOTE
1	34°53'26.35"N	127°36'01.86"E	74.26	Natural high point	
2	34°53'33.81"N	127°36'01.73"E	87.91	Natural high point	

ORDER OF ACCURACY

HORIZONTAL	5.0m
VERTICAL	0.5m

HORIZONTAL SCALE 1 : 15 000



AMENDMENT RECORD

NR.	DATE	ENTERED BY

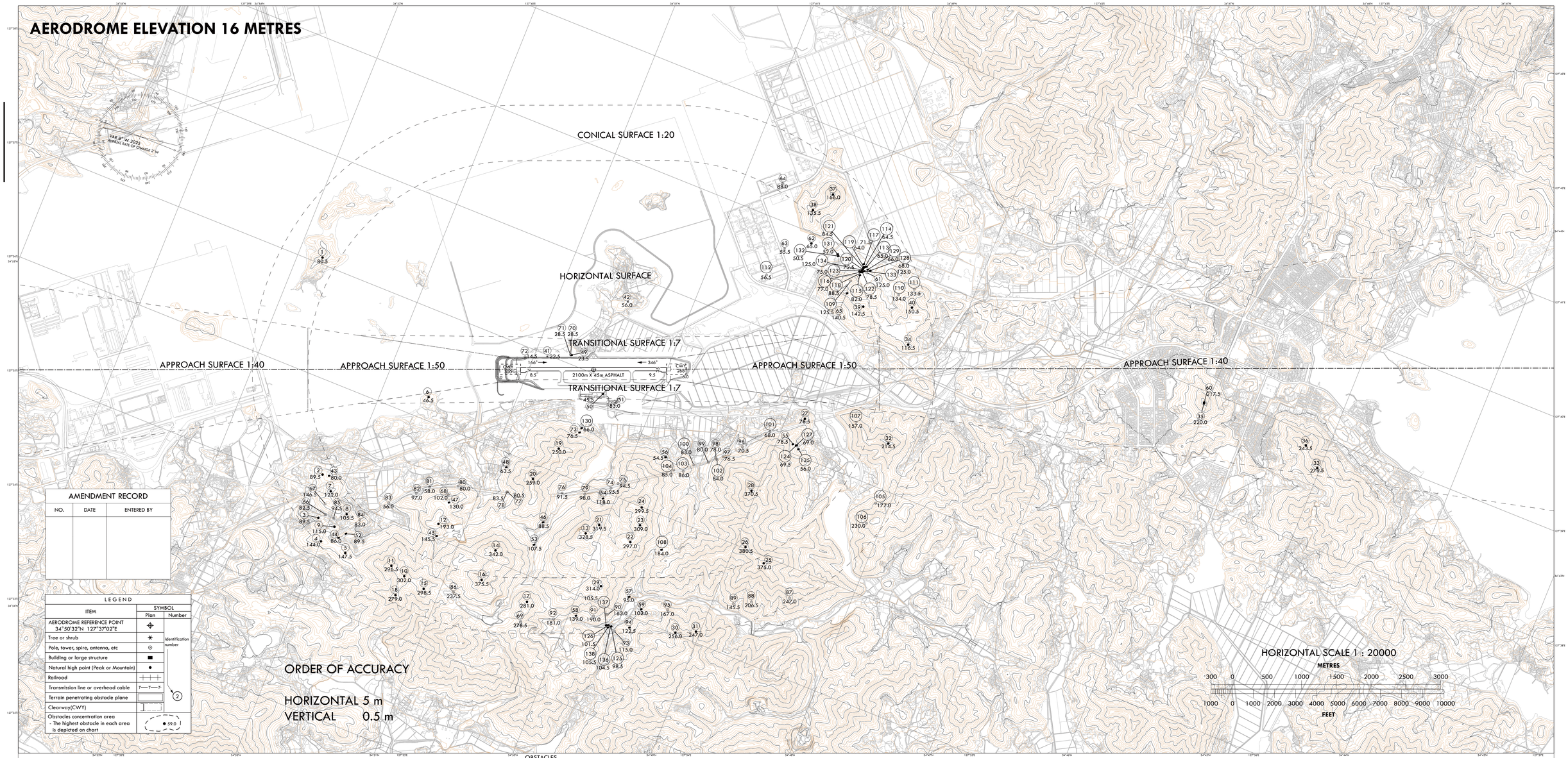
Change : Information of MAG VAR(8° W 2020 → 8° W 2025).

AERODROME OBSTACLE CHART - ICAO
TYPE B

DIMENSION AND ELEVATION IN METERS

YEOSU / Yeosu

AERODROME ELEVATION 16 METRES



AMENDMENT RECORD		
NO.	DATE	ENTERED BY

LEGEND		
ITEM	SYMBOL	
	Plan	Number
AERODROME REFERENCE POINT 34°50'32"N 127°37'02"E	⊕	
Tree or shrub	✳	Identification number
Pole, tower, spire, antenna, etc	⊙	
Building or large structure	■	
Natural high point (Peak or Mountain)	●	
Railroad	+++	
Transmission line or overhead cable	T—— T——T	②
Terrain penetrating obstacle plane		
Clearway(CWY)		
Obstacles concentration area - The highest obstacle in each area is depicted on chart	● 59.0	

ORDER OF ACCURACY

HORIZONTAL 5 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 20000

METRES

300 0 500 1000 1500 2000 2500 3000

1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000

FEET

OBSTACLES

NO	COORDINATES(WGS-84)	ELEV (AMSL)	ITEM	NOTE
1	34°52'49" N 127°37'04" E	80.5	Natural high point	
2	34°52'11" N 127°35'10" E	89.5	Natural high point	
3	34°52'05" N 127°34'46" E	89.5	Natural high point	
4	34°52'00" N 127°34'34" E	144.0	Natural high point	
5	34°51'48" N 127°34'33" E	147.5	Natural high point	
6	34°51'39" N 127°36'13" E	46.5	Natural high point	
7	34°53'05" N 127°35'03" E	122.0	Natural high point	
8	34°51'54" N 127°34'54" E	105.5	Natural high point	
9	34°51'57" N 127°34'45" E	115.0	Natural high point	
10	34°51'18" N 127°34'33" E	302.0	Natural high point	
11	34°51'25" N 127°34'36" E	296.5	Natural high point	
12	34°51'12" N 127°35'08" E	193.0	Natural high point	
13	34°50'07" N 127°33'34" E	328.5	Natural high point	
14	34°50'43" N 127°35'06" E	342.0	Natural high point	
15	34°51'07" N 127°34'31" E	298.5	Natural high point	
16	34°50'44" N 127°34'48" E	375.5	Natural high point	
17	34°50'20" N 127°34'46" E	281.0	Natural high point	
18	34°51'19" N 127°34'22" E	279.0	Natural high point	
19	34°50'33" N 127°36'13" E	250.0	Natural high point	
20	34°50'39" N 127°35'27" E	259.0	Natural high point	
21	34°50'54" N 127°36'59" E	22.5	Tree	
22	34°49'46" N 127°35'39" E	297.0	Natural high point	
23	34°49'45" N 127°35'50" E	309.0	Natural high point	
24	34°49'47" N 127°36'00" E	299.5	Natural high point	
25	34°48'45" N 127°35'56" E	375.0	Natural high point	
26	34°48'55" N 127°36'01" E	380.5	Natural high point	
27	34°48'52" N 127°37'21" E	78.5	Natural high point	
28	34°49'03" N 127°36'32" E	370.5	Natural high point	
29	34°49'51" N 127°35'10" E	314.0	Natural high point	
30	34°49'11" N 127°35'01" E	256.0	Natural high point	
31	34°49'02" N 127°35'06" E	247.0	Natural high point	
32	34°48'11" N 127°37'25" E	214.5	Natural high point	
33	34°48'01" N 127°38'43" E	279.5	Natural high point	
34	34°48'20" N 127°38'22" E	116.5	Natural high point	
35	34°46'02" N 127°38'53" E	220.0	Natural high point	
36	34°45'10" N 127°38'53" E	243.5	Natural high point	
37	34°49'19" N 127°39'25" E	166.0	Natural high point	
38	34°49'25" N 127°39'12" E	135.5	Natural high point	
39	34°48'46" N 127°38'32" E	142.5	Natural high point	
40	34°48'25" N 127°38'42" E	150.5	Natural high point	
41	34°50'54" N 127°36'59" E	22.5	Tree	
42	34°50'29" N 127°37'45" E	56.0	Tree	
43	34°52'08" N 127°35'10" E	80.0	Building	
44	34°51'53" N 127°34'40" E	86.0	Building	
45	34°51'11" N 127°35'01" E	145.5	Building	
46	34°50'27" N 127°35'31" E	88.5	Building	
47	34°51'11" N 127°35'22" E	130.0	Building	
48	34°50'53" N 127°35'52" E	63.5	Building	
49	34°50'44" N 127°37'05" E	23.5	Building	
50	34°50'24" N 127°36'51" E	45.5	Building	
51	34°50'17" N 127°36'49" E	83.0	Tower	
52	34°51'51" N 127°34'43" E	89.5	Building	
53	34°50'27" N 127°35'17" E	107.5	Building	
54	34°50'06" N 127°35'56" E	118.0	Building	
55	34°48'53" N 127°37'05" E	78.5	Building	
56	34°49'46" N 127°36'31" E	54.5	Building	
57	34°49'37" N 127°35'10" E	95.0	Building	
58	34°49'57" N 127°34'49" E	139.0	Building	
59	34°49'30" N 127°35'06" E	102.0	Building	
60	34°46'02" N 127°38'54" E	217.5	Building	
61	34°48'51" N 127°38'51" E	125.0	Chimney	
62	34°49'20" N 127°38'54" E	65.0	Building	
63	34°49'30" N 127°38'46" E	55.5	Chimney	
64	34°49'43" N 127°39'20" E	88.0	Chimney	
65	34°48'56" N 127°38'36" E	140.5	Building	
66	34°52'03" N 127°34'49" E	82.5	Pole	
67	34°51'51" N 127°34'55" E	146.5	Tower	
68	34°51'13" N 127°35'26" E	102.0	Pole	
69	34°50'20" N 127°34'34" E	278.5	Tower	
70	34°50'45" N 127°37'05" E	28.5	Pole	
71	34°50'45" N 127°37'05" E	28.5	Pole	
72	34°50'04" N 127°36'03" E	95.5	Pole	
73	34°50'02" N 127°36'07" E	94.5	Pole	
74	34°50'24" N 127°35'50" E	91.5	Pole	
75	34°50'48" N 127°35'39" E	80.5	Pole	
76	34°50'48" N 127°35'40" E	83.5	Pole	
77	34°50'14" N 127°35'55" E	98.0	Pole	
78	34°51'10" N 127°35'32" E	80.0	Pole	
79	34°51'23" N 127°35'26" E	58.0	Pole	
80	34°51'27" N 127°35'20" E	97.0	Pole	
81	34°51'37" N 127°35'09" E	56.0	Pole	
82	34°51'47" N 127°34'53" E	83.0	Pole	
83	34°51'59" N 127°34'49" E	94.5	Pole	
84	34°50'54" N 127°34'35" E	237.5	Pole	
85	34°48'22" N 127°35'43" E	247.0	Tower	
86	34°48'43" N 127°35'33" E	206.5	Tower	
87	34°48'51" N 127°35'29" E	145.5	Tower	
88	34°49'31" N 127°35'42" E	184.0	Building	
89	34°48'56" N 127°38'43" E	125.5	Tower	
90	34°49'43" N 127°34'56" E	163.0	Tower	
91	34°49'49" N 127°34'53" E	190.0	Tower	
92	34°50'06" N 127°34'43" E	181.0	Tower	
93	34°49'37" N 127°34'49" E	115.0	Pole	
94	34°49'31" N 127°34'54" E	122.5	Building	
95	34°49'18" N 127°35'11" E	167.0	Tower	
96	34°49'14" N 127°36'53" E	70.5	Pole	
97	34°49'21" N 127°36'44" E	76.5	Pole	
98	34°49'23" N 127°36'41" E	78.0	Pole	
99	34°49'26" N 127°36'38" E	80.0	Pole	
100	34°49'32" N 127°36'33" E	83.0	Pole	
101	34°49'05" N 127°37'07" E	68.0	Pole	
102	34°49'23" N 127°36'41" E	84.0	Pole	
103	34°49'35" N 127°36'28" E	86.0	Pole	
104	34°49'40" N 127°36'26" E	85.0	Pole	
105	34°48'07" N 127°36'51" E	177.0	Tower	
106	34°48'07" N 127°36'39" E	230.0	Tower	
107	34°48'29" N 127°37'30" E	157.0	Tower	
108	34°49'31" N 127°35'42" E	184.0	Building	
109	34°48'56" N 127°38'43" E	125.5	Tower	
110	34°48'33" N 127°38'46" E	134.0	Tower	
111	34°48'27" N 127°38'52" E	133.5	Tower	
112	34°49'34" N 127°38'28" E	56.5	Chimney	
113	34°48'52" N 127°38'54" E	64.75	Building	
114	34°48'52" N 127°38'53" E	64.41	Building	
115	34°48'53" N 127°38'48" E	81.90	Building	
116	34°48'54" N 127°38'50" E	76.80	Building	
117	34°48'53" N 127°38'55" E	71.29	Building	
118	34°48'53" N 127°38'50" E	88.62	Building	
119	34°48'53" N 127°38'53" E	64.15	Building	
120	34°48'53" N 127°38'52" E	72.39	Building	
121	34°48'53" N 127°38'52" E	84.43	Building	
122	34°48'53" N 127°38'50" E	78.71	Building	
123	34°48'54" N 127°38'50" E	75.24	Building	
124	34°48'51" N 127°37'05" E	69.70	Building	
125	34°49'40" N 127°34'51" E	98.45	Building	
126	34°49'41" N 127°34'51" E	101.39	Building	
127	34°48'51" N 127°37'05" E	69.16	Building	
128	34°48'49" N 127°38'52" E	67.90	Building	
129	34°48'51" N 127°38'52" E	65.90	Building	
130	34°50'27" N 127°36'29" E	66.0	Building	
131	34°49'06" N 127°38'54" E	52.1	Building	
132	34°49'06" N 127°38'53" E	50.5	Building	
133	34°48'52" N 127°38'51" E	125.0	Tower	
134	34°48'53" N 127°38'51" E	125.0	Tower	
135	34°48'51" N 127°37'05" E	69.70	Building	
136	34°49'40" N 127°34'51" E	104.5	Building	
137	34°49'42" N 127°34'50" E	105.7	Building	
138	34°49'41" N 127°34'50" E	105.7	Building	

Change : Information of MAG VAR and annual rate of change(8° W/2020 → 8° W/2025 and 4' W → 2' W).

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AERODROME ELEV 53 ft
TRANSITION ALT 14 000 ft

SACHEON APP 135.4 344.7
YEOSU ARR 119.725 317.425

YEOSU/Yeosu(RKJY)

TMA SACHEON

ELEV ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 8° W 2025

NOTE - LEVELS ASSIGNED BY ATC INCLUDE A CORRECTION FOR LOW TEMPERATURE EFFECT WHEN NECESSARY

NOTE
CHART ONLY TO BE USED FOR CROSS-CHECKING OF ALTITUDES ASSIGNED WHILE UNDER RADAR CONTROL

CENTER: ASR
34°48'55.5"N 127°38'35.7"E

COM FAILURE
- SET TRANSPONDER CODE 7600
- FOLLOW COM FAILURE PROCEDURE ON RELEVANT SID OR STAR

MOA 15
FL 400
11 000 AMSL

MOA 27S
FL 400
11 000 AMSL

MOA 27A
9 000 AMSL
3 000 AGL

MOA 25H
FL 400
10 000 AMSL

MOA 25L
9 000 AMSL
3 000 AGL

MOA 26H
FL 400
10 000 AMSL

MOA 26L
9 000 AMSL
3 000 AGL

MOA 28
FL 400
200 AGL

MOA 29
FL 400
3 000 AGL

RK R14
C SFC - 5 000 AGL
C 1 000 AGL - 5 000 AGL

RK R127
3 000 AMSL
GND

RK R158
6 400 AMSL
SFC

RK R144
300 AMSL
SFC

RK R145
300 AMSL
SFC

RK R72
UNL
GND

C SFC - 5 000 AGL
C 1 000 AGL - 5 000 AGL
D SFC - 3 000 AGL

6 000
5 100
5 000
4 000
3 500
2 800
4 000
2 100
3 000
2 900
2 500
4 000
3 500
4 000
5 000

TEDAN
RIMPO
ANUBA
SACHEON
SAPDI
SARAM
RUNIT
TOPAX
DALSU
SAMUL
GWANGJU
YSU
YEOSU
IPDAS
KAMIT
GOSBO

3 778
3 844
4 152
2 403
2 971
1 552
1 880
2 932
2 251
1 061
1 456
2 721
2 373
1 202
2 151

R 350
R 025
R 360
R 330
R 065
R 280
R 270
R 130
R 250
R 155

25 NM
20 NM
17 NM
15 NM
12 NM
10 NM
7 NM
5 NM
10 NM YSU
15 NM YSU
17 NM YSU
20 NM YSU
25 NM YSU
30 NM YSU
35 NM YSU
40 NM YSU
45 NM YSU
50 NM YSU
55 NM YSU

35°20'N
35°10'N
35°0'N
34°50'N
34°40'N
34°30'N
34°20'N

126°40'E
126°50'E
127°0'E
127°10'E
127°20'E
127°30'E
127°40'E
127°50'E
128°0'E
128°10'E
128°20'E
128°30'E

LEGEND	
ATC SURVEILLANCE MNM ALT IN FEET	5 000
Minimum Vectoring Altitude	
Terminal Manoeuvring Area	

0 10 20 30 40 50 km
0 5 10 15 20 25 NM

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

PUBLISHED BY THE OFFICE OF CIVIL AVIATION, MINISTRY OF LAND, INFRASTRUCTURE AND TRANSPORT.
REPUBLIC OF KOREA

RKNW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKNW - WONJU / Domestic

RKNW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	372617N 1275737E 215° / 1 371 m from THR 21
2	Direction and distance from city	027°, 11.2 km from Wonju City Hall
3	Elevation/Reference temperature	100.6 m (330 ft) / 31.9 °C
4	Geoid undulation at AD ELEV PSN	-
5	MAG VAR/Annual change	9° W (2025) / 0.039° increasing
6	Aerodrome Operator, address, telephone, telefax, telex, AFS	ROKAF Wonju Airport Branch Office (Seoul Regional Office of Aviation) 38, Hoengseong-ro, Hoengseong-eub, Hoengseong-gun, Gangwon-do, 25239, Republic of Korea TEL : +82-33-344-0166 FAX : +82-33-344-0167 AFS : RKNWZPZX
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKNW AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2200-1300 UTC
2	Customs and Immigration	-
3	Health and Sanitation	-
4	AIS Briefing Office	HO
5	ATS Reporting Office(ARO)	HO
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	2300-0800 UTC*
9	Handling	HO
10	Security	HO
11	De-icing	-
12	Remarks	* Fuelling : Outside these hours prior permission is required (+82-33-730-4222)

RKNW AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	-
2	Fuel/oil types	JP-8 (Available by agreement with ROKAF)
3	Fuelling facilities/capacity	-
4	De-icing facilities	-
5	Hangar space for visiting aircraft	-
6	Repair facilities for visiting aircraft	-
7	Remarks	-

Change : Information of MAG VAR/annual change(9° W(2020)/0.091° → 9° W(2025)/0.039°).

RKNW AD 2.5 PASSENGER FACILITIES

1	Hotels	In Wonju and Heongseong city
2	Restaurants	Near AD and in the city
3	Transportation	Buses and taxies from AD
4	Medical facilities	Hospital in the city
5	Bank and Post Office	Automated Teller Machine only available at AD
6	Tourist Office	In the city
7	Remarks	www.airport.co.kr/mbs/wonju

RKNW AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 7
2	Rescue equipment	a. 6 chemical crash rescue & fire fighting trucks - Total capacity : Water : 36 000 L AFFF* : 3 000 L b. 3 ambulance cars(Supported by a hospital in the vicinity)
3	Capability for removal of disabled aircraft	Specialized aircraft recovery equipment available for up to and including B737-900 size aircraft. 100 ton hydraulic recovery jack, 330 ton crane and other accessory equipment can be provided by airlines and agencies. Korea Airport Corporation is the co-ordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (TEL : +82-33-340-8312)
4	Remarks	* AFFF (Aqueous Film Forming Foam)

RKNW AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	a. ROKAF* : Three snow removal truck(SE-88), four snow ploughs, two snow air masters b. KAC** : Two trucks, one tractor, one urea spreader
2	Clearance priorities	1. RWY 03/21 2. TWY 3. Other areas
3	Remarks	* Republic of Korea Air Force(ROKAF) ** Korea Airports Corporation(KAC)

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

1	Designation, Apron surface and strength	a. Area : 6 590 m^2 b. Surface : Asphalt c. Strength : PCR 482 F/B/X/T
2	Designation, Taxiway width, surface and strength	a. Width - TWY A, TWY F : 33 m - TWY C, TWY D, TWY E : 23 m - TWY G : 30 m - TWY B : 36 m b. Surface : Concrete c. Strength : PCR 633 R/B/W/T
3	Altimeter check location and elevation	Location : APRON Elevation : 329.7 ft / 100.5 m
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	NIL

RKNW AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	-
2	RWY and TWY markings and LGT	RWY 03/21 : HIRL, THR TWY : Edge light
3	Stop bars	NIL
4	Remarks	NIL

RKNW AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID Designation	OBST type	OBST position	ELEV/HGT	Markings/Type, colour	Remarks
RKNWOB001	Natural High Point	372252.6N 1275450.5E	1 142 ft / 817 ft	NIL	03 APCH, 21 TKOF
RKNWOB002	Pylon	372331.5N 1275437.9E	1 273 ft / 224 ft	LGTD	03 APCH, 21 TKOF
RKNWOB003	Natural High Point	372725.1N 1280008.9E	1 710 ft / 1 385 ft	NIL	03 APCH
RKNWOB004	Natural High Point	373503.1N 1280409.2E	2 589 ft / 2 264 ft	NIL	03 TKOF
RKNWOB005	Natural High Point	372705.1N 1275659.9E	1 024 ft / 694 ft	NIL	21 APCH
RKNWOB006	Natural High Point	372636.2N 1275700.3E	1 006 ft / 676 ft	NIL	21 APCH
RKNWOB007	Building	372534.2N 1275715.6E	339 ft / 14 ft	NIL	21 TKOF
RKNWOB008	Natural High Point	372922.8N 1275656.5E	1 070 ft / 740 ft	NIL	In 03/21 circling area
RKNWOB009	Natural High Point	372842.9N 1275443.4E	1 149 ft / 819 ft	NIL	In 03/21 circling area
RKNWOB010	Natural High Point	372721.5N 1275230.0E	1 959 ft / 629 ft	NIL	In 03/21 circling area
In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL					

RKNW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	WONJU AIRFORCE MET OFFICE (TEL : +82-33-730-4272~3)
2	Hours of service MET Office outside hours	H24 -
3	Office responsible for TAF preparation Periods of validity	ROKAF MET Office
4	Type forecast Interval of issuance	1 hour (METAR) and when SPECI reported
5	Briefing/consultation provided	Personal consultation, Telephone
6	Flight documentation Language(s) used	- English / Korean
7	Charts and other information available for briefing or consultation	Surface analysis chart Upper air analysis Prognosis chart Significant weather chart
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	Wonju TWR, Wonju APP
10	Additional information (limitation of service, etc.)	NIL

RKNW 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
03	26.32°	2 743 × 45	633 R/B/W/T Concrete	372536.98N 1275712.75E 25.5 m	THR : 99.0 m / 324.8 ft TDZ : 99.1 m / 325.1 ft
21	206.32°	2 743 × 45	633 R/B/W/T Concrete	372656.74N 1275802.23E 25.5 m	THR : 100.7 m / 330.4 ft TDZ : 100.7 m / 330.4 ft

7. Slope of RWY-SWY

To be developed

Designations Runway NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)	Location & description of arresting system	OFZ	Remarks
1	8	9	10	11	12	13	14
03	NIL	NIL	2 863 × 292	90 x 150	- BAK-12/E32A (Single Mode) : 1 750 ft from the end of RWY 03 - MA-1A : 100 ft from the end of RWY 03	NIL	The width of strip does not meet criteria in Annex 14.
21	NIL	NIL	2 863 × 292	90 x 150	- BAK-12/E32A (Single Mode) : 1 500 ft from the end of RWY 21 - MA-1A : 100 ft from the end of RWY 21	NIL	

Change : Amended column of table.

RKNW AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME (9° W/2025)	HGS	110.20 MHz (CH 39X)	H24	372832.9N 1275830.2E	500 ft AMSL	Schedule inspection time of HGS : Every 3rd THU(0900-1500 UTC) of the month VOR/DME unusable : - RDL 330 counter clockwise RDL 305 beyond 16 NM below 13 000 ft AMSL - RDL 305 counter clockwise RDL 280 beyond 25 NM below 8 000 ft AMSL - RDL 280 counter clockwise RDL 230 beyond 12 NM due to RK R17 - RDL 230 counter clockwise RDL 160 beyond 25 NM below 8 000 ft AMSL due to JUNGWON TMA - RDL 160 counter clockwise RDL 105 beyond 15 NM below 20 000 ft AMSL - RDL 105 counter clockwise RDL 330 beyond 25 NM below 7 000 ft AMSL
LOC 03 (9° W/2025) ILS CAT I	IWNJ	110.1 MHz	H24	372705.3N 1275807.6E	-	LOC/DME unusable : - beyond 11 degrees left side and beyond 16 degrees right side of the course and beyond 18 NM below 3 700 ft and beyond 25 NM below 4 900 ft from Localizer due to terrains
DME 03	IWNJ	999 MHz (CH 38X)	H24	372547.0N 1275714.2E	0 m	
GP 03	-	334.40 MHz	H24	372547.0N 1275714.2E		3.3° ILS TCH 56 ft GP unusable : - beyond 6 degrees left side of the course and beyond 8 NM below 2 300 ft from threshold due to terrains
LOC 21 (9° W/2025) ILS CAT I	IWON	111.5 MHz	H24	372529.0N 1275707.8E		LOC/DME unusable : - beyond 16 degrees left side and beyond 18 degrees right side of the course, and beyond 21 NM below 4 900 ft from Localizer due to terrains
DME 21	IWON	1013 MHz (CH 52X)	H24	372649.8N 1275753.1E	0 m	
GP 21	-	332.90 MHz	H24	372649.8N 1275753.1E		3.3° ILS TCH 54 ft

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

RKNW AD 2.20 LOCAL AERODROME REGULATIONS

Aircraft operation for RWY 03/21 is restricted if the value of the surface friction measurements is less than 0.25.
Pilots are required to contact Wonju TWR when flying within 10 NM from Wonju airport.

RKNW AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

RKNW AD 2.22 FLIGHT PROCEDURES

1. IFR Procedure
1.1 Refer to Instrument Approach and Departure Charts
1.2 Take-off weather Minima

RWY	Ceiling(ft) / Visibility(m)
03	600 / 2 000
21	600 / 2 000

1.3 Speed restrictions
1. All aircraft shall not exceed 250 kt IAS below 10 000 ft AMSL in WONJU TMA, unless otherwise authorized by ATC. If the minimum safe speed is greater than 250 kt IAS, the aircraft may maintain the minimum safe speed without ATC authorization.
2. ATC will use “NO ATC SPEED RESTRICTIONS” RTF phraseology to remove MAX 250 kt IAS below 10 000 ft.
3. When ATC use “RESUME NORMAL SPEED“ RTF phraseology, it means that the previously issued speed restriction by ATC is cancelled and a pilot can resume an aircraft’s preferred speed. Pilot shall note that it does not mean the removal of MAX 250 kt IAS below 10 000 ft AMSL within WONJU TMA.

1.4 Circling Approach
1. Circling not authorized in South East of Airport.
2. Pilots shall Circle to North West of Airport to land RWY 03/21 only when they can proceed visually to the airport.
3. Circling Area Radius for ROC(required obstacle clearance) as follows

Approach Category	Radius from threshold
A	1.3 NM
B	1.8 NM
C	2.8 NM
D	3.7 NM

2. VFR Procedure
2.1 Entry procedure for Conventional aircraft / Helicopter
1. Conventional aircraft
a. RWY 03 in use : After reporting at "D" Point at 4 000 ft, fly to the Down Wind directly at 1 500 ft.
b. RWY 21 in use : After reporting at "C" Point at 4 000 ft, fly to the Down Wind directly at 1 500 ft.
2. Helicopter
After Flying via "E" Point / "G" Point at 1 500 ft, Enter the Down Wind at 1 200 ft or TWY/PAD.
Do not approach to runway without Tower's Permission.

2.2 VFR aircraft Report point Coordinates
"D" Point : 373225.10N 1275742.73E
"C" Point : 372144.65N 1274957.33E
"E" Point : 372934.89N 1280222.53E
"G" Point : 372313.34N 1275835.61E

3. Radar Procedure
3.1 PAR Approach
1. Weather Minima for PAR 03/21

RWY	CATEGORY	GS/TCH(ft)/RPI(ft)	DA(ft)/Visibility(m)	HAT(ft)	Ceiling(ft)
03	A, B, C, D, E	3.3° / 55 / 954	872 / RVR 1 830 VIS 2 000	547	600
21	A, B, C, D, E	3.3° / 55 / 962	905 / RVR 1 830 VIS 2 000	575	600
When ALS INOP, increase VIS 600 m					

2. Missed Approach Procedure
a. PAR RWY 03 : Climb on HDG 035° to 5 300 ft, and as directed by ATC.
b. PAR RWY 03 Missed APCH climb rate : 500 ft/NM to 5 300 ft.
c. PAR RWY 21 : Climb on HDG 215° to 4 700 ft, and as directed by ATC.
d. PAR RWY 21 Missed APCH climb rate : 490 ft/NM to 4 700 ft.

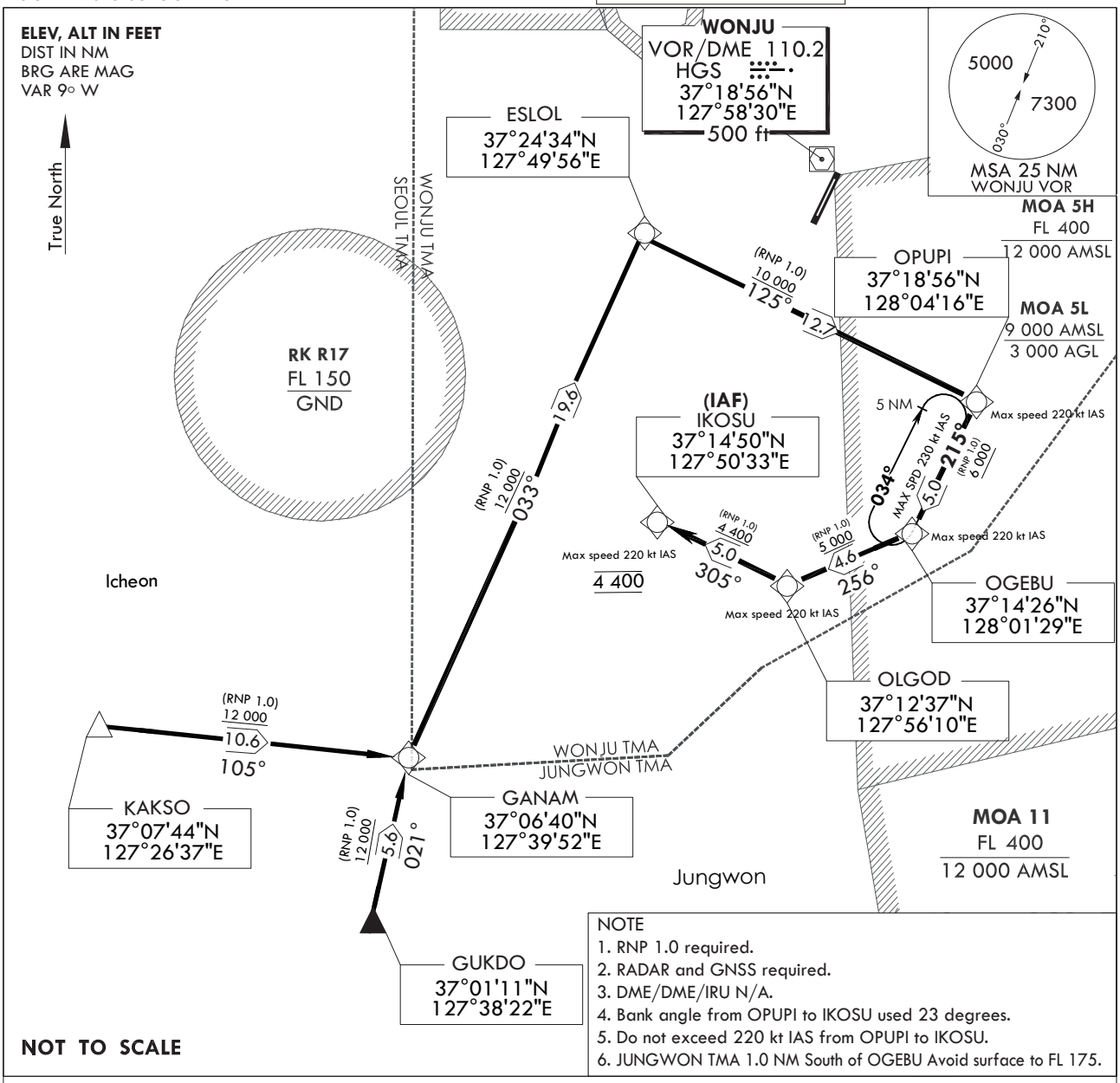
STANDARD ARRIVAL CHART INSTRUMENT(STAR)

Note : Arrival under U.S TERPS.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

WONJU APP 130.2 234.4 255.0
WONJU TWR 126.2 236.6 118.325 265.5

WONJU/Wonju(RKNW)
RWY 03
RNAV(GNSS) GANAM 1



NOTE
1. RNP 1.0 required.
2. RADAR and GNSS required.
3. DME/DME/IRU N/A.
4. Bank angle from OPUPI to IKOSU used 23 degrees.
5. Do not exceed 220 kt IAS from OPUPI to IKOSU.
6. JUNGWON TMA 1.0 NM South of OGEBU Avoid surface to FL 175.

ARRIVAL ROUTE DESCRIPTION

KAKSO transition : From KAKSO on track 105° to cross GANAM at or above 12 000 ft thence....

GUKDO transition : From GUKDO on track 021° to cross GANAM at or above 12 000 ft thence....

....From GANAM on track 033° to cross ESLOL at or above 12 000 ft,
then on track 125° to cross OPUPI at or above 10 000 ft, then on track 215° to cross OGEBU at or above 6 000 ft,
then on track 256° to cross OLGOD at or above 5 000 ft, then on track 305° to cross IKOSU at 4 400 ft.
Expect RNAV approach.

Change : Information of GUKDO(reporting requirement) and IKOSU(IAF).

Standard Instrument Arrival Procedure Coding Tables

RNAV(GNSS) GANAM 1 - KAKSO Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly -Over	Course/Track ° M(° T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA /TCH	Navigation specification	Remarks
001	TF	KAKSO	–	–	–	–	–	–	37°07'44.60"N 127°26'37.40"E	–	RNP APCH	–
002	TF	GANAM	–	105(095.7)	10.6	–	+12 000	–	37°06'40.05"N 127°39'52.09"E	–	RNP APCH	–

RNAV(GNSS) GANAM 1 - GUKDO Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly -Over	Course/Track ° M(° T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA /TCH	Navigation specification	Remarks
001	TF	GUKDO	–	–	–	–	–	–	37°01'10.93"N 127°38'22.86"E	–	RNP APCH	–
002	TF	GANAM	–	021(012.3)	5.6	–	+12 000	–	37°06'40.05"N 127°39'52.09"E	–	RNP APCH	–

RNAV(GNSS) GANAM 1

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	GANAM	–	–	–	–	+12 000	–	37°06'40.05"N 127°39'52.09"E	–	RNP APCH	–
002	TF	ESLOL	–	033(024.1)	19.6	–	+12 000	–	37°24'34.20"N 127°49'55.77"E	–	RNP APCH	–
003	TF	OPUPI	–	125(116.2)	12.7	–	+10 000	-220	37°18'55.50"N 128°04'15.64"E	–	RNP APCH	
004	TF	OGEBU	–	215(206.3)	5.0	–	+6 000	-220	37°14'26.31"N 128°01'28.98"E	–	RNP APCH	
005	TF	OLGOD	–	256(246.9)	4.6	–	+5 000	-220	37°12'37.42"N 127°56'09.75"E	–	RNP APCH	IAF
006	TF	IKOSU	–	305(296.3)	5.0	–	4 400	-220	37°14'50.45"N 127°50'32.84"E	–	RNP APCH	IAF/IF

HOLDING DATA

Serial Number	Path Descriptor	Waypoint Identifier	Fly -Over	Course/Track ° M(° T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	Remarks
001	TF	OGEBU	–	215(206.3)	5.0	–	–	-230	37°14'26.31"N 128°01'28.98"E	Holding at OGEBU NE Right Turn 214° Inbound 5 NM Leg.

Change : Information of remarks for IKOSU and Amended coding table.

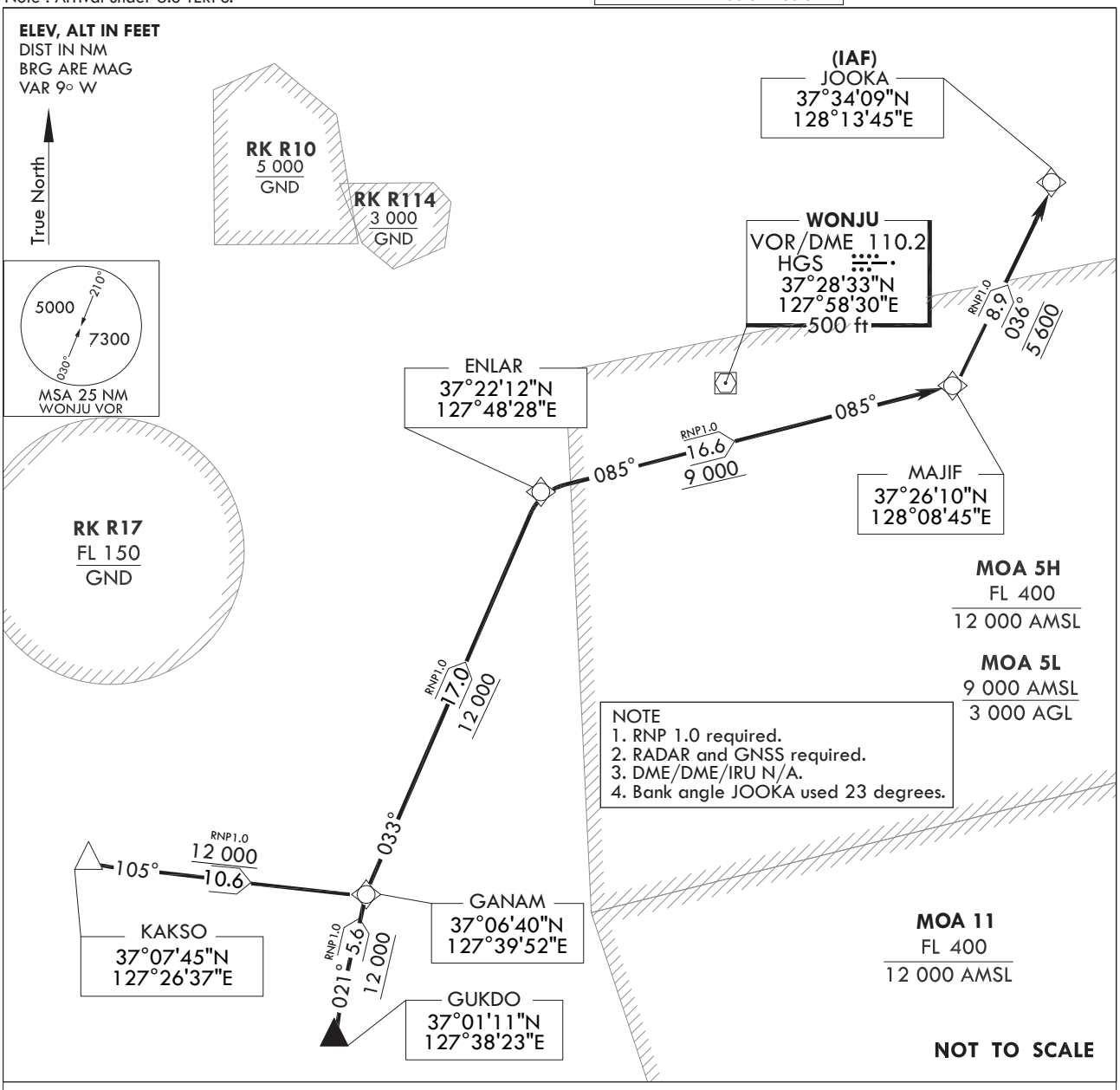
STANDARD ARRIVAL CHART INSTRUMENT(STAR)

TRANSITION ALT 14 000
TRANSITION LVL FL 140

WONJU APP	130.2	
	234.4	255.0
WONJU TWR	126.2	118.325
	236.6	265.5

WONJU/Wonju(RKNW)
RWY 21
RNAV(GNSS) GANAM 2

Note : Arrival under U.S TERPS.



ARRIVAL ROUTE DESCRIPTION

KAKSO transition :
From KAKSO on track 105° to cross GANAM at or above 12 000 ft thence....

GUKDO transition :
From GUKDO on track 021° to cross GANAM at or above 12 000 ft thence....

....From GANAM on track 033° to cross ENLAR at or above 12 000 ft, then on track 085° to cross MAJIF at or above 9 000 ft, then on track 036° to cross JOOKA at 5 600 ft. Expect RNAV approach.

Change : Information of GUKDO(reporting requirement) and JOOKA(IAF).

WONJU/Wonju(RKNW)
RWY 03
RNAV(GNSS) GANAM 2

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV(GNSS) GANAM 2 - KAKSO Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly -Over	Course/Track ° M(° T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA /TCH	Navigation specification	Remarks
001	TF	KAKSO	–	–	–	–	–	–	37°07'44.60"N 127°26'37.40"E	–	RNP APCH	–
002	TF	GANAM	–	105(095.7)	10.6	–	+12 000	–	37°06'40.05"N 127°39'52.09"E	–	RNP APCH	–

RNAV(GNSS) GANAM 2 - GUKDO Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly -Over	Course/Track ° M(° T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA /TCH	Navigation specification	Remarks
001	TF	GUKDO	–	–	–	–	–	–	37°01'10.93"N 127°38'22.86"E	–	RNP APCH	–
002	TF	GANAM	–	021(012.3)	5.6	–	+12 000	–	37°06'40.05"N 127°39'52.09"E	–	RNP APCH	–

RNAV(GNSS) GANAM 2

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	GANAM	–	–	–	–	+12 000	–	37°06'40.05"N 127°39'52.09"E	–	RNP APCH	
002	TF	ENLAR	–	033(023.8)	17.0	–	+12 000	–	37°22'12.18"N 127°48'28.24"E	–	RNP APCH	–
003	TF	MAJIF	–	085(076.1)	16.6	–	+9 000	–	37°26'09.80"N 128°08'45.31"E	–	RNP APCH	–
004	TF	JOOKA	–	036(026.5)	8.9	–	5 600	–	37°34'08.84"N 128°13'45.27"E	–	RNP APCH	IAF

Change : Information of remarks for JOOKA and Amended coding table.

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(2025) / 0.041˚ 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 MAG VAR/annual change(8° W(2020)/0.089° → 8° W(2025)/0.041°).

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 · CO_2 : 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

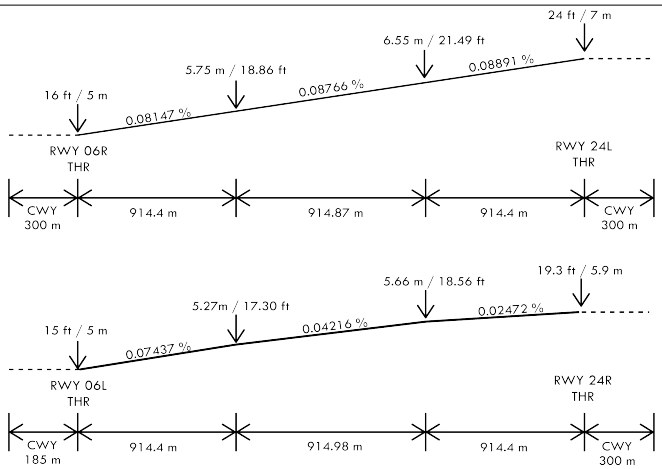
RKPS AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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 AP P RWY
1	2	3	4	5	6
06R	055.59°	2 743 × 46	PCR 686/R/B/W/T Concrete	350452.63N 1280334.87E -	THR 16 ft / 5 m
24L	235.60°	2 743 × 46	PCR 686/R/B/W/T Concrete	350542.93N 1280504.22E -	THR 24 ft / 7 m
06L	055.58°	2 743 × 46	PCR 706/R/C/W/T Asphalt	350455.95N 1280324.81E -	THR 15 ft / 5 m
24R	235.59°	2 743 × 46	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



Designations Runway NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)	Location & description of arresting system	OFZ	Remarks
1	8	9	10	11	12	13	14
06R	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.
24L	NIL	300 x 300	2 863 x 300	NIL	BAK-14 : 1 500 ft from the end RWY 06R, RWY 24L	NIL	
06L	NIL	300 x 150	2 863 x 300	177 x 90	MA-1A : 31 ft from the end of RWY 06L	NIL	
24R	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 : Amended column of table.

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

RKPS AD 2.17 ATS AIRSPACE

1	Designation and lateral limit	Sacheon CTR A circle, 5 NM radius centered at ARP
2	Vertical limits	SFC to 4 000 ft AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Sacheon Tower English / Korean
5	Transition altitude	14 000 ft AMSL
6	Operation hours	H24
7	Remarks	NIL

RKPS AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
APP	Sacheon APP	135.4 MHz 344.7 MHz	H24	NIL
DEP	Sacheon DEP	135.4 MHz 347.3 MHz	H24	NIL
ARR	Sacheon ARR	123.875 MHz 134.4 MHz 237.9 MHz 244.9 MHz 281.25 MHz 384.0 MHz	H24	- Do not contact initial - Caution : 134.4 MHz is jammed by the adjacent airports
TWR	Sacheon Tower	118.675 MHz 236.6 MHz 305.4 MHz	H24	UNREL COM : RDL 080-150 beyond 15 NM BLW 6 500 ft, due to terrain
GND DLVRY	Sacheon Ground	118.675 MHz 275.8 MHz	H24	NIL
ATIS	Sacheon Airport	126.225 MHz 225.475 MHz	2100-1200	NIL
VFR RADAR Advisery Service	Sacheon Service	135.4 MHz 230.8 MHz	H24	Radar is required the service
EMERGENCY		121.5 MHz 243.0 MHz	H24	NIL

RKPS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS (for VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
LOC 06L (8° W/2025)	ISAM	109.1 MHz	H24	350550.6N 1280502.0E	-	NIL
DME 06L	ISAM	989 MHz (CH 28X)	H24	350550.2N 1280504.8E	0 m	NIL
LOC 24R (8° W/2025) ILS CAT I (8° W or 352°)	ISHA	108.1 MHz	H24	350452.6N 1280318.8E	-	NIL
DME 24R		979 MHz (CH 18X)	H24	350544.2N 1280441.9E	0 m	NIL
GP 24R		334.7 MHz	H24	350544.2N 1280441.8E	0 m	3.2° ILS
VOR/DME (8° W/2025)	SAC	115.1 MHz (CH 98X)	H24	350551.9N 1280434.7E	0 m	DME unusable RDL 310-040 beyond 18 NM BLW 10 000 ft RDL 110-180 beyond 17 NM BLW 6 000 ft

Scheduled Inspection time
- All radio navigation and landing aids : Every 3rd THU(1500-2000 UTC) of the month.

RKPS AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulations

1.1 Sacheon airport is jointly operated by MOLIT and ROKAF. All aircraft that wish to use this AD have to observe the Sacheon Airport Local Regulations. Information about the local regulation can be obtained from Sacheon ATC facilities(ROKAF, Tel. 82-55-850-3912, 3917) and Flight Information Service station(MOLIT).

1.2 Pilots are required to monitor VHF 121.5 MHz(UHF 243.0 MHz) when flying within SACHEON TMA.

1.3 All non-scheduled flight aircraft that wish to operate in Sacheon airport have to obtain Prior Permission Required(PPR) between 72 hours and 24 hours prior to take-off by the Air Operation Center(AOC) of the 3rd Flying Training Wing(Tel. +82-55-850-3220/3221). Then, submit a flight plan to Sacheon Base Operations.

1.4 All other aircraft except KT-1 training aircraft make runway 06L-24R a rule to use.

2. Taxiing

2.1 Minimum separations taxiing aircraft
a. Between Jet aircraft that type of aircraft differ each : 500 ft
b. Between Heavy/Large aircraft or Jet aircraft behind conventional aircraft : 2 000 ft

2.2 All aircraft taxi at speed 10 kt or below, except when ATC instruct. If it is impracticable, pilot shall notify to ATC.

3. Fuel Dumping procedure

3.1 Fuel Dumping Area
It is an area at either side 5 NM of R 190 SAC between 27 DME and 32 DME.

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

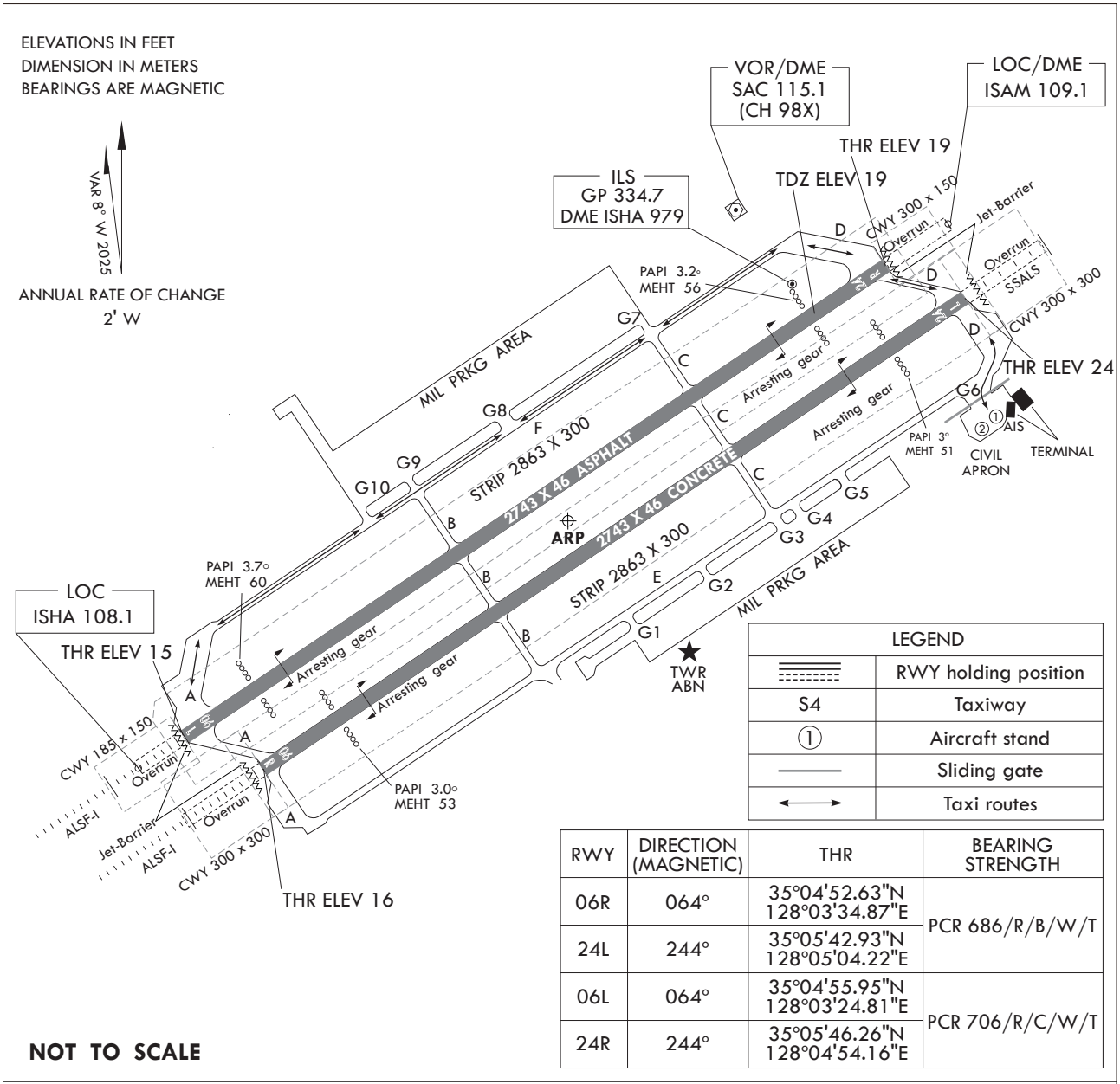
AERODROME CHART - ICAO

35°05'19"N
128°04'14"E

ELEV **25** ft

TWR	118.675	236.6
GND	118.675	275.8

SACHEON/Sacheon

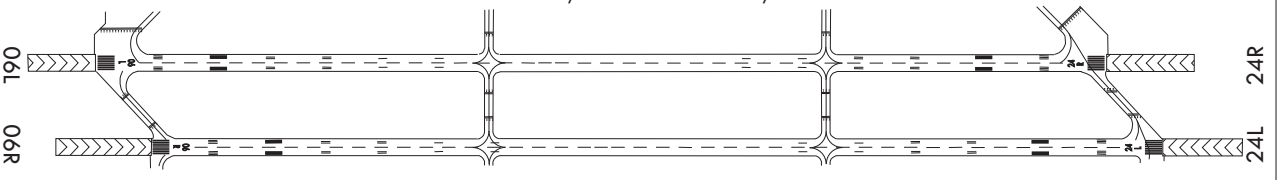


LEGEND	
	RWY holding position
S4	Taxiway
①	Aircraft stand
	Sliding gate
	Taxi routes

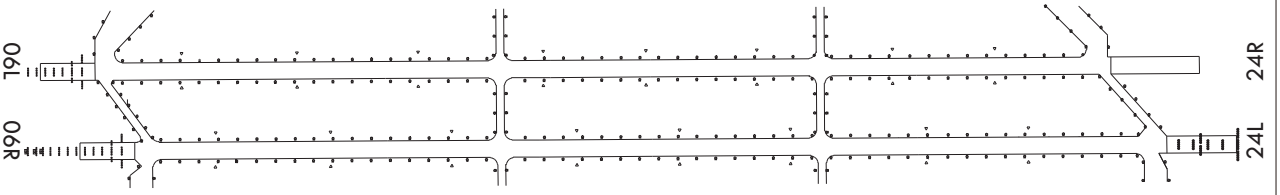
RWY	DIRECTION (MAGNETIC)	THR	BEARING STRENGTH
06R	064°	35°04'52.63"N 128°03'34.87"E	PCR 686/R/B/W/T
24L	244°	35°05'42.93"N 128°05'04.22"E	
06L	064°	35°04'55.95"N 128°03'24.81"E	PCR 706/R/C/W/T
24R	244°	35°05'46.26"N 128°04'54.16"E	

NOT TO SCALE

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



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



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

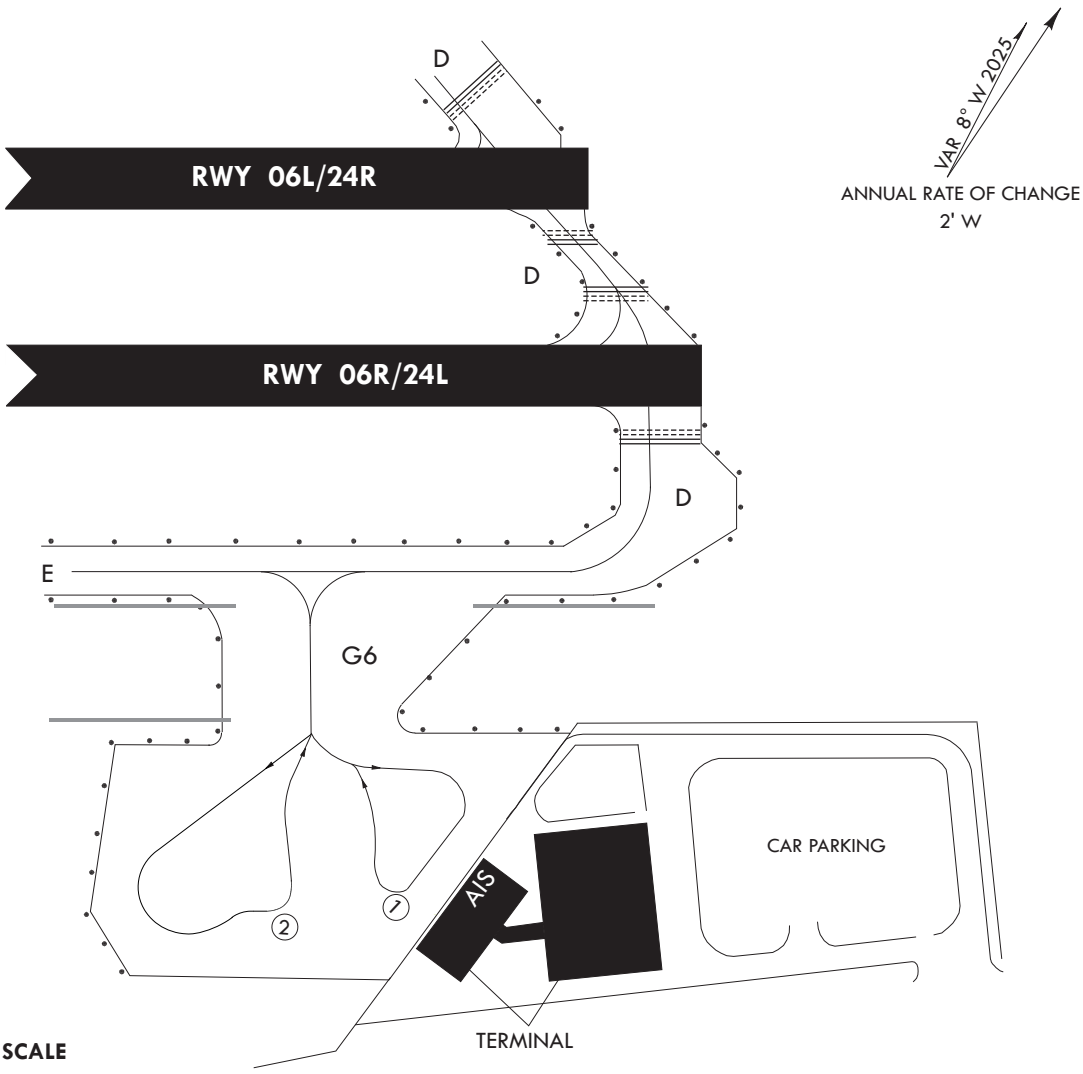
AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
27 ft

TWR	118.675	236.6
GND	118.675	275.8

SACHEON/Sacheon

ELEVATIONS IN FEET
DIMENSION IN METERS
BEARINGS ARE MAGNETIC



NOT TO SCALE

LEGEND	
AIRCRAFT STAND	①
TAXIWAY LIGHT	●
SLIDING GATE	═══
RWY Holding Position	≡≡≡≡≡

ISOLATED STAND : TWY D(BTN G6 and RWY 06R/24L)

AIRCRAFT STANDS	
1	B737
2	B737

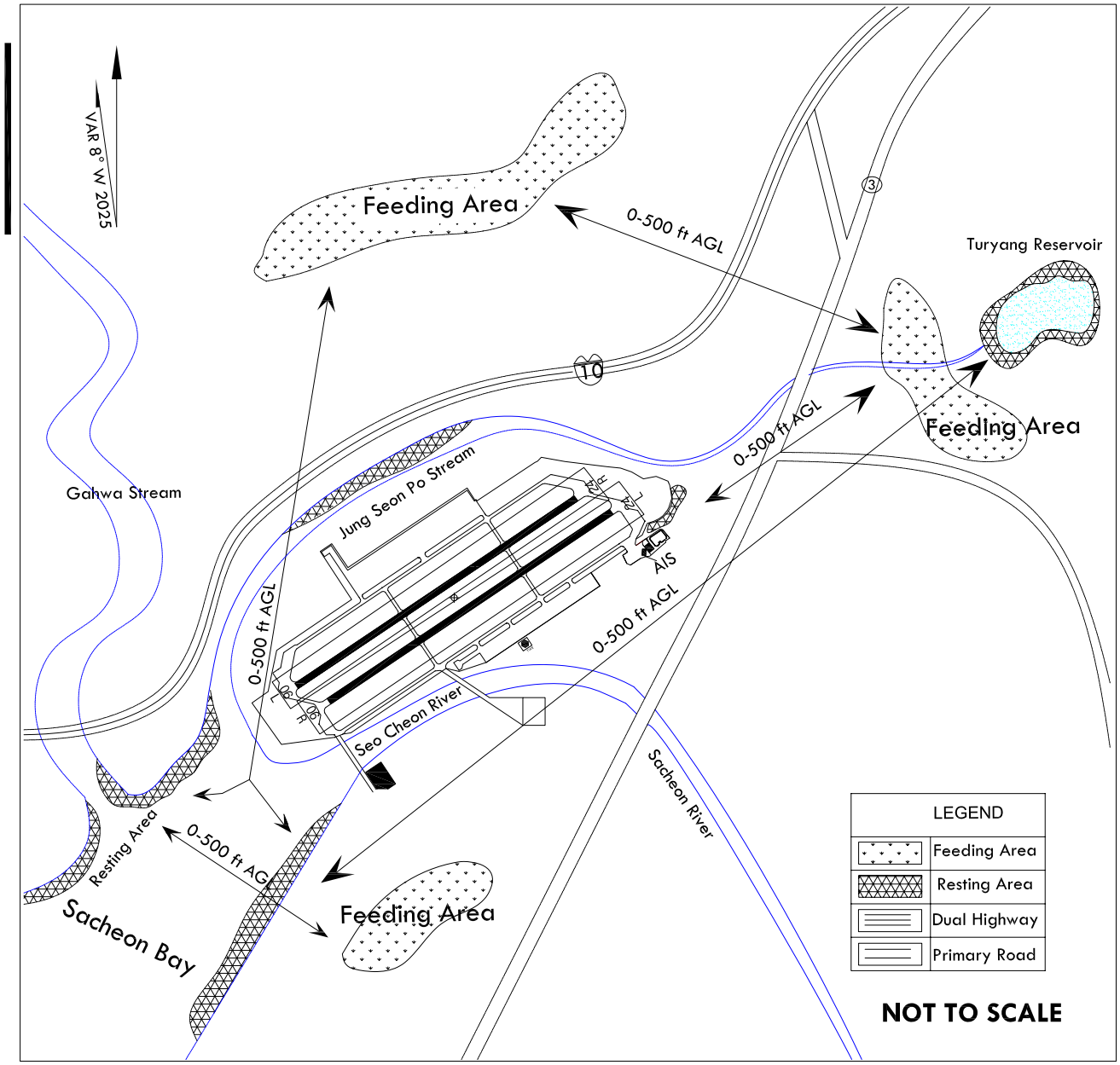
TAXIWAY INFORMATION		
TAXIWAY	WIDTH	STRENGTH
F	23 m	PCR 706/R/C/W/T
A	23 m	PCR 706/R/C/W/T
D	23 m	PCR 706/R/C/W/T
D	23 m	PCR 706/R/C/W/T
D	23 m	PCR 686/R/B/W/T
G6	70 m	PCR 584/F/C/X/T

	INS COORDINATES FOR AIRCRAFT STANDS		
	WGS - 84		ELEV(MSL)
1	35°05'30.70"N	128°05'08.61"E	27 ft
2	35°05'29.60"N	128°05'08.68"E	28 ft

APRON INFORMATION	
STRENGTH	SURFACE
PCR 584/F/C/X/T	ASPHALT

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

BIRD CONCENTRATION - SACHEON AIRPORT



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

INTENTIONALLY

LEFT

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RKPU AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKPU - ULSAN / Ulsan Domestic

RKPU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	353536N 1292108E 181° / 1 020 m from THR 18
2	Direction and distance from city	039°, 7 km from Ulsan City Hall
3	Elevation/Reference temperature	13 m / 31 °C
4	Geoid undulation at AD ELEV PSN	30 m
5	MAG VAR/Annual change	9° W (2025) / 0.041° increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	Korea Airports Corporation(Ulsan Airport) 1103, Saneop-ro, Buk-gu, Ulsan, 44238, Republic of Korea TEL : +82-52-219-6382, 6338~9 Telefax : +82-52-219-6300, 6388
7	Type of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKPU AD 2.3 OPERATIONAL HOURS

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

RKPU AD 2.4 HANDLING SERVICES AND FACILITIES

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

Change : Information of MAG VAR/annual change(8° W(2020)/0.089° → 9° W(2025)/0.041°).

RKPU AD 2.5 PASSENGER FACILITIES

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

RKPU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

RKPU AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

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

RKPU AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

RKPU AD 2.10 AERODROME OBSTACLES

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

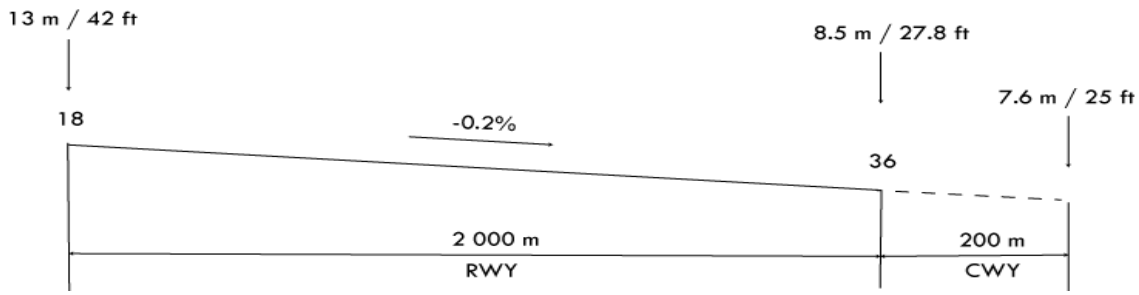
RKPU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

RKPU AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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

7. Slope of RWY



Designations Runway NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)	Location & description of arresting system	OFZ	Remarks
1	8	9	10	11	12	13	14
18	NIL	200 × 250	2 120 × 191~280	173 x 90	NIL	NIL	The width of strip does not meet criteria in Annex 14. The surface of RWY 18/36 is grooved.
36	NIL	NIL		90 × 90	NIL	YES	

Change : Amended column of table.

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 (9° W/2025) ILS CAT I (9° W or 351°)	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 (9° W/2025)	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 (9° W/2025)	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 MAG VAR(8° W/2020 → 9° W/2025 and 351° → 352°).

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 V2 + 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 V2 + 10 to 20 kt

3. Radio communication failure procedure

3.1 in VMCs

1. Squawk 7600.

2. Continue to fly in VMC.

3. Land at nearest suitable aerodrome.

3.1.1 Procedure for VFR flights

1. Squawk 7600.

2. Proceed to and hold over west downwind for RWY 18/36, west bound; and

3. When able to see light gun signal from control tower, follow that instruction; or

4. When unable to see light gun signal from control tower, hold over downwind for RWY 18/36 until ETA or for 10 MIN, whichever is longer; then

5. Land on RWY 18/36 in use as appropriate.

* Pilot shall use caution traffic landing and take-off from/to runway.

3.2 in IMCs or when conditions are such that it does not appear likely that the pilot will complete the flight in accordance with 3.1.;

3.2.1 DEPARTURE AIRCRAFT

1. Squawk 7600.

2. Maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 min following;

   a. The time the transponder is set to Code 7600; or

   b. The time the last assigned level or minimum flight altitude is reached;
   whichever is later and thereafter adjust level and speed in accordance with the filed flight plan;

3. When being vectored or having been directed by ATC, proceed in the most direct manner possible to rejoin the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude.;

3.2.2 ARRIVAL AIRCRAFT

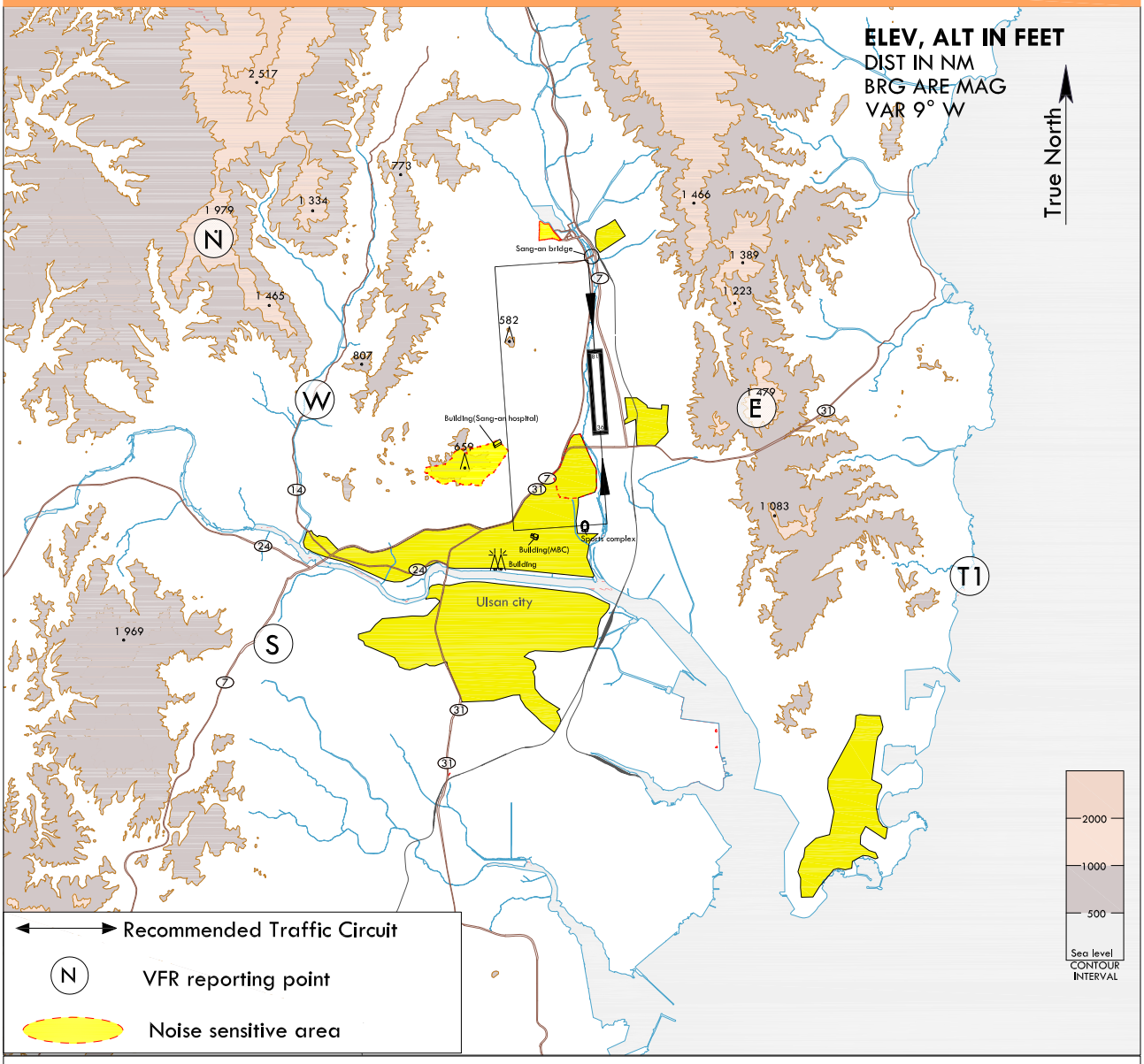
1. Squawk 7600.

2. Follow the STAR issued by ATC. When being vectored or having been directed by ATC, proceed in the most direct manner possible to join the STAR no later than the next significant point. then commence descent as filed.

3. Start approach to the assigned runway without delay.

4. If no specific runway for landing has been assigned, start approach to RWY 36 without delay.

VFR Traffic Circuits - Ulsan



* NOTE

1. All VFR flight operation within ULSAN control zone shall maintain two way communication with ULSAN TWR.
2. Pilots are encouraged to use the recommended VFR traffic circuit for traffic flow, noise abatement, obstacle avoidance. However, helicopter should fly within 0.7 NM from RWY at 1 000 ft AMSL.
3. The use of the recommended VFR traffic circuit does not alter the responsibility of each pilot to see and avoid other aircraft, obstacle.

VFR Traffic Circuit Altitude				
Category	A	B	C	D
Altitude	1 500 ft AMSL		N/A	

Reporting Point	Goegraphical Name	Position	Coordinates	Altitude(AMSL)
N	Guksubong(Mt.) (국수봉)	5.8 NM NW of Ulsan R 296 USN/D5.7	353746N 1291434E	At or above 3 000 ft
W	Ulsan Wild Flower Learnig Center (울산들꽃학습원)	4.0 NM W of Ulsan R 272 USN/D4.0	353531N 1291617E	At or above 2 000 ft
S	Ulsan Munsu Football Staduim (울산문수축구경기장)	5.7 NM SW of Ulsan R 238 USN/D6.0	353207N 1291534E	At or above 2 500 ft
E	Muryongsan (무룡산)	2.2 NM E of Ulsan R110 USN/D2.2	353527N 1292351E	At or above 3 000 ft
T1	Jujeon Mongdol (주전몽돌)	5.8 NM SE of Ulsan R 118 USN/D5.8	353306N 1292728E	At 2 500 ft

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

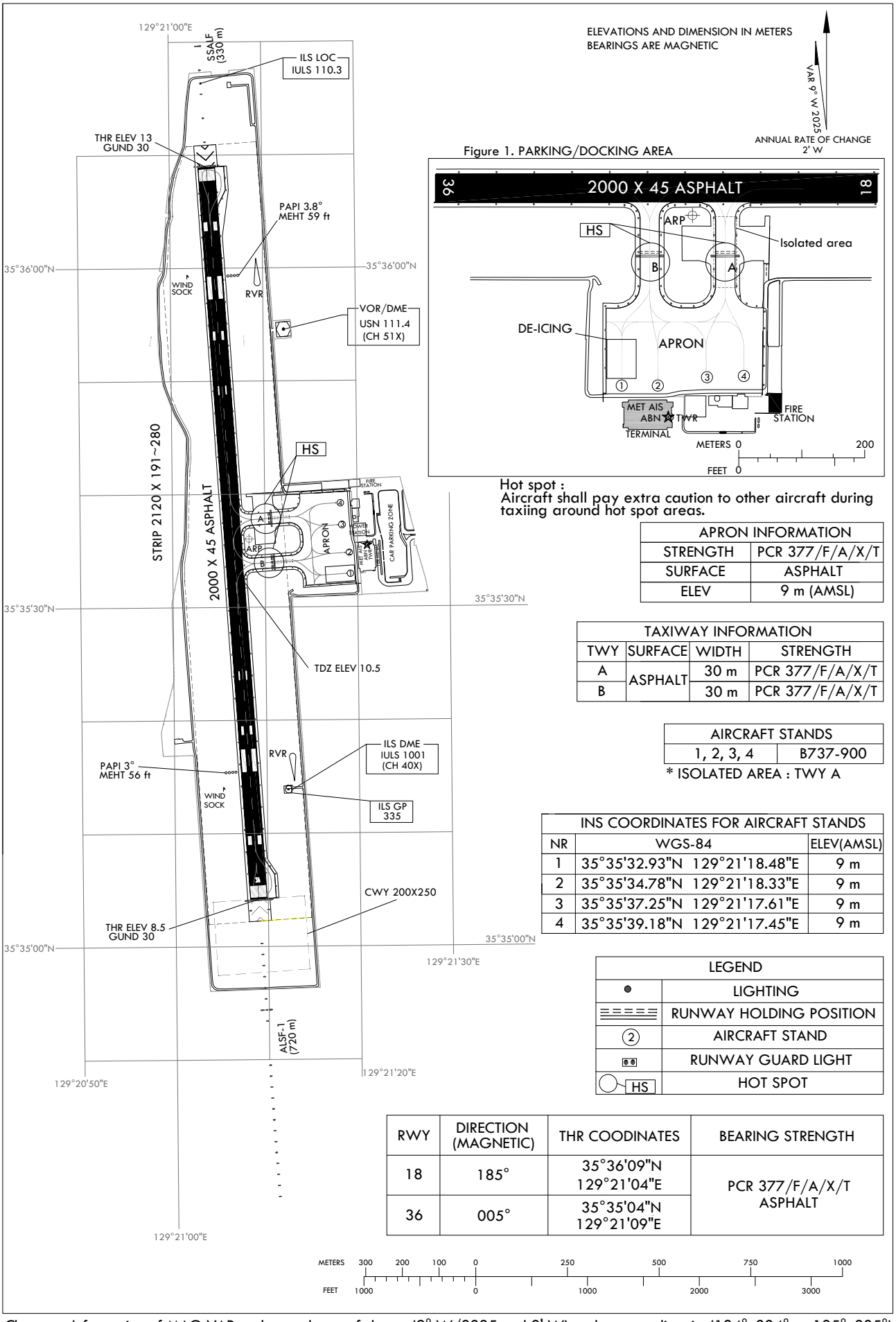
AERODROME CHART - ICAO

35°35'36"N
129°21'08"E

ELEV **13** m / **42** ft

TWR	118.75
GND	121.75

ULSAN / Ulsan



Hot spot :
Aircraft shall pay extra caution to other aircraft during taxiing around hot spot areas.

APRON INFORMATION	
STRENGTH	PCR 377/F/A/X/T
SURFACE	ASPHALT
ELEV	9 m (AMSL)

TAXIWAY INFORMATION			
TWY	SURFACE	WIDTH	STRENGTH
A	ASPHALT	30 m	PCR 377/F/A/X/T
B		30 m	PCR 377/F/A/X/T

AIRCRAFT STANDS	
1, 2, 3, 4	B737-900

* ISOLATED AREA : TWY A

INS COORDINATES FOR AIRCRAFT STANDS		
NR	WGS-84	ELEV(AMSL)
1	35°35'32.93"N 129°21'18.48"E	9 m
2	35°35'34.78"N 129°21'18.33"E	9 m
3	35°35'37.25"N 129°21'17.61"E	9 m
4	35°35'39.18"N 129°21'17.45"E	9 m

LEGEND	
●	LIGHTING
≡≡≡≡≡	RUNWAY HOLDING POSITION
②	AIRCRAFT STAND
◈	RUNWAY GUARD LIGHT
HS	HOT SPOT

RWY	DIRECTION (MAGNETIC)	THR COODINATES	BEARING STRENGTH
18	185°	35°36'09"N 129°21'04"E	PCR 377/F/A/X/T ASPHALT
36	005°	35°35'04"N 129°21'09"E	

Change : Information of MAG VAR and annual rate of change(9° W/2025 and 2' W) and runway direction(184°, 004° → 185°, 005°).

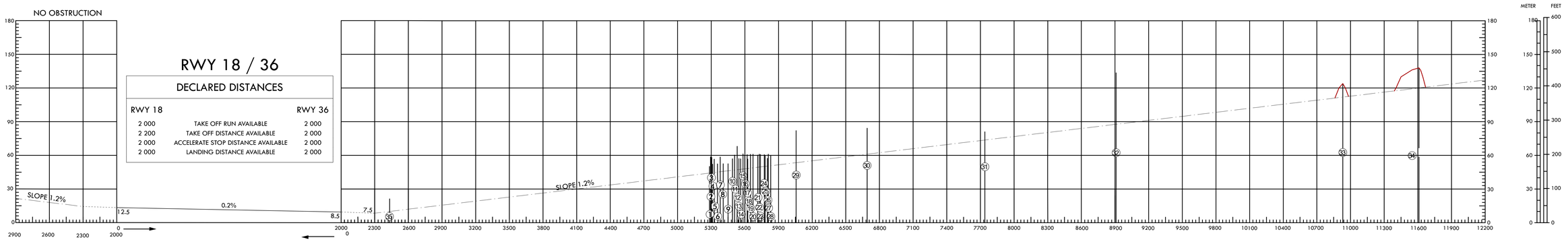
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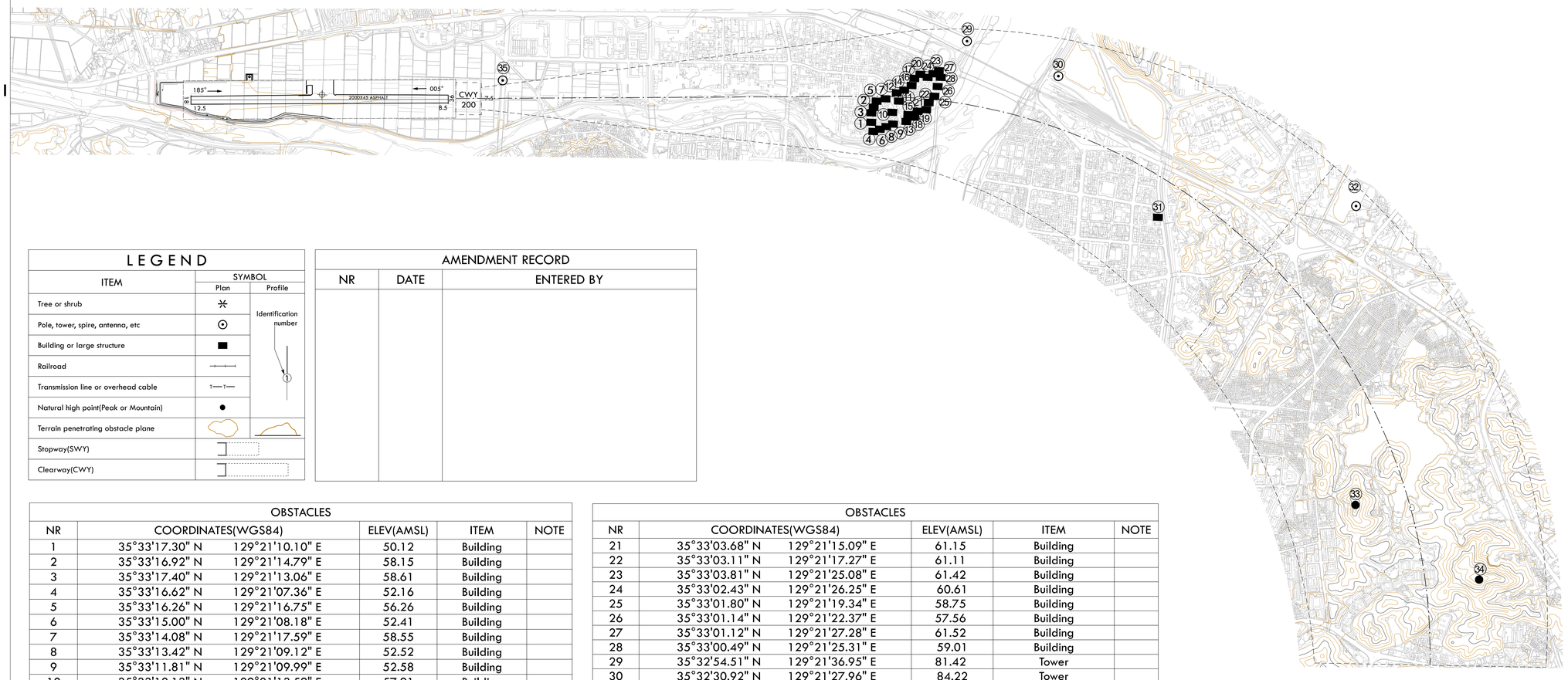
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DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W (2025)



VERTICAL SCALE 1: 1 500



LEGEND

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

AMENDMENT RECORD

NR	DATE	ENTERED BY

RWY 18 / 36

DECLARED DISTANCES

RWY 18		RWY 36
2 000	TAKE OFF RUN AVAILABLE	2 000
2 200	TAKE OFF DISTANCE AVAILABLE	2 000
2 000	ACCELERATE STOP DISTANCE AVAILABLE	2 000
2 000	LANDING DISTANCE AVAILABLE	2 000

OBSTACLES

NR	COORDINATES(WGS84)		ELEV(AMSL)	ITEM	NOTE
1	35°33'17.30" N	129°21'10.10" E	50.12	Building	
2	35°33'16.92" N	129°21'14.79" E	58.15	Building	
3	35°33'17.40" N	129°21'13.06" E	58.61	Building	
4	35°33'16.62" N	129°21'07.36" E	52.16	Building	
5	35°33'16.26" N	129°21'16.75" E	56.26	Building	
6	35°33'15.00" N	129°21'08.18" E	52.41	Building	
7	35°33'14.08" N	129°21'17.59" E	58.55	Building	
8	35°33'13.42" N	129°21'09.12" E	52.52	Building	
9	35°33'11.81" N	129°21'09.99" E	52.58	Building	
10	35°33'12.13" N	129°21'13.59" E	57.91	Building	
11	35°33'10.67" N	129°21'17.14" E	60.25	Building	
12	35°33'11.28" N	129°21'19.63" E	57.75	Building	
13	35°33'08.47" N	129°21'11.07" E	57.38	Building	
14	35°33'09.51" N	129°21'20.62" E	57.82	Building	
15	35°33'08.06" N	129°21'13.20" E	61.45	Building	
16	35°33'07.72" N	129°21'22.23" E	60.62	Building	
17	35°33'07.12" N	129°21'24.46" E	60.65	Building	
18	35°33'06.55" N	129°21'12.54" E	56.71	Building	
19	35°33'05.76" N	129°21'14.42" E	61.02	Building	
20	35°33'05.70" N	129°21'25.85" E	61.34	Building	

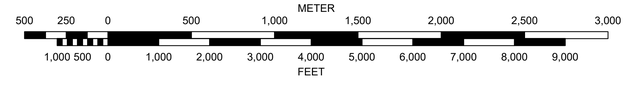
OBSTACLES

NR	COORDINATES(WGS84)		ELEV(AMSL)	ITEM	NOTE
21	35°33'03.68" N	129°21'15.09" E	61.15	Building	
22	35°33'03.11" N	129°21'17.27" E	61.11	Building	
23	35°33'03.81" N	129°21'25.08" E	61.42	Building	
24	35°33'02.43" N	129°21'26.25" E	60.61	Building	
25	35°33'01.80" N	129°21'19.34" E	58.75	Building	
26	35°33'01.14" N	129°21'22.37" E	57.56	Building	
27	35°33'01.12" N	129°21'27.28" E	61.52	Building	
28	35°33'00.49" N	129°21'25.31" E	59.01	Building	
29	35°32'54.51" N	129°21'36.95" E	81.42	Tower	
30	35°32'30.92" N	129°21'27.96" E	84.22	Tower	
31	35°32'03.63" N	129°20'46.37" E	81.00	Building	
32	35°31'13.94" N	129°20'53.71" E	133.47	Tower	
33	35°31'09.38" N	129°19'21.64" E	124.00	Natural high point	
34	35°30'37.03" N	129°19'01.06" E	138.00	Natural high point	
35	35°34'50.73" N	129°21'15.88" E	17.241	Tower	

ORDER OF ACCURACY

HORIZONTAL	5.0m
VERTICAL	0.5m

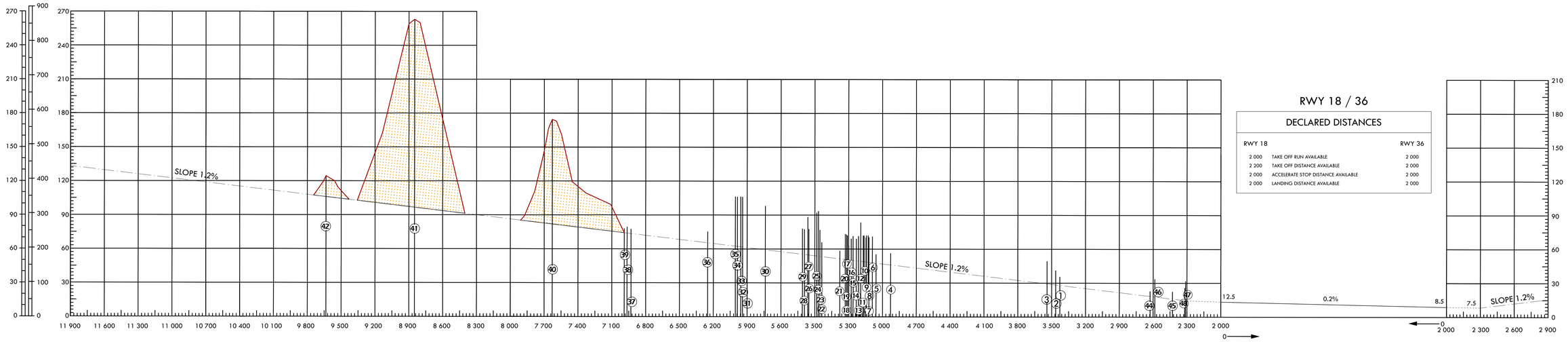
HORIZONTAL SCALE 1 : 15 000



Change : Information of MAG VAR(8° W 2020 → 9° W 2025) and runway direction(184°, 004° → 185°, 005°).

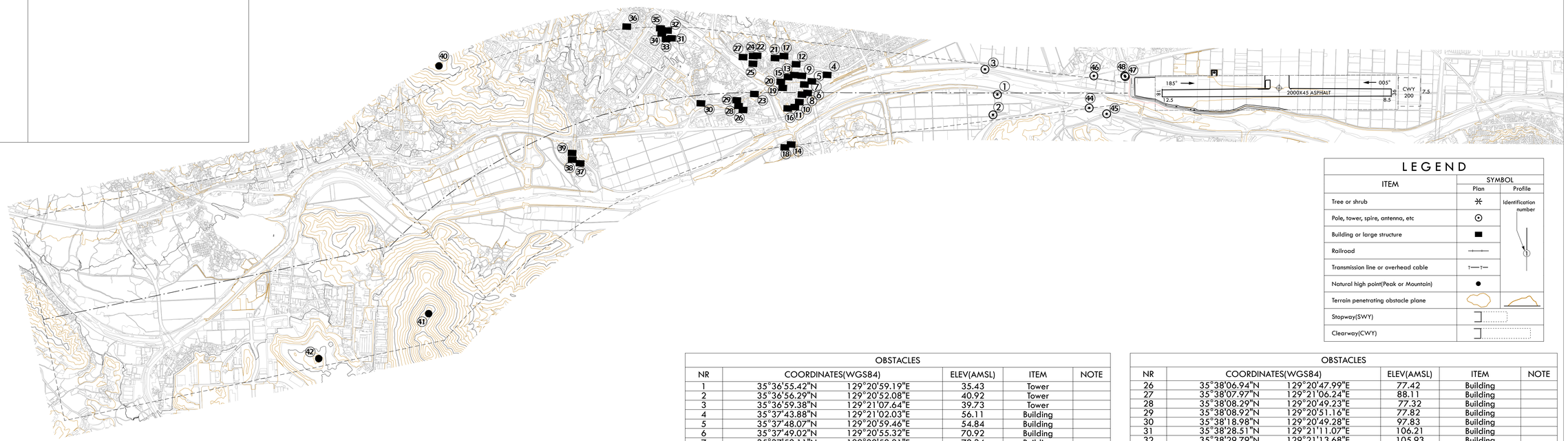
DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W (2025)



VERTICAL SCALE 1: 1 500

AMENDMENT RECORD		
NR	DATE	ENTERED BY



HORIZONTAL SCALE 1 : 15 000

METER
500 250 0 500 1,000 1,500 2,000 2,500 3,000
1,000 500 0 1,000 2,000 3,000 4,000 5,000 6,000 7,000 8,000 9,000
FEET

ORDER OF ACCURACY

HORIZONTAL	5.0m
VERTICAL	0.5m

LEGEND

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

OBSTACLES

NR	COORDINATES(WGS84)		ELEV(AMSL)	ITEM	NOTE
1	35°36'55.42"N	129°20'59.19"E	35.43	Tower	
2	35°36'56.29"N	129°20'52.08"E	40.92	Tower	
3	35°36'59.38"N	129°21'07.64"E	39.73	Tower	
4	35°37'43.88"N	129°21'02.03"E	56.11	Building	
5	35°37'48.07"N	129°20'59.46"E	54.84	Building	
6	35°37'49.02"N	129°20'55.32"E	70.92	Building	
7	35°37'50.11"N	129°20'58.21"E	70.34	Building	
8	35°37'50.57"N	129°20'54.67"E	71.78	Building	
9	35°37'51.01"N	129°21'01.17"E	70.04	Building	
10	35°37'51.22"N	129°20'52.02"E	71.62	Building	
11	35°37'52.38"N	129°20'50.16"E	71.67	Building	
12	35°37'52.83"N	129°21'04.98"E	53.62	Building	
13	35°37'53.14"N	129°21'01.24"E	71.23	Building	
14	35°37'52.73"N	129°20'37.14"E	68.83	Building	
15	35°37'54.84"N	129°21'00.37"E	71.27	Building	
16	35°37'54.34"N	129°20'49.53"E	62.44	Building	
17	35°37'56.39"N	129°21'07.56"E	63.00	Building	
18	35°37'54.42"N	129°20'36.03"E	68.91	Building	
19	35°37'56.19"N	129°20'56.53"E	71.79	Building	
20	35°37'56.83"N	129°20'58.58"E	71.90	Building	
21	35°37'58.87"N	129°21'06.65"E	58.31	Building	
22	35°38'04.03"N	129°21'07.09"E	65.81	Building	
23	35°38'04.04"N	129°20'53.75"E	76.73	Building	
24	35°38'05.07"N	129°21'06.81"E	93.42	Building	
25	35°38'05.03"N	129°21'04.18"E	91.91	Building	

OBSTACLES

NR	COORDINATES(WGS84)		ELEV(AMSL)	ITEM	NOTE
26	35°38'06.94"N	129°20'47.99"E	77.42	Building	
27	35°38'07.97"N	129°21'06.24"E	88.11	Building	
28	35°38'08.29"N	129°20'49.23"E	77.32	Building	
29	35°38'08.92"N	129°20'51.16"E	77.82	Building	
30	35°38'18.98"N	129°20'49.28"E	97.83	Building	
31	35°38'28.51"N	129°21'11.07"E	106.21	Building	
32	35°38'29.79"N	129°21'13.68"E	105.93	Building	
33	35°38'30.02"N	129°21'10.72"E	106.12	Building	
34	35°38'31.34"N	129°21'12.48"E	106.01	Building	
35	35°38'31.82"N	129°21'14.24"E	106.13	Building	
36	35°38'41.38"N	129°21'14.07"E	104.92	Building	
37	35°38'51.96"N	129°20'25.76"E	77.51	Building	
38	35°38'54.23"N	129°20'26.81"E	79.41	Building	
39	35°38'54.39"N	129°20'29.12"E	77.92	Building	
40	35°39'33.67"N	129°20'56.15"E	174.51	Natural high point	
41	35°39'31.91"N	129°19'30.27"E	263.01	Natural high point	
42	35°40'02.09"N	129°19'12.16"E	124.51	Natural high point	
43	35°43'12.92"N	129°21'34.49"E	349.03	Tower	No display
44	35°36'29.24"N	129°20'56.67"E	29.03	Tower	
45	35°36'24.17"N	129°20'55.07"E	28.30	Tower	
46	35°36'28.53"N	129°21'07.86"E	28.27	Tower	
47	35°36'19.62"N	129°21'08.34"E	23.568	Tower	
48	35°36'19.79"N	129°21'08.64"E	21.715	Tower	

Change : Information of MAG VAR(8° W 2020 → 9° W 2025) and runway direction(184°, 004° → 185°, 005°).

AERODROME OBSTACLE CHART - ICAO
TYPE B

DIMENSIONS AND ELEVATIONS IN METERS

ULSAN / Ulsan

AERODROME ELEVATION 13 METERS

VAR 9° W 2025
ANNUAL RATE OF CHANGE
0°2'W INCREASING

CONICAL SURFACE SLOPE 1:20

HORIZONTAL SURFACE

TRANSITIONAL SURFACE SLOPE 1:7

TRANSITIONAL SURFACE SLOPE 1:7

APPROACH SURFACE SLOPE 1:40

APPROACH SURFACE SLOPE 1:40

APPROACH SURFACE SLOPE 1:50

185° — 005°
2000m X 45m ASPHALT
CWY 200 7.5

AMENDMENT RECORD

NR	DATE	ENTERED BY

LEGEND

ITEM	SYMBOL Plan	Number
AERODROME REFERENCE POINT 35°35'36"N 129°21'08"E	⊕	
Tree or shrub	✳	Identification number
Pole, tower, spire, antenna, etc	⊙	
Building or large structure	■	
Natural high point(Peak or Mountain)	●	
Railroad		
Transmission line or overhead cable		
Terrain penetrating obstacle plane		
Clearway(CWY)		
Obstacles concentration area - The highest obstacle in each area is depicted an chart	● 59.0	

ORDER OF ACCURACY

HORIZONTAL 5 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 17 000

METERS
300 0 500 1000 1500 2000 2500 3000

FEET
1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000

OBSTACLES

NR	COORDINATES(WGS-84)	ELEV (AMSL)	ITEM	NOTE
1	35°33'28.34" | 129°20'54.62"	62.0	Building	
2	35°33'41.60" | 129°20'20.69"	59.0	Building	
3	35°33'26.11" | 129°20'15.14"	58.0	Building	
4	35°34'00.39" | 129°20'10.85"	58.5	Building	
5	35°34'02.54" | 129°19'51.28"	89.5	Building	
6	35°34'02.98" | 129°20'50.19"	59.0	Building	
7	35°34'03.90" | 129°22'05.80"	61.0	Building	
8	35°34'08.35" | 129°22'31.24"	85.0	Tower	
9	35°34'10.34" | 129°19'57.69"	67.0	Building	
10	35°34'10.17" | 129°22'40.52"	135.5	Tower	
11	35°33'51.26" | 129°22'50.47"	94.0	Tower	
12	35°34'19.31" | 129°20'09.42"	64.0	Building	
13	35°34'36.13" | 129°20'38.61"	67.0	Building	
14	35°34'23.60" | 129°19'07.50"	68.5	Building	
15	35°34'38.60" | 129°20'53.11"	53.0	Building	
16	35°33'03.44" | 129°19'33.07"	111.0	Building	
17	35°33'54.25" | 129°19'37.17"	76.0	Building	
18	35°33'41.08" | 129°19'30.62"	101.5	Building	
19	35°33'34.20" | 129°20'05.55"	67.5	Natural high point	
20	35°33'36.38" | 129°20'02.28"	78.0	Building	
21	35°34'09.74" | 129°19'21.96"	89.5	Building	
22	35°33'41.66" | 129°19'25.11"	112.0	Natural high point	
23	35°33'23.52" | 129°19'19.54"	87.0	Building	
24	35°33'45.39" | 129°19'07.05"	90.5	Building	
25	35°33'36.75" | 129°19'16.77"	183.0	Building	
26	35°33'41.62" | 129°18'55.06"	143.5	Building	
27	35°33'43.90" | 129°22'05.80"	111.0	Building	
28	35°33'40.28" | 129°22'31.24"	204.0	Building	
29	35°33'37.26" | 129°18'50.93"	207.0	Natural high point	
30	35°33'42.50" | 129°18'51.22"	194.5	Building	
31	35°33'48.56" | 129°18'50.81"	205.0	Building	
32	35°33'45.88" | 129°19'01.41"	148.5	Tower	
33	35°33'45.84" | 129°18'49.59"	217.0	Tower	
34	35°33'53.61" | 129°19'07.55"	189.0	Tower	
35	35°33'43.50" | 129°19'14.86"	178.0	Building	
36	35°33'56.79" | 129°19'33.07"	62.5	Building	
37	35°33'06.73" | 129°20'01.06"	128.0	Tower	
38	35°33'02.31" | 129°21'16.79"	158.0	Tower	
39	35°33'05.48" | 129°19'53.06"	101.0	Building	
40	35°34'31.89" | 129°23'33.91"	218.0	Natural high point	
41	35°34'39.67" | 129°23'17.70"	91.5	ETC	
42	35°34'32.36" | 129°23'01.78"	143.0	Natural high point	
43	35°34'21.73" | 129°22'45.63"	127.0	Tower	
44	35°34'17.71" | 129°22'37.35"	74.0	Building	
45	35°34'31.32" | 129°22'37.16"	64.5	Building	
46	35°34'49.14" | 129°23'05.49"	128.0	Building	
47	35°34'47.28" | 129°22'41.89"	114.5	Tower	
48	35°34'51.83" | 129°22'41.21"	141.0	Tower	
49	35°34'49.84" | 129°22'23.29"	71.0	Building	
50	35°34'53.20" | 129°22'34.34"	72.0	Building	
51	35°34'47.60" | 129°19'34.24"	140.5	Building	
52	35°34'52.07" | 129°19'46.56"	66.5	Building	
53	35°35'07.86" | 129°19'17.03"	120.5	Building	
54	35°34'49.75" | 129°19'16.76"	171.0	Building	
55	35°34'47.60" | 129°20'46.34"	60.5	Building	
56	35°34'53.88" | 129°20'37.16"	61.0	Building	
57	35°34'59.87" | 129°20'42.08"	63.5	Building	
58	35°34'57.51" | 129°20'48.52"	60.5	Building	
59	35°35'05.48" | 129°19'53.06"	101.0	Building	
60	35°35'08.47" | 129°19'47.32"	116.5	Building	
61	35°35'25.10" | 129°19'47.08"	150.5	Natural high point	
62	35°35'10.62" | 129°19'34.48"	141.0	Building	
63	35°34'33.22" | 129°19'23.91"	153.0	Natural high point	
64	35°35'08.70" | 129°19'27.78"	121.5	Building	
65	35°34'43.04" | 129°21'01.18"	19.5	Tree	
66	35°35'25.00" | 129°20'58.65"	20.5	Tree	
67	35°35'03.97" | 129°23'09.67"	330.5	Natural high point	
68	35°35'08.35" | 129°23'09.27"	319.0	Building	
69	35°35'01.73" | 129°22'38.86"	162.5	Tower	
70	35°34'54.28" | 129°22'28.52"	80.5	Building	
71	35°34'57.97" | 129°22'22.44"	74.5	Building	
72	35°34'39.95" | 129°22'25.06"	82.0	Building	
73	35°35'00.67" | 129°22'29.66"	84.0	Building	
74	35°35'12.44" | 129°22'36.72"	155.0	Tower	
75	35°35'02.09" | 129°22'32.24"	86.0	Building	
76	35°35'19.98" | 129°22'34.82"	154.0	Tower	
77	35°35'25.27" | 129°22'34.29"	144.5	Tower	
78	35°35'35.06" | 129°22'33.61"	131.5	Tower	
79	35°35'37.48" | 129°23'01.40"	272.5	Natural high point	
80	35°35'35.29" | 129°23'01.33"	260.5	Natural high point	
81	35°35'06.75" | 129°23'34.78"	319.0	Natural high point	
82	35°36'43.55" | 129°22'24.79"	352.0	Natural high point	
83	35°36'28.69" | 129°22'49.83"	215.5	Natural high point	
84	35°35'50.13" | 129°22'31.86"	123.0	Tower	
85	35°36'04.02" | 129°22'30.76"	129.0	Tower	
86	35°36'17.91" | 129°22'29.18"	166.0	Tower	
87	35°36'26.49" | 129°22'28.34"	174.0	Tower	
88	35°36'42.26" | 129°22'26.85"	129.0	Tower	
89	35°36'43.46" | 129°22'33.43"	102.5	Building	
90	35°36'42.26" | 129°22'26.85"	129.0	Tower	
91	35°36'33.12" | 129°19'00.50"	78.5	Building	
92	35°36'33.12" | 129°19'39.11"	154.0	Tower	
93	35°36'31.82" | 129°20'02.23"	105.0	Tower	
94	35°35'13.94" | 129°22'15.66"	61.5	Building	
95	35°35'10.90" | 129°22'09.33"	62.5	Building	
96	35°35'16.67" | 129°21'17.76"	63.5	Building	
97	35°35'28.08" | 129°22'18.33"	68.5	Building	
98	35°35'35.41" | 129°21'52.95"	58.0	Building	
99	35°35'35.06" | 129°22'33.61"	131.5	Tower	
100	35°35'33.27" | 129°20'28.44"	73.5	Building	
101	35°35'11.71" | 129°20'01.83"	177.5	Natural high point	
102	35°35'14.96" | 129°19'16.84"	138.5	Building	
103	35°35'16.33" | 129°19'12.31"	156.5	Natural high point	
104	35°35'03.33" | 129°19'08.27"	123.5	Building	
105	35°35'04.80" | 129°18'57.01"	133.5	Building	
106	35°35'06.17" | 129°18'56.81"	168.0	Tower	
107	35°35'09.76" | 129°19'03.44"	147.0	Building	
108	35°35'22.78" | 129°19'06.25"	106.0	Building	
109	35°35'09.34" | 129°18'37.45"	158.0	Tower	
110	35°35'09.57" | 129°18'40.60"	103.5	Building	
111	35°35'20.01" | 129°18'41.59"	101.5	Tower	
112	35°35'15.14" | 129°18'54.31"	139.5	Building	
113	35°35'16.32" | 129°18'53.03"	167.0	Tower	
114	35°35'24.31" | 129°18'53.12"	161.5	Tower	
115	35°35'25.65" | 129°18'46.59"	85.5	Tower	
116	35°35'35.35" | 129°18'51.03"	107.0	Tower	
117	35°35'37.30" | 129°18'48.31"	112.0	Natural high point	
118	35°35'40.77" | 129°18'54.50"	123.5	Tower	
119	35°35'46.83" | 129°18'58.71"	102.5	Tower	
120	35°35'53.16" | 129°19'03.02"	68.0	Tower	
121	35°35'57.56" | 129°19'07.03"	81.5	Tower	
122	35°36'06.63" | 129°19'15.04"	89.5	Tower	
123	35°36'16.37" | 129°19'23.94"	128.0	Tower	
124	35°36'18.00" | 129°19'37.20"	187.5	Natural high point	
125	35°36'21.75" | 129°19'28.52"	149.5	Tower	
126	35°36'23.80" | 129°19'25.93"	91.0	Building	
127	35°36'24.66" | 129°19'22.13"	117.5	Tower	
128	35°36'31.08" | 129°19'40.41"	127.0	Building	
129	35°36'34.48" | 129°18'35.27"	128.5	Natural high point	
130	35°36'33.12" | 129°19'00.50"	78.5	Building	
131	35°36'29.29" | 129°19'25.49"	187.5	Tower	
132	35°36'33.46" | 129°19'39.11"	154.0	Tower	
133	35°36'40.15" | 129°19'47.87"	131.0	Tower	
134	35°36'44.05" | 129°19'52.50"	107.5	Tower	
135	35°36'51.82" | 129°20'02.23"	105.0	Tower	
136	35°36'58.04" | 129°20'10.08"	84.5	Tower	
137	35°37'02.56" | 129°19'45.33"	92.0	Building	
138	35°36'55.24" | 129°20'40.86"	70.5	Natural high point	
139	35°36'56.52" | 129°22'25.51"	131.0	Tower	
140	35°37'05.20" | 129°22'10.14"	65.0	Building	
141	35°36'58.39" | 129°22'18.11"	65.5	Building	
142	35°37'04.17" | 129°22'40.04"	228.0	Natural high point	
143	35°37'04.85" | 129°22'33.04"	112.0	Tower	
144	35°37'08.37" | 129°22'17.60"	80.5	Building	
145	35°37'14.36" | 129°21'58.30"	69.5	Building	
146	35°37'09.61" | 129°21'31.32"	63.0	Tower	
147	35°37'13.98" | 129°22'13.29"	117.5	Tower	
148	35°37'16.25" | 129°21'32.98"	88.0	Tower	
149	35°37'16.62" | 129°22'26.68"	166.0	Natural high point	
150	35°37'17.39" | 129°22'01.59"	96.5	Tower	
151	35°37'19.08" | 129°21'57.94"	67.5	Building	
152	35°37'30.05" | 129°20'33.49"	65.5	Natural high point	
153	35°36'29.29" | 129°19'25.49"	187.5	Tower	
154	35°36'44.08" | 129°18'59.98"	147.5	Natural high point	
155	35°36'51.38" | 129°18'57.98"	147.5	Natural high point	
156	35°37'18.13" | 129°19'00.14"	128.0	Natural high point	
157	35°37'37.79" | 129°22'25.16"	232.5	Natural high point	
158	35°37'36.34" | 129°22'49.37"	400.0	Natural high point	
159	35°37'07.07" | 129°23'09.65"	382.5	Natural high point	
160	35°37'32.46" | 129°21'46.38"	66.5	Tower	
161	35°37'32.74" | 129°21'45.24"	59.0	Building	
162	35°37'33.94" | 129°21'36.85"	58.0	Building	
163	35°37'34.83" | 129°22'02.31"	92.0	Building	
164	35°37'34.85" | 129°22'33.04"	76.5	Building	
165	35°37'41.84" | 129°21'28.16"	68.5	Building	
166	35°37'46.86" | 129°21'28.89"	66.5	Building	
167	35°37'41.30" | 129°21'13.89"	37.5	Tower	
168	35°37'56.63" | 129°20'16.19"	82.0	Building	
169	35°37'56.63" | 129°20'16.19"	82.0	Building	
170	35°37'54.44" | 129°20'36.56"	72.5	Building	
171	35°37'47.90" | 129°20'28.79"	73.0	Building	
172	35°37'45.68" | 129°20'15.16"	71.5	Building	
173	35°37'50.22" | 129°20'13.09"	74.0	Building	
174	35°37'40.67" | 129°22'02.98"	78.5	Building	
175	35°37'41.88" | 129°22'06.87"	89.0	Building	
176	35°37'48.58" | 129°22'31.92"	58.0	Building	
177	35°37'57.85" | 129°22'01.55"	92.5	Building	
178	35°37'53.88" | 129°22'03.02"	99.0	Building	
179	35°37'33.78" | 129°20'55.46"	178.0	Natural high point	
180	35°37'42.10" | 129°21'29.62"	267.0	Natural high point	
181	35°37'53.21" | 129°20'38.31"	15.0	Building	
182	35°37'30.02" | 129°21'09.62"	27.5	Tree	
183	35°37'25.30" | 129°20'55.92"	24.0	Tree	
184	35°37'30.02" | 129°21'47.74"	120.0	Natural high point	
185	35°37'35.49" | 129°21'20.58"	42.5	Building	
186	35°37'41.21" | 129°21'11.83"	13.0	Building	
187	35°37'40.58" | 129°21'10.19"	15.5	Building	
188	35°37'40.67" | 129°21'10.19"	22.0	Building	
189	35°37'41.96" | 129°21'11.97"	30.0	Tree	
190	35°37'17.95" | 129°21'13.83"	37.5	Tower	
191	35°41'04.23" | 129°21'37.19"	454.0	Natural high point	
192	35°37'10.56" | 129°19'46.16"	134.0	Natural high point	
193	35°37'00.53" | 129°20'08.90"	95.0	Natural high point	
194	35°37'05.44" | 129°18'57.28"	138.5	Building	
195	35°37'05.11" | 129°18'57.02"	137.5	Building	
196	35°37'21.03" | 129°22'30.97"	68.0	Building	
197	35°37'18.62" | 129°22'31.92"	58.0	Building	
198	35°37'19.02" | 129°22'34.35"	59.0	Building	
199	35°37'19.49" | 129°22'34.69"	58.5	Building	
200	35°37'22.23" | 129°22'27.54"	58.5	Building	
201	35°37'06.41" | 129°22'44.71"	74.0	Building	
202	35°37'12.52" | 129°19'35.25"	135.5	Building	
203	35°37'30.57" | 129°19'29.53"	112.0	Natural high point	
204	35°37'37.37" | 129°19'35.04"	110.5	Natural high point	
205	35°37'38.60" | 129°19'47.74"	120.0	Natural high point	
206	35°38'10.15" | 129°20'02.88"	148.0	Natural high point	
207	35°38'24.20" | 129°20'30.00"	94.0	Natural high point	
208	35°41'47.29" | 129°20'38.70"	386.5	Tower	
209	35°41'52.53" | 129°20'44.62"	404.5	Tower	
210	35°41'42.00" | 129°20'46.26"	395.5	Tower	
211	35°41'34.72" | 129°20'53.78"	414.5	Tower	
212	35°41'25.25" | 129°21'07.38"	444.0	Tower	
213	35°41'14.66" | 129°21'20.11"	448.0	Tower	
214	35°41'04.18" | 129°21'02.34"	561.0	Tower	
215	35°41'41.27" | 129°21'27.27"	627.0	Tower	
216	35°41'45.69" | 129°21'30.23"	557.5	Tower	
217	35°41'34.47" | 129°21'36.01"	403.0	Tower	
218	35°41'39.94" | 129°21'39.08"	384.5	Tower	
219	35°41'34.47" | 129°21'37.66"	388.5	Tower	
220	35°41'45.77" | 129°21'46.55"	528.0	Tower	
221	35°41'54.89" | 129°21'52.18"	545.5	Tower	
222	35°35'57.44" | 129°20'32.87"	59.0	Tower	
223	35°38'04.55" | 129°21'03.52"	92.0	Tower	
224	35°38'04.94" | 129°21'06.78"	93.0	Building	
225	35°35'55.88" | 129°20'58.91"	71.5	Building	
226	35°37'52.84" | 129°21'06.00"	66.5	Building	
227	35°37'40.65" | 129°21'29.90"	60.0	Building	
228	35°37'29.55" | 129°22'17.88"	59.5	Building	
229	35°37'29.51" | 129°22'16.48"	59.0	Building	
230	35°37'29.17" | 129°22'16.59"	59.5	Building	
231	35°37'35.90" | 129°22'15.08"	63.0	Building	
232	35°37'45.65" | 129°21'30.50"	64.0	Building	
233	35°37'46.92" | 129°21'30.62"	62.0	Building	
234	35°37'45.27" | 129°21'27.62"	60.5	Building	
235	35°37'45.79" | 129°21'28.21"	60.5	Building	
236	35°37'45.79" | 129°21'28.21"	60.5	Building	
237	35°37'45.20" | 129°21'27.63"	60.5	Building	
238	35°37'47.31" | 129°21'30.36"	62.5	Building	
239	35°37'50.87" | 129°21'01.46"	25.5	Tower	
240	35°37'50.78" | 129°21'29.96"	68.0	Tower	
241	35°38'20.05" | 129°22'18.25"	59.5	Building	
242	35°38'20.45" | 129°22'27.63"	60.5	Building	
243	35°38'26.11" | 129°22'12.41"	60.0	Building	
244	35°38'28.97" | 129°22'18.51"	61.0	Building	
245	35°38'30.14" | 129°22'18.31"	59.0	Building	
246	35°38'30.49" | 129°22'18.29"	60.0	Building	
247	35°38'28.62" | 129°22'16.75"	59.5	Building	
248	35°38'29.55" | 129°22'17.88"	59.5	Building	
249	35°38'29.51" | 129°22'16.48"	59.0	Building	
250	35°38'29.17" | 129°22'16.59"	59.5	Building	
251	35°38'35.90" | 129°22'15.08"	63.0	Building	
252	35°38'45.65" | 129°21'30.50"	64.0	Building	

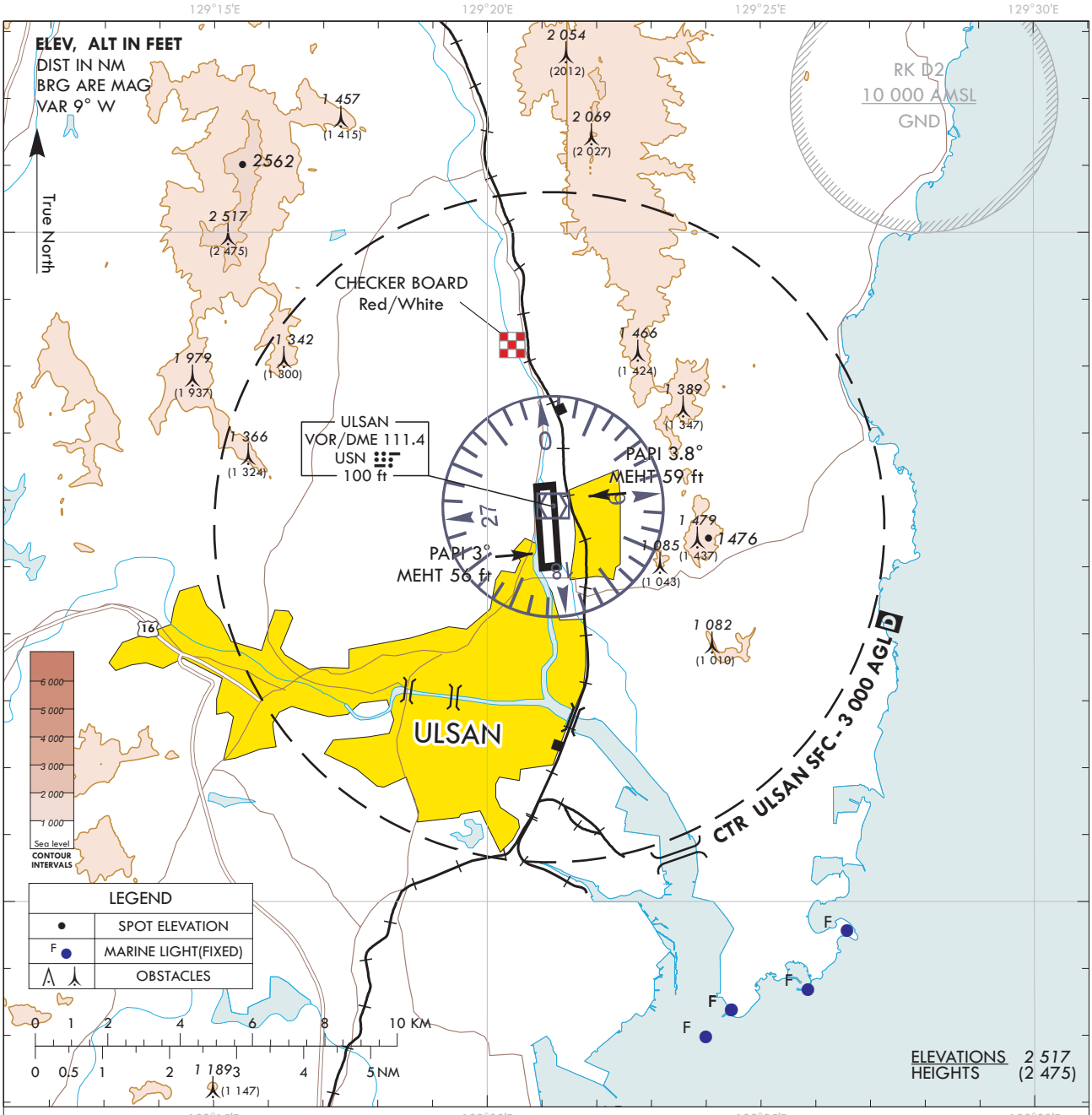
Change : Information of MAG VAR and annual rate of change(8° W/2020 → 9° W/2025 and 5° W → 2° W) and runway direction(184°, 004° → 185°, 005°).

VISUAL APPROACH CHART - ICAO

AD ELEV **42** ft
HEIGHTS RELATED TO AD ELEV

POHANG	APP	124.25
		120.2
ULSAN	TWR	118.75

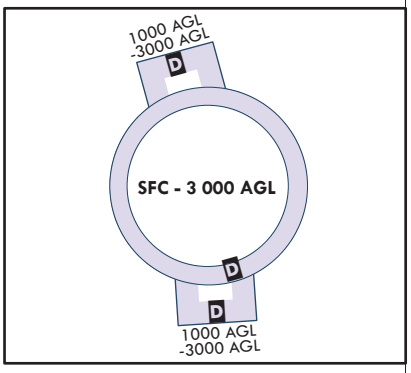
ULSAN/Ulsan



VISUAL APPROACH PROCEDURE

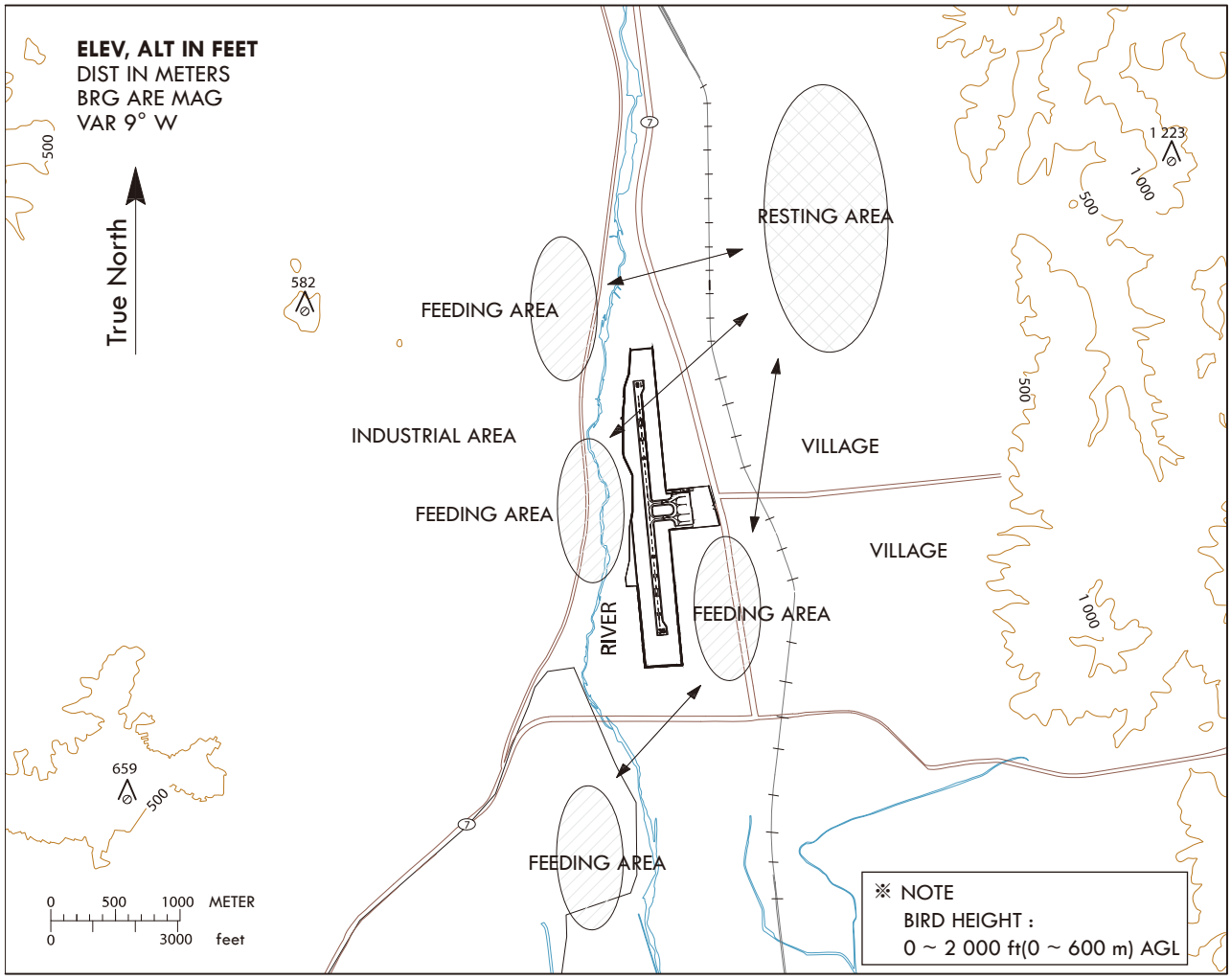
1. Visual approach may be initiated by ATC or approved upon pilot request on traffic permitting basis when :
   a. Ceiling : At or above 500 ft plus MVA
   b. Visibility : Not less than 3 SM
   c. Visual approach for flying east of aerodrome is not authorized.

2. ATS airspace : Class D(Refer to ENR 2.1-9)



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

BIRD CONCENTRATION - ULSAN AIPORT

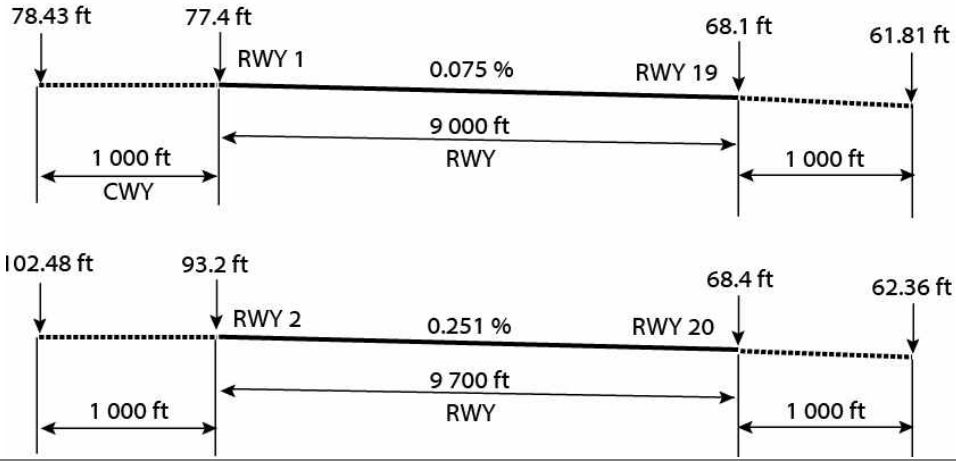


Change : Information of MAG VAR(8° W → 9° W).

RKSM AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations Runway NR	TRUE BRG	Dimension of RWY(ft)	Strength(PCN) 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
01	1.79	9 000 × 150	PCN 82R/B/W/T	372602.6N 1270653.9E	THR 77.4 ft TDZ 77.4 ft
19	181.79	9 000 × 150	PCN 82R/B/W/T	372731.6N 1270657.4E	THR 68.1 ft TDZ 71.9 ft
02	8.10	9 700 × 150	PCN 85R/B/X/T	372556.6N 1270638.1E	THR 93.2 ft TDZ 93.2 ft
20	188.10	9 700 × 150	PCN 85R/B/X/T	372731.6N 1270655.0E	THR 68.4 ft TDZ 69.2 ft

7. Slope of RWY-SWY



Designations Runway NR	SWY dimensions(m)	CWY dimensions(m)	Strip dimensions(m)	OFZ
1	8	9	10	11
01	NIL	1 000 X 150	9 390 X 450	NIL
19		1 000 X 150		
02		1 000 X 150	10 090 X 450	
20		1 000 X 150		

12. Remarks
- The surface of RWY 01/19 and RWY 02/20 are grooved (except displaced THR of RWY 19)

RKSM AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (ft)	TODA (ft)	ASDA (ft)	LDA (ft)	Remarks
1	2	3	4	5	6
01	9 000	-	-	9 000	* Entry Point for Intersection departure ** Entry Point for Intersection departure available only when cleared by ATC. Pilot shall hold on the parallel TWY unless cleared to enter RWY for intersection departure (only helicopters use) Note: Intersection departure may be initiated by pilot or ATC and approved by ATC considering traffic and en-route separation. ATC may change departure sequency for the purposes of traffic flow management
TWY H*	6 700	-	-	-	
19**	9 000	-	-	9 000	
TWY G*	6 900	-	-	-	
02	9 700	-	-	9 700	
TWY E*	8 950	-	-	-	
TWY D*	6 650	-	-	-	
TWY C**	4 350	-	-	-	
20	9 700	-	-	9 700	
TWY B*	7 600	-	-	-	
TWY C**	5 300	-	-	-	

Change : Amended column of table.

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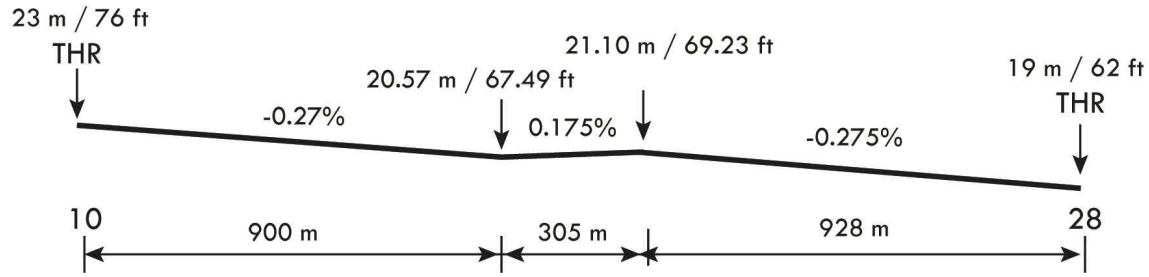
RKTH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Pohang Navy MET Office
2	Hours of service MET Office outside hours	24 hours -
3	Office responsible for TAF preparation Periods of validity	ROKN MET Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Type forecast Interval of issuance	NIL
5	Briefing/consultation provided	Available at Aviation Meteorological Office for 24 hours, if required.
6	Flight documentation Language(s) used	AD forecasts(TAF code form), SIGWX charts, WINTEM charts, SIGMET information in English
7	Charts and other information available for briefing or consultation	Analysis charts(surface and upper air), Prognostic charts, Graphic displays and other model outputs
8	Supplementary equipment available for providing information	Satellite and weather radar imageries
9	ATS units provided with information	FIC and TWR
10	Additional information(limitation of service etc.)	All observation data, model outputs and forecasts produced by KMA and WAFS are available at the Office through Internet link.

RKTH 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
10	089.23°	2 133 × 46	633 R/B/W/T Concrete	355916.12N 1292430.75E GUND 29 m	THR 23 m / 76 ft TDZ 23 m / 76 ft
28	269.25°	2 133 × 46	633 R/B/W/T Concrete	355917.04N 1292555.91E GUND 29 m	THR 19 m / 62 ft TDZ 21 m / 70 ft

7. Slope of RWY-SWY



Designations Runway NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)	Location & description of arresting system	OFZ	Remarks
1	8	9	10	11	12	13	14
10	NIL	NIL	2 253 x 300	92 x 150	NIL	NIL	- The width of the southern strip is 139~145 m, from the western edge of the strip to 90 m. - The width of the northern strip is 134~141 m, from the eastern edge of the strip to 198 m. - The runway surface is grooved except 300 m inward from each runway THR, and an additional 300 m of runway centerline 15.24 m in width.
28	NIL	NIL	2 253 x 300	92 x 150	NIL	NIL	

Change : Amended column of table.

RKTH AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
10	2 133	2 133	2 133	2 133	NIL
28	2 133	2 133	2 133	2 133	NIL

RKTH AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Center line LGT Length, spacing, colour, INTST	RWY edge LGT LEN,spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN(m) colour
1	2	3	4	5	6	7	8	9
10	ALSF-1 720 m LIH	Green	PAPI Both / 3.0°	NIL	NIL	2 134 m 60 m White LIH	Red	NIL
28	SSALF 420 m	Green	PAPI Both / 3.5°	NIL	NIL	2 134 m 60 m White LIH	Red	NIL

10. Remarks
PAPI on RWY 28 does not provide obstacle clearance over the terrain during final APCH.

RKTH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At TWR building, FLG W/G EV 2.5 SEC IBN : NIL H24
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and center line lighting	Edge : All TWY Center line LGT : NIL
4	Secondary power supply/switch-over Time	SRY power supply available Switch-over time : 10 SEC
5	Remarks	NIL

RKTL AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxing guidance signs at all intersections with TWY, RWY and at all holding positions Guide lines at apron Nose-in guidance at aircraft stands
2	RWY and TWY markings and LGT	RWY RWY 17 : Edge, CL, TDZ, THR, end RWY 35 : Edge, CL, TDZ, THR, end TWY TWY edge lights : All TWY
3	Stop bars	NIL
4	Remarks	NIL

RKTL AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
RKTLOB001	Natural High Point	365612.8N 1291949.6E	1 677ft/	NIL	17/APCH 35/TKOF
RKTLOB002	Natural High Point	365525.4N 1292151.4E	1 436 ft/	NIL	
RKTLOB003	Natural High Point	365152.4N 1292428.3E	1 198 ft/	NIL	
RKTLOB004	Natural High Point	364944.3N 1292543.8E	695 ft/	NIL	
RKTLOB005	Natural High Point	364716.3N 1292718.3E	199 ft/	NIL	
RKTLOB006	Natural High Point	364721.5N 1292733.5E	190 ft/	NIL	
RKTLOB007	Natural High Point	364718.2N 1292734.9E	225 ft/	NIL	35/APCH 17/TKOF
RKTLOB008	Natural High Point	364717.0N 1292737.5E	225 ft/	NIL	
RKTLOB009	Natural High Point	364611.9N 1292712.3E	476 ft/	NIL	
RKTLOB010	Natural High Point	364841.6N 1292531.9E	605 ft/	NIL	
RKTLOB011	Natural High Point	364206.0N 1292803.5E	561 ft/	NIL	
RKTLOB012	Natural High Point	364607.8N 1292800.3E	141 ft/	NIL	
RKTLOB013	Natural High Point	364201.7N 1292759.7E	538 ft/	NIL	
In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
RKTLOB014	Tower	364644.7N 1292754.9E	257.8 ft/97.1 ft	NIL	17/APCH 35/TKOF

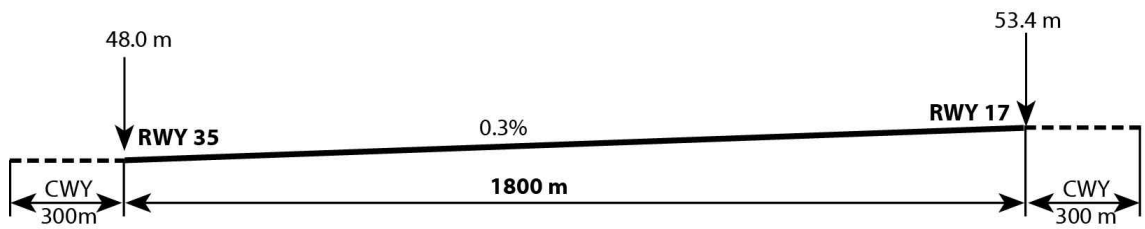
RKTL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	NIL
2	Hours of service MET Office outside hours	NIL
3	Office responsible for TAF preparation Periods of validity	NIL
4	Trend forecast Interval of issuance	NIL
5	Briefing/consultation provided	NIL
6	Flight documentation Language(s) used	NIL
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	AIS, TWR
10	Additional information (limitation of service, etc.)	AMOS* is operating. * Automated Meteorological Observing System

RKTL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY 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
17	162.71°	1 800 × 45	313/F/B/X/T Asphalt	364705.09N 1292731.62E - NIL	THR 53.4 m/175.1 ft TDZ 52.4 m/172.0 ft
35	342.71°	1 800 × 45	313/F/B/X/T Asphalt	364609.33N 1292753.20E - NIL	THR 48.0 m/157.6 ft TDZ 48.8 m/161.0 ft

7. Slope of RWY-SWY



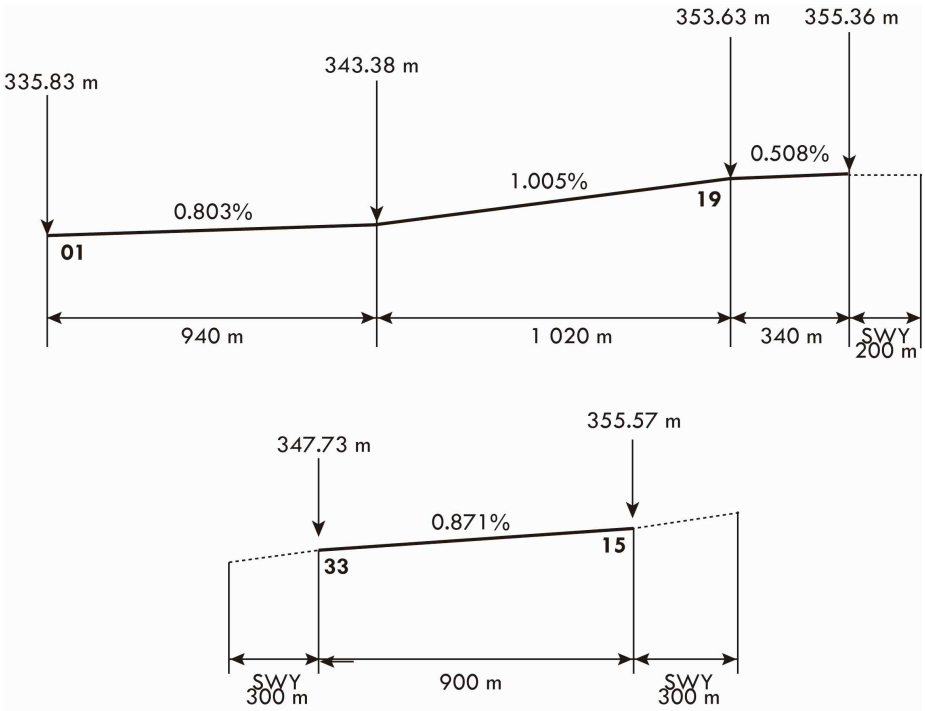
Designations RWY NR	SWY dimensions(m)	CWY dimensions(m)	Strip dimensions(m)	RESA dimensions(m)	Location & description of arresting system	OFZ	Remarks
1	8	9	10	11	12	13	14
17	NIL	300 × 200	1 920 × 300	240 × 150	NIL	NIL	NIL
35	NIL	300 × 200	1 920 × 300	240 × 150	NIL	NIL	

Change : Amended column of table.

RKPD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimension of RWY(m)	Strength(PCN) 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
01	359.73°	2 300 × 45	77/F/B/X/T Asphalt	332258.36N 1264241.71E - GUND 25.9 m	THR 335.8 m (1 101.8 ft) TDZ 342.0 m (1 122.1 ft)
19	179.73°	2 300 × 45	77/F/B/X/T Asphalt	332413.01N 1264241.29E - GUND 26 m	THR 355 m (1 166 ft)
33	322.26°	900 × 25	32/F/B/Z/T Asphalt	332342.69N 1264255.55E - GUND 26 m	THR 348 m (1 141 ft)
15	142.26°	900 × 25	32/F/B/Z/T Asphalt	332405.79N 1264234.24E - GUND 26 m	THR 356 m (1 167 ft)

7. Slope of RWY-SWY



Designations RWY NR	SWY dimensions(m)	CWY dimensions(m)	Strip dimensions(m)	OFZ	Remarks
1	8	9	10	11	12
01	200 × 45	NIL	2 620 × 300	Conforms to the standards specified in ANNEX 14, Chapter 4	NIL
19	NIL	NIL			
33	300 × 25	NIL	1 620 × 150		
15	300 × 25	NIL			

Change : Amended column of table.

RKPD AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
01	2 300	2 300	2 500	2 300	NIL
01	1 865	1 865	2 065	-	Take-off from intersection TWY E
01	1 350	1 350	1 550	-	Take-off from intersection TWY D
01	850	850	1 050	-	Take-off from intersection TWY C
19	2 300	2 300	2 300	2 300	NIL
19	2 010	2 010	2 010	-	Take-off from intersection TWY B
33	900	900	1 200	900	NIL
15	900	900	1 200	900	NIL

RKPD AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designation	APCH LGT type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ,LGT LEN	RWY Center line LGT Length, Spacing, colour,INTST	RWY edge LGT LEN,spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN(m) colour	Remarks
1	2	3	4	5	6	7	8	9	10
01	SSALF 420 m LIH	Green -	PAPI Both/3° (23.3 m)	900 m	2 300 m 30 m White/Red LIH	2 300 m 60 m White LIH	Red -	NIL	
19	NIL	Green -	PAPI Left/3° (17.6 m)	NIL	2 300 m 30 m White/Red LIH	2 300 m 60 m White LIH	Red -	NIL	NIL
33	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	
15	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	

RKPD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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