

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 | KAC | Korea Airports Corporation(Wonju Airport) 38, Hoengseong-ro, Hoengseong-eub, Hoengseong-gun, Gangwon-do, 25239, Republic of Korea TEL : +82-33-340-8315 FAX : +82-33-340-8400 |
| | | ROKAF | Republic of Korea Air Force(ROKAF) |
| 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 aerodrome operator.

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 | 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 2.13 DECLARED DISTANCES

| RWY Designator | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks |
|----------------|----------|----------|----------|---------|---------------------------------------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 03 | 2 743 | 2 743 | 2 743 | 2 743 | NIL |
| 03 | 2 286 | 2 286 | 2 286 | 2 286 | Take-off from intersection with TWY B |
| 03 | 1 829 | 1 829 | 1 829 | 1 829 | Take-off from intersection with TWY C |
| 21 | 2 743 | 2 743 | 2 743 | 2 743 | NIL |
| 21 | 2 286 | 2 286 | 2 286 | 2 286 | Take-off from intersection with TWY E |
| 21 | 1 829 | 1 829 | 1 829 | 1 829 | Take-off from intersection with TWY D |

RKNW 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 Color | Remarks |
|----------------|----------------------------|------------------------|-------------------------------|----------------|---------------------------------------------------------|---------------------------------------------------|-------------------------------|-------------------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 03 | ALSF-I 900 m LIH | Green | PAPI Both / 3.3° 40 ft | NIL | NIL | 2 740 m 60 m WHITE, LIH | RED - | NIL | NIL |
| 21 | ALSF-I 900 m LIH | Green | PAPI Both / 3.25° 40 ft | NIL | NIL | 2 740 m 60 m WHITE, LIH | RED - | NIL | |

RKNW AD 2.15 OTHER LIGHTINGS, SECONDARY POWER SUPPLYS

| | | |
|---|----------------------------------------------------------|----------------------------------------------------------------------|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN : Near tower building, FLG W/W-G EV 5 SEC, H24 IBN : NIL |
| 2 | LDI location and LGT Anemometer location and LGT | LDI : NIL Anemometer : 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 Light at AD Switch-over time : 15 s |
| 5 | Remarks | NIL |

Change : Information of PAPI(3.1° → 3.3°).



RKNW 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 |

RKNW AD 2.17 ATS AIRSPACE

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

RKNW AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Channel | Hours of operation | Remarks |
|---------------------|-----------------|-------------------------------------------------------------------------------------------|--------------------|--------------------------------------------------------------------------------------|
| 1 | 2 | 3 | 4 | 5 |
| APP | Wonju Approach | 130.2 MHz 255.0 MHz 234.4 MHz | H24 | |
| ARR | Wonju Arrival | 135.725 MHz 134.1 MHz 134.4 MHz 230.1 MHz 253.8 MHz 237.9 MHz 249.0 MHz | | |
| DEP | Wonju Departure | 130.2 MHz 268.5 MHz | H24 | |
| TWR | Wonju Tower | 126.2 MHz 118.325 MHz 236.6 MHz 265.5 MHz | H24 | 118.325 MHz Scheduled Inspection Time : Every 3rd TUE(0900-1300 UTC) of the month |
| GND | Wonju Ground | 275.8 MHz | H24 | |
| ATIS | Wonju Airport | 128.6 MHz 225.575 MHz | 2200-1200 UTC | |
| EMERG | | 121.5 MHz 243.0 MHz | H24 | |

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 : <ul style="list-style-type: none"> - 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 : <ul style="list-style-type: none"> - 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 : <ul style="list-style-type: none"> - 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 : <ul style="list-style-type: none"> - 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

- 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.
- ATC will use "NO ATC SPEED RESTRICTIONS" RTF phraseology to remove MAX 250 kt IAS below 10 000 ft.
- 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

- Circling not authorized in South East of Airport.
- Pilots shall Circle to North West of Airport to land RWY 03/21 only when they can proceed visually to the airport.
- 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

- RWY 03 in use : After reporting at "D" Point at 4 000 ft, fly to the Down Wind directly at 1 500 ft.
- 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

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

3.2 ASR Approach

1. Only ASR RWY 03 Approach is authorized.
2. ATC will provide course guidance and distance(from touchdown) information based on PAR SCOPE.
3. If the pilot requests, recommended altitudes will be provided at or above MDA.
4. Approach guidance termination
 - a. Requested by the pilot.
 - b. Continuation of a safe approach to the MAPt is questionable.
 - c. The aircraft is over the MAPt.
5. Weather Minima for ASR 03
 - a. Straight-in

| CATEGORY | | MDA(ft)/Visibility(m) | ALS INOP | HAT(ft) | Ceiling(ft) |
|-------------|------|--------------------------------|-------------------|---------|-------------|
| Straight-in | A | 1 540 / RVR 1 220 VIS 1 200 | 1 540 / VIS 2 000 | 1 215 | 1 300 |
| | B | 1 540 / RVR 1 680 VIS 1 700 | 1 540 / VIS 2 400 | | |
| | C, D | 1 540 / VIS 4 800 | 1 540 / VIS 4 800 | | |

b. Circling

| CATEGORY | | MDA(ft)/Visibility(m) | HAA(ft) | Ceiling(ft) |
|----------|---|-----------------------|---------|-------------|
| Circling | A | 1 540 / 2 000 | 1 210 | 1 300 |
| | B | 1 540 / 2 400 | 1 210 | 1 300 |
| | C | 1 780 / 4 800 | 1 450 | 1 500 |
| | D | 2 060 / 4 800 | 1 730 | 1 800 |

6. Missed Approach Procedure

- a. ASR RWY 03 : Climb on HDG 035° to 5 300 ft and as directed by ATC.
- b. ASR RWY 03 Missed APCH climb rate : 500 ft/NM to 5 300 ft.

4. Radio Communication Failure Procedures

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, each pilot shall continue the flight under VFR and land as soon as practicable.

3. IFR condition

If the failure occurs in IFR conditions, each pilot shall continue the flight according to the following :

A. DEPARTURE

- a. Under Pilot Navigation
 - Follow the SID with altitude/flight level assigned in the last ATC clearance received.
- b. Under Radar vectoring
 - Proceed by the direct route from the point of radio failure to the fix, route, or airway specified in the vector clearance;
 - In the absence of an assigned route, proceed by the route that ATC has advised may be expected in a further clearance; or
 - In the absence of an assigned route or a route that ATC has advised may be expected in a further clearance, proceed by the route filed in the flight plan; and
 - Maintain minimum enroute altitude(MEA) or the altitude/flight level cleared in the last ATC clearance received, whichever is higher, for 5 minutes; then
 - Continue the flight with altitude/flight level filed in the flight plan.
- c. No fly area : The aircraft shall not fly the following area. The area of beyond 12 DME between R 230 and R 280 from HGS.

B. ARRIVAL

- a. Proceed to ORINU IAF or VEMPU IAF whichever is nearer at the last assigned altitude or the minimum altitude of IAF whichever is higher and hold; then
- b. Execute Instrument 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
- c. Land, if possible, within 30 minutes after ETA or the last acknowledged EFC or ETA, whichever is later.
- d. No fly area : The aircraft shall not fly the following area. The area of beyond 12 DME between R 230 and R 280 HGS from HGS.

Change : Amended phrases(MAP → MAPt) and Information of HDG for missed approach procedure(034° → 035°).

4.2 VFR

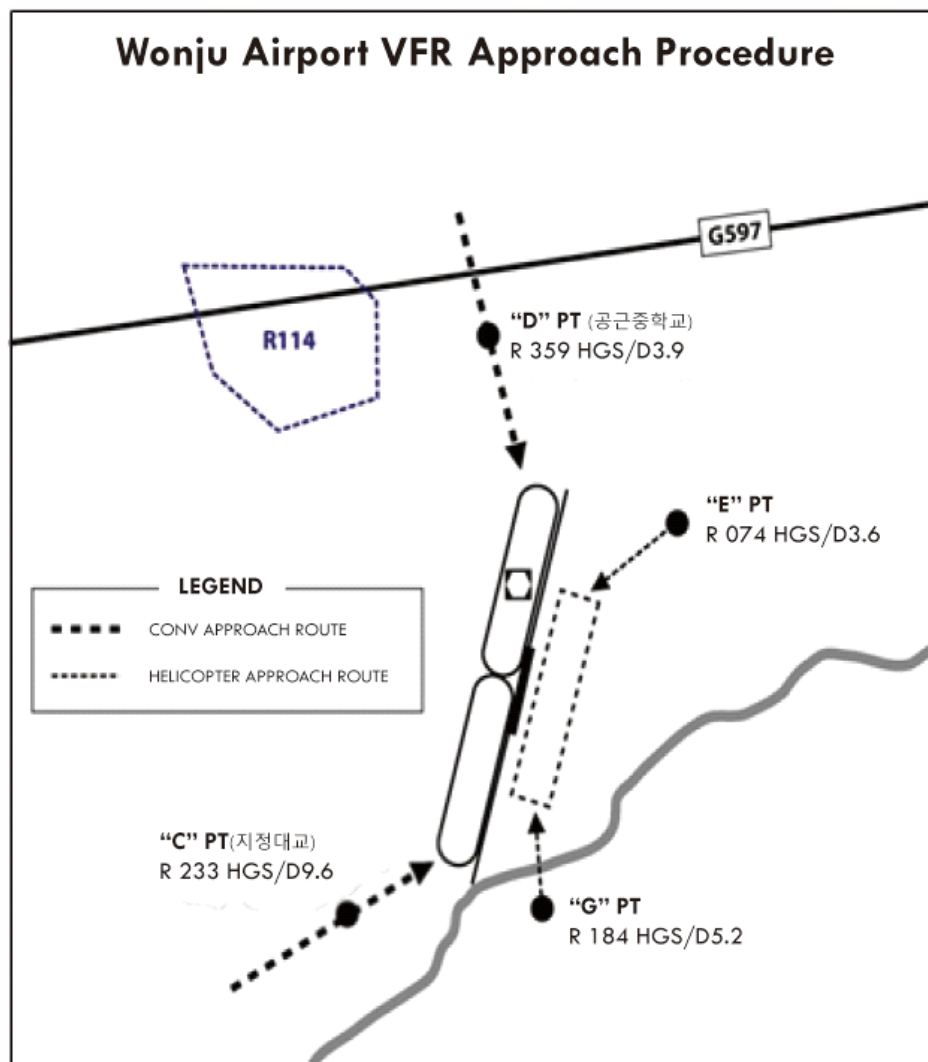
1. VFR flight experiencing radio communication failure shall

a. Helicopter

- Squawk 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 over east downwind until ETA or for 10 minutes, whichever is later, then
- Land on main taxiway and use caution landing and departing traffic.

b. Conventional flight

- Squawk 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 over west downwind until ETA or for 10 minutes, whichever is later, then
- Land on runway in use and use caution landing and departing traffic.



RKNW AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of the airport

Bird habitat located along SEOM river west of the airport. Intense activity of flocks of wild duck and heron takes place frequently during sunrise and sunset. Height varies from 0 - 2 000 ft AGL.

RKNW AD 2.24 CHART RELATED TO THE AERODROME

| | |
|------------------------------------------------------|--------------------|
| Aerodrome Chart | RKNW AD CHART 2-1 |
| Aircraft Parking/Docking Chart | RKNW AD CHART 2-2 |
| SID - RWY 03 - CHISE 1 | RKNW AD CHART 2-3 |
| SID - RWY 21 - WONJU 7 | RKNW AD CHART 2-4 |
| SID - RWY 03 / RWY 21 - WONJU 1D | RKNW AD CHART 2-5 |
| SID - RWY 03 - RNAV(GNSS) IKILA 1 | RKNW AD CHART 2-6 |
| SID - RWY 21 - RNAV(GNSS) SANUV 2 | RKNW AD CHART 2-7 |
| STAR - RWY 03 - RNAV(GNSS) GANAM 1 | RKNW AD CHART 2-8 |
| STAR - RWY 21 - RNAV(GNSS) GANAM 2 | RKNW AD CHART 2-9 |
| Instrument Approach Chart - RWY 21 - RNP | RKNW AD CHART 2-10 |
| Instrument Approach Chart - RWY 03 - RNP | RKNW AD CHART 2-11 |
| Instrument Approach Chart - VOR/DME A | RKNW AD CHART 2-12 |
| Instrument Approach Chart - RWY 21 - ILS | RKNW AD CHART 2-13 |
| Instrument Approach Chart - RWY 21 - LOC/DME | RKNW AD CHART 2-14 |
| Instrument Approach Chart - RWY 03 - ILS Y | RKNW AD CHART 2-15 |
| Instrument Approach Chart - RWY 03 - LOC/DME Y | RKNW AD CHART 2-16 |
| Bird concentrates in the vicinity of airport | RKNW AD CHART 2-17 |

RKNW AD 2.25 VISUAL SEGMENT SURFACE(VSS) PENETRATION

NIL

INTENTIONALLY

LEFT

BLANK