

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 : RKJBZPXZ
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><td>TWY</td><td>WIDTH</td><td>Strength and Surface</td></tr><tr><td>P</td><td>23 m</td><td rowspan="7">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>	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		
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																							
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.

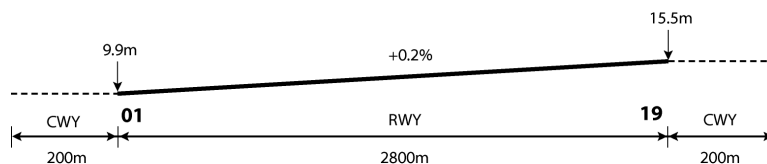
RKJB AD 2.10 AERODROME OBSTACLES

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, WINTEN charts, SIGMET information in English
7	Charts and other information available for briefing or consultation	Analysis charts(surface and upper air), Prognostic charts, Graphic displays, Significant weather charts(high, medium, low) and other model outputs
8	Supplementary equipment available for providing information	Satellite and Weather radar imageries
9	ATS units provided with information	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 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	remarks
1	2	3	4	5	6
01	2 800	3 000	2 800	2 800	NIL
19	2 800	3 000	2 800	2 800	NIL
19	2 057	2 257	2 057	2 057	Take-off from intersection with TWY E2

RKJB AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	APCH LGT type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Center line LGT 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
01	ALSF-I 900 m LIH	Green Green	PAPI Left/3° (54.2 ft)	900 m	2 800 m 30 m White LIH	2 800 m 60 m White LIH	Red —	NIL	NIL
19	ALSF-I 900 m LIH	Green Green	PAPI Left/3° (53.3 ft)	900 m	2 800 m 30 m White LIH	2 800 m 60 m White LIH	Red —	NIL	NIL

RKJB 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 2~3 SEC/IBN: NIL H24
2	LDI location and lighting Anemometer location and lighting	LDI: NIL Anemometer: 392 m from THR RWY 01/19, 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

RKJB AD 2.16 HELICOPTER LANDING AREA

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

RKJB AD 2.17 ATS AIRSPACE

1	Designation and lateral limit	MUAN CTR; A circle, radius 5 NM centered at ARP including areas which are extended northbound from 350409N 1262045E - 350601N 1262044E - 350602N 1262507E - 350410N 1262508E and southbound from 345449N 1262511E - 345255N 1262512E - 345254N 1262050E - 345448N 1262049E.
2	Vertical limits	SFC to 3 000 ft AGL
3	Airspace classification	D
4	ATS unit call sign Languages	MUAN Tower English/Korean
5	Transition altitude	14 000 ft AMSL
6	Operational hours	H24
7	Remarks	NIL

RKJB AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency(MHz)	Hours of operation	Remarks
1	2	3	4	5
APP	Gwangju Approach	120.475 130.0 228.9 265.5 319.2	H24	NIL
DEP	Gwangju Departure	124.0 124.7 347.2	H24	NIL
TWR	Muan Tower	118.25 118.85 321.025	H24	NIL
GND	Muan Ground	121.7 317.45	H24	NIL
ATIS	Muan Information	127.425 335.425	H24	NIL
EMERG		121.5 243.0	H24	NIL
Scheduled Inspection Time - APP(120.475 MHz, 265.5 MHz), DEP(124.0 MHz, 124.7 MHz), TWR, GND, ATIS and EMERG : Every 1st THU (1500-2000UTC) of the month.				

Change : Establishment of frequency for DEP(124.7 MHz).

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

- 2. VFR
- 2.1 VFR Procedure
 - a. VFR flight will be permitted under the condition as below :
 - 1) Ground visibility : Not less than 5 km
(If Ground visibility is not reported, Flight visibility : Not less than 5 km)
 - 2) Ceiling : At or above 450 m(1 500 ft)
 - b. VFR Traffic Circuits : Refer to page RKJB AD 2-11
 - c. VFR Traffic Circuits Altitude
 - 1) CAT A, B : 1 300 ft AMSL
 - 2) CAT C, D : 1 800 ft AMSL
 - d. VFR Reporting Points : Refer to page RKJB AD 2-11
- 2.2 Special VFR
 - a. Special VFR Flight for taking off or landing may only be permitted except helicopters, when :
 - 1) The ground visibility is not less than 1 500 m.
 - 2) If ground visibility is not reported at airport, flight visibility is not less than 1 500 m.
 - b. For Special VFR, the pilot shall:
 - 1) Fly only within Control Zone as cleared by ATC.
 - 2) Remain clear of clouds.
 - 3) Maintain at least 1 500 m of flight visibility.
 - 4) Maintain visual reference with surface or water.
 - c. Special VFR may be permitted only between sunrise and sunset unless the pilot has a instrument rating and the aircraft is equipped with the instruments for IFR flight in accordance with requirement specified in an Aviation Act, Republic of Korea.(Except helicopters)
- 3. Radio communication failure procedure
- 3.1 IFR
 - 1. General
 - a. No person may take off unless two-way radio communications can be maintained with the Air Traffic Control.
 - b. On recognition of communication failure during flight, squawk 7600 and if necessary to ensure safe altitude, climb to Minimum Sector Altitude or above to maintain obstacle clearance. Then comply with following procedure.
 - 2. VFR condition

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

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

 - A. DEPARTURE
 - a. Under Pilot Navigation

Runway 01 in use

- RNAV MAKSA 1N, RNAV DOTOL 1N, KWA 3N :

Proceed by the route, altitude/flight level assigned at the last ATC clearance received.

Runway 19 in use

- RNAV MAKSA 1S, RNAV MAKSA 6S, RNAV DOTOL 1S, KWA 3S, IPDAS 3S :

Proceed by the route, altitude/flight level assigned at the last ATC clearance received.

Change : Information of VFR traffic circuits altitude.

b. Under Radar Vectoring

- 1) Proceed by the direct route from the point of radio failure to the fix, route, or airway specified in the vector clearance;
- 2) In the absence of an assigned route, proceed by the route that ATC has advised may be expected in a further clearance; or
- 3) In the absence of an assigned route or a route that ATC has advised may be expected in a further clearance, by the route filed in the flight plan; and
- 4) Maintain minimum enroute altitude(MEA) or the altitude/flight level cleared in the last ATC clearance received, whichever is higher, for 20 minutes; then
- 5) continue the flight with altitude/flight level filed in the flight plan.

B. ARRIVAL

Runway 01 in use

- 1) Proceed to OLBES IAF, OVGEN IAF or PEGRO IAF as advised or instructed by ATC and commence descent and approach as close as possible to the expect further clearance time(EFC) issued by ATC or estimated time of arrival(ETA) filed in the flight plan; and
- 2) Land, if possible, within 30 minutes after ETA or the last acknowledged EFC or ETA, whichever is later.

Runway 19 in use

- 1) Proceed to GUPLA IAF or DOVRA IAF as advised or instructed by ATC and commence descent and approach as close as possible to the expect further clearance time(EFC) issued by ATC or estimated time of arrival(ETA) filed in the flight plan; and
- 2) Land, if possible, within 30 minutes after ETA or the last acknowledged EFC or ETA, whichever is later.

3.2 VFR

A. VFR flight experiencing radio communication failure shall

a. Helicopter

- 1) Squawk 7600, and
- 2) When able to see light gun signal of control tower, follow that instruction.
- 3) If unable to see light gun signal of control tower, hold over " B " until ETA or for 10 minutes, whichever is later, then
- 4) Land parallel taxiway as appropriate.

b. Conventional flight

- 1) Squawk 7600, and
- 2) When able to see light gun signal of control tower, follow that instruction.
- 3) If unable to see light gun signal of control tower, hold over " B " until ETA or for 10 minutes, whichever is later, then
- 4) Make landing on runway 01/19 in use as appropriate.

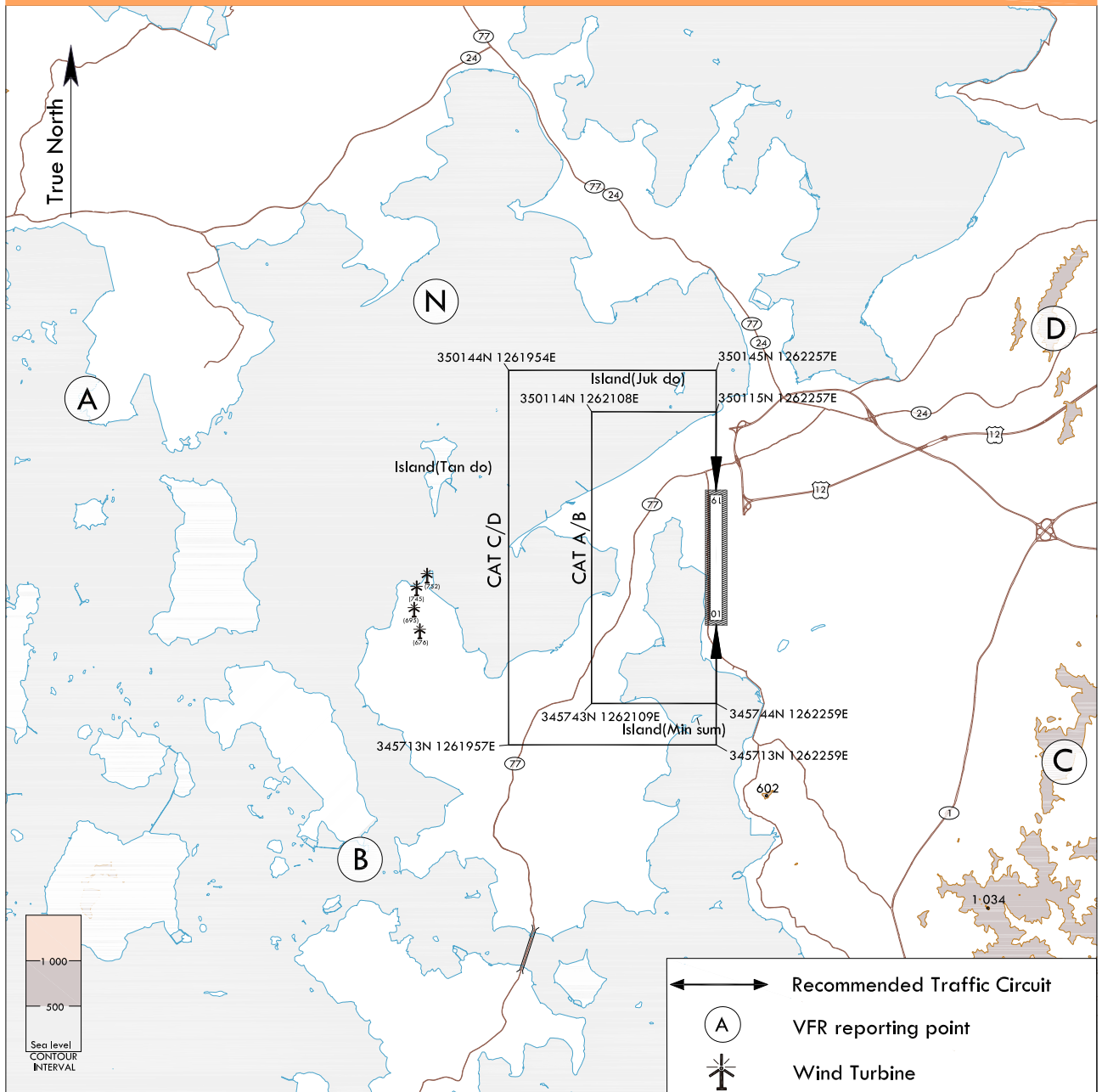
4. Take-off weather Minima

CATEGORY	RWY	Facilities			
		REDL & RCLL	REDL & RCL	REDL or RCL	NIL (Day Only)
Multi-Engine ACFT with TKOF ALTN AD	01	400 m / 1 200 ft	400 m / 1 200 ft	400 m / 1 200 ft	500 m / 1 600 ft
	19	400 m / 1 200 ft	400 m / 1 200 ft	400 m / 1 200 ft	500 m / 1 600 ft
Others	01	AVBL LDG MINIMA			
	19				
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.					

5. Flight procedure construction criteria

Flight procedures are based on guidance contained in the Fifth edition of ICAO Doc. 8168 - Procedure for air Navigation Services - Aircraft Operations(PANS-OPS).

VFR Traffic Circuits - Muan



* NOTE

1. All VFR flight operation within MUAN control zone shall maintain two way communication with MUAN TWR.
2. Pilots are encouraged to use the recommended VFR traffic circuit for traffic flow, noise abatement, obstacle avoidance. However, helicopter should fly within CAT-A recommended traffic circuit at 700 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.
4. When conducting a holding at "N" point, pilots are recommended to hold south.
5. All ACFT shall fly over Wind power plant area at or above 1 300 ft AMSL.

VFR Traffic Circuit Altitude

Category	A	B	C	D
Altitude	1 300 ft AMSL		1 800 ft AMSL	

Reporting Point	Goegraphical Name	Position	Coordinates
A	Taeyido(태이도)	R 297 MUN/D8.1	350118.6N 1261344.7E
B	Daesikdo(대식도)	R 245 MUN/D5.2	345549.0N 1261747.0E
C	Mahyeopsan(마협산)	R 120 MUN/D4.4	345702.6N 1262805.2E
D	Gambangsan(감방산)	R 056 MUN/D5.3	350216.4N 1262753.9E
N	Wado(와도)	R 326 MUN/D5.3	350234.0N 1261848.0E

RKJB AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of airport
 The seashore and wetland are situated near Muan International Airport, and the seashore and wetland provide good nesting habitat for both resident birds such as Black-billed Magpie, Ring-necked Pheasant, Rufous Turtle Dove, Tree Sparrow, Mew Gull and migratory birds such as Mallard, Gray Heron, Egret, House Swallow. Mallards inhabit around the airport during winter season, normally October to March. Mallards are active during the morning time and evening time, and they are flying at high altitude. Gray Heron and Egret inhabit during summer season, normally August to September, and they are active during the daytime. Most of resident birds are active during the daytime and fly at low altitude.
 Muan International Airport strives to prevent bird strikes by implementing both non-lethal techniques, gas cannons and playback of distress calls, and lethal techniques, live ammunition shooting, during airport operating hours.

RKJB AD 2.24 CHART RELATED TO THE AERODROME

Aerodrome Chart - ICAO	RKJB AD CHART 2-1
Aircraft Parking/Docking Chart - ICAO	RKJB AD CHART 2-3
Aerodrome Ground Movement Chart - ICAO(ARR/DEP)	RKJB AD CHART 2-4
Aerodrome Obstacle Chart - ICAO - Type A	RKJB AD CHART 2-5
Aerodrome Obstacle Chart - ICAO - Type B	RKJB AD CHART 2-6
SID - ICAO - RWY 01 - RNAV MAKSA 1N, RNAV DOTOL 1N	RKJB AD CHART 2-7
SID - ICAO - RWY 01 - KWA 3N	RKJB AD CHART 2-8
SID - ICAO - RWY 19 - RNAV MAKSA 1S, RNAV MAKSA 6S, RNAV DOTOL 1S	RKJB AD CHART 2-9
SID - ICAO - RWY 19 - KWA 3S, IPDAS 3S	RKJB AD CHART 2-10
STAR - ICAO - RWY 01 - RNAV MANGI 2C, RNAV MANGI 2H, RNAV KAMIT 2C	RKJB AD CHART 2-11
STAR - ICAO - RWY 19 - RNAV MANGI 1D, RNAV SAMUL 1D, RNAV KAMIT 1D	RKJB AD CHART 2-12
ATC Surveillance Minimum Altitude Chart - ICAO	RKJB AD CHART 2-13
Instrument Approach Chart - ICAO - RWY 01 - ILS Y or LOC Y	RKJB AD CHART 2-14
Instrument Approach Chart - ICAO - RWY 01 - ILS Z or LOC Z	RKJB AD CHART 2-15
Instrument Approach Chart - ICAO - RWY 01 - RNP	RKJB AD CHART 2-16
Instrument Approach Chart - ICAO - RWY 01 - VOR	RKJB AD CHART 2-17
Instrument Approach Chart - ICAO - RWY 19 - ILS Y or LOC Y	RKJB AD CHART 2-18
Instrument Approach Chart - ICAO - RWY 19 - ILS Z or LOC Z	RKJB AD CHART 2-19
Instrument Approach Chart - ICAO - RWY 19 - RNP	RKJB AD CHART 2-20
Instrument Approach Chart - ICAO - RWY 19 - VOR	RKJB AD CHART 2-21
Visual Approach Chart - ICAO	RKJB AD CHART 2-22
Bird concentrates in the vicinity of airport	RKJB AD CHART 2-23

RKJB AD 2.25 VISUAL SEGMENT SURFACE(VSS) PENETRATION

NIL

Change : Establishment of AD 2.25 visual segment surface(VSS) penetration.