RKTH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKTH - POHANG GYEONGJU/Domestic

RKTH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	355916N 1292507E 98° / 908 m from THR 10
2	Direction and distance from city	125°, 8 km from Pohang City Hall
3	Elevation/Reference temperature	23 m / 30.9 °C
4	Geoid undulation at AD ELEV PSN	29 m
5	MAG VAR/Annual change	8° W (2020) / 0.088° Increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	Pohang Gyeongju Airport Branch (Busan Regional Office of Aviation) 18, Ilwol-ro, Donghae-myeon, Nam-gu, Pohang-si, Gyeongsangbuk-do, 37926 Republic of Korea Tel : +82-54-284-3456 Telefax : +82-54-285-4758 AFS : RKTHZPZX
7	Type of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKTH AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2200-1300 UTC
2	Customs and Immigration	NIL
3	Health and Sanitation	NIL
4	AIS Briefing Office	2200-1300 UTC
5	ATS Reporting Office(ARO)	2200-1300 UTC
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	HO
12	Remarks	NIL

RKTH AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	NIL
2	Fuel/oil types	JP-8, 0-128(Available by agreement with ROKN)
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	One de-icing pad (Aircraft stand NR. 4) (See Aircraft Parking/Docking Chart)
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

Change : Information of operational hours for AIS briefing office and ARO.

RKTH AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotel in Pohang city
2	Restaurants	Yes
3	Transportation	Buses, taxis, and rental cars
4	Medical facilities	Hospitals in Pohang city, 11 km
5	Bank and Post Office	NIL
6	Tourist Office	HO
7	Remarks	http://www.airport.co.kr/mbs/pohang/

RKTH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 7
2	Rescue equipment	a. 4 Chemical crash rescue & fire fighting trucks - Total capacity · Water : 17 678 L · AFFF : 3 100 L · Dry chemical : 280 kg b. 3 Supplementary water tank trucks : Total capacity 19 500 L c. 1 Rescue truck d. 1 Ambulance
3	Capability for removal of disabled aircraft	Specialized aircraft recovery equipment available for up to and including B737-800 size aircraft. 270 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 : +82-54-289-7312~7317)
4	Remarks	NIL

RKTH AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	a. ROKN* : 4 Dump trucks b. KAC** : 1 Multipurpose snow removal truck, 1 Tractor, 1 Snow Plough, 1 Thawing material spreader
2	Clearance priorities	a. RWY 10/28 b. TWY c. Apron
3	Remarks	Snow clearance information promulgated by SNOWTAM * Republic of Korea Navy(ROKN) ** Korea Airports Corporation(KAC)

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

1	Designation, Apron surface and strength	a. Surface : Concrete b. Strength : PCN 60/R/B/W/T
2	Designation, Taxiway width, surface and strength	a. Width : 22.1-28.4 m(C1), 36 m(C2), 45 m(S1), 76 m(S5), 23 m(SP), 23 m(S2~S4) b. Surface : Concrete c. Strength : 52/R/B/W/T(SP), 59/R/B/W/T(S5), 60/R/B/W/T(S1~S4, C1, C2)
3	Altimeter check location and elevation	a. Location : Aircraft stand NR. 4 b. Elevation : 20 m
4	Location of VOR checkpoints	NIL
5	VOR/INS check points	INS checkpoint : EV specified stands (Refer to Aircraft Parking & Docking chart)
6	Remarks	NIL

RKTH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guidelines and visual docking/parking guidance system of aircraft stands	a. Taxiing guidance signs are the intersections of all TWY and RWY and holding positions b. Guide line at apron c. Nose-in guidance at aircraft stands
2	RWY and TWY markings and LGT	a. RWY : RWY 10/28 - Edge, THR, END b. TWY : TWY edge lights - All TWY
3	Stop bars	NIL
4	Remarks	NIL

RKTH 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
RKTHOB001	Hill	355838.4N 1292314.8E	315 ft/	NIL	10/APCH 28/TKOF
RKTHOB002	Pylon	355855.9N 1292226.7E	351 ft/	Marked/LGTD	
RKTHOB003	Hill	355808.6N 1291935.0E	617 ft/	NIL	
RKTHOB004	Hill	355822.2N 1291909.0E	753 ft/	NIL	
RKTHOB005	Hill	355917.0N 1291740.1E	858 ft/	NIL	
RKTHOB006	Mountain	360909.1N 1291337.6E	2 500 ft/	NIL	
RKTHOB007	Hill	355917.2N 1291740.8E	844 ft/	NIL	
RKTHOB008	Hill	355915.6N 1292336.2E	196 ft/	NIL	
RKTHOB009	Hill	355915.5N 1292327.4E	217 ft/	NIL	
RKTHOB010	Contour	355803.2N 1292623.7E	492 ft/	NIL	In 10/28 circling area and at AD
RKTHOB011	Hill	355759.6N 1292623.9E	534 ft/	NIL	
RKTHOB012	Hill	355857.1N 1292757.2E	591 ft/	NIL	
RKTHOB013	Antenna	355840.1N 1292831.2E	930 ft/34 ft	Marked/LGTD	28/APCH 10/TKOF 20:1 Obstacle identification surface(OIS) is penetrated by the obstacles. (RKTHOB019, 020, 021 on final RWY 28)
RKTHOB014	VORTAC(KPO)	355838.0N 1292828.3E	929 ft/125 ft	Marked/LGTD	
RKTHOB015	Antenna	355832.2N 1292822.3E	841 ft/	Marked/LGTD	
RKTHOB016	Antenna	355833.5N 1292820.8E	856 ft/	Marked/LGTD	
RKTHOB017	Hill	355929.1N 1292742.1E	492 ft/	NIL	
RKTHOB018	Hill	355905.1N 1292831.4E	663 ft/	NIL	
RKTHOB019	Pylon	355928.3N 1292742.1E	540 ft/	Marked/LGTD	
RKTHOB020	Pylon	355932.2N 1292747.0E	563 ft/	Marked/LGTD	
RKTHOB021	Pylon	355905.1N 1292831.4E	722 ft/	Marked/LGTD	
In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
RKTHOB022	Tree	355909.8N 1292601.4E	132.4 ft/94.4 ft	NIL	10/APCH 28/TKOF Obstacle RKTHOB022 is penetrating the transitional surface in the vicinity of the RWY 28 threshold.

Change : Information of remarks for AD OBST.

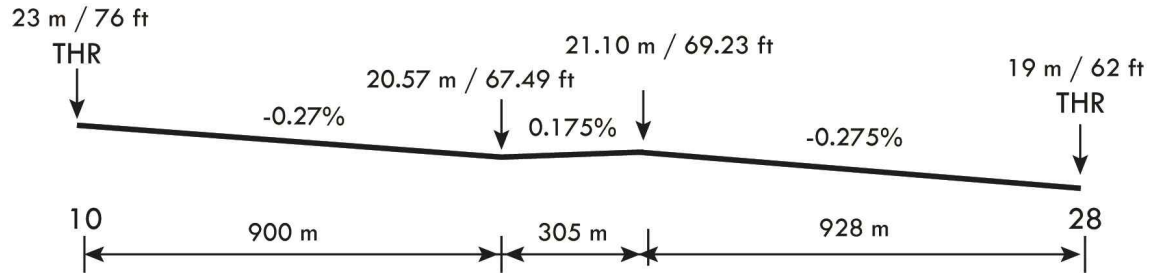
RKTH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Pohang Navy MET Office
2	Hours of service MET Office outside hours	24 hours -
3	Office responsible for TAF preparation Periods of validity	ROKN MET Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Type 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	AD 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.

RKTH 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
10	089.23°	2 133 × 46	49/R/B/W/T Concrete	355916.12N 1292430.75E GUND 29 m	THR 23 m / 76 ft TDZ 23 m / 76 ft
28	269.25°	2 133 × 46	49/R/B/W/T Concrete	355917.04N 1292555.91E GUND 29 m	THR 19 m / 62 ft TDZ 21 m / 70 ft

7. Slope of RWY-SWY



SWY dimensions (m)	CWY dimension (m)	Strip dimensions (m)	RESA dimension (m)	Location & description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
NIL	NIL	2 253 x 300	92 x 150	NIL	NIL	- The width of the southern strip is 139~145 m, from the western edge of the strip to 90 m. - The width of the northern strip is 134~141 m, from the eastern edge of the strip to 198 m. - The runway surface is grooved except 300 m inward from each runway THR, and an additional 300 m of runway centerline 15.24 m in width.
NIL	NIL	2 253 x 300	92 x 150	NIL	NIL	

Change : Establishment of THR GUND, TDZ ELEV and Information of slope for RWY-SWY.

RKTH AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
10	2 133	2 133	2 133	2 133	NIL
28	2 133	2 133	2 133	2 133	NIL

RKTH 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 Length, 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
10	ALSF-1 720 m LIH	Green	PAPI Both / 3.0°	NIL	NIL	2 134 m 60 m White LIH	Red	NIL
28	SSALF 420 m	Green	PAPI Both / 3.5°	NIL	NIL	2 134 m 60 m White LIH	Red	NIL

10. Remarks
PAPI on RWY 28 does not provide obstacle clearance over the terrain during final APCH.

RKTH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At TWR building, FLG W/G EV 2.5 SEC IBN : NIL H24
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and center line lighting	Edge : All TWY Center line LGT : NIL
4	Secondary power supply/switch-over Time	SRY power supply available Switch-over time : 10 SEC
5	Remarks	NIL

RKTH AD 2.16 HELICOPTER LANDING AREA

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

RKTH AD 2.17 ATS AIRSPACE

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

RKTH AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
APP	Pohang Approach	124.25 MHz 120.2 MHz 232.4 MHz	H24	NIL
ARR	Pohang Arrival	134.1 MHz 133.4 MHz 300.3 MHz 310.6 MHz	H24	NIL
TWR	Pohang Tower	118.05 MHz 236.6 MHz 308.5 MHz	H24	NIL
GND	Pohang Ground	126.2 MHz 275.8 MHz	H24	NIL
ATIS	Pohang Gyeongju Airport	127.4 MHz 317.375 MHz	2100-1200 UTC	NIL
EMERG		121.5 MHz 243.0 MHz	H24	NIL
Scheduled Inspection time : - APP(124.25 MHz), TWR(118.05 MHz) and ATIS : Every 2nd TUE(1400-1700 UTC) of the month				

Change : Information of aerodrome name(Pohang → Pohang Gyeongju).

RKTH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS (for VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VORTAC (8° W/2020)	NPH	109.6 MHz (CH 33X)	H24	355910.9N 1292431.8E	-	**SKED Inspection time** · Every 1st TUE(1300-1700 UTC) of the month - VORTAC(NPH) · Every 3rd TUE(1300-1700 UTC) of the month - LOC - DME · Every 2nd THU(1500-2000 UTC) of the month - VORTAC(KPO)
VORTAC (8° W/2020)	KPO	112.5 MHz (CH 72X)	H24	355837.9N 1292828.3E	-	
LOC 10 (8° W/2020)	IKPO	110.9 MHz	H24	355917.1N 1292602.4E	-	
DME 10	IKPO	1007 MHz (CH 46X)	H24	355915.7N 1292604.2E	30 m	
PAR		9.3 GHz 9.42 GHz	H24	355920.2N 1292510.6E	-	**SKED Inspection time** · Every 2nd TUE(1000-1400 UTC) of the month
ASR		2710 MHz~ 2890 MHz	H24	355809.0N 1292606.2E	-	**SKED Inspection time** · Every WED(0900-2100 UTC) of the week

※ VORTAC(NPH) unusable area

VOR unusable	TACAN unusable
RDL 000 clockwise 010 beyond 23 NM below 7 000 ft AMSL	RDL 010 clockwise 030 beyond 5 NM below 10 000 ft AMSL
RDL 010 clockwise 030 beyond 5 NM below 10 000 ft AMSL	RDL 030 clockwise 040 beyond 15 NM below 3 500 ft AMSL
RDL 030 clockwise 040 beyond 15 NM below 3 500 ft AMSL	RDL 060 clockwise 110 beyond 20 NM below 5 000 ft AMSL
RDL 180 clockwise 210 beyond 15 NM below 8 000 ft AMSL	RDL 110 clockwise 160 beyond 17 NM below 6 000 ft AMSL
RDL 210 clockwise 240 beyond 18 NM below 8 000 ft AMSL	RDL 160 clockwise 240 beyond 10 NM below 8 000 ft AMSL
	RDL 240 clockwise 270 beyond 20 NM below 6 700 ft AMSL

RKTH AD 2.20 LOCAL AERODROME REGULATIONS

1. Aircraft operation is restricted when surface measurement is less than 0.25 due to shortage of clearway.

2. When obstacle RKTHOB019, RKTHOB020 and RKTHOB021(see AD 2.10; Aerodrome obstacles) are not lighted at night(from sunset to sunrise), VOR/DME RWY 28 Approach(both straight-in and circling) is NOT authorized.

3. Establishment of temporal restricted area

   All aircrafts must avoid flying over POSCO as follows :

Period	Vertical limit	Lateral limit
Until Complete Construction of RWY	6 000 ft AMSL / SFC	360219N1292404E - 360157N1292524E - 360136N1292500E - 360146N1292430E - 360117N1292401E - 360114N1292346E - 360043N1292327E - 360037N1292339E - 360049N1292359E - 360031N1292426E - 360039N1292434E - 360042N1292521E - 355947N1292406E - 355936N1292401E - 355932N1292347E - 360036N1292229E - 360141N1292306E TO THE BEGINNING

RKTH AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

RKTH AD 2.22 FLIGHT PROCEDURES

1. RADAR Procedures

1.1 PAR Approach

a. RWY 10

1) Weather minima

CAT		GS/TCH/RPI	DH(MDA-VIS)	HAT/HAA	Ceiling
FULL	A,B,C,D	3° / 56 ft / 1 126.84 ft	463 ft / 3/4	387 ft	400 ft
	E	NA	NA	NA	NA
ALS INOP	A,B,C,D	3° / 56 ft / 1 126.84 ft	463 ft / 1 1/4	387 ft	400 ft
	E	NA	NA	NA	NA

* Remarks : Missed approach requires minimum climb of 340 ft per NM to 5 000 ft.

2) Missed approach procedure

Climb to 5 000 ft via HDG 097° to NPH VORTAC 2 DME and climbing left turn HDG 030°, then directed by ATC.
Alternate Missed approach : Climb to 5 000 ft via HDG 097°, then directed by ATC.

b. RWY 28

1) Weather minima

CAT		GS/TCH/RPI	DH(MDA-VIS)	HAT/HAA	Ceiling
FULL	A, B	3.8° / 60 ft / 866.61 ft	1 306 ft / 3	1 237 ft	1 300 ft
	C, D, E	NA	NA	NA	NA
ALS INOP	A, B	3.8° / 60 ft/ 866.61 ft	1 306 ft / 3	1 237 ft	1 300 ft
	C, D, E	NA	NA	NA	NA

* Remarks : PAPI and procedure TCH is not coincident.(VGSI angle 3.5° / TCH 86)

2) Missed approach procedure

AT DH, Climb to 5 000 ft via HDG 277°, then as directed by ATC.

1.2 ASR Approach

a. RWY 10

1) Weather minima

CAT	A	B	C	D
FULL	600 / 40 524 (600- 3/4)	600 / 40 524 (600- 3/4)	600 / 55 524 (600-1)	600 / 55 524 (600-1)
ALS INOP	600 / 55 524 (600-1)	600 / 55 524 (600-1)	600 / 1 1/2 524 (600-1 1/2)	600 / 1 1/2 524 (600-1 1/2)
CIRCLING	940 / 1 1/4 864 (900-1 1/4)	1 000 / 1 1/4 924 (1 000-1 1/4)	1 240 / 3 1 164 (1 200-3)	1 460 / 3 1 384 (1 400-3)

2) Missed approach procedure

Climb to 5 100 ft via HDG 097º to NPH VORTAC 2 DME and climbing left turn HDG 030º, then directed by ATC.
Alternate Missed approach : Climb to 5 100 ft via HDG 097º, then directed by ATC.

b. RWY 28

1) Weather minima

CAT	A	B	C	D
FULL	1 180 / 55 1 111 (1 200-1)	1 180 / 60 1 111 (1 200-1¼)	1 180 / 3 1 111(1 200-3)	1 180 / 3 1 111(1 200-3)
ALS INOP	1 180 / 55 1 111 (1 200-1)	1 180 / 60 1 111 (1 200-1¼)	1 180 / 3 1 111(1 200-3)	1 180 / 3 1 111(1 200-3)
CIRCLING	1 180 / 1¼ 1 104 (1 200-1¼)	1 180 / 1 1/2 1 104 (1 200-1 1/2)	1 240 / 3 1 164(1 200-3)	1 460 / 3 1 384(1 400-3)

2) Missed approach procedure

Climb to 5 100 ft Via HDG 277°, Then directed by ATC.

1.3 Radio communication failure procedure
If no transmissions are received for 1 minute in the pattern or 5 SEC(PAR) / 15 SEC(ASR) on final approach, attempt contact TWR(308.5 MHz or 118.05 MHz) and proceed VFR. If unable, proceed with LOC/DME RWY 10 approach, maintain 5 000 ft until establish on approach procedure.

1.4 Circle not AUTH. "N" of RWY 10-28

2. Take-off weather minima

ENG	RWY 10	RWY 28
1, 2	1 600 m	1 600 m
3, 4	800 m	800 m

3. COMMUNICATION FAILURE

3.1 IFR

1. General

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

Change : Information of TWR frequency(334.6 MHz → 308.5 MHz).

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

- Runway 10 in use

ALL AIRCRAFT : DEPARTURE CLIMB RATE 490 ft/NM to 5 100 TURN MAX SPEED 250 kt IAS TAKE-OFF AT LEAST 35 ft AGL OVER DER

TAKE-OFF RWY 10 : Climb HDG 097º to NPH 4 DME or cross LR-057 KPO, then via assigned transition routes

The following transitions are ATC assigned only : Fly to intercept for en route.

ELAPI Transition : .....left turn HDG 280º to intercept R 314 KPO and R 314 KPO to ELAPI.
LOSTO Transition : .....left turn HDG 330º to intercept R 002 KPO and R 002 KPO to LOSTO.
BULGA Transition : .....right turn HDG 130º to intercept R 106 KPO and R 106 KPO to BULGA.
APARU Transition : .....right turn HDG 240º to intercept R 212 KPO and R 212 KPO to APARU.
LAPAL Transition : .....right turn HDG 300º to intercept R 265 KPO and R 265 KPO to LAPAL.

- Runway 28 in use

ALL AIRCRAFT : DEPARTURE CLIMB RATE 470 ft/NM TO 5 100 TURN MAX SPEED 250 kt IAS TAKE-OFF AT LEAST 35 ft AGL OVER DER

TAKE-OFF RWY 28 : Climb HDG 277º to NPH 4 DME or cross LR-282 KPO, then via assigned transition routes

The following transitions are ATC assigned only : Fly to intercept for en route.

ELAPI Transition : .....right turn HDG 340º to intercept R 314 KPO and R 314 KPO to ELAPI.
LOSTO Transition : .....right turn HDG 050º to intercept R 002 KPO and R 002 KPO to LOSTO.
BULGA Transition : .....left turn HDG 080º to intercept R 106 KPO and R 106 KPO to BULGA.
APARU Transition : .....left turn HDG 170º to intercept R 212 KPO and R 212 KPO to APARU.
LAPAL Transition : .....left turn HDG 240º to intercept R 265 KPO and R 265 KPO to LAPAL.

B. ARRIVAL

- Runway 10 in use
If the failure occurs proceed with LOC/DME procedure, maintain 5 000 ft until establish on approach procedure.

- Runway 28 in use
If the failure occurs proceed with VOR/DME procedure, maintain 6 000 ft until establish on approach procedure.

3.2 VFR

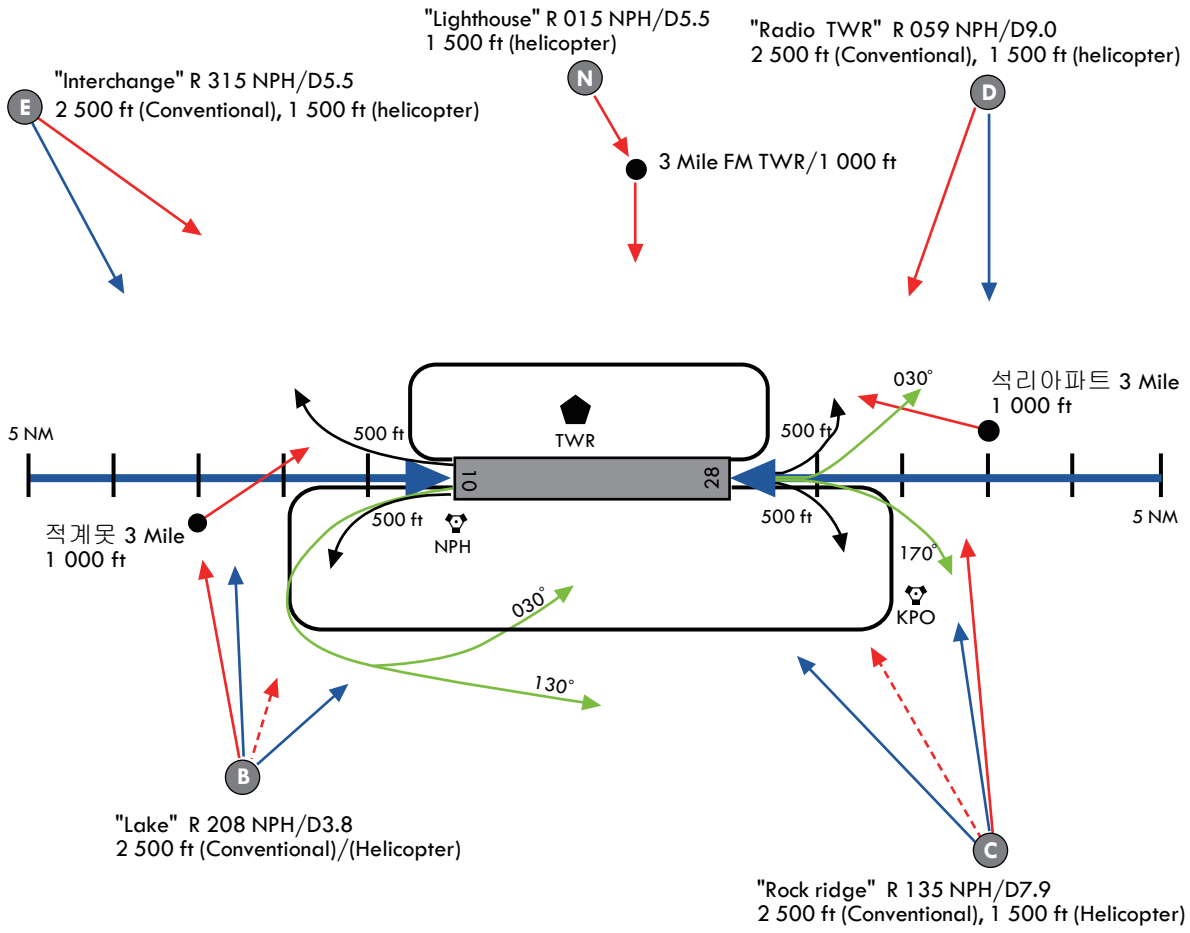
1. VFR flight which has encountered radio communication failure shall

a. Helicopter
1) Squawk 7600, and
2) When able to see light gun signal from control tower, follow that instruction.
3) If unable to see light gun signal from control tower, hold over " N " until ETA or for 10 minutes, whichever is later, then
4) Land parallel taxi way as appropriate

Change : Amended phrases.

b. Conventional flight
1) Squawk 7600, and
2) When able to see light gun signal from control tower, follow that instruction.
3) If unable to see light gun signal from control tower, hold over " N " until ETA or for 10 minutes, whichever is later, then
4) Make landing on runway 10/28 in use as appropriate.

Arrival and Departure Procedures for VFR Traffic



LEGEND

VFR CHECK POINT

회전익 항공기 북쪽 장주진입 경유지점

Conventional Approach route

Conventional Departure route

Helicopter Approach route

Helicopter Approach route
(NO traffic in S pattern)

Helicopter Departure route

Reporting Point	Position	Coordinates
"B" Point	R 208 NPH/D3.8	355524N 1292235E
"C" Point	R 135 NPH/D7.9	355407N 1293154E
"D" Point	R 059 NPH/D9	360456N 1293306E
"E" Point	R 315 NPH/D5.5	360230N 1291920E
"N" Point	R 015 NPH/D5.5	360434N 1292505E

RKTH AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of airport

An average of 14 000 birds a year have been flown around Pohang Gyeongju Airport.
It is shown the increasing number of birds when the groups of snipes and skylarks start plying the action in April, May, September, October and November.
Usually, sedentary birds fly over during the time of sunrise and sunset around the year except late spring and fall.
The status of flying on each period is as follows. In January and February, the groups of gulls fly over (200 ft) the Pohang Gyeongju airport to move to Hodong landfill from Dogu coast during the time of sunrise and sunset.
In April and May, the groups of snipes inhabit at the airport and fly around the area. In August and September, a number of sparrow hawk fly over Pohang Gyeongju Airport and the groups of skylarks are active in October and September.
It is indicated that the groups of birds are on the feed surrounding taxiway at Pohang Gyeongju Airport. Then, they do not fly across the runway and fly back to their habitat close to the outskirts of the airport. However, the groups of skylarks and snipes, which are active late spring and in fall, are on the feed as well as inhabit within the airport.

RKTH AD 2.24 CHART RELATED TO THE AERODROME

Change : Information of aerodrome name(Pohang → Pohang Gyeongju).