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Ministry of Land, Infrastructure and Transport
Office of Civil Aviation
11, Doum 6-ro, Sejong-si, 30103, Republic of Korea

AMENDMENT NR 2/23

9 FEB 2023

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 Enroute

a) Establishment of frequency(335.50 MHz) for namhae area sector.
b) Information of Enroute chart.
c) Establishment of RK R156, R157 and R158.

1.2 Incheon INTL Airport

a) Information of aerodrome operator, telephone, FAX and AFS.
b) Establishment of OBST 174~192.
c) Establishment of fix(HANKY) and ALT limitation for LENBI and DALKA.
d) Amended phrases(RWY 16L → RW16L, RWY 16R → RW16R, RWY 34 → RWY 34L).

1.3 Gimpo INTL Airport

a) Establishment of fix(MUGAR).
b) Amended phrases(R 270 YJU → R 271 YJU, LANV → LNAV, R 324 KIP → R 323 KIP).

1.4 Jeju INTL Airport

a) Establishment of airport regulation for engine run-up check and Information of item numbers.
b) Withdrawal of OBST NR. 15 and Information of OBST numbers(15~23).
c) Establishment of Y572 and Y655.

1.5 Gimhae INTL Airport

a) Withdrawal of lead-in line for ACFT stands NR. 31, 37, 41 and Information of item number.

1.6 Yangyang INTL Airport

a) Amended phrase(500 m → 550 m).

2. PAGE CONTROL

2.1 Replace the old sheets with new one as follows;

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL I, Part I - GEN (General)	**VOL I, Part I - GEN (General)**
GEN 0.3-1(12 JAN 23) / 0.3-2(12 JAN 23)	GEN 0.3-1 / 0.3-2 9 FEB 23
GEN 0.4-1(12 JAN 23) / 0.4-2(12 JAN 23)	GEN 0.4-1 / 0.4-2 9 FEB 23
GEN 0.4-3(12 JAN 23) / 0.4-4(12 JAN 23)	GEN 0.4-3 / 0.4-4 9 FEB 23
GEN 0.4-5(12 JAN 23) / 0.4-6(12 JAN 23)	GEN 0.4-5 / 0.4-6 9 FEB 23
GEN 0.4-7(12 JAN 23) / 0.4-8(12 JAN 23)	GEN 0.4-7 / 0.4-8 9 FEB 23
GEN 0.4-9(12 JAN 23) / 0.4-10(12 JAN 23)	GEN 0.4-9 / 0.4-10 9 FEB 23
VOL I, Part II - ENR (Enroute)	**VOL I, Part II - ENR (Enroute)**
ENR 2.1-1(17 NOV 22) / 2.1-2(13 JAN 22)	ENR 2.1-1 / 2.1-2 9 FEB 23
ENR 6-1-2(15 DEC 22)	ENR 6-1-2 9 FEB 23
ENR 6-2(1 MAY 14) / 6-3(3 AUG 17)	ENR 6-2 / 6-3 9 FEB 23
VOL II, Part III - AD (Aerodrome)	**VOL II, Part III - AD (Aerodrome)**
RKSI	**RKSI**
AD 2-1(25 AUG 22) / 2-2(25 AUG 22)	AD 2-1 / 2-2 9 FEB 23
	AD CHART 2-18-1 / BLANK 9 FEB 23
AD CHART 2-33(15 DEC 22) / 2-33-1(10 MAR 22)	AD CHART 2-33 / 2-33-1 9 FEB 23
AD CHART 2-59(15 DEC 22) / 2-59-1(15 DEC 22)	AD CHART 2-59 / 2-59-1 9 FEB 23
AD CHART 2-61(15 DEC 22) / 2-61-1(15 DEC 22)	AD CHART 2-61 / 2-61-1 9 FEB 23
AD CHART 2-68(15 DEC 22) / 2-68-1(15 DEC 22)	AD CHART 2-68 / 2-68-1 9 FEB 23
AD CHART 2-70(15 DEC 22) / 2-70-1(15 DEC 22)	AD CHART 2-70 / 2-70-1 9 FEB 23
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AD CHART 2-13(15 DEC 22) / BLANK	AD CHART 2-13 / BLANK 9 FEB 23
AD CHART 2-21(15 DEC 22) / 2-21-1(23 SEP 21)	AD CHART 2-21 / 2-21-1 9 FEB 23
AD CHART 2-22(15 DEC 22) / BLANK	AD CHART 2-22 / BLANK 9 FEB 23
AD CHART 2-29(15 DEC 22) / 2-29-1(15 DEC 22)	AD CHART 2-29 / 2-29-1 9 FEB 23
AD CHART 2-38(15 DEC 22) / 2-38-1(15 DEC 22)	AD CHART 2-38 / 2-38-1 9 FEB 23
AD CHART 2-39(15 DEC 22) / 2-39-1(15 DEC 22)	AD CHART 2-39 / 2-39-1 9 FEB 23
RKPC	**RKPC**
AD 2-9(17 NOV 22) / 2-10(17 NOV 22)	AD 2-9 / 2-10 9 FEB 23
AD CHART 2-9(10 FEB 22) / BLANK	AD CHART 2-9 / BLANK 9 FEB 23
AD CHART 2-15(13 JAN 22) / 2-15-1(13 JAN 22)	AD CHART 2-15 / 2-15-1 9 FEB 23
AD CHART 2-17(10 FEB 22) / 2-17-1(10 FEB 22)	AD CHART 2-17 / 2-17-1 9 FEB 23
RKPK	**RKPK**
AD 2-9(20 OCT 22) / 2-10(20 OCT 22)	AD 2-9 / 2-10 9 FEB 23
RKNY	**RKNY**
AD CHART 2-14(15 DEC 22) / 2-14-1(15 DEC 22)	AD CHART 2-14 / 2-14-1 9 FEB 23
AD CHART 2-15(15 DEC 22) / 2-15-1(15 DEC 22)	AD CHART 2-15 / 2-15-1 9 FEB 23

END

GEN 0.3 RECORD OF AIP SUPPLEMENT

1. Current AIP Supplement

NR/Year	Subject	AIP Section(s) affected	Period of validity (From/To)	Cancellation record
23/10	Requirement for Overflight Permission	GEN	-	
12/21	ENR - Temporary Prohibited Areas Established	ENR	-	
15/21	Incheon AP - Temporary Obstacle Erected	AD	30 JUN 21 / 31 DEC 23	
27/21	Gimpo AP - Temporary Obstacle Erected	AD	1 SEP 21 / 31 MAR 23	
9/22	Ulsan AP - Temporary Obstacles Erected	AD	1 SEP 22 / 31 MAR 23	
15/22	Incheon AP - Temporary Obstacle Erected	AD	14 MAY 22 / 14 MAY 23	
16/22	Gimpo AP - Temporary Obstacles Erected	AD	4 MAY 22 / 31 AUG 23	
17/22	Gimpo AP - Temporary Obstacle Erected	AD	4 MAY 22 / 15 MAR 23	
19/22	ENR - Temporary Drone Special Areas Established	ENR	3 JUN 22 / 2 JUN 23	
23/22	Gimhae AP - TWY W1 Closed due to Suspension of Operation	AD	29 JUN 22 / 29 JUN 23	
25/22	Incheon AP - Temporary Obstacles Erected	AD	27 JUL 22 / 20 MAR 23	
28/22	Ulsan AP - Temporary Obstacles Erected	AD	24 AUG 22 / 31 AUG 23	
29/22	Incheon AP - Construction Work for Passenger Terminal 2 Extension	AD	21 SEP 22 / 30 OCT 24	
30/22	Ulsan AP - Temporary Obstacle Erected	AD	13 AUG 22 / 30 JUN 23	
32/22	ENR - Temporary Restricted Areas Established	ENR	1 JAN 23 / 31 DEC 23	
33/22	Incheon AP - Temporary Obstacle Erected	AD	14 DEC 22 / 31 MAR 23	
34/22	Incheon AP - Temporary Obstacle Erected	AD	14 DEC 22 / 31 OCT 24	
35/22	Incheon AP - Temporary Obstacle Erected	AD	14 DEC 22 / 31 DEC 23	
36/22	Incheon AP - ACFT Stands Closed due to Remote Boarding Facility Construction	AD	14 DEC 22 / 19 APR 23	
37/22	Incheon AP, Gimpo AP - Trial Operation of Re-categorization(RECAT) Wake Turbulence Separation Minima within Seoul TMA	AD	15 DEC 21 / 14 DEC 23	
1/23	Incheon AP - Incheon INTL Airport A-CDM Trial Operation for Phase 2	AD	29 JUN 22 / 27 JUN 23	
2/23	Incheon AP - Temporary Obstacle Erected	AD	8 FEB 23 / 31 DEC 25	

2. Current AIRAC AIP Supplement

NR/Year	Subject	AIP Section(s) affected	Period of validity (From/To)	Cancellation record
19/22	Gimpo AP - Operational Restrictions	AD	29 DEC 22 / 11 JUN 23	
20/22	Incheon AP - RWY 15R/33L and TWYs Closed due to Construction	AD	25 JAN 23 / 9 AUG 23	
1/23	Uljin AP - Unserviceability of UJN VORTAC	AD	22 FEB 23 / 9 AUG 23	
2/23	ENR - Y722 Traffic Dispersion Operation	ENR	22 MAR 23 / PERM	
3/23	Gimpo AP - Operational Restrictions	AD	23 MAR 23 / 4 APR 23	

GEN 0.4 CHECKLIST OF AIP PAGES

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0.4 - 1	**9 FEB 23**
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0.4 - 5	**9 FEB 23**
0.4 - 6	**9 FEB 23**
0.4 - 7	**9 FEB 23**
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0.4 - 9	**9 FEB 23**
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1.4 - 4	4 JUL 19
1.5 - 1	13 APR 17
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1.5 - 3	13 APR 17
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3.2 - 13	15 DEC 22
3.2 - 14	15 DEC 22
3.2 - 15	20 OCT 22
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3.2 - 22	15 DEC 22
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5.4 - 7	24 DEC 15
5.4 - 8	24 DEC 15
5.4 - 9	24 DEC 15
5.4 - 10	24 DEC 15
5.4 - 11	24 DEC 15
5.4 - 12	24 DEC 15
5.4 - 13	24 DEC 15
5.4 - 14	24 DEC 15
5.4 - 15	24 DEC 15
5.4 - 16	24 DEC 15
5.4 - 17	24 DEC 15
5.4 - 18	24 DEC 15
5.4 - 19	19 JAN 17
5.4 - 20	19 JAN 17
5.4 - 21	24 DEC 15
5.4 - 22	24 DEC 15
5.4 - 23	24 DEC 15
5.4 - 24	24 DEC 15
5.4 - 25	24 DEC 15
5.4 - 26	24 DEC 15
5.4 - 27	24 DEC 15
5.4 - 28	24 DEC 15
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5.4 - 30	19 JAN 17
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5.4 - 32	11 MAY 17
5.4 - 33	11 MAY 17
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1.2 - 3	21 OCT 21
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1.3 - 1	25 AUG 22
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1.4 - 1	1 MAY 14
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2 - 6-2	25 AUG 22
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2 - 8	8 APR 21
2 - 9	10 FEB 22
2 - 10	10 FEB 22
2 - 10-1	10 FEB 22
2 - 10-2	10 FEB 22
2 - 11	10 FEB 22
2 - 12	10 FEB 22
2 - 13	10 FEB 22
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CHART 2 - 19-1	15 DEC 22
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CHART 2 - 20-1	15 DEC 22
CHART 2 - 21	15 DEC 22
CHART 2 - 21-1	15 DEC 22
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CHART 2 - 23	30 JUN 22
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2 - 1	17 NOV 22
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2 - 3	4 JUL 19
2 - 4	4 JUL 19
2 - 5	19 NOV 20
2 - 6	19 NOV 20

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RKJJ	
2 - 7	2 JUN 22
2 - 8	2 JUN 22
2 - 9	13 JAN 22
2 - 10	10 MAR 22
2 - 11	28 JUL 22
2 - 12	28 JUL 22
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2 - 18	28 JUL 22
CHART 2 - 1	2 JUN 22
CHART 2 - 2	2 JUN 22
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CHART 2 - 4	16 DEC 21
CHART 2 - 5	17 DEC 20
CHART 2 - 6	17 DEC 20
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CHART 2 - 8	17 DEC 20
CHART 2 - 9	17 DEC 20
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CHART 2 - 13	30 JUN 22
CHART 2 - 13-1	30 JUN 22
CHART 2 - 14	28 JUL 22
CHART 2 - 15	10 MAR 22
CHART 2 - 15-1	21 NOV 19
CHART 2 - 16	2 JUN 22
CHART 2 - 16-1	2 JUN 22
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CHART 2 - 20-1	26 AUG 21
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CHART 2 - 22	10 MAR 22
CHART 2 - 22-1	26 AUG 21
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CHART 2 - 25-1	26 AUG 21
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CHART 2 - 26-1	26 AUG 21
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CHART 2 - 27-1	30 JUN 22
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CHART 2 - 30	26 AUG 21

Page	Date
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CHART 2 - 6-1	1 JUL 21
CHART 2 - 7	1 JUL 21
CHART 2 - 7-1	1 JUL 21
CHART 2 - 8	22 OCT 20
CHART 2 - 8-1	22 OCT 20

Page	Date
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CHART 2 - 2	14 JAN 21
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CHART 2 - 6	14 JAN 21
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CHART 2 - 8-1	20 OCT 22
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CHART 2 - 10-1	12 JAN 23
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CHART 2 - 11-1	30 JUN 22
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CHART 2 - 12-1	20 OCT 22
CHART 2 - 13	20 OCT 22
CHART 2 - 13-1	20 OCT 22
CHART 2 - 14	30 JUN 22
CHART 2 - 15	15 DEC 22
CHART 2 - 15-1	15 DEC 22
CHART 2 - 16	15 DEC 22
CHART 2 - 16-1	15 DEC 22
CHART 2 - 17	15 DEC 22
CHART 2 - 17-1	15 DEC 22
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CHART 2 - 18-1	12 JAN 23
CHART 2 - 19	15 DEC 22
CHART 2 - 19-1	15 DEC 22
CHART 2 - 20	15 DEC 22
CHART 2 - 20-1	15 DEC 22
CHART 2 - 21	15 DEC 22
CHART 2 - 21-1	15 DEC 22
CHART 2 - 22	15 DEC 22
CHART 2 - 22-1	15 DEC 22
CHART 2 - 23	20 OCT 22
CHART 2 - 24	20 OCT 22

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RKNW	
2 - 1	17 NOV 22
2 - 2	17 NOV 22
2 - 3	17 DEC 20
2 - 4	17 DEC 20
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2 - 8	1 JUL 21
2 - 9	1 JUL 21
2 - 10	1 JUL 21
2 - 11	1 JUL 21
2 - 12	1 JUL 21
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CHART 2 - 2	25 AUG 22
CHART 2 - 3	26 AUG 21
CHART 2 - 3-1	26 AUG 21
CHART 2 - 4	26 AUG 21
CHART 2 - 4-1	26 AUG 21
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CHART 2 - 5-1	26 AUG 21
CHART 2 - 6	1 JUL 21
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CHART 2 - 7-1	26 AUG 21
CHART 2 - 8	26 AUG 21
CHART 2 - 8-1	26 AUG 21
CHART 2 - 9	26 AUG 21
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CHART 2 - 11-1	25 AUG 22
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CHART 2 - 13	1 JUL 21
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CHART 2 - 14-1	26 AUG 21
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CHART 2 - 15-1	25 AUG 22
CHART 2 - 16	25 AUG 22
CHART 2 - 16-1	25 AUG 22
CHART 2 - 17	1 JUL 21
CHART 2 - 17-1	1 JUL 21

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2 - 4	19 NOV 20
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2 - 6	17 NOV 22
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2 - 10-1	22 SEP 22
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2 - 11	20 OCT 22
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2 - 13	15 DEC 22
2 - 14	15 DEC 22
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CHART 2 - 4-1	15 DEC 22
CHART 2 - 5	15 DEC 22
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CHART 2 - 7-1	29 JUL 21
CHART 2 - 8	22 SEP 22
CHART 2 - 8-1	29 JUL 21
CHART 2 - 9	22 SEP 22
CHART 2 - 9-1	26 AUG 21
CHART 2 - 10	22 SEP 22
CHART 2 - 10-1	29 JUL 21
CHART 2 - 10-2	22 SEP 22
CHART 2 - 10-3	29 JUL 21
CHART 2 - 11	22 SEP 22
CHART 2 - 11-1	29 JUL 21
CHART 2 - 12	22 SEP 22
CHART 2 - 12-1	29 JUL 21
CHART 2 - 13	17 NOV 22
CHART 2 - 14	17 NOV 22

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2 - 2	15 DEC 22
2 - 3	12 MAR 20
2 - 4	12 MAR 20
2 - 5	28 JUL 22
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2 - 8	28 JUL 22
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2 - 10	17 DEC 20
2 - 11	19 FEB 15
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CHART 2 - 18-1	15 DEC 22
CHART 2 - 19	20 OCT 22
CHART 2 - 20	20 OCT 22

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2 - 3-1	7 JUN 18
2 - 4	4 JUN 20
2 - 4-1	4 JUN 20
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2 - 6	29 SEP 16
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2 - 8	2 JUN 22
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2 - 12	28 SEP 17
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CHART 2 - 4	21 OCT 21
CHART 2 - 4-1	21 NOV 19
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CHART 2 - 5-1	21 NOV 19
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CHART 2 - 8-1	21 OCT 21
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CHART 2 - 10-1	21 OCT 21
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CHART 2 - 11-1	19 DEC 19
CHART 2 - 12	3 JUN 21
CHART 2 - 12-1	19 DEC 19
CHART 2 - 13	3 JUN 21
CHART 2 - 13-1	27 SEP 18
CHART 2 - 14	3 JUN 21
CHART 2 - 14-1	3 JUN 21
CHART 2 - 15	3 JUN 21
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CHART 2 - 16-1	19 DEC 19
CHART 2 - 17	3 JUN 21
CHART 2 - 17-1	19 DEC 19
CHART 2 - 18	3 JUN 21
CHART 2 - 18-1	27 SEP 18
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CHART 2 - 21-1	21 OCT 21
CHART 2 - 22	21 OCT 21
CHART 2 - 22-1	21 OCT 21

Page	Date
RKSM	
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CHART 2 - 24	3 JUN 21
CHART 2 - 24-1	27 SEP 18
CHART 2 - 25	28 SEP 17
CHART 2 - 25-1	17 MAR 16
CHART 2 - 26	3 JUN 21
CHART 2 - 26-1	27 SEP 18
CHART 2 - 27	3 JUN 21
CHART 2 - 27-1	27 SEP 18
CHART 2 - 28	28 SEP 17
CHART 2 - 28-1	9 JUL 15
CHART 2 - 29	3 JUN 21
CHART 2 - 29-1	27 SEP 18
CHART 2 - 30	3 JUN 21
CHART 2 - 30-1	27 SEP 18
CHART 2 - 31	3 JUN 21
CHART 2 - 31-1	27 SEP 18
CHART 2 - 32	3 JUN 21
CHART 2 - 32-1	27 SEP 18
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CHART 2 - 34	3 JUN 21
CHART 2 - 34-1	19 DEC 19
CHART 2 - 35	3 JUN 21
CHART 2 - 35-1	19 DEC 19

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2 - 12	24 OCT 19
2 - 13	14 FEB 19
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CHART 2 - 3	2 JUN 22
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CHART 2 - 16	2 JUN 22
CHART 2 - 16-1	2 JUN 22
CHART 2 - 16-2	2 JUN 22
CHART 2 - 16-3	5 MAY 22
CHART 2 - 17	28 JUL 22
CHART 2 - 17-1	28 JUL 22
CHART 2 - 17-2	17 NOV 22
CHART 2 - 17-3	17 NOV 22
CHART 2 - 18	2 JUN 22
CHART 2 - 18-1	5 MAY 22

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2 - 1	12 JAN 23	2 - 1	19 NOV 20
2 - 2	12 JAN 23	2 - 2	19 NOV 20
2 - 3	30 AUG 18	2 - 3	9 MAY 19
2 - 4	30 AUG 18	2 - 4	9 MAY 19
2 - 5	6 MAY 21	2 - 5	16 DEC 21
2 - 6	6 MAY 21	2 - 6	16 DEC 21
2 - 7	2 JUN 22	2 - 7	17 NOV 22
2 - 8	2 JUN 22	2 - 8	17 NOV 22
2 - 9	30 JUN 22	2 - 9	10 FEB 22
2 - 9-1	2 JUN 22	2 - 10	10 FEB 22
2 - 10	26 AUG 21	2 - 11	16 DEC 21
2 - 10-1	26 AUG 21	2 - 12	16 DEC 21
2 - 11	22 SEP 22		
2 - 12	22 SEP 22	CHART 2 - 1	16 DEC 21
		CHART 2 - 2	16 DEC 21
CHART 2 - 1	22 SEP 22	CHART 2 - 3	19 NOV 20
CHART 2 - 2	22 SEP 22	CHART 2 - 4	2 JUN 22
CHART 2 - 3	22 SEP 22	CHART 2 - 4-1	2 JUN 22
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CHART 2 - 5	22 SEP 22	CHART 2 - 5-1	2 JUN 22
CHART 2 - 6	22 SEP 22	CHART 2 - 6	16 DEC 21
CHART 2 - 7	22 SEP 22	CHART 2 - 6-1	16 DEC 21
CHART 2 - 7-1	22 SEP 22	CHART 2 - 7	16 DEC 21
CHART 2 - 8	22 SEP 22	CHART 2 - 7-1	16 DEC 21
CHART 2 - 8-1	22 SEP 22	CHART 2 - 8	2 JUN 22
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CHART 2 - 9-1	22 SEP 22	CHART 2 - 9	2 JUN 22
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CHART 2 - 10-1	22 SEP 22	CHART 2 - 10	16 DEC 21
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CHART 2 - 13	22 SEP 22	CHART 2 - 12-1	16 DEC 21
CHART 2 - 13-1	22 SEP 22	CHART 2 - 13	15 DEC 22
CHART 2 - 14	22 SEP 22	CHART 2 - 13-1	15 DEC 22
CHART 2 - 14-1	22 SEP 22	CHART 2 - 14	15 DEC 22
CHART 2 - 15	22 SEP 22	CHART 2 - 14-1	15 DEC 22
CHART 2 - 15-1	22 SEP 22	CHART 2 - 15	15 DEC 22
CHART 2 - 16	22 SEP 22	CHART 2 - 15-1	15 DEC 22
CHART 2 - 16-1	22 SEP 22	CHART 2 - 16	15 DEC 22
CHART 2 - 17	22 SEP 22	CHART 2 - 16-1	15 DEC 22
CHART 2 - 17-1	22 SEP 22	CHART 2 - 17	9 MAY 19
CHART 2 - 18	15 DEC 22	CHART 2 - 17-1	9 MAY 19
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CHART 2 - 19-1	15 DEC 22		
CHART 2 - 20	15 DEC 22		
CHART 2 - 20-1	15 DEC 22		
CHART 2 - 21	15 DEC 22		
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CHART 2 - 23	15 DEC 22		
CHART 2 - 23-1	15 DEC 22		
CHART 2 - 24	15 DEC 22		
CHART 2 - 24-1	15 DEC 22		
CHART 2 - 25	15 DEC 22		
CHART 2 - 25-1	15 DEC 22		
CHART 2 - 26	22 SEP 22		
CHART 2 - 27	22 SEP 22		

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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, 335.50, 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 English H24	126.90, 135.725, 250.80, 258.50, 317.55, 121.50, 243.00/**EMERG**	
	Daegu FIC			
	Seoul Radio	Seoul Radio English H24	127.10 3004 kHz, 6532 kHz, 8903 kHz, 13300 kHz, 13303 kHz, 17904 kHz	

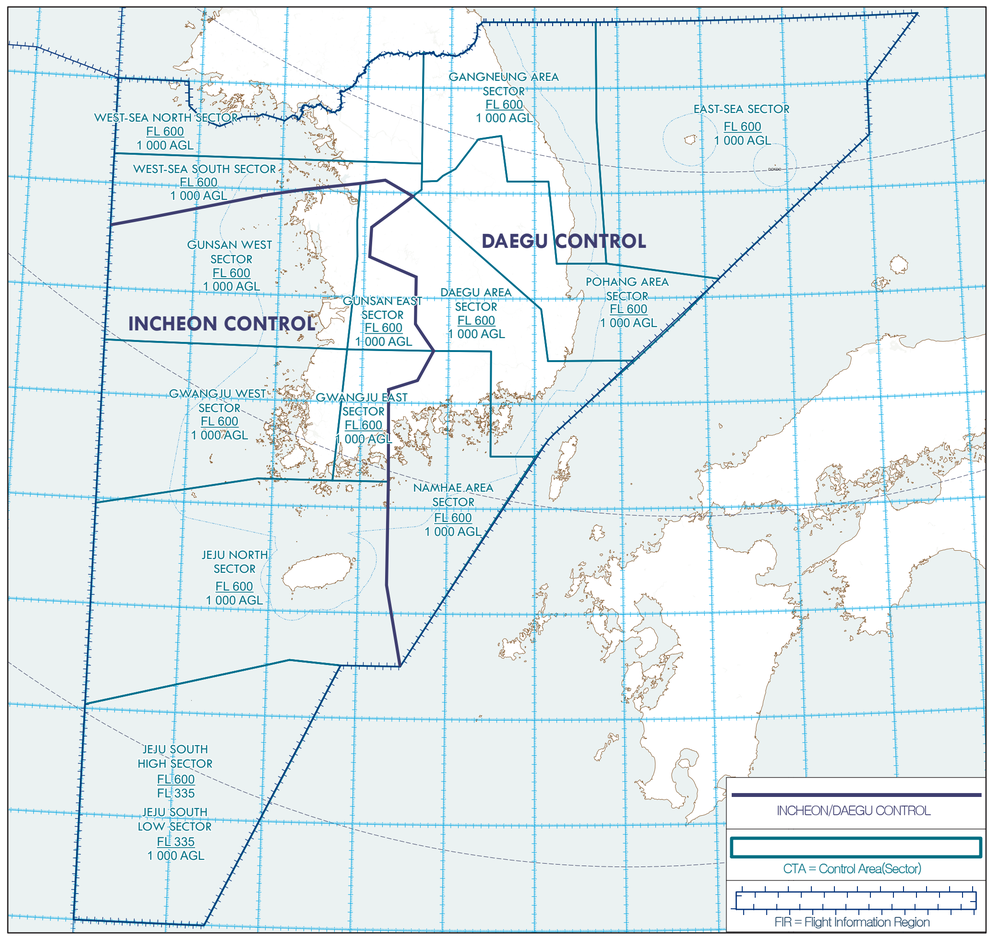
Change : Establishment of frequency(335.50 MHz) for namhae area sector.

1.2 UPPER INFORMATION REGION (UIR) - NIL

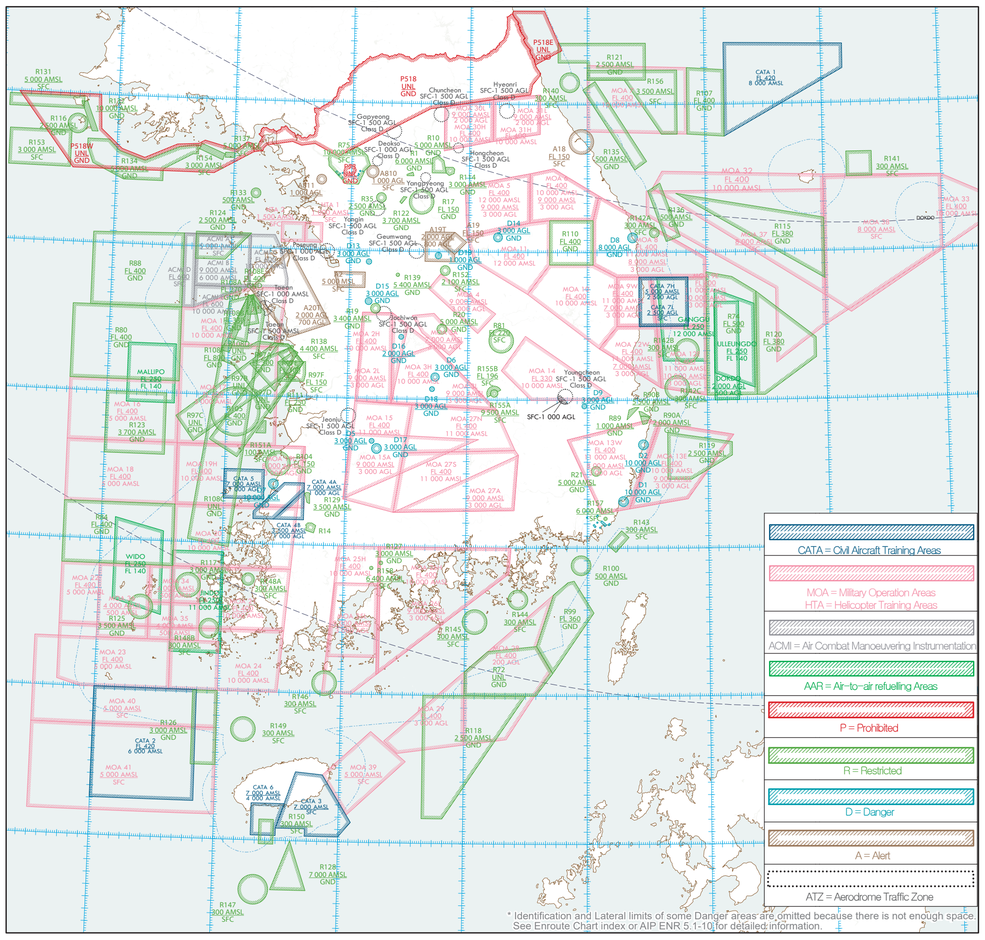
1.3 TERMINAL CONTROL AREA (TMA)

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				

ACC · CTA · FIR

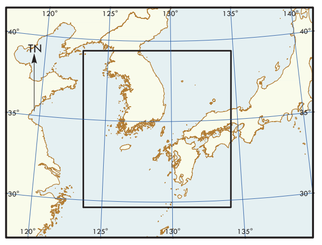


PROHIBITED · RESTRICTED · DANGER · ALERT · ATZ · CATA · MOA · ACMI · AAR



* Identification and Lateral limits of some Danger areas are omitted because there is not enough space. See Enroute Chart index or AIP ENR 5.1-10 for detailed information.

ENROUTE CHART - ICAO



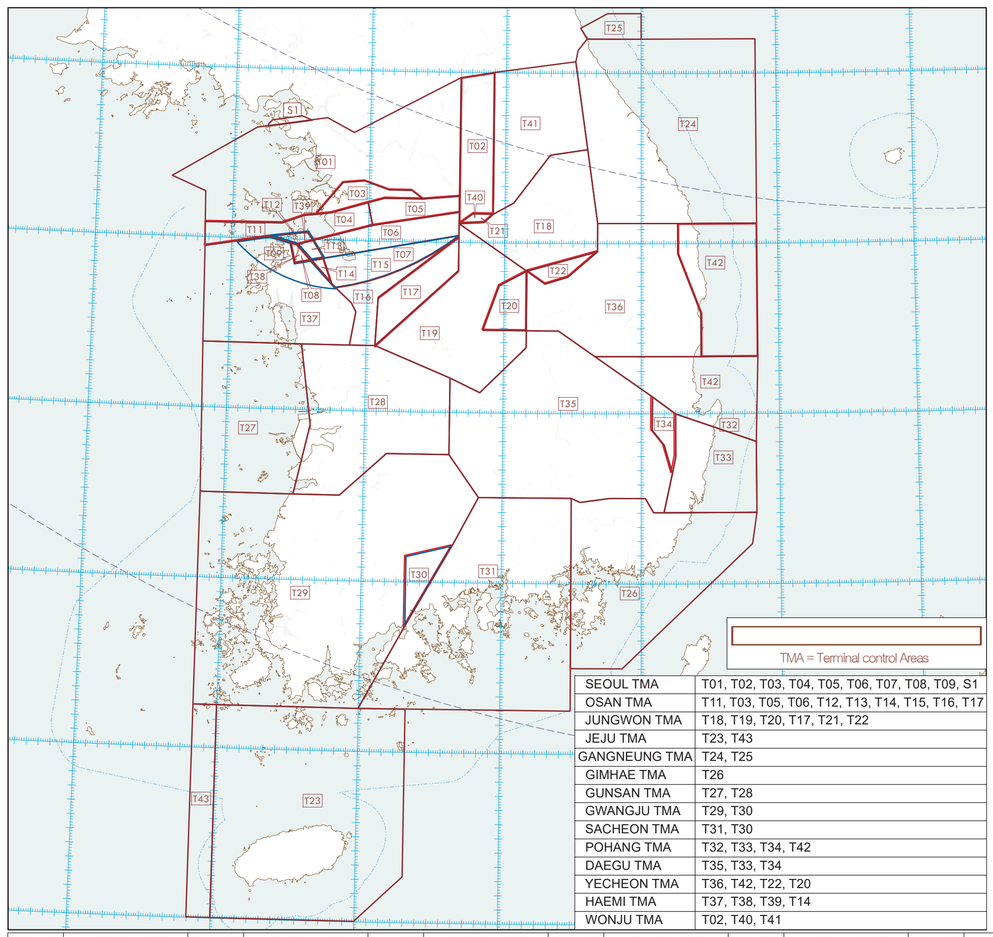
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Effective : 1600UTC 8 FEB 2023

OFFICE OF CIVIL AVIATION
MINISTRY OF LAND, INFRASTRUCTURE AND TRANSPORT
REPUBLIC OF KOREA

* The information contained is based on Aeronautical Information Publication.

TMA



SEOUL TMA	T01, T02, T03, T04, T05, T06, T07, T08, T09, S1
OSAN TMA	T11, T03, T05, T06, T12, T13, T14, T15, T16, T17
JUNGWON TMA	T18, T19, T20, T17, T21, T22
JEJU TMA	T23, T43
GANGNEUNG TMA	T24, T25
GIMHAE TMA	T26
GUNSAN TMA	T27, T28
GWANGJU TMA	T29, T30
SACHEON TMA	T31, T30
POHANG TMA	T32, T33, T34, T42
DAEGU TMA	T35, T33, T34
YECHEON TMA	T36, T42, T22, T20
HAEMI TMA	T37, T38, T39, T14
WONJU TMA	T02, T40, T41

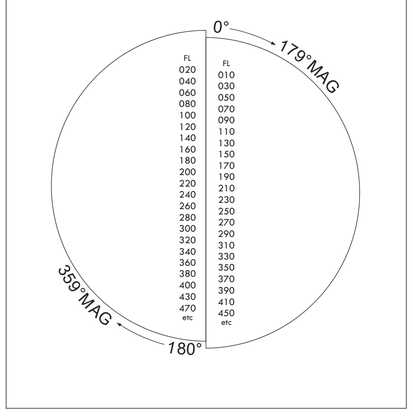
ATS Airspace Classifications

Type of Category	Class	Designated areas and altitude	Type of flight	Separation provided	Service provided	Radio Communication requirement	Subject to an ATC clearance
Controlled	A	• All airways from above FL 200 to FL 600*	IFR	All aircraft	ATC service	Continuous two-way	Yes
	B	• Incheon airport* - Within 5 NM 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 (SFC~10 000 ft AMSL) - Within 5~10 NM 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 (1 000 ft AGL~10 000 ft AMSL) - Within 10~20 NM(5 000 ft AGL~10 000 ft AMSL) Gimpo airport* - Within 5 NM 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 - Within 5~10 NM (1 000 ft AGL~10 000 ft AMSL) - Within 10~20 NM (5 000 ft AGL~10 000 ft AMSL) • Jeju Airport - A circle, radius 5 NM centered at RKPC ARP (333044N 1262934E) : SFC ~ 10 000 ft AMSL - 332635N 1262614E - a clockwise arc, radius 5 NM centered at ARP - 333048N 1263532E - 333051N 1264131E - a counterclockwise arc, radius 10 NM centered at ARP - 332225N 1262255E - to the beginning : 1 000 ft AMSL ~ 10 000 ft AMSL - 332225N 1262255E - a clockwise arc, radius 10 NM centered at ARP - 333051N 1264131E - 333057N 1265328E - a counterclockwise arc, radius 20 NM centered at ARP - 331405N 1261618E - to the beginning : 2 000 ft AMSL ~ 10 000 ft AMSL	IFR VFR	All aircraft	ATC service	Continuous two-way	Yes
	C	• Radius of airports with APP Control** - Within 5 NM (SFC~5 000 ft AGL) - Within 5~10 NM (1 000 ft AGL~5 000 ft AGL)	IFR	IFR from IFR IFR from VFR	ATC service	Continuous two-way	Yes
			VFR	VFR from IFR	• ATC service for separation from IFR; • VFR/VFR traffic information (and traffic avoidance advice on request)	Continuous two-way	Yes
	D	• All airways from MEA up to and including FL 200 • Airspace from above 10 000 ft AMSL to FL 185 within Seoul TMA, excluding Class B* • Radius of airports none APP Control *** - Within 5 NM (SFC~5 000 ft AGL or the upper limits altitude of control zone)	IFR	IFR from IFR, IFR from VFR(RDO & RADAR CTC)	• ATC service including traffic information about VFR flights (and traffic avoidance advice on request)	Continuous two-way	Yes
			VFR	NIL	• Traffic information between VFR and IFR flights (and traffic avoidance advice on request)	Continuous two-way	Yes
	E	• Controlled Airspace except Class A, B, C, and D. - Airspace (Lands and Waters) : 1 000 ft ~ 60 000 ft from the surface of the earth or sea - Airspace over the high seas : 5 500 ft, from the surface of the sea ~ 60 000 ft AMSL	IFR	IFR from IFR	• ATC service • Traffic information about VFR aircraft as far as practicable	Continuous two-way	Yes
			VFR	NIL	• Traffic information as far as practicable	No(EXC CIV ACFT)	No
Un-controlled	G	• Uncontrolled airspace except Class A, B, C, D and E. - Airspace (Lands and Waters) : Below 1 000 ft from the surface of the earth or sea - Airspace over the high seas : Below 5 500 ft from the surface of the sea - The airspace above FL 600 to unlimited.	IFR VFR	NIL	• Flight information service	No	No

* Though application of the flight procedures for Korean military mentioned on each Class is reserved, Korean military shall observe the Flight Information Notification procedures specified on the LOA between concerned facilities.
** Gimhae, Gwangju, Sacheon, Daegu, Gangneung, Jungwon, Seosan, Wonju, Yecheon, Gunsan and Pohang Gyeongju Airports(11)
*** Osan, Yangyang, Seoul, Cheongju, Suwon, Seongmu, Pyeongtaek, Ulsan, Yeosu, Mokpo, Muan, Uljin, Jeongseok, Jinhae, Icheon, Nonsan and Sokcho Airports(17)

FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES
AGAVO	371010N 1235953E	BEDAR	315401N 1262910E	BOPTA	364406N 1263658E	ELPOS	355410N 1264707E	INVOK	344719N 1291923E	LIMDI	333313N 1254953E	MOXID	362311N 1264359E	OMOTU	350033N 1285022E	POSAN	365615N 1271316E	SAMLO	323223N 1261536E	TORUS	373625N 1280807E
AGSUS	364521N 1304044E	BEDES	360905N 1264844E	BULGA	355609N 1294924E	ENGOT	344834N 1282952E	IPDAS	341515N 1264301E	LINTA	353116N 1265119E	MUGUS	300006N 1245712E	ONATA	382832N 1320602E	POVEM	345523N 1285416E	SAMUL	350736N 1265154E	TOSAN	330012N 1264619E
AKPON	334650N 1271953E	BEDOM	352513N 1291754E	BULTI	364322N 1264930E	ENSAL	365554N 1274747E	KAKSO	370745N 1272637E	LOSNI	333315N 1264153E	NIMUS	371210N 1294656E	ONIKU	321142N 1263917E	POVOR	341520N 1274400E	SAPDI	350737N 1282952E	UPGOS	335733N 1271953E
ANDOL	373958N 1330000E	BELTU	371218N 1254759E	BUSKO	374033N 1301610E	ENTEL	362311N 1265705E	KALEK	351232N 1295305E	LOSTO	362016N 1292548E	NIRAT	320354N 1260329E	OPEDA	355149N 1273652E	REBIT	371203N 1252913E	SAPRA	354926N 1304325E	VASLI	364252N 1273003E
ANKUS	350730N 1284616E	*BEPKO	333910N 1265514E	DABIK	361743N 1301143E	GOGET	372442N 1263036E	KALMA	371845N 1270645E	NISAV	341519N 1275835E	*OROGA	364456N 1272718E	REMOS	332605N 1262329E	SARAM	350736N 1283147E				
ANROD	343758N 1282952E	BESNA	343714N 1290751E	DALPO	375810N 1242453E	GONAY	371048N 1242453E	KALOD	353012N 1284626E	NOBUT	370715N 1291957E	OSPOT	365018N 1272055E	RILRO	371033N 1241442E	SELPA	375155N 1304911E				
ANSIM	372323N 1245009E	BIGOB	364325N 1280952E	DALSU	350731N 1264206E	GONAX	362311N 1265016E	KAMIT	341514N 1264618E	NOGON	372250N 1242505E	PALDU	375813N 1323625E	RIMPO	350739N 1273502E	SOSDO	330012N 1262735E				
ANUBA	350746N 1273523E	BIKSI	374032N 1283504E	DANPA	353036N 1242453E	GOSBO	341517N 1274734E	KANKA	313155N 1253504E	NOMEX	374112N 1294441E	PALSA	340131N 1242453E	RINBO	355352N 1265349E	TAMNA	332815N 1271953E				
APARU	352442N 1290932E	BILUM	334613N 1270439E	DANTI	371806N 1243929E	GUKDO	370111N 1273823E	KANSU	383800N 1322830E	NONOS	364046N 1242453E	PANSI	330014N 1261225E	RUGMA	323012N 1265753E	TEBEX	363341N 1275929E				
APELA	344323N 1291400E	BINIL	372349N 1251359E	DOMKO	322848N 1255859E	GUKSU	335251N 1264357E	KARBU	373159N 1273952E	NOPIK	372412N 1253905E	PAPLU	333441N 1270337E	RUNIT	350734N 1282952E	TEDAN	350744N 1271852E				
ATASO	355344N 1265657E	BITUX	361645N 1280148E	DOTOL	341515N 1263637E	GUNIKU	363414N 1265949E	KIDOS	335028N 1263402E	OLBIM	371411N 1240751E	PEBRI	362311N 1270013E	SABET	373829N 1324019E	TENAS	373820N 1313427E				
ATINA	334320N 1270423E	BODOL	371122N 1244954E	EGOBA	372915N 1272246E	IGDOK	353104N 1274907E	LAMEN	313636N 1240000E	OLMEN	364413N 1265928E	PILIT	372631N 1291731E	SADLI	314948N 1250000E	TESIM	313526N 1255128E				
ATOTI	300013N 1251154E	BOGAN	371241N 1262812E	ELAPI	362014N 1285051E	IGRAS	371846N 1324411E	LANAT	362224N 1312542E	OLMUD	350225N 1284916E	POLEG	371249N 1265935E	*SAKTI	365100N 1274600E	TOLIS	335030N 1242453E				
BASEM	365037N 1275710E	BONSO	302840N 1250851E	ELGEP	314653N 1255617E	IKEDO	314314N 1253948E	LAPAL	355413N 1290452E	OMKIM	331320N 1264114E	PONIK	320021N 1254659E	SAMDO	333503N 1281857E	TOPAX	344555N 1282952E				
			* For holding only										* For holding only		* For holding only						

IFR CRUISING LEVEL DIAGRAMS



RVSM

Within Incheon FIR, RVSM is applied between FL 290 and FL 410 on all ATS Routes.
In the RVSM stratum 2 000 ft vertical separation minimum is applied between RVSM non compliant aircraft operating and all other aircraft.

MEASURING UNITS

Altitude, elevation and heights are in Feet.
Distances are Nautical Miles.
Coordinates are in WGS-84.

ALTIMETER SETTING PROCEDURES

Transition altitude is 14 000 Feet.
Transition level is FL 140.

LEGEND

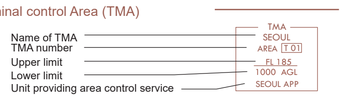
Flight Information Region (FIR)



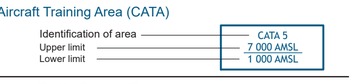
* The VFR flights to enter the Incheon FIR should report estimated time over FIR at least 20 minutes prior to crossing the boundary. The departing point where it takes less than 20 minutes flying time from the boundary should report estimated time to cross the FIR before take off.

ACC Boundary — INCHEON CONTROL / DAEGU CONTROL

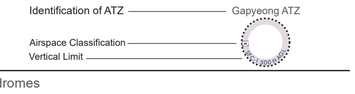
Terminal control Area (TMA)



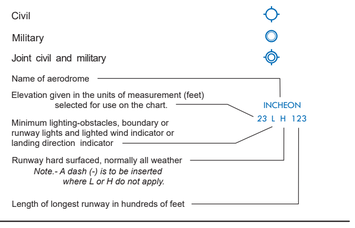
Civil Aircraft Training Area (CATA)



Aerodrome Traffic Zone(ATZ)



Aerodromes



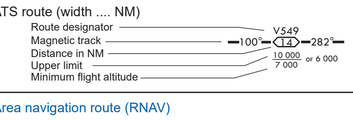
Air Defence Identification Zone(ADIZ)

* The VFR flights crossing Korea ADIZ boundary should include their route, altitude within Korea ADIZ and estimated time to the boundary.

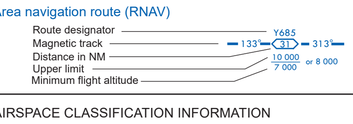
Flight Information Center (FIC)

* VHF 126.90/135.725, UHF 250.80/258.50/317.55

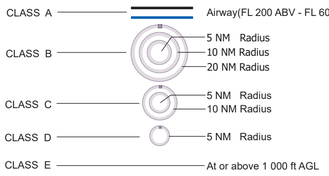
ATS route (width .... NM)



Area navigation route (RNAV)



AIRSPACE CLASSIFICATION INFORMATION



※ CLASS D services are provided to aircraft in the airspace where CLASS C and D airspace overlap.

AIRWAY INFORMATIOIN

All airways from FL 200 up to and including FL 600 are CLASS A
All airways from MEA up to and including FL 200 are CLASS D

Change - Over Point (COP)

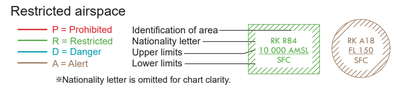
Distance in NM from associated VOR navigation aid — 45 / 44

Significant point

Name — IGDOK

Reporting Point(REP/WPT) — Compulsory ▲ ◆ / On request △ ◇

Restricted airspace



※Nationality letter is omitted for chart clarity.

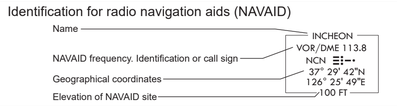
Military Operation Area (MOA)
Air Combat Manoeuvering Instrumentation (ACMI)
Air-to-air refuelling Areas(AAR)

Compass rose
To be orientated on the chart in accordance with the alignment of the station (normally Magnetic North)

Note. Additional points of compass may be added as required.

Compass rose to be used as appropriate in combination with the following symbols: VOR, VOR/DME, TACAN, VORTAC

Identification for radio navigation aids (NAVAID)



Altimeter setting region boundary — A

Isogonic line or isogonal — 7°-W

Political boundary

National River
Large river(Perennial)
Small river(Perennial)
Lakes(Perennial)

Area Minimum Altitude (AMA)

Each 1° quadrilateral contains an Area Minimum Altitude (AMA) which represents the lowest altitude to be used under Instrument Meteorological Conditions (IMC). The AMA provides a minimum clearance of 1 000 feet above all obstacles in the quadrilateral. It is represented in hundreds feet above mean sea level.

Example : 5 400 feet — 54

AIRSPACE RESTRICTIONS

TIME : UTC, ALT : Feet

PROHIBITED AREAS

RK P73	RK P518	RK P518E	RK P518W
GND-UNL	GND-UNL	GND-UNL	GND-UNL

RESTRICTED AREAS

RK R1 GND-6 000 AMSL MON-FRI 2300-0800 VMC-IMC	**RK R97D** GND-UNL NOTAM. VMC-IMC	**RK R120** GND-FL 380 NOTAM. VMC-IMC	**RK R142B** SFC-300 AMSL NOTAM. VMC
RK R10 GND-5 000 AMSL MON-SAT CONT VMC-IMC	**RK R97E** SFC-FL 300 NOTAM. VMC-IMC	**RK R121** GND-2 500 AMSL NOTAM. VMC-IMC	**RK R142C** SFC-300 AMSL NOTAM. VMC
RK R14 NOTAM. VMC-IMC	**RK R97F** SFC-FL 150 NOTAM. VMC-IMC	**RK R122** GND-3 700 AMSL MON-FRI 2300-1100 SAT 2300-0300 VMC-IMC	**RK R143** SFC-300 AMSL NOTAM. VMC
RK R17 GND-FL 150 CONT 2100-1500 VMC-IMC	**RK R99** GND-FL 360 NOTAM.	**RK R123** GND-3 700 AMSL NOTAM. VMC	**RK R144** SFC-300 AMSL NOTAM. VMC
RK R19 GND-3 400 AMSL NOTAM. VMC-IMC	**RK R100** GND-500 AMSL CONT	**RK R124** GND-2 500 AMSL NOTAM. VMC	**RK R145** SFC-300 AMSL NOTAM. VMC
RK R20 GND-5 000 AMSL NOTAM. VMC-IMC	**RK R104** GND-FL 150 NOTAM. VMC	**RK R125** GND-3 500 AMSL NOTAM. VMC	**RK R146** SFC-300 AMSL NOTAM. VMC
RK R21 GND-5 000 AMSL NOTAM. VMC-IMC	**RK R105** GND-FL 400 NOTAM. VMC	**RK R126** GND-3 000 AMSL MON-SAT 0100-1300 NOTAM. VMC	**RK R147** SFC-300 AMSL NOTAM. VMC
RK R35 GND-2 500 AMSL CONT VMC-IMC	**RK R107** GND-FL 400 MON-SAT 2300-0800 VMC	**RK R127** GND-3 000 AMSL NOTAM. VMC	**RK R148A** SFC-300 AMSL NOTAM. VMC
RK R72 GND-UNL NOTAM. VMC-IMC	**RK R108A** GND-FL 270 NOTAM. VMC-IMC	**RK R128** GND-7 000 AMSL NOTAM. VMC	**RK R148B** SFC-300 AMSL NOTAM. VMC
RK R74 GND-FL 500 CONT VMC	**RK R108B** GND-FL 330 NOTAM. VMC-IMC	**RK R129** GND-3 500 AMSL NOTAM. VMC	**RK R149** SFC-300 AMSL NOTAM. VMC
RK R75 SFC-10 000 AMSL CONT MCRC	**RK R108C** GND-UNL NOTAM. VMC-IMC	**RK R131** SFC-5 000 AMSL NOTAM. VMC	**RK R150** SFC-300 AMSL NOTAM. VMC
RK R77 GND-FL 150 NOTAM. VMC-IMC	**RK R108D** GND-UNL NOTAM. VMC-IMC	**RK R132** GND-10 000 AMSL NOTAM.	**RK R151A** SFC-100 AMSL NOTAM. VMC
RK R80 GND-FL 400 CONT ROKAF VMC	**RK R108E** GND-FL 400 NOTAM. VMC-IMC	**RK R133** GND-500 AMSL NOTAM. VMC	**RK R152** SFC-2 100 AMSL NOTAM. VMC
RK R81 SFC-FL 220 CONT 2100-1400 VMC	**RK R108F** GND-FL 800 NOTAM. VMC-IMC	**RK R134** GND-5 000 AMSL NOTAM. VMC	**RK R153** SFC-3 000 AMSL NOTAM. VMC
RK R84 GND-FL 400 CONT VMC	**RK R110** GND-FL 400 CONT 2200-1300	**RK R135** GND-500 AMSL NOTAM. VMC	**RK R154** SFC-3 000 AMSL NOTAM. VMC
RK R88 GND-FL 400 CONT VMC	**RK R111** GND-FL 250 CONT VMC	**RK R136** GND-500 AMSL NOTAM. VMC	**RK R155A** SFC-9 500 AMSL CONT
RK R89 GND-1 000 AMSL CONT VMC-IMC	**RK R114** GND-3 000 AMSL MON-SAT HJ VMC	**RK R137** SFC-5 000 AMSL NOTAM. VMC	**RK R155B** SFC-FL 196 NOTAM
RK R90A GND-2 000 AMSL CONT VMC-IMC	**RK R115** GND-FL 380 CONT VMC-IMC	**RK R138** SFC-4 400 AMSL Electronic jamming Area	**RK R156** SFC-3 500 AMSL NOTAM VMC-IMC
RK R90B GND-5 500 AMSL CONT VMC-IMC	**RK R116** GND-2 500 AMSL NOTAM. VMC-IMC	**RK R139** GND-5 400 AMSL Electronic jamming Area	**RK R157** SFC-6 000 AMSL Electronic jamming Area
RK R97A GND-FL 300 NOTAM. VMC-IMC	**RK R117** GND-3 000 AMSL NOTAM. VMC-IMC	**RK R140** SFC-300 AMSL NOTAM. VMC	**RK R158** SFC-6 400 AMSL Electronic jamming Area
RK R97B GND-UNL NOTAM. VMC-IMC	**RK R118** GND-2 500 AMSL NOTAM. VMC-IMC	**RK R141** SFC-300 AMSL NOTAM. VMC	
RK R97C GND-UNL NOTAM. VMC-IMC	**RK R119** GND-2 500 AMSL NOTAM. VMC-IMC	**RK R142A** SFC-300 AMSL NOTAM. VMC	

DANGER AREAS

RK D1 GND-10 000 AGL	**RK D14** GND-3 000 AGL	**RK D22** GND-1 800 AGL	**RK D30** GND-1 900 AGL
RK D2 GND-10 000 AGL	**RK D15** GND-3 000 AGL	**RK D23** GND-1 900 AGL	**RK D31** GND-1 600 AGL
RK D5 GND-3 000 AGL	**RK D16** GND-2 000 AGL	**RK D24** GND-1 700 AGL	**RK D32** GND-1 600 AGL
RK D6 GND-3 000 AMSL	**RK D17** GND-3 000 AGL	**RK D25** GND-1 500 AGL	**RK D33** GND-1 500 AGL
RK D7 GND-10 000 AMSL	**RK D18** GND-3 000 AGL	**RK D26** GND-1 600 AGL	**RK D34** GND-1 600 AGL
RK D8 GND-8 000 AGL	**RK D19** GND-1 000 AGL	**RK D27** GND-1 900 AGL	**RK D35** GND-2 000 AGL
RK D9 GND-3 000 AGL	**RK D20** GND-1 600 AGL	**RK D28** GND-1 700 AGL	**RK D36** GND-2 000 AGL
RK D13 GND-3 000 AGL	**RK D21** GND-1 700 AGL	**RK D29** GND-1 600 AGL	**RK D37** GND-1 600 AGL

ALERT AREAS

RK A2 SFC-5 000 MSL MON-FRI 2300-1300 SAT 2300-0400	RK A19 SFC-FL 150 DAILY 2100-1400 VMC	RK A20T 700 AGL - 2000 AGL MON-SAT	RK A811 SFC-1 000 AGL MON-FRI 2300-1300 SAT 2300-0400
RK A18 SFC-FL 150 MON-SAT CONT	RK A19T 800 AGL-2000 AGL DAILY 2300-0900 IMC-VMC	RK A810 SFC-1 000 AGL MON-FRI 2300-1300 SAT 2300-0400	

CIVIL AIRCRAFT TRAINING AREAS (CATA)

CATA 1 FL 420 8 000 AMSL 2100-1300	**CATA 4A** 7 000 AMSL 1 000 AGL NOTAM HJ	**CATA 5** 7 000 AMSL 1 000 AGL NOTAM HJ	**CATA 7L** 2 500 AGL SFC 24HR
CATA 2 FL 420 6 000 AMSL NOTAM	**CATA 4B** 3 500 AMSL 1 000 AGL NOTAM HJ	**CATA 6** 7 000 AMSL 4 000 AMSL 2100-1300	**CATA 7H** 5 000 AMSL 2 500 AGL NOTAM
CATA 3 7 000 AMSL SFC 2100-1300			

MILITARY OPERATION AREAS (MOA)

MOA 1 FL 400 10 000 AMSL	**MOA 9W** FL 400 11 000 AMSL	**MOA 19L** 8 000 AMSL 3 000 AGL	**MOA 30H** FL 400 10 000 AMSL
MOA 2H FL 400 10 000 AMSL	**MOA 10** FL 400 10 000 AMSL	**MOA 19H** FL 400 10 000 AMSL	**MOA 31L** 9 000 AMSL 2 000 AGL
MOA 2L 9 000 AMSL 3 000 AGL	**MOA 11** FL 400 12 000 AMSL	**MOA 20** FL 400 10 000 AMSL	**MOA 31H** FL 400 10 000 AMSL
MOA 3A 7 000 AMSL 3 000 AGL	**MOA 12W** 7 000 AMSL 3 000 AGL	**MOA 21** FL 400 10 000 AMSL	**MOA 32** FL 400 10 000 AMSL
MOA 3L 9 000 AMSL 3 000 AGL	**MOA 12W** FL 400 11 000 AMSL	**MOA 22** FL 400 5 000 AMSL	**MOA 33** FL 400 10 000 AMSL
MOA 3H FL 400 10 000 AMSL	**MOA 12E** 10 000 AMSL 3 000 AGL	**MOA 23** FL 400 5 000 AMSL	**MOA 34** 4 000 AMSL 500 AMSL
MOA 4 9 000 AMSL 3 000 AGL	**MOA 12E** FL 400 11 000 AMSL	**MOA 24** FL 400 10 000 AMSL	**MOA 35** 4 000 AMSL 500 AMSL
MOA 5 9 000 AMSL 3 000 AGL	**MOA 13W** 8 000 AMSL 3 000 AGL	**MOA 25L** 9 000 AMSL 3 000 AGL	**MOA 36** 4 000 AMSL 500 AMSL
MOA 5 FL 400 12 000 AMSL	**MOA 13W** FL 400 11 000 AMSL	**MOA 25H** FL 400 10 000 AMSL	**MOA 37** 8 000 AMSL SFC
MOA 6 9 000 AMSL 3 000 AGL	**MOA 13E** 9 000 AMSL 3 000 AGL	**MOA 26L** 9 000 AMSL 3 000 AGL	**MOA 38** 8 000 AMSL SFC
MOA 6 FL 400 10 000 AMSL	**MOA 13E** FL 400 10 000 AMSL	**MOA 26H** FL 400 10 000 AMSL	**MOA 39** 5 000 AMSL SFC
MOA 7 FL 400 10 000 AMSL	**MOA 14** FL 330 10 000 AMSL	**MOA 27N** FL 400 11 000 AMSL	**MOA 40** 5 000 AMSL SFC
MOA 8 8 000 AMSL 3 000 AGL	**MOA 15A** 9 000 AMSL 3 000 AGL	**MOA 27S** FL 400 11 000 AMSL	**MOA 41** 5 000 AMSL SFC
MOA 8 FL 400 11 000 AMSL	**MOA 15** FL 400 11 000 AMSL	**MOA 27A** 9 000 AMSL 3 000 AGL	**HTA 1** 1 000 AMSL SFC
MOA 9E 10 000 AMSL 3 000 AGL	**MOA 16** FL 400 5 000 AMSL	**MOA 28** FL 400 200 AGL	**HTA 2** 1 500 AMSL SFC
MOA 9E FL 400 11 000 AMSL	**MOA 17** FL 400 5 000 AMSL	**MOA 29** FL 400 3 000 AGL	
MOA 9W 7 000 AMSL 3 000 AGL	**MOA 18** FL 400 5 000 AMSL	**MOA 30L** 9 000 AMSL 2 000 AGL	

AIR COMBAT MANOEUVERING INSTRUMENTATION (ACMI)

ACMI A 5 000 AMSL SFC	**ACMI C** FL 600 10 000 AMSL	**ACMI D** FL 600 SFC	**ACMI E** FL 600 10 000 AMSL
ACMI B 9 000 AMSL 6 000 AMSL			

AIR-TO-AIR REFUELLING AREAS

DOKDO 2 000 AGL 500 AGL	**MALLIPO** FL 250 FL 140	**WIDO** FL 250 FL 140	**ULLEUNGDO** FL 250 FL 140
GANGGU FL 250 12 000 AMSL	**JINDO** FL 250 11 000 AMSL		

AERODROME TRAFFIC ZONE (ATZ)

Gapyeong SFC-1 500 AGL Class D	**Yongin** SFC-1 500 AGL Class D	**Chuncheon** SFC-1 500 AGL Class D	**Taean 2** SFC-1 000 AMSL Class D
Yangpyeong SFC-1 500 AGL Class D	**Jeonju** SFC-1 500 AGL Class D	**Deokso** SFC-1 000 AGL Class D	**Pyeseung** SFC-1 000 AGL Class D
Hongcheon SFC-1 500 AGL Class D	**Youngcheon** SFC-1 500 AGL Class D	**Jochiwon** SFC-1 500 AGL Class D	
Hyeonri SFC-1 500 AGL Class D	**Geumwang** SFC-1 500 AGL Class D	**Taean 1** SFC-1 500 AMSL Class D	

REPUBLIC OF KOREA

ELEV IN FEET

ENROUTE CHART - ICAO

LAMBERT CONFORMAL CONIC PROJECTION

124° E 125° E 126° E 127° E 128° E 129° E 130° E 131° E 132° E 133° E

39° N 38° N 37° N 36° N 35° N 34° N 33° N 32° N 31° N 30° N

KOREA ADIZ

WARNING
AIRCRAFT INFRINGING UPON NON FREE FLYING TERRITORY MAY BE FIRED ON WITHOUT WARNING

WARNING
UNLISTED RADIO EMISSIONS FROM THIS AREA MAY CONSTITUTE A NAVIGATION HAZARD OR RESULT IN BORDER OVERFLIGHT UNLESS UNUSUAL PRECAUTION IS EXERCISED

SEE ENLARGED CHART OF SEOUL AREA

PYONGYANG FIR
INCHEON FIR
SHENYANG FIR
SHANGHAI FIR
FUKUOKA FIR

FIR INCHEON UNL GND INCHEON ACC DAEGU ACC

YELLOW SEA
EAST SEA
SOUTH SEA
KOREA STRAIT

DAEGU CONTROL
INCHEON CONTROL

DONVO IVPIP IKADI DOPNO MIGOL
AGAVO OLBIM RILRO GONAV DANTI NOGON ANSIM BINIL BODOL REBIT BELTU NOPIK GOGET MONSI KALMA EGOBA TORUS BIKSI NOMEX BUSKO SELPA ONATA GAZIN KANSU PALDU MALSO TENAS SABET ANDOL IGRAS TO KAMSA
DALPO IKEKA LILMO TOMLIB NONOS
DANPA
PALSA TOLIS LIMDI REMOS
DALSU SAMUL RIMPO TEDAN ANUBA SARAM SAPDI RUNIT OLMUD OMOTU ANKUS KALOK APARU BEDOM MASTA IGDOK MAKSA MANGI LINTA TOLEG POSAN GURDO ENSAL SAKTI BASEM OSPOT OROGA VASLI BIGOB TEBEX MAKDU BULTI BOPTA OLMEN GUNKU GONAX MOXID MEKIL BEDES ENTEL PEBRI ELPOS ATASO MELES OPEDA RINBO
PILIT NOBUT ELAPI LOSTO DABIK BULGA SAPRA LAPAL FOGEL LANAT KAPPA DOZEN OKI TO SUBUK TO TOKNI TO SUGNO TO MIDEK
KALEK POVEM INVOK APELA BESNA BEETL FRAIZ ZAKRO IKI DGC GOURA ISKUP KOIMA ONGIE ISAKY
NISAV POVOR GOSBO AMROD IDDAS DOTOL KAMIT
UPGOS MAKET AKPON ATINA BERKO LOSNI MANOL PAPLU SAMDO TAMNA
KIDOS GUKSU BILUM
OMKIM PANSI SOSDO TOSAN
ONIKU RUGMA POTET ISPIT BIGIT AZUKI GOMAR DOMKO SAMLO CAMAS
LAMEN MUGUS ATOTI SADLI PONIK NIRAT BEDAR ELGEP IKEDO KANKA TESIM ESBIS LESKA RUSAR
KOREA ADIZ
TO SURAK G455 TO AKARA A593 TO TONIX G327
TO SUSTA TO BOLUT

SEOUL AREA

KILOMETRES 10 5 0 10 20 30 40 50
NAUTICAL MILES 0 10 20 30

The reliability of aeronautical information outside the Incheon FIR is doubtful, and it should be used with caution.

COMMUNICATION FACILITIES

INCHEON ACC
INCHEON CONTROL

GUNSAN EAST SECTOR	126.175, 134.375, 317.85, 335.55
GUNSAN WEST SECTOR	132.15, 123.55, 263.15, 272.60
GWANGJU EAST SECTOR	123.725, 124.50, 241.80, 275.40
GWANGJU WEST SECTOR	120.725, 128.30, 263.90, 272.75
JEJU NORTH SECTOR	124.525, 132.425, 255.40, 348.10, 233.50*
JEJU SOUTH HIGH SECTOR	133.425, 134.15, 234.35, 234.65
JEJU SOUTH LOW SECTOR	125.725, 132.825, 128.375, 232.95, 233.15
COMMON 132.20, 355.50 EMERGENCY : 121.50, 243.00 * CONTINGENCY USE ONLY	

DAEGU ACC
DAEGU CONTROL

WEST-SEA NORTH SECTOR	132.80, 118.925, 290.60, 335.45, 317.35*
WEST-SEA SOUTH SECTOR	128.70, 120.525, 270.50, 263.60, 317.35*
EAST-SEA AREA SECTOR	122.25, 125.925*, 263.35, 263.85*
GANGNEUNG AREA SECTOR	134.175, 123.65*, 272.40, 233.60*
POHANG AREA SECTOR	120.575, 119.375*, 119.325*, 254.70, 335.75*
DAEGU AREA SECTOR	125.375, 125.775*, 124.575*, 234.15, 317.35*, 335.50*
NAMHAE AREA SECTOR	128.175, 128.325, 122.75 , 262.75, 335.50, 275.20*
COMMON 122.75, 262.75 EMERGENCY : 121.50, 243.00 * CONTINGENCY USE ONLY	

INCHEON/DAEGU FIC

DAEGU INFORMATION	126.90, 135.725, 250.80, 258.50, 317.55 EMERGENCY : 121.50, 243.00

SEOUL RADIO

	127.10 3004 kHz, 6532 kHz, 8903 kHz, 13300 kHz, 13303 kHz, 17904 kHz

APPROACH CONTROL

SEOUL APP	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
JEJU APP	119.00, 121.20, 124.05, 317.70, 279.80, 121.50, 243.00
GIMHAE APP	119.20, 125.50, 134.40, 135.70, 225.10, 230.10, 253.80, 363.80, 121.50, 243.00
GWANGJU APP	130.00, 228.90, 121.50, 243.00
GANGNEUNG APP	124.60, 304.00, 121.50, 243.00
WONJU APP	135.725, 234.40, 130.2, 121.50, 243.00
SACHEON APP	135.40, 344.70, 121.50, 243.00
POHANG APP	120.20, 232.40, 124.25, 121.50, 243.00
DAEGU APP	135.90, 346.30, 121.50, 243.00
YECHEON APP	134.50, 229.35, 121.50, 243.00
HAEMI APP	124.60, 229.25, 253.95, 121.50, 243.00
JUNGWON APP	132.55, 306.70, 121.50, 243.00
GUNSAN APP	124.10, 292.65, 121.50, 243.00
OSAN APP	127.90, 363.10, 121.50, 243.00

CONVENTIONAL routes width 10NM except the following segments :
- A586 (CJU - SAMDO) : 8NM
- G339 (PSN - INVOK) : 8NM
- G585 (SEL - SAPRA) : 8NM
- V11 (PSN - PILIT) : 8NM
- A593 (ONIKU - LAMEN) : 50NM
- B332 (KANSU - IGRAS) : 50NM
- B467 (KANSU - TENAS) : 50NM

A586 (TENAS - PSN) CDR1 Operational Hours(UTC) :
- Weekdays : 1100 - 2200
- SAT : 2200 on the preceding day until 2400 on the Saturday.
- SUN : 0000 - 2200
- Holiday : 1100 on the preceding day until 2200 on the holiday.

Y579 (TENAS - PSN) CDR1 Operational Hours(UTC) :
- Weekdays : 1400 - 2200
- SAT : 2200 on the preceding day until 2400 on the Saturday.
- SUN : 0000 - 2200
- Holiday : 1400 on the preceding day until 2200 on the holiday.

A593 : Flight Level Allocation Scheme (FLAS)
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

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

* Eastbound from SADLI to ONIKU is only for Non-approval of RNAV 2.

G585/Y685 (SEL - KPO) :
- Only flying westbound from KPO to SEL on G585/Y685 is authorized except ACFT departing from RKTY or RKTI.
- Aircraft flying eastbound from SEL to KPO at or above 11 000 ft on G585/Y685 shall get PPR 24 hours before from Incheon/Daegu ACC.
- No PPR is needed at or below 10 000 ft.

G597/Y697 (AGAVO - LANAT) :
- Only flying westbound from SEL to AGAVO on G597/Y697 is authorized. (Unless otherwise assigned by ATC, flying eastbound in this airway shall not be used)
- Aircraft flying eastbound from AGAVO to SEL on G597 shall get PPR 24-hours before from Daegu ACC.
- Only flying westbound from LANAT to KAE on G597 shall get 24HRs PPR from Daegu ACC.

L512 (TENAS-ANDOL)
After ANDOL, MEA is FL290, see AIP JAPAN

V11/Y744 (PSN-PILIT) :
- 11 000 ft to FL240,at or above FL280 will be blocked.
- At or above 11 000 ft, required 15 days PPR from Air Traffic Management Office.

SCALE 1:1,360,000

KILOMETRES 100 50 0 100 200 300 400 500
NAUTICAL MILES 50 0 50 100 150 200 250 300

Date of aeronautical infomation 9 FEB 2023 Isogonic information 28 DEC 2022

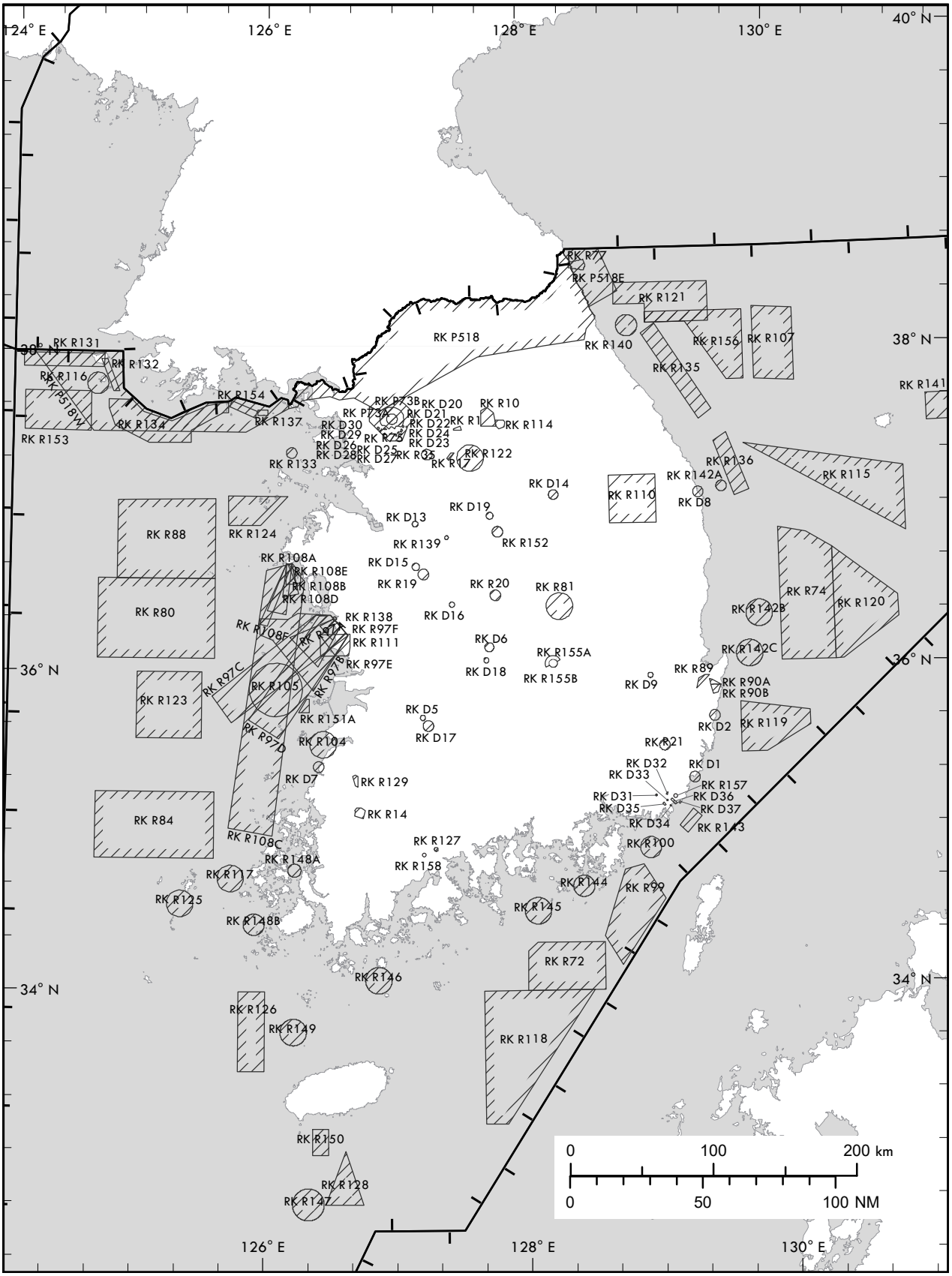
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P.O.Box 26, Incheon Airport Post office 272, Gonghang-ro, Jung-gu, Incheon 22382, REPUBLIC OF KOREA

"Topographic data is derived from NGII(National Geographic Infomation Institute)'s 1:5,000 Digital Map"

AIR TRAFFIC SERVICES AIRSPACE - INDEX CHART

TO BE DEVELOPED

PROHIBITED, RESTRICTED AND DANGER AREAS - INDEX CHART



Change : Establishment of RK R156, R157 and R158.

AD 2. AERODROMES

RKSI AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKSI - SEOUL / Incheon INTL

RKSI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	372745N 1262621E 295° / 2 357 m from THR 33R
2	Direction and distance from city	264°, 48.7 km from Seoul City Hall 279°, 23.9 km from Incheon City Hall
3	Elevation/Reference temperature	7 m / 30.3 °C
4	Geoid undulation at AD ELEV PSN	21 m
5	Magnetic VAR/Annual change	9° W (2020) / 0.093° increasing
6	Aerodrome Operator, Address, Telephone, FAX, AFS	Incheon International Airport Corporation 47, Gonghang-ro 424beon-gil, Jung-gu, Incheon 22382, Republic of Korea TEL : +82-32-741-2601~2 FAX : +82-32-741-2610 AFS : (Terminal 1) RKSIZPZX (Terminal 2) RKSIZPZB
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKSI AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	H24
2	Customs and Immigration	H24
3	Health and Sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	NIL

Change : Information of aerodrome operator, telephone, FAX and AFS.

RKSI AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	All modern facilities handling weights up to 7 000 kg
2	Fuel/oil types	Fuel : Jet A-1 Oil : Turbo Oil 2 380, Jet Oil 254, Castrol 5 000
3	Fuelling facilities/capacity	a. Jet A1 available by hydrant refueling on passenger, remote, cargo apron, at rate of 1 000 gpm. 27 aircraft can be fueled simultaneously, total amount of storage is 187 353 600 L. b. Hydrant refueling is unserviceable on every 4th Monday (1630-1800 UTC) of the month due to scheduled inspection. Tank lorries are available H24.
4	De-icing facilities	Provide 25 de-icing pads (Refer to Aircraft Parking / Docking Chart)
5	Hangar space for visiting aircraft	Not available
6	Repair facilities for visiting aircraft	Minor repairs without hangar
7	Remarks	NIL

RKSI AD 2.5 PASSENGER FACILITIES

1	Hotels	In Incheon & Seoul city (Transit hotel at passenger terminal)
2	Restaurants	At AD and in the city
3	Transportation	Rail, buses, taxis, rental cars and ferries from the AD
4	Medical facilities	a. First aid emergency medical center in airport b. Ambulance service available c. Hospitals in Incheon city, 20 km away
5	Bank and Post Office	Available at AD
6	Tourist Office	Available at AD
7	Remarks	http://airport.kr

RKSI AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	AD Category for fire fighting : Category 10
2	Rescue equipment	a. 3 ARFF* vehicles (8 × 8) :

Capacity of water (L)	17 000 (2) 12 000 (1)
Capacity of foam (L)	2 400 (2) 1 500 (1)
Foam discharge rate (L/min)	8 000 (2) 7 500 (1)
Capacity of dry chemical powder (kg)	250 (1) 225 (2)
Dry chemical powder discharge rate (kg/s)	2.5 (1) 2.3 (2)

b. 4 ARFF* vehicles (6 × 6) :

Capacity of water (L)	11 000 (each)
Capacity of foam (L)	1 590 (2), 1 000 (2)
Foam discharge rate (L/min)	7 900 (2), 7 500 (2)
Capacity of dry chemical powder (kg)	200 (2), 225 (2)
Dry chemical powder discharge rate (kg/s)	2.3 (2), 2.5 (2)

c. 1 ARFF* vehicles (4 × 4) :

Capacity of water (L)	6 200
Capacity of foam (L)	750
Foam discharge rate (L/min)	6 500
Capacity of dry chemical powder (kg)	250
Dry chemical powder discharge rate (kg/s)	2.5

d. 3 Pump vehicles :

Capacity of water (L)	4 000 (2) 300 (1)
Capacity of foam (L)	400 (2) 20 (1)
Foam discharge rate (L/min)	4 000 (2), 40 (1)
Capacity of dry chemical powder (kg)	140 (2)

AERODROME OBSTACLE CHART - ICAO
TYPE - B

SEOUL / Incheon Intl

DIMENSIONS AND ELEVATIONS IN METRES

AERODROME ELEVATION 7 METRES

CONICAL SURFACE SLOPE 1:20

HORIZONTAL SURFACE

TRANSITIONAL SURFACE 1:7

APPROACH SURFACE 1:40

APPROACH SURFACE 1:50

APPROACH SURFACE 1:50

APPROACH SURFACE 1:40

TRANSITIONAL SURFACE 1:7

TRANSITIONAL SURFACE 1:7

TRANSITIONAL SURFACE 1:7

APPROACH SURFACE 1:40

APPROACH SURFACE 1:50

APPROACH SURFACE 1:50

APPROACH SURFACE 1:40

CONCRETE SWY 120

6.0 CWY

300

153°

333°

3750m X 60m ASPHALT

4000m X 60m ASPHALT

6.5

7.0

ARP

70.5 189
72.0 188
70.5 187
96.0 176
87.0 175
89.5 174
70.5 186
70.5 191
70.5 190
70.5 184
70.5 183
63.5 192
84.0 179
88.0 177
70.5 180
70.5 181
81.0 178
70.5 185
72.0 182

VAR 9° W 2020
(ANNUAL RATE OF CHANGE 6' W)

OBSTACLES				
NO	COORDINATES (WGS-84)	ELEV (MSL)	ITEM	NOTE
174	37°29'22.23" 126°29'56.16"	89.7	Building	
175	37°29'21.55" 126°29'57.51"	86.9	Building	
176	37°29'20.76" 126°29'59.53"	96.1	Building	
177	37°29'19.35" 126°29'57.12"	88.0	Building	
178	37°29'19.03" 126°29'53.79"	81.0	Building	
179	37°29'20.44" 126°29'54.26"	83.9	Building	
180	37°28'51.08" 126°30'08.55"	70.4	Building	
181	37°28'49.92" 126°30'11.07"	70.4	Building	
182	37°28'48.55" 126°30'13.37"	71.9	Building	
183	37°28'47.05" 126°30'15.60"	70.4	Building	
184	37°28'48.49" 126°30'16.88"	70.4	Building	
185	37°28'50.26" 126°30'11.71"	70.4	Building	
186	37°28'51.53" 126°30'09.02"	70.4	Building	
187	37°28'52.27" 126°30'11.33"	70.3	Building	
188	37°28'53.35" 126°30'13.31"	71.9	Building	
189	37°28'50.94" 126°30'15.61"	70.4	Building	
190	37°28'49.73" 126°30'15.54"	70.3	Building	
191	37°28'50.26" 126°30'18.62"	70.3	Building	
192	37°29'26.57" 126°29'46.21"	63.3	Building	

AMENDMENT RECORD		
NO.	DATE	ENTERED BY

LEGEND		
ITEM	SYMBOL	
	Plan	Number
AERODROME REFERENCE POINT 37°27'45"N 126°26'21"E	⌖	
Tree or shrub	✳	Identification number
Pole, tower, spire, antenna, etc	⊙	
Building or large structure	■	
Peak or mountain	●	
Railroad	┼┼┼	
Transmission line or overhead cable	T—T—T	
Terrain penetrating obstacle plane		(2)
Clearway(CWY)		
Obstacles concentration area - The highest obstacle in each area is depicted on chart	● 59.0	

ORDER OF ACCURACY

HORIZONTAL 5 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 25000

METERS

300 0 500 1000 1500 2000 2500 3000

1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000

FEET

Change : Establishment of OBST 174~192.

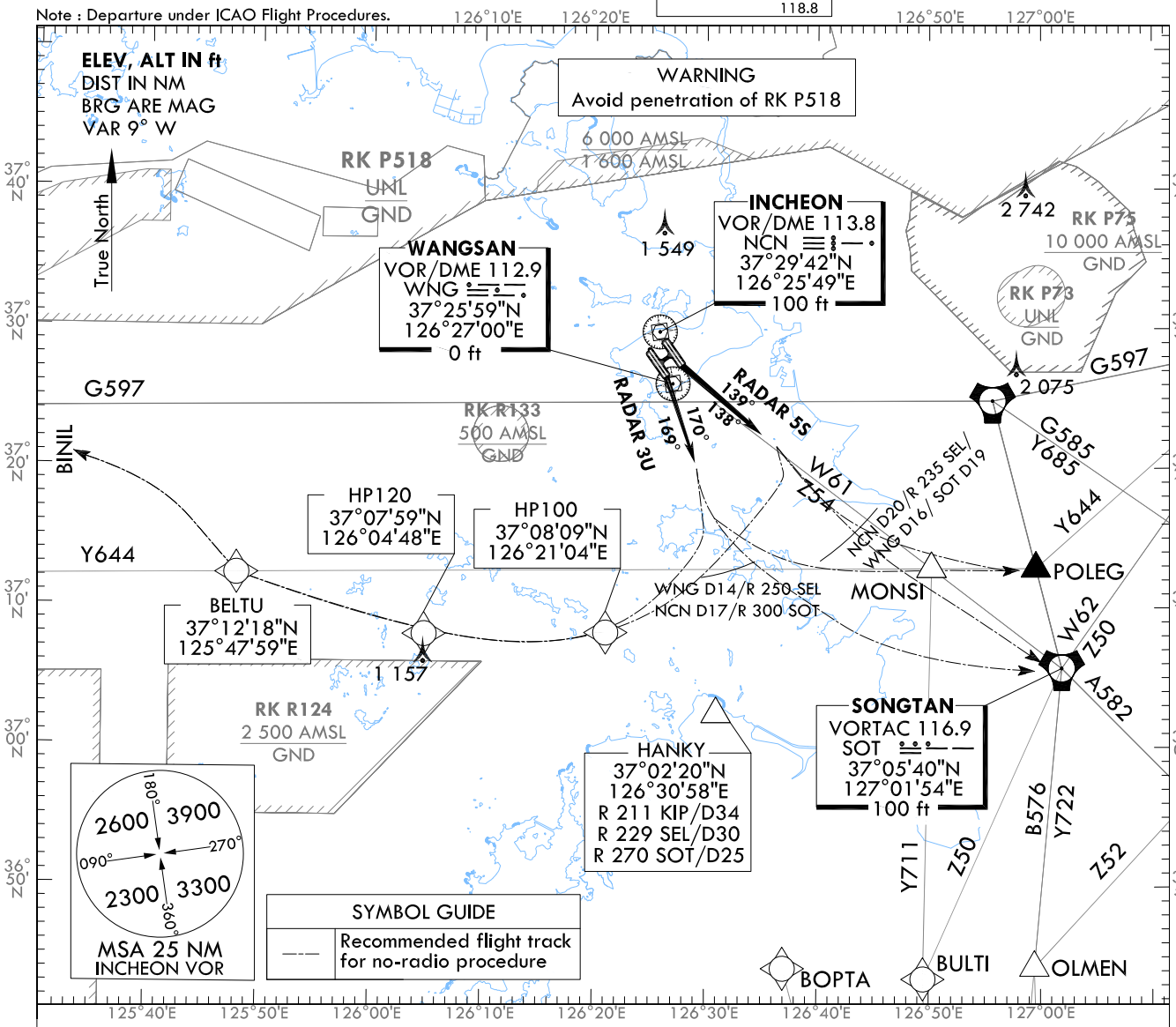
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL	DEP	125.15
		121.4
		124.8
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)
RWY 15L/R RADAR 5S
RWY 16L/R RADAR 3U

Note : Departure under ICAO Flight Procedures.



GENERAL INFORMATION

1. 6.0% CG required until FL 150 for ATC and airspace purpose.
2. Pilot shall use caution not to penetrate prohibited or restricted areas around airport.
3. Aircraft may experience delay due to airspace use coordination, traffic volume, and so on.

RADAR FIVE SIERRA DEPARTURE

TAKE OFF RWY 15L : Climb HDG 139°, expect radar vector to airway. Maintain 7 000 ft until instructed by ATC.
TAKE OFF RWY 15R : Climb HDG 138°, expect radar vector to airway. Maintain 7 000 ft until instructed by ATC.

No radio procedure : If no radio contact with ATC, squawk 7600 , and unless otherwise instructed by ATC, proceed as follows.
- to SOT via R 315 SOT for A582, B576
- to intercept Y644 to POLEG, EGOBA, KARBU for G597
- to intercept R 290 SOT to BINIL or proceed direct to HP100, HP120, BELTU to BINIL for G597 as appropriate.

Pilot shall proceed as described above prior to reaching NCN D20 or R 235 SEL or WNG D16 or SOT D19 due to airspace.

RADAR THREE UNIFORM DEPARTURE

TAKE OFF RWY 16L : Climb HDG 170°, expect radar vector to airway. Maintain 7 000 ft until instructed by ATC.
TAKE OFF RWY 16R : Climb HDG 169°, expect radar vector to airway. Maintain 7 000 ft until instructed by ATC.

No radio procedure : If no radio contact with ATC, squawk 7600, and unless otherwise instructed by ATC proceed as follows.
- to SOT via R 307 SOT for A582, B576
- to intercept Y644 to POLEG, EGOBA, KARBU for G597
- to intercept R 290 SOT to BINIL or proceed direct to HP100, HP120, BELTU to BINIL for G597 as appropriate.

Pilot shall proceed as described above prior to reaching WNG D14 or R 250 SEL or NCN D17 or R 300 SOT due to airspace.

Change : Establishment of fix(HANKY).

INTENTIONALLY

LEFT

BLANK

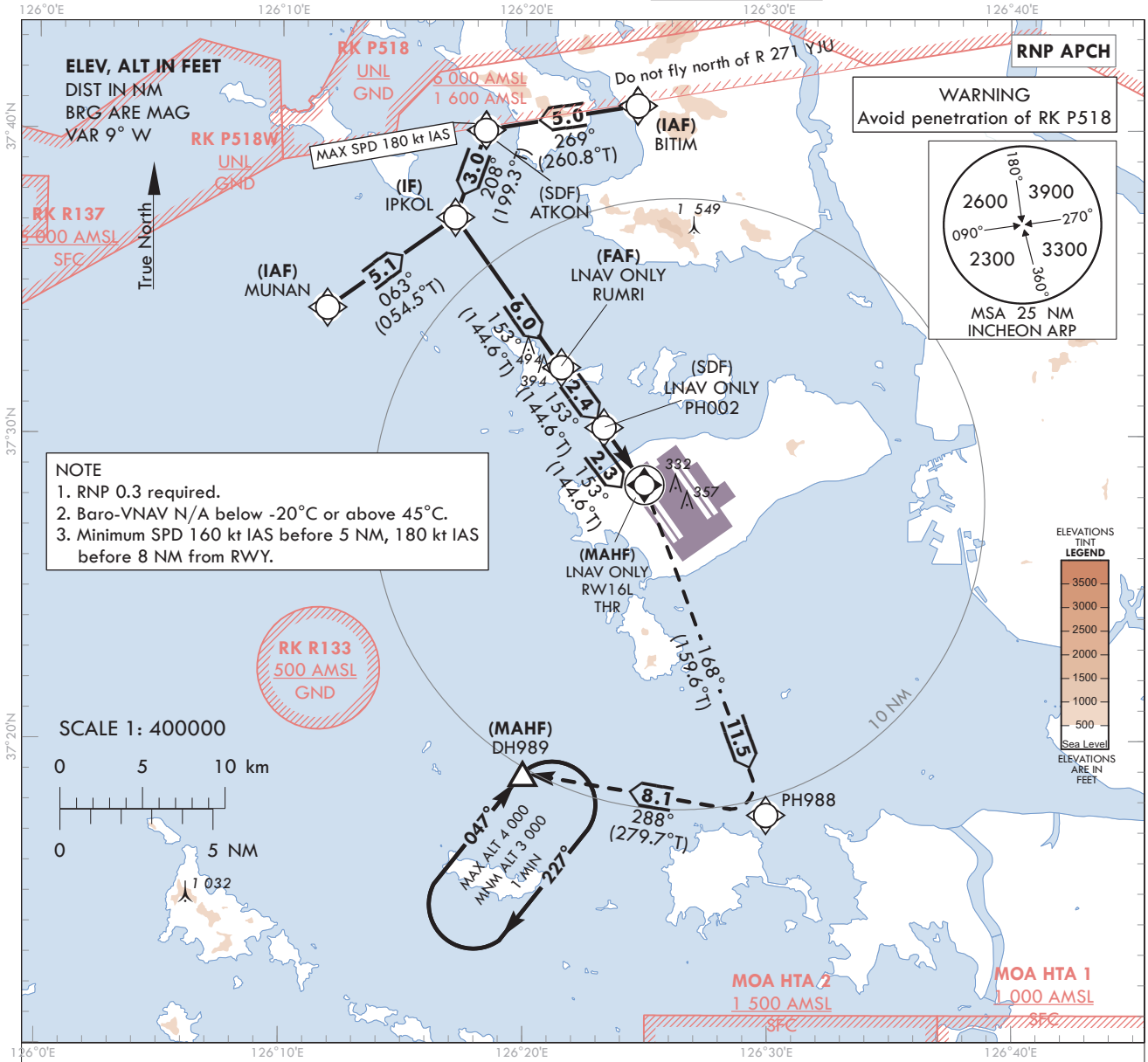
INSTRUMENT APPROACH CHART - ICAO

Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 16L - ELEV **23** ft

SEOUL	APP	119.75 121.35
INCHEON	TWR	118.2 118.8

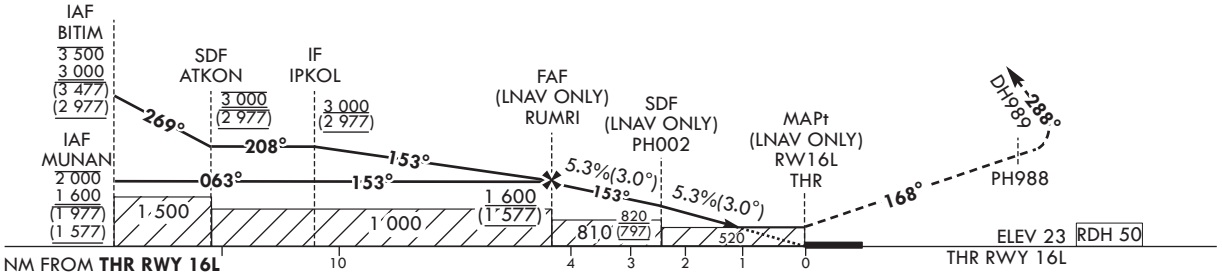
SEOUL/Incheon Intl(RKSI)
RNP RWY 16L



TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb to 3 000 ft. Track to PH988 and DH989.
Hold as published.

NOTE
1. Missed approach turn limited to 240 kt IAS maximum.



CATEGORY			DA(H)/MDA(H)	A	B	C	D
STA	LNAV	FULL	520 (497)	1 500 m			
		ALS INOP		2 300 m			
	LNAV/VNAV	FULL	430 (407)	1 200 m			
		ALS INOP		1 900 m			

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	324	486	648	810	972

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Amended phrase(RWY 16L → RW16L).

Instrument Approach Procedure Coding Tables

RNP RWY 16L - via MUNAN(IAF) to DH989(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	MUNAN	-	-	-	-	-2 000 +1 600	-	37°34'09.3"N 126°11'53.0"E	-	RNP APCH	IAF
002	TF	IPKOL	-	063 (054.5)	5.1	-	+1 600	-	37°37'07.4"N 126°17'07.3"E	-	RNP APCH	IF
003	TF	RUMRI	-	153 (144.6)	6.0	-	+1 600	-	37°32'12.9"N 126°21'30.4"E	-	RNP APCH	FAF
004	TF	PH002	-	153 (144.6)	2.4	-	+820	-	37°30'14.8"N 126°23'15.7"E	-	RNP APCH	SDF
005	TF	RW16L	Y	153 (144.6)	2.3	-	+520	-	37°28'22.11"N 126°24'56.06"E	-3.05/50	RNP APCH	MAPt
006	TF	PH988	-	168 (159.6)	11.5	-	-	-240	37°17'34.0"N 126°29'57.5"E	-	RNP APCH	-
007	TF	DH989	Y	288 (279.7)	8.1	-	+3 000	-240	37°18'55.0"N 126°19'59.0"E	-	RNP APCH	-
008	HM	DH989	Y	047 (038.4)	-	R	-4 000 +3 000	-	37°18'55.0"N 126°19'59.0"E	-	RNP APCH	1 min (Outbound timing)

RNP RWY 16L - via BITIM(IAF) to DH989(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	BITIM	-	-	-	-	-3 500 +3 000	-	37°40'48.0"N 126°24'36.1"E	-	RNP APCH	IAF
002	TF	ATKON	-	269 (260.8)	5.0	-	@3 000	-180	37°39'59.6"N 126°18'23.2"E	-	RNP APCH	SDF
003	TF	IPKOL	-	208 (199.3)	3.0	-	+3 000	-	37°37'07.4"N 126°17'07.3"E	-	RNP APCH	IF
004	TF	RUMRI	-	153 (144.6)	6.0	-	+1 600	-	37°32'12.9"N 126°21'30.4"E	-	RNP APCH	FAF
005	TF	PH002	-	153 (144.6)	2.4	-	+820	-	37°30'14.8"N 126°23'15.7"E	-	RNP APCH	SDF
006	TF	RW16L	Y	153 (144.6)	2.3	-	+520	-	37°28'22.11"N 126°24'56.06"E	-3.05/50	RNP APCH	MAPt
007	TF	PH988	-	168 (159.6)	11.5	-	-	-240	37°17'34.0"N 126°29'57.5"E	-	RNP APCH	-
008	TF	DH989	Y	288 (279.7)	8.1	-	+3 000	-240	37°18'55.0"N 126°19'59.0"E	-	RNP APCH	-
009	HM	DH989	Y	047 (038.4)	-	R	-4 000 +3 000	-	37°18'55.0"N 126°19'59.0"E	-	RNP APCH	1 min (Outbound timing)

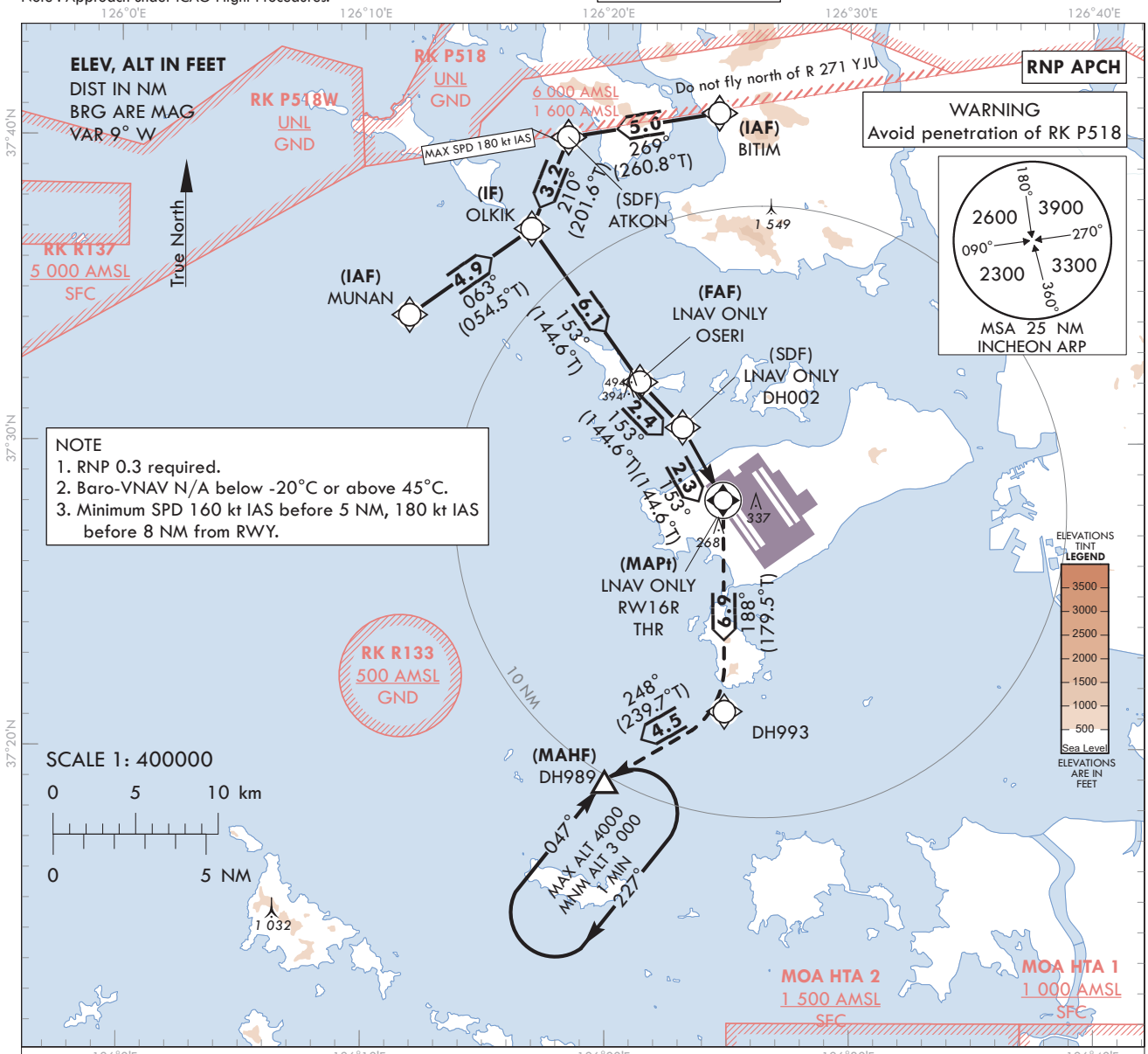
INSTRUMENT APPROACH CHART - ICAO

Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 16R - ELEV **23** ft

SEOUL	APP	119.75 121.35
INCHEON	TWR	118.2 118.8

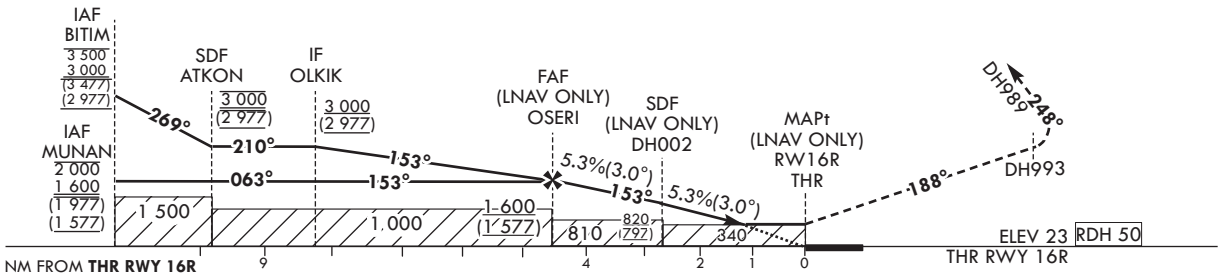
SEOUL/Incheon Intl(RKSI)
RNP RWY 16R



NOTE
1. RNP 0.3 required.
2. Baro-VNAV N/A below -20°C or above 45°C.
3. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY.

MISSED APPROACH
Climb to 3 000 ft. Track to DH993 and DH989.
Hold as published.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY			DA(H)/MDA(H)	A	B	C	D
STA	LNAV	FULL	520 (497)	1 500 m			
		ALS INOP		2 300 m			
	LNAV/VNAV	FULL	430 (407)	1 200 m			
		ALS INOP		1 900 m			

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	323	485	647	809	970

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Amended phrase(RWY 16R → RW16R).

Instrument Approach Procedure Coding Tables

RNP RWY 16R - via MUNAN(IAF) to OLKIK(IF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	MUNAN	-	-	-	-	-2 000 +1 600	-	37°34'09.3"N 126°11'53.0"E	-	RNP APCH	IAF
002	TF	OLKIK	-	063 (054.5)	4.9	-	+1 600	-	37°36'59.6"N 126°16'53.5"E	-	RNP APCH	IF
003	TF	OSERI	-	153 (144.6)	6.1	-	+1 600	-	37°31'59.0"N 126°21'22.1"E	-	RNP APCH	FAF
004	TF	DH002	-	153 (144.6)	2.4	-	+820	-	37°30'00.4"N 126°23'07.8"E	-	RNP APCH	SDF
005	TF	RW16R	Y	153 (144.6)	2.3	-	+520	-	37°28'07.71"N 126°24'48.18"E	-3.05/50	RNP APCH	MAPt
006	TF	DH993	-	188 (179.5)	6.9	-	-	-	37°21'12.6"N 126°24'53.1"E	-	RNP APCH	-
007	TF	DH989	Y	248 (239.7)	4.5	-	+3 000	-	37°18'55.0"N 126°19'59.0"E	-	RNP APCH	-
008	HM	DH989	Y	047 (038.4)	-	R	-4 000 +3 000	-	37°18'55.0"N 126°19'59.0"E	-	RNP APCH	1 min (Outbound timing)

RNP RWY 16R - via BITIM(IAF) to OLKIK(IF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	BITIM	-	-	-	-	-3 500 +3 000	-	37°40'48.0"N 126°24'36.1"E	-	RNP APCH	IAF
002	TF	ATKON	-	269 (260.8)	5.0	-	@3 000	-180	37°39'59.6"N 126°18'23.2"E	-	RNP APCH	SDF
003	TF	OLKIK	-	210 (201.6)	3.2	-	+3 000	-	37°36'59.6"N 126°16'53.5"E	-	RNP APCH	IF
004	TF	OSERI	-	153 (144.6)	6.1	-	+1 600	-	37°31'59.0"N 126°21'22.1"E	-	RNP APCH	FAF
005	TF	DH002	-	153 (144.6)	2.4	-	+820	-	37°30'00.4"N 126°23'07.8"E	-	RNP APCH	SDF
006	TF	RW16R	Y	153 (144.6)	2.3	-	+520	-	37°28'07.71"N 126°24'48.18"E	-3.05/50	RNP APCH	MAPt
007	TF	DH993	-	188 (179.5)	6.9	-	-	-	37°21'12.6"N 126°24'53.1"E	-	RNP APCH	-
008	TF	DH989	Y	248 (239.7)	4.5	-	+3 000	-	37°18'55.0"N 126°19'59.0"E	-	RNP APCH	-
009	HM	DH989	Y	047 (038.4)	-	R	-4 000 +3 000	-	37°18'55.0"N 126°19'59.0"E	-	RNP APCH	1 min (Outbound timing)

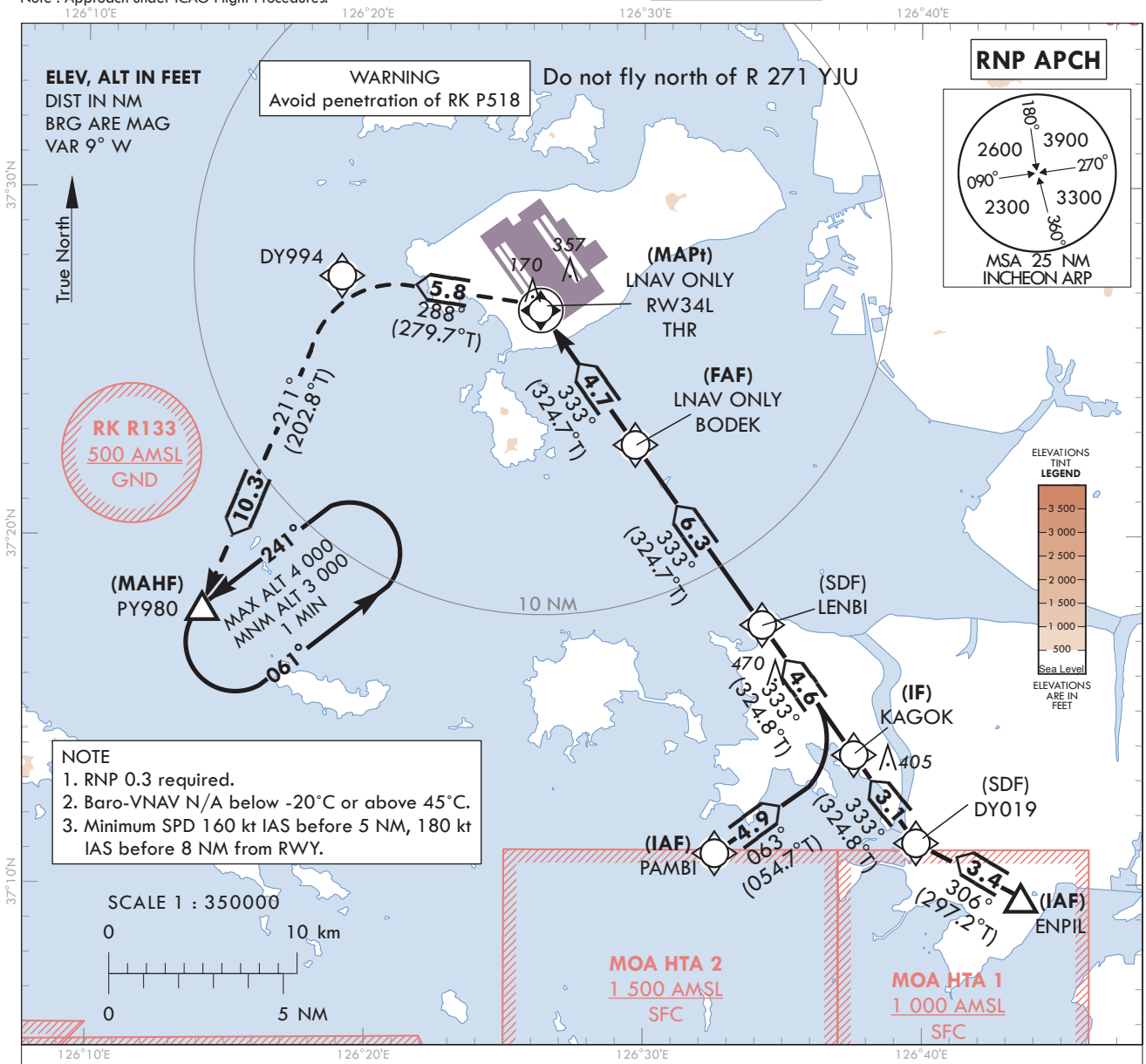
INSTRUMENT APPROACH CHART - ICAO

Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 34L - ELEV **23** ft

SEOUL	APP	119.75 121.35
INCHEON	TWR	118.2 118.8

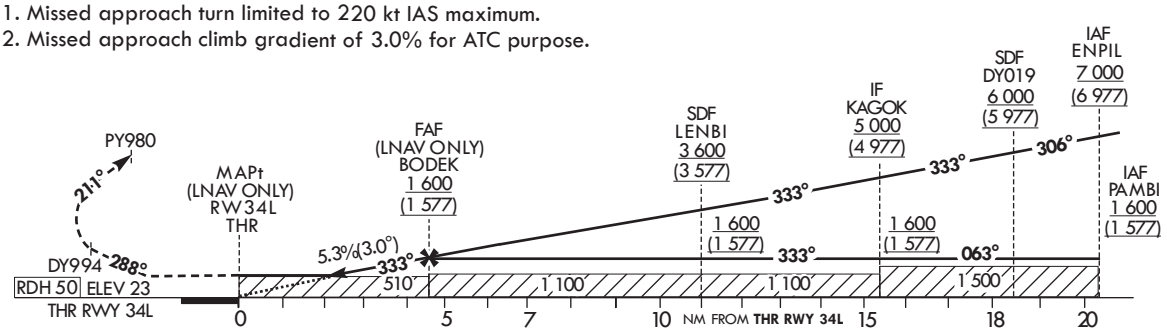
SEOUL/Incheon Intl(RKSI)
RNP RWY 34L



MISSED APPROACH
Climb to 3 000 ft. Track to DY994, PY980.
Hold as published.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

NOTE
1. Missed approach turn limited to 220 kt IAS maximum.
2. Missed approach climb gradient of 3.0% for ATC purpose.



CATEGORY			MDA(H)/DA(H)	A	B	C	D
STA	LNAV	FULL	510 (487)	1 500 m			
		ALS INOP		2 300 m			
	LNAV/VNAV	FULL	430 (407)	1 200 m			
		ALS INOP		1 900 m			

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	324	486	647	809	971

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Amended phrase(RWY 34 → RWY 34L) and Establishment of ALT limitation for LENBI.

Instrument Approach Procedure Coding Tables

RNP RWY 34L - via PAMBI to PY980(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	PAMBI	-	-	-	-	+1 600	-	37°10'54.3"N 126°32'34.4"E	-	RNP APCH	IAF
002	TF	KAGOK	-	063 (054.7)	4.9	-	+1 600	-	37°13'43.8"N 126°37'34.2"E	-	RNP APCH	IF
003	TF	LENBI	-	333 (324.8)	4.6	-	+1 600	-	37°17'27.8"N 126°34'16.1"E	-	RNP APCH	SDF
004	TF	BODEK	-	333 (324.7)	6.3	-	+1 600	-	37°22'37.3"N 126°29'41.9"E	-	RNP APCH	FAF
005	TF	RW34L	Y	333 (324.7)	4.7	-	+510	-	37°26'28.50"N 126°26'16.45"E	-3.04/50	RNP APCH	MAPt
006	TF	DY994	-	288 (279.7)	5.8	-	-	-220	37°27'26.9"N 126°19'07.5"E	-	RNP APCH	-
007	TF	PY980	Y	211 (202.8)	10.3	-	+3 000	-220	37°17'58.7"N 126°14'09.0"E	-	RNP APCH	MAHF
008	HM	PY980	Y	241 (232.0)	-	L	-4 000 +3 000	-	37°17'58.7"N 126°14'09.0"E	-	RNP APCH	1 min (Outbound timing)

RNP RWY 34L - via ENPIL(IAF) to PY980(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	ENPIL	-	-	-	-	+7 000	-	37°09'39.0"N 126°43'34.0"E	-	RNP APCH	IAF
002	TF	DY019	-	306 (297.2)	3.4	-	+6 000	-	37°11'12.0"N 126°39'48.0"E	-	RNP APCH	SDF
003	TF	KAGOK	-	333 (324.8)	3.1	-	+5 000	-	37°13'43.8"N 126°37'34.2"E	-	RNP APCH	IF
004	TF	LENBI	-	333 (324.8)	4.6	-	+3 600	-	37°17'27.8"N 126°34'16.1"E	-	RNP APCH	SDF
005	TF	BODEK	-	333 (324.7)	6.3	-	+1 600	-	37°22'37.3"N 126°29'41.9"E	-	RNP APCH	FAF
006	TF	RW34L	Y	333 (324.7)	4.7	-	+510	-	37°26'28.50"N 126°26'16.45"E	-3.04/50	RNP APCH	MAPt
007	TF	DY994	-	288 (279.7)	5.8	-	-	-220	37°27'26.9"N 126°19'07.5"E	-	RNP APCH	-
008	TF	PY980	Y	211 (202.8)	10.3	-	+3 000	-220	37°17'58.7"N 126°14'09.0"E	-	RNP APCH	MAHF
009	HM	PY980	Y	241 (232.0)	-	L	-4 000 +3 000	-	37°17'58.7"N 126°14'09.0"E	-	RNP APCH	1 min (Outbound timing)

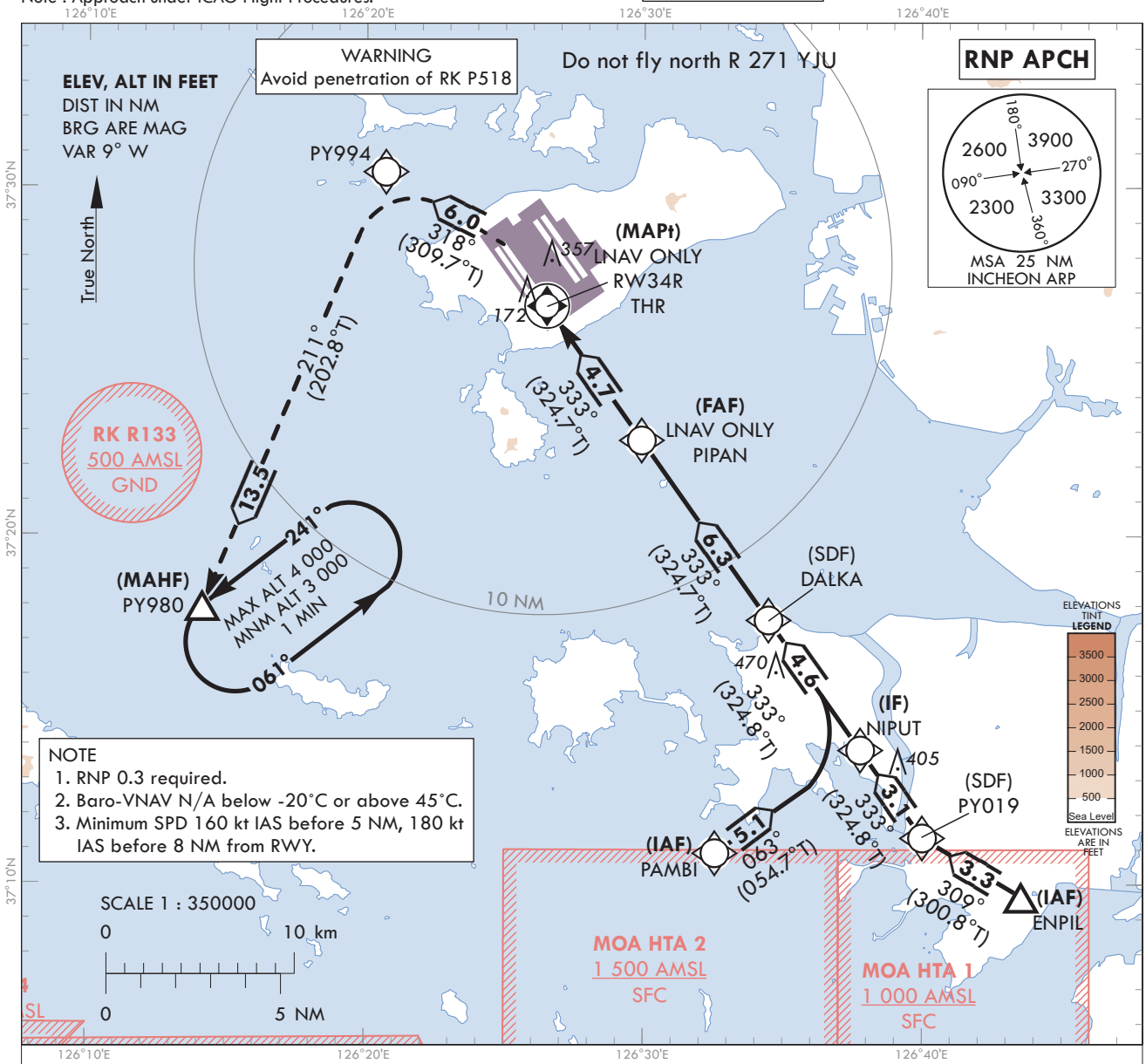
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 34R - ELEV **23** ft

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)
RNP RWY 34R

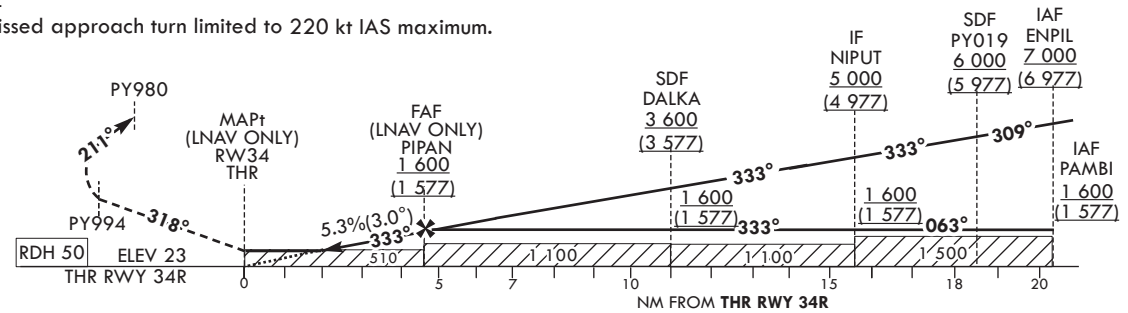
Note : Approach under ICAO Flight Procedures.



MISSED APPROACH
Climb to 3 000 ft. Track to PY994, PY980.
Hold as published.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

NOTE
1. Missed approach turn limited to 220 kt IAS maximum.



CATEGORY			MDA(H)/DA(H)	A	B	C	D
STA	LNAV	FULL	510 (487)	1 500 m			
		ALS INOP		2 300 m			
	LNAV/ VNAV	FULL	430 (407)	1 200 m			
		ALS INOP		1 900 m			

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	324	486	647	809	971

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Establishment of ALT limitation for DALKA.

Instrument Approach Procedure Coding Tables

RNP RWY 34R - via PAMBI(IAF) to PY980(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	IF	PAMBI	-	-	-	-	+1 600	-	37°10'54.3"N 126°32'34.4"E	-	RNP APCH	IAF
002	TF	NIPUT	-	063 (054.7)	5.1	-	+1 600	-	37°13'51.5"N 126°37'47.9"E	-	RNP APCH	IF
003	TF	DALKA	-	333 (324.8)	4.6	-	+1 600	-	37°17'35.6"N 126°34'29.8"E	-	RNP APCH	SDF
004	TF	PIPAN	-	333 (324.7)	6.3	-	+1 600	-	37°22'45.1"N 126°29'55.6"E	-	RNP APCH	FAF
005	TF	RW34R	Y	333(324.7)	4.7	-	+510	-	37°26'36.29"N 126°26'30.21"E	-3.04/50	RNP APCH	MAPt
006	TF	PY994	-	318 (309.7)	6.0	-	-	-220	37°30'26.2"N 126°20'41.9"E	-	RNP APCH	-
007	TF	PY980	Y	211 (202.8)	13.5	-	+3 000	-220	37°17'58.7"N 126°14'09.0"E	-	RNP APCH	-
008	HM	PY980	Y	241 (232.0)	-	L	-4 000 +3 000	-	37°17'58.7"N 126°14'09.0"E	-	RNP APCH	1 min (Outbound timing)

RNP RWY 34R - via ENPIL(IAF) to PY980(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	IF	ENPIL	-	-	-	-	+7 000	-	37°09'39.0"N 126°43'34.0"E	-	RNP APCH	IAF
002	TF	PY019	-	309 (300.8)	3.3	-	+6 000	-	37°11'20.4"N 126°40'01.2"E	-	RNP APCH	SDF
003	TF	NIPUT	-	333 (324.8)	3.1	-	+5 000	-	37°13'51.5"N 126°37'47.9"E	-	RNP APCH	IF
004	TF	DALKA	-	333 (324.8)	4.6	-	+3 600	-	37°17'35.6"N 126°34'29.8"E	-	RNP APCH	SDF
005	TF	PIPAN	-	333 (324.7)	6.3	-	+1 600	-	37°22'45.1"N 126°29'55.6"E	-	RNP APCH	FAF
006	TF	RW34R	Y	333(324.7)	4.7	-	+510	-	37°26'36.29"N 126°26'30.21"E	-3.04/50	RNP APCH	MAPt
007	TF	PY994	-	318 (309.7)	6.0	-	-	-220	37°30'26.2"N 126°20'41.9"E	-	RNP APCH	-
008	TF	PY980	Y	211 (202.8)	13.5	-	+3 000	-220	37°17'58.7"N 126°14'09.0"E	-	RNP APCH	-
009	HM	PY980	Y	241 (232.0)	-	L	-4 000 +3 000	-	37°17'58.7"N 126°14'09.0"E	-	RNP APCH	1 min (Outbound timing)

TMA SEOUL(Incheon, Gimpo Airport)

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL	DEP	125.15	121.4	124.8
GIMPO	TWR	118.1	118.05	

ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 9°W

Class B : 250 kt IAS or less below 10 000 ft AMSL
Class C : 250 kt IAS or less below 10 000 ft AMSL
- 200 kt IAS or less at or below 2 500 ft AMSL within 4 NM or the airports
Class D : 250 kt IAS or less below 10 000 ft AMSL
- 200 kt IAS or less at or below 2 500 ft AMSL within 4 NM or the airports
Class E : 250 kt IAS or less below 10 000 ft AMSL

TMA SEOUL
AREA T01 FL 185 1 000 AGL
AREA T02 FL 185 FL 175
AREA T02 FL 175 1 000 AGL
AREA T03 FL 185 4 500 AMSL
AREA T03 4 500 AMSL 1 000 AGL
AREA T04 FL 185 6 500 AMSL
AREA T05 FL 185 7 500 AMSL
AREA T05 7 500 AMSL 1 000 AGL
AREA T06 FL 185 9 500 AMSL
AREA T06 9 500 AMSL 1 000 AGL
AREA T07 FL 185 11 500 AMSL
AREA T08 FL 185 11 500 AMSL
AREA T09 FL 185 FL 145
SEOUL APPROACH

ELEVATIONS TINT LEGEND
4 000
3 000
2 000
1 000
Sea Level
ELEVATIONS ARE IN FEET

LEGEND
Transit & Departure routing

KILOMETRES 0 5 10 20 30 40
NAUTICAL MILES 0 5 10 20

Change : Establishment of fix(MUGAR).

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REPUBLIC OF KOREA

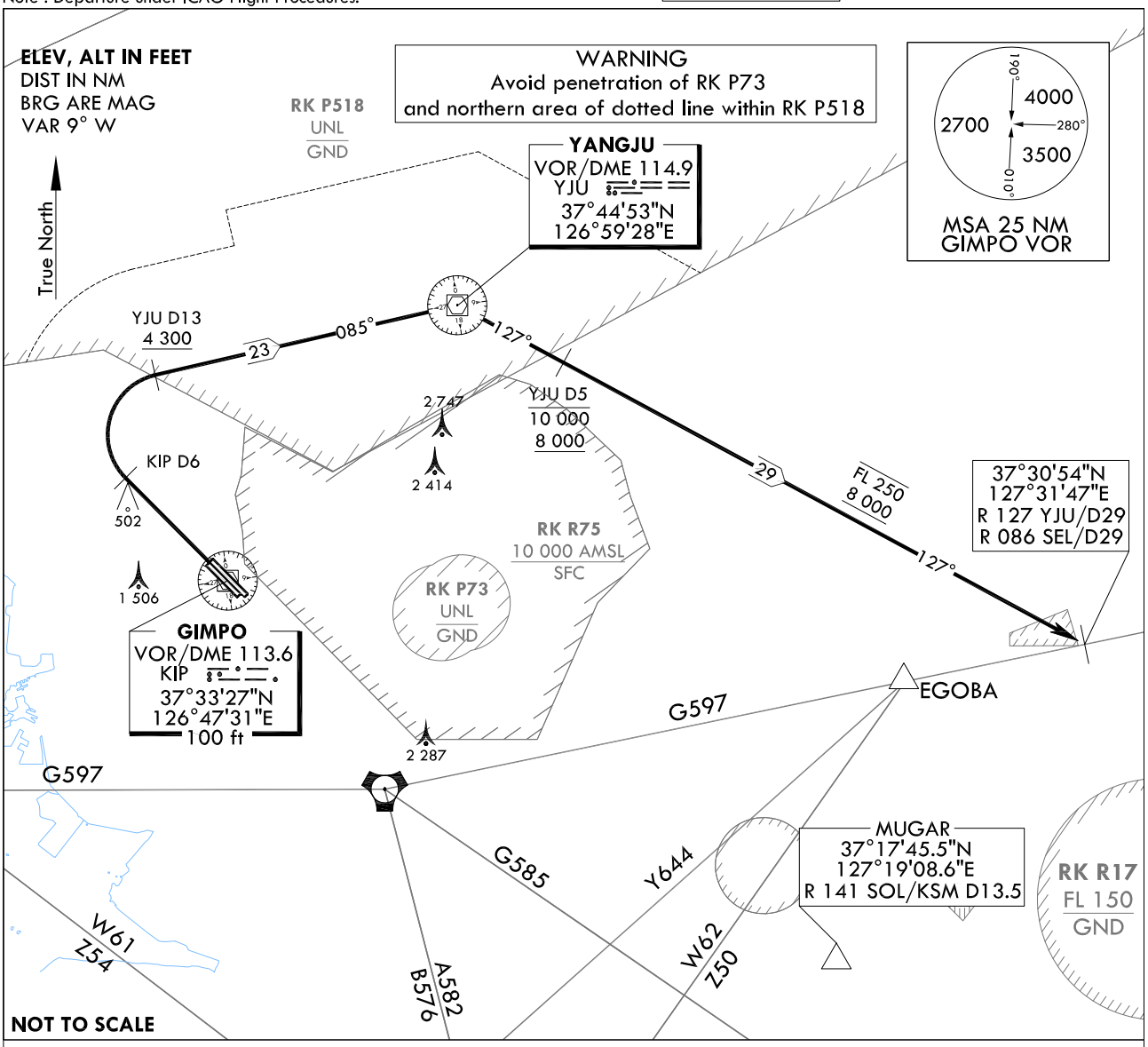
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

Note : Departure under ICAO Flight Procedures.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL DEP	125.15
	121.4
	124.8
GIMPO TWR	118.1
	118.05

SEOUL/Gimpo Intl(RKSS)
RWY 32L/R
KARBU 1W



NOTE
1. Minimum CG 7% to 4 300 ft for noise abatement, then resume normal CG.
2. Request of this procedure shall be made at least 10 minutes prior to take-off.
3. Operating Hours
   - SAT, SUN and Holiday : 0300-1200 UTC
   - Other days : 0700-1200 UTC

KARBU ONE WHISKY DEPARTURE :

Climb on R 324 KIP to D6, then turn right to intercept R 265 YJU/D13, then proceed to YJU.
At YJU, turn right to track outbound R 127 YJU until joining G597.
Cross R 265 YJU/D13 at or above 4 300 ft, R 127 YJU/D5 between 8 000 ft and 10 000 ft,
then at or below FL 250 until joining G597.

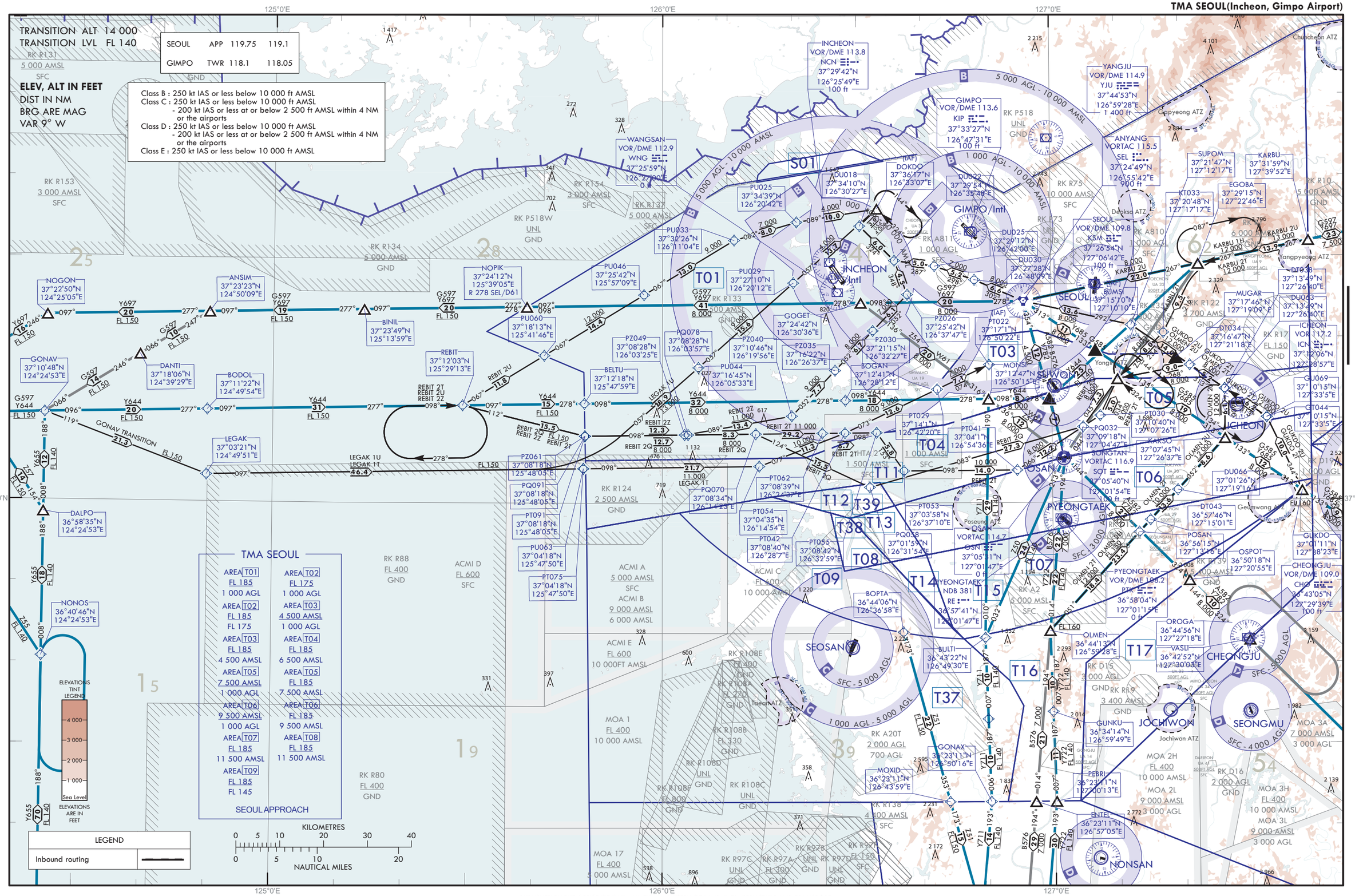
Change : Establishment of fix(MUGAR).

INTENTIONALLY

LEFT

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TMA SEOUL(Incheon, Gimpo Airport)



Change : Establishment of fix(MUGAR).

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REPUBLIC OF KOREA

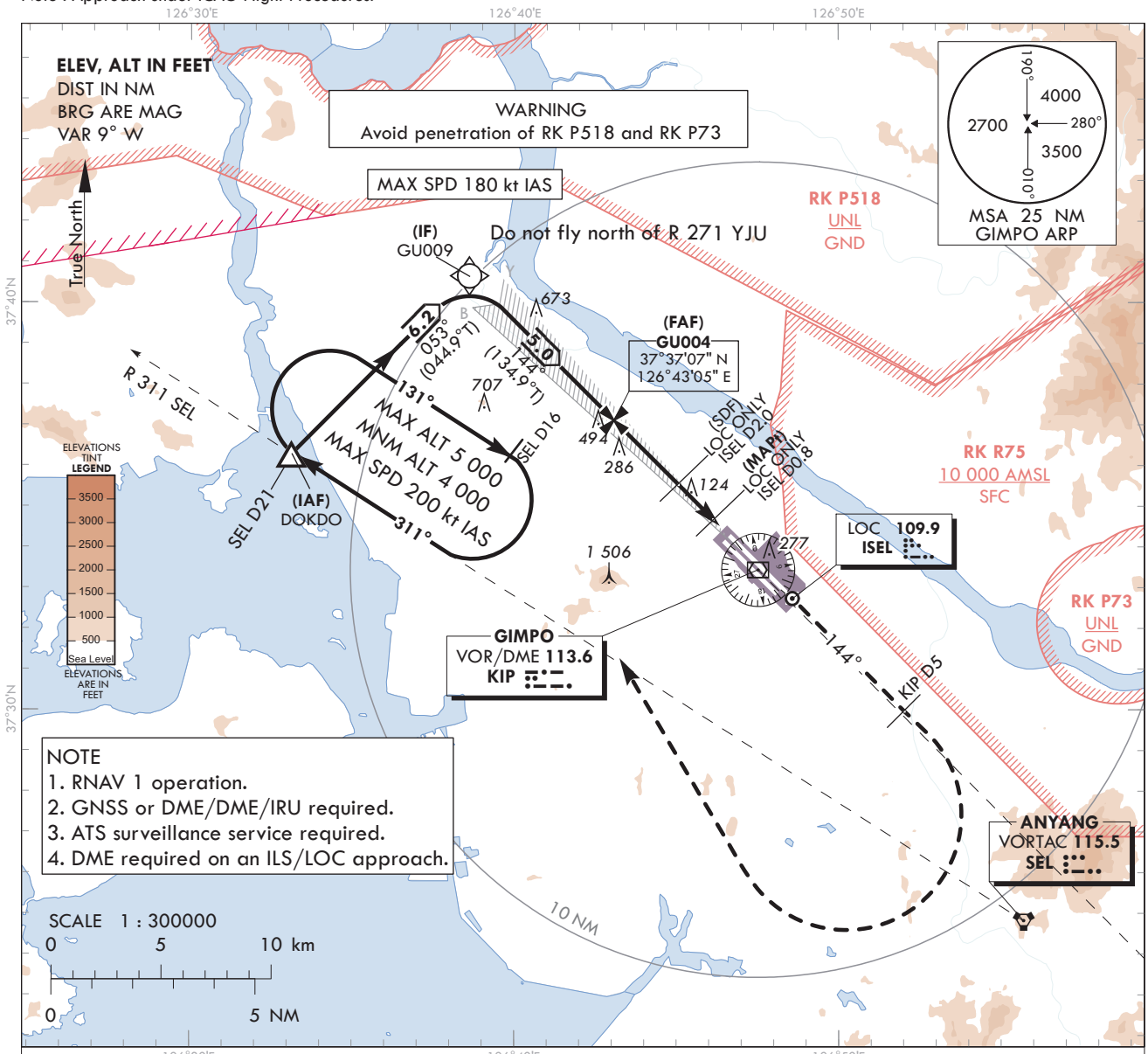
INSTRUMENT APPROACH CHART-ICAO

Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 59 ft
HEIGHTS RELATED TO
THR RWY 14L - ELEV **38** ft

SEOUL APP	119.75
	119.1
GIMPO TWR	118.1
	118.05

SEOUL/Gimpo Intl(RKSS)
ILS Z or LOC Z RWY 14L

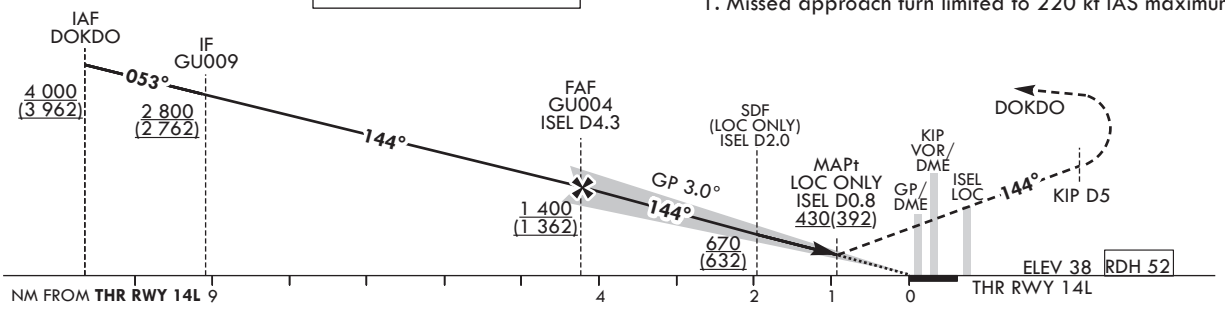


RECOMMENDED PROFILE	DME ISEL	4	3	2
Final Approach Gradient 5.24%, 318 ft/NM	ALT(HGT)	1 336 (1 298)	1 018 (980)	700 (662)

MISSED APPROACH
Climb to 4 000 ft on HDG 144 to KIP D5
then turn right to intercept and proceed via R 311 SEL
to DOKDO. Hold as published.

NOTE
1. Missed approach turn limited to 220 kt IAS maximum.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I	FULL	238 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	430 (392)	1 100 m			
		ALS INOP		1 800 m			

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Amended phrase(R 270 YJU → R 271 YJU).

SEOUL/Gimpo Intl(RKSS)
ILS Z or LOC Z RWY 14L

AERONAUTICAL DATA TABULATION

ILS/LOC Z Approach to RWY 14L from DOKDO			
Fix / Point		Coordinates	
DOKDO(IAF)		37°36'17.1"N	126°33'07.1"E
GU009(IF)	BRG 53.48°/6.20 NM	37°40'40.0"N	126°38'36.6"E
GU004(FAF)	BRG 143.54°/4.30 NM ISEL	37°37'07.1"N	126°43'04.8"E
D2.0 ISEL (SDF LOC ONLY)	BRG 143.54°/2.00 NM ISEL	37°35'32.2"N	126°45'04.3"E
D0.8 ISEL (MAPt LOC ONLY)	BRG 143.54°/0.80 NM ISEL	37°34'41.1"N	126°46'08.4"E
THR RWY 14L		37°34'14.55"N	126°46'41.80"E
ISEL DME		37°34'03.8"N	126°46'48.1"E
KIP VOR/DME		37°33'27.1"N	126°47'31.3"E
D5 KIP	HDG 144	37°29'58.1"N	126°52'02.1"E
DOKDO	R 311 SEL/21.00 NM	37°36'17.1"N	126°33'07.1"E

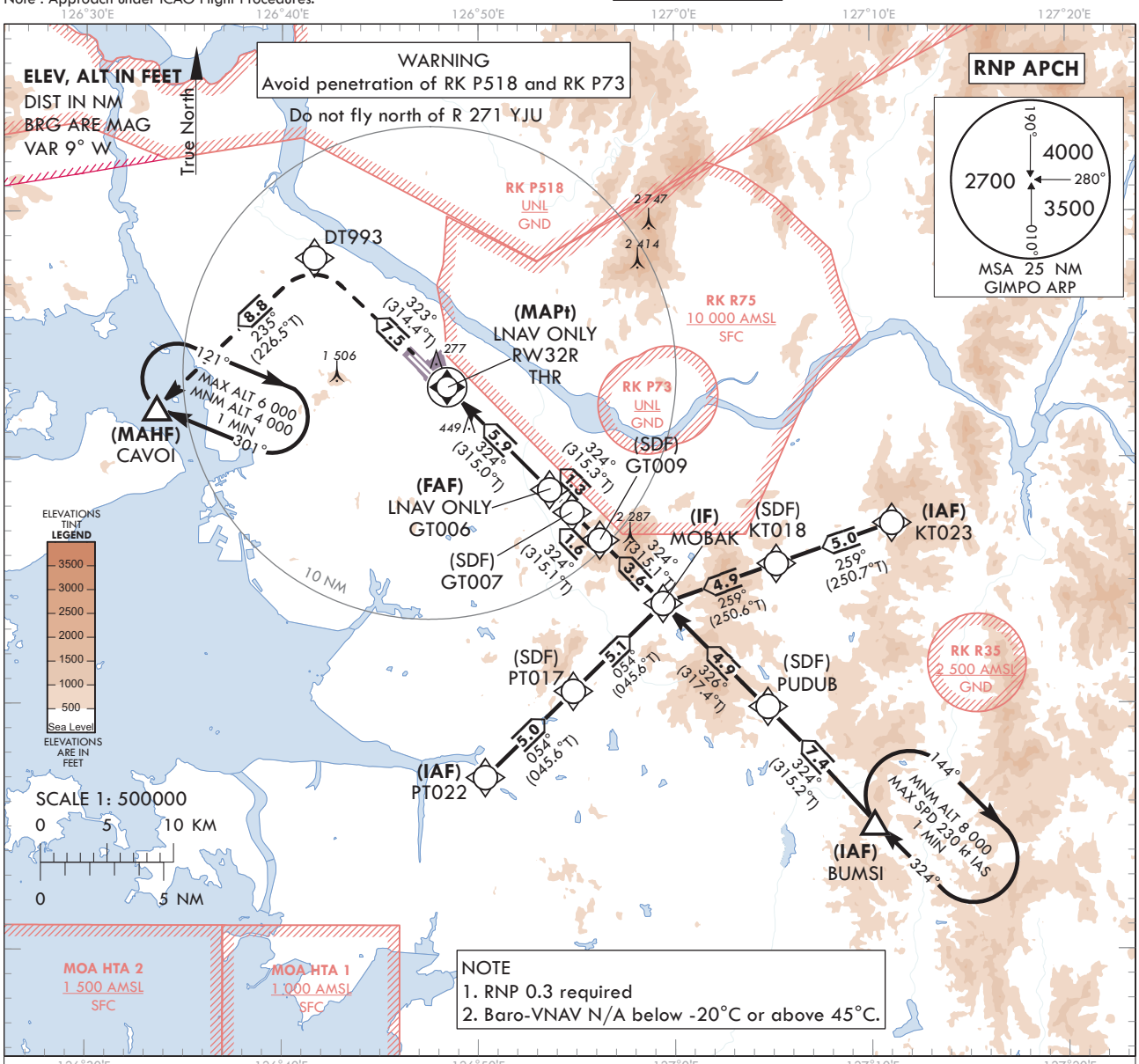
INSTRUMENT APPROACH CHART-ICAO

Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 59 ft
HEIGHTS RELATED TO
THR RWY 32R - ELEV **42** ft

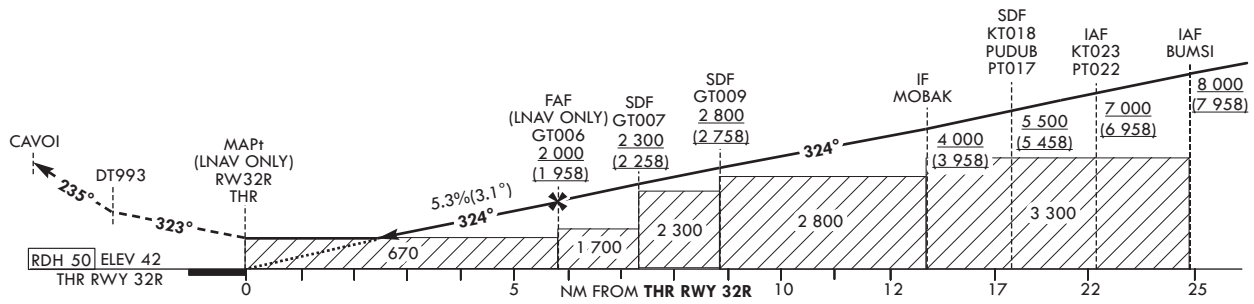
SEOUL APP	119.75
	119.1
GIMPO TWR	118.1
	118.05

SEOUL/Gimpo Intl(RKSS)
RNP RWY 32R



MISSED APPROACH
Climb to 4 000 ft. Track to DT993 and CAVOI.
Hold as published.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY			MDA(H)/ DA(H)	A	B	C	D
STA	LNAV	FULL	670 (628)	2 200 m			
		ALS INOP		2 900 m			
	LNAV/VNAV	FULL	600 (558)	1 800 m			
		ALS INOP		2 500 m			

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	325	487	649	812	974

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Amended phrase(LANV → LNAV).

Instrument Approach Procedure Coding Tables

RNP RWY 32R - via KT023 to MOBAK(IF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	KT023	-	-	-	-	+7 000	-	37°27'20.9"N 127°11'04.4"E	-	RNP APCH	IAF
002	TF	KT018	-	259 (250.7)	5.0	-	+5 500	-	37°25'41.9"N 127°05'11.1"E	-	RNP APCH	SDF
003	TF	MOBAK	-	259 (250.6)	4.9	-	+4 000	-	37°24'04.7"N 126°59'25.2"E	-	RNP APCH	IF

RNP RWY 32R - via BUMSI to MOBAK(IF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	BUMSI	-	-	-	-	+8 000	-	37°15'10.2"N 127°10'09.6"E	-	RNP APCH	IAF
002	TF	PUDUB	-	324 (315.2)	7.4	-	+5 500	-	37°20'26.5"N 127°03'36.6"E	-	RNP APCH	SDF
003	TF	MOBAK	-	326 (317.4)	4.9	-	+4 000	-	37°24'04.7"N 126°59'25.2"E	-	RNP APCH	IF

RNP RWY 32R - via PT022 to MOBAK(IF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	PT022	-	-	-	-	+7 000	-	37°17'00.6"N 126°50'21.9"E	-	RNP APCH	IAF
002	TF	PT017	-	054 (045.6)	5.0	-	+5 500	-	37°20'30.7"N 126°54'50.7"E	-	RNP APCH	SDF
003	TF	MOBAK	-	054 (045.6)	5.1	-	+4 000	-	37°24'04.7"N 126°59'25.2"E	-	RNP APCH	IF

RNP RWY 32R - via MOBAK(IF) to MAHF

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
003	TF	MOBAK	-	-	-	-	+4 000	-	37°24'04.7"N 126°59'25.2"E	-	RNP APCH	IF
004	TF	GT009	-	324 (315.1)	3.6	-	+2 800	-	37°26'39.3"N 126°56'12.2"E	-	RNP APCH	SDF
005	TF	GT007	-	324 (315.1)	1.6	-	+2 300	-	37°27'47.4"N 126°54'47.0"E	-	RNP APCH	SDF
006	TF	GT006	-	324 (315.3)	1.3	-	+2 000	-	37°28'42.2"N 126°53'38.9"E	-	RNP APCH	FAF
007	TF	RW32R	Y	324 (315.0)	5.9	-	+670	-	37°32'51.89"N 126°48'25.58"E	-3.06/50	RNP APCH	MAPt
008	TF	DT993	-	323 (314.4)	7.5	-	-	-	37°38'07.5"N 126°41'39.6"E	-	RNP APCH	-
009	TF	CAVOI	Y	235 (226.5)	8.8	-	+4 000	-	37°32'02.0"N 126°33'37.0"E	-	RNP APCH	-

HOLDING PROCEDURE

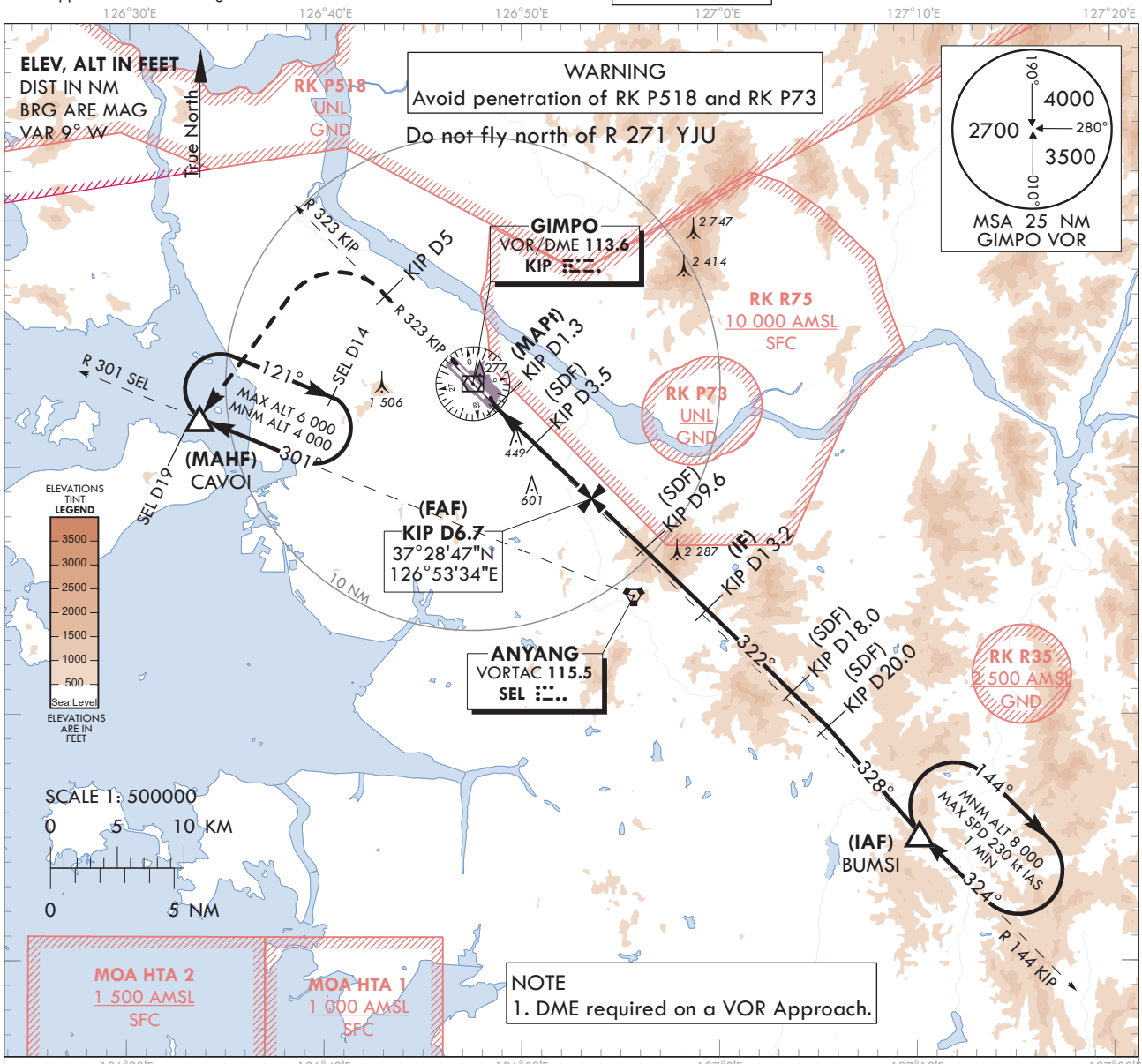
Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Time (min)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
RNP RWY 32R	HM	BUMSI	Y	324 (315.2)	1	R	+8 000	-230	37°15'10.2"N 127°10'09.6"E	-	RNAV 1	-
	HM	CAVOI	Y	301 (292.2)	1	R	-6 000 +4 000	-	37°32'02.0"N 126°33'37.0"E	-	RNAV 1	-

INSTRUMENT APPROACH CHART-ICAO
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 59 ft
HEIGHTS RELATED TO
THR RWY 32R - ELEV **42** ft

SEOUL APP	119.75
	119.1
GIMPO TWR	118.1
	118.05

SEOUL/Gimpo Intl(RKSS)
VOR RWY 32R

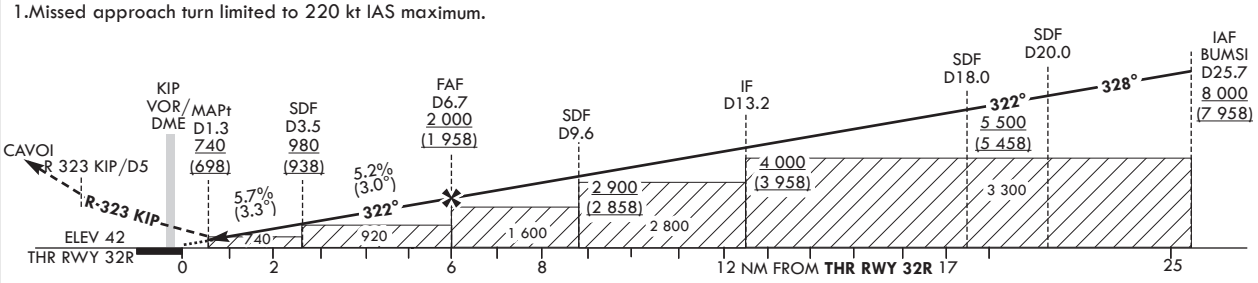


RECOMMENDED PROFILE	DME KIP	6	5	4	3
Final Gradient 5.2%(318.8 ft/NM)to SDF, 5.7%(345.5 ft/NM) to THR	ALT(HGT)	1 779 (1 737)	1 460 (1 418)	1 141 (1 399)	809 (767)

MISSED APPROACH
Climb to 4 000 ft on R 323 KIP to 5 DME then turn left direct to CAVOI.
Hold as published.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

NOTE
1.Missed approach turn limited to 220 kt IAS maximum.



CATEGORY		MDA(MDH)	A	B	C	D		Knots	60	90	120	150	180
Straight-in	FULL	740 (698)	2 500 m				Rate of descent	V/V fpm	331	486	661	827	992
	ALS INOP		3 200 m				* Timing Not authorized for defining MAPt. * Circling Not authorized.						

Change : Amended phrase(R 324 KIP → R 323 KIP).

SEOUL/Gimpo Intl(RKSS)
VOR RWY 32R

AERONAUTICAL DATA TABULATION

VOR Approach to RWY 32R from BUMSI			
Fix / Point		Coordinates	
BUMSI(IAF)		37°15'10.2"N	127°10'09.6"E
D20 KIP(SDF)	BRG 327.70°/5.69 NM	37°19'29.9"N	127°05'32.0"E
D18 KIP(SDF)	BRG 322.48°/18.00 NM KIP	37°20'53.8"N	127°03'44.2"E
D13.2 KIP(IF)	BRG 322.48°/13.20 NM KIP	37°24'15.2"N	126°59'25.7"E
D9.6 KIP(SDF)	BRG 322.48°/9.60 NM KIP	37°26'45.9"N	126°56'11.2"E
D6.7 KIP(FAF)	BRG 322.48°/6.70 NM KIP	37°28'47.0"N	126°53'34.1"E
D3.5 KIP(SDF)	BRG 322.48°/3.50 NM KIP	37°31'00.8"N	126°50'40.9"E
D1.3 KIP(MAPt)	BRG 322.48°/1.30 NM KIP	37°32'32.8"N	126°48'41.7"E
THR RWY 32R	Final approach descent angle 3.00°(FAF - SDF)/3.25°(SDF - THR)	37°32'51.89"N	126°48'25.58"E
KIP VOR/DME		37°33'27.1"N	126°47'31.3"E
D5 KIP	R 323 KIP/5.00 NM	37°36'59.7"N	126°43'04.6"E
CAVOI	BRG 223.11°/19.00 NM SEL	37°32'02.0"N	126°33'37.0"E

RKPC AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulation

1.1 Circling not authorized north of RWY 07/25 and west of RWY 13/31.

1.2 Circling not authorized when cross-wind component within limits of main runway (07/25).

1.3 Surface wind data is available for both ends of the duty runway. Normally, only the touchdown surface wind information will be passed. Stop-end surface wind information is available on request.

1.4 If an engine run-up check or any other inspection is required after line-up, the estimated time required shall be informed to ATC as soon as possible before reaching the holding point of departure runway.

1.5 High Intensity Runway Operation(HIRO)

The HIROs are used to optimize separation of aircraft on final approach in order to minimize runway occupancy time(ROT) for both arriving and departing aircraft to increase runway capacity. Expeditious exit from the landing runway allows ATC to make appropriate minimum radar separation on final approach.

1. The HIROs will be not applied when one of the following adverse conditions exists :

a. The visibility is less than 5 km.
b. The runway is adversely contaminated whenever standing water, ice, snow, slush or other substances are present.
c. The cross-wind component including gust exceeds 15 kt, or
d. The tail-wind component including gust exceeds 5 kt, or
e. Wind-shear has been reported.
f. Any other abnormal condition of aircraft, airport or ATC system exist.

2. When HIROs are in force, ATC will inform via ATIS(Phrase : High Intensity Runway Operation in force, minimum runway occupancy time required.) or RTF.

3. Arrival

a. Pilots are strongly encouraged to pre-plan the runway exit strategy that will minimize occupancy time.
1) Select the most suitable exit taxiway(preferred rapid exit taxiways) that provides the least runway occupancy time taking into account safety, operational and company considerations.
2) Adjust proper deceleration and use braking to expedite exit at appropriate speed at the selected exit.
3) The following table is based upon the design information for Preferred Rapid Exit Taxiways (PETs) and is provided to assist pilots determine the most suitable exit.

RWY	Preferred Rapid Exit Taxiways (PETs)	Distance from THLD	Exit Angle	Design Exit Speed
07	P6	1 520 m	30°	40 kt (74 km/h)
	P5	1 750 m		
25	P7	1 520 m		
	P8	1 750 m		

b. If the aircraft is unable to vacate the runway via the PETs for safety reason, the pilot expeditiously exit the runway with the appropriate speed at another exit. In this case, the pilots should report “EXIT TWY” to the ATC as early as possible.

c. Pilots should avoid intentionally extending the landing run to vacate closer to the parking stand.

d. After landing, aircraft do not stop on the rapid exit taxiway to awaiting instructions from ATC. Unless otherwise instructed by ATC, pilots should use following the standard taxi routes.
1) RWY 07 - P6/P5 → P → G1 → R
2) RWY 25 - P7/P8 → P → G3 → R

e. The runway is only vacated after the entire aircraft has passed the holding line.

Change : Establishment of airport regulation for engine run-up check(1.4) and Information of item number.

4. Departure

a. Pilots are strongly encouraged to check the availability of intersection departure before start-up. Declared distances for intersection departure are detailed in AD 2.13 DECLARED DISTANCES. For the purpose of performance calculations the standard intersection departure points are :
1) RWY 07 - P9 / P11 / P12
2) RWY 25 - P2 / P3

b. Pilots should complete pre-departure cockpit checks prior to reaching runway holding point and the take-off checks on the runway should be kept to the minimum. Pilots not ready for departure when reaching the runway holding point shall advise ATC as early as possible.

c. On receipt of line-up clearance, pilots should ensure that they are able to taxi and line-up on the runway as soon as the preceding aircraft has commenced either its take-off roll or landing run.

d. On receipt of take-off clearance, pilots should ensure that they are able to commence take-off without delay.

e. Departures will not always be cleared as the order “First Come, First Served’, the ATC can optimize the departure sequence to facilitate the maximum number of departure with the least average delay considering following factors :
1) Routes to be followed after preceding departure
2) Need to apply wake turbulence separation minima
3) Aircraft subject to ATFM requirements
4) Types of aircraft and relative performance

1.6 No person may operate an aircraft for training purpose at Jeju INTL Airport.

1.7 No person may operate a light aircraft, ultra-light plane at Jeju INTL Airport.

2. Departure Procedure

2.1 ATC clearance

1. Departing IFR flights shall contact JEJU DELIVERY(121.925 MHz) to obtain ATC clearance at least 10 minutes prior to ETD and shall obtain push-back clearance and taxi instruction from JEJU GROUND(121.675 MHz).

2. Pre-departure clearance by datalink is available at Jeju INTL Airport for suitably equipped aircraft.

2.2 Procedures for start-up and push-back

1. When ready to push-back, aircraft contact JEJU GROUND and provide the following :

a. Call sign
b. Gate or stand number
c. Release time (if necessary)

2. Ground crews (Ground handler, aircraft maintenance) must ensure that the area behind the aircraft shall be clear of vehicles, equipment and other OBST prior to engine start-up or aircraft push-back for smooth and safety aircraft movements.

3. Pilots shall confirm with ground crews whether there is no hazard to the aircraft starting up and shall not ask an JEJU GROUND for engine start-up and push-back until its safety check-up is fully confirmed.
If there is any elements posing a potential failure, pilots shall ask the JEJU GROUND for push-back only. After moving and standing the aircraft at a safety area, pilots can ask the engine start-up.

4. In Principle, Cross Bleed Start is not permitted at the aircraft stand. If any aircraft is required to perform Cross Bleed Start, the pilot shall ask the JEJU GROUND for towing their aircraft to a position parallel with the taxilane. Pilots shall perform Cross Bleed Start after the safety distance of the Jet blast is fully ensured.

5. All aircraft to be taxied within the apron shall fix their engine thrust on an idle. In case of using breakaway thrust, it should be used to a minimum.

6. The following table describe the procedures for the push-back of aircraft from the various aircraft stands. When it becomes necessary to vary a procedure to expedite aircraft movements, JEJU GROUND will issue specific instructions to the pilots.

Change : Information of item numbers.

DIMENSIONS AND ELEVATIONS IN METRES

AERODROME OBSTACLE CHART - ICAO
TYPE - B

JEJU / Jeju Intl

AERODROME ELEVATION 36 METRES

VAR 7° W 2020
ANNUAL RATE OF CHANGE 6' W

CONICAL SURFACE

HORIZONTAL SURFACE

APPROACH SURFACE 1:40

APPROACH SURFACE 1:50

TRANSITIONAL SURFACE 1:7

OBSTACLES					
NO	COORDINATES(WGS-84)		ELEV (AMSL)	ITEM	NOTE
1	33°31'03.51"	126°32'40.26"	158.0	PEAK	
2	33°28'21.15"	126°29'49.33"	309.5	HILL	
3	33°29'35.97"	126°27'38.31"	46.0	BUILDING	
4	33°29'34.26"	126°27'27.84"	52.5	BUILDING	
5	33°29'34.33"	126°27'29.61"	50.0	BUILDING	
6	33°29'34.93"	126°27'35.70"	49.5	BUILDING	
7	33°29'35.48"	126°27'37.21"	46.5	BUILDING	
8	33°29'34.93"	126°27'36.75"	51.5	BUILDING	
9	33°29'33.20"	126°27'37.57"	49.0	BUILDING	
10	33°29'35.19"	126°27'39.37"	46.5	BUILDING	
11	33°29'29.50"	126°27'27.23"	54.5	BUILDING	
12	33°29'29.83"	126°27'26.69"	58.0	BUILDING	
13	33°31'04.80"	126°32'41.40"	156.0	BUILDING	
14	33°30'18.77"	126°29'31.09"	94.5	TOWER	
15	33°29'30.93"	126°27'32.45"	51.0	POLL	
16	33°29'33.15"	126°27'36.48"	49.5	POLL	
17	33°30'15.03"	126°30'15.46"	48.0	LAMP POST	
18	33°30'14.36"	126°30'15.86"	49.0	LAMP POST	
19	33°30'14.18"	126°30'16.85"	49.0	LAMP POST	
20	33°28'22.81"	126°29'49.55"	300.5	PYLON	
21	33°30'10.83"	126°30'17.78"	59.5	BUILDING	
22	33°29'58.78"	126°31'01.99"	95.5	BUILDING	
23	33°28'22.30"	126°29'50.42"	313.0	PYLON	

AMENDMENT RECORD		
NO.	DATE	ENTERED BY

LEGEND		
ITEM	SYMBOL Plan	Number
AERODROME REFERENCE POINT 33°30'44"N 126°29'33"E		
Tree or shrub		Identification number
Pole, tower, spire, antenna, etc		
Building or large structure		
Peak or mountain		
Railroad		
Transmission line or overhead cable		
Terrain penetrating obstacle plane		
Clearway(CWY)		
Obstacles concentration area - The highest obstacle in each area is depicted on chart	59.0	

ORDER OF ACCURACY

HORIZONTAL 5 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 18 000

METERS
300 0 500 1000 1500 2000 2500 3000

FEET
1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000

Change : Withdrawal of OBST NR. 15 and Information of OBST numbers(15~23).

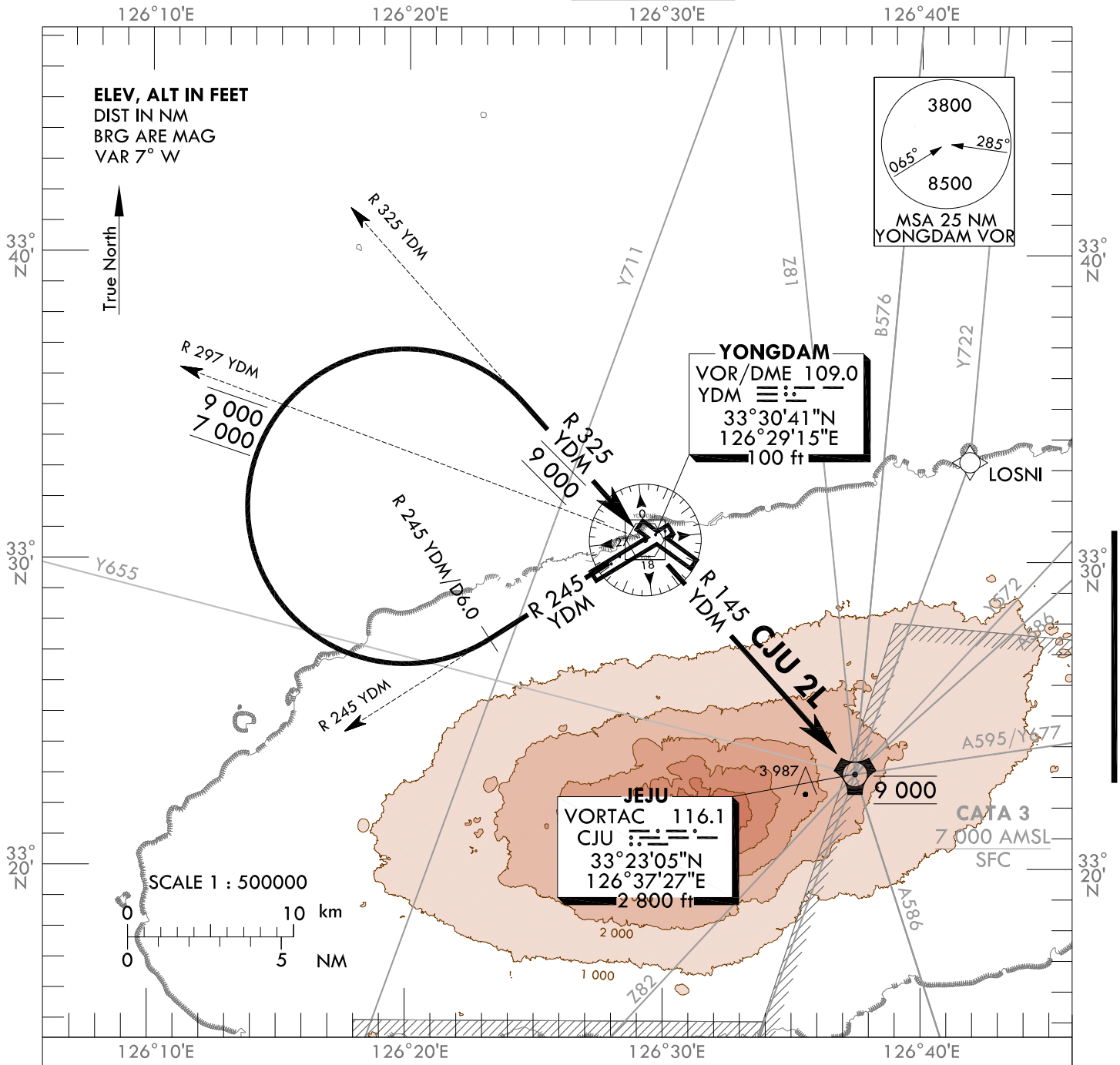
STANDARD DAPARTURE CHART INSTRUMENT(SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU DEP	119.225
	121.2
JEJU TWR	118.55
	118.2

JEJU/Jeju Intl(RKPC)
RWY 25
CJU 2L

Note : Departure under ICAO Flight Procedures.



JEJU TWO LIMA DEPARTURE

Climb on R 245 YDM until D6, then turn Right direct to YDM via R 325 YDM, then direct to CJU via R 145 YDM.

* Minimum 6.0% CG is required for ATC purpose and 4.0% CG is required until 4 500 ft for OBST avoidance.

* Cross R 297 YDM between 7 000 ft and 9 000 ft, then YDM at 9 000 ft and maintain 9 000 ft unless otherwise directed by ATC.

Change : Establishment of Y572 and Y655.

INTENTIONALLY

LEFT

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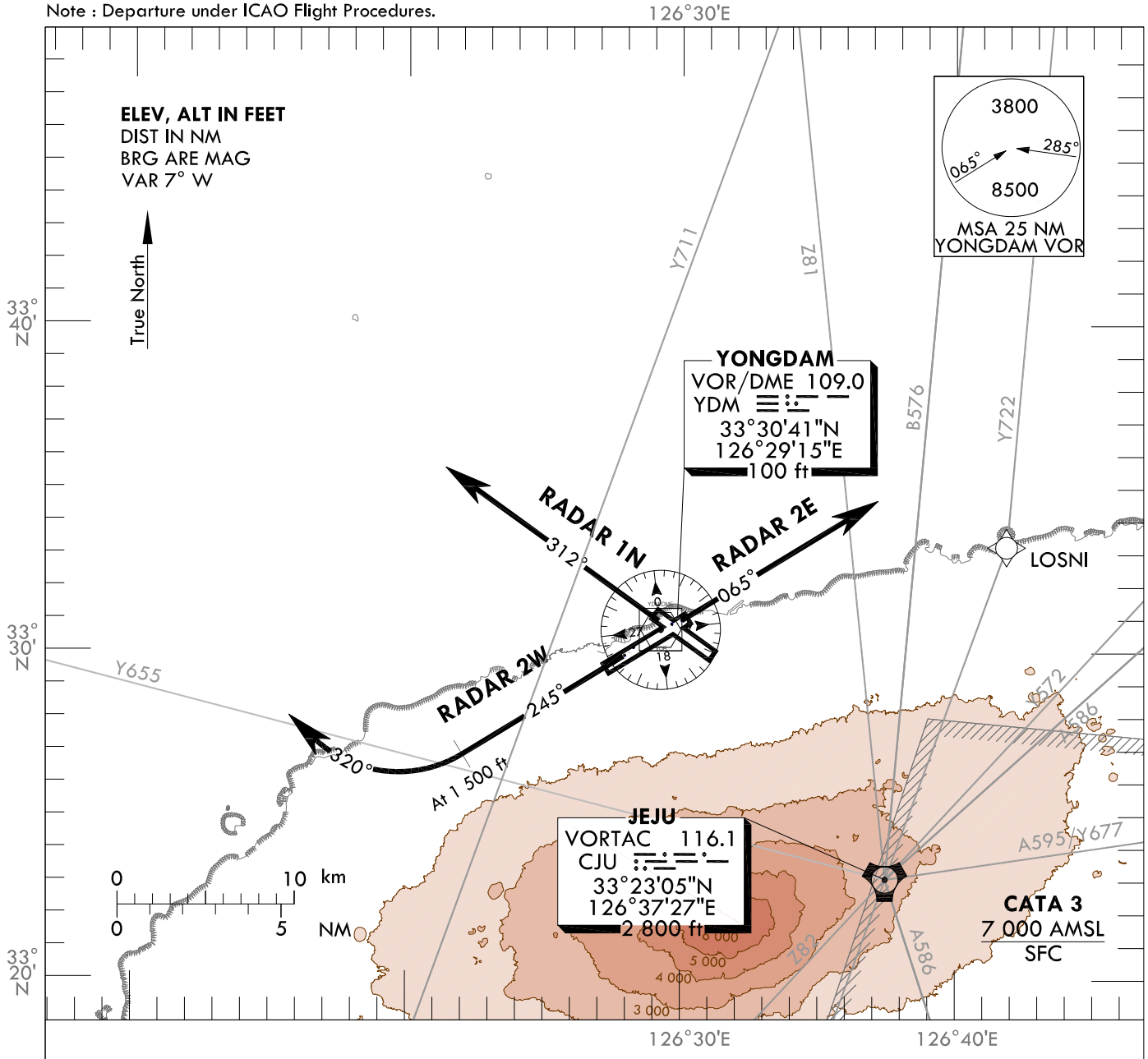
STANDARD DAPARTURE CHART INSTRUMENT(SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU DEP	119.225
	121.2
JEJU TWR	118.55
	118.2

JEJU/Jeju Intl(RKPC)
RWY 07 RADAR 2E
RWY 25 RADAR 2W
RWY 31 RADAR 1N

Note : Departure under ICAO Flight Procedures.



RADAR TWO ECHO DEPARTURE

TAKE OFF RWY 07 : Climb on RWY HDG until reaching 2 200 ft for RADAR VECTOR.
* Minumum 4.5% CG is required until 2 200 ft for ATC purpose.

RADAR TWO WHISKEY DEPARTURE

TAKE OFF RWY 25 : Climb on RWY HDG until reaching 1 500 ft, then turn Right HDG 320° and climb and maintain 3 000 ft for RADAR VECTOR.
* Minumum 4.0% CG is required until 3 000 ft for OBST avoidance.

RADAR ONE NOVEMBER DEPARTURE

TAKE OFF RWY 31 : Climb on RWY HDG until reaching 2 200 ft for RADAR VECTOR.
* Minumum 4.5% CG is required until 2 200 ft for ATC purpose.

NOTE : These procedures are available only for aircraft that don't satisfy RNAV 1 navigation specification.

Change : Establishment of Y572 and Y655.

INTENTIONALLY

LEFT

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RKPK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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 36L (8° W/2020) ILS CAT II (8° W or 352°)	IKMA	108.5 MHz	H24	351147.6N 1285605.2E	-	LOC unserviceable - Beyond 15° on East side
DME 36L		983.0 MHz (CH 22X)	H24	351004.8N 1285613.6E	0 ft	
GP 36L		329.9 MHz	H24	351004.8N 1285613.7E	-	3° ILS TCH 57 ft
IM 36L	E	75 MHz	H24	350945.1N 1285621.0E	-	
LOC 36R (8° W/2020) ILS CAT I (8° W or 352°)	IKHE	109.5 MHz	H24	351148.2N 1285613.5E	-	LOC unserviceable - Beyond 15° on East side
DME 36R		993.0 MHz (CH 32X)	H24	351021.3N 1285629.5E	0 ft	
GP 36R		332.6 MHz	H24	351021.3N 1285629.5E	-	3° ILS TCH 56 ft
VOR/DME (8° W/2020)	KMH	113.8 MHz (CH 85X)	H24	351156.9N 1285608.2E (VOR) 351156.8N 1285607.7E (DME)	0 ft	VOR/DME unserviceable - RDL 049-065 beyond 16 NM BLW 8 000 ft - RDL 066-085 not flight check due to RK D1 - RDL 086-098 beyond 13 NM BLW 10 000 ft - RDL 099-128 beyond 10 NM BLW 12 000 ft - RDL 129-172 beyond 10 NM BLW 7 000 ft - RDL 210-260 beyond 15 NM BLW 4 000 ft - RDL 261-300 beyond 16 NM BLW 5 000 ft - RDL 301-330 beyond 15 NM BLW 4 500 ft - RDL 331-360 beyond 11 NM BLW 7 500 ft
VORTAC (8° W/2020)	PSN	114.0 MHz (CH 87X)	H24	350721N 1285958E	1 900 ft	Unserviceability and Scheduled Inspection time : See ENR 4.1-1 for the details

Scheduled Inspection time

- ILS/DME 36L (IKMA) : Every 4th TUE (1400-1800 UTC) of the month
- ILS/DME 36R (IKHE) : Every 3rd TUE (1400-1800 UTC) of the month
- VOR/DME : Every 2nd TUE (1400-1800 UTC) of the month
- RADAR (PSR, ARTS* and SSR) : Every 1st and 3rd WED (1400-1800 UTC) of the month
  * ARTS : Automated Radar Terminal System
- RADAR (ASDE) : Every 2nd TUE (1400-1800 UTC) of the month

RKPK AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulation

1) Gimhae International airport is jointly operated by MOLIT and ROKAF. All aircraft that wish to use this AD have to observe the Gimhae Airport Local Regulations. Information about local regulation can be obtained from the TWR (ROKAF*) and Aeronautical Information Service Office (MOLIT**).
* ROKAF : Republic of Korea Air Force
** MOLIT : Ministry of Land, Infrastructure and Transport

2) All aircraft should taxi at speeds of less than 20 kt on Taxiway P to ensure safety. But ATC should order more than 20 kt for traffic flow management.

3) Gimhae Airport Runway Strip is not satisfied with ICAO Safety standard at the moment. Therefore, refer to the following advice for the aviation safety. If the value of the surface friction measurements is less than 0.2, refrain from the aircraft operation.

4) Flight limitations
- The use of airport for training purpose is prohibited. The deliberate simulation of engine failure is not permitted whilst on approach to or departure from the airport.
  훈련목적의 공항 사용은 금지된다. 김해공항으로 접근 또는 출발시 엔진 failure와 같은 고의적인 모의훈련은 허가되지 않는다.
- The use of this airport by light sports aircraft, ultra-light vehicles and lighter than air is prohibited.
  경량항공기, 초경량비행장치 및 기구 사용은 김해공항에서 금지된다.

Change : Withdrawal of lead-in line for ACFT stands NR. 31, 37, 41 and Information of item number.

2. Apron control services

GIMHAE APRON provides ATC clearance delivery to aircraft and issues instructions, approval, and/or necessary information to aircraft, vehicles, and personnel within the domestic apron, international apron 1 and 2 areas.

3. Departure Procedure

3.1 ATC clearance

Departing IFR flights shall contact GIMHAE Delivery(121.725 MHz) to obtain ATC clearance at least 5 minutes prior to push back.

3.2 Procedures for start-up and push back

1) When ready to push back, aircraft contact GIMHAE APRON and provide the following :
   a. Call sign
   b. Gate or stand number
   c. Release time(if necessary)

2) Ground crews (Ground handler, aircraft maintenance) must ensure that the area behind the aircraft shall be clear of vehicles, equipment and other OBST prior to engine start-up or aircraft push back for smooth and safety aircraft movements.

3) A 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 an GIMHAE APRON for engine start-up and push back until its safety check-up is fully confirmed. If there is any elements posing a potential failure, the pilot shall ask the GIMHAE APRON for push back only. After moving and standing the aircraft at a safety area, the pilot can ask the engine start-up.

4) All aircraft to be taxied within the Apron shall fix their engine thrust on an Idle. In case of using breakaway thrust, it should be used to a minimum.

5) The following table describe the procedures for the pushback of aircraft from the various aircraft stands. When it becomes necessary to vary a procedure to expedite aircraft movements, GIMHAE APRON CONTROL will specify instructions to the pilot.

Aircraft stands	Pushback Procedures	Phraseology
1 - 9, 19 - 24, 26 - 29	The ACFT shall be pushed back to face south (or north).	Push back approved, to face south (or north)
10	The ACFT shall be pushed back to face south (or north).	Push back approved, to face south (or north)
	When the ACFT is required to perform one-engine start using ASU(Air Start Unit) on the ACFT stand, ground crews must ensure that the area behind the ACFT shall be clear of vehicles, equipment and other OBST prior to engine start-up.	-
11	The ACFT shall be pushed back till its nosewheel is at the start point 4 (or pushed back to face north).	Push back approved, to start-point 4 (or to face north)
	When the ACFT is required to perform one-engine start using ASU(Air Start Unit) on the ACFT stand, ground crews must ensure that the area behind the ACFT shall be clear of vehicles, equipment and other OBST prior to engine start-up.	-
25	The ACFT shall be pushed back to face south (or north).	Push back approved, to face south (or north)
	Self-maneuvering is permitted for ACFT with a wingspan less than 31 m. Ground crews(ground handler, aircraft maintenance) must ensure that the area near the self-maneuvering path shall be clear of vehicles, equipment and other OBST prior to engine start-up for smooth and safety aircraft movements.	-
41	The ACFT shall be pushed back and towing forward till its nosewheel is at the start point 1.	Push back approved, to start-point 1
12, 31 - 38, 42 - 48	The ACFT shall be pushed back till its nosewheel is at the intersection of lead-in line and taxi lane.	Push back approved
52, 55 55L, 55R	The ACFT shall be pushed back till its nosewheel is at the start point 2(or 3).	Push back approved, to start-point 2(or 3)
53, 53L, 53R, 54, 54L, 54R	The ACFT shall be pushed back till its nosewheel is at the start point 2.	Push back approved, to start-point 2
51, 58, 58L, 58R	The ACFT shall be pushed back till its nosewheel is at the start point 3.	Push back approved, to start-point 3
51L	The ACFT shall be pushed back till its nosewheel is at the start point 3.	Push back approved, to start-point 3
	When 51R stand is occupied by ACFT with a wingspan less than 20.01 m or unoccupied, self-maneuvering is permitted for ACFT with a wingspan less than 20.01 m.	-
51R	The aircraft shall be pushed back till its nosewheel is at the start point 3.	Push back approved, to start-point 3
	When 51L stand is occupied by ACFT with a wingspan less than 20.01 m or unoccupied, self-maneuvering is permitted for ACFT with a wingspan less than 20.01 m.	-
57	The ACFT shall be pushed back till its nose-tip is crossed east side of GSE road and faces west.	Push back approved, to face west

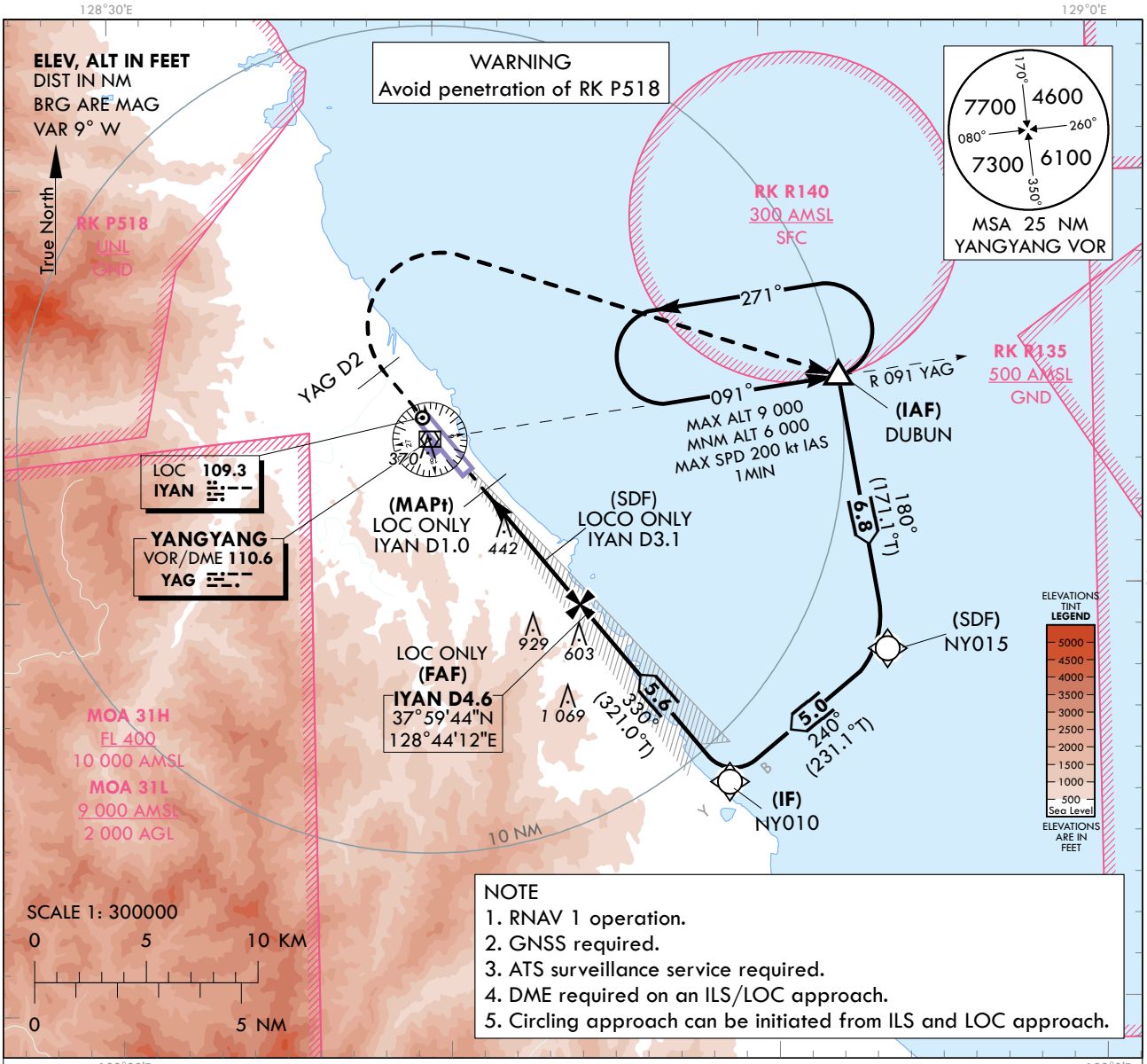
INSTRUMENT APPROACH CHART - ICAO

Note : Approach Under ICAO Flight Procedures.

AERODROME ELEV **241** ft
HEIGHTS RELATED TO
THR RWY 33 - ELEV **227** ft

GANGNEUNG	APP	124.6
YANGYANG	TWR	118.85
		124.375

YANGYANG/Intl(RKNY)
ILS Z or LOC Z RWY 33



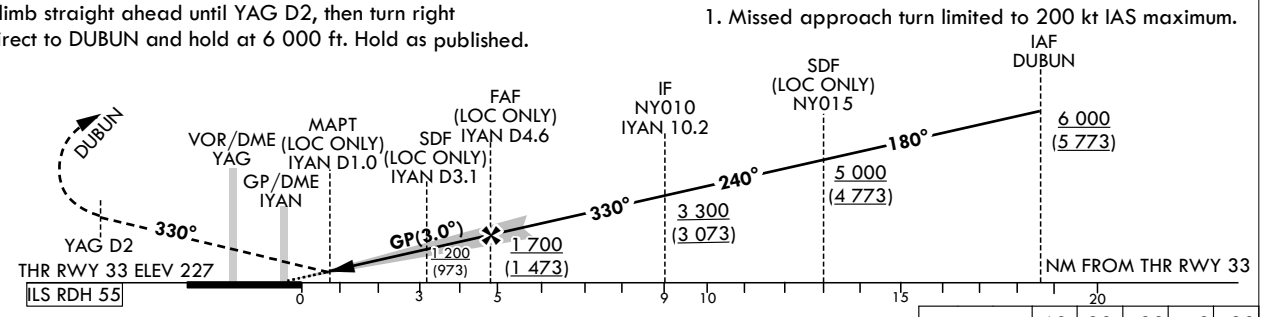
NOTE
1. RNAV 1 operation.
2. GNSS required.
3. ATS surveillance service required.
4. DME required on an ILS/LOC approach.
5. Circling approach can be initiated from ILS and LOC approach.

RECOMMENDED PROFILE(LOC ONLY)	DME IYAN	4	3	2
Final Approach Gradient 5.31%(323 ft/NM)	ALT(HGT)	1 523 (1 296)	1 200 (973)	878 (651)

TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb straight ahead until YAG D2, then turn right direct to DUBUN and hold at 6 000 ft. Hold as published.

NOTE
1. Missed approach turn limited to 200 kt IAS maximum.



CATEGORY			DA(H)/MDA(H)	A	B	C	D
STA	CAT 1	FULL	427 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	700 (473)	1 500 m			
		ALS INOP		2 200 m			
Circling				700(459) 2 100 m	740(499) 2 800 m	1 210(969) 4 500 m	1 230(989) 4 600 m

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	318	478	637	796	955

* Timing Not authorized for defining MAPt.
* Circling Not authorized west of RWY 15-33, area on between R 150 and R 315 YAG and area beyond 6 DME of between R 315 and R 360 YAG.

Change : Amended phrase(500 m → 550 m).

YANGYANG/Intl(RKNY)
ILS Z or LOC Z RWY 33

AERONAUTICAL DATA TABULATION

ILS/LOC Z Approach to RWY 33 from DUBUN		
Fix/Point		Coordinates
DUBUN(IAF)		38°05'14.5"N 128°52'13.8"E
NY015(SDF)		37°58'31.2"N 128°53'33.6"E
NY010(IF)		37°55'22.3"N 128°48'38.8"E
D4.6 IYAN(FAF LOC ONLY)	BRG 329.92° / 4.55 NM IYAN	37°59'43.9"N 128°44'11.5"E
D3.1 IYAN(SDF LOC ONLY)	BRG 329.92° / 3.10 NM IYAN	38°00'51.7"N 128°43'02.1"E
D1.0 IYAN(MAPt LOC ONLY)	BRG 329.92° / 1.00 NM IYAN	38°02'29.7"N 128°41'21.8"E
THR RWY 33		38°03'09.21"N 128°40'41.25"E
IYAN DME		38°03'13.8"N 128°40'30.0"E
D2 YAG	HDG 330	38°05'28.5"N 128°38'18.4"E
DUBUN	R 091 YAG/ 10.00 NM YAG	38°05'14.5"N 128°52'13.8"E

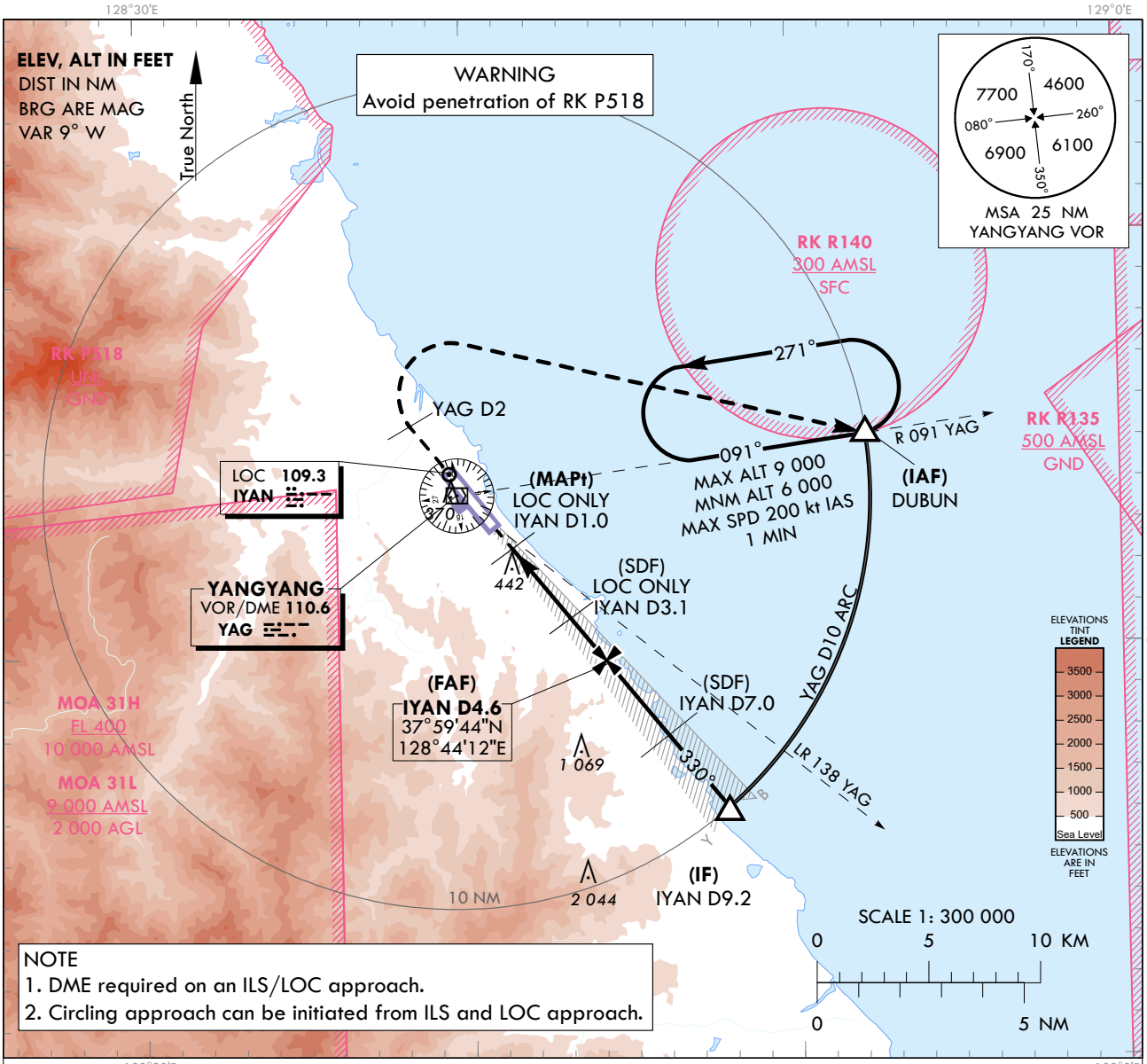
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV **241** ft
HEIGHTS RELATED TO
THR RWY 33 - ELEV **227** ft

GANGNEUNG	APP	124.6
YANGYANG	TWR	118.85
		124.375

YANGYANG/Intl(RKNY)
ILS Y or LOC Y RWY 33

Note : Approach Under ICAO Flight Procedures.



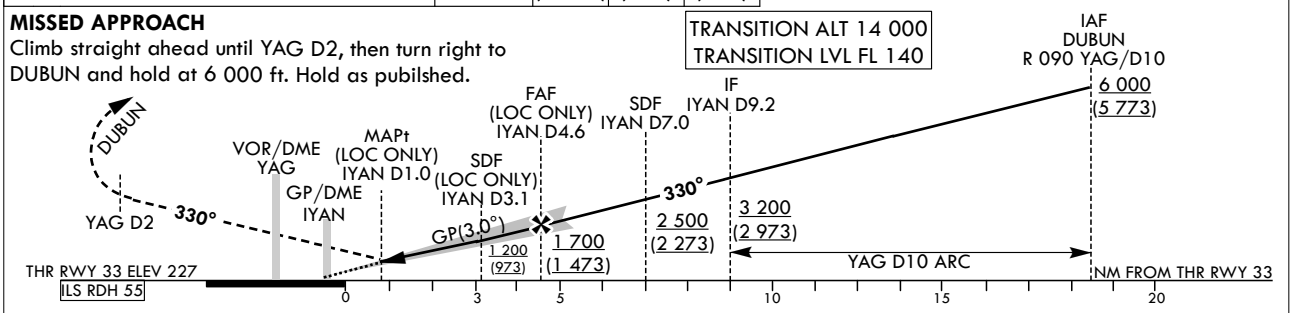
NOTE
1. DME required on an ILS/LOC approach.
2. Circling approach can be initiated from ILS and LOC approach.

RECOMMEND PROFILE(LOC ONLY)	DME YAG	4	3	2
Final Approach Gradient 5.31%, 323 ft/NM	ALT(HGT)	1 523 (1 296)	1 200 (973)	878 (651)

NOTE
Missed approach turn limited to 200 kt IAS maximum.

MISSED APPROACH
Climb straight ahead until YAG D2, then turn right to DUBUN and hold at 6 000 ft. Hold as pubilshed.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY			DA(H)/MDA(H)	A	B	C	D
STA	CAT 1	FULL	427 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200m			
	LOC	FULL	700 (473)	1 500m			
		ALS INOP		2 200m			
Circling				700(459) 2 100m	740(499) 2 800m	1 210(969) 4 500m	1 230(989) 4 600m

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	318	478	637	796	955

* Timing Not authorized for defining MAPt.
* Circling Not authorized west of RWY 15-33, area on between R 150 and R 315 YAG and area beyond 6 DME of between R 315 and R 360 YAG.

Change : Amended phrase(500 m → 550 m).

YANGYANG/Intl(RKNY)
ILS Y or LOC Y RWY 33

AERONAUTICAL DATA TABULATION

ILS/LOC Y Approach to RWY 33 from DUBUN		
Fix/Point		Coordinates
DUBUN(IAF)		38°05'14.5"N 128°52'13.8"E
D9.2 IYAN(IF)	BRG 329.92° / 9.16 NM IYAN	37°56'08.9"N 128°47'51.2"E
D7.0 IYAN(SDF)	BRG 329.92° / 7.00 NM IYAN	37°57'49.6"N 128°46'08.4"E
D4.6 IYAN(FAF LOC ONLY)	BRG 329.92° / 4.55 NM IYAN	37°59'43.9"N 128°44'11.5"E
D3.1 IYAN(SDF LOC ONLY)	BRG 329.92° / 3.10 NM IYAN	38°00'51.7"N 128°43'02.1"E
D1.0 IYAN(MAPt LOC ONLY)	BRG 329.92° / 1.00 NM IYAN	38°02'29.7"N 128°41'21.8"E
THR RWY 33		38°03'09.21"N 128°40'41.25"E
IYAN DME		38°03'13.8"N 128°40'30.0"E
D2 YAG	HDG 330	38°05'28.5"N 128°38'18.4"E
DUBUN	R 091 YAG/ 10.00 NM YAG	38°05'14.5"N 128°52'13.8"E