RKTL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKTL - ULJIN

RKTL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	364637N 1292742E 169° / 904 m from THR 17
2	Direction and distance from (city)	176° / 25 km from Uljin-eup
3	Elevation/Reference temperature	53 m / 28.6 °C
4	Geoid undulation at AD ELEV PSN	21 m
5	MAG VAR/Annual change	9° W(2020) / 0.088° increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	Korea Airports Corporation (Pohang Gyeongju Airport Uljin Operations Office) 264, Giseong-ro, Giseong-myeon, Uljin-gun, Gyeongsangbuk-do, 36353, Republic of Korea TEL : +82-54-789-0306 Telefax : +82-54-789-0330 AFS : RKTLZPZX
7	Type of traffic permitted(IFR/VFR)	VFR/IFR
8	Remarks	NIL

RKTL AD 2.3 OPERATIONAL HOURS

1	AD operator	MON, WED, FRI : 2300-1100 UTC TUE, THU : 2300-1100 UTC(OCT-APR) 2300-1300 UTC(MAY-SEP) * 1100-1300 only for training flights based on Uljin AD. SAT, SUN : 0000-0900 UTC
2	Customs and Immigration	NIL
3	Health and Sanitation	NIL
4	AIS Briefing Office	As AD operator
5	ATS Reporting Office	As AD operator
6	MET Briefing Office	NIL
7	ATS	As AD operator
8	Fuelling	HO
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	Outside these hours services are available under the pre-coordination. Training flights are restricted on Sunday for noise abatement.

RKTL AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	NIL
2	Fuel/oil type	Fuel : JET A1, AV GAS 100LL Oil : 15W50, 5W40
3	Fuelling facilities/capacity	Fuel services by truck / AV GAS 1 500, AV GAS 5 000, JET A1 5 000, AV GAS 20 000 Fuel services by trailer / AV GAS 32 000
4	De-icing facilities	NIL
5	Hanger space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

Change : Information of operational hours for AD operator.

RKTL AD 2.5 PASSENGER FACILITIES

1	Hotels	In Uljin Gun
2	Restaurants	NIL
3	Transportation	NIL
4	Medical facilities	NIL
5	Bank and Post Office	a. ATM available b. Post Office : Not available
6	Tourist Office	NIL
7	Remarks	NIL

RKTL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 2
2	Rescue equipment	- 1 Chemical fire fighting truck - Water : 3 600 L - AFFF : 400 L - Dry Chemical : 140 kg
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

RKTL AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	1 Snow plough
2	Clearance priorities	a. RWY 35/17 b. TWY serving RWY in use c. Apron
3	Remarks	Snow clearance information promulgated by SNOWTAM

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

1	Apron surface and strength	a. Area : 27 958 m^2 b. Surface : Concrete c. Strength : See Aircraft Parking/Docking Chart			
2	Taxiway width, surface and strength	Taxiway	Width(m)	Surface	Strength
		E2, E4, P	8	Asphalt	PCN 20/F/A/Z/T
		E1	26	Asphalt	PCN 20/F/A/Z/T
		E5	27	Asphalt	PCN 20/F/A/Z/T
		E3	18	Asphalt	PCN 36/F/B/X/T
3	Altimeter checkpoint location and elevation	Location : Apron Elevation : 51 m			
4	VOR checkpoints	NIL			
5	INS checkpoints	NIL			
6	Remarks	NIL			

RKTL AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxing guidance signs at all intersections with TWY, RWY and at all holding positions Guide lines at apron Nose-in guidance at aircraft stands
2	RWY and TWY markings and LGT	RWY RWY 17 : Edge, CL, TDZ, THR, end RWY 35 : Edge, CL, TDZ, THR, end TWY TWY edge lights : All TWY
3	Stop bars	NIL
4	Remarks	NIL

RKTL 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
RKTLOB001	Natural High Point	365612.8N 1291949.6E	1 677ft/	NIL	17/APCH 35/TKOF
RKTLOB002	Natural High Point	365525.4N 1292151.4E	1 436 ft/	NIL	
RKTLOB003	Natural High Point	365152.4N 1292428.3E	1 198 ft/	NIL	
RKTLOB004	Natural High Point	364944.3N 1292543.8E	695 ft/	NIL	
RKTLOB005	Natural High Point	364716.3N 1292718.3E	199 ft/	NIL	
RKTLOB006	Natural High Point	364721.5N 1292733.5E	190 ft/	NIL	
RKTLOB007	Natural High Point	364718.2N 1292734.9E	225 ft/	NIL	35/APCH 17/TKOF
RKTLOB008	Natural High Point	364717.0N 1292737.5E	225 ft/	NIL	
RKTLOB009	Natural High Point	364611.9N 1292712.3E	476 ft/	NIL	
RKTLOB010	Natural High Point	364841.6N 1292531.9E	605 ft/	NIL	
RKTLOB011	Natural High Point	364206.0N 1292803.5E	561 ft/	NIL	
RKTLOB012	Natural High Point	364607.8N 1292800.3E	141 ft/	NIL	
RKTLOB013	Natural High Point	364201.7N 1292759.7E	538 ft/	NIL	
In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
RKTLOB014	Tower	364644.7N 1292754.9E	257.8 ft/97.1 ft	NIL	17/APCH 35/TKOF

Change : Information of OBST type(hill/contour → natural high point).

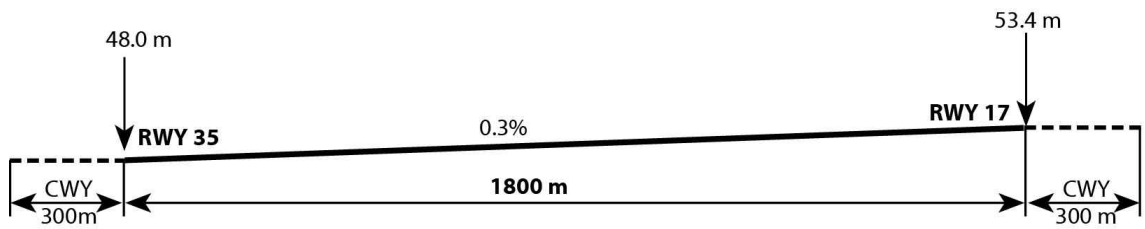
RKTL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	NIL
2	Hours of service MET Office outside hours	NIL
3	Office responsible for TAF preparation Periods of validity	NIL
4	Trend forecast Interval of issuance	NIL
5	Briefing/consultation provided	NIL
6	Flight documentation Language(s) used	NIL
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	AIS, TWR
10	Additional information (limitation of service, etc.)	AMOS* is operating. * Automated Meteorological Observing System

RKTL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY 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
17	162.71°	1 800 × 45	PCN 36/F/B/X/T Asphalt	364705.09N 1292731.62E - NIL	THR 53.4 m/175.1 ft TDZ 52.4 m/172.0 ft
35	342.71°	1 800 × 45	PCN 36/F/B/X/T Asphalt	364609.33N 1292753.20E - NIL	THR 48.0 m/157.6 ft TDZ 48.8 m/161.0 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	300 × 200	1 920 × 300	240 × 150	NIL	NIL	NIL
NIL	300 × 200	1 920 × 300	240 × 150	NIL	NIL	

RKTL AD 2.13 DECLARED DISTANCE

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
17	1 800	2 100	1 800	1 800	NIL
17	1 200	1 500	1 200	-	Take off from intersection with TWY E2
35	1 800	2 100	1 800	1 800	NIL
35	1 200	1 500	1 200	-	Take off from intersection with TWY E4

RKTL 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 LEN, Spacing, Colour, INTST	RWY edge LGT LEN, Spacing Colour, INTST	RWY End LGT Color WBAR	SWY LGT LEN Color	Remarks
1	2	3	4	5	6	7	8	9	10
17	SSALF 420 m LIH	Green -	PAPI Left/3° (15.8 m)	NIL	1 800 m 30 m White LIH	1 800 m 60 m White LIH	Red -	NIL	NIL
35	ALSF-I 750 m LIH	Green -	PAPI Left/3° (17.5 m)	900 m	1 800 m 30 m White LIH	1 800 m 60 m White LIH	Red -	NIL	NIL

RKTL AD 2.15 OTHER LIGHTINGS, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At tower Building FLG W/G EV 3 SEC H24 IBN : NIL
2	LDI location and LGT Anemometer location and LGT	LDI : NIL Anemometer : 300 m from THR 17, lighted
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 : 1 or 15 SEC according to kind of lights (Complied with ICAO requirements)
5	Remarks	NIL

RKTL AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	NIL
2	TLOF and/or FATO elevation	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True and MAG BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	NIL

RKTL AD 2.17 ATS AIRSPACE

1	Designation and lateral limit	ULJIN CTR * A circle, radius 5 NM centered on ARP ** 365024N 1292338E thence clockwise by an arc of a circle 5 NM radius centered on ARP to 365136N 1292823E - 365354N 1292730E - 365243N 1292244E - 365024N 1292338E ** 364250N 1293147E thence clockwise by an arc of a circle 5 NM radius centered on ARP to 364139N 1292702E - 363920N 1292755E - 364031N 1293240E - 364250N 1293147E
2	Vertical limits	* SFC to 2 500 ft AGL ** 1 000 ft AGL to 2 500 ft AGL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Uljin Tower English / Korean
5	Transition altitude	14 000 ft AMSL
6	Operational hours	MON, WED, FRI : 2300-1100 UTC TUE, THU : 2300-1100 UTC (OCT-APR) 2300-1300 UTC (MAY-SEP) * 1100-1300 only for training flights based on Uljin AD. SAT, SUN : 0000-0900 UTC
7	Remarks	Refer to ENR 2.1-10, RKTL Visual approach Chart

RKTL AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
ARR	Uljin Arrival	120.875 MHz 317.650 MHz	H24	NIL
DEP	Uljin Departure	120.875 MHz 317.650 MHz	H24	NIL
TWR	Uljin Tower	118.550 MHz 317.450 MHz	HO	NIL
GND	Uljin Ground	121.775 MHz 317.450 MHz	HO	NIL
ATIS	NIL	NIL	NIL	NIL
EMERG		121.5 MHz 243.0 MHz	HO	NIL
Scheduled Inspection Time - APP, DEP, TWR, GND, EMERG : Every 4th WED (1300-1800 UTC) of the month.				

Change : Amended coordinates for Uljin CTR.

RKTL 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
LOC 17 (9° W/2020) ILS CAT I (9° W or 351°)	IUJS	108.1 MHz	H24	364600.3N 1292756.7E		
GP 17	IUJS	334.7 MHz	H24	364654.4N 1292730.7E		3° ILS RDH 44 ft
DME 17	IUJS	979 MHz (CH 18X)	H24	364654.4N 1292730.6E	60 m	
LOC 35 (9° W/2020) ILS CAT I (9° W or 351°)	IUJN	108.1 MHz	H24	364714.4N 1292728.0E		
GP 35	IUJN	334.7 MHz	H24	364616.7N 1292745.3E		3° ILS RDH 50 ft
DME 35	IUJN	979 MHz (CH 18X)	H24	364616.7N 1292745.1E	60 m	
VOR/DME (9° W/2020)	UJN	115.3 MHz (CH 100X)	H24	364635.2N 1292726.9E	90 m	**DME unserviceable** - RDL 196-220 beyond 12 NM BLW 8 000 ft - RDL 221-270 beyond 16 NM BLW 12 000 ft - RDL 271-295 beyond 17 NM BLW 10 000 ft - RDL 296-320 beyond 15 NM BLW 10 000 ft

Scheduled Inspection time :
- LOC 17, GP 17, DME 17, LOC 35, GP 35, DME 35, VOR/DME : Every 2nd WED (1300-1800 UTC) of the month.
- RADAR(ASR/SSR) : Every 4th WED (1300-1800 UTC) of the month.

RKTL AD 2.20 LOCAL AERODROME REGULATIONS

1. Uljin airport is operated by MOLIT* for training pilot. All aircraft except the aircraft belonging Uljin flight training center/academy that wish to use this AD have to obtaining an approval 24-hour in advance from MOLIT and observe the Uljin Airport Local Regulations.

   * MOLIT : Ministry of Land, Infrastructure and Transport

2. Ground Procedure(Radio frequency change points)

   Departure

   RWY 35/17 in use

   Aircraft shall change radio frequency from ULJIN Ground(121.775 MHz) to ULJIN Tower(118.55 MHz) when entering "E5" and "E1" taxiway from Apron unless otherwise instructed by ATC.

   Arrival

   RWY 35/17 in use

   Aircraft shall change radio frequency from ULJIN Tower(118.55 MHz) to ULJIN Ground(121.775 MHz) when vacating runway unless otherwise instructed by ATC.

Change : Information of remarks for VOR/DME.

RKTL AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

RKTL AD 2.22 FLIGHT PROCEDURES

1. IFR Procedure

1.1 Take-off weather minima

	RWY	Facilities			
		REDL & RCLL	REDL & RCL	REDL or RCL	NIL (Day Only)
Multi-Engine ACFT with TKOF ALTN AD	17	400 m / 1 200 ft	400 m / 1 200 ft	400 m / 1 200 ft	500 m / 1 600 ft
	35	400 m / 1 200 ft	400 m / 1 200 ft	400 m / 1 200 ft	500 m / 1 600 ft
Others	17	AVBL LDG MINIMA			
	35				

Note : SIDs are designed in accordance with STANDARDS for FLIGHT PROCEDURE DESIGN.
1. The TDZ RVR/VIS may be assessed by the pilot.
2. For Night Operations at least REDL or RCLL and RENL are available.

2. Procedures for VFR flight within Uljin CTR

2.1 VFR procedures

a. Take-off RWY 17/35 for CATA 7
- Initial climb to 700 ft then turn left(or right) HGD 080, climb VFR to 1 000 ft until 5 mile from Uljin airport. Contact Uljin Arrival on 120.875 MHz when instructed by Uljin Tower or leaving Tower control zone. Further climb instruction will be issued by Uljin Arrival.

b. Take-off RWY 17/35 for Cross-Country
- RWY 17/35 : Initial climb to 900 ft then turn left(or right), climb to 2 500 ft over threshold then turn left(or right) HDG 260 until leaving control zone.

c. Arrival
- RWY 17 South/North
  South : S → B(2 000 ft) → Follow instructions as directed by ATC.
  North : N → W → A(2 000 ft) → Follow instructions as directed by ATC.
- RWY 35 South/North
  North : N → W → A(2 000 ft) → Follow instructions as directed by ATC.
  South : S → B(2 000 ft) → Follow instructions as directed by ATC.
- VFR POINT “C”(RWY 35 used) and “D”(RWY 17 used) are prohibited except emergency or ATC instruction.

d. VFR flight will be permitted under the condition as below :
- Ground visibility : Not less than 5 km
- Ceiling : at or above 450 m(1 500 ft)

e. VFR Traffic circuit : Refer to page RKTL AD 2-10

f. VFR Circuit Altitude
- CAT A : 1 500 ft AMSL

g. VFR Reporting point : Refer to page RKTL AD 2-10

2.2 Special VFR

a. A pilot of special VFR flight shall fly in accordance with each of the following :
- fly within permitted control zone.
- fly to avoid clouds.
- fly maintaining flight visibility of 1 500 m or more.
- fly in a condition to be able to see surface of land or water at all times.
- A pilot who is not qualified to instrument flight or is not flying an aircraft not equipped with flight instruments for IFR prescribed in Aviation Act shall only fly during daytime. However SVFR helicopter may be permitted to fly during night time.

3. RADIO COMMUNICATION FAILURE PROCEDURE

3.1 IFR

1. General

a. No one 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 it is 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 condition, or if VFR condition is encountered after the failure, each pilot shall continue the flight under VFR and land as soon as practicable in accordance with runway in use.

3. IMC

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

A. DEPARTURE
a. Under Pilot Navigation
1) Proceed by the route, observe the altitude and restriction described in the SID chart or assigned at the last ATC clearance received.

b. When being vectored or having been directed by ATC, proceed in the most direct manner possible to rejoin the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude.

B. ARRIVAL
a. Proceed to BANYA, ALDON IAF at the last assigned altitude or the minimum altitude of IAF whichever is higher and hold; then
b. Commence 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.

3.2 VFR

1. VFR flight which has encountered radio communication failure shall

A. Helicopter
- Squawk 7600, and
- When able to see light gun signal from control tower, follow that instruction.
- If unable to see light gun signal from control tower, hold over "S" point until ETA or for 10 minutes, whichever is longer, then
- Land on parallel taxiway "P" as appropriate.
- Pilot shall use caution landing and departing traffic.

B. Conventional flight
- Squawk 7600, and
- When able to see light gun signal from control tower, follow that instruction.
- If unable to see light gun signal from control tower,
a. Aircraft in traffic pattern : Hold on downwind until ETA or for 10 minutes, whichever is longer, then

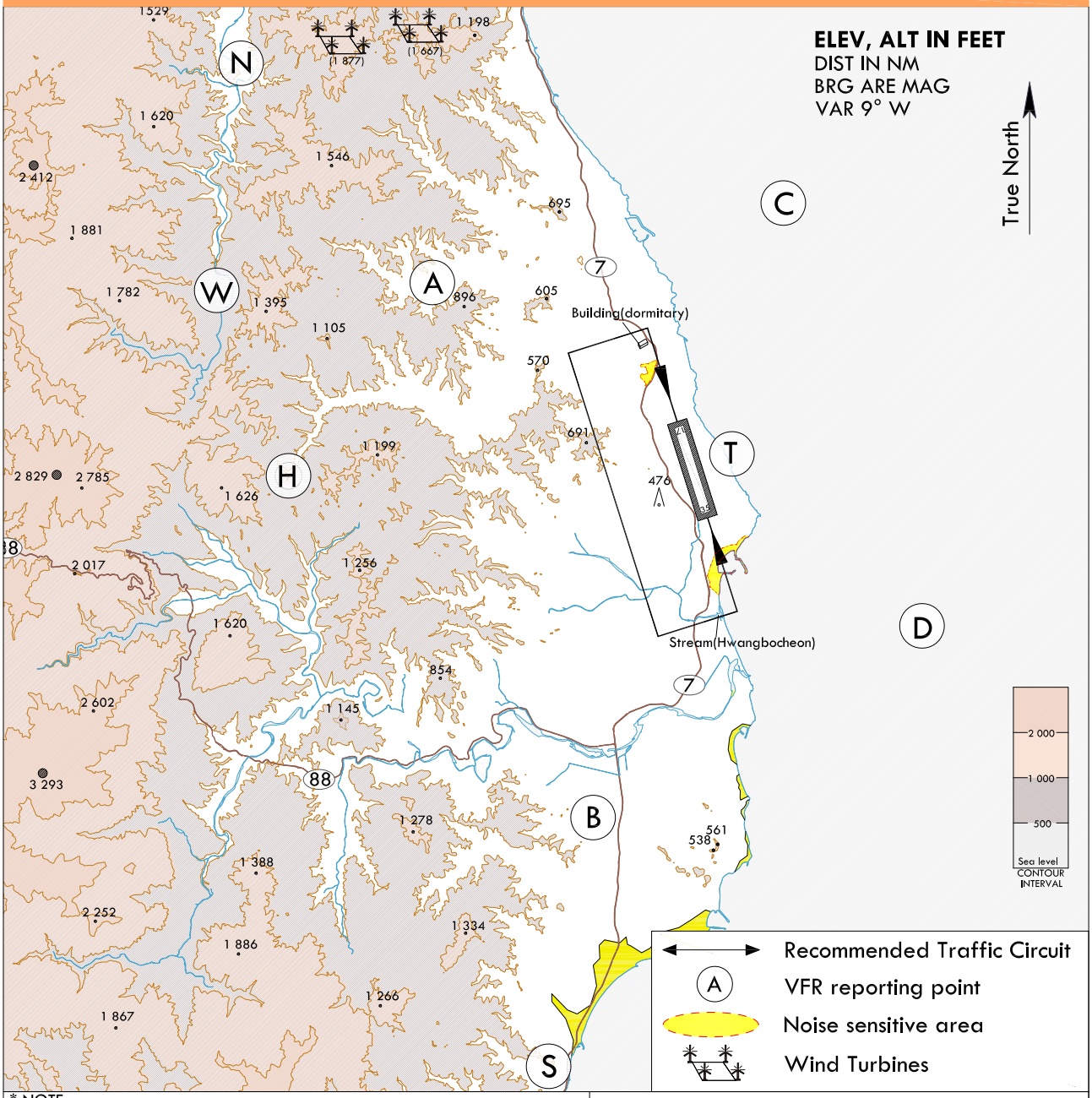
b. RWY 17 in use
1) Aircraft inbound from 'A' : Proceed southbound until abeam control tower then turn left to join right downwind and hold until ETA or for 10 minutes, whichever is longer, then
2) Aircraft inbound from 'B' : Join right downwind and hold until ETA or for 10 minutes, whichever is longer, then
- Aircraft on right pattern should land on RWY in use.
- Pilot shall use caution landing and departing traffic.

c. RWY 35 in use
1) Aircraft inbound from 'A' : Join left downwind and hold until ETA or for 10 minutes, whichever is longer, then
2) Aircraft inbound from 'B' : Proceed northbound until abeam control tower then turn right to join left downwind and hold until ETA or for 10 minutes, whichever is longer, then
- Aircraft on left pattern should land on RWY in use.
- Pilot shall use caution landing and departing traffic.

d. Outbound for CATA 7 : After 5 mile from Uljin AD, climb to 3 000 ft, when climbing, pilot execute radio communication with ATC every 500 ft. If radio failure continues at 3 000 ft, then follow b. and c.

Change : Establishment of radio communication failure procedure for VFR(outbound for CATA 7).

VFR Traffic Circuits - Uljin



* NOTE
1. All VFR flight operation within ULJIN control zone shall maintain two way communication with ULJIN TWR.
2. Pilots are encouraged to use the recommended VFR traffic circuit for traffic flow, noise abatement, obstacle avoidance.
3. The use of the recommended VFR traffic circuit does not alter the responsibility of each pilot to see and avoid other aircraft, obstacle.
4. Reporting point 'T' applied only for VFR aircraft flying over the west mountains to Uljin aerodrome between sunset and sunrise (recommended 'T' crossing altitude at 7 500 ft AMSL).

VFR Traffic Circuit Altitude				
Category	A	B	C	D
Altitude	1 500 ft AMSL	N/A		

Reporting Point	Goegraphical Name	Position	Coordinates	Altitude(AMSL)
A	Bangyoulri(방율리)	R 316 UJN/D3.7	364853.56N 1292349.20E	2 000 ft
B	Hakgokri Railway Tunnel (학곡리 철도터널)	R 202 UJN/D4.3	364225.28N 1292614.09E	2 000 ft
C	Sadongri(사동리)	R 030 UJN/D3.5	364949.96N 1292905.39E	2 000 ft
D	Weolsongjeong(월송정)	R 130 UJN/D3.5	364443.33N 1293108.23E	2 000 ft
H	Ipyeongri(이평리)	R 270 UJN/D4.7	364634.00N 1292139.00E	-
N	Galmyeonkyo(갈면교)	R 322 UJN/D7.2	365132.75N 1292057.74E	2 500 ft
S	Murigol Entrance(무리골 진입로)	R 200 UJN/D7.6	363906.07N 1292540.78E	2 500 ft
T	Beacon(비행장등대)	R 075 UJN/D0.4	364644.67N 1292754.87E	7 500 ft
W	Gilgokri(길곡리)	R 304 UJN/D6.1	364915.70N 1292036.40E	2 500 ft

Change : Information of legend(wind power plant area → wind turbines).

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RKTL AD 2.23 ADDITIONAL INFORMATION

1. Bird concentration in the vicinity of aerodrome

There are mountains and sea near Uljin aerodrome, therefore some resting and feeding areas of birds are in the vicinity of Uljin aerodrome.

a. There are no specific tendency of migratory birds' habitats and migration routes around the aerodrome. Sedentary birds such as kestrels, sparrows, magpies and doves appear both inside and outside of the aerodrome including the runway.

b. The birds' feeding areas are located around grasses in the aerodrome and birds frequently move to their habitats. The flying height is various from the ground to 700 ft AGL.

RKTL AD 2.24 CHART RELATED TO THE AERODROME

Aerodrome Chart - ICAO	RKTL AD CHART 2-1
Aircraft Parking / Docking Chart - ICAO	RKTL AD CHART 2-3
Aerodrome Ground Movement Chart(DEP) - ICAO	RKTL AD CHART 2-5
Aerodrome Ground Movement Chart(ARR) - ICAO	RKTL AD CHART 2-6
SID - ICAO - RWY 17 - RNAV NOBUT 2M, RNAV LOSTO 1M	RKTL AD CHART 2-7
SID - ICAO - RWY 17 - NOBUT 2S, LOSTO 2S	RKTL AD CHART 2-8
SID - ICAO - RWY 17 - LOSTO 6S	RKTL AD CHART 2-9
SID - ICAO - RWY 35 - RNAV NOBUT 1R, RNAV LOSTO 2R	RKTL AD CHART 2-10
SID - ICAO - RWY 35 - NOBUT 3N, LOSTO 2N	RKTL AD CHART 2-11
SID - ICAO - RWY 35 - LOSTO 2A	RKTL AD CHART 2-12
SID - ICAO - RWY 35 - RADAR 1A	RKTL AD CHART 2-13
STAR - ICAO - RWY 17 - RNAV NOBUT 1J, RNAV LOSTO 1J	RKTL AD CHART 2-14
STAR - ICAO - RWY 17 - NOBUT 2D, LOSTO 2D	RKTL AD CHART 2-15
STAR - ICAO - RWY 35 - RNAV NOBUT 2H, RNAV LOSTO 1H	RKTL AD CHART 2-16
STAR - ICAO - RWY 35 - NOBUT 2C, LOSTO 2C	RKTL AD CHART 2-17
ATC Surveillance Minimum Altitude Chart - ICAO(Refer to RKTH AD CHART 2-10)	RKTH AD CHART 2-10
Instrument Approach Chart - ICAO - RWY 17 - ILS Z or LOC Z	RKTL AD CHART 2-18
Instrument Approach Chart - ICAO - RWY 17 - ILS Y or LOC Y	RKTL AD CHART 2-19
Instrument Approach Chart - ICAO - RWY 17 - RNP	RKTL AD CHART 2-20
Instrument Approach Chart - ICAO - RWY 17 - VOR	RKTL AD CHART 2-21
Instrument Approach Chart - ICAO - RWY 35 - ILS Z or LOC Z	RKTL AD CHART 2-22
Instrument Approach Chart - ICAO - RWY 35 - ILS Y or LOC Y	RKTL AD CHART 2-23
Instrument Approach Chart - ICAO - RWY 35 - RNP	RKTL AD CHART 2-24
Instrument Approach Chart - ICAO - RWY 35 - VOR	RKTL AD CHART 2-25
Visual Approach Chart - ICAO	RKTL AD CHART 2-26
Bird concentrations in the vicinity of the airport	RKTL AD CHART 2-27

Change : Information of procedure names for SID and STAR(1M → 2M, 1R → 2R, 2N → 3N, 1A → 2A, 1H → 2H).

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