RKTU AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKTU - CHEONGJU / International

RKTU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	364259N 1272957E 235° / 1 441 m from THR 24R
2	Direction and distance from city	022°, 8.1 km from Cheongju City Hall
3	Elevation/Reference temperature	58 m (192 ft) / 31.6 °C
4	Geoid undulation at AD ELEV PSN	25 m
5	MAG VAR/Annual change	8° W (2020) / 0.092° increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	ROKAF Cheongju Airport Branch Office (Seoul Regional Office of Aviation) 980, Ochang-daero, Neasu-eup, Cheongwon-gu, Cheongju-si, Chungcheongbuk-do 28142, Republic of Korea TEL : +82-43-210-6202,3 Telefax : +82-43-213-6105 AFS : RKTUZPZX
7	Type of traffic permitted(IFR/VFR)	IFR / VFR
8	Remarks	NIL

RKTU AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	H24
2	Customs and Immigration	H24
3	Health and Sanitation	HO
4	AIS Briefing Office	H24
5	ATS Reporting Office	H24
6	MET Briefing Office	H24 (FROM GIMHAE AIRPORT WEATHER OFFICE)
7	ATS	H24
8	Fuelling	H24
9	Handling	HO
10	Security	HO
11	De-icing	H24
12	Remarks	—

RKTU AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Modern facilities
2	Fuel/oil type	Fuel : JET A-1 Oil : Mobil JET Ⅱ, Aeroshell Turbine oil 560
3	Fuelling facilities/capacity	1. Elevated storage tank 3 units (Total 1 200 000 L, 3 fuel tanks with 400 000 L) 2. Fuelling available by trucks 3. Facility for AV-gas is not provided
4	De-icing facilities	Provide 2 de-icing pad (Refer to Aircraft Parking / Docking chart)
5	Hanger space for visiting aircraft	Not available
6	Repair facilities for visiting aircraft	Not available
7	Remarks	NIL

Change : Information of reference temperature(31.2 °C → 31.6 °C).

RKTU AD 2.5 PASSENGER FACILITIES

1	Hotels	Near the AD and in the city
2	Restaurants	40 seats, light food service available
3	Transportation	Buses, Taxis, Train from the AD
4	Medical Facilities	a. Ambulance service available. b. Hospitals in Cheongju city, 7 km
5	Bank and Post Office	Bank available at airport
6	Tourist Office	Available at airport
7	Remarks	www.airport.co.kr/mbs/cheongju

RKTU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	CAT 8
2	Rescue equipment	a. 3 chemical fire fighting trucks (Total capacity : 32 000 L water, 4 200 L *AFFF and 750 kg dry chemical) b. 1 ambulance c. 1 mobile command vehicle
3	Capability for removal of disable aircraft	a. Specialized aircraft recovery equipment available for up to and including B747-400 size aircraft. b. 100 ton crane and other accessory equipment can be provided by airlines and agencies. c. Korea Airports Corporation is the co-ordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (TEL : +82-43-210-6331)
4	Remarks	*AFFF : Aqueous Film Forming Foam

RKTU AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Serviced by ROKAF and KAC * ROKAF : a. Four SE-88 b. Six snow ploughs ** KAC : a. One multipurpose snow removal truck b. Two compact runway jet sweepers c. One thawing material spreader
2	Clearance priorities	1. Runway in use 2. Taxiway serving runway in use 3. Apron
3	Remarks	Snow clearance information promulgated by SNOWTAM * Republic of Korea Air Force(ROKAF) ** Korea Airports Corporation(KAC)

Change : Information of telephone number(6321 → 6331).

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

1	Designation, Apron surface and strength	Surface : Concrete Strength : PCN 85/R/B/W/T - ACFT stands NR. 1~13, 71~78	
2	Designation, Taxiway width, surface and strength	E1	Width : 36 m Surface : Asphalt, Concrete Strength : PCN 64/F/A/X/T PCN 64/R/B/X/T
		E2	Width : 30 m Surface : Asphalt Strength : PCN 64/F/A/X/T
		A2	Width : 84 m / 33 m Surface : Concrete Strength : PCN 47/R/B/W/T
		A3	Width : 25 m Surface : Asphalt Strength : PCN 71/F/B/X/T
		B2	Width : 23 m Surface : Concrete Strength : PCN 72/R/B/W/T
		B3	Width : 33 m Surface : Asphalt Strength : PCN 64/F/A/X/T
		B4	Width : 33 m Surface : Asphalt Strength : PCN 64/F/A/X/T
		C2	Width : 23 m Surface : Concrete Strength : PCN 65/R/B/W/T
		C3	Width : 33 m Surface : Concrete Strength : PCN 85/R/B/W/T
		D2	Width : 60 m / 37 m Surface : Concrete Strength : PCN 56/R/B/W/T
		D3	Width : 28 m Surface : Concrete Strength : PCN 85/R/B/W/T
		E	Width : 23 m Surface : Asphalt, Concrete Strength : PCN 71/F/B/X/T PCN 85/R/B/W/T (TWY C3, D3 Intersection)
3	Altimeter checkpoint location and elevation	All Aprons : 52 m	
4	VOR checkpoints	VOR : NIL	
5	INS checkpoints	INS : See Aircraft Parking/Docking Chart	
6	Remarks	NIL	

Change : Establishment of designation, width, surface and strength for TWYs A2, B2, C2 and D2.

RKTU 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	Taxiing guidance signs at all intersections with TWY and RWY and holding position, Guide lines at apron Nose-in guidance at aircraft stands.
2	Use of Mode S transponder on the ground	
2.1	General	This system using Mode S transponder improves the accuracy and the reliability of the ground movement monitoring system.
2.2	ACFT equipped with Mode S transponder	ACFT operators shall ensure that Mode S transponders are able to operate when ACFT is on the ground.
2.2.1	Departing ACFT (including ACFT that require de-icing)	Prior to push-back or taxiing from a parking stand whichever comes first : - Enter, using either FMS mode or transponder control unit, the flight identification as specified in item 7 of the ICAO flight plan(ex. : KAL123, AAR456) or enter in the absence of flight identification, the ACFT registration. - Select XPNDR or its equivalent in relation to specifications on the installed model. - If function is available, select AUTO mode. - Do not select Off or STBY functions. - Set Mode A code assigned by ATC. Lining up - Select TA/RA.
2.2.2	Arriving ACFT	After landing and until the ACFT is stationary at parking stand : - Maintain XPNDR or its equivalent in relation of specification of the installed model. - Do not select OFF and STBY functions. - Maintain Mode A code assigned by ATC. When ACFT is stationary at the parking stand, select OFF or STBY.
2.2.3	Other cases of taxiing ACFT (including towing ACFT)	Select XPNDR or its equivalent in relation to specifications of the installed model. - If function is available, select AUTO mode. Do not select the OFF and STBY function. Set Mode A code to 2000.
2.3	ACFT not equipped with Mode S transponder or with an unserviceable Mode S transponder	Departing ACFT : - Maintain Mode A+C transponder in the ON position until lining up. Arriving ACFT : - Maintain Mode A+C transponder in the ON position and Mode A code assigned by ATC until parking stand. Other cases of taxiing ACFT : - Select A+C transponder in the ON position or its equivalent in relation to specifications of the installed model. - Do not select the OFF and STBY function. - Set Mode A code to 2000. Fully parked on stand - Select OFF or STBY position.
3	RWY and TWY markings and LGTs	a. RWY 1) Lights - RWY 06L - Edge, THR, END - RYW 06R - Edge, CL, THR, END - RYW 24L - Edge, CL, THR, END, TDZ - RWY 24R - Edge, THR, END 2) Markings - RWY 06L : Designation, THR, TDZ, Center Line, Side Stripe, Aiming point marked - RWY 06R : Designation, THR, TDZ, Center Line, Side Stripe, Aiming point marked - RWY 24L : Designation, THR, TDZ, Center Line, Side Stripe, Aiming point marked - RWY 24R : Designation, THR, TDZ, Center Line, Side Stripe, Aiming point marked b. TWY 1) Lights - TWY edge lights : All TWY 2) Marking - TWY & taxilane centerline marked - Holding position at TWY/RWY, intersections marked
4	Stop bars	NIL
5	Remarks	NIL

Change : Information of surface movement guidance and control system and marking, item numbers.

RKTU 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
RKTUOB001	Natural High Point	364949.5N 1273358.7E	1 962 ft/	NIL	24R/APCH 06L/TKOF In circling area and at AD
RKTUOB002	Antenna	364310.2N 1272741.7E	407 ft/	LGTD	In circling area and at AD
RKTUOB003	Natural High Point	364918.6N 1274101.3E	1 828 ft/	NIL	24L/APCH 06R/TKOF
In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL					
Remarks					
1. Caution Arresting gears are installed. - Bak-12(on the RWY) - Barriers(on the over runway) RSU(RWY Supervisor Unit)s are installed in the east side of RWY 06R/24L.					

RKTU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Cheongju Airforce MET Office
2	Hours of service MET Office outside hours	H24
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

Change : Information of OBST type(Mt.Dutae/Mt.Bokwang → natural high point, KBS antenna → antenna).

INTENTIONALLY

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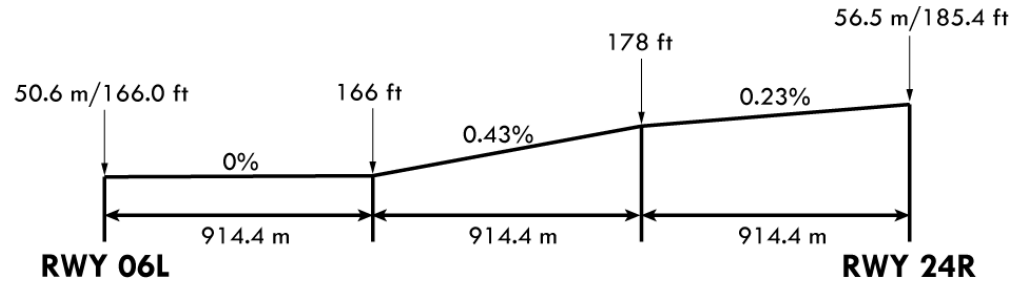
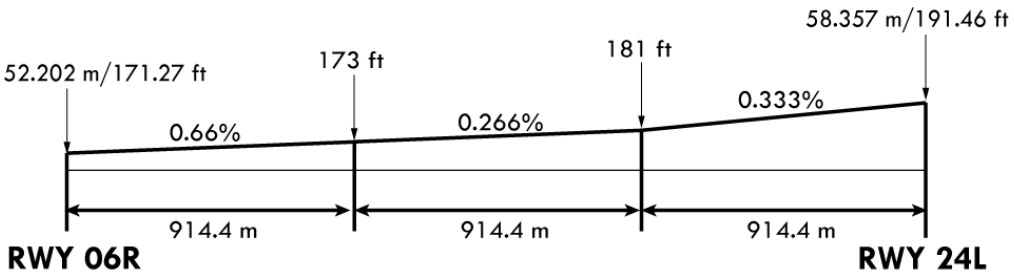
RKTU AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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
06L	052.42°	2 744 × 60	85/R/B/W/T Concrete	364236.10N 1272912.46E - GUND 24.9 m	THR 50.6 m / 166.0 ft TDZ 50.5 m / 165.7 ft
24R	232.43°	2 744 × 60	85/R/B/W/T Concrete	364330.38N 1273040.05E - GUND 25.0 m	THR 56.5 m / 185.4 ft TDZ 55.5 m / 182.1 ft
06R	052.43°	2 744 × 45	81/R/B/W/T	364228.26N 1272914.84E GUND 25.0 m	THR 52.202 m / 171.27 ft TDZ 52.67 m / 172.80 ft
24L	232.43°	2 744 × 45	81/R/B/W/T	364322.53N 1273042.46E GUND 25.0 m	THR 58.357 m / 191.46 ft TDZ 58.357 m / 191.46 ft

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
-	-	2 864 × 300	240 × 120	ACFT arresting system are installed at each RWY THR. - BAK 12 (1 400 ft from the end of RWY 06L) - BAK 14 (1 700 ft from the end of RWY 24R) - Barrier(MA-1A MOD/1.7 m) end of RWY	-	The surface of RWY 06L/24R are grooved. (Except 300 m inward from each THR RWY 06L/24R.)
-	-	2 864 × 300	240 × 120			
-	-	2 864 × 300	-	ACFT arresting system are installed at each RWY THR. - BAK 12 (1 700 ft from the each RWY THR) - BAK 14 (3 300 ft from the each RWY THR) - Barrier (MA-1A MOD/1.7 m) end of RWY	-	The surface of RWY 06R/24L are grooved.
-	-	2 864 × 300	-			

RKTU AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
06L	2 744	2 744	2 744	2 744	NIL
06L	744	744	744	744	Take-off from intersection with TWY B3
06L	1 349	1 349	1 349	1 349	Take-off from intersection with TWY B4
06L	1 929	1 929	1 929	1 929	Take-off from intersection with TWY C3
06R	2 744	2 744	2 744	2 744	NIL
24L	2 744	2 744	2 744	2 744	NIL
24R	2 744	2 744	2 744	2 744	NIL
24R	2 000	2 000	2 000	2 000	Take-off from intersection with TWY B3
24R	1 395	1 395	1 395	1 395	Take-off from intersection with TWY B4
24R	815	815	815	815	Take-off from intersection with TWY C3

RKTU 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 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
06L	SSALR 720 m LIH	Green Green	PAPI Both / 3° (48 ft)	NIL	NIL	2 744 m 60 m White LIH	Red -	NIL	NIL
24R	ALSF-I 900 m LIH	Green Green	PAPI Both / 3° (59 ft)	NIL	NIL	2 744 m 60 m White LIH	Red -	NIL	NIL
06R	SALS 450 m LIH	Green	PAPI Both / 3° (51 ft)	NIL	NIL	2 744 m 45 m White LIH	Red	NIL	NIL
24L	ALSF-I 900 m LIH	Green	PAPI Both / 3° (48 ft)	900 m	2 744 m 15 m White/Red LIH	2 744 m 45 m White LIH	Red	NIL	NIL

RKTU AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At ROKAF hangar building, FLG W/W-G (18 FPM*) / H24 IBN : NIL * FPM : Flash Per Minute
2	LDI location and LGT Anemometer location and LGT	NIL Anemometer : 469 m from RWY 24R THR and LGT
3	TWY edge and center line lighting	Edge : ALL TWY TWY center line lights : NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at RWY 06L-24R Switch-over time : 1 or 15 seconds according to kind of light (Complied with ICAO requirements)
5	Remarks	NIL

Change : Amended phrase(1 348 → 1 349).

RKTU 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 dimesions, surface, strength and marking	-
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	Remarks	As directed by ATC

RKTU AD 2.17 ATS AIRSPACE

1	Designation and lateral limit	Cheongju CTR A circle, 5 NM radius centered at ARP including areas which are extended south-westbound from 364004N 1272052E - 364151N 1272344E - 363841N 1272646E - 363654N 1272354E and north-eastbound from 364727N 1273246E - 364914N 1273539E - 364603N 1273841E - 364416N 1273548E
2	Vertical limits	SFC to 5 000 ft AGL
3	Airspace classification	Class D
4	ATS unit call sign Languages	CHEONGJU TOWER Korean and English
5	Transition altitude	14 000 ft AMSL
6	Operational Hours	H24
7	Remarks	NIL

RKTU AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
DEP	Jungwon Departure	129.65 MHz	H24	
APP	Jungwon Approach	134.0 MHz 265.75 MHz	H24	
ARR	Cheongju GCA	134.4 MHz 134.1 MHz	H24	
TWR	Cheongju Tower	118.7 MHz 126.2 MHz 249.6 MHz	H24	**Scheduled Inspection Time :** TWR(118.7 MHz), GND, ATIS Every 3rd TUE(1400-2000 UTC) of the month
GND	Cheongju Ground	121.875 MHz	H24	
ATIS	Cheongju INTL Airport	128.85 MHz 305.5 MHz	H24	
EMERG		121.5 MHz 243.0 MHz	H24	

Change : Information of scheduled inspection time(THU → TUE).

RKTU AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR Type of supported OPS	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME (8° W/2020)	CHO	109.00 MHz (CH 27X)	H24	364304.9N 1272938.7E	90 m	**Scheduled Inspection Time** Every 4th TUE(1400-2000 UTC) of the month **VOR/DME Unusable** - VOR · RDL 20 clockwise RDL 40 beyond 14 NM, below 5 500 ft · RDL 120 clockwise RDL 160 beyond 20 NM, below 7 000 ft - DME · RDL 20 clockwise RDL 40 beyond 14 NM, below 5 500 ft · RDL 120 clockwise RDL 160 beyond 20 NM, below 7 000 ft
LOC 24R (8° W/2020)	ICHG	111.70 MHz	H24	364230.0N 1272902.6E		**Scheduled Inspection Time** Every 1st TUE(1400-2000 UTC) of the month
GP 24R		333.5 MHz	H24	364327.4N 1273027.7E		
DME 24R	ICHG	1015 MHz (CH 54X)	H24	364327.4N 1273027.7E	90 m	
LOC 24L	ICHL	109.35 MHz	H24	364222.1N 1272904.9E		
GP 24L		331.85 MHz	H24	364314.0N 1273035.4E		
DME 24L	ICHL	1054 MHz (CH 30Y)	H24	364314.1N 1273035.2E	90 m	
LOC 06L (8° W/2020)	ICHJ	110.30 MHz	H24	364336.6N 1273050.1E		**Scheduled Inspection Time** Every 2nd TUE(1400-2000 UTC) of the month
GP 06L		335.0 MHz	H24	364239.6N 1272924.6E		
DME 06L	ICHJ	1001 MHz (CH 40X)	H24	364239.4N 1272924.7E	90 m	
LOC 06R	ICHR	109.15 MHz	H24	364328.7N 1273052.4E		
GP 06R		331.25 MHz	H24	364231.7N 1272926.8E		
DME 06R	ICHR	1052 MHz (CH 28Y)	H24	364231.7N 1272926.8E	90 m	

RKTU AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport Regulations

1.1 Cheong-Ju international airport is jointly operated by MOLIT and ROKAF. All aircraft wishing to use this AD have to observe the Cheong-Ju Local Regulations. Information about local regulations can be obtained from ATC TWR (ROKAF[1)]) and Aeronautical Information Service Office (MOLIT[2)]).
[1)] ROKAF : Republic of Korea Air Force
[2)] MOLIT : Ministry of Land, Infrastructure and Transport

1.2 All airliners shall fly with IFR at Cheong-Ju international Airport for departures and arrivals.

1.3 It is mandatory for all airliners to use RWY 06L/24R except for emergency situations. Usage of RWY 06R/24L for airliners are also allowed when RWY 06L/24R is closed due to RWY maintenance or during snow-removal work. Using RWY 06R/24L aircraft can't exceed PCN81.

1.4 Circling is not authorized South East of RWY 06-24, RWY 24-06.

1.5 All airliners are prohibited to operate when RCR is under 7. If RCR is between 7 and 12, MOLIT decides to operate.

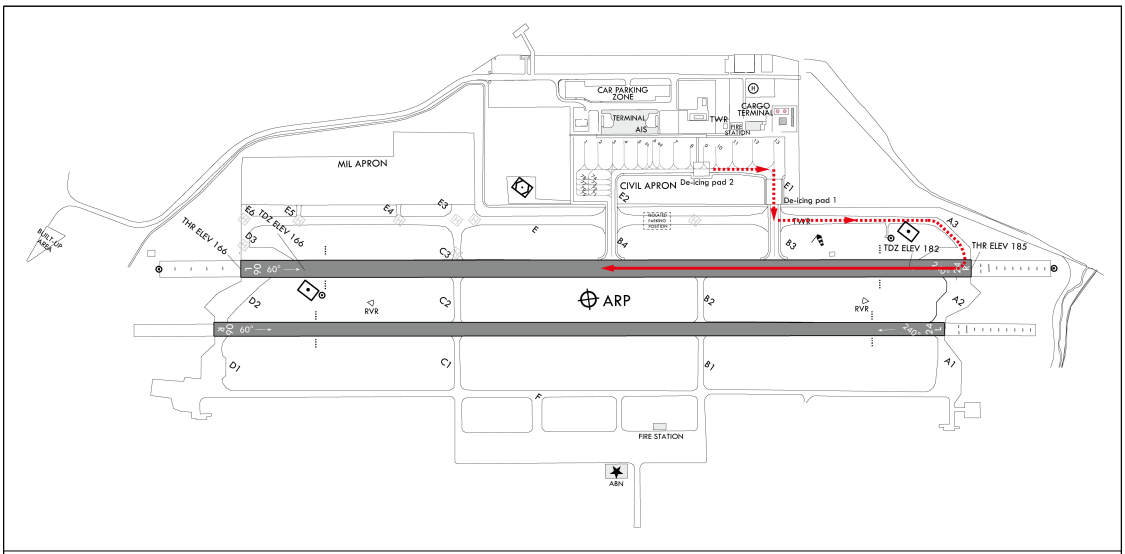
1.6 Airliners taking off and landing can be delayed due to military operations.

Change : Information of scheduled inspection time(THU → TUE) and Amended phrase(331.65 MHz → 331.25 MHz).

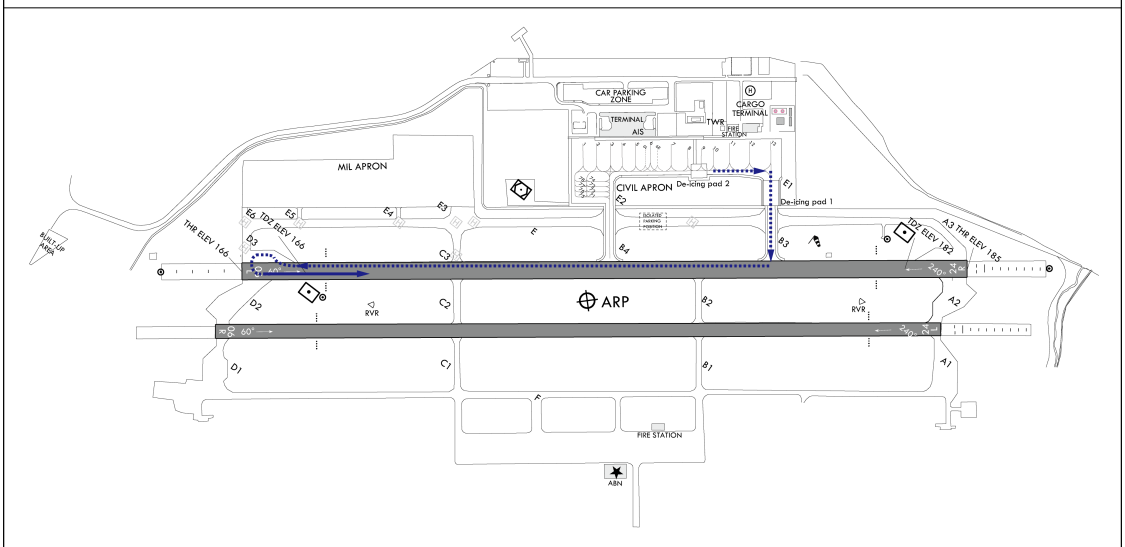
1.7 Unless otherwise cleared by ATC, the taxi routes for all aircraft(below ICAO code letter "E") when the isolated parking position used are as follow :

a. Departure

RWY 24R : Apron → E1 → E → A3 → RWY 24R threshold
RWY 06L : Apron → E1 → B3 → RWY 06L turnpad → RWY 06L threshold



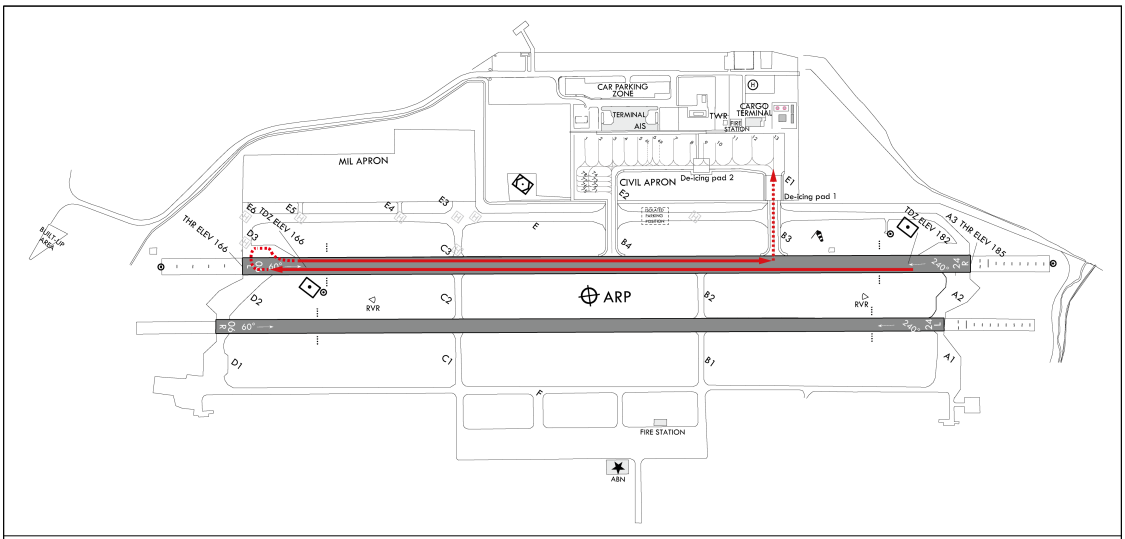
RWY 24R



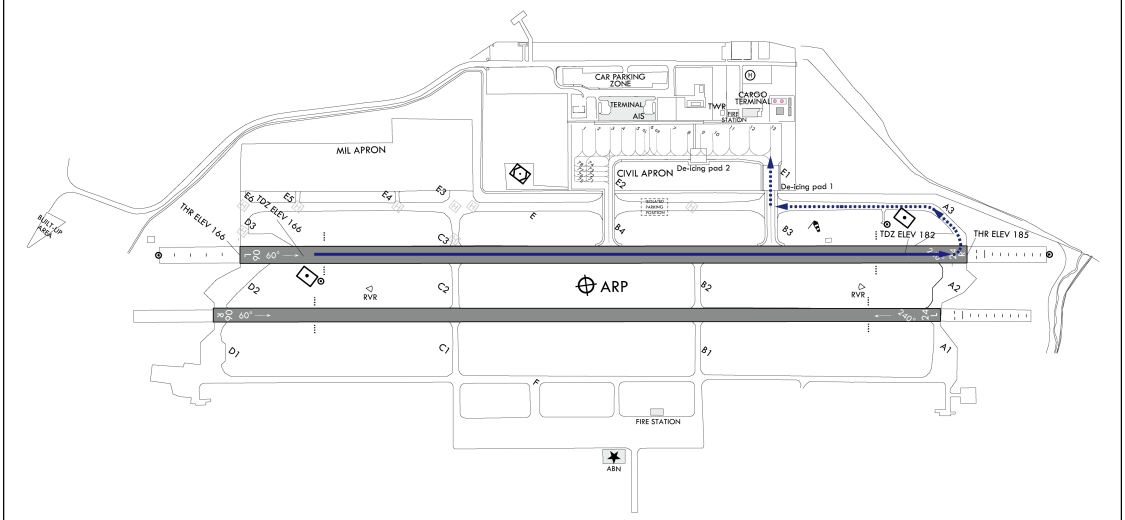
RWY 06L

b. Arrival

RWY 24R : RWY 24R threshold → RWY 06L turnpad → B3 → E1 → Apron
RWY 06L : RWY 06L threshold → RWY 24R turnpad → A3 → E1 → Apron



RWY 24R



RWY 06L

1.8 Cheong-Ju international airport operates MARS(Multiple Aircraft Ramping System) as follows.

Aircraft stands	Aircraft code (ICAO)	Restrictions
6L	ICAO code letter "C"	a. Boarding bridge is unserviceable. b. When ACFT stand NR. 7 is used by ICAO code letter "D" or above, ACFT stand NR. 6R shall be unserviceable.
6R		

Change : Amended phrase(landing → arrival).

2. Ground Procedure

2.1 Unless otherwise cleared by ATC, All airliners shall taxi at speeds of less than 20 kt.

2.2 Taxi procedures

1. Departure

a. Unless otherwise instructed by ATC, aircraft are advised to taxi to holding point as follow.

RWY	TAXI Procedure
06L	Aircraft taxi to RWY 06L by using E2, E, D3.
06R	Aircraft taxi to RWY 06R by using E2, E, D3, D2.
24L	Aircraft taxi to RWY 24L by using E1, E, A3, A2.
24R	Aircraft taxi to RWY 24R by using E1, E.

b. RWY 06L holding position marking is located at 90 m from RWY centerline and RWY 24R holding position marking is located at 301 m from end of RWY on TWY E.
c. If unable to follow the above taxiing routes, the pilot should notify it to ATC.
d. All aircraft shall not enter the TWY A3 and RWY unless instructed by ATC.
e. All aircraft shall not cross the runway unless instructed by ATC.
f. Aircraft can be instructed to take variable taxi routes such as taxi down/back track on runway for traffic separation.

2. Arrival

a. After landing, pilot must vacate runway after receiving instructions from ATC. Due to the operations of the helicopter's on taxiway E, It could not be possible to vacate runway via intermediate taxiway or it could be necessary to backtrack on the runway.
b. After entering taxiway E, aircraft are advised to taxi using arrival routes.
(Aerodrome regulations - 4. Arrival procedure - 4.2 Arrival routes)
c. If unable to follow the above RWY vacating routes, the pilot should notify it to ATC.

2.3 Radio frequency change points

1. Departure

a. All aircraft taxiing to RWY 06L/24R and RWY 06R/24L should change radio frequency from GND(121.875) to TWR(118.7) when entering the designated TWY as follows - A3, B3, B4, C3, and D3.

2. Arrival

a. All aircraft vacating RWY 06L/24R and RWY 06R/24L should change radio frequency from TWR(118.7) to GND(121.875) when entering designated TWY as follows - A3, B3, B4, C3, and D3.

2.4 Transponder
Pilots should always operate transponders with XPNDR(and AUTO if available) except for fully parking aircraft on stand.

3. Departure Procedure

3.1 ATC clearance
Aircraft shall obtain ATC clearance from Cheong-Ju GND prior to push-back.

3.2 Procedures for start-up and push-back

1. When a pilot is ready for start-up and push-back, the pilot shall contact Cheong-Ju GND and provide the following :

a. Call sign
b. Gate/Stand number
c. Type of request, engine start

2. Unless there is any special situation, priority to make push-back will be given to aircraft operators who requested first.

3. For safety reasons, ground crews must clear the equipment, vehicles and other obstacles before aircraft makes push-back or start-up engine.

4. A pilot shall confirm with ground crews(ground handler, aircraft maintenance) whether there is no hazard to the aircraft starting up. The pilot shall not ask Cheong-Ju GND for engine start-up and push-back until its safety check-up is fully confirmed. If there is any elements posing a potential failure, the pilot shall ask Cheong-Ju GND for push-back only. After moving and standing the aircraft at a safety area, the pilot can ask for engine start-up.

Change : Information of taxi procedures for arrival and item numbers.

5. Delays on the aircraft's push-back may be expected in order to maintain the distance of taxiing or push-back of other aircraft.

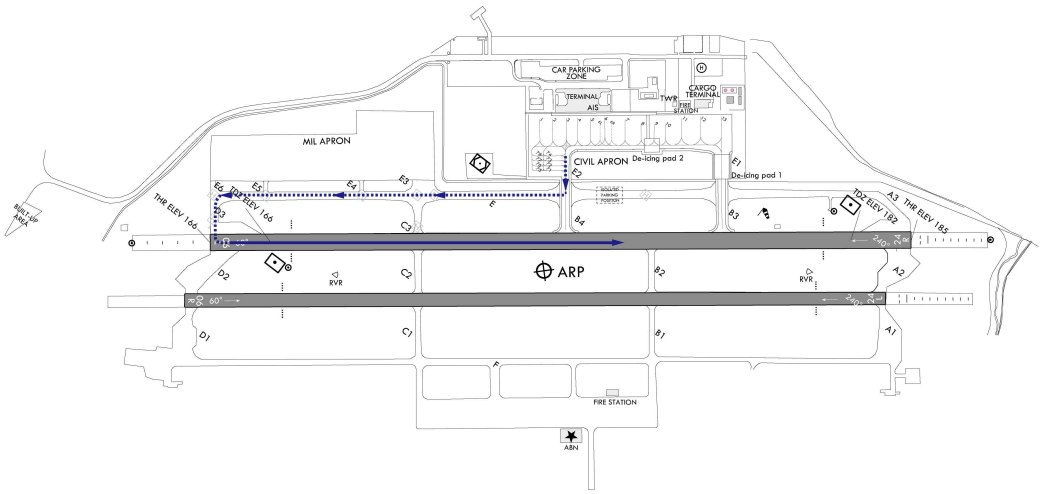
6. Unless otherwise instructed, push-back procedures are as follows.

Aircraft stands	RWY in use	Push-back Procedures	Phraseology
1	-	The aircraft shall be pushed back to face E2.	Push back approved to face E2.
2~12	06L/06R	The aircraft shall be pushed back to face E2.	Push back approved to face E2.
2~12	24L/24R	The aircraft shall be pushed back to face E1.	Push back approved to face E1.
13	-	The aircraft shall be pushed back to face E1.	Push back approved to face E1.

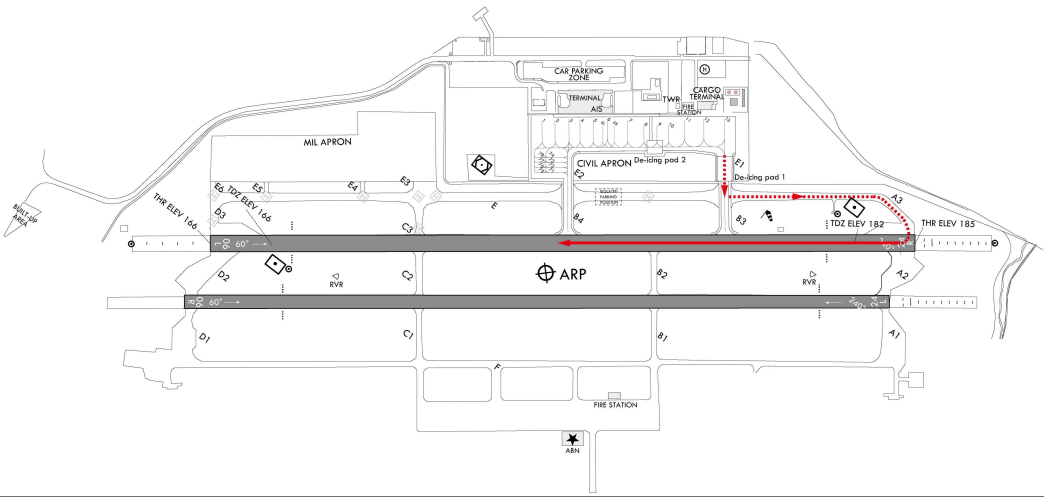
3.3 Departure routes

Unless otherwise instructed, aircraft shall follow the routes below.

RWY	Departure routes
RWY 06L	Apron → E2 → E → D3
RWY 24R	Apron → E1 → E → RWY 24R holding point → A3

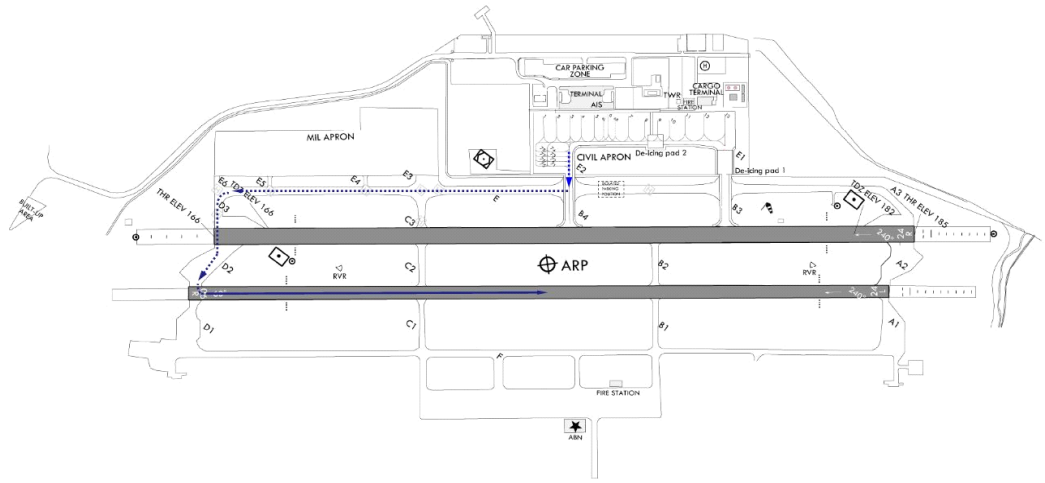


RWY 06L

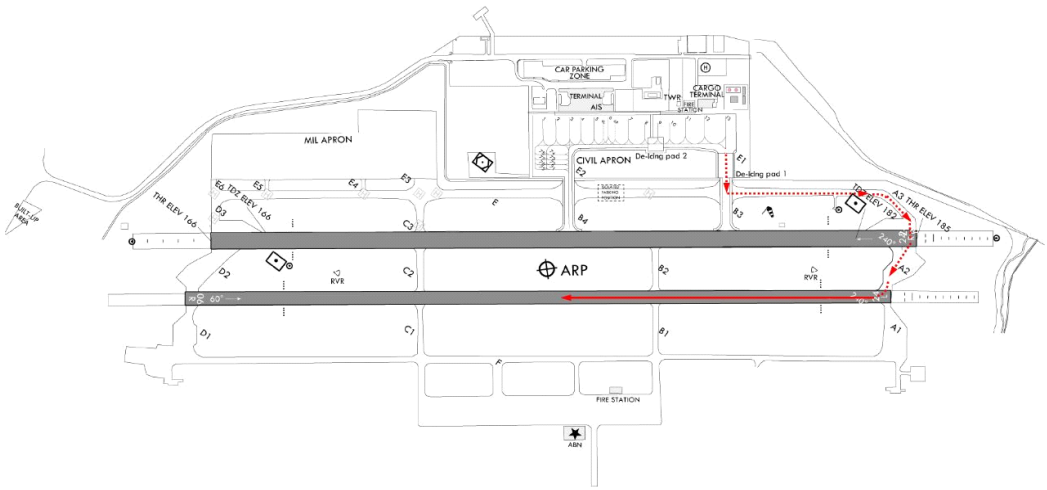


RWY 24R

RWY	Departure routes
RWY 06R	Apron → E2 → E → D3 → D2 → RWY 06R threshold
RWY 24L	Apron → E1 → E → A3 → A2 → RWY 24L threshold



RWY 06R



RWY 24L

3.4 De-icing Operations

1. De-icing pad located in TWY E1 is de-icing pad 1(below code letter “E” available), and the one located behind spot NR. 8~9 is de-icing pad 2(below code letter “D” available).

2. De-icing Pad Operation

a. Aircraft operator has to notice to the ground operator when he/she wants to use de-icing pad.
b. Ground operator must notify authorized person about various matters related to operation procedure.
c. When using a de-icing pad, notify GND before push-back.
d. De-icing sequence and pad can be changed due to ground operator or equipment.

3. De-icing Pad Movement
Aircraft operator has to maintain a communication system which is connecting with de-icing working.

3.5 Intersection departure procedure

1. It is available to make intersection departure on RWY 06L/24R via B3/B4/C3.
2. Intersection departure is only available when requested by pilots.
3. The length of available RWY refers to RKTU AD 2.13 DECLARED DISTANCES.
4. When necessary, aircraft may obtain intersection departure clearance while taxiing.

Change : Establishment of departure routes for RWY 06R/24L and Information of de-icing pad operation.

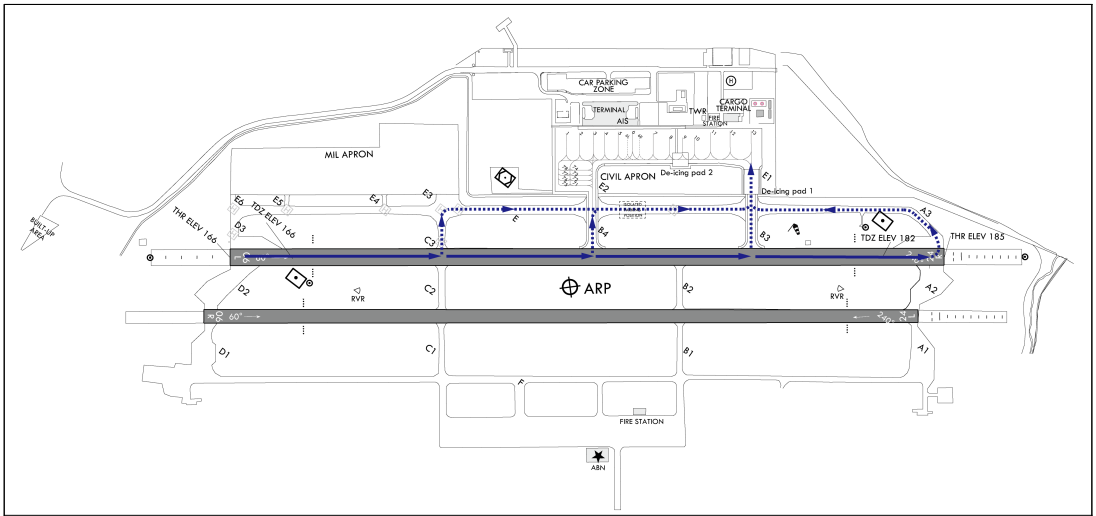
4. Arrival Procedure

4.1 After landing, runway vacating and taxi instruction will be given by ATC prior to pilot request.

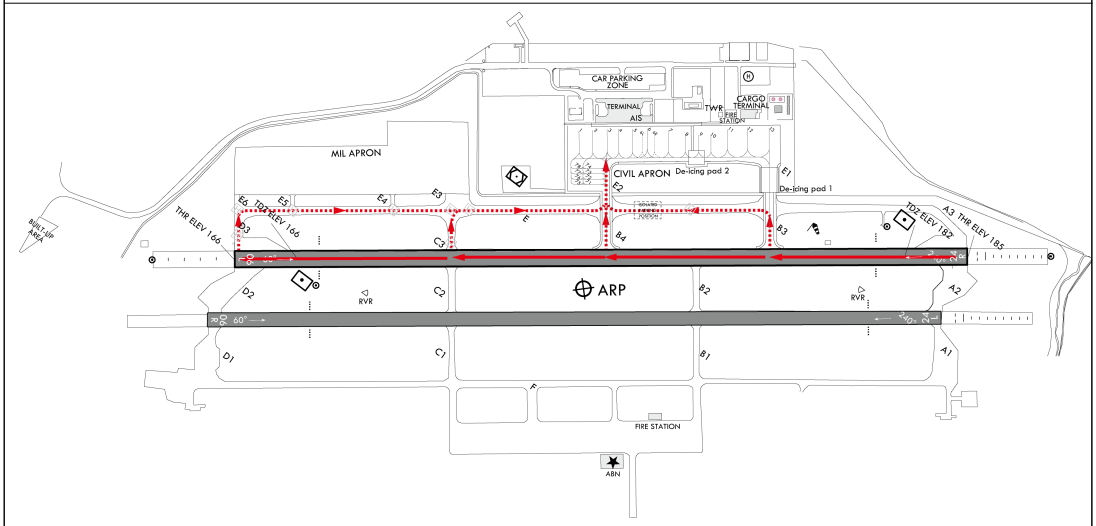
4.2 Arrival routes

1. Unless otherwise instructed by ATC, aircraft shall follow the routes below.

RWY in use	Arrival routes
RWY 06L	A3/B3/B4/C3 → E → E1 → Apron
RWY 24R	B3/B4/C3/D3 → E → E2 → Apron



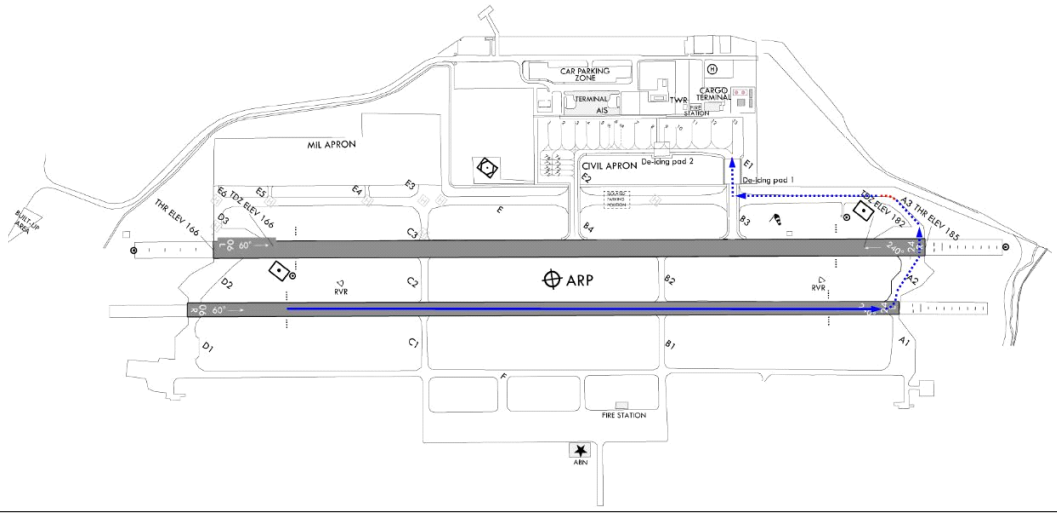
RWY 06L



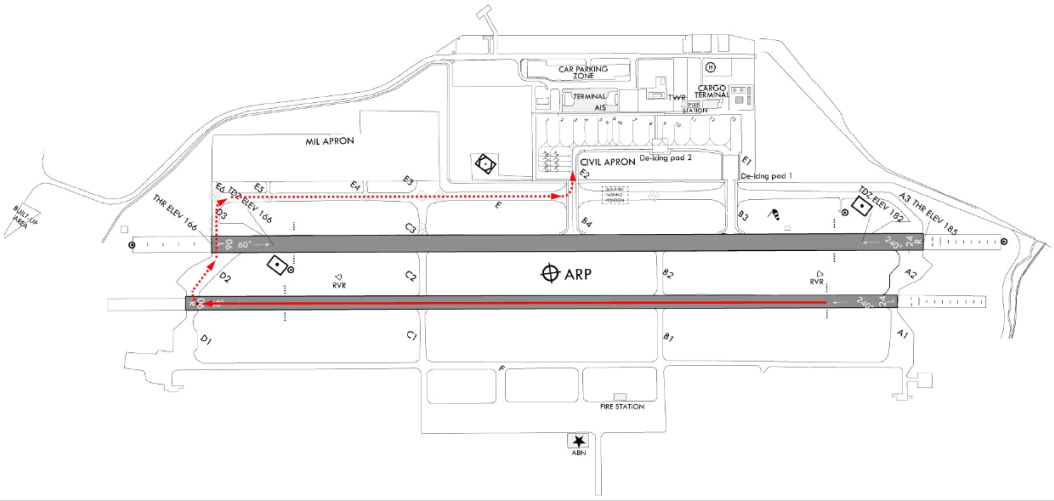
RWY 24R

Change : Information of arrival procedure.

RWY in use	Arrival routes
RWY 06R	RWY 06R threshold → D2 → D3 → E → E1 → Apron
RWY 24L	RWY 24L threshold → A2 → A3 → E → E2 → Apron



RWY 06R



RWY 24L

2. When vacating RWY via C3/D3, aircraft shall not to enter TWY E3/E4/E5/E6 unless authorized.

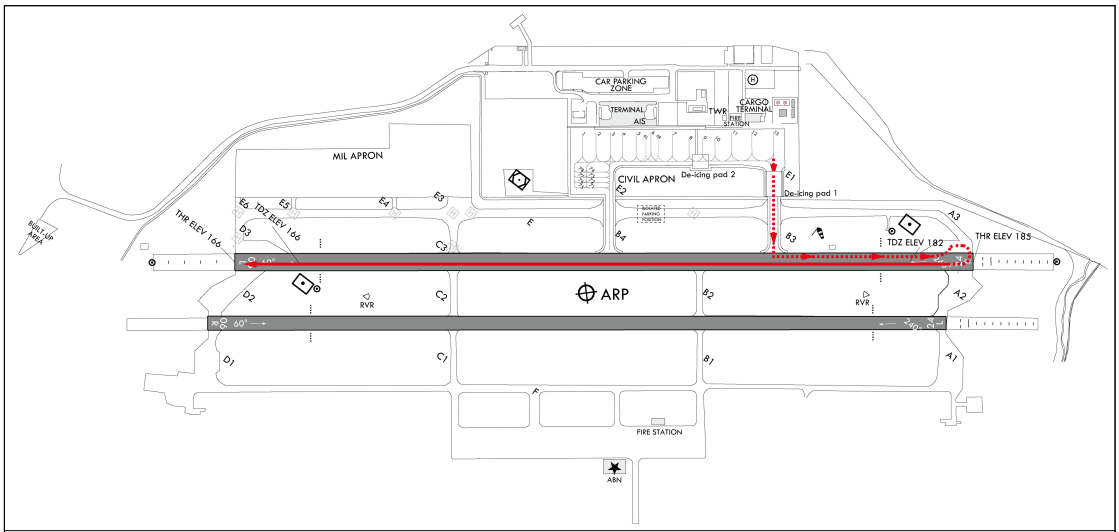
Change : Establishment of arrival routes for RWY 06R/24L and Information of arrival routes, item number.

5. ICAO code letter "F" aircraft procedures for the usage of the alternate airport, RKTU

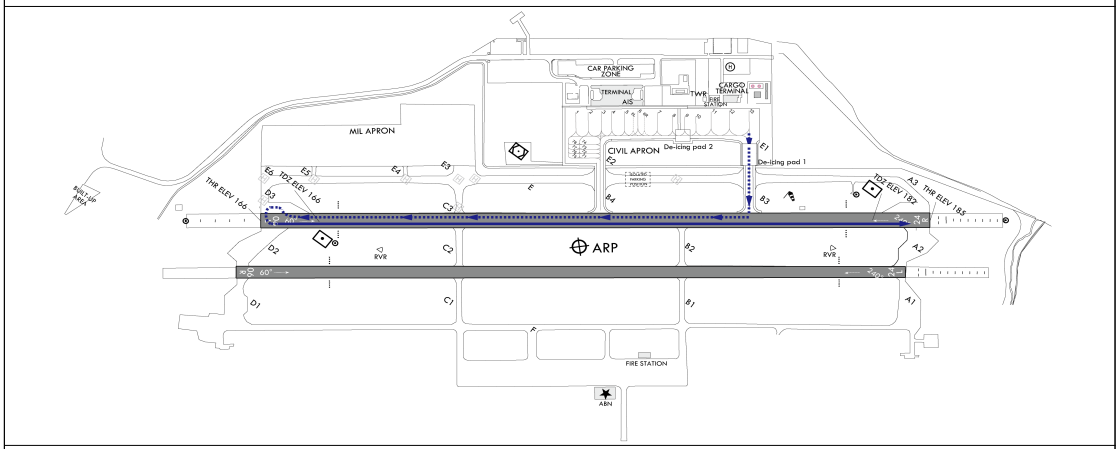
5.1 Taxiing procedures to and from ACFT stand NR. 13 are as follows :

a. Departure

RWY 24R : ACFT stand NR. 13 → E1 → B3 → 24R RWY turn pads → 24R RWY threshold
RWY 06L : ACFT stand NR. 13 → E1 → B3 → 06L RWY turn pads → 06L RWY threshold



RWY 24R(Departure)

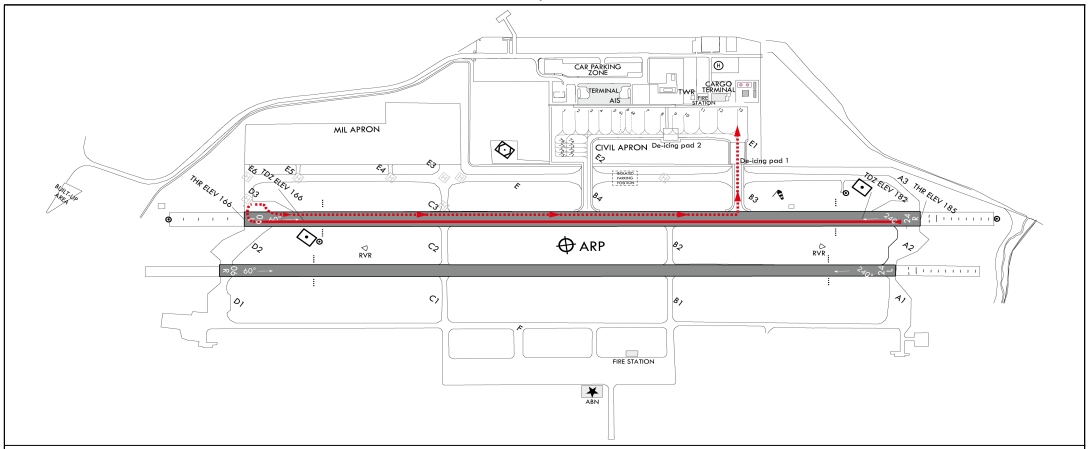


RWY 06L(Departure)

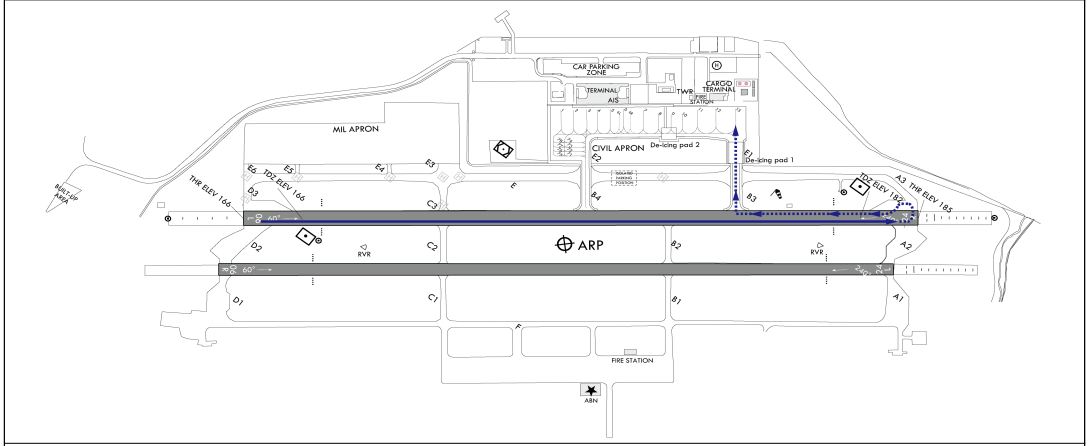
Change : Page control.

b. Arrival

RWY 24R : 24R RWY Threshold → 06L RWY turn pads → B3 → E1 → ACFT stand NR. 13
RWY 06L : 06L RWY Threshold → 24R RWY turn pads → B3 → E1 → ACFT stand NR. 13



RWY 24R(Arrival)



RWY 06L(Arrival)

5.2 Restriction

a. ICAO code letter "F" aircraft are not able to take-off or land on RWY 06R/24L.
b. ICAO code letter "F" aircraft shall enter the apron via TWY B3, TWY E1 and shall not move via TWY B4, TWY E2.
c. After take off or landing of ICAO code letter "F" aircraft, take-off or landing of any other aircraft should be prohibited on RWY 06L/24R until RWY checking and removing FOD are finished.
d. Aircraft TOW and LDW for the usage of the alternate airport shall be restricted as follows.

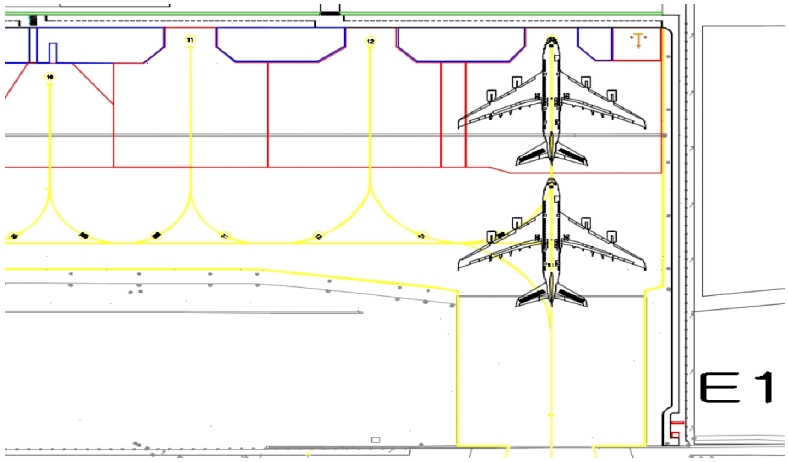
A/C TYPE	MTOW	LDW
A380	400 ton	386 ton
B747-8	353.8 ton	344.3 ton

e. When necessary for FOD prevention, Special take off precedures (A380 Flight crew operation manual) can be performed under the condition that the total width of RWY plus shoulder pavement has less than 58 m.

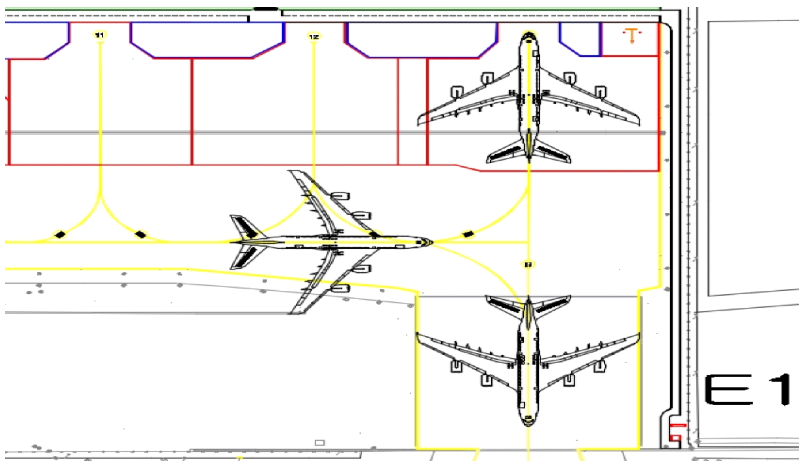
Change : Page control.

f. The standard taxi routes for ICAO code letter "F" aircraft are as follows. :

1) Taxi-in Procedures



2) Push-back Procedures



g. On the area of RWY, TWY B3, TWY E1 (including the curved part of TWY) and apron, ICAO code letter "F" aircraft should move at a speed of below 30 kt except for the departure maneuvering, which pilots should make his engines idle power, adjusting the speed only with operating brake system by inertia. Especially, A380 movement procedure is as follows. :

A380 Landing maneuvering			
Section	Status of engine		Speed
	No. 2 & 3	No. 1 & 4	
Runway maneuvering	Idle power	Idle power	- Below 30 kt
Turning pad	Idle power	Idle power	- Maintain 5 kt - Below 30 kt (After turning)
Taxiway/ Apron	Idle power	Shut down	- 7~8 kt
A380 Departure maneuvering			
Section	Status of engine		Speed
	No. 2 & 3	No. 1 & 4	
Taxiway/ Apron	Idle power	Idle power	- 7~8 kt
Runway maneuvering	Idle power	Idle power	- Below 30 kt
Turning pad	Idle power	Idle power	- Maintain 5 kt - Below 30 kt (after turning)

※ A380 Aircraft to be taxied with their engine thrust 4~6% (When turning, aircraft should keep 10% thrust using one outer engine of opposite turning direction).

Change : Page control.

RKTU AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

RKTU AD 2.22 FLIGHT PROCEDURES

1. IFR

1.1 Take-off Weather Minima

RWY 06L/24R, RWY 06R/24L		
ENG	HIRL & RCLL or RCL	Others
2 or more ENG	RVR / VIS 500 m	RVR / VIS 800 m

1.2 Radar Procedure

1.2.1 ASR Approach

a. Pilot should request to the approach control to use ASR approach, then radar vector will be provided till the MAPt (1/2 mile) or to the point at which you can proceed visually to the airport.

b. Controller will provide MDA, course and distance from touchdown by using PAR equipment.

1.2.1.1 Weather minimum

a. 06L/24R

	RWY	CAT	DH/MDA-VIS	CEIL-VIS
S-ASR	06L	AB	900/24	(800-½)
		CDE	900-1⅝	(800-1⅝)
	ALS INOP CAT AB VIS 1 mile (RVR 5 500 ft), CDE VIS 2 mile			
	24R	AB	860/24	(700-½)
		C	860-1½	(700-1½)
		D	860-1¾	(700-1¾)
		E	860-2	(700-2)
	ALS INOP increase VIS ½ mile			
CIRCLING	06L	AB	900-1	(800-1)
		C	1 400-3	(1 300-3)
		DE	2 000-3	(1 900-3)
	24R	AB	860-1	(700-1)
		C	860-2	(700-2)
		D	1 200-3	(1 100-3)
		E	1 220-3	(1 100-3)
	Circling not AUTH SE of RWY 06-24, RWY 24-06			

Change : Establishment of weather minima for RWY 06R/24L.

b. 06R/24L

	RWY	CAT	DH/MDA-VIS	CEIL-VIS
S-ASR	06R	AB	900/40	(800-¾)
		CDE	900-1¾	(800-1¾)
	ALS INOP CAT AB VIS 1 mile (RVR 5 500 ft), CDE VIS 2 mile			
	24L	AB	880/40	(700-¾)
		C	880-1½	(700-1½)
		D	880-1¾	(700-1¾)
		E	880-2	(700-2)
	ALS INOP CAT AB increase VIS ¼ mile , CDE increase VIS ½ mile.			
CIRCLING	06R	AB	900-1	(800-1)
		C	1 400-3	(1 300-3)
		DE	2 000-3	(1 900-3)
	24L	AB	880-1	(700-1)
		C	880-2	(700-2)
		D	1 200-3	(1 100-3)
		E	1 220-3	(1 100-3)
	Circling not AUTH SE of RWY 06-24, RWY 24-06			

1.2.2 PAR Approach

a. PAR approach for practice is not available.
PAR approach is only available in situation of ILS malfunctioning.

1.2.2.1 Weather minimum

a. 06L/24R

RWY	CAT	GS/TCH(ft)/RPI(ft)	ALS	DA/VIS	HAT	CEIL-VIS
06L	ABCDE	3.0°/50/954	FULL	368/24	200	(200-½)
			INOP	368/40	200	(200-¾)
24R	ABCDE	3.0°/50/995	FULL	386/24	200	(200-½)
			INOP	386/40	200	(200-¾)

b. 06R/24L

RWY	CAT	GS/TCH(ft)/RPI(ft)	ALS	DA/VIS	HAT	CEIL-VIS
06R	ABCDE	3.0°/50/1 002	FULL	372/40	200	(200-¾)
			INOP	372/40	200	(200-¾)
24L	ABCDE	3.0°/50/1 001	FULL	392/24	200	(200-½)
			INOP	392/40	200	(200-¾)

1.3 Missed APCH Procedures

a. RWY 06 : Climb heading 061° to 6 000 ft and expect radar vector by ATC.
Missed APCH climb rate exceed 360(ASR), 380(PAR) ft/NM.
b. RWY 24 : Climb to 6 000 ft via heading 240° to 3 NM(from ASR) then right heading 250°.
Missed APCH climb rate exceed 380 ft/NM.

Change : Page control.

2. VFR

2.1 Entry / helicopter

1. General Conditions

a. Helicopters using civil aprons for taking off or landing shall be made on TWY E.
For helicopters with wheel-type landing gear, take-off/landing/taxiing shall be conducted on the runway only after obtaining the permission from the control tower.

b. After take-off, aircraft shall depart the traffic pattern to the northwest and any aircraft which want to take-off and cross the RWY 06R/24L shall obtain the prior permission from the control tower.

c. Traffic pattern altitude for helicopters is 1 000 ft except for B-412 helicopter and light aircraft.

2. Procedure for departing traffic pattern (refer to the diagram)

I. RWY 24L/R in use

a. For aircraft departing the traffic pattern to the north
Turn right after take-off, then fly to the right side of Ochang at 1 000 ft with broadcasting the position in the blind. Fly to the right side of the National road 17 while keeping a sharp lookout for other aircraft entering or leaving Jincheon branch office, the Forest Government Information Agency(RKUJ, 360°R 6 NM) at or above 1 500 ft, then fly to the right of the Jincheon tunnel(Caution R-139) and after broadcasting the position in the blind over the Jincheon Interchange, depart to the destination.

b. For aircraft departing the traffic pattern to the west
After take-off, turn right and fly via Ochang at 1 000 ft with broadcasting the position in the blind, then proceed to Byongchen at 1 700 ft along the south of the National road 510, and after broadcasting the position in the blind over Byongchen, depart to the destination.

c. For aircraft departing the traffic pattern to the south
- Take-off for crossing the runway 06R/24L shall be allowed only after obtaining the permission from the control tower.
- After take-off, turn left after obtaining the permission from the control tower and proceed direct to "C" point at 1 200 ft.
- After take-off, maintain at or below 500 ft until passing through the end of the runway, and turn left after obtaining the permission from the control tower, depart to the destination via Miwon at 2 500 ft.
- If no permission is obtained from the control tower, maintain at or below 500 ft until passing the end of the runway, and turn right, then fly along the right side of Jungbu Expressway, and after broadcasting the position in the blind over "C" point at 1 200 ft, depart to the destination.

d. For aircraft departing the traffic pattern to the east
After take-off, turn right and proceed to Jeungpyeong at 1 000 ft via 'Down Wind leg' and depart to the destination after broadcasting the position in the blind over Jeungpyeong; or
After obtaining the permission from the control tower, cross the extended centerline of runway at or below 1 000 ft and depart to the destination.

II. RWY 06L/R in use

a. For aircraft departing the traffic pattern to the north
After take-off, turn left and maintain at or below 1 000 ft. Fly via the right side of Jeungpyeong Interchange at 1 000 ft. Proceed to Jincheon Interchange at 1 500 ft Jungbu Expressway and depart to the destination after broadcasting the position in the blind over Jincheon Interchange.

b. For aircraft departing the traffic pattern to the west
After take-off, turn left and maintain at or below 800 ft. Fly via the right side of Ochang at 1 000 ft along Jungbu Expressway. and proceed to Bungcheon at 1 700 ft along the National road 510, and depart to the destination after broadcasting the position in the blind over Bungcheon.

c. For aircraft departing the traffic pattern to the south
- Take-off for crossing the runway 06R/24L shall be allowed only after obtaining the permission from the control tower.
- After take-off, maintain at or below 500 ft until passing through the end of the runway, and after obtaining the permission from the control tower, turn right and depart to the destination via Miwon at 2 500 ft.
- When departing the traffic pattern via "C" point, turn right after passing through the end of runway and proceed to "C" point at 1 200 ft via Down wind and Depart to the destination after broadcasting the position in the blind over "C" point.
- Flying directly over downtown and school areas of Byeongcheon, Miwon and Ochang is prohibited.

Change : Information of procedure for departing traffic pattern.

3. Procedure for entering traffic pattern

a. For aircraft entering the traffic pattern from the southwest
Request landing clearance at "C" point at 1 500 ft then along the Mihocheon and right side of the Jungbu Expressway. Maintain at or below 1 000 ft until passing runway extension line.

b. For aircraft entering the traffic pattern from the west
After broadcasting the position in the blind over the Mokcheon Interchange, fly to the right side of Byeongcheon(right side of National road 21), then request landing clearance at Byeongcheon at 2 500 ft. Fly along the north of National Road 510, proceed to Ochang at 1 000 ft and then enter the traffic pattern.

c. For aircraft entering the traffic pattern from the north
Request landing clearance at Jincheon Interchange at 2 000 ft after leaving Geumwang(RKUK) tower and enter the traffic pattern via the right side of Jeungpyeong Interchange at 1 000 ft. When using runway is 6, after leaving Jincheon Interchange fly to the left side of Jincheon tunnel(Caution R-139) then passing abeam Jincheon branch office, the Forest Government Information Agency(RKUJ, 360°R 6 NM) at or above 1 500 ft then proceed to Ochang at 1 000 ft and then enter the traffic pattern.

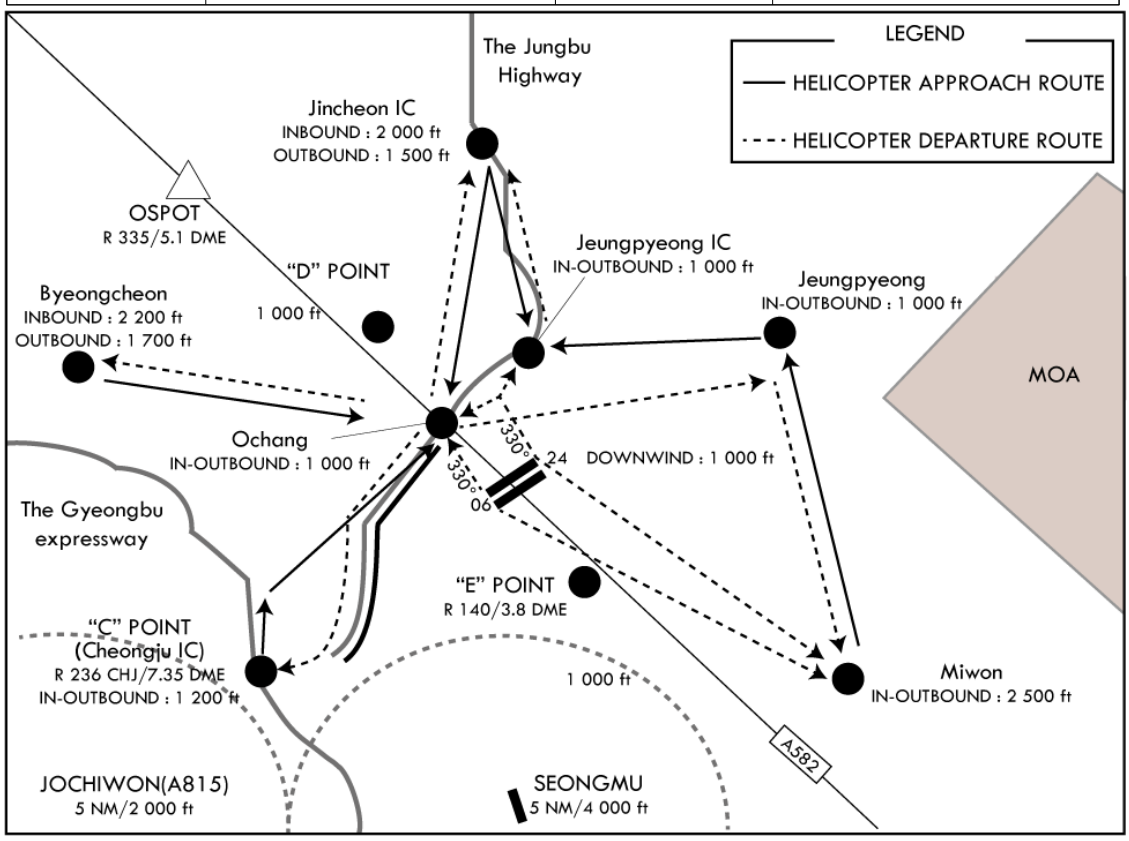
d. For aircraft entering the traffic pattern from the east
After broadcasting the position in the blind over Goesan, request landing clearance over Jeungpyeong at 1 000 ft, and enter the traffic pattern via Jeungpyeong Interchange at 1 000 ft.

e. For aircraft entering the traffic pattern from the northeast
After broadcasting the position in the blind over Eumseong, request landing clearance at Jeungpyeong at 1 000 ft, and enter the traffic pattern via Jeungpyeong Interchange at 1 000 ft.
* Flying directly over downtown and school areas of Byeongcheon, Miwon and Ochang is prohibited.

f. For aircraft entering the traffic pattern from the southeast
Fly via Miwon at 2 500 ft and request landing clearance at Jeungpyeong at 1 000 ft, Enter the traffic pattern via Jeungpyeong Interchange at 1 000 ft.

g. When RWY 06R/L is in use, enter the traffic pattern by maintaining 1 000 ft over Ochang.

VFR aircraft reporting points			
Jincheon IC	365209.70N 1272830.20E	"C"	363737.50N 1272259.60E
Jeungpyeong	364640.00N 1273630.00E	Ochang	364434.03N 1272747.39E
"D"	364546.75N 1272620.05E	Miwon	364305.06N 1273924.42E
Byeongcheon	364546.75N 1271800.32E	Jeungpyeong IC	364621.81N 1273025.87E
"O"	364851.41N 1272404.68E	"P"	364941.23N 1272957.93E



Change : Information of procedure for entering traffic pattern, Jincheon IC and VFR traffic pattern.

2.2 Light aircraft

1. General Conditions

a. Use the runway 06L/24R and parking shall be made on civil ramp.
b. Unless otherwise cleared by ATC, Use TWY B3/B4/C3 for departing and after landing RWY.
c. Use northern traffic pattern and maintain pattern altitude 1 200 ft(AMSL).
d. Pattern Traffic is only allowed up to 3 flights.
e. Flight plan must be submitted 17:00, one day before the flight.

2. Possible time for flight

Light Aircraft flights allowed 0700~2300.

a. Weekdays

1) Setting Military jet aircraft's flight time as a standard, flight for light aircraft is allowed 1 hour 30 minutes before the military jet aircraft's flight, and 20 minutes after military jet aircraft's flight during daytime.
During nighttime, flight for light aircraft is allowed 1 hour before military jet aircraft's flight and 20 minutes after military jet aircraft's flight.

2) During military helicopters operation time, light aircraft can't fly simultaneously.

b. Weekends

1) Take off and lading training(touch and go, low approach) for light aircraft is allowed for 3 times for each flight plan during listed time below.
09:00~12:00, 13:00~17:00, 18:00~21:00

2) Light aircraft departing to other airport or arriving from other airport can only depart before 09:00 and arrive after 21:00.

3. Procedure for departing(refer to the diagram)

I. RWY 24R in use

- Turn right in 1 NM after take-off then direct to the destination via "O" point(2 500 ft). Turn left after take-off shall be allowed after obtaining the permission from the control tower.

II. RWY 06L in use

- Turn left in 1 NM after take-off then direct to the destination via "P" point(2 500 ft). Turn right after take-off shall be allowed after obtaining the permission from the control tower.

4. Procedure for landing(refer to the diagram)

I. RWY 24R in use

a. For entering from the north or northeast REPORT outside of 10 NM from the ARP Downwind enter via "P" point(3 000 ft).

b. For entering from the west or northwest REPORT outside of 10 NM from the ARP Downwind enter via "O" point(3 000 ft).

c. For entering from the south or east REPORT outside of 10 NM from the ARP before crossing the extended centerline of runway. Land via "O" point(3 000 ft) or "P" point(3 000 ft) or when traffic is no factor land via "O" point(3 000 ft) or "P" point(3 000 ft) after passing over the airport(4 500 ft).

d. Follow traffic seperation and condition enter after holding at "O" point(3 000 ft) or "P" point(3 000 ft) or direct Downwind enter.

II. RWY 06L in use

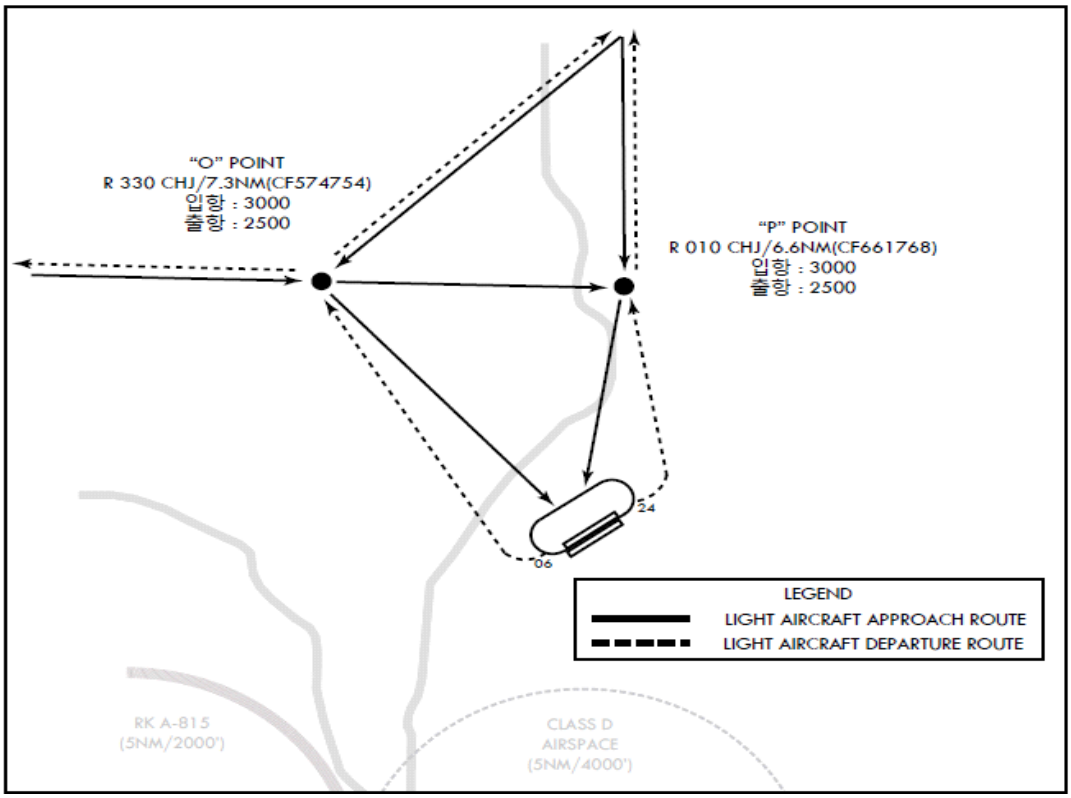
a. For entering from the north or northeast REPORT outside of 10 NM from the ARP. Downwind 1 000 ft enter from O point(3 000 ft) or Downwind enter via "P" point(3 000 ft) or "O" point(3 000 ft)

b. For entering from the west or northwest REPORT outside of 10 NM from the ARP. Downwind enter via "O" point(3 000 ft).

c. For entering from the south or east REPORT outside of 10 NM from the ARP before crossing the extended centerline of runway. Land via "O" point(3 000 ft) or "P" point(3 000 ft) or when traffic is no factor land via "O" point(3 000 ft) or "P" point(3 000 ft) after passing over the airport(4 500 ft).

Change : Information of possible time for light aircraft flight.

d. Follow traffic separation and condition enter after holding at O point(3 000 ft) or P point(3 000 ft) or direct Downwind enter.



Change : Withdrawal of procedure for transit from the southwest.

3. Radio Communication Failure Procedure

3.1 IFR

1. General

a. No person may take off unless two-way radio communication 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 procedures.

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. Under Pilot Navigation

RWY 24 in use

1) RNAV OLREG 1

Climb on 240° course to OLREG, then...via(transition) and maintain 6 000 ft.

- GUKDO TRANSITION(OLREG 1, GUKDO) :...330° track to LAVAX, then via 060° track to TUTAE, then via 044° track to GUKDO.
- OSPOT TRANSITION(OLREG 1, OSPOT) :...330° track to LAVAX, then via 035° track to OSPOT.
- OLMEN TRANSITION(OLREG 1, OLMEN) :...291° track to OLMEN, cross OLMEN at or above 8 000 ft.
- BITUX TRANSITION(OLREG 1, BITUX) :... 330° track to LAVAX, then via 060° track to PUGOX, then via 150° track to LEDUD, then via 164° track to BOEUN, then via 141° track to BITUX.

RWY 06 in use

1) RNAV BUKIL 1

Climb on 060° course to BUKIL, then... via(transition) and maintain 6 000 ft.

- GUKDO TRANSITION(BUKIL 1, GUKDO) : ...007° track to GUKDO, cross GUKDO at or above 8 000 ft.
- OSPOT TRANSITION(BUKIL 1, OSPOT) :...330° track to TUTAE, then via 252° track to OSPOT.
- OLMEN/BULTI TRANSITION(BUKIL 1, OLMEN/BULTI) :...330° track to TUTAE, then via 240° track to OWING, then via 280° track to OLMEN/BULTI.
- BITUX TRANSITION(BUKIL 1, BITUX) :...330° track to TUTAE, then via 240° track to OLDIX, then via 150° track to MIGUL, then via 141° track to BOEUN, then via 141° track to BITUX.

b. Under Radar vectoring

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

B. ARRIVAL

RWY 24 in use

1) VFR condition

The aircraft shall maintain VFR and make an approach to land at RWY 24 passing ICHG 7 DME FINAL.

2) IFR condition

The aircraft shall proceed to IKAPO IAF and execute ILS Y/Z RWY 24R or VOR RWY 24R or RNAV RWY 24R or LOC 24R APP.

RWY 06 in use

1) VFR condition

The aircraft shall maintain VFR and make an approach to land at RWY 06 passing SAPUX 6 DME FINAL.

2) IFR condition

The aircraft shall proceed to JIKJI IAF and execute RNAV RWY 06L APCH.

3.2 VFR

1. VFR flight which has encountered radio communication failure shall

a. Helicopter

- SQ 7600, and
- When able to see light gun signal from control TWR, follow that instruction.
- If unable to see light gun signal from control TWR, hold over downwind until ETA or for 10 minutes, whichever is later, then
- Land on RWY in use as filed, and take caution of landing and departing traffic.

2. Conventional flight

- SQ 7600, and
- When able to see light gun signal from control TWR, follow that instruction.
- If unable to see light gun signal from control TWR, hold on downwind until ETA or for 10 minutes, whichever is later, then
- Aircraft should land on RWY in use.
- Pilot shall take caution of landing and departing traffic.

Change : Information of procedure names(ILS/DME, VOR/DME, LOC/DME → ILS, VOR, LOC).

RKTU AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of the airport

a. Due to bird habitats in the vicinity of airport, pilots shall exercise caution not to conflict with the birds.

b. The activity altitude of birds is from 0 to 500 ft(150 m).

c. Also, before daily sunset, activities of the birds occur above the same way when returning to the resting area during 1 hour or 2 hours.

d. Control tower shall provide pilots with the information about the birds's movement.

e. Monthly bird activies is as follows :
- From January to March, and from October to December : During 1 hour or 2 hours after daily sunrise, birds like dove or duck mallard move from resting area (approximately 4~12 km to the southwest of threshold of Runway 24R/06L) to feeding area(farmlands or airport).
- From April to September : During 1 hour or 2 hours after daily sunrise, birds like white-plumed egret and grey heron move from resting area(mountains which are located in approximately 1 km far from the airport) to feeding area(farmlands or airport).
- Also, resident birds, such as magpie, skylark or sparrow, move in and out agricultural area near airport.

f. Preventive activities against bird strikes, such as operation of B.A.T(Bird Alert Team) and devices(cannon, shotgun, etc) which scare birds away, shall be carried out. Also, the measures for eliminating resting or feeding area of birds is being taken in the airport boundary.

g. On the properties of airport farming, garbage treatment facilities are not permitted.

RKTU AD 2.24 CHARTS RELATED TO THE AERODROME

Change : Establishment of instrument approach procedures for RWY 06R/24L and Information of procedure names, chart NR..