

REPUBLIC OF KOREA

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Ministry of Land, Infrastructure and Transport
Office of Civil Aviation

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AMENDMENT NR 12/22

17 NOV 2022

AIRAC

AIP AMENDMENT NR 12/22

(Effective : 1600UTC 28 DEC 2022)

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 General

- a) Establishment of RKTJ.

1.2 Enroute

- a) Information of RK P73, east corridor, han-gang corridor, reference and Amended phrases.
- b) Information of diagrams of VFR route vicinity of RK P73, P73 NFZ / R75 RFZ, VHF route in the vicinity of P73, han-gang corridor, su-saek airfield air traffic zone, gimpo airport VFR route, and area diagram.
- c) Withdrawal of reference points of P73A/B.
- d) Establishment of seoul air base VFR reference point.
- e) Information of controlling unit and frequencies for namhae area sector, A586, A595, Y571, and Y572.

1.3 Gimpo INTL Airport

- a) Establishment of de-icing aprons and pads for apron control services, ramp safety management for taxilane RD.
- b) Information of taxi and ground movement procedures for north apron and item number.
- c) Establishment of taxilane RD and Information of GSE road, ACFT stands, deicing pad for north apron.
- d) Information of ACFT stands NR. 201R/L~202, 221~223, ACFT type, and deicing pad.

2. PAGE CONTROL

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL I, Part I - GEN (General) GEN 2.4-1(17 NOV 22) / 2.4-2(17 NOV 22) GEN 2.4-3(17 NOV 22) / 2.4-4(17 NOV 22)	VOL I, Part I - GEN (General) GEN 2.4-1(17 NOV 22) / 2.4-2(17 NOV 22) GEN 2.4-3(17 NOV 22) / 2.4-4(17 NOV 22)
VOL I, Part II - ENR (Enroute) ENR 1.2-1(27 SEP 18) / 1.2-2(27 SEP 18) ENR 1.2-3(13 APR 17) / 1.2-4(13 APR 17) ENR 1.2-5(13 JAN 22) / 1.2-6(13 JAN 22) ENR 1.2-7(27 SEP 18) / 1.2-8(27 SEP 18) ENR 1.2-9(12 MAY 16) / 1.2-10(12 MAY 16) ENR 1.2-11(12 MAY 16) / 1.2-12(12 MAY 16) ENR 1.2-13(13 APR 17) / 1.2-14(13 APR 17) ENR 1.2-15(27 SEP 18) / 1.2-16(27 SEP 18) ENR 1.2-17(28 JUL 22) / 1.2-18(28 JUL 22) ENR 1.2-19(13 APR 17) / 1.2-20(13 APR 17) ENR 1.2-21(1 AUG 19) / BLANK ENR 1.2-22(27 SEP 18) / 1.2-23(27 SEP 18) ENR 1.2-24(22 SEP 22) / 1.2-25(22 SEP 22) ENR 1.2-26(6 JUN 19) / 1.2-27(6 JUN 19) ENR 1.2-28(31 AUG 17) / 1.2-29(31 AUG 17) ENR 2.1-1(1 JUL 21) / 2.1-2(13 JAN 22) ENR 2.1-14-1(1 JUL 21) / 2.1-14-2(10 MAY 18) ENR 3.1-1(16 DEC 21) / 3.1-2(30 OCT 22) ENR 3.1-3(28 JUL 22) / 3.1-4(28 JUL 22) ENR 3.2-3(22 SEP 22) / 3.2-4(20 OCT 22) ENR 3.2-5(20 OCT 22) / 3.2-6(20 OCT 22) ENR 5.1-1(28 JUL 22) / 5.1-2(20 OCT 22) ENR 5.1-15(1 MAY 14) / 5.1-16(1 MAY 14) ENR 6-1-2(2 JUN 22)	VOL I, Part II - ENR (Enroute) ENR 1.2-1(27 SEP 18) / 1.2-2(17 NOV 22) ENR 1.2-3(17 NOV 22) / 1.2-4(17 NOV 22) ENR 1.2-5(17 NOV 22) / 1.2-6(17 NOV 22) ENR 1.2-7(17 NOV 22) / 1.2-8(17 NOV 22) ENR 1.2-9(17 NOV 22) / 1.2-10(17 NOV 22) ENR 1.2-11(17 NOV 22) / 1.2-12(17 NOV 22) ENR 1.2-13(17 NOV 22) / 1.2-14(17 NOV 22) ENR 1.2-15(17 NOV 22) / 1.2-16(17 NOV 22) ENR 1.2-17(17 NOV 22) / 1.2-18(17 NOV 22) ENR 1.2-19(17 NOV 22) / 1.2-20(17 NOV 22) ENR 1.2-21(17 NOV 22) / 1.2-22(17 NOV 22) ENR 1.2-23(17 NOV 22) / BLANK ENR 1.2-24(17 NOV 22) / 1.2-25(17 NOV 22) ENR 1.2-26(17 NOV 22) / 1.2-27(17 NOV 22) ENR 1.2-28(17 NOV 22) / 1.2-29(17 NOV 22) ENR 1.2-30(17 NOV 22) / 1.2-31(17 NOV 22) ENR 1.2-32(17 NOV 22) / 1.2-33(17 NOV 22) ENR 2.1-1(17 NOV 22) / 2.1-2(13 JAN 22) ENR 2.1-14-1(17 NOV 22) / 2.1-14-2(10 MAY 18) ENR 3.1-1(16 DEC 21) / 3.1-2(17 NOV 22) ENR 3.1-3(17 NOV 22) / 3.1-4(28 JUL 22) ENR 3.2-3(22 SEP 22) / 3.2-4(17 NOV 22) ENR 3.2-5(17 NOV 22) / 3.2-6(20 OCT 22) ENR 5.1-1(17 NOV 22) / 5.1-2(20 OCT 22) ENR 5.1-15(17 NOV 22) / 5.1-16(1 MAY 14) ENR 6-1-2(17 NOV 22)
VOL II, Part III - AD (Aerodrome) RKSS AD 2-9(30 JUN 22) / 2-10(30 JUN 22) AD 2-10-1(28 JUL 22) / 2-10-2(28 JUL 22) AD 2-12-1(30 JUN 22) / 2-12-2(30 JUN 22) AD 2-13(17 NOV 22) / 2-14(17 NOV 22) AD 2-15(7 APR 22) / 2-15-1(7 APR 22) AD 2-15-2(7 APR 22) / 2-16(7 APR 22) AD 2-17(7 APR 22) / 2-18(7 APR 22) AD 2-19(7 APR 22) / 2-20(7 APR 22) AD 2-21(7 APR 22) / 2-22(7 APR 22) AD CHART 2-1(20 OCT 22) / 2-2(22 SEP 22) AD CHART 2-3(20 OCT 22) / 2-4(22 SEP 22) AD CHART 2-5(20 OCT 22) / 2-6(20 OCT 22)	VOL II, Part III - AD (Aerodrome) RKSS AD 2-9(30 JUN 22) / 2-10(17 NOV 22) AD 2-10-1(17 NOV 22) / 2-10-2(17 NOV 22) AD 2-12-1(17 NOV 22) / 2-12-2(30 JUN 22) AD 2-13(17 NOV 22) / 2-14(17 NOV 22) AD 2-15(17 NOV 22) / 2-15-1(17 NOV 22) AD 2-15-2(17 NOV 22) / 2-16(17 NOV 22) AD 2-17(17 NOV 22) / 2-18(17 NOV 22) AD 2-19(17 NOV 22) / 2-20(17 NOV 22) AD 2-21(17 NOV 22) / 2-22(17 NOV 22) AD CHART 2-1(17 NOV 22) / 2-2(22 SEP 22) AD CHART 2-3(17 NOV 22) / 2-4(17 NOV 22) AD CHART 2-5(17 NOV 22) / 2-6(17 NOV 22)

END

1. 이 지명 약어는 항공기 운항에 관련된 비행장, 통신소, 시설의 지명을 약어로 표시하여 항공고정업무에 사용한다.
보통 이 약어는 메시지의 송신 및 수신처를 간략한 문자로서 표시함으로 송수신처의 식별을 용이하게 하는데 사용되고 또한 항공고시보에 있어서 지명을 식별하는데 사용한다.

ENCODE	
지 명	약 어
가남리	RKRA*
가평	RKRK*
강릉	RKNN*
거제(삼성중공업)	RKPI*
계룡대(기상전대)	RKTF
과천(정부청사)	RKBA*
광양(포스코)	RKJS*
광주(삼성전자)	RKJE*
광주공항	RKJJ
구미(삼성전자)	RKTV*
국토교통부	RKSL
군산(해양경찰)	RKJD*
군산공항	RKJK
금왕	RKUK*
기계(경북 119)	RKTJ*
김포(한국타임즈항공)	RKBU*
김포국제공항	RKSS
김해국제공항	RKPK
남양헬기장	RKSN*
남항진(강릉)	RKNH*
논산	RKUL*
달성(중앙119)	RKTG*
대구 ACC	RKDA
대구국제공항	RKTN
대전(헬리코리아)	RKDJ
덕소	RKRD*
덕송(중앙119)	RKSH*
독도	RKDD*
마산(삼성병원)	RKPH*
모슬포	RKPM*
목포공항	RKJM*
무안국제공항	RKJB
발안	RKSD*
백령도	RKSE*
백령도(공군 Site)	RKSP*
봉덕(미8군)	RKDE*
봉명	RKBY*
부평	RKRB*
사천공항	RKPS
서산	RKTP*
서울	RKSM*
성무	RKTE*
속초	RKND*
송산리	RKSX*
수쇄	RKRS*
수원	RKSW*
수원(KBS)	RKBW*

ENCODE	
지 명	약 어
안동	RKTD*
양구	RKMG*
양산	RKPY*
양양국제공항	RKNY
양재(HEL)	RKBD*
양정(HEL)	RKPN*
양평(광탄)	RKRG*
여수공항	RKJY
여의도(KBS)	RKBS*
영암	RKJA*
영암(신한여어)	RKJW*
영종도(해양경찰)	RKRE*
영천	RKUY*
예산(UI 헬리제트)	RKDB*
예천	RKTY*
오산	RKSO*
옥포	RKPO*
왜관(미8군)	RKDC*
용산	RKSY*
용암	RKJP*
용인	RKRY*
용인(에버랜드)	RKBP*
울릉도	RKDU*
울산공항	RKPU
울진(산림항공)	RKTK*
울진비행장	RKTL*
웅천	RKTW*
원광대학병원	RKJC*
원주공항	RKNW
의왕(현대자동차)	RKBF*
의정부	RKSB*
이동	RKRI*
이천	RKRN*
익산	RKJI*
인천ACC	RKRR
인천국제공항	RKSI
일원동(삼성병원)	RKBI*
잠실(한강공원)	RKSJ*
전주	RKJU*
정석(대한항공)	RKPD
제주국제공항	RKPC
제주용강(산림항공)	RKPF*
조치원	RKUC*
중원	RKTI*
지정(원주)	RKNN*
진천	RKUJ*
진해	RKPE*

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1. Location indicators are used in the aeronautical fixed service to indicate in code form the place name of an aerodrome, communication station, or facility related to air navigation. They are used in address, origin and text sections of a message part, and also for identification of the location in a NOTAM.

* Location indicators which are assigned to locations to which messages can not be addressed over the AFTN.

ENCODE	
Location	Indicator
Andong	RKTD*
Baengnyeongdo(Coast)	RKSE*
Baengnyeongdo(Site)	RKSP*
Balan	RKSD*
Bongdeok(8th USA,HEL)	RKDE*
Bongmyeong	RKBY*
Bupyeong	RKRB*
Cheonan Dankookdae	RKDH*
Cheongju INTL	RKTU
Cheongpung	RKTM*
Cheongwon	RKTC*
Cheongyang(HEL)	RKTB*
Chulgang(Ulsan 119)	RKPL*
Chuncheon(Sinbuk)	RKMS*
Chungju(HEL)	RKUA*
Daegu ACC	RKDA
Daegu INTL	RKTN
Daejeon	RKDJ
Dalseong(119)	RKTG*
Deokso	RKRD*
Deoksong	RKSH*
Desiderio AAF(8th USA)	RKSC*
Dokdo	RKDD*
Ganapri	RKRA*
Gangneung	RKNN*
Gapyeong	RKRK*
Geoje SHI	RKPI*
Geumwang	RKUK*
Gigye(HEL)	RKTJ*
Gimhae INTL	RKPK
Gimpo INTL	RKSS
Gimpo Times Aerospace	RKBU*
Gumi SEC	RKTV*
Gunsan	RKJK
Gunsan(Korea Coast Guard)	RKJD*
Gwacheon Gov.	RKBA*
Gwangju	RKJJ
Gwangju SEC	RKJE*
Gwangyang POSCO	RKJS*
Gyeryongdae	RKTF
Haeundae(Busan 119)	RKPP*
Hakpo	RKNS*
Hamyang	RKPA*
Hanam	RKRC*
Hangang Jungjido	RKBJ*
Hapcheon(Gyeongnam 119)	RKPB*
Hoengseong(119)	RKMC*

ENCODE	
Location	Indicator
Hongcheon	RKMB*
Hwasun(HEL)	RKJH*
Hyeonri	RKMA*
Icheon	RKRN*
Idong	RKRI*
Iksan	RKJI*
Ilwondong SMC	RKBI*
Incheon INTL	RKSI
Incheon ACC	RKRR
Jamsil(Hangang Park)	RKSJ*
Jeju INTL	RKPC
Jeju yonggang(HEL)	RKPF*
Jeongseok	RKPD
Jeonju	RKJU*
Jijeong	RKNK*
Jincheon	RKUJ*
Jinhae	RKPE*
Jochiwon	RKUC*
Jungwon	RKTI*
Korea Search/Rescue	RKBB
Masan SMC	RKPH*
Mokpo	RKJM*
MOLIT	RKSL
Moseulpo	RKPM*
Muan INTL	RKJB
Namhangjin	RKNH*
Namyang(Heliport)	RKSN*
Nonsan	RKUL*
Okpo	RKPO*
Osan	RKSO*
Paju	RKRP*
Pocheon	RKRO*
Pohang Gyeongju	RKTH
Pohang(POSCO)	RKTS*
Poseung	RKBN*
Sacheon	RKPS
Seongmu	RKTE*
Seosan	RKTP*
Seoul	RKSM*
Sokcho	RKND*
Songsanri	RKSX*
Susaek	RKRS*
Suwon	RKSW*
Suwon KBS	RKBW*
Taeon	RKTA*
Uijeongbu	RKSB*
Uiwang(HEL)	RKBF*

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Change : Establishment of RKTJ.

[illegible]

[illegible]

ENR 1.2 VISUAL FLIGHT RULES

1. 시계비행항공기의 항적추적과 식별을 용이하게 하기 위하여 시계비행항공기는 트랜스폰더의 코드를 12+ (호출부호의 마지막 2자리수)로 맞추고 비행하여야 한다.
 2. 시계비행 항공기는 항공교통관제기관의 허가를 받은 경우를 제외하고 다음의 경우 관제권 안의 비행장에서 이륙 또는 착륙을 하거나 관제권안 또는 비행장으로 진입할 수 없다.
 - 가. 비행장의 운고가 450 미터(1천 500 피트) 미만
 - 나. 기상시정 5 킬로 미만
 3. 일몰과 일출사이(야간) 또는 관련 항공교통업무기관에서 정한 일몰과 일출사이에 비행하는 시계비행항공기는 관련 항공교통업무기관의 지시에 따라 운항해야 한다.
 4. 시계비행항공기는 항공교통업무기관의 허가를 받은 경우를 제외하고 다음의 경우 시계비행방식으로 운항해서는 안 된다.
 - 가. FL 200 이상
 - 나. 천음속 또는 초음속으로 비행하는 경우
 - 다. 특별시계비행으로 비행하는 경우
 5. 시계비행항공기는 항공교통업무기관의 허가를 받거나 또는 이륙, 착륙하는 경우를 제외하고 다음의 경우 시계비행방식으로 운항해서는 안 된다.
 - 가. 사람 또는 건축물이 밀집된 지역의 상공에서는 해당항공기를 중심으로 수평거리 600 미터 범위 안의 지역에 있는 가장 높은 장애물 상단에서 300 미터(1천 피트) 미만 고도
 - 나. 가항외의 지역에서는 지표면 수면 또는 물건의 상단에서 150 미터(500 피트) 미만 고도
 6. 시계비행항공기는 다음의 경우 ICAO 부속서 2의 3.6(항공교통관제업무)에 따라 비행하여야 한다.
 - 가. 공역등급 B C 및 D등급의 공역 내에서 비행하는 경우
 - 나. 관제비행장의 부근 또는 기동지역에서 운항하는 경우
 - 다. 특별시계비행방식에 따라 비행하는 경우
 7. 시계비행방식으로 비행하는 항공기가 계기비행방식으로 변경하여 비행하려는 경우에는 다음과 같은 절차를 수행해야 한다.
 - 가. 비행계획서가 제출된 경우에는 비행 계획서의 중요변경사항에 대해 관련 항공교통업무 기관과 무선 교신해야 한다. 또는
 - 나. 부속서 2의 3.3(비행계획서)에 따라 비행계획서를 작성하여 해당 항공교통업무기관에 제출하고 관제공역에서 계기비행방식으로 비행하기 전에 허가를 받아야 한다.
 8. RK P73 인근지역 비행절차
 - 가. 목적
이 지침은 (RK) P73 인근지역에서의 비행 중 (RK) P73 비행금지구역을 침범하는 것을 방지하기 위해 비행절차를 표준화하고, 「항공안전법」 및 「행정권한의 위임 및 위탁에 관한 규정(대통령령)」에 따라 국방부장관에게 위탁된 통제공역 내의 비행승인 및 비행통제 업무에 대한 지침 제공을 목적으로 한다.
 - 나. 일반사항
 - (1) 적용범위
이 지침서는 평시 (RK) P73 비행금지구역에 대한 비행통제 업무를 수행하는 전 부대(서)와 (RK) P73 인근지역에서 비행 및 기타 항공활동을 하고자 하는 모든 기관, 단체 및 개인에게 적용된다.
1. VFR flight shall set their transponder at 12 plus the last two digits of the call sign for flight following and identification.
 2. Except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern :
 - a. when the ceiling is less than 450 m (1 500 ft); or
 - b. when the ground visibility is less than 5 km.
 3. VFR flights between sunset and sunrise, or such other period between sunset and sunrise as may be prescribed by the appropriate ATS authority, shall be operated in accordance with the conditions prescribed by such authority.
 4. Unless authorized by the appropriate ATS authority, VFR flights shall not be operated :
 - a. above FL 200;
 - b. at transonic and supersonic speeds.
 - c. when operated as special VFR flight.
 5. Except when necessary for take-off or landing, or except by permission from the appropriate authority, a VFR flight shall not be flown :
 - a. over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 m(1 000 ft) above the highest obstacle within a radius of 600 m from the aircraft;
 - b. elsewhere than as specified in 5 a), at a height less than 150 m(500 ft) above the ground or water.
 6. VFR flights shall comply with the provision of 3.6(Air traffic control service) of Annex 2 :
 - a. when operated within Classes B, C and D airspace.
 - b. when operating in the vicinity of controlled aerodrome or maneuver area.
 - c. when operated as special VFR flights.
 7. An aircraft operated in accordance with the visual flight rules which wishes to change to compliance with the instrument flight rules shall;
 - a. if a flight plan was submitted, communicate the necessary changes to be effected to its current flight plan, or
 - b. when so required by 3.3 of Annex 2, submit a flight plan to the appropriate air traffic services unit and obtain a clearance prior to proceeding IFR when in controlled airspace.
 8. Flight procedures in the vicinity of RK P73
 - a. Purpose
The purposes of the instructions herein illustrated are to standardize flight procedures in order to prevent penetrating the (RK) P73 while flying in nearby areas, and to provide guideline for authorizing and restricting flights within the restricted airspace that are delegated to Minister of National Defence in accordance with [Aviation Safety Act] and [Regulations on delegating administrative authorities].
 - b. General
 - (1) Applications
This guide applies to all units responsible for flight control in airspace (RK) P73, and any agency, organization or individual that wish to conduct any air activity in the vicinity of (RK) P73.

(2) 용어의 정의

(가) “(RK) P73”(이하 “P73” 이라고 한다.)는 「항공안전법」에 따라 설정된 서울 도심의 비행 금지구역이며, 수평 및 수직 범위는 ENR 1.2-24와 같다.

- 1) 수평범위 : 중심 1과 중심 2의 반경 2 NM인 2개 원의 외곽경계선을 연결한 구역
* 중심1(373209N 1265838E),
중심2(373232N 1265943E)

2) 수직범위 : 지상 ~ 무한대

(나) “P73 시계비행로”는 P73 인근지역에서 시계비행하는 헬기의 P73 비행금지구역 침범방지를 위하여 지상의 저명한 지점을 연결하여 설정한 비행로를 말하며(이하 “시계비행로”라고 한다.) 동부서부남북북회랑으로 구분한다. (ENR 1.2-24 참조)

(다) “한강회랑”은 김포공항과 노들섬간을 운항하는 헬기를 위해 설정된 노들섬 회랑과 용산헬기장에 입·출항하는 헬기를 위하여 설정된 용산 회랑을 말한다. (ENR 1.2-24 참조)

(라) “(RK) R75”(이하 “R75” 이라고 한다.)는 「항공안전법」에 따라 설정된 수도권 비행제한 구역이며, P73 비행금지구역을 침범하는 항공기를 사전에 식별하고 경고하기 위한 통제구역으로 수평 및 수직범위는 ENR 1.2-24와 같다.

(마) “기타 항공활동”은 「항공안전법」에 따른 항공기 이외의 경량항공기, 초경량비행장치 및 무인항공기의 비행과 불꽃놀이 등을 말한다.

(바) “위규비행”이란 이 지침서에 따라 사전에 통제기관의 승인을 받지 않고 P73 비행금지구역, R75 비행제한구역을 비행하는 것과 「항공안전법」에 따른 금지행위와 비행규칙을 위반한 것을 말한다. 또한 이 지침서에 따라 사전에 승인을 받았을지라도 인가 된 시간, 경로, 고도 또는 인가된 비행 목적 이외의 비행을 한 경우에는 위규비행으로 본다.

(사) “식별된 민간 항공기”는 항공관제기관의 관제 하에 계기비행방식(IFR)으로 비행중인 민간 항공기와 P73 비행금지구역 내의 비행을 승인 받았거나 시계비행로 이용에 필요한 조치(비행계획통보, 레이더 포착 등)를 완료하고 시계비행방식(VFR)으로 비행중인 민간 항공기를 말한다.

(아) “육군 합동방공작전통제소(JAOC : Joint Air defense Operation Center)”는 수도권과 P73 비행금지구역 및 R75 비행제한구역에 대한 감시 및 방공작전을 지휘 통제하는 육군부대를 말한다.(이하 “수도방위사령부 JAOC”(호출명 : MASTER CONTROL)라 한다.)

(자) “공군 중앙방공통제소(MCRC : Master Control and Reporting Center)”는 P73 인근지역 비행활동에 대하여 레이더 감시 및 조안을 실시하는 공군 방공관제부대(주 : 제1MCRC / 예비 : 제2MCRC)이다. (이하 “MCRC”라 한다.)

(차) “가디언 비행정보본부(GUARDIAN-AIC : Air Information Center)”는 한반도 내 지상고도 800 피트 이하에서 비행작전을 수행하는 미육군 항공기의 주 통제부서로, 비행임무를 수행하는 항공기에 대한 실시간 항공관제 및 비행정보 제공을 주 임무로 하는 주한 미군 육군 관제시설이다.(이하 “가디언 AIC”이라 한다.)

(2) Terms

(a) (RK) P73 : P73 airspace is a Prohibited flight zone in Seoul Metropolitan Area defined according to [Aviation Safety Act]. Horizontal and vertical range is as shown in ENR 1.2-24.

- 1) Horizontal range : The airspace that encircles the outside boundary of the radius of 2 NM centered at Center 1 and 2.
* Center1(373209N 1265838E),
Center2(373232N 1265943E)

2) Vertical range : Surface ~ Unlimited

(b) P73 VFR Route : VFR routes established to prevent helicopter flight which violates the (RK) P73, connecting well-known terrain feature on the ground for a visual flight in the vicinity of the (RK) P73. The P73 VFR route includes east, west, south, north corridor. (See ENR 1.2-24)

(c) Han-gang Corridor : Nodeul corridor for helicopter traffics between Gimpo International airport and Nodeul-Seom and Yongsan corridor which was established for the in/out bound traffics of H-264. (See ENR 1.2-24)

(d) R75 Restrict Area : Restricted flight zone in Seoul Metropolitan Area defined by [Aviation Safety Act] to identify and warn aircraft violating the P73. Horizontal and vertical range is as shown in ENR 1.2-24.

(e) Other aviation activities : Activities such as but not limited to fireworks, flights of ultra light flight vehicles, UAV, and any light aircraft excluding aircraft defined under [Aviation Safety Act].

(f) Violation flights : Any aircraft flight into P73, R75 with no proper clearance in advance, not complying to flight rules defined by [Aviation Safety Act] / violating restricted flight and prohibited activities regulations, and even if approved, any flight not adhering to the approved times, routes, altitude and the purpose of the flight will be considered as violation flight.

(g) Identified Civil Aircraft : Civil aircraft which have been approved to fly in the P73 and or have taken required actions and also operating under the control of the ATC authorities applying Instrument Flight Rules. (flight plan notification, radar contact or etc)

(h) “Army Joint Air-defense Operations Control Center” commands and controls air-defense and surveillance operations within the P73-R75 and ROK Capital Region. (hereinafter referred to as “CDC JAOC”). Call Sign : MASTER CONTROL.

(i) ROKAF Air Defense Control Unit (MCRC) : ROKAF radar control units that provide radar monitoring and advisory services to any aircraft flying in the vicinity of P73. (PRIMARY : 1st MCRC, Alternate : 2nd MCRC)

(j) “Guardian Air Information Center (Guardian AIC)” is the main control center of US Army aircraft conducting flight operations at the altitude of 800 ft above ground level or below within the Korean peninsula. It is a USFK control facility of which the main mission is to provide real-time air traffic control and flight information to mission aircraft. (hereinafter referred to as “Guardian AIC”).

(카) “용산관제탑”은 한강회랑에서 비행하는 항공기에 대한 항공관제 및 비행정보 제공을 주 임무로 하는 관제기구이다. (이하 “용산관제탑”(호출명 : 용산 TOWER)이라 한다.)

(3) 방침

(가) 「항공안전법」 및 「행정권한의 위임 및 위탁에 관한 규정(대통령령)」에 따른 통제구역(P73 비행금지구역 및 R75 비행제한구역) 내에서의 비행승인에 관한 국방부장관의 권한을 수도방위사령관에게 위임하고, 수도방위사령관은 본 지침서에 따라 해당 구역 내에서의 비행승인 및 통제에 관한 제반업무를 수행한다.

(나) 수도방위사령부 JAOC는 이 지침서와 현행 규정에 따라 자체 레이더를 활용하여 P73 비행금지구역 및 R75 비행제한구역 내의 비행통제 임무를 수행하며 필요시 MCRC의 지원을 받는다.

(다) 각급 부대(서)는 이 지침서를 시행하기 위하여 필요한 절차를 관련 규정 또는 비행정보간행물 (FLIP, AIP 등)에 명시하고 필요시 관련 부대(서) 간에 합의서를 체결한다.

(라) 시계비행로를 비행하거나 R75 비행제한구역에서 비행 및 기타 항공활동을 하고자 하는 개인 또는 부대(서), 기관은 사전에 수도방위사령부 (JAOC 또는 방호과)와 협조하여야 한다. 단, 서울비행장(K-16) 입·출항 항공기는 사전에 비행계획서를 제출함으로써 사전승인 없이 R75 비행제한구역을 비행할 수 있다.

(마) 한강회랑을 따라 비행하는 헬기는 한강의 남·북쪽 강변 및 강상을 육안으로 확인하고 정해진 속도(80 kts, 148 km/h) 이하로 한강 중심에서 남쪽 강변 상공으로 비행하여야 한다. 단, 노들섬헬기장 이·착륙시와 용산관제탑 유도하에만 강안 북쪽 상공 비행이 가능하다. 또한, 수방사의 별도 승인을 제외하고 동시 비행은 2대까지만 허용된다.

(바) 레이더 송수신장비(Transponder) 미장착 항공기는 시계비행로나 R75 비행제한구역에서 비행할 수 없으며, 승인된 항공기는 R75 진입 전에 할당된 레이더 비컨 코드를 장입해야 한다.

(사) 재난·재해 등으로 인한 수색구조, 산발 및 화재의 진화, 응급 환자의 수송 등 구조활동, 공공의 안녕과 질서유지를 위해 필요한 활동 등 공익목적의 긴급한 경우와 군사작전(지형숙지 비행 포함)의 경우를 제외하고 R75 비행제한구역에서의 야간비행은 금지된다.

(아) 고정익 항공기의 시계비행로 근접 비행은 항공기 속도가 180 노트 미만인 경우에는 시계비행로로부터 1 NM 이내로 비행하는 것을, 항공기 속도가 180 노트 이상인 경우에는 시계비행로로부터 3 NM 이내로 비행하는 것을 말한다.

(자) P73 비행금지구역 내에서 비행 시에는 수도방위사령관이 별도로 정하여 통보하는 보안절차 (보안요원 탑승, 긴급 신호방법 숙지, 경로·고도 변경지시 및 운항제한 등)를 따라야 한다.

(차) 시계비행로의 기상제한치는 「항공안전법」에서 정한 기상기준을 적용한다.

(k) “Yongsan Control Tower” is a unit which controls and provides flight information to aircraft conducting a flight mission within Hangang-river Corridor. (hereinafter referred to as “Yongsan Control Tower”).

(3) Policy

(a) According to [Regulations on delegating administrative authorities], Minister of National Defence is entrusted with authorities on flight approval of aircraft in P73 and R75, who then delegates the authority to CDC CDR. Based on this guidance, CDC CDR executes flight approval and control within pertinent airspace.

(b) Using its own radars, CDC JAOC will control the airspace of P73 NFZ and R75 RFZ in compliance with this guide and the existing regulations. If needed, JAOC will be supported by MCRC.

(c) To insure full implementation of the procedures in this guide, all authorities concerned should revise and supplement their existing regulations and flight information publications(FLIP, AIP), and disseminate these procedures appropriately.

(d) Any entity (individual, unit, agency) planning to conduct flights or any other air activities within the R75 Restricted Area or VFR route must coordinate with the Capital Defense Command (JAOC or Protection Branch) in advance. However, aircraft flying in/out of the Seoul AB (K-16), which submitted its flight plan in advance, may conduct flights within the R75 Restricted Area without any pre-approval coordination.

(e) Helicopter along the Han-gang Corridor must operate between the south and north edges of Han-gang, visually identifying both edges of the river. However, aircraft should fly south of the center of Hangang-river when passing (RK) P73 within Hangang-river Corridor, and flying north of river is only allowed under control by Yongsan Control Tower or during take-off/landing in Nodeul Helicopter Pod.

(f) Aircraft without SSR/TRANSPONDER cannot fly along the VFR route or inside the R75 Restricted area. Aircraft with approval is to preset SSR code as assigned before entering the R75.

(g) Night flights in R75 Restricted Area are prohibited with the exception of rescue flights in case of disaster or calamity, fire fighting and forest fire extinguishing flights, urgent medical evacuation flights, urgent flights for public purposes such as maintaining public order and enhancing public welfare etc, and military operation flights (including area familiarization flights).

(h) Close approach flights of fixed wing aircraft is defined as flight within 1NM of VFR route when aircraft velocity is under 180 kt / within 3 NM of VFR route when aircraft velocity is over 180 kt.

(i) When operating within the P73, one must follow the security procedures (security check of aircraft body, boarding of security agent, knowing urgent signaling, route/altitude deviation order and flight restriction) established by the CDC.

(j) Weather limits of VFR route follow the standards outlined in the [Aviation Safety Act].

다. P73 비행금지구역에서의 비행절차

- (1) P73 비행금지지역을 비행하고자 하는 조종사는 비행계획서를 수도방위사령관(작전처 방호과장)에게 전문으로 통보하여야 한다.

(가) 비행신청

구 분	P73 비행금지구역	R75 비행제한구역
비행승인 신청기한	비행일 기준 5일 전	비행 2시간 전
신청방법	공문 * 수신처 : 수방사 방호과, JAOC	

- 1) 민간항공사는 비행계획서 발송 시 아래 사항을 추가 첨부한다.
가) 국가주관사업(산불감시, 화물운반 등) : 승인서 또는 요청서 사본
나) 항공촬영 : 관할구역 책임부대 항공촬영 승인서 사본
- 2) 군사작전(장성급 이상 지휘기 포함) 및 정부기관(지휘기) 항공기도 5근무일 전 비행신청을 기준으로 하나 시급성을 고려 기준 기한 내 신청 제한 시 수방사 협의 하 비행승인이 가능하다. 단, P73 비행금지구역 중심 1, 중심 2 기준 1 NM 내에서의 비행은 대통령 경호처와 협조 후 비행을 허가하여야 한다.

(나) 승인권자

구 분 Category	P73	R75
일반비행 Flight	수방사 참모장(작전처장) * 경호처 협조 CDC CoS (G3) * Cooperate with PSS	수방사 JAOC처장(대공통제장교) JAOC Chief, CDC (Anti-aircraft control officer)
긴급비행 Urgent Flight	일과 중 During working hours	수방사 작전처장(지통실장) * 경호처 협조 CDC G3 (G33) * Cooperate with PSS
	일과 후, 휴무일 After working hours, Holidays	수방사 당직총사령 * 경호처 협조 CDC Chief Duty Officer * Cooperate with PSS
	비고 Remarks	긴급비행 先 승인(작전처장, 당직총사령) 후 보고(참모장) Pre-Approval of emergency flight(G3, Chief Duty Officer) then report to chief of staff, CDC)

- (2) 수도방위사령관은 나. 일반사항 (3) 방침 (사)에서 정한 공익목적과 군사작전에 한해서 P73 비행금지구역에서의 비행을 허가 할 수 있다. 단, P73 비행금지구역 중심 1, 중심 2 기준 1 NM 내에서의 비행은 대통령 경호처와 협조 후 비행을 허가하여야 한다.
- (3) P73 비행금지구역에서의 비행이 승인된 경우, P73 비행금지구역 내에서의 비행규칙 및 허가된 비행경로 준수 여부를 확인하기 위한 보안요원을 탑승시킬 수 있으며, 이에 대한 세부절차는 수도방위사령부에서 수립하여 시행한다.
- (4) P73 비행금지구역 내의 긴급임무 비행승인 조건은 다음과 같다.

(가) P73 공역에서의 긴급비행

- 1) 기체 보안점검을 실시한 헬기가 착륙하지 않고 비행 중인 경우 : 승인 가능
2) 기체 보안점검을 실시한 헬기가 지상에 착륙한 경우 : 승인 불가

(나) 다음 사항에 해당하는 경우, P73 비행금지구역에서의 비행은 승인되지 않는다.

- 1) 긴급비행 사유와 관련된 사실 정보에 대한 확인이 불가능한 경우

c. Flight Procedures in P73

- (1) Pilots wishing to conduct flights in P73 must notify their flight plans to CDC CDR (Ops Department - Protection Branch) in written form.

(a) Flight Request

Category	P73	R75
Deadline for Approval Request	5 working days in advance	2 hours in advance of the flight
Request Procedure	Memorandum * Recipient : CDC Protection Branch, 1st Air Defense Brigade JAOC	

- 1) Civil pilots are to attach the following documents when submitting a flight plan.
a) National projects (wildfire surveillance, freight transport) : Copy of approval or request
b) Aerial filming : Copy of aerial filming approval by the unit responsible for the area
- 2) Aircraft of military operations (including command aircraft of GO-level or above) and government institute (command aircraft) must submit the flight request 5 workdays prior to the flight, but considering the urgency, if flight request cannot be submitted before the deadline, flight can be approved by consulting with CDC. However, permits of flights in P73, within the 1 NM radius of Center-1 and Center-2, airspace must be approved by Director of President's Guard in advance.

(b) Approval Authority

- (2) CDC CDR may permit flights in P73 for public interest and military operations defined under b. General (3) Policy (g). However, permits of flights in P73, within the 1NM radius of Center-1 and Center-2, airspace must be approved by Director of President's Guard in advance.
- (3) In the case of approved flights in P73, security personnel may be permitted on-board to check pilot adherence to flight rules and VFR of aircraft permitted to fly in P73. Pertinent procedures should be implemented and executed by CDC.
- (4) Conditions for Approving Urgent Mission Flights in P73 are as follows.

(a) Urgent Flight in P73

- 1) Helicopters on flight with aircraft body check : authorization possible
2) Helicopters with aircraft body check that landed : Impossible

(b) If flights come under the following criteria, flight is unauthorized in P73 NFZ.

- 1) When unable to confirm the veracity behind reason for Urgent flight.

- 2) 임무 수행중인 헬기가 지상에 착륙하여 장시간 대기하여 문제발생 예상 시
 - * 기준시간 : 병원에 착륙 시(15분~20분), 병원 외 지역에 착륙 시(5분~10분)
- 3) 기타 수도방위사령관이 P73 비행금지구역 진입에 문제가 있다고 판단하는 비행
- (5) 그 밖의 P73 비행제한구역에서의 비행규칙 및 통제절차는 (라. R75 비행제한구역에서의 비행절차)를 적용한다.

라. R75 비행제한구역에서의 비행절차

(1) 비행계획서 제출 및 비행계획 승인

- (가) R75 비행제한구역에서 비행을 계획한 헬기 조종사(부대/서)는 비행시작 2시간 전까지 수도방위사령부 JAOC에 비행계획서(ENR 1.2-25 참조)를 서면으로 제출하여야 하며, 수도방위사령부 JAOC는 접수된 비행계획을 검토 후 비행승인 여부를 비행시작 1시간 30분전까지 비행을 신청한 헬기 조종사(부대/서)에게 구두로 통보한다. 제출된 비행계획서 비행경로 및 시간 변경 시 즉시 JAOC에 우선통보하고 비행 승인 여부를 재확인한다. (변경내용 미통보시 위규비행으로 간주한다.)
- (나) '가'항에도 불구하고, 나. 일반사항 (3) 방침 (사)항에서 정한 긴급한 경우와 군사작전의 경우에는 사유 발생 즉시 최대한 시간 내에 서면 또는 유무선으로 비행계획을 제출하여 수도방위사령부 JAOC로부터 비행승인을 받아 비행할 수 있다. 단, 비행 중에는 가디언 AIC 또는 MCRC를 경유하여 수도방위사령부 JAOC의 승인을 받을 수 있다.
- (다) 비행을 승인받은 헬기 조종사(부대/서)는 이륙 60분 전까지 비행계획서를 가디언 AIC 및 김포항공정보실에 제출하고, 가디언 AIC 및 김포항공정보실은 비행계획 처리망을 통해 MCRC에 통보한다.
- (라) 서울비행장(K-16) 입·출항 항공기는 사전 제출된 비행계획서에 의해 운영되므로 인가된 것으로 간주하며 별도의 비행계획을 통제기관에 제출하지 않는다.
- (2) R75 비행제한구역에서의 비행이 승인된 경우, 이륙 전에 승인된 탑승인원 및 위험물 탑재 등을 확인하기 위해 기체보안점검을 할 수 있으며, 이에 대한 세부절차는 수도방위사령부에서 수립하여 시행한다. 단, 경찰청, 소방본부는 자체 보안점검 실시 후 이륙 전 수도방위사령부 JAOC로 보고 후 비행할 수 있다.
- (3) 레이더 식별부호(SSR CODE) 부여 및 운용
 - (가) 서울접근관제소(이하 "서울APP"라 한다.)는 P73 비행금지구역 및 R75 비행제한구역으로 비행하는 항공기에게 배정할 레이더 식별부호군을 각각 별도로 지정하여 수도방위사령부 JAOC에 할당한다. 할당된 레이더 식별부호를 수도방위사령부 JAOC의 승인 없이 어떠한 경우에도 타 항공기에게 배정해서는 안된다.
 - (나) 수도방위사령부 JAOC는 비행계획서를 접수 시 비행승인 여부를 확인 후 레이더식별부호(SSR CODE)를 배정하여 항공기 조종사와 MCRC에 통보한다.
 - (다) 항공기 조종사는 배정받은 레이더 식별부호를 시계비행로 및 R75 비행제한구역 진입 전에 장입하고 작동시켜야 한다.

- 2) When a mission allocated helicopter lands and spends too much time on the ground & a problem is anticipated.
 - * Baseline time : landing in hospital (15-20 min), in other areas (5-10 min)
- 3) Other flights which the CDC Commander deems problematic when entering P73 NFZ.
- (5) Other rules and procedures regarding flights in P73 will follow (d. Flight Procedures in the R75).

d. Flight Procedures in the R75

(1) Flight plan approval and submission of flight plan

- (a) Pilots (unit/station) who planned flights in R75 must submit a flight plan (refer to ENR 1.2-25) to CDC JAOC and notify via wire communication 2 hours prior to take-off. JAOC will review the flight plan and notify the approval to pilots 1 hour and 30 minutes before take-off. If changes are made to flight route or time, immediately notify JAOC and reconfirm flight approval. (If changes are not notified, the flight is to be assumed illegal.)
- (b) In emergency situations defined by b. General (3) Policy (g) and in military operation, pilots must submit flight plans by document or via radio as soon as possible and should receive approval from CDC JAOC. During ongoing flights, however, one can receive approval from CDC JAOC via Guardian AIC or MCRC.
- (c) Helicopter pilot with flight approval must submit flight plan to Guardian AIC and Gimpo AIC 60 minutes before take-off and Guardian AIC and Gimpo AIC will notify MCRC.
- (d) Aircraft flying in/out of Seoul AB (K-16) are approved through pre-submitted flight plans and thus do not need to submit additional flight plans to the authority.
- (2) If flying within the R75 Restricted Area is approved, the approved flight may be subjected to an aircraft security inspection prior to take-off to confirm the approved passenger manifest and any dangerous goods; the specific procedures for the inspection shall be established and performed by the CDC, police and fire helicopter, however, can execute security searches on their own and report to CDC JAOC before the flight.
- (3) SSR Code assignment and operation
 - (a) SSR Codes for the approved flights inside of P73 and R75 will be designated by Seoul APP as separated group of SSR codes. Designated codes cannot be assigned to other aircraft without CDC JAOC approval.
 - (b) Upon receiving a flight plan, CDC JAOC confirms flight approval and assigns SSR Code. The pilot confirms SSR Code with JAOC before flight and code input status with MCRC before take-off.
 - (c) Pilots must operate assigned SSR code prior to entering P73 VFR Route.

(4) 수도권방위사령부 JAOC는 FM 공지통신장비(주파수 : 46.55 MHz)를 수신용으로 운용할 수 있으며, 경고 방송 시에는 비상주파수(G : 243.0 MHz, D : 121.5 MHz)와 함께 사용한다.

(4) JAOC can operate common communication equipment (FM 46.55 MHz) for reception, and use guard frequencies (G : 243.0 MHz, D : 121.5 MHz) for warning broadcasts in case of illegal flight.

(5) 고정익 항공기 비행절차

(5) Fixed Wing Aircraft Flight Procedure

(가) R75 비행제한구역으로 비행하고자 하는 고정익 항공기는 라. (1). (가)항 및 (나)항 절차에 따라 비행계획서를 제출하여 승인을 받은 후 비행하여야 한다.

(a) Any fixed wing aircraft intending to fly inside the R75 Restricted Area should submit flight information and get approval according to d. (1). (a) and (b).

(나) R75 비행제한구역으로 비행을 승인받았거나 시계비행로에 근접하여 비행할 고정익 항공기 조종사는 이륙 30분 전까지 MCRC에 비행계획을 통보해야 하며, 이를 통보받은 MCRC는 시계비행로 접근 5분 전까지 수도권방위사령부 JAOC에 비행정보를 통보해야 한다.

(b) Approved Fixed Wing Aircraft pilot should submit flight plan to MCRC at least thirty (30) minutes before take-off. MCRC must notify this information to CDC JAOC five (5) minutes prior to approaching R75 Restricted Area.

(다) 서울비행장(K-16) 입·출항하는 항공기는 비행계획서를 제출 시 사전승인 받은 것으로 간주되며, 서울관제탑/서울APP/도착관제소에서 감시 및 조연 업무를 담당한다.

(c) Aircraft flying in/out of Seoul AB (K-16) are considered approved through re-submitted flight plan. IFR control lies with the K-16 and JAOC and K-16 Air Traffic Control Tower and GCA are responsible for surveillance and the provision of advice.

(6) 통제기관 연락처

(6) Point of Contact for P73 Control Agencies

통제부서 Control agencies		연락처/공지통신망 Phone / Common communication
수도방위 사령부 CDC	방호과 Protection branch	일반전화(Commercial) : (02) 524-3345~6 / 군 전화(ROK Mil) : 961-3345~6
	JAOC	일반전화(Commercial) : (02) 524-7454, 0335 군 전화(ROK Mil) : 961-7454, 0335 공지통신(Common communication) : FM 46.55 MHz(수신용)
MCRC		[1MCRC] 일반전화(Commercial) : (031) 669-7529, 668-8318 / 군 전화(ROK Mil) : 930-7529 공지통신(Common communication) : VHF 125.3 MHz / UHF 278.4 MHz [2MCRC] 일반전화(Commercial) : (053) 989-5145 / 군 전화(ROK Mil) : 936-5145 공지통신(Common communication) : VHF 125.3 MHz / UHF 278.4 MHz
용산 관제탑 Yongsan Control tower		일반전화(Commercial) : (02) 748-4560~1 / 군 전화(ROK Mil) : 900-4560~1 일반전화(Commercial) : (02) 748-1107~9 / 군 전화(ROK Mil) : 900-1107~9 공지통신(Common communication) : FM 42.50 MHz / VHF 126.5 MHz / UHF 233.8 MHz
가디언 AIC Guardian AIC		일반전화(Commercial) : 031-720-6713 / 군 전화(ROK Mil) : 993-0831-8501~3 DSN : 741-6780 공지통신(Common communication) : FM 46.55 MHz / VHF 123.95 MHz / UHF 317.75 MHz
김포항공정보실 Gimpo AIC		일반전화(Commercial) : 02-2660-2145, 02-2662-0884
김포 관제탑 Gimpo Tower		공지통신(Common communication) : VHF 118.1 MHz / UHF 240.9 MHz
서울기지 (K-16) Seoul AB	관제탑 TOWER	일반전화(Commercial) : 031-720-3266 / 군 전화(ROK Mil) : 937-3266 공지통신(Common communication) : VHF 126.2 MHz / UHF 236.6 MHz ATIS : VHF 126.475 MHz / UHF 225.775 MHz
	작전과 AOC	일반전화(Commercial) : 031-720-3233 / 군 전화(ROK Mil) : 937-3233

마. 시계비행로 및 한강회랑

e. VFR route and Han-gang corridor

P73 인근지역에서 비행 시 위치 식별을 위하여 설정된 시계비행로 및 한강회랑은 다음과 같다.

The VFR route and Han-gang corridor in the vicinity of the P73 are divided as follows :

(1) 시계비행로 (<표1> 및 ENR 1.2-26 참조)

(1) VFR route (refer to <Table 1> and ENR 1.2-26)

- (가) 남부 회랑 : CP-1에서 CP-8까지
- (나) 서부 회랑 : CP-8에서 CP-14까지
- (다) 북부 회랑 : CP-14에서 CP-19까지
- (라) 동부 회랑 : CP-19에서 CP-1까지

- (a) Southern Corridor : CP-1 through CP-8
- (b) Western Corridor : CP-8 through CP-14
- (c) Northern Corridor : CP-14 through CP-19
- (d) Eastern Corridor : CP-19 through CP-1

Change : Information of RK P73.

기호 / ID	참 조 점 / VISUAL REF.	좌표(경위도/UTM) / COORD(LAT-LONG/UTM)
CP-1	청담대교 중간지점 / Midpoint of Cheongdam Bridge	373134N 1270351E / CG 289 549
CP-2	대치교 / Daechi Bridge	372951N 1270425E / CG 297 518
CP-3	경부고속도로 양재천 다리 / Gyeongbu Expressway Yangjaecheon Bridge	372817N 1270156E / CG 260 490
CP-4	채석장 / Quarry	372816N 1265914E / CG 220 490
CP-5	180 고지 / Hill 180	372933N 1265624E / CG 179 515
CP-6	영등포역 / Yeongdeungpo Station	373101N 1265353E / CG 142 543
CP-7	목동교 / Mokdong Bridge	373151N 1265322E / CG 133 558
CP-8	염창교 / Yeomchang Bridge	373310N 1265239E / CG 125 583
CP-9	가양대교 남단 / South end of Gayang Bridge	373357N 1265130E / CG 108 598
CP-10	행주대교 남단 / South end of Haengju Bridge	373530N 1264817E / CG 062 628
CP-11	김포대교 북단 / North end of Gimpo Bridge	373701N 1264754E / CG 057 656
CP-12	고양 IC / Goyang IC	373921N 1264903E / CG 075 699
CP-13	통일로 IC / Tongillo IC	374024N 1265306E / CG 135 717
CP-14	양주 TG / Yangju TG	374043N 1265508E / CG 165 722
CP-15	송추 IC / Songchu IC	374246N 1265825E / CG 214 759
CP-16	사패산 정상 / Peak of Sapae-san	374321N 1270047E / CG 249 769
CP-17	의정부 IC / Uijeongbu IC	374136N 1270317E / CG 285 736
CP-18	덕릉교 (도로교차점) / Deokreung Bridge	374033N 1270513E / CG 313 716
CP-19	퇴계원 IC / Toegyewon IC	373827N 1270800E / CG 353 676
CP-20	구리 IC / Guri IC	373656N 1270830E / CG 360 648
CP-21	강동대교 북단 / North end of Gangdong Bridge	373447N 1270930E / CG 374 608
CP-22	천호대교 중간지점 / Midpoint of Cheonho Bridge	373233N 1270647E / CG 333 567
CP-23	잠실대교 중간지점 / Midpoint of Jamsil Bridge	373126N 1270531E / CG 314 547

<표 1> 시계비행로 육안 참조점 / <Table 1> P73 VFR route Visual Check points (CP)

(2) 한강 회랑(ENR 1.2-27 참조)

(2) Han-Gang Corridor (refer to ENR 1.2-27)

(가) 용산 회랑 : YP-1에서 YP-11까지
(<표 2> 참조)

(a) Yongsan corridor : YP-1 through YP-11
(refer to <Table 2>)

(나) 노들섬 회랑 : JP-1에서 JP-6까지
(<표 3> 참조)

(b) Nodulseom corridor : JP-1 through JP-6
(refer to <Table 3>)

(3) 시계비행로에서 비행중인 헬기 간의 회피 등을 고려하여 비행로 중심 좌우 500 m까지는 시계비행로 상의 비행으로 간주한다.

(3) To allow evasive maneuvers among helicopters flying VFR route, airspace that includes 500 m of both sides from the VFR route center is regarded as VFR route flight.

기호 / ID	참 조 점 / VISUAL REF.	좌표(경위도/UTM) / COORD(LAT-LONG/UTM)
YP-1(CP-1)	청담대교 중간지점 / Midpoint of Cheongdam Bridge	373134N 1270351E / CG 289 549
YP-2	영동대교 중간지점 / Midpoint of Yeongdong Bridge	373148N 1270325E / CG 283 554
YP-3	성수대교 중간지점 / Midpoint of Seongsu Bridge	373215N 1270206E / CG 263 563
YP-4	동호대교 중간지점 / Midpoint of Dongho Bridge	373209N 1270117E / CG 251 561
YP-5	한남대교 중간지점 / Midpoint of Hannam Bridge	373138N 1270046E / CG 244 552
YP-6	반포대교 중간지점 / Midpoint of Banpo Bridge	373057N 1265946E / CG 229 539
YP-7	동작대교 중간 / Midpoint of Dongjak Bridge	373037N 1265853E / CG 216 534
YP-8	정사각형 굴뚝 / Square Chimney	373105N 1265832E / CG 211 543
YP-9	용산헬기장 / Yongsan Heliport (H-264)	373141N 1265831E / CG 211 554
YP-10	반포 IC / Banpo IC	373010N 1270108E / CG 249 525
YP-11(CP-3)	경부고속도로 양재천 다리 / Gyeongbu Expressway Yangjaecheon Bridge	372817N 1270156E / CG 260 490

<표 2> 용산 회랑 육안 참조점 / <Table 2> Yongsan Corridor Visual Check points (YP)

Change : Information of RK P73.

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기호 / ID	참 조 점 / VISUAL REF.	좌표(경·위도/UTM) / COORD(LAT-LONG/UTM)
JP-1(CP-9)	가양대교 남단 / South end of Gayang Bridge	373357N 1265130E / CG 108 598
JP-2	성산대교 중간지점 / Midpoint of Seongsan Bridge	373307N 1265328E / CG 122 582
JP-3	선유도/17고지 / Seonyu-do/Hill 17	373232N 1265409E / CG 147 571
JP-4	서강대교 중간지점 / Midpoint of Seogang Bridge	373218N 1265533E / CG 167 566
JP-5	원효대교 중간지점 / Midpoint of Wonhyo bridge	373137N 1265644E / CG 184 553
JP-6	노들섬 헬기장 / Nodulseom Heliport	373059N 1265740E / CG 198 541

<표 3> 노들섬회랑 육안 참조점 / <Table 3> Nodulseom Corridor Visual Check points (JP)

바. 시계비행로 및 한강회랑에서의 일반 비행절차

f. Flight Procedures in VFR Route and Han-gang Corridor

(1) 비행계획서 제출 및 비행계획 승인

(1) Submit Flight plan for Approval

(가) 시계비행로에서 비행을 계획한 헬기 조종사는 비행시작 2시간 전에 수도방위사령부 JAOC로 비행계획서를 제출하여야 하며, 긴급시 유·무선으로 비행계획서를 제출하고 비행 승인을 받아 비행하여야 한다.

(a) Helicopter pilots planning flights in VFR route have to submit the flight plan to CDC JAOC 2 hours in advance; in the case of an emergency, it may be submitted through line or wireless.

(나) 시계비행로 일부구간(CP-12 ~ CP-17)은 P518 비행금지구역과 중첩되어 있으나 비행계획 제출 및 승인은 수도방위사령부 JAOC에서 담당하며, 수도방위사령부 JAOC는 승인한 모든 비행계획을 MCRC에 통보하여야 한다.

(b) Some sections in the VFR route(CP-12 ~ CP-17) overlaps with P518 prohibited area but CDC JAOC is responsible for flight plan submission and approval. CDC JAOC in turn must notify MCRC of all approved flight plans.

(다) 시계비행로 남부회랑은 안전 및 소음을 고려한 비행고도 설정이 제한되는 구간으로, 민간 헬기의 비행은 허가되지 않는다. 또한, 공익목적의 국가항공기와 군용헬기의 경우도 필수 임무를 제외한 단순한 통과비행은 허가되지 않으며, 세부 비행절차는 사. (1) 남부회랑을 따른다.

(c) Flight altitude within VFR route(Southern Corridor) is limited in consideration of safety and noise control. Also, national flights serving public purposes and military helicopters will not be permitted if they are simply passing through, except only when necessary. Detailed flight procedures are provided in g. (1) Southern corridor.

(라) 수도방위사령부 JAOC는 시계비행로만을 비행하는 헬기에게는 별도의 레이더식별부호(SSR CODE)를 배정하지 않으며, JAOC에서 자체 레이더를 활용하여 시계비행로 이탈 및 R75 비행제한 구역 무단 침범 여부를 감시하고 필요시 비상주파수를 통해 경고방송 등의 통제업무를 수행한다.

(d) CDC JAOC does not assign any SSR CODE to helicopters flying only in VFR route. JAOC uses its own radars to monitor any aircraft deviation from VFR route or violation into R75 and when needed, issues warning broadcasts using guard frequencies.

(2) 시계비행로 진입절차

(2) Entry procedures

(가) 최초 진입 시에는 반드시 육안 참조점(CP)을 통과해야 한다.

(a) Initial entry of the VFR route should be made via one of the checkpoints.

(나) 시계비행로 진입 전에 한·미 육군 헬기 조종사는 가디언 AIC와 교신해야 하고 기타 헬기 조종사는 MCRC와 교신하여 레이더 및 통신 접촉이 이루어져야 한다.

(b) ROK/US Army helicopter pilots shall contact Guardian AIC prior to entering the P73 VFR route. Any other helicopter pilots should contact the MCRC prior to entering the VFR route for radar and radio contacts.

(3) 비행절차

(3) Flight procedures

(가) 헬기 조종사는 비상주파수를 청취하면서 자체 항법으로 회랑별 비행절차를 따라 비행한다.

(a) After entering the VFR route, according to the above procedures, pilots will proceed flying by self-navigation while monitoring guard frequencies, and comply with the procedures of each corridor.

(나) P73 시계비행경로 인근에 위치한 주요 통제장 애큐물은 ENR 1.2-29과 같으며, 이외에도 고층건물 등이 지속적으로 건축되고 있어 헬기 조종사는 철저한 사주경계 하에 비행하여야 한다.

(b) Major control obstacles near P73 VFR route are as shown in ENR 1.2-29. In addition, constructions of new skyscrapers call for more caution by the pilot.

(다) 시계비행로 북부회랑의 CP-12와 CP-17 구간은 P518 비행금지구역에 해당하는 구역이나, 시계비행로를 포함한 시계비행로 내측의 P518 비행금지구역 구역을 비행하는 헬기 조종사는 MCRC와 수도방위사령부 JAOC의 통제에 따라야 한다.

(라) 헬기 조종사는 회랑별로 지정된 고도를 유지하여야 하며, 기상요소 또는 기타의 사유로 인해 지정된 고도를 유지할 수 없을 때는 MCRC와 교신하여 자신의 의도를 통보한 후 MCRC의 지시에 따라야 하며 MCRC는 이를 수도방위사령부 JAOC에 통보한다.

(마) 한강회랑을 따라 비행하는 헬기는 한강의 남-북쪽 강변 및 강상을 육안으로 확인하고 정해진 속도(80 kts, 148 km/h) 이하로 한강 중심에서 남쪽 강변 상공으로 비행하여야 한다. 단, 노들섬헬기장 이·착륙시와 용산관제탑 유도하에 한강 북쪽 상공 비행이 가능하다. 또한, 수방사의 별도 승인을 제외하고 동시 비행은 2대까지만 허용된다.

(바) 김포공항, 용산헬기장 및 서울비행장(K-16) 관제권 통과 시와 수색 비행장(G-113) 진출입 시에는 해당 국지 비행절차를 준수한다.

사. 시계비행로 세부 비행절차

(1) 남부 회랑

(가) CP-1(청담대교 중간지점)과 CP-2(대치교) 사이 : 탄천을 따라 비행

(나) CP-2(대치교)와 CP-3(경부고속도로 양재천 다리) 사이 : 양재천을 따라 비행

(다) CP-3(경부고속도로 양재천 다리)와 CP-4(채석장) 사이 : 318고지 외곽을 경유하여 비행

(라) CP-4(채석장)과 CP-5(180고지) 사이 : 직선으로 비행

(마) CP-5(180고지)와 CP-6(영등포역) 사이 : 직선으로 비행

(바) CP-6(영등포역)과 CP-7(목동교) 사이 : 직선으로 비행

(사) CP-7(목동교)과 CP-8(염창교) 사이 : 안양천을 따라 비행

(아) 비행 고도 :

1) CP-1에서 CP-3 구간 : 2 000 ft AMSL 이상

2) CP-4에서 CP-8 구간 : 1 100 ft AMSL 이상

(단, 김포관제탑 허가할 경우 비행고도 상승 가능)

(c) Although CP-12 ~ CP-17 section of the VFR route(northern corridor) overlaps with P518 Prohibited area, pilots flying in P518 inside the VFR route must follow MCRC and CDC JAOC guidance.

(d) Pilots should maintain the designated altitude for each corridor. If pilots cannot maintain the designated altitude because of weather or other limitations, pilots should contact MCRC and notify their intentions and comply with MCRC instructions. The MCRC then notifies CDC JAOC of this situation.

(e) Helicopters flying along the Hangang-river corridor must check south and north riversides of the Hangang-river and above the water with naked eye, and fly within the airspace superjacent of from the center of the Hangang-river to the south riverside at the speed of 80 kts, 148 km/h or under. Flight above the northern side of the river is only allowed when landing/taking-off at heliports including Nodeul Helicopter Pad, or under the guidance of Yongsan Control Tower. Unless approved by CDC, maximum 2 simultaneous flights are permitted.

(f) Aircraft flying through air traffic control area of Gimpo Airport, Yongsan Heliport or Seoul AB (K-16) and in/out of Susaek airfield shall adhere to respective flight procedures.

g. Detailed Flight Procedures of VFR route

(1) Southern corridor

(a) Between CP-1(Midpoint of Cheongdam Bridge) and CP-2(Daechi Bridge) : Fly along Tancheon stream.

(b) Between CP-2(Daechi Bridge) and CP-3(Gyeongbu Expressway Yangjaecheon Bridge) : Fly along the Yangjae stream.

(c) Between CP-3(Gyeongbu Expressway Yangjaecheon Bridge) and CP-4(Quarry) : Fly via outer perimeter of Hill 318.

(d) Between CP-4(Quarry) and CP-5(Hill 180) : Fly directly.

(e) Between CP-5(Hill 180) and CP-6(Yeongdeungpo Station) : Fly directly.

(f) Between CP-6(Yeongdeungpo Station) and CP-7 (Mokdong Bridge) : Fly directly.

(g) Between CP-7(Mokdong Bridge) and CP-8 (Yeomchang Bridge) : Fly along the Anyang stream.

(h) Flight altitude :

1) Between CP-1(Midpoint of Cheongdam Bridge) and CP-3(Gyeongbu Expressway Yangjaecheon Bridge) : 2 000 ft AMSL or above

2) Between CP-4(Quarry) and CP-8(Yeomchang Bridge) : 1 100 ft AMSL or above
(Climbing beyond these altitudes is permitted if authorized by Gimpo Tower.)

(자) 주의사항

1) CP-2 또는 CP-23으로 비행 시에는 인구 밀집지역의 소음 방지를 위하여 반드시 CP-1을 경유해야 한다.

2) CP-4에서 CP-8 구간은 김포공항의 최종접근로와 근접되어, 동 구간 내 위치한 통제장애물로부터 수직적으로 충분히 분리된 비행고도 설정이 제한되는¹⁾ 구간으로 비행절차는 다음과 같다.

1) CP-4 ~ CP-8 구간의 통제장애물(건물 594 ft 등)을 고려한 적정 비행고도는 1 600 ft 이하, 동 구간은 김포공항 최종 접근경로(1 500 ft ~ 2 400 ft)와 인접되어 1 600 ft 이상 비행고도 유지 시 김포공항 입·출항 항공기와 인접조우(TCAS 경보 등) 발생이 예상되어 부득이 비행고도를 1 100 ft 이상으로 설정하고 김포관제탑과의 허가하에 고도를 상승 할 수 있도록 설정하였음. (장애물 높이 594 ft + VFR 최소분리기준 500 ft ≒ 1 100 ft)

가) 민간 헬기는 해당 구간에서 비행이 허가되지 않는다. 다만, 'ENR 1.2-29'의 김포공항 시계비행로를 따라 우회비행 할 수 있으며, 제한적으로 수도방위사령부 JAOC의 허가를 득한 민간 헬기에 한해 한강회랑을 사용 할 수 있다.

나) 국가항공기와 군용헬기는 한강회랑을 우선 사용하여야 하며, 해당 구간에서의 필수임무 또는 한강회랑의 교통량 등이 고려된 수도방위사령부 JAOC의 허가를 획득한 경우에 한해 해당 구간을 통과비행 할 수 있다.

3) CP-4에서 CP-8 구간을 비행하는 조종사는 시계비행로 주변의 통제장애물을 정확히 식별한 상태에서 사주경계에 유의하여 비행해야하며, 김포관제탑(118.1 MHz 또는 240.9 MHz)과 교신하여 항공교통정보를 획득하고 김포관제탑 허가시 지정고도 이상으로 상승하여 비행할 수 있다.

4) 김포관제탑은 김포공항을 입·출항하는 항공기와 CP-4에서 CP-8 구간을 비행하는 헬기의 안전분리(TCAS 경보 발생 방지 등)를 위해 CP-5에서 CP-7으로 또는 CP-7에서 CP-5로 직접비행을 지시할 수 있다.

5) CP-7 또는 CP-9로 비행 시에는 인구 밀집지역의 소음 방지를 위하여 반드시 CP-8을 경유해야 한다.

6) CP-8에서 시계비행로를 이탈하려고 할 경우에는 반드시 김포관제탑과 교신하여 김포공항 활주로 32L/R 최종접근로 통과허가를 요청해야 한다.

7) CP-7 ~ CP-11 구간을 비행하고자 할 경우, CP-7 또는 CP-11 진입 전에 반드시 김포관제탑과 교신하여 관제권 통과비행허가를 받고 비행한다.

8) CP-21 ~ CP-3 구간을 비행하는 헬기는 서울관제탑과 교신하여 비행허가를 받아야하며 서울비행장(K-16) 국지비행절차와 서울관제탑 지시를 준수한다. CP-23을 통과할 때 고도는 1 000 ft AMSL 이하이어야 하며, CP-22를 통과할 때 고도는 800 ft AMSL을 유지한다. 여하한 경우에도 지정된(또는 항공교통관제기관이 지시한) 고도를 준수하여야 하며 서울관제탑의 비행허가 없이 진입하여서는 아니된다.

(i) Cautions

1) All flights via CP-2 or CP-23 must fly via the CP-1 for noise control in populated areas.

2) Routes CP-4 ~ CP-8 is close to the Gimpo Airport final approach course, and flight altitudes that provide sufficient separation from controlling barriers located in these routes are unavailable due to such proximity¹⁾. Detailed flight procedures are as follows :

1) The appropriate flight altitude in CP-4 ~ CP-8 considering their controlling barriers (skyscrapers - 594 ft, etc) is 1 600 ft. These routes, however, are close to the Gimpo Airport final approach course(1 500 ft ~ 2 400 ft), and close encounters(TCAS alerts, etc.) with traffic in/outbound Gimpo Airport are expected when flying at or above 1 600 ft. Therefore, the flight altitude has been set at or above 1 100 ft(barrier height 594 ft + VFR route separation minimum 500 ft ≒ 1 100 ft), and Gimpo Tower's approval is required before climbing.

a) Civilian helicopters are not permitted to fly these routes. They can, however, make a detour along the Gimpo Airport VFR routes listed in 'ENR 1.2-29'. Civilian helicopter flights that are authorized by CDC JAOC on restricted basis can also use Han-gang corridor.

b) National flights and military helicopters must opt for Han-gang corridor whenever possible. Passage through these routes is permitted only with proper authorization from CDC JAOC taking into account the necessity of the mission, traffic load within Han-gang corridor, etc.

3) Pilots flying CP-4 ~ CP-8 must maintain visual contact on controlling barriers near these VFR routes and keep close vigilance over their surroundings. Air traffic information can be obtained by contacting Gimpo Tower(118.1 MHz or 240.9 MHz). Climbing beyond the assigned flight is allowed if approved by Gimpo Tower.

4) Gimpo Tower can instruct pilots to fly directly from CP-5 to CP-7, or vice versa, in order to ensure safe separation(TCAS alert prevention, etc.) from traffic in/outbound Gimpo Airport and from helicopters flying CP-4 ~ CP-8.

5) All flights via CP-7 or CP-9 must fly via the CP-8 for noise control in populated areas.

6) Pilots intending to exit the corridor via CP-8 must contact Gimpo Tower (VHF 118.1 MHz, UHF 240.9 MHz) and request permission for transiting Gimpo Runway 32L/R final course.

7) Pilots flying CP-7 ~ CP-11 should contact Gimpo Tower(VHF 118.1 MHz, UHF 240.9 MHz) to gain permission to cross the airport surface area before entry.

8) Pilots flying CP-21 ~ CP-3 must gain permission from Seoul Tower and comply with Seoul AB(K-16) local flight procedures and Seoul Tower instructions. When passing CP-23, altitude should be below 1 000 ft AMSL and for CP-22, maintained at 800 ft. In all cases one should adhere to the designated altitude (or ATC authority's designated altitude) and cannot make entry without Seoul Tower permissions.

(2) 서부회랑

- (가) CP-8(염창교)과 CP-9(가양대교 남단) 사이 : 올림픽대로 및 한강 남안을 따라 비행
- (나) CP-9(가양대교 남단)과 CP-10(행주대교 남단) 사이 : 올림픽대로를 따라 비행
- (다) CP-10(행주대교 남단)과 CP-11(김포대교 북단) 사이 : 한강을 가로질러 직선으로 비행
- (라) CP-11(김포대교 북단)부터 CP-12(고양 IC) 사이 : 서울외곽순환고속국도를 따라 비행
- (마) CP-12(고양 IC)과 CP-13(통일로 IC) 사이 : 서울외곽순환고속도로를 따라 비행
- (바) CP-13(통일로 IC)과 CP-14(양주 TG) 사이 : 서울외곽순환고속도로를 따라 비행
- (사) 비행고도 : 1 500 ft AMSL 이상

(아) 주의사항

- 1) CP-8과 CP-9 사이에는 한강 상공을 가로지르는 송전선이 있으며 한강회랑과 중복되므로 주의해야 한다.
- 2) CP-8과 CP-12 구간 북동쪽에 수색비행장(G-113)이 위치하고 있으므로 수색비행장 입출항 항공기 및 장주비행 항공기를 회피하여야 한다.
- 3) CP-11과 CP-14 사이에서는 송전선에 주의한다.
- 4) CP-7 ~ CP-11 구간을 비행하고자 할 경우, CP-7 또는 CP-11 진입 전에 반드시 김포관제탑과 교신하여 관제권 통과비행허가를 받고 비행한다.

(3) 북부 회랑

- (가) CP-14(양주 TG)와 CP-15(송추 IC) 사이 : 서울외곽순환고속도로를 따라 노고산 제2터널(약 1 km) 및 노고산 제1터널(약 2.2 km) 구간 상공을 직선으로 비행한다.
- (나) CP-15(송추 IC)와 CP-16(사패산 정상)과 CP-17(의정부 IC) 사이 : 서울외곽순환고속도로를 따라 사패산터널(약 3.9 km) 구간 상공을 CP-16(사패산 정상) 경유하여 직선으로 비행한다.
- (다) CP-17(의정부 IC)와 CP-18(덕릉교) 사이 : 서울외곽순환고속도로를 따라 수락산 터널(약 3 km) 구간 상공을 직선으로 비행한다.
- (라) CP-18(덕릉교)과 CP-19(퇴계원 IC) 사이 : 서울외곽순환고속도로를 따라 불암산 터널(약 1.7 km) 구간 상공을 직선으로 비행한다.

(마) 비행 고도

- 1) CP-14(양주 TG)에서 CP-15(송추 IC) 까지 : 2 500 ft AMSL 이상
- 2) CP-15(송추 IC)에서 CP-17(의정부 IC) 까지 : 2 800 ft AMSL 이상
- 3) CP-17(의정부 IC)에서 CP-19(퇴계원 IC) 까지 : 2 000 ft AMSL 이상

(바) 주의사항

- 1) CP-14 및 CP-15 구간의 송전선에 주의한다.
- 2) CP-14부터 CP-18까지의 구간은 산악지형으로 이루어져 있으므로 레이더 감시 및 지형 육안 식별을 위하여 반드시 지정된 비행 고도로 비행하여야 한다.
- 3) CP-18과 CP-19 사이에 중앙 119구조대 헬기장(CG 334 704)이 위치(CP-19에서 CP-18로 비행 시 불암산 터널 입구 우측 약 100 m 지점)함으로 이착륙하는 헬기에 주의해야 한다.

(2) Western corridor

- (a) Between CP-8(Yeomchang Bridge) and CP-9(South end of Gayang Bridge) : Fly along Olympic Expressway and southern Han-gang.
- (b) Between CP-9(South end of Gayang Bridge) and CP-10(South end of Haengju Bridge) : Fly along the Olympic Expressway.
- (c) Between CP-10(South end of Haengju Bridge) and CP-11(North end of Gimpo Bridge) : Fly across the Han-gang in a straight line.
- (d) Between CP-11(North end of Gimpo Bridge) and CP-12(Goyang IC) : Fly along Seoul Ring Road(Seoul-gwaksunhwan Expressway).
- (e) Between CP-12(Goyang IC) and CP-13(Tongillo IC) : Fly along Seoul Ring Road.
- (f) Between CP-13(Tongillo IC) and CP-14(Yangju TG) : Fly along Seoul Ring Road.
- (g) Corridor altitude : 1 500 ft AMSL or above

(h) Cautions

- 1) Power lines cut across CP-8 and CP-9 and the route overlaps with Han-gang corridor.
- 2) Since western corridor is located near Susaek(G-113) airport traffic area, between CP-8 and CP-12, pilots should be careful to avoid Susaek traffics.
- 3) Watch out for power lines located between CP-11 through CP-14.
- 4) Pilots flying CP-7 ~ CP-11 should contact Gimpo Tower(VHF 118.1 MHz, UHF 240.9 MHz) to get permission to cross the airport surface area before entry.

(3) Northern corridor

- (a) Between CP-14(Yangju TG) and CP-15(Songchu IC) : Fly in a straight line along the Seoul Ring Road above Nogo-san tunnel 2 (about 1 km) and Nogo-san tunnel 1(about 2.2 km).
- (b) Between CP-15(Songchu IC), CP-16(Peak of Sapae-san) and CP-17(Uijeongbu IC) : Fly in a straight line along the Seoul Ring Road above Sapae-san tunnel via CP-16.
- (c) Between CP-17(Uijeongbu IC) and CP-18(Deokreung Bridge) : Fly in a straight line along the Seoul Ring Road above Surak-san tunnel (about 3 km).
- (d) Between CP-18(Deokreung Bridge) and CP-19(Toegyewon IC) : Fly in a straight line along the Seoul Ring Road above Bulam-san tunnel (about 1.7 km).

(e) Flight altitude

- 1) From CP-14(Yangju TG) to CP-15(Songchu IC) : 2 500 ft AMSL or above
- 2) From CP-15(Songchu IC) to CP-17(Uijeongbu IC) : 2 800 ft AMSL or above
- 3) From CP-17(Uijeongbu IC) to CP-19(Toegyewon IC) : 2 000 ft AMSL or above

(f) Cautions

- 1) Watch out for power lines in CP-14 through CP-15.
- 2) Since CP-14 through CP-18 is a mountainous area, maintain designated altitude for radar observation and visual identification of the area.
- 3) Central 119 rescue team heliport(CG 334 704) is located between CP-18 and CP-19(when flying from CP-19 to CP-18, it is located 100 m to the right of Bulamsan tunnel entrance). Therefore be cautious of helicopter flights.

- 4) CP-15와 CP-19 사이에서 육안참조점을 명확하게 식별하기 곤란한 경우나 비행고도 유지가 불가능한 경우에는 시계비행로를 이탈하여 39번 및 43번 국도를 따라 비행할 수 있다.
- 5) CP-17와 CP-19 사이는 수락산, 불암산 등이 인접되어 있으며 서울비행장 최종접근경로와 인접되어 사주경계에 주의해야하며, 필요시 서울관제탑과 교신하여 서울관제탑의 지시를 준수하여 비행하여야 한다.

(4) 동부 회랑

- (가) CP-19(퇴계원 IC)와 CP-20(구리 IC) 사이 : 서울외곽순환고속도로를 따라 비행
- (나) CP-20(구리 IC)과 CP-21(강동대교 북단) 사이 : 서울외곽순환고속도로를 따라 비행
- (다) CP-21(강동대교 북단)과 CP-22(천호대교 중간지점) 사이 : 한강 중앙을 따라 비행하는 헬기는 항공기간 충돌방지를 위해 동쪽에서 서쪽으로 비행 시는 한강 중앙을 기준으로 북쪽으로, 서쪽에서 동쪽으로 비행시는 한강 중앙을 기준으로 남쪽으로 비행
- (라) CP-22(천호대교 중간지점)와 CP-23(잠실대교 중간지점) 사이 : 한강 중앙을 따라 비행하는 헬기는 항공기간 충돌방지를 위해 동쪽에서 서쪽으로 비행시는 한강 중앙을 기준 북쪽으로, 서쪽에서 동쪽으로 비행시는 한강 중앙기준 남쪽으로 비행
- (마) CP-23(잠실대교 중간지점)과 CP-1(청담대교 중간지점) 사이 : 직진으로 비행

(바) 비행 고도

- 1) CP-19(퇴계원 IC)와 CP-20(구리 IC) 사이 : 1 500 ft AMSL 유지
- 2) CP-20(구리 IC)과 CP-21(강동대교 북단) 사이 : 1 300 ft AMSL 유지
- 3) CP-21(강동대교 북단)과 CP-23(잠실대교 중간지점) 사이 : 800 ft AMSL 유지
- 4) CP-23(잠실대교 중간지점)과 CP-1(청담대교 중간지점) 사이 : 1 000 ft AMSL 이상

(사) 주의사항

- 1) 동부 회랑은 서울비행장(K-16)의 최종접근로와 근접 또는 중복되어 있어 서울 비행장 입·출항 항공기에 대한 사주경계에 주의해야하며, 반드시 서울관제탑(VHF 126.2 MHz 또는 UHF 236.6 MHz)과 교신하여 서울관제탑의 지시를 준수하여 비행하여야 한다.
- 2) CP-19에서 CP-1 구간은 서울비행장(K-16)의 최종접근로와 중첩되어 통제장애물로부터 충분히 분리된 비행고도 설정이 제한되는²⁾ 구간으로, 조종사는 비행경로 주변의 통제장애물을 정확히 식별한 상태에서 사주경계에 유의하여 비행하여야 하며, 서울관제탑과 교신하여 항공교통정보를 획득하고 서울관제탑의 허가시비행고도를 2 000 ft AMSL 이상으로 비행할 수 있다.
- 2) CP-19 ~ CP-1 구간의 통제장애물(고층건물 630 ft 등)을 고려한 적정 비행고도는 1 600 ft 이상이나, 동 구간은 서울비행장 최종접근경로(2 900 ft ~ 1 000 ft)와 인접되어 1 600 ft 이상 비행고도 유지시 서울비행장 입·출항 항공기와의 근접조우(TCAS 경보 발생 등) 발생이 예상되어 부득이 비행고도를 1 500 ft ~ 800 ft로 설정하고 서울관제탑과의 허가 시 고도를 상승할 수 있도록 설정하였음.

- 4) If it is difficult to clearly identify visual check points and maintain flight altitude between CP-15 and CP-19, depart the VFR route and fly along Road 39th and 43th.
- 5) Between CP-17 and CP-19 : Mountain Surak and Bulam are in the vicinity. Also close to final approach route of Seoul Airport. Use caution for visual separation. If required, contact Seoul Tower and fly as per the instruction of the Seoul Tower.

(4) Eastern corridor

- (a) Between CP-19(Toegyewon IC) and CP-20 (Guri IC) : Fly along the Seoul Ring Road.
- (b) Between CP-20(Guri IC) and CP-21 (North end of Gangdong Bridge) : Fly along the Seoul Ring Road.
- (c) Between CP-21(North end of Gangdong Bridge) and CP-22(Midpoint of Cheonho Bridge) : Fly along the center bank of Han-gang. To avoid air collisions, west-bound aircraft should fly over the north portion of the center line of the river while the east bound over south portion of the river.
- (d) Between CP-22(Midpoint of Cheonho Bridge) and CP-23(Midpoint of Jamsil Bridge) : Fly along the center bank of Han-gang. To avoid air collisions, west-bound aircraft should fly over the north portion of the center line of the river while the east bound over south portion of the river.
- (e) Between CP-23(Midpoint of Jamsil Bridge) and CP-1(Midpoint of Cheongdam Bridge) : Fly in a straight line.

(f) Flight altitude

- 1) Between CP-19(Toegyewon IC) and CP-20 (Guri IC) : Maintain 1 500 ft AMSL.
- 2) Between CP-20(Guri IC) and CP-21(North end of Gangdong Bridge) : Maintain 1 300 ft AMSL.
- 3) Between CP-21(North end of Gangdong Bridge) and CP-23(Midpoint of Jamsil Bridge) : Maintain 800 ft AMSL.
- 4) Between CP-23(Midpoint of Jamsil Bridge) and CP-1(Midpoint of Cheongdam Bridge) : Maintain 1 000 ft AMSL or above.

(g) Cautions

- 1) Eastern corridor is close to or overlaps with Seoul AB(K-16) final approach course, so pilots must be careful of the in/out bound traffic from Seoul AB. Also, pilots must communicate with (VHF 126.2 MHz or UHF 236.6 MHz) and observe Seoul Tower regulations.
- 2) Route CP-19 to CP-1 is close to Seoul AB (K-16) final approach course, so a vertical flight altitude separation from control barriers in the same route is limited.²⁾ Therefore pilots must accurately identify surrounding control barriers and fly with caution. Pilots should also communicate with Seoul Tower and acquire Aviation Traffic Information. With Seoul Tower permit, pilots may fly above 2 000 ft AMSL.
- 2) Considering control barriers (skyscrapers - 630 ft etc.) in CP-19 ~ CP-1, the appropriate flight altitude is over 1 600 ft. The same route, however, is close to the Seoul AB (K-16) final approach course (2 900 ft ~ 1 000 ft). Thus when pilots maintain flight altitude at or above 1 600 ft, close encounters with in/out traffic from Seoul AB (K-16) might trigger TCAS alerts. Therefore, the flight altitude is set at 1 500 ft ~ 800 ft and with permit of Seoul Tower, pilots may elevate their flight altitude.

Change : Information of RK P73 and Amended phrase.

- 3) 수도방위사령부 JAOC는 CP-20과 CP-21 사이를 통과하여 서울비행장(K-16)에 진입하는 헬기에 대해서는 서울관제탑과 협조하여 경고방송을 자제한다. (서울 관제탑에서 관제중인 헬기를 R75 침범 항적으로 오인, 경고방송 사례 수시 발생)
- 4) CP-21 및 CP-1을 통해서만 회랑 진입이탈이 허용되며, CP-21을 통하여 회랑을 이탈하는 경우, 미사리 고공강하 구역을 회피하여 비행하여야 한다.
- 5) CP-23에서 CP-2로 비행 시에는 인구 밀집지역(학교, 아파트 단지, 롯데타워 등)에 대한 근접비행 회피 및 소음 방지를 위하여 반드시 CP-1을 경유하여 비행하여야 하며, 가로지르는 비행은 금지한다.
- 6) 서울관제탑의 관제를 받는 구간을 비행하는 헬기 중, 정해진 시계비행로 이외의 구간을 비행하여야 할 경우 최종접근진로에 있는 항공기로 부터의 안전을 확보하기위해 최소 2시간 전에 서울기지(K-16)의 작전과 및 서울관제탑에 유선으로 관련 비행계획을 통보하고 허가를 득한다.

아. 한강 회랑 세부 비행절차

용산·노들섬·MP Hill(용산지역 미군 헬기장) 헬기장 입·출항을 위한 용산 회랑과 노들섬 회랑 이용 절차는 다음과 같다.

(1) 용산 회랑

(가) 입·출항 절차

- 1) YP-1(청담대교)에서 용산관제탑에 최초 위치보고 후 진입하며, 한강 남쪽 강변 상공을 따라 YP-2(영동대교), YP-3(성수대교), YP-4(동호대교), YP-5(한남대교)를 비행하고, YP-6(반포대교)에서 최종 착륙인가를 요청한다.
- 2) 용산헬기장 착륙 시 YP-7(동작대교)을 통과한 후 YP-8(정사각형 굴뚝)을 경유하여 국립중앙박물관 뒤편 도로를 따라 용산헬기장(YP-9)으로 진입 후 착륙한다.
- 3) 노들섬헬기장 착륙 시 YP-7(동작대교)을 통과한 후 한강을 따라 서쪽으로 비행하며, 착륙장 안전성을 확인하고 착륙장 상공 진입 후 착륙한다.
- 4) MP Hill(용산지역 미군 헬기장) 착륙 절차는 다음과 같다.
 - 가) YP-1 및 YP-6에서 진입비행을 하기 전 용산관제탑 및 가디언 AIC와 무선 통신을 한다.
 - 나) YP-6를 1000 ft AMSL로 지나서 반포대교와 녹사평대교를 따라 북쪽으로 최대 70 kt IAS로 비행하면서 600 ft AMSL 이하로 비행한다.
 - 다) 횡단보도다리(CG 22592 55564)에서 600 ft AMSL에서 최종강하를 시작하여 MP HILL까지 330도 방향으로 비행한다.
- 5) 각 헬기장에서 출항 시에는 이륙 전 용산관제탑으로부터 이륙 승인을 득한 후 관제 지시에 따라 출항한다.
- 6) MP Hill(용산지역 미군 헬기장) 이륙 절차는 다음과 같다.
 - 가) 1500 ft AMSL에 도달할 때까지 최대출력으로 150도 방향으로 비행한다.
 - 나) 횡단보도다리(CG 22592 55564)를 타고 녹사평대교를 따라 남쪽으로 비행한다.
 - 다) YP-6 1500 ft AMSL 강상에서 동쪽 또는 서쪽으로 비행한다.

- 3) CDC JAOC will cooperate with Seoul Tower and restrain issuing warning broadcasts to helicopters flying through CP-20 and CP-21. (There were numerous cases in which Seoul Tower mistook helicopter to be flying in R75 and sent out warning broadcasts.)
- 4) Arrival and departure from corridor is only allowed via CP-21 and CP-1, and in case of departure via CP-21, Misari HALO zone must be avoided.
- 5) In case of flight from CP-23 to CP-2, pilots must pass CP-1 to control noise and avoid densely populated areas (schools, apartment complexes, Lotte Tower). Direct flight is prohibited.
- 6) For safety reasons, helicopters passing through routes controlled by Seoul Tower wishing to fly besides the pre-determined VFR route must acquire permission from Seoul AB (K-16) JAOC and control tower 2 hours in advance.

h. Han-gang Corridor Flight Procedures

Procedures to use Yongsan Corridor and Nodeulsoom island Corridor for in/outbound of Yongsan, Nodeulsoom and MP Hill helipads are as follows.

(1) Yongsan Corridor

(a) Arrival / departure procedures

- 1) Enter this corridor after reporting location to Yongsan control tower at YP-1(Cheongdam Bridge) then fly along the south riverside of the Hangang-river through YP-2(Yeongdong Bridge), YP-3(Seongsu Bridge), YP-4(Dongho Bridge), YP-5(Hannam Bridge). Request final landing clearance at YP-6(Banpo Bridge).
- 2) When landing at Yongsan Heliport, fly through YP-7(Midpoint of Dongjak Bridge) and YP-8 (Square Chimney) along the back street of the Korea National Museum to arrive at Yongsan Heliport(YP-9).
- 3) When landing on Nodeul Helipad, enter from the west along the Hangang-river (Olympic highway). Check safety condition of the helipad and maneuver over the landing area for landing.
- 4) MP Hill HLZ Arrival Flight Procedures
 - a) Attempt radio Communication With Yongsan Tower and/or Guardian before proceeding inbound from YP-1 and YP-6.
 - b) Cross YP-6 at 1000 ft AMSL and begin a decent to no lower than 600 ft AMSL while following the Banpo Bridge and Noksapyeong -Daero north at 70 kt IAS max.
 - c) Begin final decent from 600 ft AMSL at the Crosswalk Bridge(CG 22592 55564) and fly a ground track of 330° to the MP Hill HLZ located at (CG 22290 55564).
- 5) For departures on each heliport, acquire departure permission from Yongsan tower then follow departure control directions provided by the tower.
- 6) MP Hill HLZ Departure Flight Procedures
 - a) Depart on a 150° ground track at max rate of climb airspeed with max continuous power available until reaching 1500 ft AMSL.
 - b) Fly over the Crosswalk Bridge(CG 22592 55564) and continue southbound over Noksapyeong-Daero.
 - c) At YP-6(CG 22919 53903) turn left or right to transition east or west over the river at 1500 ft AMSL.

(나) 보조 회랑 입출항 절차

- 1) YP-11(경부고속도로 양재천 다리)에서 용산 관제탑에 최초 위치보고 후 진입하며, YP-10(반포 IC)를 경유하여 YP-6(반포대교)에서 최종 착륙 인가를 요청한다.
- 2) YP-6(반포대교) 이후 입·출항 절차는 주 회랑 입·출항 절차와 동일하다.

(다) MP Hill(용산지역 미군 헬기장) 입출항 제한사항

- 1) MP HILL 헬기장 입항 가능 항공기는 다음과 같다.

- 가) 의무후송항공기
- 나) 주한미군사령관
- 다) 유엔사/연합사/주한미군사 3-4성장군(주한미군사 작전관련 필수임무)
- 라) 단, 주한미군 이외 장성들, 주한미군 연합사/유엔사, 미국 행정부 고위 관료, 백악관 고위 관료, 의회상하의원, 국방장관 또는 기타 1-2성장군 등은 미8군에 항공임무 요청전에 주한미군사 작전참모처의 사전승인을 받아야 한다.

- 2) 항공승무원들은 기지운항실에 비행계획을 제출하고, 기지운항실은 대통령경호실과 수방사 사전허가(PPR)를 득하기 위해 즉시 가디언 AIC에 비행계획을 전달한다. 가디언 AIC는 사전허가(PPR)를 직접 항공기승무원 및 용산관제탑에 전달한다.

- 3) MP HILL 헬기장에서의 이착륙은 주·야간(NVG 착용 포함) 시계비행규칙(VFR) 하에서 UH-60 블랙호크 2대로 제한된다. (MP HILL은 CH47은 지원하지 않는다.)
- 4) 착륙시 첫 번째 헬기는 두 번째 헬기가 착륙 완료시까지 하강풍에 의한 항공기 손상을 방지하기 위해 로터 회전을 유지해야 한다.
- 5) 임무 항공기는 이·착륙만 허용되며, 착륙 후 착륙 시간을 연장하거나, 지속 체류해서는 안 된다.
- 6) 모든 탑승자는 비행계획에 정확히 기재되어야 하며, 이 정보는 보안을 위해 한측에 정확히 전달되어야 한다.

- (라) 용산관제탑 운영시간은 월요일~금요일 09:00~18:00(KST)이며, 헬기장 입·출항 헬기는 최소 용산헬기장 이용 1 근무일 전까지 용산관제탑으로 PPR(사전허가요청)을 제출해야만 항공교통관제 및 노들섬 안전통제지원을 받을 수 있다.

(마) 주의사항

- 1) 이착륙시를 제외하고는 1 500 ft AMSL 이상의 고도를 유지한다.
- 2) YP-5와 YP-6 구간에서는 60.3 m 높이의 송전탑과 한강을 가로지르는 송전선에 주의한다.

(2) 노들섬 회랑

- (가) JP-1(가양대교 남단), JP-2(성산대교), JP-3(선유도) 사이 올림픽대로의 북쪽 도로변을 따라 비행하며, JP-4(서강대교)에서 용산관제탑에 최초 위치보고 및 착륙 승인을 득한 후, JP-5(원효대교)를 경유 비행한다.

- (나) 용산헬기장 착륙시 JP-6(노들섬)을 통과한 후 YP-8(정사각형 굴뚝)을 경유하여 국립중앙박물관 뒤편 도로를 따라 용산헬기장(YP-9)으로 입항한다.

(b) Auxiliary corridor arrival / departure procedures

- 1) At YP-11(Gyeongbu Expressway Yangjaecheon Bridge), report initial position to Yongsan tower for entrance. Fly over YP-10(Banpo IC) and request final landing clearance at YP-6(Midpoint of Banpo Bridge).
- 2) Arrival/departure procedure after YP-6(Midpoint of Banpo Bridge) is same as in the main corridor arrival/departure procedure.

(c) Restrictions for entering and exiting MP Hill HLZ

- 1) Flights into MP Hill HLZ are restricted to the following :

- a) MEDEVAC / Emergency CASEVAC
- b) Commanding General, USFK
- c) 3-4 Star UNC/CFC/USFK (J5/J3 included due to MSN requirements)
- d) Flag Officer/General Officers external to USFK, 1-2 Stars internal to USFK/CFC/UNC, Senior Executive Service White House Military Office, Congressional/ Delegation, Office of Secretary of Defense, or other Service components must be pre-approved by USFK J3 prior to Air Mission Request (AMR) submission to Eighth Army. (digitally signed email from USFK J3 is sufficient)

- 2) Aircrews will file flight plans with respective US base operations. Base operations will immediately forward flight plans to Guardian AIC for processing of Prior Permission Required(PPR) with Presidential COIC and Capital Defense Corps. Guardian AIC will notify Yongsan TWR and aircrew POC on the flight plan directly for PPR.

- 3) MP Hill HLZ is currently restricted to two UH-60 Black Hawks for landing/departure under Day/Night/ NVG visual flight rules (VFR) only (MP Hill is NOT CH47 capable).

- 4) Second aircraft must wait until the first aircraft is parked and at "flat pitch" prior to initiating final approach.

- 5) Operations are transient only. Extended parking or loiter on the HLZ is unauthorized.

- 6) All passengers must be clearly listed on the flight plan for processing. This information is provided to the ROKG for security vetting.

- (d) Operating hours of Yongsan Tower are 09:00~18:00(KST) from Monday to Friday. Any aircraft arriving at/departing from the heliport must submit PPR(Prior Permission Request) to the Yongsan Control Tower at least 1 working day in advance in order to be supported with air traffic control and safety control.

(e) Cautions

- 1) Maintain 1 500 ft AMSL or above except landings /take-offs.
- 2) Between YP-5 and YP-6, all pilots should take cautionary measures when flying near 60.3 m high power lines across the Han-gang.

(2) Nodulseom corridor

- (a) Fly between JP-1(South end of Gayang Bridge), JP-2(Midpoint of Seongsan Bridge), and JP-3(Seonyu-do) along the northern edge of Olympic Expressway. Report initial position to Yongsan tower at JP-4(Midpoint of Seogang Bridge) and acquire landing clearance then fly via JP-5(Midpoint of Wonhyo Bridge).

- (b) When landing at Yongsan heliport, fly through JP-6(Nodulseom) then over YP-8(Square Chimney) then along the back street of the Korea National Museum to arrive at Yongsan Heliport(YP-9).

Change : Information of RK P73.

OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 12/22
Effective : 1600UTC 28 DEC 2022

- (다) 노들섬헬기장 착륙시 JP-5(원효대교)에서부터 고도를 강하하며, 착륙장 안전성을 확인하고 착륙한다.
- (라) 각 헬기장에서 출항시 이륙 전 용산관제탑으로부터 이륙 승인을 득한 후 관제 지시에 따라 출항한다.
- (마) 주의사항
- 1) 이·착륙시를 제외하고는 1 500 ft AMSL 이상의 고도를 유지한다.
 - 2) 운중(雲中 : IN WEATHER) 또는 운상(雲上 : ON TOP) 비행은 허용되지 않는다.
- (3) 김포공항·노들섬헬기장과 잠실헬기장 간 비행절차
- (가) 운항방침
- 1) 이 회령은 국방부장관(수도방위사령관)이 승인한 비행에 한해 사용한다.
 - 2) 주간(일출 후부터 일몰 전까지) 비행운고 2 500 ft, 비행시정 3 법정마일(SM) 이상의 기상 조건에서만 사용할 수 있다.³⁾
 - 3) 김포공항 - 노들섬비행장 - 잠실헬기장 간 기상최저치는 「항공안전법」에 따른 E등급 공역에서의 시계비행 기상최저치(시정 3 NM, 구름으로부터의 수직거리 1 000 ft)를 적용하였음. 한강회랑 비행고도 1 500 ft AMSL + 구름으로부터의 수직거리 1 000 ft = 2 500 ft AMSL
 - 3) 귀빈 임무(CODE 1) 1시간 전·후 및 군 작전 시에는 폐쇄된다. 정확한 폐쇄시간은 수도방위사령부 JAOC에 확인한다.
 - 4) 노들섬헬기장 이·착륙 시에는 용산관제탑의 통제를 받고, 잠실헬기장 이·착륙 시에는 서울관제탑의 통제를 받는다.
- (나) 비행절차
- 1) 노들섬헬기장과 잠실헬기장 간 비행 시에는 JP-6 (노들섬)을 경유하여 YP-7(동작대교)을 참조점으로 한강 남쪽 강변 상공으로 비행하며, YP-1(청담대교) 또는 YP-2(영동대교)를 참조점으로 한강 남쪽 강변 상공으로 비행하여 잠실헬기장으로 입·출항한다.
 - 2) 김포공항·노들섬헬기장과 잠실헬기장을 운항하는 헬기는 용산헬기장, 노들섬헬기장, MP Hill(용산지역 미군 헬기장) 입·출항 헬기와와의 공중충돌방지를 위하여 공중경계를 철저히 해야 한다.
- 가) 김포공항/노들섬헬기장에서 잠실 방향 비행시 : 김포공항에서 이륙 시에는 JP-3(선유도)와 JP-4 (서강대교 중간지점) 사이에서, 노들섬 헬기장에서 이륙 시에는 이륙 전에 회랑 진입을 보고하고, YP-1(청담대교 중간지점) 또는 YP-2(영동대교 중간지점)에서 회랑 이탈을 보고 한다.
- 나) 잠실에서 노들섬헬기장·김포공항 방향 비행시 : YP-1(청담대교 중간지점) 또는 YP-2(영동대교 중간지점) 진입 전에 회랑 진입을 보고하고, 노들섬 헬기장 착륙 시에는 JP-6(노들섬) 도착 후, 김포공항 착륙 시에는 JP-4(서강대교 중간지점)에서 회랑 이탈을 보고한다.
- 다) 경부고속도로를 경유하여 중지도헬기장 입·출항 시에는 YP-11(경부고속도로 양재천 다리)에서 회랑 진입 및 이탈을 보고한다.
- (c) When landing at Nodeul Island heliport, begin descend from JP-5(Midpoint of Wonhyo bridge) and verify safety condition of the heliport before landing.
- (d) For departures on each heliport, acquire departure permission from Yongsan tower then follow departure control directions provided by the tower.
- (e) Items of Attention
- 1) Altitude : Maintain 1 500 ft AMSL and above. (except during landings and take-offs)
 - 2) (IN WEATHER or ON TOP flight not allowed.)
- (3) Flight procedures between Gimpo Airport, Nodulseom and Jamsil Heliport
- (a) Flight policy
- 1) This corridor may be used upon authorization of the MND(CDC).
 - 2) This corridor is authorized between SR and SS. Flights are permitted under the weather condition of at or above 2 500 ft ceiling, and at or above 3 SM visibility.³⁾
 - 3) Minimum Weather Levels for Gimpo Airport - Nodulseom Airfield - Jamsil Heliport referred to visual flight minimum weather levels in level E Airspace according to [Aviation Safety Act] (Visibility : 3 NM, 1 000 ft vertical distance from clouds) : Han-gang corridor 1 500 ft AMSL + Vertical Distance from clouds : 1 000 ft = 2 500 ft AMSL
 - 3) This corridor will be closed plus and minus one (1) hour for Code 1 mission and as required for military operations. Exact closure times can be confirmed by JAOC.
 - 4) Aircraft shall be controlled by the Yongsan tower when landings / take-offs at Nodulseom heliport, and shall be controlled by Seoul Tower (K-16) when landings / take-offs at Jamsil heliport.
- (b) Flight procedures
- 1) The flight between Nodeul Island heliport and Jamsil heliport will use routes south of Hangang River using YP-7(Midpoint of Dongjak Bridge) as a reference point and fly via JP-6(Nodulseom). Departure from and arrival at Jamsil heliport will be flown south of Hangang river using YP-1(Midpoint of Cheongdam Bridge) or YP-2(Midpoint of Yeongdong Bridge) as a reference point.
 - 2) Helicopters flying between Gimpo Airport, Nodulseom heliport and Jamsil heliport must be on alert to avoid airborne collision with other helicopters entering/exiting Yongsan, Nodulseom and MP Hill heliport.
- a) Flying from Gimpo Airport (or Nodulseom Helipad) to Jamsil heliport, taking off from Gimpo pilots should report exiting the corridor at JP-3(Seonyu-do) JP-4(Midpoint of Seogang Bridge) and taking off from Nodulseom report entering before taking off and report exiting the corridor at YP-1(Midpoint of Cheongdam Bridge) or YP-2(Midpoint of Yeongdong Bridge).
- b) Flying from Jamsil heliport to Gimpo(or Nodulseom), pilots should report entering the corridor at YP-1(Midpoint of Cheongdam Bridge) or YP-2(Yeongdong Bridge) and when landing at Nodulseom report after arrival. Landing at Gimpo report exiting the corridor at JP-4(Midpoint of Seogang Bridge).
- c) Flying from Gyeongbu Expressway toward to Jungji-do or Jungji-do to Gyeongbu Expressway, pilots should report entering/exiting the corridor at YP-11 (Gyeongbu Expressway Yangjaecheon Bridge).

- (다) 운항계획 협조
- 1) 헬기 조종사(부대/서)는 비행시작 2시간 전까지 수도권방위사령부 JAOC에 비행계획서(ENR 1.2-25)를 서면으로 제출하여야 하며, 수도권방위사령부 JAOC는 접수된 비행계획을 검토 후 비행승인 여부를 비행시작 1시간 30분 전까지 비행을 신청한 헬기 조종사(부대/서)에게 구두로 통보한다.
 - 2) 비행을 승인받은 헬기 조종사(부대/서)는 이륙 60분 전까지 비행계획서를 가디언 AIC 및 김포항공 정보실에 제출하고, 가디언 AIC 및 김포항공 정보실은 비행계획 처리망을 통해 MCRC에 통보한다.
- (라) 주의사항
- 1) 이 회랑을 비행하는 헬기는 회랑 진·출입 항공기간 충돌방지를 위해 관제기관 통제 하 한강의 남·북 강변과 강상을 육안으로 확인하고 한강 남단 내에서 비행해야 한다.
 - 2) 비행 중 기상 등의 이유로 관제기관의 레이더 감시가 필요한 경우, 서울APP에 요청할 수 있다. MCRC는 조종사가 레이더 감시 또는 계기 비행 의사를 통보해 온 경우 항공교통관제기관이 아니므로 항공교통관제를 제공할 수 없으며 즉시 이를 서울APP에 통보하여야 한다.
 - 3) 여하한 경우에도 30초 이상 P73 비행금지구역 중심방향으로 비행해서는 안된다.
 - 4) 용산관제탑 및 서울관제탑에서 제공하는 항공교통 정보를 적극 활용하고 관제지시를 철저히 이행해야 한다.
- (마) 기타 협조사항
- 1) 헬기가 비상착륙한 경우에는 한강공원(둔치) 또는 지상의 인원 및 구조물에 피해를 주지 않을 안전한 장소에 신속히 착륙 후 관계부서에 비상착륙 내용을 통보한다.

- (c) Coordination for flight scheduling
- 1) Flight plans should be forwarded to CDC AOC two (2) hour to take-offs. AOC will confirm flight permissions ninety(90) minutes prior to take-off.
 - 2) Flight plans should be submitted to Guardian AIC and Gimpo Information Center 60 minutes prior to take-off, and the Guardian AIC and Gimpo Information Center will forward the flight plans to MCRC.
- (d) Cautions
- 1) Helicopters flying along this corridor must operate under the control of the control agency in order to avoid collision between in/outbound helicopters. Helicopters should fly south of Han river while visually identifying both north and south edges of the river.
 - 2) Aircraft that requires radar surveillance of Air traffic control agencies during the flight due to weather condition or etc, can request radar surveillance to Seoul APP. As MCRC can not provide air traffic control service, MCRC should inform Seoul APP in case the aircraft requests Air traffic service.
 - 3) At any case, more than 30 seconds flight toward the center of P73 No Fly Zone is prohibited.
 - 4) During the flights in this corridor, pro-actively utilize aviation traffic information provided by Yongsan Tower and Seoul Tower and strictly comply to their instructions.
- (e) Other coordination
- 1) Procedures for helicopter Emergency Landing : Promptly land at river park area or safe area, avoid populated areas and no damage areas to any people or structures, and report to the controlling agencies of the situation after landing.
 - 2) If required coordinate with CDC/Yongsan put detailed flight procedures for safety in FLIP.

자. 수색비행장 공항공통구역 운영

- (1) 수색비행장 공항공통구역은 <표 4>의 확인점을 연결하는 선으로 이루어진 구역으로 수색비행장에 입·출항하는 항공기만 사용한다. (ENR 1.2-28 참조)
- (2) 수색비행장 공항공통구역 진출입 항공기는 CP-9 및 CP-11을 경유하여야 하며, 시계비행로 도착 2시간 전까지 인천항공교통관제소, 가디언 AIC 및 수도권방위사령부 JAOC를 경유, MCRC에 비행계획서를 제출한다.

i. Susaek Airfield Airport Traffic Area Operation

- (1) Susaek airfield airport traffic area is an area connecting the check points as listed in <Table 4> only use for the aircrafts which in/out Susaek airfield airport. (see ENR 1.2-28)
- (2) Entering/exiting flights to/from Susaek airfield must be made via CP-9, CP-11, CP-13. A flight plan shall be submitted to MCRC through Guardian AIC, FIC and CDC JAOC 2 hours prior to reaching VFR route.

기호 / ID	참조점 / VISUAL REF.	좌표(경위도/UTM) / COORD(LAT-LONG/UTM)	비고 / REMARKS
SP-1	55고지 / Hill 55	373329N 1265209E / CG 118 589	송전선을 따라 / along power line
SP-2	상암동 / Sangam-dong	373432N 1265309E / CG 133 608	직선으로 / in a straight line
SP-3	삼거리 / Intersection	373514N 1265316E / CG 135 621	도로를 따라 / along road
SP-4	망월 / Mangwol	373632N 1265305E / CG 133 645	직선으로 / in a straight line
SP-5	서두물 하천 합류점 / Joint PT of stream	373725N 1265053E / CG 101 662	
SP-6	교차로 / Intersection	373704N 1264928E / CG 080 656	39번 국도를 따라 / along route 39
SP-7(CP-10)	행주대교 남단 / South End of Haengju Bridge	373530N 1264817E / CG 062 628	직선으로 / in a straight line
SP-8(CP-9)	가양대교 남단 / South End of Gayang Bridge	373357N 1265130E / CG 108 598	올림픽대교를 따라 SP-1에 연결 / along North edge of Olympic Expressway. Expressway to SP-1

<표 4> 수색비행장 공항공통구역 확인점 / <Table 4> Susaek Airfield Airport Traffic Area (SP) Connecting points

Change : Information of RK P73 and Amended phrase.

- (3) R75 비행제한구역에서는 1 000 ft AGL 이상의 고도를 유지하여 MCRC와 레이더 및 통신접촉이 이루어져야 한다.
- (4) 헬기를 제외한 항공기의 수색비행장 입출항은 주간에만 가능하다. 단, 한국항공대학 조종학생의 야간비행훈련은 가능하며 다음 절차를 따라야 한다.
- (가) 수색비행장 운항실은 비행계획(비행 1시간 전), 이륙시각(이륙 직후) 및 비행종료 시각(비행 종료 직후)을 직통 통신망으로 수도방위사령부 JAOC에 통보한다.
- (나) 수도방위사령부 JAOC는 수색비행장으로부터 통보받은 비행정보를 (9. 비행통제절차)에 정하는 바에 따라 MCRC에 통보한다.
- (다) 항공기는 적아식별장비, 공지통신장비, 야간항법 등이 정상 작동되어야 한다. (이중 일부장비의 작동상태가 불량한 항공기의 비행은 금지된다.)
- (라) 비행 안전 및 소음 방지 대책을 수립·시행한다.
- (5) 수색비행장 운항실은 운영중인 항공기에 변동(기종/대수 등)이 있을 경우 가능한 신속히 수도방위사령부 JAOC에 통보한다. 신규기종을 운항 할 경우에는 운항개시일 10일 전까지 항공기 제원 및 사진을 서면으로 통보한다.

9. 비행통제절차

가. 식별 및 통제

- (1) MCRC의 최초 레이더 및 통신접촉은 시계비행로 진입(확인점 통과) 전에 이루어져야 하며 이후 MCRC는 감시업무를 수행한다.
- (2) MCRC는 R75 비행제한구역으로 비행하는 항공기에 대한 레이더 감시업무를 실시한다.
- (가) 주/예비 임무부대 : 1 MCRC / 2 MCRC
- (나) 교신주파수 : 278.4 MHz(군용기)
125.3 MHz(민항기)
- (다) 비상주파수 : 243.0 MHz(군용기)
121.5 MHz(민항기)
- (3) 시계비행로 상이나 R75 비행제한구역을 비행 중에는 반드시 레이더식별장비가 작동되어야 하며, 비행 중 레이더 식별장비가 작동되지 않을 경우 또는 통제기관(MCRC/공역통제중대)에서 레이더 식별장비가 미작동되는 것을 통보 받았을 때는 즉시 P73 시계비행로 외측으로 이탈해야 한다.
- (4) R75 비행제한구역 내 서울비행장(K-16) 계기 입출항 항공기에 대한 레이더 감시 및 조연 업무는 서울관제탑/서울APP/도착관제소에서 담당한다.
- (5) 서울관제탑이 관제중인 항공기가 R75와 중첩되는 서울공항 관제권 내 VFR 참조점 'A' PT, 'D' PT (ENR 1.2 - 32 참조)으로 접근 시 서울관제탑은 우선 핫라인을 통해 JAOC로 신속하게 정보를 제공한다.
- 'A' PT : CG 305517 (탄천 하수처리 사업소 정수장)
- 'D' PT : CG 266481 (양재 I.C)

- (3) Flight into VFR route shall maintain 1 000 ft AGL or above, and establish radar and radio contact with MCRC inside of the R75 Restricted Area.
- (4) Aircraft expect helicopters for arriving at/departing from Susaek Airfield is allowed at daytime only except for Korea Aerospace University night flight training. During night flight, Korea Aerospace University shall observe the following procedures.
- (a) Flight plan 1 hour before the flight is conducted, take off time immediately after take off, and ending time when the flight ends should be submitted to AOC by direct communication network.
- (b) AOC will report the received information to the MCRC according to (9. Air control procedures).
- (c) Friend or Foe Identification equipment, air to ground communication equipment, night navigation light should activate normally. (Aircraft which one of these equipment do not activate are prohibited to fly.)
- (d) Establish and execute noise prevention and flight safety measure.
- (5) If there is change in type or number of aircraft, inform it to the CDC AOC. When planning a new type flight report send pictures and information of the aircraft 10 days before the flight.

9. Air Control Procedures

a. Identification and Control

- (1) MCRC initial radar and radio contact should take place prior to the entering of VFR route. Afterwards MCRC will execute surveillance.
- (2) MCRC should continue its radar surveillance for the aircrafts which are to fly into the R75 Restricted Area.
- (a) RADAR Control Unit (Primary/Alternate)
: MCRC / 2nd MCRC
- (b) Radio Frequency : Military A/C : 278.4 MHz
Civilian A/C : 125.3 MHz
- (c) Emergency Frequency : Military A/C : 243.0 MHz
Civilian A/C : 121.5 MHz
- (3) The radar identification equipment(transponder) must be operational during the flight along P73 VFR route or inside R75 Restricted Area, and if it malfunctions during flight, or if the control agency(MCRC/JAOC) notifies of the malfunction, the aircraft must immediately clear itself outside of the P73 VFR route and R75 Restricted Area.
- (4) Seoul App/Tower/GCA are responsible for surveillance and provision of advise for aircraft flying in/out of Seoul AB(K-16) in the R75 Restricted Area.
- (5) When aircraft under the control of the Seoul Air Base Tower approaches VFR reference PT 'A' or PT 'D'(refer to ENR 1.2 - 32) within Seoul Air Base Control Zone, which overlaps with R75, Seoul Air Base Tower provide information immediately to JAOC via hot line.
- PT 'A' : CG 305517 (Tancheon sewage treatment plant water purification center)
- PT 'D' : CG 266481 (Yangjae IC)

나. 경고방송

- (1) MCRC 및 JAOC는 항공기가 사전 통보 또는 인가 없이 R75 비행제한구역을 무단 침범한 경우에 경고방송 및 조명탄 발사를 통해 퇴거 조치를 취한다.
- (2) 경고방송은 UHF/VHF 비상주파수와 FM 주파수 (46.55 MHz)로 동시에 실시하며, 혼신방지를 위하여 한 부대가 비상주파수로 방송시 다른 부대는 대기 상태를 유지 하며, FM 46.55 MHz를 사용 시에는 가디언 AIC와 협조 후 사용한다.

다. 경고사격 등

- (1) 수도방위사령관은 나. 경고방송 (1)의 경고방송에도 불구하고 항공기 등이 경고방송을 무시하고 공격적인 형태(통제속도 미준수, 급강하, 계획된 고도·경로 이탈 등)로 기동하는 등 P73 비행금지구역 방향으로 계속 비행 시에는 경고사격 등의 필요한 전술조치를 취할 수 있다.
- (2) 수도방위사령관은 경고사격에도 불구하고 항공기 등이 계속하여 공격적인 형태(통제속도 미준수, 급강하, 계획된 고도·경로 이탈 등)로 기동하여 P73 비행금지구역을 침범할 경우에는 적대행위로 간주하여 교전교칙에 따라 피격시킬 수 있다.
- (3) 단, 사전 승인되지 않은 민간항공기가 기상, 통신두절, 항법착오, 비행통제장치 고장 등의 불가피한 사유로 R75 비행제한구역 내로 진입한 것이 식별된 경우에는 경고사격은 미 실시하되, 항공교통관제기관 또는 항공기와 교신을 통해 민간항공기의 상황을 지속 파악하고, 필요시 퇴거조치한다. 그러나 퇴거 조치를 따르지 않고 공격적인 형태(통제속도 미준수, 급강하, 계획된 고도·경로 이탈 등)로 기동하는 경우, 수도방위사령관은 자위권 행사 목적의 최후수단으로 무장을 사용할 수 있다.
- (4) 항공교통관제기관은 관제중인 계기비행 민간 항공기가 기상, 통신두절, 항법착오, 비행통제장치 고장 등의 불가피한 사유로 R75 비행제한구역이나 P73 비행금지구역을 침범할 것이 예상될 경우에는 즉시 수도방위사령부 JAOC와 MCRC에 그 사유와 항공기에 관련된 사항을 통보해야 한다. (항공기 호출부호, 기종, 국적, 현재위치, 최종 출발지, 목적지, 레이다 식별부호, 교신중인 공지통신주파수, 인지된 주요 탑승자, 승객 수, 연료 탑재량 및 기타 필요하다고 판단되는 사항 등)
- (5) 항공교통관제기관이 수도방위사령부 JAOC와 공군 MCRC로 통보한 제4항과 같은 사유로 불가피하게 위규비행을 한 민간항공기는 식별된 민간항공기의 불가피한 P73 비행으로 간주되어 피격되지 않는다.
- (6) 수도방위사령관은 항공교통관제기관으로부터 민간항공기의 위규비행 관련 보고를 접수한 경우, 또는 수방사에서 자체적으로 민간항공기의 위규비행을 인지한 경우 경고사격을 실시하기 전에 수방사 JAOC는 항공교통관제기관에 직통전화를 통해 민간항공기의 불가피한 비행 여부를 확인하여야 한다.

b. Warning Broadcasting

- (1) If and when an aircraft penetrates the R75 Flight Restricted Area within prior notification or authorization, the MCRC and JAOC shall perform evacuation measures by issuing warning announcements and firing flares.
- (2) The warning broadcasting will be issued simultaneously with V/UHF and FM(46.55 MHz) guard frequencies. In order to prevent interference of guard frequency warning broadcasting, the unoccupied control units shall not transmit by their guard radio while the other control unit is broadcasting. When using FM 46.55 MHz, coordinate with Guardian AIC.

c. Warning Fire etc.

- (1) Despite repelling actions such as warning broadcasting according to the b. Warning Broadcasting (1), if the aircraft and such continues to demonstrate aggressive maneuvers (noncompliance with controlled speed, dive, deviation from planned altitude or route) and flies towards P73 NFZ, the CDC commander can take necessary tactical actions such as firing warning shots.
- (2) If the aircraft and such continues to demonstrate aggressive maneuvers (noncompliance with controlled speed, dive, deviation from planned altitude or route) and intrudes into P73 NFZ despite the warning shots, it will be considered a hostile act, and the CDC commander may shoot it down in accordance with the rules of engagement(ROE).
- (3) If a civil aircraft without approval is identified to have entered R75 Restricted Area due to an unavoidable reason (weather, communications failure, mistake in navigation, malfunction of flight control equipment, etc.), warning shots will not be conducted, but the situation of such aircraft must be tracked by communication with air traffic control center or aircraft, and take repelling actions if necessary. However, if the aircraft does not follow the repelling action and continues to demonstrate aggressive maneuvers (noncompliance with controlled speed, dive, deviation from planned altitude or route), the CDC commander may use armament in self-defense.
- (4) If a civil IFR aircraft is considered to fly into the P73 or inside of the R75 Restricted Area with an unavoidable reason(bad weather, communications failure, malfunctioning of flight control equipment or HI-JACKED or etc.), the ATC facilities must provide necessary information such as violation reason and information of the aircraft (call sign, nationality, type of aircraft, current position, final departing point, destination, operating GAG frequency, known VIPs, POB, fuel on board and other information as required) to the MCRC and AOC immediately.
- (5) If the civil aircraft which is committing flight violation was notified by the ATC facilities with the above information, the aircraft will be considered as 'unavoidable P73 flight positively identified as civil aircraft' and will not be shot-down.
- (6) If CDC commander receives a report regarding a violation flight by a civil aircraft, or CDC has acknowledged such flight, CDC JAOC must verify whether the flight was unavoidable with the air traffic control center via direct phone call before conducting warning shots.

Change : Information of RK P73.

OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 12/22
Effective : 1600UTC 28 DEC 2022

라. 미식별 항적에 대한 조치

- (1) 수도방위사령관, MCRC는 식별되지 않은 항적이 R75 비행제한구역으로 침범할 경우 우선적으로 경고방송을 통해 퇴거 조치를 취한다.
- (2) 수도방위사령관은 식별되지 않은 항적이 R75 비행제한구역 내를 비행하며 경고방송에 반응하지 않고, 항공기 위치, 진행방향, 속도 등을 고려하여 적대행위가 명백하게 예상(P73 방향으로 경로·속도 등의 변경없이 강하)되거나 발생한 경우 교전규칙과 관련 법규에 따라 조치를 취한다.
- (3) 전술기에 의한 식별 및 요격은 P73 비행금지구역 외측에서 실시함을 원칙으로 하며, P73 비행금지구역 내의 요격이 필요시 MCRC와 협조해야 한다.

마. 경고등 운용

- (1) 수도방위사령관은 야간 또는 박모 시, P73 비행금지구역 경계의 용이한 육안 식별을 위하여 경고등(Strobe light)을 설치·운영 한다. 현재 운영하고 있는 경고등의 위치는 <표 5>와 같으며 필요시 추가로 설치 운영할 수 있다.

지 명 LOC	좌표(경·위도/UTM) COORD(LAT-LONG/UTM)	지 명 LOC	좌표(경·위도/UTM) COORD(LAT-LONG/UTM)
수 색 Susaek	373511N 1265324E / CG 137 620	106고지 Hill 106	373450N 1270433E / CG 301 610
쥬 산 Jui-san	373256N 1265255E / CG 129 579	성 북 Seongbuk	373731N 1270315E / CG 283 660
당산중학교 Dangsang Middle school	373153N 1265426E / CG 151 559	덕성여대 Deokseong Women's Univ.	373923N 1270102E / CG 251 695
63 빌딩 63 story Bdg.	373108N 1265626E / CG 180 544	여기소 Yeokiso	373855N 1265601E / CG 177 688
용산 Yongsan	373202N 1265835E / CG 212 560	후 문 Back gate	373810N 1265343E / CG 143 675
오산고교 Osan High school	373126N 1265957E / CG 232 549	망 월 Mangwol	373632N 1265305E / CG 133 645
영동 Yeongdong	373100N 1270128E / CG 254 540	한양대 Hanyang Univ.	373330N 1270233E / CG 271 586

<표 5> P73 비행금지구역 침범방지를 위한 경고등 설치 위치
/ <Table 5> Strobe Lights Operating Location for Identifying of P73 Boundary

- (2) 경고등은 일출 30분 전에서부터 일출 30분 후까지 운용한다.

10. R75 비행제한구역에서의 기타 항공활동 통제

가. 기타 항공활동의 통제

- (1) R75 비행제한구역에서의 기타 항공활동은 수도권 방공작전을 수행하는 각급 부대에 혼란을 초래할 수 있으므로 반드시 관계기관 간 긴밀한 협의 하에 승인되고 통제되어야 한다.
- (2) R75 비행제한구역 내에 설치된 시계비행로(CP-10 ~ CP-22)에서는 수도방위사령부에서 기체보안점검을 실시(경찰청, 소방청 헬기는 자체 보안점검 실시 후 수도방위사령부 JAOC로 보고)하며, 이상이 있을 경우 비행이 제한된다.
- (3) R75 비행제한구역 내에서 허가없이 비행할 수 있는 무인비행장치 등의 무게는 「항공안전법」을 적용한다.
- (4) R75 비행제한구역 내에서의 기타 항공활동 중 무인비행장치 등 초경량비행장치의 세부 비행 및 통제 절차는 국방부의 “군 관할공역 내 민간 초경량비행장치 비행승인업무 지침서”를 우선 적용한다.

d. Not identified aircraft Intercept procedures

- (1) If and when unidentified targets penetrate into the R75 Flight Restricted Area, CDC commander and MCRC shall firstly order its evacuation by issuing warning announcements.
- (2) If the unidentified target does not respond to the warning broadcasts and continues to fly within the R75 Flight Restricted Area, and if an hostile activity can be clearly anticipated based on its position, flight heading, and/or airspeed (descending towards P73 without changes to route and speed), or if such an activity has already taken place, CDC commander shall take appropriate actions in accordance with rules of engagement and related laws.
- (3) Identification and Intercept by tactical aircraft should be conducted outside the P73 in principle. However, if intercept within the P73 is required, coordination with the MCRC should be made.

e. Strobe Light Operations

- (1) Visual Warning lights (strobe lights) are installed by the CDC around P73 boundary and operating for ease identifying P73 area boundary during night, operating strobe lights are located as to <Table 5>. If required additional strobe lights can be established.

- (2) The strobe lights will be operated from 30 minutes before sunset until 30 minutes after sunrise.

10. Control of other Air Activities inside of the R75

a. Control of other Air Activities

- (1) Other air activities inside of the R75 Flight Restricted Area may confused CDC or MCRC. Therefore, any air activities must be approved and controlled by concerning authorities through close coordination.
- (2) CDC commander shall conduct aircraft security inspections for aircraft flying VFR routes within the R75 Flight Restricted Area(CP-10 ~ CP-22) (The Police or fire fighting shall conduct their helicopters and report the results to CDC JAOC). If any irregularity exists, the flight will be restricted.
- (3) The weight of all unmanned aerial vehicles and similar equipments that can fly within R75 Flight Restricted Area without authorization shall be limited in accordance with [Aviation Safety Act].
- (4) Among other aviation activities within the R75 Flight Restricted Area, detailed flight and regulation procedures regarding unmanned aerial vehicle and other ultra-light vehicle shall follow the Ministry of National Defence's "Guide for Ultra-light vehicle flight procedures in military SUA" as the primary authority.

나. 협조절차

- (1) R75 비행제한구역에서 기타 항공활동을 하고자 하는 부서(처)나 협조를 요청받은 부서(처)는 아래 명시된 정보를 포함하여 계획된 활동일 3일(근무일 기준) 전까지 수도권방위사령관(작전처 방호과)에게 승인 요청한다.
 - (가) 목적 : 항공활동의 목적을 정확하고 상세하게 서술
 - (나) 일시(기간)/장소 : 예비일 포함/활동구역(행정구역 명칭 및 좌표)의 범위 및 고도
 - (다) 내용 : 항공활동의 종류, 규모(비행기 대수 등) 및 활동 횟수 등
 - (라) 신청/책임자 : 기관(부서) 명칭, 연락처, 담당자 성명
 - (마) 항공고시보(NOTAM) 또는 항공회보(AIRAD) 전파 필요성 여부
 - (바) 기타 승인여부의 결정에 참고 될 수 있는 사항 (필요시 지도, 요도 및 비행기 사진 등을 첨부)
- (2) 수도권방위사령관(작전처 방호과)은 승인 결과(제한사항 등)를 계획된 활동일 2일(근무일 기준) 전까지 신청부서, MCRC 및 기타 관계부대(부서)에 통보하여 필요한 조치를 취하도록 한다.

다. 신청자의 책임

- (1) 기타 항공활동을 신청한 부서(책임자)는 기타 항공활동 시 승인 조건을 철저히 이행해야 하며 기타 항공활동으로 인해 유발될 수 있는 사항에 대한 사전 안전조치를 철저히 하여야 한다.
- (2) 기타 항공활동이 김포공항, 서울비행장(K-16), 용산 헬기장 및 활동지역 인근 비행기지에 영향을 미칠 경우에는 해당 항공활동 신청자가 해당기관의 동의를 득하여야 한다.

11. 행정사항

가. 시행일

이 지침은 2022. 12. 29.부터 시행하며, 2016. 6. 23. 부로 발행된 "(RK)P73 인근지역 비행지침"을 대체한다.

나. 위규비행시 행정절차

8. 나. (2) 정의 (사)에 따른 위규비행 시 행정절차는 다음과 같다.

- (1) 민간항공기와 국가기관 항공기가 부주의한 비행으로 P73 비행금지구역 및 R75 비행 제한구역을 침범하는 등의 위규비행시 수도권방위사령관은 국토교통부(서울지방항공청) 또는 경찰청으로 관련 사실을 통보하여 「항공안전법」에 따른 처분을 요청할 수 있다.
- (2) 군용항공기(주한 미군 포함)와 경찰항공기는 「항공안전법」 적용의 제외 대상으로, 위규비행시 해당기관의 규정에 따라 처분된다. 따라서 수도권 통제공역을 침범하는 등의 위규비행시, 수도권방위사령관은 위규비행 항공기의 소속기관으로 관련사실을 통보하고 본 지침서에 따른 비행절차 준수를 요청하여야 한다.
- (3) (2)에 따른 조치에도 불구하고, 2회 이상 위규비행을 행한 조종사에 대하여 P73 비행금지구역 및 R75 비행제한구역 내에서의 비행 또는 P73 인근 시계비행로 비행을 승인하지 않을 수 있다.

b. Coordination Procedures

- (1) Any agency, which is responsible to approve other air activities inside of the R75 Restricted Area should coordinate with CDC(Protection Branch) three (3) working days in advance as stated in paragraph below.
 - (a) Purpose : Specifically and accurately describe the purpose of the air activity.
 - (b) DTG / Location : Date and times / duration of the air activity. Area of the planned air activity and coordinates, dimension and altitude(s)
 - (c) Content : Types of air operations, aircraft number and frequency of activity
 - (d) OPR : Title/name of requesting agency, phone number, name of person in charge and if there is a support agency state this as well.
 - (e) If needed, request NOTAMs or AIRADs.
 - (f) Any information which is useful for considering approval or disapproval (If needed, maps / diagrams and picture of the aircraft).
- (2) CDC CDR(Protection Branch) will forward approved air activities to MCRC and other concerning agencies as required two (2) working days in advance.

c. Responsibilities of the Air Activity Requester

- (1) Must comply with the approved conditions or restrictions. Should take precautionary measures to avoid any situations which may affect other personnel, facilities as a result of the activities.
- (2) Should coordinate/get approval with/of Gimpo INTL Airport, Seoul AB (K-16) or Yongsan heliport, if that activity will affect their airfield operations because of proximity of the activity location.

11. Administrations

a. Date of Enforcement

This guide becomes effective on 29 DEC 2022 and replaces "Flight Procedures IVO P73" published on 23 JUN 2016.

b. Administrative Measures against Infractions

The administrative measures taken against flight infractions in accordance with 8. b. (2) Terms (g) is as follows :

- (1) In case any civilian or national aircraft commits flight violations such as unauthorized intrusion into P73 Flight Prohibited Area or R75 Flight Restricted Area, the CDC Commander may inform MOLIT(Seoul Regional Aviation Administration) or The Seoul metropolitan police agency of the infraction and request appropriate measures be taken according to [Aviation Safety Act].
- (2) Military aircraft (including U.S. Armed Forces in ROK) and police aircraft are not bound by [Aviation Safety Act]. In case such aircraft commits flight violations such as unauthorized intrusion into P73 Flight Prohibited Area or R75 Flight Restricted Area, CDC Commander should notify the organization responsible for operating the aircraft of the infraction and request compliance with the flight procedures contained herein.
- (3) Any aircraft or pilot who have executed unlawful flights twice or more despite having been subjected to the administrative measures detailed in (2) may be denied authorization to fly within P73 Flight Prohibited Area and R75 Flight Restricted Area or may be denied permission to fly VFR routes in the vicinity of P73.

다. 관련기관의 책임

- (1) 각 군 및 관련 부서는 이 지침서에 의거 세부 절차를 수립, 시행함으로써 위규비행을 방지한다.
- (2) 수도방위사령관은 위규비행에 대한 관측, 식별, 보고 및 경고사격 절차를 발전시키고 주기적인 훈련을 실시한다.
- (3) 공군작전사령관은 위규비행 항공기에 대한 식별·요격절차를 발전시킨다.

c. Responsibilities of the Concerned Agencies

- (1) In compliance with this procedure, each of all authorities is cordially requested to establish and execute its detailed procedures.
- (2) CDC shall develop the observation report and warning fire procedure, and periodically conduct synchronized exercise (observation, identification).
- (3) AFOC shall develop the identification intercept procedures.

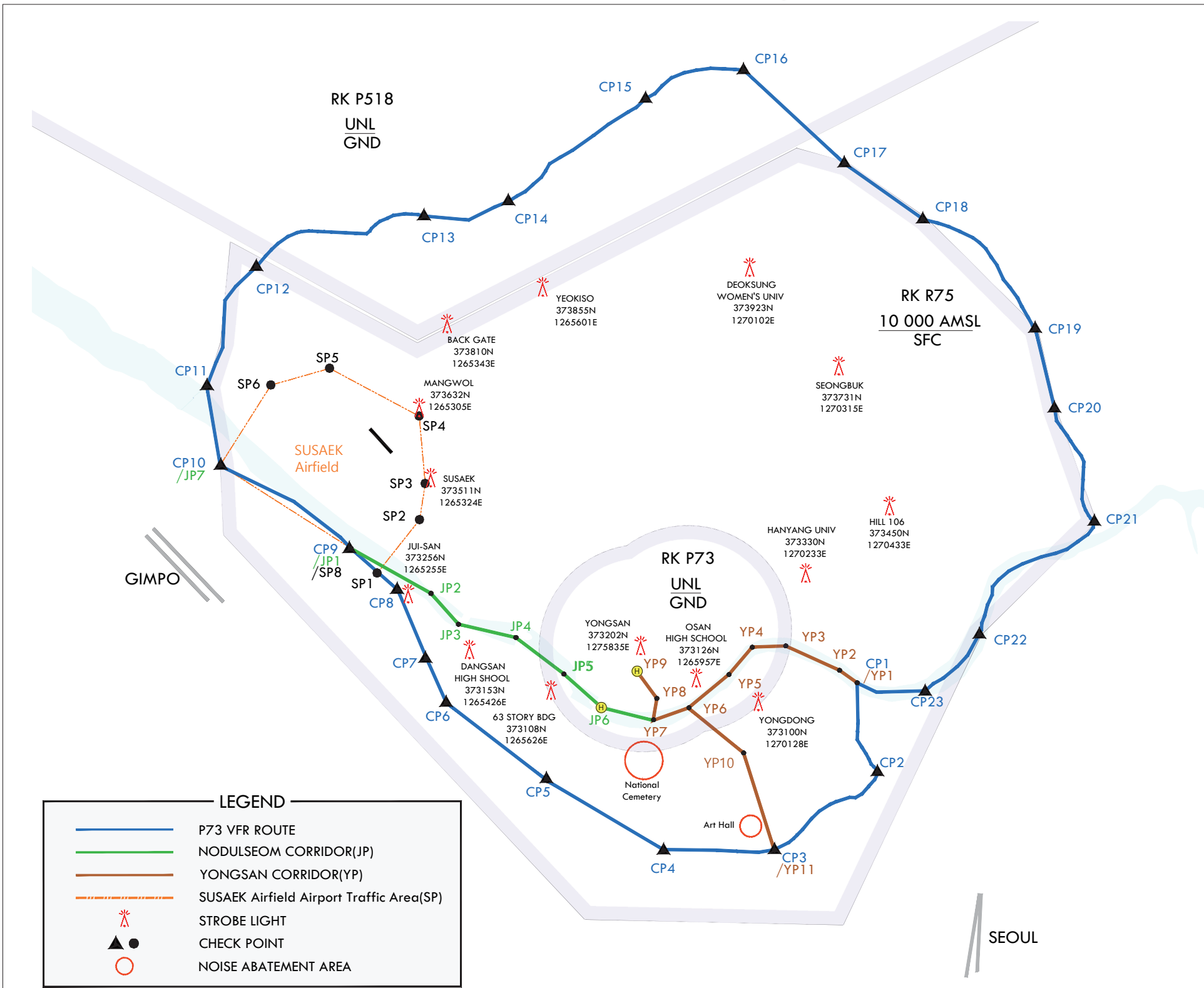


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VFR ROUTE VICINITY OF RK P73



< P73 VFR Route Visual Check points (CP) >

ID	VISUAL REF.	COORDINATES (LAT-LONG)
CP-1	Midpoint of Cheongdam Bridge	373134N 1270351E
CP-2	Daechi Bridge	372951N 1270425E
CP-3	Gyungbu Highway Yangjaechun Bridge	372817N 1270156E
CP-4	Quarry	372816N 1265914E
CP-5	Hill 180	372933N 1265624E
CP-6	Youngdeungpo station	373101N 1265353E
CP-7	Mokdong Bridge	373151N 1265322E
CP-8	Yeomchang Bridge	373310N 1265239E
CP-9	South end of Gayang Bridge	373357N 1265130E
CP-10	South end of Haengju Bridge	373530N 1264817E
CP-11	North end of Gimpo Bridge	373701N 1264754E
CP-12	Goyang IC	373921N 1264903E
CP-13	Tongillo IC	374024N 1265306E
CP-14	Yangju TG	374043N 1265508E
CP-15	Songchu IC	374246N 1265825E
CP-16	Peak of Sapae-san	374321N 1270047E
CP-17	Uijungbu IC	374136N 1270317E
CP-18	Deokrung Bridge	374033N 1270513E
CP-19	Toekyewon IC	373827N 1270800E
CP-20	Guri IC	373656N 1270830E
CP-21	North end of Gangdong Bridge	373447N 1270930E
CP-22	Midpoint of Cheonho Bridge	373233N 1270647E
CP-23	Midpoint of Jamsil Bridge	373126N 1270531E

< Nodulseom VFR Route Check points(JP) >

ID	VISUAL REF.	COORDINATES (LAT-LONG)
JP-1(CP-9)	South end of Gayang Bridge	373357N 1265130E
JP-2	Midpoint of Seongsan Bridge	373307N 1265328E
JP-3	Seonyu-do / Hill 17	373232N 1265409E
JP-4	Midpoint of Seogang Bridge	373218N 1265533E
JP-5	Midpoint of Wonhyo Bridge	373137N 1265644E
JP-6	Nodulseom heliport	373059N 1265740E

< Yongsan Corridor Visual Check points(YP) >

ID	VISUAL REF.	COORDINATES (LAT-LONG)
YP-1(CP-1)	Midpoint of Cheongdam Bridge	373134N 1270351E
YP-2	Midpoint of Yeongdong Bridge	373148N 1270325E
YP-3	Midpoint of Seongsu Bridge	373215N 1270206E
YP-4	Midpoint of Dongho Bridge	373209N 1270117E
YP-5	Midpoint of Hannam Bridge	373138N 1270046E
YP-6	Midpoint of Banpo Bridge	373057N 1265946E
YP-7	Midpoint of Dongjak Bridge	373037N 1265853E
YP-8	Square chimney	373105N 1265832E
YP-9	Yongsan Heliport (H-264)	373141N 1265831E
YP-10	Banpo IC	373010N 1270108E
YP-11/CP-3	Gyungbu Highway Yangjaechun Bridge	372817N 1270156E

< Susaek Airfield Airport Traffic Area(SP) Connecting points >

ID	VISUAL REF.	COORDINATES (LAT-LONG)	REMARKS
SP-1	Hill 55	373329N 1265209E	Along power line
SP-2	Sangam-dong	373432N 1265309E	In a straight line
SP-3	Intersection	373514N 1265316E	Along road
SP-4	Mangwol	373632N 1265305E	In a straight line
SP-5	Joint PT of stream	373725N 1265053E	In a straight line
SP-6	Intersection	373704N 1264928E	Along route 39
SP-7 (CP-10)	South end of Haengju Bridge	373530N 1264817E	In a straight line
SP-8 (CP-9)	South end of Gayang Bridge	373357N 1265130E	Along North edge of Olympic Expressway to SP-1

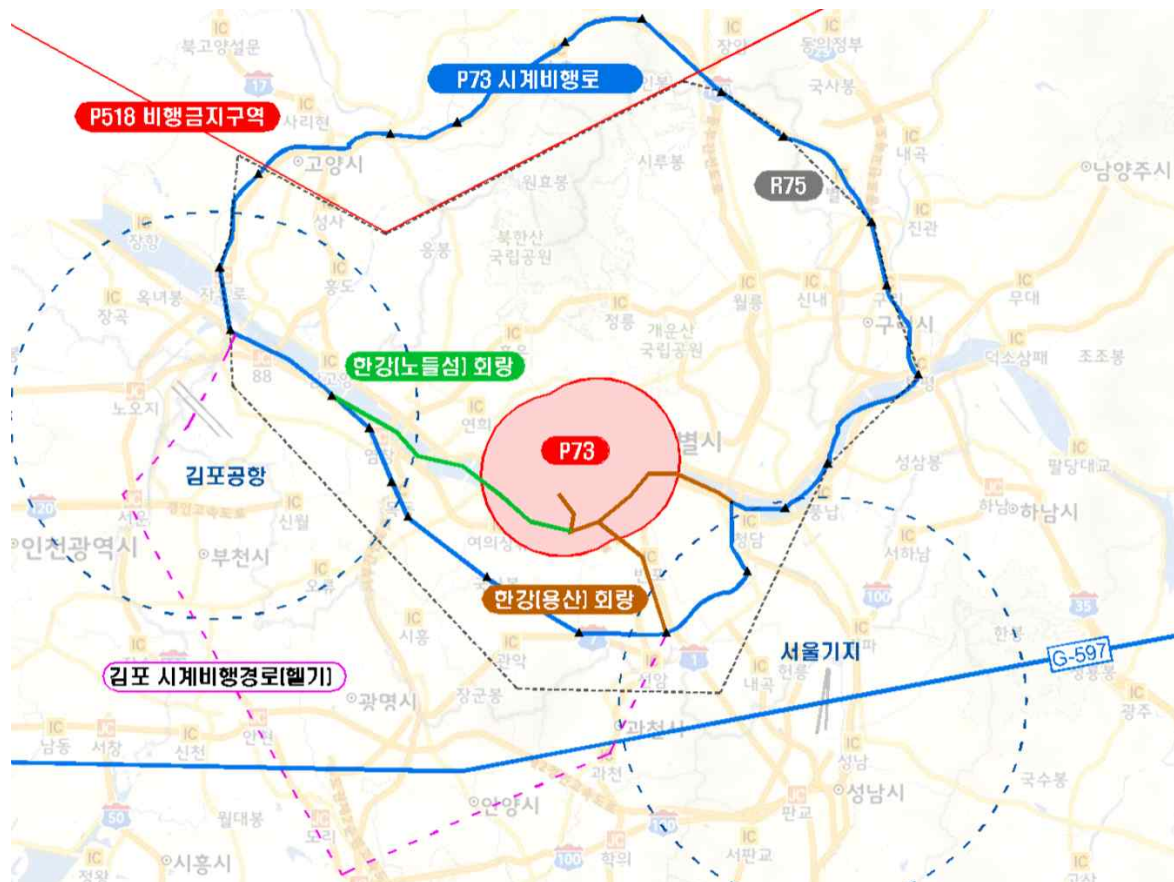
Change : Information of diagram of VFR route vicinity of RK P73.

OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 12/22
Effective : 1600UTC 28 DEC 2022

P73 비행금지구역 / R75 비행제한구역 요도

Diagram of P73 NFZ / R75 RFZ



명칭	좌표 및 통제고도
P73	- 수평범위 : 중심 1과 중심 2의 반경 2 NM인 2개 원의 외곽선을 연결한 구역 * 중심1(373209N 1265838E), 중심2(373232N 1265943E) - 수직범위 : 지상 ~ 무한대
R75	- 수평범위 : 373949N 1264824E - 373752N 1264813E - 373701N 1264754E - 373530N 1264817E - 373409N 1264824E - 372653N 1265722E - 372653N 1270338E - 373233N 1270647E - 373447N 1270930E - 373656N 1270830E - 373827N 1270800E - 374033N 1270513E - 374136N 1270317E - 374200N 1270140E - 373758N 1265259E - 시작점 - 수직범위 : 지상 ~ 10 000 ft AMSL

Name	Coordinates and Control Altitude
P73	- Horizontal Range : The airspace that encircles the outside boundary the radius of 2 NM centered at Center-1 and Center-2. * Center-1(373209N 1265838E), Center-2(373232N 1265943E) - Vertical Range : Surface ~ Unlimited
R75	- Horizontal Range : 373949N 1264824E - 373752N 1264813E - 373701N 1264754E - 373530N 1264817E - 373409N 1264824E - 372653N 1265722E - 372653N 1270338E - 373233N 1270647E - 373447N 1270930E - 373656N 1270830E - 373827N 1270800E - 374033N 1270513E - 374136N 1270317E - 374200N 1270140E - 373758N 1265259E - Starting Point - Vertical Range : Ground ~ 10 000 ft AMSL

Change : Information of RK P73 and diagram of P73 NFZ / R75 RFZ.

비행계획서 (예문)

1. 비행목적

서울시 기본 및 시가지 경관계획 자료를 위한 촬영

2. 비행일시

'22. 5. 2(월) 11:00 ~ 16:00까지(시간단위)

3. 비행경로

김포공항(11:00) → CP#10(11:05)
→ 합정(11:10~11:25) → 용산(11:30~11:45)
→ 성수(11:50~12:05) → 남산(12:10~12:25)
→ 경복궁(12:25~12:30)
→ 연희동(12:45) → 상암동(12:50)
→ CP#10(12:55) → 김포공항(13:00)

4. 비행고도/속도

1 000 피트 ~ 2 000 피트 / 50 ~ 60 kt

5. 기종 / 대수 / 호출부호

R-44 II / 1대 / HL 6141

6. 인적사항

가. 조종사

구분	성명	자격번호	전화번호
주	김항공	사업용 조종사 제5432호	010-000-0000
보조	김비행	사업용 조종사 제4326호	010-000-0000

나. 탑승자

구분	직책	성명	구분	직책	성명
1	촬영팀장	김철영	3	...	...
2	...	...	4	...	...

7. 탑재장비 : VHF 송수신기(GNS 430) 2대,
구명무전기(ELT 3000-10) 1대,
방향탐지기(GNS 430) 1대,
항법용 VOR 수신기(GNS 430) 1대,
트랜스폰더(KT 76) 1대

8. 기타(안전 준수사항 등)

가. 항로 관제부대와 교신 유지

나. 비행중 비상주파수 청취

다. 공역통제부대의 지시사항 이행

※ 별첨 : 1. 항공 촬영 시 비행경로 요도 및 국방부 정책과 승인문서
2. P73 비행금지구역 비행계획 시 비행경로 요도

Flight plan (example)

1. Flight purpose

Photographing basic and urban landscape planning data of Seoul.

2. Date of flight

02/5/22(Mon) 11:00 ~ 16:00(hour unit)

3. Flight route

Gimpo Airport(11:00) ⇒ CP#10(11:05)
⇒ Habjeong(11:00~11:25) ⇒ Youngsan(11:30~11:45)
⇒ Seongsu(11:50~12:05) ⇒ Namsan(12:10~12:25)
⇒ Gyeongbok Palace(12:25~12:30)
⇒ Yunhedong(12:45) ⇒ Sangamdong(12:50)
⇒ CP#10(12:55) ⇒ Gimpo Airport(13:00)

4. Flight Altitude / Velocity

1 000 ft ~ 2 000 ft / 50~60 kt

5. Type / number / call sign

R-44 II / 1sortie / HL 6141

6. Personal Information.

a. Pilot

Classification	Name	Qualification number	Phone
Main	Kim Hangong	Commercial pilot 5432	010-000-0000
Assistance	Kim Bihang	Commercial pilot 4326	010-000-0000

b. Passenger

Classification	Occupation	Name	Classification	Occupation	Name
1	Chief of photographing	Kim Chulsung	3	...	...
2	...		4	...	...

7. Loaded equipments : 2 VHF GNS 430,
1 ELT 3000-10,
1 GNS 430,
1 navigation VOR GNS 430,
1 transponder KT 76

8. Other (safety observance matter etc...)

a. Maintain contact with Air Traffic control Agencies.

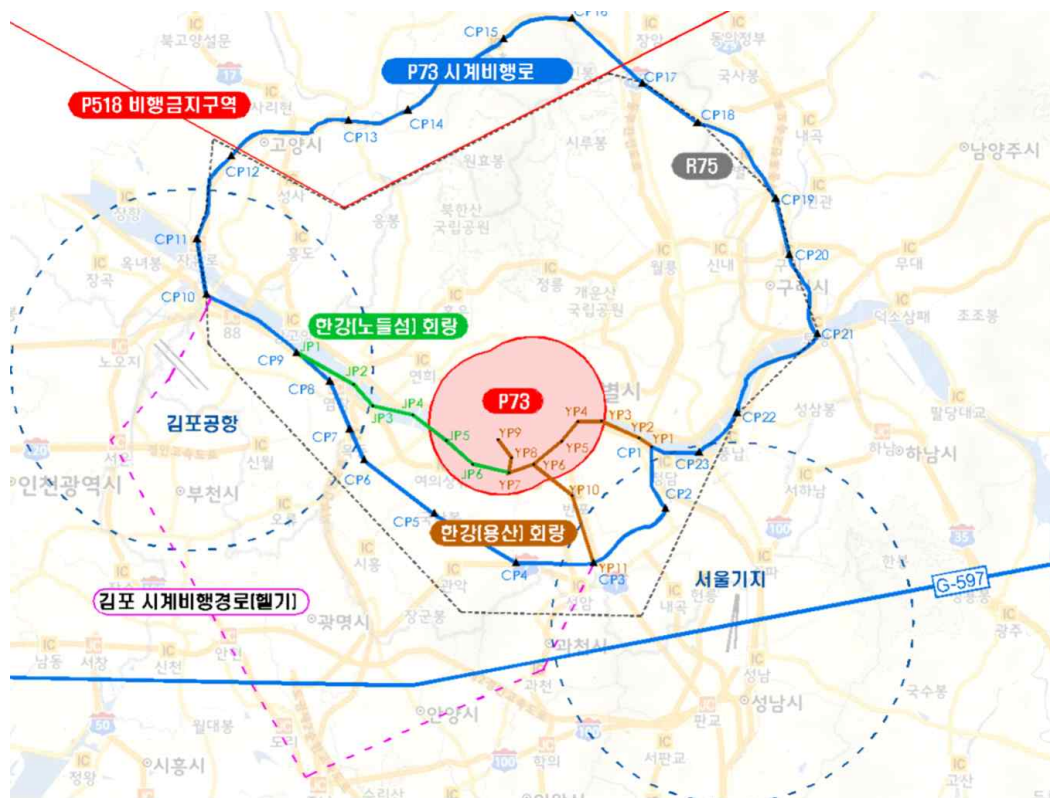
b. Listen to emergency frequency during flight.

c. Comply with Airspace control agencies.

* Reference : 1. When photographing approval document of MND policy and diagram of flight route.
2. Diagram of flight route when flying P73

P73 인근지역 시계비행로 요도

Diagram of VHF route in the Vicinity of P73



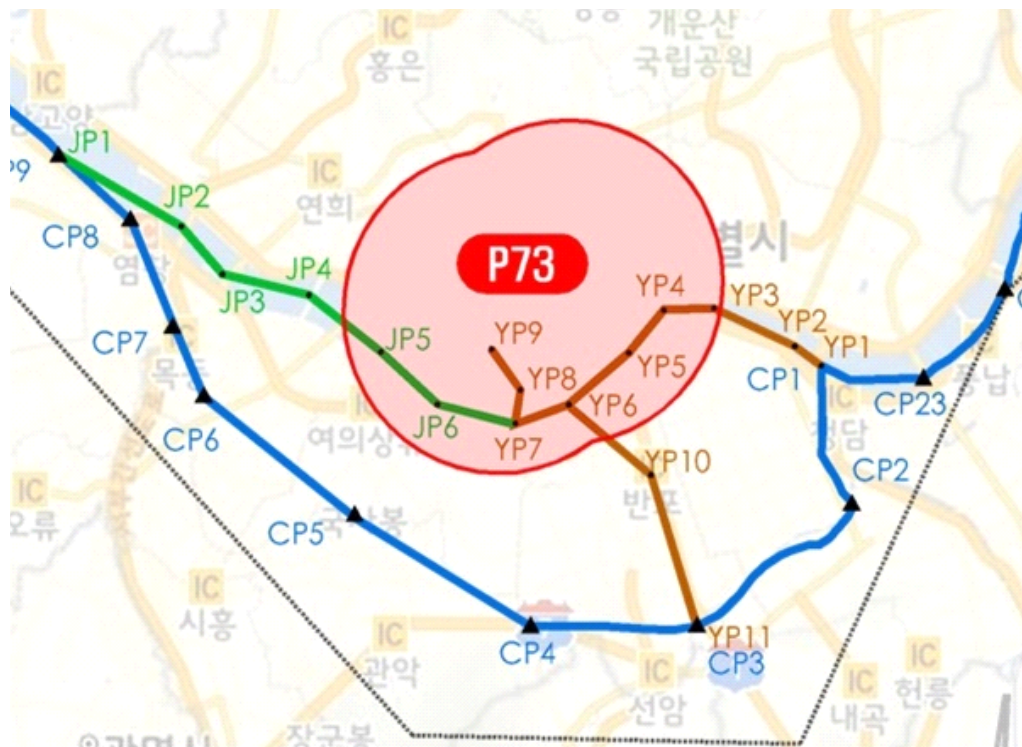
참 조 점	지 명
CP - 1	청담대교 중간지점
CP - 2	대치교
CP - 3	경부고속도로 양재천 다리
CP - 4	채석장
CP - 5	180 고지
CP - 6	영등포역
CP - 7	목동교
CP - 8	염창교
CP - 9	가양대교 남단
CP - 10	행주대교 남단
CP - 11	김포대교 북단
CP - 12	고양 IC
CP - 13	통일로 IC
CP - 14	양주 TG
CP - 15	송추 IC
CP - 16	사패산 정상
CP - 17	의정부 IC
CP - 18	덕릉교 (도로교차점)
CP - 19	퇴계원 IC
CP - 20	구리 IC
CP - 21	강동대교 북단
CP - 22	천호대교 중간지점
CP - 23	잠실대교 중간지점

Ref Points	Place
CP - 1	Midpoint of Cheongdam Bridge
CP - 2	Daechi Bridge
CP - 3	Gyeongbu Expressway Yangjaecheon Bridge
CP - 4	Quarry
CP - 5	Hill 180
CP - 6	Yeongdeungpo Station
CP - 7	Mokdong Bridge
CP - 8	Yeomchang Bridge
CP - 9	South end of Gayang Bridge
CP - 10	South end of Haengju Bridge
CP - 11	North end of Gimpo Bridge
CP - 12	Goyang IC
CP - 13	Tongillo IC
CP - 14	Yangju TG
CP - 15	Songchu IC
CP - 16	Peak of Sapae-san
CP - 17	Uijeongbu IC
CP - 18	Deokreung Bridge
CP - 19	Toegyewon IC
CP - 20	Guri IC
CP - 21	North end of Gangdong Bridge
CP - 22	Midpoint of Cheonho Bridge
CP - 23	Midpoint of Jamsil Bridge

Change : Information of diagram of VHF route in the vicinity of P73.

한강회랑 요도

Diagram of Han-gang Corridor



- 한강회랑 참조점

참 조 점	지 명
YP - 1 (CP - 1)	청담대교 중간지점
YP - 2	영동대교 중간지점
YP - 3	성수대교 중간지점
YP - 4	동호대교 중간지점
YP - 5	한남대교 중간지점
YP - 6	반포대교 중간지점
YP - 7	동작대교 중간
YP - 8	정사각형 굴뚝
YP - 9	용산헬기장 (H-264)
YP - 10	반포 IC
YP - 11 (CP - 3)	경부고속도로 양재천 다리

- Reference Points of Han-gang Corridor

Ref Points	Place
YP - 1 (CP - 1)	Midpoint of Cheongdam Bridge
YP - 2	Midpoint of Yeongdong Bridge
YP - 3	Midpoint of Seongsu Bridge
YP - 4	Midpoint of Dongho Bridge
YP - 5	Midpoint of Hannam Bridge
YP - 6	Midpoint of Banpo Bridge
YP - 7	Midpoint of Dongjak Bridge
YP - 8	Square Chimney
YP - 9	H-264
YP - 10	Banpo IC
YP - 11 (CP - 3)	Gyeongbu Expressway Yangjaecheon Bridge

Change : Information of diagram of han-gang corridor and Withdrawal of reference points of P73A/B.

참 조 점	지 명
JP - 1 (CP - 9)	가양대교 남단
JP - 2	성산대교 중간지점
JP - 3	선유도 / 17고지
JP - 4	서강대교 중간지점
JP - 5	원효대교 중간지점
JP - 6	노들섬 헬기장

Ref Points	Place
JP - 1 (CP - 9)	South end of Gayang Bridge
JP - 2	Midpoint of Seongsan Bridge
JP - 3	Seonyu-do / Hill 17
JP - 4	Midpoint of Seogang Bridge
JP - 5	Midpoint of Wonhyo Bridge
JP - 6	Nodulseom Heliport

수색비행장 공항공통구역 요도

Diagram of Su-saek Airfield Air Traffic Zone



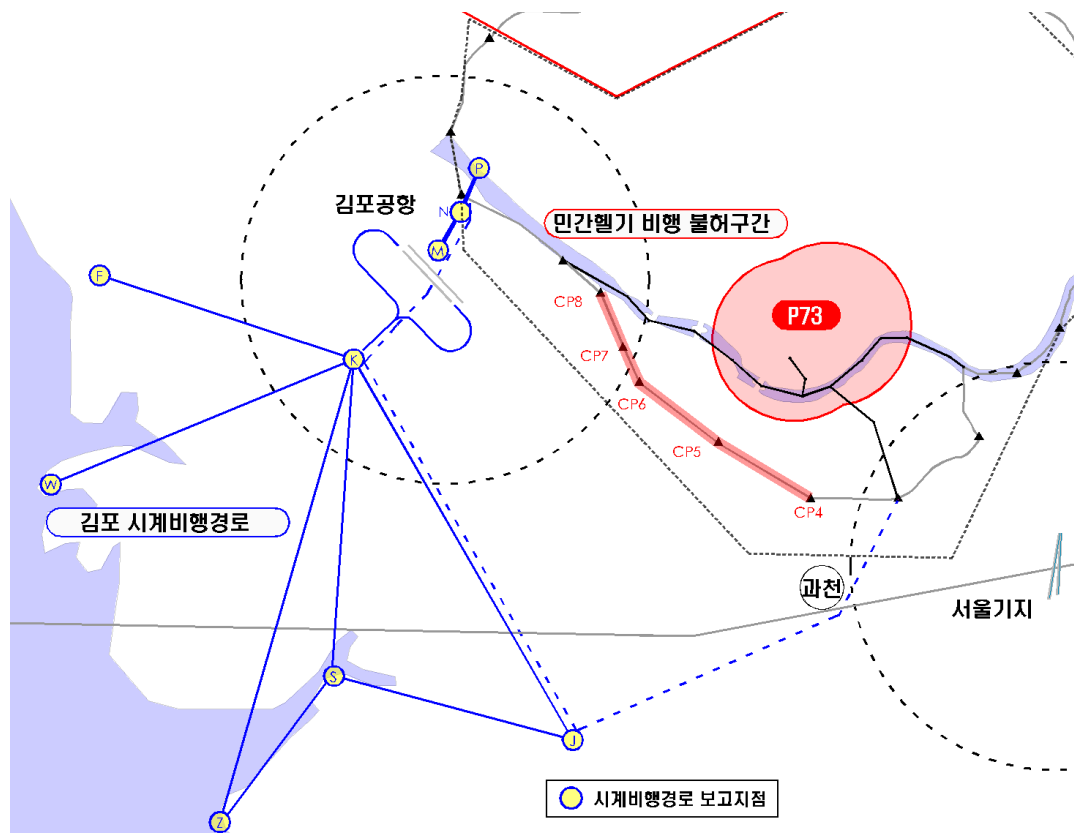
참 조 점	지 명
SP - 1	55고지
SP - 2	상암동
SP - 3	삼거리
SP - 4	망월
SP - 5	서두물 하천 합류점
SP - 6	교차로
SP - 7 (CP - 10)	행주대교 남단
SP - 8 (CP - 9)	가양대교 남단

Ref Points	Place
SP - 1	Hill 55
SP - 2	Sangam-dong
SP - 3	Intersection
SP - 4	Mangwol
SP - 5	Joint Pt of Stream
SP - 6	Intersection
SP - 7 (CP - 10)	South end of Haengju Bridge
SP - 8 (CP - 9)	South end of Gayang Bridge

Change : Information of diagram of su-saek airfield air traffic zone.

김포공항 시계비행로 요도

Diagram of Gimpo Airport VFR Route



참조점	지명
F	북인천 IC
J	조남 JCT
K	서운분기점
M	김포공항 북측 농경지
N	개화산
R	행주대교
S	소래
W	월미도
Z	시화방조제

※ 세부내용 : 김포공항 국지절차 참조(AIP RKSS AD 2-30)

Ref Points	Place
F	Buk-Incheon IC
J	Jonam JCT
K	Seoun JCT
M	North farmland of Gimpo airport
N	Gaehwa Hill
R	Hangju Bridge
S	Sorae
W	Wolmido
Z	Sihwa Breakwater

※ Details : Refer to Gimpo Airport Local Procedure (AIP RKSS AD 2-30)

시계비행로 인근의 통제장애물

Control Barriers along the VFR route

1. 남부회랑

경로	통제장애물 (좌표)	높이(ft)	구간 비행고도
CP - 1 (청담대교 중간지점)	현대 아이파크 (373105N 1270333E)	659	2 000 ft AMSL
~	코엑스 (373042N 1270338E)	749	
CP - 3 (경부고속도로 양재천 다리)	타워 팰리스 (372919N 1270314E)	867	

1. South Corridor

Route	Control Barrier	ALT(ft)	Section ALT
CP - 1 (Chungdam Bridge)	Hyundai I-Park	659	Above 2 000 ft AMSL
~	COEX Tower	749	
CP - 3 (Gyeongbu Expressway Yangjaecheon Bridge)	Tower Palace	867	

Change : Information of diagram of gimpo airport VFR route, and Amended phrases.

경로	통제장애물 (좌표)	높이(ft)	구간 비행고도
CP-3 (경부고속도로 양재천 다리) ~ CP-4(채석장)	현대 슈퍼빌 (372859N 1270059E) 우면산 (372814N 1270031E)	535 967	2 000 ft AMSL ~ 1 000 ft AMSL
CP-4(채석장) ~ CP-5(180고지)	봉천 벽산 블루밍 (372921N 1265642E)	건물 : 221 지형 : 373 = 594	1 100 ft AMSL 이상 ※ 김포공항 최종접근경로와 인접 (주의비행) ※ 김포관제탑 통제 하 비행
CP-5(180고지) ~ CP-6(영등포역)	보라매 삼성 웨르빌 (372926N 1265522E)	535	
CP-6(영등포역) ~ CP-7(목동교)	SK 리더스뷰 (373103N 1265400E)	568	
CP-6(영등포역) ~ CP-7(목동교)	양천 자원회수 굴뚝 (373225N 1265305E)	492	

Route	Control Barrier	ALT(ft)	Section ALT
CP-3 (Gyeongbu Expressway Yangjaecheon Bridge) ~ CP-4 (Quarry)	Hyundai Superville Woomyeon Mt.	535 967	2 000 ft AMSL ~ 1 000 ft AMSL
CP-4(Quarry) ~ CP-5(Hill 180)	Bongcheon Blooming	Bldg : 221 Feature: 373 = 594	Above 1 000 ft AMSL ※ Close to final approach course of Gimpo Airport. (Caution Needed) ※ Operation under Gimpo Tower Control.
CP-5(Hill 180) ~ CP-6(Yeong deungpo Station)	Boramae Samsung Chereville	535	
CP-6(Yeong deungpo Station) ~ CP-7(Mokdong Bridge)	SK Leader's View	568	
CP-6(Yeongde ungpo Station) ~ CP-7(Mokdong Bridge)	Yangcheon resource recovery chimney	492	

2. 서부회랑

경로	통제장애물 (좌표)	높이(ft)	구간 비행고도
CP-8 (염창교) ~ CP-11 (김포대교 북단)	-	-	1 500 ft AMSL 이상 ※ 특별한 장애물 없으며, 일부구간은 인구 밀집 지역임
CP-11 (김포대교 북단) ~ CP-14 (양주 TG)	-	-	
	-	-	

2. West Corridor

Route	Control Barrier	ALT(ft)	Section ALT
CP-8 (Yeomchang Bridge) ~ CP-11 (North end of Gimpo Bridge)	-	-	Above 1 500 ft AMSL ※ No particular barrier, some areas densely populated.
CP-11 (North end of Gimpo Bridge) ~ CP-14 (Yangju TG)	-	-	
	-	-	

3. 북부회랑

경로	통제장애물 (좌표)	높이(ft)	구간 비행고도
CP-14 (양주 TG) ~ CP-15 (송추 IC)	노고산 (374105N 1265639E)	1 416	2 500 ft AMSL 이상
CP-16 (사패산 정상) ~ CP-17 (의정부 IC)	사패산 (374321N 1270038)	1 822	2 800 ft AMSL 이상

3. North Corridor

Route	Control Barrier	ALT(ft)	Section ALT
CP-14 (Yangju TG) ~ CP-15 (Songchu IC)	Nogo Mt.	1 416	Above 2 500 ft AMSL
CP-16 (Peak of Sapae-san) ~ CP-17 (Uijeongbu IC)	Sapae Mt.	1 822	Above 2 800 ft AMSL

Change : Amended phrases.

경로	통제장애물 (좌표)	높이(ft)	구간 비행고도
CP-17 (의정부 IC) ~ CP-19 (퇴계원 IC)	수락산 (374155N 1270453E)	2 112	2 000 ft AMSL 이상 ※ 서울기지 최종접근로와 인접 (주의비행) (서울 접근항공기 고도 2 800ft 이상) ※ 산악지대 주의비행
	불암산 (373950N 1270543E)	1 683	

4. 동부회랑

경로	통제장애물 (좌표)	높이(ft)	구간 비행고도
CP-19 (퇴계원IC) ~ CP-20 (구리 IC)	-	-	1 500 ft AMSL ※ 서울기지 최종접근경로와 중복 (주의비행)
CP-20 (구리 IC) ~ CP-21 (강동대교 북단)	도농 마제스 타워 (373622N 1270922E)	건물 : 413 지형 : 86 = 500	1 300 ft AMSL ※ 서울기지 최종접근경로와 중복 (주의비행)
CP-21 (강동대교 북단) ~ CP-23 (잠실대교 중간지점)	테크노마트 21 (373208N 1270547E)	623	800 ft AMSL ※ 서울기지 최종접근경로와 중복 (주의비행) ※ 서울관제탑 통제하 비행
CP-23 (잠실대교 중간지점) ~ CP-1 (청담대교 중간지점)	모형비행장 (373252N 1270709E)	초경량비행장치 유의	
	- 롯데 타워 (373044N 1270609E) * CP-23 남쪽 5 100 ft 이격	- 1 281	1 000 ft AMSL 이상

5. 한강회랑

경로	통제장애물 (좌표)	높이(ft)	구간 비행고도
JP-1(가양대교 남단) ~ JP-6(노들섬 헬기장) ※ 노들섬 회랑	파크원 빌딩 (373135N 1265538E)	1 093	1 500 ft AMSL 이상 ※ 한강 주변에 고층건물 및 인구밀집지역 산재(주의비행)
	63빌딩 (373111N 1265624E)	819	
YP-1(청담대교 중간지점) ~ YP-7(동작대교 중간) ※ 용산 회랑	청담 GS 자이 아파트 (373126N 1270326E)	462	

Route	Control Barrier	ALT(ft)	Section ALT
CP-17 (Uijeongbu IC) ~ CP-19 (Toegyewon IC)	Surak Mt	2 112	Above 2 000 ft AMSL ※ Close to final approach course of Seoul AB. (Caution Needed) (Above 2 800 ft in case aircraft approaching Seoul) ※ Mountainous /Caution Needed.
	Bulam Mt.	1 683	

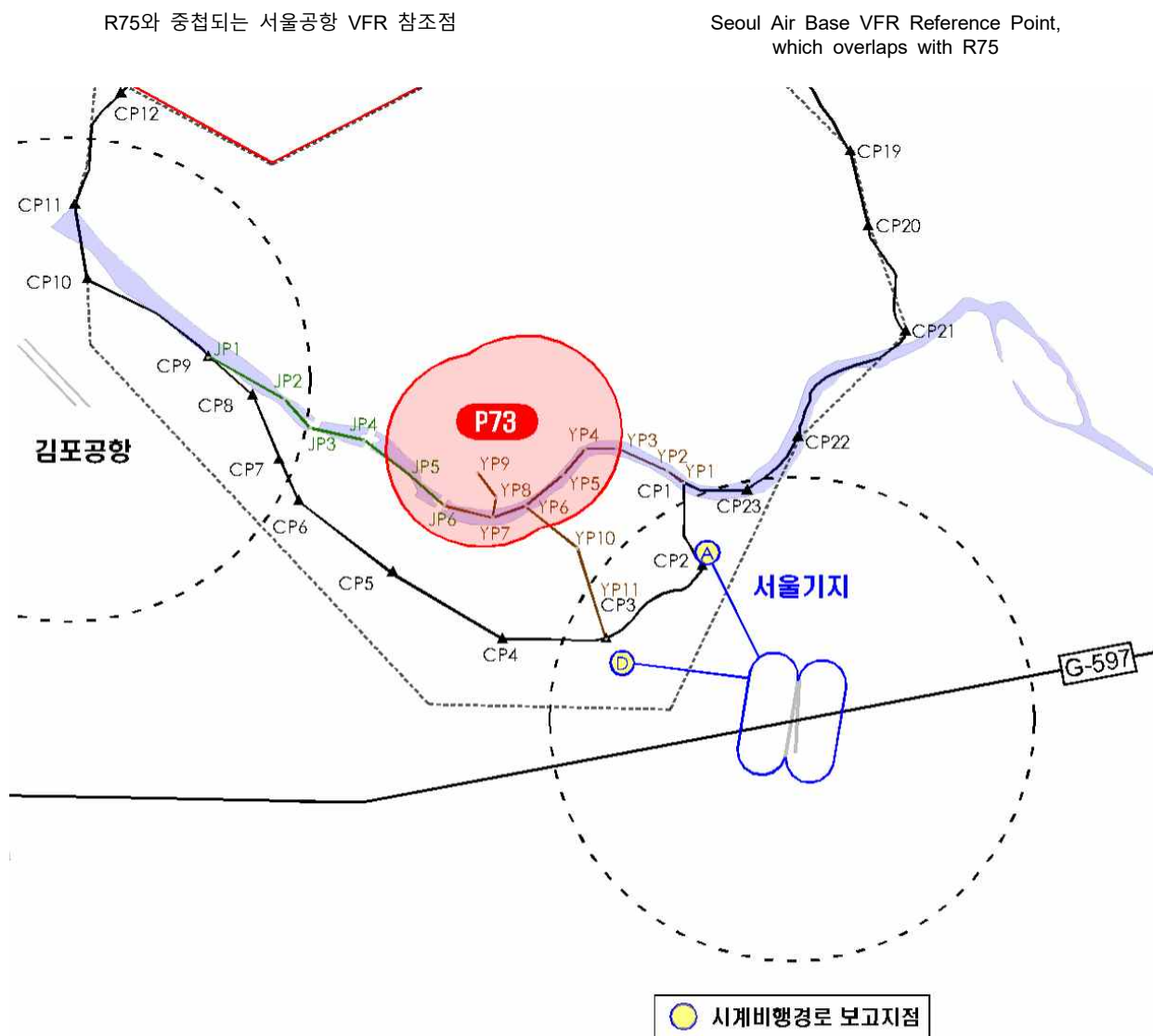
4. East Corridor

Route	Control Barrier	ALT(ft)	Section ALT
CP-19 (Toegyewon IC) ~ CP-20(Guri IC)	-	-	1 500 ft AMSL ※ Overlapped with final approach course of Seoul AB. (caution needed)
CP-20(Guri IC) ~ CP-21 (North end of Gangdong Bridge)	Donong Majesty Tower	Bldg : 413 Feature : 86 = 500	1 300 ft AMSL ※ Overlapped with final approach course of Seoul AB. (caution needed)
CP-21 (North end of Gangdong Bridge) ~ CP-23 (Midpoint of Jamsil Bridge)	Technomart 21 Etc. (Airfield Replica)	623	800 ft AMSL ※ Overlapped with final approach course of Seoul AB. (caution needed) ※ Operation under Seoul Tower Control.
CP-23 (Midpoint of Jamsil Bridge) ~ CP-1 (Midpoint of Cheongdam Bridge)	- Lotte Tower ※ Separation 5 100 ft from south of CP-23	- 1 281	Above 1 000 ft AMSL

5. Han-gang Corridor

Route	Control Barrier	ALT(ft)	Section ALT
JP-1(South end of Gayang Bridge) ~ JP-6 (Nodulseom heliport) ※ Nodeul Corridor	Parkone Bldg (373135N 1265538E) 63 Building (373111N 1265624E)	1 093 819	Above 1 500ft AMSL ※ Skyscrapers and densely populated areas IVO Hangang.
YP-1(Midpoint of Cheongdam Bridge) ~ YP-7(Midpoint of Dongjak Bridge) ※ Yongsan Corridor	Chungdam GS Xi At.	462	

Change : Information of east corridor, han-gang corridor, and Amended phrases.



명 칭	참조점	좌 표
'A' POINT	탄천 하수처리 사업소 정수장	CG 305517
'D' POINT	양재 I.C	CG 266481

Name	Visual REF.	Coordinates
'A' POINT	Tancheon Stream Sewage treatment plant	CG 305517
'D' POINT	Yangjae Interchange	CG 266481

Change : Establishment of seoul air base VFR reference point.

OFFICE OF CIVIL AVIATION

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ENR 2. AIR TRAFFIC SERVICE AIRSPACE

ENR 2.1 FIR, UIR, TMA AND CTA

1.1 FLIGHT INFORMATION REGION (FIR)

Name Lateral limits Vertical limits Class of airspace	Unit Providing Service	Call sign Languages Hours of service	Frequencies(MHz) Purpose	Remarks
1	2	3	4	5
Incheon FIR 3800N 12400E - 3800N 12451E - along the Northern Limit Line and Military Demarcation Line to 3838N 12822E - 3838N 13339E - 3800N 13300E - 3730N 13300E - 3440N 12910E - 3230N 12730E - 3230N 12650E - 3000N 12525E - 3000N 12400E UNL GND Class A, B, C, D, E, G	Incheon ACC	Incheon Control English H24	126.175, 134.375, 317.85, 335.55 / Gunsan East Sector 132.15, 123.55, 263.15, 272.60 / Gunsan West Sector 123.725, 124.50, 241.80, 275.40 / Gwangju East Sector 120.725, 128.30, 263.90, 272.75 / Gwangju West Sector 124.525, 132.425, 255.40, 348.10, 233.50* / Jeju North Sector 133.425, 134.15, 234.35, 234.65 / Jeju South High Sector 125.725, 132.825, 128.375, 232.95, 233.15 / Jeju South Low Sector COMMON(Gunsan East, Gunsan West, Gwangju East, Gwangju West, Jeju North, Jeju South High, Jeju South Low) : 132.20, 355.50 121.50, 243.00/EMERG	* For ACC contingency use only
	Daegu ACC	Daegu Control English H24	132.80, 118.925, 290.60, 335.45, 317.35* / West-sea North Sector 128.70, 120.525, 270.50, 263.60, 317.35* / West-sea South Sector 122.25, 125.925*, 263.35, 263.85* / East-sea Area Sector 134.175, 123.65*, 272.40, 233.60* / Gangneung Area Sector 120.575, 119.375*, 119.325*, 254.70, 335.75* / Pohang Area Sector 125.375, 125.775*, 124.575*, 234.15, 317.35*, 335.50* / Daegu Area Sector 128.175, 128.325, 122.75, 262.75, 275.20* / Namhae Area Sector COMMON(West-sea north, West-sea south, East-sea Area, Gangneung Area, Pohang Area, Daegu Area, Namhae Area) : 122.75, 262.75 121.50, 243.00/EMERG	
	Incheon FIC	Daegu Information	126.90, 135.725, 250.80, 258.50, 317.55, 121.50, 243.00/EMERG	
	Daegu FIC	English H24		
	Seoul Radio	Seoul Radio English H24	127.10 3004 kHz, 6532 kHz, 8903 kHz, 13300 kHz, 13303 kHz, 17904 kHz	

Change : Information of controlling unit and frequencies for namhae area sector.

1.2 UPPER INFORMATION REGION (UIR) - NIL

1.3 TERMINAL CONTROL AREA (TMA)

Name Lateral limits Vertical limits Class of airspace	Unit Providing Service	Call Sign Languages Area and conditions of use Hours of Service	Frequencies/ Purpose	Remarks
1	2	3	4	5
Seoul Terminal Control Area T 01 372110N 1253253E - 373910N 1260953E - 374310N 1264052E - 373810N 1265252E - 375810N 1273952E - 371619N 1273952E - 371510N 1272352E - 371810N 1271852E - 371810N 1270852E - 372110N 1265752E - 372025N 1264822E - 370855N 1263637E - 370831N 1263143E - 370538N 1262158E - 370517N 1254809E - 371610N 1254753E - 372110N 1253253E FL 185 1 000 ft AGL ¹⁾ Class B, D, E	Seoul APP	Seoul Approach English H24	119.05 119.10 119.75 124.70 120.80 121.35 121.40 123.25 123.80 124.20 124.80 125.15 293.30 305.70 353.20 363.80 121.50 243.00	Class B : Incheon 5 NM(9.3 km) radius of 372745N 1262621E including areas which are extended northbound from 373156N 1261525E - 373721N 1262500E - 373241N 1262713E - 372852N 1262003E - 373156N 1261525E and southbound from 372247N 1262526E - 372654N 1263222E - 372339N 1263710E - 371815N 1262736E - 372247N 1262526E area 10 000 ft AMSL GND 5-10 NM(18.5 km) radius of 372745N 1262621E including areas which are extended northbound from 373454N 1261246E - 374019N 1262221E - 373721N 1262500E - 373156N 1261525E - 373454N 1261246E and southbound from 371815N 1262736E - 372339N 1263710E - 371917N 1264102E - 371353N 1263128E - 371815N 1262736E area 10 000 ft AMSL 1 000 ft AGL 10-20 NM radius of 372745N 1262621E 10 000 ft AMSL 5 000 ft AGL Gimpo 5 NM radius of 373325N 1264751E including areas which are extended northbound from 373646N 1263926E - 373944N 1264310E - 373803N 1264518E - 373458N 1264142E - 373646N 1263926E and southbound from 372840N 1264938E - 373036N 1265252E - 372907N 1265444E - 372652N 1265153E - 372840N 1264938E area 10 000 ft AMSL GND 5-10 NM radius of 373325N 1264751E 10 000 ft AMSL 1 000 ft AGL 10-20 NM radius of 373325N 1264751E 10 000 ft AMSL 5 000 ft AGL
T 02 375810N 1273952E - 380010N 1275452E - 371010N 1275452E - 371010N 1274552E - 370640N 1273952E - 375810N 1273952E FL 185 FL 175 Class D				
T 03 372025N 1264822E - 372110N 1265752E - 371810N 1270852E - 371810N 1271852E - 371510N 1272352E - 371510N 1270652E - 370939N 1264334E - 370855N 1263637E - 372025N 1264822E FL 185 4 500 ft AMSL Class B, D, E				
T 04 370517N 1254809E - 370538N 1262158E - 370831N 1263143E - 370939N 1264334E - 371333N 1265937E - 370531N 1270147E - 365810N 1262852E - 370050N 1261652E - 365652N 1254823E - 370517N 1254809E FL 185 6 500 ft AMSL Class D, E				
T 05 371333N 1265937E - 371510N 1270652E - 371510N 1272352E - 371619N 1273952E - 371039N 1273952E - 370531N 1270147E - 371333N 1265937E FL 185 7 500 ft AMSL Class D, E				

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Hours of service	Frequencies(MHz)/Purpose	Remarks
1	2	3	4	5
Jeju South Low Sector 320229N 1240000E - 322848N 1255859E - 323223N 1261536E - 323000N 1265000E - 300000N 1252500E - 300000N 1251154E - 300000N 1245712E - 300000N 1240000E - 313636N 1240000E - 320229N 1240000E FL 335 1 000 ft AGL¹⁾ Class A, D, E	Incheon ACC	Incheon Control English H24	125.725, 232.95/ PRIMARY 132.825, 128.375, 232.95, 233.15 /SECONDARY 132.20, 355.50/ COMMON 121.50, 243.00/ EMERG	1) - 1 000 ft AMSL is applied over the territorial waters. - 5 500 ft AMSL is applied over the high seas. 2) FL 600-UNL : Class G(Advisory Airspace), refer to ENR 1.4-8
Namhae Area Sector 353011N 1274952E - 353011N 1282952E - 350737N 1282952E - 345557N 1282952E - 343011N 1282952E - 343011N 1290104E - 323000N 1273000E - 331612N 1271953E - 332815N 1271953E - 335452N 1271953E - 341512N 1271953E - 350744N 1271852E - 351311N 1273852E - 353011N 1274952E FL 600 1 000 ft AGL¹⁾ Class A, C, D, E	Daegu ACC	Daegu Control English H24	128.175, 335.50/ PRIMARY 128.325, 275.20/ SECONDARY 122.75, 262.75/ COMMON 121.50, 243.00/ EMERG	
Pohang Area Sector 365816N 1273339E - 370111N 1273823E - 370210N 1273952E - 370640N 1273952E - 370710N 1275052E - 371010N 1275452E - 371410N 1280352E - 373110N 1281952E - 373310N 1283622E - 370710N 1284052E - 370710N 1291010E - 362011N 1291552E - 362016N 1292548E - 362011N 1295052E - 361030N 1311003E - 354926N 1304325E - 352442N 1301012E - 352442N 1290935E - 355413N 1290452E - 365816N 1273339E FL 600 1 000 ft AGL¹⁾ Class A, C, D, E	Daegu ACC	Daegu Control English H24	120.575, 254.70/ PRIMARY 119.375, 119.325, 335.75 /SECONDARY 122.75, 262.75/ COMMON 121.50, 243.00/ EMERG 335.85/ <i>for ACC contingency use only</i>	
Daegu Area Sector 364010N 1270452E - 365018N 1272055E - 365816N 1273339E - 355413N 1290452E - 352442N 1290935E - 352442N 1301012E - 351232N 1295305E - 344719N 1291923E - 344323N 1291400E - 344000N 1291000E - 343011N 1290104E - 343011N 1282952E - 344555N 1282952E - 345557N 1282952E - 350737N 1282952E - 353011N 1282952E - 353011N 1274952E - 353104N 1274907E - 354511N 1273652E - 355149N 1273652E - 361211N 1273652E - 362311N 1270352E - 364010N 1270452E FL 600 1 000 ft AGL¹⁾ Class A, C, D, E	Daegu ACC	Daegu Control English H24	125.375, 234.15/ PRIMARY 125.775, 124.575, 317.35 335.50/ SECONDARY 122.75, 262.75/ COMMON 121.50, 243.00/ EMERG	

Change : Information of controlling unit and frequencies for namhae area sector.

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ENR 3. ATS ROUTES

ENR 3.1 CONVENTIONAL NAVIGATION ROUTES

3.1.1 INTERNATIONAL ATS ROUTES

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG↑/↓ VOR RDL DIST (COP)	Upper limits Lower limits or Minimum altitude(MOCA) ft AMSL or FL		Lateral limits NM	Direction of cruising levels		Remarks Controlling unit channel Logon address
		Airspace classification			Odd	Even	
1	2	3		4	5		6
A582 ▲ ANYANG VORTAC(SEL) 372449N 1265542E ▲ POLEG 371249N 1265935E ▲ SONGTAN VORTAC(SOT) 370540N 1270154E △ OSPOT 365018N 1272055E △ VASLI 364252N 1273003E △ MAKDU 362712N 1274909E △ BITUX 361645N 1280148E ▲ DALSEONG VORTAC(TGU) 354835N 1283527E △ KALOD 353012N 1284626E ▲ BUSAN VORTAC(PSN) 350721N 1285958E ▲ APELA(FIR BDRY) 344323N 1291400E 344312N 1291408E ³⁾ INCHEON FIR FUKUOKA FIR							Daegu ACC FREQ: 132.80 MHz 118.925 MHz 122.75 MHz ¹⁾ 1) Common frequency Airspace Classification Class A : Above FL 200 - FL 600 Class D : MEA - FL 200 Class G : Above FL 600 - UNL Daegu ACC FREQ: 125.375 MHz 125.775 MHz 124.575 MHz 122.75 MHz ²⁾ 2) Common frequency Airspace Classification Class A : Above FL 200 - FL 600 Class D : MEA - FL 200 Class G : Above FL 600 - UNL
	174° 354°		UNL 4 500 (3 400) Class A, D, G	10	↓		
	12.4						
	174° 354°						
	7.4						
	144° 324°		UNL 8 000 (3 300) Class A, D, G				
	21.6						
	144° 324°						
	10.4						
	144° 324°		UNL 8 000 (4 300) Class A, D, G				
	21.9						
	144° 324°		UNL 8 000 (4 400) Class A, D, G				
	14.6						
	144° 324°		UNL 10 000 (5 200) Class A, D, G				
	39.2						
	162° 342°		UNL 6 000 (5 400) Class A, D, G				
	20.4						
	162° 342°						
	25.4						
	162° 342°		UNL 4 000 (3 000) Class A, D, G				
26.6							
						↑	
3) <i>BESSEL datum</i>							

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG ↑ / ↓ VOR RDL DIST (COP)	Upper limits Lower limits or Minimum altitude(MOCA) ft AMSL or FL Airspace classification		Lateral limits NM	Direction of cruising levels		Remarks Controlling unit channel Logon address
					Odd	Even	
1	2	3		4	5		6
A586* ▲ TENAS 373820N 1313427E △ AGSUS 364521N 1304044E △ DABIK 361743N 1301143E △ BULGA 355609N 1294924E △ BEDOM 352513N 1291754E ▲ BUSAN VORTAC(PSN) 350721N 1285958E △ OMOTU 350033N 1285022E ▲ TOPAX 344555N 1282952E △ GOSBO 341517N 1274734E ▲ MAKET 335452N 1271953E △ ATINA 334320N 1270423E △ MANOL 333629N 1265514E ▲ JEJU VORTAC(CJU) 332305N 1263727E △ TOSAN 330012N 1264619E ▲ RUGMA(FIR BDRY) 323012N 1265753E 323000N 1265800E ⁴⁾							Daegu ACC FREQ : 128.175 MHz 134.175 MHz 120.575 MHz 125.925 MHz 122.75 MHz ¹⁾ 1) Common frequency Airspace Classification refer to ENR 3.1-1 Daegu ACC FREQ : 125.375 MHz 124.575 MHz 122.75 MHz ²⁾ 2) Common frequency Airspace Classification refer to ENR 3.1-1 Daegu ACC FREQ : 128.175 MHz 128.325 MHz 122.75 MHz ³⁾ 3) Common frequency Airspace Classification refer to ENR 3.1-1 Incheon ACC FREQ : 124.525 MHz 132.425 MHz 132.20 MHz ⁴⁾ 4) Common frequency Airspace Classification refer to ENR 3.1-1 ※ The cruising levels from CJU to RUGMA are even levels due to operational reasons. ※ The cruising level from RUGMA to CJU are odd levels due to operational reasons.
	227° 047° 68.1	UNL FL 310(4 600) Class A, G		10		↓	
	228° 048° 36.2	UNL FL 310(1 500) Class A, G					
	228° 048° 28.1						
	228° 048° 40.2	UNL FL 310(2 900) Class A, G					
	228° 047° 23.1	UNL FL 310(4 000) Class A, G					
	237° 057° 10.4	(79/78)	UNL** 11 000	10 000 8 000(3 500) Class D			
	237° 057° 22.3			10 000 8 000(3 200) Class D			
	237° 057° 46.4			10 000 8 000(2 800) Class D			
	237° 056° 30.7			10 000 8 000(2 000) Class D			
	236° 056° 17.3			10 000 8 000(1 500) Class D			
	236° 056° 10.3			10 000 8 000(1 500) Class D			
	235° 055° 20.0			10 000 9 000(8 700) Class D			
	169° 349° 24.0			UNL 9 000(8 700) Class A, D, G			
	169° 349° 31.5	UNL 9 000(1 500) Class A, D, G			↑		
	4) <i>BESSEL datum</i>						
	INCHEON FIR						
	FUKUOKA FIR						

TENAS-PSN CDR1 Operational hour(UTC) - Weekdays : 1100-2200 - SAT: 2200 on the preceding until 2400 on the Saturday - SUN : 0000-2200 - Holiday : 1100 on the preceding until 2200 on the holiday. Rest of A586-PERM. See ENR 1.1-1.2.

* A586(PSN-CJU) is only used for Non-RNAV aircraft. Any aircraft approved for RNAV operations should use Y571 or Y572.

** Any aircraft planning to operate above 10 000 ft between PSN and CJU must coordinate with Incheon ACC before flight planning.

Change : Information of controlling unit and frequencies for A586.

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG↑/↓ VOR RDL DIST (COP)	Upper limits Lower limits or Minimum altitude(MOCA) ft AMSL or FL Airspace classification	Lateral limits NM	Direction of cruising levels		Remarks Controlling unit channel Logon address
				Odd	Even	
1	2	3	4	5		6
FUKUOKA FIR						
INCHEON FIR						
A593 ▲ ONIKU(FIR BDRY) 321142N 1263917E	263° 082°	UNL FL 240 (1 500) Class A, G	50		↓	Incheon ACC FREQ: (At or above FL 335) 133.425 MHz 134.15 MHz 132.20 MHz ¹⁾ (Below FL 335) 125.725 MHz 132.825 MHz 128.375 MHz 132.20 MHz ¹⁾ 1) Common frequency Airspace Classification refer to ENR 3.1-1 * Eastbound from SADLI to ONIKU is only for Non-approval of RNAV 2. Any aircraft approved for RNAV 2 operation should use Y590.
△ NIRAT 320354N 1260329E	31.4					
△ PONIK 320021N 1254659E	263° 083°					
▲ SADLI 314948N 1250000E	14.5					
	262° 082°					
▲ LAMEN(FIR BDRY) 313636N 1240000E	41.4				↓	
	263° 082°					
	52.8			↑		
INCHEON FIR						
SHANGHAI FIR						
1. Delegation The responsibility of Air Traffic Services in the scope below within Incheon FIR is delegated to Shanghai ACC. - Horizontal scope : 320229N 1240000E - 321540N 1250000E - 312356N 1250000E - 311043N 1240000E - Vertical scope : FL 240 through FL 410 inclusive 2. Flight Level Allocation Scheme (FLAS) (1) The west of SADLI - Eastbound : FL 250, FL 270, FL 290, FL 310, FL 330, FL 350, FL 370, FL 390, FL 410 - Westbound : FL 240, FL 260, FL 280, FL 300, FL 320, FL 340, FL 360, FL 380, FL 400 (2) The east of SADLI - Eastbound(From Shanghai FIR To Fukuoka FIR) : FL 250, FL 290, FL 310, FL 390 - Westbound(From Fukuoka FIR To Shanghai FIR) : FL 240, FL 280, FL 300, FL 400						
A595 ▲ JEJU VORTAC(CJU) 332305N 1263727E	089° 269°	UNL 9 000 (8 700) Class A, D, G	8	↓		Incheon ACC FREQ : 124.525 MHz 132.425 MHz 132.20 MHz ²⁾ 2) Common frequency Airspace Classification refer to ENR 3.1-1
△ TAMNA 332815N 1271953E	35.9					
▲ SAMDO(FIR BDRY) 333503N 1281857E 333451N 1281905E ⁵⁾	089° 270°	UNL 9 000 (1 500) Class A, D, G			↑	Daegu ACC FREQ : 128.175 MHz 128.325 MHz 122.75 MHz ³⁾ 3) Common frequency Airspace Classification refer to ENR 3.1-1
	49.8					
	5) BESSEL datum					
INCHEON FIR						
FUKUOKA FIR						

Change : Information of controlling unit and frequency for A595.

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG↑/↓ VOR RDL DIST (COP)	Upper limits Lower limits or Minimum altitude(MOCA) ft AMSL or FL Airspace classification	Lateral limits NM	Direction of cruising levels		Remarks Controlling unit channel Logon address					
				Odd	Even						
1	2	3	4	5		6					
PYONGYANG FIR											
INCHEON FIR											
B332 ▲ KANSU(FIR BDRY) 383800N 1322830E △ PALDU 375813N 1323625E ▲ SABET 373829N 1324019E ▲ IGRAS(FIR BDRY) 371846N 1324411E						Daegu ACC					
	180° 360°	<u>UNL</u> FL 200 (1 500) Class A, G	50	↓		FREQ : 122.25 MHz 125.925 MHz 122.75 MHz ¹⁾ 1) Common frequency					
	40.2										
	180° 360°										
	19.9										
	180° 360°										
	19.9					↑					
INCHEON FIR											
FUKUOKA FIR											
B467 ▲ GANGWON VORTAC(KAE) 374203N 1284514E △ NOMEX 374112N 1294441E △ BUSKO 374033N 1301610E ▲ TENAS 373820N 1313427E △ MALSO 375440N 1314904E ▲ KANSU(FIR BDRY) 383800N 1322830E											
	100° 280°	<u>UNL</u> 8 000 (7 100)	10	↓		Daegu ACC FREQ : 122.25 MHz 134.175 MHz 125.925 MHz 122.75 MHz ²⁾ 2) Common frequency Airspace Classification refer to ENR 3.1-1					
	47.2	Class A, D, G									
	100° 280°	<u>UNL</u> 8 000 (1 500)									
	25.0	Class A, D, G									
	100° 281°	<u>UNL</u> 8 000 (4 600)									
	62.2	Class A, D, G									
	044° 224°	<u>UNL</u> FL 200 (1 500) Class A, G	50								
	20.0										
	044° 225°										
	53.3										↑
	INCHEON FIR										
	PYONGYANG FIR										

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits	Direction of cruising levels		Remarks Controlling unit Frequency	
				Lower limits (MOCA) ft AMSL or FL Airspace classification	Odd	Even		
1	2	3	4	5	6		7	
Y437 (RNAV2) [GNSS,DME/DME, DME/DME/IRU] ▲ GANGWON VORTAC(KAE) 374203N 1284514E △ NOMEX 374112N 1294441E △ BUSKO 374033N 1301610E ▲ TENAS 373820N 1313427E △ MALSO 375440N 1314904E ▲ KANSU(FIR BDRY) 383800N 1322830E	N/A						Daegu ACC FREQ : 122.25 MHz 125.925 MHz 122.75 MHz ¹⁾ 1) <i>Common frequency</i> Airspace Classification refer to ENR 3.1-1	
		<u>100</u> 280	47.2	<u>UNL</u> 8 000(6 400) Class A, D, G	↓			
		<u>100</u> 281	25.0	<u>UNL</u> 8 000(1 500) Class A, D, G				
		<u>101</u> 281	62.2					
		<u>044</u> 224	20.0	<u>UNL</u> FL 200(1 500) Class A, D, G				
		<u>044</u> 225	53.3					
								↑
	INCHEON FIR							
	PYONGYANG FIR							

1. Critical DME : KAE<KAE/NOMEX>, KPO<KAE/NOMEX>, KAE<NOMEX/BUSKO>, KPO<NOMEX/BUSKO>, KAE<BUSKO/TENAS>, KPO<BUSKO/TENAS>, KAE<TENAS/MALSO>, KPO<TENAS/MALSO>
2. DME GAP : MALSO/KANSU GNSS or DME/DME/IRU required.

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits	Direction of cruising levels		Remarks Controlling unit Frequency
				Lower limits (MOCA) ft AMSL or FL Airspace classification	Odd	Even	
1	2	3	4	5	6		7
Y571 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] △ SOSDO 330012N 1262735E △ OMKIM 331320N 1264114E △ PAPLU 333441N 1270337E △ AKPON 334650N 1271953E △ NISAV 341519N 1275835E △ ANROD 343758N 1282952E △ POVEM 345523N 1285416E △ PSN 350721N 1285958E							Incheon ACC FREQ : 124.525 MHz 132.425 MHz 132.20 MHz ⁴⁾ 4) Common frequency Airspace Classification refer to ENR 3.1-1
	N/A	<u>048</u> 229	17.4	<u>UNL</u> 11 000(1 500) Class A, D, G	↓		
		<u>049</u> 229	28.4	<u>UNL</u> 11 000(2 200) Class A, D, G			
		<u>056</u> 236	18.2	<u>UNL</u> 11 000(1 500) Class A, D, G			
		<u>056</u> 236	42.9	<u>UNL</u> 11 000(1 800) Class A, D, G			
		<u>056</u> 237	34.4	<u>UNL</u> 11 000(2 100) Class A, D, G			
		<u>057</u> 237	26.6	<u>UNL</u> 11 000(2 800) Class A, D, G			
		<u>029</u> 209	12.8	<u>UNL</u> 11 000(3 000) Class A, D, G			
	1. DME GAP : SOSDO/OMKIM, OMKIM/PAPLU, PAPLU/AKPON, AKPON/NISAV GNSS required.						

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels		Remarks Controlling unit Frequency
					Odd	Even	
1	2	3	4	5	6	7	7
Y572 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							Daegu ACC FREQ : 128.175 MHz 124.575 MHz 122.75 MHz ²⁾ 2) <i>Common frequency</i> Airspace Classification refer to ENR 3.1-1
△ PSN 350721N 1285958E	N/A	249 069	10.1	UNL 11 000(3 000) Class A, D, G		↓	Incheon ACC FREQ : 124.525 MHz 132.425 MHz 132.20 MHz ⁴⁾ 4) <i>Common frequency</i> Airspace Classification refer to ENR 3.1-1 ※ The cruising levels from CJU to RUGMA are even levels due to operational reasons. ※ The cruising level from RUGMA to CJU are odd levels due to operational reasons.
△ OLMUD 350225N 1284916E		237 057	21.1	UNL 11 000(3 200) Class A, D, G			
△ ENGOT 344834N 1282952E		237 056	50.4	UNL 11 000(2 600) Class A, D, G			
△ POVOR 341520N 1274360E		236 056	26.8	UNL 11 000(2 000) Class A, D, G			
△ UPGOS 335733N 1271953E		236 056	17.0	UNL 11 000(1 500) Class A, D, G			
△ BILUM 334613N 1270439E		236 056	10.5	UNL 11 000(1 500) Class A, D, G			
△ BEPKO 333910N 1265514E		230 050	21.9	UNL 11 000(5 600) Class A, D, G			
△ CJU 332305N 1263727E		169 349	10.2	UNL 11 000(8 700) Class A, D, G		↓	
△ OMKIM 331320N 1264114E		169 349	13.8	UNL 11 000(1 500) Class A, D, G			
△ TOSAN 330012N 1264619E		169 349	31.5	UNL 11 000(1 500) Class A, D, G			
△ RUGMA(FIR BDRY) 323012N 1265753E					↑		
INCHEON FIR							
SHANGHAI FIR							

1. DME GAP : UPGOS/BILUM, BILUM/BEPKO, BEPKO/CJU, CJU/OMKIM, OMKIM/TOSAN, TOSAN/RUGMA GNSS required.

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Change : Information of controlling unit and frequencies for Y572.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels		Remarks Controlling unit Frequency
					Odd	Even	
1	2	3	4	5	6		7
Y579 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] ▲ TENAS 373820N 1313427E △ AGSUS 364521N 1304044E ▲ DABIK 361743N 1301143E △ BULGA 355609N 1294924E ▲ BEDOM 352513N 1291754E ▲ BUSAN VORTAC(PSN) 350721N 1285958E	N/A						Daegu ACC FREQ: 122.25 MHz 134.375 MHz 120.575 MHz 125.925 MHz 122.75 MHz ¹⁾ 1) Common frequency Airspace Classification refer to ENR 3.1-1
		228 047	68.1				
		229 049	36.2	UNL FL 140(1 500) Class A, D, G			
		229 048	28.1				
		228 048	40.2	UNL FL 140(2 700) Class A, D, G			
		228 047	23.1	UNL FL 140(3 800) Class A, D, G			

1. TENAS-PSN CDR1 Operational hour(UTC) - Weekdays : 1400~2200 - SAT: 2200 on the preceding until 2400 on the Saturday
- SUN : 0000~2200 - Holiday : 1400 on the preceding until 2200 on the holiday. Rest of Y579-PERM. See ENR 1.1-1.2.

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

ENR 5. NAVIGATION WARNING

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

1.1 PROHIBITED AREAS

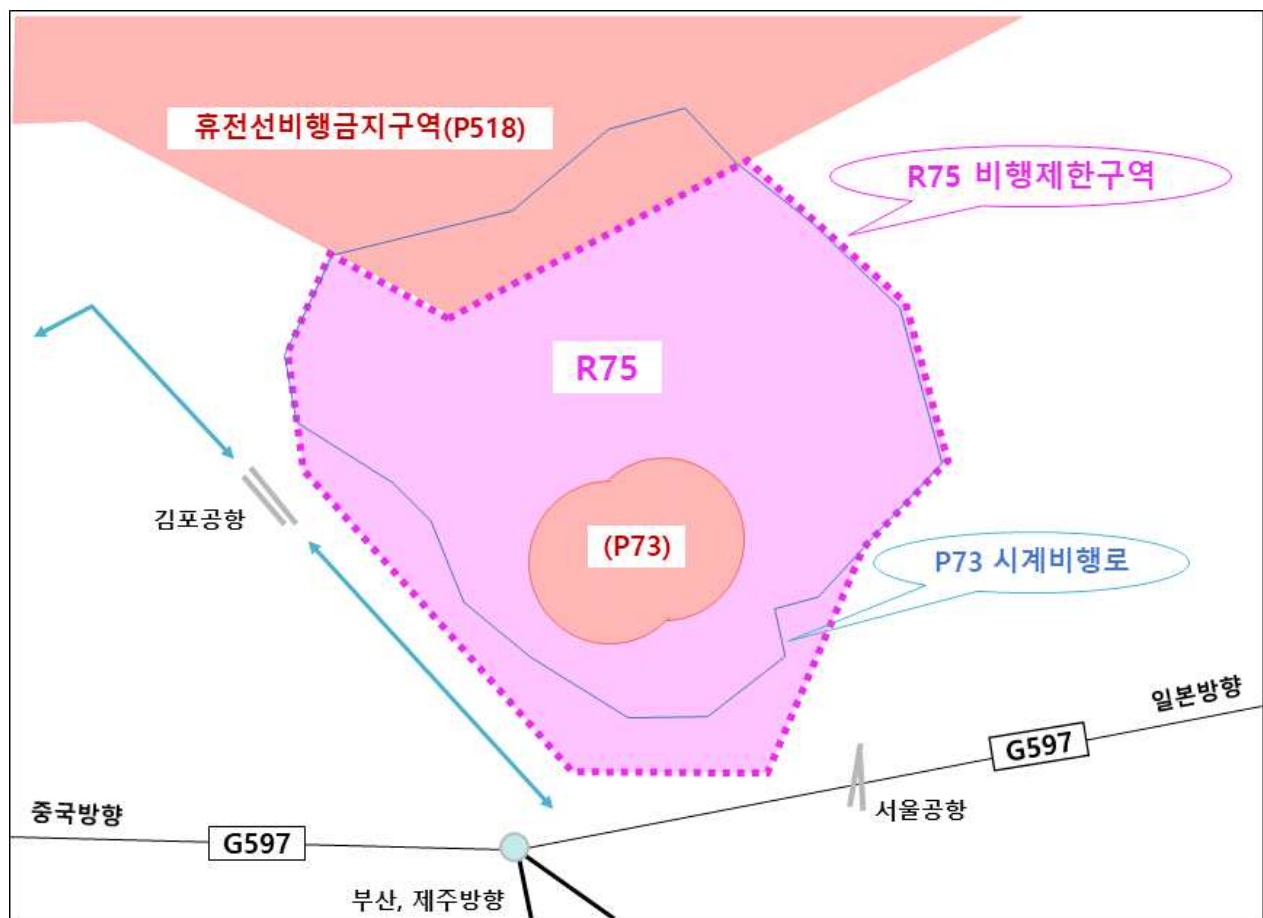
Identification, name and lateral limits	Upper limit Lower limit (ft)	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
RK P73 Area connecting the outlines of circles with a radius of 2 miles centered on center 1 and center 2 * Center 1 : 373209N 1265838E * Center 2 : 373232N 1265943E	UNL GND	Refer to ENR 1.2(Flight Procedures in the vicinity of RK P73, Air Control Procedures, etc.) The commander of Capital Defence command.
RK P518W 380000N 1240900E - 380000N 1245100E - eastward along the Northern Limit line - 374255N 1260633E - 374213N 1260951E - 373900N 1261000E - 373000N 1255000E - 373000N 1243800E - to the beginning	UNL GND	Demilitarized zone MCRC/FOC VMC-IMC
RK P518 The area between Demarcation and the line formed by the following point; 373900N 1261000E - 374300N 1264100E - 373800N 1265300E - 375800N 1274000E - 380400N 1283100E - 380800N 1283200E - 381200N 1283600E - to coast-line CIVIL CORRIDOR a. This corridor is operable 0700 thru 1200 UTC for weekdays and 0300 thru 1200 UTC for Saturday, Sunday and ROK holidays. b. This corridor may be closed without prior coordination with ATC when DEFCON-III is declared or required by urgent military situation. 374100N 1264400E - 374200N 1265100E - 374500N 1270000E - 374300N 1270500E - 373000N 1273100E	UNL GND	Demilitarized zone MCRC/FOC VMC-IMC Incheon Airport Instrument Flight Procedures Protected Area (S1) as follows : 374153N 1261628E - 374336N 1262933E - 374208N 1263410E - 373936N 1261436E - 374028N 1261446E - 374153N 1261628E ALT : 1 600 ft - 6 000 ft AMSL Restriction : Controlled IFR aircraft by Seoul Approach can only use this area. VFR aircraft do not use this area.
PK P518E 383800N 1282200E - 383800N 1283800E - 382200N 1284700E - 381600N 1283300E - northward along the eastern coast line to the beginning	UNL GND	Demilitarized zone MCRC/FOC VMC-IMC

Change : Information of RK P73.

1.2 RESTRICTED AREAS

Identification, name and lateral limits 1	Upper limit Lower limit (ft) 2	Remarks (time of activity, type of restriction, nature of hazard, risk of interception) 3
RK R1 YONGMUN 373114.0N 1272813.3E - 373212.1N 1273114.2E - 373042.1N 1273147.1E - 373042.1N 1272813.2E - to the beginning	<u>6 000</u> GND	Ground to ground high angle firing FROKA G-3 AIR Mon-Fri 2300-0800 UTC VMC-IMC
RK R10 MAEBONG 373800N 1274100E - 373900N 1274400E - 373700N 1274700E - 373200N 1274800E - 373200N 1274100E - to the beginning	<u>5 000</u> GND	Ground to ground high angle firing FROKA G-3 AIR Mon-Sat Cont VMC-IMC
RK R14 PYEONGDONG 350900N 1264200E - 350900N 1264400E - 350800N 1264600E - 350500N 1264500E - 350600N 1264100E - 350746.0N 1264117.6E - 350806.0N 1264056.7E - to the beginning	By NOTAM	Ground to ground firing ROKAF Kwangju App by NOTAM VMC-IMC
RK R17 YEOJU A circle radius 5 NM centered on 372010N 1273552E	<u>FL 150</u> GND	Air to ground firing ROKAF AFOC/DOT AOC Suwon AB Cont 2100-1500 UTC VMC-IMC
RK R19 JOCHIWON A circle radius 2 NM centered on 363640N 1271328E	<u>3 400</u> GND	Ground to ground high angle firing SROKA G-3AIR by NOTAM VMC-IMC
RK R20 BOEUN A circle radius 2 NM centered on 362836N 1274700E	<u>5 000</u> GND	Ground to ground high angle firing SROKA G-3AIR by NOTAM VMC-IMC
RK R21 EONYANG A circle radius 2 NM centered on 353118N 1290430E	<u>5 000</u> GND	Ground to ground high angle firing SROKA G-3AIR by NOTAM VMC-IMC
RK R35 MAESANRI A circle radius 2 NM centered on 372138N 1271523E	<u>2 500</u> GND	High density PARA DROP training ROKA SWC/DO Cont VMC-IMC
RK R72 YOKJIDO 340941N 1280000E - 341801N 1281127E - 341800N 1283500E - 342012N 1283514E - 340913N 1284311E - 340000N 1283500E - 340000N 1280000E - to the beginning	<u>UNL</u> GND	Surface to surface, Surface to air and Air to surface firing ROKN 3rd Fleet/DO by NOTAM VMC-IMC
RK R74 DONG-HAE-NAM-BU 365200N 1300000E - 365000N 1301300E - 364400N 1302500E - 360200N 1302500E - 360200N 1300000E - to the beginning	<u>FL 500</u> GND	Air to air firing ROKAF AFOC/DOT Cont VMC Exclude A586/Y579 ATS routes area during it's operational hours* * Refer to ENR 3.1-2(A586) & 3.2-4(Y579)

2.4 Area diagram



AIRAC AIP AMDT 12/22
Effective : 1600UTC 28 DEC 2022

INTENTIONALLY

LEFT

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Type of aid, MAG VAR, Type of supported OPS	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
LOC 14L (9° W/2020) ILS CAT I (9° W/2020) GP 14L	ISEL	109.90 MHz	H24	373244.6N 1264834.7E		RWY 14L LOC unusable beyond 12 NM from GP-DME and beyond 10° Left side of the Course not flight check due to RK P518 Scheduled inspection time : Every 2nd THU(1400-1900 UTC) of the month
DME 14L	ISEL	997 MHz (CH 36X)	H24	373403.9N 1264648.2E	30 m	
IM 14L	-	333.8 MHz	H24	373403.8N 1264648.1E		
LOC 32R (9° W/2020) ILS CAT I (9° W/2020)	ISKP	110.70 MHz	H24	373421.9N 1264632.6E		
DME 32R	ISKP	1005 MHz (CH 44X)	H24	373421.7N 1264632.8E	30 m	RWY 32R LOC unusable beyond 10° Right side of the Course not flight check due to RK P73A/B Scheduled inspection time : Every 3rd THU(1400-1900 UTC) of the month
GP 32R	-	330.2 MHz	H24	373256.3N 1264812.9E		
IM 32R	-	75 MHz	H24	373256.4N 1264813.1E		
LOC 32L (9° W/2020) ILS CAT I (9° W/2020)	IKMO	108.30 MHz	H24	373244.5N 1264834.9E		
DME 32L	IKMO	981 MHz (CH 20X)	H24	373413.4N 1264622.6E	30 m	RWY 32L LOC unusable beyond 12° NE side of the course due to RK P73 Scheduled inspection time : Every 4th THU(1400-1900 UTC) of the month
GP 32L		334.1 MHz	H24	373257.2N 1264751.2E		
VOR/DME (Yangju) (9° W/2020)	YJU	114.90 MHz (CH 96X)	H24	373257.3N 1264751.2E		VOR/DME unusable - RDL 081 clockwise RDL 100 beyond 20 NM not flight check due to RK P518 - RDL 125 clockwise RDL 155 beyond 30 NM due to RK R17 - RDL 155 clockwise RDL 220 not flight check due to RK P73A/73B - RDL 250 clockwise RDL 265 beyond 30 NM not flight check due to RK P518 - RDL 265 clockwise RDL 271 beyond 20 NM not flight check due to RK P518 - RDL 271 clockwise RDL 081 not flight check due to RK P518
					374453N 1265928E	
Scheduled Inspection Time						
ASDE : Every 3rd TUE(0100-0800 UTC) of the month when visibility is at or above 5 km(VMC). RADAR (PSR, SSR) : Every 2nd, 4th WED (1400-1900 UTC) of the month. SEL(VORTAC) : Every 3rd TUE (1500-2000 UTC) of the month. Yangju(VOR/DME) : Every 2nd WED (1500-2000 UTC) of the month.						
※ The information of VORTAC SEL see ENR 4.1 for details.						

RKSS AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulations
 - 1.1 All aircraft with 2 engines or more(except helicopter) shall fly IFR at Gimpo international Airport for departures and arrivals.
 - 1.2 Pilots are strongly required to monitor VHF 121.5 MHz when flying within SEOUL TMA.
 - 1.3 Pilot shall exercise extreme caution to avoid penetrating Prohibited Area (P518, P73A/B, etc) and Special Use Airspace (ACMI, R17, etc), especially when flying north of R 280 KIP, R 100 SEL and east of the extended centerline of runway 14/32.
 - 1.4 Pilots should always make sure that microphones are not stuck in the transmitting position before transmission in order to prevent frequency blockage (stuck mike) from impairing ATC.
 - 1.5 Special Regulations for Use of the Gimpo Airport (RKSS)

Aircraft on international flight may be permitted to use the Gimpo Airport (RKSS) under the following conditions;

1. Aircraft

- a. Private aircraft which is owned by an enterprise or a person, except the following aircraft;
- 1) Public charter which is not scheduled,
 - 2) Inclusive tour charter,
 - 3) Aircraft having a seating capacity of more than 50 passengers
 - 4) Aircraft having a maximum payload capacity of 2 721 kg (6 000 lbs) or more,
 - 5) Aircraft carrying commercial goods (including free-of-charge carriage), or
 - 6) State aircraft which is not owned by an enterprise or a person.
- b. Ferry-flight of an aircraft which is Korean-registered and internationally operating for the purpose of import, maintenance or charter flight support.

2. Restriction

The use of the Gimpo Airport may not be permitted when required for certain reasons, including the shortage of airport capacity, safety or security.

3. Permitted Hours : 2100-1400 UTC, daily (In other hours, the Incheon International Airport or the other airports should be used.)

1.6

Landing Procedure

1. Landing to RWY(14R/32L)

- a. Recommendation for increase RWY(14R/32L) operation capacity, except for wet or contaminated : recommend to use Rapid Exit Taxiways and fully vacate within 60 seconds after touchdown.
- b. If possible, maintain speed at or above 30 kt IAS until reaching Rapid Exit Taxiway "C1" or "E1".

RWY	RET	Taxi Procedure	Distance from Threshold
14R	C1	After landing, vacate via C1 then hold short of RWY 14L. Remain on the TWR frequency.	6 397 ft/1 950 m
32L	E1	After landing, vacate via E1 then hold short of RWY 32R. Remain on the TWR frequency.	6 512 ft/1 985 m

* Note : The Exit of "D1" will be available by pilot's discretion.

2. Landing to RWY(14L/32R)

Unless otherwise cleared by ATC, aircrafts are advised to vacate RWY as follow;

RWY	RET	Taxi Procedure
32R	D3	After landing, vacate via D3.
14L	C2	After landing, vacate via C2.

* If unable to follow the above RWY vacating routes, pilots should notify it to ATC.

1.7

Taxiway Classification

Taxiway	B1, B2, D1, D2, D3, G1, G2, P	Up to code letter "F" available ※ Refer to RKSS AD 2-22
	A, C1, C2, C3, E1, E2, F1, F2	Up to code letter "E" available
	W1, W2	Up to code letter "B" available
Taxilane	P1	Up to code letter "F" available
	N1, N2, N3, N4, P2, P3, P4, P5, P6, R, RD	Up to code letter "E" available
	T, S	Up to code letter "B" available
	N5	Up to code letter "C" available

1.8

Load Limitations

Runway	14R/32L, 14L/32R	None
Taxiway	B1, B2, C1, C2, C3, D1, D2, D3, E1, E2, F1, F2, G1, W1, W2	None
	A, G2, P	B787-900 (Up to 240 413 kg)
Taxilane	P1, P2, P3, P4, P5, P6, N1, N2, N3, N4, N5, R, RD	B787-900 (Up to 240 413 kg)
Apron	East, Central	None
	North	B787-900 (Up to 240 413 kg)

1.9

Parking Stands Confirmation Procedure

All general aviation aircraft (fixed & rotary wing) operator who plans to fly to Gimpo International Airport should contact with airport operator (airside operations team) at least 1 day before the flight (before filing flight plan), to confirm aircraft stand availability.
Contact : +82-2-2660-2566~7

Change : Establishment of taxilane RD.

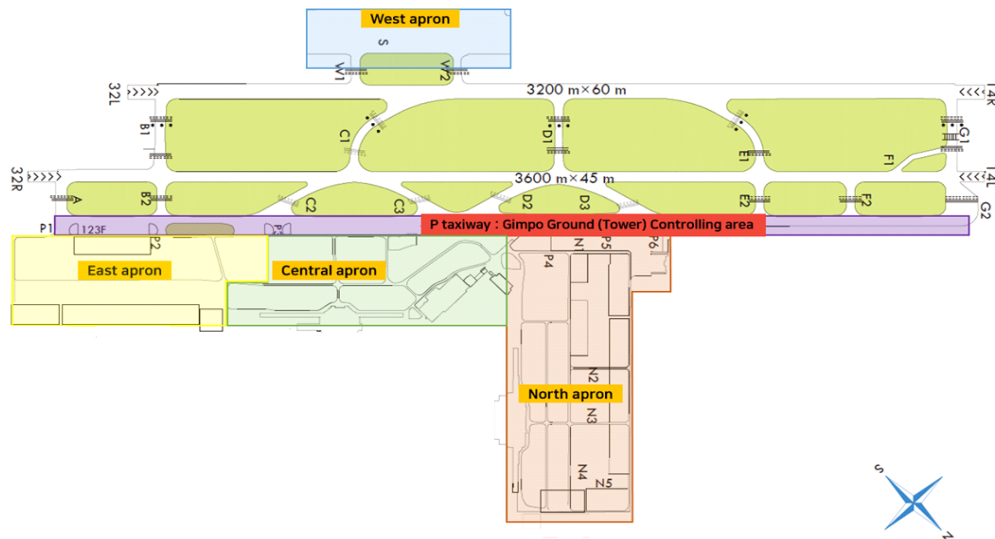
1.10 Flight limitations

1. All training flights are prohibited at Gimpo Airport, except for turbofan engine aircraft. The deliberate simulation of engine failure is not permitted whilst on approach to or departure from the airport.
터보팬 엔진 장착 항공기를 제외한 모든 훈련비행은 김포공항에서 금지된다. 김포공항으로 접근 또는 출발 시 엔진 failure와 같은 고의적인 모의 훈련은 허가되지 않는다.
2. The use of this airport by light sports aircraft, ultra-light vehicles and lighter than air is prohibited.
경량항공기, 초경량비행장치 및 기구의 사용은 김포공항에서 금지된다.

1.11 Apron control services

Gimpo Apron issues push-back or taxi instructions, approval, and/or necessary information to aircraft, vehicles and personnel within Apron areas(Central, East, North, West Apron) and deicing pads.

1. Diagram of Central, East, North and West Apron



2. De-icing aprons and pads

De-icing pads assignment will be made as pad-apron.

- a. East apron : 127, 129, 130 pads
- b. Central apron : 133, 134, 140, 27, 28 pads
- c. North apron : N1-A, 201 pads

2. Ground Procedure

2.1 Airport Collaborative Decision Making

1. General

- a. A-CDM is a process that allows air traffic controllers, airport operators, aircraft operators(AO), ground handling agents(GHA), pilots and air traffic flow managers to exchange operational information and work together to efficiently manage operations at aerodrome.
- b. Definitions commonly used terms in A-CDM
 - 1) Target Off Block Time(TOBT) - The time that an AO or GHA estimates that an aircraft will be ready, all doors closed, boarding bridge removed, push-back vehicle available and ready to start up/push-back immediately upon reception of clearance from the ATC.
 - 2) Target Start up Approval Time(TSAT) - The time provided by ATC taking into account TOBT, Calculated Take off Time(CTOT) and/or the traffic situation that an aircraft can expect start-up/push-back approval.
- c. The operation of A-CDM at Gimpo airport will be phased due to ATC environment restrictions. TSAT will not be provided to all departure flights. The flights subject to Pre-Departure Sequencing are limited to ATFM regulated flights during first operational phase.

2. A-CDM Procedures

- a. Gimpo Airport A-CDM portal system will automatically calculate system TOBT for each departure flight taking into account the Estimated In-Block Time/Actual In-Block Time(EIBT/AIBT), Minimum Turnaround Time(MTTT) and Estimated Off Block Time(EOBT).
- b. AO or GHA can manually update the system generated TOBT from 90 minutes prior to EOBT.
- c. If the prediction of departure readiness (new TOBT) differs more than 5 minutes from the previous TOBT, AO or GHA shall update TOBT.
- d. TOBT shall not deviate from EOBT by more than 5 minutes. If TOBT deviate from EOBT by more than 5 minutes, AO or GHA shall update EOBT. When EOBT is updated, TOBT is automatically modified to the value of the new EOBT.

Change : Establishment of de-icing aprons and pads for apron control services.

e. TOBT shall be updated through the following channels :

- 1) A-CDM portal or mobile web (<https://cdm.airport.co.kr>)
- 2) Flight Information Assistant(FIA) at PBB boarding rooms

f. TOBT information is available through the following channels :

- 1) A-CDM portal and mobile web
- 2) FIDS at PBB boarding rooms
- 3) Radio communication with GHA or AO

g. TSAT will be calculated by taking into account factors such as TOBT, CTOT, Estimated Taxi-Out Time(EXOT) and ATC separation standards etc. Thus the accuracy of TOBT is vital to an optimal TSAT.

3. Non A-CDM Procedures

- a. The Non A-CDM procedure is applicable when TOBT and TSAT references used in A-CDM mode of operations become unavailable due to system issues or maintenance.
- b. If unable to refer TOBT through any channels, pilot shall contact Gimpo Delivery(121.975 MHz) for ATC clearance at least 10 minutes prior to ETD(EOBT).

2.2 Procedures for start-up and push-back

1. Pilot shall ensure aircraft is ready for push-back at TOBT.
2. Pilot shall maintain communication with the AO / GHA as they are responsible for updating the TOBT. Pilot shall notify the AO / GHA to update the TOBT if it is expected to differ by 5 minutes or more.
3. ATC will update TSAT changes if necessary, before push-back. Note that TSAT provided by ATC may not be final and can be revised due to en-route clearance restrictions, ground congestion or flow management.
4. Pilot shall contact Gimpo Apron(130.875 MHz) to request engine start-up and push-back and provide the following :
 - a. Call sign
 - b. Gate or stand number
 - c. TSAT (if applicable)
5. Pilot shall confirm with ground crews(ground handler, aircraft maintenance) whether there is no hazard to the aircraft starting up. The pilot shall not ask the Gimpo Apron for engine start-up and push-back until its safety check-up is fully confirmed. If there are any elements posing a potential failure, the pilot can ask the Gimpo Apron for push-back only. After moving and standing the aircraft at a safety area, the pilot can ask the engine start-up.
6. All aircraft to be taxied within the Apron shall fix their thrusts on an idle. In case of using breakaway thrust, it should be used to a minimum.
7. Push-back approval is valid for 1 MIN. Push-back is therefore to begin promptly after approval.
 - a. Push-back for Central & East apron
 - 1) RWY 14L/R in use
Aircraft will be pushed back to face northwest unless otherwise instructed by ATC.
 - 2) RWY 32R/L in use
Aircraft will be pushed back to face southeast unless otherwise instructed by ATC.
 - b. Push-back for North apron
 - 1) Aircraft stands NR. 31~36 will be pushed back to face southwest unless otherwise instructed by ATC.
 - 2) Aircraft stands NR. 37~39, NR. 304~307 will be pushed back to face southeast(tail to N4) unless otherwise instructed by ATC.
 - 3) Aircraft stands NR. 301~303, NR. 221~237 will be pushed back to face northeast unless otherwise instructed by ATC.
8. Gimpo Apron may swap push-back sequence based on TSAT and real-time readiness of aircraft to maximize apron and RWY capacity and to reduce the overall delay of traffic as and when required.
9. If an aircraft have any problem with taxiing right after push-back, the pilot should report to Apron control. And then the pilot will be instructed to return the gate or to move other places to avoid blocking taxilanes.

2.3 Procedures for vehicles towing aircraft

1. Ground crews of vehicles required to tow aircraft should not assume that the ATC is aware that an aircraft is to be towed. 항공기 견인 차량의 운전자는 항공기가 견인되고 있다는 상황을 관제기관이 알고 있다고 가정해서는 안 된다.
2. Ground crews must ensure that the area around the aircraft is clear of vehicles, equipment, and other OBST for safe and smooth aircraft movements. If it is unable to maintain safety distance despite ATC instruction, ground crews must stop immediately and inform ATC. 지상운전자는 항공기의 안전하고 원활한 이동을 위해 차량, 장비 그리고 다른 장애물로부터 항공기 주변의 안전을 확인하여야 한다. 관제기관의 지시에도 불구하고 안전거리가 확보되지 않을 시, 지상운전자는 즉시 견인차량을 멈추고 관제기관에 통보하여야 한다.
3. In order to avoid any confusion, and as an aid to identification, ground crews should state the position and where applicable the operator, of the aircraft to be towed and readback instructions from ATC. 지상운전자는 혼돈을 방지하고 식별을 돕기 위해 위치 및 운영자를 명시하여야 하며, 관제기관의 지시를 복창하여야 한다.
4. The performance and maneuverability of ground vehicles is obviously reduced when towing aircraft and this is taken into account when instructions to such vehicles are issued. 항공기 견인 시, 견인차량의 성능과 기동성이 상당히 떨어지므로 이 사실을 고려하여 해당 차량에게 지시하여야 한다.

Change : Page control.

2.7 Taxi and Ground Movement procedures for North Apron

1. All Aircraft on P5 should wait at the waiting point on P5 if N1, N2, N3 or N4 is occupied by any aircraft.
2. Aircraft waiting on N1-A for deicing or for other purposes should stop at the stop line, and a marshal should maintain radio communication with ATC.
3. Standard taxi procedures for north apron

Unless otherwise cleared by ATC, taxi into and out of north apron as follows;

[Caution] While taxiing to/from the International Terminal via P4 or P5, pilots should look out for other aircraft that might be holding on taxiway N1, N2 and N3 in order to avoid collision risk.

Departure

- a. Aircraft stands from NR. 31 to 34 proceed to "P" TWY via "P4" TWY.
- b. Aircraft stands from NR. 35 to 39, NR. 201 to 206, NR. 211 to 214 and NR. 304 to 307 proceed to "P" TWY via "P4" TWY.
- c. Aircraft stands from NR. 221 to 237, NR. 301 to 303, proceed to "P" TWY via "N4" and "P4" TWY.

Arrival

- a. Aircraft stands from NR. 201 to 206, NR. 211 to 214, NR. 221 to 237 From "P" TWY, proceed to aircraft stand via "P5" TWY.
- b. Aircraft stands from NR. 35 to NR. 39, NR. 304 to 307 From "P" TWY, proceed to aircraft stand via "P5" and "N4" TWY.
- c. Aircraft stands from NR. 31 to NR. 34 From "P" TWY, proceed to aircraft stand via "P5" and "N3" TWY.
- d. Aircraft stands from NR. 301 to NR. 303 From "P" TWY, proceed to aircraft stand via "P5" and "N5" TWY.

2.8 Taxi and Ground Movement Procedures for West Apron

1. All aircraft within the west apron shall be operated in accordance with the following conditions.
 - a. An aircraft operating on the west apron shall not taxi, push-back or tow unless prior authorization has been obtained from Gimpo Apron.
 - b. Park at appropriate stands considering aircraft dimensions specified herein, all aircraft must be parked within the aircraft stand safety lines.
Refer to the AIRCRAFT PARKING/DOCKING CHART ICAO for the details.
 - c. Wheeled helicopters are restricted to ground taxi only.
 - d. When any adjacent stand is occupied, power driven turn of aircraft at the stand is prohibited.
 - e. All stands are restricted to start-up only, and all engine run-up must be performed in designated area only.
 - f. Fixed-wing aircraft must be tied down when parking.
 - g. For helicopters, before commencing movement with self-power at stands(NR. 922, 923) adjacent to fixed-wing stand, be sure that fixed-wing aircraft is tied down.

2. Standard Taxi Procedures

Unless otherwise cleared by ATC, the taxi procedures of the aircraft within the Apron are as follows.

a. Departure

1) Fixed-wing aircraft

- a) stand → "S" taxilane → TWY "W1" or "W2" → RWY
- b) stand → "T" taxilane → TWY "W2" → RWY

2) For helicopter, proceed from the stand to H3 or H4 via "S" taxilane.

b. Arrival

1) Fixed-wing aircraft

- a) RWY → TWY "W1" → "S" taxilane → TWY "W2" → "T" taxilane → stand
- b) RWY → TWY "W2" → "T" taxilane → stand

2) For helicopter, after landing at H3 or H4, proceed to the stand via "S" taxilane.

Change : Information of taxi and ground movement procedures for north apron and item number.

3. Radio Communication Procedures

Unless otherwise instructed by ATC, all aircraft should change radio frequency as follows.

a. Departure

- 1) Fixed-wing aircraft shall contact Gimpo Apron(130.875 MHz) on the stand before taxiing and will normally be transferred to Gimpo Tower(118.1 MHz) manually prior to entering TWY "W1" or "W2" for take off.
- 2) Helicopters shall contact Gimpo Apron(130.875 MHz) on the stand for taxiing and will normally be transferred to Gimpo Tower(118.1 MHz) manually prior to entering "H3" or "H4" for take off.

b. Arrival

- 1) Fixed-wing aircraft will normally be transferred from Gimpo Tower(118.1 MHz) to Gimpo Apron(130.875 MHz) manually just after entering "W1" or "W2" TWY for ground taxi.
- 2) Helicopters will normally be transferred from Gimpo Tower(118.1 MHz) to Gimpo Apron(130.875 MHz) manually prior to entering the taxiway "S" for taxiing, after landing "H3" or "H4".

4. The use of RUN-UP PAD

- a. Hour of Operation : Available between 30 minutes after sunrise and 30 minutes before sunset.
- b. The use of RUN-UP PAD may be permitted only under prior approval obtained from the control tower.
- c. A continuous communication with the control tower shall be maintained while using RUN-UP PAD.
- d. No maintenance is permitted on RUN-UP PAD(except compulsory maintenance during RUN-UP).
- e. Hover check is not available over run-up pad.
(But hover check at H3 or H4 will be available under ATC permission below 50 ft.)

5. Restrictions

- a. Any helicopter is not allowed to taxi on Taxiway "W2" and taxiway "T".
- b. Any helicopter must follow the regular operating hours(within 1 HR/MAX) when using spot NR. 908-2 and spot NR. 909. Layover is not permitted.
- c. Any helicopter which are not registered in Gimpo INTL Airport are not allowed to park more than 30 minutes when using ACFT stand NR. 912. Layover is not permitted on the stand.

2.9 The code letter "F" aircraft operating procedures for the usage of the alternate airport(RKSS).

1. Taxiing procedures to and from ACFT stands NR.121F and 123F for both standard and low visibility operations are as follows :

a. Departure (Refer to RKSS AD 2-20, 2-21)

RWY 14R - 121F/123F → P1 → P → G2 → G1
RWY 32L - 121F/123F → P1 → P → B2 → B1

b. Arrival (Refer to RKSS AD 2-20, 2-21)

RWY 14R - B1 → B2 → P → P1 → 121F/123F
RWY 32L - G1 → G2 → P → P1 → 121F/123F

2. Restriction

- a. Any Aircraft shall not enter TWY "N1", while "F" aircraft is occupying "P" TWY.
- b. "F" aircraft requires Follow me car service and shall comply with the taxi speed limit 17 kt when taxi on part of "P" TWY from "P6" to "F2".
- c. Push-back restriction on ACFT stand NR. 121F : Nose-gear cannot cross over intermediate holding position marking on TWY "R" behind the ACFT stand NR. 123.
- d. Push-back restriction on ACFT stand NR. 123F : Nose-gear cannot cross over intermediate holding position marking on TWY "R" behind the ACFT stand NR. 122.
- e. The aircraft, the code letter "F", are not able to take-off or land on RWY 14L/32R.

2.10 Ramp Safety Management

1. Some roadways for GSE(Ground Service Equipment) vehicle crossing P1, P2, P3 taxilane are marked in the form of zipper.
2. Pilots shall give an extra caution to the vehicles during taxiing because there are roadways for vehicle crossing R, P1, P2, P3, P4, P5 taxilane in the ramp.
3. Some of Code letter B aircraft stands(NR. 502, 503, 506~514) in West Apron don't provide minimum clearance distance(3m) from apron safety line to tail of an aircraft. Any vehicle, equipment or person should obtain prior clearance from control tower.
4. Some of Code letter E aircraft stands(NR. 221~232) in North Apron do not provide minimum clearance distance(7.5 m) from apron safety line to tail of an aircraft. Any vehicle, equipment or person should obtain prior clearance from control tower.
5. Pilots shall perform judgemental oversteering instead of cockpit centerline steering when entering taxilane RD for code letter E aircraft and above.

2.11 Transponder

Pilots should always operate transponders with XPNDR (and AUTO if available) except for parking ACFT on the stands.

3. School and Training Flights

- 3.1 'Touch and go', 'Stop and go' and 'Low approach' are not allowed.
- 3.2 Solo training flight by a student pilot is not allowed within Gimpo control zone which is B airspace.
- 3.3 Aircraft control and ATC radio communication should be maintained by the instructor.
- 3.4 Checkride(examination flight for applying the pilot licence) is restricted at Gimpo airport from July 1st, 2015.

4. CAT II/III Operations

4.1 General

Gimpo International Airport RWY 14R has ILS CAT III equipments.

Low visibility Procedures are established for operation in a visibility of less than RVR 550 m or a cloud ceiling of less than 60 m (200 ft).

1. Low visibility operations will be initiated by broadcasting "ATC LOW VISIBILITY PROCEDURES ARE IN OPERATION" via ATIS and/or appropriate radio frequencies.
2. Low visibility operations will be terminated by deleting the above mentioned message from ATIS and/or broadcasting "ATC LOW VISIBILITY OPERATIONS ARE TERMINATED" via appropriate frequencies.

- 4.2 Aircraft operator must obtain the approval from Administrator of Seoul Regional Aviation Administration prior to conducting any low visibility operations at Gimpo International Airport.

1. Approval for CAT II/III Operations

- a. Aircraft operators and pilots who wish to conduct ILS CAT II/III operations at Gimpo International Airport shall conform with certain requirements. Details of these requirements are published in Aviation Safety Act, Article 67 and its Enforcement regulations Article 189, which are available from :

Flight Operations Division
Seoul Regional Office of Aviation
47, Gonghang-ro 424 beon-gil, Jung-gu, Incheon,
22382, Republic of Korea

Tel : 82-32-740-2154, 5
Fax : 82-32-740-2159

- b. Foreign operators may obtain the approval from Administrator of Seoul Regional Aviation Administration by providing the following information to Administrator of Seoul Regional Aviation Administration.

- 1) Aircraft type and register number;
- 2) The Category II/III minima under which they intend to operate; and
- 3) A copy of the category II/III certification issued by their own category authority.

Change : Establishment of ramp safety management for taxilane RD.

4.3 Pilots shall be informed when:

1. Meteorological reports preclude ILS CAT I operations;
2. Low Visibility Procedures are in operation;
3. There is any unserviceability in a promulgated facility so that they may amend their minima.

4.4 The separation between the aircraft landing successively on the same runway will not be less than 10 NM.

4.5 When informed the failure of Surface Movement Radar (SMR), pilots should anticipate that considerable spacing between the aircraft may be required.

4.6 Pilots who wish to carry out an ILS CAT II/III approach shall inform Approach Control on their initial contact.

4.7 Special Procedures and Safeguards

General Special procedures and ground safeguards

Special procedures and ground safeguards will be applied during CAT II/III operations to protect the aircraft from operating in low visibility and to avoid interference with the ILS signals in accordance with the provisions of ICAO Doc. 9365 - Manual of All Weather Operations, and the provisions of the Enforcement Regulations of Aviation Act, Article 5 of 186.

1. During Low visibility operations, taxiway centerline lights will be used in conjunction with the stop bar lights as follows :

- a. If the stop bar lights are turned on, the centerline lights beyond the stop bar will be turned off.
- b. If the stop bar lights are turned off, the centerline lights beyond the stop bar will be turned on.

2. Arriving Aircraft

- a. Aircraft shall vacate the runway via the designated exit taxiways as follows :
RWY 14R - B1, B2, C1, C2, P (Refer to RKSS AD 2-15-1)
- b. 14R/32L runway exits have taxiway center-line lead off lights that are color coded (green/yellow) to indicate the portion of the taxiway that is within the ILS sensitive area.
- c. Pilots are required to make a 'runway vacated' call, when entire aircraft has cleared the ILS critical sensitive areas.

3. Departing Aircraft

Departing aircraft shall normally enter the runway via the designated taxiways as follows :

RWY 14R - P, G2, G1
RWY 32L - P, B2, B1
Refer to RKSS AD 2-18, 2-19

4. Follow-me car service

- a. Follow-me service is available to arriving aircraft using RWY 32L/14R when crossing RWY 32R/14L.
Pilot should make the request to Gimpo Control.
- b. Aircraft shall monitor the Gimpo Ground Control frequencies during taxiing.

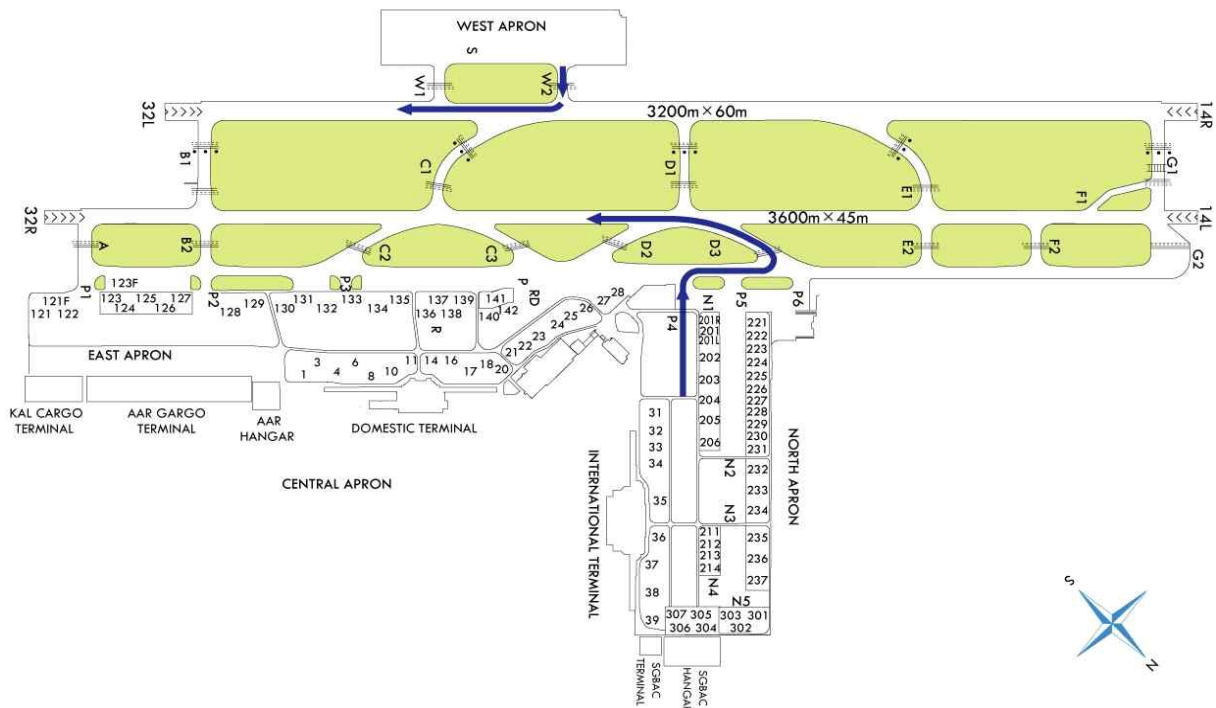
4.8 Practice Approaches

Pilots may carry out the practice of ILS CAT II approach at any time with a prior approval from ATC, but the full safeguarding ground procedures shall not be applied and pilots should anticipate the possibility of ILS signal interference.

5. The standard taxi routes for the fixed wing aircraft which has less than 2 engines :

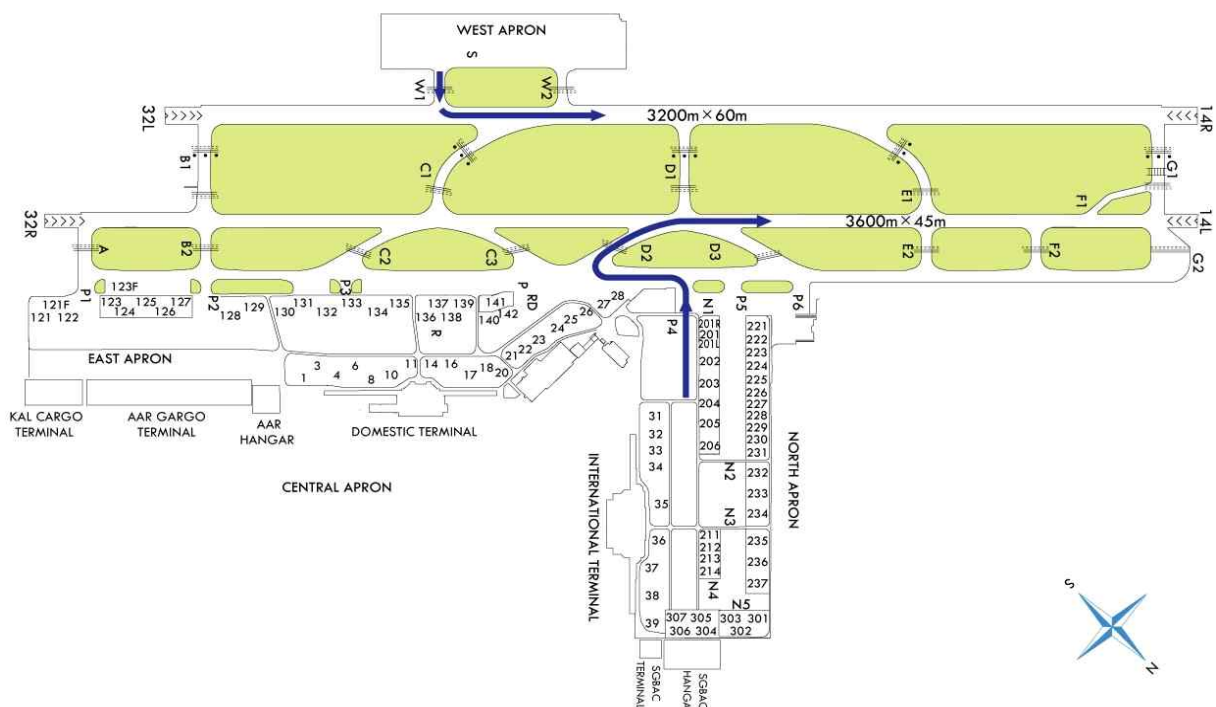
a. Departure

1) RWY 14L/R



Remark : When reaching safety altitude, the departing aircraft shall make a right turn before reaching the residential area for noise abatement.

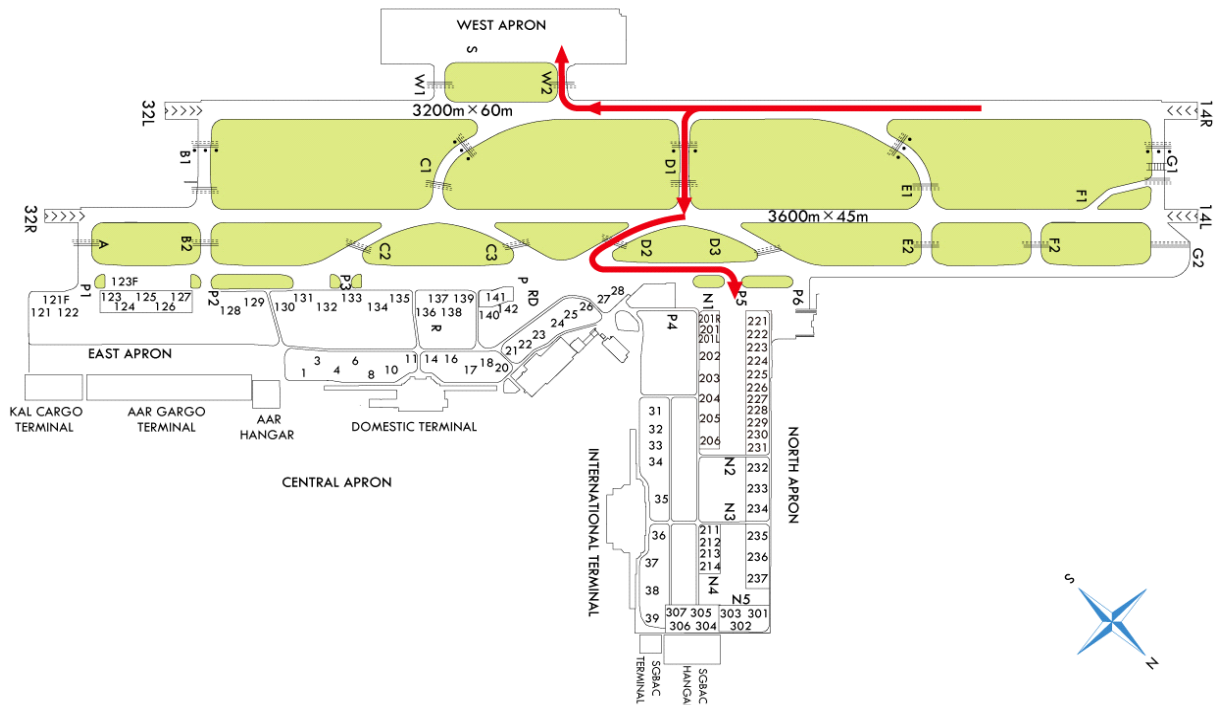
2) RWY 32L/R



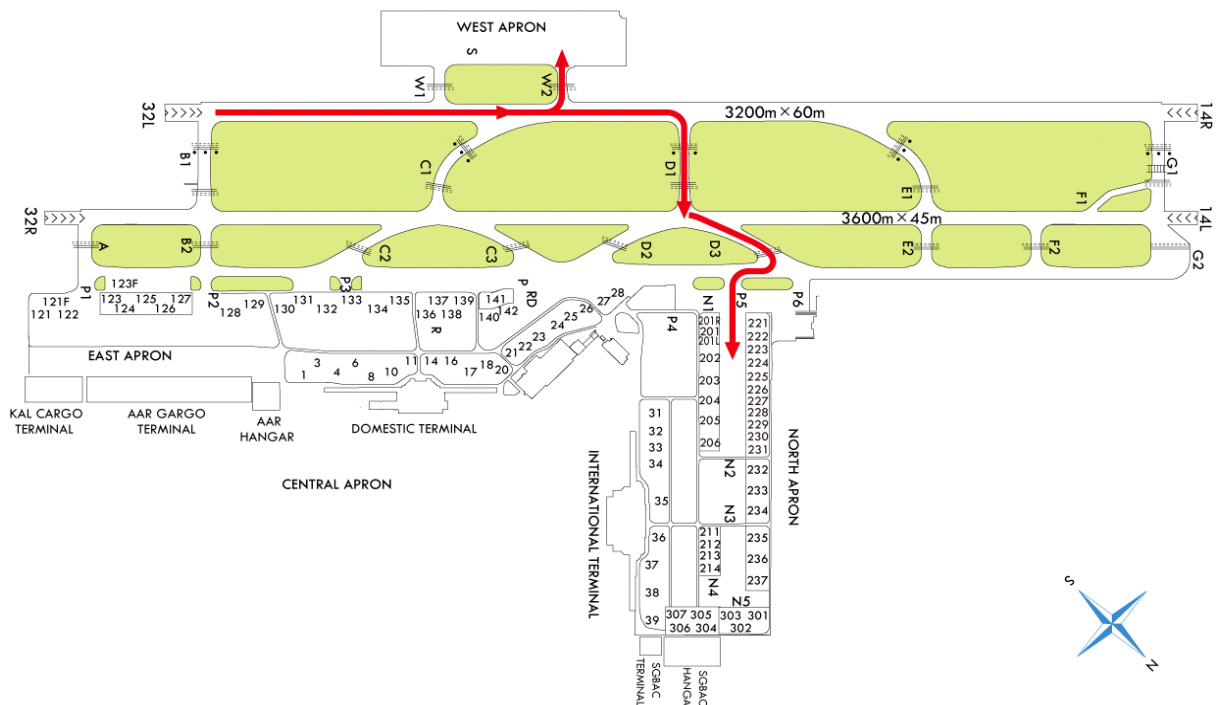
Change : Establishment of taxilane RD and Information of GSE road, ACFT stands for north apron.

b. Arrival

1) RWY 14R

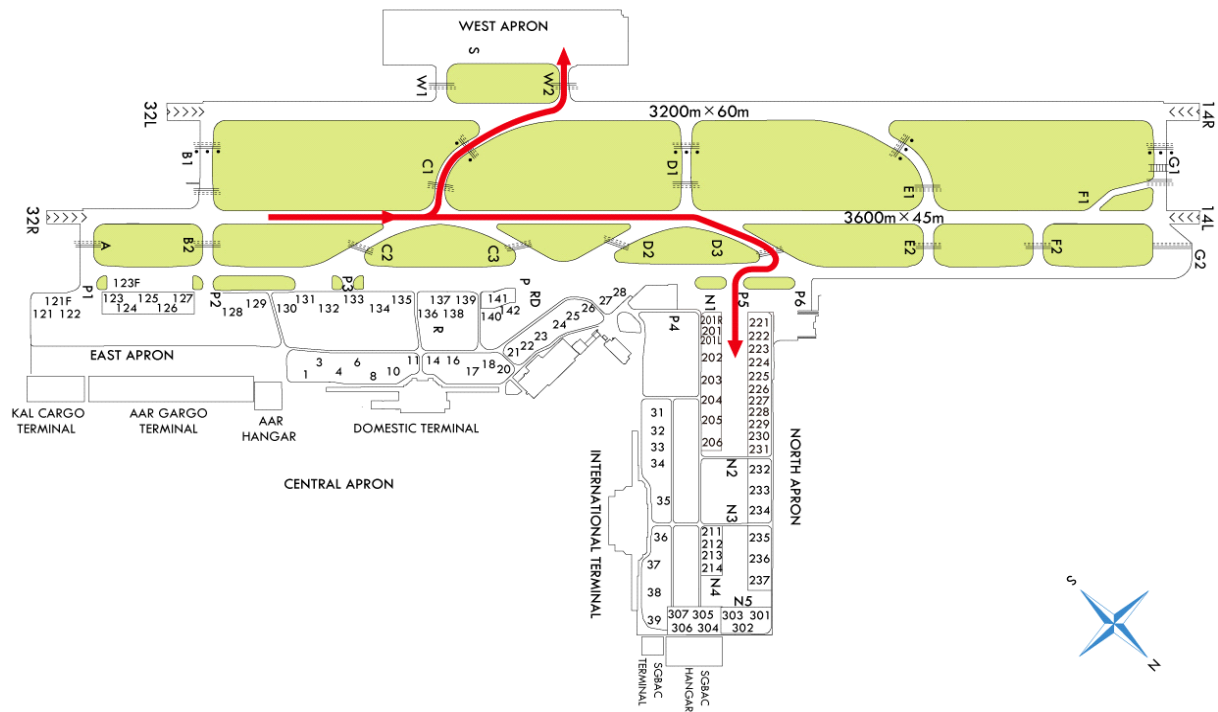


2) RWY 32L

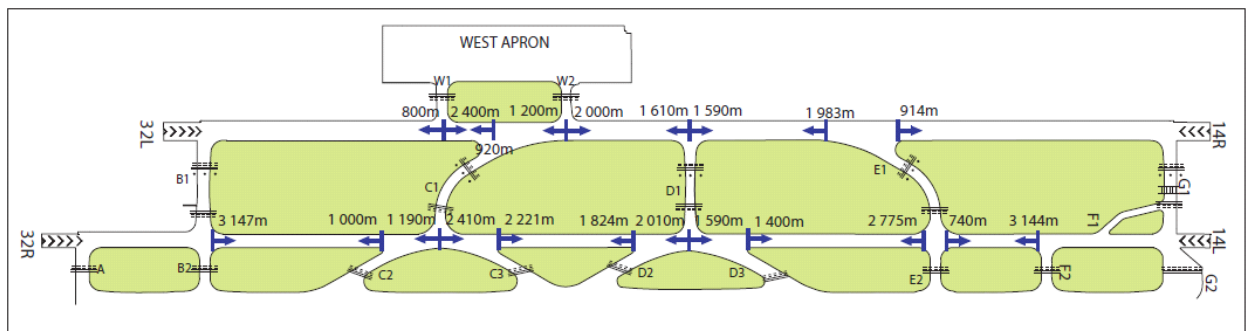


Change : Establishment of taxiway RD and Information of GSE road, ACFT stands for north apron.

3) RWY 32R



5.1 Remainder distance for intersection departure



Change : Establishment of taxiway RD and Information of GSE road, ACFT stands for north apron.

**SEOUL/Gimpo INTL
RWY 14R/L
SMGCS - Arrival taxi route**

Figure 1 is a detailed taxiway layout of the Beijing Capital International Airport. The diagram illustrates the complex network of taxiways and runways, including the West Apron, North Apron, Central Apron, and East Apron. Key features include:

- Runways:** 14R, 14L, 32L, and 32R.
- Aprons:** West Apron, North Apron, Central Apron, and East Apron.
- Terminals and Buildings:** International Terminal, Domestic Terminal, AAR Cargo Terminal, and AAR Hangar.
- taxiways:** Labeled with letters (A, B, C, D, E, F, G) and numbers (1-39).
- Maneuvering Area:** Indicated by a red dashed line.
- Transfer of Control Point (TCP):** Indicated by a red dashed line.
- Legend:**
 - Taxi routes (blue arrows)
 - Stop-bar (horizontal line)
 - ATC service boundary (Maneuvering Area) (red dashed line)
 - Transfer of control point (TCP) (red dashed line)
- Scale:** 0.5 km and 1 km.
- North Arrow:** Located in the top right corner.

AIRAC AIP AMDT 12/22
Effective : 1600UTC 28 DEC 2022

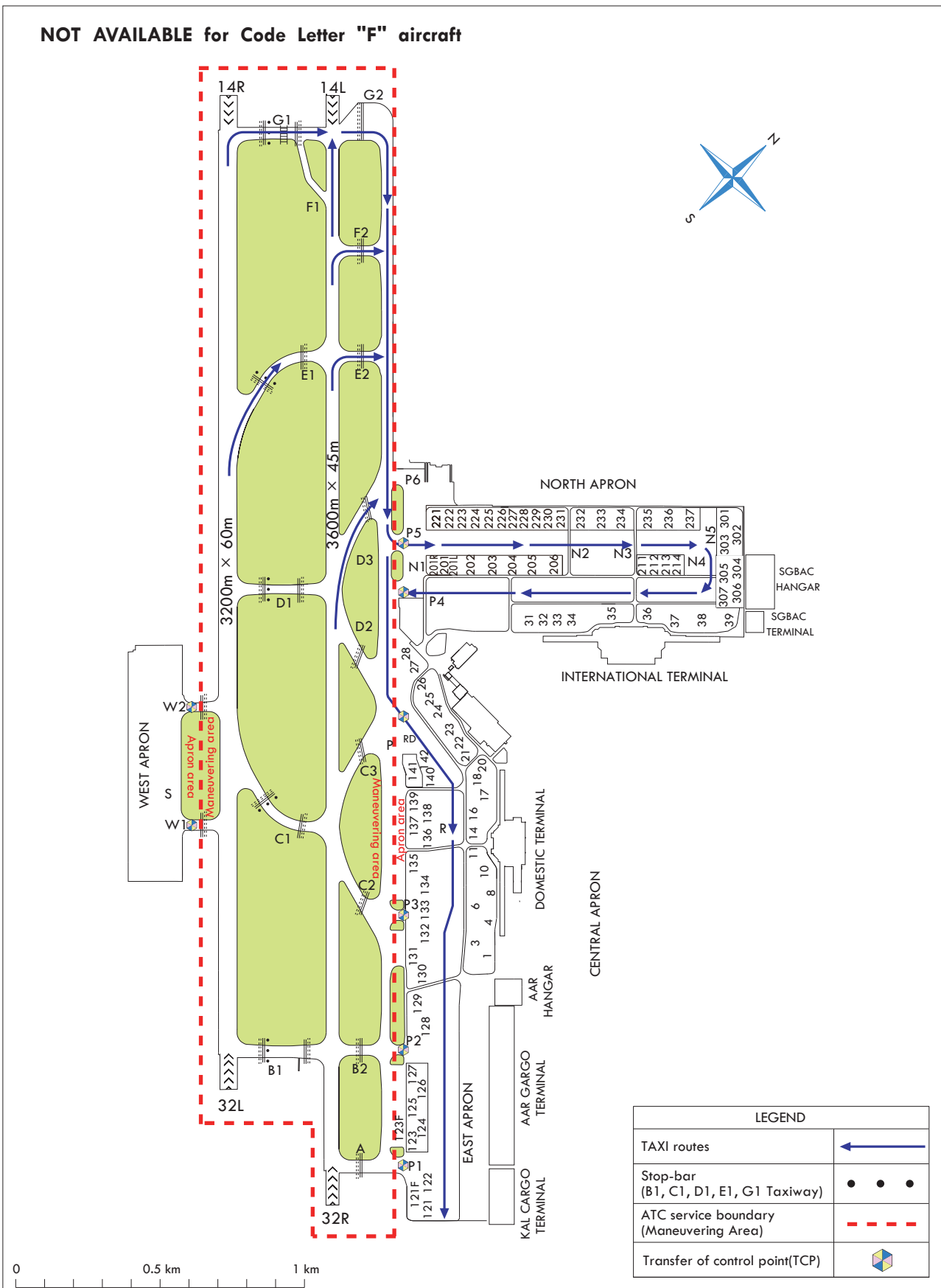
LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 18 m

GIMPO TWR	118.1
GIMPO GND	121.9
GIMPO APN	130.875

SEOUL/Gimpo INTL
RWY 32R/L
SMGCS - Arrival taxi route

NOT AVAILABLE for Code Letter "F" aircraft



Change : Establishment of taxilane RD and Information of GSE road, ACFT stands for north apron.

**SEOUL/Gimpo INTL
RWY 14R/L
SMGCS - Departure taxi route**



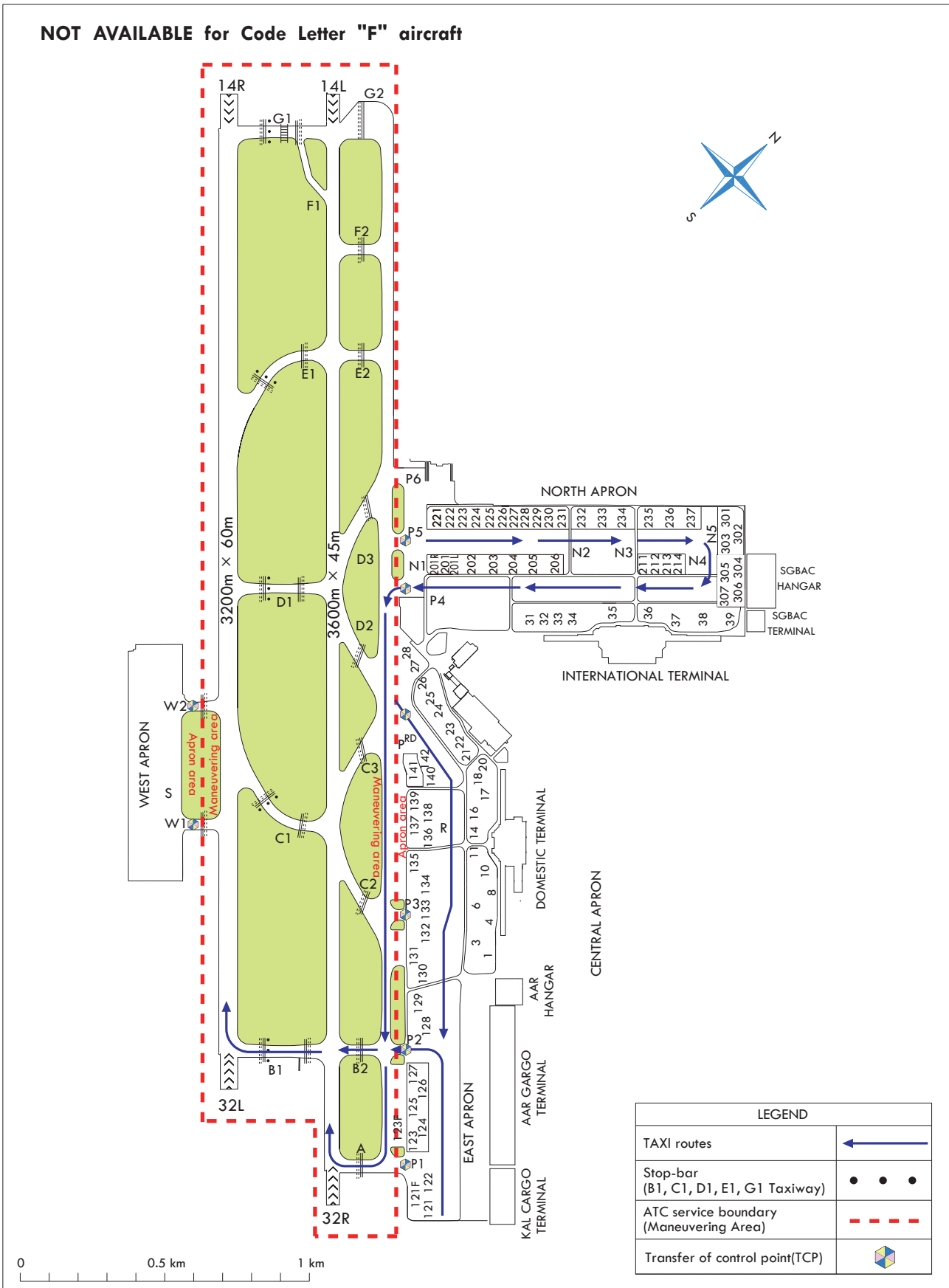
LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 18 m

GIMPO TWR	118.1
GIMPO GND	121.9
GIMPO APN	130.875

SEOUL/Gimpo INTL
RWY 32R/L
SMGCS - Departure taxi route

NOT AVAILABLE for Code Letter "F" aircraft



Change : Establishment of taxilane RD and Information of GSE road, ACFT stands for north apron.

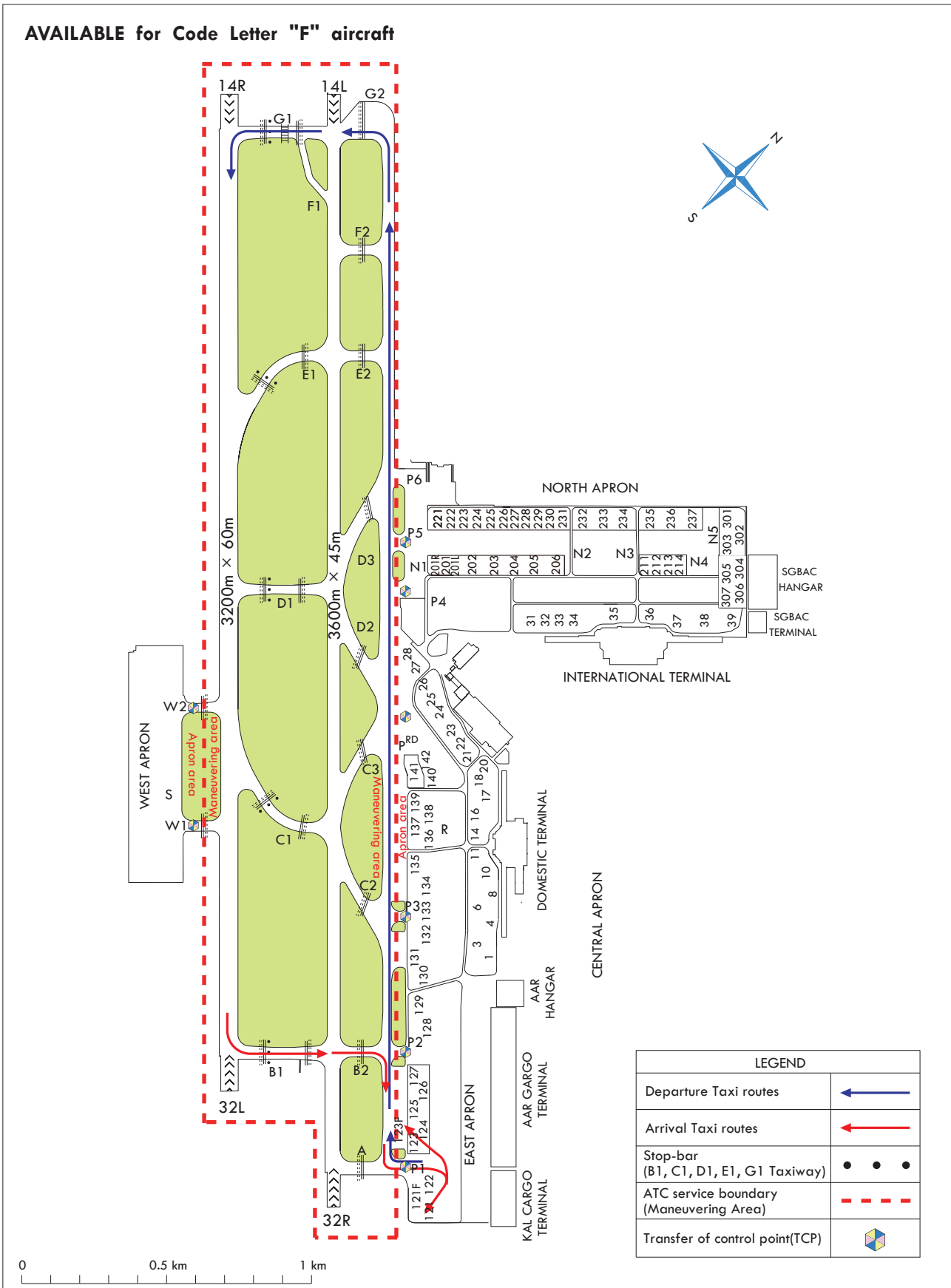
LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 18 m

GIMPO TWR	118.1
GIMPO GND	121.9
GIMPO APN	130.875

SEOUL/Gimpo INTL
RWY 14R
Standard & SMGCS taxi route

AVAILABLE for Code Letter "F" aircraft



Change : Establishment of taxilane RD and Information of GSE road, ACFT stands for north apron.

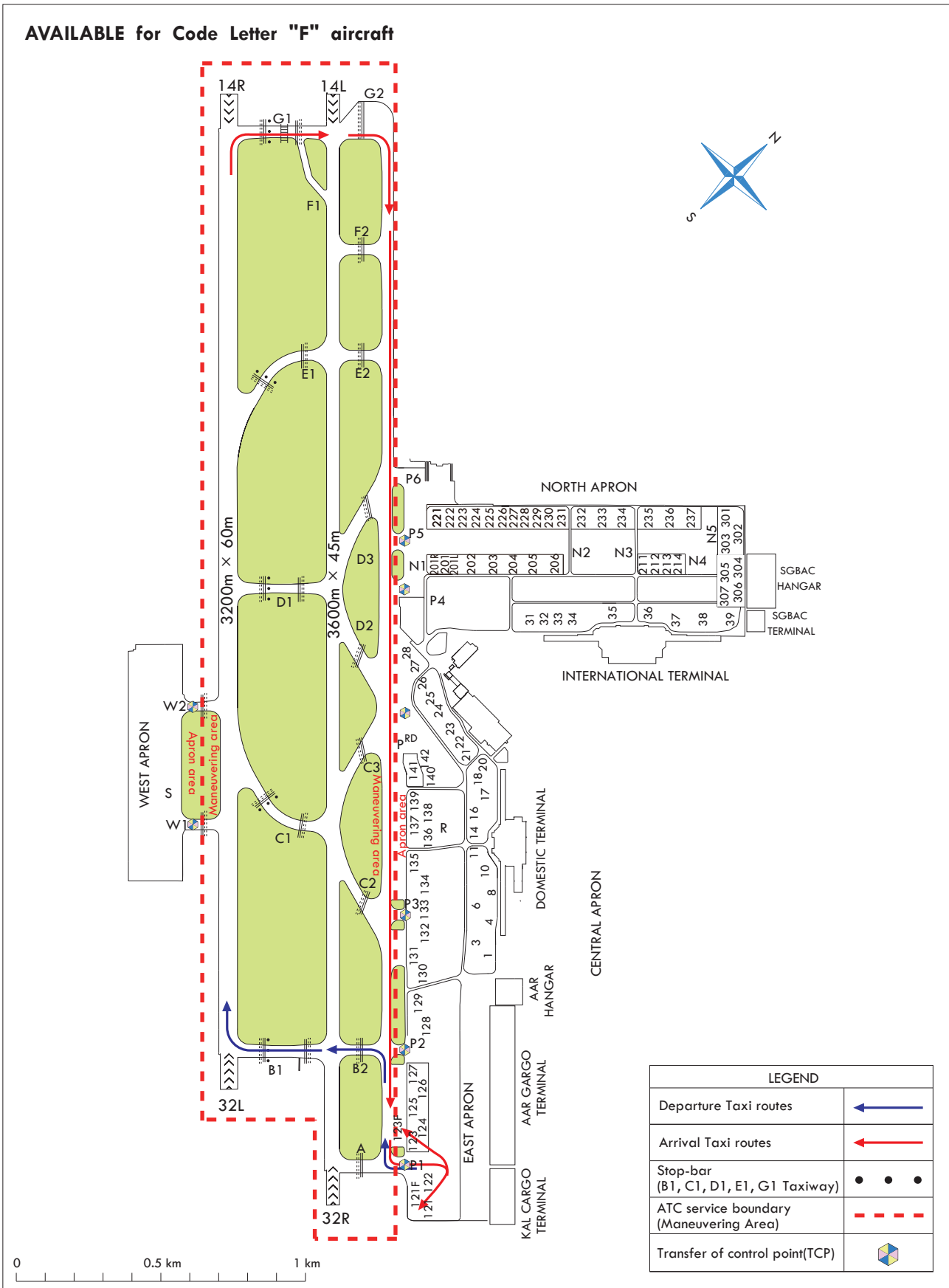
LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 18 m

GIMPO TWR	118.1
GIMPO GND	121.9
GIMPO APN	130.875

SEOUL/Gimpo INTL
RWY 32L
Standard & SMGCS taxi route

AVAILABLE for Code Letter "F" aircraft



Change : Establishment of taxilane RD and Information of GSE road, ACFT stands for north apron.

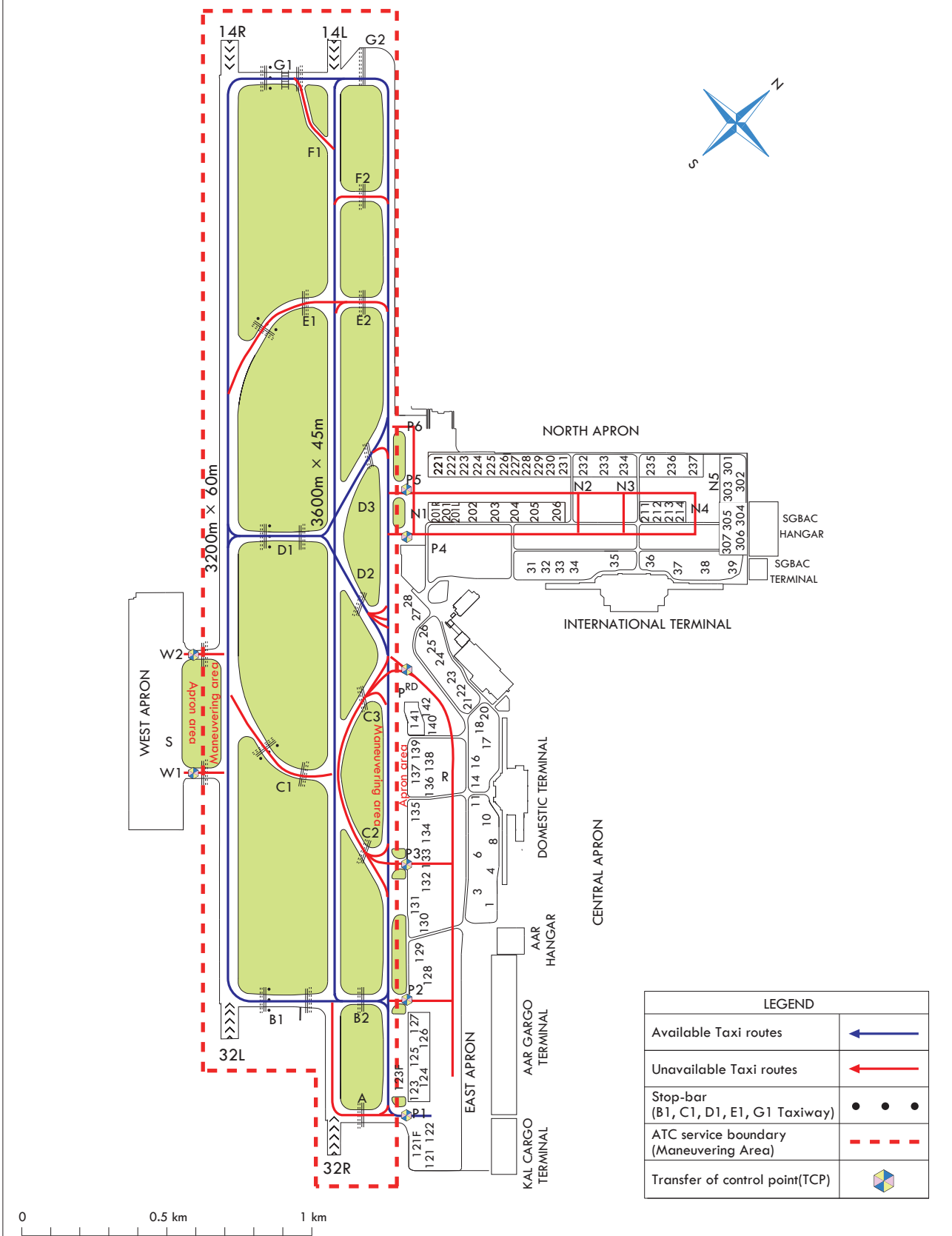
LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 18 m

GIMPO TWR	118.1
GIMPO GND	121.9
GIMPO APN	130.875

SEOUL/Gimpo INTL
"F" aircraft Available taxi route

AVAILABLE for Code Letter "F" aircraft



Change : Establishment of taxilane RD and Information of GSE road, ACFT stands for north apron.

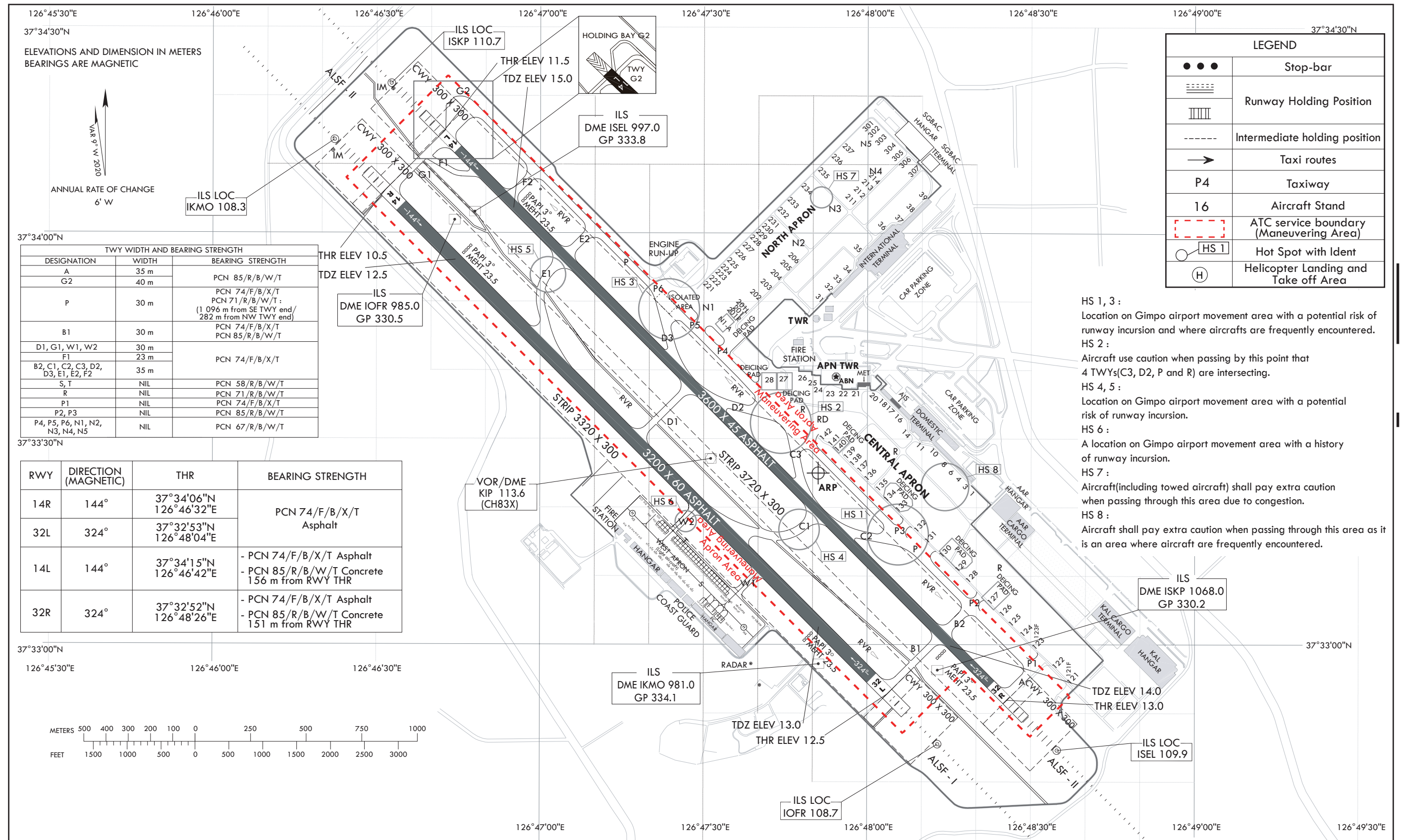
AERODROME CHART - ICAO

37°33'25"N
126°47'51"E

ELEV **18** m

TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

RKSS AD CHART 2 - 1
17 NOV 2022

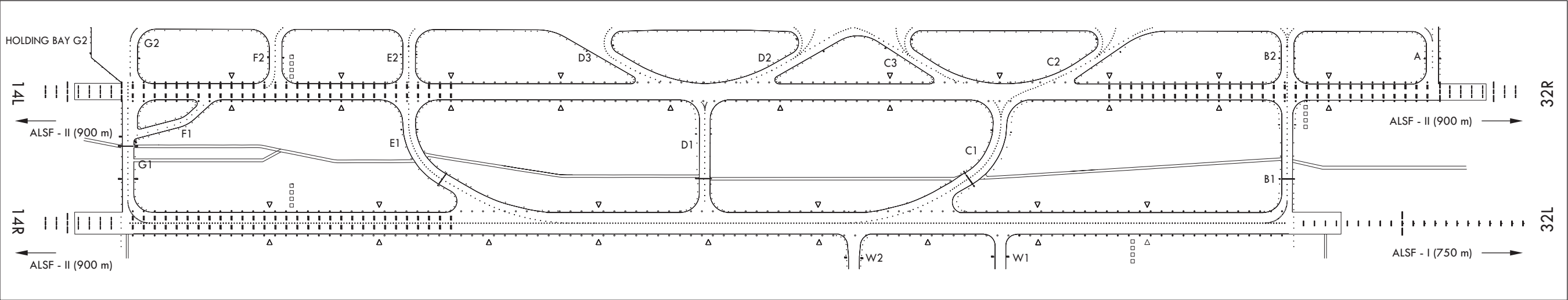
SEOUL / Gimpo INTL

Change : Establishment of taxilane RD and Information of GSE road, ACFT stands, deicing pad for north apron.

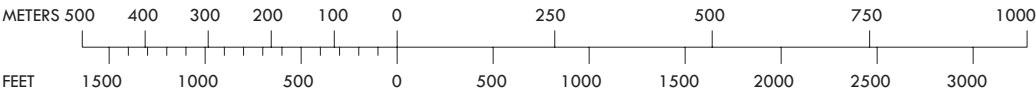
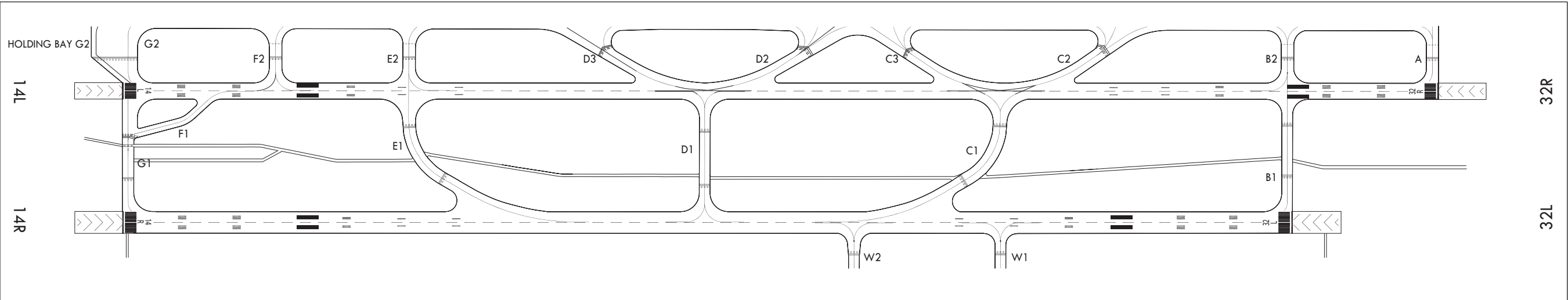
OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 12/22
Effective : 1600UTC 28 DEC 2022

LIGHTING AIDS RWY 14R/32L AND 14L/32R AND EXIT TWY



MARKING AIDS RWY 14R/32L AND 14L/32R AND EXIT TWY



AIRCRAFT PARKING/
DOCKING CHART - ICAO

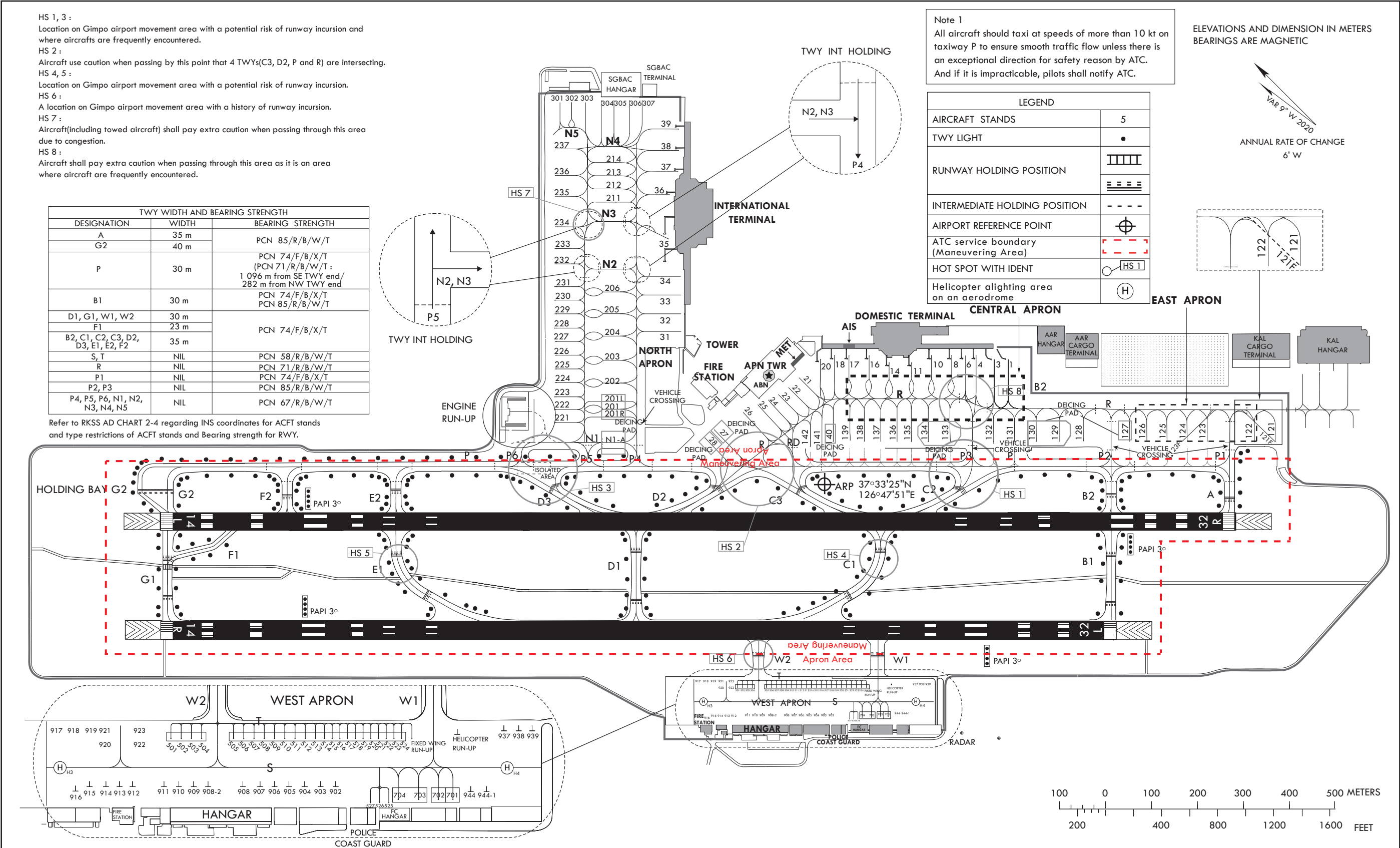
APRON ELEV	
Central Apron	16 m
The Other	13 m

TWR	118.1
GND	121.9
APN	130.875

- HS 1, 3 :
Location on Gimpo airport movement area with a potential risk of runway incursion and where aircrafts are frequently encountered.
- HS 2 :
Aircraft use caution when passing by this point that 4 TWYs(C3, D2, P and R) are intersecting.
- HS 4, 5 :
Location on Gimpo airport movement area with a potential risk of runway incursion.
- HS 6 :
A location on Gimpo airport movement area with a history of runway incursion.
- HS 7 :
Aircraft(including towed aircraft) shall pay extra caution when passing through this area due to congestion.
- HS 8 :
Aircraft shall pay extra caution when passing through this area as it is an area where aircraft are frequently encountered.

TWY WIDTH AND BEARING STRENGTH		
DESIGNATION	WIDTH	BEARING STRENGTH
A	35 m	PCN 85/R/B/W/T
G2	40 m	
P	30 m	PCN 74/F/B/X/T (PCN 71/R/B/W/T : 1 096 m from SE TWY end/ 282 m from NW TWY end)
B1	30 m	PCN 74/F/B/X/T PCN 85/R/B/W/T
D1, G1, W1, W2	30 m	PCN 74/F/B/X/T
F1	23 m	
B2, C1, C2, C3, D2, D3, E1, E2, F2	35 m	PCN 58/R/B/W/T
S, T	NIL	
R	NIL	PCN 71/R/B/W/T
P1	NIL	PCN 74/F/B/X/T
P2, P3	NIL	PCN 85/R/B/W/T
P4, P5, P6, N1, N2, N3, N4, N5	NIL	PCN 67/R/B/W/T

Refer to RKSS AD CHART 2-4 regarding INS coordinates for ACFT stands and type restrictions of ACFT stands and Bearing strength for RWY.



Change : Establishment of taxilane RD and Information of GSE road, ACFT stands, deicing pad for north apron.

INS COORDINATES FOR AIRCRAFT STANDS (WGS-84)					
STAND NR	COORDINATES		STAND NR	COORDINATES	
1	37°33'21.66"N	126°48'19.06"E	201	37°33'48.61"N	126°47'37.13"E
3	37°33'22.69"N	126°48'17.76"E	201R	37°33'48.36"N	126°47'36.13"E
4	37°33'23.72"N	126°48'16.46"E	201L	37°33'49.37"N	126°47'37.40"E
6	37°33'24.75"N	126°48'15.17"E	202	37°33'50.75"N	126°47'39.70"E
8	37°33'26.37"N	126°48'13.90"E	203	37°33'52.36"N	126°47'41.86"E
10	37°33'28.03"N	126°48'11.82"E	204	37°33'54.02"N	126°47'43.95"E
11	37°33'28.80"N	126°48'09.44"E	205	37°33'55.68"N	126°47'46.38"E
14	37°33'30.53"N	126°48'07.28"E	206	37°33'57.40"N	126°47'48.06"E
16	37°33'32.62"N	126°48'06.03"E	211	37°34'04.25"N	126°47'56.71"E
17	37°33'34.16"N	126°48'03.89"E	212	37°34'05.25"N	126°47'57.95"E
18	37°33'35.37"N	126°48'02.21"E	213	37°34'06.23"N	126°47'59.19"E
20	37°33'36.05"N	126°48'00.62"E	214	37°34'07.21"N	126°48'00.43"E
21	37°33'36.23"N	126°47'57.36"E	221	37°33'52.40"N	126°47'30.17"E
22	37°33'36.31"N	126°47'55.39"E	222	37°33'53.40"N	126°47'31.43"E
23	37°33'36.33"N	126°47'53.79"E	223	37°33'54.40"N	126°47'32.68"E
24	37°33'36.42"N	126°47'52.17"E	224	37°33'55.34"N	126°47'34.10"E
25	37°33'37.02"N	126°47'50.58"E	225	37°33'56.34"N	126°47'35.26"E
26	37°33'37.76"N	126°47'48.58"E	226	37°33'57.34"N	126°47'36.51"E
27	37°33'39.05"N	126°47'44.14"E	227	37°33'58.34"N	126°47'37.76"E
28	37°33'39.15"N	126°47'42.44"E	228	37°33'59.33"N	126°47'39.14"E
31	37°33'49.73"N	126°47'49.98"E	229	37°34'00.33"N	126°47'40.27"E
32	37°33'51.03"N	126°47'51.87"E	230	37°34'01.33"N	126°47'41.52"E
33	37°33'52.72"N	126°47'53.95"E	231	37°34'02.33"N	126°47'42.77"E
34	37°33'54.43"N	126°47'56.05"E	232	37°34'04.42"N	126°47'45.40"E
35	37°33'57.10"N	126°47'57.69"E	233	37°34'05.42"N	126°47'46.66"E
36	37°34'00.77"N	126°48'02.34"E	234	37°34'06.89"N	126°47'48.69"E
37	37°34'01.89"N	126°48'05.36"E	235	37°34'09.14"N	126°47'51.52"E
38	37°34'03.46"N	126°48'07.50"E	236	37°34'10.74"N	126°47'53.54"E
39	37°34'05.14"N	126°48'09.63"E	237	37°34'12.87"N	126°47'56.17"E
121	37°32'55.01"N	126°48'37.35"E	301	37°34'16.12"N	126°48'01.06"E
121F	37°32'54.95"N	126°48'37.22"E	302	37°34'15.25"N	126°48'02.15"E
122	37°32'56.61"N	126°48'35.34"E	303	37°34'14.22"N	126°48'03.43"E
123	37°33'00.19"N	126°48'30.72"E	304	37°34'13.06"N	126°48'05.16"E
123F	37°33'01.94"N	126°48'28.35"E	305	37°34'12.13"N	126°48'06.33"E
124	37°33'01.72"N	126°48'28.74"E	306	37°34'10.99"N	126°48'07.75"E
125	37°33'03.25"N	126°48'26.78"E	307	37°34'10.06"N	126°48'08.92"E
126	37°33'04.80"N	126°48'24.83"E	501	37°33'17.86"N	126°47'21.05"E
127	37°33'06.03"N	126°48'23.26"E	502	37°33'17.43"N	126°47'21.57"E
128	37°33'09.73"N	126°48'18.72"E	503	37°33'16.99"N	126°47'22.12"E
129	37°33'11.55"N	126°48'16.44"E	504	37°33'16.57"N	126°47'22.65"E
130	37°33'13.42"N	126°48'14.14"E	505	37°33'15.19"N	126°47'24.39"E
131	37°33'14.99"N	126°48'12.01"E	506	37°33'14.76"N	126°47'24.92"E
132	37°33'16.61"N	126°48'10.05"E	507	37°33'14.32"N	126°47'25.46"E
133	37°33'19.96"N	126°48'05.76"E	508	37°33'13.88"N	126°47'26.01"E
134	37°33'21.63"N	126°48'03.67"E	509	37°33'13.45"N	126°47'26.56"E
135	37°33'22.97"N	126°48'02.00"E	510	37°33'13.01"N	126°47'27.11"E
136	37°33'24.37"N	126°48'00.31"E	511	37°33'12.57"N	126°47'27.66"E
137	37°33'25.52"N	126°47'58.89"E	512	37°33'12.14"N	126°47'28.20"E
138	37°33'26.65"N	126°47'57.44"E	513	37°33'11.72"N	126°47'28.75"E
139	37°33'27.66"N	126°47'56.39"E	514	37°33'11.29"N	126°47'29.28"E
140	37°33'28.81"N	126°47'54.72"E	515	37°33'10.91"N	126°47'29.76"E
141	37°33'29.61"N	126°47'53.32"E	516	37°33'10.59"N	126°47'30.16"E
142	37°33'30.53"N	126°47'52.10"E	517	37°33'10.27"N	126°47'30.57"E

RWY	DIRECTION (MAGNETIC)	THR (WGS-84)	BEARING STRENGTH
14R	144°	37°34'06"N 126°46'32"E	PCN 74/F/B/X/T Asphalt
32L	324°	37°32'53"N 126°48'04"E	
14L	144°	37°34'15"N 126°46'42"E	PCN 74/F/B/X/T Asphalt PCN 85/R/B/W/T Concrete 156 m from RWY THR
32R	324°	37°32'52"N 126°48'26"E	PCN 74/F/B/X/T Asphalt PCN 85/R/B/W/T Concrete 151 m from RWY THR
APRONS		East & Central	PCN 74/F/B/X/T
		North	PCN 67/R/B/W/T
		West	PCN 58/R/B/W/T

STANDS NUMBER	AIRCRAFT TYPE
121F, 123F	A380-800, B747-8
10, 16, 32, 33, 34, 37, 39, 133, 134, 201, 202, 203, 204, 205, 206, 237	A340-600, B747-400 B777-300, A330-300 A350-900, B787-9
128, 129, 131, 235	B747-400
35	B747-400, A330
38	B747-300, B777-300
8, 124, 125, 132, 236	B747-300, B777-200 A330-300
121, 17	B777-200, A330-300 B787-9
14, 26, 36, 126, 130, 137	B767-300, A300-600
28, 123, 127, 135, 136, 138, 139, 140, 141, 142, 201R, 201L, 211, 212, 213, 214, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234	B737-800WL, MD90, A321-200, A321-100
1, 3, 4, 6, 11, 18, 20, 21, 22, 23, 24, 25, 27, 31, 122	B737-900, A321-100
302, 303, 304, 305, 306, 307	B737-900
301	GLF4

* "E Class" aircraft is prohibited to Taxi-out at all aircraft stands.
* Aircraft stands NR. 124-126, 131-134, 137, 201-206 may be used by B767 class (A300-600) ACFT for Nose-in/Taxi-out subject to prior permission from ATC.
* Aircraft stands NR. 123, 127, 135, 136, 138-142 and 211-214 may be used by B737-800WL class (MD-90) ACFT for Nose-in/Taxi-out subject to prior permission from ATC.
* Taxiway intersection markings are provided for 5 places in front of the intersections / junctions on apron taxiway P4 and P5.
* Isolated area : At the intersection of TWY D3 and TWY P.
* Deicing pad : B737-800WL(MD-90) class ACFT - 27, 28, 140 and 127. B767 class ACFT - 130. B747 class ACFT - 129, 133, 134, 201 and N1-A on the "N1" TWY.
* Engine Run-up : Front of "P6" TWY.

Aircraft Classification	Stand		Remarks
	Number	Dimensions(m)	
Helicopter	908-2	19×19	BELL214B-1
	902~908, 909~911	17.8×17.8	MI-2
	912~923, 944, 944-1	16×16	KA32-T
	937~939	15×15	EC-155B1
Fixed-wing	701, 702	25.8×21.4	CN235
	703, 704	20.86×19.61	CL-605
	501, 504, 505, 515~527	9×11	C172R
	502, 503, 506~514	13×16	C-208B

* Dimensions means overall length × width

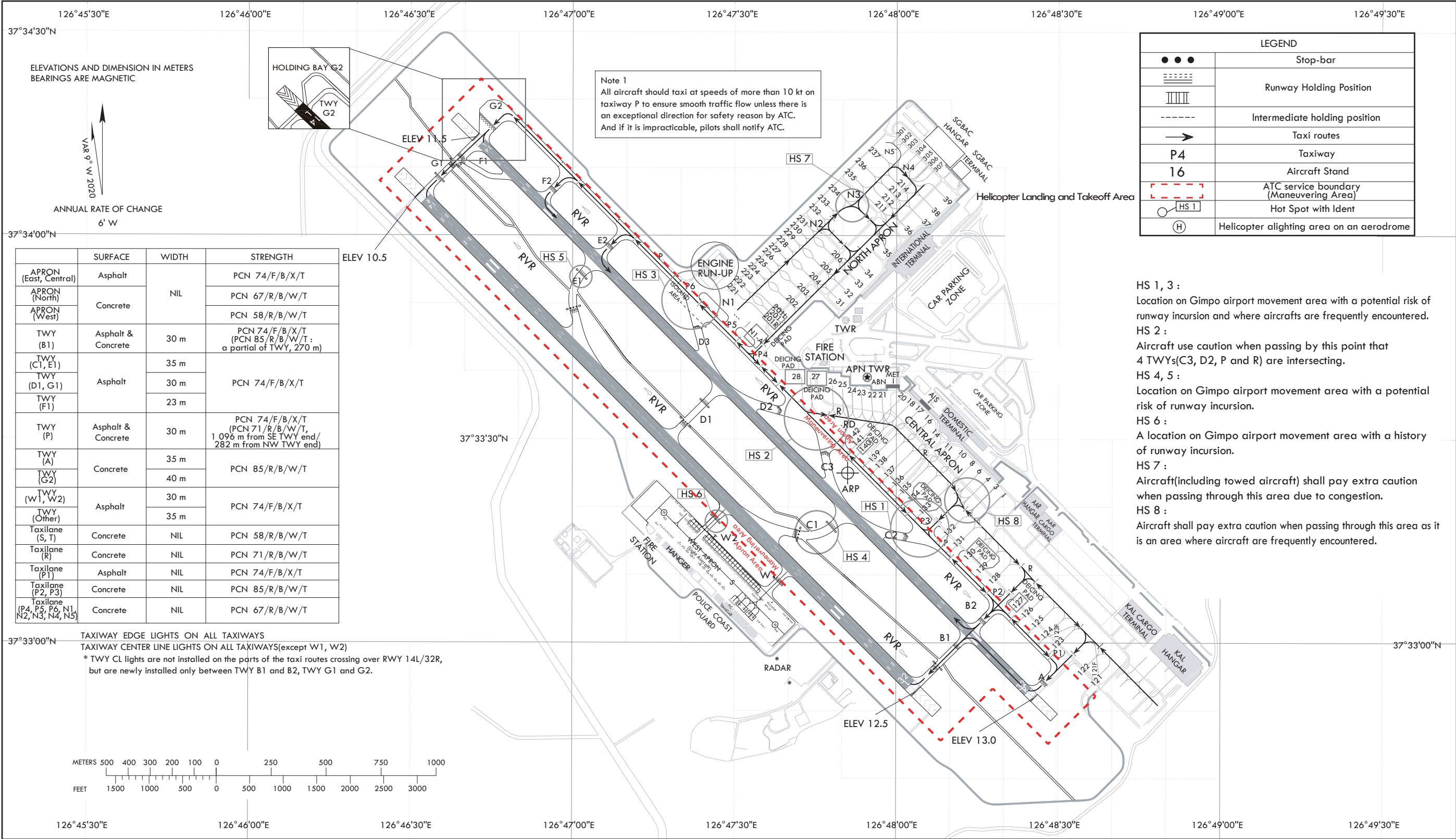
Change : Information of ACFT stands NR. 201R/L~202, 221~223, ACFT type, and deicing pad.

AERODROME GROUND
MOVEMENT CHART - ICAO

CENTRAL APRON ELEV 16 m
THE OTHER APRON ELEV 13 m

TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

SEOUL / Gimpo INTL
RWY 14L/32R
RWY 14R/32L DEPARTURE



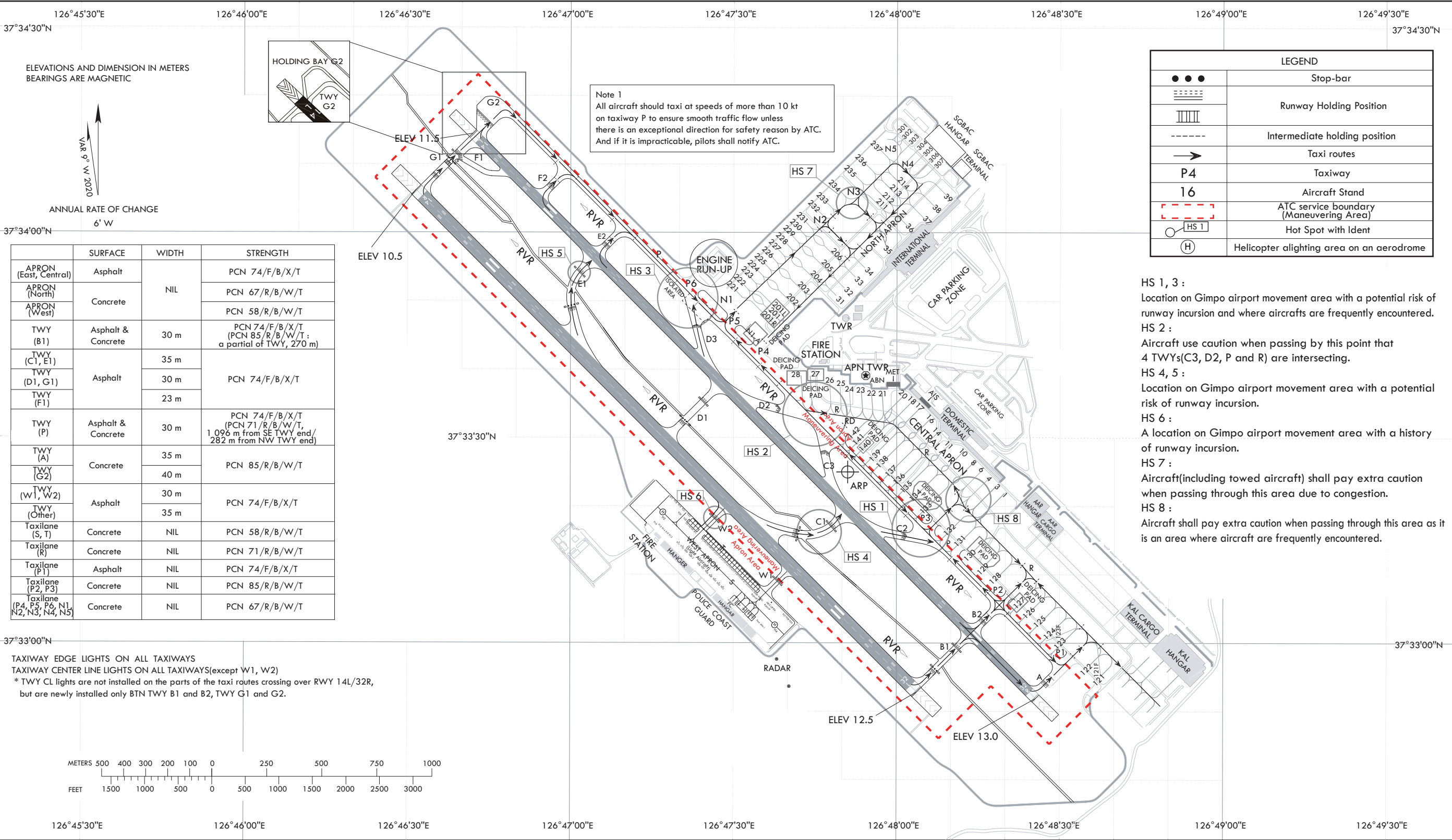
Change : Establishment of taxilane RD and Information of GSE road, ACFT stands, deicing pad for north apron.

AERODROME GROUND
MOVEMENT CHART - ICAO

CENTRAL APRON ELEV 16 m
THE OTHER APRON ELEV 13 m

TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

SEOUL / Gimpo INTL
RWY 14L/32R
RWY 14R/32L ARRIVAL



Change : Establishment of taxilane RD and Information of GSE road, ACFT stands, deicing pad for north apron.