

**CJJ-RKTU**

**1-10**

**AOI**

**AOI**

**GENERAL**

**Operational Hours**

**ATS Hours / AD Operator Hours:** H24

**Airport Information**

**RFF:** CAT 8

**PCN:** RWY 06L/24R: 85/R/B/W/T

RWY 06R/24L: 34/R/B/W/T

**Operation**

**Prefential RWY**

RWY 06L/24R.

RWY 06R/24L can be used during EMERG situations.

**RWY Restriction**

RWY 06R/24L: Not AVBL for TKOF and LDG of code letter F ACFT.

A380: MTOW 400t / 881849lbs, and MLDW 386t / 850984lbs.

B747-8: MTOW 353.8t / 779995lbs, and MLDW 344.3t / 759051lbs.

**Taxi**

MAX taxiing speed 20KT unless otherwise cleared by ATC.

ACFT shall not enter TWY A3 and RWY unless cleared by ATC.

**Arrival**

ACFT vacating RWY 06L/24R should change FREQ from TWR 118.700 to GND 121.875 when entering designated TWYs as follows: TWY A3, B3, B4, C3 and D3.

**Departure**

ACFT taxiing to RWY 06L/24R should change FREQ from GND 121.875 to TWR 118.700 when entering designated TWYs as follows: TWY A3, B3, B4, C3 and D3.

On RWY area, TWY B3, E1 (including curved part of TWY) and APN, code letter F ACFT should taxi at or below 30KT except for DEP maneuvering, where pilots should set the engines to idle power, adjusting the speed only by operating the brake system.

A380: Maintain 5KT on turning pad, taxi at 7-8KT on TWY and APN. Taxi with inner ENG only after LDG.

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**GENERAL****Warnings****CHO VOR/DME MAINT:** From 1400-2000 every 4th THU of the month.**CHO VOR/DME unusable:**

- R020 clockwise, R040 beyond 14NM below 5500ft.
- R120 clockwise, R160 beyond 20NM below 7000ft.

**LOC RWY 24R MAINT:** From 1400-2000 every 2nd THU of the month.

Birds in vicinity of AD.

**ARRIVAL****Communication****COM Failure****RWY 24** in use:

VMC

Maintain VFR and make APCH to land RWY 24 passing LOC D7 final.

IMC

Proceed to NOSON IAF and execute ILS/DME Y/Z RWY 24R or VOR/DME RWY 24R or RNAV RWY 24R or LOC/DME 24R APCH.

**RWY 06** in use:

VMC

Maintain VFR and make APCH to land at RWY 06 passing HANJI D6 final.

IMC

Proceed to JIKJI IAF and execute RNAV RWY 06L APCH.

**DEPARTURE****Take-off Minima**

| RWY       |           | 06L/24R       |           |
|-----------|-----------|---------------|-----------|
| Multi ENG | ft - m/km | 0 - 500R/500V | HIRL+RCLM |
|           |           | 0 - 800R/800V | -         |

| RWY       |           | 06R/24L       |   |
|-----------|-----------|---------------|---|
| Multi ENG | ft - m/km | Not published | - |

**DEPARTURE**

**Communication**

**COM Failure**

**Under Pilot Navigation**

**RWY 24** in use:

**GAKRI 1 RNAV**

Climb on 240° course to GAKRI, then...via transition and maintain 6000ft

- GUKDO transition:...330° track to OKSAN, then via 060° track to TUTAE, then via 044° track to GUKDO.
- OSPOT transition:...330° track to OKSAN, then via 035° track to OSPOT.
- OLMEN transition:...291° track to OLMEN, cross OLMEN at or above 8000ft.
- BITUX transition:...330° track to OKSAN, then via 060° track to WEBAX, then via 150° track to BILEE, then via 164° track to BOEUN, then via 141 track to BITUX.

**RWY 06** in use:

**BUKIL 1 RNAV**

Climb on 060° course to BUKIL, then...via transition and maintain 6000ft.

- GUKDO transition:...007° track to GUKDO, cross GUKDO at or above 8000ft.
- OSPOT transition:...330° track to TUTAE, then via 252° track to OSPOT.
- OLMEN/BULTI transition:...330° track to TUTAE, then via 240° track to OWING, then via 280° track to OLMEN/BULTI.
- BITUX transition:...330° track to TUTAE, then via 240° track to FERRA, then via 150° track to PODDE, then via 141° track to BOEUN, then via 141° track to BITUX.

**Under Radar Vectoring**

Proceed with the route from the point of COM failure to the fix, route or AWY specified in vector CLR. In the absence of an assigned route proceed with the route that ATC has advised, which may be expected in a further CLR, or, in the absence of an assigned route or a route that ATC has advised, proceed with the route filed in FPL. Maintain MNM en-route ALT or ALT/FL last cleared by ATC, whichever is higher for 5min. Continue flight with ALT, FL filed in FPL.

**CHEONGJU 1D**

If contact is not established with DEP control prior reaching 5000ft, continue climbing and proceed filed route and ALT.

**Departure Procedure**

**Start-up/Push-back**

When ready for start-up and push-back, contact GND and report:

- Call sign
- Gate/stand number
- Type of request, ENG start

If for any reason start-up causes a potential hazard, REQ push-back only. After moving and positioning the ACFT at a safety area, REQ start-up.

**Intersection TKOF**

Intersection TKOF is only AVBL when requested by pilot.

If necessary, ACFT may obtain CLR while taxiing.

**De-Icing**

Contact GND for de-icing before push-back.

Effective 14-SEP-2017

07-SEP-2017

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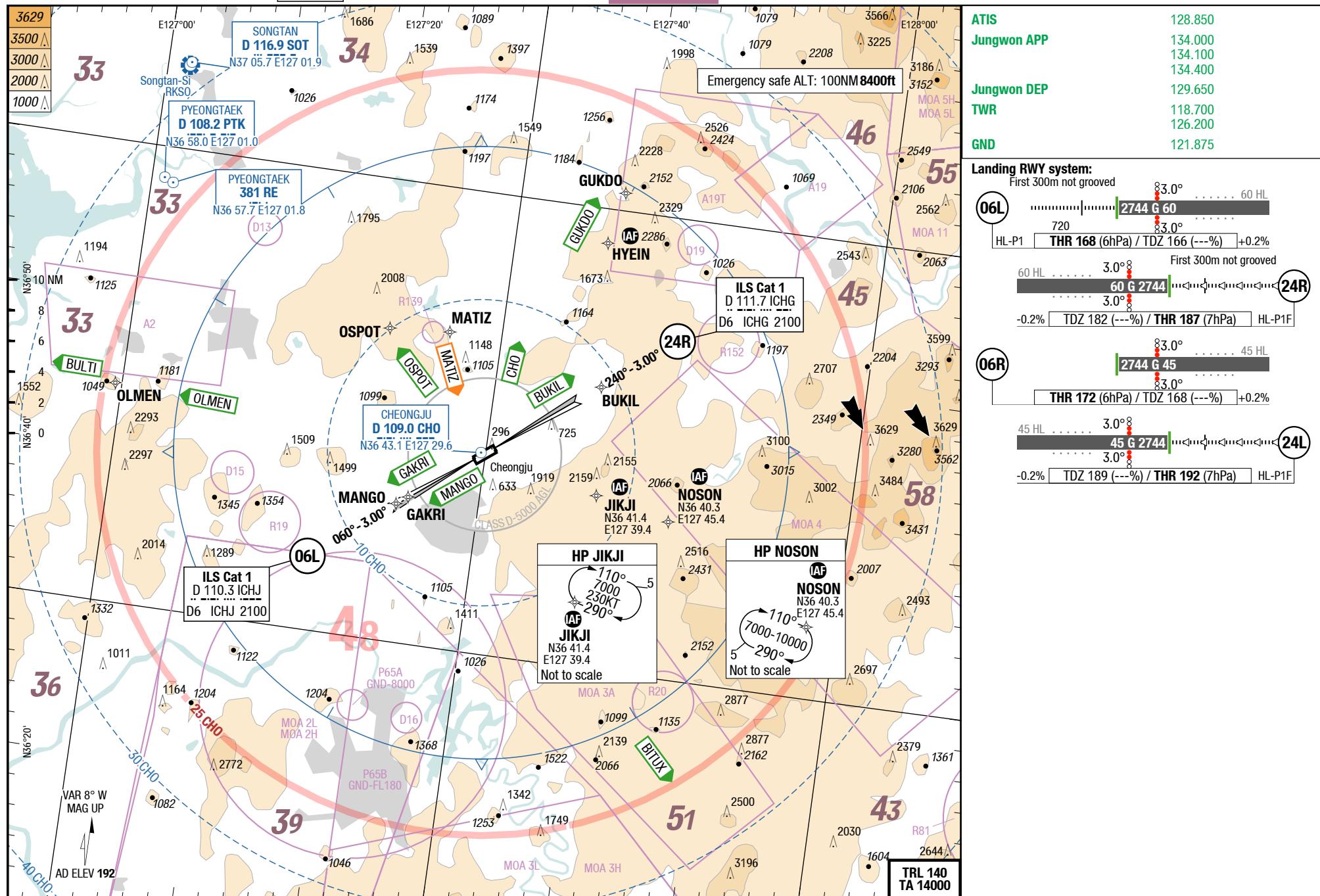
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AFC

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2-10



Changes: Nil

Effective 14-SEP-2017

07-SEP-2017

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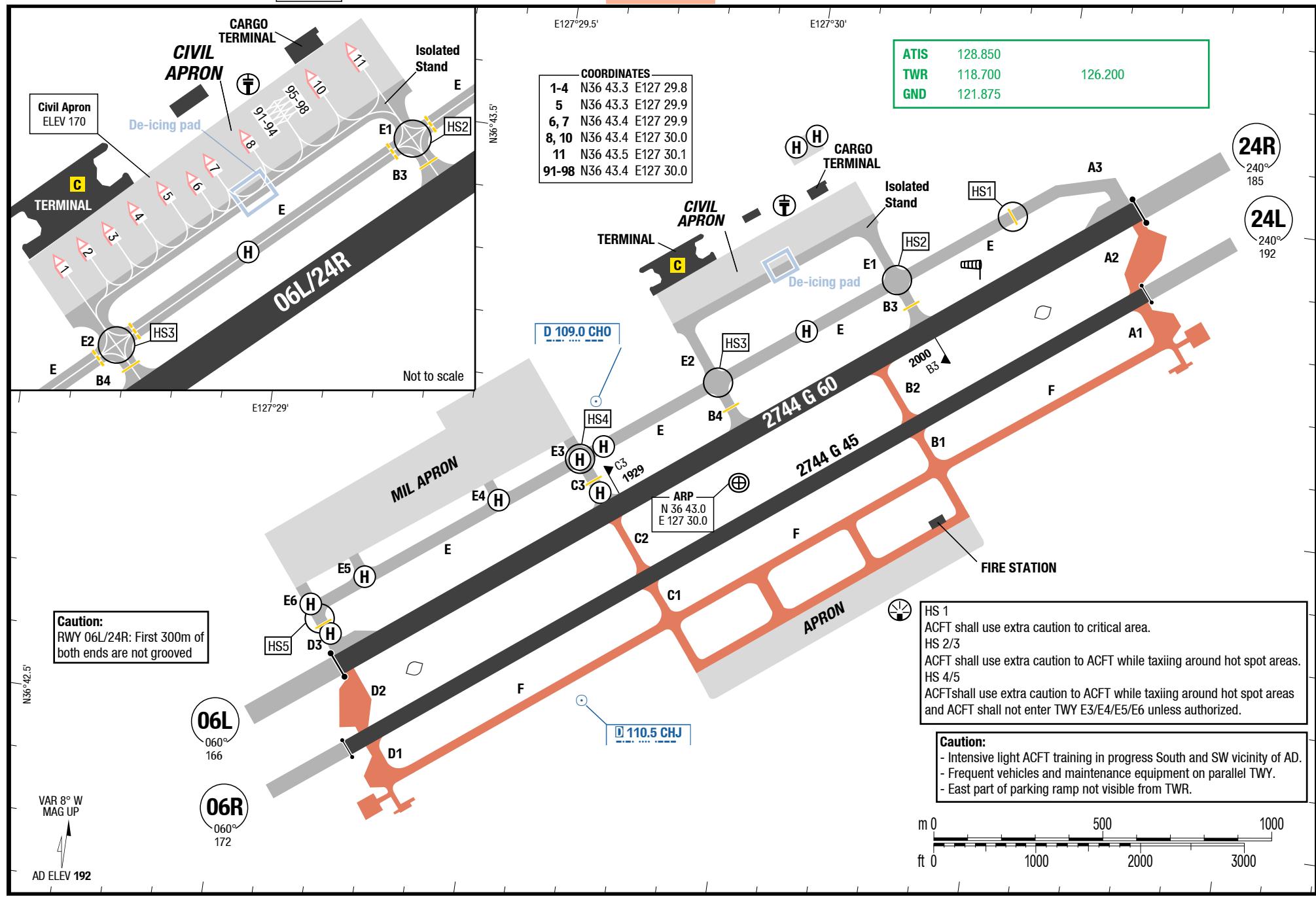
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Changes: Completely revised

Effective 14-SEP-2017

07-SEP-2017

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Taxi Chart RWY 24R ARR / DEP

3-30

Taxi Chart RWY 06L ARR / DEP

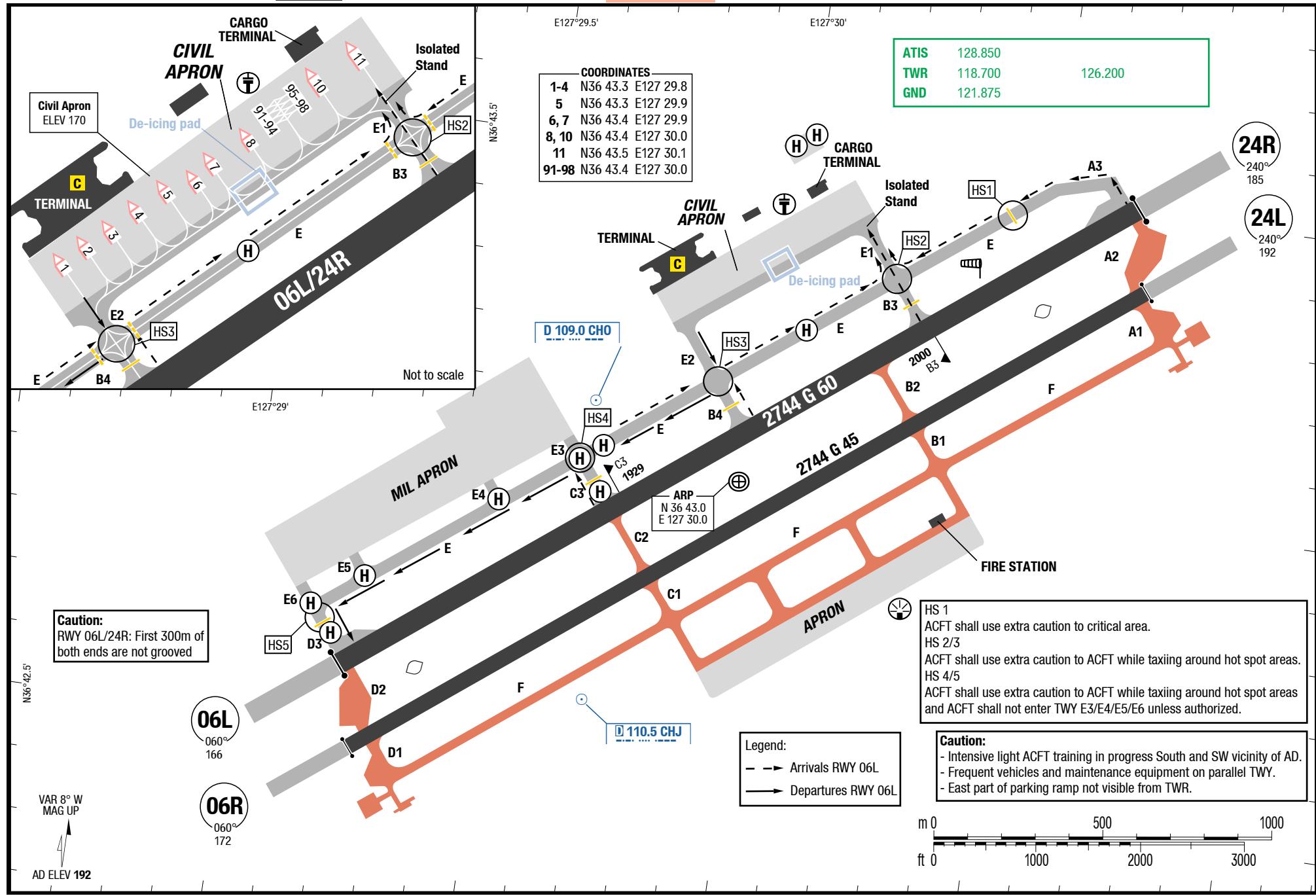
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Taxi Chart RWY 24R ARR / DEP

Taxi Chart RWY 06L ARR / DEP



Changes: new

Effective 14-SEP-2017  
07-SEP-2017

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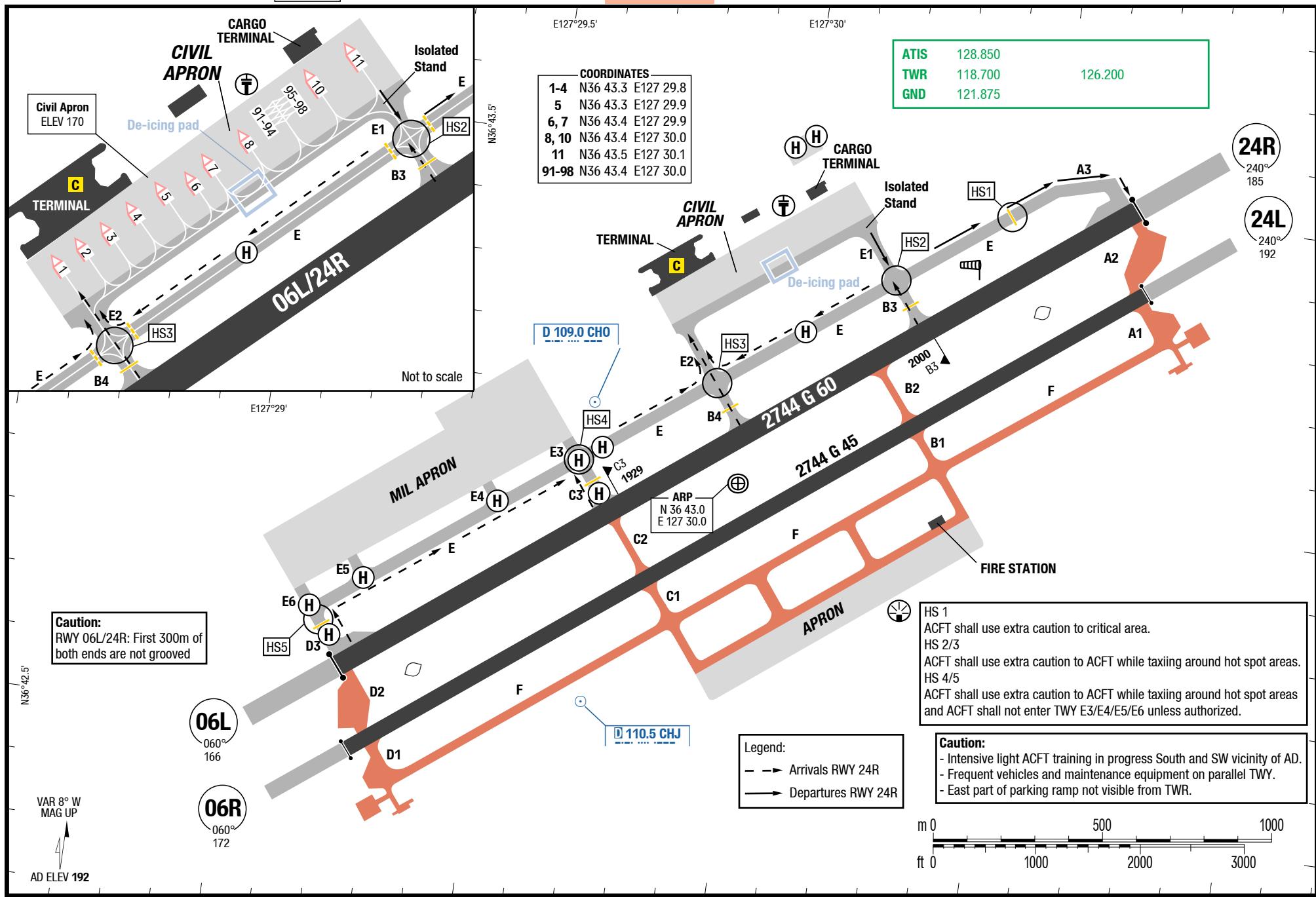
3-40 Taxi Chart RWY 24R ARR / DEP

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Taxi Chart RWY 24R ARR / DEP



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07-SEP-2017

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Taxi Chart RWY 24R ARR / DEP Code F

3-50

Taxi Chart RWY 06L ARR / DEP Code F

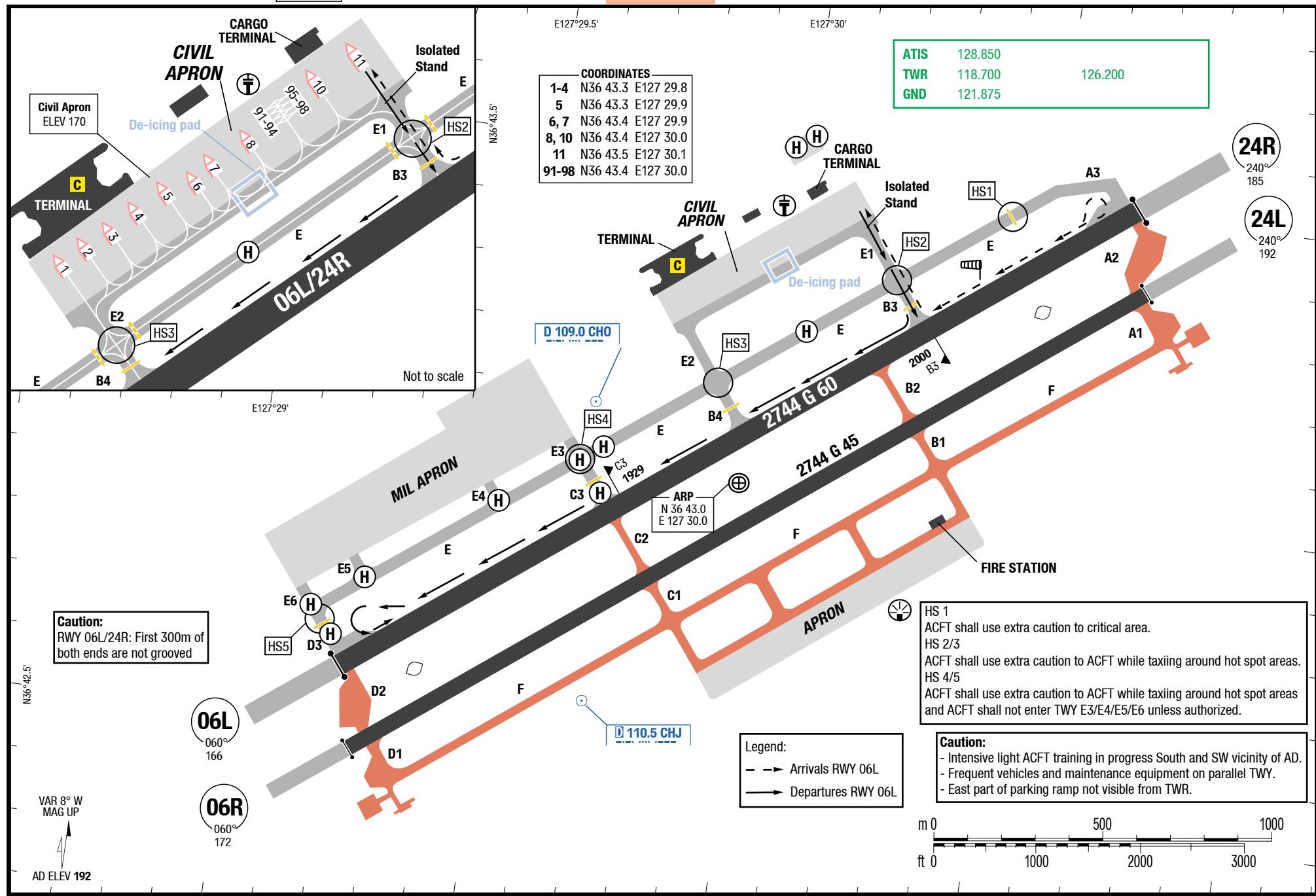
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Taxi Chart RWY 24R ARR / DEP Code F

Taxi Chart RWY 06L ARR / DEP Code F



Changes: new

Effective 14-SEP-2017

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3-60

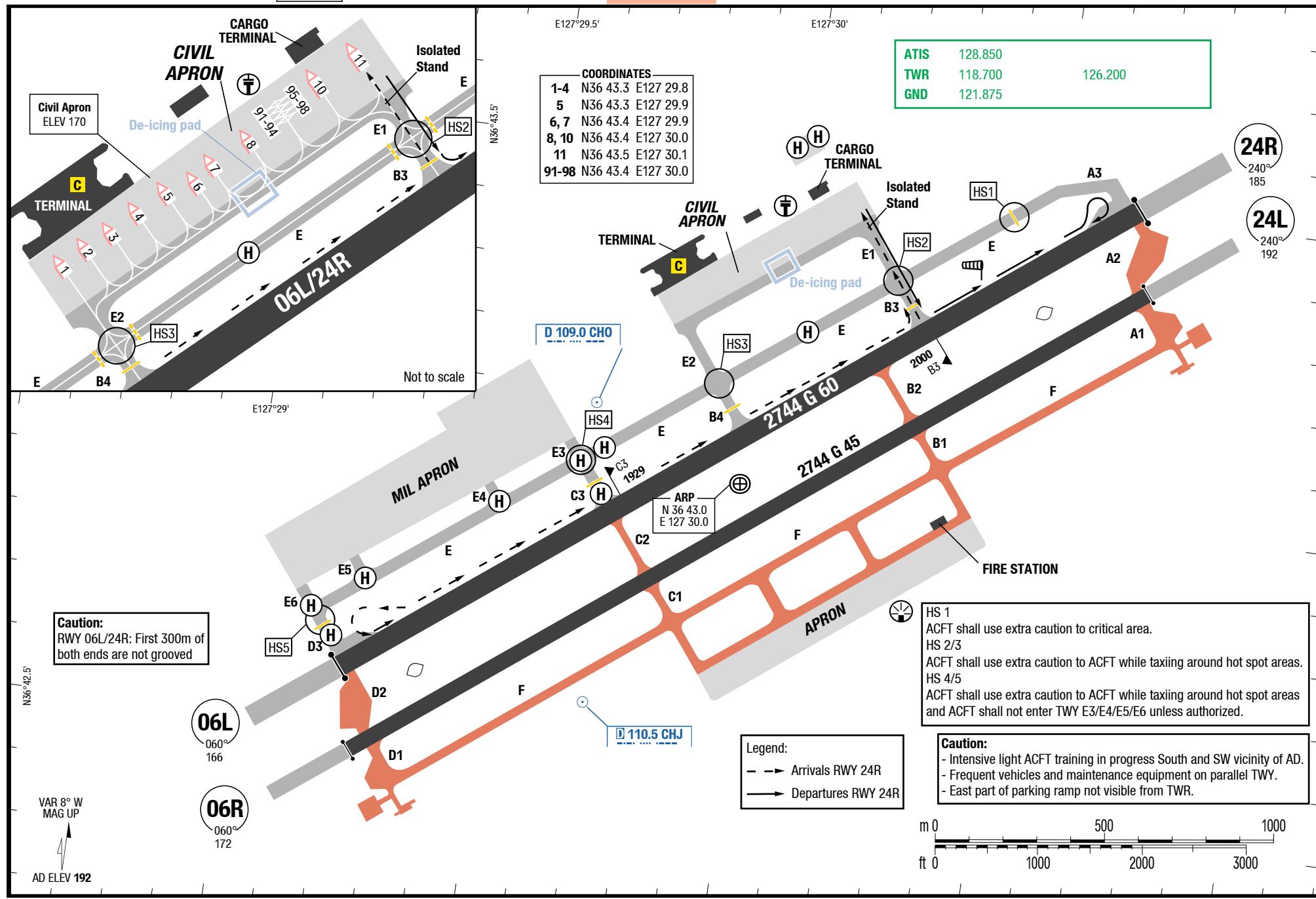
Taxi Chart RWY 24R ARR / DEP Code F

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Taxi Chart RWY 24R ARR / DEP Code F



Changes: new

**Effective 05-JAN-2017  
29-DEC-2016**

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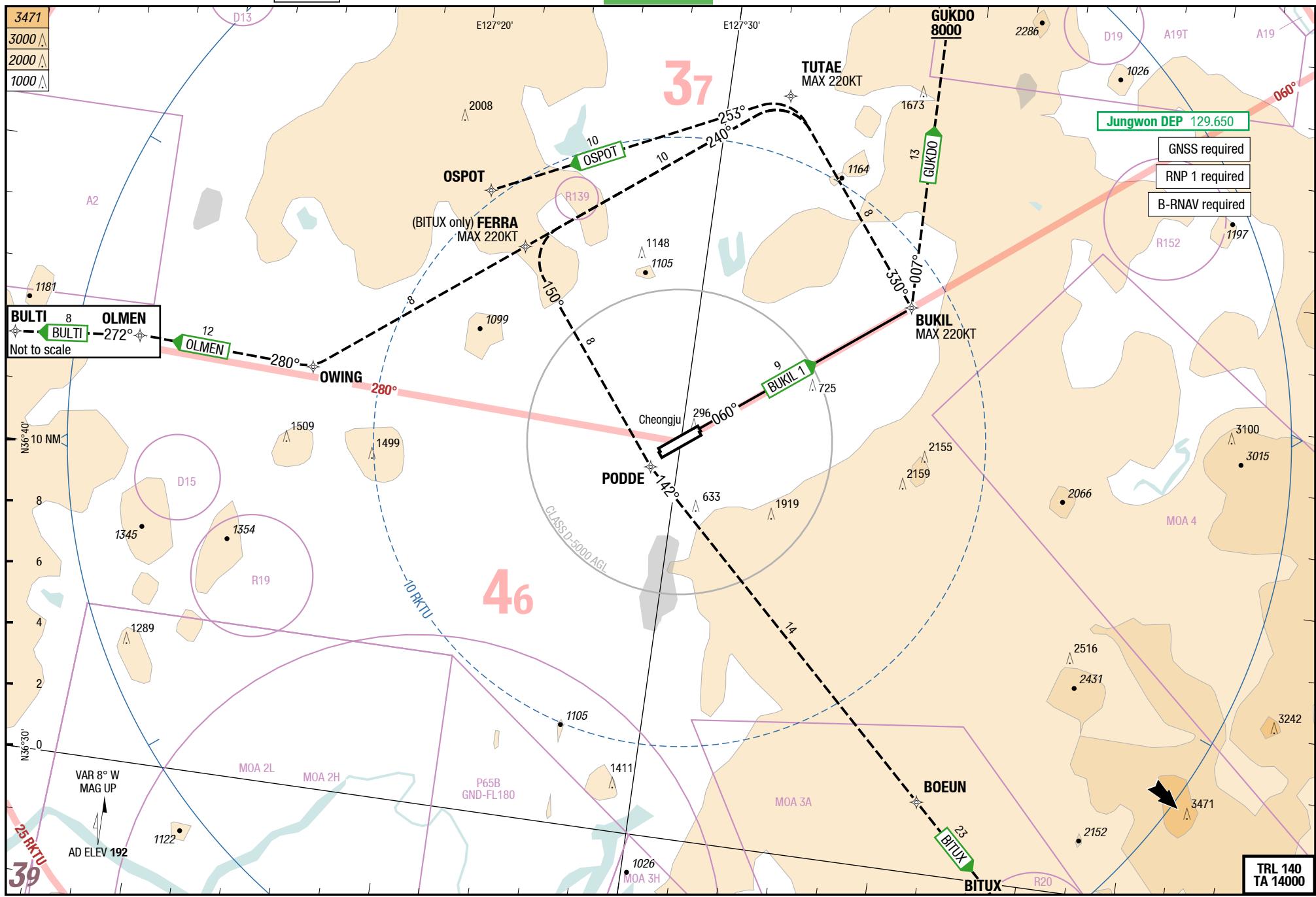
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Cheongju Intl **Cheongju** Republic of Korea  
**BUKIL 2 RNAV**

CJJ-RKTU

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BUKIL 1 RNAV



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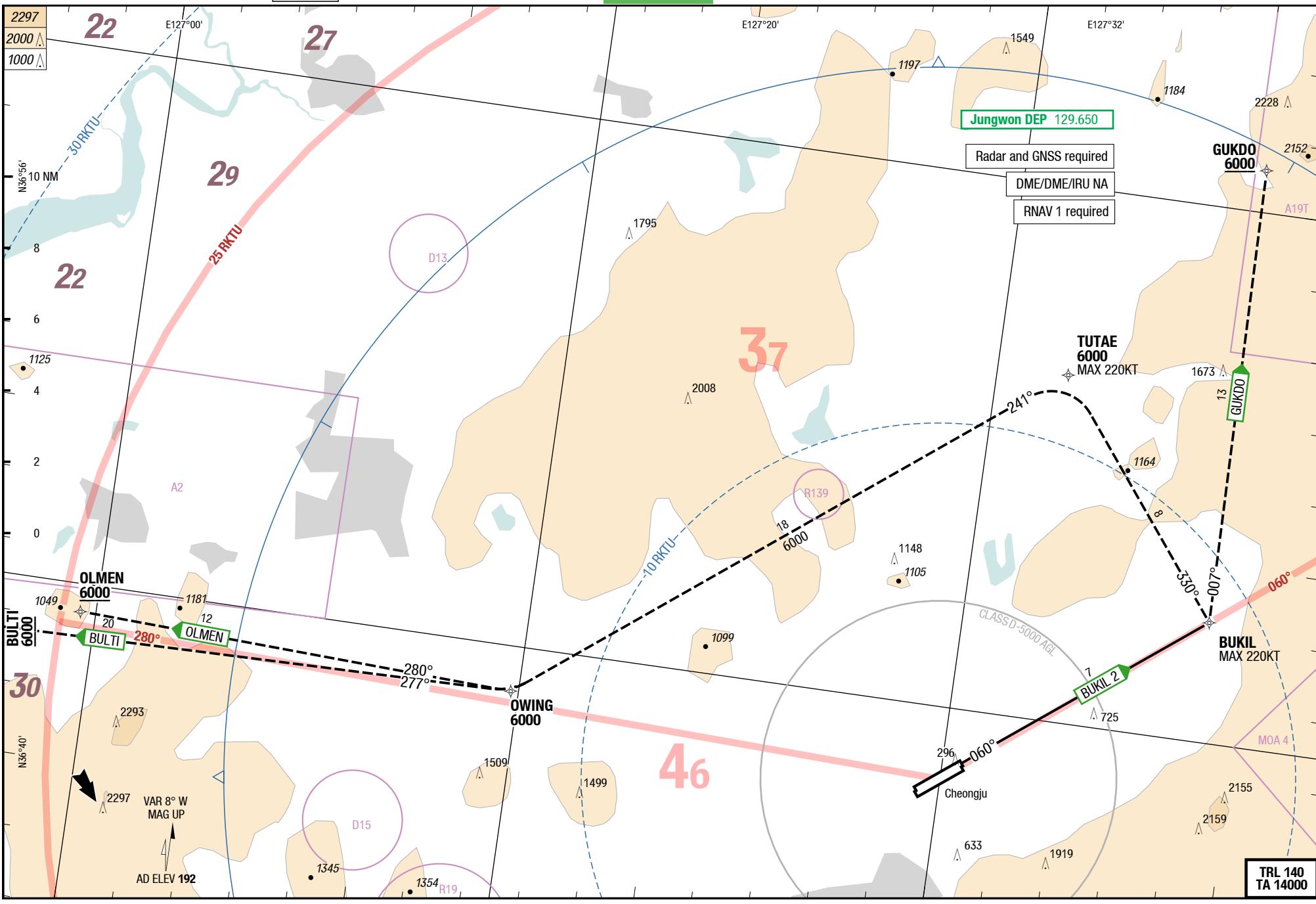
BUKIL 2 RNAV

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BUKIL 2 RNAV



Changes: new

**Effective 05-JAN-2017  
29-DEC-2016**

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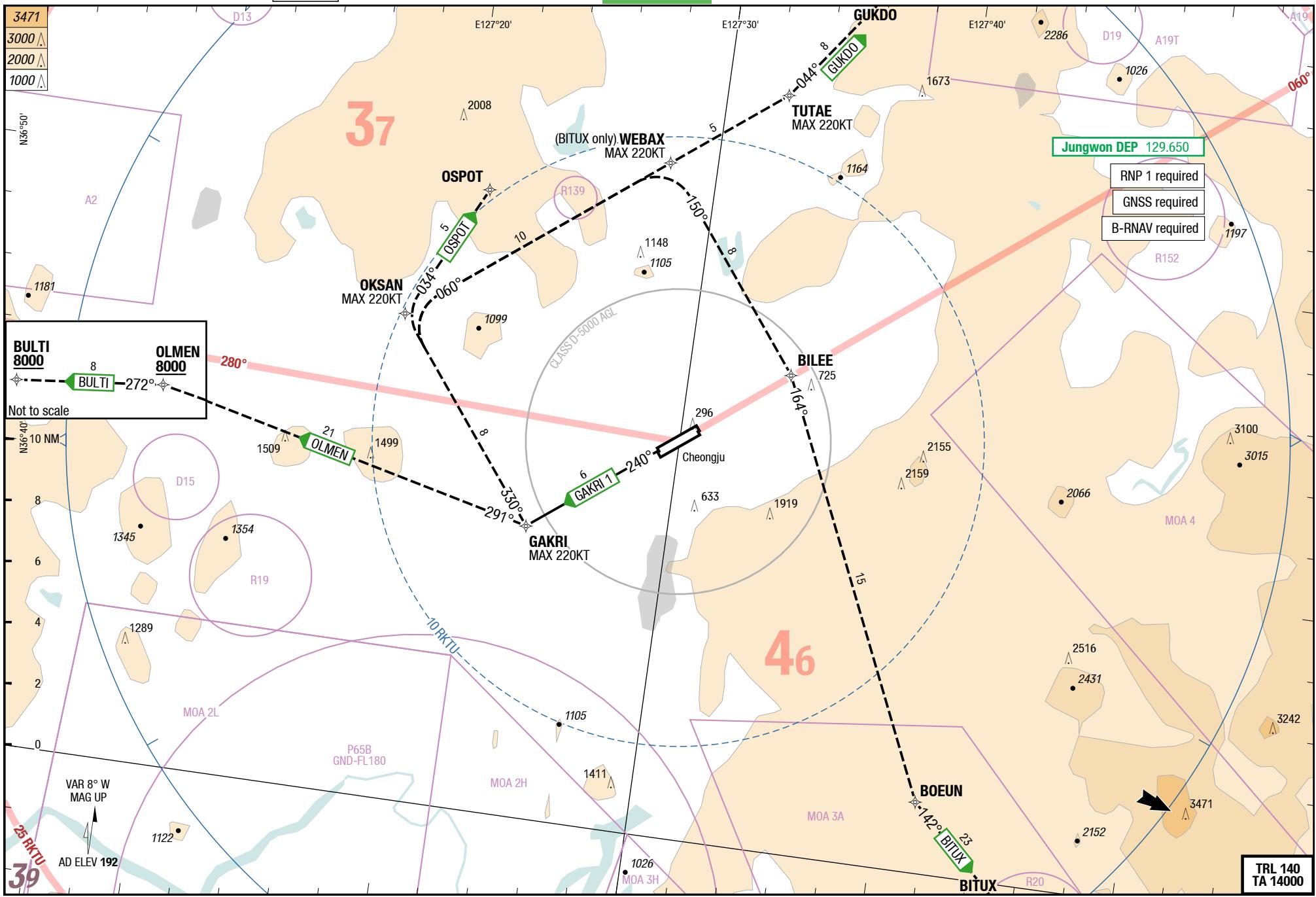
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MANGO 1 RNAV  
**GAKRI 1 RNAV**

-30

GAKRI 1 RNAV



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29-DEC-2016

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4-40

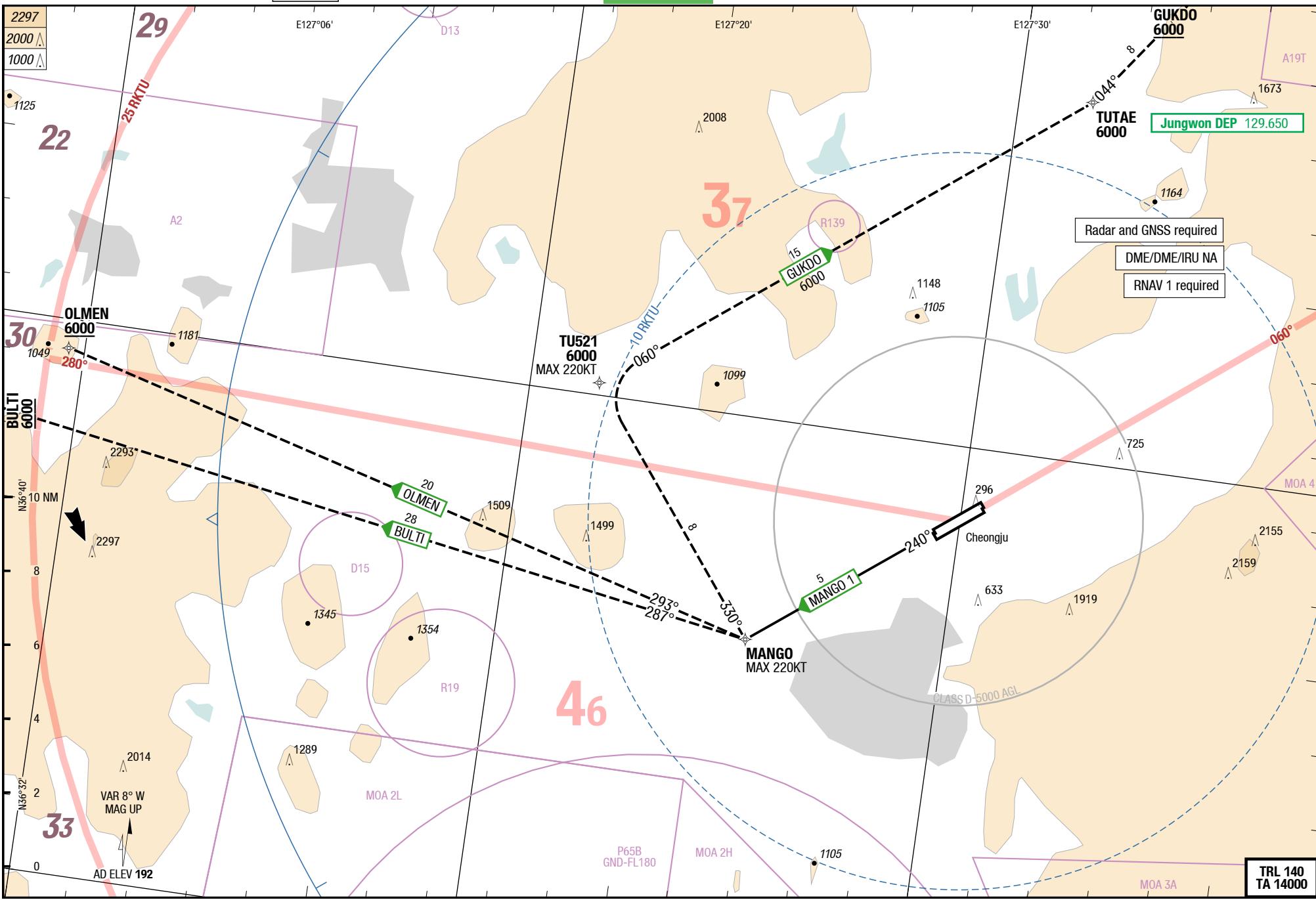
MANGO 1 RNAV

SID

SID

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MANGO 1 RNAV



Effective 01-FEB-2018

25-JAN-2018

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SID CHO 7

4-50

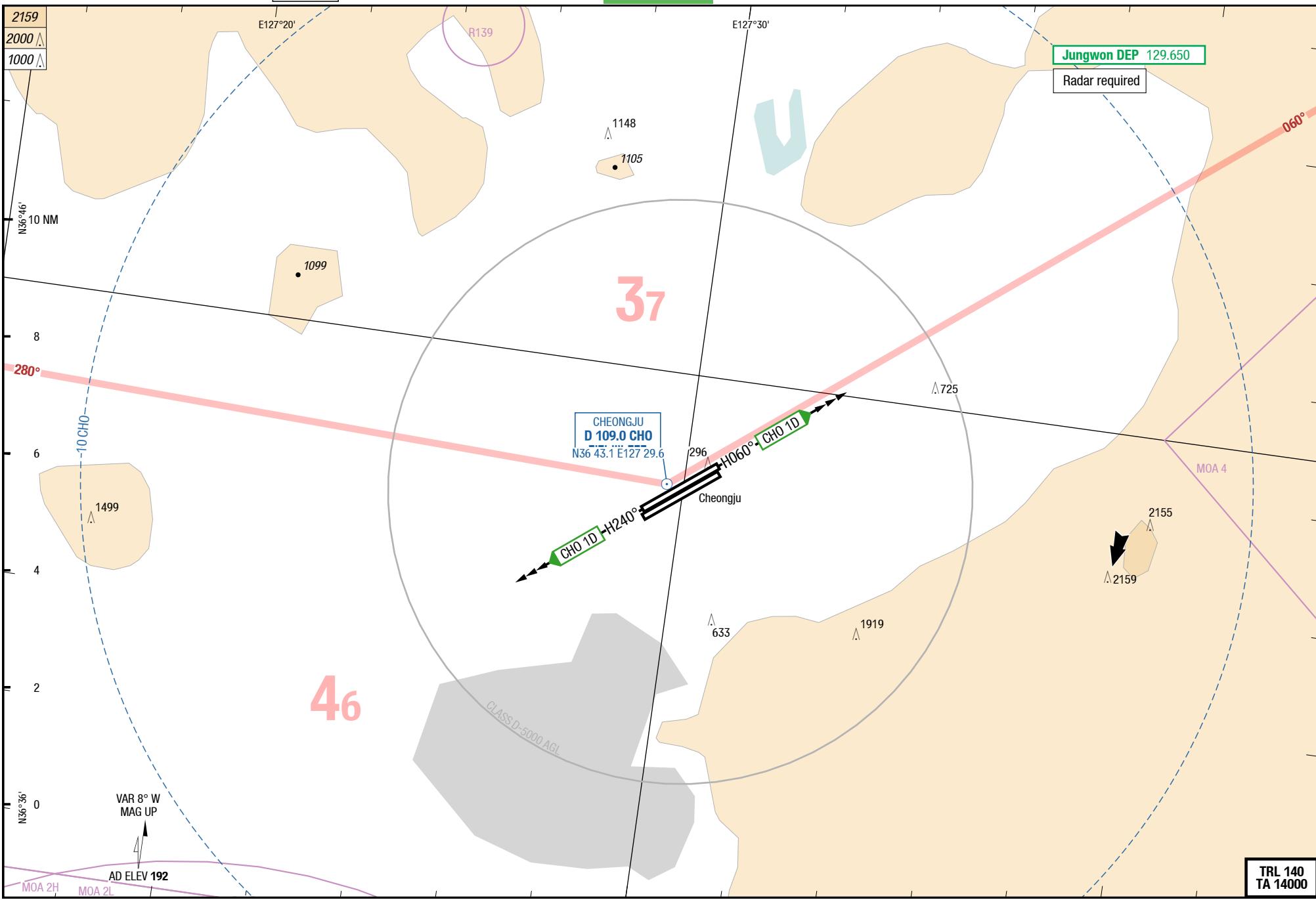
SID CHO 1D

SID

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SID CHO 7

SID CHO 1D



Changes: Nil

**Effective 01-FEB-2018**

25-JAN-2018

## Korea, Republic of **Cheongju** Cheongju Intl

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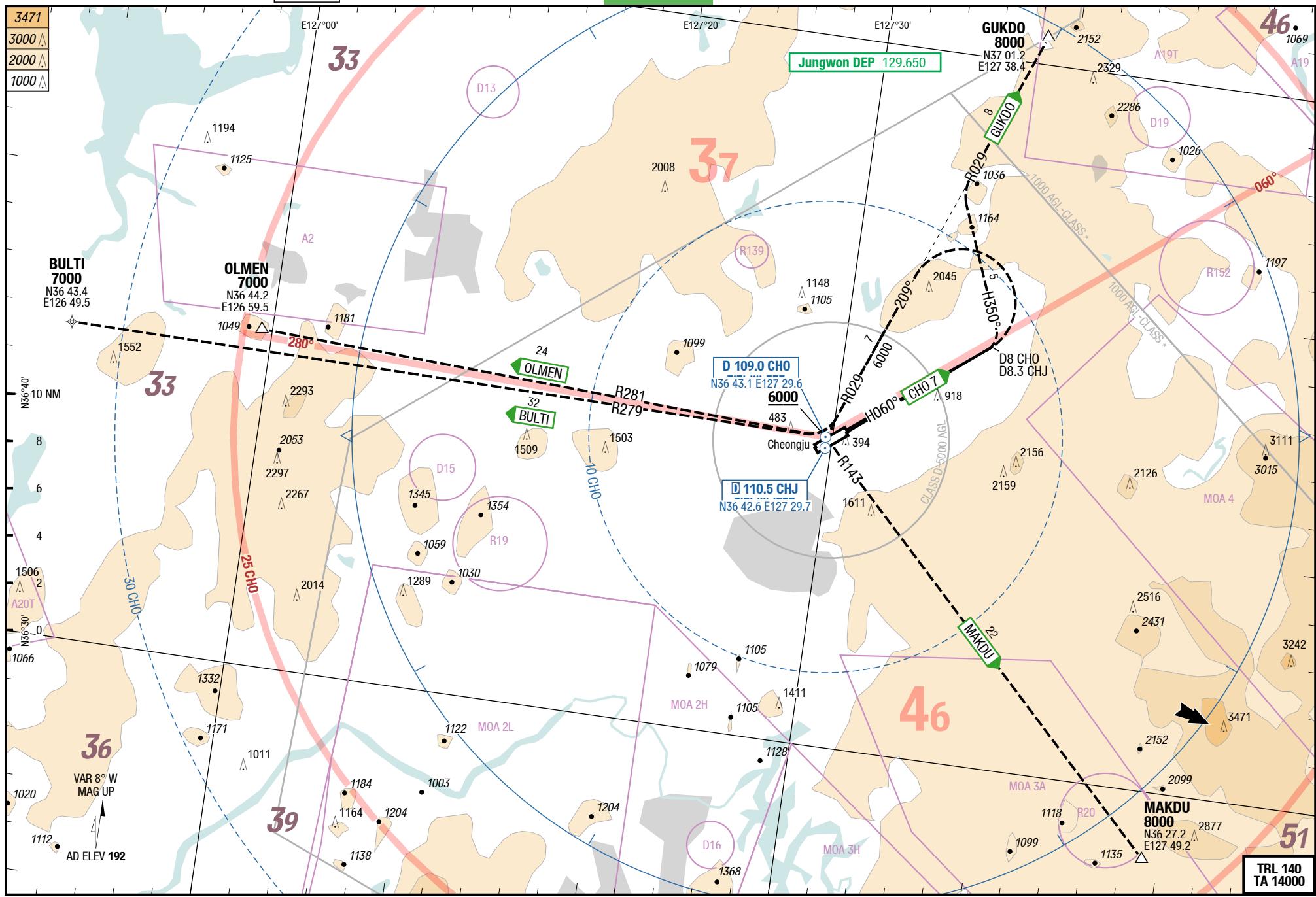
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SID CHO 7

SID

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SID CHO



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25-JAN-2018

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CJJ-RKTU

4-70

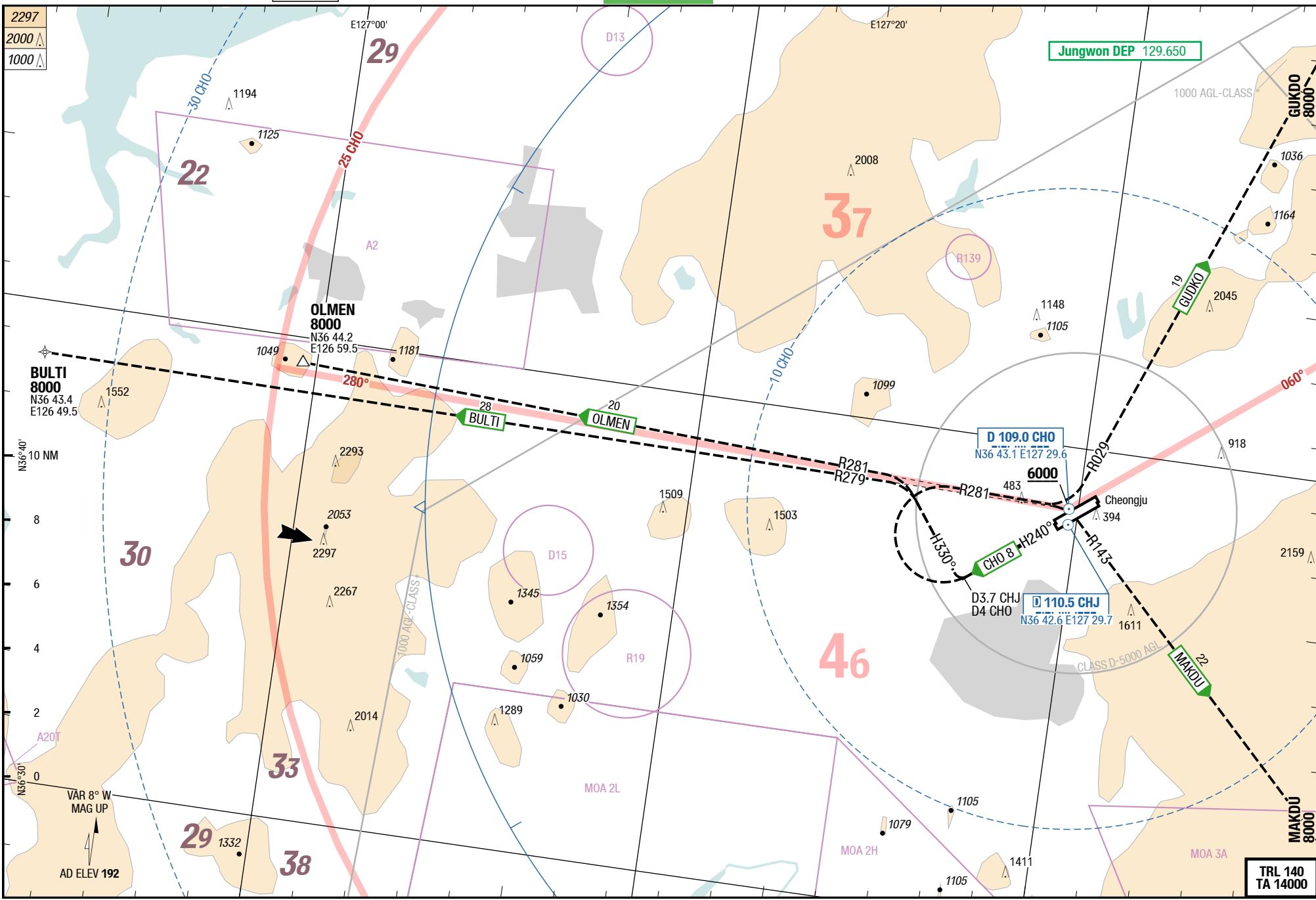
SID CHO 8

SID

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SID CHO 8

NIL



Changes: new

**CJJ-RKTU**

**5-10**

**BUKIL 1 RNAV**

**BUKIL 1**

RWY 06L (060°)

|      |        |     |      |      |      |      |      |
|------|--------|-----|------|------|------|------|------|
|      | GS     | 120 | 150  | 180  | 210  | 240  | 270  |
| 6.3% | ft/MIN | 800 | 1000 | 1200 | 1400 | 1600 | 1800 |

| DESIGNATOR  | ROUTING  | ALTITUDES                 |
|---|--|---------------------------|
|   | <b>Runway 06L</b>  |                           |
| <b>BUKIL 1</b><br>6.3% to 8000<br><b>129.650</b><br>① | 060° to BUKIL (MAX 220KT)  | <b>initial climb 6000</b> |
|   | <b>TRANSITION</b>  |                           |
| <b>BITUX</b>  | BUKIL -TUTAE (MAX 220KT) - FERRA (MAX 220KT) - PODDE - BOEUN - BITUX |                           |
| <b>BULTI</b>  | BUKIL - TUTAE (MAX 220KT) - OMING - OLMEN - BULTI                    |                           |
| <b>GUKDO</b>  | BUKIL - GUKDO  | <b>GUKDO MNM 8000</b>     |
| <b>OLMEN</b>  | BUKIL - TUTAE (MAX 220KT) - OMING - OLMEN                            |                           |
| <b>OSPOT</b>  | BUKIL - TUTAE (MAX 220KT) - OSPOT                                    |                           |

① Expect filed ALT 5 MIN after departure

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**5-20**

**BUKIL 2 RNAV**

**BUKIL 2**

RWY 06L (060°)

|      |        |     |      |      |      |      |      |
|------|--------|-----|------|------|------|------|------|
|      | GS     | 120 | 150  | 180  | 210  | 240  | 270  |
| 6.1% | ft/MIN | 800 | 1000 | 1200 | 1300 | 1500 | 1700 |

| DESIGNATOR                                       | ROUTING   | ALTITUDES   |
|--|---|---|
|  | <b>Runway 06L</b>   |   |
| <b>BUKIL 2</b><br>6.1% to 6000<br><b>129.650</b> | 060° to BUKIL (MAX 220KT)                                 |   |
|  | <b>TRANSITION</b>   |   |
|  | <b>BULTI</b><br>BUKIL - TUTAE (MAX 220KT) - Owing - BULTI | TUTAE at <b>6000</b><br>OWING at <b>6000</b><br>BULTI MNM <b>6000</b> |
|  | <b>GUKDO</b><br>BUKIL - GUKDO                             | GUKDO MNM <b>6000</b>   |
|  | <b>OLMEN</b><br>BUKIL - TUTAE (MAX 220KT) - Owing - OLMEN | TUTAE at <b>6000</b><br>OWING at <b>6000</b><br>OLMEN MNM <b>6000</b> |

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**5-30**

**GAKRI 1 RNAV**

SIDPT

**GAKRI 1**

RWY 24R (240°)

|      |        |     |     |      |      |      |      |
|------|--------|-----|-----|------|------|------|------|
|      | GS     | 120 | 150 | 180  | 210  | 240  | 270  |
| 5.1% | ft/MIN | 700 | 800 | 1000 | 1100 | 1300 | 1400 |

| <b>DESIGNATOR</b>   | <b>ROUTING</b>            | <b>ALTITUDES</b>          |
|---|---------------------------|---------------------------|
|   | <b>Runway 24R</b>         |                           |
| <b>GAKRI 1</b><br>5.1% to 8000<br><b>129.650</b><br>①                                 | 240° to GAKRI (MAX 220KT) | <b>Initial climb 6000</b> |
|   | <b>TRANSITION</b>         |                           |
| <b>BITUX</b><br>GAKRI - OKSAN (MAX 220KT) - WEBAX (MAX 220KT) - BILEE - BOEUN - BITUX |                           |                           |
| <b>BULTI</b><br>GAKRI - OLMEN - BULTI   |                           | <b>BULTI MNM 8000</b>     |
| <b>GUKDO</b><br>GAKRI - OKSAN (MAX 220KT) - TUTAE (MAX 220KT) - GUKDO                 |                           |                           |
| <b>OLMEN</b><br>GAKRI - OLMEN   |                           | <b>OLMEN MNM 8000</b>     |
| <b>OSPOT</b><br>GAKRI - OKSAN (MAX 220KT) - OSPOT                                     |                           |                           |

① Expect filed ALT 5 MIN after departure

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**5-40**

**MANGO 1 RNAV**

**MANGO 1**

RWY 24R (240°)

|      |        |     |      |      |      |      |      |
|------|--------|-----|------|------|------|------|------|
|      | GS     | 120 | 150  | 180  | 210  | 240  | 270  |
| 7.1% | ft/MIN | 900 | 1100 | 1300 | 1600 | 1800 | 2000 |

| DESIGNATOR                                       | ROUTING   | ALTITUDES   |
|--|---|---|
|  | <b>Runway 24R</b>   |   |
| <b>MANGO 1</b><br>7.1% to 6000<br><b>129.650</b> | 240° to MANGO (MAX 220KT)                                 |   |
|  | <b>TRANSITION</b>   |   |
|  | <b>BULTI</b><br>MANGO - BULTI                             | BULTI MNM <b>6000</b>   |
|  | <b>GUKDO</b><br>MANGO - TU521 (MAX 220KT) - TUTAE - GUKDO | TU521 at <b>6000</b><br>TUTAE at <b>6000</b><br>GUKDO MNM <b>6000</b> |
|  | <b>OLMEN</b><br>MANGO - OLMEN                             | OLMEN MNM <b>6000</b>   |

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**5-50**

**SID CHO 1D**

SIDPT

**CHEONGJU 1D**

RWYs 06L (060°) / 24R (240°)

|      |        |     |      |      |      |      |      |
|------|--------|-----|------|------|------|------|------|
|      | GS     | 120 | 150  | 180  | 210  | 240  | 270  |
| 7.0% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1800 | 2000 |

| DESIGNATOR  | ROUTING  | ALTITUDES                 |
|---|--|---------------------------|
|   | <b>Runway 06L</b>  |                           |
| <b>CHEONGJU 1D<br/>CHO 1D<br/>7.0% to 5000<br/>129.650<br/>①②</b> | HDG 060° - expect radar vectors to intercept filed enroute fix or NAVAID | <b>initial climb 6000</b> |
|   | <b>Runway 24R</b>  |                           |
| <b>CHEONGJU 1D<br/>CHO 1D<br/>7.0% to 5000<br/>129.650<br/>①</b>  | HDG 240° - expect radar vectors to intercept filed enroute fix or NAVAID | <b>initial climb 6000</b> |

- ① Expect filed ALT/FL within 10 MIN after departure  
② Hill 4346ft from DER, 908ft left of centerline, 38ft AGL/ 230ft AMSL

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**5-60**

**SID CHO 7**

**CHO 7**

RWYs 06L/R (060°)

|      |        |     |     |      |      |      |      |
|------|--------|-----|-----|------|------|------|------|
|      | GS     | 120 | 150 | 180  | 210  | 240  | 270  |
| 5.8% | ft/MIN | 800 | 900 | 1100 | 1300 | 1500 | 1600 |

| DESIGNATOR                             | ROUTING  | ALTITUDES                                |
|--|--|--|
|  | <b>Runway 06L/06R</b>  |  |
| <b>CHO 7</b><br>5.8%<br><b>129.650</b> | <b>HDG 060° to D8 CHO/D8.3 CHJ</b>                               |  |
|  | <b>TRANSITION</b>  |  |
|  | <b>BULTI</b><br><b>LT R029 CHO to CHO - R279 CHO to BULTI</b>    | <b>CHO MNM 6000</b><br><b>BULTI 7000</b> |
|  | <b>GUKDO</b><br><b>LT HDG 350° - intercept R029 CHO to GUKDO</b> | <b>GUKDO 8000</b>                        |
|  | <b>MAKDU</b><br><b>LT R029 CHO to CHO - R143 CHO to MAKDU</b>    | <b>CHO MNM 6000</b><br><b>MAKDU 8000</b> |
|  | <b>OLMEN</b><br><b>LT R029 CHO to CHO - R281 CHO to OLMEN</b>    | <b>CHO MNM 6000</b><br><b>OLMEN 7000</b> |

**CJJ-RKTU**

**5-70**

**SID CHO 8**

SIDPT

**CHO 8**

RWYs 24L/R (240°)

|      |        |     |      |      |      |      |      |
|------|--------|-----|------|------|------|------|------|
|      | GS     | 120 | 150  | 180  | 210  | 240  | 270  |
| 7.4% | ft/MIN | 900 | 1200 | 1400 | 1600 | 1800 | 2100 |

| DESIGNATOR                      | ROUTING  | ALTITUDES                                |
|---------------------------------|--|--|
|                                 | <b>Runway 24L/24R</b>  |  |
| <b>CHO 8</b><br>7.4%<br>129.650 | <b>HDG 240° to D4 CHO/D3.7 CHJ</b>                               |  |
|                                 | <b>TRANSITION</b>  |  |
|                                 | <b>BULTI</b><br><b>RT HDG 330° - intercept R279 CHO TO BULTI</b> | <b>BULTI 8000</b>                        |
|                                 | <b>GUDKO</b><br><b>RT R281 CHO to CHO - R029 CHO to GUDKO</b>    | <b>CHO MNM 6000</b><br><b>GUDKO 8000</b> |
|                                 | <b>MAKDU</b><br><b>RT R281 CHO to CHO - R143 CHO to MAKDU</b>    | <b>CHO MNM 6000</b><br><b>MAKDU 8000</b> |
|                                 | <b>OLMEN</b><br><b>RT HDG 330° - intercept R281 CHO TO OLMEN</b> | <b>OLMEN 8000</b>                        |

**Effective 05-JAN-2017  
29-DEC-2016**

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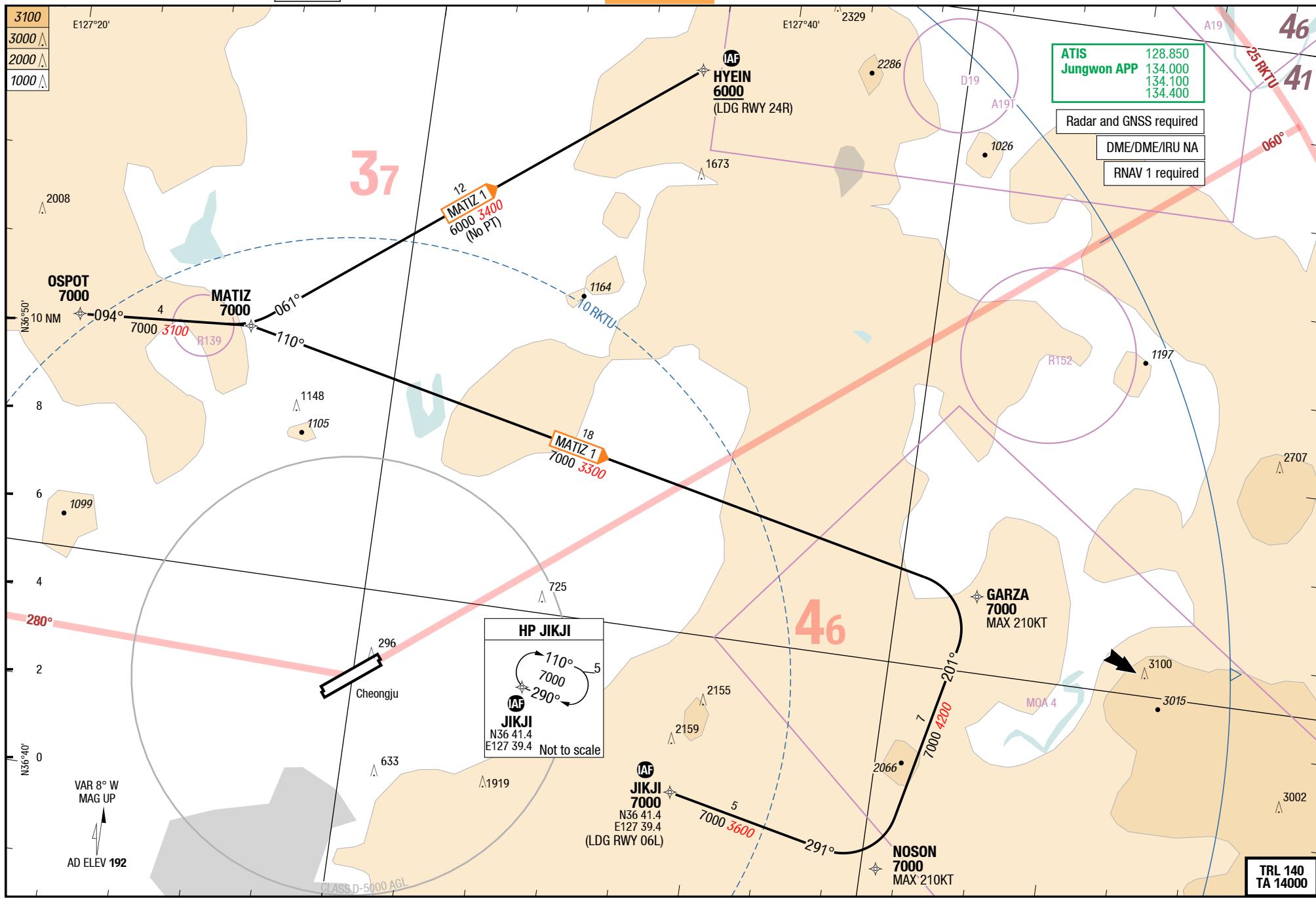
5-10

MATIZ 1 RNAV

STAR

STAR

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NIL  
**MATIZ 1 RNAV**



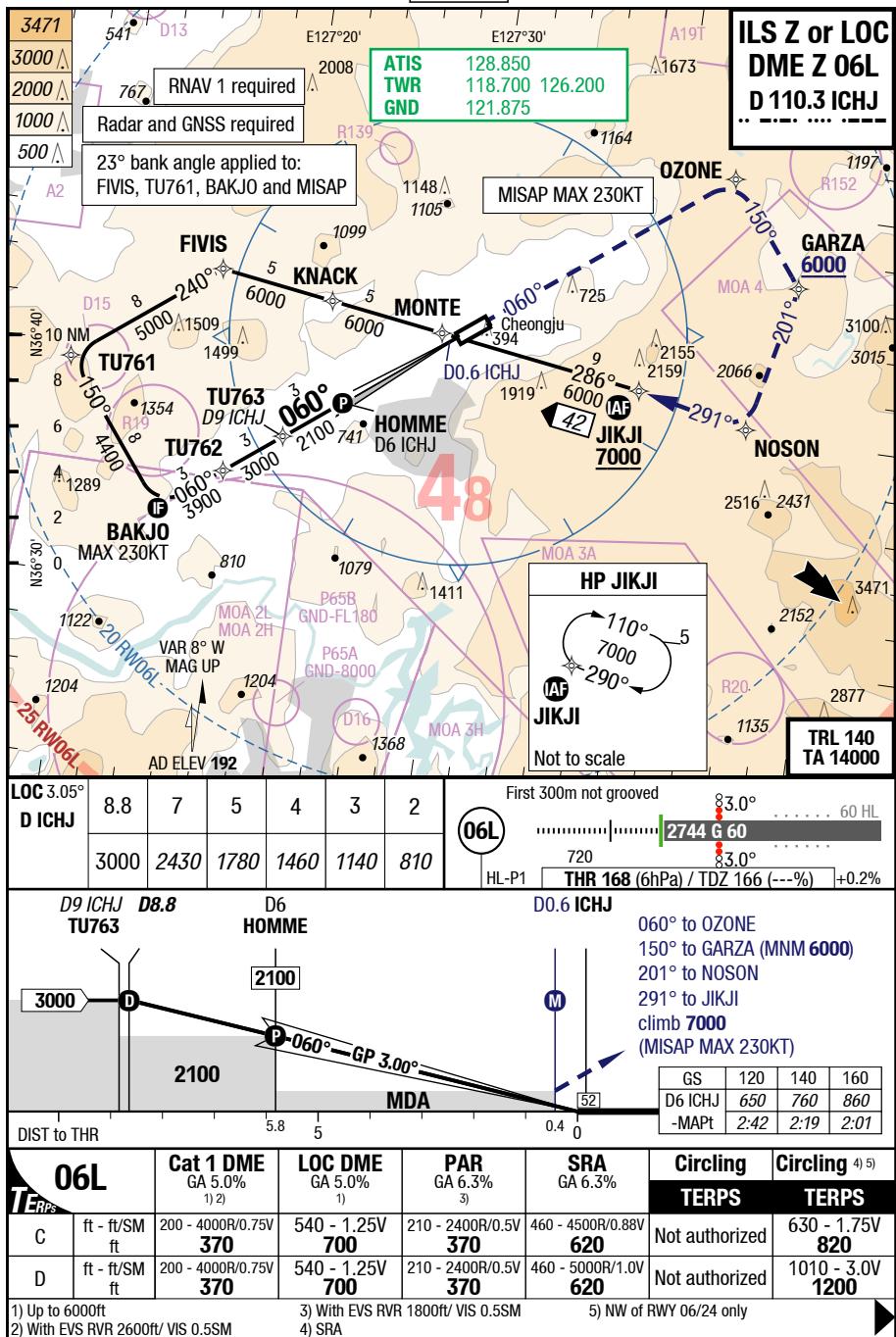
09-MAR-2017

CJJ-RKTU

7-10

ILS Z LOC DME Z 06L

IAC



Changes: Nil

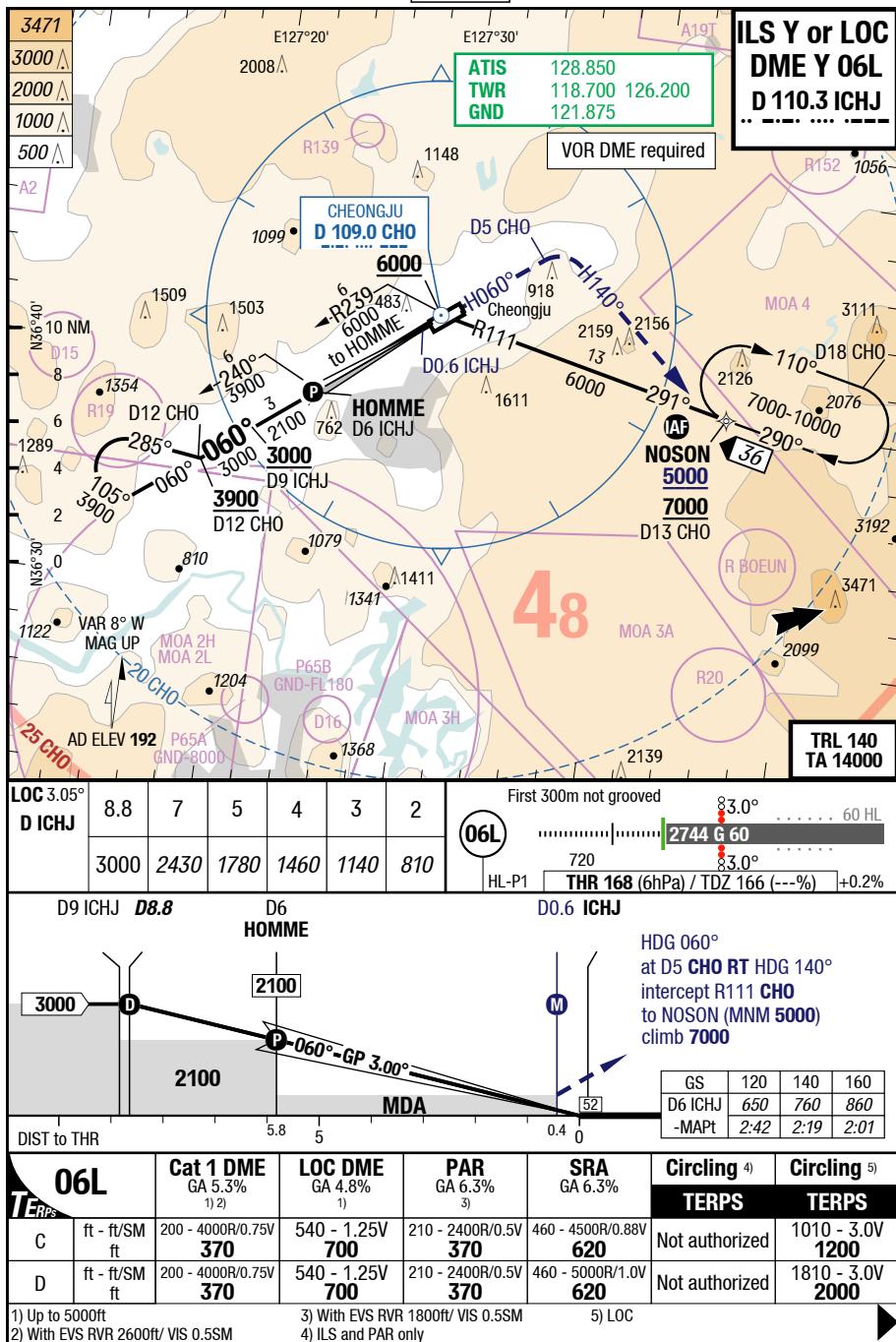
09-MAR-2017

CJJ-RKTU

7-20

ILS Y or LOC DME Y 06L

IAC



Changes: Track, SUAs, Note, OBST

Effective 05-JAN-2017  
29-DEC-2016

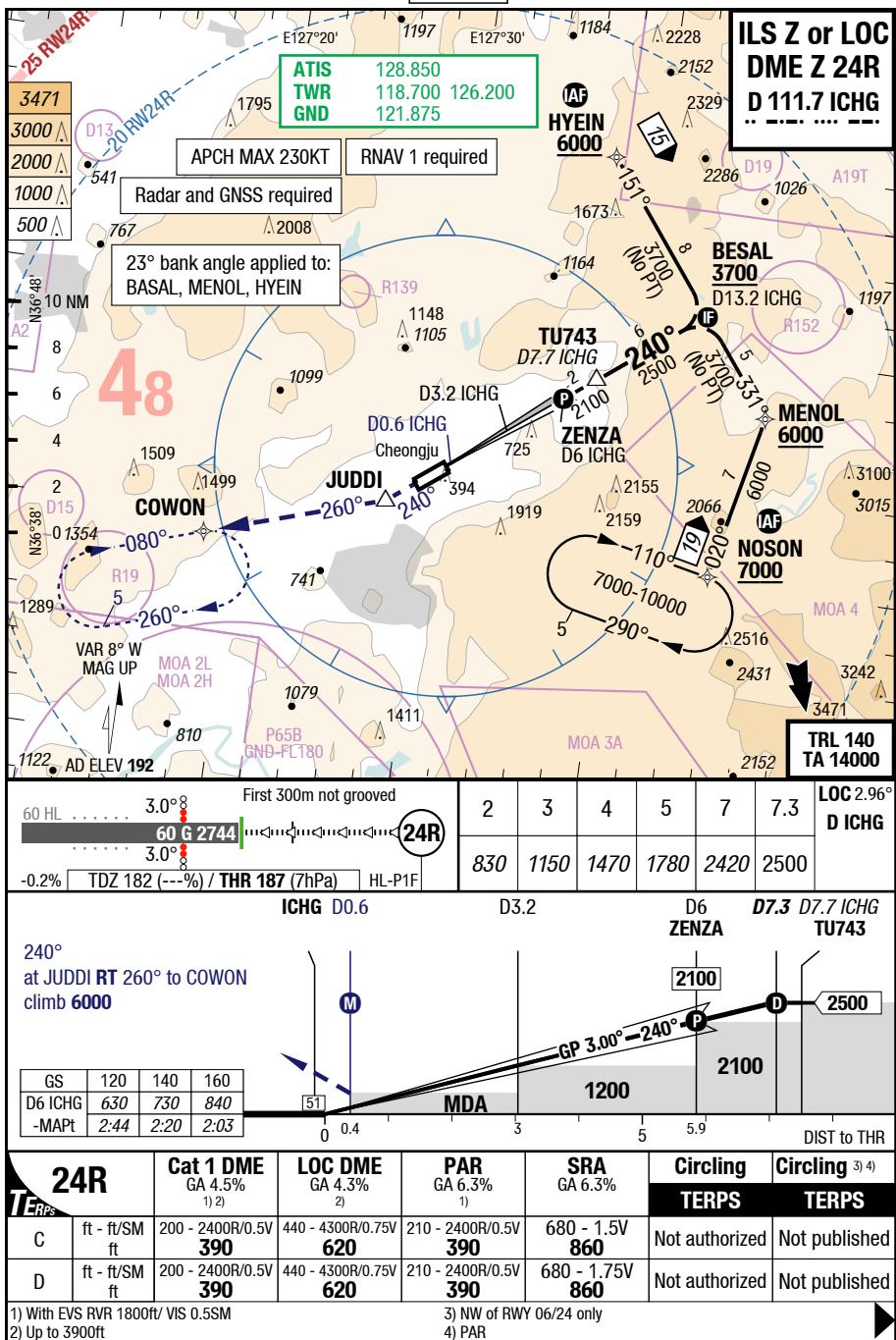
Republic of Korea Cheongju Cheongju Intl

CJJ-RKTU

7-30

ILS Z or LOC DME Z 24R

IAC



Changes: Completely revised

Effective 05-JAN-2017

29-DEC-2016

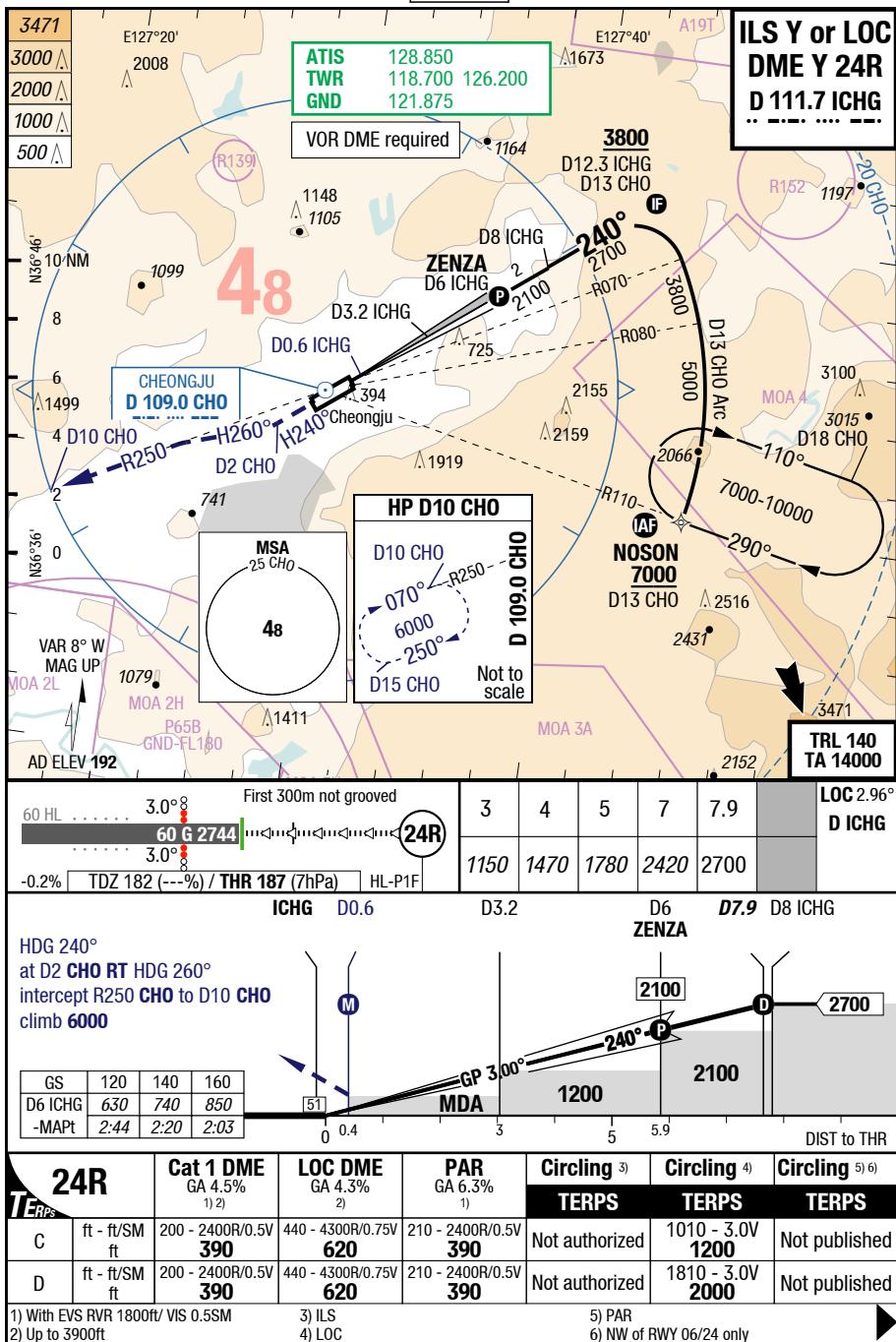
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CJJ-RKTU

7-40

ILS Y or LOC DME Y 24R

IAC



Changes: Completely revised

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29-DEC-2016

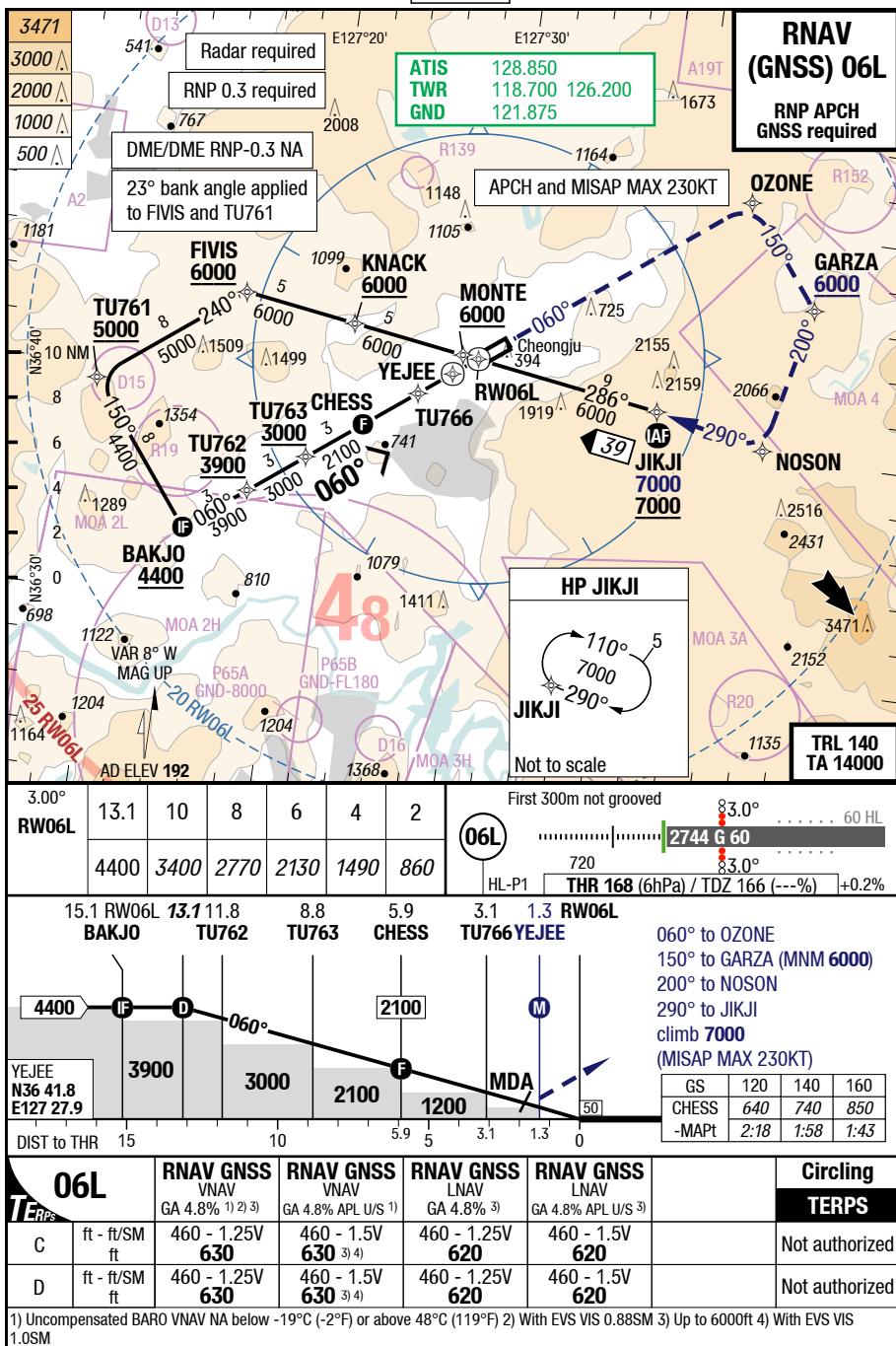
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CJJ-RKTU

7-50

RNAV (GNSS) 06L

IAC



Changes: Completely revised

Effective 05-JAN-2017  
29-DEC-2016

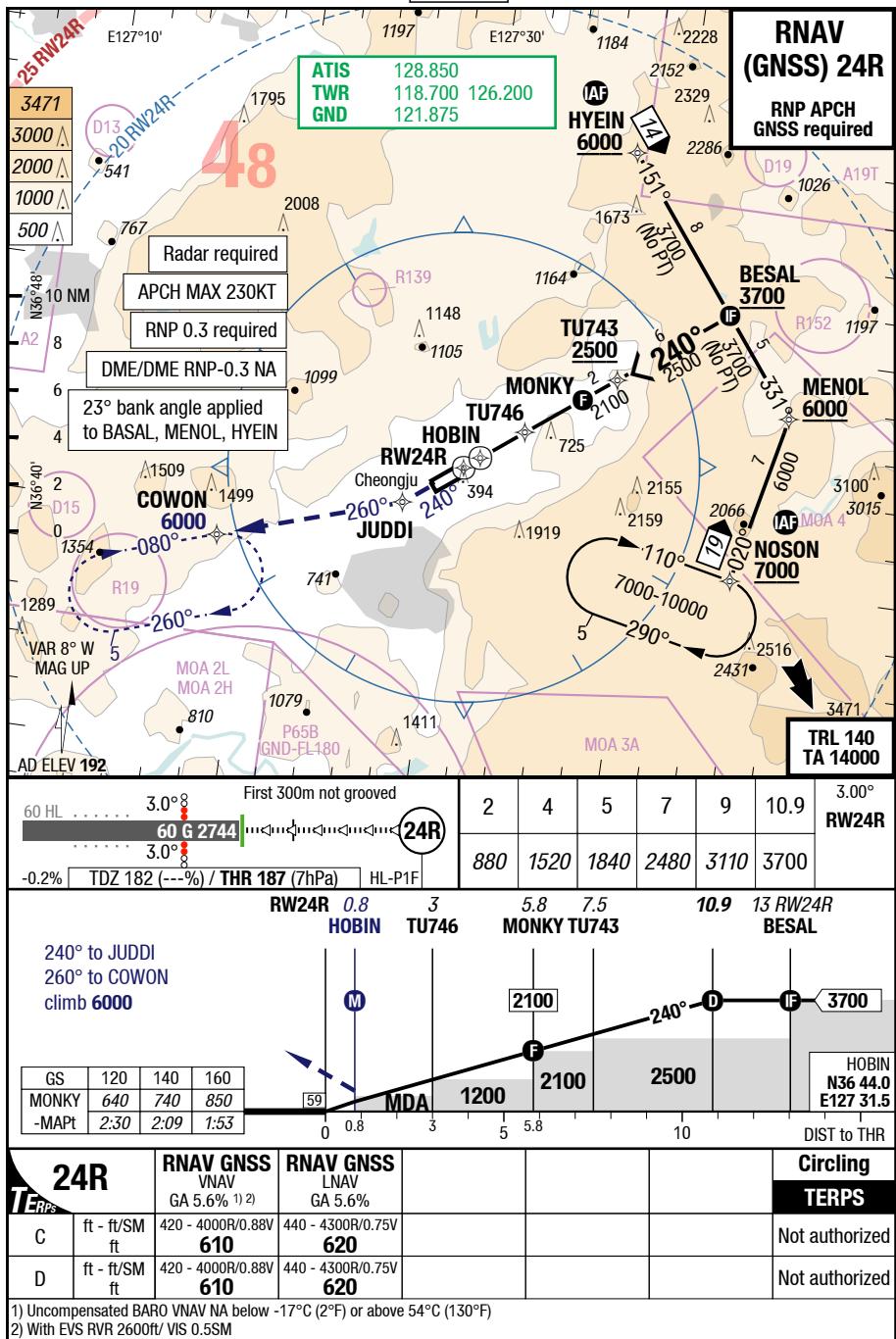
Republic of Korea Cheongju Cheongju Intl

CJJ-RKTU

7-60

RNAV (GNSS) 24R

IAC



Changes: Completely revised

Effective 01-FEB-2018

25-JAN-2018

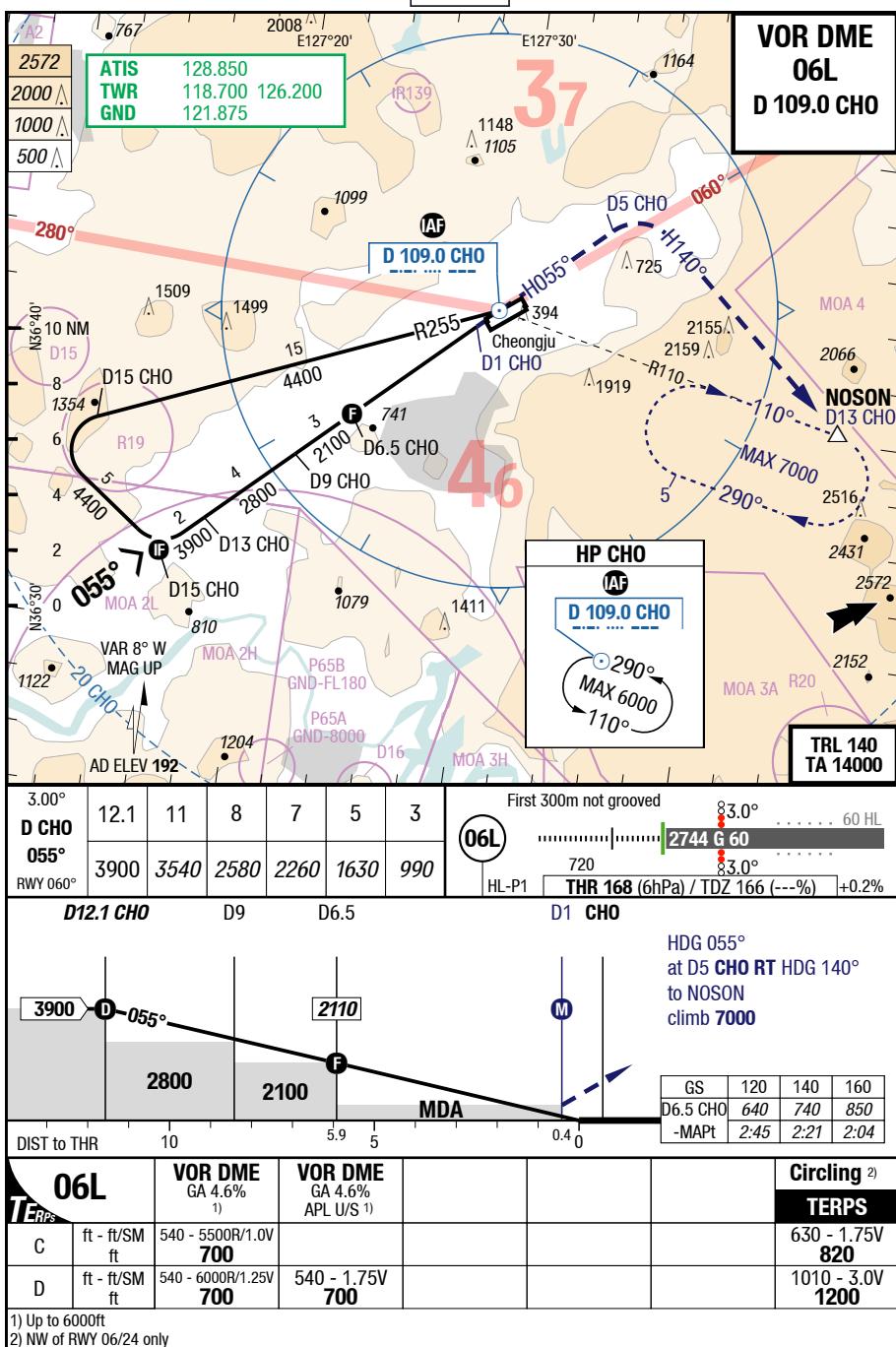
Korea, Republic of Cheongju Cheongju Intl

CJJ-RKTU

7-70

VOR DME 06L

IAC



Changes: MIN

Effective 01-FEB-2018

25-JAN-2018

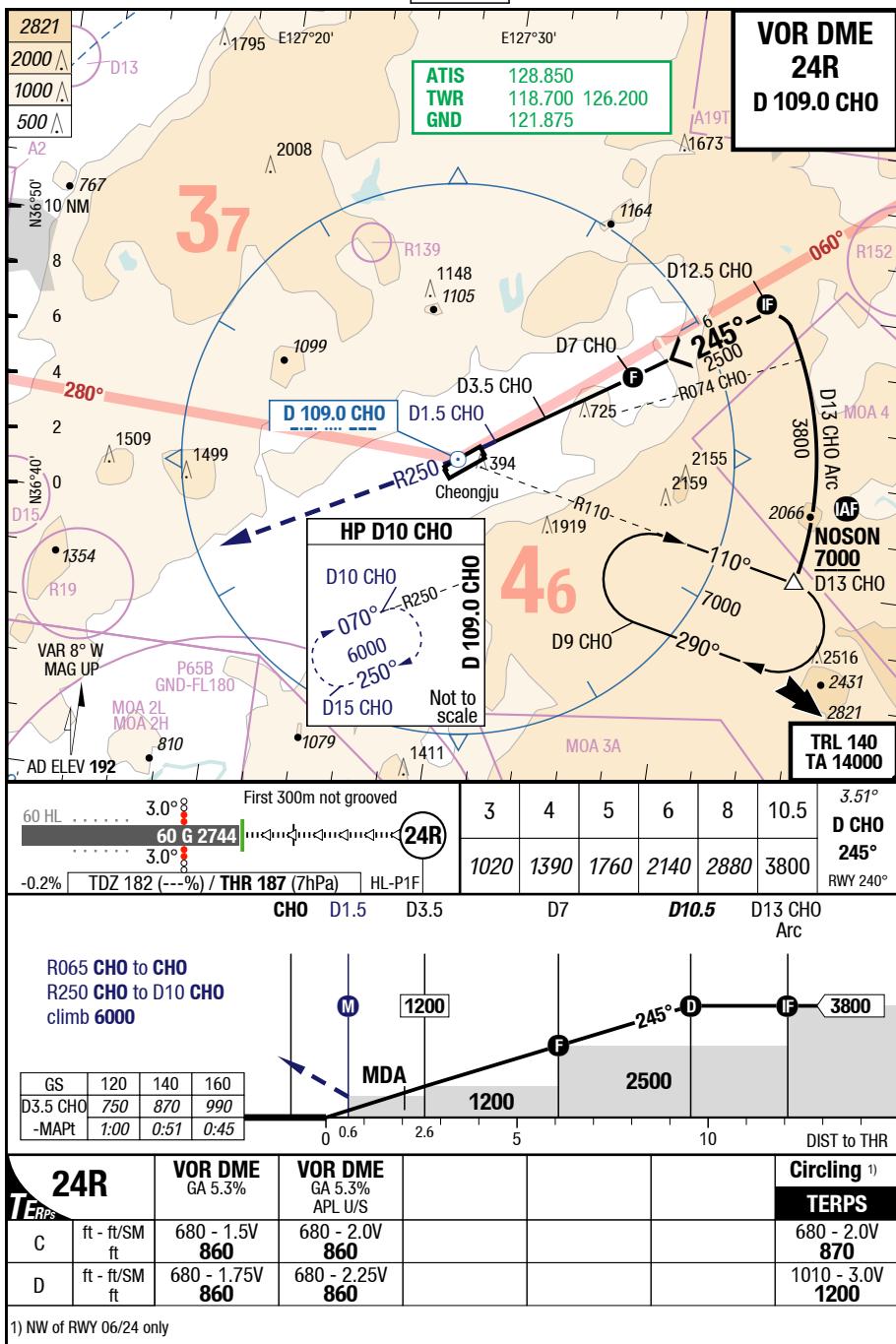
Korea, Republic of Cheongju Cheongju Intl

CJJ-RKTU

7-80

VOR DME 24R

IAC



Changes: MIN

09-MAR-2017

**CJJ-RKTU****7-90****WxMinima Overflow**

|                            |  |  |  |  |  |  |                                  |
|----------------------------|--|--|--|--|--|--|----------------------------------|
| <b>06L</b><br><i>TERPS</i> | <b>SRA</b><br>GA 6.3%<br>APL U/S <sup>1)</sup> |  |  |  |  |  |                                  |
| C ft - ft/SM ft            |  |  |  |  |  |  |                                  |
| D ft - ft/SM ft            | 460 - 1.5V<br><b>620</b>                       |  |  |  |  |  |                                  |
| 1) ZULU                    |  |  |  |  |  |  |                                  |
| <br>                       |  |  |  |  |  |  |                                  |
| <b>06L</b><br><i>TERPS</i> | <b>SRA</b><br>GA 6.3%<br>APL U/S <sup>1)</sup> |  |  |  |  |  | <b>Circling <sup>2) 3)</sup></b> |
| C ft - ft/SM ft            |  |  |  |  |  |  | <b>TERPS</b>                     |
| D ft - ft/SM ft            | 460 - 1.5V<br><b>620</b>                       |  |  |  |  |  | 630 - 1.75V<br><b>820</b>        |
| 1) YANKEE                  |  |  |  |  |  |  |                                  |
| 2) SRA                     |  |  |  |  |  |  |                                  |
| <br>                       |  |  |  |  |  |  |                                  |
| <b>24R</b><br><i>TERPS</i> | <b>SRA</b><br>GA 6.3%<br>APL U/S <sup>1)</sup> |  |  |  |  |  | <b>Circling <sup>2) 3)</sup></b> |
| C ft - ft/SM ft            | 680 - 2.0V<br><b>860</b>                       |  |  |  |  |  | <b>TERPS</b>                     |
| D ft - ft/SM ft            | 680 - 2.25V<br><b>860</b>                      |  |  |  |  |  | 680 - 2.0V<br><b>870</b>         |
| 1) ZULU                    |  |  |  |  |  |  |                                  |
| 2) SRA                     |  |  |  |  |  |  |                                  |
| <br>                       |  |  |  |  |  |  |                                  |
| <b>24R</b><br><i>TERPS</i> | <b>SRA</b><br>GA 6.3%<br><sup>1)</sup>         | <b>SRA</b><br>GA 6.3%<br>APL U/S <sup>1)</sup> |  |  |  |  | <b>Circling <sup>2) 3)</sup></b> |
| C ft - ft/SM ft            | 680 - 1.5V<br><b>860</b>                       | 680 - 2.0V<br><b>860</b>                       |  |  |  |  | <b>TERPS</b>                     |
| D ft - ft/SM ft            | 680 - 1.75V<br><b>860</b>                      | 680 - 2.25V<br><b>860</b>                      |  |  |  |  | 680 - 2.0V<br><b>870</b>         |
| 1) YANKEE                  |  |  |  |  |  |  |                                  |
| 2) SRA                     |  |  |  |  |  |  |                                  |
| <br>                       |  |  |  |  |  |  |                                  |