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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 4/23

6 APR 2023

AIRAC

AIP AMENDMENT NR 4/23

(Effective : 1600UTC 17 MAY 2023)

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 Enroute

a) Establishment of UA 45(DANYANG).

1.2 Jeju INTL Airport

a) Withdrawal of CAT-II operation and Information of WX minima for CAT-I, LOC.

1.3 Gimhae INTL Airport

a) Establishment of use of Mode S transponder on the ground(2 ~ 2.3) and Information of item numbers.

1.4 Muan INTL Airport

a) Establishment of ACFT stands NR. 5L, 5R and Information of ACFT stands NR. 1~2, 6R.

1.5 Wonju Airport

a) Information of ARP site at AD(214° → 215°), speed restrictions, TWY width for TWYs B and G.

b) Information of HDG for missed approach procedure and RWY direction(034° → 035°, 214° → 215°).

c) Amended phrases(MAP → MAPt).

d) Establishment of ARP and ALSF-1.

e) Information of course/track for SID, STAR, IAC and NOTE 2.

2. PAGE CONTROL

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL I, Part II – ENR (Enroute)	**VOL I, Part II – ENR (Enroute)**
ENR 5.5-1(12 JAN 23) / 5.5-2(12 JAN 23) ENR 6-6(12 JAN 23) / 6-7(13 JAN 22)	ENR 5.5-1(12 JAN 23) / 5.5-2(6 APR 23) ENR 6-6(6 APR 23) / 6-7(13 JAN 22)
VOL II, Part III - AD (Aerodrome)	**VOL II, Part III - AD (Aerodrome)**
RKPC	**RKPC**
AD CHART 2-21(15 DEC 22) / 2-21-1(15 DEC 22) AD CHART 2-22(15 DEC 22) / 2-22-1(15 DEC 22) AD CHART 2-25(15 DEC 22) / 2-25-1(15 DEC 22) AD CHART 2-26(15 DEC 22) / 2-26-1(15 DEC 22)	AD CHART 2-21(6 APR 23) / 2-21-1(6 APR 23) AD CHART 2-22(6 APR 23) / 2-22-1(6 APR 23) AD CHART 2-25(6 APR 23) / 2-25-1(15 DEC 22) AD CHART 2-26(6 APR 23) / 2-26-1(15 DEC 22)
RKPK	**RKPK**
AD 2-3(2O OCT 22) / 2-4(20 OCT 22)	AD 2-3(6 APR 23) / 2-3-1(6 APR 23) AD 2-4(20 OCT 22) / 2-4-1(6 APR 23)
VOL III, Part III - AD (Aerodrome)	**VOL III, Part III - AD (Aerodrome)**
RKJB	**RKJB**
AD CHART 2-1(28 JUL 22) / 2-2(10 FEB 22) AD CHART 2-3(28 JUL 22) / 2-4(28 JUL 22)	AD CHART 2-1(6 APR 23) / 2-2(10 FEB 22) AD CHART 2-3(6 APR 23) / 2-4(6 APR 23)
RKNW	**RKNW**
AD 2-1(17 NOV 22) / 2-2(17 NOV 22) AD 2-7(1 JUL 21) / 2-8(1 JUL 21) AD 2-9(1 JUL 21) / 2-10(1 JUL 21) AD CHART 2-1(25 AUG 22) / 2-2(25 AUG 22) AD CHART 2-3(26 AUG 21) / 2-3-1(26 AUG 21) AD CHART 2-4(26 AUG 21) / 2-4-1(26 AUG 21) AD CHART 2-5(26 AUG 21) / 2-5-1(26 AUG 21) AD CHART 2-6(1 JUL 21) / 2-6-1(1 JUL 21) AD CHART 2-7(26 AUG 21) / 2-7-1(26 AUG 21) AD CHART 2-8(26 AUG 21) / 2-8-1(26 AUG 21) AD CHART 2-9(26 AUG 21) / 2-9-1(26 AUG 21) AD CHART 2-10(20 OCT 22) / 2-10-1(20 OCT 22) AD CHART 2-11(25 AUG 22) / 2-11-1(25 AUG 22) AD CHART 2-12(1 JUL 21) / 2-12-1(24 SEP 20) AD CHART 2-13(1 JUL 21) / 2-13-1(24 SEP 20) AD CHART 2-14(26 AUG 21) / 2-14-1(26 AUG 21) AD CHART 2-15(25 AUG 22) / 2-15-1(25 AUG 22) AD CHART 2-16(25 AUG 22) / 2-16-1(25 AUG 22)	AD 2-1(6 APR 23) / 2-2(17 NOV 22) AD 2-7(1 JUL 21) / 2-8(6 APR 23) AD 2-9(6 APR 23) / 2-10(1 JUL 21) AD CHART 2-1(6 APR 23) / 2-2(6 APR 23) AD CHART 2-3(6 APR 23) / 2-3-1(26 AUG 21) AD CHART 2-4(6 APR 23) / 2-4-1(26 AUG 21) AD CHART 2-5(6 APR 23) / 2-5-1(26 AUG 21) AD CHART 2-6(6 APR 23) / 2-6-1(6 APR 23) AD CHART 2-7(6 APR 23) / 2-7-1(6 APR 23) AD CHART 2-8(6 APR 23) / 2-8-1(6 APR 23) AD CHART 2-9(6 APR 23) / 2-9-1(6 APR 23) AD CHART 2-10(6 APR 23) / 2-10-1(6 APR 23) AD CHART 2-11(6 APR 23) / 2-11-1(6 APR 23) AD CHART 2-12(6 APR 23) / 2-12-1(24 SEP 20) AD CHART 2-13(6 APR 23) / 2-13-1(24 SEP 20) AD CHART 2-14(6 APR 23) / 2-14-1(26 AUG 21) AD CHART 2-15(6 APR 23) / 2-15-1(25 AUG 22) AD CHART 2-16(6 APR 23) / 2-16-1(25 AUG 22)

END

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES

1. Ultralight vehicle flight areas
   ※ The entire area within Incheon FIR is designated as Ultralight vehicle flight restricted area except areas listed in the below table.
   ＊ : Unmanned Aerial Vehicles only. ＊＊: Airpark for Light aircraft and Ultralight vehicle exist.

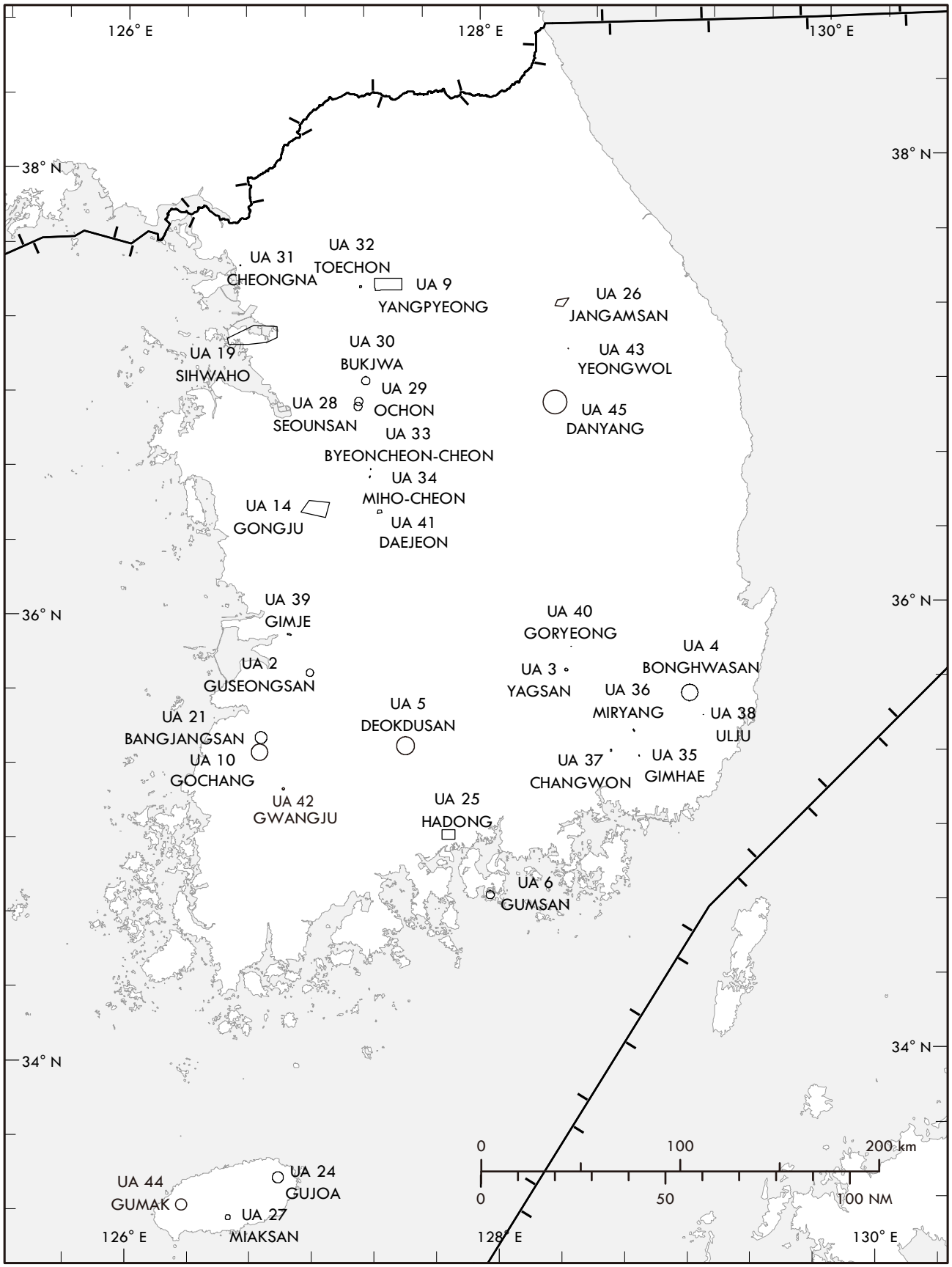
Designation and lateral limits	*Vertical limits*	*Operator/User Tel NR.*	*Remarks and time of ACT*
(UA 2) GUSEONGSAN Circle with radius of 1.8 km(1.0 NM) centered on 354421N 1270027E	500 ft AGL SFC		
(UA 3) YAGSAN Circle with radius of 0.7 km(0.4 NM) centered on 354421N 1282502E	500 ft AGL SFC		
(UA 4) BONGHWASAN Circle with radius of 4.0 km(2.2 NM) centered on 353731N 1290532E	500 ft AGL SFC		
(UA 5) DEOKDUSAN Circle with radius of 4.5 km(2.4 NM) centered on 352441N 1273157E	500 ft AGL SFC		
(UA 6) GUMSAN Circle with radius of 2.1 km(1.1 NM) centered on 344411N 1275852E	500 ft AGL SFC		
(UA 9) YANGPYEONG 373010N 1272300E - 373010N 1273200E - 372700N 1273200E - 372700N 1272300E - to point of origin	500 ft AGL SFC		
(UA 10) GOCHANG Circle with radius of 4.0 km(2.2 NM) centered on 352311N 1264353E	500 ft AGL SFC		
(UA 14) GONGJU 363038N 1270033E - 363002N 1270713E - 362604N 1270553E - 362729N 1265750E - to the beginning	500 ft AGL SFC		
(UA 19) SIHWAHO 371751N 1264215E - 371724N 1265000E - 371430N 1265000E - 371315N 1264628E - 371245N 1264029E - 371244N 1263342E - 371414N 1263319E - to point of origin	500 ft AGL SFC		
(UA 21) BANG JANG SAN Circle with radius of 3.0 km(1.6 NM) centered on 352658N 1264417E	500 ft AGL SFC		
(UA 24) GUJOA Circle with radius of 2.8 km(1.5 NM) centered on 332841N 1264922E	500 ft AGL SFC		
(UA 25) HADONG 350147N 1274325E - 350145N 1274741E - 345915N 1274739E - 345916N 1274324E - to point of origin	500 ft AGL SFC		
(UA 26) JANG AM SAN 372338N 1282419E - 372410N 1282810E - 372153N 1282610E - 372211N 1282331E - to point of origin	500 ft AGL SFC		
(UA 27) MIAKSAN Circle with radius of 1.2 km(0.7 NM) centered on 331800N 1263316E	500 ft AGL SFC		
(UA 28) SEOUNSAN Circle with radius of 2.0 km(1.1 NM) centered on 365550N 1271659E	500 ft AGL SFC		

Designation and lateral limits	*Vertical limits*	*Operator/User Tel NR.*	*Remarks and time of ACT*
(UA 29) OCHON Circle with radius of 2.0 km(1.1 NM) centered on 365711N 1271716E	500 ft AGL SFC		
(UA 30) BUKJWA Circle with radius of 2.0 km(1.1 NM) centered on 370242N 1271940E	500 ft AGL SFC		
*** (UA 31) CHEONGNA** 373354N 1263730E - 373400N 1263744E - 373351N 1263750E - 373345N 1263736E - to point of origin	500 ft AGL SFC		
*** (UA 32) TOECHON** Circle with radius of 0.3 km(0.2 NM) centered on 372800N 1271809E	500 ft AGL SFC		
*** (UA 33) BYEONCHEON-CHEON** 363904N 1272103E - 363902N 1272111E - 363850N 1272106E - 363852N 1272059E - to point of origin	500 ft AGL SFC		
*** (UA 34) MIHO-CHEON** 363710N 1272048E - 363705N 1272105E - 363636N 1272049E - 363650N 1272033E - to point of origin	500 ft AGL SFC		
*** (UA 35) GIMHAE** 352057N 1284815E - 352101N 1284825E - 352047N 1284833E - 352043N 1284823E - to point of origin	500 ft AGL SFC		
*** (UA 36) MIRYANG** 352801N 1284642E - 352729N 1284714E - 352717N 1284659E - 352750N 1284627E - to point of origin	500 ft AGL SFC		
*** (UA 37) CHANGWON** 352238N 1283856E - 352238N 1283931E - 352216N 1283931E - 352213N 1283921E - 352213N 1283856E - to point of origin	500 ft AGL SFC		
*** (UA 38) ULJU** 353129N 1290947E - 353128N 1290957E - 353130N 1291001E - 353126N 1291003E - 353124N 1291001E - 353125N 1290946E - to the beginning	500 ft AGL SFC		
*** (UA 39) GIMJE** 355435N 1265304E - 355454N 1265257E - 355458N 1265339E - 355437N 1265420E - 355420N 1265408E - 355439N 1265331E - to point of origin	500 ft AGL SFC		
*** (UA 40) GORYEONG** Circle with radius of 80 m(0.05 NM) centered on 355034N 1282639E	500 ft AGL SFC		
*** (UA 41) DAEJEON** 362754N 1272326E - 362757N 1272427E - 362710N 1272439E - 362707N 1272306E - to the beginning	500 ft AGL SFC	DAEJEON CITY TEL : 042-930-4419	Active : 0900-1600 (KST)
*** (UA 42) GWANGJU** Circle with radius of 50 m(0.03 NM) centered on 351318N 1265142E	500 ft AGL SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED 0800-1800 (KST)
*** (UA 43) YEONGWOL** 371036N 1282739E - 371031N 1282745E - 371029N 1282743E - 371034N 1282737E - to the beginning	500 ft AGL SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED 0800-1800 (KST)
(UA 44) GUMAK Circle with radius of 1.5 NM centered on 332127N 1261820E	1 900 ft AMSL SFC	Jeju Paragliding Association TEL : 064-758-2676	Only for Paragliding (Recommended)
(UA 45) DANYANG Circle with radius of 3 NM centered on 365745N 1282242E	500 ft AGL SFC	Danyang-gun TEL : 043-420-2564	Only for paragliding (Recommended)

Change : Establishment of UA 45(DANYANG).

AERIAL SPORTING AND RECREATIONAL ACTIVITIES -INDEX CHART

The entire area within Incheon FIR is designated as Ultralight vehicle flight restricted area except the following areas



Change : Establishment of UA 45(DANYANG).

RADIO FACILITY - INDEX CHART

TO BE DEVELOPED

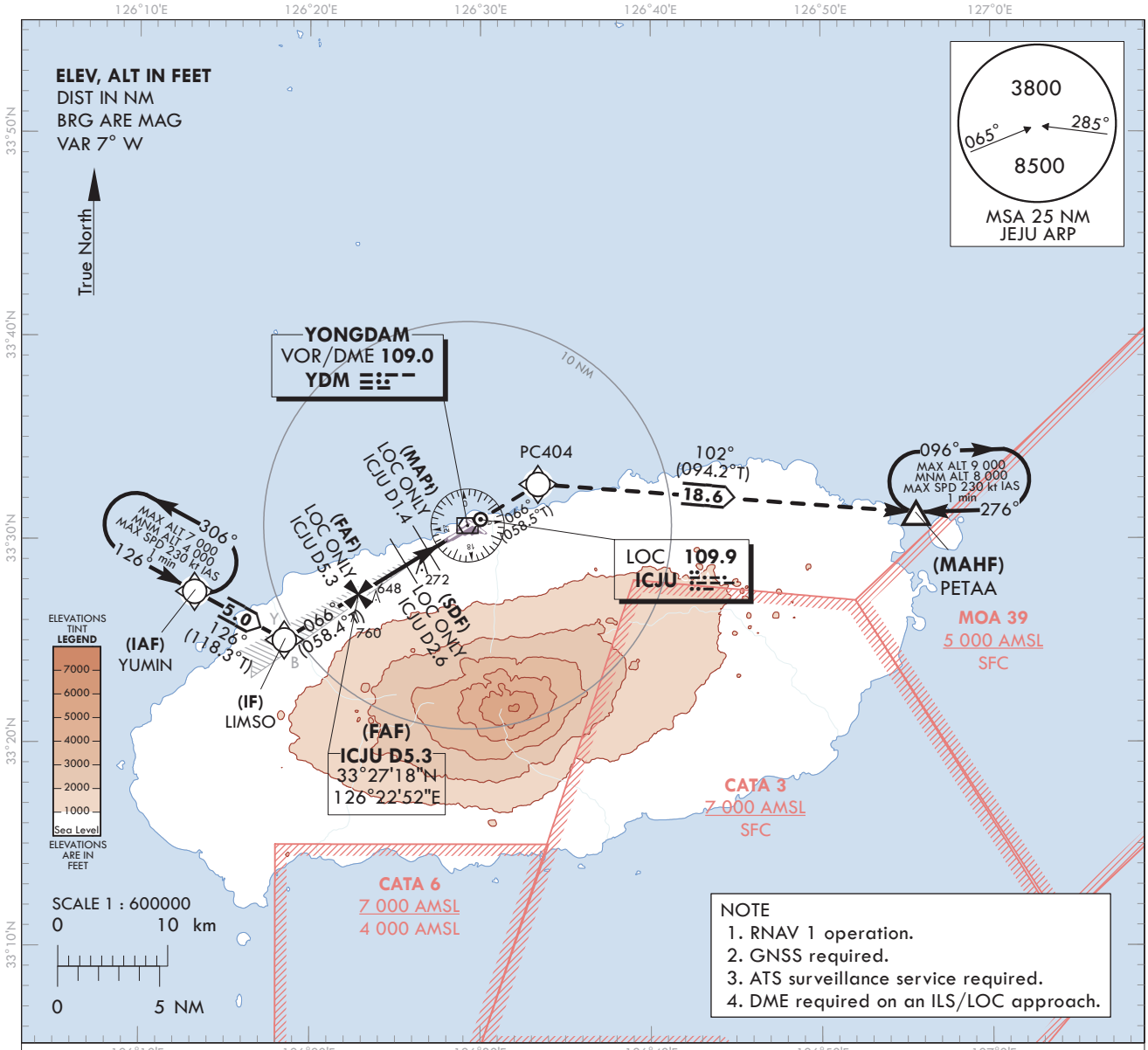
INSTRUMENT APPROACH CHART - ICAO

Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 119 ft
HEIGHTS RELATED TO
THR RWY 07 - ELEV **87** ft

JEJU APP	121.2
	124.05
JEJU TWR	118.55
	118.2

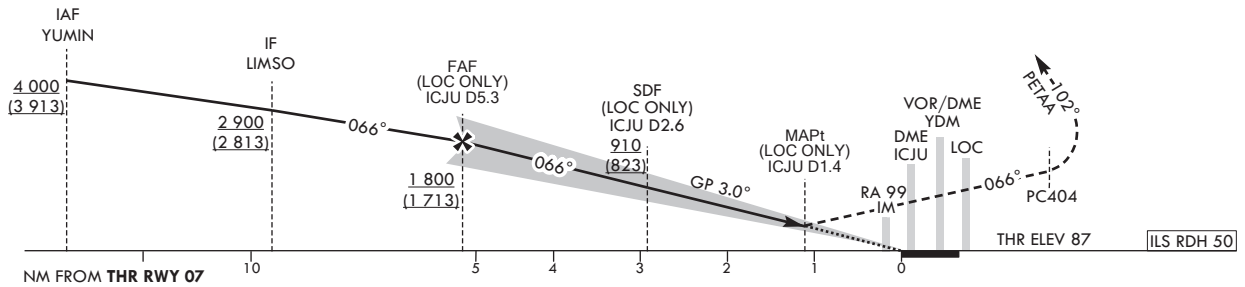
JEJU/Jeju Intl(RKPC)
ILS Z or LOC Z RWY 07



RECOMMENDED PROFILE(LOC ONLY)	DME ICJU	5	4	3	2	1.4
Final Approach Gradient 5.32%, 323 ft/NM	ALT(HGT)	1 690 (1 603)	1 367 (1 280)	1 044 (957)	721 (634)	530 (443)

MISSED APPROACH
Climb to 8 000 ft on track of 066° to PC404, then RIGHT turn on track of 102° to PETAA and hold at 8 000 ft.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D	DL
STA	CAT-1	FULL	387 (300)	RVR 650 m, VIS 800 m				
		ALS INOP		1 500 m				
	LOC	FULL	530 (443)	1 600 m				
		ALS INOP		2 300 m				

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	318	478	637	796	955

1) For CAT D/DL aeroplane conducting an autoland.
* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Withdrawal of CAT-II operation and Information of WX minima for CAT-I.

JEJU/Jeju Intl(RKPC)
ILS Z or LOC Z RWY 07

AERONAUTICAL DATA TABULATION

ILS Z or LOC Z Approach to RWY 07 from YUMIN(IAF)		
Fix/point		Coordinates
YUMIN(IAF)		33°27'25.7"N 126°13'15.5"E
LIMSO(IF)		33°25'03.0"N 126°18'31.0"E
D5.3 ICJU(FAF LOC only)	BRG 65.82°/5.34 NM ICJU	33°27'17.6"N 126°22'51.8"E
D2.6 ICJU(SDF LOC only)	BRG 65.82°/2.60 NM ICJU	33°28'43.8"N 126°25'39.3"E
D1.4 ICJU(MAPt LOC only)	BRG 65.82°/1.40 NM ICJU	33°29'21.6"N 126°26'52.7"E
THR RWY 07		33°29'59.57"N 126°28'06.50"E
DME ICJU		33°30'09.0"N 126°28'15.7"E
PC404		33°32'42.3"N 126°33'23.4"E
PETAA(MAHF)		33°31'18.0"N 126°55'34.0"E

Change : Withdrawal of CAT-II operation.

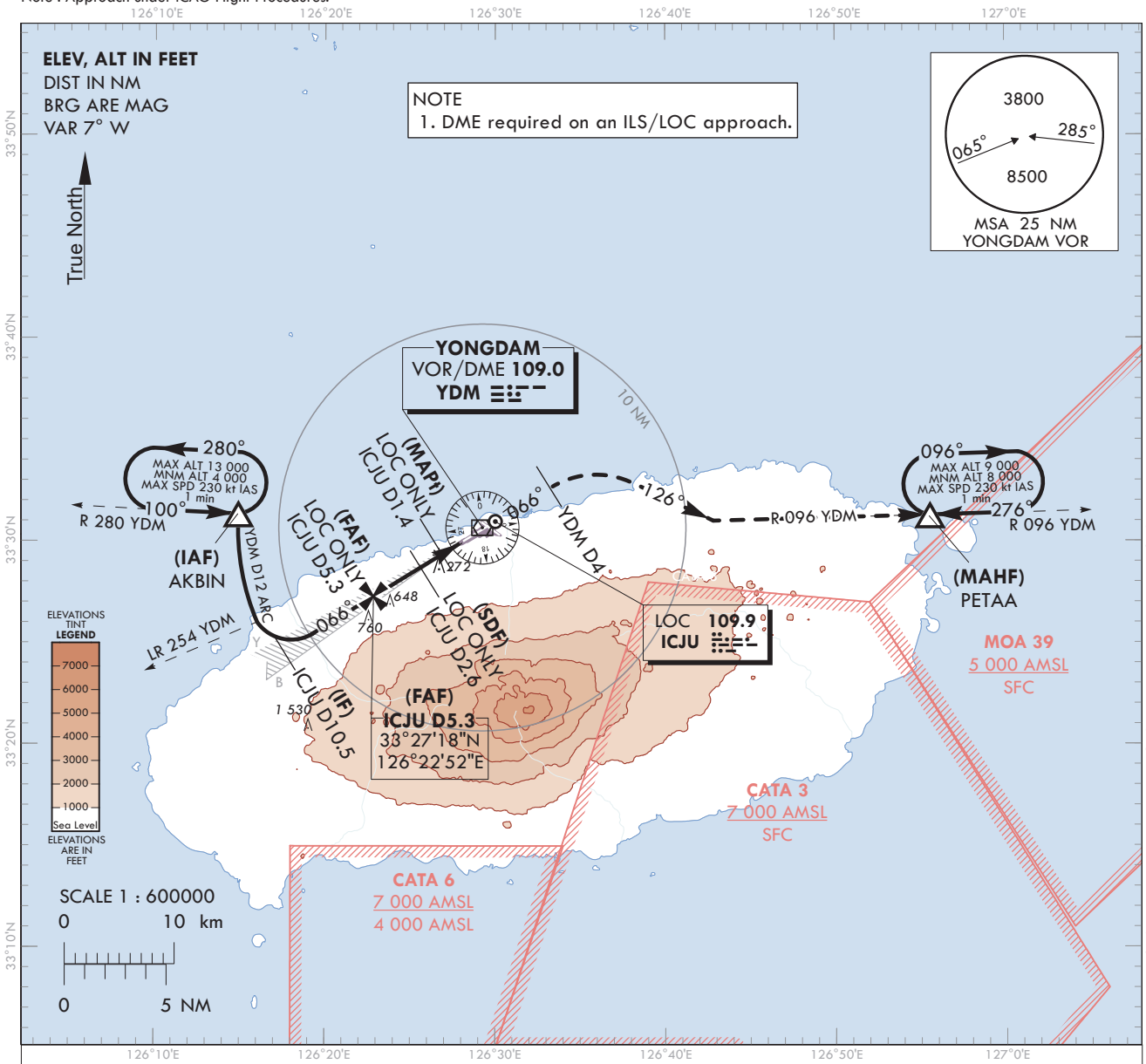
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 119 ft
HEIGHTS RELATED TO
THR RWY 07 - ELEV **87** ft

JEJU	APP	121.2 124.05
JEJU	TWR	118.55 118.2

JEJU/Jeju Intl(RKPC)
ILS Y or LOC Y RWY 07

Note : Approach under ICAO Flight Procedures.

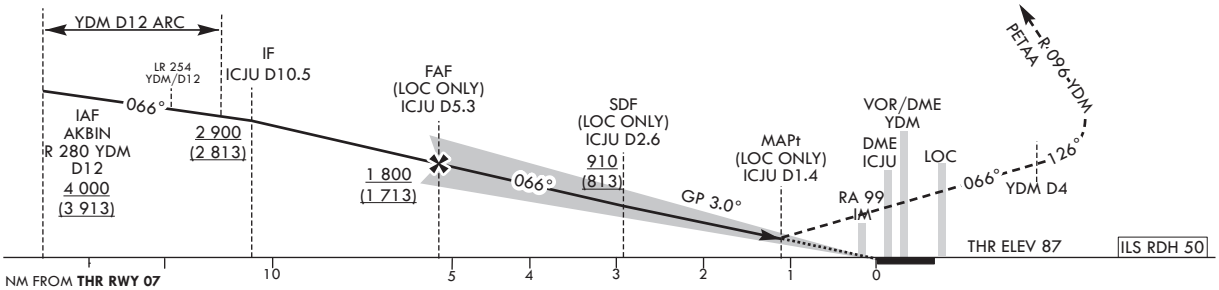


RECOMMENDED PROFILE(LOC ONLY)	DME ICJU	5	4	3	2	1.4
Final Approach Gradient 5.32%, 323 ft/NM	ALT(HGT)	1 690 (1 603)	1 367 (1 280)	1 044 (957)	721 (634)	530 (443)

MISSED APPROACH
Climb straight ahead untill YDM D4 then RIGHT turn to Intercept R 096 YDM to PETAA and Hold at 8 000 ft.

NOTE
1. Missed approach turn limited to maximum of 230 kt IAS.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D	DL
STA	CAT-1	FULL	387 (300)	RVR 650 m, VIS 800 m				
		ALS INOP		1 500 m				
	LOC	FULL	530 (443)	1 600 m				
		ALS INOP		2 300 m				

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	318	478	637	796	955

1) For CAT D/DL aeroplane conducting an autoland.
* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Withdrawal of CAT-II operation and Information of WX minima for CAT-I.

AERONAUTICAL DATA TABULATION

ILS Y or LOC Y Approach to RWY 07 from AKBIN(IAF)			
Fix/point		Coordinates	
AKBIN(IAF)	- 12 DME ARC /12.00 NM YDM	33°31'21.5"N	126°14'55.3"E
D10.5 ICJU(IF)	- BRG 65.82°/10.50 NM ICJU	33°24'35.0"N	126°17'36.8"E
D5.3 ICJU(FAF LOC only)	- BRG 65.82°/5.34 NM ICJU	33°27'17.6"N	126°22'51.8"E
D2.6 ICJU(SDF LOC only)	- BRG 65.82°/2.60 NM ICJU	33°28'43.8"N	126°25'39.3"E
D1.4 ICJU(MAPt LOC only)	- BRG 65.82°/1.40 NM ICJU	33°29'21.6"N	126°26'52.7"E
THR RWY 07		33°29'59.57"N	126°28'06.50"E
DME ICJU		33°30'09.0"N	126°28'15.7"E
YDM VOR/DME		33°30'41.3"N	126°29'15.3"E
D4.0 YDM	- BRG 65.87°/4.00 NM YDM	33°32'42.4"N	126°33'23.4"E
PETAA	- BRG 95.70°/22.00 NM YDM	33°31'18.0"N	126°55'34.0"E

Change : Withdrawal of CAT-II operation.

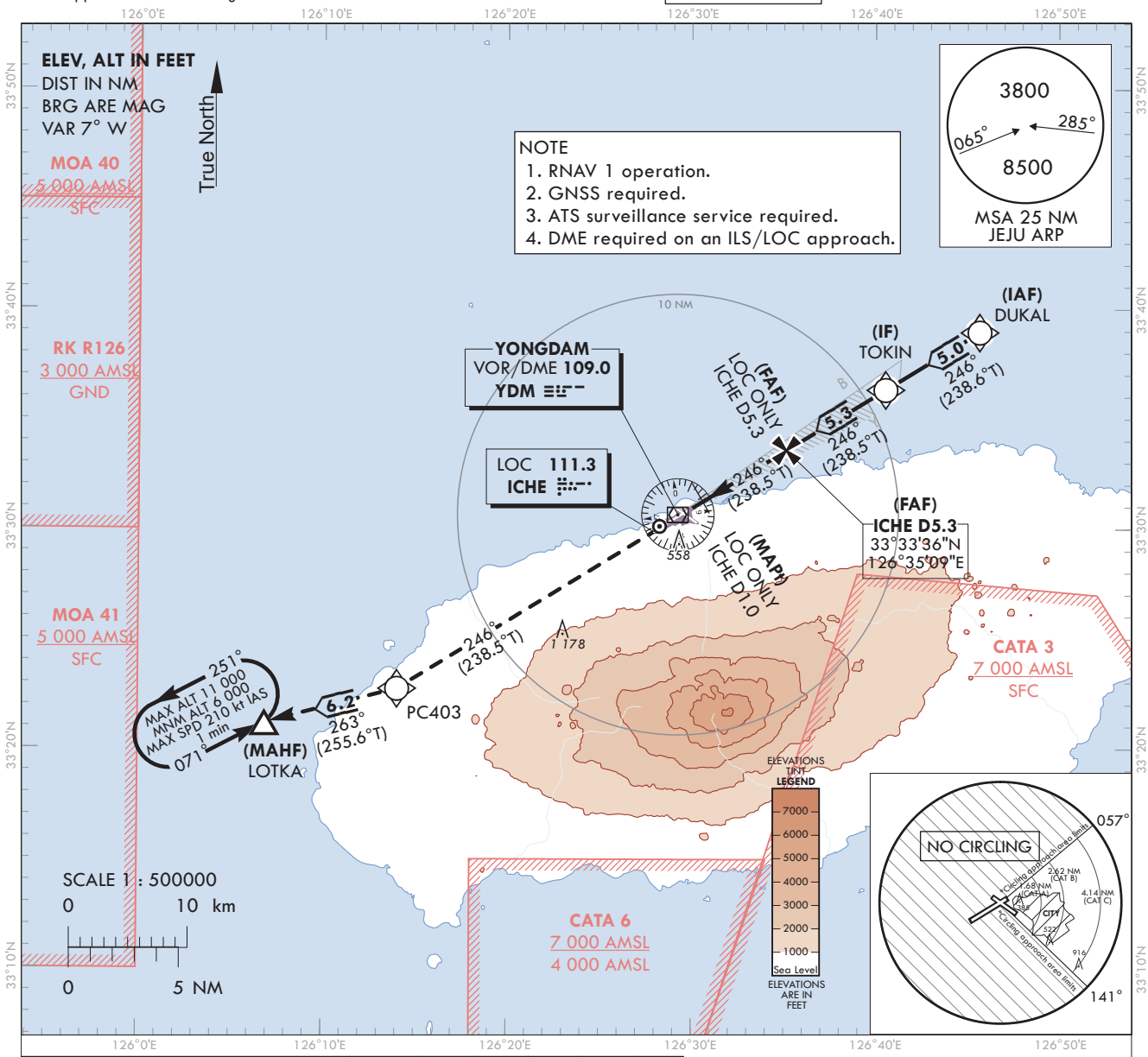
INSTRUMENT APPROACH CHART - ICAO

Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 119 ft
HEIGHTS RELATED TO
THR RWY 25 - ELEV **76** ft

JEJU	APP	121.2 124.05
JEJU	TWR	118.55 118.2

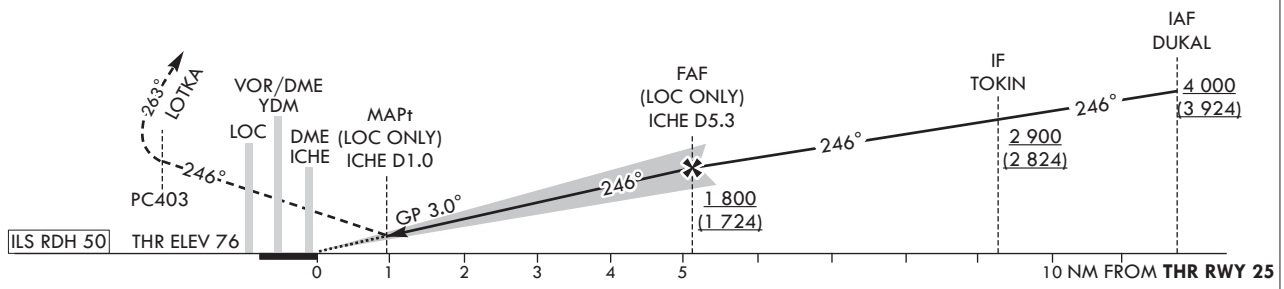
JEJU/Jeju Intl(RKPC)
ILS Z or LOC Z RWY 25



RECOMMENDED PROFILE(LOC ONLY)	DME ICHE	5	4	3	2	1.0
Final Approach Gradient 5.32%, 323 ft/NM	ALT(HGT)	1 691 (1 615)	1 368 (1 292)	1 045 (969)	722 (646)	400 (324)

MISSED APPROACH
Climb to 6 000 ft on track of 246° to PC403, then RIGHT turn on track of 263° to LOTKA and Hold at 6000 ft.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D	DL
STA	CAT-1	FULL	346 (270)	900 m				
		ALS INOP		1 300 m				
	LOC	FULL	540 (464)	1 800 m				
		ALS INOP		2 200 m				
Circling				680(561) 2 600 m	890(771) 3 600 m	1 380(1 261) 5 000 m	N/A	

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	318	478	637	796	955

* Timing Not authorized for defining MAPt.
* MDH for Circling realated to aerodrome ELEV 119 ft.

Change : Information of WX minima for CAT-I and LOC.

AERONAUTICAL DATA TABULATION

ILS Z or LOC Z Approach to RWY 25 from DUKAL(IAF)		
Fix/point		Coordinates
DUKAL(IAF)		33°38'58.6"N 126°45'38.8"E
TOKIN(IF)	BRG 246.03°/5.00 NM	33°36'21.9"N 126°40'32.2"E
D5.3 ICHE(FAF LOC only)	BRG 245.98°/5.34 NM ICHE	33°33'36.4"N 126°35'08.7"E
D1.0 ICHE(MAPt LOC only)	BRG 245.93°/1.00 NM ICHE	33°31'20.0"N 126°30'43.0"E
THR RWY 25		33°30'53.56"N 126°29'51.51"E
DME ICHE		33°30'51.4"N 126°29'39.1"E
PC403		33°22'44.4"N 126°14'03.0"E
LOTKA		33°21'11.1"N 126°06'52.2"E

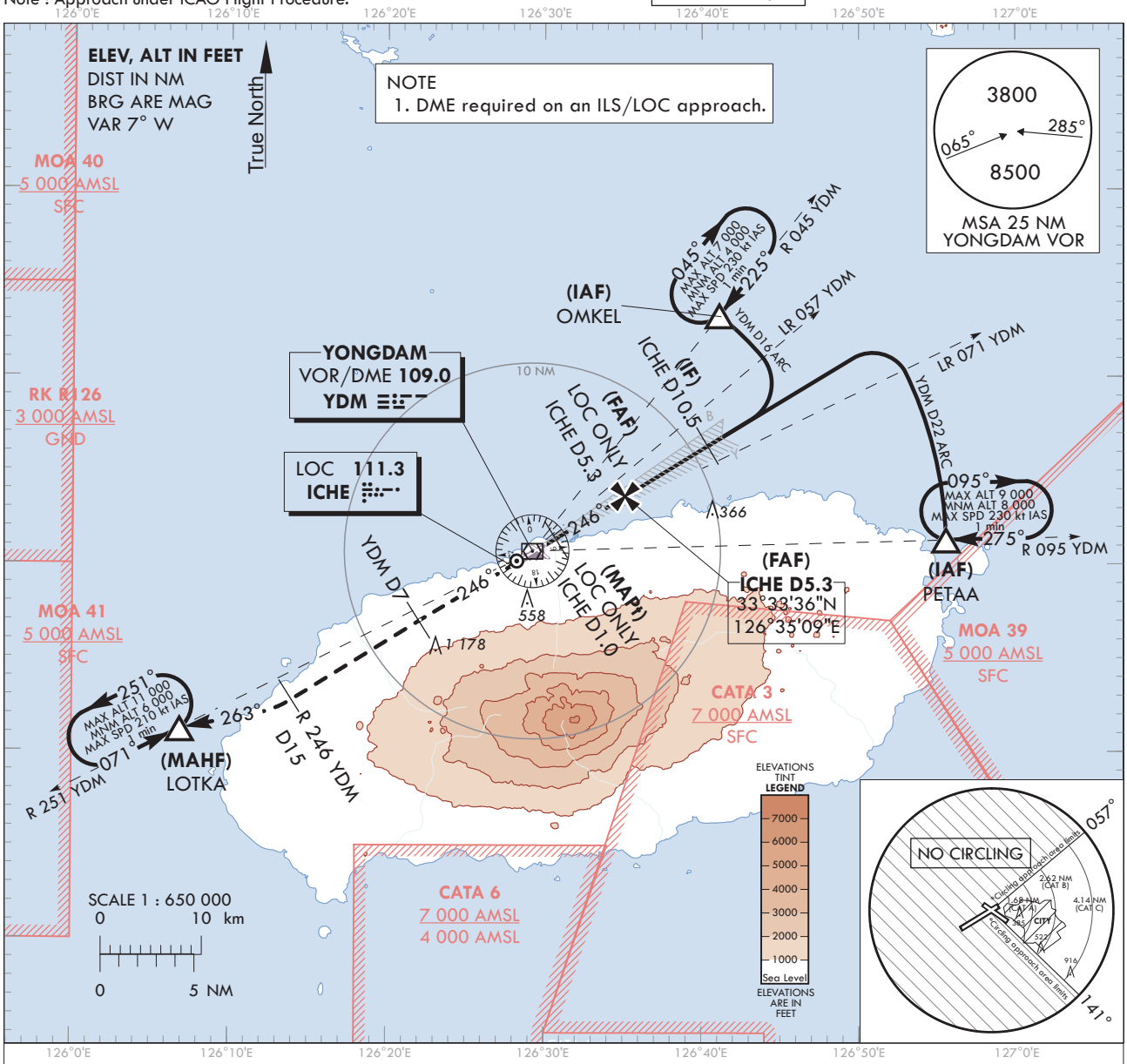
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 119 ft
HEIGHTS RELATED TO
THR RWY 25 - ELEV **76** ft

JEJU	APP	121.2 124.05
JEJU	TWR	118.55 118.2

JEJU/Jeju Intl(RKPC)
ILS Y or LOC Y RWY 25

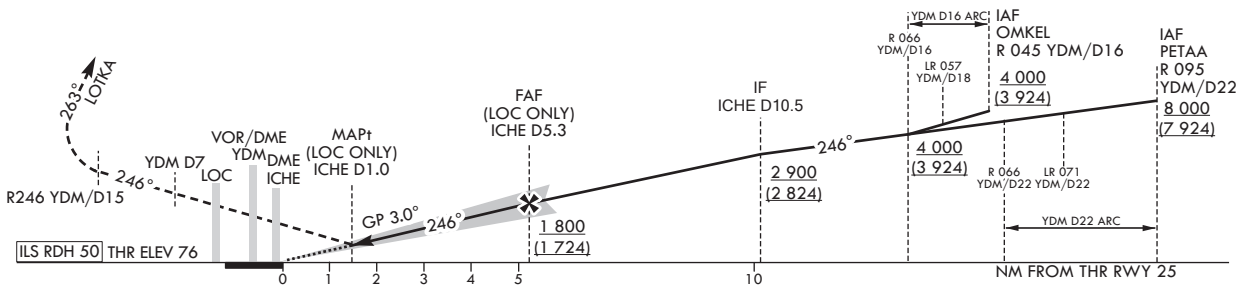
Note : Approach under ICAO Flight Procedure.



RECOMMENDED PROFILE(LOC ONLY)	DME ICHE	5	4	3	2	1.0
Final Approach Gradient 5.32%, 323 ft/NM	ALT(HGT)	1 691 (1 615)	1 368 (1 292)	1 045 (969)	722 (646)	400 (324)

MISSDED APPROACH
Climb straight ahead untill YDM D7 to Intercept R 246 YDM/D15 turn RIGHT HDG 263° to LOTKA and Hold at 6 000 ft.
NOTE
1. Missed approach turn limited to maximum of 210 kt IAS.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D	DL
STA	CAT-1	FULL	346 (270)	900 m				
		ALS INOP		1 300 m				
	LOC	FULL	540 (464)	1 800 m				
		ALS INOP		2 200 m				
Circling				680(561) 2 600 m	890(771) 3 600 m	1 380(1 261) 5 000 m	N/A	

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	318	478	637	796	955

* Timing Not authorized for defining MAPt.
* MDH for Circling realated to aerodrome ELEV 119 ft.

Change : Information of WX minima for CAT-I and LOC.

AERONAUTICAL DATA TABULATION

ILS Y or LOC Y Approach to RWY 25 from OMKEL(IAF) or PETAA(IAF)		
Fix/point		Coordinates
OMKEL(IAF)	- 16 DME ARC /16.00 NM YDM	33°43'16.2"N 126°41'08.0"E
PETAA(IAF)	- 22 DME ARC /22.00 NM YDM	33°31'18.0"N 126°55'34.0"E
D10.5 ICHE(IF)	- BRG 245.98°/10.50 NM ICHE	33°36'18.2"N 126°40'24.9"E
D5.3 ICHE(FAF LOC only)	- BRG 245.93°/5.34 NM ICHE	33°33'36.4"N 126°35'08.7"E
D1.0 ICHE(MAPt LOC only)	- BRG 245.93°/1.00 NM ICHE	33°31'20.0"N 126°30'43.0"E
THR RWY 25		33°30'53.56"N 126°29'51.51"E
DME ICHE		33°30'51.4"N 126°29'39.1"E
YDM VOR/DME		33°30'41.3"N 126°29'15.3"E
D7.0 YDM	- BRG 246.34°/7.00 NM YDM	33°26'59.7"N 126°22'08.6"E
D15.0 YDM	- BRG 245.59°/15.00 NM YDM	33°22'45.9"N 126°14'01.5"E
LOTKA	- BRG 262.70°/21.00 NM YDM	33°21'11.1"N 126°06'52.2"E

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

<table>
<tr><td>1</td><td>Designation, Apron surface and strength</td><td colspan="4">a. Area : 404 251 m^2
b. Surface
- International 1 and Domestic : Asphalt
- International 2 : Concrete
c. Strength
- International 1 : PCN 74/F/B/X/T
- Domestic : PCN 67/F/A/X/T
- International 2 : PCN 109/R/C/W/T</td></tr>
<tr><td rowspan="14">2</td><td rowspan="14">Designation, Taxiway width, surface and strength</td><td>Taxiway</td><td>Width(m)</td><td>Surface</td><td>Strength</td></tr>
<tr><td>P, E1, E2, E3, E4, E5</td><td>30</td><td>Concrete</td><td>PCN 109/R/C/W/T</td></tr>
<tr><td>S</td><td>30</td><td>Concrete</td><td>PCN 85/R/B/W/T</td></tr>
<tr><td>C1, C2, C3, C4, C5, C6, C7</td><td>30</td><td>Concrete</td><td>PCN 85/R/B/W/T</td></tr>
<tr><td>G7</td><td>23</td><td>Concrete</td><td>PCN 109/R/C/W/T</td></tr>
<tr><td>G8</td><td>45</td><td>Concrete</td><td>PCN 109/R/C/W/T</td></tr>
<tr><td>G9</td><td>78</td><td>Concrete</td><td>PCN 109/R/C/W/T</td></tr>
<tr><td>W2</td><td>30</td><td>Concrete</td><td>PCN 55/R/B/X/T</td></tr>
<tr><td>W3</td><td>45</td><td>Concrete</td><td>PCN 55/R/B/X/T</td></tr>
<tr><td rowspan="2">G10</td><td rowspan="2">44</td><td>Asphalt</td><td>PCN 67/F/A/X/T</td></tr>
<tr><td>Concrete</td><td>PCN 109/R/C/W/T</td></tr>
<tr><td rowspan="2">G11</td><td rowspan="2">44</td><td>Asphalt</td><td>PCN 55/F/B/X/T</td></tr>
<tr><td>Concrete</td><td>PCN 109/R/C/W/T</td></tr>
<tr><td>W1, G1, G2, G3, G4, G5, G6</td><td colspan="3">N/A (Military use taxiway)</td></tr>
<tr><td>3</td><td>Altimeter checkpoint location and elevation</td><td colspan="4">All Aprons / 2 m (8 ft)</td></tr>
<tr><td>4</td><td>VOR checkpoints</td><td colspan="4">VOR : NIL</td></tr>
<tr><td>5</td><td>INS checkpoints</td><td colspan="4">INS : Every specified aircraft stands
(Refer to Aircraft Parking/Docking Chart)</td></tr>
<tr><td>6</td><td>Remarks</td><td colspan="4">Military Run-up area exits on TWY E1 and E5</td></tr>
</table>

Change : Page control.

RKPK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	a. Taxiing guidance signs are the intersections of all TWY and RWY and holding positions b. Guide lines at apron c. Nose-in guidance at aircraft stands
2	Use of Mode S transponder on the ground	
2.1	General	This system using Mode S transponder improves the accuracy and the reliability of the ground movement monitoring system.
2.2	ACFT equipped with Mode S transponder	ACFT operators shall ensure that Mode S transponders are able to operate when ACFT is on the ground.
2.2.1	Departing ACFT	Prior to push-back or taxiing from a parking stand whichever comes first : - Enter, using either FMS mode or transponder control unit, the flight identification as specified in item 7 of the ICAO flight plan(ex : KAL123, AAR 456) or enter in the absence of flight identification, the ACFT registration. - Select XPNDR or its equivalent in relation to specifications on the installed model. - If function is available, select AUTO mode. - Do not select Off or SDBY functions. - Set Mode A code assigned by ATC. Lining up - Select TA/RA.
2.2.2	Arriving ACFT	After landing and until the ACFT is stationary at parking stand : - Maintain XPNDR or its equivalent in relation of specification of the installed model. - Do not select OFF and SDBY functions. - Maintain Mode A code assigned by ATC. When ACFT is stationary at the parking stand, select OFF or SDBY.
2.2.3	Other cases of taxiing ACFT	- Select XPNDR or its equivalent in relation to specifications of the installed model. - If function is available, select AUTO mode. - Do not select the OFF and SDBY function. - Set Mode A code to 2000.
2.3	ACFT not equipped with Mode S transponder or with an unserviceable Mode S transponder	Departing ACFT : - Maintain Mode A+C transponder in the ON position until lining up. Arriving ACFT : - Maintain Mode A+C transponder in the ON positon and Mode A code assigned by ATC until parking stand. Other cases of taxing ACFT : - Select A+C transponder in the ON positon or its equivalent in relation to specifications of the installed model. - Do not select the OFF and SDBY function. - Set Mode A code to 2000. Fully parked on stand - Select OFF or SDBY position.
3	RWY and TWY markings and LGT	a. RWY 1) Lights RWY 18R : Edge(HIRL), CL, THR, END, RTIL RWY 36L : Edge(HIRL), CL, THR, END, TDZ RWY 18L : Edge(HIRL), CL, THR, END RWY 36R : Edge(HIRL), CL, THR, END, TDZ 2) Marking RWY 18R : Designation, Aiming Point, Side Strip, CL, TDZ, Displaced THR RWY 36L : Designation, Aiming Point, Side Strip, CL, TDZ, THR RWY 18L : Designation, Aiming Point, Side Strip, CL, TDZ, THR RWY 36R : Designation, Aiming Point, Side Strip, CL, TDZ, THR b. TWY 1) Lights Edge : All TWY CL : All TWY EXC W1, W2, W3 2) Marking Edge : All TWY CL : All TWY Holding Position : All RWY/TWY intersection
4	Stop bars	Refer to Aerodrome Ground Movement Chart (AD Chart 2-5/2-6)
5	Remarks	NIL

Change : Establishment of use of Mode S transponder on the ground(2 ~ 2.3) and Information of item numbers.

RKPK 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
RKPKOB001	Tree	350930.1N 1285620.9E	57 ft/	NIL	36L/R APCH 18L/R TKOF
RKPKOB002	Hill	351438.3N 1285331.0E	1 077 ft/	NIL	
RKPKOB003	Hill	351516.5N 1285320.4E	1 312 ft/	NIL	
RKPKOB004	Hill	350430.2N 1285800.9E	590 ft/	NIL	
RKPKOB005	Hill	350357.2N 1285808.9E	768 ft/	NIL	
RKPKOB006	Hill	351455.9N 1285523.8E	1 333 ft/	NIL	
RKPKOB007	Hill	350701.7N 1285825.4E	1 115 ft/	NIL	
RKPKOB008	Hill	351100.3N 1290118.8E	2 107 ft/	NIL	
RKPKOB009	Antenna	350924.5N 1285643.1E	73 ft/	NIL	
RKPKOB010	Hill	350700.7N 1285832.8E	1 377 ft/	NIL	
RKPKOB011	Hill	351455.9N 1285523.8E	1 345 ft/	NIL	18L/R APCH 36L/R TKOF
RKPKOB012	Hill	351140.2N 1285405.8E	197 ft/	NIL	In 18L/R circling area and at AD
RKPKOB013	Hill	351353.9N 1285541.9E	656 ft/	NIL	
RKPKOB014	Hill	351148.9N 1285457.1E	132 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					
Remarks					

1. Obstacles
   - RWY supervisor Units are east side of RWY 36R/18L.
   - MA-1A Aircraft Arresting Nets are located at RWY 36R/18L threshold (AGL 1.0 m).
   - Aircraft Braking System Equipment Shelters are located at 528 m from the RWY 36R threshold, 714 m from the RWY 18L threshold and each side of the RWY, 83 m from the center line (AGL 2.7 m).
   - Aircraft Braking System Arresting Cable Banks are located on 528 m from the RWY 36R threshold and 714 m from the RWY 18L threshold (AGL 0.4 m).
   - Military fence is located 130 m west side of RWY 36L Center line and 1 950 ~ 2 210 m from the RWY threshold, (AGL 2.7 m).

2. Caution
   - Mountainous area in the north of airport : Refer to Instrument Approach Charts.
   - RWY 18L is lack of runway and safety area length 4 m.

INTENTIONALLY

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Change : New page.

AERODROME CHART - ICAO

34°59'29"N
126°22'58"E

ELEV **16** m

TWR	118.25	118.85	321.025
GND	121.7	317.45	

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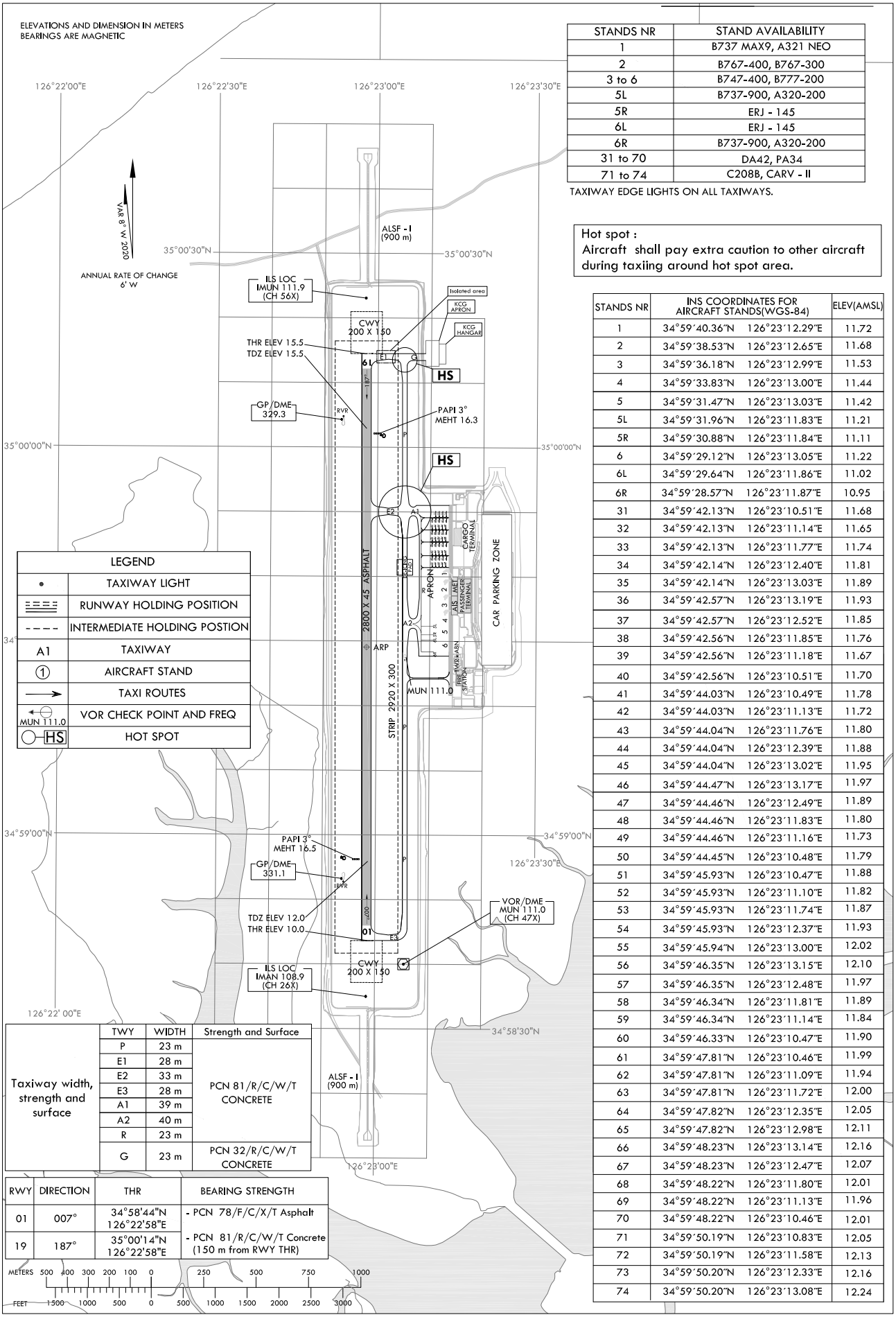


STANDS NR	STAND AVAILABILITY
1	B737 MAX9, A321 NEO
2	B767-400, B767-300
3 to 6	B747-400, B777-200
5L	B737-900, A320-200
5R	ERJ - 145
6L	ERJ - 145
6R	B737-900, A320-200
31 to 70	DA42, PA34
71 to 74	C208B, CARV - II

TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS.

Hot spot :
Aircraft shall pay extra caution to other aircraft during taxiing around hot spot area.

STANDS NR	INS COORDINATES FOR AIRCRAFT STANDS(WGS-84)	ELEV(AMSL)
1	34°59′40.36″N 126°23′12.29″E	11.72
2	34°59′38.53″N 126°23′12.65″E	11.68
3	34°59′36.18″N 126°23′12.99″E	11.53
4	34°59′33.83″N 126°23′13.00″E	11.44
5	34°59′31.47″N 126°23′13.03″E	11.42
5L	34°59′31.96″N 126°23′11.83″E	11.21
5R	34°59′30.88″N 126°23′11.84″E	11.11
6	34°59′29.12″N 126°23′13.05″E	11.22
6L	34°59′29.64″N 126°23′11.86″E	11.02
6R	34°59′28.57″N 126°23′11.87″E	10.95
31	34°59′42.13″N 126°23′10.51″E	11.68
32	34°59′42.13″N 126°23′11.14″E	11.65
33	34°59′42.13″N 126°23′11.77″E	11.74
34	34°59′42.14″N 126°23′12.40″E	11.81
35	34°59′42.14″N 126°23′13.03″E	11.89
36	34°59′42.57″N 126°23′13.19″E	11.93
37	34°59′42.57″N 126°23′12.52″E	11.85
38	34°59′42.56″N 126°23′11.85″E	11.76
39	34°59′42.56″N 126°23′11.18″E	11.67
40	34°59′42.56″N 126°23′10.51″E	11.70
41	34°59′44.03″N 126°23′10.49″E	11.78
42	34°59′44.03″N 126°23′11.13″E	11.72
43	34°59′44.04″N 126°23′11.76″E	11.80
44	34°59′44.04″N 126°23′12.39″E	11.88
45	34°59′44.04″N 126°23′13.02″E	11.95
46	34°59′44.47″N 126°23′13.17″E	11.97
47	34°59′44.46″N 126°23′12.49″E	11.89
48	34°59′44.46″N 126°23′11.83″E	11.80
49	34°59′44.46″N 126°23′11.16″E	11.73
50	34°59′44.45″N 126°23′10.48″E	11.79
51	34°59′45.93″N 126°23′10.47″E	11.88
52	34°59′45.93″N 126°23′11.10″E	11.82
53	34°59′45.93″N 126°23′11.74″E	11.87
54	34°59′45.93″N 126°23′12.37″E	11.93
55	34°59′45.94″N 126°23′13.00″E	12.02
56	34°59′46.35″N 126°23′13.15″E	12.10
57	34°59′46.35″N 126°23′12.48″E	11.97
58	34°59′46.34″N 126°23′11.81″E	11.89
59	34°59′46.34″N 126°23′11.14″E	11.84
60	34°59′46.33″N 126°23′10.47″E	11.90
61	34°59′47.81″N 126°23′10.46″E	11.99
62	34°59′47.81″N 126°23′11.09″E	11.94
63	34°59′47.81″N 126°23′11.72″E	12.00
64	34°59′47.82″N 126°23′12.35″E	12.05
65	34°59′47.82″N 126°23′12.98″E	12.11
66	34°59′48.23″N 126°23′13.14″E	12.16
67	34°59′48.23″N 126°23′12.47″E	12.07
68	34°59′48.22″N 126°23′11.80″E	12.01
69	34°59′48.22″N 126°23′11.13″E	11.96
70	34°59′48.22″N 126°23′10.46″E	12.01
71	34°59′50.19″N 126°23′10.83″E	12.05
72	34°59′50.19″N 126°23′11.58″E	12.13
73	34°59′50.20″N 126°23′12.33″E	12.16
74	34°59′50.20″N 126°23′13.08″E	12.24

	TWY	WIDTH	Strength and Surface
Taxiway width, strength and surface	P	23 m	PCN 81/R/C/W/T CONCRETE
	E1	28 m	
	E2	33 m	
	E3	28 m	
	A1	39 m	
	A2	40 m	
	R	23 m	
	G	23 m	PCN 32/R/C/W/T CONCRETE

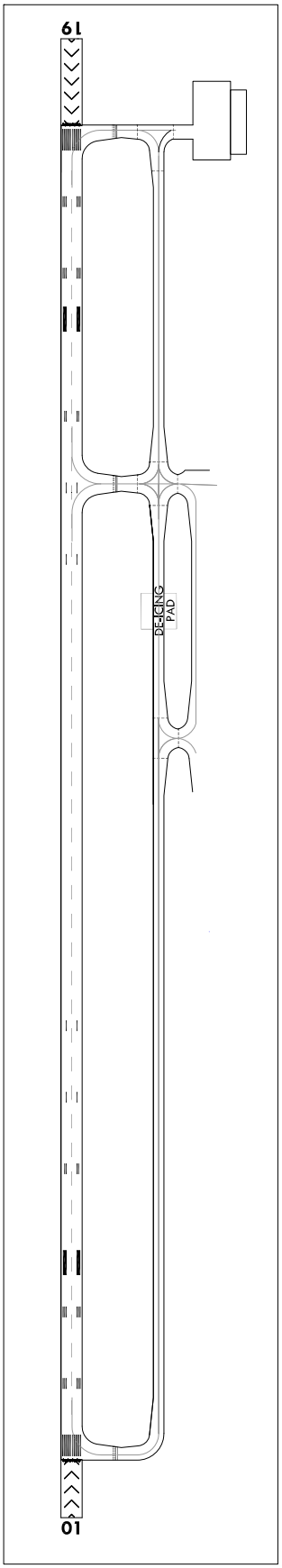
RWY	DIRECTION	THR	BEARING STRENGTH
01	007°	34°58'44"N 126°22'58"E	- PCN 78/F/C/X/T Asphalt
19	187°	35°00'14"N 126°22'58"E	- PCN 81/R/C/W/T Concrete (150 m from RWY THR)

Change : Establishment of ACFT stands NR. 5L, 5R and Information of ACFT stands NR. 1~2, 6R.

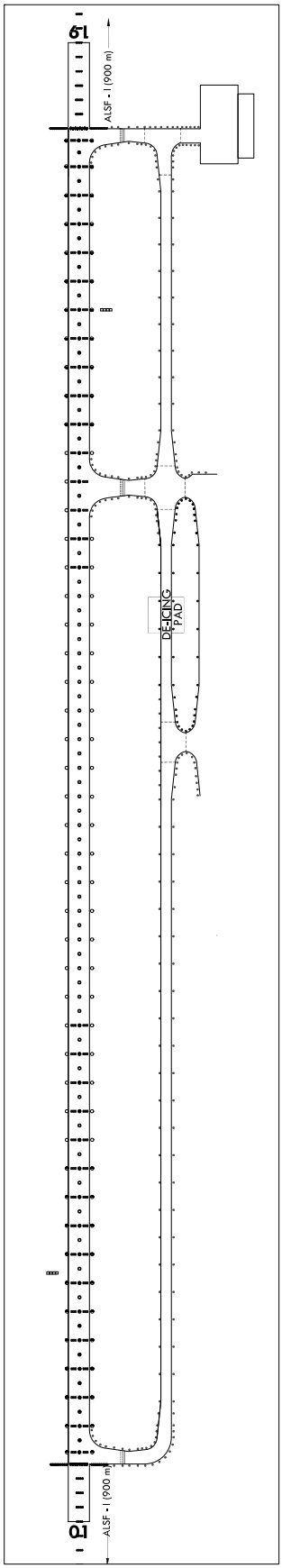
LIGHTING AND MARKING CHART

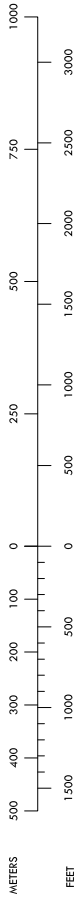
MUAN / Muan Intl

MARKING AIDS RWY 01/19 AND EXIT TWY



LIGHTING AIDS RWY 01/19 AND EXIT TWY





AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV **12** m

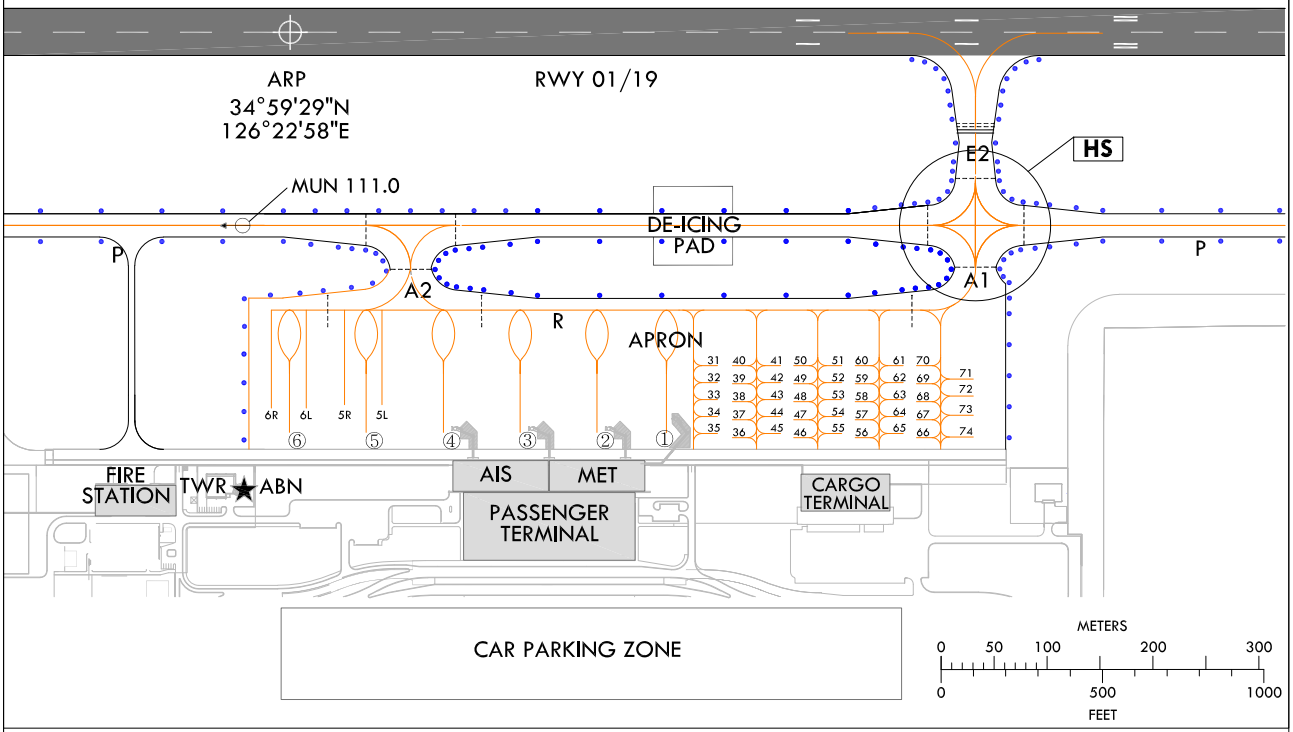
TWR	118.25	118.85	321.025
GND	121.7	317.45	

MUAN / Muan Intl

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 8° W 2020
ANNUAL RATE OF CHANGE 6' W

Hot spot :
Aircraft shall pay extra caution to other aircraft during taxiing around hot spot area.



STANDS NR	INS COORDINATES FOR AIRCRAFT STANDS(WGS-84)	ELEV (AMSL)
1	34°59'40.36"N 126°23'12.29"E	11.72
2	34°59'38.53"N 126°23'12.65"E	11.68
3	34°59'36.18"N 126°23'12.99"E	11.53
4	34°59'33.83"N 126°23'13.00"E	11.44
5	34°59'31.47"N 126°23'13.03"E	11.42
5L	34°59'31.96"N 126°23'11.83"E	11.21
5R	34°59'30.88"N 126°23'11.84"E	11.11
6	34°59'29.12"N 126°23'13.05"E	11.22
6L	34°59'29.64"N 126°23'11.86"E	11.02
6R	34°59'28.57"N 126°23'11.87"E	10.95
31	34°59'42.13"N 126°23'10.51"E	11.68
32	34°59'42.13"N 126°23'11.14"E	11.65
33	34°59'42.13"N 126°23'11.77"E	11.74
34	34°59'42.14"N 126°23'12.40"E	11.81
35	34°59'42.14"N 126°23'13.03"E	11.89
36	34°59'42.57"N 126°23'13.19"E	11.93
37	34°59'42.57"N 126°23'12.52"E	11.85
38	34°59'42.56"N 126°23'11.85"E	11.76
39	34°59'42.56"N 126°23'11.18"E	11.67
40	34°59'42.56"N 126°23'10.51"E	11.70
41	34°59'44.03"N 126°23'10.49"E	11.78
42	34°59'44.03"N 126°23'11.13"E	11.72
43	34°59'44.04"N 126°23'11.76"E	11.80
44	34°59'44.04"N 126°23'12.39"E	11.88
45	34°59'44.04"N 126°23'13.02"E	11.95
46	34°59'44.47"N 126°23'13.17"E	11.97
47	34°59'44.46"N 126°23'12.49"E	11.89
48	34°59'44.46"N 126°23'11.83"E	11.80
49	34°59'44.46"N 126°23'11.16"E	11.73
50	34°59'44.45"N 126°23'10.48"E	11.79
51	34°59'45.93"N 126°23'10.47"E	11.88

STANDS NR	INS COORDINATES FOR AIRCRAFT STANDS(WGS-84)	ELEV (AMSL)
52	34°59'45.93"N 126°23'11.10"E	11.82
53	34°59'45.93"N 126°23'11.74"E	11.87
54	34°59'45.93"N 126°23'12.37"E	11.93
55	34°59'45.94"N 126°23'13.00"E	12.02
56	34°59'46.35"N 126°23'13.15"E	12.10
57	34°59'46.35"N 126°23'12.48"E	11.97
58	34°59'46.34"N 126°23'11.81"E	11.89
59	34°59'46.34"N 126°23'11.14"E	11.84
60	34°59'46.33"N 126°23'10.47"E	11.90
61	34°59'47.81"N 126°23'10.46"E	11.99
62	34°59'47.81"N 126°23'11.09"E	11.94
63	34°59'47.81"N 126°23'11.72"E	12.00
64	34°59'47.82"N 126°23'12.35"E	12.05
65	34°59'47.82"N 126°23"12.98"E	12.11
66	34°59'48.23"N 126°23'13.14"E	12.16
67	34°59'48.23"N 126°23'12.47"E	12.07
68	34°59'48.22"N 126°23'11.80"E	12.01
69	34°59'48.22"N 126°23'11.13"E	11.96
70	34°59'48.22"N 126°23'10.46"E	12.01
71	34°59'50.19"N 126°23'10.83"E	12.05
72	34°59'50.19"N 126°23'11.58"E	12.13
73	34°59'50.20"N 126°23'12.33"E	12.16
74	34°59'50.20"N 126°23'13.08"E	12.24

LEGEND	
•	TAXIWAY LIGHT
≡≡≡	RUNWAY HOLDING POSITION
– – –	INTERMEDIATE HOLDING POSTION
A1	TAXIWAY
①	AIRCRAFT STAND
→	TAXI ROUTES
MUN 111.0	VOR CHECK POINT AND FREQ
HS	HOT SPOT

STANDS NR	STAND AVAILABILITY
1	B737 MAX9, A321 NEO
2	B767-400, B767-300
3 to 6	B747-400, B777-200
5L	B737-900, A320-200
5R	ERJ - 145
6L	ERJ - 145
6R	B737-900, A320-200
31 to 70	DA42, PA34
71 to 74	C208B, CARV - II

RWY	THR coordinates (WGS-84)	BEARING STRENGTH
01	34°58'44"N 126°22'58"E	- PCN 78/F/C/X/T ASPHALT
19	35°00'14"N 126°22'58"E	- PCN 81/R/C/W/T CONCRETE (150 m from RWY THR)

Taxiway width, strength and surface

TWY	WIDTH	Strength and Surface
P	23 m	PCN 81/R/C/W/T CONCRETE
E1	28 m	
E2	33 m	
E3	28 m	
A1	39 m	
A2	40 m	
R	23 m	
G	23 m	PCN 32/R/C/W/T CONCRETE

TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS.
* ISOLATED AREA : TWY E1

Change : Establishment of ACFT stands NR. 5L, 5R and Information of ACFT stands NR. 1~2, 6R.

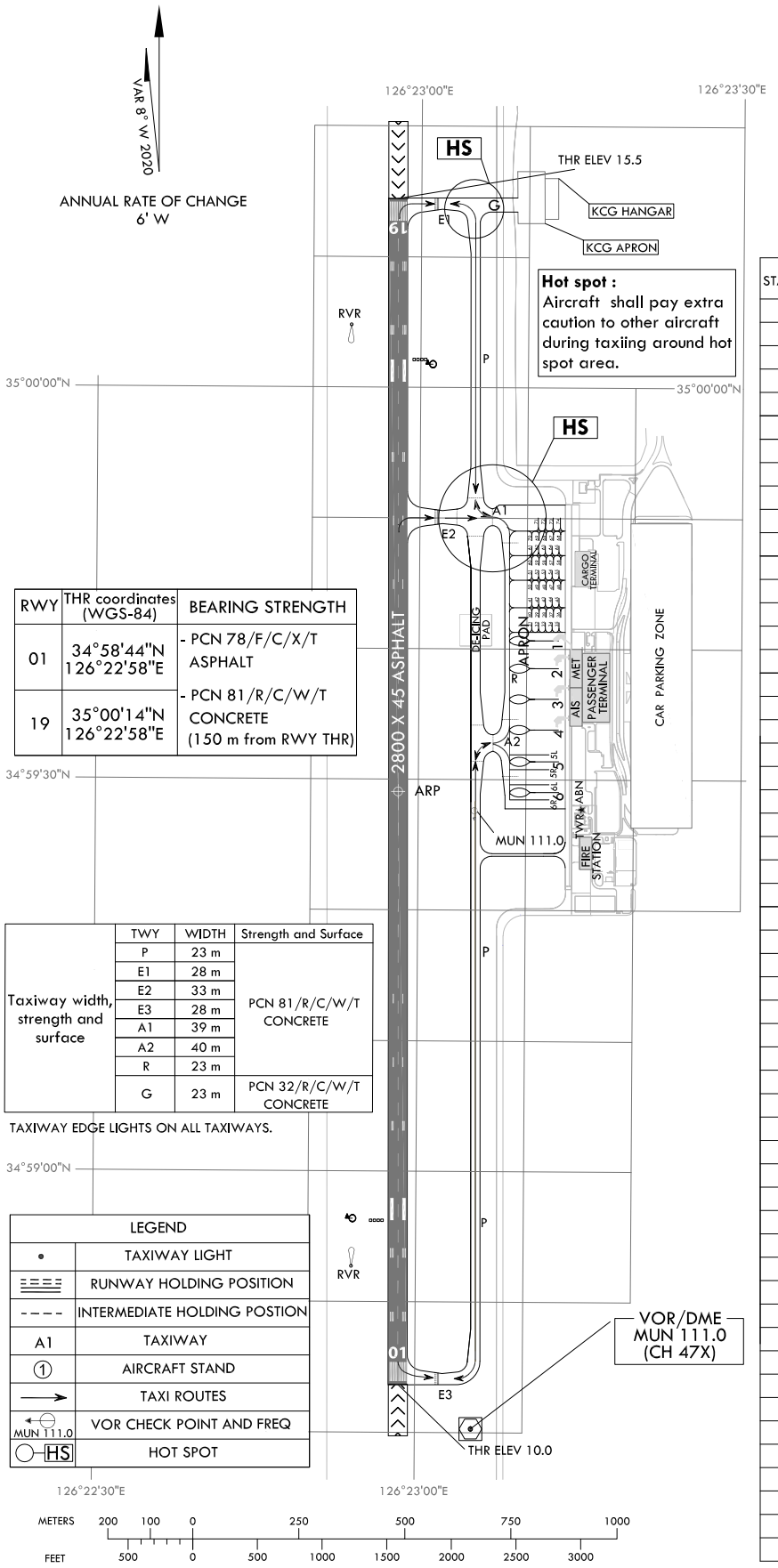
AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **12** m

TWR	118.25	118.85	321.025
GND	121.7	317.45	

MUAN / Muan Intl

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC



RWY	THR coordinates (WGS-84)	BEARING STRENGTH
01	34°58'44"N 126°22'58"E	- PCN 78/F/C/X/T ASPHALT
19	35°00'14"N 126°22'58"E	- PCN 81/R/C/W/T CONCRETE (150 m from RWY THR)

	TWY	WIDTH	Strength and Surface
Taxiway width, strength and surface	P	23 m	PCN 81/R/C/W/T CONCRETE
	E1	28 m	
	E2	33 m	
	E3	28 m	
	A1	39 m	
	A2	40 m	
	R	23 m	
	G	23 m	PCN 32/R/C/W/T CONCRETE

TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS.

LEGEND	
•	TAXIWAY LIGHT
≡≡≡≡	RUNWAY HOLDING POSITION
- - - -	INTERMEDIATE HOLDING POSTION
A1	TAXIWAY
①	AIRCRAFT STAND
→	TAXI ROUTES
MUN 111.0	VOR CHECK POINT AND FREQ
HS	HOT SPOT

STANDS NR	STAND AVAILABILITY
1	B737 MAX9, A321 NEO
2	B767-400, B767-300
3 to 6	B747-400, B777-200
5L	B737-900, A320-200
5R	ERJ - 145
6L	ERJ - 145
6R	B737-900, A320-200
31 to 70	DA42, PA34
71 to 74	C208B, CARV - II

STANDS NR	INS COORDINATES FOR AIRCRAFT STANDS(WGS-84)	ELEV(AMSL)
1	34°59′40.36″N 126°23′12.29″E	11.72
2	34°59′38.53″N 126°23′12.65″E	11.68
3	34°59′36.18″N 126°23′12.99″E	11.53
4	34°59′33.83″N 126°23′13.00″E	11.44
5	34°59′31.47″N 126°23′13.03″E	11.42
5L	34°59′31.96″N 126°23′11.83″E	11.21
5R	34°59′30.88″N 126°23′11.84″E	11.11
6	34°59′29.12″N 126°23′13.05″E	11.22
6L	34°59′29.64″N 126°23′11.86″E	11.02
6R	34°59′28.57″N 126°23′11.87″E	10.95
31	34°59′42.13″N 126°23′10.51″E	11.68
32	34°59′42.13″N 126°23′11.14″E	11.65
33	34°59′42.13″N 126°23′11.77″E	11.74
34	34°59′42.14″N 126°23′12.40″E	11.81
35	34°59′42.14″N 126°23′13.03″E	11.89
36	34°59′42.57″N 126°23′13.19″E	11.93
37	34°59′42.57″N 126°23′12.52″E	11.85
38	34°59′42.56″N 126°23′11.85″E	11.76
39	34°59′42.56″N 126°23′11.18″E	11.67
40	34°59′42.56″N 126°23′10.51″E	11.70
41	34°59′44.03″N 126°23′10.49″E	11.78
42	34°59′44.03″N 126°23′11.13″E	11.72
43	34°59′44.04″N 126°23′11.76″E	11.80
44	34°59′44.04″N 126°23′12.39″E	11.88
45	34°59′44.04″N 126°23′13.02″E	11.95
46	34°59′44.47″N 126°23′13.17″E	11.97
47	34°59′44.46″N 126°23′12.49″E	11.89
48	34°59′44.46″N 126°23′11.83″E	11.80
49	34°59′44.46″N 126°23′11.16″E	11.73
50	34°59′44.45″N 126°23′10.48″E	11.79
51	34°59′45.93″N 126°23′10.47″E	11.88
52	34°59′45.93″N 126°23′11.10″E	11.82
53	34°59′45.93″N 126°23′11.74″E	11.87
54	34°59′45.93″N 126°23′12.37″E	11.93
55	34°59′45.94″N 126°23′13.00″E	12.02
56	34°59′46.35″N 126°23′13.15″E	12.10
57	34°59′46.35″N 126°23′12.48″E	11.97
58	34°59′46.34″N 126°23′11.81″E	11.89
59	34°59′46.34″N 126°23′11.14″E	11.84
60	34°59′46.33″N 126°23′10.47″E	11.90
61	34°59′47.81″N 126°23′10.46″E	11.99
62	34°59′47.81″N 126°23′11.09″E	11.94
63	34°59′47.81″N 126°23′11.72″E	12.00
64	34°59′47.82″N 126°23′12.35″E	12.05
65	34°59′47.82″N 126°23′12.98″E	12.11
66	34°59′48.23″N 126°23′13.14″E	12.16
67	34°59′48.23″N 126°23′12.47″E	12.07
68	34°59′48.22″N 126°23′11.80″E	12.01
69	34°59′48.22″N 126°23′11.13″E	11.96
70	34°59′48.22″N 126°23′10.46″E	12.01
71	34°59′50.19″N 126°23′10.83″E	12.05
72	34°59′50.19″N 126°23′11.58″E	12.13
73	34°59′50.20″N 126°23′12.33″E	12.16
74	34°59′50.20″N 126°23′13.08″E	12.24

Change : Establishment of ACFT stands NR. 5L, 5R and Information of ACFT stands NR. 1~2, 6R.

RKNW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKNW - WONJU / Domestic

RKNW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	372617N 1275737E 215° / 1 371 m from THR 21
2	Direction and distance from city	027°, 11.2 km from Wonju City Hall
3	Elevation/Reference temperature	100.6 m (330 ft) / 31.9 °C
4	Geoid undulation at AD ELEV PSN	-
5	MAG VAR/Annual change	9° W (2020) / 0.091° increasing
6	Aerodrome Operator, address, telephone, telefax, telex, AFS	ROKAF Wonju Airport Branch Office (Seoul Regional Office of Aviation) 38, Hoengseong-ro, Hoengseong-eub, Hoengseong-gun, Gangwon-do, 25239, Republic of Korea TEL : +82-33-344-0166 FAX : +82-33-344-0167 AFS : RKNWZPZX
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKNW AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2200-1300 UTC
2	Customs and Immigration	-
3	Health and Sanitation	-
4	AIS Briefing Office	HO
5	ATS Reporting Office(ARO)	HO
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	2300-0800 UTC*
9	Handling	HO
10	Security	HO
11	De-icing	-
12	Remarks	* Fuelling : Outside these hours prior permission is required (+82-33-730-4222)

RKNW AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	-
2	Fuel/oil types	JP-8 (Available by agreement with ROKAF)
3	Fuelling facilities/capacity	-
4	De-icing facilities	-
5	Hangar space for visiting aircraft	-
6	Repair facilities for visiting aircraft	-
7	Remarks	-

Change : Information of ARP site at AD(214° → 215°).

RKNW AD 2.5 PASSENGER FACILITIES

1	Hotels	In Wonju and Heongseong city
2	Restaurants	Near AD and in the city
3	Transportation	Buses and taxies from AD
4	Medical facilities	Hospital in the city
5	Bank and Post Office	Automated Teller Machine only available at AD
6	Tourist Office	In the city
7	Remarks	www.airport.co.kr/mbs/wonju

RKNW AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 7
2	Rescue equipment	a. 6 chemical crash rescue & fire fighting trucks - Total capacity : Water : 36 000 L AFFF* : 3 000 L b. 3 ambulance cars(Supported by a hospital in the vicinity)
3	Capability for removal of disabled aircraft	Specialized aircraft recovery equipment available for up to and including B737-900 size aircraft. 100 ton hydraulic recovery jack, 330 ton crane and other accessory equipment can be provided by airlines and agencies. Korea Airport Corporation is the co-ordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (TEL : +82-33-340-8312)
4	Remarks	* AFFF (Aqueous Film Forming Foam)

RKNW AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	a. ROKAF* : Three snow removal truck(SE-88), four snow ploughs, two snow air masters b. KAC** : Two trucks, one tractor, one urea spreader
2	Clearance priorities	1. RWY 03/21 2. TWY 3. Other areas
3	Remarks	* Republic of Korea Air Force(ROKAF) ** Korea Airports Corporation(KAC)

RKNW AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME (9° W/2020)	HGS	110.20 MHz (CH 39X)	H24	372832.9N 1275830.2E	500 ft AMSL	Schedule inspection time of HGS : Every 3rd THU(0900-1500 UTC) of the month VOR/DME unusable : - RDL 330 counter clockwise RDL 305 beyond 16 NM below 13 000 ft AMSL - RDL 305 counter clockwise RDL 280 beyond 25 NM below 8 000 ft AMSL - RDL 280 counter clockwise RDL 230 beyond 12 NM due to RK R17 - RDL 230 counter clockwise RDL 160 beyond 25 NM below 8 000 ft AMSL due to JUNGWON TMA - RDL 160 counter clockwise RDL 105 beyond 15 NM below 20 000 ft AMSL - RDL 105 counter clockwise RDL 330 beyond 25 NM below 7 000 ft AMSL
LOC 03 (9° W/2020) ILS CAT I	IWNJ	110.1 MHz	H24	372705.3N 1275807.6E	-	LOC/DME unusable : - beyond 11 degrees left side and beyond 16 degrees right side of the course and beyond 18 NM below 3 700 ft and beyond 25 NM below 4 900 ft from Localizer due to terrains
DME 03	IWNJ	999 MHz (CH 38X)	H24	372547.0N 1275714.2E	0 m	
GP 03	-	334.40 MHz	H24	372547.0N 1275714.2E		3.3° ILS TCH 56 ft GP unusable : - beyond 6 degrees left side of the course and beyond 8 NM below 2 300 ft from threshold due to terrains
LOC 21 (9° W/2020) ILS CAT I	IWON	111.5 MHz	H24	372529.0N 1275707.8E		LOC/DME unusable : - beyond 16 degrees left side and beyond 18 degrees right side of the course, and beyond 21 NM below 4 900 ft from Localizer due to terrains
DME 21	IWON	1013 MHz (CH 52X)	H24	372649.8N 1275753.1E	0 m	
GP 21	-	332.90 MHz	H24	372649.8N 1275753.1E		3.3° ILS TCH 54 ft

RKNW AD 2.20 LOCAL AERODROME REGULATIONS

Aircraft operation for RWY 03/21 is restricted if the value of the surface friction measurements is less than 0.25.
Pilots are required to contact Wonju TWR when flying within 10 NM from Wonju airport.

RKNW AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

RKNW AD 2.22 FLIGHT PROCEDURES

1. IFR Procedure
1.1 Refer to Instrument Approach and Departure Charts
1.2 Take-off weather Minima

RWY	Ceiling(ft) / Visibility(m)
03	600 / 2 000
21	600 / 2 000

1.3 Speed restrictions
1. All aircraft shall not exceed 250 kt IAS below 10 000 ft AMSL in WONJU TMA, unless otherwise authorized by ATC. If the minimum safe speed is greater than 250 kt IAS, the aircraft may maintain the minimum safe speed without ATC authorization.
2. ATC will use “NO ATC SPEED RESTRICTIONS” RTF phraseology to remove MAX 250 kt IAS below 10 000 ft.
3. When ATC use “RESUME NORMAL SPEED“ RTF phraseology, it means that the previously issued speed restriction by ATC is cancelled and a pilot can resume an aircraft’s preferred speed. Pilot shall note that it does not mean the removal of MAX 250 kt IAS below 10 000 ft AMSL within WONJU TMA.

1.4 Circling Approach
1. Circling not authorized in South East of Airport.
2. Pilots shall Circle to North West of Airport to land RWY 03/21 only when they can proceed visually to the airport.
3. Circling Area Radius for ROC(required obstacle clearance) as follows

Approach Category	Radius from threshold
A	1.3 NM
B	1.8 NM
C	2.8 NM
D	3.7 NM

2. VFR Procedure
2.1 Entry procedure for Conventional aircraft / Helicopter
1. Conventional aircraft
a. RWY 03 in use : After reporting at "D" Point at 4 000 ft, fly to the Down Wind directly at 1 500 ft.
b. RWY 21 in use : After reporting at "C" Point at 4 000 ft, fly to the Down Wind directly at 1 500 ft.
2. Helicopter
After Flying via "E" Point / "G" Point at 1 500 ft, Enter the Down Wind at 1 200 ft or TWY/PAD.
Do not approach to runway without Tower's Permission.

2.2 VFR aircraft Report point Coordinates
"D" Point : 373225.10N 1275742.73E
"C" Point : 372144.65N 1274957.33E
"E" Point : 372934.89N 1280222.53E
"G" Point : 372313.34N 1275835.61E

3. Radar Procedure
3.1 PAR Approach
1. Weather Minima for PAR 03/21

RWY	CATEGORY	GS/TCH(ft)/RPI(ft)	DA(ft)/Visibility(m)	HAT(ft)	Ceiling(ft)
03	A, B, C, D, E	3.3° / 55 / 954	872 / RVR 1 830 VIS 2 000	547	600
21	A, B, C, D, E	3.3° / 55 / 962	905 / RVR 1 830 VIS 2 000	575	600
When ALS INOP, increase VIS 600 m					

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

Change : Information of speed restrictions and HDG for missed approach procedure(034° → 035°, 214° → 215°).

3.2 ASR Approach

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

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

   b. Circling

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

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

4. Radio Communication Failure Procedures

4.1 IFR

1. General
   a. No person may take off unless two-way radio communications can be maintained with the Air Traffic Control.
   b. On recognition of communication failure during flight, squawk 7600 and if necessary to ensure safe altitude, climb to Minimum Safe Altitude or above to maintain obstacle clearance.
   Then comply with following procedure.
2. VFR condition
   If the failure to radio communication occurs in VFR conditions, or if VFR conditions are encountered after the failure, each pilot shall continue the flight under VFR and land as soon as practicable.
3. IFR condition
   If the failure occurs in IFR conditions, each pilot shall continue the flight according to the following :

A. DEPARTURE

a. Under Pilot Navigation
   - Follow the SID with altitude/flight level assigned in the last ATC clearance received.

b. Under Radar vectoring
   - Proceed by the direct route from the point of radio failure to the fix, route, or airway specified in the vector clearance;
   - In the absence of an assigned route, proceed by the route that ATC has advised may be expected in a further clearance; or
   - In the absence of an assigned route or a route that ATC has advised may be expected in a further clearance, proceed by the route filed in the flight plan; and
   - Maintain minimum enroute altitude(MEA) or the altitude/flight level cleared in the last ATC clearance received, whichever is higher, for 5 minutes; then
   - Continue the flight with altitude/flight level filed in the flight plan.

c. No fly area : The aircraft shall not fly the following area. The area of beyond 12 DME between R 230 and R 280 from HGS.

B. ARRIVAL

a. Proceed to ORINU IAF or VEMPU IAF whichever is nearer at the last assigned altitude or the minimum altitude of IAF whichever is higher and hold; then

b. Execute Instrument Approach as close as possible to the expect further clearance time (EFC) issued by ATC or estimated time of arrival (ETA) filed in the flight plan; and

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

d. No fly area : The aircraft shall not fly the following area. The area of beyond 12 DME between R 230 and R 280 HGS from HGS.

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

4.2 VFR

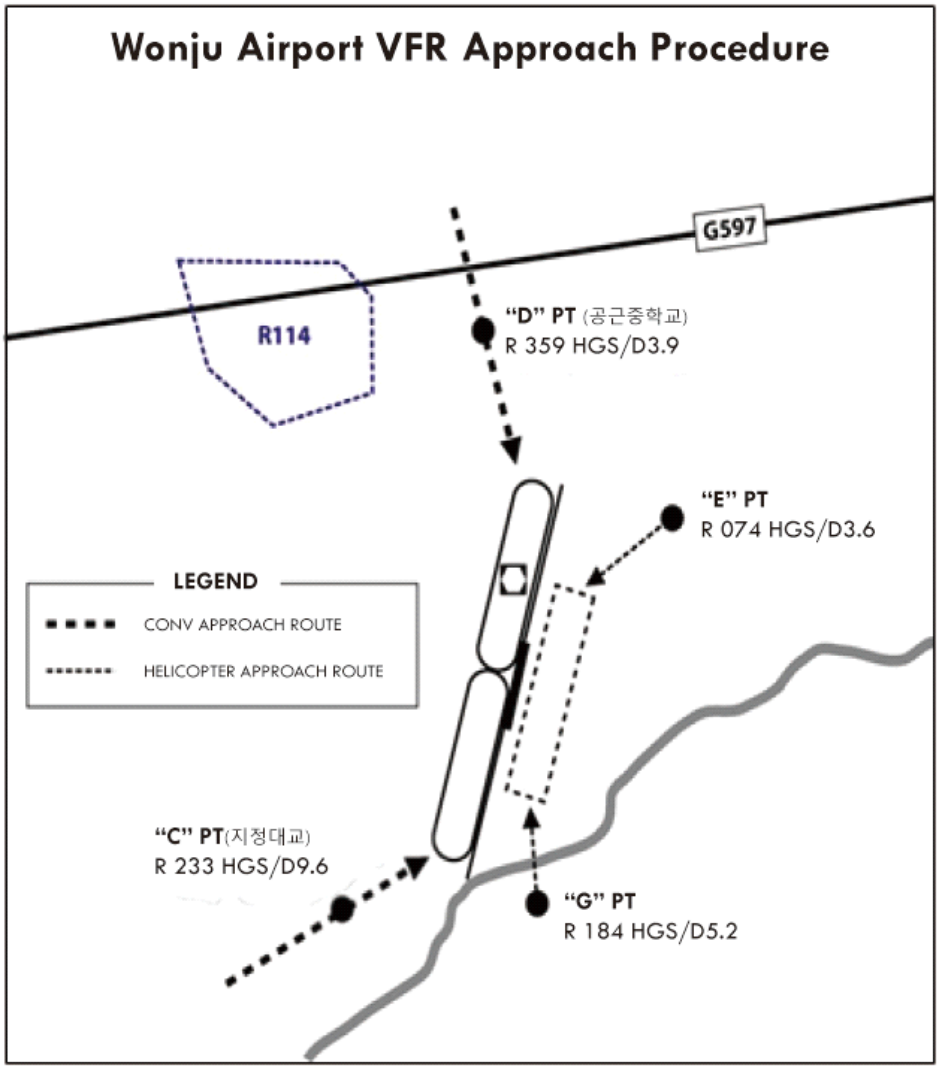
1. VFR flight experiencing radio communication failure shall

a. Helicopter

- Squawk 7600, and
- when able to see light gun signal of control tower, follow that instruction.
- If unable to see light gun signal of control tower, hold over east downwind until ETA or for 10 minutes, whichever is later, then
- Land on main taxiway and use caution landing and departing traffic.

b. Conventional flight

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



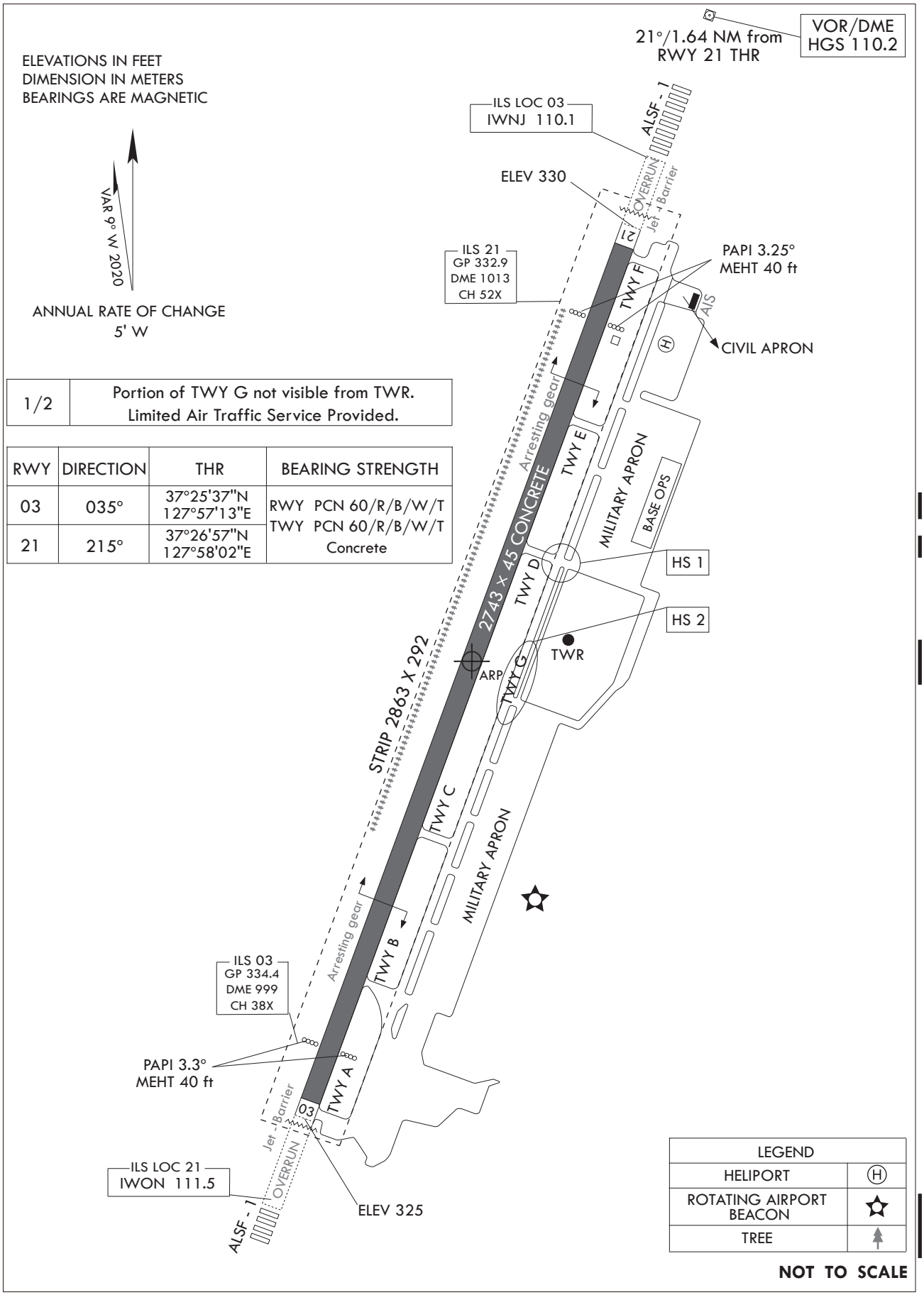
AERODROME CHART - ICAO

37°26'17"N
127°57'37"E

ELEV
330 ft

TWR	126.2

WONJU / Wonju



1/2	Portion of TWY G not visible from TWR. Limited Air Traffic Service Provided.

RWY	DIRECTION	THR	BEARING STRENGTH
03	035°	37°25'37"N 127°57'13"E	RWY PCN 60/R/B/W/T TWY PCN 60/R/B/W/T Concrete
21	215°	37°26'57"N 127°58'02"E	

Change : Information of RWY direction(034° → 035°, 214° → 215°) and Establishment of ARP, ALSF-1.

AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV
330 ft

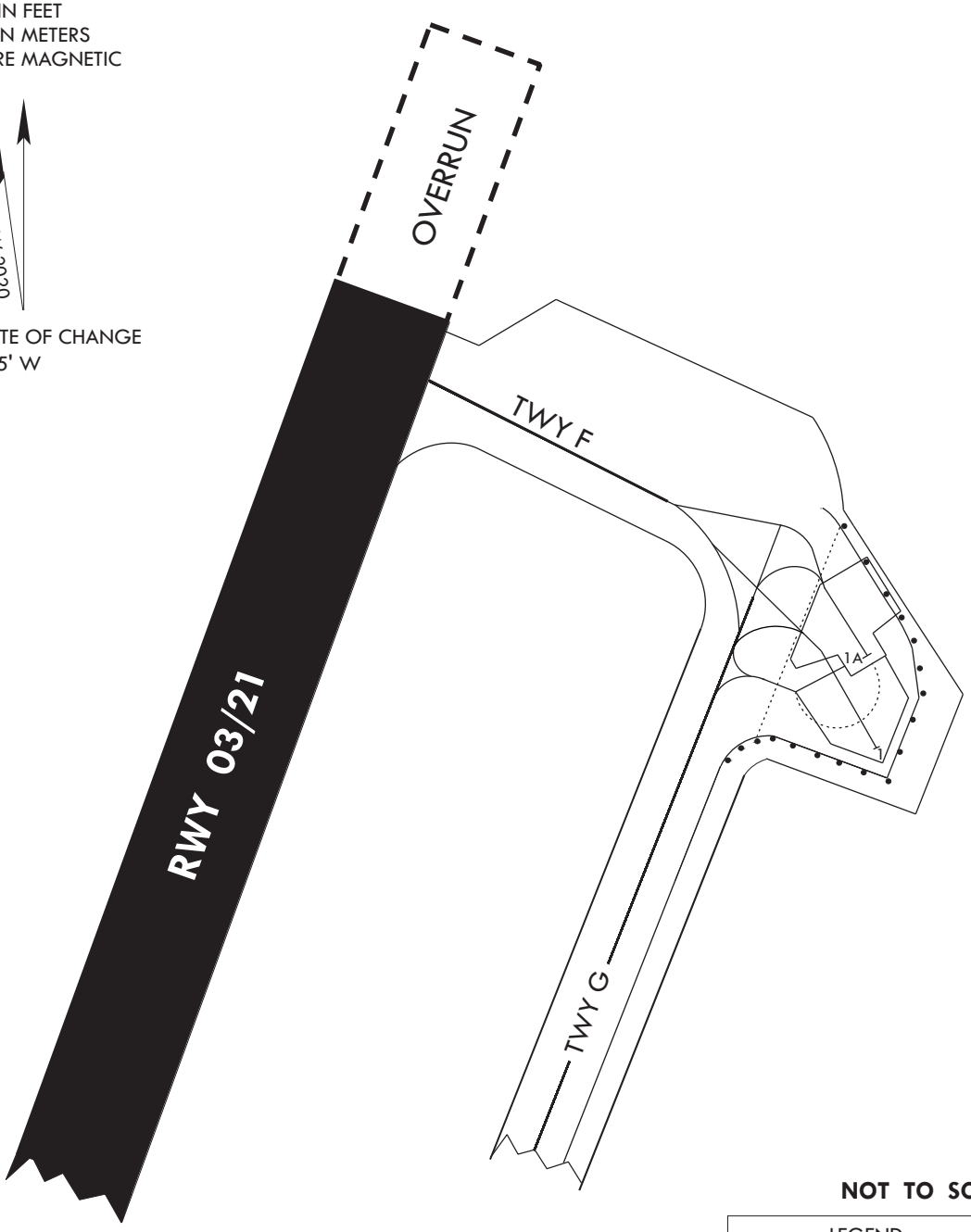
TWR	126.2
	118.325

WONJU / Wonju

ELEVATIONS IN FEET
DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2020

ANNUAL RATE OF CHANGE
5' W



NOT TO SCALE

LEGEND	
TWY LIGHT	●

TWY, APRON WIDTH AND BEARING STRENGTH		
TWY	WIDTH	BEARING STRENGTH
TWY A, TWY F TWY B TWY C, TWY D, TWY E TWY G	33 m 36 m 23 m 30 m	PCN 60/R/B/W/T
APRON	PCN 55/F/B/X/T	

AIRCRAFT STAND	
1, 1A	B737-900

Remarks
1) Entry or parking of aircraft on ACFT stand NR. 1 is prohibited when an aircraft is parked on ACFT stand NR. 1A.
2) Using of ACFT stand NR. 1A is prohibited when an aircraft is parked on ACFT stand NR. 1.
3) Aircraft class C permit self-starting on ACFT stand NR. 1A.

INS COORDINATES FOR AIRCRAFT STANDS		
1	37°26'51.02"N	127°58'08.74"E
1A	37°26'52.45"N	127°58'08.78"E

Change : Information of TWY width for TWYs B and G.

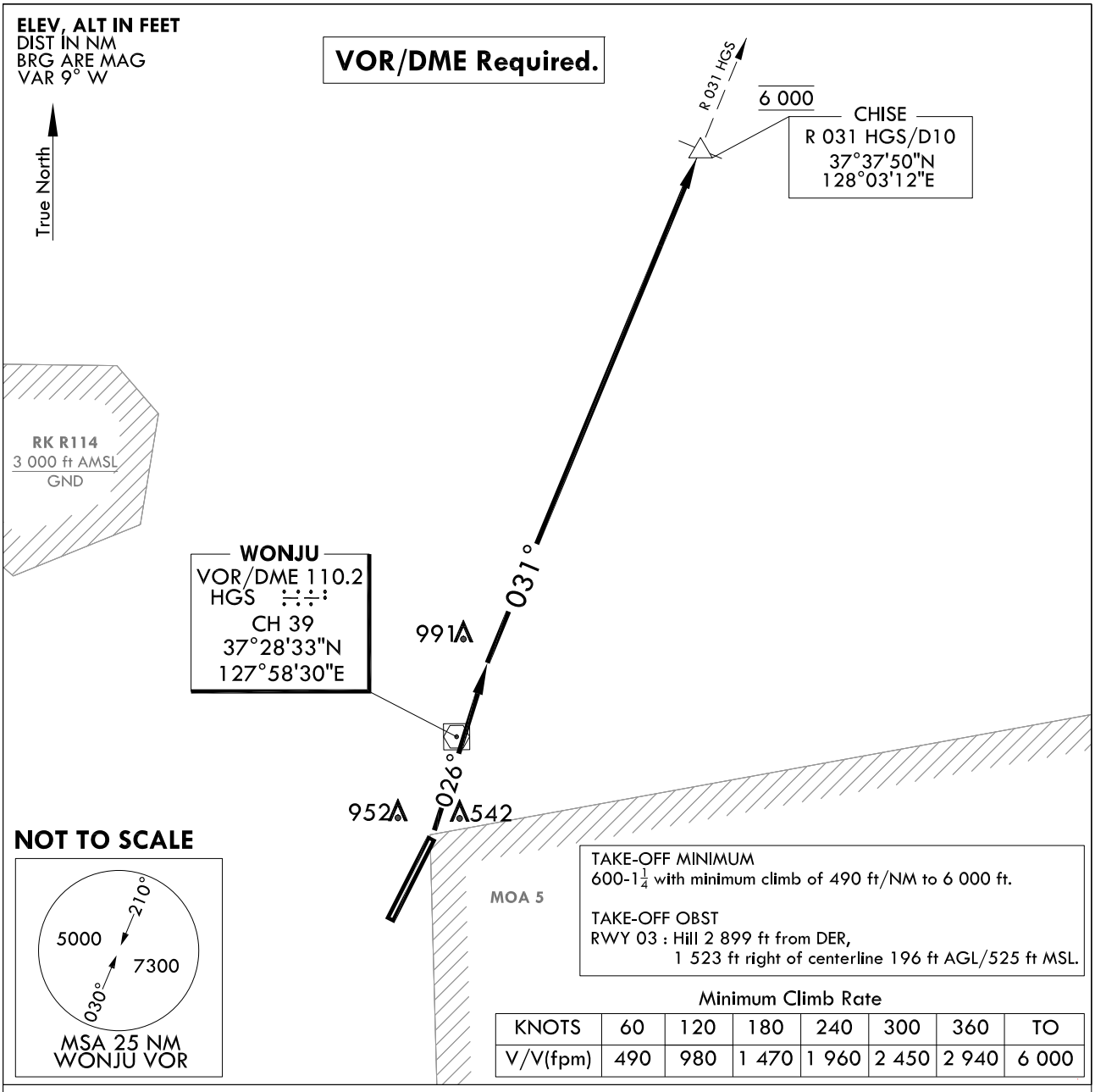
STANDARD DEPARTURE CHART INSTRUMENT (SID)

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

WONJU DEP	130.2	268.5
WONJU TWR	118.325	126.2
	236.6	265.5

WONJU/Wonju(RKNW)
RWY 03
CHISE 1

Note : Departure under U.S TERPS.



Minimum Climb Rate

KNOTS	60	120	180	240	300	360	TO
V/V(fpm)	490	980	1 470	1 960	2 450	2 940	6 000

DEPARTURE PROCEDURE DESCRIPTION

CHISE 1 DEPARTURE

RWY 03 : Climb to 6 000 ft via HDG 026° to intercept R 031 HGS, then R 031 HGS to CHISE, then direct to Enroute fix and climb to assigned altitude.

Change : Information of course/track for standard instrument departure procedure.

INTENTIONALLY

LEFT

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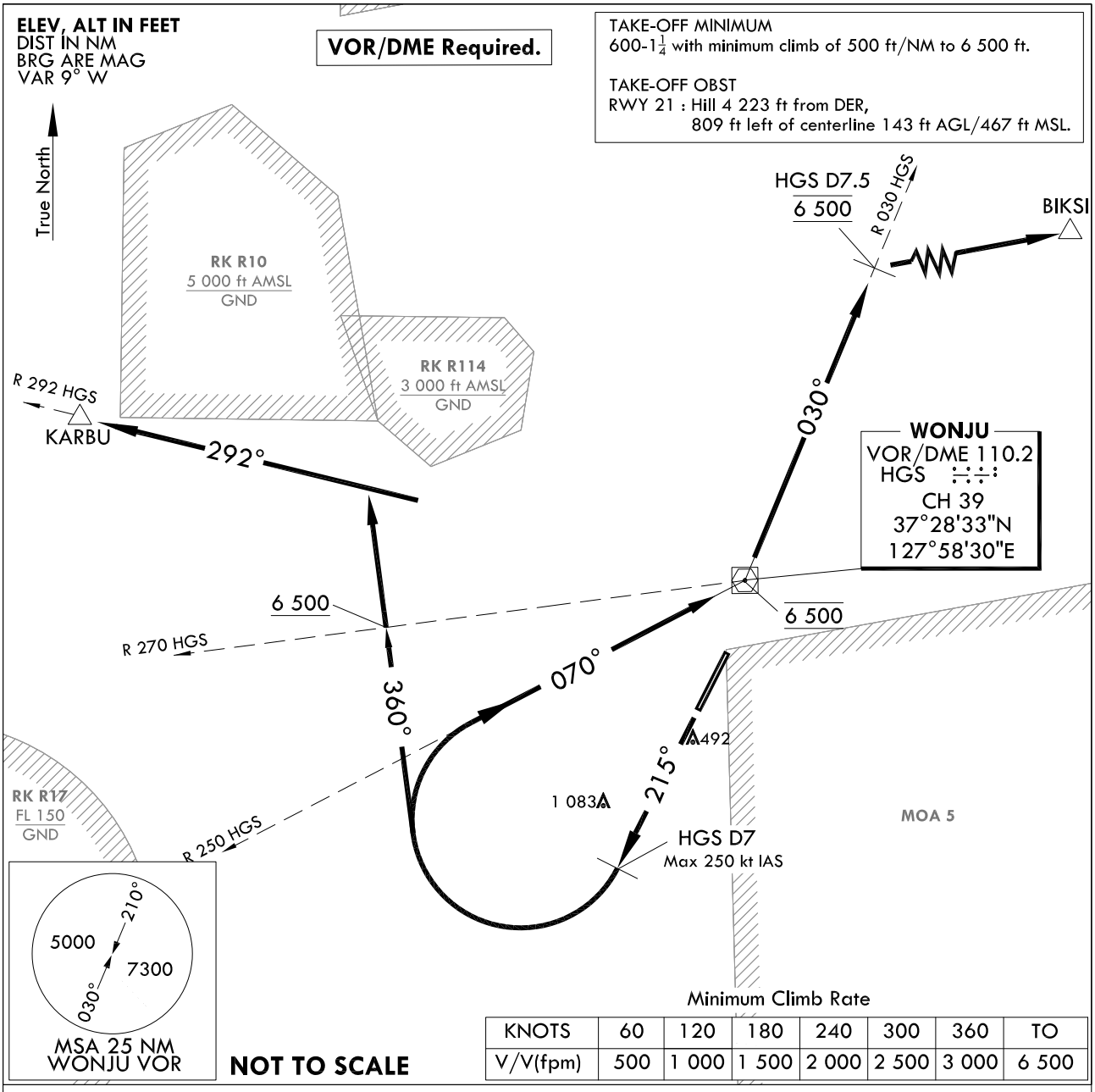
STANDARD DEPARTURE CHART INSTRUMENT (SID)

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

WONJU DEP	130.2	268.5
WONJU TWR	118.325	126.2
	236.6	265.5

WONJU/Wonju(RKNW)
RWY 21
WONJU 7

Note : Departure under U.S TERPS.



KNOTS	60	120	180	240	300	360	TO
V/V(fpm)	500	1 000	1 500	2 000	2 500	3 000	6 500

DEPARTURE PROCEDURE DESCRIPTION

WONJU 7 DEPARTURE
RWY 21 : Climb to 6 500 ft via HDG 215° to HGS D7, thence....
Max speed 250 kt IAS until reaching 6 500 ft.

KARBU transition : Then right turn HDG 360° to intercept R 292 HGS and
cross R 270 HGS at or above 6 500 ft,
then R 292 HGS to KARBU and climb to assigned altitude by ATC.

BIKSI transition : Then right turn to intercept R 250 HGS and cross HGS at 6 500 ft,
then left turn R 030 HGS to HGS D7.5 and cross at 6 500 ft,
then direct to BIKSI and climb to assigned altitude by ATC.

Change : Information of course/track for standard instrument departure procedure.

INTENTIONALLY

LEFT

BLANK

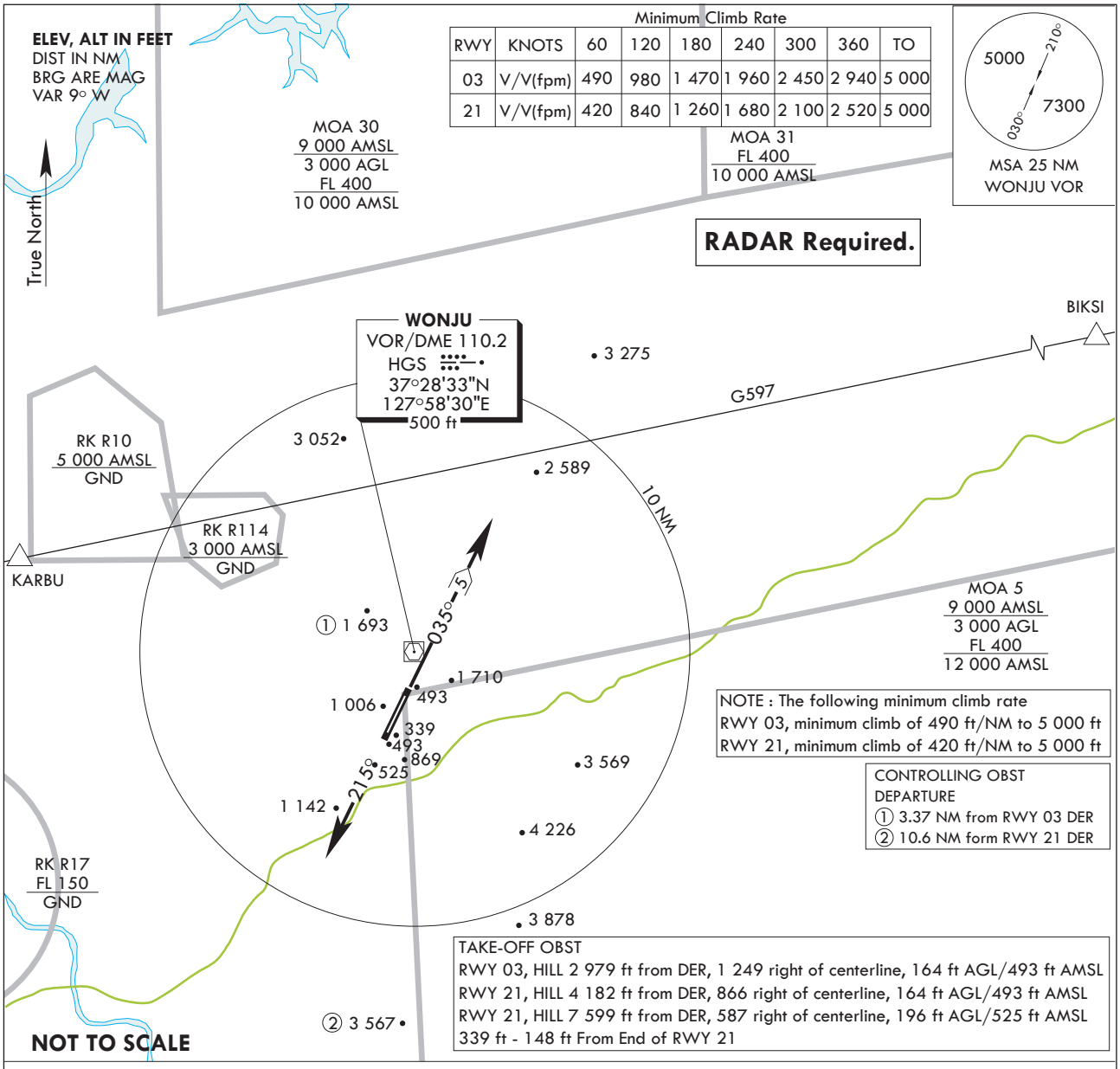
STANDARD DEPARTURE CHART INSTRUMENT(SID)

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

WONJU	DEP	130.2	
		268.5	
WONJU	TWR	265.5	118.325
		236.6	126.2

WONJU/Wonju(RKNW)
RWY 03/21
WONJU 1D

Note : Departure under U.S. TERPS.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 03 : Climb HDG 035° to 5 NM, Thence.....

TAKE-OFF RWY 21 : Climb HDG 215°, Thence.....
..... Expect radar vectors to intercept filed altitude/filed Enroute fix or Navaid. Maintain 7 000 ft or assigned altitude(flight level). Expect filed altitude/flight level 10 minute after departure.

LOST COMMUNICATIONS : If radio contact is not established with departure control prior to reaching 5 000 ft, continue climb to 7 000 ft before turning to filed fix/Navaid and proceed filed route and altitude.

Change : Information of course/track for standard instrument departure procedure.

INTENTIONALLY

LEFT

BLANK

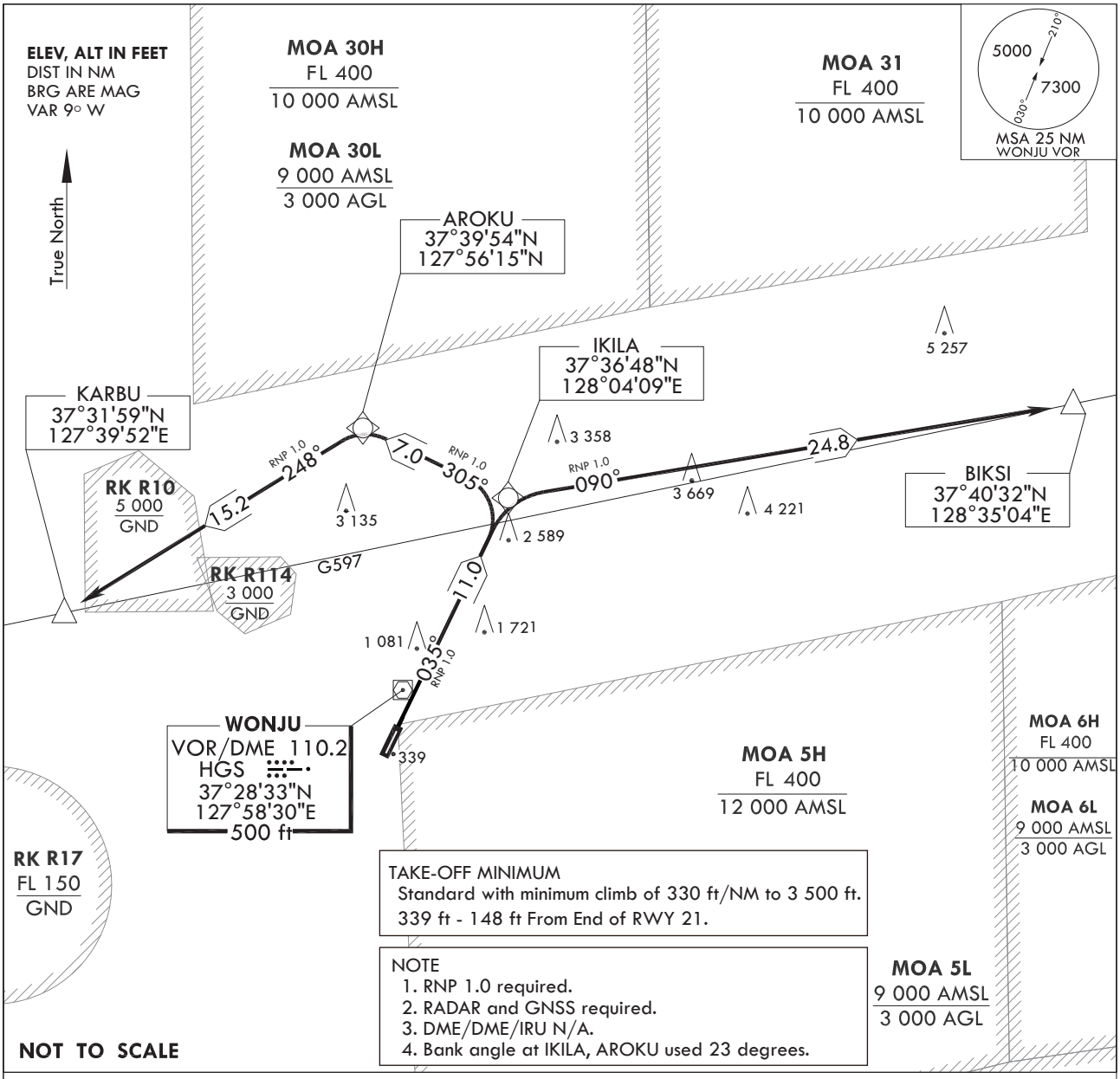
STANDARD DEPARTURE CHART INSTRUMENT(SID)

Note : Departure under U.S TERPS.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

WONJU DEP 130.2 268.5
WONJU TWR 126.2 118.325 236.6 265.5

WONJU/Wonju(RKNW)
RWY 03
RNAV(GNSS) IKILA 1



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 03 : Climb on course 035° to IKILA, thence.....

KARBU transition : Then on track 305° to AROKU then on track 248° to cross KARBU at 6 500 ft.

BIKSI transition : Then on track 090° to cross BIKSI at 6 500 ft.

Change : Information of course/track for standard instrument departure procedure and NOTE 2.

WONJU/Wonju(RKNW)
RWY 03
RNAV(GNSS) IKILA 1

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV(GNSS) IKILA 1 - RWY 03

Serial Number	Path Descriptor	Waypoint Identifier	Fly -Over	Course/Track ° M(° T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA /TCH	Navigation specification	Remarks
001	–	RWY 21	–	–	–	–	–	–	37°26'56.74"N 127°58'02.23"E	–	RNP APCH	–
002	CF	IKILA	–	035 (026.3)	11.0	–	–	–	37°36'47.66"N 128°04'08.88"E	–	RNP APCH	CG 330 ft/NM to 3 500 ft

KARBU Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly -Over	Course/Track ° M(° T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA /TCH	Navigation specification	Remarks
001	–	IKILA	–	–	–	–	–	–	37°36'47.66"N 128°04'08.88"E	–	RNP APCH	–
002	TF	AROKU	–	305 (296.3)	7.0	–	–	–	37°39'53.96"N 127°56'14.89"E	–	RNP APCH	–
003	TF	KARBU	–	248 (238.8)	15.2	–	6 500	–	37°31'59.00"N 127°39'52.00"E	–	RNP APCH	–

BIKSI Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly -Over	Course/Track ° M(° T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA /TCH	Navigation specification	Remarks
001	–	IKILA	–	–	–	–	–	–	37°36'47.66"N 128°04'08.88"E	–	RNP APCH	–
002	TF	BIKSI	–	090 (081.2)	24.8	–	6 500	–	37°40'32.00"N 128°35'04.00"E	–	RNP APCH	–

Change : Information of course/track for standard instrument departure procedure.

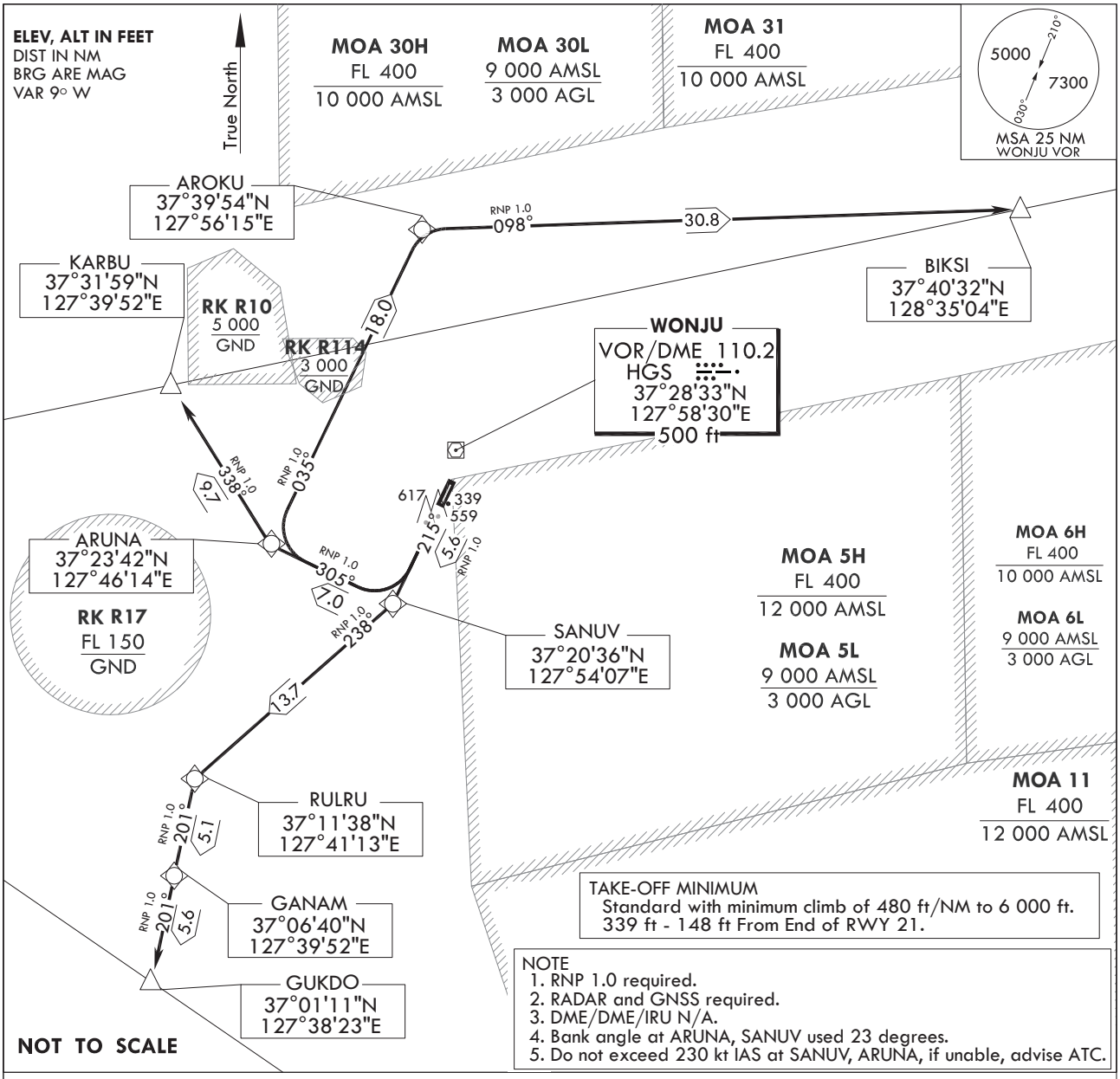
STANDARD DEPARTURE CHART
INSTRUMENT(SID)

Note : Departure under U.S TERPS.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

WONJU DEP 130.2 268.5
WONJU TWR 126.2 118.325 236.6 265.5

WONJU/Wonju(RKNW)
RWY 21
RNAV(GNSS) SANUV 2



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 21 :

Climb on course 215° to SANUV, thence.....

KARBU TRANSITION :

Max 230 kt IAS until SANUV then on track 305° to ARUNA, then on track 338° to cross KARBU at 6 500 ft.

BIKSI TRANSITION :

Then on track 305° to ARUNA, Max 230 kt IAS until ARUNA, then on track 035° to AROKU, then on track 098° to cross BIKSI at 6 500 ft.

GUKDO TRANSITION :

Then on track 238° to RULRU, then on track 201° to GANAM, then on track 201° to cross GUKDO at 6 500 ft.

Change : Information of course/track for standard instrument departure procedure and NOTE 2.

WONJU/Wonju(RKNW)
RWY 21
RNAV(GNSS) SANUV 2

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV(GNSS) SANUV 2 - RWY 21

Serial Number	Path Descriptor	Waypoint Identifier	Fly -Over	Course/Track ° M(° T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA /TCH	Navigation specification	Remarks
001	–	RWY 03	–	–	–	–	–	–	37°25'36.98"N 127°57'12.75"E	–	RNP APCH	–
002	CF	SANUV	–	215 (206.3)	5.6	–	–	-230	37°20'36.46"N 127°54'06.91"E	–	RNP APCH	CG 480 ft/NM to 6 000 ft

KARBU Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly -Over	Course/Track ° M(° T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA /TCH	Navigation specification	Remarks
001	–	SANUV	–	–	–	–	–	–	37°20'36.46"N 127°54'06.91"E	–	RNP APCH	–
002	TF	ARUNA	–	305 (296.2)	7.0	–	–	–	37°23'42.07"N 127°46'14.18"E	–	RNP APCH	CG 480 ft/NM to 6 000 ft
003	TF	KARBU	–	338 (328.5)	9.7	–	6 500	–	37°31'59.00"N 127°39'52.00"E	–	RNP APCH	–

BIKSI Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly -Over	Course/Track ° M(° T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA /TCH	Navigation specification	Remarks
001	–	SANUV	–	–	–	–	–	–	37°20'36.46"N 127°54'06.91"E	–	RNP APCH	–
002	TF	ARUNA	–	305 (296.2)	7.0	–	–	-230	37°23'42.07"N 127°46'14.18"E	–	RNP APCH	–
003	TF	AROKU	–	035 (026.2)	18.0	–	–	–	37°395'3.96"N 127°56'14.89"E	–	RNP APCH	–
004	TF	BIKSI	–	098 (088.6)	30.8	–	6 500	–	37°40'32.00"N 128°35'04.00"E	–	RNP APCH	–

GUKDO Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly -Over	Course/Track ° M(° T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA /TCH	Navigation specification	Remarks
001	–	SANUV	–	–	–	–	–	–	37°20'36.46"N 127°54'06.91"E	–	RNP APCH	–
002	TF	RULRU	–	238 (229.0)	13.7	–	–	–	37°11'38.00"N 127°41'12.94"E	–	RNP APCH	CG 480 ft/NM to 6 000 ft
003	TF	GANAM	–	201 (192.2)	5.1	–	–	–	37°06'40.05"N 127°39'52.09"E	–	RNP APCH	–
004	TF	GUKDO	–	201 (192.3)	5.6	–	6 500	–	37°01'10.93"N 127°38'22.86"E	–	RNP APCH	–

Change : Information of course/track for standard instrument departure procedure.

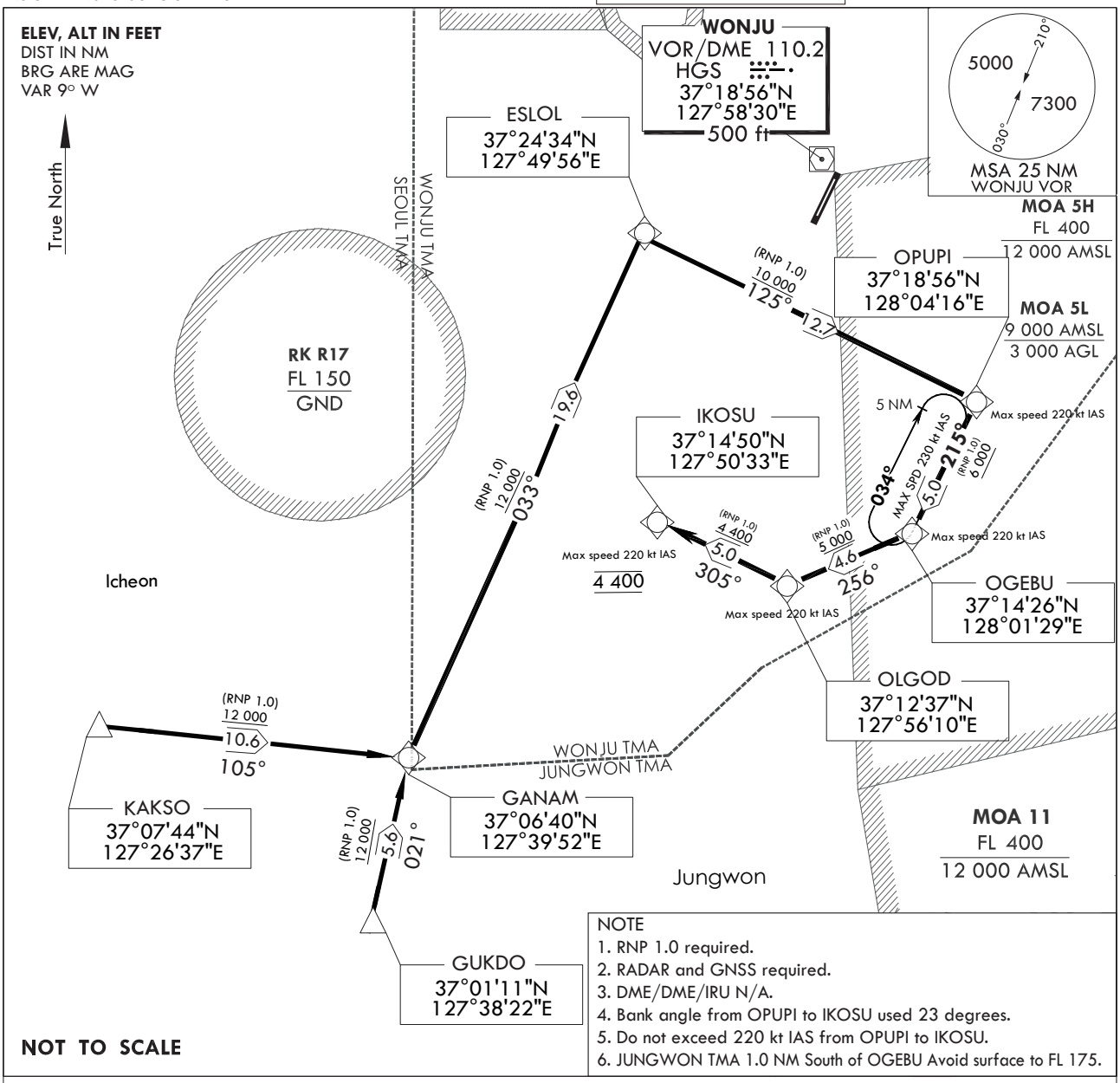
STANDARD ARRIVAL CHART INSTRUMENT(STAR)

Note : Arrival under U.S TERPS.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

WONJU APP 130.2 234.4 255.0
WONJU TWR 126.2 118.325 236.6 265.5

WONJU/Wonju(RKNW)
RWY 03
RNAV(GNSS) GANAM 1



NOTE
1. RNP 1.0 required.
2. RADAR and GNSS required.
3. DME/DME/IRU N/A.
4. Bank angle from OPUPI to IKOSU used 23 degrees.
5. Do not exceed 220 kt IAS from OPUPI to IKOSU.
6. JUNGWON TMA 1.0 NM South of OGEBU Avoid surface to FL 175.

ARRIVAL ROUTE DESCRIPTION

KAKSO transition : From KAKSO on track 105° to cross GANAM at or above 12 000 ft thence....

GUKDO transition : From GUKDO on track 021° to cross GANAM at or above 12 000 ft thence....

....From GANAM on track 033° to cross ESLOL at or above 12 000 ft,
then on track 125° to cross OPUPI at or above 10 000 ft, then on track 215° to cross OGEBU at or above 6 000 ft,
then on track 256° to cross OLGOD at or above 5 000 ft, then on track 305° to cross IKOSU at 4 400 ft.
Expect RNAV approach.

Change : Information of course/track for standard instrument arrival procedure and NOTE 2.

WONJU/Wonju(RKNW)
RWY 03
RNAV(GNSS) GANAM 1

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV(GNSS) GANAM 1

Serial Number	Path Descriptor	Waypoint Identifier	Fly -Over	Course/Track ° M(° T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA /TCH	Navigation specification	Remarks
001	TF	ESLOL	–	033(024.1)	19.6	–	+12 000	–	37°24'34.20"N 127°49'55.77"E	–	RNP APCH	–
002	TF	OPUPI	–	125(116.2)	12.7	–	+10 000	-220	37°18'55.50"N 128°04'15.64"E	–	RNP APCH	
003	TF	OGEBU	–	215(206.3)	5.0	–	+6 000	-220	37°14'26.31"N 128°01'28.98"E	–	RNP APCH	
004	TF	OLGOD	–	256(246.9)	4.6	–	+5 000	-220	37°12'37.42"N 127°56'09.75"E	–	RNP APCH	IAF
005	TF	IKOSU	–	305(296.3)	5.0	–	4 400	-220	37°14'50.45"N 127°50'32.84"E	–	RNP APCH	IF

KAKSO Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly -Over	Course/Track ° M(° T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA /TCH	Navigation specification	Remarks
001	TF	KAKSO	–	–	–	–	–	–	37°07'44.60"N 127°26'37.40"E	–	RNP APCH	–
002	TF	GANAM	–	105(095.7)	10.6	–	+12 000	–	37°06'40.05"N 127°39'52.09"E	–	RNP APCH	–

GUKDO Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly -Over	Course/Track ° M(° T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA /TCH	Navigation specification	Remarks
001	TF	GUKDO	–	–	–	–	–	–	37°01'10.93"N 127°38'22.86"E	–	RNP APCH	–
002	TF	GANAM	–	021(012.3)	5.6	–	+12 000	–	37°06'40.05"N 127°39'52.09"E	–	RNP APCH	–

HOLDING DATA

Serial Number	Path Descriptor	Waypoint Identifier	Fly -Over	Course/Track ° M(° T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	Remarks
001	TF	OGEBU	–	215(206.3)	5.0	–	–	-230	37°14'26.31"N 128°01'28.98"E	Holding at OGEBU NE Right Turn 214° Inbound 5 NM Leg.

Change : Information of course/track for standard instrument arrival procedure.

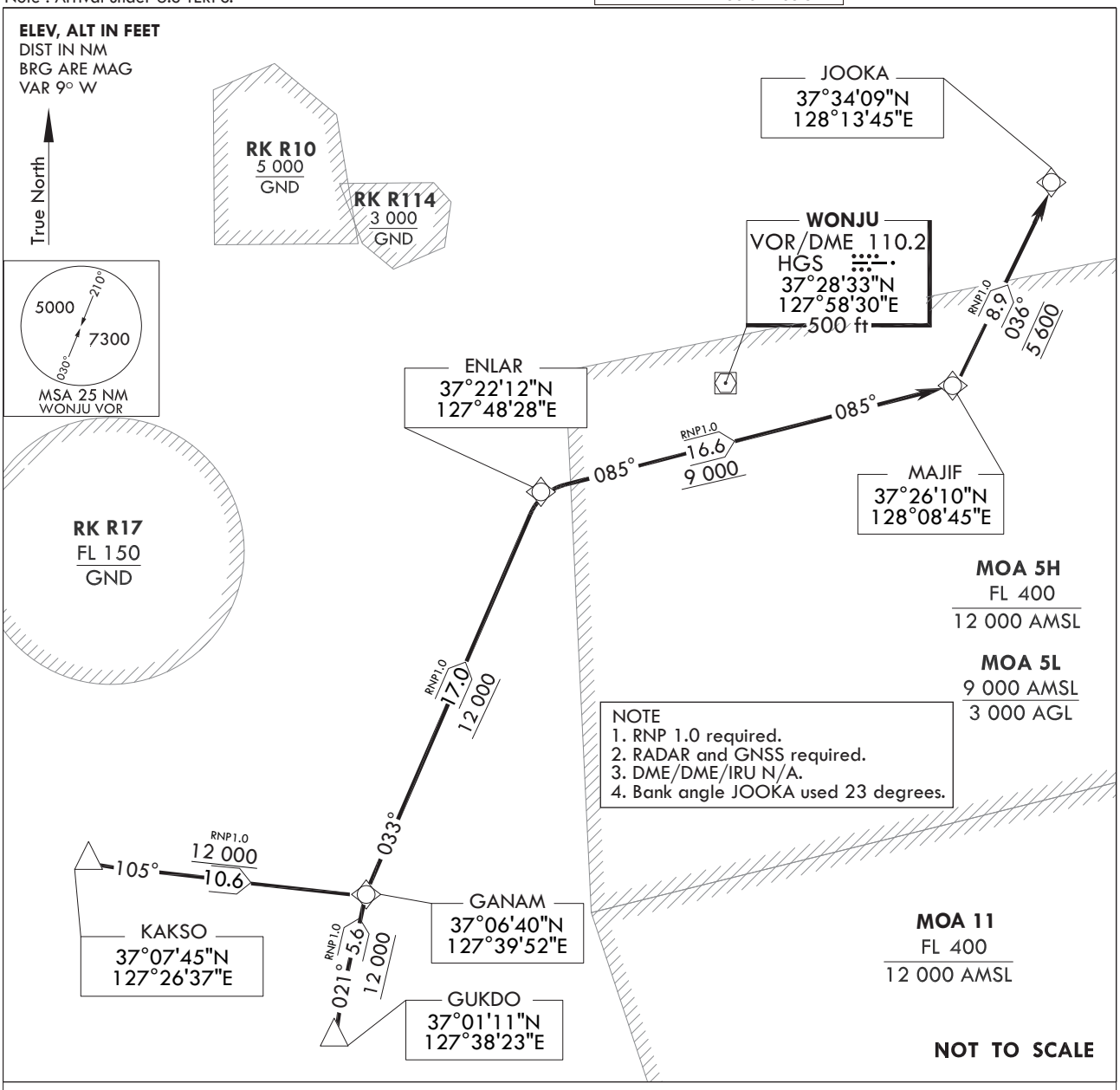
STANDARD ARRIVAL CHART INSTRUMENT(STAR)

Note : Arrival under U.S TERPS.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

WONJU APP	130.2	
	234.4	255.0
WONJU TWR	126.2	118.325
	236.6	265.5

WONJU/Wonju(RKNW)
RWY 21
RNAV(GNSS) GANAM 2



ARRIVAL ROUTE DESCRIPTION

KAKSO transition :
From KAKSO on track 105° to cross GANAM at or above 12 000 ft thence....

GUKDO transition :
From GUKDO on track 021° to cross GANAM at or above 12 000 ft thence....

....From GANAM on track 033° to cross ENLAR at or above 12 000 ft, then on track 085° to cross MAJIF at or above 9 000 ft, then on track 036° to cross JOOKA at 5 600 ft. Expect RNAV approach.

Change : Information of course/track for standard instrument arrival procedure and NOTE 2.

WONJU/Wonju(RKNW)
RWY 03
RNAV(GNSS) GANAM 2

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV(GNSS) GANAM 2

Serial Number	Path Descriptor	Waypoint Identifier	Fly -Over	Course/Track ° M(° T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA /TCH	Navigation specification	Remarks
001	TF	ENLAR	–	033(023.8)	17.0	–	+12 000	–	37°22'12.18"N 127°48'28.24"E	–	RNP APCH	–
002	TF	MAJIF	–	085(076.1)	16.6	–	+9 000	–	37°26'09.80"N 128°08'45.31"E	–	RNP APCH	–
003	TF	JOOKA	–	036(026.5)	8.9	–	5 600	–	37°34'08.84"N 128°13'45.27"E	–	RNP APCH	–

KAKSO Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly -Over	Course/Track ° M(° T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA /TCH	Navigation specification	Remarks
001	TF	KAKSO	–	–	–	–	–	–	37°07'44.60"N 127°26'37.40"E	–	RNP APCH	–
002	TF	GANAM	–	105(095.7)	10.6	–	+12 000	–	37°06'40.05"N 127°39'52.09"E	–	RNP APCH	–

GUKDO Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly -Over	Course/Track ° M(° T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA /TCH	Navigation specification	Remarks
001	TF	GUKDO	–	–	–	–	–	–	37°01'10.93"N 127°38'22.86"E	–	RNP APCH	–
002	TF	GANAM	–	021(012.3)	5.6	–	+12 000	–	37°06'40.05"N 127°39'52.09"E	–	RNP APCH	–

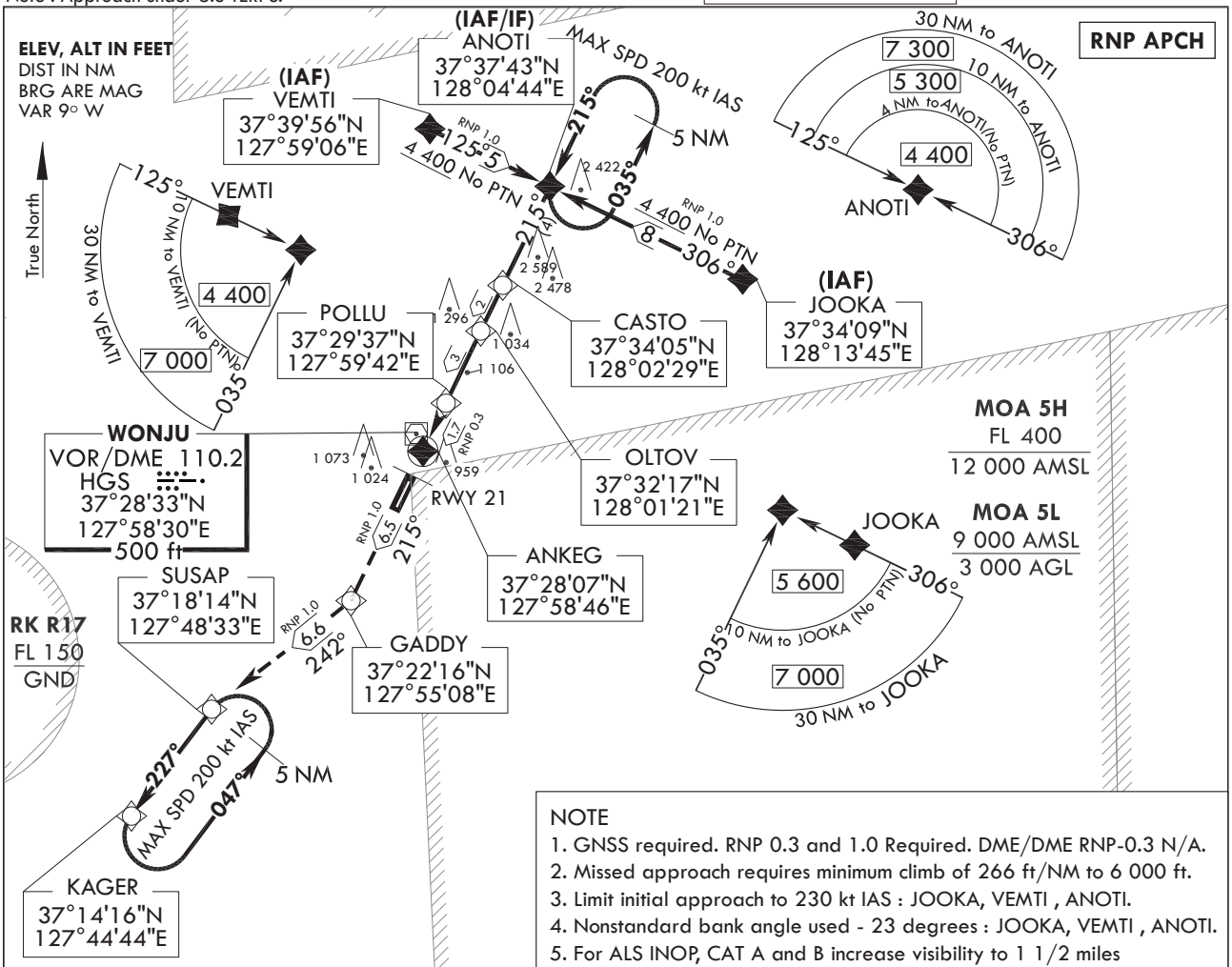
Change : Information of course/track for standard instrument arrival procedure.

INSTRUMENT APPROACH CHART
Note : Approach under U.S TERPS.

AERODROME ELEV 330 ft
HEIGHTS RELATED TO
THR RWY 21 - ELEV **330** ft

WONJU APP	130.2	
	234.4	255.0
WONJU TWR	126.2	118.325
	236.6	265.5

WONJU/Wonju(RKNW)
RNP RWY 21

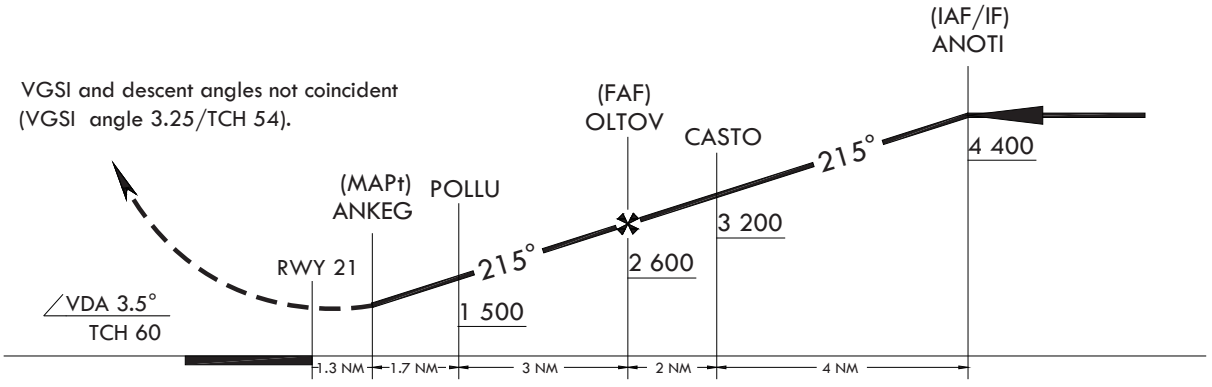


NOTE
1. GNSS required. RNP 0.3 and 1.0 Required. DME/DME RNP-0.3 N/A.
2. Missed approach requires minimum climb of 266 ft/NM to 6 000 ft.
3. Limit initial approach to 230 kt IAS : JOOKA, VEMTI , ANOTI.
4. Nonstandard bank angle used - 23 degrees : JOOKA, VEMTI , ANOTI.
5. For ALS INOP, CAT A and B increase visibility to 1 1/2 miles and CAT C and D increase visibility to 2 1/2 miles.
6. Circling N/A.

※VGSI : Visual Glide Slope Indicator
VPA : Vertical Path Angle
TCH : Threshold Crossing Height
No PTN : No Procedure Turn Required

TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb to 6 000 ft on track 215° to GADDY, then track 242° to SUSAP, then track 227° to KAGER and hold.



CATEGORY	A	B	C	D
LNAV/VNAV DA	N/A			
LNAV MDA	1 200/60 870(900-11/8)		1 200-2 870(900-2)	
CIRCLING	N/A			

Change : Information of course/track for instrument approach procedure.

WONJU/Wonju(RKNW)
RNP RWY 21

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 21

Serial Number	Path Descriptor	Waypoint Identifier	Fly -Over	Course/Track ° M(° T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA /TCH	Navigation specification	Remarks
001	–	JOOKA	–	–	–	–	+5 600	-230	37°34'08.84"N 128°13'45.27"E	–	RNP APCH	IAF
002	TF	ANOTI	–	306(296.5)	8.0	–	+4 400	-230	37°37'42.86"N 128°04'44.26"E	–	RNP APCH	IAF/IF

RNP RWY 21

Serial Number	Path Descriptor	Waypoint Identifier	Fly -Over	Course/Track ° M(° T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA /TCH	Navigation specification	Remarks
001	–	VEMTI	–	–	–	–	+4 400	-230	37°39'56.27"N 127°59'05.69"E	–	RNP APCH	IAF
002	TF	ANOTI	–	125(116.3)	5.0	–	+4 400	-230	37°37'42.86"N 128°04'44.26"E	–	RNP APCH	IAF/IF
003	TF	CASTO	–	215(206.4)	4.0	–	+3 200	-230	37°34'05.59"N 128°02'28.87"E	–	RNP APCH	–
004	TF	OLTOV	–	215(206.4)	2.0	–	+2 600	–	37°32'16.91"N 128°01'21.18"E	–	RNP APCH	FAF
005	TF	POLLU	–	215(206.4)	3.0	–	+1 500	–	37°29'37.54"N 127°59'42.09"E	–	RNP APCH	–
006	TF	ANKEG	FO	215(206.4)	1.7	–	1 200	–	37°28'06.75"N 127°58'45.69"E	–	RNP APCH	MAPt

MISSED Approach

Serial Number	Path Descriptor	Waypoint Identifier	Fly -Over	Course/Track ° M(° T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA /TCH	Navigation specification	Remarks
001	TF	ANKEG	–	–	–	–	–	–	37°28'06.75"N 127°58'45.69"E	–	RNP APCH	MAPt
002	TF	GADDY	–	215(206.3)	6.5	–	–	–	37°22'16.20"N 127°55'08.33"E	–	RNP APCH	CG 266 ft/NM to 6 000 ft
003	TF	SUSAP	–	242(232.6)	6.6	–	–	–	37°18'14.41"N 127°48'32.66"E	–	RNP APCH	CG 266 ft/NM to 6 000 ft
004	TF	KAGER	–	227(217.6)	5.0	–	6 000	–	37°14'16.30"N 127°44'43.60"E	–	RNP APCH	–

HOLDING Data

Serial Number	Path Descriptor	Waypoint Identifier	Fly -Over	Course/Track ° M(° T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA /TCH	Navigation specification	Remarks
001	TF	ANOTI	–	215(206.4)	5.0	L	4 400	-200	37°34'08.84"N 128°13'45.27"E	–	RNP APCH	Hold at DEKIL NE left Turn 214° Inbound 5 NM Leg.
002	TF	KAGER	–	227(217.6)	5.0	L	6 000	-200	37°37'42.86"N 128°04'44.26"E	–	RNP APCH	Hold at KAJAN NE Left Turn 226° Inbound 5 NM Leg.

Change : Information of course/track for instrument approach procedure.

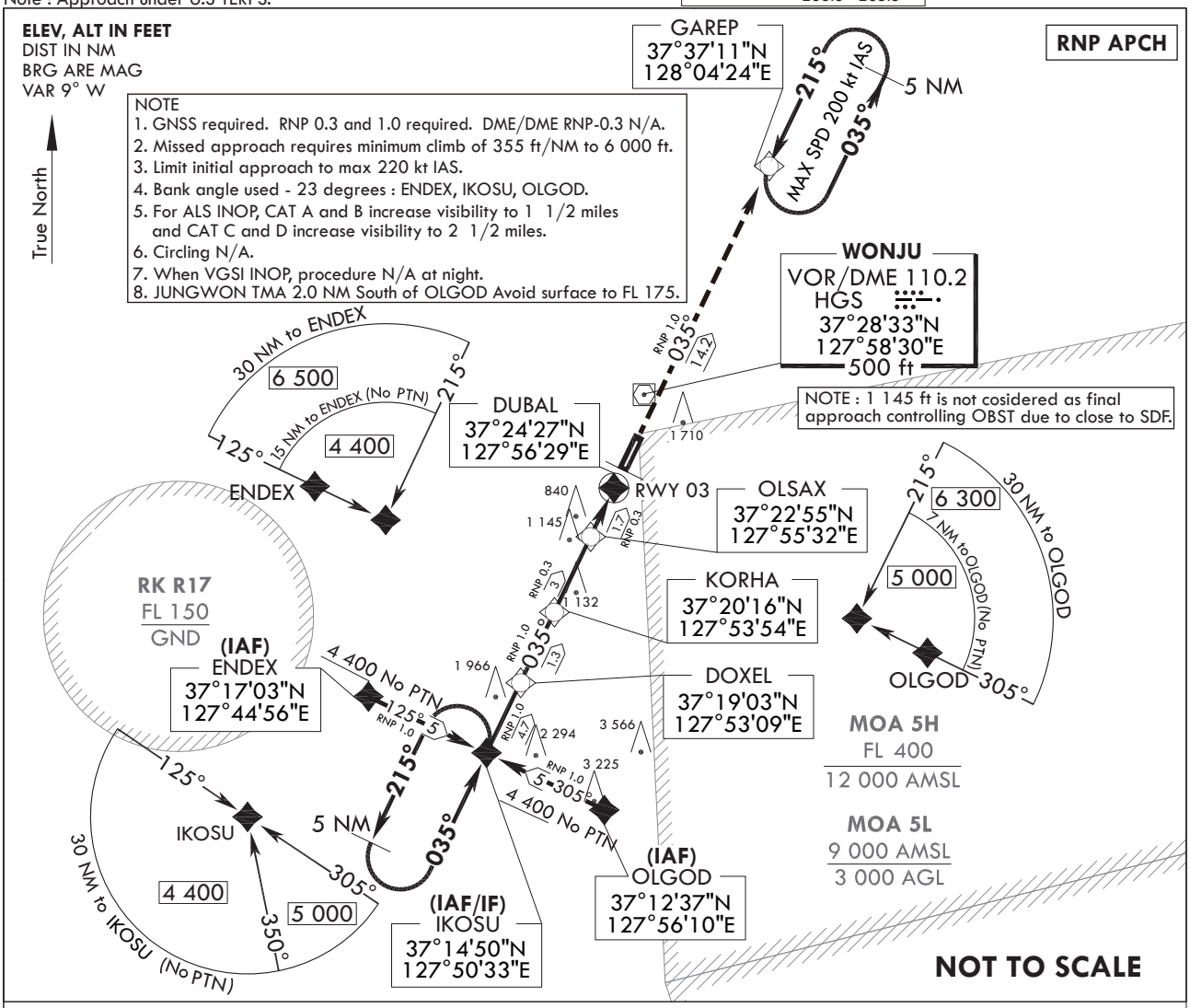
INSTRUMENT APPROACH CHART

Note : Approach under U.S TERPS.

AERODROME ELEV 330 ft
HEIGHTS RELATED TO
THR RWY 03 - ELEV 325 ft

WONJU APP	130.2	
	234.4	255.0
WONJU TWR	126.2	118.325
	236.6	265.5

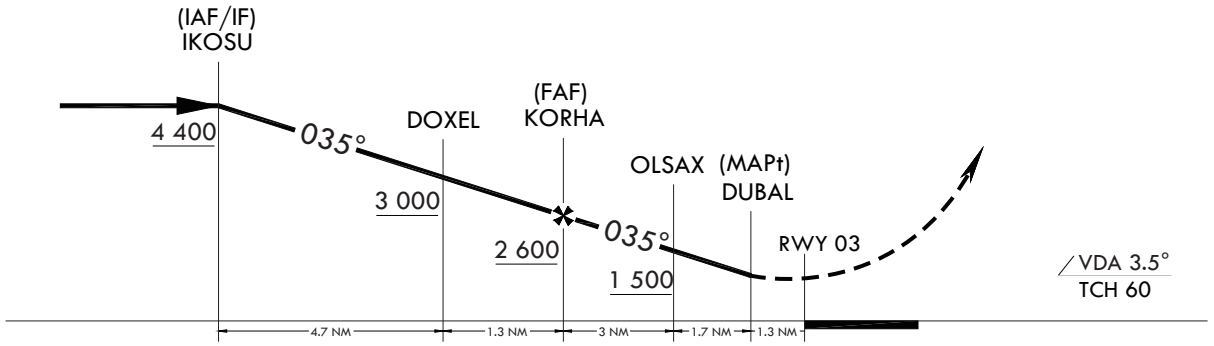
WONJU/Wonju(RKNW)
RNP RWY 03



※VGSI : Visual Glide Slope Indicator
VPA : Vertical Path Angle
TCH : Threshold Crossing Height
No PTN : No Procedure Turn Required

TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb to 6 000 ft on track 035° to GAREP and HOLD.



CATEGORY	A	B	C	D
LNAV/VNAV DA	N/A			
LNAV MDA	1 160/60 835(900-11/8)		1 160-17/8 835(900-17/8)	
CIRCLING	N/A			

Change : Information of course/track for instrument approach procedure.

WONJU/Wonju(RKNW)
RNP RWY 03

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 03

Serial Number	Path Descriptor	Waypoint Identifier	Fly -Over	Course/Track ° M(° T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA /TCH	Navigation specification	Remarks
001	–	ENDEX	–	–	–	–	+4 400	-220	37°17'03.21"N 127°44'55.61"E	–	RNP APCH	IAF
002	TF	IKOSU	–	125(116.2)	5.0	–	+4 400	-220	37°14'50.45"N 127°50'32.84"E	–	RNP APCH	IAF/IF

RNP RWY 03

Serial Number	Path Descriptor	Waypoint Identifier	Fly -Over	Course/Track ° M(° T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA /TCH	Navigation specification	Remarks
001	–	OLGOD	–	–	–	–	+5 000	-220	37°12'37.42"N 127°56'09.75"E	–	RNP APCH	IAF
002	TF	IKOSU	–	305(296.3)	5.0	–	+4 400	-220	37°14'50.45"N 127°50'32.84"E	–	RNP APCH	IAF/IF
003	TF	DOXEL	–	035(026.3)	4.7	–	+3 000	-220	37°19'03.51"N 127°53'09.14"E	–	RNP APCH	–
004	TF	KORHA	–	035(026.3)	1.3	–	+2 600	–	37°20'15.88"N 127°53'53.87"E	–	RNP APCH	FAF
005	TF	OLSAX	–	035(026.3)	3.0	–	+1 500	–	37°22'55.32"N 127°55'32.56"E	–	RNP APCH	–
006	TF	DUBAL	FO	035(026.3)	1.7	–	1 160	–	37°24'26.96"N 127°56'29.33"E	–	RNP APCH	MAPt

MISSED Approach

Serial Number	Path Descriptor	Waypoint Identifier	Fly -Over	Course/Track ° M(° T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA /TCH	Navigation specification	Remarks
001	–	DUBAL	–	–	–	–	–	–	37°24'26.96"N 127°56'29.33"E	–	RNP APCH	MAPt
002	TF	GAREP	–	035(026.3)	14.2	–	+6 000	–	37°37'10.88"N 128°04'24.31"E	–	RNP APCH	CG 355 ft/NM to 6 000 ft

HOLDING Data

Serial Number	Path Descriptor	Waypoint Identifier	Fly -Over	Course/Track ° M(° T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA /TCH	Navigation specification	Remarks
001	TF	IKOSU	–	035(026.3)	5.0	L	4 400	-200	37°14'50.45"N 127°50'32.84"E	–	RNP APCH	Hold at MADAE SW left Turn 034° Inbound 5 NM leg.
002	TF	GAREP	–	035(026.3)	5.0	L	6 000	-200	37°37'10.88"N 128°04'24.31"E	–	RNP APCH	Hold at GAREP NE Left Turn 214° Inbound 5 NM leg.

Change : Information of course/track for instrument approach procedure.

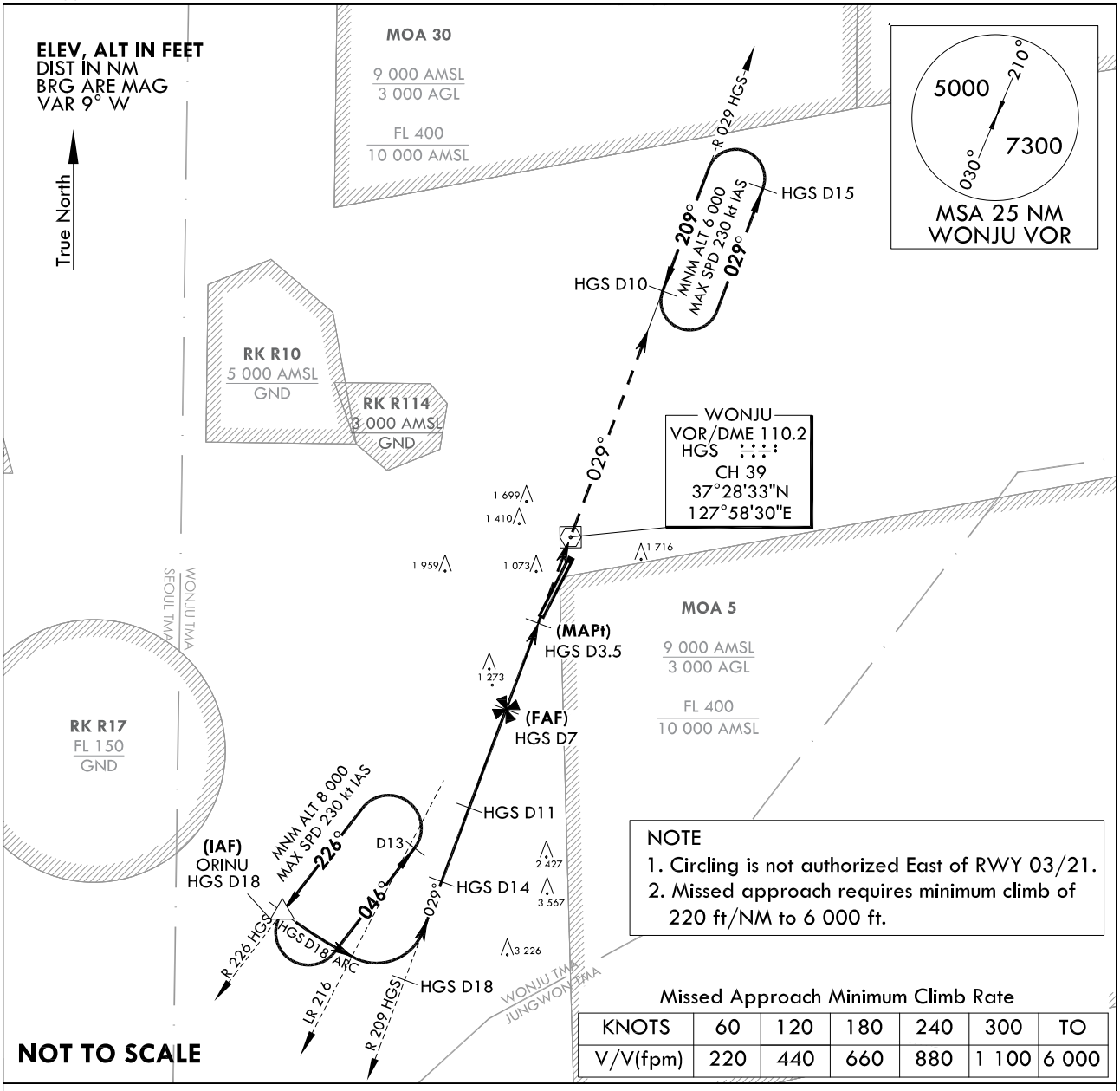
INSTRUMENT APPROACH CHART

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

AERODROME ELEV 330 ft
HEIGHTS ELEV TDZ **325** ft

WONJU	APP	130.2	
		234.4	255.0
WONJU	TWR	265.5	118.325
		236.6	126.2

WONJU/Wonju(RKNW)
VOR/DME A

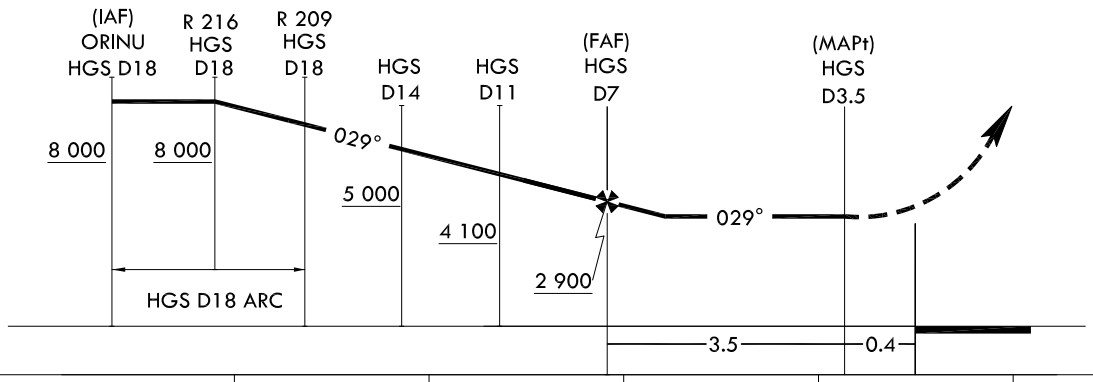


Missed Approach Minimum Climb Rate

KNOTS	60	120	180	240	300	TO
V/V(fpm)	220	440	660	880	1 100	6 000

TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb to 6 000 ft via HDG 029° to HGS and R 029 HGS to HGS D10 and hold, continue climb-in-hold to 6 000 ft.



CATEGORY	A	B	C	D	E
CIRCLING	1 540-1 1/4 1 210(1 300-1 1/4)	1 540-1 1/4 1 210(1 300-1 1/2)	1 780-3 1 450(1 500-3)	2 060-3 1 730(1 800-3)	N/A

* EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Change : Information of course/track for instrument approach procedure.

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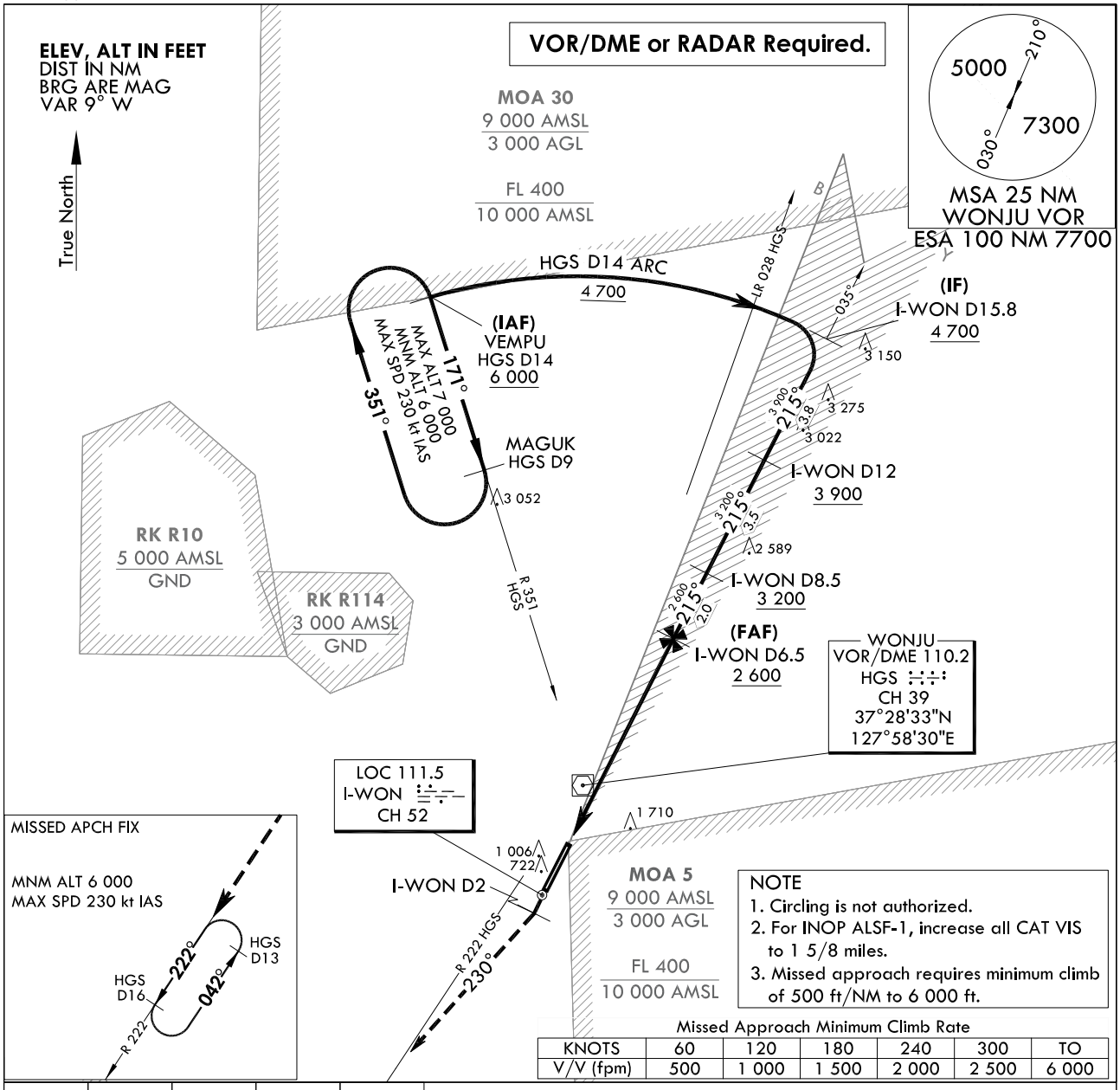
INSTRUMENT APPROACH CHART

AERODROME ELEV 330 ft
HEIGHTS RELATED TO
RWY 21 ELEV TDZ **330 ft**

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

WONJU	APP	130.2 234.4	255.0
WONJU	TWR	126.2 265.5	236.6

WONJU/Wonju(RKNW)
ILS RWY 21



Missed Approach Minimum Climb Rate

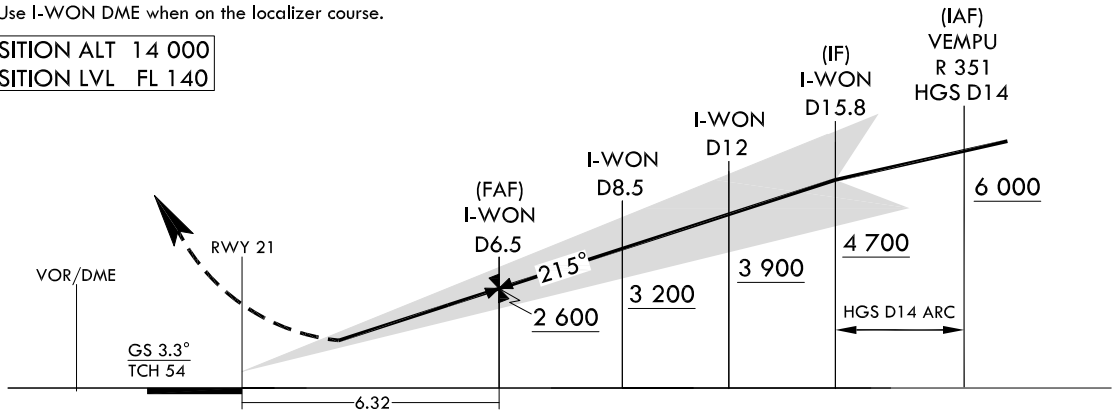
KNOTS	60	120	180	240	300	TO
V/V (fpm)	500	1 000	1 500	2 000	2 500	6 000

HDG 215°	I-WON D2	HDG 230°	R 222 HGS	R 222 HGS D16 6 000

MISSED APPROACH
Climb to 6 000 ft via HDG 215° to I-WON D2 and right turn HDG 230° to intercept R 222 HGS, then R 222 HGS to HGS D16 and hold.

NOTE : Use I-WON DME when on the localizer course.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D
S-ILS 21	**905-1¼** 575(600-1¼)			

Change : Information of course/track for instrument approach procedure.

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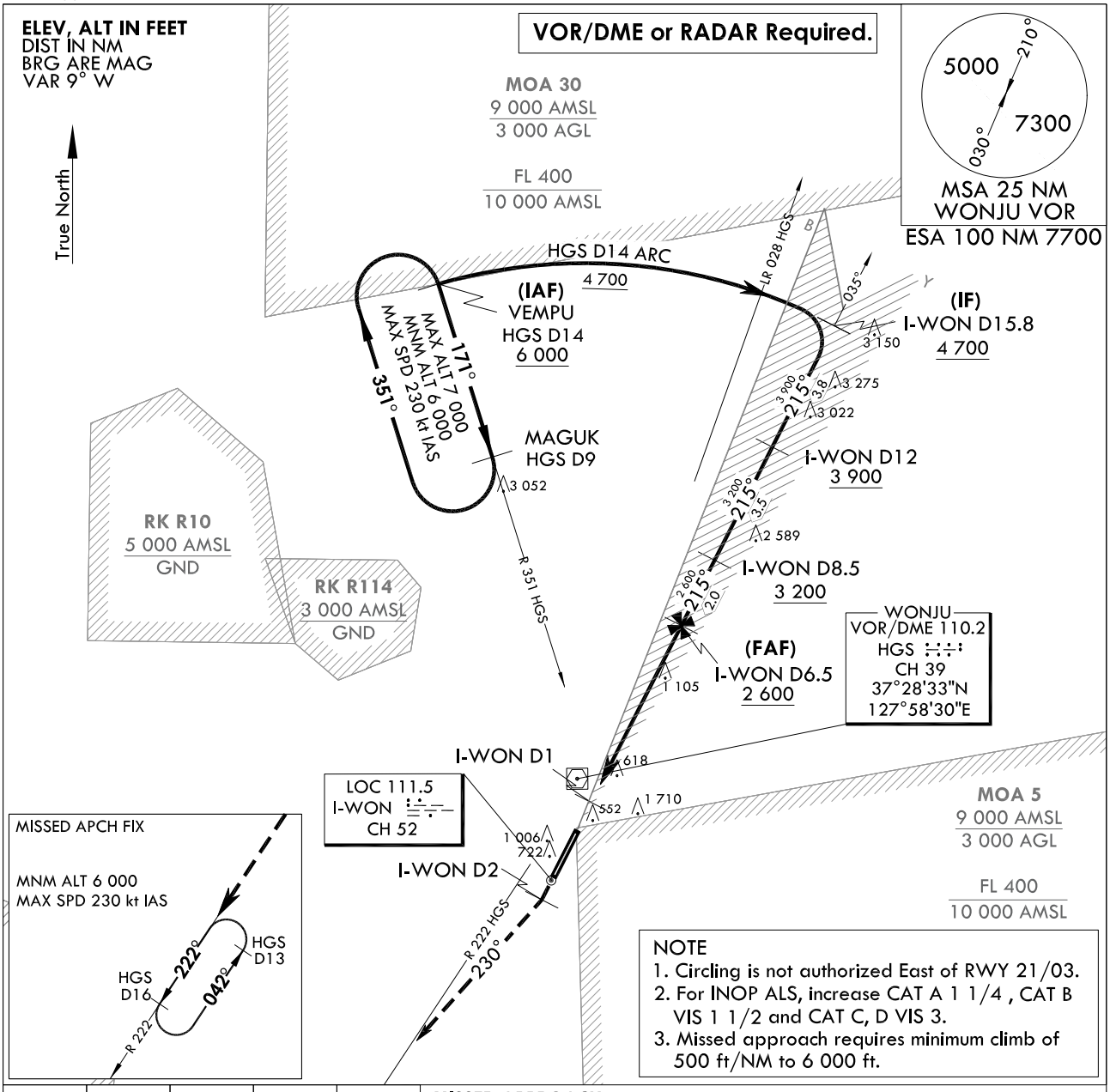
INSTRUMENT APPROACH CHART

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

AERODROME ELEV 330 ft
HEIGHTS RELATED TO
RWY 21 ELEV TDZ **330** ft

WONJU	APP	130.2	
		234.4	255.0
WONJU	TWR	126.2	236.6
		265.5	

WONJU/Wonju(RKNW)
LOC/DME RWY 21

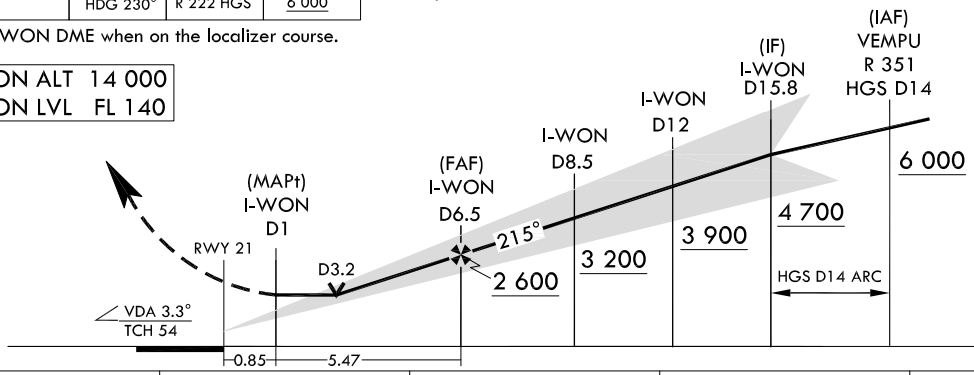


HDG 215°	I-WON D2	HDG 230°	R 222 HGS	R 222 HGS D16 6 000

MISSED APPROACH
Climb to 6 000 ft via HDG 215° to I-WON D2 and right turn HDG 230° to intercept R 222 HGS, then R 222 HGS to HGS D16 and hold.

NOTE : Use I-WON DME when on the localizer course.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D
S-LOC 21	**1 420/40** 1 090(1 100-¾)	**1 420/55** 1 090(1 100-1)	**1 420-2½** 1 090(1 100-2½)	
C CIRCLING	**1 440-1¼** 1 110(1 200-1¼)	**1 440-1½** 1 110(1 200-1½)	**1 780-3** 1 450(1 500-3)	**2 060-3** 1 730(1 800-3)

Change : Information of course/track for instrument approach procedure.

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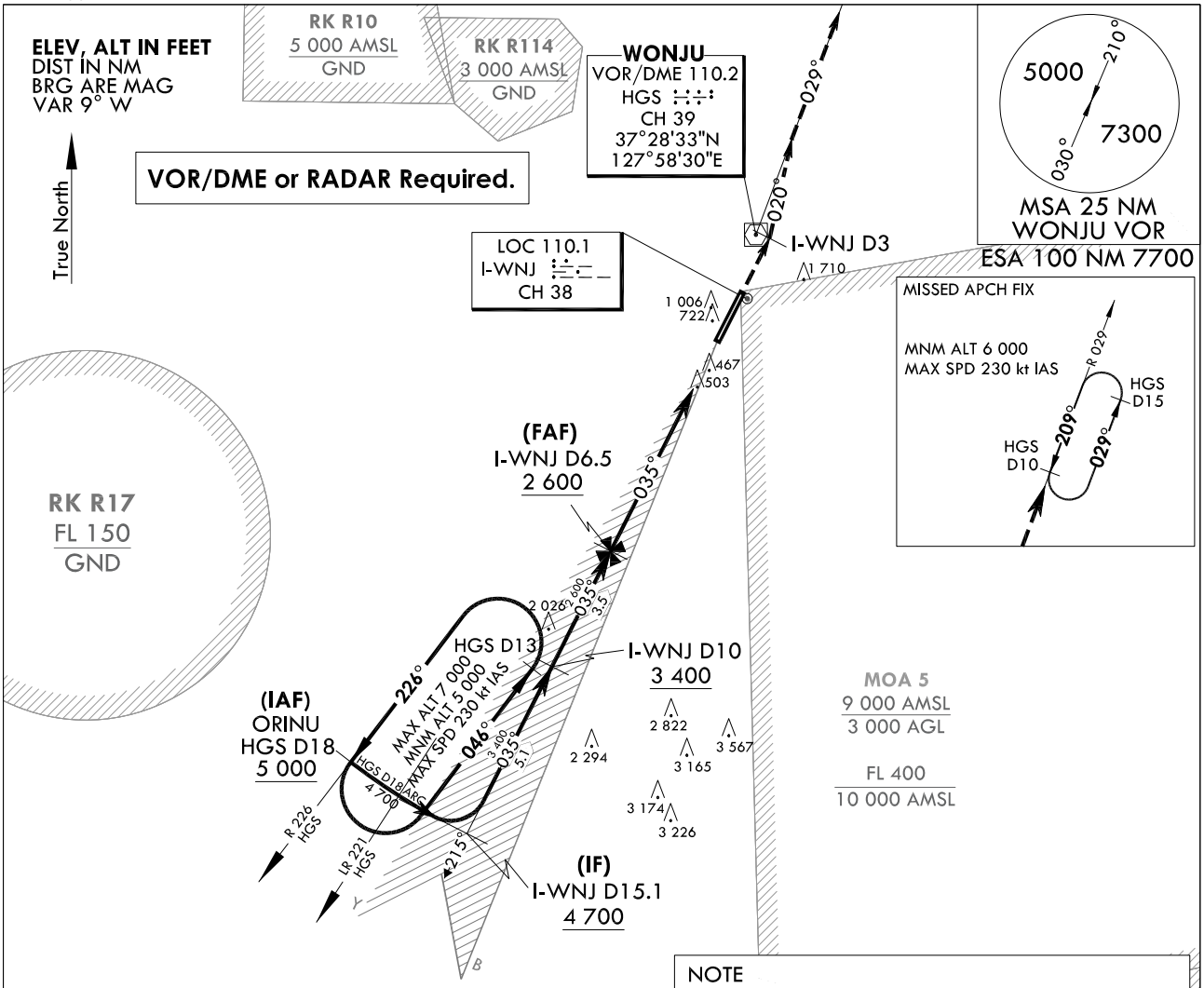
INSTRUMENT APPROACH CHART

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

AERODROME ELEV 330 ft
HEIGHTS RELATED TO
RWY 03 ELEV TDZ **325** ft

WONJU	APP	130.2 234.4	255.0
WONJU	TWR	126.2 265.5	236.6

WONJU/Wonju(RKNW)
ILS Y RWY 03



NOTE
1. Circling is not authorized.
2. For INOP ALSF-1, increase all CAT VIS to 1 5/8 miles.
3. Missed approach requires minimum climb of 500 ft/NM to 6 000 ft.

Missed Approach Minimum Climb Rate

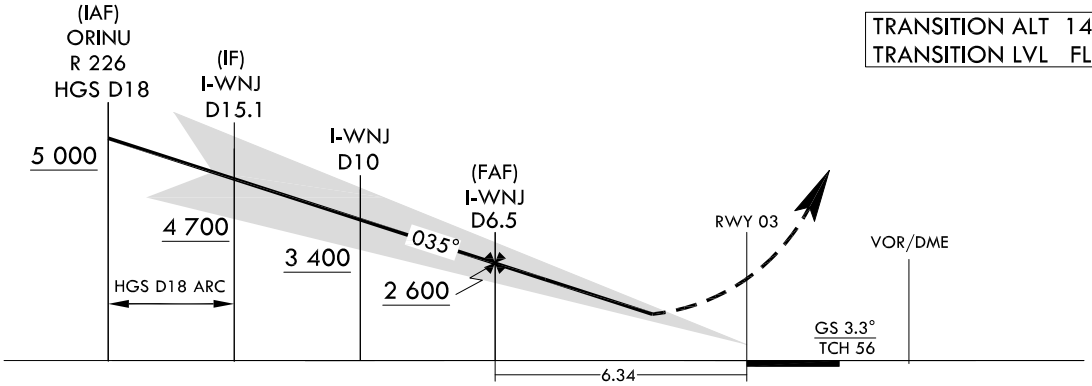
KNOTS	60	120	180	240	300	TO
V/V (fpm)	500	1 000	1 500	2 000	2 500	6 000

MISSED APPROACH
Climb to 6 000 ft via HDG 035° to I-WNJ D3 and left turn HDG 020° to intercept R 029 HGS, then R 029 HGS to HGS D10 and hold.

HDG 035°	I-WNJ D3	HDG 020°	R 029 HGS	R 029 HGS D10 6 000

NOTE : Use I-WNJ DME when on the localizer course.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D
S-ILS 3	**872-1¼** 547(600-1¼)			

Change : Information of course/track for instrument approach procedure.

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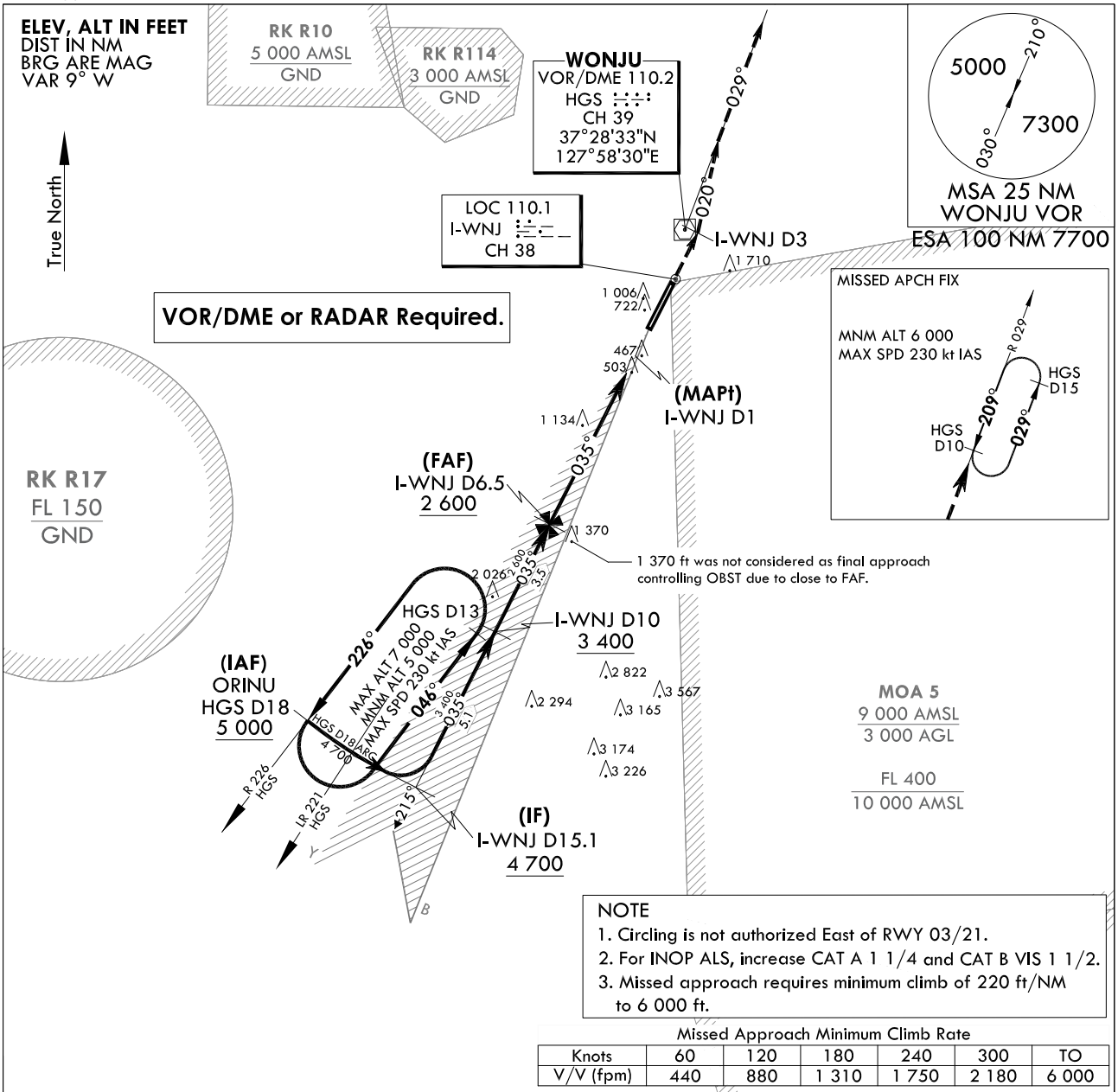
INSTRUMENT APPROACH CHART

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

AERODROME ELEV 330 ft
HEIGHTS RELATED TO
RWY 03 ELEV TDZ **325** ft

WONJU	APP	130.2 234.4	255.0
WONJU	TWR	126.2 265.5	236.6

WONJU/Wonju(RKNW)
LOC/DME Y RWY 03



NOTE
1. Circling is not authorized East of RWY 03/21.
2. For INOP ALS, increase CAT A 1 1/4 and CAT B VIS 1 1/2.
3. Missed approach requires minimum climb of 220 ft/NM to 6 000 ft.

Missed Approach Minimum Climb Rate

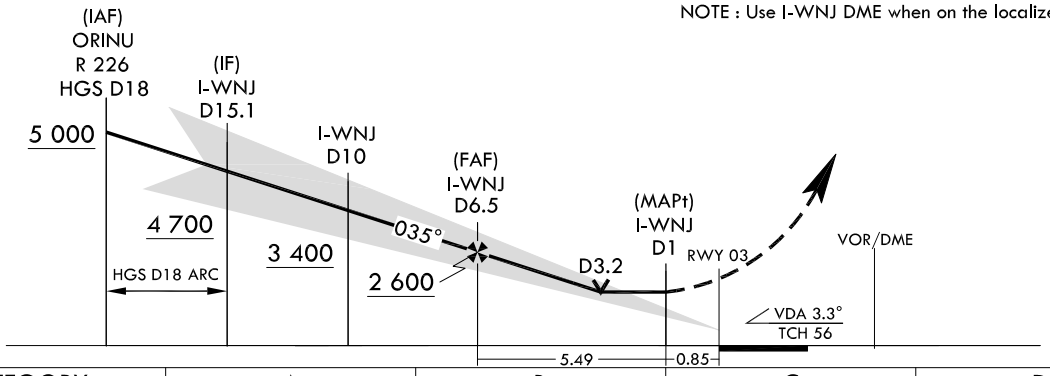
Knots	60	120	180	240	300	TO
V/V (fpm)	440	880	1 310	1 750	2 180	6 000

MISSED APPROACH
Climb to 6 000 ft via HDG 035° to I-WNJ D3 and left turn HDG 020° to intercept R 029 HGS, then R 029 HGS to HGS D10 and hold.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

HDG 035°	I-WNJ D3	HDG 020°	R 029 HGS	R 029 HGS D10 6 000

NOTE : Use I-WNJ DME when on the localizer course.



CATEGORY	A	B	C	D
S-LOC 3	**1 440/40** 1 115(1 200-¾)	**1 440/55** 1 115(1 200-1)	**1 440-3** 1 115(1 200-3)	
CIRCLING	**1 440-1¼** 1 110(1 200-1¼)	**1 440-1½** 1 110(1 200-1½)	**1 780-3** 1 450(1 500-3)	**2 060-3** 1 730(1 800-3)

Change : Information of course/track for instrument approach procedure.

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