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Trip Kit Index

Airport Information For RKJB

Terminal Charts For RKJB

Revision Letter For Cycle 16-2023

Change Notices

Notebook

General Information

Location: MUAN KOR
ICAO/IATA: RKJB / MWX
Lat/Long: N34° 59.48', E126° 22.97'
Elevation: 51 ft

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

Fuel Types: 100 Octane (LL), Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 2120 Z
Sunset: 0936 Z

Runway Information

Runway: 01
Length x Width: 9186 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 38 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 19
Length x Width: 9186 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 51 ft
Lighting: Edge, ALS, Centerline, TDZ

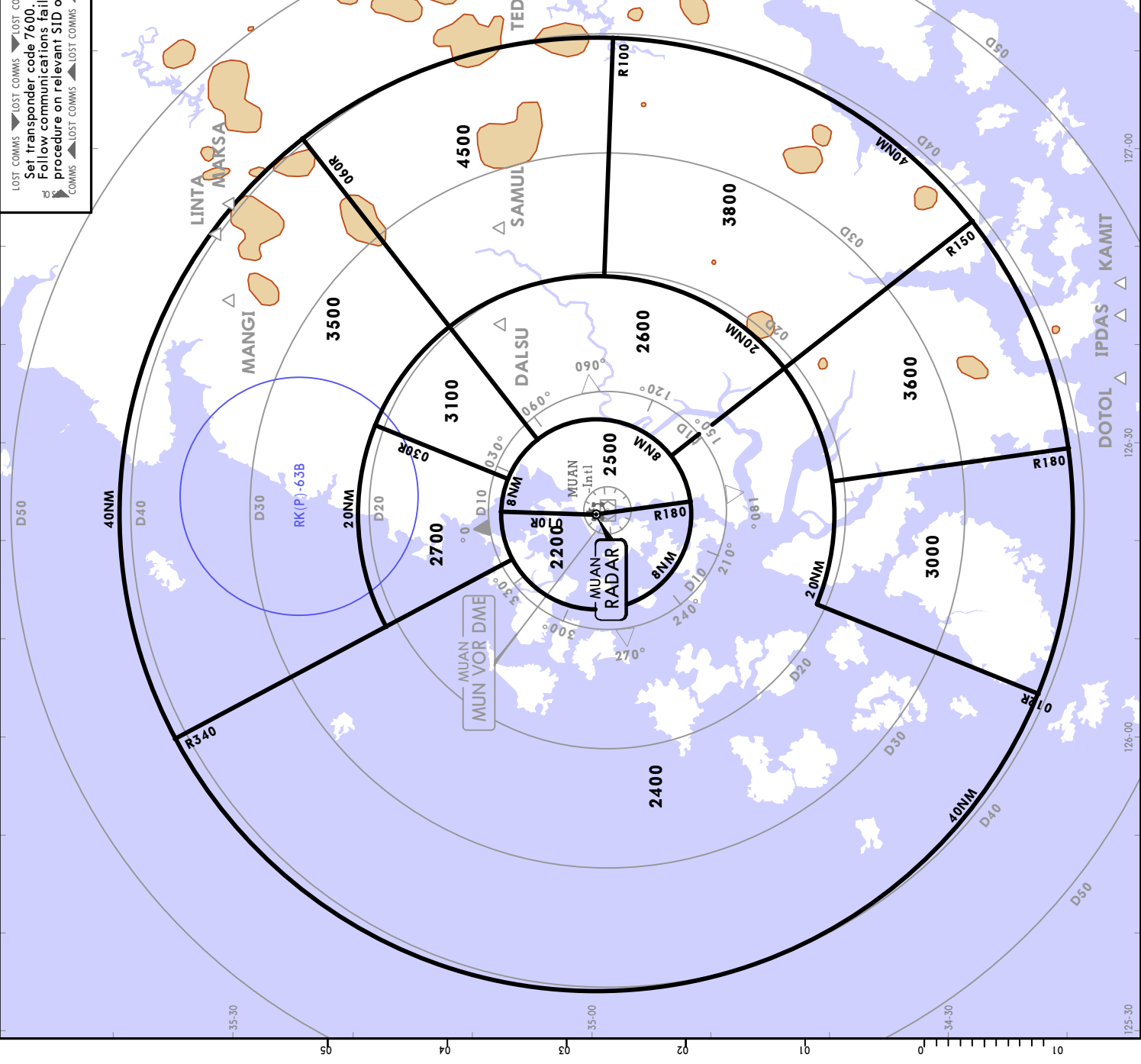
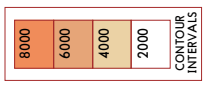
Communication Information

ATIS: 127.425
Muan Tower: 118.250
Muan Tower: 118.850
Muan Ground: 121.700
Gwangju Approach: 130.000
Gwangju Approach: 120.475
Gwangju Departure: 124.000
Gwangju Departure: 124.700

GWANGJU Approach
120.475 130.0
 Apt Elev **51**

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 effect when necessary.

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



RADIO COMMUNICATIONS FAILURE PROCEDURES

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 Sector 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 01 in use

- 1) Proceed to OLBES IAF, OVGEN IAF or PEGRO IAF as advised or instructed by ATC 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
- 2) Land, if possible, within 30 minutes after ETA or the last acknowledged EFC or ETA, whichever is later.

Runway 19 in use

- 1) Proceed to GUPLA IAF or DOVRA IAF as advised or instructed by ATC 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
- 2) Land, if possible, within 30 minutes after ETA or the last acknowledged EFC or ETA, whichever is later.

RKJB/MWX
MUAN INTL

JEPPESSEN

MUAN, KOREA

29 OCT 21

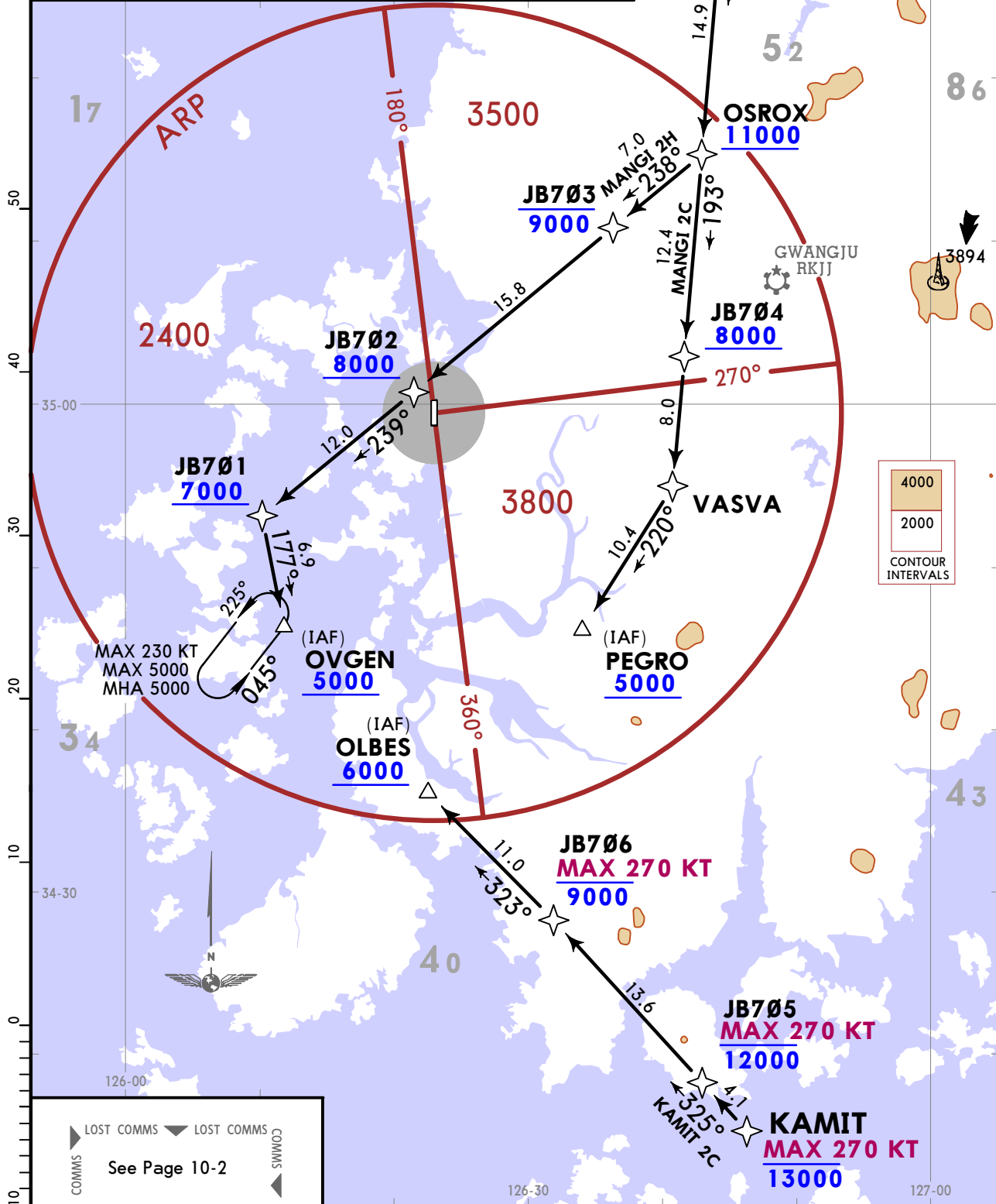
10-2A

Eff 3 Nov 1600Z

RNAV STAR

| | | |
|-----------------|----------------|------------------------------------|
| ATIS 127.425 | Apt Elev 51 | Alt Set: hPa Trans level: FL140 |
| | | RNAV 1 operation GNSS required |
| | | ATS surveillance service required. |

KAMIT 2C (KAMIT 2C) [KAMI2C]
MANGI 2C (MANGI 2C) [MANG2C]
MANGI 2H (MANGI 2H) [MANG2H]
RNAV ARRIVALS
(RWY 01)



| STAR | ROUTING |
|-----------------|--|
| KAMIT 2C | KAMIT - JB705 - JB706 - OLBES. |
| MANGI 2C | MANGI - OSROX - JB704 - VASVA - PEGRO. |
| MANGI 2H | MANGI - OSROX - JB703 - JB702 - JB701 - OVGEN. |

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MUAN INTL

JEPPESSEN

MUAN, KOREA

29 OCT 21

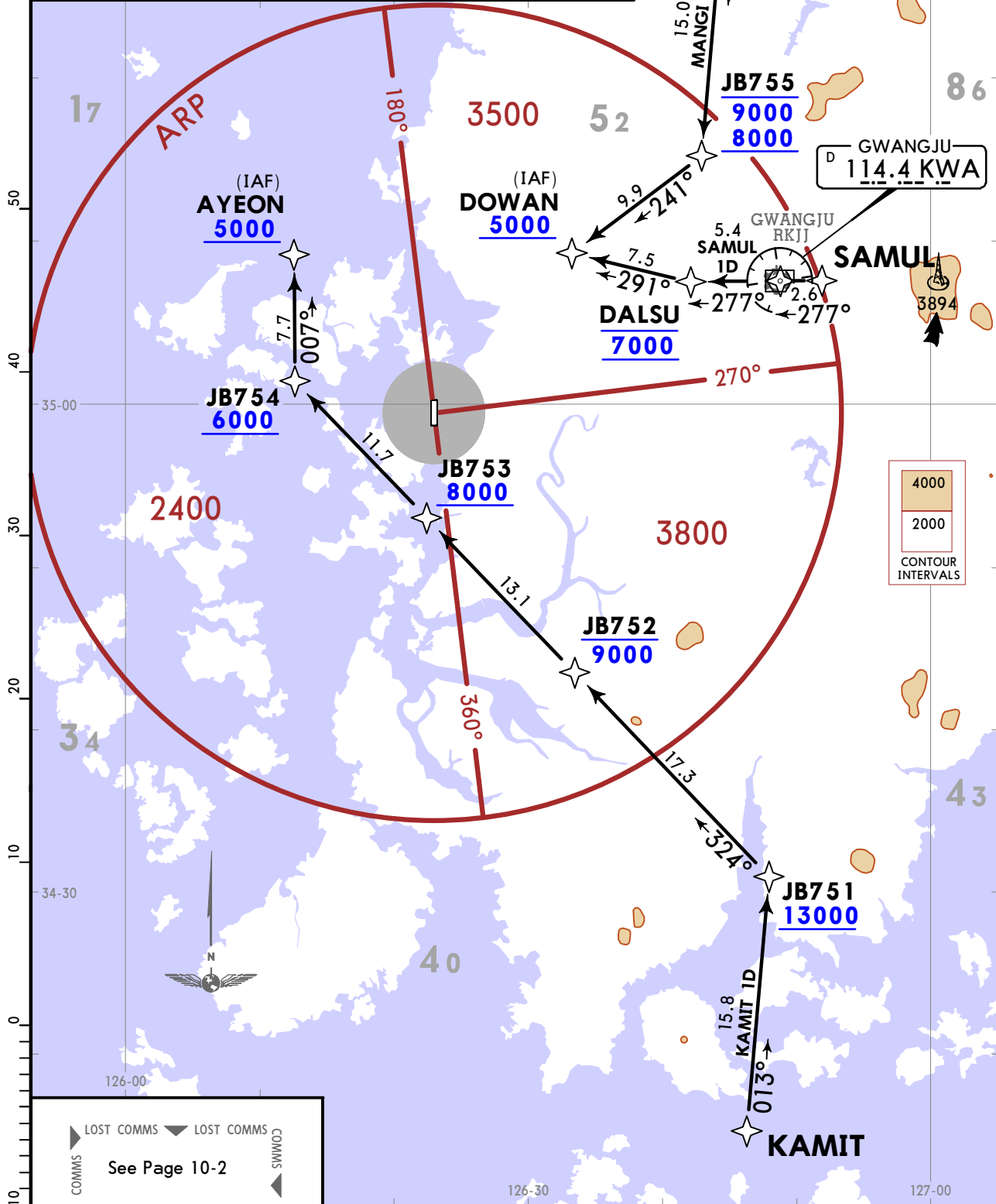
10-2B

Eff 3 Nov 1600Z

RNAV STAR

| | | |
|------------------------|-----------------------|------------------------------------|
| ATIS 127.425 | Apt Elev 51 | Alt Set: hPa Trans level: FL140 |
| | | RNAV 1 operation GNSS required |
| | | ATS surveillance service required. |

KAMIT 1D (KAMIT 1D) [KAMI1D]
MANGI 1D (MANGI 1D) [MANG1D]
SAMUL 1D (SAMUL 1D) [SAMU1D]
RNAV ARRIVALS
(RWY 19)



▲ LOST COMMS ▼ LOST COMMS
 ◀ COMMS ▶ COMMS
 See Page 10-2

| STAR | ROUTING |
|-----------------|--|
| KAMIT 1D | KAMIT - JB751 - JB752 - JB753 - JB754 - AYEON. |
| MANGI 1D | MANGI - JB755 - DOWAN. |
| SAMUL 1D | SAMUL - KWA VOR - DALSU - DOWAN. |

RADIO COMMUNICATIONS FAILURE PROCEDURES

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 Sector 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

a) Under Pilot Navigation

Runway 01 in use

- RNAV MAKSA 1N, RNAV DOTOL 1N, KWA 3N:

Proceed by the route, altitude/flight level assigned at the last ATC clearance received.

Runway 19 in use

- RNAV MAKSA 1S, RNAV MAKSA 6S, RNAV DOTOL 1S, KWA 3S, IPDAS 3S:

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

b) Under RADAR Vectoring

- 1) Proceed by the direct route from the point of radio failure to the fix, route or airway specified in the vector clearance;
- 2) In the absence of an assigned route, proceed by the route that ATC has advised may be expected in a further clearance; or
- 3) In the absence of an assigned route or a route that ATC has advised may be expected in a further clearance, by the route filed in the flight plan; and
- 4) MAINTAIN minimum enroute altitude (MEA) or the altitude/flight level cleared in the last ATC clearance received, whichever is higher, for 20 minutes; then
- 5) Continue the flight with altitude/flight level filed in the flight plan.

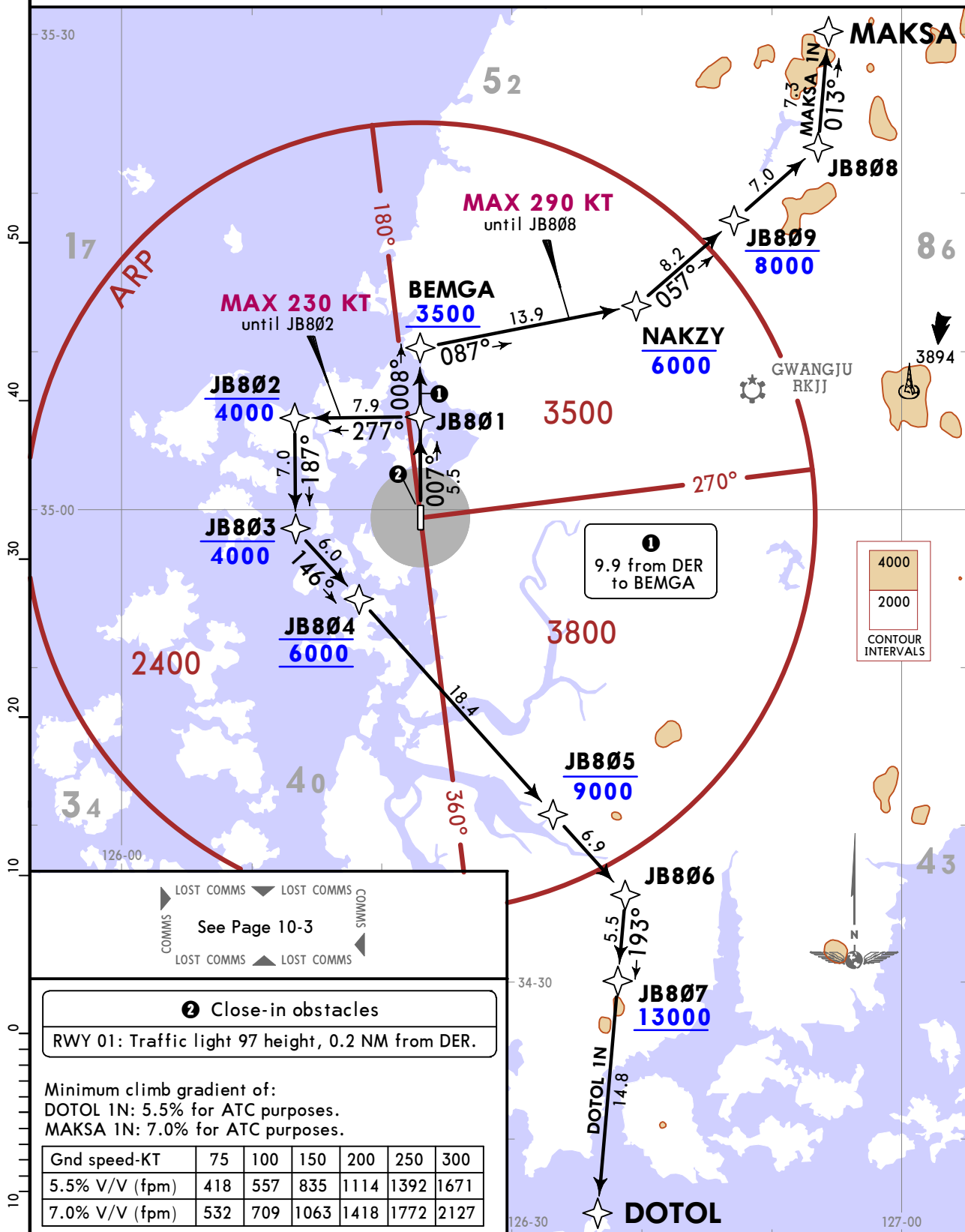
RKJB/MWX
MUAN INTL

JEPPESEN
 29 OCT 21 **(10-3A)** Eff 3 Nov 1600Z

MUAN, KOREA
RNAV SID

| | | |
|----------------------------------|----------------|-------------------------------------|
| GWANGJU Departure 124.0 124.7 | Apt Elev 51 | Trans alt: 14000 |
| | | RNAV 1 operation GNSS required |
| | | ATS surveillance service required. |

DOTOL 1N (DOTOL 1N) [DOTO1N]
MAKSA 1N (MAKSA 1N) [MAKS1N]
RNAV DEPARTURES
(RWY 01)



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

② Close-in obstacles
 RWY 01: Traffic light 97 height, 0.2 NM from DER.

Minimum climb gradient of:
 DOTOL 1N: 5.5% for ATC purposes.
 MAKSA 1N: 7.0% for ATC purposes.

| | | | | | | |
|----------------|-----|-----|------|------|------|------|
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 5.5% V/V (fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |
| 7.0% V/V (fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |

| SID | INITIAL CLIMB |
|-----------------|--|
| DOTOL 1N | JB801 - JB802 - JB803 - JB804 - JB805 - JB806 - JB807 - DOTOL. |
| MAKSA 1N | BEMGA - NAKZY - JB809 - JB808 - MAKSA. |

RKJB/MWX
MUAN INTL

JEPPESSEN
 29 OCT 21 **(10-3B)** **Eff 3 Nov 1600Z**

MUAN, KOREA
RNAV SID

| | | |
|----------------------------------|----------------|------------------------------------|
| GWANGJU Departure 124.0 124.7 | Apt Elev 51 | Trans alt: 14000 |
| | | RNAV 1 operation GNSS required |
| | | ATS surveillance service required. |

DOTOL 1S (DOTOL 1S) [DOTO1S]
MAKSA 1S (MAKSA 1S) [MAKS1S]
MAKSA 6S (MAKSA 6S) [MAKS6S] RNAV DEPARTURES
(RWY 19)



See Page 10-3

Minimum climb gradient of 6.4% for ATC purposes and 5.9% until reaching 800 for obstacle avoidance.

| | | | | | | |
|----------------|-----|-----|-----|------|------|------|
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 5.9% V/V (fpm) | 448 | 597 | 896 | 1195 | 1494 | 1792 |
| 6.4% V/V (fpm) | 486 | 648 | 972 | 1296 | 1620 | 1944 |

| SID | INITIAL CLIMB |
|-----------------|--|
| DOTOL 1S | JB851 - RELEX - JB856 - JB857 - DOTOL. |
| MAKSA 1S | JB851 - JB852 - JB853 - SAMUL - MAKSA. |
| MAKSA 6S | JB851 - JB854 - JB855 - JB858 - JB859 - MAKSA. |

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MUAN INTL

JEPPESEN
 22 JUL 22 (10-3C)

MUAN, KOREA
SID

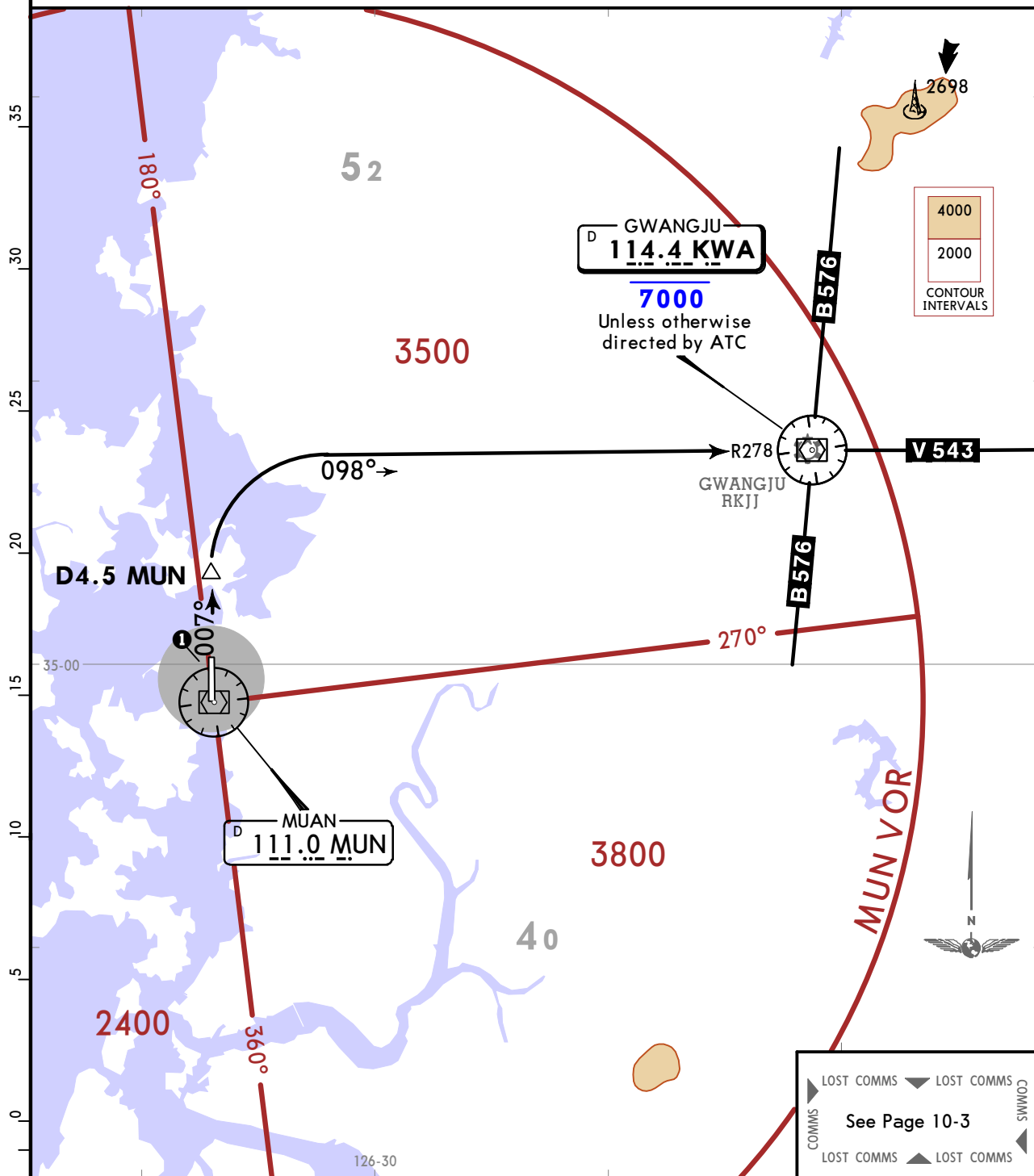
GWANGJU Departure
 124.0 124.7

Apt Elev
 51

Trans alt: 14000

GWANGJU 3N DEPARTURE
 (KWA 3N)
 (RWY 01)

SPEED RESTRICTION
 Departure turns are limited to maximum of 240 KT until KWA VOR.



| | | | | | | |
|----------------|-----|-----|-----|------|------|------|
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 5.6% V/V (fpm) | 425 | 567 | 851 | 1134 | 1418 | 1701 |

Close-in obstacles
 RWY 01: Traffic light 97 height, 0.2 NM from DER.

INITIAL CLIMB

Climb to MUN R007/D4.5 then turn RIGHT to intercept KWA R278, join B-576 or V-543 as assigned. Cross KWA VOR at or below 7000 unless otherwise directed by ATC.

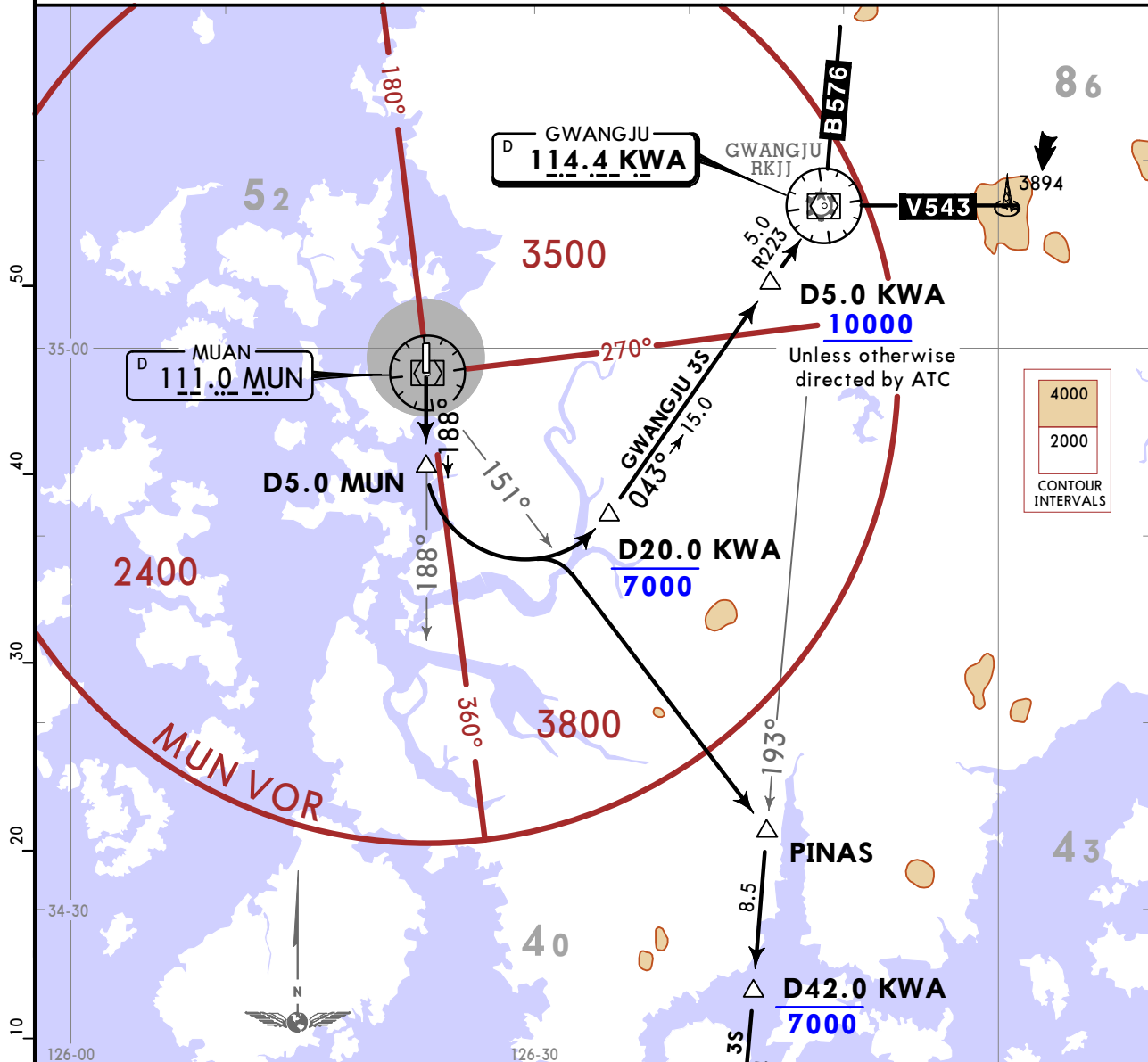
RKJB/MWX
MUAN INTL

JEPPESEN
 22 JUL 22 **(10-3D)**

MUAN, KOREA
SID

| | | |
|----------------------------------|----------------|------------------|
| GWANGJU Departure 124.0 124.7 | Apt Elev 51 | Trans alt: 14000 |
|----------------------------------|----------------|------------------|

**GWANGJU 3S (KWA 3S) [KWA3S]
 IPDAS 3S (IPDAS 3S) [IPDA3S]
 DEPARTURES
 (RWY 19)**



See Page 10-3

These SIDs require a minimum climb gradient of 5.9% until reaching 800 for obstacle avoidance. GWANGJU 3S: 5.9% until reaching 10000 for ATC purposes.

| | | | | | | |
|----------------|-----|-----|-----|------|------|------|
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 5.9% V/V (fpm) | 448 | 597 | 896 | 1195 | 1494 | 1792 |

| SID | INITIAL CLIMB |
|-------------------|--|
| GWANGJU 3S | Climb to MUN R188/D5.0 then turn LEFT to intercept KWA R223, join B-576 or V-543 as assigned. Cross D20.0 KWA at or below 7000, cross D5.0 KWA at or above 10000 unless otherwise directed by ATC. |
| IPDAS 3S | Climb to MUN R188/D5.0 then turn LEFT to intercept MUN R151 to PINAS then IPDAS, join B-576 as assigned. Cross D42.0 KWA at or below 7000, cross IPDAS at or below 12000 unless otherwise directed by ATC. |

**OPERATIONAL RESTRICTIONS
(SUP 7/22)**

1. INTRODUCTION

Aircraft stands NR. 1, 31, 32, 33, 34, 35 will be closed due to boarding facility construction.

2. PERIOD

From 2300 UTC 18 MAY 2022 to 2300 UTC 17 AUG 2022

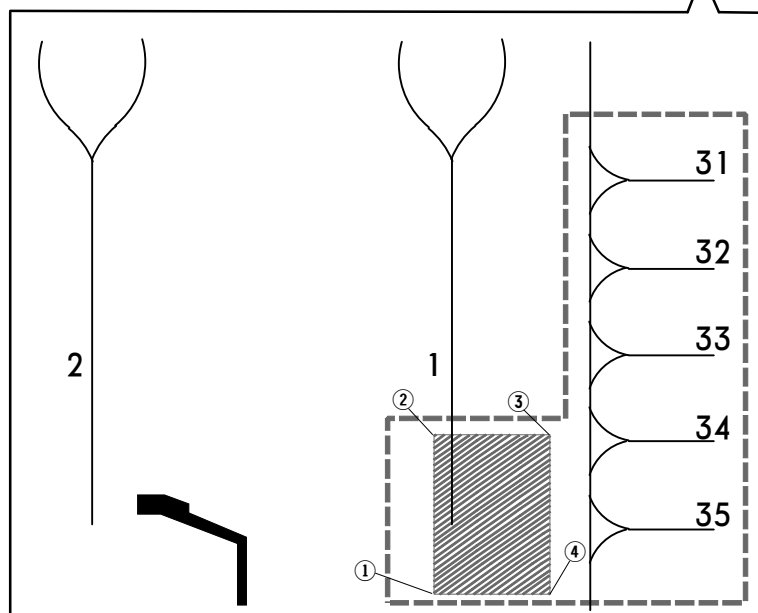
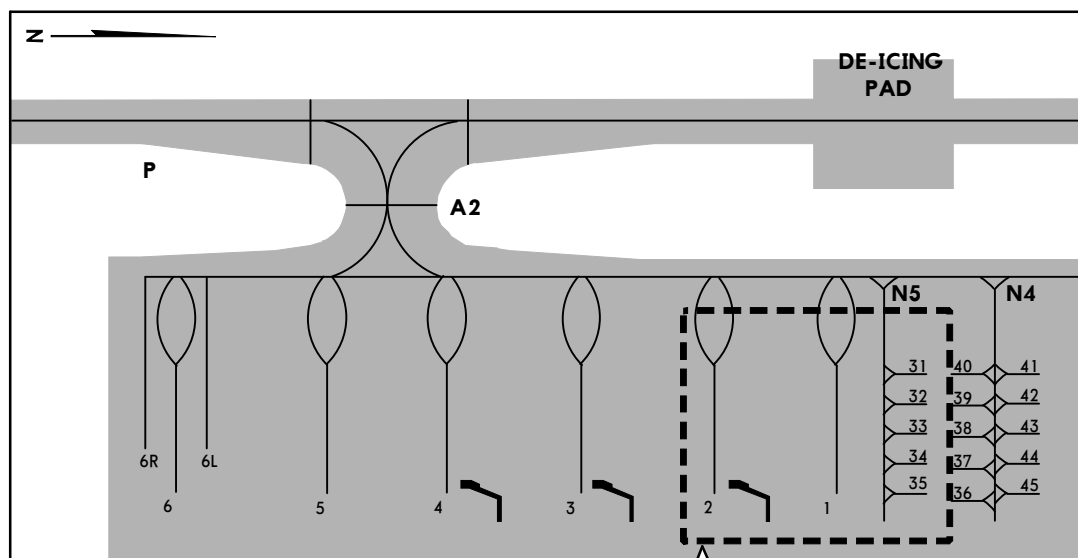
3. WORKING & CLOSED AREAS (Refer to 5. Diagram)

| No | Position | Closed Area |
|----|--------------------|--|
| ① | N34 59.7 E126 23.2 | Aircraft stands NR. 1, 31, 32, 33, 34, 35 |
| ② | N34 59.7 E126 23.2 | |
| ③ | N34 59.7 E126 23.2 | |
| ④ | N34 59.7 E126 23.2 | |

4. REMARKS

1. Safety fence and lights will be installed to indicate the working areas.
2. Aircraft stands NR. 1, 31, 32, 33, 34, 35 will be closed due to work in progress.
3. Work by equipments & vehicles will be conducted in the area as shown in diagram.
4. During working period, pilots should exercise caution and follow ATC's instruction when taxiing aircraft near the working area.
5. Any change to the contents of this chart will be notified by NOTAM.

5. DIAGRAM



LEGEND

- CLOSED AREA
- FENCE AREA

RKJB/MWX

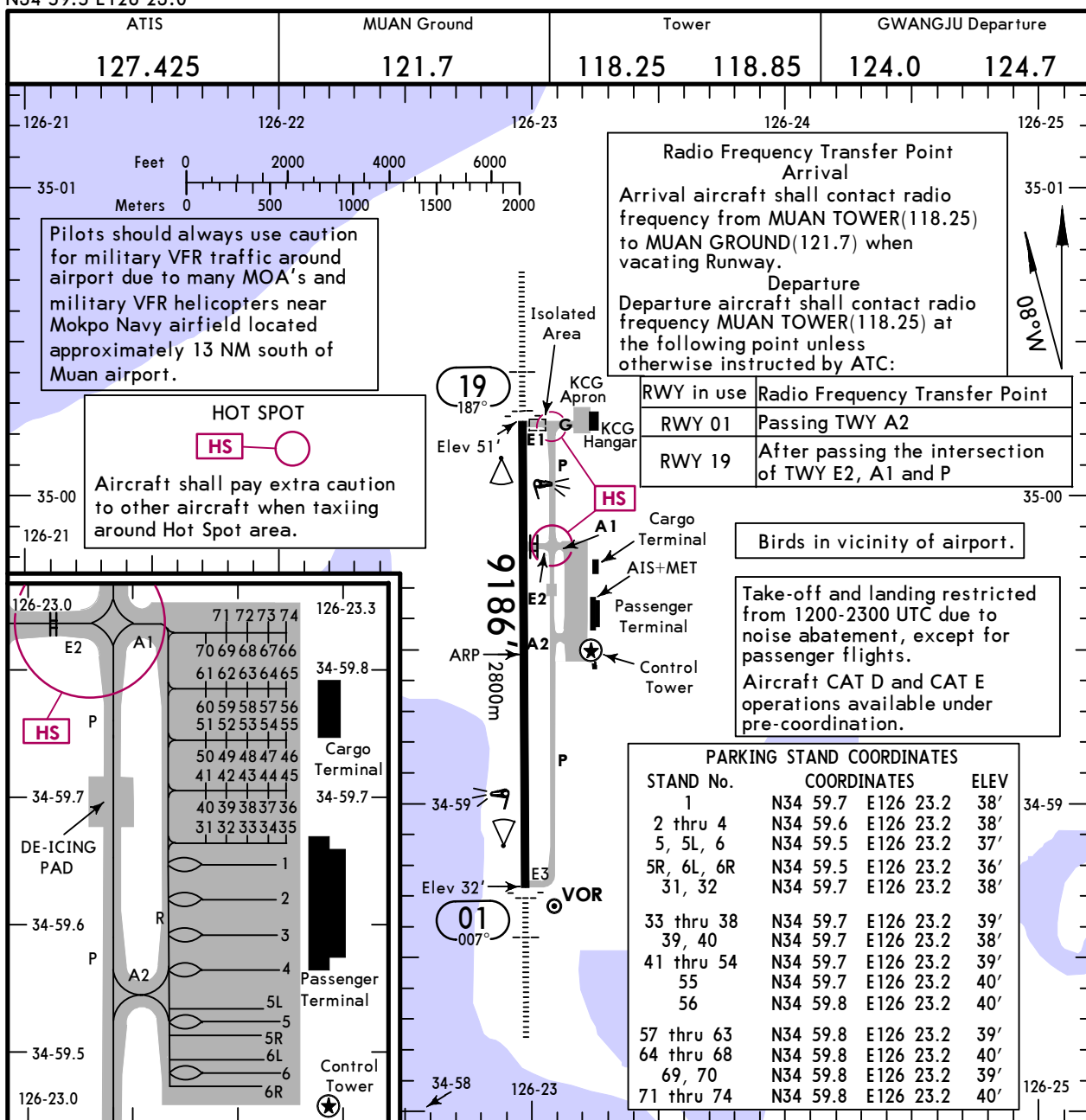
Apt Elev **51'**
N34 59.5 E126 23.0

JEPPESSEN

12 MAY 23 **(10-9)** Eff 17 May 1600Z

MUAN, KOREA

MUAN INTL



ADDITIONAL RUNWAY INFORMATION

| RWY | USABLE LENGTHS | LANDING BEYOND | | TAKE-OFF | WIDTH |
|---------------|---|----------------|----------------------------|----------|-------------|
| | | Threshold | Glide Slope | | |
| 01 ① 19 | HIRL(60m) CL(30m) TDZ ② ALSF-I ③ PAPI-L RVR | | 8216' 2504m 8148' 2484m | ④ | 148' 45m |

- ① Grooved.
- ② length 900m
- ③ angle 3.0°
- ④ TAKE-OFF RUN AVAILABLE:
Rwy 19
From runway head 9186' (2800m)
From Twy E2 intersection 6749' (2057m)

TAKE-OFF

All Rwys

Multi Engine Aircraft With Take-off Alternate Airport Filed

| RL & CL | RL & RCLM | RL or RCLM | NIL (Day Only) | Other |
|---------|-----------------------|------------|-----------------------|----------------------------|
| | | | | |
| | RVR 400m VIS 1200' | | RVR 500m VIS 1600' | Available Landing Minimums |

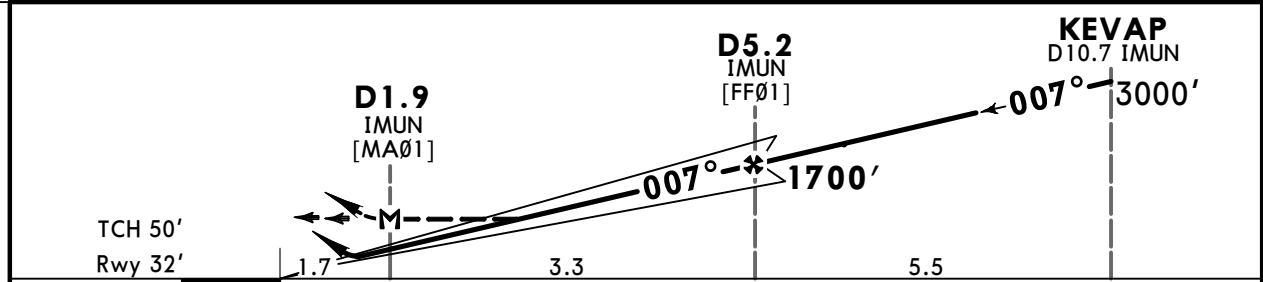
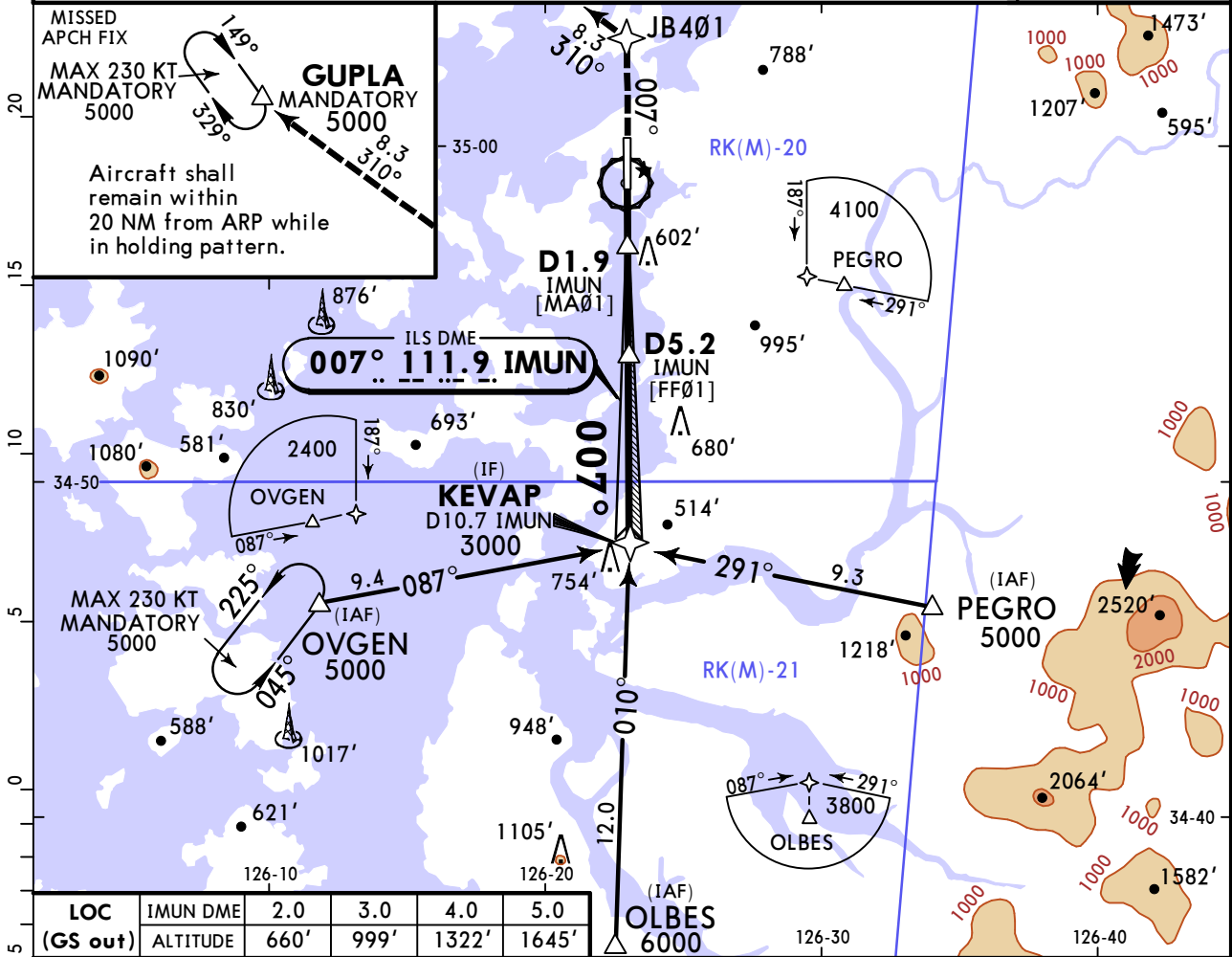
The TDZ RVR/VIS may be assessed by the pilot.
SIDs are designed in accordance with STANDARDS for FLIGHT PROCEDURE DESIGN.
For Night Operations at least RL or CL and Rwy End Lights are available.

RKJB/MWX MUAN INTL

JEPPESSEN
6 JAN 23 (11-1)

MUAN, KOREA
ILS Z or LOC Z Rwy 01

| | | | |
|--|-----------------------------------|-----------------------------|--------------------------|
| ATIS 127.425 | GWANGJU Approach 120.475 130.0 | MUAN Tower 118.25 118.85 | Ground 121.7 |
| LOC IMUN 111.9 | Final Apch Crs 007° | D5.2 IMUN 1700' (1668') | ILS DA(H) 232' (200') |
| Apt Elev 51' Rwy 32' | | | TAA 25 NM IAF |
| MISSED APCH: Climb to 5000' on track 007° to JB401, then LEFT turn on track of 310° to GUPLA. Hold as published. | | | |
| Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL140 Trans alt: 14000' | | | |
| RNAV 1 operation 1. GNSS required. 2. DME required on a LOC approach. 3. ATC surveillance service required. | | | |



| | | | | | | | |
|-------------------------|-----|-----|-----|-----|-----|-----|---------------------------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-I PAPI 5000' on 007° JB401 |
| ILS GS 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | |
| LOC Descent Angle 3.04° | 376 | 484 | 538 | 645 | 753 | 861 | |
| MAP at D1.9 IMUN | | | | | | | |

Timing not authorized for defining the MAP.

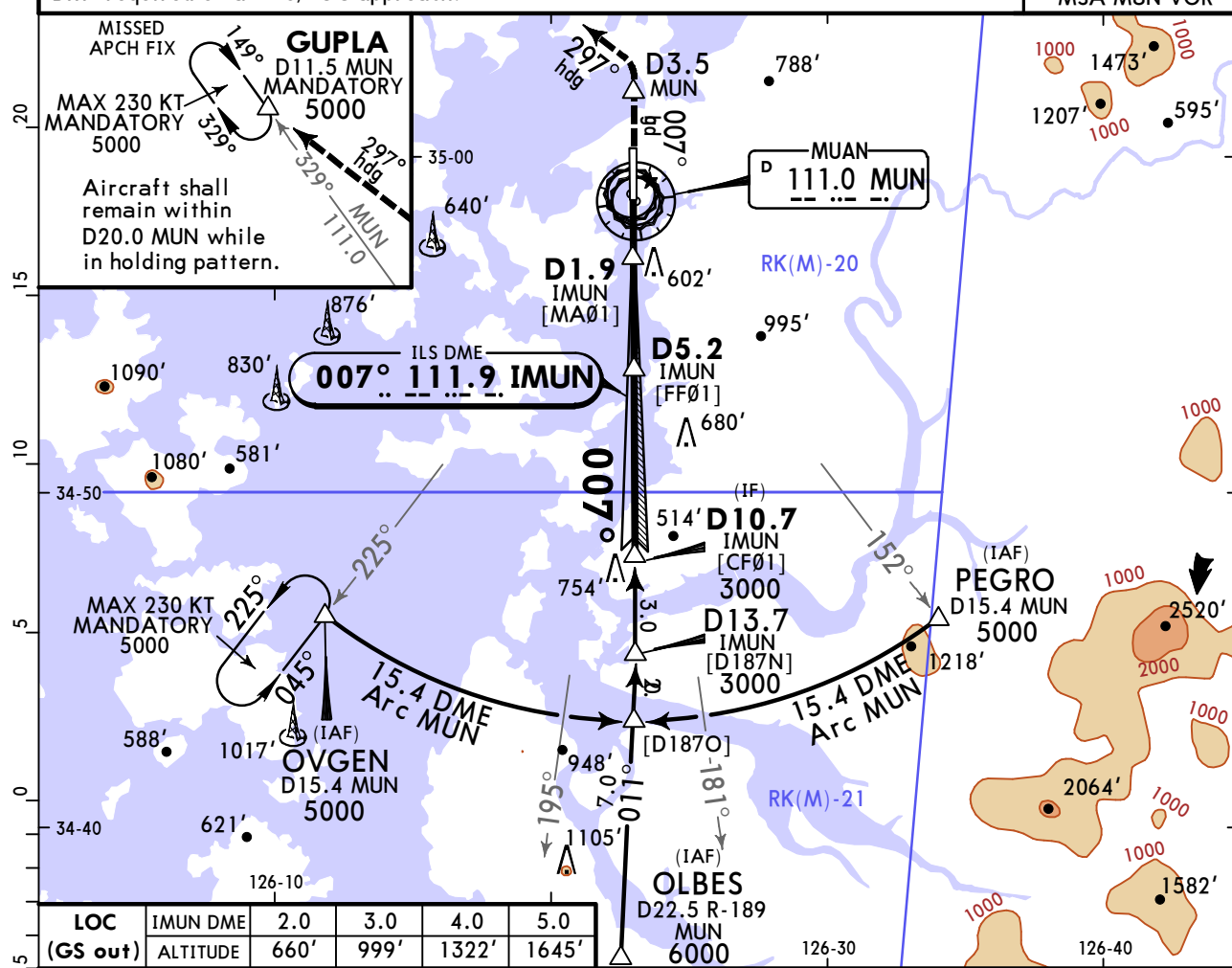
| | | | | |
|----------------------------|----------|---------------------------------|---------|----------------|
| STRAIGHT-IN LANDING RWY 01 | | | | CIRCLE-TO-LAND |
| ILS DA(H) 232' (200') | | LOC (GS out) MDA(H) 660' (628') | | |
| FULL | ALS out | ALS out | ALS out | |
| A | | | | |
| B | RVR 550m | 1200m | 2600m | 3300m |
| C | VIS 800m | | | NOT AUTHORIZED |
| D | | | | |

RKJB/MWX MUAN INTL

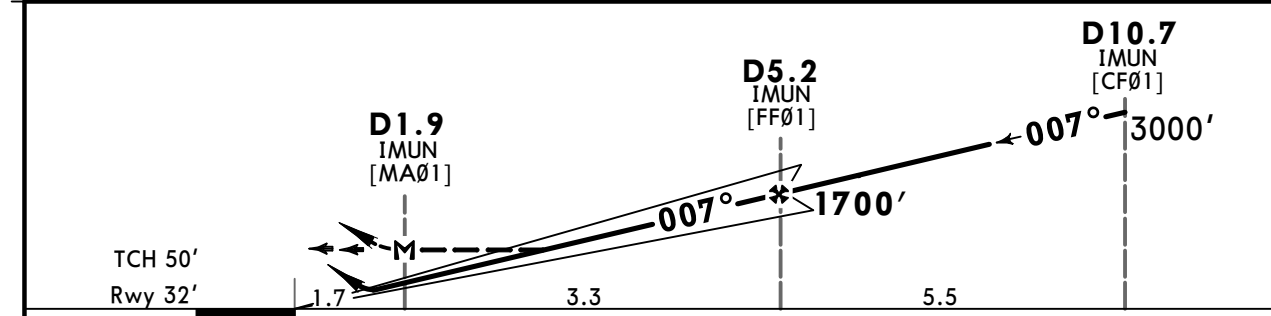
JEPPESSEN
6 JAN 23 **(11-2)**

MUAN, KOREA ILS Y or LOC Y Rwy 01

| | | | | | | |
|--|----------------------------------|--|------------------------------------|------------------------------------|-------------------|------------------------|
| ATIS 127.425 | | GWANGJU Approach 120.475 130.0 | | MUAN Tower 118.25 118.85 | | Ground 121.7 |
| LOC IMUN 111.9 | Final Apch Crs 007° | D5.2 IMUN 1700' (1668') | ILS DA(H) 232' (200') | Apt Elev 51' Rwy 32' | | |
| MISSED APCH: Climb on heading 007° to D3.5 MUN, then turn LEFT heading 297° to GUPLA and hold at 5000'. | | | | | | |
| Alt Set: hPa | | Rwy Elev: 1 hPa | Trans level: FL140 | | Trans alt: 14000' | |
| DME required on an ILS/LOC approach. | | | | | | |

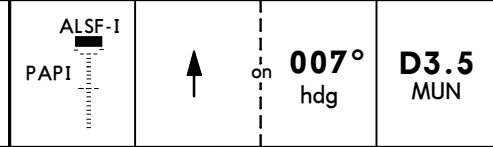


| | | | | | |
|---------------------|-----------------|-------------|-------------|--------------|--------------|
| LOC (GS out) | IMUN DME | 2.0 | 3.0 | 4.0 | 5.0 |
| | ALTITUDE | 660' | 999' | 1322' | 1645' |



| | | | | | | | |
|-------------------|-------|-----|-----|-----|-----|-----|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | |
| ILS GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| LOC Descent Angle | 3.04° | 376 | 484 | 538 | 645 | 753 | 861 |
| MAP at D1.9 IMUN | | | | | | | |

Timing not authorized for defining the MAP.



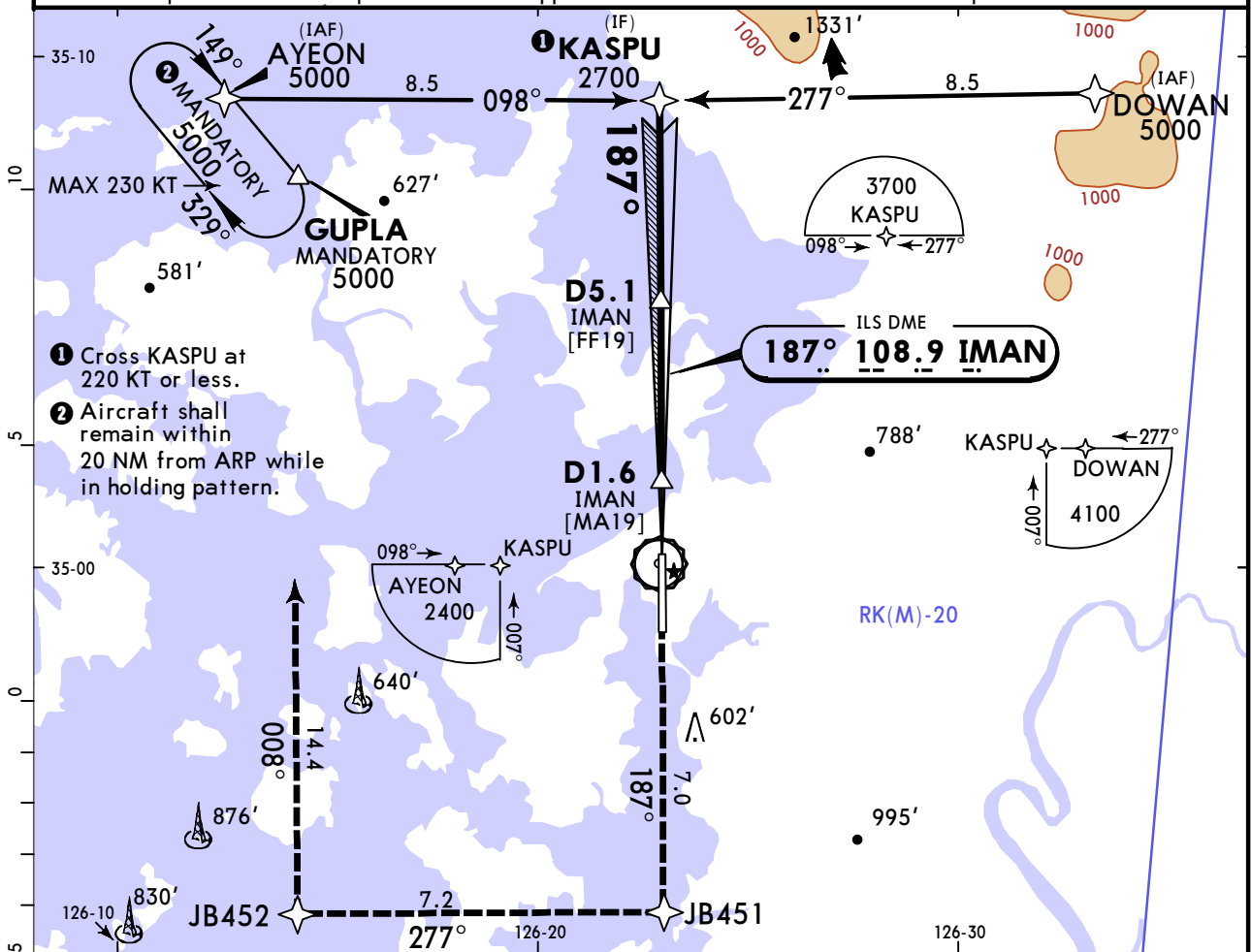
| | | | | | | |
|--|---|--|---------|-----------------------|---------|----------------|
| STRAIGHT-IN LANDING RWY 01 ILS DA(H) 232' (200') | | LOC (GS out) MDA(H) 660' (628') | | CIRCLE-TO-LAND | | |
| | | FULL | ALS out | | ALS out | |
| PANS OPS | A | | | | | |
| | B | RVR 550m | 1200m | 2600m | 3300m | NOT AUTHORIZED |
| | C | VIS 800m | | | | |
| | D | | | | | |

RKJB/MWX
MUAN INTL

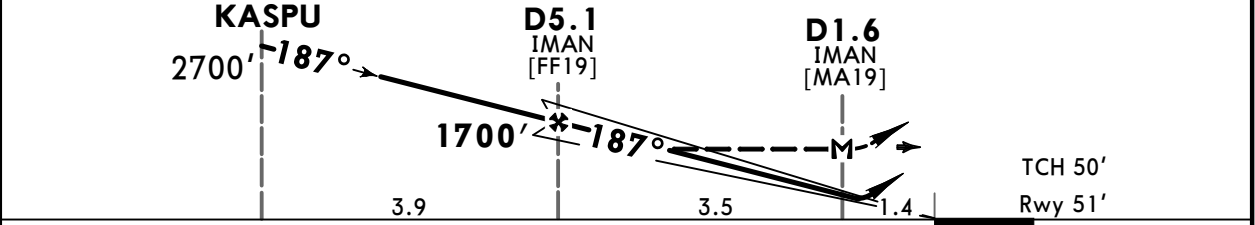
JEPPESEN
6 JAN 23 **(11-3)**

MUAN, KOREA
ILS Z or LOC Z Rwy 19

| | | | | | | |
|--|-------------------------------|-----------------------------------|--|--------------------------------|-------------------------|---------------------|
| ATIS 127.425 | | GWANGJU Approach 120.475 130.0 | | MUAN Tower 118.25 118.85 | | Ground 121.7 |
| LOC IMAN 108.9 | Final Apch Crs 187° | D5.1 IMAN 1700' (1649') | | ILS DA(H) Refer to Minimums | Apt Elev 51' Rwy 51' | TAA 25 NM IAF |
| MISSED APCH: Climb to 5000' on track of 187° to JB451, RIGHT turn on track of 277° to JB452, then RIGHT turn on track of 008° to GUPLA. Hold as published. Refer to minimums for missed approach climb gradient. Missed approach turns limited to MAX 230 KT. | | | | | | |
| Alt Set: hPa | | Rwy Elev: 2 hPa | | Trans level: FL140 | | Trans alt: 14000' |
| RNAV 1 operation | | | | | | |
| 1. GNSS required. 2. DME required on a LOC approach. 3. ATS surveillance service required. | | | | | | |



| LOC (GS out) | IMAN DME ALTITUDE | 5.0 | 4.0 | 3.0 | 2.0 | 1.7 |
|--------------|-------------------|-------|-------|-------|------|------|
| | | 1660' | 1338' | 1015' | 692' | 590' |



| | | | | | | | | |
|-------------------|-------|-----|-----|-----|-----|-----|---|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-I PAPI 5000' on 187° JB451 | |
| ILS GS | 3.00° | 372 | 478 | 531 | 637 | 743 | | 849 |
| LOC Descent Angle | 3.04° | 376 | 484 | 538 | 645 | 753 | | 861 |
| MAP at D1.6 IMAN | | | | | | | | |

Timing not authorized for defining the MAP.

| STRAIGHT-IN LANDING RWY 19 ILS | | | | LOC (GS out) | | CIRCLE-TO-LAND |
|-------------------------------------|--------------------------|-------------------------------------|---------|---------------------------|--|----------------|
| Missed APCH climb gradient min 5.0% | | Missed APCH climb gradient min 2.5% | | MDA(H) 590' (539') | | NOT AUTHORIZED |
| DA(H) 251' (200') | DA(H) 414' (363') | | | ALS out | | |
| FULL | ALS out | FULL | ALS out | | | |

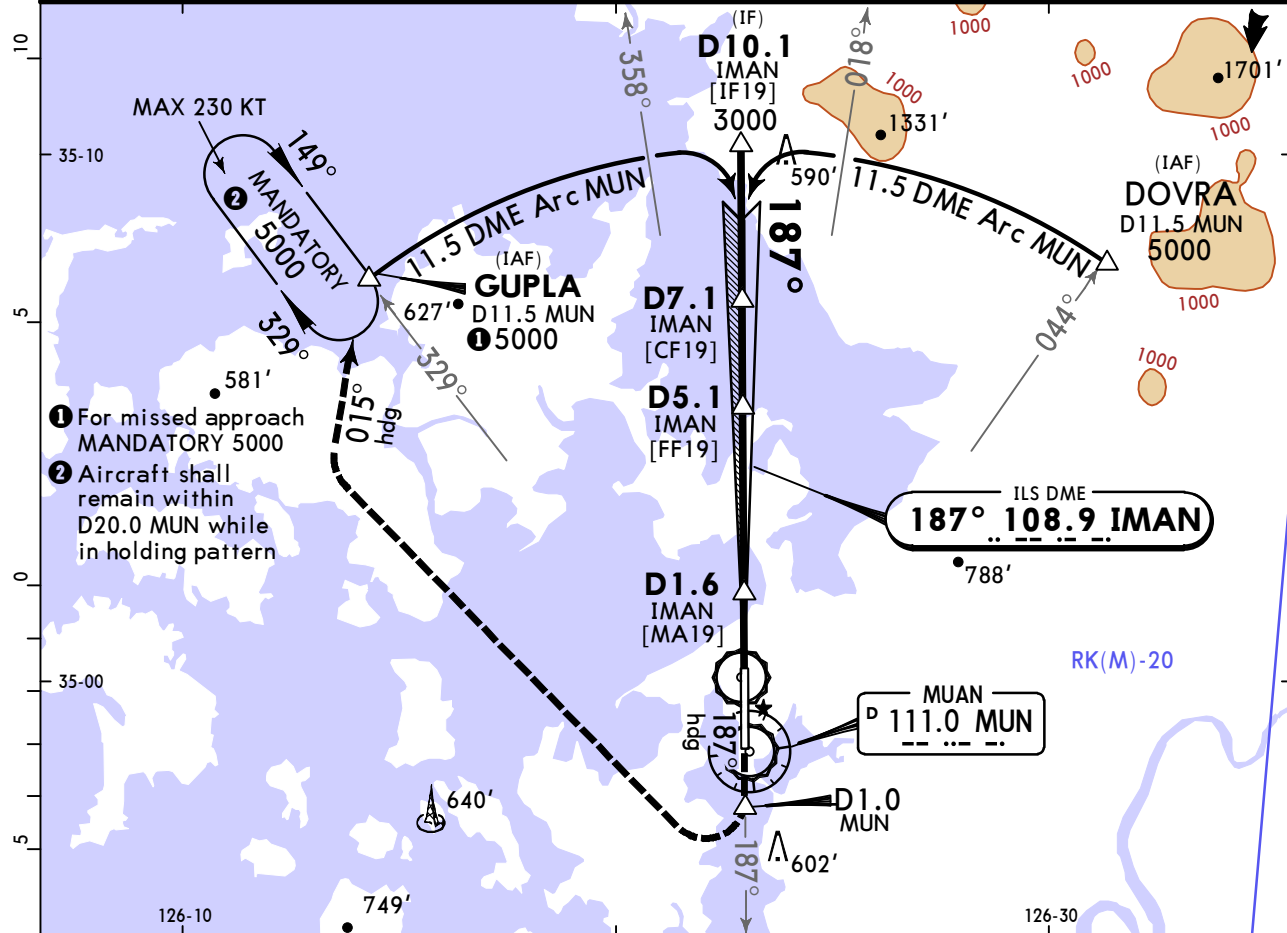
| PANS OPS | A | | | | | |
|----------|---|----------|-------|-------|-------|-------|
| | B | RVR 550m | 1200m | 1200m | 1900m | 2000m |
| | C | VIS 800m | | | | |
| | D | | | | | |

RKJB/MWX MUAN INTL

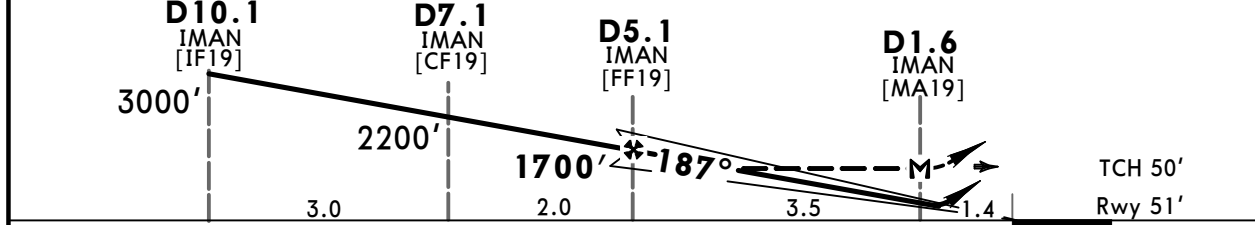
JEPPESSEN
6 JAN 23 (11-4)

MUAN, KOREA ILS Y or LOC Y Rwy 19

| | | | | | | | |
|--|-------------------------------|--|--------------------------------|------------------------------------|-------------------|------------------------|--|
| ATIS 127.425 | | GWANGJU Approach 120.475 130.0 | | MUAN Tower 118.25 118.85 | | Ground 121.7 | |
| LOC IMAN 108.9 | Final Apch Crs 187° | D5.1 IMAN 1700' (1649') | ILS DA(H) Refer to Minimums | Apt Elev 51' Rwy 51' | | | |
| MISSED APCH: Climb on heading 187° to D1.0 MUN, then turn RIGHT heading 015° to GUPLA and hold at 5000'. Refer to minimums for missed apch climb gradient. | | | | | | | |
| Alt Set: hPa | | Rwy Elev: 2 hPa | Trans level: FL140 | | Trans alt: 14000' | | |
| DME required on an ILS/LOC approach. | | | | | | MSA MUN VOR | |



| | | | | | | |
|--------------|-----------------------|-------|-------|-------|------|------|
| LOC (GS out) | IMAN DME | 5.0 | 4.0 | 3.0 | 2.0 | 1.7 |
| | ALT (3.04° APCH Path) | 1660' | 1338' | 1015' | 692' | 590' |



| | | | | | | | | | |
|-------------------|-------|-----|-----|-----|-----|-----|--|--|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | | on 187° hdg D1.0 MUN | |
| ILS GS | 3.00° | 372 | 478 | 531 | 637 | 743 | | | 849 |
| LOC Descent Angle | 3.04° | 376 | 484 | 538 | 645 | 753 | | | 861 |
| MAP at D1.6 IMAN | | | | | | | | | |

Timing not authorized for defining the MAP.

| | | | | | | |
|-------------------------------------|--------------------------|-------------------------------------|---------|---------------------------|---------|----------------|
| STRAIGHT-IN LANDING RWY 19 ILS | | | | LOC (GS out) | | CIRCLE-TO-LAND |
| Missed APCH climb gradient min 5.0% | | Missed APCH climb gradient min 2.5% | | MDA(H) 590' (539') | | NOT AUTHORIZED |
| DA(H) 251' (200') | DA(H) 414' (363') | | | FULL | ALS out | |
| FULL | ALS out | FULL | ALS out | | | |

| | | | | | | | |
|----------|---|----------|-------|-------|-------|-------|-------|
| PANS OPS | A | | | | | | |
| | B | RVR 550m | 1200m | 1200m | 1900m | 2000m | 2700m |
| | C | VIS 800m | | | | | |
| | D | | | | | | |

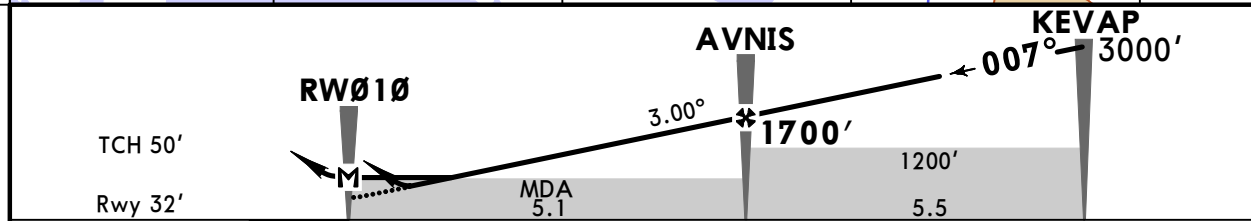
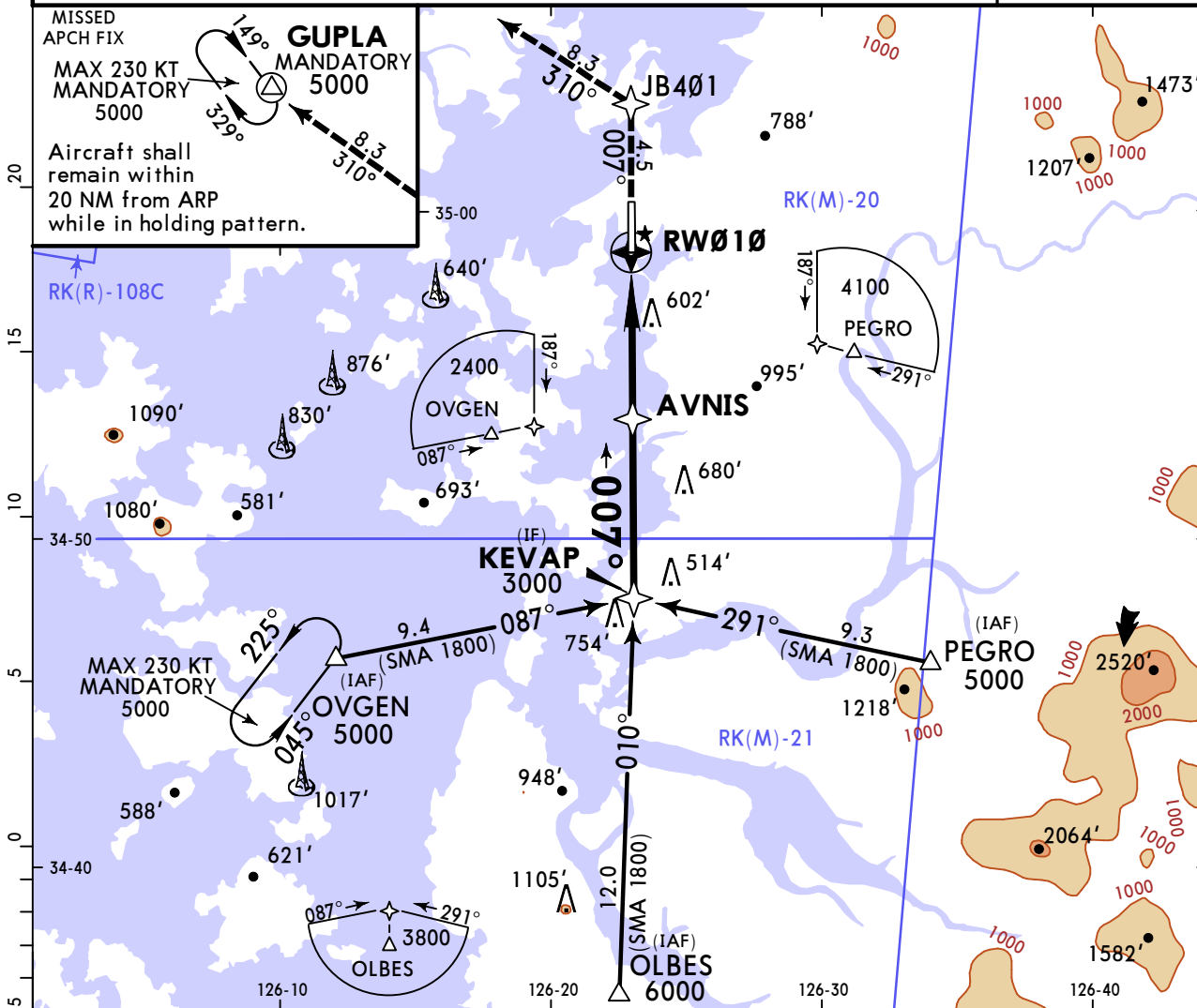
RKJB/MWX MUAN INTL



6 JAN 23 (12-1)

MUAN, KOREA RNP Rwy 01

| | | | | | | | | |
|---|----------------------------------|-----------------------------------|--|-----------------------------|-------------------------|---------------------|-------------------|--|
| ATIS 127.425 | | GWANGJU Approach 120.475 130.0 | | MUAN Tower 118.25 118.85 | | Ground 121.7 | | |
| RNAV | Final Apch Crs 007° | AVNIS 1700' (1668') | LNAV/VNAV DA(H) 790' (758') | | Apt Elev 51' Rwy 32' | TAA 25 NM IAF | | |
| MISSED APCH: Climb to 5000' on track 007° to JB401, then LEFT turn on track of 310° to GUPLA. 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. | | | | | | | | |



| | | | | | | | | | |
|------------------|-------|-----|-----|-----|-----|-----|---------------|------------------------------|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSFI PAPI | 5000' on 007° JB401 | |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | | | 849 |
| MAP at RW010 | | | | | | | | | |

Timing not authorized for defining the MAP.

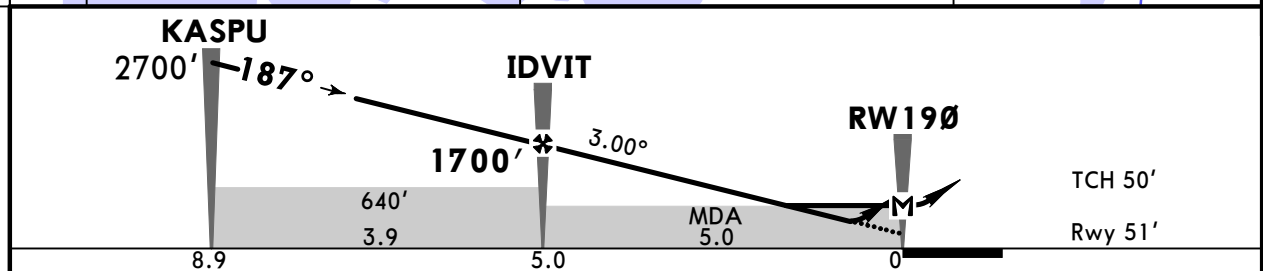
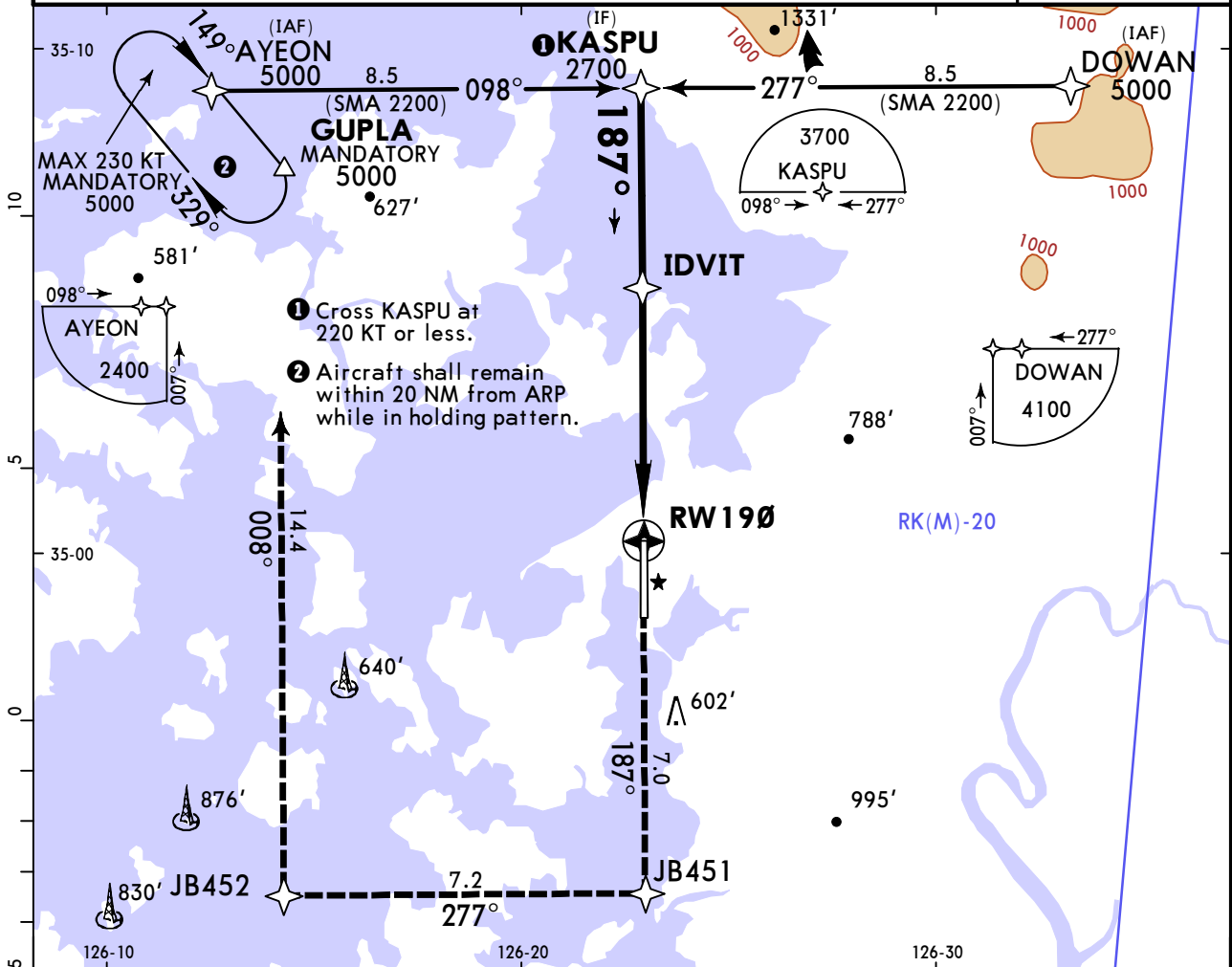
| | | | | |
|---------------------------------------|-------|-----------------------------------|-------|----------------|
| STRAIGHT-IN LANDING RWY 01 | | | | CIRCLE-TO-LAND |
| LNAV/VNAV DA(H) 790' (758') | | LNAV MDA(H) 850' (818') | | |
| ALS out | | ALS out | | NOT AUTHORIZED |
| A | | | | |
| B | | | | |
| C | 2700m | 3500m | 3100m | |
| D | | | | |

RKJB/MWX
MUAN INTL

JEPPESEN
6 JAN 23 (12-2)

MUAN, KOREA
RNP Rwy 19

| | | | | | | |
|--|-------------------------------|-----------------------------------|---------------------------------------|-----------------------------|-------------------|---------------------|
| ATIS 127.425 | | GWANGJU Approach 120.475 130.0 | | MUAN Tower 118.25 118.85 | | Ground 121.7 |
| RNAV | Final Apch Crs 187° | IDVIT 1700' (1649') | LNAV/VNAV DA(H) 460' (409') | Apt Elev 51' Rwy 51' | | TAA 25 NM IAF |
| MISSED APCH: Climb to 5000' on track of 187° to JB451, RIGHT turn on track of 277° to JB452, then RIGHT turn on track of 008° to GUPLA. Hold as published. Missed approach turns limited to MAX 230 KT. | | | | | | |
| Alt Set: hPa | | Rwy Elev: 2 hPa | Trans level: FL140 | | Trans alt: 14000' | |
| RNP Apch RNP 0.30 required | | | | | | |
| Baro-VNAV not authorized below -20°C or above 45°C. | | | | | | |



| | | | | | | | |
|------------------|-------|-----|-----|-----|-----|-----|---|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-I PAPI 5000' ↑ on 187° JB451 |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | |
| MAP at RW190 | | | | | | | |

Timing not authorized for defining the MAP.

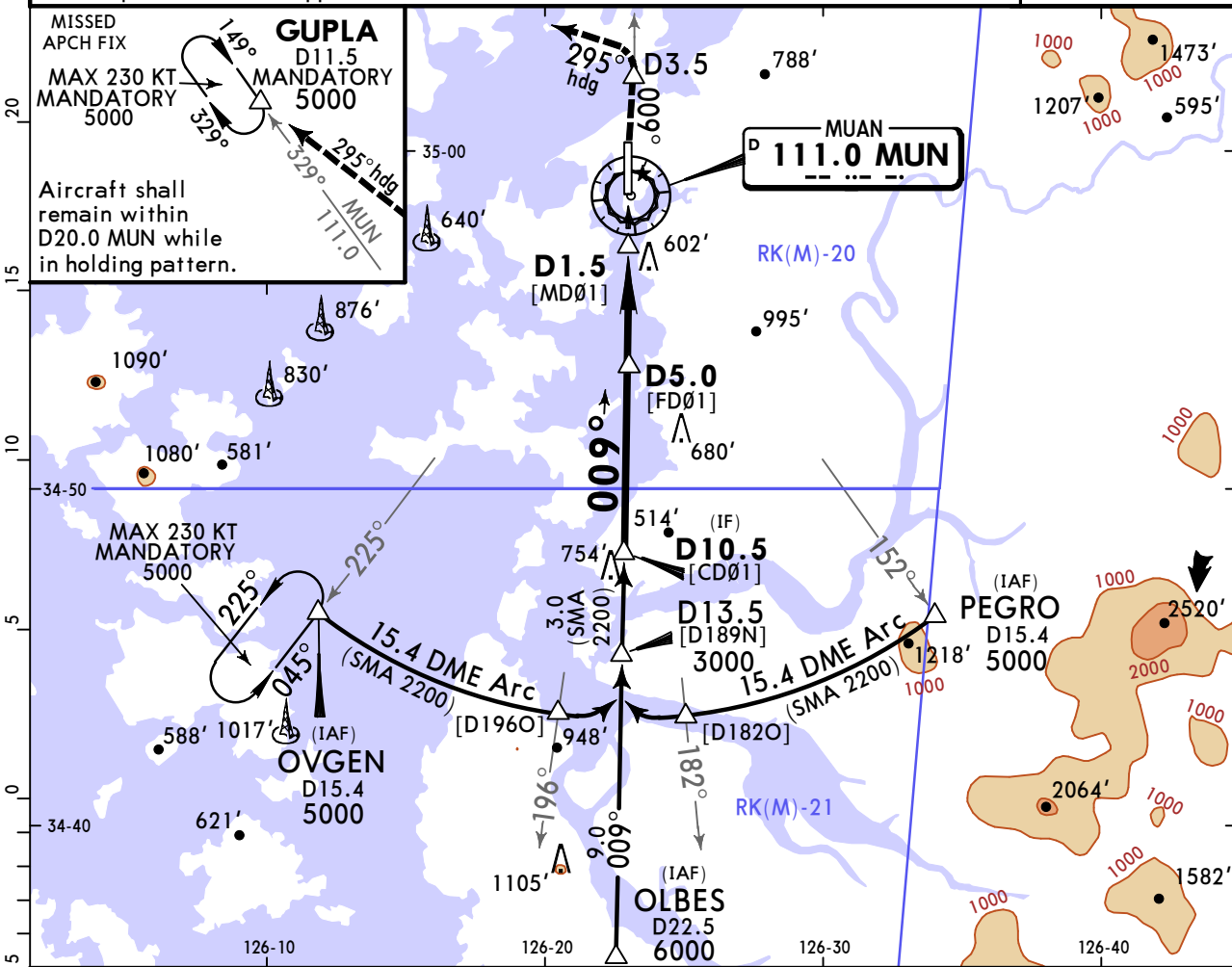
| | | | | |
|----------------------------|-------|---------------------------|-------|----------------|
| STRAIGHT-IN LANDING RWY 19 | | | | CIRCLE-TO-LAND |
| LNAV/VNAV | | LNAV | | NOT AUTHORIZED |
| DA(H) 460' (409') | | MDA(H) 590' (539') | | |
| ALS out | | ALS out | | |
| A | | | | |
| B | | | | |
| C | 1200m | 1900m | 1700m | 2400m |
| D | | | | |

RKJB/MWX MUAN INTL

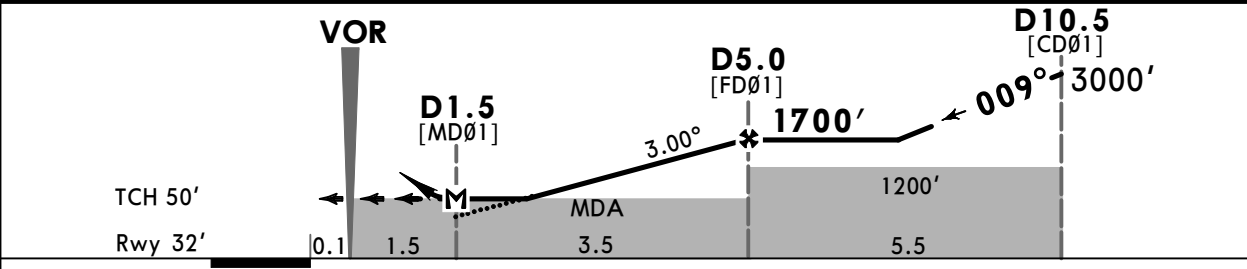
JEPPESEN
6 JAN 23 **(13-1)**

MUAN, KOREA VOR Rwy 01

| | | | | | | | |
|---|----------------------------------|--|------------------------------|------------------------------------|--|------------------------|-------------------|
| ATIS 127.425 | | GWANGJU Approach 120.475 130.0 | | MUAN Tower 118.25 118.85 | | Ground 121.7 | |
| VOR MUN 111.0 | Final Apch Crs 009° | D5.0 1700' (1668') | MDA(H) 910' (878') | Apt Elev 51' Rwy 32' | | | |
| MISSED APCH: Climb outbound on MUN VOR R-009 to D3.5, then turn LEFT heading 295° to GUPLA, and hold at 5000'. | | | | | | | |
| Alt Set: hPa | | Rwy Elev: 1 hPa | | Trans level: FL140 | | | Trans alt: 14000' |
| DME required on a VOR approach. | | | | | | | |



| | | | |
|-----------------------|-----|-------|-------|
| MUN DME | 2.5 | 3.0 | 4.0 |
| ALT (3.00° APCH Path) | 910 | 1061' | 1381' |



| | | | | | | | | |
|---------------------|-----|-----|-----|-----|-----|-----|----------------|--|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-I PAPI | ↑ MUN on 111.0 R-009 D3.5 |
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | | |
| MAP at D1.5 | | | | | | | | |

Timing not authorized for defining the MAP.

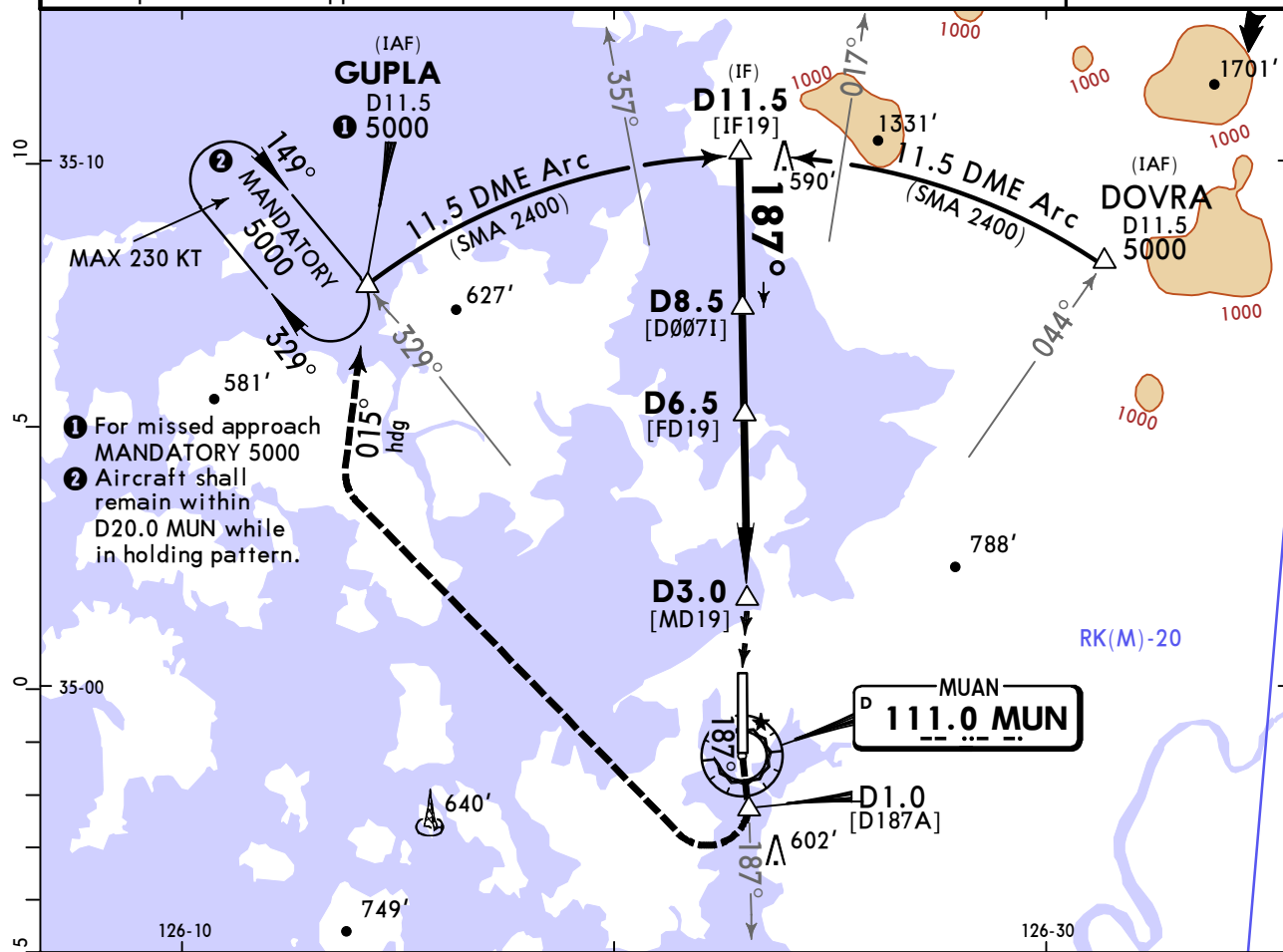
| | | | |
|---|-------|----------------|----------------|
| STRAIGHT-IN LANDING RWY 01 MDA(H) 910' (878') | | CIRCLE-TO-LAND | |
| ALS out | | | |
| A | | | |
| B | | | |
| C | 3300m | 4000m | NOT AUTHORIZED |
| D | | | |

RKJB/MWX
MUAN INTL

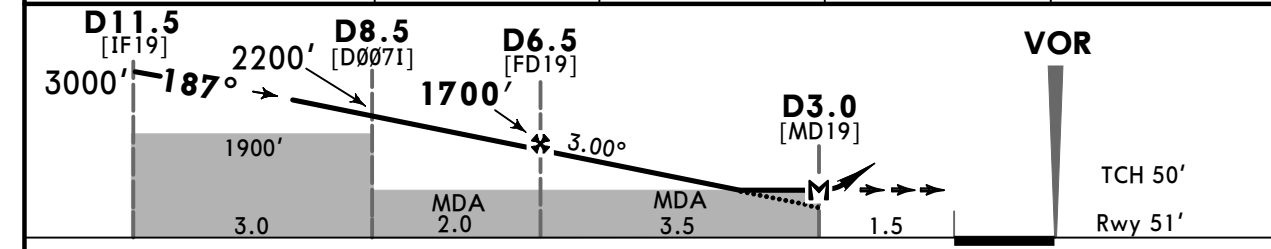
JEPPESEN
 6 JAN 23 **(13-2)**

MUAN, KOREA
VOR Rwy 19

| | | | | | | |
|---|----------------------------------|--|------------------------------|------------------------------------|--|------------------------|
| ATIS 127.425 | | GWANGJU Approach 120.475 130.0 | | MUAN Tower 118.25 118.85 | | Ground 121.7 |
| VOR MUN 111.0 | Final Apch Crs 187° | D6.5 1700' (1649') | MDA(H) 590' (539') | Apt Elev 51' Rwy 51' | | <p>MSA MUN VOR</p> |
| MISSED APCH: Climb outbound on MUN VOR R-187 to D1.0, then turn RIGHT heading 015° to GUPLA and hold at 5000'. | | | | | | |
| Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL140 | Trans alt: 14000' | | | |



| | | | | |
|-----------------------|-------|-------|------|------|
| MUN DME | 6.0 | 5.0 | 4.0 | 3.1 |
| ALT (3.00° APCH Path) | 1538' | 1214' | 889' | 590' |



| | | | | | | | |
|---------------------|-----|-----|-----|-----|-----|-----|---|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-I PAPI on 111.0 R-187 D1.0 |
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | |
| MAP at D3.0 | | | | | | | |

Timing not authorized for defining the MAP.

| | | |
|-----------------------------------|-------|-----------------------|
| STRAIGHT-IN LANDING RWY 19 | | CIRCLE-TO-LAND |
| MDA(H) 590' (539') | | |
| ALS out | | |
| A | | |
| B | | |
| C | 2100m | 2800m |
| D | | NOT AUTHORIZED |

Chart changes since cycle 15-2023

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

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|---------------------------------|-----------------|-------|----------|----------|
| MUAN, (MUAN INTL - RKJB) | | | | |

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport RKJB