RKJJ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKJJ - GWANGJU / Domestic

RKJJ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	350735N 1264832E 026° / 1 420 m from THR RWY 04R
2	Direction and distance from city	227°, 5 km from Gwangju City Hall
3	Elevation/Reference temperature	15 m / 32.9 °C
4	Geoid undulation at AD ELEV PSN	24 m
5	Magnetic variation/Annual change	8° W (2020) / 0.093° increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	Gwangju Airport Branch (Busan Regional Office of Aviation) 420-25, Sangmu-daero, Gwangsan-gu, Gwangju, 62425 Republic of Korea Tel : +82-62-942-3737 Telefax : +82-62-942-5515 AFS : RKJJZPZX
7	Types of traffic permitted(IFR/VFR)	IFR / VFR
8	Remarks	Military Air Base

RKJJ AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2200-1300 UTC (Summer season) 2230-1300 UTC (Winter season)
2	Customs and immigration	NIL
3	Health and Sanitation	NIL
4	AIS Briefing Office	MON-THU, SAT-SUN : 2250-1210 UTC FRI : 2230-1210 UTC
5	ATS Reporting Office(ARO)	HO
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	HO
12	Remarks	Civil aircraft operation is restricted from 1300 UTC to 2200 UTC due to aircraft noise around the airport except aircraft in an emergency or in an abnormal situation.

RKJJ AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	JP-8 (Available by agreement with ROKAF*)
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	By arrangement with handling agent
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	* Republic of Korea Air Force(ROKAF)

Change : Information of operational hours for AIS briefing office.

RKJJ AD 2.5 PASSENGER FACILITIES

1	Hotels	Near AD and in the City
2	Restaurants	At AD and in the City
3	Transportation	Buses, Taxi, Subway and rental cars from AD
4	Medical facilities	Hospitals in the city
5	Bank and Post Office	Bank available at AD
6	Tourist Office	Available at AD
7	Remarks	http://www.airport.co.kr/mbs/gwangju/

RKJJ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Available : CAT 8
2	Rescue equipment	a. Seven Chemical Fire Trucks - Water : 36 000 L - AFFF* : 4 400 L b. Two Ambulance Cars c. One Rescue Truck
3	Capability for removal of disabled aircraft	Specialized aircraft recovery equipment available for up to and including B767-300 size aircraft. 470 ton crane and other accessory equipment can be provided by airlines and agencies. Korea Airports Corporation is the co-ordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (Tel : +82-62-940-0331, 0352)
4	Remarks	* Aqueous Film Forming Foam(AFFF)

RKJJ AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	a. ROKAF * - 3 Snow Heat Blowers(SE88) - 1 Grader - 1 Loader Scoop - 3 Dump Trucks - 3 Snow Ploughs b. KAC ** - 1 Dump Truck - 1 Tractor - 2 Snow Ploughs - 1 Urea Spreader
2	Clearance priorities	a. RWY 04L/22R b. RWY 04R/22L c. Taxiway d. Aprons
3	Remarks	* Republic of Korea Air Force (ROKAF) ** Korea Airports Corporation (KAC)

RKJJ AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITION DATA

1	Designation, Apron surface and strength	a. Surface : Asphalt b. Strength: PCN 57/F/B/X/T
2	Designation, Taxiway width, surface and strength	a. width - G : 23 m - G6 : 36 m - G7 : 31 m b. Surface - G : Concrete - G6, G7 : Concrete, Asphalt c. Strength - G : PCN 87R/B/W/T - G6, G7 : PCN 91F/B/W/T PCN 87R/B/W/T
3	Altimeter check location and elevation	Apron (Refer to Aircraft Parking/Docking Chart) / 51 ft
4	VOR checkpoints	VOR : NIL
5	INS checkpoints	INS : Every specified aircraft stands(See Aircraft Parking/Docking Chart)
6	Remarks	NIL

RKJJ AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	a. Taxiing guidance signs are the intersections of all TWY and RWY and at all holding positions. b. Guide lines at apron. c. Nose-in guidance at aircraft stands.
2	RWY and TWY markings and LGT	a. RWY - RWY 04R/22L : Edge, THR and END LGT/marking - RWY 04L/22R : Edge, THR and END LGT/marking b. TWY : All TWY edge LGT.
3	Stop bars	NIL
4	Remarks	NIL

RKJJ 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
RKJJOB001	Hill	350134.6N 1263954.3E	1 207 ft/	NIL	04L/R APCH 22L/R TKOF <Caution> - Chimney(352 ft) is located on the left side of final 1.7 NM away from threshold of RWY 22L. - Open drainage is located both side of RWY 04L/22R and right side of RWY 04R/22L · Obstacles within the area that extends from the edge of the RWY to the 90 m from the RWY centerline - Arresting Gears (BAK-14) on the RWY 04R/22L and RWY 04L/22R - Arresting Gears (BAK-12) on the RWY 04L/22R
RKJJOB002	Hill	350317.7N 1264150.0E	1 473 ft/	NIL	
RKJJOB003	Hill	350154.3N 1264207.5E	892 ft/	NIL	
RKJJOB004	Hill	350237.5N 1264223.5E	866 ft/	NIL	
RKJJOB005	Hill	350541.7N 1264538.5E	230 ft/	NIL	
RKJJOB006	Hill	350503.4N 1264547.4E	213 ft/	NIL	
RKJJOB007	Hill	350517.9N 1264658.4E	177 ft/	NIL	
RKJJOB008	Dike	350641.2N 1264750.3E	56 ft/	NIL	
RKJJOB009	Hill	350851.7N 1264842.8E	390 ft/	NIL	
RKJJOB010	Hill	350815.4N 1265001.9E	358 ft/	NIL	
RKJJOB011	Hill	350650.6N 1265016.1E	533 ft/	NIL	
RKJJOB012	Hill	350710.1N 1265109.5E	591 ft/	NIL	
RKJJOB013	Hill	350915.6N 1265657.7E	1 266 ft/	NIL	
RKJJOB014	Hill	350950.0N 1265816.4E	1 470 ft/	NIL	
RKJJOB015	Mountain	344944.3N 1264825.1E	2 012 ft/	NIL	
RKJJOB016	Mountain	350727.4N 1270032.2E	3 894 ft/	NIL	
RKJJOB017	Mountain	351928.8N 1265308.3E	2 698 ft/	NIL	
RKJJOB018	Mountain	351800.5N 1265144.8E	2 388 ft/	NIL	
RKJJOB019	Mountain	352401.0N 1265834.5E	2 408 ft/	NIL	22L/R APCH 04L/R TKOF
RKJJOB020	Mountain	352001.8N 1265412.0E	2 392 ft/	NIL	
RKJJOB021	Antenna	351250.5N 1265007.6E	541 ft/	Marked/LGTD	
RKJJOB022	Antenna	351143.3N 1264954.4E	653 ft/	Marked/LGTD	
RKJJOB023	Antenna	351135.5N 1265013.5E	554 ft/	Marked/LGTD	
RKJJOB024	Hill	351059.7N 1265151.9E	431 ft/	NIL	
RKJJOB025	Hill	350851.7N 1264842.8E	390 ft/	NIL	In RWY 22L/R, 04L/R circling area and at AD
RKJJOB026	Hill	350530.9N 1264920.2E	554 ft/	NIL	
RKJJOB027	Hill	350650.6N 1265016.1E	533 ft/	NIL	
RKJJOB028	Hill	350552.7N 1264953.5E	686 ft/	NIL	

In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL					

Change : Information of remarks(BAK-12).

In Approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation(FT) Markings/LGT	Coordinates	Obstacle type Elevation(FT) Markings/LGT	Coordinates	
a	b	c	a	b	
22L/APCH 04R/TKOF	Mountain 2 408 ft NIL	352401.0N 1265834.5E			
22R/APCH 04L/TKOF	Mountain 2 326 ft NIL	352016.2N 1271516.8E			
	Mountain 2 392 ft NIL	352001.8N 1265412.0E			
	Mountain 2 698 ft NIL	351928.8N 1265308.3E			
	Mountain 2 388 ft NIL	351800.5N 1265144.8E			
	Antenna 541 ft Marked/LGTD	351250.5N 1265007.6E			
	Antenna 653 ft Marked/LGTD	351143.3N 1264954.4E			NIL
	Antenna 554 ft Marked/LGTD	351135.5N 1265013.5E			
	Hill 431 ft NIL	351059.7N 1265151.9E			
	Hill 390 ft NIL	350851.7N 1264842.8E			
	Hill 533 ft NIL	350650.6N 1265016.1E			
	Hill 686 ft NIL	350552.7N 1264953.5E			
	Hill 1 473 ft NIL	350317.7N 1264150.0E			
	Mountain 2 012 ft NIL	344944.3N 1264825.1E			
	Mountain 3 894 ft NIL	350727.4N 1270032.2E			

RKJJ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

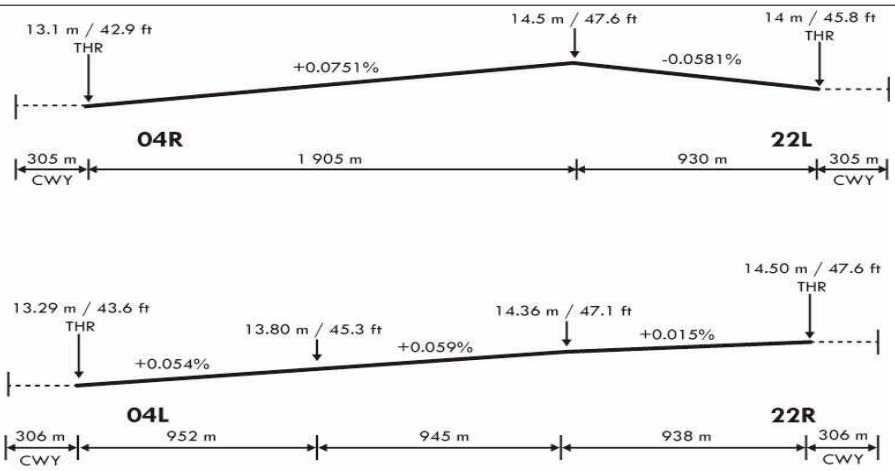
1	Associated MET Office	Gwangju Airforce MET Office
2	Hours of service MET Office outside hours	24 hours
3	Office responsible for TAF preparation Periods of validity	ROKAF MET Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Trend forecast Interval of issuance	NIL
5	Briefing/consultation provided	Available at Aviation Meteorological Office for 24 hours, if required
6	Flight documentation Language(s) used	Aerodrome 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

Change : Information of Trend forecast interval of issuance and briefing/consultation provided.

RKJJ 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
04R	029.93°	2 835 × 45	63/R/B/W/T Concrete	350653.11N 1264807.47E 24.5 m (80 ft)	THR 13.1 m / 42.9 ft TDZ 13.8 m / 45.3 ft
22L	209.93°	2 835 × 45	63/R/B/W/T Concrete	350812.82N 1264903.32E 24.5 m (80 ft)	THR 14 m / 46 ft
04L	029.93°	2 835 × 45	63/R/B/W/T Concrete	350656.24N 1264800.85E —	THR 13 m / 44 ft
22R	209.93°	2 835 × 45	63/R/B/W/T Concrete	350815.95N 1264856.70E —	THR 15 m / 48 ft

7. Slope of RWY-SWY



SWY dimensions(m)	CWY dimensions(m)	Strip dimensions(m)	RESA dimensions(m)	Location & description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
NIL	305 × 300	2 955 × 300	240 × 150	BAK-14 : 1 300 ft from the RWY 04R/22L threshold and RWY 04L/22R threshold BAK-12 : 2 650 ft from the RWY 04L/22R threshold MA-1A : 50 ft from the RWY 04R/22L threshold and RWY 04L/22R threshold	NIL	NIL
NIL	305 × 300	2 955 × 300	240 × 150		NIL	
NIL	306 × 300	2 955 × 300	240 × 150		NIL	
NIL	306 × 300	2 955 × 300	240 × 150		NIL	

RKJJ AD 2.13 DECLARED DISTANCES

RWY Designator	TORA(m)	TODA(m)	ASDA(m)	LDA(m)	Remarks
1	2	3	4	5	6
04R	2 835	3 140	2 835	2 835	NIL
22L	2 835	3 140	2 835	2 835	NIL
04L	2 835	3 141	2 835	2 835	NIL
22R	2 835	3 141	2 835	2 835	NIL

Change : Withdrawal of SWY information and Establishment of CWY information.

RKJJ AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT Color 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
1	2	3	4	5	6	7	8	9
04R	ALSF-1 900 m LIH	Green —	PAPI Both / 3° (52 ft/15.8 m)	NIL	NIL	2 760 m 60 m White/Yellow LIH	Red —	NIL
22L	SSALF 420 m LIH	Green —	PAPI Both / 3° (52 ft/15.8 m)	NIL	NIL	2 760 m 60 m White/Yellow LIH	Red —	NIL
04L	ALSF-I 900 m LIH	Green Green	PAPI Both / 3° (54 ft/16.5 m)	NIL	NIL	2 760 m 60 m White/Yellow LIH	Red —	NIL
22R	SSALF 420 m LIH	Green Green	PAPI Both / 3° (54 ft/16.4 m)	NIL	NIL	2 760 m 60 m White/Yellow LIH	Red —	NIL

RKJJ AD 2.15 OTHER LIGHTINGS, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At the Water tower Building, FLG W/W-G(16~20 FPM＊)/IBN: NIL Hours of Operation: H24
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and center line lighting	Edge: All TWY. Center line LGT: NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AD Switch-over time: 15 SEC
5	Remarks	NIL

RKJJ 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 dimensions, surface, strength, marking	—
4	True and MAG BRG of FATO	—
5	Declared distance available	—
6	APP and FATO lighting	—
7	Remarks	As directed by ATC.

RKJJ AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Gwangju CTR : A circle, radius 5 NM centered at ARP
2	Vertical limits	SFC to 4 000 ft AGL
3	Airspace classification	C
4	ATS unit callsign/Languages	Gwangju Tower / Korean and English
5	Transition altitude	14 000 ft AMSL
6	Operational hours	H24
7	Remarks	NIL

RKJJ AD 2.18 ATS COMMUNICATION FACILITIES

Service Designation	Call sign	Channel	Hours of Operation	Remarks
1	2	3	4	5
APP	Gwangju Approach	120.475 MHz, 130.0 MHz 228.9 MHz, 265.5 MHz 319.2 MHz	H24	NIL
ARR	Gwangju Arrival	132.25 MHz, 132.7 MHz 268.0 MHz, 331.4 MHz 281.35 MHz, 366.5 MHz	H24	NIL
DEP	Gwangju Departure	124.0 MHz, 124.7 MHz 347.2 MHz	H24	NIL
TWR	Gwangju Tower	118.05 MHz, 236.6 MHz 254.6 MHz	H24	NIL
GND	Gwangju Ground	121.8 MHz, 275.8 MHz	H24	NIL
ATIS	Gwangju Airport	128.875 MHz, 234.7 MHz	2100-1300 (UTC)	Digital ATIS service available
EMERG		121.5 MHz, 243.0 MHz	H24	NIL

Scheduled Inspection Time :
- DEP(124.0 MHz, 124.7 MHz), TWR(118.05 MHz), GND(121.8 MHz), EMERG(121.5 MHz) and ATIS : Every 3rd TUE(1300-1600 UTC) of the month.

RKJJ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR Type of supported OPS	ID	Frequency	Hours of Operation	Position of Transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME (8° W/2020)	KWA	114.4 MHz (CH 91X)	H24	350734.2N 1264844.0E	30 m	VOR unserviceable - RDL 291 clockwise 359 beyond 28 NM below 8 000 ft AMSL DME unserviceable - RDL 000 clockwise 060 beyond 33 NM below 6 000 ft AMSL - RDL 088 clockwise 110 beyond 28 NM below 8 000 ft AMSL - RDL 111 clockwise 140 beyond 22 NM below 10 000 ft AMSL - RDL 141 clockwise 190 beyond 14 NM below 9 000 ft AMSL - RDL 191 clockwise 270 beyond 36 NM below 5 000 ft AMSL - RDL 271 clockwise 290 beyond 30 NM below 8 000 ft AMSL - RDL 291 clockwise 359 beyond 28 NM below 8 000 ft AMSL SKED Inspection Time : EV 4th TUE(1400-1900 UTC) of month
LOC 04R (8° W/2020) ILS CAT I (8° W or 352°)	IMDG	111.1 MHz	H24	350821.5N 1264909.4E	-	SKED Inspection Time : EV 2nd TUE(1300-1800 UTC) of month
DME 04R	IMDG	1009 MHz (CH 48X)	H24	350659.3N 1264817.4E	30 m	
GP 04R		331.7 MHz	H24	350659.3N 1264817.3E	-	3° GP RDH 48 ft
LOC 22L (8° W/2020)	IMDH	108.5 MHz	H24	350644.3N 1264801.3E		SKED Inspection Time : EV 1st TUE(1300-1700 UTC) of month
DME 22L	IMDH	983 MHz (CH 22X)	H24	350642.9N 1264804.3E	30 m	

Change : Information of KWA VOR/DME remarks for VOR/DME unserviceable area.

RKJJ AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport Regulations

a. Take-off or landing will not be allowed if friction test result is less than the standard as below.
- Standards
  · RCR : 7
  · SFT : 0.25

b. Civil aircraft shall make touchdown between 500 ft and 3 000 ft from runway threshold except under significant weather conditions or EMERG.

c. All aircraft should taxi at speeds of less than 15 kt on taxiway to ensure safety. But, pilots may request high speed taxi and if approved by ATC, aircraft should taxi at speeds of less than 30 kt.

RKJJ AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

RKJJ AD 2.22 FLIGHT PROCEDURES

1. IFR Procedure

1.1 Refer to Instrument Approach and Departure Charts

1.2 Circling Approach

Circling not Authorized in West of the RWY 04R/22L and RWY 04L/22R.

1.3 Take-off weather minima(for all aircraft)

Apply the published take-off weather minima of the Standard Instrument Approach used.

2. RADAR Procedures

ATC will provide PAR or ASR approach when VOR/DME approach is not usable or efficient.

2.1 PAR Approach

a. RWY 04R

1) Weather minima

CAT		GS/TCH(ft)/RPI(ft)	DA(ft)/VIS(m)	HAT	Ceiling(ft)
A, B, C, D	FULL	3.0° / 48 / 900	245 / 730	200	200
	ALS INOP	3.0° / 48 / 900	245 / 1 220	200	200

2) Missed Approach Procedure : Climb HDG 037° to 800 ft, then climbing right turn HDG 055° maintain 5 000 ft and as directed by GWANGJU APP.

b. RWY 04L

1) Weather minima

CAT		GS/TCH(ft)/RPI(ft)	DA(ft)/VIS(m)	HAT	Ceiling(ft)
A, B, C, D	FULL	3.0° / 50 / 945	245 / 730	200	200
	ALS INOP	3.0° / 50 / 945	245 / 1 220	200	200

2) Missed Approach Procedure : Climb HDG 037° to 800 ft, then climbing right turn HDG 055° maintain 5 000 ft and as directed by GWANGJU APP.

c. RWY 22R

1) Weather minima

CAT		GS/TCH(ft)/RPI(ft)	DA(ft)/VIS(m)	HAT	Ceiling(ft)
FULL	A, B	3.0° / 50 / 951	248 / 730	200	200
	C, D	3.0° / 50 / 951	248 / 1 220	200	200
ALS INOP	A, B	3.0° / 50 / 951	248 / 730	200	200
	C, D	3.0° / 50 / 951	248 / 1 220	200	200

2) Missed Approach Procedure : Climb HDG 210° to 5 000 ft, as directed by GWANGJU APP.

2.2 ASR Approach

a. RWY 04R

1) Weather minima

CAT		A	B	C	D	E
Straight-in	FULL	560/RVR 1 220 515(600-3/4)		560/RVR 1 520 515(600-1)	560/RVR 1 830 515(600-$1\frac{1}{4}$)	
	ALS INOP	560/RVR 1 520 515(600-1)		560/$1\frac{1}{2}$ 515(600-$1\frac{1}{2}$)	560/$1\frac{3}{4}$ 515(600-$1\frac{3}{4}$)	
Circling		860-1 812(900-1)	900-$1\frac{1}{4}$ 852(900-$1\frac{1}{4}$)	940-$2\frac{3}{4}$ 892(900-$2\frac{3}{4}$)	1 080-3 1 032(1 100-3)	1 460-3 1 412(1 500-3)

2) Missed Approach Procedure: Climb HDG 037° to 1 200 ft, then climbing right turn HDG 055° maintain 5 000 ft and as directed by GWANGJU APP.

b. RWY 04L

1) Weather minima

CAT		A	B	C	D	E
Straight-in	FULL	560/RVR 1 220 515(600-3/4)		560/RVR 1 520 515(600-1)	560/RVR 1 830 515(600-$1\frac{1}{4}$)	
	ALS INOP	560/RVR 1 520 515(600-1)		560/$1\frac{1}{2}$ 515(600-$1\frac{1}{2}$)	560/$1\frac{3}{4}$ 515(600-$1\frac{3}{4}$)	
Circling		860-1 812(900-1)	900-$1\frac{1}{4}$ 852(900-$1\frac{1}{4}$)	940-$2\frac{3}{4}$ 892(900-$2\frac{3}{4}$)	1 080-3 1 032(1 100-3)	1 460-3 1 412(1 500-3)

2) Missed Approach Procedure: Climb HDG 037° to 1 200 ft, then climbing right turn HDG 055° maintain 5 000 ft and as directed by GWANGJU APP.

Change : Information of weather minima at RWY 22R.

c. RWY 22L

1) Weather minima

CAT		A	B	C	D	E
Straight-in	FULL	860/RVR 1 220 812(900-3/4)	860/RVR 1 520 812(900-1)	860/$2\frac{1}{4}$ 812(900-$2\frac{1}{4}$)	860/$2\frac{1}{2}$ 812(900-$2\frac{1}{2}$)	860/$2\frac{3}{4}$ 812(900-$2\frac{3}{4}$)
	ALS INOP	860/RVR 1 520 812(900-1)	860/RVR 1 830 812(900-$1\frac{1}{4}$)	860/$2\frac{1}{2}$ 812(900-$2\frac{1}{2}$)	860/$2\frac{3}{4}$ 812(900-$2\frac{3}{4}$)	860-3 812(900-3)
Circling		860-1 812(900-1)	900-$1\frac{1}{4}$ 852(900-$1\frac{1}{4}$)	940-$2\frac{3}{4}$ 892(900-$2\frac{3}{4}$)	1 080-3 1 032(1 100-3)	1 460-3 1 412(1 500-3)

2) Missed Approach Procedure : Climb HDG 210° to 5 000 ft, and as directed by GWANGJU APP.

d. RWY 22R

1) Weather minima

CAT		A	B	C	D	E
Straight-in	FULL	860/RVR 1 220 812(900-3/4)	860/RVR 1 520 812(900-1)	860/$2\frac{1}{4}$ 812(900-$2\frac{1}{4}$)	860/$2\frac{1}{2}$ 812(900-$2\frac{1}{2}$)	860/$2\frac{3}{4}$ 812(900-$2\frac{3}{4}$)
	ALS INOP	860/RVR 1 520 812(900-1)	860/RVR 1 830 812(900-$1\frac{1}{4}$)	860/$12\frac{1}{2}$ 812(900-$2\frac{1}{2}$)	860/$2\frac{3}{4}$ 812(900-$2\frac{3}{4}$)	860-3 812(900-3)
Circling		860-1 812(900-1)	900-$1\frac{1}{4}$ 852(900-$1\frac{1}{4}$)	940-$2\frac{3}{4}$ 892(900-$2\frac{3}{4}$)	1 080-3 1 032(1 100-3)	1 460-3 1 412(1 500-3)

2) Missed Approach Procedure : Climb HDG 210° to 5 000 ft, and as directed by GWANGJU APP.

3. RADIO COMMUNICATION FAILURE PROCEDURE

3.1 IFR

1. General

a. No person may take off unless two-way radio communications 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 procedure.

2. VFR condition

If the failure to radio communication occurs in VFR conditions, or if VFR conditions are encountered after the failure, a pilot shall continue the flight under VFR and land as soon as practicable based on the runway in use.

3. IFR condition

If the failure occurs in IFR condition, or if the requirements specified in paragraph 2 of this section cannot be met, a pilot shall continue the flight according to the following procedures.

A. DEPARTURE

a. Under Pilot Navigation

- Runway 04R/L in use

1) GWANGJU 1A

Climb HDG 037° to 2 300 ft, thence.....

a) LINTA TRANSITION : Left turn intercept R 012 KWA and track outbound. Then join B576 to LINTA. Maintain 8 000 ft.

b) IPDAS TRANSITION : Right turn direct to R 097 KWA/D10 at or above 5 000 ft, then right turn HDG 225° until join B576 to IPDAS. Maintain 8 000 ft.

- Runway 22R/L in use

2) GWANGJU 2A

Climb HDG 217° to 1 900 ft, thence.....

a) LINTA TRANSITION : Left turn direct to R 097 KWA/D10(R 095 KWJ/D10.6) at or above 5 000 ft. then left turn HDG 330 until intercept R 012 KWA(R 013 KWJ). then track outbound R 012 KWA(R 013 KWJ) or join B576, and climb to assigned or specified altitude.

b) IPDAS TRANSITION : Left turn intercept R 192 KWA and track outbound R 192 KWA or join B576 to IPDAS Maintain 8 000 ft.

b. 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 clearance;

2) In the absence of an assigned route, proceed by the route that ATC will advise through the forthcoming clearance; or

3) In the absence of an assigned route or a route that ATC will advise through the forthcoming clearance, proceed by the route filed in the flight plan; and

4) Maintain minimum enroute altitude(MEA) or the altitude/flight level cleared in the last ATC clearance received, which ever is higher, for 20 minutes; then

5) Continue the flight with altitude/flight level filed in the flight plan

B. ARRIVAL

- Runway 04R/L in use

The aircraft shall proceed to KOTTY IAF and execute ILS/DME RWY 04R or VOR/DME RWY 04R/L APCH.

- Runway 22R/L in use

The aircraft shall proceed to JADOO IAF and execute VOR/DME RWY 22R/L APCH.

3.2 VFR

VFR flight which has experienced radio communication failure shall

- squawk Mode 3/A code 7600 and
- when able to see light gun signal of control tower, follow that instruction
- if unable to see light gun signal of control tower, hold on downwind until ETA or for 10 minutes, whichever is longer, then
- Aircraft on east pattern should on RWY in use
- pilot shall use caution traffic landing and take-off from/to runways.

RKJJ AD 2.23 ADDITIONAL INFORMATION

1. Special VFR not Authorized.

2. Bird concentrates in the vicinity of airport.

   The birds' feeding areas consist of surrounding farmland and greens along the river and they frequently move to get their habitat (located QDR 300°, 5 000 m from end of RWY 22R). In the winter, the ducks frequently move at the rise and the set of sun and the lapwings frequently fly before sunset. In the summer, the egrets at the rise of sun and the snipes at the set of sun fly most frequently.
   The flying heights are various such as from the ground to 600 m.
   The control tower is going to provide the information on the activity of birds and estimated height to the pilots if it is possible. At the same time, the pilots are informed to turn on the landing light in the process of taking off, approach for landing, climbing, and descending as far as the designed limit of aircraft facility allows.
   To eliminate the birds, we are using the blank cartridge, signal gun, and loudspeaker. As well, we are operating several equipments including explosive sounds, alarm, sky dancer. For environmental management, we are carrying out various activities simultaneously to prevent the installation of rubbish dump and wastewater treatment plant, and to limit the kinds of trees and the farming in the airport.

3. Use extreme caution, field is surrounded by high angle firing range(RK R14).

RKJJ AD 2.24 CHART RELATED TO THE AERODROME

Change : Information of existing procedures(PAR/ASR APP), new pages and chart NR..