

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 7/23

29 JUN 2023

AIRAC

AIP AMENDMENT NR 7/23

(Effective : 1600UTC 9 AUG 2023)

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 Enroute

- a) Establishment of alert area(RK A8, A9A and A9B).
- b) Information of ENR chart.

1.2 Incheon INTL Airport

- a) Information of de-icing facilities.
- b) Information of pushback procedures for apron 2.
- c) Information of deicing apron and central de-icing zone.
- d) Withdrawal of ACFT stands NR. 306, 310~312 and Establishment of ACFT stands NR. 309~311, 329~331.
- e) Information of TWY(B4~B6, C3, C8, E), shoulder, ACFT stands for apron 2, and NOTE 1, 2.
- f) Information of marking and lighting aids for RWY 15R/33L and exit TWYs.
- g) Information of ALT restriction for holding procedure and Withdrawal of unnecessary airways.
- h) Establishment of SEL VORTAC and CUN VOR/DME.

1.3 Gimpo INTL Airport

- a) Establishment of HS 9.
- b) Information of ALT restriction for holding procedure and Withdrawal of unnecessary airways.
- c) Establishment of SEL VORTAC and SDF(NOGUB, GT020).

2. PAGE CONTROL

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL I, Part II - ENR (Enroute) ENR 5.2-7(11 JUN 15) / 5.2-8(11 JUN 15) ENR 6.1-2(6 APR 23) ENR 6.4(6 JUL 17) / 6.5(11 JUN 15)	VOL I, Part II - ENR (Enroute) ENR 5.2-7(29 JUN 23) / 5.2-8(11 JUN 15) ENR 6.1-2(29 JUN 23) ENR 6.4(6 JUL 17) / 6.5(29 JUN 23)
VOL III, Part II - AD (Aerodrome) RKSI AD 2-1(4 MAY 23) / 2-2(4 MAY 23) AD 2-21(20 OCT 22) / 2-21-1(20 OCT 22) AD 2-22(16 DEC 21) / 2-22-1(20 OCT 22) AD 2-22-2(17 NOV 22) / 2-22-3(17 NOV 22) AD 2-23(22 SEP 22) / 2-24(20 OCT 22) AD 2-27(15 DEC 22) / 2-27-1(15 DEC 22) AD 2-27-2(9 MAR 23) / 2-27-3(20 OCT 22) AD 2-28(15 DEC 22) / 2-28-1(15 DEC 22) AD 2-29(15 DEC 22) / 2-30(15 DEC 22) AD 2-31(15 DEC 22) / 2-32(15 DEC 22) AD CHART 2-1(4 MAY 23) / 2-2(25 AUG 22) AD CHART 2-3(4 MAY 23) / 2-4(12 JAN 23) AD CHART 2-5(12 JAN 23) / 2-5-1(12 JAN 23) AD CHART 2-5-2(12 JAN 23) / 2-5-3(12 JAN 23) AD CHART 2-6(4 MAY 23) / 2-7(4 MAY 23) AD CHART 2-8(4 MAY 23) / 2-9(4 MAY 23) AD CHART 2-18(1 JUN 23) / BLANK AD CHART 2-18-1(1 JUN 23) / BLANK AD CHART 2-42(15 DEC 22) / 2-42-1(13 JAN 22) AD CHART 2-43(15 DEC 22) / 2-43-1(15 DEC 22) AD CHART 2-43-2(15 DEC 22) / 2-43-3(8 APR 21) AD CHART 2-44(15 DEC 22) / 2-44-1(15 DEC 22) AD CHART 2-44-2(15 DEC 22) / 2-44-3(8 APR 21) AD CHART 2-45(15 DEC 22) / 2-45-1(15 DEC 22) AD CHART 2-45-2(15 DEC 22) / 2-45-3(8 APR 21) AD CHART 2-46(15 DEC 22) / 2-46-1(29 JUL 21) AD CHART 2-47(28 JUL 22) / 2-47-1(28 JUL 22) AD CHART 2-48(15 DEC 22) / 2-48-1(15 DEC 22) AD CHART 2-48-2(15 DEC 22) / 2-48-3(15 DEC 22) AD CHART 2-49(25 AUG 22) / 2-49-1(25 AUG 22) AD CHART 2-54(15 DEC 22) / 2-54-1(15 DEC 22) RKSS AD CHART 2-1(29 JUN 23) / 2-2(29 JUN 23) AD CHART 2-3(29 JUN 23) / 2-4(29 JUN 23) AD CHART 2-5(29 JUN 23) / 2-6(29 JUN 23) AD CHART 2-23(15 DEC 22) / 2-23-1(15 DEC 22) AD CHART 2-23-2(2 JUN 22) / 2-23-3(23 SEP 21) AD CHART 2-24(25 AUG 22) / 2-24-1(2 JUN 22) AD CHART 2-25(15 DEC 22) / 2-25-1(15 DEC 22) AD CHART 2-26(15 DEC 22) / 2-26-1(2 JUN 22) AD CHART 2-27(15 DEC 22) / 2-27-1(2 JUN 22) AD CHART 2-34(15 DEC 22) / 2-34-1(15 DEC 22) AD CHART 2-35(15 DEC 22) / 2-35-1(15 DEC 22) AD CHART 2-36(15 DEC 22) / 2-36-1(15 DEC 22) AD CHART 2-37(15 DEC 22) / 2-37-1(15 DEC 22) AD CHART 2-38(9 FEB 23) / 2-38-1(9 FEB 23) AD CHART 2-39(9 FEB 23) / 2-39-1(9 FEB 23)	VOL III, Part II - AD (Aerodrome) RKSI AD 2-1(4 MAY 23) / 2-2(29 JUN 23) AD 2-21(29 JUN 23) / 2-21-1(20 OCT 22) AD 2-22(16 DEC 21) / 2-22-1(29 JUN 23) AD 2-22-2(17 NOV 22) / 2-22-3(29 JUN 23) AD 2-23(22 SEP 22) / 2-24(29 JUN 23) AD 2-27(15 DEC 22) / 2-27-1(29 JUN 23) AD 2-27-2(29 JUN 23) / 2-27-3(20 OCT 22) AD 2-28(29 JUN 23) / 2-28-1(15 DEC 22) AD 2-29(29 JUN 23) / 2-30(29 JUN 23) AD 2-31(29 JUN 23) / 2-32(29 JUN 23) AD CHART 2-1(29 JUN 23) / 2-2(29 JUN 23) AD CHART 2-3(29 JUN 23) / 2-4(29 JUN 23) AD CHART 2-5(29 JUN 23) / 2-5-1(12 JAN 23) AD CHART 2-5-2(12 JAN 23) / 2-5-3(29 JUN 23) AD CHART 2-6(29 JUN 23) / 2-7(29 JUN 23) AD CHART 2-8(29 JUN 23) / 2-9(29 JUN 23) AD CHART 2-18(29 JUN 23) / BLANK AD CHART 2-18-1(29 JUN 23) / BLANK AD CHART 2-42(29 JUN 23) / 2-42-1(13 JAN 22) AD CHART 2-43(29 JUN 23) / 2-43-1(15 DEC 22) AD CHART 2-43-2(29 JUN 23) / 2-43-3(8 APR 21) AD CHART 2-44(29 JUN 23) / 2-44-1(15 DEC 22) AD CHART 2-44-2(29 JUN 23) / 2-44-3(8 APR 21) AD CHART 2-45(29 JUN 23) / 2-45-1(15 DEC 22) AD CHART 2-45-2(29 JUN 23) / 2-45-3(8 APR 21) AD CHART 2-46(29 JUN 23) / 2-46-1(29 JUL 21) AD CHART 2-47(29 JUN 23) / 2-47-1(28 JUL 22) AD CHART 2-48(29 JUN 23) / 2-48-1(15 DEC 22) AD CHART 2-48-2(15 DEC 22) / 2-48-3(29 JUN 23) AD CHART 2-49(29 JUN 23) / 2-49-1(29 JUN 23) AD CHART 2-54(29 JUN 23) / 2-54-1(15 DEC 22) RKSS AD CHART 2-1(29 JUN 23) / 2-2(29 JUN 23) AD CHART 2-3(29 JUN 23) / 2-4(29 JUN 23) AD CHART 2-5(29 JUN 23) / 2-6(29 JUN 23) AD CHART 2-23(29 JUN 23) / 2-23-1(15 DEC 22) AD CHART 2-23-2(29 JUN 23) / 2-23-3(23 SEP 21) AD CHART 2-24(29 JUN 23) / 2-24-1(29 JUN 23) AD CHART 2-25(29 JUN 23) / 2-25-1(29 JUN 23) AD CHART 2-26(29 JUN 23) / 2-26-1(29 JUN 23) AD CHART 2-27(29 JUN 23) / 2-27-1(29 JUN 23) AD CHART 2-34(29 JUN 23) / 2-34-1(15 DEC 22) AD CHART 2-35(29 JUN 23) / 2-35-1(29 JUN 23) AD CHART 2-36(29 JUN 23) / 2-36-1(15 DEC 22) AD CHART 2-37(29 JUN 23) / 2-37-1(29 JUN 23) AD CHART 2-38(29 JUN 23) / 2-38-1(29 JUN 23) AD CHART 2-39(29 JUN 23) / 2-39-1(9 FEB 23)

END

3. ALERT AREA

Identification, name and lateral limits	Upper limit Lower limit (ft)	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
RK A2 ASAN 365118N 1265223E - 365117N 1270800E - 364501N 1270757E - 364447N 1265407E - to the beginning	5 000 ft MSL SFC	US Army / ASAN High Density Military Helicopter Training & Maintenance Test Flight MON-FRI : 2300-1300, SAT : 2300-0400 Common traffic advisory frequency 117.1
RK A8 IEODO 331000N 1243005E - 331002N 1254558E - 321844N 1254548E - 320640N 1254044E - 320625N 1243034E - to the beginning	FL 140 SFC	ROKAF Search & Rescue Training Area By NOTAM
RK A9A IEODO 315501N 1240552E - 315501N 1245307E - 310502N 1245311E - 310502N 1240549E - to the beginning	3 000 ft AMSL SFC	KCG Search & Rescue Training Area By NOTAM
RK A9B IEODO 305501N 1240549E - 305501N 1245312E - 300502N 1245317E - 300502N 1240546E - to the beginning	3 000 ft AMSL SFC	KCG Search & Rescue Training Area By NOTAM
RK A18 GANGNEUNG A circle, 5 NM radius centered at 374500N 1285700E	FL 150 SFC	ROKAF / GANGNEUNG MON-SAT WX COND : Above CEILING 3 000 ft-VIS 3 NM Gangneung APP All aircraft are required to contact Gangneung TWR before entering this area.
RK A19 JUNGWON 370300N 1274700E - 370800N 1275300E - 370400N 1275900E - 365900N 1275300E - to the beginning	FL 150 SFC	ROKAF / JUNGWON DAILY 2100-1400 WX COND : VMC Jungwon APP All aircraft are required to contact Jungwon TWR before entering this area.
RK A19T JUNGWON TFR 370800N 1273800E - 370800N 1275300E - 370300N 1274700E - 365900N 1275300E - 365600N 1275300E - 365600N 1273800E - to the beginning	2 000 ft AGL 800 ft AGL	ROKAF / JUNGWON DAILY 2300-0900 (from every hour on the hour plus 10 min, for example : 2300-2310, 0000-0010,...) WX COND : IMC-VMC Jungwon APP * All aircraft passing through this area during the time of activation shall contact Jungwon APP or TWR. * It is recommended that all helicopters fly lower than 500 ft above the airport.
RK A20T SEOSAN TFR 370000N 1263000E - 363000N 1265100E - 362400N 1263000E - 364330N 1261000E - to the beginning	2 000 ft AGL 700 ft AGL	ROKAF / SEOSAN MON-SAT WX COND : IMC-VMC Haemi APP Daytime : from 45 min to 59 min in every odd hour (for example: 0145-0159, 0345-0359,...) Night time : from sunset to sunrise plus 1 hour
RK A810 HANAM A circle, 2.5 NM radius centered at 373207N 1271049E (excluding the area which overlaps with Seoul CTR)	1 000 ft AGL SFC	ROKA / HANAM 40.85 kHz, 133.800 MHz, 228.400 MHz High Density Military Helicopter training MON-FRI : 2300-1300, SAT : 2300-0400
RK A811 BUCHEON A circle, 2 NM radius centered at 372835N 1264450E (excluding the area which overlaps with Gimpo CTR)	1 000 ft AGL SFC	ROKA / BUCHEON 37.70 kHz, 132.250 MHz, 250.350 MHz High Density Military Helicopter training MON-FRI : 2300-1300, SAT : 2300-0400

Change : Establishment of alert area(RK A8, A9A and A9B).

INTENTIONALLY

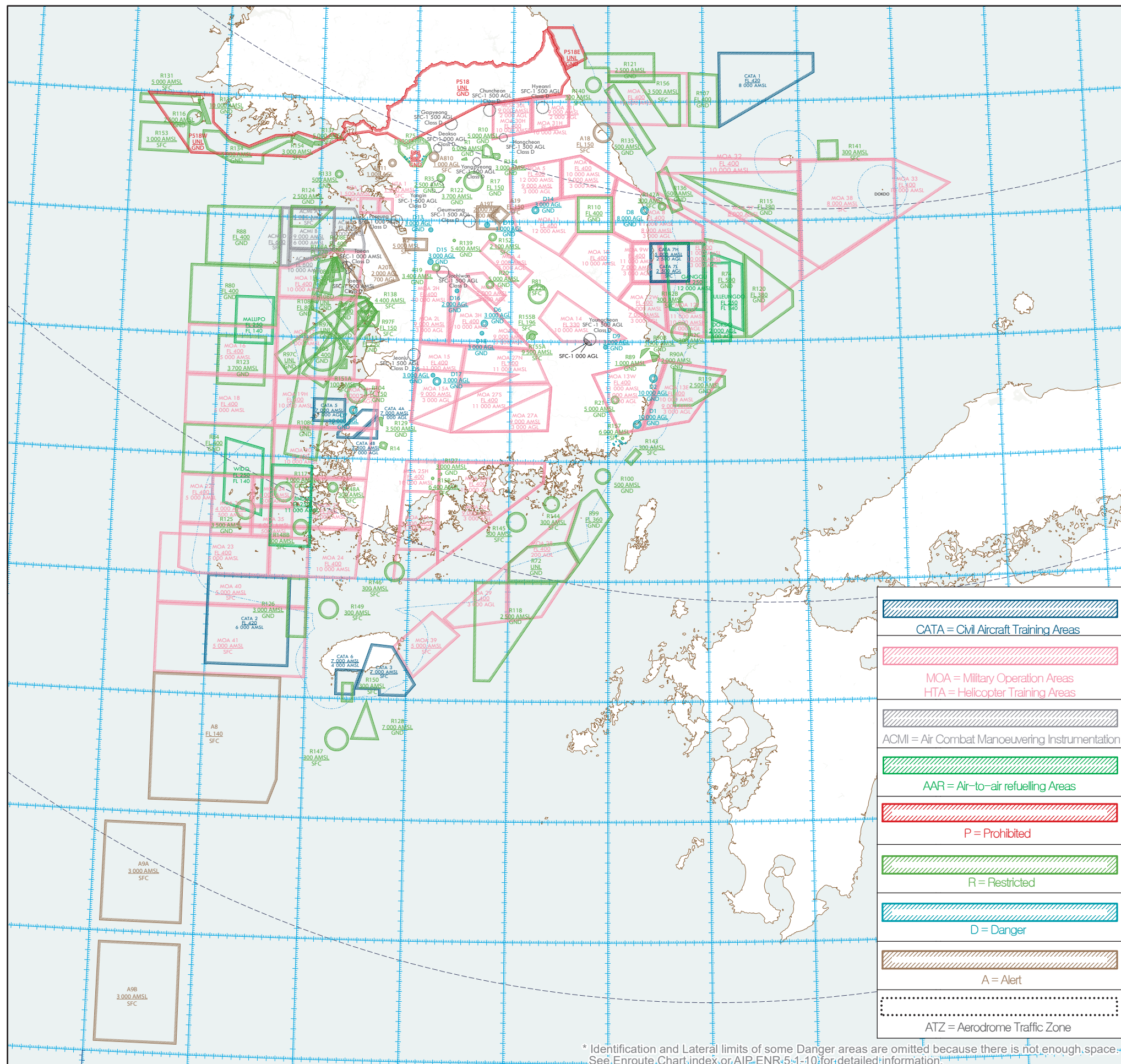
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The map displays the Incheon/Daegu Control region, which is divided into several sectors and areas. The sectors are defined by their names, altitudes, and boundaries. The altitudes are given in feet above ground level (AGL).

- WEST-SEA NORTH SECTOR:** FL 600, 1 000 AGL
- WEST-SEA SOUTH SECTOR:** FL 600, 1 000 AGL
- GUNSAK WEST SECTOR:** FL 600, 1 000 AGL
- GUNSAK EAST SECTOR:** FL 600, 1 000 AGL
- GWANGJU WEST SECTOR:** FL 600, 1 000 AGL
- GWANGJU EAST SECTOR:** FL 600, 1 000 AGL
- NAMHAE AREA SECTOR:** FL 600, 1 000 AGL
- JEJU NORTH SECTOR:** FL 600, 1 000 AGL
- JEJU SOUTH HIGH SECTOR:** FL 600, FL 335
- JEJU SOUTH LOW SECTOR:** FL 335, 1 000 AGL

The map also shows the **DAEGU CONTROL** and **INCHEON CONTROL** areas. The legend at the bottom right indicates that the thick blue line represents the **Control Area(Sector)** and the thin blue line represents the **Flight Information Region**.



A map of the East China Sea region. The map shows the Korean Peninsula to the west, Japan to the east, and the surrounding waters. A black rectangle is drawn in the central part of the sea, indicating the study area. The map includes latitude and longitude markings: 120°E, 125°E, 130°E, 135°E, 140°E for longitude and 30°N, 35°N, 40°N for latitude. A north arrow is located in the top left corner.

Effective : 1600UTC 9 AUG 2023

* The information contained is based on Aeronautical Information Publication.

TIME : UTC, ALT : Feet

PROHIBITED AREAS			
RK F73	RK P518	RK P518E	RK P518W
GN-ULINE	GN-ULINE	GN-ULINE	GN-ULINE
RESTRICTED AREAS			
RK R1	RK R97D	RK R120	RK R142B
GR 4-000 AMSL	GN-ULINE	GR 4-380	SPC-300 AMSL
GN-ULINE	NOTIN VMC	GN-ULINE	NOTIN VMC
RK R10	RK R97E	RK R121	RK R142C
GR 5-000 AMSL	GN-ULINE	GR 5-000 AMSL	NOTIN VMC
GN-ULINE	NOTIN VMC	GN-ULINE	NOTIN VMC
RK R14	RK R97F	RK R122	RK R143
GR 6-000 AMSL	GN-ULINE	GR 6-370 AMSL	SPC-300 AMSL
GN-ULINE	NOTIN VMC	GN-ULINE	NOTIN VMC
RK R17	RK R99	RK R140	RK R145
GR 8-150	GN-GR 3-360	GR 8-140	SPC-300 AMSL
NOTIN VMC	NOTIN VMC	GN-ULINE	NOTIN VMC
RK R20	RK R100	RK R141	RK R146
GR 1-200	GN-GR 1-360	GR 8-140	SPC-300 AMSL
NOTIN VMC	NOTIN VMC	GN-ULINE	NOTIN VMC
RK R19	RK R101	RK R142	RK R147
GR 1-000 AMSL	GN-GR 1-360	GR 8-140	SPC-300 AMSL
NOTIN VMC	NOTIN VMC	GN-ULINE	NOTIN VMC
RK R20	RK R102	RK R143	RK R148
GR 2-000 AMSL	GN-GR 1-360	GR 8-140	SPC-300 AMSL
NOTIN VMC	NOTIN VMC	GN-ULINE	NOTIN VMC
RK R21	RK R103	RK R144	RK R149
GR 3-000 AMSL	GN-GR 1-360	GR 8-140	SPC-300 AMSL
NOTIN VMC	NOTIN VMC	GN-ULINE	NOTIN VMC
RK R22	RK R104	RK R145	RK R150
GR 3-000 AMSL	GN-GR 1-360	GR 8-140	SPC-300 AMSL
NOTIN VMC	NOTIN VMC	GN-ULINE	NOTIN VMC
RK R23	RK R105	RK R146	RK R151
GR 3-200 AMSL	GN-GR 1-360	GR 8-140	SPC-300 AMSL
NOTIN VMC	NOTIN VMC	GN-ULINE	NOTIN VMC
RK R24	RK R106	RK R147	RK R152
GR 3-200 AMSL	GN-GR 1-360	GR 8-140	SPC-300 AMSL
NOTIN VMC	NOTIN VMC	GN-ULINE	NOTIN VMC
RK R25	RK R107	RK R148	RK R153
GR 3-200 AMSL	GN-GR 1-360	GR 8-140	SPC-300 AMSL
NOTIN VMC	NOTIN VMC	GN-ULINE	NOTIN VMC
RK R26	RK R108	RK R149	RK R154
GR 3-200 AMSL	GN-GR 1-360	GR 8-140	SPC-300 AMSL
NOTIN VMC	NOTIN VMC	GN-ULINE	NOTIN VMC
RK R27	RK R109	RK R150	RK R155
GR 3-200 AMSL	GN-GR 1-360	GR 8-140	SPC-300 AMSL
NOTIN VMC	NOTIN VMC	GN-ULINE	NOTIN VMC
RK R28	RK R110	RK R151	RK R156
GR 3-200 AMSL	GN-GR 1-360	GR 8-140	SPC-300 AMSL
NOTIN VMC	NOTIN VMC	GN-ULINE	NOTIN VMC
RK R29	RK R111	RK R152	RK R157
GR 3-200 AMSL	GN-GR 1-360	GR 8-140	SPC-300 AMSL
NOTIN VMC	NOTIN VMC	GN-ULINE	NOTIN VMC
RK R30	RK R112	RK R153	RK R158
GR 3-200 AMSL	GN-GR 1-360	GR 8-140	SPC-300 AMSL
NOTIN VMC	NOTIN VMC	GN-ULINE	NOTIN VMC
RK R31	RK R113	RK R154	RK R159
GR 3-200 AMSL	GN-GR 1-360	GR 8-140	SPC-300 AMSL
NOTIN VMC	NOTIN VMC	GN-ULINE	NOTIN VMC
RK R32	RK R114	RK R155	RK R160
GR 3-200 AMSL	GN-GR 1-360	GR 8-140	SPC-300 AMSL
NOTIN VMC	NOTIN VMC	GN-ULINE	NOTIN VMC
RK R33	RK R115	RK R156	RK R161
GR 3-200 AMSL	GN-GR 1-360	GR 8-140	SPC-300 AMSL
NOTIN VMC	NOTIN VMC	GN-ULINE	NOTIN VMC
RK R34	RK R116	RK R157	RK R162
GR 3-200 AMSL	GN-GR 1-360	GR 8-140	SPC-300 AMSL
NOTIN VMC	NOTIN VMC	GN-ULINE	NOTIN VMC
RK R35	RK R117	RK R158	RK R163
GR 3-200 AMSL	GN-GR 1-360	GR 8-140	SPC-300 AMSL
NOTIN VMC	NOTIN VMC	GN-ULINE	NOTIN VMC
RK R36	RK R118	RK R159	RK R164
GR 3-200 AMSL	GN-GR 1-360	GR 8-140	SPC-300 AMSL
NOTIN VMC	NOTIN VMC	GN-ULINE	NOTIN VMC
RK R37	RK R119	RK R160	RK R165
GR 3-200 AMSL	GN-GR 1-360	GR 8-140	SPC-300 AMSL
NOTIN VMC	NOTIN VMC	GN-ULINE	NOTIN VMC
RK R38	RK R120	RK R161	RK R166
GR 3-200 AMSL	GN-GR 1-360	GR 8-140	SPC-300 AMSL
NOTIN VMC	NOTIN VMC	GN-ULINE	NOTIN VMC
RK R39	RK R121	RK R162	RK R167
GR 3-200 AMSL	GN-GR 1-360	GR 8-140	SPC-300 AMSL
NOTIN VMC	NOTIN VMC	GN-ULINE	NOTIN VMC
RK R40	RK R122	RK R163	RK R168
GR 3-200 AMSL	GN-GR 1-360	GR 8-140	SPC-300 AMSL</

RK D1 GND-1 000 000 AGL	RK D14 GND-3 000 000 AGL	RK D22 GND-8 800 000 AGL	RK D30 GND-9 900 000 AGL
RK D2 GND-10 000 000 AGL	RK D15 GND-3 000 000 AGL	RK D23 GND-7 700 000 AGL	RK D31 GND-1 600 000 AGL
RK D3 GND-3 000 000 AGL	RK D16 GND-1 000 000 AGL	RK D24 GND-1 500 000 AGL	RK D32 GND-1 500 000 AGL
RK D4 GND-3 000 000 AMSL	RK D17 GND-3 000 000 AGL	RK D25 GND-1 500 000 AGL	RK D33 GND-1 500 000 AGL
RK D5 GND-10 000 000 AMSL	RK D18 GND-1 000 000 AGL	RK D26 GND-1 600 000 AGL	RK D34 GND-1 600 000 AGL
RK D6 GND-10 000 000 AGL	RK D19 GND-1 000 000 AGL	RK D27 GND-1 900 000 AGL	RK D35 GND-2 000 000 AGL
RK D7 GND-10 000 000 AGL	RK D20 GND-1 800 000 AGL	RK D28 GND-1 700 000 AGL	RK D36 GND-2 000 000 AGL
RK D8 GND-1 700 000 AGL	RK D21 GND-1 700 000 AGL	RK D29 GND-1 600 000 AGL	RK D37 GND-1 600 000 AGL

RK A2 SFC-3 000 AMSL MON-FRI 2300-1300 SAT 2300-0400	RK A19 SFC-FL 150 DAILY 2100-1400 VMC	RK A20T AGL -2000 AGL MON-SAT	RK AB11 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 AB10 SFC-FL 140 MON-FRI 2300-1300 SAT 2300-0400	RK AB SFC-FL 140 By NOTAM
RK A9A SFC-3000 AMSL By NOTAM	RK A9B SFC-3000 AMSL By NOTAM		

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

MOA 1 FL 400	MOA 9W FL 400	MOA 19L 8,000 AMSL	MOA 39H FL 400
10 000 AMSL	11 000 AMSL	3 000 AGL	10 000 AMSL
MOA 2H FL 400	MOA 10 FL 400	MOA 19H FL 400	MOA 31L 9 000 AMSL
10 000 AMSL	10 000 AMSL	10 000 AMSL	2 000 AGL
MOA 2L 9 000 AMSL	MOA 11 FL 400	MOA 20 FL 400	MOA 31H FL 400
9 000 AMSL	12 000 AMSL	10 000 AMSL	10 000 AMSL
MOA 3A 7 000 AMSL	MOA 12W 7 000 AMSL	MOA 21 FL 400	MOA 32 FL 400
3 000 AGL	3 000 AGL	10 000 AMSL	10 000 AMSL
MOA 3L FL 400	MOA 12W FL 400	MOA 22	MOA 33

FL 400	10 000 AMSL	FL 400	4 000 AMSL
10 000 AMSL	3 000 AGL	5 000 AMSL	5 000 AMSL
MOA 4	MOA 12E	MOA 24	MOA 35
9 000 AMSL	FL 400	FL 400	4 000 AMSL
3 000 AGL	11 000 AMSL	10 000 AMSL	
MOA 5	MOA 13W	MOA 25	MOA 36
9 000 AMSL	8 000 AGL	9 000 AMSL	4 000 AMSL
3 000 AGL	3 000 AGL	3 000 AGL	4 000 AMSL
MOA 5	MOA 13W	MOA 25H	MOA 37
FL 400	FL 400	FL 400	8 000 AMSL
10 020 AMSL	11 000 AMSL	10 000 AMSL	SFC
MOA 6	MOA 13E	MOA 26L	MOA 38
9 000 AMSL	3 000 AGL	9 000 AMSL	8 000 AMSL
3 000 AGL		3 000 AGL	SFC

MOA 7 FL 400	MOA 14 FL 330	MOA 27N FL 400	MOA 40 <u>5 000 AMSL</u>
10 000 AMSL	10 000 AMSL	11 000 AMSL	SFC
MOA 8 8 000 AMSL	MOA 15A 9 000 AMSL	MOA 27S FL 400	MOA 41 <u>5 000 AMSL</u>
3 000 AGL	3 000 AGL	11 000 AMSL	SFC
MOA 8 FL 400	MOA 15 FL 400	MOA 27A 9 000 AMSL	HTA 1 <u>1 000 AMSL</u>
11 000 AMSL	11 000 AMSL	3 000 AGL	SFC
MOA 9E 10 000 AMSL	MOA 16 FL 400	MOA 28 FL 400	HTA 2 1 500 AMSL

11 000 AMSL	5 000 AMSL	3 000 AGL	3 000 AGL
MOA 9W	MOA 1S	MOA 3PL	
7 000 AMSL	FL 400	9 000 AMSL	
3 000 AGL	5 000 AMSL	2 000 AGL	

AIR COMBAT MANOEUVERING INSTRUMENTATION (ACMI)

ACMI A	ACMI C	ACMI D	ACMI E
5 000 AMSL	FL 600	FL 600	FL 600
SFC	10 000 AMSL	SFC	10 000 AMSL

6 000 AMSL			
AIR-TO-AIR REFUELLING AREAS			
DOKDO	MALLIPO	WIDO	ULLEUNGDO
<u>2 000 AGL</u>	<u>FL 250</u>	<u>FL 250</u>	<u>FL 250</u>
500 AGL	FL 140	FL 140	FL 140
GGU	JINDO		
<u>FL 250</u>	<u>FL 250</u>		
12 000 AMSL	11 000 AMSL		

Gagyevon SFC-1 500 AGL Class D	Yangin SFC-1 500 AGL Class D	Chuncheon SFC-1 500 AGL Class D	Taeon 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	Poseung SFC-1 000 AGL Class D
Hongcheon SFC-1 500 AGL Class D	Yungcheon SFC-1 500 AGL Class D	Jochiwon SFC-1 500 AGL Class D	
Hyeonri SFC-1 500 AGL	Geumwang SFC-1 500 AGL	Taeon 1 SFC-1 500 AMSL	

FIX(WP)	COORDINATES	FIX(WP)	COORDINATES	FIX(WP)	COORDINATES	FIX(WP)	COORDINATES	FIX(WP)	COORDINATES	FIX(WP)	COORDINATES	FIX(WP)	COORDINATES	FIX(WP)	COORDINATES
AGAVO	371010N 123595E	BEDAR	315401N 126291E	BOPTA	364406N 126358E	ELOS	355410N 126470E	INVOK	344719N 129193E	UMD	370100N 125000E				
AGCUS	364521N 130404E	BEDES	303001N 126448E	BUSKA	350300N 129492E	ENGOT	344834N 128295E	IPDAS	341515N 126301E	LINTA	341515N 126301E				
AGDUS	364521N 130404E	BEDES	303001N 126448E	BUSKA	350300N 129492E	ENGOT	344834N 128295E	IPDAS	341515N 126301E	LINTA	341515N 126301E				
ANDOL	379598N 130448E	BELTU	371208N 125475E	BUSKO	374503N 130161E	ENTEL	362211N 128705E	KALEK	351232N 129510E	LOSTO	351232N 129510E				
ANRUS	373528N 128932E	BESNA	343718N 1290751E	DALPO	378383N 124253E	GONAV	371048N 124253E	KALOT	353012N 128461E	MARKET	353012N 128461E				
ANSIM	373728N 124500E	BIGOC	364382N 128952E	DALSO	371301N 126420E	GONAK	362111N 126501E	KAMID	341514N 128618E	MAKSA	341514N 128618E				
APARU	354424N 129500E	BILUM	354424N 129500E	DAMTI	371806N 126329E	GUKDO	371101N 127932E	KASUN	383800N 132280E	MANGI	383800N 132280E				
ATASO	355244N 126565E	BITUX	364618N 1280148E	DOTOL	341515N 126329E	GUNKU	363414N 126549E	KIDOS	350208N 126204E	MASTA	350208N 126204E				
ATASE	355244N 126565E	BITUX	364618N 1280148E	DOTOL	341515N 126329E	GUNKU	363414N 126549E	KIDOS	350208N 126204E	MASTA	350208N 126204E				
ATOTI	300301N 125115E	BOGAN	329401N 126812E	ELAPI	362014N 128051E	IGRAS	371846N 132441E	LANAT	362224N 131242E	MELES	362224N 131242E				
BAEM	365037N 127571E	BONSO	302840N 126028E	EIGEP	341625N 125561E	KEDAO	314314N 125349E	LAPA	355413N 129425E	MONSI	355413N 129425E				

Flight Information Region (FIR)

The diagram shows a box representing the FIR. Inside the box, the text 'FIR' is at the top, followed by 'INCHEON' and 'UNIT' on the next line. Below that is 'GND'. At the bottom of the box are 'INCHEON ACC' and 'DAEGU ACC' on the next line. Lines connect the labels on the left to the corresponding text in the box: 'Name of FIR' to 'FIR', 'Upper limit' to 'INCHEON', 'Lower limit' to 'UNIT', and 'Unit providing service' to 'INCHEON ACC' and 'DAEGU ACC'.

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

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

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

[illegible]

Route designator ————— V549
Magnetic track ————— 100° — **14** — 282° —
Distance in NM ————— 10 000 or 6 000
Upper limit ————— 7 000

Route designator _____ Y685
Magnetic track _____ 133° 31' 313°
Distance in NM _____ 10 000 or 8 000

CLASS A ————— Airway(FL 200 ABV - FL 600)

5 NM Radius

CLASS C — 5 NM Radius
10 NM Radius

CLASS D — 5 NM Radius

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

AIRWAY INFORMATION

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

Distance in NM from _____ 44
associated VOR navigation aid 45

Name _____ IGDOK

Reporting Point(Rep/WPT) Compulsory ▲ ◆

Type of Category	Class	Designated areas and altitude	Type of flight	Separation provided	Service provided	Radio Communication requirement	Subject to an ATC clearance
	A	• All airways from above FL 200 to FL 600* • Incheon airport* - Within 5 NM including areas which are extended northbound from 373156N 1261525E - 373721N 1262500E - 373421N 1262713E - 372852N 1262003E - 373156N 1261525E and southbound from 372347N 1262526E - 372654N 1263722E - 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 - 371335N 1265128E - 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 12645938E - 373036N 1265252E - 372907N 1265444E - 372652N 1265153E - 372840N 12645938E - 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 KRCP ARP (E33044N 1262934E) (SFC - 10 000 ft AMSL) - 332635N 1262614E - a clockwise arc, radius 5 NM centered at ARP - 333048N 1263552E - 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 - 33405N 12616118E - to the beginning - 2 000 ft AMSL - 10 000 ft AMSL	IFR	All aircraft	ATC service	Continuous two-way	Yes
Controlled	B	• Radius of airports with APP Control* - Within 5 NM (SFC - 10 000 ft AGL) - Within 5-10 NM (1 000 ft AGL - 5 000 ft AGL)	IFR VFR	All aircraft	ATC service	Continuous two-way	Yes
	C		IFR from IFR from IFR	ATC service	Continuous two-way	Yes	
	D	• All airways from MEA up to and including FL 200 - Airspace from above 1 000 ft from the surface of the FL 185 within Seoul TMA, excluding Class B** - Radius of airports none North APP Control*** - Within 5 NM (SFC - 5 000 ft AGL or the upper limits altitude of control zone)	IFR from IFR from IFR, IFR from VFR IFRDO & RADAR CTC)	• ATC service including traffic information about VFR flights (and traffic avoidance advice on request)	Continuous two-way	Yes	
	E	• Traffic information between VFR and IFR flights (and traffic avoidance advice on request)	Continuous two-way	Yes			
Un-controlled	F	• ATC service • Traffic information about VFR aircraft as far as practicable	IFR from IFR from IFR	Continuous two-way	Yes		
	G	• ATC service • Traffic information as far as practicable	IFR from IFR from IFR	No (No/EXC ACFT)	No		
	H	• Flight information service	IFR from IFR from IFR	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, Seongju, Daegu, Gangneung, Pyeongsong, Seosan, Wonju, Yeosu, Guri and Pohang (Gyeongju Airport) (1)

*** Osan, Yongju, Seoul, Cheongju, Suwon, Seongju, Pyeongsong, Ulsan, Yeosu, Mokpo, Incheon, Jeonju, Gimhae, Jinhae, Jeonju, Nonsan and Sacheo Airport (17)

— P = Prohibited
— R = Restricted
— D = Danger
— A = Alert

Identification of area
 Nationality letter
 Upper limits
 Lower limits

RK R84
 10 000 AMSL
 SFC

RK A18
 FL 150
 SFC

*Nationality letter is omitted for chart clarity.

— Military Operation Area (MOA)

Identification of area _____ MOA 18 / ACMI A / DOIKDO
Upper limit _____ FL 400

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

symbols:

VOR/DME	
TACAN	
VORTAC	

NAVAID frequency, Identification or call sign — VOR/DME 113.8
NCN 33--
Geographical coordinates — 37° 29' 42"N
126° 25' 49"E

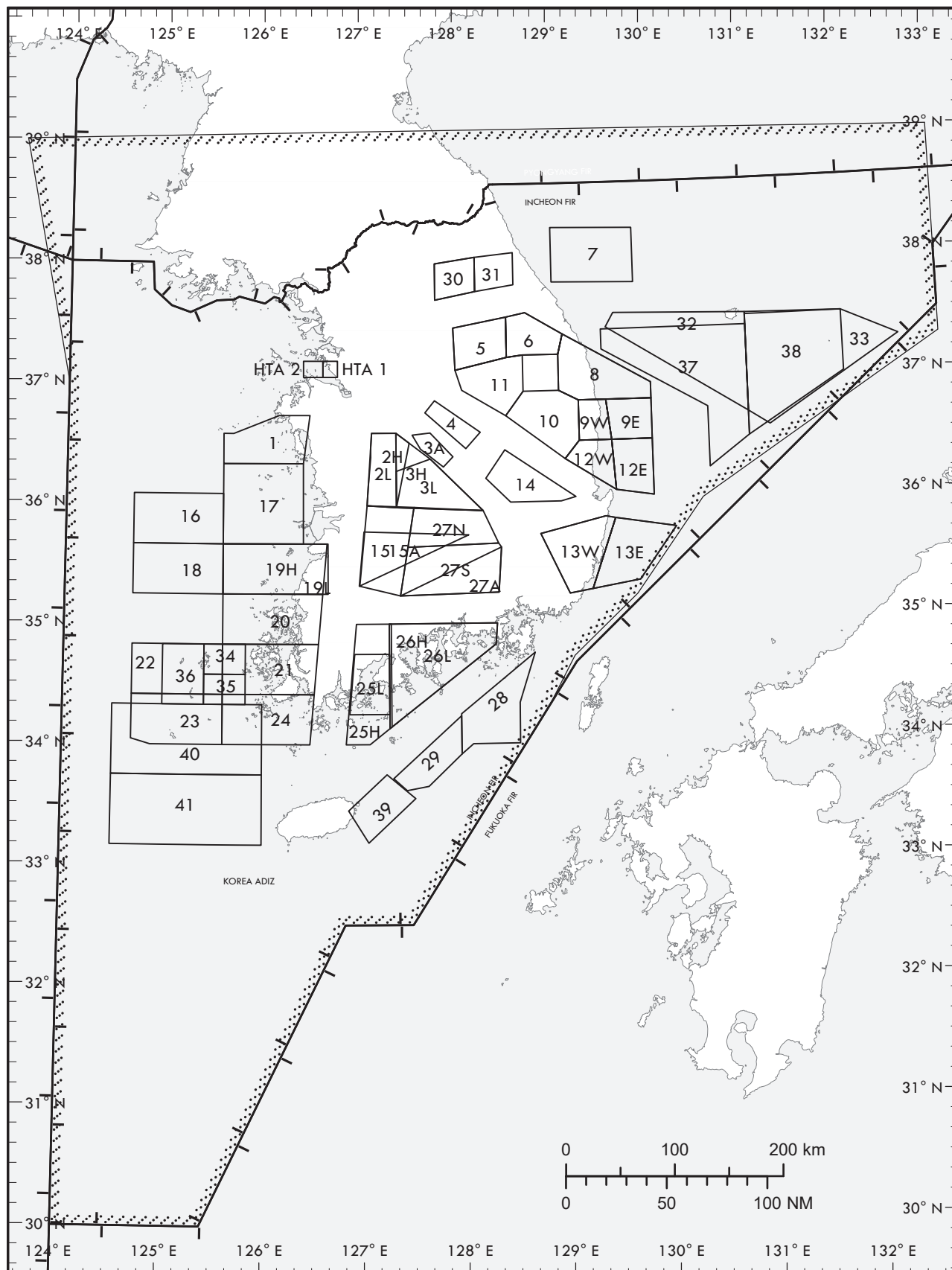
Isogonic line or isogonal

Area Minimum Altitude (AMA)
Each 1° quadrilateral contains an Area Minimum Altitude (AMA)

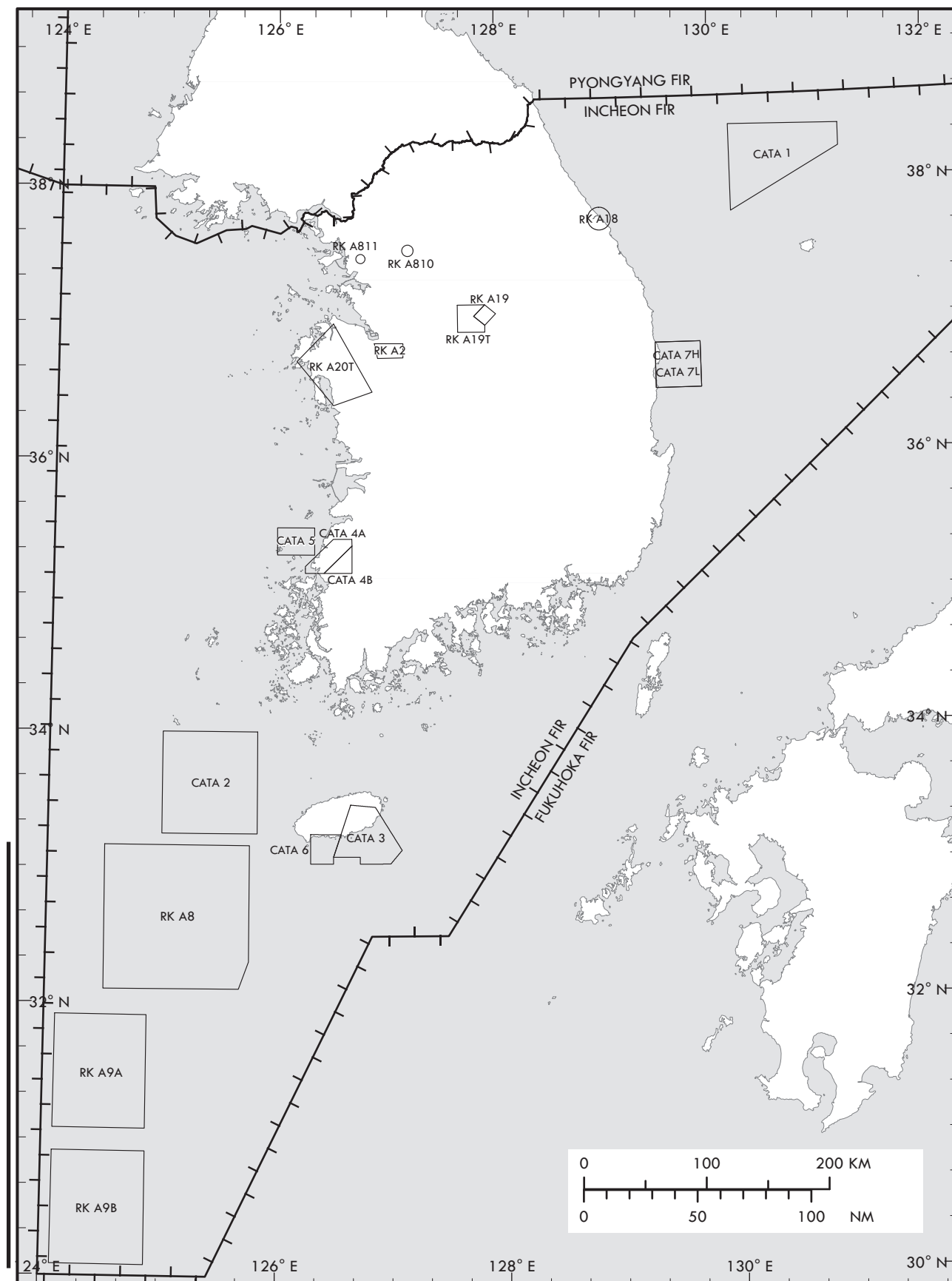
clearance of 1 000 feet above all obstacles in the quadrilateral. It is represented in hundreds of feet above mean sea level.



MILITARY EXERCISE TRAINING AREAS AND ADIZ - INDEX CHART



OTHER ACTIVITIES OF A DANGEROUS NATURE - INDEX CHART



Change : Establishment of alert area(RK A8, A9A and A9B).

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) RKSI ZPZX (Terminal 2) RKSI ZPZB
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

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 27 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. 2 ARFF* vehicles (8 × 8) :	Capacity of water (L)	17 000 (2)
			Capacity of foam (L)	2 400 (2)
			Foam discharge rate (L/min)	8 000 (2)
			Capacity of dry chemical powder (kg)	225 (2)
			Dry chemical powder discharge rate (kg/s)	2.3 (2)
		b. 5 ARFF* vehicles (6 × 6) :	Capacity of water (L)	11 000 (each)
			Capacity of foam (L)	1 590 (2), 1 000 (3)
			Foam discharge rate (L/min)	7 900 (2), 7 500 (3)
			Capacity of dry chemical powder (kg)	200 (2), 225 (3)
			Dry chemical powder discharge rate (kg/s)	2.3 (2), 2.5 (3)
		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)

Change : Information of de-icing facilities.

Aircraft Stands	Pushback Procedures	Phraseology
Apron 1		
103	The aircraft shall be pushed back onto taxilane AS to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south on R1
105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127 and 129	The aircraft shall be pushed back onto taxilane AS to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane AS to face west.	Pushback approved to face west
131	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane AS to face west.	Pushback approved to face west
132	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
Apron 2		
101	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
102	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
	The aircraft shall be pushed back onto taxilane R9 to face east.	Pushback approved to face east.
104, 106, 108, 110, 112, 114, 118, 122, 124, 126 and 128	The aircraft shall be pushed back onto taxilane R9 to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane R9 to face west.	Pushback approved to face west
130	The aircraft shall be pushed back onto taxilane R9 to face west.	Pushback approved to face west
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north on R4
301	The aircraft shall be pushed back onto taxilane R10 to face east.	Pushback approved to face east
302 to 311 (309A/B, 310A/B, 311A/B)	The aircraft shall be pushed back onto taxilane R10 to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane R10 to face west.	Pushback approved to face west
312	The aircraft shall be pushed back onto taxilane R10 to face west.	Pushback approved to face west
321	The aircraft shall be pushed back onto taxilane RG to face east.	Pushback approved to face east
322 to 331 (329A/B, 330A/B, 331A/B)	The aircraft shall be pushed back onto taxilane RG to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane RG to face west.	Pushback approved to face west
332	The aircraft shall be pushed back onto taxilane RG to face west.	Pushback approved to face west
341, 341R/L	The aircraft shall be pushed back onto taxilane RG to face east.	Pushback approved to face east
342 to 352 (342R/L, 343R/L, 345R, 347R, 352R/L)	The aircraft shall be pushed back onto taxilane RG to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane RG to face west.	Pushback approved to face west
353, 353R/L	The aircraft shall be pushed back onto taxilane RG to face west.	Pushback approved to face west
Apron 3		
231 to 236 (231R/L, 232R/L)	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
236R	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west
237	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R12.	Pushback approved to blue
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west

Change : Information of pushback procedures for apron 2.

238, 239	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R12.	Pushback approved to blue
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west
	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back to face south until its nosewheel is at spot 31 (or 32).	Pushback approved to point 31(32)
239R	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west
	The aircraft shall be pushed back to face south until its nosewheel is at spot 31 (or 32).	Pushback approved to point 31(32)
240	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R12.	Pushback approved to blue
	The aircraft shall be pushed back to face south until its nosewheel is at spot 31 (or 32).	Pushback approved to point 31(32)
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east
241	The aircraft shall be pushed back to face south until its nosewheel is at spot 32.	Pushback approved to point 32
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 31.	Pushback approved to point 31
	The aircraft shall be pushed back to face south until its body is on taxilane RC.	Pushback approved to face south
	The aircraft shall be pushed back onto the stand 816 (or 817) to face west.	Pushback approved to stand 816(817)
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east on R12
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west on R12
242	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 31 (or 32).	Pushback approved to point 31(32)
	The aircraft shall be pushed back to face west until its nosewheel is at spot 33.	Pushback approved to point 33
	The aircraft shall be pushed back onto the stand 817 (or 816) to face west.	Pushback approved to stand 817(816)
	The aircraft shall be pushed back onto taxilane RC to face north.	Pushback approved to face north
243, 245	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 32 (or 31).	Pushback approved to point 32(31)
	The aircraft shall be pushed back to face west until its nosewheel is at spot 33 (or 34).	Pushback approved to point 33(34)
	The aircraft shall be pushed back onto taxilane RC to face north.	Pushback approved to face north
	The aircraft shall be pushed back onto the stand 817 to face west.	Pushback approved to stand 817
246	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 32 (or 31).	Pushback approved to point 32(31)
	The aircraft shall be pushed back to face west until its nosewheel is at spot 33 (or 34).	Pushback approved to point 33(34)
	The aircraft shall be pushed back onto taxilane RC to face north.	Pushback approved to face north
247	The aircraft shall be pushed back onto taxilane RC (or RF) to face west.	Pushback approved to face west (face west on RF)
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 32 (or 31).	Pushback approved to point 32(31)
	The aircraft shall be pushed back to face west until its nosewheel is at spot 33 (or 34).	Pushback approved to point 33(34)
	The aircraft shall be pushed back onto taxilane RC (or RB) to face north.	Pushback approved to face north (face north on RB)
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 39.	Pushback approved to point 39
248, 249	The aircraft shall be pushed back onto taxilane RC (or RF) to face west.	Pushback approved to face west (face west on RF)
	The aircraft shall be pushed back to face west until its nosewheel is at spot 33 (or 34).	Pushback approved to point 33(34)
	The aircraft shall be pushed back onto taxilane RC (or RB) to face north.	Pushback approved to face north (face north on RB)
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 39.	Pushback approved to point 39

3.3 Standard Taxi Procedure for Cargo flight

3.3.1 Standard Taxi Route(STR) for Departures

Name	Taxi Route Details	Remarks
CARGO TRANSITION 15R	CGO APRON → Turn Right on D → Turn Left onto K → Hold At Holding Point RWY 15L on TWY K → Turn Right on C → Turn Left on L → Hold At Holding Point RWY 15R	Route for RWY 15R Departure
CARGO TRANSITION 16L	CGO APRON → Turn Right on D → Turn Left onto K → Hold At Holding Point RWY 15L on TWY K → Turn Right onto A16 → Turn Right on A → Turn Left onto R17 → R17 → Turn Right on M → M19 → Hold At Holding Point RWY 16L	Route for RWY 16L Departure
CARGO TRANSITION 33L	CGO APRON → Turn Left on D → Turn Right onto J → Hold At Holding Point RWY 33R on TWY J → Turn Left on C → Turn Right on G → Hold At Holding Point RWY 33L	Route for RWY 33L Departure
CARGO TRANSITION 34R	CGO APRON → Turn Left on D → Turn Right onto J → Hold At Holding Point RWY 33R on TWY J → Turn Right onto A8 → R8 → Turn Left on M → M5 → Hold At Holding Point RWY 34R	Route for RWY 34R Departure

3.3.2 Standard Taxi Route for Arrivals

Name	Taxi Route Details	Remarks
CARGO TRANSITION NORTH	Exit onto P → Turn Left on T → Hold At Holding Point RWY 16L on T → Turn Left on N → Turn Right onto M11 → R11 → Turn Left on A → Turn Right onto A15 → K → Hold At Holding Point RWY 15R on TWY K → Turn Right on D → CGO APRON	Route for RWY 16R Arrival
CARGO TRANSITION SOUTH	Exit onto P → Turn Right on U → Hold At Holding Point RWY 34R on U → Turn Right on N → Turn Left onto M11 → R11 → Turn Right on A → Turn Left onto A8 → J → Hold at Holding Point RWY 33L on J → Turn Left on D → CGO APRON	Route for RWY 34L Arrival

3.3.3 Operational Procedures

- All cargo flight crews are strongly advised to plan their taxi route based on standard taxi route before taxi or landing.
- For cargo departure flight, 'Standard Taxi Route' will be issued in advance with ATC clearance.
- In order to prevent taxiway incursion caused by flight crew's confusion, 'Standard Taxi Route' and 'Follow The Greens' will be used as taxi instruction to cargo departure flights. And taxiway centerline lights will be operated based on standard taxi route.
- If for any reason, flight crew unable to comply or understand the standard taxi route instructions, timely request should be made for alternate taxi instruction.
- The following ATC phraseology will be used when issue standard taxi route instructions.
- (Call sign), TAXI VIA (STR NAME), FOLLOW THE GREENS, HOLD SHORT OF (RWY).

3.4

Departure routes and Transfer of control points(TCP)

1. Unless otherwise instructed, aircraft should use the following routes:

Apron	Apron FREQ	Route	TCP	Gate/Stand
Apron 1	121.65 MHz	R1 - A4 R1 - R7 R1 - R8	4E 7E 8W	1 to 17
		R7 R8	7E 8W	18 to 36
		R4 - M5 R4(R6) - R7 R4(R6) - R8	5W 7E 8W	37 to 50
		R7 R8	7E 8W	103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 132
Apron 2	121.8 MHz	R9 R10	9E 10W	101, 102, 104, 106, 108, 110, 112, 114, 118, 122, 124, 126, 128, 130
		RG	30E 30W	301 to 312 321 to 332 341 to 353
Apron 3	122.175 MHz	R1 - R11 R1 - R12 R1 - A13(A16)	11E 12W 13E(16E)	262 to 268
		R1 - A13(A16) R1 - R12	13E(16E) 12W	501 to 507
		R4 - R11 R4 - R12 R4 - M13(M16)	11E 12W 13W(16W)	229 to 236
		R4 - R11 R4 - M13(M16)	11E 13W(16W)	511 to 517
		R11 R12	11E 12W	237 to 261 361 to 376
Apron 4	123.675 MHz	R4 - R17 M19	17E(17W) 19W	520 to 529 531 to 535 541 to 547 551 to 554 557 to 558
Cargo Apron 1	123.325 MHz	D2 D3	2Y 3Y	601 to 616 621 to 636
Cargo Apron 2		D4 D5	4Y 5Y	641 to 655
Remarks				
Departure routes in Apron areas will be issued in detail according to runway in use and traffic movement condition by Incheon Apron. Refer to RKSI AD 2-6, 2-8 (Aerodrome Ground Movement Charts).				

2. Aircraft shall not proceed beyond the TCP without clearance from Incheon Ground or Tower.

Change : Information of ACFT stands NR for apron 2.

- 3.5 Follow the Greens(FtGs) procedures at Incheon INTL Airport
- 3.5.1 "Follow the Greens" procedures at Incheon INTL Airport is operated to provide pilots with individual visual guidance(green taxiway centerline lights and red Stop bar lights) while taxiing during day and night operations as well as during periods of low visibility.
- 3.5.2 Aircraft taxiing on maneuvering area(runway and main parallel taxiways) will be guided by dedicated individual green taxiway centerline lights in front of the aircraft.
- 3.5.3 ATC will use the phraseology "Follow the Greens....." when issuing a clearance to pilots to taxi along the directional guidance provided by the green taxiway centerline lights to clearance limit(runway holding point or transfer of control point/TCP or stop bar lights).
- 3.5.4 When instructed to follow the greens by ATC, pilots are reminded of the extreme importance of maintaining a careful lookout and are at all times responsible wing tip clearance.
- 3.5.5 When instructed to follow the greens by ATC, pilots shall not taxi ahead if there is no green lights or red Stop bar lights are ahead.
- 3.5.6 Pilots and drivers shall enter/cross the runway or taxiway only when both the following conditions are met.
The crew have
- a. received positive ATC clearance to enter/cross the runway or taxiway, and
 - b. observed that the red Stop bar lights are turned off.
- 3.5.7 When more than one aircraft taxi closely toward the common intersection, it is possible to see more than one directional guidance ahead because the end of proceeding green lights segment is still remaining.
- 3.5.8 When more than one directional guidance are provided ahead or hard to see the guidance due to reflection of sunlight, pilots shall stop and ask ATC for onward clearance before taxiing.
- 3.5.9 When more than one aircraft taxi toward the common intersection, ATC will continue turning on the green lights to give priority to first aircraft. Second aircraft will be instructed "GIVE WAY TO...../FOLLOW....." or provided turning on the red Stop bar lights.
- 3.5.10 When ATC wants to terminate the "Follow the Greens", ATC will revert to directional guidance by taxiway information or mandatory signs/markings. In this case, pilots shall navigate their taxi route with reference to signs/markings on taxiway.

4. Deicing operations

4.1 De/anti-icing phase notification

DE/ANTI-ICING PHASE	Application of phase
Phase 1 (BLUE)	It is estimated that the average time between aircraft EOBT and being airborne will be less than 60 minutes.
Phase 2 (YELLOW)	It is estimated that the average time between aircraft EOBT and being airborne will range from 60 minutes to 119 minutes.
Phase 3 (ORANGE)	It is estimated that the average time between aircraft EOBT and being airborne will range from 120 minutes to 239 minutes.
Phase 4 (RED)	It is estimated that the average time between aircraft EOBT and being airborne will be at or above 240 minutes.

4.2 De-icing zones and pads

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

1. A South zone : 821, 822, 823, 825 pads
2. M South zone : 831, 832, 833, 834 pads
3. M North zone : 551, 552, 553, 554, 557 pads
4. T Center zone : 814, 815, 816, 817 pads
5. Central De-icing zone : 302, 303, 304, 305, 310, 311 pads
6. D South zone : 841, 842 pads
7. D North zone : 851, 852 pads

4.3 De-icing operational procedures

1. De-icing requests and cancellations must be made by the flight crew to Incheon De-icing.
2. ACFT types applicable for engine on de-icing

Airbus	A318, A319, A320, A321, A330, A350, A220, A380
Boeing	B737, B757, B767, B777, B787, B747

3. Technical de-icing (landing gear, brakes, inside LE- or TE-flaps, under wing, engine inlets, fan blades and sensors/ static ports/ pitot probes) should be performed by Engine off.
4. On the de-icing pads ACFT shall hold abeam the stop line which indicates the cockpit stop position or follow the advice of the marshaller.
5. Aircrew shall control the throttle carefully, avoiding the exhausted gas causing damage to support personnel and equipment, when aircraft exit the de-icing stands.
6. During the engine on de-icing, aircrew shall keep the engine idle and set the brake. ACFT hold position until Pad control give the taxi instruction.
7. The detailed de-icing procedures are given on the 'ICN DE-ICING ANTI-ICING PILOT BRIEF SHEET'. A copy of the sheet can be downloaded from www.airport.kr/co/en/index.do.

Change : Information of central de-icing zone.

FREQ	Call Sign	Procedure
128.65 MHz, 344.2 MHz (ATIS)	Incheon INTL Airport	- Acknowledge "De/Anti-icing Phase" by ATIS.
↓		
123.575 MHz (Apron 1, Apron 2, Cargos) 122.225 MHz (Apron 3, 4)	Incheon De-icing	- Contact when ready for pushback. - Advise "Aircraft De-icing required and Engine On/Off De-icing". - De-icing zones assignment.
↓		
121.65 MHz (Apron 1) 121.8 MHz (Apron 2, Cargos) 122.175 MHz (Apron 3) 123.675 MHz (Apron 4)	Incheon Apron	- Set Mode A code to 2000. - Select XPNDR or AUTO. - Pushback & taxi to De-icing zones.
↓		
123.325 MHz (A South zone, M South zone, Central De-icing zone, D South/North zone) 122.175 MHz (T Center zone) 122.325 MHz (M North zone)	Pad Control	- De-icing pads assignment. - Taxi to De-icing pads.
↓		
130.750 MHz (A South zone) 130.850 MHz (M South zone) 130.250 MHz (T Center zone, Central De-icing zone) 129.725 MHz (M North zone)	Ice Man	- Enter the pad and report the brake set to Ice Man. Monitor Ice Man until De-icing is completed. - Do not shut down engines until instructed by Ice Man for ground safety.
↓		
121.6 MHz	Incheon Delivery	- (Engine Off) Once de-icing is completed, contact Incheon delivery to get ATC clearance. Report "Engine Off De-icing and De-icing completed" when initial contact with Incheon delivery by voice or DCL. Monitor Ice Man. - (Engine On) Once de-icing is started, contact Incheon delivery to get ATC clearance. Report "Engine On De-icing and De-icing started" when initial contact with Incheon delivery by voice or DCL. Monitor Ice Man. - Set Mode A assigned by ATC. - Select XPNDR or AUTO.
↓		
130.750 MHz (A South zone) 130.850 MHz (M South zone) 130.250 MHz (T Center zone, Central De-icing zone) 129.725 MHz (M North zone)	Ice Man	- Re-contact Ice Man and Report start engine and ready to taxi.
↓		
123.325 MHz (A South zone, M South zone, Central De-icing zone, D South/North zone) 122.175 MHz (T Center zone) 122.325 MHz (M North zone)	Pad Control	- Taxi out from De-icing pads.

NOTE 1 : The de-icing pad will be appropriately assigned by Incheon Apron or Pad Control when aircraft approaches to de-icing zone.

NOTE 2 : Flight crews shall monitor and maintain radio contact, otherwise re-sequenced as a result of no response to 3 successive calls.

NOTE 3 : This procedures can be changed by Incheon Apron according to the volume of de-icing traffic.

NOTE 4 : Flight crews need extra caution when entering and leaving the de-icing pad, since there are GSE roads in front of or behind the de-icing pad.

5. Arrival procedures

5.1 Arrival routes and Transfer of control points(TCP)

1. Unless otherwise instructed, aircraft should use the following routes;

Apron	Apron FREQ	Route	TCP	Gate/Stand
Apron 1	121.65 MHz	A5 - R1	5E	1 to 12
		A6 - R1	6E	14 to 17
		R7 - R1	7W	1 to 17
		R7 R8	7W 8E	18 to 36
		R7 - R4(R6)	7W	37 to 42
		M6 - R4	6W	43 to 50
		R8 - R4(R6)	8E	37 to 50
		R7 R8	7W 8E	103,105,107,109,111,113,115,117, 119,121,123,125,127,129,131,132
Apron 2	121.8 MHz	R9 R10	9W 10E	101,102,104,106,108,110,112,114, 118,122,124,126,128,130
				301 to 312
		RG	30W 30E	321 to 332 341 to 353
Apron 3	122.175 MHz	R11 - R1 A14 - R1	11W 14E	262 to 268 501 to 507
		R12 - R4 M14 - R4	12E 14W	229 to 236 511 to 517
		R11 R12	11W 12E	237 to 261 361 to 376
Apron 4	123.675 MHz	R17 - R4 M18	17E 18W	520 to 529 531 to 535 541 to 547 551 to 554 557 to 558
Cargo Apron 1	123.325 MHz	D2 D3	2Y 3Y	601 to 616 621 to 636
Cargo Apron 2		D4 D5	4Y 5Y	641 to 655
Remarks Arrival routes in Apron areas will be issued in detail according to runway in use and traffic movement condition by Incheon Apron. Refer to RKSI AD CHART 2-7, 2-9 (Aerodrome Ground Movement Charts).				

2. Aircraft will normally be transferred to Incheon Apron prior to the TCP. Unless otherwise directed, aircraft may automatically contact Incheon Apron at the TCP.

3. Aircraft shall not proceed beyond the TCP without clearance from Incheon Apron.

5.2 Follow-me car service

1. Follow-me service is available to arriving aircraft. Pilots should make the request to Incheon Ground or Incheon Apron.

2. Aircraft shall monitor the appropriate Incheon Ground and/or Incheon Apron frequencies while taxiing.

6. Ground engine check procedures

Pilot or authorized engineer requiring engine ground runs shall contact Incheon Apron on the appropriate frequency (refer to 2.20.3.4.1) and provide the following :

1. Call sign or registration number
2. Gate / Stand number
3. Type of ground engine run, engine start or performance check Incheon Apron should be advised on its completion.

6.1 Engine starts

Engine starts are permitted in the Apron areas. However the power setting(s) shall not exceed idle thrust.

6.2 Engine performance check

1. Run-up Area : North of Maintenance Apron (Refer to RKSI AD CHART 2-3, 2-4)
2. Operation Hours : 24 Hours
3. Accommodation : 2 aircraft simultaneously (only towed)
4. In case of the Run-up area U/S, temporary run-up areas can be allocated as follows;

Temporary Run-up Areas	Remarks
14A (North part of TWY A)	122.175 MHz shall be monitored during engine performance check in temporary run-up areas.

7. Taxiing - Limitation

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.

2. There are obstacles, guardrails of underpass way, near by TWY A (between A8 & A9, A12 & A13) and TWY D (between D2 & D3, D5 & D6). The heights of obstacles are less than 1 m.

Change : Information of ACFT stands NR for apron 2.

11. Special notice to ICAO Code F aircraft (A380 & B747-8) operations
- 11.1 Runway
All runways are available for the ICAO Code F aircraft.
- 11.2 RWY-holding position markings
The markings for RWY 15R/33L, RWY 15L/33R, RWY 16R/34L, RWY 16L/34R are located at 107.5 m from runway centerline.
- 11.3 Taxiing routes on maneuvering area
1. ICAO Code F aircraft should taxi along the taxiing routes published on movement charts(refer to AIP RKSI Aerodrome ground movement chart) unless there are special instructions by ATC.
 2. ICAO Code F aircraft should taxi at speed of less than 30 kt on TWY A, B, M and N because there are open channels between TWY A and B (depth 3 m), TWY N and M (depth 3.5 m). (refer to AIP RKSI Aerodrome ground movement chart)
 3. ICAO Code F aircraft should taxi along the taxiing routes published on SMGCS taxi route (refer to AIP RKSI Low visibility procedure diagram) under Low Visibility Procedure(LVP) unless there are special instructions by ATC.
- 11.4 Taxiing routes on aprons
1. B747-8 aircraft are available on all taxiing routes.
 2. A380 aircraft should taxi along the taxiing routes published on movement charts(refer to AIP RKSI Aerodrome ground movement chart) unless there are special instructions by Incheon Apron(Apron Controller). Some Apron taxiing routes are restricted as below.

	A380 Unavailable Taxiing Routes
Apron 1	AS, R5
Apron 3	RF
	Parts of RA, RB, RC(Except the routes between R11 and R12)
Apron 4	R26
	M18, M19(R4 ~ R26 routes)
Cargo Apron 1	D2, D3
Etc	R1(AS ~ R9 routes)

- 11.5 Parking stands
For more information on ICAO Code F aircraft operation in Maintenance Apron, Deicing Apron, Isolated Security Parking Position, and Multiple use stands, refer to RKSI AD CHART 2-4 and 2-5.

	Stand NR.	Code F ACFT	
		A380	B747-8
Passenger Terminal 1	8	-	○
	10	○	○
	12	-	○
	15	-	○
	17	○	○
	43	○	○
	46	○	○
Passenger Terminal 2	231	○	○
	232	○	○
	233	-	○
	234	-	○
	264	-	○
	265	-	○
	266	○	○
	267	○	○
	268	○	○

Concourse	106	○	○
	110	○	○
	112	○	○
	122	○	○
	126	○	○
Cargo Apron 1	603	-	○
	604	-	○
	606	-	○
	607	-	○
	616	-	○
	623	-	○
	624	-	○
	626	-	○
	627	-	○
	629	-	○
	630	-	○
	636	-	○
Cargo Apron 2	641	○	○
	644	○	○
	647	-	○
	648	○	○
	652	○	○
	655	-	○
Remote Stands	309	○	○
	322	○	○
	323	○	○
	324	○	○
	329	○	○
	330	○	○
	331	○	○
	341	○	○
	342	○	○
	352	○	○
	353	○	○
	501	○	○
	502	-	○
	511	○	○
	512	-	○
	541	○	○
	542	○	○
	543	○	○
	544	○	○



Change : Withdrawal of ACFT stands NR. 306, 310, 312 and Establishment of ACFT stands NR. 309, 329~331.

Deicing Apron	302	○	○
	303	○	○
	304	○	○
	310	○	○
	311	○	○
	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 : Establishment of ACFT stands NR. 310~311.

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."

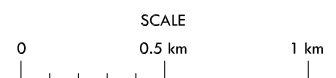
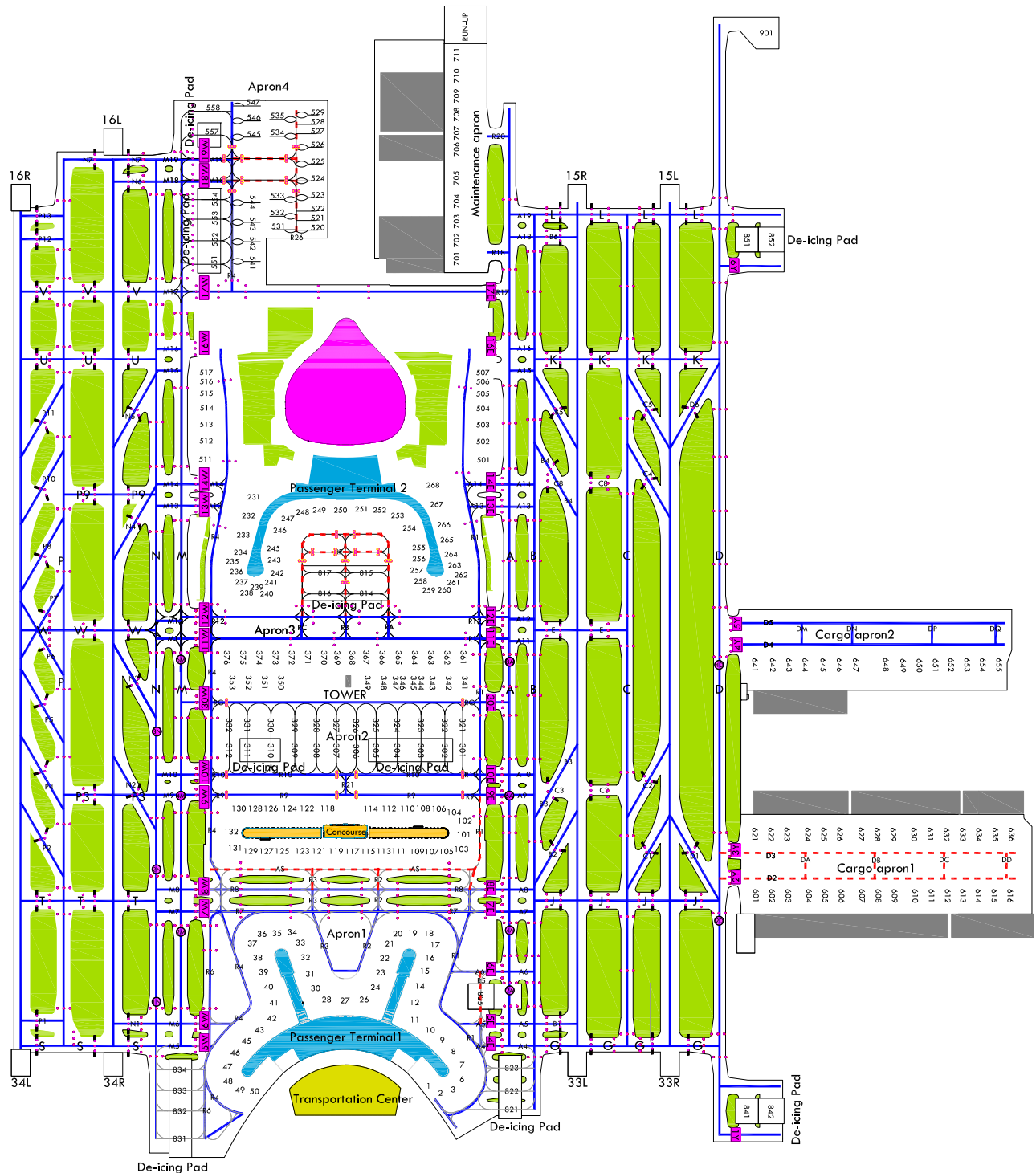
14. Restriction on the taxilane R17 over bridge

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.

ICAO Code F Aircraft Taxiing Route

LEGEND

- All Aircraft available except A380
- All Aircraft available



Change : Information of TWY(B4~B6, C3, C8, E), shoulder, and ACFT stands for apron 2.

INTENTIONALLY

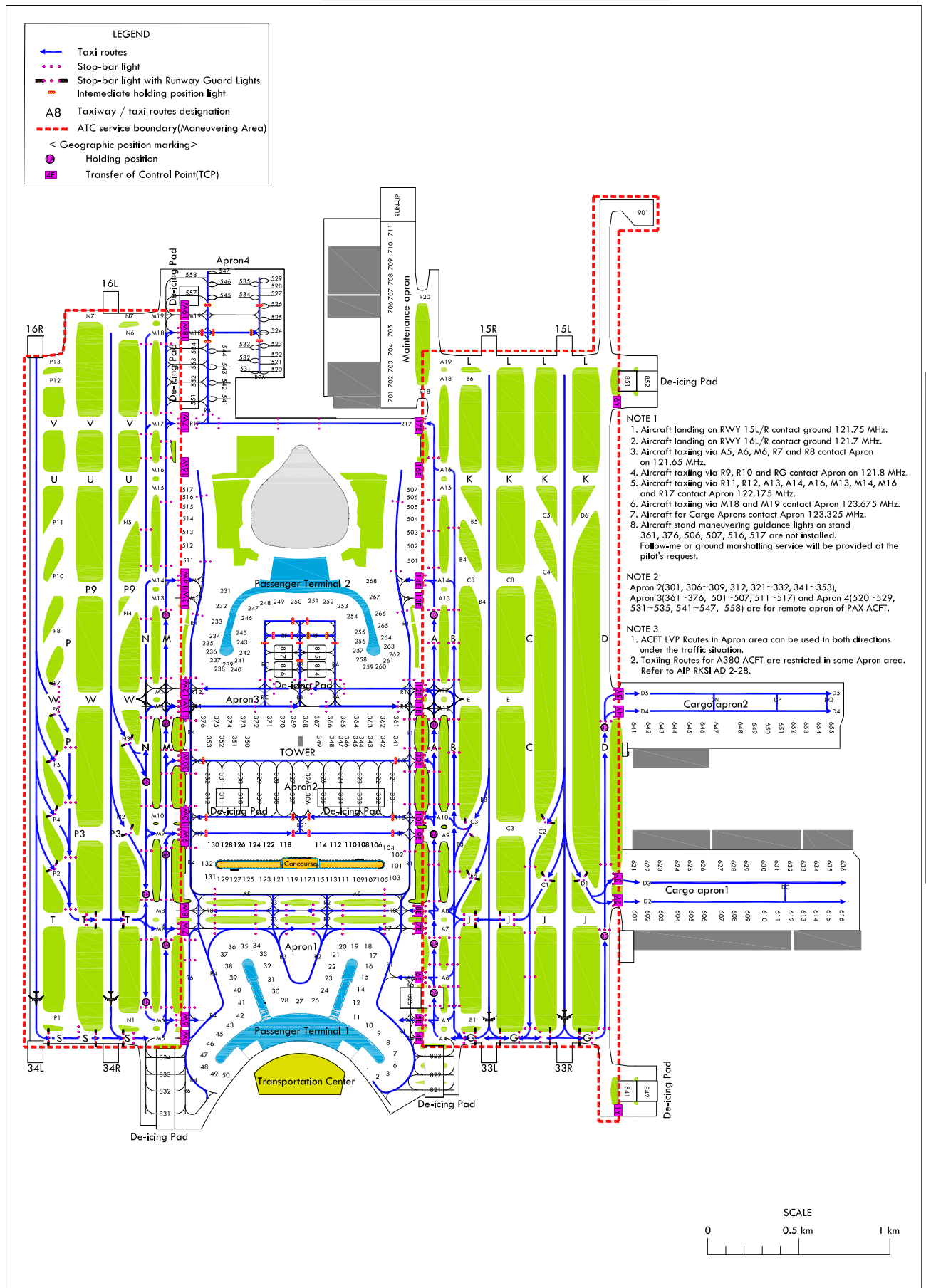
LEFT

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AERODROME ELEV 7 m

GND CONTROL	121.75(E)	121.7(W)	
APRON CONTROL	121.65	122.175	123.675
	121.8	123.325	

SEOUL/Incheon Intl(RKSI)
RWY 15L/R, 16L/R
SMGCS - Arrival Taxi Route



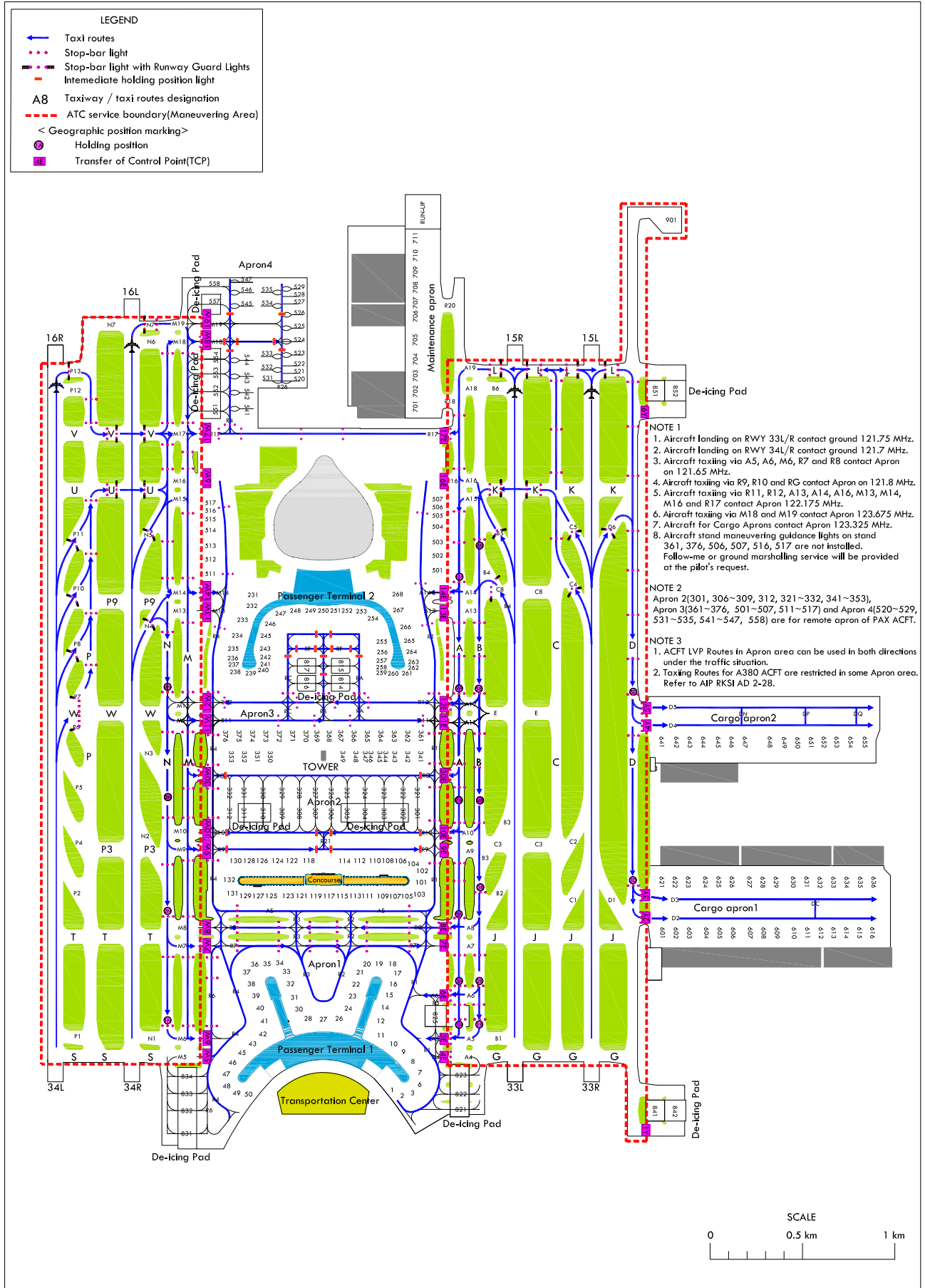
Change : Information of TWY(B4~B6, C3, C8, E), shoulder, ACFT stands for apron 2, and NOTE 1, 2.

LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 7 m

GND CONTROL	121.75(E)	121.7(W)
APRON CONTROL	121.65	122.175 123.675
	121.8	123.325

SEOUL/Incheon Intl(RKSI)
RWY 33L/R, 34L/R
SMGCS - Arrival Taxi Route



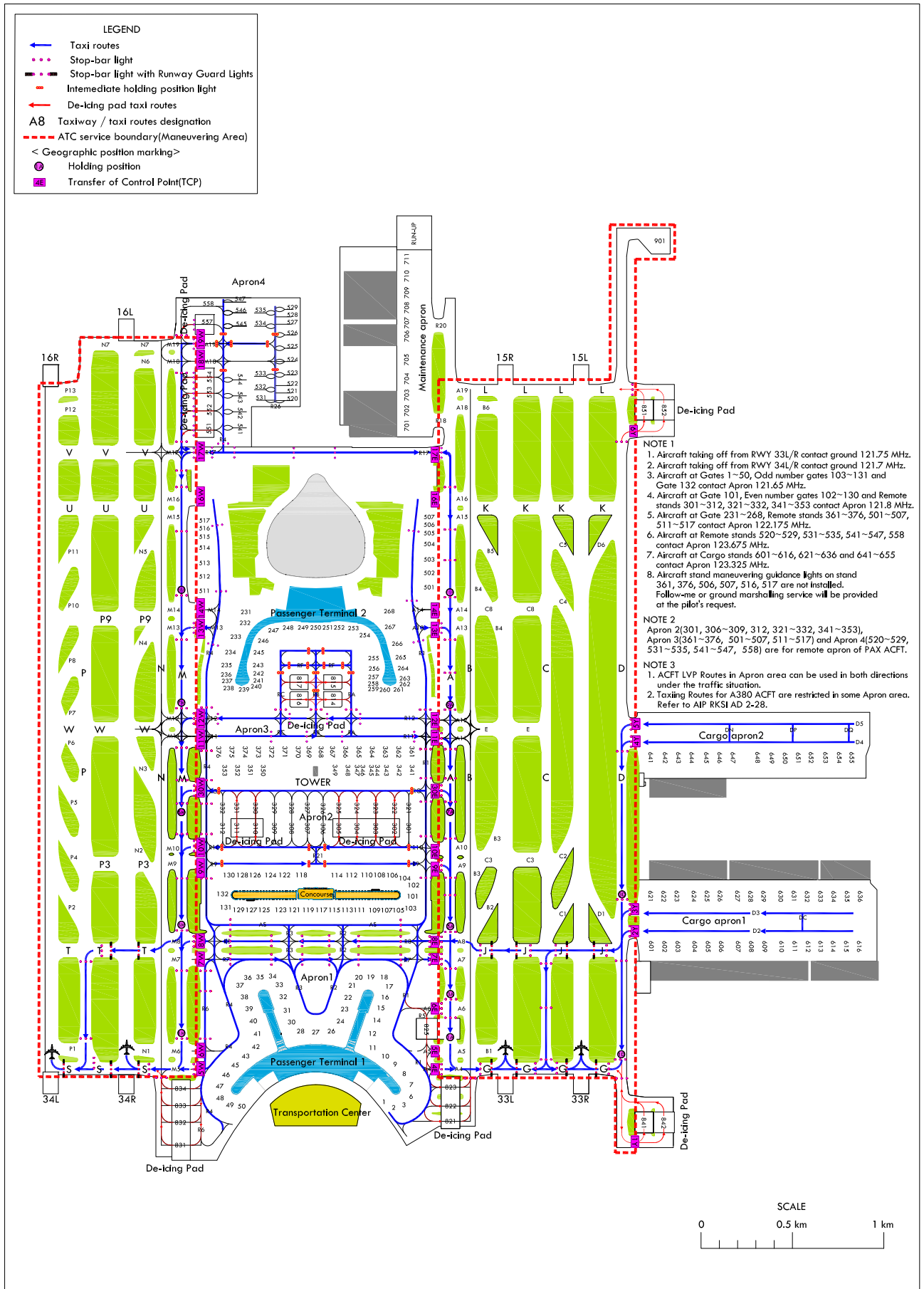
Change : Information of TWY(B4~B6, C3, C8, E), shoulder, ACFT stands for apron 2, and NOTE 1, 2.

LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 7 m

GND CONTROL	121.75(E)	121.7(W)
APRON CONTROL	121.65	122.175 123.675
	121.8	123.325

SEOUL/Incheon Intl(RKSI)
RWY 33L/R, 34L/R
SMGCS - Departure Taxi Route



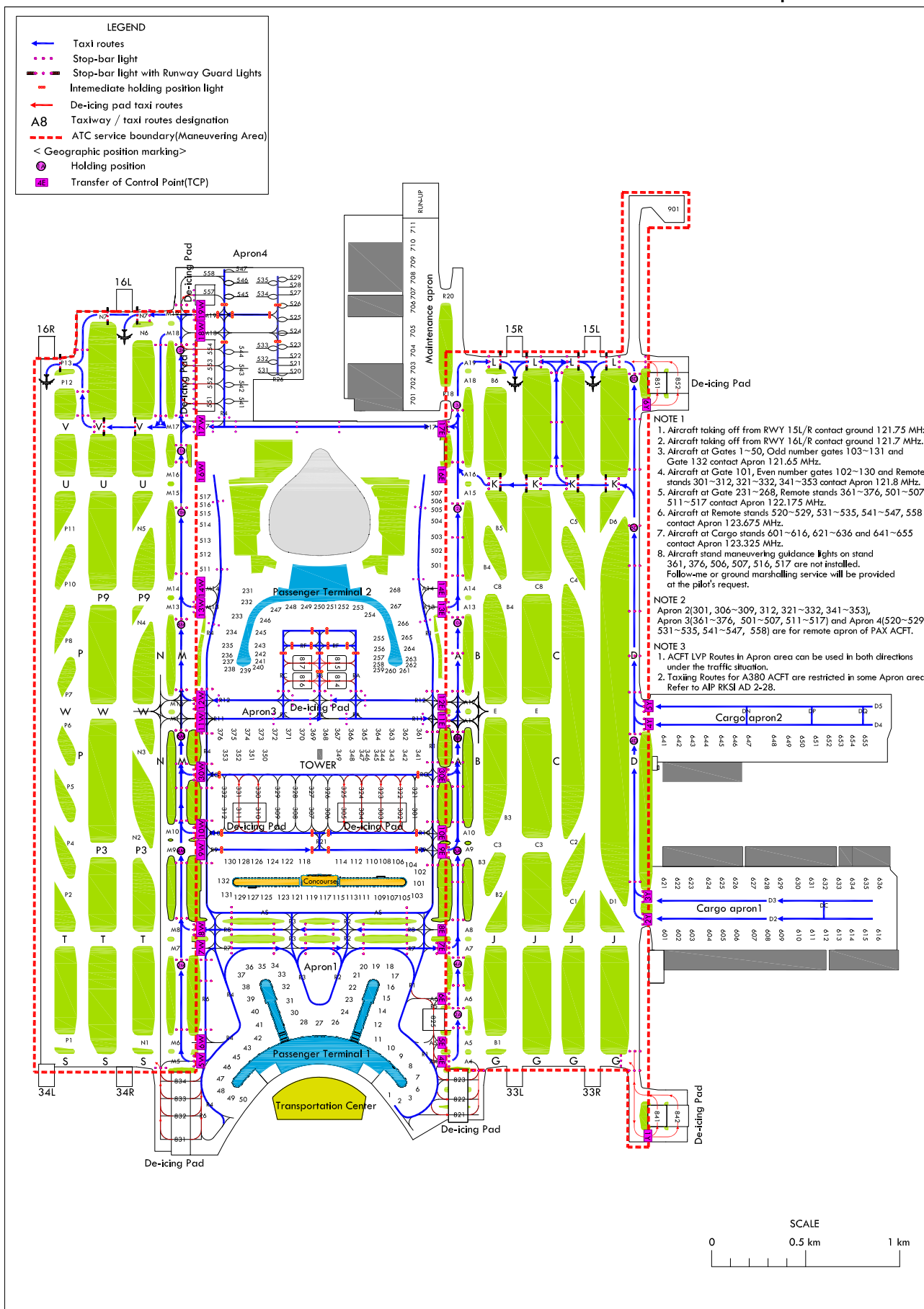
Change : Information of TWY(B4~B6, C3, C8, E), shoulder, ACFT stands for apron 2, and NOTE 1, 2.

LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 7 m

GND CONTROL	121.75(E)	121.7(W)
APRON CONTROL	121.65	122.175 123.675
	121.8	123.325

SEOUL/Incheon Intl(RKSI)
RWY 15L/R, 16L/R
SMGCS - Departure Taxi Route

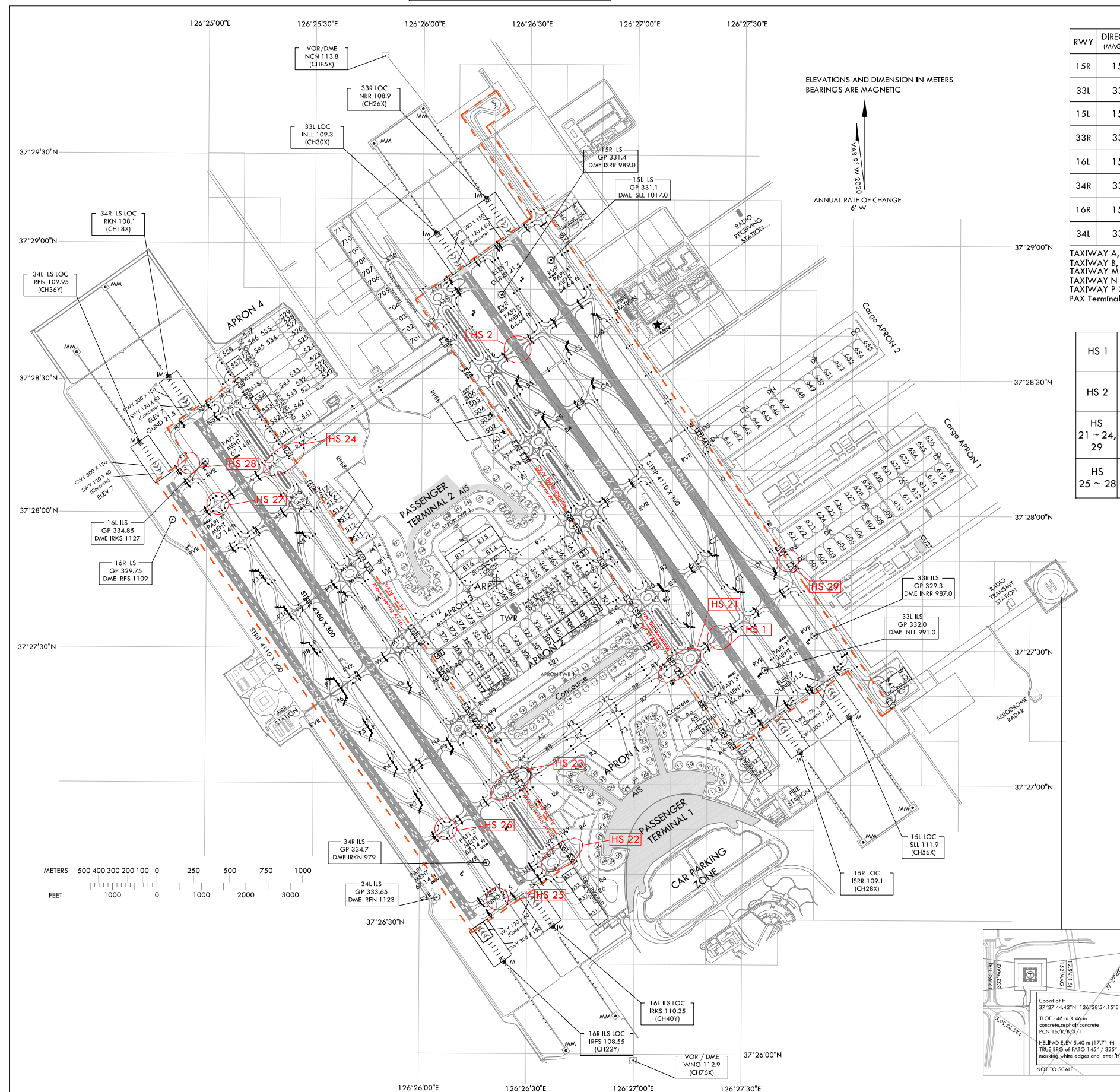


Change : Information of TWY(B4~B6, C3, C8, E), shoulder, ACFT stands for apron 2, and NOTE 1, 2.

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

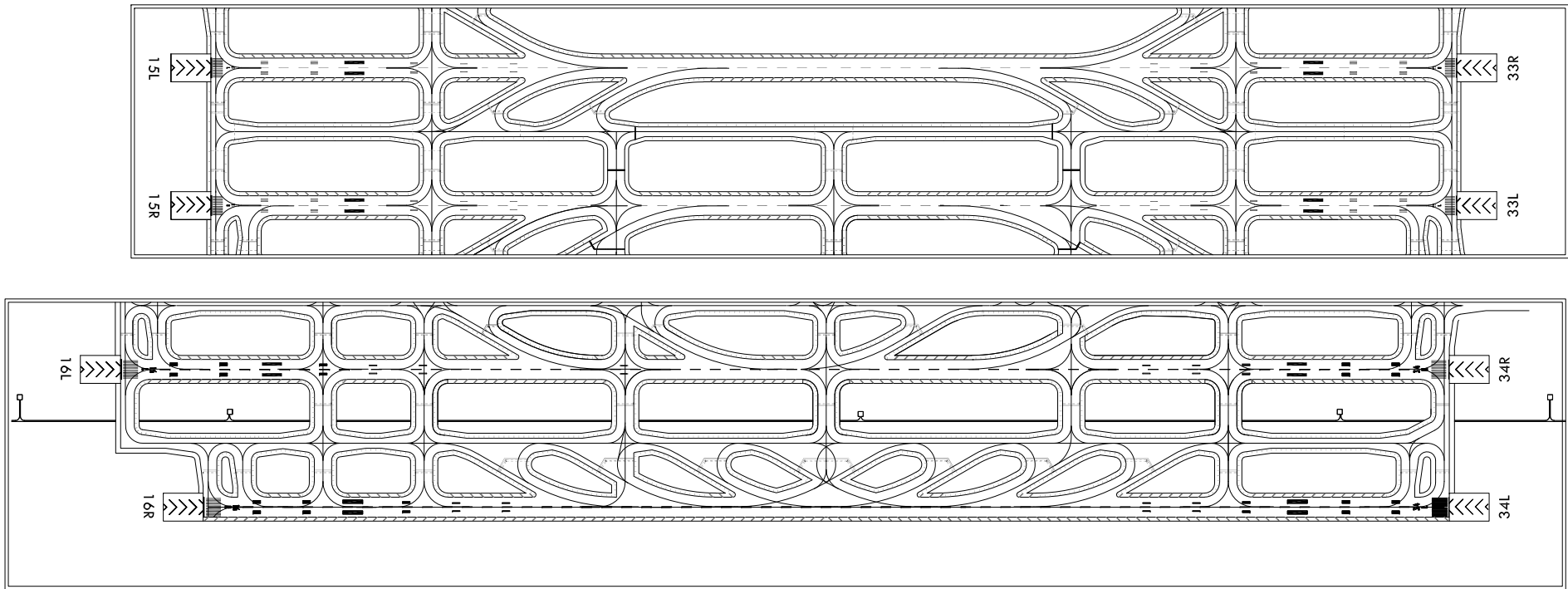
HS 1	AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 15R WITHOUT ATC AUTHORIZATION.
HS 2	AIRCRAFT TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L 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	
 WNG 112.9	VOR check-point and frequency
	Stop-bar light
	Runway holding position
	
R4	Taxi lane
	Gate
201	Remote stand
	Open channel
	ATC service boundary (Maneuvering area)
	Transfer of control point (TCP)
	Hot spot
	RPBB (Remote Passenger Boarding Bridge)

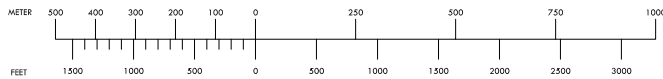
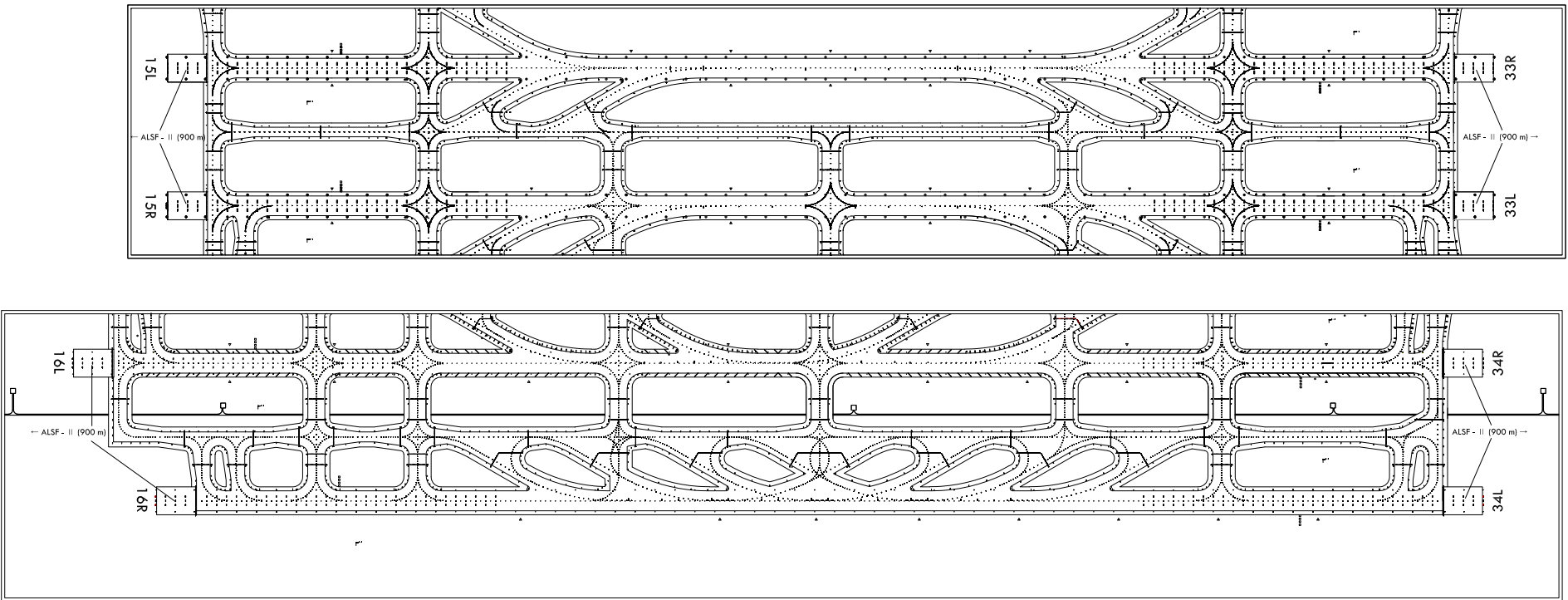
Note
Aircraft shall not taxi into maneuvering area without clearance from Incheon Tower or Ground.

Change : Information of TWY(B4~B6, C3, C8, E), shoulder, and ACFT stands for apron 2.

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



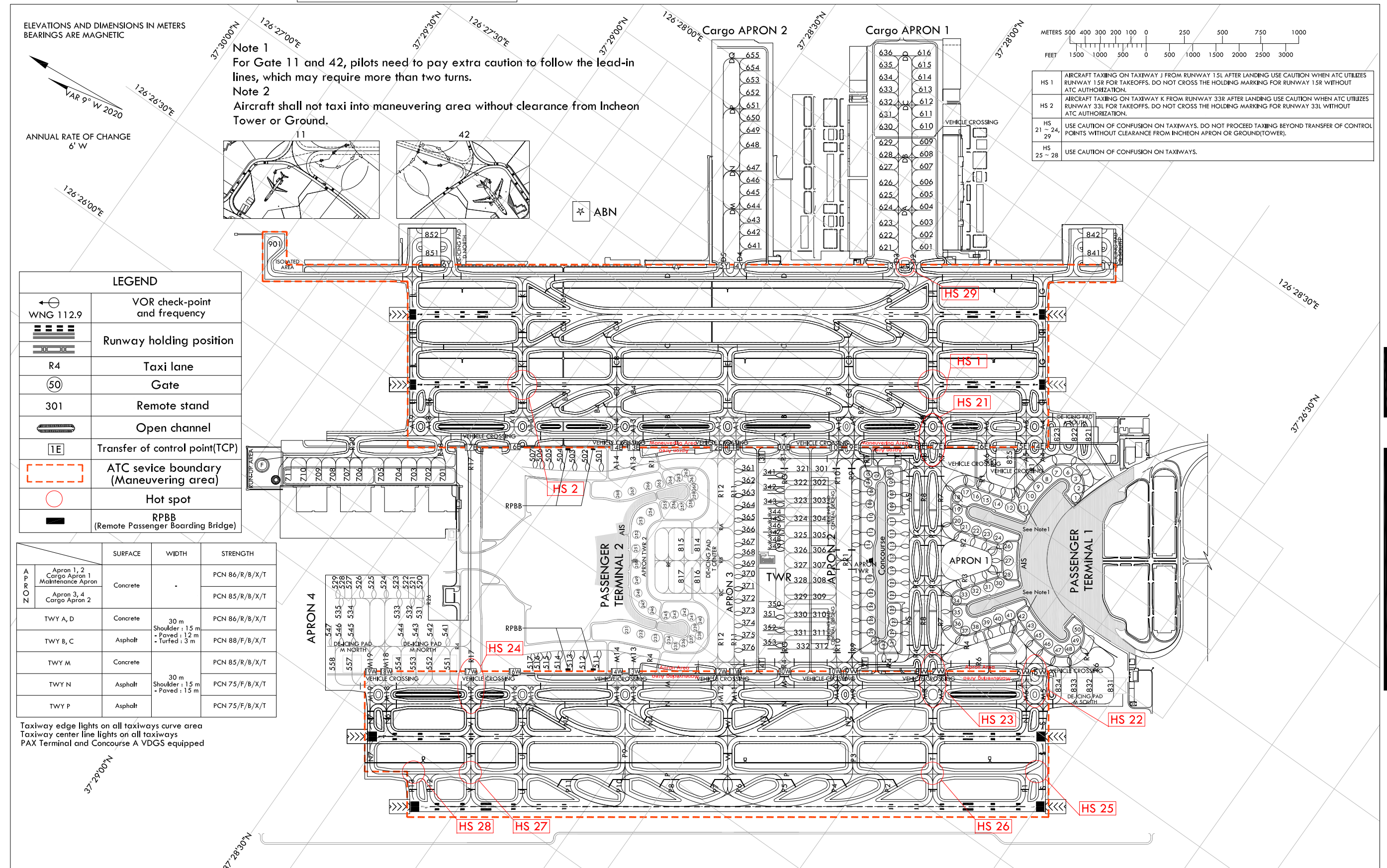
LIGHTING AIDS RWY 15R/33L, 15L/33R, 16L/34R, 16R/34L AND EXIT TWY



Change : Information of marking and lighting aids for RWY 15R/33L and exit TWYs.

APRON ELEV **6** m

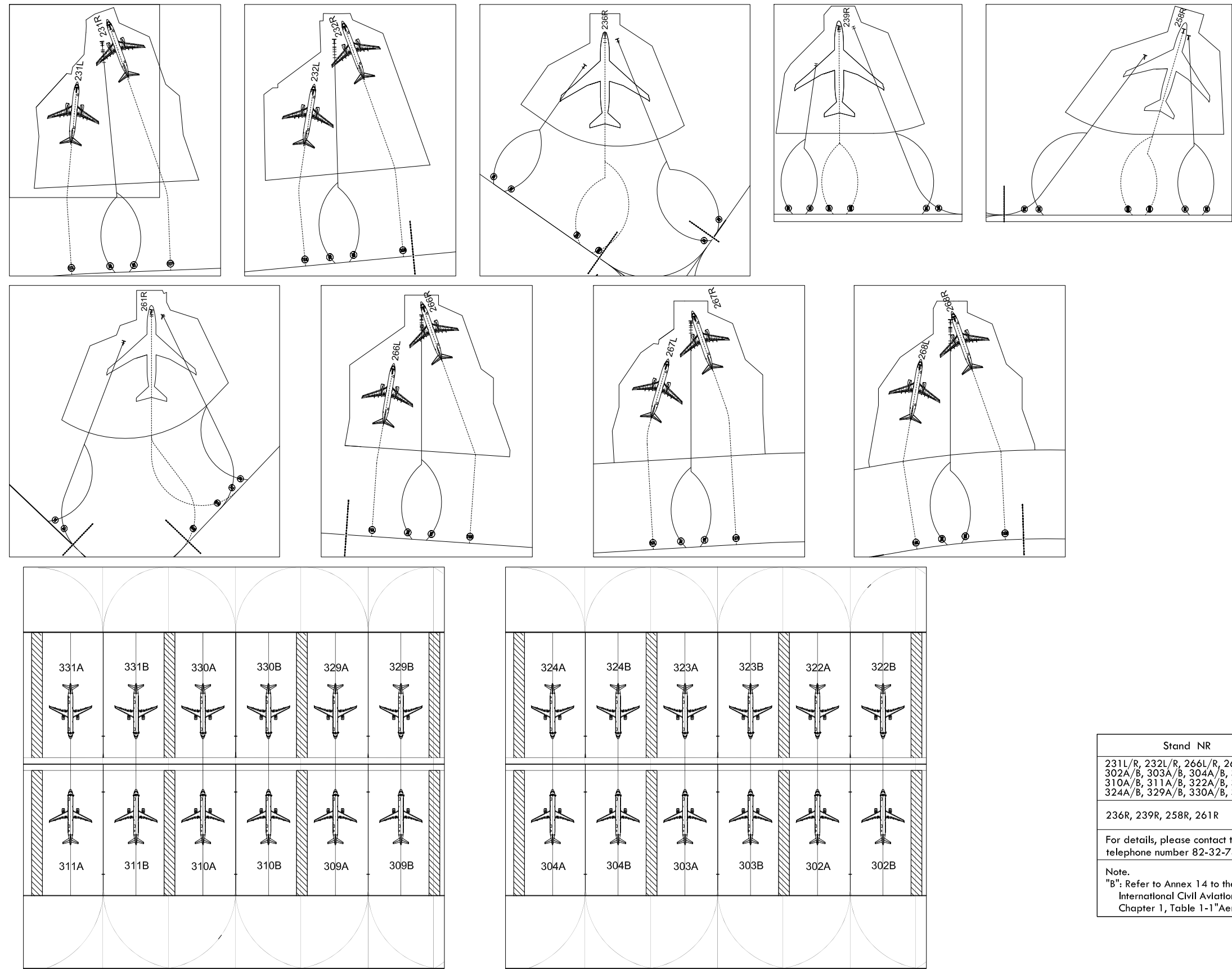
TWR	118.2(E)	118.8(W)	
GND	121.75(E)	121.7(W)	
APRON	121.65	122.175	123.675
	121.8	123.325	



Change : Information of TWY(B4~B6, C3, C8, E), shoulder, and ACFT stands for apron 2.

Apron 1					Apron 2					Apron 3					Apron 4					Cargo Apron 2				
INS COORDINATES FOR AIRCRAFT STANDS				STAND AVAILABILITY	INS COORDINATES FOR AIRCRAFT STANDS				STAND AVAILABILITY	INS COORDINATES FOR AIRCRAFT STANDS				STAND AVAILABILITY	INS COORDINATES FOR AIRCRAFT STANDS				STAND AVAILABILITY	INS COORDINATES FOR AIRCRAFT STANDS				STAND AVAILABILITY
WGS-84		ELEV(AMSL)	WGS-84		ELEV(AMSL)	WGS-84		ELEV(AMSL)		WGS-84		ELEV(AMSL)	WGS-84		ELEV(AMSL)	WGS-84		ELEV(AMSL)						
1	37°26'59.01"N	126°27'21.53"E	5 m	C	101	37°27'31.17"N	126°26'57.99"E	5 m	C, D	231	37°27'53.50"N	126°25'53.73"E	6 m	C, D, E, F	520	37°28'30.58"N	126°25'33.83"E	5 m	A ~ C	641	37°28'14.44"N	126°27'26.30"E	6 m	A ~ F
2	37°26'59.38"N	126°27'23.37"E	5 m	C	102	37°27'32.40"N	126°26'56.80"E	6 m	C, D	232	37°27'50.63"N	126°25'55.11"E	6 m	C, D, E, F	521	37°28'31.54"N	126°25'32.62"E	5 m	A ~ C	642	37°28'16.08"N	126°27'28.84"E	6 m	A ~ E
3	37°27'00.33"N	126°27'24.14"E	5 m	C, D	104	37°27'31.69"N	126°26'55.45"E	6 m	C, D	233	37°27'48.07"N	126°25'56.43"E	6 m	C, D, E, F	522	37°28'32.61"N	126°25'31.66"E	5 m	A ~ C	643	37°28'17.44"N	126°27'31.24"E	6 m	A ~ E
6	37°27'01.79"N	126°27'23.98"E	5 m	C, D, E	106	37°27'30.28"N	126°26'54.22"E	5 m	C, D, E, F	234	37°27'45.25"N	126°25'57.65"E	6 m	C, D, E, F	523	37°28'34.58"N	126°25'31.07"E	5 m	A ~ E	644	37°28'18.80"N	126°27'34.02"E	6 m	A ~ F
7	37°27'02.98"N	126°27'23.02"E	5 m	C, D, E	108	37°27'29.12"N	126°26'51.63"E	6 m	C, D, E	235	37°27'43.43"N	126°25'58.43"E	6 m	C, D, E	524	37°28'36.50"N	126°25'29.37"E	5 m	A ~ E	645	37°28'20.40"N	126°27'36.55"E	6 m	A ~ E
8	37°27'03.62"N	126°27'20.95"E	5 m	C, D, E, F	110	37°27'27.40"N	126°26'49.17"E	6 m	C, D, E, F	236	37°27'41.63"N	126°25'59.34"E	5 m	C	525	37°28'38.42"N	126°25'27.66"E	5 m	A ~ E	646	37°28'21.76"N	126°27'38.96"E	6 m	A ~ E
9	37°27'03.96"N	126°27'18.19"E	5 m	C, D, E	112	37°27'25.76"N	126°26'46.27"E	6 m	C, D, E, F	237	37°27'41.95"N	126°26'00.49"E	5 m	C	526	37°28'40.34"N	126°25'25.95"E	5 m	A ~ E	647	37°28'23.13"N	126°27'41.37"E	6 m	A ~ F
10	37°27'04.12"N	126°27'15.38"E	5 m	C, D, E, F	114	37°27'24.79"N	126°26'43.46"E	6 m	C, D	238	37°27'41.95"N	126°26'02.41"E	5 m	C	527	37°28'41.44"N	126°25'23.81"E	5 m	A ~ C	648	37°28'25.70"N	126°27'45.82"E	6 m	A ~ F
11	37°27'04.19"N	126°27'12.44"E	5 m	C	118	37°27'20.81"N	126°26'36.98"E	6 m	C, D, E	241	37°27'45.11"N	126°26'04.57"E	6 m	C, D, E	528	37°28'42.51"N	126°25'22.86"E	5 m	A ~ C	649	37°28'27.46"N	126°27'48.57"E	6 m	A ~ E
12	37°27'06.48"N	126°27'08.52"E	5 m	C, D, E, F	122	37°27'19.02"N	126°26'34.35"E	6 m	C, D, E, F	242	37°27'46.48"N	126°26'03.41"E	6 m	C, D, E	529	37°28'43.71"N	126°25'22.14"E	5 m	A ~ C	650	37°28'30.18"N	126°27'53.38"E	6 m	A ~ E
14	37°27'09.00"N	126°27'07.74"E	5 m	C, D, E	124	37°27'17.52"N	126°26'31.69"E	5 m	C, D, E	243	37°27'48.32"N	126°26'02.55"E	6 m	C	531	37°28'26.95"N	126°25'27.30"E	5 m	A ~ C	651	37°28'31.87"N	126°27'56.74"E	6 m	A ~ F
15	37°27'11.32"N	126°27'07.15"E	5 m	C, D, E, F	126	37°27'16.02"N	126°26'29.04"E	5 m	C, D, E, F	245	37°27'48.94"N	126°26'00.76"E	6 m	C	532	37°28'28.24"N	126°25'25.51"E	5 m	A ~ E	652	37°28'33.51"N	126°27'59.27"E	6 m	A ~ E
16	37°27'13.32"N	126°27'07.12"E	5 m	C	128	37°27'15.04"N	126°26'26.25"E	5 m	C, D	246	37°27'51.45"N	126°25'59.22"E	6 m	C, D, E	533	37°28'30.16"N	126°25'23.80"E	5 m	A ~ E	653	37°28'34.87"N	126°28'01.68"E	6 m	A ~ E
17	37°27'14.82"N	126°27'05.90"E	5 m	C, D, E, F	130	37°27'13.78"N	126°26'24.86"E	5 m	C, D, E	247	37°27'55.00"N	126°25'59.73"E	6 m	C, D, E	534	37°28'37.38"N	126°25'17.38"E	5 m	A ~ E	654	37°28'36.23"N	126°28'04.09"E	6 m	A ~ F
18	37°27'15.19"N	126°27'04.57"E	5 m	C	301	37°27'41.65"N	126°26'49.92"E	5 m	A ~ C	248	37°27'57.26"N	126°26'02.24"E	6 m	C, D, E	535	37°28'39.29"N	126°25'15.67"E	5 m	A ~ E	Maintenance Apron				
19	37°27'13.98"N	126°27'02.66"E	5 m	D, E	306	37°27'32.73"N	126°26'33.97"E	5 m	A ~ E	249	37°27'58.75"N	126°26'04.92"E	6 m	C, D, E	541	37°28'21.85"N	126°25'29.06"E	5 m	A ~ F	701	37°28'38.17"N	126°25'56.92"E	5 m	A ~ F
20	37°27'13.32"N	126°27'00.96"E	5 m	C, D	307	37°27'31.06"N	126°26'31.03"E	5 m	A ~ E	250	37°27'59.11"N	126°26'07.52"E	6 m	C	542	37°28'24.17"N	126°25'27.00"E	5 m	A ~ F	702	37°28'40.54"N	126°25'55.13"E	5 m	A ~ E
21	37°27'11.65"N	126°27'01.52"E	5 m	D, E	308	37°27'29.40"N	126°26'28.08"E	5 m	A ~ E	251	37°28'01.48"N	126°26'09.77"E	6 m	C, D, E	543	37°28'26.48"N	126°25'24.94"E	5 m	A ~ F	703	37°28'42.79"N	126°25'53.13"E	5 m	A ~ E
22	37°27'10.19"N	126°27'02.56"E	5 m	C, D, E	309	37°27'27.57"N	126°26'24.84"E	5 m	A ~ F	252	37°28'03.02"N	126°26'12.43"E	6 m	C, D, E	544	37°28'28.80"N	126°25'22.88"E	5 m	A ~ F	704	37°28'45.07"N	126°25'50.82"E	5 m	A ~ F
23	37°27'07.88"N	126°27'03.21"E	5 m	C, D, E	312	37°27'22.02"N	126°26'15.19"E	5 m	A ~ C	253	37°28'04.15"N	126°26'15.83"E	6 m	C, D, E	545	37°28'36.59"N	126°25'15.99"E	5 m	A ~ E	705	37°28'47.82"N	126°25'48.37"E	5 m	A ~ F
24	37°27'05.55"N	126°27'04.60"E	5 m	C, D, E	321	37°27'42.95"N	126°26'48.77"E	5 m	A ~ C	254	37°28'03.39"N	126°26'20.27"E	6 m	C, D, E	546	37°28'38.51"N	126°25'14.28"E	5 m	A ~ E	706	37°28'51.33"N	126°25'45.53"E	5 m	A ~ E
26	37°27'01.98"N	126°27'02.98"E	5 m	D, E	322	37°27'41.39"N	126°26'46.17"E	5 m	A ~ F	255	37°28'00.46"N	126°26'23.80"E	6 m	C, D, E	547	37°28'39.96"N	126°25'12.77"E	5 m	A ~ C	707	37°28'53.25"N	126°25'43.82"E	5 m	A ~ E
27	37°27'00.61"N	126°27'00.33"E	5 m	C, D, E	323	37°27'39.40"N	126°26'42.64"E	5 m	A ~ F	256	37°27'56.59"N	126°26'27.91"E	5 m	C	548	37°28'38.51"N	126°25'14.28"E	5 m	A ~ E	708	37°28'55.44"N	126°25'41.87"E	5 m	A ~ E
28	37°26'58.98"N	126°26'57.90"E	5 m	C, D, E	324	37°27'37.40"N	126°26'39.11"E	5 m	A ~ F	257	37°27'57.32"N	126°26'26.21"E	6 m	C, D, E	549	37°28'38.51"N	126°25'14.28"E	5 m	A ~ E	709	37°28'57.64"N	126°25'39.91"E	5 m	A ~ F
30	37°26'59.02"N	126°26'52.99"E	5 m	C, D, E	325	37°27'35.57"N	126°26'35.87"E	5 m	A ~ E	258	37°27'56.59"N	126°26'27.91"E	5 m	C	550	37°28'38.51"N	126°25'14.28"E	5 m	A ~ E	710	37°28'59.91"N	126°25'37.61"E	5 m	A ~ F
31	37°27'00.76"N	126°26'50.75"E	5 m	C, D, E	326	37°27'33.91"N	126°26'32.92"E	5 m	A ~ E	259	37°27'57.47"N	126°26'28.63"E	5 m	C	551	37°28'38.51"N	126°25'14.28"E	5 m	A ~ E	711	37°29'02.32"N	126°25'35.53"E	5 m	A ~ E
32	37°27'02.09"N	126°26'48.30"E	5 m	C, D, E	327	37°27'32.24"N	126°26'29.98"E	5 m	A ~ E	260	37°27'58.31"N	126°26'30.31"E	5 m	C	Cargo Apron 1									
33	37°27'03.49"N	126°26'46.48"E	5 m	C, D, E	328	37°27'30.58"N	126°26'27.03"E	5 m	A ~ E	261	37°27'59.23"N	126°26'31.37"E	5 m	C	601	37°27'47.85"N	126°27'49.55"E	6 m	A ~ E	Deicing Apron				
34	37°27'04.47"N	126°26'44.84"E	5 m	C, D	329	37°27'28.75"N	126°26'23.80"E	5 m	A ~ F	262	37°28'00.14"N	126°26'30.66"E	6 m	C	602	37°27'49.21"N	126°27'51.96"E	6 m	A ~ E	302	37°27'38.47"N	126°26'48.77"E	5 m	A ~ F
35	37°27'03.10"N	126°26'43.40"E	5 m	C, D, E	330	37°27'26.75"N	126°26'20.27"E	5 m	A ~ F	263	37°28'01.52"N	126°26'29.98"E	6 m	E	603	37°27'50.57"N	126°27'54.37"E	6 m	A ~ F	303	37°27'36.47"N	126°26'45.24"E	5 m	A ~ F
36	37°27'01.99"N	126°26'41.98"E	5 m	C, D	331	37°27'24.76"N	126°26'16.74"E	5 m	A ~ F	264	37°28'02.61"N	126°26'27.99"E	6 m	C, D, E, F	604	37°27'52.30"N	126°27'57.44"E	6 m	A ~ F	304	37°27'34.48"N	126°26'41.71"E	5 m	A ~ F
37	37°27'00.42"N	126°26'42.00"E	5 m	C, D	332	37°27'23.31"N	126°26'14.03"E	5 m	A ~ C	265	37°28'04.51"N	126°26'25.12"E	6 m	C, D, E, F	605	37°27'53.66"N	126°27'59.84"E	6 m	A ~ E	305	37°27'32.64"N	126°26'38.47"E	5 m	A ~ E
38	37°26'59.63"N	126°26'43.22"E	5 m	C, D	341	37°27'49.32"N	126°26'42.05"E	5 m	A ~ F	266	37°28'06.25"N	126°26'22.61"E	6 m	C, D, E, F	606	37°27'55.02"N	126°28'02.25"E	6 m	A ~ F	310	37°27'23.83"N	126°26'22.87"E	5 m	A ~ F
39	37°26'59.22"N	126°26'45.25"E	5 m	D, E	342	37°27'47.68"N	126°26'39.15"E	5 m	A ~ F	267	37°28'08.33"N	126°26'19.82"E	6 m	C, D, E, F	607	37°27'56.76"N	126°28'05.32"E	6 m	A ~ F	311	37°27'21.83"N	126°26'19.34"E</		

Multiple use stands operation

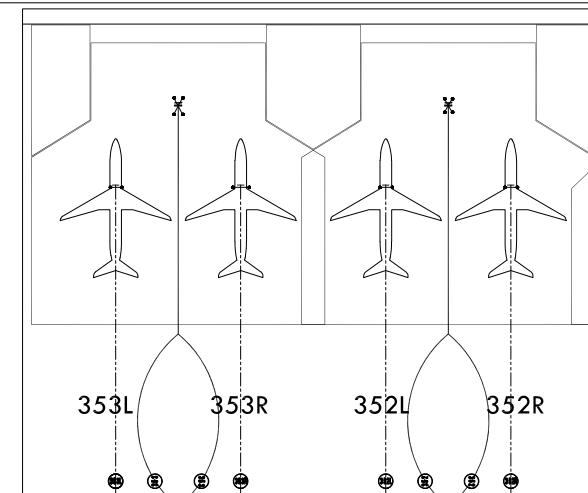
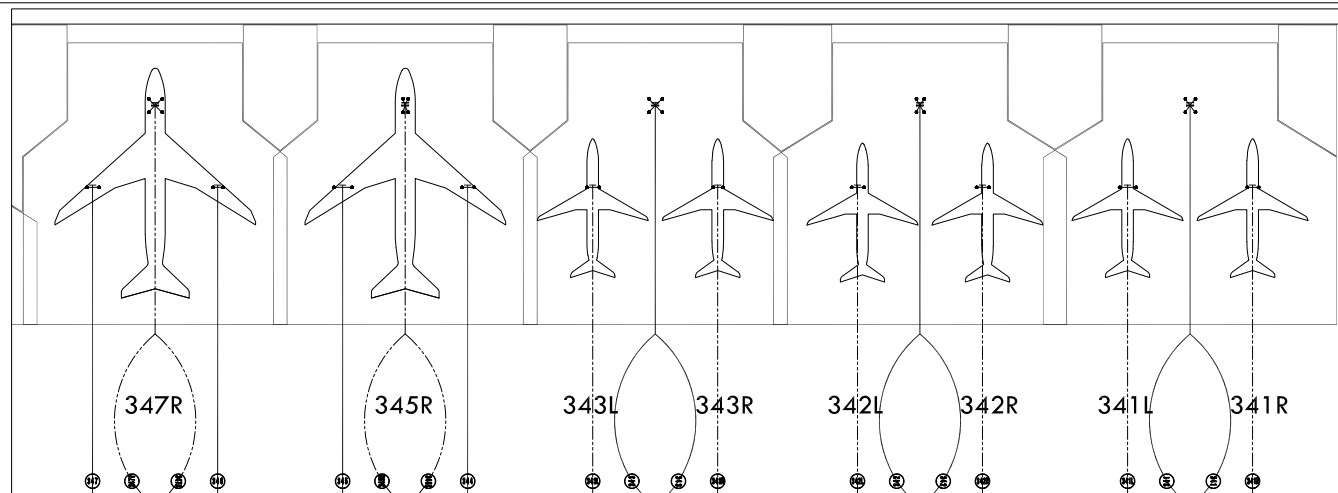


INS COORDINATES FOR AIRCRAFT STANDS				
WGS-84			ELEV(AMSL)	
231	L	37°27'53.63"N 126°25'52.33"E	6 m	
	R	37°27'53.49"N 126°25'54.22"E	6 m	
232	L	37°27'50.70"N 126°25'53.65"E	6 m	
	R	37°27'50.51"N 126°25'55.53"E	6 m	
236	R	37°27'42.18"N 126°26'00.21"E	6 m	
239	R	37°27'43.60"N 126°26'03.66"E	6 m	
258	R	37°27'57.53"N 126°26'28.40"E	6 m	
261	R	37°27'59.96"N 126°26'30.72"E	6 m	
266	L	37°28'06.75"N 126°26'24.13"E	6 m	
	R	37°28'06.14"N 126°26'22.44"E	6 m	
267	L	37°28'08.58"N 126°26'21.11"E	6 m	
	R	37°28'08.28"N 126°26'19.65"E	6 m	
268	L	37°28'10.56"N 126°26'18.63"E	6 m	
	R	37°28'10.51"N 126°26'17.04"E	6 m	
302	A	37°27'39.66"N 126°26'46.39"E	5 m	
	B	37°27'40.65"N 126°26'48.14"E	5 m	
303	A	37°27'37.67"N 126°26'42.86"E	5 m	
	B	37°27'38.66"N 126°26'44.61"E	5 m	
304	A	37°27'35.68"N 126°26'39.34"E	5 m	
	B	37°27'36.66"N 126°26'41.08"E	5 m	
309	A	37°27'27.02"N 126°26'24.02"E	5 m	
	B	37°27'28.00"N 126°26'25.77"E	5 m	
310	A	37°27'25.03"N 126°26'20.50"E	5 m	
	B	37°27'26.02"N 126°26'22.25"E	5 m	
311	A	37°27'23.03"N 126°26'16.97"E	5 m	
	B	37°27'24.02"N 126°26'18.72"E	5 m	
322	A	37°27'40.96"N 126°26'45.24"E	5 m	
	B	37°27'41.94"N 126°26'46.99"E	5 m	
323	A	37°27'38.96"N 126°26'41.72"E	5 m	
	B	37°27'39.95"N 126°26'43.46"E	5 m	
324	A	37°27'36.97"N 126°26'38.19"E	5 m	
	B	37°27'37.95"N 126°26'39.93"E	5 m	
329	A	37°27'28.31"N 126°26'22.88"E	5 m	
	B	37°27'29.30"N 126°26'24.62"E	5 m	
330	A	37°27'26.32"N 126°26'19.35"E	5 m	
	B	37°27'27.31"N 126°26'21.10"E	5 m	
331	A	37°27'24.33"N 126°26'15.82"E	5 m	
	B	37°27'25.31"N 126°26'17.57"E	5 m	

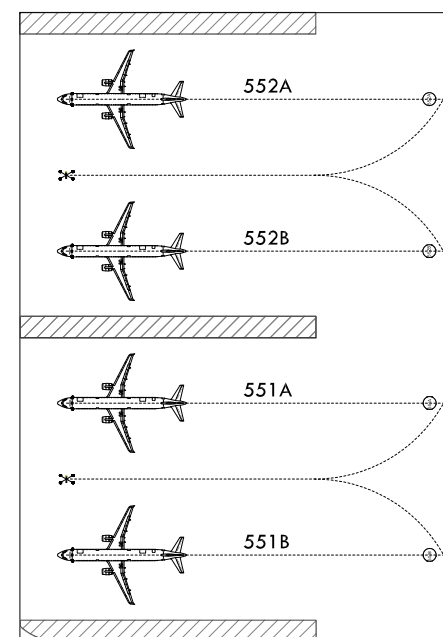
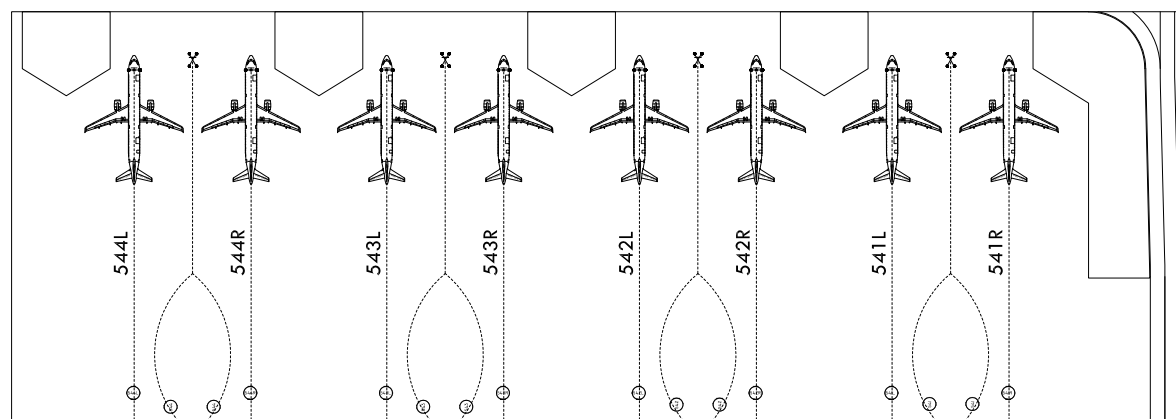
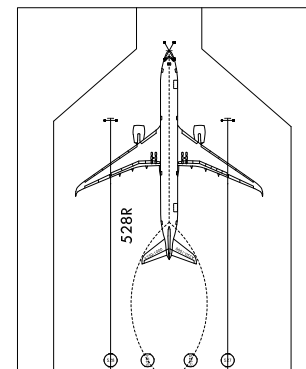
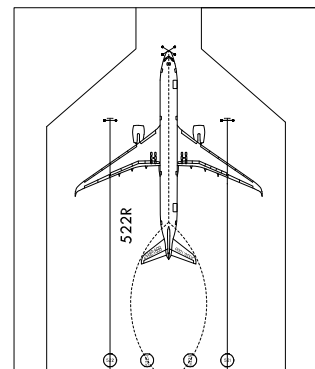
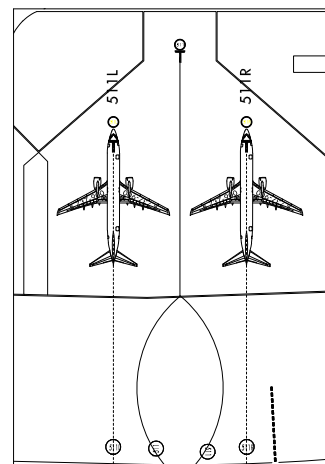
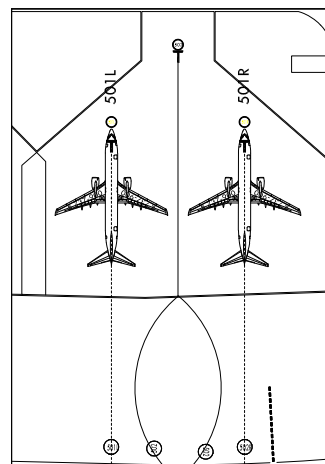
Stand NR	Availability
231L/R, 232L/R, 266L/R, 267L/R, 268L/R, 302A/B, 303A/B, 304A/B, 309A/B, 310A/B, 311A/B, 322A/B, 323A/B, 324A/B, 329A/B, 330A/B, 331A/B	Available for aircraft up to "C" code.
236R, 239R, 258R, 261R	Available for aircraft up to "F" code.
For details, please contact to confirm with "the Apron Magt. Unit" at the telephone number 82-32-741-2991.	
Note.	Code letter Wing span
"B": Refer to Annex 14 to the Convention on International Civil Aviation, Volume I, Chapter 1, Table 1-1 "Aerodrome reference code".	E 52 m up to but not including 65 m D 36 m up to but not including 52 m C 24 m up to but not including 36 m B 15 m up to but not including 24 m

Change : Withdrawal of ACFT stands NR. 306, 310~311 and Establishment of ACFT stands NR. 309~311, 329~331.

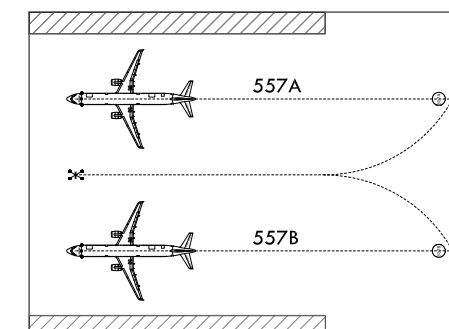
Multiple use stands operation



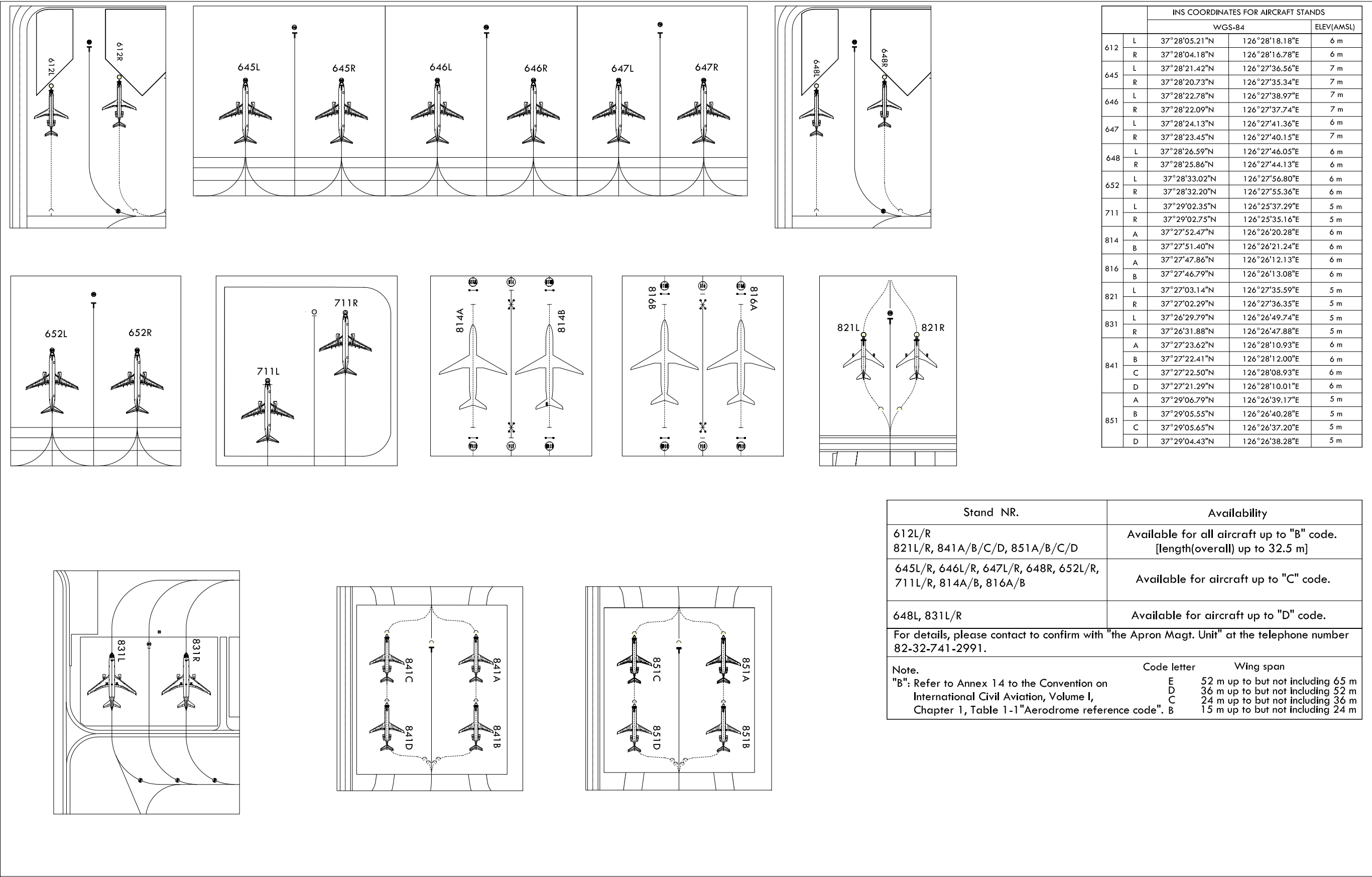
		INS COORDINATES FOR AIRCRAFT STANDS		
		WGS-84		ELEV(AMSL)
341	L	37°27'48.23"N	126°26'42.01"E	6 m
	R	37°27'48.99"N	126°26'43.35"E	6 m
342	L	37°27'46.59"N	126°26'39.11"E	6 m
	R	37°27'47.35"N	126°26'40.45"E	6 m
343	L	37°27'44.98"N	126°26'36.26"E	6 m
	R	37°27'45.74"N	126°26'37.60"E	6 m
345	R	37°27'44.55"N	126°26'33.61"E	6 m
347	R	37°27'43.03"N	126°26'30.92"E	6 m
352	L	37°27'31.04"N	126°26'11.59"E	6 m
	R	37°27'31.80"N	126°26'12.93"E	6 m
353	L	37°27'29.39"N	126°26'08.68"E	6 m
	R	37°27'30.15"N	126°26'10.03"E	6 m
501	L	37°28'17.68"N	126°26'22.79"E	6 m
	R	37°28'16.61"N	126°26'23.75"E	6 m
511	L	37°27'53.15"N	126°25'42.29"E	6 m
	R	37°27'54.22"N	126°25'41.34"E	6 m
522	R	37°28'32.51"N	126°25'32.91"E	5 m
528	R	37°28'42.41"N	126°25'24.10"E	5 m
541	L	37°28'22.33"N	126°25'28.47"E	5 m
	R	37°28'21.26"N	126°25'29.42"E	5 m
542	L	37°28'24.64"N	126°25'26.41"E	5 m
	R	37°28'23.57"N	126°25'27.36"E	5 m
543	L	37°28'26.96"N	126°25'24.35"E	5 m
	R	37°28'25.88"N	126°25'25.30"E	5 m
544	L	37°28'29.27"N	126°25'22.29"E	5 m
	R	37°28'28.20"N	126°25'23.24"E	5 m
551	A	37°28'17.29"N	126°25'20.03"E	5 m
	B	37°28'15.90"N	126°25'21.27"E	5 m
552	A	37°28'20.07"N	126°25'17.55"E	5 m
	B	37°28'18.68"N	126°25'18.79"E	5 m
557	A	37°28'32.59"N	126°25'06.41"E	5 m
	B	37°28'31.20"N	126°25'07.65"E	5 m



Stand NR.	Availability
341L/R, 342L/R, 343L/R, 352L/R, 353L/R, 501L/R, 511L/R, 541L/R, 542L/R, 543L/R, 544L/R, 551A/B, 552A/B, 557A/B	Available for aircraft up to "C" code.
345R, 347R, 522R, 528R	Available for aircraft up to "E" code.
For details, please contact to confirm with "the Apron Magt. Unit" at the telephone number 82-32-741-2991.	
Note.	Code letter Wing span
"B": Refer to Annex 14 to the Convention on International Civil Aviation, Volume I, Chapter 1, Table 1-1 "Aerodrome reference code".	E 52 m up to but not including 65 m D 36 m up to but not including 52 m C 24 m up to but not including 36 m B 15 m up to but not including 24 m



Multiple use stands operation

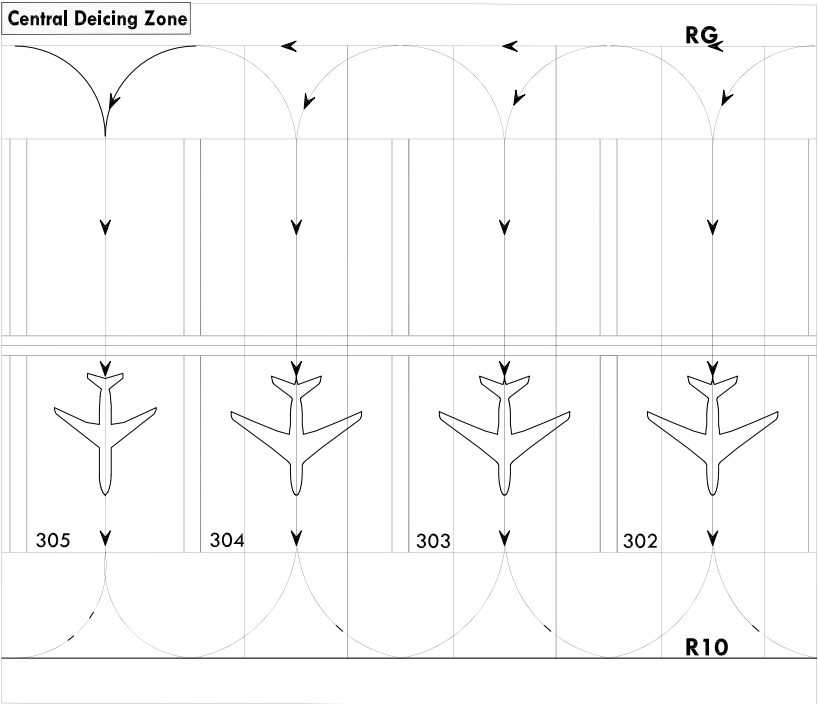
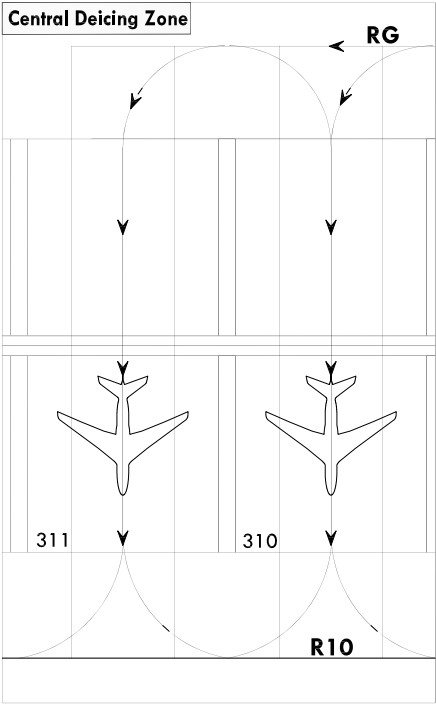
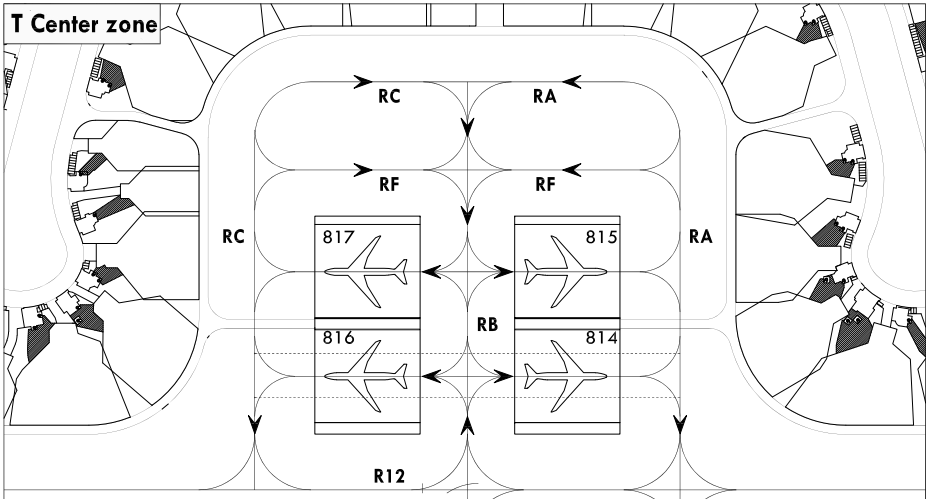
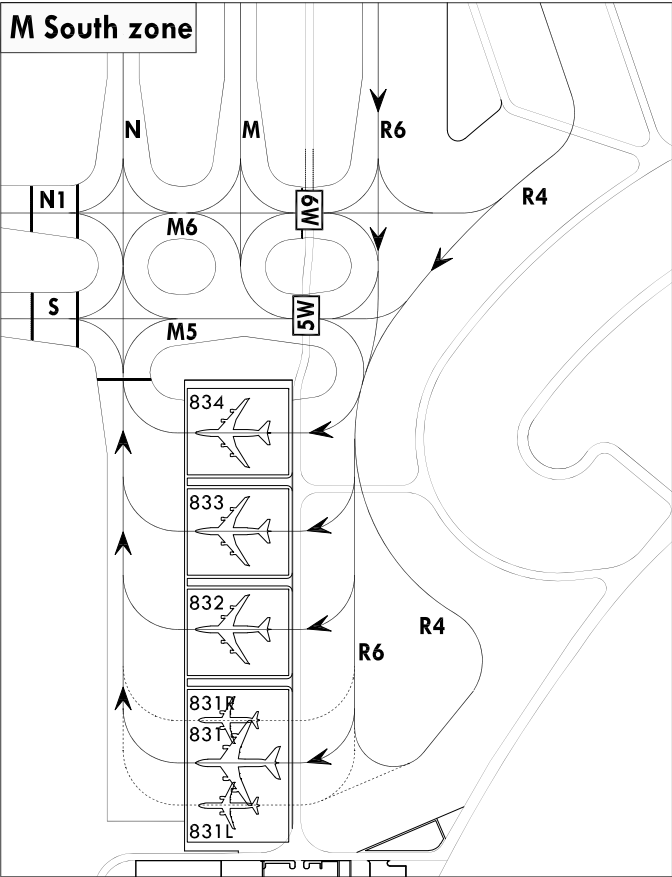
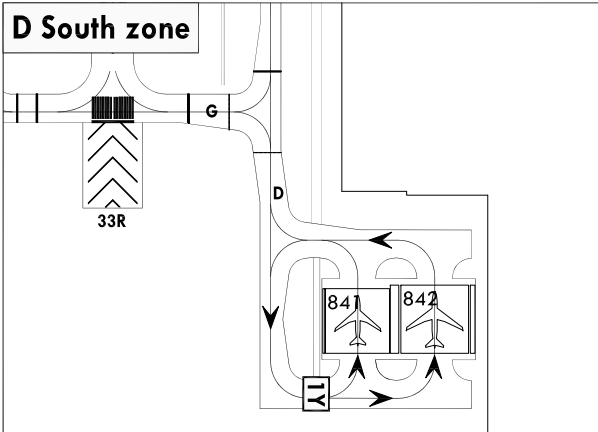
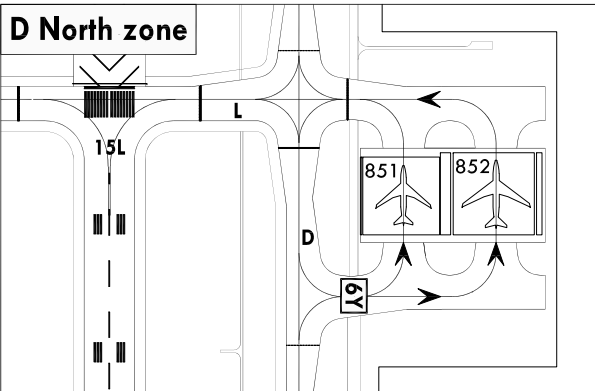
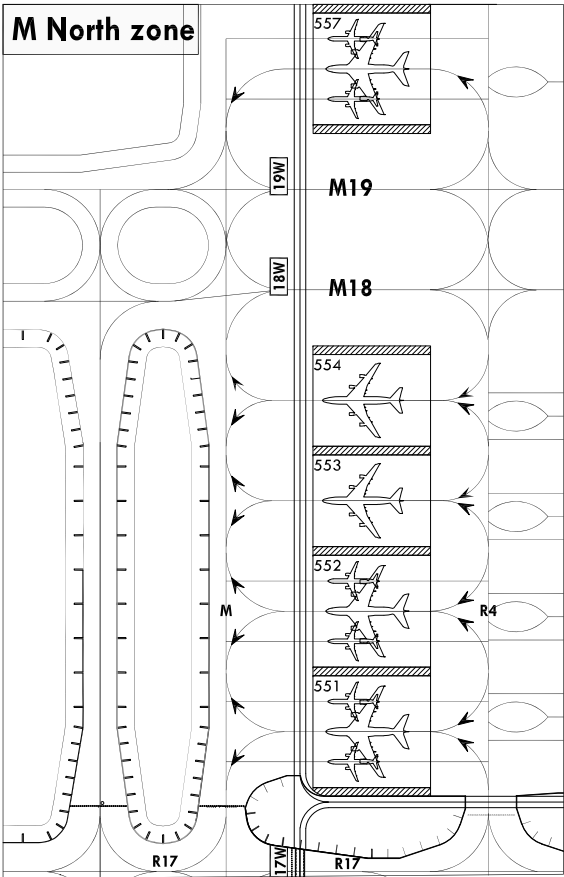
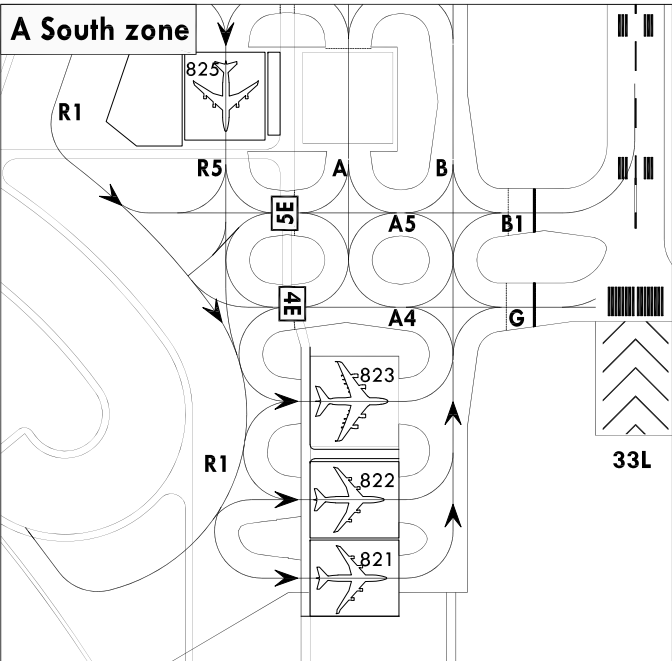


INS COORDINATES FOR AIRCRAFT STANDS				
WGS-84			ELEV(AMSL)	
612	L	37°28'05.21"N	126°28'18.18"E	6 m
	R	37°28'04.18"N	126°28'16.78"E	6 m
645	L	37°28'21.42"N	126°27'36.56"E	7 m
	R	37°28'20.73"N	126°27'35.34"E	7 m
646	L	37°28'22.78"N	126°27'38.97"E	7 m
	R	37°28'22.09"N	126°27'37.74"E	7 m
647	L	37°28'24.13"N	126°27'41.36"E	6 m
	R	37°28'23.45"N	126°27'40.15"E	7 m
648	L	37°28'26.59"N	126°27'46.05"E	6 m
	R	37°28'25.86"N	126°27'44.13"E	6 m
652	L	37°28'33.02"N	126°27'56.80"E	6 m
	R	37°28'32.20"N	126°27'55.36"E	6 m
711	L	37°29'02.35"N	126°25'37.29"E	5 m
	R	37°29'02.75"N	126°25'35.16"E	5 m
814	A	37°27'52.47"N	126°26'20.28"E	6 m
	B	37°27'51.40"N	126°26'21.24"E	6 m
816	A	37°27'47.86"N	126°26'12.13"E	6 m
	B	37°27'46.79"N	126°26'13.08"E	6 m
821	L	37°27'03.14"N	126°27'35.59"E	5 m
	R	37°27'02.29"N	126°27'36.35"E	5 m
831	L	37°26'29.79"N	126°26'49.74"E	5 m
	R	37°26'31.88"N	126°26'47.88"E	5 m
841	A	37°27'23.62"N	126°28'10.93"E	6 m
	B	37°27'22.41"N	126°28'12.00"E	6 m
	C	37°27'22.50"N	126°28'08.93"E	6 m
	D	37°27'21.29"N	126°28'10.01"E	6 m
851	A	37°29'06.79"N	126°26'39.17"E	5 m
	B	37°29'05.55"N	126°26'40.28"E	5 m
	C	37°29'05.65"N	126°26'37.20"E	5 m
	D	37°29'04.43"N	126°26'38.28"E	5 m

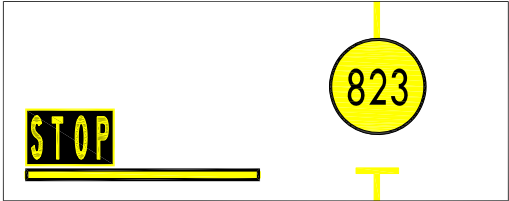
Stand NR.	Availability
612L/R 821L/R, 841A/B/C/D, 851A/B/C/D	Available for all aircraft up to "B" code. [length(overall) up to 32.5 m]
645L/R, 646L/R, 647L/R, 648R, 652L/R, 711L/R, 814A/B, 816A/B	Available for aircraft up to "C" code.
648L, 831L/R	Available for aircraft up to "D" code.
For details, please contact to confirm with "the Apron Magt. Unit" at the telephone number 82-32-741-2991.	
Note. "B": Refer to Annex 14 to the Convention on International Civil Aviation, Volume I, Chapter 1, Table 1-1 "Aerodrome reference code".	Code letter Wing span E 52 m up to but not including 65 m D 36 m up to but not including 52 m C 24 m up to but not including 36 m B 15 m up to but not including 24 m

Deicing zones operation

INCHEON DEICING	122.225	123.575
PAD CONTROL	122.175	122.325 123.325
ICE MAN	129.725	130.250 130.750 130.850



Note >
The Pilot stop line marking is located on all deicing pads to help stop without marshalling, where the transverse bar indicates the cockpit stop position. (See the figure below.)



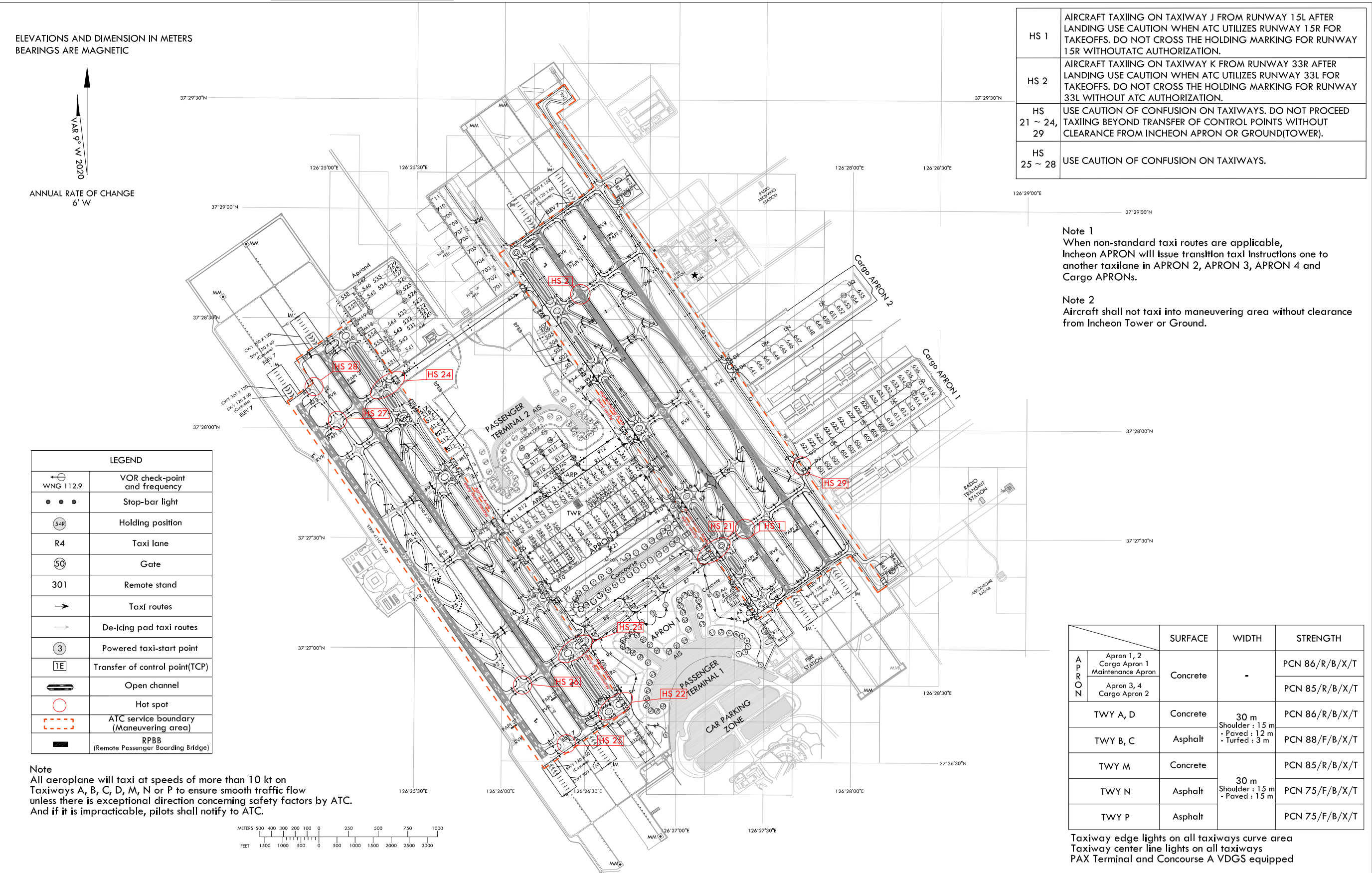
Change : Information of central deicing zone.

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



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.

Change : Information of TWY(B4~B6, C3, C8, E), shoulder, and ACFT stands for apron 2.

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 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			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		PCN 85/R/B/X/T
TWY N		Asphalt	30 m Shoulder : 1.5 m - Paved : 1.5 m	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 (Remote Passenger Boarding Bridge)



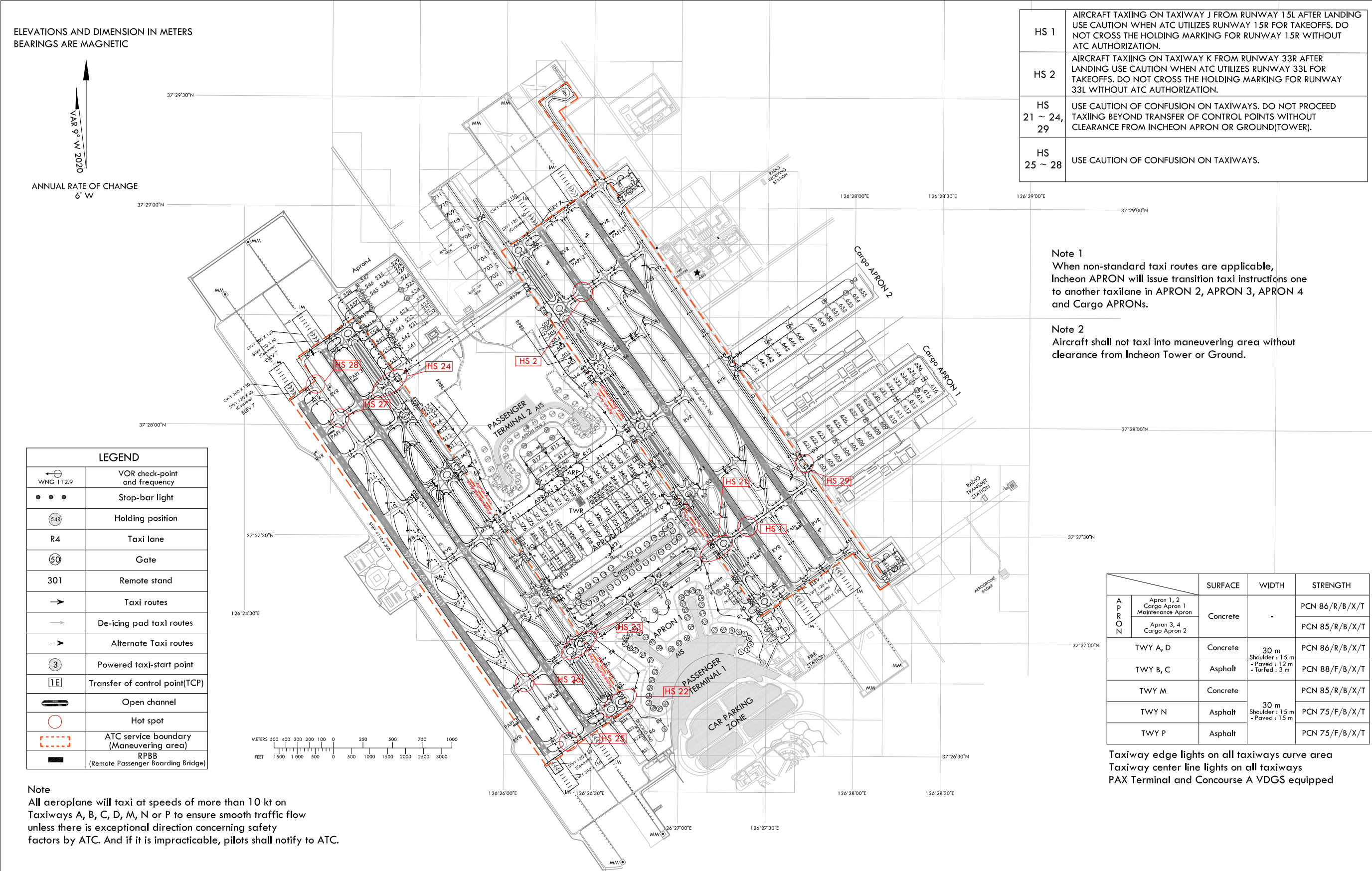
Change : Information of TWY(B4~B6, C3, C8, E), shoulder, and ACFT stands for apron 2.

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 16L/R, 34L/R DEPARTURE



Change : Information of TWY(B4~B6, C3, C8, E), shoulder, and ACFT stands for apron 2.

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

APRON ELEV **6** m

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

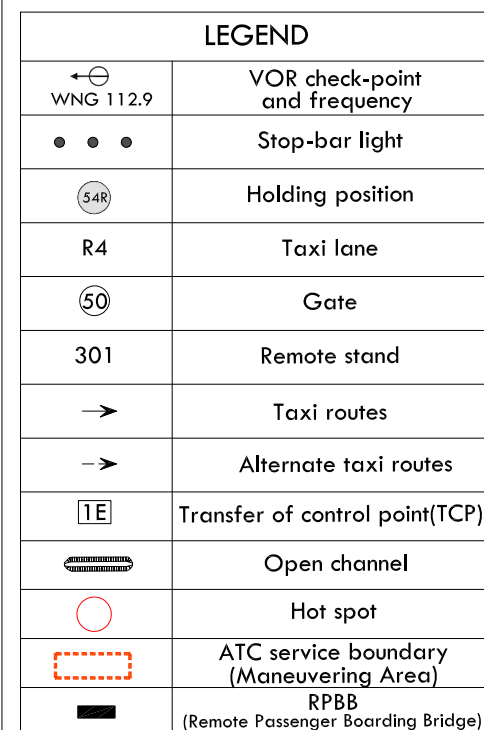
Note 2
When non-standard taxi routes are applicable, Incheon APRON will issue transition taxi instructions one to another taxilane in APRON 2, APRON 3, APRON 4 and Cargo APRONs.

CAUTION

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

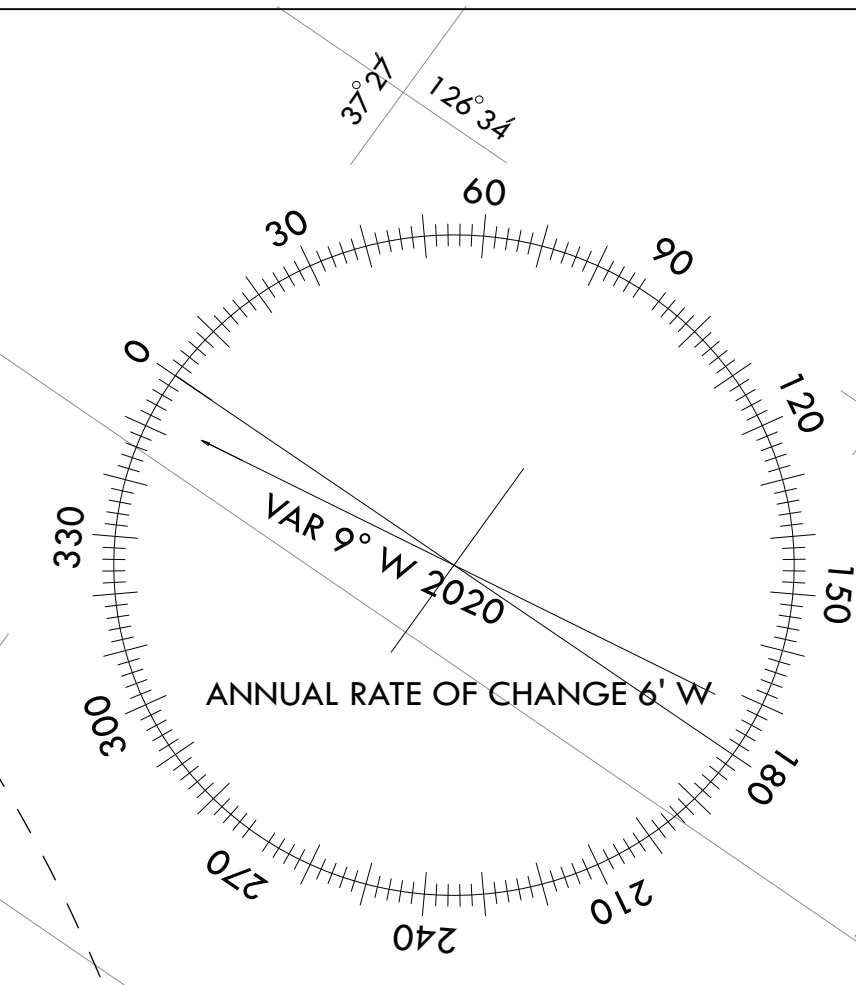
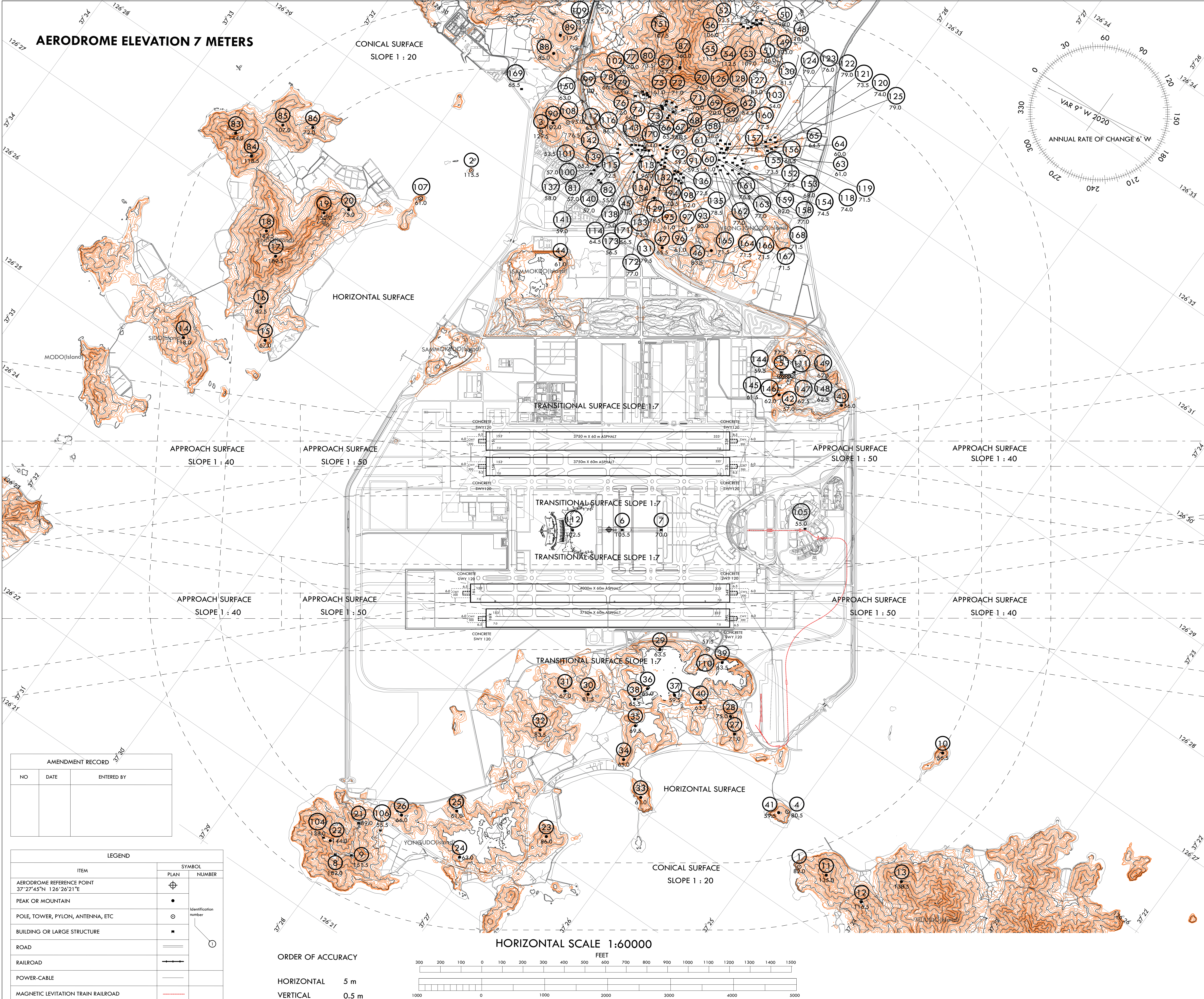
		SURFACE	WIDTH	STRENGTH
APRON	Apron 1, 2 Cargo Apron 1 Maintenance Apron	Concrete	-	PCN 86/R/B/X/T
	Apron 3, 4 Cargo Apron 2			PCN 85/R/B/X/T
TWY A, D		Concrete	30 m	PCN 86/R/B/X/T
TWY B, C		Asphalt	Shoulder : 15 m - Paved : 12 m - Turfed : 3 m	
TWY M		Concrete		
TWY N		Asphalt	30 m Shoulder : 15 m -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



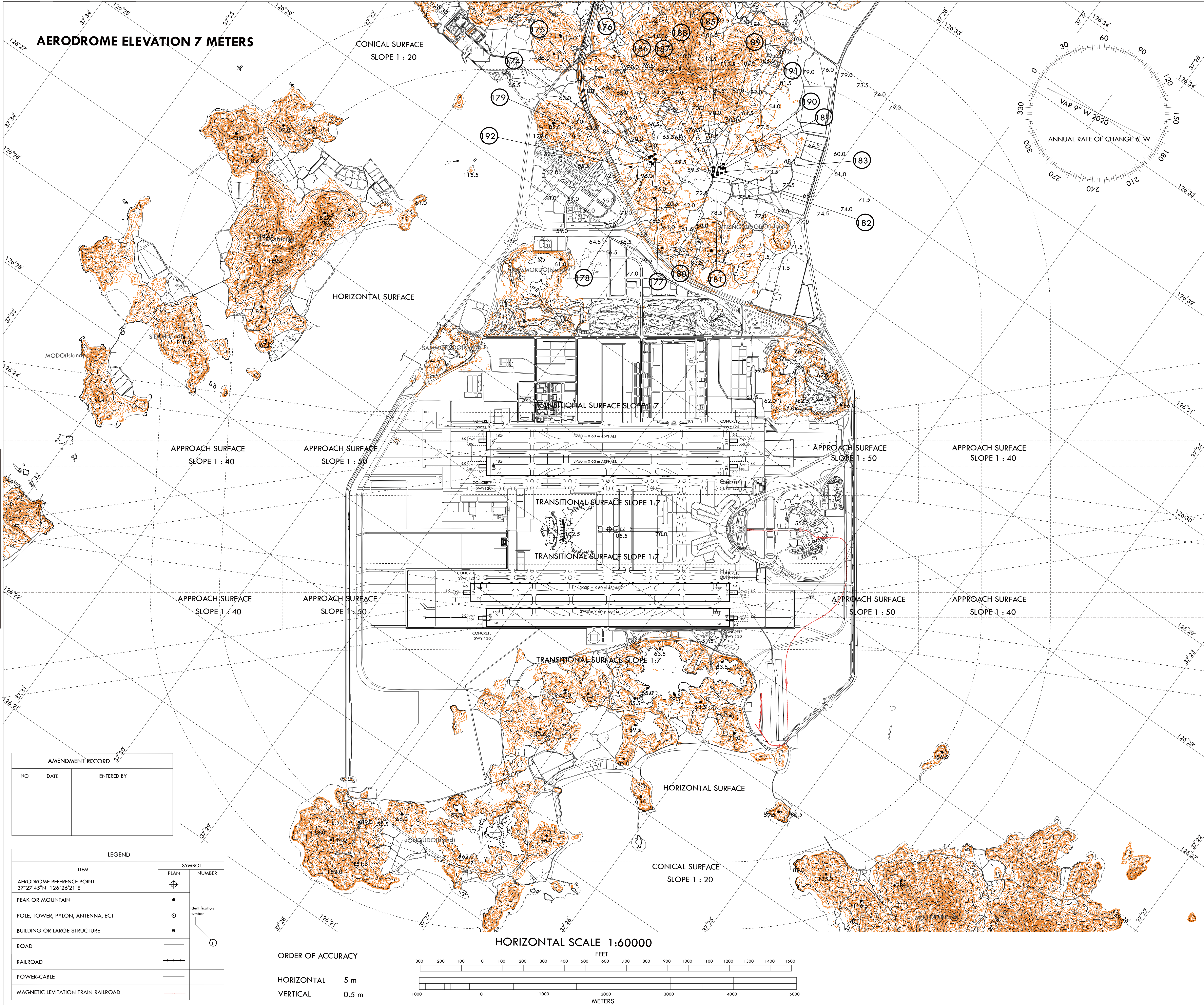
Change : Information of TWY(B4~B6, C3, C8, E), shoulder, and ACFT stands for apron 2.

DIMENSIONS AND ELEVATIONS IN METRES



OBSTACLES					
	COORDINATES (WGS-84)	ELEV (MSL)	ITEM	NOTE	
1	37°24'41.59"	126°24'29.32"	83.0	Pyxon	
2	37°30'33.32"	126°28'45.05"	113.5	Pyxon	
3	37°29'22.84"	126°29'32.04"	129.5	Pyxon	
4	37°23'03.55"	126°24'54.71"	89.5	Pyxon	
5	37°27'20.78"	126°28'50.93"	77.5	Building	
6	37°27'35.33"	126°26'25.86"	105.5	Building	
7	37°27'22.95"	126°26'40.44"	79.0	Building	
8	37°28'00.18"	126°21'42.23"	182.0	Building	
9	37°27'53.12"	126°21'42.78"	131.5	Building	
10	37°24'16.11"	126°26'24.46"	56.5	Mountain	
11	37°24'27.54"	126°24'37.57"	113.0	Mountain	
12	37°24'04.53"	126°24'33.37"	135.0	Mountain	
13	37°23'53.89"	126°24'59.26"	138.5	Mountain	
14	37°31'43.28"	126°25'26.45"	118.0	Mountain	
15	37°31'07.52"	126°25'55.33"	87.0	Mountain	
16	37°31'15.75"	126°26'11.97"	89.5	Mountain	
17	37°31'29.15"	126°26'44.64"	189.5	Mountain	
18	37°31'40.74"	126°26'55.14"	182.5	Mountain	
19	37°31'21.99"	126°27'26.55"	152.0	Mountain	
20	37°31'12.38"	126°27'37.62"	75.0	Mountain	
21	37°27'55.79"	126°22'07.91"	89.0	Mountain	
22	37°28'19.23"	126°21'47.69"	144.0	Mountain	
23	37°26'36.88"	126°23'10.78"	86.0	Mountain	
24	37°27'07.27"	126°22'26.87"	63.0	Mountain	
25	37°27'22.30"	126°22'51.18"	61.0	Mountain	
26	37°27'44.42"	126°22'28.38"	66.0	Mountain	
27	37°23'49.44"	126°25'17.17"	71.0	Mountain	
28	37°23'56.74"	126°25'17.17"	75.0	Mountain	
29	37°26'46.77"	126°25'34.89"	63.5	Mountain	
30	37°27'03.20"	126°24'43.79"	81.5	Mountain	
31	37°27'13.65"	126°24'36.56"	67.0	Mountain	
32	37°27'15.19"	126°24'06.64"	83.5	Mountain	
33	37°26'09.16"	126°24'07.39"	61.0	Mountain	
34	37°26'28.18"	126°24'21.56"	65.0	Mountain	
35	37°26'33.63"	126°24'44.57"	69.5	Mountain	
36	37°26'39.86"	126°25'09.03"	65.0	Mountain	
37	37°26'26.55"	126°25'15.00"	59.5	Mountain	
38	37°26'42.21"	126°24'58.67"	63.5	Mountain	
39	37°26'16.62"	126°25'10.88"	63.5	Mountain	
40	37°26'13.43"	126°25'21.08"	63.5	Mountain	
41	37°25'06.76"	126°24'50.72"	59.5	Mountain	
42	37°27'14.81"	126°28'37.79"	57.0	Mountain	
43	37°26'45.39"	126°28'55.36"	56.0	Mountain	
44	37°26'28.35"	126°28'29.52"	61.0	Mountain	
45	37°29'07.62"	126°29'38.20"	71.0	Mountain	
46	37°28'27.69"	126°29'31.31"	83.5	Mountain	
47	37°28'49.18"	126°29'14.00"	63.5	Mountain	
48	37°29'16.99"	126°31'55.23"	101.0	Building	
49	37°29'16.61"	126°31'52.86"	103.0	Building	
50	37°29'13.40"	126°31'53.15"	99.0	Building	
51	37°29'17.75"	126°31'50.60"	106.0	Building	
52	37°29'19.83"	126°31'50.09"	93.5	Building	
53	37°29'16.40"	126°31'42.26"	109.0	Building	
54	37°29'20.95"	126°31'45.47"	112.5	Building	
55	37°29'22.74"	126°31'44.61"	111.5	Building	
56	37°29'24.68"	126°31'44.88"	106.0	Building	
57	37°29'36.25"	126°30'58.28"	257.5	Pyxon	
58	37°28'57.69"	126°30'31.19"	58.5	Building	
59	37°28'57.57"	126°30'34.22"	60.0	Building	
60	37°29'53.97"	126°30'27.40"	61.0	Building	
61	37°28'54.58"	126°30'30.13"	61.0	Building	
62	37°28'54.34"	126°30'34.13"	64.5	Building	
63	37°28'52.40"	126°30'28.57"	61.0	Building	
64	37°28'52.24"	126°30'31.37"	60.0	Building	
65	37°28'52.31"	126°30'32.92"	64.5	Building	
66	37°29'26.71"	126°30'26.77"	63.5	Building	
67	37°29'26.96"	126°30'28.63"	68.5	Building	
68	37°29'26.16"	126°30'31.82"	76.5	Building	
69	37°29'22.69"	126°30'36.69"	70.0	Building	
70	37°29'25.53"	126°30'36.72"	76.5	Building	
71	37°29'26.49"	126°30'35.94"	70.0	Building	
72	37°29'32.21"	126°30'35.37"	71.0	Building	
73	37°29'31.49"	126°30'29.65"	66.5	Building	
74	37°29'32.36"	126°30'30.71"	66.0	Building	
75	37°29'31.48"	126°30'33.28"	61.0	Building	
76	37°29'33.14"	126°30'30.93"	72.0	Building	
77	37°29'42.95"	126°30'32.48"	70.0	Building	
78	37°29'43.94"	126°30'30.40"	66.5	Building	
79	37°29'43.94"	126°30'31.50"	61.0	Building	
80	37°29'40.81"	126°30'31.40"	73.5	Building	
81	37°29'41.57"	126°29'27.25"	57.0	Building	
82	37°29'34.91"	126°29'26.66"	55.0	Building	
83	37°32'23.54"	126°27'36.83"	144.0	Mountain	
84	37°32'10.03"	126°27'30.59"	118.5	Mountain	
85	37°32'06.35"	126°27'59.12"	107.0	Mountain	
86	37°31'52.79"	126°28'08.56"	73.0	Mountain	
87	37°29'36.99"	126°30'58.83"	260.0	Mountain	
88	37°30'34.22"	126°30'19.13"	85.0	Mountain	
89	37°30'37.19"	126°30'31.49"	117.0	Mountain	
90	37°30'13.24"	126°29'41.07"	102.0	Mountain	
91	37°29'03.01"	126°30'01.57"	59.5	Building	
92	37°29'05.70"	126°30'01.74"	59.5	Building	
93	37°29'07.29"	126°30'01.01"	80.0	Building	
94	37°29'06.74"	126°29'58.87"	70.5	Building	
95	37°29'04.65"	126°29'57.31"	61.0	Building	
96	37°29'02.91"	126°29'57.56"	61.0	Building	
97	37°29'01.18"	126°29'58.62"	61.5	Building	
98	37°29'00.20"	126°30'01.21"	62.0	Building	
99	37°29'46.01"	126°30'27.03"	71.0	Building	
100	37°29'41.72"	126°29'30.80"	57.0	Building	
101	37°29'08.62"	126°29'32.54"	53.5	Building	
102	37°29'45.29"	126°30'31.37"	70.0	Building	
103	37°28'56.06"	126°30'34.22"	54.0	Building	
104	37°28'08.61"	126°29'47.44"	138.0	Building	
105	37°25'24.18"	126°27'29.73"	55.0	Building	
106	37°27'54.78"	126°22'12.92"	55.5	Building	
107	37°30'46.05"	126°28'10.85"	61.0	Pyxon	
108	37°30'10.44"	126°29'46.54"	93.0	Pyxon	
109	37°30'32.07"	126°30'42.49"	93.5	Pyxon	
110	37°26'26.91"	126°25'55.04"	51.5	Pyxon	
111	37°27'16.56"	126°28'55.01"	76.5	Building	
112	37°27'59.91"	126°26'07.54"	102.5	Building	
113	37°29'23.64"	126°30'01.92"	96.0	Building	
114	37°29'26.25"	126°29'58.29"	64.5	Building	
115	37°29'32.16"	126°29'55.56"	73.5	Building	
116	37°29'31.27"	126°29'57.45"	86.5	Building	
117	37°29'38.18"	126°29'53.08"	63.5	Building	
118	37°28'39.27"	126°30'46.15"	79.0	Building	
119	37°28'38.09"	126°30'47.88"	71.5	Building	
120	37°28'37.19"	126°30'40.28"	74.0	Building	
121	37°28'39.00"	126°30'51.54"	73.5	Building	
122	37°28'40.79"	126°30'53.28"	79.0	Building	
123	37°28'41.85"	126°30'51.23"	79.0	Building	
124	37°28'42.97"	126°30'49.74"	79.0	Building	
125	37°28'41.07"	126°30'48.02"	79.0	Building	
126	37°29'17.13"	126°30'09.89"	84.5	Building	
127	37°29'21.02"	126°30'07.85"	83.0	Building	
128	37°29'18.92"	126°30'07.44"	87.0	Building	
129	37°29'16.06"	126°30'05.18"	76.5	Building	
130	37°29'16.78"	126°30'07.46"	81.5	Building	
131	37°29'13.01"	126°29'56.92"	79.5	Building	
132	37°29'14.70"	126°29'56.77"	75.0	Building	
133	37°29'16.33"	126°29'56.18"	73.5	Building	
134	37°29'15.61"	126°29'59.83"	75.0	Building	
135	37°29'14.97"	126°30'02.38"	76.5	Building	
136	37°29'13.96"	126°29'58.40"	72.5	Building	
137	37°29'27.51"	126°29'56.42"	58.0	Building	
138	37°29'25.49"	126°29'59.42"	75.0	Building	
139	37°29'28.52"	126°29'47.47"	65.5	Building	
140	37°29'36.87"	126°29'27.29"	53.5	Building	
141	37°29'26.34"	126°29'51.35"	59.0	Building	
142	37°29'33.13"	126°29'49.59"	74.5	Building	
143	37°29'30.91"	126°29'58.49"	90.0	Building	
144	37°27'20.66"	126°28'49.47"	59.5	Pole	
145	37°27'19.50"	126°28'50.11"	61.5	Pole	
146	37°27'18.80"	126°28'50.97"	62.0	Pole	
147	37°27'18.06"	126°28'51.83"	62.5	Pole	
148	37°27'17.20"	126°28'52.88"	62.5	Pole	
149	37°27'16.57"	126°28'53.63"	62.5	Pole	
150	37°29'23.64"	126°29'55.53"	63.0	Building	
151	37°29'28.65"	126°30'03.09"	107.5	Building	
152	37°29'40.40"	126°30'26.05"	71.5	Building	
153	37°28'42.09"	126°30'25.45"	68.0	Building	
154	37°28'43.53"	126°30'25.58"	74.5	Building	
155	37°28'42.87"	126°30'28.14"	73.5	Building	
156	37°28'43.48"	126°30'28.68"	68.5	Building	
157	37°28'43.49"	126°30'27.08"	71.5	Building	
158	37°28'43.49"	126°30'25.13"	72.0	Building	
159	37°28'47.52"	126°30'23.63"	82.0	Building	
160	37°28'48.99"	126°30'25.43"	77.5	Building	
161	37°28'49.71"	126°30'21.34"	76.5	Building	
162	37°28'48.14"	126°30'19.67"	77.0	Building	
163	37°28'46.47"	126°30'21.13"	77.0	Building	
164	37°28'45.69"	126°30'19.34"	71.5	Building	
165	37°28'45.57"	126°30'17.44"	71.5	Building	
166	37°28'43.96"	126°30'20.40"	71.5	Building	
167	37°28'43.87"	126°30'22.36"	71.5	Building	
168	37°28'42.34"	126°30'23.10"	71.5	Building	
169	37°30'40.72"	126°29'47.80"	65.5	Building	
170	37°29'29.95"	126°30'00.70"	64.0	Building	
171	37°29'26.28"	126°29'53.31"	56.5	Building	
172	37°29'23.74"	126°29'58.08"	77.0	Building	
173	37°29'24.49"	126°29'44.90"	56.5	Building	

DIMENSIONS AND ELEVATIONS IN METRES



OBSTACLES				
	COORDINATES (WGS-84)	ELEV (MSL)	ITEM	NOTE
174	37°29'22.23"	126°29'56.16"	90.0	Building
175	37°29'21.55"	126°29'57.51"	87.0	Building
176	37°29'20.76"	126°29'59.53"	96.0	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"	84.0	Building
180	37°28'51.08"	126°30'8.55"	70.5	Building
181	37°28'49.92"	126°30'11.02"	70.5	Building
182	37°28'48.55"	126°30'13.23"	72.0	Building
183	37°28'47.05"	126°30'15.60"	70.5	Building
184	37°28'48.49"	126°30'16.88"	70.5	Building
185	37°28'50.26"	126°30'17.71"	70.5	Building
186	37°28'51.53"	126°30'9.05"	70.5	Building
187	37°28'52.22"	126°30'11.33"	70.5	Building
188	37°28'53.35"	126°30'13.31"	72.0	Building
189	37°28'50.94"	126°30'15.61"	70.5	Building
190	37°28'49.73"	126°30'15.54"	70.5	Building
191	37°28'50.26"	126°30'18.62"	70.5	Building
192	37°29'26.97"	126°29'46.21"	63.5	Building

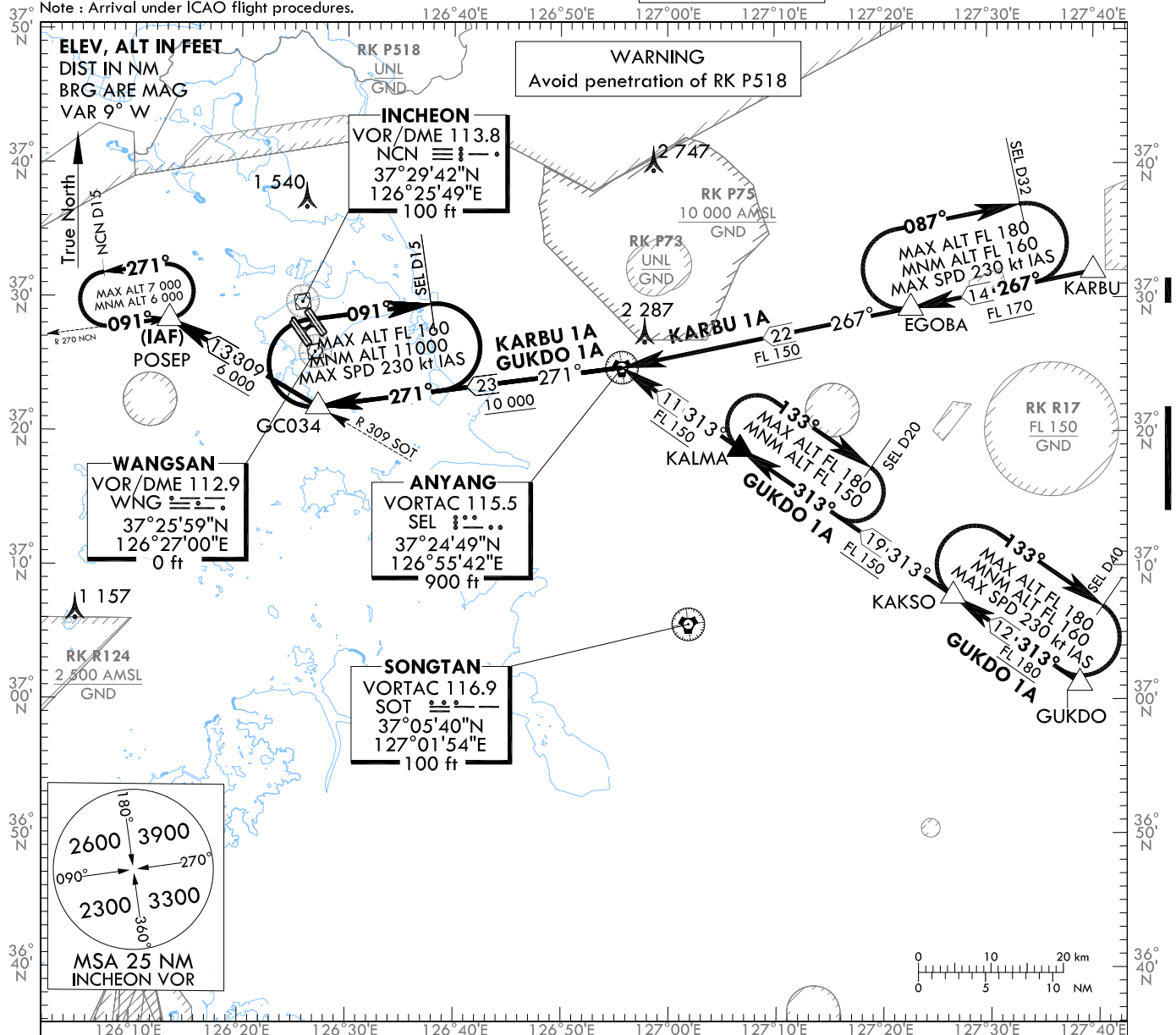
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL APP 119.75
INCHEON TWR 121.35
118.2
118.8

SEOUL/Incheon Intl(RKSI)
RWY 15L
GUKDO 1A, KARBU 1A

Note : Arrival under ICAO flight procedures.



GENERAL INFORMATION

1. For profile descent with clearance "Descend via the (STAR name and number) arrival", pilots should commence descent after passing the First Fix/Waypoint of each arrival.
2. If unable to comply with flight restrictions, advise ATC for alternatives.
3. Maximum holding speed is 230 kt IAS at EGOBA, KAKSO, KALMA and GC034, 200 kt IAS at POSEP.

DESIGNATOR	FROM	ROUTE	DESCENT ALTITUDE
GUKDO ONE ALPHA	G585 /Y685	GUKDO - KAKSO - KALMA - SEL - GC034 - POSEP	At or above FL 180 by KAKSO, FL 150 by SEL, 10 000 ft by GC034, and 6 000 ft by POSEP
KARBU ONE ALPHA	G597 /Y697	KARBU - EGOBA - SEL - GC034 - POSEP	At or above FL 170 by EGOBA, FL 150 by SEL, 10 000 ft by GC034, and 6 000 ft by POSEP

Change : Information of ALT restriction for holding procedure and Withdrawal of unnecessary airways.

SEOUL/Incheon Intl(RKSI)

RWY 15L

GUUKDO 1A, KARBU 1A

AERONAUTICAL DATA TABULATION

GUUKDO 1A

Fix / Point		Coordinates	
GUUKDO	R 133/D41 SEL	37°01'10.9"N	127°38'22.9"E
KAKSO	R 133/D30 SEL	37°07'44.6"N	127°26'37.4"E
KALMA	R 133/D11 SEL	37°18'44.9"N	127°06'44.8"E
SEL		37°24'49.0"N	126°55'42.1"E
GC034	R 309/D32 SOT	37°21'51.0"N	126°27'18.0"E
POSEP	R 271/D10 NCN	37°28'21.8"N	126°13'22.0"E

KARBU 1A

Fix / Point		Coordinates	
KARBU	R 087/D36 SEL	37°31'59.0"N	127°39'52.0"E
EGOBA	R 087/D22 SEL	37°29'14.7"N	127°22'45.9"E
SEL		37°24'49.0"N	126°55'42.1"E
GC034	R 309/D32 SOT	37°21'51.0"N	126°27'18.0"E
POSEP	R 271/D10 NCN	37°28'21.8"N	126°13'22.0"E

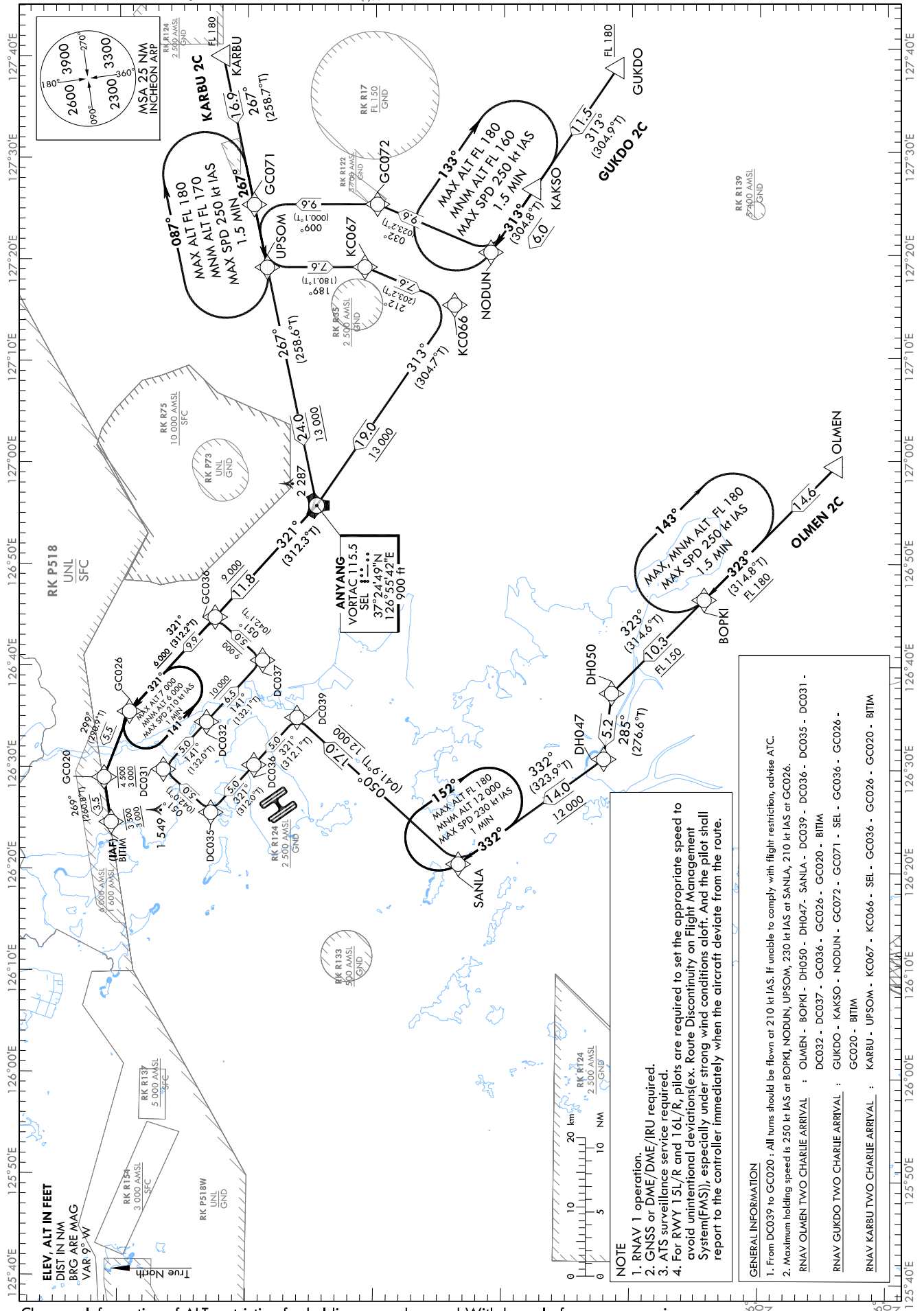
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL APP 119.75
121.35
INCHEON TWR 118.2
118.8

SEOUL/Incheon Intl(RKSI)
RWY 15L/R, RWY 16L/R
RNAV OLMEN 2C
RNAV GUKDO 2C, RNAV KARBU 2C

Note : Arrival under ICAO Flight Procedures.



Change : Information of ALT restriction for holding procedure and Withdrawal of unnecessary airways.

SEOUL/Incheon Intl(RKSI)
RWY 15L/R, RWY 16L/R
RNAV OLMEN 2C, RNAV GUKDO 2C

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV OLMEN 2C

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	OLMEN	-	-	-	-	-	-	36°44'13.4"N 126°59'27.6"E	-	RNAV 1	-
002	TF	BOPKI	-	323 (314.8)	14.6	-	+FL 180	-	36°54'31.8"N 126°46'30.1"E	-	RNAV 1	-
003	TF	DH050	-	323 (314.6)	10.3	-	+FL 150	-	37°01'44.4"N 126°37'23.0"E	-	RNAV 1	-
004	TF	DH047	-	285 (276.6)	5.2	-	-	-	37°02'20.0"N 126°30'58.0"E	-	RNAV 1	-
005	TF	SANLA	-	332 (323.9)	14.0	-	+12 000	-	37°13'39.5"N 126°20'39.0"E	-	RNAV 1	-
006	TF	DC039	-	050 (041.9)	17.0	-	+12 000	@210	37°26'19.1"N 126°34'55.2"E	-	RNAV 1	-
007	TF	DC036	-	321 (312.1)	5.0	-	-	@210	37°29'40.2"N 126°30'15.4"E	-	RNAV 1	-
008	TF	DC035	-	321 (312.0)	5.0	-	-	@210	37°33'01.2"N 126°25'35.1"E	-	RNAV 1	-
009	TF	DC031	-	051 (042.0)	5.0	-	-	@210	37°36'44.4"N 126°29'47.6"E	-	RNAV 1	-
010	TF	DC032	-	141 (132.0)	5.0	-	-	@210	37°33'23.3"N 126°34'27.9"E	-	RNAV 1	-
011	TF	DC037	-	141 (132.1)	6.5	-	+10 000	@210	37°29'01.6"N 126°40'31.7"E	-	RNAV 1	-
012	TF	GC036	-	051 (042.1)	5.0	-	+9 000	@210	37°32'44.3"N 126°44'44.7"E	-	RNAV 1	-
013	TF	GC026	-	321 (312.2)	9.9	-	+6 000	@210	37°39'24.5"N 126°35'28.2"E	-	RNAV 1	-
014	TF	GC020	-	299 (290.9)	5.5	-	-4 500 +3 000	@210	37°41'22.0"N 126°28'59.8"E	-	RNAV 1	-
015	TF	BITIM	-	269 (260.8)	3.5	-	-3 500 +3 000	-	37°40'48.0"N 126°24'36.1"E	-	RNAV 1	IAF

RNAV GUKDO 2C

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	GUKDO	-	-	-	-	+FL 180	-	37°01'10.9"N 127°38'22.9"E	-	RNAV 1	-
002	TF	KAKSO	-	313 (304.9)	11.5	-	-	-	37°07'44.6"N 127°26'37.4"E	-	RNAV 1	-
003	TF	NODUN	-	313 (304.8)	6.0	-	-	-	37°11'10.1"N 127°20'27.5"E	-	RNAV 1	-
004	TF	GC072	-	032 (023.2)	9.6	-	-	-	37°20'01.0"N 127°25'12.2"E	-	RNAV 1	-
005	TF	GC071	-	009 (000.1)	9.6	-	-	-	37°29'38.5"N 127°25'13.7"E	-	RNAV 1	-
006	TF	SEL	-	267 (258.6)	24.0	-	+13 000	-	37°24'49.0"N 126°55'42.1"E	-	RNAV 1	-
007	TF	GC036	-	321 (312.3)	11.8	-	+9 000	@210	37°32'44.3"N 126°44'44.7"E	-	RNAV 1	-
008	TF	GC026	-	321 (312.2)	9.9	-	+6 000	@210	37°39'24.5"N 126°35'28.2"E	-	RNAV 1	-
009	TF	GC020	-	299 (290.9)	5.5	-	-4 500 +3 000	@210	37°41'22.0"N 126°28'59.8"E	-	RNAV 1	-
010	TF	BITIM	-	269 (260.8)	3.5	-	-3 500 +3 000	-	37°40'48.0"N 126°24'36.1"E	-	RNAV 1	IAF

SEOUL/Incheon Intl(RKSI)
RWY 15L/R, RWY 16L/R
RNAV KARBU 2C

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV KARBU 2C

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	KARBU	-	-	-	-	+FL 180	-	37°31'59.0"N 127°39'52.0"E	-	RNAV 1	-
002	TF	UPSOM	-	267 (258.7)	16.9	-	-	-	37°28'38.8"N 127°19'04.3"E	-	RNAV 1	-
003	TF	KC067	-	189 (180.1)	7.6	-	-	-	37°21'01.5"N 127°19'03.7"E	-	RNAV 1	-
004	TF	KC066	-	212 (203.2)	7.6	-	-	-	37°14'01.2"N 127°15'18.8"E	-	RNAV 1	-
005	TF	SEL	-	313 (304.7)	19.0	-	+13 000	-	37°24'49.0"N 126°55'42.1"E	-	RNAV 1	-
006	TF	GC036	-	321 (312.3)	11.8	-	+9 000	@210	37°32'44.3"N 126°44'44.7"E	-	RNAV 1	-
007	TF	GC026	-	321 (312.2)	9.9	-	+6 000	@210	37°39'24.5"N 126°35'28.2"E	-	RNAV 1	-
008	TF	GC020	-	299 (290.9)	5.5	-	-4 500 +3 000	@210	37°41'22.0"N 126°28'59.8"E	-	RNAV 1	-
009	TF	BITIM	-	269 (260.8)	3.5	-	-3 500 +3 000	-	37°40'48.0"N 126°24'36.1"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 OLMEN 2C	-	BOPKI	Y	323 (314.8)	1.5	R	@FL 180	-250	36°54'31.8"N 126°46'30.1"E	-	RNAV 1	-
RNAV OLMEN 2C	-	SANLA	Y	332 (323.9)	1.0	R	-FL 180 +12 000	-230	37°13'39.5"N 126°20'39.0"E	-	RNAV 1	-
RNAV GUKDO 2C	-	NODUN	Y	313 (304.8)	1.5	R	-FL 180 +FL 160	-250	37°11'10.1"N 127°20'27.5"E	-	RNAV 1	-
RNAV KARBU 2C	-	UPSOM	Y	267 (258.7)	1.5	R	-FL 180 +FL 170	-250	37°28'38.8"N 127°19'04.3"E	-	RNAV 1	-
RNAV OLMEN 2C RNAV GUKDO 2C RNAV KARBU 2C	-	GC026	Y	321 (312.2)	1.0	L	-7 000 +6 000	-210	37°39'24.5"N 126°35'28.2"E	-	RNAV 1	-

Change : Information of ALT restriction for holding procedure.

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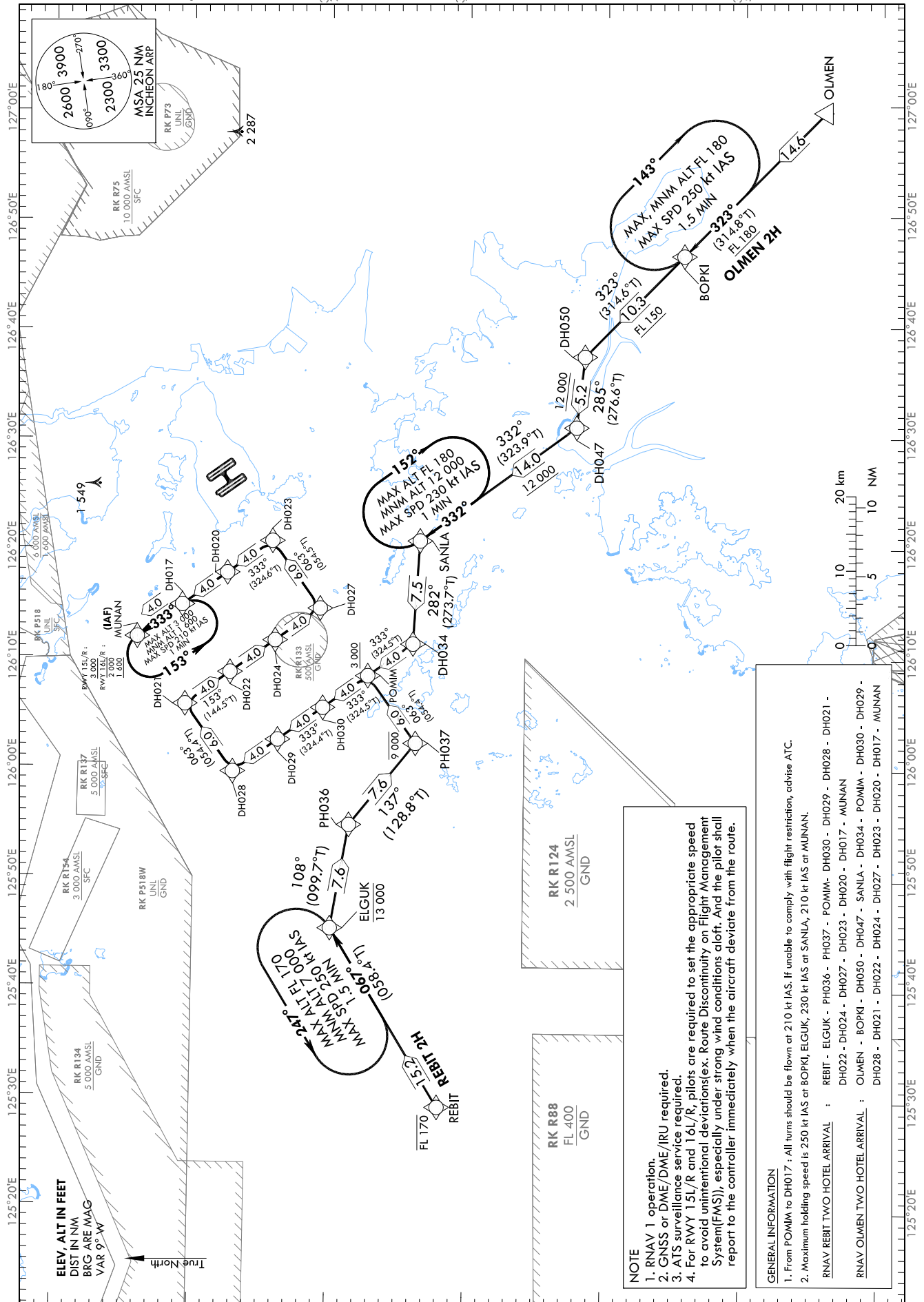
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL APP 119.75
INCHEON TWR 121.35
118.2
118.8

SEOUL/Incheon Intl(RKSI)
RWY 15L/R, RWY 16L/R
RNAV REBIT 2H
RNAV OLMEN 2H

Note : Arrival under ICAO Flight Procedures.



SEOUL/Incheon Intl(RKSI)
RWY 15L/R, RWY 16L/R
RNAV REBIT 2H

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV REBIT 2H												
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	REBIT	-	-	-	-	-FL 170	-	37°12'03.0"N 125°29'12.7"E	-	RNAV 1	-
002	TF	ELGUK	-	067 (058.4)	15.2	-	-13 000	-	37°19'59.4"N 125°45'24.7"E	-	RNAV 1	-
003	TF	PH036	-	108 (099.7)	7.6	-	-	-	37°18'41.6"N 125°54'49.4"E	-	RNAV 1	-
004	TF	PH037	-	137 (128.8)	7.6	-	-9 000	-	37°13'54.3"N 126°02'15.2"E	-	RNAV 1	-
005	TF	POMIM	-	063 (054.4)	6.0	-	+3 000	@210	37°17'23.8"N 126°08'22.1"E	-	RNAV 1	-
006	TF	DH030	-	333 (324.5)	4.0	-	-	@210	37°20'39.4"N 126°05'27.2"E	-	RNAV 1	-
007	TF	DH029	-	333 (324.4)	4.0	-	-	@210	37°23'54.8"N 126°02'32.1"E	-	RNAV 1	-
008	TF	DH028	-	333 (324.4)	4.0	-	-	@210	37°27'10.2"N 125°59'36.8"E	-	RNAV 1	-
009	TF	DH021	-	063 (054.4)	6.0	-	-	@210	37°30'39.9"N 126°05'44.6"E	-	RNAV 1	-
010	TF	DH022	-	153 (144.5)	4.0	-	-	@210	37°27'24.4"N 126°08'39.8"E	-	RNAV 1	-
011	TF	DH024	-	153 (144.5)	4.0	-	-	@210	37°24'08.8"N 126°11'34.8"E	-	RNAV 1	-
012	TF	DH027	-	153 (144.5)	4.0	-	-	@210	37°20'53.1"N 126°14'29.5"E	-	RNAV 1	-
013	TF	DH023	-	063 (054.5)	6.0	-	-	@210	37°24'22.0"N 126°20'37.5"E	-	RNAV 1	-
014	TF	DH020	-	333 (324.6)	4.0	-	-	@210	37°27'37.8"N 126°17'42.9"E	-	RNAV 1	-
015	TF	DH017	-	333 (324.6)	4.0	-	-	@210	37°30'53.6"N 126°14'48.1"E	-	RNAV 1	-
016	TF	MUNAN	-	333 (324.5)	4.0	-	+3 000 for RVN 1.5 -2 000 +1 600	-	37°34'09.3"N 126°11'53.0"E	-	RNAV 1	IAF

SEOUL/Incheon Intl(RKSI)
RWY 15L/R, RWY 16L/R
RNAV OLMEN 2H

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV OLMEN 2H													
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	OLMEN	-	-	-	-	-	-	36°44'13.4"N 126°59'27.6"E	-	RNAV 1	-	
002	TF	BOPKI	-	323 (314.8)	14.6	-	+FL 180	-	36°54'31.8"N 126°46'30.1"E	-	RNAV 1	-	
003	TF	DH050	-	323 (314.6)	10.3	-	+FL 150	-	37°01'44.4"N 126°37'23.0"E	-	RNAV 1	-	
004	TF	DH047	-	285 (276.6)	5.2	-	+12 000	-	37°02'20.0"N 126°30'58.0"E	-	RNAV 1	-	
005	TF	SANLA	-	332 (323.9)	14.0	-	+12 000	-	37°13'39.5"N 126°20'39.0"E	-	RNAV 1	-	
006	TF	DH034	-	282 (273.7)	7.5	-	-	-	37°14'08.2"N 126°11'16.7"E	-	RNAV 1	-	
007	TF	POMIM	-	333 (324.5)	4.0	-	+3 000	@210	37°17'23.8"N 126°08'22.1"E	-	RNAV 1	-	
008	TF	DH030	-	333 (324.5)	4.0	-	-	@210	37°20'39.4"N 126°05'27.2"E	-	RNAV 1	-	
009	TF	DH029	-	333 (324.4)	4.0	-	-	@210	37°23'54.8"N 126°02'32.1"E	-	RNAV 1	-	
010	TF	DH028	-	333 (324.4)	4.0	-	-	@210	37°27'10.2"N 125°59'36.8"E	-	RNAV 1	-	
011	TF	DH021	-	063 (054.4)	6.0	-	-	@210	37°30'39.9"N 126°05'44.6"E	-	RNAV 1	-	
012	TF	DH022	-	153 (144.5)	4.0	-	-	@210	37°27'24.4"N 126°08'39.8"E	-	RNAV 1	-	
013	TF	DH024	-	153 (144.5)	4.0	-	-	@210	37°24'08.8"N 126°11'34.8"E	-	RNAV 1	-	
014	TF	DH027	-	153 (144.5)	4.0	-	-	@210	37°20'53.1"N 126°14'29.5"E	-	RNAV 1	-	
015	TF	DH023	-	063 (054.5)	6.0	-	-	@210	37°24'22.0"N 126°20'37.5"E	-	RNAV 1	-	
016	TF	DH020	-	333 (324.6)	4.0	-	-	@210	37°27'37.8"N 126°17'42.9"E	-	RNAV 1	-	
017	TF	DH017	-	333 (324.6)	4.0	-	-	@210	37°30'53.6"N 126°14'48.1"E	-	RNAV 1	-	
018	TF	MUNAN	-	333 (324.5)	4.0	-	+3 000 for RWY 15 -2 000 +1 600	-	37°34'09.3"N 126°11'53.0"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 REBIT 2H	-	ELGUK	Y	067 (058.4)	1.5	L	-FL 170 +7 000	-250	37°19'59.4"N 125°45'24.7"E	-	RNAV 1	-
RNAV OLMEN 2H	-	BOPKI	Y	323 (314.8)	1.5	R	@FL 180	-250	36°54'31.8"N 126°46'30.1"E	-	RNAV 1	-
RNAV OLMEN 2H	-	SANLA	Y	332 (323.9)	1.0	R	-FL 180 +12 000	-230	37°13'39.5"N 126°20'39.0"E	-	RNAV 1	-
RNAV REBIT 2H RNAV OLMEN 2H	-	MUNAN	Y	333 (324.5)	1.0	L	-3 000 +1 600	-210	37°34'09.3"N 126°11'53.0"E	-	RNAV 1	-

Change : Information of ALT restriction for holding procedure.

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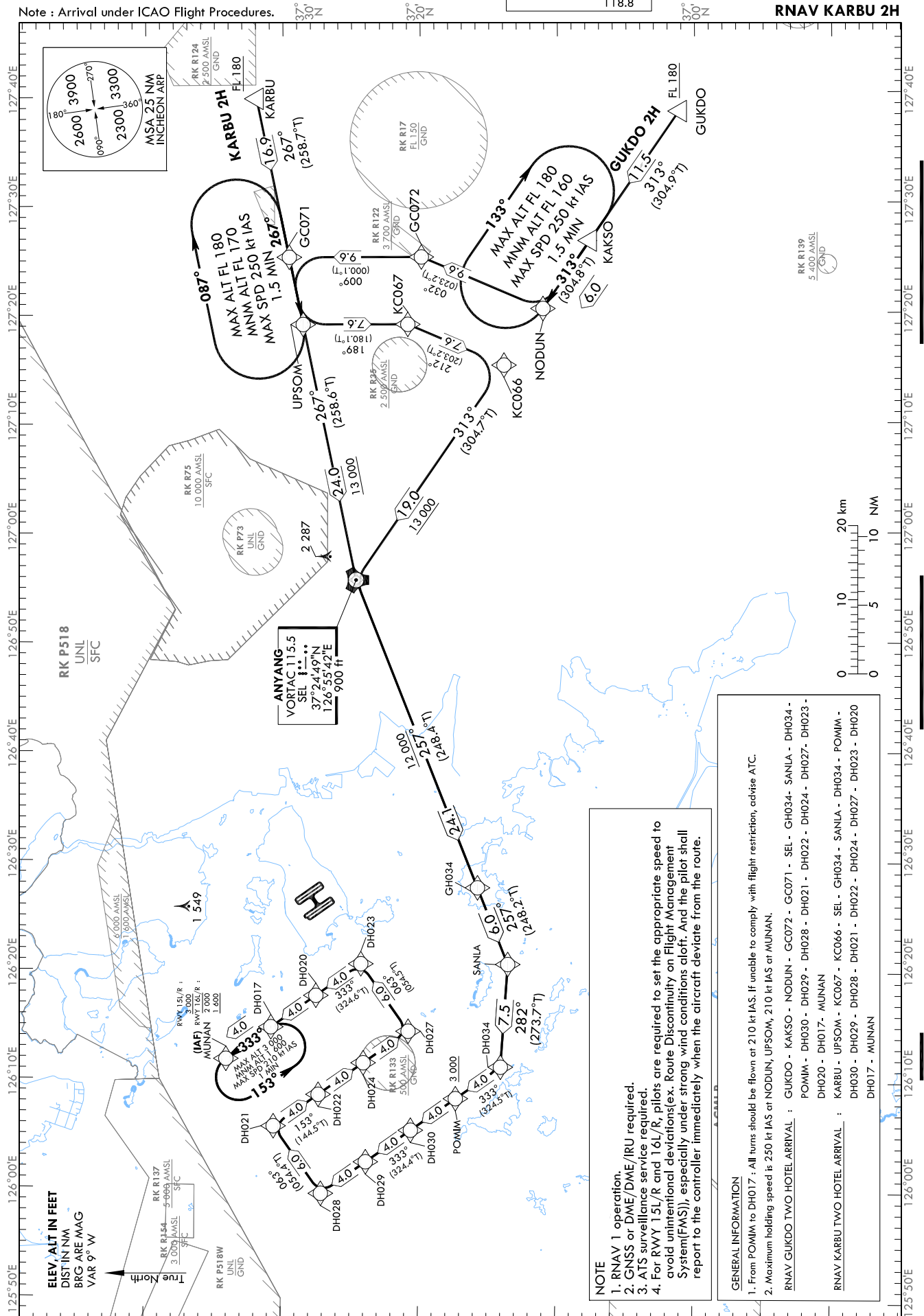
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL APP 119.75
INCHEON TWR 121.35
118.2
118.8

SEOUL/Incheon Intl(RKSI)
RWY 15L/R, RWY 16L/R
RNAV GUKDO 2H
RNAV KARBU 2H

Note : Arrival under ICAO Flight Procedures.



Change : Information of ALT restriction for holding procedure, Withdrawal of unnecessary airways, and Establishment of SEL VORTAC.

SEOUL/Incheon Intl(RKSI)
RWY 15L/R, RWY 16L/R
RNAV GUKDO 2H

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV GUKDO 2H

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	GUKDO	-	-	-	-	+FL 180	-	37°01'10.9"N 127°38'22.9"E	-	RNAV 1	-
002	TF	KAKSO	-	313 (304.9)	11.5	-	-	-	37°07'44.6"N 127°26'37.4"E	-	RNAV 1	-
003	TF	NODUN	-	313 (304.8)	6.0	-	-	-	37°11'10.1"N 127°20'27.5"E	-	RNAV 1	-
004	TF	GC072	-	032 (023.2)	9.6	-	-	-	37°20'01.0"N 127°25'12.2"E	-	RNAV 1	-
005	TF	GC071	-	009 (000.1)	9.6	-	-	-	37°29'38.5"N 127°25'13.7"E	-	RNAV 1	-
006	TF	SEL	-	267 (258.6)	24.0	-	+13 000	-	37°24'49.0"N 126°55'42.1"E	-	RNAV 1	-
007	TF	GH034	-	257 (248.4)	24.1	-	+12 000	-	37°15'53.8"N 126°27'37.5"E	-	RNAV 1	-
008	TF	SANLA	-	257 (248.2)	6.0	-	-	-	37°13'39.5"N 126°20'39.0"E	-	RNAV 1	-
009	TF	DH034	-	282 (273.7)	7.5	-	-	-	37°14'08.2"N 126°11'16.7"E	-	RNAV 1	-
010	TF	POWIM	-	333 (324.5)	4.0	-	+3 000	@210	37°17'23.8"N 126°08'22.1"E	-	RNAV 1	-
011	TF	DH030	-	333 (324.5)	4.0	-	-	@210	37°20'39.4"N 126°05'27.2"E	-	RNAV 1	-
012	TF	DH029	-	333 (324.4)	4.0	-	-	@210	37°23'54.8"N 126°02'32.1"E	-	RNAV 1	-
013	TF	DH028	-	333 (324.4)	4.0	-	-	@210	37°27'10.2"N 125°59'36.8"E	-	RNAV 1	-
014	TF	DH021	-	063 (054.4)	6.0	-	-	@210	37°30'39.9"N 126°05'44.6"E	-	RNAV 1	-
015	TF	DH022	-	153 (144.5)	4.0	-	-	@210	37°27'24.4"N 126°08'39.8"E	-	RNAV 1	-
016	TF	DH024	-	153 (144.5)	4.0	-	-	@210	37°24'08.8"N 126°11'34.8"E	-	RNAV 1	-
017	TF	DH027	-	153 (144.5)	4.0	-	-	@210	37°20'53.1"N 126°14'29.5"E	-	RNAV 1	-
018	TF	DH023	-	063 (054.5)	6.0	-	-	@210	37°24'22.0"N 126°20'37.5"E	-	RNAV 1	-
019	TF	DH020	-	333 (324.6)	4.0	-	-	@210	37°27'37.8"N 126°17'42.9"E	-	RNAV 1	-
020	TF	DH017	-	333 (324.6)	4.0	-	-	@210	37°30'53.6"N 126°14'48.1"E	-	RNAV 1	-
021	TF	MUNAN	-	333 (324.5)	4.0	-	+3 000 for RWY 15 -2 000 +1 600 for RWY 16	-	37°34'09.3"N 126°11'53.0"E	-	RNAV 1	IAF

SEOUL/Incheon Intl(RKSI)
RWY 15L/R, RWY 16L/R
RNAV KARBU 2H

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV KARBU 2H		Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
Serial Number	Path Descriptor											
001	IF	KARBU	-	-	-	-	+FL 180	-	37°31'59.0"N 127°39'52.0"E	-	RNAV 1	-
002	TF	UPSOM	-	267 (258.7)	16.9	-	-	-	37°28'38.8"N 127°19'04.3"E	-	RNAV 1	-
003	TF	KC067	-	189 (180.1)	7.6	-	-	-	37°21'01.5"N 127°19'03.7"E	-	RNAV 1	-
004	TF	KC066	-	212 (203.2)	7.6	-	-	-	37°14'01.2"N 127°15'18.8"E	-	RNAV 1	-
005	TF	SEL	-	313 (304.7)	19.0	-	+13 000	-	37°24'49.0"N 126°55'42.1"E	-	RNAV 1	-
006	TF	GH034	-	257 (248.4)	24.1	-	+12 000	-	37°15'53.8"N 126°27'37.5"E	-	RNAV 1	-
007	TF	SANLA	-	257 (248.2)	6.0	-	-	-	37°13'39.5"N 126°20'39.0"E	-	RNAV 1	-
008	TF	DH034	-	282 (273.7)	7.5	-	-	-	37°14'08.2"N 126°11'16.7"E	-	RNAV 1	-
009	TF	POMIM	-	333 (324.5)	4.0	-	+3 000	@210	37°17'23.8"N 126°08'22.1"E	-	RNAV 1	-
010	TF	DH030	-	333 (324.5)	4.0	-	-	@210	37°20'39.4"N 126°03'27.2"E	-	RNAV 1	-
011	TF	DH029	-	333 (324.4)	4.0	-	-	@210	37°23'54.8"N 126°02'32.1"E	-	RNAV 1	-
012	TF	DH028	-	333 (324.4)	4.0	-	-	@210	37°27'10.2"N 125°59'36.8"E	-	RNAV 1	-
013	TF	DH021	-	063 (054.4)	6.0	-	-	@210	37°30'39.9"N 126°05'44.6"E	-	RNAV 1	-
014	TF	DH022	-	153 (144.5)	4.0	-	-	@210	37°27'24.4"N 126°08'39.8"E	-	RNAV 1	-
015	TF	DH024	-	153 (144.5)	4.0	-	-	@210	37°24'08.8"N 126°11'34.8"E	-	RNAV 1	-
016	TF	DH027	-	153 (144.5)	4.0	-	-	@210	37°20'53.1"N 126°14'29.5"E	-	RNAV 1	-
017	TF	DH023	-	063 (054.5)	6.0	-	-	@210	37°24'22.0"N 126°20'37.5"E	-	RNAV 1	-
018	TF	DH020	-	333 (324.6)	4.0	-	-	@210	37°27'37.8"N 126°17'42.9"E	-	RNAV 1	-
019	TF	DH017	-	333 (324.6)	4.0	-	-	@210	37°30'53.6"N 126°14'48.1"E	-	RNAV 1	-
020	TF	MUNAN	-	333 (324.5)	4.0	-	+3 000 for RWY 15 -2 000 +1 600 for RWY 16	-	37°34'09.3"N 126°11'53.0"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 GUKDO 2H	-	NODUN	Y	313 (304.8)	1.5	R	-FL 180 +FL 160	-250	37°11'10.1"N 127°20'27.5"E	-	RNAV 1	-
RNAV KARBU 2H	-	UPSOM	Y	267 (258.7)	1.5	R	-FL 180 +FL 170	-250	37°28'38.8"N 127°19'04.3"E	-	RNAV 1	-
RNAV GUKDO 2H RNAV KARBU 2H	-	MUNAN	Y	333 (324.5)	1.0	L	-3 000 +1 600	-210	37°34'09.3"N 126°11'53.0"E	-	RNAV 1	-

Change : Information of ALT restriction for holding procedure.

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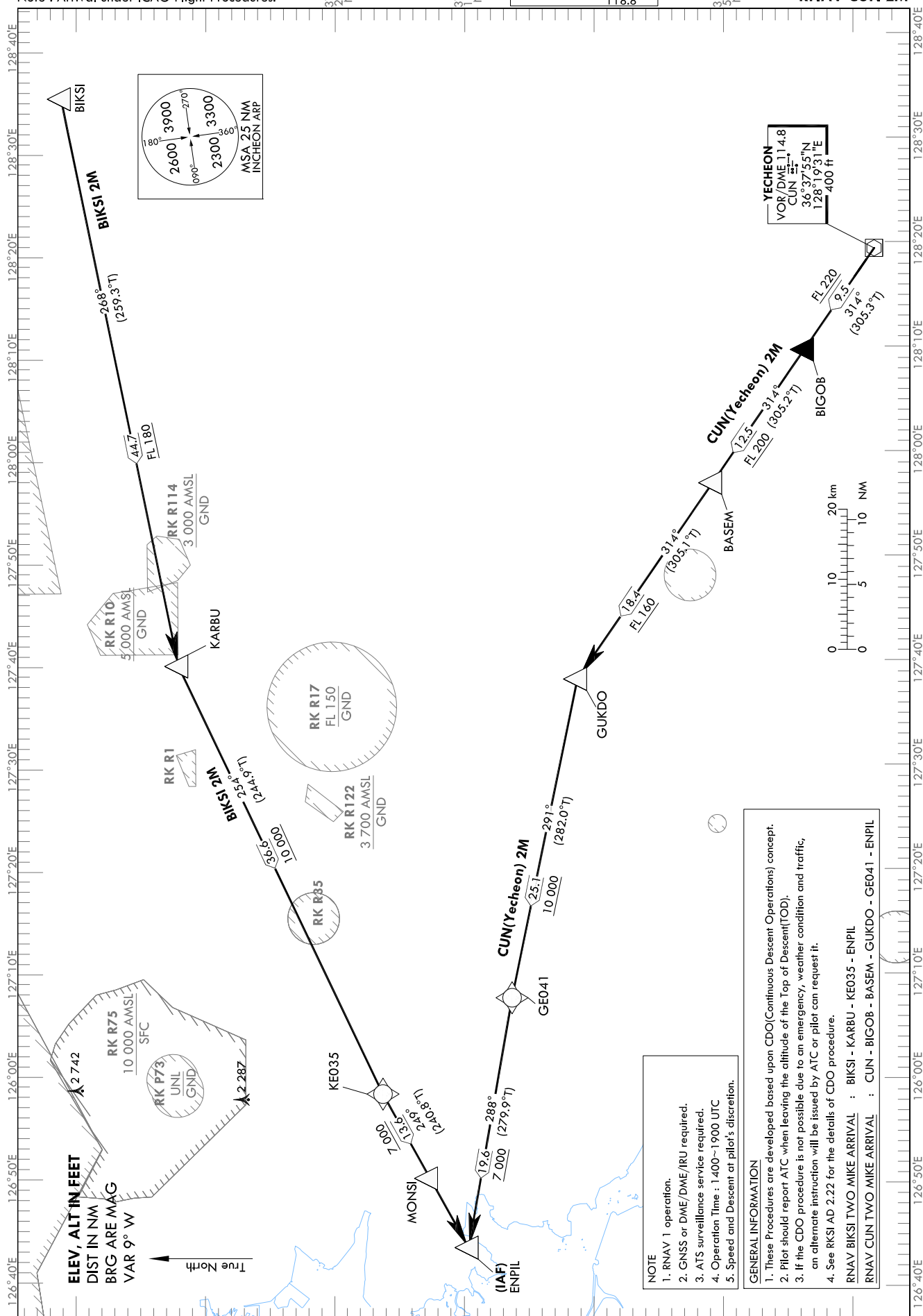
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

DAEGU ACC 134.175
120.575
SEOUL APP 119.75
121.35
INCHEON TWR 118.2
118.8

SEOUL/Incheon Int'l(RKSI)
RWY 33L/R, RWY 34L/R
RNAV BIKSI 2M
RNAV CUN 2M

Note : Arrival under ICAO Flight Procedures.



Change : Withdrawal of unnecessary airways and Establishment of CUN VOR/DME.

OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 7/23
Effective : 1600UTC 9 AUG 2023

SEOUL/Incheon Intl(RKSI)
RWY 33L/R RWY 34L/R
RNAV BIKSI 2M, RNAV CUN 2M

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV BIKSI 2M

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	BIKSI	-	-	-	-	-	-	37°40'32.0"N 128°35'04.0"E	-	RNAV 1	-
002	TF	KARBU	-	268 (259.3)	44.7	-	+FL 180	-	37°31'59.0"N 127°39'52.0"E	-	RNAV 1	-
003	TF	KE035	-	254 (244.9)	36.6	-	+10 000	-	37°16'18.0"N 126°58'23.2"E	-	RNAV 1	-
004	TF	ENPIL	-	249 (240.8)	13.6	-	+7 000	-	37°09'39.0"N 126°43'34.0"E	-	RNAV 1	IAF

RNAV CUN 2M

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	CUN	-	-	-	-	-	-	36°37'55.3"N 128°19'31.5"E	-	RNAV 1	-
002	TF	BIGOB	-	314 (305.3)	9.5	-	+FL 220	-	36°43'25.4"N 128°09'52.0"E	-	RNAV 1	-
003	TF	BASEM	-	314 (305.2)	12.5	-	+FL 200	-	36°50'37.2"N 127°57'09.9"E	-	RNAV 1	-
004	TF	GUKDO	-	314 (305.1)	18.4	-	+FL 160	-	37°01'10.9"N 127°38'22.9"E	-	RNAV 1	-
005	TF	GE041	-	291 (282.0)	25.1	-	+10 000	-	37°06'19.6"N 127°07'40.9"E	-	RNAV 1	-
006	TF	ENPIL	-	288 (279.9)	19.6	-	+7 000	-	37°09'39.0"N 126°43'34.0"E	-	RNAV 1	IAF

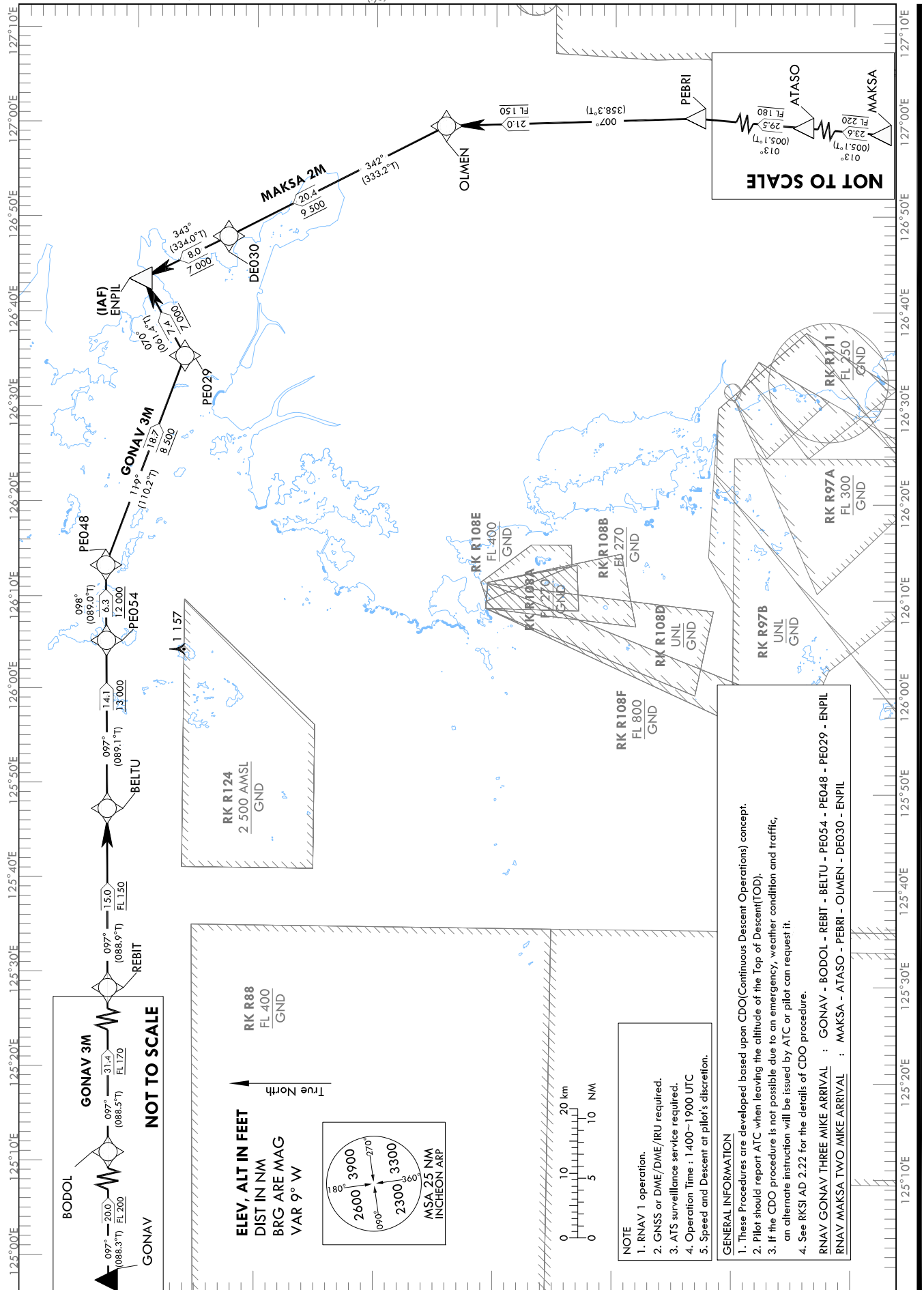
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

DAEGU ACC 132.8
INCHEON ACC 126.175
SEOUL APP 119.75 121.35
INCHEON TWR 118.2 118.8

SEOUL/Incheon Int'l(RKSI)
RWY 33L/R RWY 34L/R
RNAV MAKSA 2M
RNAV GONAV 3M

Note : Arrival under ICAO Flight Procedures.



Change : Withdrawal of unnecessary airways.

SEOUL/Incheon Intl(RKSI)
RWY 33L/R RWY 34L/R
RNAV GONAV 3M, RNAV MAKSA 2M

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV GONAV 3M												
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	GONAV	-	-	-	-	-	-	37°10'48.4"N 124°24'52.6"E	-	RNAV 1	-
002	TF	BODOL	-	097 (088.3)	20.0	-	+FL 200	-	37°11'21.6"N 124°49'53.7"E	-	RNAV 1	-
003	TF	REBIT	-	097 (088.5)	31.4	-	+FL 170	-	37°12'03.0"N 125°29'12.7"E	-	RNAV 1	-
004	TF	BELTU	-	097 (088.9)	15.0	-	+FL 150	-	37°12'18.2"N 125°47'59.0"E	-	RNAV 1	-
005	TF	PE054	-	097 (089.1)	14.1	-	+13 000	-	37°12'30.7"N 126°05'34.8"E	-	RNAV 1	-
006	TF	PE048	-	098 (089.0)	6.3	-	+12 000	-	37°12'37.2"N 126°13'28.7"E	-	RNAV 1	-
007	TF	PE029	-	119 (110.2)	18.7	-	+8 500	-	37°06'06.2"N 126°35'26.7"E	-	RNAV 1	-
008	TF	ENPIL	-	070 (061.4)	7.4	-	+7 000	-	37°09'39.0"N 126°43'34.0"E	-	RNAV 1	IAF

RNAV MAKSA 2M												
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	MAKSA	-	-	-	-	-	-	35°30'11.3"N 126°54'22.0"E	-	RNAV 1	-
002	TF	ATASO	-	013 (005.1)	23.6	-	+FL 220	-	35°53'43.6"N 126°56'57.0"E	-	RNAV 1	-
003	TF	PEBRI	-	013 (005.1)	29.5	-	+FL 180	-	36°23'10.8"N 127°00'13.3"E	-	RNAV 1	-
004	TF	OLMEN	-	007 (358.3)	21.0	-	+FL 150	-	36°44'13.4"N 126°59'27.6"E	-	RNAV 1	-
005	TF	DE030	-	342 (333.2)	20.4	-	+9 500	-	37°02'27.1"N 126°47'57.6"E	-	RNAV 1	-
006	TF	ENPIL	-	343 (334.0)	8.0	-	+7 000	-	37°09'39.0"N 126°43'34.0"E	-	RNAV 1	IAF

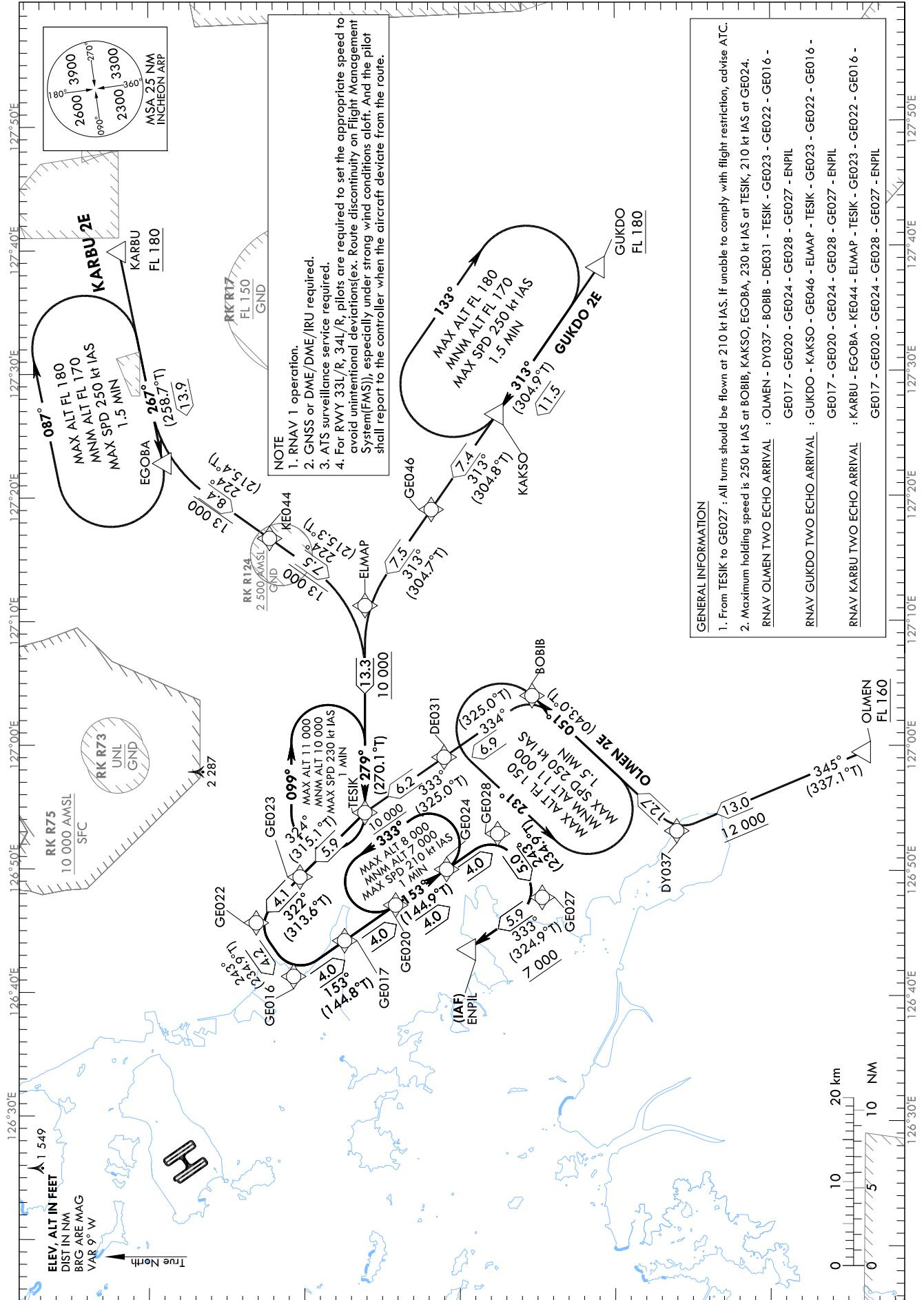
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL APP 119.75
121.35
INCHEON TWR 118.2
118.8

SEOUL/Incheon Intl(RKSI)
RWY 33L/R, RWY 34L/R
RNAV OLMEN 2E
RNAV GUKDO 2E, RNAV KARBU 2E

Note : Arrival under ICAO Flight Procedures.



Change : Information of ALT restriction for holding procedure and Withdrawal of unnecessary airways.

SEOUL/Incheon Intl(RKSI)
RWY 33L/R, RWY 34L/R
RNAV OLMEN 2E

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV OLMEN 2E													
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	OLMEN	-	-	-	-	+FL 160	-	36°44'13.4"N 126°59'27.6"E	-	RNAV 1	-	-
002	TF	DY037	-	345 (337.1)	13.0	-	+12 000	-	36°56'12.5"N 126°53'08.4"E	-	RNAV 1	-	-
003	TF	BO81B	-	051 (043.0)	12.7	-	-	-250	37°05'31.6"N 127°03'59.2"E	-	RNAV 1	-	-
004	TF	DE031	-	334 (325.0)	6.9	-	-	-250	37°11'11.2"N 126°59'02.3"E	-	RNAV 1	-	-
005	TF	TESIK	-	333 (325.0)	6.2	-	+10 000	@210	37°16'16.6"N 126°54'34.5"E	-	RNAV 1	-	-
006	TF	GE023	-	324 (315.1)	5.9	-	-	@210	37°20'26.8"N 126°49'22.7"E	-	RNAV 1	-	-
007	TF	GE022	-	322 (313.6)	4.1	-	-	@210	37°23'15.5"N 126°45'40.4"E	-	RNAV 1	-	-
008	TF	GE016	-	243 (234.9)	4.2	-	-	@210	37°20'50.4"N 126°41'21.8"E	-	RNAV 1	-	-
009	TF	GE017	-	153 (144.8)	4.0	-	-	@210	37°17'33.9"N 126°44'15.1"E	-	RNAV 1	-	-
010	TF	GE020	-	153 (144.8)	4.0	-	-	@210	37°14'17.5"N 126°47'08.2"E	-	RNAV 1	-	-
011	TF	GE024	-	153 (144.9)	4.0	-	-	@210	37°11'00.9"N 126°50'01.0"E	-	RNAV 1	-	-
012	TF	GE028	-	153 (144.9)	4.0	-	-	@210	37°07'44.3"N 126°52'53.5"E	-	RNAV 1	-	-
013	TF	GE027	-	243 (234.9)	5.0	-	-	@210	37°04'51.6"N 126°47'46.7"E	-	RNAV 1	-	-
014	TF	ENPIL	-	333 (324.9)	5.9	-	+7 000	-	37°09'39.0"N 126°43'34.0"E	-	RNAV 1	-	IAF

SEOUL/Incheon Intl(RKSI)
RWY 33L/R, RWY 34L/R
RNAV GUKDO 2E

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV GUKDO 2E		Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
Serial Number	Path Descriptor											
001	IF	GUKDO	-	-	-	-	+FL 180	-	37°01'10.9"N 127°38'22.9"E	-	RNAV 1	-
002	TF	KAKSO	-	313 (304.9)	11.5	-	-	-	37°07'44.6"N 127°26'37.4"E	-	RNAV 1	-
003	TF	GE046	-	313 (304.8)	7.4	-	-	-	37°11'59.6"N 127°18'58.3"E	-	RNAV 1	-
004	TF	ELMAP	-	313 (304.7)	7.5	-	-	-250	37°16'16.0"N 127°11'14.9"E	-	RNAV 1	-
005	TF	TESIK	-	279 (270.1)	13.3	-	+10 000	@210	37°16'16.6"N 126°54'34.5"E	-	RNAV 1	-
006	TF	GE023	-	324 (315.1)	5.9	-	-	@210	37°20'26.8"N 126°49'22.7"E	-	RNAV 1	-
007	TF	GE022	-	322 (313.6)	4.1	-	-	@210	37°23'15.5"N 126°45'40.4"E	-	RNAV 1	-
008	TF	GE016	-	243 (234.9)	4.2	-	-	@210	37°20'50.4"N 126°41'21.8"E	-	RNAV 1	-
009	TF	GE017	-	153 (144.8)	4.0	-	-	@210	37°17'33.9"N 126°44'15.1"E	-	RNAV 1	-
010	TF	GE020	-	153 (144.8)	4.0	-	-	@210	37°14'17.5"N 126°47'08.2"E	-	RNAV 1	-
011	TF	GE024	-	153 (144.9)	4.0	-	-	@210	37°11'00.9"N 126°50'01.0"E	-	RNAV 1	-
012	TF	GE028	-	153 (144.9)	4.0	-	-	@210	37°07'44.3"N 126°52'53.5"E	-	RNAV 1	-
013	TF	GE027	-	243 (234.9)	5.0	-	-	@210	37°04'51.6"N 126°47'46.7"E	-	RNAV 1	-
014	TF	ENPIL	-	333 (324.9)	5.9	-	+7 000	-	37°09'39.0"N 126°43'34.0"E	-	RNAV 1	IAF

SEOUL/Incheon Intl(RKSI)
RWY 33L/R, RWY 34L/R
RNAV KARBU 2E

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV KARBU 2E													
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	KARBU	-	-	-	-	+FL 180	-	37°31'59.0"N 127°39'52.0"E	-	RNAV 1	-	-
002	TF	EGOBA	-	267 (258.7)	13.9	-	-	-	37°29'14.7"N 127°22'45.9"E	-	RNAV 1	-	-
003	TF	KE044	-	224 (215.4)	8.4	-	+13 000	-	37°22'23.8"N 127°16'40.7"E	-	RNAV 1	-	-
004	TF	ELMAP	-	224 (215.3)	7.5	-	+13 000	-250	37°16'16.0"N 127°11'4.9"E	-	RNAV 1	-	-
005	TF	TESIK	-	279 (270.1)	13.3	-	+10 000	@210	37°16'16.6"N 126°54'34.5"E	-	RNAV 1	-	-
006	TF	GE023	-	324 (315.1)	5.9	-	-	@210	37°20'26.8"N 126°49'22.7"E	-	RNAV 1	-	-
007	TF	GE022	-	322 (313.6)	4.1	-	-	@210	37°23'15.5"N 126°45'40.4"E	-	RNAV 1	-	-
008	TF	GE016	-	243 (234.9)	4.2	-	-	@210	37°20'50.4"N 126°41'21.8"E	-	RNAV 1	-	-
009	TF	GE017	-	153 (144.8)	4.0	-	-	@210	37°17'33.9"N 126°44'15.1"E	-	RNAV 1	-	-
010	TF	GE020	-	153 (144.8)	4.0	-	-	@210	37°14'17.5"N 126°47'08.2"E	-	RNAV 1	-	-
011	TF	GE024	-	153 (144.9)	4.0	-	-	@210	37°11'00.9"N 126°50'01.0"E	-	RNAV 1	-	-
012	TF	GE028	-	153 (144.9)	4.0	-	-	@210	37°07'44.3"N 126°52'53.5"E	-	RNAV 1	-	-
013	TF	GE027	-	243 (234.9)	5.0	-	-	@210	37°04'51.6"N 126°47'46.7"E	-	RNAV 1	-	-
014	TF	ENPIL	-	333 (324.9)	5.9	-	+7 000	-	37°09'39.0"N 126°43'34.0"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/TCH	Navigation specification	Remarks
RNAV OLMEN 2E	-	BOBIB	Y	051 (043.0)	1.5	L	-FL 150 +11 000	-250	37°05'31.6"N 127°03'59.2"E	-	RNAV 1	-
RNAV GUKDO 2E	-	KAKSO	Y	313 (304.9)	1.5	R	-FL 180 +FL 170	-250	37°07'44.6"N 127°26'37.4"E	-	RNAV 1	-
RNAV KARBU 2E	-	EGOBA	Y	267 (258.7)	1.5	R	-FL 180 +FL 170	-250	37°29'14.7"N 127°22'45.9"E	-	RNAV 1	-
RNAV GUKDO 2E	-	TESIK	Y	279 (270.1)	1.0	R	-11 000 +10 000	-230	37°16'16.6"N 126°54'34.5"E	-	RNAV 1	-
ALL PROCEDURE	-	GE024	Y	153 (144.9)	1.0	L	-8 000 +7 000	-210	37°11'00.9"N 126°50'01.0"E	-	RNAV 1	-

Change : Information of ALT restriction for holding procedure.

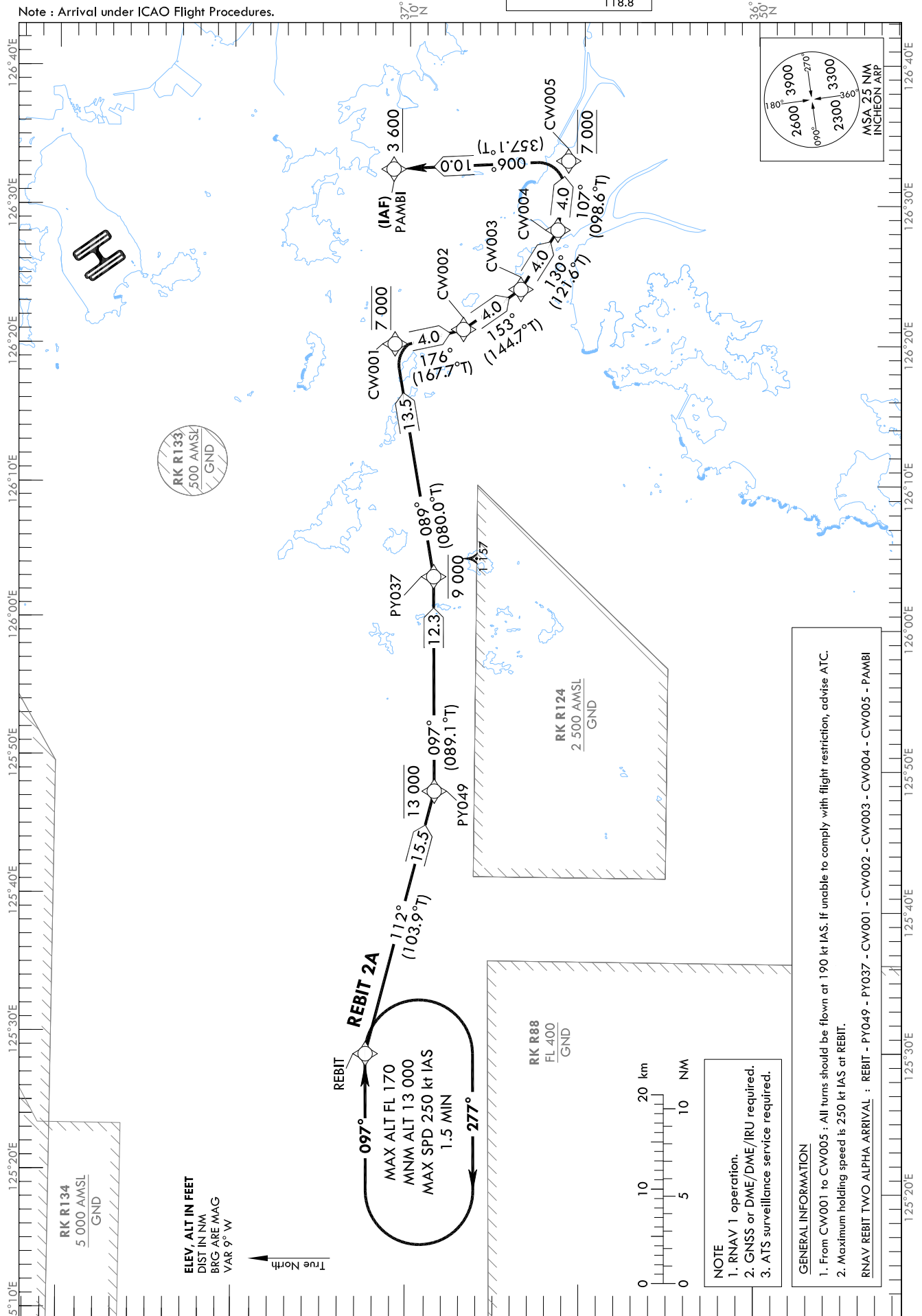
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL APP 119.75
121.35
INCHEON TWR 118.2
118.8

SEOUL/Incheon Intl(RKSI)
RWY 33L/R, RWY 34L/R
RNAV REBIT 2A

Note : Arrival under ICAO Flight Procedures.



Change : Information of ALT restriction for holding procedure and Withdrawal of unnecessary airways.

SEOUL/Incheon Intl(RKSI)
RWY 33L/R, RWY 34L/R
RNAV REBIT 2A

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV REBIT 2A												
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	REBIT	-	-	-	-	-	-	37°12'03.0"N 125°29'12.7"E	-	RNAV 1	-
002	TF	PY049	-	112 (103.9)	15.5	-	-13 000	-	37°08'17.9"N 125°48'04.6"E	-	RNAV 1	-
003	TF	PY037	-	097 (089.1)	12.3	-	-9 000	-	37°08'28.1"N 126°03'25.2"E	-	RNAV 1	-
004	TF	CW001	-	089 (080.0)	13.5	-	@7 000	@190	37°10'47.3"N 126°20'03.6"E	-	RNAV 1	-
005	TF	CW002	-	176 (167.7)	4.0	-	@7 000	@190	37°06'52.4"N 126°21'07.4"E	-	RNAV 1	-
006	TF	CW003	-	153 (144.7)	4.0	-	@7 000	@190	37°03'36.4"N 126°24'00.8"E	-	RNAV 1	-
007	TF	CW004	-	130 (121.6)	4.0	-	@7 000	@190	37°01'30.3"N 126°28'16.0" E	-	RNAV 1	-
008	TF	CW005	-	107 (098.6)	4.0	-	@7 000	@190	37°00'54.3"N 126°33'12.3"E	-	RNAV 1	-
009	TF	PAMBI	-	006 (357.1)	10.0	-	+3 600	-	37°10'54.3"N 126°32'34.4"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/TCH	Navigation specification	Remarks
RNAV REBIT 2A	-	REBIT	Y	097 (089.1)	1.5	R	-FL 170 +13 000	-250	37°12'03.0"N 125°29'12.7"E	-	RNAV 1	-

Change : Information of ALT restriction for holding procedure.

VOR RWY 15L

[illegible]

CATEGORY		MDA(MDH)	A	B	C	D		Knots	60	90	120	150	180
Straight-in	FULL	460 (437)	1 300m				Rate of descent	V/V fpm	318	477	636	795	954
	ALS INOP		2 000m				* Timing Not authorized for defining MAPt. * Circling Not authorized.						

AIRAC AIP AMDT 7/23
Effective : 1600UTC 9 AUG 2023

SEOUL/Incheon Intl(RKSI)
VOR RWY 15L

AERONAUTICAL DATA TABULATION

VOR Approach to RWY 15L from POSEP			
Fix / Point		Coordinates	
POSEP(IAF)		37°28'21.8"N	126°13'22.0"E
D10 NCN(IF)	BRG 153.45°/10.00 NM NCN	37°37'52.4"N	126°18'33.7"E
D4.3 NCN(FAF)	BRG 153.45°/4.30 NM NCN	37°33'12.4"N	126°22'42.4"E
D1.5 NCN(SDF)	BRG 153.45°/1.50 NM NCN	37°30'55.0"N	126°24'44.2"E
D0.4 NCN(MAPt)	BRG 153.45°/0.40 NM NCN	37°30'01.0"N	126°25'32.1"E
NCN VOR/DME		37°29'41.7"N	126°25'49.2"E
THR RWY 15L	Final approach descent angle 2.99°(FAF - SDF)/3.00°(SDF - THR)	37°29'02.20"N	126°26'24.56"E
D8 NCN	R 137 NCN/8.00 NM NCN	37°24'40.1"N	126°33'39.1"E
GC963	BRG 213.53°/13.00 NM NCN	37°17'53.0"N	126°18'58.0"E

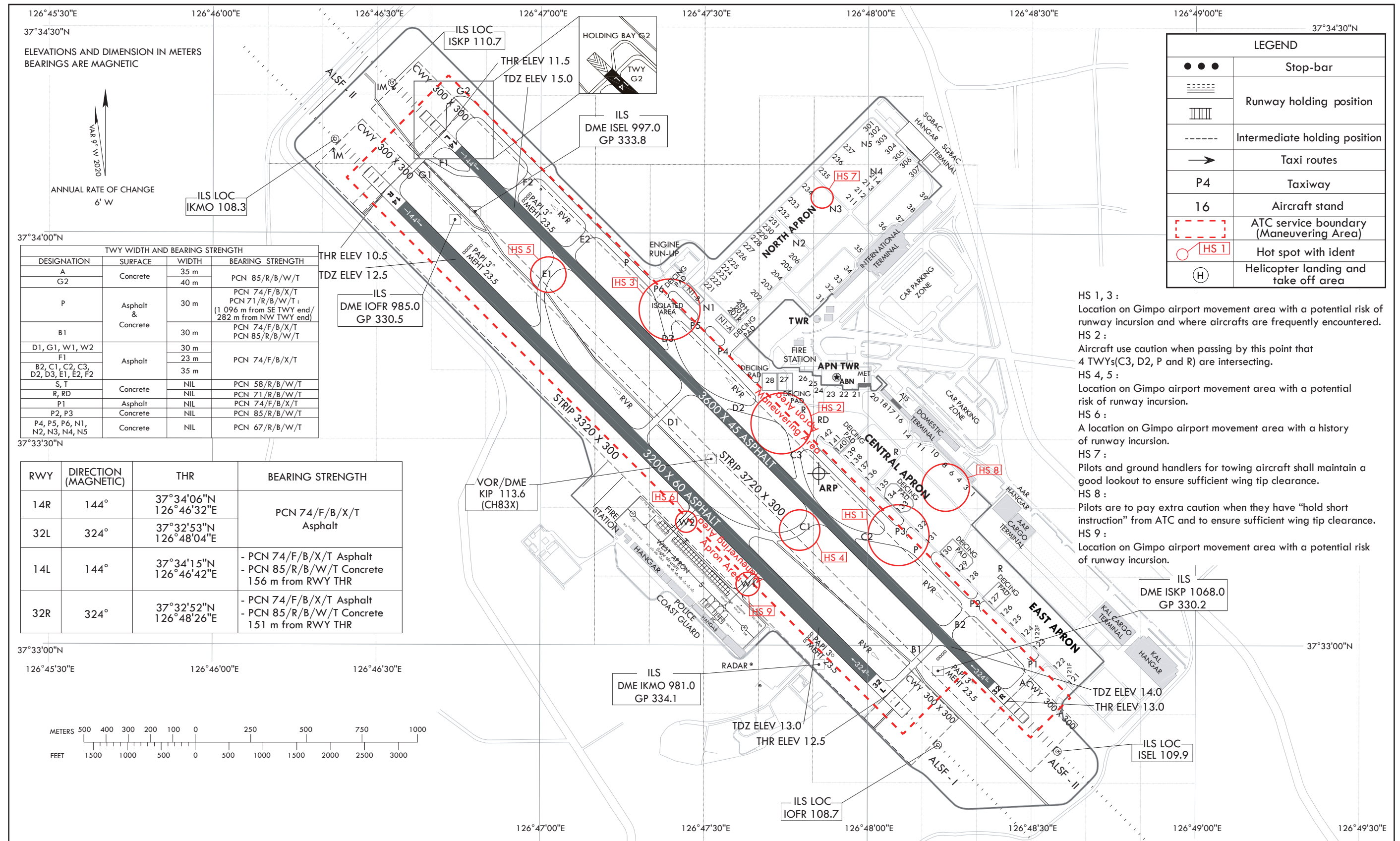
AERODROME CHART - ICAO

37°33'25"N
126°47'51"E

ELEV **18** m

TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

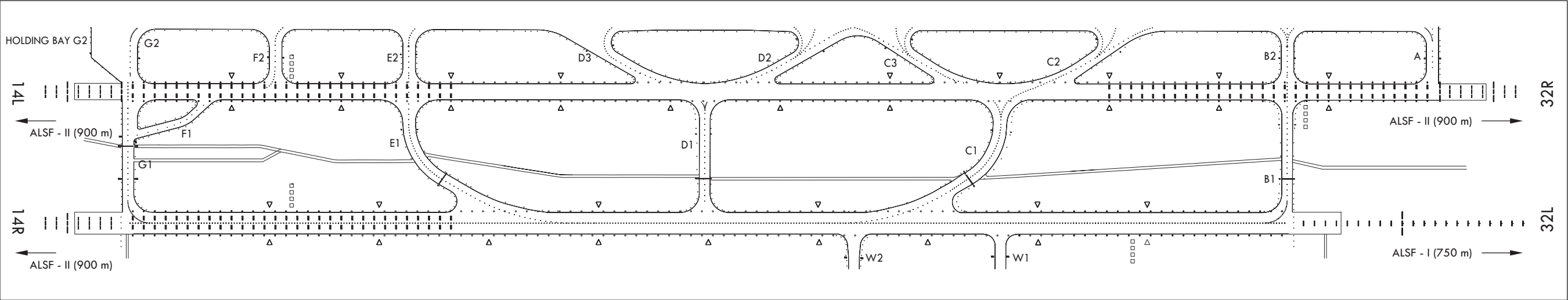
SEOUL / Gimpo INTL



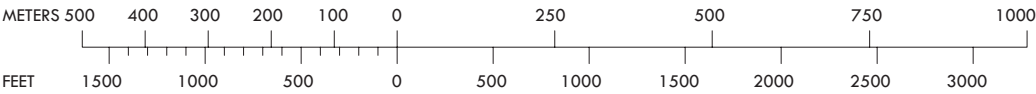
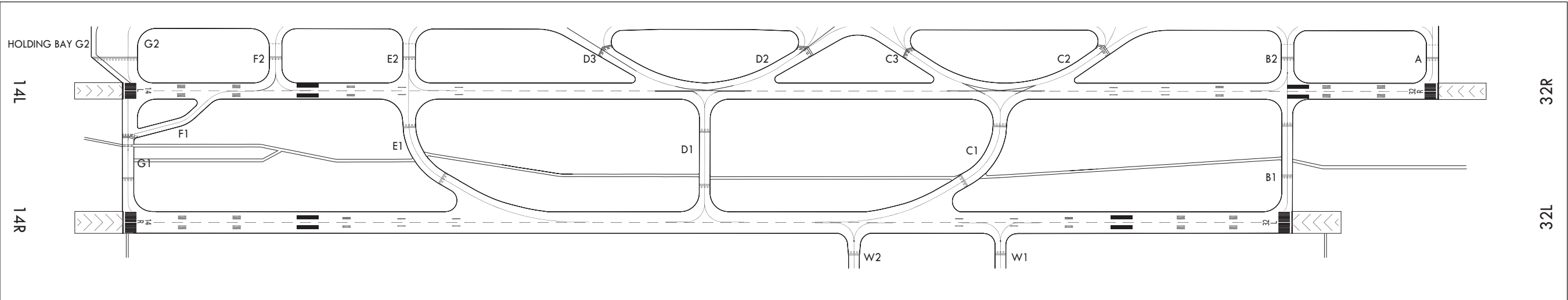
OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 7/23
Effective : 1600UTC 9 AUG 2023

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



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

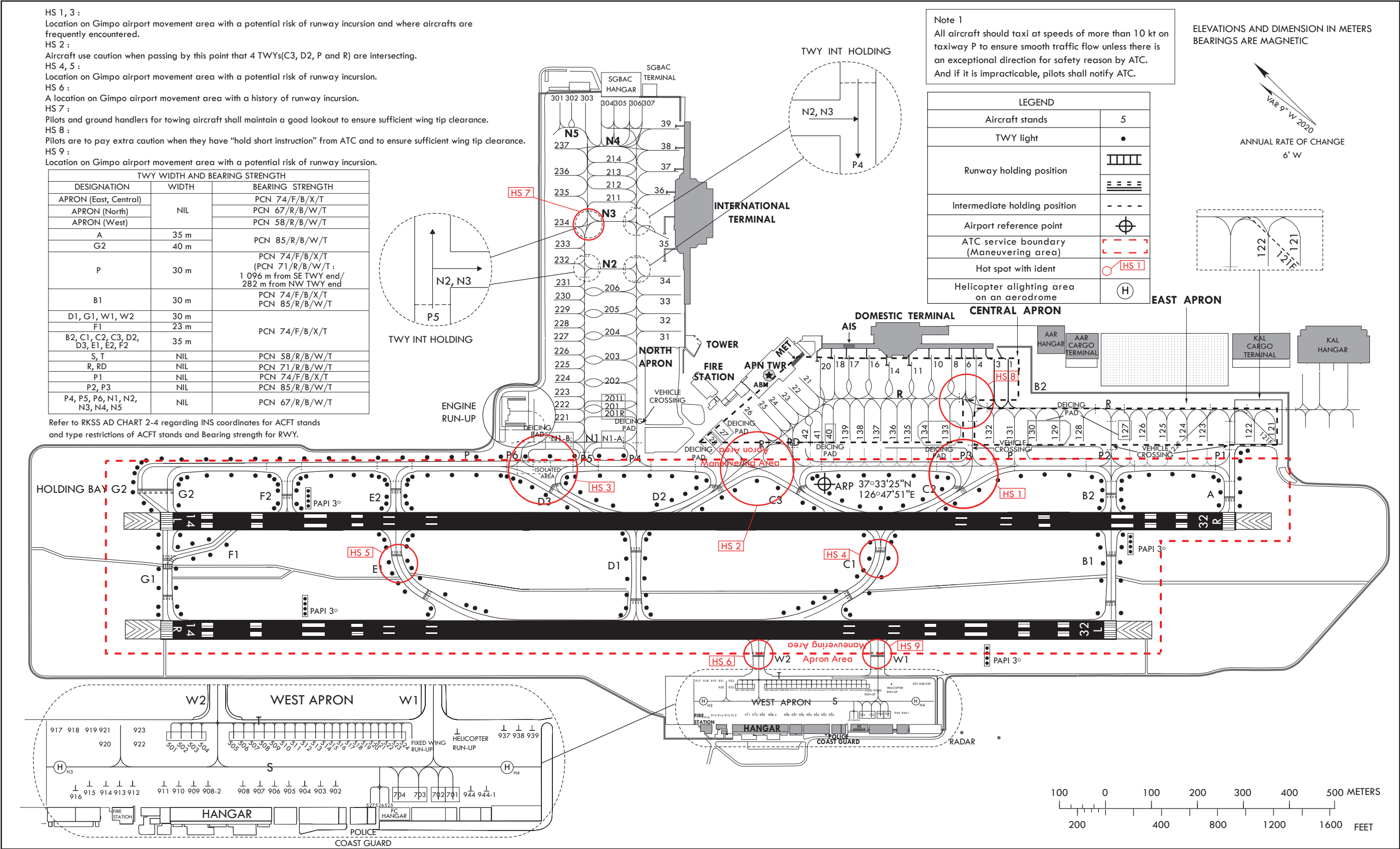


AIRCRAFT PARKING/
DOCKING CHART - ICAO

APRON ELEV	
Central Apron	16 m
The Other	13 m

TWR	118.1
GND	121.9
APN	130.875

SEOUL / Gimpo INTL



Change : Establishment of HS 9.

OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 7/23
Effective : 1600UTC 9 AUG 2023

INS COORDINATES FOR AIRCRAFT STANDS (WGS-84)					
STAND NR	COORDINATES		STAND NR	COORDINATES	
1	37°33'21.66"N	126°48'19.06"E	201	37°33'48.61"N	126°47'37.13"E
3	37°33'22.69"N	126°48'17.76"E	201R	37°33'48.36"N	126°47'36.13"E
4	37°33'23.72"N	126°48'16.46"E	201L	37°33'49.37"N	126°47'37.40"E
6	37°33'24.75"N	126°48'15.17"E	202	37°33'50.75"N	126°47'39.70"E
8	37°33'26.37"N	126°48'13.90"E	203	37°33'52.36"N	126°47'41.86"E
10	37°33'28.03"N	126°48'11.82"E	204	37°33'54.02"N	126°47'43.95"E
11	37°33'28.80"N	126°48'09.44"E	205	37°33'55.68"N	126°47'46.38"E
14	37°33'30.53"N	126°48'07.28"E	206	37°33'57.40"N	126°47'48.06"E
16	37°33'32.62"N	126°48'06.03"E	211	37°34'04.25"N	126°47'56.71"E
17	37°33'34.16"N	126°48'03.89"E	212	37°34'05.25"N	126°47'57.95"E
18	37°33'35.37"N	126°48'02.21"E	213	37°34'06.23"N	126°47'59.19"E
20	37°33'36.05"N	126°48'00.62"E	214	37°34'07.21"N	126°48'00.43"E
21	37°33'36.23"N	126°47'57.36"E	221	37°33'52.40"N	126°47'30.17"E
22	37°33'36.31"N	126°47'55.39"E	222	37°33'53.40"N	126°47'31.43"E
23	37°33'36.33"N	126°47'53.79"E	223	37°33'54.40"N	126°47'32.68"E
24	37°33'36.42"N	126°47'52.17"E	224	37°33'55.34"N	126°47'34.10"E
25	37°33'37.02"N	126°47'50.58"E	225	37°33'56.34"N	126°47'35.26"E
26	37°33'37.76"N	126°47'48.58"E	226	37°33'57.34"N	126°47'36.51"E
27	37°33'39.32"N	126°47'44.18"E	227	37°33'58.34"N	126°47'37.76"E
28	37°33'39.15"N	126°47'42.44"E	228	37°33'59.33"N	126°47'39.14"E
31	37°33'49.73"N	126°47'49.98"E	229	37°34'00.33"N	126°47'40.27"E
32	37°33'51.03"N	126°47'51.87"E	230	37°34'01.33"N	126°47'41.52"E
33	37°33'52.72"N	126°47'53.95"E	231	37°34'02.33"N	126°47'42.77"E
34	37°33'54.43"N	126°47'56.05"E	232	37°34'04.42"N	126°47'45.40"E
35	37°33'57.10"N	126°47'57.69"E	233	37°34'05.42"N	126°47'46.66"E
36	37°34'00.77"N	126°48'02.34"E	234	37°34'06.89"N	126°47'48.69"E
37	37°34'01.89"N	126°48'05.36"E	235	37°34'09.14"N	126°47'51.52"E
38	37°34'03.46"N	126°48'07.50"E	236	37°34'10.74"N	126°47'53.54"E
39	37°34'05.14"N	126°48'09.63"E	237	37°34'12.87"N	126°47'56.17"E
121	37°32'55.01"N	126°48'37.35"E	301	37°34'16.12"N	126°48'01.06"E
121F	37°32'54.94"N	126°48'37.21"E	302	37°34'15.25"N	126°48'02.15"E
122	37°32'56.61"N	126°48'35.34"E	303	37°34'14.22"N	126°48'03.43"E
123	37°33'00.19"N	126°48'30.72"E	304	37°34'13.71"N	126°48'05.17"E
123F	37°33'01.94"N	126°48'28.35"E	305	37°34'12.14"N	126°48'06.34"E
124	37°33'01.72"N	126°48'28.74"E	306	37°34'11.15"N	126°48'07.76"E
125	37°33'03.25"N	126°48'26.78"E	307	37°34'10.69"N	126°48'08.92"E
126	37°33'04.80"N	126°48'24.83"E	501	37°33'17.86"N	126°47'21.05"E
127	37°33'06.03"N	126°48'23.26"E	502	37°33'17.43"N	126°47'21.57"E
128	37°33'09.73"N	126°48'18.72"E	503	37°33'16.99"N	126°47'22.12"E
129	37°33'11.55"N	126°48'16.44"E	504	37°33'16.57"N	126°47'22.65"E
130	37°33'13.42"N	126°48'14.14"E	505	37°33'15.19"N	126°47'24.39"E
131	37°33'14.99"N	126°48'12.01"E	506	37°33'14.76"N	126°47'24.92"E
132	37°33'16.61"N	126°48'10.05"E	507	37°33'14.32"N	126°47'25.46"E
133	37°33'19.96"N	126°48'05.76"E	508	37°33'13.88"N	126°47'26.01"E
134	37°33'21.63"N	126°48'03.67"E	509	37°33'13.45"N	126°47'26.56"E
135	37°33'22.97"N	126°48'02.00"E	510	37°33'13.01"N	126°47'27.11"E
136	37°33'24.37"N	126°48'00.31"E	511	37°33'12.57"N	126°47'27.66"E
137	37°33'25.52"N	126°47'58.89"E	512	37°33'12.14"N	126°47'28.20"E
138	37°33'26.65"N	126°47'57.44"E	513	37°33'11.72"N	126°47'28.75"E
139	37°33'27.66"N	126°47'56.39"E	514	37°33'11.29"N	126°47'29.28"E
140	37°33'28.81"N	126°47'54.72"E	515	37°33'10.91"N	126°47'29.76"E
141	37°33'29.57"N	126°47'53.35"E	516	37°33'10.59"N	126°47'30.16"E
142	37°33'30.47"N	126°47'52.15"E	517	37°33'10.27"N	126°47'30.57"E

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

STANDS NUMBER	AIRCRAFT TYPE
121F, 123F	A380-800, B747-8
10, 16, 32, 33, 34, 37, 39, 133, 134, 237	A340-600, B747-400
201, 202, 204, 205, 206	B747-400, B777-300
128, 129, 131, 203, 235	B747-400
35	B747-400, A330
38	B777-300
8	B777-200, A330-300
124, 125, 236	B777-200
132	B747-400, B777-200
121, 17	B777-200, A330-300
14	B767-300, A300-600
26, 36, 126, 130, 137	B767-300
123, 127, 135, 136, 138, 139	B737-800WL, MD90
211, 212, 213, 214	B737-800W, MD90
201R, 201L, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234	B737-900SSW, A321
21, 22, 23, 24, 25, 31	B737-900, A321-100
4, 6, 11, 18, 20	B737-900, A321-200
1, 3, 122, 302, 303	B737-900
27, 28, 140, 141, 142, 304, 305, 306, 307	B737MAX8, A321NEO
301	GLF4

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

Aircraft Classification	Stand		Remarks
	Number	Dimensions(m)	
Helicopter	908-2	19×19	BELL214B-1
	902~908, 909~911	17.8×17.8	MI-2
	912~923, 944, 944-1	16×16	KA32-T
	937~939	15×15	EC-155B1
Fixed-wing	701, 702	25.8×21.4	CN235
	703, 704	20.86×19.61	CL-605
	501, 504, 505, 515~527	9×11	C172R
	502	14.4×16	C550
	503, 506~514	13×16	C-208B

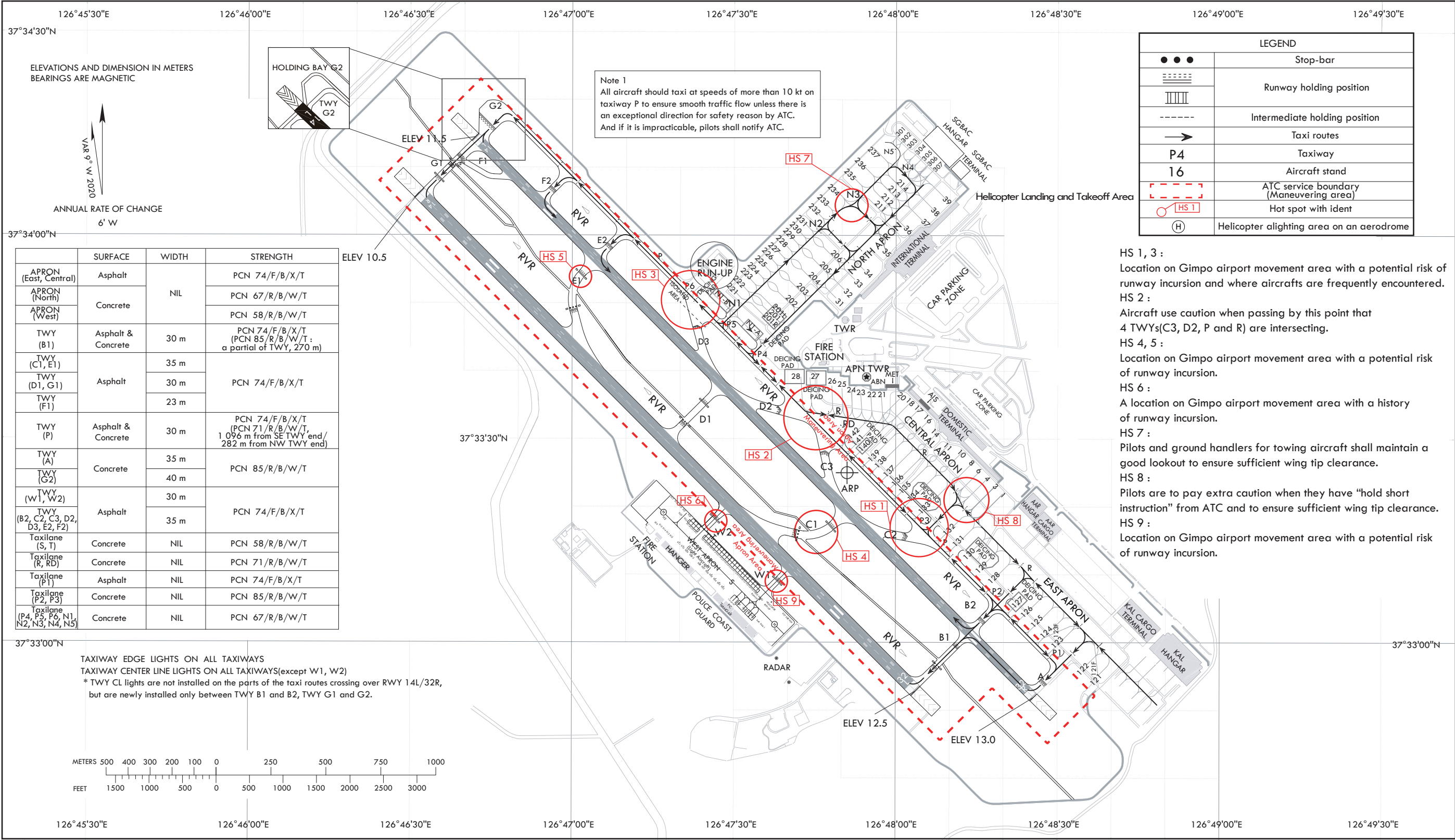
* Dimensions means overall length × width

AERODROME GROUND
MOVEMENT CHART - ICAO

CENTRAL APRON ELEV 16 m
THE OTHER APRON ELEV 13 m

TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

RKSS AD CHART 2 - 5
29 JUN 2023
SEOUL / Gimpo INTL
RWY 14L/32R
RWY 14R/32L DEPARTURE

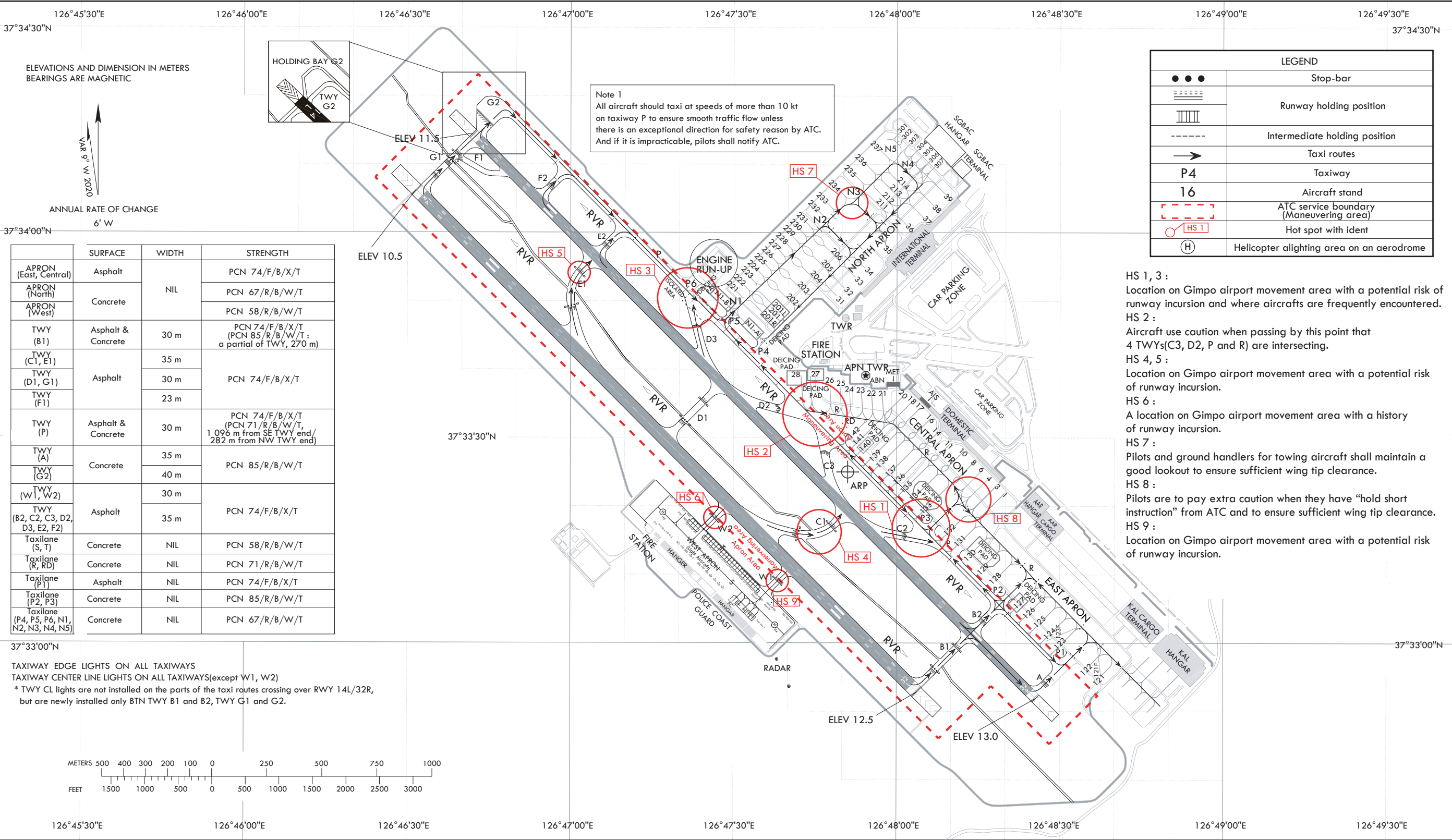


AERODROME GROUND
MOVEMENT CHART - ICAO

CENTRAL APRON ELEV 16 m
THE OTHER APRON ELEV 13 m

TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

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



Change : Establishment of HS 9.

OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 7/23
Effective : 1600UTC 9 AUG 2023

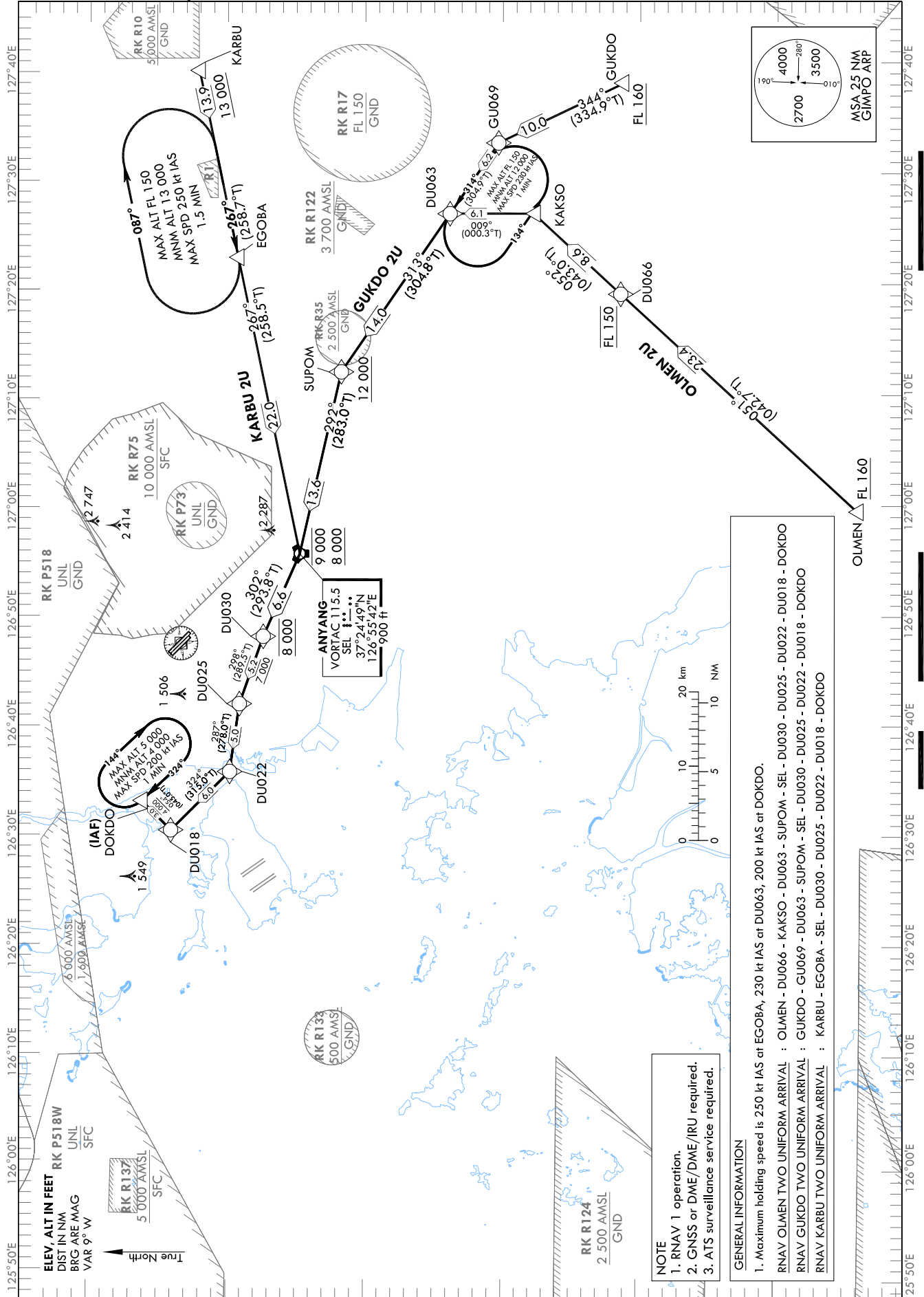
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL APP 119.75
119.1
GIMPO TWR 118.1
118.05

SEOUL/Gimpo Intl(RKSS)
RWY 14L/R
RNAV OLMEN 2U
RNAV GUKDO 2U, RNAV KARBU 2U

Note : Arrival under ICAO Flight Procedures.



Change : Information of ALT restriction for holding procedure, Withdrawal of unnecessary airways and Establishment of SEL VORTAC.

SEOUL/Gimpo Intl(RKSS)

RWY 14L/R

RNAV OLMEN 2U, RNAV GUKDO 2U

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV OLMEN 2U

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	OLMEN	-	-	-	-	+FL 160	-	36°44'13.4"N 126°59'27.6"E	-	RNAV 1	-
002	TF	DU066	-	051 (042.7)	23.4	-	@FL 150	-	37°01'25.6"N 127°19'16.4"E	-	RNAV 1	-
003	TF	KAKSO	-	052 (043.0)	8.6	-	-	-250	37°07'44.6"N 127°26'37.4"E	-	RNAV 1	Bank angle 25°
004	TF	DU063	-	009 (000.3)	6.1	-	-	-250	37°13'49.2"N 127°26'39.5"E	-	RNAV 1	Bank angle 25°
005	TF	SUPOM	-	313 (304.8)	14.0	-	+12 000	-	37°21'46.7"N 127°12'17.2"E	-	RNAV 1	-
006	TF	SEL	-	292 (283.0)	13.6	-	-9 000 +8 000	-	37°24'49.0"N 126°55'42.1"E	-	RNAV 1	-
007	TF	DU030	-	302 (293.8)	6.6	-	@8 000	-	37°27'28.2"N 126°48'09.4"E	-	RNAV 1	-
008	TF	DU025	-	298 (289.5)	5.2	-	+7 000	-	37°29'12.0"N 126°42'00.0"E	-	RNAV 1	-
009	TF	DU022	-	287 (278.0)	5.0	-	-	-	37°29'53.6"N 126°35'48.1"E	-	RNAV 1	-
010	TF	DU018	-	324 (315.0)	6.0	-	-	-220	37°34'09.7"N 126°30'26.7"E	-	RNAV 1	-
011	TF	DOKDO	-	054 (045.0)	3.0	-	+4 000	-220	37°36'17.1"N 126°33'07.1"E	-	RNAV 1	IAF

RNAV GUKDO 2U

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	GUKDO	-	-	-	-	+FL 160	-	37°01'10.9"N 127°38'22.6"E	-	RNAV 1	-
002	TF	GU069	-	344 (334.9)	10.0	-	-	-250	37°10'14.9"N 127°33'04.6"E	-	RNAV 1	-
003	TF	DU063	-	314 (304.9)	6.2	-	-	-250	37°13'49.2"N 127°26'39.5"E	-	RNAV 1	-
004	TF	SUPOM	-	313 (304.8)	14.0	-	+12 000	-	37°21'46.7"N 127°12'17.2"E	-	RNAV 1	-
005	TF	SEL	-	292 (283.0)	13.6	-	-9 000 +8 000	-	37°24'49.0"N 126°55'42.1"E	-	RNAV 1	-
006	TF	DU030	-	302 (293.8)	6.6	-	@8 000	-	37°27'28.2"N 126°48'09.4"E	-	RNAV 1	-
007	TF	DU025	-	298 (289.5)	5.2	-	+7 000	-	37°29'12.0"N 126°42'00.0"E	-	RNAV 1	-
008	TF	DU022	-	287 (278.0)	5.0	-	-	-	37°29'53.6"N 126°35'48.1"E	-	RNAV 1	-
009	TF	DU018	-	324 (315.0)	6.0	-	-	-220	37°34'09.7"N 126°30'26.7"E	-	RNAV 1	-
010	TF	DOKDO	-	054 (045.0)	3.0	-	+4 000	-220	37°36'17.1"N 126°33'07.1"E	-	RNAV 1	IAF

SEOUL/Gimpo Intl(RKSS)
RWY 14L/R
RNAV KARBU 2U

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV KARBU 2U										
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track M(T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH
001	IF	KARBU	-	-	-	-	-	-	37°31'59.0"N 127°39'52.0"E	-
002	TF	GOBA	-	267 (258.7)	13.9	-	+13 000	-250	37°29'14.7"N 127°22'45.9"E	-
003	TF	SEL	-	267 (258.5)	22.0	-	-9 000 +8 000	-	37°24'49.0"N 126°55'42.1"E	-
004	TF	DU030	-	302 (293.8)	6.6	-	@8 000	-	37°27'28.2"N 126°48'09.4"E	-
005	TF	DU025	-	298 (289.5)	5.2	-	+7 000	-	37°29'12.0"N 126°42'00.0"E	-
006	TF	DU022	-	287 (278.0)	5.0	-	-	-	37°29'53.6"N 126°35'48.1"E	-
007	TF	DU018	-	324 (315.0)	6.0	-	-	-220	37°34'09.7"N 126°30'26.7"E	-
008	TF	DOKDO	-	054 (045.0)	3.0	-	+4 000	-220	37°36'17.1"N 126°33'07.1"E	-
										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
RNAV OLMEN 2U	-	DU063	Y	314 (304.9)	1.0	L	-FL 150 +12 000	-230	37°13'49.2"N 127°26'39.5"E	-
	-	DOKDO	Y	324 (314.9)	1.0	R	-5 000 +4 000	-200	37°36'17.1"N 126°33'07.1"E	-
RNAV GUKDO 2U	-	DU063	Y	314 (304.9)	1.0	L	-FL 150 +12 000	-230	37°13'49.2"N 127°26'39.5"E	-
	-	DOKDO	Y	324 (314.9)	1.0	R	-5 000 +4 000	-200	37°36'17.1"N 126°33'07.1"E	-
RNAV KARBU 2U	-	GOBA	Y	267 (258.7)	1.5	R	-FL 150 +13 000	-250	37°29'14.7"N 127°22'45.9"E	-
	-	DOKDO	Y	324 (314.9)	1.0	R	-5 000 +4 000	-200	37°36'17.1"N 126°33'07.1"E	-

Change : Information of ALT restriction for holding procedure.

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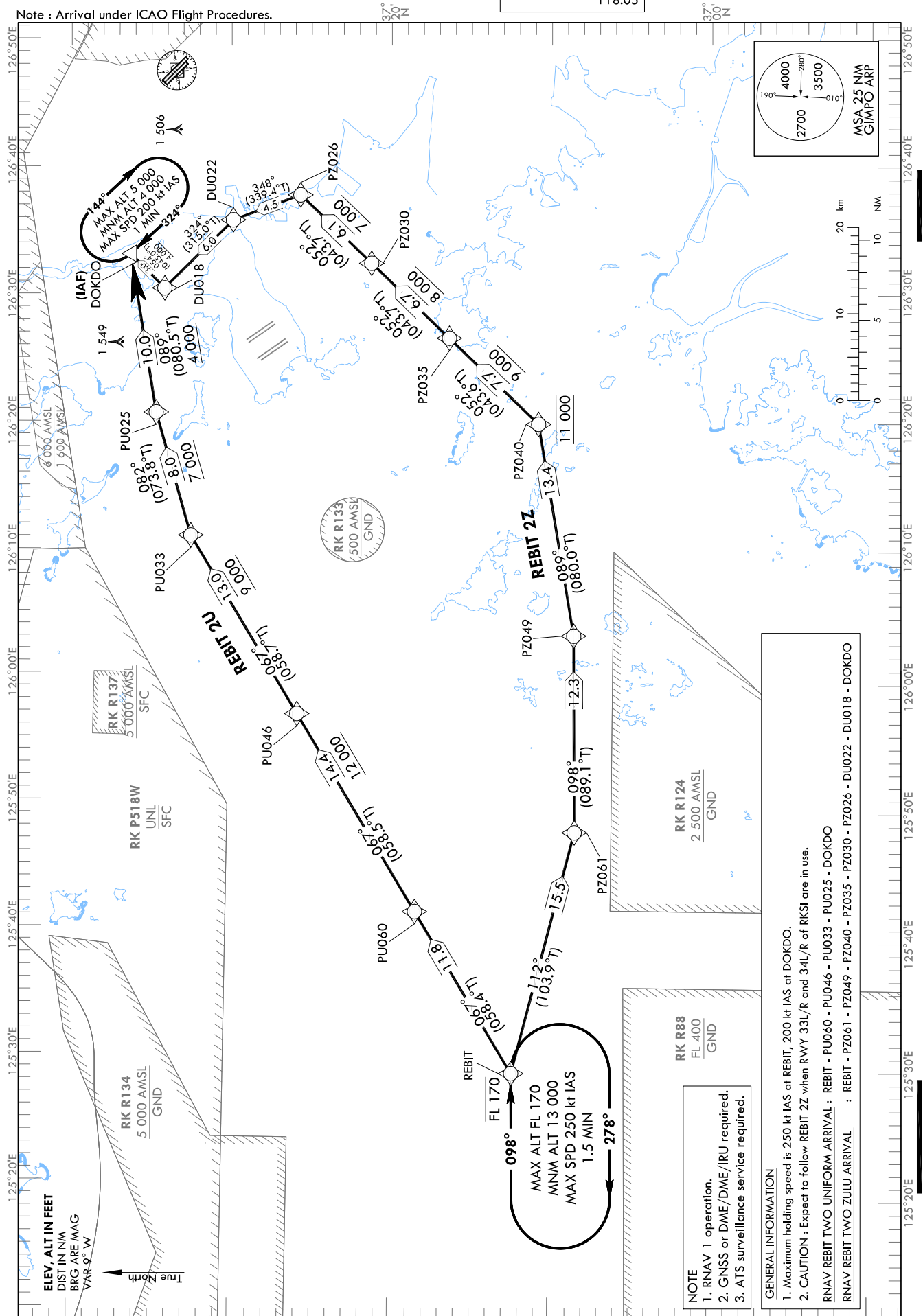
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL APP 119.75
119.1
GIMPO TWR 118.1
118.05

SEOUL/Gimpo Intl(RKSS)
RWY 14L/R
RNAV REBIT 2U, RNAV REBIT 2Z

Note : Arrival under ICAO Flight Procedures.



Change : Information of ALT restriction for holding procedure and Withdrawal of unnecessary airways.

SEOUL/Gimpo Intl(RKSS)
RWY 14L/R
RNAV REBIT 2U, RNAV REBIT 2Z

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV REBIT 2U												
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	REBIT	-	-	-	-	-FL 170	-	37°12'03.0"N 125°29'12.7"E	-	RNAV 1	-
002	TF	PU060	-	067 (058.4)	11.8	-	-	-	37°18'12.6"N 125°41'46.1"E	-	RNAV 1	-
003	TF	PU046	-	067 (058.5)	14.4	-	+12 000	-	37°25'42.2"N 125°57'09.0"E	-	RNAV 1	-
004	TF	PU033	-	067 (058.7)	13.0	-	+9 000	-	37°32'26.0"N 126°11'04.0"E	-	RNAV 1	-
005	TF	PU025	-	082 (073.8)	8.0	-	+7 000	-	37°34'39.1"N 126°20'42.3"E	-	RNAV 1	-
006	TF	DOKDO	-	089 (080.5)	10.0	-	+4 000	-	37°36'17.1"N 126°33'07.1"E	-	RNAV 1	IAF

RNAV REBIT 2Z												
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	REBIT	-	-	-	-	-FL 170	-	37°12'03.0"N 125°29'12.7"E	-	RNAV 1	-
002	TF	PZ061	-	112 (103.9)	15.5	-	-	-	37°08'17.9"N 125°48'04.6"E	-	RNAV 1	-
003	TF	PZ049	-	098 (089.1)	12.3	-	-	-	37°08'28.1"N 126°03'25.2"E	-	RNAV 1	-
004	TF	PZ040	-	089 (080.0)	13.4	-	@11 000	-	37°10'46.2"N 126°19'55.9"E	-	RNAV 1	-
005	TF	PZ035	-	052 (043.6)	7.7	-	+9 000	-	37°16'22.3"N 126°26'36.8"E	-	RNAV 1	-
006	TF	PZ030	-	052 (043.7)	6.7	-	+8 000	-	37°21'14.9"N 126°32'26.8"E	-	RNAV 1	-
007	TF	PZ026	-	052 (043.7)	6.1	-	+7 000	-	37°25'41.7"N 126°37'46.9"E	-	RNAV 1	-
008	TF	DU022	-	348 (339.4)	4.5	-	-	-	37°29'53.6"N 126°35'48.1"E	-	RNAV 1	-
009	TF	DU018	-	324 (315.0)	6.0	-	-	-220	37°34'09.7"N 126°30'26.7"E	-	RNAV 1	-
010	TF	DOKDO	-	054 (045.0)	3.0	-	+4 000	-220	37°36'17.1"N 126°33'07.1"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 REBIT 2U	-	REBIT	Y	098 (089.1)	1.5	R	-FL 170 +13 000	-250	37°12'03.0"N 125°29'12.7"E	-	RNAV 1	-
	-	DOKDO	Y	324 (314.9)	1.0	R	-5 000 +4 000	-200	37°36'17.1"N 126°33'07.1"E	-	RNAV 1	-
RNAV REBIT 2Z	-	REBIT	Y	098 (089.1)	1.5	R	-FL 170 +13 000	-250	37°12'03.0"N 125°29'12.7"E	-	RNAV 1	-
	-	DOKDO	Y	324 (314.9)	1.0	R	-5 000 +4 000	-200	37°36'17.1"N 126°33'07.1"E	-	RNAV 1	-

Change : Information of ALT restriction for holding procedure.

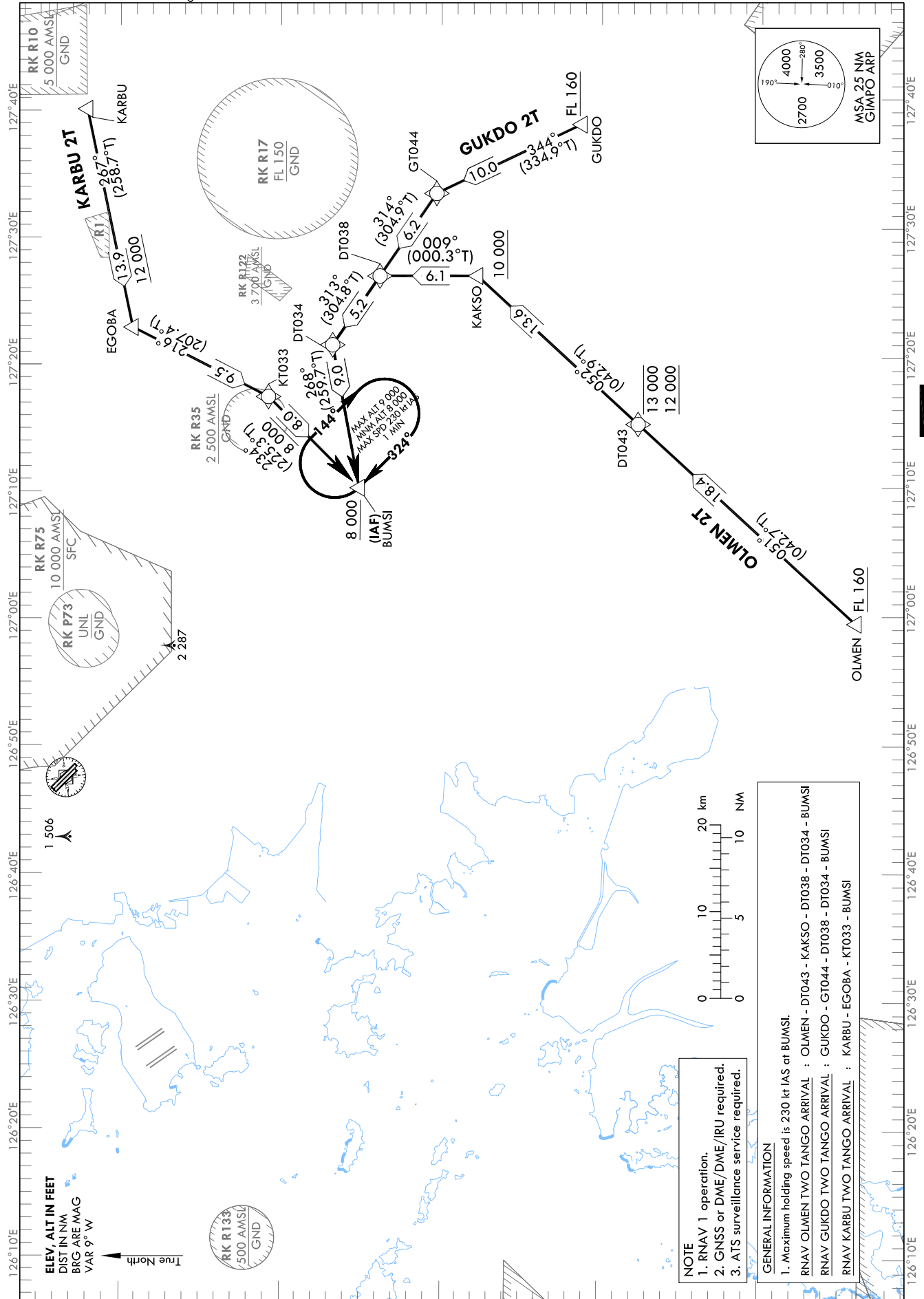
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL APP 119.75
119.1
GIMPO TWR 118.1
118.05

SEOUL/Gimpo Intl(RKSS)
RWY 32L/R
RNAV OLMEN 2T
RNAV GUKDO 2T, RNAV KARBU 2T

Note : Arrival under ICAO Flight Procedure.



Change : Information of ALT restriction for holding procedure and Withdrawal of unnecessary airways.

SEOUL/Gimpo Intl(RKSS)

RWY 32L/R

RNAV OLMEN 2T

RNAV GUKDO 2T, RNAV KARBU 2T

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV OLMEN 2T

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	OLMEN	-	-	-	-	+FL 160	-	36°44'13.4"N 126°59'27.6"E	-	RNAV 1	-
002	TF	DT043	-	051 (042.7)	18.4	-	-13 000 +12 000	-	36°57'45.7"N 127°15'01.2"E	-	RNAV 1	-
003	TF	KAKSO	-	052 (042.9)	13.6	-	+10 000	-250	37°07'44.6"N 127°26'37.4"E	-	RNAV 1	Bank angle 25°
004	TF	DT038	-	009 (000.3)	6.1	-	-	-250	37°13'49.2"N 127°26'39.5"E	-	RNAV 1	Bank angle 25°
005	TF	DT034	-	313 (304.8)	5.2	-	-	-250	37°16'47.4"N 127°21'18.3"E	-	RNAV 1	Bank angle 25°
006	TF	BUMSI	-	268 (259.7)	9.0	-	+8 000	-	37°15'10.2"N 127°10'09.6"E	-	RNAV 1	IAF

RNAV GUKDO 2T

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	GUKDO	-	-	-	-	+FL 160	-	37°01'10.9"N 127°38'22.9"E	-	RNAV 1	-
002	TF	GT044	-	344 (334.9)	10.0	-	-	-250	37°10'14.9"N 127°33'04.6"E	-	RNAV 1	-
003	TF	DT038	-	314 (304.9)	6.2	-	-	-250	37°13'49.2"N 127°26'39.5"E	-	RNAV 1	-
004	TF	DT034	-	313 (304.8)	5.2	-	-	-250	37°16'47.4"N 127°21'18.3"E	-	RNAV 1	-
005	TF	BUMSI	-	268 (259.7)	9.0	-	+8 000	-	37°15'10.2"N 127°10'09.6"E	-	RNAV 1	IAF

RNAV KARBU 2T

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	KARBU	-	-	-	-	-	-	37°31'59.0"N 127°39'52.0"E	-	RNAV 1	-
002	TF	EG08A	-	267 (258.7)	13.9	-	+12 000	-250	37°29'14.7"N 127°22'45.9"E	-	RNAV 1	-
003	TF	KT033	-	216 (207.4)	9.5	-	-	-250	37°20'48.4"N 127°17'17.1"E	-	RNAV 1	-
004	TF	BUMSI	-	234 (225.3)	8.0	-	+8 000	-	37°15'10.2"N 127°10'09.6"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 OLMEN 2T	HM	BUMSI	Y	324 (315.2)	1.0	R	-9 000 +8 000	-230	37°15'10.2"N 127°10'09.6"E	-	RNAV 1	-
RNAV GUKDO 2T	HM	BUMSI	Y	324 (315.2)	1.0	R	-9 000 +8 000	-230	37°15'10.2"N 127°10'09.6"E	-	RNAV 1	-
RNAV KARBU 2T	HM	BUMSI	Y	324 (315.2)	1.0	R	-9 000 +8 000	-230	37°15'10.2"N 127°10'09.6"E	-	RNAV 1	-

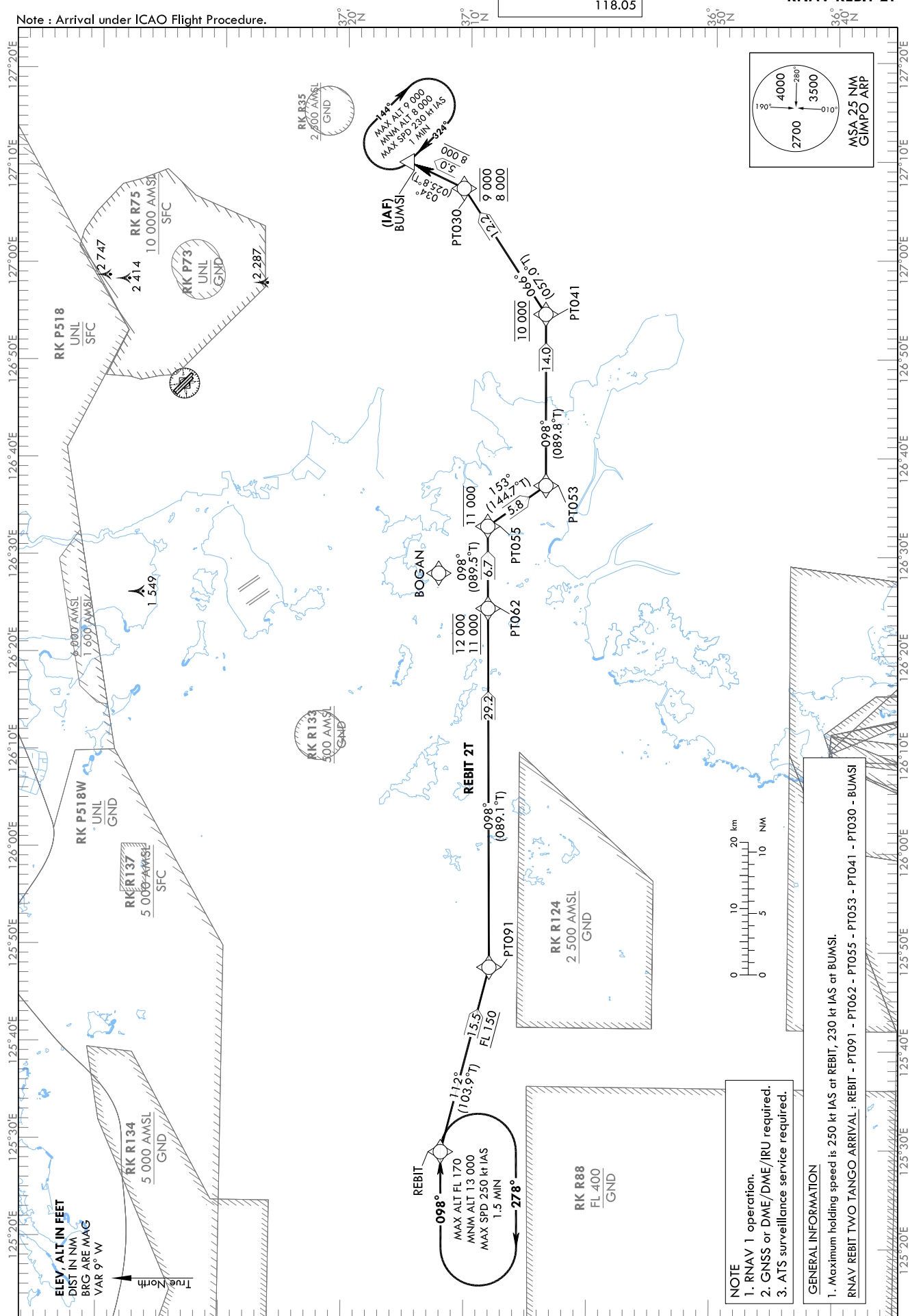
Change : Information of ALT restriction for holding procedure.

TRANSITION	ALT	14 000
TRANSITION	LVL	FL 140

SEOUL	APP	119.75
		119.1
GIMPO	TWR	118.1
		118.05

SEOUL/Gimpo Intl(RKSS)
RWY 32L/R
RNAV REBIT 2T

Note : Arrival under ICAO Flight Procedure.



Change : Information of ALT restriction for holding procedure and Withdrawal of unnecessary airways.

SEOUL/Gimpo Intl(RKSS)

RWY 32L/R

RNAV REBIT 2T

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV REBIT 2T

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	REBIT	-	-	-	-	-	-	37°12'03.0"N 125°29'12.7"E	-	RNAV 1	-
002	TF	PT091	-	112 (103.9)	15.5	-	+FL 150	-	37°08'17.9"N 125°48'04.6"E	-	RNAV 1	-
003	TF	PT062	-	098 (089.1)	29.2	-	-12 000 +11 000	-	37°08'38.9"N 126°24'37.4"E	-	RNAV 1	-
004	TF	PT055	-	098 (089.5)	6.7	-	-11 000	-	37°08'42.1"N 126°32'59.3"E	-	RNAV 1	-
005	TF	PT053	-	153 (144.7)	5.8	-	-	-	37°03'58.4"N 126°37'09.6"E	-	RNAV 1	-
006	TF	PT041	-	098 (089.8)	14.0	-	@10 000	-	37°04'00.5"N 126°54'36.0"E	-	RNAV 1	-
007	TF	PT030	-	066 (057.0)	12.2	-	-9 000 +8 000	-	37°10'39.8"N 127°07'26.2"E	-	RNAV 1	-
008	TF	BUMSI	-	034 (025.8)	5.0	-	+8 000	-	37°15'10.2"N 127°10'09.6"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 REBIT 2T	HM	REBIT	Y	098 (089.1)	1.5	R	-FL 170 +13 000	-250	37°12'03.0"N 125°29'12.7"E	-	RNAV 1	-
	HM	BUMSI	Y	324 (315.2)	1.0	R	-9 000 +8 000	-230	37°15'10.2"N 127°10'09.6"E	-	RNAV 1	-

Change : Information of ALT restriction for holding procedure.

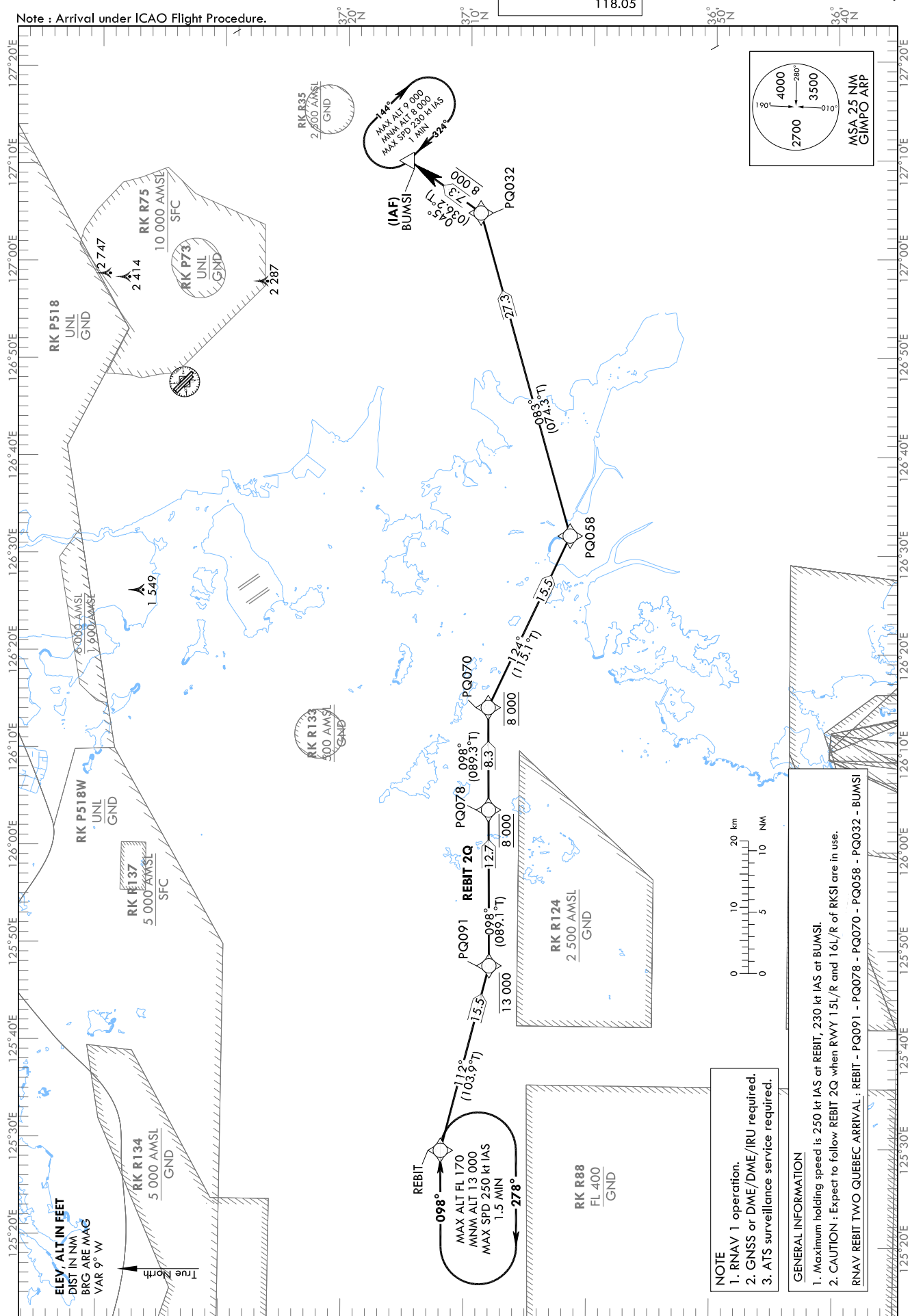
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL APP 119.75
119.1
GIMPO TWR 118.1
118.05

SEOUL/Gimpo Intl(RKSS)
RWY 32L/R
RNAV REBIT 2Q

Note : Arrival under ICAO Flight Procedure.



Change : Information of ALT restriction for holding procedure and Withdrawal of unnecessary airways.

SEOUL/Gimpo Intl(RKSS)
RWY 32L/R
RNAV REBIT 2Q

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV REBIT 2Q

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	REBIT	-	-	-	-	-	-	37°12'03.0"N 125°29'12.7"E	-	RNAV 1	-
002	TF	PQ091	-	112 (103.9)	15.5	-	-13 000	-	37°08'17.9"N 125°48'04.6"E	-	RNAV 1	-
003	TF	PQ078	-	098 (089.1)	12.7	-	@8 000	-	37°08'28.4"N 126°03'57.4"E	-	RNAV 1	-
004	TF	PQ070	-	098 (089.3)	8.3	-	@8 000	-	37°08'34.2"N 126°14'23.0"E	-	RNAV 1	-
005	TF	PQ058	-	124 (115.1)	15.5	-	-	-	37°01'58.7"N 126°31'54.3"E	-	RNAV 1	-
006	TF	PQ032	-	083 (074.3)	27.3	-	-	-	37°09'17.5"N 127°04'47.1"E	-	RNAV 1	-
007	TF	BUMSI	-	045 (036.2)	7.3	-	+8 000	-	37°15'10.2"N 127°10'09.6"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 REBIT 2Q	HM	REBIT	Y	098 (089.1)	1.5	R	-FL 170 +13 000	-250	37°12'03.0"N 125°29'12.7"E	-	RNAV 1	-
	HM	BUMSI	Y	324 (315.2)	1.0	R	-9 000 +8 000	-230	37°15'10.2"N 127°10'09.6"E	-	RNAV 1	-

Change : Information of ALT restriction for holding procedure.

**INSTRUMENT
APPROACH
CHART - ICAO**

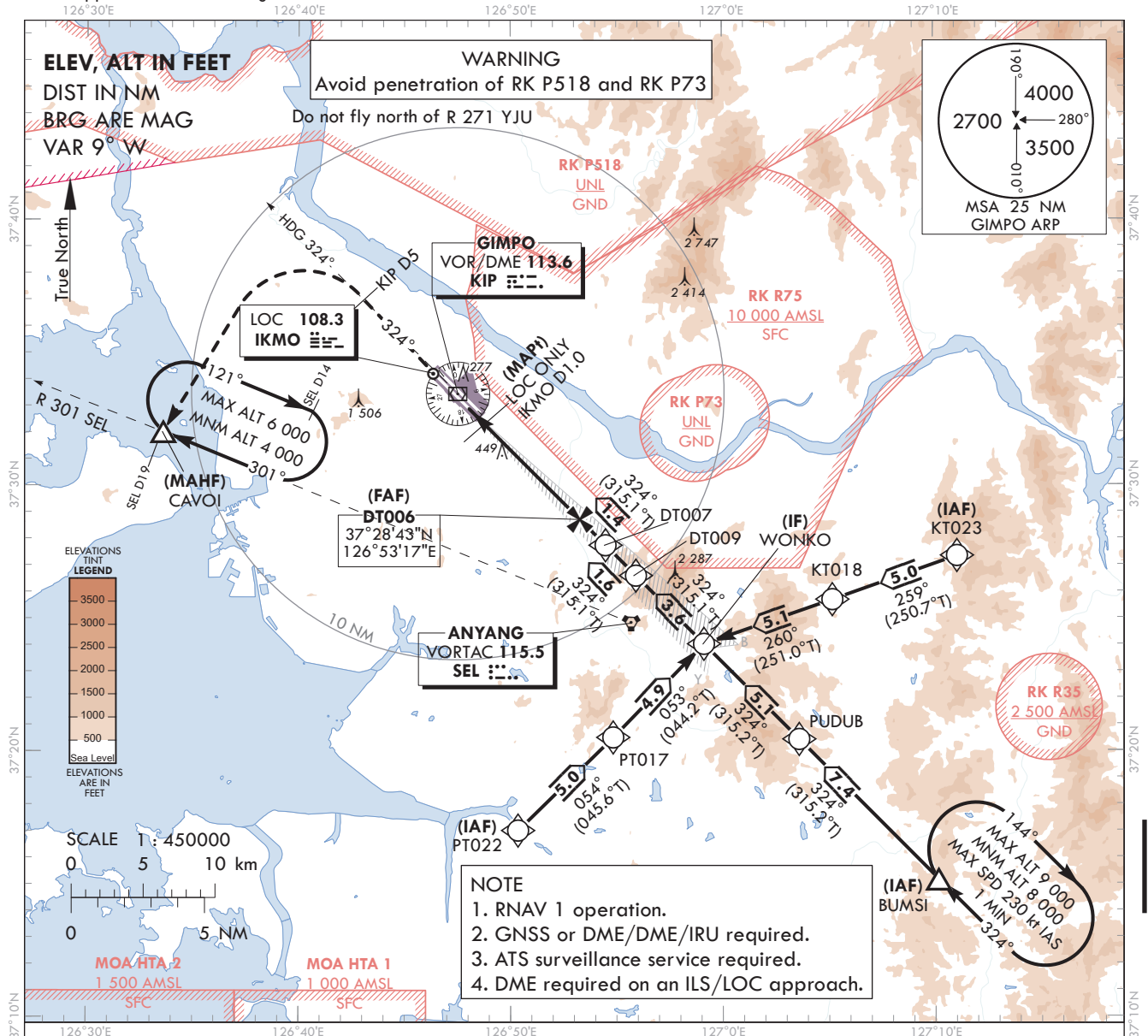
AERODROME ELEV 59 ft
HEIGHTS RELATED TO
THR RWY 32L - ELEV 41 ft

SEOUL APP 119.75
119.1
GIMPO TWR 118.1
118.05

SEOUL/Gimpo Intl(RKSS)

ILS or LOC RWY 32L

Note : Approach under ICAO Flight Procedures.

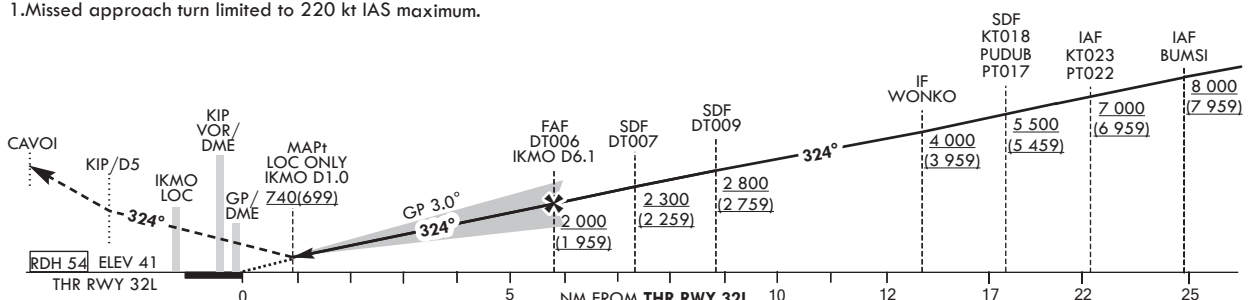


RECOMMENDED PROFILE	DME IKMO	6	5	4	3
Final Approach Gradient 5.24%, 318 ft/NM	ALT(HGT)	1 969 (1 926)	1 655 (1 614)	1 328 (1 287)	1 004 (963)

TRANSITION ALT 14 000
TRANSITION LVL FL 140

NOTE

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



CATEGORY	DA(DH)/MDA(MDH)	A	B	C	D
Straight-in	CAT-I	FULL 241 (200)	RVR 550 m, VIS 800 m		
			1 200 m		
	LOC	FULL 740 (699)	2 500 m		
			3 200 m		

MISSED APPROACH

After 500 ft, Climb on HDG 324° to KIP D5.
Continue climb to 4 000 ft.
Turn left direct to CAVOI. Hold as published.

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

Change : Information of ALT restriction for holding procedure.

SEOUL/Gimpo Intl(RKSS)
ILS or LOC RWY 32L

AERONAUTICAL DATA TABULATION

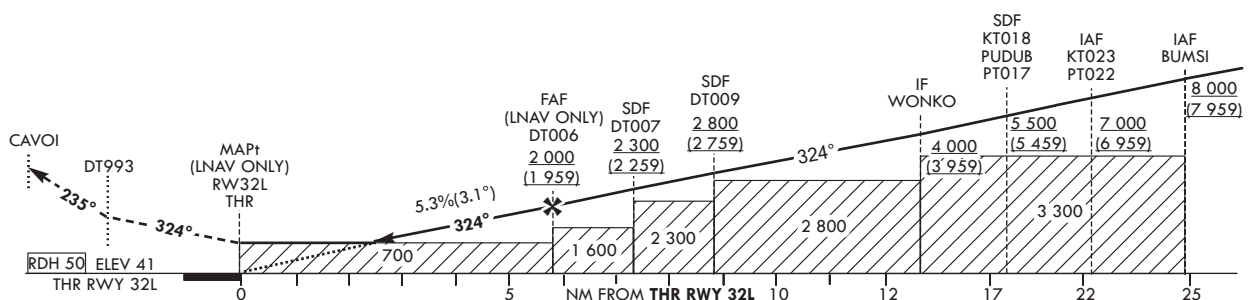
ILS/LOC Approach to RWY 32L from KT023 to WONKO(IF)		
Fix / Point		Coordinates
KT023(IAF)		37°27'20.9"N 127°11'04.4"E
KT018(SDF)	BRG 259.29°/5.00 NM	37°25'41.9"N 127°05'11.1"E
WONKO(IF)	BRG 259.60°/5.10 NM	37°24'02.0"N 126°59'08.0"E
ILS/LOC Approach to RWY 32L from BUMSI to WONKO(IF)		
Fix / Point		Coordinates
BUMSI(IAF)		37°15'10.2"N 127°10'09.6"E
PUDUB(SDF)	BRG 323.86°/7.42 NM	37°20'26.5"N 127°03'36.6"E
WONKO(IF)	BRG 323.79°/5.06 NM	37°24'02.0"N 126°59'08.0"E
ILS/LOC Approach to RWY 32L from PT022 to WONKO(IF)		
Fix / Point		Coordinates
PT022(IAF)		37°17'00.6"N 126°50'21.9"E
PT017(SDF)	BRG 54.22°/5.00 NM	37°20'30.7"N 126°54'50.7"E
WONKO(IF)	BRG 52.77°/4.90 NM	37°24'02.0"N 126°59'08.0"E
ILS/LOC Approach to RWY 32L from WONKO(IF) to MAHF		
Fix / Point		Coordinates
DT009(SDF)	BRG 323.72°/9.10 NM IKMO	37°26'36.1"N 126°55'55.6"E
DT007(SDF)	BRG 323.72°/7.50 NM IKMO	37°27'44.9"N 126°54'29.5"E
DT006(FAF)	BRG 323.72°/6.10 NM IKMO	37°28'42.9"N 126°53'17.0"E
D1.0 IKMO (MAPt LOC ONLY)	BRG 323.72°/1.00 NM IKMO	37°32'17.6"N 126°48'48.0"E
THR RWY 32L		37°32'52.83"N 126°48'03.71"E
IKMO DME		37°32'57.4"N 126°47'51.3"E
KIP VOR/DME		37°33'27.1"N 126°47'31.3"E
Climb to 500 ft	HDG 324	-
D5 KIP	HDG 324	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

RNP RWY 32L

127°0'E



TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY			MDA(H)/DA(H)	A	B	C	D		Knots	60	90	120	150	180
STA	LNAV	FULL	700 (659)	2 300 m			Rate of descent	V/V fpm	325	487	649	812	974	
		ALS INOP		3 000 m										
	LNAV/VNAV	FULL	610 (569)	1 900 m			* Timing Not authorized for defining MAPt. * Circling Not authorized.							
		ALS INOP		2 600 m										

AIRAC AIP AMDT 7/23
Effective : 1600UTC 9 AUG 2023

SEOUL/Gimpo Intl(RKSS)
RNP RWY 32L

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 32L - via KT023 to WONKO(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	WONKO	-	260 (251.0)	5.1	-	+4 000	-	37°24'02.0"N 126°59'08.0"E	-	RNP APCH	IF

RNP RWY 32L - via BUMSI to WONKO(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	PUDU8	-	324 (315.2)	7.4	-	+5 500	-	37°20'26.5"N 127°03'36.6"E	-	RNP APCH	SDF
003	TF	WONKO	-	324 (315.2)	5.1	-	+4 000	-	37°24'02.0"N 126°59'08.0"E	-	RNP APCH	IF

RNP RWY 32L - via PT022 to WONKO(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	WONKO	-	053 (044.2)	4.9	-	+4 000	-	37°24'02.0"N 126°59'08.0"E	-	RNP APCH	IF

RNP RWY 32L - via WONKO(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	WONKO	-	-	-	-	+4 000	-	37°24'02.0"N 126°59'08.0"E	-	RNP APCH	IF
004	TF	DT009	-	324 (315.1)	3.6	-	+2 800	-	37°26'36.1"N 126°55'55.6"E	-	RNP APCH	SDF
005	TF	DT007	-	324 (315.1)	1.6	-	+2 300	-	37°27'44.9"N 126°54'29.5"E	-	RNP APCH	SDF
006	TF	DT006	-	324 (315.1)	1.4	-	+2 000	-	37°28'42.9"N 126°53'17.0"E	-	RNP APCH	FAF
007	TF	RW32L	Y	324 (315.1)	5.9	-	+700	-	37°32'52.83"N 126°48'03.71"E	-3.06/50	RNP APCH	MAPt
008	TF	DT993	-	324 (315.9)	7.3	-	-	-	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 32L	HM	BUMSI	Y	324 (315.2)	1	R	-9 000 +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	-

Change : Information of ALT restriction for holding procedure.

**INSTRUMENT
APPROACH
CHART-ICAO**

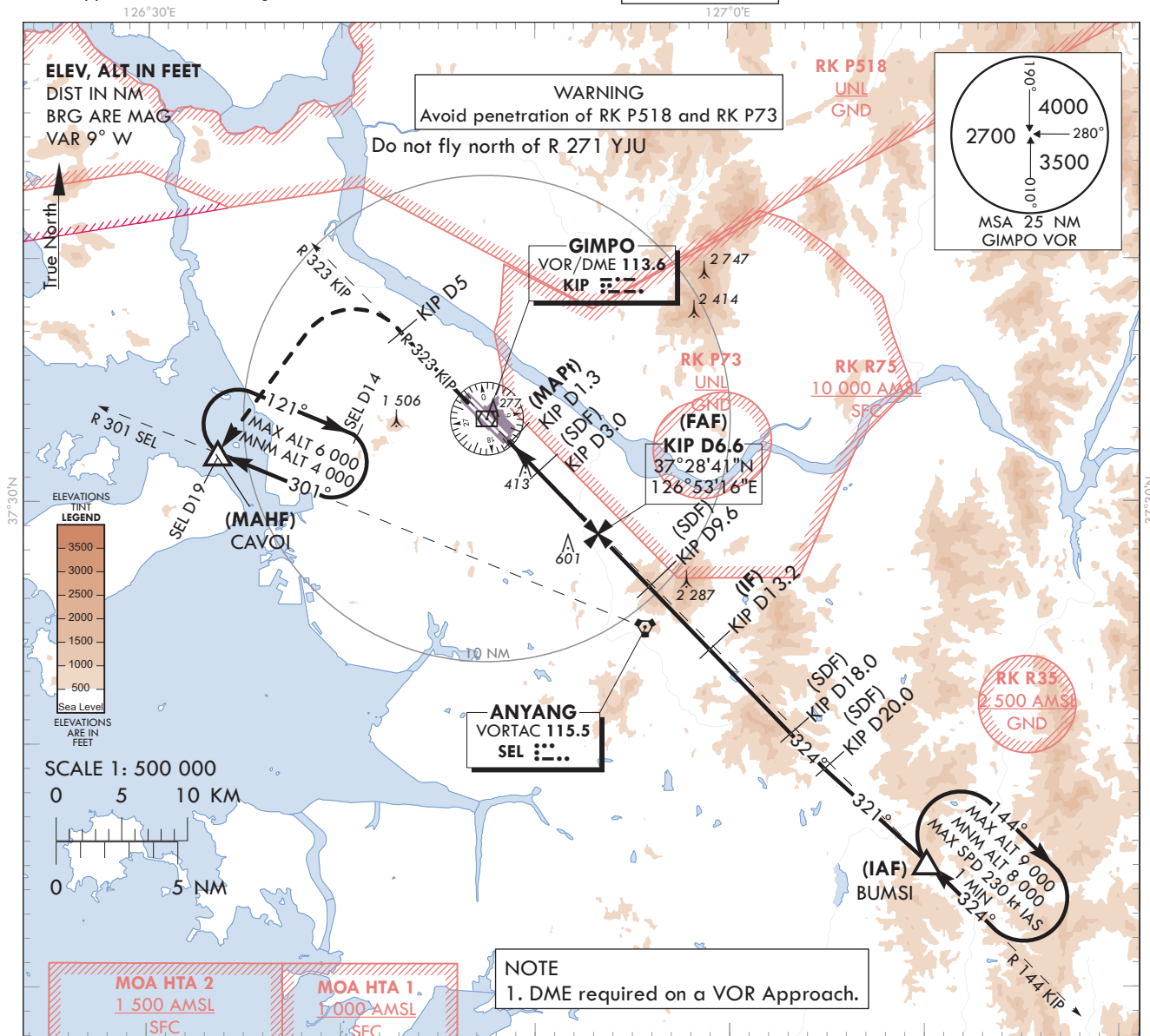
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 59 ft
HEIGHTS RELATED TO
THR RWY 32L - ELEV 41 ft

SEOUL APP 119.75
119.1
GIMPO TWR 118.1
118.05

SEOUL/Gimpo Intl(RKSS)

VOR RWY 32L



RECOMMENDED PROFILE		DME KIP	6	5	4	3
Final Gradient 5.2%(316.7 ft/NM) to SDF, 5.5%(335.7 ft/NM) to THR		ALT(HGT)	1 810(1 769)	1 493(1 452)	1 177(1 136)	860(819)

MISSED APPROACH

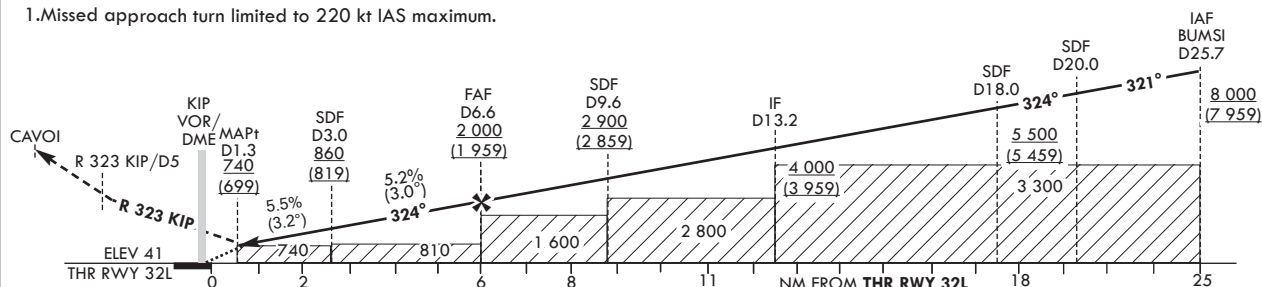
Climb to 4 000 ft on R 323 KIP to 5 DME then turn left direct to CAVOI.

NOTE as published.

NOTE

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

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY		MDA(MDH)	A	B	C	D		Knots	60	90	120	150	180
Straight-in	FULL	740 (699)	2 500 m				Rate of descent	V/V fpm	319	478	637	797	956
	ALS INOP		3 200 m				*Timing Not authorized for defining MAPt. *Circling Not authorized.						

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

Change : Information of ALT restriction for holding procedure.

SEOUL/Gimpo Intl(RKSS)
VOR RWY 32L

AERONAUTICAL DATA TABULATION

VOR Approach to RWY 32L from BUMSI			
Fix / Point		Coordinates	
BUMSI(IAF)		37°15'10.2"N	127°10'09.6"E
D20 KIP(SDF)	BRG 320.65°/5.68 NM	37°19'00.4"N	127°04'54.7"E
D18 KIP(SDF)	BRG 324.48°/18.00 NM KIP	37°20'27.2"N	127°03'10.7"E
D13.2 KIP(IF)	BRG 324.48°/13.20 NM KIP	37°23'55.4"N	126°59'00.7"E
D9.6 KIP(SDF)	BRG 324.48°/9.60 NM KIP	37°26'31.4"N	126°55'52.9"E
D6.6 KIP(FAF)	BRG 324.48°/6.60 NM KIP	37°28'41.4"N	126°53'16.3"E
D3.0 KIP(SDF)	BRG 324.48°/3.00 NM KIP	37°31'17.3"N	126°50'08.2"E
D1.3 KIP(MAPt)	BRG 324.48°/1.30 NM KIP	37°32'30.8"N	126°48'39.2"E
THR RWY 32L	Final approach descent angle 2.98°(FAF - SDF)/3.16°(SDF - THR)	37°32'52.83"N	126°48'03.71"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

**INSTRUMENT
APPROACH
CHART - ICAO**

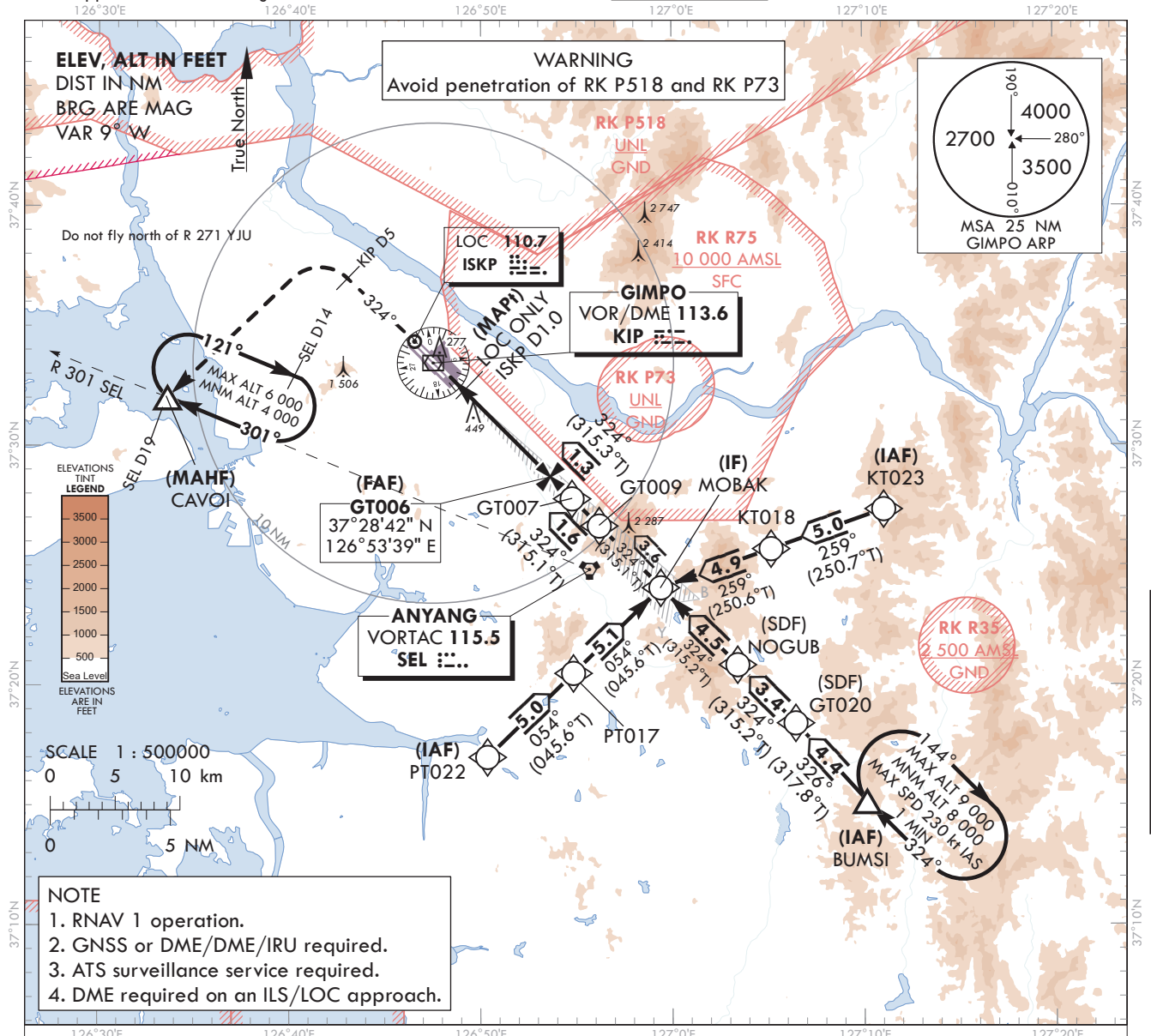
AERODROME ELEV 59 ft
HEIGHTS RELATED TO
THR RWY 32R - ELEV 42 ft

SEOUL APP 119.75
119.1
GIMPO TWR 118.1
118.05

SEOUL/Gimpo Intl(RKSS)

ILS or LOC RWY 32R

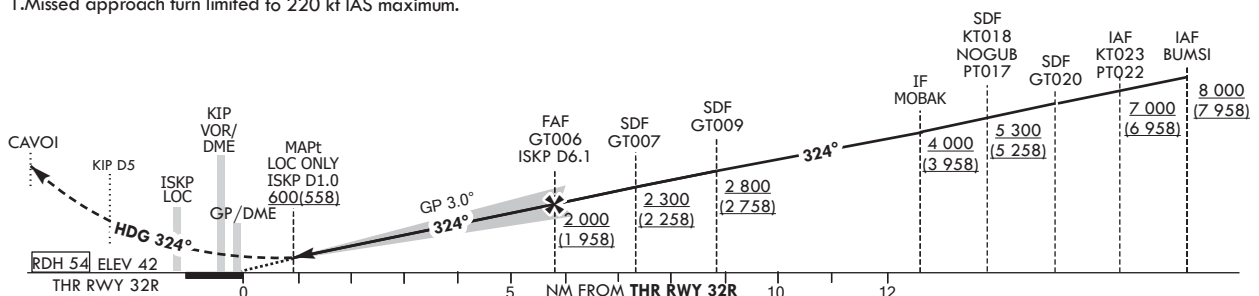
Note : Approach under ICAO Flight Procedures.



RECOMMENDED PROFILE	DME ISKP	6	5	4	3	2
Final Approach Gradient 5.24%, 318 ft/NM	ALT(HGT)	1 968 (1 926)	1 656 (1 614)	1 330 (1 288)	1 005 (963)	682 (640)

TRANSITION ALT 14 000
TRANSITION LVL FL 140

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



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I	FULL	242 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	600 (558)	1 800 m			
		ALS INOP		2 500 m			

MISSED APPROACH

After 500 ft, Climb on HDG 324° to KIP D5.
Continue climb to 4 000 ft.
Turn left direct to CAVOI. Hold as published.

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

Change : Information of ALT restriction for holding procedure and Establishment of SDF(NOGUB, GT020).

SEOUL/Gimpo Intl(RKSS)
ILS or LOC RWY 32R

AERONAUTICAL DATA TABULATION

ILS/LOC Approach to RWY 32R from KT023 to MOBAK(IF)		
Fix / Point		Coordinates
KT023(IAF)		37°27'20.9"N 127°11'04.4"E
KT018(SDF)	BRG 259.29°/5.00 NM	37°25'41.9"N 127°05'11.1"E
MOBAK(IF)	BRG 259.23°/4.87 NM	37°24'04.7"N 126°59'25.2"E
ILS/LOC Approach to RWY 32R from BUMSI to MOBAK(IF)		
Fix / Point		Coordinates
BUMSI(IAF)		37°15'10.2"N 127°10'09.6"E
GT020(SDF)	BRG 326.37°/4.40 NM	37°18'25.8"N 127°06'27.1"E
NOGUB(SDF)	BRG 323.82°/3.42 NM	37°20'51.6"N 127°03'25.8"E
MOBAK(IF)	BRG 323.79°/4.53 NM	37°24'04.7"N 126°59'25.2"E
ILS/LOC Approach to RWY 32R from PT022 to MOBAK(IF)		
Fix / Point		Coordinates
PT022(IAF)		37°17'00.6"N 126°50'21.9"E
PT017(SDF)	BRG 54.22°/5.00 NM	37°20'30.7"N 126°54'50.7"E
MOBAK(IF)	BRG 54.26°/5.10 NM	37°24'04.7"N 126°59'25.2"E
ILS/LOC Approach to RWY 32R from MOBAK(IF) to MAHF		
Fix / Point		Coordinates
GT009(SDF)	BRG 323.75°/9.00 NM ISKP	37°26'39.3"N 126°56'12.2"E
GT007(SDF)	BRG 323.75°/7.40 NM ISKP	37°27'47.4"N 126°54'47.0"E
GT006(FAF)	BRG 323.90°/6.10 NM ISKP	37°28'42.2"N 126°53'38.9"E
D1.0 ISKP (MAPt LOC ONLY)	BRG 323.90°/1.00 NM ISKP	37°32'16.7"N 126°49'09.7"E
THR RWY 32R		37°32'51.89"N 126°48'25.58"E
ISKP DME		37°32'56.3"N 126°48'12.9"E
KIP VOR/DME		37°33'27.1"N 126°47'31.3"E
Climb to 500 ft	HDG 324	-
D5 KIP	HDG 324	37°36'59.7"N 126°43'04.6"E
CAVOI	BRG 222.76°/19.00 NM SEL	37°32'02.0"N 126°33'37.0"E

Change : Establishment of SDF(NOGUB, GT020).

**INSTRUMENT
APPROACH
CHART-ICAO**

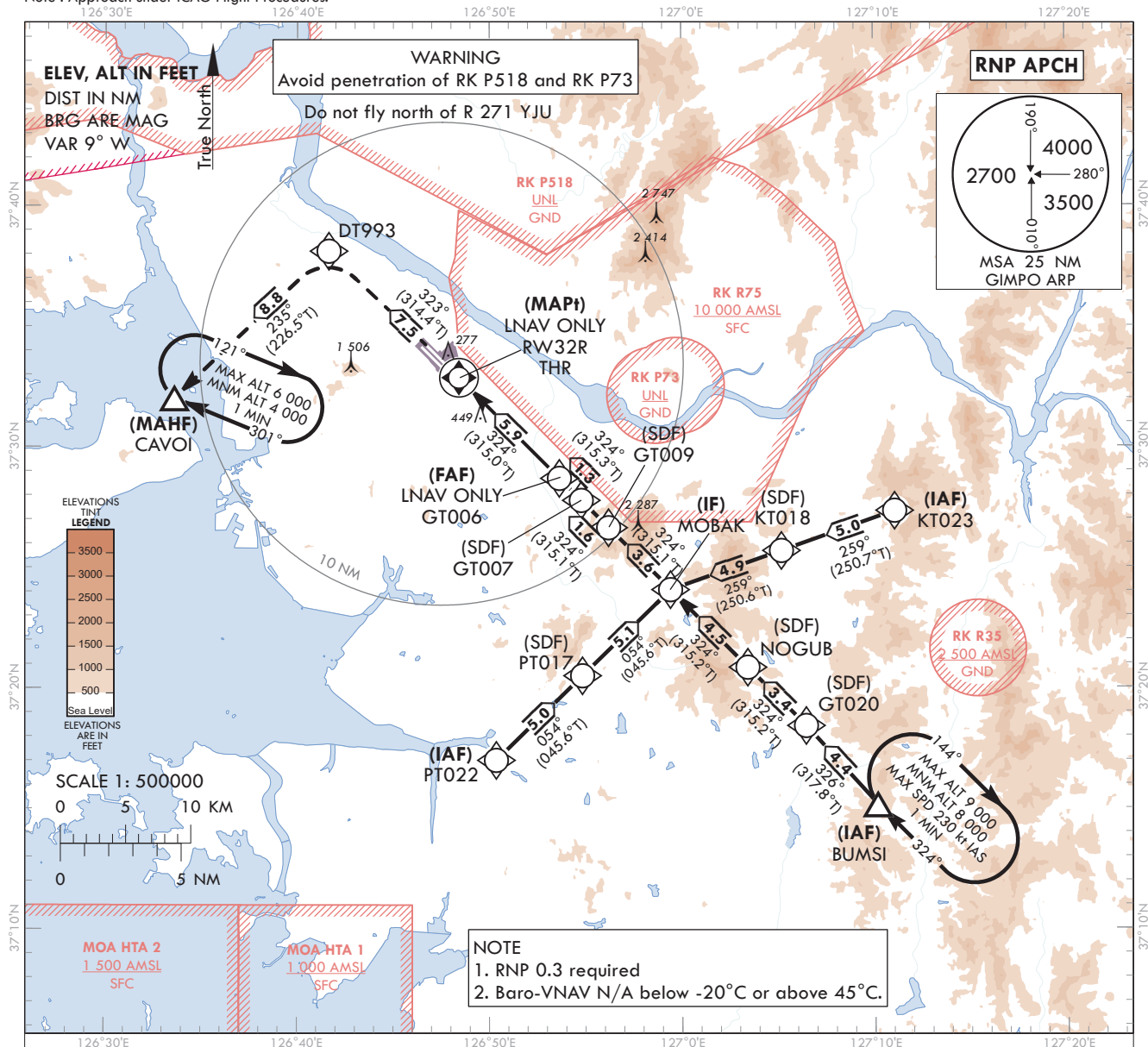
AERODROME ELEV 59 ft
HEIGHTS RELATED TO
THR RWY 32R - ELEV 42 ft

SEOUL APP 119.75
119.1
GIMPO TWR 118.1
118.05

SEOUL/Gimpo Intl(RKSS)

RNP RWY 32R

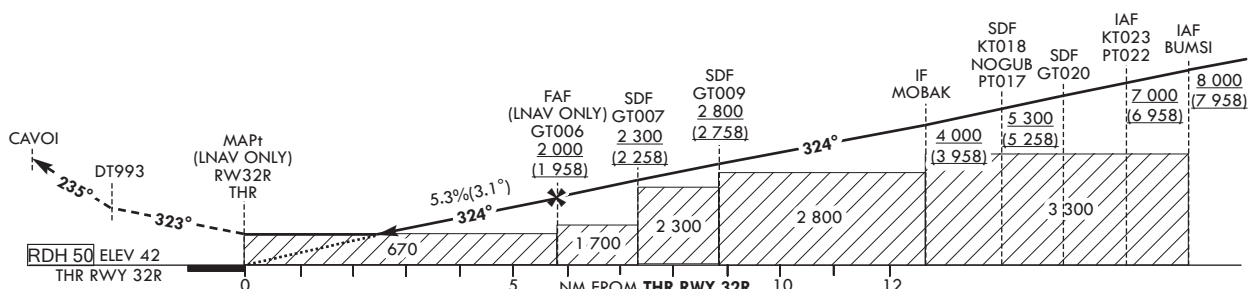
Note : Approach under ICAO Flight Procedures.



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		Knots	60	90	120	150	180
STA	LNAV	FULL	670 (628)	2 200 m				Rate of descent	V/V fpm	325	487	649	812	974
		ALS INOP	2 900 m											
	LNAV/VNAV	FULL	600 (558)	1 800 m				*Timing Not authorized for defining MAPt. *Circling Not authorized.						
		ALS INOP	2 500 m											

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

Change : Information of ALT restriction for holding procedure and Establishment of SDF(NOGUB, GT020).

SEOUL/Gimpo Intl(RKSS)
RNP RWY 32R

AERONAUTICAL DATA TABULATION

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	-	+5 300	-	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	GT020	-	326 (317.8)	4.4	-	-	-	37°18'25.8"N 127°06'27.1"E	-	RNP APCH	SDF
003	TF	NOGUB	-	324 (315.2)	3.4	-	+5 300	-	37°20'51.6"N 127°03'25.8"E	-	RNP APCH	SDF
004	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	-	+5 300	-	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	-9 000 +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	-

Change : Information of ALT restriction for holding procedure and Establishment of SDF(NOUB, GT020).

**INSTRUMENT
APPROACH
CHART-ICAO**

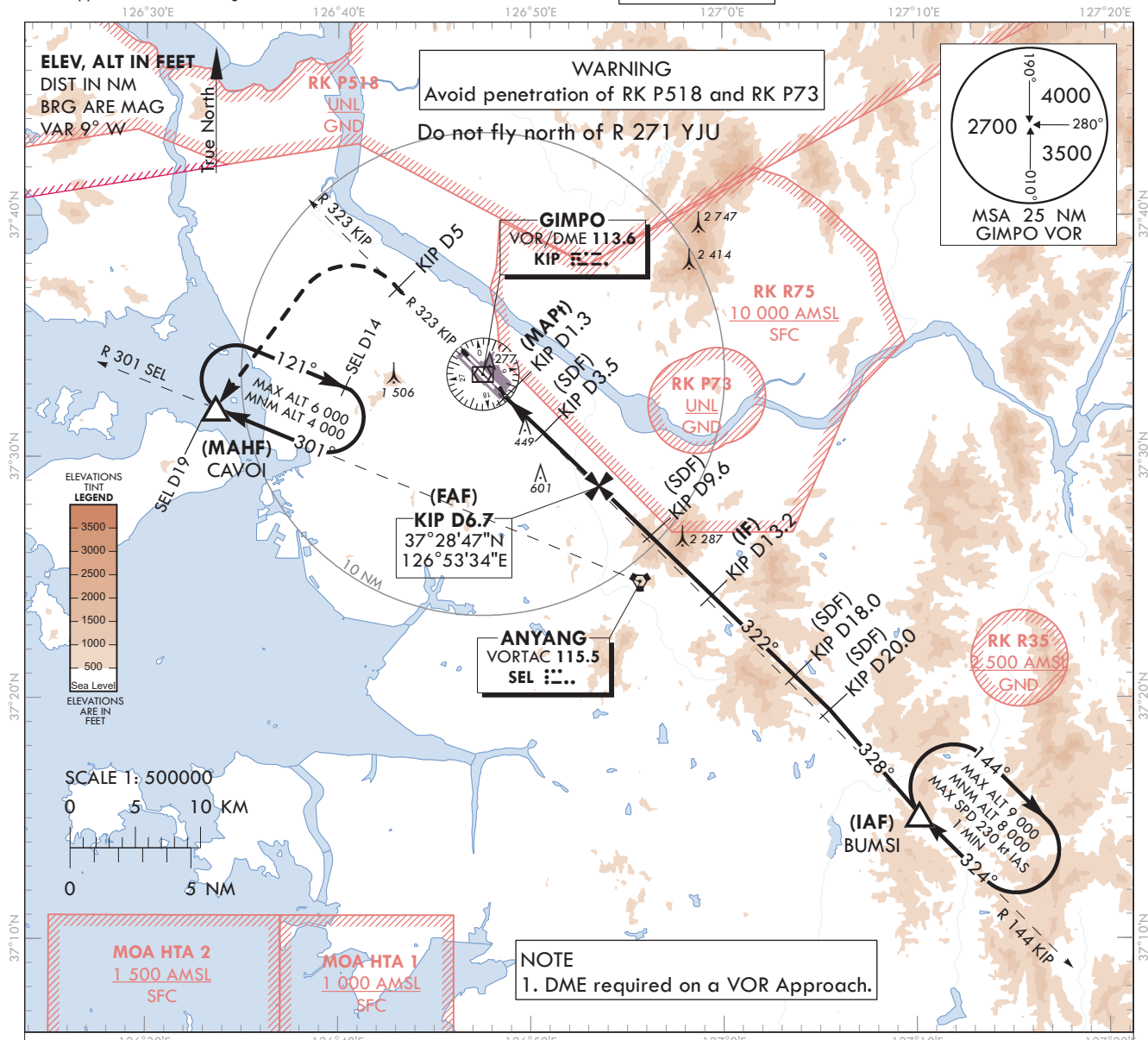
Note : Approach under ICAO Flight Procedures.

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)

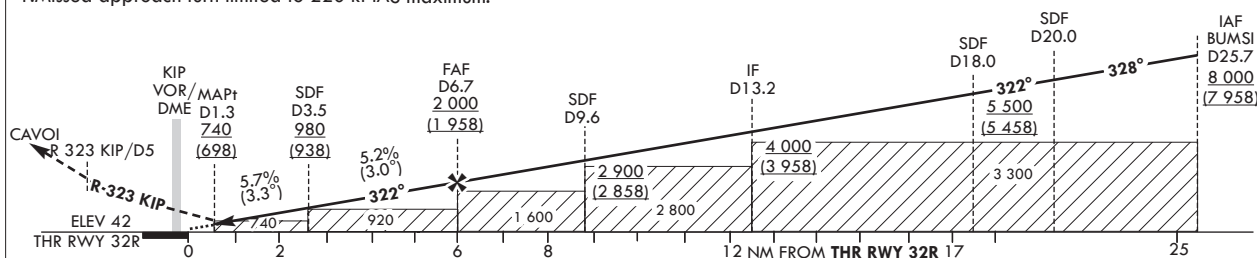
MISSED APPROACH

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.						

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

Change : Information of ALT restriction for holding procedure.

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