

RKTN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKTN - DAEGU / Daegu International

RKTN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	355339N 1283932E 315° / 1 377 m from THR 31L	
2	Direction and distance from city	072°, 4.8 km from Daegu City Hall	
3	Elevation/Reference temperature	120 ft / 32.9 °C	
4	Geoid undulation at AD ELEV PSN	93 ft	
5	MAG VAR/Annual change	9° W (2025) / 0.040° increasing	
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	KAC	Korea Airports Corporation(Daegu International Airport) 221, Gonghang-ro, Dong-gu, Daegu, 41052 Republic of Korea TEL : +82-53-980-5309, 5310 Telefax : +82-53-980-5308
		ROKAF	Republic of Korea Air Force(ROKAF) The 11 th Tactical Fighter Wing
7	Type of traffic permitted(IFR/VFR)	IFR/VFR	
8	Remarks	Military Air Base	

RKTN AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2000-1500 UTC
2	Customs and Immigration	HO
3	Health and Sanitation	HO
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	<ul style="list-style-type: none"> - Airport Quiet Hour : 1500-2000 UTC daily - During the Quiet HR, unsurpassed ENG runs and nonessential ACFT OPS are prohibited, except civil airlines authorized by ROKAF - Unable to divert at these HR(2000-2300, 1200-1500), EXC EMERG and prior permission ACFT

RKTN AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Up to 46 tones handling possible
2	Fuel/oil type	JET-A1
3	Fuelling facilities/capacity	Elevated storage tank 3 unit/total 900 000 L, 3 fuel tanks with 300 000 L. Refueling available by trucks.
4	De-icing facilities	One de-icing pad(Only under aircraft code letter "C") See Aircraft Parking/Docking Chart
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)/0.09° → 9° W(2025)/0.040°).

RKTN AD 2.5 PASSENGER FACILITIES

1	Hotels	Near AD and in the city
2	Restaurants	At AD and in the city
3	Transportation	Buses, Taxis, and rental cars from AD
4	Medical Facilities	PATIMA Hospital near the AD (about 2.1 km)
5	Bank and Post Office	Bank available at AD
6	Tourist Office	Available at AD
7	Remarks	http://www.airport.co.kr/daegu

RKTN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 7
2	Rescue equipment	<p>a. ROKAF* :</p> <ul style="list-style-type: none"> - 6 Chemical crash rescue & fire fighting trucks - Total capacity Water : 30 000 L AFFF** : 3 800 L - 1 Rescue Truck - 4 Ambulance cars <p>b. KAC*** : NIL</p>
3	Capability for removal of disable aircraft	<p>Specialized aircraft recovery equipment available for up to A300-600 size aircraft. 1 & 3 pole recovery jacks, 330 ton mobile crane including other accessory equipment can be provided by airlines and agencies.</p> <p>Korea airports Corporation is the coordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (TEL : +82-53-980-5331)</p>
4	Remarks	<p>* ROKAF : Republic of Korea Air Force ** AFFF : Aqueous Film Forming Foam *** KAC : Korea Airports Corporation</p>

RKTN AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	<p>a. ROKAF* : 3 SE-88(snow heat blower), 7 Snow ploughs and 3 Snow masters, 2 Graders</p> <p>b. KAC** : 1 Multipurpose snow removal truck, 1 Tractor, 1 Road sweeper</p>
2	Clearance priorities	<p>1. RWY 13R/31L 2. TWY : F1, F, E, D3, D2, D1, A3, A2, A1, C3, C2, C1 3. Other areas</p>
3	Remarks	<p>Snow clearance information promulgated by SNOWTAM * ROKAF : Republic of Korea Air Force ** KAC : Korea Airports Corporation</p>

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

1	Designation, Apron surface and strength	a. Surface - NORTH & SOUTH : Concrete - DEICING PAD : Asphalt b. Strength (See Aircraft Parking/Docking Chart) - NORTH Apron(ACFT stands NR. 1, 2, 3, 4) : PCR 633/R/B/W/T - SOUTH Apron(ACFT stands NR. 5, 6, 7, 8, 9, 10) : PCR 587/R/B/W/T - DEICING PAD (ACFT stand NR. 31) : PCR 559/F/B/X/T
2	Designation, Taxiway width, surface and strength	a. Width : 23 m b. Surface : Asphalt, Concrete c. Strength : PCR 633/R/B/X/T (TWY F1)
3	Altimeter check location and elevation	a. Location : APRONS b. Elevation : 32 m
4	VOR checkpoints	VOR : NIL
5	INS checkpoints	INS : See Parking/Docking Chart
6	Remarks	NIL

RKTN 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, RWY and holding positions b. Guide lines at apron c. Nose-in guidance at aircraft stands
2	RWY and TWY markings and LGT	a. RWY 13R/31L Markings - Designation, CL, Edge, THR, TDZ Lightings - THR, TDZ(31L), CL, Edge, End b. RWY 13L/31R Marking - Destination, CL, THR, TDZ Lighting - Edge, THR, End c. TWY F1 Markings - CL, Edge Lightings - Edge
3	Stop bars	NIL
4	Remarks	NIL

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

RKTN 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
RKTNOB001	Natural High Point	354931.9N 1290137.6E	2 539 ft/	NIL	31L/R APCH 13L/R TKOF
RKTNOB002	Natural High Point	354655.5N 1285646.2E	2 231 ft/	NIL	
RKTNOB003	Natural High Point	354418.6N 1284937.5E	2 104 ft/	NIL	
RKTNOB004	Natural High Point	355605.8N 1283657.1E	907 ft/	NIL	
RKTNOB005	Building	1.5 NM from RWY 31L THR	266 ft/	NIL	
RKTNOB006	Natural High Point	355248.6N 1284146.7E	430 ft/	NIL	In RWY 31L/R, 13L/R circling area and at AD
RKTNOB007	Natural High Point	355153.4N 1283941.0E	561 ft/	NIL	
RKTNOB008	Natural High Point	355144.6N 1283924.7E	653 ft/	NIL	
RKTNOB009	Natural High Point	355439.1N 1283741.5E	280 ft/	NIL	
RKTNOB010	Natural High Point	355606.0N 1283656.0E	915 ft/	NIL	13L/R APCH 31L/R TKOF
In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL					
Remarks					
1. 280 ft hill located 1 NM from THR of RWY 13R may cause visual illusion of being low on final. 2. Obstacles in the circling area and at AD are depicted on the Instrument APP Chart. 3. Obstacles within the area that extends from the edge of the RWY to 61 m from the RWY center line - Arresting Gear (BAK-12, 14 on the RWY 31L/13R) - Arresting Gear (BAK-14 on the RWY 31R/13L) - Arresting Gear Control Units (both side of all BAK-12, 14) - Jet-Barrier (MA1A on the both RWY THR 31L/13R, 31R/13L)					

RKTN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Daegu 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, 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 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

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



RKTN 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

RKTN AD 2.17 ATS AIRSPACE

1	Designation and lateral limit	Daegu 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 call sign Languages	Daegu Tower English/Korean
5	Transition altitude	14 000 ft AMSL
6	Operational Hours	H24
7	Remarks	NIL

RKTN AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency(MHz)	Hours of operation	Remarks
1	2	3	4	5
APP	Daegu Approach	135.9 MHz 346.3 MHz	H24	NIL
DEP	Daegu Departure	120.25 MHz 135.9 MHz 230.3 MHz	H24	NIL
ARR	Daegu Arrival	134.1 MHz 134.4 MHz	H24	NIL
TWR	Daegu Tower	126.2 MHz 236.6 MHz 365.0 MHz	H24	NIL
GND	Daegu Ground	121.95 MHz 275.8 MHz	H24	Digital PDC service available
ATIS	Daegu Airport	127.65 MHz 240.6 MHz	1900-1500 UTC	Digital ATIS service available
EMERG		121.5 MHz 243.0 MHz	H24	NIL
Scheduled Inspection time : - DEP(120.25 MHz), GND(121.95 MHz) and ATIS : Every 4th THU(1500-2000 UTC) of the month				

RKTN 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 31L (9° W/2025) ILS CAT I (9° W or 351°)	ITAG	108.7 MHz	H24	355408.1N 1283834.3E		Scheduled inspection time : Every 1st THU(1500-2000 UTC) of the month
DME 31L	ITAG	985 MHz (CH 24X)	H24	355315.2N 1284002.8E		Scheduled inspection time : Every 1st THU(1500-2000 UTC) of the month
GP 31L	-	330.5 MHz	H24	355315.3N 1284002.9E		Scheduled inspection time : Every 1st THU(1500-2000 UTC) of the month
VOR/DME (9° W/2025)	DOC	116.5 MHz (CH 112X)	H24	355413.6N 1283829.0E	30 m	VOR unserviceable RDL 010 clockwise 089 beyond 13 NM below 10 000 ft AMSL RDL 090 clockwise 120 beyond 18 NM below 9 000 ft AMSL RDL 320 clockwise 009 beyond 24 NM below 8 000 ft AMSL DME unserviceable RDL 010 clockwise 089 beyond 13 NM below 11 000 ft AMSL RDL 090 clockwise 120 beyond 15 NM below 9 000 ft AMSL RDL 160 clockwise 220 beyond 20 NM below 7 500 ft AMSL RDL 320 clockwise 009 beyond 14 NM below 8 000 ft AMSL Scheduled inspection time : Every 4th THU(1500-2000 UTC) of the month.
VORTAC (9° W/2025)	TGU	112.2 MHz (CH 59X)	H24	354835.4N 1283526.8E	2 200 ft	Unserviceability and Scheduled Inspection Time: See ENR 4.1-1 for the details
LOC 31R (9° W/2025)	IDAG	111.9 MHz	H24	355411.6N 1283837.0E		Scheduled inspection time : Every 2nd THU(1500-2000 UTC) of the month
DME 31R	IDAG	1017 MHz (CH 56X)	H24	355413.8N 1283838.7E		Scheduled Inspection time : Every 2nd THU(1500-2000 UTC) of the month
LOC 13R (9° W/2025) ILS CAT I (9° W or 351°)	ITGL	108.7 MHz	H24	355306.0N 1284026.6E		Scheduled inspection time : Every 3rd THU(1500-2000 UTC) of the month
DME 13R	ITGL	985 MHz (CH 24X)	H24	355353.8N 1283852.5E		Scheduled inspection time : Every 3rd THU(1500-2000 UTC) of the month DME unserviceable Beyond 9 NM below 2 000 ft from threshold
GP 13R	-	330.5 MHz	H24	355353.9N 1283852.7E		Scheduled inspection time : Every 3rd THU(1500-2000 UTC) of the month GP unserviceable Beyond 8 degree each side of the course Beyond 9 NM below 2 000 ft from threshold

Change : Information of MAG VAR(8° W/2020 → 9° W/2025 and 352° → 351°).

RKTN AD 2.20 LOCAL AERODROME REGULATIONS

1. Restrictions
 - a. PAPI
Runway 13 PAPI restricted to 3 NM : beyond 3 NM PAPI does not guarantee adequate terrain clearance.
 - b. During VMC, all fixed wing aircraft must be remained at or below 1 000 ft until passing the aerodrome boundary to ensure the separation from overhead pattern, unless otherwise cleared by ATC.
 - c. TWY F cannot be used by an aircraft with wing span exceeding 36 m due to PAR reflector and PAR building.
2. Helicopter Operations
All VFR helicopter traffic shall be maintained at or below 600 ft within CTR, unless otherwise cleared by ATC.

RKTN AD 2.21 NOISE ABATEMENT PROCEDURES

1. Night Flight Restriction(Curfew) for noise abatement
All civil aircraft take-off and landing are restricted from 1500 to 2000 UTC except in the following.
 - 1.1 Aircraft in emergency condition
 - 1.2 Aircraft which transports the patient who needs emergency medical assistance
 - 1.3 Aircraft for search and rescue operations
 - 1.4 Aircraft used for national purposes designated by the relevant authorities
 - 1.5 Re-screening of passengers and/or baggage for aviation security purpose

RKTN AD 2.22 FLIGHT PROCEDURES

1. Procedures for IFR flights within Daegu TMA
 - 1.1 Refer to Instrument Approach and Departure Charts
 - 1.2 Circling Approach
 - a. Circling not authorized in North East of Airport.
 - b. Pilots should Circle to South West of Airport to land RWY 13R/13L only when they can proceed visually to the airport.
 - c. 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

- 1.3 Take-off Minimum (for all aircraft)
 - a. RWY 31L

CAT		A	B	C	D
		ceiling - RVR / VIS			
S-ILS/DME	FULL	200 - 750 m			
	ALS INOP	200 - 1 200 m			
S-LOC/DME	FULL	700 - 1 200 m		700 - 2 200 m	
	ALS INOP	700 - 1 600 m		700 - 2 900 m	
S-VOR/DME	FULL	800 - 1 200 m		800 - 2 900 m	
	ALS INOP	800 - 1 600 m		800 - 3 600 m	
PAR	FULL	200 - 750 m			
	ALS INOP	200 - 1 200 m			

※ The whole navigation aids INOP : Ceiling 3 000 - VIS 5 000 m

Change : Information of take-off minimum.

b. RWY 13R

CAT		A	B	C	D
		ceiling - RVR / VIS			
S-ILS/DME	FULL	600 - 2 400 m			
	ALS INOP	600 - 2 500 m			
S-LOC/DME	FULL	1 200 - 1 600 m	1 200 - 2 000 m	1 200 - 5 000 m	
	ALS INOP	1 200 - 2 000 m	1 200 - 2 400 m	1 200 - 5 000 m	
PAR	FULL	600 - 2 400 m			
	ALS INOP	600 - 2 400 m			

※ The whole navigation aids INOP : Ceiling 3 000 - VIS 5 000 m

c. RWY 31R

CAT		A	B	C	D
		ceiling - RVR / VIS			
S-LOC/DME	FULL	700 - 1 200 m		700 - 2 200 m	
	ALS INOP	700 - 1 600 m		700 - 2 800 m	
S-VOR/DME	FULL	800 - 1 200 m		800 - 2 800 m	
	ALS INOP	800 - 1 600 m		800 - 3 500 m	
PAR	FULL	200 - 750 m			
	ALS INOP	200 - 1 200 m			

※ The whole navigation aids INOP : Ceiling 3 000 - VIS 5 000 m

d. RWY 13L

CAT		A	B	C	D
		ceiling - RVR / VIS			
ASR	FULL	1 400 - 2 000 m		1 400 - 5 000 m	
	ALS INOP	1 400 - 2 000 m	1 400 - 2 400 m	1 400 - 5 000 m	

※ The whole navigation aids INOP : Ceiling 3 000 - VIS 5 000 m

2. Procedures for VFR flights within Daegu TMA

2.1 VFR Procedure

1. VFR Weather Minima

VFR flight will be permitted under the conditions as below :

- Ground Visibility : Not less than 5 000 m (3 SM)
(if ground visibility is not reported, flight visibility : Not less than 5 000 m)
- Ceiling : at or above 750 m (2 500 ft)

2. VFR Circuit Altitude

- a. Helicopter : 600 ft West pattern
- b. Fixed Wing
 - 1) Jet aircraft : 2 000 ft East pattern
 - 2) Conventional aircraft : 1 200 ft West pattern

3. ATC surveillance procedures within Daegu TMA

3.1 PAR Approach

a. RWY 31L

(1) Weather minima

CAT		GS/TCH(ft)/RPI(ft)	DA(ft)/ RVR/VIS(m)	DH(ft)	Ceiling(ft)
A, B, C, D	FULL	3.0° / 57 / 1 088	318 / 750	200	200
	ALS INOP	3.0° / 57 / 1 088	318 / 1 200	200	200

(2) Missed Approach Procedure : Climb to 600 ft via HDG 312° then climbing left turn HDG 270° to 5 000 ft and as directed by ATC.

Change : Information of take-off minimum, WX minima and missed approach procedure.

b. RWY 13R

(1) Weather minima

CAT		GS/TCH(ft)/RPI(ft)	DA(ft)/ RVR/VIS(m)	DH(ft)	Ceiling(ft)
A, B, C, D	FULL	3.3° / 57 / 990	657 / 2 400	546	600
	ALS INOP	3.3° / 57 / 990	657 / 2 400	546	600

(2) Missed Approach Procedure : Climb to 5 000 ft via HDG 130° and as directed by ATC.

	Knots	60	120	180	240	300	TO
Rate of Climb	V/V fpm	220	430	640	850	1 060	1 200

c. RWY 31R

(1) Weather minima

CAT		GS/TCH(ft)/RPI(ft)	DA(ft)/ RVR/VIS(m)	DH(ft)	Ceiling(ft)
A, B, C, D	FULL	3.0° / 57 / 1 085	320 / 750	200	200
	ALS INOP	3.0° / 57 / 1 085	320 / 1 200	200	200

(2) Missed Approach Procedure : Climb to 600 ft via HDG 312° then climbing left turn HDG 270° to 5 000 ft and as directed by ATC.

3.2 ASR Approach

a. Pilot should request to the approach control to use ASR RWY 13L Approach, then radar vector will be provided till the MAPt (3/4 mile) or to the point at which you can proceed visually to the airport.

b. Controller will provide MDA, course and distance from touchdown by using PAR equipment.

c. RWY 13L

(1) Weather Minima

APP Category		A	B	C	D
Straight-in	FULL	1 440 - 2 000 m 1 328 (1 400 - 2 000 m)		1 440 - 5 000 m 1 328 (1 400 - 5 000 m)	
	ALS INOP	1 440 - 2 000 m 1 328 (1 400 - 2 000 m)	1 440 - 2 400 m 1 328 (1 400 - 2 400 m)	1 440 - 5 000 m 1 328 (1 400 - 5 000 m)	
Circling		1 440 - 2 000 m 1 320 (1 400 - 2 000 m)	1 440 - 2 400 m 1 320 (1 400 - 2 400 m)	1 440 - 5 000 m 1 320 (1 400 - 5 000 m)	

(2) Missed Approach Procedure : Climb to 5 000 ft via HDG 135° and as directed by ATC.

	Knots	60	120	180	240	300	TO
Rate of Climb	V/V fpm	200	400	600	800	1 000	-

4. RADIO COMMUNICATION FAILURE PROCEDURE

4.1 IFR

1. General

- a. No person may take off unless two-way communication 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. VMC

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. IMC

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 13R/L in use

1) DALSUNG 3 ALPHA

Climb on HDG 132° until cross R 090 TGU, then climbing right turn direct R 170 TGU 10 DME maintain 5 000 ft. Then climbing right turn and proceed along 10 DME Arc to intercept R 216 TGU. Then track inbound on R 216 TGU at or above 8 000 ft.

2) DONGCHON 7

Climb on HDG 132° to intercept R 132 DOC, and R 132 DOC to cross 12 DME at or above 5 000 ft.

3) DOVUR 1(RNAV)

TAKE-OFF RWY 13L : Climb course 134° to DOVUR thence,.....

TAKE-OFF RWY 13R : Climb course 133° to DOVUR thence,.....

.....Climb to 9 000 ft or assigned altitude via the following transition routes.

- a) BITUX Transition : From DOVUR on track 215° to cross TN131 at or above 6 000 ft, then on track 291° to cross TN132 at or above 8 000 ft, then on track 351° to cross VETUP between at or above 8 000 ft and at or below 9 000 ft, then on track 312° to BITUX.
- b) OPEDA Transition : From DOVUR on track 215° to cross TN131 at or above 6 000 ft, then on track 291° to cross TN132 at or above 8 000 ft, then on track 291° to OPEDA.
- c) IGDOK Transition : From DOVUR on track 215° to cross TN131 at or above 6 000 ft, then on track 273° to PEDVA and track 254° to IGDOK.
- d) MASTA Transition : From DOVUR on track 215° to cross TN131 at or above 6 000 ft, then on track 215° to MASTA.
- e) KALOD Transition : From DOVUR on track 189° to KALOD.
- f) LAPAL Transition : From DOVUR on track 082° to LAPAL.

- Runway 31L/R in use

1) DALSUNG 3 ALPHA

Climb on HDG 312° until cross R 350 TGU, then climbing right turn track outbound on R 345 TGU to 18 DME at or below 7 000 ft. Then turn right and proceed along 18 DME ARC to intercept R 018 TGU 18 DME between 5 000 ft to 9 000 ft. Then climbing right turn inbound on R 018 TGU.

2) DONGCHON 7

Climb on HDG 312° to intercept R 312 DOC, and R 312 DOC to cross 12 DME at or above 6 000 ft.

3) KABAS 1(RNAV)

TAKE-OFF RWY 31R : Climb course 312° to KABAS thence,.....

TAKE-OFF RWY 31L : Climb course 313° to KABAS thence,.....

.....Climb to 9 000 ft or assigned altitude via the following transition routes.

- a) BITUX Transition : From KABAS on track 322° to cross VETUP between at or above 6 000 ft and at or below 9 000 ft, then on track 312° to BITUX.
- b) OPEDA Transition : From KABAS on track 273° to OPEDA.
- c) IGDOK Transition : From KABAS on track 237° to cross TN311 at or above 5 000 ft, then on track 237° to PEDVA and track 254° to IGDOK.
- d) MASTA Transition : From KABAS on track 237° to cross TN311 at or above 5 000 ft, then on track 170° to MASTA.
- e) KALOD Transition : From KABAS on track 237° to cross TN311 at or above 5 000 ft, then on track 147° to cross TN312 at or above 8 000 ft, then on track 147° to KALOD.
- f) LAPAL Transition : From KABAS on track 237° to cross TN311 at or above 5 000 ft, then on track 147° to cross TN312 at or above 8 000 ft, then on track 075° to LAPAL.

Change : Amended phrase(and).

b. Under Radar Vectoring

- Proceed by the 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 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.
- Continue the flight with altitude/flight level filed in the flight plan.

B. ARRIVAL

RWY 31L/R in use

a. in VMC

- The aircraft shall maintain VFR and make an approach to land at RWY 31L.

b. in IMC

- The aircraft shall proceed to UKBAT IAF via TGU and execute ILS/DME RWY 31L or VOR/DME RWY 31L and use caution landing and departing traffic.

RWY 13R/L in use

a. in VMC

- The aircraft shall maintain VFR and make an approach to land at RWY 13R.

b. in IMC

- The aircraft shall proceed to YAWAN IAF and execute ILS/DME RWY 13R, and use caution landing and departing traffic.

4.2 VFR

1. VFR flight which has encountered radio communication failure shall

a. Helicopter

- Squawk 7600, and
- When able to see light gun signal from control tower, follow that instruction.
- If unable to see light gun signal from control tower, hold over downwind until ETA or for 10 minutes, whichever is later, then
- Land on runway in use as filed, and use caution landing and departing traffic.

b. Conventional flight

- Squawk 7600, and
- When able to see light gun signal from control tower, follow that instruction.
- If unable to see light gun signal from control tower, hold over downwind until ETA or for 10 minutes, whichever is later, then
- Land on runway in use as filed, and use caution landing and departing traffic.

RKTN AD 2.23 ADDITIONAL INFORMATION

1. The distance is not sufficient between RWY 13L/31R centerline and TWY E centerline, and between two RWY strips.
2. Bird concentrations in the vicinity of airport Migratory birds around Daegu International Airport is less than other airports due to its locational characteristic and species of migratory birds are wild ducks, cattle egrets, and swallows.

There are vast tracks of green belt and drains near the RWY located and outside of the airport surrounded by the hills, river, and shrubberies. So, these help to create good living space for habitats, food and migration of birds.

The examples of resident birds around Daegu International Airport are sparrows, magpies, and doves, which inhabit within about 1~4 km from the airport and fly to the vicinity of the airport to find food.

The times that the birds fly near the airport divides as follows : morning time (09:00~11:00) and afternoon time (15:00~18:00) and the flying height is 100 ft ~ 200 ft (30 m ~ 60 m).

The birds cross the threshold of RWY 13L and they often fly into the green belt near the RWY.

Especially, the movement of the birds is very active during 1 hour or 2 hours before the sunset.

The ATC tower should watch birds activities and provide that information to the B.A.T (Bird Alert Team) and pilots if necessary.

To eliminate the birds, AV alarm and explosive sounds are used and B.A.T(Bird Alert Team) uses guns and explosive shell.

The safe operations of the aircraft can be provided by removing the factors that facilitate birds to inhabit with nets, vanes and agrichemical.

RKTN AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	RKTN AD CHART 2-1
Aircraft Parking/Docking Chart - ICAO	RKTN AD CHART 2-3
Aerodrome Ground Movement Chart - ICAO	RKTN AD CHART 2-4
Aerodrome Obstacle Chart - ICAO - Type A	RKTN AD CHART 2-5
Aerodrome Obstacle Chart - ICAO - Type A	RKTN AD CHART 2-6
Aerodrome Obstacle Chart - ICAO - Type A	RKTN AD CHART 2-7
Aerodrome Obstacle Chart - ICAO - Type A	RKTN AD CHART 2-8
Aerodrome Obstacle Chart - ICAO - Type B	RKTN AD CHART 2-9
SID - RWY 13R/L / RWY 31L/R - DALSEONG 3A	RKTN AD CHART 2-10
SID - RWY 13R/L / RWY 31L/R - DAEGU 1D	RKTN AD CHART 2-11
SID - RWY 13R/L / RWY 31L/R - DONGCHON 7 DEPARTURE	RKTN AD CHART 2-12
SID - RWY 13R/L - RNAV DOVUR 1	RKTN AD CHART 2-13
SID - RWY 31L/R - RNAV KABAS 1	RKTN AD CHART 2-14
STAR - RWY 13R/L - RNAV YAWAN 1	RKTN AD CHART 2-15
STAR - RWY 31L/R - RNAV UKBAT 1	RKTN AD CHART 2-16
ATC Surveillance Minimum Altitude Chart - ICAO	RKTN AD CHART 2-17
Instrument Approach Chart - RWY 13R - ILS	RKTN AD CHART 2-18
Instrument Approach Chart - RWY 13R - LOC/DME	RKTN AD CHART 2-19
Instrument Approach Chart - RWY 13R - RNP	RKTN AD CHART 2-20
Instrument Approach Chart - RWY 13L - RNP	RKTN AD CHART 2-21
Instrument Approach Chart - RWY 31L - ILS	RKTN AD CHART 2-22
Instrument Approach Chart - RWY 31L - LOC/DME	RKTN AD CHART 2-23
Instrument Approach Chart - RWY 31L - RNP	RKTN AD CHART 2-24
Instrument Approach Chart - RWY 31L - VOR/DME	RKTN AD CHART 2-25
Instrument Approach Chart - RWY 31R - LOC/DME	RKTN AD CHART 2-26
Instrument Approach Chart - RWY 31R - RNP	RKTN AD CHART 2-27
Instrument Approach Chart - RWY 31R - VOR/DME	RKTN AD CHART 2-28
Visual Approach Chart - ICAO	RKTN AD CHART 2-29
Bird concentrates in the vicinity of airport	RKTN AD CHART 2-30

Change : Information of procedure names(MAVIC 1 → DOVUR 1, CABON 1 → KABAS 1).