

RKNY AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKNY - YANGYANG / International

RKNY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	380341N 1284009E 150° / 1 243 m from THR 15
2	Direction and distance from city	093°, 4.4 km from Yangyang County office 162°, 16 km from Sokcho City Hall
3	Elevation/Reference temperature	73 m / 28.4 °C
4	Geoid undulation at AD ELEV PSN	26 m
5	MAG VAR/Annual change	9° W (2025) / 0.039° increasing
6	Aerodrome Operator, Address, Telephone, Fax, AFS	Korea Airports Corporation(Yangyang International Airport) 201, Gonghang-ro, Sonyang-meon, Yangyang-gun, Gangwon-do, 25042, Republic of Korea TEL : +82-33-670-7325, 7400~2 Telefax : +82-33-670-7300, 7324 AFS : RKNYZPZX
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKNY AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-0900 UTC*
2	Customs and Immigration	HO
3	Health and Sanitation	HO
4	AIS Briefing Office	2300-0900 UTC*
5	ATS Reporting Office	2300-0900 UTC*
6	MET Briefing Office	2200-1000 UTC
7	ATS	2300-0900 UTC*
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	HO
12	Remarks	* Outside these hours services are available on request (passenger flights only)

RKNY AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Baggage Handling service only
2	Fuel/oil types	Jet A-1 / Turbo 2380
3	Fuelling facilities/capacity	Elevated storage tank 3 units / total 1 347 kilo liters 3 fuel tanks with 450 kilo liters Refueling available by trucks
4	De-icing facilities	Available (Refer to Aircraft Parking / Docking Chart)
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

Change : Information of MAG VAR/annual change(9° W(2020)/0.089° → 9° W(2025)/0.039°).

RKNY AD 2.5 PASSENGER FACILITIES

1	Hotels	Near the AD and in Yangyang & Sokcho city
2	Restaurants	At AD and in the city
3	Transportation	Buses, taxis and rental cars from the AD
4	Medical facilities	a. First aid b. Ambulance service available c. Hospitals in Sokcho & Gangneung city
5	Bank and Post Office	ATM only
6	Tourist Office	Available at AD (TEL : +82-33-672-7222)
7	Remarks	https://www.airport.co.kr/yangyang/

RKNY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	CAT 7
2	Rescue equipment	a. 2 Chemical crash rescue & Fire fighting trucks (Total capacity : 21 000 L water, 2 700 L AFFF* and 500 kg dry chemical) b. 1 Patrol car c. 1 Ambulance car
3	Capability for removal of disabled aircraft	a. Specialized aircraft recovery equipment available up to and including maximum size aircraft such as B747-400. b. 300 ton crane and other accessory equipment can be provided by airlines and agencies. c. Korea Airports Corporation is the coordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (TEL : +82-33-670-7331)
4	Remarks	* AFFF (Aqueous Film Forming Foam)

RKNY AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Type of clearing equipment	a. 1 (one) Towed runway jet sweeper(working width : about 8.0 m) b. 1 (one) Compact runway jet sweeper(working width : about 5.6 m) c. 2 (two) Snow blowers(working width : up to 2.3 m) d. 2 (two) Dry material spreaders e. 1 (one) Liquid material spreader
2	Clearance priorities	a. First 1) RWY 15/33 2) TWY A 3) Aprons(ACFT stands NR. 1~5) 4) Access roads b. second 1) Aprons(ACFT stands NR. 6~7, 31~39, 41~48) 2) TWY B 3) Parking lot and other area
3	Remarks	NIL

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

1	Designation, Apron surface and strength	Apron		Surface		Strength			
		NR. 1~5		Concrete		PCR 750/R/B/W/T			
		NR. 6~7 NR. 31~39 NR. 41~48		Asphalt		PCR 655/F/C/X/T			
2	Designation, Taxiway width, surface and strength	Taxiway		Width(m)		Surface		Strength	
		A		23		Asphalt		PCR 515 F/A/X/T	
		B		15		Asphalt		PCN 13/F/C/Y/T	
3	Altimeter check location and elevation	Apron : 73 m							
4	VOR check points	NIL							
5	INS check points	INS : See Aircraft Parking/Docking Chart							
6	Remarks	NIL							

RKNY 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. Guide lines at apron b. Nose-in guidance at aircraft stands c. Aircraft stand identification signs
2	RWY and TWY markings and LGT	a. RWY - Markings : Designation, Edge, THR, CL, TDZ, Aiming point, Turn pad - Lightings · RWY 15 : REDL, RTHL, RCLL, RENL · RWY 33 : REDL, RTHL, RCLL, RENL, RTZL, WBAR b. TWY - Markings : Edge, CL - Lightings : TWYL, TWY Guidance Signs, RWY Guard lights
3	Stop bars	NIL
4	Remarks	A road-holding position sign shall be provided at all road entrances to a runway.

RKNY 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
RKNY001	Natural High Point	375425.5N 1284154.8E	1 306 ft/	NIL	15/APCH 33/TKOF
RKNY002	Natural High Point	375723.4N 1284347.1E	1 066 ft/	NIL	
RKNY003	Natural High Point	380029.1N 1284230.2E	528 ft/	NIL	33/APCH 15/TKOF
RKNY004	Natural High Point	375859.9N 1284246.9E	932 ft/	NIL	
RKNY005	Natural High Point	380058.0N 1284112.2E	653 ft/	NIL	
RKNY006	Natural High Point	380132.8N 1284153.4E	403 ft/	NIL	
in Area 3					
a	b	c	d	e	f
NIL					

Change : Information of strength(PCN → PCR) for apron and TWY.

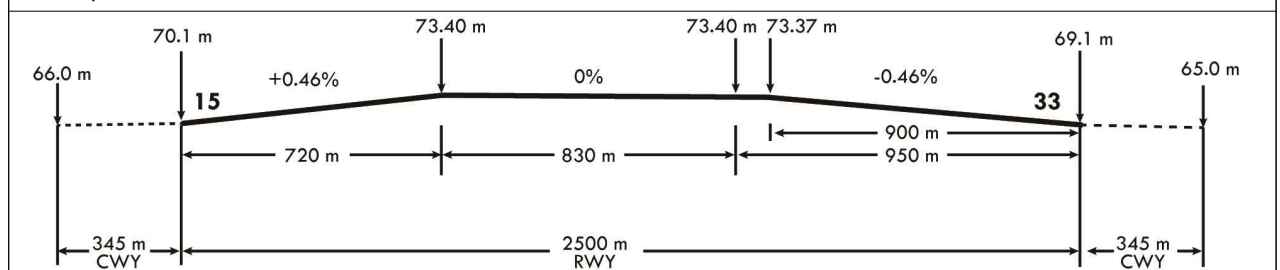
RKNY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Yangyang Airport Weather Station (TEL : +82-33-671-0365, Telefax : +82-33-673-0366)
2	Hour of service MET Office outside hours	2200-1000 UTC Aviation Meteorological Office(TEL : +82-32-222-3030)
3	Office responsible for TAF preparation Periods of validity	Aviation Meteorological Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Trend forecast Interval of issuance	Trend type forecast 1 hour (METAR) and when SPECI reported
5	Briefing/consultation provided	Available by the phone for 24 hours at Yangyang Airport Weather Station or Aviation Meteorological Office Available at the Station for hours of service, if required
6	Flight documentation Language(s) used	Aerodrome forecasts (TAF code form), SIGWX charts, WINTEN 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, Significant weather charts(high, medium, low) and other model outputs
8	Supplementary equipment available for providing information	Satellite and Weather radar imageries Low Level Wind shear Alert System
9	ATS units provided with information	FIC and TWR
10	Additional information(limitation of service, etc.)	Automated METAR is provided during non-operational hours of the Yangyang Airport Weather Station. All observation data, model outputs and forecasts produced by KMA and WAFS are available at the office through Internet link.

RKNY 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
15	141.16°	2 500 × 45	515/F/A/X/T Asphalt	380412.18N 1283936.66E - GUND 26.4 m	THR : 70.1 m / 230.0 ft TDZ : 73.4 m / 240.8 ft
33	321.16°	2 500 × 45	515/F/A/X/T Asphalt	380309.21N 1284041.25E - GUND 26.4 m	THR : 69.1 m / 226.7 ft TDZ : 73.4 m / 240.8 ft

7. Slope of RWY-SWY



SWY dimensions(m)	CWY dimensions(m)	Strip dimensions(m)	RESA dimensions(m)	Location & description of arresting system	OFZ
8	9	10	11	12	13
NIL	345 × 300	2 620 × 300	240 x 150	NIL	Conforms to the standards specified in ANNEX 14, chapter 4
NIL	345 × 300	2 620 × 300	240 x 150	NIL	

14. Remarks :
RWY grooved 1 900 + 45 m EXC 300 m inward each RWY THR.

Change : Information of strength(PCN → PCR) for RWY.

RKNY AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
15	2 500	2 845	2 500	2 500	NIL
15	1 370	1 715	1 370	1 370	Take-off from intersection with TWY A
15	1 740	2 085	1 740	1 740	Take-off from intersection with TWY B
33	2 500	2 845	2 500	2 500	NIL
33	1 130	1 475	1 130	1 130	Take-off from intersection with TWY A
33	760	1 105	760	760	Take-off from intersection with TWY B

RKNY 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 LEN, Spacing Colour, INTST	RWY edge LGT LEN, Spacing Colour, INTST	RWY End LGT Colour WBAR	SWY LGT LEN(m) Colour
1	2	3	4	5	6	7	8	9
15	SALS (SSALF) 420 m LIH	Green -	PAPI Both/3° (57.7 ft)	NIL	2 500 m 30 m White/Red LIH	2 500 m 60 m White/Yellow LIH	Red -	NIL
33	ALSF-I 900 m LIH	Green -	PAPI Left/3° (57.7 ft)	900 m	2 500 m 30 m White/Red LIH	2 500 m 60 m White/Yellow LIH	Red -	NIL

10. Remarks

- 1) Circling guidance LGT are installed as follows.
 - a. Location : East side of RWY 15
 - b. Length : 900 m from threshold of RWY 15
 - c. Spacing : 150 m
 - d. Colour : White with flasher
- 2) RWY THR Identification LGT are installed as follows.
 - a. Location : THR of RWY 15
 - b. Colour : White with flasher

RKNY AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At tower building, FLG W/G EV 2~3 SEC IBN : NIL As AD 2.3 Operational hours
2	LDI location and LGT Anemometer location and LGT	LDI : NIL Anemometer : 230 m from RWY 15 THR, 350 m from RWY 33 THR 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 : 1 or 15 SEC according to a kind of lights (Complied with ICAO requirements)
5	Remarks	NIL

Change : Information of hours of operation.

RKNY AD 2.16 HELICOPTER LANDING AREA

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

RKNY AD 2.17 ATS AIRSPACE

1	Designation and lateral limit	YANGYANG CTR A circle, radius 5 NM centered at 380341N 1284009E(ARP)
2	Vertical limits	SFC to 3 000 ft AGL
3	Airspace classification	D
4	ATS unit call sign Languages	YANGYANG Tower English / Korean
5	Transition altitude	14 000 ft AMSL
6	Operational hours	2300-0900 UTC* * Outside these hours, services are available on prior request (passenger flights only)
7	Remarks	NIL

RKNY AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency(MHz)	Hours of operation	Remarks
1	2	3	4	5
TWR	Yangyang Tower	118.85 MHz 240.4 MHz 124.375 MHz	2300-0900 UTC*	* Outside these hours services are available on request (passenger flights only)
GND, DLVRY	Yangyang Ground	124.3 MHz 240.4 MHz	2300-0900 UTC*	* Outside these hours services are available on request (passenger flights only)
ATIS	Yangyang INTL airport	128.825 MHz 233.975 MHz	H24	NIL
APP	Gangneung Approach	124.6 MHz 304.0 MHz	H24	NIL
DEP	Gangneung Departure	124.6 MHz 258.4 MHz	H24	NIL
EMERG		121.5 MHz 243.0 MHz	H24	NIL
* Scheduled Maintenance Time : - TWR, GND, DLVRY, ATIS, EMERG : Every 4th TUE(1300-1800 UTC) of the month				

RKNY AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/MLS	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	YAG	110.6 MHz (CH 43X)	H24	380348.0N 1283941.3E (VOR) 380348.1N 1283941.8E (DME)	120 m	VOR/DME unusable : RDL 231 clockwise RDL 310 not flight due to P518 & terrain RDL 311 clockwise RDL 360 beyond 7.5 NM not flight due to P518 RDL 001 clockwise RDL 070 beyond 10 NM not flight due to restricted area DME unusable : RDL 200 clockwise RDL 230 beyond 17 NM below 7 500 ft AMSL Scheduled Maintenance Time : Every 1st TUE(1300-1800 UTC) of the month
LOC 33	IYAN	109.3 MHz	H24	380419.6N 1283929.0E		RWY 33 LOC unusable : beyond 17 NM from LOC, due to MOA & beyond 10 degrees left side of the course, due to OBST Scheduled Maintenance Time : Every 2nd TUE(1300-1800 UTC) of the month
DME 33	IYAN	991 MHz (CH 30X)	H24	380313.8N 1284030.0E	75 m	Scheduled Maintenance Time : Every 3rd TUE(1300-1800 UTC) of the month
GP 33		332.0 MHz	H24	380313.9N 1284030.1E		RWY 33 Glide path unusable : beyond 5 degrees left side of the course, due to OBST Scheduled Maintenance Time : Every 3rd TUE(1300-1800 UTC) of the month
VORTAC	KAE	115.6 MHz (CH 103X)	H24	374202.8N 1284513.6E	3 400 ft	Unusable and scheduled inspection time : See ENR 4.1 for the details

RKNY AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulations
 - 1.1 Pilots are strongly required to monitor VHF 121.5 MHz when flying within GANGNEUNG TMA.
 - 1.2 Pilot shall exercise extreme caution to avoid penetrating Prohibited Area (P518, P518E, etc) and Special Use Airspace (R121, MOA 7, MOA 31, etc), especially when flying north of airport for departure, missed approach, circling approach and any other instrument approach (refer to AD 2.19 for limitation). When all navigation systems(GNSS, NAVAIDs(VOR, DME, ILS, LOC, GP), IRU/INS, visual reference, etc) are out of service during conducting instrument flight procedure, fly HDG 150 climb to 8 000 ft or proceed southeast bound and climb to avoid penetrating other airspace (P518, P518E, MOA 31, etc), then request radar vector to ATC.
 - 1.3 Pilots should always make sure that microphones are not stuck in the transmitting position before transmission in order to prevent frequency blockage(stuck mike) from impairing ATC.
 - 1.4 Pilot shall use caution during approach because the pre-threshold terrain under the approach path for both RWY 33 and 15 is marked lower than the threshold.
 - 1.5 Pilots should always use caution of VFR traffic which may fly along the coast of East Sea.
 - 1.6 Taxiway Classification

Taxiway	A	Up to code letter "E" available
Taxiway	B	Up to code letter "C" available
Taxilane	N1, N2	Up to code letter "A" available
Taxilane	R	Up to code letter "E" available
 - 1.7 "E" class aircraft(such as B747-400) operations are available on request.
 - 1.8 In order to prevent runway incursion caused by flight crew's confusion, the following ATC phraseology will be used when issue taxi instructions to runway in use.
 - (Call sign), BACK TAXI TO (RWY), TAXI INTO TURN PAD.
 - 1.9 Self-maneuvering(i.e. taxi out with no push-back) is possible from ACFT stand NR. 4 or 5, and the main restrictions are as follows.
 - A. Taxi out direction
 - a. Taxi out at the ACFT stand NR.4 : Turn right following the lead-out line, then taxi out through the taxi lane of ACFT stand NR.5. (If the ACFT stand NR.5 is occupied by another aircraft, commencing self-maneuvering at ACFT stand NR.4 shall be restricted.)
 - b. Taxi out at the ACFT stand NR.5 : Turn left following the lead-out line, then taxi out through the taxi lane of ACFT stand NR.4. (If the ACFT stand NR.4 is occupied by another aircraft, commencing self-maneuvering at ACFT stand NR.5 shall be restricted.)
 - B. Ground crews(ground handler, maintenance) must ensure that the area near the self-maneuvering path shall be clear of obstacle(vehicles, equipment, etc.) prior to engine start-up.
 - C. Self-maneuvering shall be allowed for propeller aircraft with wingspan and length less than 28 m.
 - D. In situations where self-maneuvering is impossible, such as low visibility conditions difficult for the pilot to secure a safe view, all aircraft shall be pushed back.
2. Flight Limitations
 - 2.1 The use of this airport for the training purpose is prohibited on Sunday.
 - 2.2 A general aviation aircraft operator who plans to fly to Yangyang INTL Airport for maintaining competency of pilot licences on Sunday shall get prior approval of ATC before filing the flight plan.
 - 2.3 Only low approach is permitted for the training purpose on Saturday and a public holiday.
 - 2.4 Consecutive approaches by the same aircraft for the training purpose are prohibited.
 - 2.5 The flight conducted by the local flight schools who have aircraft stands in Yangyang INTL Airport shall be in compliance with the operational directive established between ATC and the local flight schools.

Change : Establishment of local AD regulation for self-maneuvering(1.9).

RKNY AD 2.21 NOISE ABATEMENT PROCEDURES

1. Aircraft Operating Procedures(except helicopter)

1.1 Take off

All departing aircraft should apply ICAO PANS-OPS(Doc. 8168), Volume III, Noise Abatement Take-off Climb Procedure as follows :

Noise Abatement Departure Procedure ONE (NADP ONE)

Thrust reduction at 1 000 ft or 1 500 ft above aerodrome elevation recommended.

RKNY AD 2.22 FLIGHT PROCEDURES

1. IFR PROCEDURE

1.1 IFR ATC CLEARANCE

The following procedures are established for all turbo jet departures from Yangyang International Airport :

A. Aircraft shall contact Clearance Delivery and provide the following information 5 minutes prior to startup or push-back.

- a. Aircraft Identification
- b. Type of aircraft
- c. Destination
- d. Proposed flight level or altitude
- e. Gate or stand number

B. If aircraft fails to push-back or taxi within 15 minutes after receipt of ATC clearance, pilot should notify ATC except when :

- a. Start-up or push-back is delayed due to traffic on the ground or
- b. Aircraft departure is restricted by the release time or the same altitude/route separation.

1.2 SPEED CONTROL

Unless otherwise authorized by ATC, no person may operate an aircraft below 10 000 ft AMSL at an IAS of more than 250 kt.

1.3 Fuel Dumping Area

As instructed by ATC.

2. VFR

2.1 VFR PROCEDURES

A. VFR Weather minima VFR flight will be permitted under the conditions as below.

- a. Ground Visibility : Not less than 5 km
- b. Ceiling : at or above 450 m(1 500 ft)

B. VFR Reporting points(Refer to VFR Traffic Points - RKNY)

C. VFR Traffic Circuit(Refer to VFR Traffic Circuit - RKNY)

D. VFR Pattern Altitude

- a. West Pattern
 - Helicopter only : 1 200 ft
- b. East Pattern
 - Helicopter : 1 100 ft
 - Fixed wing : 1 800 ft

E. VFR Flight Procedures for helicopters

- a. All VFR flight operation within Yangyang Control Zone shall maintain two way radio communication with Yangyang Tower.
- b. Pilots shall use caution during flight especially in the west of airport due to high obstacles like mountains, transmission towers, and so on.

Change : Withdrawal of IFR procedure for visual approach(1.4).



F. The followings are Flight procedures for fixed wing aircraft practicing in the VFR Traffic circuit.

- a. Runway 15 in use
 - After take-off or Touch and go, fly runway heading.
 - Turn left for crosswind leg after passing a point abeam of Ondiet camp(pension).
 - Turn left for downwind leg after passing 0.15 NM from abeam Susanhang lighthouse.
 - Before Naksan bridge, turn left to Yangyangkyo(bridge) for base leg.
- b. Runway 33 in use
 - After take-off or Touch and go, fly runway heading.
 - Turn right for crosswind leg after passing a point abeam of Yangyangkyo(bridge).
 - Turn right for downwind leg after passing 0.15 NM from abeam Susanhang lighthouse.
 - Before Simmi apartment, turn right to Ondiet camp(pension) for base leg.

G. Inbound and outbound flight procedures for fixed wing aircraft, refer to RKNY AD 2-12-1.

2.2 Special VFR

A. Special VFR flight for taking off or landing may only be permitted, when

- a. The ground visibility is not less than 1 500 m.
- b. If ground visibility is not reported at airport, flight visibility is not less than 1 500 m (transition).

B. For Special VFR operations, the pilot shall :

- a. Fly only within control zone as cleared by ATC.
- b. Remain clear of clouds.
- c. Maintain at least 1 500 m of flight visibility.
- d. Maintain visual reference with surface or water.
- e. Special VFR may be permitted only time between sunrise and sunset unless the pilot is instrument rated and the aircraft is equipped with IFR flight instruments in accordance with the requirement specified in Aviation Act(Except helicopters).

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 obstacles clearance.
Then comply with following procedures.

2. VFR condition

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

3. IFR condition

If the radio 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

RWY 15 in use

- 1) YAG(Yangyang) TWO SIERRA
Maintain 8 000 ft until KAE then climb and proceed by the route, altitude/flight level assigned in the last ATC clearance received.
- 2) YAG(Yangyang) TWO TANGO
Maintain 10 000 ft until KAE then climb and proceed by the route, altitude/flight level assigned in the last ATC clearance received.

RWY 33 in use

- 1) YAG(Yangyang) TWO ALPHA(CAT A&B)
Maintain 10 000 ft until KAE then climb and proceed by the route, altitude/flight level assigned in the last ATC clearance received.
- 2) YAG(Yangyang) TWO ALPHA(CAT C&D)
Maintain 10 000 ft until KAE then climb and proceed by the route, 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, 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 20 minutes; then
- Continue the flight with altitude/flight level filed in the flight plan.

B. ARRIVAL

Runway 33 in use

- 1) Proceed to DUBUN IAF and commence descent and 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
- 2) Land, if possible, within 30 minutes after ETA or the last acknowledged EFC or ETA, whichever is later;
- 3) Circling not authorized west of RWY 15-33.

3.2 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 downwind until ETA or for 10 minutes, whichever is longer, then
- Make landing on runway 15/33 in use as appropriate.
- Pilot shall use caution traffic landing and takeoff from/to runway.

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 down-wind until ETA or for 10 minutes, whichever is longer, then
- Make landing on runway 15/33 in use as appropriate.
- Pilot shall use caution traffic landing and takeoff from/to runway.

4. Take-off Weather Minima

Facilities	RWY	3 RVR REQ			REDL & RCLL	REDL & RCL***	REDL or RCL***	NIL (Day Only)
		TGS*, HIRL & RCLL	HIRL & RCLL	REDL & RCLL				
		RVR / VIS**						
Multi-Engine ACFT	15	-	-	-	-	-	400 m / 1 200 ft	500 m / 1 600 ft
	33	-	-	-	-	-	400 m / 1 200 ft	500 m / 1 600 ft

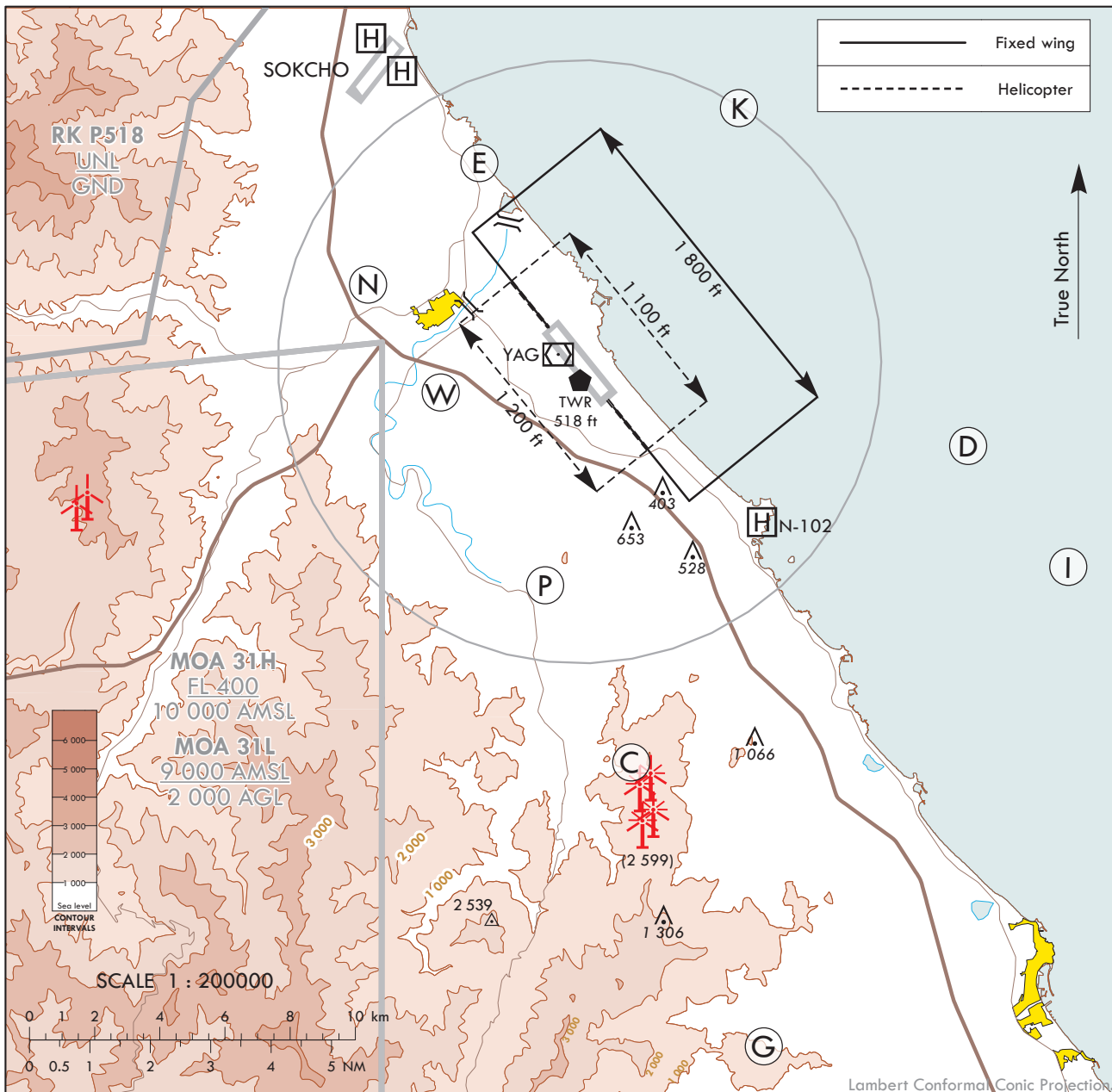
Note : SIDs are designed in accordance with STANDARDS for FLIGHT PROCEDURE DESIGN.

* With certified TGS(Take-off Guidance System).

** The TDZ RVR/VIS may be assessed by the pilot.

*** For Night Operations at least REDL or RCLL and RENL are available.

VFR Traffic Circuits - Yangyang INTL Airport



Note

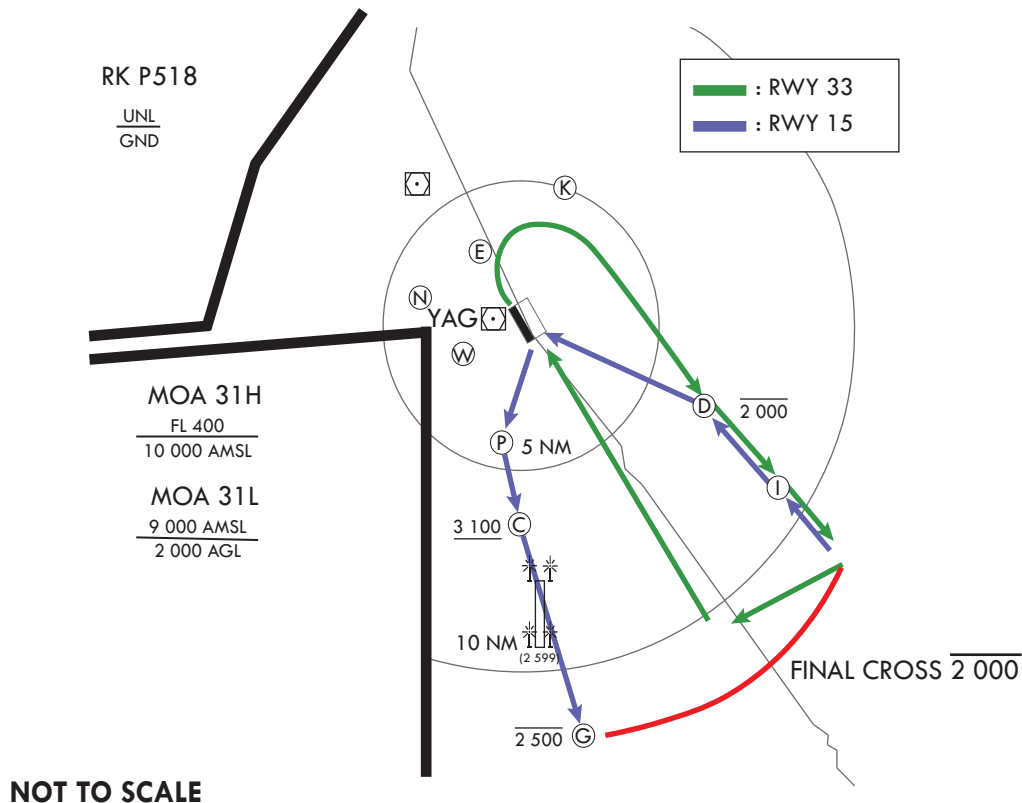
1. The areas specified at the ENR 1.5 holding, approach and departures 2.3 PANS-OPS visual manoeuvring(circling) areas used for obstacles.
2. East traffic pattern altitudes for runways are for CAT H-D.
3. Fixed wing is only available east traffic pattern.

VFR Reporting Point

Reporting Point	Geographical Name	Position	Coordinates(WGS-84)
N	The 95 m hill southeast of Araemal 아랫말 남동쪽 95 고지	3.7 NM NW of airport R 299 YAG/D3.4	380500N 1283544E
W	The 167 m hill north of Sambarijae 삼바리재 북쪽 167 고지	2.3 NM W of airport R 261 YAG/D2.0	380311N 1283715E
P	The 223 m hill east of Dangsandong 당산동 동쪽 223 고지	3.8 NM S of airport R 193 YAG/D3.9	375956N 1283917E
E	Naksan beach 낙산해수욕장	3.6 NM NW of airport R 347 YAG/D3.4	380659N 1283807E
K	4.6 NM east of Naksan Temple 낙산사 동쪽 4.6 마일 해상	5 NM NE of airport R 045 YAG/D5.1	380755N 1284335E
D	4.4 NM east of Gisamunri 기사문리 동쪽 4.4 마일 해상	6.4 NM SE of airport R 111 YAG/D6.8	380216N 1284807E
C	0.5 NM north of wind power plant 풍력발전단지 북쪽 0.5 마일	7.1 NM S of airport R 178 YAG/D7.0	375700N 1284110E
I	4.8 NM east of Kwangjinri 광진리 동쪽 4.8 마일 해상	8.6 NM SE of airport R 121 YAG/D9.0	380015N 1285010E
G	0.5 NM southeast of Samgyo Reservoir 삼교저수지 남동쪽 0.5 마일	12.2 NM S of airport R 172 YAG/D12.0	375217N 1284353E

Change : Amended phrase(southwest → southeast).

VFR In/Outbound Flow Chart - Yangyang INTL Airport



RWY 15 VFR ARRIVAL

Contact Yangyang TWR when passing "I" point, then proceed to downwind leg via "D" point.

RWY 15 VFR DEPARTURE

Turn right when passing threshold and proceed to "P" and "C" point. Climb and maintain at or above 3 100 ft before "C" point. If unable, advise ATC, then make right circle and climb over "P" point. Leave "P" point when able to comply with the restriction due to wind power plant area. After passing 0.5 NM of the obstacles, descend VFR to "G" point at or below 2 500 ft. Maintain at or below 2 000 ft when passing 12 DME from YAG, then climb VFR.

RWY 33 VFR ARRIVAL

Contact Yangyang TWR when passing 10 NM final, then proceed to 4 NM on final.

RWY 33 VFR DEPARTURE

Turn right when passing abeam Yangyang bridge and proceed to "D" and "I" point. Maintain at or below 2 000 ft until 12 DME from YAG, then climb VFR.

Note

Maintain at or below 2 000 ft and use caution IFR inbound traffic when flying across the final course 12 DME away from YAG. Use caution when flying between "C" and "G" point due to wind power plant area and IFR inbound traffic on final.

INTENTIONALLY

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RKNY AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of the airport

Sometimes birds such as a duck, a wild goose and a crow, fly the shore(from RWY 15 to RWY 33) from a river which is located in the NE of airport. Heights varies from 0 - 2 000 ft (0 - 600 m) as far as practicable aerodrome control will inform pilots of this bird activity and the estimated heights AGL during the above periods. Pilots of aircraft are advised where the design limitations of aircraft installations permit to operate landing light in flight take-off, approach-to-land and climb and descent procedures disposal activities to bird around the RWY area include AV-alarm and Birdguard pro. Modifications of the environment are under way to reduce if they cannot eliminate the hazard. They comprise better methods of garage disposal and elimination of hedge and ground cover and cessation of farming activity.

RKNY AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	RKNY AD CHART 2-1
Aircraft Parking/Docking Chart - ICAO	RKNY AD CHART 2-2
Aerodrome Ground Movement Chart - ICAO	RKNY AD CHART 2-3
Aerodrome Obstacle Chart - ICAO Type A	RKNY AD CHART 2-4
Aerodrome Obstacle Chart - ICAO Type A	RKNY AD CHART 2-5
Aerodrome Obstacle Chart - ICAO Type B	RKNY AD CHART 2-6
Area Chart - ICAO	RKNY AD CHART 2-7
SID - ICAO - RWY 15 - RNAV KAE 2E, RNAV BIKSI 2E, RNAV PILIT 2E	RKNY AD CHART 2-8
SID - ICAO - RWY 15 - YAG 2S, YAG 2T	RKNY AD CHART 2-9
SID - ICAO - RWY 33 - RNAV KAE 2N, RNAV BIKSI 2N, RNAV PILIT 2N	RKNY AD CHART 2-10
SID - ICAO - RWY 33 - YAG 2A	RKNY AD CHART 2-11
STAR - ICAO - RWY 33 - RNAV KAE 2H, RNAV BIKSI 2H	RKNY AD CHART 2-12
ATC Surveillance Minimum Altitude Chart - ICAO	RKNY AD CHART 2-13
Instrument Approach Chart - ICAO - RWY33 - ILS or LOC Z	RKNY AD CHART 2-14
Instrument Approach Chart - ICAO - RWY33 - ILS or LOC Y	RKNY AD CHART 2-15
Instrument Approach Chart - ICAO - RWY33 - RNP	RKNY AD CHART 2-16
Instrument Approach Chart - ICAO - RWY33 - VOR	RKNY AD CHART 2-17
Visual Approach Chart - ICAO	RKNY AD CHART 2-18
Bird concentrates in the vicinity of airport	RKNY AD CHART 2-19

RKNY AD 2.25 VISUAL SEGMENT SURFACE(VSS) PENETRATION

NIL

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