

Measures to Improve Airport Safety

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The Ministry of Land, Infrastructure and Transport (MOLIT, Minister PARK Sang-woo) announced the measures to improve safety state over the domestic airports, including their localizers and so forth, after conducting two times of sweeping safety inspections for 14 airports nationwide from 13 to 21 January 2025 and a meeting with related organizations on 13 January as well as an expert meeting on 17 January.

[Key Findings from the Special Safety Inspections]

1. Localizers at the following 7 airports including Muan, Gwangju, Yeosu, Pohang-Gyeongju, Gimhae, Sacheon, and Jeju need to be improved in consideration of each unique feature such as design and location.
2. Runways at the following 7 airports including Muan, Yeosu, Pohang-Gyeongju, Gimhae, Sacheon, Ulsan, and Wonju need to be extended by a recommended length of 240 meters.
3. The localizer at Jeju Airport, which was currently H-shaped steel structure, needs to be modified based on further investigations.
4. Yeosu, Pohang-Gyeongju, and Daegu airports need to be upgraded with not only their localizers but also with glideslope equipment, weather measurement tools, and aviation obstruction lights.

[Detailed Results for Each Airport]

1. Gwangju Airport (Localizer) Installed on a 0.7m high mound-shaped support (RSA: Runway safety Area) Secured the recommended 240m	
2. Yeosu Airport (Localizer) Installed on a 4m high mound-shaped support (RSA) Currently 208m, falling short of the recommended 240m	
3. Pohang Gyeongju Airport (Localizer) Installed on a 0.7m high mound-shaped support (RSA) Currently 92m, falling short of the recommended 240m	
4. Gimhae Airport (Localizer) Installed on a 0.8~0.9m high concrete support (RSA) Currently 236m, falling short of the recommended 240m	



5. Sacheon Airport

(Localizer) Installed on a 0.6m high concrete support

(RSA) Currently 122m and 177m, falling short of the recommended 240m



6. Jeju Airport

(Localizer) Installed with H-shaped steel frame of heavy structure

(RSA) All secured the safety standards, except the runway in the 13-31 direction with 90m, falling short of the recommended 240m



7~14. Other airports

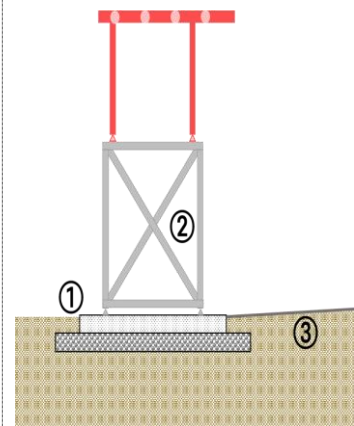
(Localizer) Installed with materials and structures that are easily broken on the grounds

(RSA) Ulsan and Wonju have 90m, falling short of the recommended level, while Incheon and Gimpo along with other airports secured the recommended 240m



[Guidelines to Install Standardized Localizers]

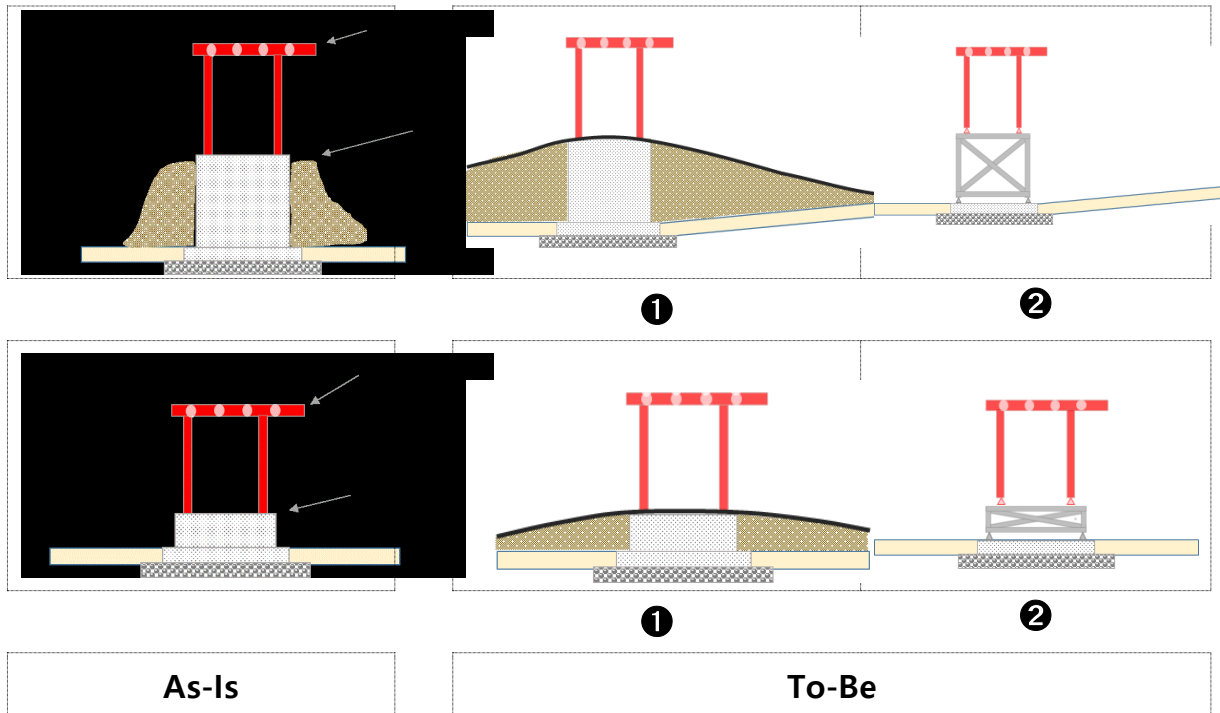
1. A localizer's foundation ① must be installed below the ground level, protruding no more than 7.5 cm above the ground in accordance with Airport Safety Operation Standards.
2. The support structure ② connecting the foundation and the antenna, including the linking part between the support and the foundation, must be easily breakable such as made by a lightweight steel frame in accordance with Airport Safety Operation Standards.
3. The longitudinal grade from the runway end to the localizer ③ must meet the Airport/Aerodrome Installation Standards as the maximum uphill longitudinal grade is 1.5% for the touchdown zone and 5% for the RSA.
4. It must meet all other installation requirements to be a localizer while ensuring above 1 through 3 standards at the same time.



[Alternatives to Install Standardized Localizers]

(Alternative ❶) To gradually flatten the mound by filling the foundation under the ground from the top toward the runway

(Alternative ❷) To remove the existing mound and reinstall the foundation with easily breakable structure



[Securing RSA and Introducing EMAS]

1. To promote securing the Runway Safety Area (RSA) of 240 meters to satisfy all related regulations such as the recommended level of Airport/Aerodrome Installation Standards and Airport Safety Operation Standards

2. To consider installing the Engineered Material Arresting Systems (EMAS) in cases of having difficulties to secure the recommended level of 240 meters



[Future Plans and Timeline]

1. (Localizers and others) Aiming to initiate design work as early as February 2025 to complete the project within the first half of the year under the currently estimated costs of 20 billion KRW.
2. (Bird strike prevention) Establishing an Improvement Measures for Bird Strike Prevention in February depending on the results of comprehensive investigations of bird attraction facilities around the airports, which were carried out between 20 and 23 January 2025
3. (EMAS) Reviewing technical aspects to prepare for introducing the EMAS by April 2025, while reflecting it in the Aviation Safety Innovation Plans and promoting to apply it at the airports needed
4. (Innovation plans) For aviation and airports in general, preparing a joint public-private Aviation Safety Innovation Plans after conducting emergency safety inspections sector by sector such as airlines, airports, air traffic control, and regulations by April 2025