List of pages in this Trip Kit

General Information

Location: ULSAN KOR
ICAO/IATA: RKPU / USN
Lat/Long: N35° 35.60', E129° 21.13'
Elevation: 42 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: 2108 Z
Sunset: 0924 Z

Runway Information

Runway: 18
Length x Width: 6562 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 42 ft
Lighting: Edge, ALS, TDZ

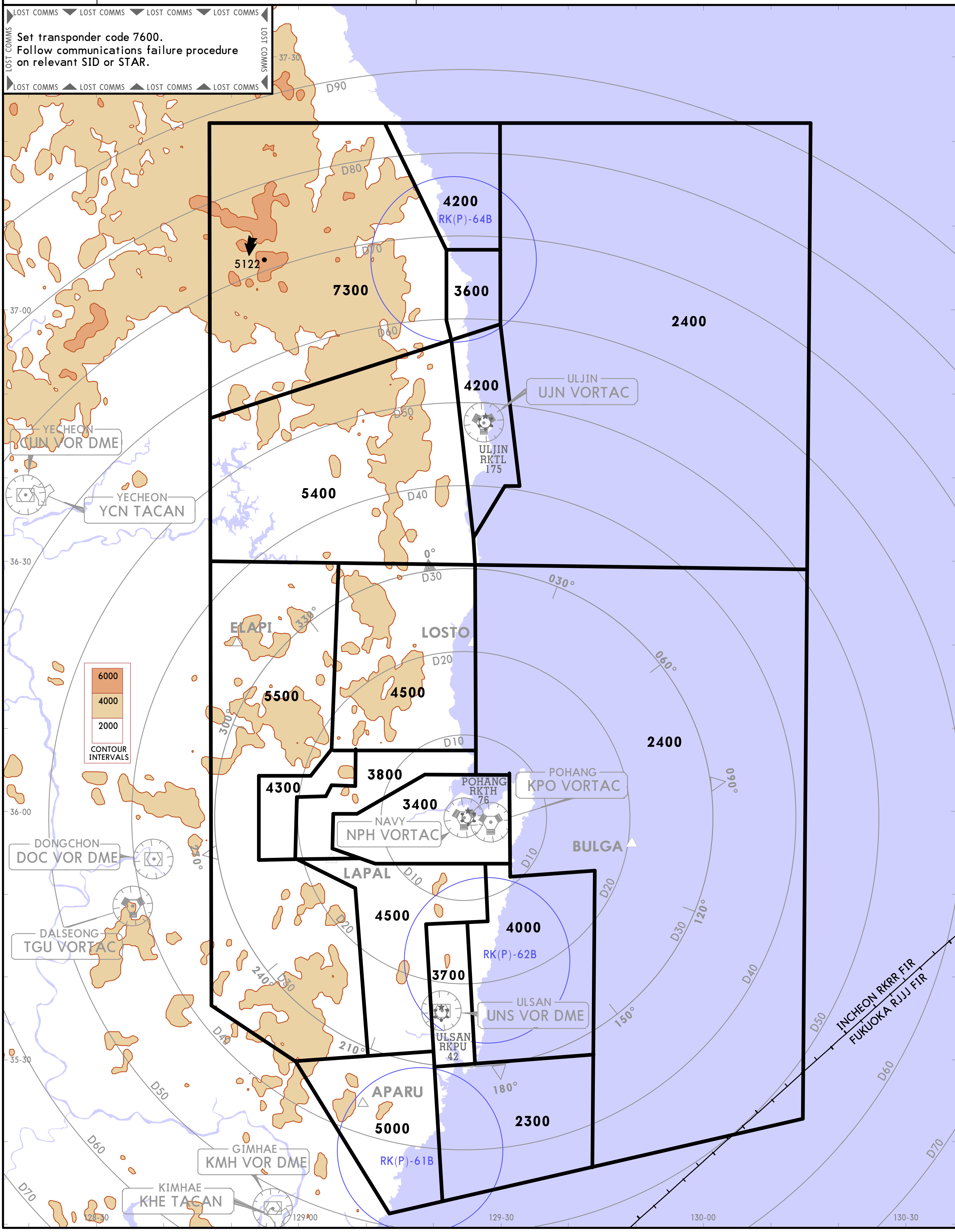
Runway: 36
Length x Width: 6562 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 34 ft
Lighting: Edge, ALS

Communication Information

ATIS: 127.625
Ulsan Tower: 118.750
Ulsan Ground: 121.750
Pohang Approach: 120.200
Pohang Approach: 124.250
Ulsan Arrival: 119.250
Pohang Departure: 120.200
Pohang Departure: 124.250

Apt Elev See Graphic	Alt Set: hPa	Trans level: FL140	Trans alt: 14000	1. Chart only to be used for cross-checking of altitudes assigned while under vectoring control. 2. Levels assigned by ATC include a correction for low temperature effect when necessary.

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



RADIO COMMUNICATION FAILURE PROCEDURE

1. In VMC

1. Squawk 7600.
2. Continue to fly in VMC.
3. Land at nearest suitable aerodrome.

Procedure for VFR flights

1. Squawk 7600.
2. Proceed to and hold over WEST downwind for RWY 18/36, WEST bound; and
3. When able to see light gun signal from control tower, follow that instruction; or
4. When able to see light gun signal from control tower, hold over downwind for RWY 18/36 until ETA or for 10 minutes, whichever is longer; then
5. Land on RWY 18/36 in use as appropriate.

* Pilot shall use caution traffic landing and takeoff from/to runway.

2. In IMC

In IMC or when conditions are such that it does not appear likely that the pilot will complete the flight in accordance with section 1;

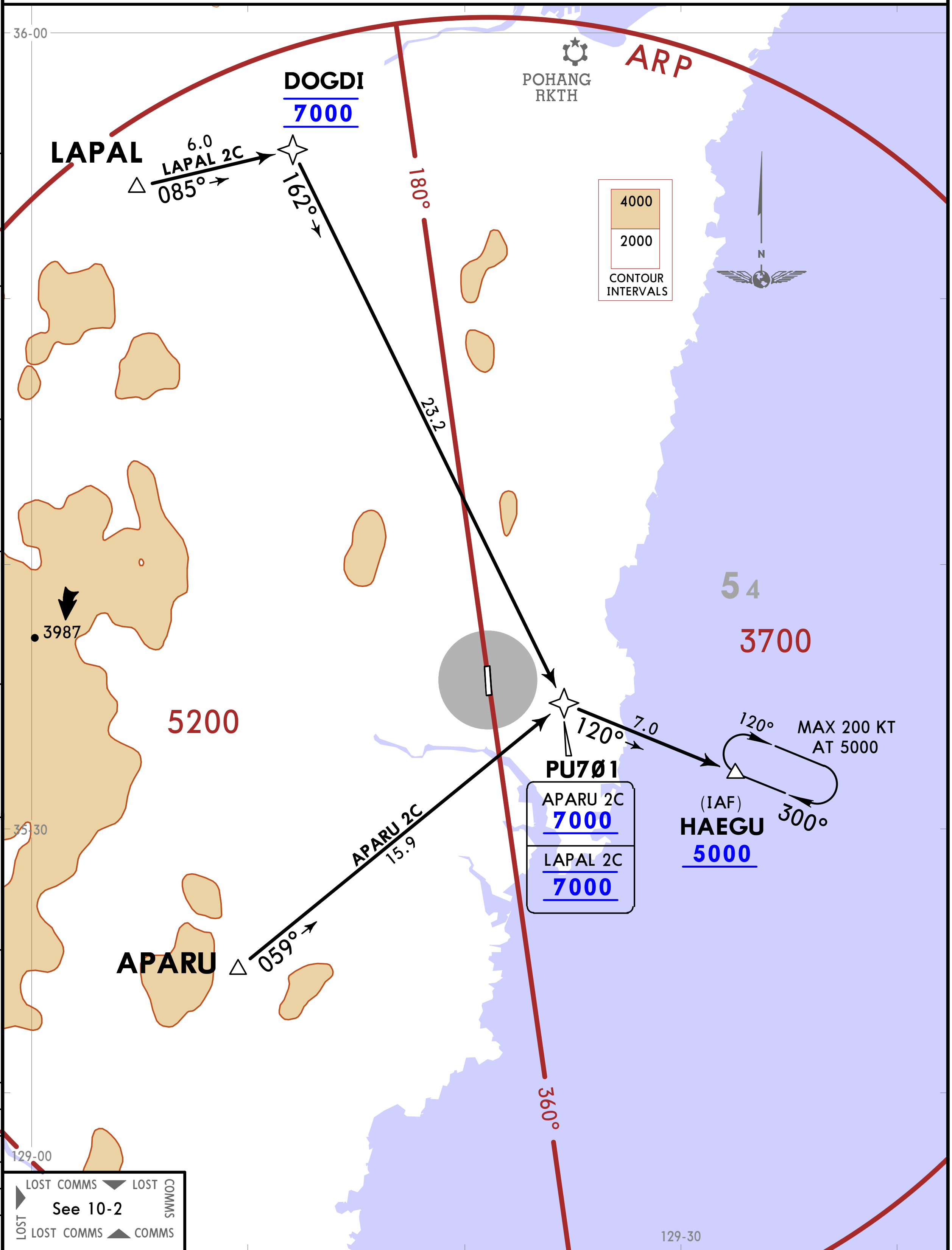
ARRIVAL AIRCRAFT

1. Squawk 7600.
2. Follow the STAR issued by ATC. When being vectored or having been directed by ATC, proceed in the most direct manner possible to join the STAR no later than the next significant point. Then commence descent as filed.
3. Start approach to the assigned runway without delay.
4. If no specific runway for landing has been assigned, start approach to RWY 36 without delay.

CHANGES: None.

*D-ATIS	Apt Elev	Alt Set: hPa Trans level: FL140 1. RNAV 1 operation. 2. GNSS required. 3. ATS surveillance service required.
127.625	42	

APARU 2C (APARU 2C) [APAR2C]
LAPAL 2C (LAPAL 2C) [LAPA2C]
RNAV ARRIVALS
(RWY 36)

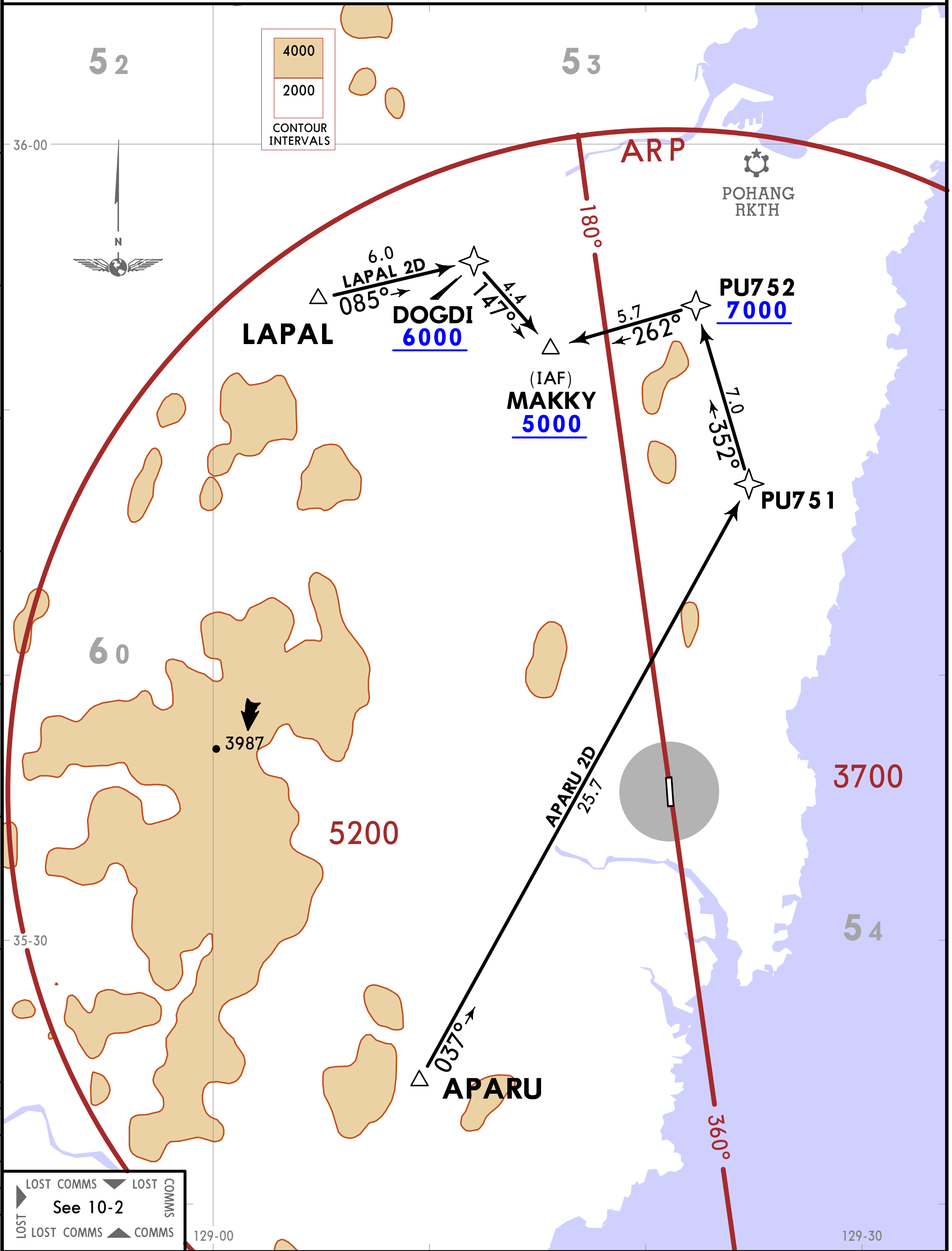


STAR	ROUTING
APARU 2C	APARU - PU7Ø1 - HAEGU.
LAPAL 2C	LAPAL - DOGDI - PU7Ø1 - HAEGU.

CHANGES: JASPO waypoint renamed DOGDI.

*D-ATIS	Apt Elev	RNAV 1 operation. GNSS required.	Alt Set: hPa Trans level: FL140
127.625	42	ATS surveillance service required.	

APARU 2D (APARU 2D) [APAR2D]
LAPAL 2D (LAPAL 2D) [LAPA2D]
RNAV ARRIVALS
(RWY 18)



STAR	ROUTING
APARU 2D	APARU - PU751 - PU752 - MAKKY.
LAPAL 2D	LAPAL - DOGDI - MAKKY.

CHANGES: Bearing from PU751 to PU752, bearing from PU752 to MAKKY.

RADIO COMMUNICATION FAILURE PROCEDURE

1. In VMC

1. Squawk 7600.
2. Continue to fly in VMC.
3. Land at nearest suitable aerodrome.

Procedure for VFR flights

1. Squawk 7600.
2. Proceed to and hold over WEST downwind for RWY 18/36, WEST bound; and
3. When able to see light gun signal from control tower, follow that instruction; or
4. When able to see light gun signal from control tower, hold over downwind for RWY 18/36 until ETA or for 10 minutes, whichever is longer; then
5. Land on RWY 18/36 in use as appropriate.

* Pilot shall use caution traffic landing and take-off from/to runway.

2. In IMC

In IMC or when conditions are such that it does not appear likely that the pilot will complete the flight in accordance with section 1;

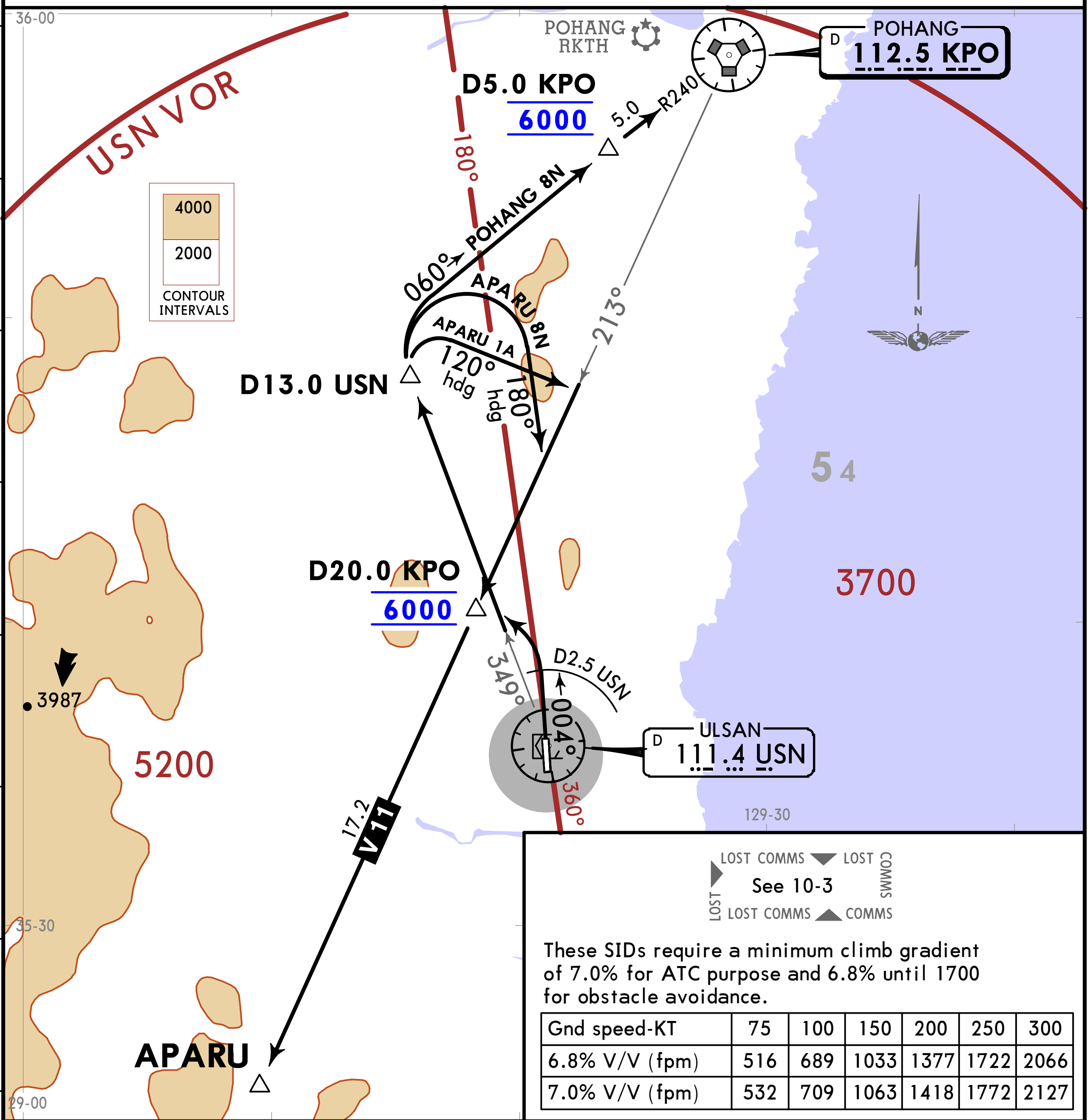
DEPARTURE AIRCRAFT

1. Squawk 7600.
2. MAINTAIN the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 minutes following;
   a. The time the transponder is set to Code 7600; or
   b. The time the last assigned level or minimum flight altitude is reached; whichever is later and thereafter adjust level and speed in accordance with the filed flight plan;
3. When being vectored or having been directed by ATC, proceed in the most direct manner possible to rejoin the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude.

POHANG Departure (R)	Apt Elev	Trans alt: 14000
120.2 124.25	42	

APARU 1A (APARU 1A) [APAR1A] CAT A & B
APARU 8N (APARU 8N) [APAR8N] CAT C & D
POHANG 8N (KPO 8N) [KPO8N]
DEPARTURES
(RWY 36)

SPEED RESTRICTION
APARU 8N and POHANG 8N departure turns are limited to maximum of 240 KT until USN R349/D13.0 and turning bank angle is based on 25°.



LOST COMMS See 10-3

These SIDs require a minimum climb gradient of 7.0% for ATC purpose and 6.8% until 1700 for obstacle avoidance.

Gnd speed-KT	75	100	150	200	250	300
6.8% V/V (fpm)	516	689	1033	1377	1722	2066
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

INITIAL CLIMB

Climb straight ahead until D2.5 USN, turn LEFT to intercept and proceed on USN R349 until D13.0 USN.

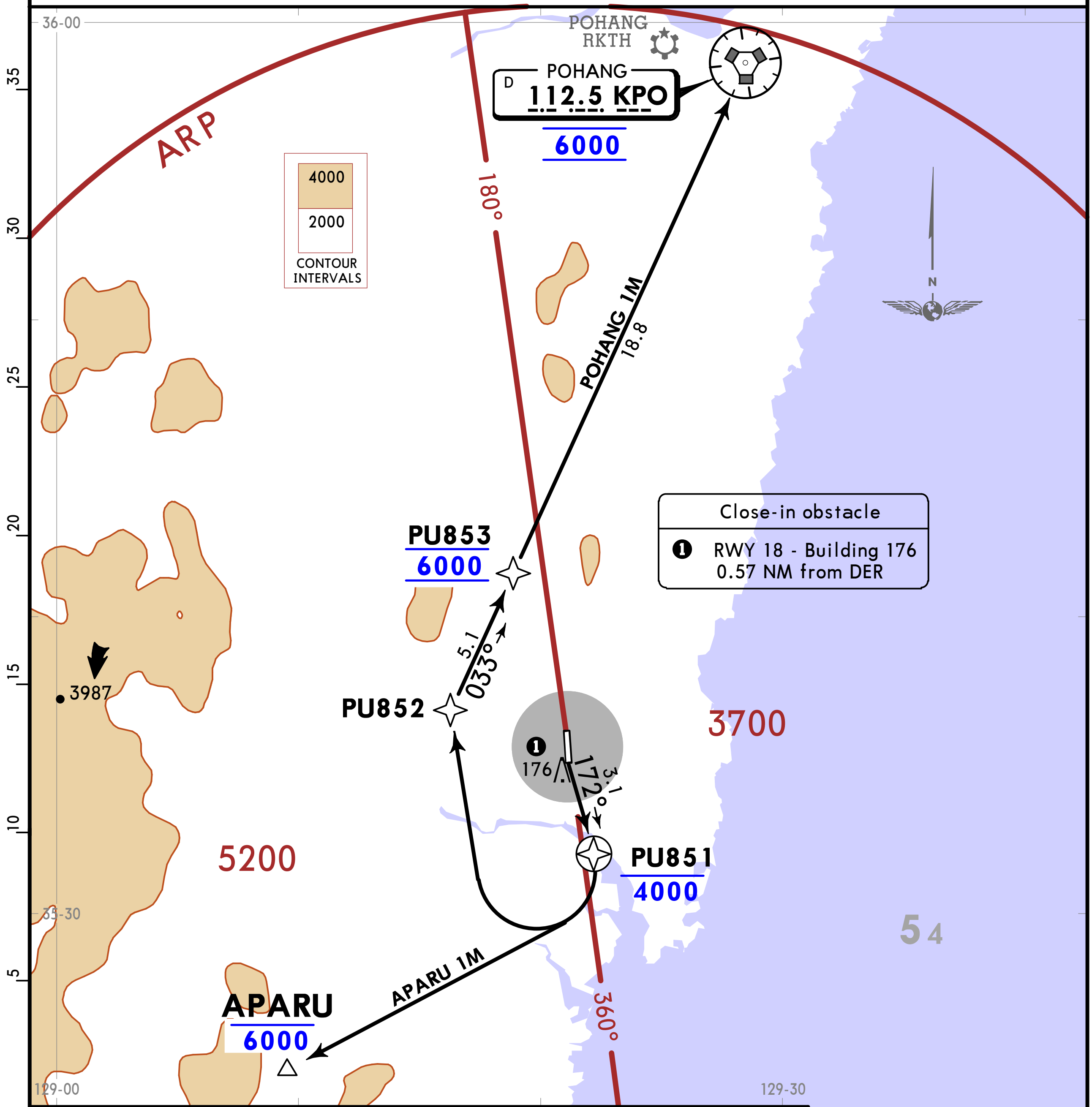
SID	INITIAL CLIMB
APARU 1A	From D13.0 USN, turn RIGHT heading 120° to join airway V-11. Proceed to APARU. Cross KPO R213/D20.0 at 6000 and MAINTAIN 6000 unless otherwise directed by ATC.
APARU 8N	From D13.0 USN, turn RIGHT heading 180° to join airway V-11. Proceed to APARU. Cross KPO R213/D20.0 at 6000 and MAINTAIN 6000 unless otherwise directed by ATC.
POHANG 8N	From D13.0 USN, turn RIGHT track inbound to KPO VOR via KPO R240. Cross KPO R240/D5.0 at 6000 and MAINTAIN 6000 unless otherwise directed by ATC.

CHANGES: Procedure KPO 8N renamed to POHANG 8N.

POHANG Departure (R)	Apt Elev	RNAV 1 operation. GNSS required.	Trans alt: 14000
120.2 124.25	42	ATS surveillance service required.	

APARU 1M (APARU 1M) [APAR1M]
POHANG 1M (KPO 1M) [KPO1M]
RNAV DEPARTURES
(RWY 18)

SPEED RESTRICTION
Departure turns are limited to maximum of 250 KT until PU852



These SIDs require minimum climb gradients of 5.6% (POHANG 1M: 6.6%) for ATC purpose and 4.4% until reaching 700 for obstacle avoidance.

Gnd speed-KT	75	100	150	200	250	300
4.4% V/V (fpm)	334	446	668	891	1114	1337
5.6% V/V (fpm)	425	567	851	1134	1418	1701
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

LOST COMMS LOST COMMS
See 10-3
LOST COMMS LOST COMMS

SID	INITIAL CLIMB
APARU 1M	PU851 - APARU
POHANG 1M	PU851 - PU852 - PU853 - KPO VOR

CHANGES: Procedure KPO 1M renamed to POHANG 1M.

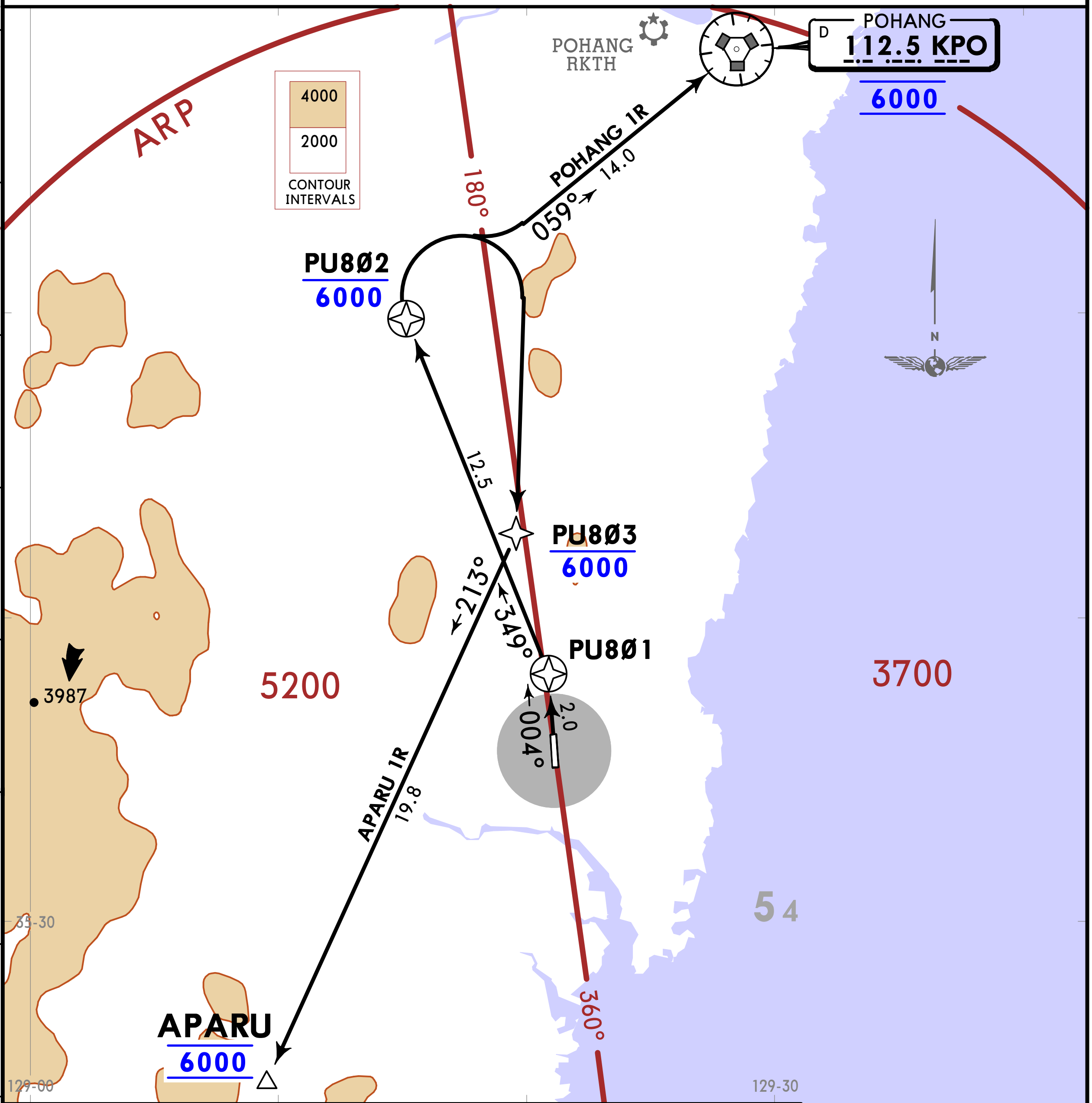
POHANG Departure (R)	Apt Elev	RNAV 1 operation. GNSS required.	Trans alt: 14000
120.2 124.25	42	ATS surveillance service required.	

APARU 1R (APARU 1R) [APAR1R]
POHANG 1R (KPO 1R) [KPO1R]
RNAV DEPARTURES
(RWY 36)

SPEED RESTRICTION

APARU 1R: departure turns are limited to maximum of 200 KT until PU801 and 250 KT at PU802

POHANG 1R: departure turns are limited to maximum of 200 KT until PU801 and 215 KT at PU802 and KPO VOR.



These SIDs require a minimum climb gradient of 7.4% for ATC purpose and 6.7% until reaching 1700 for obstacle avoidance.

Gnd speed-KT	75	100	150	200	250	300
6.7% V/V (fpm)	509	678	1018	1357	1696	2035
7.4% V/V (fpm)	562	749	1124	1499	1873	2248

LOST COMMS LOST COMMS
See 10-3
LOST COMMS LOST COMMS

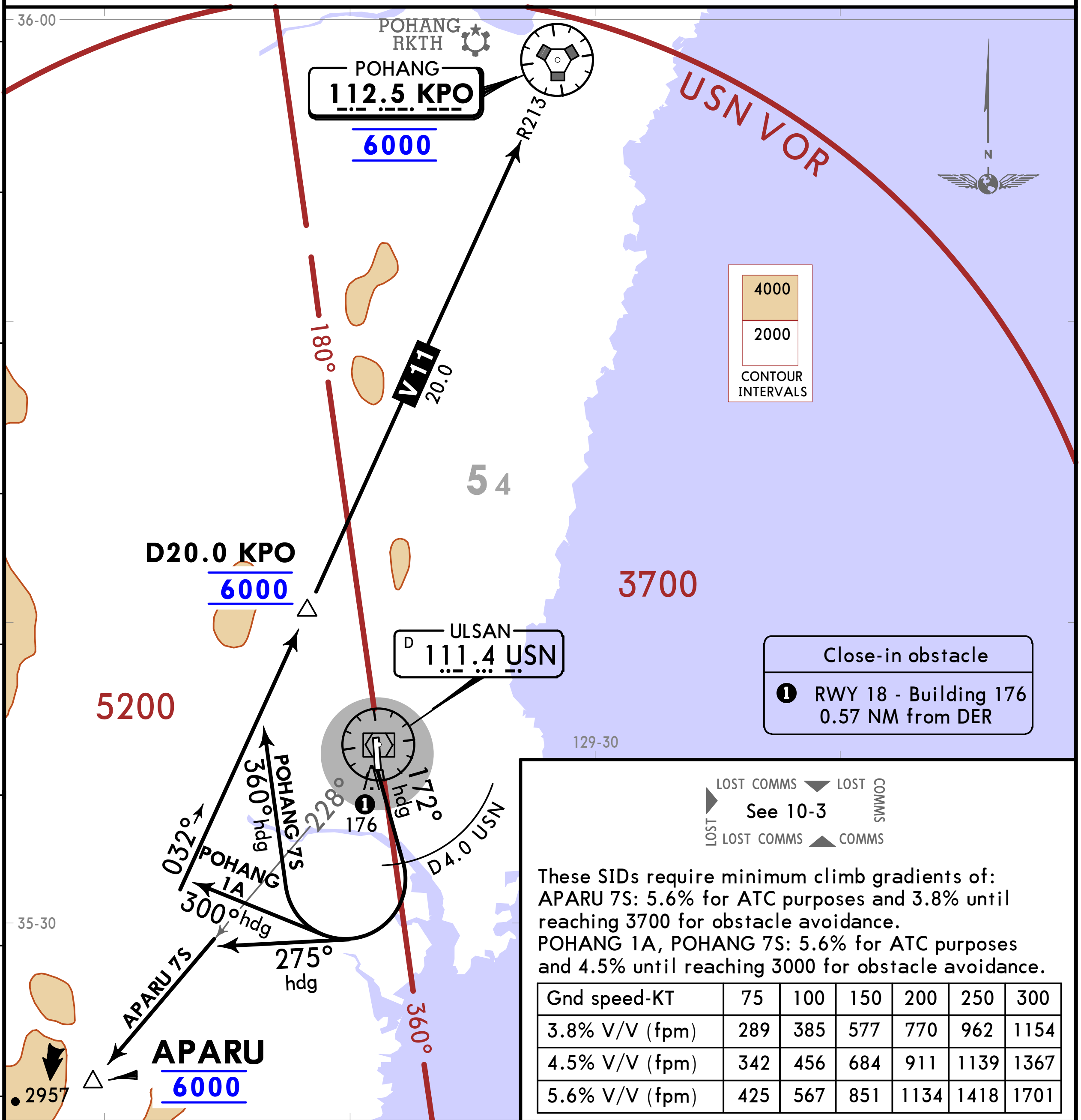
SID	INITIAL CLIMB
APARU 1R	PU801 - PU802 - PU803 - APARU
POHANG 1R	PU801 - PU802 - KPO VOR

CHANGES: Procedure KPO 1R renamed to POHANG 1R.

POHANG Departure (R) 120.2 124.25	Apt Elev 42	Trans alt: 14000

APARU 7S (APARU 7S) [APAR7S]
POHANG 1A (KPO 1A) [KPO1A] CAT A & B
POHANG 7S (KPO 7S) [KPO7S] CAT C & D
DEPARTURES
(RWY 18)

SPEED RESTRICTION
Departure turns are limited to maximum of 210 KT until D4.0 USN



LOST COMMS See 10-3 LOST COMMS

These SIDs require minimum climb gradients of:
APARU 7S: 5.6% for ATC purposes and 3.8% until reaching 3700 for obstacle avoidance.
POHANG 1A, POHANG 7S: 5.6% for ATC purposes and 4.5% until reaching 3000 for obstacle avoidance.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154
4.5% V/V (fpm)	342	456	684	911	1139	1367
5.6% V/V (fpm)	425	567	851	1134	1418	1701

SID	INITIAL CLIMB
APARU 7S	Climb on heading 172° until D4.0 USN, then turn RIGHT heading 275° to intercept and track outbound to APARU via USN R228. Climb and MAINTAIN 6000 unless otherwise directed by ATC.
POHANG 1A	Climb on heading 172° until D4.0 USN, then turn RIGHT heading 300° to join airway V-11 and proceed to KPO VOR. Cross KPO R213/D20.0 at 6000 and MAINTAIN 6000 until KPO VOR unless otherwise directed by ATC.
POHANG 7S	Climb on heading 172° until D4.0 USN, then turn RIGHT heading 360° to join airway V-11 and proceed to KPO VOR. Cross KPO R213/D20.0 at 6000 and MAINTAIN 6000 until KPO VOR unless otherwise directed by ATC.

CHANGES: Waypoint D9.0 KPO withdrawn.

NOISE ABATEMENT PROCEDURES

AIRCRAFT OPERATING PROCEDURES
(Except Helicopters)

1. TAKE-OFF

1.1. NADP 1 (RWY 18, RWY 36)

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

a. Take-off to 800′ AGL:
- take-off power
- take-off flaps/slats settings
- initial climb speed is not less than V2 + 10kt

b. At 800′ AGL:
- reduce power/thurst to not less than climb power

c. 800′ to 3000′ AGL:
- maintain with flaps/slats in the take-off configuration
- climb at V2 + 10kt to 20kt

d. After passing an altitude of not less than 3000′ AGL:
- accelerate and retract flaps on schedule to enroute 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 prevails at all times.

2.1. Delayed Flap Setting Approach

a. For approach to land on Rwy 18:
- 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 on Rwy 36:
- 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.

3. EXEMPTED CASES

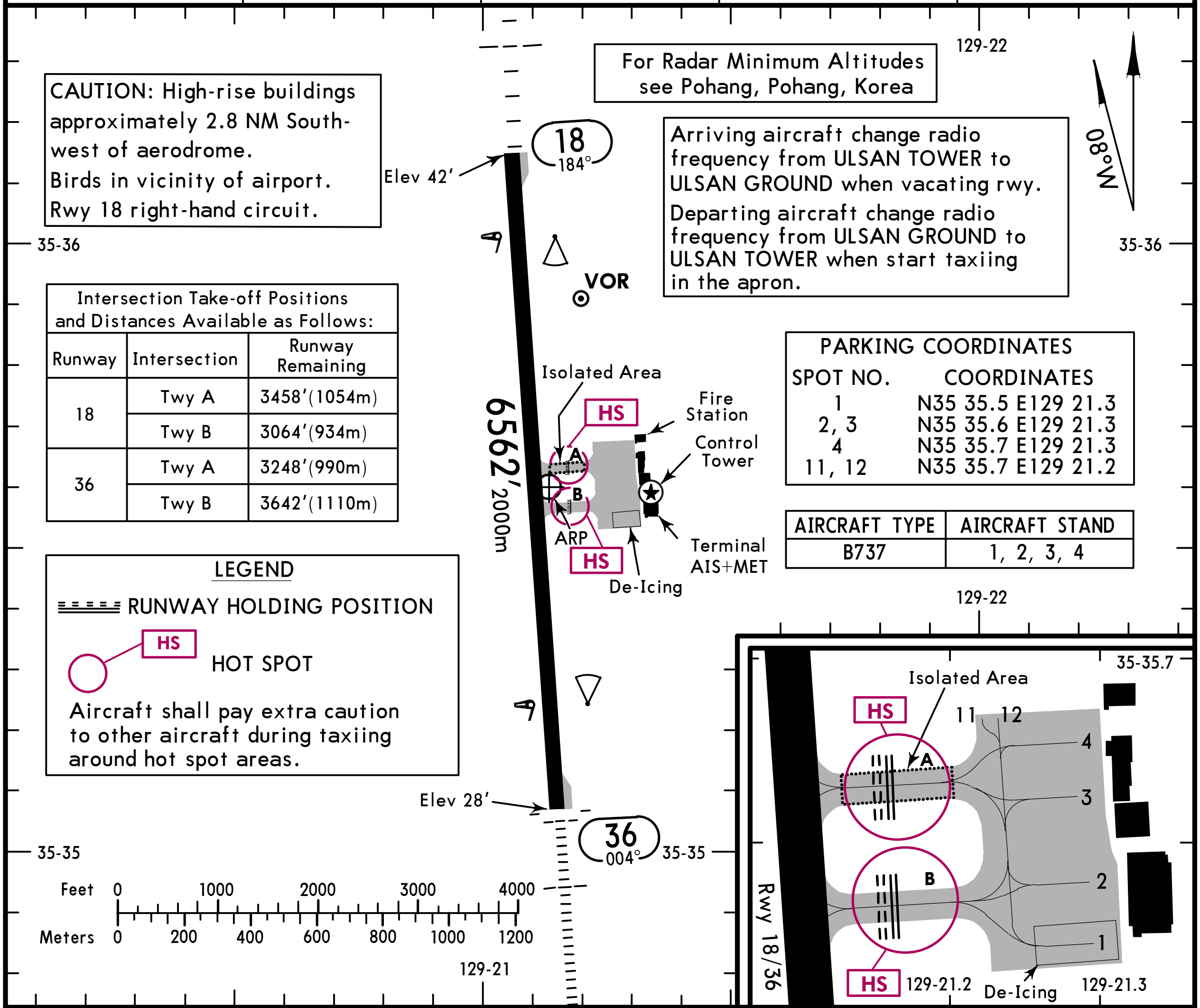
1. Aircraft need not comply with the procedures described in paragraphs 1. and 2. above in adverse operating conditions such as:
   a. If the runway is not clear and dry, ie, it is adversely affected by snow, slush, ice, water or other substances;
   b. in conditions when the ceiling is lower than 500 feet, or when the horizontal visibility is less than 1.9 km;
   c. when the crosswind component, including gusts, exceeds 15 knots;
   d. when the tailwind component, including gusts, exceeds 5 knots;
   e. when wind shear has been reported or forecast, or thunderstorms are expected to affect the approach.
2. Aircraft unable to comply with the procedures described in paragraphs 1. and 2. above for any reason shall inform ATC.

4. OPERATIONAL LIMITATIONS

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

CHANGES: New chart.

*D-ATIS	ACARS: D-ATIS PDC	*Ground	*Tower	POHANG Departure (R)
127.62		121.75	118.75	120.2



For Radar Minimum Altitudes see Pohang, Pohang, Korea

CAUTION: High-rise buildings approximately 2.8 NM South-west of aerodrome.
Birds in vicinity of airport.
Rwy 18 right-hand circuit.

Arriving aircraft change radio frequency from ULSAN TOWER to ULSAN GROUND when vacating rwy.
Departing aircraft change radio frequency from ULSAN GROUND to ULSAN TOWER when start taxiing in the apron.

Intersection Take-off Positions and Distances Available as Follows:

Runway	Intersection	Runway Remaining
18	Twy A	3458'(1054m)
	Twy B	3064'(934m)
36	Twy A	3248'(990m)
	Twy B	3642'(1110m)

PARKING COORDINATES

SPOT NO.	COORDINATES
1	N35 35.5 E129 21.3
2, 3	N35 35.6 E129 21.3
4	N35 35.7 E129 21.3
11, 12	N35 35.7 E129 21.2

AIRCRAFT TYPE	AIRCRAFT STAND
B737	1, 2, 3, 4

LEGEND
RUNWAY HOLDING POSITION
HS HOT SPOT
Aircraft shall pay extra caution to other aircraft during taxiing around hot spot areas.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
18 ❶	HIRL (60m) SSALF TDZ ❷ PAPI-L (angle 3.8°) RVR				148' 45m
36	HIRL (60m) ALSF-I PAPI-L (angle 3.0°) RVR		5606' 1709m		

❶ Rwy 18: Grooved except from threshold to 820' (250m)
Rwy 36: Grooved except from threshold to 656' (200m)
❷ PAPI unusable beyond 10° right side due to Angular Coverage.
PAPI unusable beyond 7° left side due to obstruction.

TAKE-OFF

All Rwys

Multi Engine Aircraft With Take-off Alternate Airport Filed			Other
RL & RCL	RL or RCL	NIL (Day Only)	
RVR 400m VIS 1200'		RVR 500m VIS 1600'	Available 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.

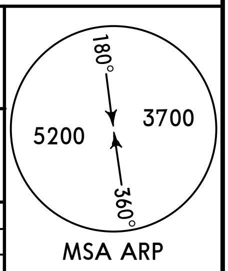
CHANGES: Cross reference note.

ILS Z or LOC Z Rwy 36

BRIEFING STRIP ™

*D-ATIS	POHANG Approach (R)	*ULSAN Arrival	*ULSAN Tower	*Ground
127.625	124.25 120.2	119.25	118.75	121.75

LOC IULS	Final Apch Crs	D4.3 IULS	ILS DA(H)	Apt Elev 42′
110.3	004°	1400′(1372′)	Refer to Minimums	Rwy 28′

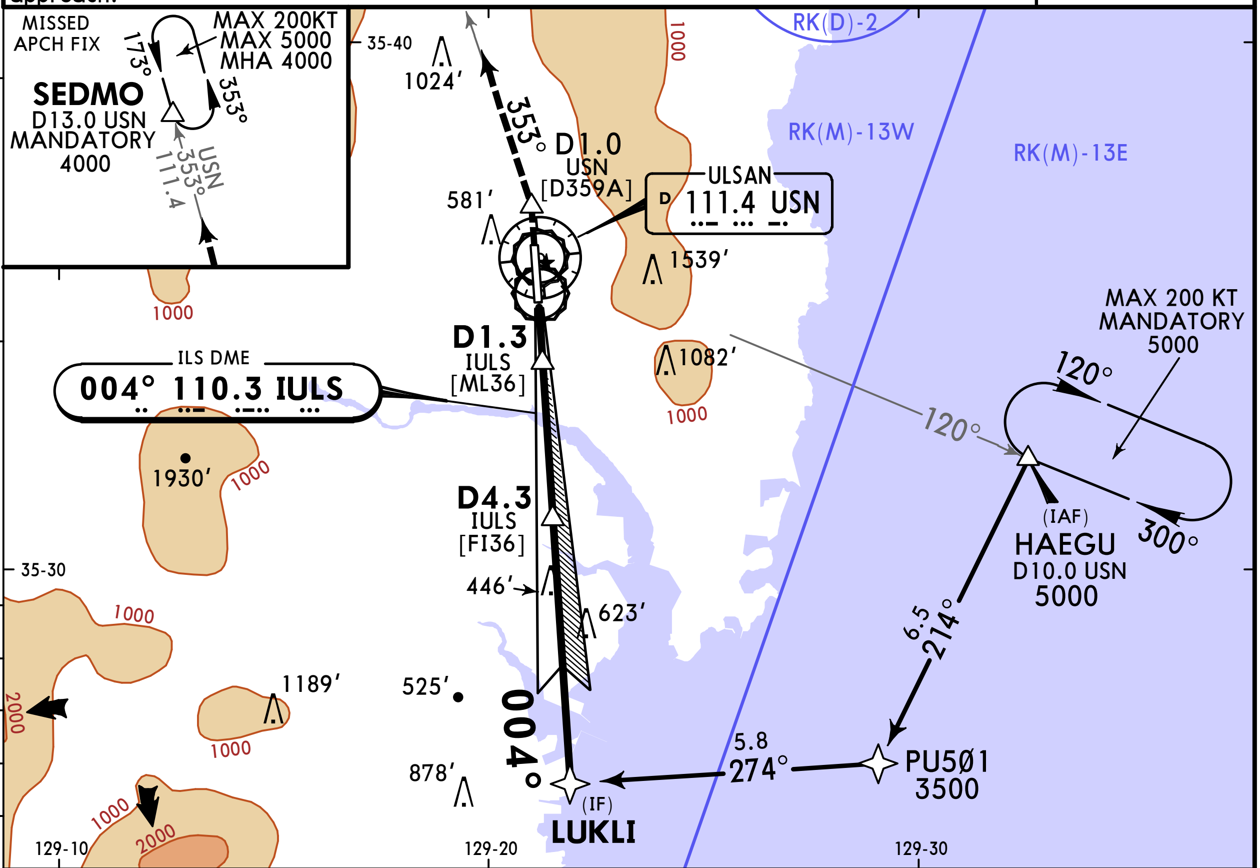


MISSED APCH: Climb on heading 004° to D1.0 USN VOR, then turn LEFT to intercept and climb outbound on USN VOR R-353 to SEDMO. Hold at SEDMO at 4000′. Refer to minimums for missed apch climb gradient.

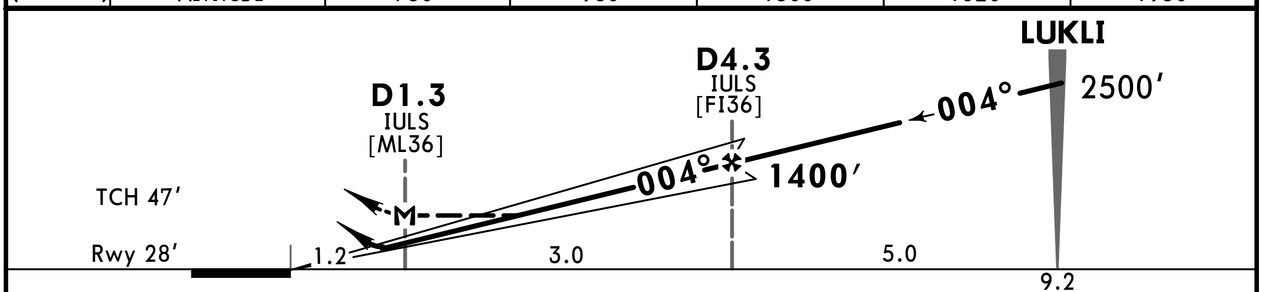
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

RNAV 1 operation.

1. GNSS required. 2. ATS surveillance required. 3. DME required on an ILS or LOC approach.



LOC (GS out)	IULS DME	2.3	3.0	4.0	5.0	6.0
	ALTITUDE	750′	980′	1300′	1620′	1950′



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.3 IULS						

Timing not authorized for defining the MAP.

ALSF-I | PAPI | on 004° hdg | D1.0 USN

STRAIGHT-IN LANDING RWY 36 | CIRCLE-TO-LAND

	ILS: Missed APCH climb gradient mim 5.0%. DA(H) 246′(218′)		ILS: Missed APCH climb gradient mim 2.5%. DA(H) 710′(682′) [1]		LOC (GS out) [1] MDA(H) 750′(722′)		
	FULL	ALS out	FULL	ALS out		ALS out	
A B C D	800m	1200m	3000m	3700m	2700m	3400m	NOT AUTHORIZED

[1] Missed APCH turn limited to MAX 200 KT when 2.5% climb gradient applies.

PANS OPS

CHANGES: Airspaces added.

ILS Y or LOC Y Rwy 36

*D-ATIS	POHANG Approach (R)	*ULSAN Arrival	*ULSAN Tower	*Ground
127.625	124.25 120.2	119.25	118.75	121.75

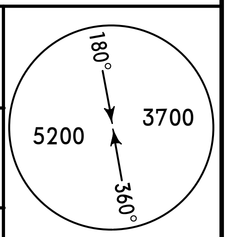
BRIEFING STRIP ™

LOC IULS	Final Apch Crs	D4.3 IULS	ILS DA(H)	Apt Elev 42′
110.3	**004°**	**1400′**(1372′)	Refer to Minimums	Rwy 28′

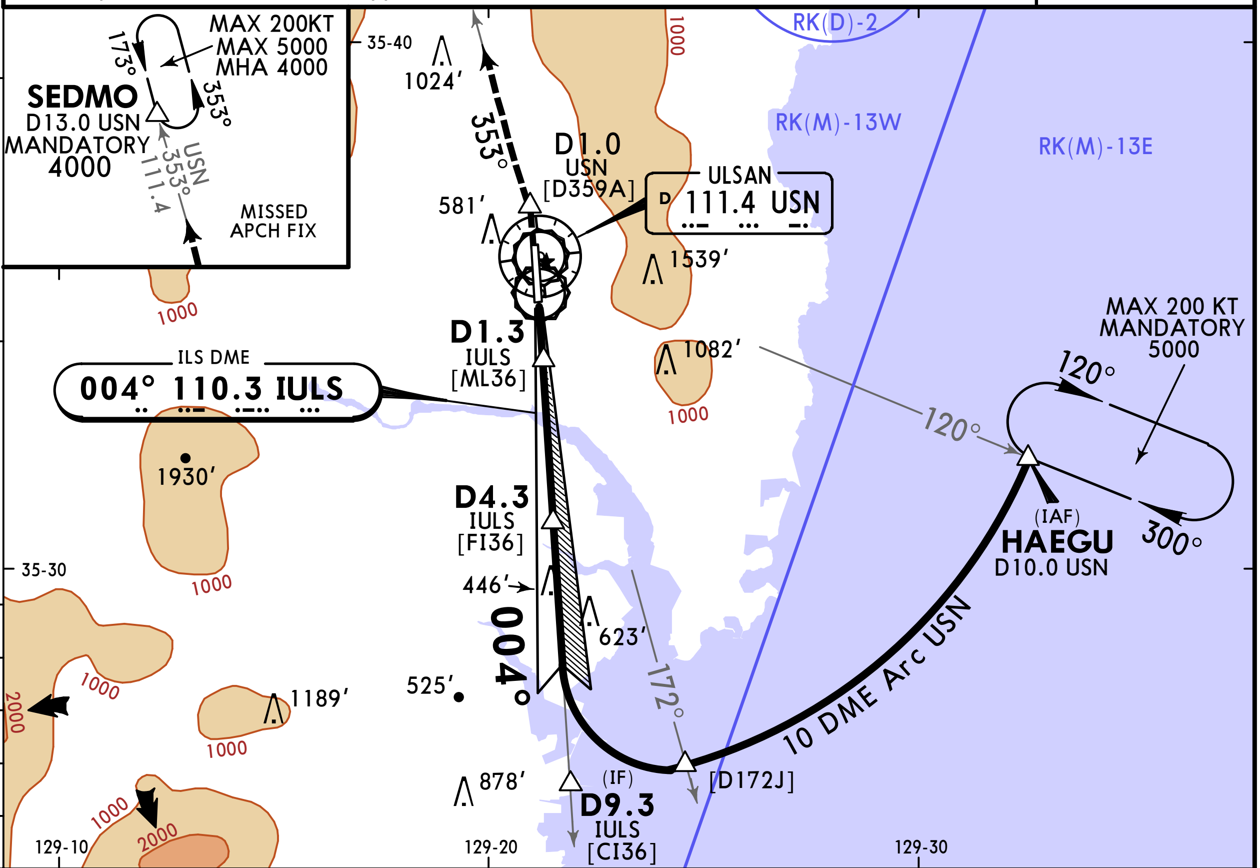
MISSED APCH: Climb on heading 004° to D1.0 USN VOR, then turn LEFT to intercept and climb outbound on USN VOR R-353 to SEDMO. Hold at SEDMO at 4000′. Refer to minimums for missed apch climb gradient.

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

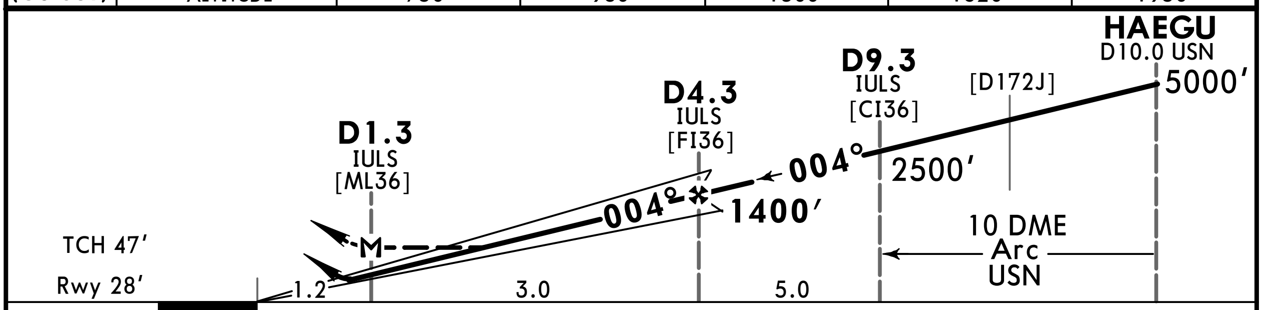
DME required on an ILS or LOC approach.



MSA USN VOR



LOC (GS out)	IULS DME	2.3	3.0	4.0	5.0	6.0
	ALTITUDE	750′	980′	1300′	1620′	1950′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.3 IULS							
Timing not authorized for defining the MAP.							

ALSF-I
PAPI

004° hdg on D1.0 USN

	STRAIGHT-IN LANDING RWY36						CIRCLE-TO-LAND
	1 ILS Missed APCH climb gradient mim 5.0%. DA(H) **246′**(218′)		**1** Missed APCH climb gradient mim 2.5%. DA(H) **710′**(682′)		**1 LOC (GS out)** MDA(H) **750′**(722′)		
	FULL	ALS out	FULL	ALS out		ALS out	
A B C D	800m	1200m	3000m	3700m	2700m	3400m	NOT AUTHORIZED

PANS OPS

1 Missed APCH turn limited to MAX 200 KT when 2.5% climb gradient applies.

CHANGES: Airspaces added.

RKPU/USN
ULSAN

JEPPESEN
6 JAN 23 (12-1)

Missed Apch Climb Rate: 304'/NM (5.0%).
CAT A, B & C

ULSAN, KOREA
RNP Y Rwy 18

*D-ATIS	POHANG Approach (R)	*ULSAN Arrival	*ULSAN Tower	*Ground
127.625	124.25 120.2	119.25	118.75	121.75

BRIEFING STRIP™

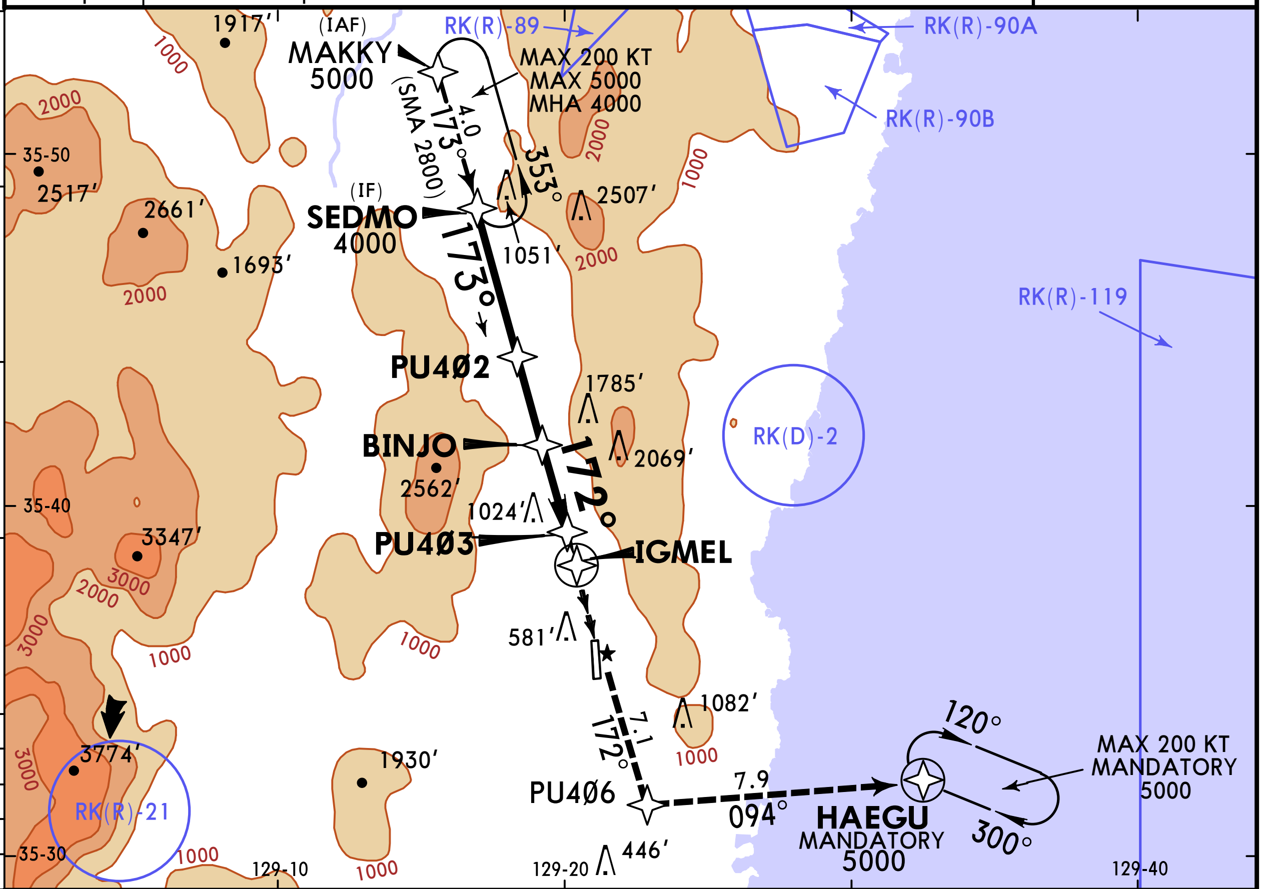
RNAV	Final Apch Crs	BINJO	MDA(H)	Apt Elev 42'
	172°	2400' (2358')	990' (948')	Rwy 42'

MISSED APCH: Climb on track of 172° to PU406 then turn LEFT on track of 094° to HAEGU and hold at 5000'.
Missed Apch Climb Rate: 304'/NM (5.0%).

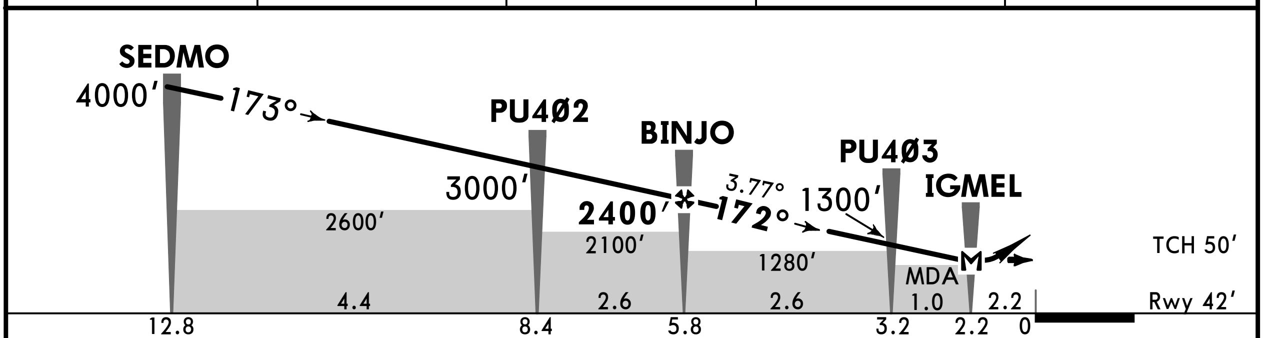
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL140 | Trans alt: 14000'

RNP Apch | RNP 0.30 required.

MSA ARP: 180°–360°: 5200 / 3700



DIST TO THR	5.0	4.0	3.0	2.2
ALTITUDE	2092'	1692'	1292'	990'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.77°	467	601	667	801	934	1068
MAP at IGMEL							

Timing not authorized for defining the MAP.

SSALF
PAPI
on 172° PU406

STRAIGHT-IN LANDING RWY 18 LNAV MDA(H) 990' (948')			CIRCLE-TO-LAND
		ALS out	
A	3600m	4000m	NOT AUTHORIZED
B			
C	3900m	4300m	
D	NA		

TERPS

CHANGES: Airspaces added.

*D-ATIS	POHANG Approach (R)	*ULSAN Arrival	*ULSAN Tower	*Ground
127.625	124.25 120.2	119.25	118.75	121.75

BRIEFING STRIP ™

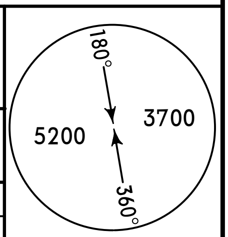
RNAV	Final Apch Crs 004°	DOOBU 1400′ (1372′)	LNAV/VNAV DA(H) 760′ (732′)	Apt Elev 42′ Rwy 28′

MISSED APCH: Climb to 4000′ on track of 355° to SEDMO. Hold as published.

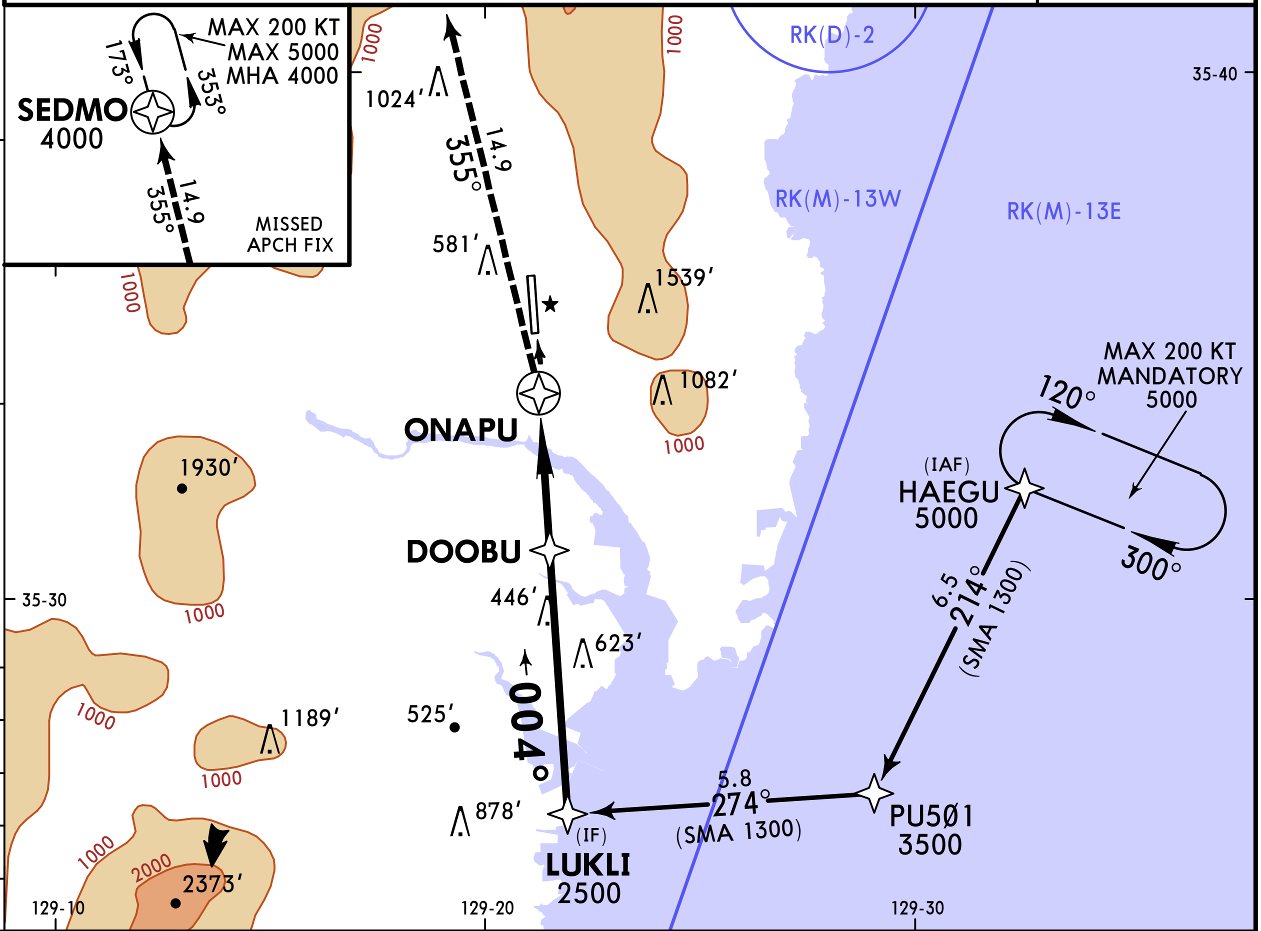
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL140 Trans alt: 14000′

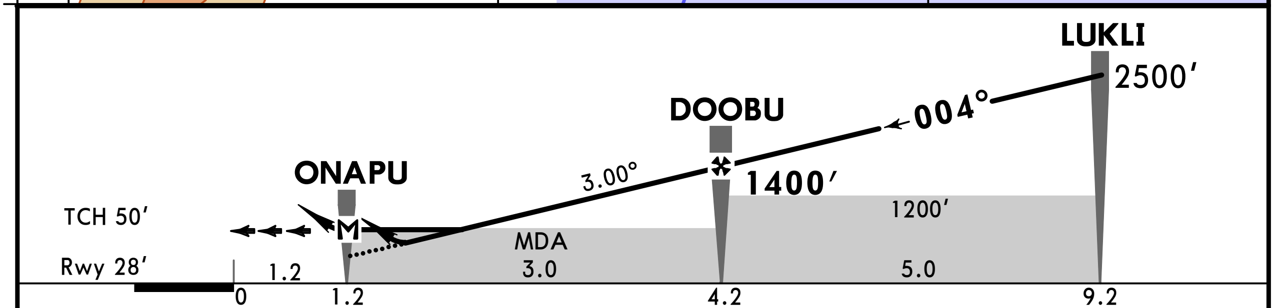
RNP Apch | RNP 0.30 required.

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



MSA ARP





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at ONAPU							
Timing not authorized for defining the MAP.							

ALSF-I PAPI | 4000′ on 355° SEDMO

	STRAIGHT-IN LANDING RWY 36				CIRCLE-TO-LAND
	LNAV/VNAV DA(H) 760′ (732′)		LNAV MDA(H) 910′ (882′)		
		ALS out		ALS out	
A B C D	2700m	3400m	3300m	4000m	NOT AUTHORIZED

PANS OPS

CHANGES: Airspaces added.

RKPU/USN
ULSAN

JEPPESEN

6 JAN 23 (12-21)

Missed Apch Climb Rate:
304'/NM (5.0%) for ATC.

ULSAN, KOREA
RNP Z Rwy 18 (AR)

*D-ATIS	POHANG Approach (R)	*ULSAN Arrival	*ULSAN Tower	*Ground
127.625	124.25 120.2	119.25	118.75	121.75

BRIEFING STRIP™

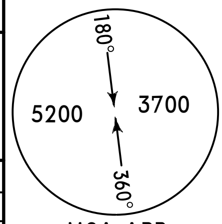
RNAV	Final Apch Crs	KALUS	RNP 0.30 DA(H)	Apt Elev 42'
	184°	2000' (1958')	690' (648')	Rwy 42'

MISSED APCH: Climb on track of 184° to PU4Ø7, then turn LEFT on track of 094° to PU4Ø8, then turn LEFT on track of 064° to HAEGU and hold at 5000'.
Missed Apch Climb Rate: 304'/NM (5.0%) for ATC.

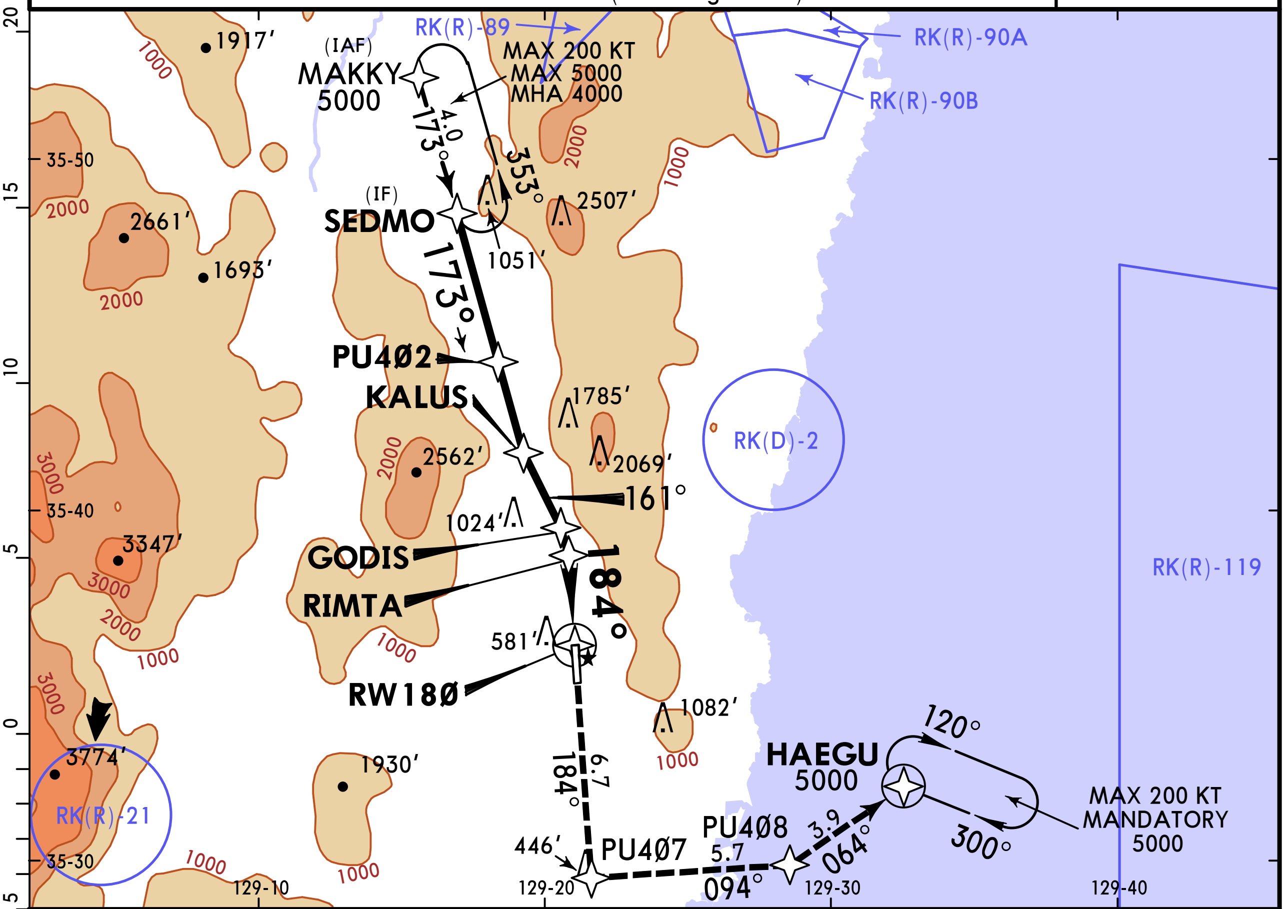
RNP AR Apch	Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL140	Trans alt: 14000'

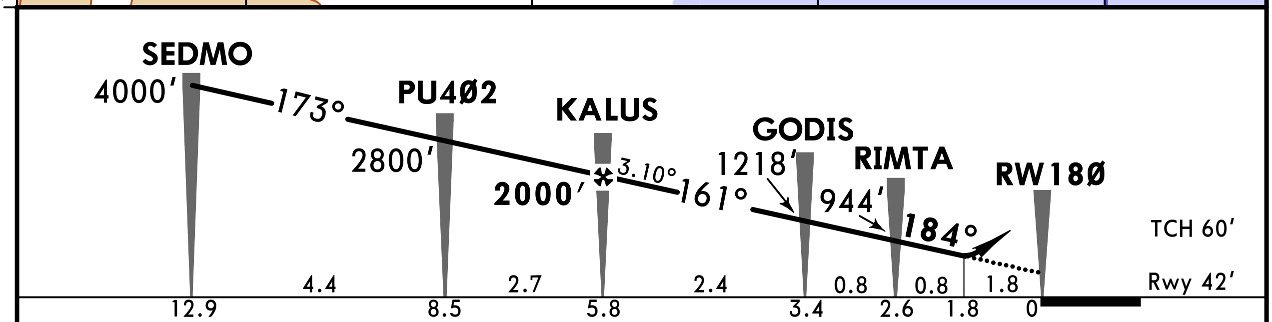
RNP 0.5 required on Initial and Intermediate, RNP 0.3 for Final Approach

1. GNSS and RF required. 2. RNP AR N/A below -14°C or above 39°C. 3. Bank angle 18° applied. 4. Initial, Intermediate, Missed Approach at 220 KT or less and Final Approach at 165 KT or less. 5. PAPI not coincident with VPA (PAPI angle 3.8°).



MSA ARP





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.10°	384	494	548	658	768	878

Timing not authorized for defining MAP

PAPI SSALF

on 184° PU4Ø7

	STRAIGHT-IN LANDING RWY18 RNP 0.30 DA(H) 690' (648')		CIRCLE-TO-LAND
		ALS out	
A B C D	3100m	3400m	NOT AUTHORIZED

PANS OPS

CHANGES: Airspaces added.

*D-ATIS	POHANG Approach (R)	*ULSAN Arrival	*ULSAN Tower	*Ground
127.625	124.25 120.2	119.25	118.75	121.75

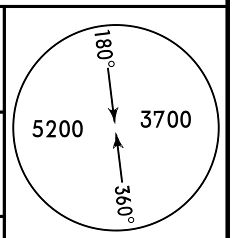
BRIEFING STRIP™

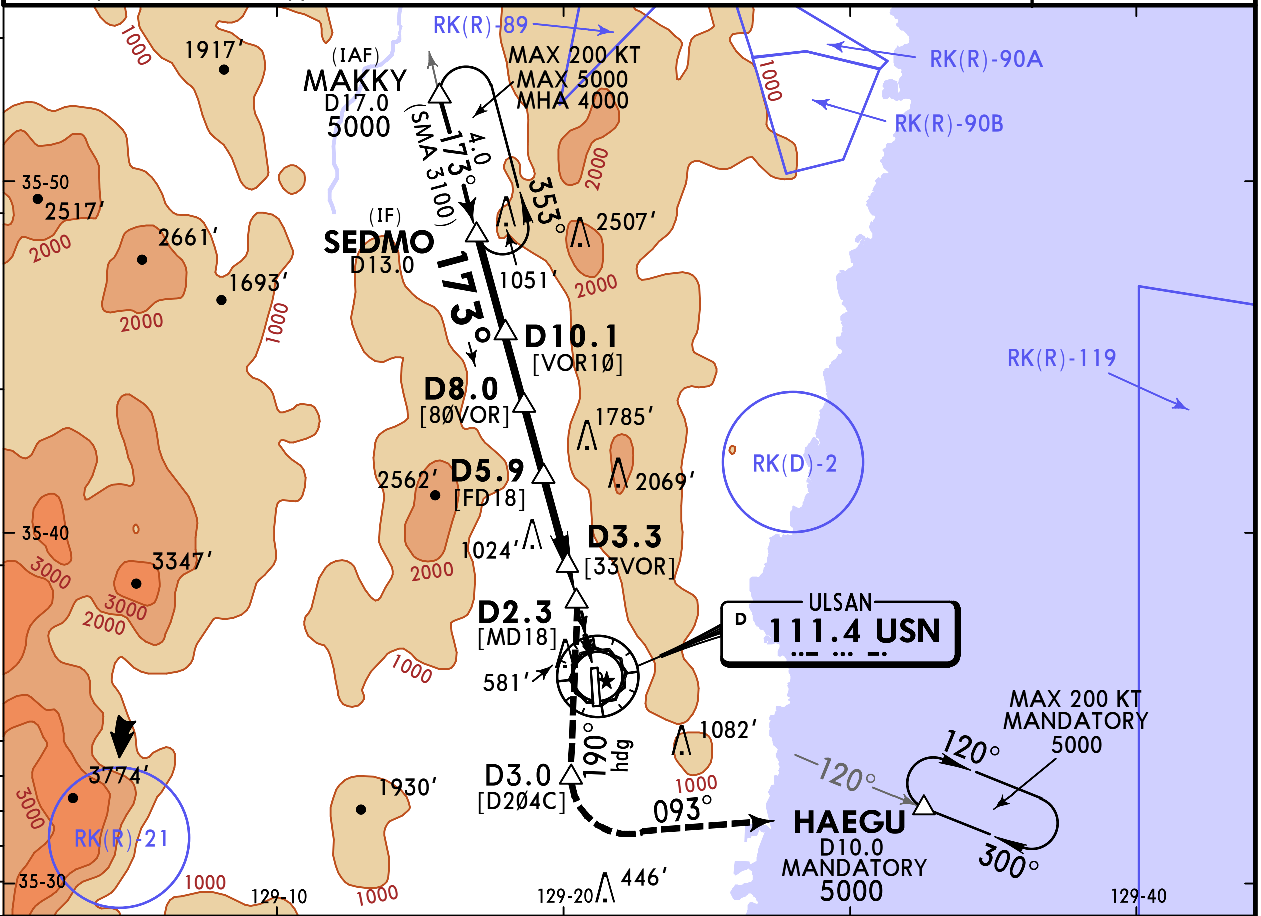
VOR USN	Final Apch Crs	D5.9	MDA(H)	Apt Elev 42′
111.4	173°	2300′ (2258′)	1090′ (1048′)	Rwy 42′

MISSED APCH: Climb on heading 190° to D3.0 USN VOR, then turn LEFT direct to HAEGU and hold at 5000′.
Missed Apch Climb rate: 200ft/NM (3.3%).

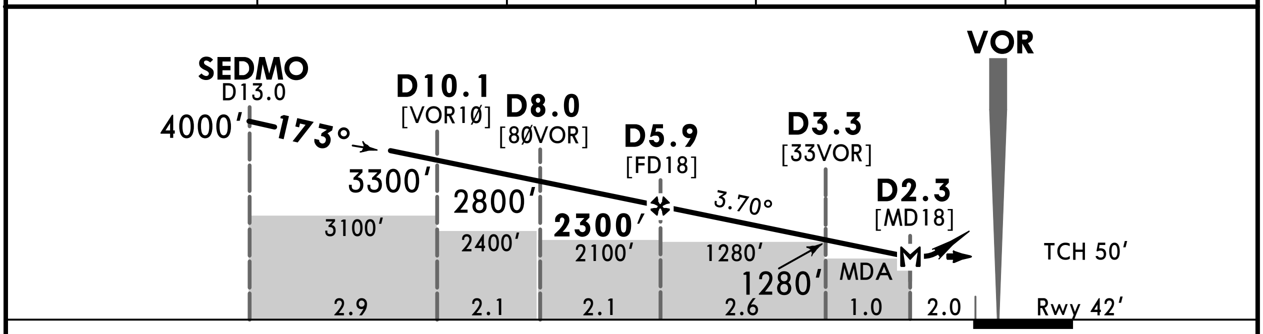
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL140 Trans alt: 14000′

DME required on a VOR approach.





USN DME	5.0	4.0	3.0	2.8
ALTITUDE	1947′	1556′	1164′	1080′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.70°	458	589	655	786	917	1048
MAP at D2.3							

Timing not authorized for defining the MAP.

SSALF
PAPI

on 190° hdg D3.0

STRAIGHT-IN LANDING RWY 18		CIRCLE-TO-LAND
MDA(H) 1090′ (1048′)		
	ALS out	
A 3600m	4000m	NOT AUTHORIZED
B 3600m	4000m	NOT AUTHORIZED
C 4600m	4900m	NOT AUTHORIZED
D NA		

TERPS

CHANGES: Airspaces added.

*D-ATIS	POHANG Approach (R)	*ULSAN Arrival	*ULSAN Tower	*Ground
127.625	124.25 120.2	119.25	118.75	121.75

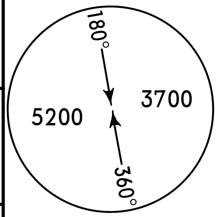
BRIEFING STRIP ™

VOR USN	Final Apch Crs	D5.0	MDA(H)	Apt Elev 42'
111.4	005°	1400' (1372')	760' (732')	Rwy 28'

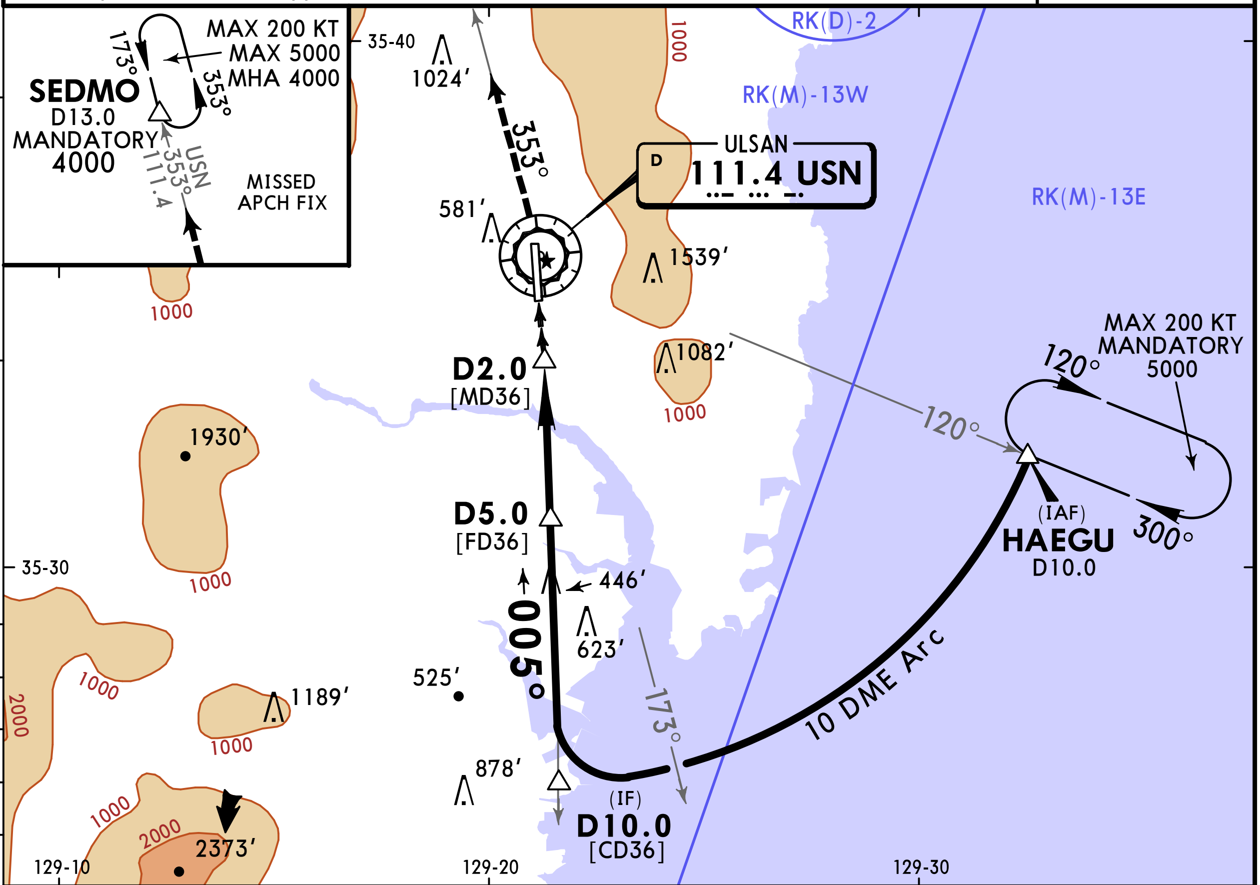
MISSED APCH: Climb direct to USN VOR, then proceed on USN VOR R-353 to SEDMO and hold at 4000'.

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

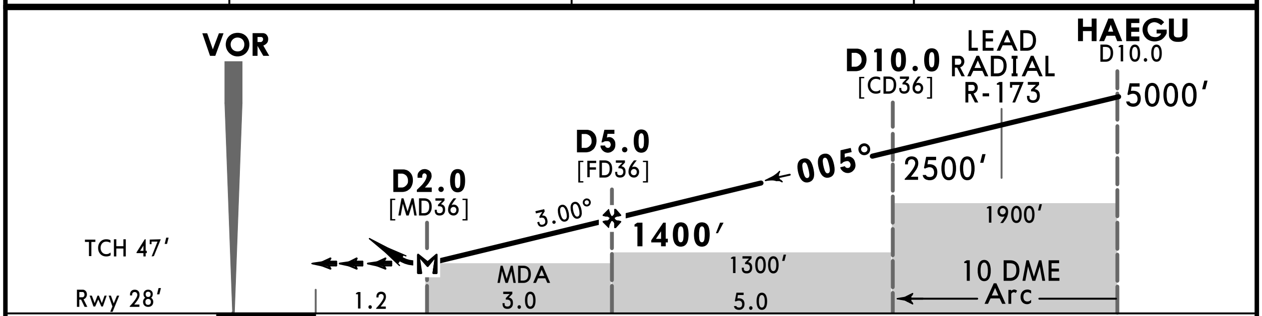
DME required on a VOR approach.



MSA USN VOR

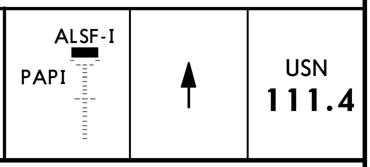


USN DME	3.0	4.0	5.0
ALTITUDE	760'	1080'	1400'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D2.0						

Timing not authorized for defining the MAP.



	STRAIGHT-IN LANDING RWY 36 MDA(H) 760' (732')		CIRCLE-TO-LAND
		ALS out	
A	2700m	3400m	NOT AUTHORIZED
B			
C			
D			

PANS OPS

CHANGES: Airspaces added.

Chart changes since cycle 15-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

ULSAN, (ULSAN - RKPU)

Notice: After 17 Aug 2023, 0000Z, this data may no longer be valid

JEPPESEN
JeppView for Windows

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport RKPU