# List of pages in this Trip Kit

## General Information

Location: YEOSU KOR
ICAO/IATA: RKJY / RSU
Lat/Long: N34° 50.53', E127° 37.03'
Elevation: 53 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -9:00 = UTC
Magnetic Variation: 8.0° W

Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 2115 Z
Sunset: 0931 Z

## Runway Information

Runway: 17
Length x Width: 6890 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 45 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 35
Length x Width: 6890 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 47 ft
Lighting: Edge, ALS, Centerline

## Communication Information

ATIS: 128.275
Yeosu Tower: 122.500
Yeosu Ground: 118.525
Sacheon Approach: 135.400
Yeosu Arrival: 119.725
Sacheon Departure: 135.400

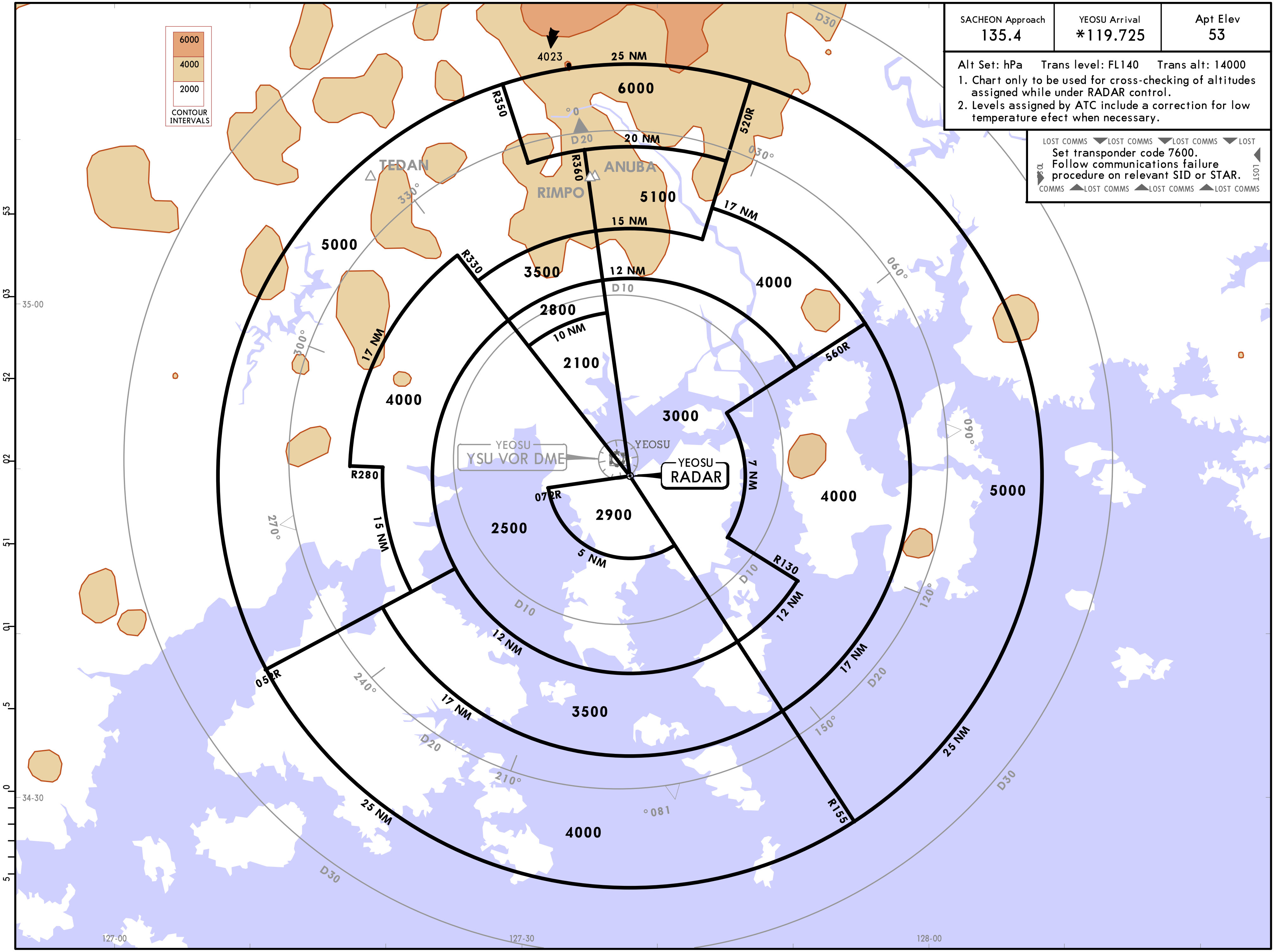
| SACHEON Approach | YEOSU Arrival | Apt Elev |
|---|---|---|
| 135.4 | *119.725 | 53 |

Alt Set: hPa  Trans level: FL140  Trans alt: 14000

1. Chart only to be used for cross-checking of altitudes assigned while under RADAR control.
2. Levels assigned by ATC include a correction for low temperature efect when necessary.

LOST COMMS

Set transponder code 7600.
Follow communications failure procedure on relevant SID or STAR.



# RADIO COMMUNICATION FAILURE PROCEDURE

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 the 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:

ARRIVAL

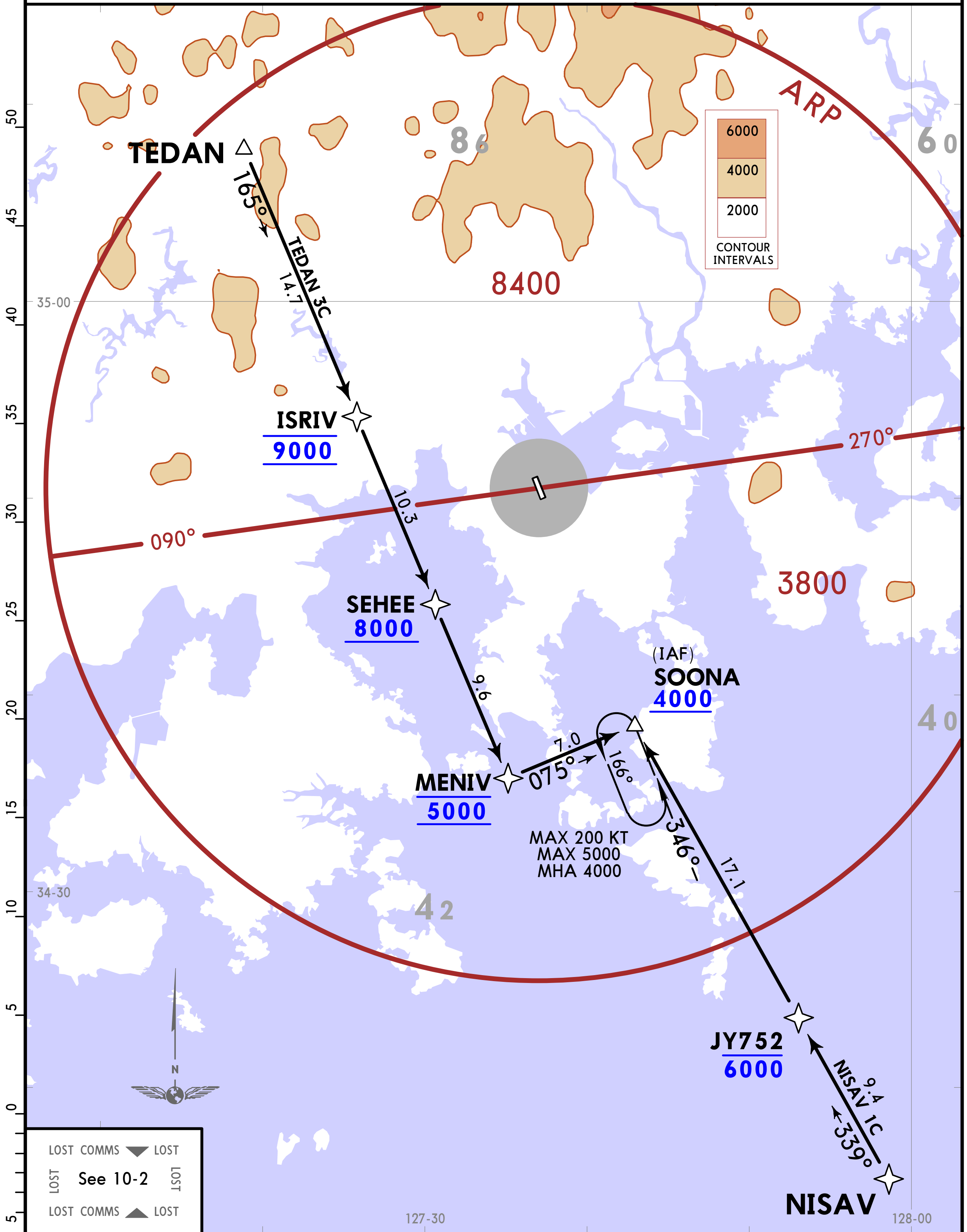
Runway 17 in use
- a) Proceed to YEONA IAF or SKOTA IAF and commence descent and approach as close as possible to the expect further clearance time (EFC) issued by ATC or estimated time of arrival (ETA) filed in the flight plan; and
- b) Land, if possible, within 30 minutes after ETA or the last acknowledged EFC or ETA, whichever is later.

Runway 35 in use
- a) 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
- b) Land, if possible, within 30 minutes after ETA or the last acknowledged EFC or ETA, whichever is later.

CHANGES: Chart sequence.

| *D-ATIS | Apt Elev | Alt Set: hPa Trans level: FL140 |
|---|---|---|
| 128.275 | 53 | GNSS required RNAV 1 operation |
| | | ATS surveillance service required. |

# NISAV 1C (NISAV 1C) [NISA1C]
# TEDAN 3C (TEDAN 3C) [TEDA3C]
# RNAV ARRIVALS
# (RWY 35)

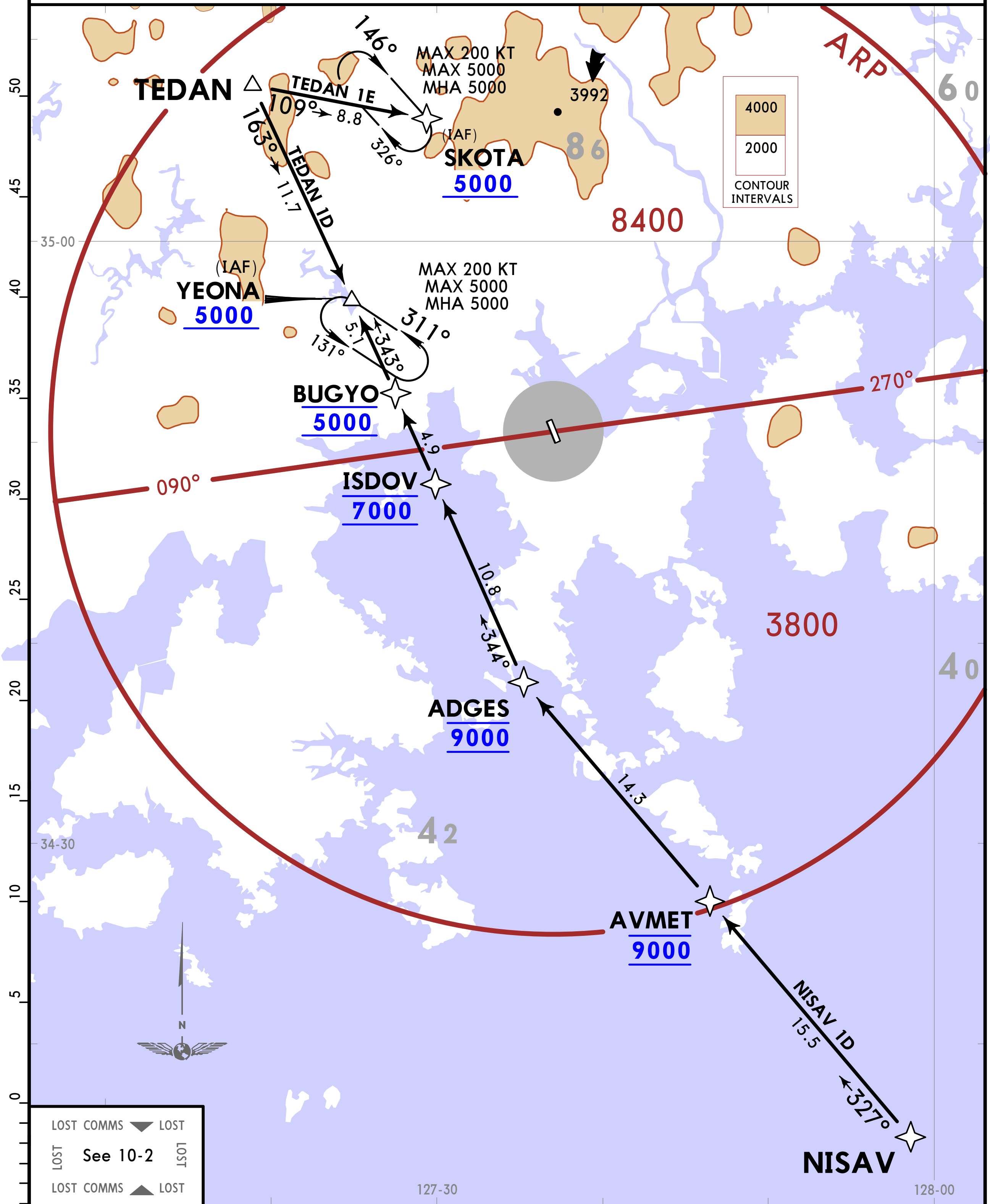



| STAR | ROUTING |
|---|---|
| NISAV 1C | NISAV - JY752 - SOONA. |
| TEDAN 3C | TEDAN - ISRIV - SEHEE - MENIV - SOONA. |

CHANGES: None.

| *D-ATIS | Apt Elev | Alt Set: hPa Trans level: FL140 |
|---|---|---|
| 128.275 | 53 | GNSS required RNAV 1 operation |
| | | ATS surveillance service required. |

# NISAV 1D (NISAV 1D) [NISA1D]
# TEDAN 1D (TEDAN 1D) [TEDA1D]
# TEDAN 1E (TEDAN 1E) [TEDA1E]
# RNAV ARRIVALS
# (RWY 17)




| STAR | ROUTING |
|---|---|
| NISAV 1D | NISAV - AVMET - ADGES - ISDOV - BUGYO - YEONA. |
| TEDAN 1D | TEDAN - YEONA. |
| TEDAN 1E | TEDAN - SKOTA. |

CHANGES: Procedure TEDAN 1E established.

# RADIO COMMUNICATION FAILURE PROCEDURE

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 the 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:

DEPARTURE

1) Proceed by the route, altitude/flight level assigned in the last ATC clearance received.

2) 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.

3) Under RADAR Vectoring
   - Proceed by the direct route from the point of radio failure to the fix, route, or airway specified in the vector clearance;
   - In the absence of an assigned route, proceed by the route that ATC has advised may be expected in a further clearance; or
   - In the absence of an assigned route or a route that ATC has advised may be expected in a further clearance, proceed by the route filed in the flight plan; and
   - MAINTAIN Minimum Enroute Altitude (MEA) or the altitude/flight level cleared in the last ATC clearance received, whichever is higher, for 5 minutes;
   - Continue the flight with altitude/flight level filed in the flight plan.

CHANGES: Chart sequence.

RKJY/RSU
YEOSU

JEPPESEN

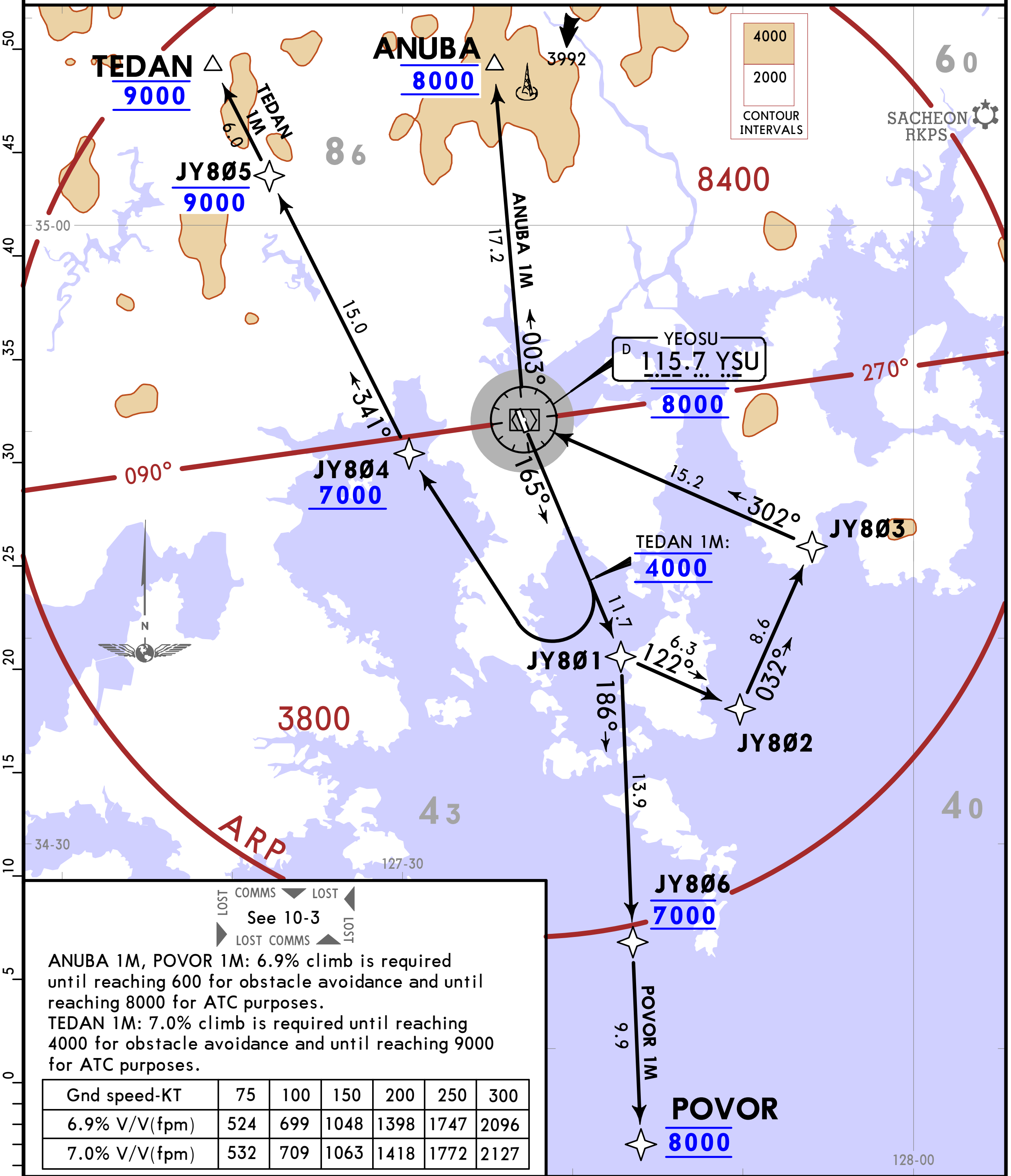
25 NOV 22 (10-3A) Eff 30 Nov 1600Z

YEOSU, ~~KOREA~~
RNAV SID

| SACHEON Departure 135.4 | Apt Elev 53 | Trans alt: 14000 |
|---|---|---|
| | | GNSS required RNAV 1 operation |
| | | ATS surveillance service required. |

# ANUBA 1M (ANUBA 1M) [ANUB1M]
# POVOR 1M (POVOR 1M) [POVO1M]
# TEDAN 1M (TEDAN 1M) [TEDA1M]
# RNAV DEPARTURES
# (RWY 17)

**SPEED RESTRICTION**
ANUBA 1M: Departure turns are limited maximum of 220 KT until JY8Ø3.




See 10-3 (LOST COMMS)

ANUBA 1M, POVOR 1M: 6.9% climb is required until reaching 600 for obstacle avoidance and until reaching 8000 for ATC purposes.
TEDAN 1M: 7.0% climb is required until reaching 4000 for obstacle avoidance and until reaching 9000 for ATC purposes.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 6.9% V/V(fpm) | 524 | 699 | 1048 | 1398 | 1747 | 2096 |
| 7.0% V/V(fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |

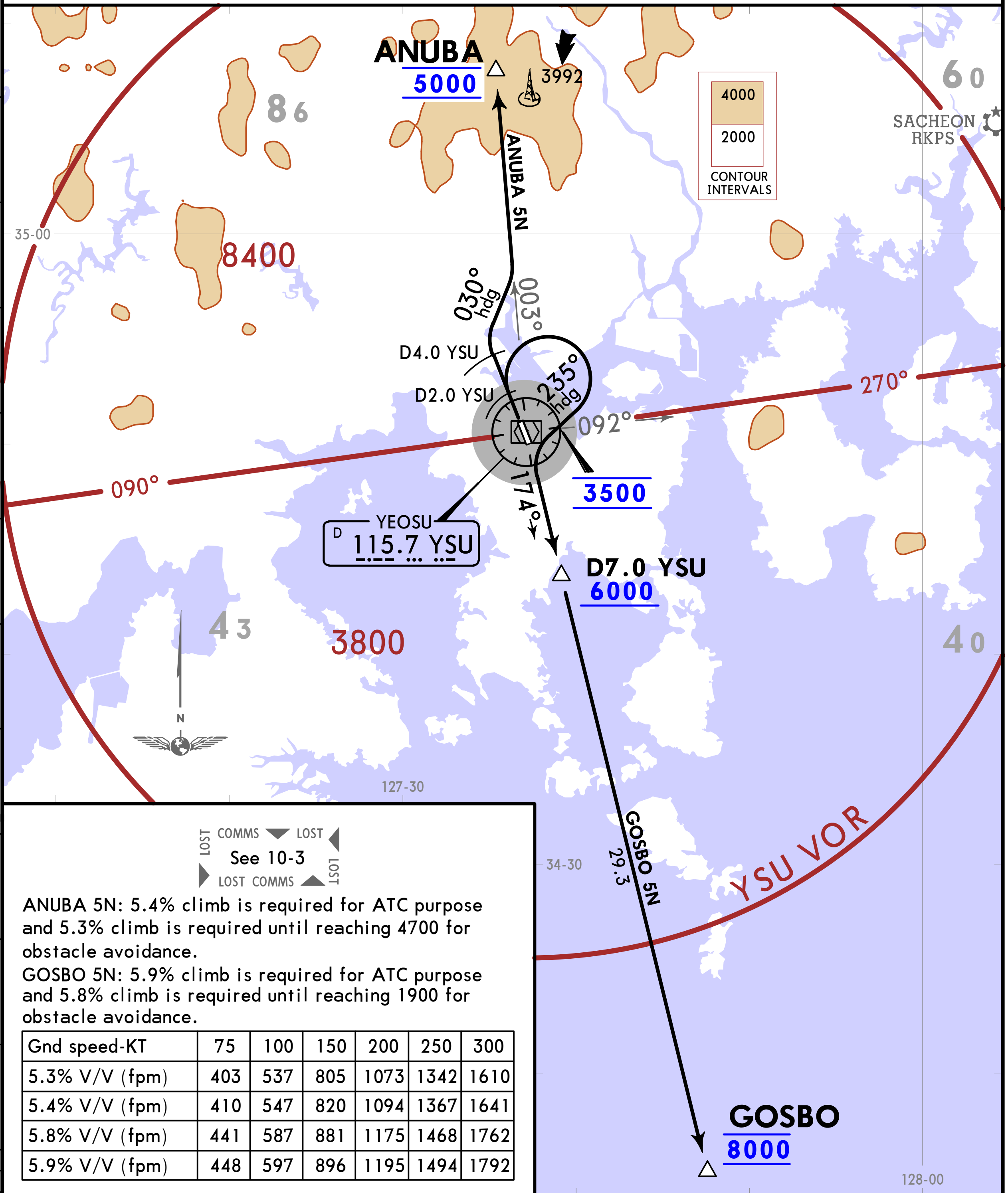
| SID | ROUTING |
|---|---|
| ANUBA 1M | JY8Ø1 - JY8Ø2 - JY8Ø3 - YSU VOR - ANUBA. |
| POVOR 1M | JY8Ø1 - JY8Ø6 - POVOR. |
| TEDAN 1M | (4000) - JY8Ø4 - JY8Ø5 - TEDAN. |

CHANGES: Procedure GOSBO 1M removed, procedure POVOR 1M added.

| SACHEON Departure | Apt Elev | Trans alt: 14000 |
|---|---|---|
| 135.4 | 53 | |

# ANUBA 5N (ANUBA 5N) [ANUB5N]
# GOSBO 5N (GOSBO 5N) [GOSB5N]
# DEPARTURES
# (RWY 35)

**SPEED RESTRICTION**
GOSBO 5N: Departure turns are limited to maximum of 220 KT until D2.0 YSU.




LOST COMMS
See 10-3

ANUBA 5N: 5.4% climb is required for ATC purpose and 5.3% climb is required until reaching 4700 for obstacle avoidance.
GOSBO 5N: 5.9% climb is required for ATC purpose and 5.8% climb is required until reaching 1900 for obstacle avoidance.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5.3% V/V (fpm) | 403 | 537 | 805 | 1073 | 1342 | 1610 |
| 5.4% V/V (fpm) | 410 | 547 | 820 | 1094 | 1367 | 1641 |
| 5.8% V/V (fpm) | 441 | 587 | 881 | 1175 | 1468 | 1762 |
| 5.9% V/V (fpm) | 448 | 597 | 896 | 1195 | 1494 | 1792 |

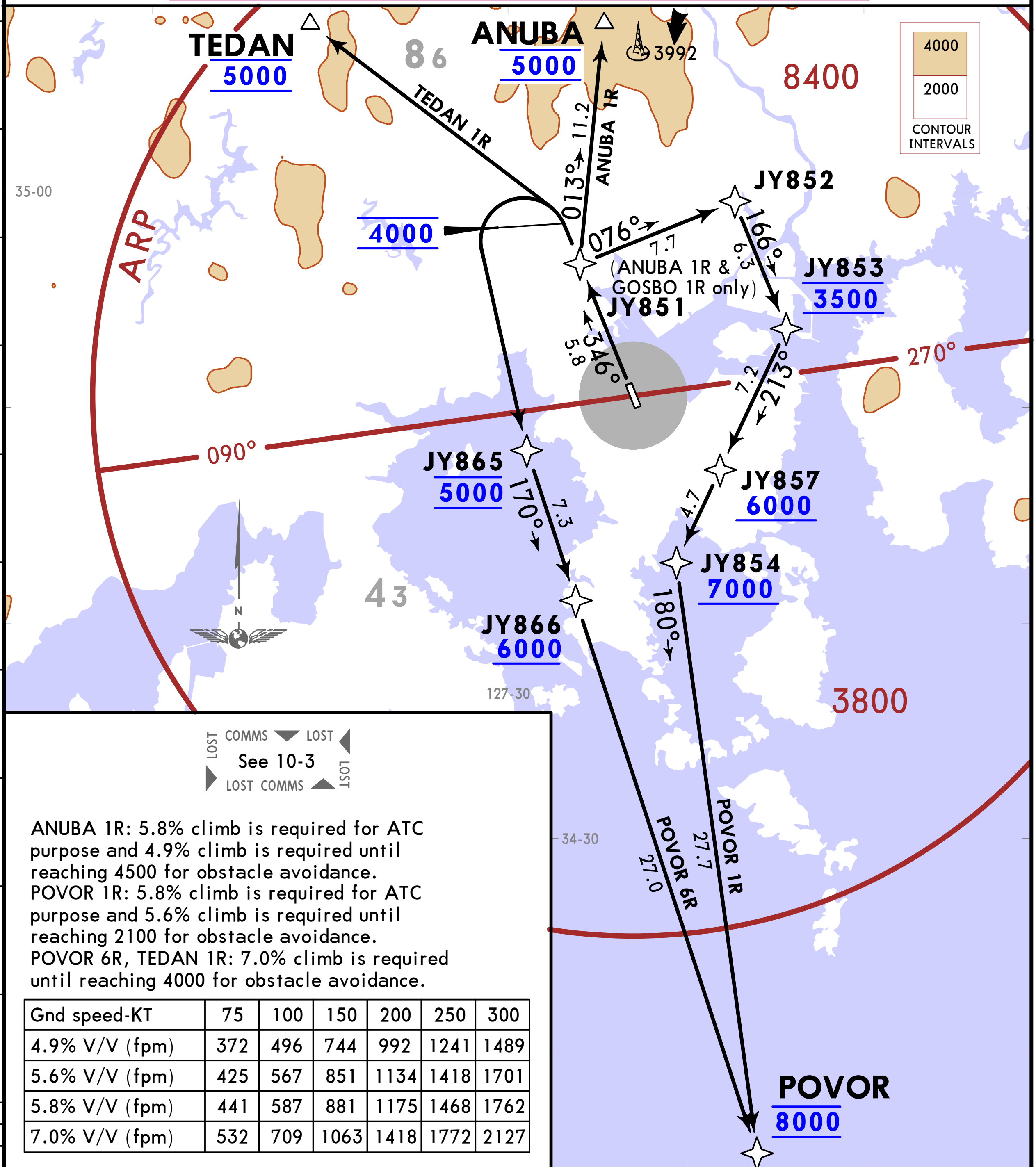
| SID | ROUTING |
|---|---|
| ANUBA 5N | Climb on runway heading until D4.0 YSU, then turn RIGHT heading 030° to intercept and proceed on YSU R003 to ANUBA. Climb and MAINTAIN 5000 unless otherwise directed by ATC. |
| GOSBO 5N | Climb on runway heading until D2.0 YSU, then turn RIGHT heading 235° to intercept and proceed on YSU R174 to GOSBO. Cross YSU R092 at 3500, YSU R174/D7.0 at or above 6000, then MAINTAIN 8000 unless otherwise directed by ATC. |

CHANGES: None.

| SACHEON Departure 135.4 | Apt Elev 53 | GNSS required | RNAV 1 operation | Trans alt: 14000 |
|---|---|---|---|---|
| | | ATS surveillance service required. | | |

# ANUBA 1R (ANUBA 1R) [ANUB1R]
# POVOR 1R (POVOR 1R) [POVO1R]
# POVOR 6R (POVOR 6R) [POVO6R]
# TEDAN 1R (TEDAN 1R) [TEDA1R]
# RNAV DEPARTURES
# (RWY 35)

**SPEED RESTRICTIONS**
POVOR 1R: Departure turns are limited maximum of 220 KT until JY853.
POVOR 6R: Departure turns are limited maximum of 240 KT until JY865.
TEDAN 1R: The first turn at 4000 is limited maximum of 240 KT.




LOST COMMS
See 10-3

ANUBA 1R: 5.8% climb is required for ATC purpose and 4.9% climb is required until reaching 4500 for obstacle avoidance.
POVOR 1R: 5.8% climb is required for ATC purpose and 5.6% climb is required until reaching 2100 for obstacle avoidance.
POVOR 6R, TEDAN 1R: 7.0% climb is required until reaching 4000 for obstacle avoidance.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 4.9% V/V (fpm) | 372 | 496 | 744 | 992 | 1241 | 1489 |
| 5.6% V/V (fpm) | 425 | 567 | 851 | 1134 | 1418 | 1701 |
| 5.8% V/V (fpm) | 441 | 587 | 881 | 1175 | 1468 | 1762 |
| 7.0% V/V (fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |

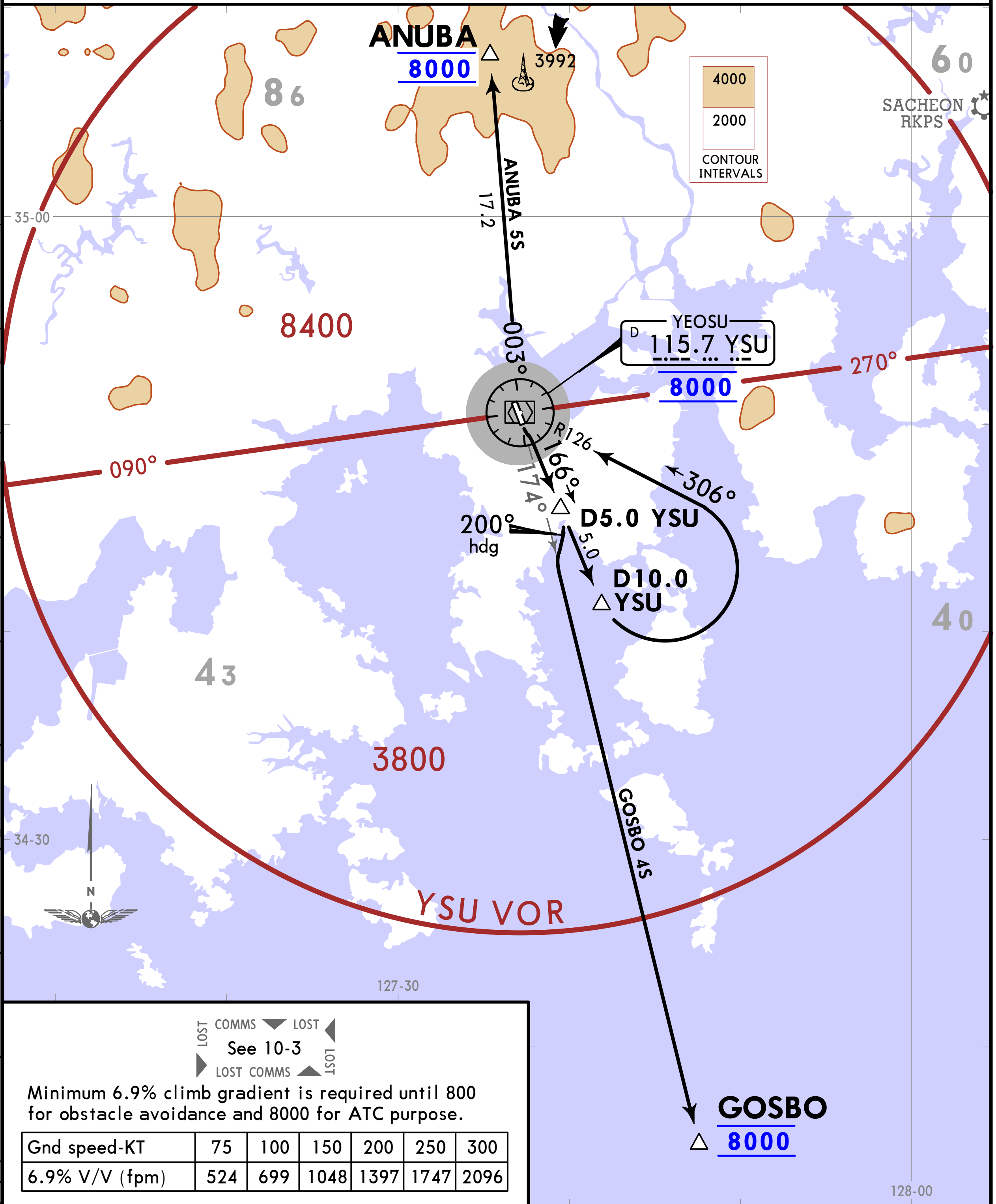
| SID | ROUTING |
|---|---|
| ANUBA 1R | JY851 - ANUBA. |
| POVOR 1R | JY851 - JY852 - JY853 - JY857 - JY854 - POVOR. |
| POVOR 6R | (4000) - JY865 - JY866 - POVOR. |
| TEDAN 1R | (4000) - TEDAN. |

CHANGES: Procedures GOSBO 1R & 6R removed, procedures POVOR 1R & 6R added.

| SACHEON Departure 135.4 | Apt Elev 53 | Trans alt: 14000 |
|---|---|---|

# ANUBA 5S (ANUBA 5S) [ANUB5S]
# GOSBO 4S (GOSBO 4S) [GOSB4S]
# DEPARTURES
# (RWY 17)

**SPEED RESTRICTION**
ANUBA 5S: Departure turns are limited to maximum of 220 KT until D10.0 YSU




LOST COMMS See 10-3 LOST COMMS

Minimum 6.9% climb gradient is required until 800 for obstacle avoidance and 8000 for ATC purpose.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 6.9% V/V (fpm) | 524 | 699 | 1048 | 1397 | 1747 | 2096 |

| SID | ROUTING |
|---|---|
| ANUBA 5S | Climb on YSU R166 until D10.0 YSU, then turn LEFT direct to YSU VOR via YSU R126. Then procced on YSU R003 to ANUBA. Cross YSU VOR at 8000, then MAINTAIN 8000 unless otherwise directed by ATC. |
| GOSBO 4S | Climb on YSU R166 until D5.0 YSU, then turn RIGHT heading 200° to intercept and proceed on YSU R174 to GOSBO. Climb and MAINTAIN 8000 unless otherwise directed by ATC. |

CHANGES: None.

# NOISE ABATEMENT PROCEDURES

## AIRCRAFT OPERATING PROCEDURES
(Except Helicopters)

**1. TAKE-OFF**

**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 + 10kts.

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 20kts.

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

**2. APPROACH**

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

**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.

**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.

**2.3 Continuous Descent Approach**

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

**3. EXEMPTED CASES**

3.1 Aircraft need not comply with the procedures described in paragraph 1. and 2. above in adverse operating conditions such as:

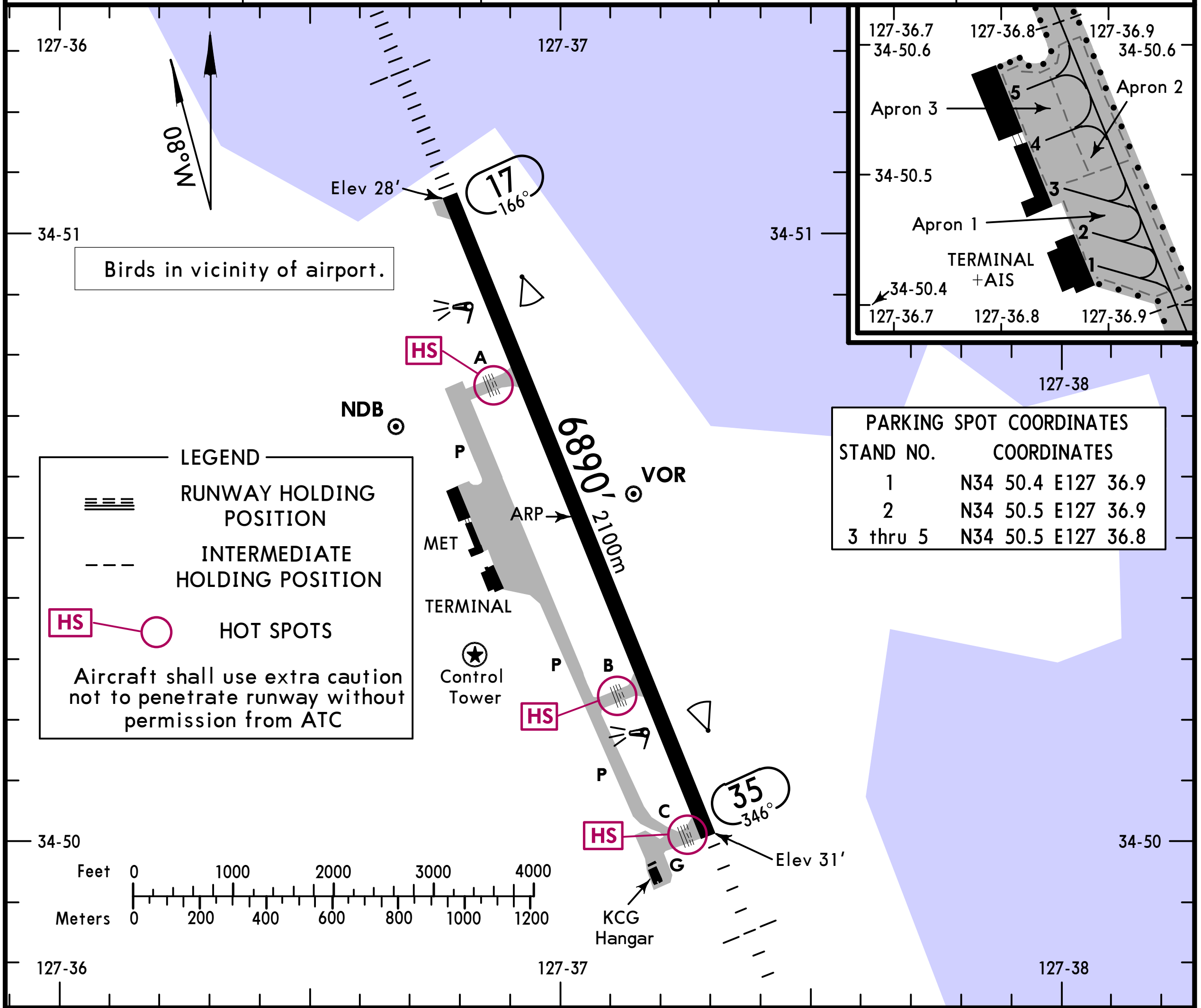
a. If the runway is not clear and dry, i.e. it is adversely affected by, snow, slush, ice, water or other substances;
b. in conditions when the ceiling is lower than 500 feet, or when the horizontal visibility is less than 1.9km;
c. when the cross-wind component, including gusts, exceeds 15 knots;
d.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

3.2 Aircraft unable to comply with the procedures described in paragraph 1. and 2. above for any reason shall inform ATC.

**4. OPERATIONAL LIMITATIONS**

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.

| *D-ATIS | Data Comm | *YEOSU Ground | *Tower | SACHEON Departure |
|---|---|---|---|---|
| 128.275 | D-ATIS<br>PDC | 118.525 | 122.5 | 135.4 |




ADDITIONAL RUNWAY INFORMATION

| RWY | | USABLE LENGTHS: LANDING BEYOND Threshold | USABLE LENGTHS: LANDING BEYOND Glide Slope | TAKE-OFF | WIDTH |
|---|---|---|---|---|---|
| 17 ❶ | HIRL (60m) CL (30m) TDZ ALSF-1 ❷ PAPI-L RVR | | 6050′ 1844m | ❹ | 148′ 45m |
| 35 | HIRL (60m) CL (30m) SSALF ❸ PAPI-L RVR | | 5971′ 1820m | | |

❶ Grooved.
❷ Angle 3.0°.
❸ Angle 3.0°. Unusable beyond 7° on right side.
❹ TAKE-OFF RUN AVAILABLE

Rwy 17:
From runway head 6890′ (2100m)
Twy A intersection 4921′ (1500m)

Rwy 35:
From runway head 6890′ (2100m)
Twy B intersection 5249′ (1600m)

| State | TAKE-OFF | | | |
|---|---|---|---|---|
| | RL & CL | RL & RCLM | RL or RCLM | NIL (Day Only) |
| Multi Engine Aircraft | R/V400m R/V1200′ | R/V400m R/V1200′ | R/V400m R/V1200′ | R/V500m R/V1600′ |
| Other | Avaliable Landing Minimums | | | |

SIDs are designed in accordance with STANDARDS for FLIGHT PROCEDURE DESIGN.
The TDZ RVR/VIS may be assessed by the pilot.
For Night Operations at least RL or CL and Rwy End Lights are available.

# ILS Z or LOC Z Rwy 17

| *D-ATIS | SACHEON Approach | *YEOSU Tower | *Ground |
|---|---|---|---|
| 128.275 | 135.4 | 122.5 | 118.525 |

BRIEFING STRIP ™

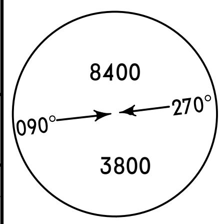
| LOC | Final Apch Crs | D5.2 IYSO | ILS DA(H) | Apt Elev / Rwy |
|---|---|---|---|---|
| IYSO 111.5 | 166° | 1700′ (1672′) | Refer to Minimums | Apt Elev 53′ Rwy 28′ |

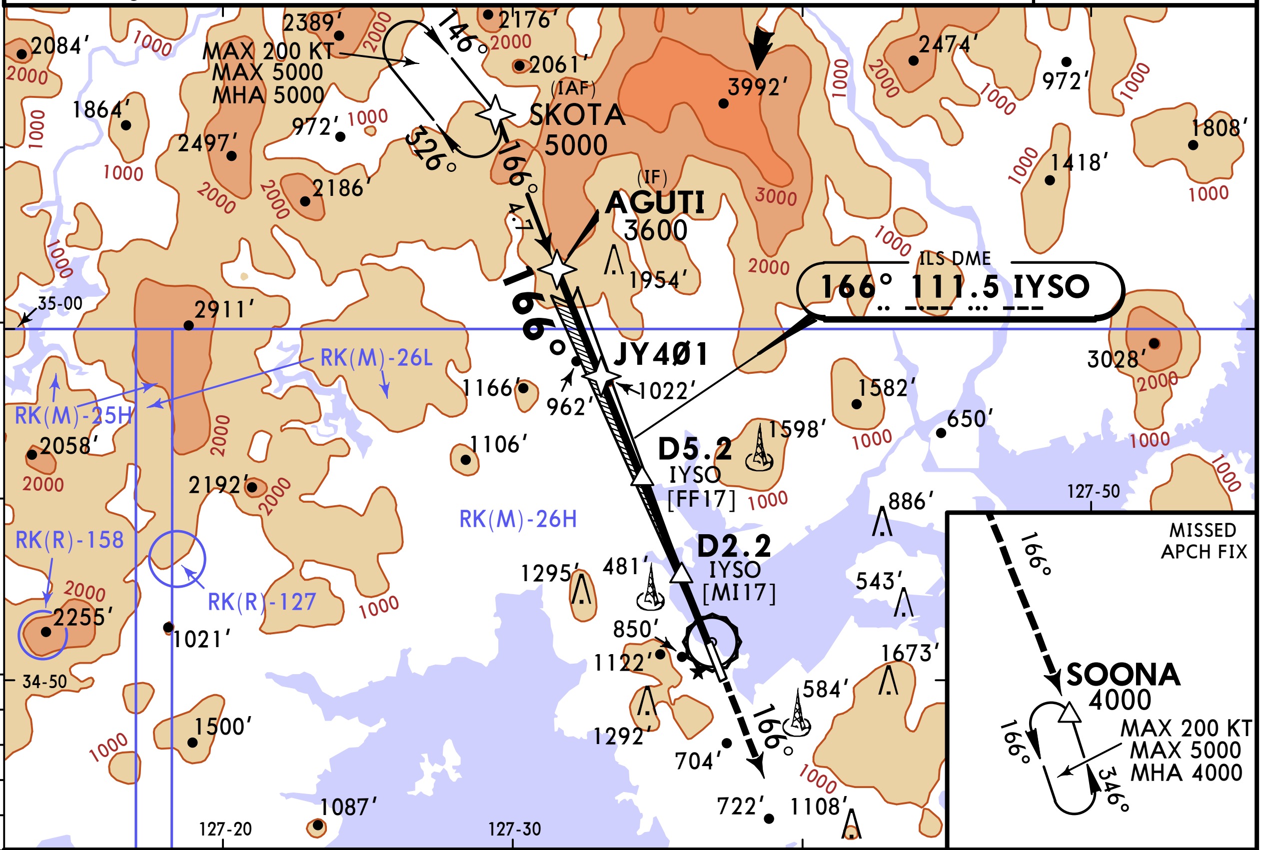
**MISSED APCH:** Climb to 4000′ on track of 166° to SOONA. Hold as published. Refer to minimums for missed apch climb gradient.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL140 Trans alt: 14000′

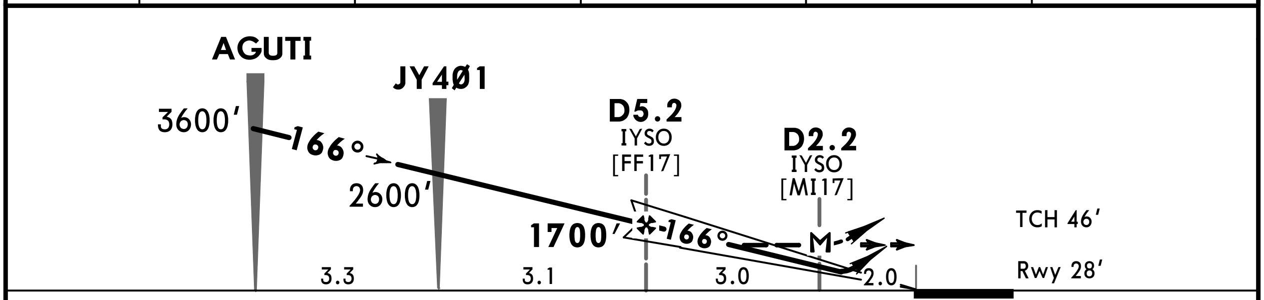
RNAV 1 operation.

1. GNSS required. 2. ATS surveillance required. 3. DME required on a LOC approach.
4. Circling not authorized.




| LOC (GS out) | IYSO DME | 5.0 | 4.0 | 3.0 | 2.1 |
|---|---|---|---|---|---|
| | ALTITUDE | 1644′ | 1321′ | 998′ | 740′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| LOC Descent Angle | 3.04° | 376 | 484 | 538 | 645 | 753 | 861 |
| MAP at D2.2 IYSO | | | | | | | |

Timing not authorized for defining the MAP.

ALSF-I
PAPI

4000′ on 166° SOONA

**State**

STRAIGHT-IN LANDING

| | ILS | | | | LOC (GS out) | | | |
|---|---|---|---|---|---|---|---|---|
| | Missed Apch Climb Gradient MIN 5.0% DA(H) **228′** (200′) | | Missed Apch Climb Gradient MIN 2.5% DA(H) **351′** (323′) | | Missed Apch Climb Gradient MIN 5.0% MDA(H) **740′** (712′) | | Missed Apch Climb Gradient MIN 2.5% MDA(H) **910′** (882′) | |
| | FULL | ALS out | FULL | ALS out | | ALS out | | ALS out |
| A B C D | R550m V800m | R/V1200m | R/V1000m | R/V1700m | R/V3200m | R/V3900m | R/V3300m | R/V4000m |

PANS OPS

CHANGES: Airspaces added.

# ILS Y or LOC Y Rwy 17

| *D-ATIS | SACHEON Approach | *YEOSU Tower | *Ground |
|---|---|---|---|
| 128.275 | 135.4 | 122.5 | 118.525 |

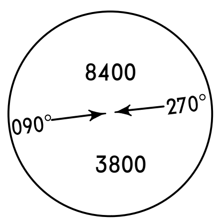
BRIEFING STRIP ™

| LOC IYSO | Final Apch Crs | D5.2 IYSO | ILS DA(H) | Apt Elev 53' |
|---|---|---|---|---|
| 111.5 | 166° | 1700' (1672') | Refer to Minimums | Rwy 28' |

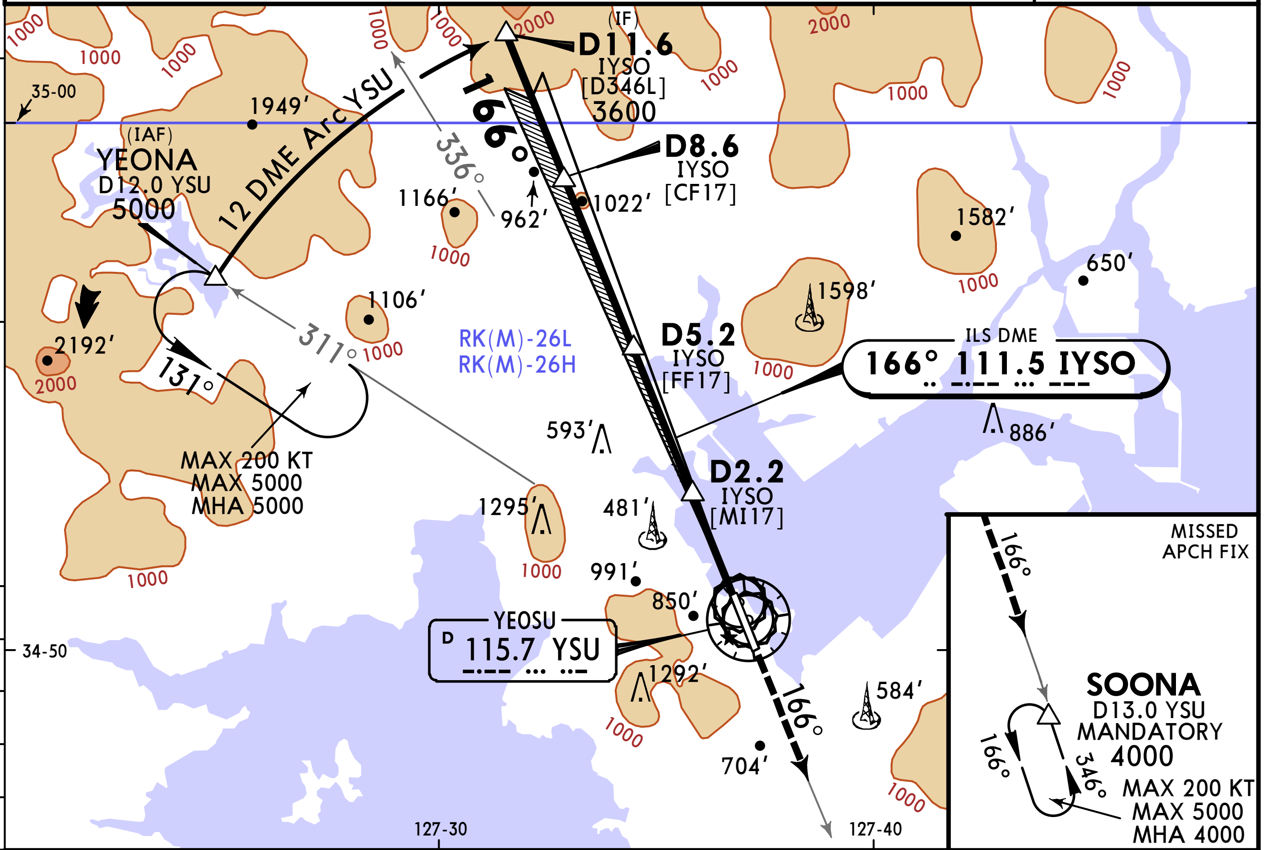
**MISSED APCH:** Climb outbound on YSU VOR R-166 to SOONA and hold at 4000'. Refer to minimums for missed apch climb gradient.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL140 Trans alt: 14000'

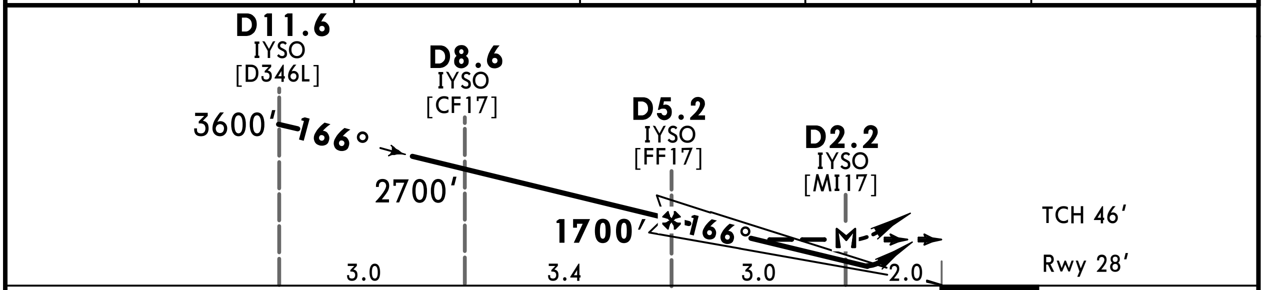
1. DME required on ILS or LOC approach. 2. Circling not authorized.




MSA YSU VOR




| LOC (GS out) | IYSO DME | 5.0 | 4.0 | 3.0 | 2.1 |
|---|---|---|---|---|---|
| | ALTITUDE | 1644' | 1321' | 998' | 740' |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| LOC Descent Angle | 3.04° | 376 | 484 | 538 | 645 | 753 | 861 |
| MAP at D2.2 IYSO | | | | | | | |

Timing not authorized for defining the MAP.

ALSF-I
PAPI

4000' on YSU 115.7 R-166 SOONA

**State**

STRAIGHT-IN LANDING

| | ILS | | | | LOC (GS out) | | | |
|---|---|---|---|---|---|---|---|---|
| | Missed Apch Climb Gradient MIN 5.0% DA(H) **228'** (200') | | Missed Apch Climb Gradient MIN 2.5% DA(H) **351'** (323') | | Missed Apch Climb Gradient MIN 5.0% MDA(H) **740'** (712') | | Missed Apch Climb Gradient MIN 2.5% MDA(H) **910'** (882') | |
| | FULL | ALS out | FULL | ALS out | | ALS out | | ALS out |
| A B C D | R550m V800m | R/V1200m | R/V1000m | R/V1700m | R/V3200m | R/V3900m | R/V3300m | R/V4000m |

PANS OPS

CHANGES: Airspaces added.

# ILS Z or LOC Z Rwy 35

| *D-ATIS | SACHEON Approach | *YEOSU Tower | *Ground |
|---|---|---|---|
| 128.275 | 135.4 | 122.5 | 118.525 |

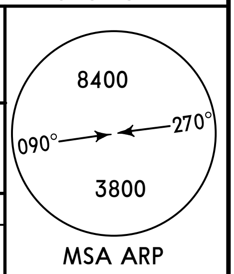
BRIEFING STRIP ™

| LOC IYSU | Final Apch Crs | D5.2 IYSU | ILS DA(H) | Apt Elev 53′ |
|---|---|---|---|---|
| 109.7 | 346° | 1700′(1669′) | Refer to Minimums | Rwy 31′ |

**MISSED APCH:** Climb to 5000′ on track of 346° to JY5Ø5, LEFT turn on track of 291° to YEONA. Hold as published.
Refer to minimums for missed apch climb gradient.

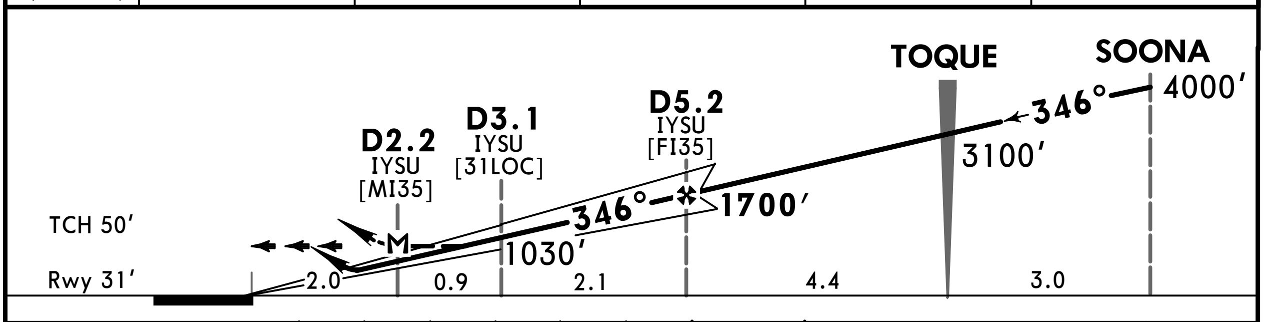
Alt Set: hPa  Rwy Elev: 1 hPa  Trans level: FL140  Trans alt: 14000′

RNAV 1 operation. 1. GNSS required. 2. ATS surveillance service required.
3. DME required on a LOC approach. 4. Circling not authorized.





| LOC (GS out) | IYSU DME | 2.5 | 3.0 | 4.0 | 5.0 |
|---|---|---|---|---|---|
| | ALTITUDE | 850′ | 1001′ | 1323′ | 1646′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| LOC Descent Angle | 3.04° | 376 | 484 | 538 | 645 | 753 | 861 |
| MAP at D2.2 IYSU | | | | | | | |
| Timing not authorized for defining the MAP. | | | | | | | |

PAPI SSALF

5000′ on 346° JY5Ø5

**State**

STRAIGHT-IN LANDING

| ILS | | | | LOC (GS out) | |
|---|---|---|---|---|---|
| Missed Apch Climb Gradient MIN 5.0% DA(H) **234′**(203′) | | Missed Apch Climb Gradient MIN 2.5% DA(H) **465′**(434′) | | Missed Apch Climb Gradient MIN 2.5% MDA(H) **850′**(819′) | |
| FULL | ALS out | FULL | ALS out | | ALS out |
| A B C D: R750m V800m | R/V1200m | R/V1900m | R/V2300m | R/V3400m | R/V3800m |

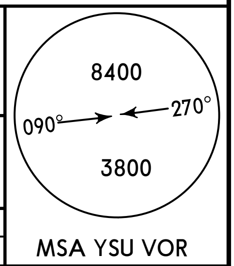
PANS OPS

CHANGES: Airspaces added.

# ILS Y or LOC Y Rwy 35

| *D-ATIS | SACHEON Approach | *YEOSU Tower | *Ground |
|---|---|---|---|
| 128.275 | 135.4 | 122.5 | 118.525 |

| LOC IYSU | Final Apch Crs | D5.2 IYSU | ILS DA(H) | Apt Elev 53' |
|---|---|---|---|---|
| 109.7 | 346° | 1700' (1669') | Refer to Minimums | Rwy 31' |

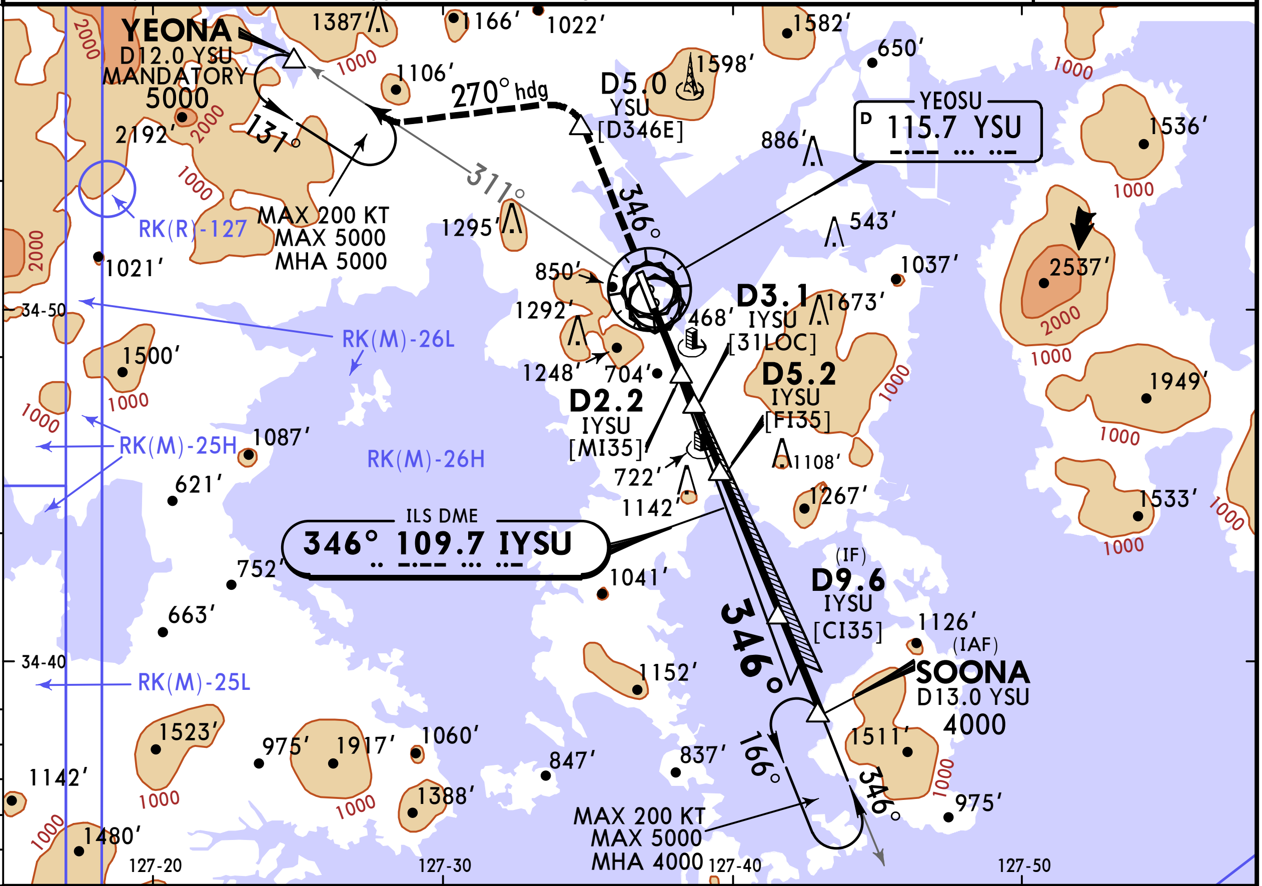



**MISSED APCH:** Climb STRAIGHT AHEAD to D5.0 YSU VOR, then turn LEFT heading 270° to intercept and climb outbound on YSU VOR R-311 to YEONA and hold at 5000'. Refer to minimums for missed apch climb gradient.

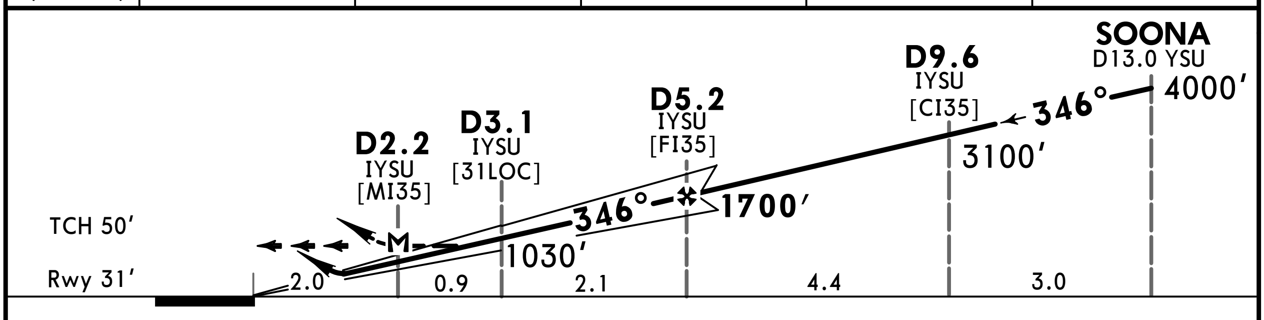
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL140 Trans alt: 14000'

1. DME required on ILS or LOC approach. 2. Circling not authorized.

BRIEFING STRIP ™




| LOC (GS out) | IYSU DME | 2.5 | 3.0 | 4.0 | 5.0 |
|---|---|---|---|---|---|
| | ALTITUDE | 850' | 1001' | 1323' | 1646' |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| LOC Descent Angle | 3.04° | 376 | 484 | 538 | 645 | 753 | 861 |
| MAP at D2.2 IYSU | | | | | | | |

Timing not authorized for defining the MAP.

SSALF
PAPI
5000'
D5.0 YSU

**State**

STRAIGHT-IN LANDING

| ILS | | ILS | | LOC (GS out) | |
|---|---|---|---|---|---|
| Missed Apch Climb Gradient MIN 5.0% DA(H) 234' (203') | | 1 Missed Apch Climb Gradient MIN 2.5% DA(H) 465' (434') | | 1 Missed Apch Climb Gradient MIN 2.5% MDA(H) 850' (819') | |
| FULL | ALS out | FULL | ALS out | | ALS out |
| A B C D: R750m V800m | R/V1200m | R/V1900m | R/V2300m | R/V3400m | R/V3800m |

1 When conducting ILS 2.5% and LOC 2.5% missed approach, missed approach turn limited to 210 KT maximum.

PANS OPS

CHANGES: Airspaces added.

| *D-ATIS | SACHEON Approach | *YEOSU Tower | *Ground |
|---|---|---|---|
| 128.275 | 135.4 | 122.5 | 118.525 |

BRIEFING STRIP ™

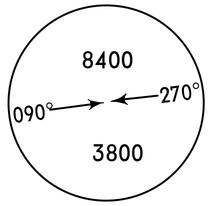
| RNAV | Final Apch Crs | KAKRU | LNAV/VNAV DA(H) | Apt Elev 53′ |
|---|---|---|---|---|
| | 166° | 1700′ (1672′) | 910′ (882′) | Rwy 28′ |

**MISSED APCH:** Climb to 4000′ on track of 166° to SOONA. Hold as published.

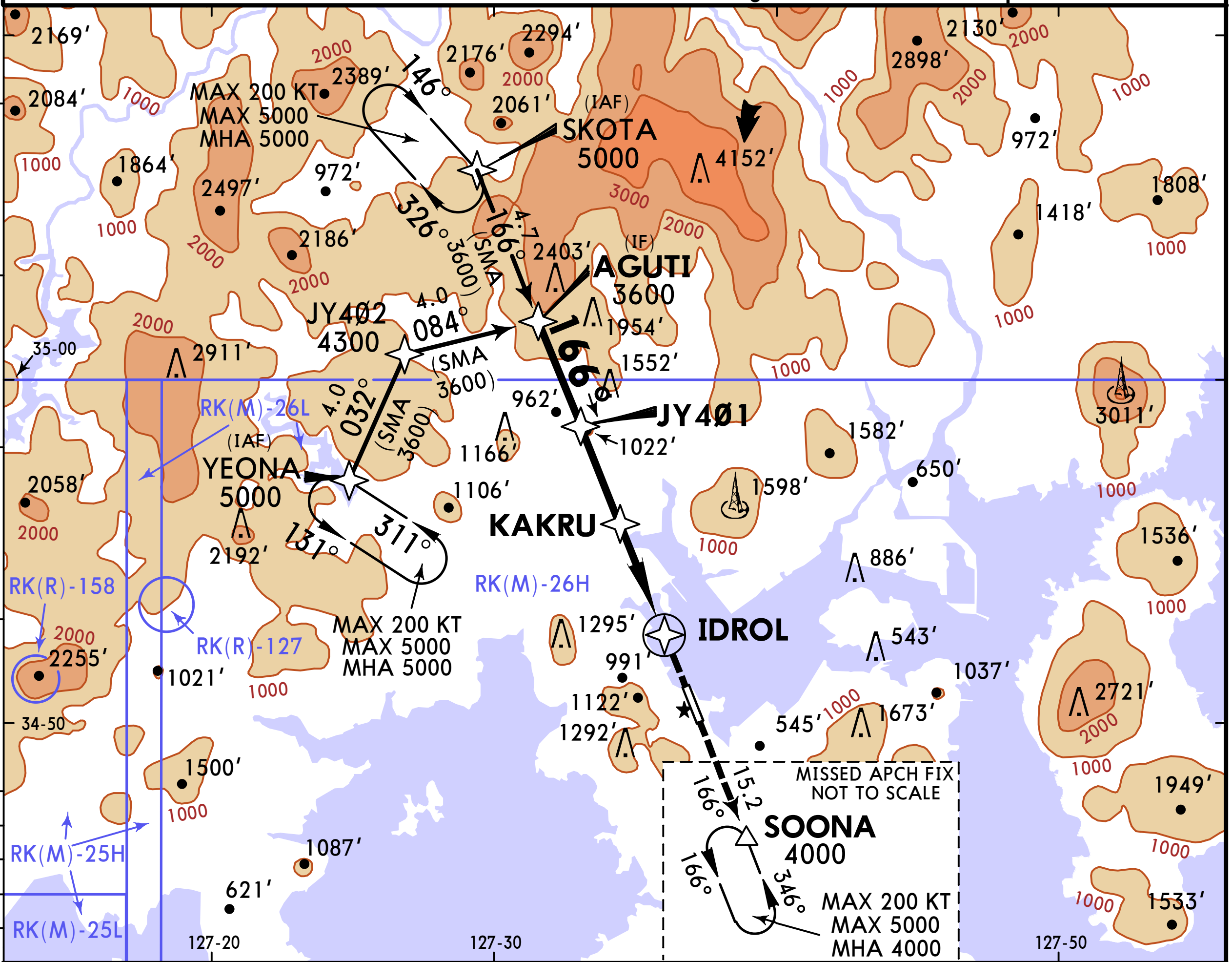
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL140 Trans alt: 14000′

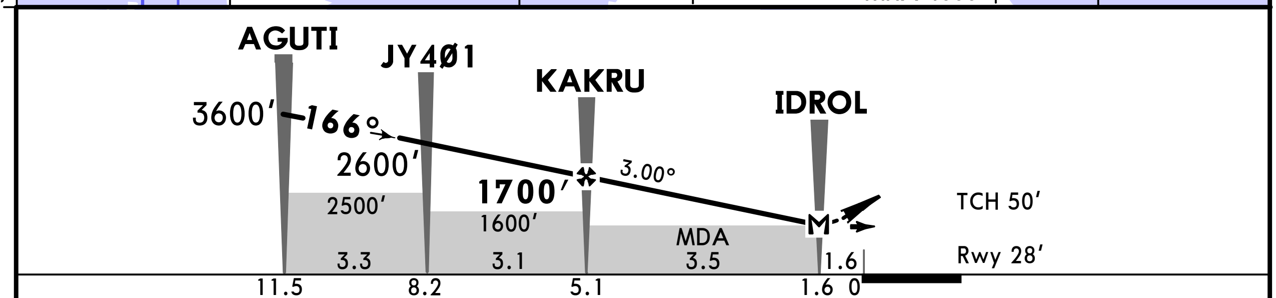
RNP Apch | RNP 0.30 required.

1. Baro-VNAV not authorized below -20°C or above 45°C. 2. Circling not authorized.




MSA ARP




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| | | | | | | | |
| MAP at IDROL | | | | | | | |

Timing not authorized for defining the MAP.

ALSF-I
PAPI

4000′ on 166° track SOONA

**State** STRAIGHT-IN LANDING

| | LNAV/VNAV DA(H) 910′ (882′) | | LNAV MDA(H) 1040′ (1012′) | |
|---|---|---|---|---|
| | | ALS out | | ALS out |
| A B C D | R/V3300m | R/V4000m | R/V4100m | R/V4900m |

PANS OPS

CHANGES: Transition from YEONA thru JY402 to AGUTI, holding established.

| *D-ATIS | SACHEON Approach | *YEOSU Tower | *Ground |
|---|---|---|---|
| 128.275 | 135.4 | 122.5 | 118.525 |

BRIEFING STRIP ™

| RNAV | Final Apch Crs | ANJAY | LNAV/VNAV DA(H) | Apt Elev 53' |
|---|---|---|---|---|
| | 346° | 1700' (1669') | 1070' (1039') | Rwy 31' |

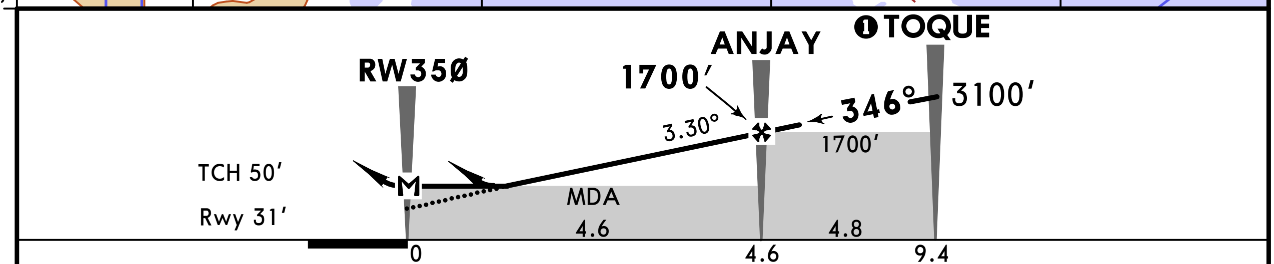
MSA ARP: 8400 (090°–270°), 3800

**MISSED APCH:** Climb to 5000' on track of 346° to JY5Ø5, LEFT turn on track of 291° to YEONA. Hold as published.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000'

RNP Apch | RNP 0.30 required.

1. Baro-VNAV not authorized below -20°C or above 45°C. 2. Circling not authorized.


| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Glide Path Angle | 3.30° | 409 | 526 | 584 | 701 | 817 | 934 |
| MAP at RW35Ø | | | | | | | |

Timing not authorized for defining the MAP.

SSALF PAPI | 5000' on 346° track | JY5Ø5

**State**

STRAIGHT-IN LANDING

| | LNAV/VNAV | | LNAV | |
|---|---|---|---|---|
| | DA(H) 1070' (1039') | | MDA(H) 1270' (1239') | |
| | | ALS out | | ALS out |
| A B C D | R/V4400m | R/V4900m | R/V5000m | |

PANS OPS

CHANGES: None.

RKJY/RSU
YEOSU

JEPPESEN

7 JUL 23 (13-1) Eff 12 Jul 1600Z

YEOSU, ~~KOREA~~
VOR Rwy 17

| *D-ATIS | SACHEON Approach | *YEOSU Tower | *Ground |
|---|---|---|---|
| 128.275 | 135.4 | 122.5 | 118.525 |

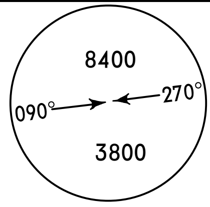
BRIEFING STRIP ™

| VOR YSU | Final Apch Crs | D6.0 | MDA(H) | Apt Elev 53′ |
|---|---|---|---|---|
| 115.7 | 162° | 1800′ (1772′) | Refer to minimums | Rwy 28′ |

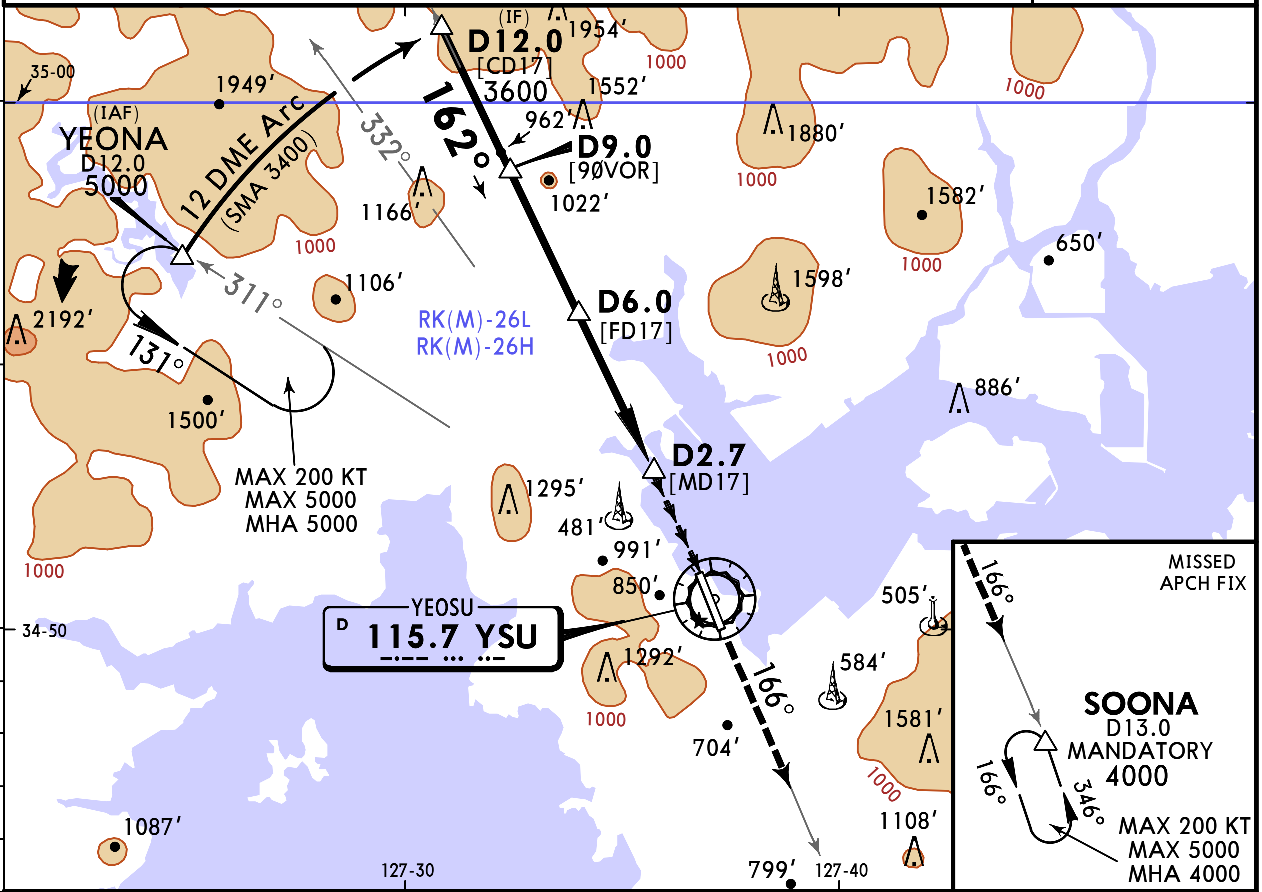
**MISSED APCH:** Climb outbound on YSU VOR R-166 to SOONA and hold at 4000′. Refer to minimums for missed apch climb gradient.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

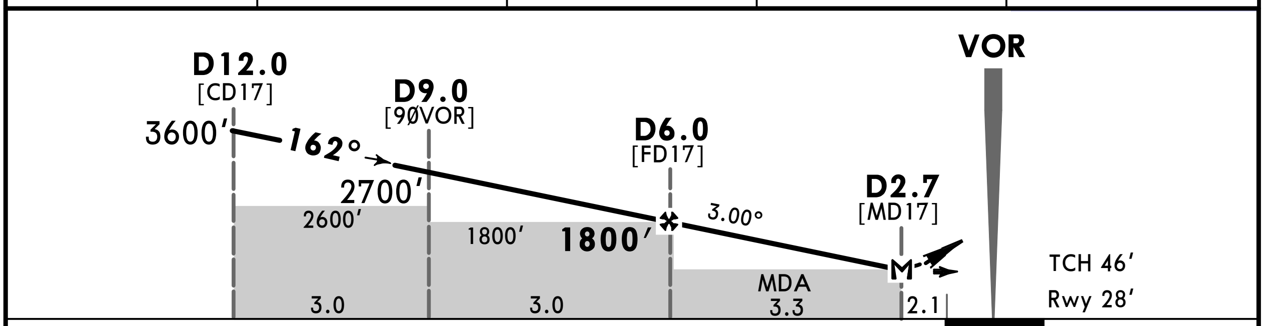
1. DME required on a VOR approach. 2. Circling not authorized.




MSA YSU VOR




| YSU DME | 5.0 | 4.0 | 3.0 | 2.7 |
|---|---|---|---|---|
| ALTITUDE | 1483′ | 1166′ | 849′ | 760′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D2.7 | | | | | | | |

Timing not authorized for defining the MAP.

ALSF-I | PAPI | 4000′ ↑ on YSU 115.7 R-166 | SOONA

**State** STRAIGHT-IN LANDING

| Missed apch requires min climb gradient of 5.0% (304′/NM) MDA(H) 760′ (732′) | ALS out | Missed apch requires min climb gradient of 2.5% (152′/NM) MDA(H) 900′ (872′) | ALS out |
|---|---|---|---|
| A B C D: R/V3300m | R/V4000m | R/V3300m | R/V4000m |

PANS OPS

CHANGES: MDA(H), SMA between YEONA and CD17.

| *D-ATIS | SACHEON Approach | *YEOSU Tower | *Ground |
|---|---|---|---|
| 128.275 | 135.4 | 122.5 | 118.525 |

BRIEFING STRIP ™

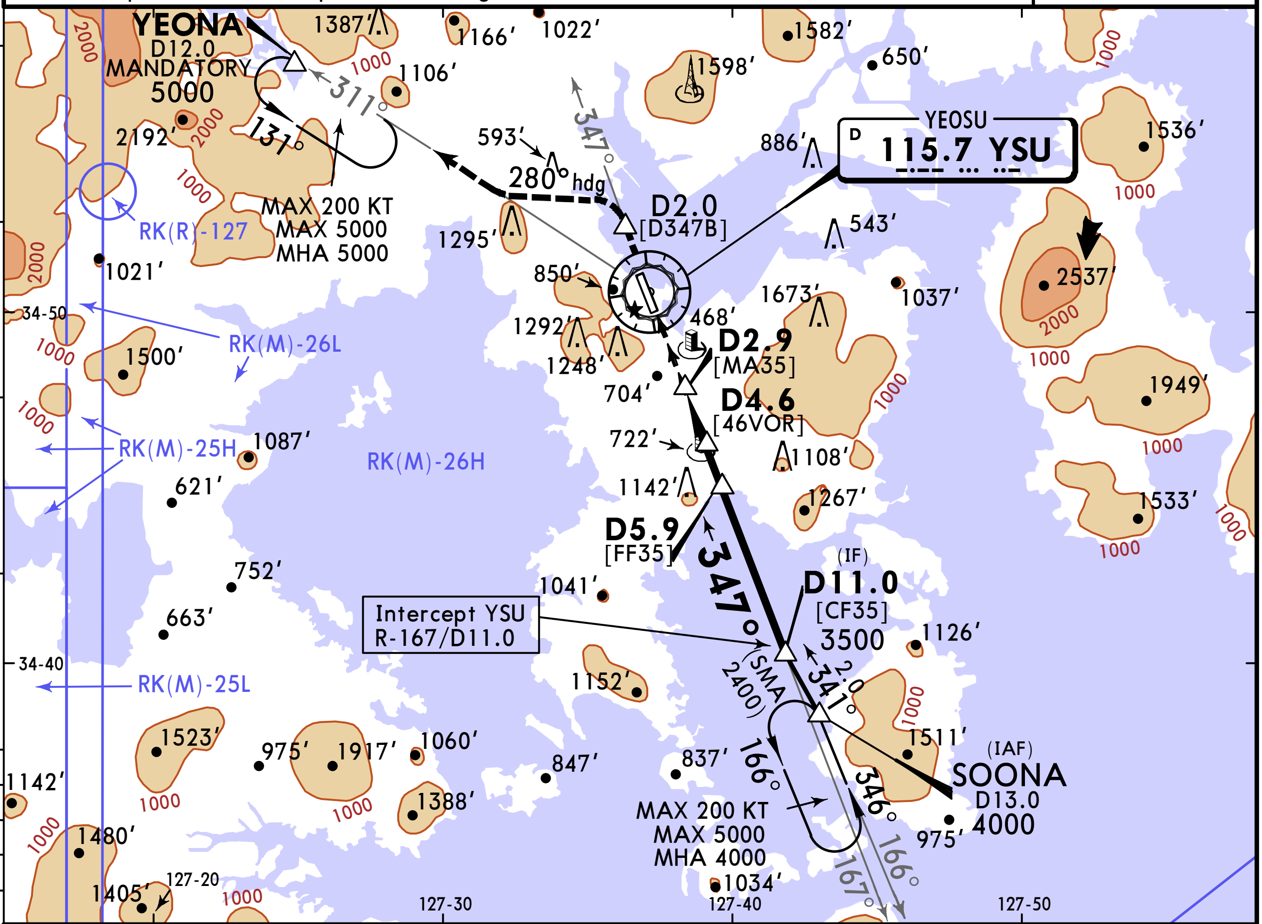
| VOR YSU | Final Apch Crs | D5.9 | MDA(H) | Apt Elev 53′ |
|---|---|---|---|---|
| 115.7 | 347° | 2000′ (1969′) | 1340′ (1309′) | Rwy 31′ |

**MISSED APCH:** Climb STRAIGHT AHEAD to YSU VOR R-347/D2.0. Then turn LEFT heading 280° to intercept and climb outbound on YSU VOR R-311 to YEONA. Hold at 5000′.

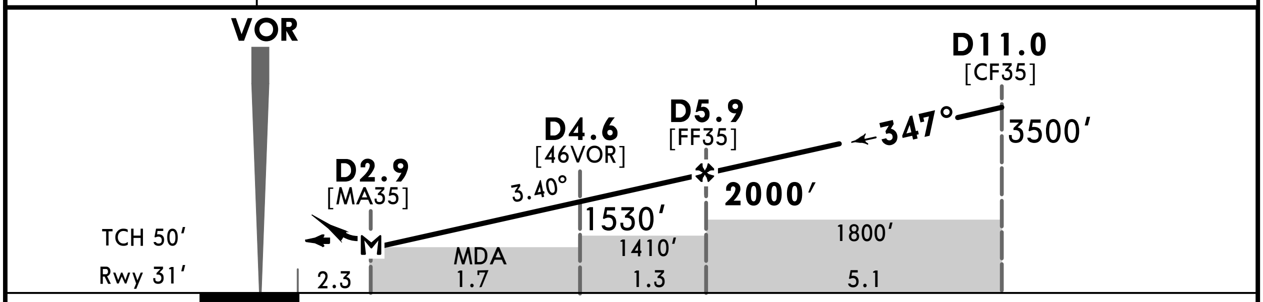
Alt Set: hPa  Rwy Elev: 1 hPa  Trans level: FL140  Trans alt: 14000′

1. DME required on a VOR apch. 2. Circling not authorized.

MSA YSU VOR: 8400 (090°–270° north); 3800 (270°–090° south)




| YSU DME | 4.1 | 5.0 |
|---|---|---|
| ALTITUDE | 1340′ | 1676′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Angle 3.40° | 421 | 541 | 602 | 722 | 842 | 963 |
| MAP at D2.9 | | | | | | |

Timing not authorized for defining the MAP.

SSALF PAPI | 5000′ ↑ | D2.0

**State**

STRAIGHT-IN LANDING

MDA(H) **1340′** (1309′)

ALS out

| PANS OPS | |
|---|---|
| A | R/V5000m |
| B | |
| C | |
| D | |

JEPPESEN
JeppView for Windows

## Chart changes since cycle 15-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|---|---|---|---|---|

**YEOSU, (YEOSU - RKJY)**

# TERMINAL CHART CHANGE NOTICES

## Chart Change Notices for Airport RKJY

**Type:** Terminal
**Effectivity:** Permanent
**Begin Date:** Immediately
**End Date:** No end date

Yeosu Arrrival, Yeosu Tower and Yeosu Ground control hours of operation: 2200-1100 UTC.

**Type:** Terminal
**Effectivity:** Temporary
**Begin Date:** 20230419
**End Date:** 20231101

(11-3) ILS Z or LOC Z Rwy 35 and (11-4) ILS Y or LOC Y Rwy 35 not available due to replacement of ILS/DME (IYSU) for Rwy 35 from 1600UTC 19 APR 2023 to 1600UTC 01 NOV 2023.