

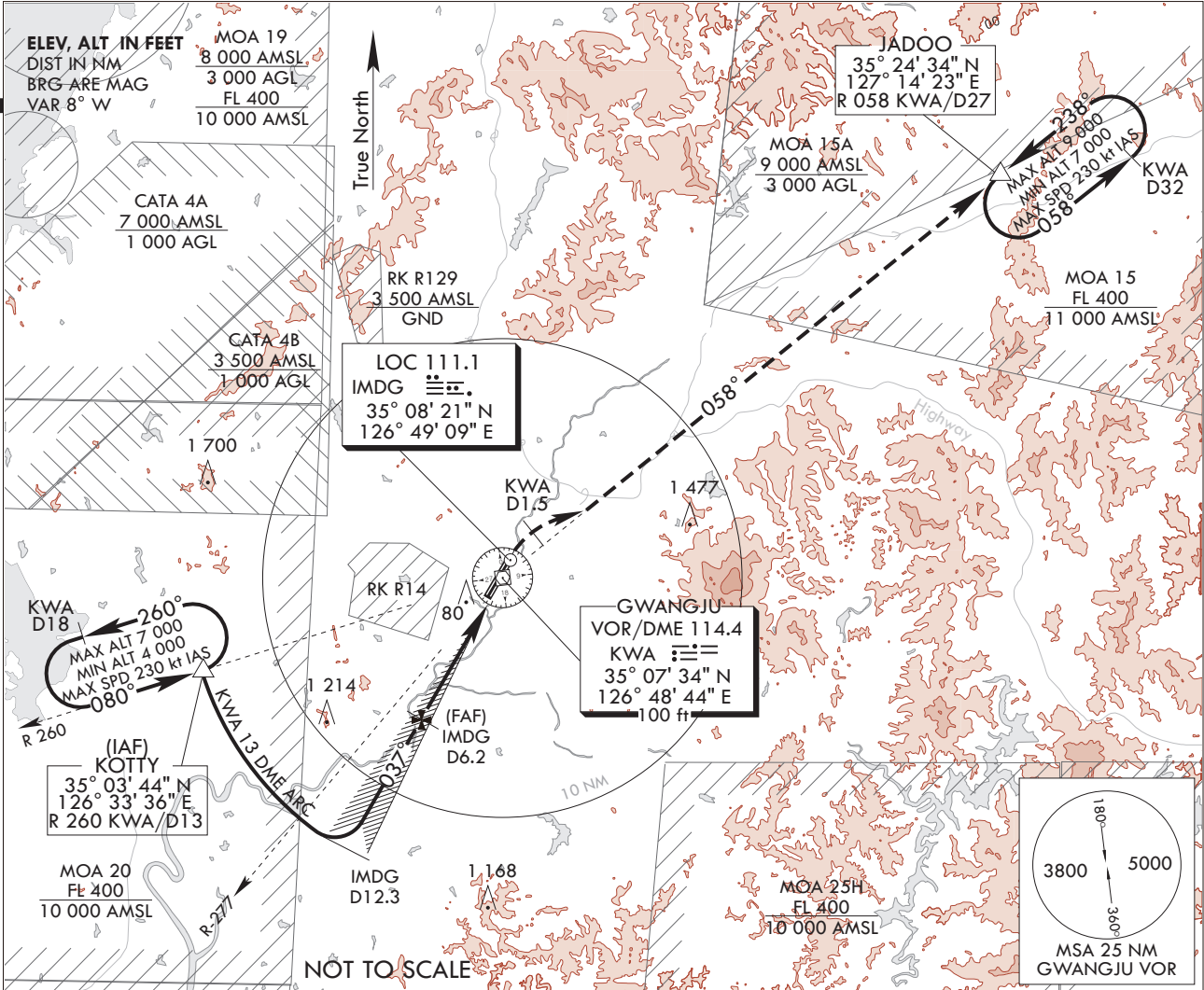
**INSTRUMENT  
APPROACH  
CHART**

**AERODROME ELEV 48 ft**  
HEIGHTS RELATE TO  
THR RWY 04R - ELEV 43 ft  
HIGHEST ELEV TDZ 45 ft

GWANGJU APP 130.0  
228.9  
GWANGJU TWR 118.05  
254.6

**GWANGJU/Gwangju(RKJJ)**  
ILS/DME  
RWY 04R

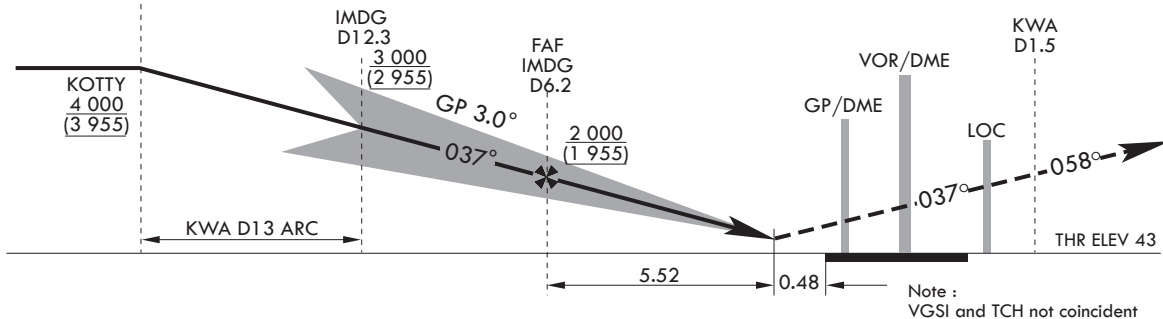
Note : Approach and circle to land under U.S. TERPS.



TRANSITION ALT 14 000  
TRANSITION LVL FL 140

**MISSED APPROACH**

Climb heading 037 to KWA 1.5D,  
then climbing right turn intercept KWA R-058  
and track outbound KWA R-058  
and hold at JADOO(KWA R-058/27D) maintain 7 000



Note :  
VGSI and TCH not coincident

CATEGORY	A	B	C	D
S-ILS	245/730 m 200 (200-800 m)			
S-ILS (ALS inop)	245/1 220 m 200 (200-1 200 m)			

Change : Information of MAG VAR.

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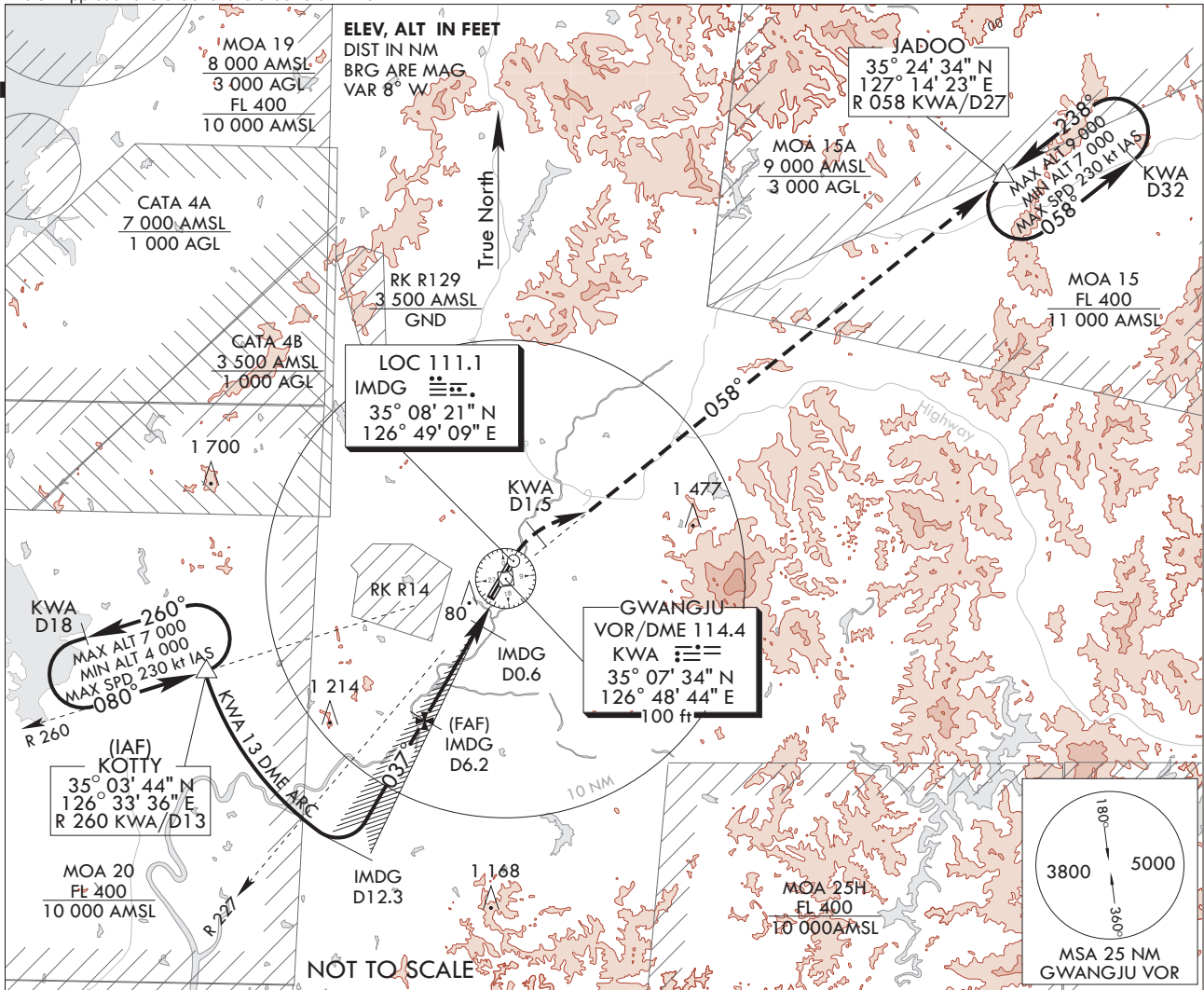
**INSTRUMENT  
APPROACH  
CHART**

**AERODROME ELEV 48 ft**  
HEIGHTS RELATE TO  
THR RWY 04R - ELEV 43 ft  
HIGHEST ELEV TDZ 45 ft

GWANGJU APP 130.0  
228.9  
GWANGJU TWR 118.05  
254.6

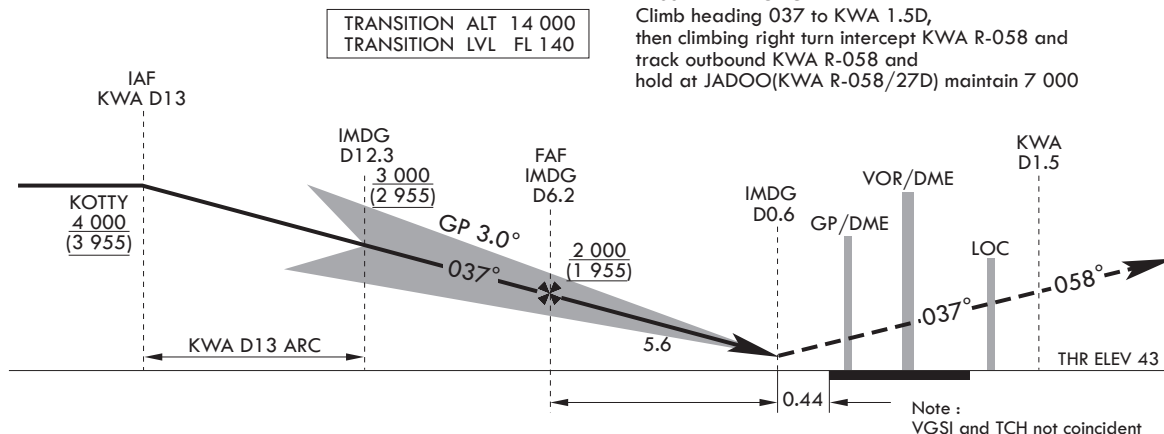
**GWANGJU/Gwangju(RKJJ)**  
**LOC/DME**  
**RWY 04R**

Note : Approach and circle to land under U.S. TERPS.



**MISSED APPROACH**

Climb heading 037 to KWA 1.5D, then climbing right turn intercept KWA R-058 and track outbound KWA R-058 and hold at JADOO(KWA R-058/27D) maintain 7 000



CATEGORY	A	B	C	D
S-LOC/DME	520/1 220 m 475(500-1 200 m)			520/1 520 m 475(500-1 600 m)
S-LOC/DME (ALS INOP)	520/1 520 m 475(500-1 600 m)		520/1 830 m 475(500-2 000 m)	520-2 400 m 475(500-2 400m)
*CIRCLING	780-1 600 m 732(800-1 600 m)	900-2 000 m 852(900-2 000 m)	940-4 400 m 892(900-4 400 m)	1080-4800m 1 032(1 100-4 800m)

Change : Information of MAG VAR.

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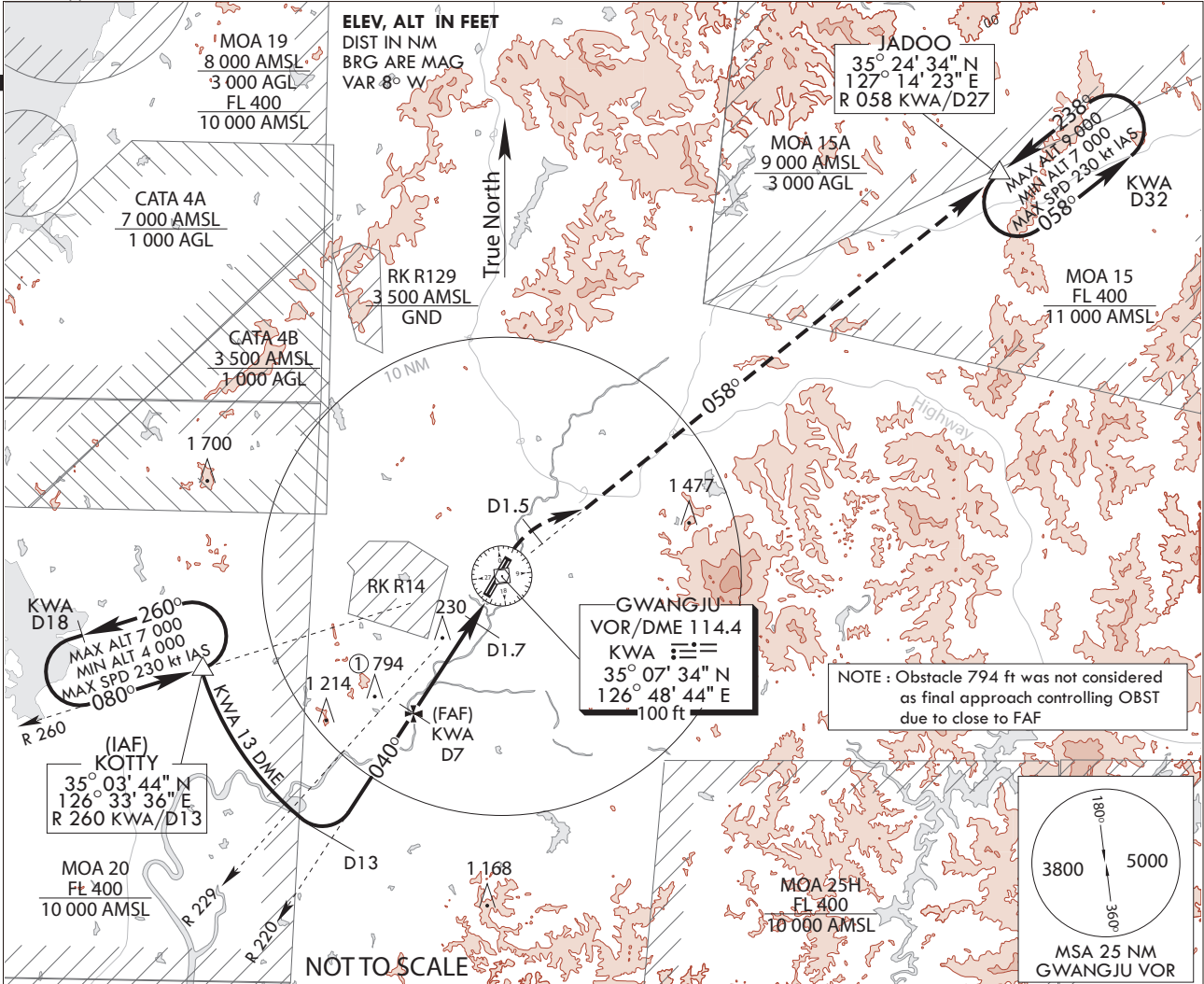
**INSTRUMENT  
APPROACH  
CHART**

**AERODROME ELEV 48 ft**  
HEIGHTS RELATE TO  
THR RWY 04R - ELEV 43 ft  
HIGHEST ELEV TDZ 45 ft

GWANGJU APP 130.0  
228.9  
GWANGJU TWR 118.05  
254.6

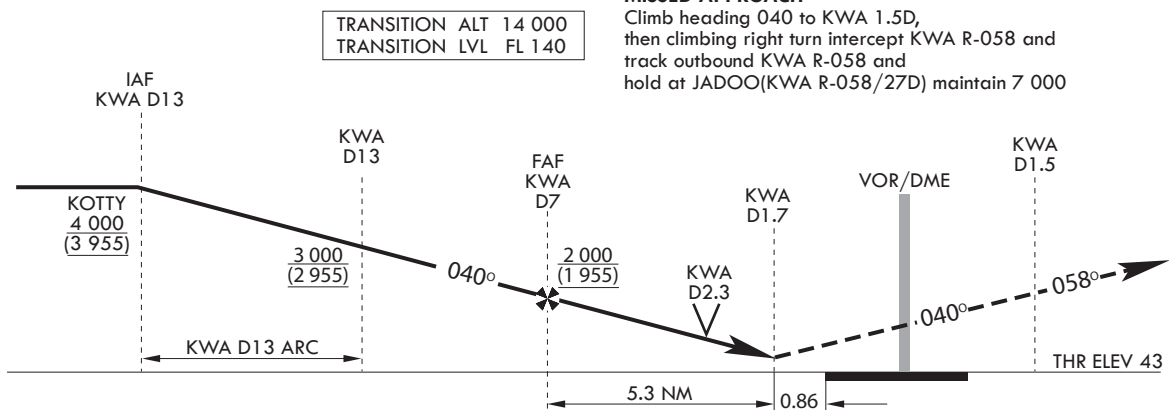
**GWANGJU/Gwangju(RKJJ)**  
**VOR/DME**  
**RWY 04R**

Note : Approach and circle to land under U.S. TERPS.



**MISSED APPROACH**

Climb heading 040 to KWA 1.5D, then climbing right turn intercept KWA R-058 and track outbound KWA R-058 and hold at JADOO(KWA R-058/27D) maintain 7 000



CATEGORY	A	B	C	D
S-VOR 04R	560/1 220 m 515(600-1 200 m)		560/1 520 m 515(600-1 600 m)	560/1 830 m 515(600-2 000 m)
S-VOR 04R (ALS INOP)	560-1 600 m 515(600-1 600 m)		560-2 400 m 515(600-2 400 m)	560-2 800 m 515(600-2 800 m)
*CIRCLING	780-1 600 m 732(800-1 600 m)	900-2 000 m 852(900-2 000 m)	940-4 400 m 892(900-4 400 m)	1 080-4 800 m 1 032(1 100-4 800 m)

Change : Information of MAG VAR.

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**INSTRUMENT  
APPROACH  
CHART**

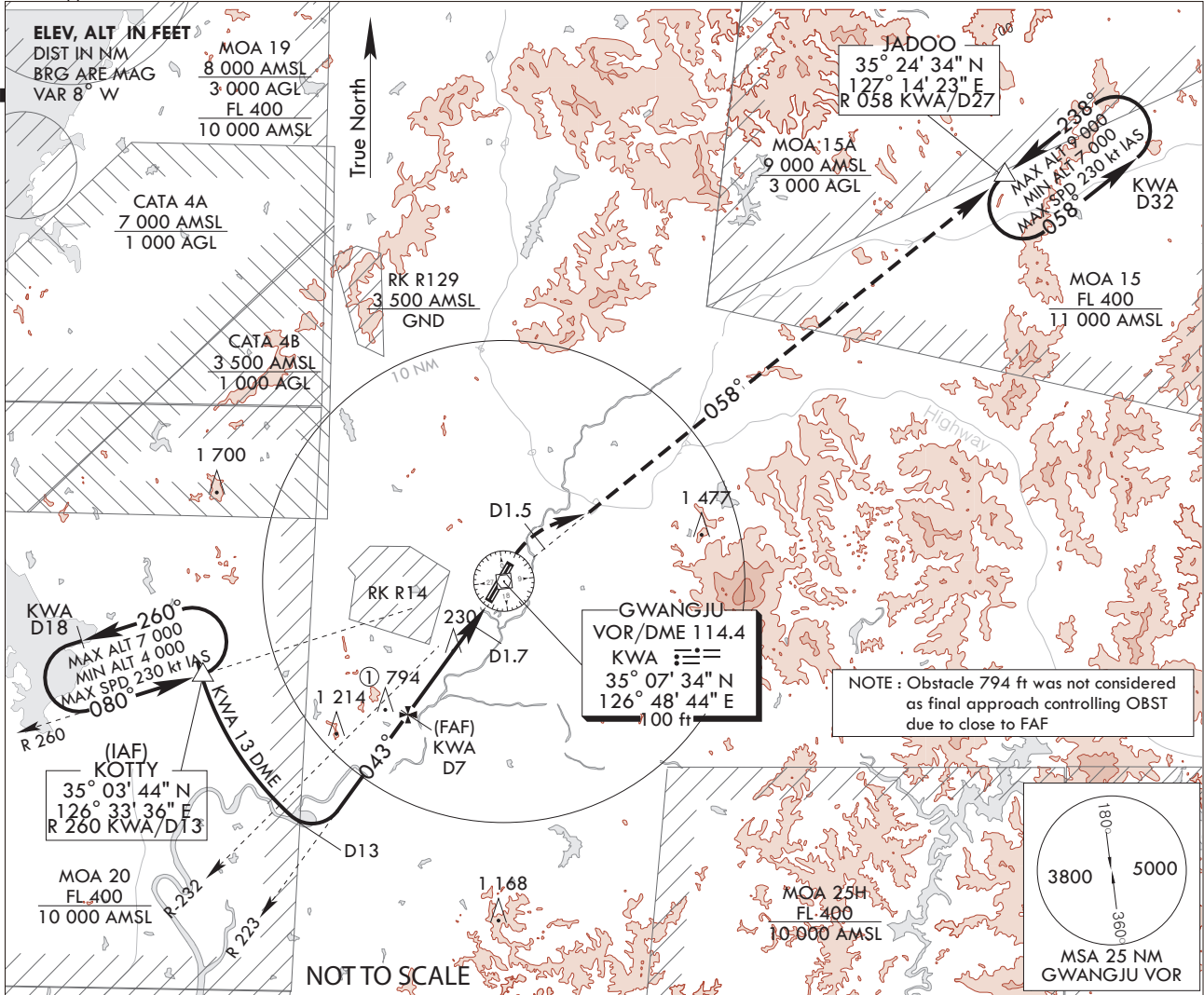
**AERODROME ELEV 48 ft**  
HEIGHTS RELATE TO  
THR RWY 04L - ELEV 44 ft  
HIGHEST ELEV TDZ 45 ft

GWANGJU APP 130.0  
228.9  
GWANGJU TWR 118.05  
254.6

**GWANGJU/Gwangju(RKJJ)**

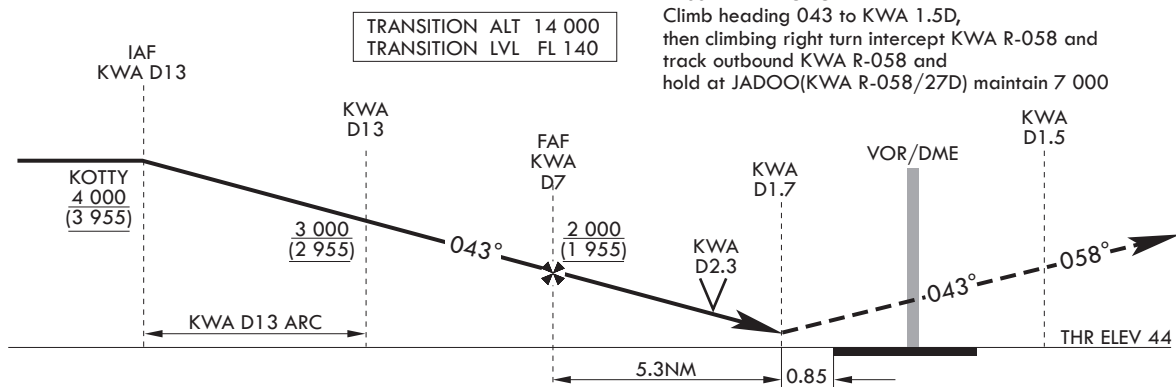
**VOR/DME  
RWY 04L**

Note : Approach and circle to land under U.S. TERPS.



**MISSED APPROACH**

Climb heading 043 to KWA 1.5D, then climbing right turn intercept KWA R-058 and track outbound KWA R-058 and hold at JADOO(KWA R-058/27D) maintain 7 000



CATEGORY	A	B	C	D
S-VOR 04L	560/1 220 m 515(600-1 200 m)		560/1 520 m 515(600-1 600 m)	560/1 830 m 515(600-2 000 m)
S-VOR 04L (ALS INOP)	560-1 600 m 515(600-1 600 m)		560-2 400 m 515(600-2 400 m)	560-2 800 m 515(600-2 800 m)
*CIRCLING	780-1 600 m 732(800-1 600 m)	900-2 000 m 852(900-2 000 m)	940-4 400 m 892(900-4 400 m)	1 080-4 800 m 1 032(1 100-4 800 m)

Change : Information of MAG VAR.

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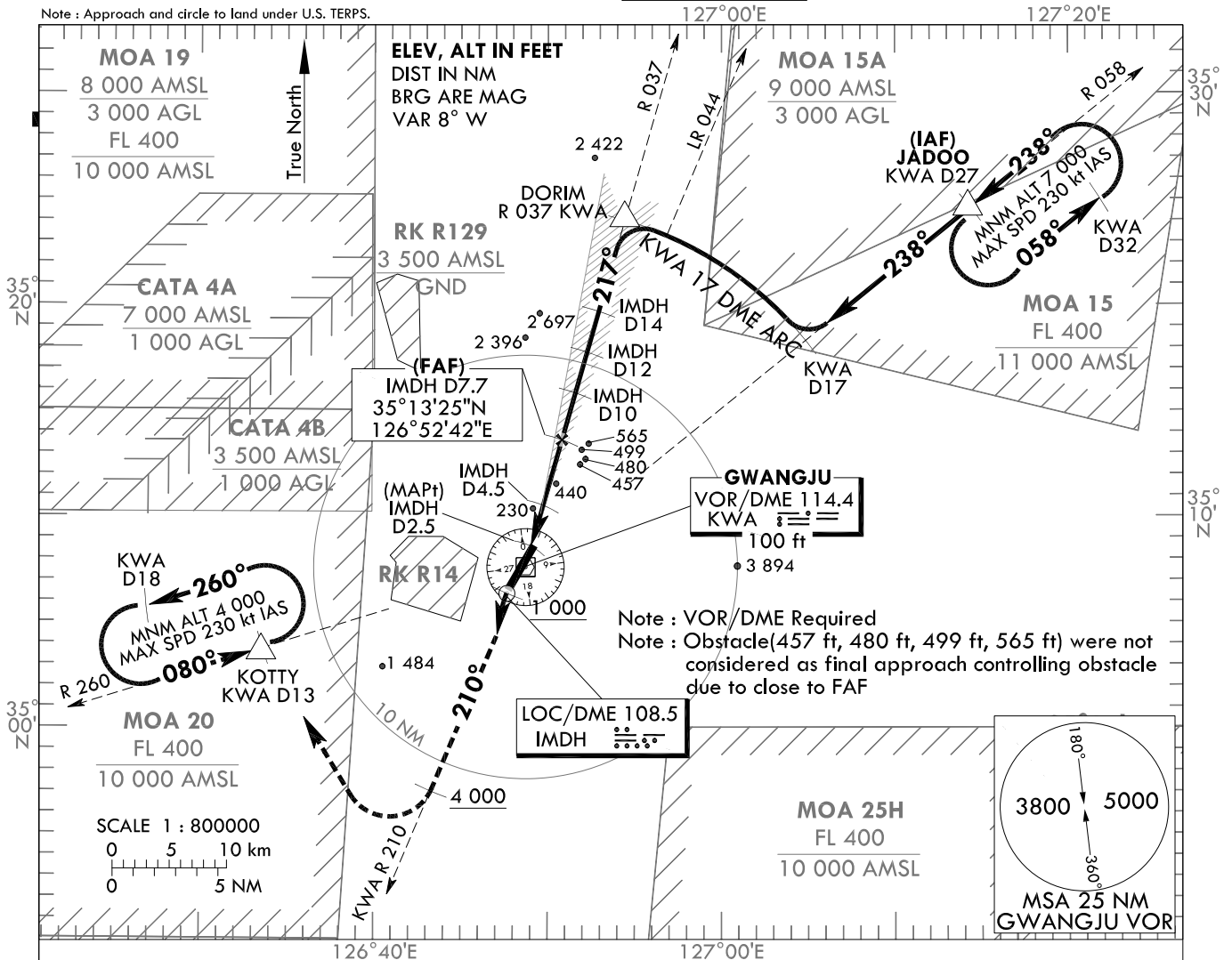
**INSTRUMENT  
APPROACH  
CHART**

**AERODROME ELEV 48 ft**  
HEIGHTS RELATED TO  
THR RWY 22L - ELEV 46 ft  
HIGHEST ELEV TDZ 48 ft

GWANGJU APP 130.0  
228.9  
GWANGJU TWR 118.05  
254.6

**GWANGJU/Gwangju(RKJJ)**  
**LOC/DME**  
**RWY 22L**

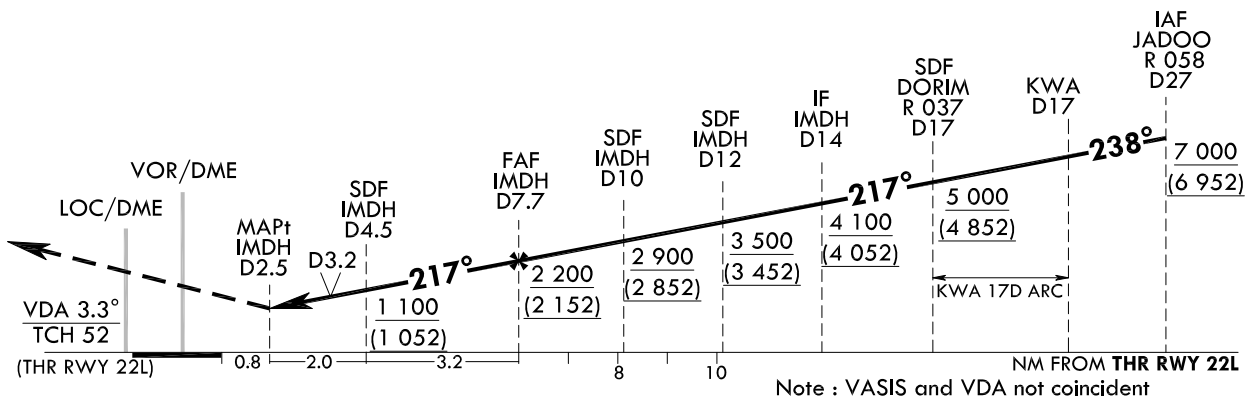
Note : Approach and circle to land under U.S. TERPS.



**MISSED APPROACH**

Climb heading 217° to 1 000, then left turn heading 210° to 4 000, then right turn direct KOTTY maintain 4 000 and hold.

TRANSITION ALT 14 000  
TRANSITION LVL FL 140



CATEGORY	A	B	C	D
S-LOC 22L	560/1 220 m 512(600-1 200 m)		560/1 830 m 512(600-2 000 m)	560-2 400 m 512(600-2 400 m)
S-LOC 22L (ALS INOP)	560/1 830 m 512(600-1 600 m)		560-2 400 m 512(600-2 400 m)	560-2 800 m 512(600-2 800 m)
CIRCLING	780-1 600 m 732(800-1 600 m)	900-2 000 m 852(900-2 000 m)	940-4 400 m 892(900-4 400 m)	1080-4 800 m 1032(1100-4 800 m)

Note : Circling not authorized for west of RWY 22-04

Change : Information of MAG VAR.

GWANGJU/Gwangju(RKJJ)  
LOC/DME  
RWY 22L

AERONAUTICAL DATA TABULATION

Fix/Point		Coordinates	
JADOO (IAF)	R-058.00°/27.00 NM KWA	35°24'37.6"N	127°14'18.8"E
17D KWA	R-058.00°/17.00 NM KWA	35°18'19.3"N	127°04'49.2"E
DORIM (SDF)	R-036.85°/17.00 NM KWA	35°22'21.8"N	126°59'00.3"E
14D IMDH (IF)	BRG217.16°/14.00 NM IMDH	35°18'53.1"N	126°56'33.2"E
12D IMDH (SDF)	BRG217.16°/12.00 NM IMDH	35°17'09.1"N	126°55'19.9"E
10D IMDH (SDF)	BRG217.16°/10.00 NM IMDH	35°15'25.0"N	126°54'06.7"E
7.7D IMDH (FAF)	BRG217.16°/7.70 NM IMDH	35°13'25"N	126°52'42"E
4.5D IMDH (SDF)	BRG217.16°/4.50 NM IMDH	35°10'38.6"N	126°50'45.6"E
2.5D IMDH (MAPt)	BRG217.16°/2.50 NM IMDH	35°08'54.5"N	126°49'32.5"E
THR RWY 22L	Final approach descent angle 3.30°	35°08'12.82"N	126°49'03.32"E
KWA VOR/DME		35°07'34.2"N	126°48'44.0"E
IMDH LOC/DME		35°06'44.3"N	126°48'01.3"E
KOTTY	R-260.00°/13.00 NM KWA	35°03'41.8"N	126°33'36.6"E

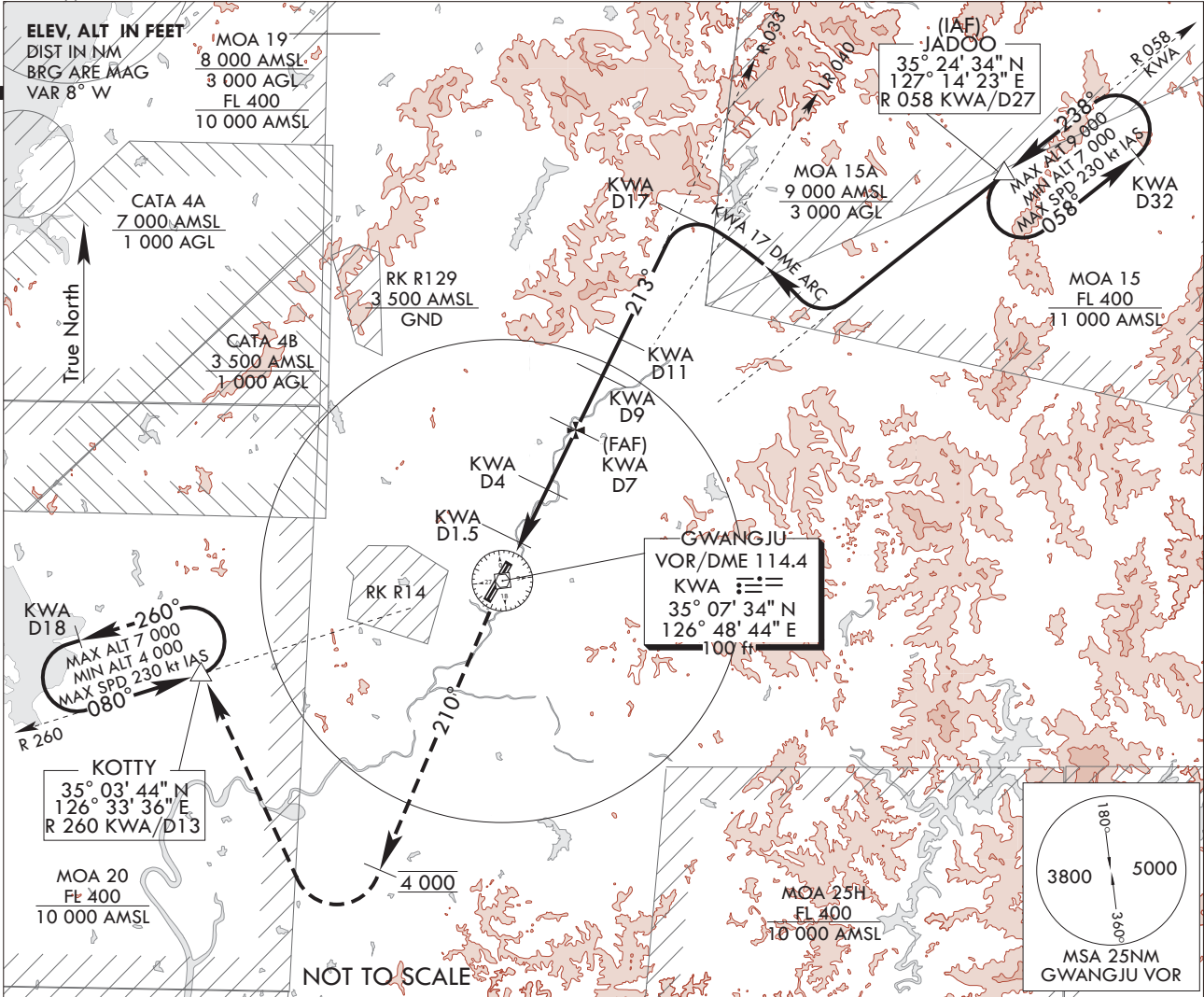
**INSTRUMENT  
APPROACH  
CHART**

**AERODROME ELEV 48 ft**  
HEIGHTS RELATE TO  
THR RWY 22L - ELEV 46 ft  
HIGHEST ELEV TDZ 48 ft

GWANGJU APP	130.0
	228.9
GWANGJU TWR	118.05
	254.6

**GWANGJU/Gwangju(RKJJ)**  
**VOR/DME**  
**RWY 22L**

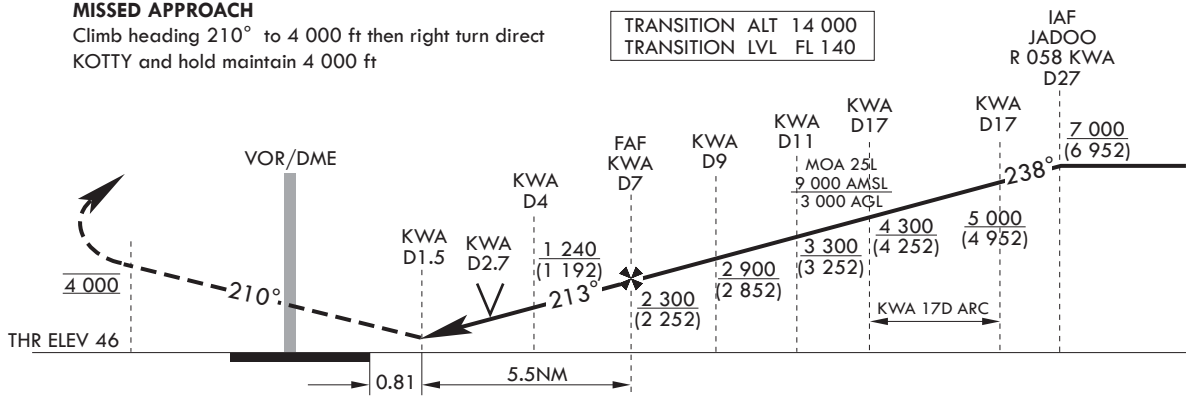
Note : Approach and circle to land under U.S. TERPS.



**MISSED APPROACH**

Climb heading 210° to 4 000 ft then right turn direct KOTTY and hold maintain 4 000 ft

TRANSITION ALT 14 000  
TRANSITION LVL FL 140



CATEGORY	A	B	C	D
S-VOR/DME 22L	740/1 220 m 692(700-1200 m)		740-2 800 m 692(700-2 800 m)	740-3 200 m 692(700-3 200 m)
S-VOR/DME 22L (ALS ionp)	740/1 520 m 692(700-1 600 m)		740-3 200 m 692(700-3 200 m)	740-3 600 m 692(700-3 600 m)
*CIRCLING	780-1 600 m 732(800-1 600 m)	900-2 000 m 852(900-2 000 m)	940-4 400 m 892(900-4 400 m)	1 080-4 800 m 1 032(1 100-4 800 m)

Change : Information of MAG VAR.

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