TEL : 82-53-668-0286
FAX : 82-53-668-0277
AFS : RKRRYNYX
EMAIL : aisd@korea.kr
Web : https://aim.koca.go.kr

Ministry of Land, Infrastructure and Transport
Office of Civil Aviation
11, Doum 6-ro, Sejong-si, 30103, Republic of Korea

AMENDMENT NR 10/24

17 OCT 2024

AIRAC

AIP AMENDMENT NR 10/24

(Effective : 1600UTC 27 NOV 2024)

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 General

a) Information of RKTL(*).

1.2 Enroute

a) Information of lateral and upper limits for RK R80, R84, R88, MOA 1, 16~18, 19H, 20~24, 25H, ACMI A~E.

b) Information of RK P73, R75, R80, R84, R88, MOA 1, 16~18, 22~23, 25H and 28~31.

c) Information of ENR chart.

1.3 Incheon INTL Airport

a) Information of strength(PCN → PCR) for apron, TWY and RWY.

b) Information of signs for TWY, FREQ and procedures for ice man.

c) Withdrawal of stop-bar lights and Information of taxiing routes, lead in·lead out line.

1.4 Gimpo INTL Airport

a) Information of clearance priorities(TWY P6), taxiing route, intermediate holding position.

b) Information of strength(PCN → PCR) for apron, TWY, RWY and helicopter landing area.

1.5 Jeju INTL Airport

a) Information of strength(PCN → PCR) for apron, TWY and RWY.

1.6 Gimhae INTL Airport

a) Information of strength(PCN → PCR) for apron, TWY and RWY.

1.7 Cheongju INTL Airport

a) Information of strength(PCN → PCR) for apron, TWY and RWY.

b) Establishment of ACFT stands NR. 12L/R, 13L/R and Information of MARS.

1.8 Yangyang INTL Airport

a) Information of strength(PCN → PCR) for apron, TWY and RWY.

1.9 Daegu INTL Airport

a) Information of strength(PCN → PCR) for apron, TWY and RWY.

1.10 Muan INTL Airport

a) Information of strength(PCN → PCR) for apron, TWY and RWY.

1.11 Gwangju Airport

a) Information of strength(PCN → PCR) for apron, TWY and RWY.

1.12 Yeosu Airport

a) Information of strength(PCN → PCR) for apron, TWY, RWY and ACFT stands.

1.13 Sacheon Airport

a) Information of strength(PCN → PCR) for apron, TWY and RWY.

b) Information of OBST NR. 8 and 10, OBST numbers(NR. 11~15), WX minima for ASR RWY 06R/L approach.

c) Information of OBST, WX minima for circling CAT C, D and Establishment of VDP.

1.14 Ulsan Airport

a) Information of strength(PCN → PCR) for apron, TWY and RWY.

1.15 Pohang Gyeongju Airport

a) Information of strength(PCN → PCR) for apron, TWY and RWY.

1.16 Uljin Airport

a) Information of strength(PCN → PCR) for apron, TWY and RWY.

b) Information of OBST, recomended profile, IAF, MAPt, THR RWY 17, D5 UJN and Withdrawal of UJN VOR/DME.

1.17 Jeongseok Airport

a) Information of landing minima(OCA(H)) and Amended phrase(5.24% → 5.31%).

2. PAGE CONTROL

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RKTU	**RKTU**
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RKNY	**RKNY**
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RKJB	**RKJB**
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RKTL	**RKTL**
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END

GEN 2.4 LOCATION INDICATORS

1. 이 지명 약어는 항공기 운항에 관련된 비행장, 통신소, 시설의 지명을 약어로 표시하여 항공고정업무에 사용한다. 보통 이 약어는 메시지의 송신 및 수신처를 간략한 문자로서 표시함으로 송수신처의 식별을 용이하게 하는데 사용되고 또한 항공고시보에 있어서 지명을 식별하는데 사용한다.

   * 항공고정통신망 주소가 배정되지 않은 지명부호

ENCODE	
지 명	약 어
가납리	RKRA*
가평	RKRK*
강릉	RKNN*
거제(삼성중공업)	RKPI*
계룡대(기상전대)	RKTF
고흥	RKJG*
과천(정부청사)	RKBA*
광양(포스코)	RKJS*
광주(삼성전자)	RKJE*
광주공항	RKJJ
구미(삼성전자)	RKTV*
국토교통부	RKSL
군산(해양경찰)	RKJD*
군산공항	RKJK
금왕	RKUK*
기계(경북 119)	RKTJ*
김포(한국타임즈항공)	RKBU*
김포국제공항	RKSS
김해국제공항	RKPK
남양헬기장	RKSN*
남항진(강릉)	RKNH*
논산	RKUL*
달성(중앙119)	RKTG*
대구 ACC	RKDA
대구국제공항	RKTN
대전(헬리코리아)	RKDJ
덕소	RKRD*
덕송(중앙119)	RKSH*
독도	RKDD*
마산(삼성병원)	RKPH*
모슬포	RKPM*
목포공항	RKJM*
무안국제공항	RKJB
발안	RKSD*
백령도	RKSE*
백령도(공군 Site)	RKSP*
봉덕(미8군)	RKDE*
봉명	RKBY*
부평	RKRB*
사천공항	RKPS
서산	RKTP*
서울	RKSM*
성무	RKTE*
속초	RKND*
송산리	RKSX*
수색	RKRS*
수원	RKSW*

ENCODE	
지 명	약 어
수원(KBS)	RKBW*
아주대학교의료원	RKBG*
안동	RKTD*
양구	RKMG*
양산	RKPY*
양양국제공항	RKNY
양재(HEL)	RKBD*
양주 신산리	RKRF*
양평(광탄)	RKRG*
여수공항	RKJY
여의도(KBS)	RKBS*
영암	RKJA*
영암(신한에어)	RKJW*
영종도(해양경찰)	RKRE*
영천	RKUY*
예산(UI 헬리제트)	RKDB*
예천	RKTY*
오산	RKSO*
옥포	RKPO*
왜관(미8군)	RKDC*
용인	RKRY*
용인(에버랜드)	RKBP*
울릉도	RKDU*
울산공항	RKPU
울진(산림항공)	RKTK*
울진비행장	RKTL
웅천	RKTW*
원광대학병원	RKJC*
원주공항	RKNW
의왕(현대자동차)	RKBF*
이동	RKRI*
이천	RKRN*
익산	RKJI*
인천 ACC	RKRR
인천국제공항	RKSI
일원동(삼성병원)	RKBI*
잠실(한강공원)	RKSJ*
장수(전북119)	RKJF*
전주	RKJU*
정석(대한항공)	RKPD
제주국제공항	RKPC
제주용강(산림항공)	RKPF*
조치원	RKUC*
중원	RKTI*
지정(원주)	RKNK*
진천	RKUJ*
진해	RKPE*

ENCODE	
지 명	약 어
천안(단국대)	RKDH*
청양(HEL)	RKTB*
청양(충남119)	RKTO*
청원	RKTC*
청주국제공항	RKTU
청풍수상비행장	RKTM*
춘천(신북리)	RKMS*
출강(울산소방)	RKPL*
충주(중앙119)	RKUA*
태안	RKTA
파주	RKRP*
평택(미8군)	RKSG*
포승	RKBN*
포천	RKRO*
포항(포스코)	RKTS*
포항경주공항	RKTH
하남	RKRC*
학포(강원소방 양양항공대)	RKNS*
한강 노들섬(HEL)	RKBJ*
함양	RKPA*
합천(경남소방)	RKPB*
해양경찰청 수색구조	RKBB
해운대(부산소방)	RKPP*
현리	RKMA*
홍천	RKMB*
화순(중앙119)	RKJH*
환동해(강원119)	RKNE*
횡성(강원소방 횡성항공대)	RKMC*

Change : Information of RKTL(*).

GEN 2.4 LOCATION INDICATORS

1. Location indicators are used in the aeronautical fixed service to indicate in code form the place name of an aerodrome, communication station, or facility ralated to air navigation. They are used in address, origin and text sections of a message part, and also for identification of the location in a NOTAM.

   * Location indicators which are assigned to locations to which messages can not be addressed over the AFTN.

ENCODE	
Location	**Indicator**
Andong	RKTD*
Baengnyeongdo(Coast)	RKSE*
Baengnyeongdo(Site)	RKSP*
Balan	RKSD*
Bongdeok(8th USA,HEL)	RKDE*
Bongmyeong	RKBY*
Bupyeong	RKRB*
Cheonan Dankookdae	RKDH*
Cheongju INTL	RKTU
Cheongpung	RKTM*
Cheongwon	RKTC*
Cheongyang(119)	RKTO*
Cheongyang(HEL)	RKTB*
Chulgang(Ulsan 119)	RKPL*
Chuncheon(Sinbuk)	RKMS*
Chungju(HEL)	RKUA*
Daegu ACC	RKDA
Daegu INTL	RKTN
Daejeon	RKDJ
Dalseong(119)	RKTG*
Deokso	RKRD*
Deoksong	RKSH*
Desiderio AAF(8th USA)	RKSG*
Dokdo	RKDD*
Ganapri	RKRA*
Gangneung	RKNN*
Gapyeong	RKRK*
Geoje SHI	RKPI*
Geumwang	RKUK*
Gigye(HEL)	RKTJ*
Gimhae INTL	RKPK
Gimpo INTL	RKSS
Gimpo Times Aerospace	RKBU*
Goheung	RKJG*
Gumi SEC	RKTV*
Gunsan	RKJK
Gunsan(Korea Coast Guard)	RKJD*
Gwacheon Gov.	RKBA*
Gwangju	RKJJ
Gwangju SEC	RKJE*
Gwangyang POSCO	RKJS*
Gyeryongdae	RKTF
Haeundae(Busan 119)	RKPP*
Hakpo	RKNS*
Hamyang	RKPA*
Hanam	RKRC*
Hangang Nodeul Island(HEL)	RKBJ*

ENCODE	
Location	**Indicator**
Hapcheon(Gyeongnam 119)	RKPB*
Hoengseong(119)	RKMC*
Hongcheon	RKMB*
Hwandonghae(HEL)	RKNE*
Hwasun(HEL)	RKJH*
Hyeonri	RKMA*
Icheon	RKRN*
Idong	RKRI*
Iksan	RKJI*
Ilwondong SMC	RKBI*
Incheon INTL	RKSI
Incheon ACC	RKRR
Jamsil(Hangang Park)	RKSJ*
Jangsu(HEL)	RKJF*
Jeju INTL	RKPC
Jeju yonggang(HEL)	RKPF*
Jeongseok	RKPD
Jeonju	RKJU*
Jijeong	RKNK*
Jincheon	RKUJ*
Jinhae	RKPE*
Jochiwon	RKUC*
Jungwon	RKTI*
Korea Search/Rescue	RKBB
Masan SMC	RKPH*
Mokpo	RKJM*
MOLIT	RKSL
Moseulpo	RKPM*
Muan INTL	RKJB
Namhangjin	RKNH*
Namyang(Heliport)	RKSN*
Nonsan	RKUL*
Okpo	RKPO*
Osan	RKSO*
Paju	RKRP*
Pocheon	RKRO*
Pohang Gyeongju	RKTH
Pohang(POSCO)	RKTS*
Poseung	RKBN*
Sacheon	RKPS
Seongmu	RKTE*
Seosan	RKTP*
Seoul	RKSM*
Sokcho	RKND*
Songsanri	RKSX*
Susaek	RKRS*
Suwon	RKSW*

ENCODE	
Location	**Indicator**
Suwon AUMC(HEL)	RKBG*
Suwon KBS	RKBW*
Taean	RKTA
Uiwang(HEL)	RKBF*
Uljin	RKTL
Uljin(HEL)	RKTK*
Ulleungdo	RKDU*
Ulsan	RKPU
Ungcheon	RKTW*
Waegwan(8th USA,HEL)	RKDC*
Wonju	RKNW
Wonkwang(HEL)	RKJC*
Yanggu	RKMG*
Yangjae(HEL)	RKBD*
Yangju Sinsanri	RKRF*
Yangpyeong	RKRG*
Yangsan	RKPY*
Yangyang INTL	RKNY
Yecheon	RKTY*
Yeongam	RKJA*
Yeongam(Shinhan)	RKJW*
Yeongcheon	RKUY*
Yeongjong	RKRE*
Yeosu	RKJY
Yeouido KBS	RKBS*
Yesan(UI Helijet)	RKDB*
Yongin	RKRY*
Yongin Everland	RKBP*

Change : Information of RKTL(*).

DECODE	
Indicator	Location
RKBA*	과천(정부청사)
RKBB	해양경찰청 수색구조
RKBD*	양재(HEL)
RKBF*	의왕(현대자동차)
RKBG*	아주대학교의료원
RKBI*	일원동(삼성병원)
RKBJ*	한강 노들섬(HEL)
RKBN*	포승
RKBP*	용인(에버랜드)
RKBS*	여의도(KBS)
RKBU*	김포(한국타임즈항공)
RKBW*	수원(KBS)
RKBY*	봉명
RKDA	대구ACC
RKDB*	예산(UI 헬리제트)
RKDC*	왜관(미8군)
RKDD*	독도
RKDE*	봉덕(미8군)
RKDH*	천안(단국대)
RKDJ	대전(헬리코리아)
RKDU*	울릉도
RKJA*	영암
RKJB	무안국제공항
RKJC*	원광대학병원
RKJD*	군산(해양경찰)
RKJE*	광주(삼성전자)
RKJF*	장수(전북119)
RKJG*	고흥
RKJH*	화순(중앙119)
RKJI*	익산
RKJJ	광주공항
RKJK	군산공항
RKJM*	목포공항
RKJS*	광양(포스코)
RKJU*	전주
RKJW*	영암(신한에어)
RKJY	여수공항
RKMA*	현리
RKMB*	홍천
RKMC*	횡성(강원소방 횡성항공대)
RKMG*	양구
RKMS*	춘천(신북리)
RKND*	속초
RKNE*	환동해(강원119)
RKNH*	남항진(강릉)
RKNK*	지정(원주)
RKNN*	강릉

DECODE	
Indicator	Location
RKNS*	학포(강원소방 양양항공대)
RKNW	원주공항
RKNY	양양국제공항
RKPA*	함양
RKPB*	합천(경남소방)
RKPC	제주국제공항
RKPD	정석(대한항공)
RKPE*	진해
RKPF*	제주용강(산림항공)
RKPH*	마산(삼상병원)
RKPI*	거제(삼성중공업)
RKPK	김해국제공항
RKPL*	출강(울산소방)
RKPM*	모슬포
RKPO*	옥포(대우조선해양)
RKPP*	해운대(부산소방)
RKPS	사천공항
RKPU	울산공항
RKPY*	양산
RKRA*	가납리
RKRB*	부평
RKRC*	하남
RKRD*	덕소
RKRE*	영종도(해양경찰)
RKRF*	양주 신산리
RKRG*	양평(광탄)
RKRI*	이동
RKRK*	가평
RKRN*	이천
RKRO*	포천
RKRP*	파주
RKRR	인천 ACC
RKRS*	수색
RKRY*	용인
RKSD*	발안
RKSE*	백령도
RKSG*	평택(미8군)
RKSH*	덕송(중앙119)
RKSI	인천국제공항
RKSJ*	잠실(한강공원)
RKSL	국토교통부
RKSM*	서울
RKSN*	남양헬기장
RKSO*	오산
RKSP*	백령도(공군 Site)
RKSS	김포국제공항
RKSW*	수원

DECODE	
Indicator	Location
RKSX*	송산리
RKTA	태안
RKTB*	청양(HEL)
RKTC*	청원
RKTD*	안동
RKTE*	성무
RKTF	계룡대(기상전대)
RKTG*	달성(중앙119)
RKTH	포항경주공항
RKTI*	중원
RKTJ*	기계(경북 119)
RKTK*	울진(산림항공)
RKTL	울진비행장
RKTM*	청풍수상비행장
RKTN	대구국제공항
RKTO*	청양(충남119)
RKTP*	서산
RKTS*	포항(포스코)
RKTU	청주국제공항
RKTV*	구미(삼성전자)
RKTW*	웅천
RKTY*	예천
RKUA*	충주(중앙119)
RKUC*	조치원
RKUJ*	진천
RKUK*	금왕
RKUL*	논산
RKUY*	영천

Change : Information of RKTL(*).

DECODE	
Indicator	**Location**
RKBA*	Gwacheon Gov.
RKBB	Korea Search/Rescue
RKBD*	Yangjae(HEL)
RKBF*	Uiwang(HEL)
RKBG*	Suwon AUMC(HEL)
RKBI*	Ilwondong SMC
RKBJ*	Hangang Nodeul Island(HEL)
RKBN*	Poseung
RKBP*	Yongin Everland
RKBS*	Yeouido KBS
RKBU*	Gimpo Times Aerospace
RKBW*	Suwon KBS
RKBY*	Bongmyeong
RKDA	Daegu ACC
RKDB*	Yesan(UI Helijet)
RKDC*	Waegwan(8th USA,HEL)
RKDD*	Dokdo
RKDE*	Bongdeok(8th USA,HEL)
RKDH*	Cheonan Dankookdae
RKDJ	Daejeon
RKDU*	Ulleungdo
RKJA*	Yeongam
RKJB	Muan INTL
RKJC*	Wonkwang(HEL)
RKJD*	Gunsan(Korea Coast Guard)
RKJE*	Gwangju SEC
RKJF*	Jangsu(HEL)
RKJG*	Goheung
RKJH*	Hwasun(HEL)
RKJI*	Iksan
RKJJ	Gwangju
RKJK	Gunsan
RKJM*	Mokpo
RKJS*	Gwangyang POSCO
RKJU*	Jeonju
RKJW*	Yeongam(Shinhan)
RKJY	Yeosu
RKMA*	Hyeonri
RKMB*	Hongcheon
RKMC*	Hoengseong(119)
RKMG*	Yanggu
RKMS*	Chuncheon(Sinbuk)
RKND*	Sokcho
RKNE*	Hwandonghae(HEL)
RKNH*	Namhangjin
RKNK*	Jijeong
RKNN*	Gangneung

DECODE	
Indicator	**Location**
RKNS*	Hakpo
RKNW	Wonju
RKNY	Yangyang INTL
RKPA*	Hamyang
RKPB*	Hapcheon(Gyeongnam 119)
RKPC	Jeju INTL
RKPD	Jeongseok
RKPE*	Jinhae
RKPF*	Jeju yonggang(HEL)
RKPH*	Masan SMC
RKPI*	Geoje SHI
RKPK	Gimhae INTL
RKPL*	Chulgang(Ulsan 119)
RKPM*	Moseulpo
RKPO*	Okpo
RKPP*	Haeundae(Busan 119)
RKPS	Sacheon
RKPU	Ulsan
RKPY*	Yangsan
RKRA*	Ganapri
RKRB*	Bupyeong
RKRC*	Hanam
RKRD*	Deokso
RKRE*	Yeongjong
RKRF*	Yangju Sinsanri
RKRG*	Yangpyeong
RKRI*	Idong
RKRK*	Gapyeong
RKRN*	Icheon
RKRO*	Pocheon
RKRP*	Paju
RKRR	Incheon ACC
RKRS*	Susaek
RKRY*	Yongin
RKSD*	Balan
RKSE*	Baengnyeongdo(Coast)
RKSG*	Desiderio AAF(8th USA)
RKSH*	Deoksong
RKSI	Incheon INTL
RKSJ*	Jamsil(Hangang Park)
RKSL	MOLIT
RKSM*	Seoul
RKSN*	Namyang(Heliport)
RKSO*	Osan
RKSP*	Baengnyeongdo(Site)
RKSS	Gimpo INTL
RKSW*	Suwon

DECODE	
Indicator	**Location**
RKSX*	Songsanri
RKTA	Taean
RKTB*	Cheongyang(HEL)
RKTC*	Cheongwon
RKTD*	Andong
RKTE*	Seongmu
RKTF	Gyeryongdae
RKTG*	Dalseong(119)
RKTH	Pohang Gyeongju
RKTI*	Jungwon
RKTJ*	Gigye(HEL)
RKTK*	Uljin(HEL)
RKTL	Uljin
RKTM*	Cheongpung
RKTN	Daegu INTL
RKTO*	Cheongyang(119)
RKTP*	Seosan
RKTS*	Pohang(POSCO)
RKTU	Cheongju INTL
RKTV*	Gumi SEC
RKTW*	Ungcheon
RKTY*	Yecheon
RKUA*	Chungju(HEL)
RKUC*	Jochiwon
RKUJ*	Jincheon
RKUK*	Geumwang
RKUL*	Nonsan
RKUY*	Yeongcheon

Change : Information of RKTL(*).

Identification, name and lateral limits	Upper limit / Lower limit (ft)	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
RK R75 373949N 1264824E - 373752N 1264813E - 373701N 1264754E - 373530N 1264817E - 373409N 1264824E - 372653N 1265722E - 372653N 1270338E - 373233N 1270647E - 373447N 1270930E - 373656N 1270830E - 373827N 1270800E - 374033N 1270513E - 374136N 1270317E - 374200N 1270140E - 373758N 1265259E - to the beginning	10 000 AMSL SFC	Ministry of National Defense (MCRC : Master Control Reporting Center/CDC AOC : Capital Defense Command AOC) Refer to AIP ENR 5.1-12 (R75 Restricted Area Flight Procedures)
RK R77 MACHAJIN 383300N 1282400E - 383400N 1283100E - 383200N 1283200E - 383000N 1283100E - 383100N 1282400E - to the beginning	FL 150 GND	Ground to ground high angle firing FROKA/G-3 Air by NOTAM VMC-IMC
RK R80 SEO-HAE-JUNG-BU 363200N 1245000E - 363200N 1253600E - 360501N 1253604E - 360455N 1243132E - 362356N 1243126E - to the beginning	FL 500 GND	Air to air firing ROKAF AFOC/DOT Cont VMC
RK R81 NAKDONG A circle radius 5 NM centered on 362410N 1281651E	FL 220 SFC	Air to ground firing ROKAF AFOC/DOT Cont 2100-1400UTC VMC
RK R84 SEO-HAE-NAM-BU 351457N 1243144E - 351501N 1253610E - 345000N 1253612E - 344957N 1243150E - to the beginning	FL 500 GND	Air to air firing ROKAF AFOC/DOT Cont VMC
RK R88 SEO-HAE-BUK-BU 370121N 1245000E - 370208N 1253600E - 363200N 1253600E - 363200N 1245000E - to the beginning	FL 500 GND	Air to air firing ROKAF AFOC/DOT Cont VMC
RK R89 OCHON 355610.9N 1292051.7E - 355710.9N 1292351.7E - 355710.9N 1292551.7E - 355210.9N 1291951.7E - to the beginning	1 000 GND	Ground to ground firing ROKMC 1st DIV Cont VMC-IMC
RK R90A SUSONG-A 355536.9N 1292547.6E - 355521.9N 1292717.6E - 355325.9N 1293116.6E - 355310.9N 1293101.6E - 355340.9N 1292826.7E - 355330.9N 1292634.7E - to the beginning	2 000 GND	Ground to ground firing ROKMC 1st DIV Cont VMC-IMC
RK R90B SUSONG-B 355330.9N 1292634.7E - 355340.9N 1292826.7E - 355310.9N 1293101.6E - 355036.9N 1292945.6E - 355012.9N 1292745.6E - to the beginning	5 500 GND	Ground to ground and Air to ground firing ROKMC 1st DIV Cont VMC-IMC

Change : Information of lateral and upper limits for RK R80, R84, R88.

Identification, name and lateral limits	Upper limit / Lower limit (ft)	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
RK R97A CHEOLMAE-A 362000N 1263100E - 361800N 1263500E - 360200N 1262400E - 361300N 1261100E - to the beginning	FL 300 / GND	Surface to air firing MCRC/Gunsan APP by NOTAM VMC-IMC
RK R97B CHEOLMAE-B 362000N 1255700E - 362000N 1261000E - 362207.5N 1261443.7E - 362122.5N 1263007.6E - 361400N 1263800E - 355300N 1262200E - 361200N 1260300E - 361400N 1255700E - to the beginning	UNL / GND	Surface to air firing MCRC/Gunsan APP by NOTAM VMC-IMC
RK R97C CHEOLMAE-C 362129.5N 1262254.6E - 362122.5N 1263007.6E - 361400N 1263800E - 354100N 1254400E - 355100N 1253500E - to the beginning	UNL / GND	Surface to air firing MCRC/Gunsan APP by NOTAM VMC-IMC
RK R97D CHEOLMAE-D 362117.5N 1262443.7E - 362122.5N 1263007.6E - 361400N 1263800E - 353500N 1260600E - 354200N 1255200E - to the beginning	UNL / GND	Surface to air firing MCRC/Gunsan APP by NOTAM VMC-IMC
RK R97E CHEOLMAE-E 361839N 1263302E - 361400N 1263800E - 360623N 1263211E - 361349N 1262500E - to the beginning	FL 300 / SFC	Surface to air firing MCRC by NOTAM VMC-IMC
RK R97F CHEOLMAE-F 344104N 1284327E - 344606N 1285031E - 344644N 1285338E - 343347N 1290321E - 340913N 1284311E - 342012N 1283514E - to the beginning	FL 150 / SFC	Surface to air firing MCRC by NOTAM VMC-IMC
RK R99 GEOJEDO 344104N 1284327E - 344606N 1285031E - 344644N 1285338E - 343347N 1290321E - 340913N 1284311E - 342012N 1283514E - to the beginning	FL 360 / GND	Surface to surface, Surface to air and Air to surface firing ROK fleet by NOTAM
RK R100 NAMHYONGJEDO A Circle 4 NM in diameter centered at Namhyongje Do (3453N 12857E)	500 / GND	Surface to surface ROK fleet cont
RK R104 MIYEODO A circle radius 5 NM centered on 353251N 1262626E	FL 150 / GND	Air to ground firing Gwangju APP by NOTAM VMC
RK R105 JIKDO A circle radius 10 NM centered on 355326N 1260436E	FL 400 / GND	Air to ground firing ROKAF/Osan AB by NOTAM VMC
RK R107 DONG-HAE-BUK-BU 381500N 1295100E - 381400N 1301000E - 374700N 1301000E - 374800N 1295100E - to the beginning	FL 400 / GND	Air to air firing Gangneung APP Mon-Sat 2300-0800 UTC VMC

ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFFENCE IDENTIFICATION ZONE(ADIZ)

1. MILITARY OPERATION AREA(MOA)

Name and lateral limits	Upper limit / Lower limit		Remarks
1	2		3
MOA 1 363200N 1253600E - 363200N 1254200E - 364100N 1260959E - 364100N 1262830E - 362000N 1262500E - 361700N 1262500E - 361659N 1253602E - to the beginning	FL 500 10 000 ft AMSL		
MOA 2H 363500N 1270700E-363500N 1272200E - 362959N 1273007E-355800N 1272200E - 355900N 1270400E-360836N 1270448E - 362302N 1270625E-362637N 1270618E - to the beginning	FL 400 10 000 ft AMSL		
MOA 2L 363500N 1270700E-363500N 1272200E - 355800N 1272200E-355900N 1270400E - to the beginning	9 000 ft AMSL 3 000 ft AGL		
MOA 3A 363400N 1273200E - 363500N 1274300E - 362300N 1275700E - 361800N 1275100E - 362700N 1273700E - 363400N 1273200E	7 000 ft AMSL 3 000 ft AGL		
MOA 3L 361600N 1272200E - 362200N 1274300E - 355600N 1281500E - 355800N 1272200E - to the beginning	9 000 ft AMSL 3 000 ft AGL		
MOA 3H 362959N 1273007E - 362200N 1274300E - 355600N 1281500E - 355800N 1272200E - to the beginning	FL 400 10 000 ft AMSL		
MOA 4 364500N 1274000E - 365100N 1274600E - 363500N 1281400E - 362700N 1280500E - 364500N 1274000E	9 000 ft AMSL 3 000 ft AGL		
MOA 5 372700N 1275800E - 373200N 1283100E - 371200N 1283100E - 370600N 1275900E - 372700N 1275800E	9 000 ft AMSL 3 000 ft AGL	FL 400 12 000 ft AMSL	
MOA 6 373200N 1283100E - 373400N 1284300E - 372300N 1290600E - 371300N 1290300E - 371300N 1284100E - 371200N 1283100E - 373200N 1283100E	9 000 ft AMSL 3 000 ft AGL	FL 400 10 000 ft AMSL	
MOA 7 381600N 1290000E - 381500N 1295100E - 374800N 1295100E - 374900N 1290000E - to the beginning	FL 400 10 000 ft AMSL		
MOA 8 371300N 1290300E - 372300N 1290600E - 365800N 1300000E - 365000N 1300000E - 365000N 1291500E - 365500N 1290300E - 371300N 1290300E	8 000 ft AMSL 3 000 ft AGL	FL 400 11 000 ft AMSL	
MOA 9E 365000N 1293200E - 365000N 1300000E - 363000N 1300000E - 363000N 1293500E - 365000N 1293200E	10 000 ft AMSL 3 000 ft AGL	FL 400 11 000 ft AMSL	
MOA 9W 365000N 1291500E - 365000N 1293200E - 363000N 1293500E - 363000N 1291500E - 365000N 1291500E	7 000 ft AMSL 3 000 ft AGL	FL 400 11 000 ft AMSL	
MOA 10 365500N 1284100E - 365500N 1290300E - 365000N 1291500E - 363000N 1291500E - 362100N 1290600E - 364300N 1283000E - 365500N 1284100E	FL 400 10 000 ft AMSL		

Change : Information of lateral and upper limits for MOA 1.

Identification, name and lateral limits	Upper limit / Lower limit		Remarks
1	2		3
MOA 11 370600N 1275900E - 371200N 1283100E - 371300N 1284100E - 365500N 1284100E - 364300N 1283000E - 365600N 1280300E - 370600N 1275900E	FL 400 12 000 ft AMSL		
MOA 12W 363000N 1291500E - 363000N 1293500E - 360500N 1293700E - 362100N 1290600E - 363000N 1291500E	7 000 ft AMSL 3 000 ft AGL	FL 400 11 000 ft AMSL	
MOA 12E 363000N 1293500E - 363000N 1300000E - 360200N 1300000E - 360500N 1293700E - 363000N 1293500E	10 000 ft AMSL 3 000 ft AGL	FL 400 11 000 ft AMSL	Exclude A586/Y579 ATS routes area during it's operational hours* * Refer to ENR 3.1-2(A586) & 3.3-9(Y579)
MOA 13W 354400N 1285000E - 355200N 1293000E - 355100N 1293600E - 351600N 1292100E - 351400N 1290700E - 354400N 1285000E	8 000 ft AMSL 3 000 ft AGL	FL 400 11 000 ft AMSL	Exclude A586/Y579 ATS routes area during it's operational hours* * Refer to ENR 3.1-2(A586) & 3.3-9(Y579)
MOA 13E 355100N 1293600E - 354600N 1301300E - 352000N 1295000E - 351600N 1292100E - 355100N 1293600E	9 000 ft AMSL 3 000 ft AGL	FL 400 10 000 ft AMSL	Exclude A586/Y579 ATS routes area during it's operational hours* * Refer to ENR 3.1-2(A586) & 3.3-9(Y579)
MOA 14 362600N 1282900E - 360200N 1291200E - 360000N 1290300E - 360000N 1283200E - 361200N 1281700E - 362600N 1282900E	FL 330 10 000 ft AMSL		
MOA 15A 354600N 1270200E - 354400N 1280600E - 351900N 1265900E - to the beginning	9 000 ft AMSL 3 000 ft AGL		
MOA 15 355900N 1270400E - 355800N 1273240E - 351400N 1272400E - 351857N 1265917E - to the beginning	FL 400 11 000 ft AMSL		
MOA 16 360455N 1243132E - 360501N 1253604E - 354000N 1253607E - 353957N 1243138E - to the beginning	FL 500 5 000 ft AMSL		
MOA 17 361659N 1253602E - 361700N 1262500E - 354000N 1262500E - 354000N 1253607E - to the beginning	FL 500 5 000 ft AMSL		
MOA 18 353957N 1243138E - 354000N 1253607E - 351501N 1253610E - 351457N 1243144E - to the beginning	FL 500 5 000 ft AMSL		
MOA 19L 354000N 1253607E - 354000N 1264000E - 351500N 1264000E - 351501N 1253610E - to the beginning	8 000 ft AMSL 3 000 ft AGL		
MOA 19H 354000N 1253607E - 354000N 1263925E - 351501N 1263647E - 351501N 1253610E - to the beginning	FL 500 10 000 ft AMSL		
MOA 20 351501N 1253610E - 351501N 1263647E - 345001N 1263409E - 345000N 1253612E - to the beginning	FL 500 10 000 ft AMSL		
MOA 21 345000N 1253612E - 345001N 1263409E - 342500N 1263134E - 342501N 1253613E - to the beginning	FL 500 10 000 ft AMSL		
MOA 22 344957N 1243150E - 345000N 1253612E - 342501N 1253613E - 342457N 1243155E - to the beginning	FL 500 5 000 ft AMSL		
MOA 23 342457N 1243155E - 342501N 1253613E - 340000N 1253614E - 340001N 1245302E - 340000N 1244325E - 340242N 1243159E - to the beginning	FL 500 5 000 ft AMSL		

Change : Information of lateral and upper limits for MOA 16~18, MOA 19H, MOA 20~23.

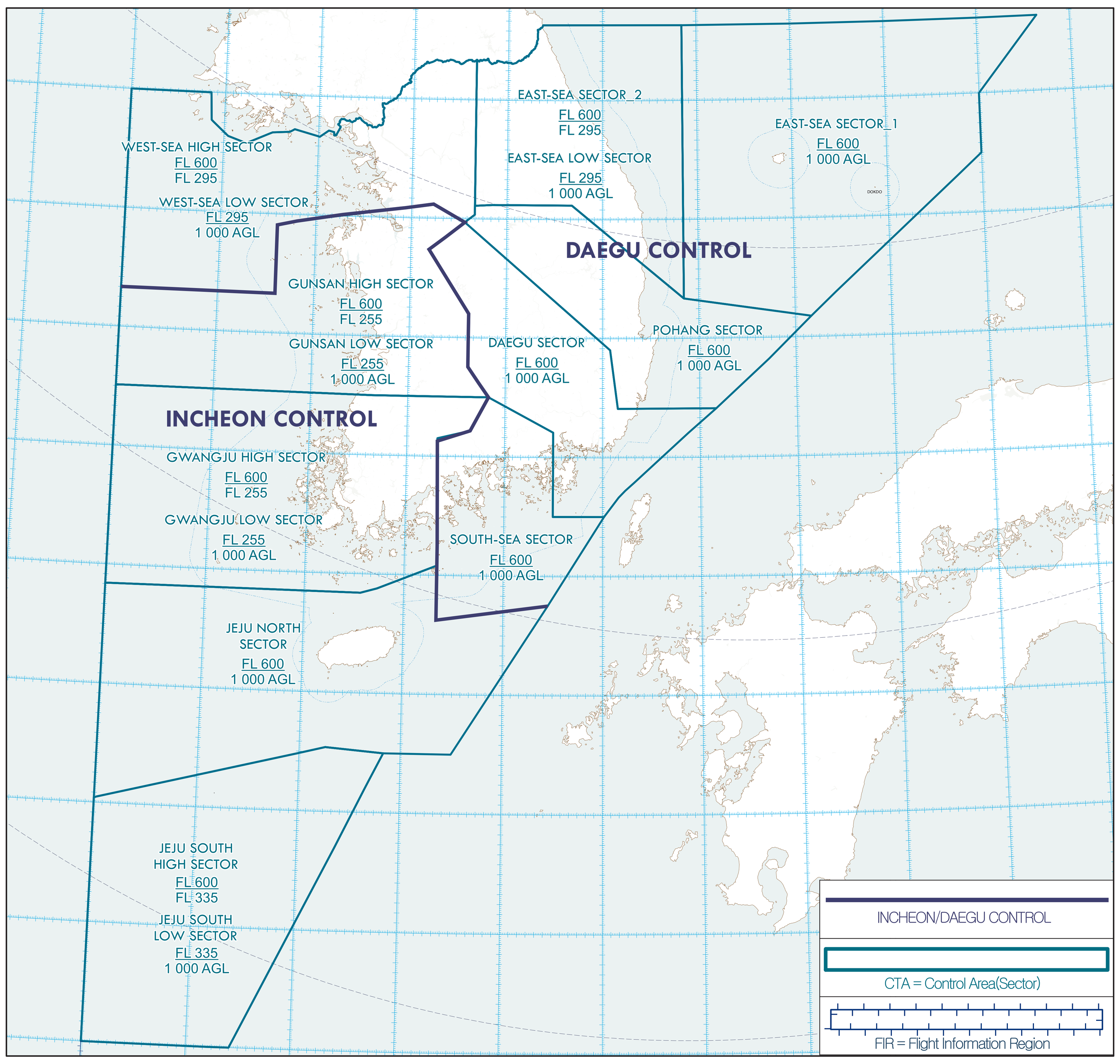
Identification, name and lateral limits	Upper limit / Lower limit	Remarks
1	2	3
MOA 24 342501N 1253613E - 342500N 1263134E - 340000N 1262859E - 340000N 1253614E - to the beginning	FL 500 10 000 ft AMSL	
MOA 25L 344500N 1265600E - 344500N 1271700E - 341500N 1271700E - 341500N 1265300E - 344500N 1265600E	9 000 ft AMSL 3 000 ft AGL	
MOA 25H 350000N 1265712E - 350000N 1271814E - 340847N 1271813E - 340847N 1265139E - to the beginning	FL 400 10 000 ft AMSL	
MOA 25H 340847N 1265139E - 340847N 1271813E - 340000N 1270500E - 340000N 1265043E - to the beginning	FL 400 FL 170	
MOA 26L 350000N 1271700E - 350000N 1282230E - 344930N 1282130E - 340800N 1271700E - to the beginning	9 000 ft AMSL 3 000 ft AGL	
MOA 26H 350000N 1271814E - 350000N 1282230E - 344930N 1282130E - 340847N 1271813E - to the beginning	FL 400 10 000 ft AMSL	
MOA 27N 355800N 1273240E - 355600N 1281500E - 353940N 1282410E - 353810N 1272850E - 355800N 1273240E	FL 400 11 000 ft AMSL	
MOA 27S 353810N 1272850E - 353940N 1282410E - 353745N 1282550E - 351515N 1282350E - 351400N 1272400E - 353810N 1272850E	FL 400 11 000 ft AMSL	
MOA 27A 351400N 1272400E - 353745N 1282550E - 351515N 1282350E - 351400N 1272400E	9 000 ft AMSL 3 000 ft AGL	
MOA 28 340941N 1280000E - 341801N 1281127E - 344104N 1284327E - 342012N 1283514E - 341017N 1284225E - 334219N 1282041E - 334000N 1280000E - to the beginning	FL 400 200 ft AGL	
MOA 29 334114N 1272122E - 340941N 1280000E - 334000N 1280000E - 333618N 1272756E - to the beginning	FL 400 3 000 ft AGL	
MOA 30L 375900N 1274700E - 380200N 1281200E - 374500N 1281200E - 374100N 1274700E - 375900N 1274700E	9 000 ft AMSL 2 000 ft AGL	
MOA 30H 375900N 1274700E - 380200N 1281200E - 374500N 1281200E - 374100N 1274700E - 375900N 1274700E	FL 400 10 000 ft AMSL	
MOA 31L 380200N 1281200E - 380400N 1283600E - 374800N 1283600E - 374500N 1281200E - 380200N 1281200E	9 000 ft AMSL 2 000 ft AGL	EXCEPT YANGYANG CTR
MOA 31H 380200N 1281200E - 380400N 1283600E - 374800N 1283600E - 374500N 1281200E - 380200N 1281200E	FL 400 10 000 ft AMSL	
MOA 32 373300N 1293800E - 373100N 1310000E - 364200N 1310000E - 372600N 1293300E - 373300N 1293800E	FL 400 10 000 ft AMSL	ROK Airforce Exclude A586/Y579 routes area during it's operational hours Refer to ENR 3.1-2(A586), 3.3-9(Y579)
MOA 33 373100N 1310000E - 373000N 1320000E - 371700N 1323500E - 363500N 1311300E - 364200N 1310000E - 373100N 1310000E	FL 400 10 000 ft AMSL	ROK Airforce Exclude A586/Y579 routes area during it's operational hours Refer to ENR 3.1-2(A586), 3.3-9(Y579)
MOA 34 343500N 1252500E - 343500N 1255000E - 345000N 1255000E - 345000N 1252500E - 343500N 1252500E	4 000 ft AMSL 500 ft AMSL	Republic of Korea Navy by NOTAM VMC
MOA 35 342000N 1252500E - 342000N 1255000E - 343500N 1255000E - 343500N 1252500E - 342000N 1252500E	4 000 ft AMSL 500 ft AMSL	Republic of Korea Navy by NOTAM VMC

Change : Information of lateral and upper limits for MOA 24, 25H.

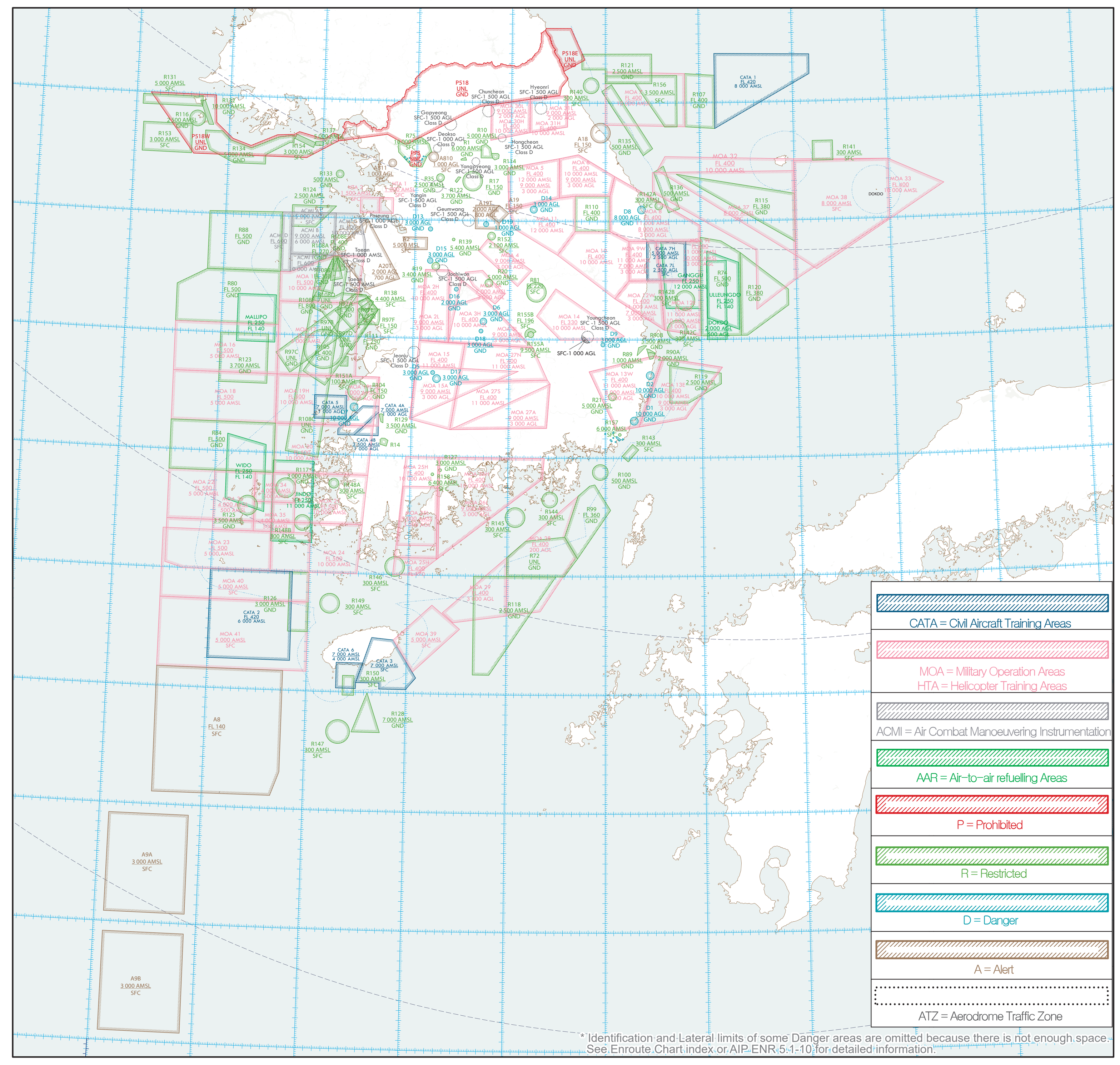
Name and lateral limits	Upper limit / Lower limit	Remarks
1	2	3
MOA 36 342000N 1250000E - 342000N 1252500E - 345000N 1252500E - 345000N 1250000E - 342000N 1250000E	4 000 ft AMSL 500 ft AMSL	Republic of Korea Navy by NOTAM VMC
MOA 37 372500N 1293000E - 372500N 1310000E - 363000N 1310000E - 361500N 1303500E - 364500N 1303500E - 371500N 1293000E - 372500N 1293000E	8 000 ft AMSL SFC	
MOA 38 373000N 1310000E - 373000N 1320000E - 370000N 1320000E - 363000N 1310000E - 373000N 1310000E	8 000 ft AMSL SFC	
MOA 39 332700N 1265200E - 334500N 1271500E - 333300N 1273200E - 331100N 1270400E - 332700N 1265200E	5 000 ft AMSL SFC	
MOA 40 342000N 1243000E - 342000N 1260000E - 334500N 1260000E - 334500N 1243000E - 342000N 1243000E	5 000 ft AMSL SFC	
MOA 41 334500N 1243000E - 334500N 1260000E - 331000N 1260000E - 331000N 1243000E - 334500N 1243000E	5 000 ft AMSL SFC	
ACMI A 370213N 1254200E - 370232N 1261000E - 364100N 1261000E - 364100N 1254200E - to the beginning	5 000 ft AMSL SFC	
ACMI B 370213N 1254200E - 370232N 1261000E - 364100N 1261000E - 364100N 1254200E - to the beginning	9 000 ft AMSL 6 000 ft AMSL	
ACMI C 370208N 1253600E - 370239N 1262354E - 370010N 1262530E - 364800N 1262900E - 364400N 1262900E - 364100N 1262830E - 364100N 1261000E - 363200N 1254200E - 363200N 1253600E - to the beginning	FL 600 10 000 ft AMSL	
ACMI D 370208N 1253600E - 370213N 1254200E - 363200N 1254200E - 363200N 1253600E - to the beginning	FL 600 SFC	
ACMI E 364100N 1254200E - 364100N 1261000E - 363200N 1254200E - to the beginning	FL 600 10 000 ft AMSL	
DOKDO 5 NM either side of center line, 360000N 1301000E - 364000N 1301000E	2 000 ft AGL 500 ft AGL	· Air Refueling · ACT : By NOTAM · 1 hour after sunset to 1 hour before sunrise
MALLIPO 362000N 1251000E - 362000N 1253400E - 355600N 1253400E - 355600N 1251000E - 362000N 1251000E	FL 250 FL 140	· Air Refueling United States Airforce · ACT : By NOTAM · 1 hour after sunset to 1 hour before sunrise
WIDO 350900N 1250700E - 350400N 1253100E - 343000N 1253100E - 343600N 1250700E - 350900N 1250700E	FL 250 FL 140	· Air Refueling United States Airforce · ACT : By NOTAM
ULLEUNGDO 364500N 1300400E - 363900N 1302400E - 360500N 1302400E - 361100N 1300400E - 364500N 1300400E	FL 250 FL 140	· Air Refueling United States Airforce · ACT : By NOTAM
JINDO 345621N 1253545E - 345624N 1260053E - 341511N 1260055E - 341516N 1253548E - to the beginning	FL 250 11 000 ft AMSL	Air Refueling Area Republic of Korea Airforce by NOTAM
GANGGU 364947N 1293505E - 365000N 1300000E - 361546N 1300000E - 361556N 1293814E - to the beginning	FL 250 12 000 ft AMSL	Air Refueling Area Republic of Korea Airforce by NOTAM
HTA 1 371100N 1263700E - 371100N 1264600E - 370300N 1264600E - 370300N 1263700E - 371100N 1263700E	1 000 ft AMSL SFC	Helicopter Training Area ROKAF MCRC
HTA 2 371100N 1262500E - 371100N 1263700E - 370300N 1263700E - 370300N 1262500E - 371100N 1262500E	1 500 ft AMSL SFC	Helicopter Training Area ROKAF MCRC

Change : Information of lateral limits for ACMI A~E.

ACC · CTA · FIR

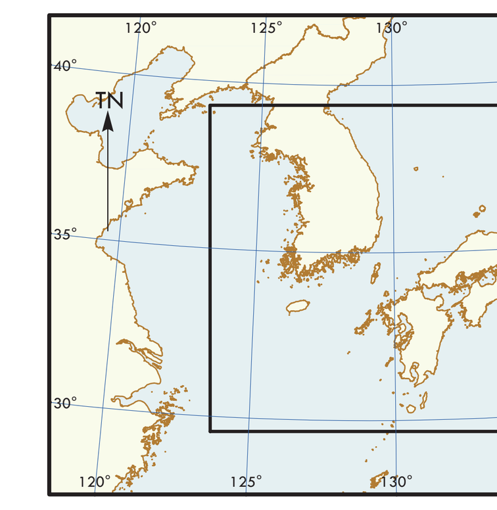


PROHIBITED · RESTRICTED · DANGER · ALERT · ATZ · CATA · MOA · ACMI · AAR



* Identification and Lateral limits of some Danger areas are omitted because there is not enough space. See Enroute Chart index or AIP ENR 5.1-10 for detailed information.

ENROUTE CHART - ICAO



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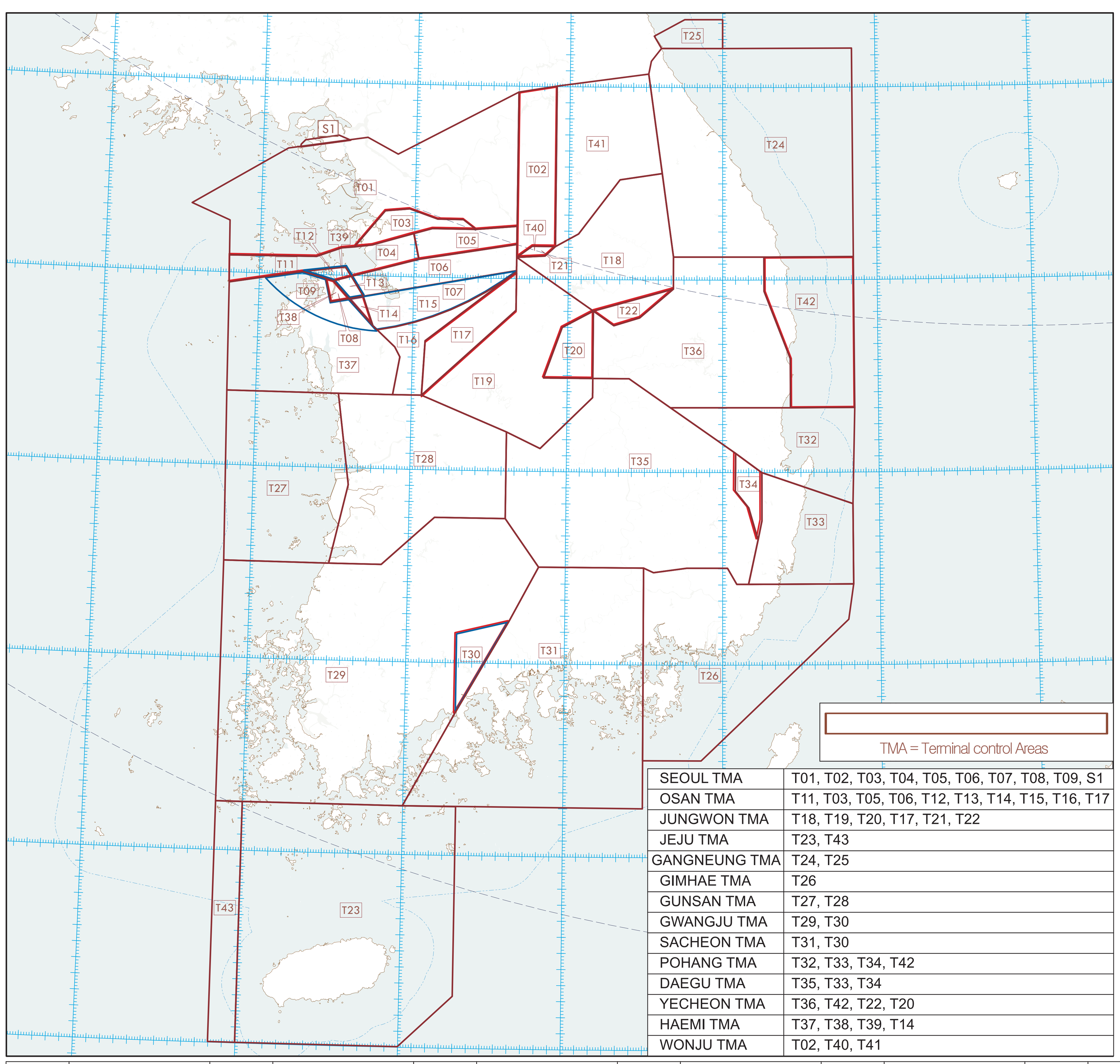
MINISTRY OF LAND, INFRASTRUCTURE AND TRANSPORT
REPUBLIC OF KOREA

* The information contained is based on Aeronautical Information Publication.

TMA



SEOUL TMA	T01, T02, T03, T04, T05, T06, T07, T08, T09, S1
OSAN TMA	T11, T03, T05, T06, T12, T13, T14, T15, T16, T17
JUNGWON TMA	T18, T19, T20, T17, T21, T22
JEJU TMA	T23, T43
GANGNEUNG TMA	T24, T25
GIMHAE TMA	T26
GUNSAN TMA	T27, T28
GWANGJU TMA	T29, T30
SACHEON TMA	T31, T30
POHANG TMA	T32, T33, T34, T42
DAEGU TMA	T35, T33, T34
YECHEON TMA	T36, T42, T22, T20
HAEMI TMA	T37, T38, T39, T14
WONJU TMA	T02, T40, T41

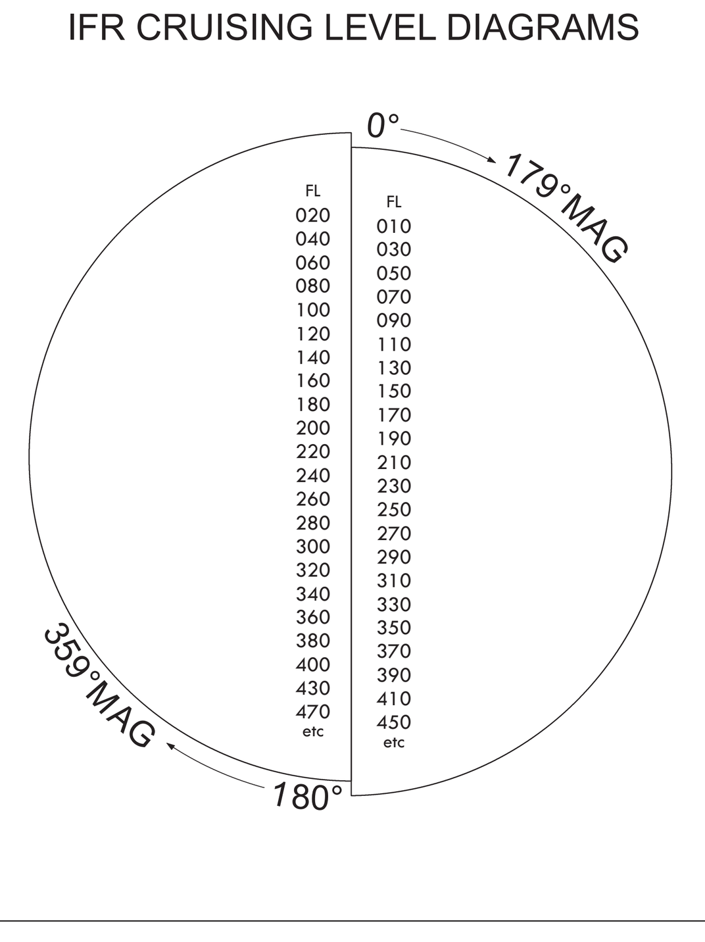
ATS Airspace Classifications

Type of Category	Class	Designated areas and altitude	Type of flight	Separation provided	Service provided	Radio Communication requirement	Subject to an ATC clearance
Controlled	A	• All airways from above FL 200 to FL 600*	IFR	All aircraft	ATC service	Continuous two-way	Yes
	B	• Incheon airport* - Within 5 NM radius of 372745N 1262621E including areas which are extended northbound from 373156N 1261525E - 373721N 1262500E - 373241N 1262713E - 372852N 1262003E - 373156N 1261525E, and southbound from 372247N 1262526E - 372654N 1263222E - 372339N 1263710E - 371815N 1262736E - 372247N 1262526E (SFC~10 000 ft AMSL) - Within 5~10 NM including areas which are extended northbound from 373454N 1261246E - 374019N 1262221E - 373721N 1262500E - 373156N 1261525E - 373454N 1261246E, and southbound from 371815N 1262736E - 372339N 1263710E - 371917N 1264102E - 371353N 1263128E - 371815N 1262736E (1 000 ft AGL~10 000 ft AMSL) - Within 10~20 NM(5 000 ft AGL~10 000 ft AMSL) • Gimpo airport* - Within 5 NM radius of 373325N 1264751E including areas which are extended northbound from 373646N 1263926E - 373944N 1264310E - 373803N 1264518E - 373458N 1264142E - 373646N 1263926E, and southbound from 372840N 1264938E - 373036N 1265252E - 372907N 1265444E - 372652N 1265153E - 372840N 1264938E (SFC~10 000 ft AMSL) - Within 5~10 NM (1 000 ft AGL~10 000 ft AMSL) - Within 10~20 NM (5 000 ft AGL~10 000 ft AMSL) • Jeju Airport - A circle, radius 5 NM centered at RKPC ARP (333044N 1262934E) : SFC ~ 10 000 ft AMSL - 332635N 1262614E - a clockwise arc, radius 5 NM centered at ARP - 333048N 1263532E - 333051N 1264131E - a counterclockwise arc, radius 10 NM centered at ARP - 332225N 1262255E - to the beginning : 1 000 ft AMSL ~ 10 000 ft AMSL - 332225N 1262255E - a clockwise arc, radius 10 NM centered at ARP - 333051N 1264131E - 333057N 1265328E - a counterclockwise arc, radius 20 NM centered at ARP - 331405N 1261618E - to the beginning : 2 000 ft AMSL ~ 10 000 ft AMSL	IFR VFR	All aircraft	ATC service	Continuous two-way	Yes
	C	• Radius of airports with APP Control** - Within 5 NM (SFC~5 000 ft AGL) - Within 5~10 NM (1 000 ft AGL~5 000 ft AGL)	IFR	IFR from IFR IFR from VFR	ATC service	Continuous two-way	Yes
			VFR	VFR from IFR	• ATC service for separation from IFR; • VFR/VFR traffic information (and traffic avoidance advice on request)	Continuous two-way	Yes
	D	• All airways from MEA up to and including FL 200 • Airspace from above 10 000 ft AMSL to FL 185 within Seoul TMA, excluding Class B* • Radius of airports none APP Control *** - Within 5 NM (SFC~5 000 ft AGL or the upper limits altitude of control zone)	IFR	IFR from IFR, IFR from VFR(RDO & RADAR CTC)	• ATC service including traffic information about VFR flights (and traffic avoidance advice on request)	Continuous two-way	Yes
			VFR	NIL	• Traffic information between VFR and IFR flights (and traffic avoidance advice on request)	Continuous two-way	Yes
	E	• Controlled Airspace except Class A, B, C, and D. - Airspace (Lands and Waters) : 1 000 ft ~ 60 000 ft from the surface of the earth or sea - Airspace over the high seas : 5 500 ft, from the surface of the sea ~ 60 000 ft AMSL	IFR	IFR from IFR	• ATC service • Traffic information about VFR aircraft as far as practicable	Continuous two-way	Yes
			VFR	NIL	• Traffic information as far as practicable	No(EXC CIV ACFT)	No
Un-controlled	G	• Uncontrolled airspace except Class A, B, C, D and E. - Airspace (Lands and Waters) : Below 1 000 ft from the surface of the earth or sea - Airspace over the high seas : Below 5 500 ft from the surface of the sea - The airspace above FL 600 to unlimited.	IFR VFR	NIL	• Flight information service	No	No

* Though application of the flight procedures for Korean military mentioned on each Class is reserved, Korean military shall observe the Flight Information Notification procedures specified on the LOA between concerned facilities.
** Gimhae, Gwangju, Sacheon, Daegu, Gangneung, Jungwon, Seosan, Wonju, Yecheon, Gunsan and Pohang Gyeongju Airports(11)
*** Osan, Yangyang, Seoul, Cheongju, Suwon, Seongmu, Pyeongtaek, Ulsan, Yeosu, Mokpo, Muan, Uljin, Jeongseok, Jinhae, Icheon, Nonsan and Sokcho Airports(17)

FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES
AGAVO	371000N 1240000E	BEDAR	315401N 1262910E	BONSO	302840N 1250851E	ELGEP	314653N 1255617E	IGDOK	353104N 1274907E	LAMEN	313636N 1240000E	MASTA	352847N 1283340E	OLMEN	364413N 1265928E	PEBRI	362311N 1270013E	SABET	373829N 1324019E	TENAS	373820N 1313427E
AGSUS	364521N 1304044E	BEDES	360905N 1264844E	BOPTA	364406N 1263658E	ELPOS	355410N 1264707E	IGRAS	371846N 1324411E	LANAT	362224N 1312542E	MEKIL	363322N 1264953E	OLMUD	350225N 1284916E	PILIT	372631N 1291731E	SADLI	314948N 1250000E	TESIM	313526N 1255128E
AKPON	334650N 1271953E	BEDOM	352513N 1291754E	BULGA	355609N 1294924E	ENGOT	344834N 1282952E	IKEDO	314314N 1253948E	LAPAL	355413N 1290452E	MELES	355251N 1271542E	OMKIM	331320N 1264114E	POLEG	371249N 1265935E	*SAKTI	365100N 1274600E	TOLIS	335030N 1242453E
ANDOL	373958N 1330000E	BELTU	371218N 1254759E	BULTI	364322N 1264930E	ENSAL	365554N 1274747E	INVOK	344719N 1291923E	LESBU	374116N 1294104E	MONSI	371247N 1265015E	OMOTU	350033N 1285022E	PONIK	320021N 1254659E	SAMDO	333503N 1281857E	TOPAX	344555N 1282952E
ANKUS	350730N 1284616E	*BEPKO	333910N 1265514E	BUSKO	374033N 1301610E	ENSUM	321302N 1244635E	IPDAS	341515N 1264301E	LIMDI	333313N 1254953E	MOXID	362311N 1264359E	ONATA	382832N 1320602E	POSAN	365615N 1271316E	SAMLO	323223N 1261536E	TORUS	373625N 1280807E
ANROD	343758N 1282952E	BESNA	343718N 1290751E	DABIK	361743N 1301143E	ENTEL	362311N 1265705E	KAKSO	370745N 1272637E	LINTA	353116N 1265119E	MUGUS	300006N 1245712E	ONIKU	321142N 1263917E	POVEM	345523N 1285416E	SAMUL	350736N 1265154E	TOSAN	330012N 1264619E
ANSIM	372323N 1245009E	BIDRI	362007N 1242453E	DALPO	365835N 1242453E	ESNEG	371014N 1295051E	KALEK	351232N 1295305E	LOSNI	333315N 1264153E	NIRAT	320354N 1260329E	OPEDA	355149N 1273652E	POVOR	341520N 1274400E	SAPDI	350737N 1282952E	UGOVI	374105N 1295051E
ANUBA	350746N 1273523E	BIGOB	364325N 1280952E	DALSU	350731N 1264206E	GOGET	372442N 1263036E	KALMA	371845N 1270645E	LOSTO	362016N 1292548E	NISAV	341519N 1275835E	*OROGA	364456N 1272718E	REBIT	371203N 1252913E	SAPRA	354926N 1304325E	UPGOS	335733N 1271953E
APARU	352442N 1290932E	BIKSI	374032N 1283504E	DANPA	353036N 1242453E	GONAV	371048N 1242453E	KALOD	353012N 1284626E	MAKDU	362712N 1274909E	NOBUT	370715N 1291957E	OSPOT	365018N 1272055E	REMOS	332605N 1262329E	SARAM	350736N 1283147E	VASLI	364252N 1273003E
APELA	344323N 1291400E	BILUM	334613N 1270439E	DANTI	371806N 1243929E	GONAX	362311N 1265016E	KAMIT	341514N 1264618E	MAKET	335452N 1271953E	NOGON	372250N 1242505E	OSVOM	363844N 1292331E	RILRO	371033N 1241442E	SELPA	375515N 1304911E		
ATASO	355344N 1265657E	BINIL	372349N 1251359E	DOMKO	322848N 1255859E	GOSBO	341517N 1274734E	KANKA	313155N 1253504E	MAKSA	353011N 1265422E	NONOS	364046N 1242453E	PALDU	375813N 1323625E	RIMPO	350739N 1273502E	SOSDO	330012N 1262735E		
ATINA	334320N 1270423E	BITUX	361645N 1280148E	DOTOL	341515N 1263637E	GUKDO	370111N 1273823E	KANSU	383800N 1322830E	MALSO	375440N 1314904E	NOPIK	372412N 1253905E	PALSA	340131N 1242453E	RINBO	355352N 1265349E	TAMNA	332815N 1271953E		
ATOTI	300013N 1251154E	BODOL	371122N 1244954E	EGOBA	372915N 1272246E	GUKSU	335251N 1264357E	KARBU	373159N 1273952E	MANGI	353011N 1264432E	NULDI	342514N 1263739E	PANSI	330014N 1261225E	RUGMA	323012N 1265753E	TEBEX	363341N 1275929E		
BASEM	365037N 1275710E	BOGAN	371241N 1262812E	ELAPI	362014N 1285051E	GUNKU	363414N 1265949E	KIDOS	335028N 1263402E	MANOL	333629N 1265514E	OLBIM	371411N 1240751E	PAPLU	333441N 1270337E	RUNIT	350734N 1282952E	TEDAN	350744N 1271852E		
			* For holding only												* For holding only				* For holding only		

IFR CRUISING LEVEL DIAGRAMS



RVSM

Within Incheon FIR, RVSM is applied between FL 290 and FL 410 on all ATS Routes. In the RVSM stratum 2 000 ft vertical separation minimum is applied between RVSM non compliant aircraft operating and all other aircraft.

MEASURING UNITS

Altitude, elevation and heights are in Feet.
Distances are Nautical Miles.
Coordinates are in WGS-84.

ALTIMETER SETTING PROCEDURES

Transition altitude is 14 000 Feet.
Transition level is FL 140.

LEGEND

Flight Information Region (FIR)

Name of FIR — FIR INCHEON
Upper limit — UNL
Lower limit — GND
Unit providing service — INCHEON ACC DAEGU ACC

* The VFR flights to enter the Incheon FIR should report estimated time over FIR at least 20 minutes prior to crossing the boundary. The departing point where it takes less than 20 minutes flying time from the boundary should report estimated time to cross the FIR before take off.

ACC Boundary — INCHEON CONTROL / DAEGU CONTROL

Terminal control Area (TMA)

Name of TMA — TMA SEOUL
TMA number — AREA T01
Upper limit — FL 185
Lower limit — 1000 AGL
Unit providing area control service — SEOUL APP

Civil Aircraft Training Area (CATA)

Identification of area — CATA 5
Upper limit — 7 000 AMSL
Lower limit — 1 000 AMSL

Aerodrome Traffic Zone(ATZ)

Identification of ATZ — Gapyeong ATZ
Airspace Classification — D
Vertical Limit — SFC-1 500 AGL

Aerodromes

Civil
Military
Joint civil and military

Name of aerodrome — INCHEON
Elevation given in the units of measurement (feet) selected for use on the chart. — 23
Minimum lighting-obstacles, boundary or runway lights and lighted wind indicator or landing direction indicator — L
Runway hard surfaced, normally all weather — H
Note.- A dash (-) is to be inserted where L or H do not apply.
Length of longest runway in hundreds of feet — 123

Air Defence Identification Zone(ADIZ)

* The VFR flights crossing Korea ADIZ boundary should include their route, altitude within Korea ADIZ and estimated time to the boundary.

Flight Information Center (FIC)

* VHF 126.90/135.725, UHF 250.80/258.50/317.55

ATS route (width .... NM)

Route designator — V549
Magnetic track — 100° / 282°
Distance in NM — 14
Upper limit — 10 000
Minimum flight altitude — 7 000 or 6 000

Area navigation route (RNAV)

Route designator — Y685
Magnetic track — 133° / 313°
Distance in NM — 31
Upper limit — 10 000
Minimum flight altitude — 7 000 or 8 000

AIRSPACE CLASSIFICATION INFORMATION

CLASS A — Airway(FL 200 ABV - FL 600)
CLASS B — 5 NM Radius, 10 NM Radius, 20 NM Radius
CLASS C — 5 NM Radius, 10 NM Radius
CLASS D — 5 NM Radius
CLASS E — At or above 1 000 ft AGL
CLASS G — Below 1 000 ft AGL

※CLASS D services are provided to aircraft in the airspace where CLASS C and D airspace overlap.

AIRWAY INFORMATIOIN

All airways from FL 200 up to and including FL 600 are CLASS A
All airways from MEA up to and including FL 200 are CLASS D

Change - Over Point (COP)

Distance in NM from associated VOR navigation aid — 45 / 44

Significant point

Name — IGDOK

Reporting Point(REP/WPT)

Compulsory
On request

Restricted airspace

P = Prohibited
R = Restricted
D = Danger
A = Alert

Identification of area — RK R84
Nationality letter
Upper limits — 10 000 AMSL
Lower limits — SFC
(RK A18 FL 150 SFC)

※Nationality letter is omitted for chart clarity.

Military Operation Area (MOA)
Air Combat Manoeuvering Instrumentation (ACMI)
Air-to-air refuelling Areas(AAR)

Identification of area — MOA 18 / ACMI A / DOKDO
Upper limit — FL 400
Lower limit — 5000 AMSL

Compass rose

To be orientated on the chart in accordance with the alignment of the station (normally Magnetic North)

Note. Additional points of compass may be added as required.

Compass rose to be used as appropriate in combination with the following symbols:
VOR
VOR/DME
TACAN
VORTAC

Identification for radio navigation aids (NAVAID)

Name — INCHEON
NAVAID frequency. Identification or call sign — VOR/DME 113.8 NCN
Geographical coordinates — 37° 29' 42"N 126° 25' 49"E
Elevation of NAVAID site — 100 FT

Altimeter setting region boundary

Isogonic line or isogonal — 7°W

Political boundary

National River
Large river(Perennial)
Small river(Perennial)
Lakes(Perennial)

Area Minimum Altitude (AMA)

Each 1° quadrilateral contains an Area Minimum Altitude (AMA) which represents the lowest altitude to be used under Instrument Meteorological Conditions (IMC). The AMA provides a minimum clearance of 1 000 feet above all obstacles in the quadrilateral. It is represented in hundreds feet above mean sea level.

Example : 5 400 feet — 54

AIRSPACE RESTRICTIONS

TIME : UTC, ALT : Feet

PROHIBITED AREAS

RK P73	RK P518	RK P518E	RK P518W
GND-UNL	GND-UNL	GND-UNL	GND-UNL

RESTRICTED AREAS

RK R1 GND-6 000 AMSL MON-FRI 2300-0800 VMC-IMC
RK R10 GND-5 000 AMSL MON-SAT CONT VMC-IMC
RK R14 NOTAM VMC-IMC
RK R17 GND-FL 150 CONT 2100-1500 VMC-IMC
RK R19 GND-3 400 AMSL NOTAM VMC-IMC
RK R20 GND-5 000 AMSL NOTAM VMC-IMC
RK R21 GND-5 000 AMSL NOTAM VMC-IMC
RK R35 GND-2 500 AMSL CONT VMC-IMC
RK R72 GND-UNL NOTAM VMC-IMC
RK R74 GND-FL 500 CONT VMC
RK R75 SFC-10 000 AMSL MCRC AOC
RK R77 GND-FL 150 NOTAM VMC-IMC
RK R80 GND-FL 500 CONT VMC
RK R81 SFC-FL 220 CONT 2100-1400 VMC
RK R84 GND-FL 500 CONT VMC
RK R88 GND-FL 500 CONT VMC
RK R89 GND-1 000 AMSL CONT VMC-IMC
RK R90A GND-2 000 AMSL CONT VMC-IMC
RK R90B GND-5 500 AMSL CONT VMC-IMC
RK R97A GND-FL 300 NOTAM VMC-IMC
RK R97B GND-UNL NOTAM VMC-IMC
RK R97C GND-UNL NOTAM VMC-IMC

RK R97D GND-UNL NOTAMVMC-IMC
RK R97E SFC-FL 300 NOTAM VMC-IMC
RK R97F SFC-FL 150 NOTAM VMC-IMC
RK R99 GND-FL 360 NOTAM
RK R100 GND-500 AMSL CONT
RK R104 GND-FL 150 NOTAM VMC
RK R105 GND-FL 400 NOTAM VMC
RK R107 GND-FL 400 MON-SAT 2300-0800 VMC
RK R108A GND-FL 270 NOTAM VMC-IMC
RK R108B GND-FL 330 NOTAM VMC-IMC
RK R108C GND-UNL NOTAM VMC-IMC
RK R108D GND-UNL NOTAM VMC-IMC
RK R108E GND-FL 400 NOTAM VMC-IMC
RK R108F GND-FL 800 NOTAM VMC-IMC
RK R110 GND-FL 400 CONT 2200-1300
RK R111 GND-FL 250 CONT VMC
RK R114 GND-3 000 AMSL MON-SAT HJ VMC
RK R115 GND-FL 380 CONT VMC-IMC
RK R116 GND-2 500 AMSL NOTAM VMC-IMC
RK R117 GND-3 000 AMSL NOTAM VMC-IMC
RK R118 GND-2 500 AMSL NOTAM VMC-IMC
RK R119 GND-2 500 AMSL NOTAM VMC-IMC

RK R120 GND-FL 380 NOTAM VMC-IMC
RK R121 GND-2 500 AMSL NOTAM VMC-IMC
RK R122 GND-3 700 AMSL MON-FRI 2300-1100 SAT 2300-0300 VMC-IMC
RK R123 GND-3 700 AMSL NOTAM VMC
RK R124 GND-2 500 AMSL NOTAM VMC
RK R125 GND-3 500 AMSL NOTAM VMC
RK R126 GND-3 000 AMSL MON-SAT 0100-1300 NOTAM VMC
RK R127 GND-3 000 AMSL NOTAM VMC
RK R128 GND-7 000 AMSL NOTAM VMC
RK R129 GND-3 500 AMSL NOTAM VMC
RK R131 SFC-5 000 AMSL NOTAM VMC
RK R132 GND-10 000 AMSL NOTAM
RK R133 GND-500 AMSL NOTAM VMC
RK R134 GND-5 000 AMSL NOTAM VMC
RK R135 GND-500 AMSL NOTAM VMC
RK R136 GND-500 AMSL NOTAM VMC
RK R137 SFC-5 000 AMSL NOTAM VMC
RK R138 SFC-4 400 AMSL Electronic jamming Area
RK R139 GND-5 400 AMSL Electronic jamming Area
RK R140 SFC-300 AMSL NOTAM VMC
RK R141 SFC-300 AMSL NOTAM VMC
RK R142A SFC-300 AMSL NOTAM VMC

RK R142B SFC-300 AMSL NOTAM VMC
RK R142C SFC-300 AMSL NOTAM VMC
RK R143 SFC-300 AMSL NOTAM VMC
RK R144 SFC-300 AMSL NOTAM VMC
RK R145 SFC-300 AMSL NOTAM VMC
RK R146 SFC-300 AMSL NOTAM VMC
RK R147 SFC-300 AMSL NOTAM VMC
RK R148A SFC-300 AMSL NOTAM VMC
RK R148B SFC-300 AMSL NOTAM VMC
RK R149 SFC-300 AMSL NOTAM VMC
RK R150 SFC-300 AMSL NOTAM VMC
RK R151A SFC-100 AMSL NOTAM VMC
RK R152 SFC-2 100 AMSL NOTAM VMC
RK R153 SFC-3 000 AMSL NOTAM VMC
RK R154 SFC-3 000 AMSL NOTAM VMC
RK R155A SFC-9 500 AMSL CONT
RK R155B SFC-FL 196 NOTAM
RK R156 SFC-3 500 AMSL NOTAM VMC-IMC
RK R157 SFC-6 000 AMSL Electronic jamming Area
RK R158 SFC-6 400 AMSL Electronic jamming Area

DANGER AREAS

RK D1 GND-10 000 AGL	RK D14 GND-3 000 AGL	RK D22 GND-1 800 AGL	RK D30 GND-1 900 AGL
RK D2 GND-10 000 AGL	RK D15 GND-3 000 AGL	RK D23 GND-1 900 AGL	RK D31 GND-1 600 AGL
RK D5 GND-3 000 AGL	RK D16 GND-2 000 AGL	RK D24 GND-1 700 AGL	RK D32 GND-1 600 AGL
RK D6 GND-3 000 AGL	RK D17 GND-3 000 AGL	RK D25 GND-1 500 AGL	RK D33 GND-1 500 AGL
RK D7 GND-10 000 AMSL	RK D18 GND-3 000 AGL	RK D26 GND-1 600 AGL	RK D34 GND-1 600 AGL
RK D8 GND-8 000 AGL	RK D19 GND-1 000 AGL	RK D27 GND-1 900 AGL	RK D35 GND-2 000 AGL
RK D9 GND-3 000 AGL	RK D20 GND-1 600 AGL	RK D28 GND-1 700 AGL	RK D36 GND-2 000 AGL
RK D13 GND-3 000 AGL	RK D21 GND-1 700 AGL	RK D29 GND-1 600 AGL	RK D37 GND-1 600 AGL

ALERT AREAS

RK A2 SFC-5 000 MSL MON-FRI 2300-1300 SAT 2300-0400	RK A19 SFC-FL 150 DAILY 2100-1400 VMC	RK A20T 700 AGL - 2000 AGL MON-SAT	RK A811 SFC-1 000 AGL MON-FRI 2300-1300 SAT 2300-0400
RK A18 SFC-FL 150 MON-SAT	RK A19T 800 AGL-2000 AGL DAILY 2300-0900 IMC-VMC	RK A810 SFC-1 000 AGL MON-FRI 2300-1300 SAT 2300-0400	RK A8 SFC-FL 140 By NOTAM
RK A9A SFC-3000 AMSL By NOTAM	RK A9B SFC-3000 AMSL By NOTAM		

CIVIL AIRCRAFT TRAINING AREAS (CATA)

CATA 1 FL 420 / 8 000 AMSL 2100-1300	CATA 4A 7 000 AMSL / 1 000 AGL HJ (by NOTAM)	CATA 5 7 000 AMSL / 1 000 AGL HJ (by NOTAM)	CATA 7L 2 500 AGL / SFC H24
CATA 2 FL 420 / 6 000 AMSL 2100-1300 (by NOTAM)	CATA 4B 3 500 AMSL / 1 000 AGL HJ (by NOTAM)	CATA 6 7 000 AMSL / 4 000 AMSL 2100-1300	CATA 7H 5 000 AMSL / 2 500 AGL by NOTAM
CATA 3 7 000 AMSL / SFC 2100-1300			

MILITARY OPERATION AREAS (MOA)

MOA 1 FL 500 / 10 000 AMSL	MOA 9W FL 400 / 11 000 AMSL	MOA 19L 8 000 AMSL / 3 000 AGL	MOA 30L 9 000 AMSL / 2 000 AGL
MOA 2H FL 400 / 10 000 AMSL	MOA 10 FL 400 / 10 000 AMSL	MOA 19H FL 500 / 10 000 AMSL	MOA 30H FL 400 / 10 000 AMSL
MOA 2L 9 000 AMSL / 3 000 AGL	MOA 11 FL 400 / 12 000 AMSL	MOA 20 FL 500 / 10 000 AMSL	MOA 31L 9 000 AMSL / 2 000 AGL
MOA 3A 7 000 AMSL / 3 000 AGL	MOA 12W 7 000 AMSL / 3 000 AGL	MOA 21 FL 500 / 10 000 AMSL	MOA 31H FL 400 / 10 000 AMSL
MOA 3L 9 000 AMSL / 3 000 AGL	MOA 12W FL 400 / 11 000 AMSL	MOA 22 FL 500 / 5 000 AMSL	MOA 32 FL 400 / 10 000 AMSL
MOA 3H FL 400 / 10 000 AMSL	MOA 12E 10 000 AMSL / 3 000 AGL	MOA 23 FL 500 / 5 000 AMSL	MOA 33 FL 400 / 10 000 AMSL
MOA 4 9 000 AMSL / 3 000 AGL	MOA 12E FL 400 / 11 000 AMSL	MOA 24 FL 500 / 10 000 AMSL	MOA 34 4 000 AMSL / 500 AMSL
MOA 5 9 000 AMSL / 3 000 AGL	MOA 13W 8 000 AMSL / 3 000 AGL	MOA 25L 9 000 AMSL / 3 000 AGL	MOA 35 4 000 AMSL / 500 AMSL
MOA 5 FL 400 / 12 000 AMSL	MOA 13W FL 400 / 11 000 AMSL	MOA 25H FL 400 / 10 000 AMSL	MOA 36 4 000 AMSL / 500 AMSL
MOA 6 9 000 AMSL / 3 000 AGL	MOA 13E 9 000 AMSL / 3 000 AGL	MOA 25H FL 400 / FL 170	MOA 37 8 000 AMSL / SFC
MOA 6 FL 400 / 10 000 AMSL	MOA 13E FL 400 / 10 000 AMSL	MOA 26L 9 000 AMSL / 3 000 AGL	MOA 38 8 000 AMSL / SFC
MOA 7 FL 400 / 10 000 AMSL	MOA 14 FL 330 / 10 000 AMSL	MOA 26H FL 400 / 10 000 AMSL	MOA 39 5 000 AMSL / SFC
MOA 8 8 000 AMSL / 3 000 AGL	MOA 15A 9 000 AMSL / 3 000 AGL	MOA 27N FL 400 / 11 000 AMSL	MOA 40 5 000 AMSL / SFC
MOA 8 FL 400 / 11 000 AMSL	MOA 15 FL 400 / 11 000 AMSL	MOA 27S FL 400 / 11 000 AMSL	MOA 41 5 000 AMSL / SFC
MOA 9E 10 000 AMSL / 3 000 AGL	MOA 16 FL 500 / 5 000 AMSL	MOA 27A 9 000 AMSL / 3 000 AGL	HTA 1 1 000 AMSL / SFC
MOA 9E FL 400 / 11 000 AMSL	MOA 17 FL 500 / 5 000 AMSL	MOA 28 FL 400 / 200 AGL	HTA 2 1 500 AMSL / SFC
MOA 9W 7 000 AMSL / 3 000 AGL	MOA 18 FL 500 / 5 000 AMSL	MOA 29 FL 400 / 3 000 AGL	

AIR COMBAT MANOEUVERING INSTRUMENTATION (ACMI)

ACMI A 5 000 AMSL / SFC	ACMI C FL 600 / 10 000 AMSL	ACMI D FL 600 / SFC	ACMI E FL 600 / 10 000 AMSL
ACMI B 9 000 AMSL / 6 000 AMSL			

AIR-TO-AIR REFUELLING AREAS

DOKDO 2 000 AGL / 500 AGL	MALLIPO FL 250 / FL 140	WIDO FL 250 / FL 140	ULLEUNGDO FL 250 / FL 140
GANGGU FL 250 / 12 000 AMSL	JINDO FL 250 / 11 000 AMSL		

AERODROME TRAFFIC ZONE (ATZ)

Gapyeong SFC-1 500 AGL Class D	Yongin SFC-1 500 AGL Class D	Chuncheon SFC-1 500 AGL Class D	Taean 2 SFC-1 000 AMSL Class D
Yangpyeong SFC-1 500 AGL Class D	Jeonju SFC-1 500 AGL Class D	Deokso SFC-1 000 AGL Class D	Poseung SFC-1 000 AGL Class D
Hongcheon SFC-1 500 AGL Class D	Youngcheon SFC-1 500 AGL Class D	Jochiwon SFC-1 500 AGL Class D	
Hyeonri SFC-1 500 AGL Class D	Geumwang SFC-1 500 AGL Class D	Taean 1 SFC-1 500 AMSL Class D	

REPUBLIC OF KOREA
ELEV IN FEET

ENROUTE CHART - ICAO

LAMBERT CONFORMAL CONIC PROJECTION

WARNING
AIRCRAFT INFRINGING UPON NON FREE FLYING TERRITORY MAY BE FIRED ON WITHOUT WARNING

WARNING
UNLISTED RADIO EMISSIONS FROM THIS AREA MAY CONSTITUTE A NAVIGATION HAZARD OR RESULT IN BORDER OVERFLIGHT UNLESS UNUSUAL PRECAUTION IS EXERCISED

SEE ENLARGED CHART OF SEOUL AREA

FIR INCHEON UNL GND INCHEON ACC DAEGU ACC

The reliability of aeronautical information outside the Incheon FIR is doubtful, and it should be used with caution.

COMMUNICATION FACILITIES

INCHEON ACC
INCHEON CONTROL

GUNSAN LOW SECTOR	126.175, 134.375, 317.85, 335.55
GUNSAN HIGH SECTOR	132.15, 123.55, 263.15, 272.60
GWANGJU LOW SECTOR	120.725, 128.30, 263.90, 272.75
GWANGJU HIGH SECTOR	123.725, 124.50, 239.25, 275.40
JEJU NORTH SECTOR	124.525, 132.425, 255.40, 348.10, 233.50
JEJU SOUTH HIGH SECTOR	133.425, 134.15, 234.35, 234.65
JEJU SOUTH LOW SECTOR	125.725, 132.825, 128.375, 232.95, 233.15
COMMON 132.20, 355.50 EMERGENCY : 121.50, 243.00 * CONTINGENCY USE ONLY	

DAEGU ACC
DAEGU CONTROL

WEST-SEA HIGH SECTOR	132.80, 120.525, 290.60, 335.45
WEST-SEA LOW SECTOR	128.70, 118.925, 270.50, 263.60
EAST-SEA SECTOR	122.25, 125.925, 263.35, 263.85
EAST-SEA LOW SECTOR	134.175, 123.85, 272.40, 233.60
POHANG SECTOR	120.575, 119.375, 134.375, 254.70, 335.75
DAEGU SECTOR	125.375, 125.775, 124.575, 234.15, 317.35, 335.50
SOUTH-SEA SECTOR	128.175, 128.325, 335.50, 275.20
COMMON 122.75, 262.75 EMERGENCY : 121.50, 243.00 * CONTINGENCY USE ONLY	

INCHEON/DAEGU FIC

DAEGU INFORMATION	126.90, 135.725, 250.80, 258.50, 317.55 EMERGENCY : 121.50, 243.00

SEOUL RADIO

	127.10 3004 kHz, 6532 kHz, 8903 kHz, 13300 kHz, 13303 kHz, 17904 kHz

APPROACH CONTROL

SEOUL APP	119.05, 119.10, 119.75, 124.70, 120.80, 121.35, 121.40, 123.25, 123.80, 124.20, 124.80, 125.15, 293.30, 305.70, 353.20, 363.80, 121.50, 243.00
JEJU APP	120.425, 121.20, 124.05, 317.70, 279.80, 121.50, 243.00
GIMHAE APP	119.20, 125.50, 134.40, 135.70, 225.10, 230.10, 253.80, 363.80, 121.50, 243.00
GWANGJU APP	130.00, 228.90, 121.50, 243.00
GANGNEUNG APP	124.60, 304.00, 121.50, 243.00
WONJU APP	135.725, 234.40, 130.2, 121.50, 243.00
SACHEON APP	135.40, 344.70, 121.50, 243.00
POHANG APP	120.20, 232.40, 124.25, 121.50, 243.00
DAEGU APP	135.90, 346.30, 121.50, 243.00
YECHEON APP	134.50, 229.35, 121.50, 243.00
HAEMI APP	124.60, 229.25, 253.95, 121.50, 243.00
JUNGWON APP	132.55, 306.70, 121.50, 243.00
GUNSAN APP	124.10, 292.65, 121.50, 243.00
OSAN APP	127.90, 363.10, 121.50, 243.00

CONVENTIONAL routes width 10NM except the following segments :
- A595 (CJU - SAMDO) : 8NM
- G339 (PSN - INVOK) : 8NM
- G585 (SEL - SAPRA) : 8NM
- V11 (PSN - PILIT) : 8NM
- A593 (ONIKU - LAMEN) : 50NM
- B332 (KANSU - IGRAS) : 50NM
- B467 (KANSU - TENAS) : 50NM

A586 (TENAS - PSN) CDR1 Operational Hours(UTC) :
- Weekdays : 1100 - 2200
- SAT : 2200 on the preceding day until 2400 on the Saturday.
- SUN : 0000 - 2200
- Holiday : 1100 on the preceding day until 2200 on the holiday.

Y579 (TENAS - PSN) CDR1 Operational Hours(UTC) :
- Weekdays : 1400 - 2200
- SAT : 2200 on the preceding day until 2400 on the Saturday.
- SUN : 0000 - 2200
- Holiday : 1400 on the preceding day until 2200 on the holiday.

A593 : Flight Level Allocation Scheme (FLAS)
The west of SADLI
- Eastbound : FL 250, FL 270, FL 290, FL 310, FL 330, FL 350, FL 370, FL 390, FL 410
- Westbound : FL 240, FL 260, FL 280, FL 300, FL 320, FL 340, FL 360, FL 380, FL 400

The east of SADLI
- Eastbound(From Shanghai FIR To Fukuoka FIR) : FL 250, FL 290, FL 310, FL 390
- Westbound(From Fukuoka FIR To Shanghai FIR) : FL 240, FL 280, FL 300, FL 400

* Eastbound from SADLI to ONIKU is only for Non-approval of RNAV 2.

G585/Y685 (SEL - KPO) :
- Only flying westbound from KPO to SEL on G585/Y685 is authorized except ACFT departing from RKTY or RKTI.
- Aircraft flying eastbound from SEL to KPO at or above 11 000 ft on G585/Y685 shall get PPR 24 hours before from Incheon/Daegu ACC.
- No PPR is needed at or below 10 000 ft.

G597/Y697 (AGAVO - LANAT) :
- Only flying westbound from SEL to AGAVO on G597/Y697 is authorized. (Unless otherwise assigned by ATC, flying eastbound in this airway shall not be used)
- Aircraft flying eastbound from AGAVO to SEL on G597 shall get PPR 24-hours before from Daegu ACC.
- Only flying westbound from LANAT to KAE on G597 shall get 24HRs PPR from Daegu ACC.

L512 (TENAS-ANDOL)
After ANDOL, MEA is FL290, see AIP JAPAN

V11/Y744 (PSN-PILIT) :
- 11 000 ft to FL240,at or above FL280 will be blocked.
- At or above 11 000 ft, required 15 days PPR from Air Traffic Management Office.

ENLARGED CHART OF SEOUL AREA

KILOMETRES 10 5 0 10 20 30 40 50
NAUTICAL MILES 10 0 10 20 30

SCALE 1:1,360,000
KILOMETRES 100 50 0 100 200 300 400 500
NAUTICAL MILES 50 0 50 100 150 200 250 300

Date of aeronautical infomation 2 MAY 2024 Isogonic information 16 NOV 2023

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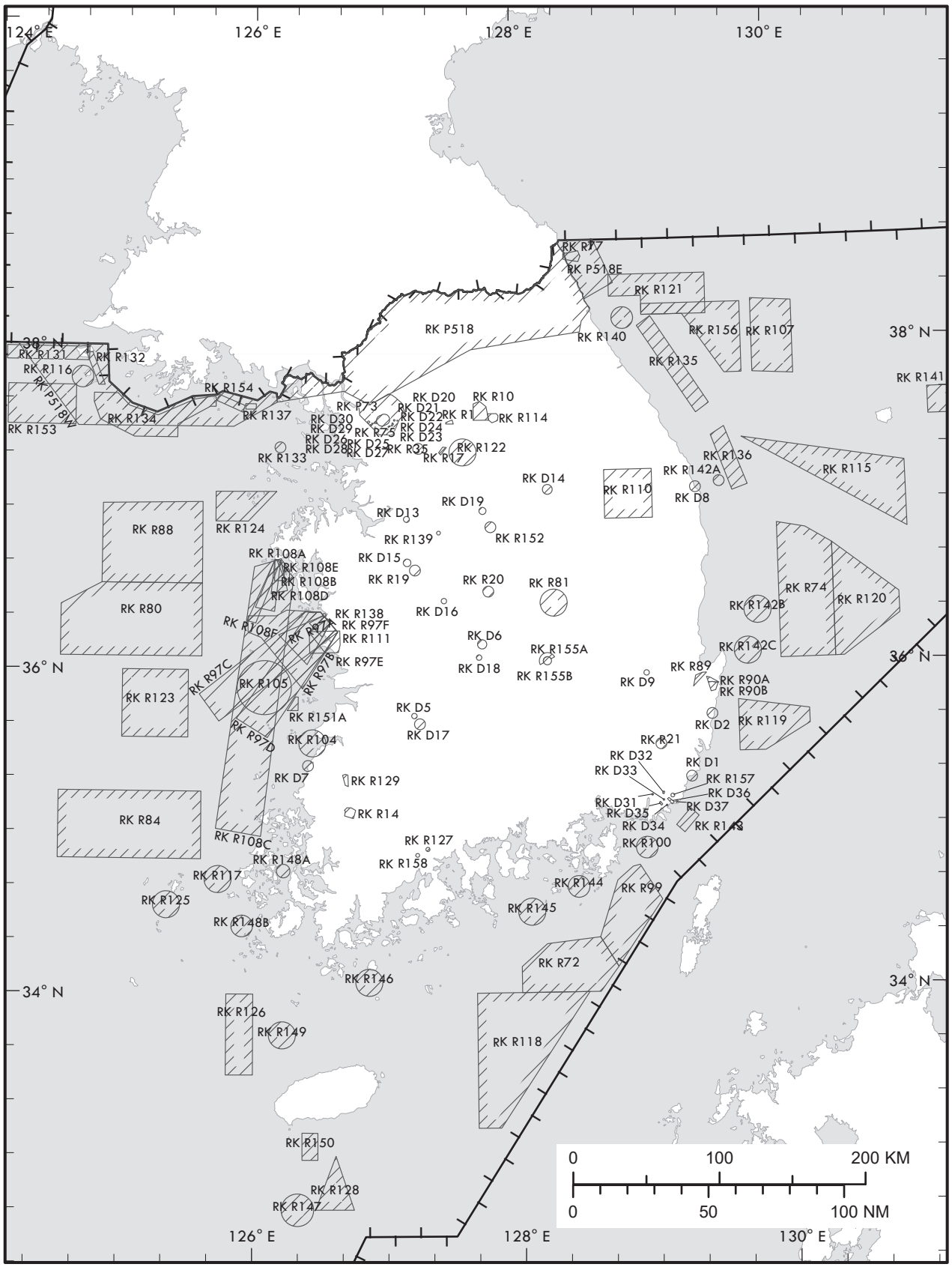
50-12, Maeyeo-ro 1-gil, Dong-gu, Deagu 41059, REPUBLIC OF KOREA.

"Topographic data is derived from NGII(National Geographic Infomation Institute)'s 1:5,000 Digital Map"

AIR TRAFFIC SERVICES AIRSPACE - INDEX CHART

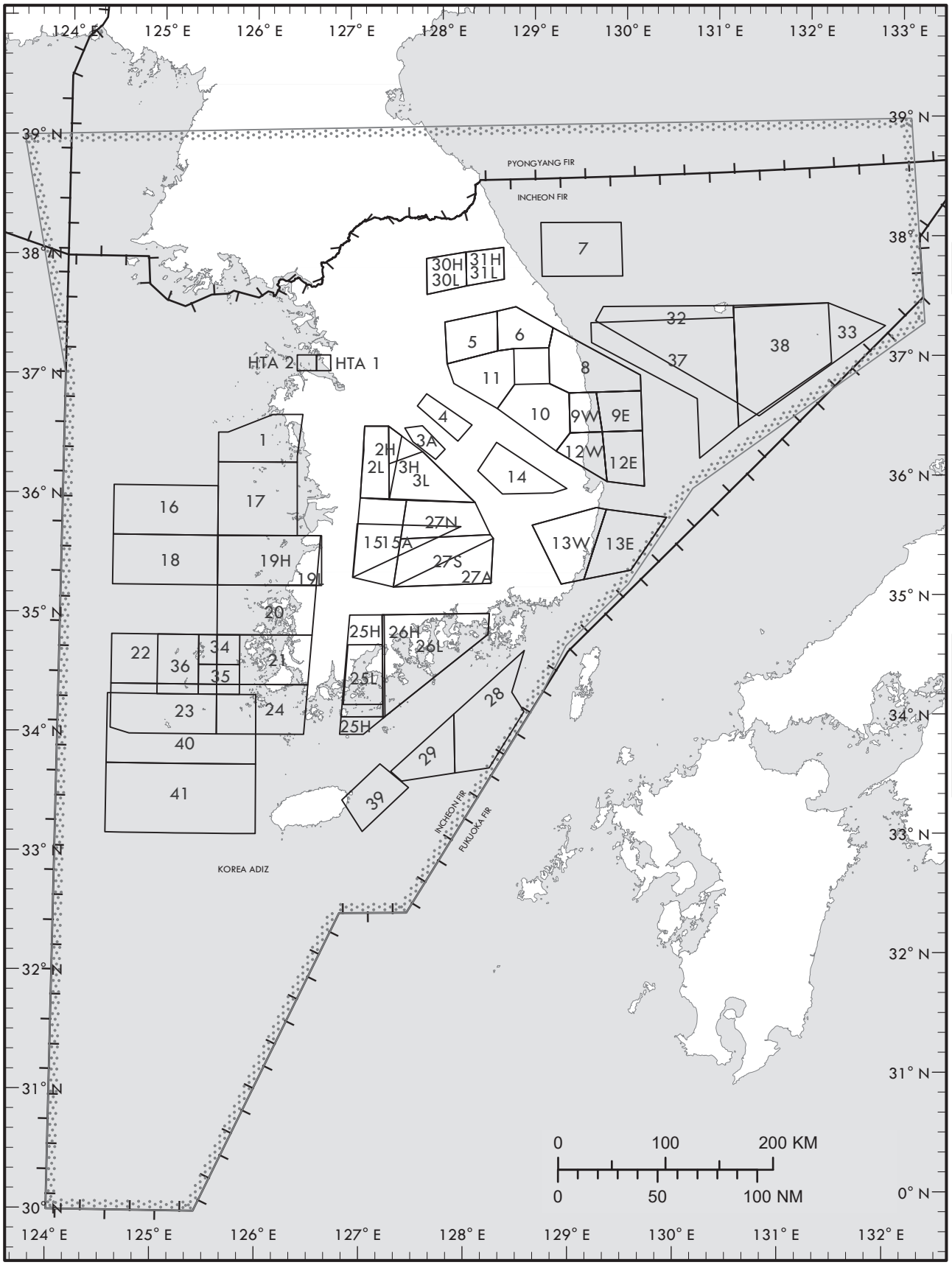
TO BE DEVELOPED

PROHIBITED, RESTRICTED AND DANGER AREAS - INDEX CHART



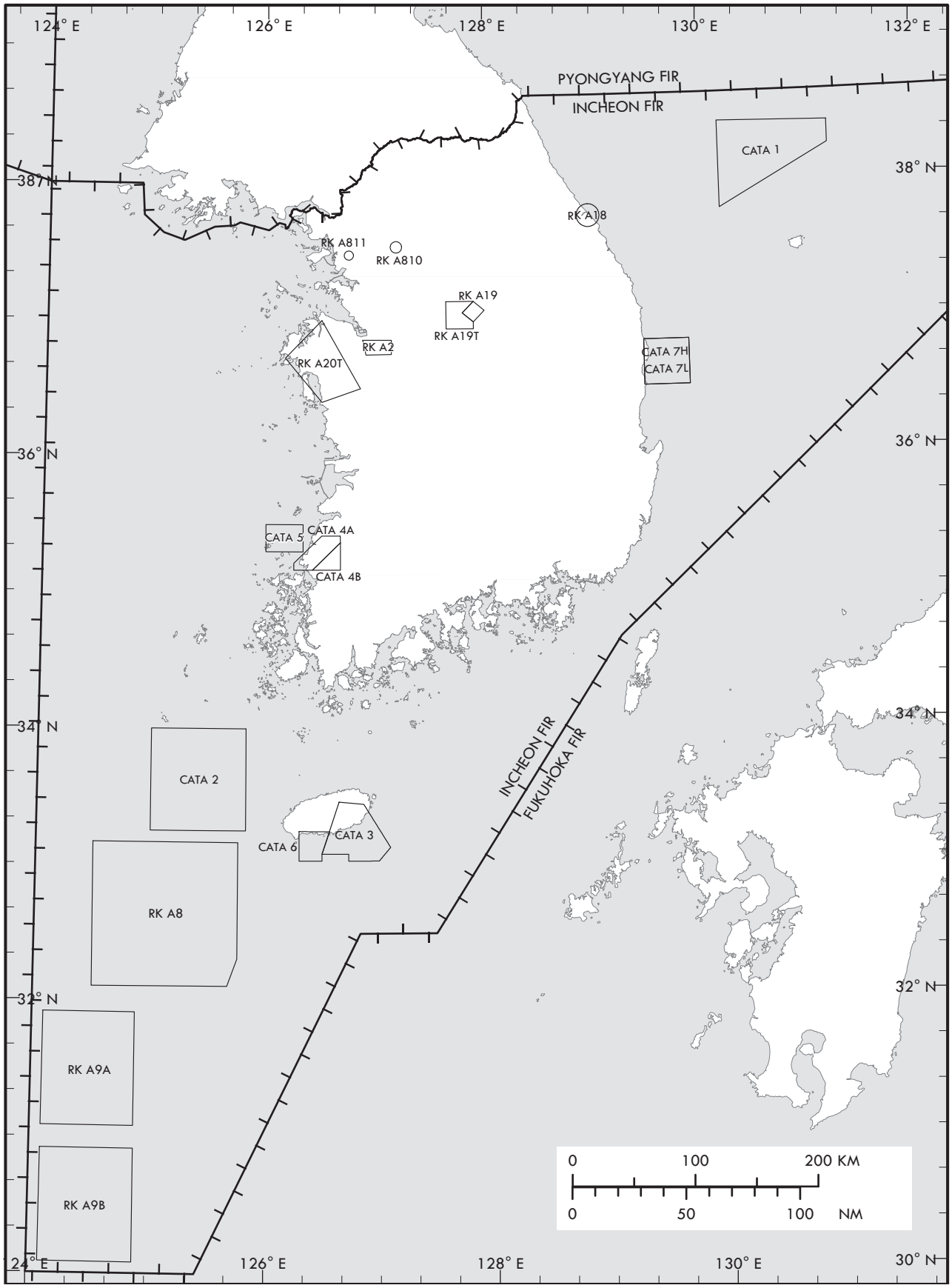
Change : Information of RK P73, R75, R80, R84 and R88.

MILITARY EXERCISE TRAINING AREAS AND ADIZ - INDEX CHART



Change : Information of MOA 1, 16~18, 22~23, 25H and 28~31.

OTHER ACTIVITIES OF A DANGEROUS NATURE - INDEX CHART



3	Capability for removal of disabled aircraft	a. Specialized aircraft recovery equipment(six 30 ton, two 40 ton Pneumatic lifting bags and inflation equipment), Four 100 ton hydraulic recovery jacks, one set of tethering equipment and other accessory equipment available for up to B747 size aircraft can be provided by IIAC, airlines and agencies. b. Coordinator : Emergency Management Center (+82-32-741-2961)
4	Remarks	* ARFF (Aircraft Rescue and Fire-fighting)

RKSI AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	a. 23 Towed runway jet sweeper(working width : up to 8.61 m) b. 28 Compact runway jet sweeper(working width : up to 5.5 m) c. 7 Snow blower(working width : up to 2.5 m) d. 6 Liquid material sprayers(working width : up to 24 m) e. 4 Solid material spreader(working width : up to 5 m) f. 6 Snow plow(working width : up to 3.2 m)
2	Clearance priorities	a. First 1) RWY 15R/33L, 16L/34R 2) TWY B, D, N 3) Rapid exit taxiways(B2~B5, N2~N5) and right angle taxiways (G, J, K, L, S, A4, A5, A7~A16, RG, A19, N7, M5, M7~M17) 4) Apron taxilanes(R1~R12, AS, RA, RB, RC, R17, R21~R25, RG, RE, RW, D2~D4, DA, DC, DM, DP) 5) De-icing Pad b. Second 1) RWY 15L/33R, 16R/34L 2) TWY A, C, M, P 3) Rapid exit taxiways and right angle taxiways connecting RWY 15L/33R, 16R/34L or TWY A, C, M, P 4) Apron taxilanes(RF, M18, M19, R26, D5, DB, DD, DN, DQ) c. Third Other areas except the first and second
3	Remarks	NIL

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

1	Designation, Apron(Ramp) surface and strength	a. Apron1 : Concrete PCR 1 300/R/B/X/T b. Apron2 : Concrete PCR 1 160/R/B/X/T c. Apron3 : Concrete PCR 1 400/R/B/X/T d. Apron4 : Concrete PCR 1 510/R/B/X/T e. Cargo Apron1 : Concrete PCR 1 300/R/B/X/T f. Cargo Apron2 : Concrete PCR 1 160/R/B/X/T g. Maintenance Apron : Concrete PCR 1 300/R/B/X/T
2	Designation, Taxiway width, surface and strength	Taxiway width, surface and strength : a. Width : 30 m - Shoulder of TWY A/B/C/D : 15 m (Paved 12 m, Turfed 3 m) - Shoulder of TWY M/N/P : 15 m (Paved) b. Surface : Asphalt, Concrete c. Strength TWY A, D : Concrete PCR 1 300/R/B/X/T TWY B, C : Asphalt PCR 1 610/F/B/X/T TWY M : Concrete PCR 1 160/R/B/X/T TWY N : Asphalt PCR 1 290/F/B/X/T TWY P : Asphalt PCR 1 370/F/B/X/T
3	Altimeter check location and elevation	Every specified stands (Refer to Aircraft Parking / Docking Chart)
4	VOR check point	See AD Chart
5	INS check points	INS Checkpoints : Every specified stand (Refer to Aircraft Parking / Docking Chart)
6	Remarks	NIL

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

RKSI AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of Mode S transponder on the ground	
1.1	General	This system using Mode S transponder improves the accuracy and the reliability of the ground movement monitoring system.
1.2	ACFT equipped with Mode S transponder	ACFT operators shall ensure that Mode S transponders are able to operate when ACFT is on the ground.
1.2.1	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.
	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.
	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.
1.3	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 position and Mode A code assigned by ATC until parking stand. Other cases of taxiing ACFT : - Select A+C transponder in the ON position 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.
2	RWY and TWY marking and LGT	a. Runway 1) Lights - Edge lights are installed at 60 m intervals on all runways. - Centerline lights are installed at 15 m intervals on all runways. 2) Markings Runway edges, Touchdown zones, Aiming points and Center line b. Taxiway 1) Lights - Edge lights are installed at 15 m intervals on all TWY curved areas and 60 m intervals of markers are in the rest of areas. - Centerline Lights are installed at 3.75~7.5 m intervals on all TWY curved areas and 15 m intervals in the rest of areas. - Aircraft stand maneuvering guidance lights (SMGL) are installed to facilitate the positioning of the aircraft at the stand (Passenger Apron and Concourse). The lights to delineate the lead-in are spaced with not more than 7.5 m intervals in the curves and 15 m intervals on the straight sections. 2) Markings - TWY & taxilane centerline markings are marked with a yellow solid line on the black base on all specified taxiways designated as the SMGCS (Surface Movement Guidance & Control System) taxiway routes. - Holding position markings are installed on TWY D, G, L, N1, N6, N7 and S for ILS sensitive area in the form of trapezoid as recommended by ICAO (Annex 14). - Geographic position markings are located on the TWYs and Apron Areas and are used to identify the location of taxiing aircraft or vehicles during low visibility conditions. In conjunction with use of ASDE, they provide geographic position of A/C and vehicles if ASDE is unserviceable. 3) Signs - ILS Taxi-holding position signs are marked as "CAT II/III". - Runway holding position lines and signs are installed on taxiways G, B1, B6, L, S, N1, N6, N7, P1, P12 and P13 substitute for the ILS sensitive area taxi-holding position.

Change : Information of signs for TWY.

RKSI 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
RKSIOB001	Pylon	373203.9N 1262255.8E	428 ft/	Marked/LGTD	In 33L/R, 15L/R, 16L/R, 34L/R APCH/TKOF
RKSIOB002	Pylon	373201.7N 1262345.5E	389 ft/	Marked/LGTD	In 33L/R, 15L/R APCH/TKOF
RKSIOB003	Pylon	373200.3N 1262417.0E	358 ft/	Marked/LGTD	
RKSIOB004	Pylon	373200.1N 1262422.7E	367 ft/	LGTD	
RKSIOB005	Bridge	372456.3N 1263345.7E	788 ft/	LGTD	
RKSIOB006	Bridge	372442.7N 1263413.5E	788 ft/	LGTD	
RKSIOB007	Natural High Point	373203.3N 1262056.5E	512 ft/	NIL	In 16L/R, 34L/R APCH/TKOF
RKSIOB008	Pylon	373212.4N 1262447.3E	311 ft/	NIL	In 33L/R, 15L/R, 16L/R, 34L/R circling area and at AD
RKSIOB009	Natural High Point	373143.3N 1262526.5E	387 ft/	NIL	
RKSIOB010	Natural High Point	373129.2N 1262644.6E	621 ft/	NIL	
RKSIOB011	Antenna	372720.8N 1262850.9E	254 ft/	Marked/LGTD	
RKSIOB012	Antenna	372716.6N 1262855.0E	251 ft/	LGTD	
RKSIOB013	Natural High Point	372427.5N 1262434.6E	444 ft/	NIL	
RKSIOB014	Pylon	372503.6N 1262454.7E	263 ft/	Marked/LGTD	
RKSIOB015	Natural High Point	372556.7N 1262524.7E	245 ft/	NIL	
RKSIOB016	Natural High Point	372712.2N 1262406.6E	274 ft/	NIL	
RKSIOB017	Natural High Point	372703.2N 1262443.8E	267 ft/	NIL	
RKSIOB018	Antenna	372800.2N 1262142.2E	598 ft/	LGTD	
RKSIOB019	Building	372649.9N 1262709.8E	170 ft/	NIL	
RKSIOB020	Antenna	372937.0N 1263058.8E	853 ft/	NIL	
RKSIOB021	Antenna	372240.9N 1262518.7E	818 ft/	NIL	
In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/ HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
RKSIOB022	Tower	372739.3N 1262625.9E	345.9 ft/	LGTD	In 33L/R, 15L/R, 16L/R, 34L/R APCH/TKOF
RKSIOB023	Tower	372722.9N 1262640.4E	229.6 ft/	LGTD	
RKSIOB024	Tower	372759.9N 1262607.5E	336.5 ft/	LGTD	

RKSI AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aviation Meteorological Office · TEL : +82-32-222-3030 · FAX : +82-32-740-2817
2	Hours of service MET Office outside hours	24 hours -
3	Office responsible for TAF preparation Periods of validity	Aviation Meteorological Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Trend forecast Interval of issuance	Trend Type forecast 30 minutes (METAR)
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 Terminal Doppler Weather radar imageries, Low Level Windshear Alert System
9	ATS units provided with information	FIC, TWR, APP and ACC
10	Additional information (limitation of service, etc.)	All observation data, model outputs and forecasts produced by KMA and WAFS are available at the office through Internet link.

RKSI 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
15L	144.66°	3 750 × 60	· 1 610/F/B/X/T Asphalt, · SWY and 300 m RWY ends are 1 300/R/B/X/T Concrete	372902.20N 1262624.56E GUND 21.5 m	THR 6.9 m / 22.6 ft TDZ 6.9 m / 22.6 ft
33R	324.67°	3 750 × 60	· 1 610/F/B/X/T Asphalt · SWY and 300 m RWY ends are 1 300/R/B/X/T Concrete	372722.97N 1262752.82E GUND 21.5 m	THR 6.9 m / 22.6 ft TDZ 6.9 m / 22.6 ft
15R	144.66°	3 750 × 60	· 1 610/F/B/X/T Asphalt · SWY and 300 m RWY ends are 1 300/R/B/X/T Concrete	372854.44N 1262610.82E GUND 21.4 m	THR 6.9 m / 22.6 ft TDZ 6.9 m / 22.6 ft
33L	324.67°	3 750 × 60	· 1 610/F/B/X/T Asphalt · SWY and 300 m RWY ends are 1 300/R/B/X/T Concrete	372715.21N 1262739.08E GUND 21.5 m	THR 6.9 m / 22.6 ft TDZ 6.9 m / 22.6 ft
16L	144.66°	4 000 × 60	· 1 290/F/B/X/T Asphalt · SWY and 700 m RWY ends are 1 160/R/B/X/T Concrete	372822.11N 1262456.06E GUND 21.3 m	THR 7.0 m / 22.9 ft TDZ 7.0 m / 22.9 ft
34R	324.67°	4 000 × 60	· 1 290/F/B/X/T Asphalt · SWY and 700 m RWY ends are 1 160/R/B/X/T Concrete	372636.29N 1262630.22E GUND 21.5 m	THR 7.0 m / 22.9 ft TDZ 7.0 m / 22.9 ft
16R	144.66°	3 750 × 60	· 1 370/F/B/X/T Asphalt · SWY and 842 m RWY ends are 1 510/R/B/X/T Concrete	372807.71N 1262448.18E GUND 21.8 m	THR 7.0 m / 22.9 ft TDZ 7.0 m / 22.9 ft
34L	324.67°	3 750 × 60	· 1 370/F/B/X/T Asphalt · SWY and 842 m RWY ends are 1 510/R/B/X/T Concrete	372628.50N 1262616.45E GUND 21.9 m	THR 7.0 m / 22.9 ft TDZ 7.0 m / 22.9 ft
Remarks Geoid undulations of 16R and 34L are surveyed on the basis of national geoid model, KNGeoid18.					

Change : Information of strength(PCN → PCR) for RWY.

FREQ	Call Sign	Procedure
128.65 MHz, 344.2 MHz (ATIS)	Incheon INTL Airport	- Acknowledge "De/Anti-icing Phase" by ATIS.
↓		
123.575 MHz (Apron 1, Apron 2, Cargos) 122.225 MHz (Apron 3, 4)	Incheon De-icing	- Contact when ready for pushback. - Advise "Aircraft De-icing required and Engine On/Off De-icing". - De-icing zones assignment.
↓		
121.65 MHz (Apron 1) 121.8 MHz (Apron 2, Cargos) 122.175 MHz (Apron 3) 129.725 MHz (Apron 3) 123.675 MHz (Apron 4)	Incheon Apron	- Set Mode A code to 2000. - Select XPNDR or AUTO. - Contact the frequency according to the controller's instruction. - Pushback & taxi to De-icing zones.
↓		
123.325 MHz (A South zone, M South zone, D South/North zone) 122.175 MHz (T Center zone) 122.325 MHz (Central De-icing zone, M North zone)	Pad Control	- De-icing pads assignment. - Taxi to De-icing pads.
↓		
130.750 MHz 130.850 MHz 130.250 MHz	Ice Man	- Ice Man frequency is guided by Pad Control. - Enter the pad and report the brake set to Ice Man. Do not shut down engines until instructed by Ice Man for ground safety. - Monitor Ice Man until De-icing is completed.
↓		
121.6 MHz	Incheon Delivery	- (Engine Off) Once de-icing is completed, contact Incheon delivery to get ATC clearance. Report "Engine Off De-icing and De-icing completed" when initial contact with Incheon delivery by voice or DCL. Monitor Ice Man. - (Engine On) Once de-icing is started, contact Incheon delivery to get ATC clearance. Report "Engine On De-icing and De-icing started" when initial contact with Incheon delivery by voice or DCL. Monitor Ice Man. - Set Mode A assigned by ATC. - Select XPNDR or AUTO.
↓		
130.750 MHz 130.850 MHz 130.250 MHz	Ice Man	- Re-contact Ice Man and Report start engine and ready to taxi.
↓		
123.325 MHz (A South zone, M South zone, D South/North zone) 122.175 MHz (T Center zone) 122.325 MHz (M North zone) 121.8 MHz(Central De-icing zone)	Pad Control	- Taxi out from De-icing pads.

NOTE 1 : The de-icing pad will be appropriately assigned by Incheon Apron or Pad Control when aircraft approaches to de-icing zone.
NOTE 2 : Flight crews shall monitor and maintain radio contact, otherwise re-sequenced as a result of no response to 3 successive calls.
NOTE 3 : This procedures can be changed by Incheon Apron according to the volume of de-icing traffic.
NOTE 4 : Flight crews need extra caution when entering and leaving the de-icing pad, since there are GSE roads in front of or behind the de-icing pad.

Change : Information of FREQ and procedures for ice man.

5. Arrival procedures

5.1 Arrival routes and Transfer of control points(TCP)

1. Unless otherwise instructed, aircraft should use the following routes;

Apron	Apron FREQ	Route	TCP	Gate/Stand
Apron 1	121.65 MHz	A5 - R1	5E	1 to 12
		A6 - R1	6E	14 to 17
		R7 - R1	7W	1 to 17
		R7 R8	7W 8E	18 to 36
		R7 - R4(R6)	7W	37 to 42
		M6 - R4	6W	43 to 50
		R8 - R4(R6)	8E	37 to 50
		R7 R8	7W 8E	103,105,107,109,111,113,115,117, 119,121,123,125,127,129,131,132
Apron 2	121.8 MHz	R9 R10	9W 10E	101,102,104,106,108,110,112,114, 118,122,124,126,128,130
				301 to 312
		RG	30W 30E	321 to 332 341 to 353
Apron 3	122.175 MHz	M14 - R4 R12 - R4	14W 12E	225 to 236
		R11 - R1 A14 - R1	11W 14E	262 to 268
		R11 R12	11W 12E	236R, 237 to 261, 261R 361 to 376
	129.725 MHz	RW R17	50W 17E	208, 209 to 214, 215 516 to 517
		R11 - R1 R17	11W 17E	208R, 290R
		M16 - R4 R17 - R4	16W 17E	214R, 216 to 224 511 to 515
		M11 - R1 A16 - R1	11W 16E	275 to 282, 283R 501 to 505
		RW R17	50W 17E	283, 284 to 290, 291 506 to 507
Apron 4	123.675 MHz	R17 - R4 M18	17E 18W	520 to 529 531 to 535 541 to 547 551 to 554 557 to 558
Cargo Apron 1	123.325 MHz	D2 D3	2Y 3Y	601 to 616 621 to 636
Cargo Apron 2		D4 D5	4Y 5Y	641 to 655 671 to 683
Remarks Arrival routes in Apron areas will be issued in detail according to runway in use and traffic movement condition by Incheon Apron. Refer to RKSI AD CHART 2-7, 2-9 (Aerodrome Ground Movement Charts).				

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

3. Aircraft shall not proceed beyond the TCP without clearance from Incheon Apron.

5.2 Follow-me car service

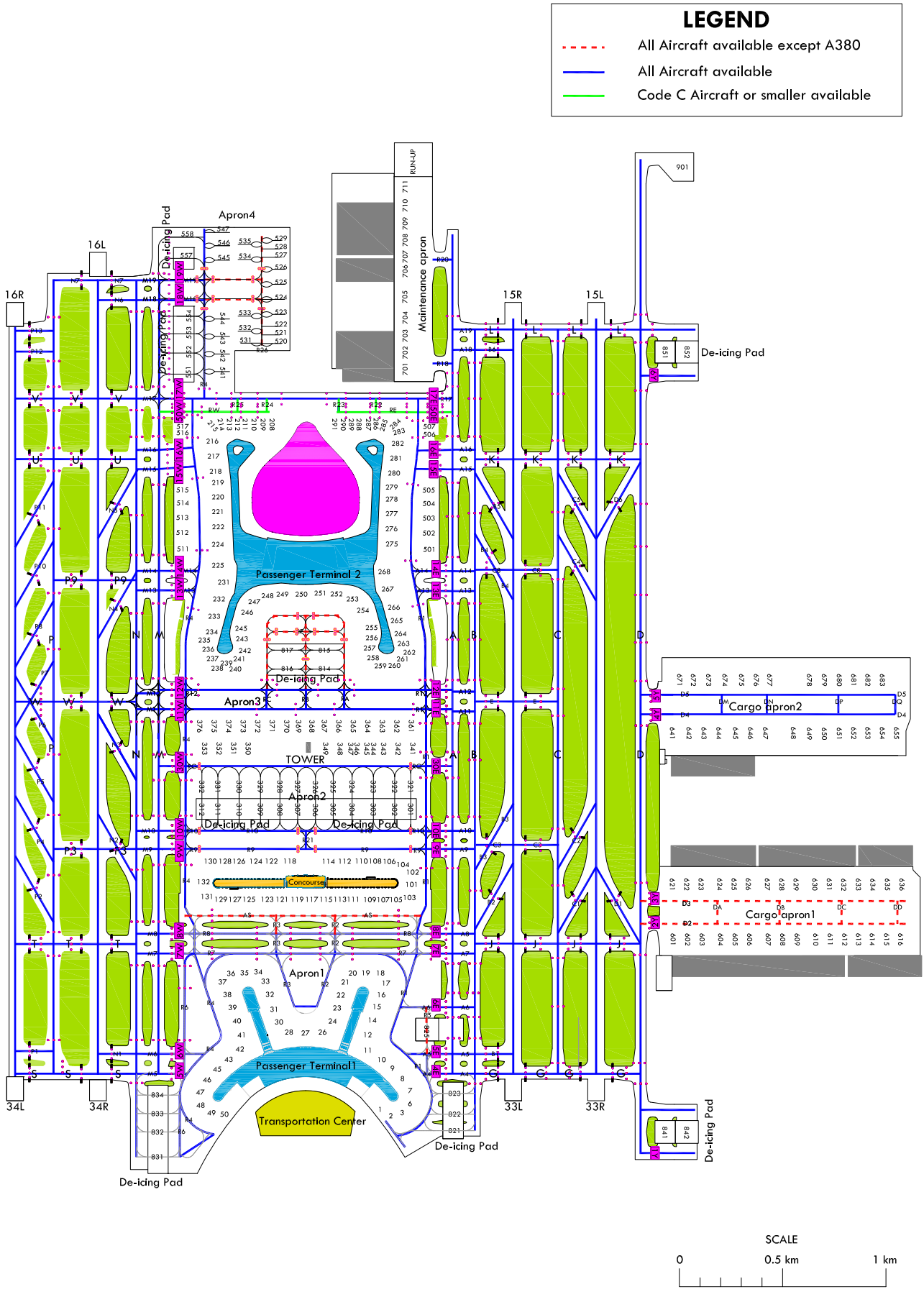
1. Follow-me service is available to arriving aircraft. Pilots should make the request to Incheon Ground or Incheon Apron.
2. Aircraft shall monitor the appropriate Incheon Ground and/or Incheon Apron frequencies while taxiing.

6. Ground engine check procedures

Pilot or authorized engineer requiring engine ground runs shall contact Incheon Apron on the appropriate frequency (refer to 2.20.3.4.1) and provide the following :

1. Call sign or registration number
2. Gate / Stand number
3. Type of ground engine run, engine start or performance check Incheon Apron should be advised on its completion.

ICAO Code F Aircraft Taxiing Route



Change : Withdrawal of stop-bar lights(TWYs S, N1, N6, N7) and Information of taxiing routes(TWYs M15, M16, A15, A16).

INTENTIONALLY

LEFT

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LOW VISIBILITY PROCEDURE

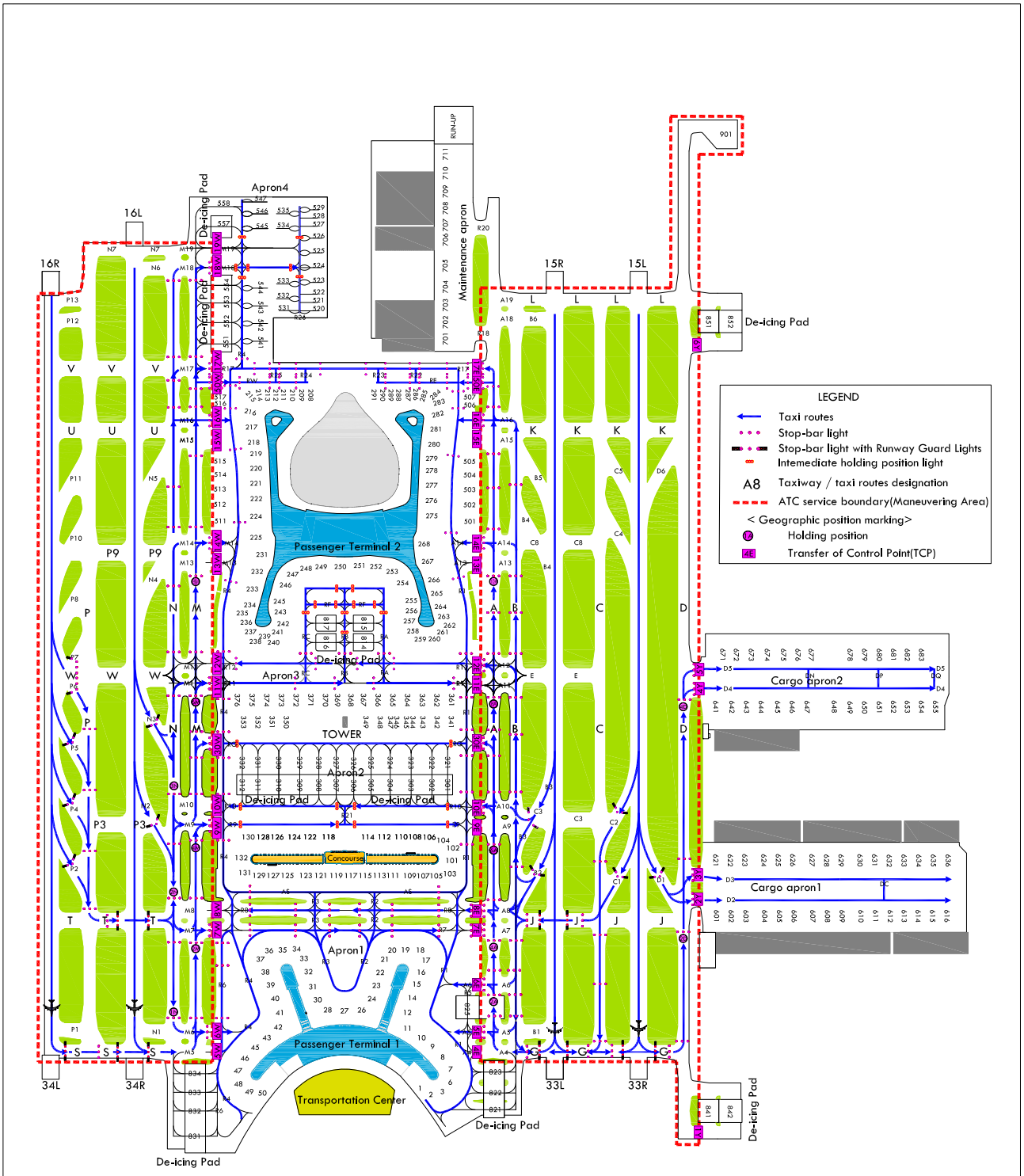
AERODROME ELEV **7** m

GND CONTROL	121.75(E)	121.7(W)	
APRON CONTROL	121.65	122.175	123.675
	121.8	123.325	129.725

SEOUL/Incheon Intl(RKSI)

RWY 15L/R, 16L/R

SMGCS - Arrival Taxi Route



NOTE 1
1. Aircraft landing on RWY 15L/R contact ground 121.75 MHz.
2. Aircraft landing on RWY 16L/R contact ground 121.7 MHz.
3. Aircraft taxiing via A5, A6, M6, R7 and R8 contact Apron on 121.65 MHz.
4. Aircraft taxiing via R9, R10 and RG contact Apron on 121.8 MHz.
5. Aircraft taxiing via R11, R12, A13, A14, M13 and M14 contact Apron 122.175 MHz.
6. Aircraft taxiing via A15, A16, M15, M16, RE, RW and R17 contact Apron 129.725 MHz
7. Aircraft taxiing via M18 and M19 contact Apron 123.675 MHz.
8. Aircraft for Cargo Aprons contact Apron 123.325 MHz.
9. Aircraft stand maneuvering guidance lights on ACFT stands NR. 361, 376, 506, 507, 516, 517 are not installed. Follow-me or ground marshalling service will be provided at the pilot's request.

NOTE 2
Apron 2(321~332, 341~353), Apron 3(361~376, 501~507, 511~517) and Apron 4(520~529, 531~535, 541~547, 558) are for remote apron of PAX ACFT.

NOTE 3
1. ACFT LVP Routes in Apron area can be used in both directions under the traffic situation.
2. Taxiing Routes for A380 ACFT are restricted in some Apron area. Refer to AIP RKSI AD 2-28.

NOTE 4
Taxilane RE & RW can only be used by Code C aircraft or smaller (maximum wingspan 36 m).

Change : Withdrawal of stop-bar light(TWY S).

LOW VISIBILITY PROCEDURE

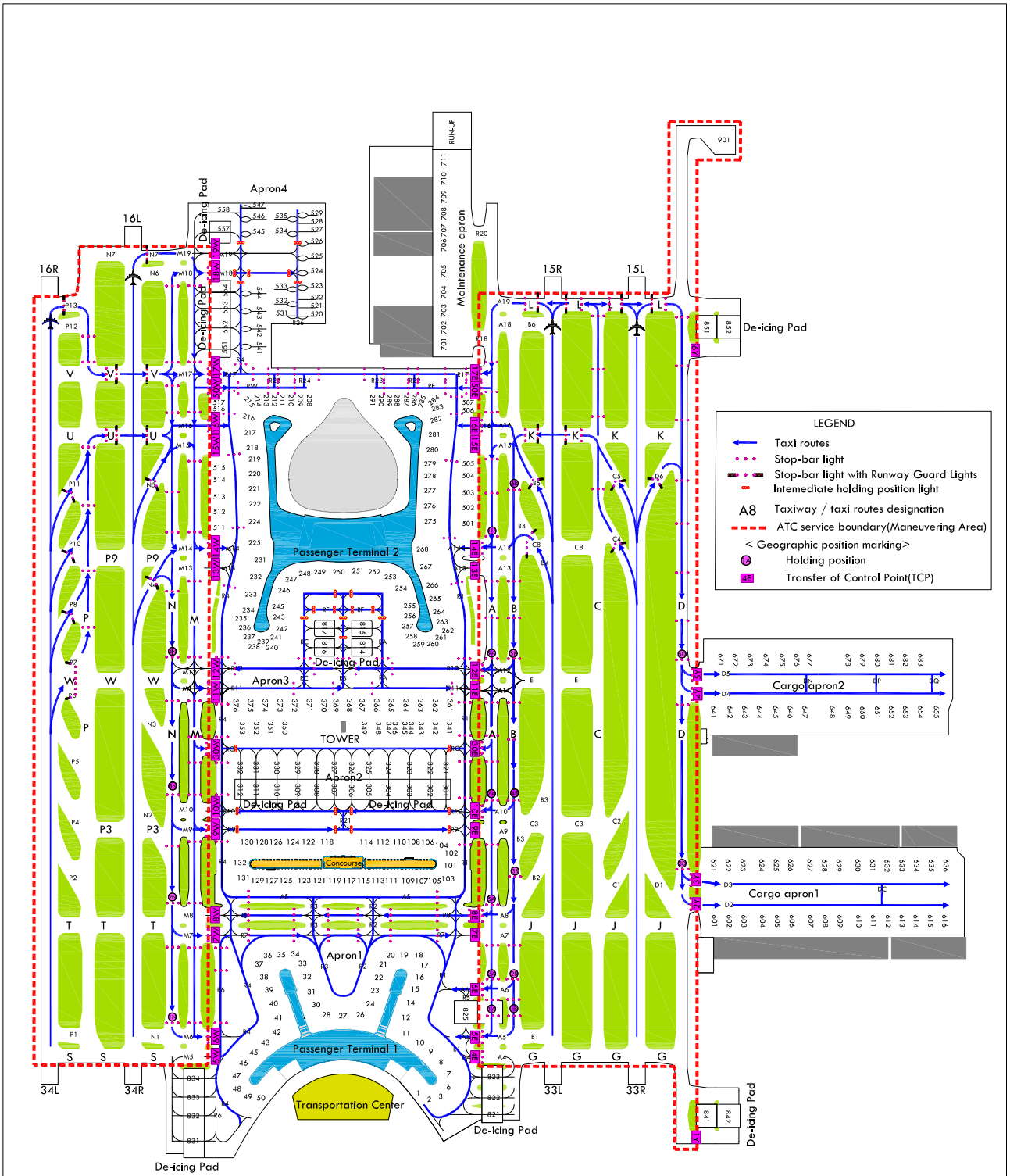
AERODROME ELEV 7 m

GND CONTROL	121.75(E)	121.7(W)	
APRON CONTROL	121.65	122.175	123.675
	121.8	123.325	129.725

SEOUL/Incheon Intl(RKSI)

RWY 33L/R, 34L/R

SMGCS - Arrival Taxi Route



NOTE 1
1. Aircraft landing on RWY 33L/R contact ground 121.75 MHz.
2. Aircraft landing on RWY 34L/R contact ground 121.7 MHz.
3. Aircraft taxiing via A5, A6, M6, R7 and R8 contact Apron on 121.65 MHz.
4. Aircraft taxiing via R9, R10 and RG contact Apron on 121.8 MHz.
5. Aircraft taxiing via R11, R12, A13, A14, M13 and M14 contact Apron 122.175 MHz.
6. Aircraft taxiing via A15, A16, M15, M16, RE, RW and R17 contact Apron 129.725 MHz.
7. Aircraft taxiing via M18 and M19 contact Apron 123.675 MHz.
8. Aircraft for Cargo Aprons contact Apron 123.325 MHz.
9. Aircraft stand maneuvering guidance lights on ACFT stands NR. 361, 376, 506, 507, 516, 517 are not installed. Follow-me or ground marshalling service will be provided at the pilot's request.

NOTE 2
Apron 2(321~332, 341~353), Apron 3(361~376, 501~507, 511~517) and Apron 4(520~529, 531~535, 541~547, 558) are for remote apron of PAX ACFT.

NOTE 3
1. ACFT LVP Routes in Apron area can be used in both directions under the traffic situation.
2. Taxiing Routes for A380 ACFT are restricted in some Apron area. Refer to AIP RKSI AD 2-28.

NOTE 4
Taxilane RE & RW can only be used by Code C aircraft or smaller (maximum wingspan 36 m).

SCALE
0 0.5 km 1 km

Change : Withdrawal of stop-bar light(TWY N7).

LOW VISIBILITY PROCEDURE

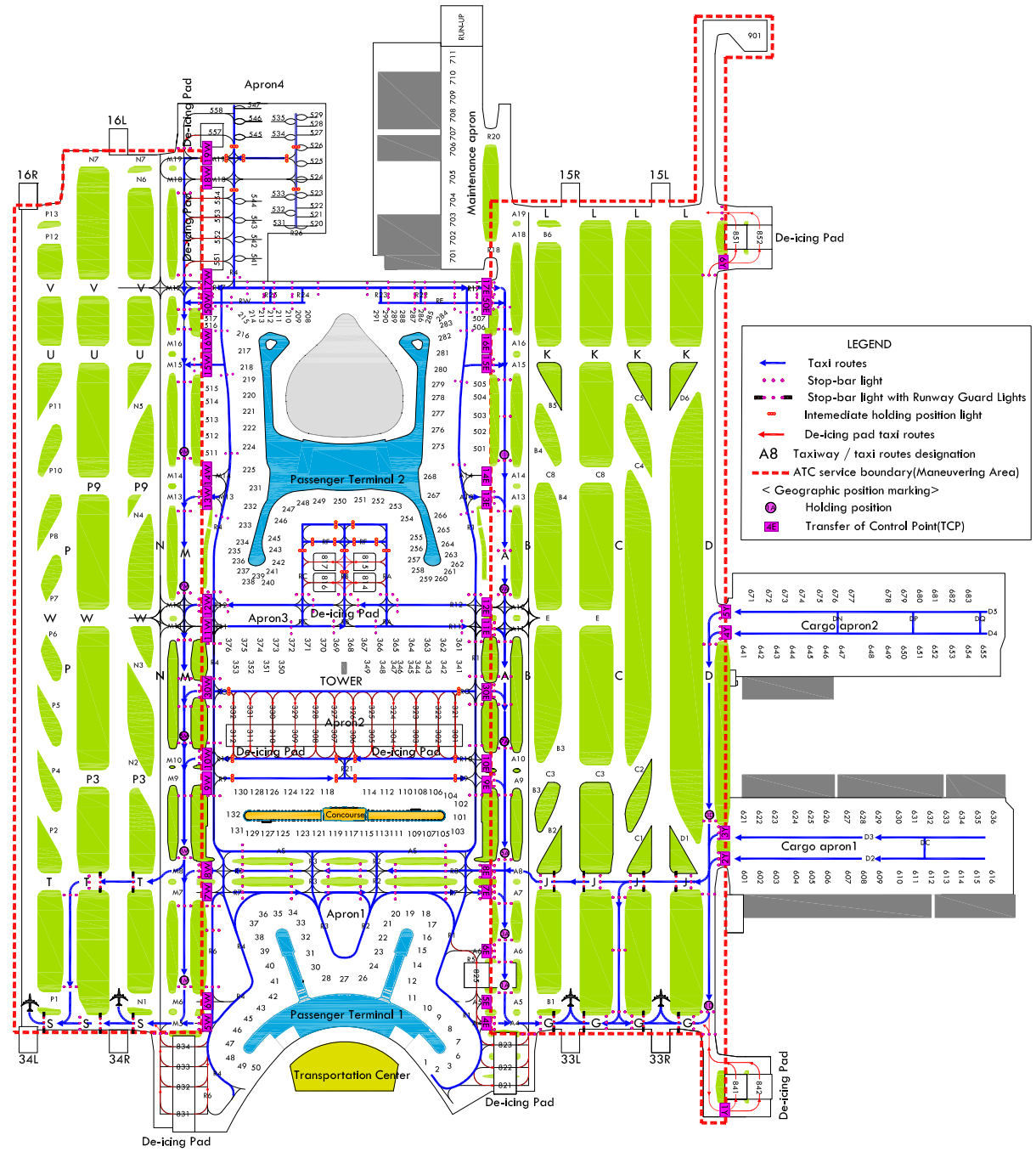
AERODROME ELEV **7** m

GND CONTROL	121.75(E)	121.7(W)	
APRON CONTROL	121.65	122.175	123.675
	121.8	123.325	129.725

SEOUL/Incheon Intl(RKSI)

RWY 33L/R, 34L/R

SMGCS - Departure Taxi Route



NOTE 1
1. Aircraft taking off from RWY 33L/R contact ground 121.75 MHz.
2. Aircraft taking off from RWY 34L/R contact ground 121.7 MHz.
3. Aircraft at Gates 1~50, Odd number gates 103~131 and Gate 132 contact Apron 121.65 MHz.
4. Aircraft at Gate 101, Even number gates 102~130 and Remote stands 301~312, 321~332, 341~353 contact Apron 121.8 MHz.
5. Aircraft at Gate 225~268, Remote stands 361~376 contact Apron 122.175 MHz.
6. Aircraft at Gate 208~224, 275~291, Remote stands 501~507, 511~517 contact Apron 129.725 MHz.
7. Aircraft at Remote stands 520~529, 531~535, 541~547, 558 contact Apron 123.675 MHz.
8. Aircraft at Cargo stands 601~616, 621~636, 641~655 and 671~683 contact Apron 123.325 MHz.
9. Aircraft stand maneuvering guidance lights on ACFT stands NR. 361, 376, 506, 507, 516, 517 are not installed. Follow-me or ground marshalling service will be provided at the pilot's request.

NOTE 2
Apron 2(321~332, 341~353), Apron 3(361~376, 501~507, 511~517) and Apron 4(520~529, 531~535, 541~547, 558) are for remote apron of PAX ACFT.

NOTE 3
1. ACFT LVP Routes in Apron area can be used in both directions under the traffic situation.
2. Taxiing Routes for A380 ACFT are restricted in some Apron area. Refer to AIP RKSI AD 2-28.

NOTE 4
Taxilane RE & RW can only be used by Code C aircraft or smaller (maximum wingspan 36 m).

SCALE
0 0.5 km 1 km

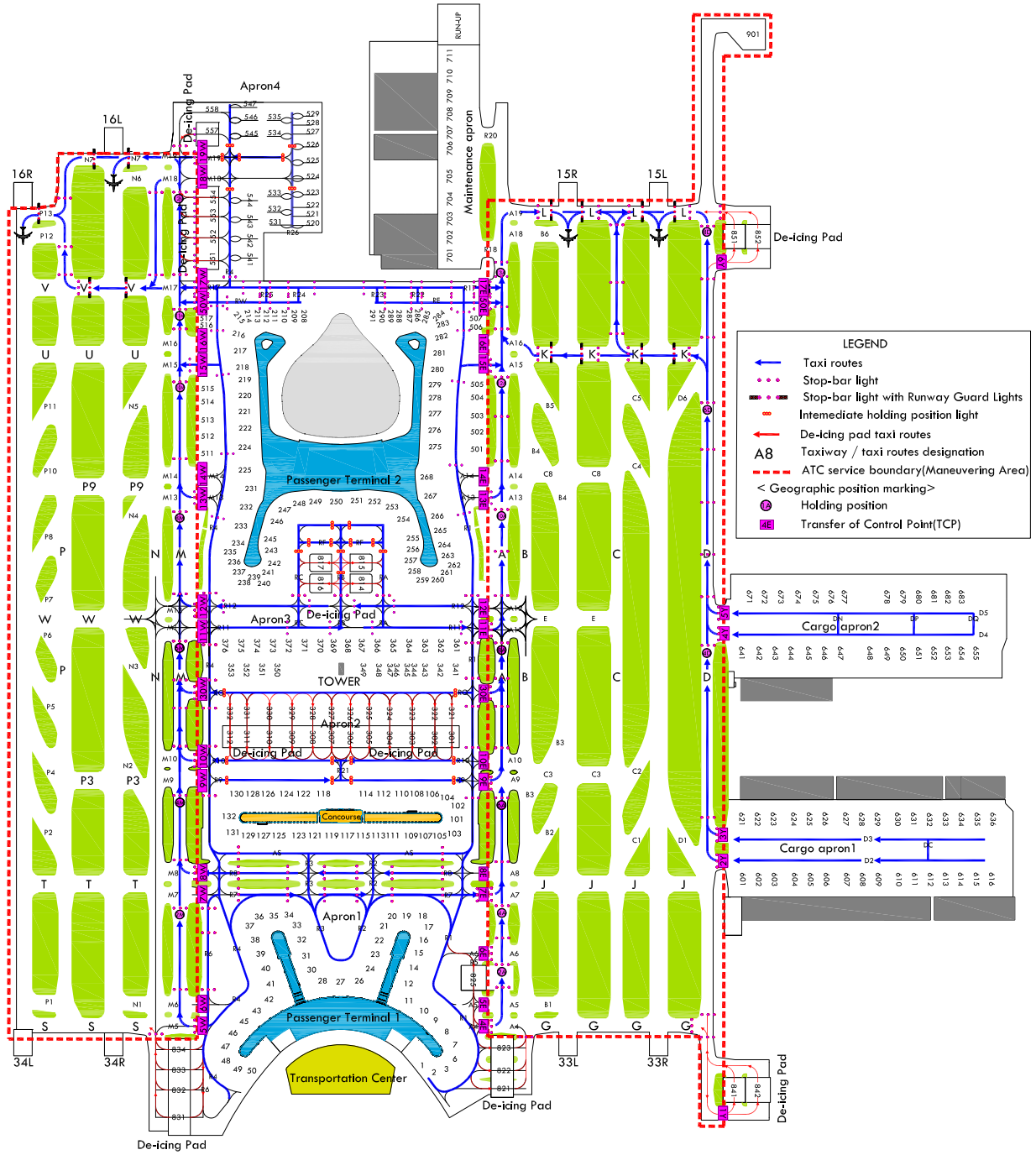
Change : Withdrawal of stop-bar light(TWY S).

LOW VISIBILITY PROCEDURE

AERODROME ELEV **7** m

GND CONTROL	121.75(E)	121.7(W)	
APRON CONTROL	121.65	122.175	123.675
	121.8	123.325	129.725

SEOUL/Incheon Intl(RKSI)
RWY 15L/R, 16L/R
SMGCS - Departure Taxi Route



NOTE 1
1. Aircraft taking off from RWY 15L/R contact ground 121.75 MHz.
2. Aircraft taking off from RWY 16L/R contact ground 121.7 MHz.
3. Aircraft at Gates 1~50, Odd number gates 103~131 and Gate 132 contact Apron 121.65 MHz.
4. Aircraft at Gate 101, Even number gates 102~130 and Remote stands 301~312, 321~332, 341~353 contact Apron 121.8 MHz.
5. Aircraft at Gate 225~268, Remote stands 361~376 contact Apron 122.175 MHz.
6. Aircraft at Gate 208~224, 275~291, Remote stands 501~507, 511~517 contact Apron 129.725 MHz.
7. Aircraft at Remote stands 520~529, 531~535, 541~547, 558 contact Apron 123.675 MHz.
8. Aircraft at Cargo stands 601~616, 621~636, 641~655 and 671~683 contact Apron 123.325 MHz.
9. Aircraft stand maneuvering guidance lights on ACFT stands NR. 361, 376, 506, 507, 516, 517 are not installed. Follow-me or ground marshalling service will be provided at the pilot's request.

NOTE 2
Apron 2(321~332, 341~353), Apron 3(361~376, 501~507, 511~517) and Apron 4(520~529, 531~535, 541~547, 558) are for remote apron of PAX ACFT.

NOTE 3
1. ACFT LVP Routes in Apron area can be used in both directions under the traffic situation.
2. Taxiing Routes for A380 ACFT are restricted in some Apron area. Refer to AIP RKSI AD 2-28.

NOTE 4
Taxilane RE & RW can only be used by Code C aircraft or smaller (maximum wingspan 36 m).

Change : Withdrawal of stop-bar light(TWY N7).

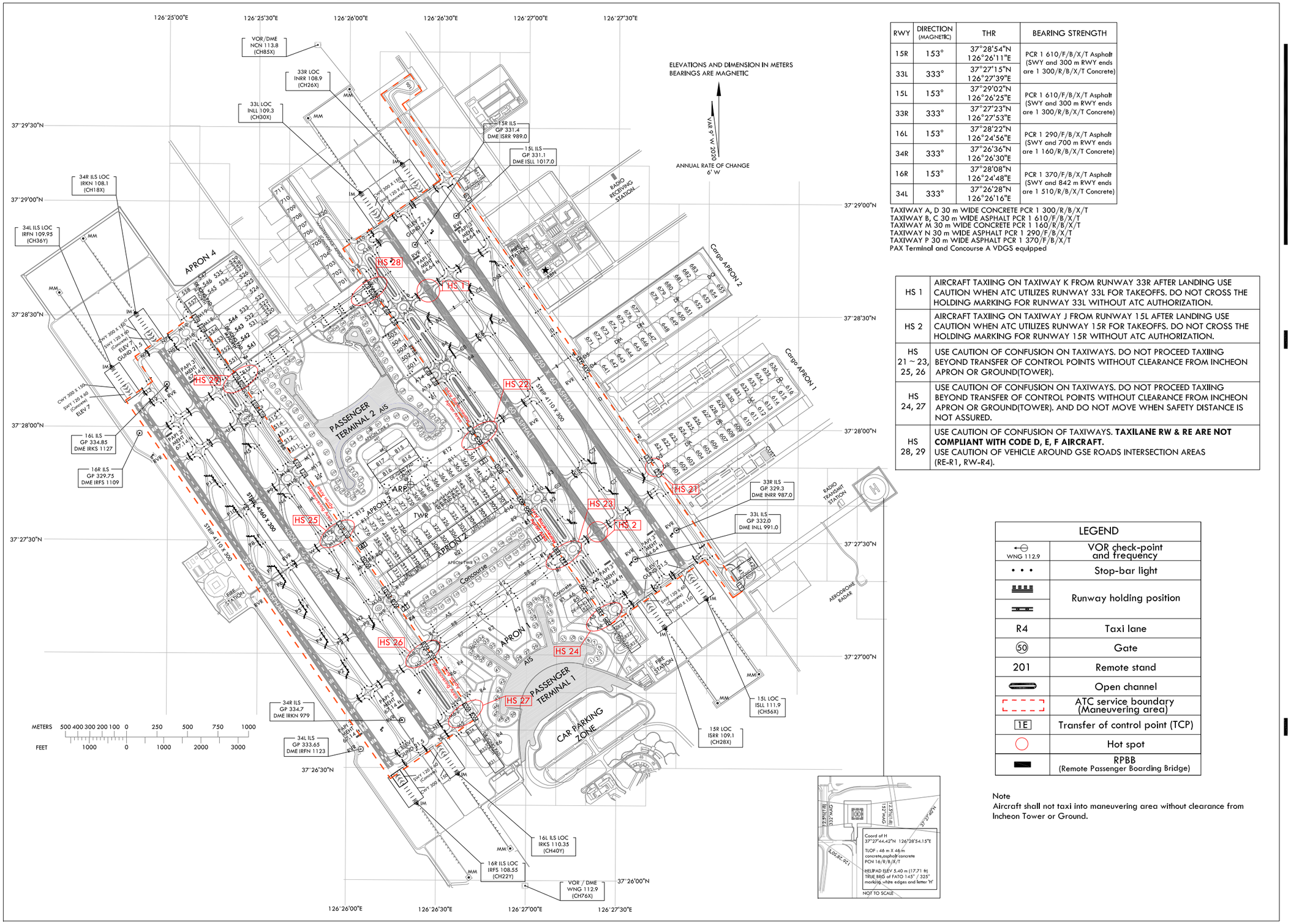
AERODROME CHART - ICAO

37°27'45"N
126°26'21"E

ELEV **7** m

TWR	118.2(E)	118.8(W)	
GND	121.75(E)	121.7(W)	
APRON	121.65	122.175	123.675
	121.8	123.325	129.725

SEOUL / Incheon Intl



RWY	DIRECTION (MAGNETIC)	THR	BEARING STRENGTH
15R	153°	37°28'54"N 126°26'11"E	PCR 1 610/F/B/X/T Asphalt (SWY and 300 m RWY ends are 1 300/R/B/X/T Concrete)
33L	333°	37°27'15"N 126°27'39"E	
15L	153°	37°29'02"N 126°26'25"E	PCR 1 610/F/B/X/T Asphalt (SWY and 300 m RWY ends are 1 300/R/B/X/T Concrete)
33R	333°	37°27'23"N 126°27'53"E	
16L	153°	37°28'22"N 126°24'56"E	PCR 1 290/F/B/X/T Asphalt (SWY and 700 m RWY ends are 1 160/R/B/X/T Concrete)
34R	333°	37°26'36"N 126°26'30"E	
16R	153°	37°28'08"N 126°24'48"E	PCR 1 370/F/B/X/T Asphalt (SWY and 842 m RWY ends are 1 510/R/B/X/T Concrete)
34L	333°	37°26'28"N 126°26'16"E	

TAXIWAY A, D 30 m WIDE CONCRETE PCR 1 300/R/B/X/T
TAXIWAY B, C 30 m WIDE ASPHALT PCR 1 610/F/B/X/T
TAXIWAY M 30 m WIDE CONCRETE PCR 1 160/R/B/X/T
TAXIWAY N 30 m WIDE ASPHALT PCR 1 290/F/B/X/T
TAXIWAY P 30 m WIDE ASPHALT PCR 1 370/F/B/X/T
PAX Terminal and Concourse A VDGS equipped

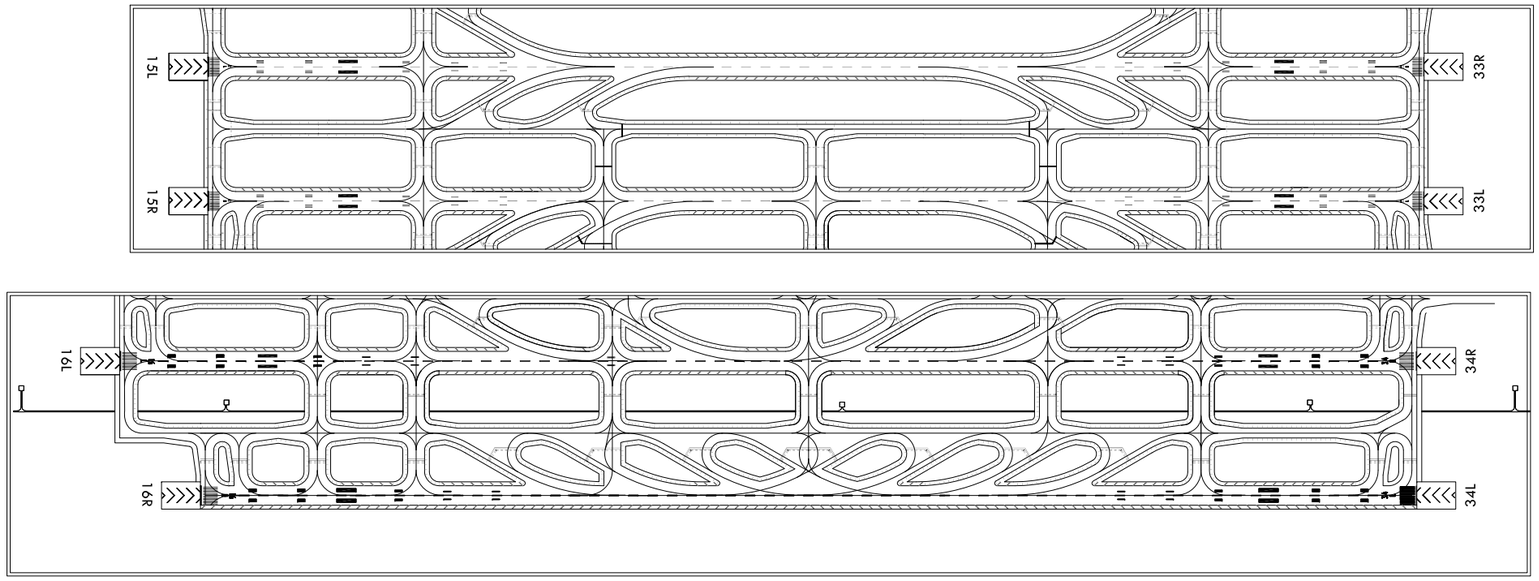
HS 1	AIRCRAFT TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33L WITHOUT ATC AUTHORIZATION.
HS 2	AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 15R WITHOUT ATC AUTHORIZATION.
HS 21 ~ 23, 25, 26	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).
HS 24, 27	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER). AND DO NOT MOVE WHEN SAFETY DISTANCE IS NOT ASSURED.
HS 28, 29	USE CAUTION OF CONFUSION OF TAXIWAYS. **TAXILANE RW & RE ARE NOT COMPLIANT WITH CODE D, E, F AIRCRAFT.** USE CAUTION OF VEHICLE AROUND GSE ROADS INTERSECTION AREAS (RE-R1, RW-R4).

LEGEND	
WNG 112.9	VOR check-point and frequency
• • •	Stop-bar light
	Runway holding position
R4	Taxi lane
50	Gate
201	Remote stand
	Open channel
	ATC service boundary (Maneuvering area)
1E	Transfer of control point (TCP)
	Hot spot
	RPBB (Remote Passenger Boarding Bridge)

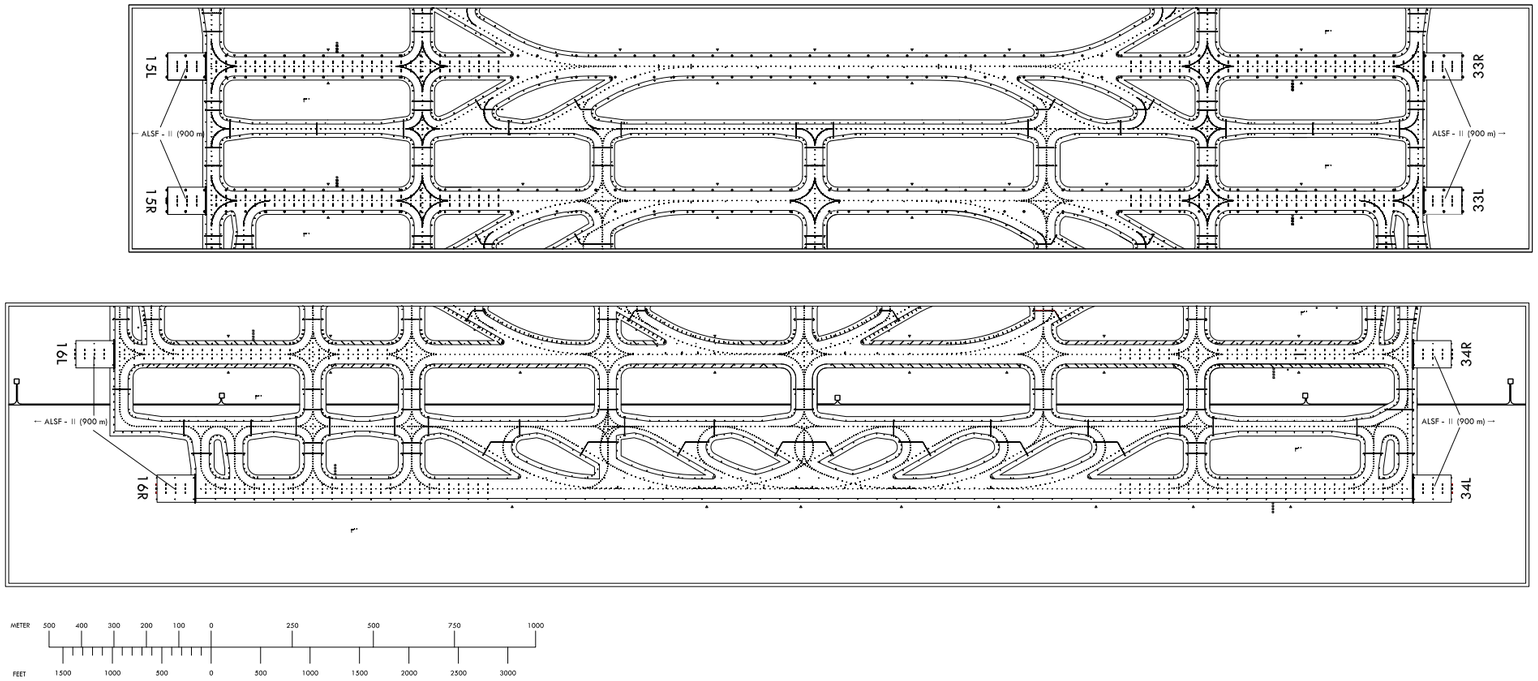
Note
Aircraft shall not taxi into maneuvering area without clearance from Incheon Tower or Ground.

Change : Information of strength(PCN → PCR) for RWY, TWY and Withdrawal of stop-bar lights(TWYs S, N1, N6, N7).

MARKING AIDS RWY 15R/33L, 15L/33R, 16L/34R, 16R/34L AND EXIT TWY



LIGHTING AIDS RWY 15R/33L, 15L/33R, 16L/34R, 16R/34L AND EXIT TWY



AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV **6** m

TWR	118.2(E)	118.8(W)	
GND	121.75(E)	121.7(W)	
APRON	121.65	122.175	123.675
	121.8	123.325	129.725

SEOUL / Incheon Intl

ELEVATIONS AND DIMENSIONS IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2020

ANNUAL RATE OF CHANGE
6' W

Note 1
For Gate 11 and 42, pilots need to pay extra caution to follow the lead-in lines, which may require more than two turns.
Note 2
Aircraft shall not taxi into maneuvering area without clearance from Incheon Tower or Ground.

11 42

ABN

Cargo APRON 2 Cargo APRON 1

VEHICLE CROSSING

METERS 500 400 300 200 100 0 250 500 750 1000
FEET 1500 1000 500 0 500 1000 1500 2000 2500 3000

HS 1	AIRCRAFT TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33L WITHOUT ATC AUTHORIZATION.
HS 2	AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 15R WITHOUT ATC AUTHORIZATION.
HS 21 ~ 23, 25, 26	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).
HS 24, 27	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER), AND DO NOT MOVE WHEN SAFETY DISTANCE IS NOT ASSURED.
HS 28, 29	USE CAUTION OF CONFUSION OF TAXIWAYS. **TAXILANE RW & RE ARE NOT COMPLIANT WITH CODE D, E, F AIRCRAFT.** USE CAUTION OF VEHICLE AROUND GSE ROADS INTERSECTION AREAS(RE-R1, RW-R4).

LEGEND	
WNG 112.9	VOR check-point and frequency
	Runway holding position
R4	Taxi lane
50	Gate
301	Remote stand
	Open channel
1E	Transfer of control point(TCP)
	ATC sevice boundary (Maneuvering area)
	Hot spot
	RPBB (Remote Passenger Boarding Bridge)

		SURFACE	WIDTH	STRENGTH
APRON	Apron 1, Cargo Apron 1, Maintenanace Apron	Concrete	-	PCR 1 300/R/B/X/T
	Apron 2, Cargo Apron 2			PCR 1 160/R/B/X/T
	Apron 3			PCR 1 400/R/B/X/T
	Apron 4			PCR 1 510/R/B/X/T
TWY A, D		Concrete	30 m Shoulder : 15 m - Paved : 12 m - Turfed : 3 m	PCR 1 300/R/B/X/T
TWY B, C		Asphalt		PCR 1 610/F/B/X/T
TWY M		Concrete	30 m Shoulder : 15 m - Paved : 15 m	PCR 1 160/R/B/X/T
TWY N		Asphalt		PCR 1 290/F/B/X/T
TWY P		Asphalt		PCR 1 370/F/B/X/T

Taxiway edge lights on all taxiways curve area
Taxiway center line lights on all taxiways
PAX Terminal and Concourse A VDGS equipped

HS 1 HS 2 HS 21 HS 22 HS 23 HS 24 HS 25 HS 26 HS 27 HS 28 HS 29

PASSENGER TERMINAL 1 PASSENGER TERMINAL 2 APRON 1 APRON 2 APRON 3 APRON 4 TWR Concourse

126°26'30"E 126°26'00"E 126°27'00"E 126°27'30"E 126°28'00"E 126°28'30"E
37°30'00"N 37°29'30"N 37°29'00"N 37°28'30"N 37°28'00"N 37°26'30"N 37°29'00"N 37°28'30"N

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

Apron 1

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
1	37°26'59.01"N	126°27'21.53"E	5 m	C
2	37°26'59.38"N	126°27'23.37"E	5 m	C
3	37°27'00.33"N	126°27'24.14"E	5 m	C, D
6	37°27'01.79"N	126°27'23.98"E	5 m	C, D, E
7	37°27'02.98"N	126°27'23.02"E	5 m	C, D, E
8	37°27'03.62"N	126°27'20.95"E	5 m	C, D, E, F
9	37°27'03.96"N	126°27'18.19"E	5 m	C, D, E
10	37°27'04.12"N	126°27'15.38"E	5 m	C, D, E, F
11	37°27'04.19"N	126°27'12.44"E	5 m	C
12	37°27'06.48"N	126°27'08.52"E	5 m	C, D, E, F
14	37°27'09.00"N	126°27'07.74"E	5 m	C, D, E
15	37°27'11.32"N	126°27'07.15"E	5 m	C, D, E, F
16	37°27'13.32"N	126°27'07.12"E	5 m	C
17	37°27'14.82"N	126°27'05.90"E	5 m	C, D, E, F
18	37°27'15.19"N	126°27'04.57"E	5 m	C
19	37°27'13.98"N	126°27'02.66"E	5 m	D, E
20	37°27'13.32"N	126°27'00.96"E	5 m	C, D
21	37°27'11.65"N	126°27'01.52"E	5 m	D, E
22	37°27'10.19"N	126°27'02.56"E	5 m	C, D, E
23	37°27'07.88"N	126°27'03.21"E	5 m	C, D, E
24	37°27'05.55"N	126°27'04.60"E	5 m	C, D, E
26	37°27'01.98"N	126°27'02.98"E	5 m	D, E
27	37°27'00.61"N	126°27'00.33"E	5 m	C, D, E
28	37°26'58.98"N	126°26'57.90"E	5 m	C, D, E
30	37°26'59.02"N	126°26'52.99"E	5 m	C, D, E
31	37°27'00.76"N	126°26'50.75"E	5 m	C, D, E
32	37°27'02.09"N	126°26'48.30"E	5 m	C, D, E
33	37°27'03.49"N	126°26'46.48"E	5 m	C, D, E
34	37°27'04.47"N	126°26'44.84"E	5 m	C, D
35	37°27'03.10"N	126°26'43.40"E	5 m	C, D, E
36	37°27'01.99"N	126°26'41.98"E	5 m	C, D
37	37°27'00.42"N	126°26'42.00"E	5 m	C, D
38	37°26'59.63"N	126°26'43.22"E	5 m	C, D
39	37°26'59.22"N	126°26'45.25"E	5 m	D, E
40	37°26'57.92"N	126°26'47.76"E	5 m	D, E
41	37°26'56.42"N	126°26'50.64"E	5 m	C, D, E
42	37°26'52.80"N	126°26'52.08"E	5 m	C
43	37°26'50.53"N	126°26'51.16"E	5 m	C, D, E, F
45	37°26'48.40"N	126°26'50.48"E	5 m	C, D, E
46	37°26'46.20"N	126°26'50.12"E	5 m	C, D, E, F
47	37°26'44.31"N	126°26'49.97"E	5 m	C, D, E
48	37°26'43.08"N	126°26'51.58"E	5 m	C, D, E
49	37°26'42.96"N	126°26'53.31"E	5 m	D, E
50	37°26'44.24"N	126°26'55.57"E	5 m	C, D, E
103	37°27'29.61"N	126°27'00.02"E	5 m	C
105	37°27'28.47"N	126°26'58.60"E	5 m	C, D
107	37°27'27.37"N	126°26'55.96"E	5 m	C, D, E
109	37°27'26.01"N	126°26'53.56"E	5 m	C, D, E
111	37°27'24.37"N	126°26'50.65"E	5 m	C, D, E
113	37°27'23.01"N	126°26'48.25"E	5 m	C, D, E
115	37°27'21.35"N	126°26'46.10"E	5 m	C, D
117	37°27'20.09"N	126°26'43.75"E	5 m	C, D
119	37°27'18.68"N	126°26'41.24"E	5 m	D
121	37°27'17.57"N	126°26'38.62"E	5 m	C, D, E
123	37°27'16.21"N	126°26'36.21"E	5 m	C, D, E
125	37°27'14.44"N	126°26'33.47"E	5 m	C, D, E
127	37°27'12.93"N	126°26'31.20"E	5 m	C, D
129	37°27'11.95"N	126°26'28.78"E	5 m	C, D
131	37°27'10.96"N	126°26'27.53"E	5 m	C, D, E
132	37°27'11.83"N	126°26'26.00"E	5 m	C, D

Run-up Area

* Engine Run-up Area : North of Maintenance Apron
** In case of the Run-up area U/S, 14A(North part of TWY A) can be allocated as Temporary run-up area.

Apron 2

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
101	37°27'31.17"N	126°26'57.99"E	5 m	C
102	37°27'32.40"N	126°26'56.80"E	6 m	C
104	37°27'31.69"N	126°26'55.45"E	6 m	C, D
106	37°27'30.28"N	126°26'54.22"E	5 m	C, D, E, F
108	37°27'29.12"N	126°26'51.63"E	6 m	C, D, E
110	37°27'27.40"N	126°26'49.17"E	6 m	C, D, E, F
112	37°27'25.76"N	126°26'46.27"E	6 m	C, D, E, F
114	37°27'24.79"N	126°26'43.46"E	6 m	C, D
118	37°27'20.81"N	126°26'36.98"E	6 m	C, D, E
122	37°27'19.02"N	126°26'34.35"E	6 m	C, D, E, F
124	37°27'17.52"N	126°26'31.69"E	5 m	C, D, E
126	37°27'16.02"N	126°26'29.04"E	5 m	C, D, E, F
128	37°27'15.04"N	126°26'26.25"E	5 m	C, D
130	37°27'13.78"N	126°26'24.86"E	5 m	C, D, E
321	37°27'42.95"N	126°26'48.77"E	5 m	A ~ C
322	37°27'41.39"N	126°26'46.17"E	5 m	A ~ F
323	37°27'39.40"N	126°26'42.64"E	5 m	A ~ F
324	37°27'37.40"N	126°26'39.11"E	5 m	A ~ F
325	37°27'35.57"N	126°26'35.87"E	5 m	A ~ E
326	37°27'33.91"N	126°26'32.92"E	5 m	A ~ E
327	37°27'32.24"N	126°26'29.98"E	5 m	A ~ E
328	37°27'30.58"N	126°26'27.03"E	5 m	A ~ E
329	37°27'28.75"N	126°26'23.80"E	5 m	A ~ F
330	37°27'26.75"N	126°26'20.27"E	5 m	A ~ F
331	37°27'24.76"N	126°26'16.74"E	5 m	A ~ F
332	37°27'23.31"N	126°26'14.03"E	5 m	A ~ C
341	37°27'49.32" N	126°26'42.05"E	5 m	A ~ F
342	37°27'47.68" N	126°26'39.15"E	5 m	A ~ F
343	37°27'46.07" N	126°26'36.30"E	5 m	A ~ E
344	37°27'44.22" N	126°26'34.91"E	5 m	A ~ C
345	37°27'43.46" N	126°26'33.57"E	5 m	A ~ C
346	37°27'42.70" N	126°26'32.22"E	5 m	A ~ C
347	37°27'41.94" N	126°26'30.88"E	5 m	A ~ C
348	37°27'41.18" N	126°26'29.53"E	5 m	A ~ C
349	37°27'40.42" N	126°26'28.19"E	5 m	A ~ C
350	37°27'34.01" N	126°26'16.84"E	5 m	A ~ C
351	37°27'33.62" N	126°26'14.28"E	5 m	A ~ E
352	37°27'32.12" N	126°26'11.63"E	5 m	A ~ F
353	37°27'30.48" N	126°26'08.73"E	5 m	A ~ F

Apron 3

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
208	37°28'17.64"N	126°25'42.85"E	6 m	C
209	37°28'16.72"N	126°25'41.26"E	6 m	C
210	37°28'16.63"N	126°25'39.77"E	6 m	C
211	37°28'15.86"N	126°25'38.41"E	6 m	C
212	37°28'15.09"N	126°25'37.05"E	6 m	C
213	37°28'14.33"N	126°25'35.70"E	6 m	C
214	37°28'13.68"N	126°25'34.41"E	6 m	C
215	37°28'12.51"N	126°25'34.60"E	6 m	C
216	37°28'11.52"N	126°25'36.04"E	6 m	C, D, E
217	37°28'10.01"N	126°25'37.55"E	6 m	C, D ,E
218	37°28'08.38"N	126°25'39.48"E	6 m	C, D, E
219	37°28'06.14"N	126°25'40.40"E	6 m	C
220	37°28'04.93"N	126°25'43.19"E	6 m	C, D, E
221	37°28'03.06"N	126°25'44.99"E	6 m	C, D, E
222	37°28'01.08"N	126°25'46.89"E	6 m	C, D, E
224	37°27'58.83"N	126°25'48.98"E	6 m	C, D, E, F
225	37°27'56.10"N	126°25'51.51"E	6 m	C, D, E, F
231	37°27'53.50"N	126°25'53.73"E	6 m	C, D, E, F
232	37°27'50.63"N	126°25'55.11"E	6 m	C, D, E, F
233	37°27'48.07"N	126°25'56.43"E	6 m	C, D, E, F
234	37°27'45.25"N	126°25'57.65"E	6 m	C, D, E, F
235	37°27'43.43"N	126°25'58.43"E	6 m	C, D, E
236	37°27'41.63"N	126°25'59.34"E	5 m	C
237	37°27'41.95"N	126°26'00.49"E	5 m	C
238	37°27'41.95"N	126°26'02.41"E	5 m	C
239	37°27'42.57"N	126°26'03.75"E	5 m	C
240	37°27'43.84"N	126°26'03.91"E	5 m	C
241	37°27'45.11"N	126°26'04.57"E	6 m	C, D, E

Apron 3

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
242	37°27'46.48"N	126°26'03.41"E	6 m	C, D, E
243	37°27'48.32"N	126°26'02.55"E	6 m	C
245	37°27'48.94"N	126°26'00.76"E	6 m	C
246	37°27'51.45"N	126°25'59.22"E	6 m	C, D, E
247	37°27'55.00"N	126°25'59.73"E	6 m	C, D, E
248	37°27'57.26"N	126°26'02.24"E	6 m	C, D, E
249	37°27'58.75"N	126°26'04.92"E	6 m	C, D, E
250	37°27'59.11"N	126°26'07.52"E	6 m	C
251	37°28'01.48"N	126°26'09.77"E	6 m	C, D, E
252	37°28'03.02"N	126°26'12.43"E	6 m	C, D, E
253	37°28'04.15"N	126°26'15.83"E	6 m	C, D, E
254	37°28'03.39"N	126°26'20.27"E	6 m	C, D, E
255	37°28'00.46"N	126°26'23.80"E	6 m	C, D, E
256	37°27'58.59"N	126°26'25.00"E	6 m	C, D, E
257	37°27'57.32"N	126°26'26.21"E	6 m	C, D, E
258	37°27'56.59"N	126°26'27.91"E	5 m	C
259	37°27'57.47"N	126°26'28.63"E	5 m	C
260	37°27'58.31"N	126°26'30.31"E	5 m	C
261	37°27'59.23"N	126°26'31.37"E	5 m	C
262	37°28'00.14"N	126°26'30.66"E	6 m	C
263	37°28'01.52"N	126°26'29.98"E	6 m	E
264	37°28'02.61"N	126°26'27.99"E	6 m	C, D, E, F
265	37°28'04.51"N	126°26'25.12"E	6 m	C, D, E, F
266	37°28'06.25"N	126°26'22.61"E	6 m	C, D, E, F
267	37°28'08.33"N	126°26'19.82"E	6 m	C, D, E, F
268	37°28'10.50"N	126°26'17.17"E	6 m	C, D, E, F
275	37°28'13.44"N	126°26'14.89"E	6 m	C, D, E, F
276	37°28'15.65"N	126°26'13.09"E	6 m	C, D, E
277	37°28'17.62"N	126°26'11.48"E	6 m	C, D, E
278	37°28'19.59"N	126°26'09.88"E	6 m	C, D, E
279	37°28'21.67"N	126°26'09.56"E	6 m	C
280	37°28'22.92"N	126°26'07.29"E	6 m	C, D, E
281	37°28'25.07"N	126°26'05.82"E	6 m	C, D, E
282	37°28'29.18"N	126°26'04.32"E	6 m	C, D, E
283	37°28'29.36"N	126°26'03.73"E	6 m	C, D, E
284	37°28'28.21"N	126°26'02.28"E	6 m	C
285	37°28'28.84"N	126°26'01.08"E	6 m	C
286	37°28'27.06"N	126°25'59.99"E	6 m	C
287	37°28'26.30"N	126°25'58.63"E	6 m	C
288	37°28'25.52"N	126°25'57.27"E	6 m	C
289	37°28'24.75"N	126°25'55.91"E	6 m	C
290	37°28'24.99"N	126°25'54.55"E	6 m	C, D, E
291	37°28'23.40"N	126°25'54.89"E	6 m	C
361	37°27'51.51"N	126°26'40.93"E	5 m	A ~ C
362	37°27'49.79"N	126°26'39.36"E	5 m	A ~ E
363	37°27'48.43"N	126°26'36.95"E	5 m	A ~ E
364	37°27'47.07"N	126°26'34.54"E	5 m	A ~ E
365	37°27'45.71"N	126°26'32.14"E	5 m	A ~ E
366	37°27'44.35"N	126°26'29.73"E	5 m	A ~ E
367	37°27'42.99"N	126°26'27.32"E	5 m	A ~ E
368	37°27'42.44"N	126°26'24.88"E	5 m	A ~ C
369	37°27'41.09"N	126°26'22.49"E	5 m	A ~ C
370	37°27'39.46"N	126°26'21.08"E	5 m	A ~ E
371	37°27'38.10"N	126°26'18.68"E	5 m	A ~ E
372	37°27'36.74"N	126°26'16.27"E	5 m	A ~ E
373	37°27'35.38"N	126°26'13.86"E	5 m	A ~ E
374	37°27'34.02"N	126°26'11.46"E	5 m	A ~ E
375	37°27'32.66"N	126°26'09.05"E	5 m	A ~ E
376	37°27'32.05"N	126°26'06.50"E	5 m	A ~ C
501	37°28'17.62"N	126°26'24.10"E	5 m	A ~ F
502	37°28'19.80"N	126°26'22.19"E	5 m	A ~ F
503	37°28'21.77"N	126°26'20.42"E	5 m	A ~ E
504	37°28'23.70"N	126°26'18.71"E	5 m	A ~ E
505	37°28'25.47"N	126°26'17.15"E	5 m	A ~ D
506	37°28'32.85"N	126°26'10.78"E	5 m	A ~ C
507	37°28'33.93"N	126°26'09.81"E	5 m	A ~ C
511	37°27'53.23"N	126°25'41.01"E	5 m	A ~ F
512	37°27'55.40"N	126°25'39.08"E	5 m	A ~ F
513	37°27'57.37"N	126°25'37.32"E	5 m	A ~ E
514	37°27'59.30"N	126°25'35.61"E	5 m	A ~ E
515	37°28'01.06"N	126°25'34.03"E	5 m	A ~ D
516	37°28'08.35"N	126°25'27.44"E	5 m	A ~ C
517	37°28'09.42"N	126°25'26.49"E	5 m	A ~ C

Apron 4

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
520	37°28'30.58"N	126°25'33.83"E	5 m	A ~ C
521	37°28'31.54"N	126°25'32.62"E	5 m	A ~ C
522	37°28'32.61"N	126°25'31.66"E	5 m	A ~ C
523	37°28'34.58"N	126°25'31.07"E	5 m	A ~ E
524	37°28'36.50"N	126°25'29.37"E	5 m	A ~ E
525	37°28'38.42"N	126°25'27.66"E	5 m	A ~ E
526	37°28'40.34"N	126°25'25.95"E	5 m	A ~ E
527	37°28'41.44"N	126°25'23.81"E	5 m	A ~ C
528	37°28'42.51"N	126°25'22.86"E	5 m	A ~ C
529	37°28'43.71"N	126°25'22.14"E	5 m	A ~ C
531	37°28'26.95"N	126°25'27.30"E	5 m	A ~ C
532	37°28'28.24"N	126°25'25.51"E	5 m	A ~ E
533	37°28'30.16"N	126°25'23.80"E	5 m	A ~ E
534	37°28'37.38"N	126°25'17.38"E	5 m	A ~ E
535	37°28'39.29"N	126°25'15.67"E	5 m	A ~ E
541	37°28'21.85"N	126°25'29.06"E	5 m	A ~ F
542	37°28'24.17"N	126°25'27.00"E	5 m	A ~ F
543	37°28'26.48"N	126°25'24.94"E	5 m	A ~ F
544	37°28'28.80"N	126°25'22.88"E	5 m	A ~ F
545	37°28'36.59"N	126°25'15.99"E	5 m	A ~ E
546	37°28'38.51"N	126°25'14.28"E	5 m	A ~ E
547	37°28'39.96"N	126°25'12.77"E	5 m	A ~ C
558	37°28'34.40"N	126°25'04.70"E	5 m	A ~ E

Cargo Apron 1

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
601	37°27'47.85"N	126°27'49.55"E	6 m	A ~ E
602	37°27'49.21"N	126°27'51.96"E	6 m	A ~ E
603	37°27'50.57"N	126°27'54.37"E	6 m	A ~ F
604	37°27'52.30"N	126°27'57.44"E	6 m	A ~ F
605	37°27'53.66"N	126°27'59.84"E	6 m	A ~ E
606	37°27'55.02"N	126°28'02.25"E	6 m	A ~ F
607	37°27'56.76"N	126°28'05.32"E	6 m	A ~ F
608	37°27'58.12"N	126°28'07.73"E	6 m	A ~ E
609	37°27'59.48"N	126°28'10.14"E	6 m	A ~ E
610	37°28'01.21"N	126°28'13.21"E	6 m	A ~ E
611	37°28'02.57"N	126°28'15.61"E	6 m	A ~ E
612	37°28'03.93"N	126°28'18.02"E	6 m	A ~ E
613	37°28'05.34"N	126°28'20.38"E	6 m	A ~ E
614	37°28'06.70"N	126°28'22.79"E	6 m	A ~ E
615	37°28'08.06"N	126°28'25.19"E	6 m	A ~ E
616	37°28'09.42"N	126°28'27.60"E	6 m	A ~ F
621	37°27'56.09"N	126°27'42.23"E	6 m	A ~ E
622	37°27'57.44"N	126°27'44.64"E	6 m	A ~ E
623	37°27'58.80"N	126°27'47.05"E	6 m	A ~ F
624	37°28'00.53"N	126°27'50.12"E	6 m	A ~ F
625	37°28'01.89"N	126°27'52.53"E	6 m	A ~ E
626	37°28'03.25"N	126°27'54.93"E	6 m	A ~ F
627	37°28'04.99"N	126°27'58.00"E	6 m	A ~ F
628	37°28'06.35"N	126°28'00.41"E	6 m	A ~ E
629	37°28'07.71"N	126°28'02.82"E	6 m	A ~ F
630	37°28'09.44"N	126°28'05.89"E	6 m	A ~ F
631	37°28'10.80"N	126 28'08.30"E	6 m	A ~ E
632	37°28'12.16"N	126°28'10.70"E	6 m	A ~ E
633	37°28'13.48"N	126°28'13.14"E	6 m	A ~ E
634	37°28'14.84"N	126°28'15.54"E	6 m	A ~ E
635	37°28'16.20"N	126°28'17.95"E	6 m	A ~ E
636	37°28'17.56"N	126°28'20.36"E	6 m	A ~ F

Isolated Security Parking Position

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
901	37°29'32.58"N	126°26'20.52"E	5 m	A ~ F

Cargo Apron 2

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
641	37°28'14.44"N	126°27'26.30"E	6 m	A ~ F
642	37°28'16.08"N	126°27'28.84"E	6 m	A ~ E
643	37°28'17.44"N	126°27'31.24"E	6 m	A ~ E
644	37°28'18.80"N	126°27'34.02"E	6 m	A ~ F
645	37°28'20.40"N	126°27'36.55"E	6 m	A ~ E
646	37°28'21.76"N	126°27'38.96"E	6 m	A ~ E
647	37°28'23.13"N	126°27'41.37"E	6 m	A ~ F
648	37°28'25.70"N	126°27'45.82"E	6 m	A ~ F
649	37°28'27.46"N	126°27'48.57"E	6 m	A ~ E
650	37°28'28.82"N	126°27'50.97"E	6 m	A ~ E
651	37°28'30.18"N	126°27'53.38"E	6 m	A ~ E
652	37°28'31.87"N	126°27'56.74"E	6 m	A ~ F
653	37°28'33.51"N	126°27'59.27"E	6 m	A ~ E
654	37°28'34.87"N	126°28'01.68"E	6 m	A ~ E
655	37°28'36.23"N	126°28'04.09"E	6 m	A ~ F
671	37°28'24.41"N	126°27'18.95"E	6 m	A ~ F
672	37°28'25.78"N	126°27'21.75"E	6 m	A ~ E
673	37°28'27.14"N	126°27'24.16"E	6 m	A ~ E
674	37°28'28.78"N	126°27'26.69"E	6 m	A ~ F
675	37°28'30.14"N	126°27'29.47"E	6 m	A ~ E
676	37°28'31.50"N	126°27'31.88"E	6 m	A ~ E
677	37°28'32.86"N	126°27'34.28"E	6 m	A ~ E
678	37°28'36.42"N	126°27'40.58"E	6 m	A ~ E
679	37°28'37.78"N	126°27'42.98"E	6 m	A ~ E
680	37°28'39.14"N	126°27'45.41"E	6 m	A ~ E
681	37°28'41.11"N	126°27'48.52"E	6 m	A ~ F
682	37°28'42.48"N	126°27'51.32"E	6 m	A ~ E
683	37°28'43.84"N	126°27'53.73"E	6 m	A ~ E

Maintenance Apron

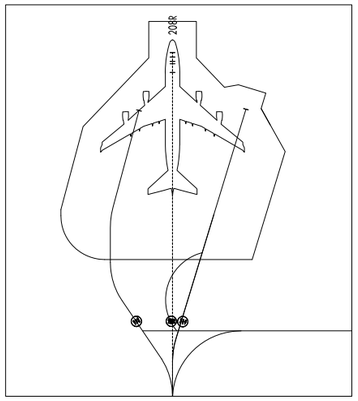
	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
701	37°28'38.17"N	126°25'56.92"E	5 m	A ~ F
702	37°28'40.54"N	126°25'55.13"E	5 m	A ~ E
703	37°28'42.79"N	126°25'53.13"E	5 m	A ~ E
704	37°28'45.07"N	126°25'50.82"E	5 m	A ~ F
705	37°28'47.82"N	126°25'48.37"E	5 m	A ~ F
706	37°28'51.33"N	126°25'45.53"E	5 m	A ~ E
707	37°28'53.25"N	126°25'43.82"E	5 m	A ~ E
708	37°28'55.44"N	126°25'41.87"E	5 m	A ~ E
709	37°28'57.64"N	126°25'39.91"E	5 m	A ~ F
710	37°28'59.91"N	126°25'37.61"E	5 m	A ~ F
711	37°29'02.32"N	126°25'35.53"E	5 m	A ~ E

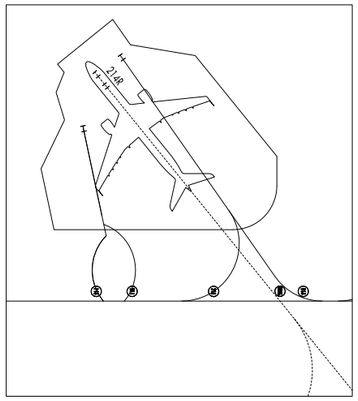
Deicing Apron

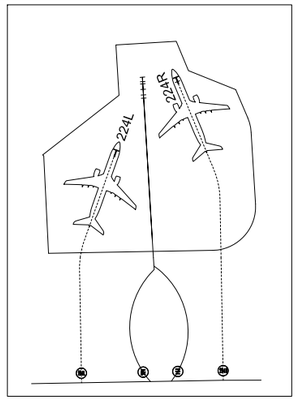
	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
301	37°27'40.02"N	126°26'51.37"E	5 m	A ~ C
302	37°27'38.47"N	126°26 48.77"E	5 m	A ~ F
303	37°27'36.47"N	126°26 45.24"E	5 m	A ~ F
304	37°27'34.48"N	126°26 41.71"E	5 m	A ~ F
305	37°27'32.64"N	126°26'38.47"E	5 m	A ~ E
306	37°27'30.98"N	126°26'35.53"E	5 m	A ~ E
307	37°27'29.32"N	126°26'32.58"E	5 m	A ~ E
308	37°27'27.66"N	126°26'29.64"E	5 m	A ~ E
309	37°27'25.83"N	126°26'26.40"E	5 m	A ~ F
310	37°27'23.83"N	126°26'22.87"E	5 m	A ~ F
311	37°27'21.83"N	126°26'19.34"E	5 m	A ~ F
312	37°27'20.39"N	126°26'16.64"E	5 m	A ~ C
551	37°28'16.56"N	126°25'20.59"E	5 m	A ~ F
552	37°28'19.34"N	126°25'18.11"E	5 m	A ~ F
553	37°28'21.89"N	126°25'15.84"E	5 m	A ~ E
554	37°28'24.21"N	126°25'13.78"E	5 m	A ~ E
557	37°28'31.86"N	126°25'06.97"E	5 m	A ~ F
814	37°27'52.01"N	126°26'20.89"E	6 m	A ~ E
815	37°27'54.52"N	126°26'18.67"E	6 m	A ~ E
816	37°27'47.26"N	126°26'12.48"E	6 m	A ~ E
817	37°27'49.76"N	126°26'10.25"E	5 m	A ~ E
821	37°27'02.96"N	126°27'36.40"E	5 m	A ~ E
822	37°27'05.14"N	126°27'34.46"E	5 m	A ~ E
823	37°27'07.88"N	126°27'32.02"E	5 m	A ~ F
825	37°27'12.58"N	126°27'19.93"E	5 m	A ~ F
831	37°26'30.63"N	126°26'48.42"E	5 m	A ~ E
832	37°26'33.99"N	126°26'45.57"E	5 m	A ~ E
833	37°26'36.43"N	126°26'43.41"E	5 m	A ~ E
834	37°26'38.86"N	126°26'41.24"E	5 m	A ~ E
841	37°27'22.89"N	126°28'10.08"E	6 m	A ~ F
842	37°27'25.06"N	126°28'13.55"E	6 m	A ~ F
851	37°29'06.04"N	126°26'38.35"E	5 m	A ~ F
852	37°29'08.26"N	126°26 41.78"E	5 m	A ~ F

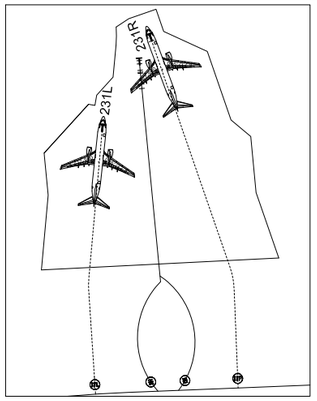
Note : Refer to RKSI AD 2.20, 12. Special notice to ICAO Code F aircraft(A380 & B747-8) operators for ICAO Code F aircraft stands including multiple use stands.

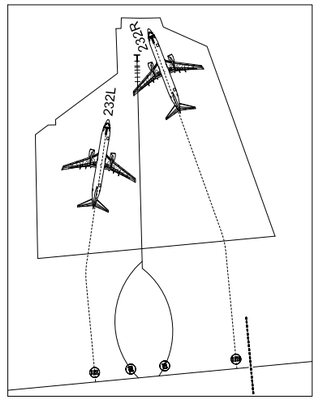
Multiple use stands operation



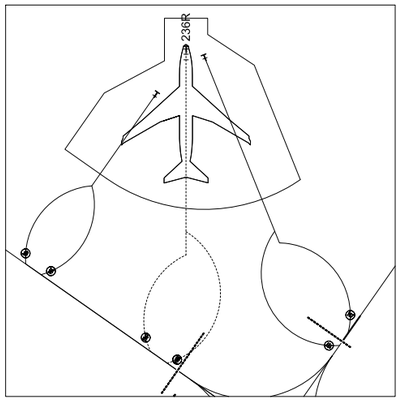


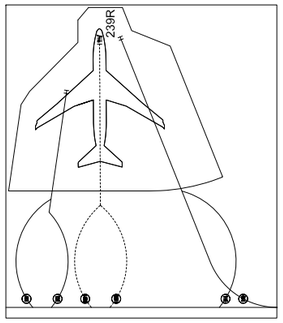


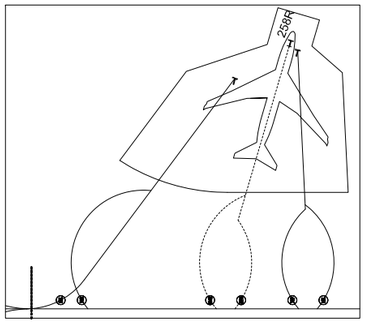


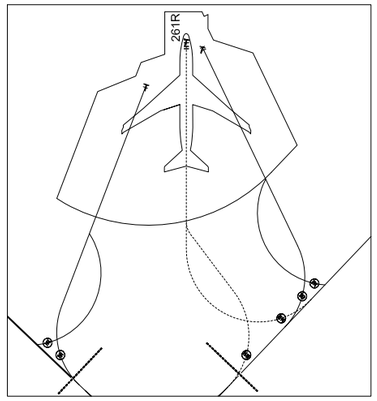


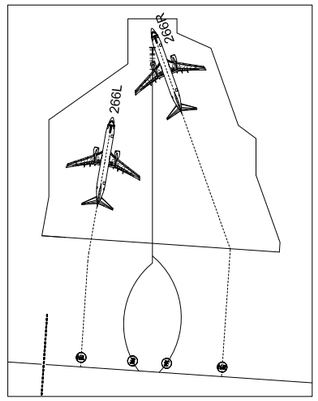
		INS COORDINATES FOR AIRCRAFT STANDS		
		WGS-84		ELEV(AMSL)
208	R	37°28'16.66"N	126°25'42.97"E	6 m
214	R	37°28'12.93"N	126°25'34.80"E	6 m
224	L	37°27'58.53"N	126°25'47.61"E	6 m
	R	37°27'58.43"N	126°25'49.33"E	6 m
231	L	37°27'53.63"N	126°25'52.33"E	6 m
	R	37°27'53.49"N	126°25'54.22"E	6 m
232	L	37°27'50.70"N	126°25'53.65"E	6 m
	R	37°27'50.51"N	126°25'55.53"E	6 m
236	R	37°27'42.18"N	126°26'00.21"E	6 m
239	R	37°27'43.60"N	126°26'03.66"E	6 m
258	R	37°27'57.53"N	126°26'28.40"E	6 m
261	R	37°27'59.96"N	126°26'30.72"E	6 m
266	L	37°28'06.75"N	126°26'24.13"E	6 m
	R	37°28'06.14"N	126°26'22.44"E	6 m
267	L	37°28'08.58"N	126°26'21.11"E	6 m
	R	37°28'08.28"N	126°26'19.65"E	6 m
268	L	37°28'10.56"N	126°26'18.63"E	6 m
	R	37°28'10.51"N	126°26'17.04"E	6 m
275	L	37°28'13.60"N	126°26'16.27"E	6 m
	R	37°28'21.95"N	126°26'14.76"E	6 m
283	R	37°28'29.09"N	126°26'02.85"E	6 m
290	R	37°28'23.04"N	126°25'55.01"E	6 m

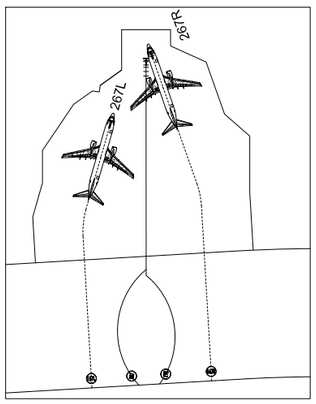


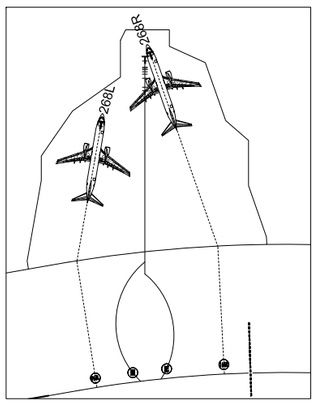


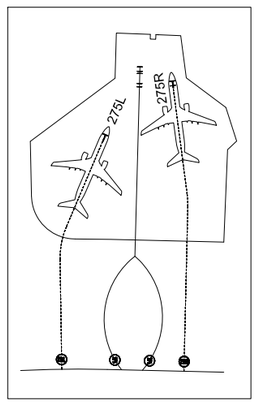


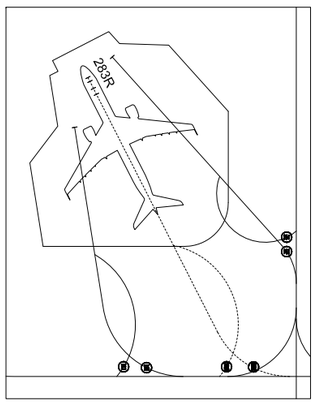


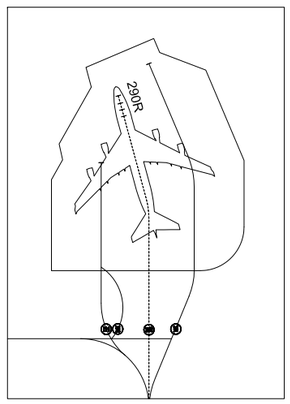












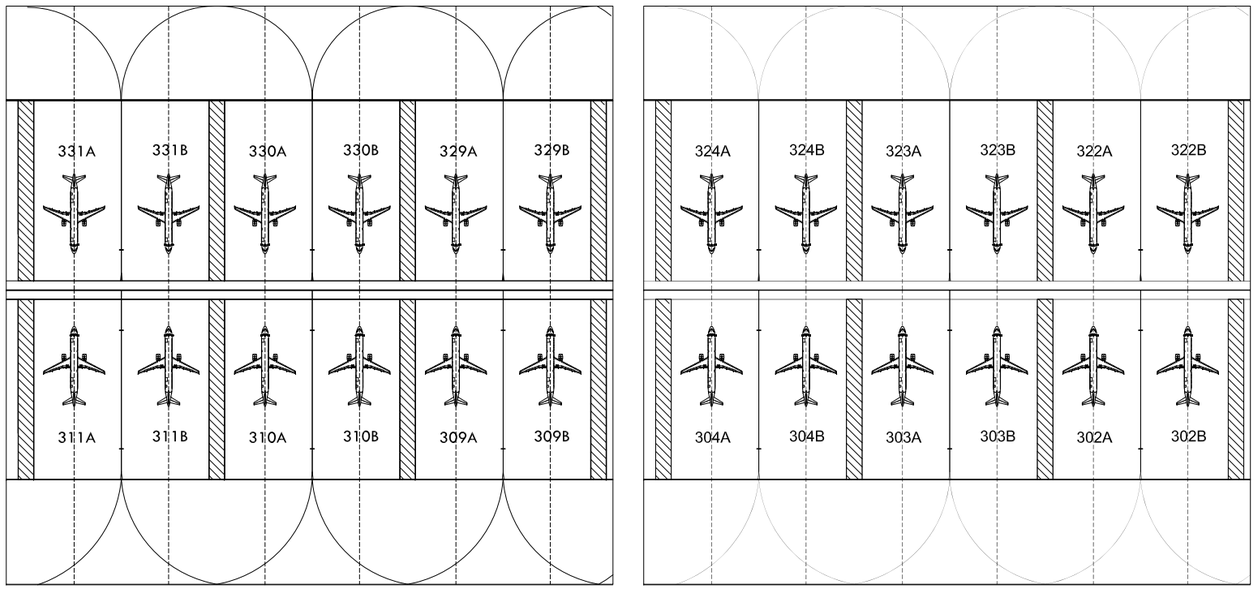
Stand NR.	Availability
224L/R, 231L/R, 232L/R, 266L/R, 267L/R, 268L/R, 275L/R	Available for aircraft up to "C" code.
208R, 214R, 283R, 290R	Available for aircraft up to "E" code.
236R, 239R, 258R, 261R	Available for aircraft up to "F" code.
For details, please contact to confirm with "the Apron Magt. Unit" at the telephone number 82-32-741-2991.	

Note.
"B": Refer to Annex 14 to the Convention on International Civil Aviation, Volume I, Chapter 1, Table 1-1"Aerodrome reference code".

Code letter	Wing span
E	52 m up to but not including 65 m
D	36 m up to but not including 52 m
C	24 m up to but not including 36 m
B	15 m up to but not including 24 m

Change : Information of lead in·lead out line.

Multiple use stands operation



		INS COORDINATES FOR AIRCRAFT STANDS		
		WGS-84		ELEV(AMSL)
302	A	37°27'39.66"N	126°26'46.39"E	5 m
	B	37°27'40.65"N	126°26'48.14"E	5 m
303	A	37°27'37.67"N	126°26'42.86"E	5 m
	B	37°27'38.66"N	126°26'44.61"E	5 m
304	A	37°27'35.68"N	126°26'39.34"E	5 m
	B	37°27'36.66"N	126°26'41.08"E	5 m
309	A	37°27'27.02"N	126°26'24.02"E	5 m
	B	37°27'28.00"N	126°26'25.77"E	5 m
310	A	37°27'25.03"N	126°26'20.50"E	5 m
	B	37°27'26.02"N	126°26'22.25"E	5 m
311	A	37°27'23.03"N	126°26'16.97"E	5 m
	B	37°27'24.02"N	126°26'18.72"E	5 m
322	A	37°27'40.96"N	126°26'45.24"E	5 m
	B	37°27'41.94"N	126°26'46.99"E	5 m
323	A	37°27'38.96"N	126°26'41.72"E	5 m
	B	37°27'39.95"N	126°26'43.46"E	5 m
324	A	37°27'36.97"N	126°26'38.19"E	5 m
	B	37°27'37.95"N	126°26'39.93"E	5 m
329	A	37°27'28.31"N	126°26'22.88"E	5 m
	B	37°27'29.30"N	126°26'24.62"E	5 m
330	A	37°27'26.32"N	126°26'19.35"E	5 m
	B	37°27'27.31"N	126°26'21.10"E	5 m
331	A	37°27'24.33"N	126°26'15.82"E	5 m
	B	37°27'25.31"N	126°26'17.57"E	5 m

Stand NR.	Availability
302A/B, 303A/B, 304A/B, 309A/B, 310A/B, 311A/B, 322A/B, 323A/B, 324A/B, 329A/B, 330A/B, 331A/B	Available for aircraft up to "C" code.
For details, please contact to confirm with "the Apron Magt. Unit" at the telephone number 82-32-741-2991.	

Note.
"B": Refer to Annex 14 to the Convention on International Civil Aviation, Volume I, Chapter 1, Table 1-1"Aerodrome reference code".

Code letter	Wing span
E	52 m up to but not including 65 m
D	36 m up to but not including 52 m
C	24 m up to but not including 36 m
B	15 m up to but not including 24 m

Change : Information of lead in·lead out line.

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **6** m

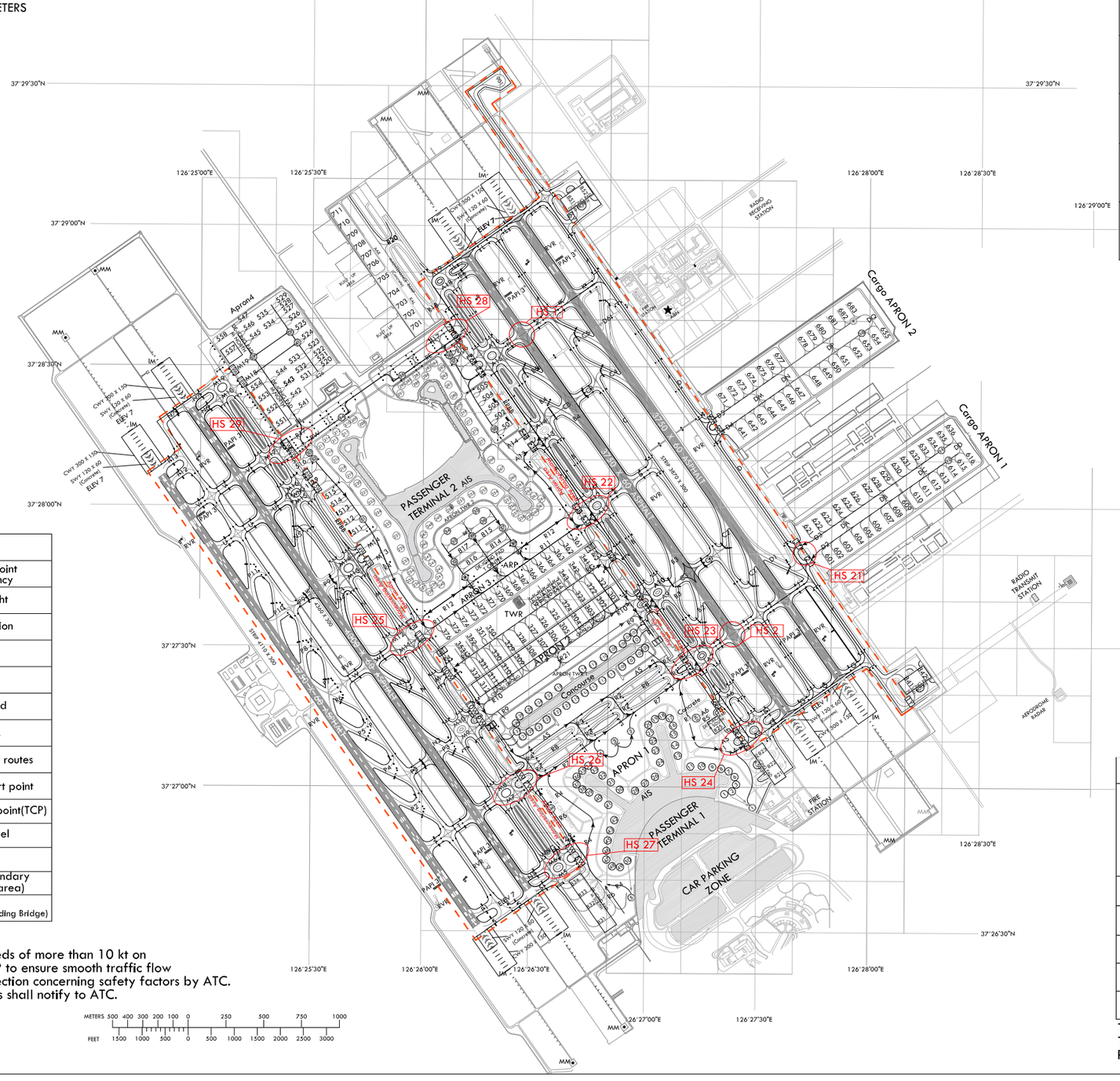
TWR	118.2(E)	118.8(W)	
GND	121.75(E)	121.7(W)	
APRON	121.65	122.175	123.675
	121.8	123.325	129.725

SEOUL / Incheon Intl
RWY 15L/R, 33L/R DEPARTURE

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2020

ANNUAL RATE OF CHANGE
6' W



LEGEND	
WNG 112.9	VOR check-point and frequency
• • •	Stop-bar light
54R	Holding position
R4	Taxi lane
50	Gate
301	Remote stand
→	Taxi routes
→	De-icing pad taxi routes
3	Powered taxi-start point
1E	Transfer of control point(TCP)
	Open channel
	Hot spot
	ATC service boundary (Maneuvering area)
	RPBB (Remote Passenger Boarding Bridge)

Note
All aeroplane will taxi at speeds of more than 10 kt on Taxiways A, B, C, D, M, N or P to ensure smooth traffic flow unless there is exceptional direction concerning safety factors by ATC. And if it is impracticable, pilots shall notify to ATC.

HS 1	AIRCRAFT TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33L WITHOUT ATC AUTHORIZATION.
HS 2	AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 15R WITHOUT ATC AUTHORIZATION.
HS 21~23, 25, 26	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).
HS 24, 27	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER). AND DO NOT MOVE WHEN SAFETY DISTANCE IS NOT ASSURED.
HS 28, 29	USE CAUTION OF CONFUSION OF TAXIWAYS. **TAXILANE RW & RE ARE NOT COMPLIANT WITH CODE D, E, F AIRCRAFT.** USE CAUTION OF VEHICLE AROUND GSE ROADS INTERSECTION AREAS(RE-R1, RW-R4).

Note 1
When non-standard taxi routes are applicable, Incheon APRON will issue transition taxi instructions one to another taxilane in APRON 2, APRON 3, APRON 4 and Cargo APRONs.

Note 2
Aircraft shall not taxi into maneuvering area without clearance from Incheon Tower or Ground.

CAUTION
Taxilane RE & RW can only be used by Code C aircraft or smaller(maximum wingspan 36 m).

		SURFACE	WIDTH	STRENGTH
APRON	Apron 1, Cargo Apron 1, Maintenanace Apron	Concrete	-	PCR 1 300/R/B/X/T
	Apron 2, Cargo Apron 2			PCR 1 160/R/B/X/T
	Apron 3			PCR 1 400/R/B/X/T
	Apron 4			PCR 1 510/R/B/X/T
TWY A, D		Concrete	30 m Shoulder : 15 m - Paved : 12 m - Turfed : 3 m	PCR 1 300/R/B/X/T
TWY B, C		Asphalt		PCR 1 610/F/B/X/T
TWY M		Concrete	30 m Shoulder : 15 m - Paved : 15 m	PCR 1 160/R/B/X/T
TWY N		Asphalt		PCR 1 290/F/B/X/T
TWY P		Asphalt		PCR 1 370/F/B/X/T

Taxiway edge lights on all taxiways curve area
Taxiway center line lights on all taxiways
PAX Terminal and Concourse A VDGS equipped

Change : Information of strength(PCN → PCR) for apron, TWY and Withdrawal of stop-bar lights(TWYs S, N1, N6, N7).

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **6** m

TWR	118.2(E)	118.8(W)	
GND	121.75(E)	121.7(W)	
APRON	121.65	122.175	123.675
	121.8	123.325	129.725

SEOUL / Incheon Intl
RWY 15L/R, 33L/R ARRIVAL

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2020

ANNUAL RATE OF CHANGE
6' W

HS 1	AIRCRAFT TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33L WITHOUT ATC AUTHORIZATION.
HS 2	AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 15R WITHOUT ATC AUTHORIZATION.
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Note 1
All aeroplane will taxi at speeds of more than 10 kt on Taxiways A, B, C, D, M, N or P to ensure smooth traffic flow unless there is exceptional direction concerning safety factors by ATC. And if it is impracticable, pilots shall notify to ATC.

Note 2
When non-standard taxi routes are applicable,
Incheon APRON will issue transition taxi instructions one to another taxilane in APRON 2, APRON 3, APRON 4 and Cargo APRONs.

CAUTION 1
For Gate 11 and 42, pilots needs to pay extra caution to follow the lead lines, which may require more than two turns.

CAUTION 2
Taxilane RE & RW can only be used by Code C aircraft or smaller (maximum wingspan 36 m).

LEGEND	
WNG 112.9	VOR check-point and frequency
• • •	Stop-bar light
54R	Holding position
R4	Taxi lane
50	Gate
301	Remote stand
→	Taxi routes
→	Alternate Taxi routes
1E	Transfer of control point(TCP)
	Open channel
	Hot spot
	ATC service boundary (Maneuvering area)
	RPBB (Remote Passenger Boarding Bridge)

		SURFACE	WIDTH	STRENGTH
APRON	Apron 1, Cargo Apron 1, Maintenanace Apron	Concrete	-	PCR 1 300/R/B/X/T
	Apron 2, Cargo Apron 2			PCR 1 160/R/B/X/T
	Apron 3			PCR 1 400/R/B/X/T
	Apron 4			PCR 1 510/R/B/X/T
TWY A, D		Concrete	30 m Shoulder : 15 m - Paved : 12 m - Turfed : 3 m	PCR 1 300/R/B/X/T
TWY B, C		Asphalt		PCR 1 610/F/B/X/T
TWY M		Concrete	30 m Shoulder : 15 m - Paved : 15 m	PCR 1 160/R/B/X/T
TWY N		Asphalt		PCR 1 290/F/B/X/T
TWY P		Asphalt		PCR 1 370/F/B/X/T

Taxiway edge lights on all taxiways curve area
Taxiway center line lights on all taxiways
PAX Terminal and Concourse A VDGS equipped

Change : Information of strength(PCN → PCR) for apron, TWY and Withdrawal of stop-bar lights(TWYs S, N1, N6, N7).

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **6** m

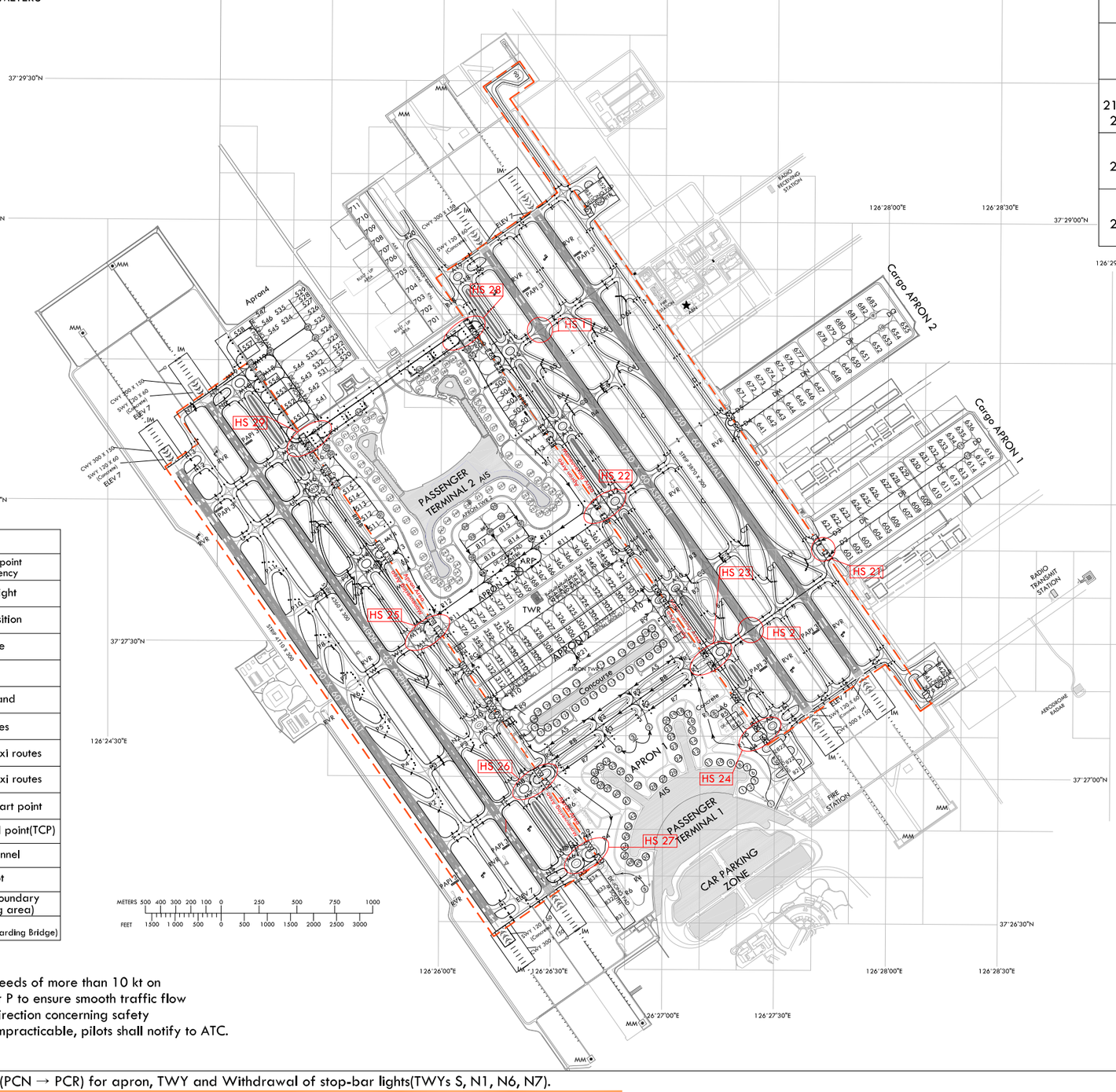
TWR	118.2(E)	118.8(W)	
GND	121.75(E)	121.7(W)	
APRON	121.65	122.175	123.675
	121.8	123.325	129.725

SEOUL / Incheon Intl
RWY 16L/R, 34L/R DEPARTURE

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2020

ANNUAL RATE OF CHANGE
6' W



LEGEND	
WNG 112.9	VOR check-point and frequency
● ● ●	Stop-bar light
54R	Holding position
R4	Taxi lane
50	Gate
301	Remote stand
→	Taxi routes
→	De-icing pad taxi routes
→	Alternate Taxi routes
3	Powered taxi-start point
1E	Transfer of control point(TCP)
	Open channel
	Hot spot
	ATC service boundary (Maneuvering area)
	RPBB (Remote Passenger Boarding Bridge)

Note
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HS 2	AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 15R WITHOUT ATC AUTHORIZATION.
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HS 24, 27	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER). AND DO NOT MOVE WHEN SAFETY DISTANCE IS NOT ASSURED.
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		SURFACE	WIDTH	STRENGTH
APRON	Apron 1, Cargo Apron 1, Maintenanace Apron	Concrete	-	PCR 1 300/R/B/X/T
	Apron 2, Cargo Apron 2			PCR 1 160/R/B/X/T
	Apron 3			PCR 1 400/R/B/X/T
	Apron 4			PCR 1 510/R/B/X/T
TWY A, D		Concrete	30 m Shoulder : 15 m - Paved : 12 m - Turfed : 3 m	PCR 1 300/R/B/X/T
TWY B, C		Asphalt		PCR 1 610/F/B/X/T
TWY M		Concrete	30 m Shoulder : 15 m - Paved : 15 m	PCR 1 160/R/B/X/T
TWY N		Asphalt		PCR 1 290/F/B/X/T
TWY P		Asphalt		PCR 1 370/F/B/X/T

Taxiway edge lights on all taxiways curve area
Taxiway center line lights on all taxiways
PAX Terminal and Concourse A VDGS equipped

Change : Information of strength(PCN → PCR) for apron, TWY and Withdrawal of stop-bar lights(TWYs S, N1, N6, N7).

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **6** m

TWR	118.2(E)	118.8(W)	
GND	121.75(E)	121.7(W)	
APRON	121.65	122.175	123.675
	121.8	123.325	129.725

SEOUL / Incheon Intl
RWY 16L/R, 34L/R ARRIVAL

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2020

ANNUAL RATE OF CHANGE
6' W

HS 1	AIRCRAFT TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33L WITHOUT ATC AUTHORIZATION.
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HS 21~23, 25, 26	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).
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Note 1
All aeroplane will taxi at speeds of more than 10 kt on Taxiways A, B, C, D, M, N or P to ensure smooth traffic flow unless there is exceptional direction concerning safety factors by ATC. And if it is impracticable, pilots shall notify to ATC.

Note 2
When non-standard taxi routes are applicable, Incheon APRON will issue transition taxi instructions one to another taxilane in APRON 2, APRON 3, APRON 4 and Cargo APRONs.

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CAUTION 2
Taxilane RE & RW can only be used by Code C aircraft or smaller (maximum wingspan 36 m).

LEGEND	
WNG 112.9	VOR check-point and frequency
● ● ●	Stop-bar light
54R	Holding position
R4	Taxi lane
50	Gate
301	Remote stand
→	Taxi routes
- →	Alternate taxi routes
1E	Transfer of control point(TCP)
	Open channel
	Hot spot
	ATC service boundary (Maneuvering Area)
	RPBB (Remote Passenger Boarding Bridge)

		SURFACE	WIDTH	STRENGTH
APRON	Apron 1, Cargo Apron 1, Maintenanace Apron	Concrete	-	PCR 1 300/R/B/X/T
APRON	Apron 2, Cargo Apron 2	Concrete	-	PCR 1 160/R/B/X/T
APRON	Apron 3	Concrete	-	PCR 1 400/R/B/X/T
APRON	Apron 4	Concrete	-	PCR 1 510/R/B/X/T
TWY A, D		Concrete	30 m Shoulder : 15 m - Paved : 12 m - Turfed : 3 m	PCR 1 300/R/B/X/T
TWY B, C		Asphalt	30 m Shoulder : 15 m - Paved : 12 m - Turfed : 3 m	PCR 1 610/F/B/X/T
TWY M		Concrete	30 m Shoulder : 15 m - Paved : 15 m	PCR 1 160/R/B/X/T
TWY N		Asphalt	30 m Shoulder : 15 m - Paved : 15 m	PCR 1 290/F/B/X/T
TWY P		Asphalt	30 m Shoulder : 15 m - Paved : 15 m	PCR 1 370/F/B/X/T

Taxiway edge lights on all taxiways curve area
Taxiway center line lights on all taxiways
PAX Terminal and Concourse A VDGS equipped

METERS 500 400 300 200 100 0 250 500 750 1000
FEET 1500 1000 500 0 500 1000 1500 2000 2500 3000

Change : Information of strength(PCN → PCR) for apron, TWY and Withdrawal of stop-bar lights(TWYs S, N1, N6, N7).

RKSS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKSS - SEOUL / GIMPO International

RKSS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	373325N 1264751E 328° / 1 327 m from THR 32R
2	Direction and distance from city	275°, 16 km from Seoul City Hall
3	Elevation/Reference temperature	18 m / 31.8 °C
4	Geoid undulation at the AD ELEV PSN	23 m
5	MAG VAR/Annual change	9° W (2020) / 0.093° increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	Korea Airports Corporation(Gimpo International Airport) 76, Haneul-gil, Gangseo-gu, Seoul, 07505, Republic of Korea TEL : +82-2-2660-4218, 2566~7 Telefax : +82-2-2660-2842, 2575 AFS : RKSSZPZX
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKSS AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2100-1400 UTC*
2	Customs and Immigration	HO
3	Health and Sanitation	HO
4	AIS Briefing Office	H24
5	ATS Reporting Office	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	H24
12	Remarks	* Take-off and landing is restricted from 1400 UTC to 2100 UTC due to noise abatement, except the conditions described in RKSS AD 2.21 item 1.1 and 1.2.

RKSS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	All modern facilities
2	Fuel/oil types	Fuel : Aviation Turbin Fuel (Jet A-1) Aviation Gasolin (AV-gas 100LL) Oil : Turbo Oil 2 380/2 389, Jet Oil 254
3	Fuelling facilities/capacity	Jet A-1 available by hydrant refueling on passenger, remote, cargo apron, at rate of 1 000 gpm. 10 aircraft can be fueled simultaneously, total amount of storage is 35 771 000 L. No limitations at any time service available.
4	De-icing facilities	Available (Refer to Aircraft Parking / Docking Chart)
5	Hangar space for visiting aircraft	Business aircraft hangar : 4 for code letter "C" aircraft
6	Repair facilities for visiting aircraft	Major and minor repairs by arrangement
7	Remarks	NIL

RKSS AD 2.5 PASSENGER FACILITIES

1	Hotels	In Seoul city
2	Restaurants	At AD and in the city
3	Transportation	Buses, taxis, subway and rental cars from the AD
4	Medical facilities	a. Ambulance service available b. Hospitals near the AD within 18 km
5	Bank and Post Office	Available at AD
6	Tourist Office	Available at AD
7	Remarks	https://www.airport.co.kr/gimpo/

RKSS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	AD Category for fire fighting : CAT 10
2	Rescue equipment	a. 2 ARFF* vehicles : A capacity of 12 000 L water(each), 1 500 L AFFF**(each), Foam discharge rate 6 000 L/min (each), with dry chemical powder 250 kg(each) b. 1 ARFF* vehicle : 15 000 L water, 2 200 L AFFF**, Foam discharge rate 6 000 L/min, with dry chemical powder 250 kg c. 1 ARFF* vehicle : 11 000 L water, 1 400 L AFFF**, Foam discharge rate 6 000 L/min, with dry chemical powder 250 kg d. 1 Supplementary water tank truck : capacity 12 000 L e. 1 Rescue vehicle f. 1 Ambulance g. 1 Commanding vehicle * ARFF (Aircraft Rescue and Fire Fighting) ** AFFF (Aqueous Film Forming Foam)
3	Capability for removal of disabled aircraft	a. Specialized aircraft recovery equipment available for up to B747-8 size aircraft. b. 1 & 3 pole recovery jacks, 470 ton mobile crane including other accessory equipment can be provided by airlines and agencies. c. Korea airports Corporation is the coordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (TEL : 82-2-2660-4217)
4	Remarks	Aviation Fire-Fighting training facility a. Location - 389-9 Sangya dong Gyeyang-gu Incheon - 400 m from the airport boundary close to the beginning tip of RWY 14R b. Plottage 8 947 m^2 c. Two model aircraft for training

RKSS AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Type of clearing equipment	a. 5 Towed runway jet sweepers(working width : about 8.0 m) b. 7 Compact runway jet sweepers(working width : about 5.6 m) c. 2 Snow blowers(working width : about 2.5 m) d. 3 Dry material spreaders e. 1 Liquid material spreader
2	Clearance priorities	a. First 1) RWY 14R/32L and 14L/32R 2) Rapid exit taxiways(C1, E1, C2) 3) TWYs(P, A, B1, B2, E2, G1, G2) 4) Apron taxilanes(RD, R, P1, P2, P3, P4) 5) De-icing Pad b. Second 1) Rapid exit taxiways(C3, D2, D3) 2) TWYs(D1, F1, F2) 3) Apron Taxilanes(P5, P6, N2, N3, S, W1, W2) 4) Aircraft stands
3	Remarks	Snow clearance information promulgated by SNOWTAM

Change : Information of clearance priorities(TWY P6).

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

1	Designation, surface and strength of aprons	Surface - East & Central : Asphalt or Concrete - North & West : Concrete Strength - East & Central : PCR 662/F/B/X/T - North : PCR 835/R/B/W/T - West : PCR 587/R/B/W/T
2	Designation, width, surface and strength of taxiways	Width - A, B2, C1 - C3, D2, D3, E1, E2, F2 : 35 m - B1, D1, G1, W1, W2, P : 30 m - F1 : 23 m - G2 : 40 m Surface : Asphalt or Concrete Strength - A, G2 : PCR 1 006/R/B/W/T - P : PCR 662/F/B/X/T (PCR 875/R/B/W/T : 1 096 m from SE TWY end/ 282 m from NW TWY end) - B1 : PCR 662/F/B/X/T (PCR 1 006/R/B/W/T : a partial of TWY, 270 m) - B2, C1, C2, C3, D1, D2, D3, E1, E2, F1, F2, G1, W1, W2 : PCR 1 006/F/B/X/T
3	Location and elevation of altimeter checkpoint	Central Apron : 16 m Other Aprons : 13 m
4	VOR check points	VOR : NIL
5	INS check points	INS : Refer to Aircraft Parking & Docking Chart
6	Remarks	NIL

RKSS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of Mode S transponder on the ground	
1.1	General	This system using Mode S transponder improves the accuracy and the reliability of the ground movement monitoring system.
1.2	ACFT equipped with Mode S transponder	ACFT operators shall ensure that Mode S transponders are able to operate when ACFT is on the ground.
1.2.1	Departing ACFT(Including ACFT that require de-icing)	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, AAR456) 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 STBY functions. - Set Mode A code assigned by ATC. Lining up - Select TA/RA.
1.2.2	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 STBY functions. - Maintain Mode A code assigned by ATC. When ACFT is stationary at the parking stand, select OFF or STBY.

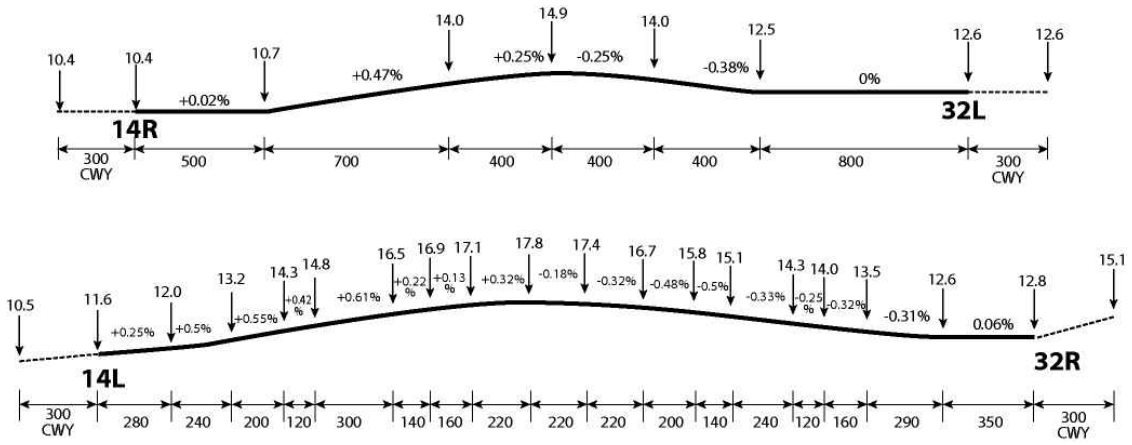
Change : Information of strength(PCN → PCR) for apron and TWY.

1.2.3	Other cases of taxiing ACFT (including towing 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 STBY function. Set Mode A code to 2000. - If unable, inform Gimpo APN on initial contact.
1.3	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 position and Mode A code assigned by ATC until parking stand. Other cases of taxiing ACFT : - Select A+C transponder in the ON position or its equivalent in relation to specifications of the installed model. - Do not select the OFF and STBY function. - Set Mode A code to 2000. Fully parked on stand - Select OFF or STBY position.
2	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	Taxiing guidance signs at all intersections with TWY, RWY and at all holding positions Guide lines at apron Nose-in guidance at aircraft stands Visual docking guidance system : NIL
3	RWY and TWY markings and LGTs	RWY - Lights RWY 14L/32R - Edge, THR, End, TDZ RWY 14R - Edge, THR, End, CL, TDZ RWY 32L - Edge, THR, End, CL - Marking RWY 14L/32R - Designation, THR, TDZ, Center Line, Side Strip, Aiming point marked RWY 14R/32L - Designation, THR, TDZ, Center Line, Side Strip, Aiming point marked TWY - Lights TWY edge lights - All TWY TWY CL lights - All TWY (except : W1, W2, Part of R(P1~NR 121) * TWY CL lights are not installed on the parts of the taxi routes crossing over RWY 14L/32R, but are installed only BTN TWY B1 and B2, TWY G1 and G2, TWY C1 and C2, TWY E1 and E2. - Marking TWY & taxilane centerline marked Holding positions at all TWY/RWY intersections marked
4	Stop bars	Refer to Aerodrome Ground Movement Chart
5	Remarks	NIL

RKSS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations Runway NR	True bearing	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
14R	135.00°	3 200 × 60	662/F/B/X/T Asphalt	373406.19N 1264631.60E 373252.83N 1264803.71E GUND 22.9 m	THR 10.4 m/34.1 ft TDZ 12.6 m/41.3 ft
32L	315.02°	3 200 × 60	662/F/B/X/T Asphalt	373252.83N 1264803.71E 373406.19N 1264631.60E GUND 22.9 m	THR 12.6 m/41.3 ft TDZ 12.9 m/42.3 ft
14L	135.01°	3 600 × 45	- 662/F/B/X/T Asphalt - 1 006/R/B/W/T Concrete (156 m from RWY THR)	373414.55N 1264641.80E 373251.89N 1264825.58E GUND 22.9 m	THR 11.6 m/38.0 ft TDZ 15.1 m/49.5 ft
32R	315.03°	3 600 × 45	- 662/F/B/X/T Asphalt - 1 006/R/B/W/T Concrete (151 m from RWY THR)	373251.89N 1264825.58E 373414.55N 1264641.80E GUND 23.0 m	THR 12.8 m/41.9 ft TDZ 13.8 m/45.2 ft

7. Slope of RWY-SWY



SWY dimensions(m)	CWY dimensions(m)	Strip dimensions(m)	RESA dimensions(m)	Location & description of arresting system	OFZ
8	9	10	11	12	13
NIL	300 × 300 300 × 300	3 320 × 300	259 × 150 250 × 150	NIL	Conforms to the standards specified in ANNEX 14, Chapter 4.
NIL	300 × 300 300 × 300	3 720 × 300	260 × 150 255 × 150	NIL	

14. Remarks

a. The surface of RWY 14R/32L and 14L/32R are grooved.
(Except 156 m from 14L RWY THR and 151 m from 32R RWY THR)

b. Due to each different level on RWY, ACFT may not be sighted on opposite ends of the RWY.

Change : Information of strength(PCN → PCR) for RWY.

RKSS AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
14L	3 600	3 900	3 600	3 600	Take-off from intersection with TWY G2
14L	3 144	3 444	3 144	-	Take-off from intersection with TWY F2
14L	2 775	3 075	2 775	-	Take-off from intersection with TWY E2
14L	2 010	2 310	2 010	-	Take-off from intersection with TWY D3
14L	2 010	2 310	2 010	-	Take-off from intersection with TWY D1
14L	1 824	2 124	1 824	-	Take-off from intersection with TWY D2
14L	1 190	1 490	1 190	-	Take-off from intersection with TWY C3
14L	1 190	1 490	1 190	-	Take-off from intersection with TWY C1
14L	1 000	1 300	1 000	-	Take-off from intersection with TWY C2
32R	3 600	3 900	3 600	3 600	Take-off from intersection with TWY A
32R	3 147	3 447	3 147	-	Take-off from intersection with TWY B2
32R	2 410	2 710	2 410	-	Take-off from intersection with TWY C2
32R	2 410	2 710	2 410	-	Take-off from intersection with TWY C1
32R	2 221	2 521	2 221	-	Take-off from intersection with TWY C3
32R	1 590	1 890	1 590	-	Take-off from intersection with TWY D2
32R	1 590	1 890	1 590	-	Take-off from intersection with TWY D1
32R	1 400	1 700	1 400	-	Take-off from intersection with TWY D3
32R	740	1 040	740	-	Take-off from intersection with TWY E1
14R	3 200	3 500	3 200	3 200	Take-off from intersection with TWY G1
14R	1 983	2 283	1 983	-	Take-off from intersection with TWY E1
14R	1 610	1 910	1 610	-	Take-off from intersection with TWY D1
14R	1 200	1 500	1 200	-	Take-off from intersection with TWY W2
14R	920	1 220	920	-	Take-off from intersection with TWY C1
14R	800	1 100	800	-	Take-off from intersection with TWY W1
32L	3 200	3 500	3 200	3 200	Take-off from intersection with TWY B1
32L	2 400	2 700	2 400	-	Take-off from intersection with TWY W1
32L	2 000	2 300	2 000	-	Take-off from intersection with TWY C1
32L	2 000	2 300	2 000	-	Take-off from intersection with TWY W2
32L	1 590	1 890	1 590	-	Take-off from intersection with TWY D1
32L	914	1 214	914	-	Take-off from intersection with TWY E1

RKSS AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	APCH LGT type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Center Line LGT Length,Spacing Colour, INTST	RWY edge LGT LEN,Spacing Colour INTST	RWY End LGT Colour WBAR	SWY LGT LEN(m) Colour	Remarks
1	2	3	4	5	6	7	8	9	10
32R	ALSF-II 900 m LIH	Green -	PAPI Left/3° (67.6 ft)	900 m	NIL	3 600 m 60 m White/Yellow LIH	Red -	NIL	NIL
14L	ALSF-II 900 m LIH	Green -	PAPI Left/3° (71.9 ft)	900 m	NIL	3 600 m 60 m White/Yellow LIH	Red -	NIL	NIL
32L	ALSF-I 750 m LIH	Green -	PAPI Left/3° (64.3 ft)	NIL	3 200 m 15 m White/Red LIH	3 200 m 60 m White/Yellow LIH	Red -	NIL	NIL
14R	ALSF-II 900 m LIH	Green -	PAPI Left/3° (64.3 ft)	900 m	3 200 m 15 m White/Red LIH	3 200 m 60 m White/Yellow LIH	Red -	NIL	NIL

RKSS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At APN TWR FLG W&G EV 2.5 SEC IBN : NIL H24
2	LDI location and lighting Anemometer location and lighting	LDI : NIL Anemometer : NIL
3	TWY edge and center line lighting	Edge : All TWY Center line : All TWY (except : W1, W2, Part of R(P1~NR. 121)) * TWY CL lights are not installed on the parts of the taxi routes crossing over RWY 14L/32R, but are installed only BTN TWY B1 and B2, TWY G1 and G2, TWY C1 and C2, TWY E1 and E2.
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

RKSS AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	H3 : 373321.30N 1264713.69E H4 : 373302.36N 1264737.39E
2	TLOF and/or FATO elevation	H3 : 9.897 m(32.470 ft) H4 : 9.971 m(32.713 ft)
3	TLOF and FATO area dimensions, surface, strength, marking	H3, H4 : Rectangle 25.4 x 25.4 m, concrete PCR 587/R/B/W/T, white edges and white letter H
4	True and MAG BRG of FATO	H3, H4 : 135/315° GEO, 144/324° MAG Direction of H3 : 135° GEO, 144° MAG Direction of H4 : 315° GEO, 324° MAG
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	As directed by ATC

RKSS AD 2.17 ATS AIRSPACE

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

Change : Information of strength(PCN → PCR) for helicopter landing area.

RKSS AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	Gimpo Tower	118.1 MHz* 118.05 MHz** 240.9 MHz*	H24	NIL
GND	Gimpo Ground	121.9 MHz* 121.95 MHz**	H24	NIL
APN	Gimpo Apron	130.875 MHz(PRIMARY)* 131.325 MHz* 129.525 MHz** 131.375 MHz**	H24	NIL
De-icing	Gimpo De-icing	131.175MHz	H24	When De-icing, refer to RKSS AD 2-13(De-icing operations)
Delivery	Gimpo Delivery	121.975 MHz**	H24	Digital PDC service Available
ATIS	Gimpo INTL Airport	126.4 MHz** 317.8 MHz*	H24	1. Digital ATIS service Available 2. ATIS telephone service Available (Refer to RKSS AD 2-31 for detail)
APP	Seoul Approach	119.05 MHz** 119.75 MHz** 119.1 MHz* 124.7 MHz* 120.8 MHz** 121.35 MHz* 124.2 MHz** 293.3 MHz**	H24	NIL
VFR		123.25 MHz** 123.8 MHz* 363.8 MHz* 305.7 MHz*		
DEP	Seoul Departure	121.4 MHz** 124.8 MHz* 125.15 MHz** 353.2 MHz*	H24	NIL
EMERG		121.5 MHz* 243.0 MHz**	H24	NIL

Scheduled Inspection Time

* : Every 1st THU(1500-2000 UTC) of the month
** : Every 3rd THU(1500-2000 UTC) of the month

RKSS 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)	KIP	113.60 MHz (CH 83X)	H24	373327.1N 1264731.3E	30 m	**VOR/DME unusable** RDL 331 clockwise RDL 360, RDL 001 clockwise RDL 099 not flight checked RDL 270 clockwise RDL 278 beyond 15 NM below 3 500 ft AMSL RDL 290 clockwise RDL 310 beyond 15 NM due to RK P518 RDL 311 clockwise RDL 330 beyond 12 NM due to RK P518 **Scheduled Inspection time :** Every 2nd TUE(1500-1800 UTC) of the month
LOC 14R (9° W/2020) ILS CAT II/III (9° W/2020)	IOFR	108.70 MHz	H24	373245.5N 1264812.9E	-	RWY 14R LOC unusable beyond 12 NM FM GP-DME and beyond 10° Left side of the course not flight check due to RK P518
GP 14R	-	330.5 MHz	H24	373401.8N 1264644.0E	-	**Scheduled Inspection time :** Every 1st THU(1400-1900 UTC) of the month
DME 14R	IOFR	985 MHz (CH 24X)	H24	373401.9N 1264644.2E	30 m	
IM 14R	-	75 MHz	H24	373413.7N 1264622.1E		

AERODROME CHART - ICAO

37°33'25"N
126°47'51"E

ELEV **18** m

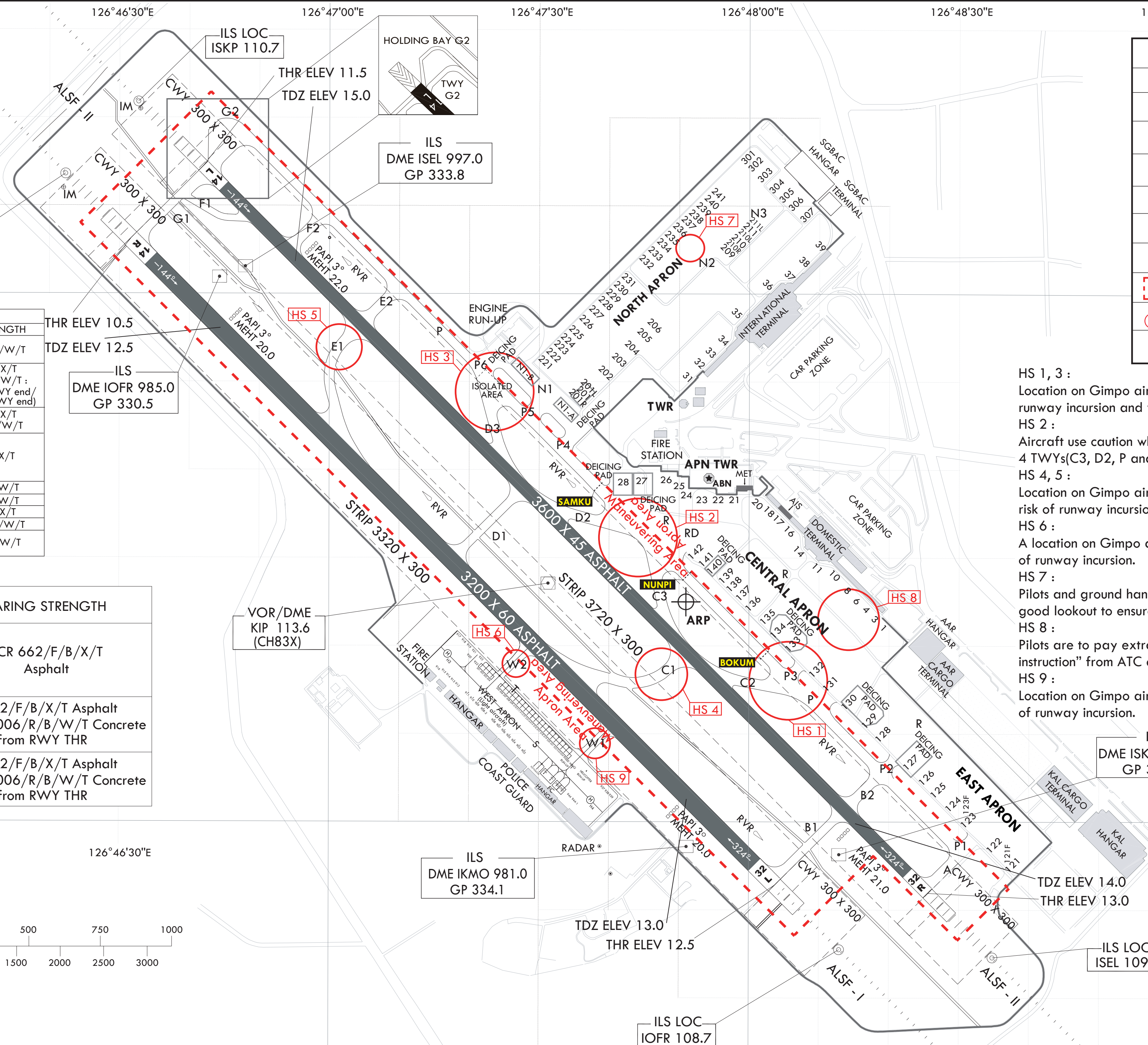
TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

SEOUL / Gimpo INTL

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2020

ANNUAL RATE OF CHANGE
6' W



TWY WIDTH AND BEARING STRENGTH

DESIGNATION	SURFACE	WIDTH	BEARING STRENGTH
A	Concrete	35 m	PCR 1 006/R/B/W/T
G2		40 m	
P	Asphalt & Concrete	30 m	PCR 662/F/B/X/T (PCR 875/R/B/W/T : 1 096 m from SE TWY end/ 282 m from NW TWY end)
B1		30 m	PCR 662/F/B/X/T PCR 1 006/R/B/W/T
D1, G1, W1, W2	Asphalt	30 m	PCR 662/F/B/X/T
F1		23 m	
B2, C1, C2, C3, D2, D3, E1, E2, F2		35 m	
S, T	Concrete	NIL	PCR 587/R/B/W/T
R, RD	Concrete	NIL	PCR 875/R/B/W/T
P1	Asphalt	NIL	PCR 662/F/B/X/T
P2, P3	Concrete	NIL	PCR 1 006/R/B/W/T
P4, P5, P6, N1, N2, N3	Concrete	NIL	PCR 835/R/B/W/T

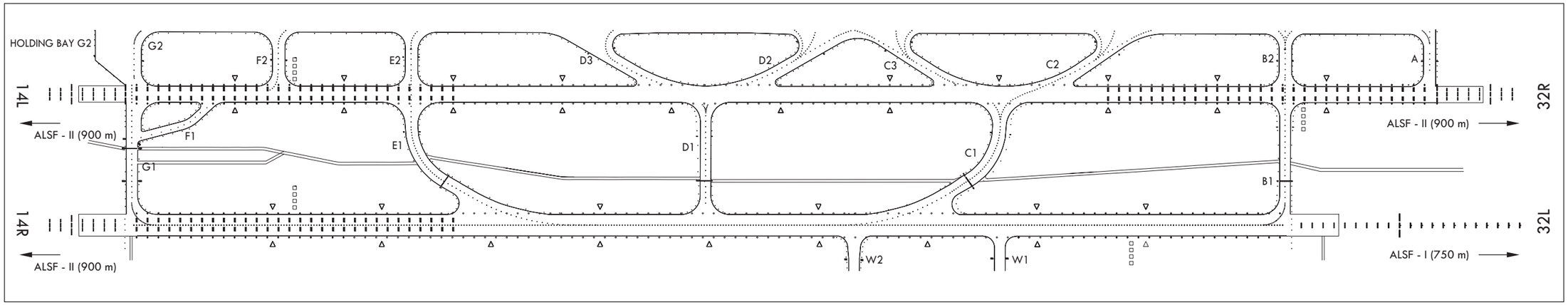
RWY	DIRECTION (MAGNETIC)	THR	BEARING STRENGTH
14R	144°	37°34'06"N 126°46'32"E	PCR 662/F/B/X/T Asphalt
32L	324°	37°32'53"N 126°48'04"E	
14L	144°	37°34'15"N 126°46'42"E	- PCR 662/F/B/X/T Asphalt - PCR 1 006/R/B/W/T Concrete 156 m from RWY THR
32R	324°	37°32'52"N 126°48'26"E	- PCR 662/F/B/X/T Asphalt - PCR 1 006/R/B/W/T Concrete 151 m from RWY THR

LEGEND	
● ● ●	Stop-bar
	Runway holding position
- - - - - -	Intermediate holding position
→	Taxi routes
P4	Taxiway
16	Aircraft stand
	ATC service boundary (Maneuvering Area)
HS 1	Hot spot with ident
H	Helicopter landing and take off area

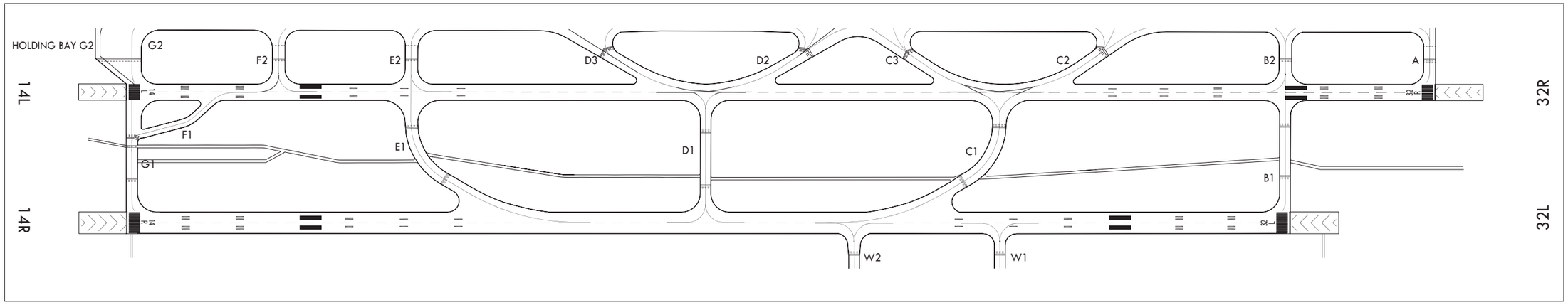
HS 1, 3 :
Location on Gimpo airport movement area with a potential risk of runway incursion and where aircrafts are frequently encountered.
HS 2 :
Aircraft use caution when passing by this point that 4 TWYs(C3, D2, P and R) are intersecting.
HS 4, 5 :
Location on Gimpo airport movement area with a potential risk of runway incursion.
HS 6 :
A location on Gimpo airport movement area with a history of runway incursion.
HS 7 :
Pilots and ground handlers for towing aircraft shall maintain a good lookout to ensure sufficient wing tip clearance.
HS 8 :
Pilots are to pay extra caution when they have "hold short instruction" from ATC and to ensure sufficient wing tip clearance.
HS 9 :
Location on Gimpo airport movement area with a potential risk of runway incursion.

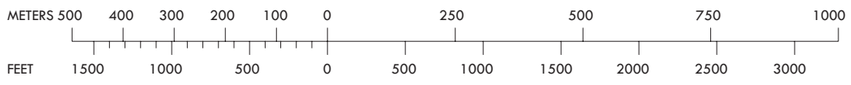
Change : Information of strength(PCN → PCR) for RWY and TWY.

LIGHTING AIDS RWY 14R/32L AND 14L/32R AND EXIT TWY



MARKING AIDS RWY 14R/32L AND 14L/32R AND EXIT TWY





AIRCRAFT PARKING/ DOCKING CHART - ICAO

SEOUL / Gimpo INTL

APRON ELEV	
Central Apron	**16** m
The Other	**13** m

TWR	118.1
GND	121.9
APN	130.875

HS 1, 3 :
Location on Gimpo airport movement area with a potential risk of runway incursion and where aircrafts are frequently encountered.
HS 2 :
Aircraft use caution when passing by this point that 4 TWYs(C3, D2, P and R) are intersecting.
HS 4, 5 :
Location on Gimpo airport movement area with a potential risk of runway incursion.
HS 6 :
A location on Gimpo airport movement area with a history of runway incursion.
HS 7 :
Pilots and ground handlers for towing aircraft shall maintain a good lookout to ensure sufficient wing tip clearance.
HS 8 :
Pilots are to pay extra caution when they have "hold short instruction" from ATC and to ensure sufficient wing tip clearance.
HS 9 :
Location on Gimpo airport movement area with a potential risk of runway incursion.

TWY WIDTH AND BEARING STRENGTH		
DESIGNATION	WIDTH	BEARING STRENGTH
APRON (East, Central)	NIL	PCR 662/F/B/X/T
APRON (North)		PCR 835/R/B/W/T
APRON (West)		PCR 587/R/B/W/T
A	35 m	PCR 1 006/R/B/W/T
G2	40 m	
P	30 m	PCR 662/F/B/X/T (PCR 875/R/B/W/T : 1 096 m from SE TWY end/ 282 m from NW TWY end)
B1	30 m	PCR 662/F/B/X/T PCR 1 006/R/B/W/T
D1, G1, W1, W2	30 m	PCR 662/F/B/X/T
F1	23 m	
B2, C1, C2, C3, D2, D3, E1, E2, F2	35 m	
S, T	NIL	PCR 587/R/B/W/T
R, RD	NIL	PCR 875/R/B/W/T
P1	NIL	PCR 662/F/B/X/T
P2, P3	NIL	PCR 1 006/R/B/W/T
P4, P5, P6, N1, N2, N3	NIL	PCR 835/R/B/W/T

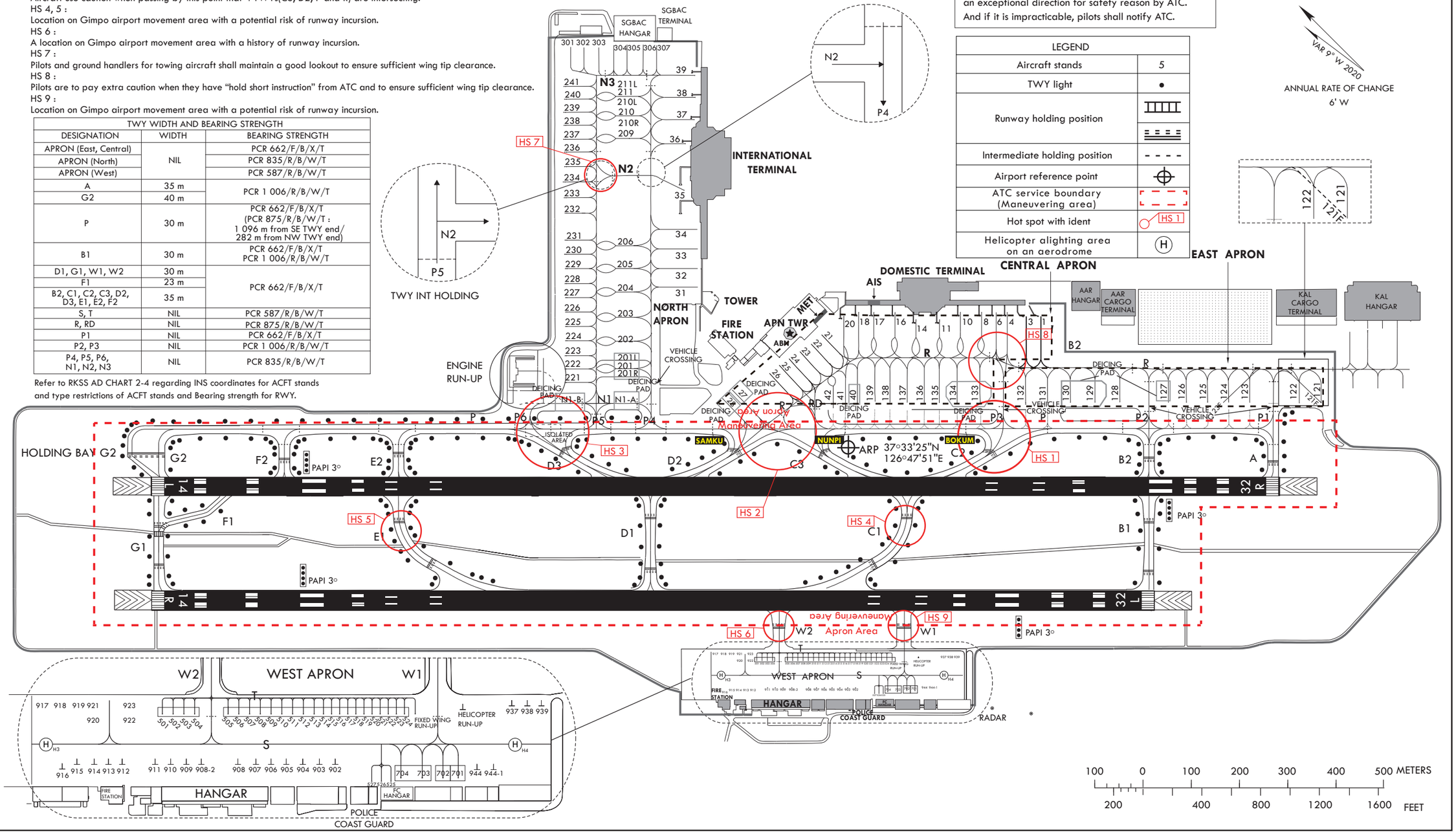
Refer to RKSS AD CHART 2-4 regarding INS coordinates for ACFT stands and type restrictions of ACFT stands and Bearing strength for RWY.

Note 1
All aircraft should taxi at speeds of more than 10 kt on taxiway P to ensure smooth traffic flow unless there is an exceptional direction for safety reason by ATC.
And if it is impracticable, pilots shall notify ATC.

LEGEND	
Aircraft stands	5
TWY light	•
Runway holding position	
Intermediate holding position	
Airport reference point	
ATC service boundary (Maneuvering area)	
Hot spot with ident	HS 1
Helicopter alighting area on an aerodrome	H

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2020
ANNUAL RATE OF CHANGE
6' W



Change : Information of taxiing route, intermediate holding position and strength(PCN → PCR) for apron, TWY.

INS COORDINATES FOR AIRCRAFT STANDS (WGS-84)

STAND NR	COORDINATES	STAND NR	COORDINATES	STAND NR	COORDINATES
1	37°33'21.66"N 126°48'19.06"E	203	37°33'52.36"N 126°47'41.86"E	520	37°33'09.31"N 126°47'31.78"E
3	37°33'22.69"N 126°48'17.76"E	204	37°33'54.02"N 126°47'43.95"E	521	37°33'08.99"N 126°47'32.18"E
4	37°33'23.72"N 126°48'16.46"E	205	37°33'55.68"N 126°47'46.38"E	522	37°33'08.67"N 126°47'32.59"E
6	37°33'24.75"N 126°48'15.17"E	206	37°33'57.40"N 126°47'48.06"E	523	37°33'08.35"N 126°47'32.99"E
8	37°33'26.37"N 126°48'13.90"E	209	37°34'04.65"N 126°47'57.17"E	524	37°33'08.03"N 126°47'33.40"E
10	37°33'28.03"N 126°48'11.82"E	210	37°34'06.31"N 126°47'59.26"E	525	37°33'06.49"N 126°47'28.73"E
11	37°33'28.80"N 126°48'09.44"E	210L	37°34'07.44"N 126°47'59.94"E	526	37°33'06.81"N 126°47'28.33"E
14	37°33'30.53"N 126°48'07.28"E	210R	37°34'06.44"N 126°47'58.69"E	527	37°33'07.13"N 126°47'27.93"E
16	37°33'32.62"N 126°48'06.03"E	211	37°34'07.98"N 126°48'01.35"E	701	37°33'03.90"N 126°47'31.98"E
17	37°33'34.16"N 126°48'03.89"E	211L	37°34'08.44"N 126°48'01.19"E	702	37°33'04.60"N 126°47'31.11"E
18	37°33'35.37"N 126°48'02.21"E	221	37°33'52.40"N 126°47'30.17"E	703	37°33'05.48"N 126°47'30.01"E
20	37°33'36.05"N 126°48'00.62"E	222	37°33'53.40"N 126°47'31.43"E	704	37°33'05.99"N 126°47'29.36"E
21	37°33'36.23"N 126°47'57.36"E	223	37°33'54.40"N 126°47'32.68"E	902	37°33'08.85"N 126°47'27.15"E
22	37°33'36.31"N 126°47'55.39"E	224	37°33'55.34"N 126°47'34.10"E	903	37°33'09.51"N 126°47'26.33"E
23	37°33'36.33"N 126°47'53.74"E	225	37°33'56.34"N 126°47'35.26"E	904	37°33'10.17"N 126°47'25.52"E
24	37°33'36.41"N 126°47'52.04"E	226	37°33'57.34"N 126°47'36.51"E	905	37°33'10.82"N 126°47'24.70"E
25	37°33'36.98"N 126°47'50.47"E	227	37°33'58.34"N 126°47'37.76"E	906	37°33'11.48"N 126°47'23.89"E
26	37°33'37.59"N 126°47'48.82"E	228	37°33'59.33"N 126°47'39.14"E	907	37°33'12.14"N 126°47'23.07"E
27	37°33'39.32"N 126°47'44.18"E	229	37°34'00.33"N 126°47'40.27"E	908	37°33'12.80"N 126°47'22.26"E
28	37°33'39.15"N 126°47'42.44"E	230	37°34'01.33"N 126°47'41.52"E	908-2	37°33'14.20"N 126°47'20.50"E
31	37°33'49.73"N 126°47'49.98"E	231	37°34'02.33"N 126°47'42.77"E	909	37°33'14.88"N 126°47'19.66"E
32	37°33'51.03"N 126°47'51.87"E	232	37°34'04.42"N 126°47'45.40"E	910	37°33'15.53"N 126°47'18.85"E
33	37°33'52.72"N 126°47'53.95"E	233	37°34'05.42"N 126°47'46.66"E	911	37°33'16.17"N 126°47'18.04"E
34	37°33'54.43"N 126°47'56.05"E	234	37°34'06.46"N 126°47'47.84"E	912	37°33'17.41"N 126°47'16.36"E
35	37°33'57.10"N 126°47'57.69"E	235	37°34'07.46"N 126°47'49.97"E	913	37°33'18.00"N 126°47'15.62"E
36	37°34'00.77"N 126°48'02.34"E	236	37°34'08.46"N 126°47'50.35"E	914	37°33'18.59"N 126°47'14.88"E
37	37°34'01.89"N 126°48'05.36"E	237	37°34'09.46"N 126°47'51.60"E	915	37°33'19.20"N 126°47'14.12"E
38	37°34'03.46"N 126°48'07.50"E	238	37°34'10.45"N 126°47'52.85"E	916	37°33'19.62"N 126°47'13.19"E
39	37°34'05.14"N 126°48'09.63"E	239	37°34'11.45"N 126°47'54.11"E	917	37°33'23.13"N 126°47'15.23"E
121	37°32'55.01"N 126°48'37.35"E	240	37°34'12.45"N 126°47'55.36"E	918	37°33'22.39"N 126°47'16.15"E
121F	37°32'54.94"N 126°48'37.21"E	241	37°34'13.45"N 126°47'56.61"E	919	37°33'21.66"N 126°47'17.08"E
122	37°32'56.61"N 126°48'35.34"E	301	37°34'16.95"N 126°48'01.57"E	920	37°33'20.47"N 126°47'17.06"E
123	37°33'00.19"N 126°48'30.72"E	302	37°34'15.20"N 126°48'02.18"E	921	37°33'21.06"N 126°47'17.80"E
123F	37°33'01.94"N 126°48'28.35"E	303	37°34'14.20"N 126°48'03.43"E	922	37°33'19.00"N 126°47'18.91"E
124	37°33'01.72"N 126°48'28.74"E	304	37°34'13.71"N 126°48'05.17"E	923	37°33'19.59"N 126°47'19.65"E
125	37°33'03.25"N 126°48'26.78"E	305	37°34'12.14"N 126°48'06.34"E	937	37°33'03.92"N 126°47'39.23"E
126	37°33'04.80"N 126°48'24.83"E	306	37°34'11.15"N 126°48'07.76"E	938	37°33'03.37"N 126°47'39.92"E
127	37°33'06.03"N 126°48'23.26"E	307	37°34'10.69"N 126°48'08.92"E	939	37°33'02.82"N 126°47'40.62"E
128	37°33'09.73"N 126°48'18.72"E	501	37°33'17.86"N 126°47'21.05"E	944	37°33'02.93"N 126°47'34.03"E
129	37°33'11.55"N 126°48'16.44"E	502	37°33'17.43"N 126°47'21.57"E	944-1	37°33'01.85"N 126°47'35.40"E
130	37°33'13.42"N 126°48'14.14"E	503	37°33'16.99"N 126°47'22.12"E		
131	37°33'14.99"N 126°48'12.01"E	504	37°33'16.57"N 126°47'22.65"E		
132	37°33'16.61"N 126°48'10.05"E	505	37°33'15.19"N 126°47'24.39"E		
133	37°33'19.96"N 126°48'05.76"E	506	37°33'14.76"N 126°47'24.92"E		
134	37°33'21.63"N 126°48'03.67"E	507	37°33'14.32"N 126°47'25.46"E		
135	37°33'22.97"N 126°48'02.00"E	508	37°33'13.88"N 126°47'26.01"E		
136	37°33'24.37"N 126°48'00.31"E	509	37°33'13.45"N 126°47'26.56"E		
137	37°33'25.52"N 126°47'58.89"E	510	37°33'13.01"N 126°47'27.11"E		
138	37°33'26.65"N 126°47'57.44"E	511	37°33'12.57"N 126°47'27.66"E		
139	37°33'27.66"N 126°47'56.39"E	512	37°33'12.14"N 126°47'28.20"E		
140	37°33'28.81"N 126°47'54.72"E	513	37°33'11.72"N 126°47'28.75"E		
141	37°33'29.57"N 126°47'53.35"E	514	37°33'11.29"N 126°47'29.28"E		
142	37°33'30.47"N 126°47'52.15"E	515	37°33'10.91"N 126°47'29.76"E		
201	37°33'48.61"N 126°47'37.13"E	516	37°33'10.59"N 126°47'30.16"E		
201R	37°33'48.36"N 126°47'36.13"E	517	37°33'10.27"N 126°47'30.57"E		
201L	37°33'49.37"N 126°47'37.40"E	518	37°33'09.95"N 126°47'30.97"E		
202	37°33'50.75"N 126°47'39.70"E	519	37°33'09.63"N 126°47'31.38"E		

RWY	DIRECTION (MAGNETIC)	THR (WGS-84)	BEARING STRENGTH
14R	144°	37°34'06"N 126°46'32"E	PCR 662/F/B/X/T Asphalt
32L	324°	37°32'53"N 126°48'04"E	
14L	144°	37°34'15"N 126°46'42"E	- PCR 662/F/B/X/T Asphalt - PCR 1 006/R/B/W/T Concrete (156 m from RWY THR)
32R	324°	37°32'52"N 126°48'26"E	- PCR 662/F/B/X/T Asphalt - PCR 1 006/R/B/W/T Concrete (151 m from RWY THR)
APRONS		East & Central	PCR 662/F/B/X/T
		North	PCR 835/R/B/W/T
		West	PCR 587/R/B/W/T

STANDS NUMBER	AIRCRAFT TYPE
121F, 123F	A380-800, B747-8
10, 16, 32, 33, 34, 37, 39, 133, 134	A340-600, B747-400
201, 202, 204, 205, 206, 209, 210, 211	B747-400, B777-300
128, 129, 131, 203	B747-400
35	B747-400, A330
38	B777-300
8	B777-200, A330-300
124, 125	B777-200
132	B747-400, B777-200
121, 17	B777-200, A330-300
14	B767-300, A300-600
36, 126, 130, 137	B767-300
123, 127, 135, 136, 138, 139	B737-800WL, MD90
211	B737-800W, MD90
201R, 201L, 210L, 210R, 211L, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241	B737-900SSW, A321
31	B737-900, A321-100
21, 22, 23, 24, 25, 26	B737MAX9, A321NEO
4, 6, 11, 18, 20	B737-900, A321-200
1, 3, 122, 302, 303	B737-900
27, 28, 140, 141, 142, 304, 305, 306, 307	B737MAX8, A321NEO
301	GLF4

* Code letter "E" aircraft is prohibited to Taxi-out at all aircraft stands.
* Aircraft stands NR. 124-126, 131-134, 137, 201-211 may be used by B767 class (A300-600) ACFT for Nose-in/Taxi-out subject to prior permission from ATC.
* Aircraft stands NR. 123, 127, 135, 136, 138-142, 210L/R and 211L may be used by B737-800WL class (MD-90) ACFT for Nose-in/Taxi-out subject to prior permission from ATC.
* Taxiway intersection markings are provided for 5 places in front of the intersections / junctions on apron taxiway P4 and P5.
* Isolated area : At the intersection of TWY D3 and TWY P.
* De-icing pad : B737-800WL(MD-90) class ACFT - 27, 28, 140, 127 and 201L/R
  B767 class ACFT - 130
  B747 class ACFT - 129, 133, 134, 201 and N1-A, N1-B on the "N1" TWY
* Engine Run-up : Front of "P6" TWY
* Multiple Aircraft Ramp System(MARS) : 121F(121, 122), 123F(123, 124), 201L(201), 201R(201), 210L(210, 211), 210R(210), 211L(211)

Aircraft Classification	Stand		Remarks
	Number	Dimensions(m)	
Helicopter	908-2	19×19	BELL214B-1
	902~908, 909~911	17.8×17.8	MI-2
	912~923, 944, 944-1	16×16	KA32-T
	937~939	15×15	EC-155B1
Fixed-wing	701, 702	25.8×21.4	CN235
	703, 704	20.86×19.61	CL-605
	501, 504, 505, 515~527	9×11	C172R
	502	14.4×16	C550
	503, 506~514	13×16	C-208B

* Dimensions means overall length × width

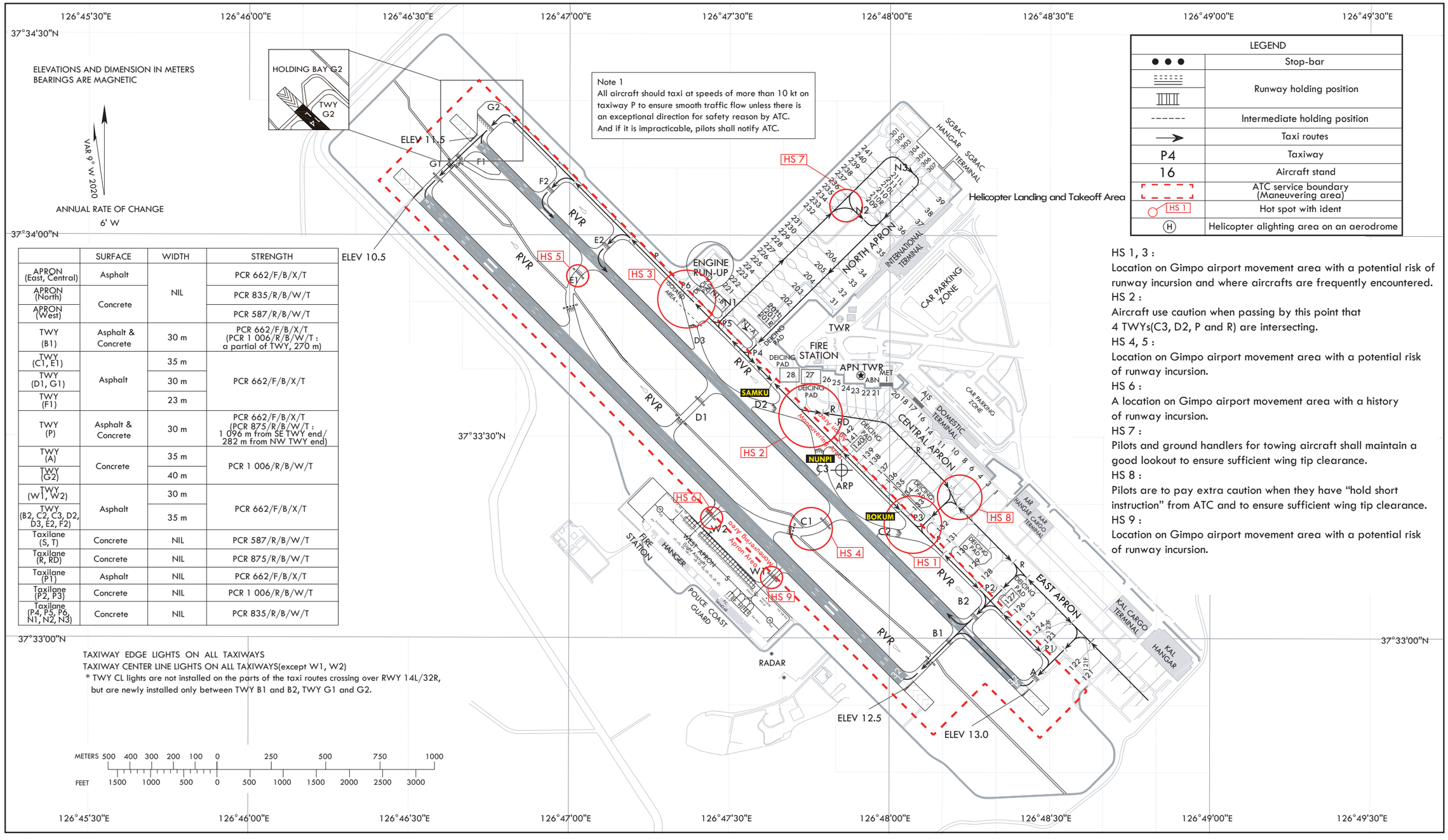
Change : Information of strength(PCN → PCR) for RWY and apron.

AERODROME GROUND MOVEMENT CHART - ICAO

CENTRAL APRON ELEV **16 m**
THE OTHER APRON ELEV **13 m**

TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

SEOUL / Gimpo INTL
RWY 14L/32R
RWY 14R/32L DEPARTURE



LEGEND	
● ● ●	Stop-bar
≡≡≡ / ‖‖‖	Runway holding position
- - - - - -	Intermediate holding position
→	Taxi routes
P4	Taxiway
16	Aircraft stand
- - -	ATC service boundary (Maneuvering area)
HS 1	Hot spot with ident
Ⓗ	Helicopter alighting area on an aerodrome

	SURFACE	WIDTH	STRENGTH
APRON (East, Central)	Asphalt	NIL	PCR 662/F/B/X/T
APRON (North)	Concrete		PCR 835/R/B/W/T
APRON (West)			PCR 587/R/B/W/T
TWY (B1)	Asphalt & Concrete	30 m	PCR 662/F/B/X/T (PCR 1 006/R/B/W/T : a partial of TWY, 270 m)
TWY (C1, E1)	Asphalt	35 m	PCR 662/F/B/X/T
TWY (D1, G1)		30 m	
TWY (F1)		23 m	
TWY (P)	Asphalt & Concrete	30 m	PCR 662/F/B/X/T (PCR 875/R/B/W/T : 1 096 m from SE TWY end / 282 m from NW TWY end)
TWY (A)	Concrete	35 m	PCR 1 006/R/B/W/T
TWY (G2)		40 m	
TWY (W1, W2)	Asphalt	30 m	PCR 662/F/B/X/T
TWY (B2, C2, C3, D2, D3, E2, F2)		35 m	
Taxilane (S, T)	Concrete	NIL	PCR 587/R/B/W/T
Taxilane (R, RD)	Concrete	NIL	PCR 875/R/B/W/T
Taxilane (P1)	Asphalt	NIL	PCR 662/F/B/X/T
Taxilane (P2, P3)	Concrete	NIL	PCR 1 006/R/B/W/T
Taxilane (P4, P5, P6, N1, N2, N3)	Concrete	NIL	PCR 835/R/B/W/T

TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS
TAXIWAY CENTER LINE LIGHTS ON ALL TAXIWAYS(except W1, W2)
* TWY CL lights are not installed on the parts of the taxi routes crossing over RWY 14L/32R, but are newly installed only between TWY B1 and B2, TWY G1 and G2.

HS 1, 3 :
Location on Gimpo airport movement area with a potential risk of runway incursion and where aircrafts are frequently encountered.
HS 2 :
Aircraft use caution when passing by this point that 4 TWYs(C3, D2, P and R) are intersecting.
HS 4, 5 :
Location on Gimpo airport movement area with a potential risk of runway incursion.
HS 6 :
A location on Gimpo airport movement area with a history of runway incursion.
HS 7 :
Pilots and ground handlers for towing aircraft shall maintain a good lookout to ensure sufficient wing tip clearance.
HS 8 :
Pilots are to pay extra caution when they have “hold short instruction” from ATC and to ensure sufficient wing tip clearance.
HS 9 :
Location on Gimpo airport movement area with a potential risk of runway incursion.

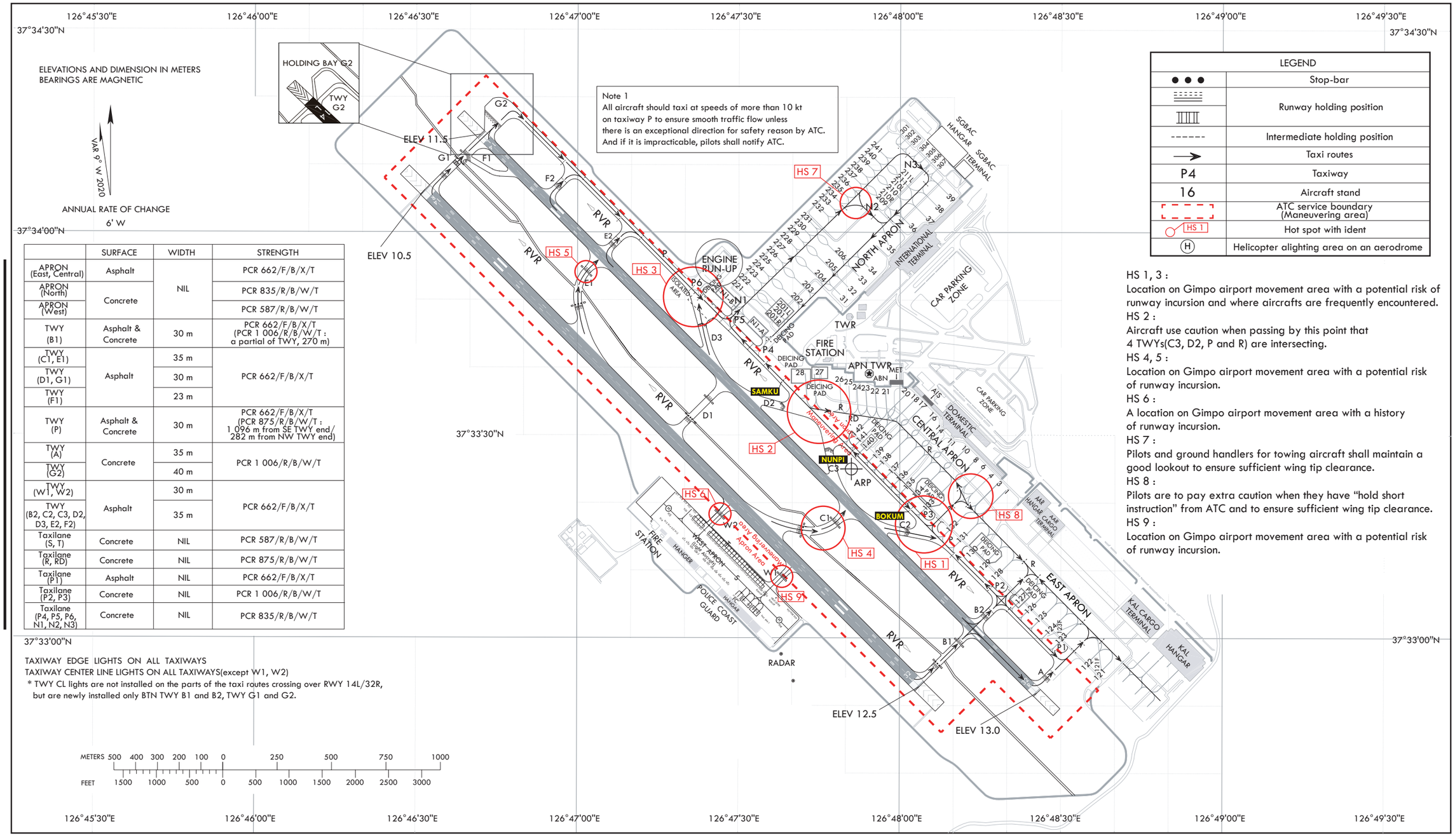
Change : Information of strength(PCN → PCR) for apron and TWY.

AERODROME GROUND MOVEMENT CHART - ICAO

CENTRAL APRON ELEV **16 m**
THE OTHER APRON ELEV **13 m**

TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

SEOUL / Gimpo INTL
RWY 14L/32R
RWY 14R/32L ARRIVAL



	SURFACE	WIDTH	STRENGTH
APRON (East, Central)	Asphalt	NIL	PCR 662/F/B/X/T
APRON (North)	Concrete	NIL	PCR 835/R/B/W/T
APRON (West)	Concrete	NIL	PCR 587/R/B/W/T
TWY (B1)	Asphalt & Concrete	30 m	PCR 662/F/B/X/T (PCR 1 006/R/B/W/T : a partial of TWY, 270 m)
TWY (C1, E1)	Asphalt	35 m	PCR 662/F/B/X/T
TWY (D1, G1)	Asphalt	30 m	PCR 662/F/B/X/T
TWY (F1)	Asphalt	23 m	PCR 662/F/B/X/T
TWY (P)	Asphalt & Concrete	30 m	PCR 662/F/B/X/T (PCR 875/R/B/W/T : 1 096 m from SE TWY end/ 282 m from NW TWY end)
TWY (A)	Concrete	35 m	PCR 1 006/R/B/W/T
TWY (G2)	Concrete	40 m	PCR 1 006/R/B/W/T
TWY (W1, W2)	Asphalt	30 m	PCR 662/F/B/X/T
TWY (B2, C2, C3, D2, D3, E2, F2)	Asphalt	35 m	PCR 662/F/B/X/T
Taxilane (S, T)	Concrete	NIL	PCR 587/R/B/W/T
Taxilane (R, RD)	Concrete	NIL	PCR 875/R/B/W/T
Taxilane (P1)	Asphalt	NIL	PCR 662/F/B/X/T
Taxilane (P2, P3)	Concrete	NIL	PCR 1 006/R/B/W/T
Taxilane (P4, P5, P6, N1, N2, N3)	Concrete	NIL	PCR 835/R/B/W/T

TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS
TAXIWAY CENTER LINE LIGHTS ON ALL TAXIWAYS(except W1, W2)
* TWY CL lights are not installed on the parts of the taxi routes crossing over RWY 14L/32R, but are newly installed only BTN TWY B1 and B2, TWY G1 and G2.

LEGEND	
● ● ●	Stop-bar
	Runway holding position
	Intermediate holding position
→	Taxi routes
P4	Taxiway
16	Aircraft stand
	ATC service boundary (Maneuvering area)
HS 1	Hot spot with ident
H	Helicopter alighting area on an aerodrome

HS 1, 3 :
Location on Gimpo airport movement area with a potential risk of runway incursion and where aircrafts are frequently encountered.
HS 2 :
Aircraft use caution when passing by this point that 4 TWYs(C3, D2, P and R) are intersecting.
HS 4, 5 :
Location on Gimpo airport movement area with a potential risk of runway incursion.
HS 6 :
A location on Gimpo airport movement area with a history of runway incursion.
HS 7 :
Pilots and ground handlers for towing aircraft shall maintain a good lookout to ensure sufficient wing tip clearance.
HS 8 :
Pilots are to pay extra caution when they have "hold short instruction" from ATC and to ensure sufficient wing tip clearance.
HS 9 :
Location on Gimpo airport movement area with a potential risk of runway incursion.

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

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

1	Designation, Apron surface and strength	a. Surface - East : Asphalt - West & Cargo : Concrete b. Strength - East : PCR 621/F/A/X/T - West : PCR 1 006/R/B/W/T - Cargo : PCR 750/R/B/W/T
2	Designation, Taxiway width, surface and strength	a. Width : 30 m (except E : 45 m, A, B, E3, W : 23 m, V1 : 20 m, V2 : 8 m, P2 : 57 m, P3, P6, P7, P10, P11 : 23 m, G1 : 51 m, G2 : 63 m, G3 : 42 m, G4 : 50 m) b. Surface : Asphalt, Concrete c. Strength - TWY P, P1, P2, P3, P4, P5, P6, P7, P8, P9, P10, P11, P12, P13, G1, G2, G4, B : PCR 662/F/B/X/T - TWY G3, A, E, E1, E2, E3 : PCR 621/F/A/X/T - TWY V : PCN 43/F/C/X/T - TWY V1 : PCN 82/F/C/Y/T - TWY V2 : PCN 7.8/F/C/Y/T - TWY W : PCN 91.2/F/C/W/T - TWY R : PCR 621/F/A/X/T, PCR 1 006/R/B/W/T
3	Altimeter checkpoint location and elevation	Every specified aircraft stands. (Refer to Aircraft Parking/Docking Chart)
4	VOR checkpoints	VOR : NIL
5	INS checkpoints	INS : Every specified aircraft stands. (Refer to Aircraft Parking/Docking Chart)
6	Remarks	NIL

RKPC 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	Taxiing guidance signs at all intersections with TWY and RWY and holding position. Guide lines and LGTs at apron. Nose-in guidance at aircraft stands.
2	RWY and TWY markings and LGT	a. RWY ; 1) Lights - RWY 07 : Edge, THR, End, TDZ, CL - RWY 25 : Edge, THR, End, CL - RWY 13 : Edge, THR, End - RWY 31 : Edge, THR, End 2) Markings - RWY 07/25 : Designation, THR, TDZ, Center Line, Side Strip, Aiming point marked - RWY 13/31 : Designation, THR, TDZ, Center Line, Side Strip, Aiming point marked b. TWY ; 1) Lights - TWY edge lights : All TWY - TWY CL lights : All TWY except E, E2, E3, V, V1, V2, W 2) Markings - TWY & taxilane centerline marked - Holding positions at all TWY/RWY intersections marked
3	Stop bars	TWY P1, P2, P3, P4, P5, P6, P7, P8, P9, P10, P11, P12, P13
4	Remarks	TWY P4, P5, P6, P7, P8 CL light installed as unidirectional light (invisible from G1, P)

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

RKPC 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
RKPCOB001	Natural High Point	332232.7N 1261733.8E	832 ft/	NIL	07/APCH 25/TKOF
RKPCOB002	Natural High Point	332507.3N 1262309.9E	1 318 ft/	NIL	
RKPCOB003	Pole	332833.4N 1262612.4E	272 ft/	NIL	
RKPCOB004	Natural High Point	332850.9N 1262721.6E	214 ft/	NIL	
RKPCOB005	Natural High Point	333028.9N 1262806.1E	207 ft/	NIL	
RKPCOB006	Tower	333018.7N 1262931.1E	311 ft/	LGTD / FLS W	
RKPCOB007	Natural High Point	332606.9N 1262224.2E	760 ft/	NIL	
RKPCOB008	Natural High Point	332018.1N 1261946.6E	1 530 ft/	NIL	
RKPCOB009	Natural High Point	332510.7N 1262249.5E	1 178 ft/	NIL	
RKPCOB010	Natural High Point	332610.7N 1262411.9E	949 ft/	NIL	
RKPCOB011	Natural High Point	332158.6N 1262127.8E	1 704 ft/	NIL	
RKPCOB012	Natural High Point	332313.2N 1262217.4E	1 483 ft/	NIL	
RKPCOB013	Natural High Point	332717.7N 1262606.8E	752 ft/	NIL	
RKPCOB014	Natural High Point	332832.1N 1262745.7E	281 ft/	NIL	
RKPCOB015	Building	332934.8N 1262737.2E	164 ft/	NIL	
RKPCOB016	Natural High Point	332226.3N 1263530.1E	3 987 ft/	NIL	
RKPCOB017	Natural High Point	333103.5N 1263240.3E	513 ft/	NIL	25/APCH 07/TKOF
RKPCOB018	Natural High Point	333245.1N 1264039.3E	366 ft/	NIL	
RKPCOB019	Natural High Point	332141.1N 1263145.9E	6 387 ft/	NIL	
RKPCOB020	Building	333021.0N 1263135.9E	406 ft/	LGTD / FLS W	In circling area (RWY 31)
RKPCOB021	Natural High Point	333103.5N 1263240.3E	513 ft/	NIL	
RKPCOB022	Natural High Point	332738.5N 1263339.3E	916 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					

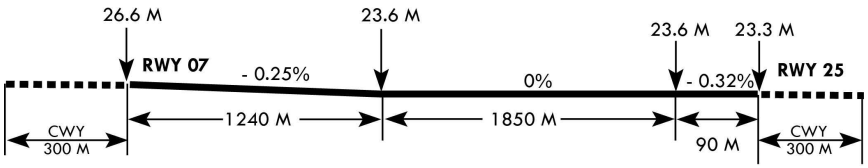
RKPC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

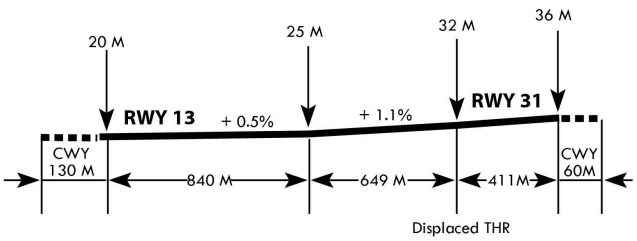
1	Associated MET Office	Jeju Airport Weather Office (TEL : +82-64-742-0365, FAX : +82-64-746-1046)
2	Hours of service MET Office outside hours	24 hours -
3	Office responsible for TAF preparation Periods of validity	Jeju Airport Weather Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Trend forecast Interval 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, Low Level Wind shear Alert System
9	ATS units provided with information	AIS Office, TWR and APP
10	Additional information (limitation of service, etc.)	All observation data, model outputs and forecasts produced by KMA and WAFS are available at the Office through Internet link.

RKPC 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
07	058.46°	3 180 × 45	662/F/B/X/T Asphalt	332959.57N 1262806.50E 333053.56N 1262951.51E GUND 25.2 m	THR 26.6 m TDZ 26.6 m
25	238.47°	3 180 × 45	662/F/B/X/T Asphalt	333053.56N 1262951.51E 332959.57N 1262806.50E GUND 25.2 m	THR 23.3 m TDZ 23.6 m
13	125.62°	1 900 × 45	621/F/A/X/T Asphalt	333055.66N 1262914.62E 333019.74N 1263014.45E GUND 25 m	THR 20 m
31	305.63°	1 900 × 45	621/F/A/X/T Asphalt	333019.74N 1263014.45E 333055.66N 1262914.62E GUND 25 m	THR 36 m
31 (Displaced)	305.63°	1 489 x 45	621/F/A/X/T Asphalt	333027.51N 1263001.51E 333055.66N 1262914.62E GUND 25 m	THR 32 m

7. Slope of RWY-SWY





SWY dimensions(m)	CWY dimensions(m)	Strip dimensions(m)	RESA dimensions(m)	OFZ
8	9	10	11	12
NIL	300 × 150	3 300 × 300	240 × 150	Conforms to the standards specified in ANNEX 14, Chapter4
NIL	300 × 300			
NIL	60 × 150	2 020 × 150	90 × 100	
NIL	130 × 150			

13. Remarks

- The surface of RWY 07/25 and RWY 13/31 is grooved (except from threshold of RWY 07 to 225 m, from threshold of RWY 25 to 200 m, from RWY 31 displaced threshold to 300 m, from threshold of RWY 13 to 596 m).
- RWY 13/31 have no RWY shoulder.
- A part of RWY 07 strip does not meet criteria in Annex 14.(Refer to Aerodrome Chart)
- The transverse slopes of some north graded portion of RWY 07/25 strip do not meet criteria in Annex 14. (Refer to Aerodrome Chart)

Change : Information of strength(PCN → PCR) for RWY.

RKPC AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
07	3 180	3 480	3 180	3 180	NIL
07	3 090	3 390	3 090	-	Take-off from intersection with TWY P12
07	2 788	3 088	2 788	-	Take-off from intersection with TWY P11
07	2 250	2 550	2 250	-	Take-off from intersection with TWY P10
07	2 235	2 535	2 235	-	Take-off from intersection with TWY P9
07	1 750	2 050	1 750	-	Take-off from intersection with TWY P8
25	3 180	3 480	3 180	3 180	NIL
25	3 090	3 390	3 090	-	Take-off from intersection with TWY P2
25	2 833	3 133	2 833	-	Take-off from intersection with TWY P3
25	2 050	2 350	2 050	-	Take-off from intersection with TWY P4
25	1 750	2 050	1 750	-	Take-off from intersection with TWY P5
25	2 634	2 934	2 634	-	Take-off from intersection with RWY 13/31
31	1 900	2 030	1 900	1 489	RWY 31 landing threshold is displaced by 411 m
31	1 330	1 460	1 330	-	Take-off from intersection with TWY V1
31	1 421	1 551	1 421	-	Take-off from intersection with TWY V2
31	964	1 094	964	-	Take-off from intersection with TWY E1
31	1 084	1 214	1 084	-	Take-off from intersection with TWY E2
13	1 900	1 960	1 900	1 900	Only Helicopter usable

RKPC AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Center line LGT LEN, Spacing, Colour, INTST	RWY edge LGT LEN, Spacing Colour INTST	RWY End LGT Colour WBAR	SWY LGT LEN(m) Colour	Remarks
1	2	3	4	5	6	7	8	9	10
07	ALSF-II 900 m LIH	Green Green	PAPI left/3° (61 ft)	900 m	3 180 m 15 m White/Red LIH	3 180 m 60 m White/Yellow LIH	Red -	NIL	
25	SSALF 420 m LIH	Green Green	PAPI left/3° (59 ft)	NIL	3 180 m 15 m White/Red LIH	3 180 m 60 m White/Yellow LIH	Red -	NIL	
13	NIL	Green -	NIL	NIL	NIL	1 900 m 60 m White/Yellow LIH	Red -	NIL	
31	SSALF 450 m LIH	Green -	PAPI both/3.5° (52.3 ft)	NIL	NIL	1 900 m 60 m White/Yellow LIH	Red -	NIL	CGL for RWY 31 Circling Approach

RKPC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : Near the control tower building FLG W&G 2.5 seconds / IBN : NIL H24
2	LDI location and lighting Anemometer location and lighting	NIL NIL
3	TWY edge and center line lighting	Edge : All TWY Center line : All TWY except E, E2, E3, V, V1, V2, W
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AD. Switch-over time : 1 or 15 seconds according to kind of light. (Complied with ICAO requirements)
5	Remarks	NIL

AERODROME CHART - ICAO

33°30'44"N
126°29'34"E

ELEV **36** m

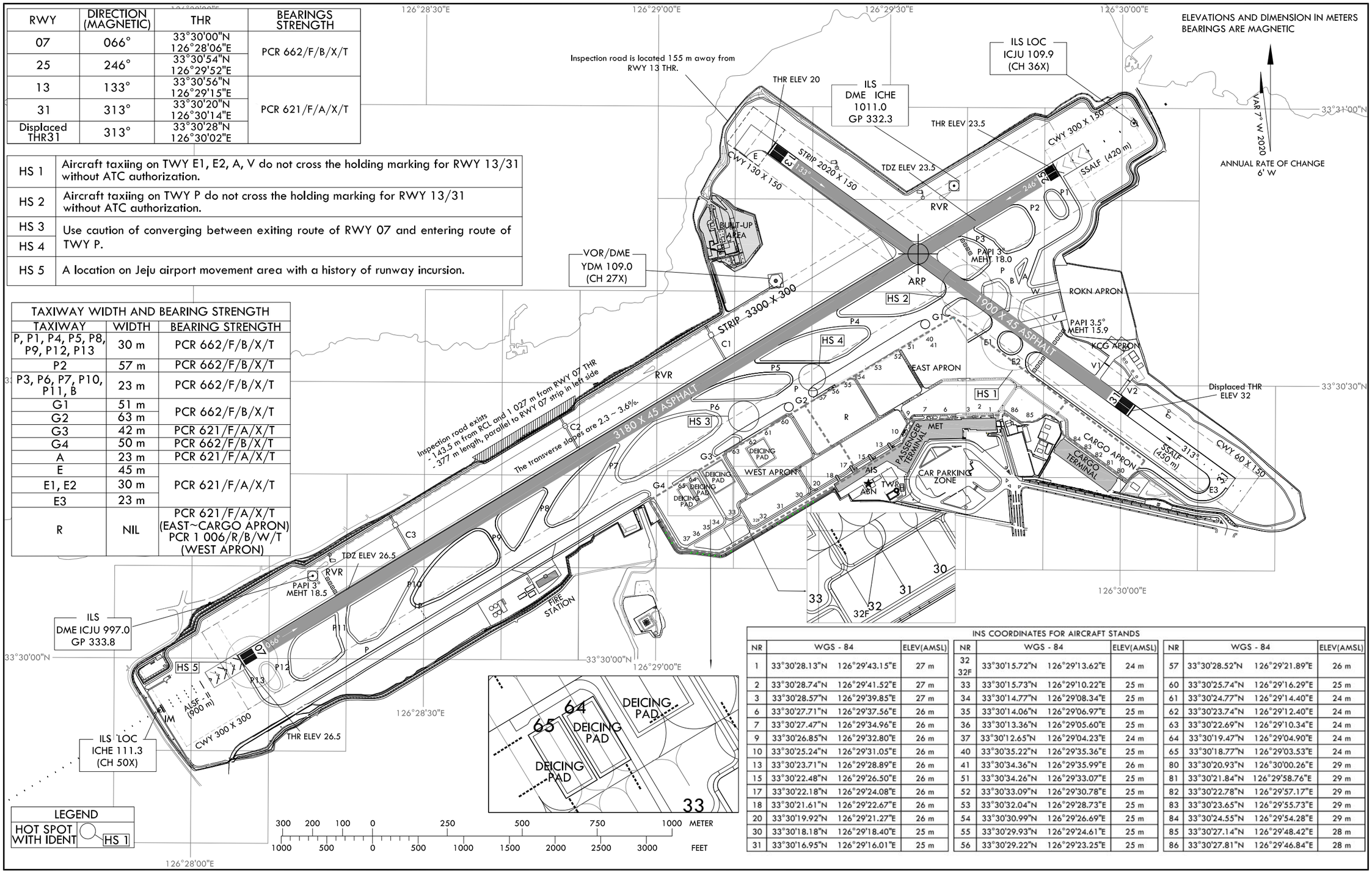
TWR	118.2 236.6
GND	121.675

JEJU / Jeju Intl

RWY	DIRECTION (MAGNETIC)	THR	BEARINGS STRENGTH
07	066°	33°30'00"N 126°28'06"E	PCR 662/F/B/X/T
25	246°	33°30'54"N 126°29'52"E	
13	133°	33°30'56"N 126°29'15"E	PCR 621/F/A/X/T
31	313°	33°30'20"N 126°30'14"E	
Displaced THR31	313°	33°30'28"N 126°30'02"E	

HS 1	Aircraft taxiing on TWY E1, E2, A, V do not cross the holding marking for RWY 13/31 without ATC authorization.
HS 2	Aircraft taxiing on TWY P do not cross the holding marking for RWY 13/31 without ATC authorization.
HS 3	Use caution of converging between exiting route of RWY 07 and entering route of TWY P.
HS 4	
HS 5	A location on Jeju airport movement area with a history of runway incursion.

TAXIWAY WIDTH AND BEARING STRENGTH		
TAXIWAY	WIDTH	BEARING STRENGTH
P, P1, P4, P5, P8, P9, P12, P13	30 m	PCR 662/F/B/X/T
P2	57 m	PCR 662/F/B/X/T
P3, P6, P7, P10, P11, B	23 m	PCR 662/F/B/X/T
G1	51 m	PCR 662/F/B/X/T
G2	63 m	
G3	42 m	PCR 621/F/A/X/T
G4	50 m	PCR 662/F/B/X/T
A	23 m	PCR 621/F/A/X/T
E	45 m	PCR 621/F/A/X/T
E1, E2	30 m	
E3	23 m	
R	NIL	PCR 621/F/A/X/T (EAST~CARGO APRON) PCR 1 006/R/B/W/T (WEST APRON)

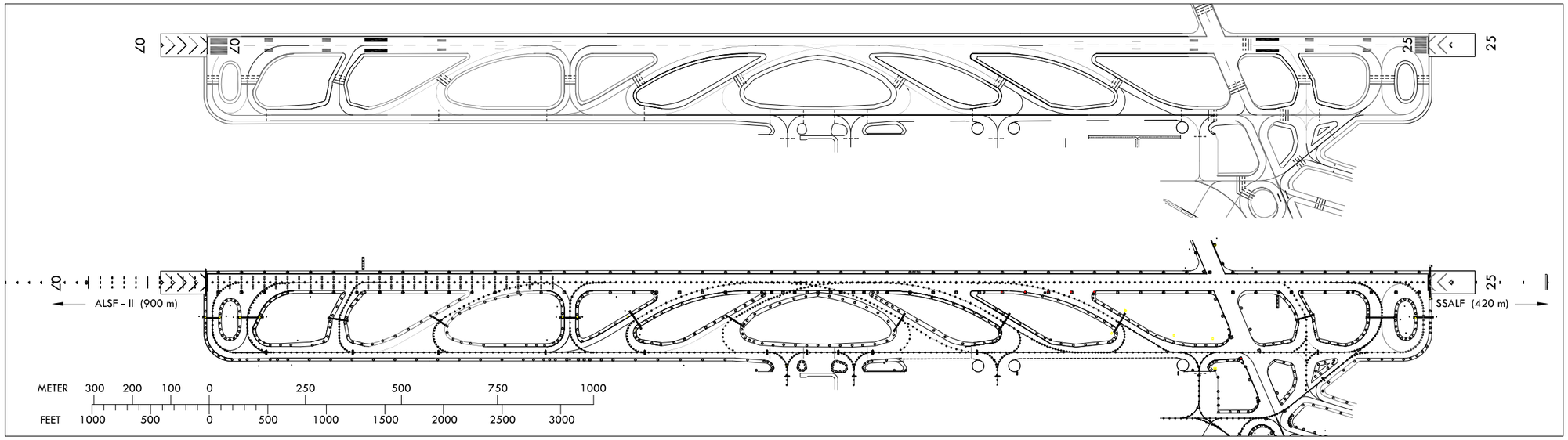


INS COORDINATES FOR AIRCRAFT STANDS

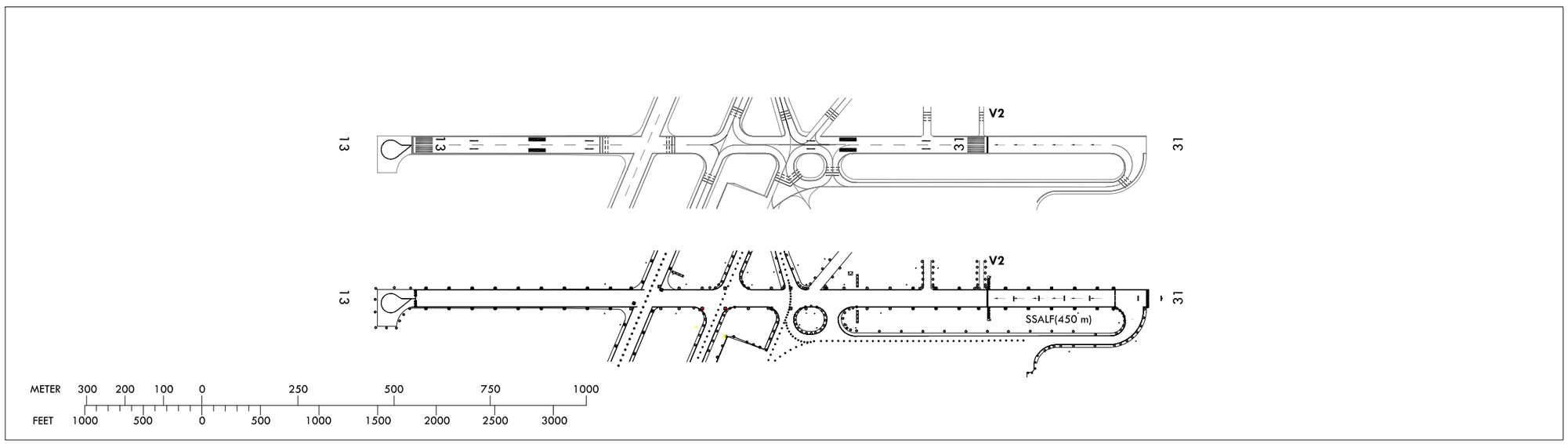
NR	WGS - 84	ELEV(AMSL)	NR	WGS - 84	ELEV(AMSL)	NR	WGS - 84	ELEV(AMSL)
1	33°30'28.13"N 126°29'43.15"E	27 m	32 32F	33°30'15.72"N 126°29'13.62"E	24 m	57	33°30'28.52"N 126°29'21.89"E	26 m
2	33°30'28.74"N 126°29'41.52"E	27 m	33	33°30'15.73"N 126°29'10.22"E	25 m	60	33°30'25.74"N 126°29'16.29"E	25 m
3	33°30'28.57"N 126°29'39.85"E	27 m	34	33°30'14.77"N 126°29'08.34"E	25 m	61	33°30'24.77"N 126°29'14.40"E	24 m
6	33°30'27.71"N 126°29'37.56"E	26 m	35	33°30'14.06"N 126°29'06.97"E	25 m	62	33°30'23.74"N 126°29'12.40"E	24 m
7	33°30'27.47"N 126°29'34.96"E	26 m	36	33°30'13.36"N 126°29'05.60"E	25 m	63	33°30'22.69"N 126°29'10.34"E	24 m
9	33°30'26.85"N 126°29'32.80"E	26 m	37	33°30'12.65"N 126°29'04.23"E	24 m	64	33°30'19.47"N 126°29'04.90"E	24 m
10	33°30'25.24"N 126°29'31.05"E	26 m	40	33°30'35.22"N 126°29'35.36"E	25 m	65	33°30'18.77"N 126°29'03.53"E	24 m
13	33°30'23.71"N 126°29'28.89"E	26 m	41	33°30'34.36"N 126°29'35.99"E	26 m	80	33°30'20.93"N 126°30'00.26"E	29 m
15	33°30'22.48"N 126°29'26.50"E	26 m	51	33°30'34.26"N 126°29'33.07"E	25 m	81	33°30'21.84"N 126°29'58.76"E	29 m
17	33°30'22.18"N 126°29'24.08"E	26 m	52	33°30'33.09"N 126°29'30.78"E	25 m	82	33°30'22.78"N 126°29'57.17"E	29 m
18	33°30'21.61"N 126°29'22.67"E	26 m	53	33°30'32.04"N 126°29'28.73"E	25 m	83	33°30'23.65"N 126°29'55.73"E	29 m
20	33°30'19.92"N 126°29'21.27"E	26 m	54	33°30'30.99"N 126°29'26.69"E	25 m	84	33°30'24.55"N 126°29'54.28"E	29 m
30	33°30'18.18"N 126°29'18.40"E	25 m	55	33°30'29.93"N 126°29'24.61"E	25 m	85	33°30'27.14"N 126°29'48.42"E	28 m
31	33°30'16.95"N 126°29'16.01"E	25 m	56	33°30'29.22"N 126°29'23.25"E	25 m	86	33°30'27.81"N 126°29'46.84"E	28 m

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

LIGHTING AND MARKING AIDS RWY 07/25 AND EXIT TWY



LIGHTING AND MARKING AIDS RWY 13/31 AND EXIT TWY

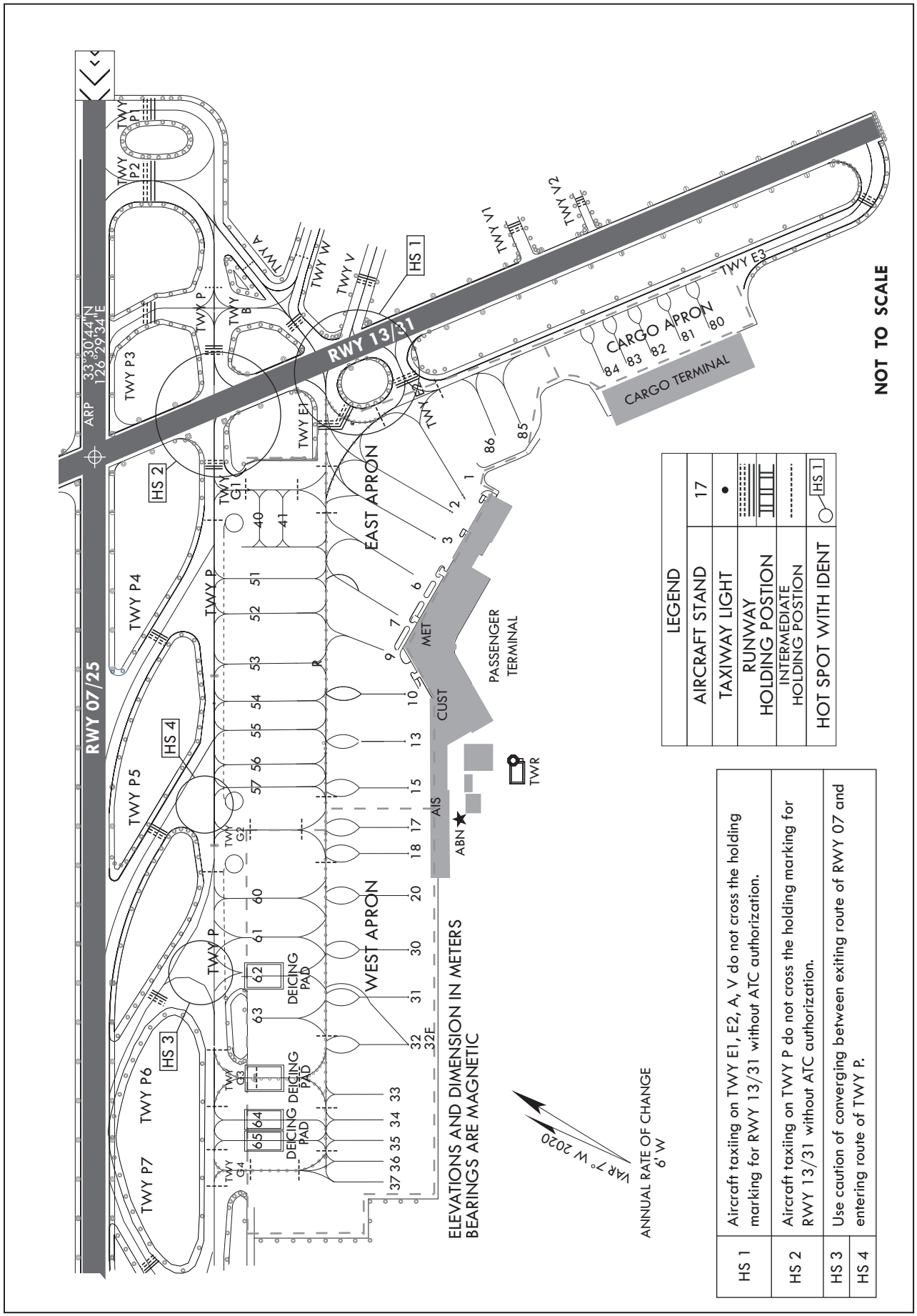


AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
27 m

TWR	118.2
GND	121.675

JEJU/Jeju INTL



HS 1	Aircraft taxiing on TWY E1, E2, A, V do not cross the holding marking for RWY 13/31 without ATC authorization.
HS 2	Aircraft taxiing on TWY P do not cross the holding marking for RWY 13/31 without ATC authorization.
HS 3	Use caution of converging between exiting route of RWY 07 and entering route of TWY P.
HS 4	

TAXIWAY, APRON WIDTH AND BEARING STRENGTH		
TAXIWAY	WIDTH	BEARING STRENGTH
P, P1, P4, P5, P8, P9, P12, P13	30 m	PCR 662/F/B/X/T
P2	57 m	PCR 662/F/B/X/T
P3, P6, P7, P10, P11, B	23 m	PCR 662/F/B/X/T
G1	51 m	PCR 662/F/B/X/T
G2	63 m	
G3	42 m	PCR 621/F/A/X/T
G4	50 m	PCR 662/F/B/X/T
A	23 m	PCR 621/F/A/X/T
E	45 m	PCR 621/F/A/X/T
E1, E2	30 m	
E3	23 m	
R	NIL	PCR 621/F/A/X/T (EAST~CARGO APRON)
		PCR 1 006/R/B/W/T (WEST APRON)
* EAST APRON BEARING STRENGTH : PCR 621/F/A/X/T * WEST APRON BEARING STRENGTH : PCR 1 006/R/B/W/T * CARGO TERMINAL APRON BEARING STRENGTH : PCR 750/R/B/W/T		

AIRCRAFT STANDS	
STAND NR	AIRCRAFT TYPES
1	B777-300, A330-300, B767-300, A300-600
6, 30, 31, 32	B747-400, B777-300, A330-300
32F	A380-800, B747-800
13, 15, 20	B747-400, B777-200, A330-300
7, 10, 60, 61, 62, 63	B767-300, A300-600
9	B737-800, A320-200
2, 3, 17, 18, 33, 34, 35, 36, 37, 51, 52, 53, 54, 55, 56 57, 64, 65, 80, 81, 82, 83, 84, 85, 86	B737-900, A321-200
40, 41	LIGHT
* REMARKS : Isolated and run-up area is RWY 13 THR. * Spot NR. 40, 41 only available for - Fixed wing ACFT with a wingspan below 17 m - Rotated wing ACFT with a wingspan(main rotor) below 15 m * De-icing pad : Front of "G3" Taxiway and Spot NR. 62, 64, 65	

INS COORDINATES FOR AIRCRAFT STANDS											
NR	WGS-84		ELEV(AMSL)	NR	WGS-84		ELEV(AMSL)	NR	WGS-84		ELEV(AMSL)
1	33°30'28.13"N	126°29'43.15"E	27 m	32F	33°30'15.72"N	126°29'13.62"E	24 m	60	33°30'25.74"N	126°29'16.29"E	25 m
2	33°30'28.74"N	126°29'41.52"E	27 m	33	33°30'15.73"N	126°29'10.22"E	25 m	61	33°30'24.77"N	126°29'14.40"E	24 m
3	33°30'28.57"N	126°29'39.85"E	27 m	34	33°30'14.77"N	126°29'08.34"E	25 m	62	33°30'23.74"N	126°29'12.40"E	24 m
6	33°30'27.71"N	126°29'37.56"E	26 m	35	33°30'14.06"N	126°29'06.97"E	25 m	63	33°30'22.69"N	126°29'10.34"E	24 m
7	33°30'27.47"N	126°29'34.96"E	26 m	36	33°30'13.36"N	126°29'05.60"E	25 m	64	33°30'19.47"N	126°29'04.90"E	24 m
9	33°30'26.85"N	126°29'32.80"E	26 m	37	33°30'12.65"N	126°29'04.23"E	24 m	65	33°30'18.77"N	126°29'03.53"E	24 m
10	33°30'25.24"N	126°29'31.05"E	26 m	40	33°30'35.22"N	126°29'35.36"E	25 m	80	33°30'20.93"N	126°30'00.26"E	29 m
13	33°30'23.71"N	126°29'28.89"E	26 m	41	33°30'34.36"N	126°29'35.99"E	26 m	81	33°30'21.84"N	126°29'58.76"E	29 m
15	33°30'22.48"N	126°29'26.50"E	26 m	51	33°30'34.26"N	126°29'33.07"E	25 m	82	33°30'22.78"N	126°29'57.17"E	29 m
17	33°30'22.18"N	126°29'24.08"E	26 m	52	33°30'33.09"N	126°29'30.78"E	25 m	83	33°30'23.65"N	126°29'55.73"E	29 m
18	33°30'21.61"N	126°29'22.67"E	26 m	53	33°30'32.04"N	126°29'28.73"E	25 m	84	33°30'24.55"N	126°29'54.28"E	29 m
20	33°30'19.92"N	126°29'21.27"E	26 m	54	33°30'30.99"N	126°29'26.69"E	25 m	85	33°30'27.14"N	126°29'48.42"E	28 m
30	33°30'18.18"N	126°29'18.40"E	25 m	55	33°30'29.93"N	126°29'24.61"E	25 m	86	33°30'27.81"N	126°29'46.84"E	28 m
31	33°30'16.95"N	126°29'16.01"E	25 m	56	33°30'29.22"N	126°29'23.25"E	25 m				
32	33°30'15.72"N	126°29'13.62"E	24 m	57	33°30'28.52"N	126°29'21.89"E	26 m				

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **27** m

TWR	118.2	236.6
GND	121.675	

JEJU / Jeju Intl
RWY 07/25, RWY 31 DEPARTURE

STANDARD GROUND TAXI PROCEDURES

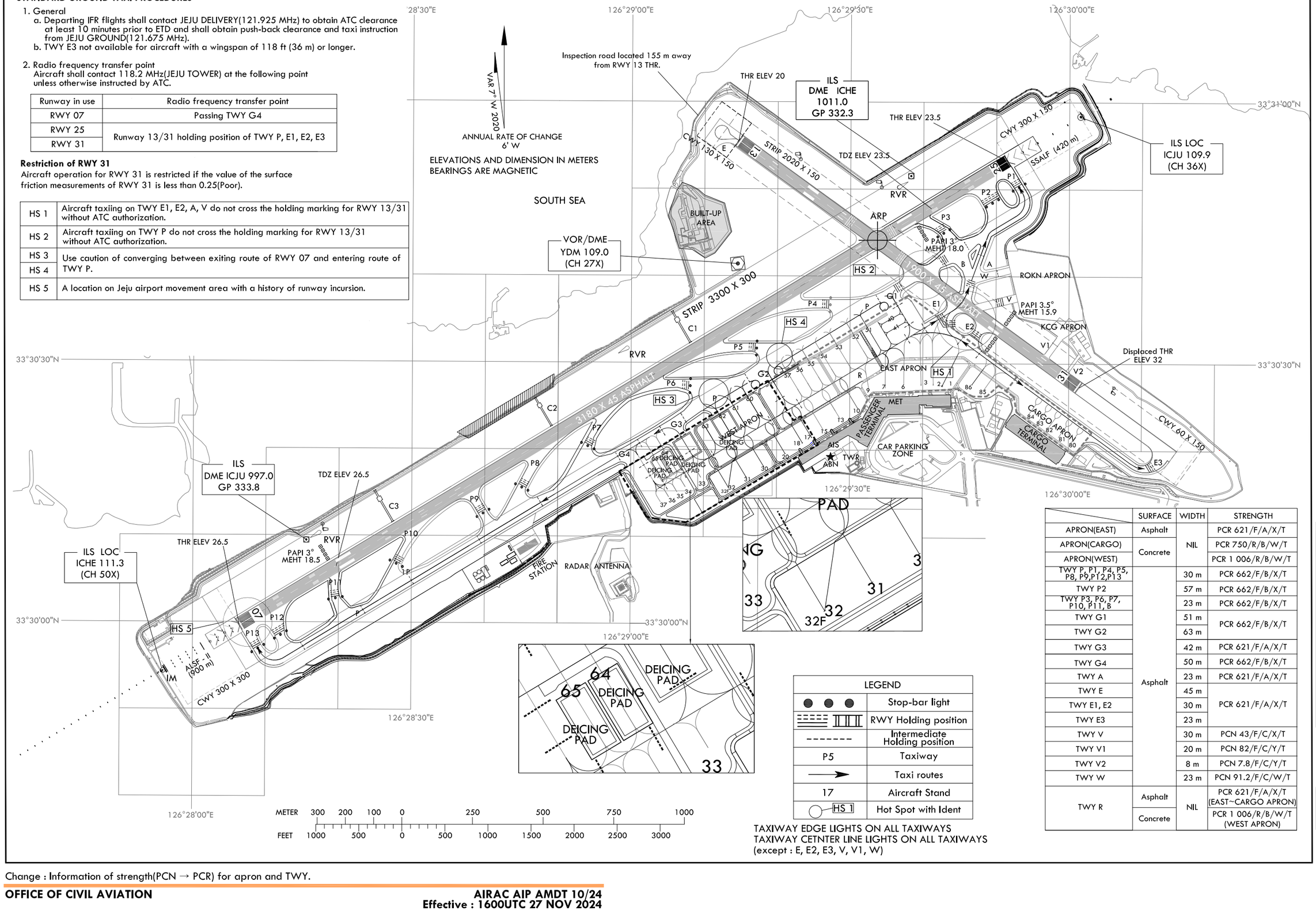
1. General
   a. Departing IFR flights shall contact JEJU DELIVERY(121.925 MHz) to obtain ATC clearance at least 10 minutes prior to ETD and shall obtain push-back clearance and taxi instruction from JEJU GROUND(121.675 MHz).
   b. TWY E3 not available for aircraft with a wingspan of 118 ft (36 m) or longer.

2. Radio frequency transfer point
   Aircraft shall contact 118.2 MHz(JEJU TOWER) at the following point unless otherwise instructed by ATC.

Runway in use	Radio frequency transfer point
RWY 07	Passing TWY G4
RWY 25	Runway 13/31 holding position of TWY P, E1, E2, E3
RWY 31	

Restriction of RWY 31
Aircraft operation for RWY 31 is restricted if the value of the surface friction measurements of RWY 31 is less than 0.25(Poor).

HS 1	Aircraft taxiing on TWY E1, E2, A, V do not cross the holding marking for RWY 13/31 without ATC authorization.
HS 2	Aircraft taxiing on TWY P do not cross the holding marking for RWY 13/31 without ATC authorization.
HS 3	Use caution of converging between exiting route of RWY 07 and entering route of TWY P.
HS 4	
HS 5	A location on Jeju airport movement area with a history of runway incursion.



LEGEND	
● ● ●	Stop-bar light
═══ ▯▯▯	RWY Holding position
- - - - - - -	Intermediate Holding position
P5	Taxiway
→	Taxi routes
17	Aircraft Stand
HS 1	Hot Spot with Ident

TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS
TAXIWAY CETNTER LINE LIGHTS ON ALL TAXIWAYS
(except : E, E2, E3, V, V1, W)

	SURFACE	WIDTH	STRENGTH
APRON(EAST)	Asphalt	NIL	PCR 621/F/A/X/T
APRON(CARGO)	Concrete		PCR 750/R/B/W/T
APRON(WEST)			PCR 1 006/R/B/W/T
TWY P, P1, P4, P5, P8, P9,P12,P13	Asphalt	30 m	PCR 662/F/B/X/T
TWY P2		57 m	PCR 662/F/B/X/T
TWY P3, P6, P7, P10, P11, B		23 m	PCR 662/F/B/X/T
TWY G1		51 m	PCR 662/F/B/X/T
TWY G2		63 m	
TWY G3		42 m	PCR 621/F/A/X/T
TWY G4		50 m	PCR 662/F/B/X/T
TWY A		23 m	PCR 621/F/A/X/T
TWY E		45 m	PCR 621/F/A/X/T
TWY E1, E2		30 m	
TWY E3		23 m	
TWY V		30 m	PCN 43/F/C/X/T
TWY V1		20 m	PCN 82/F/C/Y/T
TWY V2		8 m	PCN 7.8/F/C/Y/T
TWY W		23 m	PCN 91.2/F/C/W/T
TWY R	Asphalt	NIL	PCR 621/F/A/X/T (EAST~CARGO APRON)
	Concrete		PCR 1 006/R/B/W/T (WEST APRON)

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

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **27** m

TWR	118.2 236.6
GND	121.675

JEJU / Jeju Intl
RWY 07/25, RWY 31 ARRIVAL

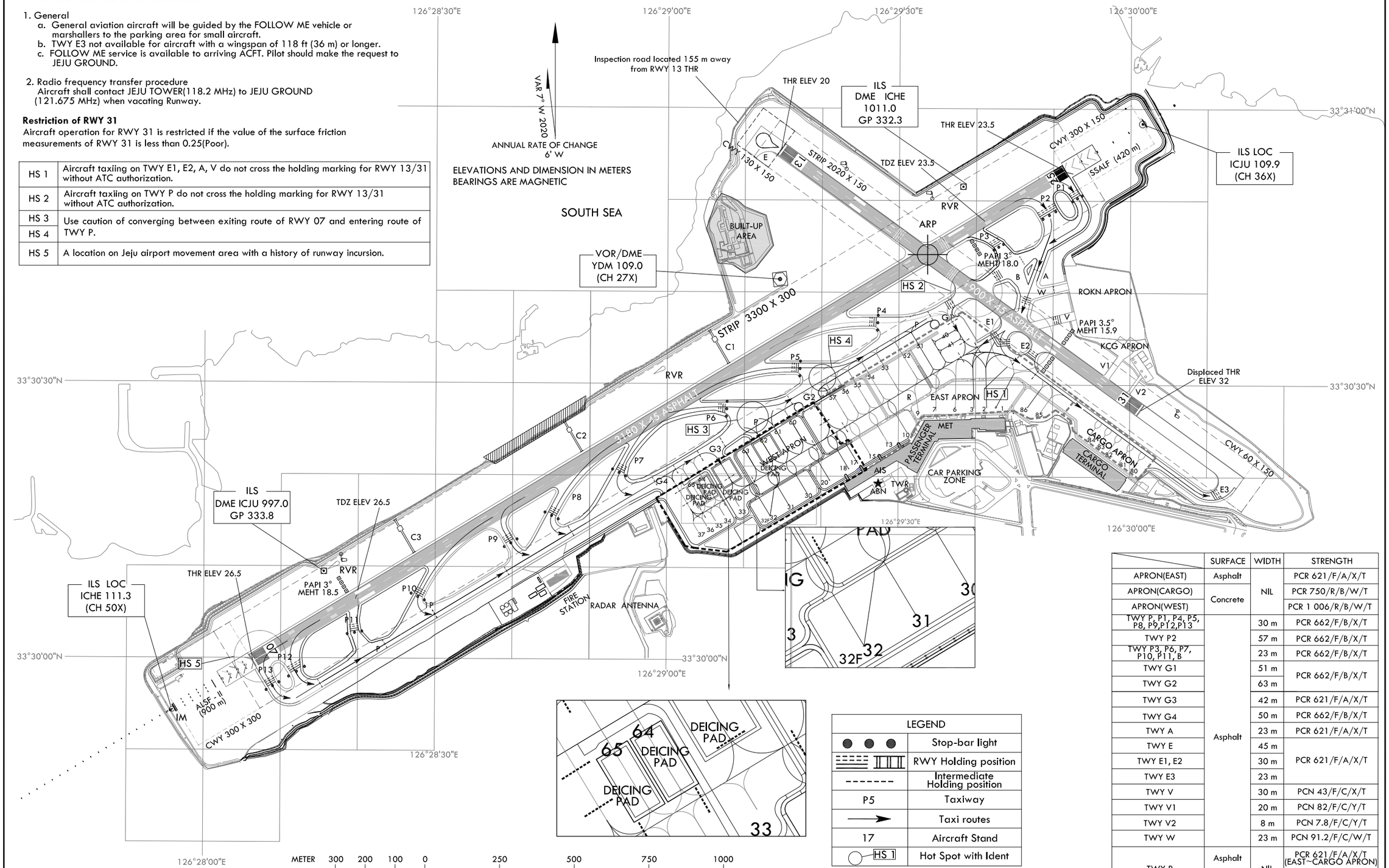
STANDARD GROUND TAXI PROCEDURES

1. General
   a. General aviation aircraft will be guided by the FOLLOW ME vehicle or marshallers to the parking area for small aircraft.
   b. TWY E3 not available for aircraft with a wingspan of 118 ft (36 m) or longer.
   c. FOLLOW ME service is available to arriving ACFT. Pilot should make the request to JEJU GROUND.

2. Radio frequency transfer procedure
   Aircraft shall contact JEJU TOWER(118.2 MHz) to JEJU GROUND (121.675 MHz) when vacating Runway.

Restriction of RWY 31
Aircraft operation for RWY 31 is restricted if the value of the surface friction measurements of RWY 31 is less than 0.25(Poor).

HS 1	Aircraft taxiing on TWY E1, E2, A, V do not cross the holding marking for RWY 13/31 without ATC authorization.
HS 2	Aircraft taxiing on TWY P do not cross the holding marking for RWY 13/31 without ATC authorization.
HS 3	Use caution of converging between exiting route of RWY 07 and entering route of TWY P.
HS 4	
HS 5	A location on Jeju airport movement area with a history of runway incursion.



LEGEND	
● ● ●	Stop-bar light
═══ ▯▯▯	RWY Holding position
- - - - - - -	Intermediate Holding position
P5	Taxiway
→	Taxi routes
17	Aircraft Stand
HS 1	Hot Spot with Ident

TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS
TAXIWAY CETNTER LINE LIGHTS ON ALL TAXIWAYS
(except : E, E2, E3, V, V1, W)

	SURFACE	WIDTH	STRENGTH
APRON(EAST)	Asphalt	NIL	PCR 621/F/A/X/T
APRON(CARGO)	Concrete		PCR 750/R/B/W/T
APRON(WEST)			PCR 1 006/R/B/W/T
TWY P, P1, P4, P5, P8, P9,P12,P13	Asphalt	30 m	PCR 662/F/B/X/T
TWY P2		57 m	PCR 662/F/B/X/T
TWY P3, P6, P7, P10, P11, B		23 m	PCR 662/F/B/X/T
TWY G1		51 m	PCR 662/F/B/X/T
TWY G2		63 m	
TWY G3		42 m	PCR 621/F/A/X/T
TWY G4		50 m	PCR 662/F/B/X/T
TWY A		23 m	PCR 621/F/A/X/T
TWY E		45 m	PCR 621/F/A/X/T
TWY E1, E2		30 m	
TWY E3		23 m	
TWY V		30 m	PCN 43/F/C/X/T
TWY V1		20 m	PCN 82/F/C/Y/T
TWY V2		8 m	PCN 7.8/F/C/Y/T
TWY W		23 m	PCN 91.2/F/C/W/T
TWY R	Asphalt	NIL	PCR 621/F/A/X/T (EAST~CARGO APRON)
	Concrete		PCR 1 006/R/B/W/T (WEST APRON)

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

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 : PCR 662/F/B/X/T
- International 2 : PCR 1 178/R/C/W/T
- Domestic : PCR 621/F/A/X/T</td></tr>
<tr><td rowspan="16">2</td><td rowspan="16">Designation, Taxiway width, surface and strength</td><td>Taxiway</td><td>Width(m)</td><td>Surface</td><td>STRENGTH (PCR)</td></tr>
<tr><td>P</td><td>30</td><td>Concrete</td><td>1 178 R/C/W/T</td></tr>
<tr><td rowspan="2">E1, E2,
E3, E4, E5</td><td rowspan="2">30</td><td>Concrete</td><td>1 178 R/C/W/T</td></tr>
<tr><td>Asphalt</td><td>662 F/B/X/T</td></tr>
<tr><td>S</td><td>30</td><td>Concrete</td><td>1 006 R/B/W/T</td></tr>
<tr><td>C5</td><td>30</td><td>Concrete</td><td>1 006 R/B/W/T</td></tr>
<tr><td rowspan="2">C1, C2, C3, C4,
C6, C7</td><td rowspan="2">30</td><td>Concrete</td><td>1 006 R/B/W/T</td></tr>
<tr><td>Asphalt</td><td>621 F/A/X/T</td></tr>
<tr><td>G7</td><td>23</td><td>Concrete</td><td>1 178 R/C/W/T</td></tr>
<tr><td>G8</td><td>45</td><td>Concrete</td><td>1 178 R/C/W/T</td></tr>
<tr><td>G9</td><td>78</td><td>Concrete</td><td>1 178 R/C/W/T</td></tr>
<tr><td>W2</td><td colspan="3" rowspan="2">N/A (Military maintenance taxiway)</td></tr>
<tr><td>W3</td></tr>
<tr><td rowspan="2">G10</td><td rowspan="2">44</td><td>Asphalt</td><td>496 F/B/X/T</td></tr>
<tr><td>Concrete</td><td>1 178 R/C/W/T</td></tr>
<tr><td rowspan="2">G11</td><td rowspan="2">44</td><td>Asphalt</td><td>496 F/B/X/T</td></tr>
<tr><td>Concrete</td><td>1 178 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 : Information of strength(PCN → PCR) for apron and TWY.

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

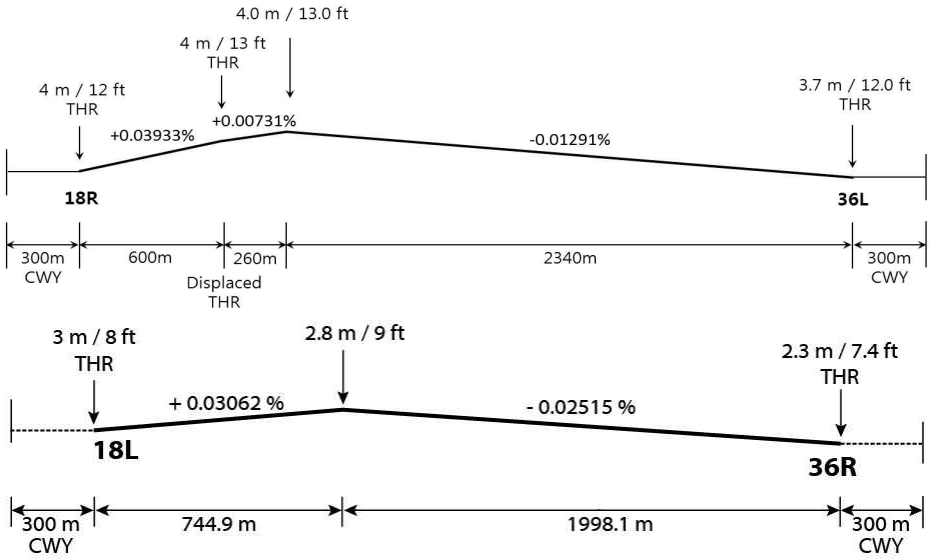
RKPK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Gimhae Airport Weather Office (TEL : +82-51-941-0365, FAX : +82-51-941-0366)
2	Hours of service MET Office outside hours	24 hours -
3	Office responsible for TAF preparation Periods of validity	ROKAF(Republic of Korea Airforce) MET Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Trend forecast Interval of issuance	NIL
5	Briefing/consultation	Avaliable at Aviation Meteorological 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 and other model outputs
8	Supplementary equipment available for providing information	Satellite and Weather radar imageries
9	ATS units provided with information	FIC, TWR and APP
10	Additional information (limitation of service, etc.)	All observation data, model outputs and forecasts produced by KMA and WAFS are available at the office through internet link. Apron Automated Meteorological Observing System(AMOS) equipment unserviceable. TOWER or APPROACH control AMOS information available.

RKPK 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
18R	173.95°	3 200 × 60 m	1 006 R/B/W/T Concrete	351137.94N 1285606.46E GUND 29 m	THR 4 m / 12 ft
18R (Displaced)	173.95°	2 600 × 60 m	1 006 R/B/W/T Concrete	351118.58N 1285608.96E GUND 29 m	THR 4 m / 13 ft
36L	353.95°	3 200 × 60 m	1 006 R/B/W/T Concrete	350954.69N 1285619.79E GUND 29.2 m	THR 3.7 m / 12.0 ft TDZ 3.8 m / 12.5 ft
18L	173.95°	2 743 × 46 m	1 178 R/C/W/T Concrete	351138.60N 1285614.73E - -	THR 3 m / 8 ft
36R	353.95°	2 743 × 46 m	1 178 R/C/W/T Concrete	351010.10N 1285626.14E - -	THR 2.3 m / 7.4 ft TDZ 2.5 m / 8.2 ft

7. Slope of RWY-SWY



SWY dimensions(m)	CWY dimensions(m)	Strip dimensions(m)	RESA dimensions(m)	Location & description of arresting system	OFZ
8	9	10	11	12	13
NIL	300 × 300	3 320 × 300	240 × 150	- BAK-12(mobile aircraft arresting cable system) is located RWY 36R/18L(500~600 m from the both side of RWY THR). - MA-1A(aircraft arresting net) is located RWY 36R/18L THR.	NIL
NIL	300 × 300		240 × 150		NIL
NIL	300 × 160	2 863 × 300	240 × 150		NIL
NIL	300 × 160		236 × 150		NIL

14. Remarks

The surface of RWY 18R/36L is grooved. (except 95 m from RWY 36L THR, 300 m from RWY 18R THR)
The surface of RWY 18L/36R is grooved.

Change : Information of strength(PCN → PCR) for RWY.

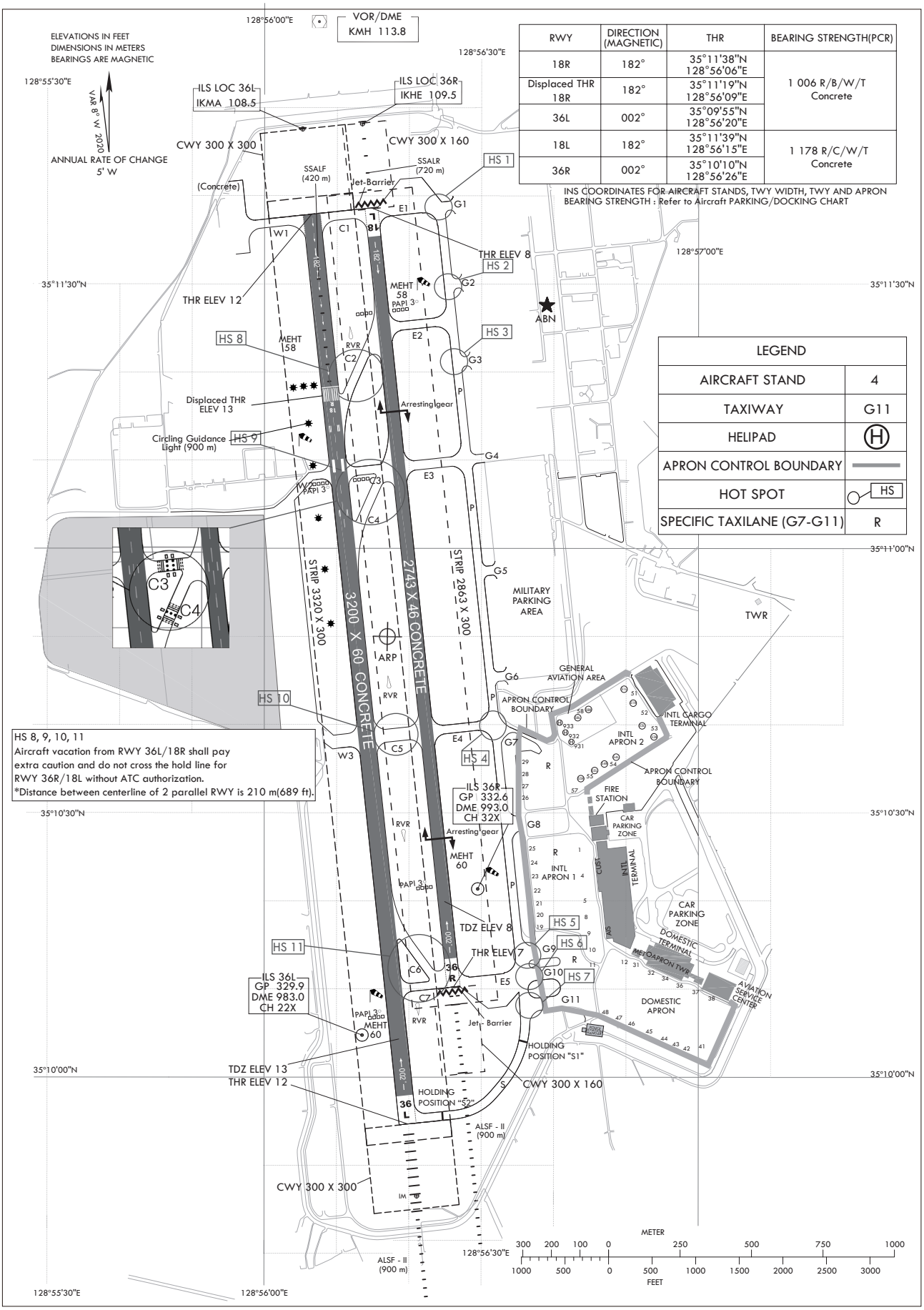
AERODROME CHART - ICAO

35°10'50"N
128°56'17"E

ELEV **13** ft

TWR	118.1	118.450	233.3	236.6
GND	121.9	275.8		
APRON	121.65	317.45		

BUSAN / Gimhae INTL



RWY	DIRECTION (MAGNETIC)	THR	BEARING STRENGTH(PCR)
18R	182°	35°11'38"N 128°56'06"E	1 006 R/B/W/T Concrete
Displaced THR 18R	182°	35°11'19"N 128°56'09"E	
36L	002°	35°09'55"N 128°56'20"E	
18L	182°	35°11'39"N 128°56'15"E	1 178 R/C/W/T Concrete
36R	002°	35°10'10"N 128°56'26"E	

INS COORDINATES FOR AIRCRAFT STANDS, TWY WIDTH, TWY AND APRON BEARING STRENGTH : Refer to Aircraft PARKING/DOCKING CHART

LEGEND	
AIRCRAFT STAND	4
TAXIWAY	G11
HELIPAD	Ⓗ
APRON CONTROL BOUNDARY	
HOT SPOT	HS
SPECIFIC TAXILANE (G7-G11)	R

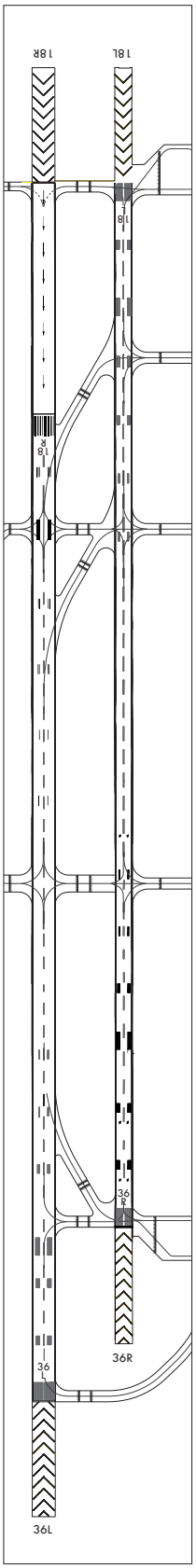
HS 8, 9, 10, 11
Aircraft vacation from RWY 36L/18R shall pay extra caution and do not cross the hold line for RWY 36R/18L without ATC authorization.
*Distance between centerline of 2 parallel RWY is 210 m(689 ft).

Change : Information of strength(PCN → PCR) for RWY.

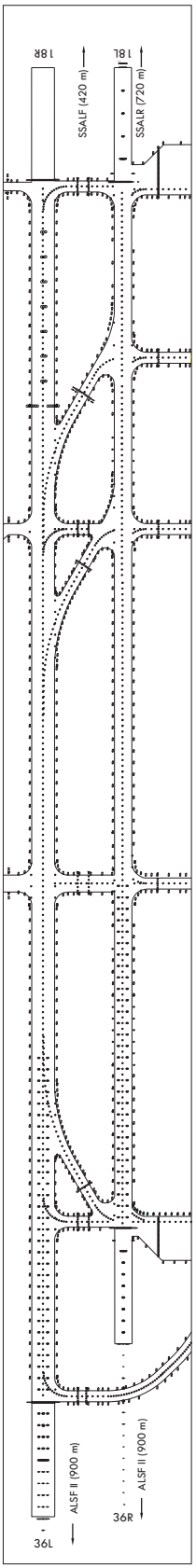
LIGHTING AND MARKING CHART

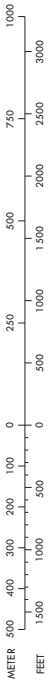
BUSAN / Gimhae INTL

MARKING AIDS RWY 18L/36R AND 18R/36L AND EXIT TWY



LIGHTING AIDS RWY 18L/36R AND 18R/36L AND EXIT TWY



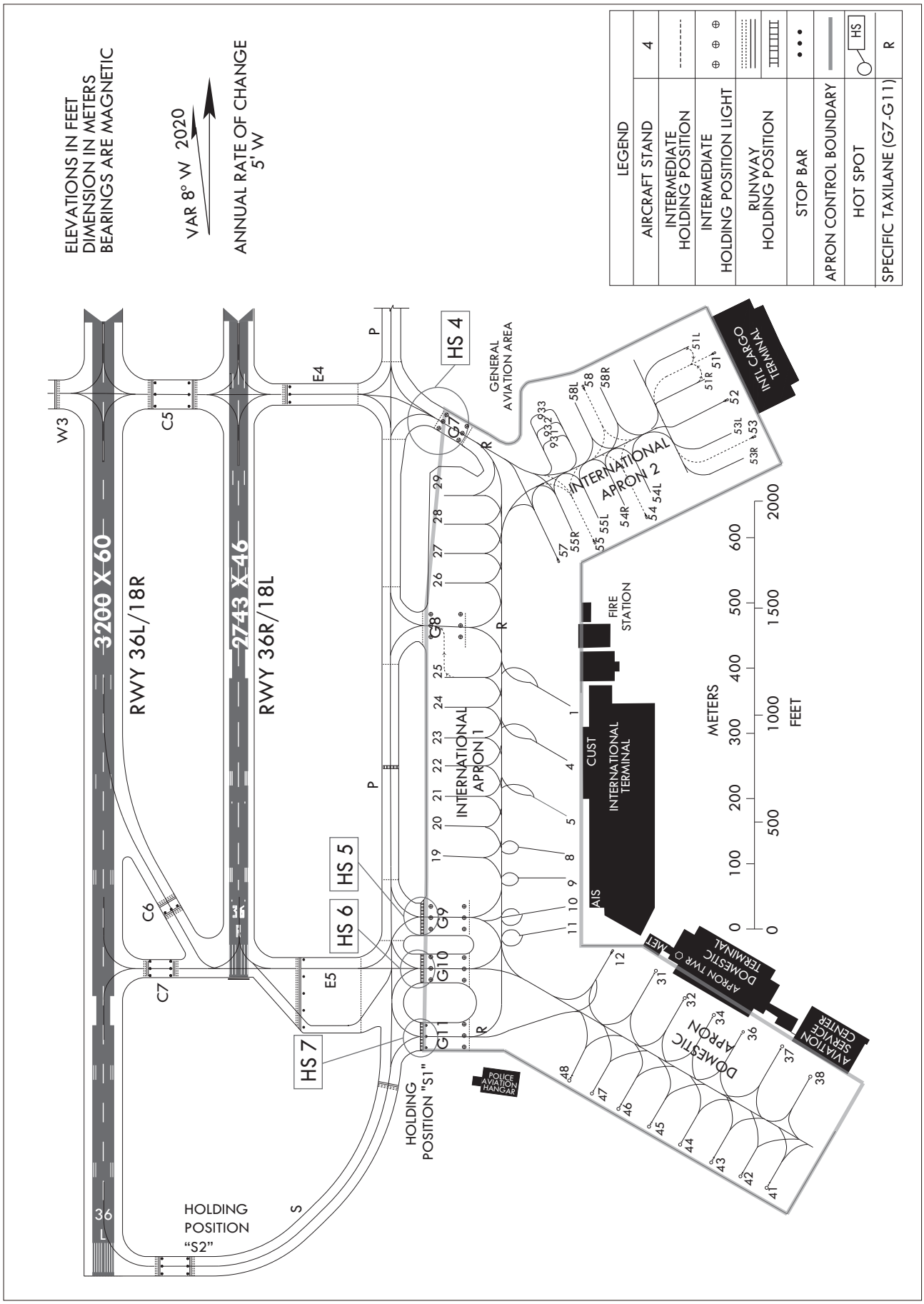


AIRCRAFT PARKING DOCKING CHART - ICAO

APRON ELEV
8 ft

TWR	118.1 233.3	118.450 236.6
GND	121.9	275.8
APRON	121.65	317.450

BUSAN/Gimhae INTL



INS COORDINATES FOR AIRCRAFT STANDS(WGS-84)					
1	35°10'25.69"N	128°56'44.55"E	58	35°10'41.49"N	128°56'43.51"E
4	35°10'22.90"N	128°56'44.89"E	58L	35°10'40.71"N	128°56'43.08"E
5	35°10'20.12"N	128°56'45.24"E	58R	35°10'41.49"N	128°56'44.56"E
8	35°10'18.30"N	128°56'45.10"E	931	35°10'38.86"N	128°56'42.15"E
9	35°10'16.92"N	128°56'45.43"E	932	35°10'39.47"N	128°56'41.69"E
10	35°10'15.69"N	128°56'45.62"E	933	35°10'40.07"N	128°56'41.22"E
11	35°10'14.25"N	128°56'46.11"E			
12	35°10'13.59"N	128°56'48.90"E			
19	35°10'17.50"N	128°56'37.69"E			
20	35°10'18.98"N	128°56'37.50"E			
21	35°10'20.46"N	128°56'37.31"E			
22	35°10'21.95"N	128°56'37.12"E			
23	35°10'23.43"N	128°56'36.93"E			
24	35°10'24.92"N	128°56'36.74"E			
25	35°10'26.40"N	128°56'36.54"E			
26	35°10'31.10"N	128°56'36.39"E			
27	35°10'32.55"N	128°56'36.20"E			
28	35°10'34.00"N	128°56'36.01"E			
29	35°10'35.46"N	128°56'35.82"E			
31	35°10'12.79"N	128°56'51.56"E			
32	35°10'11.61"N	128°56'53.51"E			
34	35°10'10.92"N	128°56'55.39"E			
36	35°10'10.21"N	128°56'57.21"E			
37	35°10'09.69"N	128°56'59.68"E			
38	35°10'08.34"N	128°57'01.60"E			
41	35°10'02.85"N	128°56'59.81"E			
42	35°10'03.30"N	128°56'58.18"E			
43	35°10'03.83"N	128°56'56.31"E			
44	35°10'04.56"N	128°56'54.32"E			
45	35°10'05.29"N	128°56'52.33"E			
46	35°10'06.01"N	128°56'50.37"E			
47	35°10'06.62"N	128°56'48.62"E			
48	35°10'07.15"N	128°56'47.17"E			
51	35°10'43.74"N	128°56'50.99"E			
51L	35°10'44.10"N	128°56'49.58"E			
51R	35°10'42.55"N	128°56'50.77"E			
52	35°10'41.51"N	128°56'52.08"E			
53	35°10'39.81"N	128°56'54.00"E			
53L	35°10'40.03"N	128°56'52.71"E			
53R	35°10'38.83"N	128°56'53.63"E			
54	35°10'35.46"N	128°56'48.11"E			
54L	35°10'36.65"N	128°56'48.25"E			
54R	35°10'35.87"N	128°56'46.74"E			
55	35°10'33.92"N	128°56'45.12"E			
55L	35°10'35.10"N	128°56'45.24"E			
55R	35°10'34.33"N	128°56'43.74"E			
57	35°10'32.82"N	128°56'43.03"E			

TAXIWAY INFORMATION		
TAXIWAY	WIDTH(m)	STRENGTH(PCR)
P	30	1 178 R/C/W/T
E1, E2, E3, E4, E5	30	1 178 R/C/W/T
		662 F/B/X/T
S	30	1 006 R/B/W/T
C5	30	1 006 R/B/W/T
C1, C2, C3, C4, C6, C7	30	1 006 R/B/W/T
		621 F/A/X/T
G7	23	1 178 R/C/W/T
G8	45	1 178 R/C/W/T
G9	78	1 178 R/C/W/T
W2	N/A (Military maintenance taxiway)	
W3		
G10	44	496 F/B/X/T
		1 178 R/C/W/T
G11	44	496 F/B/X/T
		1 178 R/C/W/T
W1, G1, G2, G3, G4, G5, G6	N/A (Military use taxiway)	

AIRCRAFT STANDS	
1, 53	B747-400, A340-600
4, 12, 51, 54, 55	B747-400
5, 37	A350-900
31	B777-200
58	A350-900, B787-10
45	B767-300ERW
43	B767-300
8, 9, 10, 11, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 32, 34, 36, 38, 41, 42, 44, 46, 47, 48, 51L, 51R, 52, 53L, 53R, 54L, 54R, 55L, 55R, 57, 58L, 58R	B737 MAX 9, A321 NEO

※ ISOLATED STAND : E1

APRON INFORMATION	
APRON	STRENGTH(PCR)
INTERNATIONAL 1	662 F/B/X/T
DOMESTIC	621 F/A/X/T
INTERNATIONAL 2	1 178 R/C/W/T

STAND Number	AIRCRAFT Classification	Dimensions(m)*	REMARKS
931, 932, 933	Helicopter	16 x 16	AS-365, EC-155, AW-139, S-76C, KA-32

* Dimensions means overall length x width.

DEICING PAD			
	INS COORDINATES FOR AIRCRAFT STANDS		
	WGS-84		ELEV(AMSL)
G8	35°10'28.65"N	128°56'35.67"E	8 ft
G9	35°10'14.68"N	128°56'37.42"E	8 ft
26	35°10'31.10"N	128°56'36.39"E	-
27	35°10'32.55"N	128°56'36.20"E	-

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

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **8** ft

TWR	118.1	118.450	233.3	236.6
GND	121.9	275.8		
APRON	121.65	317.45		

BUSAN/Gimhae Intl
RWY 36L/R, 18L/R DEPARTURE

ELEVATIONS IN FEET
DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 8° W 2020
ANNUAL RATE OF CHANGE 5' W

128°55'30"E
128°56'00"E
128°56'30"E
128°57'00"E
35°11'30"N
35°11'00"N
35°10'30"N
35°10'00"N
35°09'30"N

Deicing Pad	INS COORDINATES FOR AIRCRAFT STAND	
	WGS-84	ELEV(AMSL)
G8	35°10'28.65"N 128°56'35.67"E	8 ft
G9	35°10'14.68"N 128°56'37.42"E	8 ft
26	35°10'31.10"N 128°56'36.39"E	-
27	35°10'32.55"N 128°56'36.20"E	-

LEGEND	
	STOP BAR LIGHT
	INTERMEDIATE HOLDING POSITION LIGHT
	RUNWAY HOLDING POSITION
	TAXIWAY INTERSECTION
G11	TAXI WAY
	TAXI ROUTES
H	HELIPAD
16	AIRCRAFT STAND
	APRON CONTROL BOUNDARY
HS	HOT SPOT
③	START POINT
R	SPECIFIC TAXILANE (G7-G11)

HS 8, 9, 10, 11 :
Aircraft vacation from RWY 36L/18R shall pay extra caution and do not cross the hold line for RWY 36R/18L without ATC authorization.
* Distance between centerline of 2 parallel RWY is 210 m (689 ft).

INS COORDINATES FOR AIRCRAFT STANDS (WGS-84)		
1	35°10'25.69"N	128°56'44.55"E
4	35°10'22.90"N	128°56'44.89"E
5	35°10'20.12"N	128°56'45.24"E
8	35°10'18.30"N	128°56'45.10"E
9	35°10'16.92"N	128°56'45.43"E
10	35°10'15.69"N	128°56'45.62"E
11	35°10'14.25"N	128°56'46.11"E
12	35°10'13.59"N	128°56'48.90"E
19	35°10'17.50"N	128°56'37.69"E
20	35°10'18.98"N	128°56'37.50"E
21	35°10'20.46"N	128°56'37.31"E
22	35°10'21.95"N	128°56'37.12"E
23	35°10'23.43"N	128°56'36.93"E
24	35°10'24.92"N	128°56'36.74"E
25	35°10'26.40"N	128°56'36.54"E
26	35°10'31.10"N	128°56'36.39"E
27	35°10'32.55"N	128°56'36.20"E
28	35°10'34.00"N	128°56'36.01"E
29	35°10'35.46"N	128°56'35.82"E
31	35°10'12.79"N	128°56'51.56"E
32	35°10'11.61"N	128°56'53.51"E
34	35°10'10.92"N	128°56'55.39"E
36	35°10'10.21"N	128°56'57.21"E
37	35°10'09.69"N	128°56'59.68"E
38	35°10'08.34"N	128°57'01.60"E
41	35°10'02.85"N	128°56'59.81"E
42	35°10'03.30"N	128°56'58.18"E
43	35°10'03.83"N	128°56'56.31"E
44	35°10'04.56"N	128°56'54.32"E
45	35°10'05.29"N	128°56'52.33"E
46	35°10'06.01"N	128°56'50.37"E
47	35°10'06.62"N	128°56'48.62"E
48	35°10'07.15"N	128°56'47.17"E
51	35°10'43.74"N	128°56'50.99"E
51L	35°10'44.10"N	128°56'49.58"E
51R	35°10'42.55"N	128°56'50.77"E
52	35°10'41.51"N	128°56'52.08"E
53	35°10'39.81"N	128°56'54.00"E
53L	35°10'40.03"N	128°56'52.71"E
53R	35°10'38.83"N	128°56'53.63"E
54	35°10'35.46"N	128°56'48.11"E
54L	35°10'36.65"N	128°56'48.25"E
54R	35°10'35.87"N	128°56'46.74"E
55	35°10'33.92"N	128°56'45.12"E
55L	35°10'35.10"N	128°56'45.24"E
55R	35°10'34.33"N	128°56'43.74"E
57	35°10'32.82"N	128°56'43.03"E
58	35°10'41.49"N	128°56'43.51"E
58L	35°10'40.71"N	128°56'43.08"E
58R	35°10'41.49"N	128°56'44.56"E
931	35°10'38.86"N	128°56'42.15"E
932	35°10'39.47"N	128°56'41.69"E
933	35°10'40.07"N	128°56'41.22"E

APRON INFORMATION	
APRON	STRENGTH(PCR)
INTERNATIONAL 1	662 F/B/X/T
DOMESTIC	621 F/A/X/T
INTERNATIONAL 2	1 178 R/C/W/T

TAXIWAY INFORMATION		
TAXIWAY	WIDTH(m)	STRENGTH (PCR)
P	30	1 178 R/C/W/T
E1, E2, E3, E4, E5	30	1 178 R/C/W/T
		662 F/B/X/T
S	30	1 006 R/B/W/T
C5	30	1 006 R/B/W/T
C1, C2, C3, C4, C6, C7	30	1 006 R/B/W/T
		621 F/A/X/T
G7	23	1 178 R/C/W/T
G8	45	1 178 R/C/W/T
G9	78	1 178 R/C/W/T
W2	N/A (Military maintenance taxiway)	
W3		
G10	44	496 F/B/X/T
		1 178 R/C/W/T
G11	44	496 F/B/X/T
		1 178 R/C/W/T

STAND Number	AIRCRAFT Classification	Dimensions(m)*	REMARKS
931, 932, 933	Helicopter	16 x 16	AS-365, EC-155, AW-139, S-76C, KA-32

* Dimensions means overall length x width

DISTANCE BETWEEN HOLDING POSITION MARKING	
C1, C5, C7	30 m
C2, C4, C6	10 m

※Isolated stand : E1

AIRCRAFT STANDS	
1, 53	B747-400, A340-600
4, 12, 51, 54, 55	B747-400
5, 37	A350-900
31	B777-200
58	A350-900, B787-10
45	B767-300ERW
43	B767-300
8, 9, 10, 11, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 32, 34, 36, 38, 41, 42, 44, 46, 47, 48 51L, 51R, 52, 53L, 53R, 54L, 54R, 55L, 55R, 57, 58L, 58R	B737 MAX 9, A321 NEO

METER 500 400 300 200 100 0 250 500 750 1000
FEET 1500 1000 500 0 500 1000 1500 2000 2500 3000

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

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **8** ft

TWR	118.1	118.450	233.3	236.6
GND	121.9	275.8		
APRON	121.65	317.45		

BUSAN/Gimhae Intl
RWY 36L/R, 18L/R ARRIVAL

ELEVATIONS IN FEET
DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 8° W 2020
ANNUAL RATE OF CHANGE 5' W

128°55'30"E
128°56'00"E
128°56'30"E
128°57'00"E
35°11'30"N
35°11'00"N
35°10'30"N
35°10'00"N
35°09'30"N

INS COORDINATES FOR AIRCRAFT STANDS (WGS-84)		
1	35°10'25.69"N	128°56'44.55"E
4	35°10'22.90"N	128°56'44.89"E
5	35°10'20.12"N	128°56'45.24"E
8	35°10'18.30"N	128°56'45.10"E
9	35°10'16.92"N	128°56'45.43"E
10	35°10'15.69"N	128°56'45.62"E
11	35°10'14.25"N	128°56'46.11"E
12	35°10'13.59"N	128°56'48.90"E
19	35°10'17.50"N	128°56'37.69"E
20	35°10'18.98"N	128°56'37.50"E
21	35°10'20.46"N	128°56'37.31"E
22	35°10'21.95"N	128°56'37.12"E
23	35°10'23.43"N	128°56'36.93"E
24	35°10'24.92"N	128°56'36.74"E
25	35°10'26.40"N	128°56'36.54"E
26	35°10'31.10"N	128°56'36.39"E
27	35°10'32.55"N	128°56'36.20"E
28	35°10'34.00"N	128°56'36.01"E
29	35°10'35.46"N	128°56'35.82"E
31	35°10'12.79"N	128°56'51.56"E
32	35°10'11.61"N	128°56'53.51"E
34	35°10'10.92"N	128°56'55.39"E
36	35°10'10.21"N	128°56'57.21"E
37	35°10'09.69"N	128°56'59.68"E
38	35°10'08.34"N	128°57'01.60"E
41	35°10'02.85"N	128°56'59.81"E
42	35°10'03.30"N	128°56'58.18"E
43	35°10'03.83"N	128°56'56.31"E
44	35°10'04.56"N	128°56'54.32"E
45	35°10'05.29"N	128°56'52.33"E
46	35°10'06.01"N	128°56'50.37"E
47	35°10'06.62"N	128°56'48.62"E
48	35°10'07.15"N	128°56'47.17"E
51	35°10'43.74"N	128°56'50.99"E
51L	35°10'44.10"N	128°56'49.58"E
51R	35°10'42.55"N	128°56'50.77"E
52	35°10'41.51"N	128°56'52.08"E
53	35°10'39.81"N	128°56'54.00"E
53L	35°10'40.03"N	128°56'52.71"E
53R	35°10'38.83"N	128°56'53.63"E
54	35°10'35.46"N	128°56'48.11"E
54L	35°10'36.65"N	128°56'48.25"E
54R	35°10'35.87"N	128°56'46.74"E
55	35°10'33.92"N	128°56'45.12"E
55L	35°10'35.10"N	128°56'45.24"E
55R	35°10'34.33"N	128°56'43.74"E
57	35°10'32.82"N	128°56'43.03"E
58	35°10'41.49"N	128°56'43.51"E
58L	35°10'40.71"N	128°56'43.08"E
58R	35°10'41.49"N	128°56'44.56"E
931	35°10'38.86"N	128°56'42.15"E
932	35°10'39.47"N	128°56'41.69"E
933	35°10'40.07"N	128°56'41.22"E

Deicing Pad		
	INS COORDINATES FOR AIRCRAFT STAND	
	WGS-84	ELEV(AMSL)
G8	35°10'28.65"N 128°56'35.67"E	8 ft
G9	35°10'14.68"N 128°56'37.42"E	8 ft
26	35°10'31.10"N 128°56'36.39"E	-
27	35°10'32.55"N 128°56'36.20"E	-

LEGEND	
• • •	STOP BAR LIGHT
⊕⊕⊕	INTERMEDIATE HOLDING POSITION LIGHT
	RUNWAY HOLDING POSITION
- - -	TAXIWAY INTERSECTION
G11	TAXI WAY
→	TAXI ROUTES
H	HELIPAD
16	AIRCRAFT STAND
	APRON CONTROL BOUNDARY
HS	HOT SPOT
③	START POINT
R	SPECIFIC TAXILANE (G7-G11)

HS 8, 9, 10, 11 :
Aircraft vacation from RWY 36L/18R shall pay extra caution and do not cross the hold line for RWY 36R/18L without ATC authorization.
* Distance between centerline of 2 parallel RWY is 210 m (689 ft).

Displaced THR ELEV 13
ELEV 12
ELEV 8
ELEV 7
ELEV 12
HOLDING POSITION "S1"
HOLDING POSITION "S2"
MILITARY PARKING AREA
GENERAL AVIATION AREA
INTL APRON 1
INTL APRON 2
INTL CARGO TERMINAL
CUST
INTL TERMINAL
FIRE STATION
CAR PARKING ZONE
DOMESTIC TERMINAL
MET
APRON TWR
AIS
DOMESTIC APRON
AVIATION SERVICE CENTER
TWR
FIR

APRON INFORMATION	
APRON	STRENGTH(PCR)
INTERNATIONAL 1	662 F/B/X/T
DOMESTIC	621 F/A/X/T
INTERNATIONAL 2	1 178 R/C/W/T

TAXIWAY INFORMATION		
TAXIWAY	WIDTH(m)	STRENGTH (PCR)
P	30	1 178 R/C/W/T
E1, E2, E3, E4, E5	30	1 178 R/C/W/T
		662 F/B/X/T
S	30	1 006 R/B/W/T
C5	30	1 006 R/B/W/T
C1, C2, C3, C4, C6, C7	30	1 006 R/B/W/T
		621 F/A/X/T
G7	23	1 178 R/C/W/T
G8	45	1 178 R/C/W/T
G9	78	1 178 R/C/W/T
W2	N/A (Military maintenance taxiway)	
W3		
G10	44	496 F/B/X/T
		1 178 R/C/W/T
G11	44	496 F/B/X/T
		1 178 R/C/W/T

※ Isolated stand : E1

AIRCRAFT STANDS	
1, 53	B747-400, A340-600
4, 12, 51, 54, 55	B747-400
5, 37	A350-900
31	B777-200
58	A350-900, B787-10
45	B767-300ERW
43	B767-300
8, 9, 10, 11, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 32, 34, 36, 38, 41, 42, 44, 46, 47, 48 51L, 51R, 52, 53L, 53R, 54L, 54R, 55L, 55R, 57, 58L, 58R	B737 MAX 9, A321 NEO

STAND Number	AIRCRAFT Classification	Dimensions(m)*	REMARKS
931, 932, 933	Helicopter	16 x 16	AS-365, EC-155, AW-139, S-76C, KA-32

* Dimensions means overall length x width

DISTANCE BETWEEN HOLDING POSITION MARKING	
C1, C5, C7	30 m
C2, C4, C6	10 m

METER 500 400 300 200 100 0 250 500 750 1000
FEET 1 500 1 000 500 0 500 1000 1500 2000 2500 3000

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

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

1	Designation, Apron surface and strength	Surface : Concrete Strength : PCR 1 006 R/B/W/T, - ACFT stands NR. 1~13, 71~78	
2	Designation, Taxiway width, surface and strength	E1	Width : 36 m Surface : Asphalt, Concrete Strength : PCR 1 006 R/B/W/T, PCR 577 F/A/X/T
		E2	Width : 30 m Surface : Asphalt Strength : PCR 577 F/A/X/T
		A2	Width : 84 m / 33 m Surface : Concrete Strength : PCR 1 006 R/B/W/T
		A3	Width : 25 m Surface : Asphalt Strength : PCR 629 F/B/X/T
		B2	Width : 23 m Surface : Concrete Strength : PCR 1 006 R/B/W/T
		B3	Width : 33 m Surface : Asphalt Strength : PCR 577 F/A/X/T
		B4	Width : 33 m Surface : Asphalt Strength : PCR 577 F/A/X/T
		C2	Width : 23 m Surface : Concrete Strength : PCR 1 006 R/B/W/T
		C3	Width : 33 m Surface : Concrete Strength : PCR 1 006 R/B/W/T
		D2	Width : 60 m / 37 m Surface : Concrete Strength : PCR 1 006 R/B/W/T
		D3	Width : 28 m Surface : Concrete Strength : PCR 1 006 R/B/W/T
		E	Width : 23 m Surface : Asphalt, Concrete Strength : PCR 629 F/B/X/T, PCR 1 006 R/B/W/T (TWY C3, D3 Intersection)
3	Altimeter checkpoint location and elevation	All Aprons : 52 m	
4	VOR checkpoints	VOR : NIL	
5	INS checkpoints	INS : See Aircraft Parking/Docking Chart	
6	Remarks	NIL	

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

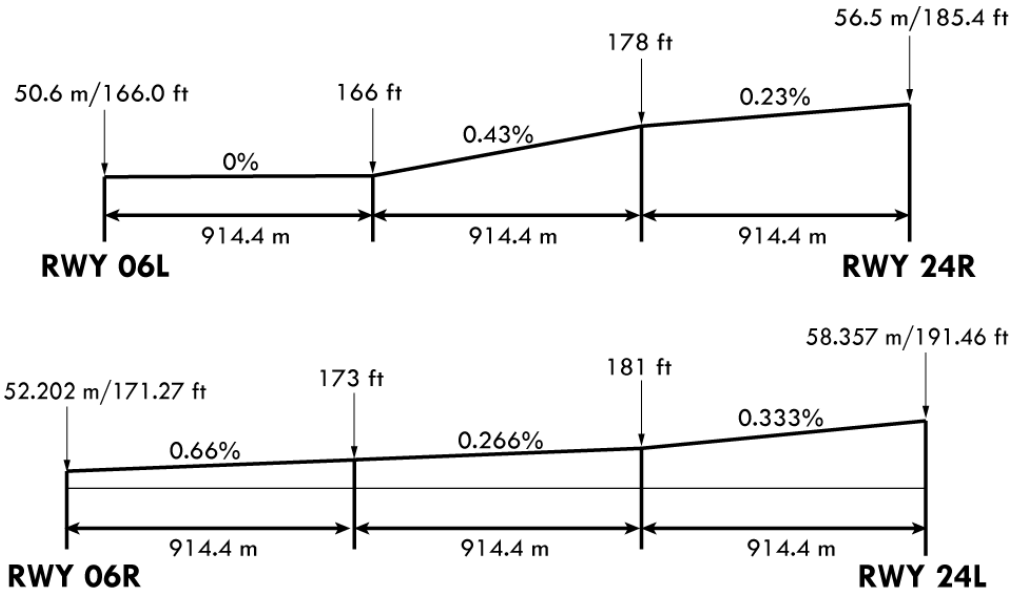
RKTU AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY and holding position, Guide lines at apron 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 (including ACFT that require de-icing)	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, AAR456) 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 STBY 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 STBY functions. - Maintain Mode A code assigned by ATC. When ACFT is stationary at the parking stand, select OFF or STBY.
2.2.3	Other cases of taxiing ACFT (including towing 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 STBY 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 position and Mode A code assigned by ATC until parking stand. Other cases of taxiing ACFT : - Select A+C transponder in the ON position or its equivalent in relation to specifications of the installed model. - Do not select the OFF and STBY function. - Set Mode A code to 2000. Fully parked on stand - Select OFF or STBY position.
3	RWY and TWY markings and LGTs	a. RWY 1) Lights - RWY 06L - Edge, THR, END - RYW 06R - Edge, CL, THR, END - RYW 24L - Edge, CL, THR, END, TDZ - RWY 24R - Edge, THR, END 2) Markings - RWY 06L : Designation, THR, TDZ, Center Line, Side Stripe, Aiming point marked - RWY 06R : Designation, THR, TDZ, Center Line, Side Stripe, Aiming point marked - RWY 24L : Designation, THR, TDZ, Center Line, Side Stripe, Aiming point marked - RWY 24R : Designation, THR, TDZ, Center Line, Side Stripe, Aiming point marked b. TWY 1) Lights - TWY edge lights : All TWY 2) Marking - TWY & taxilane centerline marked - Holding position at TWY/RWY, intersections marked
4	Stop bars	NIL
5	Remarks	NIL

RKTU 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
06L	052.42°	2 744 × 60	1 006 R/B/W/T Concrete	364236.10N 1272912.46E - GUND 24.9 m	THR 50.6 m / 166.0 ft TDZ 50.5 m / 165.7 ft
24R	232.43°	2 744 × 60	1 006 R/B/W/T Concrete	364330.38N 1273040.05E - GUND 25.0 m	THR 56.5 m / 185.4 ft TDZ 55.5 m / 182.1 ft
06R	052.43°	2 744 × 45	959 R/B/W/T	364228.26N 1272914.84E GUND 25.0 m	THR 52.202 m / 171.27 ft TDZ 52.67 m / 172.80 ft
24L	232.43°	2 744 × 45	959 R/B/W/T	364322.53N 1273042.46E GUND 25.0 m	THR 58.357 m / 191.46 ft TDZ 58.357 m / 191.46 ft

7. Slope of RWY



SWY dimensions(m)	CWY dimensions(m)	Strip dimensions(m)	RESA dimensions(m)	Location & description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	-	2 864 × 300	240 × 120	ACFT arresting system are installed at each RWY THR. - BAK 12 (1 400 ft from the end of RWY 06L) - BAK 14 (1 700 ft from the end of RWY 24R) - Barrier(MA-1A MOD/1.7 m) end of RWY	-	The surface of RWY 06L/24R are grooved. (Except 300 m inward from each THR RWY 06L/24R.)
-	-	2 864 × 300	240 × 120			
-	-	2 864 × 300	-	ACFT arresting system are installed at each RWY THR. - BAK 12 (1 700 ft from the each RWY THR) - BAK 14 (3 300 ft from the each RWY THR) - Barrier (MA-1A MOD/1.7 m) end of RWY	-	The surface of RWY 06R/24L are grooved.
-	-	2 864 × 300	-			

Change : Information of strength(PCN → PCR) for RWY.

RKTU AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
06L	2 744	2 744	2 744	2 744	NIL
06L	744	744	744	744	Take-off from intersection with TWY B3
06L	1 349	1 349	1 349	1 349	Take-off from intersection with TWY B4
06L	1 929	1 929	1 929	1 929	Take-off from intersection with TWY C3
06R	2 744	2 744	2 744	2 744	NIL
24L	2 744	2 744	2 744	2 744	NIL
24R	2 744	2 744	2 744	2 744	NIL
24R	2 000	2 000	2 000	2 000	Take-off from intersection with TWY B3
24R	1 395	1 395	1 395	1 395	Take-off from intersection with TWY B4
24R	815	815	815	815	Take-off from intersection with TWY C3

RKTU 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 Color, INTST	RWY edge LGT LEN, Spacing Color, INTST	RWY End LGT Color WBAR	SWY LGT LEN(m) Color	Remarks
1	2	3	4	5	6	7	8	9	10
06L	SSALR 720 m LIH	Green Green	PAPI Both / 3° (48 ft)	NIL	NIL	2 744 m 60 m White LIH	Red -	NIL	NIL
24R	ALSF-I 900 m LIH	Green Green	PAPI Both / 3° (59 ft)	NIL	NIL	2 744 m 60 m White LIH	Red -	NIL	NIL
06R	SALS 450 m LIH	Green	PAPI Both / 3° (51 ft)	NIL	NIL	2 744 m 45 m White LIH	Red	NIL	NIL
24L	ALSF-I 900 m LIH	Green	PAPI Both / 3° (48 ft)	900 m	2 744 m 15 m White/Red LIH	2 744 m 45 m White LIH	Red	NIL	NIL

RKTU AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At ROKAF hangar building, FLG W/W-G (18 FPM*) / H24 IBN : NIL * FPM : Flash Per Minute
2	LDI location and LGT Anemometer location and LGT	NIL Anemometer : 469 m from RWY 24R THR and LGT
3	TWY edge and center line lighting	Edge : ALL TWY TWY center line lights : NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at RWY 06L-24R Switch-over time : 1 or 15 seconds according to kind of light (Complied with ICAO requirements)
5	Remarks	NIL

RKTU 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

RKTU AD 2.17 ATS AIRSPACE

1	Designation and lateral limit	Cheongju CTR A circle, 5 NM radius centered at ARP including areas which are extended south-westbound from 364004N 1272052E - 364151N 1272344E - 363841N 1272646E - 363654N 1272354E and north-eastbound from 364727N 1273246E - 364914N 1273539E - 364603N 1273841E - 364416N 1273548E
2	Vertical limits	SFC to 5 000 ft AGL
3	Airspace classification	Class D
4	ATS unit call sign Languages	CHEONGJU TOWER Korean and English
5	Transition altitude	14 000 ft AMSL
6	Operational Hours	H24
7	Remarks	NIL

RKTU AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
DEP	Jungwon Departure	129.65 MHz	H24	
APP	Jungwon Approach	134.0 MHz 265.75 MHz	H24	
ARR	Cheongju GCA	134.4 MHz 134.1 MHz	H24	
TWR	Cheongju Tower	118.7 MHz 126.2 MHz 249.6 MHz	H24	**Scheduled Inspection Time :** TWR(118.7 MHz), GND, ATIS Every 3rd TUE(1400-2000 UTC) of the month
GND	Cheongju Ground	121.875 MHz	H24	
ATIS	Cheongju INTL Airport	128.85 MHz 305.5 MHz	H24	
EMERG		121.5 MHz 243.0 MHz	H24	

RKTU 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 (8° W/2020)	CHO	109.00 MHz (CH 27X)	H24	364304.9N 1272938.7E	90 m	**Scheduled Inspection Time** Every 4th TUE(1400-2000 UTC) of the month **VOR/DME Unusable** - VOR · RDL 20 clockwise RDL 40 beyond 14 NM, below 5 500 ft · RDL 120 clockwise RDL 160 beyond 20 NM, below 7 000 ft - DME · RDL 20 clockwise RDL 40 beyond 14 NM, below 5 500 ft · RDL 120 clockwise RDL 160 beyond 20 NM, below 7 000 ft
LOC 24R (8° W/2020)	ICHG	111.70 MHz	H24	364230.0N 1272902.6E		**Scheduled Inspection Time** Every 1st TUE(1400-2000 UTC) of the month
GP 24R		333.5 MHz	H24	364327.4N 1273027.7E		
DME 24R	ICHG	1015 MHz (CH 54X)	H24	364327.4N 1273027.7E	90 m	
LOC 24L	ICHL	109.35 MHz	H24	364222.1N 1272904.9E		
GP 24L		331.85 MHz	H24	364314.0N 1273035.4E		
DME 24L	ICHL	1054 MHz (CH 30Y)	H24	364314.1N 1273035.2E	90 m	
LOC 06L (8° W/2020)	ICHJ	110.30 MHz	H24	364336.6N 1273050.1E		**Scheduled Inspection Time** Every 2nd TUE(1400-2000 UTC) of the month
GP 06L		335.0 MHz	H24	364239.6N 1272924.6E		
DME 06L	ICHJ	1001 MHz (CH 40X)	H24	364239.4N 1272924.7E	90 m	
LOC 06R	ICHR	109.15 MHz	H24	364328.7N 1273052.4E		
GP 06R		331.25 MHz	H24	364231.7N 1272926.8E		
DME 06R	ICHR	1052 MHz (CH 28Y)	H24	364231.7N 1272926.8E	90 m	

RKTU AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport Regulations

1.1 Cheong-Ju international airport is jointly operated by MOLIT and ROKAF. All aircraft wishing to use this AD have to observe the Cheong-Ju Local Regulations. Information about local regulations can be obtained from ATC TWR (ROKAF[1)]) and Aeronautical Information Service Office (MOLIT[2)]).
[1)] ROKAF : Republic of Korea Air Force
[2)] MOLIT : Ministry of Land, Infrastructure and Transport

1.2 All airliners shall fly with IFR at Cheong-Ju international Airport for departures and arrivals.

1.3 It is mandatory for all airliners to use RWY 06L/24R except for emergency situations. Usage of RWY 06R/24L for airliners are also allowed when RWY 06L/24R is closed due to RWY maintenance or during snow-removal work. Using RWY 06R/24L aircraft can't exceed PCR 959.

1.4 Circling is not authorized South East of RWY 06-24, RWY 24-06.

1.5 All airliners are prohibited to operate when RCR is under 7. If RCR is between 7 and 12, MOLIT decides to operate.

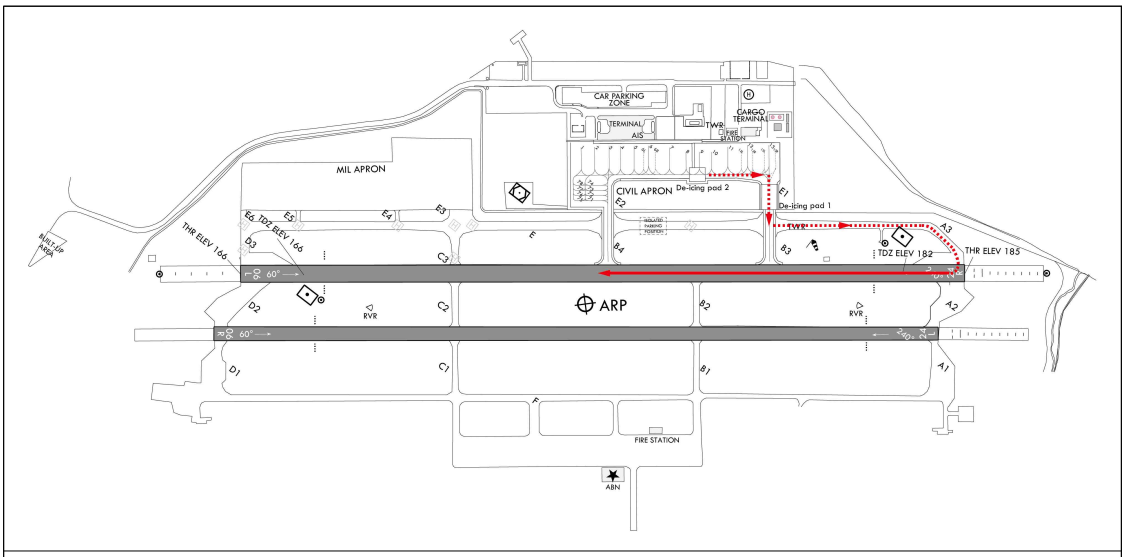
1.6 Airliners taking off and landing can be delayed due to military operations.

Change : Information of strength(PCN → PCR).

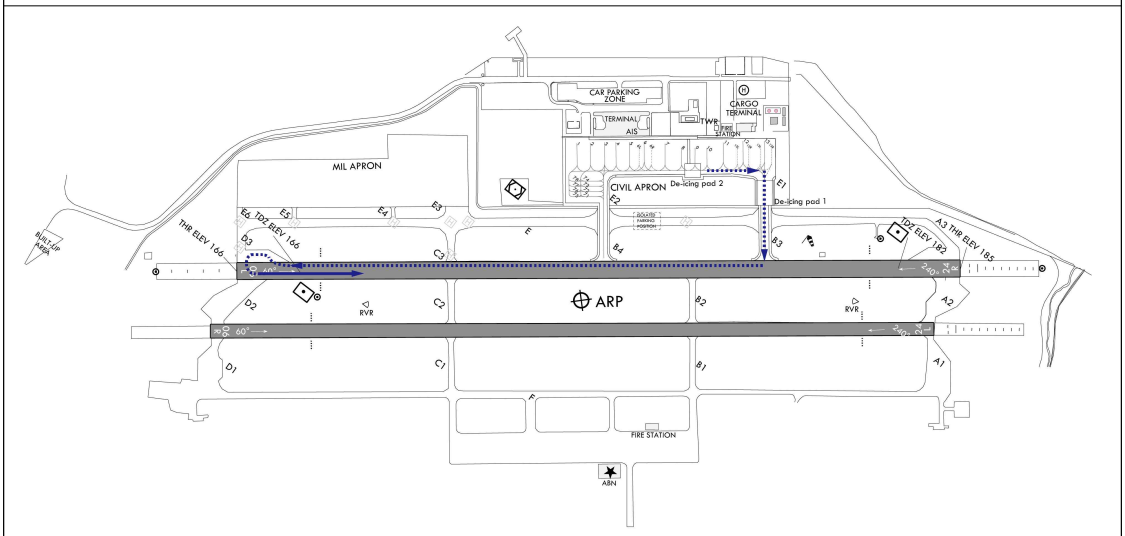
1.7 Unless otherwise cleared by ATC, the taxi routes for all aircraft(below ICAO code letter "E") when the isolated parking position used are as follow :

a. Departure

RWY 24R : Apron → E1 → E → A3 → RWY 24R threshold
RWY 06L : Apron → E1 → B3 → RWY 06L turnpad → RWY 06L threshold



RWY 24R

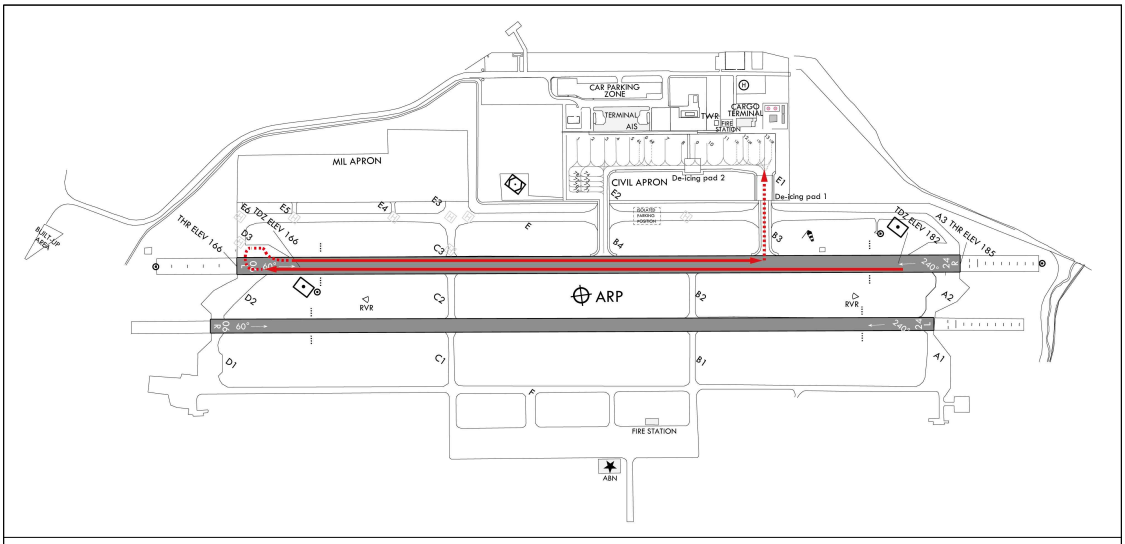


RWY 06L

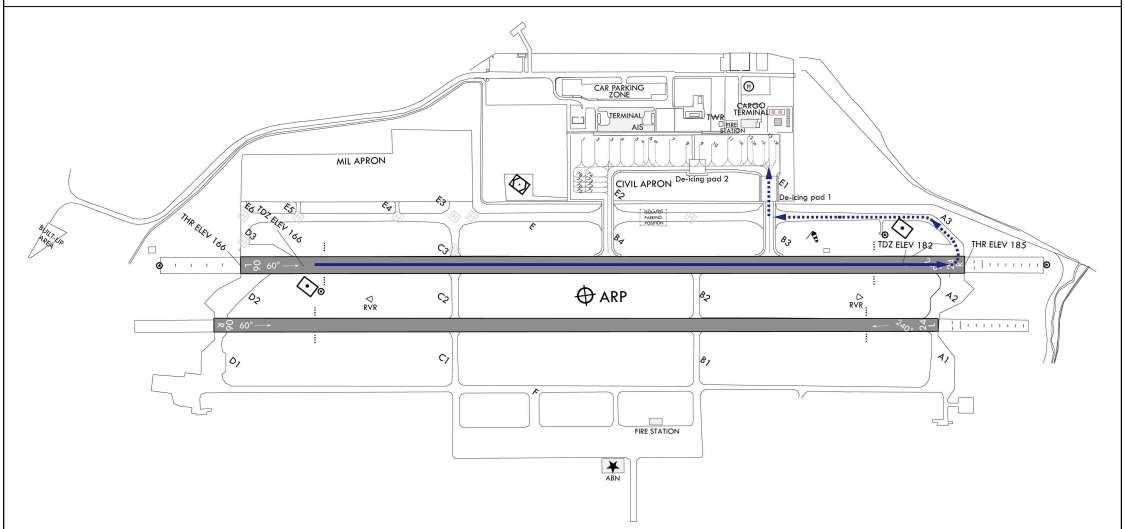
Change : Establishment of ACFT stands NR. 12L/R, 13L/R.

b. Arrival

RWY 24R : RWY 24R threshold → RWY 06L turnpad → B3 → E1 → Apron
RWY 06L : RWY 06L threshold → RWY 24R turnpad → A3 → E1 → Apron



RWY 24R



RWY 06L

1.8 Cheong-Ju international airport operates MARS(Multiple Aircraft Ramping System) as follows.

Aircraft stands	Aircraft code (ICAO)	Restrictions
6L	ICAO code letter "C"	a. Boarding bridge is unserviceable. b. When ACFT stand NR. 7 is used by ICAO code letter "D" or above, ACFT stand NR. 6R shall be unserviceable.
6R		
12L	ICAO code letter "C"	When ACFT stand NR. 13 is used by ICAO code letter "F", ACFT stand NR. 12R shall be unserviceable.
12R		
13L	ICAO code letter "C"	
13R		

Change : Establishment of ACFT stands NR. 12L/R, 13L/R and Information of MARS.

2. Ground Procedure

2.1 Unless otherwise cleared by ATC, All airliners shall taxi at speeds of less than 20 kt.

2.2 Taxi procedures

1. Departure

a. Unless otherwise instructed by ATC, aircraft are advised to taxi to holding point as follow.

RWY	TAXI Procedure
06L	Aircraft taxi to RWY 06L by using E2, E, D3.
06R	Aircraft taxi to RWY 06R by using E2, E, D3, D2.
24L	Aircraft taxi to RWY 24L by using E1, E, A3, A2.
24R	Aircraft taxi to RWY 24R by using E1, E.

b. RWY 06L holding position marking is located at 90 m from RWY centerline and RWY 24R holding position marking is located at 301 m from end of RWY on TWY E.
c. If unable to follow the above taxiing routes, the pilot should notify it to ATC.
d. All aircraft shall not enter the TWY A3 and RWY unless instructed by ATC.
e. All aircraft shall not cross the runway unless instructed by ATC.
f. Aircraft can be instructed to take variable taxi routes such as taxi down/back track on runway for traffic separation.

2. Arrival

a. After landing, pilot must vacate runway after receiving instructions from ATC. Due to the operations of the helicopter's on taxiway E, It could not be possible to vacate runway via intermediate taxiway or it could be necessary to backtrack on the runway.
b. After entering taxiway E, aircraft are advised to taxi using arrival routes.
(Aerodrome regulations - 4. Arrival procedure - 4.2 Arrival routes)
c. If unable to follow the above RWY vacating routes, the pilot should notify it to ATC.

2.3 Radio frequency change points

1. Departure

a. All aircraft taxiing to RWY 06L/24R and RWY 06R/24L should change radio frequency from GND(121.875) to TWR(118.7) when entering the designated TWY as follows - A3, B3, B4, C3, and D3.

2. Arrival

a. All aircraft vacating RWY 06L/24R and RWY 06R/24L should change radio frequency from TWR(118.7) to GND(121.875) when entering designated TWY as follows - A3, B3, B4, C3, and D3.

2.4 Transponder
Pilots should always operate transponders with XPNDR(and AUTO if available) except for fully parking aircraft on stand.

3. Departure Procedure

3.1 ATC clearance
Aircraft shall obtain ATC clearance from Cheong-Ju GND prior to push-back.

3.2 Procedures for start-up and push-back

1. When a pilot is ready for start-up and push-back, the pilot shall contact Cheong-Ju GND and provide the following :

a. Call sign
b. Gate/Stand number
c. Type of request, engine start

2. Unless there is any special situation, priority to make push-back will be given to aircraft operators who requested first.

3. For safety reasons, ground crews must clear the equipment, vehicles and other obstacles before aircraft makes push-back or start-up engine.

4. A pilot shall confirm with ground crews(ground handler, aircraft maintenance) whether there is no hazard to the aircraft starting up. The pilot shall not ask Cheong-Ju GND for engine start-up and push-back until its safety check-up is fully confirmed. If there is any elements posing a potential failure, the pilot shall ask Cheong-Ju GND for push-back only. After moving and standing the aircraft at a safety area, the pilot can ask for engine start-up.

5. Delays on the aircraft's push-back may be expected in order to maintain the distance of taxiing or push-back of other aircraft.

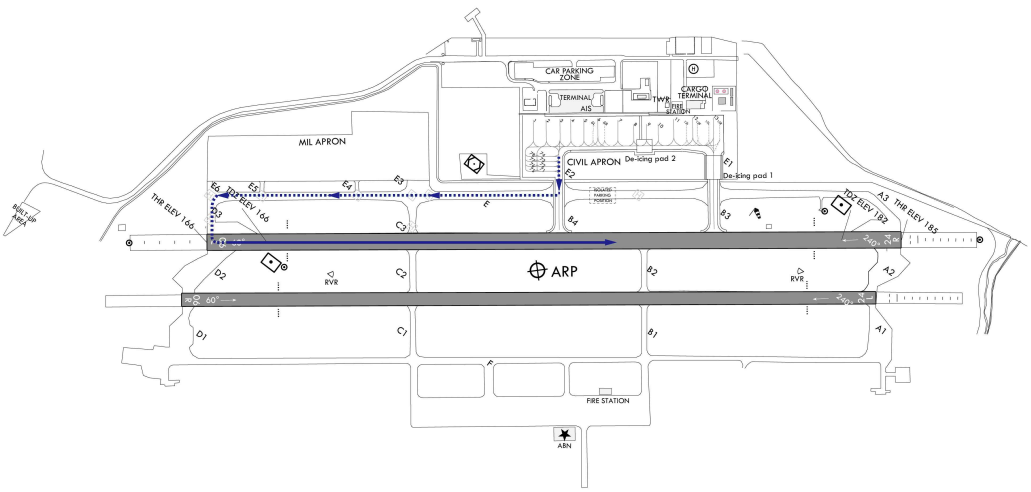
6. Unless otherwise instructed, push-back procedures are as follows.

Aircraft stands	RWY in use	Push-back Procedures	Phraseology
1	-	The aircraft shall be pushed back to face E2.	Push back approved to face E2.
2~12	06L/06R	The aircraft shall be pushed back to face E2.	Push back approved to face E2.
2~12	24L/24R	The aircraft shall be pushed back to face E1.	Push back approved to face E1.
13	-	The aircraft shall be pushed back to face E1.	Push back approved to face E1.

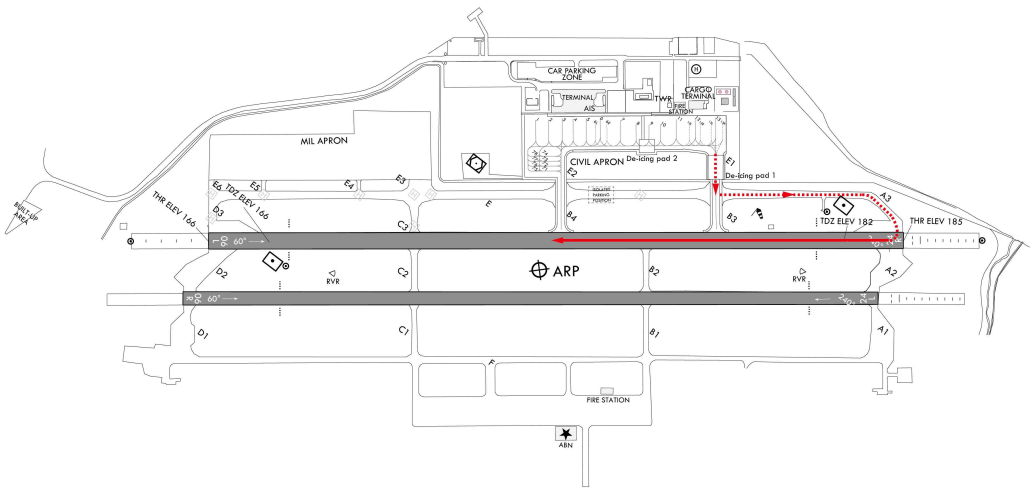
3.3 Departure routes

Unless otherwise instructed, aircraft shall follow the routes below.

RWY	Departure routes
RWY 06L	Apron → E2 → E → D3
RWY 24R	Apron → E1 → E → RWY 24R holding point → A3



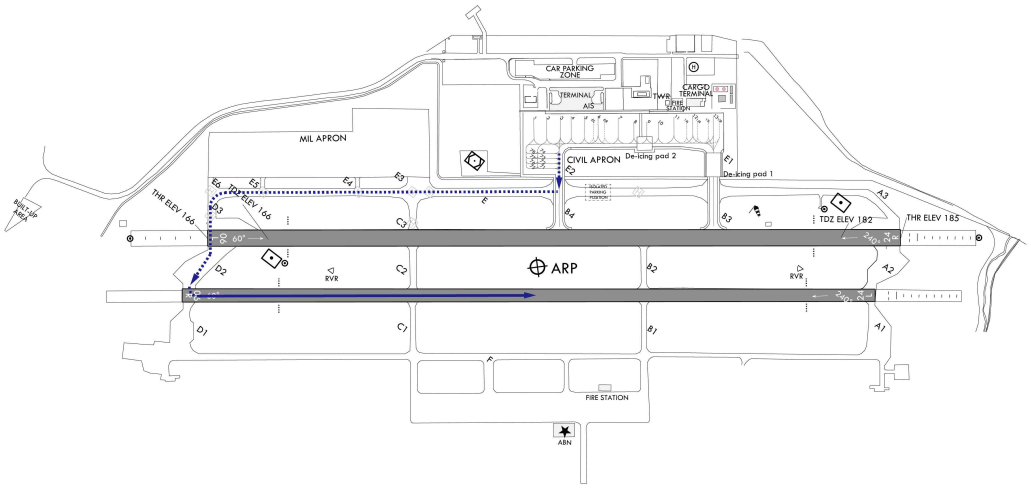
RWY 06L



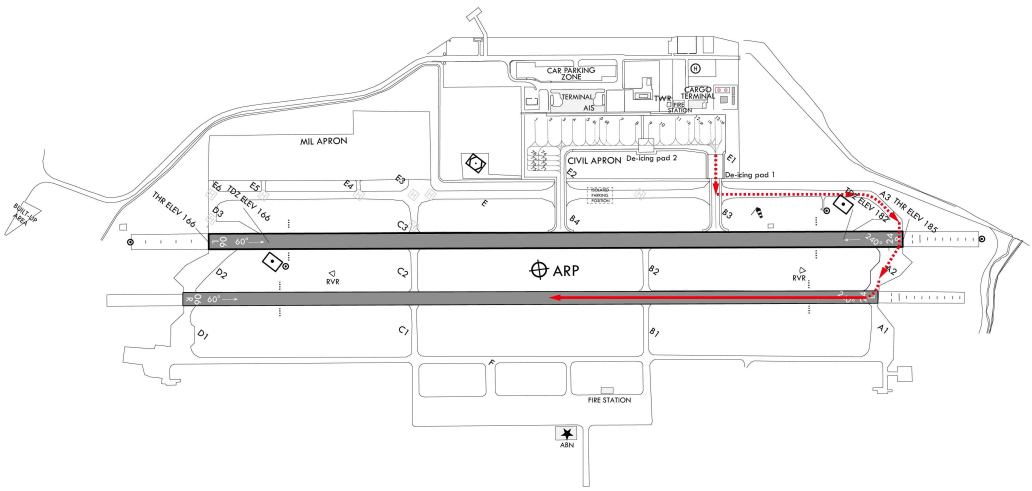
RWY 24R

Change : Establishment of ACFT stands NR. 12L/R, 13L/R.

RWY	Departure routes
RWY 06R	Apron → E2 → E → D3 → D2 → RWY 06R threshold
RWY 24L	Apron → E1 → E → A3 → A2 → RWY 24L threshold



RWY 06R



RWY 24L

3.4 De-icing Operations

1. De-icing pad located in TWY E1 is de-icing pad 1(below code letter “E” available), and the one located behind spot NR. 8~9 is de-icing pad 2(below code letter “D” available).

2. De-icing Pad Operation

a. Aircraft operator has to notice to the ground operator when he/she wants to use de-icing pad.
b. Ground operator must notify authorized person about various matters related to operation procedure.
c. When using a de-icing pad, notify GND before push-back.
d. De-icing sequence and pad can be changed due to ground operator or equipment.

3. De-icing Pad Movement
Aircraft operator has to maintain a communication system which is connecting with de-icing working.

3.5 Intersection departure procedure

1. It is available to make intersection departure on RWY 06L/24R via B3/B4/C3.
2. Intersection departure is only available when requested by pilots.
3. The length of available RWY refers to RKTU AD 2.13 DECLARED DISTANCES.
4. When necessary, aircraft may obtain intersection departure clearance while taxiing.

Change : Establishment of ACFT stands NR. 12L/R, 13L/R.

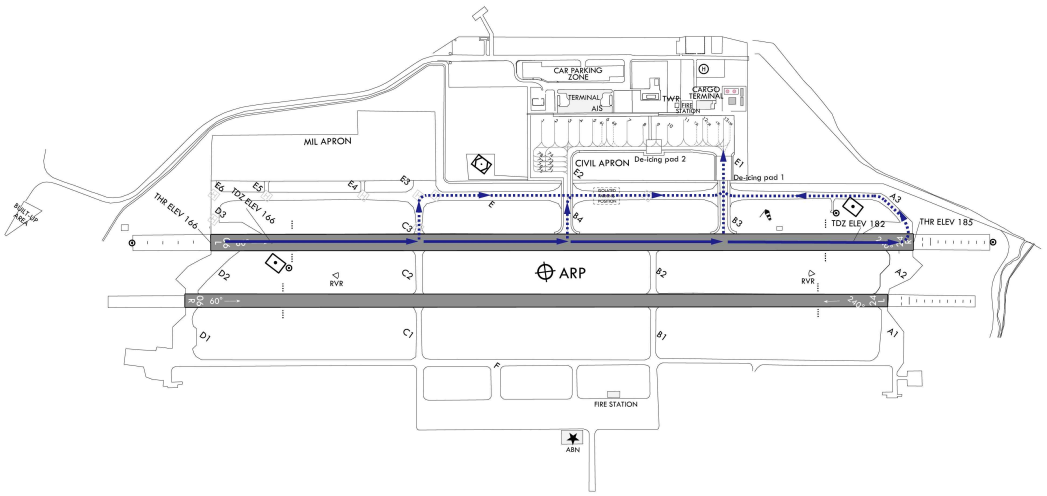
4. Arrival Procedure

4.1 After landing, runway vacating and taxi instruction will be given by ATC prior to pilot request.

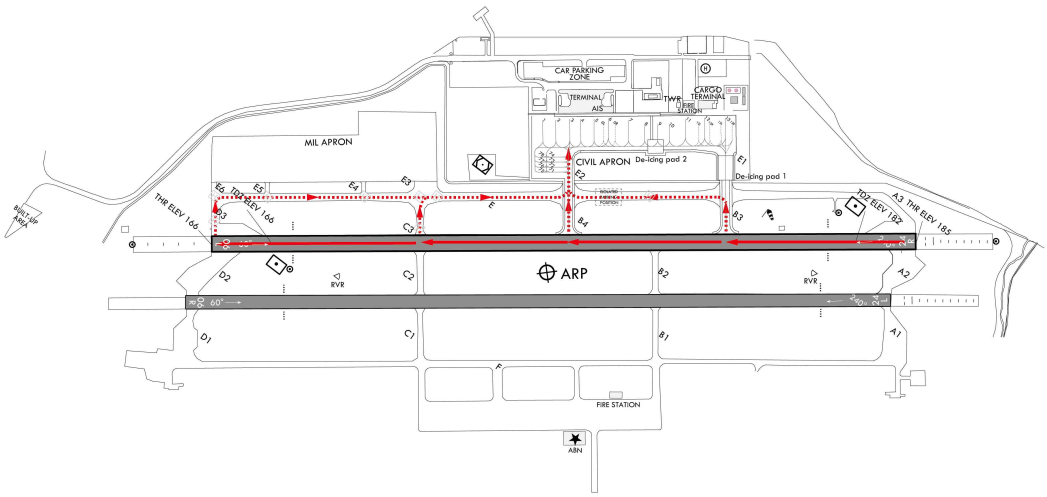
4.2 Arrival routes

1. Unless otherwise instructed by ATC, aircraft shall follow the routes below.

RWY in use	Arrival routes
RWY 06L	A3/B3/B4/C3 → E → E1 → Apron
RWY 24R	B3/B4/C3/D3 → E → E2 → Apron



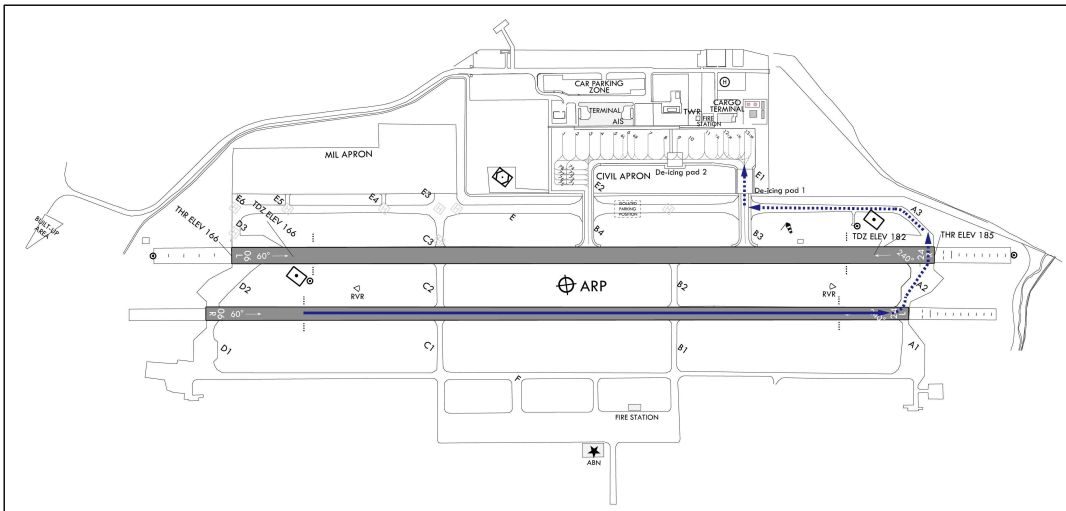
RWY 06L



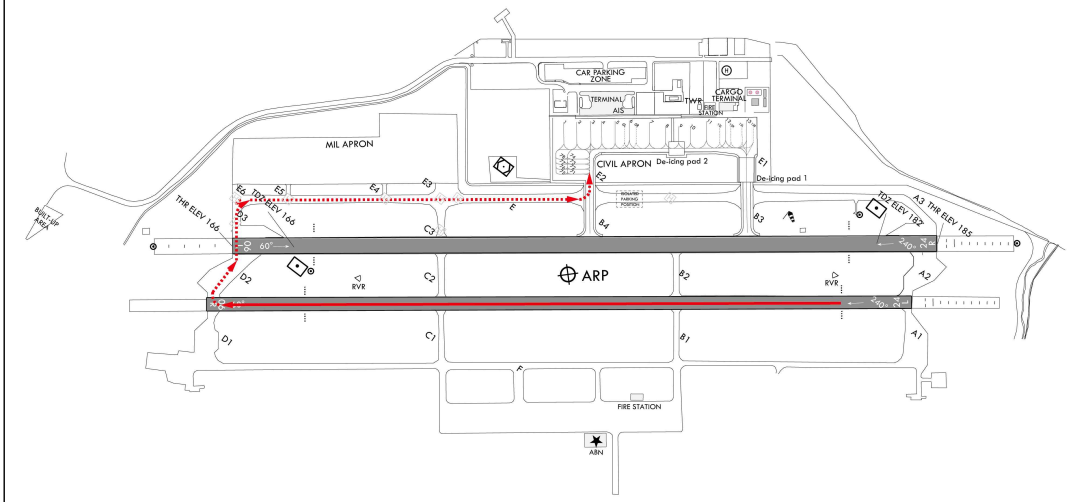
RWY 24R

Change : Establishment of ACFT stands NR. 12L/R, 13L/R.

RWY in use	Arrival routes
RWY 06R	RWY 06R threshold → D2 → D3 → E → E1 → Apron
RWY 24L	RWY 24L threshold → A2 → A3 → E → E2 → Apron



RWY 06R



RWY 24L

2. When vacating RWY via C3/D3, aircraft shall not to enter TWY E3/E4/E5/E6 unless authorized.

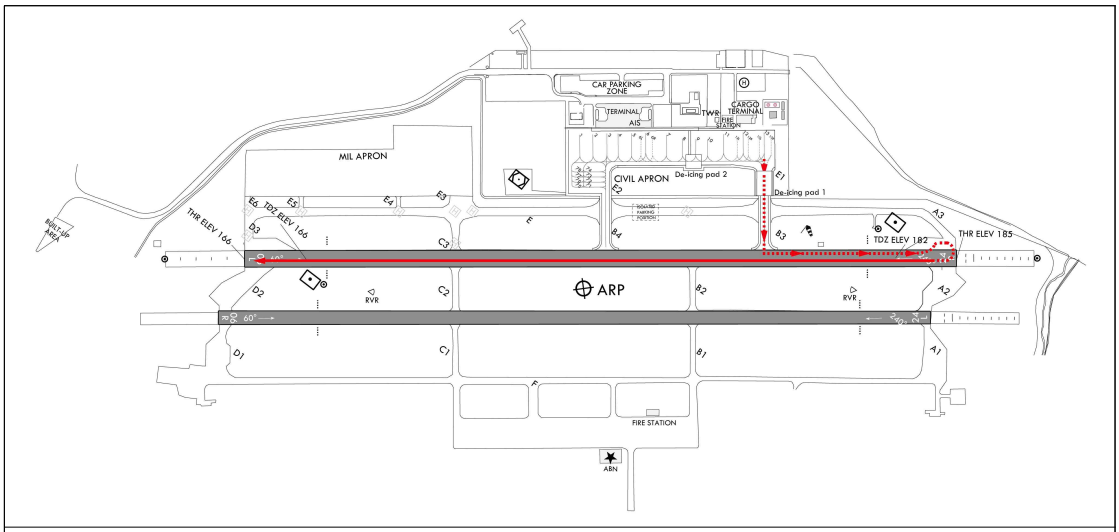
Change : Establishment of ACFT stands NR. 12L/R, 13L/R.

5. ICAO code letter "F" aircraft procedures for the usage of the alternate airport, RKTU

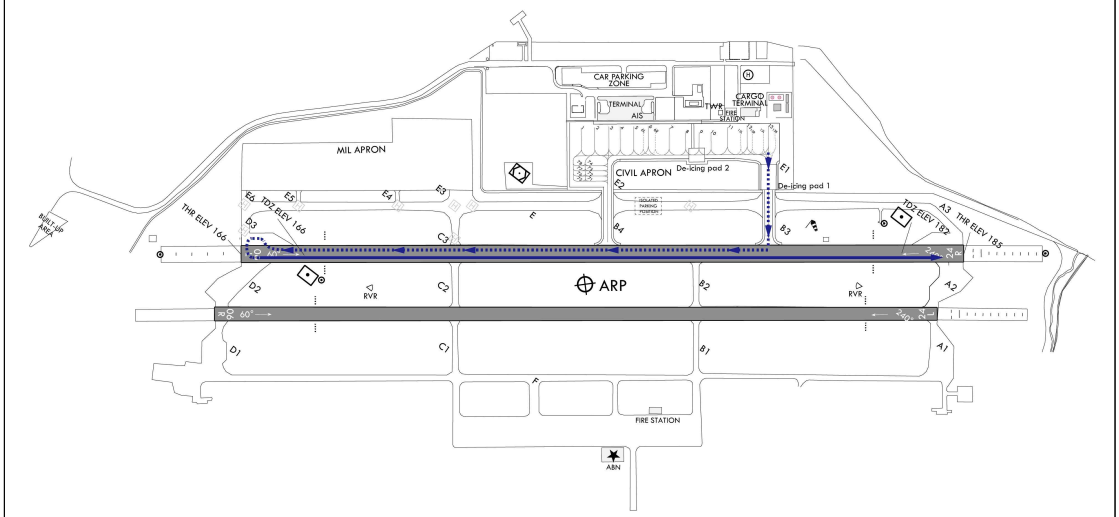
5.1 Taxiing procedures to and from ACFT stand NR. 13 are as follows :

a. Departure

RWY 24R : ACFT stand NR. 13 → E1 → B3 → 24R RWY turn pads → 24R RWY threshold
RWY 06L : ACFT stand NR. 13 → E1 → B3 → 06L RWY turn pads → 06L RWY threshold



RWY 24R(Departure)

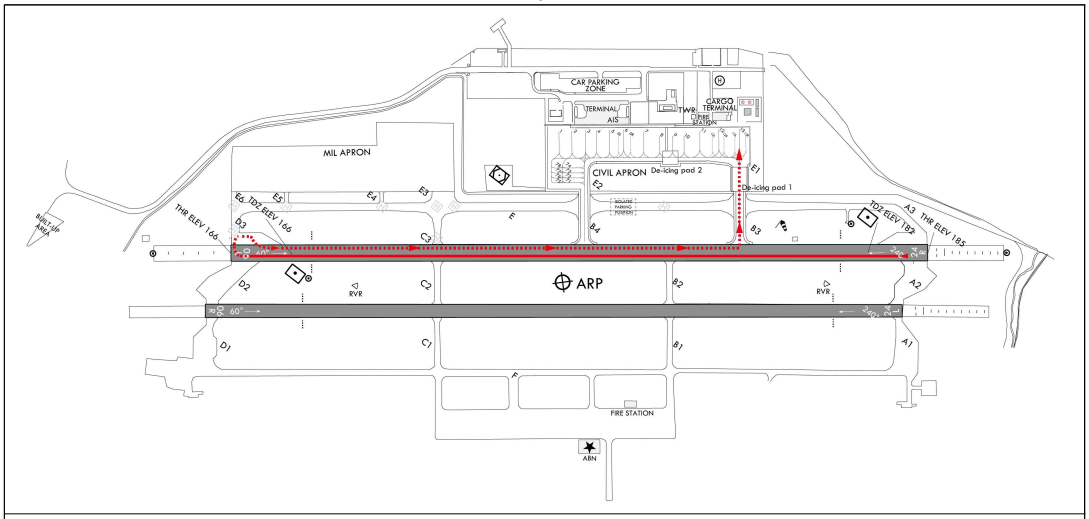


RWY 06L(Departure)

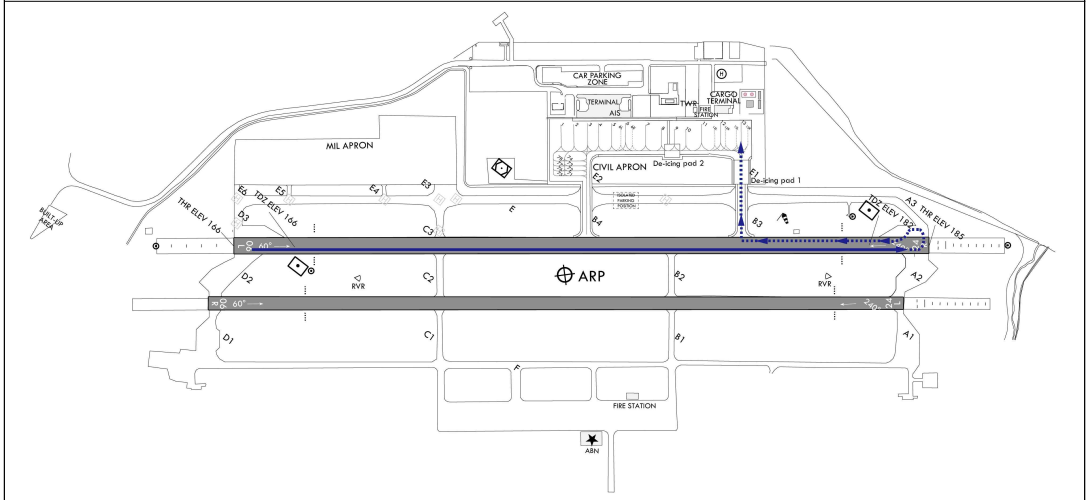
Change : Establishment of ACFT stands NR. 12L/R, 13L/R.

b. Arrival

RWY 24R : 24R RWY Threshold → 06L RWY turn pads → B3 → E1 → ACFT stand NR. 13
RWY 06L : 06L RWY Threshold → 24R RWY turn pads → B3 → E1 → ACFT stand NR. 13



RWY 24R(Arrival)



RWY 06L(Arrival)

5.2 Restriction

a. ICAO code letter "F" aircraft are not able to take-off or land on RWY 06R/24L.
b. ICAO code letter "F" aircraft shall enter the apron via TWY B3, TWY E1 and shall not move via TWY B4, TWY E2.
c. After take off or landing of ICAO code letter "F" aircraft, take-off or landing of any other aircraft should be prohibited on RWY 06L/24R until RWY checking and removing FOD are finished.
d. Aircraft TOW and LDW for the usage of the alternate airport shall be restricted as follows.

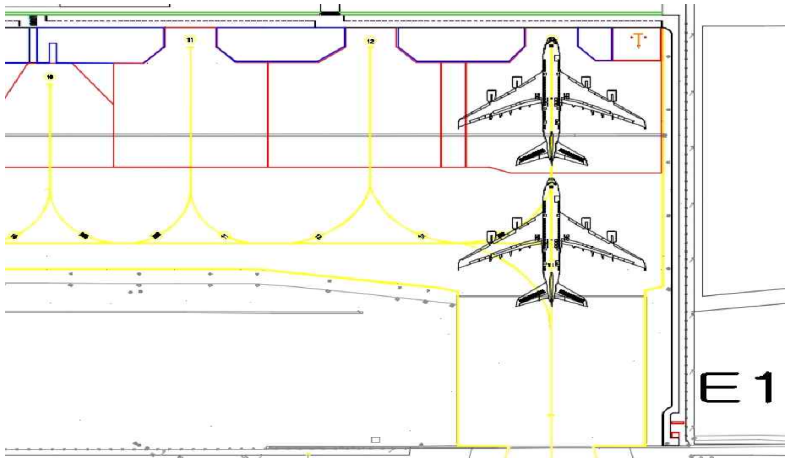
A/C TYPE	MTOW	LDW
A380	400 ton	386 ton
B747-8	353.8 ton	344.3 ton

e. When necessary for FOD prevention, Special take off precedures (A380 Flight crew operation manual) can be performed under the condition that the total width of RWY plus shoulder pavement has less than 58 m.

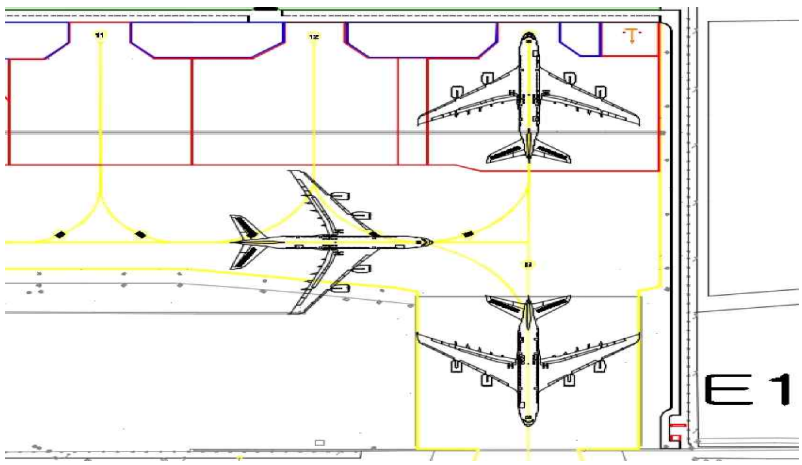
Change : Establishment of ACFT stands NR. 12L/R, 13L/R.

f. The standard taxi routes for ICAO code letter "F" aircraft are as follows. :

1) Taxi-in Procedures



2) Push-back Procedures



g. On the area of RWY, TWY B3, TWY E1 (including the curved part of TWY) and apron, ICAO code letter "F" aircraft should move at a speed of below 30 kt except for the departure maneuvering, which pilots should make his engines idle power, adjusting the speed only with operating brake system by inertia. Especially, A380 movement procedure is as follows. :

A380 Landing maneuvering			
Section	Status of engine		Speed
	No. 2 & 3	No. 1 & 4	
Runway maneuvering	Idle power	Idle power	- Below 30 kt
Turning pad	Idle power	Idle power	- Maintain 5 kt - Below 30 kt (After turning)
Taxiway/ Apron	Idle power	Shut down	- 7~8 kt
A380 Departure maneuvering			
Section	Status of engine		Speed
	No. 2 & 3	No. 1 & 4	
Taxiway/ Apron	Idle power	Idle power	- 7~8 kt
Runway maneuvering	Idle power	Idle power	- Below 30 kt
Turning pad	Idle power	Idle power	- Maintain 5 kt - Below 30 kt (after turning)

※ A380 Aircraft to be taxied with their engine thrust 4~6% (When turning, aircraft should keep 10% thrust using one outer engine of opposite turning direction).

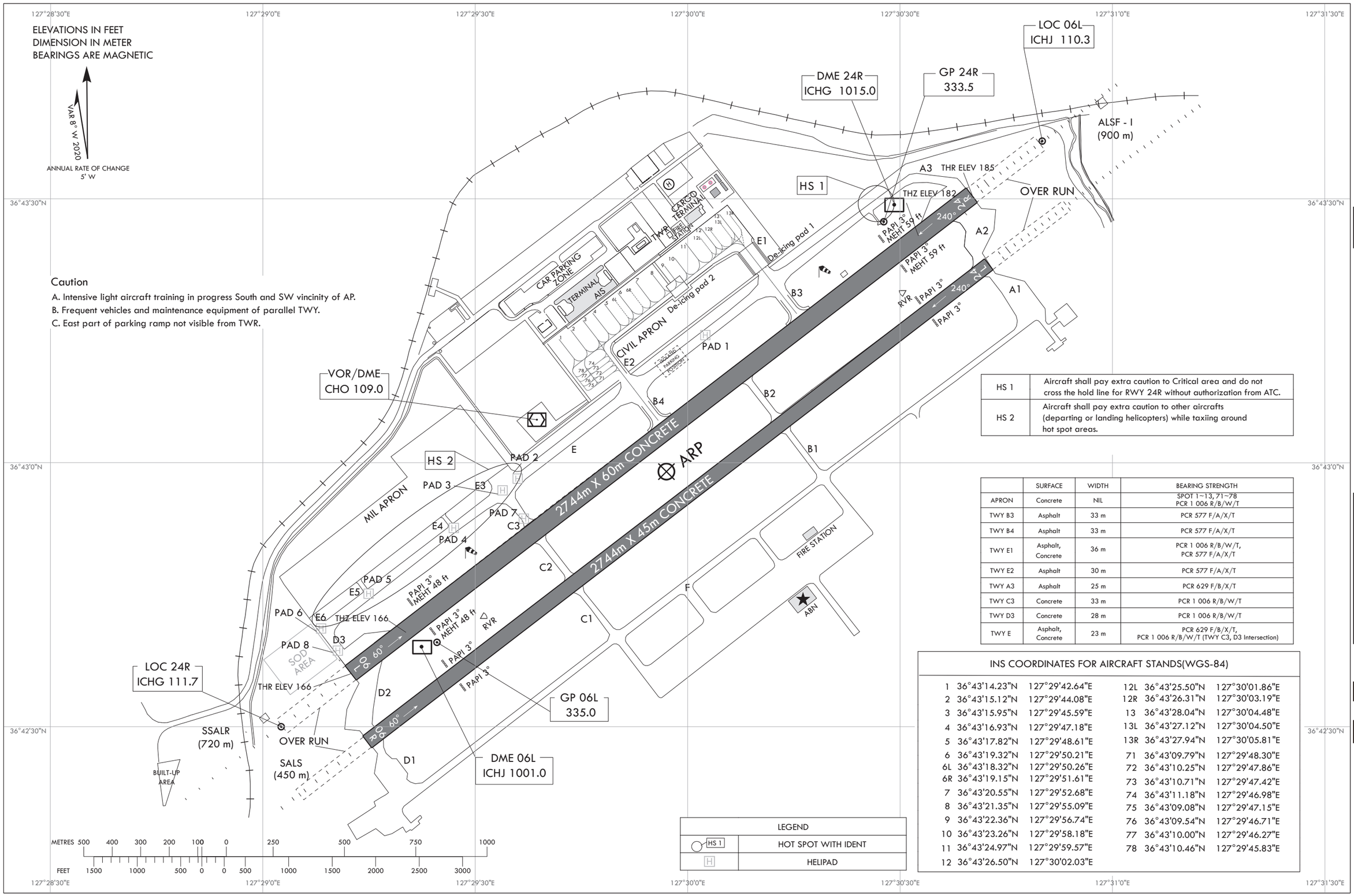
AERODROME CHART - ICAO

36°42'59"N
127°29'57"E

ELEV **192** ft

TWR	118.7	126.2
GND	121.875	

CHEONGJU / Cheongju INTL



HS 1	Aircraft shall pay extra caution to Critical area and do not cross the hold line for RWY 24R without authorization from ATC.
HS 2	Aircraft shall pay extra caution to other aircrafts (departing or landing helicopters) while taxiing around hot spot areas.

	SURFACE	WIDTH	BEARING STRENGTH
APRON	Concrete	NIL	SPOT 1~13, 71~78 PCR 1 006 R/B/W/T
TWY B3	Asphalt	33 m	PCR 577 F/A/X/T
TWY B4	Asphalt	33 m	PCR 577 F/A/X/T
TWY E1	Asphalt, Concrete	36 m	PCR 1 006 R/B/W/T, PCR 577 F/A/X/T
TWY E2	Asphalt	30 m	PCR 577 F/A/X/T
TWY A3	Asphalt	25 m	PCR 629 F/B/X/T
TWY C3	Concrete	33 m	PCR 1 006 R/B/W/T
TWY D3	Concrete	28 m	PCR 1 006 R/B/W/T
TWY E	Asphalt, Concrete	23 m	PCR 629 F/B/X/T, PCR 1 006 R/B/W/T (TWY C3, D3 Intersection)

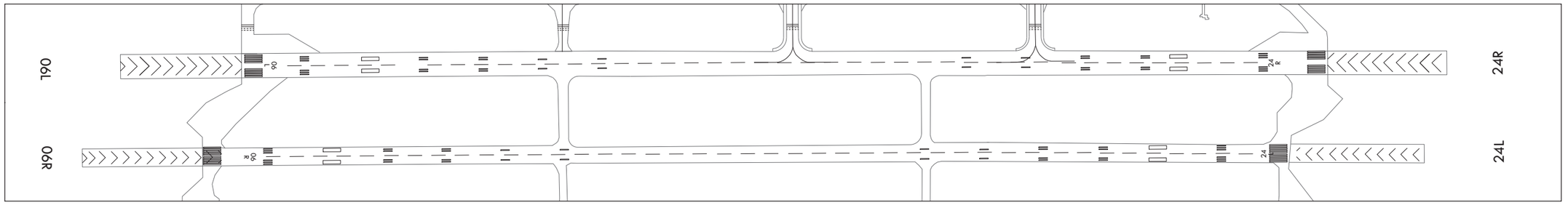
LEGEND	
HS 1	HOT SPOT WITH IDENT
H	HELIPAD

INS COORDINATES FOR AIRCRAFT STANDS(WGS-84)

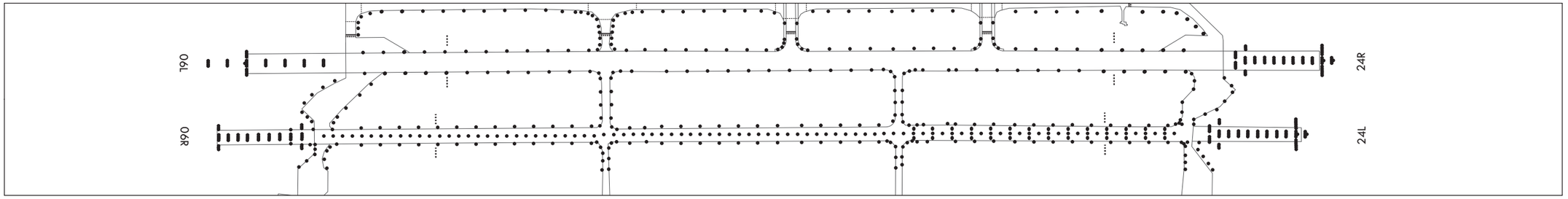
1	36°43'14.23"N	127°29'42.64"E	12L	36°43'25.50"N	127°30'01.86"E
2	36°43'15.12"N	127°29'44.08"E	12R	36°43'26.31"N	127°30'03.19"E
3	36°43'15.95"N	127°29'45.59"E	13	36°43'28.04"N	127°30'04.48"E
4	36°43'16.93"N	127°29'47.18"E	13L	36°43'27.12"N	127°30'04.50"E
5	36°43'17.82"N	127°29'48.61"E	13R	36°43'27.94"N	127°30'05.81"E
6	36°43'19.32"N	127°29'50.21"E	71	36°43'09.79"N	127°29'48.30"E
6L	36°43'18.32"N	127°29'50.26"E	72	36°43'10.25"N	127°29'47.86"E
6R	36°43'19.15"N	127°29'51.61"E	73	36°43'10.71"N	127°29'47.42"E
7	36°43'20.55"N	127°29'52.68"E	74	36°43'11.18"N	127°29'46.98"E
8	36°43'21.35"N	127°29'55.09"E	75	36°43'09.08"N	127°29'47.15"E
9	36°43'22.36"N	127°29'56.74"E	76	36°43'09.54"N	127°29'46.71"E
10	36°43'23.26"N	127°29'58.18"E	77	36°43'10.00"N	127°29'46.27"E
11	36°43'24.97"N	127°29'59.57"E	78	36°43'10.46"N	127°29'45.83"E
12	36°43'26.50"N	127°30'02.03"E			

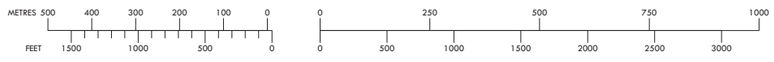
Change : Information of strength(PCN → PCR) for apron, TWY and Establishment of ACFT stands NR. 12L/R, 13L/R.

MARKING AIDS RWY 06L/24R AND 06R/24L AND EXIT TWY



LIGHTING AIDS RWY 06L/24R AND 06R/24L AND EXIT TWY



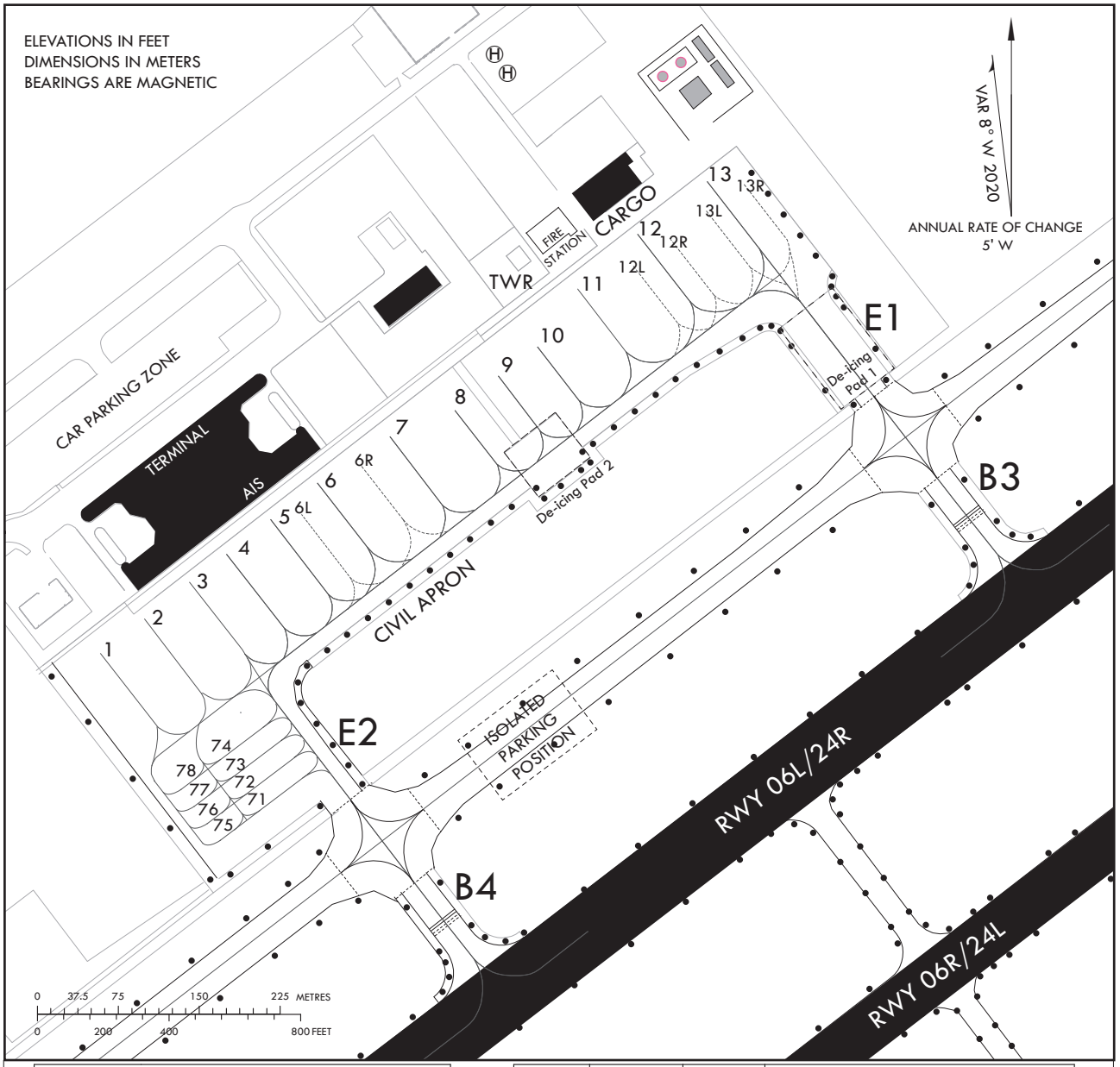


AIRCRAFT PARKING DOCKING CHART - ICAO

APRON ELEV
170 ft

TWR 118.75 126.2
GND 121.875

CHEONGJU/Cheongju Intl



LEGEND	
3	Aircraft Stand
●	TWY Light
≡≡≡	RWY Holding Position
----	Intermediate Holding Position

	SURFACE	WIDTH	BEARING STRENGTH
APRON	Concrete	NIL	SPOT 1~13, 71~78 PCR 1 006 R/B/W/T
TWY B3	Asphalt	33 m	PCR 577 F/A/X/T
TWY B4	Asphalt	33 m	PCR 577 F/A/X/T
TWY E1	Asphalt, Concrete	36 m	PCR 1 006 R/B/W/T, PCR 577 F/A/X/T
TWY E2	Asphalt	30 m	PCR 577 F/A/X/T
TWY A3	Asphalt	25 m	PCR 629 F/B/X/T
TWY C3	Concrete	33 m	PCR 1 006 R/B/W/T
TWY D3	Concrete	28 m	PCR 1 006 R/B/W/T
TWY E	Asphalt, Concrete	23 m	PCR 629 F/B/X/T, PCR 1 006 R/B/W/T (TWY C3, D3 Intersection)

INS COORDINATES FOR AIRCRAFT STANDS(WGS-84)					
1	36°43'14.23"N	127°29'42.64"E	12L	36°43'25.50"N	127°30'01.86"E
2	36°43'15.12"N	127°29'44.08"E	12R	36°43'26.31"N	127°30'03.19"E
3	36°43'15.95"N	127°29'45.59"E	13	36°43'28.04"N	127°30'04.48"E
4	36°43'16.93"N	127°29'47.18"E	13L	36°43'27.12"N	127°30'04.50"E
5	36°43'17.82"N	127°29'48.61"E	13R	36°43'27.94"N	127°30'05.81"E
6	36°43'19.32"N	127°29'50.21"E	71	36°43'09.79"N	127°29'48.30"E
6L	36°43'18.32"N	127°29'50.26"E	72	36°43'10.25"N	127°29'47.86"E
6R	36°43'19.15"N	127°29'51.61"E	73	36°43'10.71"N	127°29'47.42"E
7	36°43'20.55"N	127°29'52.68"E	74	36°43'11.18"N	127°29'46.98"E
8	36°43'21.35"N	127°29'55.09"E	75	36°43'09.08"N	127°29'47.15"E
9	36°43'22.36"N	127°29'56.74"E	76	36°43'09.54"N	127°29'46.71"E
10	36°43'23.26"N	127°29'58.18"E	77	36°43'10.00"N	127°29'46.27"E
11	36°43'24.97"N	127°29'59.57"E	78	36°43'10.46"N	127°29'45.83"E
12	36°43'26.50"N	127°30'02.03"E			

AIRCRAFT STANDS	
1, 2, 3, 4, 5 6L, 6R, 8, 9, 10, 12L, 12R, 13L, 13R	B737
11	A300
6, 7, 12	B747
71 ~ 78	DA40
13	A380-800, B747-8

Change : Information of strength(PCN → PCR) for apron, TWY and Establishment of ACFT stands NR. 12L/R, 13L/R.

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AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **170** ft

TWR	118.7	126.2
GND	121.875	

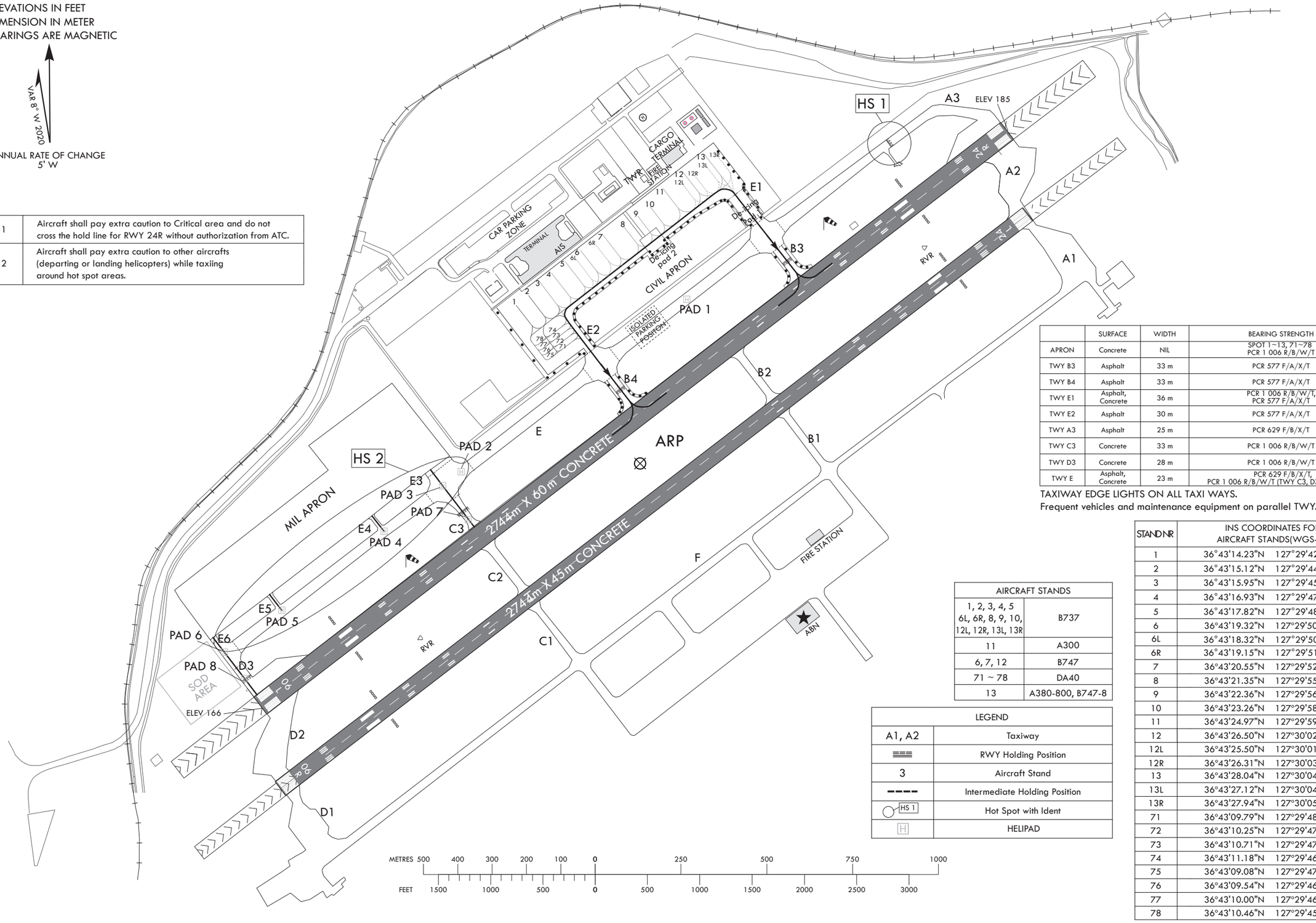
CHEONGJU / Cheongju Intl

ELEVATIONS IN FEET
DIMENSION IN METER
BEARINGS ARE MAGNETIC

VAR 8° W 2020

ANNUAL RATE OF CHANGE
5' W

HS 1	Aircraft shall pay extra caution to Critical area and do not cross the hold line for RWY 24R without authorization from ATC.
HS 2	Aircraft shall pay extra caution to other aircrafts (departing or landing helicopters) while taxiing around hot spot areas.



	SURFACE	WIDTH	BEARING STRENGTH
APRON	Concrete	NIL	SPOT 1~13, 71~78 PCR 1 006 R/B/W/T
TWY B3	Asphalt	33 m	PCR 577 F/A/X/T
TWY B4	Asphalt	33 m	PCR 577 F/A/X/T
TWY E1	Asphalt, Concrete	36 m	PCR 1 006 R/B/W/T, PCR 577 F/A/X/T
TWY E2	Asphalt	30 m	PCR 577 F/A/X/T
TWY A3	Asphalt	25 m	PCR 629 F/B/X/T
TWY C3	Concrete	33 m	PCR 1 006 R/B/W/T
TWY D3	Concrete	28 m	PCR 1 006 R/B/W/T
TWY E	Asphalt, Concrete	23 m	PCR 629 F/B/X/T, PCR 1 006 R/B/W/T (TWY C3, D3 Intersection)

TAXIWAY EDGE LIGHTS ON ALL TAXI WAYS.
Frequent vehicles and maintenance equipment on parallel TWY.

AIRCRAFT STANDS	
1, 2, 3, 4, 5 6L, 6R, 8, 9, 10, 12L, 12R, 13L, 13R	B737
11	A300
6, 7, 12	B747
71 ~ 78	DA40
13	A380-800, B747-8

LEGEND	
A1, A2	Taxiway
≡≡≡	RWY Holding Position
3	Aircraft Stand
----	Intermediate Holding Position
HS 1	Hot Spot with Ident
H	HELIPAD

STAND NR	INS COORDINATES FOR AIRCRAFT STANDS(WGS-84)
1	36°43'14.23"N 127°29'42.64"E
2	36°43'15.12"N 127°29'44.08"E
3	36°43'15.95"N 127°29'45.59"E
4	36°43'16.93"N 127°29'47.18"E
5	36°43'17.82"N 127°29'48.61"E
6	36°43'19.32"N 127°29'50.21"E
6L	36°43'18.32"N 127°29'50.26"E
6R	36°43'19.15"N 127°29'51.61"E
7	36°43'20.55"N 127°29'52.68"E
8	36°43'21.35"N 127°29'55.09"E
9	36°43'22.36"N 127°29'56.74"E
10	36°43'23.26"N 127°29'58.18"E
11	36°43'24.97"N 127°29'59.57"E
12	36°43'26.50"N 127°30'02.03"E
12L	36°43'25.50"N 127°30'01.86"E
12R	36°43'26.31"N 127°30'03.19"E
13	36°43'28.04"N 127°30'04.48"E
13L	36°43'27.12"N 127°30'04.50"E
13R	36°43'27.94"N 127°30'05.81"E
71	36°43'09.79"N 127°29'48.30"E
72	36°43'10.25"N 127°29'47.86"E
73	36°43'10.71"N 127°29'47.42"E
74	36°43'11.18"N 127°29'46.98"E
75	36°43'09.08"N 127°29'47.15"E
76	36°43'09.54"N 127°29'46.71"E
77	36°43'10.00"N 127°29'46.27"E
78	36°43'10.46"N 127°29'45.83"E

Change : Information of strength(PCN → PCR) for apron, TWY and Establishment of ACFT stands NR. 12L/R, 13L/R.

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

1	Designation, Apron surface and strength	Apron		Surface	Strength
		NR. 1~5		Concrete	PCR 750/R/B/W/T
		NR. 6~7 NR. 31~39 NR. 41~48		Asphalt	PCR 655/F/C/X/T
2	Designation, Taxiway width, surface and strength	Taxiway	Width(m)	Surface	Strength
		A	23	Asphalt	PCR 515 F/A/X/T
		B	15	Asphalt	PCN 13/F/C/Y/T
3	Altimeter check location and elevation	Apron : 73 m			
4	VOR check points	NIL			
5	INS check points	INS : See Aircraft Parking/Docking Chart			
6	Remarks	NIL			

RKNY 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. Guide lines at apron b. Nose-in guidance at aircraft stands c. Aircraft stand identification signs
2	RWY and TWY markings and LGT	a. RWY - Markings : Designation, Edge, THR, CL, TDZ, Aiming point, Turn pad - Lightings · RWY 15 : REDL, RTHL, RCLL, RENL · RWY 33 : REDL, RTHL, RCLL, RENL, RTZL, WBAR b. TWY - Markings : Edge, CL - Lightings : TWYL, TWY Guidance Signs, RWY Guard lights
3	Stop bars	NIL
4	Remarks	A road-holding position sign shall be provided at all road entrances to a runway.

RKNY 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
RKNY001	Natural High Point	375425.5N 1284154.8E	1 306 ft/	NIL	15/APCH 33/TKOF
RKNY002	Natural High Point	375723.4N 1284347.1E	1 066 ft/	NIL	
RKNY003	Natural High Point	380029.1N 1284230.2E	528 ft/	NIL	33/APCH 15/TKOF
RKNY004	Natural High Point	375859.9N 1284246.9E	932 ft/	NIL	
RKNY005	Natural High Point	380058.0N 1284112.2E	653 ft/	NIL	
RKNY006	Natural High Point	380132.8N 1284153.4E	403 ft/	NIL	
in Area 3					
a	b	c	d	e	f
NIL					

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

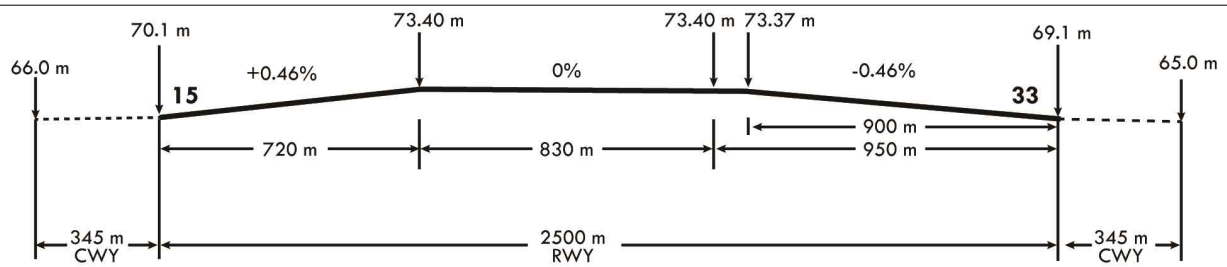
RKNY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Yangyang Airport Weather Station (TEL : +82-33-671-0365, Telefax : +82-33-673-0366)
2	Hour of service MET Office outside hours	2200-1000 UTC Aviation Meteorological Office(TEL : +82-32-222-3030)
3	Office responsible for TAF preparation Periods of validity	Aviation Meteorological 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 at Yangyang Airport Weather Station or Aviation Meteorological Office Available at the Station for hours of service, 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 Low Level Wind shear Alert System
9	ATS units provided with information	FIC and TWR
10	Additional information(limitation of service, etc.)	Automated METAR is provided during non-operational hours of the Yangyang Airport Weather Station. All observation data, model outputs and forecasts produced by KMA and WAFS are available at the office through Internet link.

RKNY AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations Runway NR	TRUE BRG	Dimension of RWY(m)	Strength(PCR) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
15	141.16°	2 500 × 45	515/F/A/X/T Asphalt	380412.18N 1283936.66E - GUND 26.4 m	THR : 70.1 m / 230.0 ft TDZ : 73.4 m / 240.8 ft
33	321.16°	2 500 × 45	515/F/A/X/T Asphalt	380309.21N 1284041.25E - GUND 26.4 m	THR : 69.1 m / 226.7 ft TDZ : 73.4 m / 240.8 ft

7. Slope of RWY-SWY



SWY dimensions(m)	CWY dimensions(m)	Strip dimensions(m)	RESA dimensions(m)	Location & description of arresting system	OFZ
8	9	10	11	12	13
NIL	345 × 300	2 620 × 300	240 x 150	NIL	Conforms to the standards specified in ANNEX 14, chapter 4
NIL	345 × 300	2 620 × 300	240 x 150	NIL	

14. Remarks :
RWY grooved 1 900 + 45 m EXC 300 m inward each RWY THR.

Change : Information of strength(PCN → PCR) for RWY.

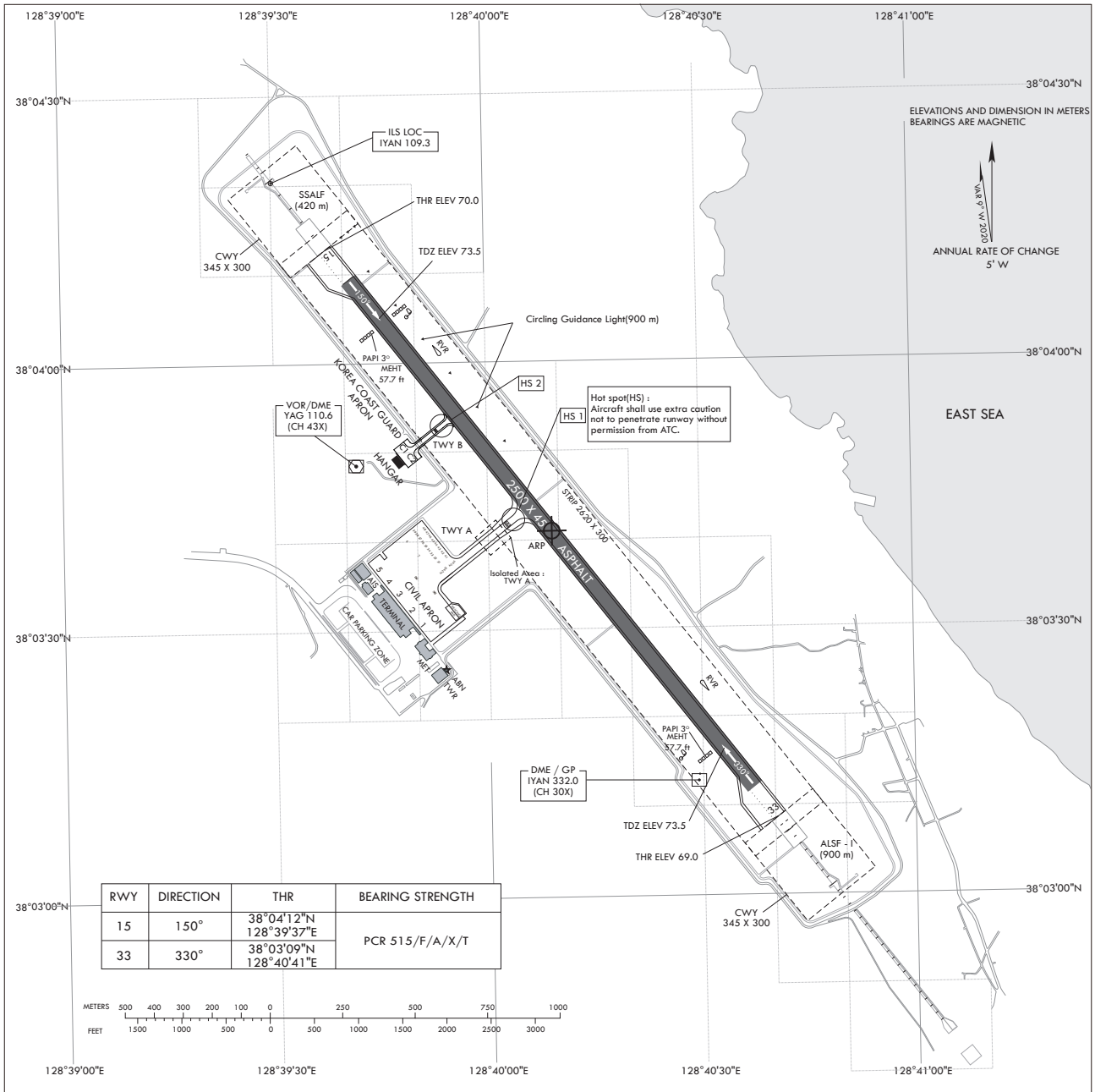
AERODROME CHART - ICAO

38°03'41"N
128°40'09"E

ELEV **73** m

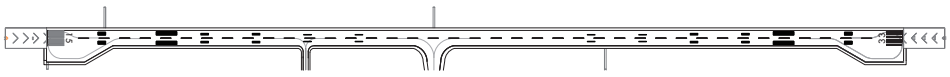
TWR	118.85	
	124.375	240.4
GND	124.3	240.4

YANGYANG/Yangyang Intl

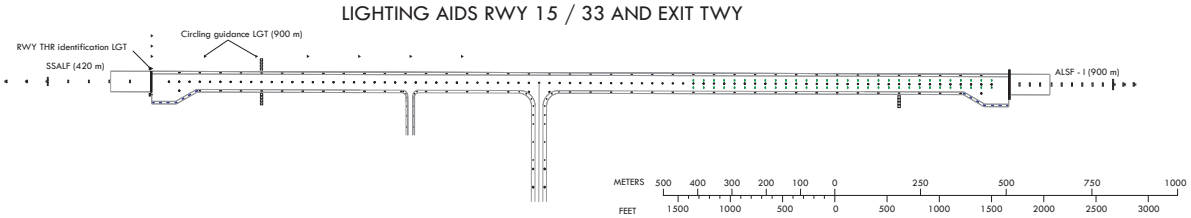


RWY	DIRECTION	THR	BEARING STRENGTH
15	150°	38°04'12"N 128°39'37"E	PCR 515/F/A/X/T
33	330°	38°03'09"N 128°40'41"E	

MARKING AIDS RWY 15 / 33 AND EXIT TWY



LIGHTING AIDS RWY 15 / 33 AND EXIT TWY



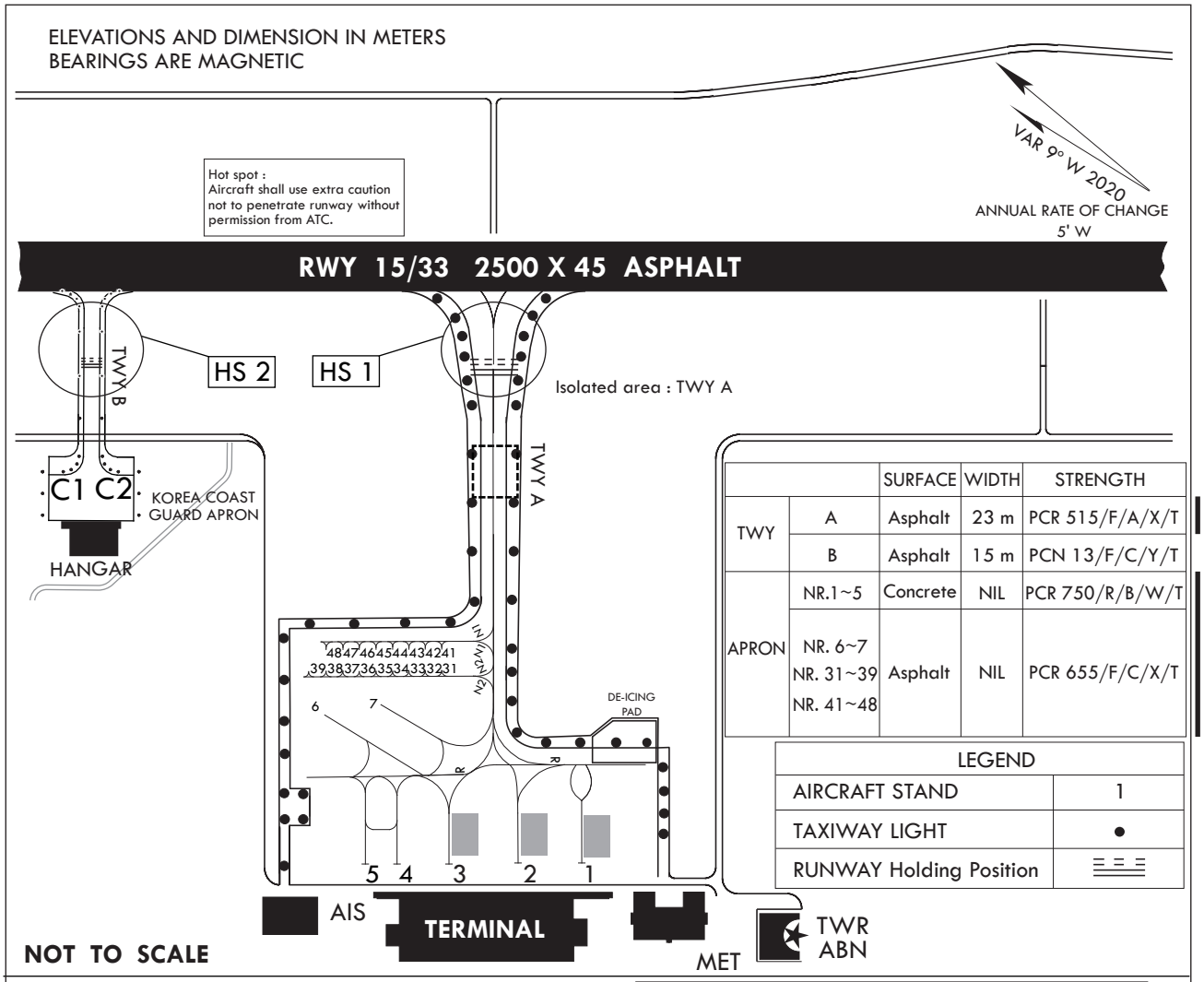
Change : Information of strength(PCN → PCR) for RWY.

AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
73 m

TWR	118.85
GND	124.3

YANGYANG/Yangyang Intl



		SURFACE	WIDTH	STRENGTH
TWY	A	Asphalt	23 m	PCR 515/F/A/X/T
	B	Asphalt	15 m	PCN 13/F/C/Y/T
APRON	NR.1~5	Concrete	NIL	PCR 750/R/B/W/T
	NR. 6~7 NR. 31~39 NR. 41~48	Asphalt	NIL	PCR 655/F/C/X/T

LEGEND	
AIRCRAFT STAND	1
TAXIWAY LIGHT	●
RUNWAY Holding Position	≡ ≡ ≡

AIRCRAFT STANDS	
1	B747 - 400
2, 3	A300 - 600R
4, 5, 6, 7	B737 - 900
31 - 38	C - 172
39	P68C - TC
41 - 48	C - 172
C1, C2	CN - 235
Remarks - Isolated area : TWY A	

INS COORDINATES FOR AIRCRAFT STANDS	
STANDS NR.	COORDINATES
1	38°03'30.63"N 128°39'51.20"E
2	38°03'32.24"N 128°39'49.55"E
3	38°03'33.98"N 128°39'47.77"E
4	38°03'35.28"N 128°39'46.41"E
5	38°03'36.29"N 128°39'45.37"E
6	38°03'40.12"N 128°39'49.49"E
7	38°03'38.26"N 128°39'51.41"E
31	38°03'38.09"N 128°39'53.78"E
32	38°03'38.50"N 128°39'53.40"E
33	38°03'33.89"N 128°39'52.96"E
34	38°03'39.28"N 128°39'52.56"E
35	38°03'39.68"N 128°39'52.15"E
36	38°03'40.09"N 128°39'51.73"E
37	38°03'40.49"N 128°39'51.32"E
38	38°03'40.90"N 128°39'50.91"E
39	38°03'41.30"N 128°39'50.49"E
41	38°03'38.36"N 128°39'54.19"E
42	38°03'38.76"N 128°39'53.78"E
43	38°03'39.15"N 128°39'53.38"E
44	38°03'39.54"N 128°39'52.98"E
45	38°03'39.95"N 128°39'52.56"E
46	38°03'40.36"N 128°39'52.15"E
47	38°03'40.76"N 128°39'51.74"E
48	38°03'41.17"N 128°39'51.32"E
C1	38°03'49.61"N 128°39'48.82"E
C2	38°03'48.16"N 128°39'50.30"E

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

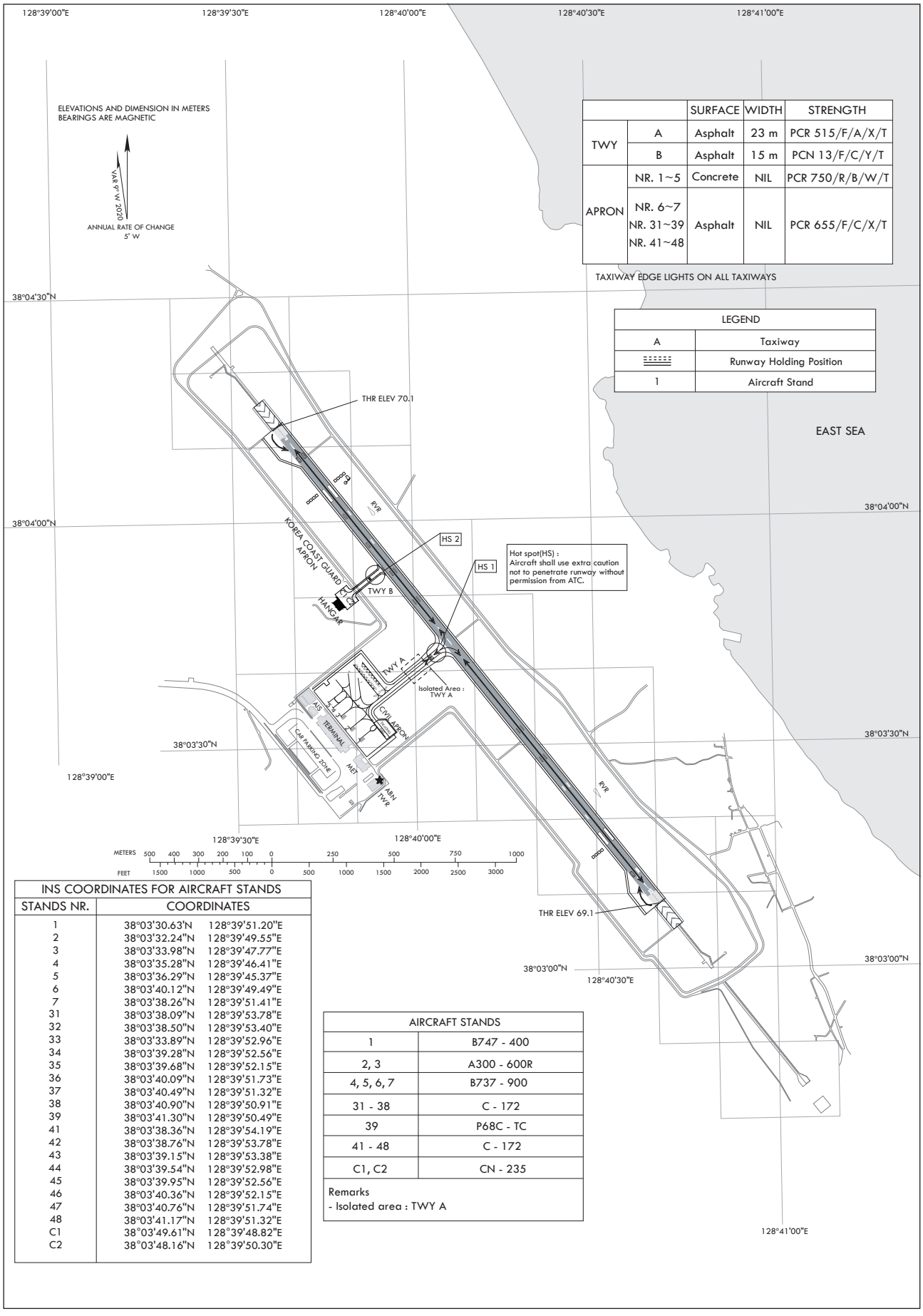
AERODROME GROUND MOVEMENT CHART - ICAO

38°03'41"N
128°40'09"E

ELEV **73 m**

TWR	118.85
	124.375 240.4
GND	124.3 240.4

YANGYANG/Yangyang INTL



		SURFACE	WIDTH	STRENGTH
TWY	A	Asphalt	23 m	PCR 515/F/A/X/T
	B	Asphalt	15 m	PCN 13/F/C/Y/T
APRON	NR. 1~5	Concrete	NIL	PCR 750/R/B/W/T
	NR. 6~7 NR. 31~39 NR. 41~48	Asphalt	NIL	PCR 655/F/C/X/T

INS COORDINATES FOR AIRCRAFT STANDS	
STANDS NR.	COORDINATES
1	38°03'30.63'N 128°39'51.20"E
2	38°03'32.24"N 128°39'49.55"E
3	38°03'33.98"N 128°39'47.77"E
4	38°03'35.28"N 128°39'46.41"E
5	38°03'36.29"N 128°39'45.37"E
6	38°03'40.12"N 128°39'49.49"E
7	38°03'38.26"N 128°39'51.41"E
31	38°03'38.09"N 128°39'53.78"E
32	38°03'38.50"N 128°39'53.40"E
33	38°03'33.89"N 128°39'52.96"E
34	38°03'39.28"N 128°39'52.56"E
35	38°03'39.68"N 128°39'52.15"E
36	38°03'40.09"N 128°39'51.73"E
37	38°03'40.49"N 128°39'51.32"E
38	38°03'40.90"N 128°39'50.91"E
39	38°03'41.30"N 128°39'50.49"E
41	38°03'38.36"N 128°39'54.19"E
42	38°03'38.76"N 128°39'53.78"E
43	38°03'39.15"N 128°39'53.38"E
44	38°03'39.54"N 128°39'52.98"E
45	38°03'39.95"N 128°39'52.56"E
46	38°03'40.36"N 128°39'52.15"E
47	38°03'40.76"N 128°39'51.74"E
48	38°03'41.17"N 128°39'51.32"E
C1	38°03'49.61"N 128°39'48.82"E
C2	38°03'48.16"N 128°39'50.30"E

AIRCRAFT STANDS	
1	B747 - 400
2, 3	A300 - 600R
4, 5, 6, 7	B737 - 900
31 - 38	C - 172
39	P68C - TC
41 - 48	C - 172
C1, C2	CN - 235

Remarks
- Isolated area : TWY A

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

INTENTIONALLY

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

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

RKTN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	a. Taxiing guidance signs are the intersections of all TWY, RWY and holding positions b. Guide lines at apron c. Nose-in guidance at aircraft stands
2	RWY and TWY markings and LGT	a. RWY 13R/31L Markings - Designation, CL, Edge, THR, TDZ Lightings - THR, TDZ(31L), CL, Edge, End b. RWY 13L/31R Marking - Destination, CL, THR, TDZ Lighting - Edge, THR, End c. TWY F1 Markings - CL, Edge Lightings - Edge
3	Stop bars	NIL
4	Remarks	NIL

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

RKTN AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
RKTNOB001	Natural High Point	354931.9N 1290137.6E	2 539 ft/	NIL	31L/R APCH 13L/R TKOF
RKTNOB002	Natural High Point	354655.5N 1285646.2E	2 231 ft/	NIL	
RKTNOB003	Natural High Point	354418.6N 1284937.5E	2 104 ft/	NIL	
RKTNOB004	Natural High Point	355605.8N 1283657.1E	907 ft/	NIL	
RKTNOB005	Building	1.5 NM from RWY 31L THR	266 ft/	NIL	
RKTNOB006	Natural High Point	355248.6N 1284146.7E	430 ft/	NIL	In RWY 31L/R, 13L/R circling area and at AD
RKTNOB007	Natural High Point	355153.4N 1283941.0E	561 ft/	NIL	
RKTNOB008	Natural High Point	355144.6N 1283924.7E	653 ft/	NIL	
RKTNOB009	Natural High Point	355439.1N 1283741.5E	280 ft/	NIL	
RKTNOB010	Natural High Point	355606.0N 1283656.0E	915 ft/	NIL	13L/R APCH 31L/R TKOF
In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL					

Remarks

1. 280 ft hill located 1 NM from THR of RWY 13R may cause visual illusion of being low on final.
2. Obstacles in the circling area and at AD are depicted on the Instrument APP Chart.
3. Obstacles within the area that extends from the edge of the RWY to 61 m from the RWY center line
   - Arresting Gear (BAK-12, 14 on the RWY 31L/13R)
   - Arresting Gear (BAK-14 on the RWY 31R/13L)
   - Arresting Gear Control Units (both side of all BAK-12, 14)
   - Jet-Barrier (MA1A on the both RWY THR 31L/13R, 31R/13L)

RKTN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

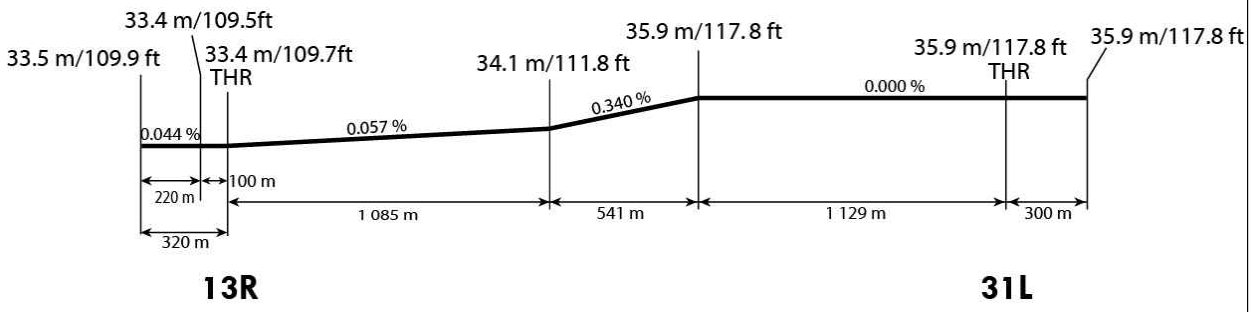
1	Associated MET Office	Daegu Airforce MET Office
2	Hours of service MET Office outside hours	24 hours
3	Office responsible for TAF preparation Periods of validity	ROKAF MET Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Trend forecast Interval of issuance	NIL
5	Briefing/consultation provided	Available at Aviation Meteorological Office for 24 hours, if required
6	Flight documentation Language(s) used	Aerodrome forecasts(TAF code form), SIGWX charts, 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 and other model outputs
8	Supplementary equipment available for providing information	Satellite and weather radar imageries
9	ATS units provided with information	FIC and TWR
10	Additional information (limitation of service, etc.)	All observation data, model outputs and forecasts produced by KMA and WAFS are available at the office through Internet link

RKTN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

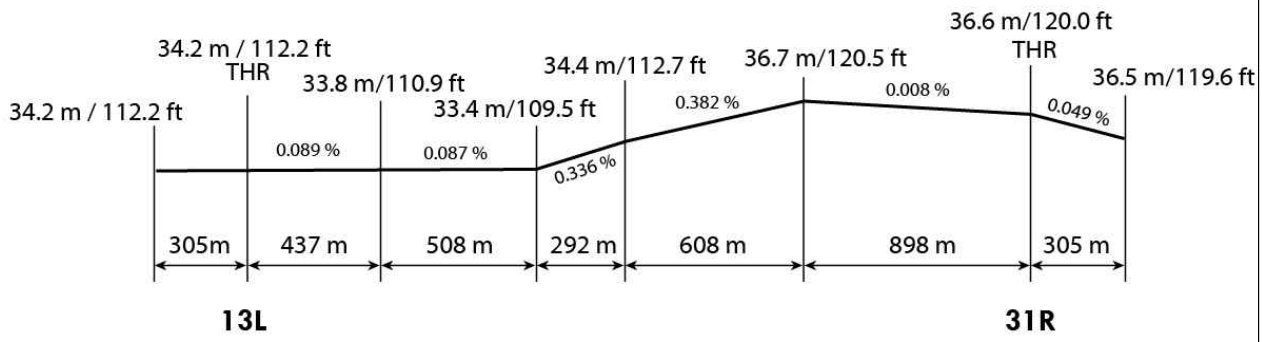
Designations Runway NR	TRUE BRG	Dimension of RWY(m)	Strength(PCR) and surface of RWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
13R	124.23°	2 755 × 45	750/R/B/W/T Concrete	355402.18N 1283845.06E	THR 33.4 m / 109.7 ft TDZ 34.0 m / 111.5 ft
31L	304.23°	2 755 × 45	750/R/B/W/T Concrete	355311.90N 1284015.90E	THR 35.9 m / 117.8 ft TDZ 35.9 m / 117.8 ft
13L	124.23°	2 743 × 45	750/R/B/W/T Concrete	355405.37N 1283848.35E	THR 34 m / 112 ft
31R	304.23°	2 743 × 45	750/R/B/W/T Concrete	355315.30N 1284018.82E	THR 36.6 m / 120.0 ft TDZ 36.7 m / 120.5 ft

7. Slope of RWY

a. RWY 13R/31L



b. RWY 13L/31R



SWY dimensions(m)	CWY dimensions(m)	Strip dimensions(m)	RESA dimenstion(m)	Location & description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
NIL	NIL	2 875 × 248	266 × 120	MA-1A : 99 ft from the end of RWY 13R BAK-14 : 1 300 ft from the end RWY 13R, RWY 31L	NIL	The surface of RWY 13R/31L and 13L/31R are grooved.(Expect 300 m inward from each THR RWY 13L/31R).
NIL	NIL	2 875 × 248	266 × 120	BAK-12 : 2 500 ft from the end RWY 13R, RWY 31L MA-1A : 90 ft from the end of RWY 31L	NIL	
NIL	NIL	2 863 × 200	245 × 120	MA-1A : 120 ft from the end of RWY 13L BAK-14 : 1 450 ft from the end RWY 13L	NIL	The transverse slope and the width of RWY 13R/31L strip does not meet criteria in Annex 14.
NIL	NIL	2 863 × 200	284 × 120	BAK-14 : 1 525 ft from the end RWY 31R MA-1A : 150 ft from the end of RWY 31R	NIL	

Change : Information of strength(PCN → PCR) for RWY.

RKTN AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
13R	2 755	2 755	2 755	2 755	NIL
31L	2 755	2 755	2 755	2 755	NIL
13L	2 743	2 743	2 743	2 743	NIL
31R	2 743	2 743	2 743	2 743	NIL

RKTN AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT Color WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Center line LGT Length, Spacing, Colour, INTST	RWY edge LGT LEN, Spacing Colour INTST	RWY End LGT Color WBAR	SWY LGT LEN(m) Color
1	2	3	4	5	6	7	8	9
13R	SSALF 420 m LIH	Green Green	PAPI Both/3.3° (52.8 ft)	NIL	2 755 m 30 m White	2 755 m 60 m White LIH	Red Red	NIL
31L	ALSF-1 900 m LIH	Green Green	PAPI Both/3.0° (54.7 ft)	900 m	2 755 m 30 m White	2 755 m 60 m White LIH	Red Red	NIL
13L	SSALF 420 m LIH	Green Green	PAPI Both/3.0° (58.4 ft)	NIL	NIL	2 743 m 60 m White LIH	Red Red	NIL
31R	ALSF-1 750 m LIH	Green Green	PAPI Both/3.0° (56.1 ft)	NIL	NIL	2 743 m 60 m White LIH	Red Red	NIL

10. Remarks

Circling guidance lights are installed as follows :
a. Location : West side of RWY 13R
b. Length : 900 m (2 953 ft) from threshold of RWY 13R
c. Spacing : 150 m
d. Color : White with flasher

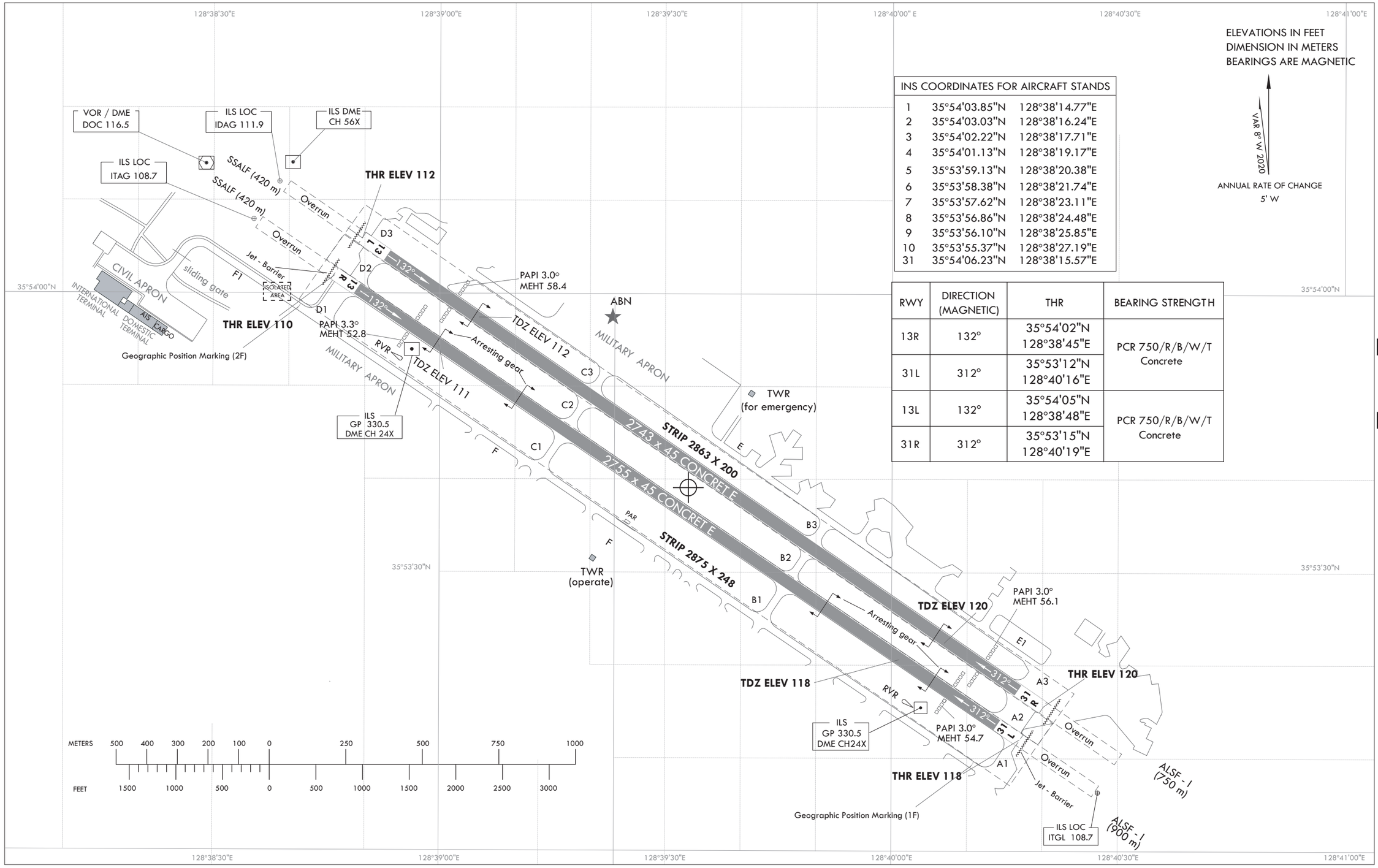
RKTN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	At hangar near the old TWR FLG W/W-G (18 FPM*) IBN : NIL H24
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and center line lighting	Edge : All TWY Center line : NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AD Switch-over time : 15 s
5	Remarks	NIL

AERODROME CHART - ICAO 35°53'39"N 128°39'32"E ELEV **120** ft

TWR	126.2	236.6	365.0
GND	121.95	275.8	

DAEGU/Daegu INTL

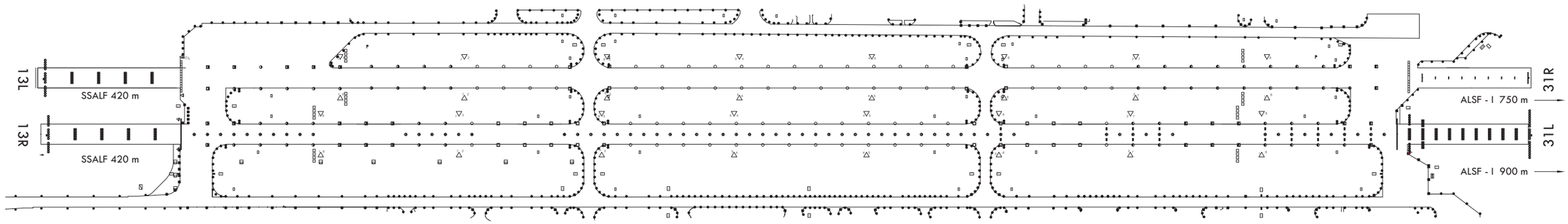


INS COORDINATES FOR AIRCRAFT STANDS		
1	35°54'03.85"N	128°38'14.77"E
2	35°54'03.03"N	128°38'16.24"E
3	35°54'02.22"N	128°38'17.71"E
4	35°54'01.13"N	128°38'19.17"E
5	35°53'59.13"N	128°38'20.38"E
6	35°53'58.38"N	128°38'21.74"E
7	35°53'57.62"N	128°38'23.11"E
8	35°53'56.86"N	128°38'24.48"E
9	35°53'56.10"N	128°38'25.85"E
10	35°53'55.37"N	128°38'27.19"E
31	35°54'06.23"N	128°38'15.57"E

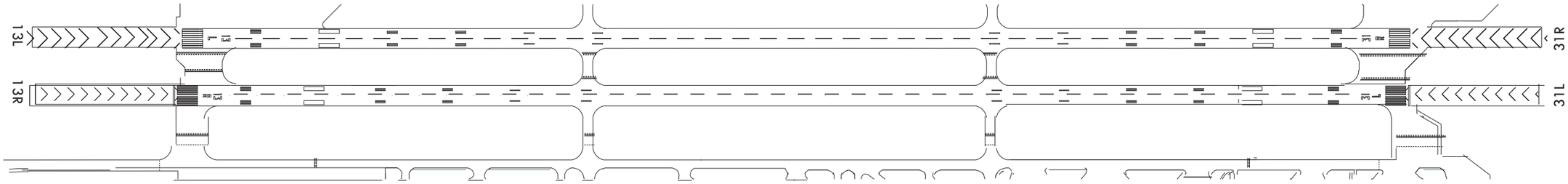
RWY	DIRECTION (MAGNETIC)	THR	BEARING STRENGTH
13R	132°	35°54'02"N 128°38'45"E	PCR 750/R/B/W/T Concrete
31L	312°	35°53'12"N 128°40'16"E	
13L	132°	35°54'05"N 128°38'48"E	PCR 750/R/B/W/T Concrete
31R	312°	35°53'15"N 128°40'19"E	

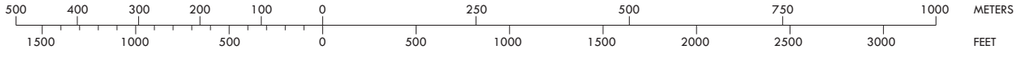
Change : Information of strength(PCN → PCR) for RWY.

LIGHTING AIDS RWY 13L/31R AND 13R/31L AND EXIT TWY



MARKING AIDS RWY 13L/31R AND 13R/31L AND EXIT TWY





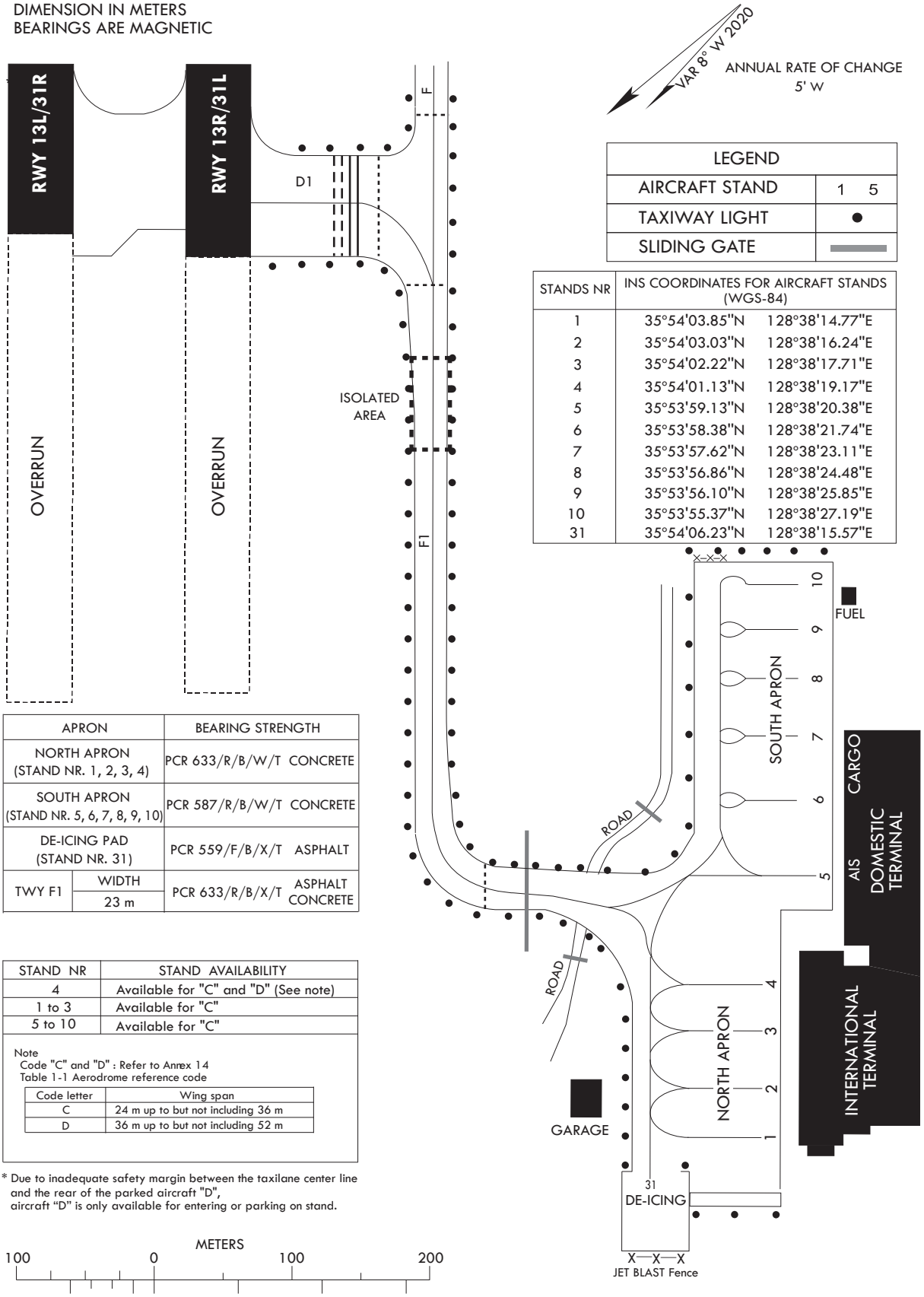
AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV
105 ft

TWR	126.2
GND	121.95

DAEGU/Daegu INTL

ELEVATIONS IN FEET
DIMENSION IN METERS
BEARINGS ARE MAGNETIC



STANDS NR	INS COORDINATES FOR AIRCRAFT STANDS (WGS-84)	
1	35°54'03.85"N	128°38'14.77"E
2	35°54'03.03"N	128°38'16.24"E
3	35°54'02.22"N	128°38'17.71"E
4	35°54'01.13"N	128°38'19.17"E
5	35°53'59.13"N	128°38'20.38"E
6	35°53'58.38"N	128°38'21.74"E
7	35°53'57.62"N	128°38'23.11"E
8	35°53'56.86"N	128°38'24.48"E
9	35°53'56.10"N	128°38'25.85"E
10	35°53'55.37"N	128°38'27.19"E
31	35°54'06.23"N	128°38'15.57"E

APRON		BEARING STRENGTH
NORTH APRON (STAND NR. 1, 2, 3, 4)		PCR 633/R/B/W/T CONCRETE
SOUTH APRON (STAND NR. 5, 6, 7, 8, 9, 10)		PCR 587/R/B/W/T CONCRETE
DE-ICING PAD (STAND NR. 31)		PCR 559/F/B/X/T ASPHALT
TWY F1	WIDTH 23 m	PCR 633/R/B/X/T ASPHALT CONCRETE

STAND NR	STAND AVAILABILITY
4	Available for "C" and "D" (See note)
1 to 3	Available for "C"
5 to 10	Available for "C"

Note
Code "C" and "D" : Refer to Annex 14
Table 1-1 Aerodrome reference code

Code letter	Wing span
C	24 m up to but not including 36 m
D	36 m up to but not including 52 m

* Due to inadequate safety margin between the taxilane center line and the rear of the parked aircraft "D", aircraft "D" is only available for entering or parking on stand.

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

INTENTIONALLY

LEFT

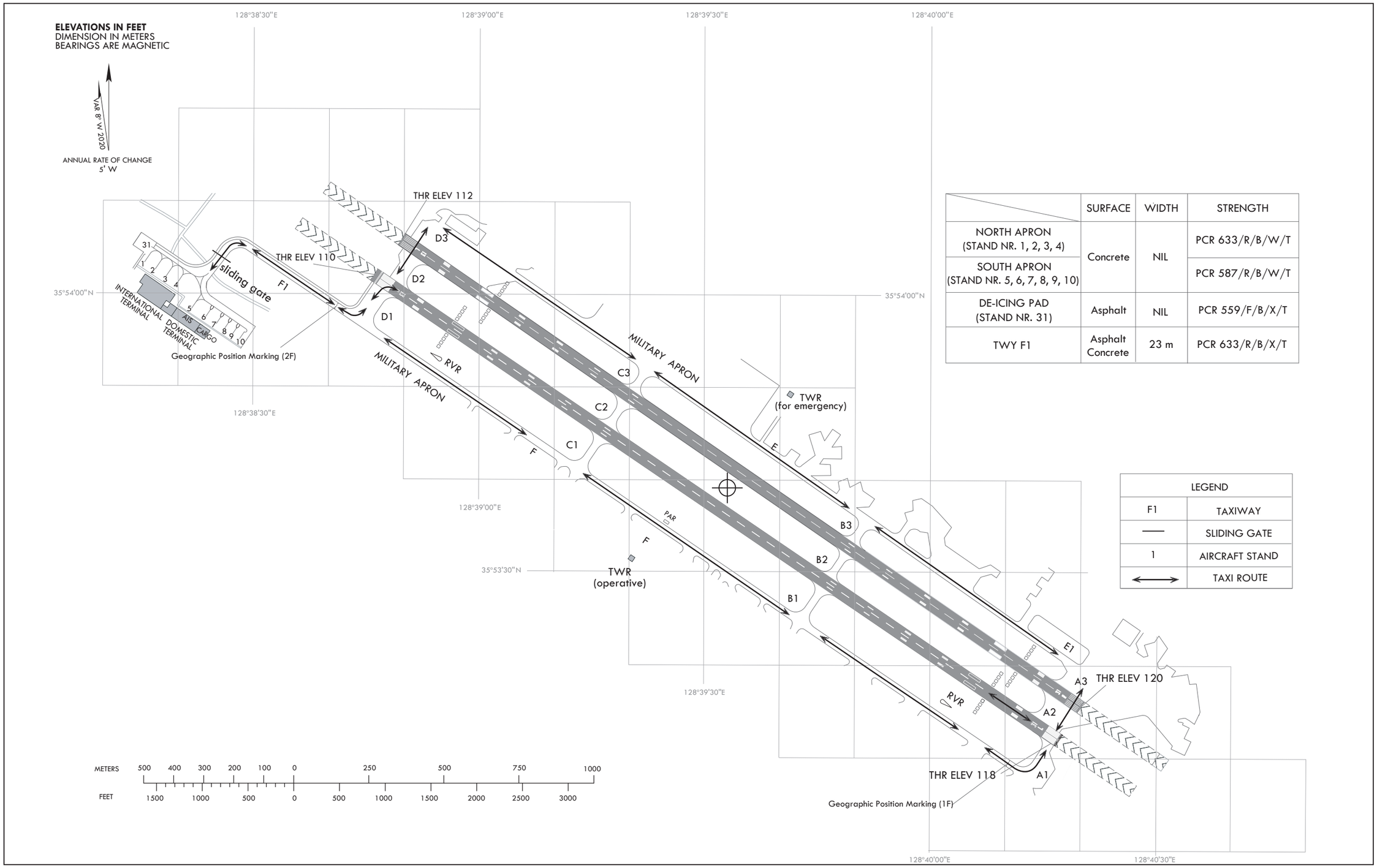
BLANK

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
ELEV **105** ft

TWR	126.2	236.6	365.0
GND	121.95	275.8	

DAEGU/Daegu INTL



	SURFACE	WIDTH	STRENGTH
NORTH APRON (STAND NR. 1, 2, 3, 4)	Concrete	NIL	PCR 633/R/B/W/T
SOUTH APRON (STAND NR. 5, 6, 7, 8, 9, 10)			PCR 587/R/B/W/T
DE-ICING PAD (STAND NR. 31)	Asphalt	NIL	PCR 559/F/B/X/T
TWY F1	Asphalt Concrete	23 m	PCR 633/R/B/X/T

LEGEND	
F1	TAXIWAY
——	SLIDING GATE
1	AIRCRAFT STAND
⟷	TAXI ROUTE

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

RKJB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKJB - MUAN / Muan International

RKJB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	345929N 1262258E 180° / 1 402 m from THR 19
2	Direction and distance from city	254°, 46 km from GwangJu City Hall 004°, 20 km from Mokpo City Hall
3	Elevation/Reference temperature	16 m / 31.5 °C
4	Geoid undulation at the aerodrome elevation	24 m
5	MAG VAR/Annual change	8° W (2020) / 0.094° increasing
6	Aerodrome Operator, Address,Telephone, Telefax, AFS	Korea Airports Corporation(Muan International Airport) 970-260 Gonghang-ro, Mangun-myeon, Muan-gun, Jeollanam-do, 58533, Republic of Korea TEL : +82-61-455-2401~3 Telefax : +82-61-455-2496, 2353 AFS : RKJBZPZX
7	Type of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKJB AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	H24
2	Customs and Immigration	HO
3	Health and Sanitation	HO
4	AIS Briefing Office	H24
5	ATS Reporting Office	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fueling	HO
9	Handling	HO
10	Security	HO
11	De-Icing	HO
12	Remarks	- Take-off and landing is restricted from 1200 UTC to 2300 UTC due to noise abatement(except passenger flights). - CAT D and E ACFT OPR is available under the pre-coordination due to ground handling service facilities. TEL : +82-61-455-2333

RKJB AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Baggage Handling service and trucks
2	Fuel/oil types	Fuel : Aviation Turbine Fuel(Jet A-1) Aviation Gasoline (AV-gas 100LL) Oil : Turbo oil 2 380, 15W50, 5W30
3	Fueling facilities/capacity	Refueling available by trucks Jet A-1 : Elevated storage tank 3 units (total 1 470 000 L, 3 fuel tanks with 390 000 L) Av-gas 100LL : storage tank 1 unit(75 000 L)
4	De-Icing facilities	Available. See AD chart for location.
5	Hanger space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

RKJB AD 2.5 PASSENGER FACILITIES

1	Hotels	Near the AD and in the city(Mokpo & Gwangju)
2	Restaurants	At AD and in the city(Mokpo & Gwangju)
3	Transportation	Buses, Taxis and rental cars available at AD
4	Medical facilities	a. Ambulance service available b. Hospitals in the city(Mokpo & Gwangju)
5	Bank and Post Office	Bank available at AD
6	Tourist Office	Available at AD
7	Remarks	https://www.airport.co.kr/muan/

RKJB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	CAT 9
2	Rescue equipment	a. 3 Chemical Fire fighting trucks (Total capacity : 34 000 L water, 4 500 L *AFFF and 750 kg dry chemical) b. 1 Ambulance c. 1 Mobile command vehicle
3	Capability for removal of disabled aircraft	Specialized aircraft recovery equipment available for up to and including B747-400 size aircraft. 100 ton hydraulic recovery jack, 300 ton crane and other accessory equipment can be provided by airlines and agencies. Korea Airports Corporation is the co-ordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (TEL : +82-61-455-2331)
4	Remarks	*AFFF: Aqueous Film Forming Foam

RKJB AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Type of clearing equipment	a. 1 Towed Runway Jet Sweeper b. 2 Compact Runway Jet Sweepers c. 1 Multi purpose Snow Removal Truck d. 1 Snow Blower e. 1 Dump Truck f. 1 Tractor
2	Clearance priorities	a. First 1) RWY 2) TWY(E1, E3, P, A1) 3) Apron taxilanes b. Second 1) TWY(E2, A2) 2) Apron and Other area
3	Remarks	Snow clearance information promulgated by SNOWTAM.

RKJB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS / POSITION DATA

1	Designation, Surface and strength of aprons	ACFT stands NR. 1 ~ 6, 31 ~ 74 - Surface : Concrete - Strength : PCR 832/R/C/W/T
2	Designation, Taxiway width, surface and strength	<table><tr><th>TWY</th><th>WIDTH</th><th>Strength and Surface</th></tr><tr><td>P</td><td>23 m</td><td rowspan="7">PCR 832/R/C/W/T Concrete</td></tr><tr><td>E1</td><td>28 m</td></tr><tr><td>E2</td><td>33 m</td></tr><tr><td>E3</td><td>28 m</td></tr><tr><td>A1</td><td>39 m</td></tr><tr><td>A2</td><td>40 m</td></tr><tr><td>R</td><td>23 m</td></tr><tr><td>G</td><td>23 m</td><td>PCN 32/R/C/W/T Concrete</td></tr></table>
3	Location and elevation of altimeter checkpoint	Location : At Apron Elevation : 12 m
4	VOR check points	VOR : See AD chart
5	INS check points	INS : See Aircraft Parking & Docking Chart
6	Remarks	NIL

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

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
In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL					

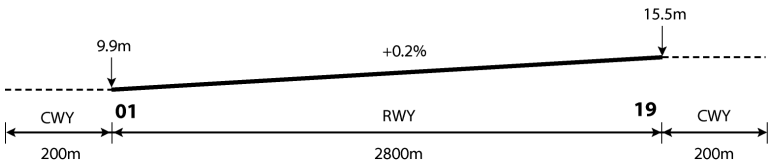
RKJB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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



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

Change : Information of strength(PCN → PCR) for RWY.

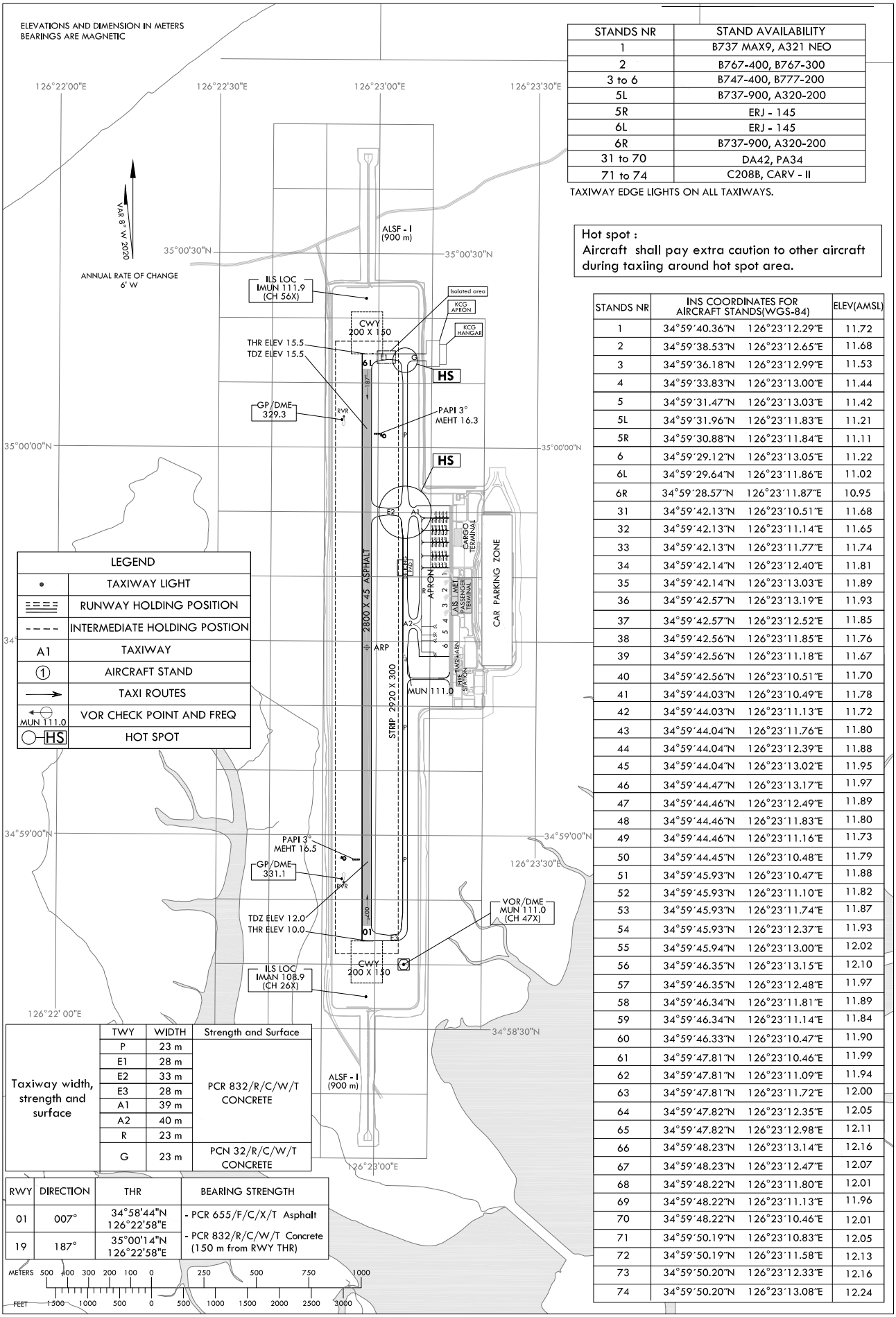
AERODROME CHART - ICAO

34°59'29"N
126°22'58"E

ELEV **16** m

TWR	118.25	118.85	321.025
GND	121.7	317.45	

MUAN / Muan Intl



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

Taxiway width, strength and surface

TWY	WIDTH	Strength and Surface
P	23 m	PCR 832/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

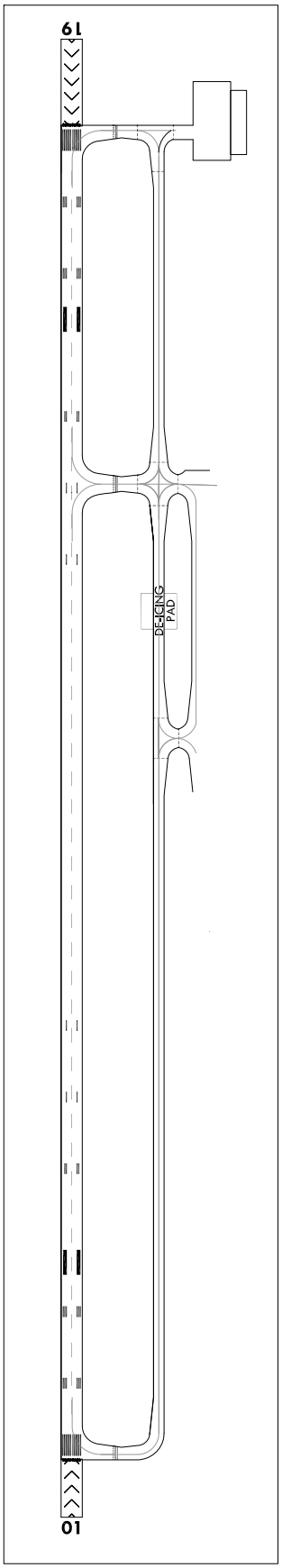
RWY	DIRECTION	THR	BEARING STRENGTH
01	007°	34°58'44"N 126°22'58"E	- PCR 655/F/C/X/T Asphalt
19	187°	35°00'14"N 126°22'58"E	- PCR 832/R/C/W/T Concrete (150 m from RWY THR)

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

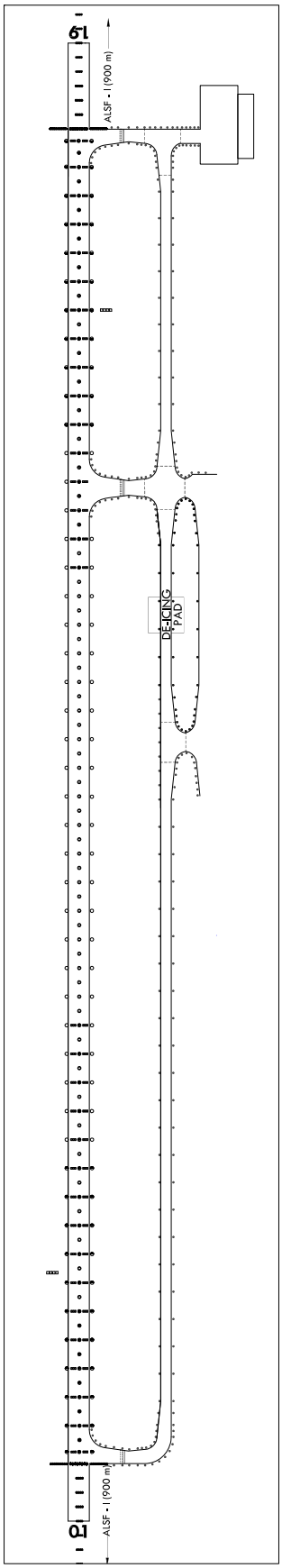
LIGHTING AND MARKING CHART

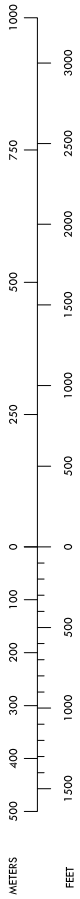
MUAN / Muan Intl

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

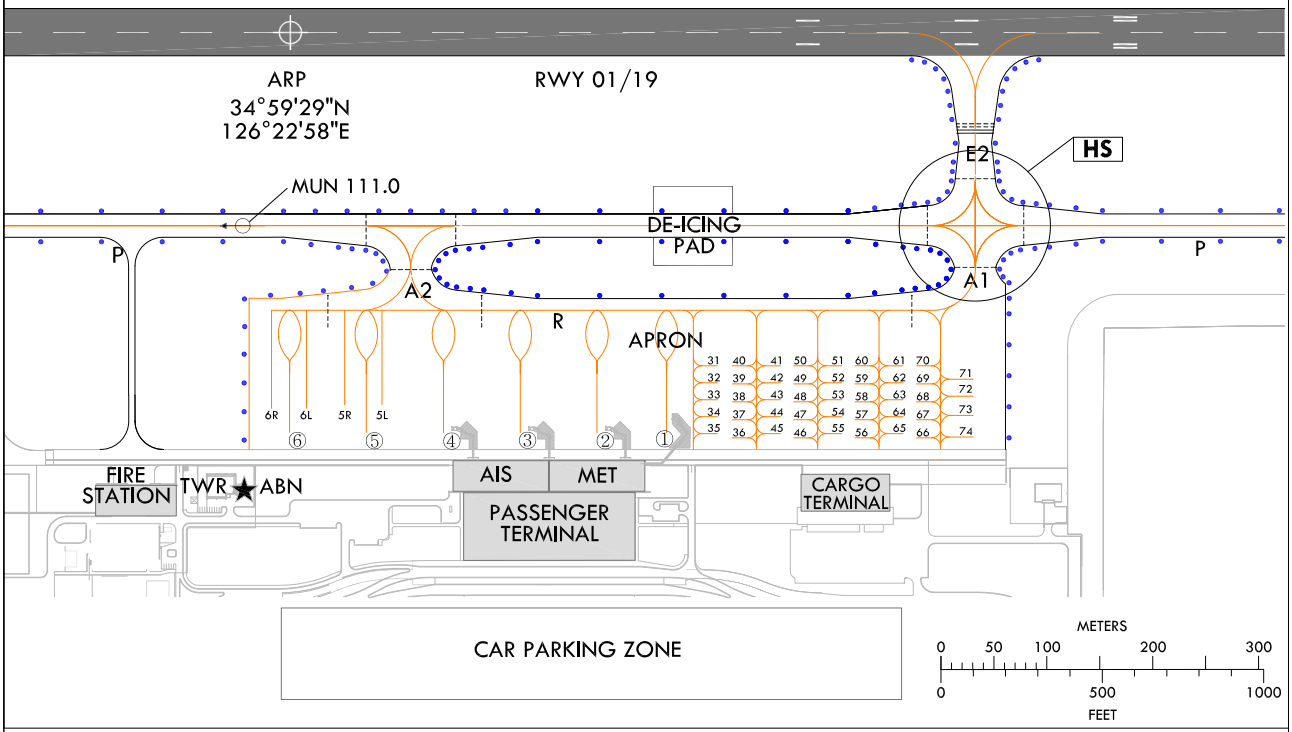
TWR	118.25	118.85	321.025
GND	121.7	317.45	

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	- PCR 655/F/C/X/T ASPHALT
19	35°00'14"N 126°22'58"E	- PCR 832/R/C/W/T CONCRETE (150 m from RWY THR)

Taxiway width, strength and surface

TWY	WIDTH	Strength and Surface
P	23 m	PCR 832/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 : Information of strength(PCN → PCR) for RWY and TWY.

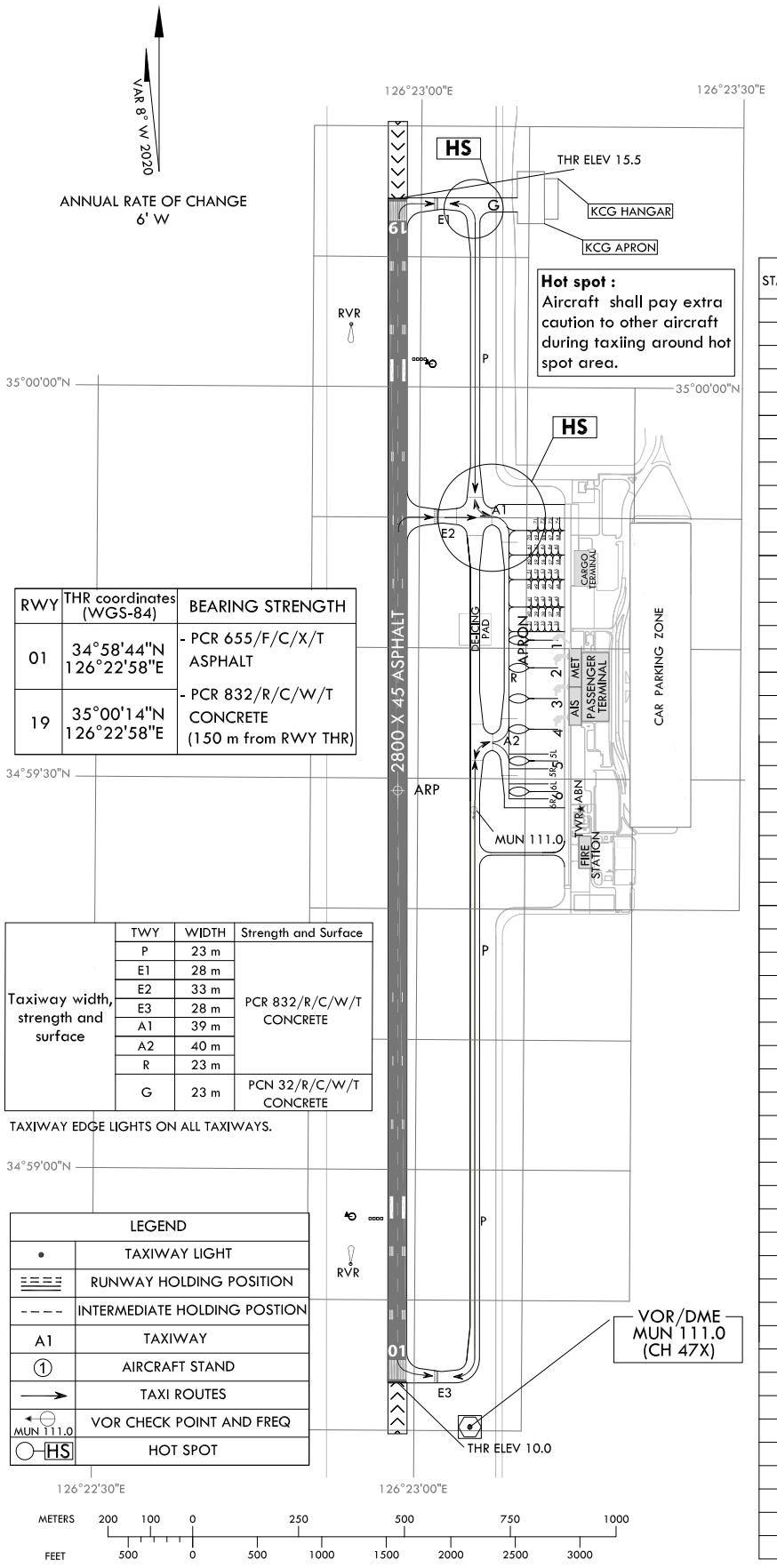
AERODROME GROUND MOVEMENT CHART - ICAO

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	- PCR 655/F/C/X/T ASPHALT
19	35°00'14"N 126°22'58"E	- PCR 832/R/C/W/T CONCRETE (150 m from RWY THR)

	TWY	WIDTH	Strength and Surface
Taxiway width, strength and surface	P	23 m	PCR 832/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 : Information of strength(PCN → PCR) for RWY and TWY.

RKJJ AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITION DATA

1	Designation, Apron surface and strength	a. Surface : Asphalt b. Strength : PCR 503/F/B/X/T
2	Designation, Taxiway width, surface and strength	a. width - G : 23 m - G6 : 36 m - G7 : 31 m b. Surface - G : Concrete - G6, G7 : Concrete, Asphalt c. Strength - G : PCR 686/R/B/W/T - G6, G7 : PCR 503/F/B/X/T PCR 686/R/B/W/T
3	Altimeter check location and elevation	Apron (Refer to Aircraft Parking/Docking Chart) / 51 ft
4	VOR checkpoints	VOR : NIL
5	INS checkpoints	INS : Every specified aircraft stands(See Aircraft Parking/Docking Chart)
6	Remarks	NIL

RKJJ 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 at all holding positions b. Guide lines at apron c. Nose-in guidance at aircraft stands
2	RWY and TWY markings and LGT	a. RWY - RWY 04R/22L : Edge, THR and END LGT/marking - RWY 04L/22R : Edge, THR and END LGT/marking b. TWY : All TWY edge LGT
3	Stop bars	NIL
4	Remarks	NIL

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

RKJJ AD 2.10 AERODROME OBSTACLES

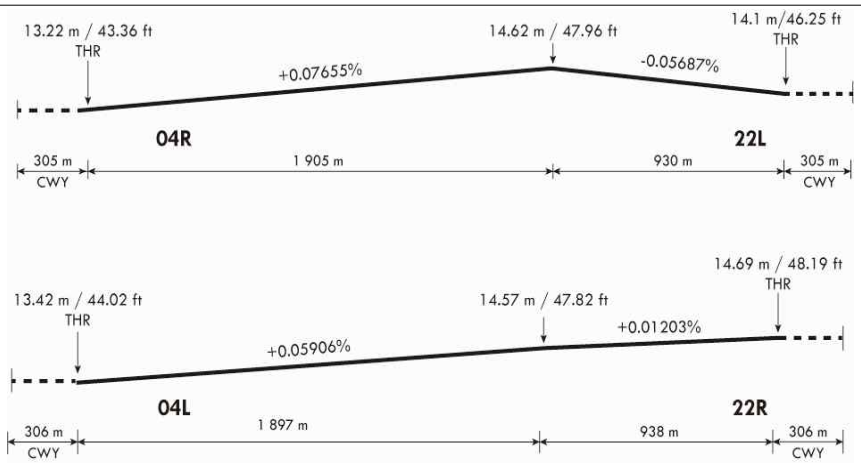
In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
RKJJOB001	Natural High Point	350134.6N 1263954.3E	1 207 ft/	NIL	04L/R APCH 22L/R TKOF <Caution> - Chimney(352 ft) is located on the left side of final 1.7 NM away from threshold of RWY 22L. - Open drainage is located both side of RWY 04L/22R and right side of RWY 04R/22L. · Obstacles within the area that extends from the edge of the RWY to the 90 m from the RWY centerline - Arresting Gears (BAK-14) on the RWY 04R/22L and RWY 04L/22R - Arresting Gears (BAK-12) on the RWY 04L/22R
RKJJOB002	Natural High Point	350317.7N 1264150.0E	1 473 ft/	NIL	
RKJJOB003	Natural High Point	350154.3N 1264207.5E	892 ft/	NIL	
RKJJOB004	Natural High Point	350237.5N 1264223.5E	866 ft/	NIL	
RKJJOB005	Natural High Point	350541.7N 1264538.5E	230 ft/	NIL	
RKJJOB006	Natural High Point	350503.4N 1264547.4E	213 ft/	NIL	
RKJJOB007	Natural High Point	350517.9N 1264658.4E	177 ft/	NIL	
RKJJOB008	Dike	350641.2N 1264750.3E	56 ft/	NIL	
RKJJOB009	Natural High Point	350851.7N 1264842.8E	390 ft/	NIL	
RKJJOB010	Natural High Point	350815.4N 1265001.9E	358 ft/	NIL	
RKJJOB011	Natural High Point	350650.6N 1265016.1E	533 ft/	NIL	
RKJJOB012	Natural High Point	350710.1N 1265109.5E	591 ft/	NIL	
RKJJOB013	Natural High Point	350915.6N 1265657.7E	1 266 ft/	NIL	
RKJJOB014	Natural High Point	350950.0N 1265816.4E	1 470 ft/	NIL	
RKJJOB015	Natural High Point	344944.3N 1264825.1E	2 012 ft/	NIL	
RKJJOB016	Natural High Point	350727.4N 1270032.2E	3 894 ft/	NIL	
RKJJOB017	Natural High Point	351928.8N 1265308.3E	2 698 ft/	NIL	
RKJJOB018	Natural High Point	351800.5N 1265144.8E	2 388 ft/	NIL	
RKJJOB019	Natural High Point	352401.0N 1265834.5E	2 408 ft/	NIL	22L/R APCH 04L/R TKOF
RKJJOB020	Natural High Point	352001.8N 1265412.0E	2 392 ft/	NIL	
RKJJOB021	Antenna	351250.5N 1265007.6E	541 ft/	Marked/LGTD	
RKJJOB022	Antenna	351143.3N 1264954.4E	653 ft/	Marked/LGTD	
RKJJOB023	Antenna	351135.5N 1265013.5E	554 ft/	Marked/LGTD	
RKJJOB024	Natural High Point	351059.7N 1265151.9E	431 ft/	NIL	
RKJJOB025	Natural High Point	350851.7N 1264842.8E	390 ft/	NIL	In RWY 22L/R, 04L/R circling area and at AD
RKJJOB026	Natural High Point	350530.9N 1264920.2E	554 ft/	NIL	
RKJJOB027	Natural High Point	350650.6N 1265016.1E	533 ft/	NIL	
RKJJOB028	Natural High Point	350552.7N 1264953.5E	686 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					

RKJJ AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations Runway NR	True BRG	Dimension of RWY(m)	Strength(PCR) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
04R	029.92°	2 835 × 45	686 R/B/W/T Concrete	350653.08N 1264807.41E 24.8 m (81 ft)	THR 13.22 m/43.36 ft TDZ 13.94 m/45.73 ft
22L	209.93°	2 835 × 45	686 R/B/W/T Concrete	350812.81N 1264903.26E 24.8 m (81 ft)	THR 14.10 m/46.25 ft TDZ 14.62 m/47.97 ft
04L	029.92°	2 835 × 45	686 R/B/W/T Concrete	350656.21N 1264800.79E -	THR 13.42 m/44.02 ft TDZ 13.92 m/45.67 ft
22R	209.92°	2 835 × 45	686 R/B/W/T Concrete	350815.94N 1264856.64E -	THR 14.69 m/48.19 ft TDZ 14.69 m/48.20 ft

7. Slope of RWY-SWY



SWY dimensions(m)	CWY dimensions(m)	Strip dimensions(m)	RESA dimensions(m)	Location & description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
NIL	305 × 300	2 955 × 300	240 × 150	BAK-14 : 1 300 ft from the RWY 04R/22L threshold and RWY 04L/22R threshold BAK-12 : 2 650 ft from the RWY 04L/22R threshold MA-1A : 50 ft from the RWY 04R/22L threshold and RWY 04L/22R threshold	NIL	NIL
NIL	305 × 300	2 955 × 300	240 × 150		NIL	
NIL	306 × 300	2 955 × 300	240 × 150		NIL	
NIL	306 × 300	2 955 × 300	240 × 150		NIL	

RKJJ AD 2.13 DECLARED DISTANCES

RWY Designator	TORA(m)	TODA(m)	ASDA(m)	LDA(m)	Remarks
1	2	3	4	5	6
04R	2 835	3 140	2 835	2 835	NIL
22L	2 835	3 140	2 835	2 835	NIL
04L	2 835	3 141	2 835	2 835	NIL
22R	2 835	3 141	2 835	2 835	NIL

Change : Information of strength(PCN → PCR) for RWY.

RKJJ AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT Color WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Center line LGT Length, Spacing Color, INTST	RWY edge LGT LEN, Spacing Color INTST	RWY End LGT Color WBAR	SWY LGT LEN(m) Color
1	2	3	4	5	6	7	8	9
04R	ALSF-1 900 m LIH	Green -	PAPI Both / 3° (52 ft / 15.8 m)	NIL	NIL	2 760 m 60 m White/Yellow LIH	Red -	NIL
22L	SSALF 420 m LIH	Green -	PAPI Both / 3° (52 ft / 15.8 m)	NIL	NIL	2 760 m 60 m White/Yellow LIH	Red -	NIL
04L	ALSF-I 900 m LIH	Green Green	PAPI Both / 3° (54 ft / 16.5 m)	NIL	NIL	2 760 m 60 m White/Yellow LIH	Red -	NIL
22R	SSALF 420 m LIH	Green Green	PAPI Both / 3° (54 ft / 16.4 m)	NIL	NIL	2 760 m 60 m White/Yellow LIH	Red -	NIL

RKJJ AD 2.15 OTHER LIGHTINGS, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At the Water tower Building, FLG W/W-G(16~20 FPM＊) IBN : NIL Hours of Operation : H24
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and center line lighting	Edge : All TWY Center line LGT : NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AD Switch-over time : 15 SEC
5	Remarks	NIL

RKJJ AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	-
2	TLOF and/or FATO elevation m/ft	-
3	TLOF and FATO area dimensions, surface, strength, marking	-
4	True and MAG BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	Remarks	As directed by ATC

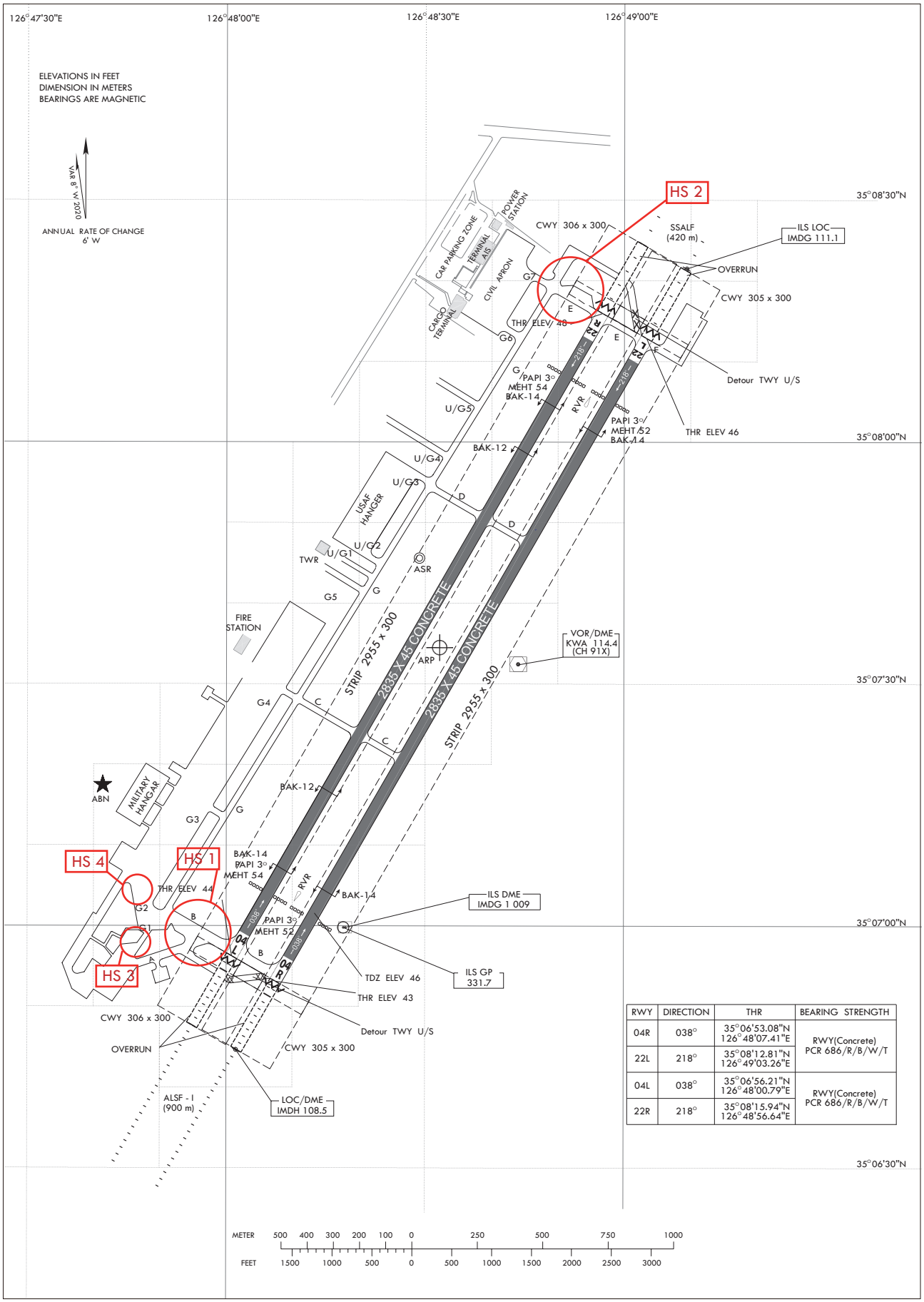
AERODROME CHART - ICAO

GWANGJU/Gwangju

35°07'35"N
126°48'32"E

ELEV
48 ft / **15** m

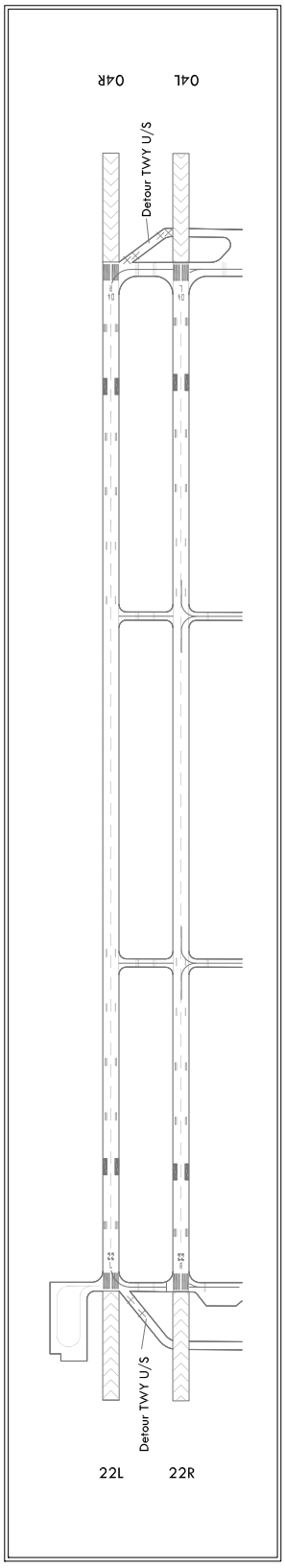
TWR	118.05	236.6	254.6
GND	121.8	275.8	



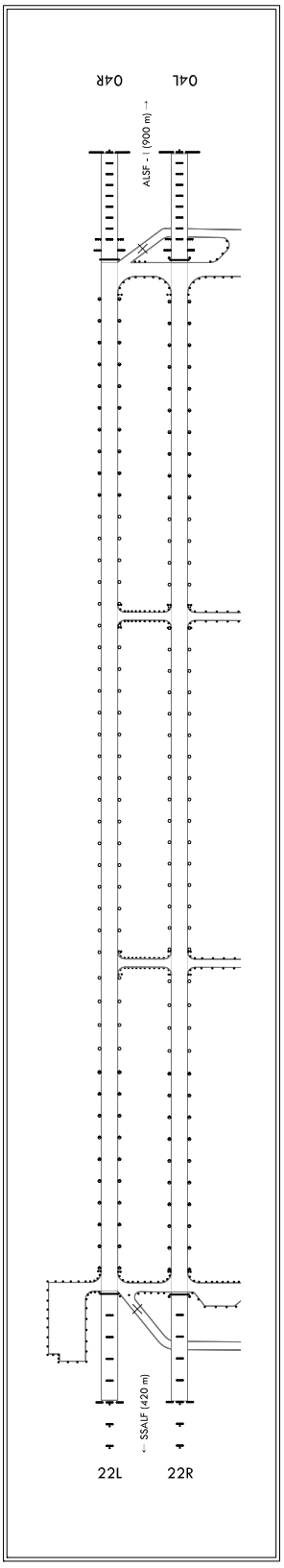
RWY	DIRECTION	THR	BEARING STRENGTH
04R	038°	35°06'53.08"N 126°48'07.41"E	RWY(Concrete) PCR 686/R/B/W/T
22L	218°	35°08'12.81"N 126°49'03.26"E	
04L	038°	35°06'56.21"N 126°48'00.79"E	RWY(Concrete) PCR 686/R/B/W/T
22R	218°	35°08'15.94"N 126°48'56.64"E	

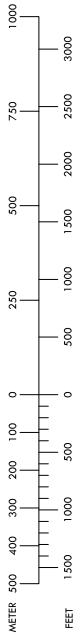
Change : Information of strength(PCN → PCR) for RWY.

MARKING AIDS RWY 04L/22R AND 04R/22L AND EXIT TWY



LIGHTING AIDS RWY 04L/22R AND 04R/22L AND EXIT TWY





AIRCRAFT PARKING/ DOCKING CHART - ICAO

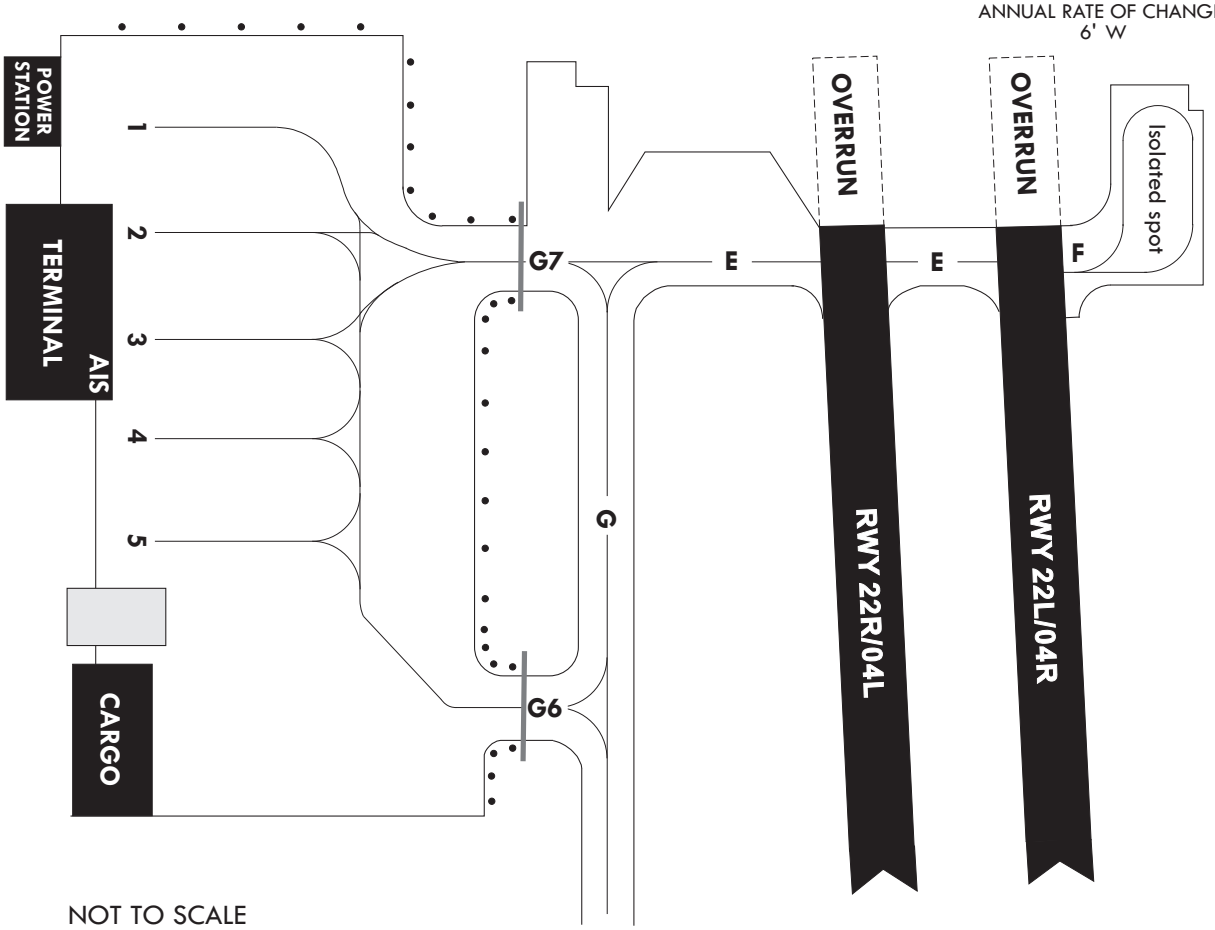
APRON ELEV
51 ft

TWR	118.05
GND	121.8

GWANGJU/Gwangju

ELEVATIONS IN FEET
DIMENSION IN METERS
BEARINGS ARE MAGNETIC

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



NOT TO SCALE

LEGEND	
AIRCRAFT STAND	3
TAXIWAY LIGHT	•
SLIDING GATE	═══

AIRCRAFT STANDS	
1, 3, 4, 5	A321
2	B767

For details, contact "Apron management Unit"
(TEL) 82-62-940-0331, 0352

	INS COORDINATES FOR AIRCRAFT STANDS		
	WGS - 84		ELEV(MSL)
1	35°08'25.46"N	126°48'42.45"E	51 ft
2	35°08'23.96"N	126°48'41.32"E	52 ft
3	35°08'22.43"N	126°48'40.16"E	52 ft
4	35°08'20.87"N	126°48'39.09"E	50 ft
5	35°08'19.42"N	126°48'38.00"E	49 ft

TAXIWAY INFORMATION		
TAXIWAY	WIDTH	STRENGTH
G	23 m	PCR 686/R/B/W/T
G6	36 m	PCR 503/F/B/X/T
G7	31 m	PCR 686/R/B/W/T

APRON INFORMATION	
STRENGTH	SURFACE
PCR 503/F/B/X/T	ASPHALT

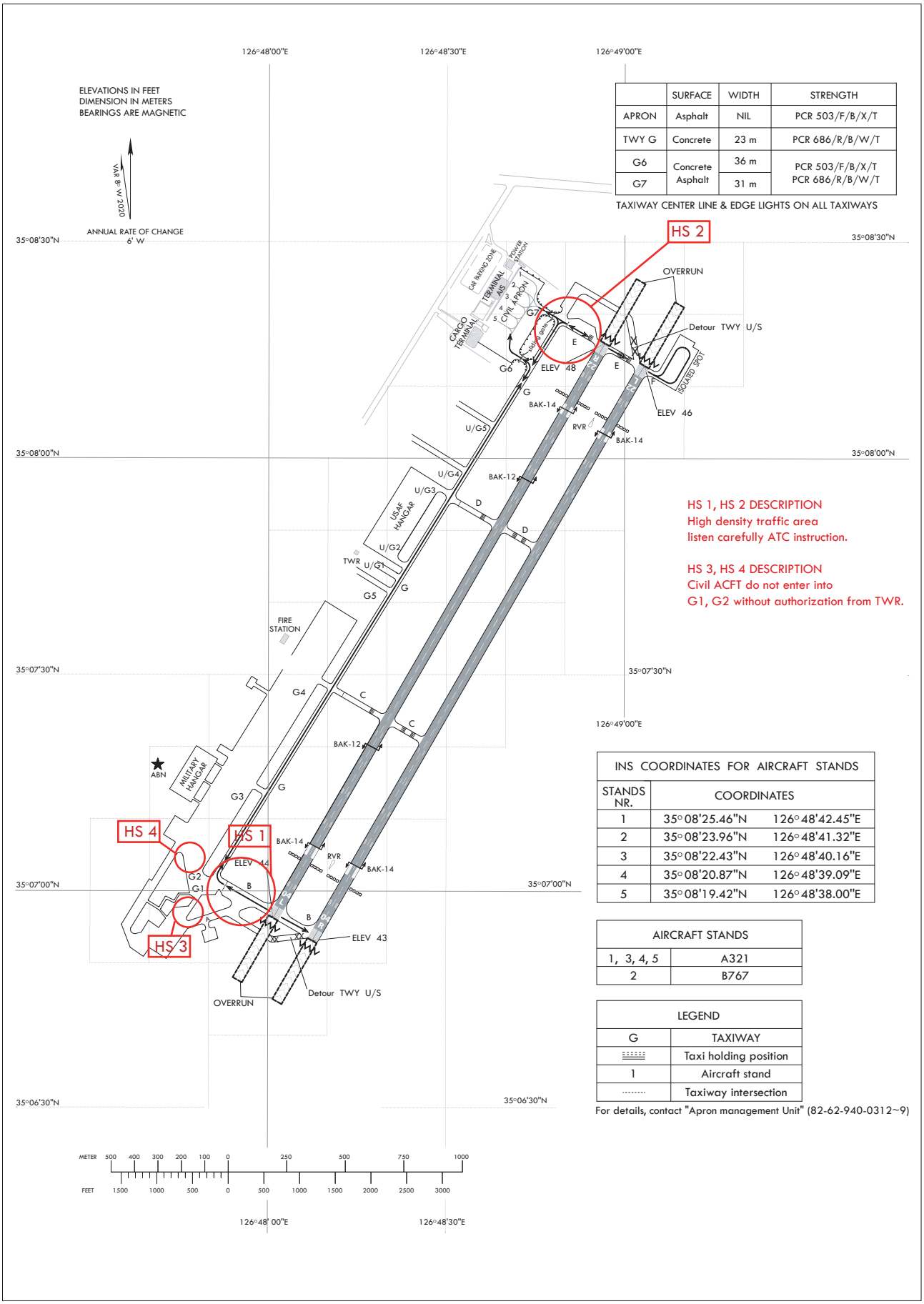
Change : Information of strength(PCN → PCR) for apron and TWY.

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **51**ft

TWR	118.05	236.6	254.6
GND	121.8	275.8	

GWANGJU / Gwangju
RWY 04L/R, RWY 22L/R
ARRIVAL/DEPARTURE



	SURFACE	WIDTH	STRENGTH
APRON	Asphalt	NIL	PCR 503/F/B/X/T
TWY G	Concrete	23 m	PCR 686/R/B/W/T
G6	Concrete Asphalt	36 m	PCR 503/F/B/X/T PCR 686/R/B/W/T
G7		31 m	

TAXIWAY CENTER LINE & EDGE LIGHTS ON ALL TAXIWAYS

HS 1, HS 2 DESCRIPTION
High density traffic area
listen carefully ATC instruction.

HS 3, HS 4 DESCRIPTION
Civil ACFT do not enter into
G1, G2 without authorization from TWR.

INS COORDINATES FOR AIRCRAFT STANDS		
STANDS NR.	COORDINATES	
1	35° 08'25.46"N	126° 48'42.45"E
2	35° 08'23.96"N	126° 48'41.32"E
3	35° 08'22.43"N	126° 48'40.16"E
4	35° 08'20.87"N	126° 48'39.09"E
5	35° 08'19.42"N	126° 48'38.00"E

AIRCRAFT STANDS	
1, 3, 4, 5	A321
2	B767

LEGEND	
G	TAXIWAY
⋮⋮⋮	Taxi holding position
1	Aircraft stand
·····	Taxiway intersection

For details, contact "Apron management Unit" (82-62-940-0312~9)

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

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

1	Designation, Apron surface and strength	a. Surface : Concrete, Asphalt b. Strength : Apron1 Concrete PCR 706/R/C/W/T Apron2 Asphalt PCR 584/F/C/X/T Apron3 Asphalt PCR 584/F/C/X/T
2	Designation, Taxiway width, surface and strength	a. Width - A, B, C, P : 23 m - G : 15 m b. Surface : Asphalt, Concrete c. Strength - A, B, P(BTN A and stand NR. 4 behind) : Asphalt, PCR 584/F/C/X/T - C, P(BTN B and C) : Asphalt, PCR 584/F/C/X/T - P(stand NR. 3 behind and BTN B) : Concrete, PCR 706/R/C/W/T - G : Asphalt, PCR 584/F/C/X/T
3	Altimeter check location and elevation	Location : At apron Elevation : 19 m
4	VOR checkpoints	VOR : NIL
5	INS check points	INS : Refer to Aircraft Parking/Docking Chart
6	Remarks	NIL

RKJY 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. Taxi Guide lines at apron b. Nose-in guidance at aircraft stands
2	RWY and TWY markings and LGT	a. RWY 17/35 : Designation, CL, THR edge, TDZ and aiming point marking, and edge, CL and RWY 17 TDZ LGT b. TWY : CL, edge marking and edge LGT
3	Stop bars	NIL
4	Remark	NIL

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

RKJY 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
RKJYOB001	Antenna	345612.9N 1273831.5E	1 598 ft/	NIL	
RKJYOB002	Pylon	345945.9N 1273823.7E	1 874 ft/	NIL	
RKJYOB003	Natural High Point	350622.7N 1273718.0E	3 992 ft/	NIL	
RKJYOB004	Natural High Point	350523.3N 1273149.6E	2 816 ft/	NIL	
RKJYOB005	Natural High Point	350130.0N 1273338.5E	1 822 ft/	NIL	
RKJYOB006	Natural High Point	345831.0N 1273318.7E	1 022 ft/	NIL	
RKJYOB007	Natural High Point	345459.3N 1273358.4E	394 ft/	NIL	
RKJYOB008	Natural High Point	350335.4N 1273141.6E	2 394 ft/	NIL	17/APCH
RKJYOB009	Natural High Point	350138.8N 1273329.4E	1 954 ft/	NIL	35/TKOF
RKJYOB010	Natural High Point	350004.7N 1271849.1E	2 911 ft/	NIL	
RKJYOB011	Natural High Point	345818.2N 1273023.0E	1 166 ft/	NIL	
RKJYOB012	Pylon	345347.9N 1273346.5E	590 ft/	NIL	
RKJYOB013	Natural High Point	345529.0N 1272100.2E	2 192 ft/	NIL	
RKJYOB014	Natural High Point	345603.4N 1273732.1E	1 312 ft/	NIL	
RKJYOB015	Natural High Point	345206.4N 1273634.4E	63 ft/	NIL	
RKJYOB016	Building	345027.0N 1273628.7E	199 ft/	NIL	

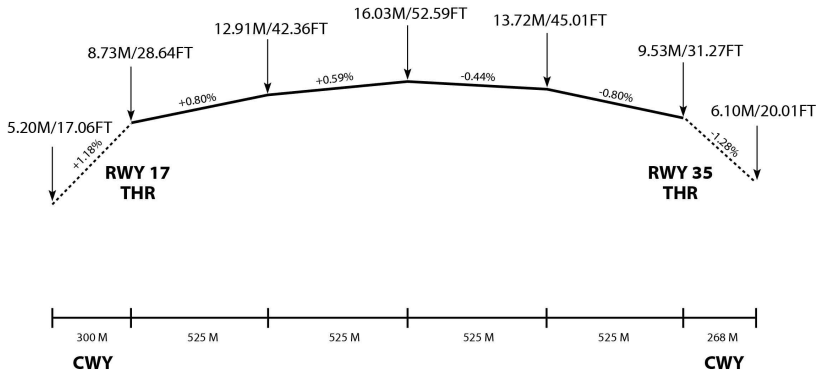
RKJY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Yeosu Airport Weather Station (TEL : +82-61-682-7888, Telefax : +82-61-686-2365)
2	Hours of service MET Office outside hours	2200-1000 UTC Aviation Meteorological Office(TEL : +82-32-222-3030)
3	Office responsible for TAF preparation Periods of validity	Aviation Meteorological 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 at Yeosu Airport Weather Station or Aviation Meteorological Office Available at the Station for hours of service, 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	AIS and TWR
10	Additional information (limitation of service, etc.)	Automated METAR is provided during non-operational hours of the Yeosu Airport Weather Station. All observation data, model outputs and forecasts produced by KMA and WAFS are available at the office through internet link.

RKJY AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations Runway NR	TRUE BRG	Dimension of RWY(m)	Strength(PCR) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid Undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
17	158.03°	2 100 × 45	584/F/C/X/T Asphalt	345103.73N 1273646.77E GUND 27.2 m	THR 8.7 m TDZ 13.7 m
35	338.03°	2 100 × 45	584/F/C/X/T Asphalt	345000.53N 1273717.70E GUND 27.2 m	THR 9.5 m TDZ 14.4 m

7. Slope of RWY



SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)	Location & description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
NIL	268 × 150	2 220 × 300	208 × 150	NIL	NIL	The surface of RWY 17/35 is grooved.
NIL	300 × 150	2 220 × 300	240 × 150	NIL	NIL	

Change : Information of strength(PCN → PCR) for RWY.

RKJY AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
17	2 100	2 368	2 100	2 100	NIL
17	1 500	1 768	1 500	-	Take-off from intersection with TWY A
35	2 100	2 400	2 100	2 100	NIL
35	1 600	1 900	1 600	-	Take-off from intersection with TWY B

RKJY 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 Centre Line LGT Length, spacing colour, INTST	RWY edge LGT LEN, Spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN(m) colour	Remarks
1	2	3	4	5	6	7	8	9	10
17	ALSF-I 750 m LIH	Green -	PAPI Left / 3° (17.7 m)	900 m	2 100 m 30 m White/Red LIH	2 100 m 60 m White LIH	RED -	-	NIL
35	SSALF 420 m LIH	Green -	PAPI Left / 3° (17.7 m)	NIL	2 100 m 30 m White/Red LIH	2 100 m 60 m White LIH	RED -	-	PAPI unusable beyond 7° right side

RKJY AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At the top of TWR Building, FLG W/G EV 2 SEC IBN: NIL As AD operational hours
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer : 350 m from THR 17, 350 m from THR 35 all 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 a kind of lights
5	Remarks	NIL

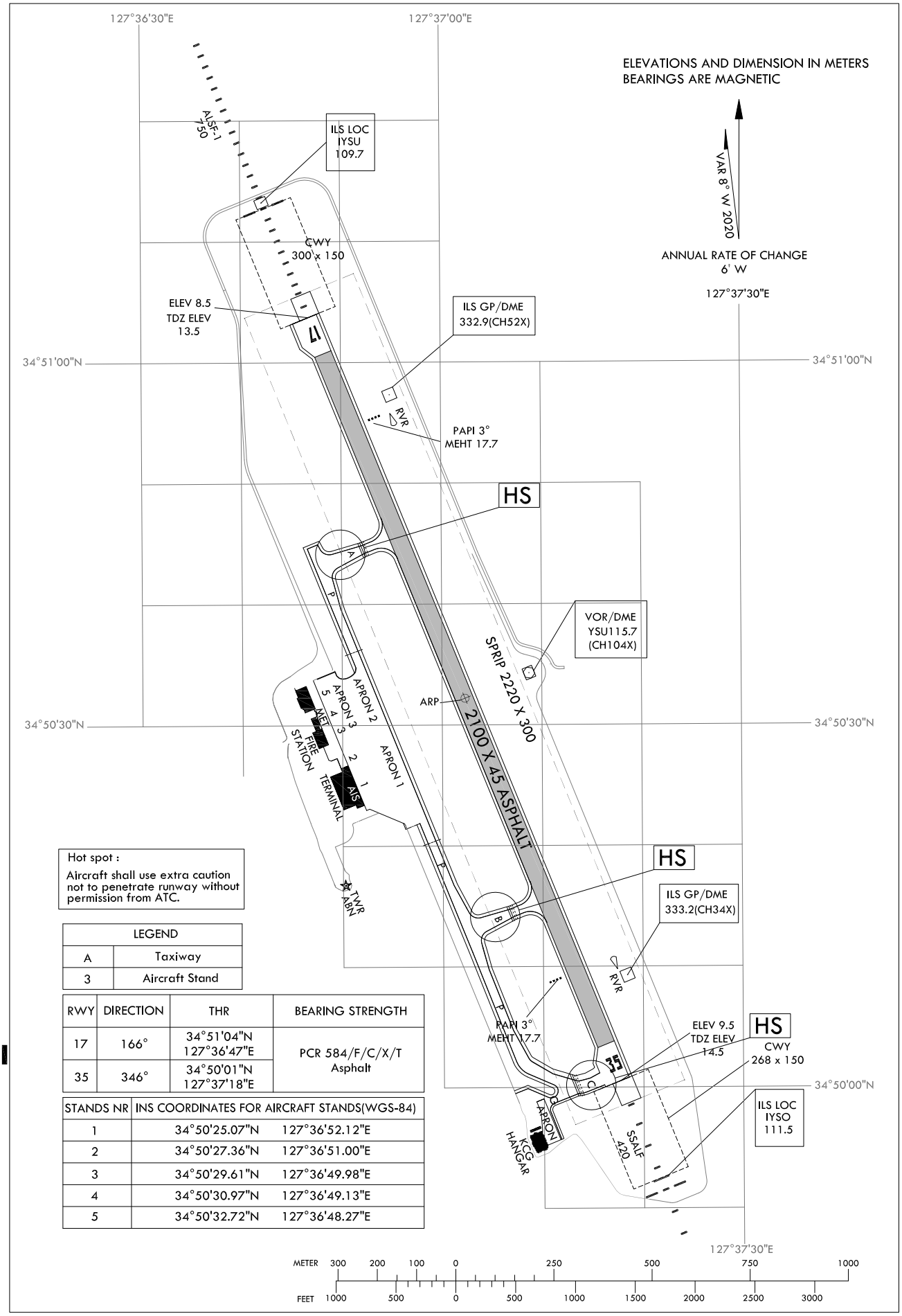
AERODROME CHART - ICAO

34°50'32" N
127°37'02" E

ELEV **16** m

TWR	122.5
GND	118.525

YEOSU / Yeosu



LEGEND	
A	Taxiway
3	Aircraft Stand

RWY	DIRECTION	THR	BEARING STRENGTH
17	166°	34°51'04"N 127°36'47"E	PCR 584/F/C/X/T Asphalt
35	346°	34°50'01"N 127°37'18"E	

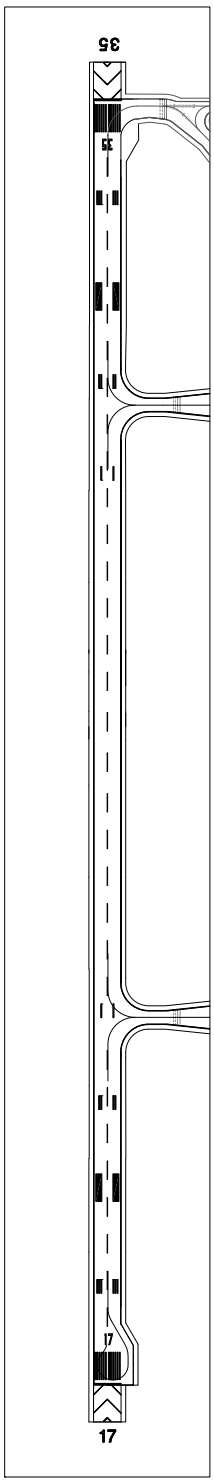
STANDS NR	INS COORDINATES FOR AIRCRAFT STANDS(WGS-84)	
1	34°50'25.07"N	127°36'52.12"E
2	34°50'27.36"N	127°36'51.00"E
3	34°50'29.61"N	127°36'49.98"E
4	34°50'30.97"N	127°36'49.13"E
5	34°50'32.72"N	127°36'48.27"E

Change : Information of strength(PCN → PCR) for RWY.

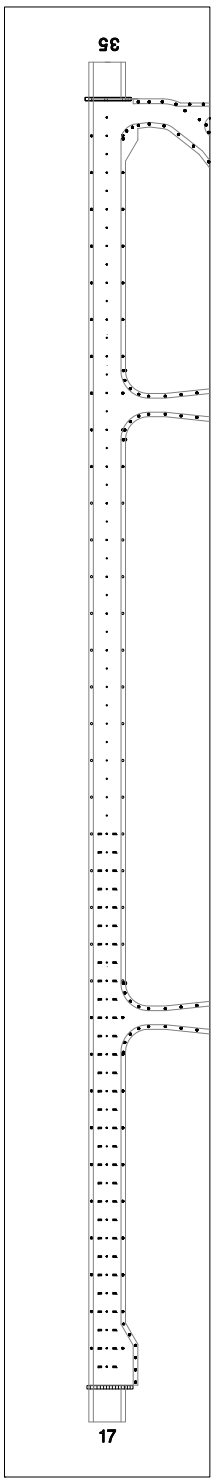
LIGHTING AND MARKING CHART

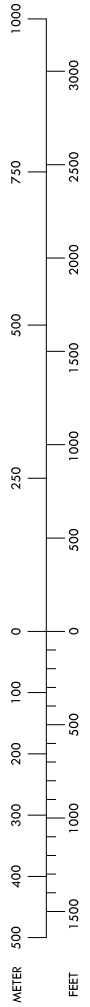
YEOSU / Yeosu

MARKING AIDS RWY 17/35 AND EXIT TWY



LIGHTING AIDS RWY 17/35 AND EXIT TWY



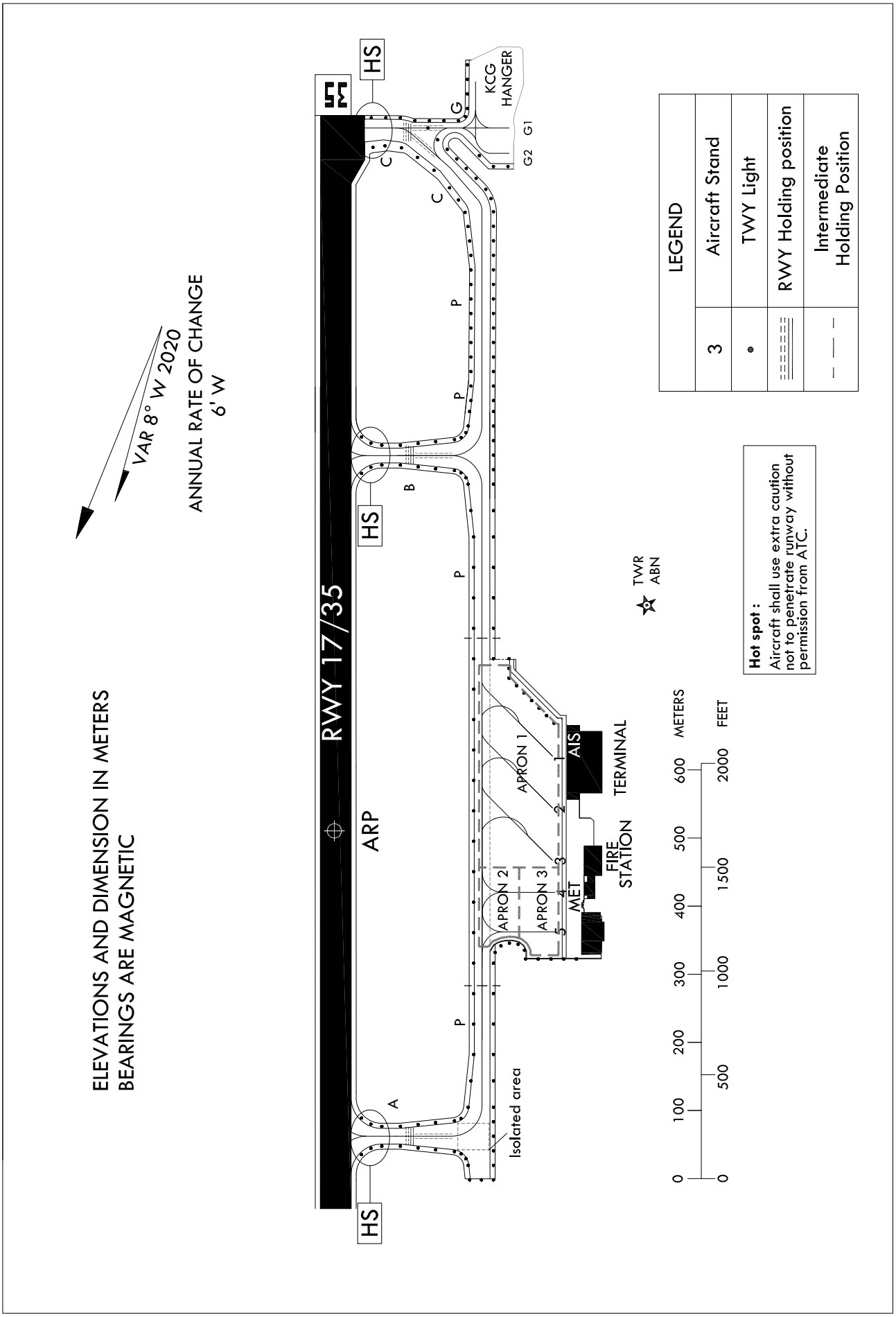


AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
19 m

TWR 122.5
GND 118.525

YEOSU / Yeosu



TWY	WIDTH	BEARING STRENGTH
A, B, P(BTN A & stand NR 4 behind)	23 m	PCR 584/F/C/X/T Asphalt
C, P(BTN B & C)	23 m	PCR 584/F/C/X/T Asphalt
P(stand NR 3 behind & BTN B)	23 m	PCR 706/R/C/W/T Concrete
G	15 m	PCR 584/F/C/X/T Asphalt

* ISOLATED AREA : TWY A

APRON	BEARING STRENGTH
APRON 1	PCR 706/R/C/W/T Concrete
APRON 2	PCR 584/F/C/X/T Asphalt
APRON 3	PCR 584/F/C/X/T Asphalt

STANDS NR	INS COORDINATES FOR AIRCRAFT STANDS(WGS-84)		ACFT TYPE	BEARING STRENGTH
1	34°50'25.07"N	127°36'52.12"E	A321	PCR 706/R/C/W/T
2	34°50'27.36"N	127°36'51.00"E		
3	34°50'29.61"N	127°36'49.98"E		
4	34°50'30.97"N	127°36'49.13"E		PCR 584/F/C/X/T
5	34°50'32.72"N	127°36'48.27"E		

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

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

1	Designation, Apron surface and strength	a. Area : 13 140 m² b. Surface : Asphalt c. Strength : PCR 584/F/C/X/T
2	Designation, Taxiway width, surface and strength	a. Width : 23 m b. Surface : Concrete c. Strength : PCR 706/R/C/W/T
3	Altimeter check location and elevation	Aprons / 27 ft
4	VOR/INS check points	VOR : NIL INS : Every specified aircraft stands(Refer to Aircraft Parking / Docking Chart)
5	Remarks	NIL

RKPS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guidelines and visual docking/parking guidance system of aircraft stands	a. Taxiing guidance signs are the intersections of all TWY and RWY and at all holding positions b. Guide lines at apron c. Nose-in guidance at aircraft stands
2	RWY and TWY markings and LGT	a. RWY - RWY 06R/24L : Edge, THR, end RAIL - RWY 06L/24R : Edge, THR, end b. TWY - TWY edeg lights : All TWY
3	Stop bars	NIL
4	Remarks	NIL

RKPS 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
RKPSOB001	Natural High Point	350423.3N 1280221.1E	244 ft/	NIL	06L/R APCH 24L/R TKOF
RKPSOB002	Natural High Point	350328.9N 1280019.8E	393 ft/	NIL	
RKPSOB003	Natural High Point	350114.2N 1275803.7E	419 ft/	NIL	
RKPSOB004	Natural High Point	345934.2N 1275211.1E	3 011 ft/ (Including Steel tower 243 ft)	NIL	
RKPSOB005	Natural High Point	350423.2N 1280220.8E	244 ft/	NIL	
RKPSOB006	Natural High Point	345851.0N 1280556.6E	2 630 ft/	NIL	
RKPSOB007	Natural High Point	350447.1N 1280237.9E	213 ft/	NIL	
RKPSOB008	Natural High Point	350639.9N 1280405.3E	392 ft/	NIL	In 06L/R, 24L/R circling area and at AD
RKPSOB009	Natural High Point	350627.6N 1280302.7E	499 ft/	NIL	
RKPSOB010	Natural High Point	350757.8N 1280252.4E	633 ft/	NIL	
RKPSOB011	Natural High Point	350514.2N 1275803.1E	735 ft/	NIL	
RKPSOB012	Natural High Point	350602.3N 1280521.1E	84 ft/	NIL	06L/R TKOF 24L/R APCH
RKPSOB013	Natural High Point	350607.5N 1280607.4E	224 ft/	NIL	
RKUSOB014	Natural High Point	350606.2N 1280626.3E	281 ft/	NIL	
RKPSOB015	Natural High Point	350638.6N 1280914.3E	906 ft/	NIL	

Change : Information of strength(PCN → PCR) for apron and TWY, OBST NR. 8 and 10, OBST numbers(NR. 11~15).

In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL					

1. Remarks :
   - Seawall 20 ft drop off RWY 06L THR
   - RKPSOB001 : 6 233 ft outward RWY 06L, 276 ft Left(APCH) side from the extended centerline of RWY 06L
   - RKPSOB013 : 2 631 ft outward RWY 24R, 20 ft Right(APCH) side from the extended centerline of RWY 24R
     2 631 ft from RWY 06L DER, 20 ft(TKOF) Left of centerline 65 ft AGL/84 ft AMSL
     2 131 ft from RWY 06R DER, 770 ft(TKOF) Left of centerline 60 ft AGL/84 ft AMSL
2. Caution :
   - RKPSOB004 locates at 10.6 NM from RWY 06L THR.
     · Maintain at or above 3 600 ft until passing 11 DME of SAC when making VOR/DME RWY 06L APCH.
     · Maintain at or above 3 600 ft until passing 12 DME of SAC when making VOR/DME RWY 06R APCH.
     · Maintain at or above 3 600 ft until passing 11.6 DME of I-SAM when making LOC/DME RWY 06L APCH.
   - Open drainage is located at both sides of the RWY 06L/24R.
   - RUN-UP facilities (height 3.1 m) of Military aircraft located on 136 m inward from RWY 06L THR and 133 m leftward from RWY 06L/24R centerline.
   - RWY Supervisor Units (height 5.9 m)
     · 443 m inward from RWY 06L THR and 164 m leftward from RWY 06L/24R centerline
     · 443 m inward from RWY 24R THR and 163 m rightward from RWY 06L/24R centerline

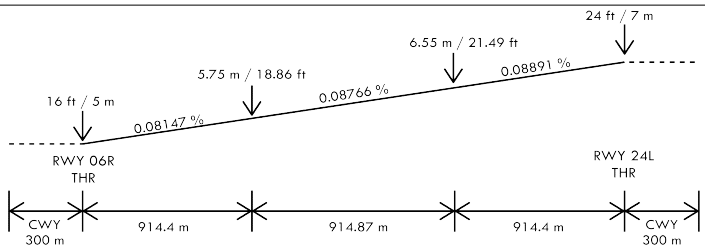
RKPS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

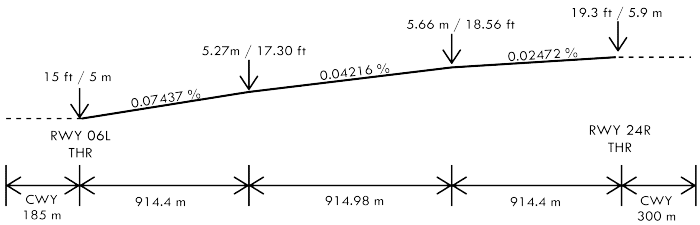
1	Associated MET Office	Sacheon Airforce MET Office
2	Hours of service MET Office outside hours	24 hours -
3	Office responsible for TAF preparation Periods of validity	ROKAF MET Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Trend forecast Interval of issuance	NIL
5	Briefing/consultation provided	Available at Aviation Meteorological Office for 24 hours, if required
6	Flight documentation Language(s) used	Aerodrome forecasts(TAF code form), SIGWX charts, 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 and other model outputs
8	Supplementary equipment available for providing information	Satellite and weather radar imageries
9	ATS units provided with information	FIC and TWR
10	Additional information (limitation of service etc.)	All observation data, model outputs and forecasts produced by KMA and WAFS are available at the office through Internet link.

RKPS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations Runway NR	TRUE BRG	Dimension of RWY(m)	Strength(PCR) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
06R	055.59°	2 743 × 46 m	PCR 686/R/B/W/T Concrete	350452.63N 1280334.87E -	THR 16 ft / 5 m
24L	235.60°	2 743 × 46 m	PCR 686/R/B/W/T Concrete	350542.93N 1280504.22E -	THR 24 ft / 7 m
06L	055.58°	2 743 × 46 m	PCR 706/R/C/W/T Asphalt	350455.95N 1280324.81E -	THR 15 ft / 5 m
24R	235.59°	2 743 × 46 m	PCR 706/R/C/W/T Asphalt	350546.26N 1280454.16E -	THR 19.3 ft / 5.9 m TDZ 19.3 ft / 5.9 m

7. Slope of RWY-SWY





SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)	Location & description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
NIL	300 x 300	2 863 x 300	NIL	MA-1A : 50 ft from the end of RWY 06R, RWY 24L	NIL	The width of 06L/24R strip does not meet criteria in Annex 14.
NIL	300 x 300	2 863 x 300	NIL	BAK-14 : 1 500 ft from the end RWY 06R, RWY 24L	NIL	
NIL	300 x 150	2 863 x 300	122 x 150	MA-1A : 31 ft from the end of RWY 06L	NIL	
NIL	185 x 150	2 863 x 300	177 x 90	MA-1A : 33 ft from the end of RWY 24R BAK-14 : 1 500 ft from the end of RWY 06L, RWY 24R	NIL	

RKPS AD 2.13 DECLARED DISTANCES

RWY Designator	TORA(m)	TODA(m)	ASDA(m)	LDA(m)	Remarks
1	2	3	4	5	6
06R	2 743	3 043	2 743	2 743	NIL
24L	2 743	3 043	2 743	2 743	NIL
06L	2 743	3 043	2 743	2 743	NIL
24R	2 743	2 928	2 743	2 743	NIL

Change : Information of strength(PCN → PCR) for RWY.

RKPS AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT Color WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Center Line LGT Length,Spacing Color, INTST	RWY edge LGT LEN,Spacing Color INTST	RWY End LGT Color WBAR	SWY LGT LEN(m) Color	Remarks
1	2	3	4	5	6	7	8	9	10
06R	ALSF-1 762 m LIH	Green	PAPI Both/3° (53 ft)	NIL	NIL	2 749 m 60 m WHITE LIH	RED	NIL	NIL
24L	SSALS 304 m	Green	PAPI Both/3° (51 ft)	NIL	NIL	2 749 m 60 m WHITE LIH	RED	NIL	
06L	ALSF-1 762 m LIH	Green	PAPI Both/3.7° (60 ft)	NIL	NIL	2 749 m 60 m WHITE LIH	RED	NIL	
24R	NIL	Green	PAPI Both/3.2° (56 ft)	NIL	NIL	2 749 m 60 m WHITE LIH	RED	NIL	

RKPS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At ATC Tower, FLG W/W-G (16 ~ 20 FPM*) IBN : NIL Hours of Operation : H24 (ROKAF) * FPM : Flash Per Minute
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and center line lighting	Edge : All TWY Center line : NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AD Switch-over time : 7~8 SEC
5	Remarks	NIL

RKPS AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	-
2	TLOF and/or FATO elevation(m/ft)	-
3	TLOF and FATO area dimensions, surface, strength, marking	-
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	Remarks	As directed by ATC

3.2 Pilot shall notify to Sacheon TWR as follows :
a. A call sign and a type of aircraft
b. A reason of dumping
c. Other

4. Sacheon Airport Runway Strip, Runway end safety area is not satisfied with ICAO Safety recommendation at the moment. Therefore, refer to the following advice for the aviation safety. If the value of the surface friction measurements is less than 0.25, refrain from the aircraft operation.

RKPS AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

RKPS AD 2.22 FLIGHT PROCEDURES

1. IFR Procedure

1.1 Refer to Instrument Approach and Departure Charts.

1.2 Circling Approach

a. Circling not authorized in South East of Airport.
b. Circling Area radius for ROC(required obstacle clearance) as follows.

Approach Category	Radius from threshold
A	1.3 NM
B	1.81 NM
C	2.84 NM
D	3.70 NM
E	4.63 NM

1.3 Take-off weather minima

Apply the published take-off weather minima of the Standard Instrument Approach used.

1.4 IFR Departure

a. Standard Instrument Departure(SID) procedures are designed by U.S TREPS (CHG 25).
b. All aircraft - When departing using RWY 24L/R, maintain 35 ft AGL or above over DER.

1.5 Instrument Approach Procedure

Instrument Approach procedures are designed by U.S TERPS (CHG 25).

1.6 PAR Approach

a. RWY 06R
(1) Weather minima

CAT		GS / TCH(ft) / RPI(ft)	DA(ft) / VIS(SM)	HAT(ft)	Ceiling(ft)
A, B, C, D, E	FULL	3.0° / 51 / 958.24	219 / RVR 3 000 ft VIS 5/8	200	200
	ALS INOP	3.0° / 51 / 958.24	219 / RVR 4 000 ft VIS 3/4	200	200

(2) Missed Approach Procedure : Climb to 4 400 ft via HDG 064° and as directed by ATC.

	Knots	60	120	180	240	300	TO
Rate of Climb	V/V(fpm)	280	560	840	1 120	1 400	4 400

(3) Caution 3 011 ft obstacle(Mt. Geumo) close to the initial segment. Initial segment, ASR 11 NM-(IF), does not meet standard required obstacle clearance 1 000 ft. Mt. Geumo located R 247 SAC/12 DME. Therefore maintain at or above 3 600 ft until crossing 11 DME from SAC.

b. RWY 24L

(1) Weather minima

CAT		GS / TCH(ft) / RPI(ft)	DA(ft) / VIS(SM)	HAT(ft)	Ceiling(ft)
A, B, C, D, E	FULL	3.0° / 50 / 970.52	527 / 1¾	503	600
	ALS INOP	3.0° / 50 / 970.52	527 / 1¾	503	600

(2) Missed Approach Procedure : Climb to 4 500 ft via HDG 244° to 1 600 ft, then turn left HDG 220° and as directed by ATC.

	Knots	60	120	180	240	300	TO
Rate of Climb	V/V(fpm)	280	560	840	1 120	1 400	3 900

1.7 ASR Approach

a. RWY 06R

(1) Weather minima

CAT		A	B	C	D	E
Straight-in	FULL	820/45 801(800-⅞)		820-1⅞ 801(800-1⅞)		
	ALS INOP	820/55 801(800-1)	820/60 801(800-1¼)	820-2½ 801(800-2½)		
Circling		820-1 795(800-1)	900/1¼ 875(900-1¼)	1 020-3 995(1 000-3)		1 120-3 1 095(1 100-3)

(2) Missed Approach Procedure : Climb to 4 400 ft via HDG 064° and as directed by ATC.

	Knots	60	120	180	240	300	TO
Rate of Climb	V/V(fpm)	240	480	720	960	1 200	4 400

(3) Caution 3 011 ft obstacle(Mt. Geumo) close to the initial segment. Initial segment, ASR 11 NM-(IF), does not meet standard required obstacle clearance 1 000 ft. Mt. Geumo located R 247 SAC/12 DME. Therefore maintain at or above 3 600 ft until crossing 11 DME from SAC.

b. RWY 24L

(1) Weather minima

CAT		A	B	C	D	E
Straight-in	FULL	1 240/55 1 216(1 300-1)	1 240/60 1 216(1 300-1¼)	1 240-3 1 216(1 300-3)		
	ALS INOP	1 240/60 1 216(1 300-1¼)	1 240-1½ 1 216(1 300-1½)	1 240-3 1 216(1 300-3)		
Circling		1 240-1¼ 1 215(1 300-1¼)	1 240-1½ 1 215(1 300-1½)	1 240-3 1 215(1 300-3)		

(2) Missed Approach Procedure : Climb to 4 500 ft via HDG 244° to 1 600 ft, then turn left HDG 220° and as directed by ATC.

	Knots	60	120	180	240	300	TO
Rate of Climb	V/V(fpm)	220	430	640	850	1 060	4 000

Change : Information of WX minima for ASR RWY 06R approach.

c. RWY 06L

(1) Weather minima

CAT		A	B	C	D	E
Straight-in	FULL	780/40 763(800-¾)		780-1¾ 763(800-1¾)		
	ALS INOP	780/55 763(800-1)	780/60 763(800-1¼)	780-2½ 763(800-2½)		
Circling		800-1 775(800-1)	900/1¼ 875(900-1¼)	1 020-3 995(1 000-3)		1 120-3 1 095(1 100-3)

(2) Missed Approach Procedure : Climb to 4 400 ft via HDG 064° and as directed by ATC.

(3) Caution 3 011 ft obstacle(Mt. Geumo) close to the initial segment. Initial segment, ASR 11 NM-(IF), does not meet standard required obstacle clearance 1 000 ft. Mt. Geumo located R 247 SAC/12 DME. Therefore maintain at or above 3 600 ft until crossing 11 DME from SAC.

d. RWY 24R

(1) Weather minima

CAT		A	B	C	D	E
Straight-in	FULL	1 220/60 1 201(1 200-1¼)	1 220/1½ 1 201(1 200-1½)	1 220-3 1 201(1 200-3)		
	ALS INOP	1 220/60 1 201(1 200-1¼)	1 220/1½ 1 201(1 200-1½)	1 220-3 1 201(1 200-3)		
Circling		1 220/1¼ 1 195(1 200-1¼)	1 220/1½ 1 195(1 200-1½)	1 220-3 1 195(1 200-3)		

(2) Missed Approach Procedure : Climb to 4 500 ft via HDG 244° to 1 600 ft, then turn left HDG 220° and as directed by ATC.

	Knots	60	120	180	240	300	TO
Rate of Climb	V/V(fpm)	220	440	650	870	1 080	4 000

2. VFR Procedure

2.1 VFR Weather minimum

a. Ground visibility : Not less than 3 SM
b. Flight visibility : Not less than 5 SM
c. Ceiling : At or above 1 600 ft (Jet : 2 100 ft)

2.2 VFR Traffic circuit and VFR Reporting Point : RKPS AD 2-12

2.3 VFR Traffic pattern altitude

a. Helicopter : 500 ft
b. Conventional : 1 100 ft
c. Jet : 1 600 ft

2.4 VFR Flight procedure

a. VFR aircraft shall maintain two way radio communication and contact with Sacheon Approach out of 15 NM.
b. All VFR Flight within Sacheon TMA shall set transponder at 12 plus the last two digits of the call sign.
c. Pilot who has insight runway or airport, follow the instruction of Sacheon Tower.
d. Helicopter VFR Flight procedure for Arrival is as follows.
(1) Get a permission to enter class C airspace from Tower prior to 15 NM.
(2) When VFR Routes enter through North, Maintain at or below 1 000 ft over JIN-YANG HO(a lake), then enter a VFR Traffic Pattern via reporting points ('A' or 'B' point, at or below 500 ft).
(3) When VFR Routes enter through South, Maintain at or below 500 ft, then enter the control zone via reporting points ('C' or 'D' point, at or below 500 ft).

Change : Information of WX minima for ASR RWY 06L approach.

e. Helicopter VFR Flight procedure for Departure is as follows.
(1) Take-off RWY 06
- When a aircraft bound to the South, Maintain at or below 300 ft to Duryang-Reservoir and turn right at outer Duryang-Reservoir, then fly at or below 500 ft within 5 NM radius of Sacheon airport.
- When a aircraft bound to the North, turn left at the end of RWY and maintain at or below 500 ft to JIN-YANG HO(A lake).

(2) Take-off RWY 24
- When a aircraft bound to the South, Maintain at or below 300 ft to Gonyang Bridge and turn left, then fly at or below 500 ft within 5 NM radius of Sacheon airport.
- When a aircraft bound to the North, turn right at the end of RWY, then direct to the destination and maintain at or below 500 ft within 5 NM radius of Sacheon airport.

f. All aircraft passing Sacheon TMA in VFR shall contact with Sacheon Approach prior to 15 NM, and Fly 10 NM outside of Sacheon airport.

3. RADIO COMMUNICATION FAILURE PROCEDURE

3.1 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 procedures.

2. VMC

If the failure occurs in VFR conditions, or if VFR condition are encountered after the failure, each pilot shall continue the flight under VFR and land as soon as practicable (based on the runway in use).

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 06R/06L in use

1) SACHEON 1
Climb HDG 064° to SAC D5 thence,.....
.....Climb to 8 000 ft via the following transition routes.
a) ANUBA TRANSITION : Left turn HDG 310° to cross R 020 SAC and left turn HDG 240° to R 283 SAC and R 283 SAC to ANUBA.
b) SAPDI TRANSITION : Right turn HDG 130° to intercept R 093 SAC and R 093 SAC to SAPDI.
c) TOPAX TRANSITION : Right turn HDG 190° to intercept R 142 SAC and R 142 SAC to TOPAX.
d) GOSBO TRANSITION : Right turn HDG 250° to intercept R 204 SAC and R 204 SAC to GOSBO.
e) ENGOT TRANSITION : Right turn HDG 190º to intercept R 138 SAC and R 138 SAC to ENGOT.
f) POVOR TRANSITION : Right turn HDG 250º to intercept R 207 SAC and R 207 SAC to POVOR.

2) VONDU 1(RNAV)
Take-off RWY 06L : Climb course 064° to VONDU thence,.....
Take-off RWY 06R : Climb course 063° to VONDU thence,.....
.....Climb to 8 000 ft via the following transition routes.
a) ANUBA TRANSITION : From VONDU on track 334º to PS061 and track 258º to PS062 and track 258º to ANUBA.
b) MASTA TRANSITION : From VONDU on track 052º to MASTA.
c) SARAM TRANSITION : From VONDU on track 102º to SARAM.
d) GOSBO TRANSITION : From VONDU on track 153º to BOTRU and track 209º to PS151 and track 218º to PS152 and track 218º to GOSBO.
e) POVOR TRANSITION : From VONDU on track 153º to BOTRU and track 209º to PS151 and track 218º to PS152 and track 224º to POVOR.

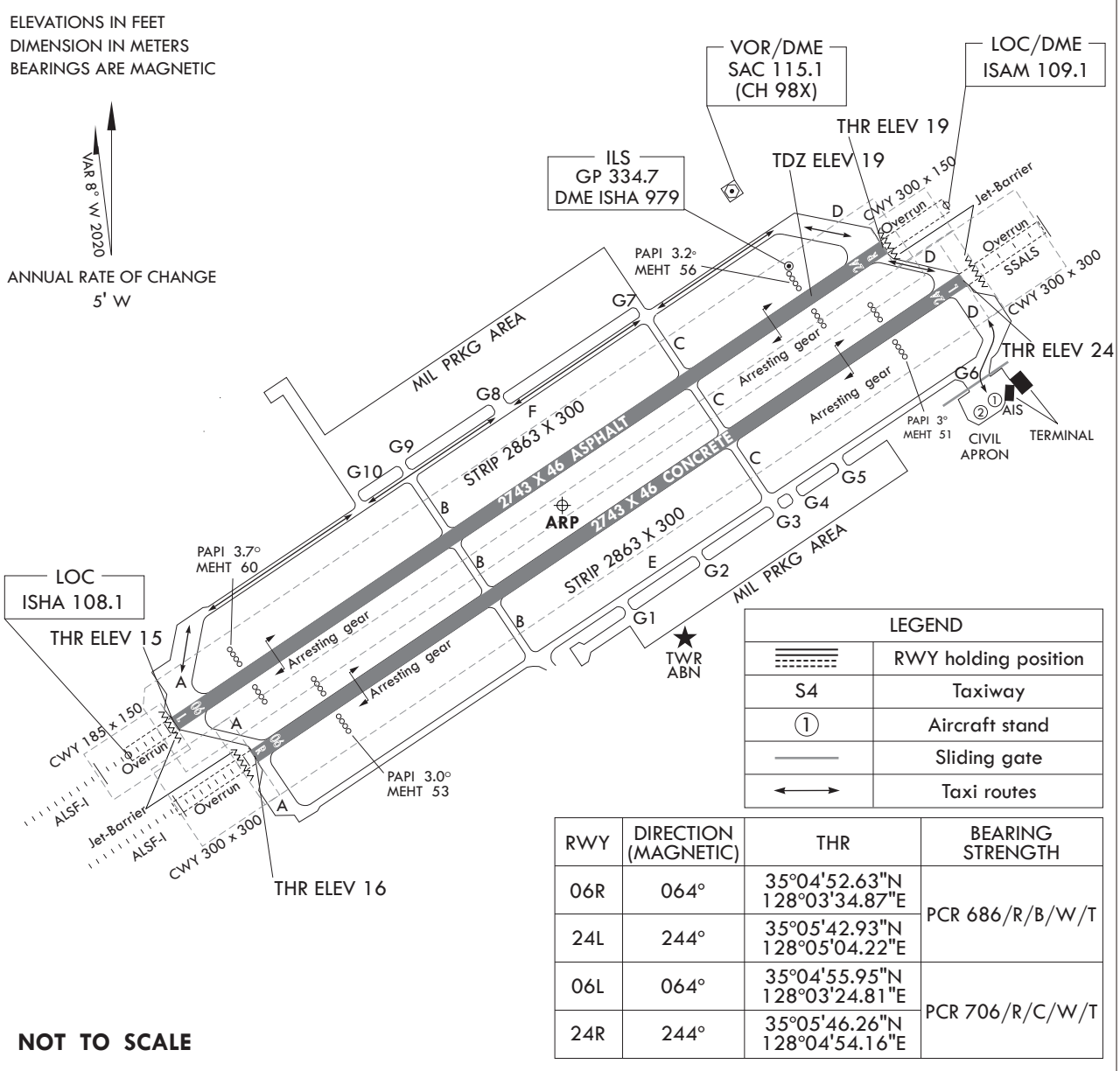
AERODROME CHART - ICAO

35°05'19"N
128°04'14"E

ELEV **25** ft

TWR	118.675	236.6
GND	118.675	275.8

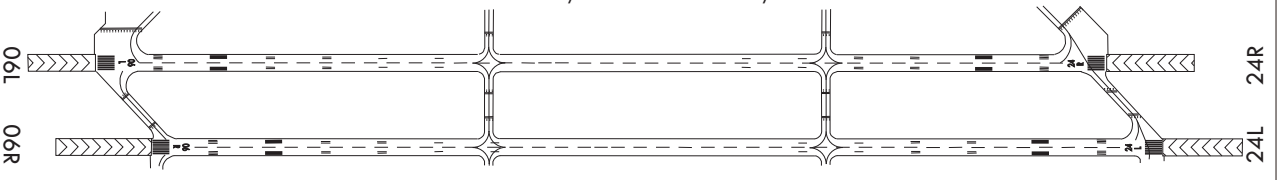
SACHEON/Sacheon



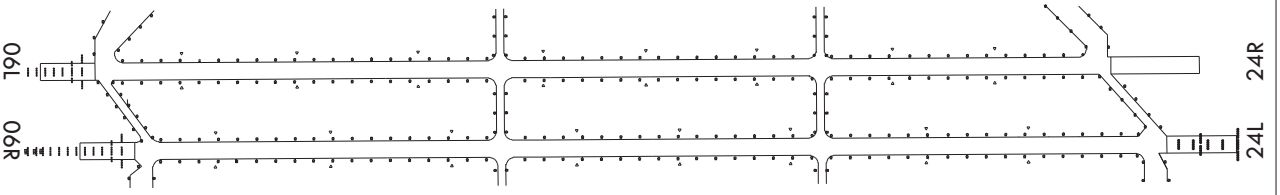
LEGEND	
	RWY holding position
S4	Taxiway
①	Aircraft stand
	Sliding gate
	Taxi routes

RWY	DIRECTION (MAGNETIC)	THR	BEARING STRENGTH
06R	064°	35°04'52.63"N 128°03'34.87"E	PCR 686/R/B/W/T
24L	244°	35°05'42.93"N 128°05'04.22"E	
06L	064°	35°04'55.95"N 128°03'24.81"E	PCR 706/R/C/W/T
24R	244°	35°05'46.26"N 128°04'54.16"E	

MARKING AIDS RWY 06L/24R AND 06R/24L AND EXIT TWY



LIGHTING AIDS RWY 06L/24R AND 06R/24L AND EXIT TWY



Change : Information of strength(PCN → PCR) for RWY.

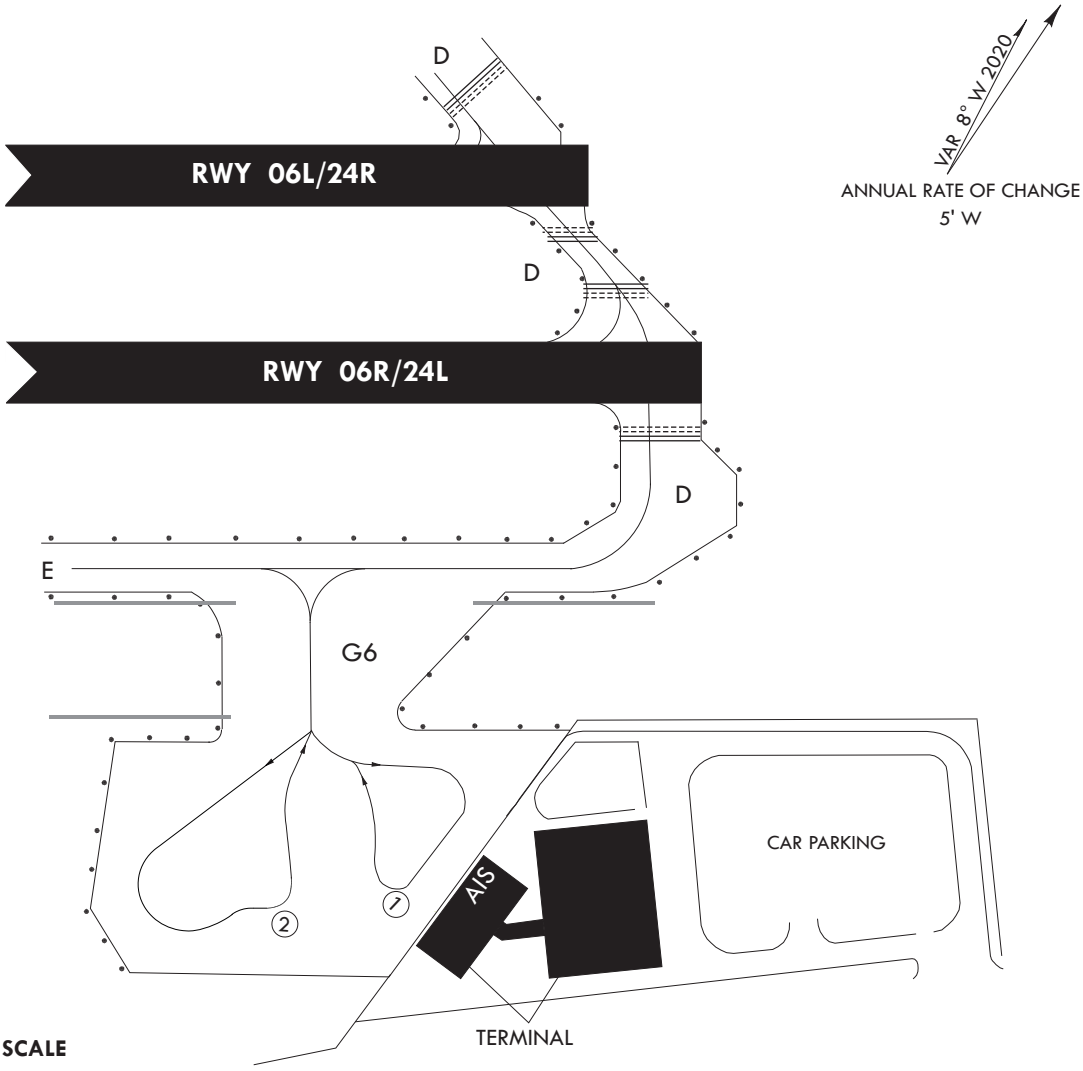
AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
27 ft

TWR	118.675	236.6
GND	118.675	275.8

SACHEON/Sacheon

ELEVATIONS IN FEET
DIMENSION IN METERS
BEARINGS ARE MAGNETIC



NOT TO SCALE

LEGEND	
AIRCRAFT STAND	①
TAXIWAY LIGHT	●
SLIDING GATE	———
RWY Holding Position	≡≡≡≡≡

ISOLATED STAND : TWY D(BTN G6 and RWY 06R/24L)

AIRCRAFT STANDS	
1	B737
2	B737

TAXIWAY INFORMATION		
TAXIWAY	WIDTH	STRENGTH
F	23 m	PCR 706/R/C/W/T
A	23 m	PCR 706/R/C/W/T
D	23 m	PCR 706/R/C/W/T
D	23 m	PCR 706/R/C/W/T
D	23 m	PCR 686/R/B/W/T
G6	70 m	PCR 584/F/C/X/T

	INS COORDINATES FOR AIRCRAFT STANDS		
	WGS - 84		ELEV(MSL)
1	35°05'30.70"N	128°05'08.61"E	27 ft
2	35°05'29.60"N	128°05'08.68"E	28 ft

APRON INFORMATION	
STRENGTH	SURFACE
PCR 584/F/C/X/T	ASPHALT

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

INSTRUMENT APPROACH CHART

AERODROME ELEV 25 ft
HEIGHTS RELATED TO
THR RWY 06L - ELEV **15** ft
HIGHTEST ELEV TDZ **17** ft

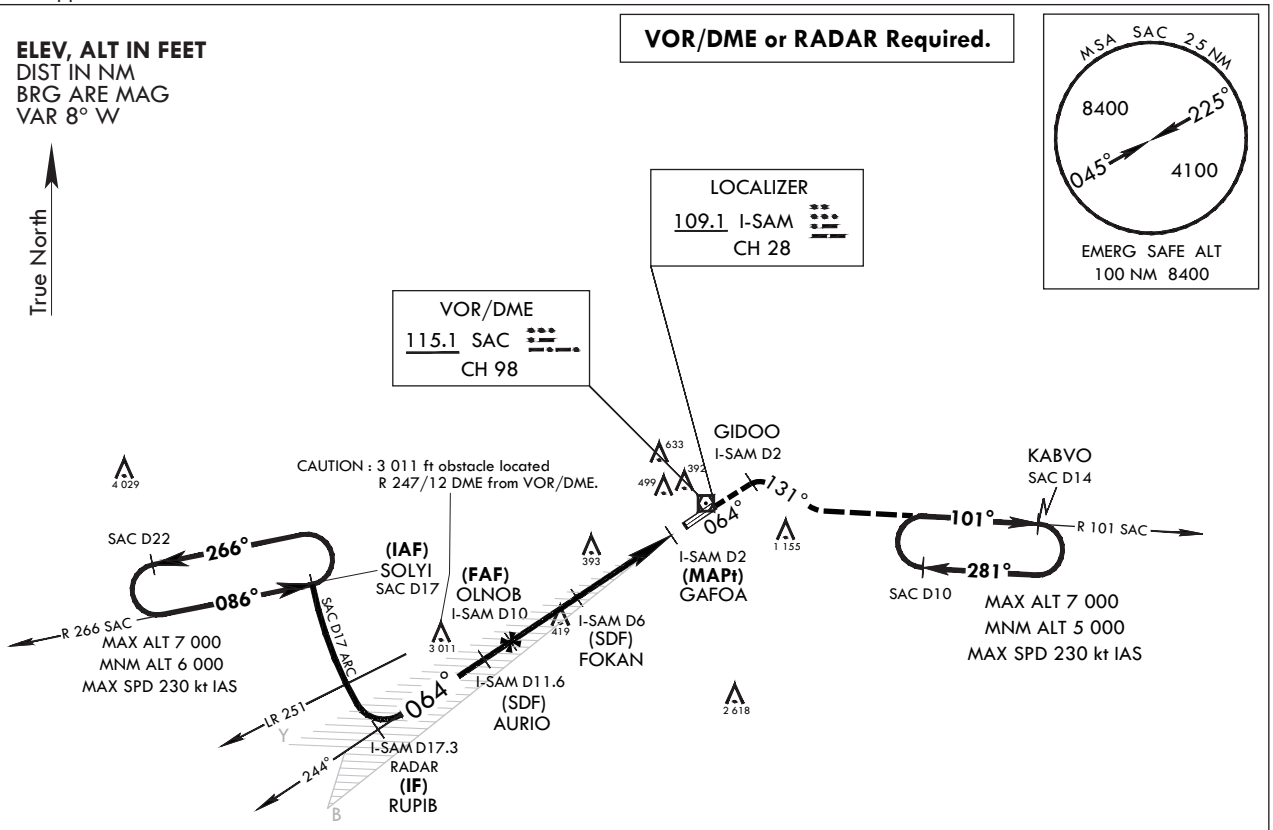
Note : Approach and circle to land under U.S. TERPS.

SACHEON APP	135.4	344.7
SACHEON TWR	118.675	236.6
	305.4	

SACHEON/Sacheon(RKPS)
LOC
RWY 06L

VOR/DME or RADAR Required.

ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 8° W

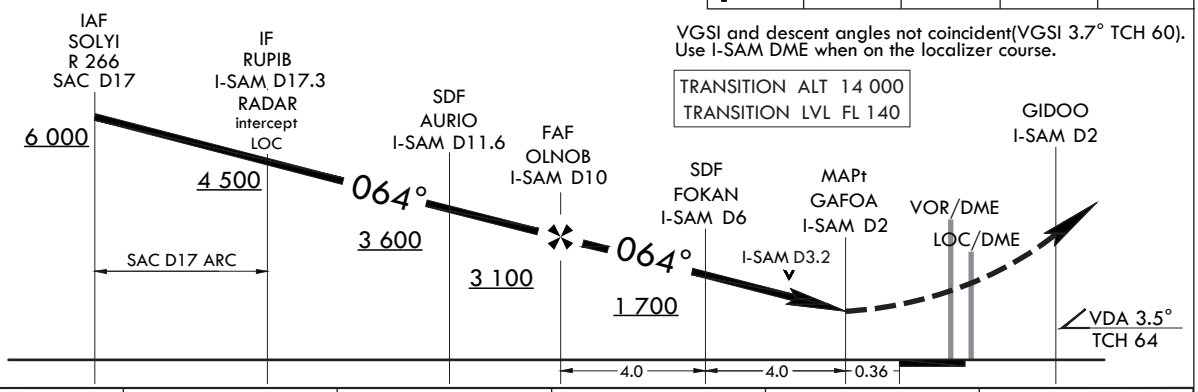


NOT TO SCALE

NOTE :
CAT E aircraft using this procedure is vectored to RUPIB by RADAR.

MISSED APPROACH : Climb to 5 000 ft via HDG 064° to GIDOO, then right turn HDG 131° to intercept R 101 SAC and track on R 101 SAC to KABVO and hold, continue climb-in-hold to 5 000 ft, or as directed by ATC.

5 000	GIDOO	HDG	R 101	KABVO
HDG 064°	I-SAM D2	131°	SAC	SAC D14



VGSI and descent angles not coincident(VGSI 3.7° TCH 60).
Use I-SAM DME when on the localizer course.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

CATEGORY	A	B	C	D	E
S-LOC 06L *	**700/40** 683(700-¾)		**700-1½** 683(700-1½)		
C CIRCLING **	**800-1** 775(800-1)	**900-1¼** 875(900-1¼)	**1 020-3** 995(1 000-3)		**1 120-3** 1 095(1 100-3)

* When ALS INOP, increase CAT AB RVR to 55 and VIS to 1 mile, CAT CDE VIS to 2 miles.
** Circling is not authorized SE of RWY 06/24.

Change : Information of OBST and WX minima for circling CAT C, D.

INTENTIONALLY

LEFT

BLANK

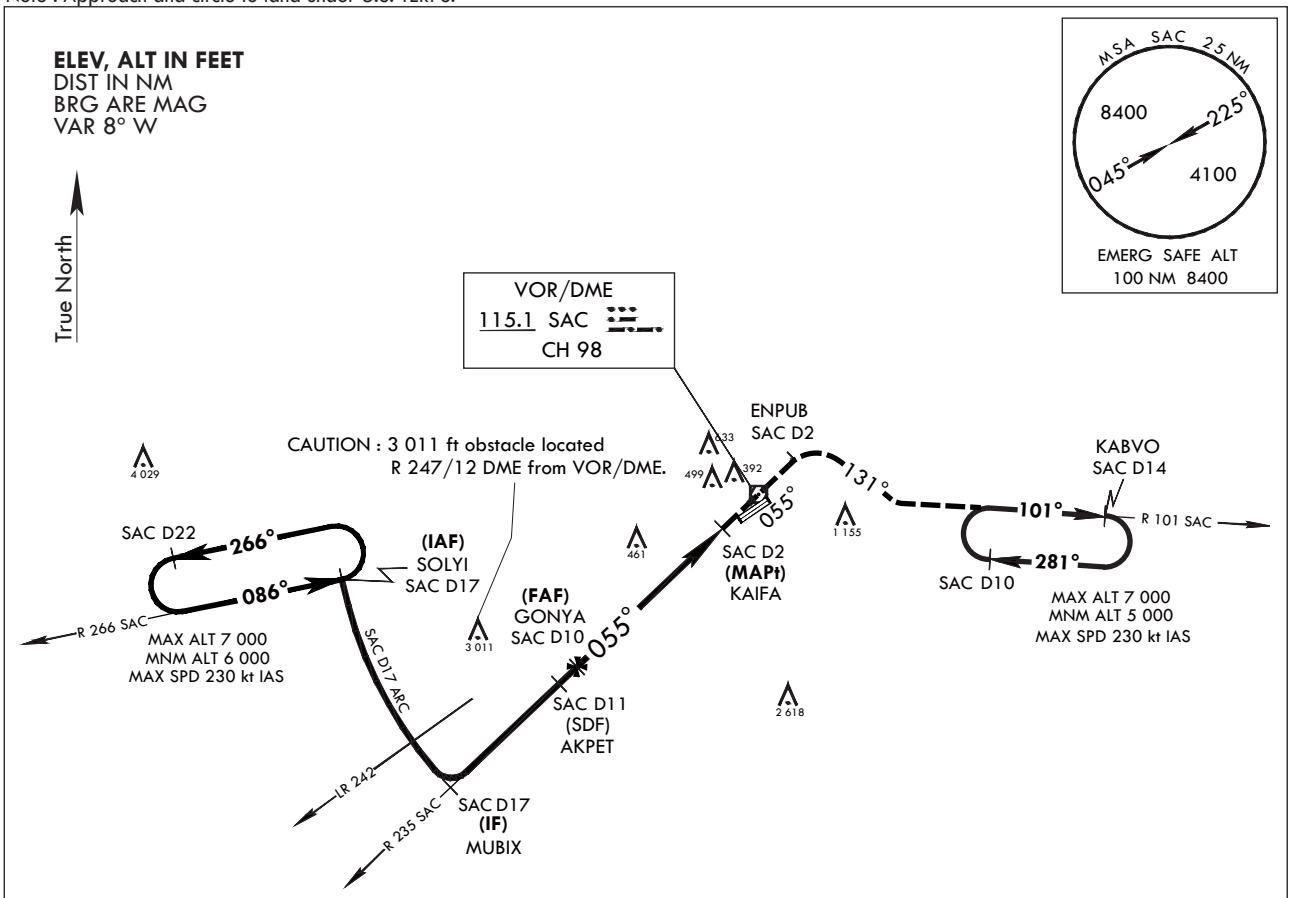
INSTRUMENT APPROACH CHART

AERODROME ELEV 25 ft
HEIGHTS RELATED TO
THR RWY 06L - ELEV **15** ft
HIGHTEST ELEV TDZ **17** ft

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

SACHEON APP	135.4	344.7
SACHEON TWR	118.675	236.6
	305.4	

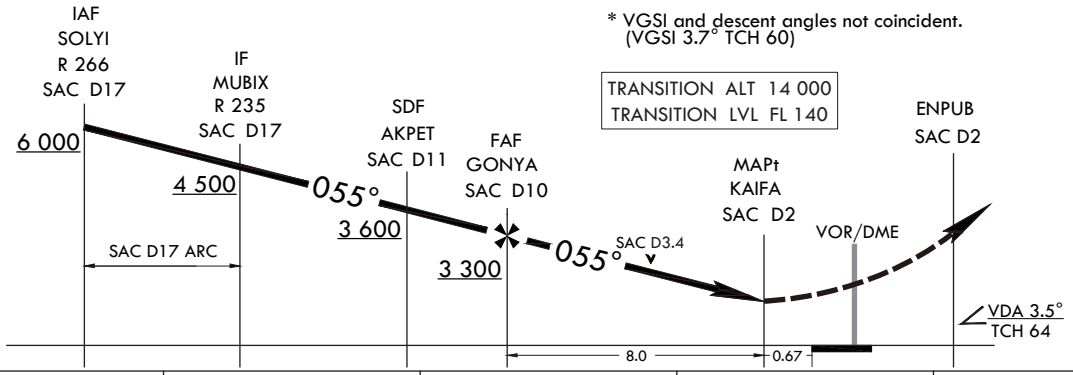
SACHEON/Sacheon (RKPS)
VOR
RWY 06L



NOT TO SCALE

MISSED APPROACH : Climb to 5 000 ft via track on R 235 SAC to SAC over and track on R 055 SAC to ENPUB, HDG 131° to intercept R 101 SAC and track on R 101 SAC to KABVO and hold, continue climb-in-hold to 5 000 ft.

5 000	SAC	ENPUB		R 101	KABVO
R 235 SAC		D2 R 055 SAC	HDG 131°	SAC	SAC D14



* VGSI and descent angles not coincident.
(VGSI 3.7° TCH 60)

TRANSITION ALT 14 000
TRANSITION LVL FL 140

CATEGORY	A	B	C	D
S-VOR 06L*	**880/40** 863(900-⅞)		**880-2** 863(900-2)	
CIRCLING**	**880-1¼** 855(900-1¼)	**900-1¼** 875(900-1¼)	**1 020-3** 995(1 000-3)	

* When ALS INOP, increase CAT A RVR to 55 and VIS to 1 mile, CAT B RVR to 60 and VIS to 1¼ miles, CAT CD VIS to 2½ miles.
** Circling is not authorized SE of RWY 06/24.

Change : Information of OBST and WX minima for circling CAT C, D.

INTENTIONALLY

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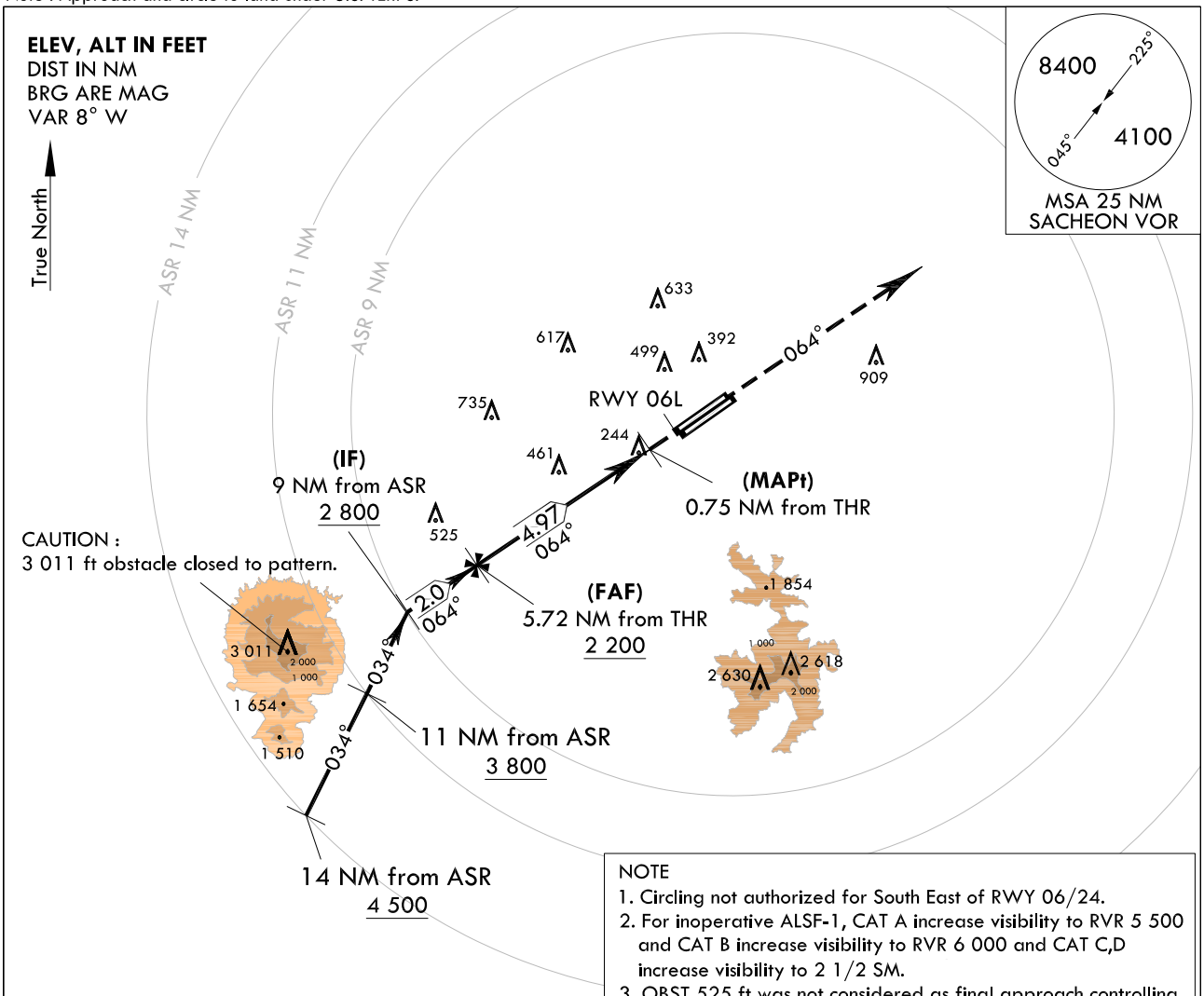
INSTRUMENT APPROACH CHART

AERODROME ELEV 25 ft
HEIGHTS RELATED TO
THR RWY 06L - ELEV **15** ft
HIGHEST ELEV TDZ **17** ft

SACHEON APP	135.4	344.7
SACHEON TWR	118.675	236.6
	305.4	

SACHEON/Sacheon(RKPS)
ASR
RWY 06L

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



NOTE
1. Circling not authorized for South East of RWY 06/24.
2. For inoperative ALSF-1, CAT A increase visibility to RVR 5 500 and CAT B increase visibility to RVR 6 000 and CAT C,D increase visibility to 2 1/2 SM.
3. OBST 525 ft was not considered as final approach controlling OBST due to close to FAF.

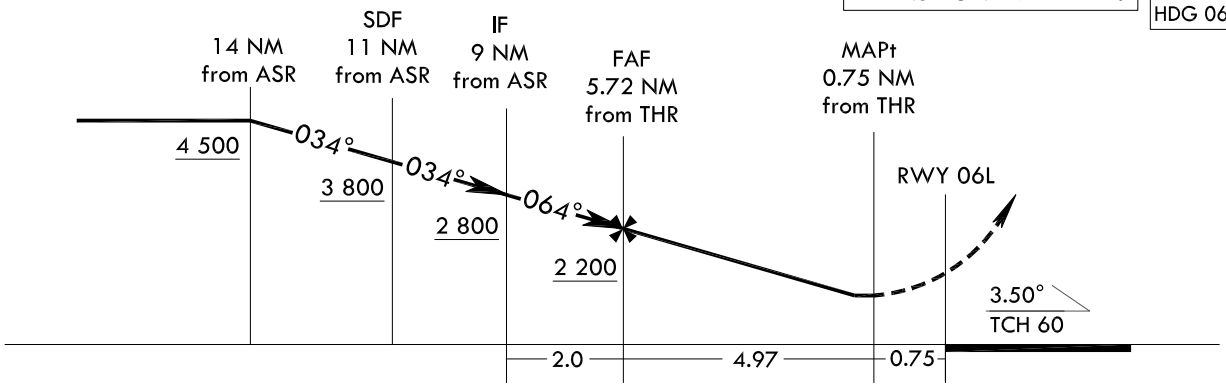
NOT TO SCALE

Recommended altitudes(RecAlt) on final approach				
5.72 NM(FAF)	5 NM	4 NM	3 NM	2 NM
2 200	1 940	1 560	1 180	820

MISSED APPROACH
Climb HDG 064° to 4 400 ft, then expect radar vector by ATC.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

4 400
HDG 064°



CATEGORY	A	B	C	D	E
S-ASR 06L	780/40 763(800-3/4)		780-1 3/4 763(800-1 3/4)		
C CIRCLING	800-1 775(800-1)	900-1 1/4 875(900-1 1/4)	1 020-3 995(1 000-3)		1 120-3 1 095(1 100-3)

Change : Information of OBST and WX minima for circling CAT C, D.

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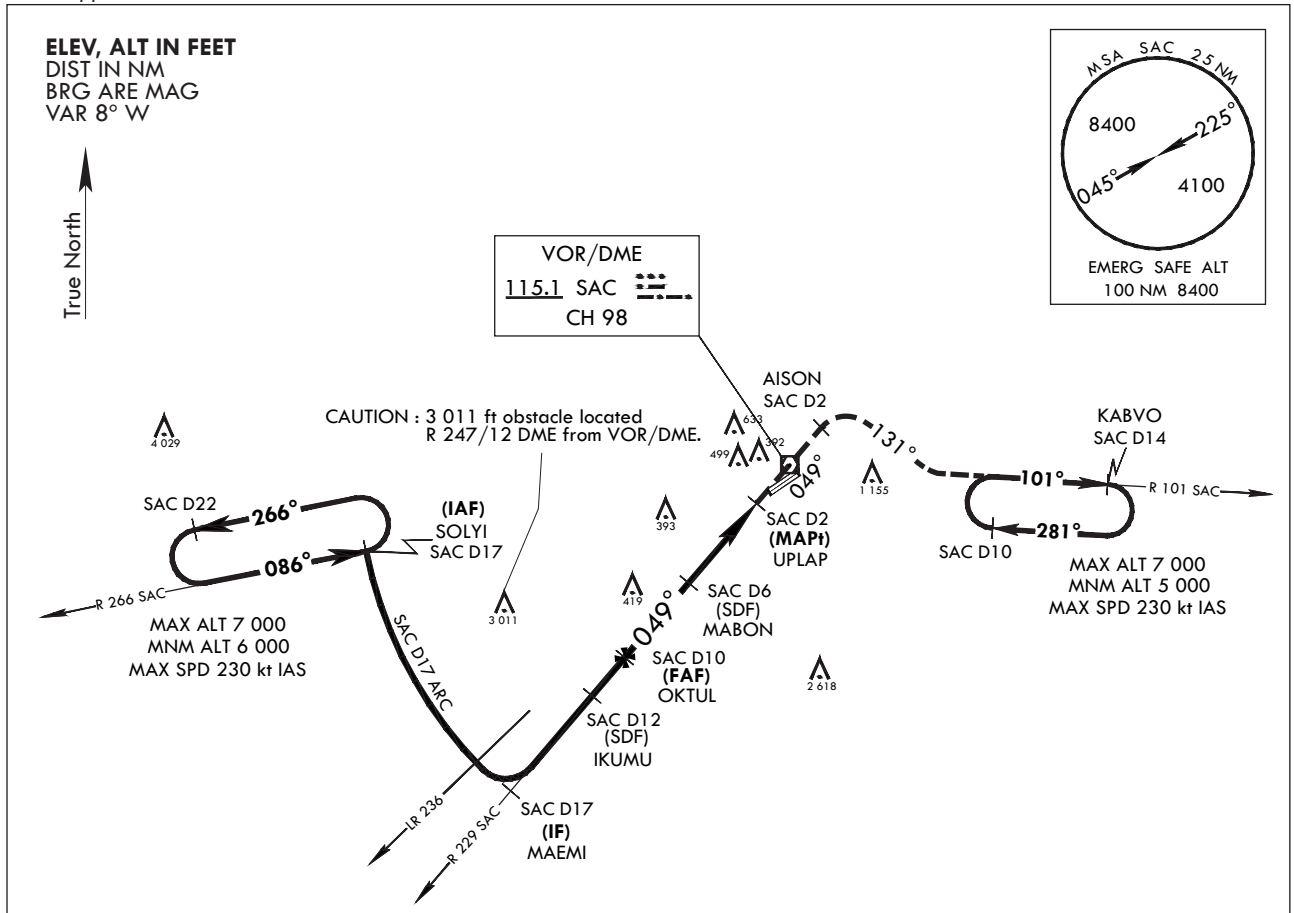
INSTRUMENT APPROACH CHART

AERODROME ELEV 25 ft
HEIGHTS RELATED TO
THR RWY 06R - ELEV **16** ft
HIGHTEST ELEV TDZ **19** ft

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

SACHEON APP	135.4	344.7
SACHEON TWR	118.675	236.6
	305.4	

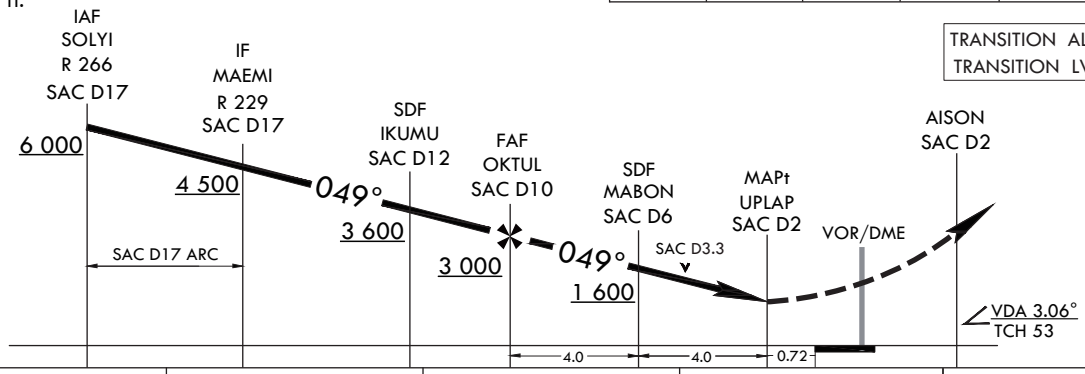
SACHEON/Sacheon(RKPS)
VOR
RWY 06R



NOT TO SCALE

MISSED APPROACH : Climb to 5 000 ft via track on R 229 SAC to SAC over and track on R 049 SAC to AISON, then right turn HDG 131° to intercept R 101 SAC and track on R 101 SAC to KABVO and hold, continue climb-in-hold to 5 000 ft.

5 000 R 229 SAC	SAC	AISON D2 R 049 SAC	HDG 131°	R 101 SAC	KABVO SAC D14



TRANSITION ALT 14 000
TRANSITION LVL FL 140

CATEGORY	A	B	C	D
S-VOR 06R*	**700/40**	681(700-⅞)	**700-1½**	681(700-1½)
CIRCLING**	**800-1** 755(800-1)	**900-1¼** 875(900-1¼)	**1 020-3**	995(1 000-3)

* When ALS INOP, increase CAT AB RVR to 55 and VIS to 1 mile, CAT CD VIS to 2 miles.
** Circling is not authorized SE of RWY 06/24.

Change : Information of OBST and WX minima for circling CAT C, D.

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INSTRUMENT APPROACH CHART

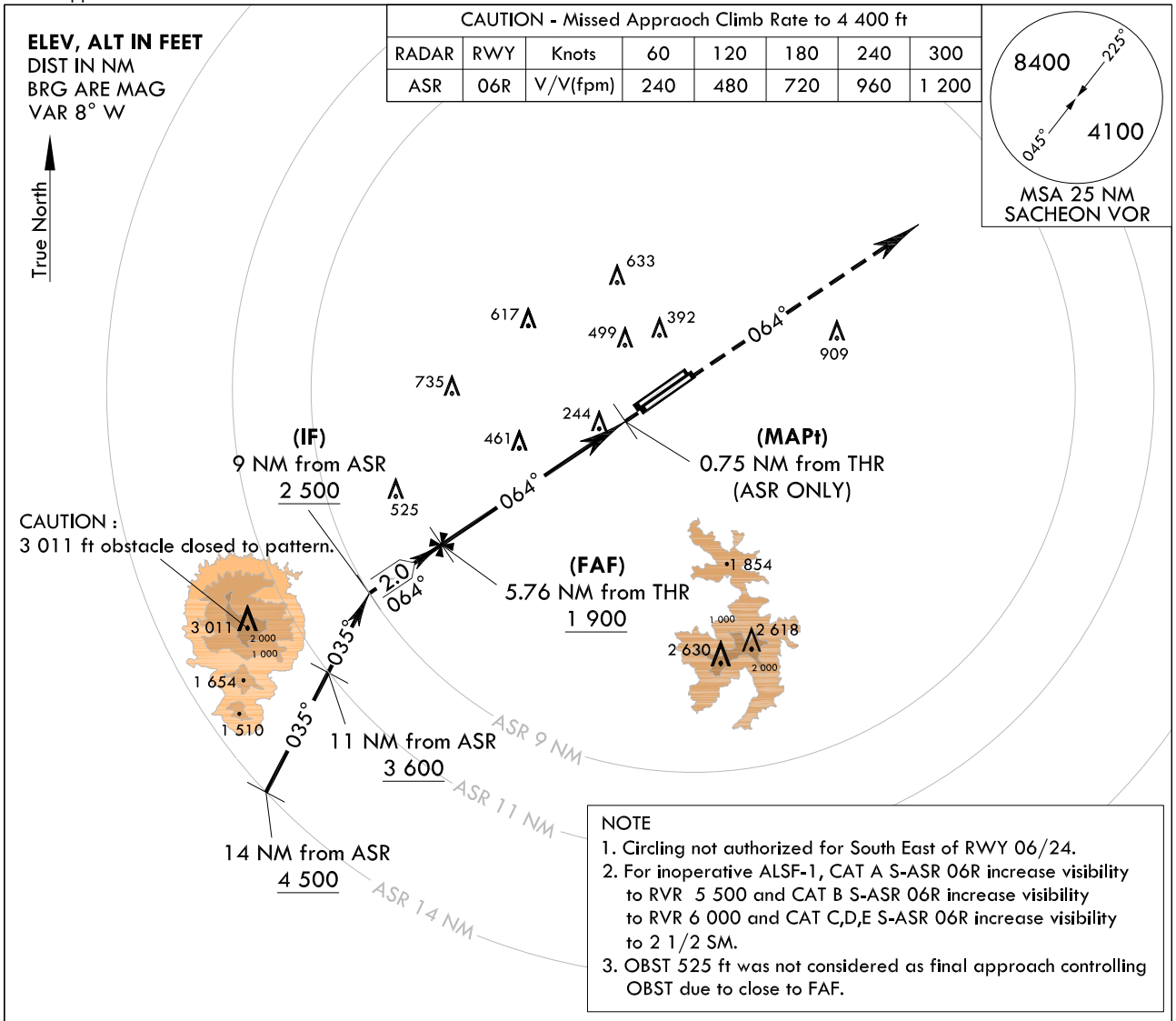
AERODROME ELEV 25 ft
HEIGHTS RELATED TO
THR RWY 06R - ELEV **16** ft
HIGHEST ELEV TDZ **19** ft

SACHEON APP	135.4	344.7
SACHEON TWR	118.675	236.6
	305.4	

SACHEON/Sacheon(RKPS)
ASR
RWY 06R

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

CAUTION - Missed Appraoch Climb Rate to 4 400 ft							
RADAR	RWY	Knots	60	120	180	240	300
ASR	06R	V/V(fpm)	240	480	720	960	1 200



NOTE
1. Circling not authorized for South East of RWY 06/24.
2. For inoperative ALSF-1, CAT A S-ASR 06R increase visibility to RVR 5 500 and CAT B S-ASR 06R increase visibility to RVR 6 000 and CAT C,D,E S-ASR 06R increase visibility to 2 1/2 SM.
3. OBST 525 ft was not considered as final approach controlling OBST due to close to FAF.

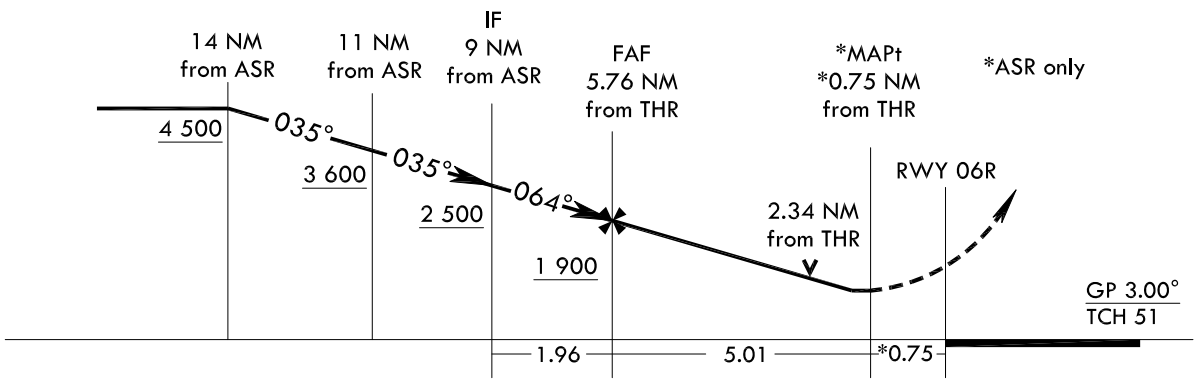
NOT TO SCALE

Recommended altitudes(RecAlt) on final approach			
5.76 NM(FAF)	5 NM	4 NM	3 NM
1 900	1 660	1 340	1 020

MISSED APPROACH
Climb HDG 064° to 4 400 ft, then expect radar vector by ATC.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

4 400
HDG 064°



CATEGORY	A	B	C	D	E
S-ASR 06R	820/45 801(800-7/8)		820-1 7/8 801(800-1 7/8)		
C CIRCLING	820-1 795(800-1)	900-1 1/4 875(900-1 1/4)	1 020-3 995(1 000-3)		1 120-3 1 095(1 100-3)

Change : Information of OBST, WX minima for circling CAT C, D and Establishment of VDP.

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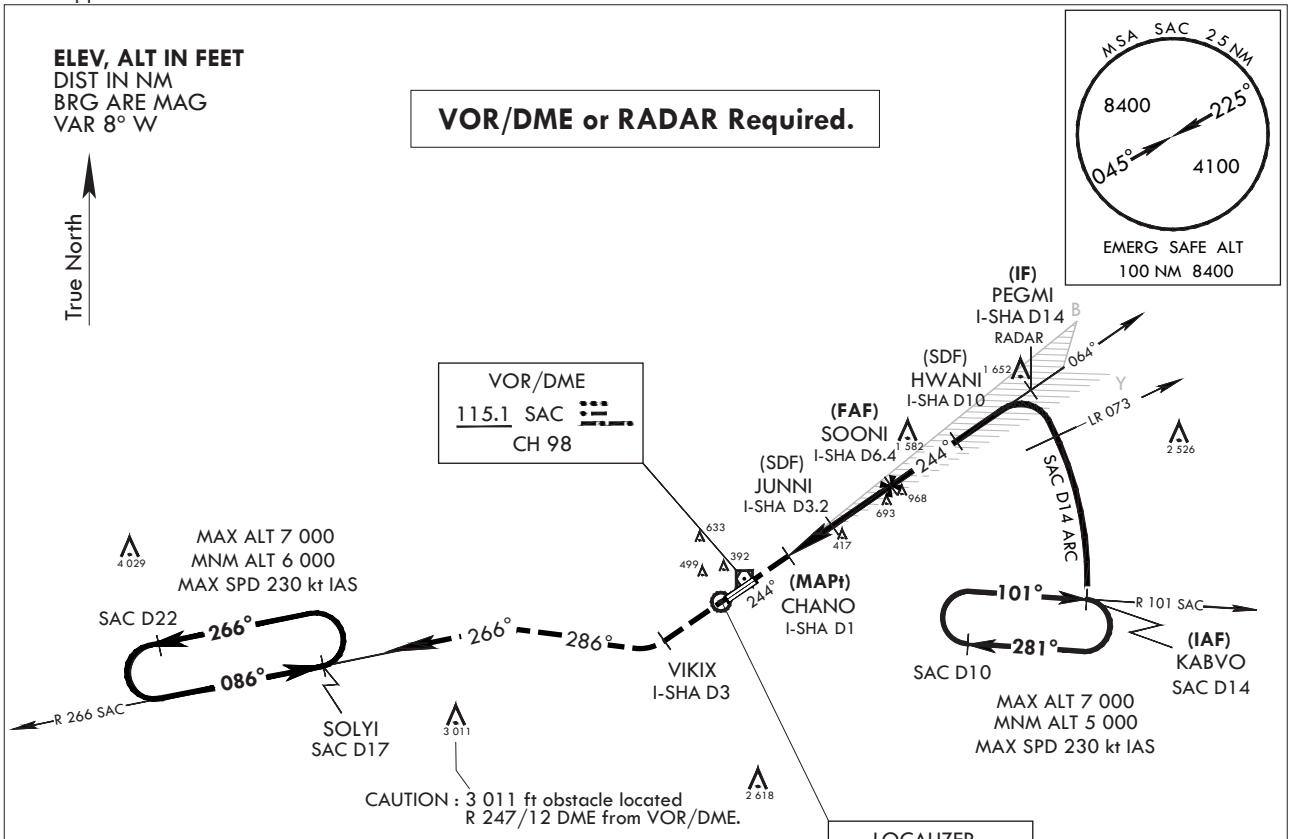
INSTRUMENT APPROACH CHART

AERODROME ELEV 25 ft
HEIGHTS RELATED TO
THR RWY 24R - ELEV **19** ft
HIGHTEST ELEV TDZ **19** ft

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

SACHEON APP	135.4	344.7
SACHEON TWR	118.675	236.6
	305.4	

SACHEON/Sacheon(RKPS)
LOC
RWY 24R



NOTE
1. CAT E aircraft using this procedure is vectored to PEGMI by RADAR.
2. RWY 24R, ALS not install.
3. OBST 968 ft was not considered as final approach controlling OBST due to close to FAF.

Missed approach obstacle minimum climb rate table

Knots	60	120	180	240	300	TO
V/V(fpm)	270	540	810	1 080	1 350	3 900

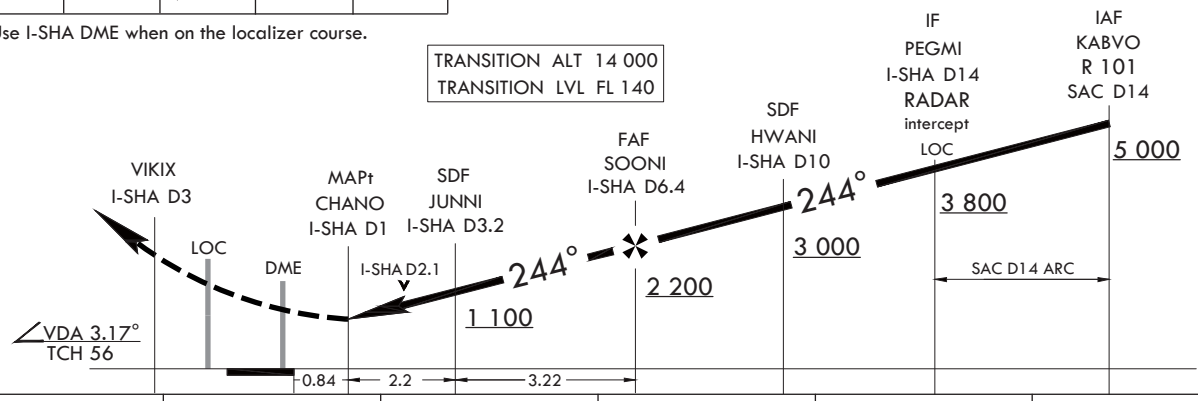
NOT TO SCALE

6 000 HDG 244°	VIKIX I-SHA D3	HDG 286°	R 266 SAC	SOLYI SAC D17

MISSED APPROACH : Climb to 6 000 ft via HDG 244° to I-SHA D3 and right turn HDG 286° and track outbound R 266 SAC to SOLYI(R 266 SAC/D17) and hold, continue climb-in-hold to 6 000 ft, or as directed ATC.

* Use I-SHA DME when on the localizer course.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D	E
S-LOC 24R	**740/55** 721(800-1)		**740-2** 721(800-2)		
C CIRCLING *	**840-1¼** 815(900-1¼)	**880-1¼** 855(900-1¼)	**1 020-3** 995(1 000-3)		**1 120-3** 1 095(1 100-3)

* Circling is not authorized SE of RWY 24/06.

Change : Information of OBST and WX minima for circling CAT C.

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INSTRUMENT APPROACH CHART

AERODROME ELEV 25 ft
HEIGHTS RELATED TO
THR RWY 24L - ELEV **24** ft
HIGHEST ELEV TDZ **24** ft

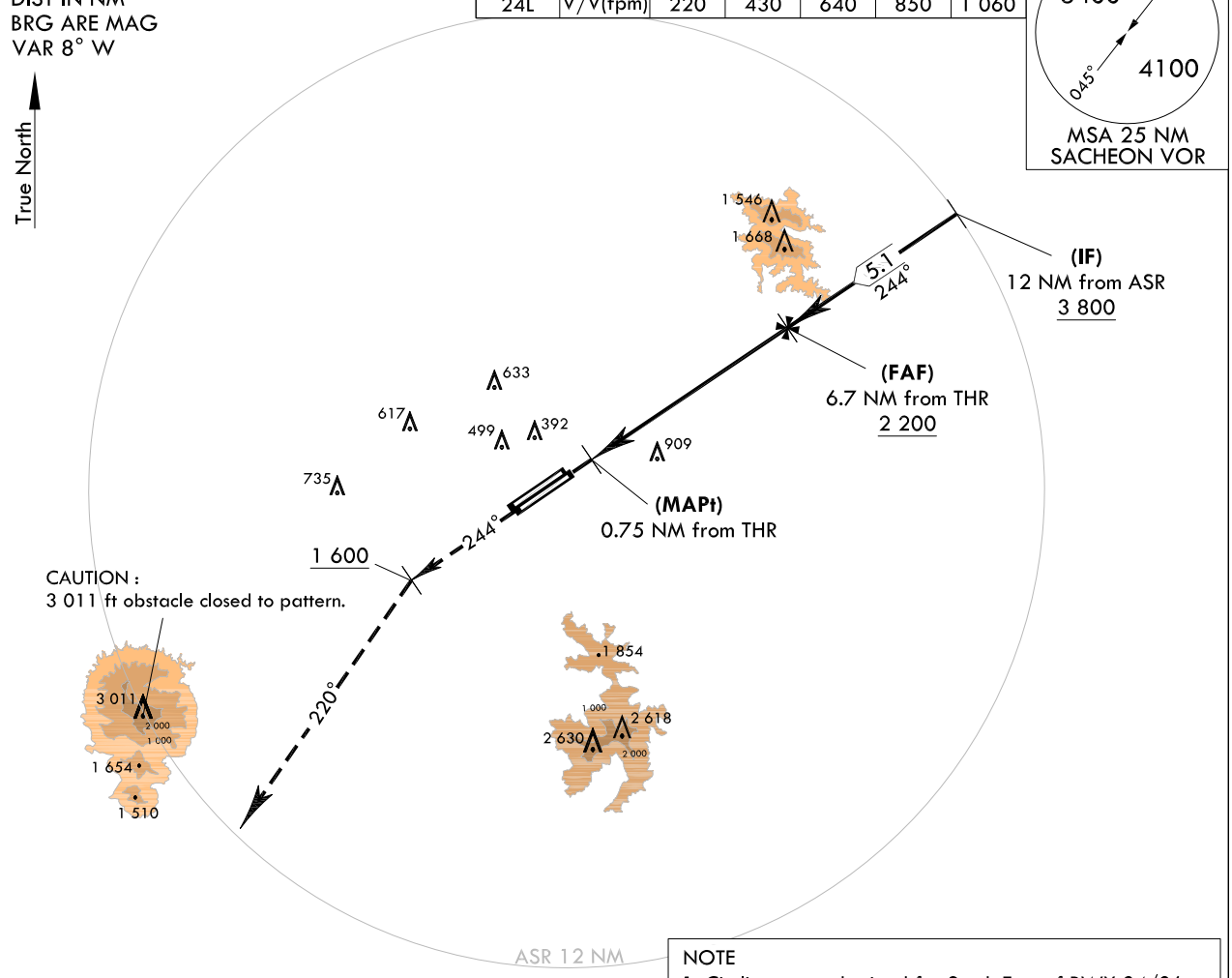
SACHEON APP	135.4	344.7
SACHEON TWR	118.675	236.6
	305.4	

SACHEON/Sacheon(RKPS)
ASR
RWY 24L

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

CAUTION - Missed Appraoch Climb Rate to 4 000 ft						
RWY	Knots	60	120	180	240	300
24L	V/V(fpm)	220	430	640	850	1 060

ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 8° W



NOTE
1. Circling not authorized for South East of RWY 24/06.

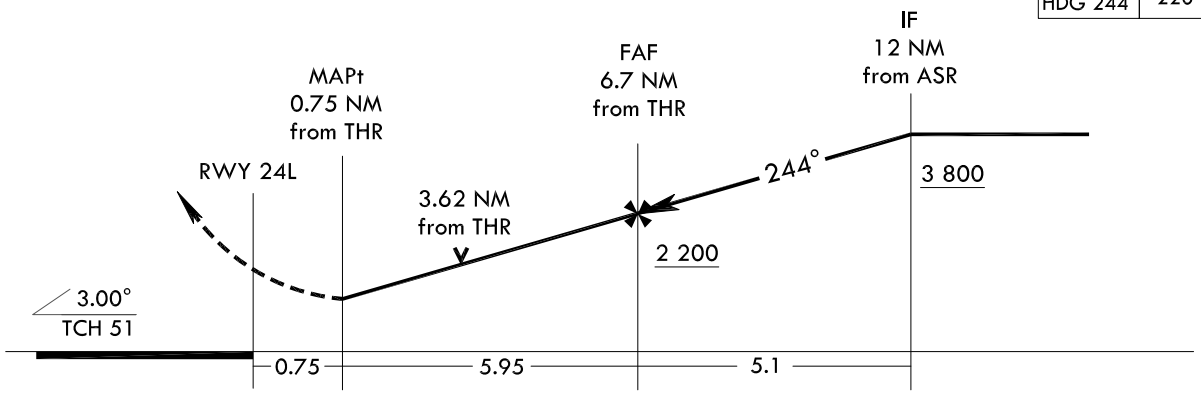
NOT TO SCALE

Recommended altitudes(RecAlt) on final approach			
6.7 NM(FAF)	6 NM	5 NM	4 NM
2 200	1 980	1 660	1 360

MISSED APPROACH
Climb HDG 244° to 1 600 ft, then turn left HDG 220° to 4 500 ft, then expect radar vector by ATC.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

1 600	4 500
HDG 244°	HDG 220°



CATEGORY	A	B	C	D	E
S-ASR 24L	1 240/55 1 216(1 300-1)	1 240/60 1 216(1 300-1 1/4)	1 240-3	1 216(1 300-3)	
C CIRCLING	1 240-1 1/4 1 215(1 300-1 1/4)	1 240-1 1/2 1 215(1 300-1 1/2)	1 240-3	1 215(1 300-3)	

Change : Information of OBST and Establishment of VDP.

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RKPU AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKPU - ULSAN / Ulsan Domestic

RKPU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	353536N 1292108E 181° / 1 020 m from THR 18
2	Direction and distance from city	039°, 7 km from Ulsan City Hall
3	Elevation/Reference temperature	13 m / 31 °C
4	Geoid undulation at AD ELEV PSN	30 m
5	MAG VAR/Annual change	8° W (2020) / 0.089° increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	Korea Airports Corporation(Ulsan Airport) 1103, Saneop-ro, Buk-gu, Ulsan, 44238, Republic of Korea TEL : +82-52-219-6382, 6338~9 Telefax : +82-52-219-6300, 6388
7	Type of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKPU AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2100-1300 UTC
2	Customs and Immigration	NIL
3	Health and Sanitation	NIL
4	AIS Briefing Office	2230-1200 UTC
5	ATS Reporting Office	2230-1200 UTC
6	MET Briefing Office	H24
7	ATS	2230-1200 UTC
8	Fuelling	NIL
9	Handling	HO
10	Security	HO
11	De-icing	HO
12	Remarks	Outside these hours services are available under the pre-coordination (Only passenger flight)

RKPU AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Conveyor belt, various vehicles and equipment
2	Fuel/oil type	NIL
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	Available. See AD chart for location (ACFT stand NR. 1).
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

RKPU AD 2.5 PASSENGER FACILITIES

1	Hotels	In Ulsan city
2	Restaurants	60 Seats, light food services available at AD
3	Transportation	Buses, Taxis and rental cars available at AD
4	Medical Facilities	Ambulance services available Hospitals in Ulsan city
5	Bank and Post Office	Bank and Post office available in the vicinity of AD
6	Tourist Office	Available at AD
7	Remarks	http://www.airport.co.kr/mbs/ulsan/

RKPU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	CAT 7
2	Rescue equipment	- 2 Chemical Fire Fighting Trucks - 1 Ambulance Car - Water : 22 000 L - AFFF : 3 200 L - Dry Chemical : 500 kg
3	Capability for removal of disabled aircraft	Specialized aircraft recovery equipment available for up to and including B737-900 size aircraft. The usable equipment list which is 50 ton hydraulic recovery jack, 50 ton crane and other accessory equipment can be provided by airlines. Korea Airports Corporation is the co-ordinator for the removal of disabled aircraft and can be reached at Airport Duty manager. (TEL : +82-52-219-6312)
4	Remarks	NIL

RKPU AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	a. 1 Compact runway jet sweeper (working width : about 5.6 m) b. 1 Multi purpose snowplough (working width : about 3.2 m) c. 1 Thawing material spreader d. 1 De-icing cart
2	Clearance priorities	1. RWY 18/36, TWY B and Apron (ACFT stands NR. 1, 2, 3) 2. TWY A and Apron (ACFT stand NR. 4)
3	Remarks	NIL

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

1	Designation, Apron surface and strength	a. Surface : Asphalt b. Strength : PCR 377/F/A/X/T
2	Designation, Taxiway width, surface and strength	a. Width : 30 m b. Surface : Asphalt c. Strength - "A" : PCR 377/F/A/X/T - "B" : PCR 377/F/A/X/T
3	Altimeter checkpoint location and elevation	Location : At apron Elevation : 9 m
4	VOR checkpoints	NIL
5	INS checkpoint	See AD chart
6	Remarks	NIL

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

RKPU 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	Nosewheel guidelines on taxiways and apron
2	RWY and TWY markings and LGT	a. RWY - Light : Edge, THR and End - Marking : Designation, THR, TDZ, CL, side stripe and aiming point b. TWY - Light : Edge - Marking : TWY & taxilane centerline and holding positions
3	Stop bars	NIL
4	Remarks	NIL

RKPU 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
RKPUOB001	Natural High Point	354005.0N 1292136.1E	1 339 ft/	NIL	36/APCH 18/TKOF
RKPUOB002	Natural High Point	353941.7N 1292144.6E	1 113 ft/	NIL	
RKPUOB003	Natural High Point	353811.0N 1291931.3E	424 ft/	NIL	
RKPUOB004	Natural High Point	353931.0N 1291916.2E	964 ft/	NIL	
RKPUOB005	Natural High Point	354225.3N 1292053.9E	1 774 ft/	NIL	
RKPUOB006	Natural High Point	354806.3N 1292043.1E	2 444 ft/	NIL	
RKPUOB007	Natural High Point	353839.7N 1291841.2E	785 ft/	NIL	
RKPUOB008	Building	353425.1N 1292056.2E	169 ft/	NIL	
RKPUOB009	Pylon	353318.2N 1292158.7E	346 ft/	NIL	
RKPUOB010	Pylon	353230.9N 1292128.2E	427 ft/	NIL	
RKPUOB011	Natural High Point	353526.7N 1292350.7E	1 480 ft/	NIL	18/APCH 36/TKOF
RKPUOB012	Natural High Point	353521.6N 1292249.6E	850 ft/	NIL	
RKPUOB013	Pylon	352842.8N 1292218.5E	623 ft/	NIL	
RKUPOB014	Pylon	352928.3N 1292148.5E	446 ft/	NIL	
RKPUOB015	Pylon	352621.6N 1291917.2E	724 ft/	NIL	
RKPUOB016	Pylon	352517.5N 1291932.5E	878 ft/	NIL	
RKPUOB017	Natural High Point	353958.6N 1291515.1E	2 517 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					

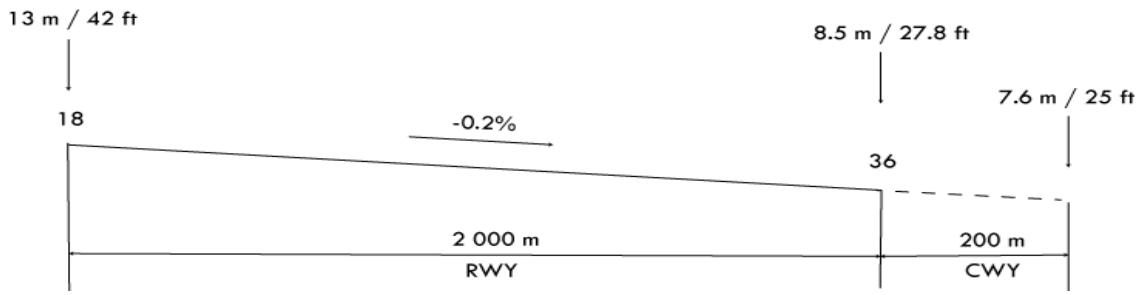
RKPU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Ulsan Airport Weather Office (TEL : +82-52-289-0365, Telefax : +82-52-288-2392)
2	Hours of service MET Office outside hours	24 hours
3	Office responsible for TAF preparation Periods of validity	Ulsan 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	TWR and AIS Office
10	Additional information (limitation of service, etc.)	Automated METAR is provided during non-operational hours of the aerodrome. All observation data, model outputs and forecasts produced by KMA and WAFS are available at the office through internet link.

RKPU AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations Runway NR	TRUE BRG	Dimension of RWY(m)	Strength(PCR) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
18	176.10°	2 000 × 45	PCR 377/F/A/X/T Asphalt	353608.89N 1292103.54E GUND 30 m	THR 13 m / 42 ft
36	356.10°	2 000 × 45	PCR 377/F/A/X/T Asphalt	353504.15N 1292108.95E GUND 29.9 m	THR 8.5 m / 27.8 ft TDZ 10.4 m / 34.1 ft

7. Slope of RWY



SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)	Location & description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
NIL	200 × 250	2 120 × 191~280	200 × 90	NIL	NIL	The width of strip does not meet criteria in Annex 14. The surface of RWY 18/36 is grooved.
NIL	NIL		90 × 90	NIL	NIL	

Change : Information of strength(PCN → PCR) for RWY.

AERODROME CHART - ICAO

35°35'36"N
129°21'08"E

ELEV **13** m / **42** ft

TWR	118.75
GND	121.75

ULSAN / Ulsan

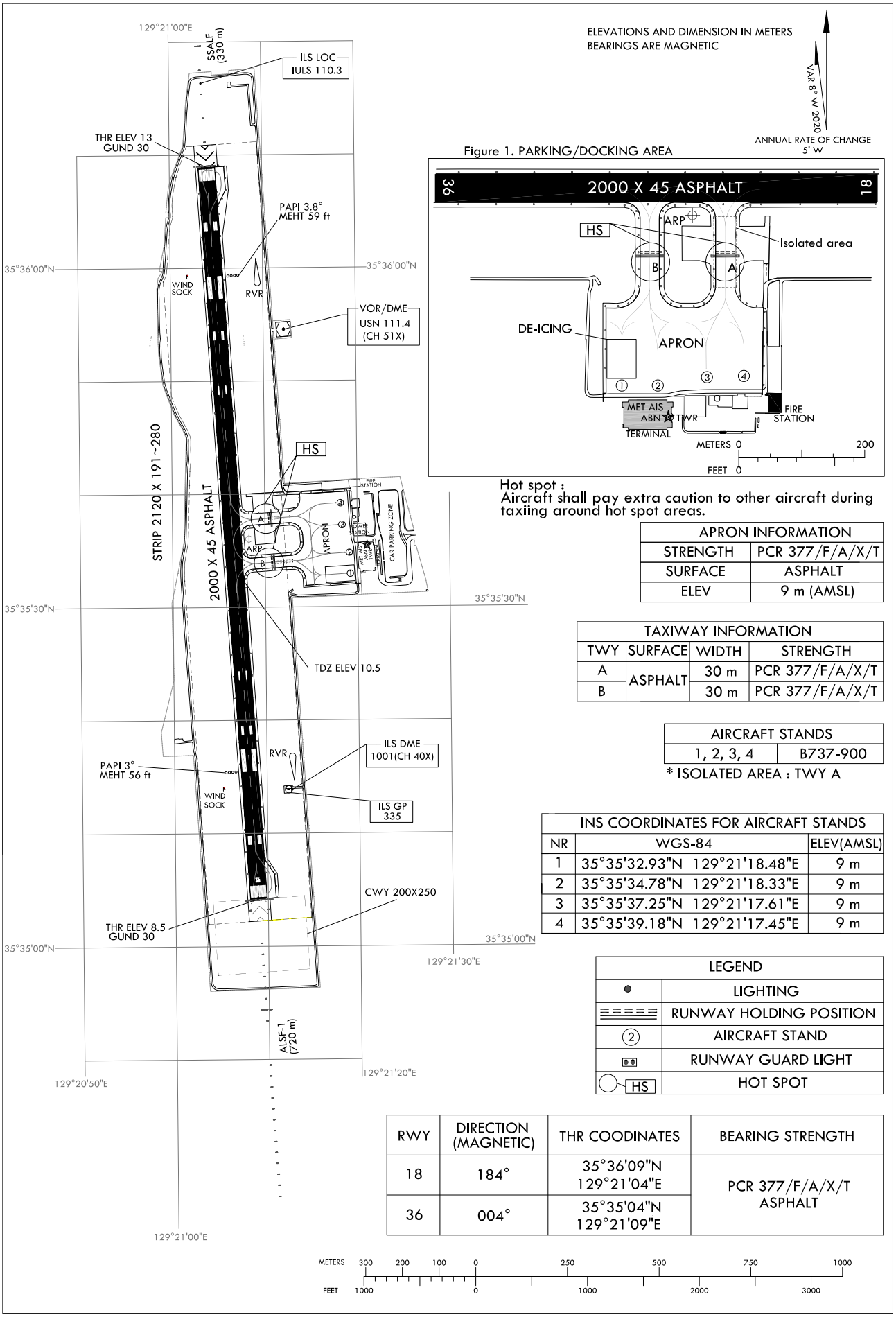


Figure 1. PARKING/DOCKING AREA

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

APRON INFORMATION	
STRENGTH	PCR 377/F/A/X/T
SURFACE	ASPHALT
ELEV	9 m (AMSL)

TAXIWAY INFORMATION			
TWY	SURFACE	WIDTH	STRENGTH
A	ASPHALT	30 m	PCR 377/F/A/X/T
B		30 m	PCR 377/F/A/X/T

AIRCRAFT STANDS	
1, 2, 3, 4	B737-900

* ISOLATED AREA : TWY A

INS COORDINATES FOR AIRCRAFT STANDS		
NR	WGS-84	ELEV(AMSL)
1	35°35'32.93"N 129°21'18.48"E	9 m
2	35°35'34.78"N 129°21'18.33"E	9 m
3	35°35'37.25"N 129°21'17.61"E	9 m
4	35°35'39.18"N 129°21'17.45"E	9 m

LEGEND	
●	LIGHTING
≡≡≡≡≡	RUNWAY HOLDING POSITION
②	AIRCRAFT STAND
◘◘	RUNWAY GUARD LIGHT
HS	HOT SPOT

RWY	DIRECTION (MAGNETIC)	THR COODINATES	BEARING STRENGTH
18	184°	35°36'09"N 129°21'04"E	PCR 377/F/A/X/T ASPHALT
36	004°	35°35'04"N 129°21'09"E	

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

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

1	Designation, Apron surface and strength	a. Surface : Concrete b. Strength : PCR 633 R/B/W/T
2	Designation, Taxiway width, surface and strength	a. Width : 22.1-28.4 m(C1), 36 m(C2), 45 m(S1), 76 m(S5), 23 m(SP), 23 m(S2~S4) b. Surface : Concrete c. Strength : PCR 633 R/B/W/T(SP, S1~S5, C1, C2)
3	Altimeter check location and elevation	a. Location : Aircraft stand NR. 4 b. Elevation : 20 m
4	Location of VOR checkpoints	NIL
5	VOR/INS check points	INS checkpoint : EV specified stands (Refer to Aircraft Parking & Docking chart)
6	Remarks	NIL

RKTH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guidelines 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 line at apron c. Nose-in guidance at aircraft stands
2	RWY and TWY markings and LGT	a. RWY : RWY 10/28 - Edge, THR, END b. TWY : TWY edge lights - All TWY
3	Stop bars	NIL
4	Remarks	NIL

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

RKTH 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
RKTHOB001	Natural High Point	355838.4N 1292314.8E	315 ft/	NIL	10/APCH 28/TKOF
RKTHOB002	Pylon	355855.9N 1292226.7E	351 ft/	Marked/LGTD	
RKTHOB003	Natural High Point	355808.6N 1291935.0E	617 ft/	NIL	
RKTHOB004	Natural High Point	355822.2N 1291909.0E	753 ft/	NIL	
RKTHOB005	Natural High Point	355917.0N 1291740.1E	858 ft/	NIL	
RKTHOB006	Natural High Point	360909.1N 1291337.6E	2 500 ft/	NIL	
RKTHOB007	Natural High Point	355917.2N 1291740.8E	844 ft/	NIL	
RKTHOB008	Natural High Point	355915.6N 1292336.2E	196 ft/	NIL	
RKTHOB009	Natural High Point	355915.5N 1292327.4E	217 ft/	NIL	
RKTHOB010	Natural High Point	355803.2N 1292623.7E	492 ft/	NIL	In 10/28 circling area and at AD
RKTHOB011	Natural High Point	355759.6N 1292623.9E	534 ft/	NIL	
RKTHOB012	Natural High Point	355857.1N 1292757.2E	591 ft/	NIL	
RKTHOB013	Antenna	355840.1N 1292831.2E	930 ft/34 ft	Marked/LGTD	28/APCH 10/TKOF 20:1 Obstacle identification surface(OIS) is penetrated by the obstacles. (RKTHOB019, 020, 021 on final RWY 28)
RKTHOB014	Navaid	355838.0N 1292828.3E	929 ft/125 ft	Marked/LGTD	
RKTHOB015	Antenna	355832.2N 1292822.3E	841 ft/	Marked/LGTD	
RKTHOB016	Antenna	355833.5N 1292820.8E	856 ft/	Marked/LGTD	
RKTHOB017	Natural High Point	355929.1N 1292742.1E	492 ft/	NIL	
RKTHOB018	Natural High Point	355905.1N 1292831.4E	663 ft/	NIL	
RKTHOB019	Pylon	355928.3N 1292742.1E	540 ft/	Marked/LGTD	
RKTHOB020	Pylon	355932.2N 1292747.0E	563 ft/	Marked/LGTD	
RKTHOB021	Pylon	355905.1N 1292831.4E	722 ft/	Marked/LGTD	
In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
RKTHOB022	Natural High Point	355909.8N 1292601.4E	94.4 ft	NIL	10/APCH 28/TKOF Obstacle RKTHOB022 is penetrating the transitional surface in the vicinity of the RWY 28 threshold.

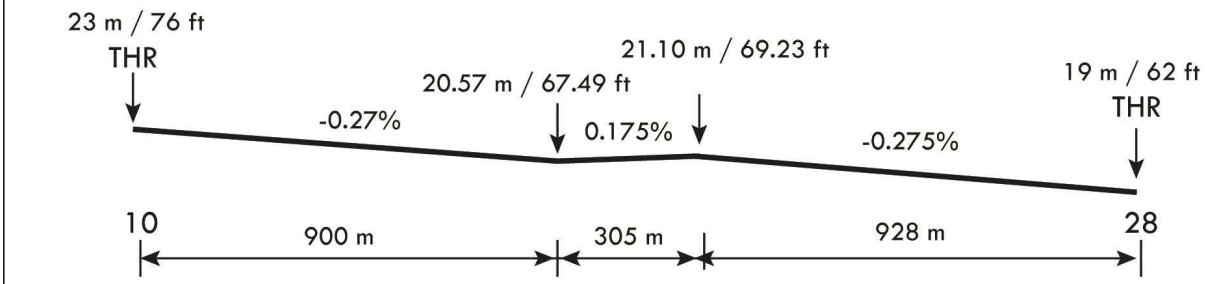
RKTH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Pohang Navy MET Office
2	Hours of service MET Office outside hours	24 hours -
3	Office responsible for TAF preparation Periods of validity	ROKN MET Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Type forecast Interval of issuance	NIL
5	Briefing/consultation provided	Available at Aviation Meteorological Office for 24 hours, if required.
6	Flight documentation Language(s) used	AD 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 and other model outputs
8	Supplementary equipment available for providing information	Satellite and weather radar imageries
9	ATS units provided with information	FIC and TWR
10	Additional information(limitation of service etc.)	All observation data, model outputs and forecasts produced by KMA and WAFS are available at the Office through Internet link.

RKTH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations Runway NR.	TRUE BRG	Dimension of RWY(m)	Strength(PCR) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
10	089.23°	2 133 × 46	633 R/B/W/T Concrete	355916.12N 1292430.75E GUND 29 m	THR 23 m / 76 ft TDZ 23 m / 76 ft
28	269.25°	2 133 × 46	633 R/B/W/T Concrete	355917.04N 1292555.91E GUND 29 m	THR 19 m / 62 ft TDZ 21 m / 70 ft

7. Slope of RWY-SWY



SWY dimensions (m)	CWY dimension (m)	Strip dimensions (m)	RESA dimension (m)	Location & description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
NIL	NIL	2 253 x 300	92 x 150	NIL	NIL	- The width of the southern strip is 139~145 m, from the western edge of the strip to 90 m. - The width of the northern strip is 134~141 m, from the eastern edge of the strip to 198 m. - The runway surface is grooved except 300 m inward from each runway THR, and an additional 300 m of runway centerline 15.24 m in width.
NIL	NIL	2 253 x 300	92 x 150	NIL	NIL	

Change : Information of strength(PCN → PCR) for RWY.

RKTH AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
10	2 133	2 133	2 133	2 133	NIL
28	2 133	2 133	2 133	2 133	NIL

RKTH AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Center line LGT Length, spacing, colour, INTST	RWY edge LGT LEN,spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN(m) colour
1	2	3	4	5	6	7	8	9
10	ALSF-1 720 m LIH	Green	PAPI Both / 3.0°	NIL	NIL	2 134 m 60 m White LIH	Red	NIL
28	SSALF 420 m	Green	PAPI Both / 3.5°	NIL	NIL	2 134 m 60 m White LIH	Red	NIL

10. Remarks
PAPI on RWY 28 does not provide obstacle clearance over the terrain during final APCH.

RKTH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At TWR building, FLG W/G EV 2.5 SEC IBN : NIL H24
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and center line lighting	Edge : All TWY Center line LGT : NIL
4	Secondary power supply/switch-over Time	SRY power supply available Switch-over time : 10 SEC
5	Remarks	NIL

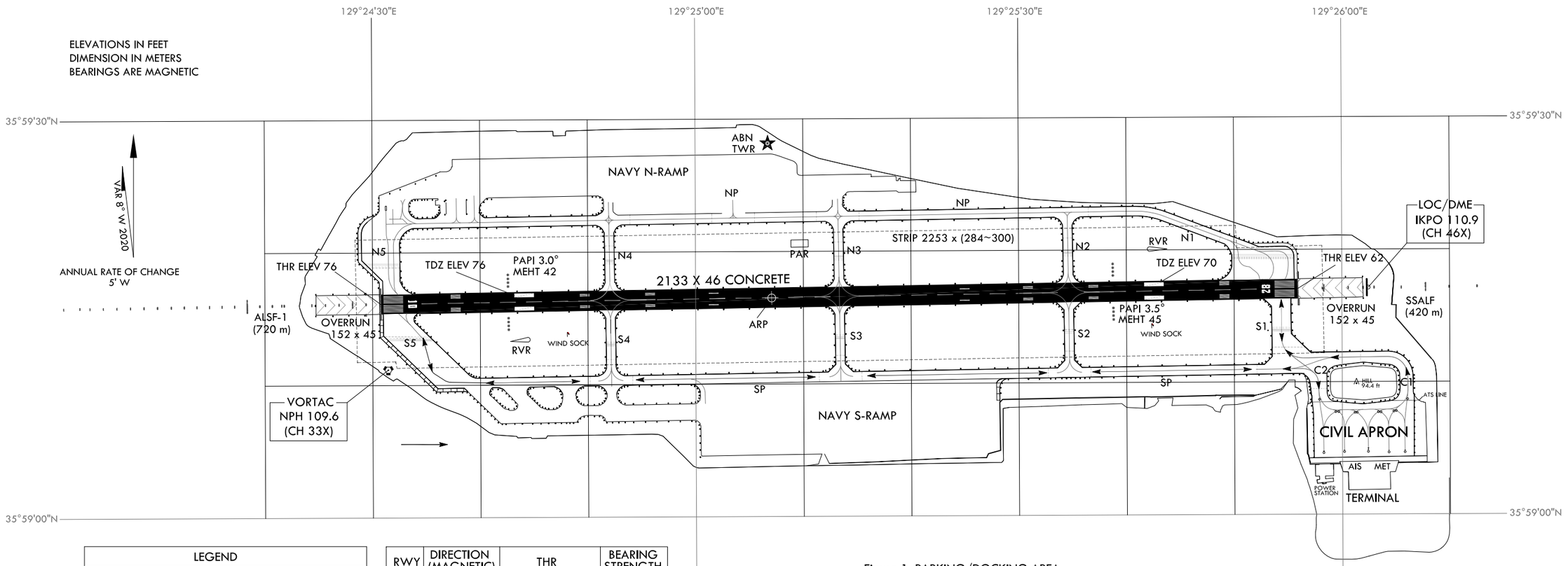
AERODROME CHART - ICAO

35°59'16"N
129°25'07"E

ELEV **76** ft

TWR	118.05
	236.6
	308.5

POHANG / Pohang Gyeongju



LEGEND	
AIRCRAFT STAND	③
TAXIWAY LIGHT	•
RWY HOLDING POSITION	
TAXI ROUTES	
INTERMEDIATE HOLDING POSITING	

INS COORDINATES FOR AIRCRAFT STANDS		
1	35°59'04.82"N	129°26'05.80"E
2	35°59'04.81"N	129°26'04.31"E
3	35°59'04.85"N	129°26'02.39"E
4	35°59'04.83"N	129°26'00.26"E
5	35°59'04.76"N	129°25'58.26"E

RWY	DIRECTION (MAGNETIC)	THR	BEARING STRENGTH
10	097°	35°59'16"N 129°24'31"E	PCR 633 R/B/W/T
28	277°	35°59'17"N 129°25'56"E	

TAXIWAY, WIDTH AND BEARING STRENGTH		
TAXIWAY	WIDTH	STRENGTH
C1	22.1~28.4 m	PCR 633 R/B/W/T
C2	36 m	PCR 633 R/B/W/T
S1	45 m	PCR 633 R/B/W/T
S5	76 m	PCR 633 R/B/W/T
SP	23 m	PCR 633 R/B/W/T
APRON BEARING STRENGTH : PCR 633 R/B/W/T		

AIRCRAFT STANDS	
1, 2, 3, 4, 5	B737-800

* ISOLATED AREA : TAXIWAY S3

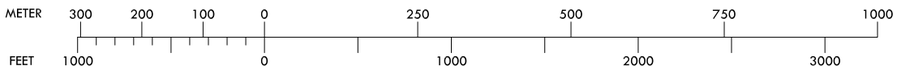
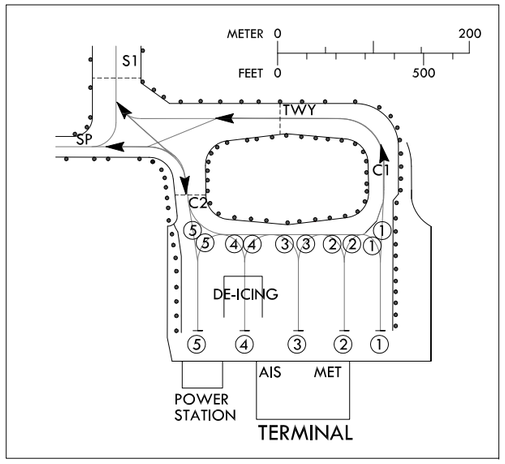


Figure 1. PARKING/DOCKING AREA



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

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	As AD operator
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. Training flights are restricted on Sunday for noise abatement.

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

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	Snow clearance information promulgated by SNOWTAM

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			

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

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

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

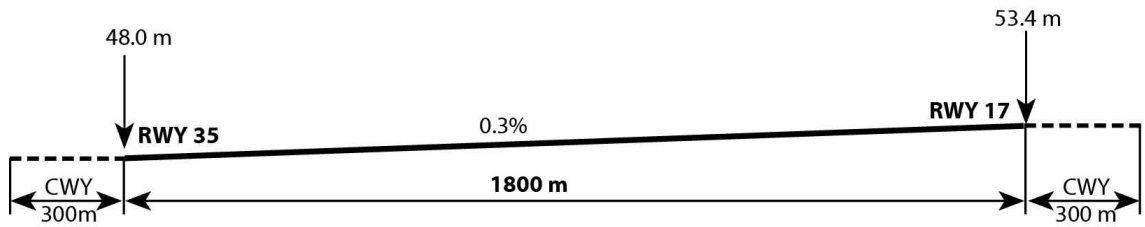
RKTL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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



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

Change : Information of strength(PCN → PCR) for RWY.

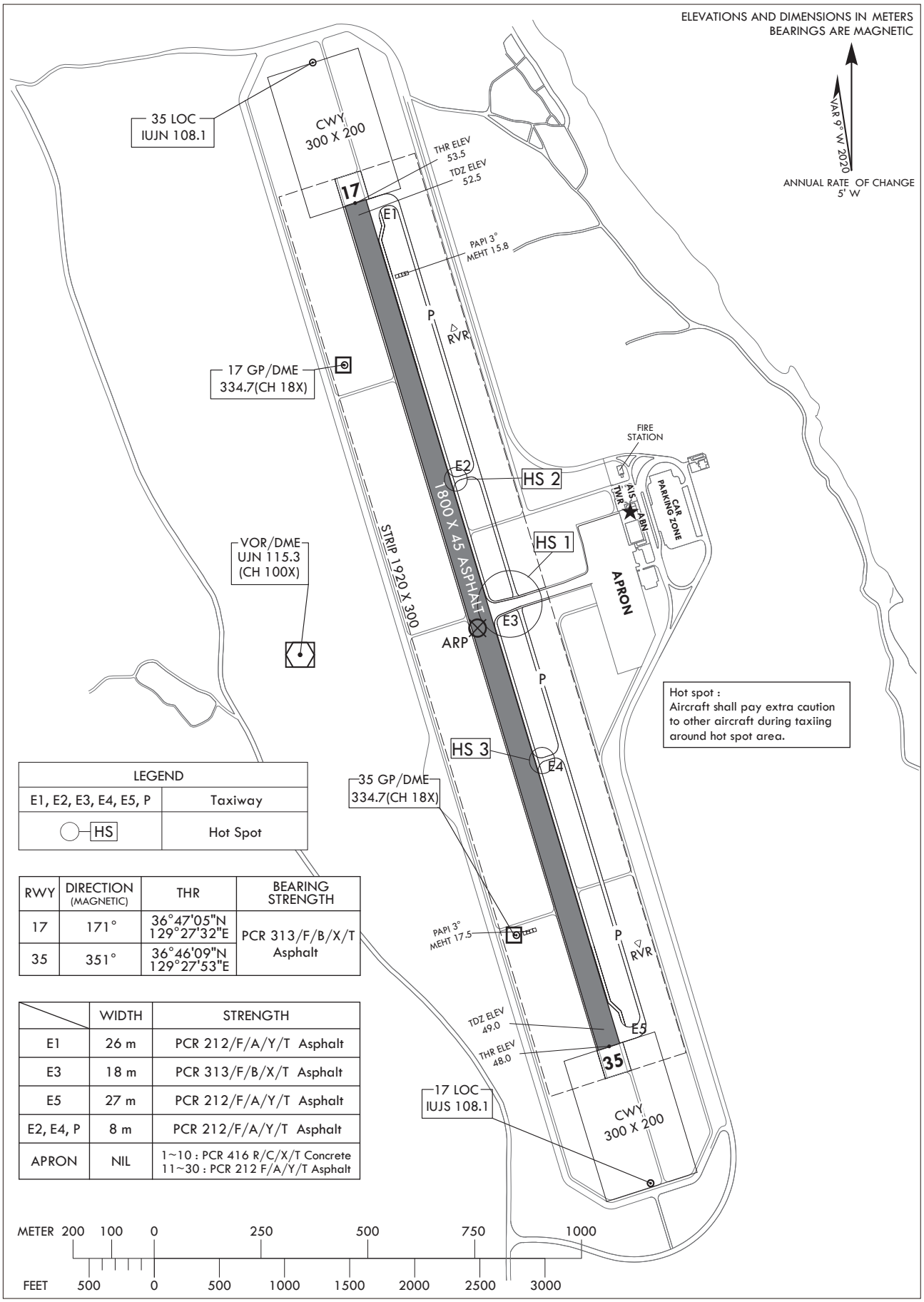
AERODROME CHART - ICAO

36°46'37"N
129°27'42"E

ELEV **53** m

TWR	118.55	317.45
GND	121.775	317.45

ULJIN / Uljin



LEGEND	
E1, E2, E3, E4, E5, P	Taxiway
HS	Hot Spot

RWY	DIRECTION (MAGNETIC)	THR	BEARING STRENGTH
17	171°	36°47'05"N 129°27'32"E	PCR 313/F/B/X/T Asphalt
35	351°	36°46'09"N 129°27'53"E	

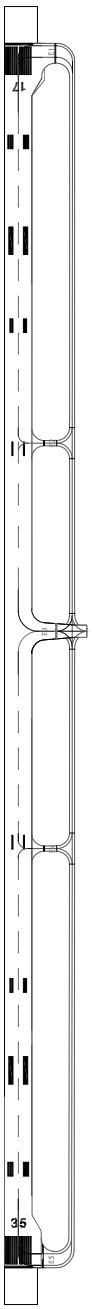
	WIDTH	STRENGTH
E1	26 m	PCR 212/F/A/Y/T Asphalt
E3	18 m	PCR 313/F/B/X/T Asphalt
E5	27 m	PCR 212/F/A/Y/T Asphalt
E2, E4, P	8 m	PCR 212/F/A/Y/T Asphalt
APRON	NIL	1~10 : PCR 416 R/C/X/T Concrete 11~30 : PCR 212 F/A/Y/T Asphalt

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

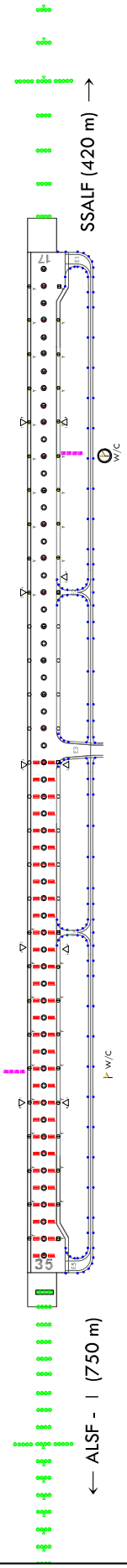
LIGHTING AND
MARKING
CHART

ULJIN / Uljin

MARKING AIDS RWY 17/35 AND EXIT TWY



LIGHTING AIDS RWY 17/35 AND EXIT TWY

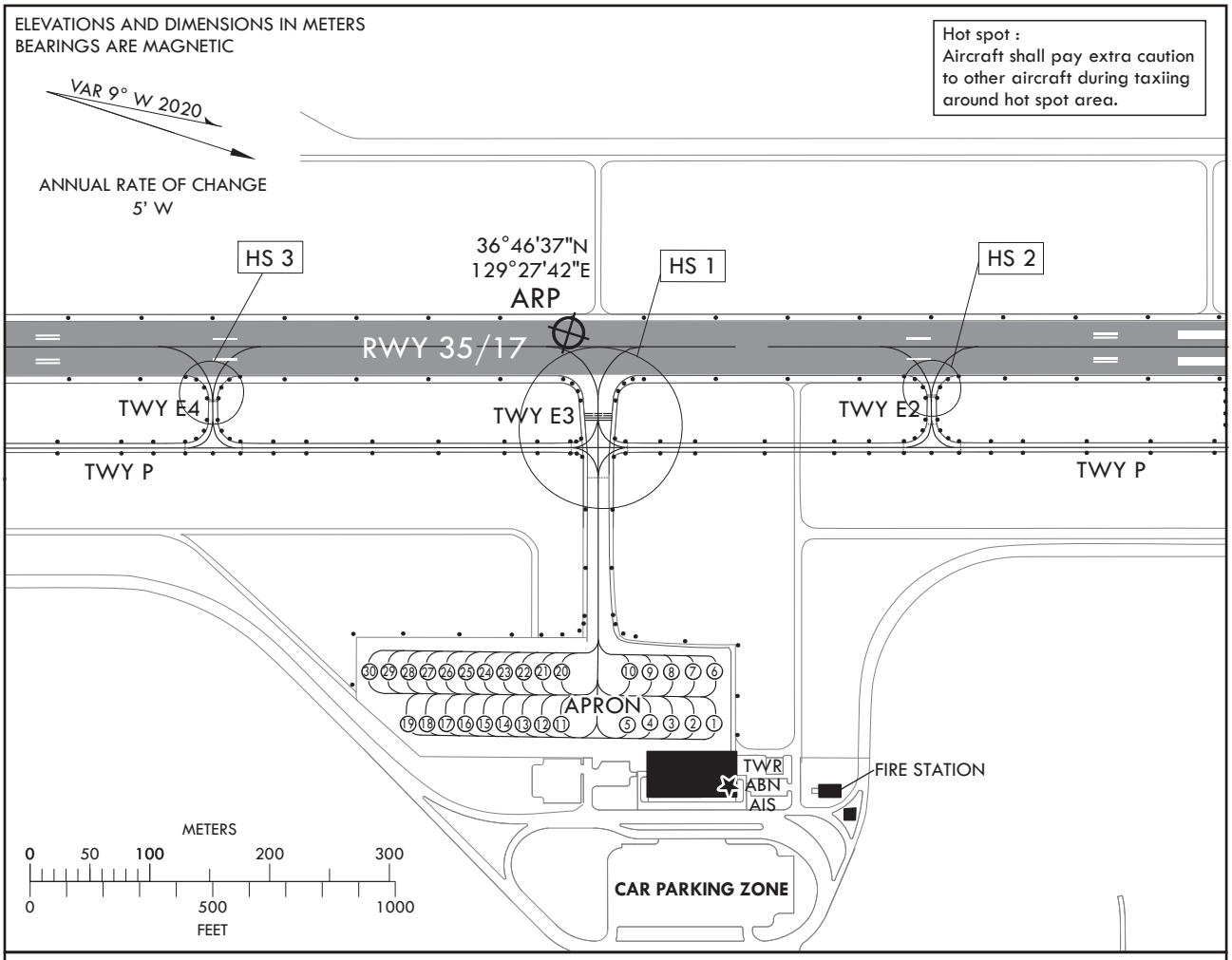


AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV
51 m

TWR	118.55	317.45
GND	121.775	317.45

ULJIN / Uljin



INS COORDINATES FOR AIRCRAFT STANDS (WGS-84)								
1	36°46'43.90"N	129°27'53.14"E	11	36°46'39.92"N	129°27'54.68"E	21	36°46'38.99"N	129°27'53.14"E
2	36°46'43.35"N	129°27'53.35"E	12	36°46'39.43"N	129°27'54.88"E	22	36°46'38.50"N	129°27'53.34"E
3	36°46'42.79"N	129°27'53.57"E	13	36°46'38.93"N	129°27'55.07"E	23	36°46'38.00"N	129°27'53.53"E
4	36°46'42.23"N	129°27'53.75"E	14	36°46'38.43"N	129°27'55.25"E	24	36°46'37.50"N	129°27'53.72"E
5	36°46'41.67"N	129°27'54.05"E	15	36°46'37.94"N	129°27'55.45"E	25	36°46'37.01"N	129°27'53.91"E
6	36°46'43.47"N	129°27'51.41"E	16	36°46'37.44"N	129°27'55.64"E	26	36°46'36.51"N	129°27'54.10"E
7	36°46'42.91"N	129°27'51.62"E	17	36°46'36.95"N	129°27'55.83"E	27	36°46'36.02"N	129°27'54.29"E
8	36°46'42.35"N	129°27'51.84"E	18	36°46'36.45"N	129°27'56.03"E	28	36°46'35.52"N	129°27'54.48"E
9	36°46'41.80"N	129°27'52.06"E	19	36°46'35.96"N	129°27'56.22"E	29	36°46'35.03"N	129°27'54.68"E
10	36°46'41.24"N	129°27'52.27"E	20	36°46'39.48"N	129°27'52.95"E	30	36°46'34.53"N	129°27'54.87"E

AIRCRAFT STANDS	
ALL STAND	CESSNA 172, PA44, DA42

	WIDTH	STRENGTH
E1	26 m	PCR 212/F/A/Y/T Asphalt
E3	18 m	PCR 313/F/B/X/T Asphalt
E5	27 m	PCR 212/F/A/Y/T Asphalt
E2, E4, P	8 m	PCR 212/F/A/Y/T Asphalt
APRON	NIL	1~10 : PCR 416 R/C/X/T Concrete 11~30 : PCR 212 F/A/Y/T Asphalt

TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS

LEGEND	
E1, E2, E3, E4, E5, P	Taxiway
①	Aircraft Stand Number
●	Taxiway Light
≡≡≡	Precision Runway Holding position
- - - - - - - - - - - - -	Intermediate Holding Position
○—HS	Hot Spot

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

INTENTIONALLY

LEFT

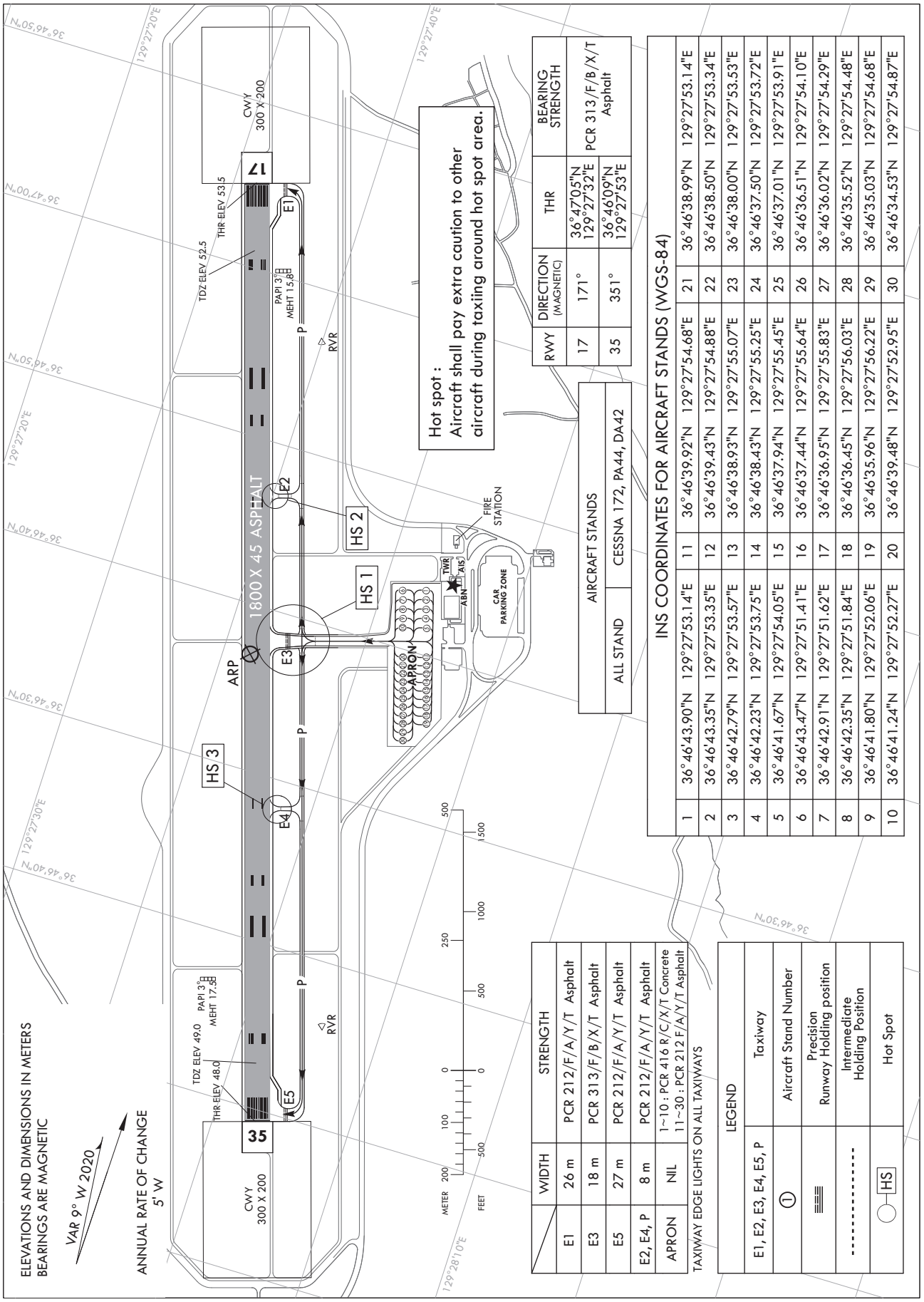
BLANK

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
51 m

TWR	118.55	317.45
GND	121.775	317.45

ULJIN / Uljin
RWY 17/35 DEPARTURE



RWY	DIRECTION (MAGNETIC)	THR	BEARING STRENGTH
17	171°	36°47'05"N 129°27'32"E	PCR 313/F/B/X/T Asphalt
35	351°	36°46'09"N 129°27'53"E	

AIRCRAFT STANDS	
ALL STAND	CESSNA 172, PA44, DA42

INS COORDINATES FOR AIRCRAFT STANDS (WGS-84)

1	36°46'43.90"N	129°27'53.14"E	11	36°46'39.92"N	129°27'54.68"E	21	36°46'38.99"N	129°27'53.14"E
2	36°46'43.35"N	129°27'53.35"E	12	36°46'39.43"N	129°27'54.88"E	22	36°46'38.50"N	129°27'53.34"E
3	36°46'42.79"N	129°27'53.57"E	13	36°46'38.93"N	129°27'55.07"E	23	36°46'38.00"N	129°27'53.53"E
4	36°46'42.23"N	129°27'53.75"E	14	36°46'38.43"N	129°27'55.25"E	24	36°46'37.50"N	129°27'53.72"E
5	36°46'41.67"N	129°27'54.05"E	15	36°46'37.94"N	129°27'55.45"E	25	36°46'37.01"N	129°27'53.91"E
6	36°46'43.47"N	129°27'51.41"E	16	36°46'37.44"N	129°27'55.64"E	26	36°46'36.51"N	129°27'54.10"E
7	36°46'42.91"N	129°27'51.62"E	17	36°46'36.95"N	129°27'55.83"E	27	36°46'36.02"N	129°27'54.29"E
8	36°46'42.35"N	129°27'51.84"E	18	36°46'36.45"N	129°27'56.03"E	28	36°46'35.52"N	129°27'54.48"E
9	36°46'41.80"N	129°27'52.06"E	19	36°46'35.96"N	129°27'56.22"E	29	36°46'35.03"N	129°27'54.68"E
10	36°46'41.24"N	129°27'52.27"E	20	36°46'39.48"N	129°27'52.95"E	30	36°46'34.53"N	129°27'54.87"E

	WIDTH	STRENGTH
E1	26 m	PCR 212/F/A/Y/T Asphalt
E3	18 m	PCR 313/F/B/X/T Asphalt
E5	27 m	PCR 212/F/A/Y/T Asphalt
E2, E4, P	8 m	PCR 212/F/A/Y/T Asphalt
APRON	NIL	1~10 : PCR 416 R/C/X/T Concrete 11~30 : PCR 212 F/A/Y/T Asphalt

TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS

LEGEND	
E1, E2, E3, E4, E5, P	Taxiway
①	Aircraft Stand Number
≡	Precision Runway Holding position
- - - - - -	Intermediate Holding Position
○—HS	Hot Spot

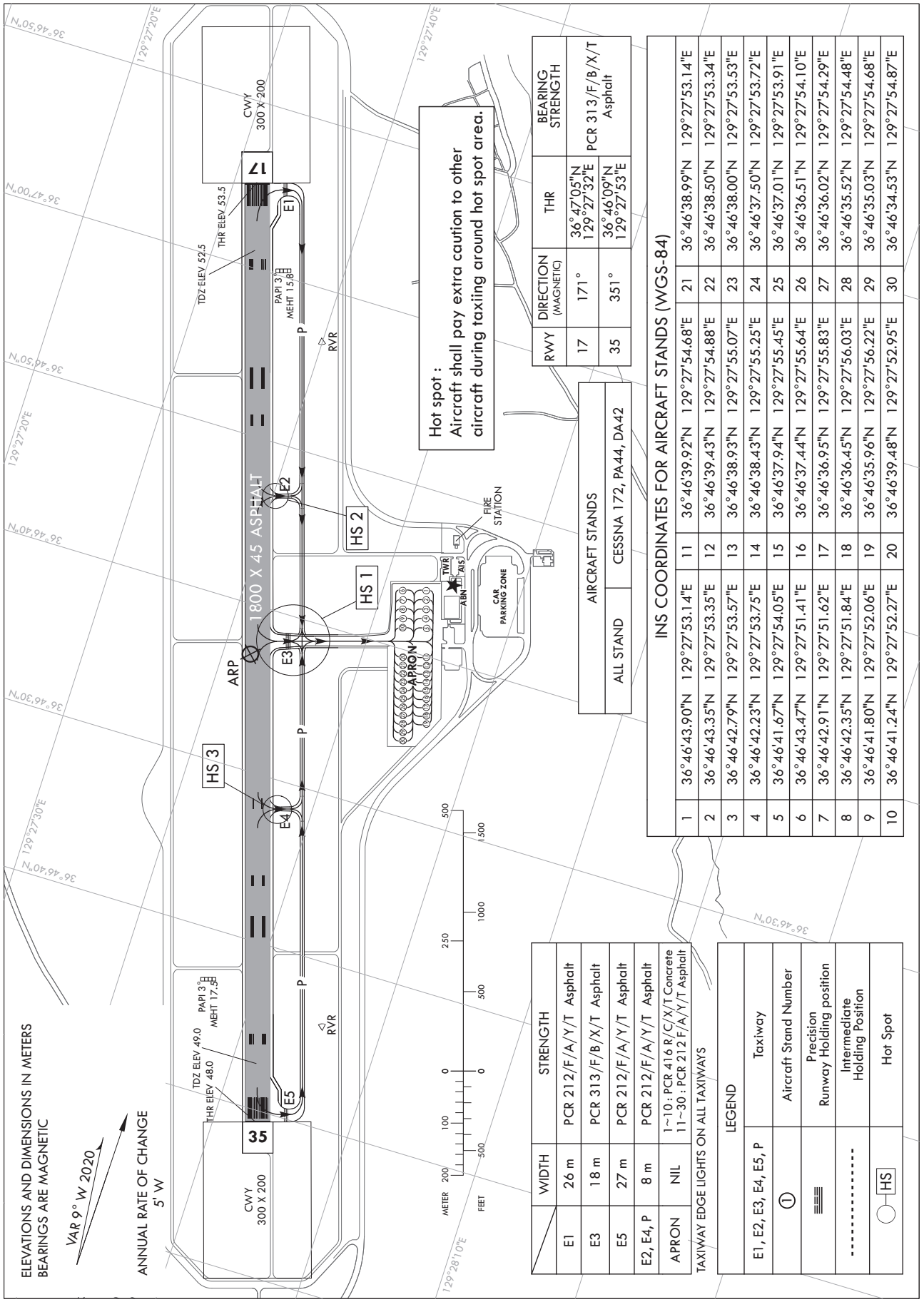
Change : Information of strength(PCN → PCR) for RWY, TWY and apron.

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
51 m

TWR	118.55	317.45
GND	121.775	317.45

ULJIN / Uljin
RWY 17/35 ARRIVAL



RWY	DIRECTION (MAGNETIC)	THR	BEARING STRENGTH
17	171°	36°47'05"N 129°27'32"E	PCR 313/F/B/X/T Asphalt
35	351°	36°46'09"N 129°27'53"E	

AIRCRAFT STANDS	
ALL STAND	CESSNA 172, PA44, DA42

INS COORDINATES FOR AIRCRAFT STANDS (WGS-84)

1	36°46'43.90"N	129°27'53.14"E	11	36°46'39.92"N	129°27'54.68"E	21	36°46'38.99"N	129°27'53.14"E
2	36°46'43.35"N	129°27'53.35"E	12	36°46'39.43"N	129°27'54.88"E	22	36°46'38.50"N	129°27'53.34"E
3	36°46'42.79"N	129°27'53.57"E	13	36°46'38.93"N	129°27'55.07"E	23	36°46'38.00"N	129°27'53.53"E
4	36°46'42.23"N	129°27'53.75"E	14	36°46'38.43"N	129°27'55.25"E	24	36°46'37.50"N	129°27'53.72"E
5	36°46'41.67"N	129°27'54.05"E	15	36°46'37.94"N	129°27'55.45"E	25	36°46'37.01"N	129°27'53.91"E
6	36°46'43.47"N	129°27'51.41"E	16	36°46'37.44"N	129°27'55.64"E	26	36°46'36.51"N	129°27'54.10"E
7	36°46'42.91"N	129°27'51.62"E	17	36°46'36.95"N	129°27'55.83"E	27	36°46'36.02"N	129°27'54.29"E
8	36°46'42.35"N	129°27'51.84"E	18	36°46'36.45"N	129°27'56.03"E	28	36°46'35.52"N	129°27'54.48"E
9	36°46'41.80"N	129°27'52.06"E	19	36°46'35.96"N	129°27'56.22"E	29	36°46'35.03"N	129°27'54.68"E
10	36°46'41.24"N	129°27'52.27"E	20	36°46'39.48"N	129°27'52.95"E	30	36°46'34.53"N	129°27'54.87"E

	WIDTH	STRENGTH
E1	26 m	PCR 212/F/A/Y/T Asphalt
E3	18 m	PCR 313/F/B/X/T Asphalt
E5	27 m	PCR 212/F/A/Y/T Asphalt
E2, E4, P	8 m	PCR 212/F/A/Y/T Asphalt
APRON	NIL	1~10 : PCR 416 R/C/X/T Concrete 11~30 : PCR 212 F/A/Y/T Asphalt

TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS

LEGEND	
E1, E2, E3, E4, E5, P	Taxiway
①	Aircraft Stand Number
≡≡≡	Precision Runway Holding position
----------	Intermediate Holding Position
○—HS	Hot Spot

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

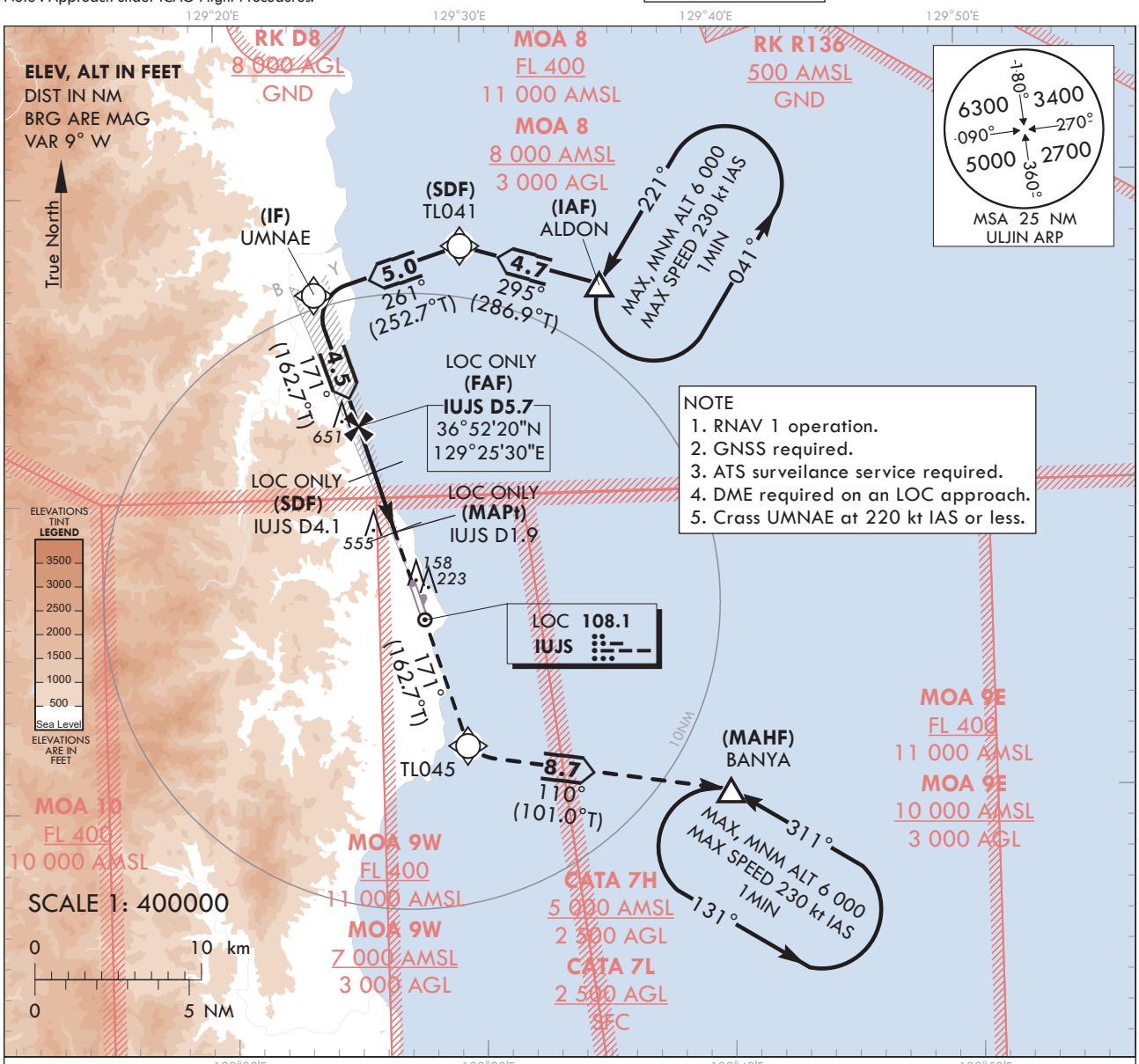
INSTRUMENT APPROACH CHART - ICAO
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 175 ft
HEIGHTS RELATED TO
THR RWY 17 - ELEV **175** ft

ULJIN	ARR	120.875 317.65
ULJIN	TWR	118.55 317.45

ULJIN/Uljin(RKTL)

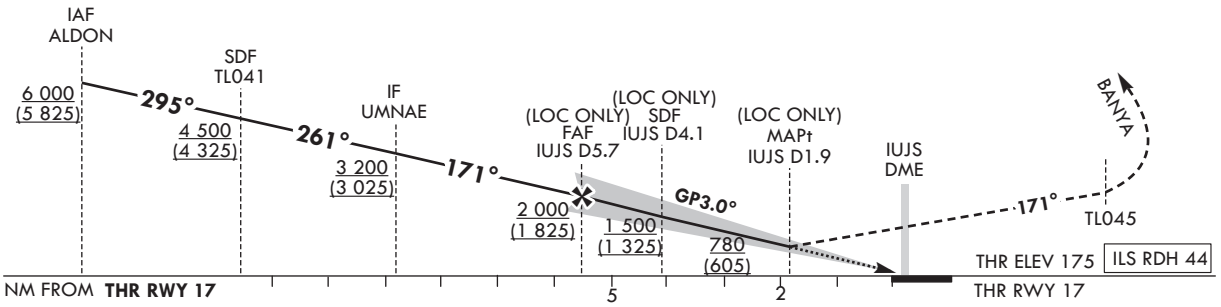
ILS Z or LOC Z RWY 17



RECOMMENDED PROFILE(LOC ONLY)	DME IUJS	5	4	3	1.9
Final Approach Gradient 5.3%, 324 ft/NM	ALT(HGT)	1 783 (1 608)	1 459 (1 284)	1 136 (961)	780 (605)

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

MISSED APPROACH
Climb straight ahead untill TL045 then turn left to BANYA and hold at 6 000 ft.



OCA (H)		A	B	C	D
Straight-in Approach	CAT-I	375 (200)			
	LOC	780 (605)			

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

* Timing NOT authorized for defining the MAPt.

* Circling not authorized.

Change : Information of OBST, MAPt, recomended profile and Withdrawal of UJN VOR/DME.

ULJIN/Uljin(RKTL)
ILS Z or LOC Z RWY 17

AERONAUTICAL DATA TABULATION

ILS Z / LOC Z Approach to RWY 17 from ALDON(IAF)		
Fix/Point		Coordinates
ALDON(IAF)		36°56'46.3"N 129°35'23.0"E
TL041(SDF)		36°58'07.9"N 129°29'46.5"E
UMNAE(IF)	BRG 171.28° / 10.17 NM IUJS	36°56'38.6"N 129°23'49.1"E
D5.7 IUJS(FAF LOC Only)	BRG 171.29° / 5.70 NM IUJS	36°52'20.0"N 129°25'29.6"E
D4.1 IUJS(SDF LOC Only)	BRG 171.27° / 4.10 NM IUJS	36°50'50.7"N 129°26'04.2"E
D1.9 IUJS(MAPt LOC Only)	BRG 171.27° / 1.90 NM IUJS	36°48'44.5"N 129°26'53.2"E
THR RWY 17	Final approach descent angle(LOC ONLY) 3.03° (FAF-SDF) / 3.05° (SDF-THR)	36°47'05.09"N 129°27'31.62"E
TL045		36°41'52.3"N 129°29'32.6"E
BANYA		36°40'12.4"N 129°40'05.8"E

Change : Information of MAPt and THR RWY 17.

INSTRUMENT APPROACH CHART - ICAO

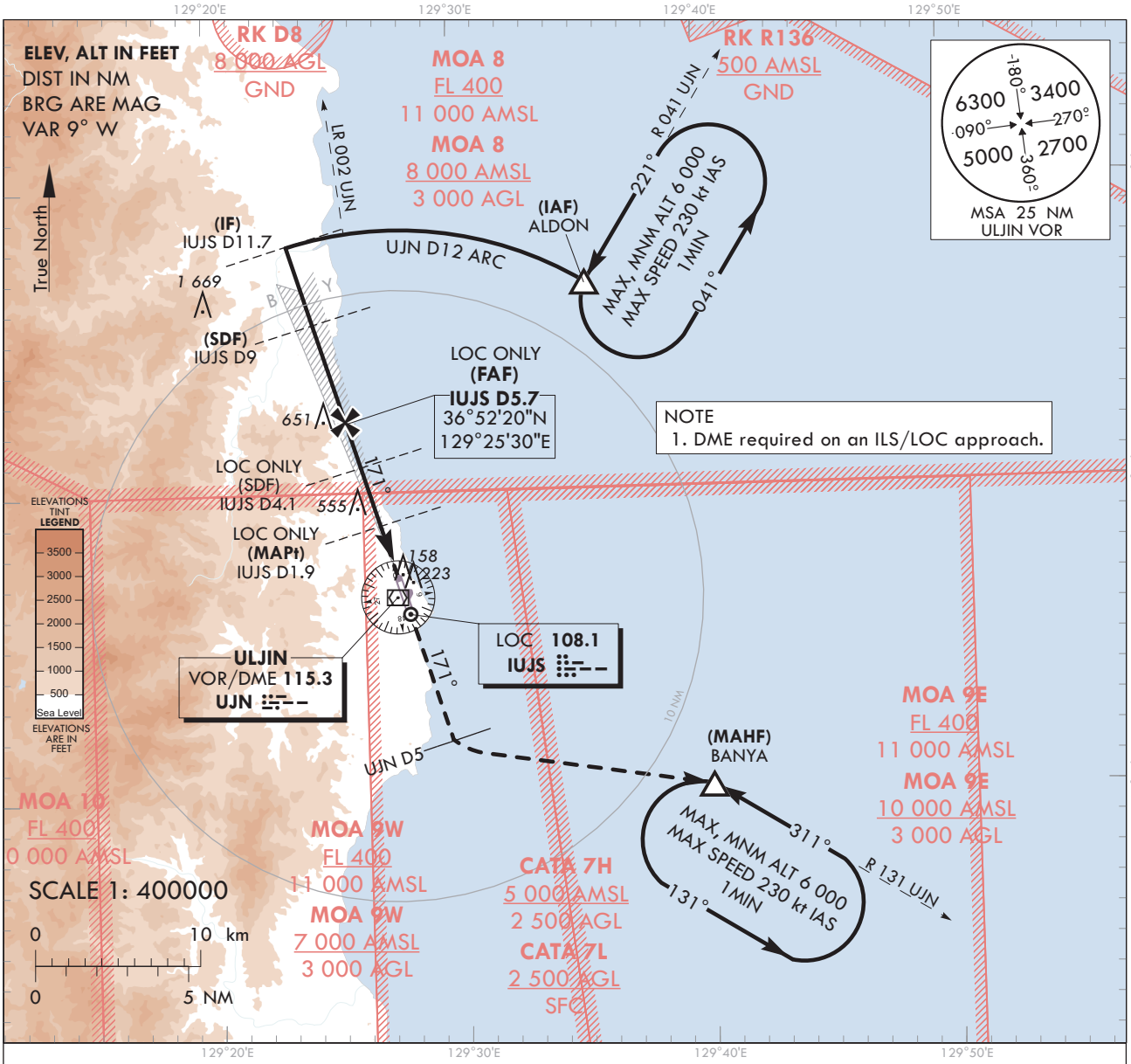
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 175 ft
HEIGHTS RELATED TO
THR RWY 17 - ELEV **175** ft

ULJIN	ARR	120.875 317.65
ULJIN	TWR	118.55 317.45

ULJIN/Uljin(RKTL)

ILS Y or LOC Y RWY 17

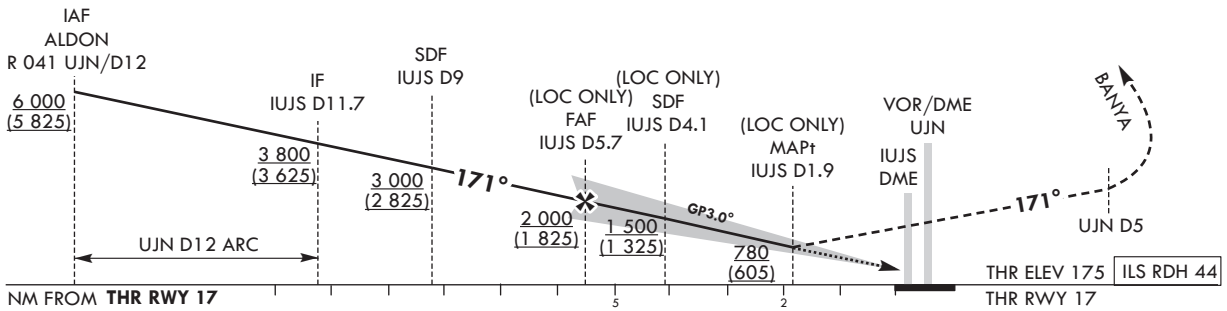


RECOMMENDED PROFILE(LOC ONLY)	DME IUJS	5	4	3	1.9
Final Approach Gradient 5.3%, 324 ft/NM	ALT(HGT)	1 783 (1 608)	1 459 (1 284)	1 136 (961)	780 (605)

MISSED APPROACH

Climb straight ahead untill UJN D5 then turn left to BANYA and hold at 6 000 ft

TRANSITION ALT 14 000
TRANSITION LVL FL 140



OCA (H)		A	B	C	D
Straight-in Approach	CAT-I	375 (200)			
	LOC	780 (605)			

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

* Timing NOT authorized for defining the MAPt.

* Circling not authorized.

Change : Information of OBST, IAF, MAPt and recomended profile.

ULJIN/Uljin(RKTL)
ILS Y or LOC Y RWY 17

AERONAUTICAL DATA TABULATION

ILS Y / LOC Y Approach to RWY 17 from ALDON(IAF)		
Fix/Point		Coordinates
ALDON(IAF)	R 041 UJN / 12.00 NM UJN	36°56'46.3"N 129°35'23.0"E
D11.7 IUJS(IF)	BRG 171.28° / 11.70 NM IUJS	36°58'06.9"N 129°23'14.8"E
D9.0 IUJS(SDF)	BRG 171.29° / 9.00 NM IUJS	36°55'31.8"N 129°24'15.1"E
D5.7 IUJS(FAF LOC Only)	BRG 171.29° / 5.70 NM IUJS	36°52'20.0"N 129°25'29.6"E
D4.1 IUJS(SDF LOC Only)	BRG 171.27° / 4.10 NM IUJS	36°50'50.7"N 129°26'04.2"E
D1.9 IUJS(MAPt LOC Only)	BRG 171.27° / 1.90 NM IUJS	36°48'44.5"N 129°26'53.2"E
THR RWY 17	Final approach descent angle(LOC ONLY) 3.03°(FAF-SDF) / 3.05°(SDF-THR)	36°47'05.09"N 129°27'31.62"E
UJN VOR/DME		36°46'35.2"N 129°27'26.9"E
D5 UJN	BRG 171.28°/ 5.00 NM UJN	36°41'52.3"N 129°29'32.6"E
BANYA	R 131 UJN / 12.00 NM UJN	36°40'12.4"N 129°40'05.8"E

Change : Information of MAPt, THR RWY 17 and D5 UJN.

INSTRUMENT APPROACH CHART - ICAO

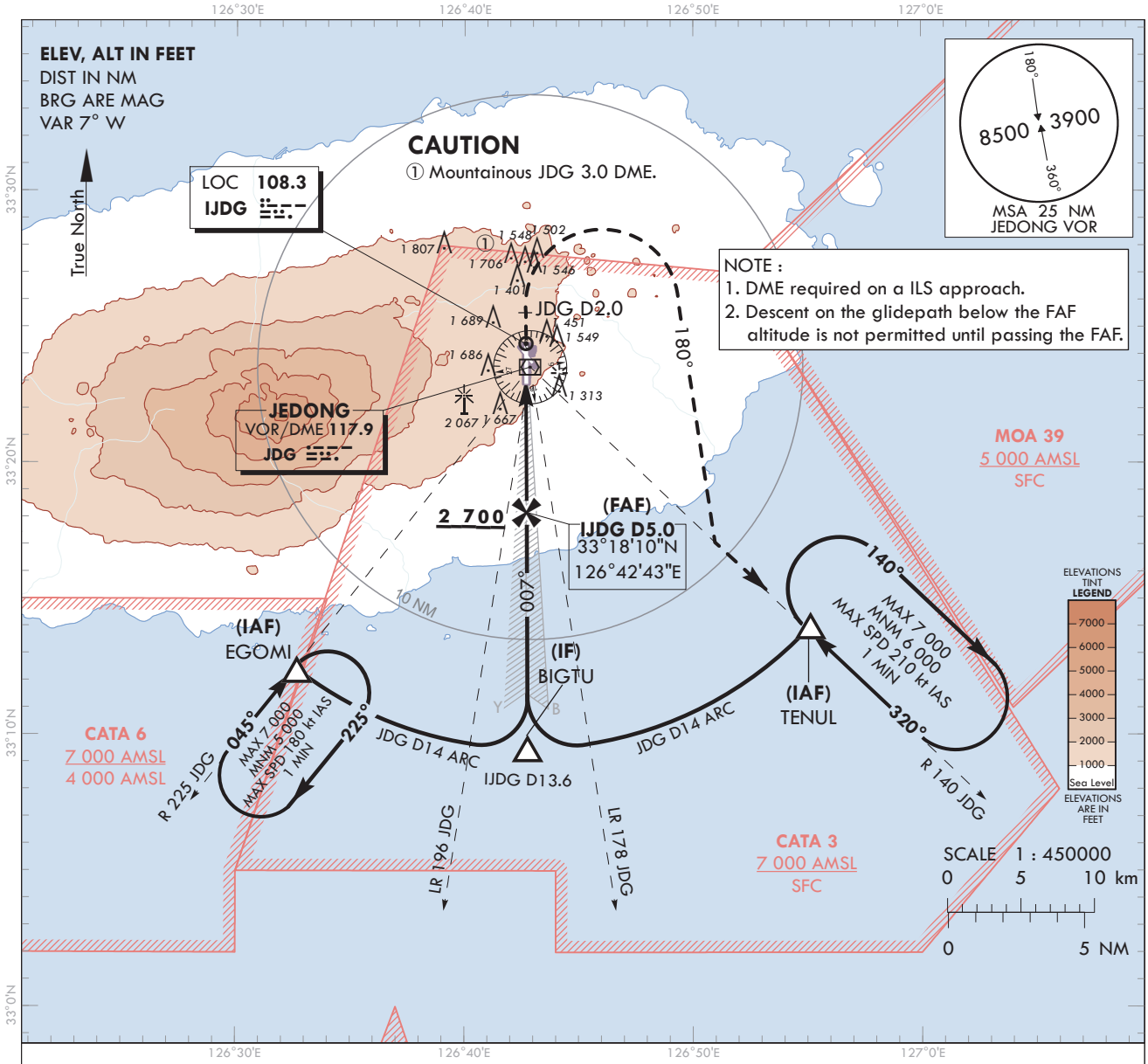
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 1 174 ft
HEIGHTS RELATED TO
THR RWY 01 - ELEV **1 102** ft

JEJU	APP	121.2
		124.05
JEONGSEOK	TWR	124.35

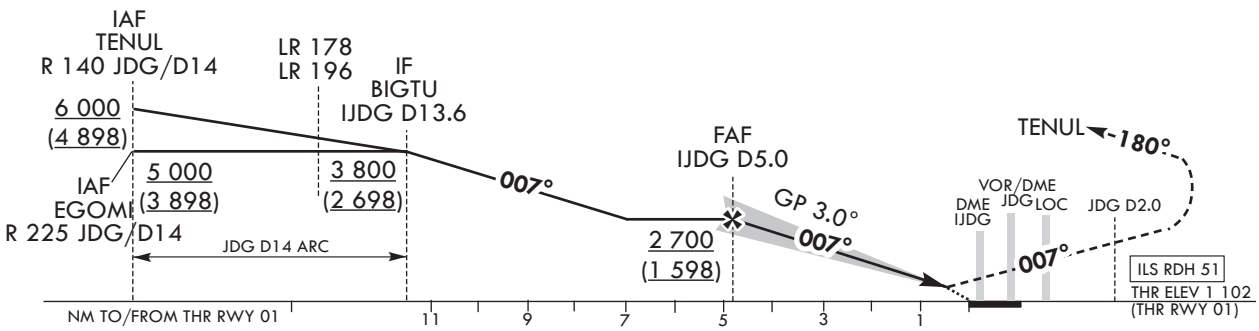
JEJU/Jeongseok(RKPD)

ILS RWY 01



TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb straight ahead until JDG D2.0,
turn right HDG180° to intercept R 140 JDG,
then proceed to TENUL 6 000 ft and hold.
Missed approach turn limited to 210 kt IAS maximum.



OCA (H)		A	B	C	D
Straight-in Approach	CAT-I (CG 4.0%)	1 302 (200)			
	CAT-I (CG 2.5%)	1 482 (380)			

Rate of descent (FAF - THR)	Knots	60	90	120	150	180
	V/V fpm	323	485	646	808	970

* Circling Not authorized.

Change : Information of landing minima(OCA(H)).

JEJU/Jeongseok(RKPD)
ILS RWY 01

AERONAUTICAL DATA TABULATION

ILS approach to RWY 01 from TENUL, EGOMI		
Fix/point		Coordinates
TENUL(IAF)	R 140 JDG/14.00 NM	33°14'01.6"N 126°55'08.7"E
EGOMI(IAF)	R 225 JDG/14.00 NM	33°12'24.7"N 126°32'40.7"E
BIGTU(IF)	BRG 187.12°/13.60 NM IJDG	33°09'30.3"N 126°42'46.3"E
D5.0 IJDG (FAF)	BRG 187.12°/4.95 NM IJDG	33°18'10.2"N 126°42'43.3"E
THR RWY01		33°22'58.36"N 126°42'41.71"E
IJDG LOC		33°24'22.7"N 126°42'41.2"E
IJDG DME		33°23'07.8"N 126°42'46.5"E
D2.0 JDG(MATF)	2.00 NM JDG	33°25'31.7"N 126°42'40.8"E
TENUL(MAHF)	R 140 JDG/14.00NM	33°14'01.6"N 126°55'08.7"E

INSTRUMENT APPROACH CHART - ICAO

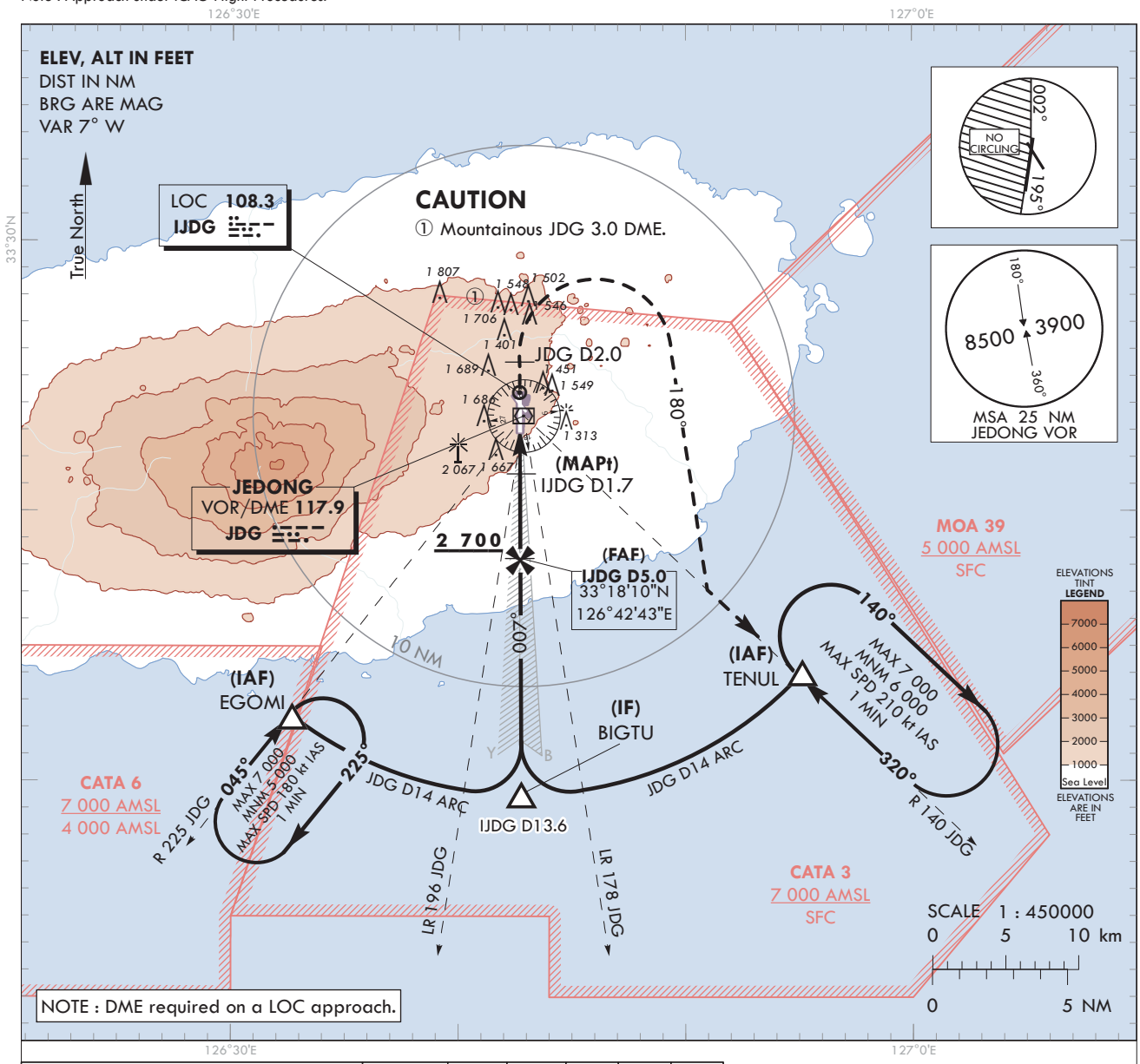
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 1 174 ft
HEIGHTS RELATED TO
THR RWY 01 - ELEV **1 102** ft

JEJU	APP	121.2
		124.05
JEONGSEOK	TWR	124.35

JEJU/Jeongseok(RKPD)

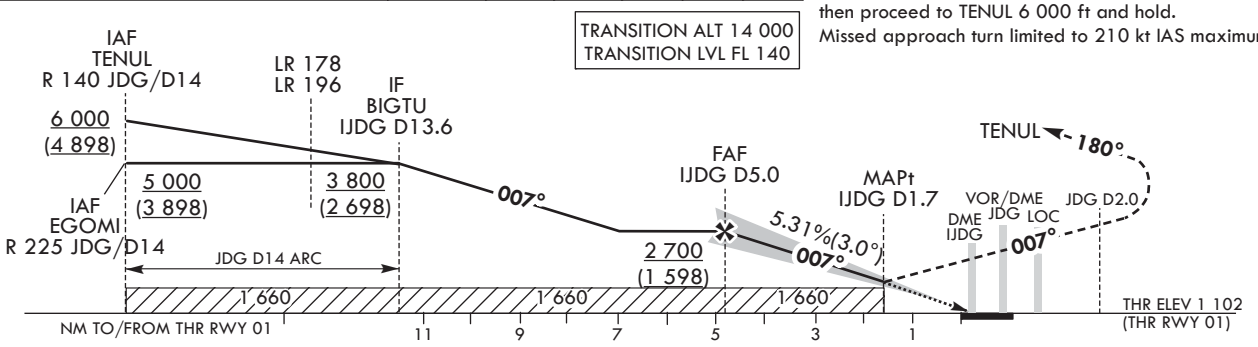
LOC RWY 01



RECOMMENDED PROFILE	DME IJDG	5	4	3	2	1.7
Final Approach Gradient 5.31%, 323 ft/NM	ALT(HGT)	2 700 (1 598)	2 393 (1 291)	2 070 (968)	1 747 (645)	1 660 (558)

MISSED APPROACH
Climb straight ahead until JDG D2.0,
turn right HDG180° to intercept R 140 JDG,
then proceed to TENUL 6 000 ft and hold.
Missed approach turn limited to 210 kt IAS maximum.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



OCA (H)		A	B	C	D
Straight-in Approach	LOC (CG 4.0%)	1 660 (558)			
	LOC (CG 2.5%)	1 720 (618)			
*Circling		1 920 (746)		2 020 (846)	

Rate of descent (FAF - THR)	knots	60	90	120	150	180
	V/V fpm	315	473	630	788	945

* Timing Not authorized for defining MAPt.
* Circling Not authorized west of RWY 01-19.

Change : Information of landing minima (OCA(H)) and Amended phrase(5.24 % → 5.31 %).

JEJU/Jeongseok(RKPD)
LOC RWY 01

AERONAUTICAL DATA TABULATION

LOC approach to RWY 01 from TENUL, EGOMI		
Fix/point		Coordinates
TENUL(IAF)	R 140 JDG/14.00 NM	33°14'01.6"N 126°55'08.7"E
EGOMI(IAF)	R 225 JDG/14.00 NM	33°12'24.7"N 126°32'40.7"E
BIGTU(IF)	BRG 187.12°/13.60 NM IJDG	33°09'30.3"N 126°42'46.3"E
D5.0 IJDG (FAF)	BRG 187.12°/4.95 NM IJDG	33°18'10.2"N 126°42'43.3"E
D1.7 IJDG (MAPt)	BRG 187.12°/1.70 NM IJDG	33°21'25.6"N 126°42'42.2"E
THR RWY01		33°22'58.36"N 126°42'41.71"E
IJDG LOC		33°24'22.7"N 126°42'41.2"E
IJDG DME		33°23'07.8"N 126°42'46.5"E
D2.0 JDG(MATF)	2.00 NM JDG	33°25'31.7"N 126°42'40.8"E
TENUL(MAHF)	R 140 JDG/14.00 NM	33°14'01.6"N 126°55'08.7"E

INSTRUMENT APPROACH CHART - ICAO

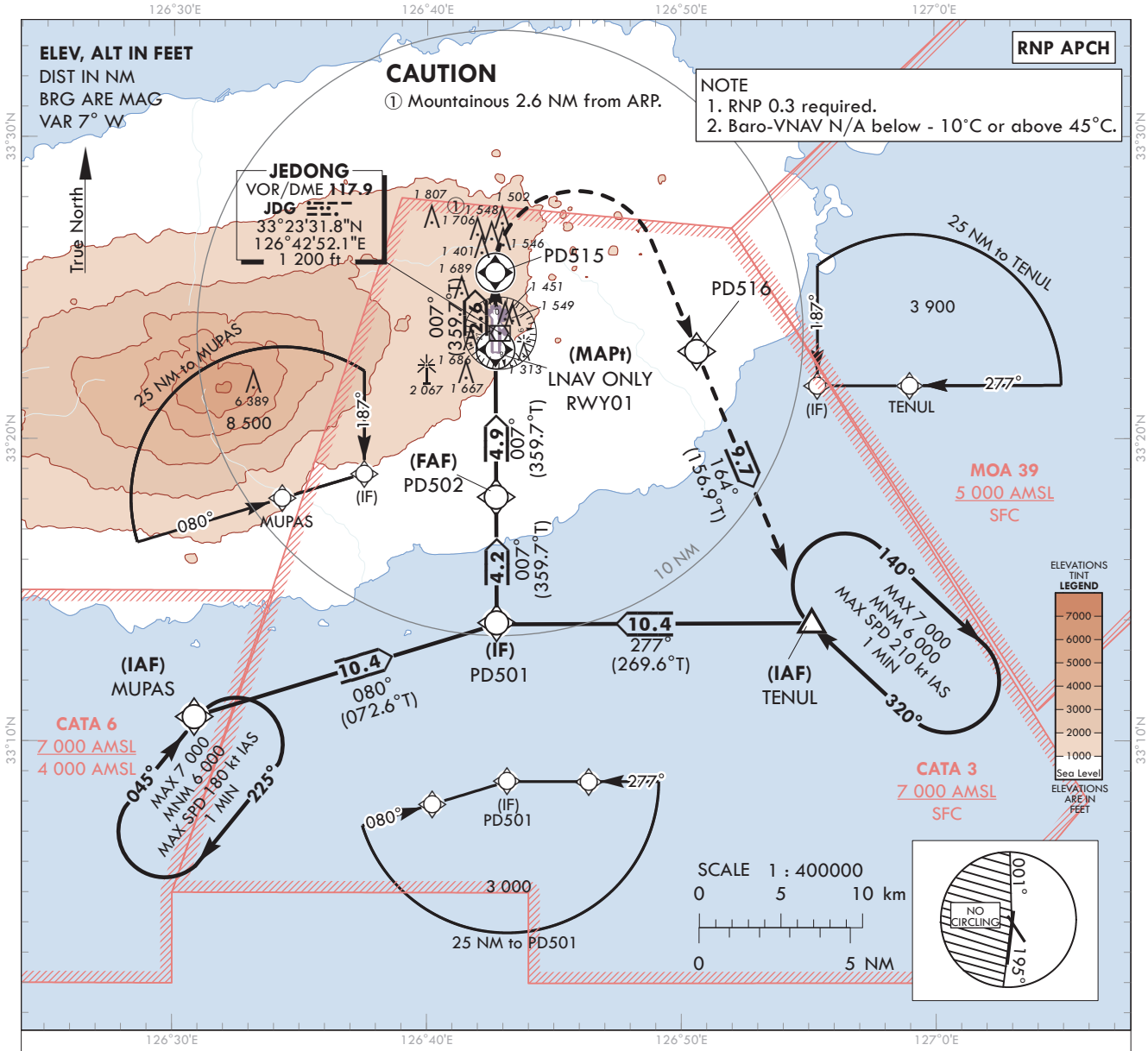
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 1 174 ft
HEIGHTS RELATED TO
THR RWY 01 - ELEV **1 102** ft

JEJU	APP	121.2
		124.05
JEONGSEOK	TWR	124.35

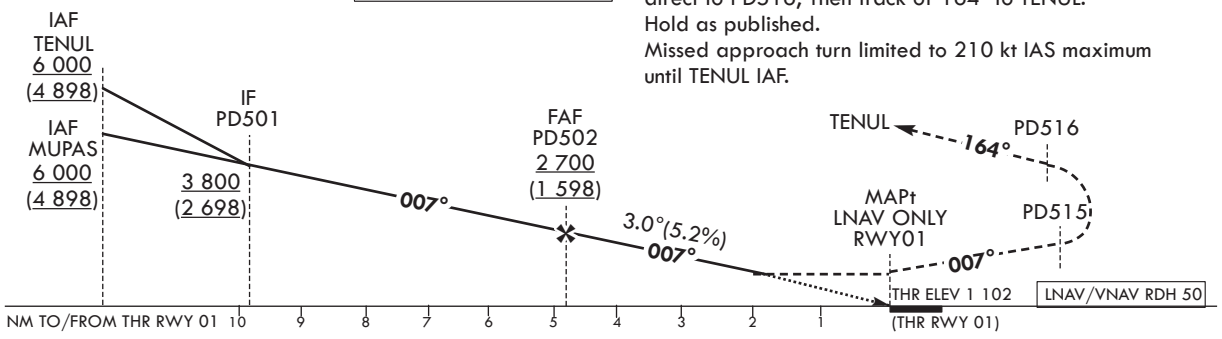
JEJU/Jeongseok(RKPD)

RNP RWY 01



TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb to 6 000 ft on track of 007° to PD515, turn right direct to PD516, Then track of 164° to TENUL.
Hold as published.
Missed approach turn limited to 210 kt IAS maximum until TENUL IAF.



OCA (H)		A	B	C	D
Straight-in Approach	LNAV / VNAV	1 730 (628)			
	LNAV	1 830 (728)			
*Circling		1 920 (746)		2 020 (846)	

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

* Timing not authorized for defining MAPt.
* Circling not authorized west of RWY 01-19.

Change : Information of landing minima (OCA(H)).

Instrument Approach Procedure Coding Tables

RNP RWY01 - via TENUL to PD501(IF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	TENUL	-	-	-	-	+6 000	-	33°14'01.6"N 126°55'08.7"E	-	RNP APCH	IAF
002	TF	PD501	-	277(269.6)	10.4	-	+3 800	-	33°13'56.3"N 126°42'44.8"E	-	RNP APCH	IF

RNP RWY01 - via MUPAS to PD501(IF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	MUPAS	-	-	-	-	+6 000	-	33°10'49.1"N 126°30'51.5"E	-	RNP APCH	IAF
002	TF	PD501	-	080(072.6)	10.4	-	+3 800	-	33°13'56.3"N 126°42'44.8"E	-	RNP APCH	IF

RNP RWY01 - via PD501(IF) to MAHF

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
002	TF	PD501	-	-	-	-	+3 800	-	33°13'56.3"N 126°42'44.8"E	-	RNP APCH	IF
003	TF	PD502	-	007(359.7)	4.2	-	+2 700	-	33°18'06.1"N 126°42'43.4"E	-	RNP APCH	FAF
004	TF	RWY01	Y	007(359.7)	4.9	-	+1 830	-	33°22'58.4"N 126°42'41.7"E	3.00/50	RNP APCH	MAPt
005	TF	PD515	Y	007(359.7)	2.6	-	-	-210	33°25'31.7"N 126°42'40.8"E	-	RNP APCH	-
006	DF	PD516	-	-	-	R	-	-210	33°22'55.2"N 126°50'37.5"E	-	RNP APCH	-
007	TF	TENUL	Y	164(156.9)	9.7	-	-	-210	33°14'01.6"N 126°55'08.7"E	-	RNP APCH	
008	HM	TENUL	Y	320(312.7)	-	R	-7 000 +6 000	-210	33°14'01.6"N 126°55'08.7"E	-	RNP APCH	Outbound time 1min

INSTRUMENT APPROACH CHART - ICAO

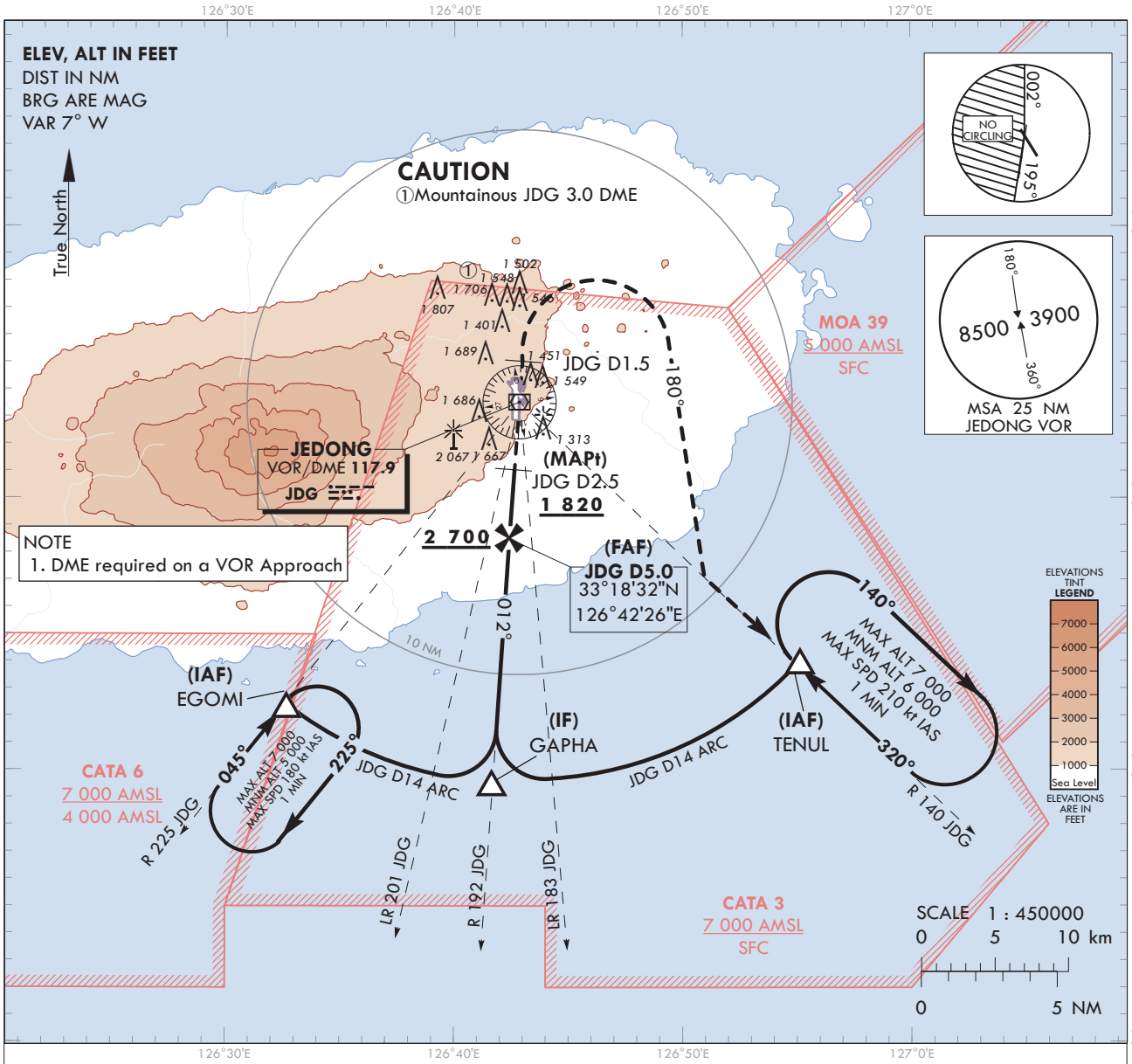
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 1 174 ft
HEIGHTS RELATED TO
THR RWY 01 - ELEV **1 102** ft

JEJU	APP	121.2
		124.05
JEONGSEOK	TWR	124.35

JEJU/Jeongseok(RKPD)

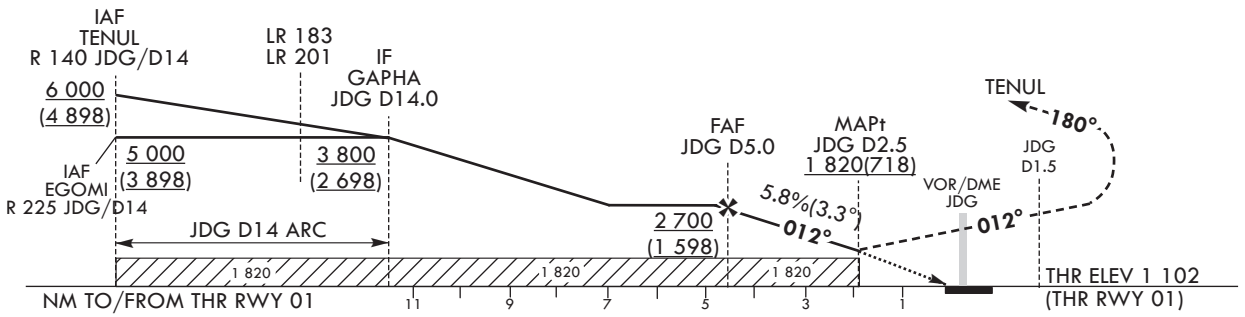
VOR RWY 01



RECOMMENDED PROFILE	DME JDG	5	4	3	2.5
Final Approach Gradient 5.76%, 350 ft/NM	ALT(HGT)	2 700 (1 598)	2 350 (1 248)	2 000 (898)	1 820 (718)

MISSED APPROACH
Climb straight ahead until JDG D1.5, turn right HDG 180° to intercept R 140 JDG, then proceed to TENUL 6 000 ft and hold.
Missed approach turn limited to 210 kt IAS maximum.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



OCA (H)	A	B	C	D
Straight-in Approach	1 820 (718)			
*Circling	1 920 (746)		2 020 (846)	

	knots	60	90	120	150	180
Rate of descent (FAF - THR)	V/V fpm	352	528	704	880	1 056

* Timing Not authorized for defining MAPt
* Circling Not authorized west of RWY 01-19.

Change : Information of landing minima (OCA(H)).

JEJU/Jeongseok(RKPD)
VOR RWY 01

AERONAUTICAL DATA TABULATION

VOR approach to RWY 01 from TENUL, EGOMI		
Fix/point		Coordinates
TENUL (IAF)	R 140 JDG/14.00 NM	33°14'01.6"N 126°55'08.7"E
EGOMI (IAF)	R 225 JDG/14.00 NM	33°12'24.7"N 126°32'40.7"E
GAPHA(IF)	BRG 191.58°/14.00 NM JDG	33°09'32.5"N 126°41'39.1"E
D5.0 JDG (FAF)	BRG 191.58°/5.00 NM JDG	33°18'32.0"N 126°42'26.0"E
D2.5 JDG (MAPT)	BRG 191.58°/2.50 NM JDG	33°21'01.9"N 126°42'39.0"E
THR RWY01	Final approach descent angle 3.30°	33°22'58.36"N 126°42'41.71"E
JDG VOR/DME		33°23'31.8"N 126°42'52.1"E
D1.5 JDG (MATF)	1.50 NM JDG	33°25'01.7"N 126°42'59.9"E
TENUL (MAHF)	R 140 JDG/14.00 NM	33°14'01.6"N 126°55'08.7"E