

## RKJJ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

**RKJJ - GWANGJU / Domestic**

## RKJJ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

## RKJJ AD 2.3 OPERATIONAL HOURS

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

## RKJJ AD 2.4 HANDLING SERVICES AND FACILITIES

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

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



### RKJJ AD 2.5 PASSENGER FACILITIES

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

### RKJJ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Available : CAT 8
2	Rescue equipment	a. Seven Chemical Fire Trucks - Water : 36 000 L - AFFF* : 4 400 L b. Two Ambulance Cars c. One Rescue Truck
3	Capability for removal of disabled aircraft	Specialized aircraft recovery equipment available for up to and including B767-300 size aircraft. 470 ton crane and other accessory equipment can be provided by airlines and agencies. Korea Airports Corporation is the co-ordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (TEL : +82-62-940-0331, 0352)
4	Remarks	* Aqueous Film Forming Foam(AFFF)

### RKJJ AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

### RKJJ AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITION DATA

1	Designation, Apron surface and strength	a. Surface : Asphalt b. Strength : PCR 503/F/B/X/T
2	Designation, Taxiway width, surface and strength	a. width - G : 23 m - G6 : 36 m - G7 : 31 m b. Surface - G : Concrete - G6, G7 : Concrete, Asphalt c. Strength - G : PCR 686/R/B/W/T - G6, G7 : PCR 503/F/B/X/T PCR 686/R/B/W/T
3	Altimeter check location and elevation	Apron (Refer to Aircraft Parking/Docking Chart) / 51 ft
4	VOR checkpoints	VOR : NIL
5	INS checkpoints	INS : Every specified aircraft stands(See Aircraft Parking/Docking Chart)
6	Remarks	NIL

### RKJJ 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. Taxiing guidance signs are the intersections of all TWY and RWY and at all holding positions b. Guide lines at apron c. Nose-in guidance at aircraft stands
2	RWY and TWY markings and LGT	a. RWY - RWY 04R/22L : Edge, THR and END LGT/marking - RWY 04L/22R : Edge, THR and END LGT/marking b. TWY : All TWY edge LGT
3	Stop bars	NIL
4	Remarks	NIL

Change : Information of strength(PCN → PCR) for apron and TWY.

**RKJJ 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
RKJJOB001	Natural High Point	350134.6N	1263954.3E	1 207 ft/	NIL	<div>04L/R APCH 22L/R TKOF</div> <div>&lt;Caution&gt;</div> <div>- Chimney(352 ft) is located on the left side of final 1.7 NM away from threshold of RWY 22L.</div> <div>- Open drainage is located both side of RWY 04L/22R and right side of RWY 04R/22L.</div> <div>· Obstacles within the area that extends from the edge of the RWY to the 90 m from the RWY centerline</div> <div>- Arresting Gears (BAK-14) on the RWY 04R/22L and RWY 04L/22R</div> <div>- Arresting Gears (BAK-12) on the RWY 04L/22R</div>
RKJJOB002	Natural High Point	350317.7N	1264150.0E	1 473 ft/	NIL	
RKJJOB003	Natural High Point	350154.3N	1264207.5E	892 ft/	NIL	
RKJJOB004	Natural High Point	350237.5N	1264223.5E	866 ft/	NIL	
RKJJOB005	Natural High Point	350541.7N	1264538.5E	230 ft/	NIL	
RKJJOB006	Natural High Point	350503.4N	1264547.4E	213 ft/	NIL	
RKJJOB007	Natural High Point	350517.9N	1264658.4E	177 ft/	NIL	
RKJJOB008	Dike	350641.2N	1264750.3E	56 ft/	NIL	
RKJJOB009	Natural High Point	350851.7N	1264842.8E	390 ft/	NIL	
RKJJOB010	Natural High Point	350815.4N	1265001.9E	358 ft/	NIL	
RKJJOB011	Natural High Point	350650.6N	1265016.1E	533 ft/	NIL	
RKJJOB012	Natural High Point	350710.1N	1265109.5E	591 ft/	NIL	
RKJJOB013	Natural High Point	350915.6N	1265657.7E	1 266 ft/	NIL	
RKJJOB014	Natural High Point	350950.0N	1265816.4E	1 470 ft/	NIL	
RKJJOB015	Natural High Point	344944.3N	1264825.1E	2 012 ft/	NIL	
RKJJOB016	Natural High Point	350727.4N	1270032.2E	3 894 ft/	NIL	
RKJJOB017	Natural High Point	351928.8N	1265308.3E	2 698 ft/	NIL	
RKJJOB018	Natural High Point	351800.5N	1265144.8E	2 388 ft/	NIL	
RKJJOB019	Natural High Point	352401.0N	1265834.5E	2 408 ft/	NIL	<div>22L/R APCH 04L/R TKOF</div>
RKJJOB020	Natural High Point	352001.8N	1265412.0E	2 392 ft/	NIL	
RKJJOB021	Antenna	351250.5N	1265007.6E	541 ft/	Marked/LGTD	
RKJJOB022	Antenna	351143.3N	1264954.4E	653 ft/	Marked/LGTD	
RKJJOB023	Antenna	351135.5N	1265013.5E	554 ft/	Marked/LGTD	
RKJJOB024	Natural High Point	351059.7N	1265151.9E	431 ft/	NIL	
RKJJOB025	Natural High Point	350851.7N	1264842.8E	390 ft/	NIL	<div>In RWY 22L/R, 04L/R circling area and at AD</div>
RKJJOB026	Natural High Point	350530.9N	1264920.2E	554 ft/	NIL	
RKJJOB027	Natural High Point	350650.6N	1265016.1E	533 ft/	NIL	
RKJJOB028	Natural High Point	350552.7N	1264953.5E	686 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						

In Approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type	Coordinates	Obstacle type	Coordinates	
	Elevation(ft) Markings/LGT		Elevation(ft) Markings/LGT		
a	b	c	a	b	
22L/APCH 04R/TKOF	Natural High Point 2 408 ft NIL	352401.0N 1265834.5E			NIL
22R/APCH 04L/TKOF	Natural High Point 2 326 ft NIL	352016.2N 1271516.8E			
	Natural High Point 2 392 ft NIL	352001.8N 1265412.0E			
	Natural High Point 2 698 ft NIL	351928.8N 1265308.3E			
	Natural High Point 2 388 ft NIL	351800.5N 1265144.8E			
	Antenna 541 ft Marked/LGTD	351250.5N 1265007.6E			
	Antenna 653 ft Marked/LGTD	351143.3N 1264954.4E			
	Antenna 554 ft Marked/LGTD	351135.5N 1265013.5E			
	Natural High Point 431 ft NIL	351059.7N 1265151.9E			
	Natural High Point 390 ft NIL	350851.7N 1264842.8E			
	Natural High Point 533 ft NIL	350650.6N 1265016.1E			
	Natural High Point 686 ft NIL	350552.7N 1264953.5E			
	Natural High Point 1 473 ft NIL	350317.7N 1264150.0E			
	Natural High Point 2 012 ft NIL	344944.3N 1264825.1E			
	Natural High Point 3 894 ft NIL	350727.4N 1270032.2E			

Change : Information of OBST type(hill/mountain → natural high point).



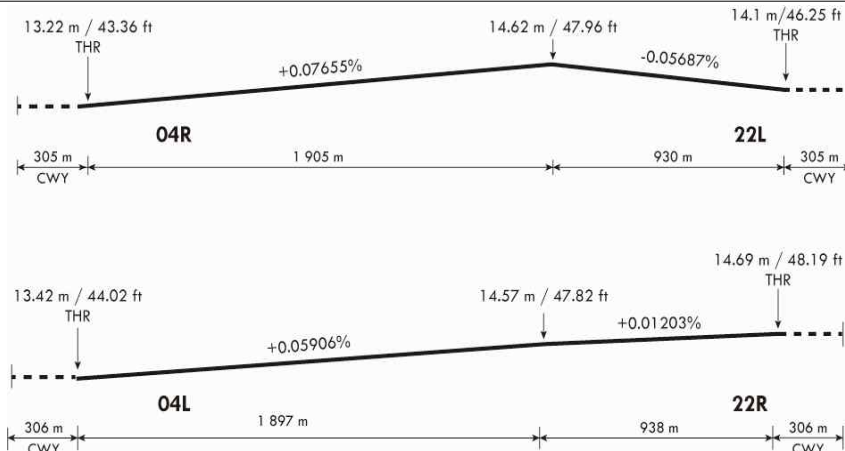
**RKJJ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

1	Associated MET Office	Gwangju Airforce MET Office
2	Hours of service MET Office outside hours	24 hours
3	Office responsible for TAF preparation Periods of validity	ROKAF MET Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Trend 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	Aerodrome forecasts (TAF code form), SIGWX charts, WITEM 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.

### 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	NIL	NIL
22L	NIL	305 × 300	2 955 × 300	240 × 150	BAK-12 : 2 650 ft from the RWY 04L/22R threshold	NIL	NIL
04L	NIL	306 × 300	2 955 × 300	240 × 150	MA-1A : 50 ft from the RWY 04R/22L threshold and RWY 04L/22R threshold	NIL	NIL
22R	NIL	306 × 300	2 955 × 300	240 × 150		NIL	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



### RKJJ AD 2.17 ATS AIRSPACE

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

### RKJJ AD 2.18 ATS COMMUNICATION FACILITIES

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

### RKJJ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR Type of supported OPS	ID	Frequency	Hours of Operation	Position of Transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME (8° W/2025)	KWA	114.4 MHz (CH 91X)	H24	350734.2N 1264844.0E	30 m	VOR unserviceable - RDL 291 clockwise 359 beyond 28 NM below 8 000 ft AMSL  DME unserviceable - RDL 000 clockwise 060 beyond 33 NM below 6 000 ft AMSL - RDL 088 clockwise 110 beyond 28 NM below 8 000 ft AMSL - RDL 111 clockwise 140 beyond 22 NM below 10 000 ft AMSL - RDL 141 clockwise 190 beyond 14 NM below 9 000 ft AMSL - RDL 191 clockwise 270 beyond 36 NM below 5 000 ft AMSL - RDL 271 clockwise 290 beyond 30 NM below 8 000 ft AMSL - RDL 291 clockwise 359 beyond 28 NM below 8 000 ft AMSL  SKED Inspection Time : EV 4th TUE(1400-1900 UTC) of month
LOC 04R (8° W/2025) ILS CAT I (8° W or 352°)	IMDG	111.1 MHz	H24	350821.5N 1264909.4E	-	SKED Inspection Time : EV 2nd TUE(1300-1800 UTC) of month
DME 04R	IMDG	1009 MHz (CH 48X)	H24	350659.3N 1264817.4E	30 m	
GP 04R		331.7 MHz	H24	350659.3N 1264817.3E	-	3° GP RDH 48 ft
LOC 22L (8° W/2025)	IMDH	108.5 MHz	H24	350644.3N 1264801.3E		SKED Inspection Time : EV 1st TUE(1300-1700 UTC) of month
DME 22L	IMDH	983 MHz (CH 22X)	H24	350642.9N 1264804.3E	30 m	

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

## RKJJ AD 2.20 LOCAL AERODROME REGULATIONS

### 1. Airport Regulations

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

## RKJJ AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

## RKJJ AD 2.22 FLIGHT PROCEDURES

### 1. IFR Procedure

#### 1.1 Refer to Instrument Approach and Departure Charts

#### 1.2 Circling Approach

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

#### 1.3 Take-off weather minima(for all aircraft)

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

### 2. RADAR Procedures

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

#### 2.1 PAR Approach

##### a. RWY 04R

##### 1) Weather minima

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

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

b. RWY 04L

1) Weather minima

CAT		GS/TCH(ft)/RPI(ft)	DA(ft)/VIS(m)	HAT	Ceiling(ft)
A, B, C, D	FULL	3.0° / 50 / 952.53	246 / 730	200	200
	ALS INOP	3.0° / 50 / 952.53	246 / 1 220	200	200

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

c. RWY 22R

1) Weather minima

CAT		GS/TCH(ft)/RPI(ft)	DA(ft)/VIS(m)	HAT	Ceiling(ft)
A, B, C, D, E	FULL	3.0° / 50 / 963.02	248 / 1 220	200	200
	ALS INOP	3.0° / 50 / 963.02	248 / 1 220	200	200

2) Missed Approach Procedure : Climb to 5 000 ft on HDG 210° then expect radar vector.

2.2 ASR Approach

a. RWY 04R

1) Weather minima

CAT		A	B	C	D	E
Straight-in	FULL	560 / RVR 1 220 514(600-¾)			560 / RVR 1 680 514(600-1)	
	ALS INOP	560 / RVR 1 830 514(600-1¼)			560 / 1 ⅜ 514(600-1 ⅜)	
Circling		720-1¼ 672(700-1¼)	1 140-1½ 1 092(1 100-1½)	1 140-3 1 092(1 100-3)	1 380-3 1 332(1 400-3)	1 460-3 1 412(1 500-3)

2) Missed Approach Procedure : Climb to 1 300 ft on HDG 038°, then climbing right turn HDG 057° to 5 000 ft, then expect radar vector.

b. RWY 04L

1) Weather minima

CAT		A	B	C	D	E
Straight-in	FULL	560 / RVR 1 220 514(600-¾)			560 / RVR 1 680 514(600-1)	
	ALS INOP	560 / RVR 1 830 514(600-1¼)			560 / 1 ⅜ 514(600-1 ⅜)	
Circling		720-1¼ 672(700-1¼)	1 140-1½ 1 092(1 100-1½)	1 140-3 1 092(1 100-3)	1 380-3 1 332(1 400-3)	1 460-3 1 412(1 500-3)

2) Missed Approach Procedure : Climb to 1 300 ft on HDG 038°, then climbing right turn HDG 057° to 5 000 ft, then expect radar vector.

c. RWY 22L

1) Weather minima

CAT		A	B	C	D	E
Straight-in	FULL	860 / RVR 1 680 812(900-1)			860-2 812(900-2)	
	ALS INOP	860 / RVR 1 830 812(900-1¼)			860-2½ 812(900-2½)	
Circling		860-1¼ 812(900-1¼)	1 140-1½ 1 092(1 100-1½)	1 140-3 1 092(1 100-3)	1 380-3 1 332(1 400-3)	1 460-3 1 412(1 500-3)

2) Missed Approach Procedure : Climb to 5 000 ft on HDG 210°, then expect radar vector.

Change : Page control.

d. RWY 22R

1) Weather minima

CAT		A	B	C	D	E
Straight-in	FULL	860 / RVR 1 680 812(900-1)		860-2 812(900-2)		
	ALS INOP	860 / RVR 1 830 812(900-1¼)		860-2½ 812(900-2½)		
Circling		860-1¼ 812(900-1¼)	1 140-1½ 1 092(1 100-1½)	1 140-3 1 092(1 100-3)	1 380-3 1 332(1 400-3)	1 460-3 1 412(1 500-3)

2) Missed Approach Procedure : Climb to 5 000 ft on HDG 210°, then expect radar vector.

3. VFR Procedure

3.1 VFR Approach Procedure(Entering VFR Pattern)

All aircraft approaching and landing at GWANGJU Airbase should contact GWANGJU APP(#5 : 319.2 MHz, #C2 : 130.0 MHz) and follow the VFR approach procedure when entering GWANGJU TCA or maintaining altitude at or above 8 500 ft and 30 NM from airbase. After arriving at the VFR Entry Point or the runway insight, contact the Control Tower on CH 2(FREQ 254.6 MHz) or CH B(FREQ 118.05 MHz) and land as the tower instructed.

광주기지에 접근 착륙하려는 모든 항공기는 광주 접근관제구역에 진입 시나 광주기지에서부터 거리 30 NM, 고도 8 500 ft 이상에서 광주 접근 관제소(#5 : 319.2 MHz, #C2 : 130.0 MHz)와 교신하여 요구하고자 하는 VFR 접근절차에 따라 접근한다. VFR 입항지점이나 활주로를 육안확인하면 관제탑으로 이양하여 관제탑(#2 : 254.6 MHz, #B : 118.05 MHz)의 지시에 따라 착륙한다.

a. Jet aircraft

1) When RWY 04 in use

- Aircraft approaching from north will pass through the JANGSUNG(R 360/10 NM) at 6 500 ft, OVERSTATION at 5 000 ft, and then South T.P(R 187/9 NM) at 4 000 ft for Initial.  
북쪽에서 접근하는 항공기는 장성(R 360/10 NM)을 6 500 ft로 통과하여 OVERSTATION을 5 000 ft로 경유한 후 South T.P(R 187/9 NM)를 4 000 ft로 경유하여 Initial한다.
- Aircraft approaching from southwest/southeast will pass through the WOLCHUL Mountain(R 200/23 NM) at 7 500 ft/ 6 500 ft and then South T.P(R 187/9 NM) at 4 000 ft for Initial.  
남서/남동에서 접근하는 항공기는 월출산(R 200/23 NM)을 7 500 ft/6 500 ft로 경유한 후 South T.P(R 187/9 NM)를 4 000 ft로 경유하여 Initial한다.
- Aircraft approaching from east will pass through the MUDEUNG Mountain(R 100/10 NM) at 6 500 ft and then South T.P(R 187/9 NM) at 4 000 ft for Initial.  
동쪽에서 접근하는 항공기는 무등산(R 100/10 NM)을 6 500 ft로 경유한 후 South T.P(R 187/9 NM)를 4 000 ft로 경유하여 Initial한다.
- Aircraft approaching from east will pass through the WEST P.T(R 325/10 NM) at 6 500 ft, OVERSTATION at 5 000 ft, and then South T.P(R 187/9 NM) at 4 000 ft for Initial.  
서쪽에서 접근하는 항공기는 WEST P.T(R 325/10 NM)을 6 500 ft로 통과하여 OVERSTATION을 5 000 ft로 경유한 후 South T.P(R 187/9 NM)를 4 000 ft로 경유하여 Initial한다.

2) When RWY 22 in use

- Aircraft approaching from east will pass through the JANGSUNG(R 360/10 NM) at 6 500 ft, OVERSTATION at 5 000 ft, and then North T.P(R 072/10 NM) at 5 000 ft for Initial.  
북쪽에서 접근하는 항공기는 장성(R 360/10 NM)을 6 500 ft로 통과하여 OVERSTATION을 5 000 ft로 경유한 후 North T.P(R 072/10 NM)를 5 000 ft로 경유하여 Initial한다.
- Aircraft approaching from southwest/southeast will pass through the WOLCHUL Mountain (R 200/23 NM) at 7 500 ft/6 500 ft, South T.P(R 187/9 NM) at 5 000 ft, and then North T.P(R 072/10 NM) at 5 000 ft for Initial.  
남서/남동에서 접근하는 항공기는 월출산(R 200/23 NM)을 7 500 ft/6 500 ft로 경유하여 South T.P(R 187/9 NM)를 5 000 ft로 경유한 후 North T.P(R 072/10 NM)를 5 000 ft로 경유하여 Initial한다.
- Aircraft approaching from east will pass through the MUDEUNG Mountain(R 100/10 NM) at 6 500 ft and then North T.P(R 072/10 NM) at 5 000 ft for Initial.  
동쪽에서 접근하는 항공기는 무등산(R 100/10 NM)을 6 500 ft로 경유한 후 North T.P(R 072/10 NM)를 5 000 ft로 경유하여 Initial한다.
- Aircraft approaching from west will pass through the WEST P.T(R 325/10 NM) at 6 500 ft, OVERSTATION at 5 000 ft, and then North T.P(R 072/10 NM) at 5 000 ft for Initial.  
서쪽에서 접근하는 항공기는 WEST P.T(R 325/10 NM)을 6 500 ft로 통과하여 OVERSTATION을 5 000 ft로 경유한 후 North T.P(R 072/10 NM)를 5 000 ft로 경유하여 Initial한다.

Change : Establishment of VFR procedure NR. 3, 3.1.

b. Cargo and Light aircraft

VFR approaching aircraft should contact GWANGJU APP(#5 : 319.2 MHz, #C2 : 130.0 MHz) prior to 30 NM from airbase and request clearance for approach and land. When entering within 10 NM radius, maintain at or below 2 000 ft.

VFR로 접근하는 항공기는 기지접근 30 NM 밖에서 광주 접근관제소(#5 : 319.2 MHz, #C2 : 130.0 MHz)와 교신하여 접근·착륙 인가를 요구하고 기지 반경 10 NM 이내 진입 시 2 000 ft 이하를 유지한다.

- 1) Aircraft approaching from northeast of the airbase will pass through North T.P(R 072/10 NM), and enter the downwind at 1 000 ft via outside of GWANGJU CITY.

기지 북동쪽에서 접근하는 항공기는 North T.P(R 072/10 NM)를 거쳐 광주 시내 외곽을 경유 Downwind 1 000 ft로 진입한다.

- 2) Aircraft approaching from southwest of the airbase will pass through South T.P(R 187/9 NM), and enter the downwind at 1 000 ft.

기지 남서쪽에서 접근하는 항공기는 South T.P(R 187/9 NM)를 거쳐 Downwind 1 000 ft로 진입한다.

c. Helicopter

All helicopters landing at GWANGJU airbase should request landing clearance to Control Tower(121.8 MHz) and use the west pattern. If overflight over the R14 is required, pilot must verify R14 active time with the control tower.

광주기지에 착륙을 하려는 모든 헬기는 관제탑(121.8 MHz)에 착륙인가를 요구하고, 서쪽 장주 사용을 원칙으로 하며 R14 상공 비행이 필요시는 반드시 관제탑에 R14 사용 여부를 확인한다.

- 1) Helicopters approaching from the north and northeast will fly along Hanam Industrial Complex Outer road via B P.T(GWANGJU T.G R 010/7.7 NM), and pass over the A P.T(Gwangju Woman's University R 001/2.5 NM), SONGJEONG overpass to land at the airbase. Otherwise, fly along Route 13 via E P.T(GWANGSAN I.C R 020/6 NM) and then over SONGJEONG overpass to land at the base.

북쪽, 북동쪽에서 접근하는 헬기는 B P.T(광주 T.G R 010/7.7 NM)를 경유하여 하남산단 외곽도로를 따라 비행하여 A P.T(광주여대 R 001/2.5 NM), 송정 고가도로 상공을 통과후 기지로 접근 착륙하거나, E P.T(광산 I.C R 020/6 NM)를 경유하여 13번 국도를 따라 비행하여 송정 고가도로 상공을 통과 후 기지로 접근 착륙한다.

- 2) Helicopters approaching from the south or southeast will fly over C P.T(NAJU R 225/6.5 NM) and SONGJEONG overpass to land at the base.

남쪽, 남동쪽에서 접근하는 헬기는 C P.T(나주 R 225/6.5 NM)를 경유하여 송정 상공을 통과 후 기지로 접근 착륙한다.

- 3) Flight across the Final Approach Course (East ↔ West in flight)

최종접근경로 횡단비행(동쪽 ↔ 서쪽으로 비행시)

- a) RWY 04 : All helicopters approaching from the northeast can cross 5 NM[G P.T(SAMGAK-DONG R 060/7.5 NM) ↔ E P.T(GWANGSAN I.C R 020/6 NM)] on departure corridor at 700 ft after received clearance from the control tower.

북동쪽에서 진입하는 모든 헬기는 이륙회랑 5 NM 지점[G P.T(삼각동 R 060/7.5 NM) ↔ E P.T(광산 I.C R 020/6 NM)]에서 고도 700 ft로 관제탑의 허가를 득한 후 횡단할 수 있다.

- b) RWY 22 : All helicopters flying from the southeast to west of base can cross the departure corridor 6.5 NM[D P.T(SONGNIMJE R 187/7 NM) ↔ C P.T(NAJU R 225/6.5 NM)] at 700 ft after received clearance from the control tower.

남동쪽에서 서쪽으로 비행하는 모든 헬기는 이륙회랑 6.5 NM 지점[D P.T(송림제 R 187/7 NM) ↔ C P.T(나주 R 225/6.5 NM)]에서 고도 700 ft로 관제탑의 허가를 득한 후 횡단할 수 있다.

- 4) When entering the control zone from other areas, contact the Control Tower prior to entering 5 NM radius and follow instructions from the tower for landing.

기타 구역에서 관제구에 진입 시는 반경 5 NM 밖에서 관제탑을 호출하여 관제탑 지시에 의거 진입하여 착륙한다.

3.2 Departure Procedure

All VFR departing aircraft should notify the tower of planned flying direction when on the ground and obtain permission for departure. Change frequency to DEP(347.2 MHz, 124.0 MHz) then take-off to climb along the departure corridor, fly in the desired direction and leave VFR Pattern with the approval of the DEP controller. The helicopter should leave VFR pattern with the approval of the Tower(236.6 MHz, 118.05 MHz).

However, Hot Scramble Departure aircraft stationed in Gwangju should take-off with remaining on #2(254.6 MHz), and contact MCRC when reaching safe altitude.

VFR로 이륙하는 모든 항공기는 지상에서 이륙하고자 하는 방향을 관제탑에 통보하고 이륙허가를 득한 후 주파수를 DEP(347.2 MHz, 124.0 MHz)로 변경, 이륙하여 이륙회랑을 따라 상승 후 원하는 방향으로 비행하여 DEP 관제사의 인가를 받아 장주 이탈하고 헬기는 관제탑(236.6 MHz, 118.05 MHz)의 인가를 받아 장주이탈한다.

단, 광주기지에 주둔해 있는 Hot scramble 이륙 항공기는 #2(254.6 MHz) 주파수를 유지하여 이륙 상승한 후 안전고도가 유지되면 MCRC에 Contact 한다.

a. JET (제트항공기)

- 1) All VFR departing jet aircraft should climb along the departure corridor and leave the VFR pattern in the desired direction.  
VFR로 이륙하는 모든 제트 항공기는 이륙회랑을 따라 상승 후 원하는 방향으로 장주 이탈한다.
- 2) Departure corridor (이륙회랑)
  - a) RWY 04 : R 037/10 NM, At or above 3 000 ft, Width left and right 1 NM
  - b) RWY 22 : R 217/5 NM, At or above 1 500 ft, Width left and right 1 NM

b. Conventional / Light aircraft (재래식 / 경항공기)

- 1) Light or conventional aircraft can leave the VFR pattern after obtaining permission from the departure or Tower controller if they reach safe altitude after take-off.  
경비행기 및 재래식 항공기는 이륙 후 안전고도가 되면 Departure/관제탑 관제사의 인가를 득한 후 장주를 이탈할 수 있다.
- 2) Light Aircraft, helicopters or conventional aircraft must not climb higher than 2 000 ft within 10 NM radius after leaving VFR pattern.  
경비행기, 헬기 및 재래식 항공기는 10 NM 반경 이내에서는 장주 이탈 후 2 000 ft 이상 상승할 수 없다.
- 3) When leaving the VFR pattern toward west of the airbase, be careful not to enter the Army High Angle Shooting Range(R14).  
비행장 서쪽으로 장주 이탈 시 육군 고각도 사격장(R14)을 침범하지 않도록 유의해야 한다.

c. Helicopter (헬기)

The Helicopter must take off at the designated place(the Army Air Corps, in front of the U.S. Army station, TWY in front of Gate 4).

헬기이륙은 지정된 장소(육군 항공대, 미군 주기장 앞, GATE 4 앞 TWY)에서 실시함을 원칙으로 한다.

1) Take-off on RWY 04 (RWY 04 이륙 시)

Take off along the western lawn of the 'MAIN TWY', then leave the VFR Pattern at the end of the runway(maintain at or below 300 ft) to the west, or maintain between 300 and 500 ft to leave toward north via E P.T(GWANGSAN I.C R 020/6 NM) or B P.T(GWANGJU T.G R 010/7.7 NM). (Use cautions about Helicopters entering VFR Pattern along the highway.)

MAIN TWY와 평행하게 서쪽 잔디밭을 따라 이륙하여 활주로 끝(300 ft 이하 유지)에서 서쪽으로 장주이탈을 하거나 300~500 ft를 유지, E P.T(광산 I.C R 020/6 NM)또는 B P.T(광주 T.G R 010/7.7 NM)를 경유, 북쪽으로 이탈한다.(고속도로를 따라 장주 진입하는 헬기 경계)

2) Take-off on RWY 22 (RWY 22 이륙 시)

Take off along the western lawn of the 'MAIN TWY' and maintain at or below 300 ft at the end of the runway. Leave toward west and north after passing Hwang-ryong river.

MAIN TWY와 평행하게 서쪽 잔디밭을 따라 이륙하여 활주로 끝에서 300 ft 이하 유지, 황룡강 통과 후 서쪽 및 북쪽으로 이탈한다.

- ※ Departure corridor crossing flight should cross the corridor after take-off as the same as helicopter landing procedure.
- ※ 이륙회랑 횡단비행은 헬기 착륙절차와 동일하게 이륙 후 횡단한다.

3.3 Any aircraft that intends to use a procedure other than the above procedures, follow the local procedures of GWANGJU airbase and obtain approval from the ATC controller.

위 절차 외의 이·착륙 절차에 따라 이·착륙하고자 하는 항공기는 광주 국지절차를 준수하며 항공교통관제사의 인가를 받아야 한다.

4. RADIO COMMUNICATION FAILURE PROCEDURE

4.1 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 Safe Altitude or above to maintain obstacle clearance. Then comply with following procedure.

2. VFR condition

If the failure to radio communication occurs in VFR conditions, or if VFR conditions are encountered after the failure, a pilot shall continue the flight under VFR and land as soon as practicable based on the runway in use.

3. IFR condition

If the failure occurs in IFR condition, or if the requirements specified in paragraph 2 of this section cannot be met, a pilot shall continue the flight according to the following procedures.

Change : Establishment of VFR procedure NR. 3.2, 3.3 and Information of item numbers(3, 3.1 → 4, 4.1).

**A. DEPARTURE**

**a. Under Pilot Navigation**

- Runway 04R/L in use

**1) GWANGJU 3**

Climb HDG 038° to 2 300 ft, thence.....

Climb to assigned or specified altitude via(the following transition routes)

a) LINTA TRANSITION : Left turn HDG 330° to intercept R 013 KWA and R 013 KWA to LINTA.

b) IPDAS TRANSITION : Right turn direct to R 097 KWA/D10 at or above 5 000 ft, then right turn HDG 225° to intercept R 193 KWA to IPDAS.

- Runway 22R/L in use

**2) GWANGJU 4**

Climb HDG 218° to 1 900 ft, thence.....

Climb to assigned or specified altitude via(the following transition routes)

a) LINTA TRANSITION : Left turn direct to R 097 KWA/D10 at or above 5 000 ft, then left turn HDG 330° to intercept R 013 KWA and R 013 KWA to LINTA.

b) IPDAS TRANSITION : Left turn HDG 160° to intercept R 193 KWA and R 193 KWA to IPDAS.

**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 will advise through the forthcoming clearance; or
- 3) In the absence of an assigned route or a route that ATC will advise through the forthcoming clearance, proceed 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, which ever is higher, for 20 minutes; then
- 5) Continue the flight with altitude/flight level filed in the flight plan.

**B. ARRIVAL**

- Runway 04R/L in use

The aircraft shall proceed to KOTTY IAF and execute ILS/DME RWY 04R or VOR/DME RWY 04R/L APCH.

- Runway 22R/L in use

The aircraft shall proceed to JADOO IAF and execute VOR/DME RWY 22R/L APCH.

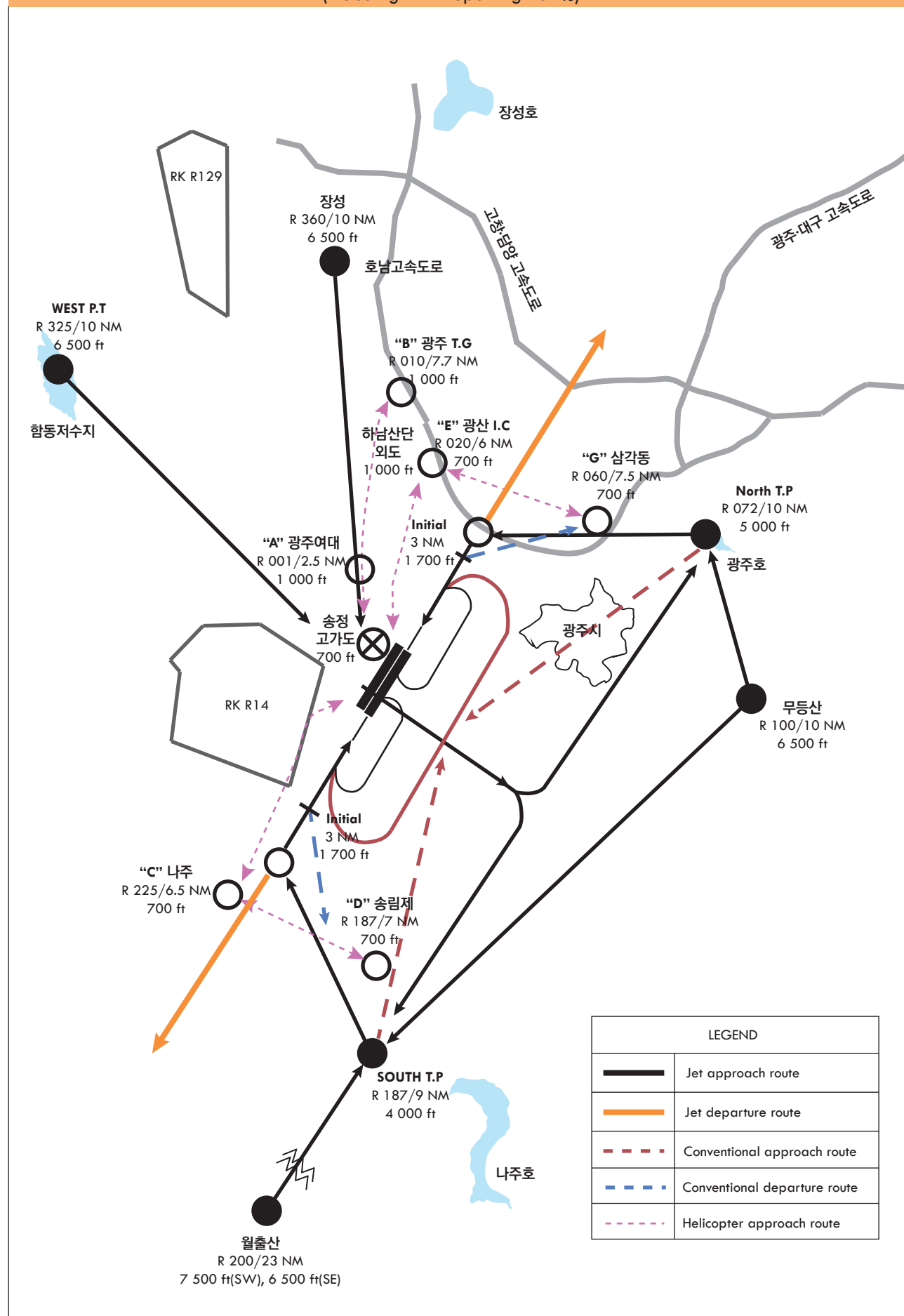
**4.2 VFR**

VFR flight which has experienced radio communication failure shall

- squawk Mode 3/A code 7600 and
- when able to see light gun signal of control tower, follow that instruction.
- if unable to see light gun signal of control tower, hold on downwind until ETA or for 10 minutes, whichever is longer, then
- Aircraft on east pattern should on RWY in use.
- pilot shall use caution traffic landing and take-off from/to runways.

## VFR Traffic Circuits - Gwangju Airport

(Including VFR Reporting Points)



Change : Establishment of VFR traffic circuits.



**RKJJ AD 2.23 ADDITIONAL INFORMATION**

1. Special VFR not Authorized.

2. Bird concentrates in the vicinity of airport

The birds' feeding areas consist of surrounding farmland and greens along the river and they frequently move to get their habitat (located QDR 300°, 5 000 m from end of RWY 22R). In the winter, the ducks frequently move at the rise and the set of sun and the lapwings frequently fly before sunset. In the summer, the egrets at the rise of sun and the snipes at the set of sun fly most frequently.

The flying heights are various such as from the ground to 600 m.

The control tower is going to provide the information on the activity of birds and estimated height to the pilots if it is possible. At the same time, the pilots are informed to turn on the landing light in the process of taking off, approach for landing, climbing, and descending as far as the designed limit of aircraft facility allows.

To eliminate the birds, we are using the blank cartridge, signal gun, and loudspeaker. As well, we are operating several equipments including explosive sounds, alarm, sky dancer. For environmental management, we are carrying out various activities simultaneously to prevent the installation of rubbish dump and wastewater treatment plant, and to limit the kinds of trees and the farming in the airport.

3. Use extreme caution, field is surrounded by high angle firing range(RK R14).

## RKJJ AD 2.24 CHART RELATED TO THE AERODROME

Aerodrome Chart - ICAO .....	RKJJ AD CHART 2-1
Aircraft Parking / Docking Chart - ICAO .....	RKJJ AD CHART 2-3
Aerodrome Ground Movement Chart - ICAO .....	RKJJ AD CHART 2-4
Aerodrome Obstacle Chart - ICAO - Type A .....	RKJJ AD CHART 2-5
Aerodrome Obstacle Chart - ICAO - Type A .....	RKJJ AD CHART 2-6
Aerodrome Obstacle Chart - ICAO - Type A .....	RKJJ AD CHART 2-7
Aerodrome Obstacle Chart - ICAO - Type A .....	RKJJ AD CHART 2-8
Aerodrome Obstacle Chart - ICAO - Type B .....	RKJJ AD CHART 2-9
Area Chart - ICAO .....	RKJJ AD CHART 2-10
SID - RWY 04L/R - RNAV LILVI 1 .....	RKJJ AD CHART 2-11
SID - RWY 04L/R - GWANGJU 3 .....	RKJJ AD CHART 2-12
SID - RWY 22L/R - RNAV MARYO 1 .....	RKJJ AD CHART 2-13
SID - RWY 22L/R - GWANGJU 4 .....	RKJJ AD CHART 2-14
SID - RWY 04L/R / RWY 22L/R - GWANGJU 5 .....	RKJJ AD CHART 2-15
STAR - RWY 04L/R - RNAV ARIMU 1 .....	RKJJ AD CHART 2-16
STAR - RWY 04L/R - RNAV XEMIX 1 .....	RKJJ AD CHART 2-17
STAR - RWY 22L/R - RNAV ORUSA 1 .....	RKJJ AD CHART 2-18
ATC Surveillance Minimum Altitude Chart - ICAO .....	RKJJ AD CHART 2-19
Instrument Approach Chart - RWY 04R - ILS/DME .....	RKJJ AD CHART 2-20
Instrument Approach Chart - RWY 04R - LOC/DME .....	RKJJ AD CHART 2-21
Instrument Approach Chart - RWY 04R - RNP .....	RKJJ AD CHART 2-22
Instrument Approach Chart - RWY 04R - VOR/DME .....	RKJJ AD CHART 2-23
Instrument Approach Chart - RWY 04R - PAR .....	RKJJ AD CHART 2-24
Instrument Approach Chart - RWY 04R - ASR .....	RKJJ AD CHART 2-25
Instrument Approach Chart - RWY 04L - RNP .....	RKJJ AD CHART 2-26
Instrument Approach Chart - RWY 04L - VOR/DME .....	RKJJ AD CHART 2-27
Instrument Approach Chart - RWY 04L - PAR .....	RKJJ AD CHART 2-28
Instrument Approach Chart - RWY 04L - ASR .....	RKJJ AD CHART 2-29
Instrument Approach Chart - RWY 22L - LOC/DME .....	RKJJ AD CHART 2-30
Instrument Approach Chart - RWY 22L - RNP .....	RKJJ AD CHART 2-31
Instrument Approach Chart - RWY 22L - VOR/DME .....	RKJJ AD CHART 2-32
Instrument Approach Chart - RWY 22L - ASR .....	RKJJ AD CHART 2-33
Instrument Approach Chart - RWY 22R - RNP .....	RKJJ AD CHART 2-34
Instrument Approach Chart - RWY 22R - VOR/DME .....	RKJJ AD CHART 2-35
Instrument Approach Chart - RWY 22R - PAR .....	RKJJ AD CHART 2-36
Instrument Approach Chart - RWY 22R - ASR .....	RKJJ AD CHART 2-37
Visual Approach Chart - ICAO .....	RKJJ AD CHART 2-38
Bird concentrates in the vicinity of airport .....	RKJJ AD CHART 2-39

Change : Information of procedure names(IPSAE → LILVI, MUJIN → MARYO, NOVEM → ARIMU, XEROX → XEMIX, FRISA → ORUSA).