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Trip Kit Index

Airport Information For RKNY

Terminal Charts For RKNY

Revision Letter For Cycle 16-2023

Change Notices

Notebook

General Information

Location: YANGYANG KOR
ICAO/IATA: RKNY / YNY
Lat/Long: N38° 03.68', E128° 40.15'
Elevation: 241 ft

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

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: Yes
Beacon: Yes

Sunrise: 2111 Z
Sunset: 0928 Z

Runway Information

Runway: 15
Length x Width: 8202 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 241 ft
Lighting: Edge, ALS, Centerline, REIL

Runway: 33
Length x Width: 8202 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 241 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 128.825
Yangyang Tower: 118.850
Yangyang Tower: 124.375
Yangyang Ground: 124.300
Yangyang Clearance Delivery: 124.300
Gangneung Approach: 124.600
Gangneung Departure: 124.600

GANGNEUNG TERMINAL CONTROL AREA

Gangneung App 124.6

SPEED RESTRICTIONS WITHIN KOREAN AIRSPACE

All Arrivals into RKSS and RKSI shall operate in accordance with the flight procedures for that airport.

Maximum IAS unless otherwise authorized by ATC:

BELOW 10000'250 KTS

Class C and Class D Airspace:

At or below 2500' AGL within 4NM of an Airport..200 KTS

FL 145
1000 AGL

YANGYANG

3000 AGL
CTR (D)

YANGYANG
D 110.6 YAG
(T)

TMA (C)
5000 AGL
1000 AGL

GANGNEUNG

KANGNUNG
TAC-56 KAN
(111.9)
N37 45.5 E128 57.1

5000 AGL
TMA (C)

G597

B467

Z63

GANGWON
D 115.6 KAE

FL 225
1000 AGL

G597

V11
V744

RKNY/YNM
YANGYANG INTL

 **JEPPESSEN**
30 SEP 22 **10-1P** **Eff 5 Oct 1600Z**

YANGYANG, KOREA
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 128.825

1.2. LOCAL AERODROME REGULATIONS

Airport regulations

Pilots are strongly required to monitor VHF 121.5 MHz when flying within GANGNEUNG terminal control area.

Pilot shall exercise extreme caution to avoid penetrating Prohibited Area (P518, P518E, etc), and Special Use Airspace (R121, MOA7, MOA31, etc), especially when flying north of airport for departure, missed approach, circling approach and any other instrument approach. When all navigation systems (GNSS, NAVAIDs(VOR, DME, ILS, LOC, GP), Inertial reference unit/Inertial navigation system (IRU/INS), visual reference, etc) are out of service during conducting instrument flight procedure, fly HDG 150 climb to 8000 ft or proceed southeast bound and climb to avoid penetrating other airspace (P518, P518E, MOA31, etc), then request radar vector to ATC.

Pilots should always use caution of VFR traffic which may fly along the coast of East Sea.

In order to prevent runway incursion caused by flight crew's confusion, the following ATC phraseology will be used when issue taxi instructions to runway in use.

- (Call sign), BACK TAXI TO (RWY), TAXI INTO TURN PAD.

RKNY/YNV YANGYANG INTL



YANGYANG, KOREA

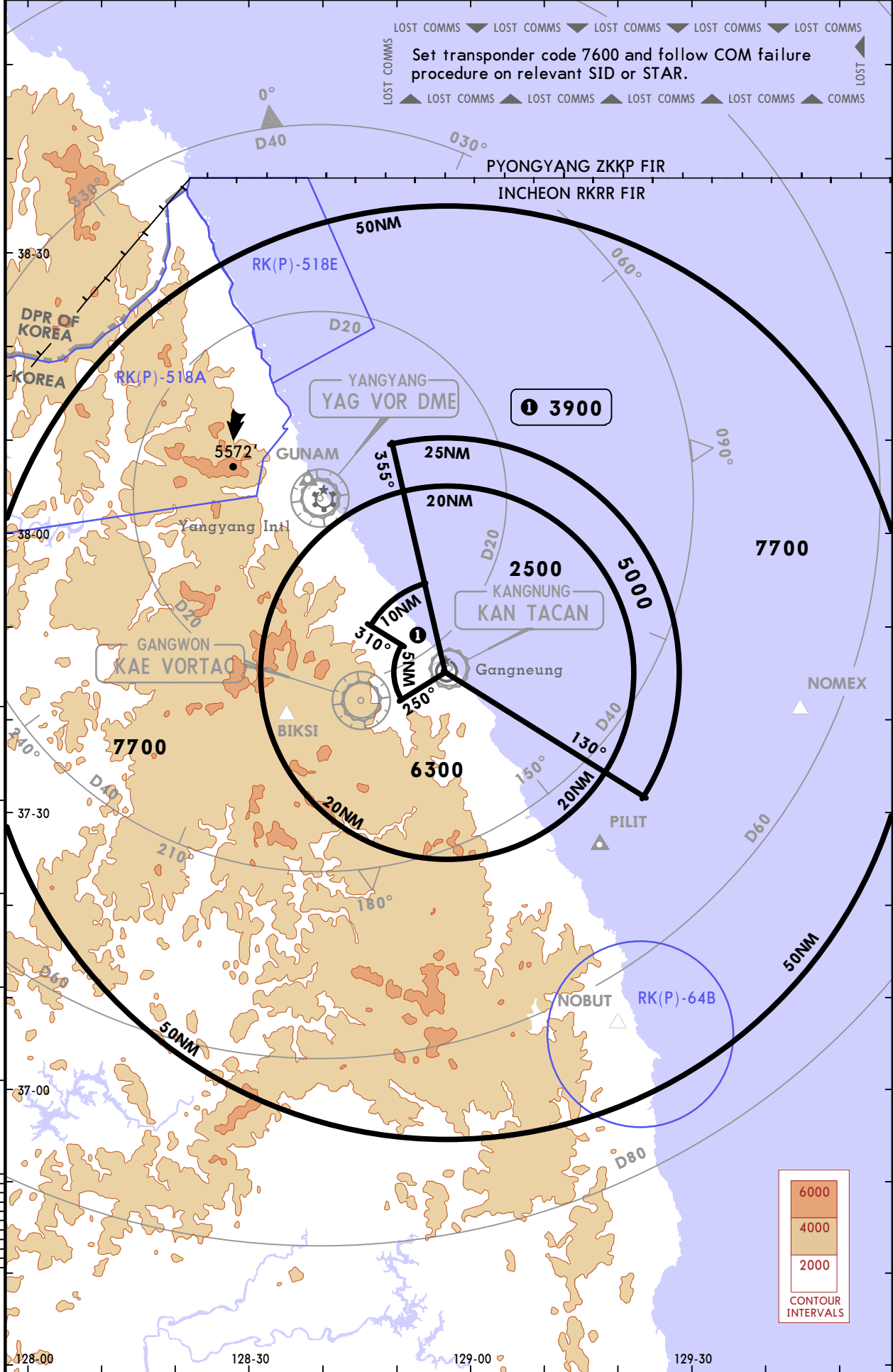
12 AUG 16

10-1R

Eff 17 Aug 1600Z

RADAR MINIMUM ALTITUDES

GANGNEUNG Approach 124.6	Apt Elev 241'	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.
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RADIO COMMUNICATION 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 Safe Altitude (MSA) or above to MAINTAIN obstacle clearance.

Then comply with the following procedures:

2. VFR condition

If the radio failure occurs in VFR conditions, or if VFR conditions are encountered after the radio failure, each pilot shall continue the flight under VFR and land as soon as practicable in accordance with runway in use.

3. IFR condition

If the radio 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 33 in use

1. Proceed to DUBUN 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
2. Land, if possible, within 30 minutes after ETA or the last acknowledged EFC or ETA, whichever is later;
3. Circling not authorized WEST of Runway 15/33.

RKNY/YNV
YANGYANG INTL

JEPPESSEN

YANGYANG, KOREA

30 SEP 22

(10-2A)

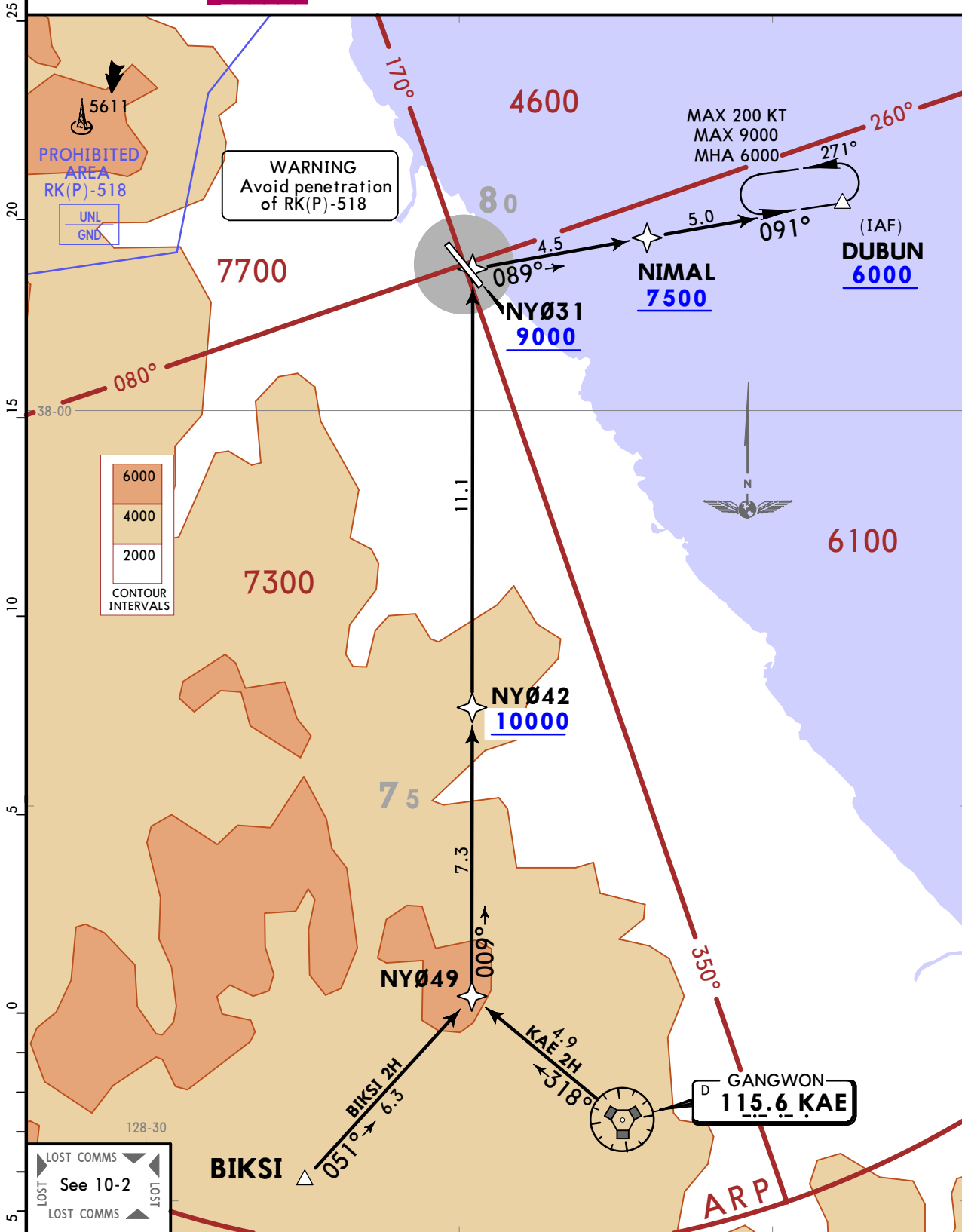
Eff 5 Oct 1600Z

RNAV STAR

ATIS 128.825	Apt Elev 241	Alt Set: hPa Trans level: FL140
		RNAV 1 operation GNSS or DME/DME/IRU required
		ATS surveillance service required.

BIKSI 2H [BIKS2H]
KAE 2H [KAE2H]
RNAV ARRIVALS
(RWY 33)

SPEED: MAX 250 KT UNLESS CLEARED BY ATC



LOST COMMS
 See 10-2
 LOST COMMS

STAR	ROUTING
BIKSI 2H	BIKSI - NY049 - NY042 - NY031 - NIMAL - DUBUN.
KAE 2H	KAE VOR - NY049 - NY042 - NY031 - NIMAL - DUBUN.

CHANGES: MSA, holding at DUBUN, altitude restriction revised.

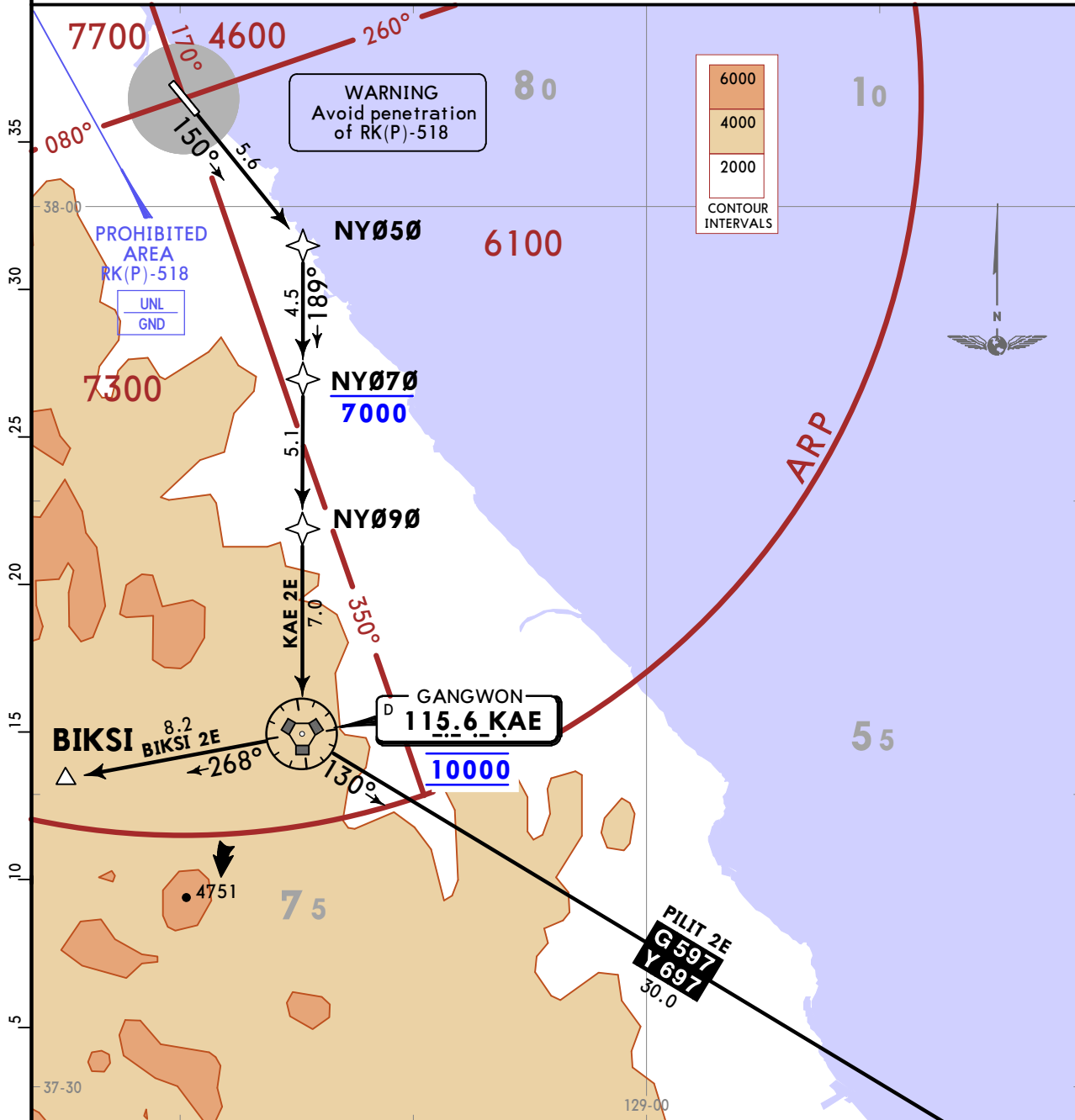
RKNY/YNV YANGYANG INTL

JEPPESSEN
30 SEP 22 **10-3** Eff 5 Oct 1600Z

YANGYANG, KOREA
RNAV SID

GANGNEUNG Departure 124.6	Apt Elev 241	Trans alt: 14000
		RNAV 1 operation GNSS or DME/DME/IRU required
		ATS surveillance service required.

BIKSI 2E [BIKS2E] KAE 2E [KAE2E] PILIT 2E [PILI2E] RNAV DEPARTURES (RWY 15)



Minimum climb gradient 5.5% to 6500 required for obstacle avoidance.
Minimum climb gradient 8.0% required for ATC purpose.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

LOST COMMS
See 10-3-0
LOST COMMS

SID	INITIAL CLIMB
BIKSI 2E	NY050 - NY070 - NY090 - KAE VOR - BIKSI.
KAE 2E	NY050 - NY070 - NY090 - KAE VOR.
PILIT 2E	NY050 - NY070 - NY090 - KAE VOR - PILIT.

RKNY/YNP
YANGYANG INTL

JEPPESEN

YANGYANG, KOREA

11 JUN 21

10-3-0

Eff 16 Jun 1600Z

SID

RADIO COMMUNICATION 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 Safe Altitude (MSA) or above to MAINTAIN obstacle clearance.

Then comply with the following procedures:

2. VFR condition

If the radio failure occurs in VFR conditions, or if VFR conditions are encountered after the radio failure, each pilot shall continue the flight under VFR and land as soon as practicable in accordance with runway in use.

3. IFR condition

If the radio 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 15 in use

- 1) YAG (Yangyang) 2S
MAINTAIN 8000' until KAE then climb and proceed by the route, altitude/flight level assigned in the last ATC clearance received.
- 2) YAG (Yangyang) 2T
MAINTAIN 10000' until KAE then climb and proceed by the route, altitude/flight level assigned in the last ATC clearance received.

Runway 33 in use

- 1) YAG (Yangyang) 2A (CAT A & B)
MAINTAIN 10000' until KAE then climb and proceed by the route, altitude/flight level assigned in the last ATC clearance received.
- 2) YAG (Yangyang) 2A (CAT C & D)
MAINTAIN 10000' until KAE then climb and proceed by the route, 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, by the route filed in the flight plan; and
- MAINTAIN minimum en route altitude (MEA) or the altitude/flight level cleared in the last ATC clearance received, whichever is higher, for 20 minutes; then
- Continue the flight with altitude/flight level filed in the flight plan.

RKNY/YN
YANGYANG INTL

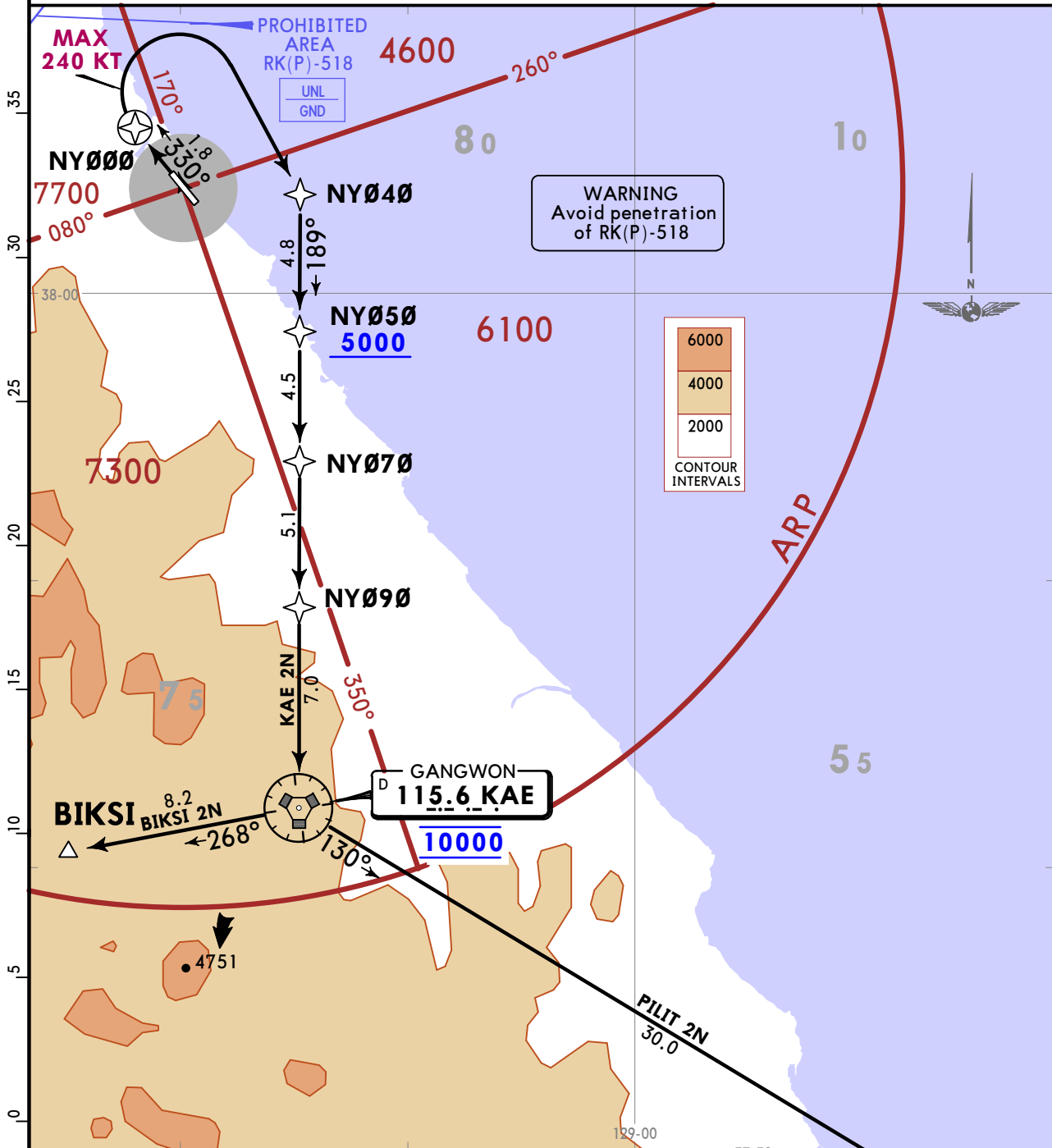
JEPESEN
30 SEP 22 **(10-3A)** Eff 5 Oct 1600Z

YANGYANG, KOREA
RNAV SID

GANGNEUNG Departure 124.6	Apt Elev 241	Trans alt: 14000
		RNAV 1 operation GNS or DME/DME/IRU required
		ATS surveillance service required.

BIKSI 2N [BIKS2N], KAE 2N [KAE2N], PILIT 2N [PILI2N]
RNAV DEPARTURES
(RWY 33)

SPEED RESTRICTION
Maximum speed for the first turn to NY040 is limited to 240 KT due to airspace restriction RK(P)-518.



Minimum climb gradient 6.6% required for ATC purpose.

Gnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

LOST COMMS
See 10-3-0
LOST COMMS

SID	INITIAL CLIMB
BIKSI 2N	NY000 - NY040 - NY050 - NY070 - NY090 - KAE VOR - BIKSI.
KAE 2N	NY000 - NY040 - NY050 - NY070 - NY090 - KAE VOR.
PILIT 2N	NY000 - NY040 - NY050 - NY070 - NY090 - KAE VOR - PILIT.

RKNY/YNV YANGYANG INTL



YANGYANG, KOREA

14 APR 23

10-3B

Eff 19 Apr 1600Z

SID

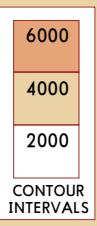
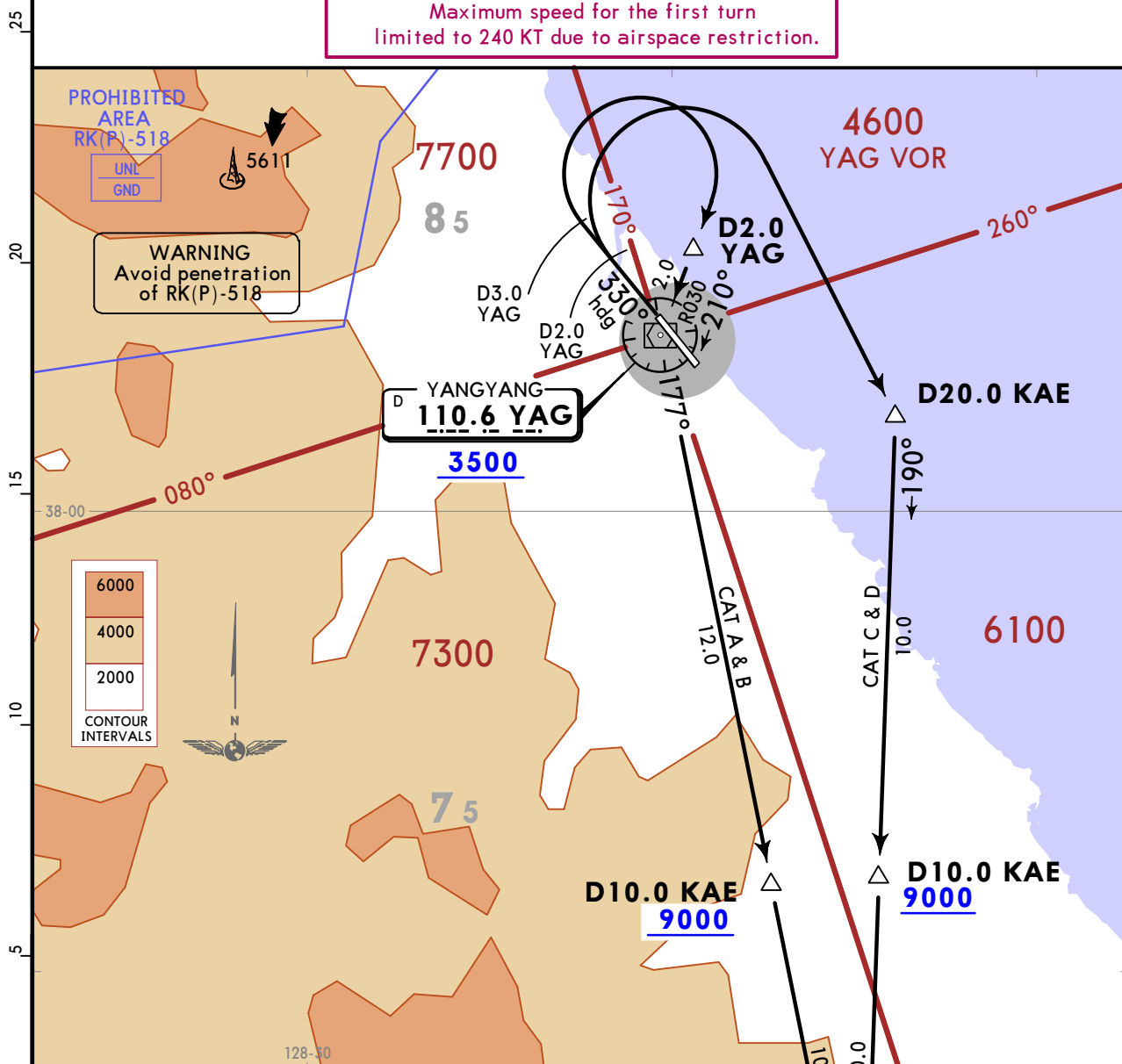
GANGNEUNG
Departure
124.6

Apt Elev
241

Trans alt: 14000
1. Pilot shall use extreme caution not to penetrate RK(P)-518
approximate 7 DME NORTHWEST of YAG VOR. 2. If unable to comply
with flight restriction, request alternatives before departure.

YANGYANG 2A DEPARTURE (YAG 2A) (RWY 33)

SPEED RESTRICTION
Maximum speed for the first turn
limited to 240 KT due to airspace restriction.



LOST COMMS See 10-3-0 LOST COMMS

CAT A & B: Minimum climb gradient 7.8% for airspace and ATC purpose.
CAT C & D: Minimum climb gradient 8.0% to 9000 for airspace and ATC purpose.

Gnd speed-KT	75	100	150	200	250	300
7.8% V/V (fpm)	592	790	1185	1580	1975	2370
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

INITIAL CLIMB

CAT A & B	Climb on heading 330° to D3.0 YAG, then turn RIGHT and proceed to YAG VOR via YAG R030/D2.0, then proceed along KAE R357 (YAG R177) to KAE VOR (YAG R177/D22.0). Cross YAG VOR at or above 3500, KAE R357/D10.0 (YAG R177/D12.0) at or above 9000.
CAT C & D	Climb on heading 330° to D2.0 YAG, then turn RIGHT and proceed to KAE R010/D20.0, then proceed along KAE R010 to KAE VOR. Cross KAE R010/D10.0 at or above 9000.

CHANGES: Initial climb text revised.

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RKNY/YNV
YANGYANG INTL

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YANGYANG, KOREA

14 APR 23

10-3C

Eff 19 Apr 1600Z

SID

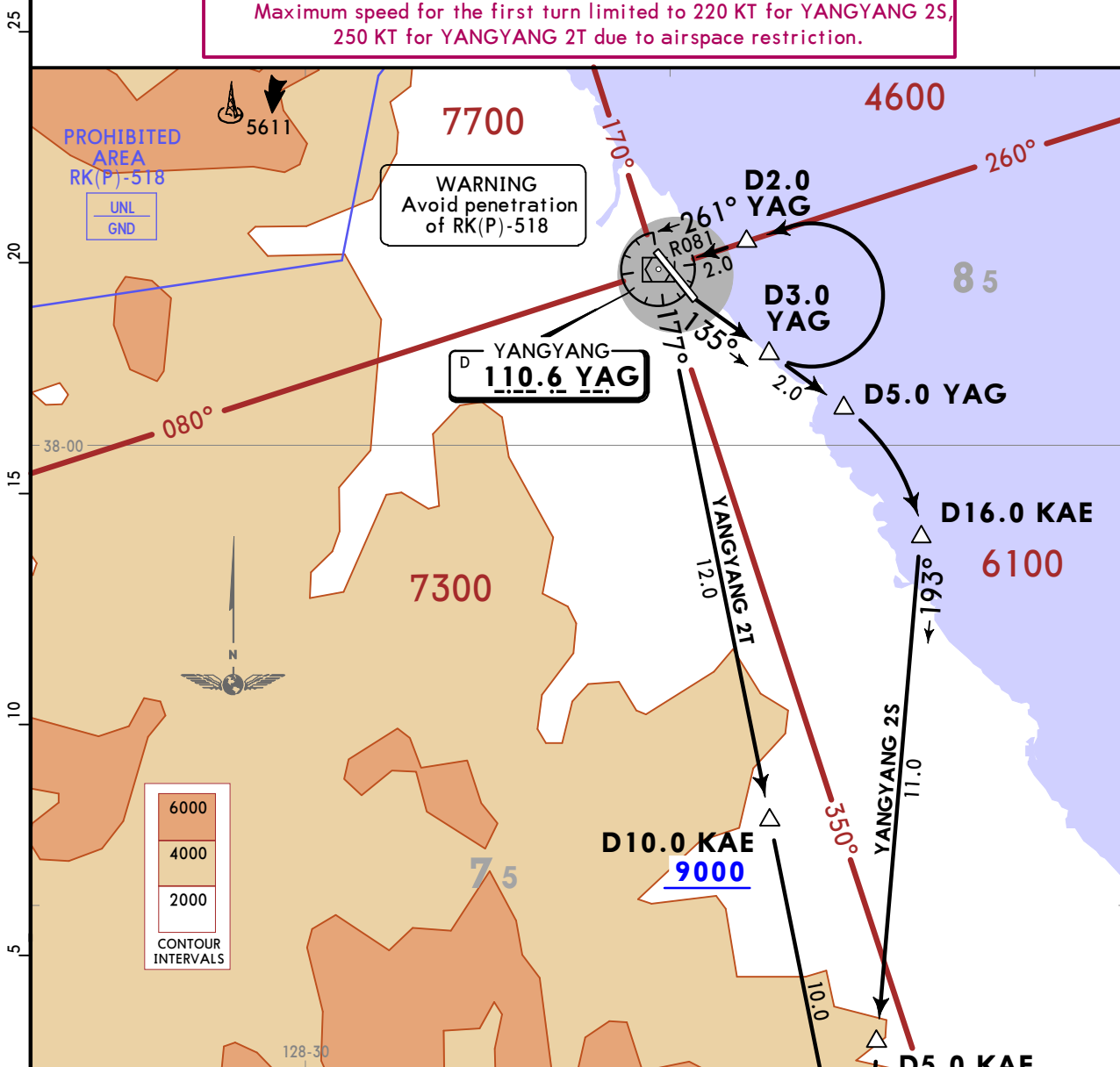
GANGNEUNG
Departure
124.6

Apt Elev
241

Trans alt: 14000
1. Assignment of departure procedure depends on traffic situation around KAE VOR. 2. If unable to comply with flight restriction, request alternatives before departure.

**YANGYANG 2S (YAG 2S), YANGYANG 2T (YAG 2T)
DEPARTURES
(RWY 15)**

SPEED RESTRICTION
Maximum speed for the first turn limited to 220 KT for YANGYANG 2S, 250 KT for YANGYANG 2T due to airspace restriction.



LOST COMMS See 10-3-0 LOST COMMS

YANGYANG 2S: Minimum climb gradient 6.6% to 7500 for airspace and ATC purpose.
YANGYANG 2T: Minimum climb gradient 8.0% to 9000 for airspace and ATC purpose.

Gnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

SID	INITIAL CLIMB
YANGYANG 2S	Climb on YAG R135 until D5.0 YAG, then turn RIGHT and proceed to KAE R013/D16.0, then proceed along KAE R013 to KAE VOR. Cross KAE R013/D5.0 at or above 7500.
YANGYANG 2T	Climb on YAG R135 until D3.0 YAG, then turn LEFT and proceed to YAG VOR via YAG R081/D2.0, then proceed along KAE R357 (YAG R177) to KAE VOR (YAG R177/D22.0). Cross KAE R357/D10.0 (YAG R177/D12.0) at or above 9000.

CHANGES: Initial climb text revised.

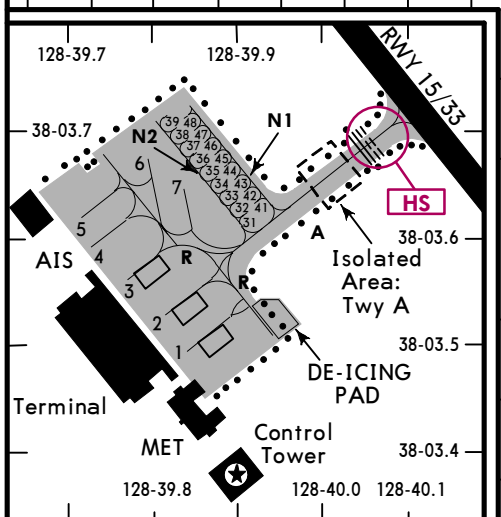
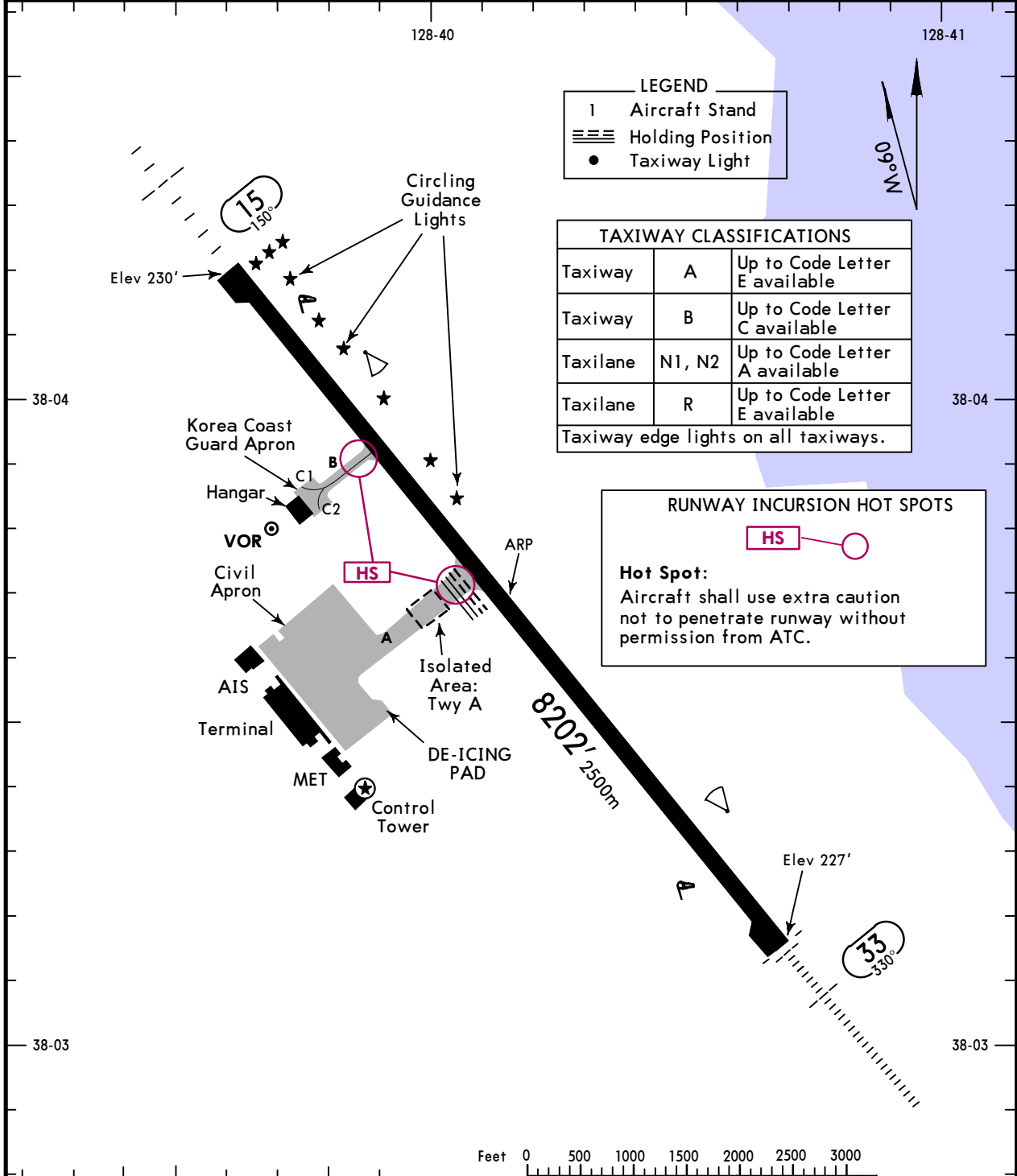
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RKNY/YNP
 Apt Elev **241'**
 N38 03.7 E128 40.2

JEPPESSEN
 9 DEC 22 **(10-9)**

YANGYANG, KOREA
YANGYANG INTL

ATIS 128.825	*YANGYANG Ground 124.3	*Tower 118.85 124.375	GANGNEUNG Departure 124.6
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AIRCRAFT STAND INS COORDINATES	
STAND NO.	COORDINATES
1	N38 03.5 E128 39.9
2	N38 03.5 E128 39.8
3, 4, 5	N38 03.6 E128 39.8
6, 38, 39	N38 03.7 E128 39.8
7, 31, 32, 33, 41, 42	N38 03.6 E128 39.9
34 thru 37, 43 thru 48	N38 03.7 E128 39.9
C1, C2	N38 03.8 E128 39.8

CHANGES: Parking stand 49 removed.

RKNY/YN



YANGYANG, KOREA

9 DEC 22

10-9A

YANGYANG INTL

GENERAL:

During circling approach, Circling Guidance Lights cannot be identified on entering downwind leg because of mountains.

The use of this airport for the training purpose is prohibited on Sunday.

Only low approach is permitted for the training purpose on Saturday and a public holiday.

Consecutive approaches by the same aircraft for the training purpose are prohibited.

Caution: Pilot shall use caution during approach because the pre-threshold terrain under the approach path for both Rwy 33 and 15 is marked lower than the threshold.

E class aircraft (such as B747-400) operations are available on request.

Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		WIDTH
		LANDING BEYOND Threshold	Glide Slope TAKE-OFF	
15	HIRL CL(30m) SSALF REIL ①PAPI ②grooved RVR Circling Guidance Lights		③	148' 45m
33	HIRL CL(30m) TDZ ALSF-I REIL ①PAPI-L ②grooved RVR	7191' 2192m	④	

① Angle 3.00°.

② First 984'(300m) not grooved.

③ Rwy 15 TORA: from Twy A - 4495'(1370m), from Twy B - 5709'(1740m).

④ Rwy 33 TORA: from Twy A - 3707'(1130m), from Twy B - 2493'(760m).

State

TAKE-OFF

	① RL or RCLM	NIL (Day Only)
Multi Engine Aircraft	R/V400m R/V1200'	R/V500m R/V1600'

The TDZ RVR/VIS may be assessed by the pilot.

SIDs are designed in accordance with Standards for Flight Procedure Design.

① For Night Operations at least RL or CL and Rwy End Lights are available.

RKNY/YNV

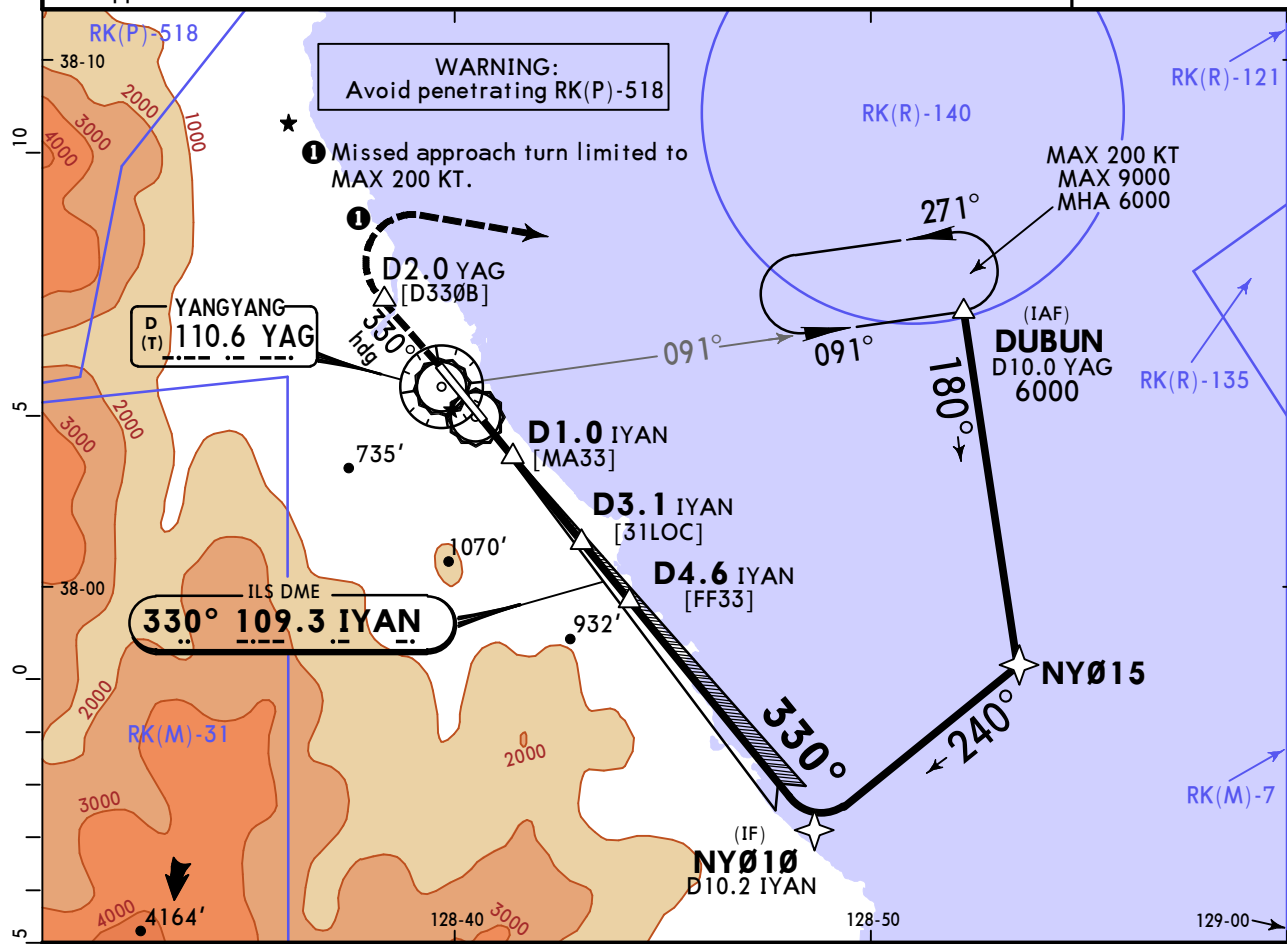
YANGYANG INTL

JEPPESSEN
 30 SEP 22
Eff 5 Oct 1600Z (11-1)

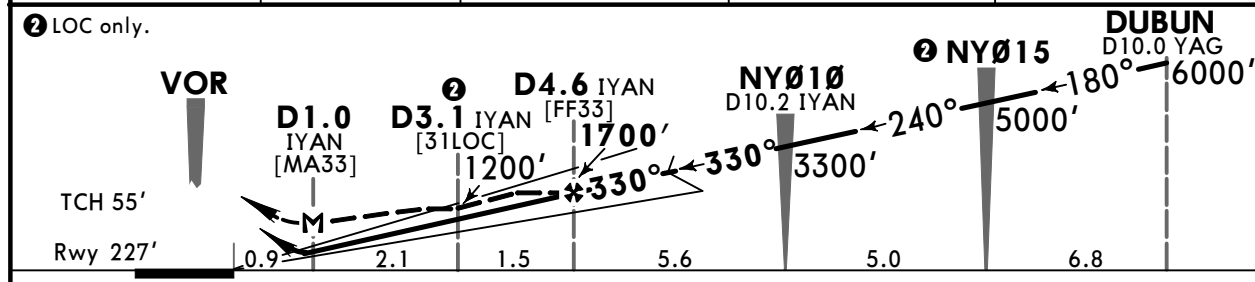
YANGYANG, KOREA

ILS Z OR LOC Z Rwy 33

ATIS 128.825		GANGNEUNG Approach 124.6		*YANGYANG Tower 118.85 124.375		*Ground 124.3	
LOC IYAN 109.3	Final Apch Crs 330°	D4.6 IYAN 1700' (1473')		ILS DA(H) 427' (200')	Apt Elev 241' Rwy 227'		<p>MSA YAG VOR</p>
MISSED APCH: Climb STRAIGHT AHEAD until YAG VOR D2.0, then turn RIGHT direct to DUBUN and hold at 6000' . Hold as published.							
Alt Set: hPa Rwy Elev: 8 hPa Trans level: FL 140 Trans alt: 14000' RNAV 1 operation 1. DME required on and ILS/LOC approach, 2. GNSS required. 3. ATS surveillance service required. 4. Circling approach can be initiated from ILS or LOC approach.							



LOC (GS out)	IYAN DME	2.0	3.0	4.0
	ALTITUDE	878'	1200'	1523'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I REIL PAPI 	↑ D2.0 YAG ↻ 6000' RT → DUBUN	
GS	3.00°	372	478	531	637	743			849
LOC Desc Angle	3.04°	376	484	538	645	753			861

MAP at D1.0 IYAN
 Timing not authorized for defining the MAP.

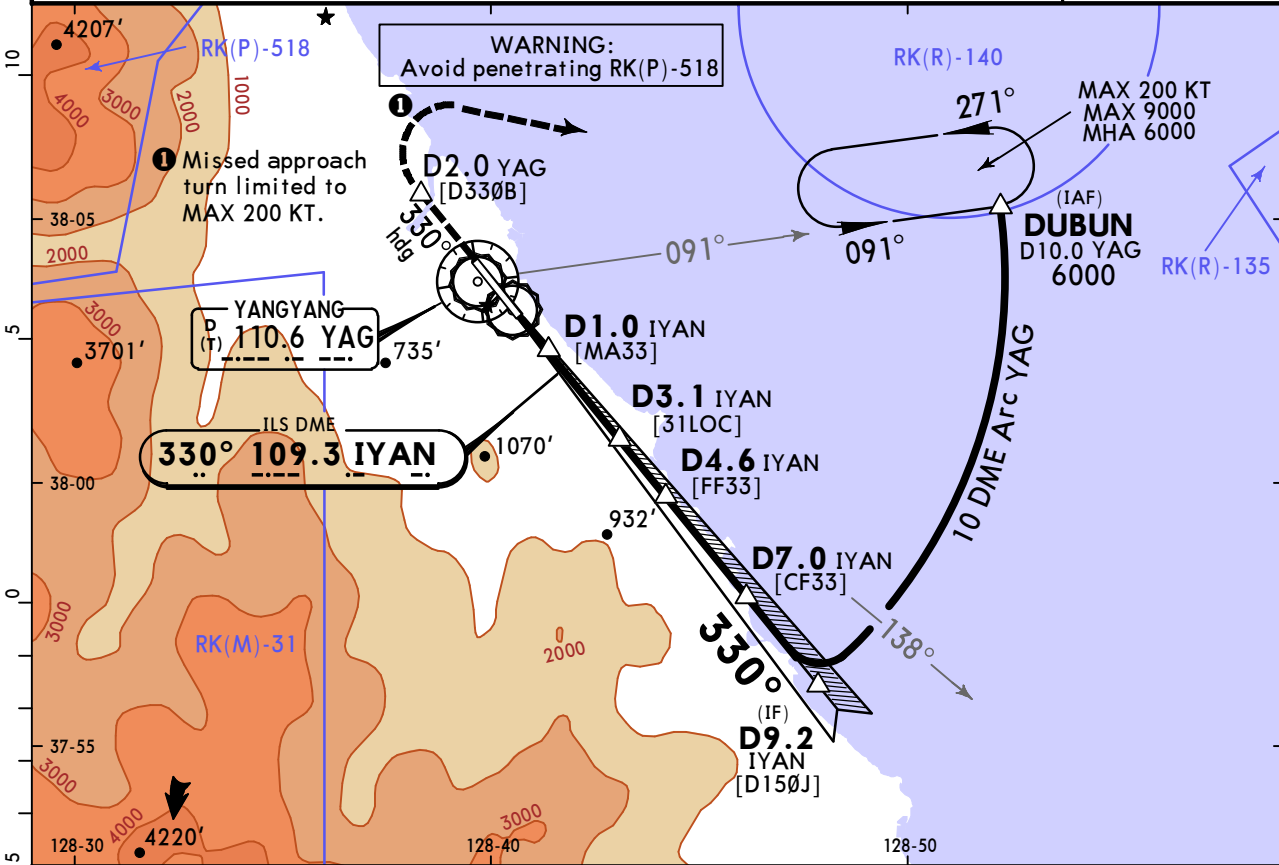
PANS OPS	State STRAIGHT-IN LANDING				CIRCLE-TO-LAND Not Authorized West of Rwy 15-33 (see diagram)		<p>No Circling Area</p>
	ILS DA(H) 427' (200')		LOC (GS out) MDA(H) 700' (473')		Max Kts	MDA(H)	
	FULL	ALS out	ALS out			700' (459') V2100m	
	A				100	740' (499') V2800m	
	B	R550m	R/V1200m	R/V1500m	R/V2200m	135	
C	V800m				180	1230' (989') V4600m	
D					205		

RKNY/ YNY
YANGYANG INTL

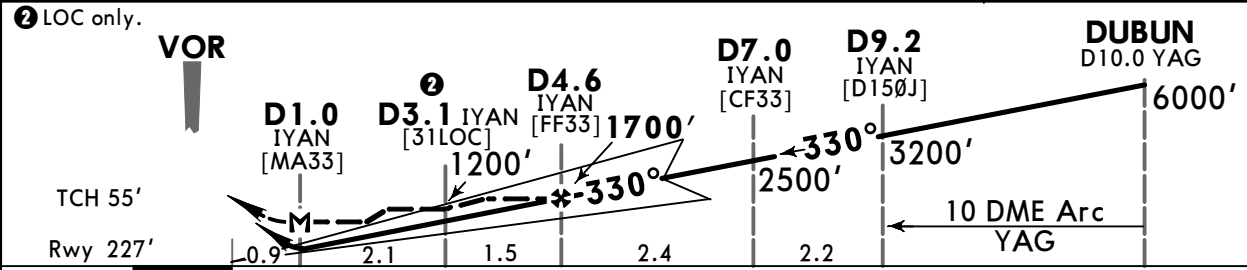
JEPPESSEN
30 SEP 22
Eff 5 Oct 1600Z **(11-2)**

YANGYANG, KOREA
ILS Y or LOC Y Rwy 33

ATIS 128.825		GANGNEUNG Approach 124.6		*YANGYANG Tower 118.85 124.375		*Ground 124.3
LOC IYAN 109.3	Final Apch Crs 330°	D4.6 IYAN 1700' (1473')	ILS DA(H) 427' (200')	Apt Elev 241'	Rwy 227'	<p>MSA YAG VOR</p>
MISSED APCH: Climb STRAIGHT AHEAD until YAG VOR D2.0, then turn RIGHT to DUBUN and hold at 6000'. Hold as published.						
Alt Set: hPa Rwy Elev: 8 hPa Trans level: FL 140 Trans alt: 14000'						
1. DME required on ILS/LOC approach. 2. Circling approach can be initiated from ILS or LOC approach.						



LOC (GS out)	IYAN DME	2.0	3.0	4.0
	ALTITUDE	878'	1200'	1523'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I REIL PAPI 	↑ D2.0 YAG ↻ RT DUBUN	
GS	3.00°	372	478	531	637	743			849
LOC Desc Angle	3.04°	376	484	538	645	753			861
MAP at D1.0 IYAN									

Timing not authorized for defining the MAP.

PANS OPS	State STRAIGHT-IN LANDING				CIRCLE-TO-LAND Not Authorized West of Rwy 15-33 (see diagram)		<p>No Circling Area</p>
	ILS DA(H) 427' (200')		LOC (GS out) MDA(H) 700' (473')		Max Kts	MDA(H)	
	FULL	ALS out	ALS out			700' (459') V2100m	
	A				100	740' (499') V2800m	
	B	R550m	R/V1200m	R/V1500m	R/V2200m	135	
C	V800m				180	1230' (989') V4600m	
D					205		

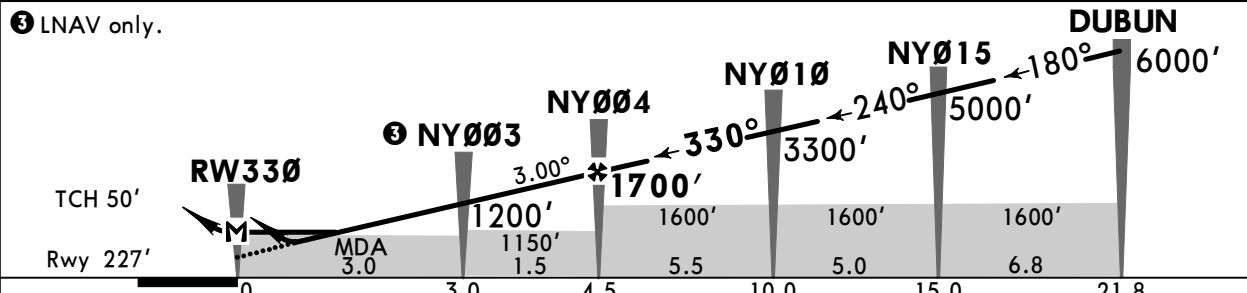
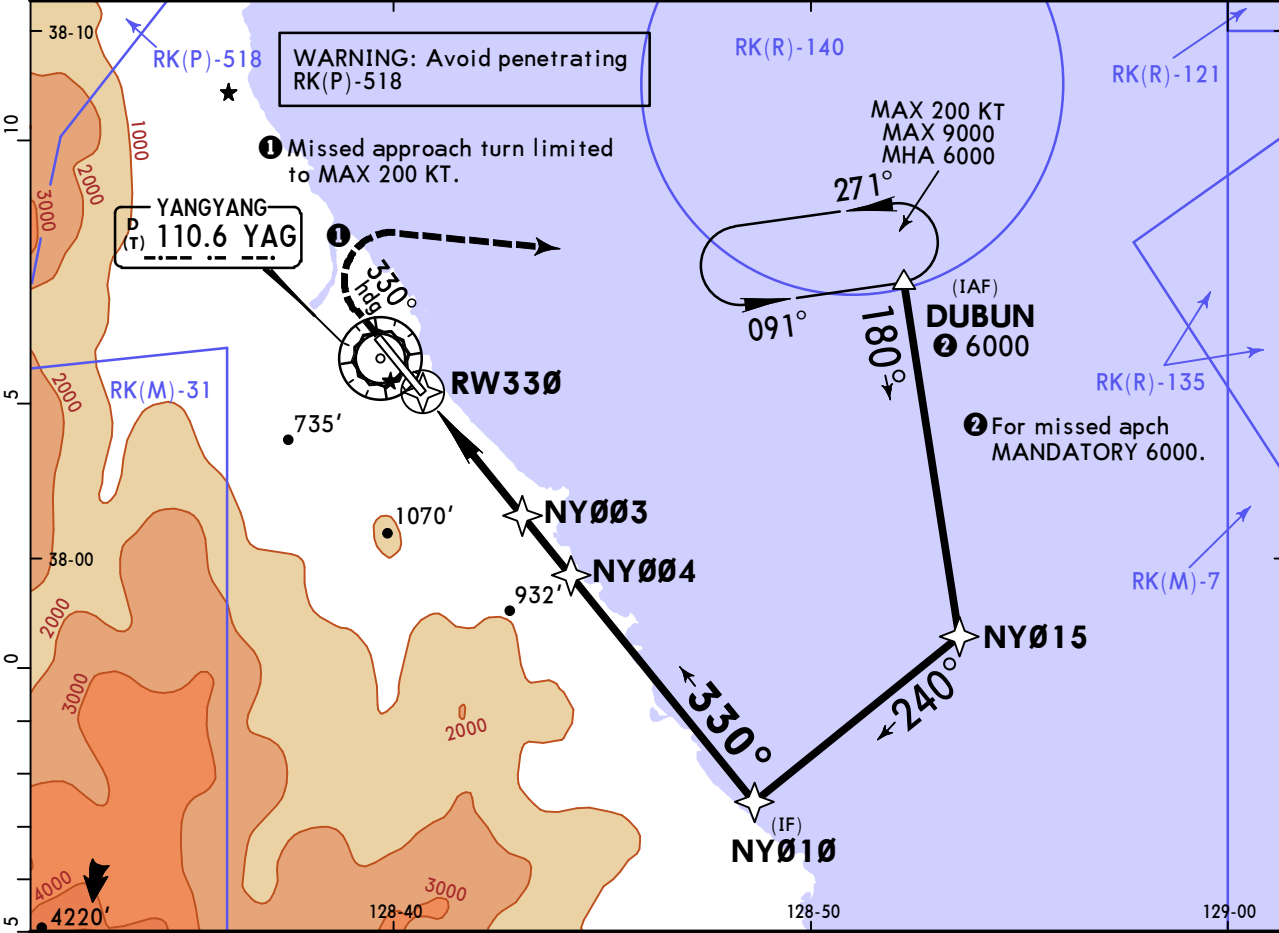
RKNY/YNV YANGYANG INTL

JEPPESSEN

**YANGYANG, KOREA
RNP Rwy 33**

30 SEP 22 (12-1) Eff 5 Oct 1600Z

ATIS 128.825		GANGNEUNG Approach 124.6		*YANGYANG Tower 118.85 124.375		*Ground 124.3
RNAV	Final Apch Crs 330°	NY004 1700'(1473')	LNAV/VNAV DA(H) 640'(413')	Apt Elev 241'	Rwy 227'	<p>MSA ARP</p>
MISSED APCH: Climb on heading 330° to 900', then turn RIGHT to DUBUN and hold at 6000'. Hold as published.						
Alt Set: hPa		Rwy Elev: 8 hPa	Trans level: FL140	Trans alt: 14000'		
RNP Apch	RNP 0.30 required					
1. Baro-VNAV N/A below -20°C or above 45°C. 2. ATS surveillance service required.						



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I REIL PAPI	900' ↑ on 330° hdg RT DUBUN
Glide Path Angle	3.00°	372	478	531	637	849		
MAP at RW330								
Timing not authorized for defining MAP.								

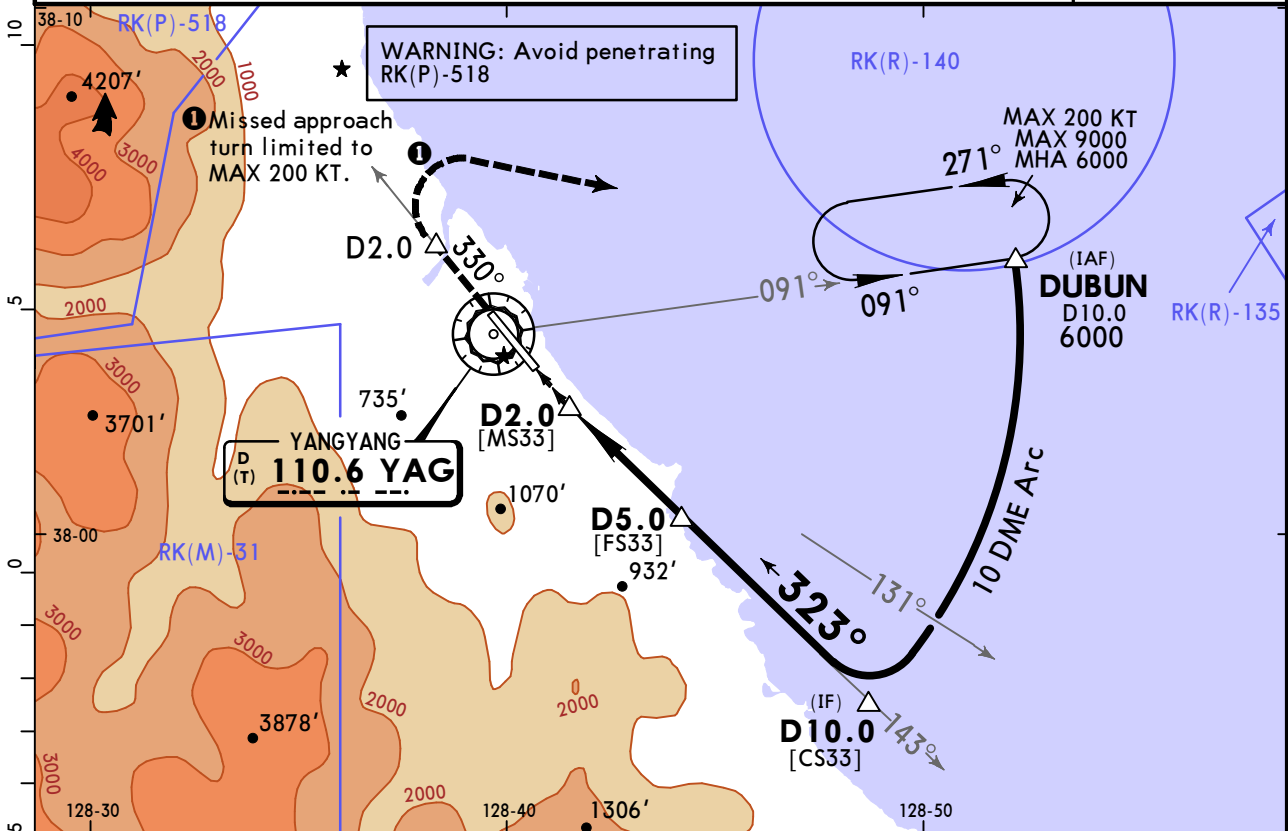
PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND		YAG R-315 YAG 5 YAG 33 YAG 150 D6.0 YAG No Circling Area
	LNAV/VNAV		LNAV		Not Authorized West of Rwy 15-33 (see diagram)		
	DA(H)	ALS out	MDA(H)	ALS out	Max Kts	MDA(H)	
A	640'(413')		720'(493')		100	720'(479') V2200m	
B					135	740'(499') V2800m	
C	R/V1200m	R/V1900m	R/V1500m	R/V2300m	180	1210'(969') V4500m	
D					205	1230'(989') V4600m	

RKNY/YNV
YANGYANG INTL

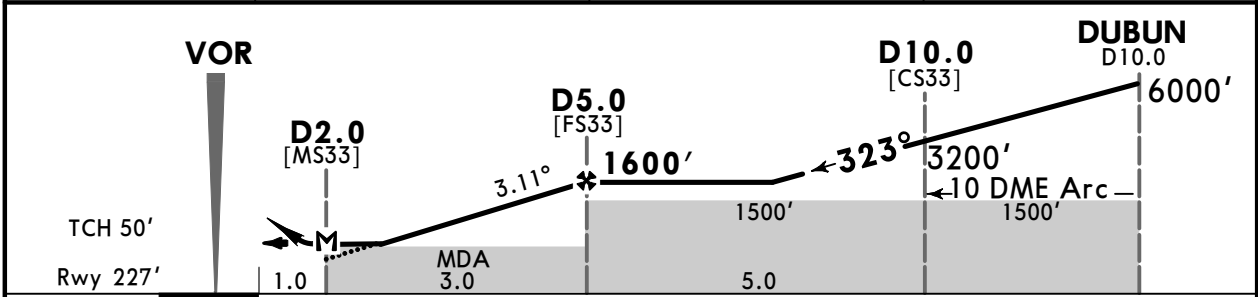
JEPPESEN
30 SEP 22 (13-1) Eff 5 Oct 1600Z

YANGYANG, KOREA
VOR Rwy 33

ATIS 128.825		GANGNEUNG Approach 124.6		*YANGYANG Tower 118.85 124.375		*Ground 124.3
VOR YAG 110.6	Final Apch Crs 323°	D5.0 1600' (1373')	MDA(H) 840' (613')	Apt Elev 241'	Rwy 227'	
MISSED APCH: Climb on R-330 YAG VOR until D2.0, then turn RIGHT to DUBUN and hold at 6000'. Hold as published.						
Alt Set: hPa	Rwy Elev: 8 hPa	Trans level: FL 140	Trans alt: 14000'			
DME required on a VOR approach.						MSA YAG VOR



YAG DME	3.0	4.0	5.0
ALTITUDE	938'	1269'	1600'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I REIL PAPI ↑ on YAG 110.6 R-330 D2.0
Descent Angle 3.11°	385	495	550	660	770	880	
MAP at D2.0							

Timing not authorized for defining MAP.

PANS OPS	State STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	MDA(H) 840' (613')		Not Authorized West of Rwy 15-33 (see diagram)	
	ALS out		Max Kts	MDA(H)
	A	R/V2100m	100	840'(599') V2700m
B		135	840'(599') V2800m	
C	R/V2100m	180	1210'(969') V4500m	
D	R/V2800m	205	1230'(989') V4600m	

Chart changes since cycle 15-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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YANGYANG, (YANGYANG INTL - RKNY)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport RKNY

Type: Terminal

Effectivity: Temporary

Begin Date: 20230419

End Date: 20231102

(10-3B) YANGYANG 2A (CAT C&D) & (10-3C) YANGYANG 2S procedures not available from 1600 UTC 19 APR 2023 to 1600 UTC 1 NOV 2023 due to KAE VORTAC temporary unserviceable. Do not use procedures (10-3)BIKSI 2E, KAE 2E, PILIT 2E RNAV & (10-3A) BIKSI 2N, KAE 2N, PILIT 2N RNAV at RADAR preventive maintenance interval in GANGNEUNG APP. Use of alternative procedures (10-3C) YANGYANG 2T & (10-3B) YANGYANG 2A (CAT A&B) at RADAR preventive maintenance interval in GANGNEUNG APP.