

List of pages in this Trip Kit

Trip Kit Index

Airport Information For RKTN

Terminal Charts For RKTN

Revision Letter For Cycle 16-2023

Change Notices

Notebook

General Information

Location: DAEGU KOR
ICAO/IATA: RKTN / TAE
Lat/Long: N35° 53.65', E128° 39.53'
Elevation: 120 ft

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

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

Sunrise: 2111 Z
Sunset: 0927 Z

Runway Information

Runway: 13L
Length x Width: 8999 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 112 ft
Lighting: Edge, ALS

Runway: 13R
Length x Width: 9039 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 111 ft
Lighting: Edge, ALS, Centerline

Runway: 31L
Length x Width: 9039 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 118 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 31R
Length x Width: 8999 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 120 ft
Lighting: Edge, ALS

Communication Information

ATIS: 24.060 Military

ATIS: 127.650

Daegu Tower: 23.660 Military

Daegu Tower: 36.500 Military

Daegu Tower: 126.200

Daegu Ground: 27.580 Military

Daegu Ground: 121.950

Daegu Approach: 34.630 Military

Daegu Approach: 135.900

Daegu Departure: 135.900

Daegu Departure: 120.250

Daegu Departure: 23.030 Military

Daegu Information: 135.725 Flight Info Service

Daegu Information: 126.900 Flight Info Service

DAEGU TERMINAL CONTROL AREA

Daegu App(R) 135.9 (Korean/English)

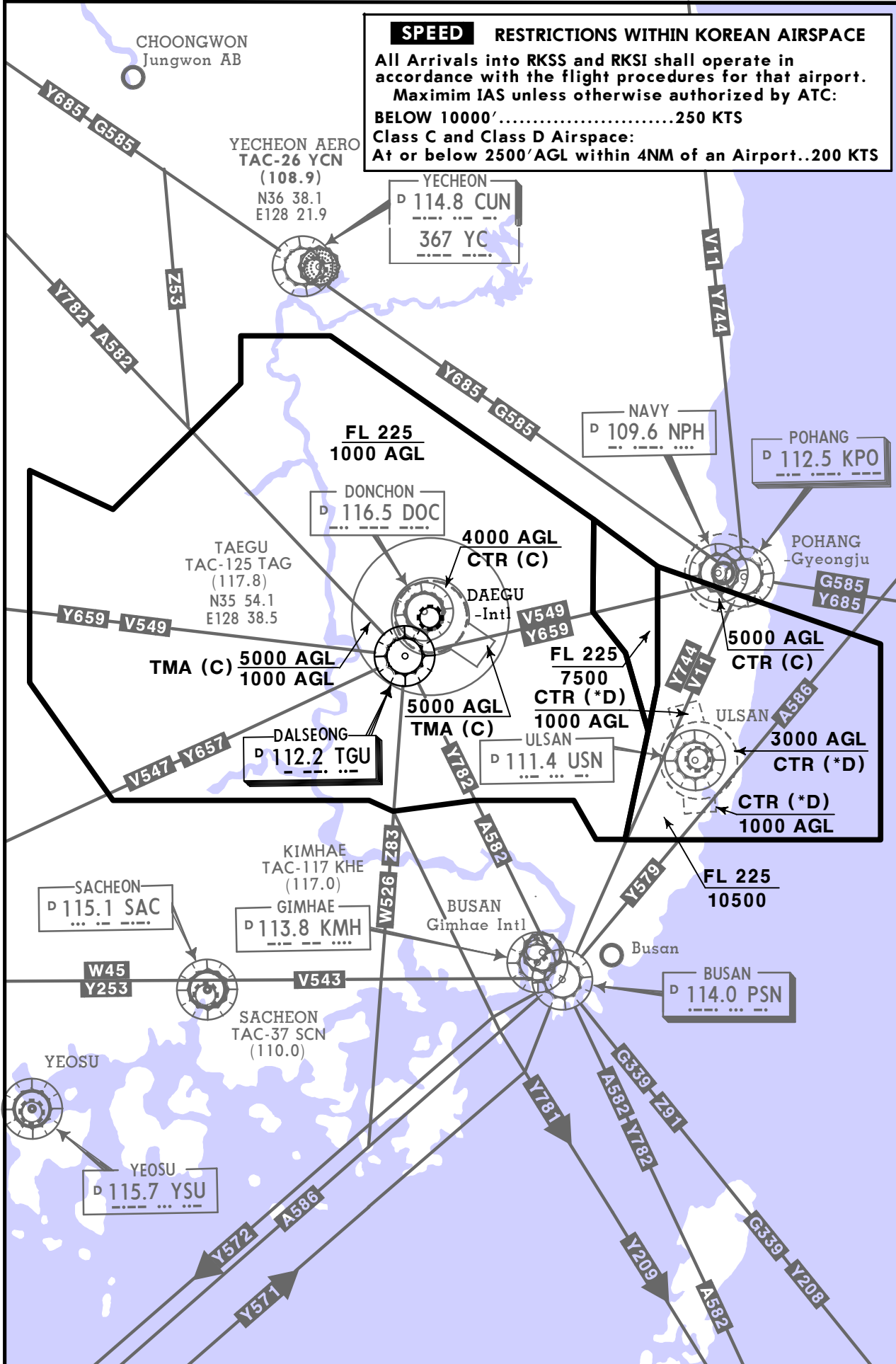
SPEED RESTRICTIONS WITHIN KOREAN AIRSPACE

All Arrivals into RKSS and RKSI 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



RKTN/TAE DAEGU INTL

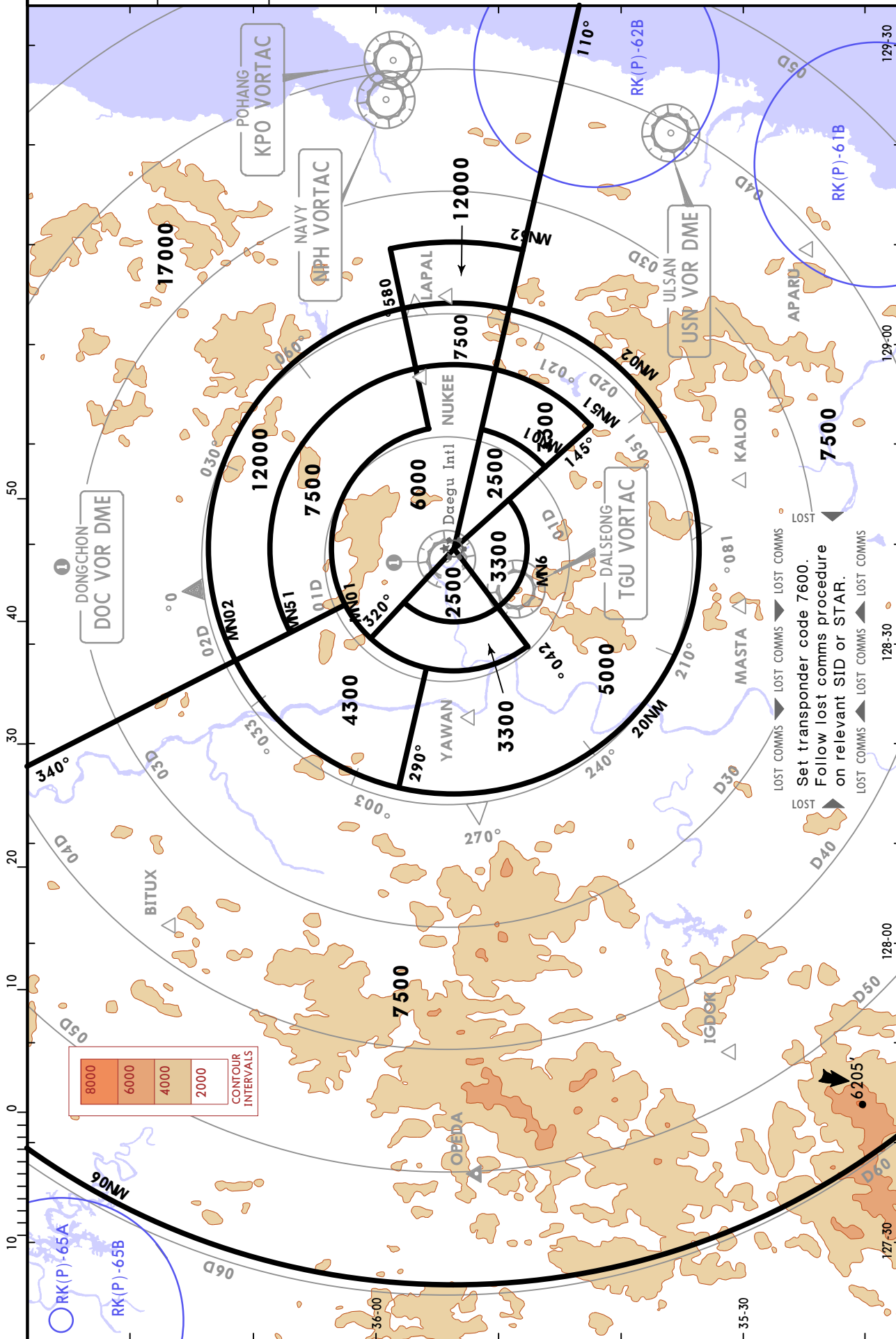
JEPESEN
9 FEB 18 (10-1R)

DAEGU, KOREA RADAR MINIMUM ALTITUDES

DAEGU
Approach (R)
135.9

Apt Elev
120'

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.



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 procedure:

2) VMC

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) IMC

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

RWY 13L/R in use

- a) In VMC
 - The aircraft shall MAINTAIN VFR and make an approach to land at RWY 13R.
- b) In IMC
 - The aircraft shall proceed to YAWAN IAF and execute ILS/DME RWY 13R and use caution landing and departing traffic.

RWY 31L/R in use

- a) In VMC
 - The aircraft shall MAINTAIN VFR and make an approach to land at RWY 31L.
- b) In IMC
 - The aircraft shall proceed to UKBAT IAF via TGU and execute ILS/DME RWY 31L or VOR/DME RWY 31L and use caution landing and departing traffic.

RKTN/TAE
DAEGU INTL

JEPPESSEN

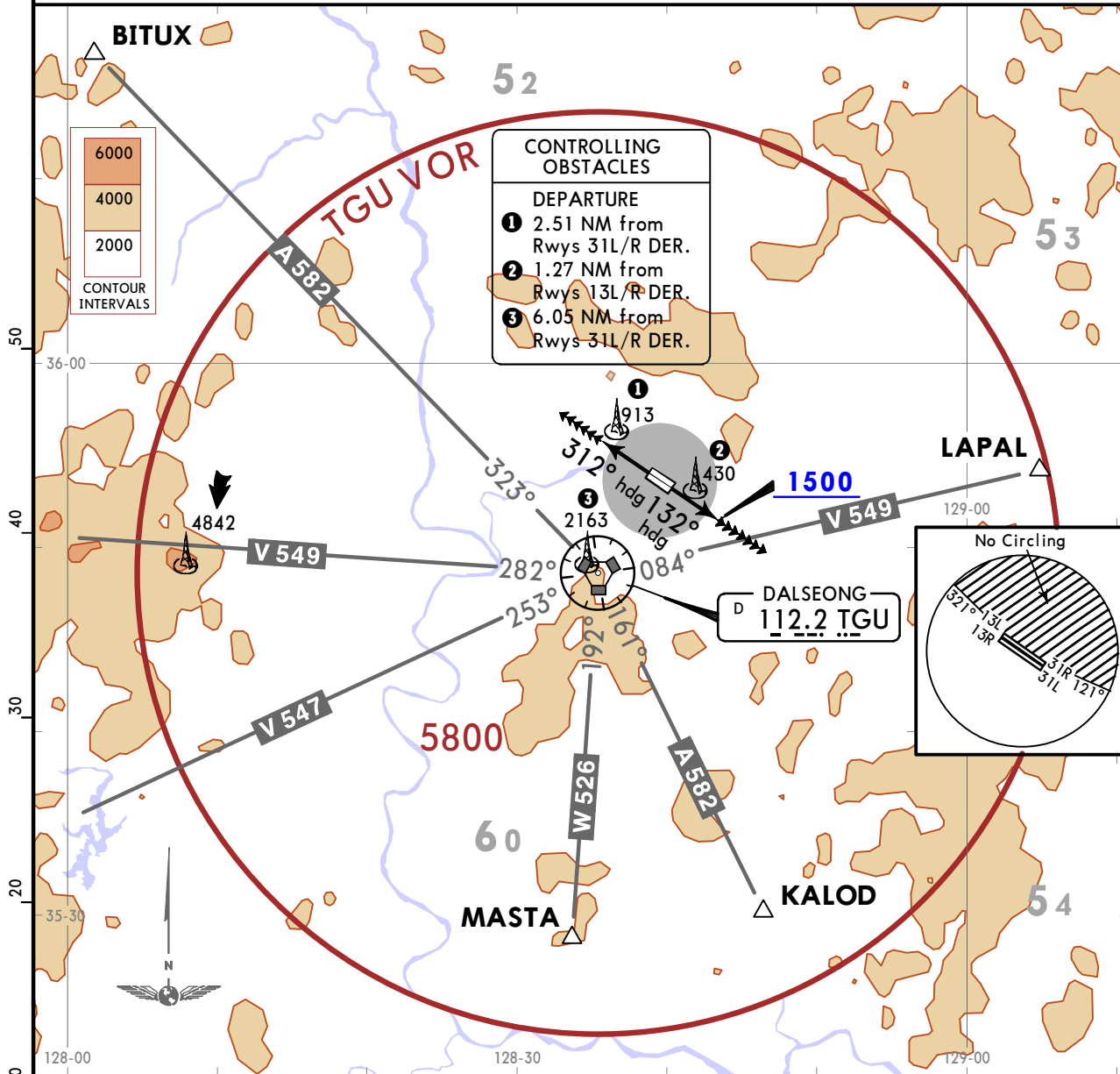
DAEGU, KOREA

12 NOV 21 10-3

SID

DAEGU Departure (R) 135.9	Apt Elev 120	Trans alt: 14000 RADAR required.
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DAEGU 1D DEPARTURE
[DAEG1D]
(ALL RWYS)



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
 If radio contact is not established with departure control prior to reaching 5000, continue climb to 8000 before turning to filed fix/Navaid and proceed to filed route and altitude.
 ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

Minimum climb rate

	Rwys	Gnd speed-KT	75	100	150	200	250	300
Military	13L/R	360 per NM to 5000	450	600	900	1200	1500	1800
Civil	13L/R	400 per NM to 5000	500	667	1000	1333	1667	2000
Military	31L/R	400 per NM to 5000	500	667	1000	1333	1667	2000
Civil	31L/R	470 per NM to 5000	588	783	1175	1567	1958	2350

RWY	INITIAL CLIMB
13L/R	Climb on heading 132° to 1500.
31L/R	Climb on heading 312°.

ROUTING

EXPECT RADAR vectors to intercept filed enroute fix or navaid. MAINTAIN 8000 or assigned altitude/flight level. EXPECT filed altitude/flight level 10 minutes after departure.

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 procedure:

2. VMC

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. IMC

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

Rwy 13L/R in use

- 1) DALSEONG 3A:
Climb heading 132° until crossing TGU R-090, then climbing RIGHT turn direct TGU R-170/D10.0, MAINTAIN 5000'. Then climbing RIGHT turn and proceed along D10.0 Arc TGU to intercept TGU R-216. Then track inbound TGU R-216 at or above 8000'.
- 2) DONGCHON 7:
Climb heading 132° to intercept DOC R-132, to cross D12.0 DOC at or above 5000'.

Rwy 31L/R in use

- 1) DALSEONG 3A:
Climb heading 312° until crossing TGU R-350, then climbing RIGHT turn track outbound on TGU R-345 to D18.0 at or below 7000'. Then turn RIGHT and proceed along D18.0 Arc TGU to intercept TGU R-018/D18.0 between 5000' and 9000'. Then climbing RIGHT turn inbound on TGU R-018.
- 2) DONGCHON 7:
Climb heading 312° to intercept DOC R-312, to cross D12.0 DOC at or above 6000'.

B) Under RADAR Vectoring

- 1) Proceed by the 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 route that ATC has advised may be expected in a further clearance, proceed 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 5 minutes.
- 5) Continue the flight with altitude/flight level filed in the flight plan.

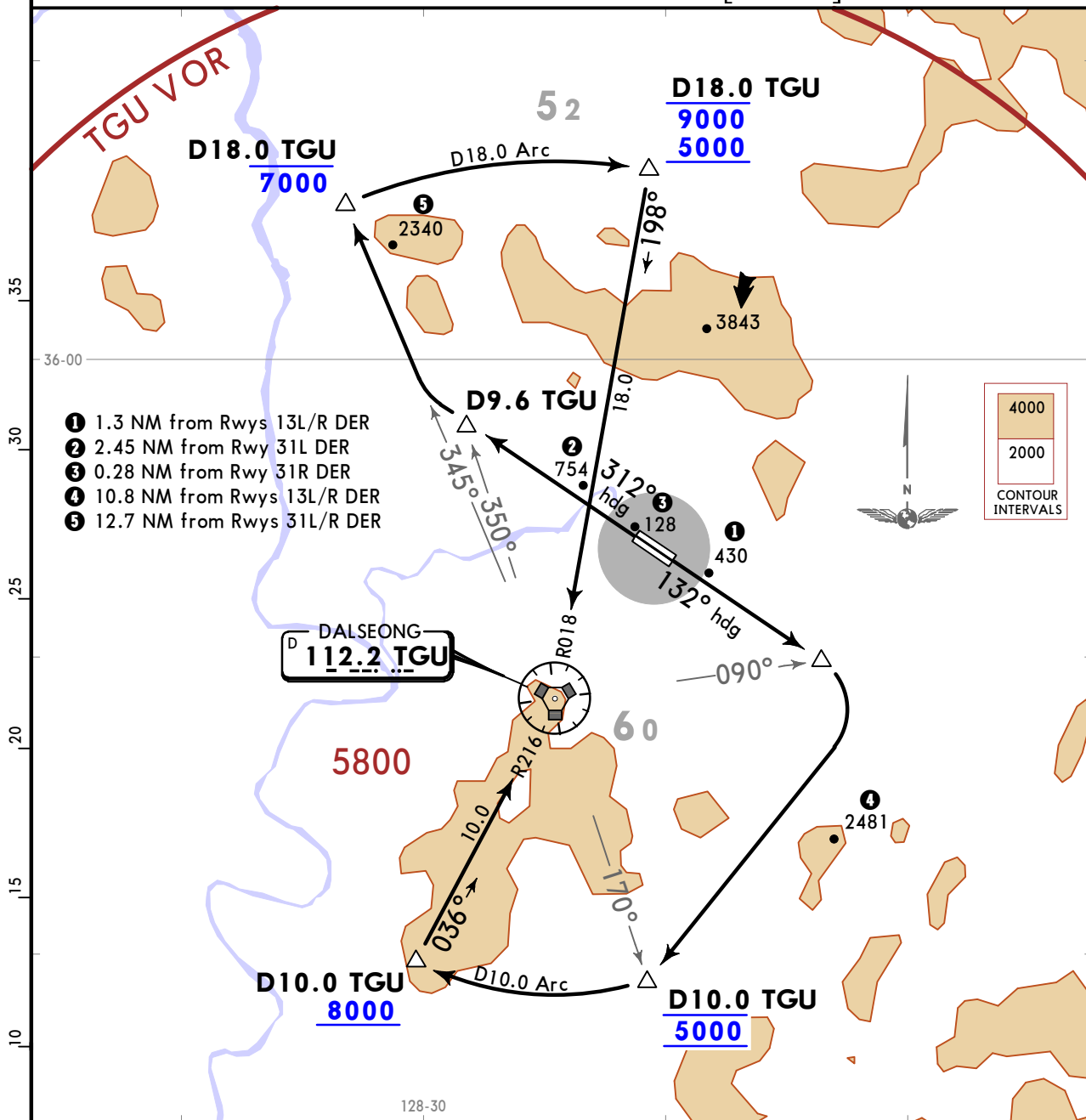
RKTN/TAE
DAEGU INTL

JEPPESSEN
12 NOV 21 (10-3A)

DAEGU, KOREA
SID

DAEGU Departure (R) 135.9	Apt Elev 120	Trans alt: 14000
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DALSEONG 3A DEPARTURE [TGU3A]



- ① 1.3 NM from Rwy 13L/R DER
- ② 2.45 NM from Rwy 31L DER
- ③ 0.28 NM from Rwy 31R DER
- ④ 10.8 NM from Rwy 13L/R DER
- ⑤ 12.7 NM from Rwy 31L/R DER

Minimum climb rates

Rwy	Gnd speed-KT	75	100	150	200	250	300
13L/R	V/V(fpm) to 5000	500	667	1000	1333	1667	2000
31L	V/V(fpm) to 3800	488	650	975	1300	1625	1950
31R	V/V(fpm) to 3800	550	733	1100	1467	1833	2200

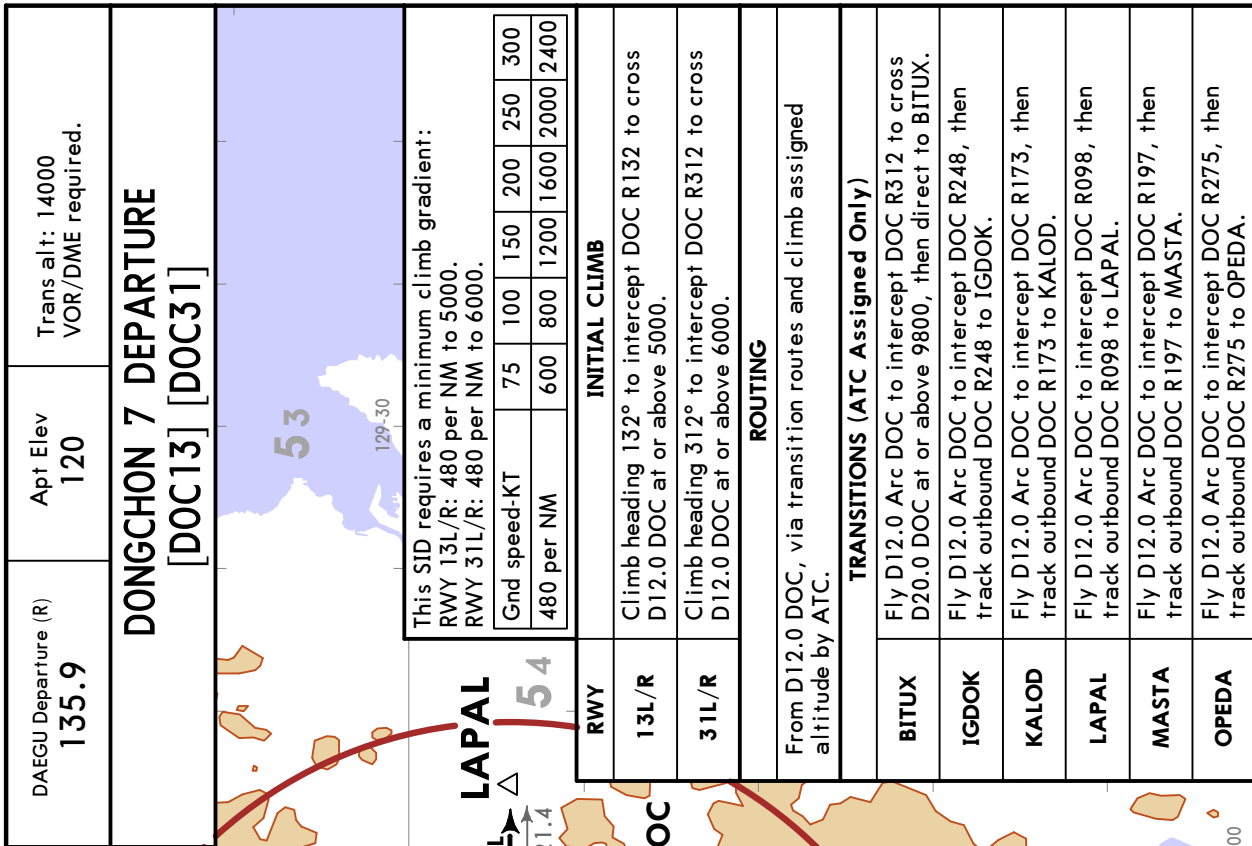
ATC Climb Rate

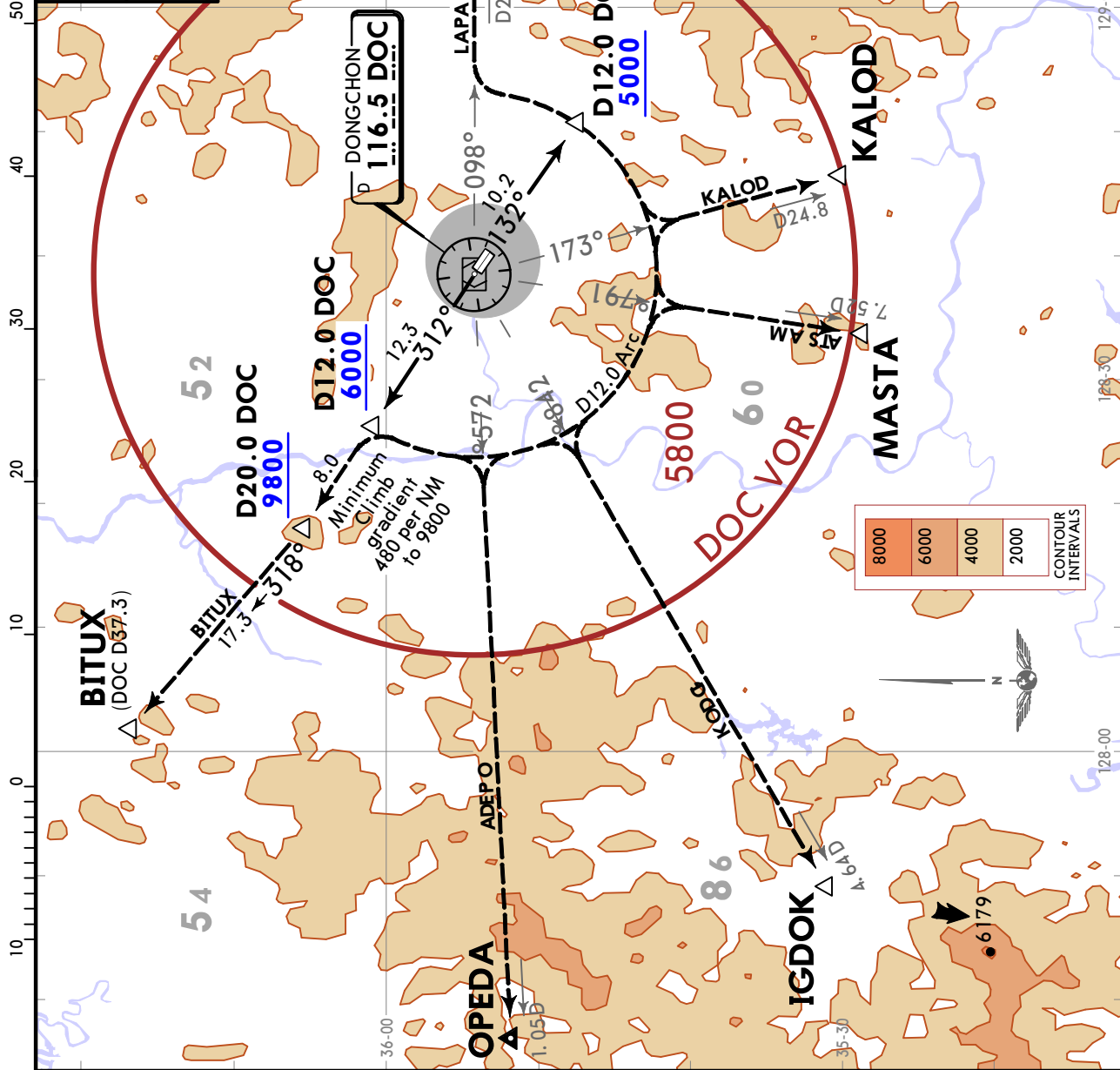
Rwy	Gnd speed-KT	75	100	150	200	250	300
13L/R	V/V(fpm) 5001 to 8000	475	633	950	1267	1583	1900

RWY

INITIAL CLIMB

13L/R	Climb heading 132° until crossing TGU R090, then climbing RIGHT turn direct TGU R170/D10.0 MAINTAIN 5000. Then climbing RIGHT turn and proceed along D10.0 Arc TGU to intercept TGU R216. Then track inbound on TGU R216 at or above 8000 and climb to assigned altitude or as directed by departure control.
31L/R	Climb heading 312° until crossing TGU R350, then climbing RIGHT turn and track outbound on TGU R345 to D18.0 TGU at or below 7000. Then turn RIGHT and proceed along D18.0 Arc TGU to intercept TGU R018/D18.0 between 5000 and 9000. Then climbing RIGHT turn inbound on TGU R018 and climb to assigned altitude or as directed by departure control.

DAEGU Departure (R) 135.9	Apt Elev 120	Trans alt: 14000 VOR/DME required.														
DONGCHON 7 DEPARTURE [DOC13] [DOC31]																
																
<p>This SID requires a minimum climb gradient: RWY 13L/R: 480 per NM to 5000. RWY 31L/R: 480 per NM to 6000.</p> <table border="1"> <thead> <tr> <th>Gnd speed-KT</th> <th>75</th> <th>100</th> <th>150</th> <th>200</th> <th>250</th> <th>300</th> </tr> </thead> <tbody> <tr> <td>480 per NM</td> <td>600</td> <td>800</td> <td>1200</td> <td>1600</td> <td>2000</td> <td>2400</td> </tr> </tbody> </table>			Gnd speed-KT	75	100	150	200	250	300	480 per NM	600	800	1200	1600	2000	2400
Gnd speed-KT	75	100	150	200	250	300										
480 per NM	600	800	1200	1600	2000	2400										
RWY	INITIAL CLIMB															
13L/R	Climb heading 132° to intercept DOC R132 to cross D12.0 DOC at or above 5000.															
31L/R	Climb heading 312° to intercept DOC R312 to cross D12.0 DOC at or above 6000.															
ROUTING																
From D12.0 DOC, via transition routes and climb assigned altitude by ATC.																
TRANSITIONS (ATC Assigned Only)																
BITUX	Fly D12.0 Arc DOC to intercept DOC R312 to cross D20.0 DOC at or above 9800, then direct to BITUX.															
IGDOK	Fly D12.0 Arc DOC to intercept DOC R248, then track outbound DOC R248 to IGDOK.															
KALOD	Fly D12.0 Arc DOC to intercept DOC R173, then track outbound DOC R173 to KALOD.															
LAPAL	Fly D12.0 Arc DOC to intercept DOC R098, then track outbound DOC R098 to LAPAL.															
MASTA	Fly D12.0 Arc DOC to intercept DOC R197, then track outbound DOC R197 to MASTA.															
OPEDA	Fly D12.0 Arc DOC to intercept DOC R275, then track outbound DOC R275 to OPEDA.															



RKTN/TAE

Apt Elev 120'
N35 53.7 E128 39.5

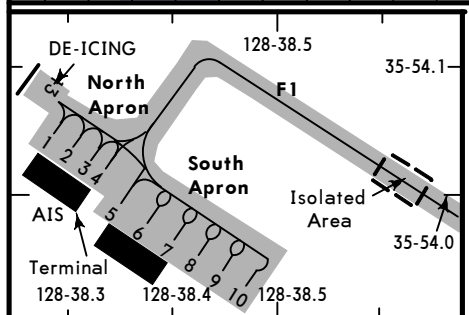
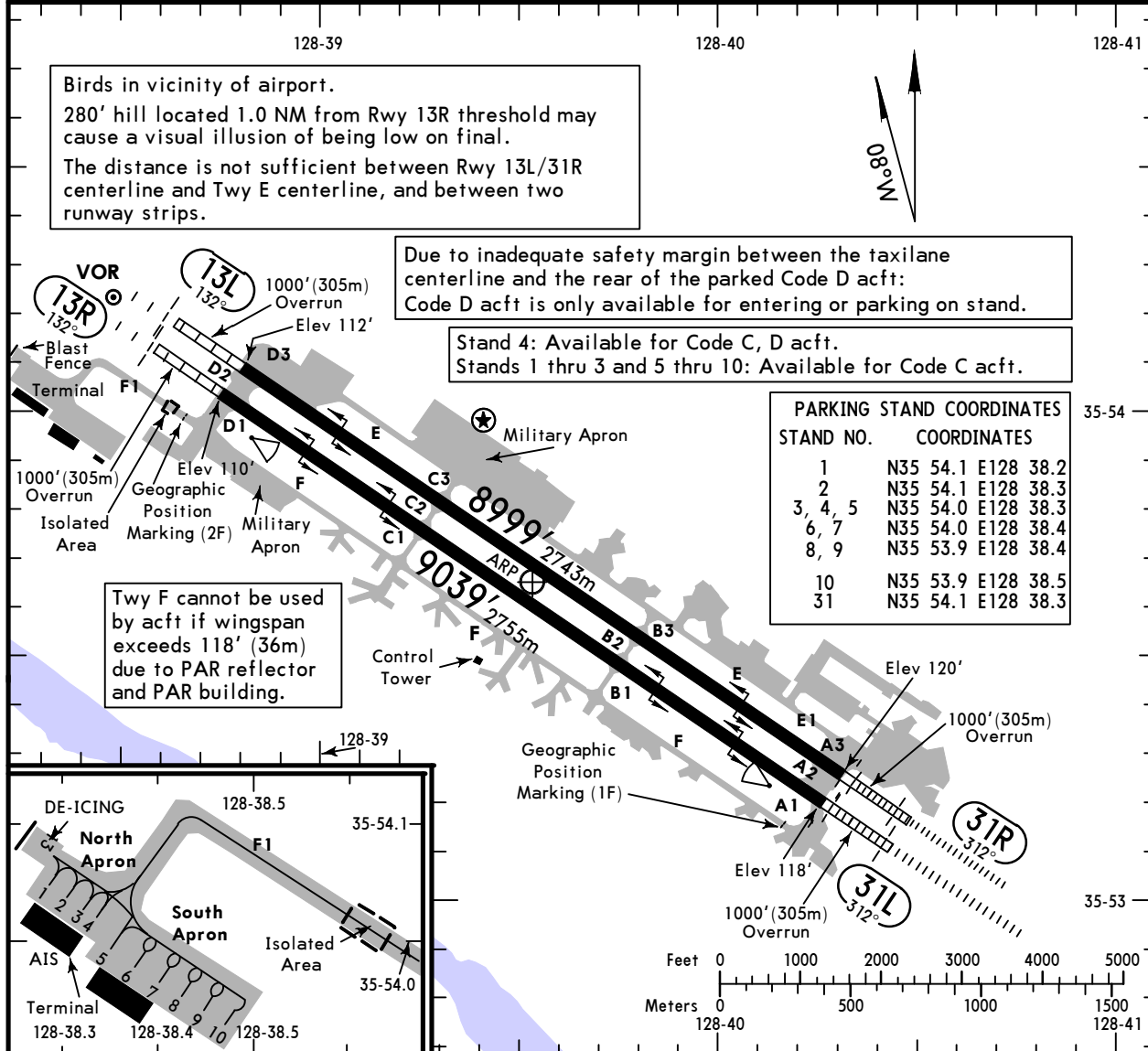
JEPPESSEN

22 JAN 21 (10-9)

DAEGU, KOREA

DAEGU INTL

*D-ATIS 127.65	Data Comm D-ATIS PDC	DAEGU Ground 121.95	Tower 126.2	DAEGU Departure (R) 120.25
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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
13R	② ③ HIRL ④ CL SSALF REIL ④ PAPI (angle 3.3°) RVR		8054' 2455m		148'
31L	⑤ HIRL ⑤ CL ALSF-I TDZ REIL PAPI (angle 3.0°) RVR		7945' 2422m		45m
13L	⑤ HIRL SSALF REIL ④ PAPI (angle 3.0°)				148'
31R	⑤ HIRL ALSF-I REIL PAPI (angle 3.0°)				45m

- ① Grooved.
- ② Circling guidance lights.
- ③ 60m spacing - HIRL and CL.
- ④ PAPI restricted to 3 NM; beyond 3 NM does not guarantee adequate terrain clearance.
- ⑤ Grooved, except the first 984' (300m) from each threshold.

TAKE-OFF

	All Rwys Straight-In Procedures	Other
A		
B	Available Landing Minimums	① 3000' - 5000m
C		
D		

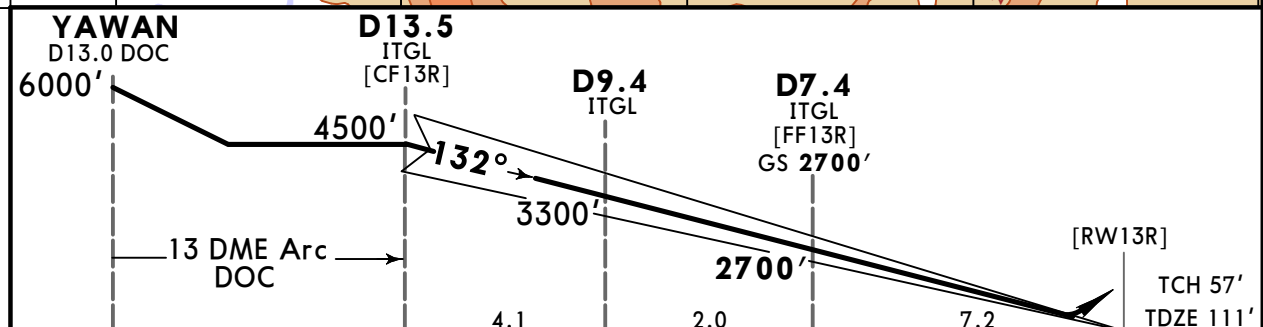
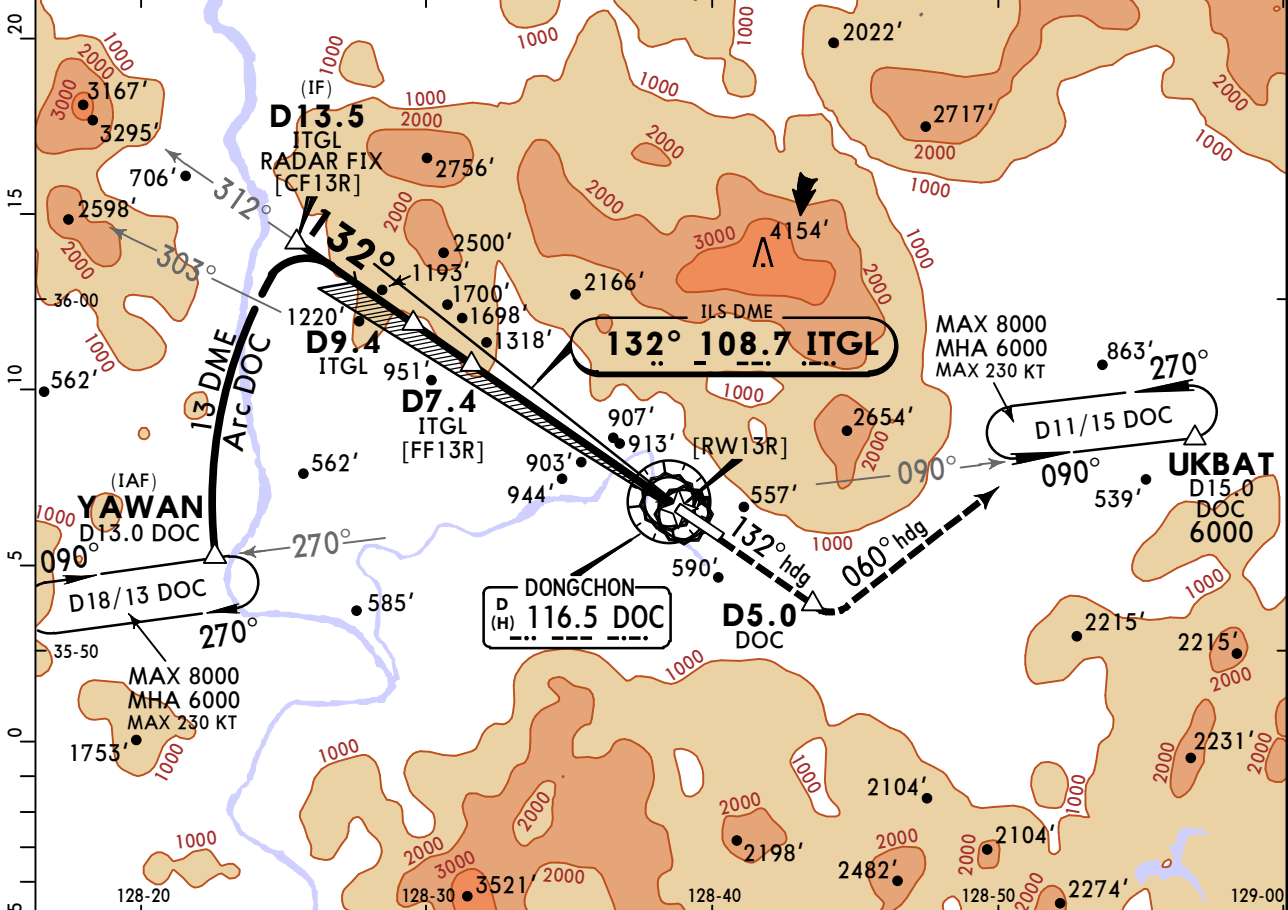
① When all navigation aids are inoperative.

RKTN/TAE DAEGU INTL

JEPPESEN
9 JUL 21 (11-1) Eff 14 Jul 1600Z

DAEGU, KOREA ILS Rwy 13R

*D-ATIS 127.65		DAEGU Approach (R) 135.9		DAEGU Tower 126.2		Ground 121.95				
LOC ITGL 108.7	Final Apch Crs 132°	GS D7.4 ITGL 2700' (2589')	ILS DA(H) 657' (546')	Apt Elev 120' TDZE 111'		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center;">5800</div> MSA DOC VOR				
MISSED APCH: Climb to 6000' via heading 132° to D5.0 DOC, then climbing LEFT turn heading 060° to intercept DOC VOR R-090 outbound to UKBAT and hold. Continue climb in hold to 6000'. Missed Apch Climb Rate to 6000'										
Missed Apch requires minimum climb of 390'/NM to 6000'.					Gnd speed-Kts			60	120	180
					Ft per Min	390	780	1170	1560	1950
Alt Set: hPa		TDZ Elev: 4 hPa		Trans level: FL 140		Trans alt: 14000'				
1. VOR DME or Radar required. 2. Use ITGL DME when on the localizer course. 3. Circling not authorized.										



Gnd speed-Kts	70	90	100	120	140	160	SSALF REIL PAPI	6000' via 132° hdg	D5.0 DOC
GS	3.30°	409	526	584	701	817			

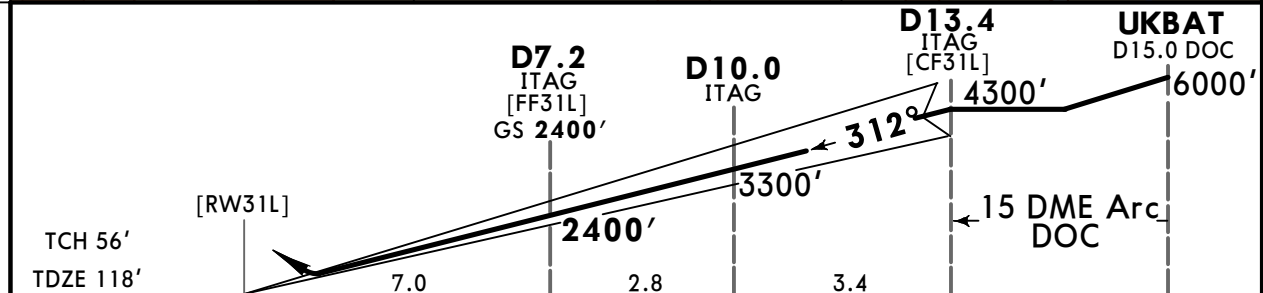
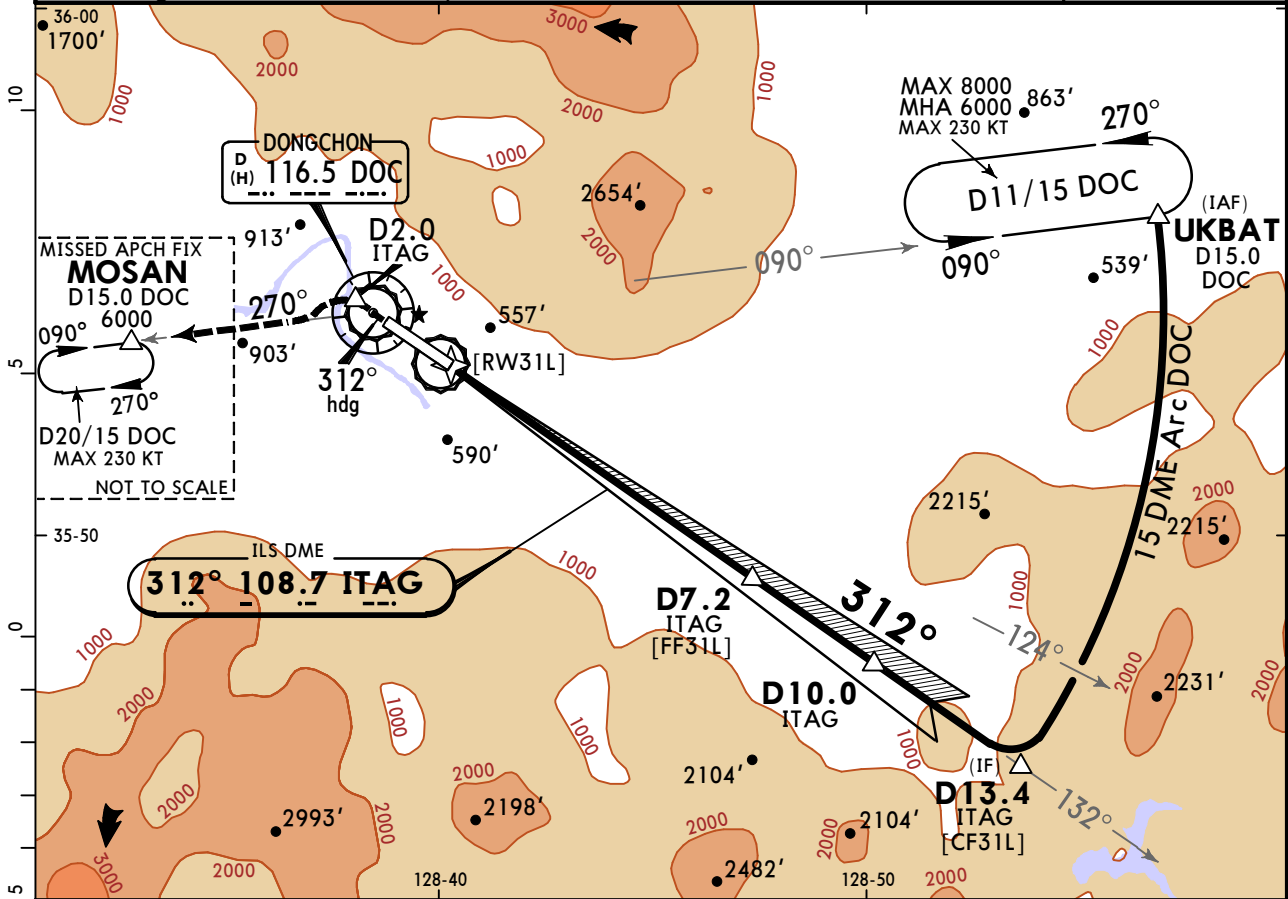
CEILING REQUIRED		STRAIGHT-IN LANDING RWY 13R	
ILS DA(H) 657' (546')			
FULL		ALS out	
TERPS	A	CEILING-VISIBILITY	
	B		
	C	600' - 1½	600' - 1⅝
	D		

RKTN/TAE DAEGU INTL

JEPPESSEN
9 JUL 21 **11-2** Eff 14 Jul 1600Z

DAEGU, KOREA
ILS Rwy 31L

*D-ATIS 127.65		DAEGU Approach (R) 135.9		DAEGU Tower 126.2		Ground 121.95	
LOC ITAG 108.7	Final Apch Crs 312°	GS D7.2 ITAG 2400' (2282')	ILS DA(H) 318' (200')	Apt Elev 120' TDZE 118'		5800	
MISSED APCH: Climb to 6000' via heading 312° to D2.0 ITAG, then climbing LEFT turn to intercept DOC VOR R-270 outbound to MOSAN and hold. Continue climb in hold to 6000'. Missed Apch Climb Rate to 6000' Missed Apch requires minimum climb of 250'/NM to 6000'.							
Alt Set: hPa		TDZ Elev: 4 hPa		Trans level: FL 140		Trans alt: 14000'	
1. VOR DME or Radar required. 2. Use ITAG DME when on the localizer course. 3. Circling not authorized NE of Rwy 13/31.							MSA DOC VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I REIL PAPI	6000' ↑ via 312° hdg	D2.0 ITAG
GS	3.00°	372	478	531	637	849			

CEILING REQUIRED		STRAIGHT-IN LANDING RWY 31L	
ILS DA(H) 318' (200')			
FULL		ALS out	
CEILING-VISIBILITY		ALS out	
A			
B			
C	200' - RVR 24 or 1/2		200' - RVR 40 or 3/4
D			

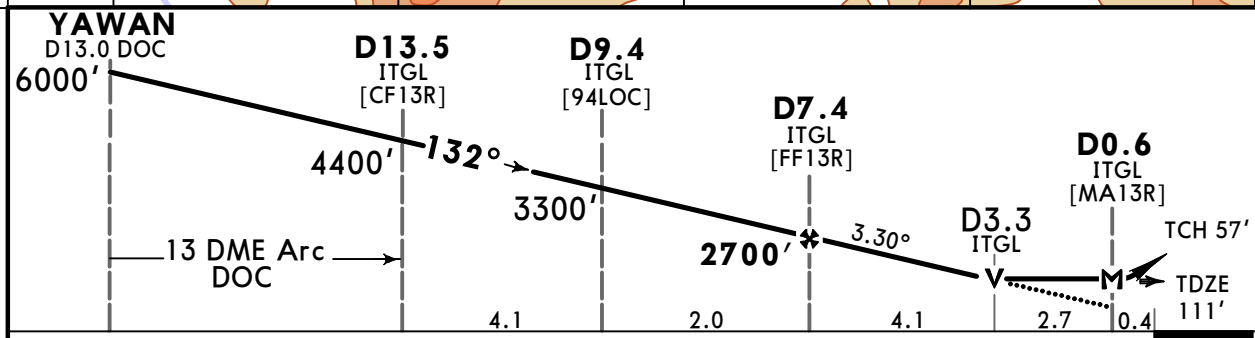
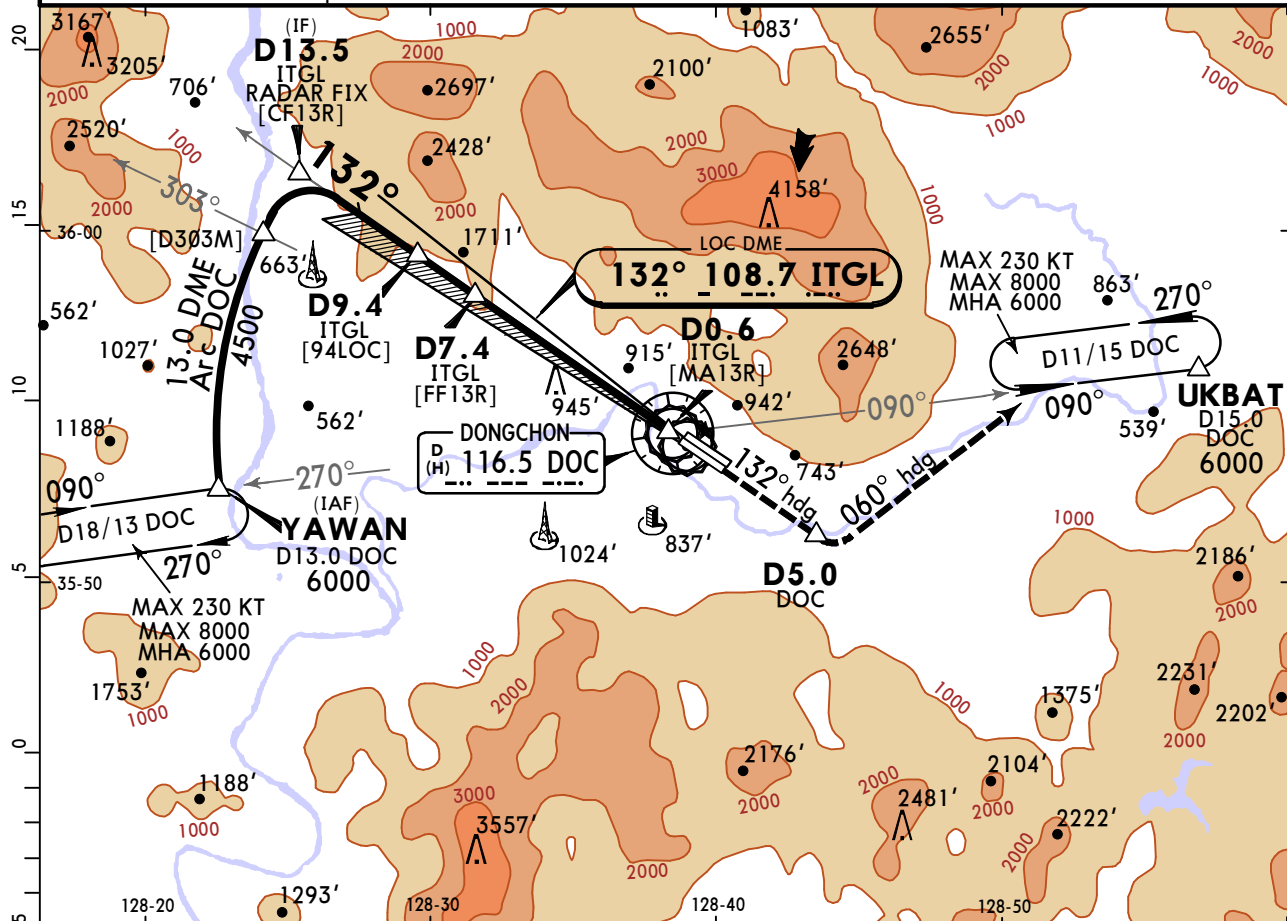
RKTN/TAE DAEGU INTL



DAEGU, KOREA LOC DME Rwy 13R

5 AUG 22 (11-3) Eff 10 Aug 1600Z

*D-ATIS 127.65	DAEGU Approach (R) 135.9		DAEGU Tower 126.2		Ground 121.95											
LOC ITGL 108.7	Final Apch Crs 132°	D7.4 ITGL 2700' (2589')	MDA(H) 1260' (1149')	Apt Elev 120' TDZE 111'												
MISSED APCH: Climb to 6000' via heading 132° to D5.0 DOC then climbing LEFT turn to heading 060° to intercept DOC VOR R-090 outbound to UKBAT and hold, continue climb in hold to 6000'. Missed Apch requires minimum climb rate of 270'/NM to 6000'.					5800 MSA DOC VOR											
Merged Apch Climb Rate to 6000' <table border="1"> <tr> <td>Gnd speed-Kts</td> <td>60</td> <td>120</td> <td>180</td> <td>240</td> <td>300</td> </tr> <tr> <td>Ft per Min</td> <td>270</td> <td>530</td> <td>790</td> <td>1050</td> <td>1310</td> </tr> </table>						Gnd speed-Kts	60	120	180	240	300	Ft per Min	270	530	790	1050
Gnd speed-Kts	60	120	180	240	300											
Ft per Min	270	530	790	1050	1310											
Alt Set: hPa		TDZ Elev: 4 hPa		Trans level: FL 140												
1. VOR DME or Radar required. 2. Use ITGL DME when on the localizer course.																



Gnd speed-Kts	70	90	100	120	140	160	SSALF REIL PAPI	6000' via 132° hdg
Descent Angle 3.30°	409	526	584	701	817	934		
MAP at D0.6 ITGL								

TERPS	STRAIGHT-IN LANDING RWY13R		CIRCLE-TO-LAND	
	CEILING-VISIBILITY	ALS out	MDA(H)	CEIL-VIS
A	1200' - RVR 55 or 1	1200' - RVR 60 or 1/4	1260' (1140')	1200' - 1 1/4
B	1200' - RVR 60 or 1/4	1200' - 1/2	1260' (1140')	1200' - 1 1/2
C	1200' - 3	1200' - 3	1260' (1140')	1200' - 3
D	1200' - 3	1200' - 3	1300' (1180')	1200' - 3

Not authorized northeast of Rwy13/31

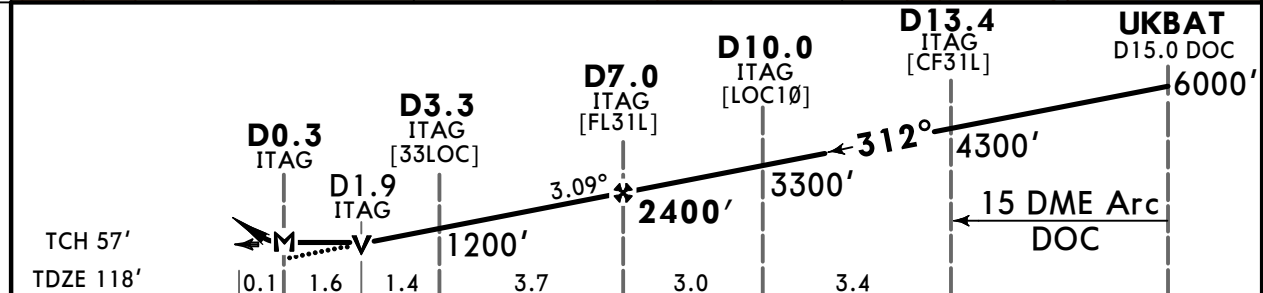
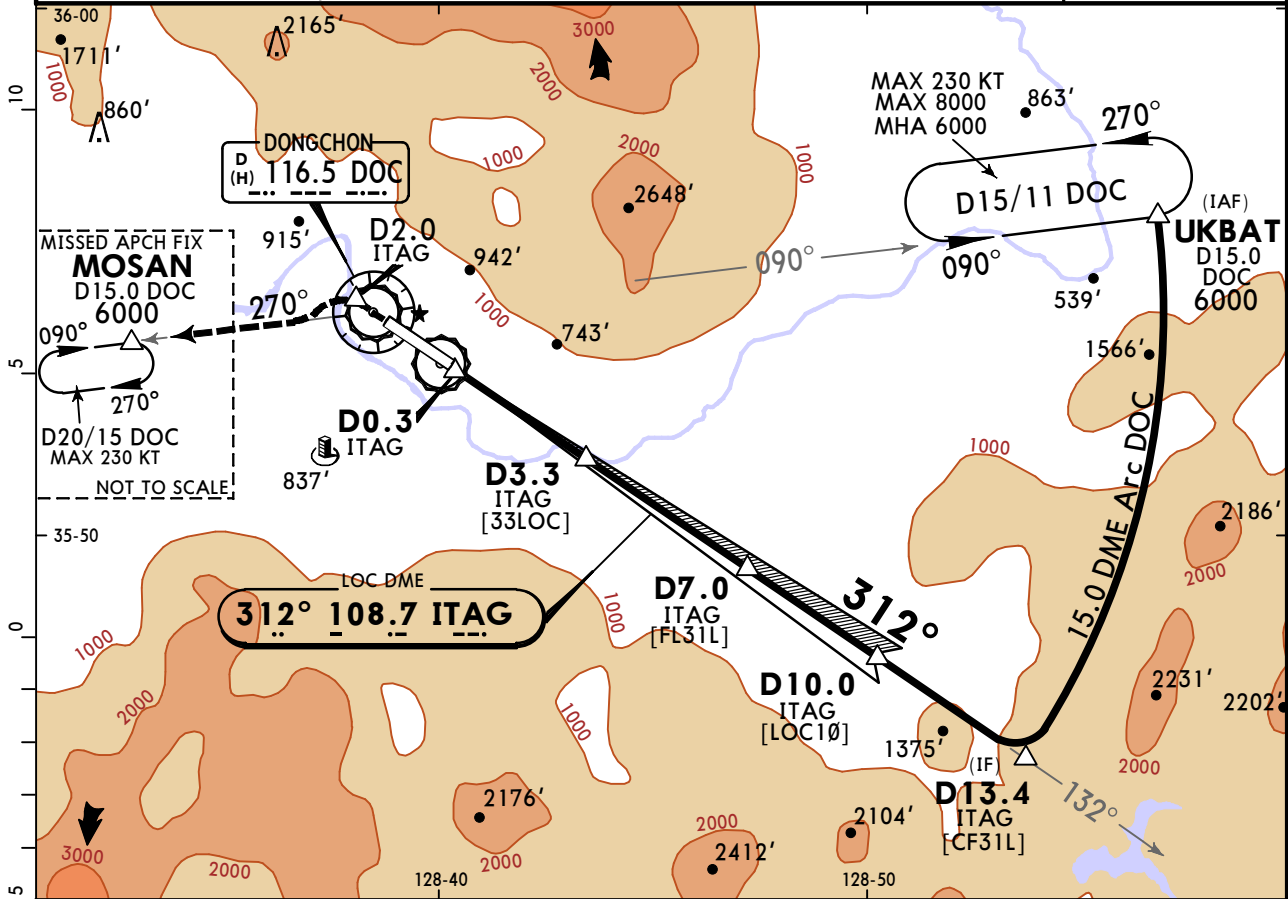
RKTN/TAE DAEGU INTL



5 AUG 22 **(11-4)** Eff 10 Aug 1600Z

DAEGU, KOREA LOC DME Rwy 31L

*D-ATIS 127.65		DAEGU Approach (R) 135.9		DAEGU Tower 126.2		Ground 121.95			
LOC ITAG 108.7	Final Apch Crs 312°	D7.0 ITAG 2400' (2282')		MDA(H) 740' (622')	Apt Elev 120' TDZE 118'				
MISSED APCH: Climb to 6000' via heading 312° to D2.0 ITAG, then climbing LEFT turn to intercept DOC VOR R-270 outbound to MOSAN and hold. Continue climb in hold to 6000'. Missed Apch Climb Rate to 6000' Missed Apch requires minimum climb of 210'/NM to 6000'.									
				Gnd speed-Kts	60	120		180	240
				Ft per Min	210	420		630	840
Alt Set: hPa		TDZ Elev: 4 hPa		Trans level: FL 140		Trans alt: 14000'			
1. VOR DME or Radar required. 2. Use ITAG DME when on the localizer course.									



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I REIL PAPI PAPI	6000' via 312° D2.0 ITAG
Descent Angle 3.09°	383	492	547	656	765	875		
MAP at D0.3 ITAG								

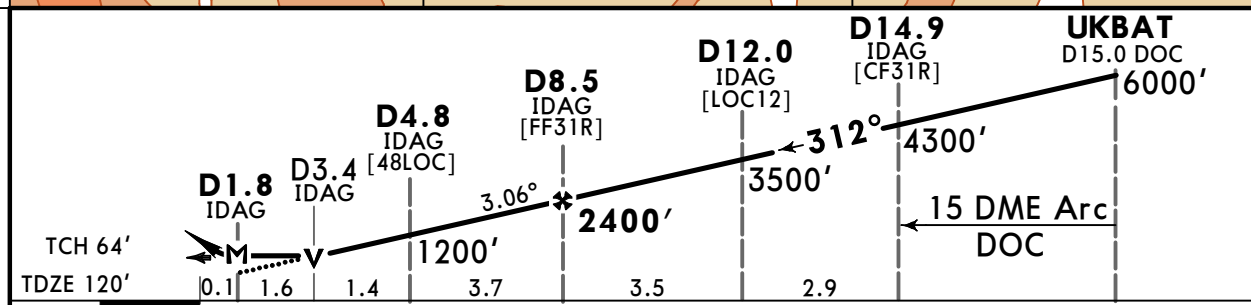
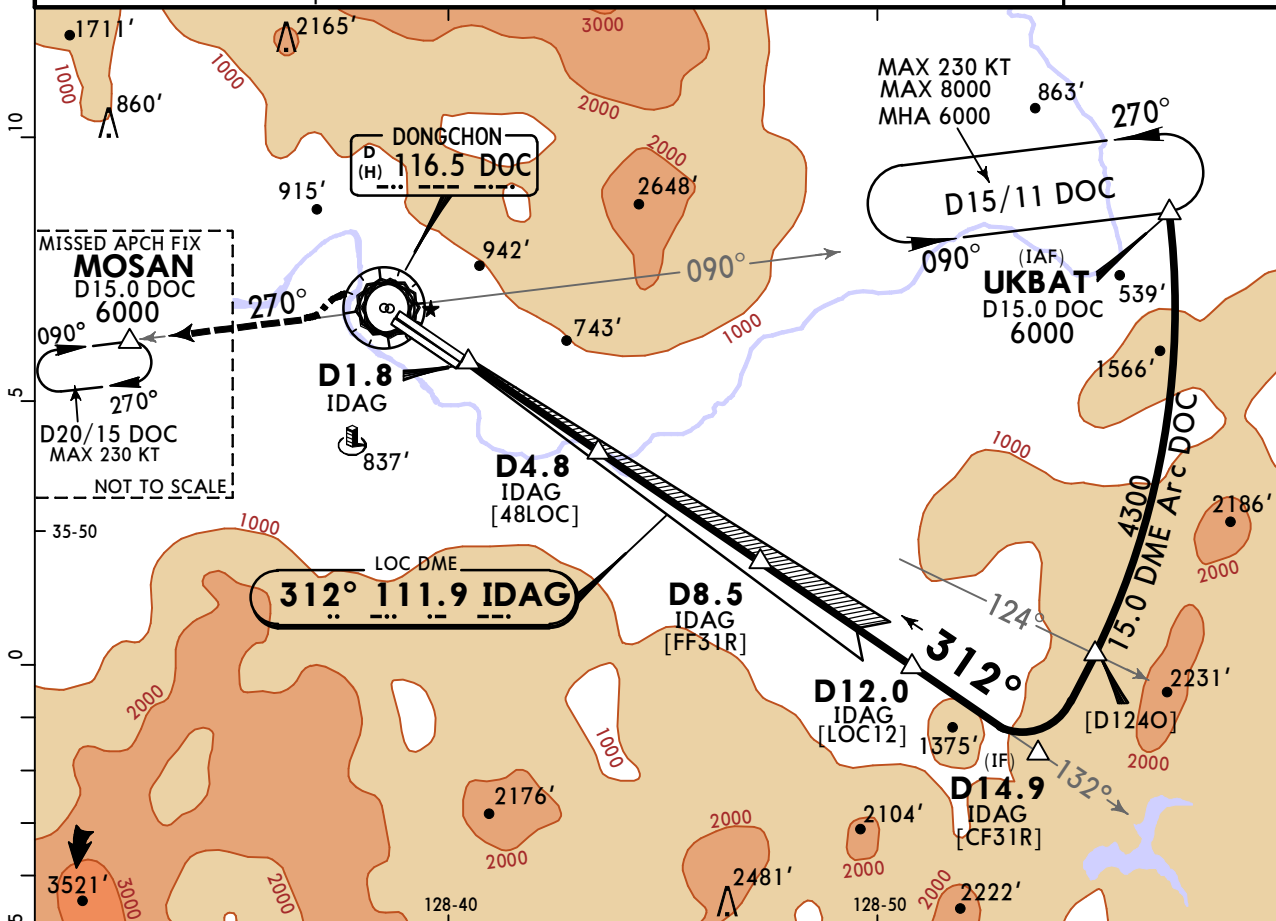
STRAIGHT-IN LANDING RWY 31L				CIRCLE-TO-LAND			
MDA(H) 740' (622')				Not authorized northeast of Rwy 13/31			
ALS out				Max Kts			
CEILING-VISIBILITY				MDA(H) CEIL-VIS			
A	700' - RVR 40 or 3/4		700' - RVR 55 or 1		90	760' (640')	700' - 1
B	700' - RVR 40 or 3/4		700' - RVR 55 or 1		120	960' (840')	900' - 1 1/4
C	700' - 1 3/8		700' - 1 3/4		140	980' (860')	900' - 2 1/2
D	700' - 1 3/8		700' - 1 3/4		165	1300' (1180')	1200' - 3

RKTN/TAE DAEGU INTL

JEPPESSEN
5 AUG 22 (11-5) Eff 10 Aug 1600Z

DAEGU, KOREA LOC DME Rwy 31R

*D-ATIS 127.65		DAEGU Approach (R) 135.9		DAEGU Tower 126.2		Ground 121.95		
LOC IDAG 111.9	Final Apch Crs 312°	D8.5 IDAG 2400' (2280')		MDA(H) 740' (620')	Apt Elev 120' TDZE 120'		5800 MSA DOC VOR	
MISSED APCH: Climb to 6000' direct to DOC VOR, then climbing LEFT turn to intercept DOC VOR R-270 outbound to MOSAN and hold, continue climb in hold to 6000'. Missed Apch Climb Rate to 6000' Missed Apch requires minimum climb of 210'/NM to 6000'.								
Alt Set: hPa		TDZ Elev: 4 hPa		Trans level: FL 140		Trans alt: 14000'		
1. VOR DME or Radar required.				2. Use IDAG DME when on the localizer course.				



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I REIL PAPI	6000'	D	DOC 116.5
Descent Angle	3.06°	379	487	541	650	758				
MAP at D1.8 IDAG										

STRAIGHT-IN LANDING RWY 31R				CIRCLE-TO-LAND			
MDA(H) 740' (620')				Not authorized northeast of Rwy 13/31			
CEILING-VISIBILITY				ALS out			
A	700' - RVR 40 or 3/4		700' - RVR 55 or 1		Max Kts	MDA(H)	CEIL-VIS
B					90	780' (660')	700' - 1
C					120	960' (840')	900' - 1 1/4
D	700' - 1 3/8		700' - 1 3/4		140	980' (860')	900' - 2 1/2
					165	1300' (1180')	1200' - 3

CHANGES: Missed apch climb rate table, CNFs, profile, minimums.

RKTN/TAE DAEGU INTL



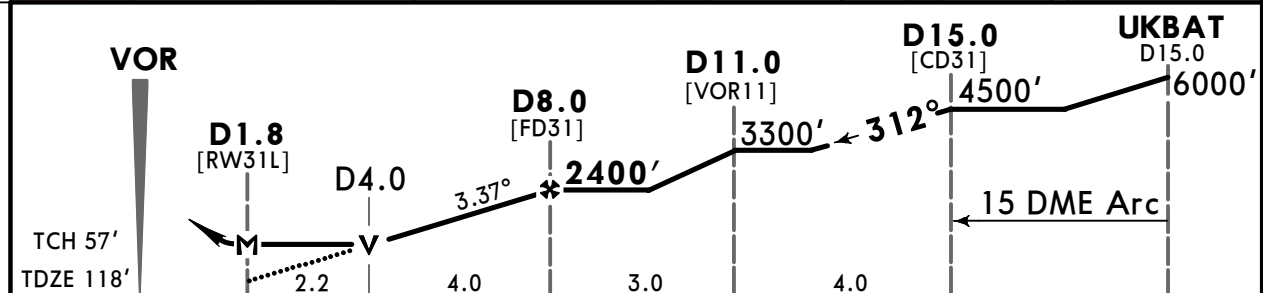
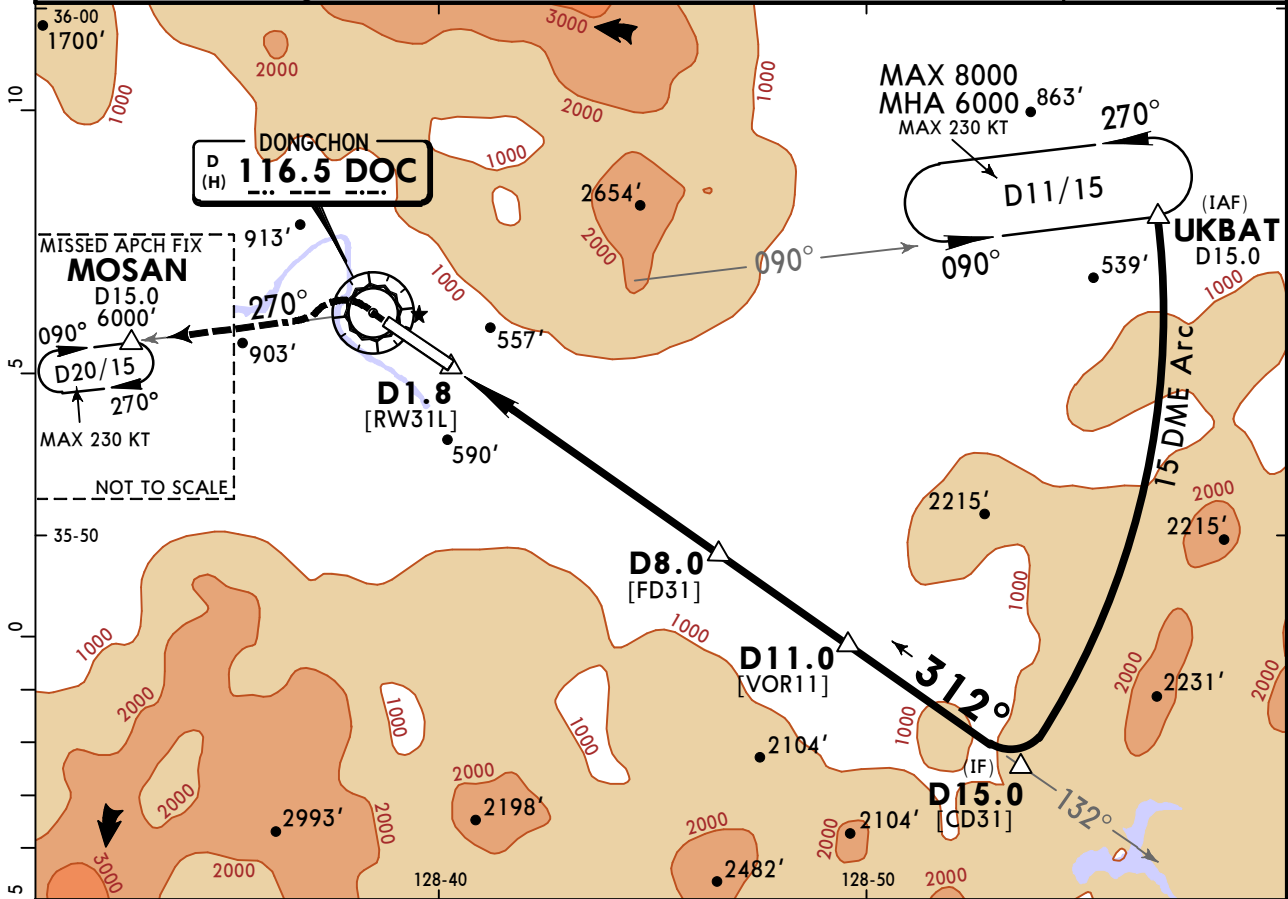
9 JUL 21

13-1

Eff 14 Jul 1600Z

DAEGU, KOREA VOR DME Rwy 31L

*D-ATIS 127.65		DAEGU Approach (R) 135.9		DAEGU Tower 126.2		Ground 121.95	
VOR DOC 116.5	Final Apch Crs 312°	Minimum Alt D8.0 2400' (2282')	MDA(H) 880' (762')	Apt Elev 120' TDZE 118'		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center;">5800</div>	
MISSED APCH: Climb to 6000' direct to DOC VOR, then climbing LEFT turn to intercept DOC VOR R-270 outbound to MOSAN and hold. Continue climb in hold to 6000'. Missed Apch requires minimum climb of 250'/NM to 6000'. Missed Apch Climb Rate to 6000'							
Alt Set: hPa		TDZ Elev: 4 hPa	Trans level: FL 140	Trans alt: 14000'			
1. VGSI and descent angle not coincident.						MSA DOC VOR	



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-I REIL PAPI PAPI	6000'	D	DOC 116.5
Descent Angle	3.37°	417	537	596	716	835				
MAP at D1.8										

STRAIGHT-IN LANDING RWY 31L				CEILING REQUIRED		CIRCLE-TO-LAND	
MDA(H) 880' (762')				Not Authorized Northeast of Rwy 31/13			
TERPS	ALS out		Max Kts	MDA(H)		CEIL-VIS	
	A	800' - RVR 40 or 3/4		800' - RVR 55 or 1	90	880' (760')	800' - 1
	B				120	960' (840')	900' - 1 1/4
	C	800' - 1 3/4		800' - 2 1/2	140	980' (860')	900' - 2 1/2
D			165	1300' (1180')	1200' - 3		

CHANGES: Waypoint NUKKEE changed to UKBAT.

RKTN/TAE DAEGU INTL



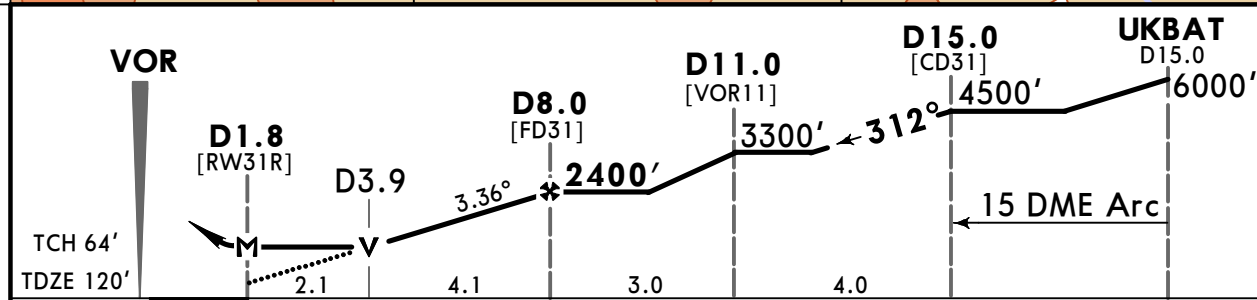
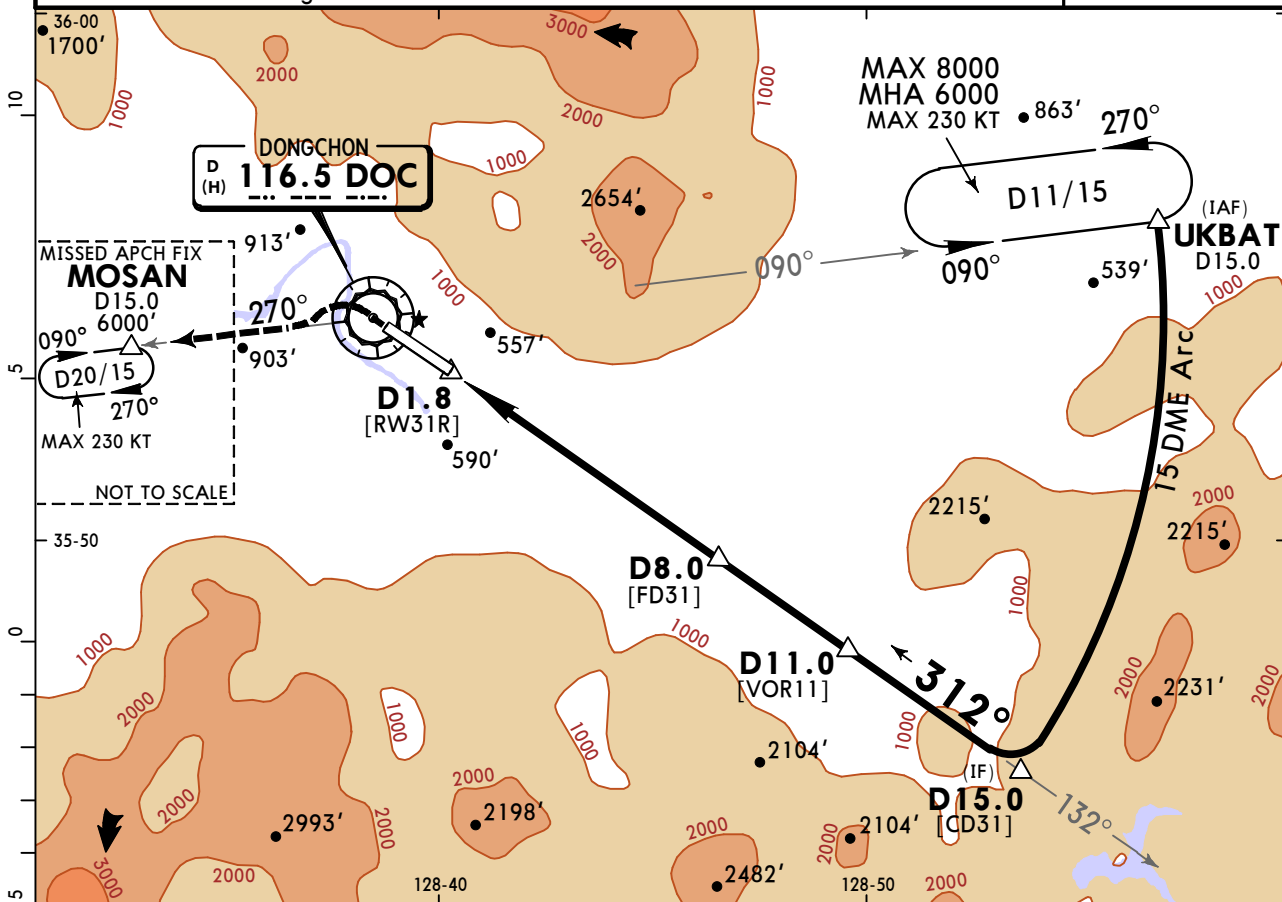
9 JUL 21

13-2

Eff 14 Jul 1600Z

DAEGU, KOREA VOR DME Rwy 31R

*D-ATIS 127.65		DAEGU Approach (R) 135.9		DAEGU Tower 126.2		Ground 121.95		
VOR DOC 116.5	Final Apch Crs 312°	Minimum Alt D8.0 2400' (2280')	MDA(H) 880' (760')	Apt Elev 120' TDZE 120'		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center;">5800</div>		
MISSED APCH: Climb to 6000' direct to DOC VOR, then climbing LEFT turn to intercept DOC VOR R-270 outbound to MOSAN and hold. Continue climb in hold to 6000'. Missed Apch requires minimum climb of 250'/NM to 6000'. Missed Apch Climb Rate to 6000'								
Alt Set: hPa		TDZ Elev: 4 hPa		Trans level: FL 140				Trans alt: 14000'
1. VGSI and descent angle not coincident.							MSA DOC VOR	



Gnd speed-Kts	70	90	100	120	140	160	ALSFI REIL PAPI	6000'	D	DOC 116.5
Descent Angle	3.36°	416	535	595	713	832				
MAP at D1.8										

STRAIGHT-IN LANDING RWY 31R				CEILING REQUIRED		CIRCLE-TO-LAND	
MDA(H) 880' (760')				Not Authorized Northeast of Rwy 31/13			
TERPS	CEILING-VISIBILITY		ALS out		Max Kts	MDA(H)	CEIL-VIS
	A	800' - RVR 40 or 3/4	800' - RVR 55 or 1		90	880' (760')	800' - 1
	B	800' - 1 3/4	800' - 2		120	960' (840')	900' - 1 1/4
	C	800' - 1 3/4	800' - 2		140	980' (860')	900' - 2 1/2
D	800' - 1 3/4	800' - 2		165	1300' (1180')	1200' - 3	

CHANGES: Waypoint NUKKEE changed to UKBAT.

RKTN/TAE

JEPPESSEN

DAEGU, KOREA

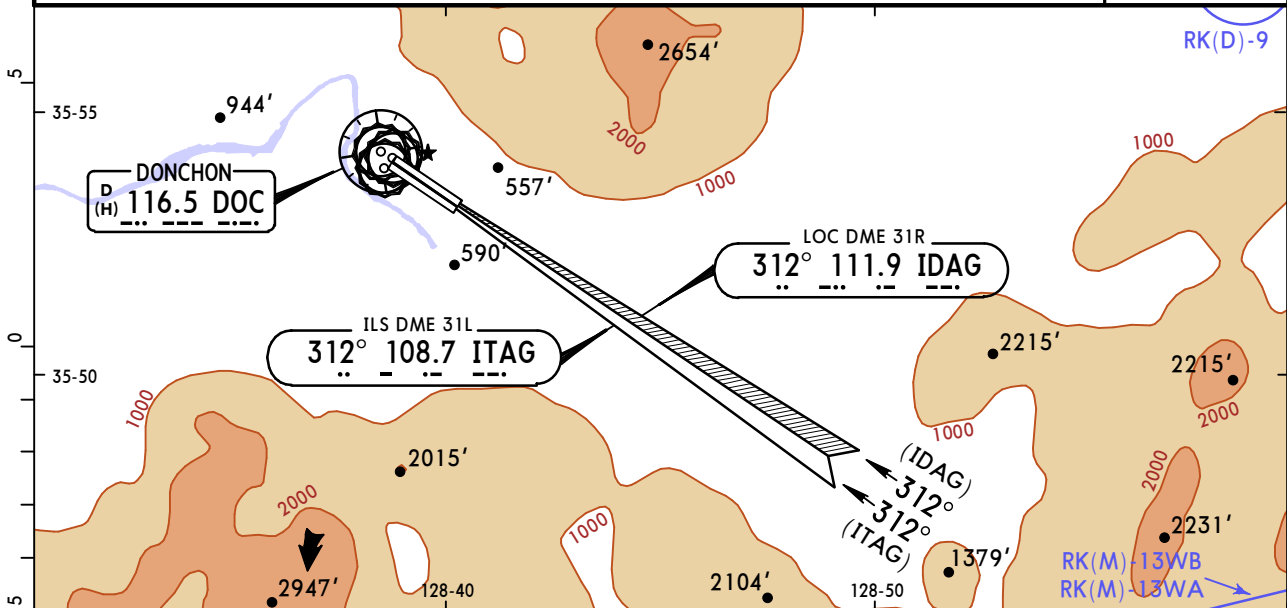
DAEGU INTL

7 OCT 16
Eff 12 Oct 1600Z (18-1)

RADAR PAR Rwy 13R, 31L/R
ASR 13L

*D-ATIS 127.65		DAEGU Approach (R) 135.9		DAEGU Tower 126.2		Ground 121.95		
RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	DA(H)/MDA(H) Refer to chart 18-2	Apt Elev 120' TDZE -See below		5800' MSA DOC VOR		
Missed Approach-See below								
Alt Set: hPa Apt Elev: 4 hPa Trans level: FL 140 Trans alt: 14000'								

1. Controller will provide MDA, course and distance from touchdown by using PAR equipment. 2. Pilot should request to the approach control to use ASR Rwy 13L approach, then radar vector will be provided till the MAP or to the point at which you can proceed visually to the airport.



MISSED APCH:

PAR Rwy 13R: Climb on heading 130° to 5000', and as directed by ATC.

Gnd speed-Kts	60	120	180	240	300
Ft per Min	220	440	660	880	1100

PAR Rwy 31L: Climb on heading 312° to 600', then LEFT turn climbing on heading 290° to 5000', and as directed by ATC.

PAR Rwy 31R: Climb on heading 290° to 5000', and as directed by ATC.

ASR Rwy 13L: Climb on heading 130° to 5000', and as directed by ATC.

Gnd speed-Kts	60	120	180	240	300
Ft per Min	240	480	720	960	1200

RWY 13L	RWY 13R	RWY 31L	RWY 31R
PAR TCH 57'	PAR TCH 57'	PAR TCH 52'	PAR TCH 60'
TDZE 112'	TDZE 111'	TDZE 118'	TDZE 120'

Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart
RWY 13R PAR GS 3.30°	409	526	584	701	817	934	
RWY 31L PAR GS 3.00°	372	478	531	637	743	849	

FOR LANDING MINIMUMS SEE 18-2

RKTN/TAE

JEPPESEN
7 OCT 16 (18-2) Eff 12 Oct 1600Z

DAEGU, KOREA
DAEGU INTL

LANDING MINIMUMS

STRAIGHT-IN LANDING				CEILING REQUIRED	
ASR 13L			PAR 13R		
MDA(H) 1440' (1328')			DA(H) 652' (541')		
CEILING-VISIBILITY		ALS out	FULL	CEILING-VISIBILITY	ALS out
A	1400' - RVR 1520m VIS 1600m	1400' - RVR 1830m VIS 2000m	600' - 2400m		600' - 2800m
B	1400' - RVR 1830m VIS 2000m	1400' - 2400m			
C	1400' - 4400m				
D					

				CEILING REQUIRED				
PAR 31L			PAR 31R					
DA(H) 318' (200')			DA(H) 320' (200')					
FULL		CEILING-VISIBILITY	ALS out	FULL	CEILING-VISIBILITY	ALS out		
A	200' - RVR 730m VIS 800m		200' - RVR 1220m VIS 1200m		300' - RVR 730m VIS 800m		300' - RVR 1220m VIS 1200m	
B								
C								
D								

CIRCLE-TO-LAND

Not Authorized Northeast of Airport

ASR 13L

Max Kts	MDA(H)	CEIL-VIS
90	1440' (1320')	1400' - 2000m
120	1440' (1320')	1400' - 2400m
140	1440' (1320')	
165		

TERPS

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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DAEGU, (DAEGU INTL - RKTN)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport RKTN