

List of pages in this Trip Kit

Trip Kit Index

Airport Information For RKTH

Terminal Charts For RKTH

Revision Letter For Cycle 16-2023

Change Notices

Notebook

General Information

Location: POHANG KOR
ICAO/IATA: RKTH / KPO
Lat/Long: N35° 59.27', E129° 25.12'
Elevation: 76 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: 10
Length x Width: 6998 ft x 151 ft
Surface Type: concrete
TDZ-Elev: 76 ft
Lighting: Edge, ALS
Stopway: 499 ft

Runway: 28
Length x Width: 6998 ft x 151 ft
Surface Type: concrete
TDZ-Elev: 70 ft
Lighting: Edge, ALS
Stopway: 499 ft

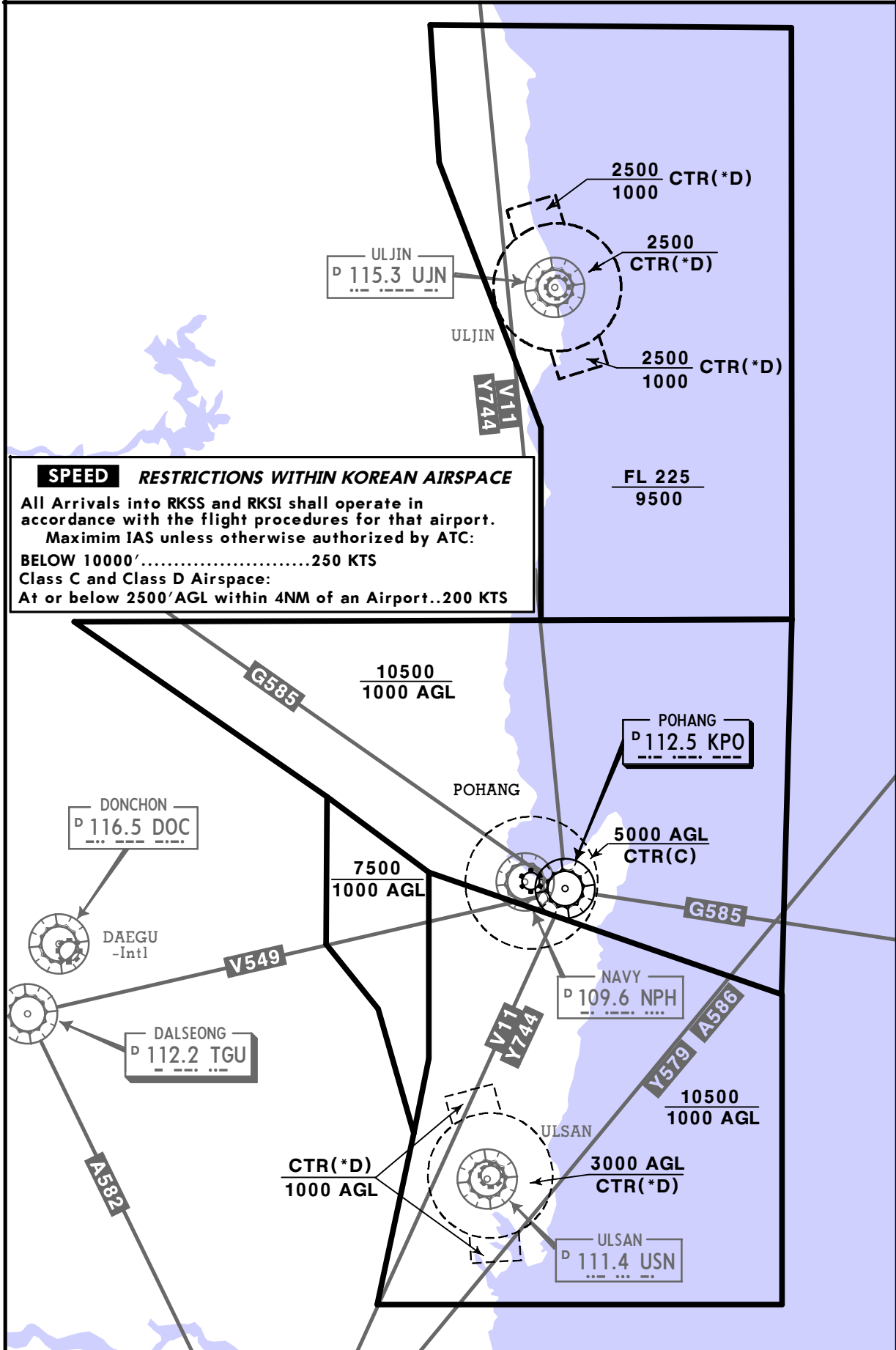
Communication Information

ATIS: 127.400
ATIS: 31.737 Military
Pohang Tower: 118.050
Pohang Tower: 23.660
Pohang Tower: 30.850 Military
Pohang Ground: 27.580 Military
Pohang Ground: 126.200
Pohang Approach: 124.250

Pohang Approach: 120.200
Pohang Approach: 23.240 Military
Pohang Arrival: 134.100
Pohang Arrival: 133.400
Pohang Arrival: 31.060 Military
Pohang Arrival: 30.030 Military
Pohang Departure: 124.250
Pohang Departure: 120.200

POHANG TERMINAL CONTROL AREA

Pohang App (R) 120.2, 124.25



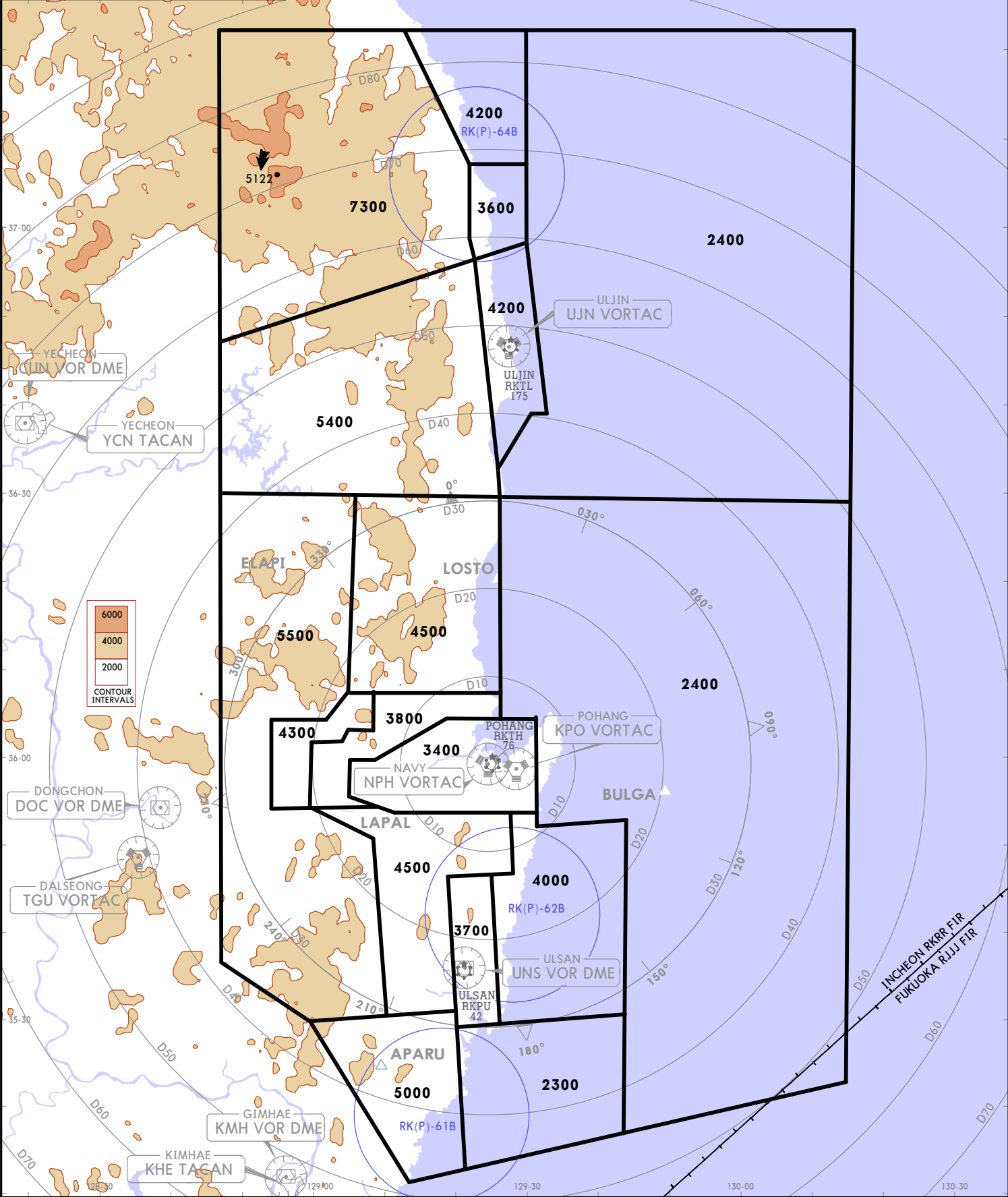
SPEED RESTRICTIONS WITHIN KOREAN AIRSPACE
 All Arrivals into RKSS and RKSJ shall operate in accordance with the flight procedures for that airport.
 Maximim IAS unless otherwise authorized by ATC:
 BELOW 10000'.....250 KTS
 Class C and Class D Airspace:
 At or below 2500' AGL within 4NM of an Airport..200 KTS

CHANGES: ATRport name

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.

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



RTN/KPO POHANG GYEONGJU (ALSO SERVES ULSAN AND ULJIN)

JEPPesen 8 JUL 22 10-1R POHANG, KOREA EFF 13 Jul 1600Z RADAR MINIMUM ALTITUDES

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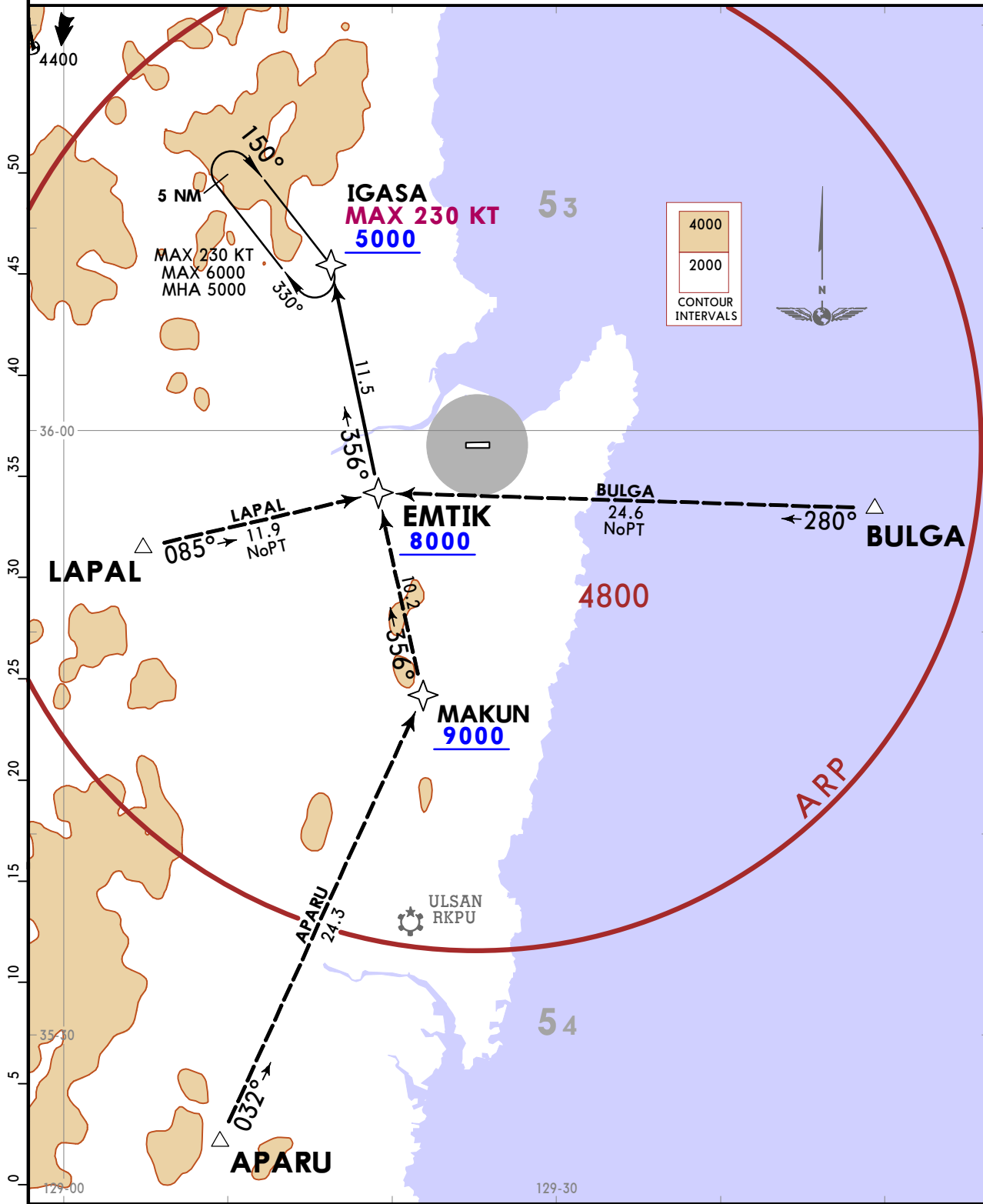
RKTH/KPO
POHANG GYEONGJU

JEPPESEN
8 JUL 22 (10-2) Eff 13 Jul 1600Z

POHANG, KOREA
RNAV STAR

*ATIS 127.4	Apt Elev 76	Alt Set: hPa Trans level: FL140
		RNAV 1 required GNSS and RADAR required
DME/DME/IRU NA (DME/DME Assessment: Not Conducted)		

EMTIK 1 RNAV (GNSS) ARRIVAL
[EMTIK1]
(RWY 10)



TRANSITIONS

APARU	From APARU track 032° to cross MAKUN at or above 9000, then track 356° to cross EMTIK at or above 8000.
BULGA	From BULGA track 280° to cross EMTIK at or above 8000.
LAPAL	From LAPAL track 085° to cross EMTIK at or above 8000.

LANDING

From EMTIK track 356° to cross IGASA at or above 5000, then EXPECT RNAV approach.

RKTH/KPO
POHANG GYEONGJU

 **JEPPESSEN**
8 JUL 22 (10-2-0) Eff 13 Jul 1600Z

POHANG, KOREA
STAR

RADIO COMMUNICATION FAILURE PROCEDURE

IFR

1) GENERAL

- a) No person may take off unless two-way communication can be maintained with the Air Traffic Control.
- b) On recognition of communication failure during flight, squawk 7600 and if necessary to ensure safe altitude, climb to Minimum Safe Altitude or above to MAINTAIN obstacle clearance.

Then comply with the following procedures:

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 10 in use

If the failure occurs proceed with LOC/DME procedure, MAINTAIN 5 000' until establish on approach procedure.

Runway 28 in use

If the failure occurs proceed with VOR/DME procedure, MAINTAIN 6 000' until establish on approach procedure.

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POHANG GYEONGJU

JEPPESSEN

POHANG, KOREA

8 JUL 22

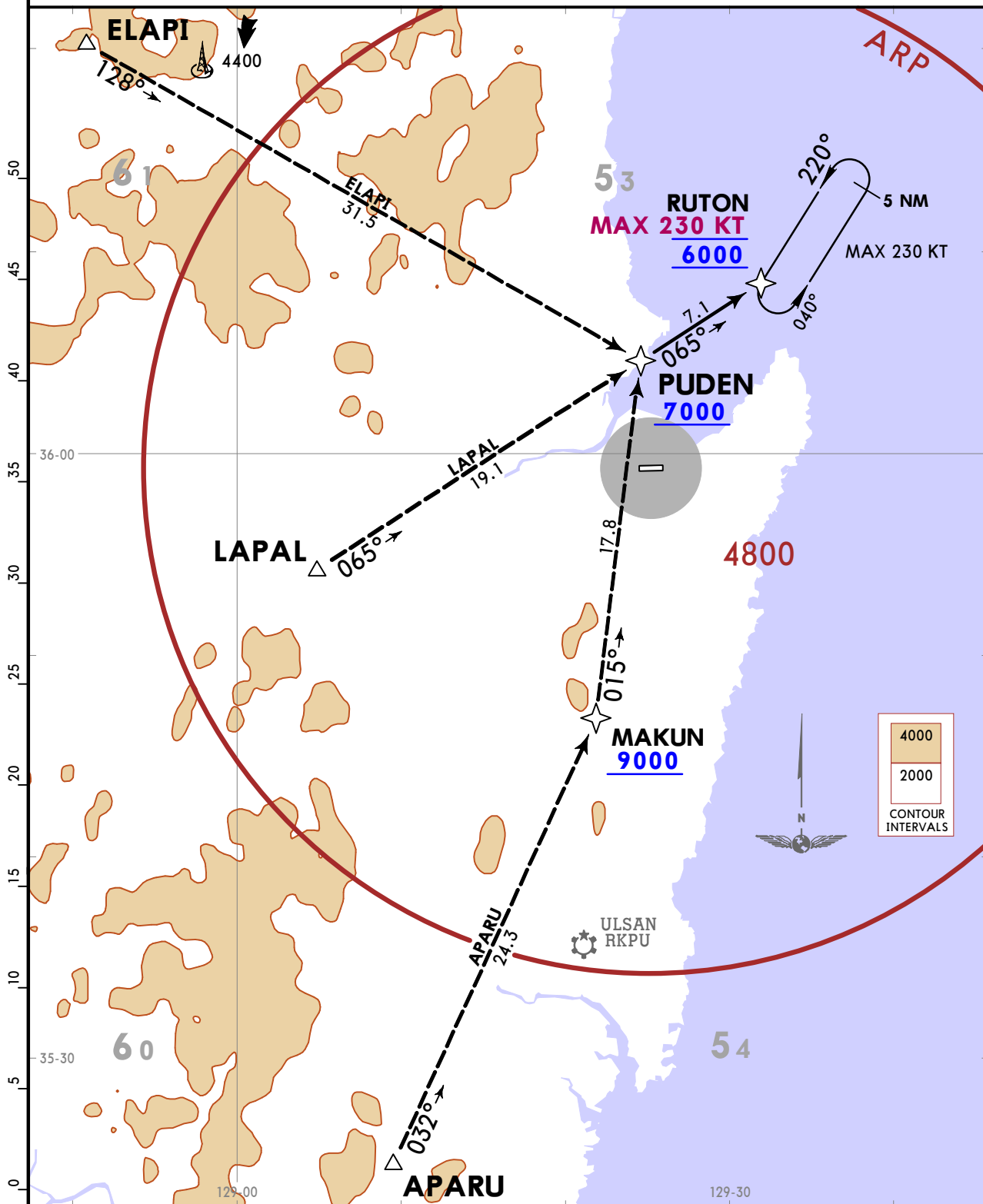
(10-2A)

Eff 13 Jul 1600Z

RNAV STAR

*ATIS 127.4	Apt Elev 76	Alt Set: hPa Trans level: FL140
		RNAV 1 required GNSS and RADAR required
		DME/DME/IRU NA (DME/DME Assessment: Not Conducted)

PUDEN 1 RNAV (GNSS) ARRIVAL
[PUDEN1]
(RWY 28)



TRANSITIONS

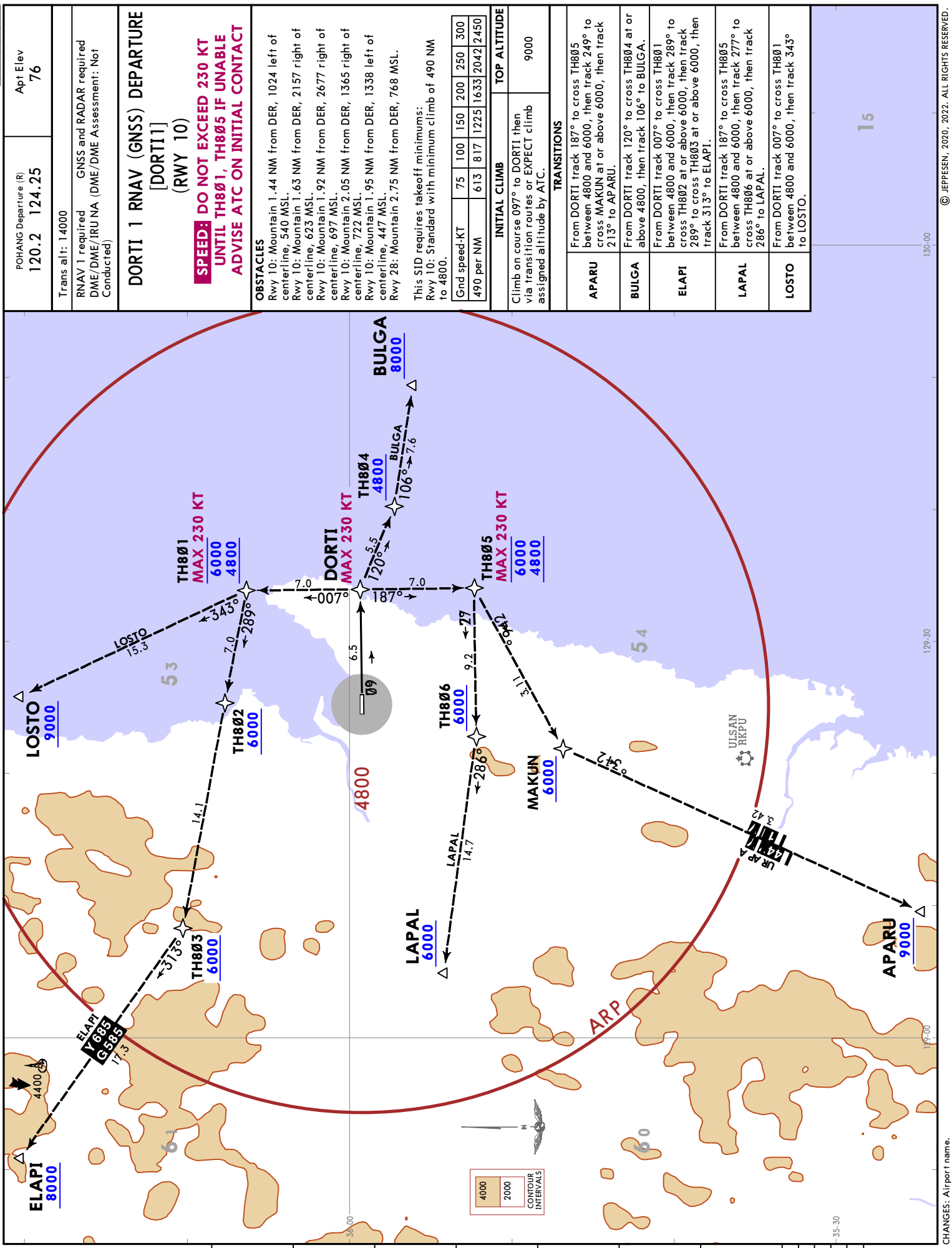
APARU	From APARU track 032° to cross MAKUN at or above 9000, then track 015° to cross PUDEN at or above 7000.
ELAPI	From ELAPI track 128° to cross PUDEN at or above 7000.
LAPAL	From LAPAL track 065° to cross PUDEN at or above 7000.

LANDING

From PUDEN track 065° to cross RUTON at 6000, then EXPECT RNAV approach.

8 JUL 22 10-3 Eff 13 Jul 1600Z RNAV SID

RKTH/KPO POHANG GYEONGJU



POHANG Departure (R) 120.2 124.25		Apt Elev 76				
Trans alt: 14000						
RNAV 1 required GNSS and RADAR required DME/DME/IRU NA (DME/DME Assessment: Not Conducted)						
DORTI 1 RNAV (GNSS) DEPARTURE [DORTI1] (RWY 10)						
SPEED: DO NOT EXCEED 230 KT UNTIL TH801, TH805 IF UNABLE ADVISE ATC ON INITIAL CONTACT						
OBSTACLES Rwy 10: Mountain 1.44 NM from DER, 1024 left of centerline, 540 MSL. Rwy 10: Mountain 1.63 NM from DER, 2157 right of centerline, 625 MSL. Rwy 10: Mountain 1.92 NM from DER, 2677 right of centerline, 697 MSL. Rwy 10: Mountain 2.05 NM from DER, 1365 right of centerline, 722 MSL. Rwy 10: Mountain 1.95 NM from DER, 1338 left of centerline, 447 MSL. Rwy 28: Mountain 2.75 NM from DER, 768 MSL. This SID requires takeoff minimums: Rwy 10: Standard with minimum climb of 490 NM to 4800.						
Grd speed-KT	75	100	150	200	250	300
490 per NM	613	817	1225	1633	2042	2450
INITIAL CLIMB				TOP ALTITUDE		
Climb on course 097° to DORTI then via transition routes or EXPECT climb assigned altitude by ATC.				9000		
TRANSITIONS						
APARU	From DORTI track 187° to cross TH805 between 4800 and 6000, then track 249° to cross MAKUN at or above 6000, then track 213° to APARU.					
BULGA	From DORTI track 120° to cross TH804 at or above 4800, then track 106° to BULGA.					
ELAPI	From DORTI track 007° to cross TH801 between 4800 and 6000, then track 289° to cross TH802 at or above 6000, then track 289° to cross TH803 at or above 6000, then track 313° to ELAPI.					
LAPAL	From DORTI track 187° to cross TH805 between 4800 and 6000, then track 277° to cross TH806 at or above 6000, then track 286° to LAPAL.					
LOSTO	From DORTI track 007° to cross TH801 between 4800 and 6000, then track 343° to LOSTO.					

RKTH/KPO
POHANG GYEONGJU

JEPPESEN
8 JUL 22 **10-3-0** **Eff 13 Jul 1600Z**

POHANG, KOREA
SID

RADIO COMMUNICATION FAILURE PROCEDURE

IFR

1) GENERAL

- a) No person may take off unless two-way communication can be maintained with the Air Traffic Control.
- b) On recognition of communication failure during flight, squawk 7600 and if necessary to ensure safe altitude, climb to Minimum Safe Altitude or above to MAINTAIN obstacle clearance.

Then comply with the following procedures:

2) VFR condition

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

3) IFR condition

If the failure occurs in IFR conditions, or if paragraph 2 of this section cannot be complied with, each pilot shall continue the flight according to the following:

DEPARTURE

1) Under Pilot Navigation

Runway 10 in use

ALL AIRCRAFT : DEPARTURE CLIMB RATE 490' PER NM TO 5100'
TURN MAX SPEED 250 KT
TAKEOFF AT LEAST 35' AGL OVER DER

TAKEOFF RWY 10 : Climb heading 097° to D4.0 NPH or cross KPO R-057, then via assigned transition routes.

The following transitions are ATC assigned only : Fly to intercept for enroute

APARU Transition: RIGHT turn heading 240° to intercept KPO R-212 and KPO R-212 to APARU.
BULGA Transition: RIGHT turn heading 130° to intercept KPO R-106 and KPO R-106 to BULGA.
ELAPI Transition: LEFT turn heading 280° to intercept KPO R-314 and KPO R-314 to ELAPI.
LAPAL Transition: RIGHT turn heading 300° to intercept KPO R-265 and KPO R-265 to LAPAL.
LOSTO Transition: LEFT turn heading 330° to intercept KPO R-002 and KPO R-002 to LOSTO.

Runway 28 in use

ALL AIRCRAFT : DEPARTURE CLIMB RATE 470' PER NM TO 5100'
TURN MAX SPEED 250 KT
TAKEOFF AT LEAST 35' AGL OVER DER

TAKEOFF RWY 28 : Climb heading 277° to D4.0 NPH or cross KPO R-282, then via assigned transition routes.

The following transitions are ATC assigned only : Fly to intercept for enroute

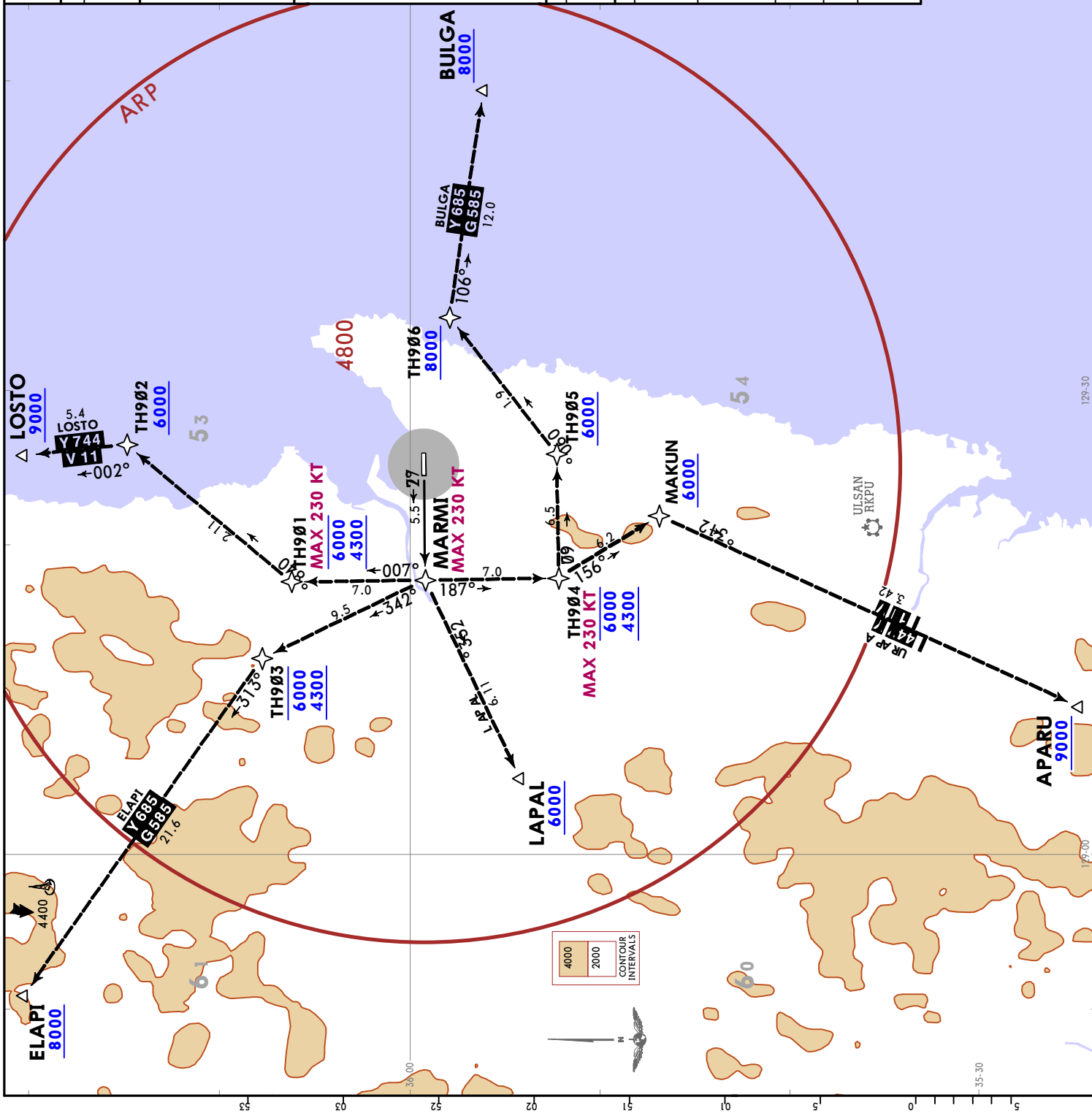
APARU Transition: LEFT turn heading 170° to intercept KPO R-212 and KPO R-212 to APARU.
BULGA Transition: LEFT turn heading 080° to intercept KPO R-106 and KPO R-106 to BULGA.
ELAPI Transition: RIGHT turn heading 340° to intercept KPO R-314 and KPO R-314 to ELAPI.
LAPAL Transition: LEFT turn heading 240° to intercept KPO R-265 and KPO R-265 to LAPAL.
LOSTO Transition: RIGHT turn heading 050° to intercept KPO R-002 and KPO R-002 to LOSTO.

JEYPESEN
 8 JUL 22 (10-3A) Eff: 13 Jul 1600Z
POHANG, KOREA
RNAV SID

RKTH/KPO
 POHANG GYEONGJU

POHANG Departure (R) 120.2 124.25	Apt Elev 76
Trans alt: 14000	
RNAV 1 required DME/DME/IRU NA (DME/DME Assessment: Not Conducted)	
GNSS and RADAR required	
MARM 1 RNAV (GNSS) DEPARTURE [MARM11] (RWY 28)	
SPEED: DO NOT EXCEED 230 KT UNTIL TH901, TH904 IF UNABLE ADVISE ATC ON INITIAL CONTACT	
OBSTACLES Rwy 28: Mountain 0.62 NM from DER, 1315 left of centerline, 256 MSL. Rwy 28: Mountain 0.68 NM from DER, 1635 left of centerline, 227 MSL. Rwy 28: Mountain 1.09 NM from DER, 1295 right of centerline, 263 MSL. Rwy 28: Mountain 4.89 NM from DER, 1490 MSL. Rwy 28: Mountain 5.85 NM from DER, 1680 MSL. Rwy 28: Mountain 13.23 NM from DER, 2500 MSL. This SID requires takeoff minimums: Rwy 28: Standard with minimum climb of 490 per NM to 4300.	
End speed-KT 490 per NM 75 100 150 200 250 300 613 817 1225 1633 2042 2450	TOP ALTITUDE 9000

INITIAL CLIMB Climb on course 277° to MARM1 then via transition routes or EXPECT climb assigned altitude by ATC.	
TRANSITIONS	
APARU	From MARM1 track 187° to cross TH904 between 4300 and 6000, then track 156° to cross MAKUN at or above 6000, then track 213° to APARU.
BULGA	From MARM1 track 187° to cross TH904 between 4500 & 6000, then track 097° to cross TH905 at or above 6000, then track 060° cross TH906 at or above 8000, then track 106° to BULGA.
ELAPI	From MARM1 track 342° to cross TH903 between 4300 and 6000, then track 313° to ELAPI.
LAPAL	From MARM1 track 253° to cross LAPAL at or above 6000.
LOSTO	From MARM1 track 007° to cross TH901 between 4300 and 6000, then track 048° to cross TH902 at or above 6000, then track 002° to LOSTO.



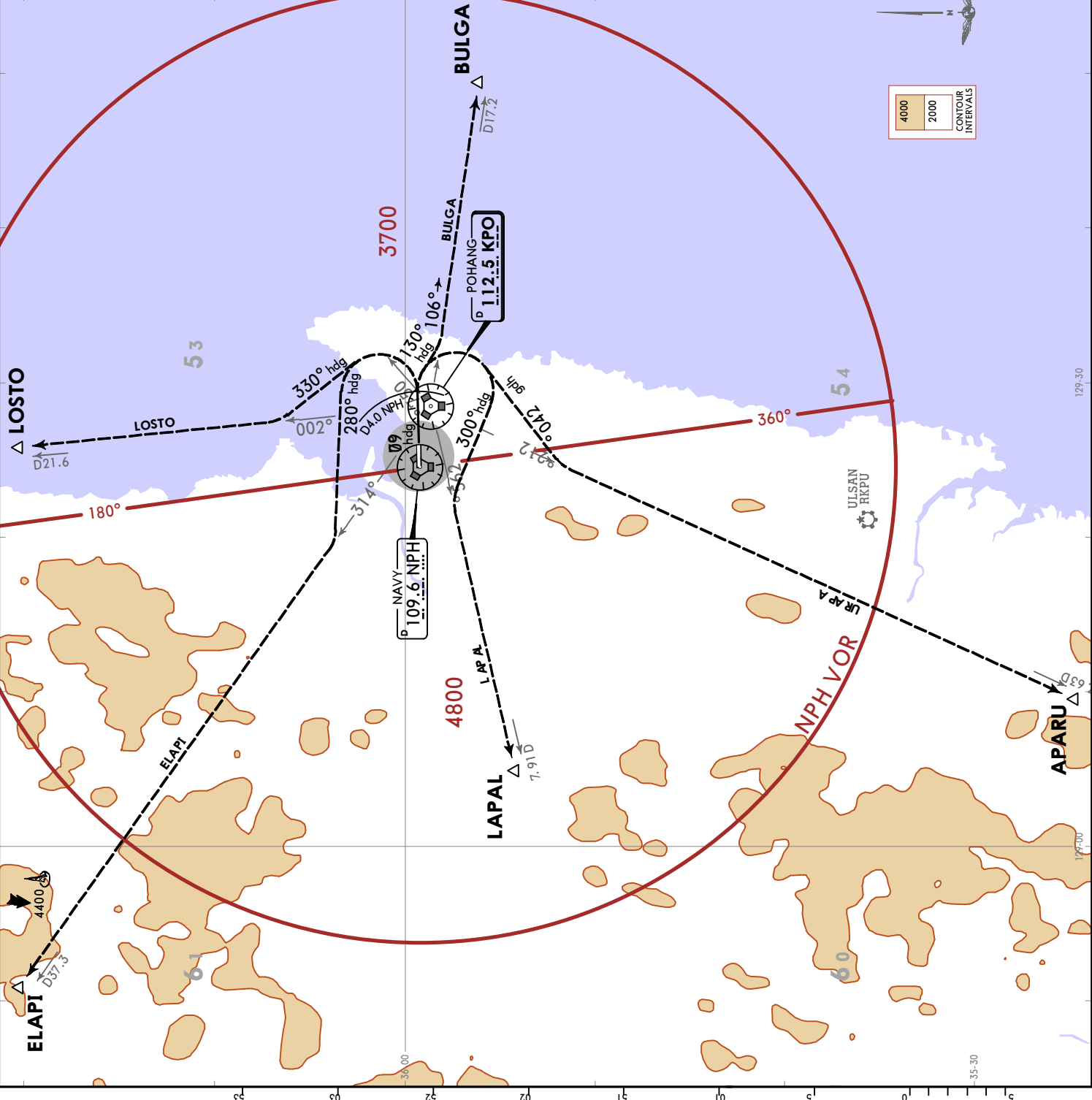
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JEPPesenPOHANG, KOREA
 8 JUL 22 (10-3B) Eff 13 Jul 1600Z **SID**

POHANG Departure (R) 120.2 124.25	Apt Elev 76
Trans alt: 14000 1. VOR/DME or TACAN required. 2. Takeoff at least 35 AGL over DER.	
POHANG 3 DEPARTURE [POHAN3] (RWY 10) SPEED: TURN MAX 250 KT	
This SID requires a minimum climb gradient of 490 per NM to 5100.	
Gnd speed-KT	75 100 150 200 250 300
490 per NM	613 817 1225 1633 2042 2450

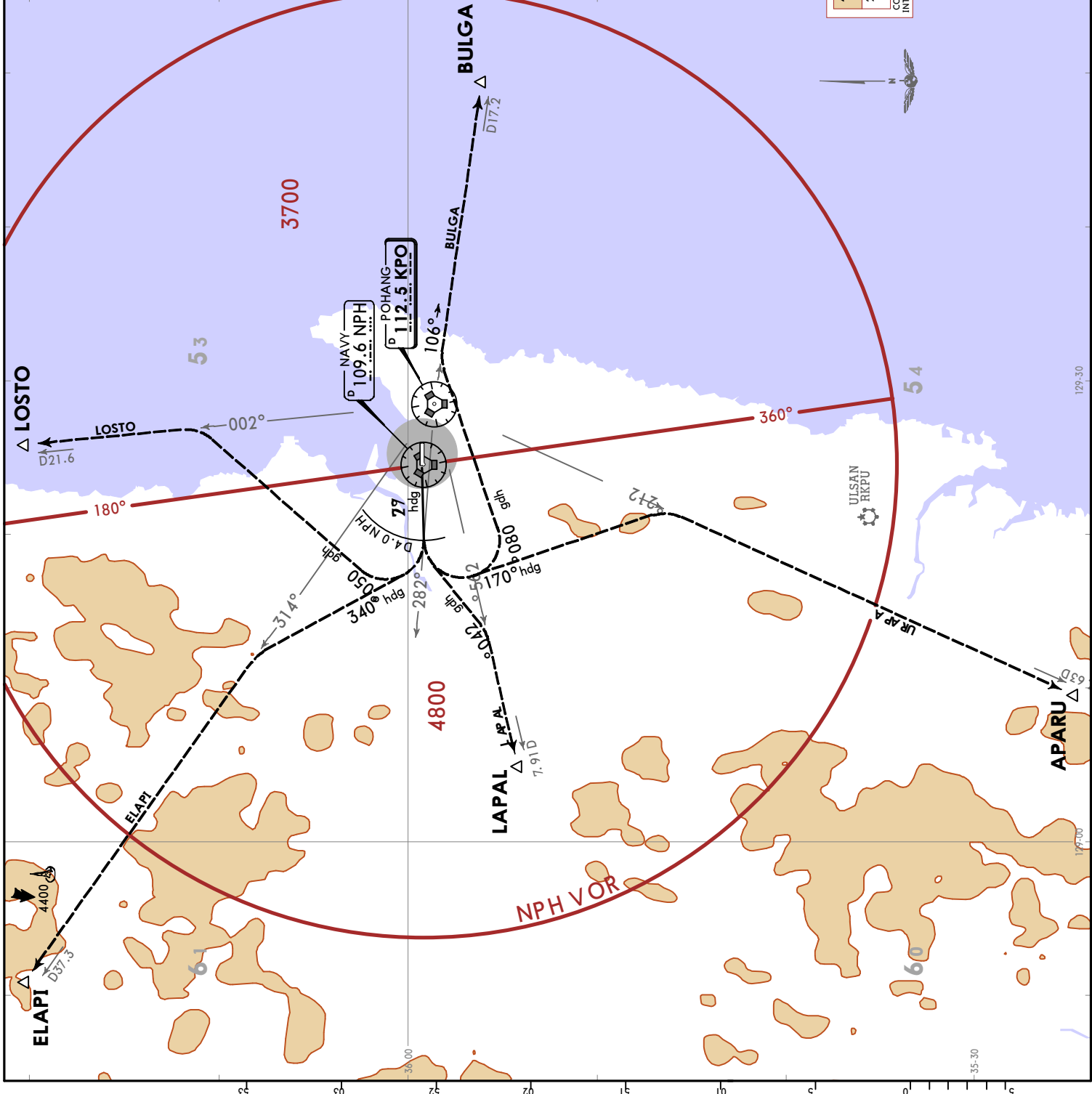
INITIAL CLIMB
 Climb heading 097° to D4.0 NPH or cross KPO R057, then via assigned transition routes.

TRANSITIONS	
APARU	Fly to intercept for enroute via RIGHT turn heading 240°, to intercept KPO R212 and KPO R212 to APARU.
BULGA	Fly to intercept for enroute via RIGHT turn heading 130°, to intercept KPO R106 and KPO R106 to BULGA.
ELAPI	Fly to intercept for enroute via LEFT turn heading 280°, to intercept KPO R314 and KPO R314 to ELAPI.
LAPAL	Fly to intercept for enroute via RIGHT turn heading 300°, to intercept KPO R265 and KPO R265 to LAPAL.
LOSTO	Fly to intercept for enroute via LEFT turn heading 330°, to intercept KPO R002 and KPO R002 to LOSTO.



RKTH/KPO
 POHANG GYEONGJU

POHANG Departure (R) 120.2 124.25	Apt Elev 76
Trans alt: 14000 1. VOR/DME or TACAN required. 2. Takeoff at least 35 AGL over DER.	
POHANG 4 DEPARTURE [POHAN4] (RWY 28) SPEED: TURN MAX 250 KT	
OBSTACLES Hills 4175 from DER, 1165 left of centerline, up to 227 AMSL/152 AGL. Hills 4482 from DER, up to 237 AMSL/162 AGL. This SID requires a minimum climb gradient of 470 per NM to 5100.	
Gnd speed-KT	75 100 150 200 250 300
470 per NM	588 783 1175 1567 1958 2350
INITIAL CLIMB Climb heading 277° to D4.0 NPH or cross KPO R282, then via assigned transition routes.	
TRANSITIONS	
APARU	Fly to intercept for enroute via LEFT turn heading 170°, to intercept KPO R212 and KPO R212 to APARU.
BULGA	Fly to intercept for enroute via LEFT turn heading 080°, to intercept KPO R106 and KPO R106 to BULGA.
ELAPI	Fly to intercept for enroute via RIGHT turn heading 340°, to intercept KPO R314 and KPO R314 to ELAPI.
LAPAL	Fly to intercept for enroute via LEFT turn heading 240°, to intercept KPO R265 and KPO R265 to LAPAL.
LOSTO	Fly to intercept for enroute via RIGHT turn heading 050°, to intercept KPO R002 and KPO R002 to LOSTO.



JEJEPSEN POHANG, KOREA
 8 JUL 22 (10-3D) Eff 13 Jul 1600Z SID

POHANG Departure (R)	Ap1 Elev
120.2 124.25	76
Trans alt: 14000	
1. VOR/DME or TACAN required.	
2. Takeoff must occur no later than 1 100 prior to DER.	
3. Takeoff at least 35 AGL over DER.	

POHANG 5 DEPARTURE
 [POHAN5]
 (RWY 10)
SPEED: TURN MAX 250 KT

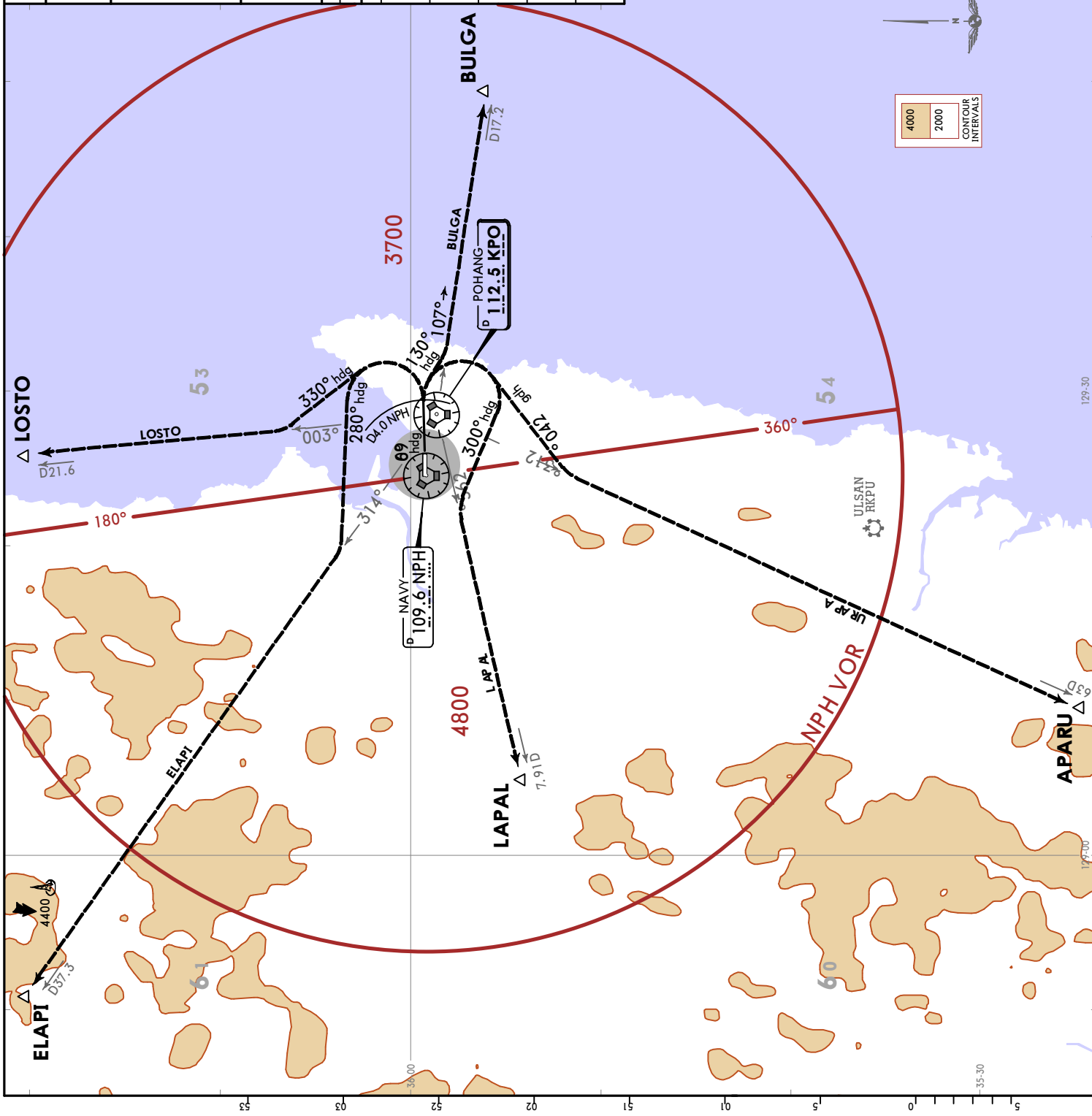
This SID requires a minimum climb gradient of 490 per NM to 5100.

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

INITIAL CLIMB
 Climb on NPH R096 to D4.0 NPH.

TRANSITIONS

APARU By ATC	At D4.0 NPH RIGHT turn heading 240°, to intercept KPO R213 and KPO R213 to APARU. Climb to assigned or specified altitude.
BULGA By ATC	At D4.0 NPH RIGHT turn heading 130°, to intercept KPO R107 and KPO R107 to BULGA. Climb to assigned or specified altitude.
ELAPI By ATC	At D4.0 NPH LEFT turn heading 280°, to intercept KPO R314 and KPO R314 to ELAPI. Climb to assigned or specified altitude.
LAPAL By ATC	At D4.0 NPH RIGHT turn heading 300°, to intercept KPO R265 and KPO R265 to LAPAL. Climb to assigned or specified altitude.
LOSTO By ATC	At D4.0 NPH LEFT turn heading 330°, to intercept KPO R003 and KPO R003 to LOSTO. Climb to assigned or specified altitude.



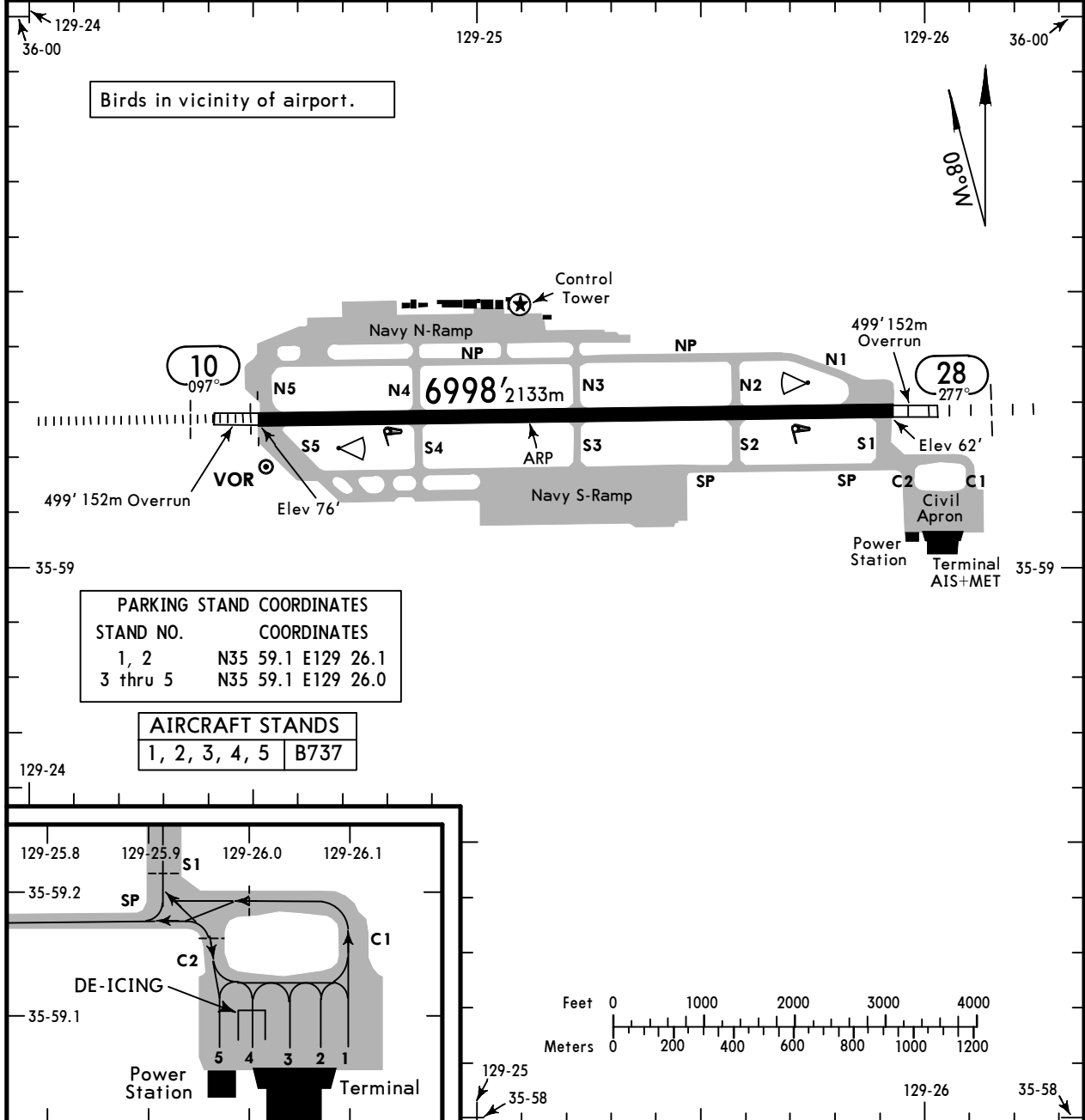
RKTH/KPO
 POHANG GYEONGJU

RKTH/KPO
 Apt Elev **76'**
 N35 59.3 E129 25.1

JEPPESEN
 8 JUL 22 **(10-9)** Eff 13 Jul 1600Z

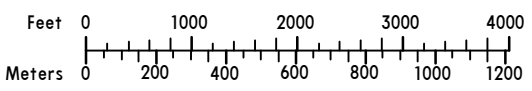
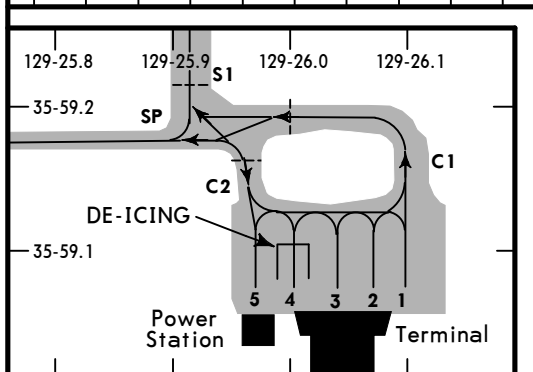
POHANG, KOREA
POHANG GYEONGJU

*ATIS 127.4	POHANG Ground 126.2	Tower 118.05	POHANG Departure (R) 120.2 124.25
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STAND NO.	COORDINATES
1, 2	N35 59.1 E129 26.1
3 thru 5	N35 59.1 E129 26.0

1, 2, 3, 4, 5	B737
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RWY	Landing Information	USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
10 ① 28	HIRL (60m) ALSF-I PAPI (angle 3.0°) RVR				151' 46m
	HIRL (60m) SSALF ② PAPI (angle 3.5°) RVR				

- ① Grooved except 984' (300m) inward from each threshold and 984' (300m) of runway centerline 50' (15.24m) in width.
- ② Does not provide obstacle clearance over the terrain during final approach.

State	TAKE-OFF
1 & 2 Eng	R/V1600m
3 & 4 Eng	R/V800m

RKTH/KPO

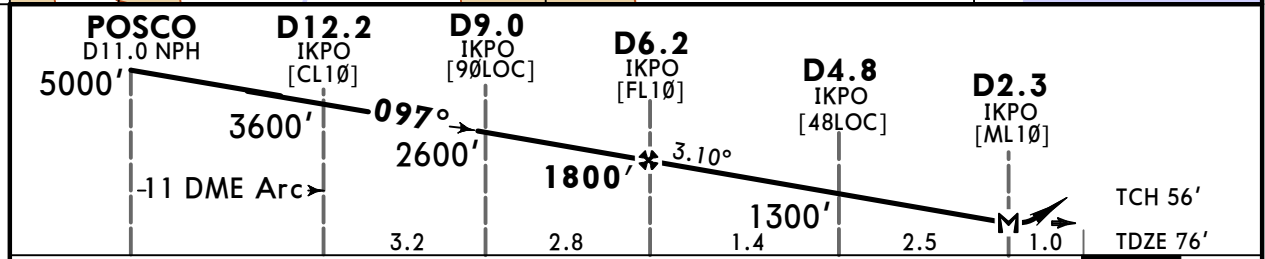
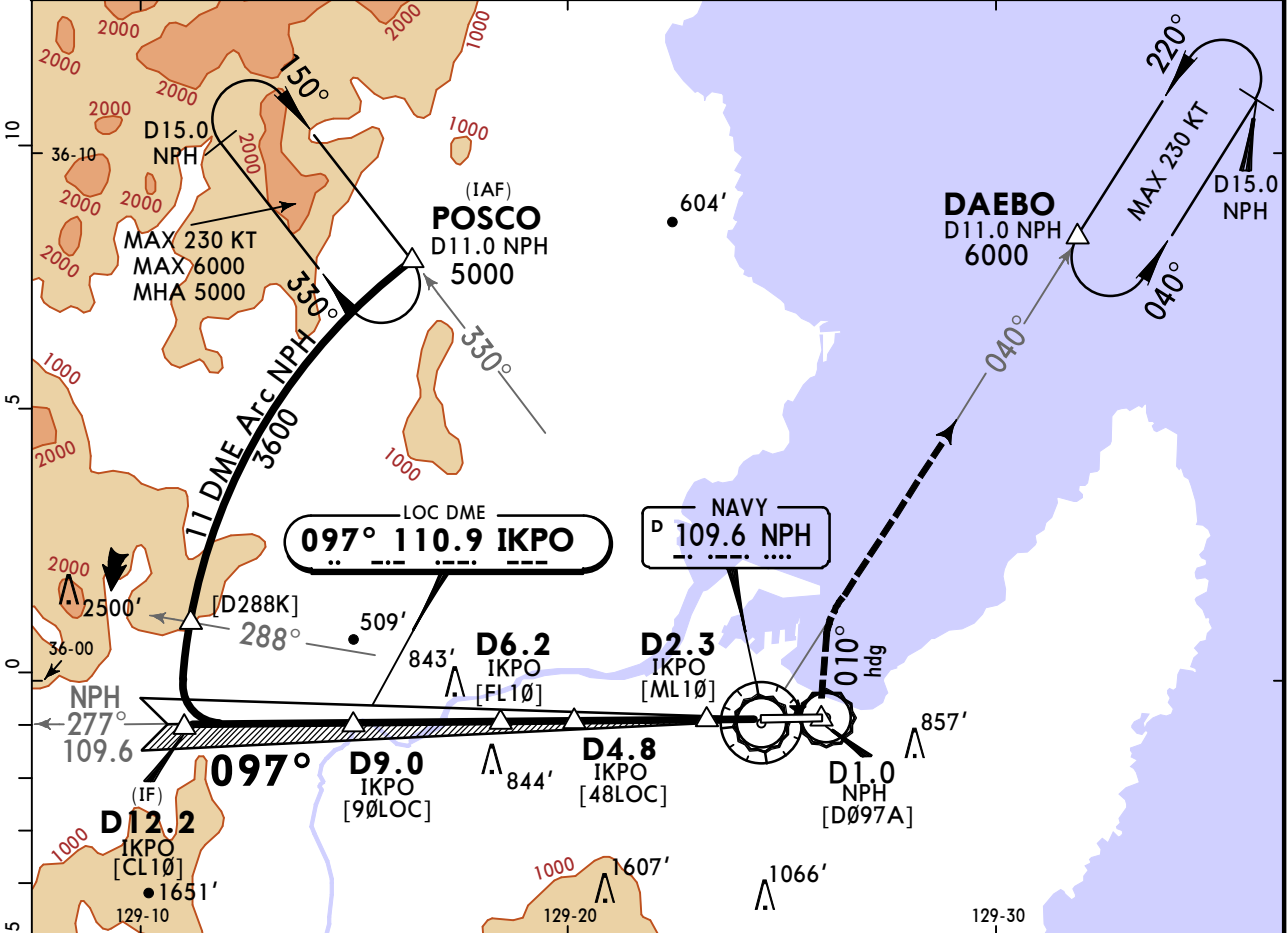
POHANG GYEONGJU

JEPPESSEN
8 JUL 22 (11-1) Eff 13 Jul 1600Z

POHANG, KOREA

LOC DME Rwy 10

*ATIS 127.4	POHANG Approach (R) 124.25	120.2	POHANG Arrival 134.1	133.4	POHANG Tower 118.05	Ground 126.2
LOC IKPO 110.9	Final Apch Crs 097°	D6.2 IKPO 1800' (1724')	MDA(H) 600' (524')	Apt Elev 76' TDZE 76'		
MISSED APCH: Climb to 6000' via heading 097° to D1.0 NPH VOR and climbing LEFT turn heading 010° to intercept NPH VOR R-040, then track outbound on NPH VOR R-040 to DAEBU and hold, continue climb-in-hold to 6000'. Missed approach requires minimum climb of 360'/NM to 4700'.						
Alt Set: hPa TDZ Elev: 3 hPa Trans level: FL140 Trans alt: 14000' 1. VOR DME or TACAN required. 2. VGSI and descent angles not coincident (VGSI angle 3.0° TCH 49'). 3. Use IKPO DME when on the localizer course.						



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI PAPI 6000' via 097° until D1.0 NPH after 109.6 ↑ hdg
Descent Angle	3.10°	384	494	548	658	878	

TERPS		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
		MDA(H) 600' (524')		Not Authorized North of Rwy 10-28	
		ALS out		Max Kts	
A	600' - V3/4	600' - V1 1/4		90	940' (864') 900' - V1 5/8
B				120	1000' (924') 1000' - V1 5/8
C	600' - V1	600' - V1 1/2		140	1160' (1084') 1100' - V3
D				165	1440' (1364') 1400' - V3

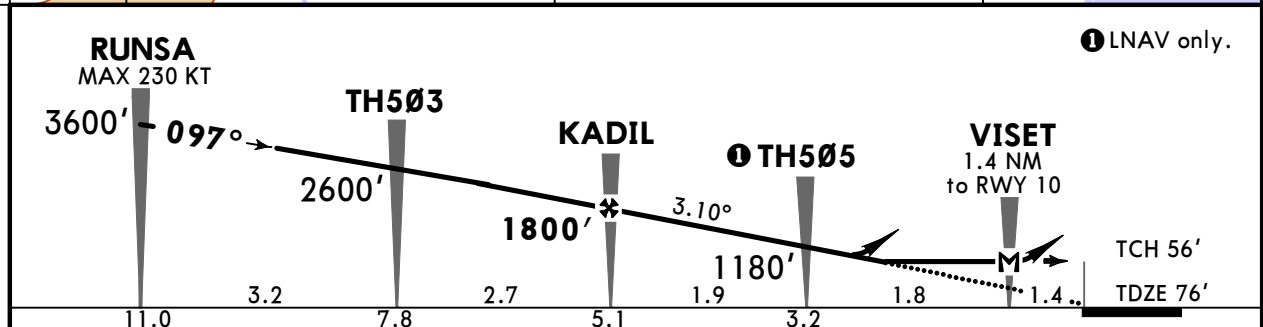
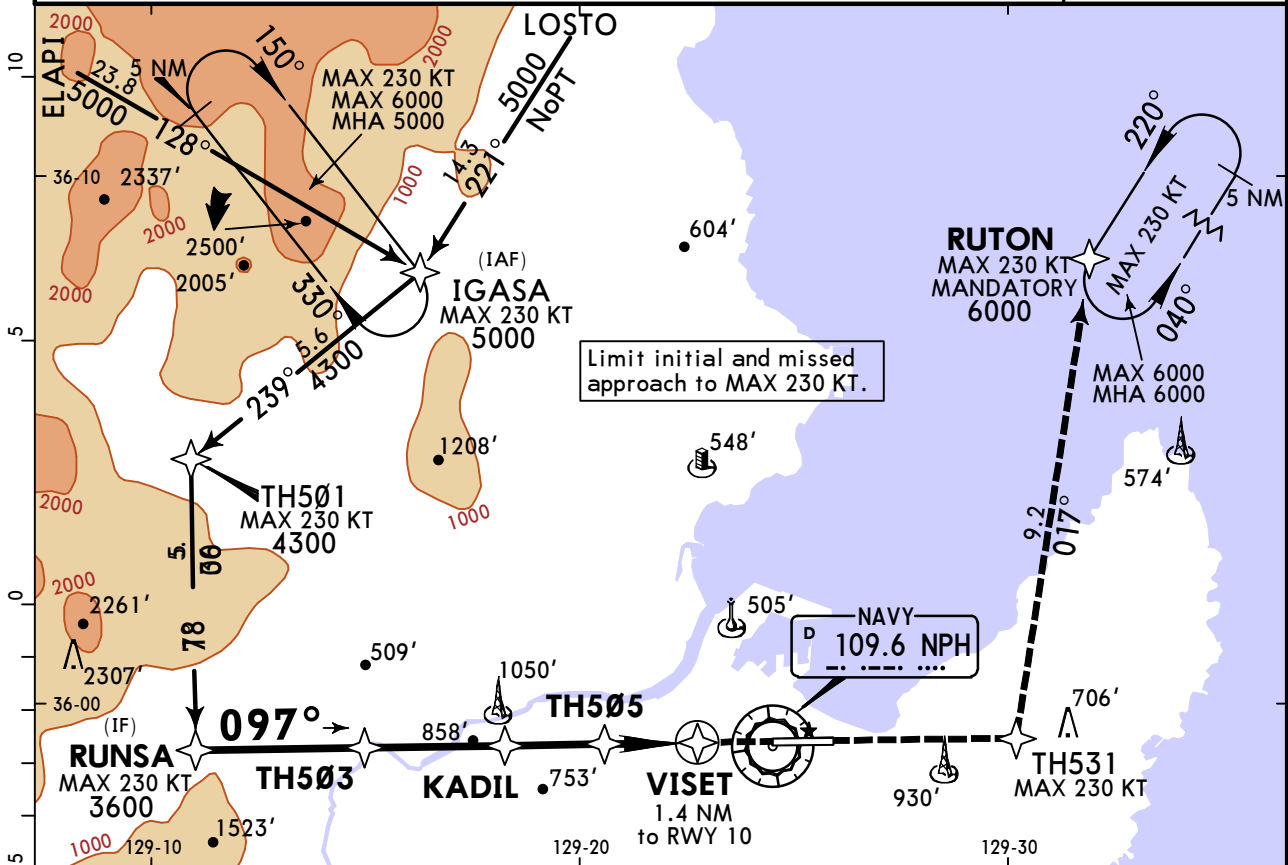
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POHANG GYEONGJU

JEYPESEN
8 JUL 22 (12-1) Eff 13 Jul 1600Z

POHANG, KOREA
RNP Y Rwy 10

*ATIS 127.4	POHANG Approach (R) 124.25 120.2	POHANG Arrival 134.1 133.4	POHANG Tower 118.05	Ground 126.2
RNAV	Final ApcH Crs 097°	KADIL 1800' (1724')	LNAV MDA(H) 620' (544')	Apt Elev 76' TDZE 76'
MISSED APCH: Climb to 6000' via direct to TH531 and track 017° to RUTON and hold, continue climb-in-hold to 6000'. Missed approach requires minimum climb of 360'/NM to 6000'.				<p>4800</p> <p>MSA ARP</p>
Alt Set: hPa TDZ Elev: 3 hPa Trans level: FL140 Trans alt: 14000'				
RNP ApcH 1. GNSS and Radar required. 2. DME/DME RNP - 0.3 not authorized. 3. For uncompensated Baro-VNAV system, LNAV/VNAV not authorized below -18°C or above 54°C. 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00° TCH 49'). 5. Procedure not authorized for arrival at ELAPI on Y685/G585 NORTHWESTBOUND. 6. Procedure not authorized for arrival at LOSTO on V11 NORTHBOUND.				



MAP at VISET	ALS F-I	6000'	TH531
	PAPI		

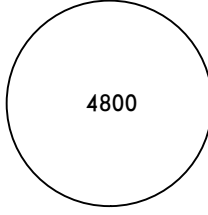
TERPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	LNAV/VNAV		LNAV		Not Authorized North of Rwy 10-28	
	DA(H) 696' (620')		MDA(H) 620' (544')			
	ALS out		ALS out		Max Kts	
A					90	940' (864') 900'- V1 5/8
B	700'- V1 5/8	700'- V2	600'- V1 1/4	600'- V1 5/8	120	1000' (924') 1000'- V1 5/8
C					140	1160' (1084') 1100'- V3
D					165	1440' (1364') 1400'- V3

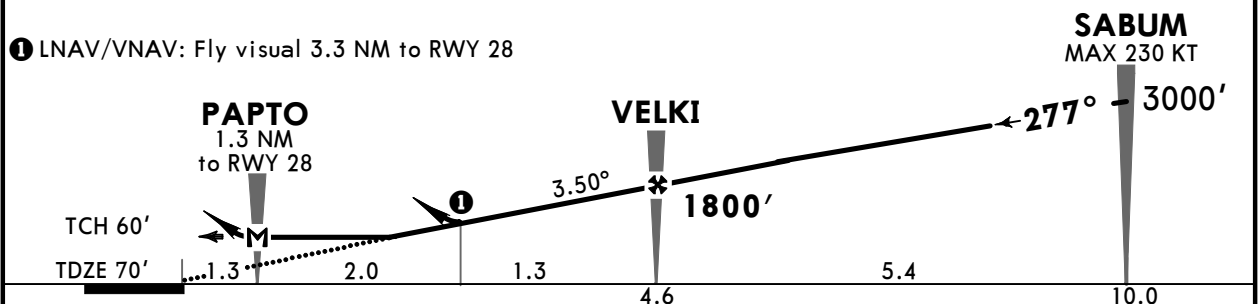
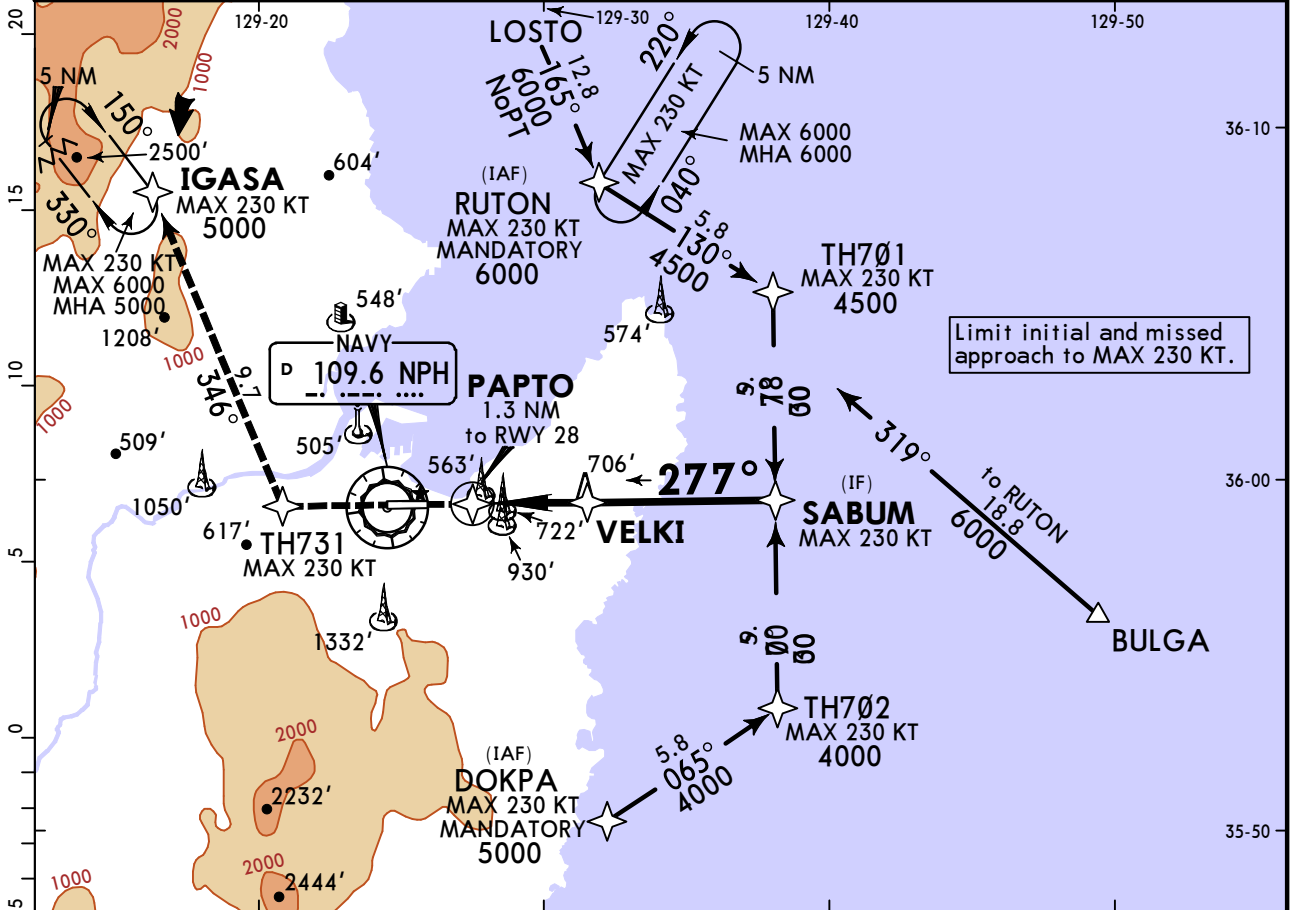
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POHANG GYEONGJU

JEPPESSEN
8 JUL 22 (12-2) Eff 13 Jul 1600Z

POHANG, KOREA
RNP Y Rwy 28

*ATIS 127.4	POHANG Approach (R) 124.25 120.2	POHANG Arrival 134.1 133.4	POHANG Tower 118.05	Ground 126.2
RNAV	Final Apch Crs 277°	VELKI 1800' (1730')	LNAV MDA(H) 1120' (1050')	Apt Elev 76' TDZE 70'
MISSED APCH: Climb to 5000' via direct to TH731 and track 346° to IGASA and hold. Missed approach requires minimum climb of 360'/NM to 5000'.				
Alt Set: hPa TDZ Elev: 2 hPa Trans level: FL140 Trans alt: 14000'				
RNP Apch 1. GNSS and Radar required. 2. DME/DME RNP - 0.3 not authorized. 3. For uncompensated Baro-VNAV system, LNAV/VNAV not authorized below -18°C or above 54°C. 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.50° TCH 94'). 5. Procedure not authorized for arrival at BULGA on Y579/A586 NORTHEASTBOUND.				
				MSA ARP



Gnd speed-Kts	70	90	100	120	140	160	SSALF PAPI	5000'	TH731
Glide Path Angle	3.50°	434	557	619	743	991			

TERPS				STRAIGHT-IN LANDING		CIRCLE-TO-LAND					
				LNAV/VNAV		Not Authorized North of Rwy 10-28					
				DA(H) 1360' (1290')		MDA(H) 1120' (1050')					
				ALS out		ALS out					
A	1300'- V3			1100'- V1 1/4		1120' (1044')		1100'- V1 1/2			
B						1160' (1084')		1100'- V3			
C				1100'- V2 1/2		1100'- V3		1440' (1364')		1400'- V3	
D								1440' (1364')		1400'- V3	

RKTH/KPO



POHANG, KOREA

POHANG GYEONGJU

9 DEC 22

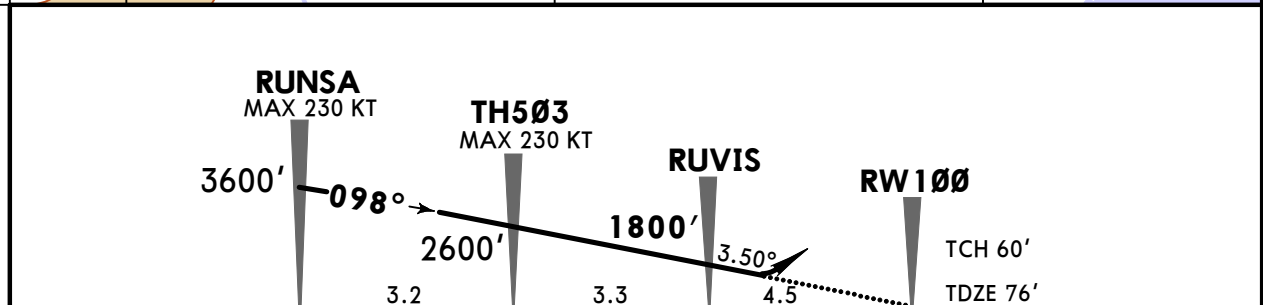
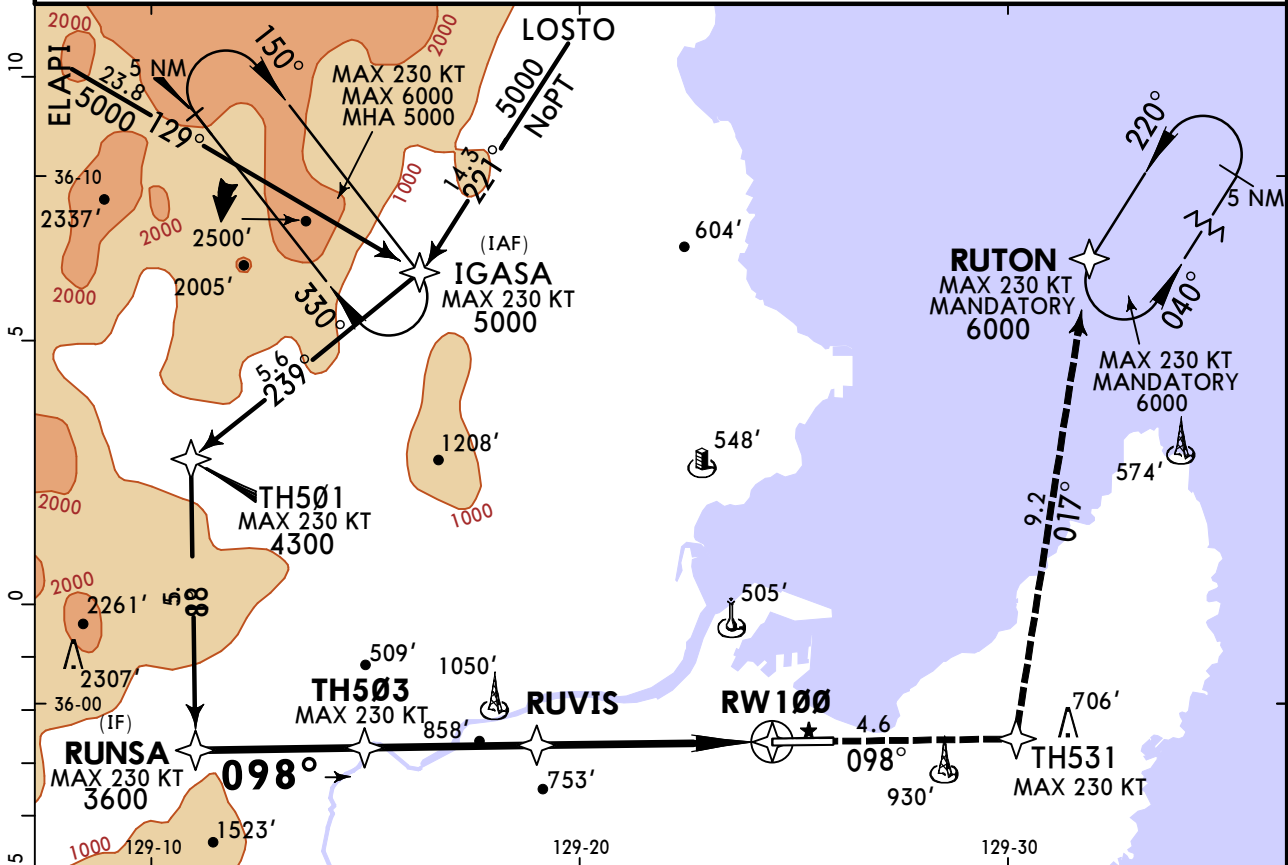
12-20

CAT A, B & C

RNP Z Rwy 10 (AR)

*ATIS 127.4	POHANG Approach (R) 124.25 120.2	POHANG Arrival 134.1 133.4	POHANG Tower 118.05	Ground 126.2
RNAV	Final ApcH Crs 098°	RUVIS 1800' (1724')	RNP 0.10 DA(H) 512' (436')	Apt Elev 76' TDZE 76'
MISSED APCH: Climb to 6000' via on track 098° to TH531, then track 017° to RUTON and hold.				
Missed approach requires minimum climb of 400'/NM to 6000'.				
Alt Set: hPa TDZ Elev: 3 hPa Trans level: FL140 Trans alt: 14000'				
RNP AR ApcH RNP 1.0 required on Initial and Intermediate, RNP 0.1 for Final approach				

1. GNSS required. 2. RNP AR not authorized below -10.0°C or above 54.0°C. 3. Bank angle 23° applied on Initial & Intermediate approach. 4. Initial, Intermediate, Missed approach at 230 KT or less. 5. PAPI not coincident with VGSI (PAPI angle 3.0°). 6. Procedure not authorized for arrival at ELAPI on Y685/G585 NORTHWESTBOUND. 7. Procedure not authorized for arrival at LOSTO on Y744/V11 NORTHBOUND.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI PAPI	6000' on 098° track	TH531
Glide Path Angle	3.50°	434	557	619	743	867			

TERPS		STRAIGHT-IN LANDING	
		RNP 0.10	
		DA(H) 512' (436')	
		ALS out	
A			
B	500'- V1		500'- V1 1/4
C			
D	NOT AUTHORIZED		NOT AUTHORIZED

RKTH/KPO



POHANG, KOREA

POHANG GYEONGJU

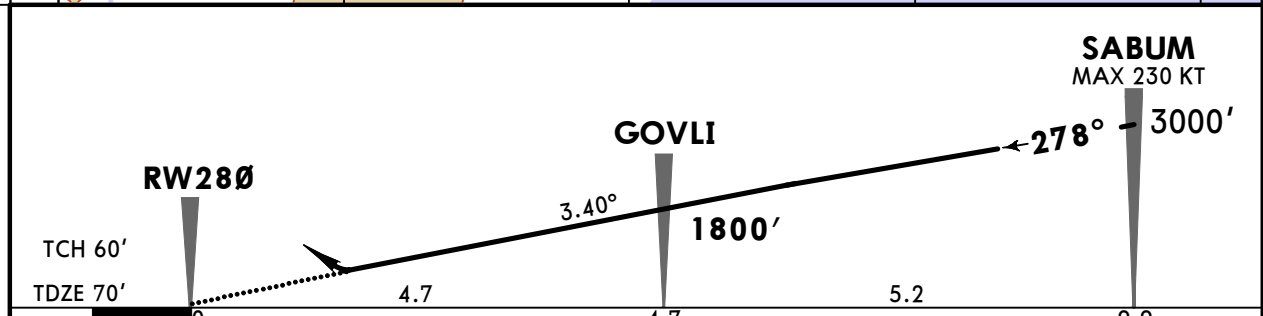
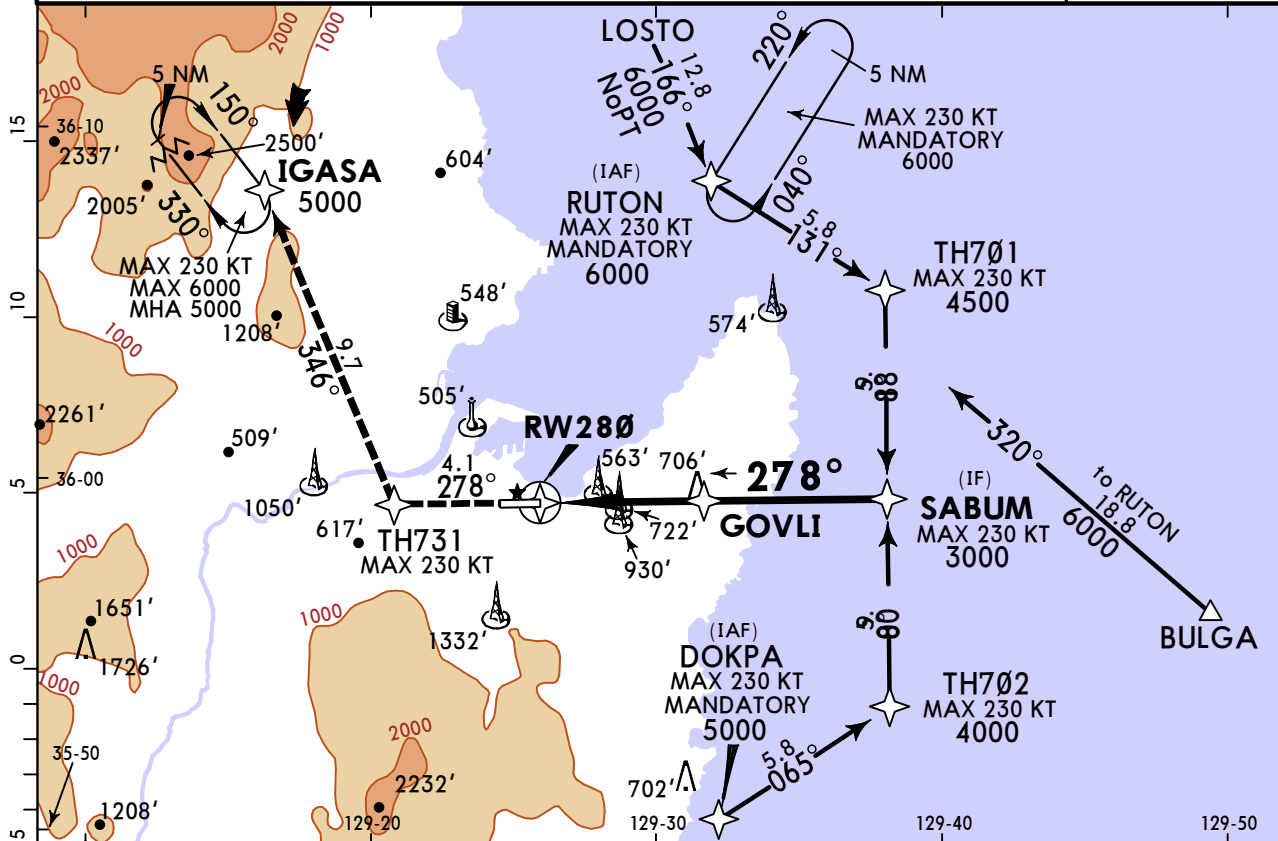
9 DEC 22

(12-21)

CAT A, B & C

RNP Z Rwy 28 (AR)

*ATIS 127.4	POHANG Approach (R) 124.25 120.2	POHANG Arrival 134.1 133.4	POHANG Tower 118.05	Ground 126.2
RNAV	Final Apch Crs 278°	GOVLI 1800' (1730')	RNP 0.10 DA(H) 786' (716')	Apt Elev 76' TDZE 70'
MISSED APCH: Climb to 5000' via on track 278° to TH731, then track 346° IGASA and hold. Missed approach requires minimum climb of 400'/NM to 5000'.				<p>4800</p> <p>MSA ARP</p>
Alt Set: hPa TDZ Elev: 3 hPa Trans level: FL140 Trans alt: 14000'				
RNP AR Apch RNP 1.0 required on Initial and Intermediate, RNP 0.1 for Final approach				
1. GNSS required. 2. RNP AR not authorized below -10.0°C or above 54.0°C. 3. Bank angle 23° applied on Initial & Intermediate approach. 4. Initial, Intermediate, Missed approach at 230 KT or less. 5. PAPI not coincident with VGSI (PAPI angle 3.5°). 6. Procedure not authorized for arrival at LOSTO on Y744/V11 NORTHWESTBOUND. 7. Procedure not authorized for arrival at BULGA on Y579/A586 SOUTHEASTBOUND.				



Gnd speed-Kts	70	90	100	120	140	160	SSALF PAPI	5000'	on track	278°	TH731
Glide Path Angle	3.40°	421	541	602	722	842					

TERPS		STRAIGHT-IN LANDING	
		RNP 0.10	
		DA(H) 786' (716')	
		ALS out	
A			
B	800' - V1 3/4		800' - V2
C			
D	NOT AUTHORIZED		NOT AUTHORIZED

RKTH/KPO

8 JUL 22

JEPPESSEN

POHANG, KOREA

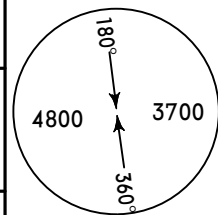
POHANG GYEONGJU

Eff 13 Jul 1600Z

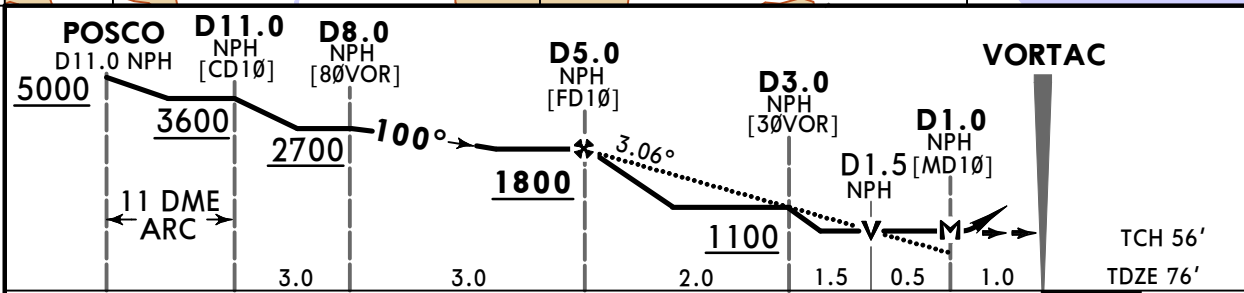
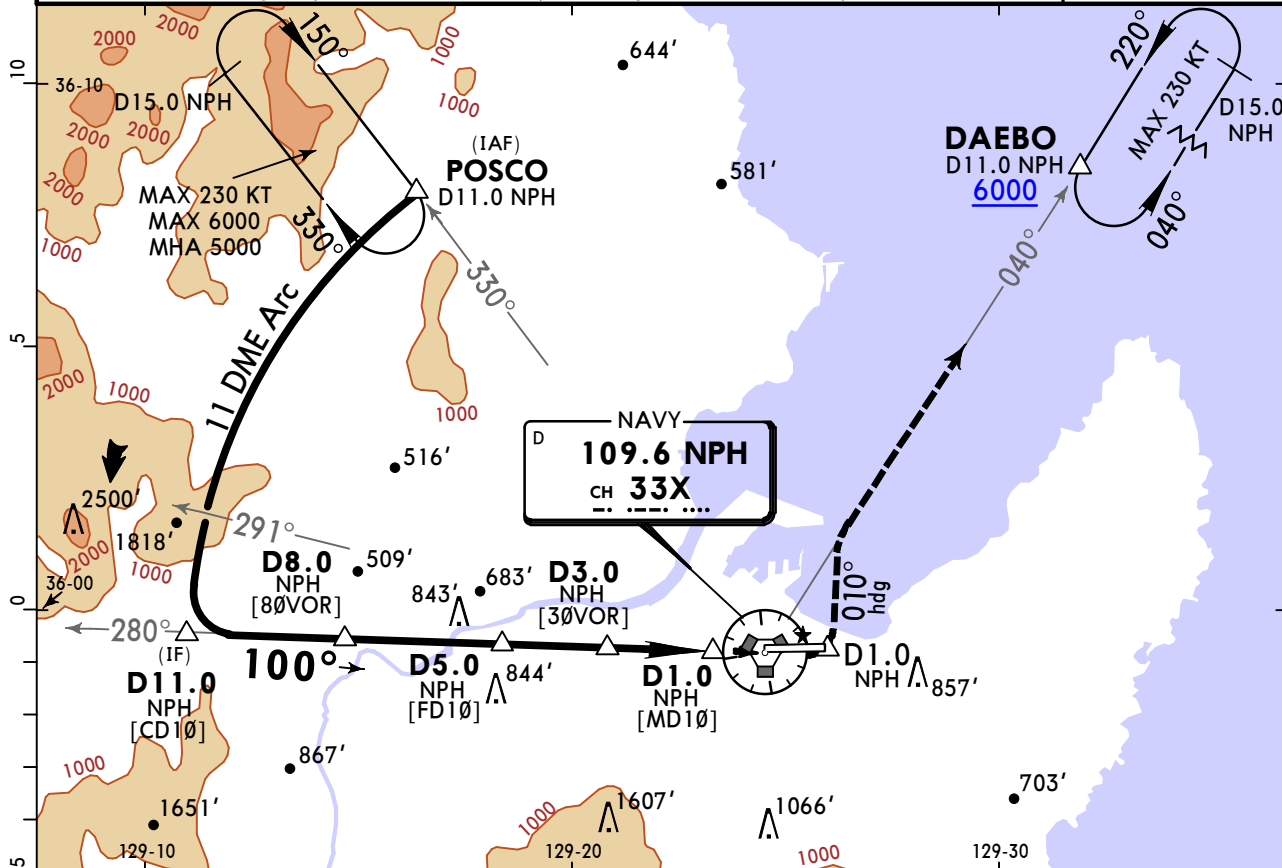
(13-1)

VOR DME or TACAN Rwy 10

BRIEFING STRIP™	*ATIS 127.4		317.375		124.25		POHANG Approach (R) 120.2		232.4			
	POHANG Arrival				POHANG Tower				Ground			
	134.1	133.4	300.3	310.6	118.05	236.6	308.5	126.2	275.8			
	VORTAC NPH 109.6	TACAN NPH CH 33X	Final Apch Crs 100°	D5.0 NPH 1800 (1724')	MDA(H) 620' (544')	Apt Elev 76'		TDZE 76'				
<p>MISSED APCH: Climb to 6000' via heading 100° to D1.0 NPH, then LEFT turn heading 010° to intercept NPH VORTAC R-040, then track on NPH VORTAC R-040 to DAEBU and hold, continue climb-in-hold to 6000'.</p> <p>Misssed approach requires minimum climb of 360'/NM to 4700'.</p>												
<p>Alt Set: hPa TDZ Elev: 3 hPa Trans level: FL140 Trans alt: 14000'</p> <p>1. 844' is not considered as final approach controlling obstacle due to close to FAF. 2. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/ TCH 49').</p>												



MSA NPH VORTAC



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-I PAPI PAPI	6000' via 100° until after NPH	D1.0 109.6
Descent Angle	3.06°	379	487	541	650	866			
MAP at D1.0 NPH									

TERPS	TERPS				STRAIGHT-IN LANDING				CIRCLE-TO-LAND				
									Not Authorized North of Rwy 10-28				
									MDA(H) 620' (544')				
									ALS out				
	A	600'- V3/4		600'- V1 1/4		Max Kts	MDA(H)		90		940' (864')		900'- V1 1/4
B	600'- V3/4		600'- V1 1/4		120	1000' (924')		1000'- V1 1/4					
C	600'- V1 1/8		600'- V1 5/8		140	1160' (1084')		1100'- V3					
D	600'- V1 1/8		600'- V1 5/8		165	1440' (1364')		1400'- V3					

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POHANG, KOREA

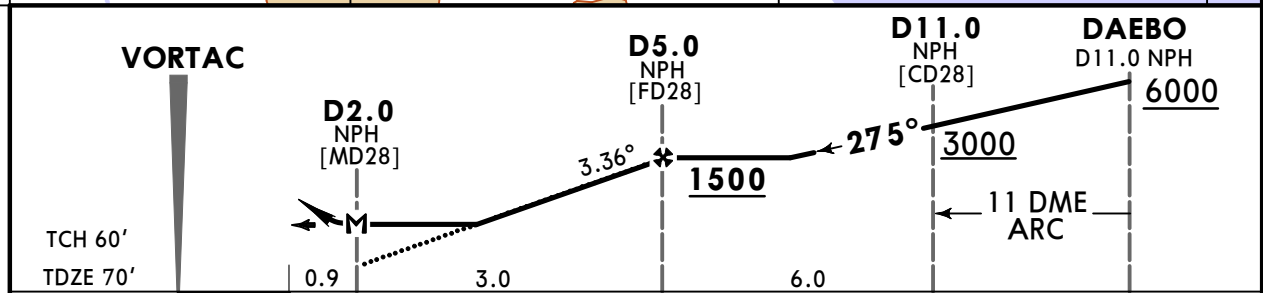
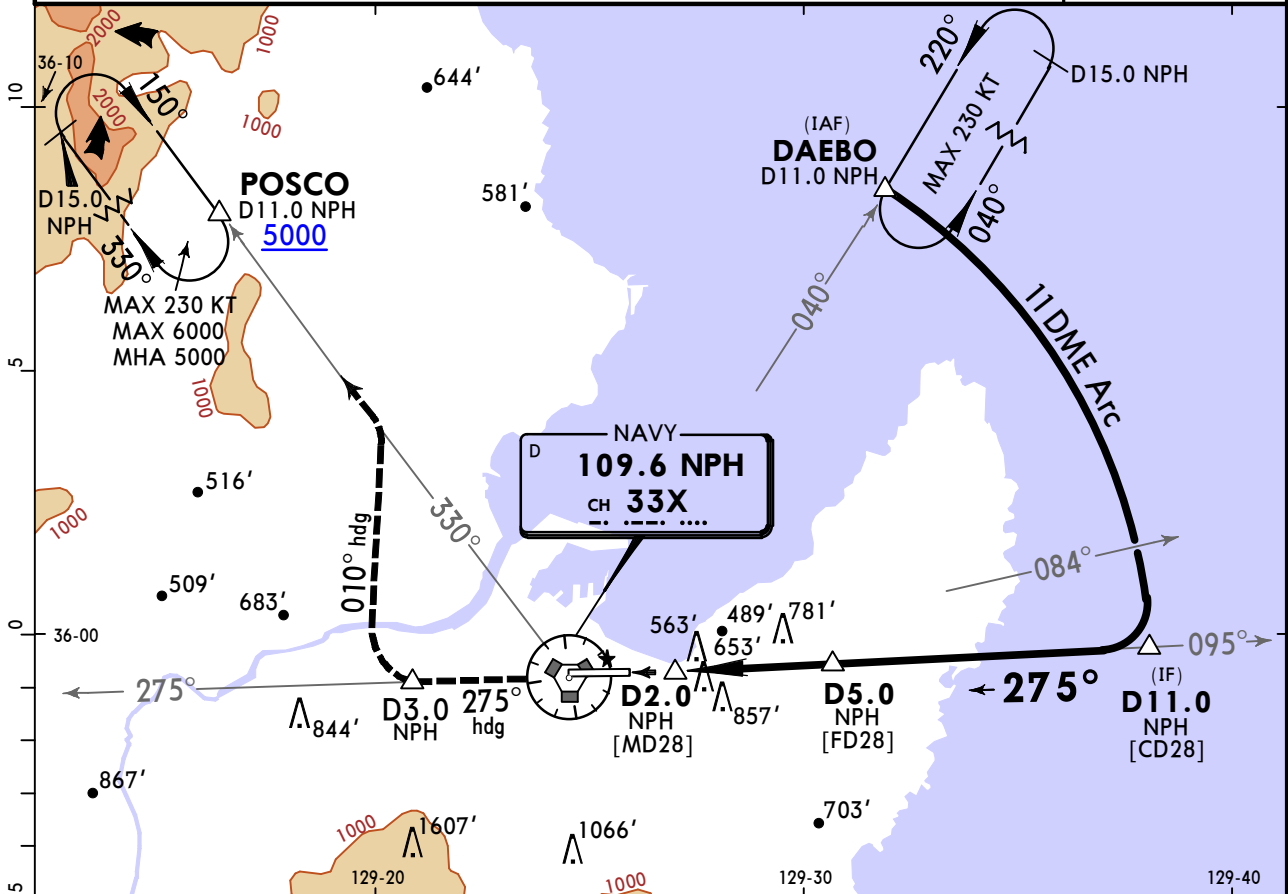
POHANG GYEONGJU

8 JUL 22
Eff 13 Jul 1600Z

(13-2)

VOR DME or TACAN Rwy 28

*ATIS 127.4		317.375		124.25		POHANG Approach (R) 120.2		232.4	
POHANG Arrival				POHANG Tower				Ground	
134.1	133.4	300.3	310.6	118.05	236.6	308.5	126.2	275.8	
VORTAC NPH 109.6	TACAN NPH CH 33X	Final Apch Crs 275°	D5.0 NPH 1500 (1430')	MDA(H) 1120' (1050')	Apt Elev 76' TDZE 70'				
MISSED APCH: Climb to 5000' via heading 275° to D3.0 NPH, then turn RIGHT heading 010° to intercept NPH VORTAC R-330, then track on NPH VORTAC R-330 to POSCO and hold, continue climb-in-hold to 5000'. Missed approach requires minimum climb of 360'/NM to 4700'.								MSA NPH VORTAC	
Alt Set: hPa TDZ Elev: 3 hPa Trans level: FL140 Trans alt: 14000'								VGSI and RNAV glidepath not coincident (VGSI angle 3.5°/ TCH 94').	



Gnd speed-Kts	70	90	100	120	140	160	PAPI SSALF	5000' via 275° until D3.0 after NPH 109.6
Descent Angle	3.36°	416	535	595	713	832		
MAP at D2.0 NPH								

TERPS		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
		MDA(H) 1120' (1050')		Not Authorized North of Rwy 10-28	
		ALS out		Max Kts	
A	1100'- V1			90	1120' (1044') 1100'- V1 1/4
B	1100'- V1 1/4			120	1120' (1044') 1100'- V1 1/2
C	1100'- V2 1/2			140	1160' (1084') 1100'- V3
D	1100'- V3			165	1440' (1364') 1400'- V3

RKTH/KPO



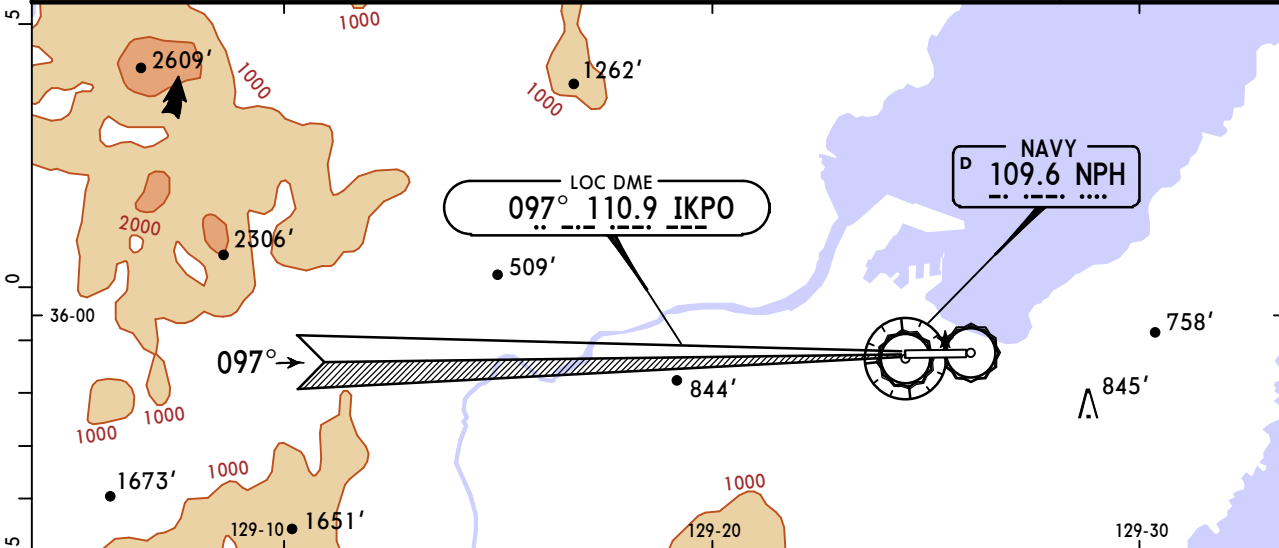
POHANG, KOREA

POHANG GYEONGJU

8 JUL 22 **(18-1)** Eff 13 Jul 1600Z

PAR ALL Rwys
ASR ALL Rwys

BRIEFING STRIP™	*ATIS	POHANG Approach (R)		POHANG Arrival		POHANG Tower	Ground
	127.4	124.25	120.2	134.1	133.4	118.05	126.2
	RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	DA(H)/MDA(H) Refer to Minimums		Apt Elev 76' TDZE - See below	No MSA published
	Missed Approach - See below.						
	Alt Set: hPa		Apt Elev: 3 hPa		Trans level: FL140		
PAR Rwy 28: PAPI and procedure TCH is not coincident (VGSI angle 3.5°/TCH 86').							



MISSED APCH:

PAR Rwy 10: Climb to 5000' via heading 097° to D2.0 NPH VOR and climbing LEFT turn heading 030°, then as directed by ATC.

ALTERNATE: Climb to 5000' via heading 097°, then as directed by ATC.
Missed approach requires minimum climb of 340'/NM to 5000'.

PAR Rwy 28: At DH, climb to 5000' via heading 277°, then as directed by ATC.

ASR Rwy 10: Climb to 5100' via heading 097° to D2.0 NPH VOR, then climbing LEFT turn heading 030°, then as directed by ATC.

ALTERNATE: Climb to 5100' via heading 097°, then as directed by ATC.

ASR Rwy 28: Climb to 5100' via heading 277°, then as directed by ATC.

RWY 10	RWY 28
PAR TCH 56'	PAR TCH 60'
TDZE 76'	TDZE 70'

Gnd speed-Kts	70	90	100	120	140	160
RWY 10 PAR GS	3.00°	372	478	531	637	743
RWY 28 PAR GS	3.80°	471	605	673	807	942

Lighting - Refer to Airport Chart

TERPS

STRAIGHT-IN LANDING

	PAR 10	PAR 28	ASR 10	ASR 28
DA(H)	463' (387')	1307' (1237')	MDA(H) 600' (524')	MDA(H) 1180' (1110')
	ALS out	ALS out	ALS out	ALS out
A	400'- V3/4	1300'- V3	600'- R40 or V3/4	1200'- R55 or V1
B			600'- R55 or V1	1200'- R60 or V1 1/4
C			600'- R55 or V1	1200'- V3
D			600'- V1 1/2	

CIRCLE-TO-LAND

Max Kts	Runway 10		Runway 28	
	MDA(H)	ASR	MDA(H)	ASR
90	940' (864')	900'- V1 1/4	1180' (1104')	1200'- V1 1/4
120	1000' (924')	1000'- V1 1/4	1180' (1104')	1200'- V1 1/2
140	1240' (1164')	1200'- V3	1240' (1164')	1200'- V3
165	1460' (1384')	1400'- V3	1460' (1384')	1400'- V3

❑ Circling not authorized North of Rwy 10-28.

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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POHANG, (POHANG GYEONGJU - RKTH)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport RKTH

Type: Terminal

Effectivity: Temporary

Begin Date: 20230712

End Date: 20231129

(11-1) LOC DME RWY 10 should not be used due to unserviceability of IKPO LOC/DME. From 1600 UTC 12 JUL 2023 until 1600 UTC 29 NOV 2023 .