RKNW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKNW - WONJU / Domestic

RKNW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	372617N 1275737E 215° / 1 371 m from THR 21
2	Direction and distance from city	027°, 11.2 km from Wonju City Hall
3	Elevation/Reference temperature	100.6 m (330 ft) / 31.9 °C
4	Geoid undulation at AD ELEV PSN	-
5	MAG VAR/Annual change	9° W (2020) / 0.091° increasing
6	Aerodrome Operator, address, telephone, telefax, telex, AFS	ROKAF Wonju Airport Branch Office (Seoul Regional Office of Aviation) 38, Hoengseong-ro, Hoengseong-eub, Hoengseong-gun, Gangwon-do, 25239, Republic of Korea TEL : +82-33-344-0166 FAX : +82-33-344-0167 AFS : RKNWZPZX
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKNW AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2200-1300 UTC
2	Customs and Immigration	-
3	Health and Sanitation	-
4	AIS Briefing Office	HO
5	ATS Reporting Office(ARO)	HO
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	2300-0800 UTC*
9	Handling	HO
10	Security	HO
11	De-icing	-
12	Remarks	* Fuelling : Outside these hours prior permission is required (+82-33-730-4222)

RKNW AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	-
2	Fuel/oil types	JP-8 (Available by agreement with ROKAF)
3	Fuelling facilities/capacity	-
4	De-icing facilities	-
5	Hangar space for visiting aircraft	-
6	Repair facilities for visiting aircraft	-
7	Remarks	-

Change : Information of ARP site at AD(214° → 215°).

RKNW AD 2.5 PASSENGER FACILITIES

1	Hotels	In Wonju and Heongseong city
2	Restaurants	Near AD and in the city
3	Transportation	Buses and taxies from AD
4	Medical facilities	Hospital in the city
5	Bank and Post Office	Automated Teller Machine only available at AD
6	Tourist Office	In the city
7	Remarks	www.airport.co.kr/mbs/wonju

RKNW AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 7
2	Rescue equipment	a. 6 chemical crash rescue & fire fighting trucks - Total capacity : Water : 36 000 L AFFF* : 3 000 L b. 3 ambulance cars(Supported by a hospital in the vicinity)
3	Capability for removal of disabled aircraft	Specialized aircraft recovery equipment available for up to and including B737-900 size aircraft. 100 ton hydraulic recovery jack, 330 ton crane and other accessory equipment can be provided by airlines and agencies. Korea Airport Corporation is the co-ordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (TEL : +82-33-340-8312)
4	Remarks	* AFFF (Aqueous Film Forming Foam)

RKNW AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	a. ROKAF* : Three snow removal truck(SE-88), four snow ploughs, two snow air masters b. KAC** : Two trucks, one tractor, one urea spreader
2	Clearance priorities	1. RWY 03/21 2. TWY 3. Other areas
3	Remarks	* Republic of Korea Air Force(ROKAF) ** Korea Airports Corporation(KAC)

RKNW AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Designation, Apron surface and strength	a. Area : 6 590 m^2 b. Surface : Asphalt c. Strength : PCN 55/F/B/X/T
2	Designation, Taxiway width, surface and strength	a. Width - TWY A, TWY F : 33 m - TWY C, TWY D, TWY E : 23 m - TWY G : 30 m - TWY B : 36 m b. Surface : Concrete c. Strength : PCN 60/R/B/W/T
3	Altimeter check location and elevation	Location : APRON Elevation : 329.7 ft / 100.5 m
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	NIL

RKNW 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	-
2	RWY and TWY markings and LGT	RWY 03/21 : HIRL, THR TWY : Edge light
3	Stop bars	NIL
4	Remarks	NIL

RKNW AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID Designation	OBST type	OBST position	ELEV/HGT	Markings/Type, colour	Remarks
RKNWOB001	Natural High Point	372252.6N 1275450.5E	1 142 ft / 817 ft	NIL	03 APCH, 21 TKOF
RKNWOB002	Pylon	372331.5N 1275437.9E	1 273 ft / 224 ft	LGTD	03 APCH, 21 TKOF
RKNWOB003	Natural High Point	372725.1N 1280008.9E	1 710 ft / 1 385 ft	NIL	03 APCH
RKNWOB004	Natural High Point	373503.1N 1280409.2E	2 589 ft / 2 264 ft	NIL	03 TKOF
RKNWOB005	Natural High Point	372705.1N 1275659.9E	1 024 ft / 694 ft	NIL	21 APCH
RKNWOB006	Natural High Point	372636.2N 1275700.3E	1 006 ft / 676 ft	NIL	21 APCH
RKNWOB007	Building	372534.2N 1275715.6E	339 ft / 14 ft	NIL	21 TKOF
RKNWOB008	Natural High Point	372922.8N 1275656.5E	1 070 ft / 740 ft	NIL	In 03/21 circling area
RKNWOB009	Natural High Point	372842.9N 1275443.4E	1 149 ft / 819 ft	NIL	In 03/21 circling area
RKNWOB010	Natural High Point	372721.5N 1275230.0E	1 959 ft / 629 ft	NIL	In 03/21 circling area
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 OBST type(mountain → natural high point).

RKNW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	WONJU AIRFORCE MET OFFICE (TEL : +82-33-730-4272~3)
2	Hours of service MET Office outside hours	H24 -
3	Office responsible for TAF preparation Periods of validity	ROKAF MET Office
4	Type forecast Interval of issuance	1 hour (METAR) and when SPECI reported
5	Briefing/consultation provided	Personal consultation, Telephone
6	Flight documentation Language(s) used	- English / Korean
7	Charts and other information available for briefing or consultation	Surface analysis chart Upper air analysis Prognosis chart Significant weather chart
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	Wonju TWR, Wonju APP
10	Additional information (limitation of service, etc.)	NIL

RKNW 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
03	26.32°	2 743 × 45	60/R/B/W/T Concrete	372536.98N 1275712.75E 25.5 m	THR : 99.0 m / 324.8 ft TDZ : 99.1 m / 325.1 ft
21	206.32°	2 743 × 45	60/R/B/W/T Concrete	372656.74N 1275802.23E 25.5 m	THR : 100.7 m / 330.4 ft TDZ : 100.7 m / 330.4 ft
7. Slope of RWY-SWY					
To be developed					

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	NIL	2 863 × 292	90 x 150	- BAK-12/E32A (Single Mode) : 1 750 ft from the end of RWY 03 - MA-1A : 100 ft from the end of RWY 03	NIL	The width of strip does not meet criteria in Annex 14.
NIL	NIL	2 863 × 292	90 x 150	- BAK-12/E32A (Single Mode) : 1 500 ft from the end of RWY 21 - MA-1A : 100 ft from the end of RWY 21	NIL	

RKNW AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
03	2 743	2 743	2 743	2 743	NIL
03	2 286	2 286	2 286	2 286	Take-off from intersection with TWY B
03	1 829	1 829	1 829	1 829	Take-off from intersection with TWY C
21	2 743	2 743	2 743	2 743	NIL
21	2 286	2 286	2 286	2 286	Take-off from intersection with TWY E
21	1 829	1 829	1 829	1 829	Take-off from intersection with TWY D

RKNW 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 Color	Remarks
1	2	3	4	5	6	7	8	9	10
03	ALSF-I 900 m LIH	Green	PAPI Both / 3.3° 40 ft	NIL	NIL	2 740 m 60 m WHITE, LIH	RED -	NIL	NIL
21	ALSF-I 900 m LIH	Green	PAPI Both / 3.25° 40 ft	NIL	NIL	2 740 m 60 m WHITE, LIH	RED -	NIL	

RKNW AD 2.15 OTHER LIGHTINGS, SECONDARY POWER SUPPLYS

1	ABN/IBN location, characteristics and hours of operation	ABN : Near tower building, FLG W/W-G EV 5 SEC, H24 IBN : NIL
2	LDI location and LGT Anemometer location and LGT	LDI : NIL Anemometer : 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 Light at AD Switch-over time : 15 s
5	Remarks	NIL

Change : Information of PAPI(3.1° → 3.3°).

RKNW 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 BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	Remarks	As directed by ATC

RKNW AD 2.17 ATS AIRSPACE

1	Designation and lateral limit	Wonju 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 Language(s)	Wonju Tower English / Korean
5	Transition altitude	14 000 ft AMSL
6	Operational hours	H24
7	Remarks	NIL

RKNW AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
APP	Wonju Approach	130.2 MHz 255.0 MHz 234.4 MHz	H24	
ARR	Wonju Arrival	135.725 MHz 134.1 MHz 134.4 MHz 230.1 MHz 253.8 MHz 237.9 MHz 249.0 MHz		
DEP	Wonju Departure	130.2 MHz 268.5 MHz	H24	
TWR	Wonju Tower	126.2 MHz 118.325 MHz 236.6 MHz 265.5 MHz	H24	118.325 MHz Scheduled Inspection Time : Every 3rd TUE(0900-1300 UTC) of the month
GND	Wonju Ground	275.8 MHz	H24	
ATIS	Wonju Airport	128.6 MHz 225.575 MHz	2200-1200 UTC	
EMERG		121.5 MHz 243.0 MHz	H24	

RKNW 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 (9° W/2020)	HGS	110.20 MHz (CH 39X)	H24	372832.9N 1275830.2E	500 ft AMSL	Schedule inspection time of HGS : Every 3rd THU(0900-1500 UTC) of the month VOR/DME unusable : - RDL 330 counter clockwise RDL 305 beyond 16 NM below 13 000 ft AMSL - RDL 305 counter clockwise RDL 280 beyond 25 NM below 8 000 ft AMSL - RDL 280 counter clockwise RDL 230 beyond 12 NM due to RK R17 - RDL 230 counter clockwise RDL 160 beyond 25 NM below 8 000 ft AMSL due to JUNGWON TMA - RDL 160 counter clockwise RDL 105 beyond 15 NM below 20 000 ft AMSL - RDL 105 counter clockwise RDL 330 beyond 25 NM below 7 000 ft AMSL
LOC 03 (9° W/2020) ILS CAT I	IWNJ	110.1 MHz	H24	372705.3N 1275807.6E	-	LOC/DME unusable : - beyond 11 degrees left side and beyond 16 degrees right side of the course and beyond 18 NM below 3 700 ft and beyond 25 NM below 4 900 ft from Localizer due to terrains
DME 03	IWNJ	999 MHz (CH 38X)	H24	372547.0N 1275714.2E	0 m	
GP 03	-	334.40 MHz	H24	372547.0N 1275714.2E		3.3° ILS TCH 56 ft GP unusable : - beyond 6 degrees left side of the course and beyond 8 NM below 2 300 ft from threshold due to terrains
LOC 21 (9° W/2020) ILS CAT I	IWON	111.5 MHz	H24	372529.0N 1275707.8E		LOC/DME unusable : - beyond 16 degrees left side and beyond 18 degrees right side of the course, and beyond 21 NM below 4 900 ft from Localizer due to terrains
DME 21	IWON	1013 MHz (CH 52X)	H24	372649.8N 1275753.1E	0 m	
GP 21	-	332.90 MHz	H24	372649.8N 1275753.1E		3.3° ILS TCH 54 ft

RKNW AD 2.20 LOCAL AERODROME REGULATIONS

Aircraft operation for RWY 03/21 is restricted if the value of the surface friction measurements is less than 0.25.
Pilots are required to contact Wonju TWR when flying within 10 NM from Wonju airport.

RKNW AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

RKNW AD 2.22 FLIGHT PROCEDURES

1. IFR Procedure
1.1 Refer to Instrument Approach and Departure Charts
1.2 Take-off weather Minima

RWY	Ceiling(ft) / Visibility(m)
03	600 / 2 000
21	600 / 2 000

1.3 Speed restrictions
1. All aircraft shall not exceed 250 kt IAS below 10 000 ft AMSL in WONJU TMA, unless otherwise authorized by ATC. If the minimum safe speed is greater than 250 kt IAS, the aircraft may maintain the minimum safe speed without ATC authorization.
2. ATC will use “NO ATC SPEED RESTRICTIONS” RTF phraseology to remove MAX 250 kt IAS below 10 000 ft.
3. When ATC use “RESUME NORMAL SPEED“ RTF phraseology, it means that the previously issued speed restriction by ATC is cancelled and a pilot can resume an aircraft’s preferred speed. Pilot shall note that it does not mean the removal of MAX 250 kt IAS below 10 000 ft AMSL within WONJU TMA.

1.4 Circling Approach
1. Circling not authorized in South East of Airport.
2. Pilots shall Circle to North West of Airport to land RWY 03/21 only when they can proceed visually to the airport.
3. Circling Area Radius for ROC(required obstacle clearance) as follows

Approach Category	Radius from threshold
A	1.3 NM
B	1.8 NM
C	2.8 NM
D	3.7 NM

2. VFR Procedure
2.1 Entry procedure for Conventional aircraft / Helicopter
1. Conventional aircraft
a. RWY 03 in use : After reporting at "D" Point at 4 000 ft, fly to the Down Wind directly at 1 500 ft.
b. RWY 21 in use : After reporting at "C" Point at 4 000 ft, fly to the Down Wind directly at 1 500 ft.
2. Helicopter
After Flying via "E" Point / "G" Point at 1 500 ft, Enter the Down Wind at 1 200 ft or TWY/PAD.
Do not approach to runway without Tower's Permission.

2.2 VFR aircraft Report point Coordinates
"D" Point : 373225.10N 1275742.73E
"C" Point : 372144.65N 1274957.33E
"E" Point : 372934.89N 1280222.53E
"G" Point : 372313.34N 1275835.61E

3. Radar Procedure
3.1 PAR Approach
1. Weather Minima for PAR 03/21

RWY	CATEGORY	GS/TCH(ft)/RPI(ft)	DA(ft)/Visibility(m)	HAT(ft)	Ceiling(ft)
03	A, B, C, D, E	3.3° / 55 / 954	872 / RVR 1 830 VIS 2 000	547	600
21	A, B, C, D, E	3.3° / 55 / 962	905 / RVR 1 830 VIS 2 000	575	600
When ALS INOP, increase VIS 600 m					

2. Missed Approach Procedure
a. PAR RWY 03 : Climb on HDG 035° to 5 300 ft, and as directed by ATC.
b. PAR RWY 03 Missed APCH climb rate : 500 ft/NM to 5 300 ft.
c. PAR RWY 21 : Climb on HDG 215° to 4 700 ft, and as directed by ATC.
d. PAR RWY 21 Missed APCH climb rate : 490 ft/NM to 4 700 ft.

Change : Information of speed restrictions and HDG for missed approach procedure(034° → 035°, 214° → 215°).

3.2 ASR Approach

1. Only ASR RWY 03 Approach is authorized.
2. ATC will provide course guidance and distance(from touchdown) information based on PAR SCOPE.
3. If the pilot requests, recommended altitudes will be provided at or above MDA.
4. Approach guidance termination
   a. Requested by the pilot.
   b. Continuation of a safe approach to the MAPt is questionable.
   c. The aircraft is over the MAPt.
5. Weather Minima for ASR 03
   a. Straight-in

CATEGORY		MDA(ft)/Visibility(m)	ALS INOP	HAT(ft)	Ceiling(ft)
Straight-in	A	1 540 / RVR 1 220 VIS 1 200	1 540 / VIS 2 000	1 215	1 300
	B	1 540 / RVR 1 680 VIS 1 700	1 540 / VIS 2 400		
	C, D	1 540 / VIS 4 800	1 540 / VIS 4 800		

   b. Circling

CATEGORY		MDA(ft)/Visibility(m)	HAA(ft)	Ceiling(ft)
Circling	A	1 540 / 2 000	1 210	1 300
	B	1 540 / 2 400	1 210	1 300
	C	1 780 / 4 800	1 450	1 500
	D	2 060 / 4 800	1 730	1 800

6. Missed Approach Procedure
   a. ASR RWY 03 : Climb on HDG 035° to 5 300 ft and as directed by ATC.
   b. ASR RWY 03 Missed APCH climb rate : 500 ft/NM to 5 300 ft.

4. Radio Communication Failure Procedures

4.1 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, each pilot shall continue the flight under VFR and land as soon as practicable.
3. IFR condition
   If the failure occurs in IFR conditions, each pilot shall continue the flight according to the following :

A. DEPARTURE

a. Under Pilot Navigation
   - Follow the SID with altitude/flight level assigned in the last ATC clearance received.

b. Under Radar vectoring
   - Proceed by the direct route from the point of radio failure to the fix, route, or airway specified in the vector clearance;
   - In the absence of an assigned route, proceed by the route that ATC has advised may be expected in a further clearance; or
   - In the absence of an assigned route or a route that ATC has advised may be expected in a further clearance, proceed by the route filed in the flight plan; and
   - Maintain minimum enroute altitude(MEA) or the altitude/flight level cleared in the last ATC clearance received, whichever is higher, for 5 minutes; then
   - Continue the flight with altitude/flight level filed in the flight plan.

c. No fly area : The aircraft shall not fly the following area. The area of beyond 12 DME between R 230 and R 280 from HGS.

B. ARRIVAL

a. Proceed to ORINU IAF or VEMPU IAF whichever is nearer at the last assigned altitude or the minimum altitude of IAF whichever is higher and hold; then

b. Execute Instrument Approach as close as possible to the expect further clearance time (EFC) issued by ATC or estimated time of arrival (ETA) filed in the flight plan; and

c. Land, if possible, within 30 minutes after ETA or the last acknowledged EFC or ETA, whichever is later.

d. No fly area : The aircraft shall not fly the following area. The area of beyond 12 DME between R 230 and R 280 HGS from HGS.

Change : Amended phrases(MAP → MAPt) and Information of HDG for missed approach procedure(034° → 035°).

4.2 VFR

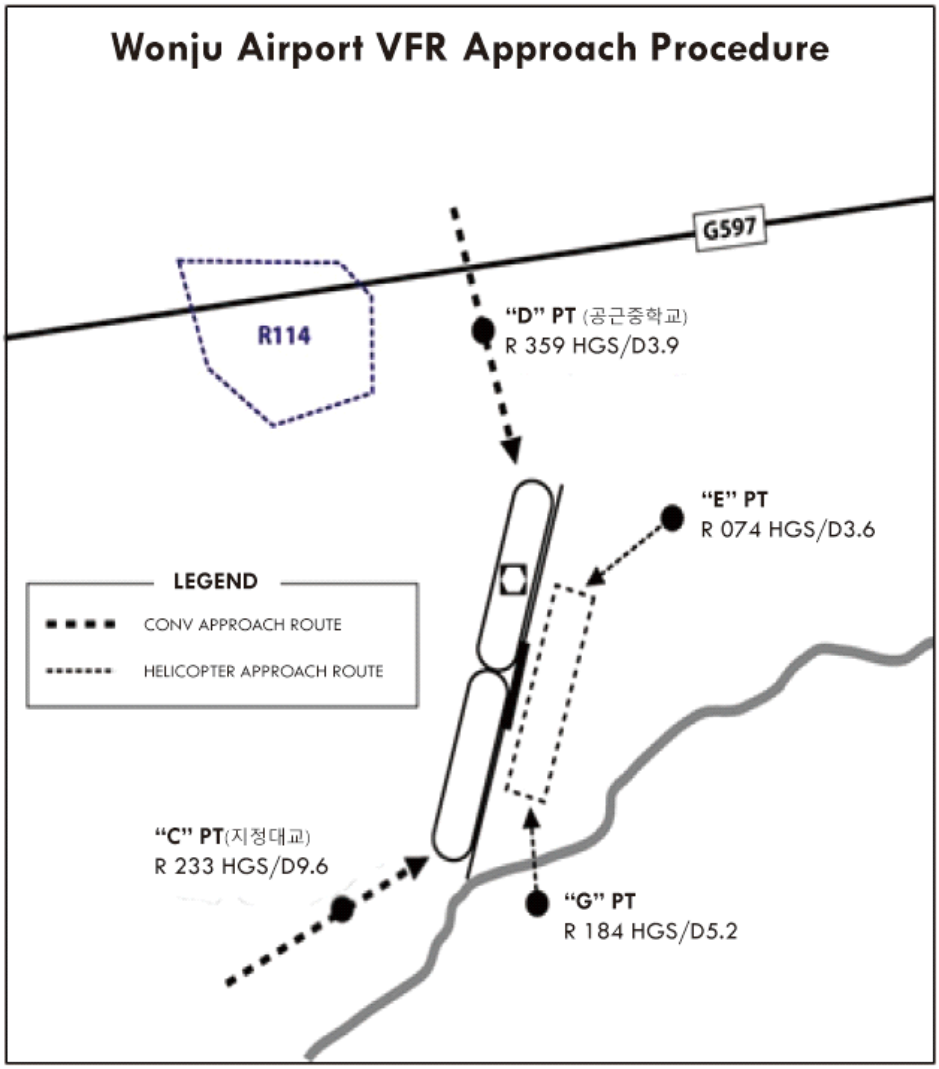
1. VFR flight experiencing radio communication failure shall

a. Helicopter

- Squawk 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 over east downwind until ETA or for 10 minutes, whichever is later, then
- Land on main taxiway and use caution landing and departing traffic.

b. Conventional flight

- Squawk 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 over west downwind until ETA or for 10 minutes, whichever is later, then
- Land on runway in use and use caution landing and departing traffic.



RKNW AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of the airport

Bird habitat located along SEOM river west of the airport. Intense activity of flocks of wild duck and heron takes place frequently during sunrise and sunset. Height varies from 0 - 2 000 ft AGL.

RKNW AD 2.24 CHART RELATED TO THE AERODROME

RKNW AD 2.25 VISUAL SEGMENT SURFACE(VSS) PENETRATION

NIL

Change : Establishment of AD 2.25 visual segment surface(VSS) penetration.

INTENTIONALLY

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