RKJK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKJK - GUNSAN / Domestic

RKJK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	355414N 1263657E 177°/1 358 m from THR 18	
2	Direction and distance from city	245°, 13 km from Gunsan city hall	
3	Elevation/Reference temperature	9 m (29 ft) / 31 °C	
4	Geoid undulation at AD ELEV PSN	NIL	
5	MAG VAR/Annual change	8° W (2020) / 0.094° increasing	
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	USAF	Gunsan Airport Branch Office (Seoul Regional Office of Aviation) 2, Sandong-gil, Okseo-myeon, Gunsan-si, Jeollabuk-do, 54168 Republic of Korea TEL : +82-63-471-5820 Telefax : +82-63-471-5830 AFS : RKJKZPZX
7	Type of traffic permitted(IFR/VFR)	IFR / VFR	
8	Remarks	NIL	

RKJK AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	0000-0900 UTC*
2	Customs and Immigration	-
3	Health and Sanitation	-
4	AIS Briefing Office	HO
5	ATS Reporting Office	HO
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	HO
12	Remarks	*Outside these hours services are available on request (passengers flights only)

RKJK AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	NIL
2	Fuel/oil type	JP8
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	Available. See AD chart for location (ACFT stand NR. 1).
5	Hanger space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	-

RKJK AD 2.5 PASSENGER FACILITIES

1	Hotels	In Gunsan city
2	Restaurants	In Gunsan city
3	Transportation	Buses, Taxis, & rental cars from the AD
4	Medical Facilities	First aid emergency medical centre(USAF) in airport ambulance service available Hospital in Gunsan city, 15 km
5	Bank and Post Office	Only Automated Teller Machine is available at airport.
6	Tourist Office	Available at airport
7	Remarks	www.airport.co.kr/mbs/gunsan/

RKJK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 8
2	Rescue equipment	a. 4 chemical crash rescue & fire fighting trucks (total capacity : 26 510 liter water, 2 380 liter aqueous film forming foam and 482 kg dry chemical) b. 1 ambulance car c. 1 rescue truck
3	Capability for removal of disable aircraft	a. Specialized aircraft recovery equipment available for up to and including B737-900 size aircraft. b. 80 ton hydraulic recovery jack, 100 ton crane and 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: +82-63-469-8313)
4	Remarks	NIL

RKJK AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Type of clearing equipment	a. 1 Multipurpose snow removal truck b. 1 Tractor c. 1 Snow Plough d. 1 Urea spreader
2	Clearance priorities	1. RWY 36/18 2. Parallel TWY 3. TWY A and E 4. Apron and Other area
3	Remarks	NIL

RKJK AD 2.8 APRON, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Designation, Apron surface and strength	Surface : Asphalt* Strength : PCR 410/F/B/X/T* * *Civil Passenger ramp*
2	Designation, Taxiway width, surface and strength	Width : 23 m Surface : Concrete (Asphalt**) Strength : PCN 44/R/B/W/T(PCR 410/F/B/X/T**) ** *Civil TWY(BTN TWY E and Civil Passenger Ramp)*
3	Altimeter checkpoint location and elevation	THR RWY 36 : 9 m (29 ft) THR RWY 18 : 6 m (20 ft)
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

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

RKJK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines an visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY at all holding positions. Guide lines at apron. Nose-in guidance at aircraft stands.
2	RWY and TWY markings and LGT	a. RWY : RWY 36/18-edge, THR end, TDZ, HIRL b. TWY : TWY edge lights - All TWY
3	Stop bars	NIL
4	Remarks	NIL

RKJK AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID Designation	OBST type	OBST position	ELEV/HGT	Marking/Type colour	Remarks
a	b	c	d	e	f
RKJKOB001	Antenna	354402.6N 1263819.6E	957 ft/	NIL	18/APTH 36/TKOF In 18/36 Circling Area
RKJKOB002	Tower	355626.8N 1265026.5E	493 ft/	NIL	
In Area 3					
OBST ID Designation	OBST type	OBST position	ELEV/HGT	Marking/Type colour	Remarks
a	b	c	d	e	f
NIL					

RKJK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	RKJK USAF(United States Air force)
2	Hour of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	RKJK USAF MET 24 HR
4	Trend forecast Interval of issuance	TREND
5	Briefing/consultation provided	Preflight briefing or consultation
6	Flight documentation Language(s) used	English / Korean
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	Telephone
9	ATS units provided with information	TWR and APP
10	Additional information(limitation of service, etc.)	TEL : +82-63-470-4501(USAF) Telefax : +82-63-470-4975(USAF)

Change : Information of OBST type(radar antenna → antenna, communication tower → tower).

RKJK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations Runway NR	TRUE BRG	Dimension of RWY (ft)	Strength(PCN) 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	169.04°	9 008 × 150	37/R/B/W/T Concrete	355457.29N 1263646.82E - EGM08:23.52 m	THR 5.3 m TDZ 6.0 m
36	349.05°	9 008 × 150	37/R/B/W/T Concrete	355329.83N 1263707.63E - EGM08:23.54 m	THR 8.2 m TDZ 8.9 m
7. Slope of RWY-SWY					
To be developed					

SWY dimensions(m)	CWY dimensions(m)	Strip dimensions(m)	*OFZ*	*Remarks*
8	9	10	11	12
NIL	NIL	-	-	RWY slope LESS THAN 0.3%. RWY is grooved.
NIL	NIL	-	-	

RKJK AD 2.13 DECLARED DISTANCE

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
18	2 740	2 740	2 740	2 740	NIL
18	2 010	2 010	2 010	2 010	Take-off from intersection with TWY D
18	1 400	1 400	1 400	1 400	Take-off from intersection with TWY C
36	2 740	2 740	2 740	2 740	NIL
36	2 070	2 070	2 070	2 070	Take-off from intersection with TWY B
36	1 340	1 340	1 340	1 340	Take-off from intersection with TWY C

RKJK 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, 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
18	ALSF-I	Green -	PAPI LEFT / 3° (23.5 m)	NIL	NIL	60 m	Red -	NIL	
36	ALSF-I	Green -	PAPI LEFT / 3° (23.5 m)	NIL	NIL	60 m	Red -	NIL	

RKJK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At water Tank, FLG W&G 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 USAF Switch-over time : 7-8 SEC
5	Remarks	

RKJK 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

RKJK AD 2.17 ATS AIRSPACE

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

RKJK AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
APP	Gunsan Approach	124.1 MHz 292.65 MHz	H24	
TWR	Gunsan Tower	126.5 MHz 292.3 MHz	H24	
GND	Gunsan Ground	123.5 MHz 273.525 MHz	H24	
Delivery	Clearance Delivery	133.75 MHz 287.7 MHz	H24	
ATIS	Gunsan Airbase	120.225 MHz 304.8 MHz	During FLYING OPS	
EMERG		121.5 MHz 243.0 MHz		

RKJK AD 2.19 RADIO NAVIGATION AND LANGING AIDS

Type of aid, MAG VAR, Type of Supported OPS (for VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VORTAC	KUZ	112.8 MHz (CH 75X)	H24	355437.3N 1263640.9E	0 ft	Unusable and Scheduled Inspection time : See ENR 4.1 for the details
LOC 36	IKUZ	110.3 MHz (CH 40X)	H24	355507.5N 1263644.4E		ILS 356° (INBOUND HDG)
GP 36		335 MHz	H24	355339.7N 1263710.2E		Scheduled Inspection time : Every TUE, THU(1900-0000 UTC)
LOC 18	IVPR	110.3 MHz (CH 40X)	H24	355319.8N 1263710.0E		ILS 176° (INBOUND HDG)
GP 18		335 MHz	H24	355448.5N 1263654.1E		RWY18 Unusable below 260 ft AMSL Scheduled Inspection time : Every TUE, THU(1900-0000 UTC)

RKJK AD 2.20 LOCAL AERODROME REGULATIONS

Papa [P] - North of Echo : Aircraft with wingspans greater than 118 ft prohibited from taxiing

RKJK AD 2.21 NOISE ABATEMENT PROCEDURES

To be developed

Change : Amended radio navigation and landing aids format.

RKJK AD 2.22 FLIGHT PROCEDURES

1. RADAR Procedures

1.1 PAR Approaches

a. Weather minima

	RWY	GS/TCH/RPI	CAT	DA/RVR	HAT	CEIL-VIS
PAR	S-36	3.0°/49/944	A, B, C, D, E	228/24	200	(200-½)
	18	Not Installed				

※ *When ALS INOP, increase RVR to 40, VIS to ¾ mile.*

b. Missed Approach Procedures
Climb to 2 400 ft via heading 356° and directed by ATC.

c. Operations
OPR 2300-1400Z DLY EXC SAT, SUN and Korean HOL. Also AVBL during ROKAF 38FG Flying.

2. IFR

2.1 Take-off weather minima

Take-off minimums are defined in 14 CFR Part 91, § 91.175(f) and hereinafter will be referred to as standard take-off minimums.

	ALL RWYs	
	HIRL&RCLL or RCL	Others
	Adequate VIS Ref	STD
1 or 2 ENG	RVR/VIS 500 m	1 600 m
3 or 4 ENG		800 m

2.2 DEPARTURE PROCEDURES

Departure procedures and/or ceiling visibility minimums are established to assist all pilots conducing IFR flight in avoiding obstacles during climb to the minimum enroute altitude. Take-off minimums and departures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in feet AMSL.
- RWY 18 : Climb on track 180° until passing 440 ft AMSL then as directed by ATC.
- RWY 36 : Climb on track 360° until passing 550 ft AMSL then as directed by ATC.
- CAUTION : 95 ft hill 2 026 ft from DER, 982 ft left of centerline.

3. VFR

3.1 VFR weather minimum

a. Visibility : Not less than 5 SM
b. Ceiling : At or above 1 500 ft (jet 2 000 ft)

3.2 Traffic pattern

Rectangular, right traffic RWY 18, left traffic RWY 36. Conventional 1 000 ft, Copter 500 ft-copter approach from East will report to tower over the reservoir. Overhead 1 500 ft. Radar pattern altitude 3 000 ft. Wing fighter type aircraft inbound from VFR report point maintain 2 500 ft until 6 DME for runway 36 or 5 DME for RWY 18, then descend to 1 500 ft. Expect climb out procedure : Maintain 1 000 ft until DER, at 3 DME turn in the shortest direct to 090° climb and maintain 4 000 ft.

4. Radio communication failure procedure

4.1 General

Aircraft should squawk transponder mode 3/A code 7600, monitor approach control(292.65 MHz/124.1 MHz), tower(292.3 MHz/126.5 MHz) and Guard.

4.2 VFR

1. Maintain VFR and proceed to the VFR entry point for the last known active runway.
2. Rock wings on initial until departure end of runway. Turn downwind and configure Aircraft for landing.

4.3 IFR

1. Outside of 25 DME from Gunsan AP. Aircraft shall :

   1) Climb/Descend to 13 000 ft and proceed direct the IAF of the last known active runway.
   2) Hold as published until take off time plus 45 minutes unless otherwise notified.
      Excute the TACAN/ILS approach to the last known active runway.

2. Inside of 25 DME from Gunsan AP, Aircraft shall :

   1) Maintain last assigned altitude or 4 000 ft, whichever is higher.
   2) Intercept the KUZ 15 DME arc.
      When established on a segment of the TACAN approach/localizer, excute the TACAN/ILS approach to the last known active runway.

RKJK AD 2.23 ADDITIONAL INFORMATION

BIRD CONCENTRATIONS IN THE VICINITY OF THE AIRPORT

Feeding of ducks, pigeons, geese, herons, magpies and pheasant groups from the Saemangeum Reclamation Site and the Geumgang Estuary Bank basin west of the airport is frequent.

RKJK AD 2.24 CHART RELATED TO THE AERODROME

Change : Establishment of SID(RNAV PORIX 2), IAC(RNP) and Information of chart NR..