

**YNY-RKNY**

**1-10**

**AOI**

**AOI**

**GENERAL**

**Operational Hours**

**ATS Hours / AD Operator:** 2300-0900, other times O/R (PAX flights only)

**Airport Information**

**RFF:** CAT 7

**PCN:** RWY 15/33: 53/F/A/X/T

**Customs:** HO

**Operation**

**TWY Restriction**

TWY B width 15m / 49ft.

TWY A AVBL up to code letter D ACFT.

Taxilane N1, N2 AVBL to code letter A ACFT.

**Warnings**

**YAG TVOR/DME** unusable:

- R231-R310, not flight due to P518 and terrain.
- R311-R360 beyond 7.5NM, not flight due to P518.
- R001-R070 beyond 10NM, not flight due to restricted area.

**YAG DME** unusable:

- R200-R230 beyond 17NM below 7500ft.

**MAINT:** 2nd TUE of MAR, JUN, SEP, DEC 1300-1800.

**IYAN DME** **MAINT:**

- 2nd TUE of FEB, MAY, AUG, NOV 1300-1800.

**KAE VOR** unusable:

- R300-R030 beyond 20NM below 7000ft.
- R099 between D7 and D11 below FL200.
- R129 between D7 and D11 below FL250.
- R268 between D11 and D15 below FL200, between D21 and D24 below FL190.

**KAE DME** unusable:

- R300-R030 beyond 20NM below 7000ft.
- R280-R359 beyond 13NM below 10000ft.

**MAINT:** Every 3rd WED of the month 1500-2000.

Exercise extreme caution to avoid penetrating prohibited area P518, P518E, etc. and Special use Airspace R121, MOA7, MOA31, etc. especially when flying north of AD for departure, MISAP and circling APCH.

Do not fly beyond D14 arc of YAG during arc turn due to interaction with other routes.

Use caution during APCH because the pre-threshold terrain under the APCH path for both RWY 33 and 15 is markedly lower than THR.

Use caution of VFR traffic which may fly along the coast of East Sea.

Birds in vicinity of AD.

**EMERG FREQ**

Pilots are strongly required to monitor EMERG FREQ when flying within Gangneung TMA

**MAINT:** 4th TUE of MAR, JUN, SEP and DEC 1300-1800.

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**ARRIVAL****Communication****COM Failure****RWY 33**

Proceed to DOWON IAF and commence descent and APCH as close as possible to the EFC issued by ATC or ETA filed in FPL. Land if possible within 30min after ETA or the last acknowledged EFC or ETA, whichever is later. Circling not authorized west of RWY 15/33.

**Arrival Procedure****Visual APCH**

VIS APCH may be initiated by ATC (Gangneung APP) or approved upon pilot REQ on traffic permitting basis when:

- Ceiling: at or above 500ft plus MVA and;
- VIS: not less than 5km.
- Circuit: east pattern only

**Non-standard GP Antenna Position RWY 33**

GP intercepts RWY 33 at 320m / 1049ft after landing threshold.

Remaining DIST beyond GP is 2180m / 7153ft.

**Warnings****LOC ILS RWY 33**

MAINT: 2nd TUE of JAN, APR, JUL, OCT 1300-1800.

**GP RWY 33**

unusable:

- beyond 5° left side of course, due to OBST.

MAINT:

- 2nd TUE of FEB, MAY, AUG, NOV 1300-0100.

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

RWY		15/33	
Multi ENG	ft - m/km	0 - 400R/400V	-

**Communication****COM Failure****Under Pilot Navigation****RWY 15**

**YAG 2S:** Maintain 8000ft until KAE then climb and proceed by the route, ALT/FL assigned in the last ATC CLR received.

**YAG 2T:** Maintain 10000ft until KAE then climb and proceed by the route, ALT/FL assigned in the last ATC CLR received.

**RWY 33**

**YAG 2A:** Maintain 10000ft until KAE then climb and proceed by the route, ALT/FL assigned in the last ATC CLR received.

**DEPARTURE****Under Radar Vectoring**

Proceed by the direct route from the point of radio failure to the fix, route or AWY specified in 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, by the route filed in FPL; and

Maintain MEA or ALT/FL cleared in the last ATC CLR received, whichever is higher, for 20min; then Continue flight with ALT/FL filed in the FPL.

**Departure Procedure****Start-up/Push-back**

If ACFT fails to push-back or taxi within 15min after receipt of ATC CLR, pilot should notify ATC except when:

- Start-up/push-back is delayed due to traffic on the GND.
- ACFT departure is restricted by the release time or the same altitude/route separation.

**Noise Abatement Procedure**

Use ICAO Standard NADP1.

Thrust reduction at 1000ft or 1500ft above AD ELEV recommended.

**ATC Slot, Clearance**

Contact DLV 5min prior to start-up/push-back and report:

- ACFT identification
- Type of ACFT
- DEST
- Proposed FL or ALT
- Gate or stand number

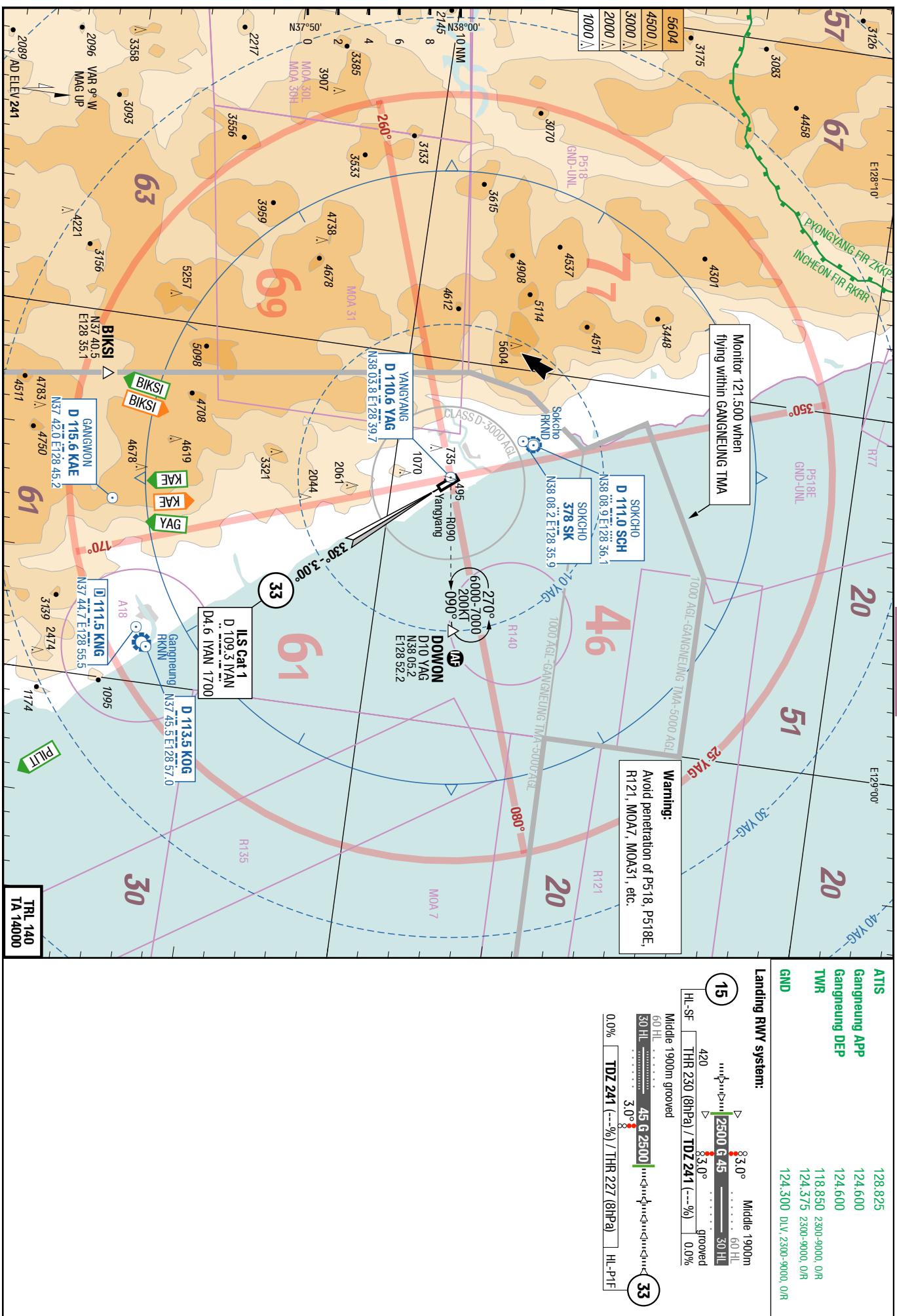
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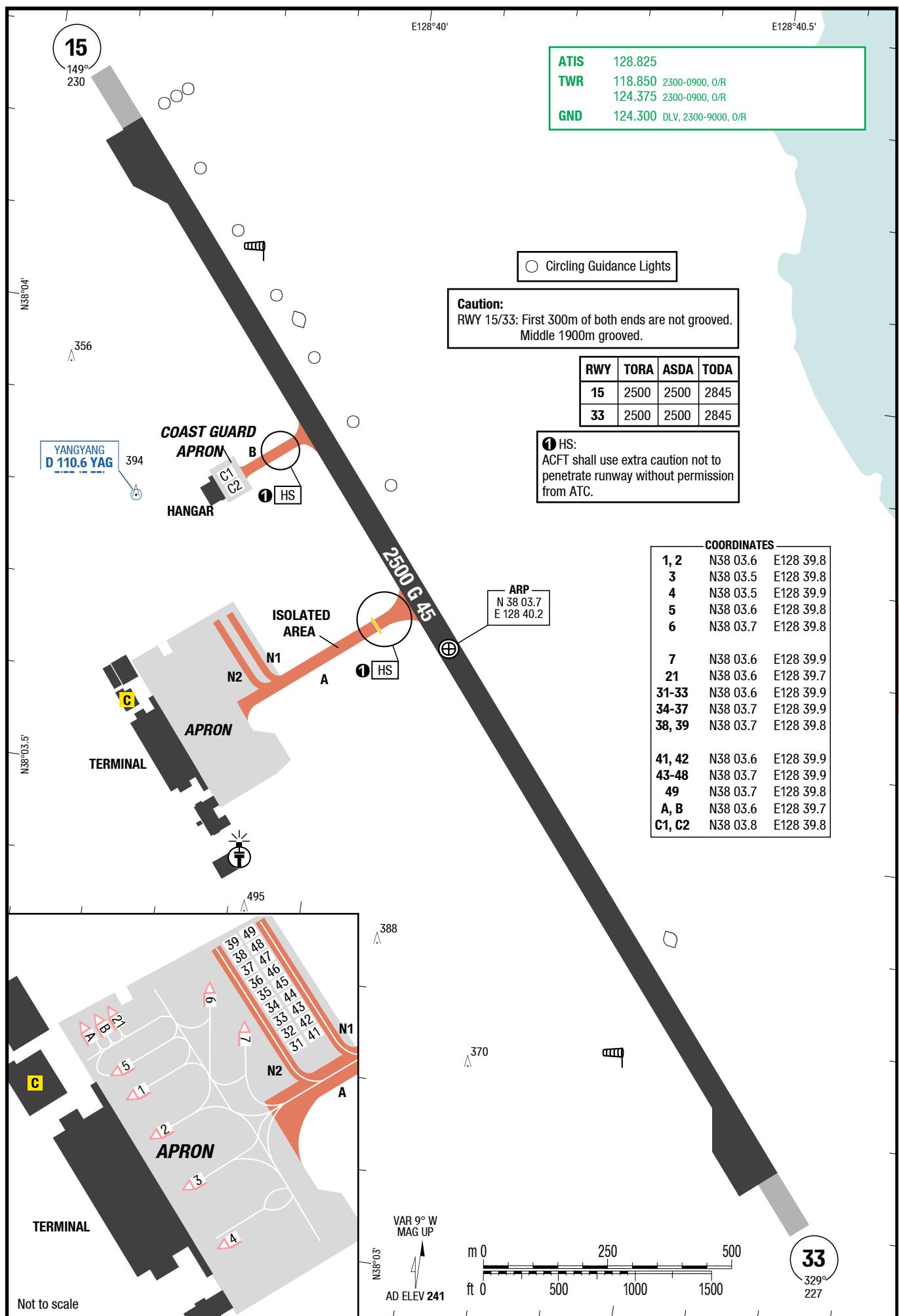
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ng Intl  
AGC  
**AFC**

**AFC**  Yangyang Int'l Yangyang Korea, Republic of



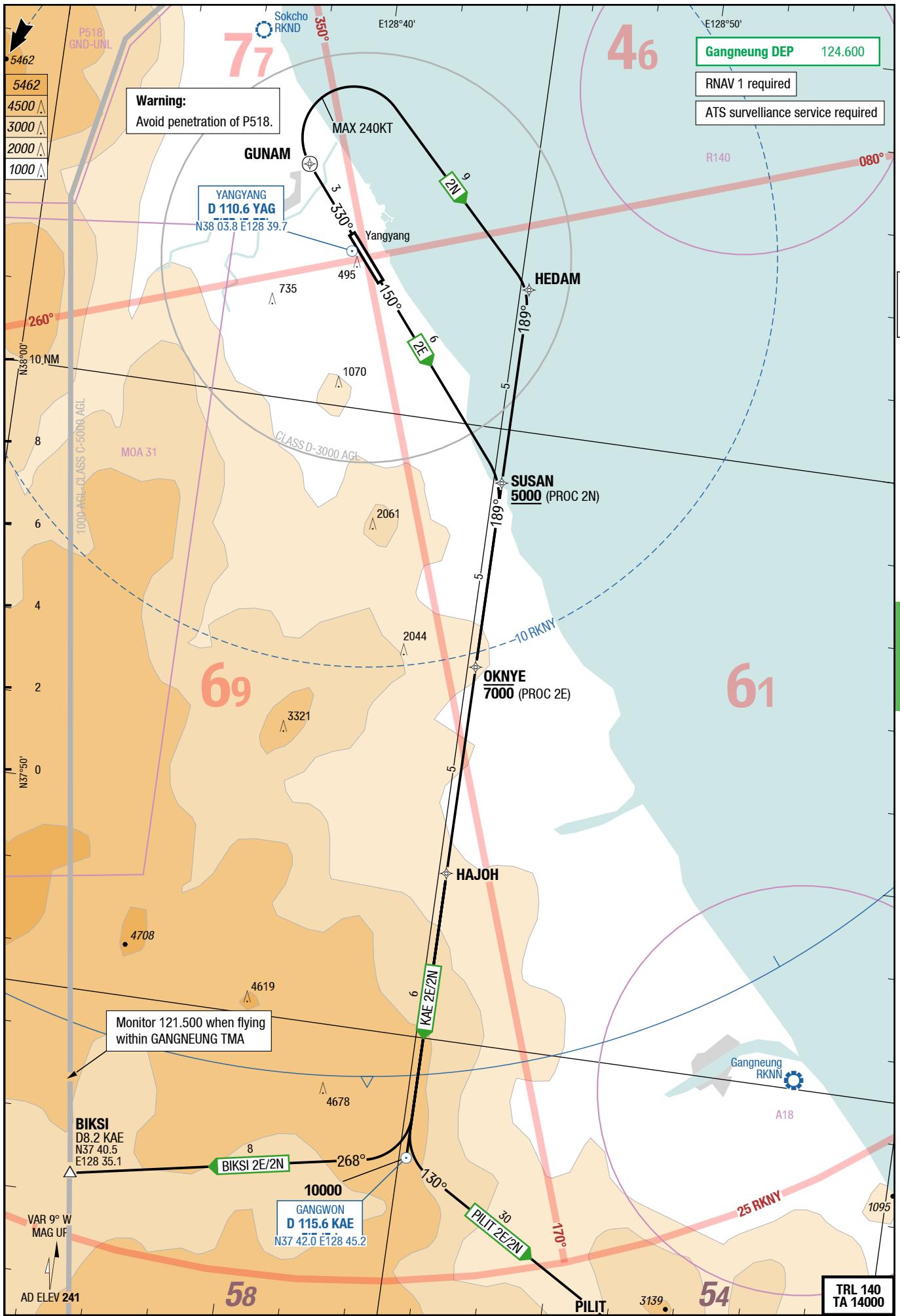


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Yangyang Intl  
SIDS

**SID**

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[SIDs] RNAV SIDs

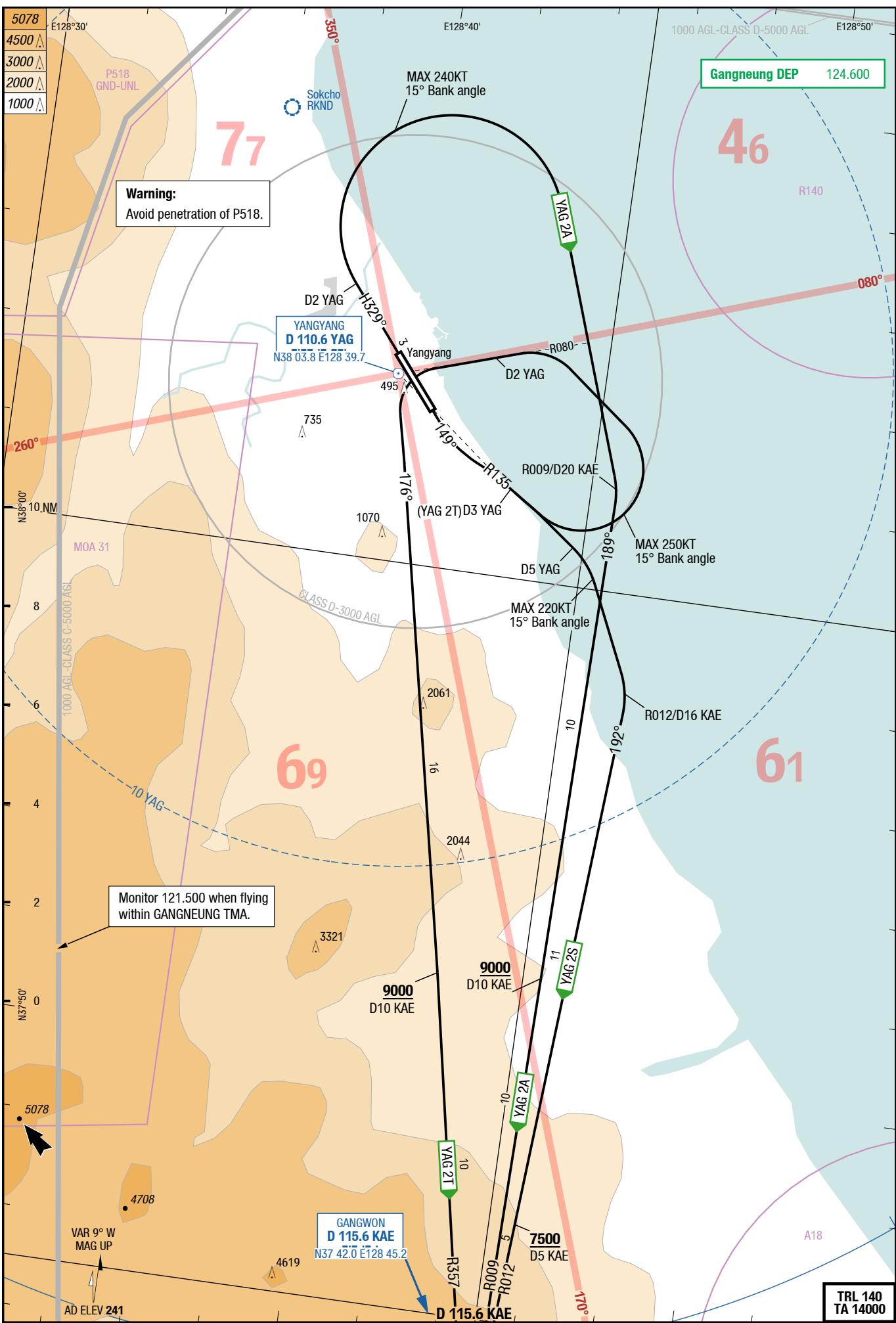


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SIDs

SID

SIDs



**YNY-RKNY****5-10****RNAV SIDs****BIKSI 2E / GANGWON 2E / PILIT 2E / BIKSI 2N / GANGWON 2N**

RWYs 15 (149°) / 33 (329°)

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600
6.6%	ft/MIN	900	1100	1300	1500	1700	1900
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 15</b>		
<b>BIKSI 2E</b> 5.5% to 6500 8.0% <b>124.600</b> ①②④	150° to SUSAN - OKNYE - HAJOH - <b>KAE</b> - BIKSI	OKNYE MAX 7000 <b>KAE at 10000</b>
<b>GANGWON 2E</b> <b>KAE 2E</b> 5.5% to 6500 8.0% <b>124.600</b> ①②④	150° to SUSAN - OKNYE - HAJOH - <b>KAE</b>	OKNYE MAX 7000 <b>KAE at 10000</b>
<b>PILIT 2E</b> 5.5% to 6500 8.0% <b>124.600</b> ①②④	150° to SUSAN - OKNYE - HAJOH - <b>KAE</b> - PILIT	OKNYE MAX 7000 <b>KAE at 10000</b>
<b>Runway 33</b>		
<b>BIKSI 2N</b> 6.6% <b>124.600</b> ①③④	330° to GUNAM - HEDAM - SUSAN - OKNYE - HAJOH - <b>KAE</b> - BIKSI	SUSAN MNM 5000 <b>KAE at 10000</b>
<b>GANGWON 2N</b> <b>KAE 2N</b> 6.6% <b>124.600</b> ①③④	330° to GUNAM - HEDAM - SUSAN - OKNYE - HAJOH - <b>KAE</b>	SUSAN MNM 5000 <b>KAE at 10000</b>

① Climb gradient due to ATC.

② For avoiding obstacle, MNM climb gradient 5.5% is required.

③ First turn MAX 240KT.

④ Avoid penetration of P518.

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**RNAV SIDs**

**PILIT 2N**

RWY 33 (329°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 33	
<b>PILIT 2N</b> 6.6% <b>124.600</b> ①②③	330° to GUNAM - HEDAM - SUSAN - OKNYE - HAJOH - <b>KAE</b> - PILIT	SUSAN MNM <b>5000</b> <b>KAE at 10000</b>

- ① Climb gradient due to ATC.
- ② First turn MAX 240KT.
- ③ Avoid penetration of P518.

YNY-RKNY

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SIDs

## YANGYANG 2S / YANGYANG 2T / YANGYANG 2A

RWYs 15 (149°) / 33 (329°)

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
<b>YANGYANG 2S</b> <b>YAG 2S</b> 6.6% to 7500 <b>124.600</b> <b>①②③④</b>	R135 <b>YAG</b> - at D5 <b>YAG RT</b> (MAX 220KT, 15° Bank angle) to R012/D16 <b>KAE</b> - intercept R012 <b>KAE</b> to <b>KAE</b>	R012/D5 <b>KAE MNM 7500</b>
<b>YANGYANG 2T</b> <b>YAG 2T</b> 8% to 9000 <b>124.600</b> <b>①②③④</b>	R135 <b>YAG</b> - at D3 <b>YAG LT</b> (MAX 250KT, 15° Bank angle) to R080/ D2 <b>YAG</b> - intercept R080 <b>YAG</b> to <b>YAG</b> - intercept R357 <b>KAE</b> to <b>KAE</b>	R357/D10 <b>KAE MNM 9000</b>
	Runway 33	
<b>YANGYANG 2A</b> <b>YAG 2A</b> 8% to 9000 <b>124.600</b> <b>①②④</b>	HDG 329° - at D2 <b>YAG RT</b> (MAX 240KT, 15° Bank angle) to R009/ D20 <b>KAE</b> - intercept R009 <b>KAE</b> to <b>KAE</b>	R009/D10 <b>KAE MNM 9000</b>

① Climb gradient due to ATC and ASP.

② If unable to comply with flight restriction, request alternatives well before DEP.

③ Assignment of DEP procedure depends on traffic situation around YAG.

④ Avoid penetrating P518.

Effective 01-MAR-2018  
22-FEB-2018

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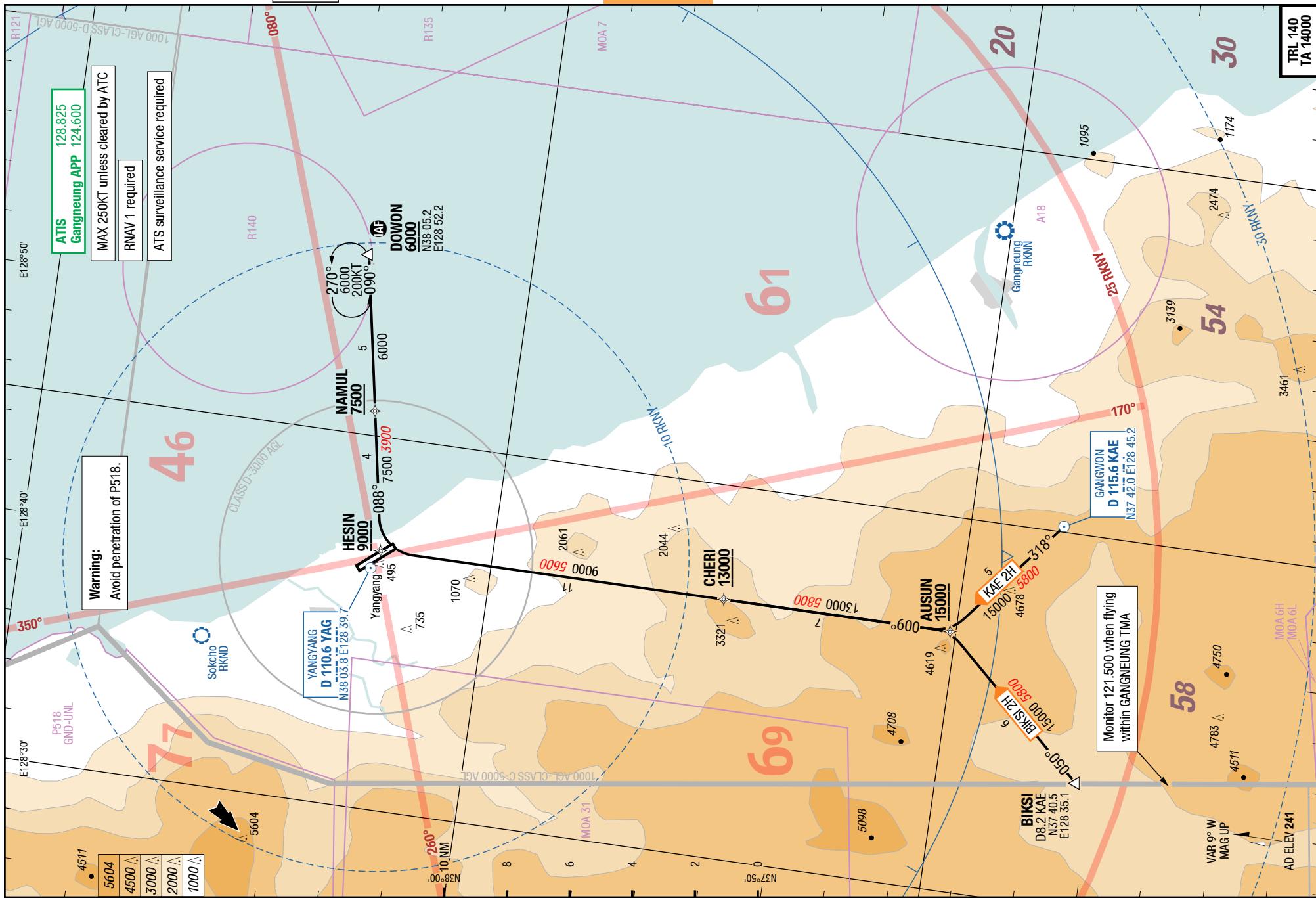
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RNAV STARs RWY 33

STAR

STAR

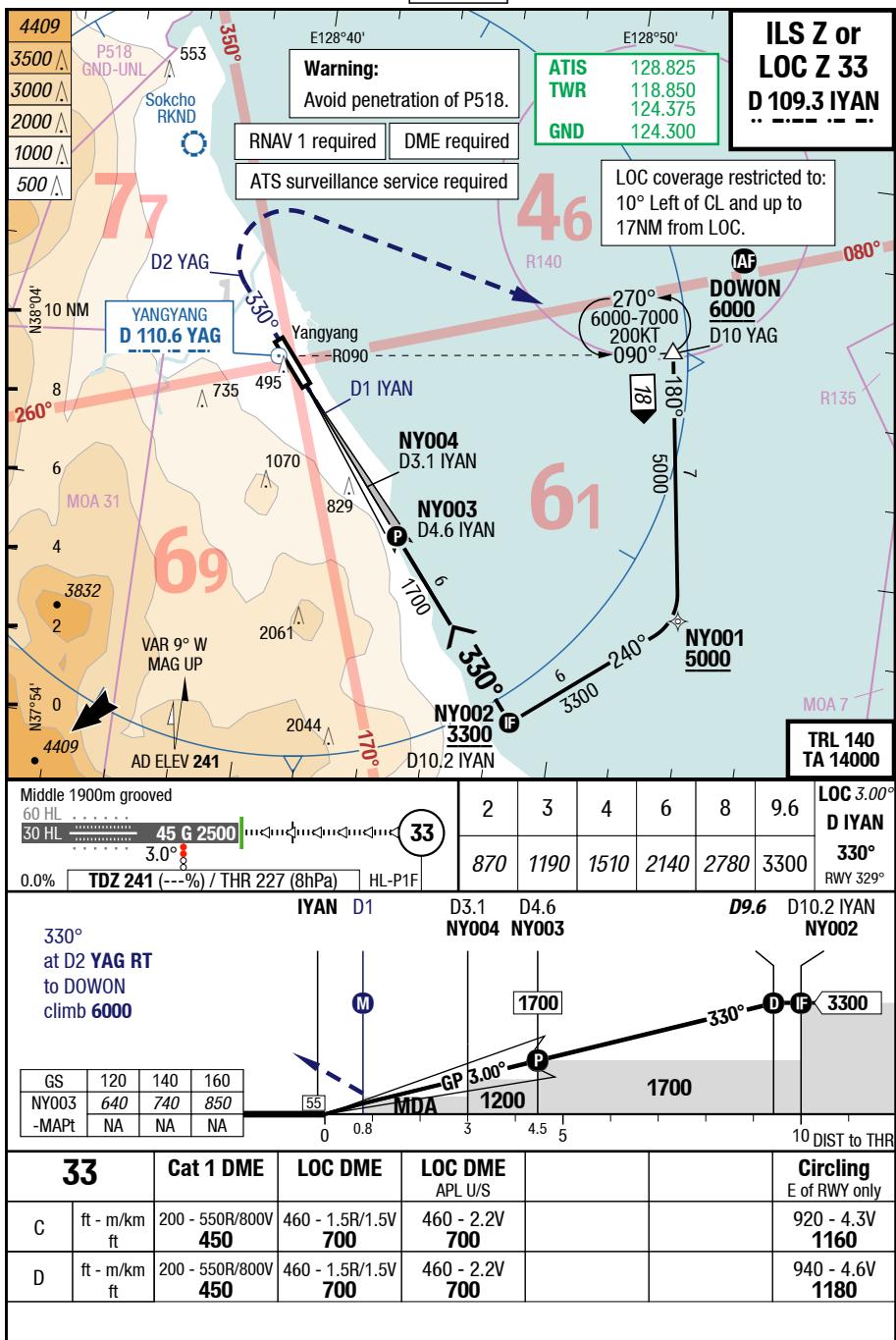
Yangyang Intl Yangyang Korea, Republic of



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ILS Z or LOC Z 33



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22-FEB-2018

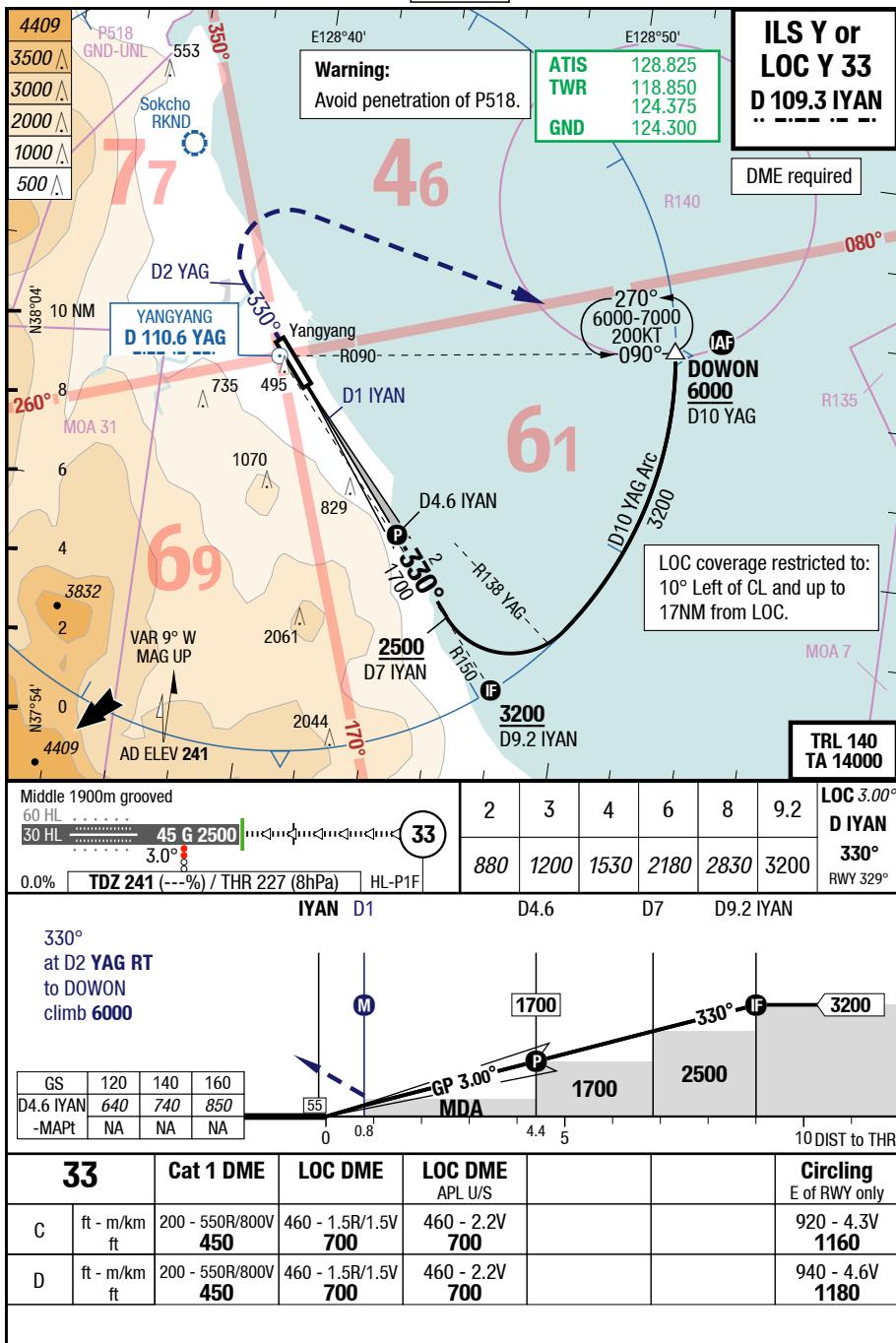
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ILS Y or LOC Y 33



Changes: FREQ

Effective 01-MAR-2018  
22-FEB-2018

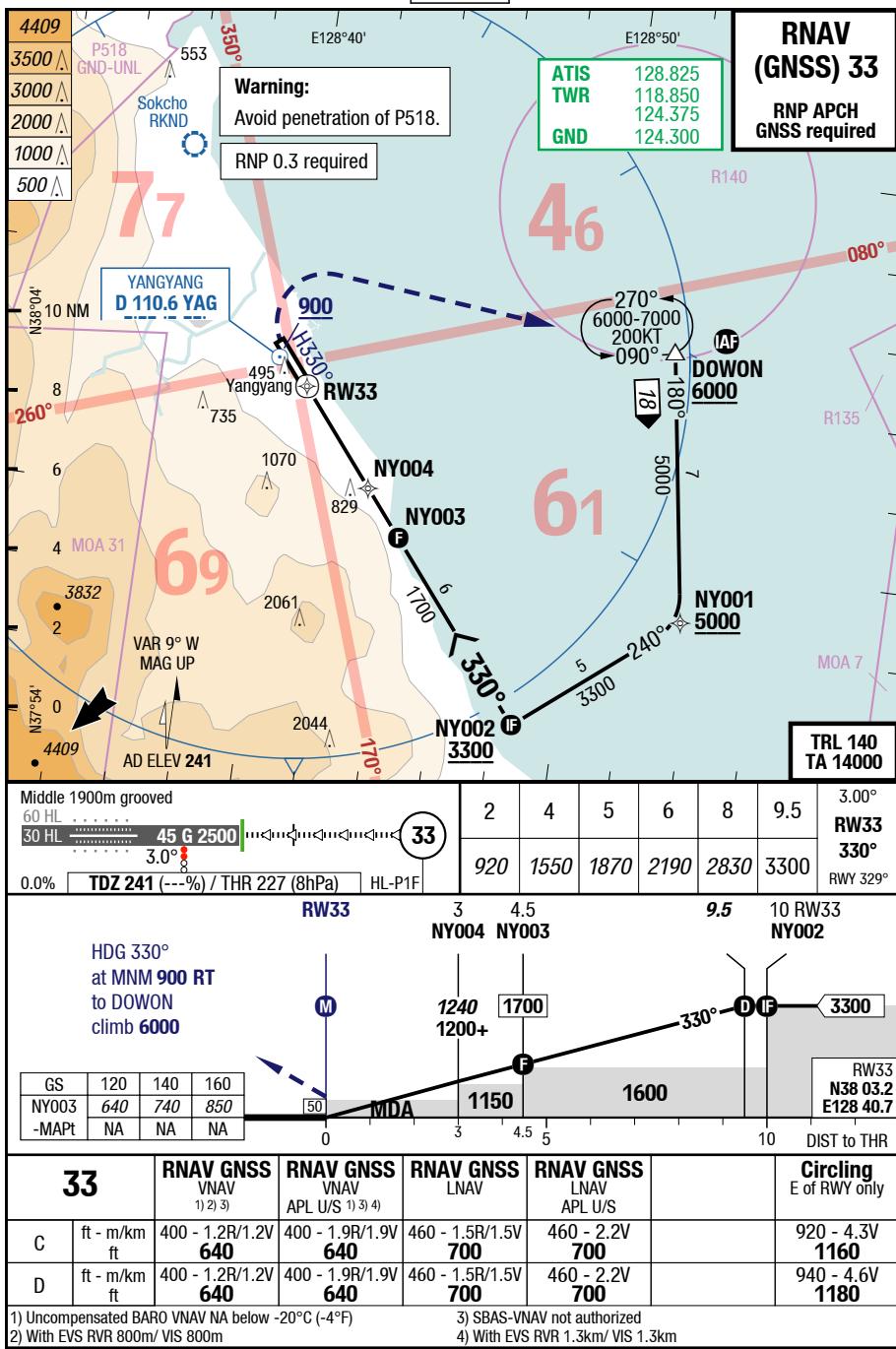
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RNAV (GNSS) 33



Changes: FREQ

Effective 01-MAR-2018  
22-FEB-2018

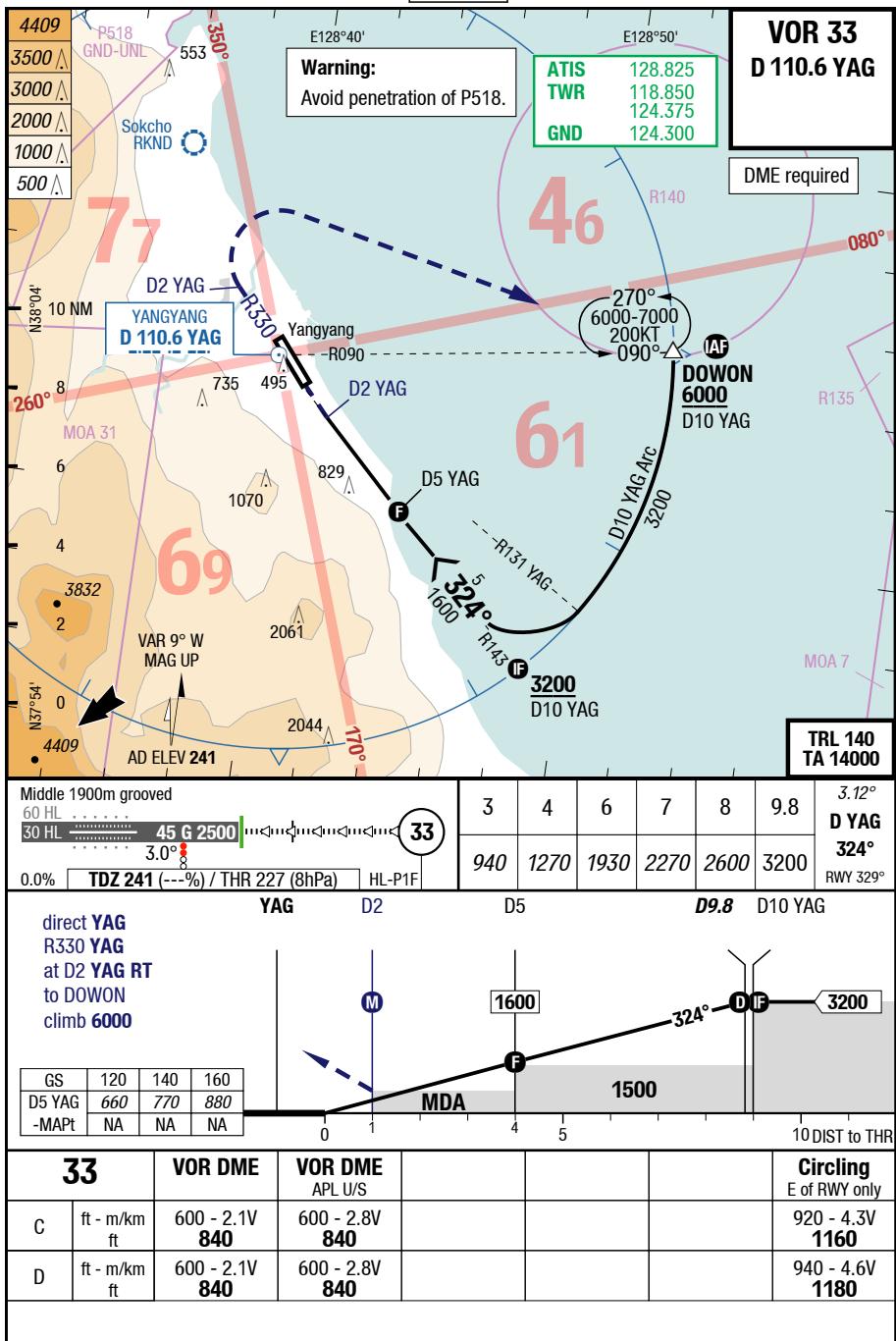
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IAC

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7-50

VOR 33



**Effective 30-MAR-2017**  
**23-MAR-2017**

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MRC

VRC

VADO

Yangyang Intl Yangyang Republic of Korea  
NIL  
**MRC**

