

REPUBLIC OF KOREA

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Ministry of Land, Infrastructure and Transport
Office of Civil Aviation

11, Doum 6-ro, Sejong-si, 30103, Republic of Korea

AMENDMENT NR 9/23

24 AUG 2023

AIRAC

AIP AMENDMENT NR 9/23

(Effective : 1600UTC 4 OCT 2023)

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 Enroute

- a) Establishment of significant point(NULDI) and Information of MAG track for Y711.
- b) Information of Enroute chart.

1.2 Gimpo INTL Airport

- a) Information of fixed wing VFR procedures and helicopter VFR procedures.
- b) Withdrawal of VFR reporting point N, R and Establishment of VFR reporting point L.

2. PAGE CONTROL

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL I, Part II - ENR (Enroute) ENR 3.2-11(9 FEB 23) / 3.2-12(9 FEB 23) ENR 4.4-3(20 OCT 22) / 4.4-4(20 OCT 22) ENR 6-1-2(29 JUN 23)	VOL I, Part II - ENR (Enroute) ENR 3.2-11(9 FEB 23) / 3.2-12(24 AUG 23) ENR 4.4-3(24 AUG 23) / 4.4-4(20 OCT 22) ENR 6-1-2(24 AUG 23)
VOL II, Part III - AD (Aerodrome) RKSS AD 2-25(6 APR 23) / 2-26(6 APR 23) AD 2-27(6 APR 23) / 2-28(6 APR 23) AD 2-29(4 MAY 23) / 2-30(4 MAY 23)	VOL II, Part III - AD (Aerodrome) RKSS AD 2-25(6 APR 23) / 2-26(24 AUG 23) AD 2-27(24 AUG 23) / 2-28(6 APR 23) AD 2-29(24 AUG 23) / 2-30(24 AUG 23)

END

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels		Remarks Controlling unit Frequency
					Odd	Even	
1	2	3	4	5	6		7
Y697 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							Daegu ACC FREQ : 128.70 MHz 132.80 MHz 122.75 MHz ¹⁾
SANGHAI FIR							
INCHEON FIR							1) Common frequency
▲ AGAVO(FIR BDRY) 371010N 1235953E	N/A	<u>066</u> 246	7.5	UNL FL 150(1 500) Class A, D, G			Westbound(SEL-AGAVO) FL 400, FL 380, FL 360, FL 340, FL 320, FL 300, FL 280, FL 260, FL 240, FL 220, FL 200 REF. ENR 3.1-9 for the detailed altitude conversion procedures. Only flying westbound from SEL to AGAVO on Y697 is authorized.
▲ OLBIM 371411N 1240751E		<u>066</u> 246	16.2				
△ NOGON 372250N 1242505E		<u>097</u> 277	20.0				
△ ANSIM 372323N 1245009E		<u>097</u> 277	19.0				
▲ BINIL 372349N 1251359E		<u>097</u> 277	20.0				
▲ NOPIK 372412N 1253905E		<u>097</u> 278	41.0	UNL 8 000(2 100) Class A, D, G			Daegu ACC FREQ : 132.80 MHz 118.925 MHz 122.75 MHz ²⁾ 2) Common frequency Airspace Classification refer to ENR 3.1-1
△ GOGET 372442N 1263036E		<u>098</u> 278	20.0	UNL 7 500(3 400) Class A, D, G	↓	↑	
△ ANYANG VORTAC(SEL) 372449N 1265542E		<u>087</u> 267	22.0	UNL 7 500(5 100) Class A, D, G			Daegu ACC FREQ : 134.175 MHz 123.65 MHz 122.75 MHz ³⁾ 3) Common frequency Airspace Classification refer to ENR 3.1-1
△ EGOBA 372915N 1272246E		<u>087</u> 267	13.9	UNL 7 500(4 500) Class A, D, G			
▲ KARBU 373159N 1273952E		<u>087</u> 268	22.9	UNL 7 500(7 500) Class A, D, G			Daegu ACC FREQ : 134.175 MHz 123.65 MHz 122.75 MHz ⁴⁾ 4) Common frequency Only flying westbound from LANAT to KAE on G597 shall get 24HR PPR from Daegu ACC.
▲ TORUS 373625N 1280807E		<u>088</u> 268	21.8	UNL 7 500(7 100) Class A, D, G			
▲ BIKSI 374032N 1283504E		<u>088</u> 268	8.2	UNL 8 000(7 100) Class A, D, G			Airspace Classification refer to ENR 3.1-1
△ GANGWON VORTAC(KAE) 374203N 1284514E		<u>130</u> 310	30.0	UNL 9 000(1 500) Class A, D, G			
▲ PILIT 372631N 1291731E		<u>130</u> 310	27.5	UNL 9 000(1 500) Class A, D, G			
▲ NIMUS 371210N 1294656E		<u>130</u> 310	50.8				
△ AGSUS 364521N 1304044E		<u>130</u> 311	42.9				
▲ LANAT(FIR BDRY) 362224N 1312542E							
INCHEON FIR							
FUKUOKA FIR							

1. Critical DME : SEL<AGAVO/OLBIM>, KUZ<AGAVO/OLBIM>, SEL<OLBIM/NOGON>, KUZ<OLBIM/NOGON>, SEL<NOGON/ANSIM>, KUZ<NOGON/ANSIM>, SEL<KARBU/TORUS>, KAE<KARBU/TORUS>, SEL<TORUS/BIKSI>, KAE<TORUS/BIKSI>, SEL<BIKSI/KAE>, KAE<BIKSI/KAE>, KAE<KAE/PILIT>, KPO<KAE/PILIT>, KAE<PILIT/NIMUS>, KPO<PILIT/NIMUS>, KAE<NIMUS/AGSUS>, KPO<NIMUS/AGSUS>, KAE<AGSUS/LANAT>, KPO<AGSUS/LANAT>

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

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels		Remarks Controlling unit Frequency
					Odd	Even	
1	2	3	4	5	7		10
Y711 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							Daegu ACC FREQ : 132.80 MHz 128.70 MHz 122.75 MHz ¹⁾ 1) Common frequency
▲ MONSI 371247N 1265015E	N/A	190 010	29.4	UNL FL 140(2 900) Class A, D, G		↓	Airspace Classification refer to ENR 3.1-1
▲ BULTI 364322N 1264930E		187 007	10.0				Incheon ACC FREQ : 132.150 MHz 123.55 MHz 132.20 MHz ²⁾ 2) Common frequency
▲ MEKIL 363322N 1264953E		187 006	10.2	UNL FL 140(3 200) Class A, D, G			Airspace Classification refer to ENR 3.1-1
△ GONAX 362311N 1265016E		193 013	14.1	UNL FL 140(2 200) Class A, D, G			
△ BEDES 360905N 1264844E		193 013	14.9	UNL FL 140(2 800) Class A, D, G			
△ ELPOS 355410N 1264707E		193 013	24.0	UNL FL 140(3 800) Class A, D, G			
▲ MANGI 353011N 1264432E		193 013	22.7	UNL FL 140(4 000) Class A, D, G			Incheon ACC FREQ : 120.725 MHz 128.30 MHz 132.20 MHz ³⁾ 3) Common frequency
△ DALSU 350731N 1264206E		193 013	10.0	UNL FL 140(3 300) Class A, D, G			Airspace Classification refer to ENR 3.1-1
△ NULDI 342514N 1263739E		193 012	24.8	UNL FL 140(2 700) Class A, D, G			
▲ DOTOL 341515N 1263637E		207 027	25.9	UNL FL 140(6 000) Class A, D, G			Incheon ACC FREQ : 124.525 MHz 132.425 MHz 132.20 MHz ⁴⁾ 4) Common frequency
△ KIDOS 335028N 1263402E		207 027	27.4	UNL FL 140(6 300) Class A, D, G			Airspace Classification refer to ENR 3.1-1
△ REMOS 332605N 1262329E		207 027	33.4				
▲ PANSI 330014N 1261225E		207 027	30.1				
△ DOMKO 322848N 1255859E		207 026	18.2	UNL FL 140(1 500) Class A, D, G			Incheon ACC FREQ : (At or above FL 335) 133.425 MHz 134.15 MHz 132.20 MHz ⁵⁾ (below FL 335) 125.725 MHz 132.825 MHz 128.375 MHz 132.20 MHz ⁵⁾ 5) Common frequency
△ IKEDO 314314N 1253948E		207 026	12.0				Airspace Classification refer to ENR 3.1-1
▲ KANKA 313155N 1253504E		207 026	67.0				
△ BONSO 302840N 1250851E		206 026	30.2				
▲ MUGUS(FIR BDRY) 300006N 1245712E							
INCHEON FIR							
FUKUOKA FIR							

1. Critical DME : KWA<DOTOL/KIDOS>, CJU<DOTOL/KIDOS>

2. DME GAP : KIDOS/REMOS, REMOS/PANSI, PANSI/DOMKO, DOMKO/PONIK, PONIK/KANKA, KANKA/BONSO, BONSO/MUGUS GNSS required.

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

Change : Establishment of significant point(NULDI) and Information of MAG track for Y711.

OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 9/23

Effective : 1600UTC 4 OCT 2023

Name-code designator [pronunciation]			Coordinates		ATS route or other route	Remarks
1			2		3	4
NIRAT	[ni:rat]	[니랏]	320354N	1260329E	A593/Y722/B576	
NISAV	[nisav]	[니사브]	341519N	1275835E	Y571	
NOBUT	[nobat]	[노벳]	370715N	1291957E	V11/Y744	
NOGON	[nogon]	[노곤]	372250N	1242505E	Y697	
NOMEX	[nomeks]	[노멕스]	374112N	1294441E	B467/Z63/Y437	
NONOS	[nonos]	[노노스]	364046N	1242453E	Y655	
NOPIK	[nopik]	[노픽]	372412N	1253905E	G597/Y697	
NULDI	[nuldī]	[놀디]	342514N	1263739E	Y711	
OLBIM	[olbim]	[올빔]	371411N	1240751E	Y697	
OLMEN	[olmen]	[올멘]	364413N	1265928E	B576/Z52/Y722	
OLMUD	[olmud]	[올무드]	350225N	1284916E	Y572	
OMKIM	[omkim]	[옴킴]	331320N	1264114E	Y571/Y572	
OMOTU	[omotu]	[오모투]	350033N	1285022E	A586/Y579/Y781	
ONATA	[onata]	[오나타]	382832N	1320602E	Y233	
ONIKU	[oniku]	[오니쿠]	321142N	1263917E	A593	
OPEDA	[opeda]	[오페다]	355149N	1273652E	V549	
OROGA	[oroga]	[오로가]	364456N	1272718E	HOLDING PATTERN	
OSPOT	[ospat]	[오스팟]	365018N	1272055E	A582/Y782	
PALDU	[paldu]	[팔두]	375813N	1323625E	B332	
PALSA	[palsa]	[팔사]	340131N	1242453E	Y655	
PANSI	[pansi]	[판시]	330014N	1261225E	Y711/Z82	
PAPLU	[paplu]	[파프루]	333441N	1270337E	Y571/Z85	
PEBRI	[pebri]	[페브리]	362311N	1270013E	Y722	
PILIT	[pilīit]	[필릿]	372631N	1291731E	G597/V11/Z63/Y744/Y697	
POLEG	[polek]	[폴렉]	371249N	1265935E	A582/B576/Y644/Y782	
PONIK	[ponik]	[포닉]	320021N	1254659E	A593/Y711	
POSAN	[posan]	[포산]	365615N	1271316E	Z52	
POVEM	[povæm]	[포뵐]	345523N	1285416E	Y571	
POVOR	[povor]	[포볼]	341520N	1274400E	Y572	
REBIT	[rebit]	[레빗]	371203N	1252913E	Y644	
REMOS	[ræmos]	[래모스]	332605N	1262329E	Y655/Y711	
RIMPO	[rimpo]	[림포]	350739N	1273502E	W45	
RINBO	[rinbo]	[린보]	355352N	1265349E	B576/V549	
RILRO	[rilro]	[릴로]	371033N	1241442E	Y644/Z57	
RUGMA	[rugma]	[루그마]	323012N	1265753E	A586/Y579/Z85	
RUNIT	[runīt]	[루닛]	350734N	1282952E	W45	
SABET	[sabet]	[사벳]	373829N	1324019E	B332/L512	
SADLI	[sædli]	[새들리]	314948N	1250000E	A593	
SAKTI	[sakti]	[삭티]	365100N	1274600E	HOLDING PATTERN	
SAMDO	[samdo]	[삼도]	333503N	1281857E	A595	
SAMLO	[samlo]	[삼로]	323223N	1261536E	B576/Y722	
SAMUL	[samul]	[사물]	350736N	1265154E	Y722/Y253/V543	
SAPDI	[sæpdī]	[샹디]	350737N	1282952E	V543/Y253	
SAPRA	[sapra]	[사프라]	354926N	1304325E	G585/Y685	
SARAM	[saram]	[사람]	350736N	1283147E	V543/W526/Z83/Y253	
SELPA	[selpa]	[셀파]	375515N	1304911E	Y233	
SOSDO	[sosdo]	[소스도]	330012N	1262735E	B576/Y722	

Change : Establishment of NULDI.

OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 9/23
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Name-code designator [pronunciation]			Coordinates	ATS route or other route	Remarks
1			2	3	4
TAMNA	[tamna]	[탐나]	332815N 1271953E	A595	
TEBEX	[tebeks]	[테백스]	363341N 1275929E	Z53	
TEDAN	[tedan]	[테단]	350744N 1271852E	V543/Y253	
TENAS	[tenas]	[테나스]	373820N 1313427E	B467/L512/A586/Y579/Y437	
TESIM	[tesim]	[테심]	313526N 1255128E	B576/Y722	
TOLIS	[tolis]	[톨리스]	335030N 1242453E	Y655	
TOPAX	[topæks]	[토팍스]	344555N 1282952E	A586/Y579/W526	
TORUS	[torus]	[토루스]	373625N 1280807E	G597/Y697	
TOSAN	[tosan]	[토산]	330012N 1264619E	A586/Y579	
UPGOS	[upgos]	[웁고스]	335733N 1271953E	Y572	
VASLI	[vasli]	[바슬리]	364252N 1273003E	A582/Y782	

WEST-SEA NORTH SECTOR
FL 600
1 000 AGL

WEST-SEA SOUTH SECTOR
FL 600
1 000 AGL

GUNSAN WEST SECTOR
FL 600
1 000 AGL

GUNSAN EAST SECTOR
FL 600
1 000 AGL

GWANGJU WEST SECTOR
FL 600
1 000 AGL

GWANGJU EAST SECTOR
FL 600
1 000 AGL

NAMHAE AREA SECTOR
FL 600
1 000 AGL

JEJU NORTH SECTOR
FL 600
1 000 AGL

JEJU SOUTH HIGH SECTOR
FL 600
FL 335

JEJU SOUTH LOW SECTOR
FL 335
1 000 AGL

GANGNEUNG AREA SECTOR
FL 600
1 000 AGL

EAST-SEA SECTOR
FL 600
1 000 AGL

DAEGU AREA SECTOR
FL 600
1 000 AGL

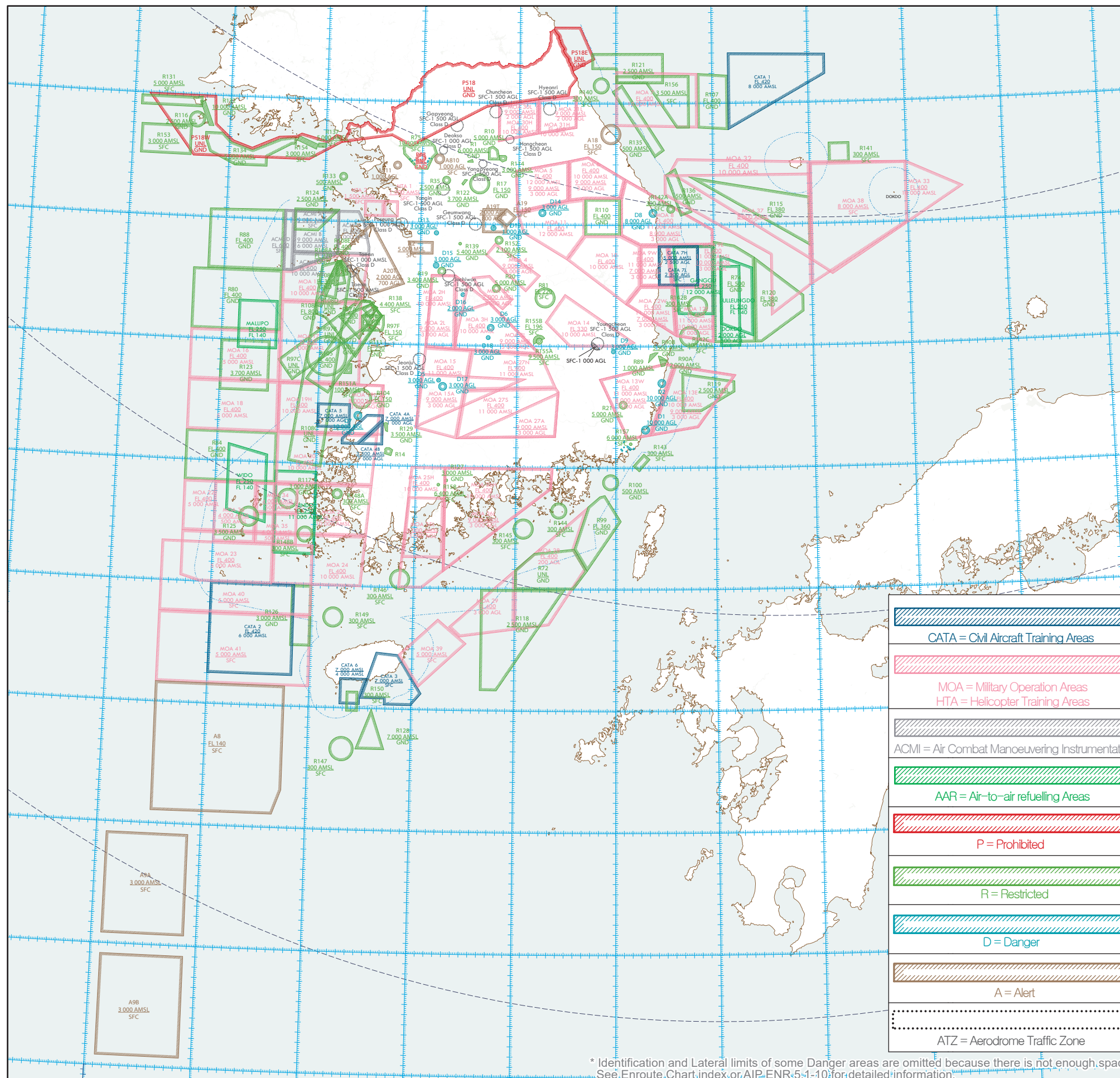
POHANG AREA SECTOR
FL 600
1 000 AGL

INCHEON CONTROL

DAEGU CONTROL

CTA = Control Area(Sector)

FIR = Flight Information Region



Effective : 1600UTC 4 OCT 2023

* The information contained is based on Aeronautical Information Publication.

TIME : UTC, ALT : Feet

RK D1 QND-10 000 AGL	RK D14 QND-3 000 AGL	RK D22 QND-1 800 AGL	RK D30 QND-1 600 AGL
RK D5 QND-10 000 AGL	RK D15 QND-3 000 AGL	RK D23 QND-1 600 AGL	RK D31 QND-1 600 AGL
RK D9 QND-10 000 AGL	RK D16 QND-3 000 AGL	RK D24 QND-1 700 AGL	RK D32 QND-1 600 AGL
RK D6 QND-3 000 AMSL	RK D17 QND-3 000 AGL	RK D25 QND-1 500 AGL	RK D33 QND-1 500 AGL
RK D7 QND-3 000 AMSL	RK D18 QND-3 000 AGL	RK D26 QND-1 600 AGL	RK D34 QND-1 600 AGL
RK D8 QND-9 000 AGL	RK D19 QND-1 000 AGL	RK D27 QND-1 700 AGL	RK D35 QND-2 000 AGL
RK D9 QND-9 000 AGL	RK D20 QND-1 600 AGL	RK D28 QND-1 700 AGL	RK D36 QND-2 000 AGL
RK D13 QND-3 000 AGL	RK D21 QND-1 600 AGL	RK D29 QND-1 600 AGL	RK D37 QND-1 600 AGL

RK A2 SFC-5 000 AMSL MON-FRI 2300-1300 SAT 2300-0400	RK A19 SFC-FI: 150 DAILY 2100-1400 VMC	RK A20T 700 AGL - 2000 AGL MON-SAT	RK AB11 SFC-1 000 AGL MON-FRI 2300-1300 SAT 2300-0400
RK A18 SFC-FI: 150 MON-SAT CONT	RK A19T 800 AGL - 2000 AGL DAILY 2300-0900 IMC-VMC	RK AB10 SFC-1 000 AGL MON-FRI 2300-1300 SAT 2300-0400	RK AB SFC-1 140 By NOTAM
RK A9A SFC-3000 AMSL By NOTAM	RK A9B SFC-3000 AMSL By NOTAM		

CATA 1	CATA 4A	CATA 5	CATA 7L
FL 400	7 000 AMSL	7 000 AMSL	2 500 AGL
8 000 AMSL	1 000 AGL	1 000 AGL	SFC
2100-1300	NOTAM HJ	NOTAM HJ	24HR
CATA 2	CATA 4B	CATA 6	CATA 7H
FL 400	3 000 AMSL	7 000 AMSL	5 000 AGL
6 000 AMSL	1 000 AGL	4 000 AMSL	2 500 AGL
NOTAM	NOTAM HJ	2100-1300	NOTAM
CATA 3			
7 000 AMSL			
SFC			
2100-1300			

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

MOA 3H FL 400 10 000 AMSL	MOA 25 FL 400 10 000 AGL	MOA 25 FL 400 10 000 AMSL	MOA 2H FL 400 500 AMSL
MOA 4 FL 400 3 000 AGL	MOA 12E FL 400 11 000 AMSL	MOA 24 FL 400 500 AMSL	MOA 35 FL 400 500 AMSL
MOA 5 FL 400 9 000 AMSL	MOA 13W FL 400 3 000 AGL	MOA 25L FL 400 3 000 AGL	MOA 36 FL 400 500 AMSL
MOA 6 FL 400 9 000 AMSL	MOA 13W FL 400 12 000 AMSL	MOA 25H FL 400 10 000 AMSL	MOA 37 FL 400 8 000 AMSL
MOA 6 FL 400 9 000 AMSL	MOA 13E FL 400 9 000 AMSL	MOA 26L FL 400 9 000 AMSL	MOA 38 FL 400 8 000 AMSL

10 000 AMSL	MOA 14	10 000 AMSL	SFC
MOA 7	MOA 27N	MOA 40	
FL 400	FL 330	5 000 AMSL	
10 000 AMSL	10 000 AMSL	11 000 AMSL	SFC
MOA 8	MOA 15A	MOA 27S	MOA 41
8 000 AMSL	9 000 AMSL	FL 400	5 000 AMSL
3 000 AGL	3 000 AGL	11 000 AMSL	SFC
MOA 8	MOA 15	MOA 27A	HTA 1
FL 400	FL 400	9 000 AMSL	1 000 AMSL
11 000 AMSL	11 000 AMSL	3 000 AGL	SFC
MOA 9E	MOA 16	MOA 28	HTA 2
10 000 AMSL	FL 400	FL 400	1 500 AMSL
3 000 AGL	5 000 AMSL	200 AGL	SFC
MOA 9E	MOA 17	MOA 29	

7 000 AMSL 3 000 AGL	FL 400 5 000 AMSL	9 000 AMSL 2 000 AGL
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AIR COMBAT MANOEUVERING INSTRUMENTATION (ACMI)			
ACMI A 5 000 AMSL SFC	ACMI C FL 600 10 000 AMSL	ACMI D FL 600 SFC	ACMI E FL 600 10 000 AMSL
ACMI B 9 000 AMSL 6 000 AMSL			

2,000 AGL FL 250	KINDO FL 140	ULU'UNGO FL 250
GANGGU FL 250	JINDO FL 250	FL 140
12,000 AMSL	11,000 AMSL	

AERODROME TRAFFIC ZONE (ATZ)			
Sapeyong SFC - 1,500 AGL Class D	Yongin SFC - 1,500 AGL Class D	Chuncheon SFC - 1,500 AGL Class D	Taejeon SFC - 1,000 AMSL Class D
Yongpyeong SFC - 1,500 AGL	Jeonju SFC - 1,000 AGL	Daejeon SFC - 1,000 AGL	Pyeongtaek SFC - 1,000 AGL

TMA = Terminal control Areas

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

[illegible]

IFR CRUISING LEVEL DIAGRAMS

Flight Information Region (FIR)

Name of FIR	FIR
Upper limit	INCHON
Lower limit	LINE
Unit providing service	INCHON ACC DAEGU ACC

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

ACC Boundary

ACC Boundary	INCHON CONTROL DAEGU CONTROL
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Terminal control Area (TMA)

Name of TMA	TMA
TMA number	SEOUL AREA (E33)
Upper limit	FL 185
Lower limit	1000 AGL
Unit providing area control service	SEOUL APP

Civil Aircraft Training Area (CATA)

Identification of area	CATA-5
Upper limit	7 000 AMSL
Lower limit	1 000 AMSL

Aerodrome Traffic Zone(ATZ)

Identification of ATZ	Gapsyeong ATZ
Airspace Classification	
Vertical Limit	

Aerodromes

Civil	
Military	
Joint civil and military	

Name of aerodrome	INCHON
Elevation given in the units of measurement (feet) selected for use on the chart.	23 L H 123
Minimum lighting-obstacles, boundary or runway lights and lighted wind indicator or landing direction indicator	
Runway hard surfaced, normally all weather	
Note: - A dash (-) is to be inserted where L or H do not apply.	
Length of longest runway in hundreds of feet	

Within Incheon FIR, RVSM is applied between FL 290 and FL 410 on all ATS Routes.

In the RVSM stratum 2 000 ft vertical separation minimum is applied between non compliant aircraft operating and all other aircraft.

MEASURING UNITS

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

ALTIMETER SETTING PROCEDURES

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

ATS Airspace Classifications

Type of Category	Class	Designated areas and altitude	Type of IFR	Separation provided	Service provided	Radio Communication requirement	Subject to an ATC clearance				
Controlled	A	• All airways from above FL 200 to FL 600* • Incheon airport** - Within 5 NM including areas which are extended northbound from 37°31'58N 126°15'25E - 37°37'21N 126°50'00E - 37°32'11N 126°27'13E - 37°28'29N 126°00'00E - 37°31'58N 126°15'25E and southbound from 37°22'47N 126°25'26E - 37°26'54N 126°32'22E - 37°23'39N 126°37'10E - 37°18'51N 126°27'36E - 37°22'47N 126°25'26E [SFC ~ 10 000 ft AMSL] - Within 5~10 NM including areas which are extended northbound from 37°34'54N 126°12'46E - 37°40'19N 126°22'21E - 37°37'21N 126°50'00E - 37°31'58N 126°15'25E - 37°34'54N 126°12'46E and southbound from 37°18'51N 126°27'36E - 37°23'39N 126°37'10E - 37°19'17N 126°41'02E - 37°13'39N 126°31'28E - 37°18'51N 126°27'36E [1 000 ft AGL~10 000 ft AMSL] - Within 10~20 NM(5 000 ft AGL~10 000 ft AMSL) Gimpo airport*** - Within 5 NM including areas which are extended northbound from 37°36'46N 126°39'26E - 37°39'44N 126°43'10E - 37°38'03N 126°45'18E - 37°34'58N 126°41'42E - 37°36'46N 126°39'26E, and southbound from 37°28'40N 126°49'38E - 37°30'36N 126°52'32E - 37°29'07N 126°54'44E - 37°26'52N 126°51'33E - 37°28'40N 126°49'38E - Within 5~10 NM (1 000 ft AGL~10 000 ft AMSL) - Within 10~20 NM (5 000 ft AGL~10 000 ft AMSL) • Jeju Airport • A circle, radius 5 NM centered at RKCP ARP (33°04'34N 126°29'34E); SFC ~ 1 000 ft AMSL. • 33°26'35N 126°26'14E : a clockwise arc; radius 5 NM centered at ARP - 33°30'48N 126°35'32E - 33°30'51N 126°41'31E : a counter-clockwise arc; radius 10 NM centered at ARP - 33°22'55N 126°22'55E ; to the beginning : 1 000 ft AMSL ~ 10 000 ft AMSL • 33°22'55N 126°22'55E : a clockwise arc; radius 10 NM centered at ARP - 33°30'51N 126°41'31E - 33°30'57N 126°49'38E : a counter-clockwise arc; radius 20 NM centered at ARP - 33°40'58N 126°16'18E : to the beginning : 2 000 ft AMSL ~ 10 000 ft AMSL • Radius of airports with APP Control**** - Within 5 NM (SFC~5 000 ft AGU) - Within 5~10 NM (1 000 ft AGL~5 000 ft AGL)	IFR VFR	All aircraft	ATC service	Continuous two-way	Yes				
	B		IFR VFR	All aircraft	ATC service	Continuous two-way	Yes				
	C			IFR IFR from VFR	IFR from IFR IFR from VFR	ATC service	Continuous two-way	Yes			
	D			IFR IFR from VFR(BDO & RADAR CTRC)	IFR from IFR IFR from VFR	• ATC service for separation from IFR; • VFR/VFR traffic information (and traffic avoidance advice on request)	Continuous two-way	Yes			
	E			IFR IFR from IFR	IFR from IFR	• ATC service between VFR and IFR flights (and traffic avoidance advice on request)	Continuous two-way	Yes			
	F			IFR NIL	IFR NIL	• Traffic information as far as practicable	No(EXC CIV ACFT)	No			
	G			IFR VFR	IFR NIL	• Flight information service	No	No			
	* Though application of the flight procedures for Korean military mentioned on each Class is reserved, Korean military shall observe the flight Information Notification procedures specified on the LOA between concerned facilities. ** Gimhae, Gwangju, Seosan, Donggi, Gangneung, Jungseon, Suwon, Wonju, Yeosu, Gunsan and Pohang Gyengsang Airports(11) *** Osan, Yangpyeong, Suwon, Seomun, Sejongmu, Pyeongyang, Ulsan, Yeso, Mokpo, Manju, Jinheung, Jinhae, Incheon, Nonsan and Sacheon Airports(17)										
	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES
	38°21'N 125°49'E	MOKID	36°23'N 124°35'E	OMKTO	37°31'30"N 126°41"E	PONIK	32°02'N 125°45'E	SAMDO	33°50'N 128°18'E	TOPAX	34°55'S 128°29'E
38°16'N 126°15'E	MUGOOK	36°00'N 124°57'E	OWHIO	35°03'N 128°50'E	POSAN	35°56'N 127°13'E	SAMLO	33°27'N 126°15'E	TORUS	37°36'S 128°08'E	
38°15'N 126°15'E	NIMBUS	37°21'N 129°45'E	ONEDA	38°28'N 130°26'E	POYEV	34°55'N 128°54'E	SAPAL	35°07'N 126°15'E	TOSAN	38°00'N 126°46'E	
38°12'N 125°46'E	NUBIA	35°52'N 126°50'E	OPEKA	36°01'N 126°39'E	POYOX	37°15'N 127°44'E	SARDI	35°07'N 128°29'E	TREX	35°57'N 127°19'E	
38°12'N 124°09'E	NISAV	34°15'N 127°83'E	OPENA	35°51'49N 127°36'E	PIEST	37°10'N 125°29'E	SAPRA	35°49'N 126°52'E	VASUI	36°42'N 127°30'E	
38°12'N 127°19'E	NOBITO	37°07'N 129°19'E	OROKGA	36°44'56N 127°21'E	RIMO	33°26'N 126°23'E	SOKAD	35°07'N 128°18'E			
38°11'N 126°42'E	NOGCON	37°23'N 129°19'E	OSPOT	36°01'N 127°03'E	RUCRO	37°10'N 124°44'E	SEIPA	37°51'N 130°01'E			
38°11'N 131°40'E	NOMEK	37°41'N 129°44'E	PALDU	37°58'N 132°36'E	REMPS	35°07'N 127°30'E	SODOMO	33°01'N 126°37'E			
38°10'N 126°42'E	NOHOES	36°04'N 124°45'E	PALSOT	36°01'N 124°24'E	RIBMO	35°52'N 126°53'E	TAKANA	33°28'N 127°19'E			
38°10'N 126°51'E	NOPIK	37°21'N 125°90'E	PANSI	33°01'4N 126°12'E	RUGOMA	32°30'N 126°57'E	TEDAN	36°34'N 125°99'E			
38°10'N 128°30'E	NULDI	32°45'N 126°37'E	PAPLU	33°34'N 127°03'E	RUNIT	35°07'N 128°29'E	TEBER	35°04'N 127°18'E			
38°09'N 126°45'E	OLBI	35°51'N 126°15'E	PASA	35°51'N 127°00'E	SABET	37°18'N 128°29'E	TENIS	33°57'N 131°34'E			
38°09'N 127°15'E	OLMEN	36°44'N 126°59'E	PIUT	37°26'N 129°17'E	SADI	31°49'N 125°00'E	TESIM	31°52'N 125°12'E			
38°09'N 126°50'E	OLWUD	35°22'N 128°49'E	POLEG	37°24'N 126°59'E	SAKTI	36°51'N 127°46'E	TOLU	33°50'N 124°24'E			

* The VFR flights crossing Korea ADIZ and estimated time to the boundary.
Flight Information Center (FIC)
* VHF 126.90/135.725, UHF 250.80/258.50/317.55

ATS route (width NM)

Route designer
Magnetic track
Distance in NM
Upper limit
Minimum flight altitude

Air navigation route (RNAV)

Route designer
Magnetic track
Distance in NM
Upper limit
Minimum flight altitude

AIRSPACE CLASSIFICATION INFORMATION

CLASS A Airway(FL 200 ABV - FL 600)

CLASS B 5 NM Radius
10 NM Radius
20 NM Radius

CLASS C 5 NM Radius
10 NM Radius

CLASS D 5 NM Radius

CLASS E At or above 1 000 ft AGL

CLASS G Below 1 000 ft AGL

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

AIRWAY INFORMATION

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

Change - Over Point (COP)

Distance in NM from associated VOR navigation aid 45 ⁴⁴

Significant point

Name	IGDOK
Reporting Point(REP/WPT)	Compulsory On request

Legend:

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

Identification of area

- Nationality letter
- Upper limits
- Lower limits

*Nationality letter is omitted for chart clarity.

Military Operation Area (MOA)

Air Combat Manoeuvring Instrumentation (ACMI)

Air-to-air refuelling Areas(AAR)

Identification of area

Upper limit
Lower limit

MOA 18 / ACMI A / BODED
5L-500
5000 AFEET

Compass rose

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

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

Compass rose to be used as appropriate in combination with the following symbols:

VOR

VOR/DME

TACAN

VORTAC

Identification for radio navigation aids (NAVAID)

Name

NAVAID frequency, Identification or call sign

Geographical coordinates

Elevation of NAVAID site

INCHON
VOR/DME 113.8
NCH
37° 59' 47"N
126° 25' 49"E
100 FT

Altimeter setting region boundary

100 FT

Isogonic line or isogonal

75-W

Political boundary

National River

Large river(Perennial)

Lakes(Perennial)

Small river(Perennial)

Area Minimum Altitude (AMA)

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

Example : 5 400 feet **54**



- b. These speed restrictions are essential for smooth and safe operations at high traffic loads. If an aircraft does not comply with these speed instructions, the aircraft may have to be excluded from the planned approach sequence.
- c. When ATC use "RESUME NORMAL SPEED" RTF phraseology, it means that the previously issued speed restriction by ATC is cancelled and a pilot can resume an aircraft's preferred speed. Pilot shall note that it does not mean the removal of MAX 250 kt IAS within SEOUL TMA.

1.3 Fuel Dumping Area

Fuel Dumping Area is established within SEOUL TMA as follows.

1. AREA : A circle with a radius of 5 NM centered on R 264 NCN/D22, R 278 SEL/D45
2. ALTITUDE : At or above 6 000 ft
3. Area/altitude may be changed by pilot request, traffic condition or any other safety reason.

1.4 Visual Approach

Visual Approach may be initiated by ATC or approved upon pilot request on traffic permitting basis when;

1. Ceiling : at or above 1 000 ft (reported weather by the airport)
2. Visibility : not less than 5 km (3 SM)
3. Circuit : west pattern only

1.5 Use of SID / STAR

1. Pilot shall note that adherence to SID / STAR level restrictions are critical for aircraft separation in SEOUL TMA. For ATC separation, pilots are strongly encouraged to check whether he or she can comply with level restrictions of SID(before airborne) / STAR(before passing subsequent waypoint) or not.
2. If unable to comply with any restrictions depicted on SID or STAR, pilot shall notify ATC as early as possible.
3. To eliminate safety risk due to a mismatch between ATC and pilot expectations, ATC will provide aircraft with explicit indications with regard to what is expected in terms of speed and level at all times using "CANCEL (LEVEL/SPEED) RESTRICTIONS" or "COMPLY WITH (LEVEL/SPEED) RESTRICTIONS" RTF phraseology.

1.5.1 Assignment of Standard Instrument Departure(SID)

RKSS RWY	RKSI RWY	AIRWAY	SID(PRIMARY)	SID(SECONDARY)
14L/R	15L/R, 16L/R	G597/Y679(NOPIK)	RNAV NOPIK 2U	SEL 1F
		Y711(BULTI)	RNAV BULTI 2U	SOT 1E
		Y782/A582(OSPOT)	RNAV OSPOT 2U	SOT 1E
		G597/Y697(EGOBA)	RNAV EGOBA 2U	SEL 1F
	33L/R, 34L/R	G597/Y697(NOPIK)	RNAV NOPIK 2U	SEL 1F
		Y711(BULTI)	RNAV BULTI 2Z	SOT 1E
		Y782/A582(OSPOT)	RNAV OSPOT 2Z	SOT 1E
		G597/Y697(EGOBA)	RNAV EGOBA 2U	SEL 1F
32L/R	33L/R, 34L/R	G597/Y697(NOPIK)	RNAV NOPIK 2T	SEL 1W
		Y711(BULTI)	RNAV BULTI 2T	SOT 1W
		Y782/A582(OSPOT)	RNAV OSPOT 2T	SOT 1W
		G597/Y697(EGOBA)	RNAV EGOBA 2T	SEL 1W, KARBU 1W
	15L/R, 16L/R	G597/Y697(NOPIK)	RNAV NOPIK 2Q	SEL 1W
		Y711(BULTI)	RNAV BULTI 2Q	SOT 1W
		Y782/A582(OSPOT)	RNAV OSPOT 2Q	SOT 1W
		G597/Y697(EGOBA)	RNAV EGOBA 2Q	SEL 1W, KARBU 1W

1.5.2 Assignment of Standard Terminal Arrival(STAR)

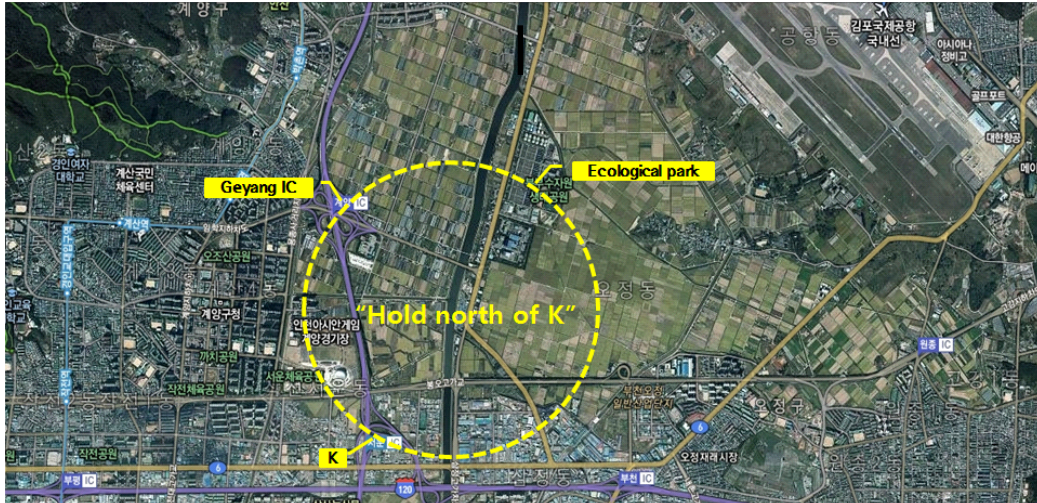
RKSS RWY	RKSI RWY	AIRWAY	STAR(PRIMARY)	STAR(SECONDARY)
14L/R	15L/R, 16L/R	Y644(REBIT)	RNAV REBIT 2U	RNAV LEGAK 1U
	33L/R, 34L/R	Y644(REBIT)	RNAV REBIT 2Z	RNAV LEGAK 1U
	-	Y722(OLMEN)	RNAV OLMEN 2U	
	-	Y685/G585(GUKDO)	RNAV GUKDO 2U	
	-	G597/Y697(KARBU)	RNAV KARBU 2U	
32L/R	33L/R, 34L/R	Y644(REBIT)	RNAV REBIT 2T	RNAV LEGAK 1T
	15L/R, 16L/R	Y644(REBIT)	RNAV REBIT 2Q	RNAV LEGAK 1T
	-	Y722(OLMEN)	RNAV OLMEN 2T	
	-	Y685/G585(GUKDO)	RNAV GUKDO 2T	
	-	G597/Y697(KARBU)	RNAV KARBU 2T	

- 1.6 Initial Radio Call Procedures with SEOUL APPROACH
1. When instructed to "CONTACT", pilot shall Squawk IDENT and report callsign, ACFT type(including series) and ATIS code.
e.g.) "Seoul Approach, ABC123, Boeing 738, information 'A'."
 2. When instructed to "MONITOR or STAND BY FOR", pilot shall Squawk IDENT and keep silent until ATC initiate call.
- 1.7 Missed approach procedure when ground navigation aid is Unserviceable
1. RWY 14L/R : Follow published procedure. If unable, climb to 4 000 ft, fly RWY HDG then radar vector.
 2. RWY 32L/R : Follow published procedure. If unable, climb to 4 000 ft, fly RWY HDG then radar vector.
 3. Report to ATC about missed approach route(published procedure or HDG/ALT) when going around.
 4. If ATC issue another HDG/ALT, follow ATC's instruction when going around.
2. VFR
- 2.1 VFR PROCEDURE
1. VFR Weather minima
 - a. Ground Visibility : Not less than 5 km
 - b. Ceiling : at or above 450 m (1 500 ft)
※ School and Training Flights
Ceiling : at or above 610 m(2 000 ft)
 2. VFR Traffic Circuit : Refer to Page RKSS AD 2-29
 3. VFR Reporting point : Refer to Page RKSS AD 2-30
 4. VFR Circuit Altitude
 - a. Helicopter : 1 000 ft
 - b. Conventional : 1 000 ft
 5. VFR Flight procedure
 - a. VFR aircraft shall maintain two way radio communication and get permission prior to entering Class B airspace from Seoul Approach Control except
 - 1) when landing and departing within Gimpo Control Zone via VFR reporting points.
 - 2) for transiting through Gimpo Control Zone.
 - b. VFR Aircraft shall pass "K" at or above 2 000 ft unless otherwise when cleared or instructed by ATC or when necessary for safety or hazardous in-flight weather condition.
 - c. Aircraft is required to use traffic circuit for each runway in use.
 - d. "F" and "W" are radio transfer points between Gimpo and Incheon control zone.
 - e. As practical as possible, pilot should avoid congested areas, hospitals and schools.
 6. Fixed Wing VFR Procedures
- Departure
- a. After departing from RWY 14, pass the RWY end and reach the safe altitude, then fly the following routes;
 - 1) For SOUTH bound : Turn right then proceed to K for the next VFR reporting point or for further ATC instructions. Cross K at or above 2 000 ft.
 - 2) For NORTH bound : Turn right then proceed to K for further ATC instructions. Pass K at or above 2 000 ft.
 - b. After departing from RWY 32, pass the RWY end and reach the safe altitude, then fly the following routes;
 - 1) For SOUTH bound : After take-off, turn left then proceed to K for the next VFR reporting point for further ATC instructions. Cross K at or above 2 000 ft.
 - 2) For NORTHEAST bound : After take-off, maintain RWY heading then turn right when ATC gives instruction.
- Arrival
- a. Inbound from SOUTH : Proceed to K via a VFR reporting point or as instructed by ATC, then fly the following route. Cross K at or above 3 000 ft;
 - 1) When RWY 14 in use : Enter into the right-hand pattern at 1 000 ft then land on RWY 14L/R as instructed by ATC.
 - 2) When RWY 32 in use : Enter into the left-hand pattern at 1 000 ft then land on RWY 32L/R as instructed by ATC.
 - b. Inbound from NORTH : Enter into L then climb to 3 000 ft as instructed by ATC. Proceed to K via KIP.
 - 1) When RWY 14 in use : Enter into the right-hand pattern at 1 000 ft then land on RWY 14L/R as instructed by ATC.
 - 2) When RWY 32 in use : Enter into the left-hand pattern at 1 000 ft then land on RWY 32L/R as instructed by ATC.
- Holding
- a. When ATC clears "Hold north of K", pilots shall fly connecting "K" - Geyang IC (R 256 KIP/D2.2, 373238N 1264455E) - Bucheon city northern water resources ecological park (R 255 KIP/D1.5, 373239N 1264603E) maintaining at or above 2 000 ft as instructed by ATC.
※ CAUTION : Use caution not to fly beyond the line of 1.5 NM west of RWY 32L/14R in order to protect the VFR traffic circuits.

Change : Information of fixed wing VFR procedures.

- b. This holding procedure may only be permitted when
- 1) Day time
 - 2) VMC
 - 3) Aircraft type : C-172

※ When radio communication failure, all VFR flights shall follow 3.1.1.
(Refer to page AD 2-27, Radio communication failure procedure)



7. Helicopter VFR Procedures

Departure

- a. From H4 : After take-off, maintain RWY heading and reach safe altitude, then fly the following procedures;
- 1) For SOUTH bound : After take-off, turn right then proceed to and cross K at 2 000 ft for the next VFR reporting point or for further ATC instructions.
 - 2) For NORTHEAST bound : After take-off, cross RWY as instructed by ATC then proceed to M then L for further ATC instructions.
- b. From H3 : After take-off, maintain RWY heading and reach safe altitude, then fly the following procedures;
- 1) For SOUTH bound : After take-off, turn left then proceed to and cross K at 2 000 ft for the next VFR reporting point or for further ATC instructions.
 - 2) For NORTHEAST bound : Cross RWY as instructed by ATC then proceed to M then L for further ATC instructions.

Arrival

- a. Inbound from SOUTH : Proceed to K via a VFR reporting point or as instructed by ATC, then fly the following routes. Cross K at 2 500 ft;
- 1) When RWY 14 in use : Enter into the right-hand pattern at 1 000 ft then land on H3 as instructed by ATC.
 - 2) When RWY 32 in use : Enter into the left-hand pattern at 1 000 ft then land on H4 as instructed by ATC.
- * When tailwind is less than 5 knots, ATC will instruct otherwise for noise abatement.
- b. Inbound from NORTHEAST : Enter into and cross L at 800 ft. Cross M as instructed by ATC at or below 300 ft. Cross RWY with ATC instruction then land on H3 or H4.

2.2 Special VFR

1. Special VFR flight for taking off or landing may only be permitted when

- a. The ground visibility is at least 1 500 m.
- b. If ground visibility is not reported, the flight visibility is at least 1 500 m.

2. For Special VFR operations, the pilot shall :

- a. Get a clearance from ATC.
- b. Stay clear of clouds.
- c. Fly only within control zone as cleared by ATC.
- d. Maintain visual reference with surface or water.
- e. Maintain at least 1 500 m of flight visibility.

※ At night(between sunset and sunrise), the pilot must have an instrument rating and the aircraft must be equipped for IFR flight under Aviation Act.(Except for helicopters)

Change : Information of helicopter VFR procedures.

3. Radio communication failure procedure

3.1 In VMCs :

1. Squawk 7600.
2. Continue to fly in VMC.
3. Land at nearest suitable aerodrome.

3.1.1 Procedure for VFR Flights

1. Squawk 7600. Proceed and cross "K" at 2 000 ft; and
2. Follow "Hold north of K" procedure at 2 000 ft (refer to Page AD 2-26, Holding); and
3. When able to see the light gun signal from the control tower during holding follow that instruction; or
4. When unable to see the light gun signal from the control tower continue holding, until ETA or for 10 minutes, whichever is later; then
5. Land on RWY 14R/32L or H3/H4 in use as appropriate.

3.2 In IMCs or when conditions are such that it does not appear likely that the pilot will complete the flight in accordance with 3.1. :

3.2.1 DEPARTURE AIRCRAFT

1. Squawk 7600
2. Maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 minutes following :
 - a. the time the transponder is set to Code 7600; or
 - b. the time the last assigned level or minimum flight altitude is reached; whichever is later and thereafter adjust level and speed in accordance with the filed flight plan.;
3. When being vectored or having been directed by ATC, proceed in the most direct manner possible to rejoin the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude;

3.2.2 ARRIVAL AIRCRAFT

1. Squawk 7600.
 2. Follow the STAR issued by ATC. When being vectored or having been directed by ATC, proceed in the most direct manner possible to join the STAR no later than the next significant point. Then commence descent as filed.
 3. Start approach to the assigned runway without delay.
 4. If no specific runway for landing has been assigned, start approach to runway 14R or 32R without delay.
- * No fly area : The aircraft shall not fly north of R 271 YJU.

4. Take-off weather Minima

Facilities	RWY	3 RVR REQ			REDL & RCLL	REDL & RCL***	REDL or RCL***	NIL (Day Only)
		TGS*, HIRL & RCLL	HIRL & RCLL	REDL & RCLL				
		RVR / VIS**						
Multi-Engine ACFT	14R	75 m / 300 ft	125 m / 400 ft	150 m / 500 ft	200 m / 600 ft	300 m / 1 000 ft	400 m / 1 200 ft	500 m / 1 600 ft
	32L	75 m / 300 ft	125 m / 400 ft	150 m / 500 ft	200 m / 600 ft	300 m / 1 000 ft	400 m / 1 200 ft	500 m / 1 600 ft
	14L	-	-	-	-	-	400 m / 1 200 ft	500 m / 1 600 ft
	32R	-	-	-	-	-	400 m / 1 200 ft	500 m / 1 600 ft

Note : SIDs are designed in accordance with STANDARDS for FLIGHT PROCEDURE DESIGN.

* With certified TGS(Take-off Guidance System).

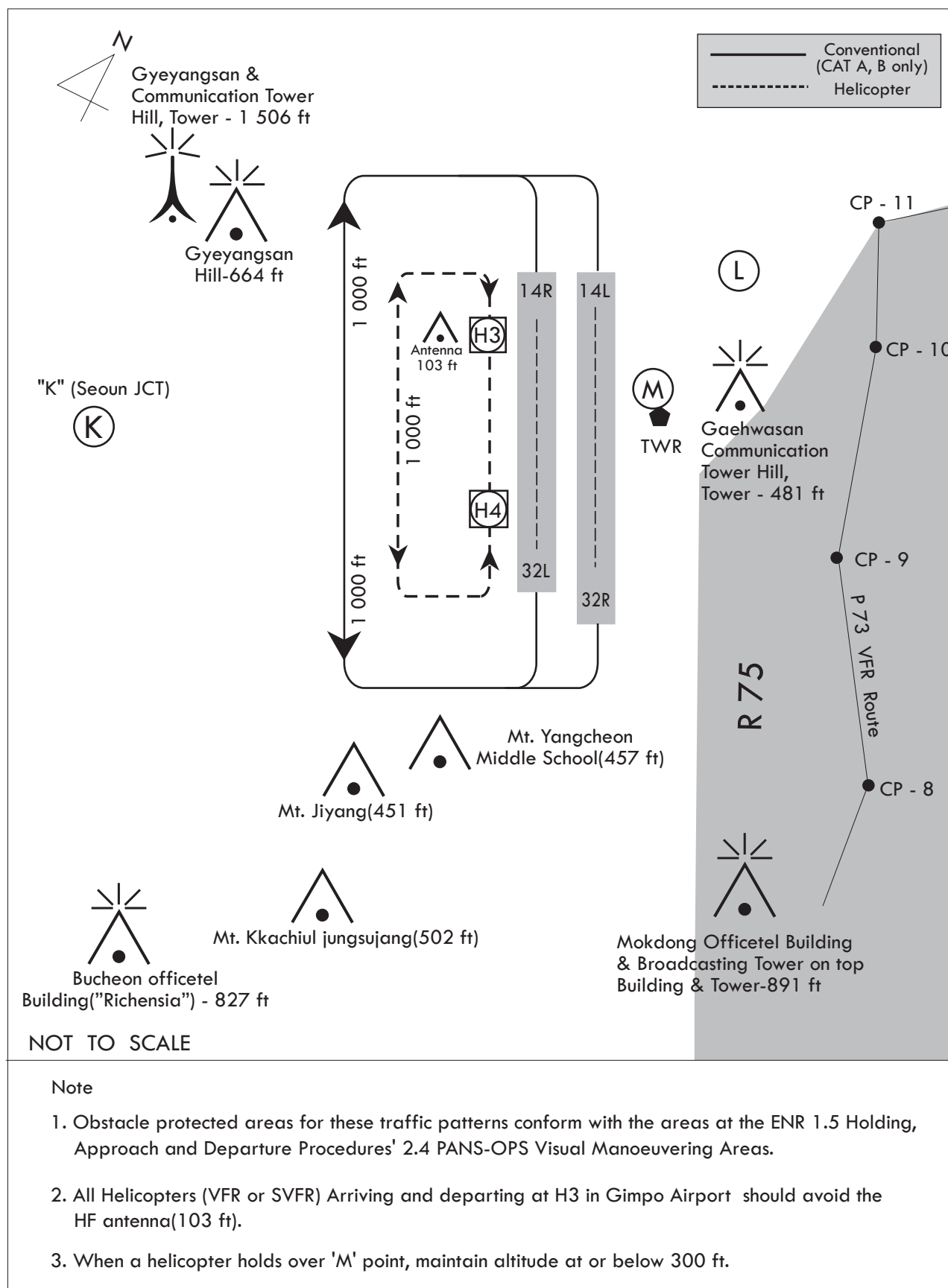
** The TDZ RVR/VIS may be assessed by the pilot.

*** For Night Operations at least REDL or RCLL and RENL are available.

5. Flight procedures construction criteria

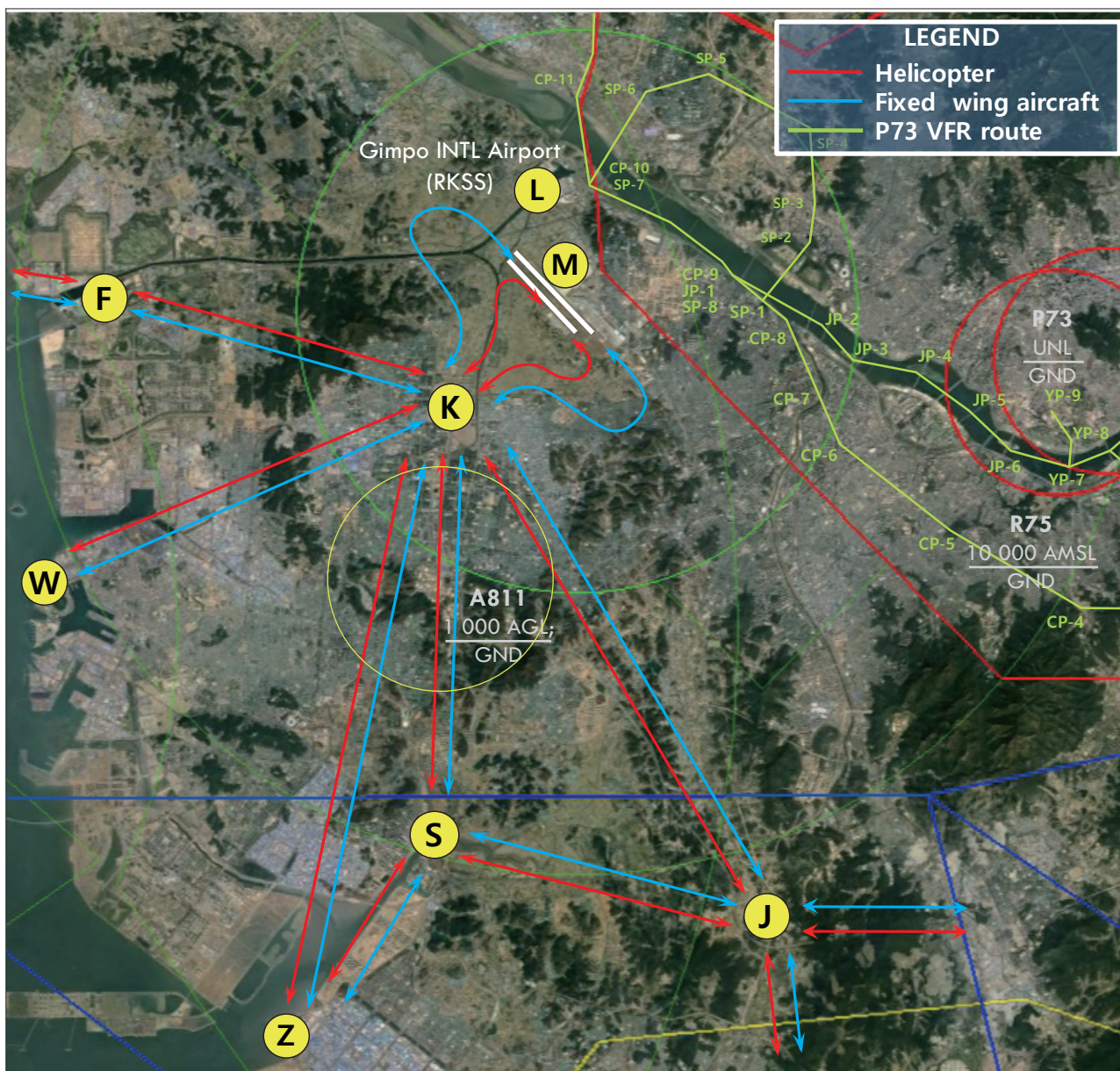
Flight procedures are based on guidance contained in the 5th edition of ICAO Doc 8168 - Procedures for Air Navigation Services - Aircraft Operations (PANS-OPS).

VFR Traffic Circuits - Gimpo INTL Airport



Change : Withdrawal of VFR reporting point N and Establishment of VFR reporting point L.

VFR REPORTING POINTS INFORMATION



Reporting Point	Geographical Name	Position	Coordinates(WGS-84)
F	북인천 IC(Buk-Incheon IC)	10.3 NM NE of Incheon (R 277 KIP/D8.2)	373319N 1263713E
J	조남JCT(Jonam JCT)	11.7 NM SSE of Gimpo (R 169 KIP/D12)	372213N 1265206E
K	서운분기점(Seoun JCT)	3.0 NM SW of Gimpo (R 231 KIP/D3)	373125N 1264506E
L	김포아라대교 (Gimpoara Bridge)	2.2 NM N of Gimpo (R 358 KIP/D2.1)	373533N 1264700E
M	김포공항북측농경지 (North farmland of Gimpo airport)	0.7 NM NNE of Gimpo (R 014 KIP/D0.7)	373408N 1264737E
S	소래(Sorae)	10.0 NM SSW of Gimpo (R 201 KIP/D10)	372340N 1264439E
W	월미도(Wolmido)	10.9 NM WSW of Gimpo (R 248 KIP/D10.8)	372810N 1263553E
Z	시화방조제(Sihwa Breakwater)	14.2 NM SW of Gimpo (R 200 KIP/D14.3)	372000N 1264120E

Change : Withdrawal of VFR reporting point N, R and Establishment of VFR reporting point L.