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Ministry of Land, Infrastructure and Transport
Office of Civil Aviation

11, Doum 6-ro, Sejong-si, 30103, Republic of Korea

AMENDMENT NR 10/25

18 SEP 2025

AIRAC

AIP AMENDMENT NR 10/25

(Effective : 1600UTC 29 OCT 2025)

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 Gimpo INTL Airport

a) Information of de-icing operations and item numbers.

1.2 Gimhae INTL Airport

a) Information of RWY edge LGT color for RWY 18R/36L and remarks.
b) Information of departure/arrival routes & RTP and procedures of using TWY.
c) Information of restriction and item number.
d) Information of night flight restriction(curfew) for noise abatement.
e) Information of VFR procedures.
f) Establishment of flight procedures for circling approach to RWY 18L/R.

1.3 Daegu INTL Airport

a) Establishment of AD regulations for ground procedure.

1.4 Muan INTL Airport

a) Establishment of RKJBOB016~039.
b) Establishment of obstacles and legend.

1.5 Uljin Airport

a) Information of operation hours for ATS and remarks.
b) Information of remarks and additional information for ATS.

2. PAGE CONTROL

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL II, Part III - AD (Aerodromes)	**VOL II, Part III - AD (Aerodromes)**
RKSS	**RKSS**
AD 2-13(29 MAY 25) / 2-13-1(22 AUG 24)	AD 2-13(18 SEP 25) / 2-13-1(18 SEP 25)
RKPK	**RKPK**
AD 2-7(18 SEP 25) / 2-8(18 SEP 25) AD 2-11(25 JUL 24) / 2-12(25 JUL 24) AD 2-13(21 AUG 25) / 2-14(16 NOV 23) AD 2-19(24 JUL 25) / 2-20(25 AUG 22) AD 2-21(12 DEC 24) / 2-22(4 MAY 23) AD 2-23(6 APR 23) / 2-24(6 APR 23)	AD 2-7(18 SEP 25) / 2-8(18 SEP 25) AD 2-11(18 SEP 25) / 2-12(18 SEP 25) AD 2-13(18 SEP 25) / 2-14(16 NOV 23) AD 2-19(18 SEP 25) / 2-20(18 SEP 25) AD 2-21(18 SEP 25) / 2-22(18 SEP 25) AD 2-23(18 SEP 25) / 2-24(6 APR 23) AD 2-24-1(18 SEP 25) / 2-24-2(18 SEP 25)
VOL III, Part III - AD (Aerodromes)	**VOL III, Part III - AD (Aerodromes)**
RKTN	**RKTN**
AD 2-9(24 AUG 23) / 2-10(24 AUG 23) AD 2-11(6 MAR 25) / 2-12(6 MAR 25) AD 2-13(4 APR 24) / 2-14(9 JAN 25)	AD 2-9(18 SEP 25) / 2-10(18 SEP 25) AD 2-11(18 SEP 25) / 2-12(18 SEP 25) AD 2-13(18 SEP 25) / 2-14(9 JAN 25)
RKJB	**RKJB**
AD 2-3(29 MAY 25) / 2-4(29 MAY 25) AD 2-11(27 JUN 24) / 2-12(27 JUN 24) AD CHART 2-22(29 JUN 23) / 2-23(29 JUN 23)	AD 2-3(18 SEP 25) / 2-3-1(18 SEP 25) AD 2-4(18 SEP 25) / 2-4-1(18 SEP 25) AD 2-11(18 SEP 25) / 2-12(27 JUN 24) AD CHART 2-22(18 SEP 25) / 2-23(29 JUN 23)
RKTL	**RKTL**
AD 2-1(12 DEC 24) / 2-2(12 DEC 24) AD 2-3(29 MAY 25) / 2-4(29 MAY 25) AD 2-5(2 MAY 24) / 2-6(2 MAY 24) AD 2-11(27 JUN 24) / 2-12(27 JUN 24)	AD 2-1(18 SEP 25) / 2-2(18 SEP 25) AD 2-3(18 SEP 25) / 2-4(18 SEP 25) AD 2-4-1(18 SEP 25) / 2-4-2(18 SEP 25) AD 2-5(18 SEP 25) / 2-6(18 SEP 25) AD 2-11(18 SEP 25) / 2-12(18 SEP 25)

END

2.11 Apron Safety Management

1. Some roadways for GSE(Ground Service Equipment) vehicle crossing P1, P2, P3 taxilane are marked in the form of zipper.

2. Pilots shall give an extra caution to the vehicles during taxiing because there are roadways for vehicle crossing R, P1, P2, P3, P4, P5 taxilane in the apron.

3. Some of code letter B aircraft stands(NR. 506~514) in West Apron don't provide minimum clearance distance(3 m) from apron safety line to tail of an aircraft. Any vehicle, equipment or person should obtain prior clearance from Gimpo APN.

4. Pilots shall perform judgemental oversteering instead of cockpit centerline steering when entering taxilane RD for code letter E aircraft and above.

5. Pilot shall pay extra caution to the vehicles and other aircraft while taxiing in apron area, especially ensuring enough wing-tip clearance.

2.12 Transponder

Pilots should always operate transponders with XPNDR (and AUTO if available) except for parking ACFT on the stands.

3. De-icing operations

3.1 General

1. Prior to de-icing, pilot shall notify AO or GHA to submit the de-icing plan on A-CDM portal(acdm.airport.co.kr) at least 5 minutes prior to TOBT.

2. Pilots may also request or cancel de-icing via radio communication with Gimpo Apron or Gimpo De-icing.

3. Pilots should always operate transponders with XPNDR (and AUTO if available) when pre-departure de-icing.

4. ACFT shall taxi with its own engine power and maintain radio communication.

5. De-icing should be conducted within each the apron area(East/Central apron, North apron) where ACFT is located.

6. Detailed de-icing procedures are available on KAC website "Gimpo de-icing procedures".

3.2 De-icing phase

De-icing Phase	Application of Phase
Phase 1	The average time between an aircraft's EOBT and becoming airborne is expected to be less than 80 minutes.
Phase 2	The average time between EOBT and becoming airborne is expected to be 80 to 139 minutes.
Phase 3	The average time between EOBT and becoming airborne is expected to be 140 to 199 minutes.
Phase 4	The average time between EOBT and becoming airborne is expected to be 200 minutes or more.

* Note : Phase declaration status may be confirmed via the A-CDM portal.

3.3 De-icing pads

1. East apron : 127, 129, 130 pads
2. Central apron : 133, 134, 140, 27, 28 pads
3. North apron : N1-A, N1-B, 201(201L/R) pads

Stand	127, 140, 27, 28, 201R, 201L	Up to code letter "C" possible
	130	Up to code letter "D" possible
	129, 133, 134, 201, N1-A, N1-B	Up to code letter "E" possible

3.4 Aircraft de-icing procedures

1. Submit De-icing Plan

a. Pilots shall inform the AO or GHA of intention to receive de-icing.
b. The AO or GHA shall submit the plan via the A-CDM portal and confirm approval status.
c. The AO or GHA shall notify the pilot of the assigned pad and updated TOBT.

Change : Information of de-icing operations and item numbers.

2. Request De-icing

a. Pilots must obtain ATC clearance from Gimpo Delivery(121.975 MHz) before requesting de-icing. After clearance, request de-icing on the assigned frequency(e.g., Gimpo Apron 130.875 or Gimpo De-icing 131.175 MHz).

b. When ready for push-back within TOBT ±5 minutes, contact Gimpo Apron or Gimpo De-icing and provide:

1) Call sign
2) Stand number
3) Assigned de-icing pad

c. If the push-back request misses TOBT by ±5 minutes, the sequence and assigned pad may change.

3. Taxi to De-icing Pad

a. Request taxi instructions to the assigned de-icing pad from Gimpo Apron.
b. If the assigned pad is shared with other aircraft, the sequence may be adjusted by TOBT.

4. Commence De-icing

Maintain two-way radio with the GHA during de-icing and monitor Gimpo Apron.

5. Complete De-icing

After de-icing, contact Gimpo Apron to request engine start-up and, if needed, push-back clearance.

* Note :
a. Flight crews shall monitor appropriate frequency and maintain radio communication, otherwise de-icing sequence can be changed.
b. This procedure can be changed by Gimpo Apron depending on the volume of de-icing traffic.

Step	FREQ	Call Sign	Procedure
Submit De-icing plan	Company FREQ	-	- Pilots inform the AO/GHA of intention to receive de-icing. - AO/GHA submit the plan via the A-CDM portal at least 5 minutes prior to TOBT.
↓			
Receive Information	Company FREQ	-	- Receive the assigned de-icing pad and updated TOBT from AO/GHA.
↓			
ATC Clearance	121.975 MHz PDC	Gimpo Delivery	- Obtain ATC clearance from Gimpo Delivery. ※ *Gimpo Delivery assigns a frequency for de-icing.*
↓			
Request De-icing	130.875 MHz or 131.175 MHz	Gimpo APN or Gimpo De-icing	- When ready for push-back within TOBT ±5 minutes, contact Gimpo Apron or Gimpo De-icing. e.g.) ABC123, stand #4 request de-icing, assigned pad #99.
↓			
Taxi to De-icing pad and Commence De-icing	130.875 MHz	Gimpo APN	- Request taxi instructions to the assigned de-icing pad. - Maintain radio communication with GHA and monitor Gimpo Apron during de-icing.
↓			
Complete De-icing	130.875 MHz	Gimpo APN	- After de-icing, request engine start-up and, if needed, push-back clearance.

Change : Information of de-icing operations.

RKPK AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
18R	3 200	3 500	3 200	2 600	18R Landing threshold is displaced by 600 m
18R	2 408	2 708	2 408	-	Take-off from intersection with TWY C2
36L	3 200	3 500	3 200	3 200	NIL
36L	2 743	3 043	2 743	-	Take-off from intersection with TWY C7
18L	2 743	3 043	2 743	2 743	NIL
18L	2 256	2 556	2 256	-	Take-off from intersection with TWY E2
36R	2 743	3 043	2 743	2 743	NIL

RKPK 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 Centerline LGT Length,spacing Colour,INTST	RWY edge LGT LEN Spacing Colour INTST	RWY End LGT Colour WBAR	SWY LGT LEN(m) Colour
1	2	3	4	5	6	7	8	9
18R	SSALF 420 m LIH	Green -	PAPI* Both/3° 58 ft	NIL	3 200 m 15 m White/Red LIH	3 200 m 30 m Red/White/Yellow LIH	Red -	NIL
36L	ALSF-II 900 m LIH	Green -	PAPI Left/3° 60 ft	900 m	3 200 m 15 m White/Red LIH	3 200 m 30 m White/Yellow LIH	Red -	NIL
18L	SSALR 720 m LIH	Green -	PAPI* Both/3° 58 ft	NIL	2 743 m 15 m White/Red LIH	2 743 m 30 m White LIH	Red -	NIL
36R	ALSF-II 900 m LIH	Green -	PAPI Left/3° 60 ft	900 m	2 743 m 15 m White/Red LIH	2 743 m 30 m White LIH	Red -	NIL

10. Remarks:

1) Circling guidance lights are installed as follows :
   a. Location : Right side of RWY 18R
   b. Length : 900 m (2 953 ft) from displaced threshold of RWY 18R
   c. Spacing : 150 m
   d. Color : White with flasher

2) *Limitation of PAPI

   PAPI on RWY 18R/L unserviceable beyond 2 NM from PAPI location due to terrain.

3) Runway lead-in lighting system is installed as follows :
   a. Location (See VISUAL APPROACH CHART)
      - Number 1 : 351214N 1285334E
      - Number 2 : 351256N 1285349E
      - Number 3 : 351319N 1285443E
      - Number 4 : 351308N 1285528E
      - Number 5 : 351227N 1285600E
   b. Spacing : 1 100 ~ 1 600 m
   c. Color : Flashing White

Change : Information of RWY edge LGT color for RWY 18R/36L and remarks.

RKPK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At Hangar Building, FLG W/W-G (16~20 FPM*) IBN : NIL Hours of Operation : H24 * FPM : Flash Per Minute
2	LDI location and LGT Anemometer location and LGT	LDI: NIL
3	TWY edge and center line lighting	Edge: All TWY Center line: All TWY EXC W1, W2, W3
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AD Switch-over time : 1 or 15 SEC according to kind of lights (Complied with ICAO requirements)
5	Remarks	NIL

RKPK 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 dimesions, surface, strength and marking	-
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	Remarks	As directed by ATC

RKPK AD 2.17 ATS AIRSPACE

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

RKPK AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel		Hours of operation	Remarks
1	2	3		4	5
APP	Gimhae Approach	125.5 MHz 135.7 MHz	364.0 MHz	H24	NIL
ARR	Gimhae Arrival	119.2 MHz 134.4 MHz	230.1 MHz 253.8 MHz	H24	NIL
DEP	Gimhae Departure	125.5 MHz 135.7 MHz	363.8 MHz	H24	NIL
TWR	Gimhae Tower	118.1 MHz 118.450 MHz	233.3 MHz 236.6 MHz	H24	NIL
GND	Gimhae Ground	121.9 MHz	275.8 MHz	H24	NIL
DLVRY	Gimhae Delivery	121.8 MHz	229.525 MHz	H24	Use military aircraft and aircraft for Koreanair Tech Center(KTC)
ATIS	Gimhae INTL Airport	126.6 MHz	235.1 MHz	2000-1400 UTC	Digital ATIS service available
APRON	Gimhae Apron	121.65 MHz	317.450 MHz	H24	* Use civil aircraft * Civil apron digital PDC service available
	Gimhae Delivery	121.725 MHz			
EMERG		121.5 MHz	243.0 MHz	H24	NIL

Scheduled Inspection Time :
- ARR(119.2 MHz), DEP(125.5 MHz, 363.8 MHz), TWR, GND, DLVRY, ATIS, APRON and EMERG : Every 1st and 3rd TUE(1400-1800 UTC) of the month.

4.3 Departure routes and Radio Frequency Transfer Point (RTP)

1) Unless otherwise instructed, aircraft should use the following routes :

Apron	RWY in use	Route		Apron FREQ	R.T.P.		Ground FREQ
		Fixed wing	HEL		Fixed wing	HEL	
Domestic, International 1 and 2	36L/R	G8, G10, G11	G7, G11	121.65 MHz 317.45 MHz	G8(hold line), G11(hold line)	G7(hold line), G11(hold line)	121.9 MHz 275.8 MHz
					G8(hold line), G10(hold line)		
	18L/R	G7, G9			G7(hold line), G9(hold line)		
					G7(hold line), G9(hold line)		

2) Aircraft will normally be transferred to Gimhae Ground prior to the RTP. Unless otherwise directed, aircraft may automatically contact Gimhae Ground at the RTP.

3) Aircraft shall not proceed beyond the RTP without clearance from Gimhae Ground.

4.4 The procedures of using Taxiway

Unless otherwise instructed, aircraft should use the following routes :

- RWY 36L in use : Apron - P - S or E5 - C7

- RWY 36R in use : Apron - P - E5

- RWY 18L in use : Apron - P - E1

- RWY 18R in use : Apron - P - E1 - C1

- When necessary, aircraft obtained intersection take-off clearance from the TWR may proceed to RWY through Central taxiway.

- Aircraft standing on Koreanair Tech Center(KTC) located in the west part of AD shall proceed to RWY through "W2" or "W3" taxiway.

5. Deicing Operations

- Deicing Pad is located on G8, G9(enable up to B-747), Aircraft stand NR. 26 and Aircraft stand NR. 27.

- Deicing Pad Operation
  - Aircraft Operator has to notice to the Ground Operator When he/she wants to use Deicing Pad.
  - Ground Operator has to notice to the relevant government as Operation Procedure.
  - When using a Deicing Pad, notice to the Gimhae Apron(121.650 MHz) before push-back (Verify Completion Ready for Departure).

- Deicing Pad Movement

  - Aircraft Operator has to maintain a communication system which is connecting with Deicing Working.
  - If an aircraft which has Deicing on G9, Gimhae Apron has to notice to all aircraft which is taxiing through the G10, G11.

6. Arrival Procedure

6.1 The procedures of using Taxiway

Unless otherwise instructed, aircraft should use the following routes :

- RWY 36L in use : C1 - E1 - P - APRON / C2 - E2 - P - APRON

- RWY 36R in use : E1 - P - APRON / E2 - P - APRON
  E3 - P - APRON

- RWY 18L in use : E4 - P - APRON / E5 - P - APRON

- RWY 18R in use : C5 - E4 - P - APRON / C6 - E5 - P - APRON
  C7 - E5 - P - APRON / S - P - APRON

- When necessary, other taxiway can be used under TWR permission.

Change : Information of departure routes & RTP and procedures of using TWY.

6.2 Arrival routes and Radio Frequency Transfer Point (RTP)

1) Unless otherwise instructed, aircraft should use the following routes :

Apron	RWY in use	Route		Ground FREQ	R.T.P.		Apron FREQ
		Fixed wing	HEL		Fixed wing	HEL	
Domestic, International 1 and 2	36L/R	G7, G9, G10	G7, G11	121.9 MHz 275.8 MHz	G7(hold line), G10(hold line)	G7(hold line), G11(hold line)	121.65 MHz 317.45 MHz
					G7(hold line), G9(hold line)		
	18L/R	G8, G10, G11			G10(hold line)		
					G10(hold line)		

2) Aircraft will normally be transferred to Gimhae Apron prior to the RTP. Unless otherwise directed, aircraft may automatically contact Gimhae Apron at the RTP.

3) Aircraft shall not proceed beyond the RTP without clearance from Gimhae Apron.

6.3 Follow-me car service

1. Follow-me service is available to arriving aircraft. Pilot should make the request to Gimhae Ground or Gimhae Apron.

2. Aircraft shall monitor the appropriate Gimhae Ground and/or Gimhae Apron frequencies while taxiing.

7. The code letter F aircraft ferry flight operation procedure into Korean Air Tech Center

7.1 Taxiing procedures are as follows :

1. DEPARTURE
 - RWY 36L in use : Korean Air Tech Center → W3 → C5 → RWY 36R/18L → C7(See Figure 1)
 - RWY 18R in use : Korean Air Tech Center → W3 → C5 → RWY 36R/18L → C1(See Figure 2)

 * In case of Departure RWY changed while lining up on RWY.
 - RWY 36L in use : RWY 18R → C3 → RWY 36R/18L → C7(See Figure 2)
 - RWY 18R in use : RWY 36L → C4 → RWY 36R/18L → C1(See Figure 1)

2. ARRIVAL
 - RWY 36L in use : C1 → RWY 36R//18L → C5 → W3 → Korean Air Tech Center
 - RWY 18R in use : N/A

Figure 1

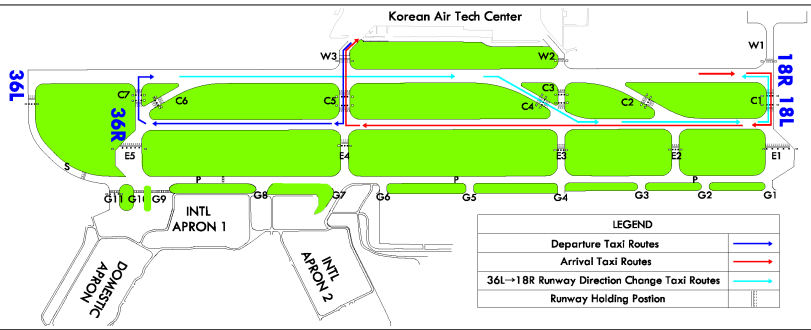
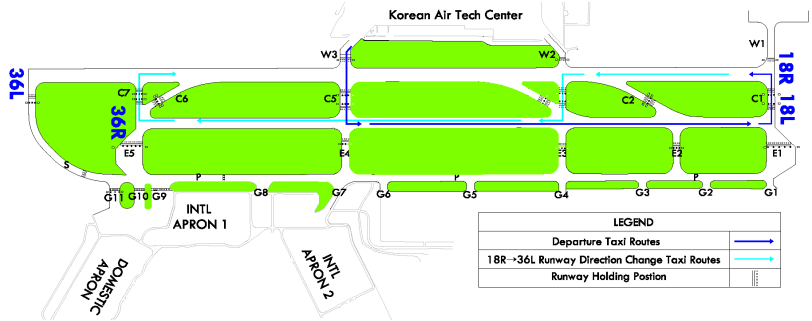


Figure 2



Change : Information of arrival routes & RTP.

7.2 Restriction

1) Operation of The code letter F aircraft is only permitted for ferry flight into Korean Air Tech Center (Maintenance facility). Carrying passenger or cargo is prohibited.
2) For the code letter F aircraft, Circling approach to RWY 18L/R is not permitted.
3) When The code letter F aircraft takes off or lands on RWY 36L/18R, RWY 36R/18L is used as an alternative taxiing route.
4) The code letter F aircraft taxiing limitation
   a. While operating, pilot shall use a digital auto-landing or flight direction guidance system to monitor and control the operation
   b. While taxiing, The code letter F aircraft shall maintain ground speed at or below 10 knots, and set engines as follow :
      - DEPARTURE AND ARRIVAL : Set No. 1 and 4 engines on IDLE.
   c. The code letter F aircraft shall follow the designated taxiing route.
5) Other aircraft taxiing limitation
   a. During the landing of a Code F aircraft, other aircraft are prohibited from holding short of the runway in order to protect the inner transitional surface.

8. Ground Engine Check Procedure

Aircraft requiring an engine check shall contact Gimhae Apron on the appropriate frequency and provide the following.

a. Call sign or registration number
b. Stand number
c. Type of request, engine start or performance check

8.1 Engine start

Engine start is permitted in the apron areas. However, the power setting(s) shall not exceed idle thrust.

9. Helicopter Ground Operations

9.1 Helicopter shall comply with the following while in ground operation

1) Use caution to vehicles or people on the nearby GSE road during entering a helicopter stand.
2) Only wheel-type helicopter could use a helicopter stand. Skid-type helicopter needs to contact the airport operator before using an aircraft stand.

9.2 Engine start-up or ground taxiing for departure is prohibited under following conditions (except towed movement without operating an engine).

1) Simultaneous operations with a nearby helicopter stand.
2) While an helicopter is entering into a nearby helicopter stand.
3) While following ground handling services are in progress in a nearby aircraft stand.
   a. Re-fueling
   b. (Dis)embarkment of passenger
   c. (Dis)embarkment of freight
4) While push-back is in progress for an aircraft in ACFT stand NR. 58L.

9.3 Helicopter operating from Busan/Gyeongnam Police Aviation hangar shall comply with the following taxi routes and reference point procedures :

1) Entry via Busan/Gyeongnam Police Aviation hangar
   Helicopter shall hover at the designated “T” reference point and proceed by ground taxiing to the hangar.
2) Exit via Busan/Gyeongnam Police Aviation hangar
   Helicopter shall proceed by ground taxiing from the hangar to the designated “T” reference point and initiate hovering from this point onwards.

10. CAT II Operations

10.1 General

Gimhae International Airport RWY 36L has ILS CAT II equipments.

Low visibility Procedures are established for operation in a visibility of less than RVR 550 m or a cloud ceiling of less than 60 m (200 ft).

1. Low visibility operations will be initiated by broadcasting "ATC LOW VISIBILITY PROCEDURES ARE IN OPERATION" via ATIS and/or appropriate radio frequencies.

2. Low visibility operations will be terminated by deleting the above mentioned message from ATIS and/or broadcasting "ATC LOW VISIBILITY OPERATIONS ARE TERMINATED" via appropriate frequencies.

Change : Information of restriction and item number.

10.2 Aircraft operator must obtain the approval from Administrator of Busan Regional Office of Aviation prior to conducting any low visibility operations at Gimhae International Airport.

1. Approval for CAT II Operations

a. Aircraft operators and pilots who wish to conduct ILS CAT II operations at Gimhae International Airport shall conform with certain requirements. Details of these requirements are published in Aviation safety Act, Article 67 and its Enforcement regulations Article 189, which are available from :

Flight Operations Division
Busan Regional Office of Aviation
108, Gonghangjinip-ro, Gangseo-gu, Busan,
46718, Republic of Korea

TEL : 82-51-974-2156~8
FAX : 82-51-971-1219

b. Foreign operators may obtain the approval from Administrator of Busan Regional Office of Aviation by providing the following information to Administrator of Busan Regional Office of Aviation.

1) Aircraft type and register number;
2) The Category II minima under which they intend to operate; and
3) A copy of the category II certification issued by their own category authority.

10.3 Pilots shall be informed when :
1. Meteorological reports preclude ILS CAT I operations;
2. Low Visibility Procedures are in operation;
3. There is any unserviceability in a promulgated facility so that they may amend their minima.

10.4 When informed the failure of Surface Movement Radar (SMR), pilots should anticipate that considerable spacing between the aircraft may be required.

10.5 Pilots who wish to carry out an ILS CAT II approach shall inform Approach Control on their initial contact.

10.6 Special Procedures and Safeguards

General Special procedures and ground safeguards

Special procedures and ground safeguards will be applied during CAT II operations to protect the aircraft from operating in low visibility and to avoid interference with the ILS signals in accordance with the provisions of ICAO Doc. 9365 - Manual of All Weather Operations, and the provisions of the Enforcement Regulations of Aviation Safety Act, Article of 248.

1. Arriving Aircraft
   a. Aircraft shall vacate the runway via the designated exit taxiways as follows :
      RWY 36L - C1, C2, C3, C4, E1, E2, E3, P (Refer to RKPK AD 2-15)
   b. Pilots are required to make a 'runway vacated' call, when entire aircraft has cleared the ILS critical sensitive areas.

2. Departing aircraft
   aircraft shall normally enter the runway via the designated taxiways as follows :
   RWY 36L - G8, G11, P, S (Refer to RKPK AD 2-16)
   RWY 36R - G8, G10, P, E5 (Refer to RKPK AD 2-17)
   RWY 18L - G7, G8, G11, P, E1, RWY 18R - G7, G8, G11, P, E1, C1 (Refer to RKPK AD 2-18)

3. Unless otherwise cleared by ATC, all aircraft should be restricted to taxi within the apron in a visibility of less than RVR 350 m.

4. Refer to paragraph 6 of RKPK AD 2.20 for the taxi procedures of the code letter “F” ferry flight aircraft.

10.7 Practice Approaches

Pilots may carry out the practice of ILS CAT II approach at any time with a prior approval from ATC, but the full safeguarding ground procedures shall not be applied and pilots should anticipate the possibility of ILS signal interference.

RKPK AD 2.21 NOISE ABATEMENT PROCEDURES

1. Night Flight Restriction (Curfew) for noise abatement

All civil aircraft take-off and landing are restricted from 1400 UTC to 2100 UTC. For a dispensation to be granted, the following criteria would need to be satisfied in exceptional circumstances for an aircraft to operate during the curfew. Any applications for dispensation will be considered for 1.2 and 1.4 between 1400 UTC and 1430 UTC for the flight scheduled to depart from the airport before the start of the curfew period. 1.5 may be considered between 1400 UTC and 1500 UTC for stranded passengers due to natural disasters such as heavy snow, heavy rain, or strong winds.

1.1 According to Article 234(1) stipulated in the Ministerial Regulation of Republic of Korea, aircraft undergoing emergency (including illegal interference acts) or suspected such situation considering the situation.

1.2 Deboarding of emergency patients in the aircraft departing from, or landing on the airport.

1.3 Arriving or departing aircraft used for national event.

1.4 Re-screening of passengers and/or baggage for aviation security purpose.

1.5 Flights that have requested operational approval by 1200 UTC may operate until 1500 UTC during the curfew period, subject to prior coordination with BROA(Busan Regional Office of Aviation).
(However, cases involving large-scale national disasters shall be subject to separate consultation and coordination.)

2. Aircraft Operating Procedures (except helicopter)

2.1 Take off

1. NADP 1(RWY 36)

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

a. Thrust Reduction at 1 500 ft above aerodrome elevation is recommended.

b. Whenever practicable, all departing aircraft should climb with the aircraft's certified maximum climb gradient until reaching 3 000 ft AGL.

2.2 Approach

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

1. Delayed/Reduced flap setting approach

All arriving aircraft shall apply the Delayed/Reduced flap setting approach as follows;

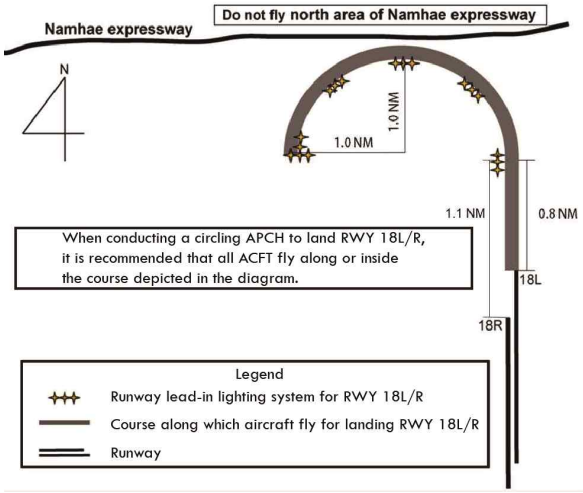
a. After intercepting Localizer course, lower gear.

b. While making ILS RWY 36L/R approach;
- Maintain an intermediate flap until FAF.
- At FAF, set a flap for landing.

Change : Information of night flight restriction(curfew) for noise abatement.

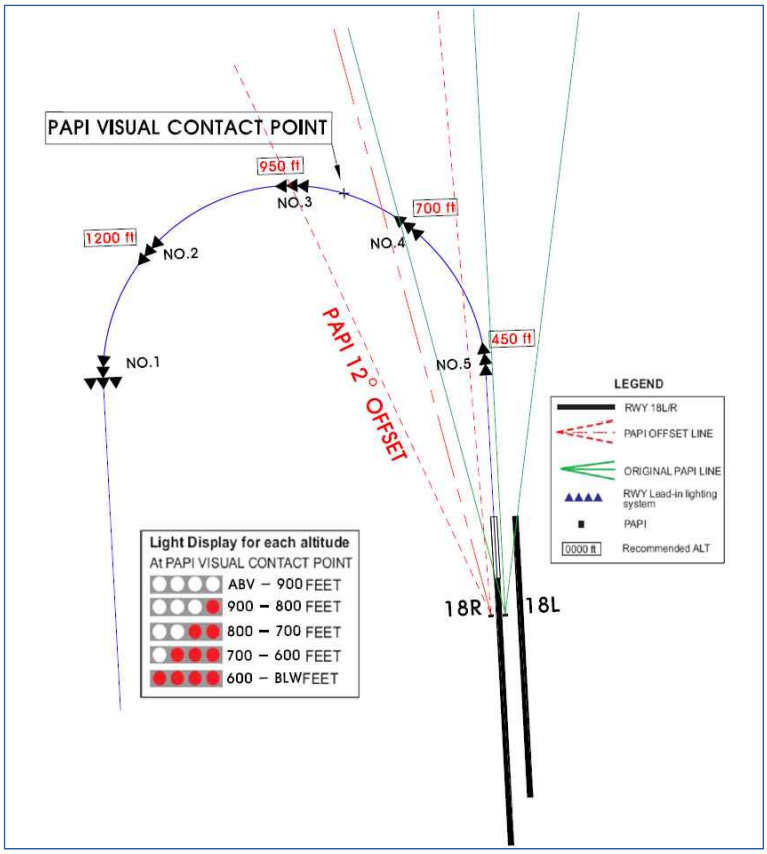
2. Circling approach RWY 18L/R

a. When conducting a circling approach to land RWY 18L/R, it is recommended that all aircraft avoid flying north of Namhae expressway for noise abatement except for aircraft in an emergency or in an unavoidable situation and helicopters.



b. Display for RWY 18R PAPI Direction Adjustment Light

PAPI on the left of RWY 18R provides signals in the same direction of the RWY 18 extension line for ACFT on the final, but PAPI on the right of RWY 18R is offset by 12 degrees to the west for ACFT on the base leg in order to approach effectively.



2.3 Between 1200 UTC and 2200 UTC, pilots are requested to limit the use of reverse thrust to idle reverse after landing RWY 36L except for operational or safety reasons.

Change : Page control.

2.4 Exemption

1. Aircraft unable to comply with the procedures described in paragraph 2.1, 2.2 and 2.3 above for any reason should inform ATC.

2. Aircraft need not to be complied with the procedures described in paragraph 2.1, 2.2 and 2.3 above in adverse operating conditions such as;

a. If the runway is not clear and dry. i.e. it is adversely affected by, snow, slush, ice, water or other substances;
b. In conditions when the ceiling is lower than 500 ft, or when the horizontal visibility is less than 1 900 m.
c. When the cross-wind component, including gusts, exceeds 15 kt.
d. When the tailwind component, including gusts, exceeds 5 kt.
e. When the wind shear has been reported or forecast, or thunderstorms are expected to affect the approach.

3. Runway Operation

1. Preferential runway

For noise abatement, landing onto or take-off from RWY 36L is recommended.

2. Intersection Take-off

Runway 18L/R Intersection take-off is recommended except in unavoidable cases for traffic flow or other reasons.

4. Operational Limitations

1. Engine run-up tests

a. Engine start is permitted in the apron areas only. However, the power setting(s) shall not exceed idle thrust.

RKPK AD 2.22 FLIGHT PROCEDURES

1. IFR Procedure

1.1 Take-off weather minima

<table>
<tr><td rowspan="2">ENG</td><td colspan="2" rowspan="2">RWY 18L/R</td><td colspan="2" rowspan="2">RWY 36L/R</td><td colspan="3">For filling as Alternate</td></tr>
<tr><td colspan="2">Precision</td><td>Non-precision</td></tr>
<tr><td colspan="4">Ceiling(ft) / RVR(m)</td><td colspan="3">Ceiling(ft) - Visibility(m)</td></tr>
<tr><td>1</td><td colspan="4" rowspan="4">100 ft / 350 m</td><td>A</td><td rowspan="4">600 ft - 3 200 m</td><td rowspan="3">800 ft - 3 200 m</td></tr>
<tr><td>2</td><td>B</td></tr>
<tr><td>3</td><td>C</td></tr>
<tr><td>4</td><td>D</td><td>1 100 ft - 4 800 m</td></tr>
</table>

1.2 Fuel dumping area

1. Area : A circle, radius 3 NM centered at R 100 PSN/16 DME

2. Altitude

a. IFR aircraft : 6 000 ft AMSL
b. VFR aircraft : 4 000 ft AMSL

1.3 Speed restrictions

1. All aircraft shall not exceed 250 kt IAS below 10 000 ft AMSL in GIMHAE TMA, unless otherwise authorized by ATC. If the minimum safe speed is greater than 250 kt IAS, the aircraft may maintain the minimum safe speed without ATC authorization.

2. When ILS RWY 36L/R approach in use, civil aircraft should comply with following speed restrictions. if not to comply with speed restrictions, ATC may instruct speed restrictions.
a. Initial approach phase : 220 kt IAS
b. Base leg/Heading to final approach : 180 kt IAS
c. Established on final approach to FAF : 180 kt IAS to 160 kt IAS

3. When ATC use “NO [ATC] SPEED RESTRICTIONS” RTF phraseology, pilot shall note that all speed control restrictions are cancelled and preferred speed may be flown without any speed restrictions.

4. When ATC use “RESUME NORMAL SPEED” RTF phraseology, pilot shall note that the previously issued speed restriction by ATC is cancelled but comply with GIMHAE TMA speed restriction(MAX 250 kt IAS below 10 000 ft).

Change : Page control.

2. VFR Procedure

1. VFR weather minimum

a. Ground visibility : Not less than 3 SM
b. Flight visibility : Not less than 5 SM
c. Ceiling : At or above 2 500 ft

2. VFR weather minimum for special mission helicopter

a. Ground visibility : 2 SM
b. Ceiling : 1 000 ft
c. Wind : 25 kts

3. VFR Pattern Altitude

a. Helicopter : 600 ft, But 500 ft for separation from aircraft
b. Conventional : 1 000 ft
c. Jet : 1 500 ft

4. Special VFR

a. In Gimhae international airport, a special VFR operation is not applied to all aircraft.

3. Radar Procedure

3.1 PAR Approach

1. RWY 36L(Straight-in)

CAT	GS / TCH(ft) / RPI(ft)	DA(ft) / VIS(m)	DH(ft)	Ceiling(ft)
A, B	3.0° / 57 / 1 070	213 / RVR 550 VIS 800	200	200
C, D		213 / RVR 730 VIS 800	200	200
When TDZ/CL INOP, Increase CAT A, B RVR to 730 m. When ALS INOP, VIS 1 200 m and RVR to 1 220 m.				

a. MISSED APCH PROCEDURES
- At DH climb HDG 310 to 4 300 ft and directed by ATC.
- Missed APCH climb rate exceed 340 ft/NM.

4. RADIO COMMUNICATION FAILURE PROCEDURE

4.1 IFR

1. General

- No person may take off unless two-way radio communications can be maintained with the Air Traffic Control.

- 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.

Change : Information of VFR procedures.

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 :

A. DEPARTURE

a. Under Pilot Navigation

- Follow the SID with altitude/flight level assigned at the last ATC clearance received.

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, whichever is higher, for 20 minutes; then

5) Continue the flight with altitude/flight level filed in the flight plan.

B. ARRIVAL

a. Proceed to GEOJE IAF or NARAE IAF or GAYHA IAF or KEVOX IAF or PEDLO 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

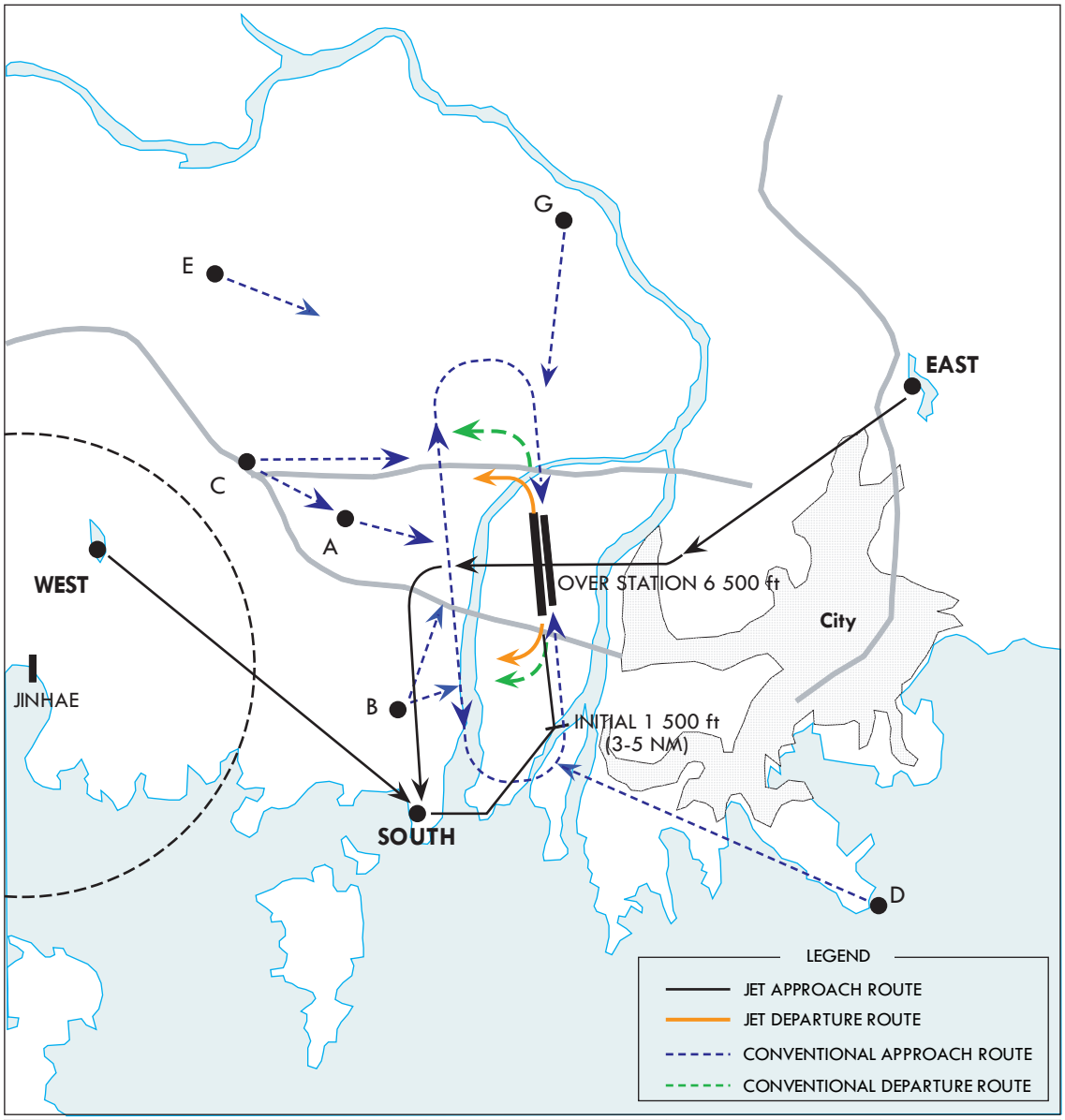
c. Land, if possible, within 30 minutes after ETA or the last acknowledged EFC or ETA, whichever is later.

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 linger, then
- Aircraft on west pattern should land on RWY in use.
- Pilot shall use caution traffic landing and take-off from/to runways.

VFR Procedure and Traffic Pattern



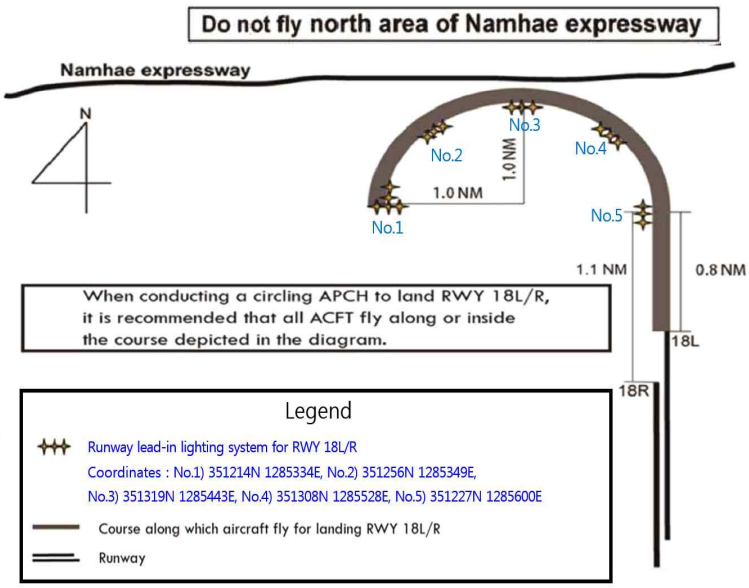
Reporting Point	Geographical Name	Position	Coordinates	Remarks
A	South of Chil-san (칠산 남단)	R 280 KHE/D5.0 R 269 KMH/D4.5	351119N 1285044E	1 500 ft
B	Noksan (녹산)	R 220 KHE/D5.8 R 212 KMH/D6.3	350611N 1285252E	2 000 ft
C	Naengjung (냉정)	R 293 KHE/D7.6 R 288 KMH/D6.9	351311N 1284752E	IN : 2 500 ft OUT : 3 500 ft
D	Taejongdae (태종대)	R 143 KHE/D10.8 R 145 KMH/D11.8	350311N 1290552E	3 500 ft
E	Jinyoung (진영농공단지)	R 310 KHE/D12.0 R 305 KMH/D9.7	351711N 1284613E	3 000 ft
G	Sangdong IC (상동 IC)	R 006 KHE/D8.0 R 010 KMH/D7.2	351907N 1285638E	3 000 ft
EAST	Hoedong Reservoir (회동 수원지)	R 072 KHE/D9.2 R 078 KMH/D9.4	351500N 1290700E	6 500 ft
WEST	Bulmosan Reservoir (불모산 저수지)	R 277 KHE/D11.2 R 273 KMH/D10.7	351105N 1284305E	4 500 ft
SOUTH	Shinhori (신호리)	R 219 KHE/D7.2 R 213 KMH/D7.7	350500N 1285205E	3 500 ft

5. Circling Approach to RWY 18L/R

1. When conducting a circling approach to land RWY 18L/R, it is strongly recommended that all aircraft avoid flying north of Namhae expressway for the following purposes :

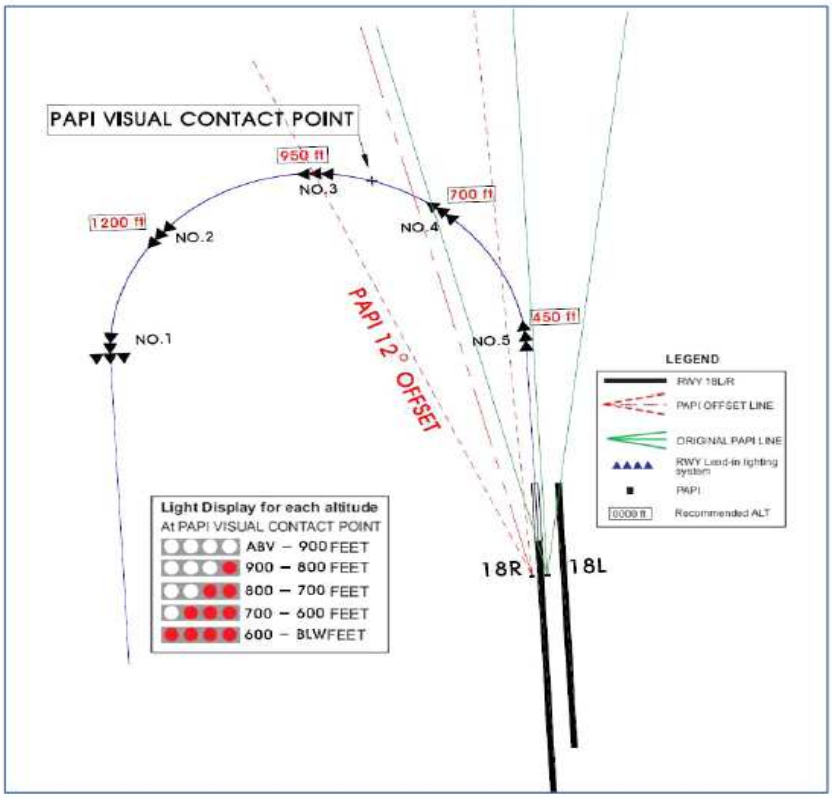
   a. To avoid collision with terrain and obstacles on the north side of the Namhae Expressway (please refer to the obstacle chart A, B) and
   b. For noise abatement

   Except for aircraft in an emergency or in an unavoidable situation and helicopters.



2. Display for RWY 18R PAPI Direction Adjustment Light

   PAPI on the left of RWY 18R provides signals in the same direction of the RWY 18 extension line for ACFT on the final, but PAPI on the right of RWY 18R is offset by 12 degrees to the west for ACFT on the base leg in order to approach effectively.



Change : Establishment of flight procedures for circling approach to RWY 18L/R.

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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.

3. Ground Procedure

All civil aircraft should taxi at speeds of less than 20 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.

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

Change : Establishment of AD regulations for ground procedure.

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

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

Change : Page control.

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 then 5 000 m (3 SM)
  (if ground visibility is not reported, flight visibility : Not less then 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.

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.

Change : Page control.

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

Change : Page control.

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

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.

Change : Page control.

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 it's 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 devides 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

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
RKJBOB016	Antenna	350028.4N 1262222.3E	175 ft/	NIL	-
RKJBOB017	Antenna	350018.5N 1262219.5E	198 ft/	NIL	-

Change : Establishment of RKJBOB016~017.

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
RKJBOB018	Antenna	350007.8N 1262222.9E	137 ft/	NIL	-
RKJBOB019	Antenna	345958.0N 1262224.2E	177 ft/	NIL	-
RKJBOB020	Antenna	345949.5N 1262211.3E	184 ft/	NIL	-
RKJBOB021	Antenna	345943.5N 1262202.3E	159 ft/	NIL	-
RKJBOB022	Antenna	345930.5N 1262201.7E	182 ft/	NIL	-
RKJBOB023	Antenna	345922.2N 1262203.1E	169 ft/	NIL	-
RKJBOB024	Antenna	345911.5N 1262158.6E	163 ft/	NIL	-
RKJBOB025	Antenna	345904.6N 1262152.8E	197 ft/	NIL	-
RKJBOB026	Antenna	345851.9N 1262151.2E	195 ft/	NIL	-
RKJBOB027	Antenna	345845.5N 1262142.1E	196 ft/	NIL	-
RKJBOB028	Antenna	345837.7N 1262137.6E	180 ft/	NIL	-
RKJBOB029	Antenna	345832.0N 1262128.7E	198 ft/	NIL	-
RKJBOB030	Antenna	345830.7N 1262116.7E	198 ft/	NIL	-
RKJBOB031	Antenna	345820.8N 1262108.1E	197 ft/	NIL	-
RKJBOB032	Antenna	345811.2N 1262112.0E	198 ft/	NIL	-
RKJBOB033	Antenna	345801.6N 1262103.4E	198 ft/	NIL	-
RKJBOB034	Antenna	345803.2N 1262050.9E	197 ft/	NIL	-
RKJBOB035	Antenna	345758.5N 1262042.9E	173 ft/	NIL	-
RKJBOB036	Antenna	345749.4N 1262032.5E	191 ft/	NIL	-
RKJBOB037	Antenna	345745.1N 1262020.4E	198 ft/	NIL	-
RKJBOB038	Antenna	345743.5N 1262005.6E	165 ft/	NIL	-
RKJBOB039	Antenna	345742.9N 1261956.5E	141 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					

Change : Establishment of RKJBOB018~039.

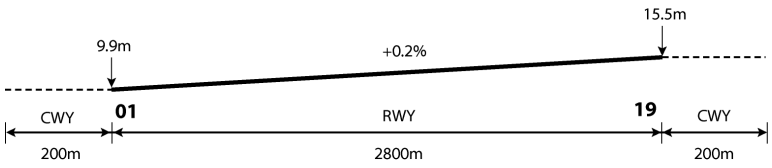
RKJB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

RKJB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations Runway NR	TRUE BRG	Dimension of RWY(m)	Strength(PCR) and surface of RWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
01	359.67°	2 800 × 45	- 655/F/C/X/T Asphalt - 832/R/C/W/T Concrete (150 m from RWY THR)	345843.64N 1262258.45E GUND : 23.7 m	THR : 9.9 m/32.5 ft TDZ : 11.7 m/38.4 ft
19	179.67°	2 800 × 45	- 655/F/C/X/T Asphalt - 832/R/C/W/T Concrete (150 m from RWY THR)	350014.49N 1262257.82E GUND : 23.6 m	THR : 15.5 m/50.9 ft TDZ : 15.5 m/50.9 ft

7. Slope of RWY



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

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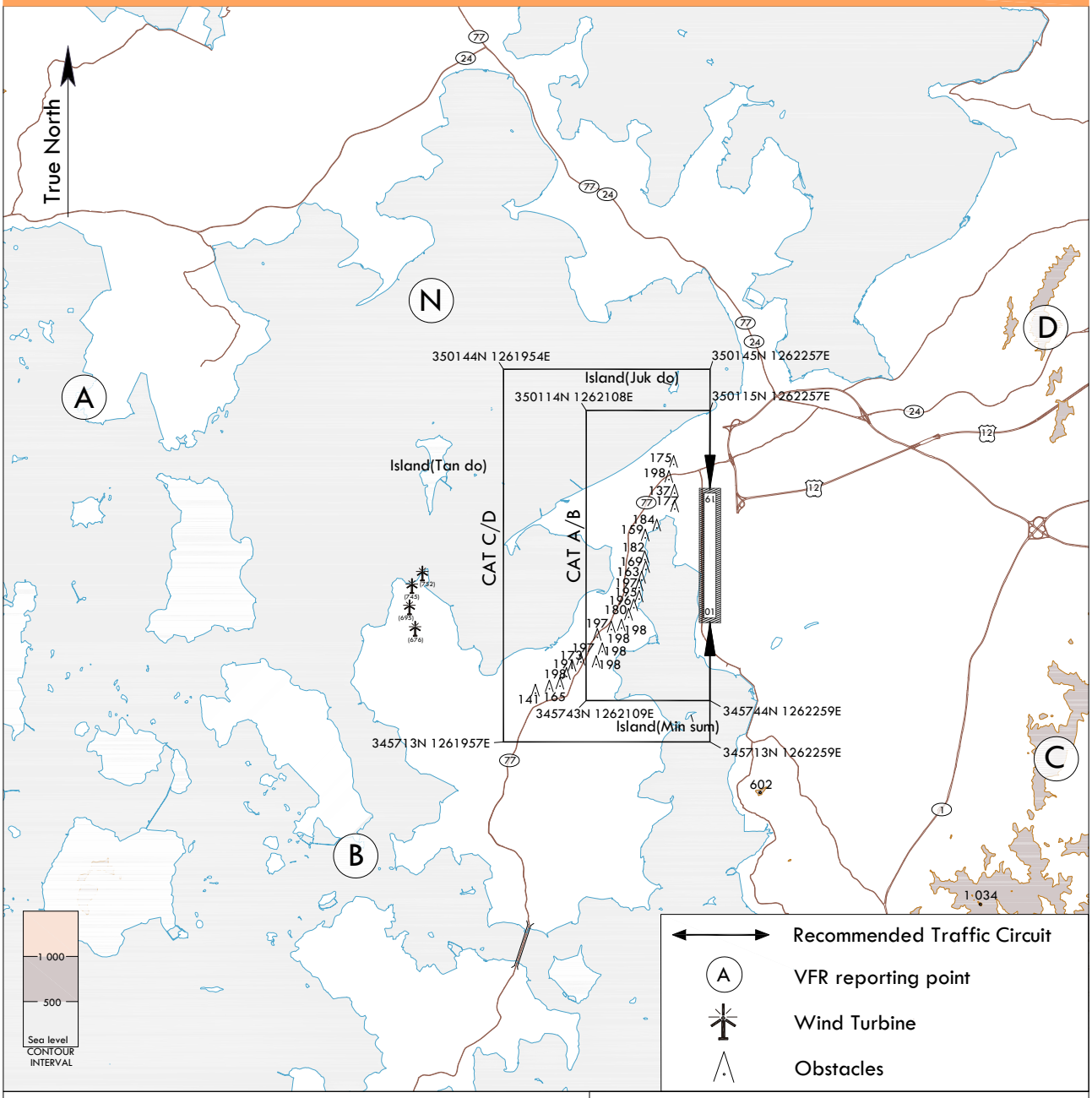
VFR Traffic Circuits - Muan



* 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

Change : Establishment of obstacles and legend.

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

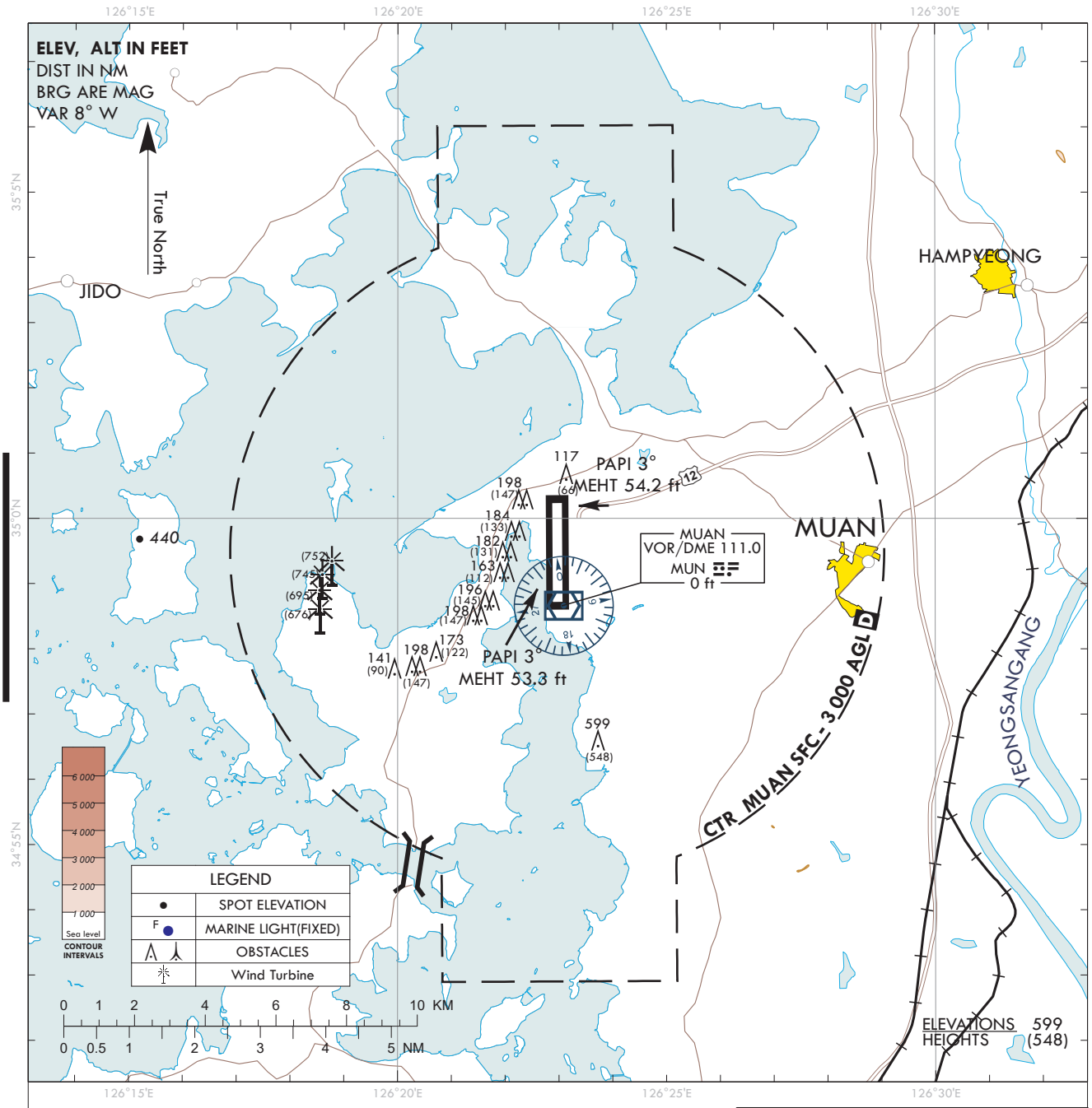
NIL

VISUAL APPROACH CHART - ICAO

AD ELEV **51** ft
HEIGHTS RELATED
TO AD ELEV

GWANGJU	APP	120.475	130.0
		228.9	265.5
MUAN	TWR	118.25	118.85

MUAN/Muan



VISUAL APPROACH PROCEDURE

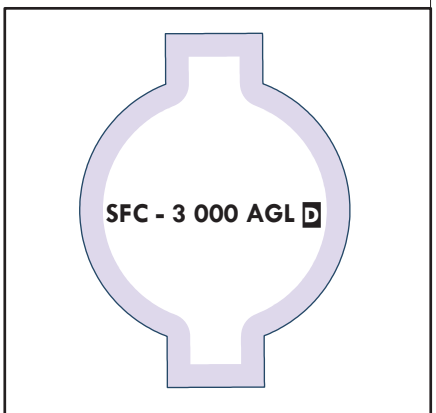
1. Visual approach may be initiated by ATC(Gwangju APP control) or approved upon pilot request on traffic permitting basis when :

   a. Ceiling : At or above 500 ft plus MVA

   b. Visibility : Not less than 5 km

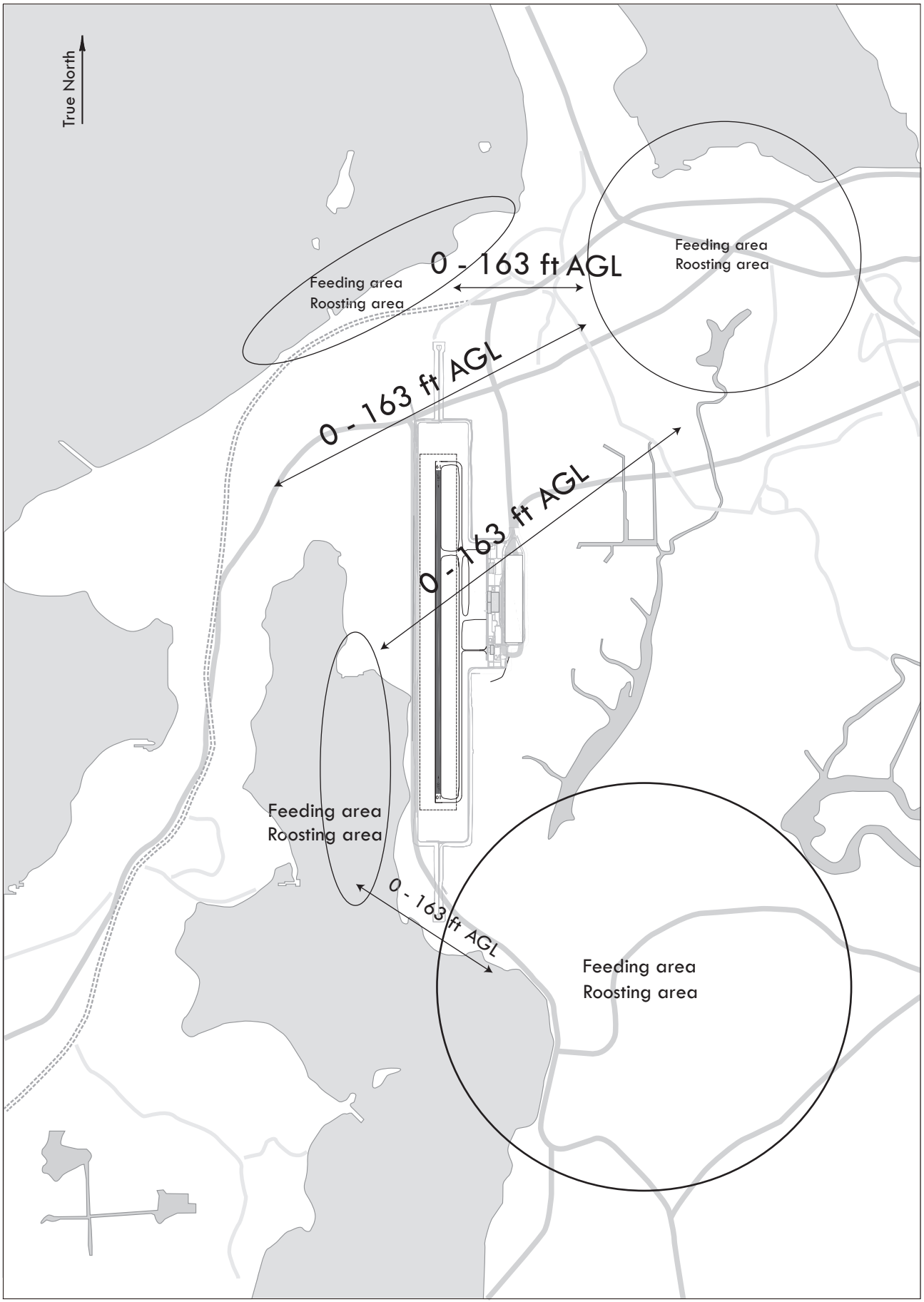
   c. circuit : West pattern only

2. ATS airspace : Class D(Refer to ENR 2.1-8)



Change : Establishment of obstacles.

BIRD CONCENTRATION - MUAN INTERNATIONAL



RKTL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKTL - ULJIN

RKTL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	364637N 1292742E 169° / 904 m from THR 17
2	Direction and distance from (city)	176° / 25 km from Uljin-eup
3	Elevation/Reference temperature	53 m / 28.6 °C
4	Geoid undulation at AD ELEV PSN	21 m
5	MAG VAR/Annual change	9° W(2020) / 0.088° increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	Korea Airports Corporation (Pohang Gyeongju Airport Uljin Operations Office) 264, Giseong-ro, Giseong-myeon, Uljin-gun, Gyeongsangbuk-do, 36353, Republic of Korea TEL : +82-54-789-0306 Telefax : +82-54-789-0330 AFS : RKTLZPZX
7	Type of traffic permitted(IFR/VFR)	VFR/IFR
8	Remarks	NIL

RKTL AD 2.3 OPERATIONAL HOURS

1	AD operator	MON, WED, FRI : 2300-1100 UTC TUE, THU : 2300-1100 UTC(OCT-APR) 2300-1300 UTC(MAY-SEP) * 1100-1300 only for training flights based on Uljin AD. SAT, SUN : 0000-0900 UTC
2	Customs and Immigration	NIL
3	Health and Sanitation	NIL
4	AIS Briefing Office	As AD operator
5	ATS Reporting Office	As AD operator
6	MET Briefing Office	NIL
7	ATS	MON, WED, FRI : 2300-1100 UTC TUE, THU : 2300-1100 UTC(OCT-APR) 2300-1300 UTC(MAY-SEP) * 1100-1300 only for training flights based on Uljin AD. SAT : 0000-0900 UTC SUN : NIL
8	Fuelling	HO
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	Outside these hours services are available under the pre-coordination. On Sundays, ATS available only for emergency, MEDEVAC, SAR and fire-fighting flights.

Change : Information of operation hours for ATS and remarks.

RKTL AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	NIL
2	Fuel/oil type	Fuel : JET A1, AV GAS 100LL Oil : 15W50, 5W40
3	Fuelling facilities/capacity	Fuel services by truck / AV GAS 1 500, AV GAS 5 000, JET A1 5 000, AV GAS 20 000 Fuel services by trailer / AV GAS 32 000
4	De-icing facilities	NIL
5	Hanger space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

RKTL AD 2.5 PASSENGER FACILITIES

1	Hotels	In Uljin Gun
2	Restaurants	NIL
3	Transportation	NIL
4	Medical facilities	NIL
5	Bank and Post Office	a. ATM available b. Post Office : Not available
6	Tourist Office	NIL
7	Remarks	NIL

RKTL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 2
2	Rescue equipment	- 1 Chemical fire fighting truck - Water : 3 600 L - AFFF : 400 L - Dry Chemical : 140 kg
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

Change : Page control.

RKTL AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	1 Snow plough
2	Clearance priorities	a. RWY 35/17 b. TWY serving RWY in use c. Apron
3	Remarks	NIL

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

1	Apron surface and strength	a. Area : 27 958 m^2 b. Surface : Concrete c. Strength : See Aircraft Parking/Docking Chart			
2	Taxiway width, surface and strength	Taxiway	Width(m)	Surface	Strength
		E2, E4, P	8	Asphalt	PCR 212/F/A/Y/T
		E1	26	Asphalt	PCR 212/F/A/Y/T
		E5	27	Asphalt	PCR 212/F/A/Y/T
		E3	18	Asphalt	PCR 313/F/B/X/T
3	Altimeter checkpoint location and elevation	Location : Apron Elevation : 51 m			
4	VOR checkpoints	NIL			
5	INS checkpoints	NIL			
6	Remarks	NIL			

RKTL AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING

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

Change : Page control.

RKTL AD 2.10 AERODROME OBSTACLES

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

Change : Page control.

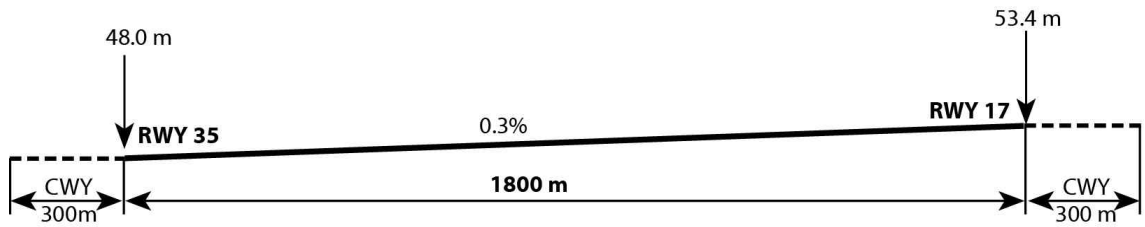
RKTL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

RKTL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimension of RWY(m)	Strength(PCR) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
17	162.71°	1 800 × 45	313/F/B/X/T Asphalt	364705.09N 1292731.62E - NIL	THR 53.4 m/175.1 ft TDZ 52.4 m/172.0 ft
35	342.71°	1 800 × 45	313/F/B/X/T Asphalt	364609.33N 1292753.20E - NIL	THR 48.0 m/157.6 ft TDZ 48.8 m/161.0 ft

7. Slope of RWY-SWY



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

Change : Page control.

RKTL AD 2.13 DECLARED DISTANCE

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
17	1 800	2 100	1 800	1 800	NIL
17	1 200	1 500	1 200	-	Take off from intersection with TWY E2
35	1 800	2 100	1 800	1 800	NIL
35	1 200	1 500	1 200	-	Take off from intersection with TWY E4

RKTL AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT Color WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Center line LGT LEN, Spacing, Colour, INTST	RWY edge LGT LEN, Spacing Colour, INTST	RWY End LGT Color WBAR	SWY LGT LEN Color	Remarks
1	2	3	4	5	6	7	8	9	10
17	SSALF 420 m LIH	Green -	PAPI Left/3° (15.8 m)	NIL	1 800 m 30 m White LIH	1 800 m 60 m White LIH	Red -	NIL	NIL
35	ALSF-I 750 m LIH	Green -	PAPI Left/3° (17.5 m)	900 m	1 800 m 30 m White LIH	1 800 m 60 m White LIH	Red -	NIL	NIL

Change : Page control.

RKTL AD 2.15 OTHER LIGHTINGS, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At tower Building FLG W/G EV 3 SEC H24 IBN : NIL
2	LDI location and LGT Anemometer location and LGT	LDI : NIL Anemometer : 300 m from THR 17, 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 kind of lights (Complied with ICAO requirements)
5	Remarks	NIL

RKTL 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

Change : Page control.

RKTL AD 2.17 ATS AIRSPACE

1	Designation and lateral limit	ULJIN CTR * A circle, radius 5 NM centered on ARP ** 365024N 1292338E thence clockwise by an arc of a circle 5 NM radius centered on ARP to 365136N 1292823E - 365354N 1292730E - 365243N 1292244E - 365024N 1292338E ** 364250N 1293147E thence clockwise by an arc of a circle 5 NM radius centered on ARP to 364139N 1292702E - 363920N 1292755E - 364031N 1293240E - 364250N 1293147E
2	Vertical limits	* SFC to 2 500 ft AGL ** 1 000 ft AGL to 2 500 ft AGL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Uljin Tower English / Korean
5	Transition altitude	14 000 ft AMSL
6	Operational hours	MON, WED, FRI : 2300-1100 UTC TUE, THU : 2300-1100 UTC (OCT-APR) 2300-1300 UTC (MAY-SEP) * 1100-1300 only for training flights based on Uljin AD. SAT, SUN : 0000-0900 UTC
7	Remarks	Refer to ENR 2.1-10, RKTL Visual approach Chart

RKTL AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
ARR	Uljin Arrival	120.875 MHz 317.650 MHz	H24	NIL
DEP	Uljin Departure	120.875 MHz 317.650 MHz	H24	NIL
TWR	Uljin Tower	118.550 MHz 317.450 MHz	HO	On Sundays, ATS available only for emergency, MEDEVAC, SAR and fire-fighting flights.
GND	Uljin Ground	121.775 MHz 317.450 MHz	HO	On Sundays, ATS available only for emergency, MEDEVAC, SAR and fire-fighting flights.
ATIS	NIL	NIL	NIL	NIL
EMERG		121.5 MHz 243.0 MHz	HO	NIL
Scheduled Inspection Time - APP, DEP, TWR, GND, EMERG : Every 4th WED (1300-1800 UTC) of the month.				

Change : Information of remarks for ATS.

RKTL AD 2.23 ADDITIONAL INFORMATION

1. Bird concentration in the vicinity of aerodrome

There are mountains and sea near Uljin aerodrome, therefore some resting and feeding areas of birds are in the vicinity of Uljin aerodrome.

a. There are no specific tendency of migratory birds' habitats and migration routes around the aerodrome. Sedentary birds such as kestrels, sparrows, magpies and doves appear both inside and outside of the aerodrome including the runway.

b. The birds' feeding areas are located around grasses in the aerodrome and birds frequently move to their habitats. The flying height is various from the ground to 700 ft AGL.

2. On Sundays, ATS is not routinely available.
However, in case of emergency, MEDEVAC, SAR and fire-fighting flights, ATS will be provided aerodrome operator and AIS remain operational on Sundays.

Change : Establishment of additional information for ATS.

RKTL AD 2.24 CHART RELATED TO THE AERODROME

Aerodrome Chart - ICAO	RKTL AD CHART 2-1
Aircraft Parking / Docking Chart - ICAO	RKTL AD CHART 2-3
Aerodrome Ground Movement Chart(DEP) - ICAO	RKTL AD CHART 2-5
Aerodrome Ground Movement Chart(ARR) - ICAO	RKTL AD CHART 2-6
SID - ICAO - RWY 17 - RNAV NOBUT 2M, RNAV LOSTO 1M	RKTL AD CHART 2-7
SID - ICAO - RWY 17 - NOBUT 2S, LOSTO 2S	RKTL AD CHART 2-8
SID - ICAO - RWY 17 - LOSTO 6S	RKTL AD CHART 2-9
SID - ICAO - RWY 35 - RNAV NOBUT 1R, RNAV LOSTO 2R	RKTL AD CHART 2-10
SID - ICAO - RWY 35 - NOBUT 3N, LOSTO 2N	RKTL AD CHART 2-11
SID - ICAO - RWY 35 - LOSTO 2A	RKTL AD CHART 2-12
SID - ICAO - RWY 35 - RADAR 1A	RKTL AD CHART 2-13
STAR - ICAO - RWY 17 - RNAV NOBUT 1J, RNAV LOSTO 1J	RKTL AD CHART 2-14
STAR - ICAO - RWY 17 - NOBUT 2D, LOSTO 2D	RKTL AD CHART 2-15
STAR - ICAO - RWY 35 - RNAV NOBUT 2H, RNAV LOSTO 1H	RKTL AD CHART 2-16
STAR - ICAO - RWY 35 - NOBUT 2C, LOSTO 2C	RKTL AD CHART 2-17
ATC Surveillance Minimum Altitude Chart - ICAO(Refer to RKTH AD CHART 2-10)	RKTH AD CHART 2-10
Instrument Approach Chart - ICAO - RWY 17 - ILS Z or LOC Z	RKTL AD CHART 2-18
Instrument Approach Chart - ICAO - RWY 17 - ILS Y or LOC Y	RKTL AD CHART 2-19
Instrument Approach Chart - ICAO - RWY 17 - RNP	RKTL AD CHART 2-20
Instrument Approach Chart - ICAO - RWY 17 - VOR	RKTL AD CHART 2-21
Instrument Approach Chart - ICAO - RWY 35 - ILS Z or LOC Z	RKTL AD CHART 2-22
Instrument Approach Chart - ICAO - RWY 35 - ILS Y or LOC Y	RKTL AD CHART 2-23
Instrument Approach Chart - ICAO - RWY 35 - RNP	RKTL AD CHART 2-24
Instrument Approach Chart - ICAO - RWY 35 - VOR	RKTL AD CHART 2-25
Visual Approach Chart - ICAO	RKTL AD CHART 2-26
Bird concentrations in the vicinity of the airport	RKTL AD CHART 2-27

RKTL AD 2.25 VISUAL SEGMENT SURFACE(VSS) PENETRATION

NIL

Change : Page control.