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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 10/23
21 SEP 2023

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 General
a) Amended phrases.

1.2 Enroute
a) Establishment of UA 47~58.

1.3 Incheon INTL Airport
a) Information of TWYs(B7 → B6, B6 → B5, B5 → B4) and diagram of apron.
b) Establishment of declared distances for RWY 15R, 33L and stop-bar light.
c) Withdrawal of geographic position marking.
d) Information of taxiing route for all ACFT(C3, C8), geographic position marking, and hot spot.
e) Amended procedure.

1.4 Gimpo INTL Airport
a) Establishment of multiple aircraft ramp system(MARS).

1.5 Gimhae INTL Airport
a) Amended coordinates for ACFT stands NR. 10, 58 and phrase(AIRCAFT → AIRCRAFT).

1.6 Yeosu Airport
a) Information of aerodrome operator, TEL, FAX number, operational hours and Withdrawal of AFS.
b) Information of diagram of airspace classifications.

1.7 Ulsan Airport
a) Information of coordinates, elevation for DME 36 and remarks.

1.8 Uljin Airport
a) Information of remarks for VOR/DME and UJN VOR/DME.
b) Establishment of altitude restriction for TL233.
c) Amended altitude restriction for TL002(9 000 → 9 500).

1.9 Jeongseok Airport
a) Withdrawal of Y579 and Amended phrases(PD805 → CJU, VPA/TCH → VPA/RDH).

2. PAGE CONTROL

2.1 Replace the old sheets with new one as follows;

OLD (Pages to be removed)	NEW (Pages to be inserted)	
VOL I, Part I - GEN (General)	**VOL I, Part I - GEN (General)**	
GEN 0.1-1(11 MAY 17) / 0.1-2(11 MAY 17)	GEN 0.1-1 / 0.1-2	21 SEP 23
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GEN 0.4-1(4 OCT 23) / 0.4-2(4 OCT 23)	GEN 0.4-1 / 0.4-2	1 NOV 23
GEN 0.4-3(4 OCT 23) / 0.4-4(4 OCT 23)	GEN 0.4-3 / 0.4-4	1 NOV 23
GEN 0.4-5(4 OCT 23) / 0.4-6(4 OCT 23)	GEN 0.4-5 / 0.4-6	1 NOV 23
GEN 0.4-7(4 OCT 23) / 0.4-8(4 OCT 23)	GEN 0.4-7 / 0.4-8	1 NOV 23
GEN 0.4-9(4 OCT 23) / 0.4-10(4 OCT 23)	GEN 0.4-9 / 0.4-10	1 NOV 23
GEN 0.6-1(31 AUG 17) / 0.6-2(31 AUG 17)	GEN 0.6-1 / 0.6-2	21 SEP 23
GEN 1.7-5(14 APR 16) / 1.7-6(14 APR 16)	GEN 1.7-5 / 1.7-6	21 SEP 23

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL I, Part II - ENR (Enroute)	**VOL I, Part II - ENR (Enroute)**
ENR 6-6(4 MAY 23) / 6-7(13 JAN 22)	ENR 6-6 / 6-7 21 SEP 23
VOL II, Part III - AD (Aerodrome)	**VOL II, Part III - AD (Aerodrome)**
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AD 2-16(20 OCT 22) / 2-16-1(20 OCT 22)	AD 2-16 / 2-16-1 21 SEP 23
AD 2-25(21 OCT 21) / 2-26(10 FEB 22)	AD 2-25 / 2-26 21 SEP 23
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AD CHART 2-6(29 JUN 23) / 2-7(29 JUN 23)	AD CHART 2-6 / 2-7 21 SEP 23
AD CHART 2-8(29 JUN 23) / 2-9(29 JUN 23)	AD CHART 2-8 / 2-9 21 SEP 23
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RKPK	**RKPK**
AD CHART 2-3(27 JUL 23) / 2-4(27 JUL 23)	AD CHART 2-3 / 2-4 21 SEP 23
VOL III, Part III - AD (Aerodrome)	**VOL III, Part III - AD (Aerodrome)**
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AD CHART 2-23(20 OCT 22) / 2-24(20 OCT 22)	AD CHART 2-23 / 2-24 21 SEP 23
RKPU	**RKPU**
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RKTL	**RKTL**
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RKPD	**RKPD**
AD CHART 2-4(2 JUN 22) / 2-4-1(2 JUN 22)	AD CHART 2-4 / 2-4-1 21 SEP 23

END

PART 1 - GENERAL (GEN)

GEN 0

GEN 0.1 PREFACE

1. 항공정보간행물 발간 책임기관

1.1 대한민국 항공정보간행물은 국토교통부 항공정책실의 책임하에 발간된다.

2. 국제민간항공기구 적용 도서

a. 부속서 15 : 항공정보업무

b. 문서 8126 : 항공정보업무 편람

c. 부속서 4 : 항공지도

d. 문서 8697 : 항공지도 편람

3. 발간 매체의 유형

a. 종이 인쇄
b. 온라인 (http://aim.koca.go.kr)
c. 콤팩트디스크(CD)

4. 항공정보간행물 구성 및 정기 수정판 발간 주기 설정

4.1 항공정보간행물 구성

a. 통합항공정보 패키지의 일부인 항공정보간행물은 GEN 3.1에 그 내용이 상세하게 수록되어 있다.

b. 항공정보간행물의 주요 구성도가 GEN 0.1-5에 도표로 표시되어 있으며 이 도표에는 총론(GEN), 항공로(ENR) 그리고 공항(AD) 3부분으로 구성되어지며 이들 각각은 여러 형식의 정보를 포함한 구분 또는 소구분으로 나누어진다.

4.1.1 제1부 - 총 론(GEN)

4.1.1.1 제1부는 아래에 간략히 기술한 정보사항을 포함한 5개 부분으로 구성되어 있음.

GEN 0. 머리말; 항공정보간행물 수정판 기록철; 항공정보간행물 보충판 기록철; 항공정보간행물 쪽별 대조표; 항공정보간행물 수교정 기록철; 그리고 제1부의 목차

GEN 1. 국내법 및 구비사항 - 지정 책임기관; 항공기의 도착, 통과 및 출발; 승객 및 승무원의 입국, 통과 및 출발; 화물의 도착, 통과 및 출발; 항공기 계기, 장비 및 비행시 필요한 서류; 국내법 및 국제협약/협정의 요약; 국제민간항공기구 표준 및 권고방식 이행 및 절차의 차이점

GEN 2. 도표 및 부호 - 측정단위, 항공기 표식, 공휴일; 항공정보간행물에 사용되는 약어; 지도에 사용되는 부호; 지명약어; 무선항행장비의 목록; 단위환산표; 일출, 일몰 시간표

1. Name of the publishing authority

1.1 This AIP is published by authority of Office of Civil Aviation, Ministry of Land, Infrastructure and Transport, Republic of Korea.

2. Applicable ICAO documents

a. ANNEX 15 to the Convention on International Civil Aviation
b. Aeronautical Information Services Manual (ICAO Doc 8126)
c. ANNEX 4 to the Convention on International Civil Aviation
d. Aeronautical Chart Manual (ICAO Doc 8697)

3. Publication media

a. Printed paper
b. Online (http://aim.koca.go.kr)
c. Compact disc

4. The AIP structure and established regular amendment interval

4.1 The AIP structure

a. The AIP forms part of the Integrated Aeronautical Information Package, details of which are given in subsection GEN 3.1.
b. The principal AIP structure is shown in graphic form on Page GEN 0.1-5. The AIP is made up of three Parts, General(GEN), En-Route(ENR), and Aerodromes(AD), each divided into sections and subsections as applicable, containing various types of information subjects.

4.1.1 Part 1 - General(GEN)

4.1.1.1 Part 1 consists of five sections containing information briefly described hereafter.

GEN 0. Preface; Record of AIP Amendment; Record of AIP Supplement; Checklist of AIP pages; List of hand amendments to the AIP; and Table of Contents to Part 1

GEN 1. National regulations and requirements - Designated authorities; Entry, transit and departure of aircraft; Entry, transit and departure of passengers and crew; Entry, transit and departure of cargo; Aircraft instrument, equipment and flight documents; Summary of national regulations and international agreements/conventions; and Differences from ICAO Standards, Recommended Practices and Procedures

GEN 2. Tables and codes - Measuring system, aircraft marking, holidays; Abbreviations used in AIS publications; Chart symbols; Location indicators; List of radio navigation aids; Conversion tables; and Sunrise/Sunset tables

Change : Amended phrase(and Transport).

GEN 3. 업무별 - 항공정보업무; 항공지도; 항공교통업무; 항공통신업무; 항공기상업무; 수색 및 구조업무

GEN 4. 공항 및 항행안전시설의 사용료
-공항 사용료; 항행안전시설 사용료

4.1.2 제2부 - 항공로(ENR)

4.1.2.1 제2부는 아래에 간략히 기술한 정보사항을 포함한 7개 부분으로 구성되어 있음.

ENR 0. 목차

ENR 1. 일반규칙 및 절차 - 일반규칙; 시계비행규칙; 계기비행규칙; 공역분류; 체공, 접근 및 출발절차; 레이더 업무 및 절차; 고도계 수정절차; 지역보충절차; 항공교통흐름관리; 비행계획서; 비행계획서 주소; 민간항공기의 요격; 불법적 간섭; 항공교통사고

ENR 2. 항공교통업무 공역 - 비행정보구역(FIR); 관제구역(CTA); 접근관제구역(TMA); 및 기타 통제공역

ENR 3. 항공로 - 국제항공로; 국내항공로; 지역항법항공로; 헬기항공로; 기타 항공로 및 항공로체공

주 - 공항의 입출항시 관련된 절차의 상세한 기타 형식의 항공로는 제3부 공항의 소구분 및 관련부분에 수록되어 있음.

ENR 4. 무선항행장비/체계 - 항공로용 항행안전시설; 특수항행시설, 중요지점 명칭 및 항공로용 지상 등화

ENR 5. 항행경고 - 금지, 제한 및 위험 구역; 군 훈련공역, 민간훈련구역; 기타 위험구역, 항공로상의 장애물, 항공스포츠 및 레저구역

ENR 6. 항공로도 -항공로도[국제민간항공기구] 및 색인지도

4.1.3 제3부 - 공 항(AD)

4.1.3.1 제3부는 아래에 간략히 기술한 정보사항을 포함한 3개 부분으로 구성되어 있음.

AD 0. 목차

AD 1. 공항소개 - 공항의 처리능력; 구조.구급 업무 및 제설 계획; 비행장 및 헬기장 관련 사항

GEN 3. Services - Aeronautical information services; Aeronautical charts; Air traffic services; Communication services; Meteorological services; and Search and rescue

GEN 4. Charges for aerodromes and air navigation services-Charges for aerodromes charges; and Air navigation services charges

4.1.2 Part 2 - En-route(ENR)

4.1.2.1 Part 2 consists of seven sections containing information briefly described hereafter.

ENR 0. Table of Contents to Part 2

ENR 1. General rules and procedures - General rules; Visual flight rules; Instrument flight rules; ATS airspace classification; Holding, approach and departure procedures; Radar services and procedures; Altimeter setting procedures; Regional supplementary procedures; Air traffic flow management(ATFM); Flight planning; Addressing of flight plan messages; Interception of civil aircraft; Unlawful interference; and Air traffic incidents

ENR 2. Air traffic services airspace - FIR; CTA; TMA; and Other regulated airspace

ENR 3. ATS routes - International routes; Domestic routes; Area navigation routes; Helicopter routes; Other routes; and En-route holding

Note - Other types of route which are specified in connection with procedures for traffic to and from aerodromes are described in the relevant sections and subsections of Part 3 - Aerodromes.

ENR 4. Radio navigation aids/systems - Radio navigation aids-en-route; Special navigation systems; Name-code designators for significant points; and Aeronautical ground lights-en-route

ENR 5. Navigation warnings - Prohibited, restricted and danger areas; Military exercise and training areas; Other activities of a dangerous nature; Air navigation obstacles-en-route; Aerial sporting and recreational activities; and Bird migration and areas with sensitive fauna

ENR 6. En-route charts - En-route Chart(ICAO) and index charts

4.1.3 Part 3 - Aerodromes(AD)

4.1.3.1 Part 3 consists of three sections containing Information briefly described hereafter.

AD 0. Table of Contents to Part 3

AD 1. Aerodromes Introduction - Aerodrome availability; Rescue and fire fighting services and Snow plan; Index to aerodromes and heliports; and Grouping of aerodromes/heliports

GEN 0.3 RECORD OF AIP SUPPLEMENT

1. Current AIP Supplement

NR/Year	Subject	AIP Section(s) affected	Period of validity (From/To)	Cancellation record
23/10	Requirement for Overflight Permission	GEN	-	
12/21	ENR - Temporary Prohibited Areas Established	ENR	-	
15/21	Incheon AP - Temporary Obstacle Erected	AD	30 JUN 21 / 31 DEC 23	
32/22	ENR - Temporary Restricted Areas Established	ENR	1 JAN 23 / 31 DEC 23	
34/22	Incheon AP - Temporary Obstacle Erected	AD	14 DEC 22 / 31 OCT 24	
35/22	Incheon AP - Temporary Obstacle Erected	AD	14 DEC 22 / 31 DEC 23	
37/22	Incheon AP, Gimpo AP - Trial Operation of Re-categorization(RECAT) Wake Turbulence Separation Minima within Seoul TMA	AD	15 DEC 21 / 14 DEC 23	
2/23	Incheon AP - Temporary Obstacle Erected	AD	8 FEB 23 / 31 DEC 25	
6/23	Incheon AP - Construction Work for Passenger Terminal 2 Extension	AD	31 MAY 23 / 30 OCT 24	
7/23	Incheon AP - Incheon INTL Airport A-CDM Trial Operation for Phase 2	AD	29 JUN 22 / 1 MAY 24	
8/23	Gimpo AP - Temporary Obstacles Erected	AD	31 MAY 23 / 30 SEP 25	
9/23	Ulsan AP - Temporary Obstacles Erected	AD	19 MAY 23 / 31 AUG 24	
10/23	Incheon AP - Temporary Obstacles Erected	AD	28 JUN 23 / 30 JUL 24	
11/23	ENR - Temporary Drone Special Areas Established	ENR	30 JUN 23 / 30 JUN 25	
12/23	Incheon AP - Temporary Obstacles Erected	AD	26 JUL 23 / 31 DEC 24	
13/23	Muan AP - Temporary Obstacles Erected	AD	28 JUL 23 / 31 DEC 23	
14/23	Ulsan AP - Unserviceability of Ulsan Radar	AD	2 JUL 23 / 3 DEC 23	
15/23	Ulsan AP - Temporary Obstacles Erected	AD	24 AUG 22 / 30 NOV 23	

2. Current AIRAC AIP Supplement

NR/Year	Subject	AIP Section(s) affected	Period of validity (From/To)	Cancellation record
2/23	ENR - Y722 Traffic Dispersion Operation	ENR	22 MAR 23 / PERM	
4/23	ENR / Yangyang AP - Unserviceability of GANGWON VORTAC	ENR / AD	19 APR 23 / 1 NOV 23	
8/23	Gimpo AP - Operational Restrictions	AD	19 APR 23 / 28 SEP 23	
9/23	Jeju AP - Operational Restrictions - Code Letter 'F' Aircraft Operation	AD	19 APR 23 / 11 NOV 23	
10/23	Jeju AP - Operational Restrictions - Take-off Weather Minima Change	AD	19 APR 23 / 11 NOV 23	
11/23	Jeju AP - Temporary Obstacle Erected	AD	1 MAY 23 / 11 AUG 24	
13/23	Yeosu AP - Unserviceability of ILS/DME	AD	19 APR 23 / 1 NOV 23	
15/23	Gimpo AP - Operational Restrictions	AD	14 JUN 23 / 27 DEC 23	
16/23	Pohang Gyeongju AP - Unserviceability of LOC/DME	AD	12 JUL 23 / 29 NOV 23	
18/23	Incheon AP - Unserviceability of ILS/DMEs	AD	9 AUG 23 / 27 NOV 24	
19/23	Gimpo AP - Operational Restrictions	AD	14 SEP 23 / 20 OCT 23	
20/23	Muan AP - Unserviceability of ILS/DME	AD	6 SEP 23 / 27 DEC 23	
21/23	Uljin AP - Unserviceability of ILS/DME	AD	6 SEP 23 / 4 SEP 24	
23/23	Gimpo AP - Operational Restrictions	AD	19 OCT 23 / 10 NOV 23	
24/23	Incheon AP - RWY 15L/33R and TWYs Closed due to Construction	AD	1 NOV 23 / 12 JUN 24	

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CHART 2 - 7	30 JUN 22	CHART 2 - 5-1	21 NOV 19	CHART 2 - 35	3 JUN 21	CHART 2 - 6-1	16 DEC 21
CHART 2 - 7-1	30 JUN 22	CHART 2 - 6	21 OCT 21	CHART 2 - 35-1	19 DEC 19	CHART 2 - 7	2 JUN 22
CHART 2 - 8	13 JAN 22	CHART 2 - 6-1	21 NOV 19			CHART 2 - 7-1	2 JUN 22
CHART 2 - 8-1	13 JAN 22	CHART 2 - 7	21 OCT 21			CHART 2 - 8	2 JUN 22
CHART 2 - 9	30 JUN 22	CHART 2 - 7-1	21 OCT 21			CHART 2 - 8-1	2 JUN 22
CHART 2 - 9-1	30 JUN 22	CHART 2 - 8	21 OCT 21			CHART 2 - 9	2 JUN 22
CHART 2 - 10	23 SEP 21	CHART 2 - 8-1	21 OCT 21			CHART 2 - 9-1	2 JUN 22
CHART 2 - 10-1	23 SEP 21	CHART 2 - 9	21 NOV 19			CHART 2 - 10	2 JUN 22
CHART 2 - 11	23 SEP 21	CHART 2 - 9-1	21 NOV 19			CHART 2 - 11	2 JUN 22
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CHART 2 - 13-1	15 DEC 22	CHART 2 - 12	3 JUN 21			CHART 2 - 13-1	2 JUN 22
CHART 2 - 14	29 JUN 23	CHART 2 - 12-1	19 DEC 19			CHART 2 - 14	6 APR 23
CHART 2 - 14-1	29 JUN 23	CHART 2 - 13	3 JUN 21			CHART 2 - 14-1	6 APR 23
CHART 2 - 15	15 DEC 22	CHART 2 - 13-1	27 SEP 18			CHART 2 - 15	2 JUN 22
CHART 2 - 15-1	15 DEC 22	CHART 2 - 14	3 JUN 21			CHART 2 - 15-1	5 MAY 22
CHART 2 - 16	15 DEC 22	CHART 2 - 14-1	3 JUN 21			CHART 2 - 16	2 JUN 22
CHART 2 - 16-1	15 DEC 22	CHART 2 - 15	3 JUN 21			CHART 2 - 16-1	2 JUN 22
CHART 2 - 17	15 DEC 22	CHART 2 - 15-1	19 DEC 19			CHART 2 - 16-2	2 JUN 22
CHART 2 - 17-1	15 DEC 22	CHART 2 - 16	3 JUN 21			CHART 2 - 16-3	5 MAY 22
CHART 2 - 18	15 DEC 22	CHART 2 - 16-1	19 DEC 19			CHART 2 - 17	6 APR 23
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CHART 2 - 19	24 AUG 23	CHART 2 - 17-1	19 DEC 19			CHART 2 - 17-2	17 NOV 22
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		CHART 2 - 18-1	27 SEP 18			CHART 2 - 18	2 JUN 22
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		CHART 2 - 19-1	21 OCT 21				
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		CHART 2 - 22-1	21 OCT 21				

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2 - 3	4 MAY 23	2 - 3	9 MAY 19
2 - 4	4 MAY 23	2 - 4	9 MAY 19
2 - 5	27 JUL 23	2 - 5	16 DEC 21
2 - 6	27 JUL 23	2 - 6	16 DEC 21
2 - 7	**21 SEP 23**	2 - 7	17 NOV 22
2 - 8	**21 SEP 23**	2 - 8	17 NOV 22
2 - 9	30 JUN 22	2 - 9	10 FEB 22
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CHART 2 - 11	27 JUL 23	CHART 2 - 9-1	2 JUN 22
CHART 2 - 11-1	22 SEP 22	CHART 2 - 10	16 DEC 21
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CHART 2 - 13-1	22 SEP 22	CHART 2 - 12	16 DEC 21
CHART 2 - 14	27 JUL 23	CHART 2 - 12-1	16 DEC 21
CHART 2 - 14-1	27 JUL 23	CHART 2 - 13	15 DEC 22
CHART 2 - 15	27 JUL 23	CHART 2 - 13-1	15 DEC 22
CHART 2 - 15-1	22 SEP 22	CHART 2 - 14	15 DEC 22
CHART 2 - 16	**21 SEP 23**	CHART 2 - 14-1	15 DEC 22
CHART 2 - 16-1	**21 SEP 23**	CHART 2 - 15	15 DEC 22
CHART 2 - 17	27 JUL 23	CHART 2 - 15-1	15 DEC 22
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CHART 2 - 19	**21 SEP 23**	CHART 2 - 17-1	9 MAY 19
CHART 2 - 19-1	**21 SEP 23**		
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CHART 2 - 20-1	27 JUL 23		
CHART 2 - 21	27 JUL 23		
CHART 2 - 21-1	29 JUN 23		
CHART 2 - 22	27 JUL 23		
CHART 2 - 22-1	27 JUL 23		
CHART 2 - 23	27 JUL 23		
CHART 2 - 23-1	27 JUL 23		
CHART 2 - 24	27 JUL 23		
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CHART 2 - 25	27 JUL 23		
CHART 2 - 25-1	27 JUL 23		
CHART 2 - 26	27 JUL 23		
CHART 2 - 27	4 MAY 23		

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GEN 0.6 TABLE OF CONTENTS TO PART 1

Change : Amended phrases.

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9. ANNEX 9 Facilitation (12th Edition, Amendment 20)

Reference	차이점	Difference
Chapter 2		
2.10	출입국관리국과 세관 당국에 의해 항공기입출국보고서(GD)의 제출이 요구되며, 부록1 규정과 일부 상이. 당분간 동 요건은 삭제 불가함.	Presentation of General Declaration is required by the Immigration and Customs authorities, and the format of the General Declaration slightly differs from Appendix 1. For the present, it is not possible to eliminate this requirement.
2.12	운영상 사유로 여객명부(PM)의 제출이 요구됨. PM서식은 부록2와 약간 상이.	Presentation of a Passenger Manifest is required for operational reasons. The format of the Passenger Manifest is slightly different from Appendix 2.
2.14	세관당국은 기내 탑재된 비품에 대한 서면보고 의무화.	A written Customs Declaration of stores remaining on board aircraft is required.
Chapter 3		
3.21*	거류 외국인이 1년 이상 외국 체류시 재입국사증이 필요.	Re-entry visas are required for resident aliens who stay out of the Republic of Korea for more than one year.
3.23*	필요한 경우에 한하여 인터뷰를 위한 출석 요구.	In case of need, Applicant for issuance of entrance visa should attend the immigration office for the interview.
3.24	단수사증의 유효기간은 발급일로부터 3월임.	A single visa for only one-time entry into the Republic of Korea is valid for 3 months from the issuing date.
3.26*	출입국신고서 제출이 요청됨.	Presentation of the Embarkation/Disembarkation(E/D) cards are required.
3.27	출입국신고서 제출 시 주소와 직업 등 부가사항을 작성하여야 함.	Additional information including address and occupation must be written on the Embarkation/Disembarkation cards.
3.29	출입국신고서는 항공기운용자의 부담으로 제공.	E/D cards are provided by operator at its expense.
3.34	일시방문객의 출국시 수입통관증명서가 요구됨.	Income-tax clearance certificates are required when visitors depart.
3.57*	국내 두 곳 이상의 공항 입항 시 공항별 입국절차 수행.	A passenger who arrives on an international flight, making two or more stops at international airports within the territory of the Republic of Korea, is required to be cleared through border control formalities at each airport.
3.62	위탁수하물에 대한 운송처리를 잘못하여 다른 항공기로 운송하여야 할 경우에는 별도의 보안조치를 한 후에 탑재할 수 있음.	Baggage can be transported to/by another aircraft, after completing separate security steps.
Chapter 4		
4.20	국내 관세법상 부가서류 필요.	Under Article 245 (Document to be submitted at Time of Declaration) of Custom Act, additional documents are required for export clearance.
4.32*	오류의 반복방지를 위해 행정제재 가능.	Customs "may impose a administrative to discourse repetition of errors".
Chapter 6		
6.25	항공기 급유시 여객은 휴대물품을 가지고 내리도록 하고 있음.	When the aircraft refueling, passengers carry down their baggage with them.

Change : Amended phrase(yea → year).

10. ANNEX 10 Aeronautical Telecommunications

Reference	차이점	Difference
Volume I (6th Edition, Amendment 86) : NIL Volume II (6th Edition, Amendment 89) : NIL Volume III (2th Edition, Amendment 86) : NIL Volume IV (4th Edition, Amendment 86) : NIL Volume V (2th Edition, Amendment 86) : NIL		

11. ANNEX 11 Air Traffic Services (13th Edition, Amendment 49)

Reference	차이점	Difference
NIL		

12. ANNEX 12 Search and Rescue (8th Edition, Amendment 18)

Reference	차이점	Difference
Chapter 2		
2.2.1.1	대한민국은 해양 수색구조구역(SRR)이 FIR보다 넓음.	The Search and Rescue Region (SRR) is larger than the Flight Information Region (FIR) in the Republic of Korea.

13. ANNEX 13 Aircraft Accident and Incident Investigation (10th Edition, Amendment 14)

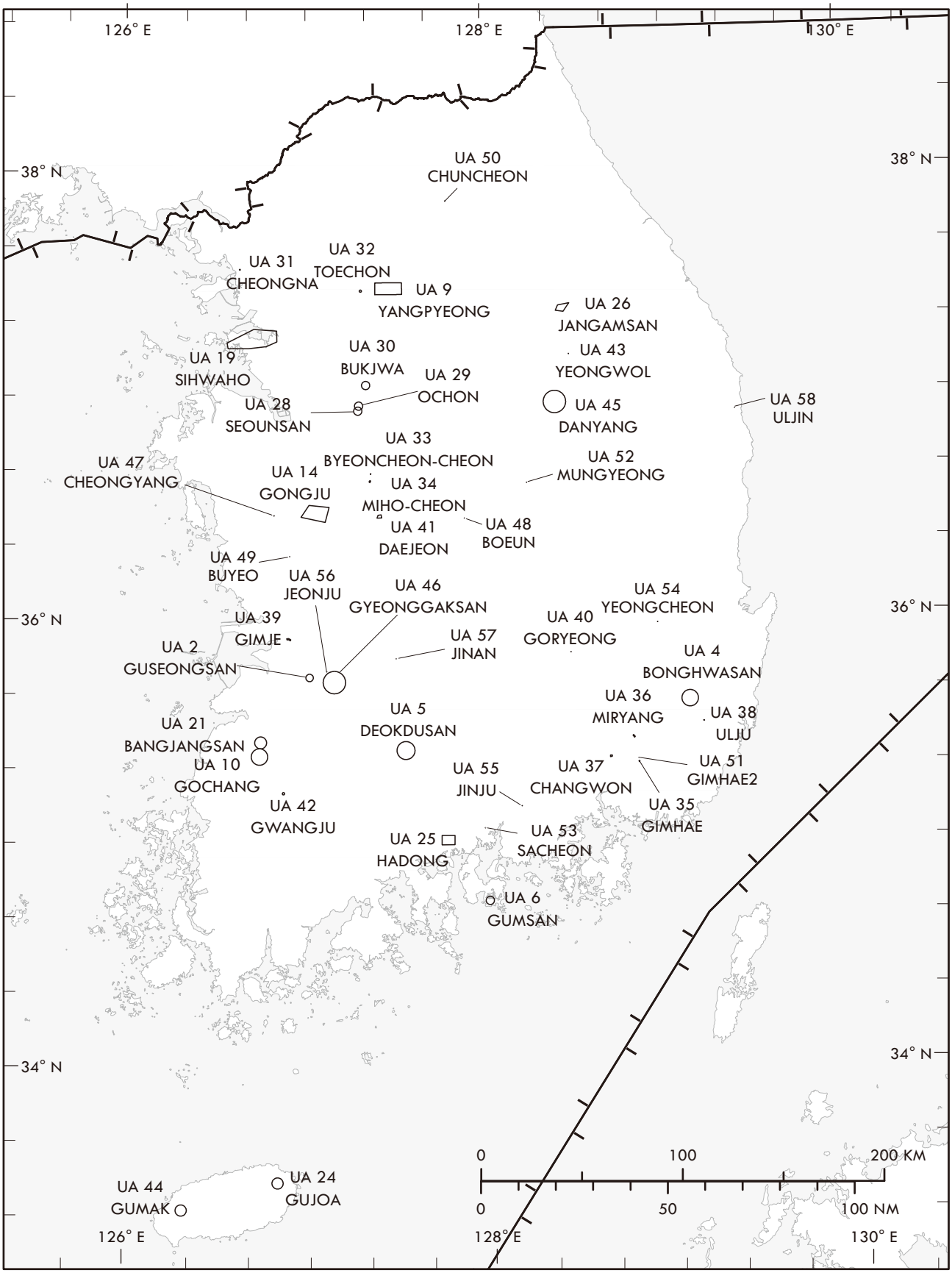
Reference	차이점	Difference
NIL		

14. ANNEX 14 Aerodromes

Reference	차이점	Difference
Volume I - Aerodrome Design and Operations (6th Edition, Amendment 11B)		
Chapter 1		
1.0.1	대한민국은 “Aerodrome Certificate"의 용어를 공항운영증명서(Airport Operating Certificate)로 정의함.	The Republic of Korea defines "Aerodrome Certificate" in ICAO Annex 14 as "Airport Operating Certificate". * Airport Operating Certificate means a certificate, issued by Ministry of Land, Infrastructure and Transport.
1.4.2	대한민국은 국제 운항을 하는 공항에 공항운영증명을 하며 공공용비행장의 경우 필요한 경우 공항운영증명을 하도록 규정함.	The Republic of Korea certifies airports used for international operations mandatorily and the certification will be expanded to other airports open to public use.
Chapter 3 (Physical Characteristics)		
3.4.10	대한민국은 활주로, 활주로 갓길 및 정지로 표면과 연결되는 착륙대 표면의 높이 차이를 7.5 cm 이하로 허용함.	The Republic of Korea allows the height of at or less than 7.5 cm height from the surface of the runway, shoulder or stopway to the surface of the portion of a strip that abuts a runway, shoulder or stopway.
3.5.9	대한민국은 이륙상승표면 대신 진입표면을 적용함.	The Republic of Korea applies the approach surfaces instead of the take-off climb surfaces.
3.11.5	대한민국은 유도로 또는 유도로 갓길 표면과 연결되는 유도로대 표면의 높이 차이를 7.5 cm 이하로 허용함.	The Republic of Korea allows the height of at or less than 7.5 cm height from the surface of the taxiway or shoulder to the surface of the portion of a strip that abuts a taxiway or shoulder.
3.12.9	대한민국은 이륙상승표면 대신 진입표면을 적용함.	The Republic of Korea applies the approach surfaces instead of the take-off climb surfaces.

AERIAL SPORTING AND RECREATIONAL ACTIVITIES -INDEX CHART

The entire area within Incheon FIR is designated as Ultralight vehicle flight restricted area except the following areas



Change : Establishment of UA 47~58.

RADIO FACILITY - INDEX CHART

TO BE DEVELOPED

2		e. 2 Supplementary water tank trucks : 12 000 L(2) f. 3 Ambulances g. 1 Rescue truck h. 1 Commanding vehicle i. 1 Aircraft rescue fire-fighting stair vehicle j. 1 Emergency relief
3	Capability for removal of disabled aircraft	a. Specialized aircraft recovery equipment(six 30 ton, two 40 ton Pneumatic lifting bags and inflation equipment), Four 100 ton hydraulic recovery jacks, one set of tethering equipment and other accessory equipment available for up to B747 size aircraft can be provided by IIAC, airlines and agencies. b. Coordinator : Emergency Management Center (+82-32-741-2961)
4	Remarks	* ARFF (Aircraft Rescue and Fire-fighting)

RKSI AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	a. 21 Towed runway jet sweeper(working width : up to 8.61 m) b. 28 Compact runway jet sweeper(working width : up to 5.5 m) c. 7 Snow blower(working width : up to 2.5 m) d. 6 Liquid material sprayers(working width : up to 24 m) e. 4 Solid material spreader(working width : up to 5 m) f. 6 Snow plow(working width : up to 3.2 m)
2	Clearance priorities	a. First 1) RWY 15L/33R, 16L/34R 2) TWY A, C, D, N 3) Rapid exit taxiways(C1, C2, C4, C5, D1, D6, N2, N3, N4, N5) and right angle taxiways(S, W, G, J, K, L, A7, A8, A19, N6, N7, M7, M8, M9, M10, M15, M16, M17) 4) Apron taxiways b. Second 1) RWY 15R/33L, 16R/34L 2) TWY B, M, P 3) Rapid exit taxiways and right angle taxiways connecting RWY 15R/33L, 16R/34L or TWY B, M, P 4) Aircraft stand taxilanes 5) Apron taxiways c. Third Other areas except the first and second
3	Remarks	NIL

RKSI AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS / POSITIONS DATA

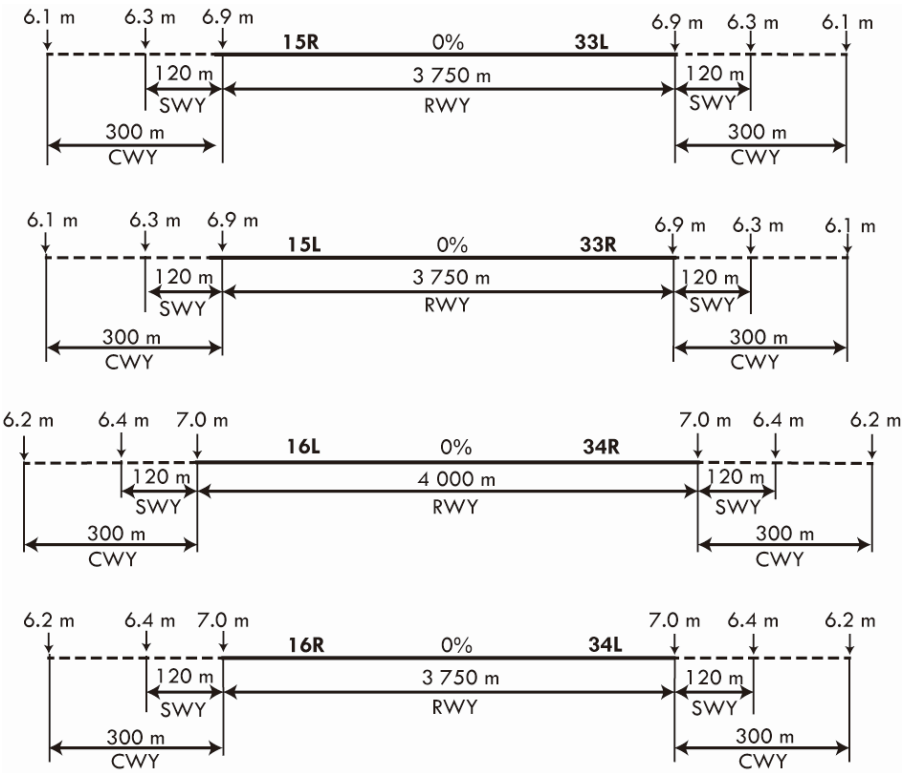
1	Designation, Apron(Ramp) surface and strength	a. Apron1 : Concrete PCN 86/R/B/X/T b. Apron2 : Concrete PCN 86/R/B/X/T c. Apron3 : Concrete PCN 85/R/B/X/T d. Apron4 : Concrete PCN 85/R/B/X/T e. Cargo Apron1 : Concrete PCN 86/R/B/X/T f. Cargo Apron2 : Concrete PCN 85/R/B/X/T g. Maintenance Apron : Concrete PCN 86/R/B/X/T
2	Designation, Taxiway width, surface and strength	Taxiway width, surface and strength : a. Width : 30 m - Shoulder of TWY A/B/C/D : 15 m (Paved 12 m, Turfed 3 m) - Shoulder of TWY M/N/P : 15 m (Paved) b. Surface : Asphalt, Concrete c. Strength TWY A, D : Concrete 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 PCN 75/F/B/X/T TWY P : Asphalt PCN 75/F/B/X/T
3	Altimeter check location and elevation	Every specified stands (Refer to Aircraft Parking / Docking Chart)
4	VOR check point	See AD Chart
5	INS check points	INS Checkpoints : Every specified stand (Refer to Aircraft Parking / Docking Chart)
6	Remarks	NIL

RKSI AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of Mode S transponder on the ground	
1.1	General	This system using Mode S transponder improves the accuracy and the reliability of the ground movement monitoring system.
1.2	ACFT equipped with Mode S transponder	ACFT operators shall ensure that Mode S transponders are able to operate when ACFT is on the ground.
1.2.1	Departing ACFT	Prior to push-back or taxiing from a parking stand whichever comes first : - Enter, using either FMS mode or transponder control unit, the flight identification as specified in item 7 of the ICAO flight plan(ex. KAL123, AAR 456) or enter in the absence of flight identification, the ACFT registration. - Select XPNDR or its equivalent in relation to specifications on the installed model. - If function is available, select AUTO mode. - Do not select Off or SDBY functions. - Set Mode A code assigned by ATC. Lining up - Select TA/RA.
	Arriving ACFT	After landing and until the ACFT is stationary at parking stand : - Maintain XPNDR or its equivalent in relation of specification of the installed model. - Do not select OFF and SDBY functions. - Maintain Mode A code assigned by ATC. When ACFT is stationary at the parking stand, select OFF or SDBY.
	Other cases of taxiing ACFT	- Select XPNDR or its equivalent in relation to specifications of the installed model. - If function is available, select AUTO mode. - Do not select the OFF and SDBY function. - Set Mode A code to 2000.
1.3	ACFT not equipped with Mode S transponder or with an unserviceable Mode S transponder	Departing ACFT : - Maintain Mode A+C transponder in the ON position until lining up. Arriving ACFT : - Maintain Mode A+C transponder in the ON position and Mode A code assigned by ATC until parking stand. Other cases of taxiing ACFT : - Select A+C transponder in the ON position or its equivalent in relation to specifications of the installed model. - Do not select the OFF and SDBY function. - Set Mode A code to 2000. Fully parked on stand : - Select OFF or SDBY position.
2	RWY and TWY marking and LGT	a. Runway 1) Lights - Edge lights are installed at 60 m intervals on all runways. - Centerline lights are installed at 15 m intervals on all runways. 2) Markings Runway edges, Touchdown zones, Aiming points and Center line b. Taxiway 1) Lights - Edge lights are installed at 15 m intervals on all TWY curved areas and 60 m intervals of markers are in the rest of areas. - Centerline Lights are installed at 3.75~7.5 m intervals on all TWY curved areas and 15 m intervals in the rest of areas. - Aircraft stand maneuvering guidance lights (SMGL) are installed to facilitate the positioning of the aircraft at the stand (Passenger Apron and Concourse). The lights to delineate the lead-in are spaced with not more than 7.5 m intervals in the curves and 15 m intervals on the straight sections. 2) Markings - TWY & taxilane centerline markings are marked with a yellow solid line on the black base on all specified taxiways designated as the SMGCS (Surface Movement Guidance & Control System) taxiway routes. - Holding position markings are installed on TWY D, G, L, N1, N6, N7 and S for ILS sensitive area in the form of trapezoid as recommended by ICAO (Annex 14). - Geographic position markings are located on the TWYs and Apron Areas and are used to identify the location of taxiing aircraft or vehicles during low visibility conditions. In conjunction with use of ASDE, they provide geographic position of A/C and vehicles if ASDE is unserviceable. 3) Signs - ILS Taxi-holding position signs are marked as "CAT II/III". - Runway holding position lines and signs are installed on taxiways G, B1, B6, L, S, P1, P12 and P13 substitute for the ILS sensitive area taxi-holding position.

Change : Information of TWY(B7 → B6).

7. Slope of RWY-SWY



SWY dimensions(m)	CWY dimensions(m)	Strip dimensions(m)	RESA dimensions(m)	Location & description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
120 × 60 120 × 60	300 × 150 300 × 150	4 110 × 300	240 × 150 240 × 150	NIL	Conforms to the standards specified in Annex 14, Chapter 4.	The surface of RWY 15R/33L, 15L/33R, 16L/34R, 16R/34L and Rapid exit taxiways are grooved.
120 × 60 120 × 60	300 × 150 300 × 150	4 110 × 300	240 × 150 240 × 150	NIL		
120 × 60 120 × 60	300 × 150 300 × 150	4 360 x 300	240 × 150 240 × 150	NIL		
120 × 60 120 × 60	300 × 150 300 × 150	4 110 × 300	240 × 150 240 × 150	NIL		

※ Scheduled Preventive Maintenance Time

- 16R/34L : Every 3 days from the 1st day of the month(1500-1900 UTC) (for example May 1, 4, 7, 10... etc.)
- 15R/33L and 15L/33R : Every 3 days from the 2nd day of the month(1500-1900 UTC) (for example May 2, 5, 8, 11... etc.)
- 16L/34R : Every 3 days from the 3rd day of the month(1500-1900 UTC) (for example May 3, 6, 9, 12... etc.)
  - During the Scheduled Preventive Maintenance Time Take-offs and landings are prohibited. But, ground maneuvering is allowed under ATC instructions.
  - A 30 minutes prior request is required to use the closed runway for take-offs and landings.

RKSI AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
15R	**3 750**	**4 050**	**3 870**	**3 750**	NIL
15R	3 560	3 860	3 680	-	Take-off from intersection at TWY B6*
15R	3 000	3 300	3 120	-	Take-off from intersection at TWY K*
15R	2 550	2 850	2 670	-	Take-off from intersection at TWY B5
15R	2 250	2 550	2 370	-	Take-off from intersection at TWY B4
15R	2 460	2 760	2 580	-	Take-off from intersection at TWY C8
33L	**3 750**	**4 050**	**3 870**	**3 750**	NIL
33L	3 560	3 860	3 680	-	Take-off from intersection at TWY B1*
33L	3 000	3 300	3 120	-	Take-off from intersection at TWY J*
33L	2 550	2 850	2 670	-	Take-off from intersection at TWY B2
33L	2 250	2 550	2 370	-	Take-off from intersection at TWY B3
33L	2 520	2 820	2 640	-	Take-off from intersection at TWY C3
15L	**3 750**	**4 050**	**3 870**	**3 750**	NIL
15L	3 000	3 300	3 120	-	Take-off from intersection at TWY K*
15L	2 550	2 850	2 670	-	Take-off from intersection at TWY D6**
33R	**3 750**	**4 050**	**3 870**	**3 750**	NIL
33R	3 000	3 300	3 120	-	Take-off from intersection at TWY J*
33R	2 550	2 850	2 670	-	Take-off from intersection at TWY D1

Change : Information of TWYs(B7 → B6, B6 → B5, B5 → B4) and Establishment of declared distances for RWY 15R, 33L.

RKSI AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulations

1.1 Pilots are strongly required to monitor VHF 121.5 MHz when flying within SEOUL TMA.

1.2 Pilots shall exercise extreme caution to avoid penetrating Prohibited Area (P518, P73A/B, etc) or Special Use Airspace (ACMI, R17, etc), especially when flying north of R 270 and R 080 NCN around Incheon INTL Airport. (Refer to RKSI AD 2.19 Radio Navigation and landing Aids.)

1.3 Pilots should always make sure that microphones are not stuck in the transmitting position before transmission in order to prevent frequency blockage (stuck mike) from impairing ATC.

1.4 High Intensity Runway Operation(HIRO)
HIRO will be in force when runway surface condition is dry and adverse weather condition is not present. When HIRO are in force, ATC will inform via ATIS(Phrase : High Intensity Runway Operation in force. Minimum Runway Occupancy Time required) or RTF.

1.4.1 Landing Procedures

a. During HIRO in force, pilots are strongly requested to use the following preferred rapid exit taxiways or vacate the landing runway within 60 SEC of timeframe. Aircraft unable to comply with these procedures should notify ATC as early as possible.

b. Pilots are encouraged to apply proper deceleration technique take into account the following distance information of rapid exit taxiway to avoid decelerating to taxi speed on midpoint of landing runway and minimize runway occupancy time.

RWY	Rapid Exit Taxiway	Distance from Threshold
15L	**C2**	7 381 ft / 2 250 m
	C1, **D1**(to cargo apron 1, 2)	8 418 ft / 2 566 m
15R	**B3**	7 381 ft / 2 250 m
	B2	8 418 ft / 2 566 m
33L	**B4**	7 381 ft / 2 250 m
	B5	8 418 ft / 2 566 m
33R	**C4**	7 381 ft / 2 250 m
	C5, **D6**(to cargo apron 1, 2)	8 418 ft / 2 566 m
16L	**N3**	6 725 ft / 2 050 m
	N2	8 366 ft / 2 550 m
34R	**N4**	6 725 ft / 2 050 m
	N5	8 366 ft / 2 550 m
16R	**P6**	5 249 ft / 1 600 m
	P5	6 233 ft / 1 900 m
	P4	7 218 ft / 2 200 m
	P2	8 202 ft / 2 500 m
34L	**P7**	5 249 ft / 1 600 m
	P8	6 233 ft / 1 900 m
	P10	7 218 ft / 2 200 m
	P11	8 202 ft / 2 500 m

Note 1 : Preferred rapid exit taxiways are in bold and underlined.
Note 2 : The design speed of all RET is 50 kt.

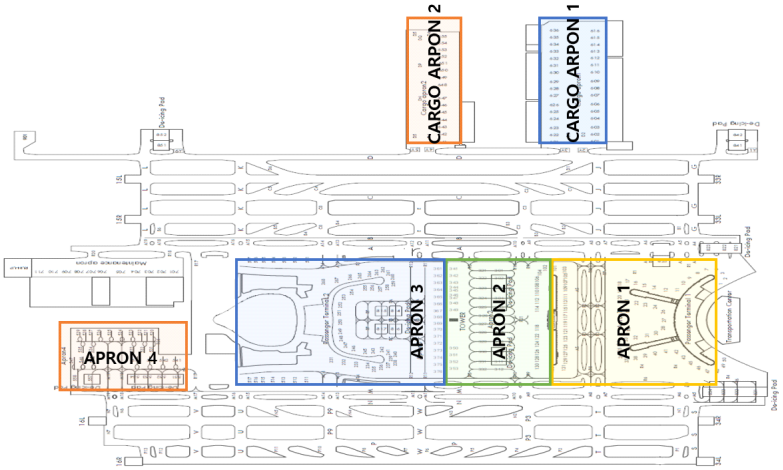
c. After landing, aircraft are not to stop on rapid exit taxiway to awaiting instructions from ATC but should continue taxi via the following taxi procedures, unless otherwise instructed by ATC.

RWY	Preferred RET	Standard Taxi Procedures
15L	C2	During HIRO in force, any landing aircraft to Apron 1·2·3·4 should continue taxi to TWY J then hold short of RWY 15R on TWY J. Remain on the TWR FREQ. (refer SMGCS - Arrival Taxi Route Chart)
	D1	During HIRO in force, any landing aircraft to Cargo Apron 1·2 should continue taxi via TWY D to appropriate Transfer of Control Point(TCP) of parking gate/stand. (refer SMGCS – Arrival Taxi Route Chart)
15R	B3	During HIRO in force, any landing aircraft to Apron 1·2·3·4 should continue taxi via TWY B to appropriate Transfer of Control Point(TCP) of parking gate/stand. Remain on the TWR FREQ. (refer SMGCS - Arrival Taxi Route Chart)

Change : Information of TWYs(B6 → B5, B5 → B4).

RWY	Preferred RET	Standard Taxi Procedures
33L	B4	During HIRO in force, any landing aircraft to Apron 1·2·3·4 should continue taxi via TWY B to appropriate Transfer of Control Point(TCP) of parking gate/stand. (refer SMGCS - Arrival Taxi Route Chart)
33R	C4	During HIRO in force, any landing aircraft to Apron 1·2·3·4 should continue taxi to TWY K then hold short of RWY 33L on TWY K. Remain on the TWR FREQ. (refer SMGCS - Arrival Taxi Route Chart)
	D6	During HIRO in force, any landing aircraft to Cargo Apron 1·2 should continue taxi via TWY D to appropriate Transfer of Control Point(TCP) of parking gate/stand. (refer SMGCS – Arrival Taxi Route Chart)
16L	N3	During HIRO in force, all landing aircraft should continue taxi via TWY N to appropriate Transfer of Control Point(TCP) of parking gate/stand. (refer SMGCS - Arrival Taxi Route Chart)
34R	N4	During HIRO in force, all landing aircraft should continue taxi via TWY N to appropriate Transfer of Control Point(TCP) of parking gate/stand. (refer SMGCS - Arrival Taxi Route Chart)
16R	P6	During HIRO in force, all landing aircraft should continue taxi to TWY T then hold short of RWY 16L on TWY T. Remain on the TWR FREQ. (refer SMGCS - Arrival Taxi Route Chart)
34L	P7	During HIRO in force, all landing aircraft should continue taxi to TWY U then hold short of RWY 34R on TWY U. Remain on the TWR FREQ. (refer SMGCS - Arrival Taxi Route Chart)

d. Diagram of Apron 1·2·3·4 and Cargo Apron 1·2



1.4.2 Departure Procedures

a. Pilots are strongly encouraged to check the availability of intersection departure before start-up. Declared distance for intersection departure are detailed in AD 2.13 DECLARED DISTANCES. For the purpose of performance calculations the standard intersection departure points are :

- RWY 15R - B6 / K
- RWY 33L - B1 / J
- RWY 16L - N6 / V / U
- RWY 34R - N1 / T

b. Intersection departures may be initiated by ATC to expedite traffic flow. Pilots must advise ATC if they are not able to comply with this request to prevent additional delay or sequence change.

c. ATC will consider all aircrafts at the RWY holding point as able to commence line-up and take-off roll immediately on receiving clearance from ATC, unless otherwise instructed. Pilots should note that ATC expects pre-departure cockpit checks to be completed prior to entering the runway and take-off checks that must be made on the runway are kept to the minimum required. Pilots not ready when reaching the RWY holding point shall advise ATC as early as possible before reaching to RWY holding point.

d. When line-up or take-off clearance is issued, ATC will expect and has planned on seeing movement within 10 seconds.

e. Normally ATC will apply ICAO wake vortex separation minima between successive departures. If more separation than prescribed minima is required, pilot shall notify ATC before entering the RWY.

Change : Information of TWYs(B7 → B6, B5 → B4) and diagram of apron.

8. CAT I Operations

8.1 Pilots are warned that during ILS CAT-I operations to RWY 15L and 33R aircraft may experience GP signals' fluctuation or interference caused by aircraft taxiing in the vicinity of the GP aerial.
Pilots should therefore closely monitor their ILS approach profile and rate of descent.

8.2 CAT I taxi routes are the same as CAT II/III taxi routes, refer to low visibility procedure diagram pages.

9. CAT II / III Operations

9.1 General

Incheon International Airport RWY 15L, RWY 15R, RWY 16L, RWY 16R, RWY 33L, RWY 33R, RWY 34L and RWY 34R have ILS CAT III equipments. Low Visibility Procedures are established for operation in a visibility of less than RVR 550 m or a cloud ceiling of less than 60 m (200 ft) or less.

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

9.2 Aircraft operators must obtain approval from Administrator of Seoul Regional Aviation Administration prior to conducting any low visibility operations at Incheon International Airport.

1. Approval for CAT II/III Operations

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

Flight Operations Division
Seoul Regional Aviation Administration
47, Gonghang-ro 424 beon-gil, Jung-gu, Incheon,
400-718, Republic of Korea

TEL : +82-32-740-2154, 5
FAX : +82-32-740-2159

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

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

9.3 Pilots shall be informed when:

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

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

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

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

9.7 Special Procedures and Safeguards

General Special procedures and ground safeguards

Special procedures and ground safeguards will be applied during CAT II/III operations to protect aircraft from operating in low visibility and to avoid interference with the ILS signals in accordance with the provisions of ICAO Doc. 9365 - Manual of All Weather Operations, and the provisions of the Enforcement Regulations of Aviation Act, Article 210-8.

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

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

2. Restrictions of application on CAT-II/III holding positions : TWY G or TWY L

a. When RWY 15L for landing and RWY 15R for departure are in use at the same time, CAT-II/III holding positions on TWY G and L are not applied.
b. When RWY 33L for departure and RWY 33R for landing are in use at the same time, CAT-II/III holding positions on TWY L and G are not applied.

3. Arriving Aircraft

a. Aircraft shall vacate the runway via the designated exit taxiways as follows; Other exit taxiways will not be lit.

RWY 15L - C2, C1, D1 or G
RWY 15R - B3, B2 or G
RWY 33L - B4, B5 or L
RWY 33R - C4, C5, D6 or L
RWY 16L - N3, N2 or S
RWY 16R - P6, P5, P4, P2 or S
RWY 34R - N4, N5 or N7
RWY 34L - P7, P8, P10, P11 or P13

Refer to Low Visibility Procedure diagram Pages.

b. All runway exits have taxiway center-line lead off lights that are color coded (green/yellow) to indicate that portion of the taxiway that is within the ILS sensitive area.

c. Pilots are required to make a 'runway vacated' call giving due allowance for the size of the aircraft to ensure that the entire aircraft have vacated the ILS critical sensitive areas.

4. Departing Aircraft

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

RWY 15L : A → L or D → L
RWY 15R : A → L, D → L, D → K → C → L
RWY 33L : A → G, D → G, D → J → C → G
RWY 33R : A → G, D → G,
RWY 16L : M → N7
RWY 16R : M → V → P → P13, M → N7 → P → P13
RWY 34R : M → S
RWY 34L : M → S, M → T → P → S

Refer to Low Visibility Procedure diagram Pages.

9.8 Practice Approaches

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

10. Apron Safety Management

1. All GSE (Ground Service Equipment) vehicle roadways crossing taxiways or taxi lanes are marked in the form of zipper.

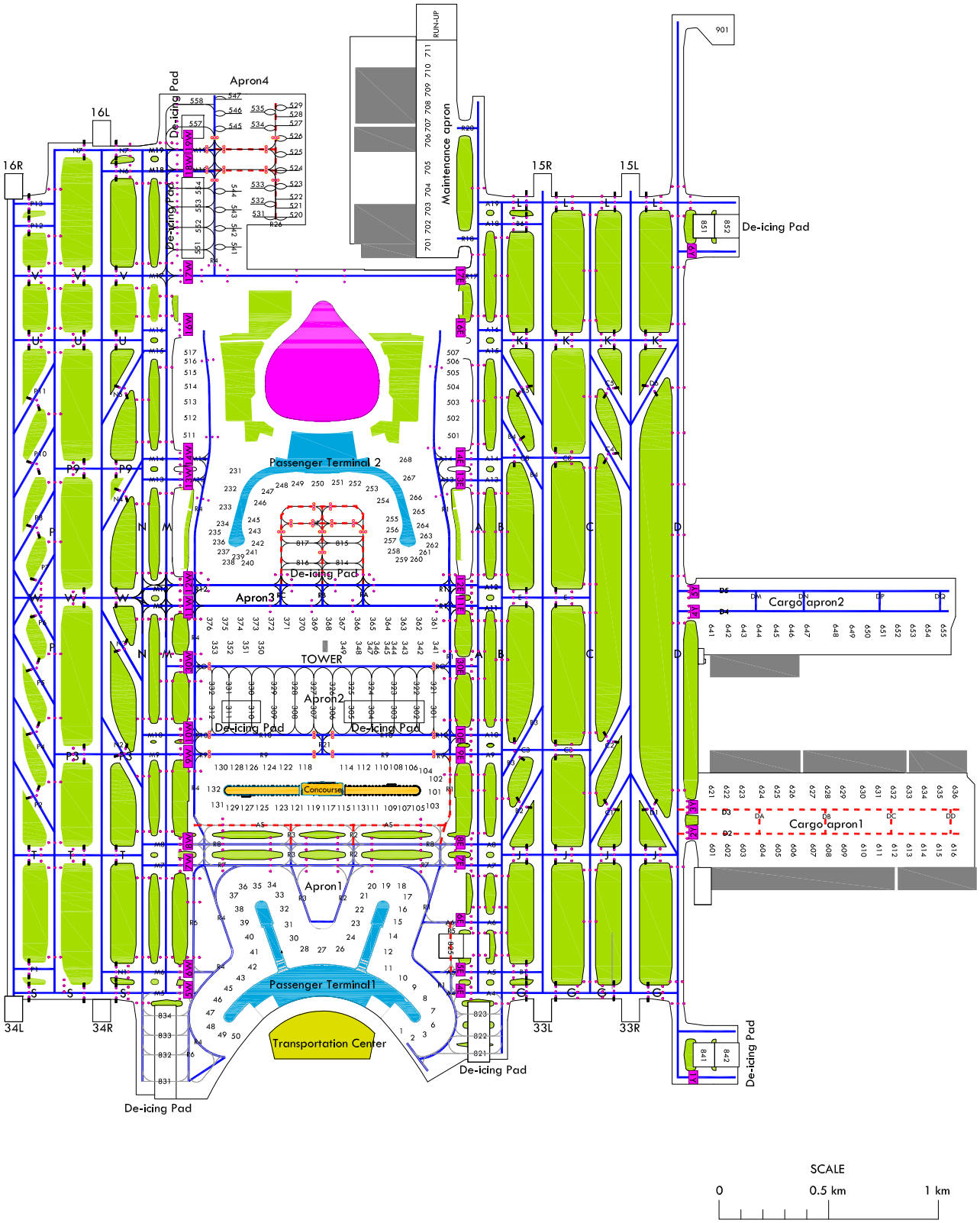
2. Pilots shall pay extra caution to the vehicles and other aircraft while taxiing in apron areas, especially ensuring enough wing-tip clearance.

Change : Information of TWYs(B5 → B4, B6 → B5).

ICAO Code F Aircraft Taxiing Route

LEGEND

- All Aircraft available except A380
- All Aircraft available



Change : Information of taxiing route for all ACFT(C3, C8) and Withdrawal of geographic position marking.

INTENTIONALLY

LEFT

BLANK

LOW VISIBILITY PROCEDURE

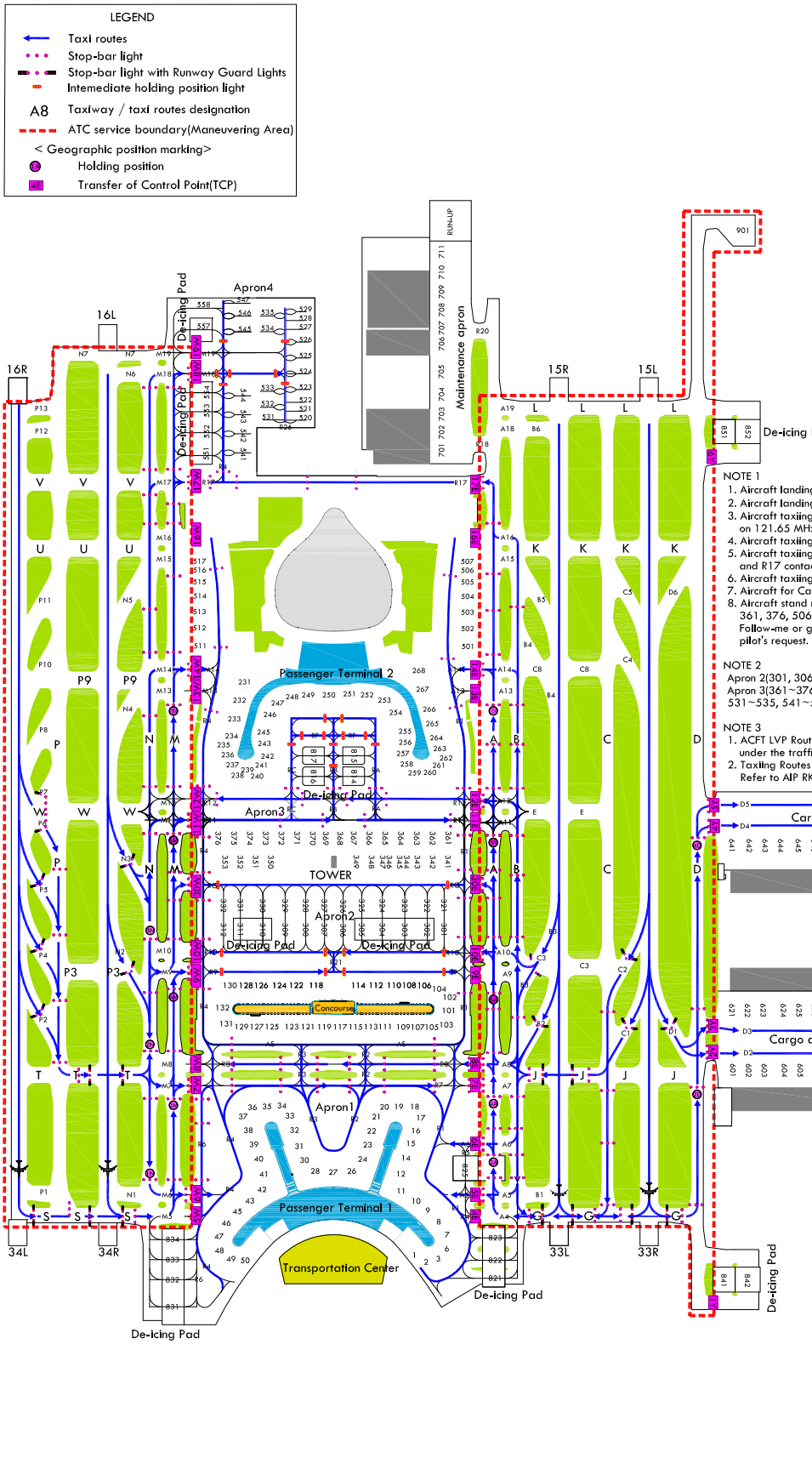
AERODROME ELEV **7** m

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 - Arrival Taxi Route



NOTE 1

1. Aircraft landing on RWY 15L/R contact ground 121.75 MHz.
2. Aircraft landing on RWY 16L/R contact ground 121.7 MHz.
3. Aircraft taxiing via A5, A6, M6, R7 and R8 contact Apron on 121.65 MHz.
4. Aircraft taxiing via R9, R10 and RG contact Apron on 121.8 MHz.
5. Aircraft taxiing via R11, R12, A13, A14, A16, M13, M14, M16 and R17 contact Apron 122.175 MHz.
6. Aircraft taxiing via M18 and M19 contact Apron 123.675 MHz.
7. Aircraft for Cargo Aprons contact Apron 123.325 MHz.
8. Aircraft stand maneuvering guidance lights on stand 361, 376, 506, 507, 516, 517 are not installed. Follow-me or ground marshalling service will be provided at the pilot's request.

NOTE 2

Apron 2(301, 306~309, 312, 321~332, 341~353), Apron 3(361~376, 501~507, 511~517) and Apron 4(520~529, 531~535, 541~547, 558) are for remote apron of PAX ACFT.

NOTE 3

1. ACFT LVP Routes in Apron area can be used in both directions under the traffic situation.
2. Taxiing Routes for A380 ACFT are restricted in some Apron area. Refer to AIP RKSI AD 2-28.

SCALE

0 0.5 km 1 km

Change : Information of geographic position marking.

LOW VISIBILITY PROCEDURE

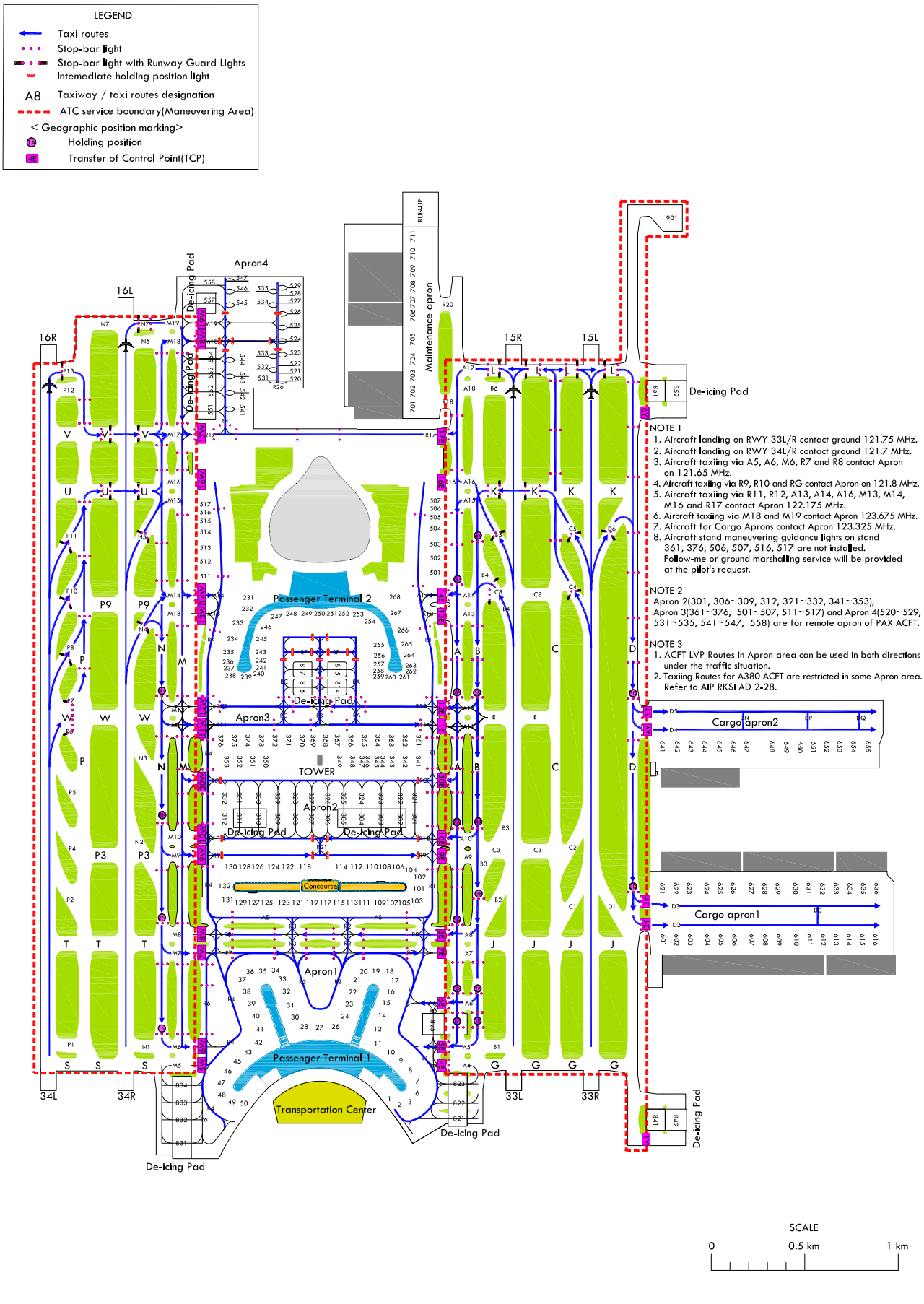
AERODROME ELEV 7 m

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 geographic position marking.

LOW VISIBILITY PROCEDURE

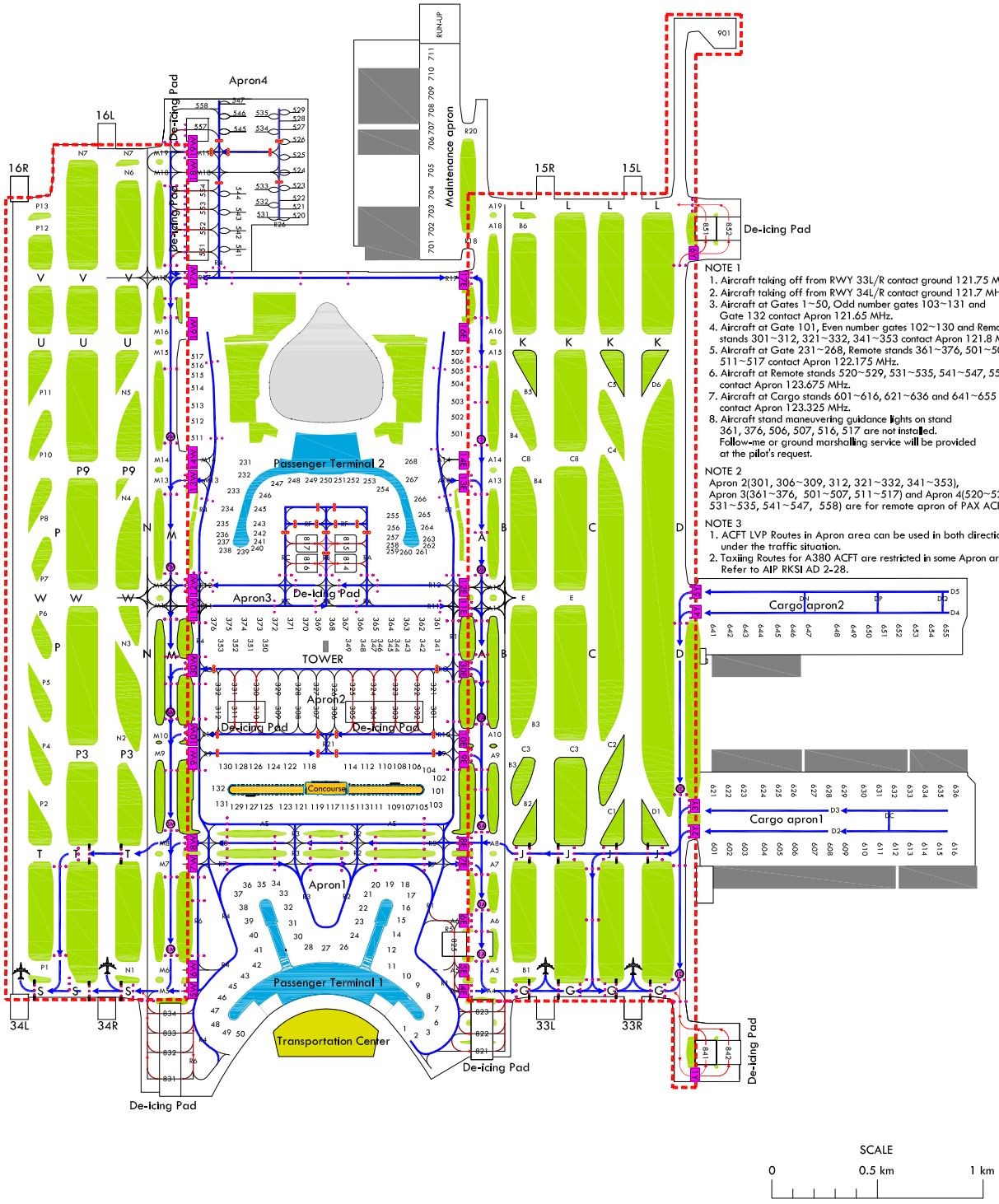
AERODROME ELEV 7 m

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



NOTE 1

1. Aircraft taking off from RWY 33L/R contact ground 121.75 MHz.
2. Aircraft taking off from RWY 34L/R contact ground 121.7 MHz.
3. Aircraft at Gates 1~50, Odd number gates 103~131 and Gate 132 contact Apron 121.65 MHz.
4. Aircraft at Gate 101, Even number gates 102~130 and Remote stands 301~312, 321~332, 341~353 contact Apron 121.8 MHz.
5. Aircraft at Gate 231~268, Remote stands 361~376, 501~507, 511~517 contact Apron 122.175 MHz.
6. Aircraft at Remote stands 520~529, 531~535, 541~547, 558 contact Apron 123.675 MHz.
7. Aircraft at Cargo stands 601~616, 621~636 and 641~655 contact Apron 123.325 MHz.
8. Aircraft stand maneuvering guidance lights on stand 361, 376, 506, 507, 516, 517 are not installed. Follow-me or ground marshalling service will be provided at the pilot's request.

NOTE 2

Apron 2(301, 306~309, 312, 321~332, 341~353), Apron 3(361~376, 501~507, 511~517) and Apron 4(520~529, 531~535, 541~547, 558) are for remote apron of PAX ACFT.

NOTE 3

1. ACFT LVP Routes in Apron area can be used in both directions under the traffic situation.
2. Taxiing Routes for A380 ACFT are restricted in some Apron area. Refer to AIP RKSI AD 2-28.

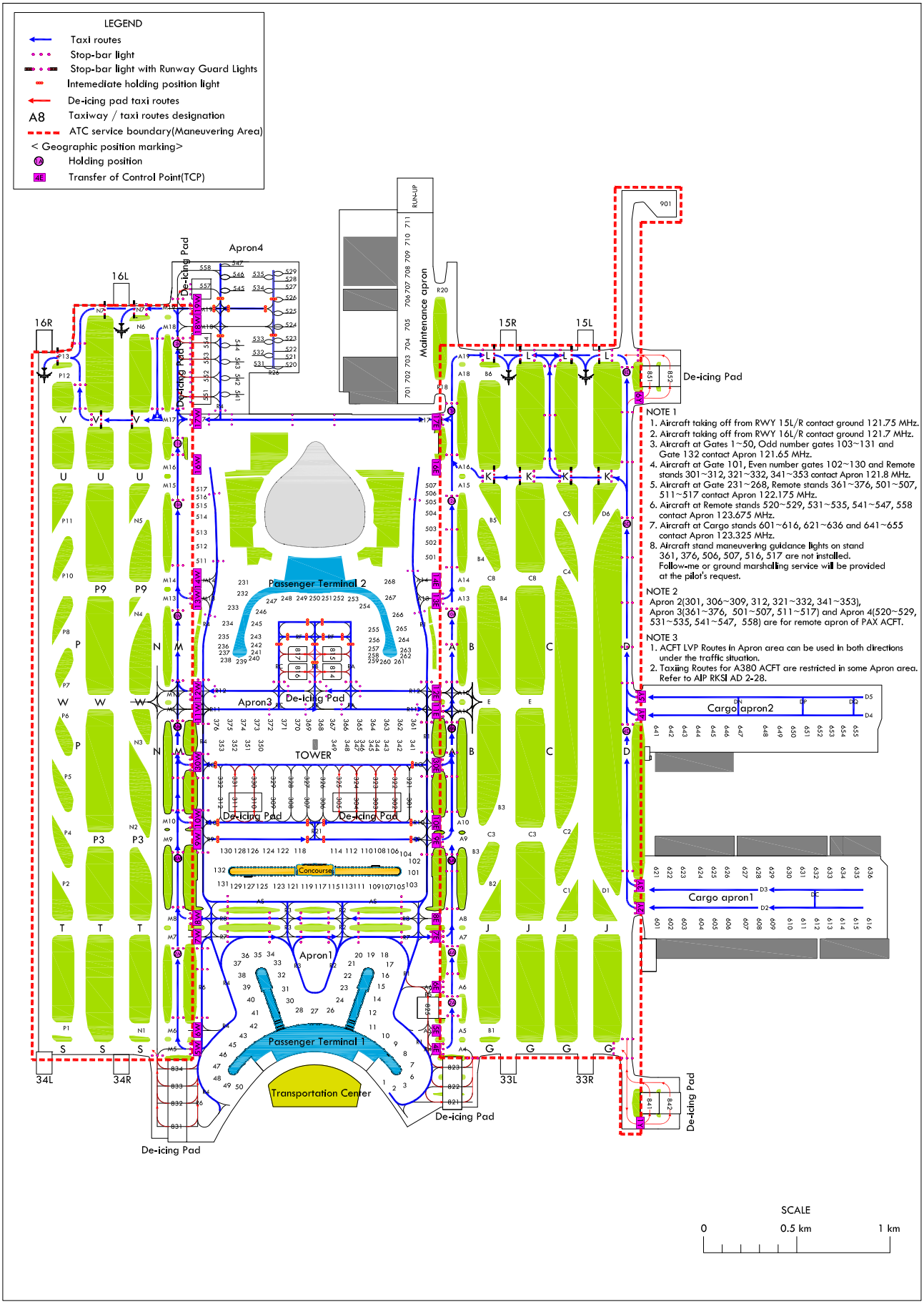
Change : Information of geographic position marking and Establishment of stop-bar light.

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 geographic position marking.

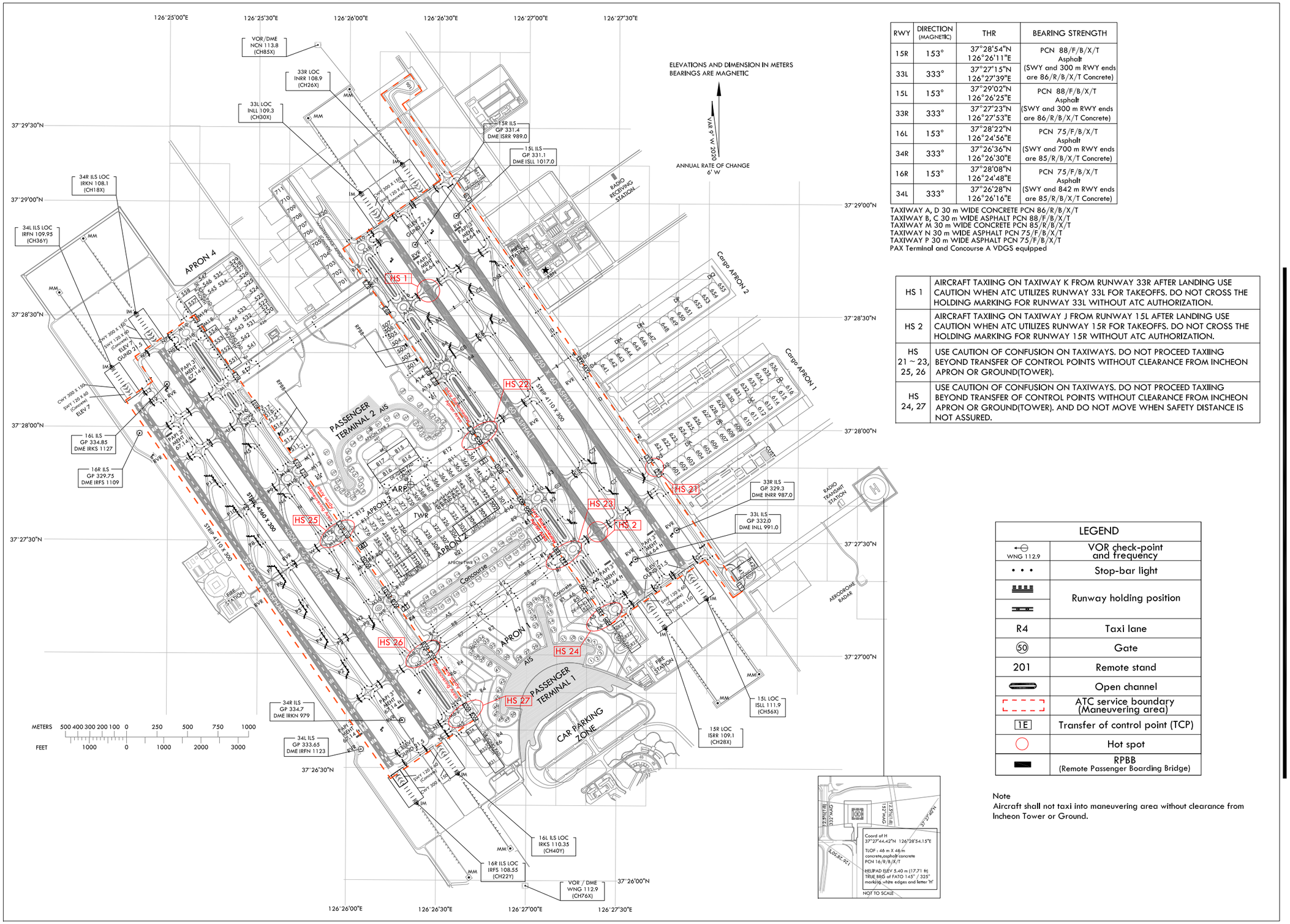
AERODROME CHART - ICAO

37°27'45"N
126°26'21"E

ELEV **7** m

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

SEOUL / Incheon Intl



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

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

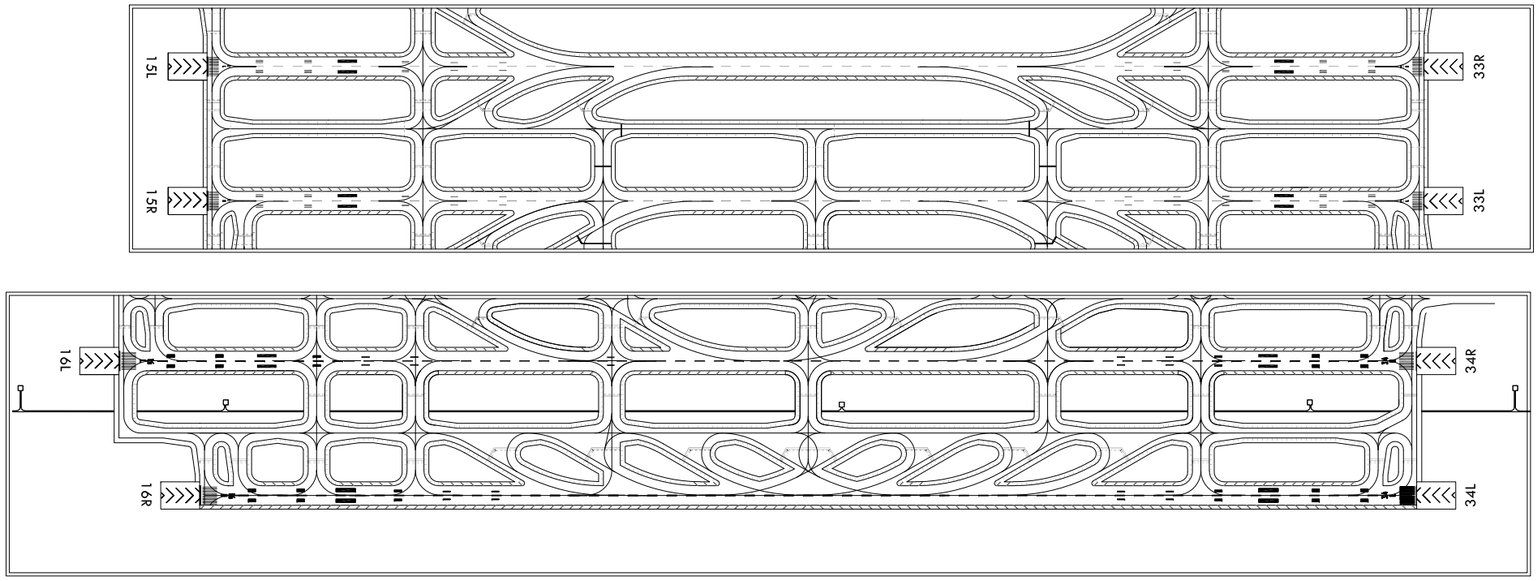
HS 1	AIRCRAFT TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33L WITHOUT ATC AUTHORIZATION.
HS 2	AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 15R WITHOUT ATC AUTHORIZATION.
HS 21 ~ 23, 25, 26	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).
HS 24, 27	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER). AND DO NOT MOVE WHEN SAFETY DISTANCE IS NOT ASSURED.

LEGEND	
WNG 112.9	VOR check-point and frequency
• • •	Stop-bar light
	Runway holding position
R4	Taxi lane
50	Gate
201	Remote stand
	Open channel
	ATC service boundary (Maneuvering area)
1E	Transfer of control point (TCP)
	Hot spot
	RPBB (Remote Passenger Boarding Bridge)

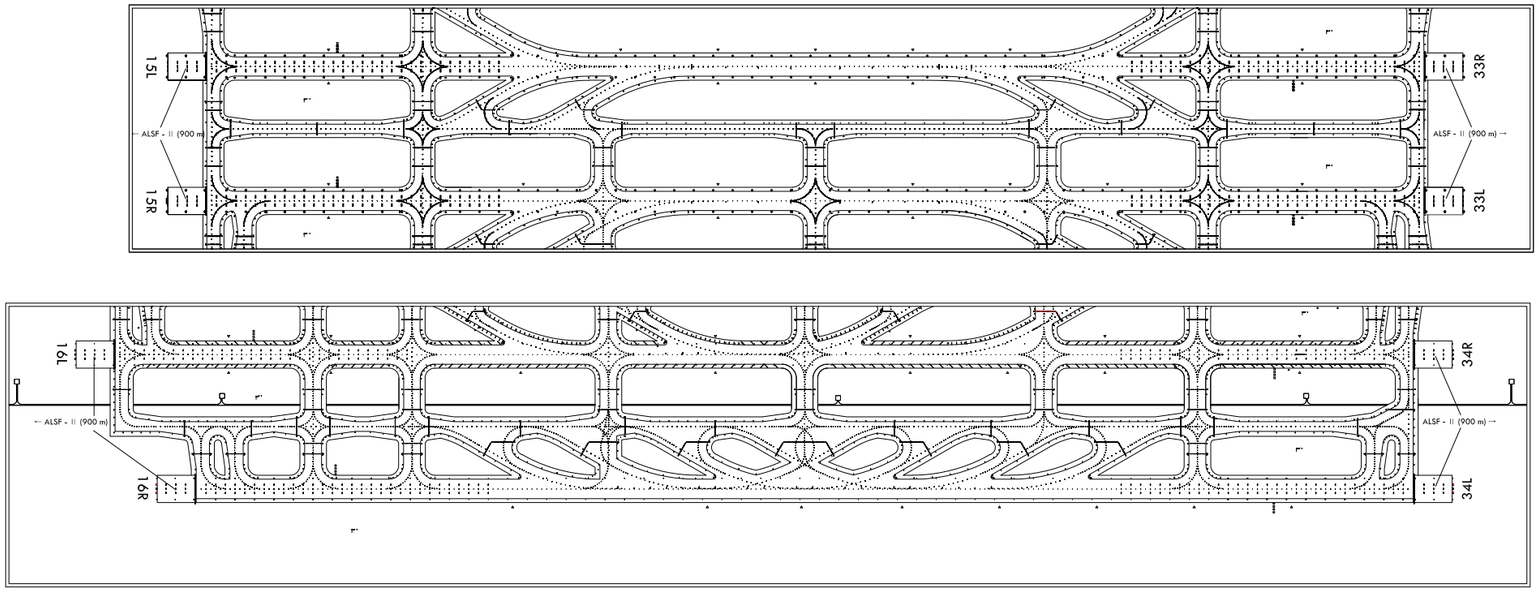
Note
Aircraft shall not taxi into maneuvering area without clearance from Incheon Tower or Ground.

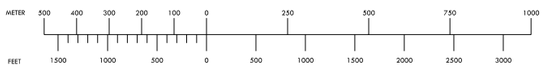
Change : Information of hot spot.

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





AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV **6** m

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

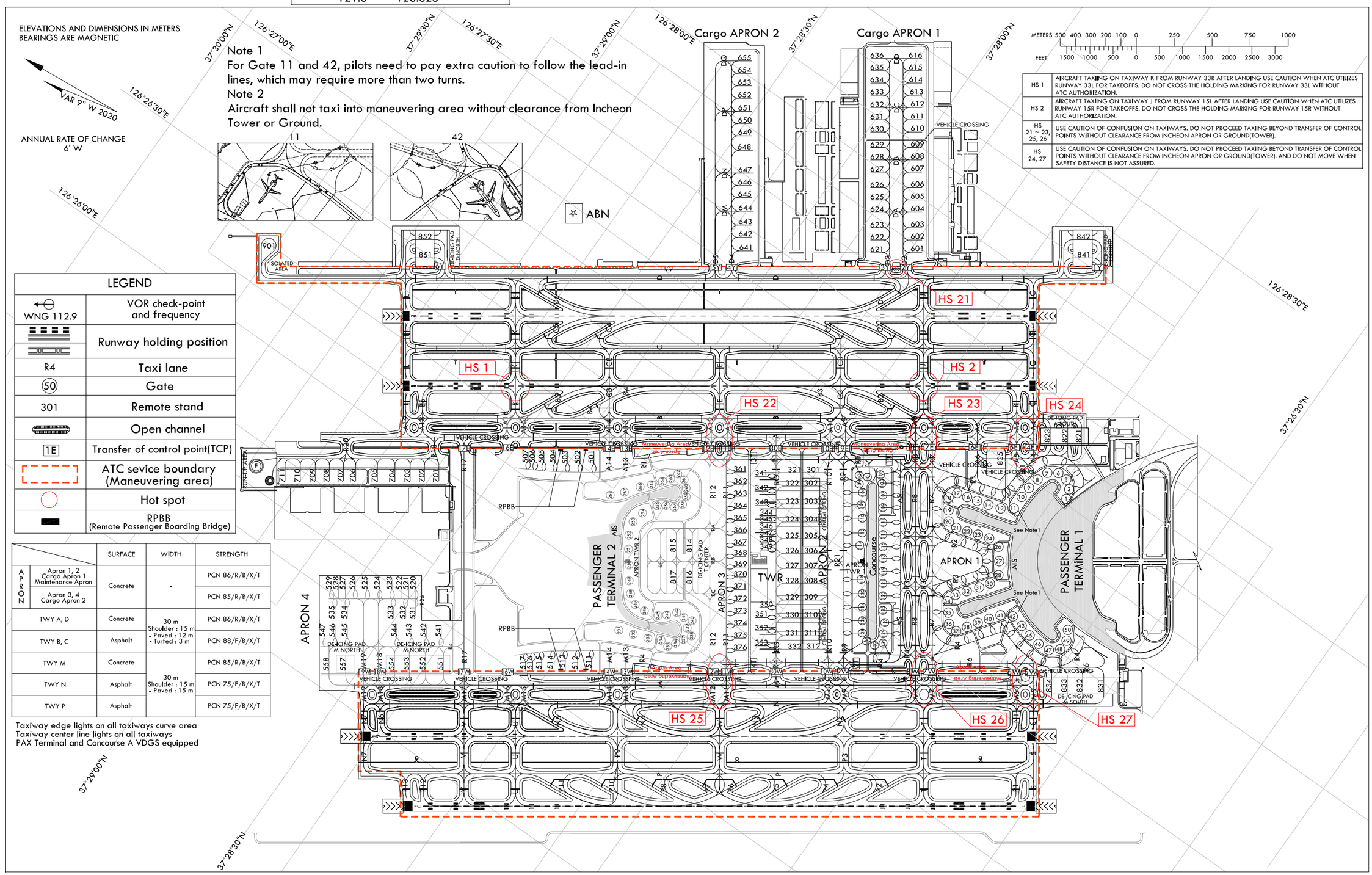
SEOUL / Incheon Intl

ELEVATIONS AND DIMENSIONS IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2020

ANNUAL RATE OF CHANGE
6' W

Note 1
For Gate 11 and 42, pilots need to pay extra caution to follow the lead-in lines, which may require more than two turns.
Note 2
Aircraft shall not taxi into maneuvering area without clearance from Incheon Tower or Ground.



HS 1	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 2	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 21 ~ 23, 25, 26	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).
HS 24, 27	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER). AND DO NOT MOVE WHEN SAFETY DISTANCE IS NOT ASSURED.

LEGEND

WNG 112.9	VOR check-point and frequency
	Runway holding position
R4	Taxi lane
50	Gate
301	Remote stand
	Open channel
1E	Transfer of control point(TCP)
	ATC sevice boundary (Maneuvering area)
	Hot spot
	RPBB (Remote Passenger Boarding Bridge)

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

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

Change : Information of hot spot.

Apron 1

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

Run-up Area

* Engine Run-up Area : North of Maintenance Apron
** In case of the Run-up area U/S, 14A(North part of TWY A) can be allocated as Temporary run-up area.

Apron 2

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
101	37°27'31.17"N	126°26'57.99"E	5 m	C, D
102	37°27'32.40"N	126°26'56.80"E	6 m	C, D
104	37°27'31.69"N	126°26'55.45"E	6 m	C, D
106	37°27'30.28"N	126°26'54.22"E	5 m	C, D, E, F
108	37°27'29.12"N	126°26'51.63"E	6 m	C, D, E
110	37°27'27.40"N	126°26'49.17"E	6 m	C, D, E, F
112	37°27'25.76"N	126°26'46.27"E	6 m	C, D, E, F
114	37°27'24.79"N	126°26'43.46"E	6 m	C, D
118	37°27'20.81"N	126°26'36.98"E	6 m	C, D, E
122	37°27'19.02"N	126°26'34.35"E	6 m	C, D, E, F
124	37°27'17.52"N	126°26'31.69"E	5 m	C, D, E
126	37°27'16.02"N	126°26'29.04"E	5 m	C, D, E, F
128	37°27'15.04"N	126°26'26.25"E	5 m	C, D
130	37°27'13.78"N	126°26'24.86"E	5 m	C, D, E
301	37°27'41.65"N	126°26'49.92"E	5 m	A ~ C
306	37°27'32.73"N	126°26'33.97"E	5 m	A ~ E
307	37°27'31.06"N	126°26'31.03"E	5 m	A ~ E
308	37°27'29.40"N	126°26'28.08"E	5 m	A ~ E
309	37°27'27.57"N	126°26'24.84"E	5 m	A ~ F
312	37°27'22.02"N	126°26'15.19"E	5 m	A ~ C
321	37°27'42.95"N	126°26'48.77"E	5 m	A ~ C
322	37°27'41.39"N	126°26'46.17"E	5 m	A ~ F
323	37°27'39.40"N	126°26'42.64"E	5 m	A ~ F
324	37°27'37.40"N	126°26'39.11"E	5 m	A ~ F
325	37°27'35.57"N	126°26'35.87"E	5 m	A ~ E
326	37°27'33.91"N	126°26'32.92"E	5 m	A ~ E
327	37°27'32.24"N	126°26'29.98"E	5 m	A ~ E
328	37°27'30.58"N	126°26'27.03"E	5 m	A ~ E
329	37°27'28.75"N	126°26'23.80"E	5 m	A ~ F
330	37°27'26.75"N	126°26'20.27"E	5 m	A ~ F
331	37°27'24.76"N	126°26'16.74"E	5 m	A ~ F
332	37°27'23.31"N	126°26'14.03"E	5 m	A ~ C
341	37°27'49.32" N	126°26'42.05"E	5 m	A ~ F
342	37°27'47.68" N	126°26'39.15"E	5 m	A ~ F
343	37°27'46.07" N	126°26'36.30"E	5 m	A ~ E
344	37°27'44.22" N	126°26'34.91"E	5 m	A ~ C
345	37°27'43.46" N	126°26'33.57"E	5 m	A ~ C
346	37°27'42.70" N	126°26'32.22"E	5 m	A ~ C
347	37°27'41.94" N	126°26'30.88"E	5 m	A ~ C
348	37°27'41.18" N	126°26'29.53"E	5 m	A ~ C
349	37°27'40.42" N	126°26'28.19"E	5 m	A ~ C
350	37°27'34.01" N	126°26'16.84"E	5 m	A ~ C
351	37°27'33.62" N	126°26'14.28"E	5 m	A ~ E
352	37°27'32.12" N	126°26'11.63"E	5 m	A ~ F
353	37°27'30.48" N	126°26'08.73"E	5 m	A ~ F

Apron 3

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

Apron 4

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

Cargo Apron 1

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
601	37°27'47.85"N	126°27'49.55"E	6 m	A ~ E
602	37°27'49.21"N	126°27'51.96"E	6 m	A ~ E
603	37°27'50.57"N	126°27'54.37"E	6 m	A ~ F
604	37°27'52.30"N	126°27'57.44"E	6 m	A ~ F
605	37°27'53.66"N	126°27'59.84"E	6 m	A ~ E
606	37°27'55.02"N	126°28'02.25"E	6 m	A ~ F
607	37°27'56.76"N	126°28'05.32"E	6 m	A ~ F
608	37°27'58.12"N	126°28'07.73"E	6 m	A ~ E
609	37°27'59.48"N	126°28'10.14"E	6 m	A ~ E
610	37°28'01.21"N	126°28'13.21"E	6 m	A ~ E
611	37°28'02.57"N	126°28'15.61"E	6 m	A ~ E
612	37°28'03.93"N	126°28'18.02"E	6 m	A ~ E
613	37°28'05.34"N	126°28'20.38"E	6 m	A ~ E
614	37°28'06.70"N	126°28'22.79"E	6 m	A ~ E
615	37°28'08.06"N	126°28'25.19"E	6 m	A ~ E
616	37°28'09.42"N	126°28'27.60"E	6 m	A ~ F
621	37°27'56.09"N	126°27'42.23"E	6 m	A ~ E
622	37°27'57.44"N	126°27'44.64"E	6 m	A ~ E
623	37°27'58.80"N	126°27'47.05"E	6 m	A ~ F
624	37°28'00.53"N	126°27'50.12"E	6 m	A ~ F
625	37°28'01.89"N	126°27'52.53"E	6 m	A ~ E
626	37°28'03.25"N	126°27'54.93"E	6 m	A ~ F
627	37°28'04.99"N	126°27'58.00"E	6 m	A ~ F
628	37°28'06.35"N	126°28'00.41"E	6 m	A ~ E
629	37°28'07.71"N	126°28'02.82"E	6 m	A ~ F
630	37°28'09.44"N	126°28'05.89"E	6 m	A ~ F
631	37°28'10.80"N	126 28'08.30"E	6 m	A ~ E
632	37°28'12.16"N	126°28'10.70"E	6 m	A ~ E
633	37°28'13.48"N	126°28'13.14"E	6 m	A ~ E
634	37°28'14.84"N	126°28'15.54"E	6 m	A ~ E
635	37°28'16.20"N	126°28'17.95"E	6 m	A ~ E
636	37°28'17.56"N	126°28'20.36"E	6 m	A ~ F

Cargo Apron 2

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
641	37°28'14.44"N	126°27'26.30"E	6 m	A ~ F
642	37°28'16.08"N	126°27'28.84"E	6 m	A ~ E
643	37°28'17.44"N	126°27'31.24"E	6 m	A ~ E
644	37°28'18.80"N	126°27'34.02"E	6 m	A ~ F
645	37°28'20.40"N	126°27'36.55"E	6 m	A ~ E
646	37°28'21.76"N	126°27'38.96"E	6 m	A ~ E
647	37°28'23.13"N	126°27'41.37"E	6 m	A ~ F
648	37°28'25.70"N	126°27'45.82"E	6 m	A ~ F
649	37°28'27.46"N	126°27'48.57"E	6 m	A ~ E
650	37°28'28.82"N	126°27'50.97"E	6 m	A ~ E
651	37°28'30.18"N	126°27'53.38"E	6 m	A ~ E
652	37°28'31.87"N	126°27'56.74"E	6 m	A ~ F
653	37°28'33.51"N	126°27'59.27"E	6 m	A ~ E
654	37°28'34.87"N	126°28'01.68"E	6 m	A ~ E
655	37°28'36.23"N	126°28'04.09"E	6 m	A ~ F

Maintenance Apron

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
701	37°28'38.17"N	126°25'56.92"E	5 m	A ~ F
702	37°28'40.54"N	126°25'55.13"E	5 m	A ~ E
703	37°28'42.79"N	126°25'53.13"E	5 m	A ~ E
704	37°28'45.07"N	126°25'50.82"E	5 m	A ~ F
705	37°28'47.82"N	126°25'48.37"E	5 m	A ~ F
706	37°28'51.33"N	126°25'45.53"E	5 m	A ~ E
707	37°28'53.25"N	126°25'43.82"E	5 m	A ~ E
708	37°28'55.44"N	126°25'41.87"E	5 m	A ~ E
709	37°28'57.64"N	126°25'39.91"E	5 m	A ~ F
710	37°28'59.91"N	126°25'37.61"E	5 m	A ~ F
711	37°29'02.32"N	126°25'35.53"E	5 m	A ~ E

Deicing Apron

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
302	37°27'38.47"N	126°26 48.77"E	5 m	A ~ F
303	37°27'36.47"N	126°26 45.24"E	5 m	A ~ F
304	37°27'34.48"N	126°26 41.71"E	5 m	A ~ F
305	37°27'32.64"N	126°26'38.47"E	5 m	A ~ E
310	37°27'23.83"N	126°26'22.87"E	5 m	A ~ F
311	37°27'21.83"N	126°26'19.34"E	5 m	A ~ F
551	37°28'16.56"N	126°25'20.59"E	5 m	A ~ F
552	37°28'19.34"N	126°25'18.11"E	5 m	A ~ F
553	37°28'21.89"N	126°25'15.84"E	5 m	A ~ E
554	37°28'24.21"N	126°25'13.78"E	5 m	A ~ E
557	37°28'31.86"N	126°25'06.97"E	5 m	A ~ F
814	37°27'52.01"N	126°26'20.89"E	6 m	A ~ E
815	37°27'54.52"N	126°26'18.67"E	6 m	A ~ E
816	37°27'47.26"N	126°26'12.48"E	6 m	A ~ E
817	37°27'49.76"N	126°26'10.25"E	5 m	A ~ E
821	37°27'02.96"N	126°27'36.40"E	5 m	A ~ E
822	37°27'05.14"N	126°27'34.46"E	5 m	A ~ E
823	37°27'07.88"N	126°27'32.02"E	5 m	A ~ F
825	37°27'12.58"N	126°27'19.93"E	5 m	A ~ F
831	37°26'30.63"N	126°26'48.42"E	5 m	A ~ F
832	37°26'33.99"N	126°26'45.57"E	5 m	A ~ E
833	37°26'36.43"N	126°26'43.41"E	5 m	A ~ E
834	37°26'38.86"N	126°26'41.24"E	5 m	A ~ E
841	37°27'22.89"N	126°28'10.08"E	6 m	A ~ F
842	37°27'25.06"N	126°28'13.55"E	6 m	A ~ F
851	37°29'06.04"N	126°26'38.35"E	5 m	A ~ F
852	37°29'08.26"N	126°26 41.78"E	5 m	A ~ F

Isolated Security Parking Position

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
901	37°29'32.58"N	126°26'20.52"E	5 m	A ~ F

Note : Refer to RKSI AD 2.20, 12. Special notice to ICAO Code F aircraft(A380 & B747-8) operators for ICAO Code F aircraft stands including multiple use stands.

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **6** m

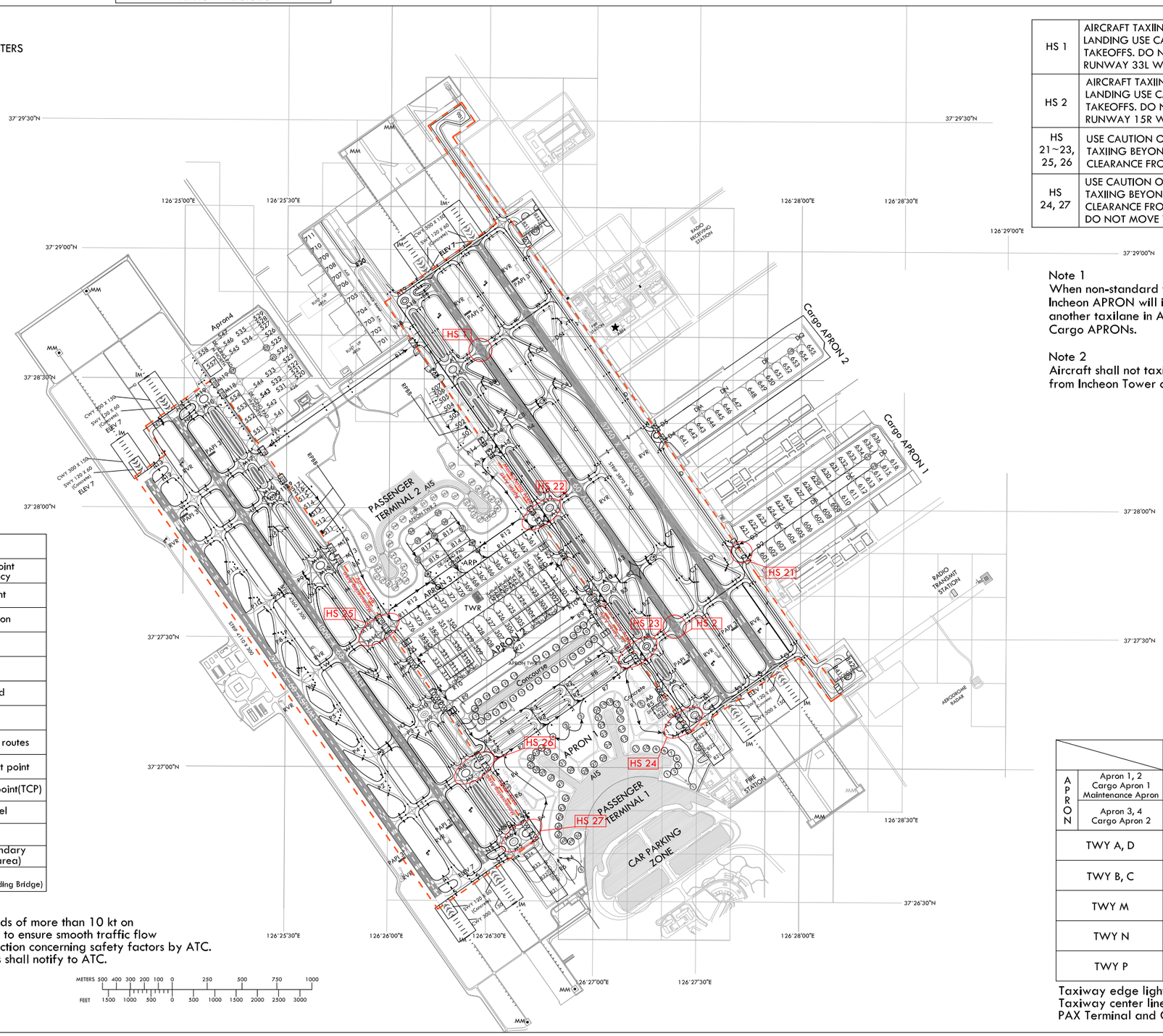
TWR	118.2(E)	118.8(W)	
GND	121.75(E)	121.7(W)	
APRON	121.65	122.175	123.675
	121.8	123.325	

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

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2020

ANNUAL RATE OF CHANGE
6' W



HS 1	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 2	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 21~23, 25, 26	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).
HS 24, 27	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER). AND DO NOT MOVE WHEN SAFETY DISTANCE IS NOT ASSURED.

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

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

LEGEND	
WNG 112.9	VOR check-point and frequency
• • •	Stop-bar light
54R	Holding position
R4	Taxi lane
50	Gate
301	Remote stand
→	Taxi routes
→	De-icing pad taxi routes
3	Powered taxi-start point
1E	Transfer of control point(TCP)
	Open channel
	Hot spot
	ATC service boundary (Maneuvering area)
	RPBB (Remote Passenger Boarding Bridge)

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

METERS 500 400 300 200 100 0 250 500 750 1000
FEET 1500 1000 500 0 500 1000 1500 2000 2500 3000

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

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

Change : Information of hot spot.

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **6** m

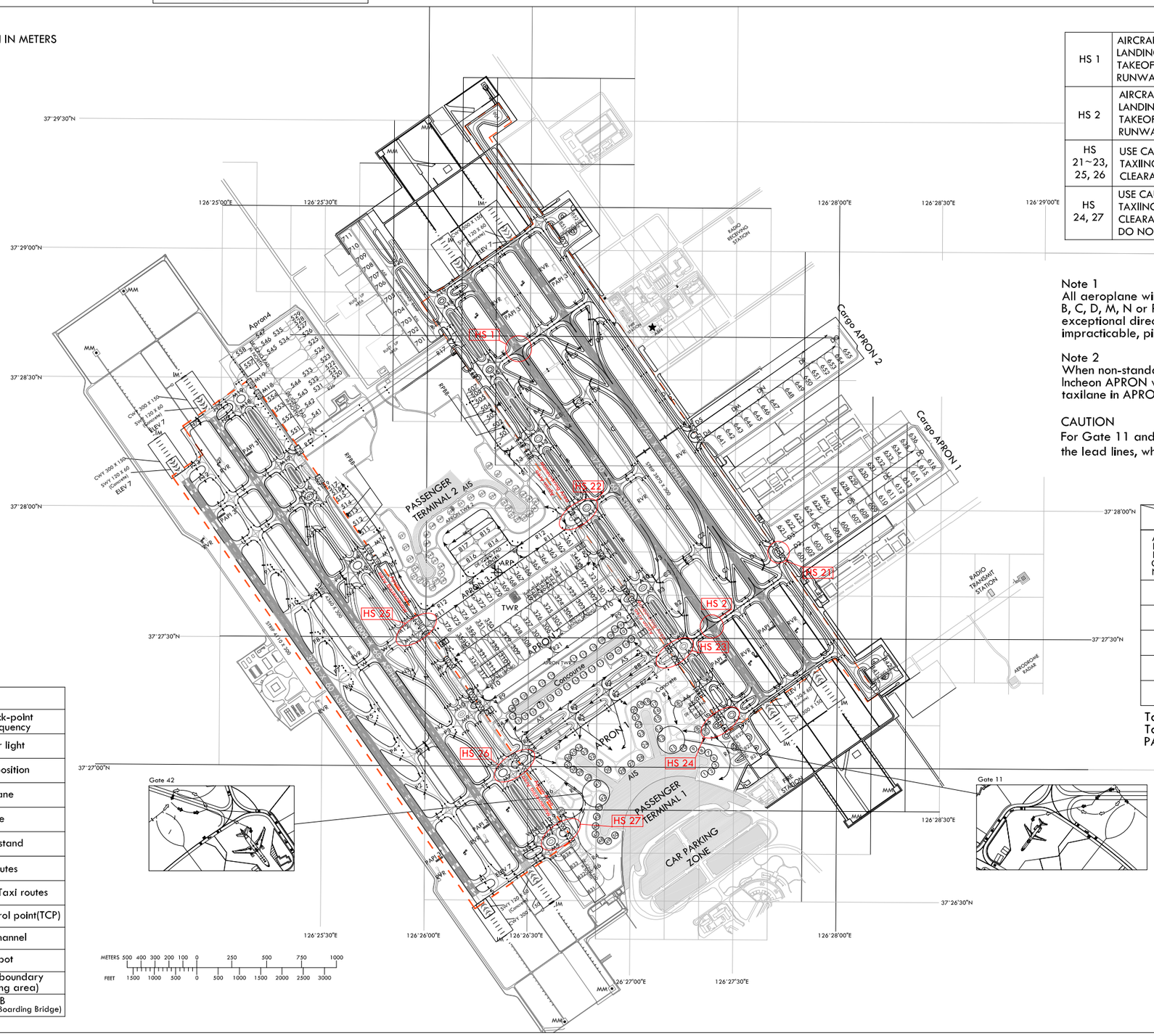
TWR	118.2(E)	118.8(W)	
GND	121.75(E)	121.7(W)	
APRON	121.65	122.175	123.675
	121.8	123.325	

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

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2020

ANNUAL RATE OF CHANGE
6' W



HS 1	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 2	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 21~23, 25, 26	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).
HS 24, 27	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER). AND DO NOT MOVE WHEN SAFETY DISTANCE IS NOT ASSURED.

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

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

LEGEND	
WNG 112.9	VOR check-point and frequency
● ● ●	Stop-bar light
54R	Holding position
R4	Taxi lane
50	Gate
301	Remote stand
→	Taxi routes
→	Alternate Taxi routes
1E	Transfer of control point(TCP)
	Open channel
	Hot spot
	ATC service boundary (Maneuvering area)
	RPBB (Remote Passenger Boarding Bridge)

Change : Information of hot spot.

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **6** m

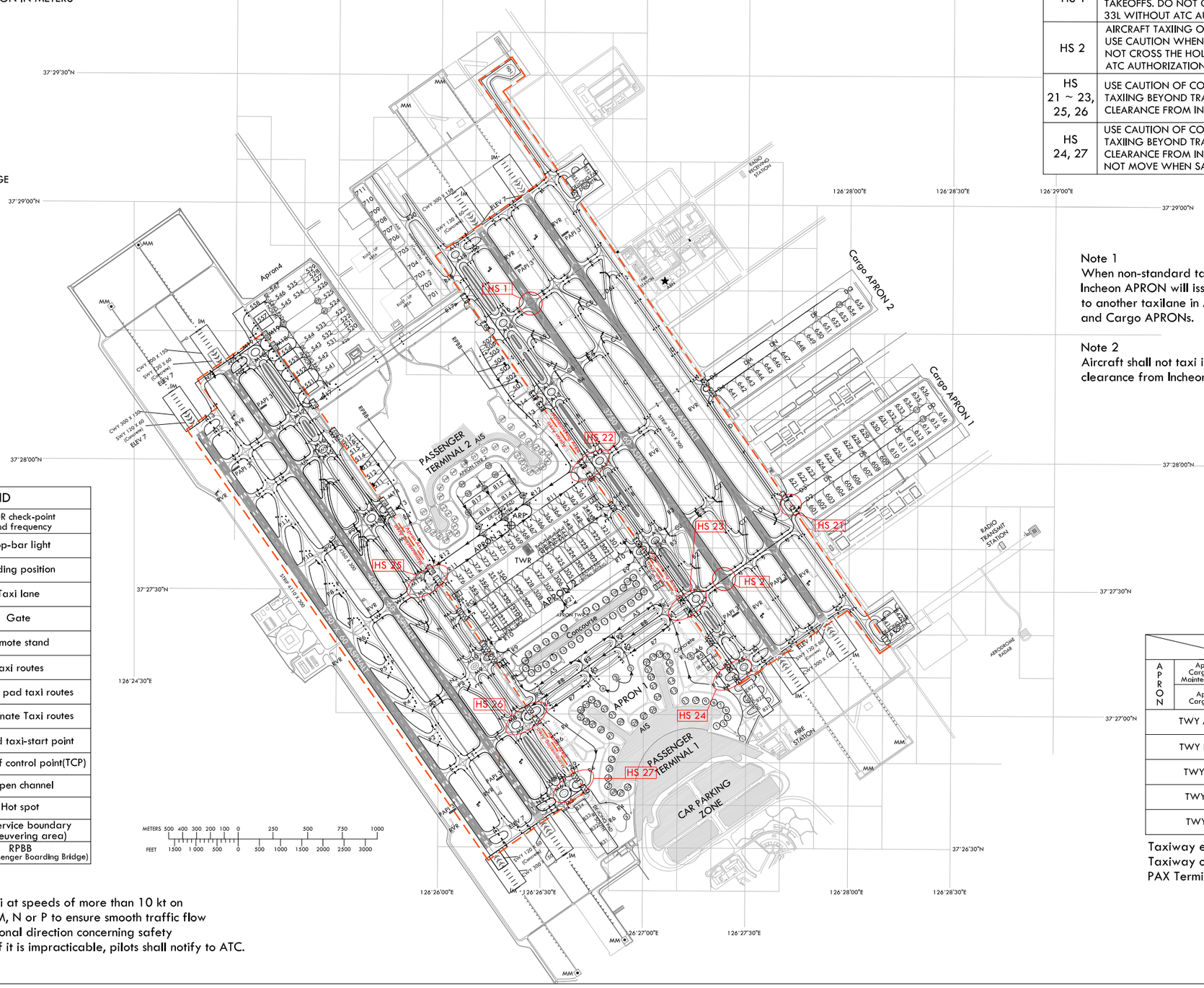
TWR	118.2(E)	118.8(W)	
GND	121.75(E)	121.7(W)	
APRON	121.65	122.175	123.675
	121.8	123.325	

SEOUL / Incheon Intl
RWY 16L/R, 34L/R DEPARTURE

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2020

ANNUAL RATE OF CHANGE
6' W



HS 1	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 2	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 21 ~ 23, 25, 26	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).
HS 24, 27	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER). AND DO NOT MOVE WHEN SAFETY DISTANCE IS NOT ASSURED.

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

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

LEGEND	
WNG 112.9	VOR check-point and frequency
	Stop-bar light
54R	Holding position
R4	Taxi lane
50	Gate
301	Remote stand
	Taxi routes
	De-icing pad taxi routes
	Alternate Taxi routes
3	Powered taxi-start point
1E	Transfer of control point(TCP)
	Open channel
	Hot spot
	ATC service boundary (Maneuvering area)
	RPBB (Remote Passenger Boarding Bridge)

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

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

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

Change : Information of hot spot.

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **6** m

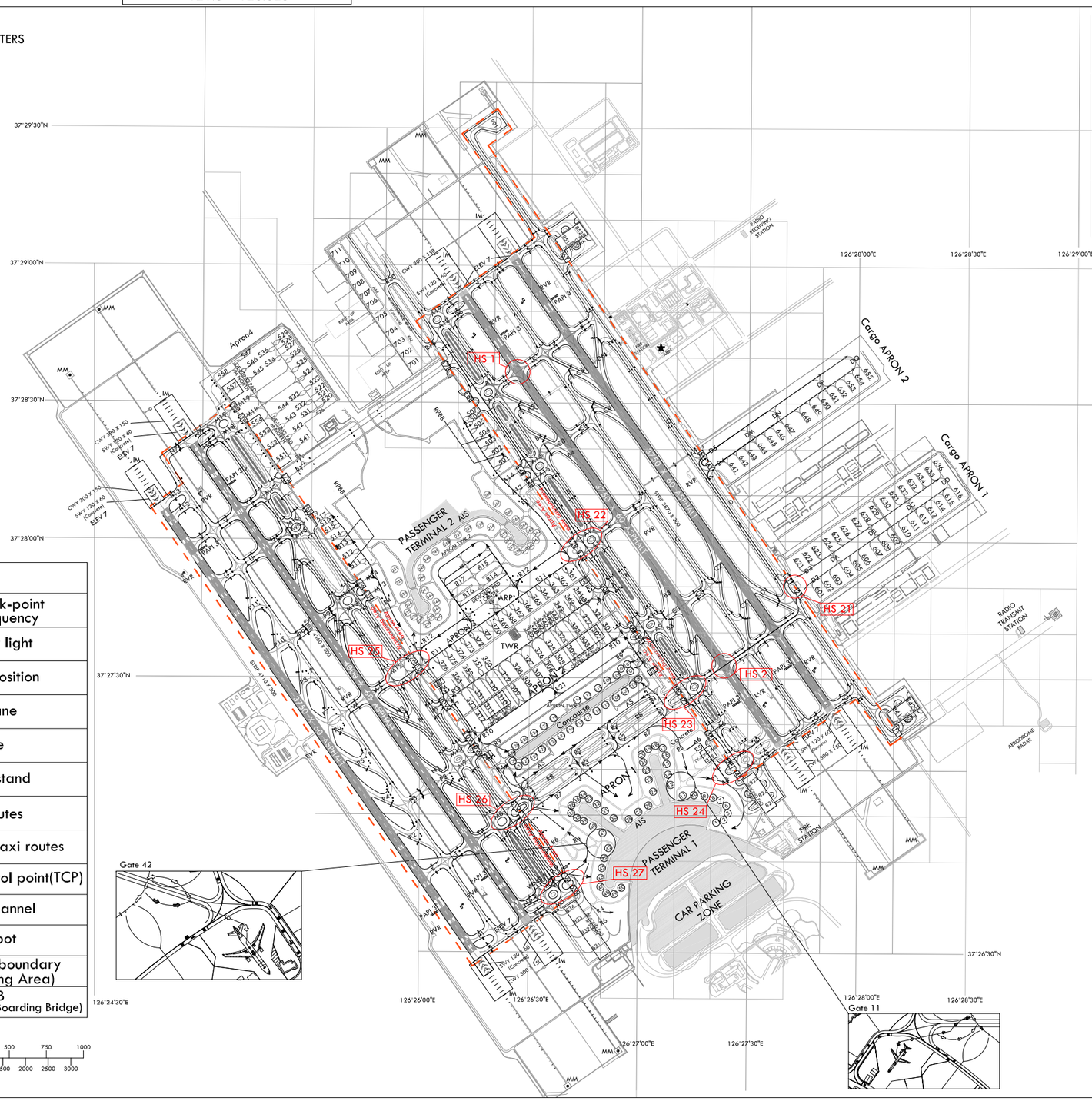
TWR	118.2(E)	118.8(W)	
GND	121.75(E)	121.7(W)	
APRON	121.65	122.175	123.675
	121.8	123.325	

SEOUL / Incheon Intl
RWY 16L/R, 34L/R ARRIVAL

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2020

ANNUAL RATE OF CHANGE
6' W



HS 1	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 2	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.
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HS 24, 27	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER). AND DO NOT MOVE WHEN SAFETY DISTANCE IS NOT ASSURED.

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.

LEGEND

WNG 112.9	VOR check-point and frequency
● ● ●	Stop-bar light
54R	Holding position
R4	Taxi lane
50	Gate
301	Remote stand
→	Taxi routes
→	Alternate taxi routes
1E	Transfer of control point(TCP)
	Open channel
	Hot spot
	ATC service boundary (Maneuvering Area)
	RPBB (Remote Passenger Boarding Bridge)

METERS 500 400 300 200 100 0 250 500 750 1000
FEET 1500 1000 500 0 500 1000 1500 2000 2500 3000

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

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

Change : Information of hot spot.

INSTRUMENT APPROACH CHART - ICAO

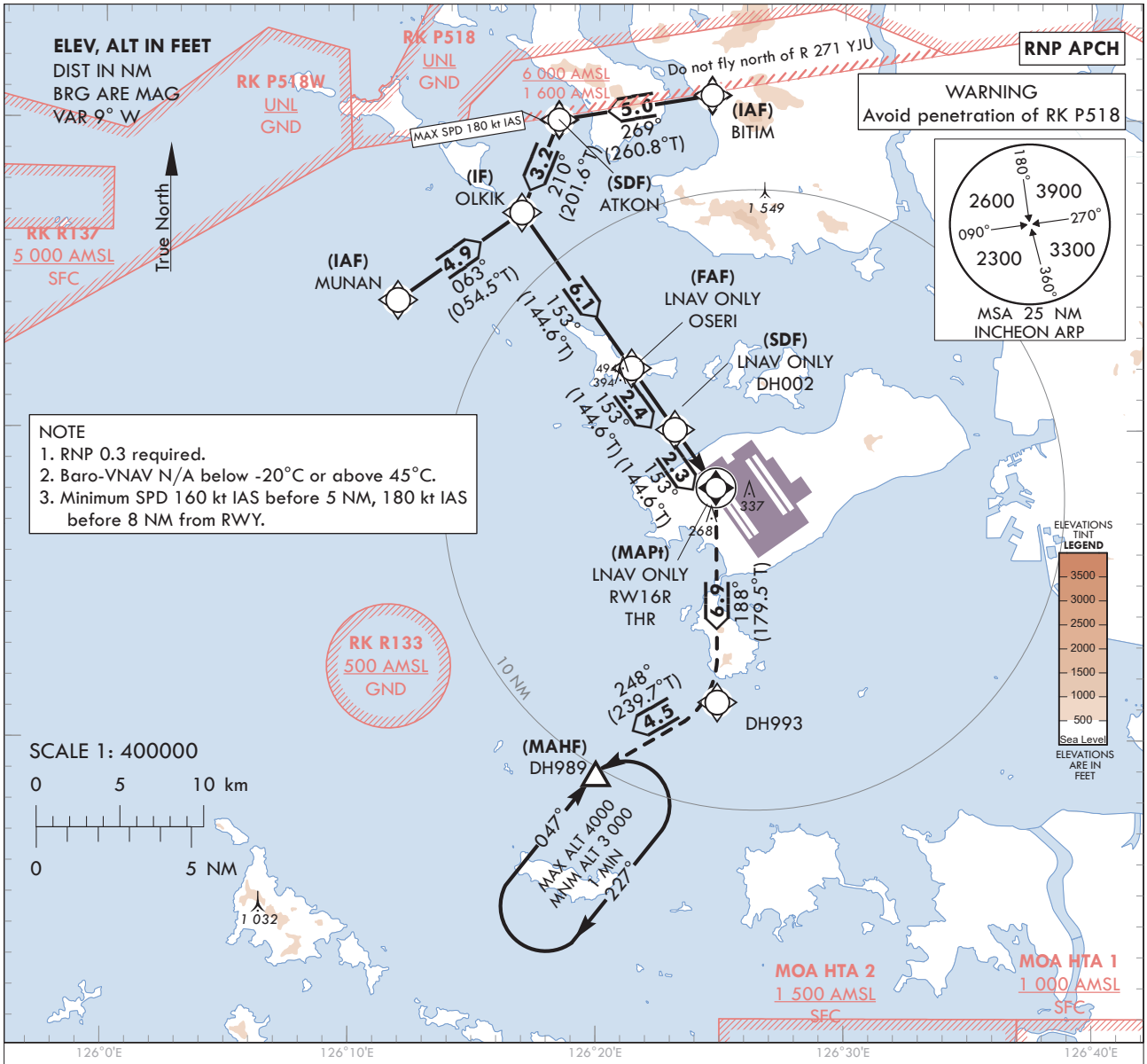
Note : Approach under ICAO Flight Procedures.

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

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

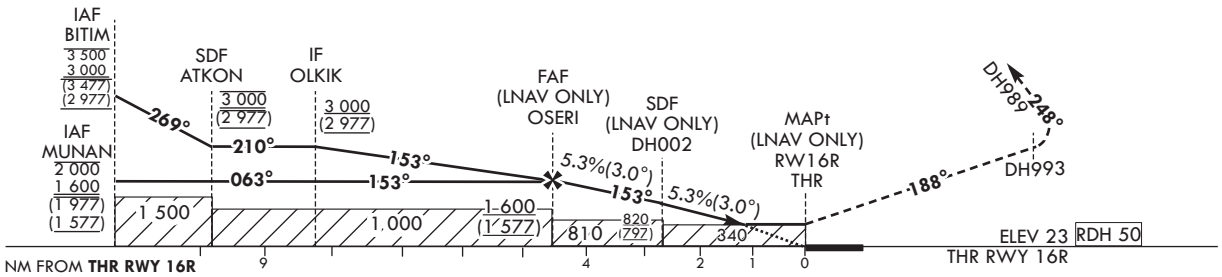
SEOUL/Incheon Intl(RKSI)

RNP RWY 16R



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

TRANSITION ALT 14 000
TRANSITION LVL FL 140



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

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

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

Change : Amended procedure.

Instrument Approach Procedure Coding Tables

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

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

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

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

AIRCRAFT PARKING/ DOCKING CHART - ICAO

SEOUL / Gimpo INTL

APRON ELEV	
Central Apron	**16** m
The Other	**13** m

TWR	118.1
GND	121.9
APN	130.875

HS 1, 3 :
Location on Gimpo airport movement area with a potential risk of runway incursion and where aircrafts are frequently encountered.
HS 2 :
Aircraft use caution when passing by this point that 4 TWYs(C3, D2, P and R) are intersecting.
HS 4, 5 :
Location on Gimpo airport movement area with a potential risk of runway incursion.
HS 6 :
A location on Gimpo airport movement area with a history of runway incursion.
HS 7 :
Pilots and ground handlers for towing aircraft shall maintain a good lookout to ensure sufficient wing tip clearance.
HS 8 :
Pilots are to pay extra caution when they have "hold short instruction" from ATC and to ensure sufficient wing tip clearance.
HS 9 :
Location on Gimpo airport movement area with a potential risk of runway incursion.

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

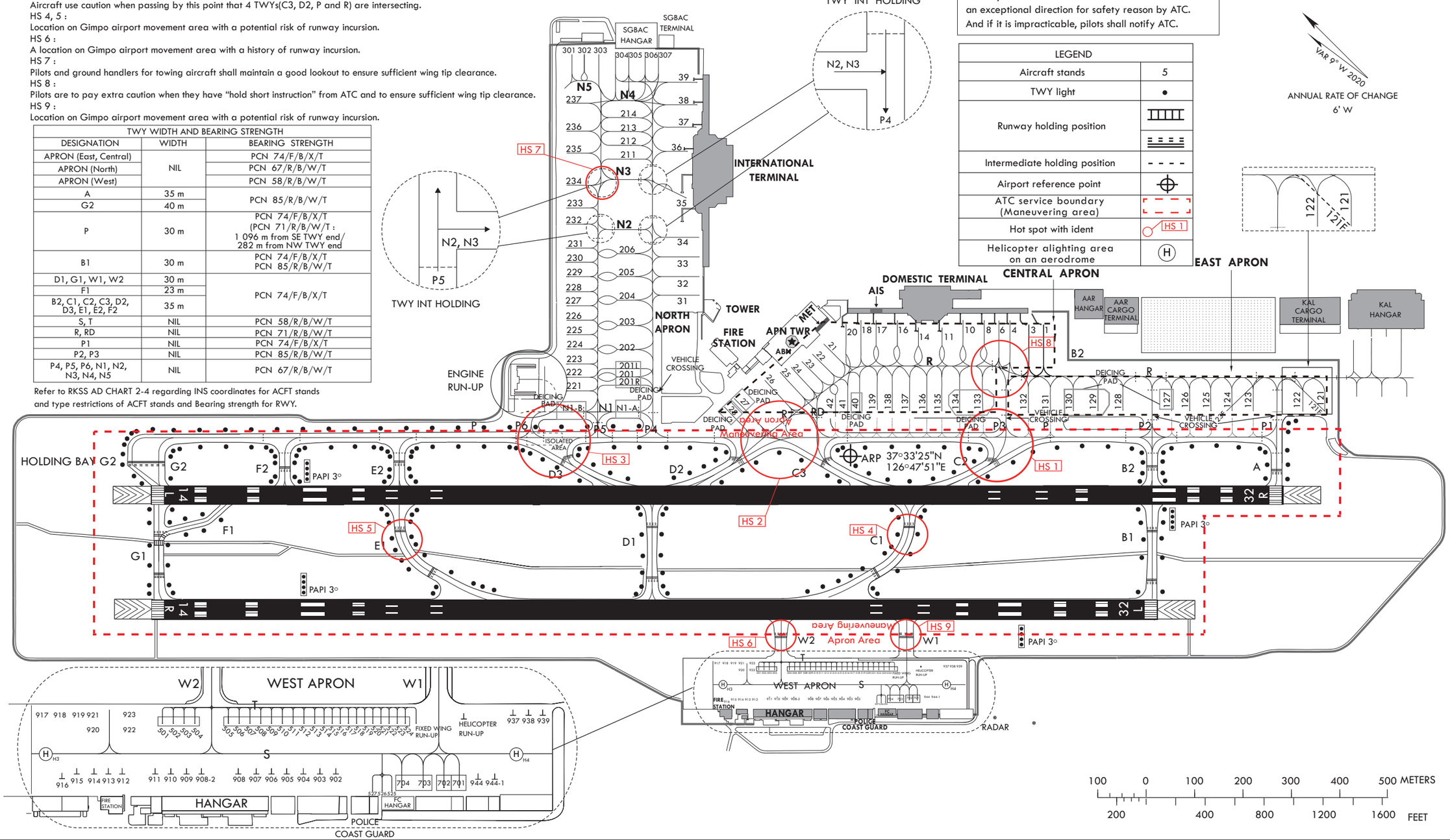
Refer to RKSS AD CHART 2-4 regarding INS coordinates for ACFT stands and type restrictions of ACFT stands and Bearing strength for RWY.

Note 1
All aircraft should taxi at speeds of more than 10 kt on taxiway P to ensure smooth traffic flow unless there is an exceptional direction for safety reason by ATC. And if it is impracticable, pilots shall notify ATC.

LEGEND	
Aircraft stands	5
TWY light	●
Runway holding position	
Intermediate holding position	- - - -
Airport reference point	
ATC service boundary (Maneuvering area)	
Hot spot with ident	HS 1
Helicopter alighting area on an aerodrome	H

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

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



INS COORDINATES FOR AIRCRAFT STANDS (WGS-84)

STAND NR	COORDINATES		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	518	37°33'09.95"N	126°47'30.97"E
3	37°33'22.69"N	126°48'17.76"E	201R	37°33'48.36"N	126°47'36.13"E	519	37°33'09.63"N	126°47'31.38"E
4	37°33'23.72"N	126°48'16.46"E	201L	37°33'49.37"N	126°47'37.40"E	520	37°33'09.31"N	126°47'31.78"E
6	37°33'24.75"N	126°48'15.17"E	202	37°33'50.75"N	126°47'39.70"E	521	37°33'08.99"N	126°47'32.18"E
8	37°33'26.37"N	126°48'13.90"E	203	37°33'52.36"N	126°47'41.86"E	522	37°33'08.67"N	126°47'32.59"E
10	37°33'28.03"N	126°48'11.82"E	204	37°33'54.02"N	126°47'43.95"E	523	37°33'08.35"N	126°47'32.99"E
11	37°33'28.80"N	126°48'09.44"E	205	37°33'55.68"N	126°47'46.38"E	524	37°33'08.03"N	126°47'33.40"E
14	37°33'30.53"N	126°48'07.28"E	206	37°33'57.40"N	126°47'48.06"E	525	37°33'06.49"N	126°47'28.73"E
16	37°33'32.62"N	126°48'06.03"E	211	37°34'04.25"N	126°47'56.71"E	526	37°33'06.81"N	126°47'28.33"E
17	37°33'34.16"N	126°48'03.89"E	212	37°34'05.25"N	126°47'57.95"E	527	37°33'07.13"N	126°47'27.93"E
18	37°33'35.37"N	126°48'02.21"E	213	37°34'06.23"N	126°47'59.19"E	701	37°33'03.90"N	126°47'31.98"E
20	37°33'36.05"N	126°48'00.62"E	214	37°34'07.21"N	126°48'00.43"E	702	37°33'04.60"N	126°47'31.11"E
21	37°33'36.23"N	126°47'57.36"E	221	37°33'52.40"N	126°47'30.17"E	703	37°33'05.48"N	126°47'30.01"E
22	37°33'36.31"N	126°47'55.39"E	222	37°33'53.40"N	126°47'31.43"E	704	37°33'05.99"N	126°47'29.36"E
23	37°33'36.33"N	126°47'53.79"E	223	37°33'54.40"N	126°47'32.68"E	902	37°33'08.85"N	126°47'27.15"E
24	37°33'36.42"N	126°47'52.17"E	224	37°33'55.34"N	126°47'34.10"E	903	37°33'09.51"N	126°47'26.33"E
25	37°33'37.02"N	126°47'50.58"E	225	37°33'56.34"N	126°47'35.26"E	904	37°33'10.17"N	126°47'25.52"E
26	37°33'37.76"N	126°47'48.58"E	226	37°33'57.34"N	126°47'36.51"E	905	37°33'10.82"N	126°47'24.70"E
27	37°33'39.32"N	126°47'44.18"E	227	37°33'58.34"N	126°47'37.76"E	906	37°33'11.48"N	126°47'23.89"E
28	37°33'39.15"N	126°47'42.44"E	228	37°33'59.33"N	126°47'39.14"E	907	37°33'12.14"N	126°47'23.07"E
31	37°33'49.73"N	126°47'49.98"E	229	37°34'00.33"N	126°47'40.27"E	908	37°33'12.80"N	126°47'22.26"E
32	37°33'51.03"N	126°47'51.87"E	230	37°34'01.33"N	126°47'41.52"E	908-2	37°33'14.20"N	126°47'20.50"E
33	37°33'52.72"N	126°47'53.95"E	231	37°34'02.33"N	126°47'42.77"E	909	37°33'14.88"N	126°47'19.66"E
34	37°33'54.43"N	126°47'56.05"E	232	37°34'04.42"N	126°47'45.40"E	910	37°33'15.53"N	126°47'18.85"E
35	37°33'57.10"N	126°47'57.69"E	233	37°34'05.42"N	126°47'46.66"E	911	37°33'16.17"N	126°47'18.04"E
36	37°34'00.77"N	126°48'02.34"E	234	37°34'06.89"N	126°47'48.69"E	912	37°33'17.41"N	126°47'16.36"E
37	37°34'01.89"N	126°48'05.36"E	235	37°34'09.14"N	126°47'51.52"E	913	37°33'18.00"N	126°47'15.62"E
38	37°34'03.46"N	126°48'07.50"E	236	37°34'10.74"N	126°47'53.54"E	914	37°33'18.59"N	126°47'14.88"E
39	37°34'05.14"N	126°48'09.63"E	237	37°34'12.87"N	126°47'56.17"E	915	37°33'19.20"N	126°47'14.12"E
121	37°32'55.01"N	126°48'37.35"E	301	37°34'16.12"N	126°48'01.06"E	916	37°33'19.62"N	126°47'13.19"E
121F	37°32'54.94"N	126°48'37.21"E	302	37°34'15.25"N	126°48'02.15"E	917	37°33'23.13"N	126°47'15.23"E
122	37°32'56.61"N	126°48'35.34"E	303	37°34'14.22"N	126°48'03.43"E	918	37°33'22.39"N	126°47'16.15"E
123	37°33'00.19"N	126°48'30.72"E	304	37°34'13.71"N	126°48'05.17"E	919	37°33'21.66"N	126°47'17.08"E
123F	37°33'01.94"N	126°48'28.35"E	305	37°34'12.14"N	126°48'06.34"E	920	37°33'20.47"N	126°47'17.06"E
124	37°33'01.72"N	126°48'28.74"E	306	37°34'11.15"N	126°48'07.76"E	921	37°33'21.06"N	126°47'17.80"E
125	37°33'03.25"N	126°48'26.78"E	307	37°34'10.69"N	126°48'08.92"E	922	37°33'19.00"N	126°47'18.91"E
126	37°33'04.80"N	126°48'24.83"E	501	37°33'17.86"N	126°47'21.05"E	923	37°33'19.59"N	126°47'19.65"E
127	37°33'06.03"N	126°48'23.26"E	502	37°33'17.43"N	126°47'21.57"E	937	37°33'03.92"N	126°47'39.23"E
128	37°33'09.73"N	126°48'18.72"E	503	37°33'16.99"N	126°47'22.12"E	938	37°33'03.37"N	126°47'39.92"E
129	37°33'11.55"N	126°48'16.44"E	504	37°33'16.57"N	126°47'22.65"E	939	37°33'02.82"N	126°47'40.62"E
130	37°33'13.42"N	126°48'14.14"E	505	37°33'15.19"N	126°47'24.39"E	944	37°33'02.93"N	126°47'34.03"E
131	37°33'14.99"N	126°48'12.01"E	506	37°33'14.76"N	126°47'24.92"E	944-1	37°33'01.85"N	126°47'35.40"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			

Change : Establishment of multiple aircraft ramp system(MARS).

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
* Multiple Aircraft Ramp System(MARS) : 121F(121, 122), 123F(123, 124), 201(201L/R)

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

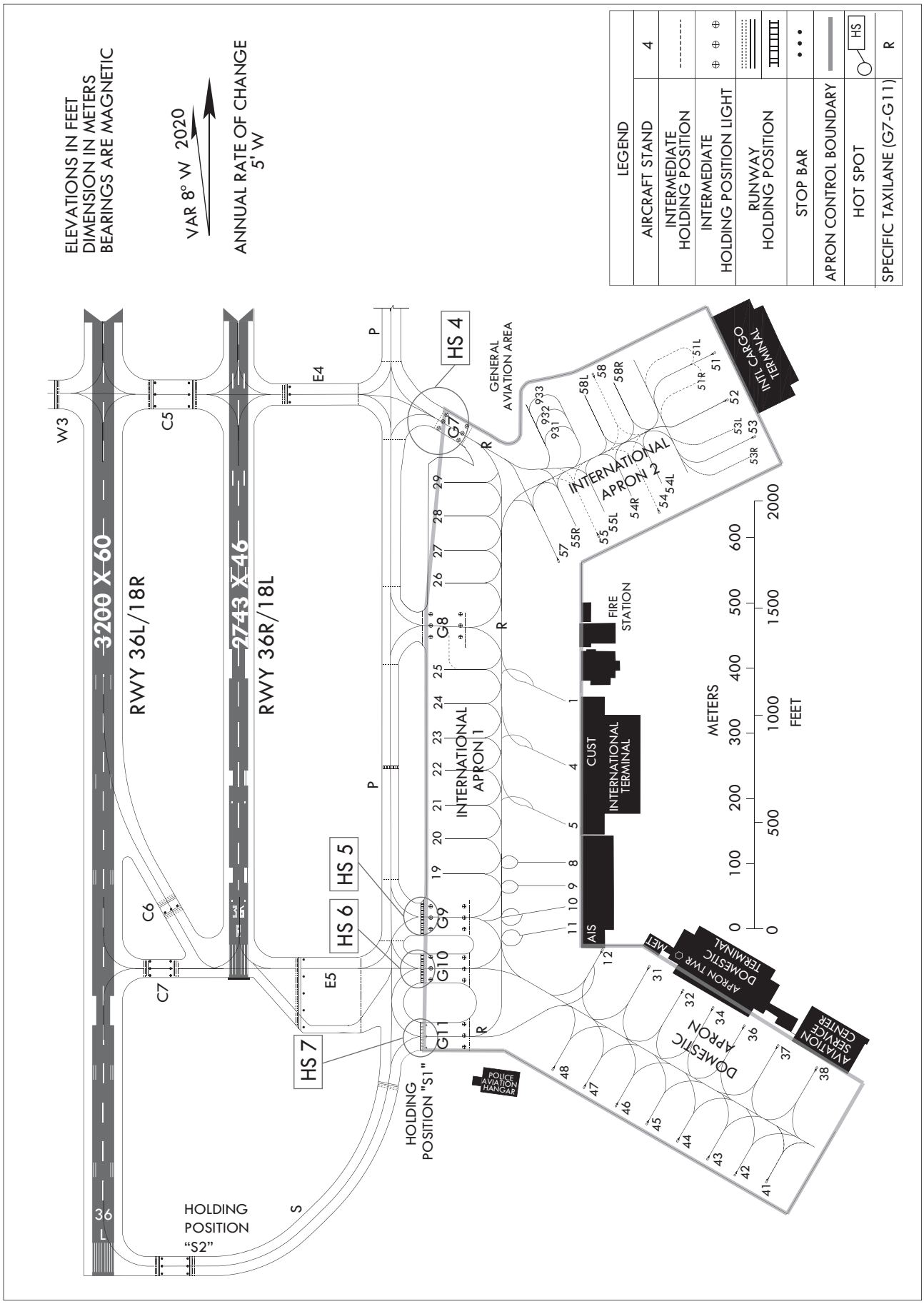
* Dimensions means overall length × width

AIRCRAFT PARKING DOCKING CHART - ICAO

APRON ELEV
8 ft

TWR	118.1 233.3	118.450 236.6
GND	121.9	275.8
APRON	121.65	317.450

BUSAN/Gimhae INTL



INS COORDINATES FOR AIRCRAFT STANDS(WGS-84)					
1	35°10'25.69"N	128°56'44.55"E	58	35°10'41.49"N	128°56'43.51"E
4	35°10'22.90"N	128°56'44.89"E	58L	35°10'40.71"N	128°56'43.08"E
5	35°10'20.12"N	128°56'45.24"E	58R	35°10'41.49"N	128°56'44.56"E
8	35°10'18.30"N	128°56'45.10"E	931	35°10'38.86"N	128°56'42.15"E
9	35°10'16.92"N	128°56'45.43"E	932	35°10'39.47"N	128°56'41.69"E
10	35°10'15.69"N	128°56'45.62"E	933	35°10'40.07"N	128°56'41.22"E
11	35°10'14.25"N	128°56'46.11"E			
12	35°10'13.30"N	128°56'48.74"E			
19	35°10'17.50"N	128°56'37.69"E			
20	35°10'18.98"N	128°56'37.50"E			
21	35°10'20.46"N	128°56'37.31"E			
22	35°10'21.95"N	128°56'37.12"E			
23	35°10'23.43"N	128°56'36.93"E			
24	35°10'24.92"N	128°56'36.74"E			
25	35°10'26.40"N	128°56'36.54"E			
26	35°10'31.10"N	128°56'36.39"E			
27	35°10'32.55"N	128°56'36.20"E			
28	35°10'34.00"N	128°56'36.01"E			
29	35°10'35.46"N	128°56'35.82"E			
31	35°10'12.79"N	128°56'51.56"E			
32	35°10'11.61"N	128°56'53.51"E			
34	35°10'10.92"N	128°56'55.39"E			
36	35°10'10.14"N	128°56'57.35"E			
37	35°10'09.69"N	128°56'59.68"E			
38	35°10'08.34"N	128°57'01.60"E			
41	35°10'02.85"N	128°56'59.81"E			
42	35°10'03.30"N	128°56'58.18"E			
43	35°10'03.83"N	128°56'56.31"E			
44	35°10'04.56"N	128°56'54.32"E			
45	35°10'05.29"N	128°56'52.33"E			
46	35°10'06.01"N	128°56'50.37"E			
47	35°10'06.62"N	128°56'48.62"E			
48	35°10'07.15"N	128°56'47.17"E			
51	35°10'43.74"N	128°56'50.99"E			
51L	35°10'44.10"N	128°56'49.58"E			
51R	35°10'42.55"N	128°56'50.77"E			
52	35°10'41.51"N	128°56'52.08"E			
53	35°10'39.81"N	128°56'54.00"E			
53L	35°10'40.03"N	128°56'52.71"E			
53R	35°10'38.83"N	128°56'53.63"E			
54	35°10'35.46"N	128°56'48.11"E			
54L	35°10'36.65"N	128°56'48.25"E			
54R	35°10'35.87"N	128°56'46.74"E			
55	35°10'33.92"N	128°56'45.12"E			
55L	35°10'35.10"N	128°56'45.24"E			
55R	35°10'34.33"N	128°56'43.74"E			
57	35°10'32.82"N	128°56'43.03"E			

TAXIWAY INFORMATION		
TAXIWAY	WIDTH	STRENGTH
P, E1, E2, E3, E4, E5	30 m	PCN 109/R/C/W/T
S	30 m	PCN 85/R/B/W/T
C1, C2, C3, C4, C5, C6, C7	30 m	PCN 85/R/B/W/T
G7	23 m	PCN 109/R/C/W/T
G8	45 m	PCN 109/R/C/W/T
G9	78 m	PCN 109/R/C/W/T
W2	30 m	PCN 55/R/B/X/T
W3	45 m	PCN 55/R/B/X/T
G10	44 m	PCN 67/F/A/X/T PCN 109/R/C/W/T
G11	44 m	PCN 55/F/B/X/T PCN 109/R/C/W/T
W1, G1, G2, G3, G4, G5, G6	N/A (Military use taxiway)	

AIRCRAFT STANDS	
1, 53	B747-400, A340-600
4, 51, 54, 55	B747-400
5, 37	A350-900
31	B777-200
58	A350-900, B787-10
45	B767-300ERW
43	B767-300
8, 9, 10, 11, 12, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 32, 34, 36, 38, 41, 42, 44, 46, 47, 48, 51L, 51R, 52, 53L, 53R, 54L, 54R, 55L, 55R, 57, 58L, 58R	B737 MAX 9, A321 NEO

※ ISOLATED STAND : E1

APRON INFORMATION	
APRON	STRENGTH
INTERNATIONAL 1	PCN 74/F/B/X/T
DOMESTIC	PCN 67/F/A/X/T
INTERNATIONAL 2	PCN 109/R/C/W/T

STAND Number	AIRCRAFT Classification	Dimensions(m)*	REMARKS
931, 932, 933	Helicopter	16 x 16	AS-365, EC-155, AW-139, S-76C, KA-32

* Dimensions means overall length x width.

DEICING PAD			
	INS COORDINATES FOR AIRCRAFT STANDS		
	WGS-84		ELEV(AMSL)
G8	35°10'28.65"N	128°56'35.67"E	8 ft
G9	35°10'14.68"N	128°56'37.42"E	8 ft
26	35°10'31.10"N	128°56'36.39"E	-
27	35°10'32.55"N	128°56'36.20"E	-

Change : Amended coordinates for ACFT stands NR. 10, 58 and phrase(AIRCAFT → AIRCRAFT).

RKJY AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKJY - YEOSU / Domestic

RKJY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	345032N 1273702E 166° / 1 050 m from THR 17
2	Direction and distance from city	343°, 11 km from Yeosu City Hall
3	Elevation/Reference temperature	16 m / 31.9 °C
4	Geoid undulation at the aerodrome elevation	27 m
5	MAG VAR/Annual change	8° W (2020) / 0.092° increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	Korea Airports Corporation(Yeosu Airport) 386, Yeosun-ro, Yulchon-myeon, Yeosu-si, Jeollanam-do, 59606 Republic of Korea TEL : +82-61-689-6331, 6339 Telefax : +82-61-689-6330
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKJY AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2100-1300 UTC
2	Customs and Immigration	NIL
3	Health and Sanitation	NIL
4	AIS Briefing Office	2200-1100 UTC
5	ATS Reporting Office	2200-1100 UTC
6	MET Briefing Office	HO
7	ATS	2200-1100 UTC
8	Fuelling	NIL
9	Handling	HO
10	Security	HO
11	De-icing	NIL
12	Remarks	Outside these hours services are available on request. (Only passenger flight)

RKJY AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Conveyor belt, various vehicles and equipments
2	Fuel/oil types	NIL
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	NIL
5	Hanger space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

Change : Information of aerodrome operator, TEL, FAX number, operational hours and Withdrawal of AFS.

RKJY AD 2.5 PASSENGER FACILITIES

1	Hotels	In Yeosu & Suncheon city
2	Restaurants	At AD and in the city
3	Transportation	Buses, Taxis, Rental cars from AD
4	Medical facilities	a. Ambulance service available (For 1 patient) b. Hospitals in Yeosu city, 13 km from AD
5	Bank and Post Office	a. Automated teller machine (ATM) available at AD b. Bank and post office in Yeosu & Suncheon city
6	Tourist Office	Available at AD
7	Remarks	http://www.airport.co.kr/mbs/yeosu/

RKJY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 7
2	Rescue equipment	a. 2 Chemical fire fighting trucks - Water : 23 000 L - AFFF* : 3 000 L - Dry chemical : 500 kg b. 1 Ambulance car c. 1 Mobile command vehicle
3	Capability for removal of disabled aircraft	Specialized aircraft recovery equipment available for up to and including A321 size aircraft. 100 ton hydraulic recovery jack, 470 ton crane and other accessory equipment can be provided by airlines and agencies. Korea Airports Corporation is the co-ordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (TEL : +82-61-689-6331, 6334)
4	Remarks	* Aqueous Film Forming Foam(AFFF)

RKJY AD 2.7 SEASONAL AVAILABILITY - CLEARING

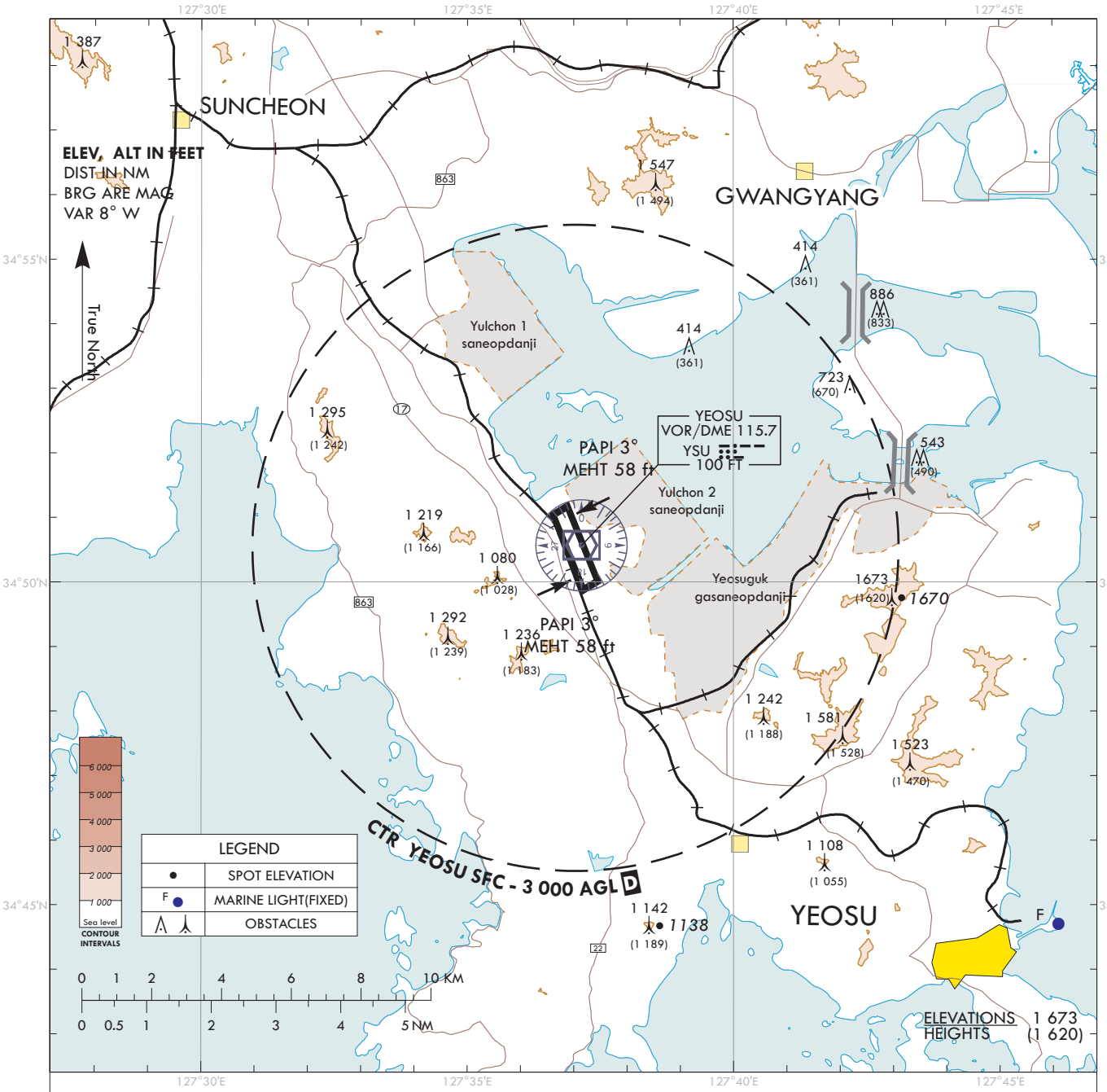
1	Type of clearing equipment	a. 1 Compact Runway Jet Sweeper b. 1 Dump truck c. 2 Tractors d. 1 Snow Plough e. 1 Urea spreader
2	Clearance priorities	a. RWY b. TWY c. Apron and other area
3	Remarks	Snow clearance information promulgated by SNOWTAM

VISUAL APPROACH CHART - ICAO

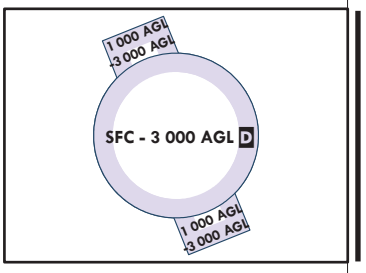
AD ELEV **53** ft
HEIGHTS RELATED
TO AD ELEV

SACHEON	APP	135.4
YEOSU	TWR	122.5
		240.9

YEOSU/Yeosu



VISUAL APPROACH PROCEDURE

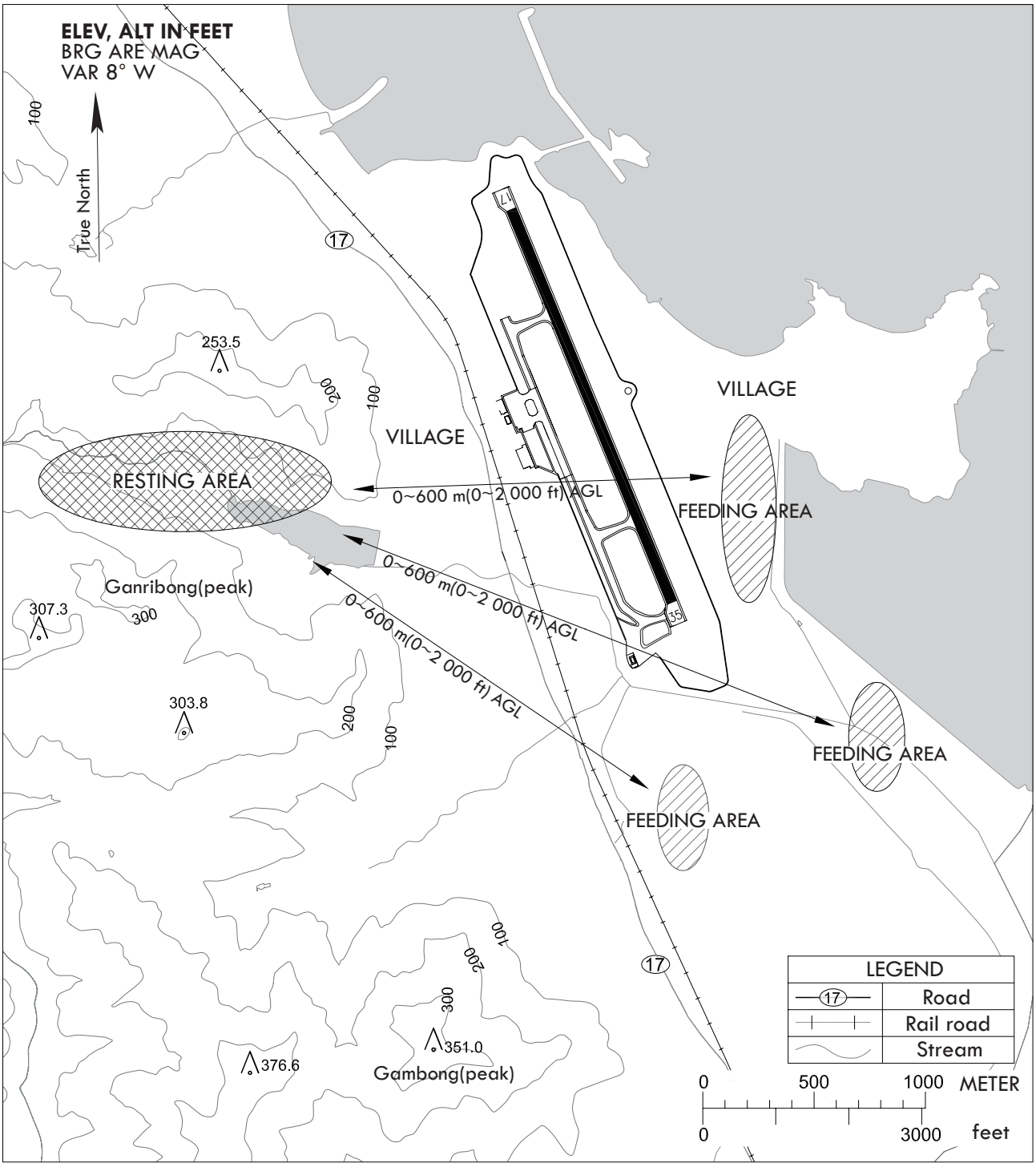


1. Visual approach may be initiated by ATC or approved upon pilot request on traffic permitting basis when :
   a. Ceiling : At or above 500 ft plus MVA
   b. Visibility : Not less than 3 SM

2. ATS airspace : Class D(Refer to ENR 2.1-9)

Change : Information of diagram of airspace classifications.

BIRD CONCENTRATION - YEOSU AIRPORT



RKPU AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
LOC 36 (8° W/2020) ILS CAT I (8° W or 352°)	IULS	110.3 MHz	H24	353616.3N 1292102.9E		**LOC unusable :** Beyond 13 NM from LOC due to RK P61B
GP 36	-	335 MHz	H24	353513.8N 1292112.1E		**Scheduled Inspection time** : Every 2nd WED(1400-2000 UTC) of the month
DME 36	-	1001 MHz (CH 40X)	H24	353513.8N 1292112.1E	30 m	
TVOR/DME (8° W/2020)	USN	111.4 MHz (CH 51X)	H24	353554.6N 1292111.8E	30 m	**Scheduled Inspection time** : Every 3rd WED(1400-2000 UTC) of the month
VORTAC (8° W/2020)	KPO	112.5 MHz (CH 72X)	H24	355837.9N 1292828.3E	800 ft	**Unusable and scheduled inspection time :** See ENR 4.1 for the details

VOR unusable
RDL 301-340 beyond 20 DME below 8 000 ft
RDL 261-300 beyond 12 DME below 9 000 ft
RDL 201-260 beyond 18 DME below 7 000 ft
RDL 151-160 beyond 19 DME below 6 000 ft
RDL 021-150 beyond 20 DME below 10 000 ft
RDL 000-020 beyond 22 DME below 7 000 ft

DME unusable
RDL 301-340 beyond 16 DME below 9 000 ft
RDL 261-300 beyond 12 DME below 9 000 ft
RDL 201-260 beyond 16 DME below 7 000 ft
RDL 151-160 beyond 16 DME below 6 000 ft
RDL 021-150 beyond 10 DME below 15 000 ft
RDL 000-020 beyond 13 DME below 11 000 ft

RADAR(ASR/SSR) Scheduled Inspection time : Every 3rd WED (1400-2000 UTC) of the month

RKPU AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport Regulations

1.1 Aircraft operation is restricted when surface friction measurement is less than 0.30 due to shortage of the runway strip(See AD chart).

1.2 All aircraft requiring parking on the aircraft stand must request prior permission,
TEL : +82-52-219-6330(Korea Airports Corporation).
This does not apply to locally based aircraft and scheduled services.

1.3 Pilots of departing IFR aircraft can request ATC clearance up to 10 minutes before ETD or push-back. Departing aircraft on first contact with ULSAN GROUND must state aircraft identification, destination, proposed altitude, stand number and the code letter of the latest ATIS received.

1.4 Pre-departure clearance by datalink is available at ULSAN airport for suitably equipped aircraft.

1.5 All aircraft contact ULSAN TWR prior to entering class D airspace(Refer to ENR 2.1-9).

2. Ground Movement

2.1 Visiting General Aviation aircraft will be directed by ATC to taxi to aircraft stand then follow the marshaller's instruction for parking.

Change : Information of coordinates, elevation for DME 36 and remarks.

2.2 Aircraft shall maintain idle thrust in the apron. In case of using breakaway thrust, aircraft shall maintain minimum breakaway thrust.

2.3 Radio Frequency Change Procedure

2.3.1 Arrival aircraft shall change radio frequency from ULSAN TOWER(118.75 MHz) to ULSAN GROUND(121.75 MHz) when vacating Runway.

2.3.2 Departure aircraft shall change radio frequency from ULSAN GROUND(121.75 MHz) to ULSAN TOWER(118.75 MHz) when start taxiing in the apron.

3. Warning

3.1 Single-engined aircraft shall use caution when overflying the chemical complex on the south of the aerodrome.

3.2 Many flare stacks are located in the chemical complex.

3.3 Caution large concentrations of birds maybe on and in the vicinity of the aerodrome.

3.4 Grass cutting may take place on a daily basis between June and October inclusive within the strip enclosing Runway 18/36 and the equipment is under ATC control. Circuit flying may be restricted at certain times to permit grass cutting in the areas immediately adjacent to the runway.

3.5 High-rise buildings(700 ft AMSL) are sited approximately 2.8 NM southwest of the aerodrome, in the fixed-wing VFR Traffic Circuit(See AD 2-12 VFR Traffic Circuits). Pilots are advised to exercise extreme caution when flying in the visual circuit.

3.6 OBST(mountainous terrain) rising to 767 m (2 517 ft AMSL) 2.3 NM North of "N" VFR Reporting point (See AD 2-12 VFR Traffic Circuits).

3.7 OBST(mountainous terrain) rising to 447 m (1 465 ft AMSL) between "N" and "W" VFR Reporting point (See AD 2-12 VFR Traffic Circuits).

3.8 OBST(mountainous terrain) rising to 600 m (1 969 ft AMSL) 2.1 NM West of "S" VFR Reporting point (See AD 2-12 VFR Traffic Circuits).

4. Training Flights

4.1 Training flights may only take place by prior arrangement with ATC(TEL : +82-52-289-4740).

4.2 ATC must be advised of any changes and cancellations of the flight plan.

4.3 The number of aircraft in the visual circuit will be determined by ATC, subject to the prevailing weather and traffic conditions.

4.4 Training may be curtailed if significant noise complaints are received.

4.5 Training flights will not be given priority over essential aerodrome maintenance work.

4.6 Simulated engine failures are not permitted.

RKPU AD 2.21 NOISE ABATEMENT PROCEDURES

1. Aircraft Operating Procedures(Except helicopter)

1.1 Take off

1.1.1 NADP 1(RWY 18, RWY 36)

All departing aircraft should apply ICAO PANS-OPS(Doc 8168) Volume Ⅲ Noise Abatement Departure Procedures One (NADP ONE).

a. Take-off to 800 ft AGL
- Take-off power
- Take-off flaps/slats setting
- Initial climb speed is not less than V2 + 10 kt

b. At 800 ft AGL
- Reduce power/thrust to Not less than climb power

c. 800 ft AGL to 3 000 ft AGL
- Maintain with flaps/slats in the take-off configuration
- Climb at V2 + 10 to 20 kt

RKTL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
LOC 17 (9° W/2020) ILS CAT I (9° W or 351°)	IUJS	108.1 MHz	H24	364600.3N 1292756.7E		
GP 17	IUJS	334.7 MHz	H24	364654.4N 1292730.7E		3° ILS RDH 44 ft
DME 17	IUJS	979 MHz (CH 18X)	H24	364654.4N 1292730.6E	60 m	
LOC 35 (9° W/2020) ILS CAT I (9° W or 351°)	IUJN	108.1 MHz	H24	364714.4N 1292728.0E		
GP 35	IUJN	334.7 MHz	H24	364616.7N 1292745.3E		3° ILS RDH 50 ft
DME 35	IUJN	979 MHz (CH 18X)	H24	364616.7N 1292745.1E	60 m	
VOR/DME (9° W/2020)	UJN	115.3 MHz (CH 100X)	H24	364635.2N 1292726.9E	90 m	**DME unserviceable** - RDL 196-220 beyond 12 NM BLW 8 000 ft - RDL 221-270 beyond 16 NM BLW 12 000 ft - RDL 271-295 beyond 17 NM BLW 10 000 ft - RDL 296-320 beyond 15 NM BLW 10 000 ft

Scheduled Inspection time :
- LOC 17, GP 17, DME 17, LOC 35, GP 35, DME 35, VOR/DME : Every 2nd WED (1300-1800 UTC) of the month.
- RADAR(ASR/SSR) : Every 4th WED (1300-1800 UTC) of the month.

RKTL AD 2.20 LOCAL AERODROME REGULATIONS

1. Uljin airport is operated by MOLIT* for training pilot. All aircraft except the aircraft belonging Uljin flight training center/academy that wish to use this AD have to obtaining an approval 24-hour in advance from MOLIT and observe the Uljin Airport Local Regulations.

   * MOLIT : Ministry of Land, Infrastructure and Transport

2. Ground Procedure(Radio frequency change points)

   Departure

   RWY 35/17 in use

   Aircraft shall change radio frequency from ULJIN Ground(121.775 MHz) to ULJIN Tower(118.55 MHz) when entering "E5" and "E1" taxiway from Apron unless otherwise instructed by ATC.

   Arrival

   RWY 35/17 in use

   Aircraft shall change radio frequency from ULJIN Tower(118.55 MHz) to ULJIN Ground(121.775 MHz) when vacating runway unless otherwise instructed by ATC.

Change : Information of remarks for VOR/DME.

RKTL AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

RKTL AD 2.22 FLIGHT PROCEDURES

1. IFR Procedure

1.1 Take-off weather minima

	RWY	Facilities			
		REDL & RCLL	REDL & RCL	REDL or RCL	NIL (Day Only)
Multi-Engine ACFT with TKOF ALTN AD	17	400 m / 1 200 ft	400 m / 1 200 ft	400 m / 1 200 ft	500 m / 1 600 ft
	35	400 m / 1 200 ft	400 m / 1 200 ft	400 m / 1 200 ft	500 m / 1 600 ft
Others	17	AVBL LDG MINIMA			
	35				

Note : SIDs are designed in accordance with STANDARDS for FLIGHT PROCEDURE DESIGN.
1. The TDZ RVR/VIS may be assessed by the pilot.
2. For Night Operations at least REDL or RCLL and RENL are available.

2. Procedures for VFR flight within Uljin CTR

2.1 VFR procedures

a. Take-off RWY 17/35 for CATA 7
- Initial climb to 700 ft then turn left(or right) HGD 080, climb VFR to 1 000 ft until 5 mile from Uljin airport. Contact Uljin Arrival on 120.875 MHz when instructed by Uljin Tower or leaving Tower control zone. Further climb instruction will be issued by Uljin Arrival.

b. Take-off RWY 17/35 for Cross-Country
- RWY 17/35 : Initial climb to 900 ft then turn left(or right), climb to 2 500 ft over threshold then turn left(or right) HDG 260 until leaving control zone.

c. Arrival
- RWY 17 South/North
  South : S → B(2 000 ft) → Follow instructions as directed by ATC.
  North : N → W → A(2 000 ft) → Follow instructions as directed by ATC.
- RWY 35 South/North
  North : N → W → A(2 000 ft) → Follow instructions as directed by ATC.
  South : S → B(2 000 ft) → Follow instructions as directed by ATC.
- VFR POINT “C”(RWY 35 used) and “D”(RWY 17 used) are prohibited except emergency or ATC instruction.

d. VFR flight will be permitted under the condition as below :
- Ground visibility : Not less than 5 km
- Ceiling : at or above 450 m(1 500 ft)

e. VFR Traffic circuit : Refer to page RKTL AD 2-10

f. VFR Circuit Altitude
- CAT A : 1 500 ft AMSL

g. VFR Reporting point : Refer to page RKTL AD 2-10

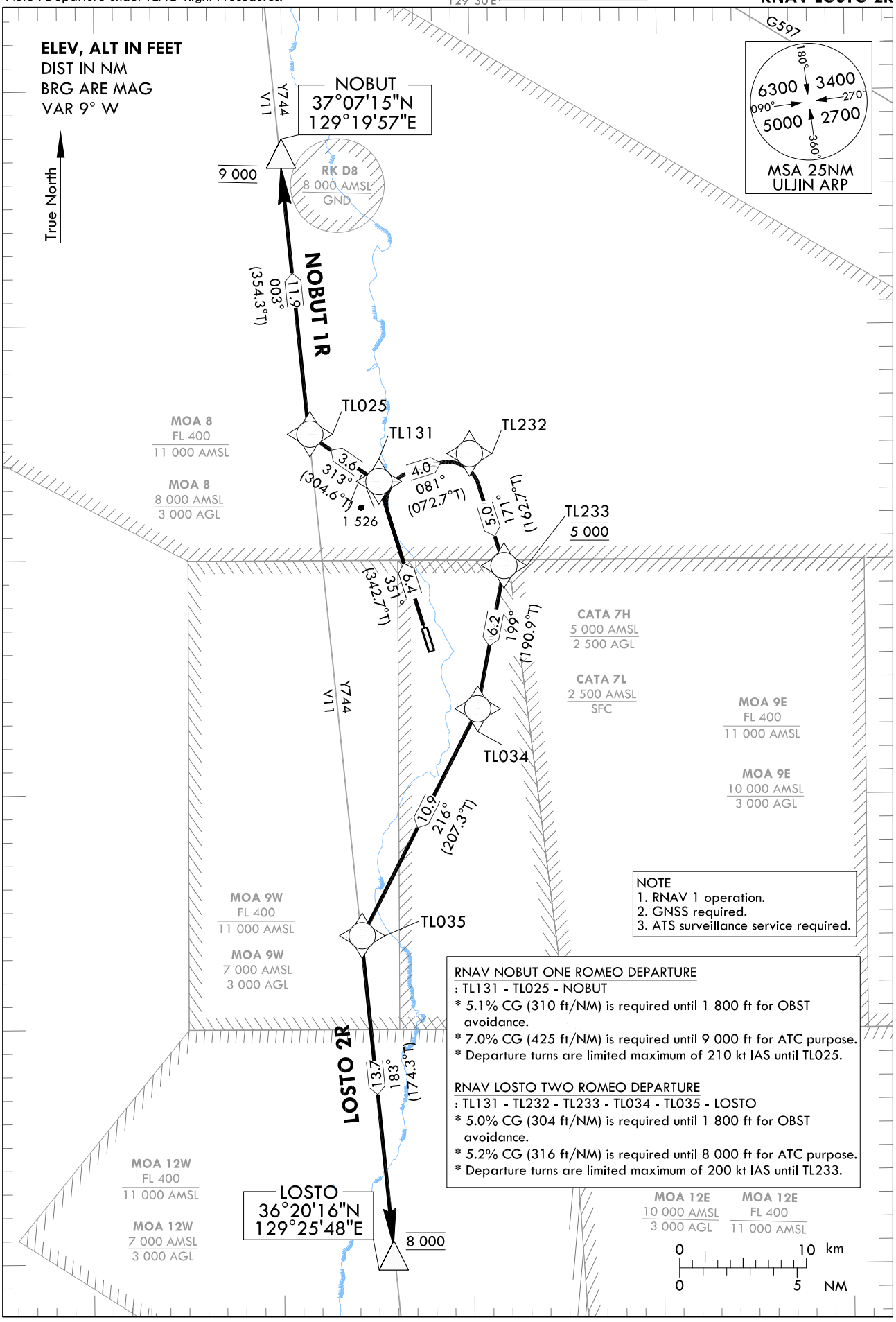
STANDARD DEPARTURE CHART INSTRUMENT(SID) - ICAO

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

ULJIN	DEP	120.875 317.65
ULJIN	TWR	118.55 317.45

ULJIN/Uljin(RKTL)
RWY 35
RNAV NOBUT 1R
RNAV LOSTO 2R

Note : Departure under ICAO flight Procedures.



NOTE
1. RNAV 1 operation.
2. GNSS required.
3. ATS surveillance service required.

RNAV NOBUT ONE ROMEO DEPARTURE
: TL131 - TL025 - NOBUT
* 5.1% CG (310 ft/NM) is required until 1 800 ft for OBST avoidance.
* 7.0% CG (425 ft/NM) is required until 9 000 ft for ATC purpose.
* Departure turns are limited maximum of 210 kt IAS until TL025.

RNAV LOSTO TWO ROMEO DEPARTURE
: TL131 - TL232 - TL233 - TL034 - TL035 - LOSTO
* 5.0% CG (304 ft/NM) is required until 1 800 ft for OBST avoidance.
* 5.2% CG (316 ft/NM) is required until 8 000 ft for ATC purpose.
* Departure turns are limited maximum of 200 kt IAS until TL233.

Change : Establishment of altitude restriction for TL233.

Standard Instrument Departure Procedure Coding Tables

RNAV NOBUT 1R

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	CF	TL131	-	351(342.7)	6.4	-	-	-210	36°53'20.2"N 129°25'06.2"E	-	RNAV 1	-
002	TF	TL025	-	313(304.6)	3.6	-	-	-210	36°55'22.2"N 129°21'26.0"E	-	RNAV 1	-
003	TF	NOBUT	-	003(354.3)	11.9	-	@9 000	-	37°07'15.1"N 129°19'56.6"E	-	RNAV 1	-

RNAV LOSTO 2R

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	CF	TL131	-	351(342.7)	6.4	-	-	-200	36°53'20.2"N 129°25'06.2"E	-	RNAV 1	-
002	TF	TL232	-	081(072.7)	4.0	-	-	-200	36°54'31.7"N 129°29'51.9"E	-	RNAV 1	-
003	TF	TL233	-	171(162.7)	5.0	-	@5 000	-200	36°49'42.8"N 129°31'43.6"E	-	RNAV 1	-
004	TF	TL034	-	199(190.9)	6.2	-	-	-	36°43'35.6"N 129°30'17.9"E	-	RNAV 1	-
005	TF	TL035	-	216(207.3)	10.9	-	-	-	36°33'54.5"N 129°24'06.6"E	-	RNAV 1	-
006	TF	LOSTO	-	183(174.3)	13.7	-	@8 000	-	36°20'15.8"N 129°25'48.3"E	-	RNAV 1	-

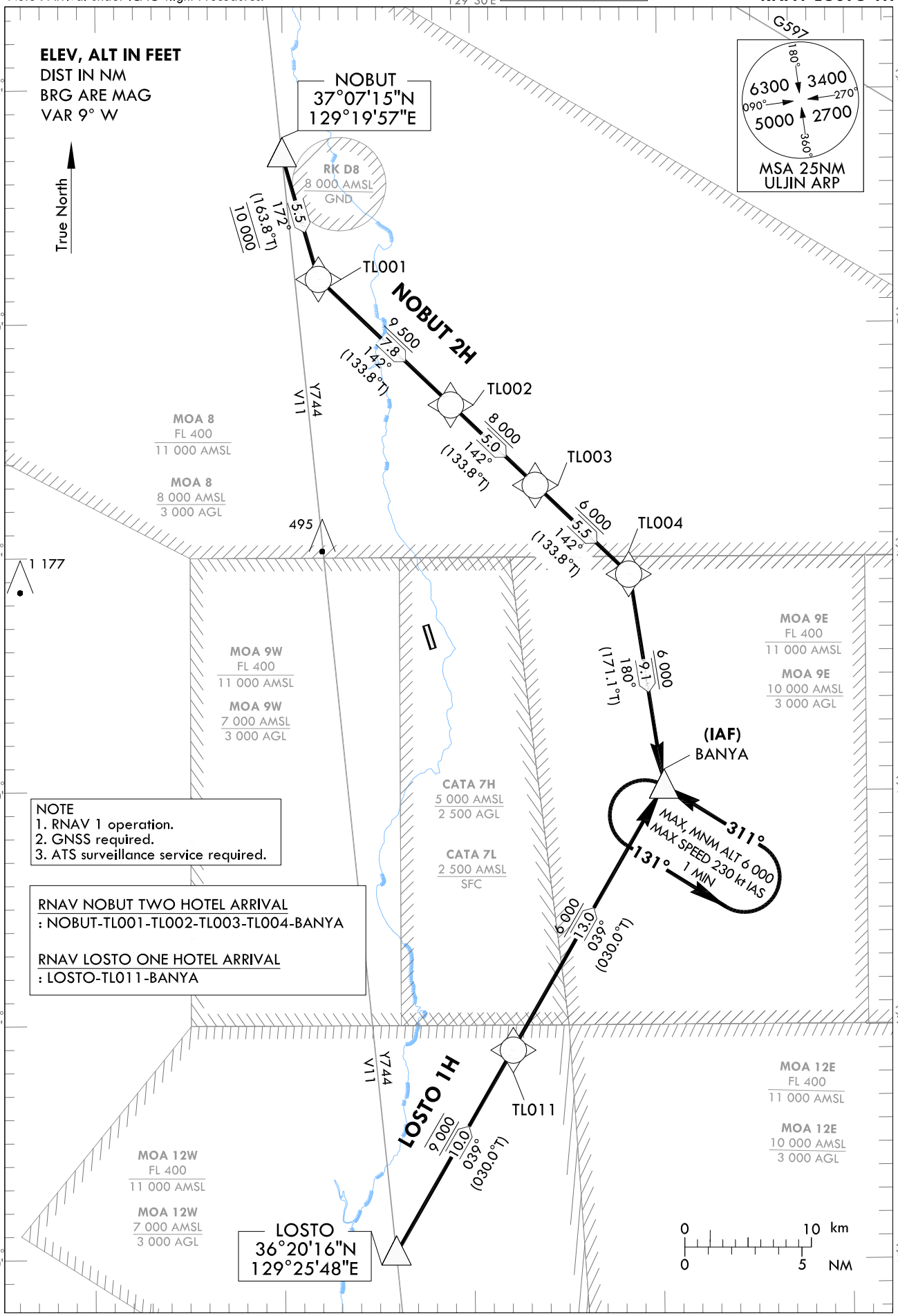
STANDARD ARRIVAL CHART INSTRUMENT(STAR) - ICAO

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

ULJIN	ARR	120.875 317.65
ULJIN	TWR	118.55 317.45

ULJIN/Uljin(RKTL)
RWY 35
RNAV NOBUT 2H
RNAV LOSTO 1H

Note : Arrival under ICAO flight Procedures.



NOTE
1. RNAV 1 operation.
2. GNSS required.
3. ATS surveillance service required.

RNAV NOBUT TWO HOTEL ARRIVAL
: NOBUT-TL001-TL002-TL003-TL004-BANYA

RNAV LOSTO ONE HOTEL ARRIVAL
: LOSTO-TL011-BANYA

Standard Instrument Arrival Procedure Coding Tables

RNAV NOBUT 2H

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	NOBUT	-	-	-	-	-	-	37°07'15.1"N 129°19'56.6"E	-	RNAV 1	-
002	TF	TL001	-	172(163.8)	5.5	-	@10 000	-	37°01'57.9"N 129°21'52.1"E	-	RNAV 1	-
003	TF	TL002	-	142(133.8)	7.8	-	+9 500	-	36°56'33.3"N 129°28'54.3"E	-	RNAV 1	-
004	TF	TL003	-	142(133.8)	5.0	-	+8 000	-	36°53'05.2"N 129°33'24.1"E	-	RNAV 1	-
005	TF	TL004	-	142(133.8)	5.5	-	+6 000	-	36°49'15.2"N 129°38'21.7"E	-	RNAV 1	-
006	TF	BANYA	-	180(171.1)	9.1	-	+6 000	-	36°40'12.4"N 129°40'05.8"E	-	RNAV 1	IAF

RNAV LOSTO 1H

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	LOSTO	-	-	-	-	-	-	36°20'15.8"N 129°25'48.3"E	-	RNAV 1	-
002	TF	TL011	-	039(030.0)	10.0	-	@9 000	-	36°28'56.0"N 129°32'00.2"E	-	RNAV 1	-
003	HM	BANYA	-	039(030.0)	13.0	-	+6 000	-	36°40'12.4"N 129°40'05.8"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 NOBUT 2H RNAV LOSTO 1H	HM	BANYA	Y	131(122.0)	1.0	L	@6 000	-230	36°40'12.4"N 129°40'05.8"E	-	RNAV 1	-

Change : Amended altitude restriction for TL002(9 000 → 9 500).

INSTRUMENT APPROACH CHART - ICAO

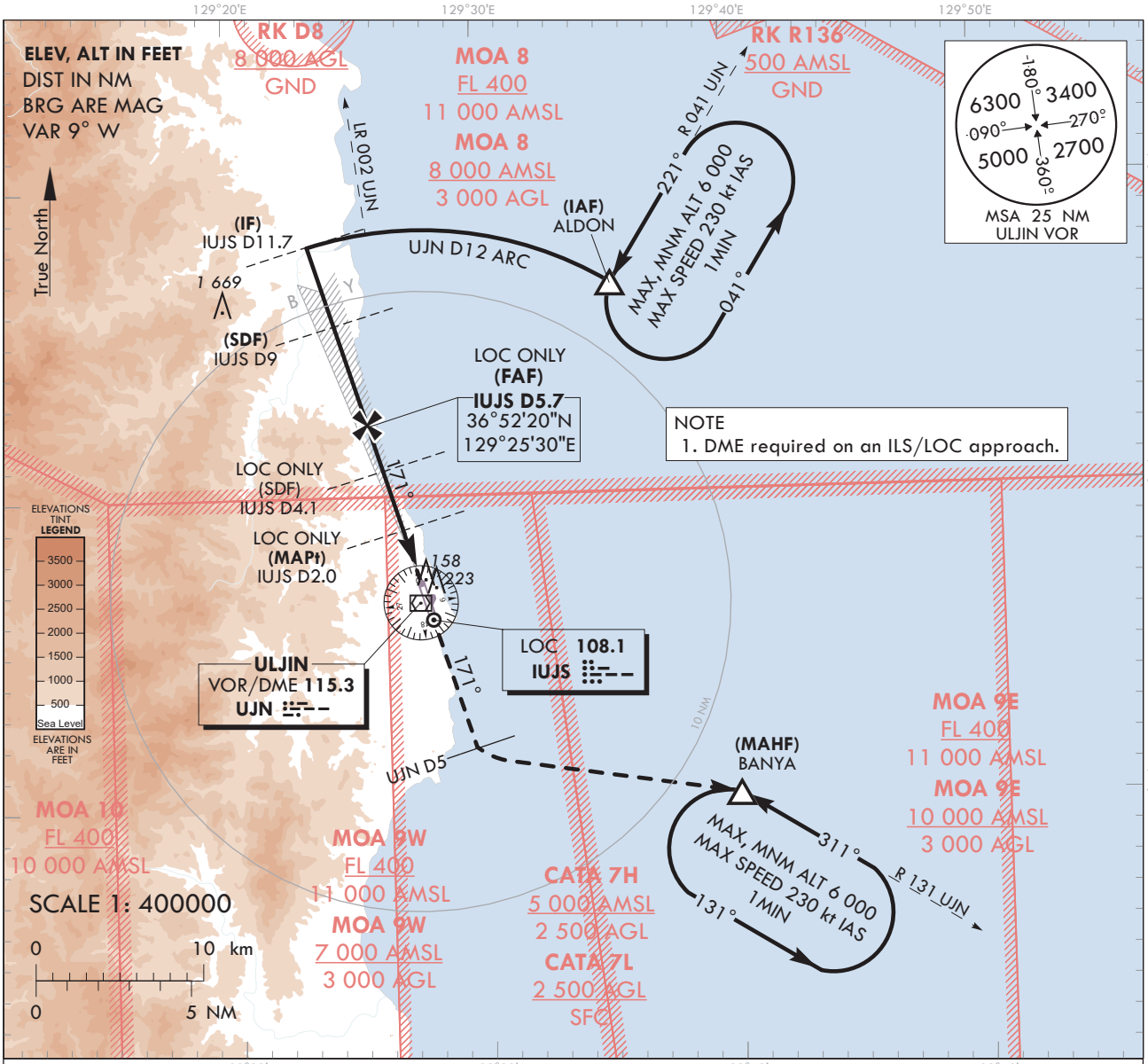
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 175 ft
HEIGHTS RELATED TO
THR RWY 17 - ELEV **175** ft

ULJIN	ARR	120.875
		317.65
ULJIN	TWR	118.55
		317.45

ULJIN/Uljin(RKTL)

ILS Y or LOC Y RWY 17

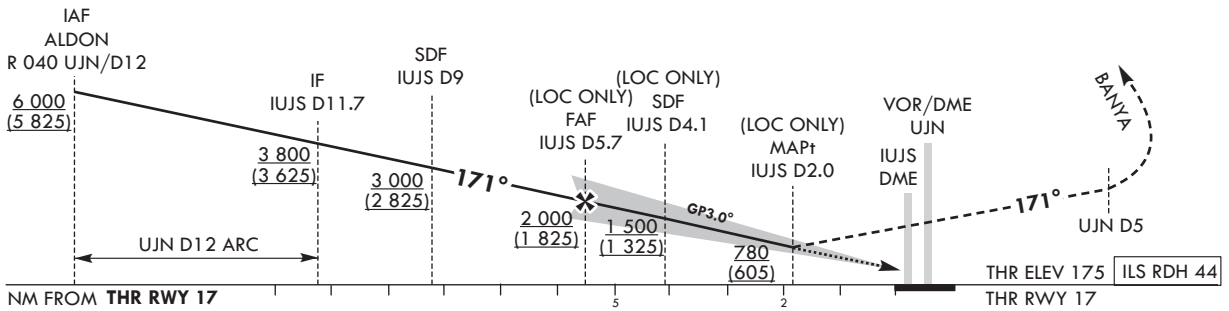


RECOMMENDED PROFILE(LOC ONLY)	DME IUJS	5	4	3	2
Final Approach Gradient 5.32%, 323 ft/NM	ALT(HGT)	1 787 (1 612)	1 464 (1 289)	1 140 (965)	979 (804)

MISSED APPROACH

Climb straight ahead untill UJN D5 then turn left to BANYA and hold at 6 000 ft

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY			DA(H)/MDA(H)	A	B	C	D
STA	CAT-1	FULL	375 (200)	RVR 750 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	780 (605)	3 000 m			
		ALS INOP		3 400 m			

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

* Timing NOT authorized for defining the MAPt.

* Circling not authorized.

Change : Information of UJN VOR/DME.

ULJIN/Uljin(RKTL)
ILS Y or LOC Y RWY 17

AERONAUTICAL DATA TABULATION

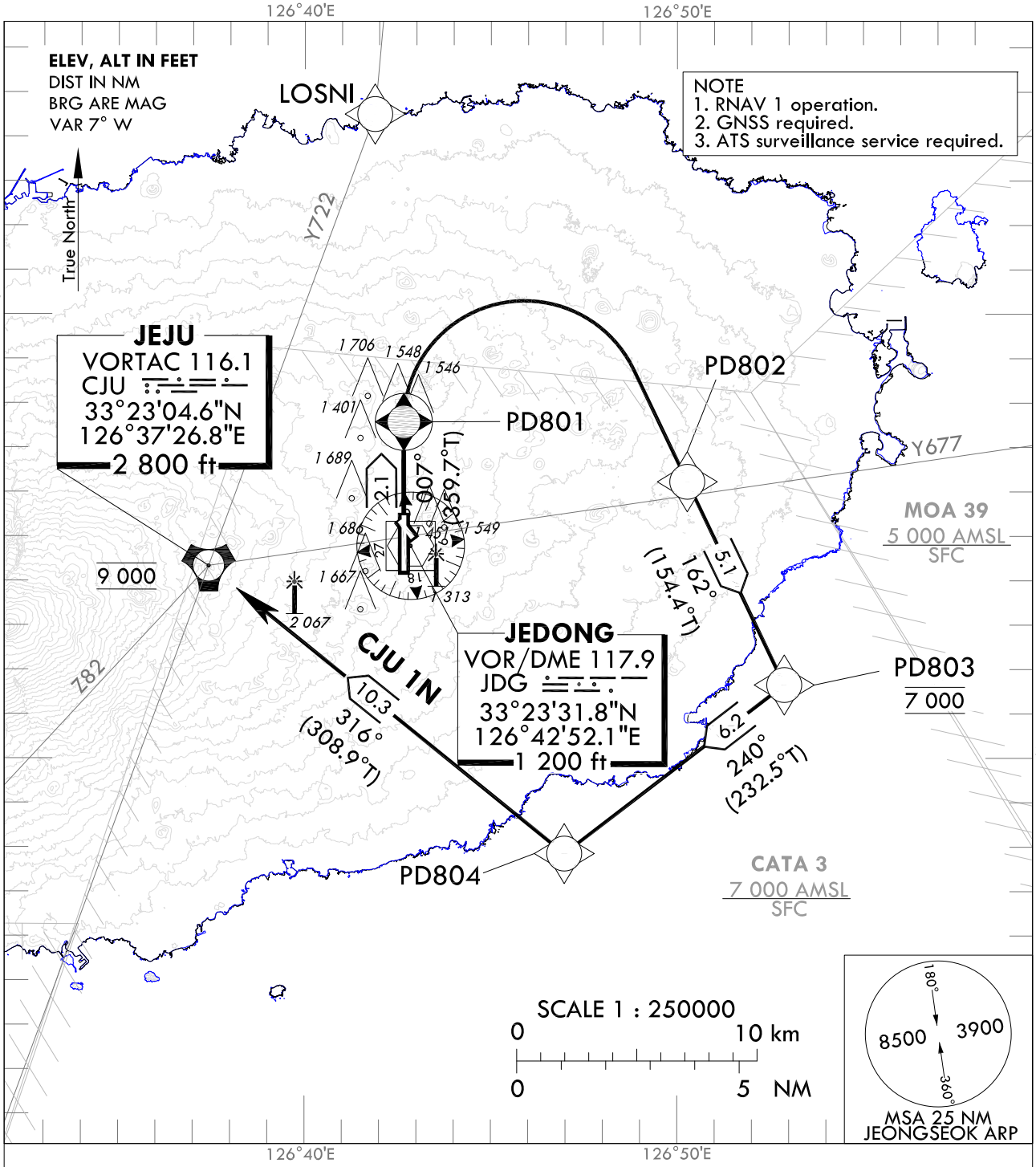
ILS Y / LOC Y Approach to RWY 17 from ALDON(IAF)		
Fix/Point		Coordinates
ALDON(IAF)	R 041 UJN / 12.00 NM UJN	36°56'46.3"N 129°35'23.0"E
D11.7 IUJS(IF)	BRG 171.28° / 11.70 NM IUJS	36°58'06.9"N 129°23'14.8"E
D9.0 IUJS(SDF)	BRG 171.29° / 9.00 NM IUJS	36°55'31.8"N 129°24'15.1"E
D5.7 IUJS(FAF LOC Only)	BRG 171.29° / 5.70 NM IUJS	36°52'20.0"N 129°25'29.6"E
D4.1 IUJS(SDF LOC Only)	BRG 171.27° / 4.10 NM IUJS	36°50'50.7"N 129°26'04.2"E
D2.0 IUJS(MAPt LOC Only)	BRG 171.28° / 2.00 NM IUJS	36°48'50.3"N 129°26'50.9"E
THR RWY 17	Final approach descent angle(LOC ONLY) 3.03°(FAF-SDF) / 3.05°(SDF-THR)	36°47'05.1"N 129°27'31.6"E
UJN VOR/DME		36°46'35.2"N 129°27'26.9"E
D5 UJN	R 169 UJN / 5.00 NM UJN	36°41'52.3"N 129°29'32.6"E
BANYA	R 131 UJN / 12.00 NM UJN	36°40'12.4"N 129°40'05.8"E

STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU DEP 119.225
JEONGSEOK TWR 124.35

JEJU/Jeongseok(RKPD)
RWY 01
RNAV CJU 1N



GENERAL INFORMATION

1. CJU 1N : 5.8% climb gradient required to 9 000 ft for ATC purpose and avoiding OBST.

2. If unable to comply with flight restrictions or RNAV 1, advise ATC well before departure for alternatives.

3. Departure turn limited to 210 kt IAS maximum until PD804.

4. Within JEJU TMA, maximum 250 kt IAS below 10 000 ft.

RNAV JEJU ONE NOVEMBER DEPARTURE : PD801 - PD802 - PD803 - PD804 - CJU

Change : Withdrawal of Y579.

Standard Instrument Departure Procedure Coding Tables

RNAV CJU 1N

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	CF	PD801	Y	007(359.7)	2.1	-	-	-210	33°26'19.3"N 126°42'40.6"E	-	RNAV 1	-
002	DF	PD802	-	-	-	R	-	-210	33°24'59.1"N 126°50'17.5"E	-	RNAV 1	-
003	TF	PD803	-	162(154.4)	5.1	-	@7 000	-210	33°20'24.7"N 126°52'54.0"E	-	RNAV 1	-
004	TF	PD804	-	240(232.5)	6.2	-	-	-210	33°16'36.5"N 126°47'00.5"E	-	RNAV 1	-
005	TF	CJU	-	316(308.9)	10.3	-	@9 000	-	33°23'04.6"N 126°37'26.8"E	-	RNAV 1	-

Change : Amended phrases(PD805 → CJU, VPA/TCH → VPA/RDH).