## RKTH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

**RKTH - POHANG/Domestic**

## RKTH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | 355916N 1292507E<br>98° / 908 m from THR 10 |
| 2 | Direction and distance from city | 125°, 8 km from Pohang City Hall |
| 3 | Elevation/Reference temperature | 23 m / 30.5°C |
| 4 | Geoid undulation at AD ELEV PSN | 29 m |
| 5 | MAG VAR/Annual change | 8° W (2020) / 0.088° Increasing |
| 6 | Aerodrome Operator, Address, Telephone, Telefax, AFS | Pohang Airport Branch (Busan Regional Office of Aviation)<br><br>18, Ilwol-ro, Donghae-myeon, Nam-gu, Pohang-si, Gyeongsangbuk-do, 37926 Republic of Korea<br><br>Tel: +82-54-284-3456<br>Telefax: +82-54-285-4758<br>AFS: RKTHZPZX |
| 7 | Type of traffic permitted(IFR/VFR) | IFR/VFR |
| 8 | Remarks | NIL |

## RKTH AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | Aerodrome Operator | 2200-1300 UTC |
| 2 | Customs and Immigration | NIL |
| 3 | Health and Sanitation | NIL |
| 4 | AIS Briefing Office | MON TO THU, SAT : 2200-0930 UTC<br>FRI, SUN : 2200-1030 UTC |
| 5 | ATS Reporting Office(ARO) | MON TO THU, SAT : 2200-0930 UTC<br>FRI, SUN : 2200-1030 UTC |
| 6 | MET Briefing Office | H24 |
| 7 | ATS | H24 |
| 8 | Fuelling | HO |
| 9 | Handling | HO |
| 10 | Security | HO |
| 11 | De-icing | HO |
| 12 | Remarks | NIL |

## RKTH AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | NIL |
| 2 | Fuel/oil types | JP-8, 0-128(Available by agreement with ROKN) |
| 3 | Fuelling facilities/capacity | NIL |
| 4 | De-icing facilities | One de-icing pad (Aircraft stand 4)<br>(See Aircraft Parking/Docking Chart) |
| 5 | Hangar space for visiting aircraft | NIL |
| 6 | Repair facilities for visiting aircraft | NIL |
| 7 | Remarks | NIL |

Change : Information of MAG VAR and annual change.

## RKTH AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Hotel in Pohang city |
| 2 | Restaurants | Yes |
| 3 | Transportation | Buses, taxis, and rental cars |
| 4 | Medical facilities | Hospitals in Pohang city, 11 km |
| 5 | Bank and Post Office | NIL |
| 6 | Tourist Office | HO |
| 7 | Remarks | http://www.airport.co.kr/mbs/pohang/ |

## RKTH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD Category for fire fighting | Category 7 |
| 2 | Rescue equipment | a. 4 chemical crash rescue & fire fighting trucks<br>- Total capacity<br>· Water : 17 678 Liter<br>· AFFF : 3 100 Liter<br>· Dry chemical : 280 kg<br>b. 3 supplementary water tank trucks : Total capacity 19 500 Liter<br>c. 1 Rescue truck<br>d. 1 Ambulance |
| 3 | Capability for removal of disabled aircraft | Specialized aircraft recovery equipment available for up to and including B737-800 size aircraft.<br>270 ton crane and other accessory equipment can be provided by airlines and agencies.<br>Korea Airports Corporation is the co-ordinator for the removal of disabled aircraft and can be reached at (Tel: +82-54-289-7312～7317) Airport Duty Manager. |
| 4 | Remarks | NIL |

## RKTH AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | a. ROKN*: 4 Dump trucks<br>b. KAC** : 1 Multipurpose snow removal truck, 1 tractor,<br>1 Snow Plough, 1 Thawing material spreader |
| 2 | Clearance priorities | a. RWY 10/28<br>b. TWY<br>c. Apron |
| 3 | Remarks | Snow clearance information promulgated by SNOWTAM<br>* Republic of Korea Navy(ROKN)<br>** Korea Airports Corporation(KAC) |

## RKTH AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Designation, Apron surface and strength | a. Surface : Concrete<br>b. Strength : PCN 60/R/B/W/T |
| 2 | Designation, Taxiway width, surface and strength | a. Width : 22.1-28.4 m(C1), 36 m(C2), 45 m(S1), 76 m(S5), 23 m(SP), 23 m(S2~S4)<br>b. Surface : Concrete<br>c. Strength : 52/R/B/W/T(SP), 59/R/B/W/T(S5), 60/R/B/W/T(S1~S4, C1, C2) |
| 3 | Altimeter check location and elevation | a. Location : Aircraft stand NR. 4<br>b. Elevation : 20 m |
| 4 | Location of VOR checkpoints | NIL |
| 5 | VOR/INS check points | INS checkpoint : EV specified stands<br>(Refer to Aircraft Parking & Docking chart) |
| 6 | Remarks | NIL |

## RKTH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guidelines and visual docking/parking guidance system of aircraft stands | a. Taxiing guidance signs are the intersections of all TWY and RWY and holding positions<br>b. Guide line at apron<br>c. Nose-in guidance at aircraft stands |
| 2 | RWY and TWY markings and LGT | a. RWY : RWY 10/28 - Edge, THR, END<br>b. TWY : TWY edge lights - All TWY |
| 3 | Stop bars | NIL |
| 4 | Remarks | NIL |

## RKTH AD 2.10 AERODROME OBSTACLES

| In Area 2 | | | | | |
|---|---|---|---|---|---|
| OBST ID/ Designation | OBST type | OBST position | ELEV/HGT | Markings/ Type, colour | Remarks |
| a | b | c | d | e | f |
| RKTHOB001 | Hill | 355838.4N 1292314.8E | 315 ft/ | NIL | 10/APCH<br>28/TKOF |
| RKTHOB002 | Pylon | 355855.9N 1292226.7E | 351 ft/ | Marked/LGTD | |
| RKTHOB003 | Hill | 355808.6N 1291935.0E | 617 ft/ | NIL | |
| RKTHOB004 | Hill | 355822.2N 1291909.0E | 753 ft/ | NIL | |
| RKTHOB005 | Hill | 355917.0N 1291740.1E | 858 ft/ | NIL | |
| RKTHOB006 | Mountain | 360909.1N 1291337.6E | 2 500 ft/ | NIL | |
| RKTHOB007 | Hill | 355917.2N 1291740.8E | 844 ft/ | NIL | |
| RKTHOB008 | Hill | 355915.6N 1292336.2E | 196 ft/ | NIL | |
| RKTHOB009 | Hill | 355915.5N 1292327.4E | 217 ft/ | NIL | |
| RKTHOB010 | Contour | 355803.2N 1292623.7E | 492 ft/ | NIL | In 10/28 circling area and at AD |
| RKTHOB011 | Hill | 355759.6N 1292623.9E | 534 ft/ | NIL | |
| RKTHOB012 | Hill | 355857.1N 1292757.2E | 591 ft/ | NIL | |
| RKTHOB013 | Antenna | 355840.1N 1292831.2E | 930 ft/34 ft | Marked/LGTD | 28/APCH<br>10/TKOF<br><br>20:1 Obstacle identification surface(OIS) is penetrated by the obstacles.<br>(RKTHOB019, 020, 021 on final RWY 28) |
| RKTHOB014 | VORTAC(KPO) | 355838.0N 1292828.3E | 929 ft/125 ft | Marked/LGTD | |
| RKTHOB015 | Antenna | 355832.2N 1292822.3E | 841 ft/ | Marked/LGTD | |
| RKTHOB016 | Antenna | 355833.5N 1292820.8E | 856 ft/ | Marked/LGTD | |
| RKTHOB017 | Hill | 355929.1N 1292742.1E | 492 ft/ | NIL | |
| RKTHOB018 | Hill | 355905.1N 1292831.4E | 663 ft/ | NIL | |
| RKTHOB019 | Pylon | 355928.3N 1292742.1E | 540 ft/ | Marked/LGTD | |
| RKTHOB020 | Pylon | 355932.2N 1292747.0E | 563 ft/ | Marked/LGTD | |
| RKTHOB021 | Pylon | 355905.1N 1292831.4E | 722 ft/ | Marked/LGTD | |
| In Area 3 | | | | | |
| OBST ID/ Designation | OBST type | OBST position | ELEV/HGT | Markings/ Type, colour | Remarks |
| a | b | c | d | e | f |
| RKTHOB022 | Tree | 355909.8N 1292601.4E | 132.4 ft/94.4 ft | NIL | 10/APCH<br>28/TKOF<br><br>Obstacle RKTHOB022 is penetrating the transitional surface in the vicinity of the RWY 28 threshold. |

Change : Information of remarks for AD OBST.

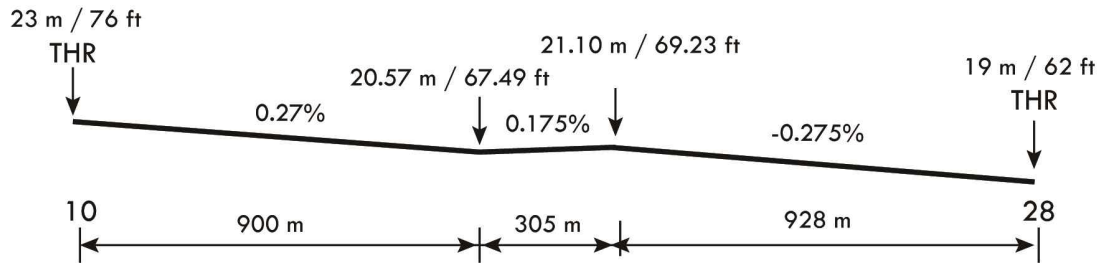
## RKTH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | Pohang Navy MET Office |
| 2 | Hours of service<br>MET Office outside hours | 24 hours<br>- |
| 3 | Office responsible for TAF preparation<br>Periods of validity | ROKN MET Office<br>30 hours at 0000, 0600, 1200, 1800 UTC |
| 4 | Type forecast<br>Interval of issuance | NIL |
| 5 | Briefing/consultation provided | Available at Aviation Meteorological Office for 24 hours, if required |
| 6 | Flight documentation<br>Language(s) used | AD forecasts(TAF code form), SIGWX charts, WINTEM charts, SIGMET information in English |
| 7 | Charts and other information available for briefing or consultation | Analysis charts(surface and upper air), Prognostic charts, Graphic displays and other model outputs |
| 8 | Supplementary equipment available for providing information | Satellite and weather radar imageries |
| 9 | ATS units provided with information | FIC and TWR |
| 10 | Additional information(limitation of service etc.) | All observation data, model outputs and forecasts produced by KMA and WAFS are available at the Office through Internet link. |

## RKTH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations Runway NR | TRUE BRG | Dimension of RWY(m) | 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 |
| 10 | 089.23° | 2 133 × 46 | 49/R/B/W/T Concrete | 355916.12N 1292430.75E | THR 23 m / 76 ft |
| 28 | 269.25° | 2 133 × 46 | 49/R/B/W/T Concrete | 355917.04N 1292555.91E | THR 19 m / 62 ft |

7. Slope of RWY-SWY




| SWY dimensions (m) | CWY dimension (m) | Strip dimensions (m) | RESA dimension (m) | Location & description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| NIL | NIL | 2 253 x 300 | 92 x 150 | NIL | NIL | - The width of the southern strip is 139~145 m, from the western edge of the strip to 90 m.<br>- The width of the northern strip is 134~141 m, from the eastern edge of the strip to 198 m.<br>- The runway surface is grooved except 300 m inward from each runway THR, and an additional 300 m of runway centerline 15.24 m in width. |
| NIL | NIL | 2 253 x 300 | 92 x 150 | NIL | NIL | |

Change : Amended phrases for RWY THR ELEV(75 ft, 61 ft → 76 ft, 62 ft).

## RKTH AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 10 | 2 133 | 2 133 | 2 133 | 2 133 | NIL |
| 28 | 2 133 | 2 133 | 2 133 | 2 133 | NIL |

## RKTH 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, colour,INTST | RWY edge LGT LEN,spacing colour INTST | RWY End LGT colour WBAR | SWY LGT LEN(m) colour |
|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 10 | ALSF-1<br>720 m<br>LIH | Green | PAPI<br>Both/3.0° | NIL | NIL | 2 134 m<br>60 m<br>White<br>LIH | Red | NIL |
| 28 | SSALF<br>420 m | Green | PAPI<br>Both/3.5° | NIL | NIL | 2 134 m<br>60 m<br>White<br>LIH | Red | NIL |

10. Remarks
PAPI on RWY 28 does not provide obstacle clearance over the terrain during final APCH.

## RKTH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: At TWR building, FLG W/G EV 2.5 SEC<br>IBN: NIL<br>H24 |
| 2 | LDI location and LGT<br>Anemometer location and LGT | NIL |
| 3 | TWY edge and center line lighting | Edge : All TWY<br>Center line LGT : NIL |
| 4 | Secondary power supply/switch-over Time | SRY power supply available<br>Switch-over time: 10 SEC |
| 5 | Remarks | NIL |

## RKTH AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO Geoid undulation | To be developed |
| 2 | TLOF and/or FATO elevation m/ft | - |
| 3 | TLOF and FATO area dimensions, surface, strength, marking | - |
| 4 | True BRG of FATO | - |
| 5 | Declared distance available | - |
| 6 | APP and FATO lighting | - |
| 7 | Remarks | As directed by ATC |

## RKTH AD 2.17 ATS AIRSPACE

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

## RKTH AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Channel | Hours of operation | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| APP | Pohang Approach | 124.25 MHz<br>120.2 MHz<br>232.4 MHz | H24 | NIL |
| ARR | Pohang Arrival | 134.1 MHz<br>133.4 MHz<br>300.3 MHz<br>310.6 MHz | H24 | NIL |
| TWR | Pohang Tower | 118.05 MHz<br>236.6 MHz<br>308.5 MHz | H24 | NIL |
| GND | Pohang Ground | 126.2 MHz<br>275.8 MHz | H24 | NIL |
| ATIS | Pohang Airport | 127.4 MHz<br>317.375 MHz | 2100-1200 UTC | NIL |
| EMERG | | 121.5 MHz<br>243.0 MHz | H24 | NIL |
| Scheduled Inspection time :<br>- APP(124.25 MHz), TWR(118.05 MHz) and ATIS : Every 2nd TUE(1400-1700 UTC) of the month | | | | |

## RKTH AD 2.19 RADIO NAVIGATION AND LANDING 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 (8° W/2020) | NPH | 109.6 MHz (CH 33X) | H24 | 355910.9N 1292431.8E | - | SKED Inspection time:<br>· Every 1st TUE(1300-1700 UTC) of the month<br>- VORTAC(NPH)<br>· Every 3rd TUE(1300-1700 UTC) of the month<br>- LOC<br>- DME<br>· Every 2nd THU(1500-2000 UTC) of the month<br>- VORTAC(KPO) |
| VORTAC (8° W/2020) | KPO | 112.5 MHz (CH 72X) | H24 | 355837.9N 1292828.3E | - | |
| LOC 10 (8° W/2020) | IKPO | 110.9 MHz | H24 | 355917.1N 1292602.4E | - | |
| DME 10 | IKPO | 1007 MHz (CH 46X) | H24 | 355915.7N 1292604.2E | 30 m | |
| PAR | | 9.3 GHz 9.42 GHz | H24 | 355920.2N 1292510.6E | - | SKED Inspection time<br>· Every 2nd TUE(1000-1400 UTC) of the month |
| ASR | | 2710 MHz~ 2890 MHz | H24 | 355809.0N 1292606.2E | - | SKED Inspection time<br>· Every WED(0900-2100 UTC) of the week |

※ VORTAC(NPH) unusable area

| VOR unusable | TACAN unusable |
|---|---|
| RDL 000 clockwise 010 beyond 23 NM below 7 000 ft AMSL | RDL 010 clockwise 030 beyond 5 NM below 10 000 ft AMSL |
| RDL 010 clockwise 030 beyond 5 NM below 10 000 ft AMSL | RDL 030 clockwise 040 beyond 15 NM below 3 500 ft AMSL |
| RDL 030 clockwise 040 beyond 15 NM below 3 500 ft AMSL | RDL 060 clockwise 110 beyond 20 NM below 5 000 ft AMSL |
| RDL 180 clockwise 210 beyond 15 NM below 8 000 ft AMSL | RDL 110 clockwise 160 beyond 17 NM below 6 000 ft AMSL |
| RDL 210 clockwise 240 beyond 18 NM below 8 000 ft AMSL | RDL 160 clockwise 240 beyond 10 NM below 8 000 ft AMSL |
| | RDL 240 clockwise 270 beyond 20 NM below 6 700 ft AMSL |

## RKTH AD 2.20 LOCAL AERODROME REGULATIONS

1. Aircraft operation is restricted when surface measurement is less than 0.25 due to shortage of clearway.

2. When obstacle RKTHOB019, RKTHOB020 and RKTHOB021(see AD 2.10; Aerodrome obstacles) are not lighted at night(from sunset to sunrise), VOR/DME RWY 28 Approach(both straight-in and circling) is NOT authorized.

3. Establishment of temporal restricted area

   All aircrafts must avoid flying over POSCO as follows :

| Period | Vertical limit | Lateral limit |
|---|---|---|
| Until Complete Construction of RWY | 6 000 ft AMSL / SFC | 360219N1292404E - 360157N1292524E - 360136N1292500E - 360146N1292430E - 360117N1292401E - 360114N1292346E - 360043N1292327E - 360037N1292339E - 360049N1292359E - 360031N1292426E - 360039N1292434E - 360042N1292521E - 355947N1292406E - 355936N1292401E - 355932N1292347E - 360036N1292229E - 360141N1292306E TO THE BEGINNING |

Change : Information of local AD regulations for OBST.

## RKTH AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

## RKTH AD 2.22 FLIGHT PROCEDURES

1. RADAR Procedures

1.1 PAR Approach

a. RWY 10

1) Weather minima

| CAT | | GS/TCH/RPI | DH(MDA-VIS) | HAT/HAA | Ceiling |
|---|---|---|---|---|---|
| FULL | A,B,C,D | 3° / 56 ft / 1 126.84 ft | 463 ft / 3/4 | 387 ft | 400 ft |
| | E | NA | NA | NA | NA |
| ALS INOP | A,B,C,D | 3° / 56 ft / 1 126.84 ft | 463 ft / 1 1/4 | 387 ft | 400 ft |
| | E | NA | NA | NA | NA |

* Remarks : Missed approach requires minimum climb of 340 ft per NM to 5 000 ft.

2) Missed approach procedure

Climb to 5 000 ft via HDG 097° to NPH VORTAC 2 DME and climbing left turn HDG 030°, then directed by ATC.
Alternate Missed approach : Climb to 5 000 ft via HDG 097°, then directed by ATC.

b. RWY 28

1) Weather minima

| CAT | | GS/TCH/RPI | DH(MDA-VIS) | HAT/HAA | Ceiling |
|---|---|---|---|---|---|
| FULL | A, B | 3.8° / 60 ft / 866.61 ft | 1 306 ft / 3 | 1 237 ft | 1 300 ft |
| | C, D, E | NA | NA | NA | NA |
| ALS INOP | A, B | 3.8° / 60 ft/ 866.61 ft | 1 306 ft / 3 | 1 237 ft | 1 300 ft |
| | C, D, E | NA | NA | NA | NA |

* Remarks : PAPI and procedure TCH is not coincident.(VGSI angle 3.5° / TCH 86)

2) Missed approach procedure

AT DH, Climb to 5 000 ft via HDG 277°, then as directed by ATC.

1.2 ASR Approach

a. RWY 10

1) Weather minima

| CAT | A | B | C | D |
|---|---|---|---|---|
| FULL | 600 / 40<br>524 (600- 3/4 ) | 600 / 40<br>524 (600- 3/4 ) | 600 / 55<br>524 (600-1) | 600 / 55<br>524 (600-1) |
| ALS INOP | 600 / 55<br>524 (600-1) | 600 / 55<br>524 (600-1) | 600 / 1 1/2<br>524 (600-1 1/2 ) | 600 / 1 1/2<br>524 (600-1 1/2 ) |
| CIRCLING | 940 / 1 1/4<br>864 (900-1 1/4 ) | 1 000 / 1 1/4<br>924 (1 000-1 1/4 ) | 1 240 / 3<br>1 164 (1 200-3) | 1 460 / 3<br>1 384 (1 400-3) |

2) Missed approach procedure

Climb to 5 100 ft via HDG 097º to NPH VORTAC 2 DME and climbing left turn HDG 030º, then directed by ATC.
Alternate Missed approach : Climb to 5 100 ft via HDG 097º, then directed by ATC.

b. RWY 28

1) Weather minima

| CAT | A | B | C | D |
|---|---|---|---|---|
| FULL | 1 180 / 55<br>1 111 (1 200-1) | 1 180 / 60<br>1 111 (1 200-1¼) | 1 180 / 3<br>1 111(1 200-3) | 1 180 / 3<br>1 111(1 200-3) |
| ALS INOP | 1 180 / 55<br>1 111 (1 200-1) | 1 180 / 60<br>1 111 (1 200-1¼) | 1 180 / 3<br>1 111(1 200-3) | 1 180 / 3<br>1 111(1 200-3) |
| CIRCLING | 1 180 / 1¼<br>1 104 (1 200-1¼) | 1 180 / 1 1/2<br>1 104 (1 200-1 1/2 ) | 1 240 / 3<br>1 164(1 200-3) | 1 460 / 3<br>1 384(1 400-3) |

2) Missed approach procedure

Climb to 5 100 ft Via HDG 277°, Then directed by ATC.

1.3 Radio communication failure procedure
If no transmissions are received for 1 minute in the pattern or 5 SEC(PAR) / 15 SEC(ASR) on final approach, attempt contact TWR(308.5 MHz or 118.05 MHz) and proceed VFR. If unable, proceed with LOC/DME RWY 10 approach, maintain 5 000 ft until establish on approach procedure.

1.4 Circle not AUTH. "N" of RWY 10-28

2. Take-off weather minima

| ENG | RWY 10 | RWY 28 |
|---|---|---|
| 1, 2 | 1 600 m | 1 600 m |
| 3, 4 | 800 m | 800 m |

3. COMMUNICATION FAILURE

3.1 IFR

1. General

a. No person may take off unless two-way communication can be maintained with the Air Traffic Control.
b. On recognition of communication failure during flight, squawk 7600 and if necessary to ensure safe altitude, climb to Minimum Safe Altitude or above to maintain obstacle clearance. Then comply with following Procedures. Then comply with following procedure.

2. VFR condition

If the failure occurs in VFR conditions, or if VFR conditions are encountered after the failure, each pilot shall continue the flight under VFR and land as soon as practicable.

Change : Information of TWR frequency(334.6 MHz → 308.5 MHz).

3. IFR condition

If the failure occurs in IFR conditions, or if paragraph 2 of this section cannot be complied with, each pilot shall continue the flight according to the following:

A. DEPARTURE

a. Under Pilot Navigation

- Runway 10 in use

ALL AIRCRAFT : DEPARTURE CLIMB RATE 490 ft/NM to 5 100 TURN MAX SPEED 250 kt IAS TAKE-OFF AT LEAST 35 ft AGL OVER DER

TAKE-OFF RWY 10 : Climb HDG 097º to NPH 4 DME or cross LR-057 KPO, then via assigned transition routes

The following transitions are ATC assigned only : Fly to intercept for en route.

ELAPI Transition : .....left turn HDG 280º to intercept R 314 KPO and R 314 KPO to ELAPI.
LOSTO Transition : .....left turn HDG 330º to intercept R 002 KPO and R 002 KPO to LOSTO.
BULGA Transition : .....right turn HDG 130º to intercept R 106 KPO and R 106 KPO to BULGA.
APARU Transition : .....right turn HDG 240º to intercept R 212 KPO and R 212 KPO to APARU.
LAPAL Transition : .....right turn HDG 300º to intercept R 265 KPO and R 265 KPO to LAPAL.

- Runway 28 in use

ALL AIRCRAFT : DEPARTURE CLIMB RATE 470 ft/NM TO 5 100 TURN MAX SPEED 250 kt IAS TAKE-OFF AT LEAST 35 ft AGL OVER DER

TAKE-OFF RWY 28 : Climb HDG 277º to NPH 4 DME or cross LR-282 KPO, then via assigned transition routes

The following transitions are ATC assigned only : Fly to intercept for en route.

ELAPI Transition : .....right turn HDG 340º to intercept R 314 KPO and R 314 KPO to ELAPI.
LOSTO Transition : .....right turn HDG 050º to intercept R 002 KPO and R 002 KPO to LOSTO.
BULGA Transition : .....left turn HDG 080º to intercept R 106 KPO and R 106 KPO to BULGA.
APARU Transition : .....left turn HDG 170º to intercept R 212 KPO and R 212 KPO to APARU.
LAPAL Transition : .....left turn HDG 240º to intercept R 265 KPO and R 265 KPO to LAPAL.

B. ARRIVAL

- Runway 10 in use
If the failure occurs proceed with LOC/DME procedure, maintain 5 000 ft until establish on approach procedure.

- Runway 28 in use
If the failure occurs proceed with VOR/DME procedure, maintain 6 000 ft until establish on approach procedure.

3.2 VFR

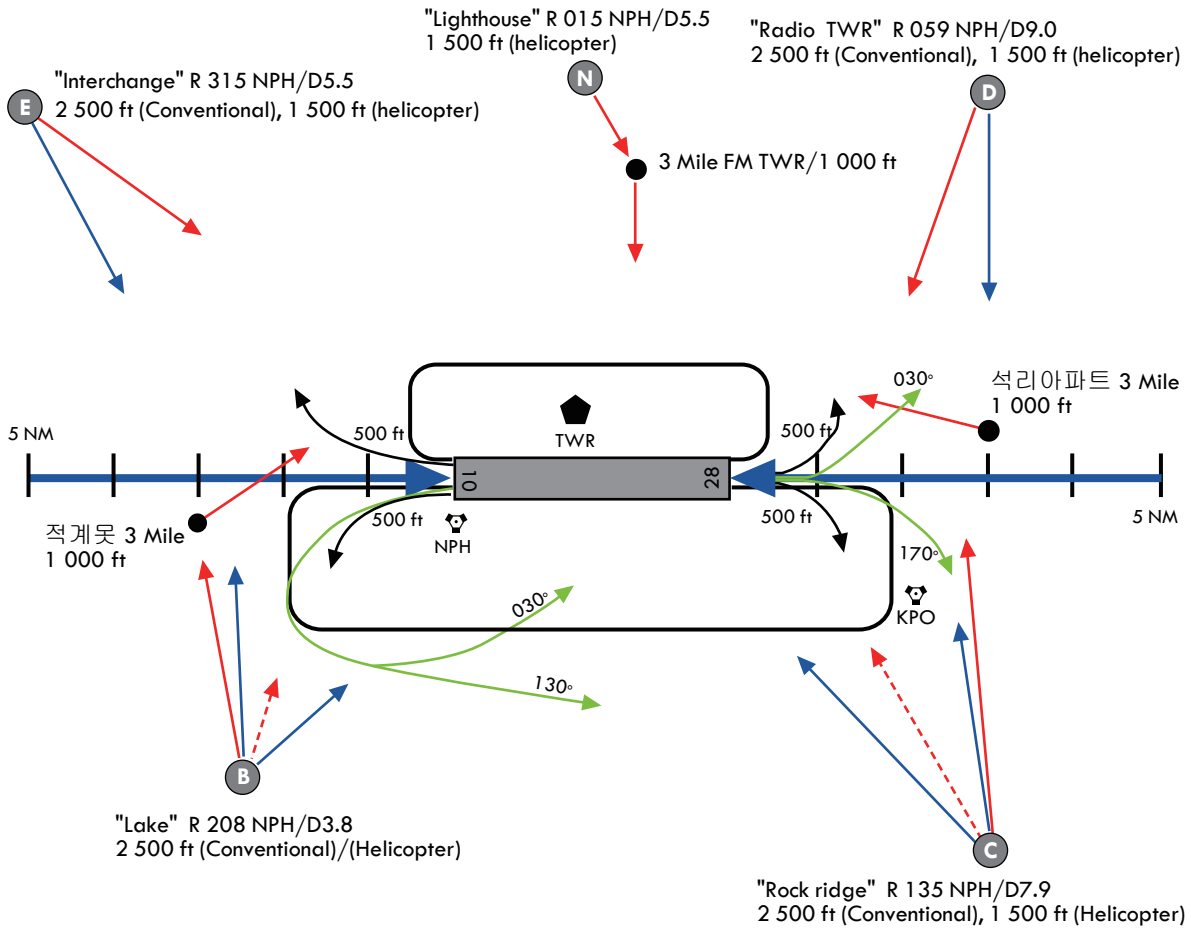
1. VFR flight which has encountered radio communication failure shall

a. Helicopter
1) Squawk 7600, and
2) When able to see light gun signal from control tower, follow that instruction.
3) If unable to see light gun signal from control tower, hold over " N " until ETA or for 10 minutes, whichever is later, then
4) Land parallel taxi way as appropriate

Change : Amended phrases.

b. Conventional flight
1) Squawk 7600, and
2) When able to see light gun signal from control tower, follow that instruction.
3) If unable to see light gun signal from control tower, hold over " N " until ETA or for 10 minutes, whichever is later, then
4) Make landing on runway 10/28 in use as appropriate.

## Arrival and Departure Procedures for VFR Traffic




LEGEND

VFR CHECK POINT

회전익 항공기 북쪽 장주진입 경유지점

Conventional Approach route

Conventional Departure route

Helicopter Approach route

Helicopter Approach route
(NO traffic in S pattern)

Helicopter Departure route

| Reporting Point | Position | Coordinates |
|---|---|---|
| "B" Point | R 208 NPH/D3.8 | 355524N 1292235E |
| "C" Point | R 135 NPH/D7.9 | 355407N 1293154E |
| "D" Point | R 059 NPH/D9 | 360456N 1293306E |
| "E" Point | R 315 NPH/D5.5 | 360230N 1291920E |
| "N" Point | R 015 NPH/D5.5 | 360434N 1292505E |

## RKTH AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of airport

An average of 14 000 birds a year have been flown around Pohang Airport.
It is shown the increasing number of birds when the groups of snipes and skylarks start plying the action in April, May, September, October and November.
Usually, sedentary birds fly over during the time of sunrise and sunset around the year except late spring and fall.
The status of flying on each period is as follows. In January and February, the groups of gulls fly over (200 ft) the Pohang airport to move to Hodong landfill from Dogu coast during the time of sunrise and sunset.
In April and May, the groups of snipes inhabit at the airport and fly around the area. In August and September, a number of sparrow hawk fly over Pohang Airport and the groups of skylarks are active in October and September.
It is indicated that the groups of birds are on the feed surrounding taxiway at Pohang Airport, Then, they do not fly across the runway and fly back to their habitat close to the outskirts of the airport. However, the groups of skylarks and snipes, which are active late spring and in fall, are on the feed as well as inhabit within the airport.

## RKTH AD 2.24 CHART RELATED TO THE AERODROME



Change : Information of new procedure, chart name and chart NR..