

REPUBLIC OF KOREA

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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 3/23

9 MAR 2023

AIRAC

AIP AMENDMENT NR 3/23

(Effective : 1600UTC 19 APR 2023)

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 Incheon INTL Airport

- a) Information of transfer of control point in apron 2 and 3.
- b) Information of TCP(3T and 4T).

1.2 Yangyang INTL Airport

- a) Establishment of radial/distance information from YAG.

1.3 Gwangju Airport

- a) Information of procedure and fix names(XEROX→XEMIX, NOVEM→ARIMU, BUDLE→OPASI, TIGER→PIGEL, DAEIN→VADRO, NOBEL→TEPEL, SERAN→LUVOL, FRISA→ORUSA, BIENN→OPIBA, GOEUL→GOMUX, JEBEE→IPDUT, KOMAK→GUMAK, MUJIN→MARYO, MESIL→JISUN, ROYAL→GUMAM, IPSAE→LILVI, DOOSA→PUMEG, OCTER→IGBEM).

1.4 Yeosu Airport

- a) Information of fix name(AMENT→AVMET).

2. PAGE CONTROL

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL II, Part III - AD (Aerodrome) RKSI AD 2-27-2(20 OCT 22) / 2-27-3(20 OCT 22) AD CHART 2-1(20 OCT 22) / 2-2(25 AUG 22) AD CHART 2-3(12 JAN 23) / 2-4(12 JAN 23) AD CHART 2-6(20 OCT 22) / 2-7(20 OCT 22) AD CHART 2-8(20 OCT 22) / 2-9(20 OCT 22) RKNY AD CHART 2-9(25 AUG 22) / 2-9-1(27 SEP 18) AD CHART 2-11(25 AUG 22) / 2-11-1(27 SEP 18)	VOL II, Part III - AD (Aerodrome) RKSI AD 2-27-2(9 MAR 23) / 2-27-3(20 OCT 22) AD CHART 2-1(9 MAR 23) / 2-2(25 AUG 22) AD CHART 2-3(9 MAR 23) / 2-4(12 JAN 23) AD CHART 2-6(9 MAR 23) / 2-7(9 MAR 23) AD CHART 2-8(9 MAR 23) / 2-9(9 MAR 23) RKNY AD CHART 2-9(9 MAR 23) / 2-9-1(27 SEP 18) AD CHART 2-11(9 MAR 23) / 2-11-1(27 SEP 18)
VOL III, Part III - AD (Aerodrome) RKJJ AD 2-17(12 JAN 23) / 2-18(12 JAN 23) AD CHART 2-11(9 MAR 23) / 2-11-1(9 MAR 23) AD CHART 2-13(9 MAR 23) / 2-13-1(9 MAR 23) AD CHART 2-16(12 JAN 23) / 2-16-1(12 JAN 23) AD CHART 2-17(12 JAN 23) / 2-17-1(12 JAN 23) AD CHART 2-18(12 JAN 23) / 2-18-1(12 JAN 23) AD CHART 2-22(9 MAR 23) / 2-22-1(9 MAR 23) AD CHART 2-26(9 MAR 23) / 2-26-1(9 MAR 23) AD CHART 2-31(9 MAR 23) / 2-31-1(9 MAR 23) AD CHART 2-34(9 MAR 23) / 2-34-1(9 MAR 23) RKJY AD CHART 2-12(20 OCT 22) / 2-12-1(20 OCT 22)	VOL III, Part III - AD (Aerodrome) RKJJ AD 2-17(12 JAN 23) / 2-18(9 MAR 23) AD CHART 2-11(9 MAR 23) / 2-11-1(9 MAR 23) AD CHART 2-13(9 MAR 23) / 2-13-1(9 MAR 23) AD CHART 2-16(9 MAR 23) / 2-16-1(9 MAR 23) AD CHART 2-17(9 MAR 23) / 2-17-1(9 MAR 23) AD CHART 2-18(9 MAR 23) / 2-18-1(9 MAR 23) AD CHART 2-22(9 MAR 23) / 2-22-1(9 MAR 23) AD CHART 2-26(9 MAR 23) / 2-26-1(9 MAR 23) AD CHART 2-31(9 MAR 23) / 2-31-1(9 MAR 23) AD CHART 2-34(9 MAR 23) / 2-34-1(9 MAR 23) RKJY AD CHART 2-12(9 MAR 23) / 2-12-1(9 MAR 23)

END

Deicing Apron	302	○	○
	303	○	○
	304	○	○
	551	○	○
	552	○	○
	557	○	○
	823	○	○
	825	-	○
	831	○	○
	841	-	○
	842	○	○
	851	-	○
	852	○	○
Maintenance Apron	701	○	○
	704	○	○
	705	○	○
	709	○	○
	710	○	○

12. Transfer of control between aprons

12.1 Transfer of control point in apron 1, 2 and 3

Aircraft taxiing from apron 1 to apron 2(or from apron 2 to apron 1), or from apron 2 to apron 3(or from apron 3 to apron 2) will change the frequency when approaching the transfer of control point below.

Apron	Position	TCP (Transfer of Control Point)
Apron 1 ↔ Apron 2	Gate 103	1T
	Gate 130	2T
Apron 2 ↔ Apron 3	between ACFT stands NR. 341 & 361	3T
	between ACFT stands NR. 353 & 376	4T

Refer to RKSI AD CHART 2-1, 2-3, 2-6, 2-7, 2-8, 2-9 for the position in detail.

Change : Information of transfer of control point in apron 2 and 3.

13. Reduced Runway Separation Minima(RRSM)

Reduced Runway Separation Minima(RRSM) will be applied between a departing aircraft and a succeeding landing aircraft or between two successive landing aircraft.

a. RRSM will be applied when the following conditions exist :

- (1) Visibility of at least 5 km and ceiling not lower than 1 000 ft;
- (2) During the hours of daylight from 30 minutes after local sunrise to 30 minutes before local sunset;
- (3) No unfavorable surface wind conditions (including significant tailwind/turbulence or wind shear, etc.);
- (4) The braking action shall not be adversely affected by runway contaminants;
- (5) The second aircraft will be able to see the first aircraft clearly and continuously until it is clear of runway.

b. Landing clearance may be issued to an arriving aircraft while the runway is still occupied provided that there is reasonable assurance that the following separation distance will exist when the arriving aircraft crosses the runway threshold. :

(1) Landing following Landing

Preceding aircraft has landed and has passed at least 2 400 m from the threshold of the landing runway, is in motion and will vacate the runway without backtracking;

(2) Landing following Departure

Preceding aircraft is/will be airborne and has passed at least 2 400 m from the threshold of the landing runway.

c. ATC will provide traffic information when issuing the landing clearance. The following ICAO standard phraseology examples will be used :

- "(Call sign), PRECEDING B747 VACATING RUNWAY/ABOUT TO VACATE/LANDING ROLL, CLEARED TO LAND."
- "(Call sign), DEPARTING A321 AHEAD ABOUT TO ROTATE, CLEARED TO LAND."

14. Restriction on the taxilane R17 over bridge

1. All aircraft shall taxi at speed of less than 15 kt on Taxilane bridge R17 (Taxilane R17 over bridge) to ensure safe movement.
2. ICAO Code C and D aircraft could be restricted for taxiing on the bridge R17 during 60 ~ 70 kt of wind speed.
3. All aircraft could be restricted for taxiing on the bridge R17 during not less than 70 kt of wind speed.

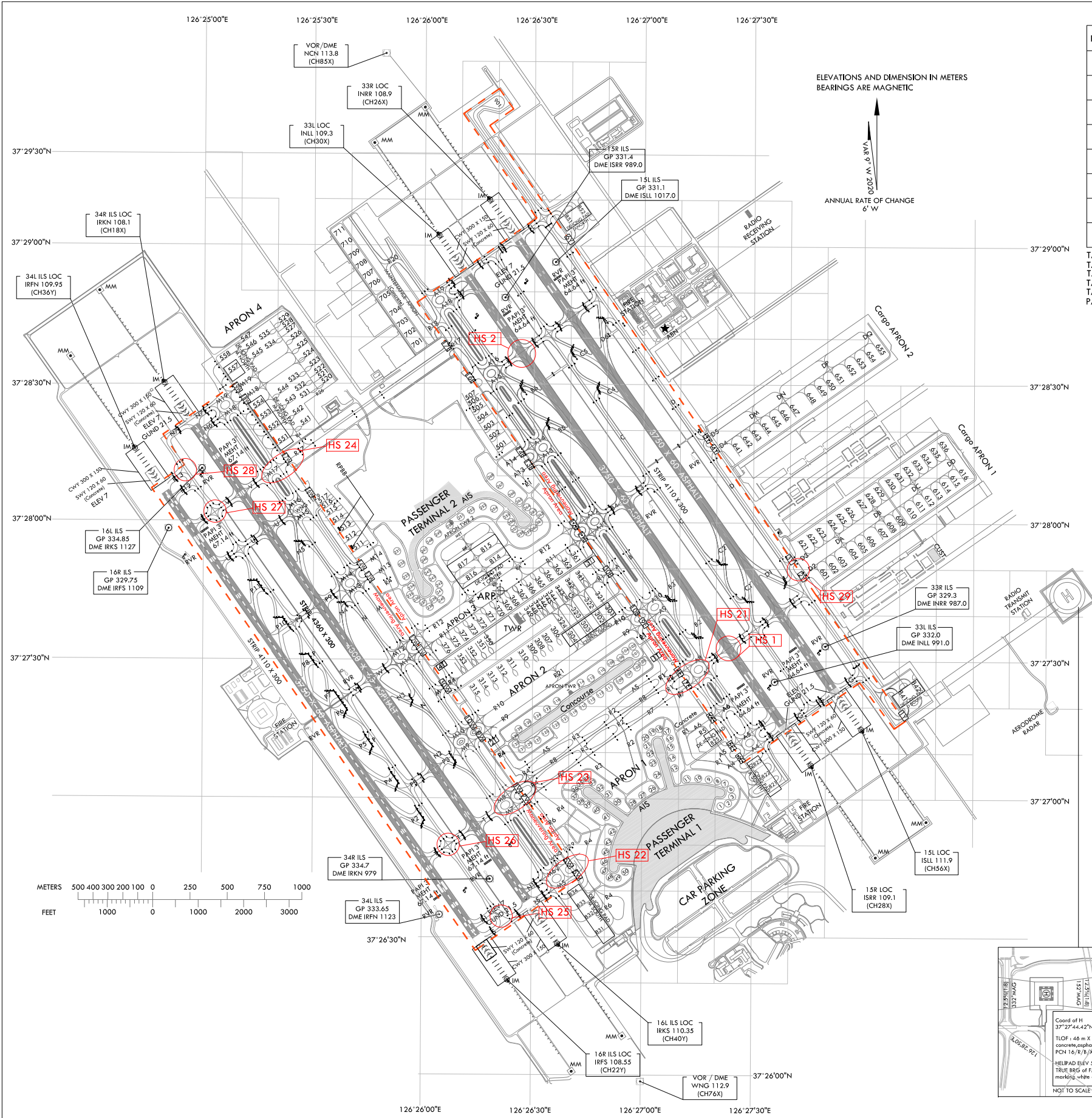
AERODROME
CHART - ICAO

37°27'45"N
126°26'21"E

ELEV 7 m

TWR 118.2(E) 118.8(W)
GND 121.75(E) 121.7(W)
APRON 121.65 122.175 123.675
121.8 123.325

SEOUL / Incheon Intl



RWY	DIRECTION (MAGNETIC)	THR	BEARING STRENGTH
15R	153°	37°28'54"N 126°26'11"E	PCN 88/F/B/X/T Asphalt (SWY and 300 m RWY ends are 86/R/B/X/T Concrete)
33L	333°	37°27'15"N 126°27'39"E	PCN 88/F/B/X/T Asphalt (SWY and 300 m RWY ends are 86/R/B/X/T Concrete)
15L	153°	37°29'02"N 126°26'25"E	PCN 88/F/B/X/T Asphalt (SWY and 300 m RWY ends are 86/R/B/X/T Concrete)
33R	333°	37°27'23"N 126°27'53"E	PCN 88/F/B/X/T Asphalt (SWY and 300 m RWY ends are 86/R/B/X/T Concrete)
16L	153°	37°28'22"N 126°24'56"E	PCN 75/F/B/X/T Asphalt (SWY and 700 m RWY ends are 85/R/B/X/T Concrete)
34R	333°	37°26'36"N 126°26'30"E	PCN 75/F/B/X/T Asphalt (SWY and 700 m RWY ends are 85/R/B/X/T Concrete)
16R	153°	37°28'08"N 126°24'48"E	PCN 75/F/B/X/T Asphalt (SWY and 842 m RWY ends are 85/R/B/X/T Concrete)
34L	333°	37°26'28"N 126°26'16"E	PCN 75/F/B/X/T Asphalt (SWY and 842 m RWY ends are 85/R/B/X/T Concrete)

TAXIWAY A, D 30 m WIDE CONCRETE PCN 86/R/B/X/T
TAXIWAY B, C 30 m WIDE ASPHALT PCN 88/F/B/X/T
TAXIWAY M 30 m WIDE CONCRETE PCN 85/R/B/X/T
TAXIWAY N 30 m WIDE ASPHALT PCN 75/F/B/X/T
TAXIWAY P 30 m WIDE ASPHALT PCN 75/F/B/X/T
PAX Terminal and Concourse A VDGS equipped

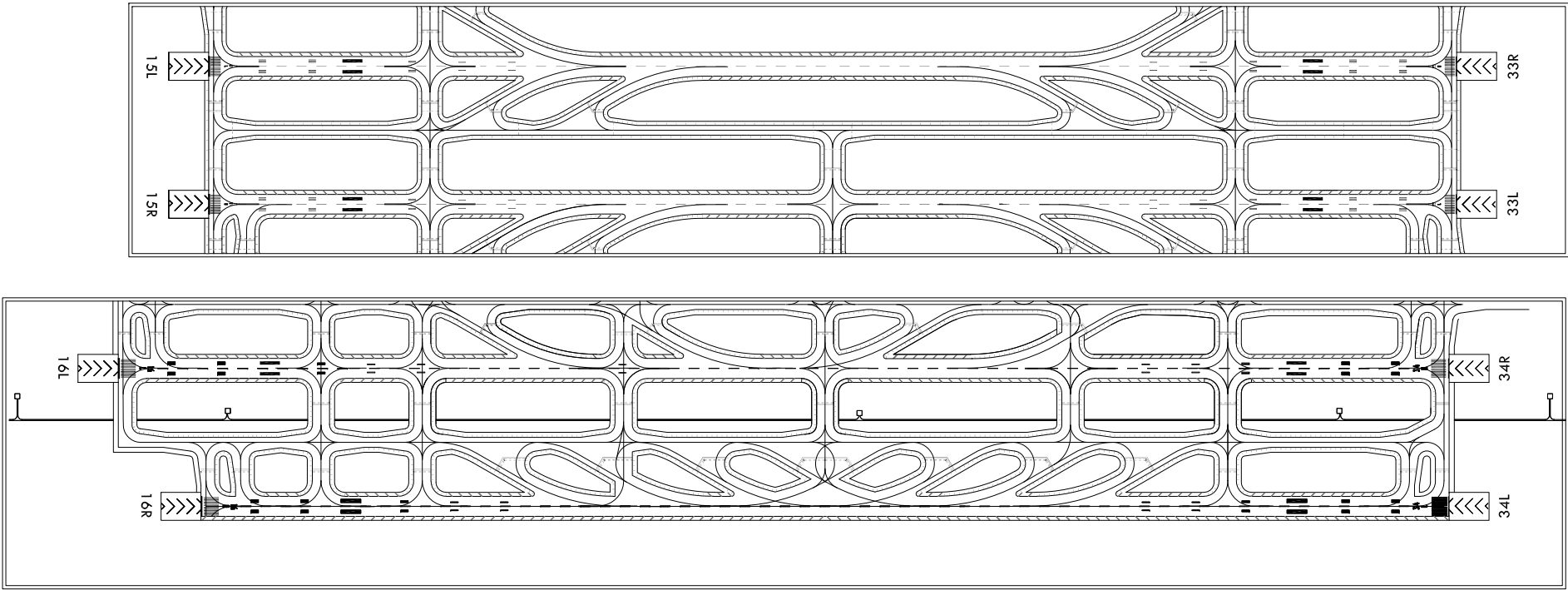
HS 1	AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 15R WITHOUT ATC AUTHORIZATION.
HS 2	AIRCRAFT TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33L WITHOUT ATC AUTHORIZATION.
HS 21 ~ 24, 29	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).
HS 25 ~ 28	USE CAUTION OF CONFUSION ON TAXIWAYS.

LEGEND	
	VOR CHECK-POINT AND FREQUENCY
	Stop-bar light
	Runway Holding Position
	Taxi lane
	Gate
	Remote stand
	Open Channel
	ATC service boundary (Maneuvering Area)
	Transfer of Control Point (TCP)
	Hot Spot
	RPBB (Remote Passenger Boarding Bridge)

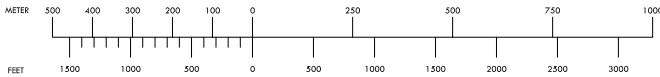
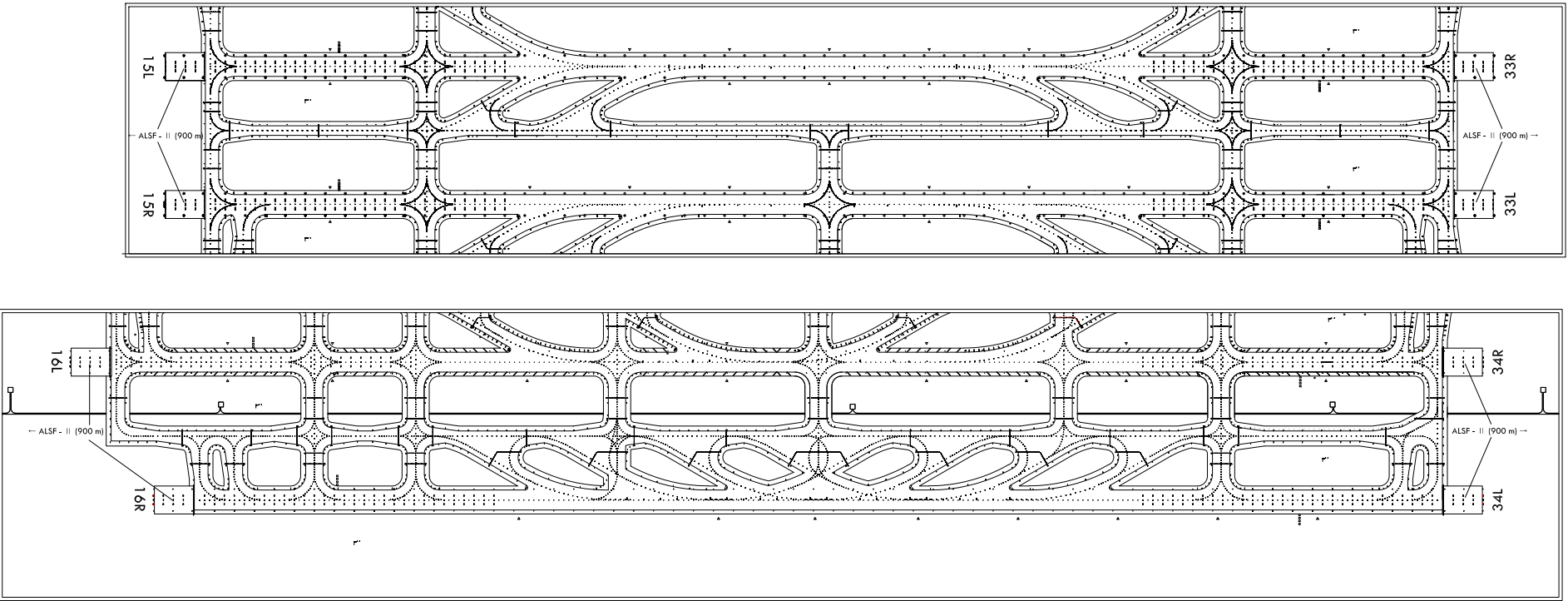
Note
Aircraft shall not taxi into maneuvering area without clearance from Incheon Tower or Ground.

Change : Information of TCP(3T and 4T).

MARKING AIDS RWY 15R/33L, 15L/33R, 16L/34R, 16R/34L AND EXIT TWY

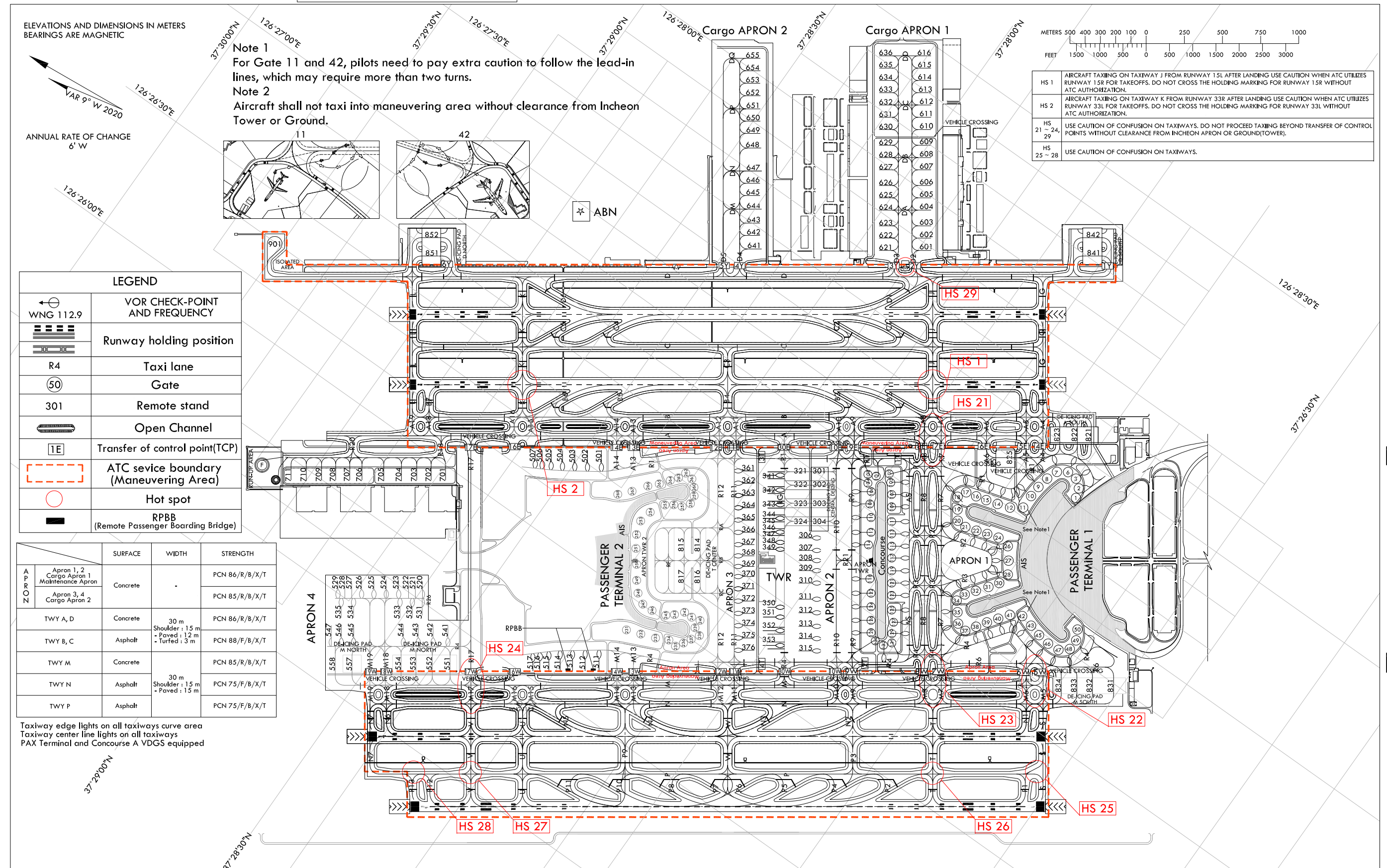


LIGHTING AIDS RWY 15R/33L, 15L/33R, 16L/34R, 16R/34L AND EXIT TWY



APRON ELEV **6** m

TWR	118.2(E)	118.8(W)	
GND	121.75(E)	121.7(W)	
APRON	121.65	122.175	123.675
	121.8	123.325	



Change : Information of TCP(3T and 4T).

Apron 1

	INS COORDINATES FOR AIRCRAFT STANDS				STAND AVAILABILITY
	WGS-84		ELEV(AMSL)		
1	37°26'59.01"N	126°27'21.53"E	5 m	C	
2	37°26'59.38"N	126°27'23.37"E	5 m	C	
3	37°27'00.33"N	126°27'24.14"E	5 m	C, D	
6	37°27'01.79"N	126°27'23.98"E	5 m	C, D, E	
7	37°27'02.98"N	126°27'23.02"E	5 m	C, D, E	
8	37°27'03.62"N	126°27'20.95"E	5 m	C, D, E, F	
9	37°27'03.96"N	126°27'18.19"E	5 m	C, D, E	
10	37°27'04.12"N	126°27'15.38"E	5 m	C, D, E, F	
11	37°27'04.19"N	126°27'12.44"E	5 m	C	
12	37°27'06.48"N	126°27'08.52"E	5 m	C, D, E, F	
14	37°27'09.00"N	126°27'07.74"E	5 m	C, D, E	
15	37°27'11.32"N	126°27'07.15"E	5 m	C, D, E, F	
16	37°27'13.32"N	126°27'07.12"E	5 m	C	
17	37°27'14.82"N	126°27'05.90"E	5 m	C, D, E, F	
18	37°27'15.19"N	126°27'04.57"E	5 m	C	
19	37°27'13.98"N	126°27'02.66"E	5 m	D, E	
20	37°27'13.32"N	126°27'00.96"E	5 m	C, D	
21	37°27'11.65"N	126°27'01.52"E	5 m	D, E	
22	37°27'10.19"N	126°27'02.56"E	5 m	C, D, E	
23	37°27'07.88"N	126°27'03.21"E	5 m	C, D, E	
24	37°27'05.55"N	126°27'04.60"E	5 m	C, D, E	
26	37°27'01.98"N	126°27'02.98"E	5 m	D, E	
27	37°27'00.61"N	126°27'00.33"E	5 m	C, D, E	
28	37°26'58.98"N	126°26'57.90"E	5 m	C, D, E	
30	37°26'59.02"N	126°26'52.99"E	5 m	C, D, E	
31	37°27'00.76"N	126°26'50.75"E	5 m	C, D, E	
32	37°27'02.09"N	126°26'48.30"E	5 m	C, D, E	
33	37°27'03.49"N	126°26'46.48"E	5 m	C, D, E	
34	37°27'04.47"N	126°26'44.84"E	5 m	C, D	
35	37°27'03.10"N	126°26'43.40"E	5 m	C, D, E	
36	37°27'01.99"N	126°26'41.98"E	5 m	C, D	
37	37°27'00.42"N	126°26'42.00"E	5 m	C, D	
38	37°26'59.63"N	126°26'43.22"E	5 m	C, D	
39	37°26'59.22"N	126°26'45.25"E	5 m	D, E	
40	37°26'57.92"N	126°26'47.76"E	5 m	D, E	
41	37°26'56.42"N	126°26'50.64"E	5 m	C, D, E	
42	37°26'52.80"N	126°26'52.08"E	5 m	C	
43	37°26'50.53"N	126°26'51.16"E	5 m	C, D, E, F	
45	37°26'48.40"N	126°26'50.48"E	5 m	C, D, E	
46	37°26'46.20"N	126°26'50.12"E	5 m	C, D, E, F	
47	37°26'44.31"N	126°26'49.97"E	5 m	C, D, E	
48	37°26'43.08"N	126°26'51.58"E	5 m	C, D, E	
49	37°26'42.96"N	126°26'53.31"E	5 m	D, E	
50	37°26'44.24"N	126°26'55.57"E	5 m	C, D, E	
103	37°27'29.61"N	126°27'00.02"E	5 m	C, D	
105	37°27'28.47"N	126°26'58.60"E	5 m	C, D	
107	37°27'27.37"N	126°26'55.96"E	5 m	C, D, E	
109	37°27'26.01"N	126°26'53.56"E	5 m	C, D, E	
111	37°27'24.37"N	126°26'50.65"E	5 m	C, D, E	
113	37°27'23.01"N	126°26'48.25"E	5 m	C, D, E	
115	37°27'21.35"N	126°26'46.10"E	5 m	C, D	
117	37°27'20.09"N	126°26'43.75"E	5 m	C, D	
119	37°27'18.68"N	126°26'41.24"E	5 m	D	
121	37°27'17.57"N	126°26'38.62"E	5 m	C, D, E	
123	37°27'16.21"N	126°26'36.21"E	5 m	C, D, E	
125	37°27'14.44"N	126°26'33.47"E	5 m	C, D, E	
127	37°27'12.93"N	126°26'31.20"E	5 m	C, D	
129	37°27'11.95"N	126°26'28.78"E	5 m	C, D	
131	37°27'10.96"N	126°26'27.53"E	5 m	C, D, E	
132	37°27'11.83"N	126°26'26.00"E	5 m	C, D	

Apron 2

	INS COORDINATES FOR AIRCRAFT STANDS				STAND AVAILABILITY
	WGS-84		ELEV(AMSL)		
101	37°27'31.17"N	126°26'57.99"E	5 m	C, D	
102	37°27'32.40"N	126°26'56.80"E	6 m	C, D	
104	37°27'31.69"N	126°26'55.45"E	6 m	C, D	
106	37°27'30.28"N	126°26'54.22"E	5 m	C, D, E, F	
108	37°27'29.12"N	126°26'51.63"E	6 m	C, D, E	
110	37°27'27.40"N	126°26'49.17"E	6 m	C, D, E, F	
112	37°27'25.76"N	126°26'46.27"E	6 m	C, D, E, F	
114	37°27'24.79"N	126°26'43.46"E	6 m	C, D	
118	37°27'20.81"N	126°26'36.98"E	6 m	C, D, E	
122	37°27'19.02"N	126°26'34.35"E	6 m	C, D, E, F	
124	37°27'17.52"N	126°26'31.69"E	5 m	C, D, E	
126	37°27'16.02"N	126°26'29.04"E	5 m	C, D, E, F	
128	37°27'15.04"N	126°26'26.25"E	5 m	C, D	
130	37°27'13.78"N	126°26'24.86"E	5 m	C, D, E	
306	37°27'36.87"N	126°26'34.71"E	5 m	A ~ F	
307	37°27'35.39"N	126°26'32.36"E	5 m	A ~ D	
308	37°27'34.27"N	126°26'30.39"E	5 m	A ~ D	
309	37°27'33.16"N	126°26'28.02"E	5 m	A ~ D	
310	37°27'31.88"N	126°26'25.88"E	5 m	A ~ F	
311	37°27'30.02"N	126°26'22.80"E	5 m	A ~ E	
312	37°27'28.59"N	126°26'20.08"E	5 m	A ~ F	
313	37°27'27.02"N	126°26'17.49"E	5 m	A ~ E	
314	37°27'25.66"N	126°26'15.08"E	5 m	A ~ E	
315	37°27'24.10"N	126°26'13.57"E	5 m	A ~ C	
321	37°27'42.95"N	126°26'48.77"E	5 m	A ~ C	
322	37°27'41.39"N	126°26'46.17"E	5 m	A ~ F	
323	37°27'39.40"N	126°26'42.64"E	5 m	A ~ F	
324	37°27'37.40"N	126°26'39.11"E	5 m	A ~ F	
341	37°27'49.32"N	126°26'42.05"E	5 m	A ~ F	
342	37°27'47.68"N	126°26'39.15"E	5 m	A ~ F	
343	37°27'46.07"N	126°26'36.30"E	5 m	A ~ E	
344	37°27'44.22"N	126°26'34.91"E	5 m	A ~ C	
345	37°27'43.46"N	126°26'33.57"E	5 m	A ~ C	
346	37°27'42.70"N	126°26'32.22"E	5 m	A ~ C	
347	37°27'41.94"N	126°26'30.88"E	5 m	A ~ C	
348	37°27'41.18"N	126°26'29.53"E	5 m	A ~ C	
349	37°27'40.42"N	126°26'28.19"E	5 m	A ~ C	
350	37°27'37.62"N	126°26'16.84"E	5 m	A ~ C	
351	37°27'34.01"N	126°26'14.28"E	5 m	A ~ E	
352	37°27'32.12"N	126°26'11.63"E	5 m	A ~ F	
353	37°27'30.48"N	126°26'08.73"E	5 m	A ~ F	

Apron 3

	INS COORDINATES FOR AIRCRAFT STANDS				STAND AVAILABILITY
	WGS-84		ELEV(AMSL)		
231	37°27'53.50"N	126°25'53.73"E	6 m	C, D, E, F	
232	37°27'50.63"N	126°25'55.11"E	6 m	C, D, E, F	
233	37°27'48.07"N	126°25'56.43"E	6 m	C, D, E, F	
234	37°27'45.25"N	126°25'57.65"E	6 m	C, D, E, F	
235	37°27'43.43"N	126°25'58.43"E	6 m	C, D, E	
236	37°27'41.63"N	126°25'59.34"E	5 m	C	
237	37°27'41.95"N	126°26'00.49"E	5 m	C	
238	37°27'41.95"N	126°26'02.41"E	5 m	C	
239	37°27'42.57"N	126°26'03.75"E	5 m	C	
240	37°27'43.84"N	126°26'03.91"E	5 m	C	
241	37°27'45.11"N	126°26'04.57"E	6 m	C, D, E	
242	37°27'46.48"N	126°26'03.41"E	6 m	C, D, E	
243	37°27'48.32"N	126°26'02.55"E	6 m	C	
245	37°27'48.94"N	126°26'00.76"E	6 m	C	
246	37°27'51.45"N	126°25'59.22"E	6 m	C, D, E	
247	37°27'55.00"N	126°25'59.73"E	6 m	C, D, E	
248	37°27'57.26"N	126°26'02.24"E	6 m	C, D, E	
249	37°27'58.75"N	126°26'04.92"E	6 m	C, D, E	
250	37°27'59.11"N	126°26'07.52"E	6 m	C	
251	37°28'01.48"N	126°26'09.77"E	6 m	C, D, E	
252	37°28'03.02"N	126°26'12.43"E	6 m	C, D, E	
253	37°28'04.15"N	126°26'15.83"E	6 m	C, D, E	
254	37°28'03.39"N	126°26'20.27"E	6 m	C, D, E	
255	37°28'00.46"N	126°26'23.80"E	6 m	C, D, E	
256	37°27'58.59"N	126°26'25.00"E	6 m	C, D, E	
257	37°27'57.32"N	126°26'26.21"E	6 m	C, D, E	
258	37°27'56.59"N	126°26'27.91"E	5 m	C	
259	37°27'57.47"N	126°26'28.63"E	5 m	C	
260	37°27'58.31"N	126°26'30.31"E	5 m	C	
261	37°27'59.23"N	126°26'31.37"E	5 m	C	
262	37°28'00.14"N	126°26'30.66"E	6 m	C	
263	37°28'01.52"N	126°26'29.98"E	6 m	E	
264	37°28'02.61"N	126°26'27.99"E	6 m	C, D, E, F	
265	37°28'04.51"N	126°26'25.12"E	6 m	C, D, E, F	
266	37°28'06.25"N	126°26'22.61"E	6 m	C, D, E, F	
267	37°28'08.33"N	126°26'19.82"E	6 m	C, D, E, F	
268	37°28'10.50"N	126°26'17.17"E	6 m	C, D, E, F	
361	37°27'51.51"N	126°26'40.93"E	5 m	A ~ C	
362	37°27'49.79"N	126°26'39.36"E	5 m	A ~ E	
363	37°27'48.43"N	126°26'36.95"E	5 m	A ~ E	
364	37°27'47.07"N	126°26'34.54"E	5 m	A ~ E	
365	37°27'45.71"N	126°26'32.14"E	5 m	A ~ E	
366	37°27'44.35"N	126°26'29.73"E	5 m	A ~ E	
367	37°27'42.99"N	126°26'27.32"E	5 m	A ~ E	
368	37°27'42.44"N	126°26'24.88"E	5 m	A ~ C	
369	37°27'41.09"N	126°26'22.49"E	5 m	A ~ C	
370	37°27'39.46"N	126°26'21.08"E	5 m	A ~ E	
371	37°27'38.10"N	126°26'18.68"E	5 m	A ~ E	
372	37°27'36.74"N	126°26'16.27"E	5 m	A ~ E	
373	37°27'35.38"N	126°26'13.86"E	5 m	A ~ E	
374	37°27'34.02"N	126°26'11.46"E	5 m	A ~ E	
375	37°27'32.66"N	126°26'09.05"E	5 m	A ~ E	
376	37°27'32.05"N	126°26'06.50"E	5 m	A ~ C	
501	37°28'17.62"N	126°26'24.10"E	5 m	A ~ F	
502	37°28'19.80"N	126°26'22.19"E	5 m	A ~ F	
503	37°28'21.77"N	126°26'20.43"E	5 m	A ~ E	
504	37°28'23.70"N	126°26'18.71"E	5 m	A ~ E	
505	37°28'25.47"N	126°26'17.15"E	5 m	A ~ D	
506	37°28'26.85"N	126°26'15.84"E	5 m	A ~ C	
507	37°28'27.93"N	126°26'14.87"E	5 m	A ~ C	
511	37°27'53.23"N	126°25'41.01"E	5 m	A ~ F	
512	37°27'55.40"N	126°25'39.08"E	5 m	A ~ F	
513	37°27'57.37"N	126°25'37.32"E	5 m	A ~ E	
514	37°27'59.30"N	126°25'35.61"E	5 m	A ~ E	
515	37°28'01.06"N	126°25'34.03"E	5 m	A ~ D	
516	37°28'02.47"N	126°25'32.76"E	5 m	A ~ C	
517	37°28'03.55"N	126°25'31.80"E	5 m	A ~ C	

Apron 4

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
520	37°28'30.58"N	126°25'33.83"E	5 m	A ~ C
521	37°28'31.54"N	126°25'32.62"E	5 m	A ~ C
522	37°28'32.61"N	126°25'31.66"E	5 m	A ~ C
523	37°28'34.58"N	126°25'31.07"E	5 m	A ~ E
524	37°28'36.50"N	126°25'29.37"E	5 m	A ~ E
525	37°28'38.42"N	126°25'27.66"E	5 m	A ~ E
526	37°28'40.34"N	126°25'25.95"E	5 m	A ~ E
527	37°28'41.44"N	126°25'23.81"E	5 m	A ~ C
528	37°28'42.51"N	126°25'22.86"E	5 m	A ~ C
529	37°28'43.71"N	126°25'22.14"E	5 m	A ~ C
531	37°28'26.95"N	126°25'27.30"E	5 m	A ~ C
532	37°28'28.24"N	126°25'25.51"E	5 m	A ~ E
533	37°28'30.16"N	126°25'23.80"E	5 m	A ~ E
534	37°28'37.38"N	126°25'17.38"E	5 m	A ~ E
535	37°28'39.29"N	126°25'15.67"E	5 m	A ~ E
541	37°28'21.85"N	126°25'29.06"E	5 m	A ~ F
542	37°28'24.17"N	126°25'27.00"E	5 m	A ~ F
543	37°28'26.48"N	126°25'24.94"E	5 m	A ~ F
544	37°28'28.80"N	126°25'22.88"E	5 m	A ~ F
545	37°28'36.59"N	126°25'15.99"E	5 m	A ~ E
546	37°28'38.51"N	126°25'14.28"E	5 m	A ~ E
547	37°28'39.96"N	126°25'12.77"E	5 m	A ~ C
558	37°28'34.40"N	126°25'04.70"E	5 m	A ~ E

AERODROME GROUND
MOVEMENT CHART - ICAO

APRON ELEV 6 m

TWR	118.2(E)	118.8(W)
GND	121.75(E)	121.7(W)
APRON	121.65	122.175
	121.8	123.325

SEOUL / Incheon Intl
RWY 15L/R, 33L/R DEPARTURE

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC



ANNUAL RATE OF CHANGE
6' W

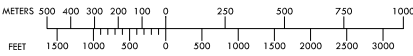
HS 1	AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 15R WITHOUT ATC AUTHORIZATION.
HS 2	AIRCRAFT TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33L WITHOUT ATC AUTHORIZATION.
HS 21 ~ 24, 29	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).
HS 25 ~ 28	USE CAUTION OF CONFUSION ON TAXIWAYS.

Note 1
When non-standard taxi routes are applicable,
Incheon APRON will issue transition taxi instructions one to
another taxilane in APRON 2, APRON 3, APRON 4 and
Cargo APRONS.

Note 2
Aircraft shall not taxi into maneuvering area without clearance
from Incheon Tower or Ground.

LEGEND	
WNG 112.9	VOR CHECK-POINT AND FREQUENCY
• • •	Stop-bar light
54R	Holding position
R4	Taxi lane
50	Gate
301	Remote stand
→	Taxi routes
→	De-icing pad taxi routes
3	Powered taxi-start point
1E	Transfer of control point(TCP)
Open Channel	
Hot Spot	
ATC service boundary (Maneuvering Area)	
RPBB (Remote Passenger Boarding Bridge)	

Note
All aeroplane will taxi at speeds of more than 10 kt on
Taxiways A, B, C, D, M, N or P to ensure smooth traffic flow
unless there is exceptional direction concerning safety factors by ATC.
And if it is impracticable, pilots shall notify to ATC.



		SURFACE	WIDTH	STRENGTH
APRON	Apron 1, 2 Cargo Apron 1 Maintenance Apron	Concrete	-	PCN 86/R/B/X/T
	Apron 3, 4 Cargo Apron 2			PCN 85/R/B/X/T
TWY A, D		Concrete	30 m Shoulder : 15 m - Paved : 12 m - Turfed : 3 m	PCN 86/R/B/X/T
TWY B, C		Asphalt		PCN 88/F/B/X/T
TWY M		Concrete	30 m Shoulder : 15 m - Paved : 15 m	PCN 85/R/B/X/T
TWY N		Asphalt		PCN 75/F/B/X/T
TWY P		Asphalt		PCN 75/F/B/X/T

Taxiway edge lights on all taxiways curve area
Taxiway center line lights on all taxiways
PAX Terminal and Concourse A VDGS equipped

Change : Information of TCP(3T and 4T).

AERODROME GROUND
MOVEMENT CHART - ICAO

APRON ELEV 6 m

TWR	118.2(E)	118.8(W)
GND	121.75(E)	121.7(W)
APRON	121.65	122.175
	123.675	121.8
		123.325

SEOUL / Incheon Intl
RWY 15L/R, 33L/R ARRIVAL

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC



ANNUAL RATE OF CHANGE
6' W

HS 1	AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 15R WITHOUT ATC AUTHORIZATION.
HS 2	AIRCRAFT TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33L WITHOUT ATC AUTHORIZATION.
HS 21~24, 29	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).
HS 25~28	USE CAUTION OF CONFUSION ON TAXIWAYS.

Note 1
All aeroplane will taxi at speeds of more than 10 kt on Taxiways A, B, C, D, M, N or P to ensure smooth traffic flow unless there is exceptional direction concerning safety factors by ATC. And if it is impracticable, pilots shall notify to ATC.

Note 2
When non-standard taxi routes are applicable, Incheon APRON will issue transition taxi instructions one to another taxilane in APRON 2, APRON 3, APRON 4 and Cargo APRONS.

CAUTION
For Gate 11 and 42, pilots needs to pay extra caution to follow the lead lines, which may require more than two turns.

		SURFACE	WIDTH	STRENGTH
APRON	Apron 1, 2 Cargo Apron 1 Maintenance Apron	Concrete	-	PCN 86/R/B/X/T
	Apron 3, 4 Cargo Apron 2	Concrete		PCN 85/R/B/X/T
	TWY A, D	Concrete	30 m Shoulder : 1.5 m - Paved : 1.2 m - Turfed : 3 m	PCN 86/R/B/X/T
	TWY B, C	Asphalt		PCN 88/F/B/X/T
	TWY M	Concrete	30 m Shoulder : 1.5 m - Paved : 1.5 m	PCN 85/R/B/X/T
	TWY N	Asphalt		PCN 75/F/B/X/T
	TWY P	Asphalt		PCN 75/F/B/X/T

Taxiway edge lights on all taxiways curve area
Taxiway center line lights on all taxiways
PAX Terminal and Concourse A VDGS equipped

LEGEND	
WNG 112.9	VOR CHECK-POINT AND FREQUENCY
• • •	Stop-bar light
(S4R)	Holding position
R4	Taxi lane
(50)	Gate
301	Remote stand
→	Taxi routes
→	Alternate Taxi routes
TE	Transfer of control point(TCP)
—	Open Channel
○	Hot Spot
□	ATC service boundary (Maneuvering Area)
RPBB	RPBB (Remote Passenger Boarding Bridge)



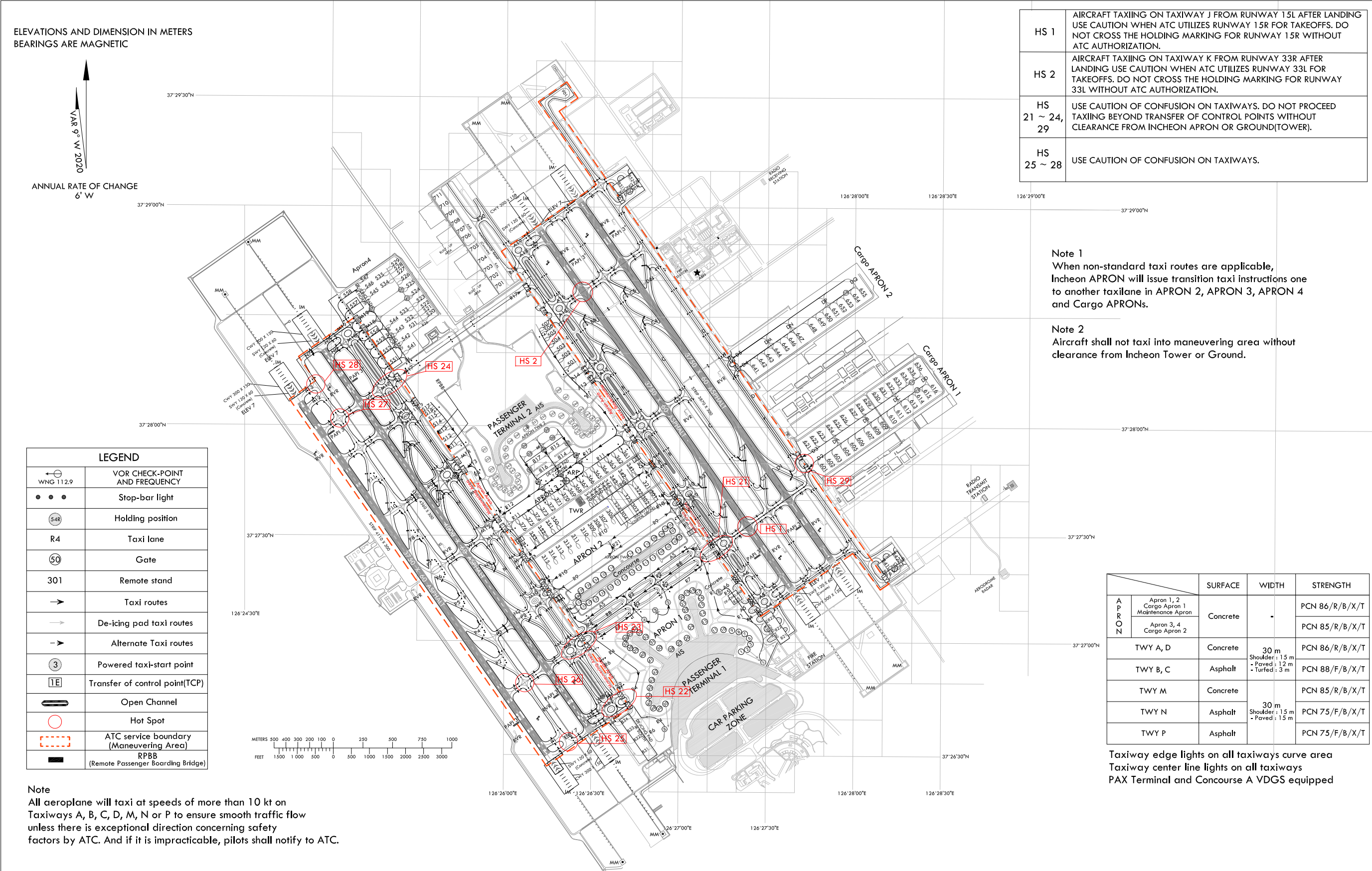
Change : Information of TCP(3T and 4T).

AERODROME GROUND
MOVEMENT CHART - ICAO

APRON ELEV 6 m

TWR 118.2(E) 118.8(W)
GND 121.75(E) 121.7(W)
APRON 121.65 122.175 123.675
121.8 123.325

RKSI AD CHART 2 - 8
9 MAR 2023
SEOUL / Incheon Intl
RWY 16L/R, 34L/R DEPARTURE



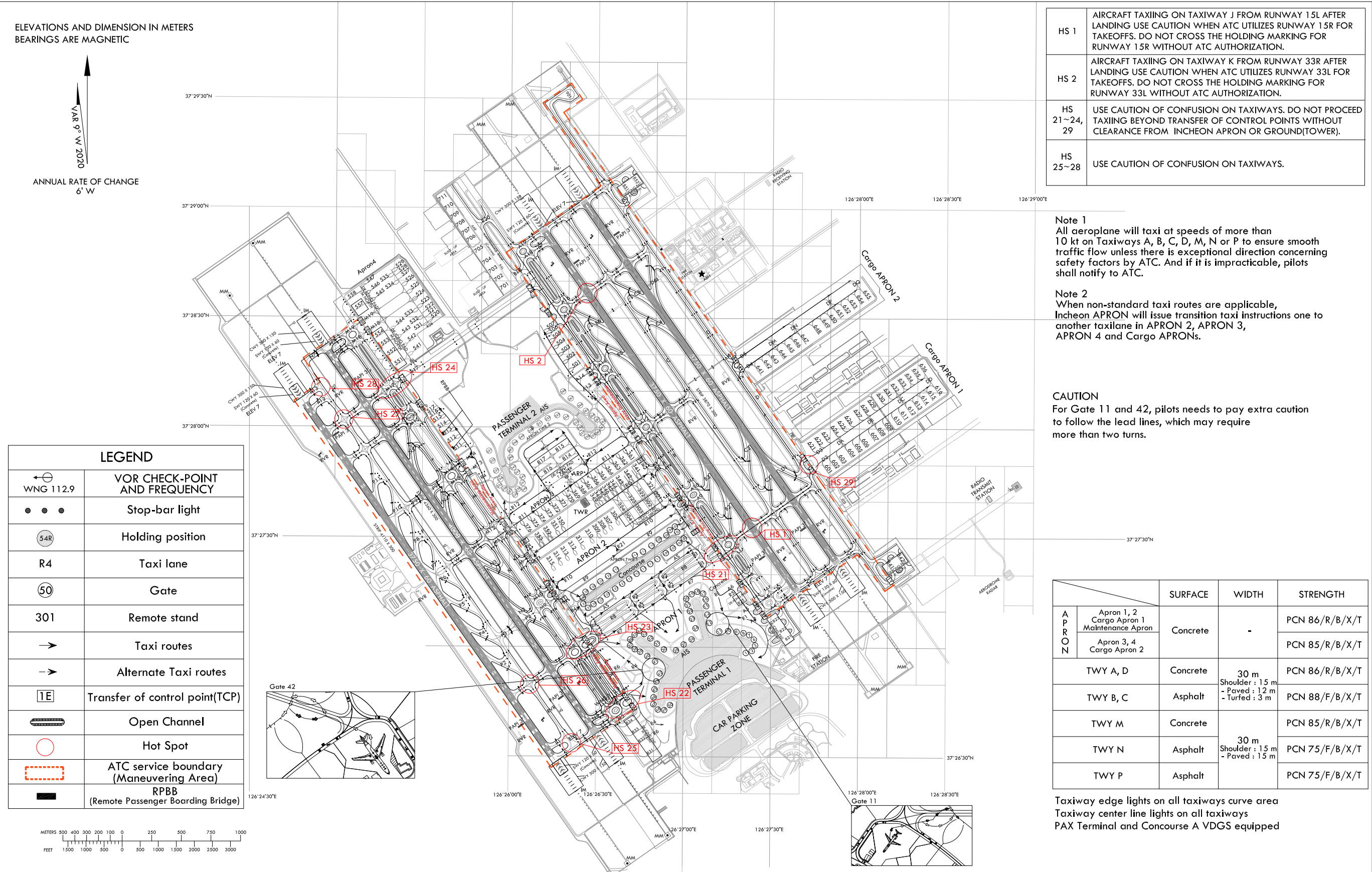
Change : Information of TCP(3T and 4T).

AERODROME GROUND
MOVEMENT CHART - ICAO

APRON ELEV 6 m

TWR 118.2(E) 118.8(W)
GND 121.75(E) 121.7(W)
APRON 121.65 122.175 123.675
121.8 123.325

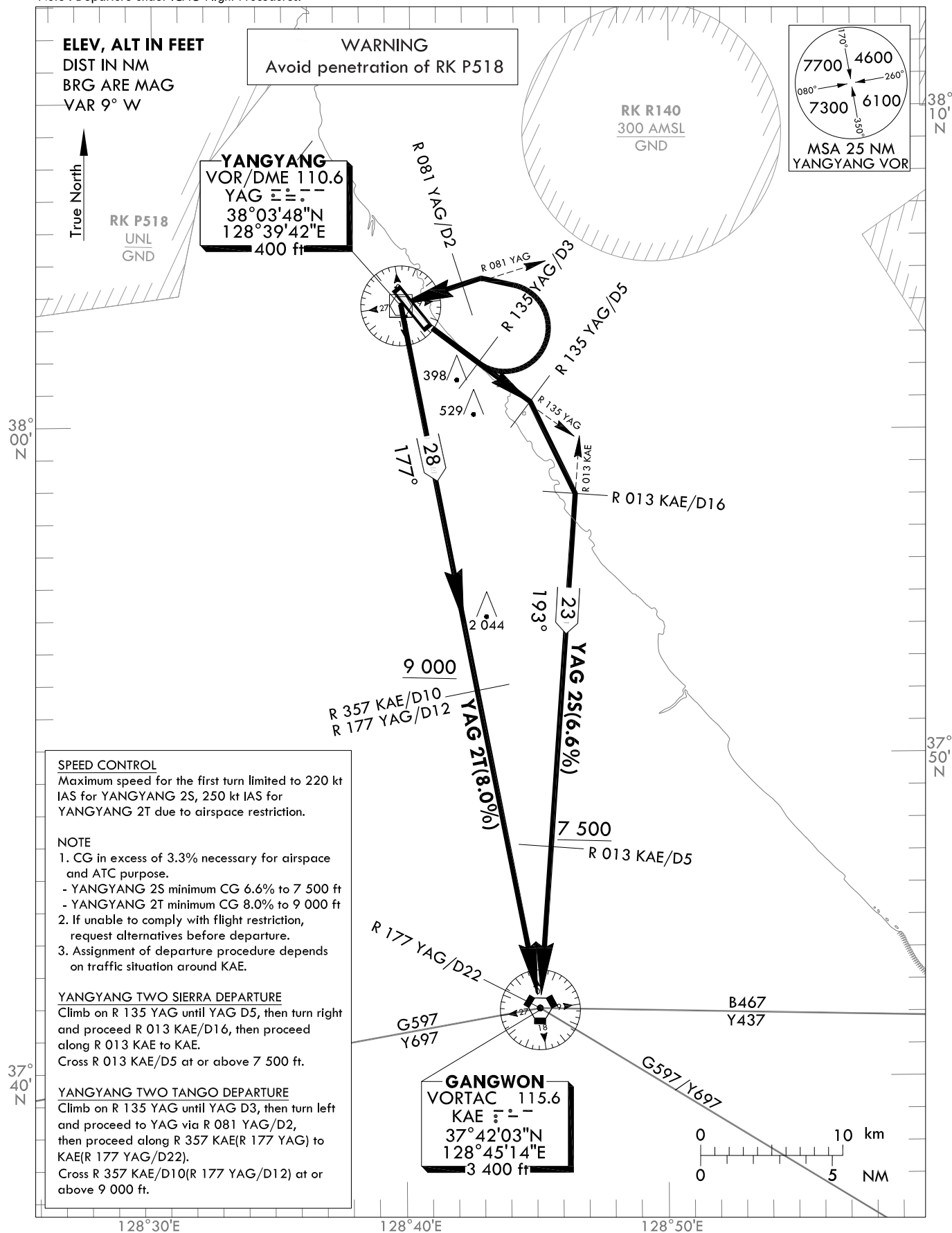
RKSI AD CHART 2 - 9
9 MAR 2023
SEOUL / Incheon Intl
RWY 16L/R, 34L/R ARRIVAL



GANGNEUNG DEP	124.6
YANGYANG TWR	118.85
	124.375

YANGYANG/Intl(RKNY)
RWY 15
YAG 2S
YAG 2T

Note : Departure under ICAO Flight Procedures.



Change : Establishment of radial/distance information from YAG.

INTENTIONALLY

LEFT

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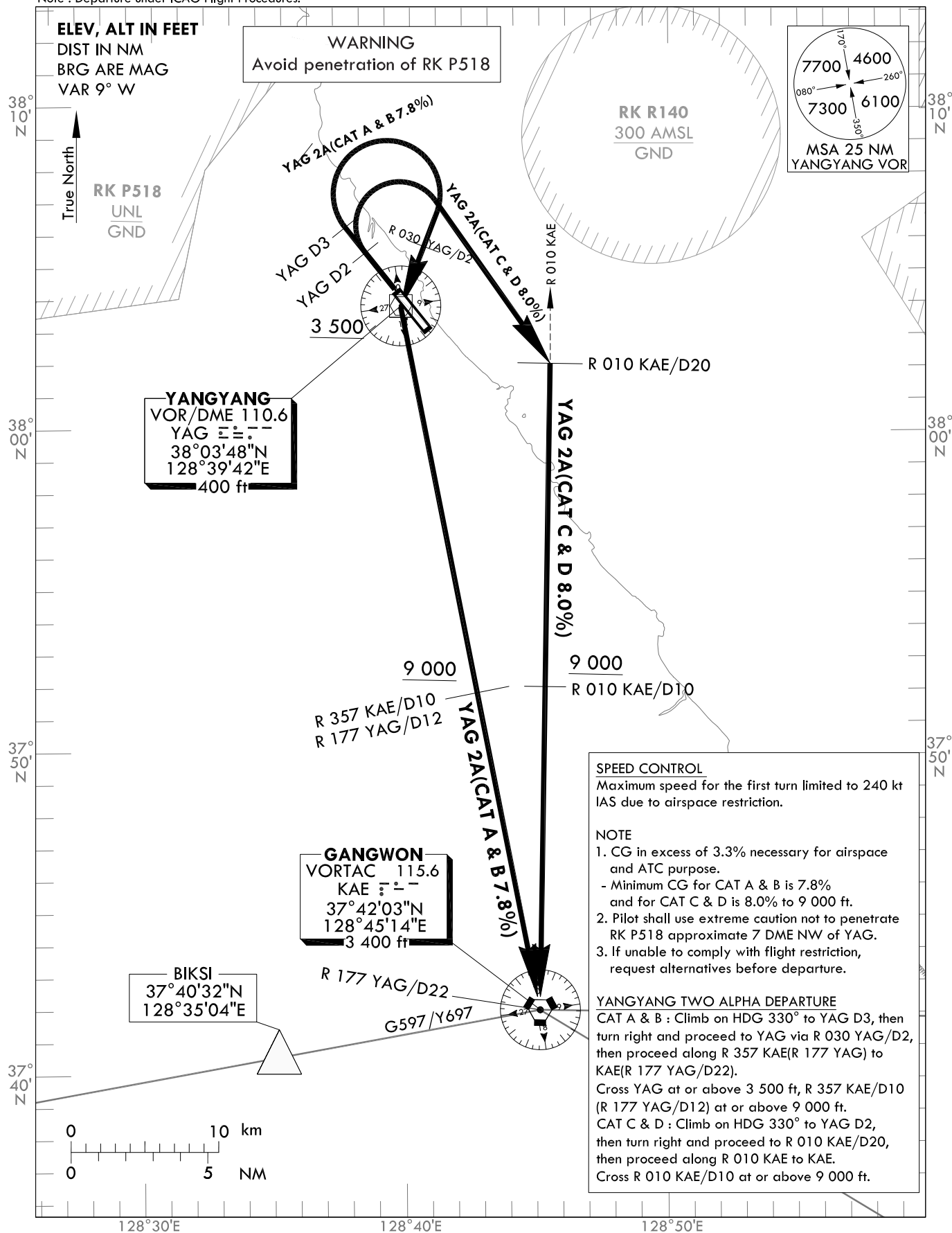
**STANDARD DEPARTURE
CHART INSTRUMENT(SID) - ICAO**

TRANSITION ALT 14 000
TRANSITION LVL FL 140

GANGNEUNG DEP 124.6
YANGYANG TWR 118.85
124.375

YANGYANG/Intl(RKNY)
RWY 33
YAG 2A

Note : Departure under ICAO Flight Procedures.



Change : Establishment of radial/distance information from YAG.

INTENTIONALLY

LEFT

BLANK

RKJJ AD 2.23 ADDITIONAL INFORMATION

1. Special VFR not Authorized.

2. Bird concentrates in the vicinity of airport

The birds' feeding areas consist of surrounding farmland and greens along the river and they frequently move to get their habitat (located QDR 300°, 5 000 m from end of RWY 22R). In the winter, the ducks frequently move at the rise and the set of sun and the lapwings frequently fly before sunset. In the summer, the egrets at the rise of sun and the snipes at the set of sun fly most frequently.

The flying heights are various such as from the ground to 600 m.

The control tower is going to provide the information on the activity of birds and estimated height to the pilots if it is possible. At the same time, the pilots are informed to turn on the landing light in the process of taking off, approach for landing, climbing, and descending as far as the designed limit of aircraft facility allows.

To eliminate the birds, we are using the blank cartridge, signal gun, and loudspeaker. As well, we are operating several equipments including explosive sounds, alarm, sky dancer. For environmental management, we are carrying out various activities simultaneously to prevent the installation of rubbish dump and wastewater treatment plant, and to limit the kinds of trees and the farming in the airport.

3. Use extreme caution, field is surrounded by high angle firing range(RK R14).

RKJJ AD 2.24 CHART RELATED TO THE AERODROME

Aerodrome Chart - ICAO	RKJJ AD CHART 2-1
Aircraft Parking / Docking Chart - ICAO	RKJJ AD CHART 2-3
Aerodrome Ground Movement Chart - ICAO	RKJJ AD CHART 2-4
Aerodrome Obstacle Chart - ICAO - Type A	RKJJ AD CHART 2-5
Aerodrome Obstacle Chart - ICAO - Type A	RKJJ AD CHART 2-6
Aerodrome Obstacle Chart - ICAO - Type A	RKJJ AD CHART 2-7
Aerodrome Obstacle Chart - ICAO - Type A	RKJJ AD CHART 2-8
Aerodrome Obstacle Chart - ICAO - Type B	RKJJ AD CHART 2-9
Area Chart - ICAO	RKJJ AD CHART 2-10
SID - RWY 04L/R - RNAV LILVI 1	RKJJ AD CHART 2-11
SID - RWY 04L/R - GWANGJU 3	RKJJ AD CHART 2-12
SID - RWY 22L/R - RNAV MARYO 1	RKJJ AD CHART 2-13
SID - RWY 22L/R - GWANGJU 4	RKJJ AD CHART 2-14
SID - RWY 04L/R / RWY 22L/R - GWANGJU 5	RKJJ AD CHART 2-15
STAR - RWY 04L/R - RNAV ARIMU 1	RKJJ AD CHART 2-16
STAR - RWY 04L/R - RNAV XEMIX 1	RKJJ AD CHART 2-17
STAR - RWY 22L/R - RNAV ORUSA 1	RKJJ AD CHART 2-18
ATC Surveillance Minimum Altitude Chart - ICAO	RKJJ AD CHART 2-19
Instrument Approach Chart - RWY 04R - ILS/DME	RKJJ AD CHART 2-20
Instrument Approach Chart - RWY 04R - LOC/DME	RKJJ AD CHART 2-21
Instrument Approach Chart - RWY 04R - RNP	RKJJ AD CHART 2-22
Instrument Approach Chart - RWY 04R - VOR/DME	RKJJ AD CHART 2-23
Instrument Approach Chart - RWY 04R - PAR	RKJJ AD CHART 2-24
Instrument Approach Chart - RWY 04R - ASR	RKJJ AD CHART 2-25
Instrument Approach Chart - RWY 04L - RNP	RKJJ AD CHART 2-26
Instrument Approach Chart - RWY 04L - VOR/DME	RKJJ AD CHART 2-27
Instrument Approach Chart - RWY 04L - PAR	RKJJ AD CHART 2-28
Instrument Approach Chart - RWY 04L - ASR	RKJJ AD CHART 2-29
Instrument Approach Chart - RWY 22L - LOC/DME	RKJJ AD CHART 2-30
Instrument Approach Chart - RWY 22L - RNP	RKJJ AD CHART 2-31
Instrument Approach Chart - RWY 22L - VOR/DME	RKJJ AD CHART 2-32
Instrument Approach Chart - RWY 22L - ASR	RKJJ AD CHART 2-33
Instrument Approach Chart - RWY 22R - RNP	RKJJ AD CHART 2-34
Instrument Approach Chart - RWY 22R - VOR/DME	RKJJ AD CHART 2-35
Instrument Approach Chart - RWY 22R - PAR	RKJJ AD CHART 2-36
Instrument Approach Chart - RWY 22R - ASR	RKJJ AD CHART 2-37
Visual Approach Chart - ICAO	RKJJ AD CHART 2-38
Bird concentrates in the vicinity of airport	RKJJ AD CHART 2-39

Change : Information of procedure names(IPSAE → LILVI, MUJIN → MARYO, NOVEM → ARIMU, XEROX → XEMIX, FRISA → ORUSA).

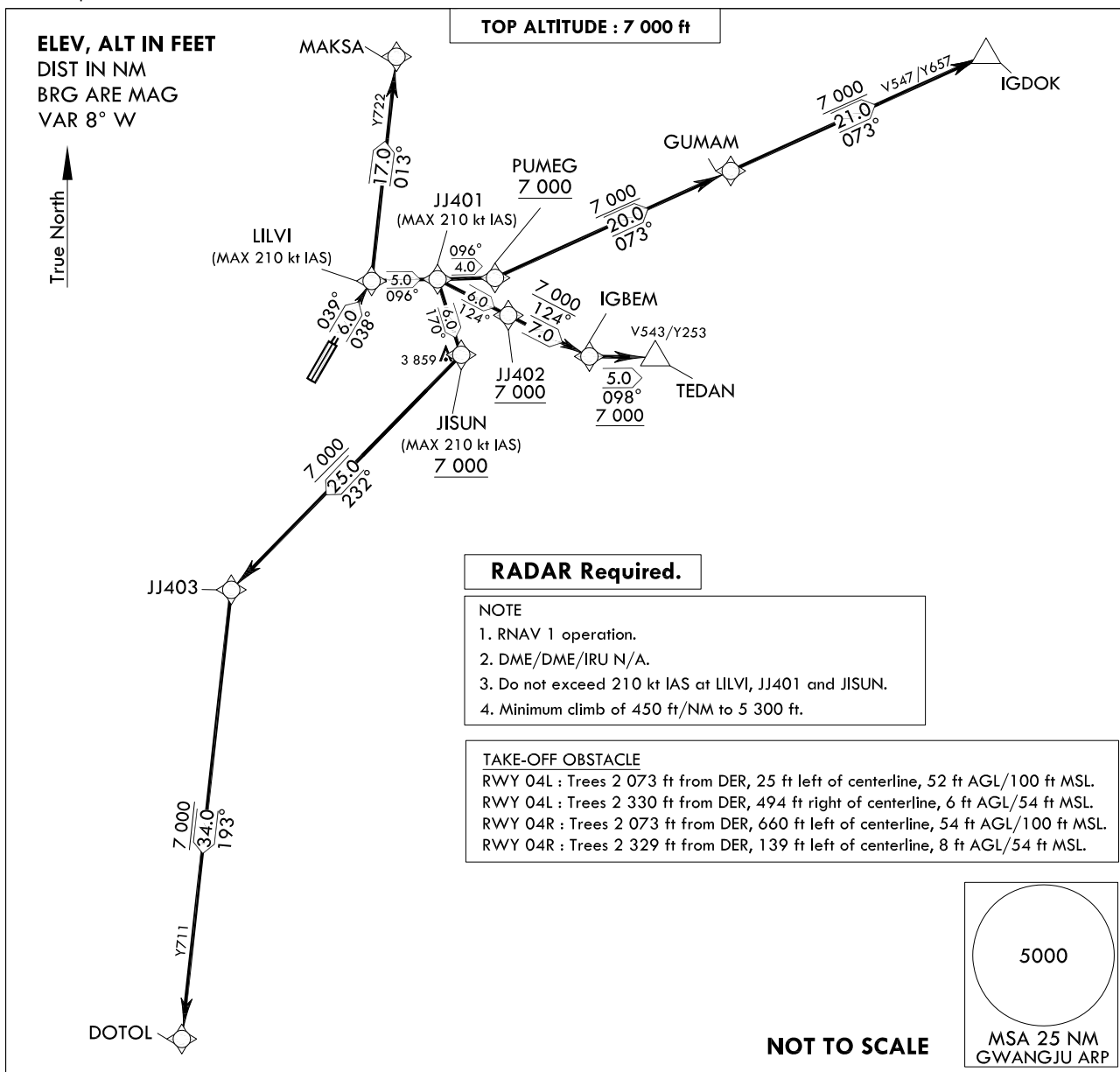
STANDARD DEPARTURE CHART
INSTRUMENT (SID)TRANSITION ALT 14 000
TRANSITION LVL FL 140GWANGJU DEP 124.0, 124.7
347.2
GWANGJU TWR 118.05
254.6

GWANGJU/Gwangju(RKJJ)

RWY 04L/R

RNAV LILVI 1

Note : Departure under U.S. TERPS.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 04R : Climb on course 038° to LILVI, thence.....TAKE-OFF RWY 04L : Climb on course 039° to LILVI, thence.....

.....transition routes and expect further clearance to filed altitude after departure.

MAKSA Transition : From LILVI track 013° to MAKSA.IGDOK Transition : From LILVI track 096° to JJ401 and track 096° to PUMEG at or above 7 000 ft,
then track 073° to GUMAM and track 073° to IGDOK.TEDAN Transition : From LILVI track 096° to JJ401 and track 124° to JJ402 at or above 7 000 ft,
then track 124° to IGBEM and track 098° to TEDAN.DOTOL Transition : From LILVI track 096° to JJ401 and track 170° to JISUN at or above 7 000 ft,
then track 232° to JJ403 and track 193° to DOTOL.

Change : Information of procedure and fix names(IPSAE → LILVI, DOOSA → PUMEG, ROYAL → GUMAM, MESIL → JISUN, OCTER → IGBEM).

GWANGJU/Gwangju(RKJJ)

RWY 04L/R

RNAV LILVI 1

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV LILVI 1 - MAKSA Transition

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	CF	LILVI	-	04L-039 (031.0) 04R-038 (029.9)	5.7	-	-	-210	35°13'07.6"N 126°52'30.1"E	-	RNAV 1	-
002	TF	MAKSA	-	013 (005.1)	17.1	-	-	-	35°30'11.3"N 126°54'22.0"E	-	RNAV 1	-

RNAV LILVI 1 - IGDOK Transition

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	CF	LILVI	-	04L-039 (031.0) 04R-038 (029.9)	5.7	-	-	-210	35°13'07.6"N 126°52'30.1"E	-	RNAV 1	-
002	TF	JJ401	-	096 (087.4)	5.0	-	-	-210	35°13'21.1"N 126°58'35.9"E	-	RNAV 1	-
003	TF	PUMEG	-	096 (087.5)	4.4	-	+7 000	-	35°13'32.6"N 127°03'54.5"E	-	RNAV 1	-
004	TF	GUMAM	-	073 (064.5)	19.6	-	+7 000	-	35°21'59.1"N 127°25'33.7"E	-	RNAV 1	-
005	TF	IGDOK	-	073 (064.7)	21.3	-	+7 000	-	35°31'03.6"N 127°49'06.6"E	-	RNAV 1	-

RNAV LILVI 1 - TEDAN Transition

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	CF	LILVI	-	04L-039 (031.0) 04R-038 (029.9)	5.7	-	-	-210	35°13'07.6"N 126°52'30.1"E	-	RNAV 1	-
002	TF	JJ401	-	096 (087.4)	5.0	-	-	-210	35°13'21.1"N 126°58'35.9"E	-	RNAV 1	-
003	TF	JJ402	-	124 (115.8)	6.0	-	+7 000	-	35°10'43.6"N 127°05'12.9"E	-	RNAV 1	-
004	TF	IGBEM	-	124 (115.8)	6.9	-	+7 000	-	35°07'43.0"N 127°12'46.3"E	-	RNAV 1	-
005	TF	TEDAN	-	098 (089.8)	5.0	-	+7 000	-	35°07'43.8"N 127°18'52.1"E	-	RNAV 1	-

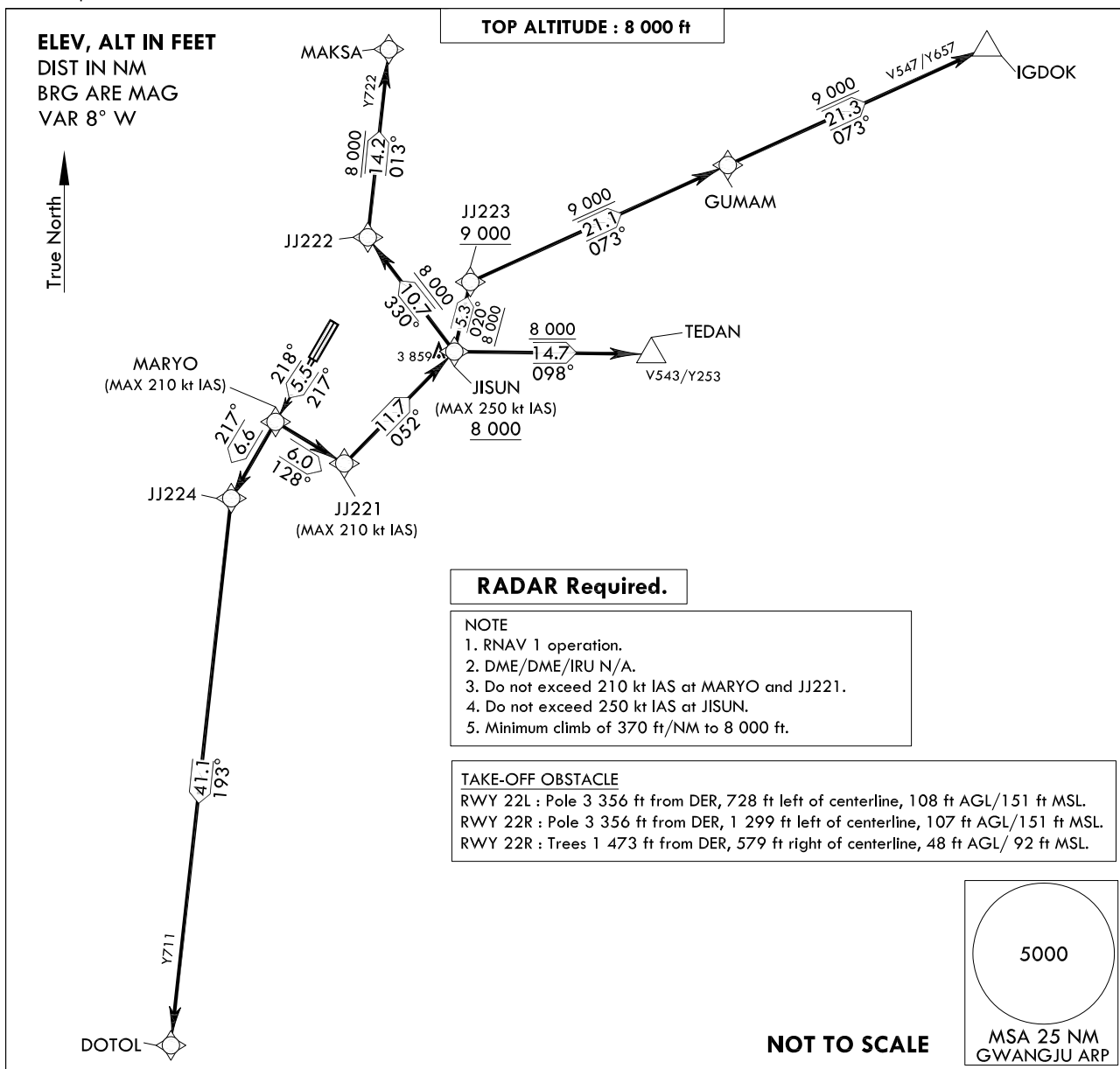
RNAV LILVI 1 - DOTOL Transition

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	CF	LILVI	-	04L-039 (031.0) 04R-038 (029.9)	5.7	-	-	-210	35°13'07.6"N 126°52'30.1"E	-	RNAV 1	-
002	TF	JJ401	-	096 (087.4)	5.0	-	-	-210	35°13'21.1"N 126°58'35.9"E	-	RNAV 1	-
003	TF	JISUN	-	170 (161.5)	6.0	-	+7 000	-210	35°07'39.2"N 127°00'55.4"E	-	RNAV 1	-
004	TF	JJ403	-	232 (223.2)	24.9	-	+7 000	-	34°49'26.5"N 126°40'11.4"E	-	RNAV 1	-
005	TF	DOTOL	-	193 (185.0)	34.3	-	+7 000	-	34°15'15.4"N 126°36'36.6"E	-	RNAV 1	-

Change : Information of procedure and fix names(IPSAB → LILVI, DOOSA → PUMEG, ROYAL → GUMAM, MESIL → JISUN, OCTER → IGBEM).

STANDARD DEPARTURE CHART
INSTRUMENT (SID)TRANSITION ALT 14 000
TRANSITION LVL FL 140GWANGJU DEP 124.0, 124.7
347.2
GWANGJU TWR 118.05
254.6GWANGJU/Gwangju(RKJJ)
RWY 22L/R
RNAV MARYO 1

Note : Departure under U.S. TERPS.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 22R : Climb on course 217° to MARYO, thence.....

TAKE-OFF RWY 22L : Climb on course 218° to MARYO, thence.....

.....transition routes and expect further clearance to filed altitude after departure.

DOTOL Transition : From MARYO track 217° to JJ224 and track 193° to DOTOL.

TEDAN Transition : From MARYO track 128° to JJ221 and track 052° to JISUN at or above 8 000 ft,
then track 098° to TEDAN.

IGDOK Transition : From MARYO track 128° to JJ221 and track 052° to JISUN at or above 8 000 ft,
then track 020° to JJ223 and track 073° to GUMAM and track 073° to IGDOK.

MAKSA Transition : From MARYO track 128° to JJ221 and track 052° to JISUN at or above 8 000 ft,
then track 330° to JJ222 and track 013° to MAKSA.

Change : Information of procedure and fix names(MUJIN → MARYO, ROYAL → GUMAM, MESIL → JISUN).

GWANGJU/Gwangju(RKJJ)

RWY 22L/R

RNAV MARYO 1

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV MARYO 1 - DOTOL Transition

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	CF	MARYO	-	22L-218 (209.9) 22R-217 (208.8)	5.5	-	-	-210	35°02'06.6"N 126°44'47.0"E	-	RNAV 1	-
002	TF	JJ224	-	217 (208.8)	6.6	-	-	-	34°56'18.9"N 126°40'54.9"E	-	RNAV 1	-
003	TF	DOTOL	-	193 (185.0)	41.1	-	-	-	34°15'15.4"N 126°36'36.6"E	-	RNAV 1	-

RNAV MARYO 1 - TEDAN Transition

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	CF	MARYO	-	22L-218 (209.9) 22R-217 (208.8)	5.5	-	-	-210	35°02'06.6"N 126°44'47.0"E	-	RNAV 1	-
002	TF	JJ221	-	128 (119.9)	6.0	-	-	-210	34°59'06.8"N 126°51'06.8"E	-	RNAV 1	-
003	TF	JISUN	-	052 (043.3)	11.7	-	+8 000	-250	35°07'39.2"N 127°00'55.4"E	-	RNAV 1	-
004	TF	TEDAN	-	098 (089.6)	14.7	-	+8 000	-	35°07'43.8"N 127°18'52.1"E	-	RNAV 1	-

RNAV MARYO 1 - IGDOK Transition

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	CF	MARYO	-	22L-218 (209.9) 22R-217 (208.8)	5.5	-	-	-210	35°02'06.6"N 126°44'47.0"E	-	RNAV 1	-
002	TF	JJ221	-	128 (119.9)	6.0	-	-	-210	34°59'06.8"N 126°51'06.8"E	-	RNAV 1	-
003	TF	JISUN	-	052 (043.3)	11.7	-	+8 000	-250	35°07'39.2"N 127°00'55.4"E	-	RNAV 1	-
004	TF	JJ223	-	020 (011.8)	5.3	-	+9 000	-	35°12'53.6"N 127°02'15.1"E	-	RNAV 1	-
005	TF	GUMAM	-	073 (064.5)	21.1	-	+9 000	-	35°21'59.1"N 127°25'33.7"E	-	RNAV 1	-
006	TF	IGDOK	-	073 (064.7)	21.3	-	+9 000	-	35°31'03.6"N 127°49'06.6"E	-	RNAV 1	-

RNAV MARYO 1 - MAKSA Transition

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	CF	MARYO	-	22L-218 (209.9) 22R-217 (208.8)	5.5	-	-	-210	35°02'06.6"N 126°44'47.0"E	-	RNAV 1	-
002	TF	JJ221	-	128 (119.9)	6.0	-	-	-210	34°59'06.8"N 126°51'06.8"E	-	RNAV 1	-
003	TF	JISUN	-	052 (043.3)	11.7	-	+8 000	-250	35°07'39.2"N 127°00'55.4"E	-	RNAV 1	-
004	TF	JJ222	-	330 (321.8)	10.7	-	+8 000	-	35°16'04.6"N 126°52'49.4"E	-	RNAV 1	-
005	TF	MAKSA	-	013 (005.1)	14.2	-	+8 000	-	35°30'11.3"N 126°54'22.0"E	-	RNAV 1	-

Change : Information of procedure and fix names(MUJIN → MARYO, ROYAL → GUMAM, MESIL → JISUN).

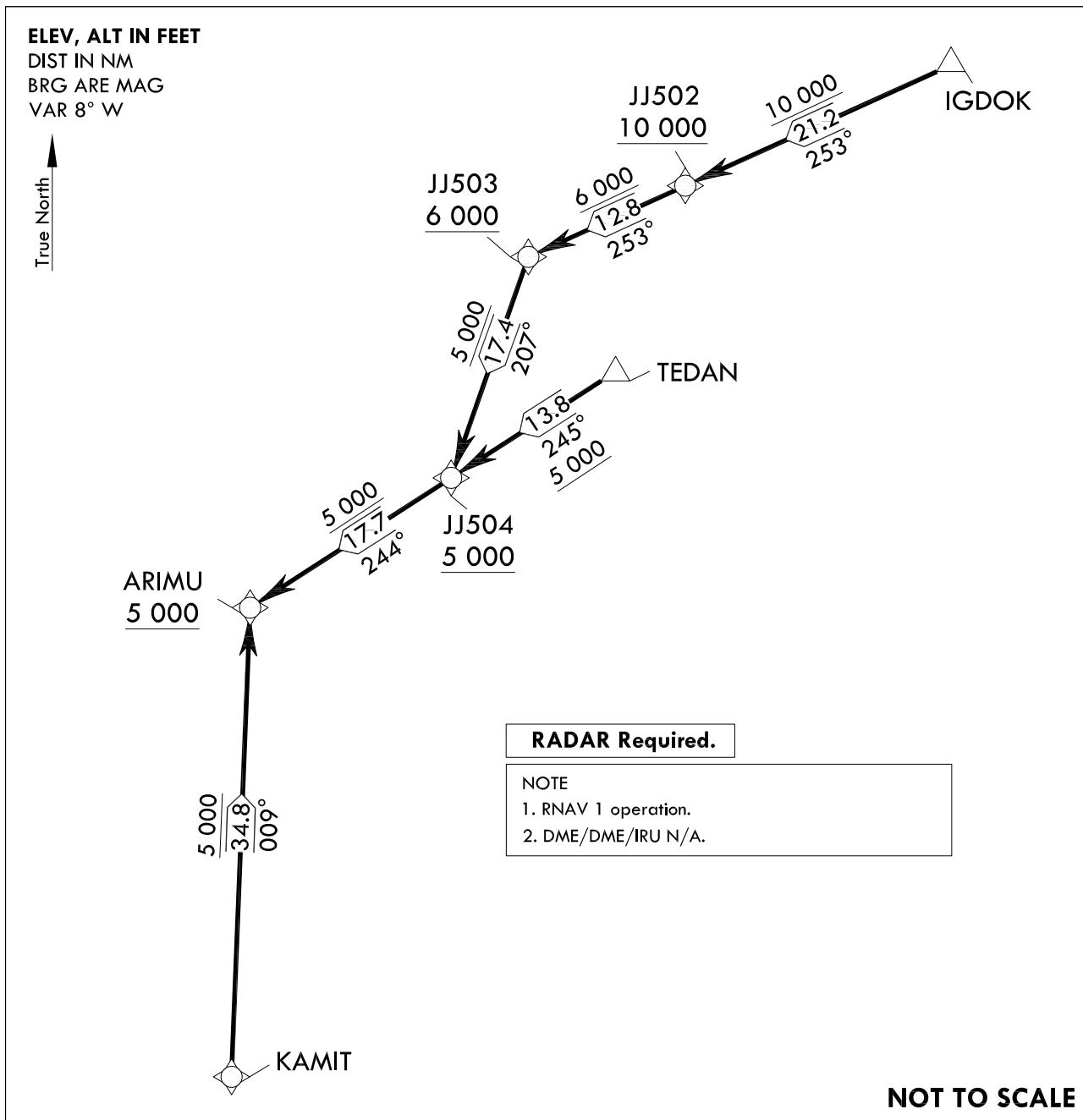
**STANDARD ARRIVAL CHART
INSTRUMENT(STAR)**

TRANSITION ALT 14 000
TRANSITION LVL FL 140

GWANGJU APP 130.0
228.9
GWANGJU TWR 118.05
254.6

GWANGJU/Gwangju(RKJJ)
RWY 04L/R
RNAV ARIMU 1

Note : Arrival under U.S. TERPS.



ARRIVAL ROUTE DESCRIPTION

LANDING RUNWAY 04L/04R : Expect RNP approach following transition routes.

The following are transition routes.

IGDOK transition : From IGDOK on track 253° to JJ502 at or above 10 000 ft, then track 253° to JJ503 at or above 6 000 ft, then track 207° to JJ504 at or above 5 000 ft, then track 244° to ARIMU at or above 5 000 ft.

TEDAN transition : From TEDAN on track 245° to JJ504 at or above 5 000 ft, then track 244° to ARIMU at or above 5 000 ft.

KAMIT transition : From KAMIT on track 009° to ARIMU at or above 5 000 ft.

Change : Information of procedure and fix name(NOVEM → ARIMU).

GWANGJU/Gwangju(RKJJ)

RWY 04L/R

RNAV ARIMU 1

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV ARIMU 1 - IGDKOK Transition

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	TF	IGDKOK	-	-	-	-	-	-	35°31'03.6"N 127°49'06.6"E	-	RNAV 1	-
002	TF	JJ502	-	253 (244.9)	21.2	-	+10 000	-	35°22'00.0"N 127°25'35.7"E	-	RNAV 1	Outside of 30 NM ARP
003	TF	JJ503	-	253 (244.7)	12.8	-	+6 000	-	35°16'31.0"N 127°11'29.8"E	-	RNAV 1	-
004	TF	JJ504	-	207 (198.2)	17.4	-	+5 000	-	35°00'00.4"N 127°04'53.5"E	-	RNAV 1	-
005	TF	ARIMU	-	244 (236.0)	17.7	-	+5 000	-	34°50'03.9"N 126°47'02.3"E	-	RNAV 1	-

RNAV ARIMU 1 - TEDAN Transition

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	TF	TEDAN	-	-	-	-	-	-	35°07'43.8"N 127°18'52.1"E	-	RNAV 1	-
002	TF	JJ504	-	245 (236.2)	13.8	-	+5 000	-	35°00'00.4"N 127°04'53.5"E	-	RNAV 1	-
003	TF	ARIMU	-	244 (236.0)	17.7	-	+5 000	-	34°50'03.9"N 126°47'02.3"E	-	RNAV 1	-

RNAV ARIMU 1 - KAMIT Transition

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	TF	KAMIT	-	-	-	-	-	-	34°15'14.1"N 126°46'17.7"E	-	RNAV 1	-
002	TF	ARIMU	-	009 (001.0)	34.8	-	+5 000	-	34°50'03.9"N 126°47'02.3"E	-	RNAV 1	-

Change : Information of procedure and fix name(NOVEM → ARIMU).

**STANDARD ARRIVAL CHART
INSTRUMENT(STAR)**

TRANSITION ALT 14 000
TRANSITION LVL FL 140

GWANGJU APP 130.0
228.9
GWANGJU TWR 118.05
254.6

GWANGJU/Gwangju(RKJJ)
RWY 04L/R
RNAV XEMIX 1

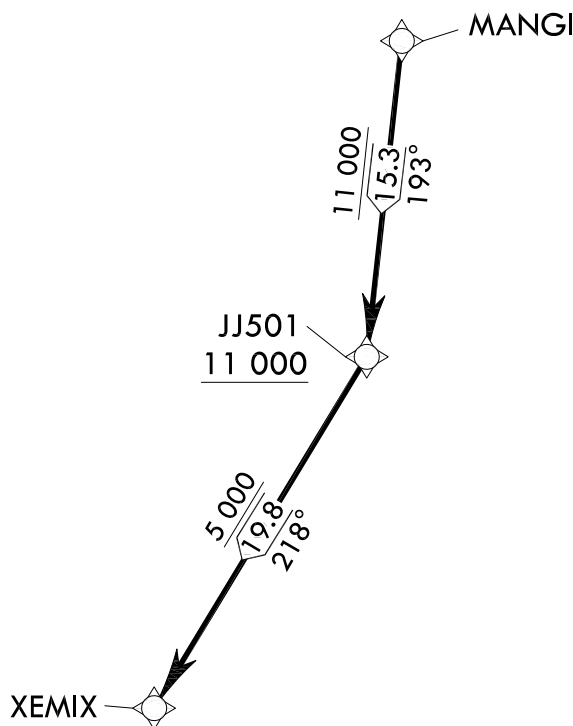
Note : Arrival under U.S. TERPS.

ELEV, ALT IN FEET

DIST IN NM

BRG ARE MAG

VAR 8° W



RADAR Required.

NOTE

1. RNAV 1 operation.
2. DME/DME/IRU N/A.

NOT TO SCALE

ARRIVAL ROUTE DESCRIPTION

LANDING RUNWAY 04L/04R : Expect RNP approach following transition routes.

The following is transition route.

MANGI transition : From MANGI on track 193° to JJ501 at or above 11 000 ft,
then track 218° to XEMIX at or above 5 000 ft.

Change : Information of procedure and fix name(XEROX → XEMIX).

GWANGJU/Gwangju(RKJJ)
RWY 04L/R

RNAV XEMIX 1

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV XEMIX 1 - MANGI Transition										
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH
001	TF	MANGI	-	-	-	-	-	-	35°30'11.3"N 126°44'31.7"E	RNAV 1
002	TF	JJ501	-	193 (185.0)	15.3	-	+11 000	-	35°14'54.0"N 126°42'53.6"E	RNAV 1
003	TF	XEMIX	-	218 (209.9)	19.8	-	+5 000	-	34°57'41.4"N 126°30'53.8"E	RNAV 1

Change : Information of procedure and fix name(XEROX → XEMIX).

**STANDARD ARRIVAL CHART
INSTRUMENT(STAR)**

TRANSITION ALT 14 000
TRANSITION LVL FL 140

GWANGJU APP 130.0
228.9
GWANGJU TWR 118.05
254.6

GWANGJU/Gwangju(RKJJ)
RWY 22L/R
RNAV ORUSA 1

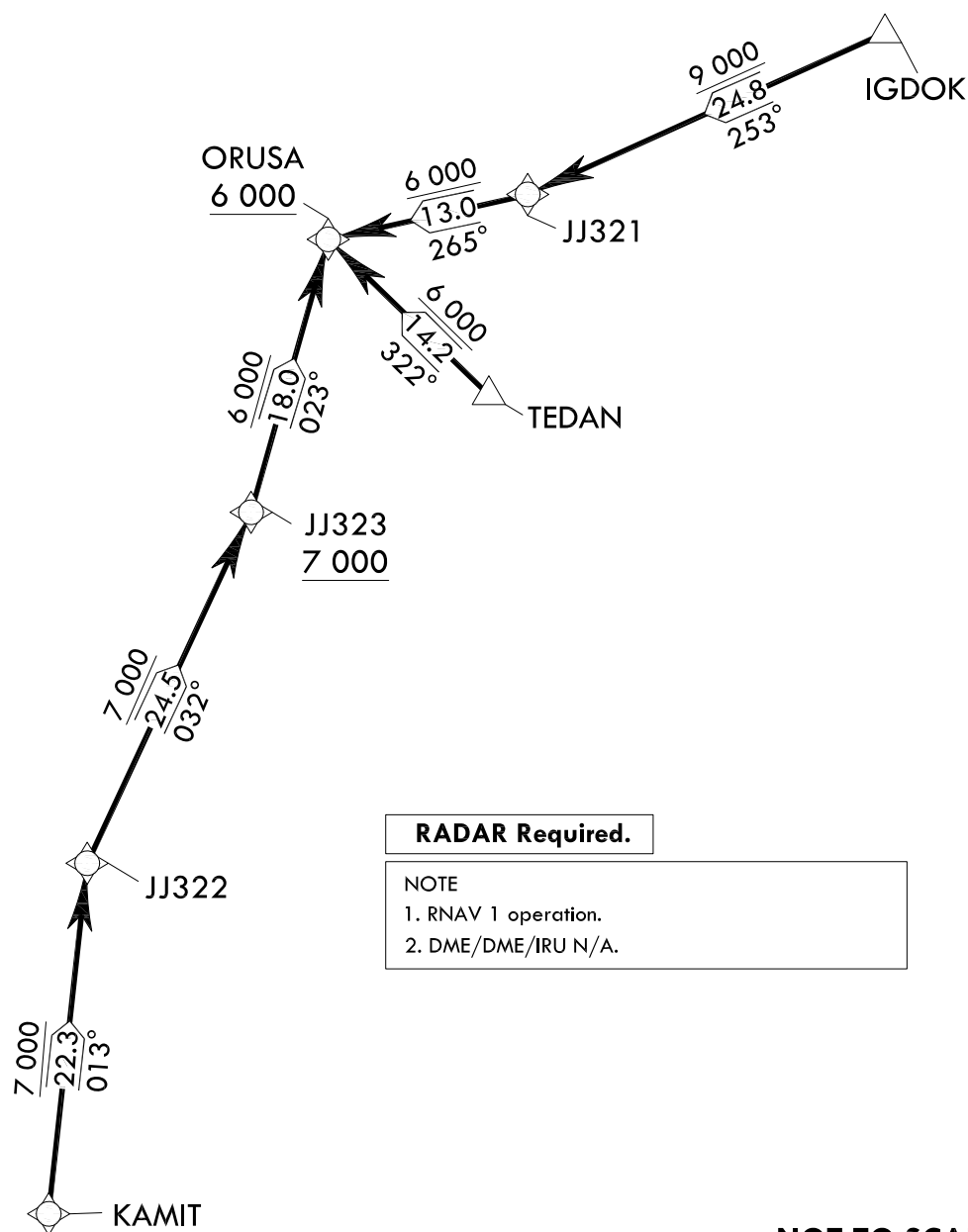
Note : Arrival under U.S. TERPS.

ELEV, ALT IN FEET

DIST IN NM

BRG ARE MAG

VAR 8° W



NOT TO SCALE

ARRIVAL ROUTE DESCRIPTION

LANDING RUNWAY 22L/22R : Expect RNP approach following transition routes.

The following are transition routes.

IGDOK transition : From IGDOK on track 253° to JJ321 at or above 9 000 ft,
then track 265° to ORUSA at or above 6 000 ft.

TEDAN transition : From TEDAN on track 322° to ORUSA at or above 6 000 ft.

KAMIT transition : From KAMIT on track 013° to JJ322 at or above 7 000 ft, then track 032° to JJ323
at or above 7 000 ft, then track 023° to ORUSA at or above 6 000 ft.

Change : Information of procedure and fix name(FRISA → ORUSA).

GWANGJU/Gwangju(RKJJ)
RWY 22L/R

RNAV ORUSA 1

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV ORUSA 1 - IGDKOK Transition

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	TF	IGDKOK	-	-	-	-	-	-	35°31'03.6"N 127°49'06.6"E	-	RNAV 1	-
002	TF	JJ321	-	253 (244.9)	24.8	-	+9 000	-	35°20'27.5"N 127°21'37.3"E	-	RNAV 1	-
003	TF	ORUSA	-	265 (256.5)	13.0	-	+6 000	-	35°17'25.0"N 127°06'14.5"E	-	RNAV 1	-

RNAV ORUSA 1 - TEDAN Transition

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	TF	TEDAN	-	-	-	-	-	-	35°07'43.8"N 127°18'52.1"E	-	RNAV 1	-
002	TF	ORUSA	-	322 (313.1)	14.2	-	+6 000	-	35°17'25.0"N 127°06'14.5"E	-	RNAV 1	-

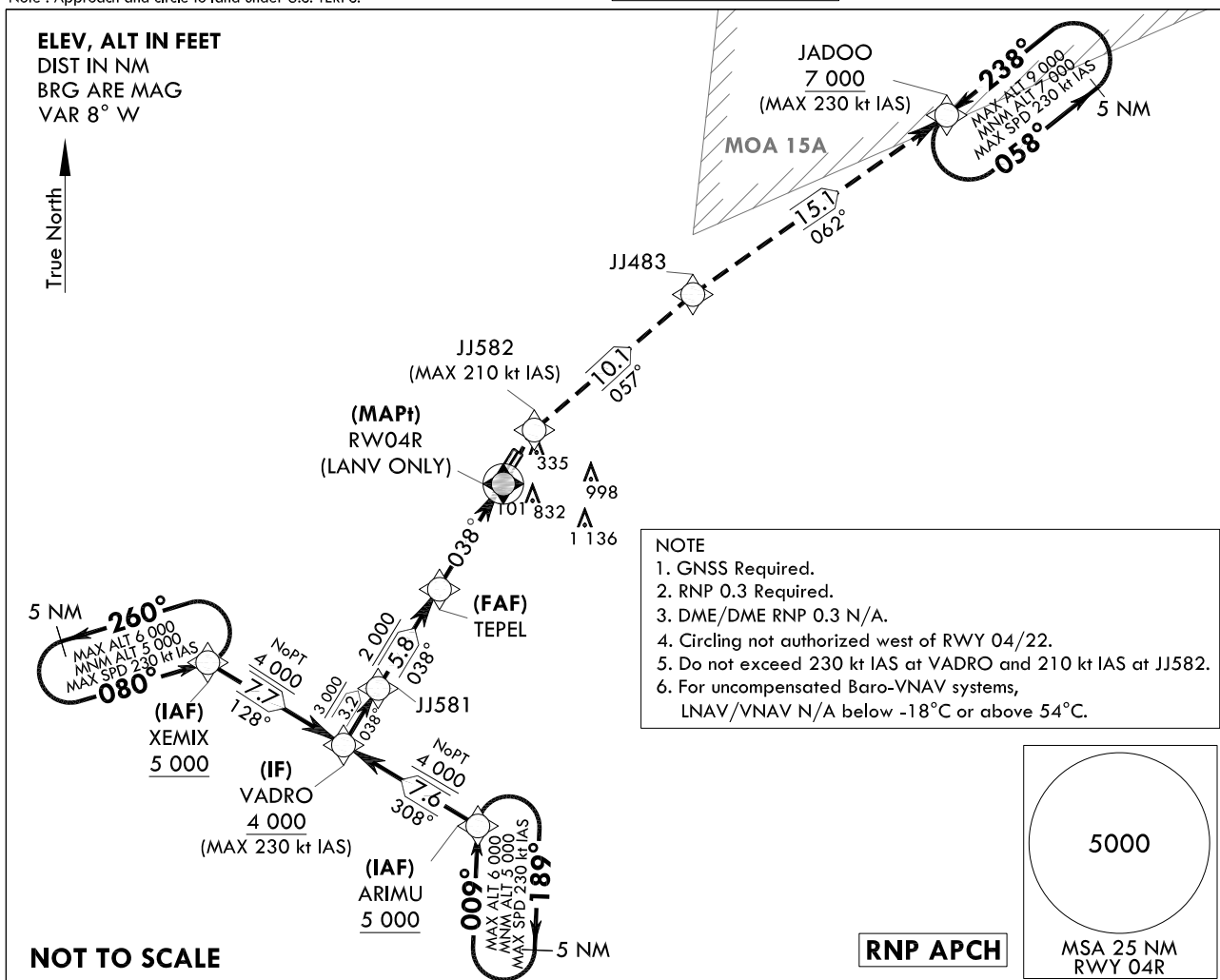
RNAV ORUSA 1 - KAIMT Transition

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	TF	KAIMT	-	-	-	-	-	-	34°15'14.1"N 126°46'17.7"E	-	RNAV 1	-
002	TF	JJ322	-	013 (005.0)	22.3	-	+7 000	-	34°37'31.6"N 126°48'40.2"E	-	RNAV 1	-
003	TF	JJ323	-	032 (023.8)	24.5	-	+7 000	-	35°00'00.3"N 127°00'41.7"E	-	RNAV 1	-
004	TF	ORUSA	-	023 (014.6)	18.0	-	+6 000	-	35°17'25.0"N 127°06'14.5"E	-	RNAV 1	-

Change : Information of procedure and fix name(FRISA → ORUSA).

INSTRUMENT
APPROACH
CHARTAERODROME ELEV 48 ft
HEIGHTS RELATED TO
THR RWY 04R - ELEV 43 ft
HIGHEST ELEV TDZ 46 ftGWANGJU APP 130.0
228.9
GWANGJU TWR 118.05
254.6GWANGJU/Gwangju(RKJJ)
RNP RWY 04R

Note : Approach and circle to land under U.S. TERPS.



7 000	JJ582	TR	JJ483	TR	JADOO
↑	✧	057°	✧	062°	✧

(IAF) XEMIX ARIMU 5 000		128° 308°	(IF) VADRO 4 000	038°	JJ581 3 000	038°	(FAF) TEPEL 2 000	038°	1.34 NM to RW04R (LNAV ONLY)	(MAPt) RW04R (LNAV ONLY)	GP 3.0° TCH 52
				3.2 NM		5.8 NM		5.98 NM			
CATEGORY		A		B		C		D			
LNAV/VNAV DA	ALS			319/24		273(300-1/2)					
	ALS INOP			319/45		273(300-7/8)					
LNAV MDA	ALS			520/55		474(500-1)					
	ALS INOP			520-1 3/8		474(500-1 3/8)					
CIRCLING		720-1 3/8 672(700-1 3/8)		1 140-1 1/2 1 092(1 100-1 1/2)		1 140-3 1 092(1 100-3)		1 380-3 1 332(1 400-3)			

Change : Information of fix names(XEROX → XEMIX, DAEIN → VADRO, NOVEL → ARIMU, NOBEL → TEPEL).

GWANGJU/Gwangju(RKJJ)
RNP RWY 04R

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 04R - via XEMIX to VADRO(IF)

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	XEMIX	-	-	-	-	+5 000	-230	34°57'41.4"N 126°30'53.8"E	-	RNP APCH	IAF
002	TF	VADRO	-	128 (119.8)	7.7	-	+4 000	-230	34°53'51.4"N 126°39'01.7"E	-	RNP APCH	IF NoPT

RNP RWY 04R - via ARIMU to VADRO(IF)

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	ARIMU	-	-	-	-	+5 000	-230	34°50'04.0"N 126°47'02.3"E	-	RNP APCH	IAF
002	TF	VADRO	-	308 (299.9)	7.6	-	+4 000	-230	34°53'51.4"N 126°39'01.7"E	-	RNP APCH	IF NoPT

RNP RWY 04R - via VADRO(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/TCH	Navigation specification	Remarks
001	TF	VADRO	-	-	-	-	+4 000	-230	34°53'51.4"N 126°39'01.7"E	-	RNP APCH	IF
002	TF	JJ581	-	038 (029.8)	3.2	-	+3 000	-	34°56'38.2"N 126°40'57.9"E	-	RNP APCH	-
003	TF	TEPEL	-	038 (029.9)	5.8	-	+2 000	-	35°01'41.5"N 126°44'29.5"E	-3.0/52	RNP APCH	FAF
004	TF	RW04R	Y	038 (029.9)	6.0	-	-	-	35°06'53.1"N 126°48'07.4"E	-	RNP APCH	MAPt LNAV ONLY
005	DF	JJ582	-	-	-	-	-	-210	35°09'21.0"N 126°49'51.1"E	-	RNP APCH	-
006	TF	JJ483	-	057 (048.2)	10.1	-	-	-	35°16'05.6"N 126°59'03.3"E	-	RNP APCH	-
007	TF	JADOO	-	042 (053.6)	15.1	-	+7 000	-230	35°25'02.6"N 127°13'54.1"E	-	RNP APCH	-

HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/TCH	Navigation specification	Remarks
RNP RWY 04R	HM	ARIMU	-	009 (000.6)	5.0	R	-6 000 +5 000	-230	34°50'04.0"N 126°47'02.3"E	-	RNAV 1	-
	HM	XEMIX	-	080 (071.6)	5.0	L	-6 000 +5 000	-230	34°57'41.4"N 126°30'53.8"E	-	RNAV 1	-
	HM	JADOO	-	238 (229.6)	5.0	L	-9 000 +7 000	-230	35°25'02.6"N 127°13'54.1"E	-	RNAV 1	-

Change : Information of fix names(XEROX → XEMIX, DAEIN → VADRO, NOVEM → ARIMU, NOBEL → TEPEL).

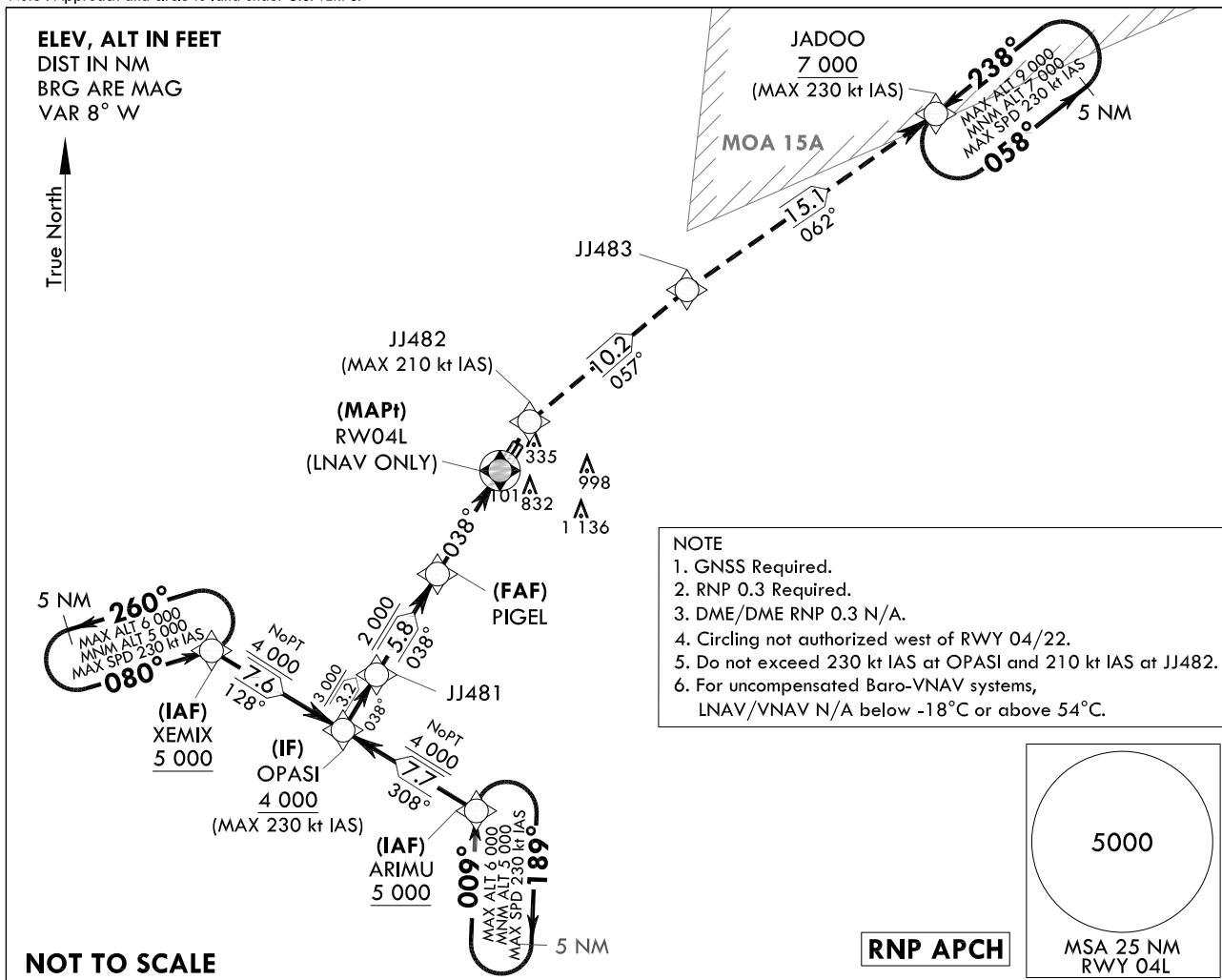
**INSTRUMENT
APPROACH
CHART**

AERODROME ELEV 48 ft
HEIGHTS RELATED TO
THR RWY 04L - ELEV **44 ft**
HIGHEST ELEV TDZ **46 ft**

GWANGJU APP 130.0
228.9
GWANGJU TWR 118.05
254.6

GWANGJU/Gwangju(RKJJ)
RNP RWY 04L

Note : Approach and circle to land under U.S. TERPS.



7 000	JJ482	TR	JJ483	TR	JADOO
↑	◆	057°	◆	062°	◆
					7 000

MISSED APPROACH

Climb to 7 000 ft on direct to JJ482 and track 057° to JJ483 and track 062° to JADOO and hold, continue climb-in-hold to 7 000 ft.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

(IAF) XEMIX ARIMU		5 000	128°	308°	(IF) OPASI	4 000	038°	JJ481	3 000	038°	2 000	038°	(FAF) PIGEL	1.33 NM to RW04L (LNAV ONLY)	(MAPt) RW04L (LNAV ONLY)	GP 3.0° TCH 52
								3.2 NM		5.8 NM		5.98 NM				
CATEGORY		A		B		C		D								
LNAV/VNAV DA	ALS	319/24		273(300-1/2)												
	ALS INOP	319/45		273(300-7/8)												
LNAV MDA	ALS	520/50		474(500-1)												
	ALS INOP	520-1 3/8		474(500-1 3/8)												
CIRCLING		720-1 3/8 672(700-1 3/8)		1 140-1 1/2 1 092(1 100-1 1/2)		1 140-3 1 092(1 100-3)		1 380-3 1 332(1 400-3)								

Change : Information of fix names(XEROX → XEMIX, BUDLE → OPASI, NOVEM → ARIMU, TIGER → PIGEL).

GWANGJU/Gwangju(RKJJ)
RNP RWY 04L

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 04L - via XEMIX to OPASI(IF)

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	XEMIX	-	-	-	-	+5 000	-230	34°57'41.4"N 126°30'53.8"E	-	RNP APCH	IAF
002	TF	OPASI	-	128 (119.8)	7.6	-	+4 000	-230	34°53'54.5"N 126°38'55.1"E	-	RNP APCH	IF NoPT

RNP RWY 04L - via ARIMU to OPASI(IF)

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	ARIMU	-	-	-	-	+5 000	-230	34°50'04.0"N 126°47'02.3"E	-	RNP APCH	IAF
002	TF	OPASI	-	308 (299.9)	7.7	-	+4 000	-230	34°53'54.5"N 126°38'55.1"E	-	RNP APCH	IF NoPT

RNP RWY 04L - via OPASI(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/ TCH	Navigation specification	Remarks
001	TF	OPASI	-	-	-	-	+4 000	-230	34°53'54.5"N 126°38'55.1"E	-	RNP APCH	IF
002	TF	JJ481	-	038 (029.8)	3.2	-	+3 000	-	34°56'41.3"N 126°40'51.3"E	-	RNP APCH	-
003	TF	PIGEL	-	038 (029.9)	5.8	-	+2 000	-	35°01'44.8"N 126°44'23.0"E	-3.0/52	RNP APCH	FAF
004	TF	RW04L	Y	038 (029.9)	6.0	-	-	-	35°06'56.2"N 126°48'00.8"E	-	RNP APCH	MAPt LNAV ONLY
005	DF	JJ482	-	-	-	-	-	-210	35°09'23.8"N 126°49'44.2"E	-	RNP APCH	-
005	TF	JJ483	-	057 (048.7)	10.2	-	-	-	35°16'05.6"N 126°59'03.3"E	-	RNP APCH	-
006	TF	JADOO	-	062 (053.6)	15.1	-	+7 000	-230	35°25'02.6"N 127°13'54.1"E	-	RNP APCH	-

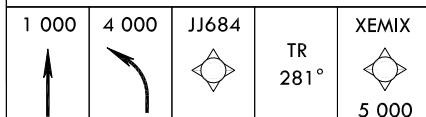
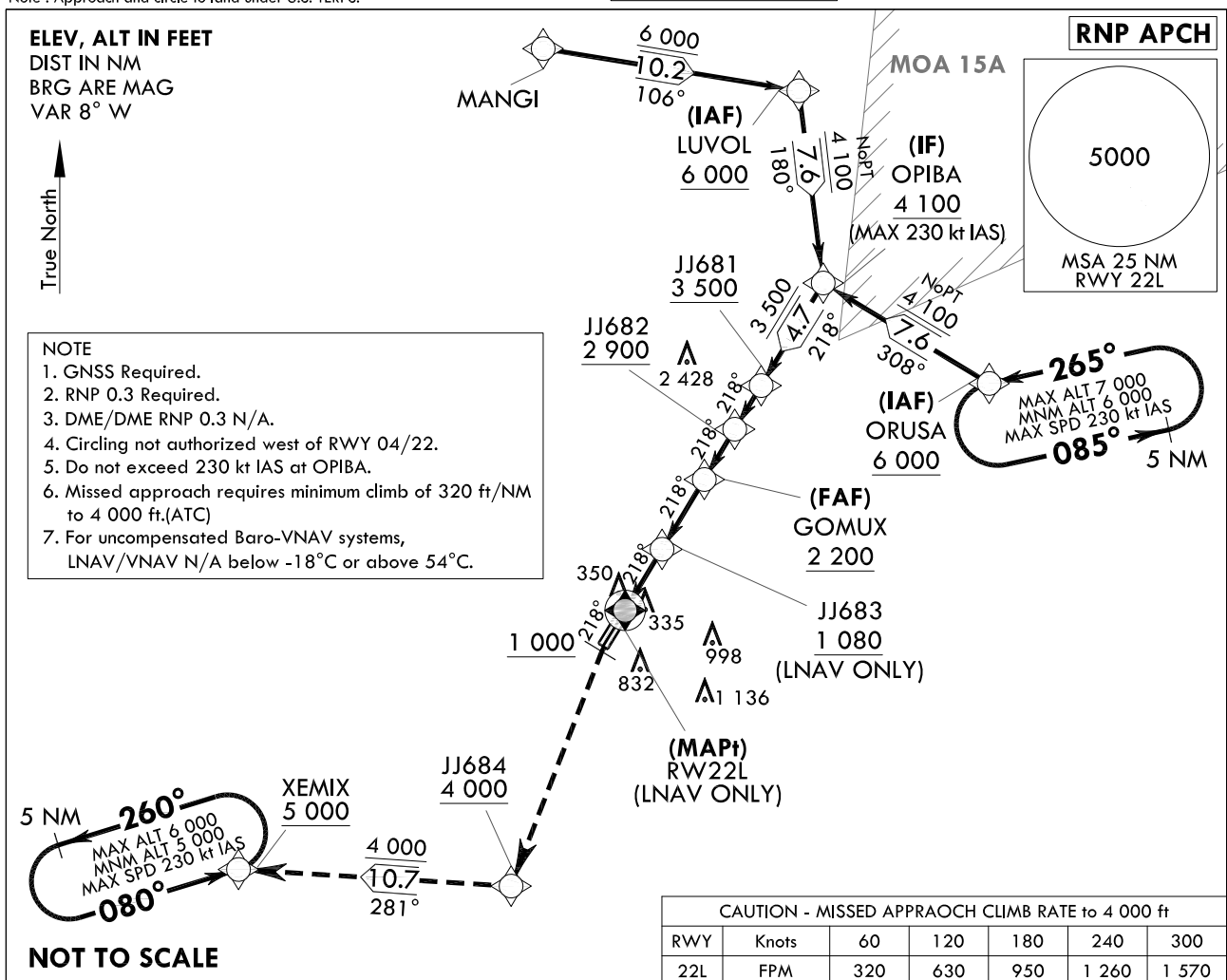
HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly- over	Course/Track M(T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
RNP RWY 04L	HM	ARIMU	-	009 (000.6)	5.0	R	-6 000 +5 000	-230	34°50'04.0"N 126°47'02.3"E	-	RNAV 1	-
	HM	XEMIX	-	080 (071.6)	5.0	L	-6 000 +5 000	-230	34°57'41.4"N 126°30'53.8"E	-	RNAV 1	-
	HM	JADOO	-	238 (229.6)	5.0	L	-9 000 +7 000	-230	35°25'02.6"N 127°13'54.1"E	-	RNAV 1	-

Change : Information of fix names(XEROX → XEMIX, BUDLE → OPASI, NOVEM → ARIMU, TIGER → PIGEL).

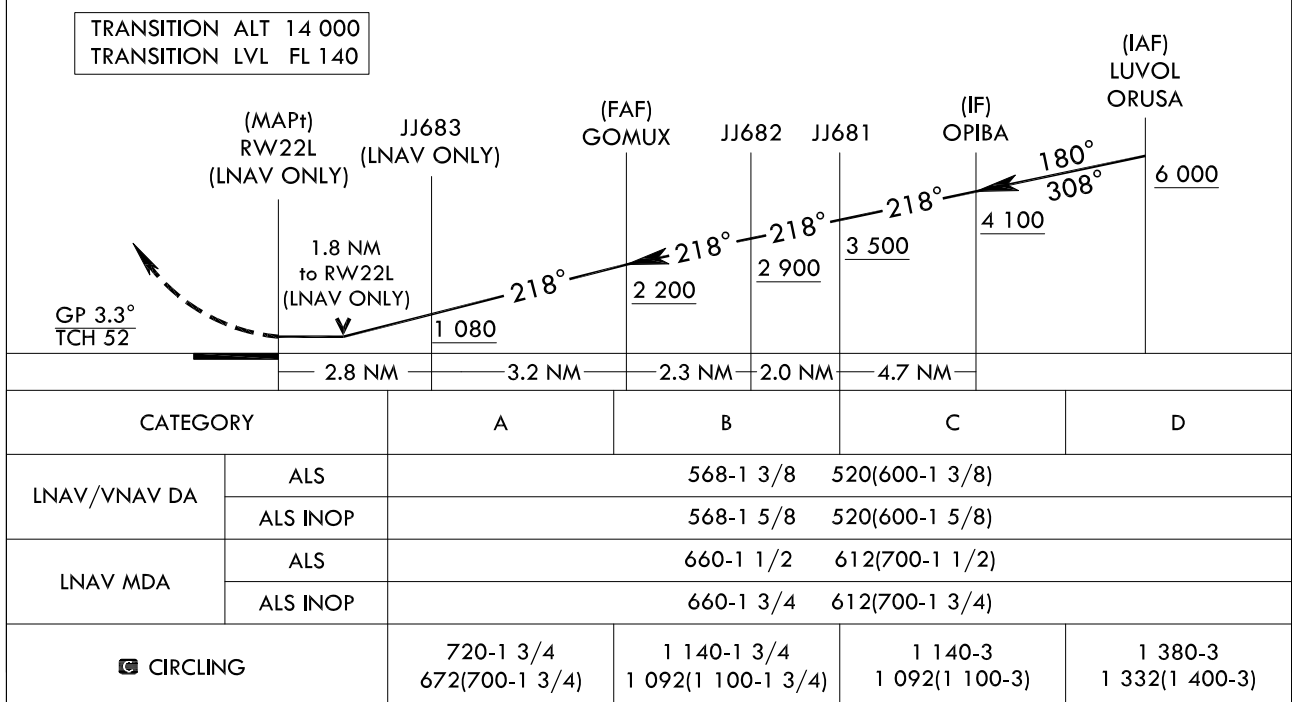
INSTRUMENT
APPROACH
CHARTAERODROME ELEV 48 ft
HEIGHTS RELATED TO
THR RWY 22L - ELEV 46 ft
HIGHEST ELEV TDZ 48 ftGWANGJU APP 130.0
228.9
GWANGJU TWR 118.05
254.6GWANGJU/Gwangju(RKJJ)
RNP RWY 22L

Note : Approach and circle to land under U.S. TERPS.

**MISSED APPROACH**

Climb HDG 218° to 1 000 ft, then climbing left turn direct to JJ684 at or above 4 000 ft, then track 281° to XEMIX at or above 5 000 ft and hold.

* VGSI and descent angle not coincident (VGSI Angle 3.0/TCH 51).



Change : Information of fix names(SERAN → LUVOL, BIENN → OPIBA, FRISA → ORUSA, GOEUL → GOMUX, XEROX → XEMIX).

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

Feeder Route - via MANGI to LUVOL(IAF)

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	-	MANGI	-	-	-	-	-	-	35°30'11.3"N 126°44'31.7"E	-	RNAV 1	-
002	TF	LUVOL	-	106 (098.0)	10.2	-	+6 000	-	35°28'45.5"N 126°56'50.7"E	-	RNAV 1	IAF

RNP RWY 22L - via LUVOL to OPIBA(If)

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	LUVOL	-	-	-	-	+6 000	-230	35°28'45.5"N 126°56'50.7"E	-	RNP APCH	IAF
002	TF	OPIBA	-	180 (171.6)	7.6	-	+4 100	-230	35°21'13.7"N 126°58'12.2"E	-	RNP APCH	IF NoPT

RNP RWY 22L - via ORUSA to OPIBA(If)

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	ORUSA	-	-	-	-	+6 000	-230	35°17'25.0"N 127°06'14.5"E	-	RNP APCH	IAF
002	TF	OPIBA	-	308 (300.1)	7.6	-	+4 100	-230	35°21'13.7"N 126°58'12.2"E	-	RNP APCH	IF NoPT

RNP RWY 22L - via OPIBA(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/TCH	Navigation specification	Remarks
001	TF	OPIBA	-	-	-	-	+4 100	-230	35°21'13.7"N 126°58'12.2"E	-	RNP APCH	IF
002	TF	JJ681	-	218 (210.0)	4.7	-	+3 500	-	35°17'09.1"N 126°55'19.9"E	-	RNP APCH	-
003	TF	JJ682	-	218 (210.0)	2.0	-	+2 900	-	35°15'25.0"N 126°54'06.6"E	-	RNP APCH	-
004	TF	GOMUX	-	218 (210.0)	2.3	-	+2 200	-	35°13'25.3"N 126°52'42.5"E	-3.3/52	RNP APCH	FAF
005	TF	JJ683	-	218 (210.0)	3.2	-	+1 080	-	35°10'38.6"N 126°50'45.5"E	-	RNP APCH	LNAV ONLY
006	TF	RW22L	Y	218 (209.9)	2.8	-	-	-	35°08'12.8"N 126°49'03.3"E	-	RNP APCH	MAPt LNAV ONLY
007	VA	1 000 ft	-	-	-	-	+1 000	-	-	-	RNP APCH	-
008	DF	JJ684	-	-	-	-	+4 000	-	34°57'17.9"N 126°43'53.3"E	-	RNP APCH	CG 320 ft/NM to 4 000 ft
009	TF	XEMIX	-	281 (272.2)	10.7	-	+5 000	-	34°57'41.4"N 126°30'53.8"E	-	RNP APCH	-

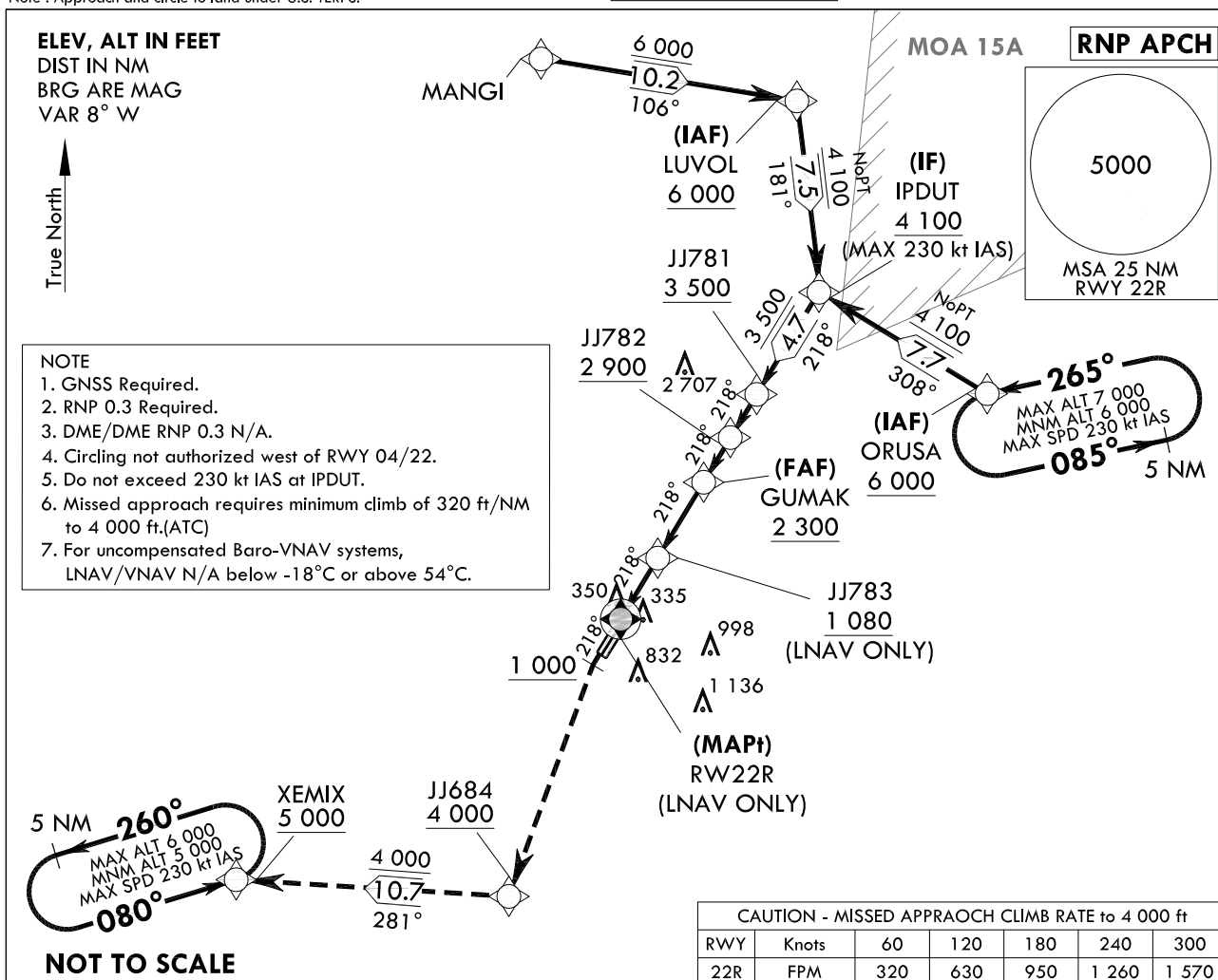
HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly- over	Course/Track M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/TCH	Navigation specification	Remarks
RNP RWY 22L	HM	ORUSA	-	265 (256.6)	5.0	L	-7 000 +6 000	-230	35°17'25.0"N 127°06'14.5"E	-	RNAV 1	-
	HM	XEMIX	-	080 (071.6)	5.0	L	-6 000 +5 000	-230	34°57'41.4"N 126°30'53.8"E	-	RNAV 1	-

Change : Information of fix names(SERAN → LUVOL, BIENN → OPIBA, FRISA → ORUSA, GOEUL → GOMUX, XEROX → XEMIX).

INSTRUMENT
APPROACH
CHARTAERODROME ELEV 48 ft
HEIGHTS RELATED TO
THR RWY 22R - ELEV 48 ft
HIGHEST ELEV TDZ 48 ftGWANGJU APP 130.0
228.9
GWANGJU TWR 118.05
254.6GWANGJU/Gwangju(RKJJ)
RNP RWY 22R

Note : Approach and circle to land under U.S. TERPS.



1 000	4 000	JJ684	TR 281°	XEMIX 5 000	MISSED APPROACH Climb HDG 218° to 1 000 ft, then climbing left turn direct to JJ684 at or above 4 000 ft, then track 281° to XEMIX at or above 5 000 ft and hold. * VGSI and descent angle not coincident (VGSI Angle 3.0/TCH 53).
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TRANSITION ALT 14 000 TRANSITION LVL FL 140					
		(MAPt) RW22R (LNAV ONLY)	JJ783 (LNAV ONLY)	(FAF) GUMAK	JJ782 JJ781 (IF) IPDUT (IAF) LUVOL ORUSA
		GP 3.3° TCH 52	1.8 NM to RW22R (LNAV ONLY)	218° 218° 218° 218° 218°	180° 308°
			1 080	2 300 2 900 3 500 4 100 6 000	
		2.8 NM	3.48 NM	2.0 NM 2.0 NM 4.7 NM	
CATEGORY		A	B	C	D
LNAV/VNAV DA	ALS	568-1 3/8 520(600-1 3/8)			
	ALS INOP	568-1 5/8 520(600-1 5/8)			
LNAV MDA	ALS	660-1 1/2 612(700-1 1/2)			
	ALS INOP	660-1 3/4 612(700-1 3/4)			
CIRCLING		720-1 3/4 672(700-1 3/4)	1 140-1 3/4 1 092(1 100-1 3/4)	1 140-3 1 092(1 100-3)	1 380-3 1 332(1 400-3)

Change : Information of fix names(SERAN → LUVOL, JEBEE → IPDUT, FRISA → ORUSA, KOMAK → GUMAK, XEROX → XEMIX).

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

Feeder Route - via MANGI to LUVOL(IAF)

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	-	MANGI	-	-	-	-	-	-	35°30'11.3"N 126°44'31.7"E	-	RNAV 1	-
002	TF	LUVOL	-	106 (098.0)	10.2	-	+6 000	-	35°28'45.5"N 126°56'50.7"E	-	RNAV 1	IAF

RNP RWY 22R - via LUVOL to IPDUT(IF)

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	LUVOL	-	-	-	-	+6 000	-230	35°28'45.5"N 126°56'50.7"E	-	RNP APCH	IAF
002	TF	IPDUT	-	181 (172.2)	7.5	-	+4 100	-230	35°21'16.8"N 126°58'05.5"E	-	RNP APCH	IF NoPT

RNP RWY 22R - via ORUSA to IPDUT(IF)

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	ORUSA	-	-	-	-	+6 000	-230	35°17'25.0"N 127°06'14.5"E	-	RNP APCH	IAF
002	TF	IPDUT	-	308 (300.1)	7.7	-	+4 100	-230	35°21'16.8"N 126°58'05.5"E	-	RNP APCH	IF NoPT

RNP RWY 22R - via IPDUT(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/ TCH	Navigation specification	Remarks
001	TF	IPDUT	-	-	-	-	+4 100	-230	35°21'16.8"N 126°58'05.5"E	-	RNP APCH	IF
002	TF	JJ781	-	218 (210.0)	4.7	-	+3 500	-	35°17'12.3"N 126°55'13.2"E	-	RNP APCH	-
003	TF	JJ782	-	218 (210.0)	2.0	-	+2 900	-	35°15'28.1"N 126°54'00.0"E	-	RNP APCH	-
004	TF	GUMAK	-	218 (210.0)	2.0	-	+2 300	-	35°13'42.9"N 126°52'46.0"E	-3.3/52	RNP APCH	FAF
005	TF	JJ783	-	218 (210.0)	3.5	-	+1 080	-	35°10'41.8"N 126°50'38.9"E	-	RNP APCH	LNAV ONLY
006	TF	RW22R	Y	218 (209.9)	2.8	-	-	-	35°08'15.9"N 126°48'56.6"E	-	RNP APCH	MAPt LNAV ONLY
007	VA	1 000 ft	-	-	-	-	+1 000	-	-	-	RNP APCH	-
008	DF	JJ684	-	-	-	-	+4 000	-	34°57'17.9"N 126°43'53.3"E	-	RNP APCH	CG 320 ft/NM to 4 000 ft
009	TF	XEMIX	-	281 (272.2)	10.7	-	+5 000	-	34°57'41.4"N 126°30'53.8"E	-	RNP APCH	-

HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly- over	Course/ Track M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
RNP RWY 22R	HM	ORUSA	-	265 (256.6)	5.0	L	-7 000 +6 000	-230	35°17'25.0"N 127°06'14.5"E	-	RNAV 1	-
	HM	XEMIX	-	080 (071.6)	5.0	L	-6 000 +5 000	-230	34°57'41.4"N 126°30'53.8"E	-	RNAV 1	-

Change : Information of fix names(SERAN → LUVOL, JEBEE → IPDUT, FRISA → ORUSA, KOMAK → GUMAK, XEROX → XEMIX).

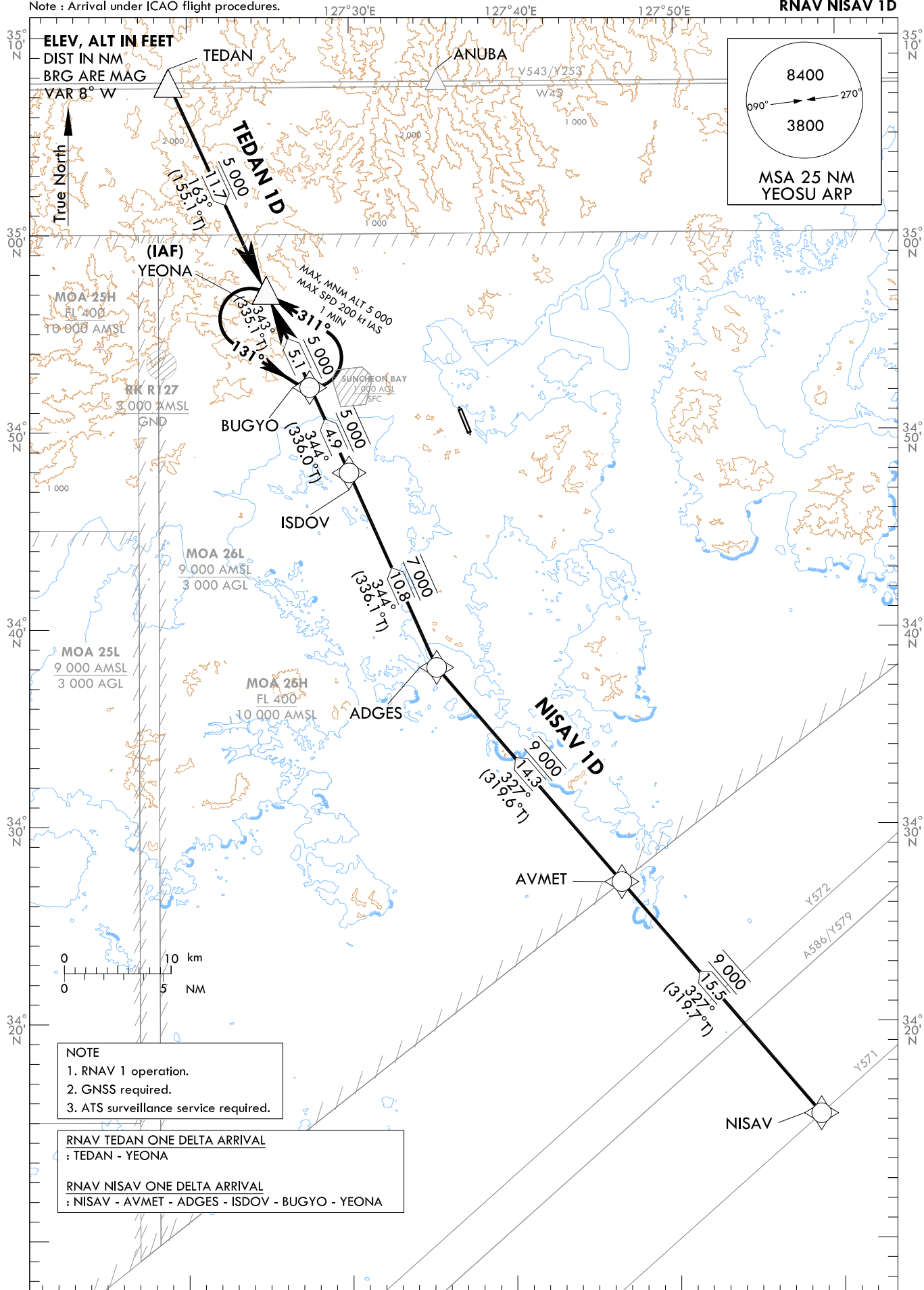
STANDARD ARRIVAL CHART
INSTRUMENT(STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SACHEON APP 135.4
YEOSU TWR 122.5
240.9

YEOSU/Yeosu(RKJY)
RWY 17
RNAV TEDAN 1D
RNAV NISAV 1D

Note : Arrival under ICAO flight procedures.



Change : Information of fix name(AMENT → AVMET).

YEOSU/Yeosu(RKJY)

RWY 17

RNAV TEDAN 1D, RNAV NISAV 1D

HOLDING PROCEDURE

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV TEDAN 1D

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	TEDAN	-	-	-	-	-	-	35°07'43.8"N 127°18'52.1"E	-	RNAV 1	-
002	TF	YEONA	-	163(155.1)	11.7	-	+5 000	-	34°57'03.8"N 127°24'52.1"E	-	RNAV 1	IAF

RNAV NISAV 1D

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	NISAV	-	-	-	-	-	-	34°15'19.1"N 127°58'35.0"E	-	RNAV 1	-
002	TF	AVMET	-	327(319.7)	15.5	-	@9 000	-	34°27'07.6"N 127°46'29.4"E	-	RNAV 1	-
003	TF	ADGES	-	327(319.6)	14.3	-	@9 000	-	34°38'03.0"N 127°35'14.0"E	-	RNAV 1	-
004	TF	ISDOV	-	344(336.1)	10.8	-	@7 000	-	34°47'56.0"N 127°29'55.0"E	-	RNAV 1	-
005	TF	BUGYO	-	344(336.0)	4.9	-	@5 000	-	34°52'26.0"N 127°27'29.0"E	-	RNAV 1	-
006	TF	YEONA	-	343(335.1)	5.1	-	+5 000	-	34°57'03.8"N 127°24'52.1"E	-	RNAV 1	IAF

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
RNAV TEDAN 1D	HM	YEONA	Y	311(302.6)	1	L	@5 000	-200	34°57'03.8"N 127°24'52.1"E	-	RNAV 1	-
RNAV NISAV 1D	HM	YEONA	Y	311(302.6)	1	L	@5 000	-200	34°57'03.8"N 127°24'52.1"E	-	RNAV 1	-

Change : Information of fix name(AMENT → AVMET).