RKJY AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKJY - YEOSU / Domestic

RKJY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	345032N 1273702E 166° / 1 050 m from THR 17
2	Direction and distance from city	343°, 11 km from Yeosu City Hall
3	Elevation/Reference temperature	16 m / 31.9 °C
4	Geoid undulation at the aerodrome elevation	27 m
5	MAG VAR/Annual change	8° W (2020) / 0.092° increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	Korea Airports Corporation(Yeosu Airport) 386, Yeosun-ro, Yulchon-myeon, Yeosu-si, Jeollanam-do, 59606 Republic of Korea TEL : +82-61-689-6331, 6339 Telefax : +82-61-689-6330
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKJY AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2100-1300 UTC
2	Customs and Immigration	NIL
3	Health and Sanitation	NIL
4	AIS Briefing Office	2210-0920 UTC
5	ATS Reporting Office	2210-0920 UTC
6	MET Briefing Office	2200-1000 UTC
7	ATS	2210-0920 UTC
8	Fuelling	NIL
9	Handling	HO
10	Security	HO
11	De-icing	NIL
12	Remarks	Outside these hours services are available on request. (Only passenger flight)

RKJY AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Conveyor belt, various vehicles and equipments
2	Fuel/oil types	NIL
3	Fuelling facilities/capacity	NIL
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 AIS briefing office, ATS reporting office, MET briefing office and ATS.

RKJY AD 2.5 PASSENGER FACILITIES

1	Hotels	In Yeosu & Suncheon city
2	Restaurants	At AD and in the city
3	Transportation	Buses, Taxis, Rental cars from AD
4	Medical facilities	a. Ambulance service available (For 1 patient) b. Hospitals in Yeosu city, 13 km from AD
5	Bank and Post Office	a. Automated teller machine (ATM) available at AD b. Bank and post office in Yeosu & Suncheon city
6	Tourist Office	Available at AD
7	Remarks	http://www.airport.co.kr/mbs/yeosu/

RKJY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 7
2	Rescue equipment	a. 2 Chemical fire fighting trucks - Water : 23 000 L - AFFF* : 3 000 L - Dry chemical : 500 kg b. 1 Ambulance car c. 1 Mobile command vehicle
3	Capability for removal of disabled aircraft	Specialized aircraft recovery equipment available for up to and including A321 size aircraft. 100 ton hydraulic recovery jack, 470 ton crane and other accessory equipment can be provided by airlines and agencies. Korea Airports Corporation is the co-ordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (TEL : +82-61-689-6331, 6334)
4	Remarks	* Aqueous Film Forming Foam(AFFF)

RKJY AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	a. 1 Compact Runway Jet Sweeper b. 1 Dump truck c. 2 Tractors d. 1 Snow Plough e. 1 Urea spreader
2	Clearance priorities	a. RWY b. TWY c. Apron and other area
3	Remarks	Snow clearance information promulgated by SNOWTAM

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

1	Designation, Apron surface and strength	a. Surface : Concrete, Asphalt b. Strength : Apron1 Concrete PCN 70/R/C/W/T Apron2 Asphalt PCN 67/F/C/X/T Apron3 Asphalt PCN 67/F/C/X/T
2	Designation, Taxiway width, surface and strength	a. Width - A, B, C, P : 23 m - G : 15 m b. Surface : Asphalt, Concrete c. Strength - A, B, P(BTN A and stand NR. 4 behind) : Asphalt, PCN 67/F/C/X/T - C, P(BTN B and C) : Asphalt, PCN 67/F/C/X/T - P(stand NR. 3 behind and BTN B) : Concrete, PCN 70/R/C/W/T - G : PCN 24/F/B/X/T
3	Altimeter check location and elevation	Location : At apron Elevation : 19 m
4	VOR checkpoints	VOR : NIL
5	INS check points	INS : Refer to Aircraft Parking/Docking Chart
6	Remarks	NIL

RKJY 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. Taxi Guide lines at apron b. Nose-in guidance at aircraft stands
2	RWY and TWY markings and LGT	a. RWY 17/35 : Designation, CL, THR edge, TDZ and aiming point marking, and edge, CL and RWY 17 TDZ LGT b. TWY : CL, edge marking and edge LGT
3	Stop bars	NIL
4	Remark	NIL

RKJY 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
RKJYOB001	Antenna	345612.9N 1273831.5E	1 598 ft/	NIL	
RKJYOB002	Pylon	345945.9N 1273823.7E	1 874 ft/	NIL	
RKJYOB003	Natural High Point	350622.7N 1273718.0E	3 992 ft/	NIL	
RKJYOB004	Natural High Point	350523.3N 1273149.6E	2 816 ft/	NIL	
RKJYOB005	Natural High Point	350130.0N 1273338.5E	1 822 ft/	NIL	
RKJYOB006	Natural High Point	345831.0N 1273318.7E	1 022 ft/	NIL	
RKJYOB007	Natural High Point	345459.3N 1273358.4E	394 ft/	NIL	
RKJYOB008	Natural High Point	350335.4N 1273141.6E	2 394 ft/	NIL	17/APCH
RKJYOB009	Natural High Point	350138.8N 1273329.4E	1 954 ft/	NIL	35/TKOF
RKJYOB010	Natural High Point	350004.7N 1271849.1E	2 911 ft/	NIL	
RKJYOB011	Natural High Point	345818.2N 1273023.0E	1 166 ft/	NIL	
RKJYOB012	Pylon	345347.9N 1273346.5E	590 ft/	NIL	
RKJYOB013	Natural High Point	345529.0N 1272100.2E	2 192 ft/	NIL	
RKJYOB014	Natural High Point	345603.4N 1273732.1E	1 312 ft/	NIL	
RKJYOB015	Natural High Point	345206.4N 1273634.4E	63 ft/	NIL	
RKJYOB016	Building	345027.0N 1273628.7E	199 ft/	NIL	

Change : Information of OBST types(hill/mountain → natural high point).

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
RKJYOB017	Light	344830.0N 1273729.5E	521 ft/	NIL	35/APCH 17/TKOF
RKJYOB018	Natural High Point	345006.9N 1273534.3E	1 076 ft/	NIL	
RKJYOB019	Natural High Point	344902.6N 1273631.8E	1 202 ft/	NIL	
RKJYOB020	Natural High Point	344420.3N 1274229.5E	1 267 ft/	NIL	
RKJYOB021	Natural High Point	344501.4N 1273843.0E	914 ft/	NIL	
RKJYOB022	Natural High Point	345033.5N 1273613.1E	820 ft/	NIL	
RKJYOB023	Natural High Point	343723.7N 1274603.9E	1 511 ft/	NIL	
RKJYOB024	Natural High Point	343908.7N 1274500.2E	1 352 ft/	NIL	
RKJYOB025	Natural High Point	344441.3N 1273824.9E	1 142 ft/	NIL	
RKJYOB026	Building	344906.4N 1273854.2E	184 ft/	NIL	
RKJYOB027	Building	344905.8N 1273853.4E	183 ft/	NIL	
RKJYOB028	Building	344851.9N 1273850.9E	412 ft/	Marked/ LGTD	
RKJYOB029	Building	344853.1N 1273850.9E	412 ft/	Marked/ LGTD	
RKJYOB030	Building	344849.4N 1273703.4E	184 ft/	NIL	
RKJYOB031	Building	344939.8N 1273450.7E	342 ft/	NIL	
RKJYOB032	Building	344942.0N 1273450.3E	346 ft/	NIL	
RKJYOB033	Building	344940.8N 1273449.5E	346 ft/	NIL	
In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL					

Change : Information of OBST types(hill → natural high point).

INTENTIONALLY

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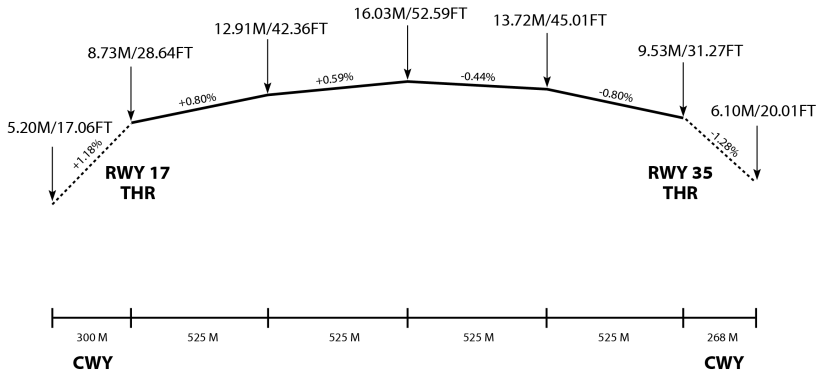
RKJY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Yeosu Airport Weather Station (TEL : +82-61-682-7888, Telefax : +82-61-686-2365)
2	Hours 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 Yeosu 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, 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, Significant weather charts(high, medium, low) and other model outputs
8	Supplementary equipment available for providing information	Satellite and Weather radar imageries
9	ATS units provided with information	AIS and TWR
10	Additional information (limitation of service, etc.)	Automated METAR is provided during non-operational hours of the Yeosu Airport Weather Station. All observation data, model outputs and forecasts produced by KMA and WAFS are available at the office through internet link.

RKJY 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
17	158.03°	2 100 × 45	67/F/C/X/T Asphalt	345103.73N 1273646.77E GUND 27.2 m	THR 8.7 m TDZ 13.7 m
35	338.03°	2 100 × 45	67/F/C/X/T Asphalt	345000.53N 1273717.70E GUND 27.2 m	THR 9.5 m TDZ 14.4 m

7. Slope of RWY



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	268 × 150	2 220 × 300	208 × 150	NIL	NIL	The surface of RWY 17/35 is grooved.
NIL	300 × 150	2 220 × 300	240 × 150	NIL	NIL	

Change : Information of operational hours for MET office.

RKJY AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
17	2 100	2 368	2 100	2 100	NIL
17	1 500	1 768	1 500	-	Take-off from intersection with TWY A
35	2 100	2 400	2 100	2 100	NIL
35	1 600	1 900	1 600	-	Take-off from intersection with TWY B

RKJY 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 Centre Line LGT Length, spacing colour, INTST	RWY edge LGT LEN, Spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN(m) colour	Remarks
1	2	3	4	5	6	7	8	9	10
17	ALSF-I 750 m LIH	Green -	PAPI Left / 3° (17.7 m)	900 m	2 100 m 30 m White/Red LIH	2 100 m 60 m White LIH	RED -	-	NIL
35	SSALF 420 m LIH	Green -	PAPI Left / 3° (17.7 m)	NIL	2 100 m 30 m White/Red LIH	2 100 m 60 m White LIH	RED -	-	PAPI unusable beyond 7° right side

RKJY AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At the top of TWR Building, FLG W/G EV 2 SEC IBN: NIL As AD operational hours
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer : 350 m from THR 17, 350 m from THR 35 all 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 a kind of lights
5	Remarks	NIL

RKJY AD 2.16 HELICOPTER LANDING AREA

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

RKJY AD 2.17 ATS AIRSPACE

1	Designation and lateral limit	Yeosu CTR A circle, radius 5 NM centered at ARP
2	Vertical limits	SFC to 3 000 ft AGL
3	Airspace classification	D
4	ATS unit call sign Languages	Yeosu Tower English / Korean
5	Transition altitude	14 000 ft AMSL
6	Operational hours	2210-0920 UTC
7	Remarks	Refer to ENR 2.1-9, RKJY Visual approach chart to identify class D airspace

RKJY AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
APP	Sacheon Approach	135.4 MHz 344.7 MHz	H24	Scheduled Inspection time : Every 4th THU(1300-1800 UTC) of the month.
	Yeosu Arrival	119.725 MHz 317.425 MHz	2210-0920 UTC	
TWR	Yeosu Tower	122.5 MHz 240.9 MHz 121.5 MHz 243.0 MHz	2210-0920 UTC	
GND	Yeosu Ground	118.525 MHz	2210-0920 UTC	Digital PDC service available
ATIS	Yeosu Airport	128.275 MHz	HO	Digital ATIS service available

Change : Information of operational hours for ATS airspace and ATS communication facilities.

RKJY 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 (8° W/2020) ILS CAT I (8° W or 352°)	IYSO	111.5 MHz	H24	344952.0N 1273721.9E	-	Scheduled Inspection Time : Every 1st THU (1300-1700 UTC) of the month LOC unusable : Beyond 32° right side of the course and beyond 20 NM from LOC due to terrains.
DME 17	-	1013 MHz (CH 52X)	H24	345057.3N 1273654.5E	30 m	
GP 17	-	332.9 MHz	H24	345057.2N 1273654.4E	-	3° ILS RDH 46 ft
LOC 35 (8° W/2020) ILS CAT I (8° W or 352°)	IYSU	109.7 MHz	H24	345113.0N 1273642.2E	-	Scheduled Inspection Time : Every 2nd THU (1300-1700 UTC) of the month
DME 35	-	995 MHz (CH 34X)	H24	345010.4N 1273718.1E	30 m	
GP 35	-	333.2 MHz	H24	345010.4N 1273718.0E	-	3° ILS RDH 50 ft
VOR/DME (8° W/2020)	YSU	115.7 MHz (CH 104X)	H24	345034.3N 1273708.7E	30 m	VOR unusable : RDL 076-130 beyond 22 DME below 5 000 ft RDL 131-190 beyond 23 DME below 4 000 ft RDL 191-265 beyond 13 DME below 9 000 ft RDL 266-305 beyond 8 DME below 11 000 ft DME unusable : RDL 076-130 beyond 15 DME below 6 000 ft RDL 131-190 beyond 11 DME below 6 000 ft RDL 191-265 beyond 6 DME below 15 000 ft RDL 266-305 beyond 7.5 DME below 17 000 ft Scheduled Inspection Time : Every 3rd THU(1300-1700 UTC) of the month

Scheduled Inspection Time :
- RADAR(PSR/SSR) : Every 3rd THU(1300-1700 UTC) of the month

RKJY AD 2.20 LOCAL AERODROME REGULATIONS

1. Ground engine check procedures

1.1 Aircraft requiring an engine check shall contact YEOSU TWR and provide the following;

a. Call sign or registration number
b. Stand number
c. Type of request, engine start or performance check

1.2 Engine starts are permitted in the ramp areas. However, the power setting shall not exceed idle thrust.

1.3 During the engine check, any pilot shall monitor the frequency of YEOSU TWR.

2. All aircraft contact YEOSU TWR prior to entering class D airspace. (Refer to RKJY Visual Approach Chart)

RKJY AD 2.21 NOISE ABATEMENT PROCEDURES

1. Aircraft Operating Procedures(Except helicopter)

1.1 Take off

1.1.1 NADP 1(RWY 17)

All departing aircraft should apply ICAO PANS-OPS(Doc. 8168) Volume III Noise Abatement Departure Procedures One (NADP ONE).

a. Take-off to 1 100 ft AGL
   - Take-off power.
   - Take-off flaps/slats setting.
   - Initial climb speed is not less than V2 + 10 kt.

b. At 1 100 ft AGL
   - Reduce power/thrust to Not less than climb power.

c. 1 100 ft AGL to 3 000 ft AGL
   - Maintain with flaps/slats in the take-off configuration.
   - Climb at V2 + 10 to 20 kt.

d. After passing an altitude of Not less than 3 000 ft AGL
   - Accelerate and retract flaps on schedule to En-route climb.

1.2 Approach

For noise abatement using a reduced flap setting landing procedure is recommended. However, use of this procedure is subject to captain's decision and safety prevail at all times.

1.2.1 Delayed Flap setting Approach

a. for approach to land on RWY 17;
   - maintain intermediate flap setting until 1 NM prior to FAF.
   - set final landing flaps within 1 NM prior to FAF.

b. for approach to land onto RWY 35;
   - maintain intermediate flap setting until 1 NM prior to FAF.
   - set final landing flaps within 1 NM prior to FAF.

1.2.2 Reduced Flap setting Approach

a. When the landing weight and runway length are enough,
b. When the runway condition is dry,
c. When the tailwind component is not existent,
d. Set the certificated shallow landing flaps in the approved performance section of the Airplane Flight manual to land.

1.2.3 Continuous Descent Approach

While making ILS RWY 17 approach, all aircraft are recommended to conduct the Continuous Descent Approach as published on appropriate approach chart.

1.3 Exempted cases

1.3.1 Aircraft need not be complied with the procedures described in paragraph 1.1 and 1.2 above in adverse operating conditions such as;

a. If the runway is not clear and dry. i.e. it is adversely affected by, snow, slush, ice, water or other substances;
b. In conditions when the ceiling is lower than 500 ft, or when the horizontal visibility is less than 1.9 km.
c. When the cross-wind component, including gusts, exceeds 15 kt.
d. When the tailwind component, including gusts, exceeds 5 kt.
e. When the wind shear has been reported or forecast, or thunderstorms are expected to affect the approach.

Change : Information of ICAO PANS-OPS(Volume I → Volume III).

1.3.2 Aircraft unable to comply with the procedures described in paragraph 1.1 and 1.2 above for any reason shall inform ATC.

1.4 Operational Limitations

1.4.1 Engine test shall be conducted with prior permission from the airport control tower. It shall be conducted at the approved place and approved conditions only. However, the power setting(s) shall not exceed idle thrust.

RKJY AD 2.22 FLIGHT PROCEDURES

1. IFR Procedure

1.1 Take-off Weather Minimum

CATEGORY	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 .					

1.2 Fuel Dumping Area

Fuel Dumping Area is established within SACHEON TMA as follows;

1. Area : Circle with radius of 5 NM centered on R 222 YSU/D10
2. Altitude : At or Above 6 000 ft AMSL

1.3 Visual Approach

Visual approach may be initiated by ATC or approved upon pilot's request on traffic permitting basis at;

1. Ceiling : At or above 500 ft plus MVA (MVA of YEOSU CTR : 4 000 ft)
2. Visibility : Not less than 5 km (3 SM)

2. VFR

2.1 VFR Procedures

1. VFR Weather Minimum

VFR flight will be permitted under the condition as below;

a. Ground Visibility : Not less than 5 km (3 SM)
(If Ground Visibility is not reported, flight Visibility should be no less than 5 km.)
b. Ceiling : At or above 450 m (1 500 ft)

2. VFR Traffic Circuit : Refer to page RKJY AD 2-14.

3. VFR Traffic Circuit Altitude
a. CAT A, B, C : 1 300 ft
b. Helicopter : 800 ft

4. VFR Reporting Points : Refer to page RKJY AD 2-14.

5. VFR Flight Procedure

a. Departure procedure

1) After departing from RWY 17, fly the following routes unless otherwise directed by ATC;
- For north bound : Turn right then proceed to B or turn left then proceed to E via C
- For west or south bound : Turn right then proceed to B
- For east bound : Turn left then proceed to C

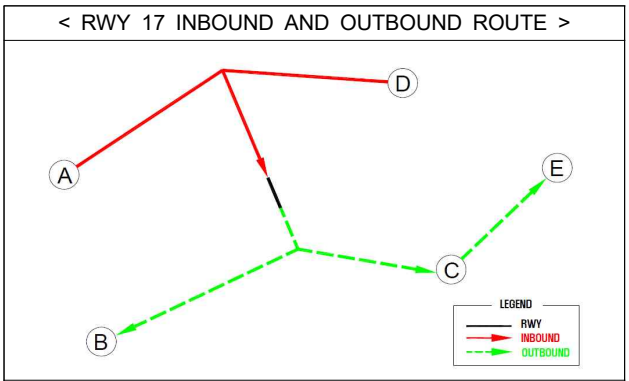
2) After departing from RWY 35, fly the following routes unless otherwise directed by ATC;
- For north bound : Turn left then proceed to A or turn right then proceed to D
- For west or south bound : Turn left then proceed to A
- For east bound : Turn right then proceed to D

b. Arrival procedure

1) When RWY 17 in use, fly the following routes unless otherwise directed by ATC;
- Inbound from north : Proceed to A or proceed to D, then make long distance(4 NM) straight-in approach and land.
- Inbound from west or south : Proceed to A, then make long distance (4 NM) straight-in approach and land.
- Inbound from east : Proceed to D, tthen make long distance(4 NM) straight-in approach and land.

2) When RWY 35 in use, fly the following routes unless otherwise directed by ATC;
- Inbound from north : Proceed to B or proceed to C via D and E, then make long distance(4 NM) straight-in approach and land.
- Inbound from west or south : Proceed to B, then make long distance(4 NM) straight-in approach and land.
- Inbound from east : Proceed to C, then make long distance(4 NM) straight-in approach and land.

< RWY 17 INBOUND AND OUTBOUND ROUTE >



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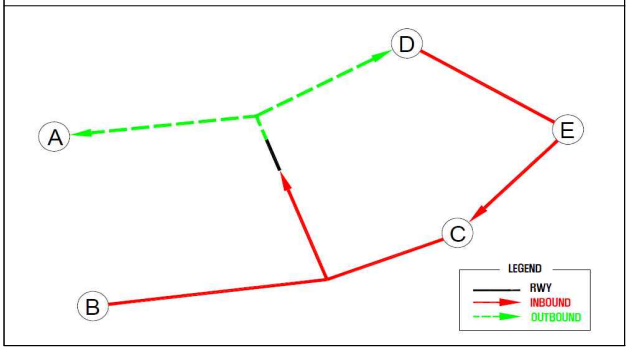


Change : Information of VFR flight procedure.

2.2 Special VFR

1. Special VFR flight may be permitted when

a. ground visibility is not less than 1 500 M (Take-off and Landing); and
b. if ground visibility is not reported at airport, flight visibility is not less than 1 500 M (transition).

2. For Special VFR, the pilot shall

a. fly only within control zone as cleared by YEOSU TWR;
b. remain clear of clouds;
c. maintain at least 1 500 M of flight visibility; and
d. maintain visual reference with surface or water.
e. A pilot who is not qualified for instrument flight or not flying an aircraft not equipped with flight instruments for IFR flights prescribed in the Aviation Act shall only fly during daytime. However helicopter may be permitted to fly during night time.

3. Special-VFR flights may be permitted only between sunrise and sunset unless the pilot has instrument rating and the aircraft is equipped for IFR flight in accordance with the requirements specified in the Aviation Act of the Republic of Korea.

3. RADIO COMMUNICATION FAILURE PROCEDURE

3.1 IFR

1. General

a. No person may take off unless two-way radio communications can be maintained with the Air Traffic Control.
b. On recognition of communication failure during flight, squawk 7600 and if necessary to ensure safe altitude, climb to Minimum Safe Altitude or above to maintain obstacle clearance. Then comply with following procedure.

2. VFR condition
If the failure 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, or if paragraph 2 of this section cannot be complied with, each pilot shall continue the flight according to the following :

A. DEPARTURE

a. Proceed by the route, altitude/flight level assigned at the last ATC clearance received.
b. The time the last assigned route and altitude is reached ;
whichever is later and thereafter adjust route and altitude in accordance with the filed flight plan.
c. Under Radar vectoring

1) Proceed by the direct route from the point of radio failure to the fix, route, or airway specified in the vector clearance;
2) In the absence of an assigned route, proceed by the route that ATC has advised may be expected in a further clearance; or
3) 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
4) Maintain minimum enroute altitude(MEA) or the altitude/flight level cleared in the last ATC clearance received, whichever is higher, for 5 minutes
5) Continue the flight with altitude/flight level filed in the flight plan.

B. ARRIVAL

Runway 17 in use

- Proceed to YEONA IAF or SKOTA IAF and commence descent and approach as close as possible to the expect futher clearence(EFC) issued by ATC or estimated time of arrival(ETA) filed in the flight plan; and
- Land, if possible, within 30 minutes after ETA or the last acknowledged EFC or ETA, whichever is later.

Runway 35 in use

- Proceed to SOONA 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
- Land, if possible, within 30 minutes after ETA or the last acknowledged EFC or ETA, whichever is later.

Change : Page control.

3.2 VFR

VFR flight which has experienced radio communication failure shall

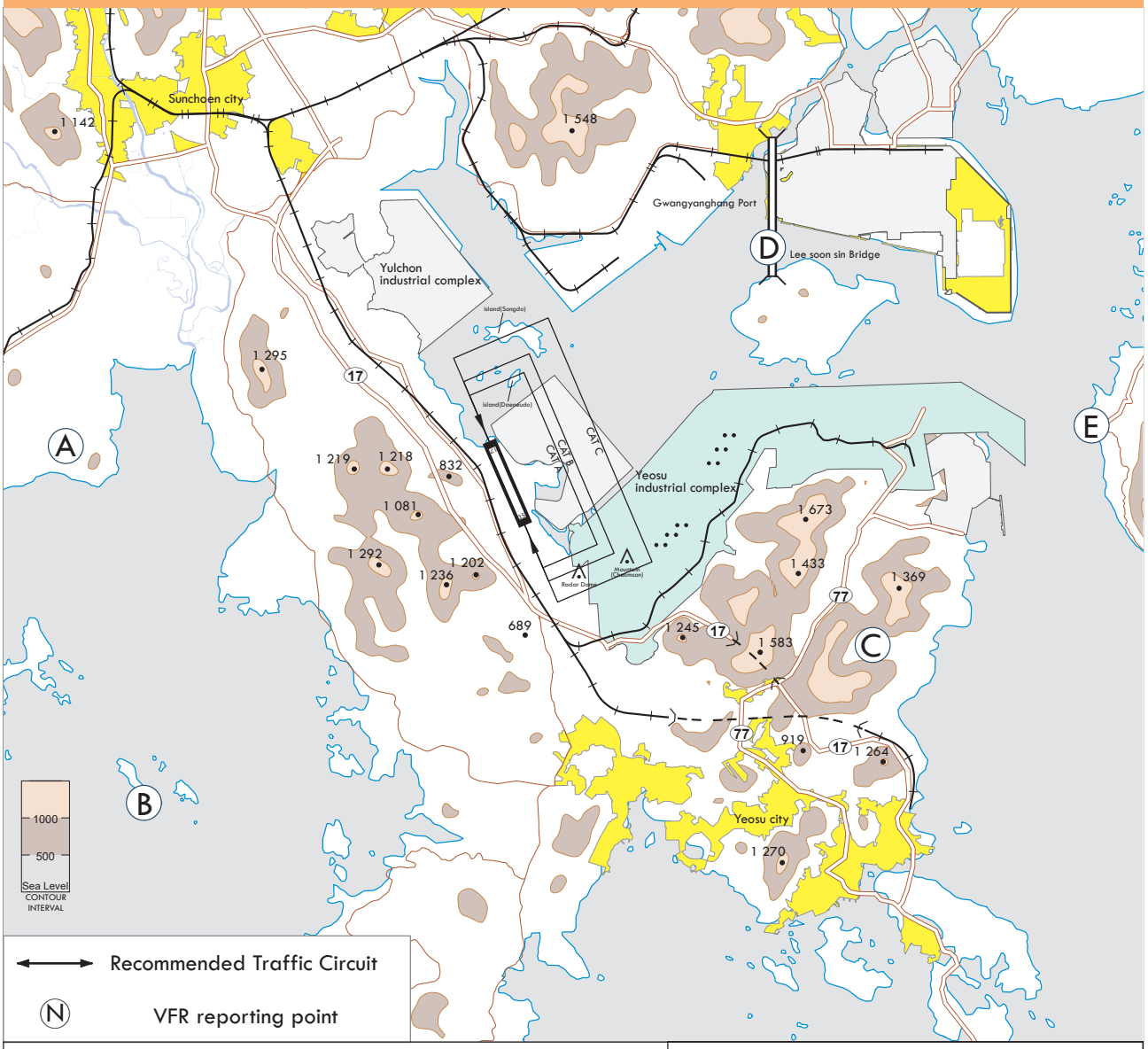
1. Helicopter

a. Squawk 7600, and
b. When able to see light gun signal of control tower, follow that instruction.
c. If unable to see light gun signal of control tower, hold over downwind until ETA or for 10 minutes, whichever is longer, then
d. Land on runway in use or ACFT stand NR. 5 as appropriate and as filed,
e. Pilot shall use caution traffic landing and take-off from/to runways.

2. Conventional flight

a. Squawk 7600, and
b. When able to see light gun signal of control tower, follow that instruction.
c. If unable to see light gun signal of control tower, hold on downwind until ETA or for 10 minutes, whichever is longer, then
d. Aircraft on east pattern should land on runway 17/35.
e. Pilot shall use caution traffic landing and takeoff from/to runways.

VFR Traffic Circuits - Yeosu



* NOTE

1. All VFR flight operation within YEOSU control zone shall maintain two way communication with YEOSU TWR.
2. Pilots are encouraged to use the recommended VFR traffic circuit for traffic flow, noise abatement, obstacle avoidance. However, helicopter should fly within 0.7 NM from RWY at 800 ft AMSL.
3. The use of the recommended VFR traffic circuit does not alter the responsibility of each pilot to see and avoid other aircraft, obstacle.

VFR Traffic Circuit Altitude				
Category	A	B	C	D
Altitude	1 300 ft AMSL			N/A

Reporting Point	Goegraphical Name	Position	Coordinates
A	Bonghwa Mountain (봉화산)	R 283 YSU/D7.1	345112N 1272829E
B	Yeojado Island (여자도)	R 236 YSU/D7.8	344526N 1272958E
C	Korea Coast Guard Academy (해양경찰 교육원)	R 122 YSU/D6.4	344751N 1274413E
D	Lee soon sin Bridge (이순신대교)	R 056 YSU/D5.6	345418N 1274218E
E	YeomHae BreakWater (염해 방파제)	R 093 YSU/D9.4	345120N 1274834E

Change : Information of OBST(1 293 → 1 292, 1 674 → 1 673, 1 247 → 1 245, 1 585 → 1 583, 1 065 → 1 081).

RKJY AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of airport

There are mountains and sea near the Yeosu Airport. So vicinity of the airport has some resting and feeding areas of birds.

a. There is no specific tendency of migratory bird's habitat and migration route around the airport. Appearance of swallows from April to September, however, should get an attention. Also, in the rainy season, a flock of egrets appears both inside and outside of the airport.

b. Meanwhile, sedentary birds such as sparrow, magpie, and dove often appear both inside and outside of the airport including runways. They move from the feeding area(500 m south of the airport) to the airport.

c. In order to reduce the wildlife hazard in the vicinity of runway, wildlife control activities include distress call (Gas Cannon and AV-Alarm) and capture of harmfulness birds using shotgun.

2. Yeosu and Yulchon industrial complexes

Yeosu and Yulchon industrial complexes are located near the Yeosu Airport. So it is recommended to follow the VFR traffic circuit and altitude when flying by.

a. Yeosu industrial complex includes a facility for storage of liquid petroleum products or petrochemicals. Pilots should pay special attention when approaching RWY 35.

b. Yulchon industrial complex is composed of steel making and electrical power industry.

RKJY AD 2.24 CHARTS RELATED TO THE AERODROME

RKJY AD 2.25 VISUAL SEGMENT SURFACE(VSS) PENETRATION

NIL

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