

List of pages in this Trip Kit

Trip Kit Index

Airport Information For RKNW

Terminal Charts For RKNW

Revision Letter For Cycle 16-2023

Change Notices

Notebook

General Information

Location: WONJU KOR
ICAO/IATA: RKNW / WJU
Lat/Long: N37° 26.28', E127° 57.62'
Elevation: 330 ft

Airport Use: Joint-Use
Daylight Savings: Not Observed
UTC Conversion: -9:00 = UTC
Magnetic Variation: 9.0° W

Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Traffic Pattern Altitude: 2001 ft (1671 ft AGL)

Sunrise: 2114 Z
Sunset: 0930 Z

Runway Information

Runway: 03
Length x Width: 8999 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 325 ft
Lighting: Edge, ALS

Runway: 21
Length x Width: 8999 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 330 ft
Lighting: Edge, ALS

Communication Information

ATIS: 22.557 Military
ATIS: 128.600
Wonju Tower: 126.200
Wonju Tower: 23.660 Military
Wonju Tower: 26.550 Military
Wonju Tower: 118.325
Wonju Ground: 27.580 Military
Wonju Approach: 130.200
Wonju Approach: 23.440 Military

Wonju Approach: 25.500 Military

Wonju Arrival: 135.725

Wonju Arrival: 134.400

Wonju Arrival: 23.010 Military

Wonju Arrival: 23.790 Military

Wonju Arrival: 134.100

Wonju Arrival: 25.380 Military

Wonju Arrival: 24.900 Military

Wonju Departure: 130.200

Wonju Departure: 26.850 Military

RKNW/WJU
WONJU

 **JEPPESEN**
12 MAY 23 **10-2** **Eff 17 May 1600Z**

WONJU, KOREA
STAR

RADIO COMMUNICATION FAILURE PROCEDURE

IFR:

1. GENERAL

- a. No person may take off unless two-way radio communications can be maintained with 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 to radio communication 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, each pilot shall continue the flight according to the following:

ARRIVAL

- a. Proceed to ORINU IAF or VEMPU IAF whichever is nearer at the last assigned altitude or the minimum altitude of IAF whichever is higher and hold; then
- b. Execute Instrument 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
- c. Land, if possible, within 30 minutes after ETA or the last acknowledged EFC or ETA, whichever is later.
- d. No fly area: The aircraft shall not fly the following area. The area beyond 12 DME between R-230 and R-280 from HGS VOR.

RKNW/WJU
WONJU

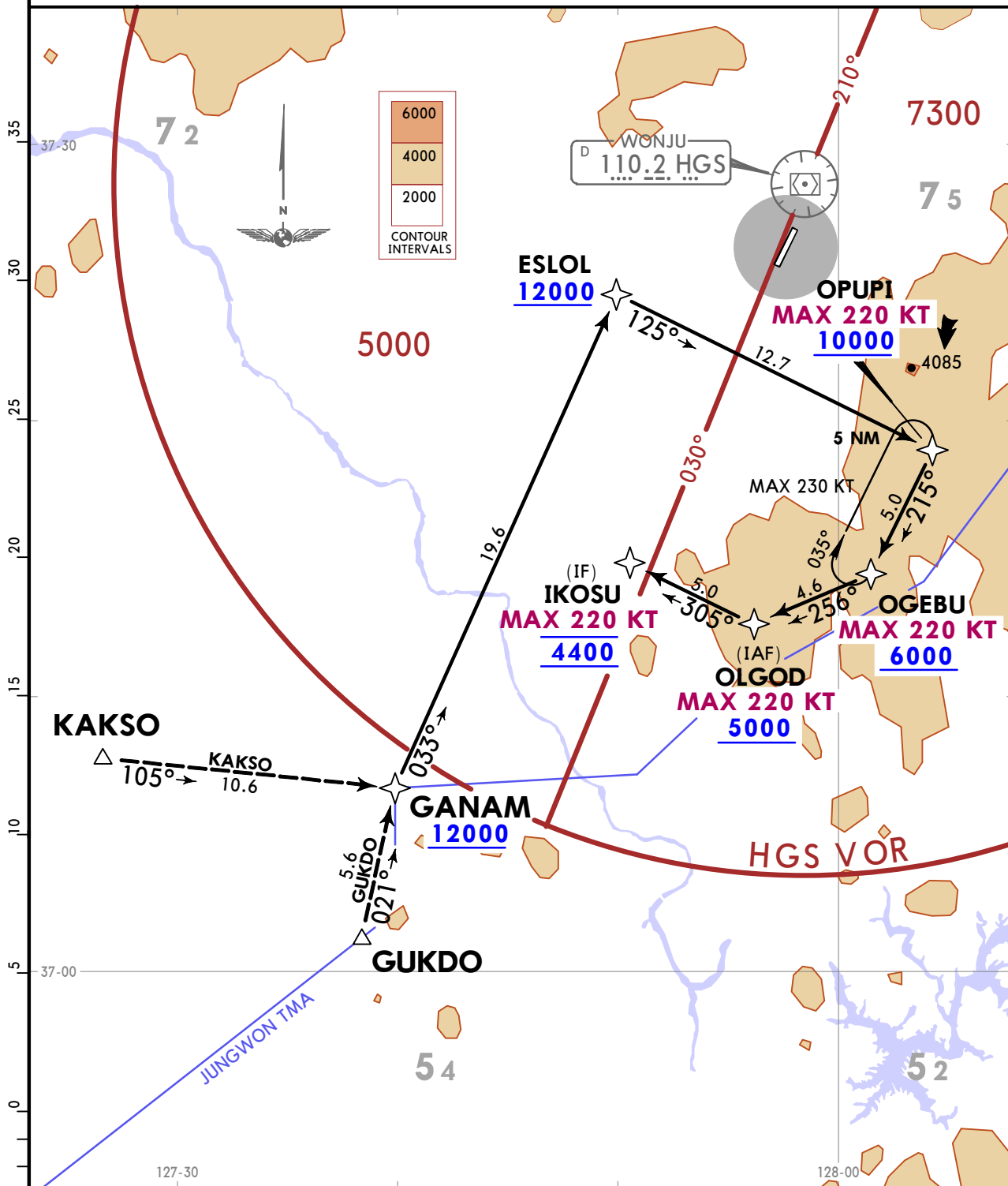
JEPPESEN
12 MAY 23 (10-2A) Eff 17 May 1600Z

WONJU, KOREA
RNAV STAR

*ATIS 128.6	Apt Elev 330	Alt Set: hPa Trans level: FL140
		RNP 1.0 required GNSS required DME/DME IRU NA
1. RADAR required. 2. Bank angle from OPUPI to IKOSU used 23°. 3. Jungwon TMA 1.0 NM South of OGEBU, avoid surface to FL175.		

GANAM 1 RNAV (GNSS) ARRIVAL [GANAM1] (RWY 03)

SPEED: DO NOT EXCEED 220 KT FROM OPUPI TO IKOSU



TRANSITIONS

GUKDO	From GUKDO on track 021° to cross GANAM at or above 12000.
KAKSO	From KAKSO on track 105° to cross GANAM at or above 12000.

ROUTING

From GANAM on track 033° to cross ESLOL at or above 12000, then on track 125° to cross OPUPI at or above 10000, then on track 215° to cross OGEBU at or above 6000, then on track 256° to cross OLGOD at or above 5000, then on track 305° to cross IKOSU at 4400. EXPECT RNAV approach.

RKNW/WJU
WONJU

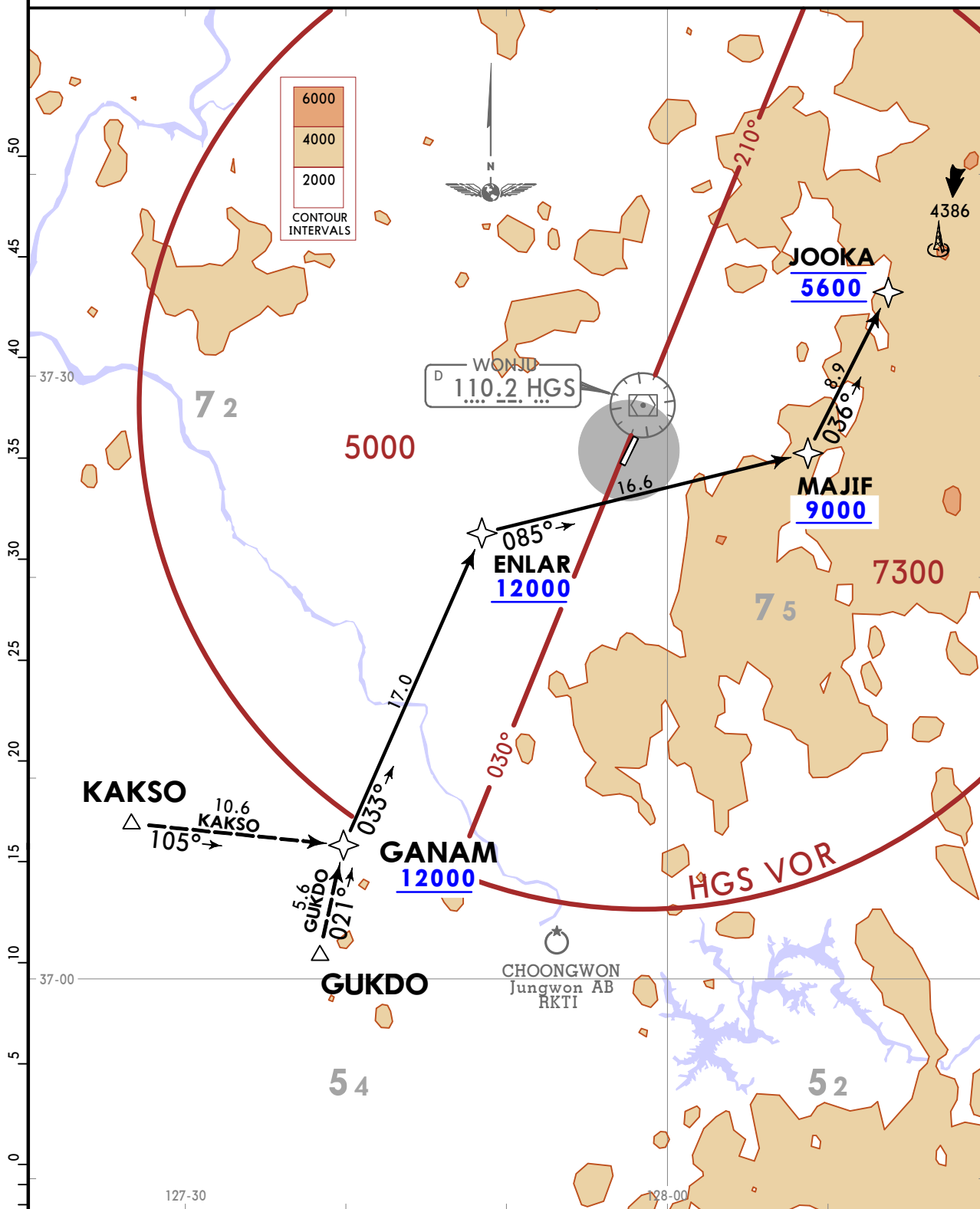
JEPPESSEN
12 MAY 23 (10-2B) Eff 17 May 1600Z

WONJU, KOREA
RNAV STAR

*ATIS 128.6	Apt Elev 330	Alt Set: hPa Trans level: FL140
		RNP 1.0 required GNSS required

1. RADAR required.
2. DME/DME IRU NA.
3. Bank angle JOOKA used 23°.

GANAM 2 RNAV (GNSS) ARRIVAL [GANAM2] (RWY 21)



TRANSITIONS	
GU K DO	From GUKDO on track 021° to cross GANAM at or above 12000.
KA K SO	From KAKSO on track 105° to cross GANAM at or above 12000.
ROUTING	
From GANAM on track 033° to cross ENLAR at or above 12000, then on track 085° to cross MAJIF at or above 9000, then on track 036° to cross JOOKA at 5600. EXPECT RNAV approach.	

RKNW/WJU
WONJU
12 MAY 23 10-3 Eff 17 May 1600ZWONJU, KOREA
SID

RADIO COMMUNICATION FAILURE PROCEDURE

IFR:

1. GENERAL

- a. No person may take off unless two-way radio communications can be maintained with 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 to radio communication 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, each pilot shall continue the flight according to the following:

DEPARTURE

- a. Under Pilot Navigation
Follow the SID with altitude/flight level assigned in the last ATC clearance received.
- b. 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; then
Continue the flight with altitude/flight level filed in the flight plan.
- c. No fly area: The aircraft shall not fly the following area. The area beyond 12 DME between R-230 and R-280 from HGS VOR.

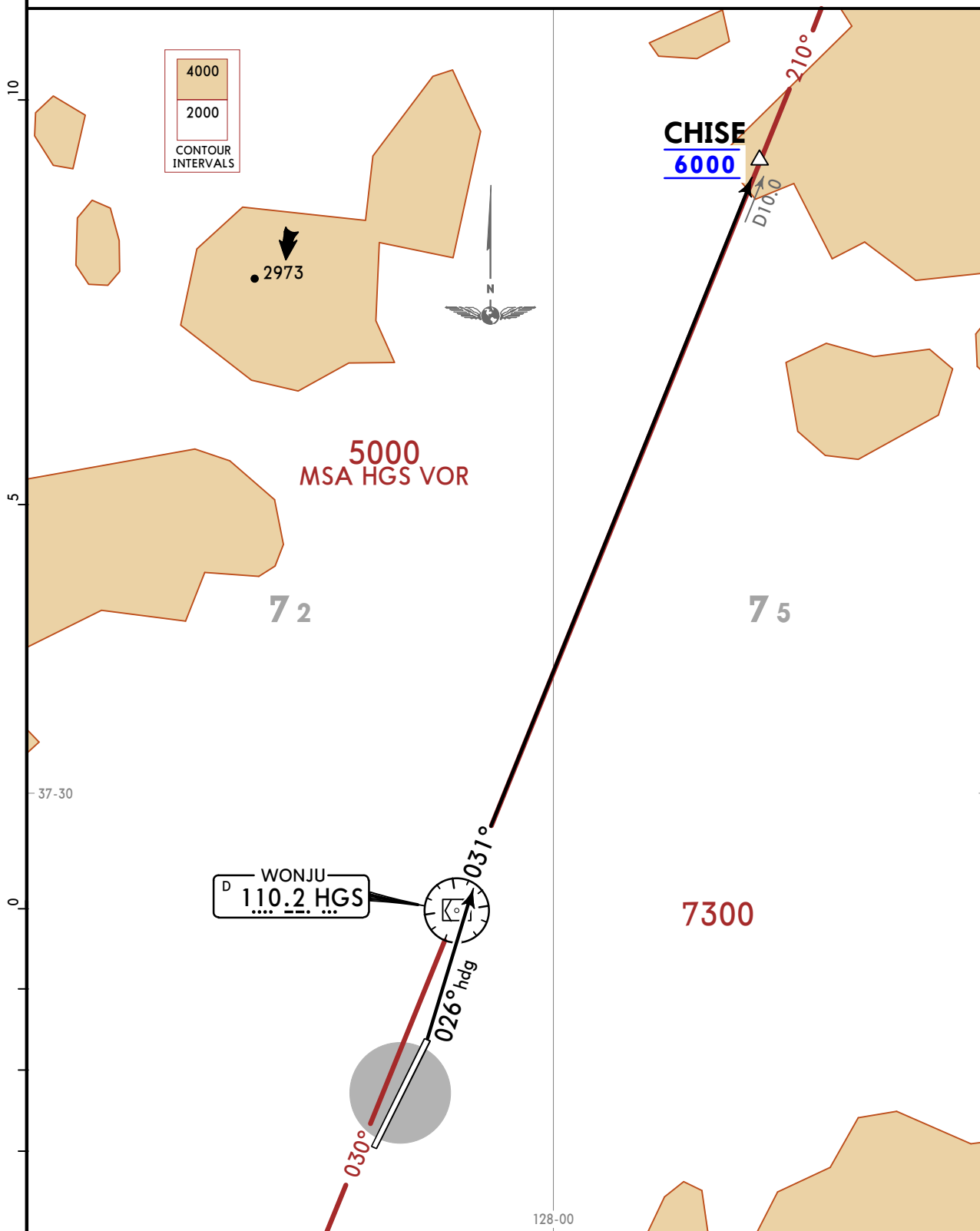
RKNW/WJU
WONJU

JEPPESEN
12 MAY 23 (10-3A) Eff 17 May 1600Z

WONJU, KOREA
SID

WONJU Departure (R) 130.2	Apt Elev 330	Trans alt: 14000
		VOR/DME required

CHISE 1 DEPARTURE [CHISE1]
(RWY 03)



Takeoff minimum:
600-1 1/4 with minimum climb of 490 FT/NM to 6000.

Gnd speed-KT	75	100	150	200	250	300
490 FT/NM	613	817	1225	1633	2042	2450

OBSTACLE
Rwy 03: Hill 2899 from DER, 1523 right of centerline, 196 AGL/525 MSL.

INITIAL CLIMB

Climb to 6000 via heading 026° to intercept HGS R031, then HGS R031 to CHISE, then direct to enroute fix and climb to assigned altitude.

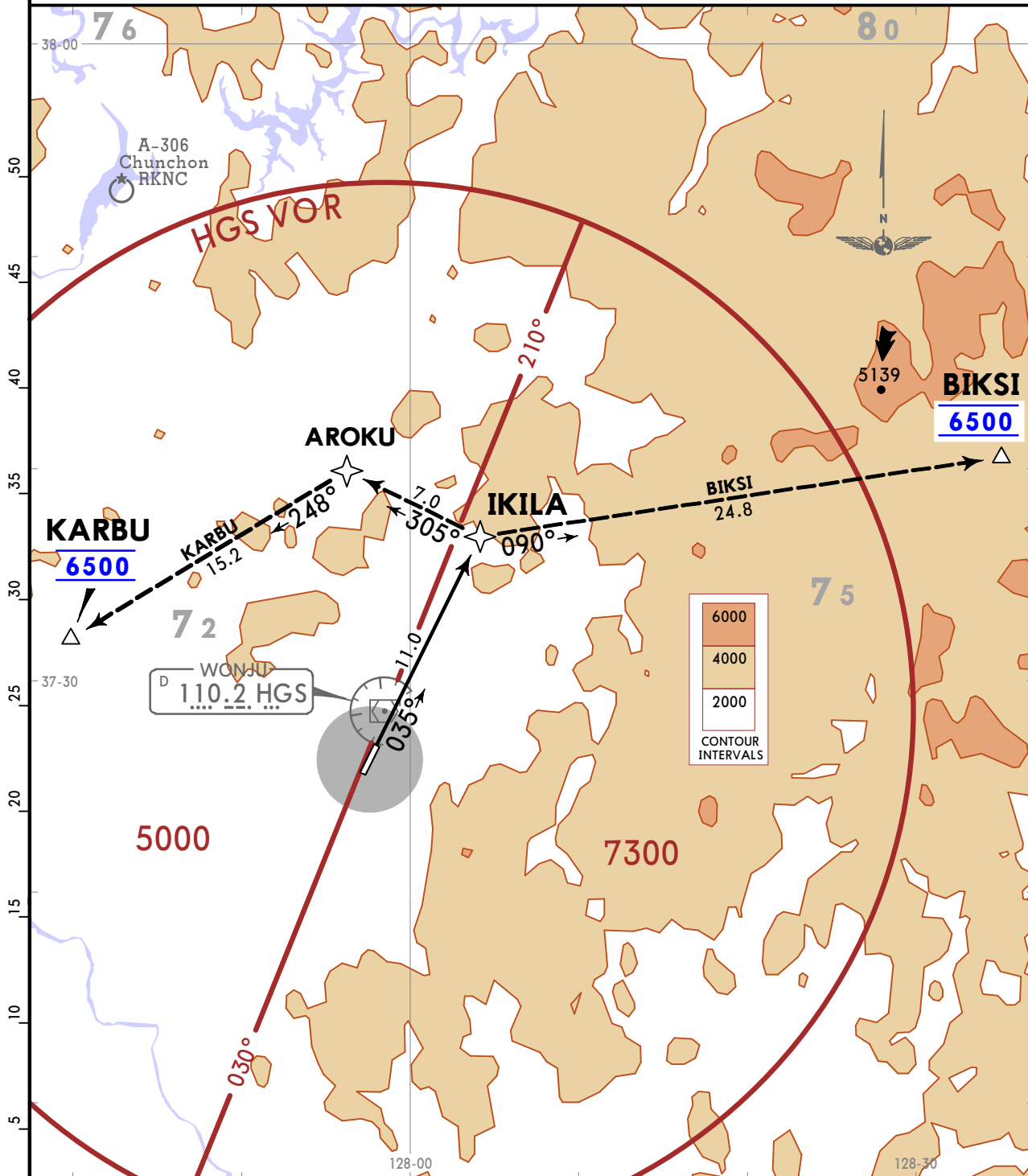
RKNW/WJU
WONJU

JEPPESSEN
12 MAY 23 (10-3B) Eff 17 May 1600Z

WONJU, KOREA
RNAV SID

WONJU Departure (R) 130.2	Apt Elev 330	Trans alt: 14000
		RNP 1.0 required GNS required DME/DME IRU NA
1. RADAR required. 2. Bank angle at IKILA, AROKU used 23°.		

IKILA 1 RNAV (GNSS) DEPARTURE [IKILA1]
(RWY 03)



Takeoff minimum:
Standard with minimum climb of 330 FT/NM to 3500.

Gnd speed-KT	75	100	150	200	250	300
330 FT/NM	413	550	825	1100	1375	1650

OBSTACLE
339 - 148 from Rwy 21 end.

INITIAL CLIMB

Climb on course 035° to IKILA.

TRANSITIONS

BIKSI	From IKILA on track 090° to cross BIKSI at 6500.
KARBU	From IKILA on track 305° to AROKU, then on track 248° to cross KARBU at 6500.

RKNW/WJU
WONJU

JEPPESSEN

WONJU, KOREA

12 MAY 23

10-3C

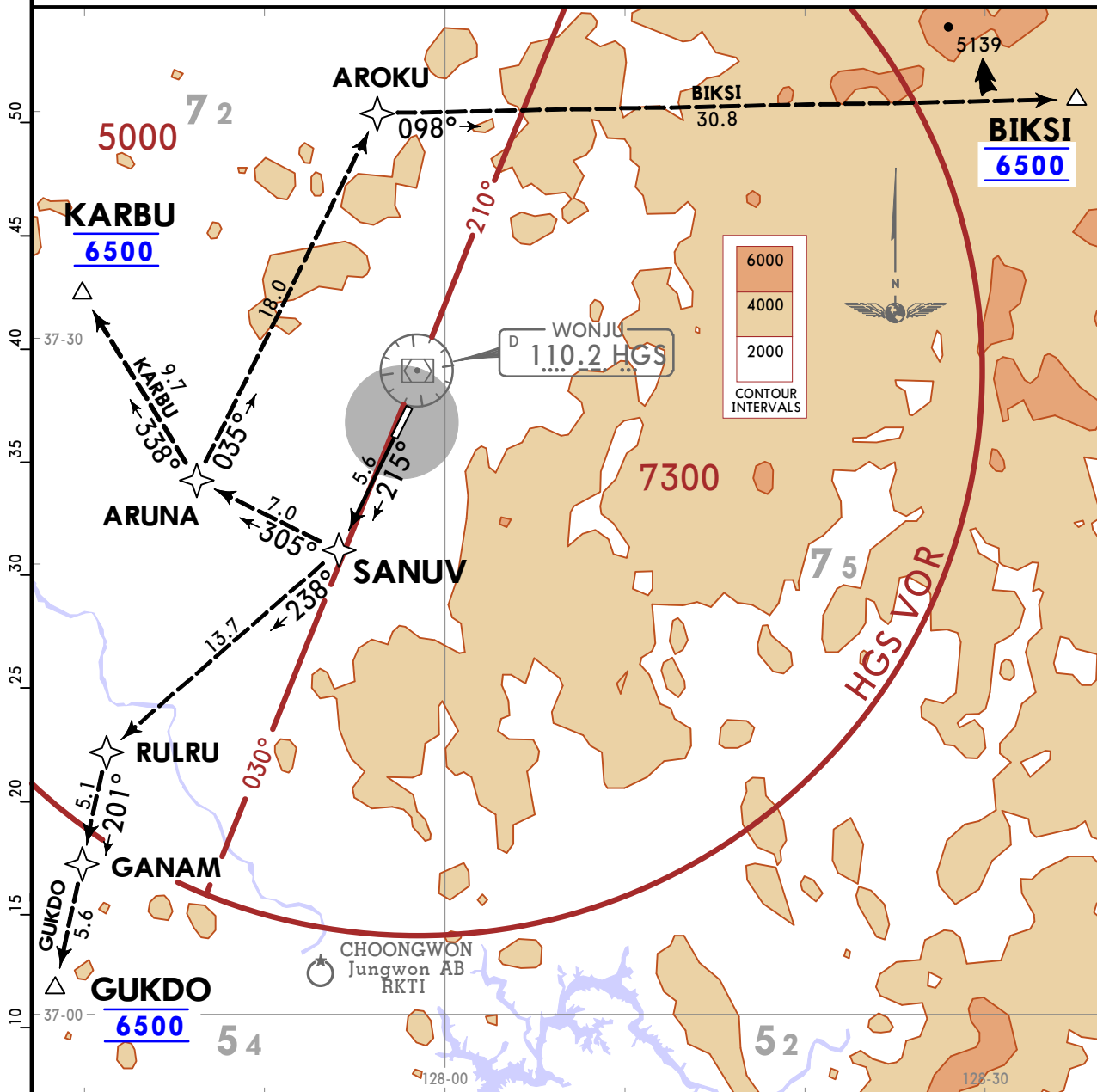
Eff 17 May 1600Z

RNAV SID

WONJU Departure (R) 130.2	Apt Elev 330	Trans alt: 14000
		RNP 1.0 required GNS required DME/DME IRU NA
1. RADAR required. 2. Bank angle at IKILA, AROKU used 23°.		

**SANUV 2 RNAV (GNSS) DEPARTURE [SANUV2]
(RWY 21)**

SPEED RESTRICTION
Do not exceed 230 KT at SANUV, ARUNA, if unable advise ATC



Takeoff minimum:
Standard with minimum climb of 480 FT/NM to 6000.

Gnd speed-KT	75	100	150	200	250	300
480 FT/NM	600	800	1200	1600	2000	2400

OBSTACLE
339 - 148 from Rwy 21 end.

INITIAL CLIMB

Climb on course 215° to SANUV.

TRANSITIONS

BIKSI	From SANUV on track 305° to ARUNA, MAX 230 KT until ARUNA, then on track 035° to AROKU, then on track 098° to cross BIKSI at 6500.
GUKDO	From SANUV on track 238° to RULRU, then on track 201° to GANAM, then on track 201° to cross GUKDO at 6500.
KARBU	MAX 230 KT until SANUV, from SANUV on track 305° to ARUNA, then on track 338° to cross KARBU at 6500.

RKNW/WJU
WONJU

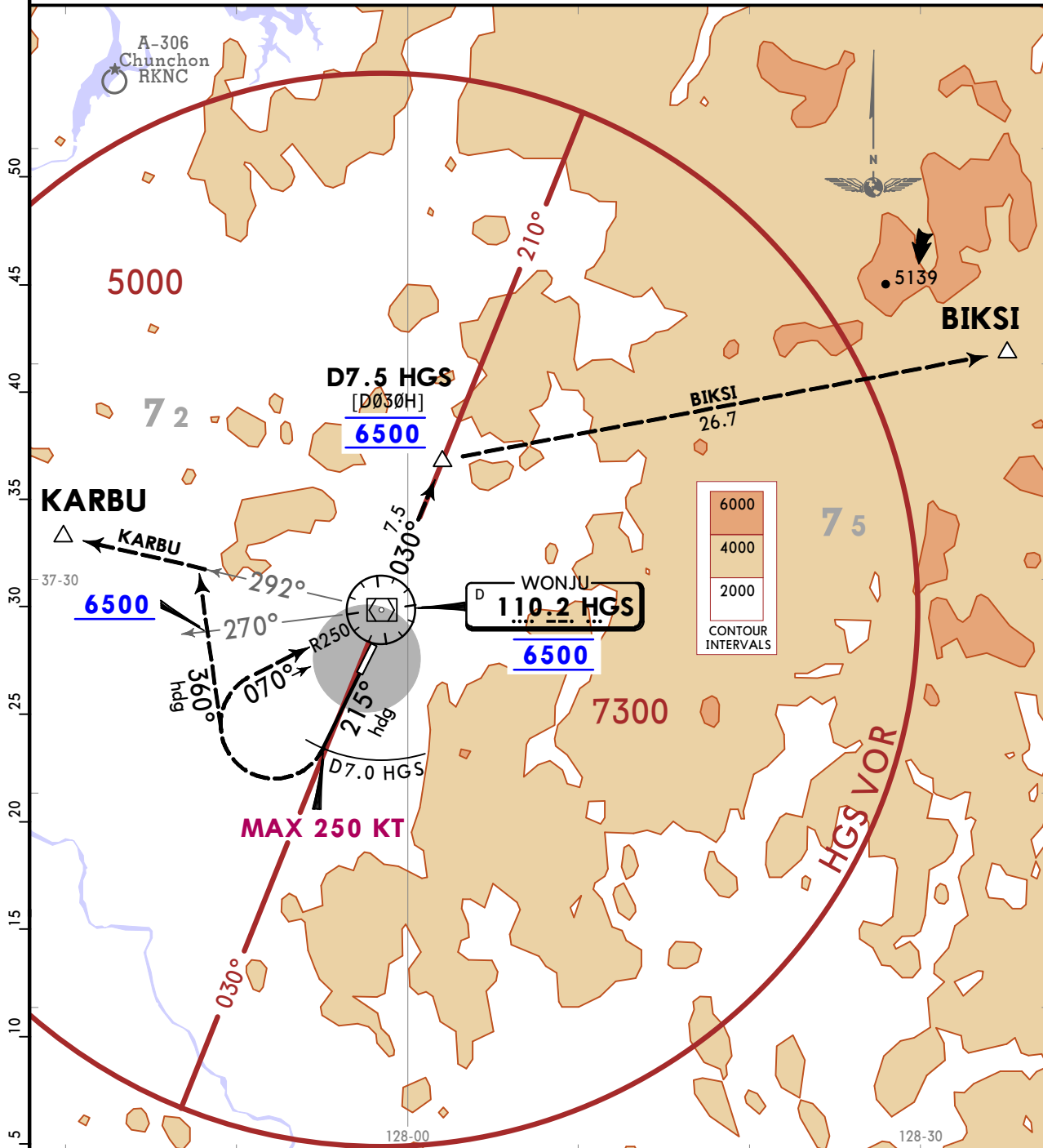
JEPPESEN
12 MAY 23 (10-3E) Eff 17 May 1600Z

WONJU, KOREA
SID

WONJU Departure (R) 130.2	Apt Elev 330	Trans alt: 14000 VOR/DME required
---------------------------------	-----------------	--------------------------------------

WONJU 7 DEPARTURE [HGS7]
(RWY 21)

SPEED: MAX 250 KT until reaching 6500



Takeoff minimum:
600-1 1/4 with minimum climb of 500 FT/NM to 6500.

Gnd speed-KT	75	100	150	200	250	300
500 FT/NM	625	833	1250	1667	2083	2500

OBSTACLE

Rwy 21: Hill 4223 from DER, 809 left of centerline, 143 AGL/467 MSL.

INITIAL CLIMB

Climb to 6500 via heading 215° to D7.0 HGS.

TRANSITIONS

BIKSI	At D7.0 HGS turn RIGHT to intercept HGS R250 and cross HGS VOR at 6500, then LEFT turn HGS R030 to D7.5 HGS and cross at 6500, then direct to BIKSI and climb to assigned altitude by ATC.
KARBU	At D7.0 HGS turn RIGHT heading 360° to intercept HGS R292 and cross HGS R270 at or above 6500, then HGS R292 to KARBU and climb to assigned altitude by ATC.

RKNW/WJU

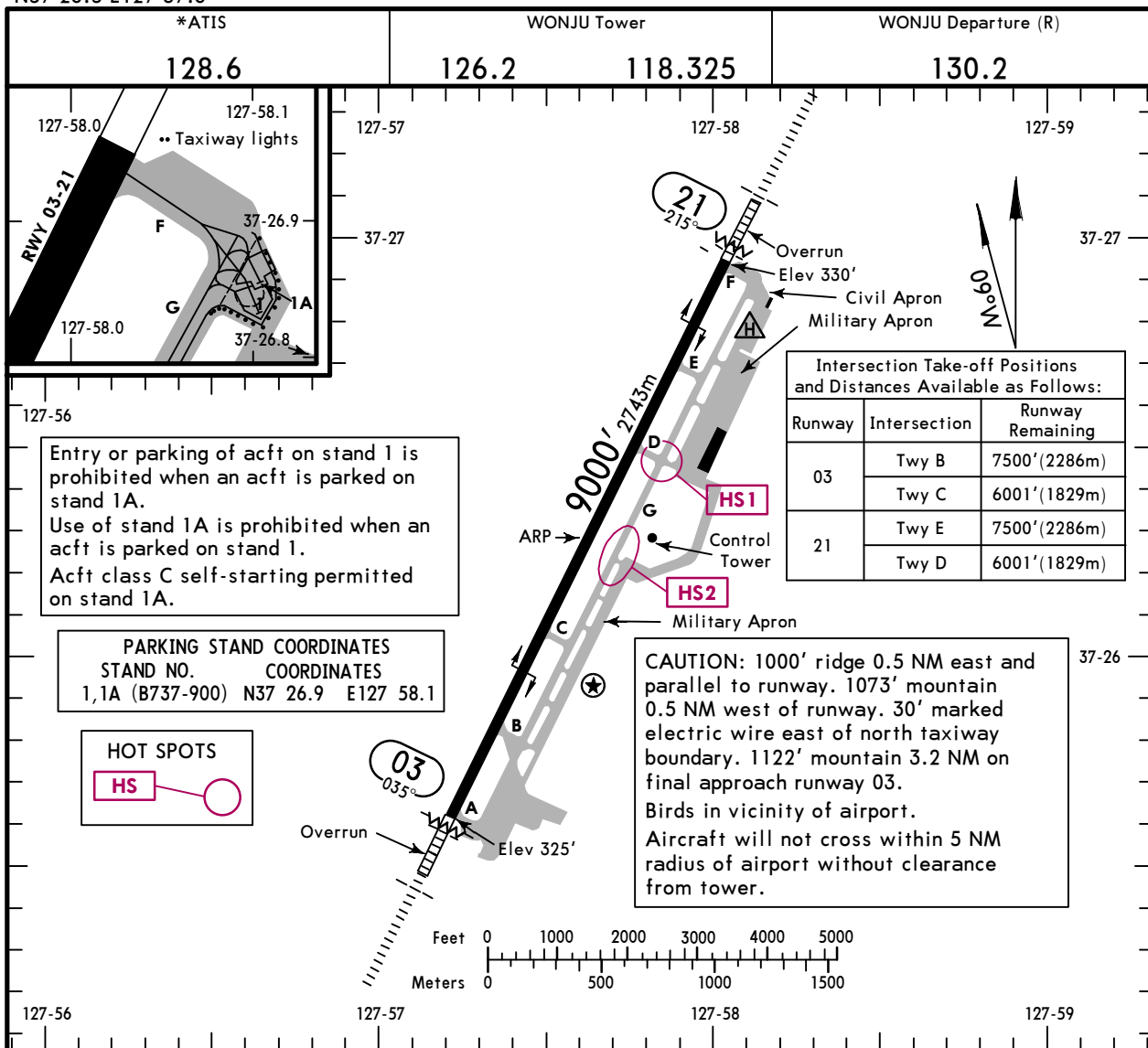
Apt Elev 330'
N37 26.3 E127 57.6

JEPPesen

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

WONJU, KOREA

WONJU



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Glide Slope	TAKE-OFF	
03	HIRL (60m) ALSF-I REIL PAPI (angle 3.3°)		8033' 2448m		148'
21	HIRL (60m) ALSF-I REIL PAPI (angle 3.25°)		8050' 2454m		45m

HOT SPOTS

For information only, not to be construed as ATC instructions.

HS1 HS2 Portion of Twy G not visible from Tower. Limited Air Traffic Service provided.

State TAKE-OFF

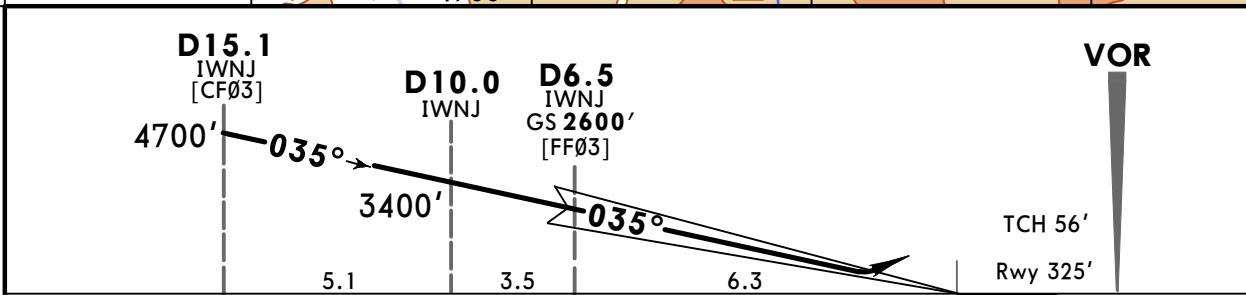
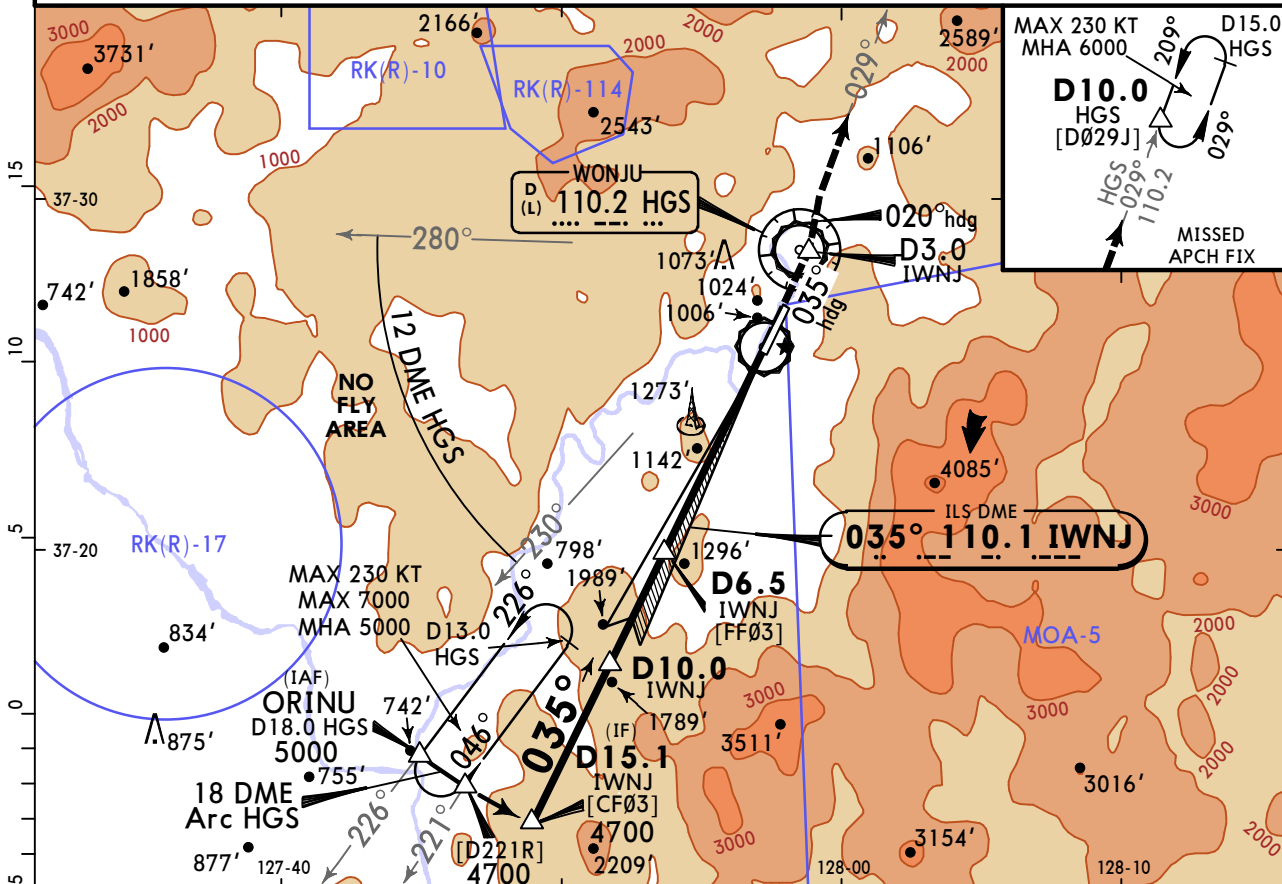
600' - V2000m

RKNW/WJU
WONJU

JEPPESSEN
12 MAY 23 **(11-1)** Eff 17 May 1600Z

WONJU, KOREA
ILS Y Rwy 03

*ATIS 128.6		WONJU Approach (R) 130.2			WONJU Tower 126.2 118.325															
LOC IWNJ 110.1	Final Apch Crs 035°	D6.5 IWNJ 2600' (2275')	ILS DA(H) 872' (547')	Apt Elev 330'	Rwy 325'															
MISSED APCH: Climb to 6000' via heading 035° to D3.0 IWNJ and LEFT turn heading 020° to intercept HGS VOR R-029, then outbound HGS VOR R-029 to D10.0 HGS and hold. Missed approach requires minimum climb of 500'/NM to 6000'.																				
				<table border="1"> <tr> <th>KNOTS</th> <td>60</td> <td>120</td> <td>180</td> <td>240</td> <td>300</td> <td>TO</td> </tr> <tr> <th>V/V(fpm)</th> <td>500</td> <td>1000</td> <td>1500</td> <td>2000</td> <td>2500</td> <td>6000</td> </tr> </table>		KNOTS	60	120	180	240	300	TO	V/V(fpm)	500	1000	1500	2000	2500	6000	
KNOTS	60	120	180	240	300	TO														
V/V(fpm)	500	1000	1500	2000	2500	6000														
Alt Set: hPa		Rwy Elev: 12 hPa		Trans level: FL140		Trans alt: 14000'														
1. VOR DME or Radar required. 2. Use IWNJ DME when on the localizer course.																				



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI PAPI	6000' on	035° hdg	D3.0 IWNJ
GS	3.30°	409	526	584	701	817				

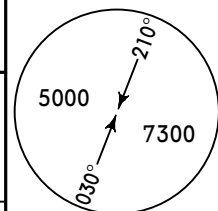
TERPS		STRAIGHT-IN LANDING	
ILS			
DA(H) 872' (547')			
FULL		ALS out	
A			
B			
C	600' - V1 1/4		600' - V1 5/8
D			

RKNW/WJU
WONJU

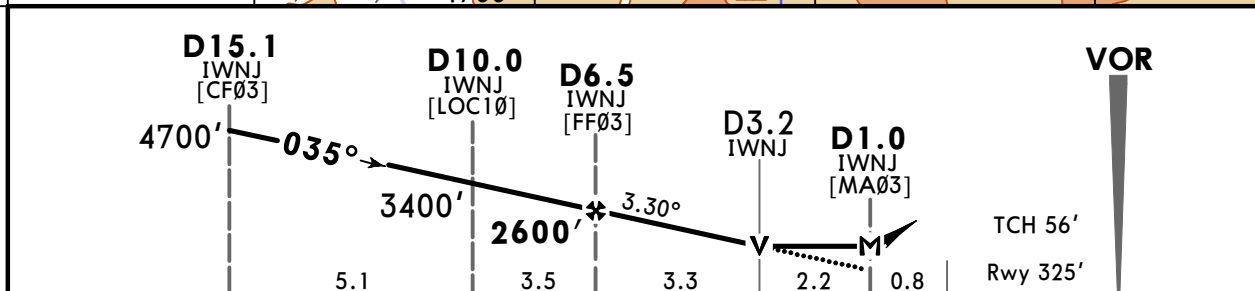
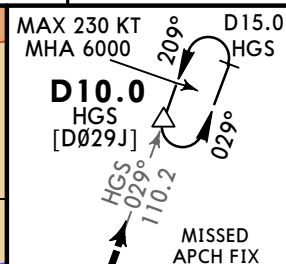
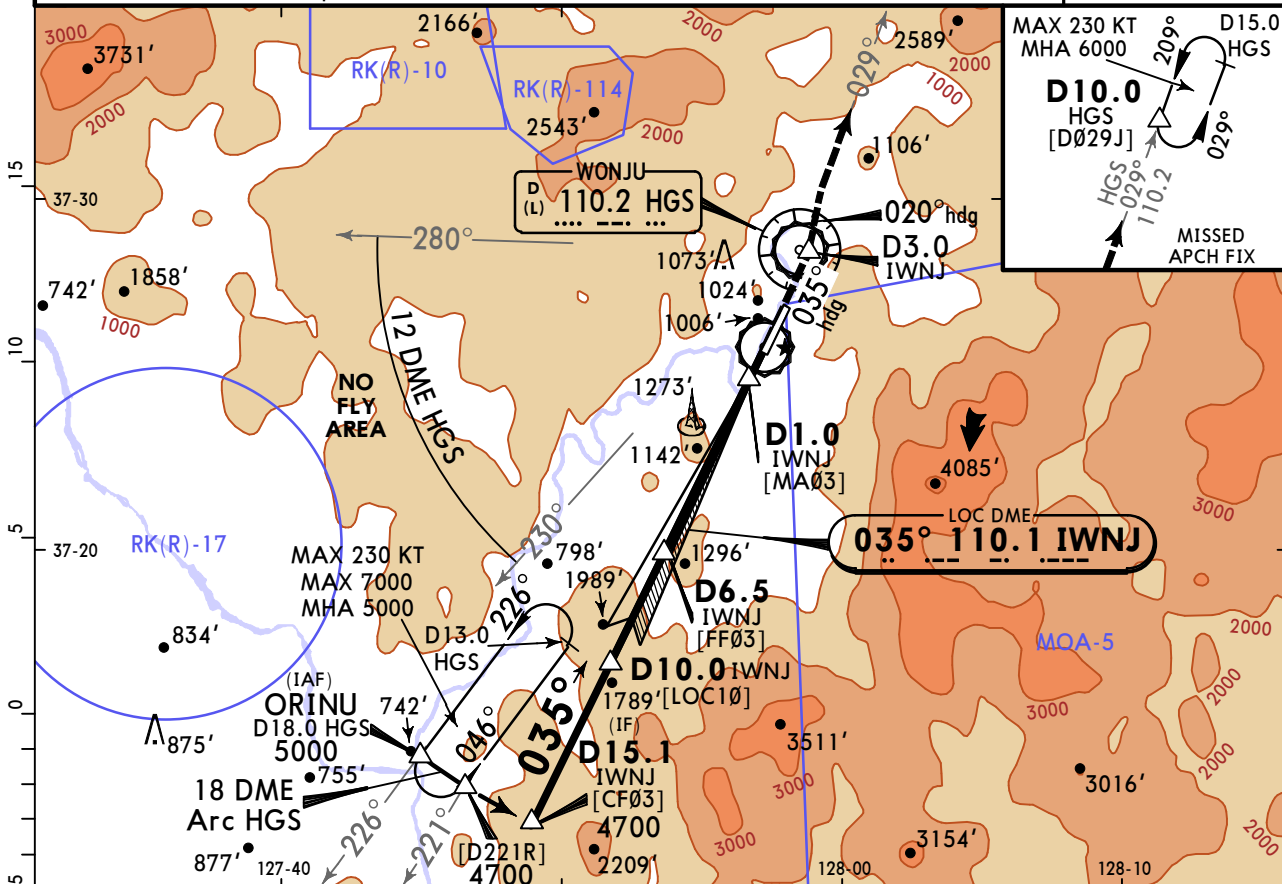
JEPPESSEN
12 MAY 23
Eff 17 May 1600Z **(11-2)**

WONJU, KOREA
LOC DME Y Rwy 03

*ATIS 128.6		WONJU Approach (R) 130.2			WONJU Tower 126.2 118.325															
LOC IWNJ 110.1	Final Apch Crs 035°	D6.5 IWNJ 2600' (2275')	MDA(H) 1440' (1115')	Apt Elev 330' Rwy 325'																
MISSED APCH: Climb to 6000' via heading 035° to D3.0 IWNJ and LEFT turn heading 020° to intercept HGS VOR R-029, then outbound HGS VOR R-029 to D10.0 HGS and hold. Missed approach requires minimum climb of 220'/NM to 6000'.																				
<table border="1"> <tr> <td>KNOTS</td> <td>60</td> <td>120</td> <td>180</td> <td>240</td> <td>300</td> <td>TO</td> </tr> <tr> <td>V/V(fpm)</td> <td>440</td> <td>880</td> <td>1310</td> <td>1750</td> <td>2180</td> <td>6000</td> </tr> </table>							KNOTS	60	120	180	240	300	TO	V/V(fpm)	440	880	1310	1750	2180	6000
KNOTS	60	120	180	240	300	TO														
V/V(fpm)	440	880	1310	1750	2180	6000														
Alt Set: hPa		Rwy Elev: 12 hPa		Trans level: FL140		Trans alt: 14000'														
1. VOR DME or Radar required. 2. Use IWNJ DME when on the localizer course.																				



MSA HGS VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI PAPI	6000' on 035° hdg	D3.0 IWNJ
Descent Angle	3.30°	409	526	584	701	817			
MAP at D1.0 IWNJ									

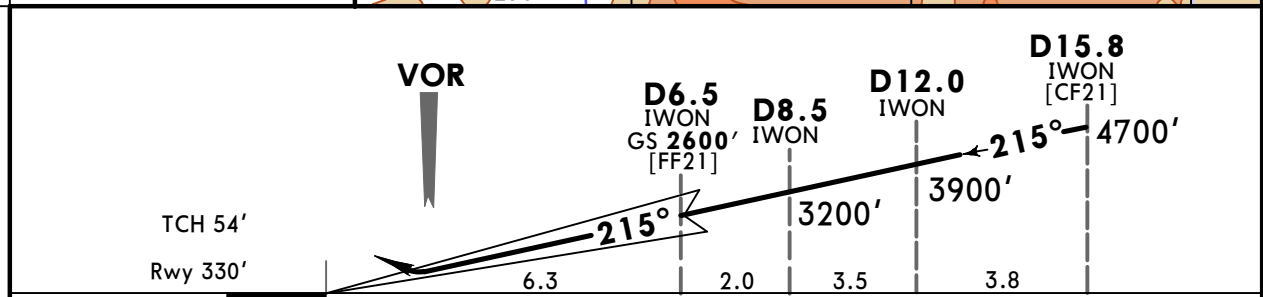
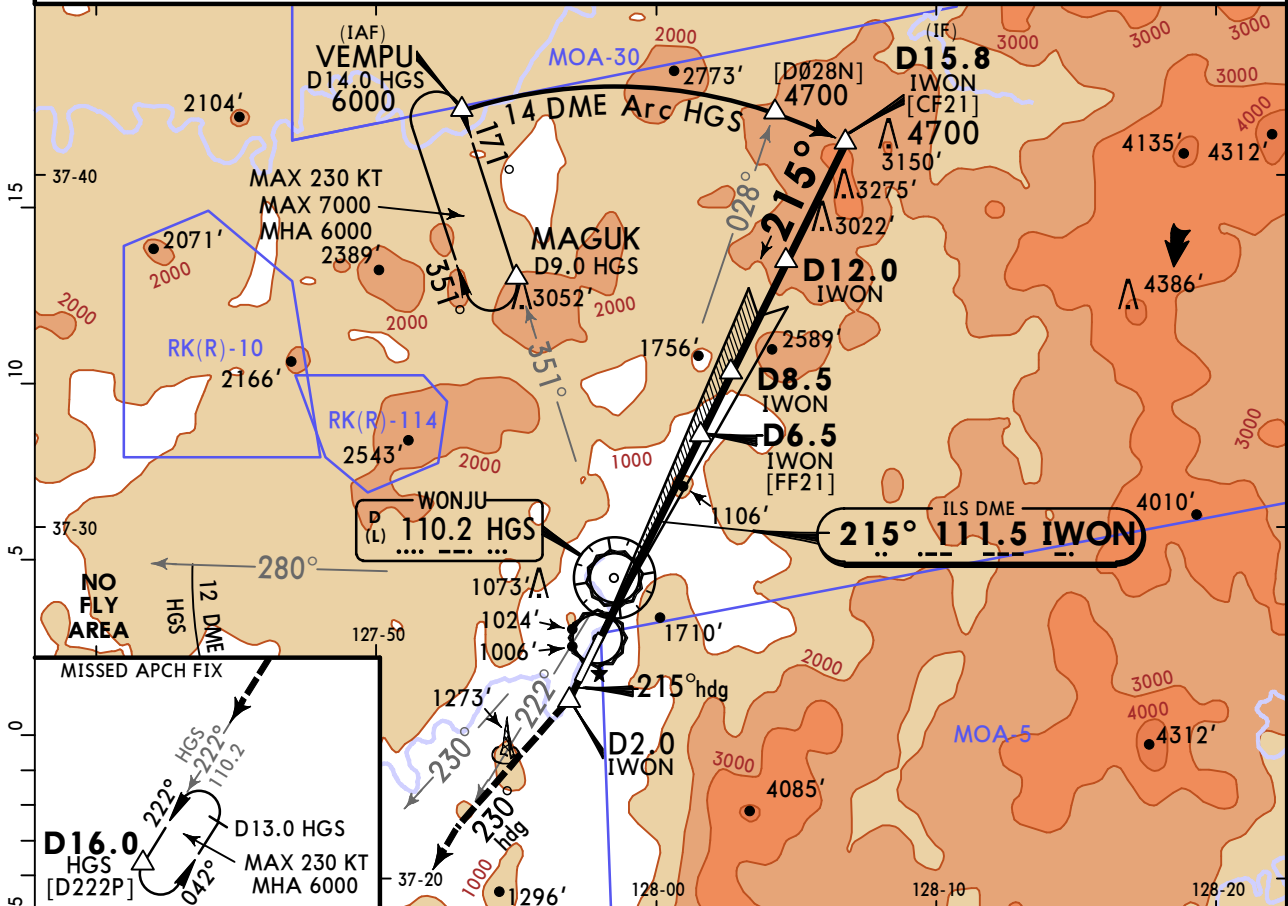
TERPS STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
MDA(H) 1440' (1115')				Not authorized East of Rwy 03/21			
ALS out				Max Kts			
A	1200'- R40 or V3/4		1200'- V1 1/4		90	1440' (1110') 1200'-V1 1/4	
B	1200'- R55 or V1		1200'- V1 1/2		120	1440' (1110') 1200'-V1 1/2	
C	1200'- V3				140	1780' (1450') 1500'-V3	
D	1200'- V3				165	2060' (1730') 1800'-V3	

RKNW/WJU
WONJU

JEPPESSEN
12 MAY 23 **(11-3)** Eff 17 May 1600Z

WONJU, KOREA
ILS Rwy 21

*ATIS 128.6		WONJU Approach (R) 130.2			WONJU Tower 126.2 118.325															
LOC IWON 111.5	Final Apch Crs 215°	D6.5 IWON 2600' (2270')	ILS DA(H) 905' (575')	Apt Elev 330' Rwy 330'																
MISSED APCH: Climb to 6000' via heading 215° to D2.0 IWON and RIGHT turn heading 230° to intercept HGS VOR R-222, then outbound HGS VOR R-222 to D16.0 HGS and hold. Missed approach requires minimum climb of 500'/NM to 6000'.																				
		<table border="1"> <tr> <td>KNOTS</td> <td>60</td> <td>120</td> <td>180</td> <td>240</td> <td>300</td> <td>TO</td> </tr> <tr> <td>V/V(fpm)</td> <td>500</td> <td>1000</td> <td>1500</td> <td>2000</td> <td>2500</td> <td>6000</td> </tr> </table>					KNOTS	60	120	180	240	300	TO	V/V(fpm)	500	1000	1500	2000	2500	6000
KNOTS	60	120	180	240	300	TO														
V/V(fpm)	500	1000	1500	2000	2500	6000														
Alt Set: hPa		Rwy Elev: 12 hPa		Trans level: FL140		Trans alt: 14000'														
1. VOR DME or Radar required. 2. Use IWON DME when on the localizer course. 3. Circling not authorized.																				



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI PAPI	6000' on 215° hdg	D2.0 IWON
GS	3.30°	409	526	584	701	817			

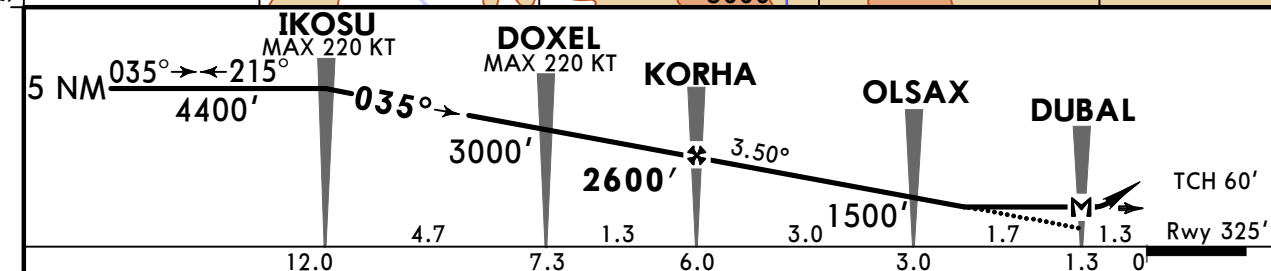
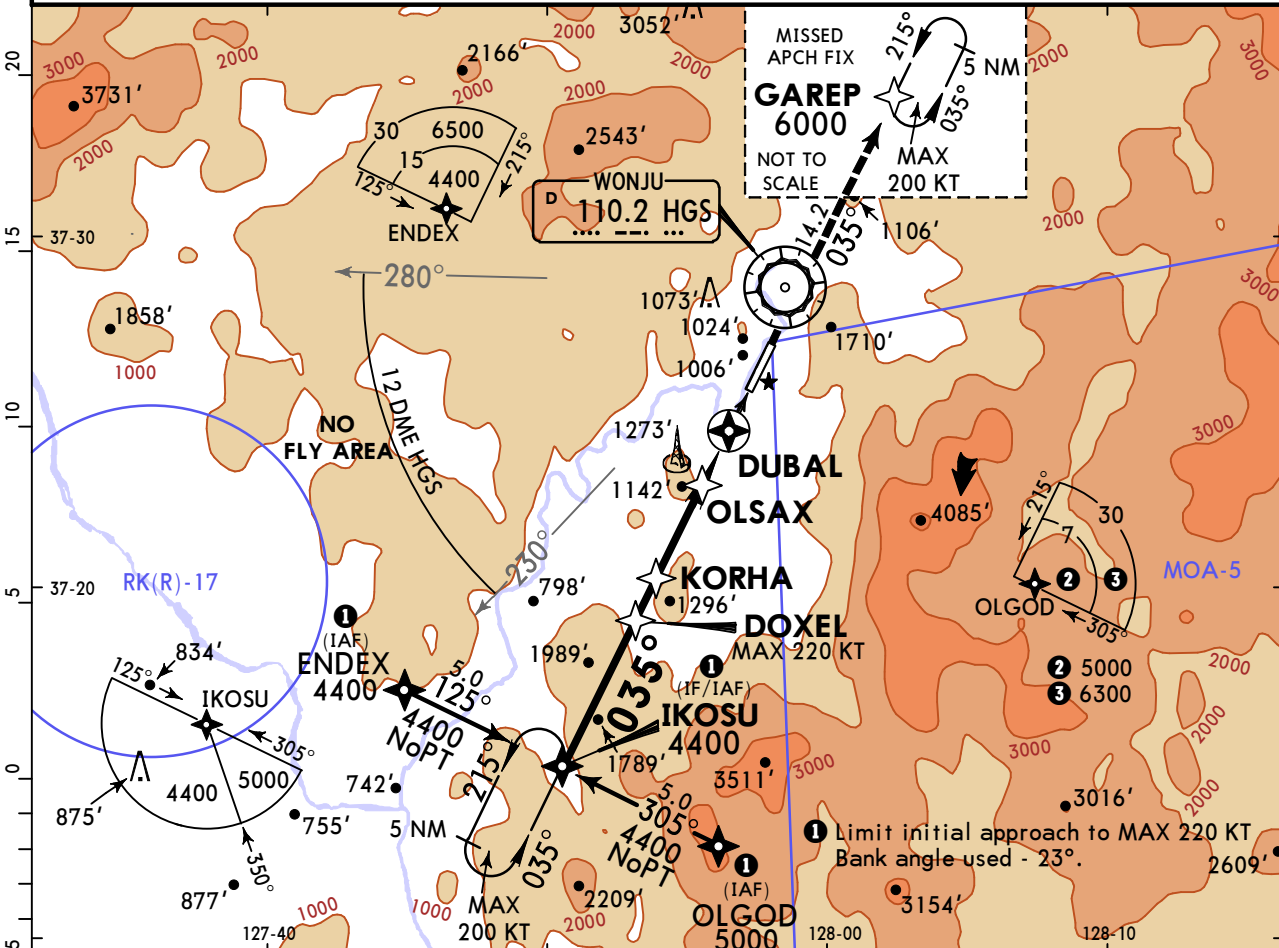
TERPS		STRAIGHT-IN LANDING	
		ILS	
		DA(H) 905' (575')	
FULL		ALS out	
A			
B			
C	600' - V1 1/4		600' - V1 5/8
D			

RKNW/WJU
WONJU

JEPPESEN
12 MAY 23 (12-1) Eff 17 May 1600Z

WONJU, KOREA
RNP Rwy 03

*ATIS 128.6		WONJU Approach (R) 130.2		WONJU Tower 126.2 118.325	
RNAV	Final Apch Crs 035°	KORHA 2600' (2275')	MDA(H) 1160' (835')	Apt Elev 330' Rwy 325'	TAA 30 NM IAF
MISSED APCH: Climb to 6000', on track 035° to GAREP and hold. Missed approach climb rate: 355'/NM to 6000'.					
Alt Set: hPa		Rwy Elev: 12 hPa	Trans level: FL140		Trans alt: 14000'
RNP Apch RNP-0.30 and 1.0 required					
1. GNSS required. 2. DME/DME RNP-0.30 not authorized. 3. When VGSI inoperative, procedure not authorized at night. 4. JUNGWON TMA 2.0 NM SOUTH of OLGOD avoid surface to FL 175. 5. Circling N/A.					



Gnd speed-Kts	70	90	100	120	140	160	ALSF-1 PAPI PAPI	6000' ↑ on 035° track	GAREP
Descent Angle	3.50°	434	557	619	743	867			

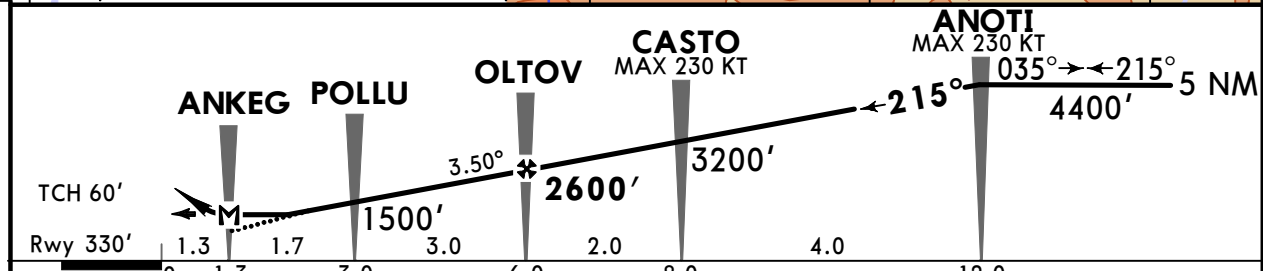
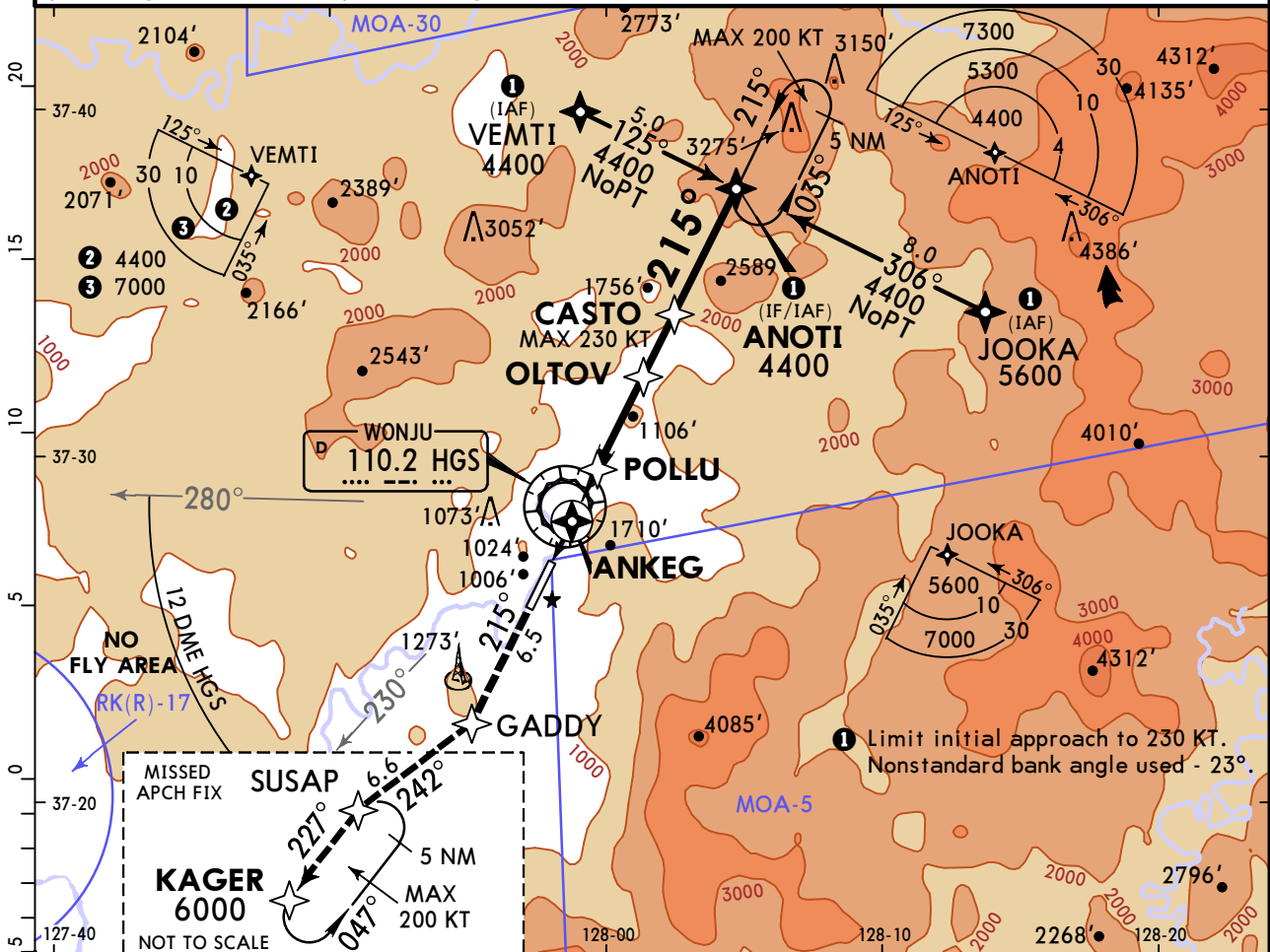
MAP at DUBAL		TERPS		STRAIGHT-IN LANDING		LNAV		ALS out	
				MDA(H) 1160' (835')					
A	900'- R60 or V1 1/8				900'- V1 1/2				
B									
C	900'- V1 7/8				900'- V2 1/2				
D									

RKNW/WJU
WONJU

JEPPESEN
12 MAY 23 **(12-2)** Eff 17 May 1600Z

WONJU, KOREA
RNP Rwy 21

*ATIS 128.6		WONJU Approach (R) 130.2		WONJU Tower 126.2 118.325	
RNAV	Final Apch Crs 215°	OLTOV 2600' (2270')	MDA(H) 1200' (870')	Apt Elev 330'	TAA 30 NM IAF
				Rwy 330'	
MISSED APCH: Climb to 6000' on track 215° to GADDDY, then track 242° to SUSAP, then track 227° to KAGER and hold. Missed approach climb rate: 266'/NM to 6000'.					
Alt Set: hPa		Rwy Elev: 12 hPa		Trans level: FL140	
RNP Apch RNP-0.30 and 1.0 required					
1. GNSS required 2. DME/DME RNP-0.30 not authorized. 3. VGSI and descent angles not coincident (VGSI angle 3.25°/TCH 54'). 4. Circling N/A.					



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI PAPI	6000' on 215° track	GADDDY
Descent Angle	3.50°	434	557	619	743	991			
MAP at ANKEG									

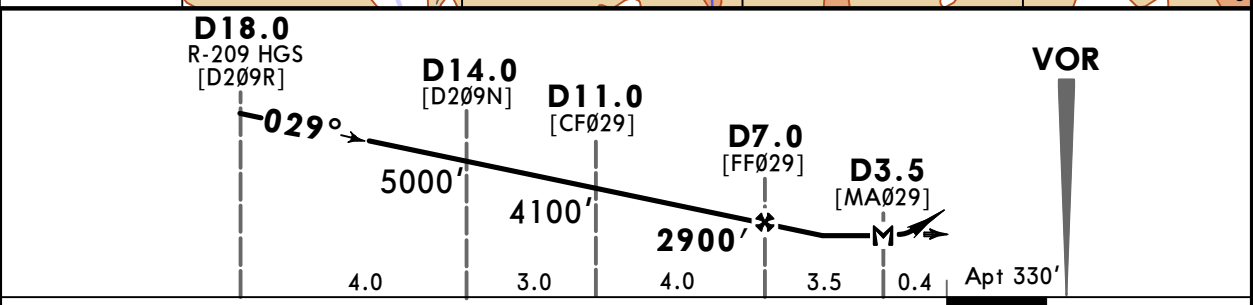
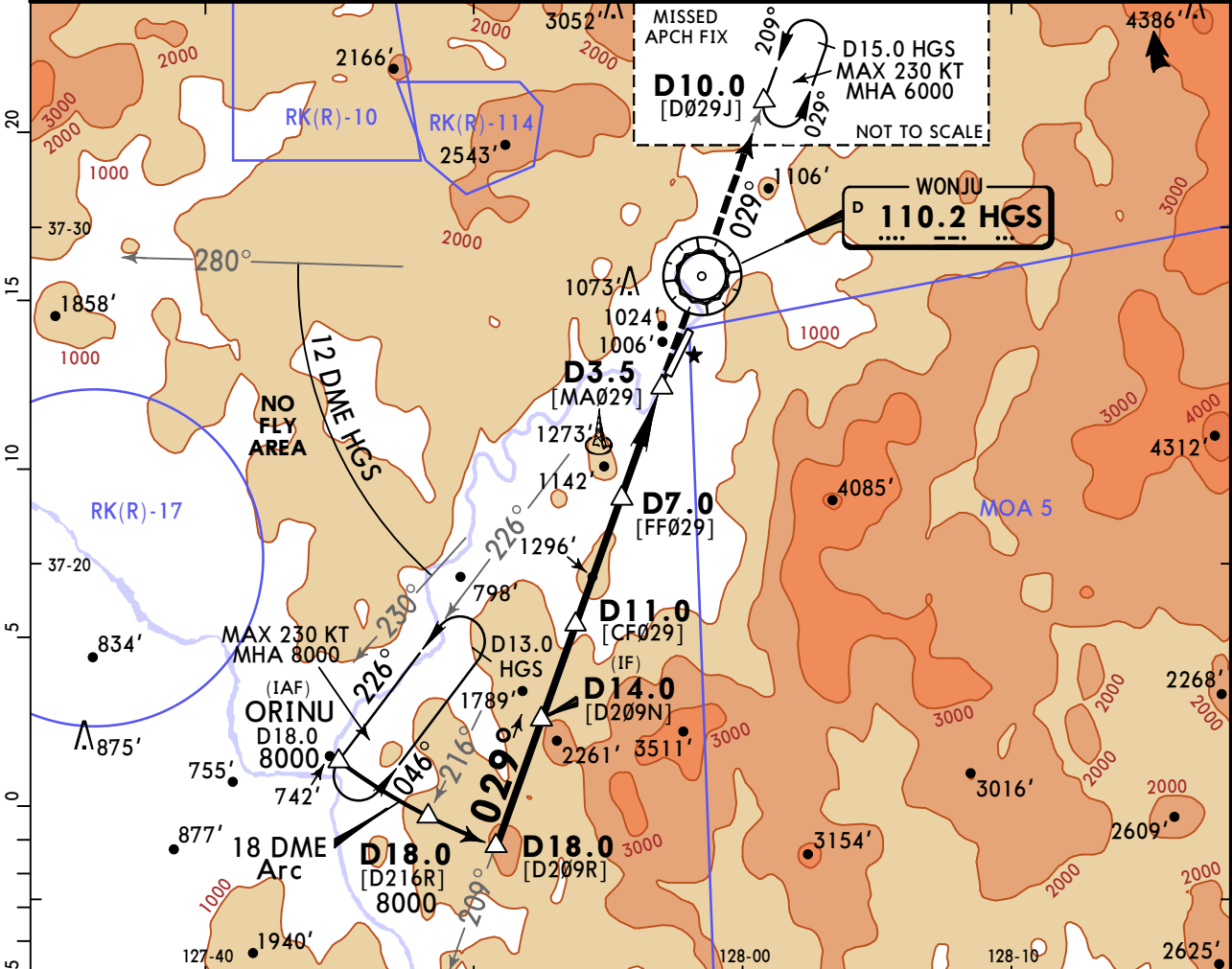
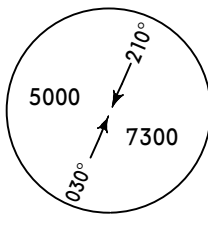
TERPS		STRAIGHT-IN LANDING	
		LNAV	
		MDA(H) 1200' (870')	
		ALS out	
A	900'- R60 or V1 1/8	900'- V1 1/2	
B			
C	900'- V2	900'- V2 1/2	
D			

RKNW/WJU
WONJU

JEPPESEN
12 MAY 23
Eff 17 May 1600Z **(13-1)**

WONJU, KOREA
CAT A, B, C & D **VOR DME A**

*ATIS 128.6		WONJU Approach (R) 130.2			WONJU Tower 126.2 118.325			
VOR HGS 110.2	Final Apch Crs 029°	D7.0 2900' (2570')	MDA(H) Refer to Minimums		Apt Elev 330'			
MISSED APCH: Climb to 6000' outbound via heading 029° to HGS VOR R-029 to D10.0 and hold, continue climb-in-hold to 6000' Missed approach requires minimum climb of 220'/NM to 6000'.								
		KNOTS	60	120	180	240	300	TO
		V/V(fpm)	220	440	660	880	1100	6000
Alt Set: hPa		Apt Elev: 12 hPa		Trans alt: 14000'		Trans level: FL140		MSA HGS VOR



Lighting - Refer to Airport Chart	6000' on HGS	029° to 110.2 D10.0
MAP at D3.5	↑	R-029

TERPS			CIRCLE-TO-LAND	
Not Authorized East of Runway 03-21				
	Max Kts	MDA(H)		
A	90	1540' (1210')	1300'-	V1 1/4
B	120	1540' (1210')	1300'-	V1 1/2
C	140	1780' (1450')	1500'-	V3
D	165	2060' (1730')	1800'-	V3
E		N/A		

RKNW/WJU



WONJU, KOREA

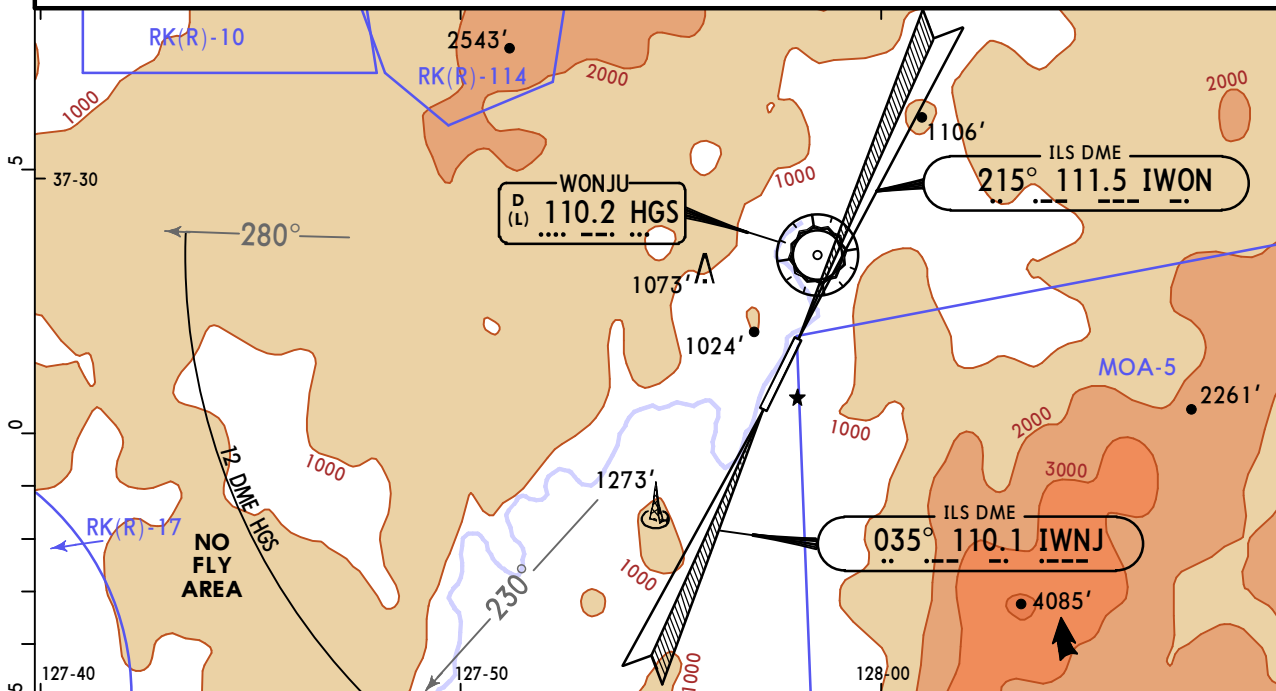
12 MAY 23
Eff 17 May 1600Z (18-1)

RADAR PAR All Rwys
ASR Rwy 03

WONJU

BRIEFING STRIP™	*ATIS 128.6		WONJU Approach (R) 130.2		WONJU Tower 126.2 118.325		
	RADAR	Final Apch Crs By ATC	No FAF	DA/MDA(H) Refer to Minimums	Apt Elev 330' TDZE -See below	No MSA published	
	MISSED APCH: See below.						
Alt Set: hPa		Apt Elev: 12 hPa		Trans alt: 14000'		Trans level: FL140	

1. Only ASR Rwy 03 approach is authorized. 2. ASR Apch: ATC will provide course guidance and distance (from touchdown) information based on PAR SCOPE. 3. ASR Apch: Recommended altitudes will be provided at or above MDA on pilot's requests. 4. ASR Apch: Approach guidance termination: requested by the pilot, continuation of a safe approach to the MAP is questionable, the aircraft is over the MAP.



MISSED APCH:	
PAR Rwy 03:	Climb on heading 035° to 5300' and as directed by ATC. Missed apch climb rate: 500'/NM to 5300'.
PAR Rwy 21:	Climb on heading 215° to 4700' and as directed by ATC. Missed apch climb rate: 490'/NM to 4700'.
ASR Rwy 03:	Climb on heading 035° to 5300' and as directed by ATC. Missed apch climb rate: 500'/NM to 5300'.
RWY 03 PAR TCH 55' TDZE 325'	RWY 21 PAR TCH 55' TDZE 330'

Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart
Rwys 03, 21 PAR GS	3.30°	409	526	584	701	817	

State			
PAR 03		PAR 21	
DA(H) 872' (547')		DA(H) 905' (575')	
ALS out		ALS out	
A 600'- R1830m V2000m	600'- V2600m	600'- R1830m V2000m	600'- 2600m
B			
C			
D			
E			

STRAIGHT-IN LANDING			CIRCLE-TO-LAND		
ASR 03					
MDA(H) 1540' (1215')					
ALS out			Max Kts	MDA(H)	
A	1300'- R1220m V1200m	1300'- V2000m	90	1540' (1210')	1300'- V2000m
B	1300'- R1680m V1700m	1300'- V2400m	120	1540' (1210')	1300'- V2400m
C	1300'- V4800m		140	1780' (1450')	1500'- V4800m
D			165	2060' (1730')	1800'- V4800m

Chart changes since cycle 15-2023

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

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

WONJU, (WONJU - RKNW)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport RKNW