RKPS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKPS - SACHEON / Domestic

RKPS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	350519N 1280414E 39° / 1 299 m from THR 06R	
2	Direction and distance from city	329°, 9.5 km from Sacheon City Hall	
3	Elevation/Reference temperature	8 m / 31 ˚C	
4	Geoid undulation at AD ELEV PSN	28 m	
5	MAG VAR/Annual change	8° W(2020) / 0.089˚ Increasing	
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	MOLIT	Sacheon Airport Branch(Busan Regional Office of Aviation) 1971, Sacheon-daero, Sacheon-eup, Sacheon-si, Gyeongsangnam-do, 664-801, Republic of Korea TEL : +82-55-852-2568 Telefax : +82-55-852-6580 AFS : RKPSZPZX
		ROKAF	Republic Of Korea Air Force(ROKAF) The 3rd Flying training Wing
7	Type of traffic permitted(IFR/VFR)	IFR/VFR	
8	Remark	NIL	

RKPS 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	2230-1030 UTC
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	NIL
12	Remarks	* Outside these hours services are available under the Pre-coordination (passenger flights only)

RKPS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	NIL
2	Fuel/oil type	JP-8/O-128, O-133(Available by agreement with ROKAF)
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	One de-icing pad(Aircraft stand NR. 1)
5	Hanger space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

Change : Information of operational hours for AIS briefing office.

RKPS AD 2.5 PASSENGER FACILITIES

1	Hotels	Near AD and in Sacheon city
2	Restaurants	At AD(60 seats, light food service available) and in the city
3	Transportation	Buses, taxis, rental and cars from the AD
4	Medical Facilities	Hospitals in Sacheon city, 4 km
5	Bank and Post Office	Near AD and in Sacheon city
6	Tourist Office	Available at AD
7	Remarks	https://www.airport.co.kr/sacheon/

RKPS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 7
2	Rescue equipment	a. 8 chemical crash rescue & fire fighting trucks - Total capacity · Water : 32 000 L · AFFF* : 3 064 L · Dry chemical : 1 083 kg · Halon : 1 298 kg · CO_2 : 120 kg b. 1 ambulance car c. 1 rescue truck
3	Capability for removal of disable aircraft	Specialized aircraft recovery equipment available for up to and including B737 size aircraft. 300 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 : +82-55-831-9331, 9332)
4	Remarks	* Aqueous Film Forming Foam

RKPS AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	a. ROKAF : - 7 Snow Ploughs - 2 Loader Scoops - 2 Graders b. KAC - 1 Snow Plough
2	Clearance priorities	1. RWY 06R/24L 2. TWY E 3. TWY A, B, C, D 4. RWY 06L/24R 5. TWY F 6. TWY A, B, C, D 7. Apron 8. Other TWY and ACFT stand
3	Remarks	Snow clearance information promulgated by SNOWTAM

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

1	Designation, Apron surface and strength	a. Area : 13 140 m² b. Surface : Asphalt c. Strength : PCN 67/F/C/X/T
2	Designation, Taxiway width, surface and strength	a. Width : 23 m b. Surface : Concrete c. Strength : PCN 70/R/C/W/T
3	Altimeter check location and elevation	Aprons / 27 ft
4	VOR/INS check points	VOR : NIL INS : Every specified aircraft stands(Refer to Aircraft Parking / Docking Chart)
5	Remarks	NIL

RKPS 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 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 06R/24L : Edge, THR, end RAIL - RWY 06L/24R : Edge, THR, end b. TWY - TWY edeg lights : All TWY
3	Stop bars	NIL
4	Remarks	NIL

RKPS 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
RKPSOB001	Mountain	350423.3N 1280221.1E	244 ft/	NIL	06L/R APCH 24L/R TKOF
RKPSOB002	Mountain	350328.9N 1280019.8E	393 ft/	NIL	
RKPSOB003	Mountain	350114.2N 1275803.7E	419 ft/	NIL	
RKPSOB004	Mountain	345934.2N 1275211.1E	3 011 ft/ (Including Steel tower 243 ft)	NIL	
RKPSOB005	Mountain	350423.2N 1280220.8E	244 ft/	NIL	
RKPSOB006	Mountain	345851.0N 1280556.6E	2 630 ft/	NIL	
RKPSOB007	Mountain	350447.1N 1280237.9E	213 ft/	NIL	
RKPSOB008	Mountain	350640.5N 1280404.5E	419 ft/	NIL	In 06L/R, 24L/R circling area and at AD
RKPSOB009	Mountain	350627.6N 1280302.7E	499 ft/	NIL	
RKPSOB010	Mountain	350810.6N 1280349.5E	607 ft/	NIL	
RKPSOB011	Mountain	350652.2N 1280015.2E	617 ft/	NIL	
RKPSOB012	Mountain	350514.2N 1275803.1E	735 ft/	NIL	
RKPSOB013	Hill	350602.3N 1280521.1E	84 ft/	NIL	06L/R TKOF 24L/R APCH
RKUSOB014	Mountain	350607.5N 1280607.4E	224 ft/	NIL	
RKPSOB015	Mountain	350606.2N 1280626.3E	281 ft/	NIL	
RKPSOB016	Mountain	350638.6N 1280914.3E	906 ft/	NIL	

Change : Information of OBST ELEV for RKPSOB004(3 028 ft → 3 011 ft).

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

1. Remarks :
   - Seawall 20 ft drop off RWY 06L THR
   - RKPSOB001 : 6 233 ft outward RWY 06L, 276 ft Left(APCH) side from the extended centerline of RWY 06L
   - RKPSOB013 : 2 631 ft outward RWY 24R, 20 ft Right(APCH) side from the extended centerline of RWY 24R
     2 631 ft from RWY 06L DER, 20 ft(TKOF) Left of centerline 65 ft AGL/84 ft AMSL
     2 131 ft from RWY 06R DER, 770 ft(TKOF) Left of centerline 60 ft AGL/84 ft AMSL
2. Caution :
   - RKPSOB004 locates at 10.6 NM from RWY 06L THR.
     · Maintain at or above 3 600 ft until passing 11 DME of SAC when making VOR/DME RWY 06L APCH.
     · Maintain at or above 3 600 ft until passing 12 DME of SAC when making VOR/DME RWY 06R APCH.
     · Maintain at or above 3 600 ft until passing 11.6 DME of I-SAM when making LOC/DME RWY 06L APCH.
   - Open drainage is located at both sides of the RWY 06L/24R.
   - RUN-UP facilities (height 3.1 m) of Military aircraft located on 136 m inward from RWY 06L THR and 133 m leftward from RWY 06L/24R centerline.
   - RWY Supervisor Units (height 5.9 m)
     · 443 m inward from RWY 06L THR and 164 m leftward from RWY 06L/24R centerline
     · 443 m inward from RWY 24R THR and 163 m rightward from RWY 06L/24R centerline

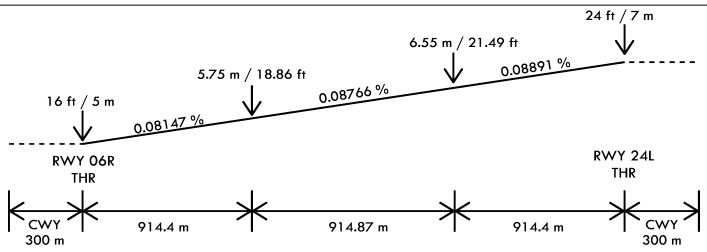
RKPS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Sacheon 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.

RKPS 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
06R	055.59°	2 743 × 46 m	PCN 62/R/B/W/T Concrete	350452.63N 1280334.87E -	THR 16 ft / 5 m
24L	235.60°	2 743 × 46 m	PCN 62/R/B/W/T Concrete	350542.93N 1280504.22E -	THR 24 ft / 7 m
06L	055.58°	2 743 × 46 m	PCN 70/R/C/X/T Asphalt	350455.95N 1280324.81E -	THR 15 ft / 5 m
24R	235.59°	2 743 × 46 m	PCN 70/R/C/X/T Asphalt	350546.26N 1280454.16E -	THR 19.3 ft / 5.9 m TDZ 19.3 ft / 5.9 m

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	300 x 300	2 863 x 300	NIL	MA-1A : 50 ft from the end of RWY 06R, RWY 24L	NIL	The width of 06L/24R strip does not meet criteria in Annex 14.
NIL	300 x 300	2 863 x 300	NIL	BAK-14 : 1 500 ft from the end RWY 06R, RWY 24L	NIL	
NIL	300 x 150	2 863 x 300	122 x 150	MA-1A : 31 ft from the end of RWY 06L	NIL	
NIL	185 x 150	2 863 x 300	177 x 90	MA-1A : 33 ft from the end of RWY 24R BAK-14 : 1 500 ft from the end of RWY 06L, RWY 24R	NIL	

RKPS AD 2.13 DECLARED DISTANCES

RWY Designator	TORA(m)	TODA(m)	ASDA(m)	LDA(m)	Remarks
1	2	3	4	5	6
06R	2 743	3 043	2 743	2 743	NIL
24L	2 743	3 043	2 743	2 743	NIL
06L	2 743	3 043	2 743	2 743	NIL
24R	2 743	2 928	2 743	2 743	NIL

Change : Information of dimension of RWY, declared distances and Establishment of THR/TDZ elevation in meter.

RKPS 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	Remarks
1	2	3	4	5	6	7	8	9	10
06R	ALSF-1 762 m LIH	Green	PAPI Both/3° (53 ft)	NIL	NIL	2 749 m 60 m WHITE LIH	RED	NIL	NIL
24L	SSALS 304 m	Green	PAPI Both/3° (51 ft)	NIL	NIL	2 749 m 60 m WHITE LIH	RED	NIL	
06L	ALSF-1 762 m LIH	Green	PAPI Both/3.7° (60 ft)	NIL	NIL	2 749 m 60 m WHITE LIH	RED	NIL	
24R	NIL	Green	PAPI Both/3.2° (56 ft)	NIL	NIL	2 749 m 60 m WHITE LIH	RED	NIL	

RKPS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At ATC Tower, FLG W/W-G (16 ~ 20 FPM*) IBN : NIL Hours of Operation : H24 (ROKAF) * FPM : Flash Per Minute
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 AD Switch-over time : 7~8 SEC
5	Remarks	NIL

RKPS 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

RKPS AD 2.17 ATS AIRSPACE

1	Designation and lateral limit	Sacheon CTR A circle, 5 NM radius centered at ARP
2	Vertical limits	SFC to 4 000 ft AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Sacheon Tower English / Korean
5	Transition altitude	14 000 ft AMSL
6	Operation hours	H24
7	Remarks	NIL

RKPS AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
APP	Sacheon APP	135.4 MHz 344.7 MHz	H24	NIL
DEP	Sacheon DEP	135.4 MHz 347.3 MHz	H24	NIL
ARR	Sacheon ARR	123.875 MHz 134.4 MHz 237.9 MHz 244.9 MHz 281.25 MHz 384.0 MHz	H24	- Do not contact initial - Caution : 134.4 MHz is jammed by the adjacent airports
TWR	Sacheon Tower	118.675 MHz 236.6 MHz 305.4 MHz	H24	UNREL COM : RDL 080-150 beyond 15 NM BLW 6 500 ft, due to terrain
GND DLVRY	Sacheon Ground	118.675 MHz 275.8 MHz	H24	NIL
ATIS	Sacheon Airport	126.225 MHz 225.475 MHz	2100-1200	NIL
VFR RADAR Advisery Service	Sacheon Service	135.4 MHz 230.8 MHz	H24	Radar is required the service
EMERGENCY		121.5 MHz 243.0 MHz	H24	NIL

RKPS 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
LOC 06L (8° W/2020)	ISAM	109.1 MHz	H24	350550.6N 1280502.0E	-	NIL
DME 06L	ISAM	989 MHz (CH 28X)	H24	350550.2N 1280504.8E	0 m	NIL
LOC 24R (8° W/2020) ILS CAT I (8° W or 352°)	ISHA	108.1 MHz	H24	350452.6N 1280318.8E	-	NIL
DME 24R		979 MHz (CH 18X)	H24	350544.2N 1280441.9E	0 m	NIL
GP 24R		334.7 MHz	H24	350544.2N 1280441.8E	0 m	3.2° ILS
VOR/DME (8° W/2020)	SAC	115.1 MHz (CH 98X)	H24	350551.9N 1280434.7E	0 m	DME unusable RDL 310-040 beyond 18 NM BLW 10 000 ft RDL 110-180 beyond 17 NM BLW 6 000 ft

Scheduled Inspection time
- All radio navigation and landing aids : Every 3rd THU(1500-2000 UTC) of the month.

RKPS AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulations

1.1 Sacheon airport is jointly operated by MOLIT and ROKAF. All aircraft that wish to use this AD have to observe the Sacheon Airport Local Regulations. Information about the local regulation can be obtained from Sacheon ATC facilities(ROKAF, Tel. 82-55-850-3912, 3917) and Flight Information Service station(MOLIT).

1.2 Pilots are required to monitor VHF 121.5 MHz(UHF 243.0 MHz) when flying within SACHEON TMA.

1.3 All non-scheduled flight aircraft that wish to operate in Sacheon airport have to obtain Prior Permission Required(PPR) between 72 hours and 24 hours prior to take-off by the Air Operation Center(AOC) of the 3rd Flying Training Wing(Tel. +82-55-850-3220/3221). Then, submit a flight plan to Sacheon Base Operations.

1.4 All other aircraft except KT-1 training aircraft make runway 06L-24R a rule to use.

2. Taxiing

2.1 Minimum separations taxiing aircraft
a. Between Jet aircraft that type of aircraft differ each : 500 ft
b. Between Heavy/Large aircraft or Jet aircraft behind conventional aircraft : 2 000 ft

2.2 All aircraft taxi at speed 10 kt or below, except when ATC instruct. If it is impracticable, pilot shall notify to ATC.

3. Fuel Dumping procedure

3.1 Fuel Dumping Area
It is an area at either side 5 NM of R 190 SAC between 27 DME and 32 DME.

Change : Withdrawal of ILS RDH.

3.2 Pilot shall notify to Sacheon TWR as follows :
a. A call sign and a type of aircraft
b. A reason of dumping
c. Other

4. Sacheon Airport Runway Strip, Runway end safety area is not satisfied with ICAO Safety recommendation at the moment. Therefore, refer to the following advice for the aviation safety. If the value of the surface friction measurements is less than 0.25, refrain from the aircraft operation.

RKPS AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

RKPS AD 2.22 FLIGHT PROCEDURES

1. IFR Procedure

1.1 Refer to Instrument Approach and Departure Charts.

1.2 Circling Approach

a. Circling not authorized in South East of Airport.
b. Circling Area radius for ROC(required obstacle clearance) as follows.

Approach Category	Radius from threshold
A	1.3 NM
B	1.81 NM
C	2.84 NM
D	3.70 NM
E	4.63 NM

1.3 Take-off weather minima

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

1.4 IFR Departure

a. Standard Instrument Departure(SID) procedures are designed by U.S TREPS (CHG 25).
b. All aircraft - When departing using RWY 24L/R, maintain 35 ft AGL or above over DER.

1.5 Instrument Approach Procedure

a. Instrument Approach procedures are designed by U.S TERPS (CHG 25).
b. When Sacheon Radar is unserviceable, CAT "E" Aircraft can use ONLY HI-TACAN-A Approach.

1.6 PAR Approach

a. RWY 06R
(1) Weather minima

CAT		GS / TCH(ft) / RPI(ft)	DA(ft) / VIS(SM)	HAT(ft)	Ceiling(ft)
A, B, C, D, E	FULL	3.0° / 51 / 958.24	219 / RVR 3 000 ft VIS 5/8	200	200
	ALS INOP	3.0° / 51 / 958.24	219 / RVR 4 000 ft VIS 3/4	200	200

Change : Information of WX minima for PAR approach.

(2) Missed Approach Procedure : Climb to 4 400 ft via HDG 064° and as directed by ATC.

	Knots	60	120	180	240	300	TO
Rate of Climb	V/V(fpm)	280	560	840	1 120	1 400	4 400

(3) Caution 3 011 ft obstacle(Mt. Geumo) close to the initial segment. Initial segment, ASR 11 NM-(IF), does not meet standard required obstacle clearance 1 000 ft. Mt. Geumo located R 247 SAC/12 DME. Therefore maintain at or above 3 600 ft until crossing 11 DME from SAC.

b. RWY 24L

(1) Weather minima

CAT		GS / TCH(ft) / RPI(ft)	DA(ft) / VIS(SM)	HAT(ft)	Ceiling(ft)
A, B, C, D, E	FULL	3.0° / 50 / 970.52	527 / 1¾	503	600
	ALS INOP	3.0° / 50 / 970.52	527 / 1¾	503	600

(2) Missed Approach Procedure : Climb to 4 500 ft via HDG 244° to 1 600 ft, then turn left HDG 220° and as directed by ATC.

	Knots	60	120	180	240	300	TO
Rate of Climb	V/V(fpm)	280	560	840	1 120	1 400	3 900

1.7 ASR Approach

a. RWY 06R

(1) Weather minima

CAT		A	B	C	D	E
Straight-in	FULL	820/45 801(800-⅞)		820-1⅞ 801(800-1⅞)		
	ALS INOP	820/55 801(800-1)	820/60 801(800-1¼)	820-2½ 801(800-2½)		
Circling		820-1 795(800-1)	900/1¼ 875(900-1¼)	1 000-3 975(1 000-3)		1 120-3 1 095(1 100-3)

(2) Missed Approach Procedure : Climb to 4 400 ft via HDG 064° and as directed by ATC.

	Knots	60	120	180	240	300	TO
Rate of Climb	V/V(fpm)	240	480	720	960	1 200	4 400

(3) Caution 3 011 ft obstacle(Mt. Geumo) close to the initial segment. Initial segment, ASR 11 NM-(IF), does not meet standard required obstacle clearance 1 000 ft. Mt. Geumo located R 247 SAC/12 DME. Therefore maintain at or above 3 600 ft until crossing 11 DME from SAC.

b. RWY 24L

(1) Weather minima

CAT		A	B	C	D	E
Straight-in	FULL	1 240/55 1 216(1 300-1)	1 240/60 1 216(1 300-1¼)	1 240-3 1 216(1 300-3)		
	ALS INOP	1 240/60 1 216(1 300-1¼)	1 240-1½ 1 216(1 300-1½)	1 240-3 1 216(1 300-3)		
Circling		1 240-1¼ C	1 240-1½ 1 215(1 300-1½)	1 240-3 1 215(1 300-3)		

(2) Missed Approach Procedure : Climb to 4 500 ft via HDG 244° to 1 600 ft, then turn left HDG 220° and as directed by ATC.

	Knots	60	120	180	240	300	TO
Rate of Climb	V/V(fpm)	220	430	640	850	1 060	4 000

Change : Information of WX minima for PAR and ASR approach.

c. RWY 06L

(1) Weather minima

CAT		A	B	C	D	E
Straight-in	FULL	780/40 763(800-¾)		780-1¾ 763(800-1¾)		
	ALS INOP	780/55 763(800-1)	780/60 763(800-1¼)	780-2½ 763(800-2½)		
Circling		800-1 775(800-1)	900/1¼ 875(900-1¼)	1 000-3 975(1 000-3)		1 120-3 1 095(1 100-3)

(2) Missed Approach Procedure : Climb to 4 400 ft via HDG 064° and as directed by ATC.

(3) Caution 3 011 ft obstacle(Mt. Geumo) close to the initial segment. Initial segment, ASR 11 NM-(IF), does not meet standard required obstacle clearance 1 000 ft. Mt. Geumo located R 247 SAC/12 DME. Therefore maintain at or above 3 600 ft until crossing 11 DME from SAC.

d. RWY 24R

(1) Weather minima

CAT		A	B	C	D	E
Straight-in	FULL	1 220/60 1 201(1 200-1¼)	1 220/1½ 1 201(1 200-1½)	1 220-3 1 201(1 200-3)		
	ALS INOP	1 220/60 1 201(1 200-1¼)	1 220/1½ 1 201(1 200-1½)	1 220-3 1 201(1 200-3)		
Circling		1 220/1¼ 1 195(1 200-1¼)	1 220/1½ 1 195(1 200-1½)	1 220-3 1 195(1 200-3)		

(2) Missed Approach Procedure : Climb to 4 500 ft via HDG 244° to 1 600 ft, then turn left HDG 220° and as directed by ATC.

	Knots	60	120	180	240	300	TO
Rate of Climb	V/V(fpm)	220	440	650	870	1 080	4 000

2. VFR Procedure

2.1 VFR Weather minimum

a. Ground visibility : Not less than 3 SM
b. Flight visibility : Not less than 5 SM
c. Ceiling : At or above 1 600 ft (Jet : 2 100 ft)

2.2 VFR Traffic circuit and VFR Reporting Point : RKPS AD 2-12

2.3 VFR Traffic pattern altitude

a. Helicopter : 500 ft
b. Conventional : 1 100 ft
c. Jet : 1 600 ft

2.4 VFR Flight procedure

a. VFR aircraft shall maintain two way radio communication and contact with Sacheon Approach out of 15 NM.
b. All VFR Flight within Sacheon TMA shall set transponder at 12 plus the last two digits of the call sign.
c. Pilot who has insight runway or airport, follow the instruction of Sacheon Tower.
d. Helicopter VFR Flight procedure for Arrival is as follows.
(1) Get a permission to enter class C airspace from Tower prior to 15 NM.
(2) When VFR Routes enter through North, Maintain at or below 1 000 ft over JIN-YANG HO(a lake), then enter a VFR Traffic Pattern via reporting points ('A' or 'B' point, at or below 500 ft).
(3) When VFR Routes enter through South, Maintain at or below 500 ft, then enter the control zone via reporting points ('C' or 'D' point, at or below 500 ft).

Change : Information of WX minima for ASR approach and Amended phrase(4 000 ft → 4 500 ft).

e. Helicopter VFR Flight procedure for Departure is as follows.
(1) Take-off RWY 06
- When a aircraft bound to the South, Maintain at or below 300 ft to Duryang-Reservoir and turn right at outer Duryang-Reservoir, then fly at or below 500 ft within 5 NM radius of Sacheon airport.
- When a aircraft bound to the North, turn left at the end of RWY and maintain at or below 500 ft to JIN-YANG HO(A lake).

(2) Take-off RWY 24
- When a aircraft bound to the South, Maintain at or below 300 ft to Gonyang Bridge and turn left, then fly at or below 500 ft within 5 NM radius of Sacheon airport.
- When a aircraft bound to the North, turn right at the end of RWY, then direct to the destination and maintain at or below 500 ft within 5 NM radius of Sacheon airport.

f. All aircraft passing Sacheon TMA in VFR shall contact with Sacheon Approach prior to 15 NM, and Fly 10 NM outside of Sacheon airport.

3. RADIO COMMUNICATION FAILURE PROCEDURE

3.1 IFR

1. General

- No person may take off unless two-way radio communications can be maintained with the Air Traffic Control.
- 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.

2. VMC

If the failure occurs in VFR conditions, or if VFR condition are encountered after the failure, each pilot shall continue the flight under VFR and land as soon as practicable (based on the runway in use).

3. IMC

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 06R/06L in use

1) SACHEON 1
Climb HDG 064° to SAC D5 thence,.....
.....Climb to 8 000 ft via the following transition routes.
a) ANUBA TRANSITION : Left turn HDG 310° to cross R 020 SAC and left turn HDG 240° to R 283 SAC and R 283 SAC to ANUBA.
b) SAPDI TRANSITION : Right turn HDG 130° to intercept R 093 SAC and R 093 SAC to SAPDI.
c) TOPAX TRANSITION : Right turn HDG 190° to intercept R 142 SAC and R 142 SAC to TOPAX.
d) GOSBO TRANSITION : Right turn HDG 250° to intercept R 204 SAC and R 204 SAC to GOSBO.
e) ENGOT TRANSITION : Right turn HDG 190º to intercept R 138 SAC and R 138 SAC to ENGOT.
f) POVOR TRANSITION : Right turn HDG 250º to intercept R 207 SAC and R 207 SAC to POVOR.

2) VONDU 1(RNAV)
Take-off RWY 06L : Climb course 064° to VONDU thence,.....
Take-off RWY 06R : Climb course 063° to VONDU thence,.....
.....Climb to 8 000 ft via the following transition routes.
a) ANUBA TRANSITION : From VONDU on track 334º to PS061 and track 258º to PS062 and track 258º to ANUBA.
b) MASTA TRANSITION : From VONDU on track 052º to MASTA.
c) SARAM TRANSITION : From VONDU on track 102º to SARAM.
d) GOSBO TRANSITION : From VONDU on track 153º to BOTRU and track 209º to PS151 and track 218º to PS152 and track 218º to GOSBO.
e) POVOR TRANSITION : From VONDU on track 153º to BOTRU and track 209º to PS151 and track 218º to PS152 and track 224º to POVOR.

- Runway 24L/24R in use

3) SACHEON 2
Climb HDG 244° to SAC D5 thence,.....
..... Climb to 8 000 ft via the following transition routes.
a) ANUBA TRANSITION : Right turn HDG 330° to intercept R 283 SAC and R 283 SAC to ANUBA.
b) GOSBO TRANSITION : Left turn HDG 150° to intercept R 204 SAC and R 204 SAC to GOSBO.
c) TOPAX TRANSITION : Left turn HDG 050° to intercept R 142 SAC and R 142 SAC to TOPAX.
d) SAPDI TRANSITION : Left turn HDG 050° to intercept R 093 SAC and R 093 SAC to SAPDI.
e) ENGOT TRANSITION : Left turn HDG 050º to intercept R 138 SAC and R 138 SAC to ENGOT.
f) POVOR TRANSITION : Left turn HDG 150º to intercept R 207 SAC and R 207 SAC to POVOR.

4) AKLOG 1(RNAV)
Take-off RWY 24L : Climb course 244° to AKLOG thence,.....
Take-off RWY 24R : Climb course 243° to AKLOG thence,.....
.....Climb to 8 000 ft via the following transition routes.
a) ANUBA TRANSITION : From AKLOG on track 333° to PS241 and track 274º to ANUBA.
b) MASTA 1 TRANSITION : From AKLOG on track 333º to PS241 and track 055º to PS242 at or above 8 000 ft, then track 070º to MASTA.
c) MASTA 2 TRANSITION : From AKLOG on track 154° to PS243 at or above 6 000 ft, then track 064º to BOTRU and track 037º to PS244 and track 037º to MASTA.
d) SARAM TRANSITION : From AKLOG on track 154º to PS243 at or above 6 000 ft, then track 064º to BOTRU and track 074º to SARAM.
e) GOSBO TRANSITION : From AKLOG on track 154º to PS243 at or above 6 000 ft, then track 171º to PS151 and track 218º to PS152 and track 218º to GOSBO.
f) POVOR TRANSITION : From AKLOG on track 154º to PS243 at or above 6 000 ft, then track 171º to PS151 and track 218º to PS152 and track 224º to POVOR.

5) Proceed by the direct route from the point of radio failure to the fix, route, or airway specified in the vector clearance;
6) In the absence of an assigned route, proceed by the route that ATC will advise through the forthcoming clearance; or
7) 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
8) Maintain minimum enroute altitude(MEA) or the altitude/flight level cleared in the last ATC clearance received, whichever is higher, for 20 minutes; then
9) Continue the flight with altitude/flight level filed in the flight plan.

B. ARRIVAL

a. RWY 06 in use

1) in VMC
- The aircraft shall maintain VFR and make approach to land on RWY 06L/R.
2) in IMC
- The aircraft shall proceed to SOLYI IAF and execute (LOC/DME RWY 06L, VOR/DME RWY 06L, VOR/DME RWY 06R) APP.

b. RWY 24 in use

1) in VMC
- The aircraft shall maintain VFR and make approach to land on RWY 24L/R.
2) in IMC
- The aircraft shall proceed to KABVO IAF and execute (ILS RWY 24R, LOC/DME RWY 24R, VOR/DME RWY 24R, VOR/DME RWY 24L) APP.

* If able civil aircraft is to use RWY 06L/24R.

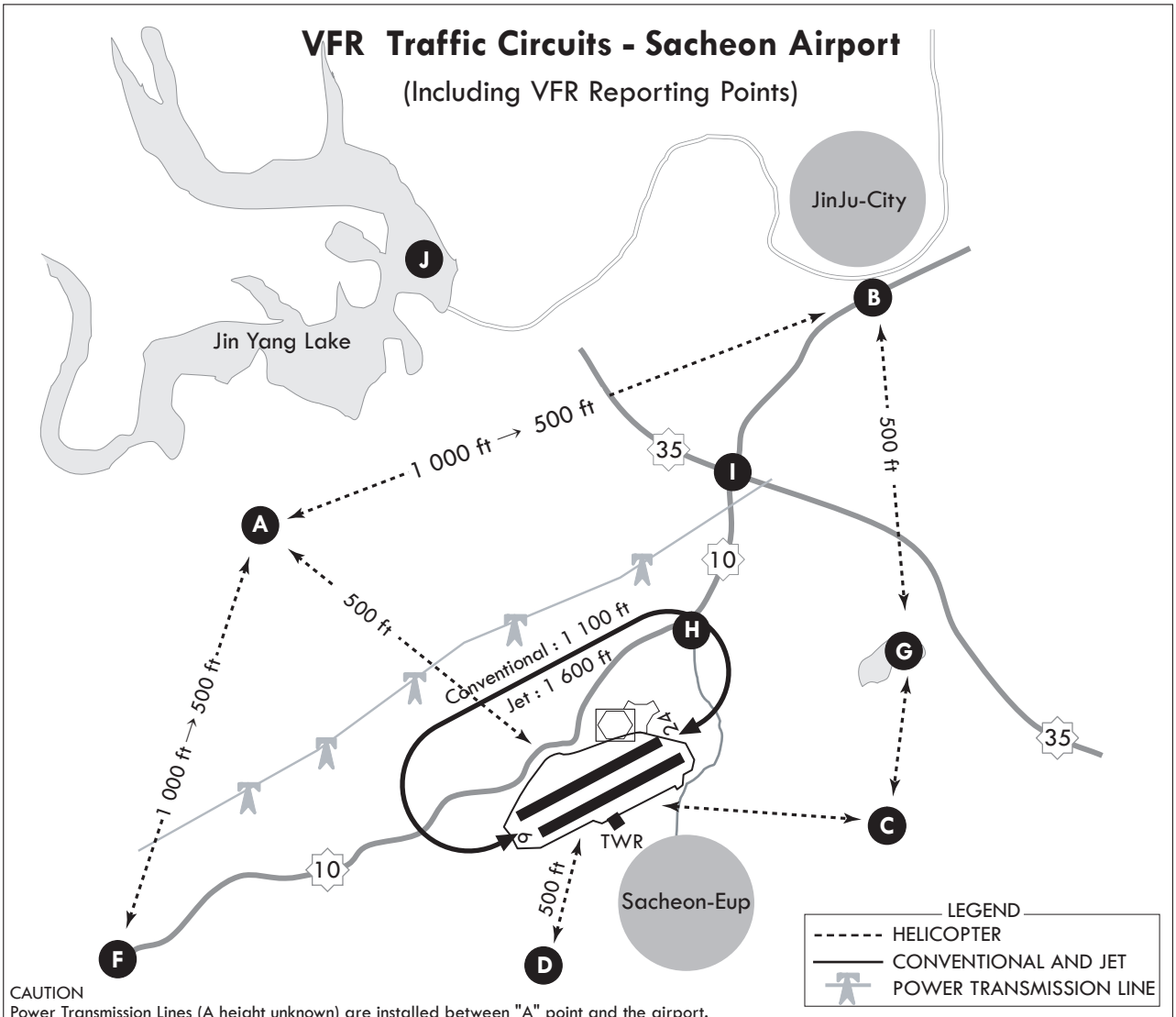
3.2 VFR

VFR flight which has experienced radio communication failure

- 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 later, then,
- Aircraft on north pattern should land on RWY in use.
- Pilot shall use caution traffic landing and departing traffic.

VFR Traffic Circuits - Sacheon Airport

(Including VFR Reporting Points)



CAUTION
Power Transmission Lines (A height unknown) are installed between "A" point and the airport.

Reporting Point	Geographical Name	Position	Coordinates(WGS-84)
A	나동 공원묘지 Na Dong-Cemetery Park	3.6 NM NW of Sacheon R 296 SAC/3.6 NM	350702.21N 1280024.63E
B	진주 나들목 Jin Ju I.C.	4.9 NM NE of Sacheon R 036 SAC/4.2 NM	350937.85N 1280701.96E
C	구암 다리 Gu Am-Bridge	1.5 NM E of Sacheon R 120 SAC/1.4 NM	350521.29N 1280604.98E
D	초전 교차로 Cho Jeon-Intersection	2.0 NM SW of Sacheon R 197 SAC/2.6 NM	350316.38N 1280412.64E
F	곤양 다리 Gon Yang-Bridge	5.3 NM W of Sacheon R 252 SAC/5.8 NM	350328.48N 1275811.02E
G	두량 저수지 Du Ryang-Reservoir	3.3 NM NE of Sacheon R 075 SAC/2.7 NM	350655.82N 1280739.26E
H	사천 나들목 Sacheon-I.C.	1.6 NM NE of Sacheon R 041 SAC/0.9 NM	350638.51N 1280513.28E
I	진주 분기점 JinJu-J.C.	3.1 NM N of Sacheon R 028 SAC/2.4 NM	350809.60N 1280539.93E
J	진양호 Jin Yang-Lake	4.9 NM N of Sacheon R 338 SAC/4.5 NM	350949.49N 1280157.46E

Change : Information of reporting point D.

RKPS AD 2.23 ADDITIONAL INFORMATION

1. CAUTION

a. Instrument student flight training in progress(All aircraft use extreme caution)

- HR : 2300-0900 UTC
- Area : Within 15 NM of aerodrome
- Altitude : Between 2 000 ft and 10 000 ft

b. Bird concentrations in the vicinity of airport

The area around Sacheon Airport is close to the seaside and is composed of wide farmland, so the activities of birds are frequent.

The pilots shall be careful of bird strikes.

- During one hour to two hours after daily sunrise, from January until March, and from October to December, the flock of mallards fly from resting area (approximately 1~2 km to the threshold of RWY 06L) to feeding area(farmlands, waterway or airport).
  Also, from April until September in every year, birds which are mainly white-plumed egret and grey heron move from resting area(mountains which are located in approximately 4 km far away from airport) to feeding area(vicinity of airport).
  Besides, resident birds, such as magpie and skylark, sparrow, move in and out agricultural area near airport.

- The activity altitude of birds is from 0 to 500 ft(150 m). Also, before daily sunset, when returning to the resting area activities of the birds occur above the same way during one hour or two hours.

- Air traffic control tower shall offer pilots information about the birds's movement and estimated activity altitude.

- Furthermore, preventive activities against bird strikes, such as playing the spasmodic distress signal, operating explosive sounds using by gas, and firing a gun by member of B.A.T(Bird Alert Team) which scare birds away, shall be carried out.
  Also, it is difficult to completely remove the bird strike risk, but the measures for eliminating resting or feeding area of birds is being taken in the airport boundary. On the properties of airport farming, garbage treatment facilities are not permitted.

RKPS AD 2.24 CHARTS RELATED TO THE AERODROME

Change : Establishment of IAC(PAR, ASR) and Information of procedure name and chart NR..