GENERAL

Operational Hours

ATS Hours: H24

AD Operator Hours: 2200-1300

Airport Information

RFF: CAT 8
Fuel: JP-8 (AVBL by agreement with Republic of Korea Air Force), HO
PCN: All RWYs: 63/R/B/W/T
Customs: Not AVBL

Operations

RWY Restriction: ACFT shall make touchdown between 500ft and 2000ft from RWY THR except under significant WX COND or EMERG.

Warnings

Arresting Gear Systems
BAK-14: 1300ft from the end of RWY 04L, RWY 04R, RWY 22L, RWY 22R.
MA-1A: 50ft from the end of RWY 04L, RWY 04R, RWY 22L, RWY 22R.

KWA DME unusable:
- R090-R100 beyond 26NM below 10000ft
- R111-R140 beyond 20NM below 9500ft

Field is surrounded by high angle firing range (R14)

Birds in vicinity of AD.

ARRIVAL

Speed

MAX IAS 250KT at or below 10000ft AMSL in airspace classes C, D, E.
MAX IAS 200KT at or below 2500ft above the surface within 2.1NM of the AD in airspace classes C and D.

Communication

COM Failure
VFR Condition
If the failure to radio COM occurs in VFR conditions, or if VFR conditions are encountered after the failure, continue the flight under VFR and land as soon as practicable based on the RWY in use.
IFR Condition
If the failure occurs in IFR conditions or if the requirements above cannot be met, continue the flight according to the following PROC.
RWY 04R/L in use:
- The ACFT shall proceed to KOTTY IAF and execute ILS/DME RWY 04R or VOR/DME RWY 04R/L APCH.

RWY 22R/L in use:
- The ACFT shall proceed to JADOO IAF and execute VOR/DME RWY 22R/L APCH.

DEPARTURE

Take-off Minima

RWY		04R/04L	
All ACFT	ft - m/km	200 - 800v	-

RWY		22R	
A, B	ft - m/km	200 - 800v	-
C, D		200 - 1200v	-

RWY		22L	
A, B	ft - m/km	700 - 1200v	-
C		700 - 2800v	-
D		700 - 3200v	-

Speed

MAX IAS 250KT at or below 10000ft AMSL in airspace classes C, D, E.
MAX IAS 200KT at or below 2500ft above the surface within 2.1NM of the AD in airspace classes C and D.

Communication

COM Failure

If the failure to radio COM occurs in VFR conditions, or if VFR conditions are encountered after the failure, continue the flight under VFR and land as soon as practicable based on the RWY in use.
If the failure occurs in IFR conditions or if the requirements above cannot be met, continue the flight according to the following PROC.

Under Pilot Navigation

RWY 04R/L in use
GWANGJU 1A
Climb HDG 037° to 2300ft thence
- LINTA transition: Left turn intercept KWA VOR R012 and track outbound. Then Join B576 to LINTA. Maintain 8000ft.
- IPDAS transition: Right turn direct to R097 D10 KWA at or above 5000ft, then right turn HDG 225° until join B576 to IPDAS. Maintain 8000ft.

RWY 22R/L in use
GWANGJU 2A
Climb HDG 217° to 1900ft, thence
- LINTA transition: Left turn direct to R097 D10 KWA (R095 D10.6 KWJ) at or above 5000ft, then left turn HDG 330 until intercept KWA R012 (R013 KWJ) then tarck outbound KWA R012 (R013 KWJ) or join B576, and climb to assigned or specified altitude.
- IPDAS transition: Left turn intercept KWA VOR R192 and track outbound KWA VOR R192 or join B576 to IPDAS maintain 8000ft.

RWY 04L/R, 22 L/R
GWANGJU 1D
If radio contact is not established with DEP control prior to reaching 4000ft, continue climb to 8000ft before turning to field fix/navaid and proceed filed route and ALT.

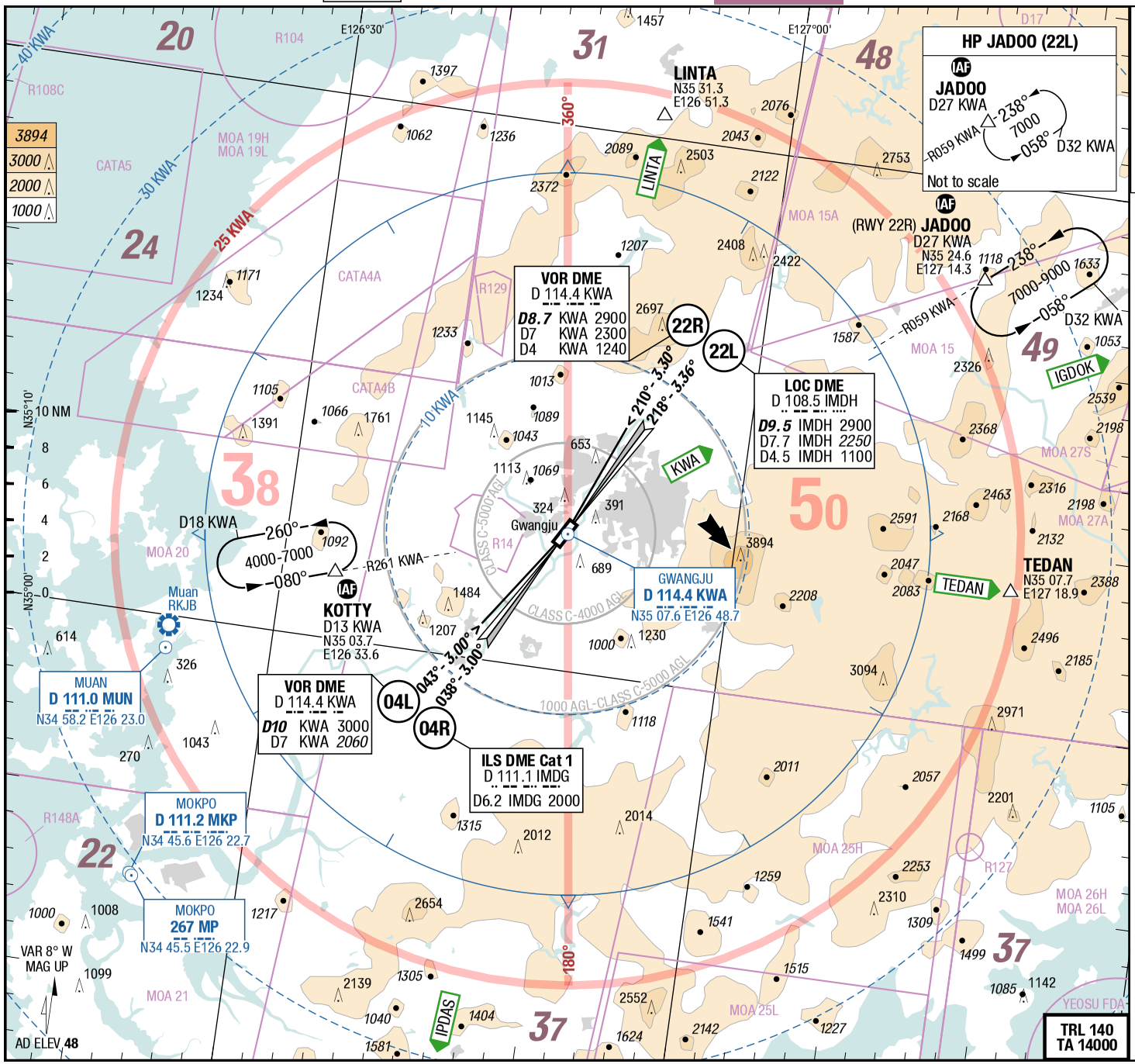
DEPARTURE

Under Radar Vectoring

1) Proceed by the direct route from the point of radio failure to the fix, route, or airway specified in the vector CLR.
2) In the absence of an assigned route, proceed by the route that ATC will advice though the forthcoming CLR; or
3) In the absence of an assigned route or route that ATC will advice thought the forthcoming CLR, proceed by the route filed in the FPL.
4) Maintain MEA or ALT/FL cleared in the last ATC CLR received, whichever is higher, for 20min, then
5) Continue the flight with ALT/FPL filed in FPL.

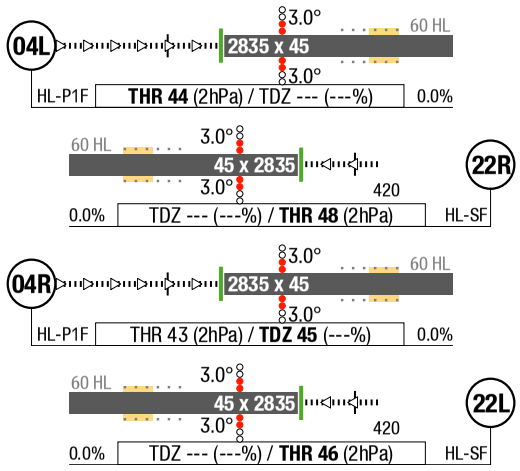
De-Icing

AVBL HO, check with handling agent.

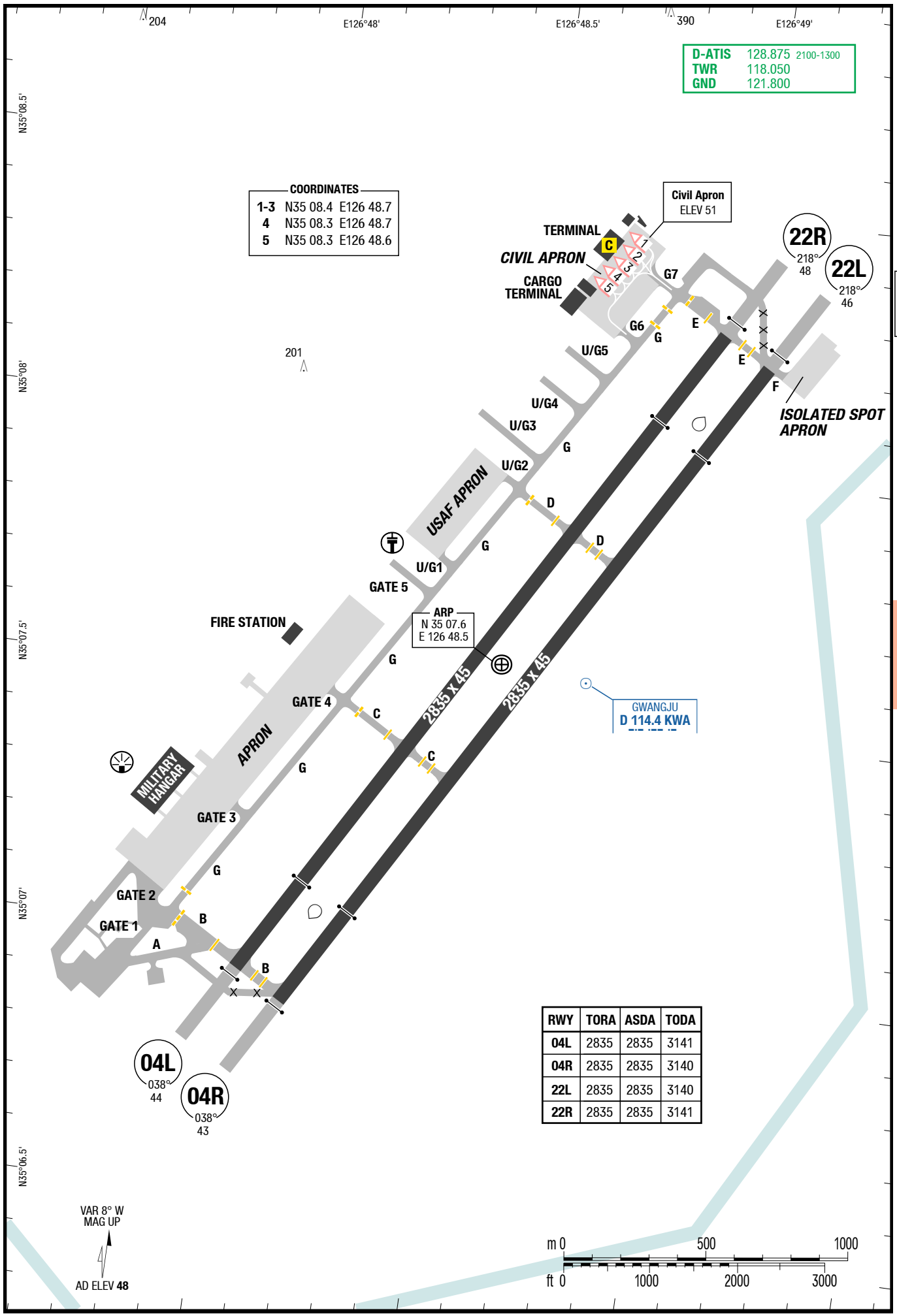


D-ATIS	128.875 2100-1300
ARR	132.250 132.700
APP	120.475 130.000
DEP	124.000
TWR	118.050
GND	121.800

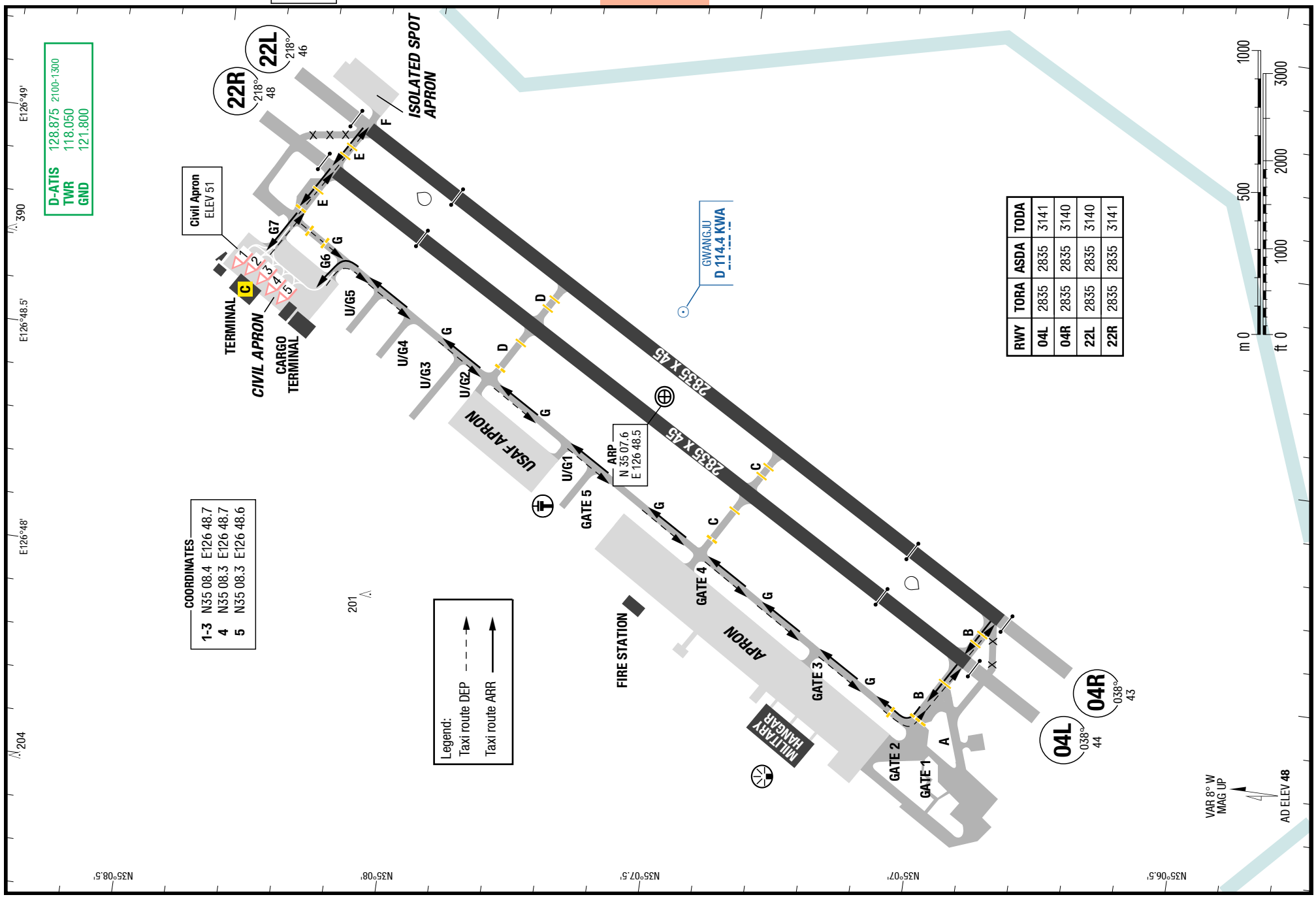
Landing RWY system:



Changes: new

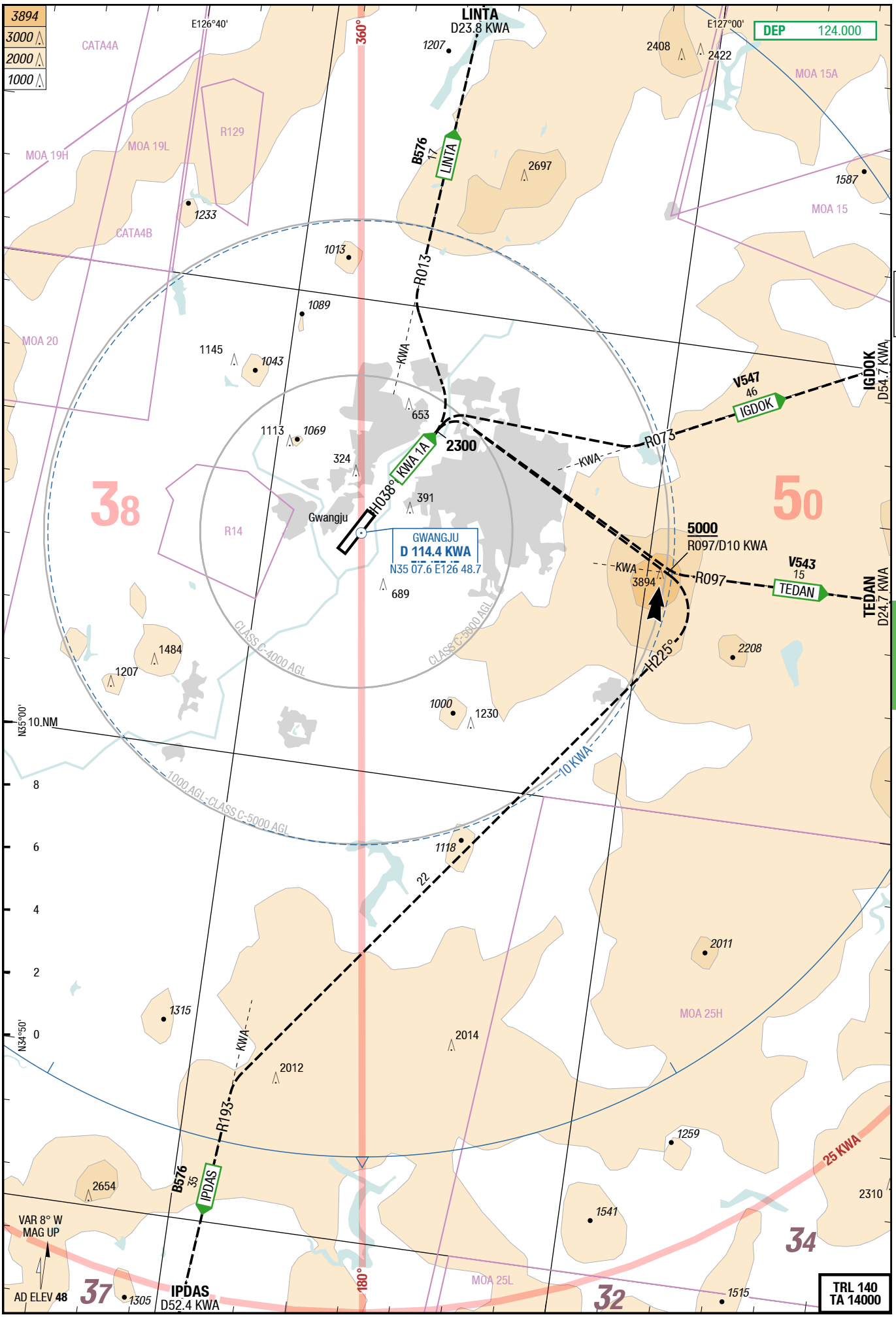


RWY	TORA	ASDA	TODA
04L	2835	2835	3141
04R	2835	2835	3140
22L	2835	2835	3140
22R	2835	2835	3141



Changes: new

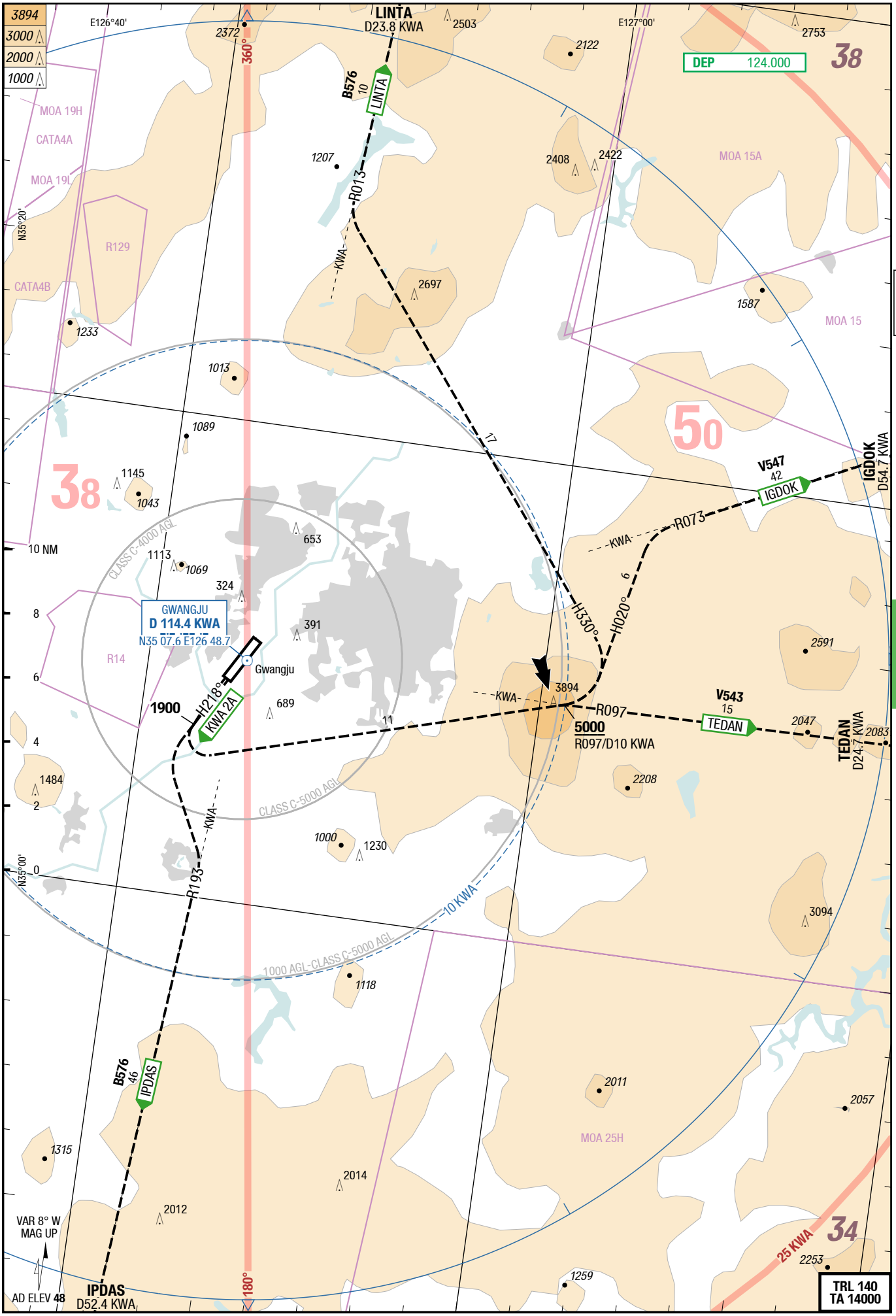
Changes: new

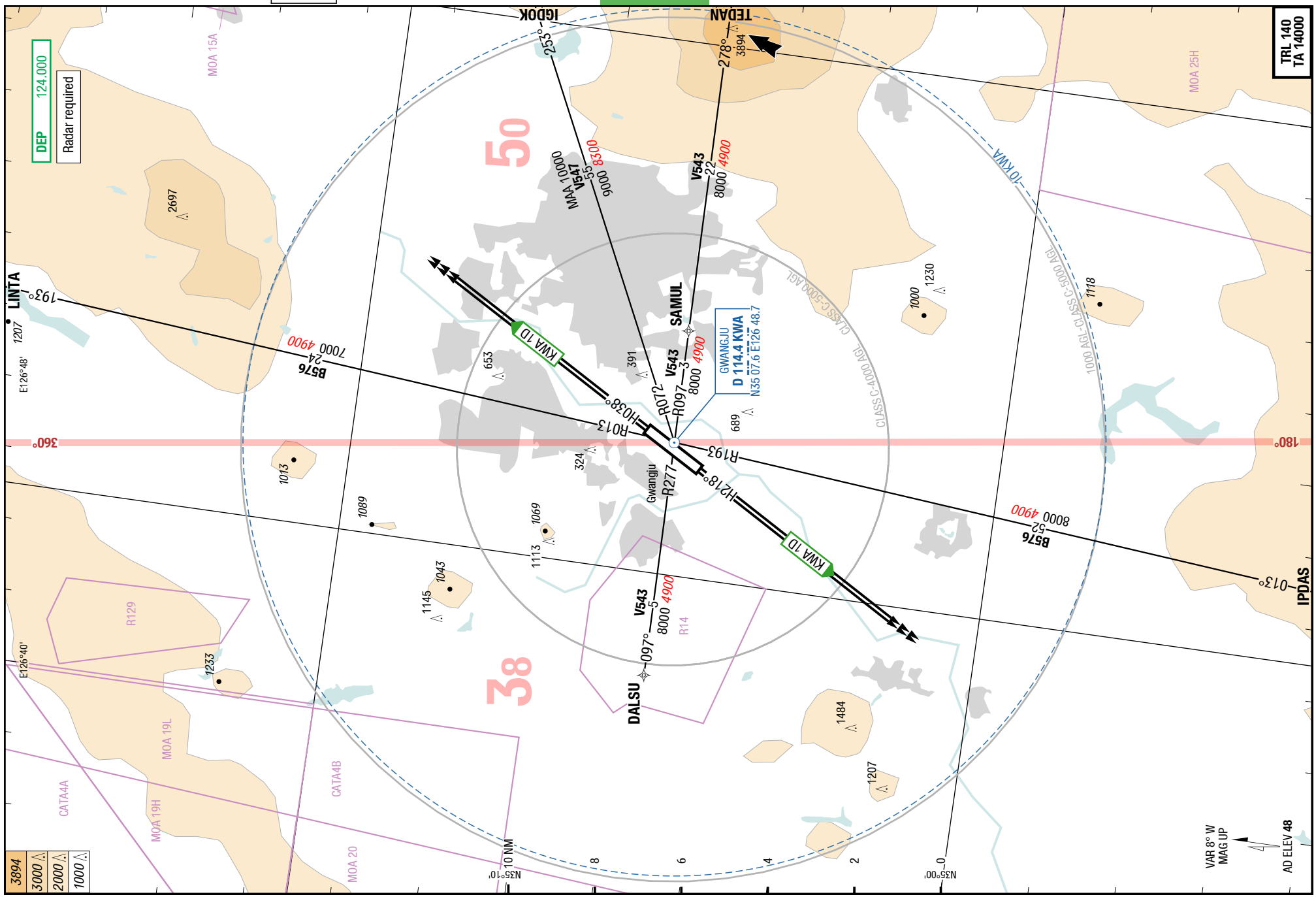


Korea, Republic of **Gwangju**

Gwangju Korea, Republic of

Changes: new





Changes: new

GWANGJU 1A

RWYs 04L/R (038°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04L/04R	
GWANGJU 1A **KWA 1A** 6.6% to 3700 (LINTA Transition) 6.6% to 2300 (IGDOK Transition) 6.6% to 5200 (IPDAS, TEDAN Transitions) **124.000** ①	HDG 038° to **2300**	
	TRANSITION	
	IGDOK at **2300 RT** intercept R073 **KWA** to IGDOK - join AWY V547	
	IPDAS at **2300 RT** - at R097/D10 **KWA RT** HDG 225° - intercept R193 **KWA** to IPDAS - join AWY B576	R097/D10 **KWA** MNM **5000**
	LINTA at **2300 LT** intercept R013 **KWA** to LINTA - join AWY B576	
	TEDAN at **2300 RT** intercept R097 **KWA** to TEDAN - join AWY V543	

① Close-in OBSTs exist.

GWANGJU 2A

RWYs 22L/R (218°)

	GS	120	150	180	210	240	270
5.6%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 22L/22R	
GWANGJU 2A **KWA 2A** 5.6% to 1900 (IPDAS Transition) 5.6% to 5200 (IGDOK, LINTA, TEDAN Transitions) **124.000** ①	HDG 218° to **1900**	
	TRANSITION	
	IGDOK at **1900 LT** - at R097/D10 **KWA LT** HDG 020° - intercept R073 **KWA** to IGDOK - join AWY V547	R097/D10 **KWA** MNM **5000**
	IPDAS at **1900 LT** intercept R193 **KWA** to IPDAS - join AWY B576	
	LINTA at **1900 LT** - at R097/D10 **KWA LT** HDG 330° - intercept R013 **KWA** to LINTA - join AWY B576	R097/D10 **KWA** MNM **5000**
	TEDAN at **1900 LT** - at R097/D10 **KWA RT** - intercept R097 **KWA** to TEDAN - join AWY V543	R097/D10 **KWA** MNM **5000**

① Close-in OBSTs exist.

GWANGJU 1D

RWYs 04L/R (038°) / 22L/R (218°)

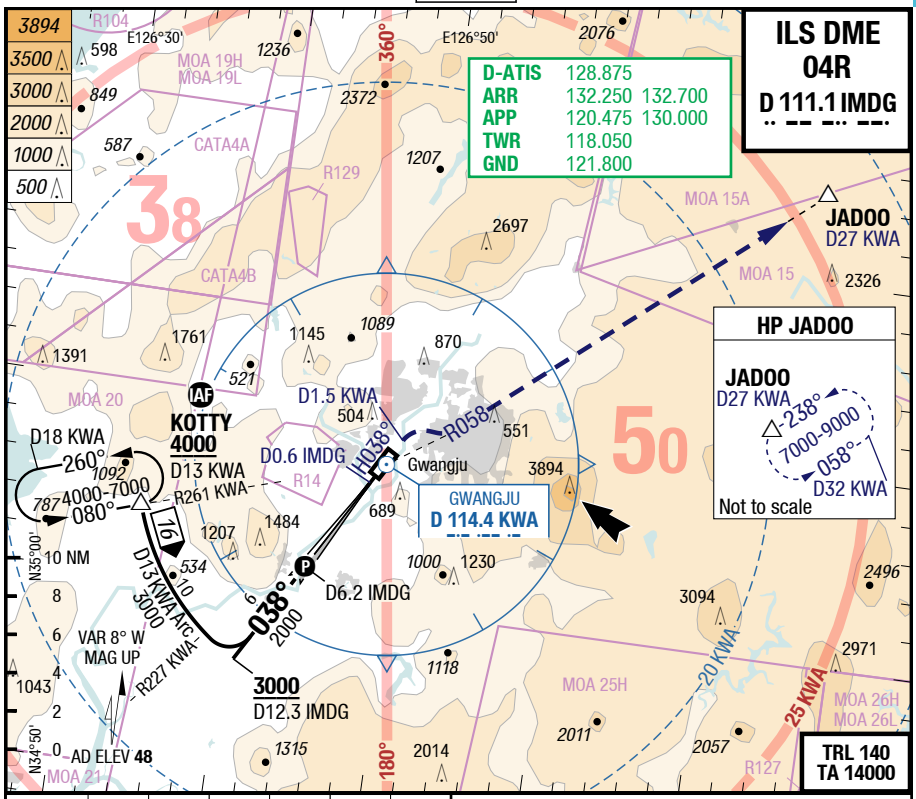
	GS	120	150	180	210	240	270
5.4%	ft/MIN	700	900	1000	1200	1400	1500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04L/04R	
GWANGJU 1D **KWA 1D** 5.4% to 4000 **124.000** ①②	HDG 038° - expect vectors to filed enroute fix or NAVAID	initial climb **8000**
	Runway 22L/22R	
GWANGJU 1D **KWA 1D** 5.4% to 4000 **124.000** ①②	HDG 218° - expect vectors to filed enroute fix or NAVAID	initial climb **8000**

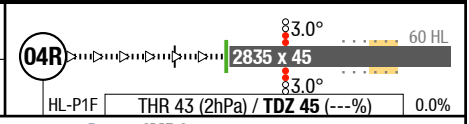
① Expect filed ALT/FL 10 MIN after departure.

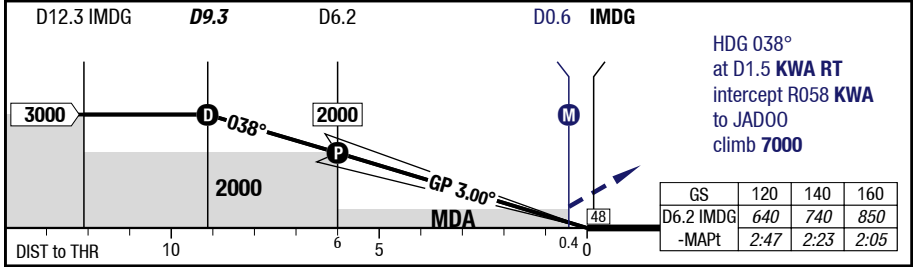
② Close-in OBSTs exist.

Changes: New



LOC 3.00° D IMDG	9.3	7	5	4	3	2
	3000	2280	1640	1320	1000	690



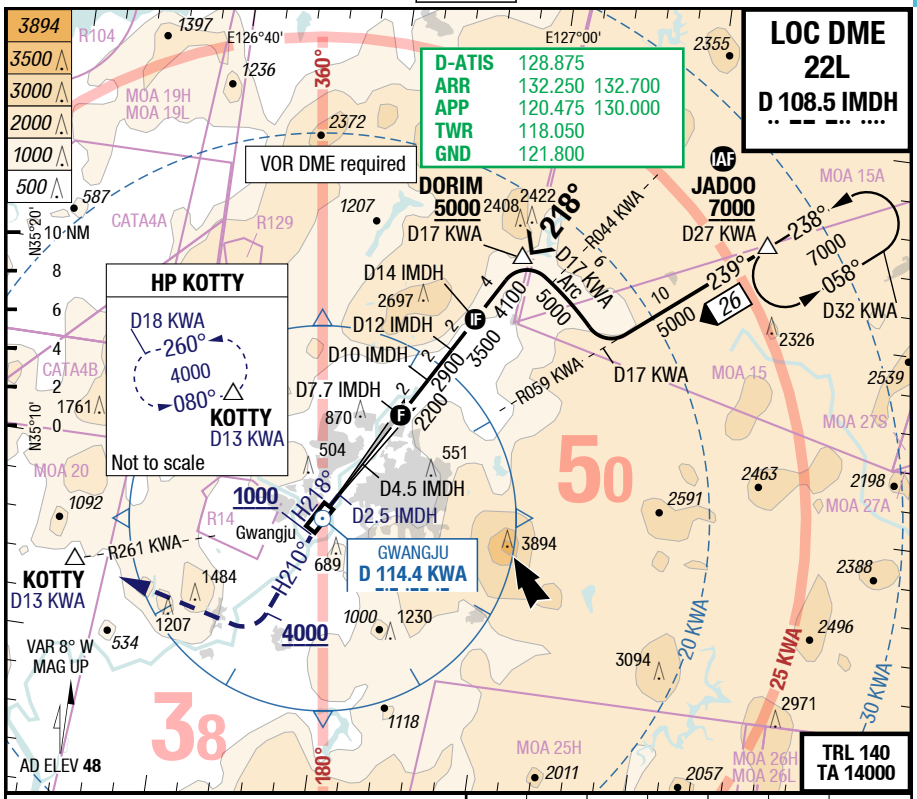


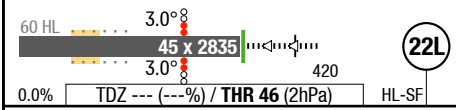
GS	120	140	160
D6.2 IMDG	640	740	850
-MAPt	2:47	2:23	2:05

04R		Cat 1 DME 1)	Cat 1 DME APL U/S 2)	LOC DME	LOC DME APL U/S	PAR	Circling 3) TERPS
C	ft - m/km ft	200 - 750R/800V **250**	200 - 1.25R/1.2V **250**	480 - 1.5R/1.5V **520**		C 200 - 800V **250**	900 - 4.4V **940**
D	ft - m/km ft	200 - 750R/800V **250**	200 - 1.25R/1.2V **250**	480 - 1.6R/1.6V **520**	480 - 2.4R/2.4V **520**	C 200 - 800V **250**	1040 - 4.8V **1080**

1) With EVS RVR 550m/ VIS 800m
2) With EVS RVR 800m/ VIS 800m
3) E of AD only

Changes: new

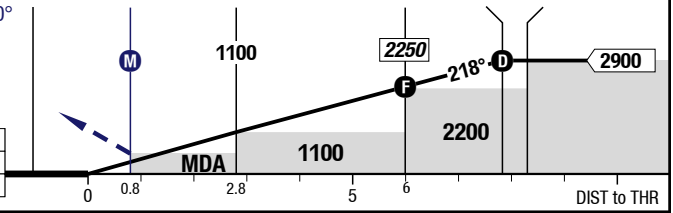




3	4	5	6	7	9.5	3.36° D IMDH
570	930	1280	1640	2000	2900	

IMDH D2.5 D4.5 D7.7 ***D9.5*** D10 IMDH

HDG 218°
at MNM **1000 LT** HDG 210°
at MNM **4000 RT**
direct KOTTY
maintain **4000**

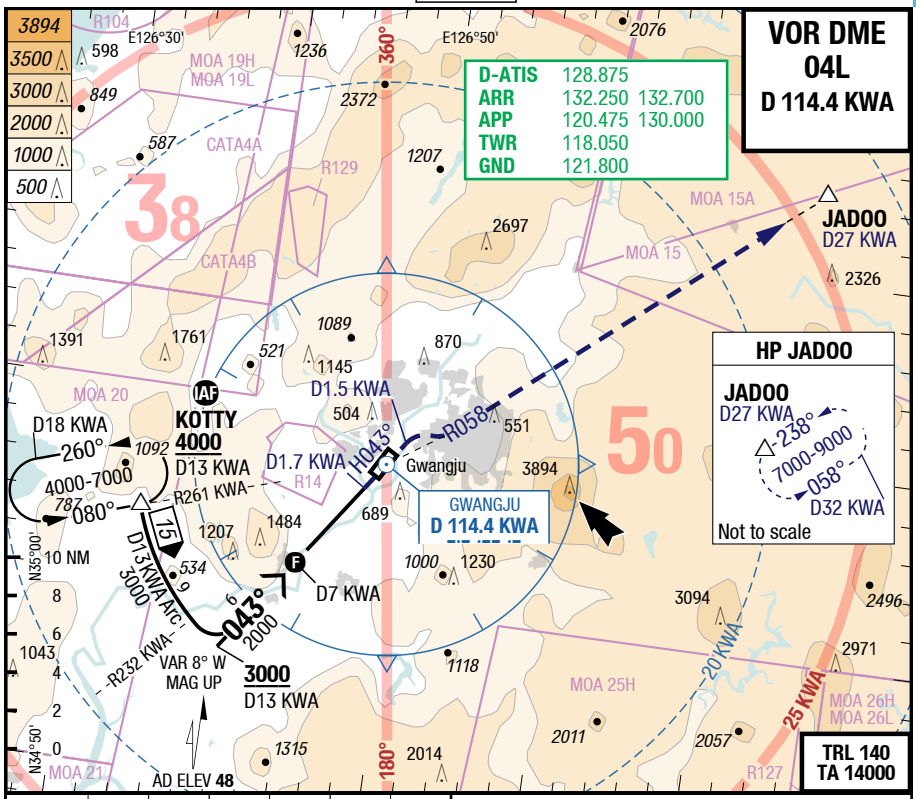


GS	120	140	160
D7.7 IMDH	*710*	*830*	*950*
-MAPt	*2:36*	*2:14*	*1:57*

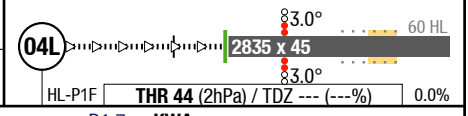
TERPS 22L		LOC DME	LOC DME APL U/S				Circling 1) TERPS
C	ft - m/km ft	520 - 1.9R/2.0V **560**					900 - 4.4V **940**
D	ft - m/km ft	520 - 2.4R/2.4V **560**	520 - 2.8R/2.8V **560**				1040 - 4.8V **1080**

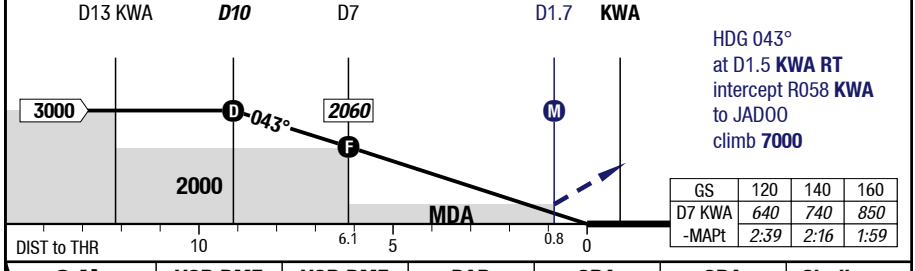
1) E of AD only

Changes: new



3.00° D KWA 043° RWY 038°	10	8	6	5	4	3
	3000	2380	1740	1420	1100	790



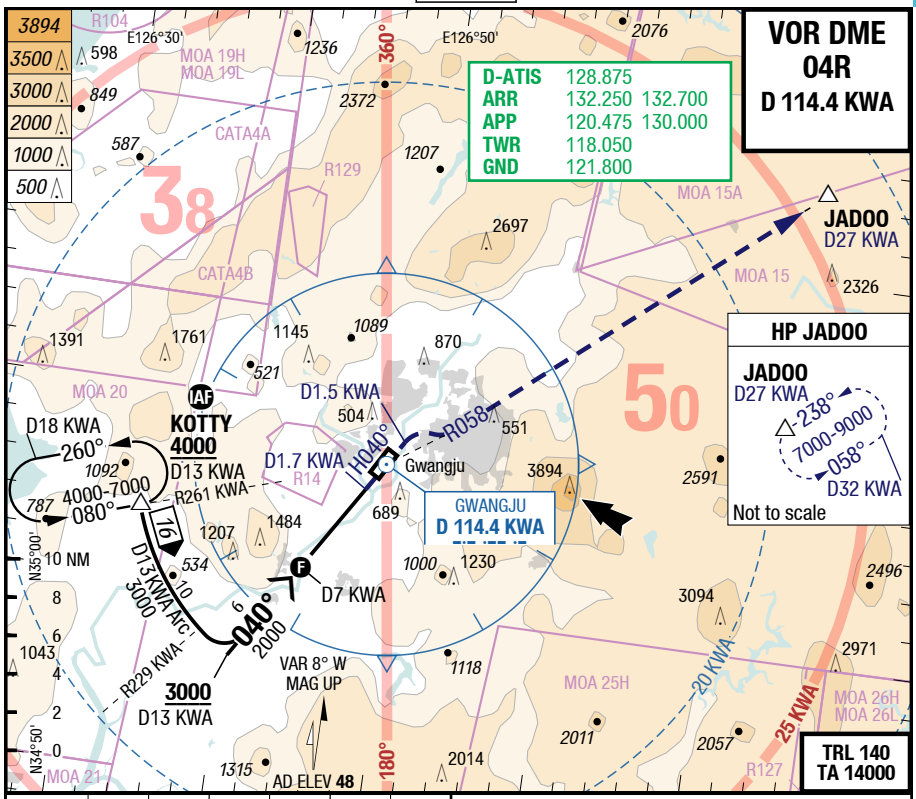


GS	120	140	160
D7 KWA	640	740	850
-MAPt	2:39	2:16	1:59

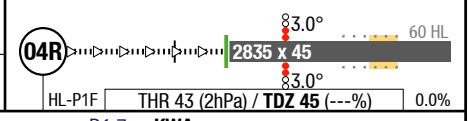
TERPS 04L		VOR DME	VOR DME APL U/S	PAR	SRA	SRA APL U/S	Circling 1) TERPS
C	ft - m/km	520 - 1.6R/1.6V		C 200 - 800V	520 - 1.6R/1.6V		900 - 4.4V
	ft	**560**		**250**	**560**		**940**
D	ft - m/km	520 - 1.9R/2.0V	520 - 2.8R/2.8V	C 200 - 800V	520 - 1.9R/1.9V	520 - 2.8V	1040 - 4.8V
	ft	**560**	**560**	**250**	**560**	**560**	**1080**

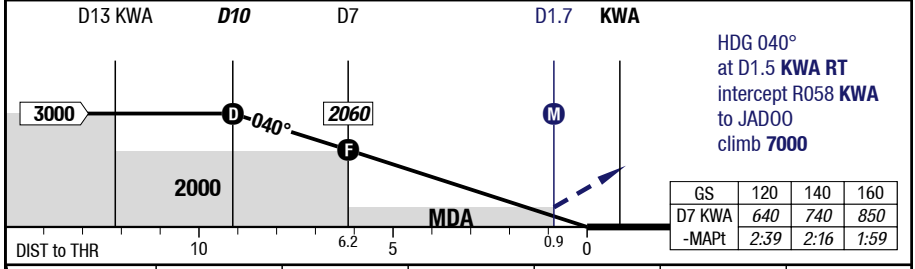
1) E of AD only

Changes: new



3.00° D KWA 040° RWY 038°	10	8	6	5	4	3
	3000	2380	1740	1420	1100	780



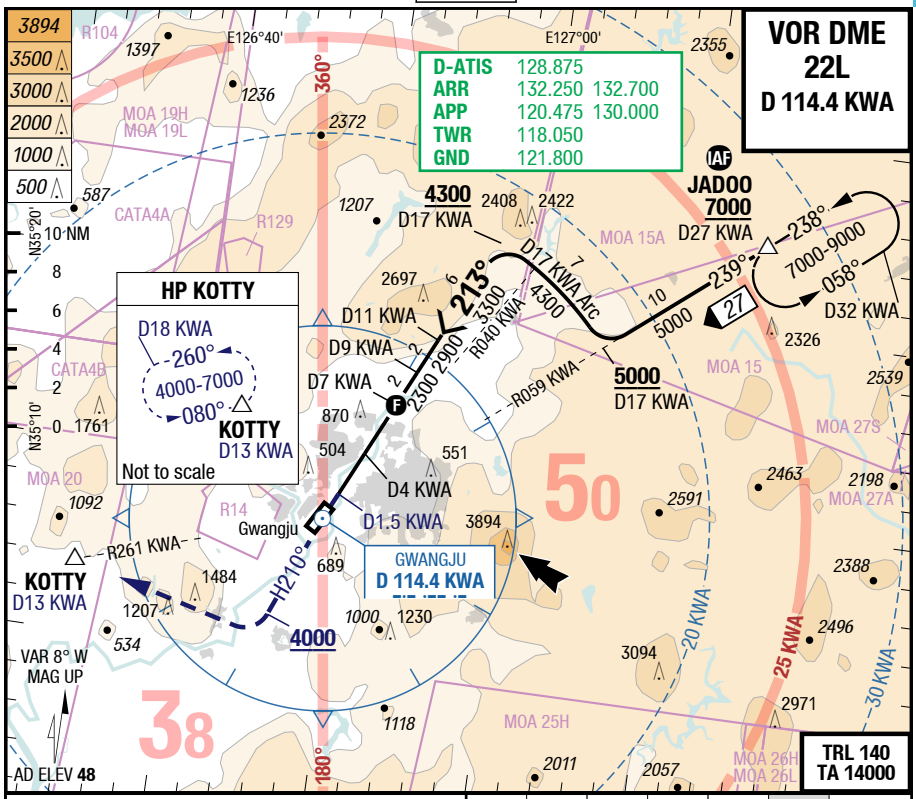


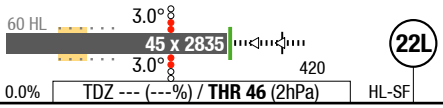
GS	120	140	160
D7 KWA -MAPt	640 2:39	740 2:16	850 1:59

TERPS	04R	VOR DME	VOR DME APL U/S				Circling 1) TERPS
C	ft - m/km ft	520 - 1.6R/1.6V **560**					900 - 4.4V **940**
D	ft - m/km ft	520 - 1.9R/2.0V **560**	520 - 2.8R/2.8V **560**				1040 - 4.8V **1080**

1) E of AD only

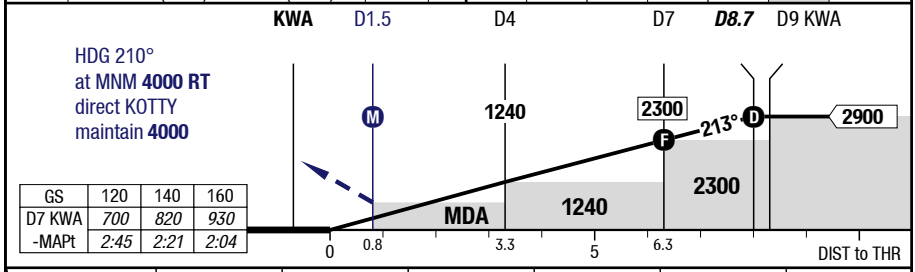
Changes: new





3	5	6	8	8.7		3.30°
910	1610	1960	2660	2900		D KWA 213°

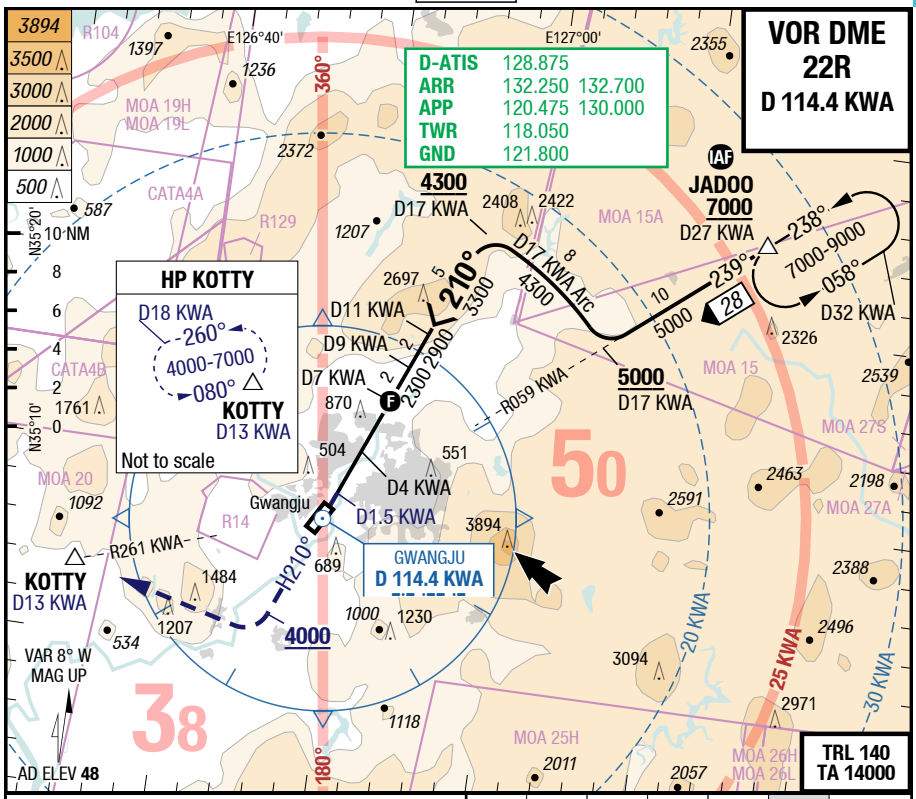
RWY 218°

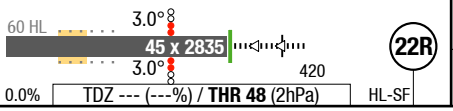


22L		VOR DME	VOR DME APL U/S				Circling 1) TERPS
C	ft - m/km ft	700 - 2.8R/2.8V **740**	700 - 3.2R/3.2V **740**				900 - 4.4V **940**
D	ft - m/km ft	700 - 3.2R/3.2V **740**	700 - 3.6R/3.6V **740**				1040 - 4.8V **1080**

1) E of AD only

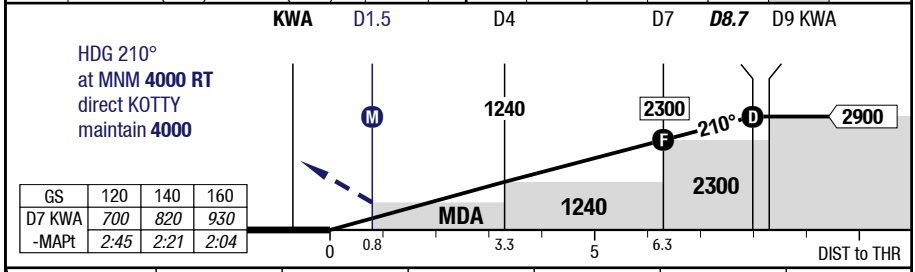
Changes: new





3	5	6	8	8.7	
910	*1610*	*1960*	*2660*	2900	

3.30°
D KWA
210°
RWY 218°



GS	120	140	160
D7 KWA	*700*	*820*	*930*
-MAPt	*2:45*	*2:21*	*2:04*

TERPS **22R**		VOR DME	VOR DME APL U/S	PAR 1)	SRA	SRA APL U/S	Circling 2) TERPS
C	ft - m/km	700 - 2.8R/2.8V		C 200 - 1.2V	820 - 3.6V	820 - 4.0V	900 - 4.4V
	ft	**740**		**250**	**860**	**860**	**940**
D	ft - m/km	700 - 3.2R/3.2V	700 - 3.6R/3.6V	C 200 - 1.2V	820 - 4.0V	820 - 4.4V	1040 - 4.8V
	ft	**740**	**740**	**250**	**860**	**860**	**1080**

1) With EVS VIS 800m
2) E of AD only

Changes: new

TERPS **04R**		SRA	SRA APL U/S				
C	ft - m/km ft	520 - 1.6R/1.6V **560**					
D	ft - m/km ft	520 - 1.9R/1.9V **560**	520 - 2.8V **560**				

Changes: new

12-JUL-2018

KWJ-RKJJ

8-10

Korea, Republic of **Gwangju**

NIL

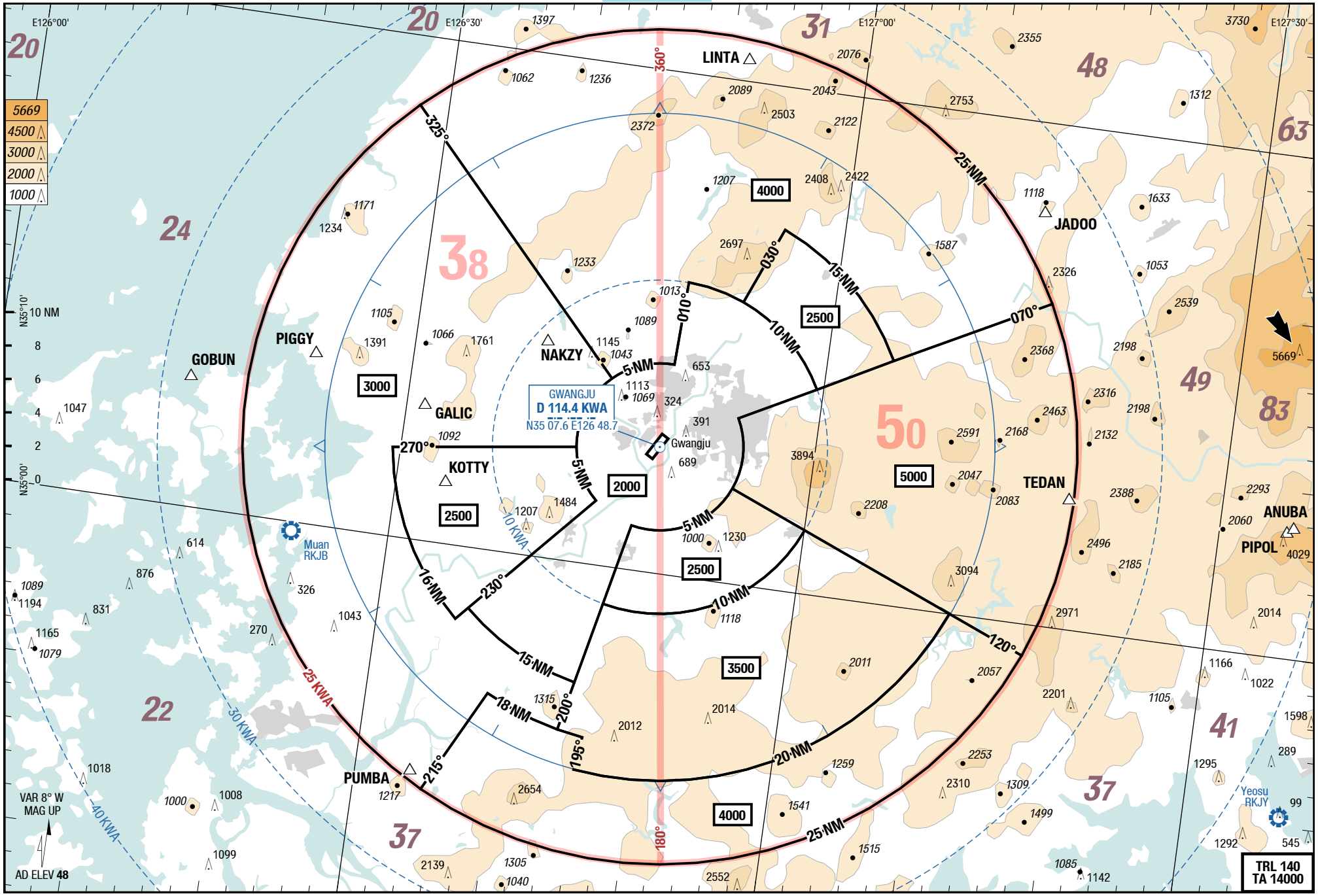
MRC

MRC MRC

Gwangju Korea, Republic of

NIL

MRC



Changes: new