

GENERAL

Operational Hours

ATS Hours: H24

AD Operator Hours: 2000-1500

Night Restriction

During Quiet HRs 1500-2000 non essential ACFT OPS are prohibited

AD not AVBL as ALTN between 2000-2300 and 1200-1500, except for EMERG and ACFT with PPR

Airport Information

RFF: CAT 7

Fuel: HO

PCN: All RWYs: 69/R/B/W/T

Customs: HO

Operation

TWY Restriction

TWY F between C1 and B1 MAX wingspan 36m / 118ft.

Warnings

ITAG LOC/DME 31L MAINT: 1st THU every month 1500-2000.

IDAG LOC/DME 31R MAINT: 2nd THU every month 1500-2000.

ITGL LOC 13R MAINT: 3rd THU every month 1500-2000.

ITGL DME 13R unusable:

Beyond 9NM below 2000ft from THR.

MAINT: 3rd THU every month 1500-2000.

GP 31L MAINT: 1st THU every month 1500-2000.

GP RWY 13R unusable:

Beyond 8° each of the course.

Beyond 9NM below 2000ft from THR.

MAINT: 3rd THU every month 1500-2000.

DOC VOR/DME unusable:

VOR

R010-R089 beyond 13NM below 10000ft.

R090-R120 beyond 18NM below 9000ft.

R320-R009 beyond 24NM below 8000ft.

DME

R010-R089 beyond 13NM below 11000ft.

R090-R120 beyond 15NM below 9000ft.

R160-R220 beyond 20NM below 7500ft.

R320-R009 beyond 14NM below 8000ft.

MAINT: 4th THU every month 1500-2000.

TGU VOR unusable:

R084 between D5 and D17 below 15000ft and between D18 and D22 below 25000ft.

R253 between D7 and D23 below 15000ft and between D24 and D30 below 25000ft.

R282 between D8 and D15 below 15000ft and between D16 and D32 below 25000ft.

R324 between D9 and D18 below 15000ft and between D19 and D26 below 27000ft..

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1-20

A01

GENERAL

280ft hill 1NM from THR RWY 13R may cause visual illusion of being low on final.

PAPI RWY 13 restricted: Beyond 3NM PAPI does not guarantee adequate terrain clearance.

Birds in vicinity of AD.

ARRIVAL

Speed

MAX IAS 200KT at or below 2500ft AGL within 4NM of AD.

Communication

COM Failure

RWY 31L/R

In VMC: The ACFT shall maintain VFR and make an APCH to land at RWY 31L.

In IMC: The ACFT shall proceed to NUKKE IAF via TGU and execute ILS/DME RWY 31L or VOR/DME RWY 31L and use caution LDG/DEP TFC.

RWY 13L/R

In VMC: The ACFT shall maintain VFR and make an APCH to land at RWY 13R.

In IMC: The ACFT shall proceed to YAWAN IAF and execute ILS/DME RWY 13R and use caution LDG/DEP TFC.

Arrival Procedure

Non-standard GP intercept position on RWY 31L

GP intercepts RWY 31L at 326m / 1069ft after landing threshold.

Remaining LDG DIST beyond GP is 2429m / 7970ft.

DEPARTURE

Take-off Minima

RWY		13R/31L, 13L/31R	
All ACFT	ft - m/km	use ceiling and VIS from LDG MIN	APCH usable for TKOF MIN calculation: RWY 31L: ILS/DME, LOC/DME, VOR/DME, PAR RWY 13R: ILS/DME, LOC/DME, PAR RWY 31R: LOC/DME, VOR/DME, PAR RWY 13L: SRA
		c3000 - 5.0v	All approaches unavailable

Speed

MAX IAS 200KT at or below 2500ft AGL within 4NM of AD.

DEPARTURE

Communication

COM Failure**RWY 13R/L****DALSUNG 3A**

Climb HDG 132° until cross R090 TGU VOR/DME, then climbing right turn direct R170 TGU VOR/DME D10 maintain 5000ft. Then climbing right turn and proceed along D10 Arc to intercept R216 TGU VOR/DME . Then track inbound R216 GU VOR/DME at or above 8000ft.

DONGCHON 7

Climb HDG 132° to intercept DOC VOR/DME R132 and DOC R132 to cross D12 at or above 5000ft.

RWY 31L/R**DALSUNG 3A**

Climb HDG 312° until cross R350 TGU VOR/DME, then climbing right turn track outbound on R345 TGU VOR/DME to D18 at or below 7000ft. Then right turn and proceed along D18 Arc to intercept R018 TGU VOR/DME D18 between 5000ft to 9000ft. Then climbing right turn inbound on R018 TGU VOR/DME .

DONGCHON 7

Climb HDG 312° to intercept DOC VOR/DME R312 and DOC R312 to cross D12 at or above 6000ft.

Under Radar Vectoring

Proceed by the route from the point of COM failure to the fix, route, or airway specified in the vector CLR; In the absence of an assigned route, proceed by the route that ATC has advised may be expected in a further CLR; or

In the absence of an assigned route or a route that ATC has advised may be expected in a further CLR, proceed by the route filed in the flight plan; and

Maintain MNM ENRT ALT or the ALT/FL cleared in the last ATC CLR received, whichever is higher, for 5min; then

Continue the flight with ALT/FL filed in the flight plan.

De-Icing

AVBL HO

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AGC
AFC

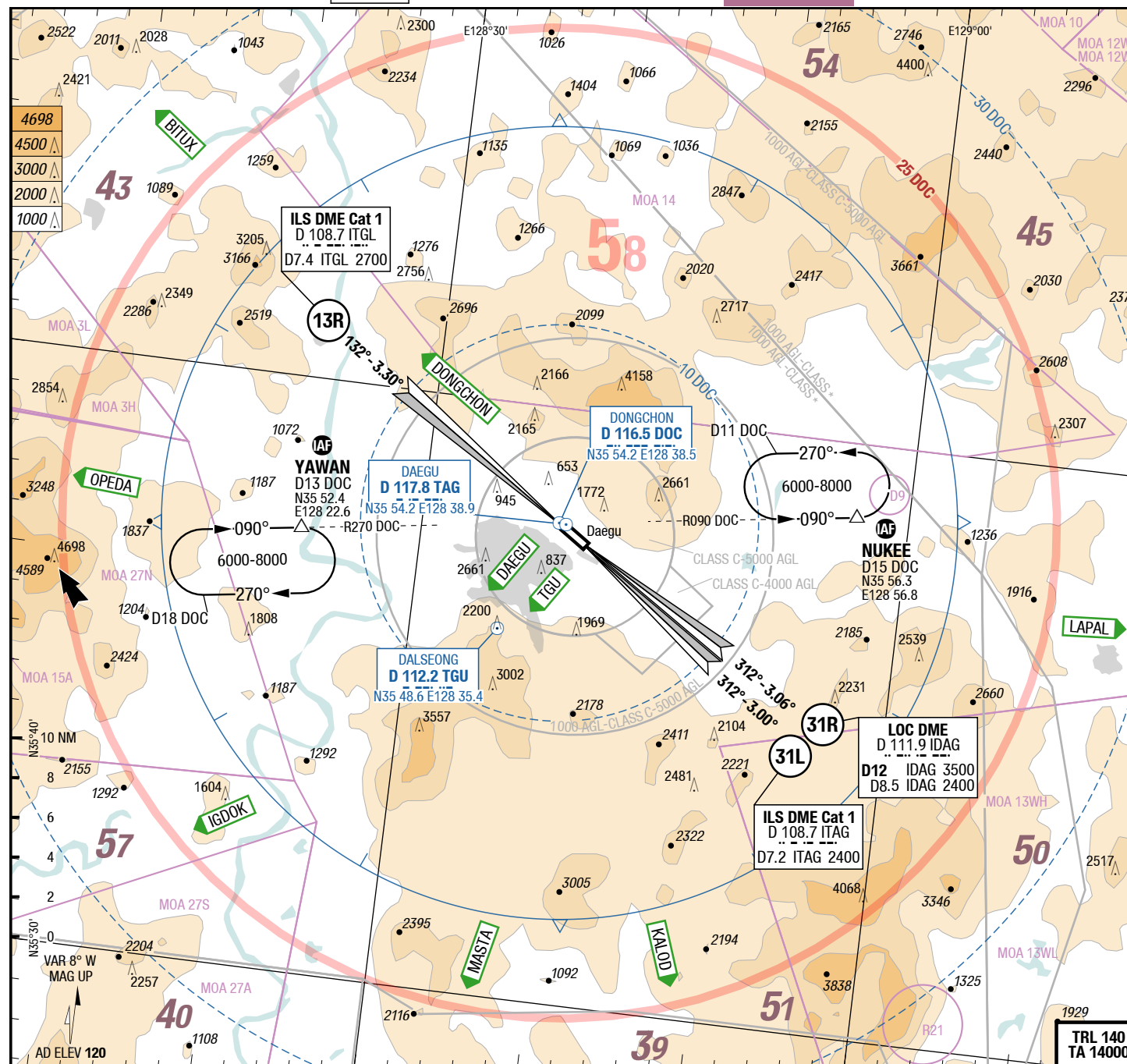
AFC

AFC

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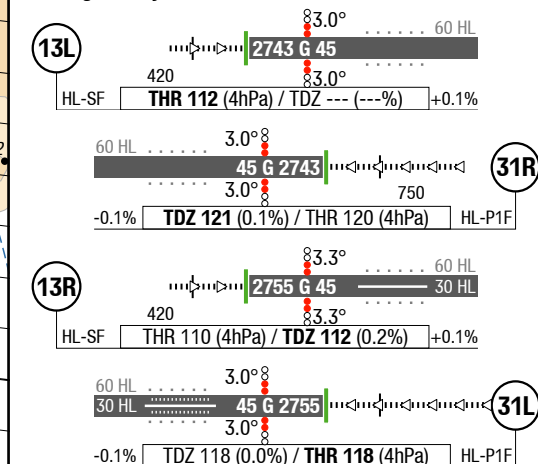
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2-10



D-ATIS 127.650 2000-1500
APP 135.900
DEP 135.900 120.250
TWR 126.200
GND 121.950
PDC

Landing RWY system:



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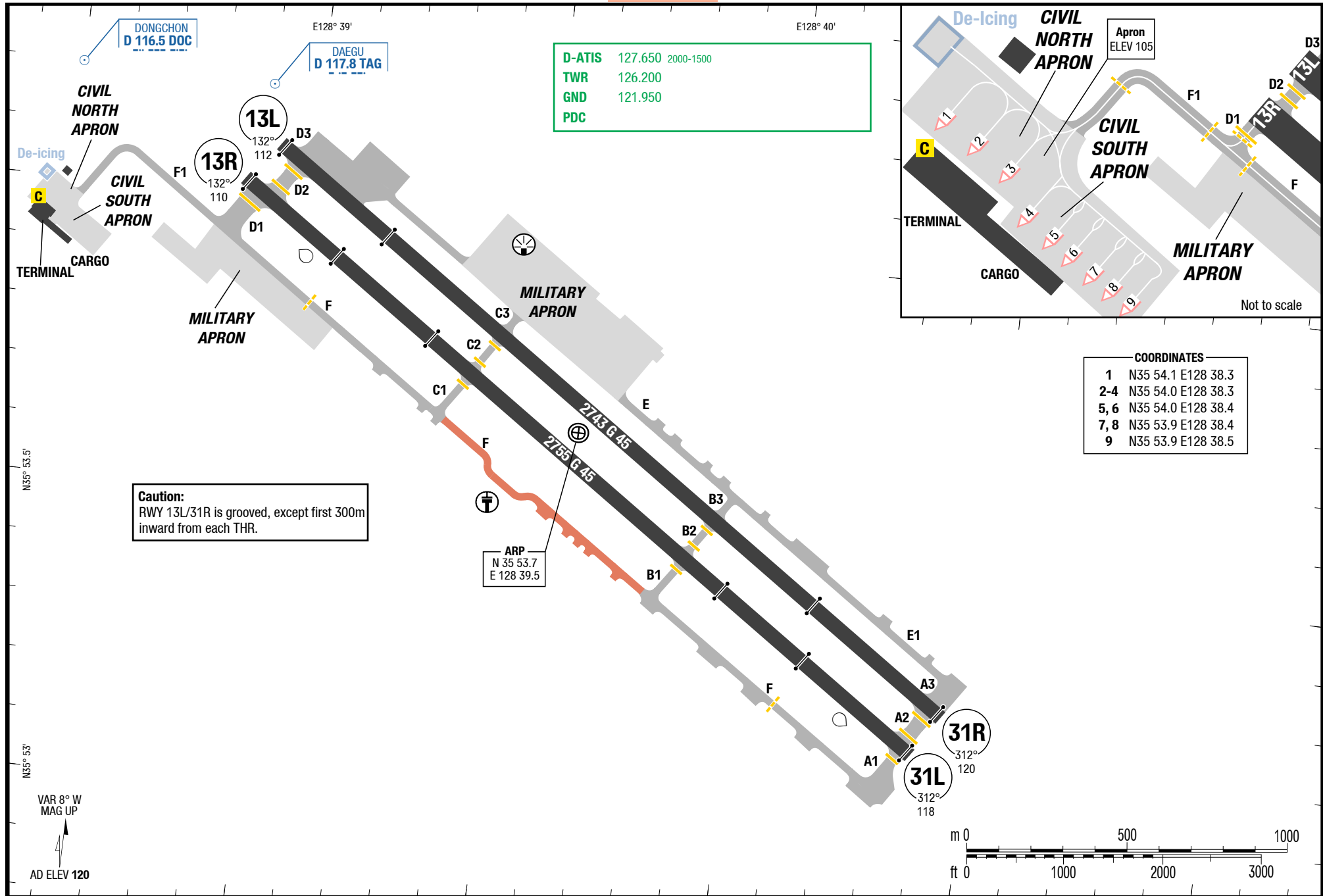
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AGC



Changes: Nil

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DONGCHON 7

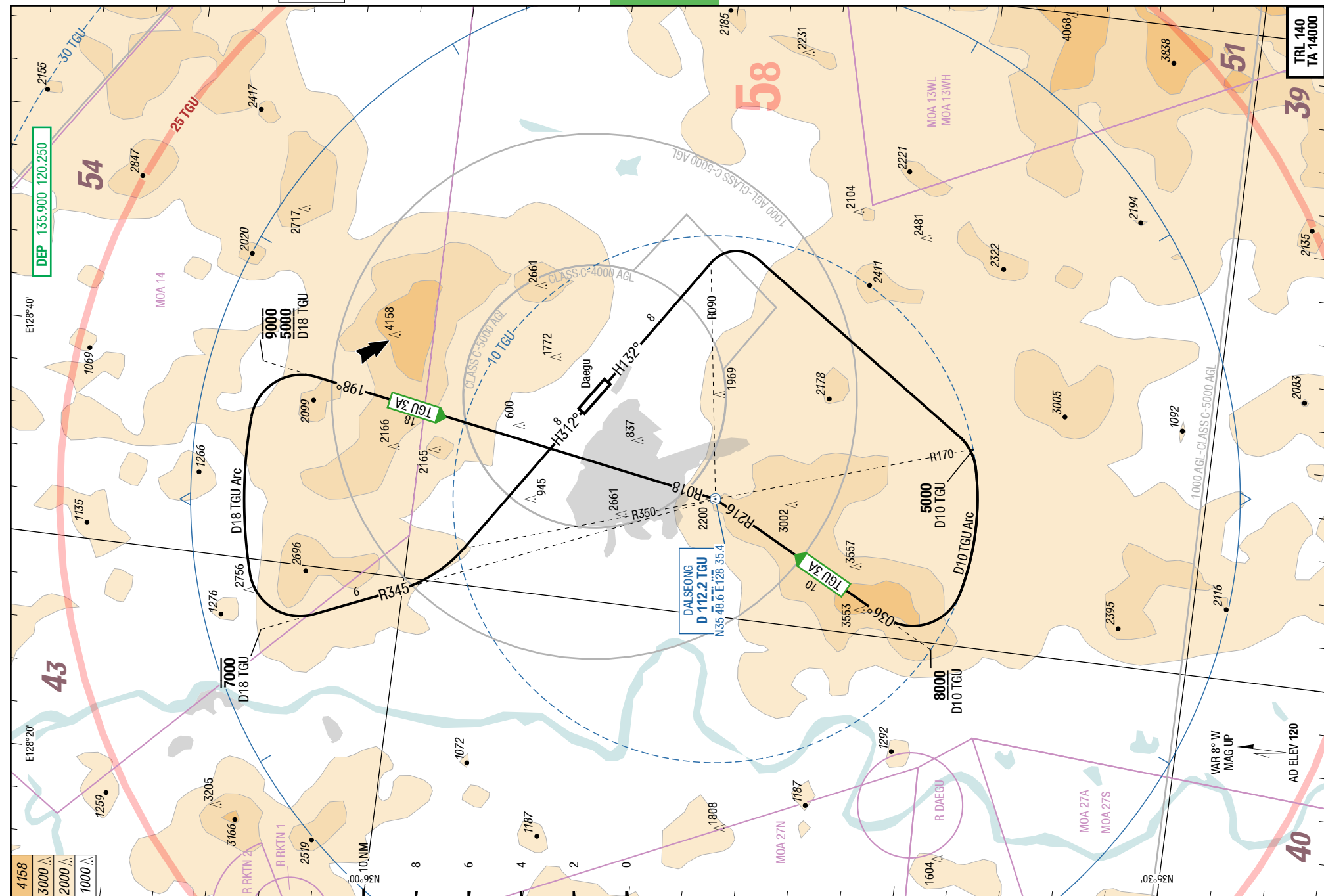
DALSEONG 3A

SID

SID

DONGCHON 7

DALSEONG 3A



Changes: Nil

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Effective 17-AUG-2017

10-AUG-2017

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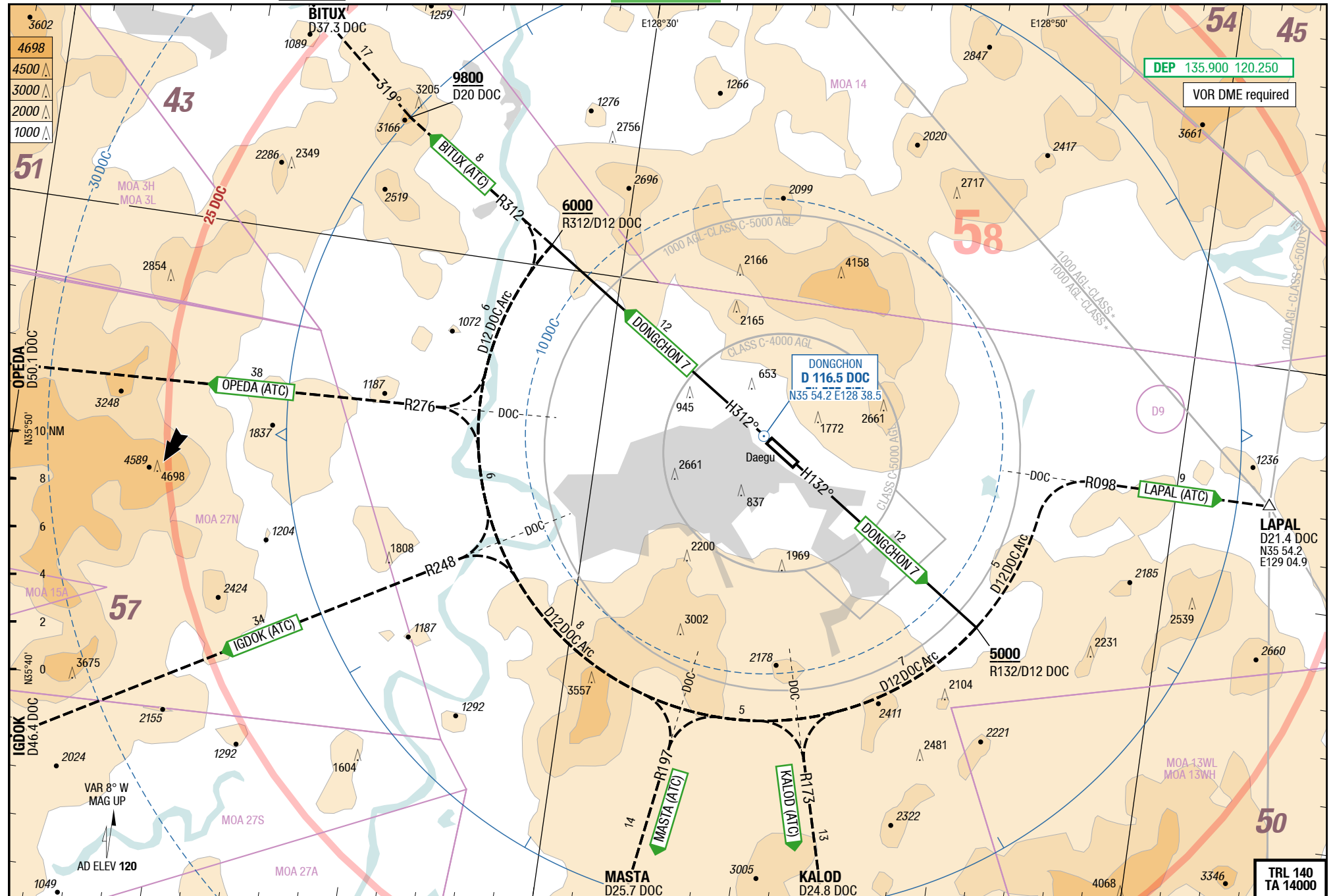
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DONGCHON 7

DONGCHON 7

4-20



Changes: ASP, OBST, PROC renumbered, SUAs, Transition

10-AUG-2017

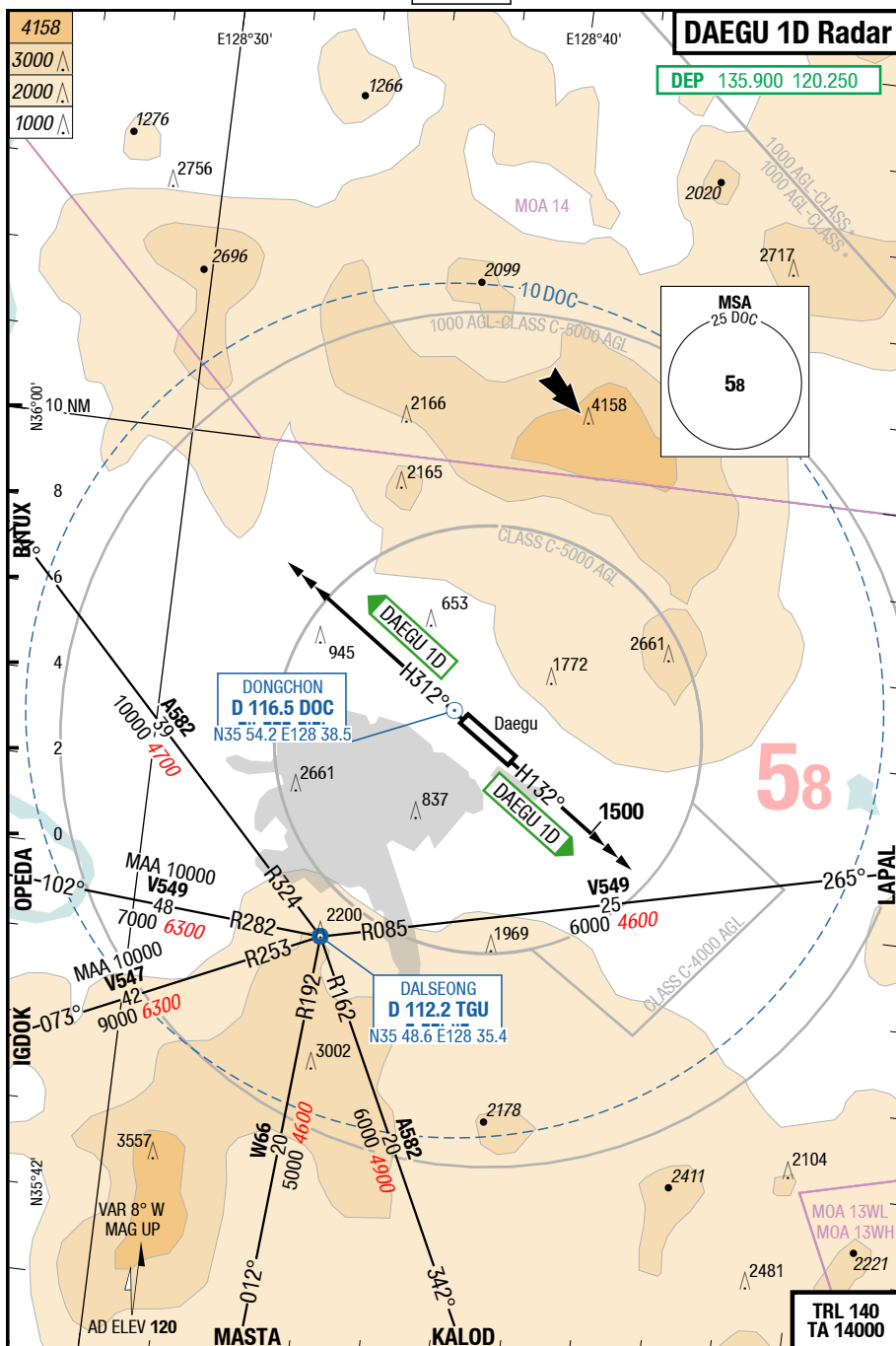
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4-30

DAEGU 1D Radar



Changes: ASP, SUAs, AWY

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DALSEONG 3A

DALSEONG 3A

RWYs 13L/R (132°) / 31L/R (312°)

	GS	120	150	180	210	240	270
6.4%	ft/MIN	800	1000	1200	1400	1600	1800
6.5%	ft/MIN	800	1000	1200	1400	1600	1800
6.7%	ft/MIN	900	1100	1300	1500	1700	1900
7.4%	ft/MIN	900	1200	1400	1600	1800	2100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 13L	
DALSEONG 3A TGU 3A 6.4% 5001 to 8000 6.7% to 5000 135.900 ①	H132° - crossing R090 TGU RT direct R170 / D10 TGU RT follow D10 TGU Arc RT intercept R216 TGU to TGU	R170 / D10 TGU at 5000 R216 / D10 TGU MNM 8000
	Runway 13R	
DALSEONG 3A TGU 3A 6.4% 5001 to 8000 6.7% to 5000 135.900 ①	H132° - crossing R090 TGU RT direct R170 / D10 TGU RT follow D10 TGU Arc RT intercept R216 TGU to TGU	R170 / D10 TGU at 5000 R216 / D10 TGU MNM 8000
	Runway 31L	
DALSEONG 3A TGU 3A 6.5% to 3800 135.900 ①	H312° - crossing R350 TGU RT intercept R345 TGU at D18 TGU RT follow D18 TGU Arc RT intercept R018 TGU to TGU	R345 / D18 TGU MAX 7000 R018 / D18 TGU between 5000 and 9000
	Runway 31R	
DALSEONG 3A TGU 3A 7.4% to 3800 135.900 ①	H312° - crossing R350 TGU RT intercept R345 TGU at D18 TGU RT follow D18 TGU Arc RT intercept R018 TGU to TGU	R345 / D18 TGU MAX 7000 R018 / D18 TGU between 5000 and 9000

① MNM climb gradient 6.4% due to ATC.

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DONGCHON 7

DONGCHON 7

RWYs 13L/R (132°) / 31L/R (312°)

	GS	120	150	180	210	240	270
7.9%	ft/MIN	1000	1300	1500	1700	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 13L/13R	
DONGCHON 7 7.9% to 5000 135.900 ①	HDG 132° - intercept R132 DOC to D12 DOC	R132/D12 DOC MNM 5000
	TRANSITION	
	BITUX (ATC) RT follow D12 DOC Arc - intercept R312 DOC to D20 DOC - RT 319° to BITUX	R132/D20 DOC MNM 9800
	IGDOK (ATC) RT follow D12 DOC Arc - intercept R248 DOC to IGDOK	
	KALOD (ATC) RT follow D12 DOC Arc - intercept R173 DOC to KALOD	
	LAPAL (ATC) LT follow D12 DOC Arc - intercept R098 DOC to LAPAL	
	MASTA (ATC) RT follow D12 DOC Arc - intercept R197 DOC to MASTA	
	OPEDA (ATC) RT follow D12 DOC Arc - intercept R276 DOC to OPEDA	
	Runway 31L/31R	
DONGCHON 7 7.9% to 6000 135.900 ①	HDG 312° intercept R312 DOC to D12 DOC	R312/D12 DOC MNM 6000
	TRANSITION	
	BITUX (ATC) intercept R312 DOC to D20 DOC - RT 319° to BITUX	R132/D20 DOC MNM 9800
	IGDOK (ATC) LT follow D12 DOC Arc - intercept R248 DOC to IGDOK	
	KALOD (ATC) LT follow D12 DOC Arc - intercept R173 DOC to KALOD	
	LAPAL (ATC) LT follow D12 DOC Arc - intercept R098 DOC to LAPAL	
	MASTA (ATC) LT follow D12 DOC Arc - intercept R197 DOC to MASTA	
	OPEDA (ATC) LT follow D12 DOC Arc - intercept R276 DOC to OPEDA	

① BITUX Transition: 7.9% to 9800.

Changes: PROC renumbered, Climb gradient, Transition

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DAEGU 1D Radar

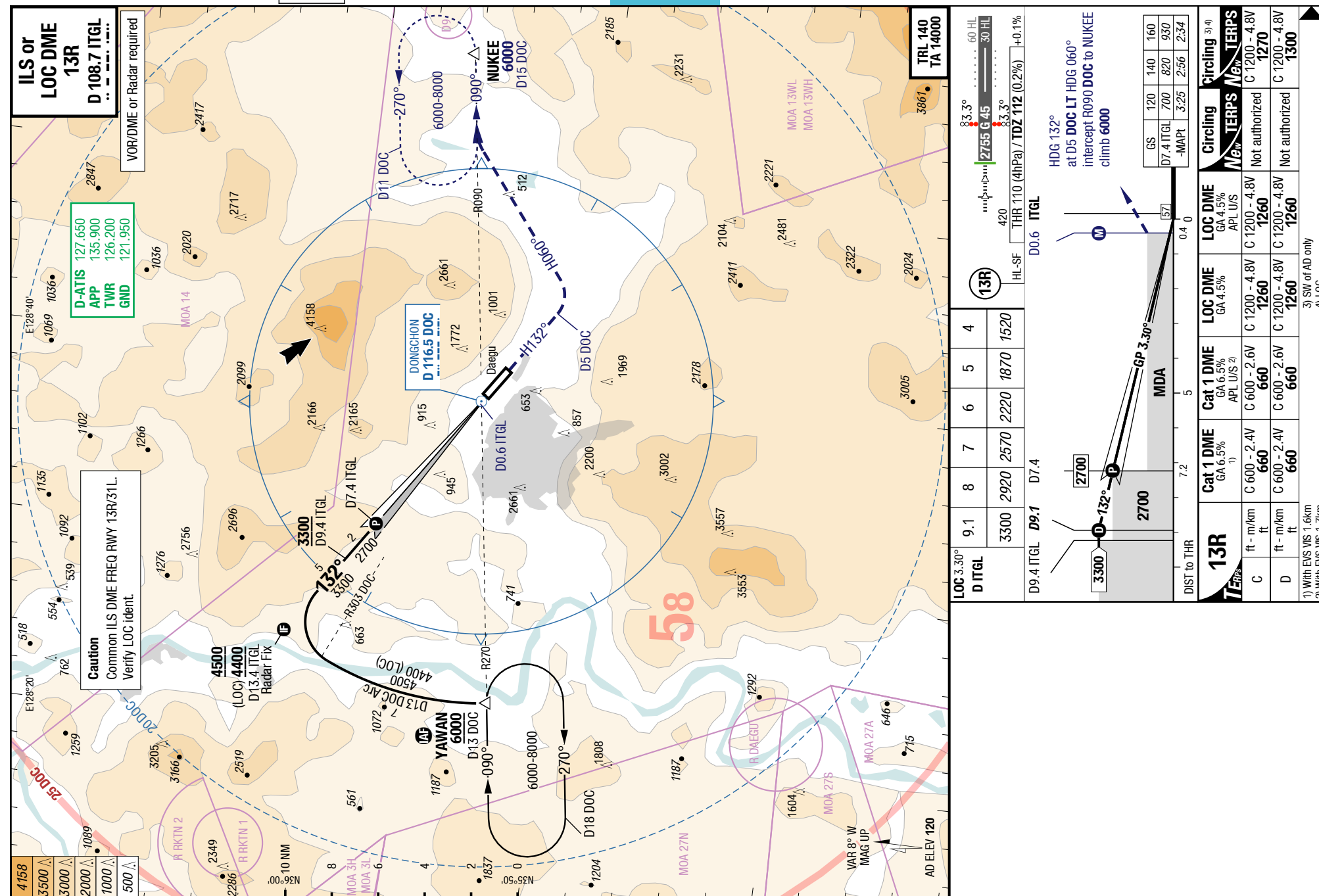
DAEGU 1D

RWYs 13L/R (132°) / 31L/R (312°)

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900
7.8%	ft/MIN	1000	1200	1500	1700	1900	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 13L	
DAEGU 1D 6.6% to 5000 135.900 ①	HDG 132° - at 1500 expect radar vectors to intercept filed enroute fix or Navaid	Maintain 8000 or assigned ALT/FL
	Runway 13R	
DAEGU 1D 6.6% to 5000 135.900 ①	HDG 132° - at 1500 expect radar vectors to intercept filed enroute fix or Navaid	Maintain 8000 or assigned ALT/FL
	Runway 31L	
DAEGU 1D 7.8% to 5000 135.900 ①	HDG 312° - expect radar vectors to intercept filed enroute fix or Navaid	Maintain 8000 or assigned ALT/FL
	Runway 31R	
DAEGU 1D 7.8% to 5000 135.900 ①	HDG 312° - expect radar vectors to intercept filed enroute fix or Navaid	Maintain 8000 or assigned ALT/FL

① Expect filed ALT/FL 10 min after DEP



Effective 22-JUN-2017

15-JUN-2017

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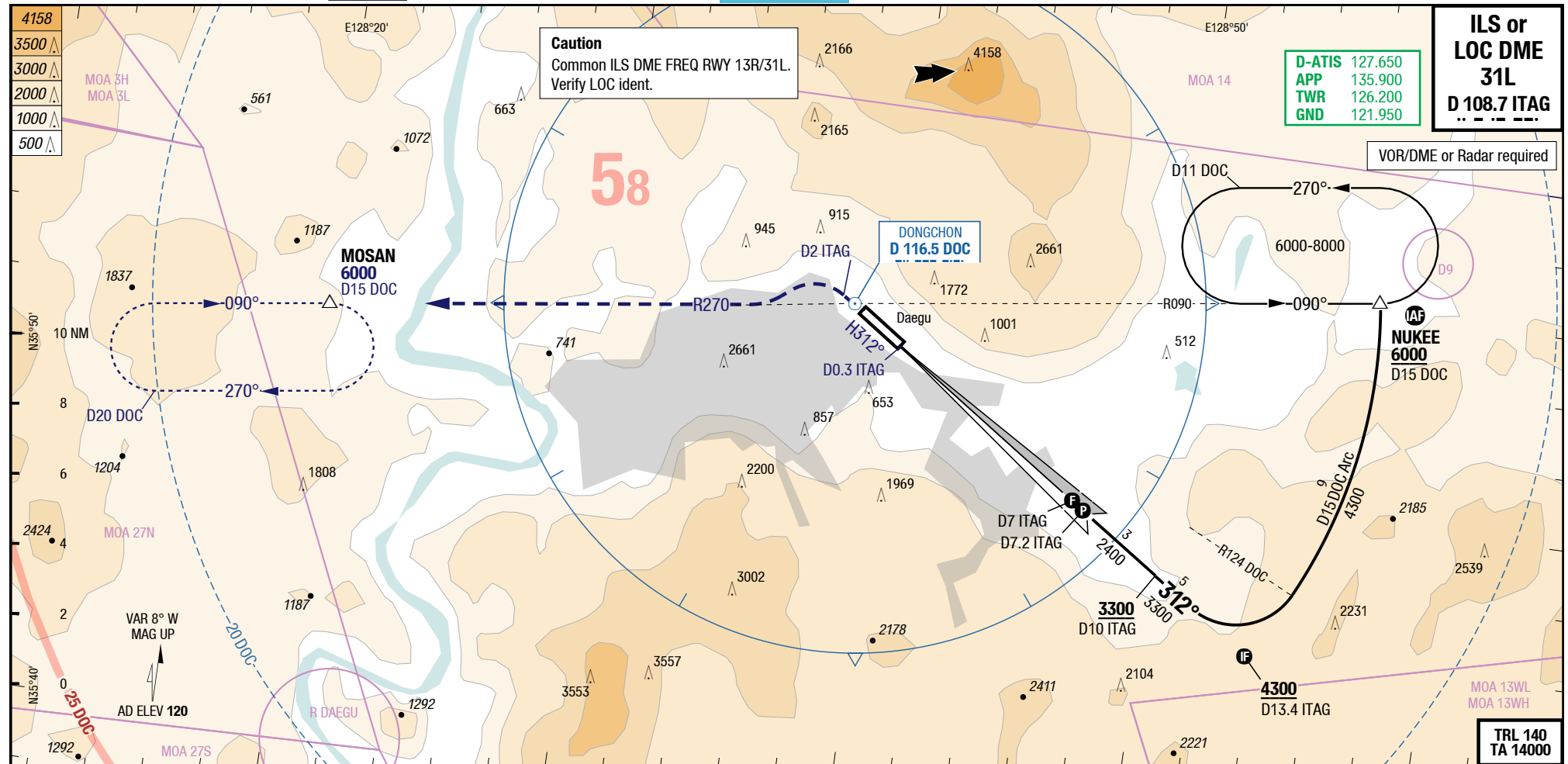
ILS or LOC DME 31L

IAC

IAC

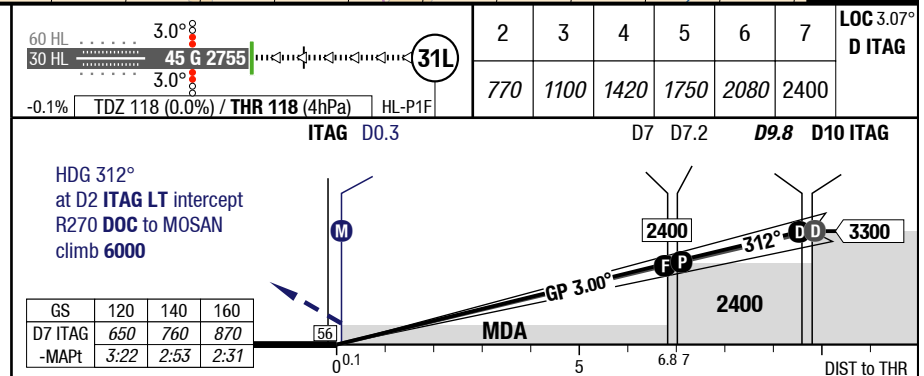
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ILS or LOC DME 31L



31L		Cat 1 DME GA 4.2% 1)	Cat 1 DME GA 4.2% APL U/S 2)	LOC DME GA 3.7%	LOC DME GA 3.7% APL U/S	Circling 3)	Circling 3) 4)
TERPS		TERPS		TERPS		TERPS	
C	ft - m/km ft	C 200 - 750R/800V 320	C 200 - 1.25R/1.2V 320	C 600 - 2.0V 680	C 600 - 2.6V 680	Not published	C 900 - 4.0V 980
D	ft - m/km ft	C 200 - 750R/800V 320	C 200 - 1.25R/1.2V 320	C 600 - 2.0V 680	C 600 - 2.6V 680	Not published	C 1200 - 4.8V 1300

1) With EVS RVR 550m/ VIS 800m
2) With EVS RVR 800m/ VIS 800m
3) SW of AD only
4) LOC



Changes: Completely revised

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VOR DME 31L

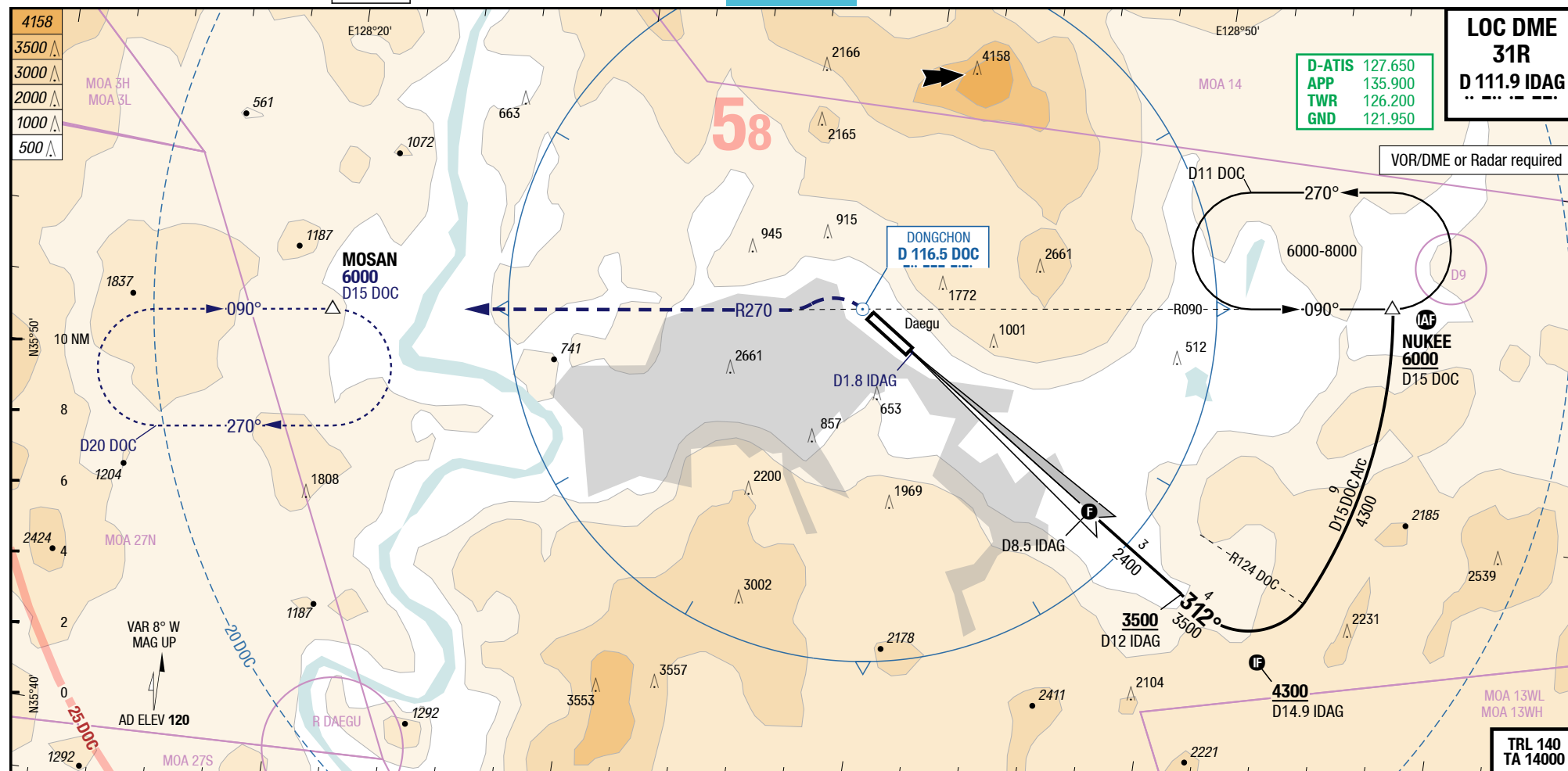
LOC DME 31R

IAC

IAC

VOR DME 31L

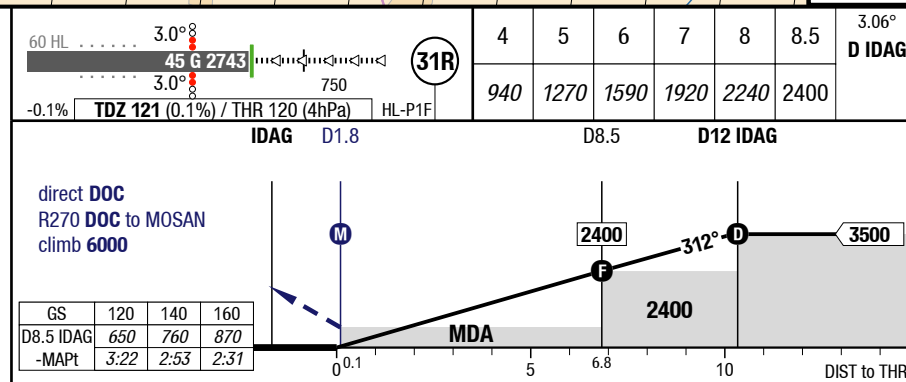
LOC DME 31R



31R		LOC DME GA 3.5%	LOC DME GA 3.5% APL U/S	PAR 1)	PAR APL U/S 2)	Circling 3)	Circling 3) 4)
TERPS						New TERPS	New TERPS
C	ft - m/km ft	C 700 - 2.2V 780	C 700 - 3.0V 780	C 300 - 750R/800V 330	C 300 - 1.25R/1.2V 330	C 900 - 4.0V 980	Not published
D	ft - m/km ft	C 700 - 2.2V 780	C 700 - 3.0V 780	C 300 - 750R/800V 330	C 300 - 1.25R/1.2V 330	C 1200 - 4.8V 1300	Not published

- 1) With EVS RVR 550m/ VIS 800m
- 2) With EVS RVR 800m/ VIS 800m

3) SW of AD only
4) PAR



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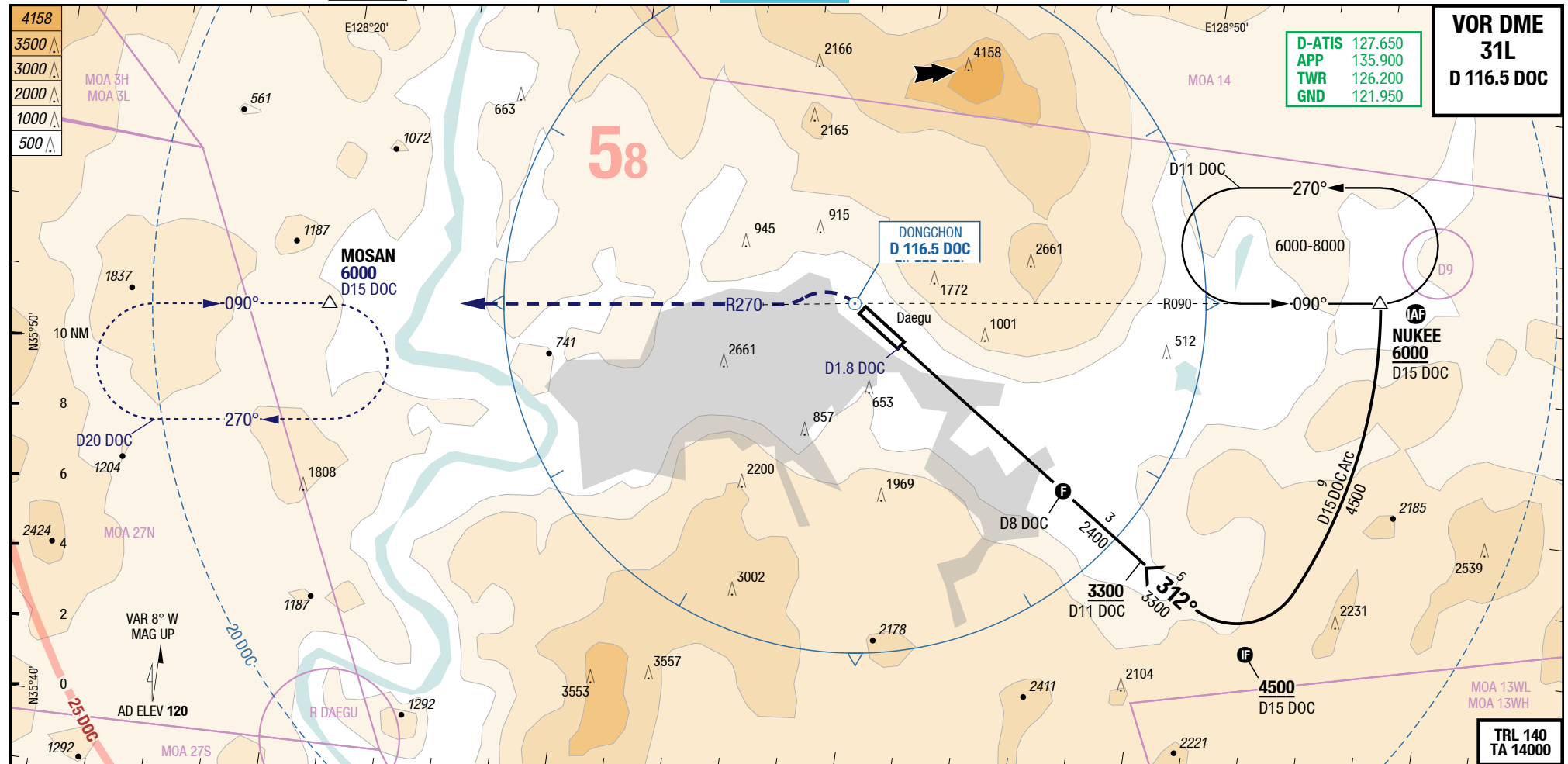
VOR DME 31L

IAC

IAC

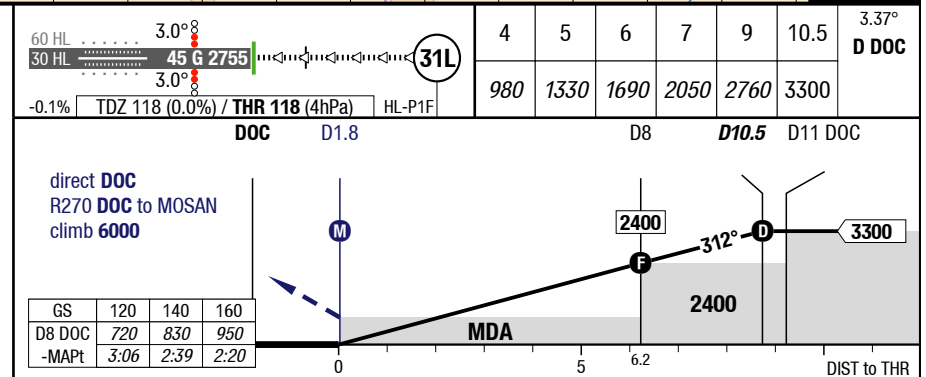
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VOR DME 31L



31L		VOR DME	VOR DME	Circling ¹⁾	
		GA 4.2%	GA 4.2%	TERPS	
C	ft - m/km	C 800 - 2.8V	C 800 - 4.0V	C 900 - 4.0V	
	ft	880	880	980	
D	ft - m/km	C 800 - 2.8V	C 800 - 4.0V	C 1200 - 4.8V	
	ft	880	880	1300	

1) SW of AD only



Changes: Nil

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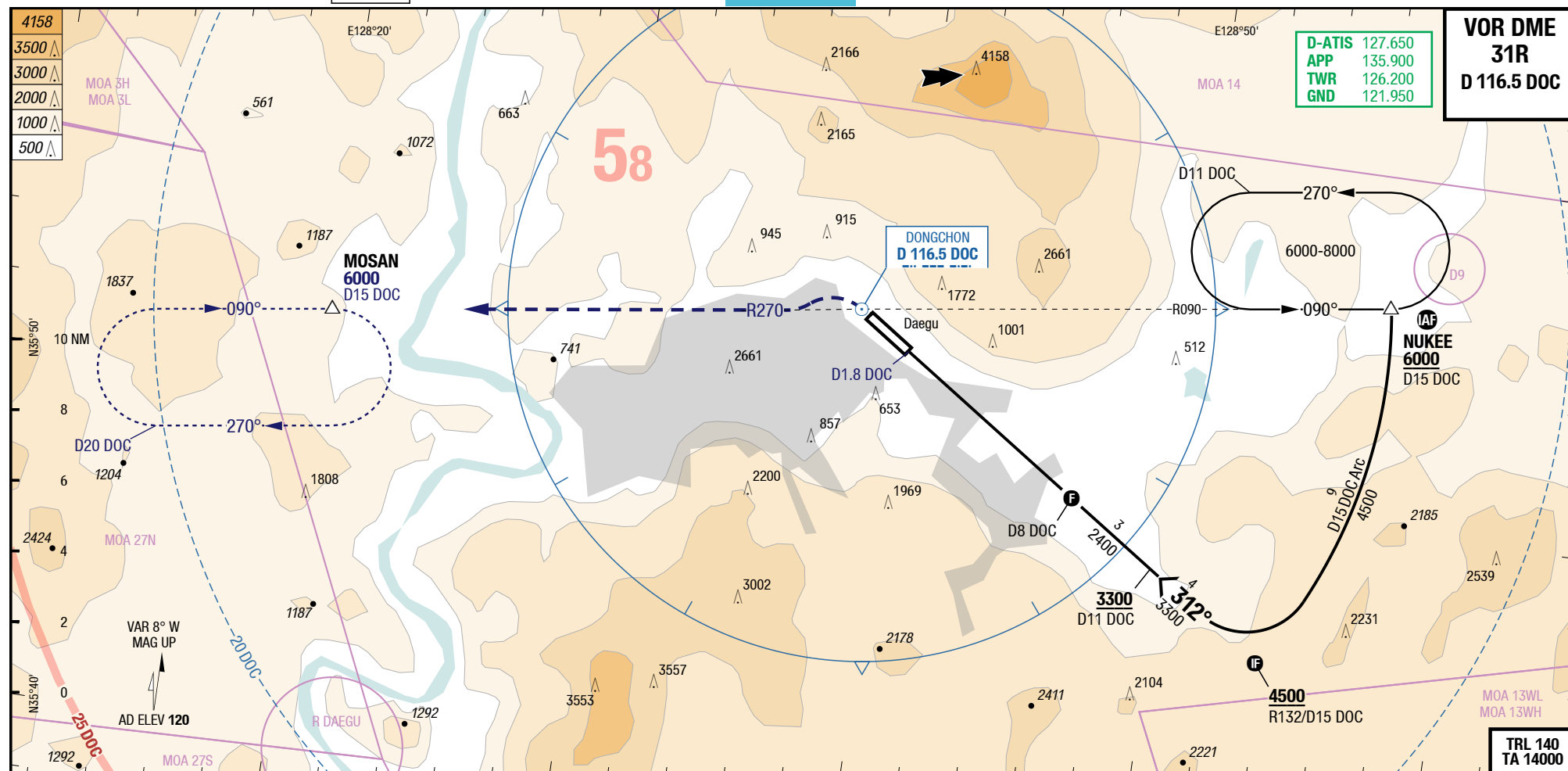
VOR DME 31R

IAC

IAC

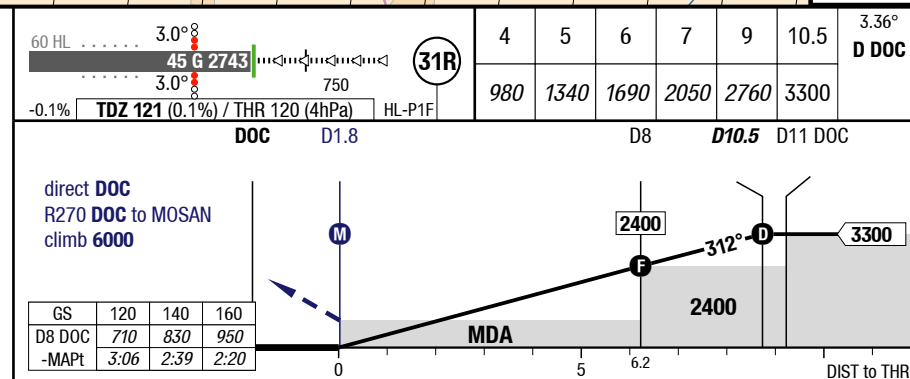
NIL

VOR DME 31R



TERPS 31R		VOR DME GA 4.2%	VOR DME GA 4.2% APL U/S			Circling ¹⁾
C	ft - m/km ft	C 800 - 2.8V 880	C 800 - 3.2V 880			New TERPS C 900 - 4.0V 980
D	ft - m/km ft	C 800 - 2.8V 880	C 800 - 3.2V 880			C 1200 - 4.8V 1300

1) SW of AD only



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Changes: APL

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WxMinima Overflow

TERPS 13R		PAR GA 3.7% 1) 2)	PAR GA 3.7% APL U/S 2) 3)				Circling 4) 5) New TERPS
C	ft - m/km ft	C 600 - 2.4V 660	C 600 - 2.8V 660				Not published
D	ft - m/km ft	C 600 - 2.4V 660	C 600 - 2.8V 660				Not published
1) With EVS VIS 1.6km 2) Up to 2000 ft 3) With EVS VIS 1.9km 4) SW of AD only 5) PAR							
TERPS 31L		PAR 1)	PAR APL U/S 2)				
C	ft - m/km ft	C 200 - 750R/800V 320	C 200 - 1.25R/1.2V 320				
D	ft - m/km ft	C 200 - 750R/800V 320	C 200 - 1.25R/1.2V 320				
1) With EVS RVR 550m/ VIS 800m 2) With EVS RVR 800m/ VIS 800m							

Changes: MIN

8-10

