

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 11/23

19 OCT 2023

AIRAC

AIP AMENDMENT NR 11/23

(Effective : 1600UTC 29 NOV 2023)

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 Enroute

- a) Information of controlling unit, frequencies, CTA and Withdrawal of remarks(*).
- b) Information of Y655 and Y677.
- c) Establishment of conditional route category2(CDR2) and ENSUM.
- d) Information of Enroute chart.

1.2 Incheon INTL Airport

- a) Information of procedures for start-up and push back.
- b) Information of central de-icing zone and FREQ for central de-icing zone.
- c) Withdrawal of A380 unavailable taxiing route(R1).
- d) Informaion of ACFT stand NR. 309(remote stands → deicing apron).
- e) Information of taxiing route(R1, B2~B) and stop-bar light.
- f) Information of stand availability for ACFT stands NR. 101~103.

1.3 Gimpo INTL Airport

- a) Information of taxi and ground movement procedures for west apron.

1.4 Jeju INTL Airport

- a) Withdrawal of OBST No.17~18 and Informaion of OBST No..
- b) Information of airway(Y655 and Y677).

2. PAGE CONTROL

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL I, Part II - ENR (Enroute) ENR 2.1-1(27 JUL 23) / 2.1-2(29 JUN 23) ENR 2.1-13(17 NOV 22) / 2.1-14(27 JUL 23) ENR 2.1-14-1(12 JAN 23) / 2.1-14-2(12 JAN 23) ENR 2.1-15(6 MAY 21) / 2.1-16(31 AUG 17) ENR 3.1-1(19 OCT 23) / 3.1-2(19 OCT 23) ENR 3.1-3(29 JUN 23) / 3.1-4(29 JUN 23) ENR 3.1-5(29 JUN 23) / 3.1-6(29 JUN 23) ENR 3.1-7(29 JUN 23) / 3.1-8(29 JUN 23) ENR 3.1-11(9 FEB 23) / 3.1-12(9 FEB 23) ENR 3.1-13(9 FEB 23) / 3.1-14(9 FEB 23) ENR 3.3-1(19 OCT 23) / 3.3-2(19 OCT 23) ENR 3.3-3(19 OCT 23) / 3.3-4(19 OCT 23) ENR 3.3-5(19 OCT 23) / 3.3-6(19 OCT 23) ENR 3.3-7(19 OCT 23) / 3.3-8(19 OCT 23) ENR 3.3-9(19 OCT 23) / 3.3-10(19 OCT 23) ENR 3.3-11(19 OCT 23) / 3.3-12(19 OCT 23) ENR 3.3-13(19 OCT 23) / 3.3-14(19 OCT 23) ENR 3.3-15(19 OCT 23) / 3.3-16(19 OCT 23) ENR 3.3-17(19 OCT 23) / 3.3-18(19 OCT 23) ENR 3.3-19(19 OCT 23) / 3.3-20(19 OCT 23) ENR 3.3-21(19 OCT 23) / 3.3-22(19 OCT 23) ENR 3.5-1(19 OCT 23) / 3.5-2(19 OCT 23) ENR 4.4-1(21 SEP 23) / 4.4-2(21 SEP 23) ENR 6-1-2(29 JUN 23)	VOL I, Part II - ENR (Enroute) ENR 2.1-1(19 OCT 23) / 2.1-2(29 JUN 23) ENR 2.1-13(19 OCT 23) / 2.1-14(19 OCT 23) ENR 2.1-14-1(19 OCT 23) / 2.1-14-2(12 JAN 23) ENR 2.1-15(19 OCT 23) / 2.1-16(31 AUG 17) ENR 3.1-1(19 OCT 23) / 3.1-2(19 OCT 23) ENR 3.1-3(19 OCT 23) / 3.1-4(19 OCT 23) ENR 3.1-5(19 OCT 23) / 3.1-6(19 OCT 23) ENR 3.1-7(19 OCT 23) / 3.1-8(19 OCT 23) ENR 3.1-11(19 OCT 23) / 3.1-12(19 OCT 23) ENR 3.1-13(19 OCT 23) / 3.1-14(19 OCT 23) ENR 3.3-1(19 OCT 23) / 3.3-2(19 OCT 23) ENR 3.3-3(19 OCT 23) / 3.3-4(19 OCT 23) ENR 3.3-5(19 OCT 23) / 3.3-6(19 OCT 23) ENR 3.3-7(19 OCT 23) / 3.3-8(19 OCT 23) ENR 3.3-9(19 OCT 23) / 3.3-10(19 OCT 23) ENR 3.3-11(19 OCT 23) / 3.3-12(19 OCT 23) ENR 3.3-13(19 OCT 23) / 3.3-14(19 OCT 23) ENR 3.3-15(19 OCT 23) / 3.3-16(19 OCT 23) ENR 3.3-17(19 OCT 23) / 3.3-18(19 OCT 23) ENR 3.3-19(19 OCT 23) / 3.3-20(19 OCT 23) ENR 3.3-21(19 OCT 23) / 3.3-22(19 OCT 23) ENR 3.5-1(19 OCT 23) / 3.5-2(19 OCT 23) ENR 4.4-1(21 SEP 23) / 4.4-2(19 OCT 23) ENR 6-1-2(19 OCT 23)
VOL II, Part III - AD (Aerodrome) RKSI AD 2-18(4 MAY 23) / 2-18-1(20 OCT 22) AD 2-22-2(17 NOV 22) / 2-22-3(29 JUN 23) AD 2-23(22 SEP 22) / 2-24(29 JUN 23) AD 2-27(15 DEC 22) / 2-27-1(29 JUN 23) AD 2-27-2(29 JUN 23) / 2-27-3(20 OCT 22) AD 2-28(21 SEP 23) / 2-28-1(21 SEP 23) AD 2-29(21 SEP 23) / 2-30(21 SEP 23) AD 2-31(29 JUN 23) / 2-32(29 JUN 23) AD CHART 2-1(21 SEP 23) / 2-2(21 SEP 23) AD CHART 2-3(21 SEP 23) / 2-4(21 SEP 23) AD CHART 2-6(21 SEP 23) / 2-7(21 SEP 23) AD CHART 2-8(21 SEP 23) / 2-9(21 SEP 23) RKSS AD 2-12-1(24 AUG 23) / 2-12-2(24 AUG 23) RKPC AD CHART 2-9(6 APR 23) / BLANK AD CHART 2-11(21 SEP 23) / BLANK AD CHART 2-12(4 MAY 23) / 2-12-1(4 MAY 23) AD CHART 2-14(21 SEP 23) / 2-14-1(21 SEP 23) AD CHART 2-15(21 SEP 23) / 2-15-1(4 MAY 23) AD CHART 2-16(4 MAY 23) / 2-16-1(21 SEP 23) AD CHART 2-17(21 SEP 23) / 2-17-1(4 MAY 23) AD CHART 2-18(4 MAY 23) / 2-18-1(21 SEP 23) AD CHART 2-19(4 MAY 23) / 2-19-1(21 SEP 23) AD CHART 2-20(21 SEP 23) / 2-20-1(21 SEP 23)	VOL II, Part III - AD (Aerodrome) RKSI AD 2-18(19 OCT 23) / 2-18-1(20 OCT 22) AD 2-22-2(17 NOV 22) / 2-22-3(19 OCT 23) AD 2-23(19 OCT 23) / 2-24(29 JUN 23) AD 2-27(19 OCT 23) / 2-27-1(19 OCT 23) AD 2-27-2(19 OCT 23) / 2-27-3(20 OCT 22) AD 2-28(19 OCT 23) / 2-28-1(21 SEP 23) AD 2-29(19 OCT 23) / 2-30(19 OCT 23) AD 2-31(19 OCT 23) / 2-32(19 OCT 23) AD CHART 2-1(19 OCT 23) / 2-2(21 SEP 23) AD CHART 2-3(21 SEP 23) / 2-4(19 OCT 23) AD CHART 2-6(19 OCT 23) / 2-7(19 OCT 23) AD CHART 2-8(19 OCT 23) / 2-9(19 OCT 23) RKSS AD 2-12-1(19 OCT 23) / 2-12-2(19 OCT 23) RKPC AD CHART 2-9(19 OCT 23) / BLANK AD CHART 2-11(19 OCT 23) / BLANK AD CHART 2-12(19 OCT 23) / 2-12-1(4 MAY 23) AD CHART 2-14(19 OCT 23) / 2-14-1(21 SEP 23) AD CHART 2-15(19 OCT 23) / 2-15-1(4 MAY 23) AD CHART 2-16(19 OCT 23) / 2-16-1(21 SEP 23) AD CHART 2-17(19 OCT 23) / 2-17-1(4 MAY 23) AD CHART 2-18(19 OCT 23) / 2-18-1(21 SEP 23) AD CHART 2-19(19 OCT 23) / 2-19-1(21 SEP 23) AD CHART 2-20(19 OCT 23) / 2-20-1(21 SEP 23)

END

ENR 2. AIR TRAFFIC SERVICE AIRSPACE

ENR 2.1 FIR, UIR, TMA AND CTA

1.1 FLIGHT INFORMATION REGION (FIR)

Name Lateral limits Vertical limits Class of airspace	Unit Providing Service	Call sign Languages Hours of service	Frequencies(MHz) Purpose	Remarks
1	2	3	4	5
Incheon FIR 3800N 12400E - 3800N 12451E - along the Northern Limit Line and Military Demarcation Line to 3838N 12822E - 3838N 13339E - 3800N 13300E - 3730N 13300E - 3440N 12910E - 3230N 12730E - 3230N 12650E - 3000N 12525E - 3000N 12400E UNL GND Class A, B, C, D, E, G	Daegu ACC	Daegu Control English H24	132.80, 120.525, 290.60, 335.45 / West-sea High Sector 128.70, 118.925, 270.50, 263.60 / West-sea Low Sector 122.25, 125.925, 263.35, 263.85 / East-sea Sector 134.175, 123.65, 272.40, 233.60 / East-sea Low Sector 120.575, 119.375, 134.375, 254.70, 335.75 / Pohang Sector 125.375, 125.775, 124.575, 234.15, 317.35, 335.50 / Daegu Sector 128.175, 128.325, 335.50, 275.20 / South-sea Sector COMMON(West-sea High, West-sea Low, East-sea Low, East-sea, Pohang, Daegu, South-sea) : 122.75, 262.75 121.50, 243.00/EMERG	
	Incheon ACC	Incheon Control English H24	126.175, 134.375, 317.85, 335.55 / Gunsan Low Sector 132.15, 123.55, 263.15, 272.60 / Gunsan High Sector 120.725, 128.30, 263.90, 272.75 / Gwangju Low Sector 123.725, 124.50, 239.25, 275.40 / Gwangju High Sector 124.525, 132.425, 255.40, 348.10, 233.50 / Jeju North Sector 133.425, 134.15, 234.35, 234.65 / Jeju South High Sector 125.725, 132.825, 128.375, 232.95, 233.15 / Jeju South Low Sector COMMON(Gunsan Low, Gunsan High, Gwangju Low, Gwangju High, Jeju North, Jeju South High, Jeju South Low) : 132.20, 355.50 121.50, 243.00/EMERG	
	Daegu FIC	Daegu Information English H24	126.90, 135.725, 250.80, 258.50, 317.55, 121.50, 243.00/EMERG	
	Seoul Radio	Seoul Radio English H24	127.10 3004 kHz, 6532 kHz, 8903 kHz, 13300 kHz, 13303 kHz, 17904 kHz	

Change : Information of frequencies, CTA and Withdrawal of remarks(*)

1.2 UPPER INFORMATION REGION (UIR) - NIL

1.3 TERMINAL CONTROL AREA (TMA)

Name Lateral limits Vertical limits Class of airspace	Unit Providing Service	Call Sign Languages Area and conditions of use Hours of Service	Frequencies/ Purpose	Remarks
1	2	3	4	5
Seoul Terminal Control Area T 01 372110N 1253253E - 373910N 1260953E - 374310N 1264052E - 373810N 1265252E - 375810N 1273952E - 371619N 1273952E - 371510N 1272352E - 371810N 1271852E - 371810N 1270852E - 372110N 1265752E - 372025N 1264822E - 370855N 1263637E - 370831N 1263143E - 370538N 1262158E - 370517N 1254809E - 371610N 1254753E - 372110N 1253253E FL 185 1 000 ft AGL ⁽¹⁾ Class B, D, E	Seoul APP	Seoul Approach English H24	119.05 119.10 119.75 124.70 120.80 121.35 121.40 123.25 123.80 124.20 124.80 125.15 293.30 305.70 353.20 363.80 121.50 243.00	Class B : Incheon 5 NM(9.3 km) radius of 372745N 1262621E including areas which are extended northbound from 373156N 1261525E - 373721N 1262500E - 373241N 1262713E - 372852N 1262003E - 373156N 1261525E and southbound from 372247N 1262526E - 372654N 1263222E - 372339N 1263710E - 371815N 1262736E - 372247N 1262526E area 10 000 ft AMSL GND
T 02 375810N 1273952E - 380010N 1275452E - 371010N 1275452E - 371010N 1274552E - 370640N 1273952E - 375810N 1273952E FL 185 FL 175 Class D				5-10 NM(18.5 km) radius of 372745N 1262621E including areas which are extended northbound from 373454N 1261246E - 374019N 1262221E - 373721N 1262500E - 373156N 1261525E - 373454N 1261246E and southbound from 371815N 1262736E - 372339N 1263710E - 371917N 1264102E - 371353N 1263128E - 371815N 1262736E area 10 000 ft AMSL 1 000 ft AGL
T 03 372025N 1264822E - 372110N 1265752E - 371810N 1270852E - 371810N 1271852E - 371510N 1272352E - 371510N 1270652E - 370939N 1264334E - 370855N 1263637E - 372025N 1264822E FL 185 4 500 ft AMSL Class B, D, E				10-20 NM radius of 372745N 1262621E 10 000 ft AMSL 5 000 ft AGL
T 04 370517N 1254809E - 370538N 1262158E - 370831N 1263143E - 370939N 1264334E - 371333N 1265937E - 370531N 1270147E - 365810N 1262852E - 370050N 1261652E - 365652N 1254823E - 370517N 1254809E FL 185 6 500 ft AMSL Class D, E				Gimpo 5 NM radius of 373325N 1264751E including areas which are extended northbound from 373646N 1263926E - 373944N 1264310E - 373803N 1264518E - 373458N 1264142E - 373646N 1263926E and southbound from 372840N 1264938E - 373036N 1265252E - 372907N 1265444E - 372652N 1265153E - 372840N 1264938E area 10 000 ft AMSL GND
T 05 371333N 1265937E - 371510N 1270652E - 371510N 1272352E - 371619N 1273952E - 371039N 1273952E - 370531N 1270147E - 371333N 1265937E FL 185 7 500 ft AMSL Class D, E				5-10 NM radius of 373325N 1264751E 10 000 ft AMSL 1 000 ft AGL 10-20 NM radius of 373325N 1264751E 10 000 ft AMSL 5 000 ft AGL

1.4 CONTROL AREA (CTA)

Name Lateral limits Vertical limits Class of airspace	Unit Providing Service	Call sign Languages Hours of service	Frequencies(MHz) /Purpose	Remarks
1	2	3	4	5
West-sea High Sector 380000N 1240000E - 380000N 1245100E - along the Northern Limit Line and Military Demarcation Line to 382020N 1273952E - 370210N 1273952E - 365816N 1273339E - 370710N 1271352E - 370502N 1265615E - 365650N 1254822E - 365431N 1253600E - 362000N 1253600E - 362000N 1240000E - 380000N 1240000E FL 600 FL 295 Class A, B, D, E	Daegu ACC	Daegu Control English H24	132.80, 290.60/ PRIMARY 120.525, 335.45/ SECONDARY 122.75, 262.75/ COMMON 121.50, 243.00/ EMERG	1) - 1 000 ft AMSL is applied over the territorial waters. - 5 500 ft AMSL is applied over the high seas. 2) FL 600-UNL : Class G(Advisory Airspace), refer to ENR 1.4-8
West-sea Low Sector 380000N 1240000E - 380000N 1245100E - along the Northern Limit Line and Military Demarcation Line to 382020N 1273952E - 370210N 1273952E - 365816N 1273339E - 370710N 1271352E - 370502N 1265615E - 365650N 1254822E - 365431N 1253600E - 362000N 1253600E - 362000N 1240000E - 380000N 1240000E FL 295 1 000 ft AGL¹⁾ Class A, C, D, E	Daegu ACC	Daegu Control English H24	128.70, 270.50/ PRIMARY 118.925, 263.60/ SECONDARY 122.75, 262.75/ COMMON 121.50, 243.00/ EMERG	
East-sea Low Sector 382020N 1273952E - along the Northern Limit Line and Military Demarcation Line to 383800N 1282200E - 383800N 1295051E - 370710N 1295051E - 362011N 1295052E - 370710N 1284052E - 370710N 1275052E - 370710N 1275052E - 370640N 1273952E - 382020N 1273952E FL 295 1 000 ft AGL¹⁾ Class A, C, D, E	Daegu ACC	Daegu Control English H24	134.175, 272.40/ PRIMARY 123.65, 233.60/ SECONDARY 122.75, 262.75/ COMMON 121.50, 243.00/ EMERG	
East-sea Sector ① 383800N 1295051E - 383800N 1333900E - 380000N 1330000E - 373000N 1330000E - 371846N 1324411E - 362224N 1312542E - 361030N 1311003E - 362011N 1295052E - 383800N 1295051E FL 600 1 000 ft AGL¹⁾ ② 382020N 1273952E- along the Northern Limit Line and Military Demarcation Line to 383800N 1282200E - 383800N 1295051E - 370710N 1295051E - 362011N 1295052E - 370710N 1284052E - 370710N 1275052E - 370710N 1275052E - 370640N 1273952E - 382020N 1273952E FL 600 FL 295 Class A, D, E	Daegu ACC	Daegu Control English H24	122.250, 263.350/ PRIMARY 125.925, 263.85/ SECONDARY 122.75, 262.75/ COMMON 121.50, 243.00/ EMERG	

Change : Information of CTA.

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Hours of service	Frequencies(MHz)/Purpose	Remarks
1	2	3	4	5
Daegu Sector 364419N 1271128E - 365018N 1272055E - 365816N 1273339E - 355413N 1290452E - 352442N 1290935E - 352442N 1301012E - 351232N 1295305E - 344719N 1291923E - 344323N 1291400E - 344000N 1291000E - 343011N 1290104E - 343011N 1282952E - 344555N 1282952E - 351237N 1282952E - 353011N 1274952E - 353104N 1274907E - 354511N 1273652E - 355149N 1273652E - 361211N 1273652E - 364419N 1271128E FL 600 1 000 ft AGL ¹⁾ Class A, C, D, E	Daegu ACC	Daegu Control English H24	125.375, 234.15/ PRIMARY 125.775, 124.575, 317.35 335.50/ SECONDARY 122.75, 262.75/ COMMON 121.50, 243.00/ EMERG	1) - 1 000 ft AMSL is applied over the territorial waters. - 5 500 ft AMSL is applied over the high seas. 2) FL 600-UNL : Class G(Advisory Airspace), refer to ENR 1.4-8
Pohang Sector 365816N 1273339E - 370210N 1273952E - 370640N 1273952E - 370710N 1275052E - 370710N 1284052E - 362011N 1295052E - 361030N 1311003E - 354926N 1304325E - 352442N 1301012E - 352442N 1290935E - 355413N 1290452E - 365816N 1273339E FL 600 1 000 ft AGL ¹⁾ Class A, C, D, E	Daegu ACC	Daegu Control English H24	120.575, 254.70/ PRIMARY 119.375, 119.325, 134.375, 254.7, 335.75/ SECONDARY 122.75, 262.75/ COMMON 121.50, 243.00/ EMERG	
South-sea Sector 353011N 1274952E - 351237N 1282952E - 343011N 1282952E - 343011N 1290104E - 334514N 1282706E - 333732N 1271953E - 335452N 1271953E - 341512N 1271953E - 350911N 1271852E - 351311N 1273852E - 353011N 1274952E FL 600 1 000 ft AGL ¹⁾ Class A, C, D, E	Daegu ACC	Daegu Control English H24	128.175, 335.50/ PRIMARY 128.325, 275.20/ SECONDARY 122.75, 262.75/ COMMON 121.50, 243.00/ EMERG	
Gunsan Low Sector 362000N 1240000E - 362000N 1253600E - 365431N 1253600E - 365650N 1254822E - 370502N 1265615E - 370710N 1271352E - 365816N 1273339E - 365018N 1272055E - 364419N 1271128E - 361211N 1273652E - 354511N 1273652E - 353011N 1274952E - 353011N 1263823E - 353011N 1240000E - 362000N 1240000E FL 255 1 000 ft AGL ¹⁾ Class A, C, D, E	Incheon ACC	Incheon Control English H24	126.175, 317.85/ PRIMARY 134.375, 335.55/ SECONDARY 132.20, 355.50/ COMMON 121.50, 243.00/ EMERG	
Gunsan High Sector 362000N 1240000E - 362000N 1253600E - 365431N 1253600E - 365650N 1254822E - 370502N 1265615E - 370710N 1271352E - 365816N 1273339E - 365018N 1272055E - 364419N 1271128E - 361211N 1273652E - 354511N 1273652E - 353011N 1274952E - 353011N 1263823E - 353011N 1240000E - 362000N 1240000E FL 600 FL 255 Class A, C, D, E	Incheon ACC	Incheon Control English H24	132.15, 263.15/ PRIMARY 123.55, 272.60/ SECONDARY 132.20, 355.50/ COMMON 121.50, 243.00/ EMERG	

Change : Information of CTA.

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Hours of service	Frequencies(MHz)/Purpose	Remarks
1	2	3	4	5
Gwangju Low Sector 353011N 1240000E - 353011N 1274952E - 351311N 1273852E - 350911N 1271852E - 341512N 1271953E - 340500N 1271953E - 335251N 1264357E - 335030N 1263402E - 335030N 1240000E - 353011N 1240000E FL 255 1 000 ft AGL ¹⁾ Class A, C, D, E	Incheon ACC	Incheon Control English H24	120.725, 263.90/ PRIMARY 128.30, 272.75/ SECONDARY 132.20, 355.50/ COMMON 121.50, 243.00/ EMERG	1) - 1 000 ft AMSL is applied over the territorial waters. - 5 500 ft AMSL is applied over the high seas. 2) FL 600-UNL : Class G(Advisory Airspace), refer to ENR 1.4-8
Gwangju High Sector 353011N 1240000E - 353011N 1274952E - 351311N 1273852E - 350911N 1271852E - 341512N 1271953E - 340500N 1271953E - 335251N 1264357E - 335030N 1263402E - 335030N 1240000E - 353011N 1240000E FL 600 FL 255 Class A, C, D, E	Incheon ACC	Incheon Control English H24	123.725, 239.25/ PRIMARY 124.50, 275.40/ SECONDARY 132.20, 355.50/ COMMON 121.50, 243.00/ EMERG	
Jeju North Sector 335030N 1240000E - 335030N 1263402E - 335251N 1264357E - 340500N 1271953E - 333732N 1271953E - 334514N 1282706E - 323000N 1273000E - 323000N 1265000E - 323223N 1261536E - 322848N 1255859E - 320229N 1240000E - 335030N 1240000E FL 600 1 000 ft AGL ¹⁾ Class A, B, D, E	Incheon ACC	Incheon Control English H24	124.525, 255.40/ PRIMARY 132.425, 233.50, 348.10/ SECONDARY 132.20, 355.50/ COMMON 121.50, 243.00/ EMERG	
Jeju South High Sector 320229N 1240000E - 322848N 1255859E - 323223N 1261536E - 323000N 1265000E - 300000N 1252500E - 300000N 1251154E - 300000N 1245712E - 300000N 1240000E - 313636N 1240000E - 320229N 1240000E FL 600 FL 335 Class A, D, E	Incheon ACC	Incheon Control English H24	133.425, 234.35/ PRIMARY 134.15, 234.65/ SECONDARY 132.20, 355.50/ COMMON 121.50, 243.00/ EMERG	
Jeju South Low Sector 320229N 1240000E - 322848N 1255859E - 323223N 1261536E - 323000N 1265000E - 300000N 1252500E - 300000N 1251154E - 300000N 1245712E - 300000N 1240000E - 313636N 1240000E - 320229N 1240000E FL 335 1 000 ft AGL ¹⁾ Class A, D, E	Incheon ACC	Incheon Control English H24	125.725, 232.95/ PRIMARY 132.825, 128.375, 233.15 / SECONDARY 132.20, 355.50/ COMMON 121.50, 243.00/ EMERG	

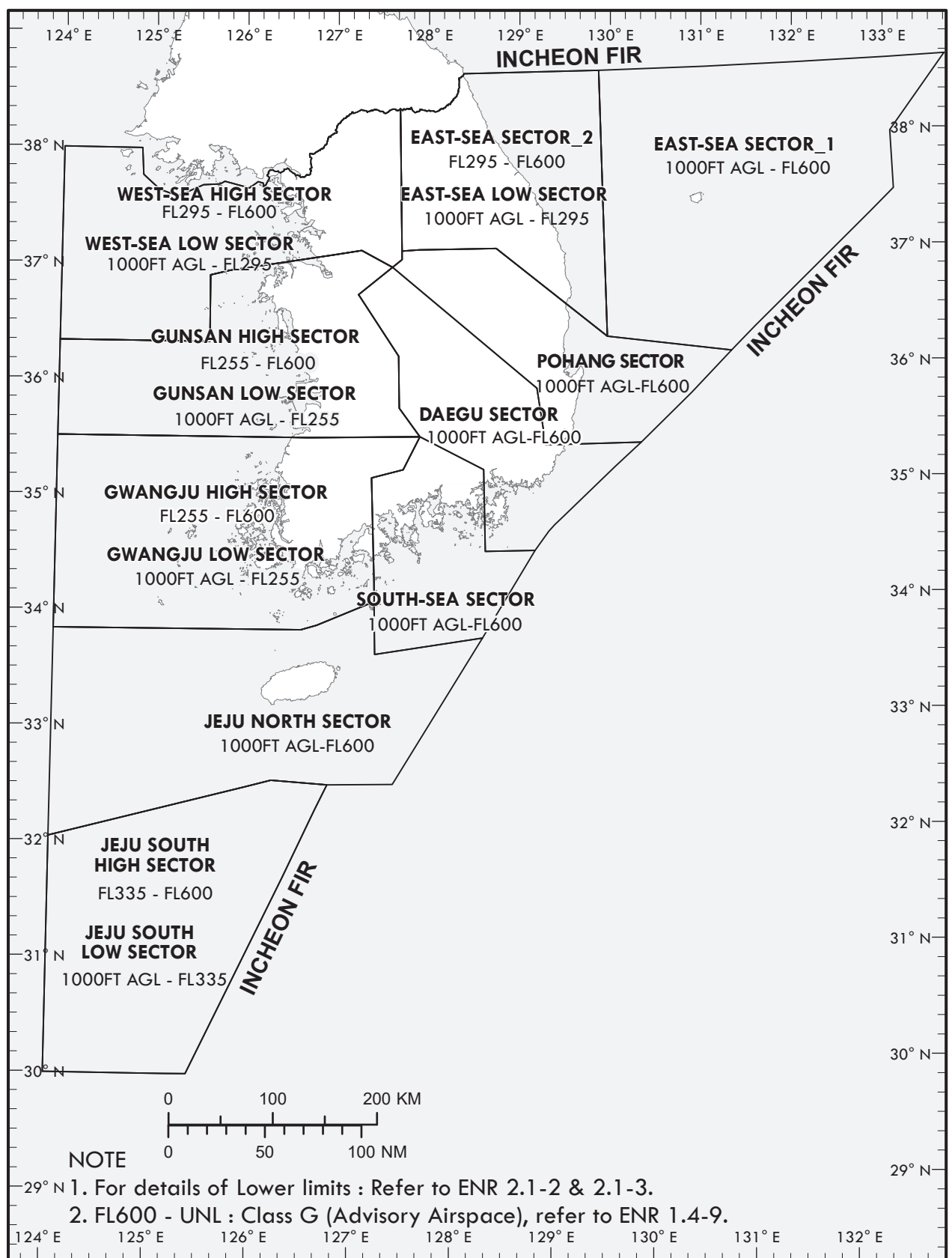
Change : Information of CTA and frequencies.

INTENTIONALLY

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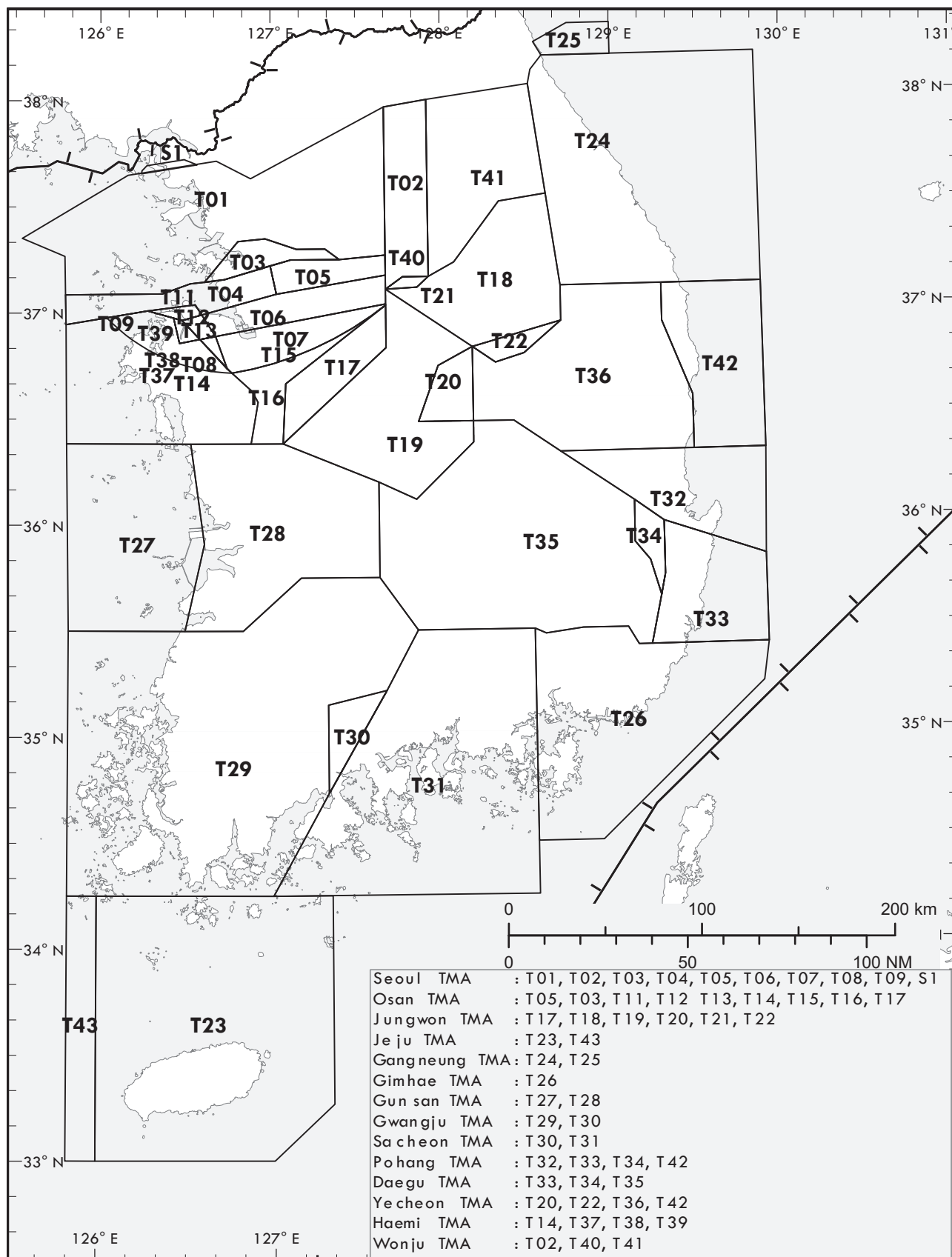
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FIR and CTA - Index Chart



Change : Information of CTA.

Terminal Control Area (TMA) - Index Chart



ENR 3. ATS ROUTES

ENR 3.1 Lower ATS routes

3.1.1 INTERNATIONAL ATS ROUTES

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG↑/↓ VOR RDL DIST (COP)	Upper limits Lower limits or Minimum altitude(MOCA) ft AMSL or FL		Lateral limits NM	Direction of cruising levels		Remarks Controlling unit channel Logon address
		Airspace classification			Odd	Even	
1	2	3		4	5		6
A582							Daegu ACC FREQ : (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz FREQ : (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz Airspace Classification Class A : Above FL 200 - FL 600 Class D : MEA - FL 200 Class G : Above FL 600 - UNL
△ ANYANG VORTAC(SEL) 372449N 1265542E	174° 354°	<u>UNL</u> 4 500 (3 400) Class A, D, G		10	↓		
△ POLEG 371249N 1265935E	12.4						
△ SONGTAN VORTAC(SOT) 370540N 1270154E	174° 354°	<u>UNL</u> 8 000 (3 300) Class A, D, G					
	7.4						
▲ OSPOT 365018N 1272055E	144° 324°	<u>UNL</u> 8 000 (3 300) Class A, D, G					
	21.6						
▲ VASLI 364252N 1273003E	144° 324°	<u>UNL</u> 8 000 (4 300) Class A, D, G					
	10.4						
▲ MAKDU 362712N 1274909E	144° 324°	<u>UNL</u> 8 000 (4 300) Class A, D, G					
	21.9						
▲ BITUX 361645N 1280148E	144° 324°	<u>UNL</u> 8 000 (4 400) Class A, D, G					
	14.6						
△ DALSEONG VORTAC(TGU) 354835N 1283527E	144° 324°	<u>UNL</u> 10 000 (5 200) Class A, D, G					
	39.2						
▲ KALOD 353012N 1284626E	162° 342°	<u>UNL</u> 6 000 (5 400) Class A, D, G					
	20.4						
△ BUSAN VORTAC(PSN) 350721N 1285958E	162° 342°	<u>UNL</u> 4 000 (3 000) Class A, D, G					
	25.4						
▲ APELA(FIR BDRY) 344323N 1291400E	162° 342°	<u>UNL</u> 4 000 (3 000) Class A, D, G					
	26.6						
INCHEON FIR							
FUKUOKA FIR							

Change : Information of frequencies.

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG ↑ / ↓ VOR RDL DIST (COP)	Upper limits Lower limits or Minimum altitude(MOCA) ft AMSL or FL Airspace classification		Lateral limits NM	Direction of cruising levels		Remarks Controlling unit channel Logon address
					Odd	Even	
1	2	3		4	5		6
A586* △ TENAS 373820N 1313427E △ AGSUS 364521N 1304044E ▲ DABIK 361743N 1301143E ▲ BULGA 355609N 1294924E ▲ BEDOM 352513N 1291754E △ BUSAN VORTAC(PSN) 350721N 1285958E △ OMOTU 350033N 1285022E ▲ TOPAX 344555N 1282952E ▲ GOSBO 341517N 1274734E ▲ MAKET 335452N 1271953E △ ATINA 334320N 1270423E △ MANOL 333629N 1265514E △ JEJU VORTAC(CJU) 332305N 1263727E ▲ TOSAN 330012N 1264619E ▲ RUGMA(FIR BDRY) 323012N 1265753E						Daegu ACC FREQ : 122.250(125.925) MHz 263.350(263.85) MHz Airspace Classification refer to ENR 3.1-1	
	227° 047°		UNL FL 310(4 600) Class A, G		10		↓
	68.1						Daegu ACC FREQ : 120.575(119.375, 119.325, 134.375) MHz 254.70(335.75) MHz Airspace Classification refer to ENR 3.1-1
	228° 048°		UNL FL 310(1 500) Class A, G				
	36.2						Daegu ACC FREQ : 120.575(119.375, 119.325, 134.375) MHz 254.70(335.75) MHz Airspace Classification refer to ENR 3.1-1
	228° 048°						
	28.1						Daegu ACC FREQ : 120.575(119.375, 119.325, 134.375) MHz 254.70(335.75) MHz Airspace Classification refer to ENR 3.1-1
	228° 048°		UNL FL 310(2 900) Class A, G				
	40.2						Daegu ACC FREQ : 120.575(119.375, 119.325, 134.375) MHz 254.70(335.75) MHz Airspace Classification refer to ENR 3.1-1
	228° 047°		UNL FL 310(4 000) Class A, G				
	23.1						Daegu ACC FREQ : 125.375(125.775, 124.575) MHz 234.15(317.35, 335.50) MHz Airspace Classification refer to ENR 3.1-1
	237° 057°		10 000 8 000(3 500) Class D				
	10.4						Daegu ACC FREQ : 125.375(125.775, 124.575) MHz 234.15(317.35, 335.50) MHz Airspace Classification refer to ENR 3.1-1
	237° 057°		10 000 8 000(3 200) Class D				
	22.3						Daegu ACC FREQ : 125.375(125.775, 124.575) MHz 234.15(317.35, 335.50) MHz Airspace Classification refer to ENR 3.1-1
	237° 057°		10 000 8 000(2 800) Class D				
	46.4						Daegu ACC FREQ : 128.175(128.325) MHz 335.50(275.20) MHz Airspace Classification refer to ENR 3.1-1
	237° 057°		10 000 8 000(2 800) Class D				
	30.7		(79/78) UNL** 11 000				Daegu ACC FREQ : 128.175(128.325) MHz 335.50(275.20) MHz Airspace Classification refer to ENR 3.1-1
	237° 056°		10 000 8 000(2 000) Class D				
	17.3						Incheon ACC FREQ : 124.525(132.425) MHz 255.40(233.50, 348.10) MHz Airspace Classification refer to ENR 3.1-1
	236° 056°		10 000 8 000(1 500) Class D				
	10.3						Incheon ACC FREQ : 124.525(132.425) MHz 255.40(233.50, 348.10) MHz Airspace Classification refer to ENR 3.1-1
	236° 056°		10 000 8 000(1 500) Class D				
	20.0						Incheon ACC FREQ : 124.525(132.425) MHz 255.40(233.50, 348.10) MHz Airspace Classification refer to ENR 3.1-1
	235° 055°		10 000 9 000(8 700) Class D				
24.0		UNL 9 000(8 700) Class A, D, G				Incheon ACC FREQ : 124.525(132.425) MHz 255.40(233.50, 348.10) MHz Airspace Classification refer to ENR 3.1-1	
169° 349°		UNL 9 000(1 500) Class A, D, G					
31.5						Incheon ACC FREQ : 124.525(132.425) MHz 255.40(233.50, 348.10) MHz Airspace Classification refer to ENR 3.1-1	
169° 349°		UNL 9 000(1 500) Class A, D, G					
						Incheon ACC FREQ : 124.525(132.425) MHz 255.40(233.50, 348.10) MHz Airspace Classification refer to ENR 3.1-1	
INCHEON FIR						Incheon ACC FREQ : 124.525(132.425) MHz 255.40(233.50, 348.10) MHz Airspace Classification refer to ENR 3.1-1	
FUKUOKA FIR							
TENAS-PSN CDR1 Operational hour(UTC) - Weekdays : 1100-2200 - SAT: 2200 on the preceding until 2400 on the Saturday - SUN : 0000-2200 - Holiday : 1100 on the preceding until 2200 on the holiday. Rest of A586-PERM. See ENR 1.1-1.2.							
* A586(PSN-CJU) is only used for Non-RNAV aircraft. Any aircraft approved for RNAV operations should use Y571 or Y572. ** Any aircraft planning to operate above 10 000 ft between PSN and CJU must coordinate with Daegu ACC before flight planning.							

Change : Information of controlling unit and frequencies.

OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 11/23
Effective : 1600UTC 29 NOV 2023

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG↑/↓ VOR RDL DIST (COP)	Upper limits Lower limits or Minimum altitude(MOCA) ft AMSL or FL Airspace classification	Lateral limits NM	Direction of cruising levels		Remarks Controlling unit channel Logon address
				Odd	Even	
1	2	3	4	5		6
FUKUOKA FIR						
INCHEON FIR						
A593 ▲ ONIKU(FIR BDRY) 321142N 1263917E	263° 082°	UNL FL 240 (1 500) Class A, G	50		↓	Incheon ACC FREQ : (at or above FL 335) 133.425(132.425) MHz 234.35(234.65) MHz FREQ : (below FL 335) 125.725(132.825, 128.375) MHz 232.95(233.15) MHz Airspace Classification refer to ENR 3.1-1 ※ Eastbound from SADLI to ONIKU is only for Non-approval of RNAV 2. Any aircraft approved for RNAV 2 operation should use Y590.
△ NIRAT 320354N 1260329E	31.4					
△ PONIK 320021N 1254659E	263° 083°					
▲ SADLI 314948N 1250000E	14.5					
	262° 082°					
▲ LAMEN(FIR BDRY) 313636N 1240000E	41.4				↓	
	263° 082°					
	52.8			↑		
INCHEON FIR						
SHANGHAI FIR						
1. Delegation The responsibility of Air Traffic Services in the scope below within Incheon FIR is delegated to Shanghai ACC. - Horizontal scope : 320229N 1240000E - 321540N 1250000E - 312356N 1250000E - 311043N 1240000E - Vertical scope : FL 240 through FL 410 inclusive 2. Flight Level Allocation Scheme (FLAS) (1) The west of SADLI - Eastbound : FL 250, FL 270, FL 290, FL 310, FL 330, FL 350, FL 370, FL 390, FL 410 - Westbound : FL 240, FL 260, FL 280, FL 300, FL 320, FL 340, FL 360, FL 380, FL 400 (2) The east of SADLI - Eastbound(From Shanghai FIR To Fukuoka FIR) : FL 250, FL 290, FL 310, FL 390 - Westbound(From Fukuoka FIR To Shanghai FIR) : FL 240, FL 280, FL 300, FL 400						
A595 △ JEJU VORTAC(CJU) 332305N 1263727E	089° 269°	UNL 9 000 (8 700) Class A, D, G	8	↓		Incheon ACC FREQ : 124.525(132.425) MHz 255.40(233.50, 348.10) MHz Airspace Classification refer to ENR 3.1-1
▲ TAMNA 332815N 1271953E	35.9					
▲ SAMDO(FIR BDRY) 333503N 1281857E	089° 270°	UNL 9 000 (1 500) Class A, D, G			↑	
	49.8					
INCHEON FIR						
FUKUOKA FIR						

Change : Information of controlling unit and frequencies.

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG↑/↓ VOR RDL DIST (COP)	Upper limits Lower limits or Minimum altitude(MOCA) ft AMSL or FL Airspace classification	Lateral limits NM	Direction of cruising levels		Remarks Controlling unit channel Logon address
				Odd	Even	
1	2	3	4	5		6
PYONGYANG FIR						
INCHEON FIR						
B332 ▲ KANSU(FIR BDRY) 383800N 1322830E	180° 360°	UNL FL 200 (1 500) Class A, G	50	↓		Daegu ACC FREQ : 122.250(125.925) MHz 263.350(263.85) MHz Airspace Classification refer to ENR 3.1-1
△ PALDU 375813N 1323625E	40.2 180° 360°					
△ SABET 373829N 1324019E	19.9 180° 360°					
▲ IGRAS(FIR BDRY) 371846N 1324411E	19.9					
INCHEON FIR						
FUKUOKA FIR						
B467 △ GANGWON VORTAC(KAE) 374203N 1284514E	100° 280°	UNL 8 000 (7 100) Class A, D, G	10	↓		Daegu ACC FREQ : 122.250(125.925) MHz 263.350(263.85) MHz Airspace Classification refer to ENR 3.1-1
▲ NOMEX 374112N 1294441E	47.2 100° 280°					
△ BUSKO 374033N 1301610E	25.0 100° 281°					
△ TENAS 373820N 1313427E	62.2 044° 224°					
△ MALSO 375440N 1314904E	20.0 044° 225°	UNL FL 200 (1 500) Class A, G	50			
▲ KANSU(FIR BDRY) 383800N 1322830E	53.3					
INCHEON FIR						
PYONGYANG FIR						

Change : Information of frequencies.

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG↑/↓ VOR RDL DIST (COP)	Upper limits Lower limits or Minimum altitude(MOCA) ft AMSL or FL		Lateral limits NM	Direction of cruising levels		Remarks Controlling unit channel Logon address			
		Airspace classification			Odd	Even				
1	2	3		4	5		6			
B576*							Daegu ACC			
△ ANYANG VORTAC(SEL) 372449N 1265542E	174° 354°	<u>UNL</u> 4 500 (3 400) Class A, D, G		10		↓	FREQ : (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz			
△ POLEG 371249N 1265935E	12.4									
△ SONGTAN VORTAC(SOT) 370540N 1270154E	174° 354°									
▲ OLMEN 364413N 1265928E	7.4									
▲ ENTEL 362311N 1265705E	194° 014°	(2 800)								
△ RINBO 355352N 1265349E	21.5	(3 600)								
▲ LINTA 353116N 1265119E	194° 014°	(3 100)								
△ GWANGJU VOR(KWA) 350734N 1264844E	21.1	(3 400)								
▲ IPDAS 341515N 1264301E	194° 013°	(4 700)								
△ JEJU VORTAC(CJU) 332305N 1263727E	29.4									
▲ SOSDO 330012N 1262735E	193° 013°									
△ SAMLO 323223N 1261536E	22.7									
△ NIRAT 320354N 1260329E	193° 013°									
△ ELGEP 314653N 1255617E	23.8									
▲ TESIM 313526N 1255128E	193° 012°									
▲ ATOTI(FIR BDRY) 300013N 1251154E	52.5									
INCHEON FIR FUKUOKA FIR	193° 012°									
							↑			

NAVAID(DME) GAP : Between 44 NM from KWA and 55 NM from SOT, below 10 000 ft AMSL, request to controller is required to get distance information.

Change : Information of frequencies.

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG↑/↓ VOR RDL DIST (COP)	Upper limits Lower limits or Minimum altitude(MOCA) ft AMSL or FL Airspace classification	Lateral limits NM	Direction of cruising levels		Remarks Controlling unit channel Logon address
				Odd	Even	
1	2	3	4	5		6
G339 △ BUSAN VORTAC(PSN) 350721N 1285958E ▲ INVOK(FIR BDRY) 344719N 1291923E INCHEON FIR FUKUOKA FIR						
	149° 330° 25.6	UNL 10 000 (3 400) Class A, D, G	8	↓		Daegu ACC FREQ : 125.375(125.775, 124.575) MHz 234.15(317.35, 335.50) MHz
					↑	Airspace Classification refer to ENR 3.1-1

Change : Information of frequencies.

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG↑/↓ VOR RDL DIST (COP)	Upper limits Lower limits or Minimum altitude(MOCA) ft AMSL or FL		Lateral limits NM	Direction of cruising levels		Remarks Controlling unit channel Logon address
		Airspace classification			Odd	Even	
1	2	3		4	5		6
G585							Daegu ACC
△ ANYANG VORTAC(SEL) 372449N 1265542E	133° 313° 10.7		UNL 8 000 (3 400) Class A, D, G	8	↓		FREQ: (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz FREQ : (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz Only flying westbound from KPO to SEL on G585 is authorized except ACFT departing from RKTY or RKTl. Aircraft flying eastbound from SEL to KPO at or above 11 000 ft on G585 shall get PPR 24 hours before from Daegu ACC.
△ KALMA 371845N 1270645E	133° 313° 19.3						
△ KAKSO 370745N 1272637E	133° 313° 11.5	(50/32)	UNL 8 000 (3 600) Class A, D, G				
▲ GUKDO 370111N 1273823E	133° 313° 9.2		UNL 8 000 (3 700) Class A, D, G				Daegu ACC FREQ : 125.375(125.775, 124.575) MHz 234.15(317.35, 335.50) MHz
△ ENSAL 365554N 1274747E	133° 314° 9.2		UNL 8 000 (4 000) Class A, D, G				Only flying westbound from KPO to SEL on G585 is authorized except ACFT departing from RKTY or RKTl.
△ BASEM 365037N 1275710E	134° 314° 12.5		UNL 8 000 (5 000) Class A, D, G				
▲ BIGOB 364325N 1280952E	134° 314° 9.5		UNL 8 000 (4 900) Class A, D, G				
△ YECHEON VOR(CUN) 363755N 1281931E	133° 313° 30.8	(34/34)	UNL 8 000 (3 900) Class A, D, G				No PPR is needed at or below 10 000 ft. Airspace Classification refer to ENR 3.1-1
△ ELAPI 362014N 1285051E	133° 314° 37.3		UNL 8 000 (5 000) Class A, D, G				
△ POHANG VORTAC(KPO) 355838N 1292828E	107° 287° 17.2		UNL 8 000 (3 500) Class A, D, G				
▲ BULGA 355609N 1294924E	107° 287° 44.4		UNL 8 000 (1 500) Class A, D, G				
▲ SAPRA(FIR BDRY) 354926N 1304325E						↑	
INCHEON FIR							
FUKUOKA FIR							

Change : Information of frequencies.

OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 11/23
Effective : 1600UTC 29 NOV 2023

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG ↑/↓ VOR RDL DIST (COP)	Upper limits Lower limits or Minimum altitude(MOCA) ft AMSL or FL Airspace classification	Lateral limits NM	Direction of cruising levels		Remarks Controlling unit channel Logon address
				Odd	Even	
1	2	3	4	5		6
SHANGHAI FIR						
INCHEON FIR						
G597						Daegu ACC
▲ AGAVO(FIR BDRY) 371010N 1235953E	096° 276° 20.0	UNL FL 150 (1 500) Class A, D, G	10			FREQ : (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz FREQ : (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz 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. * Note G597 is only for Non-RNAV aircraft. Any aircraft approved for RNAV operations should use Y697. Only flying westbound from SEL to AGAVO on G597 is authorized. (Unless otherwise assigned by ATC, flying eastbound in this airway shall not be used.)
△ GONAV 371048N 1242453E	066° 246°					
▲ DANTI 371806N 1243929E	13.8 066° 247°					
△ ANSIM 372323N 1245009E	10.0 097° 277°					
▲ BINIL 372349N 1251359E	19.0 097° 278°					
▲ NOPIK 372412N 1253905E	20.0 098° 278°					
△ GOGET 372442N 1263036E	41.0 098° 278°	UNL 8 000 (2 200) Class A, D, G				Aircraft flying eastbound from AGAVO to SEL on G597 shall get PPR 24 hours before from Incheon ACC. REF. ENR 3.1-9 for the detailed altitude conversion procedures.
△ ANYANG VORTAC(SEL) 372449N 1265542E	20.0 087° 267°	UNL 7 500 (3 500) Class A, D, G		↓	↑	
△ EGOBA 372915N 1272246E	22.0 087° 267°	UNL 7 500 (5 100) Class A, D, G				
▲ KARBU 373159N 1273952E	13.9 087° 268°	UNL 7 500 (5 600) Class A, D, G				
▲ TORUS 373625N 1280807E	22.9 087° 268°	UNL 7 500 (7 500) Class A, D, G				
▲ BIKSI 374032N 1283504E	21.8 088° 268°	UNL 7 500 (7 100) Class A, D, G				
△ GANGWON VORTAC(KAE) 374203N 1284514E	8.2 130° 310°	UNL 8 000 (7 100) Class A, D, G				FREQ : (at or below FL 295) 134.175(123.65) MHz 272.40(233.60) MHz FREQ : (above FL 295) 122.250(125.925) MHz 263.350(263.85) MHz Only flying westbound from LANAT to KAE on G597 shall get 24 HR PPR from Daegu ACC. Airspace Classification refer to ENR 3.1-1
▲ PILIT 372631N 1291731E	30.0 130° 310°	UNL 9 000 (3 100) Class A, D, G				
▲ NIMUS 371210N 1294656E	27.5 130° 311°	UNL 9 000 (1 500) Class A, D and G				
△ AGSUS 364521N 1304044E	50.8 131° 311°					
▲ LANAT(FIR BDRY) 362224N 1312542E	42.9				↑	
INCHEON FIR						
FUKUOKA FIR						

Change : Information of frequencies.

3.1.2 DOMESTIC ATS ROUTES

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG ↑/↓ VOR RDL DIST (COP)	Upper limits Lower limits or Minimum altitude(MOCA) ft AMSL or FL Airspace classification	Lateral limits NM	Direction of cruising levels		Remarks Controlling unit channel Logon address
				Odd	Even	
1	2	3	4	5		6
V11 ▲ PILIT 372631N 1291731E KAE R 128/30 DME KPO R 001/88 DME ▲ NOBUT 370715N 1291957E ▲ LOSTO 362016N 1292548E △ POHANG VORTAC(KPO) 355838N 1292828E ▲ APARU 352442N 1290932E △ BUSAN VORTAC(PSN) 350721N 1285958E						Daegu ACC FREQ : (at or below FL 295) 134.175(123.65) MHz 272.40(233.60) MHz FREQ : (above FL 295) 122.250(125.925) MHz 263.350(263.85) MHz 1. 11 000 ft to FL 240, at or above FL 280 will be blocked. 2. At or above 11 000 ft, required 15 days PPR from Air Traffic Management Office. 3. Airspace Classification refer to ENR 3.1-1
	183° 003°	UNL 9 000 (7 000) Class A, D, G	8		↓	
	19.3					
	183° 003°	UNL 9 000 (6 400) Class A, D, G				
	47.2					
	183° 003°	UNL 9 000 (3 300) Class A, D, G				
	21.7					
	213° 032°	UNL 9 000 (4 200) Class A, D, G				
	37.2					
	213° 032°	UNL 9 000 (4 400) Class A, D, G				
	19.0			↑		
						Daegu ACC FREQ : 120.575(119.375, 119.325, 134.375) MHz 254.70(335.75) MHz 1. 11 000 ft to FL 240, at or above FL 280 will be blocked. 2. At or above 11 000 ft, required 15 days PPR from Air Traffic Management Office. 3. Airspace Classification refer to ENR 3.1-1

Change : Information of frequencies.

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG ↑ / ↓ VOR RDL DIST (COP)	Upper limits Lower limits or Minimum altitude(MOCA) ft AMSL or FL Airspace classification		Lateral limits NM	Direction of cruising levels		Remarks Controlling unit channel Logon address
					Odd	Even	
1	2	3		4	5		6
V543							
△ DALSU 350731N 1264206E	097° 277° 5.4	UNL 8 000 (2 500) Class A, D, G		10	↓		Incheon ACC FREQ : (at or below FL 255) 120.725(128.30) MHz 263.90(272.75) MHz FREQ : (above FL 255) 123.725(124.50) MHz 239.25(275.40) MHz Airspace Classification refer to ENR 3.1-1
△ GWANGJU VOR(KWA) 350734N 1264844E	097° 277° 2.6	UNL 8 000 (2 000) Class A, D, G					
△ SAMUL 350736N 1265154E	097° 278° 22.1	UNL 8 000 (5 200) Class A, D, G					
▲ TEDAN 350744N 1271852E	098° 278° 13.5	UNL 8 000 (8 000) Class A, D, G					
△ ANUBA 350746N 1273523E	098° 279° 44.7	(25/83)	UNL 8 000 (8 000) Class A, D, G				Daegu ACC FREQ : 128.175(128.325) MHz 335.50(275.20) MHz Airspace Classification refer to ENR 3.1-1
▲ SAPDI 350737N 1282952E	098° 278° 1.6		UNL 8 000 (3 800) Class A, D, G				
▲ SARAM 350736N 1283147E	099° 279° 11.9		UNL 8 000 (4 000) Class A, D, G				
△ ANKUS 350730N 1284616E	099° 279° 11.2		UNL 8 000 (3 500) Class A, D, G				
△ BUSAN VORTAC(PSN) 350721N 1285958E						↑	
V547							Incheon ACC
△ GWANGJU VOR(KWA) 350734N 1264844E	072° 253° 54.7	(48/48)	10 000 9 000 (8 600) Class D	10	↓		FREQ : (at or below FL 255) 120.725(128.30) MHz 263.90(272.75) MHz FREQ : (above FL 255) 123.725(124.50) MHz 239.25(275.40) MHz Airspace Classification refer to ENR 3.1-1
▲ IGDOK 353104N 1274907E	073° 254° 41.6		10 000 9 000 (5 000) Class D				Daegu ACC FREQ : 128.175(128.325) MHz 335.50(275.20) MHz Airspace Classification refer to ENR 3.1-1
△ DALSEONG VORTAC(TGU) 354835N 1283527E						↑	

Change : Information of controlling unit and frequencies.

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG ↑ / ↓ VOR RDL DIST (COP)		Upper limits Lower limits or Minimum altitude(MOCA) ft AMSL or FL Airspace classification	Lateral limits NM	Direction of cruising levels		Remarks Controlling unit channel Logon address
					Odd	Even	
1	2		3	4	5		6
V549							Incheon ACC
△ GUNSAN VORTAC(KUZ) 355437N 1263641E	101° 281°	(49/48)	<u>10 000</u> 7 000 (1 800) Class D	10	↓		FREQ : (at or below FL 255) 126.175(134.375) MHz 317.85(335.55) MHz
△ ELPOS 355410N 1264707E	8.5						
	101° 281°						
△ RINBO 355352N 1265349E	5.5		<u>10 000</u> 7 000 (3 500) Class D				FREQ : (above FL 255) 132.15(123.55) MHz 263.15(272.60) MHz
	101° 282°						
△ MELES 355251N 1271542E	17.8						
	102° 282°		<u>10 000</u> 7 000 (5 000) Class D				Airspace Classification refer to ENR 3.1-1
△ OPEDA 355149N 1273652E	17.2						
	102° 282°						
△ DALSEONG VORTAC(TGU) 354835N 1283527E	47.7	<u>10 000</u> 7 000 (6 600) Class D	Daegu ACC FREQ : 125.375(125.775, 124.575) MHz 234.15(317.35, 335.50) MHz				
	085° 265°						
▲ LAPAL 355413N 1290452E	24.6						
	085° 265°	<u>UNL</u> 6 000 (5 400) Class A, D, G	Airspace Classification refer to ENR 3.1-1				
△ POHANG VORTAC(KPO) 355838N 1292828E	19.7						
						↑	TGU is used between TGU and KPO.
W45							Incheon ACC
△ GWANGJU TACAN(KWJ) 350723N 1264810E	097° 278°	(23/85)	<u>UNL</u> 8 000 (8 000) Class A, D, G	10	↓		FREQ : (at or below FL 255) 120.725(128.30) MHz 263.90(272.75) MHz FREQ : (above FL 255) 123.725(124.50) MHz 239.25(275.40) MHz
	38.4						
△ RIMPO 350739N 1273502E	098° 278°		<u>UNL</u> 8 000 (8 000) Class A, D, G				
▲ RUNIT 350734N 1282952E	45.1						
	098° 279°						<u>UNL</u> 8 000 (4 000) Class A, D, G
△ BUSAN VORTAC(PSN) 350721N 1285958E	24.7						
						↑	Between RIMPO and RUNIT 11 000 ft AMSL to FL 190 VMC-IMC use for training purpose. Airspace Classification refer to ENR 3.1-1

Change : Information of frequencies.

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG ↑ / ↓ VOR RDL DIST (COP)	Upper limits Lower limits or Minimum altitude(MOCA) ft AMSL or FL Airspace classification	Lateral limits NM	Direction of cruising levels		Remarks Controlling unit channel Logon address
				Odd	Even	
1	2	3	4	5		6
W61						
△ SONGTAN VORTAC(SOT) 370540N 1270154E	316° 136°	UNL 8 000 (2 400)	10		↓	Daegu ACC FREQ : (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz FREQ : (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz
▲ MONSI 371247N 1265015E	11.7	Class A, D, G				
△ GOGET 372442N 1263036E	316° 136°	UNL 8 000 (3 200)		↑		Airspace Classification refer to ENR 3.1-1
	19.7	Class A, D, G				
W62						
△ SONGTAN VORTAC(SOT) 370540N 1270154E	044° 224°	UNL FL 140 (4 600)	10	↓		Daegu ACC FREQ : (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz FREQ : (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz
△ EGOBA 372915N 1272246E	28.8	Class A, D, G			↑	Airspace Classification refer to ENR 3.1-1
W526						
△ DALSEONG VORTAC(TGU) 354835N 1283527E	192° 012°	UNL 5 000 (4 900)	10		↓	Daegu ACC FREQ : 125.375(125.775, 124.575) MHz 234.15(317.35, 335.50) MHz
▲ MASTA 352847N 1283340E	19.8	Class A, D, G				
	192° 012°	UNL 5 000 (3 800)				
▲ SARAM 350736N 1283147E	21.2	Class A, D, G				Airspace Classification refer to ENR 3.1-1
	192° 012°	UNL 5 000 (3 200)		↑		
▲ TOPAX 344555N 1282952E	21.7	Class A, D, G				

Change : Information of frequencies.

ENR 3.3 AREA NAVIGATION ROUTES

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 or (MOCA) ft AMSL or FL	Direction of cruising levels		Remarks Controlling unit Frequency
				Airspace classification	Odd	Even	
1	2	3	4	5	6		7
L512 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] △ TENAS 373820N 1313427E △ SABET 373829N 1324019E ▲ ANDOL(FIR BDRY) 373958N 1330000E							Daegu ACC FREQ : 122.250(125.925) MHz 263.350(263.85) MHz Airspace Classification refer to ENR 3.1-1 * L512 OPS HR between TENAS and ANDOL - EASTBOUND : H24 - WESTBOUND : H24 ** After ANDOL, MEA is FL 290, see AIP JAPAN. *** Extended DME DOC volume service is 220 NM.
	N/A	<u>098</u> 279	52.3	UNL FL 270(1 500) Class A, G	↓		
		<u>093</u> 274	15.7				
INCHEON FIR							
FUKUOKA FIR							
1. Critical DME : KAE<TENAS/SABET>, KPO<TENAS/SABET> 2. DME GAP : SABET/ANDOL, GNSS required.							
Y233 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] △ BUSKO 374033N 1301610E △ SELPA 375515N 1304911E △ ONATA 382832N 1320602E ▲ KANSU(FIR BDRY) 383800N 1322830E							Daegu ACC FREQ : 122.250(125.925) MHz 263.350(263.85) MHz Airspace Classification refer to ENR 3.1-1
	N/A	<u>069</u> 250	30.0	UNL FL 200(1 500) Class A, D, G	↓		
		<u>070</u> 251	69.1				
		<u>071</u> 251	20.0				
						↑	
INCHEON FIR							
PYONGYANG FIR							
1. Critical DME : KAE<BUSKO/SELPA>, KPO<BUSKO/SELPA>, KAE<SELPA/ONATA>, KPO<SELPA/ONATA> 2. DME GAP : ONATA/KANSU, GNSS required.							

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

Change : Information of frequencies.

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	Direction of cruising levels		Remarks Controlling unit Frequency		
				Lower limits (MOCA) ft AMSL or FL Airspace classification	Odd	Even			
1	2	3	4	5	6		7		
Y253 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] △ DALSU 350731N 1264206E △ GWANGJU VOR(KWA) 350734N 1264844E △ SAMUL 350736N 1265154E ▲ TEDAN 350744N 1271852E △ ANUBA 350746N 1273523E ▲ SAPDI 350737N 1282952E ▲ SARAM 350736N 1283147E △ ANKUS 350730N 1284616E △ BUSAN VORTAC(PSN) 350721N 1285958E	N/A						Incheon ACC FREQ: (at or below FL 255) 120.725(128.30) MHz 263.90(272.75) MHz FREQ : (above FL 255) 123.725(124.50) MHz 239.25(275.40) MHz Airspace Classification refer to ENR 3.1-1		
		<u>097</u> 277	5.4	<u>UNL</u> 8 000(2 400) Class A, D, G	↓			Daegu ACC FREQ : 128.175(128.325) MHz 335.50(275.20) MHz Airspace Classification refer to ENR 3.1-1	
		<u>097</u> 278	2.6	<u>UNL</u> 8 000(2 000) Class A, D, G					
		<u>097</u> 278	22.1	<u>UNL</u> 8 000(5 200) Class A, D, G					
		<u>098</u> 278	13.5	<u>UNL</u> 8 000(5 400) Class A, D, G					
		<u>098</u> 278	44.7						
		<u>098</u> 278	1.6	<u>UNL</u> 8 000(2 400) Class A, D, G					
		<u>098</u> 279	11.9	<u>UNL</u> 8 000(4 000) Class A, D, G					
		<u>099</u> 279	11.2	<u>UNL</u> 8 000(3 500) Class A, D, G					
							↑		Daegu ACC FREQ : 125.375(125.775, 124.575) MHz 234.15(317.35, 335.50) MHz Airspace Classification refer to ENR 3.1-1

1. Critical DME : PSN<SAPDI/SARAM>, CJU<SAPDI/SARAM>, PSN<SARAM/ANKUS>, CJU<SARAM/ANKUS>,
PSN<ANKUS/PSN>, CJU<ANKUS/PSN>

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

* 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	Direction of cruising levels		Remarks Controlling unit Frequency
				Airspace classification	Odd	Even	
1	2	3	4	5	6		7
Y571 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] ▲ SOSDO 330012N 1262735E △ OMKIM 331320N 1264114E △ PAPLU 333441N 1270337E ▲ AKPON 334650N 1271953E ▲ NISAV 341519N 1275835E ▲ ANROD 343758N 1282952E △ POVEM 345523N 1285416E △ BUSAN VORTAC(PSN) 350721N 1285958E							Incheon ACC FREQ : 124.525(132.425) MHz 255.40(233.50, 348.10) MHz Airspace Classification refer to ENR 3.1-1
	N/A	048 229	17.4	UNL 11 000(1 500) Class A, D, G	↓		
		049 229	28.4	UNL 11 000(2 200) Class A, D, G			
		056 236	18.2	UNL 11 000(1 500) Class A, D, G			
		056 236	42.9	UNL 11 000(1 800) Class A, D, G			
		056 237	34.4	UNL 11 000(2 100) Class A, D, G			
		057 237	26.6	UNL 11 000(2 800) Class A, D, G			
		029 209	12.8	UNL 11 000(3 000) Class A, D, G			
	1. DME GAP : SOSDO/OMKIM, OMKIM/PAPLU, PAPLU/AKPON, AKPON/NISAV GNSS required.						

* 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	6		7
Y572 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							Daegu ACC
△ BUSAN VORTAC(PSN) 350721N 1285958E							FREQ : 128.175(128.325) MHz 335.50(275.20) MHz
△ OLMUD 350225N 1284916E	N/A	<u>249</u> 069	10.1	UNL 11 000(3 000) Class A, D, G		↓	Airspace Classification refer to ENR 3.1-1
▲ ENGOT 344834N 1282952E		<u>237</u> 057	21.1	UNL 11 000(3 200) Class A, D, G			
▲ POVOR 341520N 1274400E		<u>237</u> 056	50.4	UNL 11 000(2 600) Class A, D, G			
▲ UPGOS 335733N 1271953E		<u>236</u> 056	26.8	UNL 11 000(2 000) Class A, D, G			
△ BILUM 334613N 1270439E		<u>236</u> 056	17.0	UNL 11 000(1 500) Class A, D, G			
△ BEPKO 333910N 1265514E		<u>236</u> 056	10.5	UNL 11 000(1 500) Class A, D, G			
△ JEJU VORTAC(CJU) 332305N 1263727E		<u>230</u> 050	21.9	UNL 11 000(5 600) Class A, D, G			
△ OMKIM 331320N 1264114E		<u>169</u> 349	10.2	UNL 11 000(8 700) Class A, D, G		↓	
▲ TOSAN 330012N 1264619E		<u>169</u> 349	13.8	UNL 11 000(1 500) Class A, D, G			
▲ RUGMA(FIR BDRY) 323012N 1265753E		<u>169</u> 349	31.5	UNL 11 000(1 500) Class A, D, G	↑		
INCHEON FIR							
FUKUOKA FIR							

1. DME GAP : UPGOS/BILUM, BILUM/BEPKO, BEPKO/CJU, CJU/OMKIM, OMKIM/TOSAN, TOSAN/RUGMA GNSS required.

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

Change : Information of frequencies.

OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 11/23
Effective : 1600UTC 29 NOV 2023

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
Y579 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] △ TENAS 373820N 1313427E △ AGSUS 364521N 1304044E ▲ DABIK 361743N 1301143E ▲ BULGA 355609N 1294924E ▲ BEDOM 352513N 1291754E △ BUSAN VORTAC(PSN) 350721N 1285958E	N/A						Daegu ACC FREQ : 122.250(125.925) MHz 263.350(263.85) MHz Airspace Classification refer to ENR 3.1-1
		228 047	68.1	UNL FL 140(1 500) Class A, D, G			
		229 049	36.2				Daegu ACC FREQ : 120.575(119.375, 119.325, 134.375) MHz 254.70(335.75) MHz Airspace Classification refer to ENR 3.1-1
		229 048	28.1				
		228 048	40.2	UNL FL 140(2 700) Class A, D, G			
		228 047	23.1	UNL FL 140(3 800) Class A, D, G	↑		

1. TENAS-PSN CDR1 Operational hour(UTC) - Weekdays : 1400~2200 - SAT: 2200 on the preceding until 2400 on the Saturday
- SUN : 0000~2200 - Holiday : 1400 on the preceding until 2200 on the holiday. Rest of Y579-PERM. See ENR 1.1-1.2.

* 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	Direction of cruising levels		Remarks Controlling unit Frequency			
				Airspace classification	Odd	Even				
1	2	3	4	5	6		7			
Y644 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							Daegu ACC FREQ : (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz			
SANGHAI FIR							FREQ : (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz Eastbound (AGAVO-EGOBA) FL 410, FL 390, FL 370, FL 350, FL 330, FL 310, FL 290, FL 270, FL 250, FL 230 REF. ENR 3.1-10 for the detailed altitude conversion procedures. Airspace Classification refer to ENR 3.1-1			
INCHEON FIR										
▲ AGAVO(FIR BDRY) 371010N 1235953E △ RILRO 371033N 1241442E △ GONAV 371048N 1242453E △ BODOL 371122N 1244954E ▲ REBIT 371203N 1252913E △ BELTU 371218N 1254759E △ BOGAN 371241N 1262812E ▲ MONSI 371247N 1265015E △ POLEG 371249N 1265935E △ EGOBA 372915N 1272246E	N/A	<u>096</u> 276	11.8	UNL FL 150(1 500) Class A, D, G	↓					
		<u>096</u> 276	8.1							
		<u>096</u> 277	20.0							
		<u>097</u> 277	31.4							
		<u>097</u> 278	15.0							
		<u>098</u> 278	32.1	UNL 8 000(2 400) Class A, D, G						
		<u>098</u> 278	17.6	UNL 8 000(3 200) Class A, D, G						
		<u>098</u> 278	7.5	UNL 8 000(2 400) Class A, D, G						
		<u>057</u> 237	24.7	UNL FL 140(3 300) Class A, D, G						
		1. Critical DME : SEL<AGAVO/RILRO>, KUZ<AGAVO/RILRO>, SEL<RILRO/GONAV>, KUZ<RILRO/GONAV>, SEL<MONSI/POLEG>, SOT<MONSI/POLEG>, SEL<POLEG/EGOBA>, SOT<POLEG/EGOBA>								

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

Change : Information of frequencies.

OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 11/23
Effective : 1600UTC 29 NOV 2023

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
Y655 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] △ GONAV 371048N 1242453E △ DALPO 365835N 1242453E ▲ NONOS 364046N 1242453E ▲ DANPA 353036N 1242453E ▲ PALSA 340131N 1242453E △ TOLIS 335030N 1242453E ▲ ENSUM 321302N 1244635E △ BONSO 302840N 1250851E ▲ ATOTI(FIR BDRY) 300013N 1251154E	N/A						Daegu ACC FREQ : (at or below FL295) 128.70(118.925) MHz 270.50(263.60) MHz FREQ : (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz Airspace Classification refer to ENR 3.1-1
		188 008	12.2	UNL FL 140(1 500) Class A, D, G	↓		Incheon ACC FREQ : (below FL 255) 126.175(134.375) MHz 317.85(335.55) MHz FREQ : (at or above FL 255) 132.15(123.55) MHz 263.15(272.60) MHz Airspace Classification refer to ENR 3.1-1
		188 008	17.8				
		188 008	70.1				
		188 007	88.9				
		187 007	11.0				Incheon ACC FREQ : (below FL 255) 120.725(128.30) MHz 263.90(272.75) MHz FREQ : (at or above FL 255) 123.725(124.50) MHz 239.25(275.40) MHz Airspace Classification refer to ENR 3.1-1
		177 356	99.0				
		176 356	105.9				
		181 001	28.5				Incheon ACC FREQ : (below FL 335) 125.725(132.825, 128.375) MHz 232.95(233.15) MHz FREQ : (at or above FL 335) 133.425(132.425) MHz 234.35(234.65) MHz Airspace Classification refer to ENR 3.1-1
INCHEON FIR							Airspace Classification refer to ENR 3.1-1
FUKUOKA FIR							
1. Critical DME : SEL<GONAV/DALPO>, KUZ<GONAV/DALPO>, SEL<DALPO/NONOS>, KUZ<DALPO/NONOS>, SEL<NONOS/DANPA>, KUZ<NONOS/DANPA> 2. DME GAP : DANPA/PALSA, PALSA/TOLIS, TOLIS/ENSUM, ENSUM/BONSO, BONSO/ATOTI GNSS required.							
Y657 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] △ GWANGJU VOR(KWA) 350734N 1264844E ▲ IGDOK 353104N 1274907E △ DALSEONG VORTAC(TGU) 354835N 1283527E	N/A						Incheon ACC FREQ : (at or below FL 255) 120.725(128.30) MHz 263.90(272.75) MHz FREQ : (above FL 255) 123.725(124.50) MHz 239.25(275.40) MHz Airspace Classification refer to ENR 3.1-1
		072 253	54.7	10 000 8 000(7 100) Class D	↓		Daegu ACC FREQ : 125.375(125.775, 124.575) MHz 234.15(317.35, 335.50) MHz Airspace Classification refer to ENR 3.1-1
		073 254	41.6	10 000 8 000(4 800) Class D			

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

Change : Information of Y655, controlling unit and frequencies.

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	Direction of cruising levels		Remarks Controlling unit Frequency	
				Lower limits (MOCA) ft AMSL or FL Airspace classification	Odd	Even		
1	2	3	4	5	6		7	
Y659 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] △ GUNSAN VORTAC(KUZ) 355437N 1263641E △ ELPOS 355410N 1264707E △ RINBO 355352N 1265349E △ MELES 355251N 1271542E △ OPEDA 355149N 1273652E △ DALSEONG VORTAC(TGU) 354835N 1283527E ▲ LAPAL 355413N 1290452E △ POHANG VORTAC(KPO) 355838N 1292828E	N/A					Incheon ACC FREQ: (at or below FL255) 126.175(134.375) MHz 317.85(335.55) MHz FREQ : (above FL 255) 132.15(123.55) MHz 263.15(272.60) MHz Airspace Classification refer to ENR 3.1-1		
		101 281	8.5	10 000 7 000(1 700)	↓			
		101 281	5.5	Class D				
		101 282	17.8	10 000 7 000(3 700)				
				Class D				
		102 282	17.2	10 000 7 000(5 000)				
				Class D				
		102 282	47.7	10 000 7 000(6 600)				
				Class D				
		085 265	24.6	UNL 6 000(4 200)				
				Class A, D, G				
		085 265	19.7	UNL 6 000(3 300)				
				Class A, D, G				
					↑			
						Daegu ACC FREQ : 125.375(125.775, 124.575) MHz 234.15(317.35, 335.50) MHz Airspace Classification refer to ENR 3.1-1		
Y677 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] △ TOLIS 335030N 1242453E ▲ LIMDI 333313N 1254953E △ REMOS 332605N 1262329E △ JEJU VORTAC(CJU) 332305N 1263727E ▲ TAMNA 332815N 1271953E ▲ SAMDO(FIR BDRY) 333503N 1281857E	N/A						Incheon ACC FREQ : 124.525(132.425) MHz 255.40(233.50, 348.10) MHz Airspace Classification refer to ENR 3.1-1	
		111 291	73.0	UNL 9 000(1 500)	↓			
				Class A, D, G				
		111 292	29.0	UNL 9 000(4 100)				
				Class A, D, G				
		112 292	12.1	UNL 9 000(8 700)				
				Class A, D, G				
		089 269	35.9	UNL 9 000(6 300)				
				Class A, D, G				
		089 270	49.8	UNL 9 000(1 500)				
				Class A, D, G				
								↑
	INCHEON FIR							
FUKUOKA FIR								

1. Critical DME : KWA<LIMDI/REMOS>, CJU<LIMDI/REMOS>, PSN<CJU/TAMNA>, CJU<CJU/TAMNA>, PSN<TAMNA/SAMDO>, CJU<TAMNA/SAMDO>
2. DME GAP : TOLIS/LIMDI, REMOS/CJU GNSS required.

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

Change : Information of Y677, controlling unit and frequencies.

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	Direction of cruising levels		Remarks Controlling unit Frequency				
				Airspace classification	Odd	Even					
1	2	3	4	5	6		7				
Y685 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] △ ANYANG VORTAC(SEL) 372449N 1265542E △ KALMA 371845N 1270645E △ KAKSO 370745N 1272637E ▲ GUKDO 370111N 1273823E △ ENSAL 365554N 1274747E △ BASEM 365037N 1275710E ▲ BIGOB 364325N 1280952E △ YECHEON VOR(CUN) 363755N 1281931E △ ELAPI 362014N 1285051E △ POHANG VORTAC(KPO) 355838N 1292828E ▲ BULGA 355609N 1294924E ▲ SAPRA(FIR BDRY) 354926N 1304325E	N/A				↓		Daegu ACC FREQ: (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz FREQ: (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz Only flying westbound from KPO to SEL on Y685 is authorized except ACFT departing from RKTY or RKT1. Aircraft flying eastbound from SEL to KPO at or above 11 000 ft on Y685 shall get PPR 24 hours before from Incheon/Daegu ACC. No PPR is needed at or below 10 000 ft. Airspace Classification refer to ENR 3.1-1				
		133 313	10.7	UNL 8 000(3 200) Class A, D, G							
		133 313	19.3	UNL 8 000(2 900) Class A, D, G							
		133 313	11.5	UNL 8 000(3 600) Class A, D, G							
		133 314	9.2	UNL 8 000(3 700) Class A, D, G							
		134 314	9.2	UNL 8 000(4 000) Class A, D, G							
		134 314	12.5	UNL 8 000(5 000) Class A, D, G							
		134 314	9.5	UNL 8 000(4 900) Class A, D, G							
		133 314	30.8	UNL 8 000(3 800) Class A, D, G							
		134 314	37.3	UNL 8 000(4 700) Class A, D, G							
		107 287	17.2	UNL 8 000(2 100) Class A, D, G							
		107 287	44.4	UNL 8 000(1 500) Class A, D, G							
		INCHEON FIR									
	FUKUOKA FIR										

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

Change : Information of frequencies.

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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: (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz
SANGHAI FIR							
INCHEON FIR							
▲ AGAVO(FIR BDRY) 371010N 1235953E	N/A	066 246	7.5	UNL FL 150(1 500) Class A, D, G			FREQ: (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz 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		066 246	16.2				
△ NOGON 372250N 1242505E		097 277	20.0				
△ ANSIM 372323N 1245009E		097 277	19.0				
▲ BINIL 372349N 1251359E		097 277	20.0				
▲ NOPIK 372412N 1253905E		097 278	41.0	UNL 8 000(2 100) Class A, D, G			↓
△ GOGET 372442N 1263036E		098 278	20.0	UNL 7 500(3 400) Class A, D, G			
△ ANYANG VORTAC(SEL) 372449N 1265542E		087 267	22.0	UNL 7 500(5 100) Class A, D, G			
△ EGOBA 372915N 1272246E		087 267	13.9	UNL 7 500(4 500) Class A, D, G			
▲ KARBU 373159N 1273952E		087 268	22.9	UNL 7 500(7 500) Class A, D, G			
▲ TORUS 373625N 1280807E		088 268	21.8	UNL 7 500(7 100) Class A, D, G			
▲ BIKSI 374032N 1283504E		088 268	8.2	UNL 8 000(7 100) Class A, D, G			
△ GANGWON VORTAC(KAE) 374203N 1284514E		130 310	30.0	UNL 9 000(1 500) Class A, D, G			
▲ PILIT 372631N 1291731E		130 310	27.5				
▲ NIMUS 371210N 1294656E		130 310	50.8				
△ AGSUS 364521N 1304044E		130 311	42.9				
▲ LANAT(FIR BDRY) 362224N 1312542E							↑
INCHEON FIR							
FUKUOKA FIR							Airspace Classification refer to ENR 3.1-1

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.

Change : Information of controlling unit and frequencies.

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: (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz
▲ MONSI 371247N 1265015E							FREQ: (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz Airspace Classification refer to ENR 3.1-1
▲ BULTI 364322N 1264930E		190 010	29.4	UNL FL 140(2 900) Class A, D, G			
▲ MEKIL 363322N 1264953E		187 007	10.0				Incheon ACC FREQ: (at or below FL 255) 126.175(134.375) MHz 317.85(335.55) MHz
△ GONAX 362311N 1265016E		187 006	10.2	UNL FL 140(3 200) Class A, D, G			FREQ: (above FL 255) 132.15(123.55) MHz 263.15(272.60) MHz Airspace Classification refer to ENR 3.1-1
△ BEDES 360905N 1264844E		193 013	14.1				
△ ELPOS 355410N 1264707E		193 013	14.9	UNL FL 140(2 200) Class A, D, G			
▲ MANGI 353011N 1264432E		193 013	24.0	UNL FL 140(2 800) Class A, D, G			
△ DALSU 350731N 1264206E		193 013	22.7	UNL FL 140(3 800) Class A, D, G			Incheon ACC FREQ: (at or below FL 255) 120.725(128.30) MHz 263.90(272.75) MHz
△ NULDI 342514N 1263739E		193 013	42.4	UNL FL 140(4 000) Class A, D, G			FREQ: (above FL 255) 123.725(124.50) MHz 239.25(275.40) MHz Airspace Classification refer to ENR 3.1-1
▲ DOTOL 341515N 1263637E		193 013	10.0	UNL FL 140(3 300) Class A, D, G			
△ KIDOS 335028N 1263402E		193 012	24.8	UNL FL 140(2 700) Class A, D, G			Incheon ACC FREQ : 124.525(132.425) MHz 255.40(233.50, 348.10) MHz
△ REMOS 332605N 1262329E		207 027	25.9	UNL FL 140(6 000) Class A, D, G			Airspace Classification refer to ENR 3.1-1
▲ PANSI 330014N 1261225E		207 027	27.4	UNL FL 140(6 300) Class A, D, G			
△ DOMKO 322848N 1255859E		207 027	33.4				
△ PONIK 320021N 1254659E		207 027	30.1				Incheon ACC FREQ: (At or above FL 335) 133.425(132.425) MHz 234.35(234.65) MHz
△ IKEDO 314314N 1253948E		207 026	18.2	UNL FL 140(1 500) Class A, D, G			FREQ: (below FL 335) 125.725(132.825, 128.375) MHz 232.95(233.15) MHz Airspace Classification refer to ENR 3.1-1
▲ KANKA 313155N 1253504E		207 026	12.0				
△ BONSO 302840N 1250851E		207 026	67.0				
▲ MUGUS(FIR BDRY) 300006N 1245712E		206 026	30.2				
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 : Information of frequencies.

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					Odd	Even	
1	2	3	4	5	7		10
Y722 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							Incheon ACC
△ SONGTAN VORTAC(SOT) 370540N 1270154E	N/A						FREQ: (at or below FL 255) 126.175(134.375) MHz 317.85(335.55) MHz
▲ OLMEN 364413N 1265928E		<u>194</u> 014	21.5	UNL FL 140(3 100) Class A, D, G			FREQ: (above FL 255) 132.15(123.55) MHz 263.15(272.60) MHz
△ GUNKU 363414N 1265949E		<u>187</u> 007	10.0	UNL FL 140(3 600) Class A, D, G			Airspace Classification refer to ENR 3.1-1
▲ PEBRI 362311N 1270013E		<u>187</u> 007	11.0	UNL FL 140(3 300) Class A, D, G			
△ ATASO 355344N 1265657E		<u>193</u> 013	29.5	UNL FL 140(2 300) Class A, D, G			
▲ MAKSA 353011N 1265422E		<u>193</u> 013	23.6	UNL FL 140(3 800) Class A, D, G			Incheon ACC
△ SAMUL 350736N 1265154E		<u>193</u> 013	22.7	UNL FL 140(4 000) Class A, D, G			FREQ: (at or below FL 255) 120.725(128.30) MHz 263.90(272.75) MHz
▲ KAMIT 341514N 1264618E		<u>193</u> 013	52.5	UNL FL 140(3 400) Class A, D, G			FREQ: (above FL 255) 123.725(124.50) MHz 239.25(275.40) MHz
△ GUKSU 335251N 1264357E		<u>193</u> 013	22.4	UNL FL 140(2 100) Class A, D, G			Airspace Classification refer to ENR 3.1-1
△ LOSNI 333315N 1264153E		<u>193</u> 012	19.6	UNL FL 140(1 700) Class A, D, G			Incheon ACC
△ JEJU VORTAC(CJU) 332305N 1263727E		<u>207</u> 027	10.8	UNL FL 140(7 600) Class A, D, G			FREQ: 124.525(132.425) MHz 255.40(233.50, 348.10) MHz
▲ SOSDO 330012N 1262735E		<u>207</u> 027	24.3	UNL FL 140(8 700) Class A, D, G			Airspace Classification refer to ENR 3.1-1
△ SAMLO 323223N 1261536E		<u>207</u> 027	29.5	UNL FL 140(1 500) Class A, D, G			
△ NIRAT 320354N 1260329E		<u>207</u> 027	30.2				Incheon ACC
△ ELGEP 314653N 1255617E		<u>207</u> 027	18.1				FREQ: (At or above FL 335) 133.425(132.425) MHz 234.35(234.65) MHz
▲ TESIM 313526N 1255128E		<u>207</u> 027	12.1				FREQ: (below FL 335) 125.725(132.825, 128.375) MHz 232.95(233.15) MHz
▲ ATOTI(FIR BDRY) 300013N 1251154E		<u>207</u> 026	100.9				Airspace Classification refer to ENR 3.1-1
INCHEON FIR							
SANGHAI FIR							

1. Critical DME : KWA<KAMIT/GUKSU>, CJU<KAMIT/GUKSU>

2. DME GAP : GUKSU/LOSNI, LOSNI/CJU, CJU/SOSDO, SOSDO/SAMLO, SAMLO/NIRAT, NIRAT/TESIM, TESIM/ATOTI, GNSS required.

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

Change : Information of frequencies.

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					Odd	Even		
1	2	3	4	5	6		7	
Y744 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] ▲ PILIT 372631N 1291731E ▲ NOBUT 370715N 1291957E ▲ LOSTO 362016N 1292548E △ POHANG VORTAC(KPO) 355838N 1292828E ▲ APARU 352442N 1290932E △ BUSAN VORTAC(PSN) 350721N 1285958E	N/A						Daegu ACC FREQ : (at or below FL 295) 134.175(123.65) MHz 272.40(233.60) MHz FREQ : (above FL 295) 122.250(125.925) MHz 263.350(263.85) MHz 1. 11 000 ft to FL 240, at or above FL 280 will be blocked. 2. At or above 11 000 ft, required 15 days PPR from Air Traffic Management Office. 3. Airspace Classification refer to ENR 3.1-1	
		$\frac{183}{003}$	19.3	UNL 9 000(4 900) Class A, D, G		↓		
		$\frac{183}{003}$	47.2	UNL 9 000(5 600) Class A, D, G				
		$\frac{183}{003}$	21.7	UNL 9 000(2 100) Class A, D, G				
		$\frac{213}{033}$	37.2	UNL 9 000(4 400) Class A, D, G				
		$\frac{213}{032}$	19.0	UNL 9 000(4 400) Class A, D, G		↑		
							Daegu ACC FREQ : 120.575(119.375, 119.325, 134.375) MHz 254.70(335.75) MHz 1. 11 000 ft to FL 240, at or above FL 280 will be blocked. 2. At or above 11 000 ft, required 15 days PPR from Air Traffic Management Office. 3. Airspace Classification refer to ENR 3.1-1	
Y781 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] △ DALSEONG VORTAC(TGU) 354835N 1283527E ▲ MASTA 352847N 1283340E △ ANKUS 350730N 1284616E △ OMOTU 350033N 1285022E ▲ BESNA(FIR BDRY) 343718N 1290751E	N/A	$\frac{192}{012}$	19.8	UNL 7 000(4 900) Class A, D, G	↓		Daegu ACC FREQ : 125.375(125.775, 124.575) MHz 234.15(317.35, 335.50) MHz Airspace Classification refer to ENR 3.1-1	
		$\frac{162}{342}$	23.6	UNL 7 000(4 000) Class A, D, G				
		$\frac{162}{342}$	7.7	UNL 7 000(3 500) Class A, D, G				
		$\frac{156}{336}$	27.3	UNL 7 000(2 800) Class A, D, G				
INCHEON FIR								
FUKUOKA FIR								
1. Critical DME : PSN<OMOTU/BESNA>, CJU<OMOTU/BESNA> 2. DME GAP : ANKUS/OMOTU, GNSS required.								

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

Change : Information of frequencies.

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					Odd	Even	
Y782 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							Daegu ACC
△ ANYANG VORTAC(SEL) 372449N 1265542E	N/A	174 354	12.4	UNL 4 500(3 000) Class A, D, G	↓		FREQ : (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz
△ POLEG 371249N 1265935E		174 354	7.4	UNL 4 500(2 000) Class A, D, G			FREQ : (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz
△ SONGTAN VORTAC(SOT) 370540N 1270154E		144 324	21.6	UNL 8 000(3 300) Class A, D, G			Airspace Classification refer to ENR 3.1-1
▲ OSPOT 365018N 1272055E		144 324	10.4	UNL 8 000(4 200) Class A, D, G			Daegu ACC FREQ : 125.375(125.775, 124.575) MHz 234.15(317.35, 335.50) MHz Airspace Classification refer to ENR 3.1-1
▲ VASLI 364252N 1273003E		144 324	21.9	UNL 8 000(4 200) Class A, D, G			
▲ MAKDU 362712N 1274909E		144 324	14.6	UNL 10 000(4 500) Class A, D, G			
▲ BITUX 361645N 1280148E		162 342	20.4	UNL 8 000(4 400) Class A, D, G			
△ DALSEONG VORTAC(TGU) 354835N 1283527E		162 342	25.4	UNL 5 000(3 600) Class A, D, G			
▲ KALOD 353012N 1284626E		162 342	26.6	UNL 4 000(3 000) Class A, D, G			
△ BUSAN VORTAC(PSN) 350721N 1285958E							
▲ APELA(FIR BDRY) 344323N 1291400E						↑	
INCHEON FIR							
FUKUOKA FIR							

1. Critical DME : SEL<SEL/POLEG>, SOT<SEL/POLEG>, SEL<POLEG/SOT>, SOT<POLEG/SOT>

* 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	6		7
Z50 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] △ EGOBA 372915N 1272246E △ SONGTAN VORTAC(SOT) 370540N 1270154E ▲ BULTI 364322N 1264930E							Daegu ACC FREQ: (at or below FL295) 128.70(118.925) MHz 270.50(263.60) MHz FREQ: (above FL295) 132.80(120.525) MHz 290.60(335.45) MHz Airspace Classification refer to ENR 3.1-1
	N/A	224 044	28.8	UNL FL 140(3 300) Class A, D, G		↓	
		213 032	24.4	UNL FL 140(2 900) Class A, D, G	↑		
Z51 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] ▲ BOPTA 364406N 1263658E △ MOXID 362311N 1264359E △ BEDES 360905N 1264844E							Incheon ACC FREQ: (at or below FL255) 126.175(134.375) MHz 317.85(335.55) MHz FREQ: (above FL255) 132.15(123.55) MHz 263.15(272.60) MHz Airspace Classification refer to ENR 3.1-1
	N/A	173 353	21.6	UNL FL 150(3 900) Class A, D, G		↓	
		173 353	14.6	UNL FL 150(3 600) Class A, D, G			
Z52 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] ▲ OLMEN 364413N 1265928E △ POSAN 365615N 1271316E △ KAKSO 370745N 1272637E							Incheon ACC FREQ: (at or below FL255) 126.175(134.375) MHz 317.85(335.55) MHz FREQ: (above FL255) 132.15(123.55) MHz 263.15(272.60) MHz Airspace Classification refer to ENR 3.1-1
	N/A	051 231	16.4	UNL 8 000(3 400) Class A, D, G	↓		
		051 232	15.7	UNL 8 000(3 000) Class A, D, G		↑	
Z53 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] ▲ BITUX 361645N 1280148E △ TEBEX 363341N 1275929E △ BASEM 365037N 1275710E							Daegu ACC FREQ: (at or below FL295) 128.70(118.925) MHz 270.50(263.60) MHz FREQ: (above FL295) 132.80(120.525) MHz 290.60(335.45) MHz Airspace Classification refer to ENR 3.1-1
	N/A	002 182	17.0	UNL FL 160(4 000) Class A, D, G		↓	
		002 182	17.0	UNL FL 160(4 600) Class A, D, G	↑		

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

Change : Information of frequencies.

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
Z54 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							Daegu ACC FREQ: (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz
△ SONGTAN VORTAC(SOT) 370540N 1270154E	N/A						FREQ: (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz Airspace Classification refer to ENR 3.1-1
▲ MONSI 371247N 1265015E		<u>316</u> 136	11.7	<u>UNL</u> 8 000(2 400) Class A, D, G		↓	
△ GOGET 372442N 1263036E		<u>316</u> 136	19.7	<u>UNL</u> 8 000(2 300) Class A, D, G	↑		
Z55 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							Daegu ACC FREQ: (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz
SANGHAI FIR							FREQ: (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz Airspace Classification refer to ENR 3.1-1
INCHEON FIR							
▲ AGAVO(FIR BDRY) 371010N 1235953E	N/A						
▲ NONOS 364046N 1242453E		<u>154</u> 334	35.5	<u>UNL</u> FL 140(1 500) Class A, D, G		↑	
1. Critical DME : SEL<AGAVO/NONOS>, KUZ<AGAVO/NONOS>							
Z56 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							Daegu ACC FREQ : 122.250(125.925) MHz 263.350(263.85) MHz
PYONGYANG FIR							Airspace Classification refer to ENR 3.1-1
INCHEON FIR							
▲ KANSU(FIR BDRY) 383800N 1322830E	N/A	<u>180</u> 360	40.2	<u>UNL</u> FL 200(1 500) Class A, G	↓		
△ PALDU 375813N 1323625E		<u>180</u> 360	19.9				
△ SABET 373829N 1324019E		<u>180</u> 360	19.9				
▲ IGRAS(FIR BDRY) 371846N 1324411E						↑	
INCHEON FIR							
FUKUOKA FIR							
1. Critical DME : KAE<PALDU/SABET>, KPO<PALDU/SABET>, KAE<SABET/IGRAS>, KPO<SABET/IGRAS> 2. DME GAP : KANSU/PALDU, GNSS required.							

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

Change : Information of frequencies.

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
Z57 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] △ RILRO 371033N 1241442E △ DALPO 365835N 1242453E							Daegu ACC FREQ : (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz FREQ : (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz Airspace Classification refer to ENR 3.1-1
	N/A	<u>154</u> 334	14.5	<u>UNL</u> FL 150(1 500) Class A, D, G	↓		
1. Critical DME : SEL<RILRO/DALPO>, KUZ<RILRO/DALPO>							
Z63 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] ▲ PILIT 372631N 1291731E ▲ NOMEX 374112N 1294441E							Daegu ACC FREQ : (at or below FL 295) 134.175(123.65) MHz 272.40(233.60) MHz FREQ : (above FL 295) 122.250(125.925) MHz 263.350(263.85) MHz Airspace Classification refer to ENR 3.1-1
	N/A	<u>064</u> 245	26.1	<u>UNL</u> FL 250(1 500) Class A, G	↓		
1. Critical DME : KAE<PILIT/NOMEX>, KPO<PILIT/NOMEX>							
Z81 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] △ KIDOS 335028N 1263402E △ JEJU VORTAC(CJU) 332305N 1263727E							Incheon ACC FREQ : 124.525(132.425) MHz 255.40(233.50, 348.10) MHz Airspace Classification refer to ENR 3.1-1
	N/A	<u>182</u> 001	27.5	<u>UNL</u> FL 140(8 700) Class A, D, G		↓	
Z82 (RNAV2) [GNSS, DME/DME/IRU] △ JEJU VORTAC(CJU) 332305N 1263727E ▲ PANSI 330014N 1261225E							Incheon ACC FREQ : 124.525(132.425) MHz 255.40(233.50, 348.10) MHz Airspace Classification refer to ENR 3.1-1
	N/A	<u>230</u> 050	31.0	<u>UNL</u> FL 140(8 700) Class A, D, G		↓	
1. DME GAP : CJU/PANSI, GNSS required.							

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

Change : Information of frequencies.

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AIRAC AIP AMDT 11/23
Effective : 1600UTC 29 NOV 2023

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	
Z83 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] △ DALSEONG VORTAC(TGU) 354835N 1283527E ▲ MASTA 352847N 1283340E ▲ SARAM 350736N 1283147E ▲ ENGOT 344834N 1282952E ▲ ANROD 343758N 1282952E	N/A						Daegu ACC FREQ : 125.375(125.775, 124.575) MHz 234.15(317.35, 335.50) MHz Airspace Classification refer to ENR 3.1-1
		192 012	19.8	UNL 5 000(4 900) Class A, D, G		↓	
		192 012	21.2	UNL 5 000(3 800) Class A, D, G			
		193 013	19.1	UNL 5 000(3 000) Class A, D, G			
		188 008	10.6	UNL 5 000(2 300) Class A, D, G	↑		
1. Critical DME : PSN<TGU/MASTA>, TGU<TGU/MASTA>, PSN<MASTA/SARAM>, TGU<MASTA/SARAM>, PSN<SARAM/ENGOT>, TGU<SARAM/ENGOT> 2. DME GAP : ENGOT/ANROD, GNSS required.							
Z84 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] △ BUSAN VORTAC(PSN) 350721N 1285958E ▲ KALEK(FIR BDRY) 351232N 1295305E	N/A						Daegu ACC FREQ : 125.375(125.775, 124.575) MHz 234.15(317.35, 335.50) MHz Airspace Classification refer to ENR 3.1-1
		091 272	43.8	UNL 8 000(3 100) Class A, D, G	↓	↑	
INCHEON FIR							
FUKUOKA FIR							
Z85 (RNAV2) [GNSS, DME/DME/IRU] △ BILUM 334613N 1270439E △ PAPLU 333441N 1270337E ▲ RUGMA(FIR BDRY) 323012N 1265753E	N/A	192 012	11.5	UNL FL 170(1 500) Class A, D, G	↓		Incheon ACC FREQ : 124.525(132.425) MHz 255.40(233.50, 348.10) MHz Airspace Classification refer to ENR 3.1-1
		192 011	64.5			↑	
INCHEON FIR							
FUKUOKA FIR							
1. DME GAP : BILUM/PAPLU, PAPLU/RUGMA, GNSS required.							

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

Change : Information of frequencies.

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	Direction of cruising levels		Remarks Controlling unit Frequency
				Lower limits (MOCA) ft AMSL or FL Airspace classification	Odd	Even	
1	2	3	4	5	7		10
Z86 (RNAV2) [GNSS, DME/DME/IRU] △ BONSO 302840N 1250851E ▲ ATOTI(FIR BDRY) 300013N 1251154E							Incheon ACC FREQ : 124.525(132.425) MHz 255.40(233.50, 348.10) MHz Airspace Classification refer to ENR 3.1-1
	N/A	181 001	28.5	UNL FL 140(1 500) Class A, D, G		↓	
INCHEON FIR							
FUKUOKA FIR							
1. DME GAP : BONSO/ATOTI, GNSS required.							
Z91 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] △ BUSAN VORTAC(PSN) 350721N 1285958E ▲ INVOK(FIR BDRY) 344719N 1291923E							Daegu ACC FREQ : 125.375(125.775, 124.575) MHz 234.15(317.35, 335.50) MHz Airspace Classification refer to ENR 3.1-1
	N/A	149 329	25.6	UNL 10 000(3 000) Class A, D, G	↓		
INCHEON FIR							
FUKUOKA FIR							

* 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	Direction of cruising levels		Remarks Controlling unit Frequency
				Lower limits (MOCA) ft AMSL or FL Airspace classification	Odd	Even	
1	2	3	4	5	7		10
Y590 (RNAV2) [GNSS, DME/DME/IRU]							Incheon ACC FREQ: (at or above FL 335) 133.425(132.425) MHz 234.35(234.65) MHz FREQ: (below FL 335) 125.725(132.825, 128.375) MHz 232.95(233.15) MHz Airspace Classification refer to ENR 3.1-1
FUKUOKA FIR							
INCHEON FIR							
▲ BEDAR(FIR BDRY) 315401N 1262910E	N/A	<u>263</u> 082	28.9	UNL FL 240(1 500) Class A, G			
△ ELGEP 314653N 1255617E		<u>262</u> 082	14.5				
△ IKEDO 314314N 1253948E		<u>288</u> 108	34.5				
▲ SADLI 314948N 1250000E							

1. DME GAP : BEDAR/SADLI, GNSS required.
2. Flight Level Allocation Scheme (FLAS)
- For the eastbound over BEDAR : FL 250, FL 290, FL 310, FL 390

Change : Information of frequencies.

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ENR 3.5 OTHER ROUTES

1. 관광비행로

이 비행로는 초경량비행장치 또는 경량항공기 비행이 많으므로 동 비행로 주변을 비행하는 항공기는 지정된 비행 경로를 회피하거나 주의하여 비행하여야 한다.

1. TOURIST ROUTES

Aircraft which want to fly around 「tourist routes」 have to beware of the published 「tourist routes」 or avoid them. Because 「tourist routes」 have a lot of traffic, Ultra light vehicle flight and light aircraft.

Name 명칭	Flight routes coordinates 비행경로	Type of flight 비행방식	Remarks 비고
Danyang tourist route 단양 비행로	365623N 1281812E ↔ 365725N 1281958E ↔ 365847N 1282036E ↔ 365846N 1282219E ↔ 370018N 1282045E ↔ 370001N 1282312E ↔ 370148N 1282302E ↔ 370237N 1282450E ↔ 370337N 1282456E	VFR 시계비행	Fly at the right side of river. 강을 중심으로 우측비행
Gumy tourist route 구미 비행로	360938N 1282306E ↔ 361135N 1282156E ↔ 361322N 1282140E ↔ 361456N 1282005E ↔ 361709N 1282021E		
Haman tourist route 함안 비행로	352008N 1282339E ↔ 352127N 1282302E ↔ 352140N 1282458E ↔ 352157N 1282543E ↔ 352313N 1282536E ↔ 352248N 1282822E ↔ 352347N 1283009E ↔ 352244N 1283321E		

2. 조건부항공로 카테고리2

조건부항공로 카테고리2에 대한 구간은 아래와 같으며, 해당 구간을 이용하고자 하는 항공기는 비행계획 시 하루 단위로 발간되는 항공고시보를 참고해야한다.

2. CONDITIONAL ROUTE CATEGORY2 (CDR2)

The segments for Conditional Route Category 2 are as follows, and aircraft wishing to use the segment must refer to the NOTAMs issued on a daily basis when planning flight plan.

NR. 순번	Segment 구간	Operating hours 운영시간	Lower limits 하한고도	Upper limits 상한고도	Remarks 비고
1	MASTA ↔ ATINA (UPGOS/AKPON)	Weekdays 1300-2100, Available all day on weekends and public holidays	6 000 ft AMSL	FL 600	
2	RUGMA → ANROD		11 000 ft AMSL	FL 600	It can only be used from RUGMA to ANROD.
3	BOPTA → PONI K		FL 150	FL 600	It can only be used from BOPTA to PONI K.
4	KARBU → LANAT		FL 150	FL 600	It can only be used from KARBU to LANAT.

Change : Establishment of conditional route category2(CDR2).

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ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

1. 중요지점을 아래와 같이 분류한다.

- 5문자코드
- 5영숫자코드
- 필수보고지점 ▲ ◆(waypoint)
- 비필수보고지점 △ ◇(waypoint)

1. The significant points are designated as follows.

- 5 Letter Name Code(5LNC)
- 5 Alphanumeric Name Code(5ANNC)
- Compulsory reporting point ▲ ◆(waypoint)
- On-request reporting point △ ◇(waypoint)

2. ENR

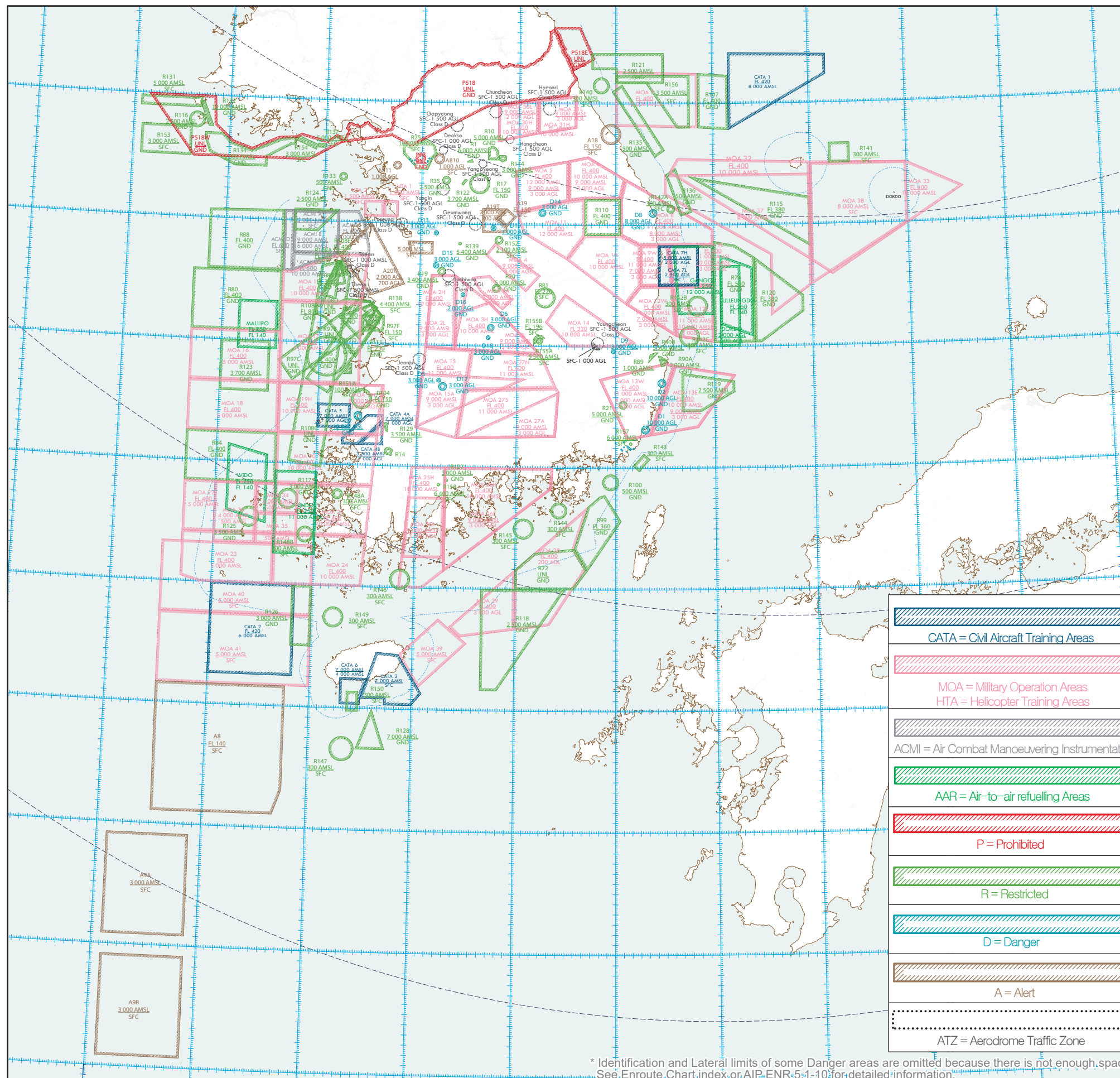
Name-code designator [pronunciation]					Coordinates		ATS route or other route	Remarks
1					2		3	4
▲◆	AGAVO	5LNC	[agavo]	[아가보]	371010N	1235953E	G597/Y644/Y697	
△◇	AGSUS	5LNC	[agsus]	[아그수스]	364521N	1304044E	A586/Y579/G597/Y697	
◆	AKPON	5LNC	[akpon]	[악폰]	334650N	1271953E	Y571	
◆	ANDOL	5LNC	[andol]	[안돌]	373958N	1330000E	L512	
△◇	ANKUS	5LNC	[ankus]	[안쿠스]	350730N	1284616E	V543/Y253/Y781	
◆	ANROD	5LNC	[anrod]	[안로드]	343758N	1282952E	Y571/Z83	
△◇	ANSIM	5LNC	[ansim]	[안심]	372323N	1245009E	G597/Y697	
△◇	ANUBA	5LNC	[anuba]	[아누바]	350746N	1273523E	V543/Y253	
▲◆	APARU	5LNC	[aparu]	[아파루]	352442N	1290932E	V11/Y744	
▲◆	APELA	5LNC	[apela]	[아펠라]	344323N	1291400E	A582/Y782	
◇	ATASO	5LNC	[ataso]	[아타소]	355344N	1265657E	Y722	
△	ATINA	5LNC	[atina]	[아티나]	334320N	1270423E	A586/Y579/Z85	
▲◆	ATOTI	5LNC	[atoti]	[아토티]	300013N	1251154E	B576/Y722/Z86	
△◇	BASEM	5LNC	[basem]	[바셈]	365037N	1275710E	G585/Z53/Y685	
◆	BEDAR	5LNC	[bedar]	[베다르]	315401N	1262910E	Y590	
◇	BEDES	5LNC	[bedes]	[베데스]	360905N	1264844E	Z51/Y711	
▲◆	BEDOM	5LNC	[bedom]	[베돔]	352513N	1291754E	A586/Y579	
◇	BELTU	5LNC	[beltu]	[벨투]	371218N	1254759E	Y644	
◇	BEPKO	5LNC	[bæpko]	[뱍코]	333910N	1265514E	Y572/HOLDING	
◆	BESNA	5LNC	[besna]	[베스나]	343718N	1290751E	Y781	
▲◆	BIGOB	5LNC	[bigop]	[비곰]	364325N	1280952E	G585/Y685	
▲◆	BIKSI	5LNC	[biksi]	[빅시]	374032N	1283504E	G597/Y697	
◇	BILUM	5LNC	[bilum]	[빌룸]	334613N	1270439E	Y572/Z85	
▲◆	BINIL	5LNC	[binil]	[비닐]	372349N	1251359E	G597/Y697	
▲◆	BITUX	5LNC	[bituks]	[비투크스]	361645N	1280148E	A582/Z53/Y782	
◇	BODOL	5LNC	[bodol]	[보돌]	371122N	1244954E	Y644	
◇	BOGAN	5LNC	[bogan]	[보간]	371241N	1262812E	Y644	
◇	BONSO	5LNC	[bonso]	[본소]	302840N	1250851E	Y711/Z86	
◆	BOPTA	5LNC	[bopta]	[보타]	364406N	1263658E	Z51	
▲◆	BULGA	5LNC	[bulga]	[불가]	355609N	1294924E	A586/Y579/G585/Y685	
◆	BULTI	5LNC	[balti]	[벌티]	364322N	1264930E	Y711/Z50	
△◇	BUSKO	5LNC	[busko]	[버스코]	374033N	1301610E	Y233/B467/Y437	
▲◆	DABIK	5LNC	[dabik]	[다빅]	361743N	1301143E	A586/Y579	
◇	DALPO	5LNC	[dalpo]	[달포]	365835N	1242453E	Z57/Y655	
△◇	DALSU	5LNC	[dalsu]	[달수]	350731N	1264206E	Y711/Y253/V543	
◆	DANPA	5LNC	[danpa]	[단파]	353036N	1242453E	Y655	
▲	DANTI	5LNC	[danti]	[단티]	371806N	1243929E	G597	
◇	DOMKO	5LNC	[domko]	[돔코]	322848N	1255859E	Y711	

Name-code designator [pronunciation]					Coordinates		ATS route or other route	Remarks
1					2		3	4
◇	DOTOL	5LNC	[dotoɭ]	[도톨]	341515N	1263637E	Y711	
△◇	EGOBA	5LNC	[egoba]	[에고바]	372915N	1272246E	G597/W62/Z50/Y644/Y697	
△◇	ELAPI	5LNC	[elapi]	[엘라피]	362014N	1285051E	G585/Y685	
△◇	ELGEP	5LNC	[elgeb]	[엘겍]	314653N	1255617E	Y590/Y722/B576	
△◇	ELPOS	5LNC	[elpos]	[엘포스]	355410N	1264707E	V549/Y659/Y711	
◆	ENGOT	5LNC	[engot]	[엔고트]	344834N	1282952E	Y572/Z83	
△◇	ENSAL	5LNC	[ental]	[엔살]	365554N	1274747E	G585/Y685	
◆	ENSUM	5LNC	[ensum]	[엔숨]	321302N	1244635E	Y655	
▲	ENTEL	5LNC	[entel]	[엔텔]	362311N	1265705E	B576	
△◇	GOGET	5LNC	[goget]	[고갯]	372442N	1263036E	G597/W61/Z54/Y697	
△◇	GONAV	5LNC	[gonav]	[고나브]	371048N	1242453E	G597/Y644/Y655/Y697	
◇	GONAX	5LNC	[gonaks]	[고낙스]	362311N	1265016E	Y711	
▲	GOSBO	5LNC	[gosbo]	[고스보]	341517N	1274734E	A586/Y579	
◇	GUNKU	5LNC	[gunku]	[군쿠]	363414N	1265949E	Y722	
▲◆	GUkDO	5LNC	[gukdo]	[국도]	370111N	1273823E	G585/Y685	
◇	GUksu	5LNC	[guksu]	[국수]	335251N	1264357E	Y722	
▲◆	IGDOK	5LNC	[igdok]	[익독]	353104N	1274907E	V547	
▲◆	IGRAS	5LNC	[igras]	[이그라스]	371846N	1324411E	B332	
◇	IKEDO	5LNC	[ikedo]	[이케도]	314314N	1253948E	Y590/Y711	
▲◆	INVOK	5LNC	[invok]	[인복]	344719N	1291923E	G339/Z91	
▲	IPDAS	5LNC	[ipdas]	[입다스]	341515N	1264301E	B576	
△◇	KAKSO	5LNC	[kakso]	[각소]	370745N	1272637E	G585/Z52/Y685	
◆	KALEK	5LNC	[kalek]	[칼렉]	351232N	1295305E	Z84	
△◇	KALMA	5LNC	[kalma]	[칼마]	371845N	1270645E	G585/Y685	
▲◆	KALOD	5LNC	[kalod]	[칼로드]	353012N	1284626E	A582/Y782	
◆	KAMIT	5LNC	[kamɪt]	[카밋]	341514N	1264618E	Y722	
◆	KANKA	5LNC	[kanka]	[칸카]	313155N	1253504E	Y711	
▲◆	KANSU	5LNC	[kansu]	[칸수]	383800N	1322830E	B332/B467/Y233/Y437	
▲◆	KARBU	5LNC	[karbu]	[카부]	373159N	1273952E	G597/Y697	
◇	KIDOS	5LNC	[kidos]	[키도스]	335028N	1263402E	Y711/Z81	
▲	LAMEN	5LNC	[lamen]	[라멘]	313636N	1240000E	A593	
▲◆	LANAT	5LNC	[lanat]	[라낫]	362224N	1312542E	G597/Y697	
▲◆	LAPAL	5LNC	[lapal]	[라팔]	355413N	1290452E	V549	
◆	LIMDI	5LNC	[limdi]	[림디]	333313N	1254953E	Y655	
▲	LINTA	5LNC	[linta]	[린타]	353116N	1265119E	B576	
◇	LOSNI	5LNC	[losni]	[로스니]	333315N	1264153E	Y722	
▲◆	LOSTO	5LNC	[losto]	[로스토]	362016N	1292548E	V11/Y744	
▲◆	MAKDU	5LNC	[makdu]	[막두]	362712N	1274909E	A582/Y782	
▲	MAKET	5LNC	[maket]	[마켓]	335452N	1271953E	A586/Y579	
◆	MAKSA	5LNC	[maksa]	[막사]	353011N	1265422E	Y722	
△◇	MALSO	5LNC	[malso]	[말소]	375440N	1314904E	B467/Y437	
◆	MANGI	5LNC	[mangi]	[만기]	353011N	1264432E	Y711	
△	MANOL	5LNC	[manol]	[마놀]	333629N	1265514E	HOLDING PATTERN	
▲◆	MASTA	5LNC	[masta]	[마스타]	352847N	1283340E	W526/Z83/Y781	
◆	MEKIL	5LNC	[mekil]	[메킬]	363322N	1264953E	Y711	
△◇	MELES	5LNC	[meles]	[멜레스]	355251N	1271542E	V549/Y659	

Change : Establishment of ENSUM.

OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 11/23
Effective : 1600UTC 29 NOV 2023



Effective : 1600UTC 29 NOV 2023

* The information contained is based on Aeronautical Information Publication.

TIME : UTC, ALT : Feet

DANGER AREAS			
RK D1 GND-10 000 AGCL	RK D14 GND-3 000 AGCL	RK D22 GND-1 800 AGCL	RK D30 GND-1 900 AGCL
RK D5 GND-10 000 AGCL	RK D15 GND-2 000 AGCL	RK D25 GND-1 600 AGCL	RK D31 GND-1 600 AGCL
RK D5 GND-1 000 AGCL	RK D16 GND-2 000 AGCL	RK D24 GND-700 AGCL	RK D37 GND-1 650 AGCL
RK D6 GND-3 000 AMSL	RK D17 GND-3 000 AGCL	RK D23 GND-1 500 AGCL	RK D32 GND-1 500 AGCL
RK D7 GND-10 000 AMSL	RK D18 GND-3 000 AGCL	RK D26 GND-600 AGCL	RK D34 GND-1 600 AGCL
RK D8 GND-8 000 AGCL	RK D19 GND-3 000 AGCL	RK D27 GND-900 AGCL	RK D35 GND-1 600 AGCL
RK D9 GND-3 000 AGCL	RK D20 GND-1 600 AGCL	RK D28 GND-1 700 AGCL	RK D36 GND-2 000 AGCL
RK D13 GND-10 000 AGCL	RK D21 GND-3 000 AGCL	RK D29 GND-600 AGCL	RK D37 GND-1 600 AGCL

RK A2 SFC-5 000 AMSL MON-FRI 2300-1300 SAT 2300-0400	RK A19 SFC-FL 150 DAILY 2300-1400 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-FL 150 MON-SAT CONT	RK A10T 800 AGL-2000 AGL DAILY 2300-0900 VMC-VMC	RK AB10 SFC-1 000 AGL MON-FRI 2300-1300 SAT 2300-0400	RK AB SFC-FL 140 By NOTAM
RK A9A SFC-3000 AMSL By NOTAM	RK A9B SFC-3000 AMSL By NOTAM		

CATA 1	CATA 4A	CATA 5	CATA 7L
FL 420	7 000 AMSL	7 000 AMSL	2 500 AGL
8 000 AMSL	1 000 AGL	1 000 AGL	SFC
2100-1300	NOTAM HJ	NOTAM HJ	24HR
CATA 4B	CATA 6B	CATA 7H	
FL 420	3 500 AMSL	7 000 AMSL	5 000 AMSL
8 000 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 FL 400 11 000 AMSL	MOA 9W FL 400 11 000 AMSL	MOA 19L FL 400 8 000 AMSL	MOA 20H FL 400 8 000 AMSL
MOA 2H FL 400 10 000 AMSL	MOA 10 FL 400 10 000 AMSL	MOA 19H FL 400 8 000 AMSL	MOA 31L FL 400 9 000 AMSL
MOA 2H FL 400 10 000 AMSL	MOA 11 FL 400 10 000 AMSL	MOA 20 FL 400 8 000 AMSL	MOA 31H FL 400 2 000 AGL
MOA 3A FL 400 9 000 AMSL	MOA 12 FL 400 12 000 AMSL	MOA 21 FL 400 10 000 AMSL	MOA 32H FL 400 10 000 AMSL
MOA 3A FL 400 9 000 AMSL	MOA 12W FL 400 3 000 AGL	MOA 21 FL 400 10 000 AMSL	MOA 32 FL 400 10 000 AMSL
MOA 3B FL 400 3 000 AGL	MOA 12W FL 400 11 000 AMSL	MOA 22 FL 400 10 000 AMSL	MOA 33 FL 400 10 000 AMSL
MOA 3B FL 400 9 000 AMSL	MOA 13 FL 400 11 000 AMSL	MOA 23 FL 400 10 000 AMSL	MOA 34 FL 400 10 000 AMSL
MOA 3B FL 400 9 000 AMSL	MOA 13E FL 400 15 000 AMSL	MOA 24 FL 400 10 000 AMSL	MOA 35 FL 400 4 000 AMSL
MOA 4 FL 400 10 000 AMSL	MOA 13E FL 400 15 000 AMSL	MOA 24 FL 400 10 000 AMSL	MOA 35 FL 400 4 000 AMSL
MOA 4 FL 400 3 000 AGL	MOA 14 FL 400 11 000 AMSL	MOA 25 FL 400 10 000 AMSL	MOA 36 FL 400 500 AMSL
MOA 4 FL 400 3 000 AGL	MOA 14W FL 400 8 000 AMSL	MOA 26 FL 400 10 000 AMSL	MOA 36 FL 400 4 000 AMSL
MOA 5 FL 400 9 000 AMSL	MOA 15 FL 400 10 000 AMSL	MOA 26H FL 400 10 000 AMSL	MOA 37 FL 400 8 000 AMSL
MOA 5 FL 400 9 000 AMSL	MOA 15W FL 400 11 000 AMSL	MOA 28 FL 400 10 000 AMSL	MOA 37 FL 400 8 000 AMSL
MOA 5 FL 400 9 000 AMSL	MOA 15E FL 400 8 000 AMSL	MOA 28L FL 400 8 000 AMSL	SFC
MOA 6 FL 400 10 000 AMSL	MOA 16 FL 400 3 000 AGL	MOA 29 FL 400 3 000 AGL	SFC
MOA 6 FL 400 10 000 AMSL	MOA 16 FL 400 3 000 AGL	MOA 29H FL 400 10 000 AMSL	MOA 39 FL 400 5 000 AMSL
MOA 7 FL 400 10 000 AMSL	MOA 17 FL 400 10 000 AMSL	MOA 30 FL 400 10 000 AMSL	SFC
MOA 7 FL 400 10 000 AMSL	MOA 17 FL 400 10 000 AMSL	MOA 27N FL 400 10 000 AMSL	SFC
MOA 8 FL 400 9 000 AMSL	MOA 18 FL 400 9 000 AMSL	MOA 27S FL 400 10 000 AMSL	MOA 40 FL 400 5 000 AMSL
MOA 8 FL 400 9 000 AMSL	MOA 18 FL 400 9 000 AMSL	MOA 28 FL 400 10 000 AMSL	SFC
MOA 8 FL 400 11 000 AMSL	MOA 18 FL 400 9 000 AMSL	MOA 27A FL 400 10 000 AMSL	HTA 1 FL 1 000 AMSL
MOA 8E FL 400 11 000 AMSL	MOA 16 FL 400 5 000 AMSL	MOA 28H FL 400 10 000 AMSL	HTA 2 FL 1 000 AMSL
MOA 8E FL 400 3 000 AGL	MOA 17 FL 400 5 000 AMSL	MOA 29 FL 400 200 AGL	SFC
MOA 9 FL 400 11 000 AMSL	MOA 17 FL 400 5 000 AMSL	MOA 29 FL 400 200 AGL	SFC
MOA 9W FL 400 3 000 AGL	MOA 18 FL 400 5 000 AMSL	MOA 30L FL 400 2 000 AGL	

ACMI A	ACMI C	ACMI D	ACMI E
$\frac{5\,000\text{ AMSL}}{\text{SFC}}$	$\frac{\text{FL 600}}{10\,000\text{ AMSL}}$	$\frac{\text{FL 600}}{\text{SFC}}$	$\frac{\text{FL 600}}{10\,000\text{ AMSL}}$
ACMI B			
$\frac{9\,000\text{ AMSL}}{6\,000\text{ AMSL}}$			

DOKDO	MALLIPO	WIDO	ULLEUNGDO
$\frac{2\,000\text{ AGL}}{500\text{ AGL}}$	$\frac{\text{FL } 250}{\text{FL } 140}$	$\frac{\text{FL } 250}{\text{FL } 140}$	$\frac{\text{FL } 250}{\text{FL } 140}$
GANGGU	JINDO		
$\frac{\text{FL } 250}{12\,000\text{ AMSL}}$	$\frac{\text{FL } 250}{11\,000\text{ AMSL}}$		

AERODROME TRAFFIC ZONE (ATZ)			
Gaepyeong SFC:1 500 AGL Class D	Yongin SFC:1 500 AGL Class D	Chuncheon SFC:1 500 AGL Class D	Teaan 2 SFC:1 000 AMSL Class D
Yangpyeong SFC:1 500 AGL Class D	Jeonju SFC:1 500 AGL Class D	Deokso SFC:1 000 AGL Class D	Poseung SFC:1 000 AGL Class D
Hongcheon SFC:1 500 AGL Class D	Youngcheon SFC:1 500 AGL Class D	Jichwon SFC:1 500 AGL Class D	
Hyeonri SFC:1 500 AGL Class D	Geumwang SFC:1 500 AGL Class D	Teaan 1 SFC:1 500 AMSL Class D	

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
YECHON TMA	T36, T42, T22, T20
HAEMI TMA	T37, T38, T39, T14
WONJU TMA	T02, T40, T41

FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	LAPL	3
AGAVO	37101(0) 123953E	BEDAR	31540(1) 126910E	BOPTA	26446(0) 126568E	ELPOS	35541(0) 126470E	IKEDO	31431(4) 125394E	IPAXA	3
AGNOL	36452(1) 130044E	BEDGS	36025(1) 126484E	BULGA	35526(1) 129492E	ENGOT	34438(1) 128295E	INVOAT	34471(1) 129193E	UNDA	3
AKFND	37050(0) 126400E	REDEB	32501(1) 129140E	BULGA	35362(0) 129492E	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
ANGLS	37958(1) 130040E	REDEB	32501(1) 129140E	BULGA	35362(0) 129492E	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
ANKUS	35073(0) 128461E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
ANLNU	35232(1) 128461E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
ANSIA	35729(1) 124500E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
ANLNU	35232(1) 128461E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
APABU	35244(1) 129932E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
ATASO	35342(1) 126567E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
ATINA	35430(1) 127042E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BASEM	36327(1) 127571E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BOASO	30284(0) 125081E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BOPTA	26446(0) 126568E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BULGA	35362(0) 129492E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BULGA	35362(0) 129492E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BULGA	35362(0) 129492E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BULGA	35362(0) 129492E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BULGA	35362(0) 129492E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BULGA	35362(0) 129492E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BULGA	35362(0) 129492E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BULGA	35362(0) 129492E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BULGA	35362(0) 129492E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BULGA	35362(0) 129492E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BULGA	35362(0) 129492E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BULGA	35362(0) 129492E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BULGA	35362(0) 129492E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BULGA	35362(0) 129492E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BULGA	35362(0) 129492E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BULGA	35362(0) 129492E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BULGA	35362(0) 129492E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BULGA	35362(0) 129492E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BULGA	35362(0) 129492E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BULGA	35362(0) 129492E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BULGA	35362(0) 129492E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BULGA	35362(0) 129492E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BULGA	35362(0) 129492E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BULGA	35362(0) 129492E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BULGA	35362(0) 129492E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BULGA	35362(0) 129492E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BULGA	35362(0) 129492E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BULGA	35362(0) 129492E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BULGA	35362(0) 129492E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BULGA	35362(0) 129492E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BULGA	35362(0) 129492E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BULGA	35362(0) 129492E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BULGA	35362(0) 129492E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BULGA	35362(0) 129492E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BULGA	35362(0) 129492E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BULGA	35362(0) 129492E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BULGA	35362(0) 129492E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BULGA	35362(0) 129492E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BULGA	35362(0) 129492E	REDEB	32501(1) 129140E	DABIK	36147(3) 130114SE	ENGOT	34438(1) 128295E	IPDJA	34471(1) 129493E	UNDA	3
BULGA	35362(0) 129492E	REDEB									

IFR CRUISING LEVEL DIAGRAMS

RVSM

Flight Information Region (FIR)

Name of FIR FIR

Upper limit INCHON

Lower limit UNL

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

— INCHON CONTROL —
— DAEGU CONTROL —

Terminal control Area (TMA)

Name of TMA TMA

TMA number SECUL AREA [T01]

Upper limit FL 185

Lower limit 1000 AGL

Unit providing area control service SECUL APP

Civil Aircraft Training Area (CATa)

Identification of area

Upper limit CATa 5

Lower limit 7 000 AMSL

Vertical Limit 1 000 AMSL

Aerodrome Traffic Zone(ATZ)

Identification of ATZ

Airspace Classification

Vertical Limit

Gapsyeong ATZ

Type of Category	Class	Designated areas and altitude	Type of IFR	Separation provided	Service provided	Radio Communication requirement	Subject to an ATC clearance
	A	• All airways from above FL 200 to FL 600 ^a - Within 5 NM including areas which are extended northbound from 37°31'56N 126°15'25E - 37°32'19N 126°25'00E - 37°32'18N 126°27'13E - 37°28'29N 126°00'00E - 37°31'56N 126°15'25E and southbound from 37°22'47N 126°25'26E - 37°26'54N 126°32'22E - 37°23'39N 126°37'01E - 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°22'12E - 37°37'21N 126°25'00E - 37°31'56N 126°15'25E - 37°34'54N 126°12'46E and southbound from 37°18'51N 126°27'36E - 37°23'39N 126°37'01E - 37°19'17N 126°41'02E - 37°13'59N 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)	IFR	All aircraft	ATC service	Continuous two-way	Yes
	B	Gimpo airport [*] - Within 5 NM including areas which are extended northbound from 37°36'44N 126°39'26E - 37°39'44N 126°43'10E - 37°38'03N 126°45'18E - 37°36'44N 126°41'42E - 37°36'46N 126°39'26E, and southbound from 37°38'40N 126°49'38E - 37°30'36N 126°52'55E - 37°29'07N 126°54'44E - 37°26'52N 126°51'35E - 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)	IFR VFR	All aircraft	ATC service	Continuous two-way	Yes
Controlled	C	Jelu Airport - A circle, radius 5 NM centered at RKCP ARP 33°04'44N 126°29'34E : SFC ~ 10 000 ft AMSL - 33°03'59N 126°26'14E : a clockwise arc, radius 5 NM centered at ARP - 33°30'48N 126°35'32E - 33°05'01N 126°41'31E : a counterclockwise arc, radius 10 NM centered at ARP - 33°22'25N 126°22'55E : to the beginning : 1 000 ft AMSL ~ 10 000 ft AMSL - 33°22'25N 126°22'55E : a clockwise arc, radius 10 NM centered at ARP - 33°05'01N 126°41'31E : a counterclockwise arc, radius 20 NM centered at ARP - a counterclockwise arc, radius 20 NM centered at ARP - 33°14'05N 126°16'18E : to the beginning : 2 000 ft AMSL ~ 10 000 ft AMSL	IFR VFR	IFR from IFR IFR from VFR	ATC service	Continuous two-way	Yes
	D	• Radius of airports with APP Control** - Within 5 NM (SFC ~ 5 000 ft AGL) - Within 5 ~ 10 NM(1 000 ft AGL ~ 5 000 ft AGL)	IFR VFR	IFR from IFR IFR from VFR	ATC service (and traffic avoidance advice on request)	Continuous two-way	Yes
	E	• All airways from MEA up to and including FL 200 • Airspace from above 10 000 ft AMSL to FL 185 within Seoul TMA, excluding Class P ^b • Radius of airports none APP Control*** - Within 5 NM (SFC ~ 5 000 ft AGL) or the upper limits altitude of control zone)	IFR NIL	IFR from IFR IFR from VFR(BDO & RADAR CTR)	ATC service including traffic information about VFR flights (and traffic avoidance advice on request)	Continuous two-way	Yes
	F	• Controlled Airspace except Class A, B, C, and D. • Airspace (Land's and water's) : 1 000 ft ~ 60 000 ft from the surface of the earth or sea • Airspace over the high seas : 5 500 ft, from the surface of the sea ~ 60 000 ft AMSL	IFR VFR	IFR from IFR NIL	ATC service (and traffic information about VFR aircraft as far as practicable Traffic information between VFR and IFR flights (and traffic avoidance advice on request)	Continuous two-way	Yes
Uncontrolled	G	• Uncontrolled airspace except Class A, B, C, and D. • Airspace (Land's and water's) Below 1 000 ft from the surface of the earth or sea • Airspace over the high seas : Below 5 500 ft from the surface of the sea The airspace above FL 600 to unlimited.	IFR NIL	Flight information service	No	No	

* Though application of the flight procedures set Korean military mentioned on each Class is reserved, Korean military shall observe the Flight Information Notification procedure specified on the LOA between concerned facilities.

** Gimhae, Gwangju, Sacheon, Daegu, Gangneung, Incheon, Seosan, Wonju, Yeosu, Yechon, Gunsan and Pohang Cyrenagyo Airport(1)

*** Oseon, Yangyeong, Seoul, Cheongsu, Seosan, Seongju, Yeongtong, Ulsan, Yeosu, Mokpo, Muan, Ullju, Jeongeup, Jirisan, Icheon, Nonsan and Saekho Airport(1,7)

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

Flight Information Center (FIC)

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

Area navigation route (RNAV)

Route designator _____

Magnetic track **120**

Distance in NM _____ **10 000 or 8 000**

Upper limit _____ **7 000**

Minimum flight altitude _____

Area navigation route (RNAV)

Route designator _____

Magnetic track **313**

Distance in NM _____ **10 000 or 8 000**

Upper limit _____ **7 000**

Minimum flight altitude _____

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

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 △ ◇

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.

VOR/DME

TACAN

VORTAC

Identification for radio navigation aids (NAVAID)

Name _____ INCHEON _____

NAVAID frequency. Identification or call sign _____ VOR/DME 113.8 _____

_____ NCN _____

_____ 37° 29' 42"N _____

Altimeter setting region boundary	
Isogonic line or isogonal	

National River

Large river(Perennial)

Lakes(Perennial)

Small river(Perennial)

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 of feet above mean sea level.

Example : 5 400 feet ——— 34



8. In case of engine start-up with GPU at gates due to APU malfunction or failure, pilot needs to contact Incheon Apron earlier than TSAT window($\pm$ 5 minutes) considering the time required for engine start-up and push-back.
9. All aircraft to be taxied within the Apron shall fix their engine thrusts on an Idle. In case of using breakaway thrust, it should be used to a minimum.
10. Push-back approval is valid for 1 MIN. Push-back is therefore to begin promptly after approval. The push-back procedures of the aircraft within the Apron are as follows. As with most, these procedures shall be kept. However, if any modification of the procedures is required as the case may be, Incheon Apron may give the pilot specific instructions suited for the safety of aircraft movement.
11. The smaller aircraft(business jets) ingress and egress procedures at designated deicing pads shall follow the instructions of Incheon Apron. Deicing pads are self-maneuvering stands (i.e. taxi out with no push-back). In case of M North zone assigned not for deicing, aircraft shall be pushed back for departure.
12. There are several blue lines in Apron 1 and 3
Locations : Right behind Gates 9, 15, 21, 22, 32, 33, 39, 45, 49 in Apron 1, and 237, 238, 239, 240, 258, 259, 260, 261 in Apron 3.
The aircraft of those gates shall be pushed back along blue line until their nose-wheels are on the specific taxilane.
13. To avoid delay to other aircraft using 'Apron 1 and 3' area, aircraft should be ready to taxi as soon as the push-back manoeuvre and engine start procedure are completed. The push-back for gate 17, 18, 19, 20, 21, 33, 34, 35, 36 is onto taxilane R7, and for gate 236R, 237, 238, 239, 240, 241, 257, 258, 259, 260, 261, 261R is onto taxilane R12, therefore to avoid delays to other traffic it is essential that the aircraft should be ready to taxi as soon as the push-back manoeuvre is completed. If aircraft are unable to comply with these procedures, pilots shall immediately inform Incheon Apron in order that alternative taxi instructions may be issued to other aircraft.
14. When an aircraft have any problem which can't make it taxi right after push back, the pilot should report to Apron control. And then the pilot will be instructed to return gate or to move other place to avoid blocking taxilanes.
15. Delays may be expected due to other aircraft to push back or to taxi as distances between aircraft gates/stands vary. If push-back is delayed due to apron traffic conditions, TSAT will remain valid even if it exceeds TSAT + 5 minutes. TOBT needs not to be updated for such situations.
16. The following tables describe the procedures for push-back of aircraft from gates with airbridges and stands. Incheon Apron will issue specific instructions to the pilot if it is necessary to expedite traffic movement. Most gates and stands have several push-back procedures. Push-back instructions shall be issued including direction (only 4 directions are used) or specific position when necessary. Incheon Apron will issue a push-back instruction according to the use of runway or certain traffic condition.
17. When The aircraft push back onto taxilane R2 or R3 with facing south, the pilot shall be taxied with idle power for ground safety.
18. The aircraft that have been approved for push-back by Incheon Apron must set the Mode A code assigned by ATC prior to push-back.
19. The pilots and vehicle operators should look out all directions as they are instructed by the Incheon Apron and also obey emergency stop instruction given by any team member.
20. The aircraft that are moving after stopping at 4E and 5W must move with minimum power.

Change : Information of procedures for start-up and push back.

Aircraft Stands	Pushback Procedures	Phraseology
Apron 1		
1 and 2	The aircraft shall be pushed back to face north along blue line until its nosewheel is at spot 1.	Pushback approved to point 1
3	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
	The aircraft shall be pushed back to face north along blue line until its nosewheel is at spot 1.	Pushback approved to point 1
6	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
	The aircraft shall be pushed back to face south along taxilane R1 until the specific gate position.	Pushback approved to face south abeam gate(number)
7	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
	The aircraft shall be pushed back to face south along taxilane R1 until the specific gate position.	Pushback approved to face south abeam gate(number)
	The aircraft shall be pushed back onto the stand 825 on taxilane R5 to face south.	Pushback approved to stand 825
8	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
	The aircraft shall be pushed back to face north along taxilane R1 until the specific gate position.	Pushback approved to face north abeam gate(number)
	The aircraft shall be pushed back onto the stand 825 on taxilane R5 to face south.	Pushback approved to stand 825
9	The aircraft shall be pushed back to face south along blue line until its nosewheel is at R1.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
	The aircraft shall be pushed back onto the stand 825 on taxilane R5 to face south.	Pushback approved to stand 825
10, 11 and 12	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
14	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R1 to face north until gate 10 to minimize jet blast effect.	Pushback approved to face north
	The aircraft shall be pushed back onto the spot 53R on A6 to face west.	Pushback approved to spot 53Romeo
15	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R1.	Pushback approved to face north
	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto the spot 53R on A6 to face west.	Pushback approved to spot 53Romeo
16	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto the spot 53R on A6 to face west.	Pushback approved to spot 53Romeo

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

4. Deicing operations

4.1 De/anti-icing phase notification

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

4.2 De-icing zones and pads

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

1. A South zone : 821, 822, 823, 825 pads
2. M South zone : 831, 832, 833, 834 pads
3. M North zone : 551, 552, 553, 554, 557 pads
4. T Center zone : 814, 815, 816, 817 pads
5. Central De-icing zone : 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312 pads
6. D South zone : 841, 842 pads
7. D North zone : 851, 852 pads

4.3 De-icing operational procedures

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

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

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

Change : Information of central de-icing zone.

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

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

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

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

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

Change : Information of FREQ for central de-icing zone.

5. Arrival procedures

5.1 Arrival routes and Transfer of control points(TCP)

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

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

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

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

5.2 Follow-me car service

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

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

6. Ground engine check procedures

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

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

6.1 Engine starts

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

6.2 Engine performance check

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

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

7. Taxiing - Limitation

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

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

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

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

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

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

Change : Withdrawal of A380 unavailable taxiing route(R1).

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



Change : Informaion of ACFT stand NR. 309(remote stands → deicing apron).

Deicing Apron	302	○	○
	303	○	○
	304	○	○
	309	○	○
	310	○	○
	311	○	○
	551	○	○
	552	○	○
	557	○	○
	823	○	○
	825	-	○
	831	○	○
	841	-	○
	842	○	○
	851	-	○
	852	○	○
Maintenance Apron	701	○	○
	704	○	○
	705	○	○
	709	○	○
	710	○	○

12. Transfer of control between aprons

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

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

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

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

Change : Informaion of ACFT stand NR. 309(remote stands → deicing apron).

13. Reduced Runway Separation Minima(RRSM)

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

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

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

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

(1) Landing following Landing

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

(2) Landing following Departure

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

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

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

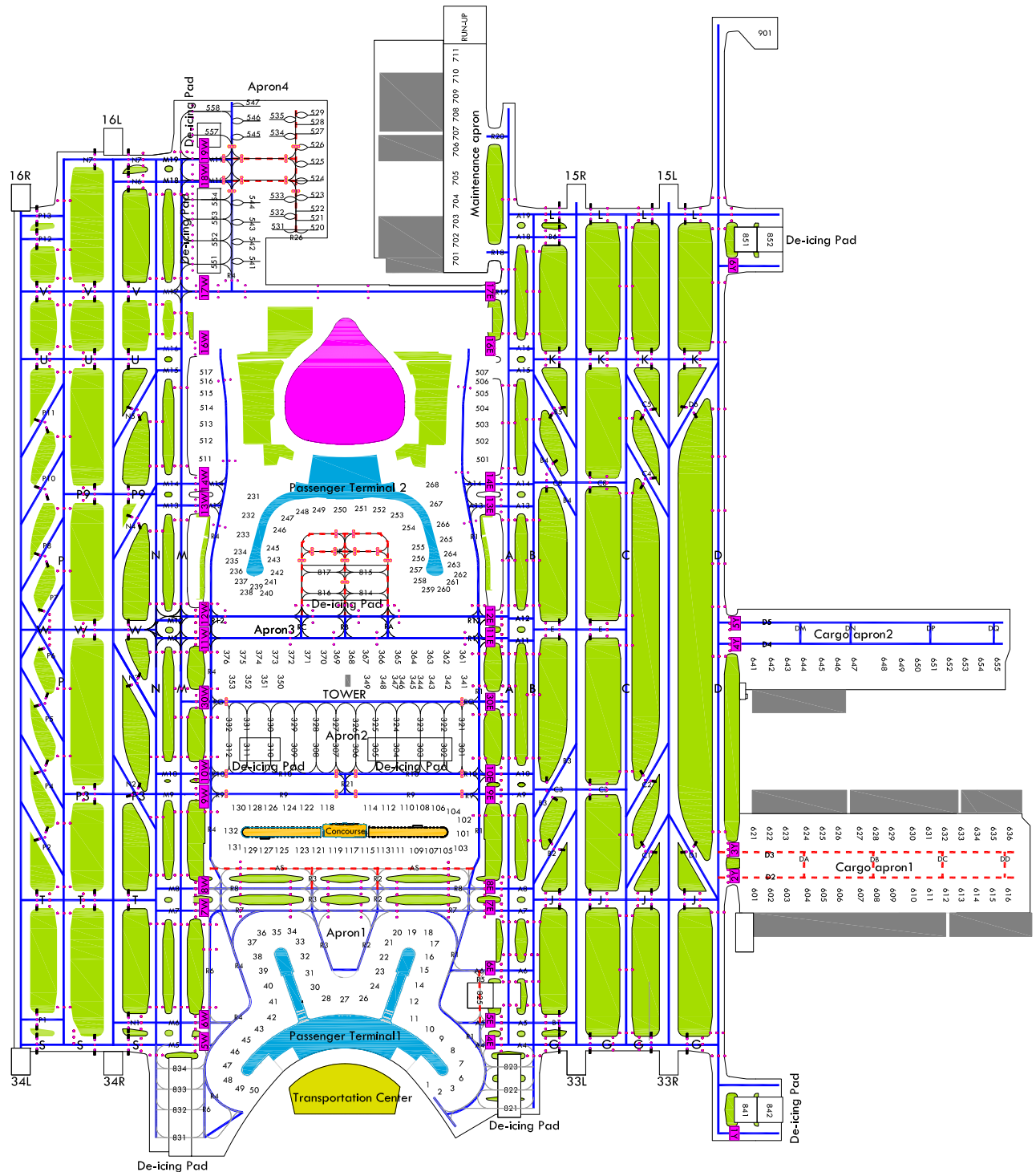
14. Restriction on the taxilane R17 over bridge

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

ICAO Code F Aircraft Taxiing Route

LEGEND

- All Aircraft available except A380
- All Aircraft available



Change : Information of taxiing route(R1) and stop-bar light.

INTENTIONALLY

LEFT

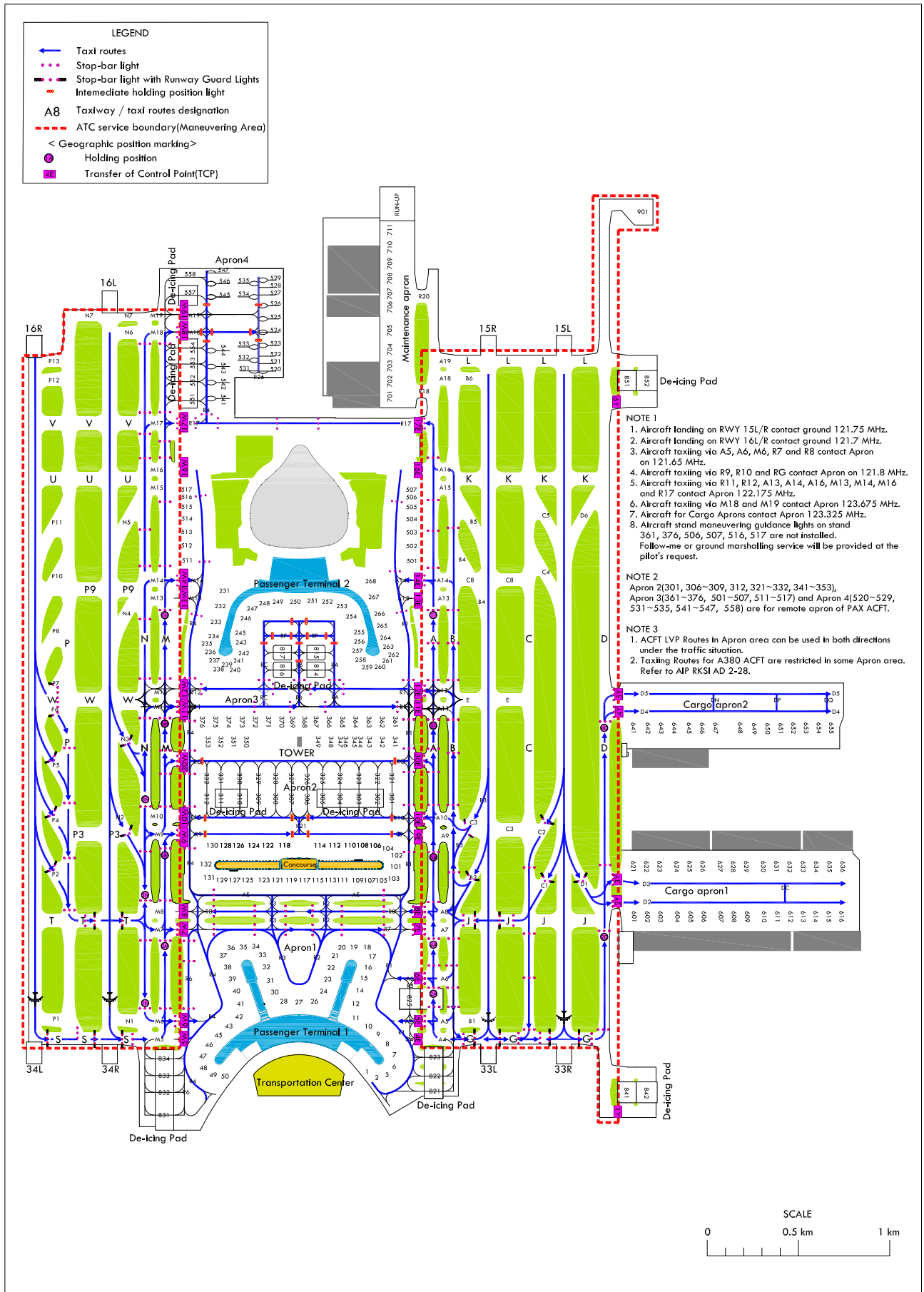
BLANK

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



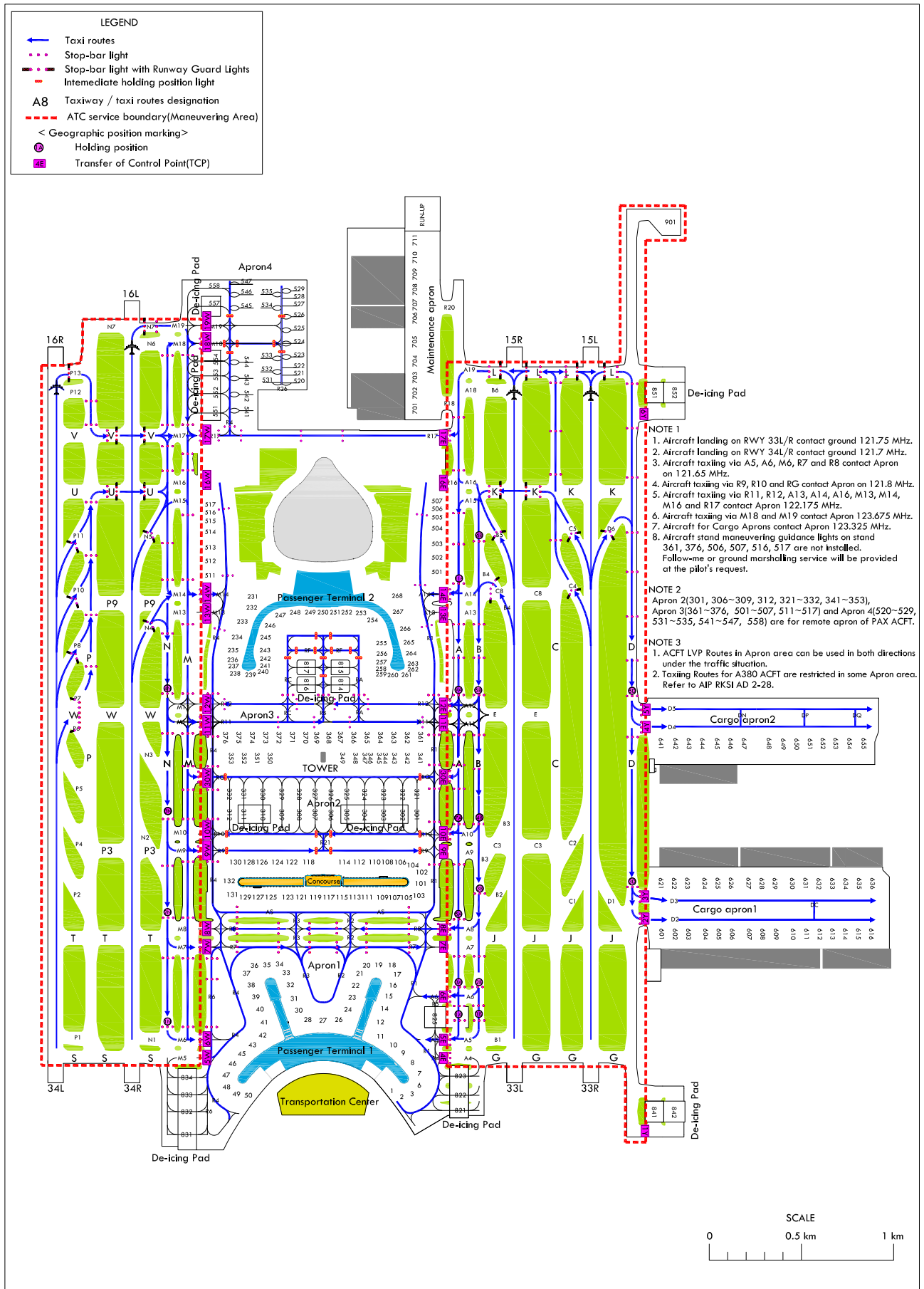
Change : Information of taxiing route(B2~B) and stop-bar light.

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 33L/R, 34L/R
SMGCS - Arrival Taxi Route



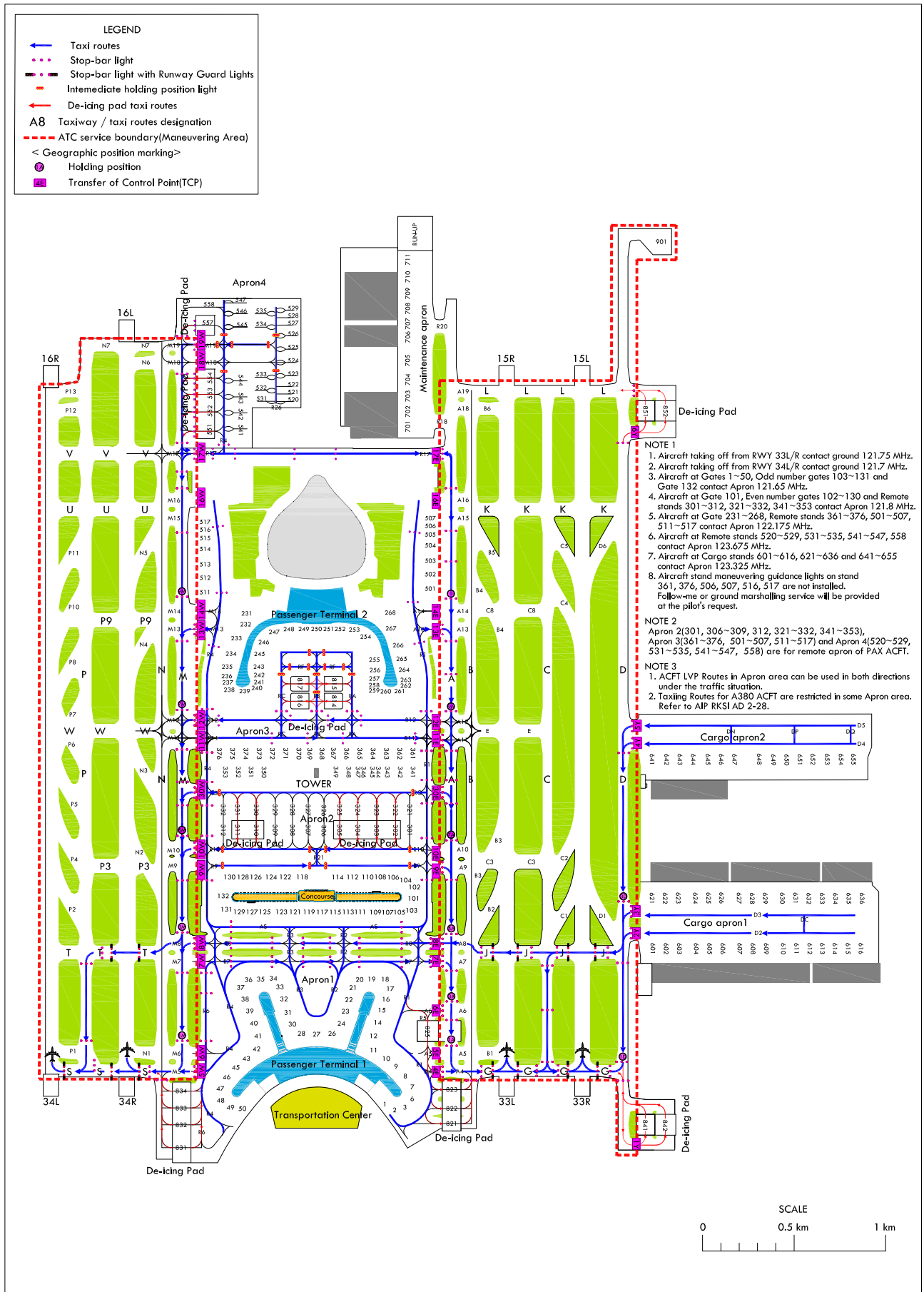
Change : Information of stop-bar light.

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 33L/R, 34L/R
SMGCS - Departure Taxi Route



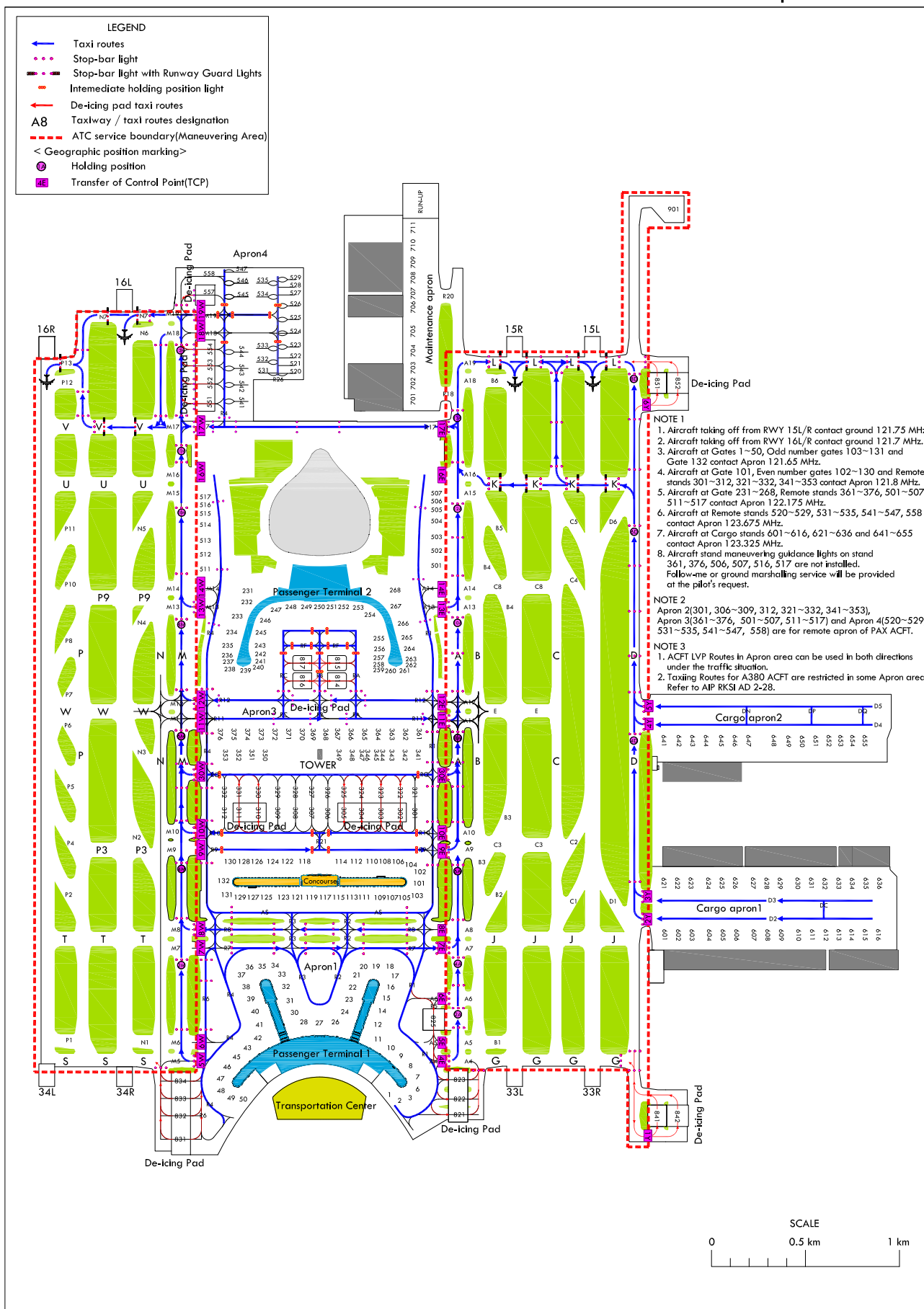
Change : Information of stop-bar light.

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 stop-bar light.

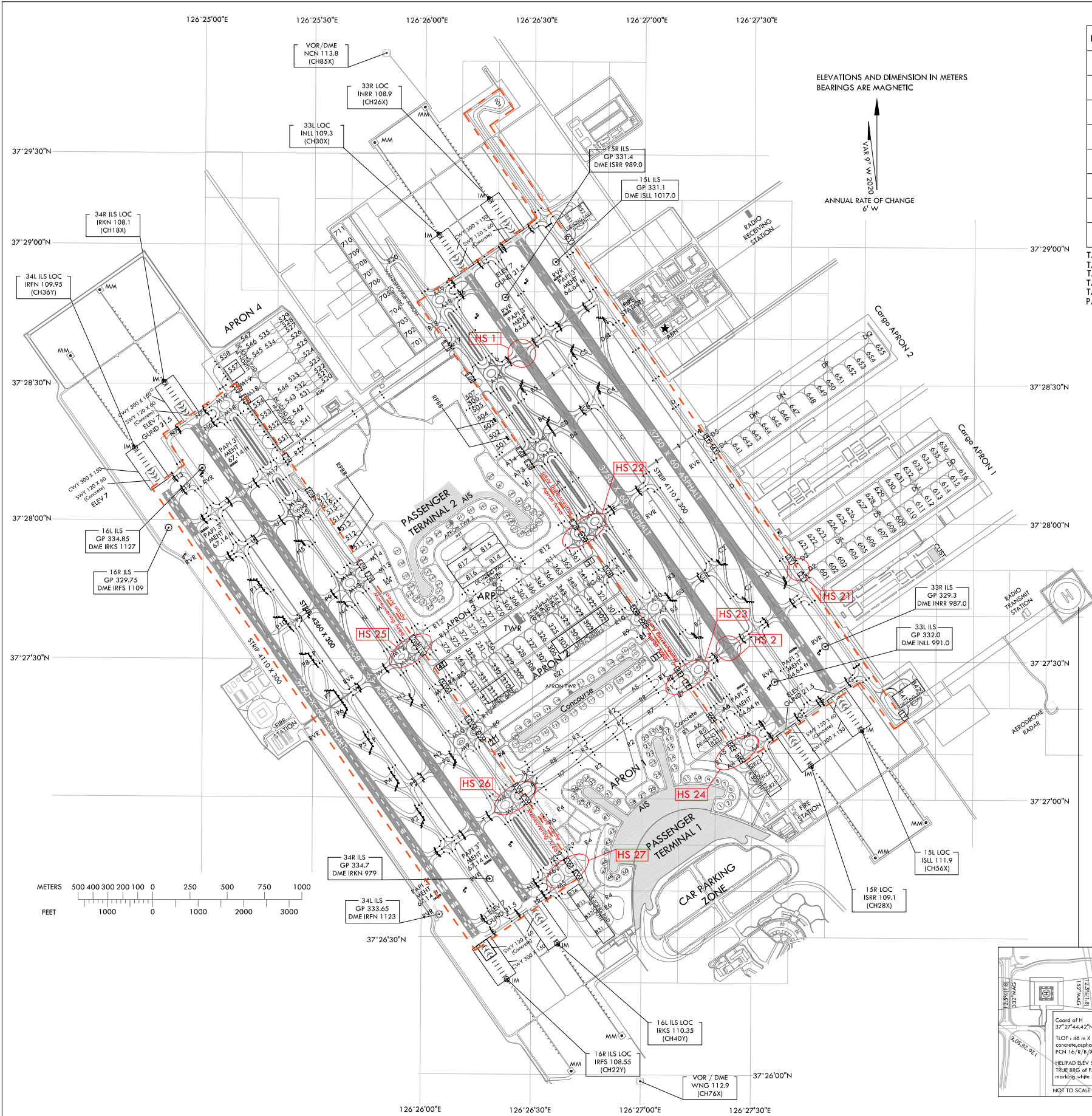
AERODROME
CHART - ICAO

37°27'45"N
126°26'21"E

ELEV 7 m

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

SEOUL / Incheon Intl



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

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

HS 1	AIRCRAFT TAXIING ON TAXIWAY 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	
	VOR check-point and frequency
	Stop-bar light
	Runway holding position
	Taxi lane
	Gate
	Remote stand
	Open channel
	ATC service boundary (Maneuvering area)
	Transfer of control point (TCP)
	Hot spot
	RPBB (Remote Passenger Boarding Bridge)

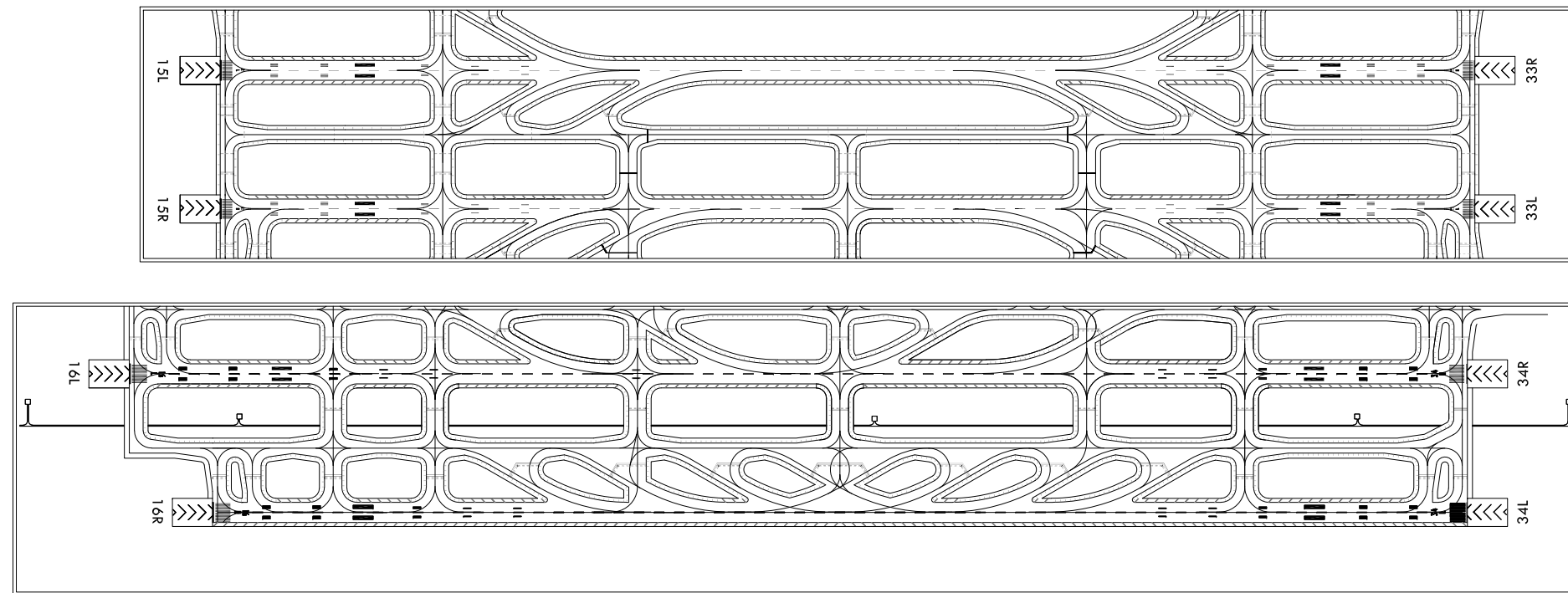
Note
Aircraft shall not taxi into maneuvering area without clearance from Incheon Tower or Ground.

Change : Information of stop-bar light.

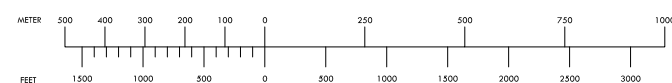
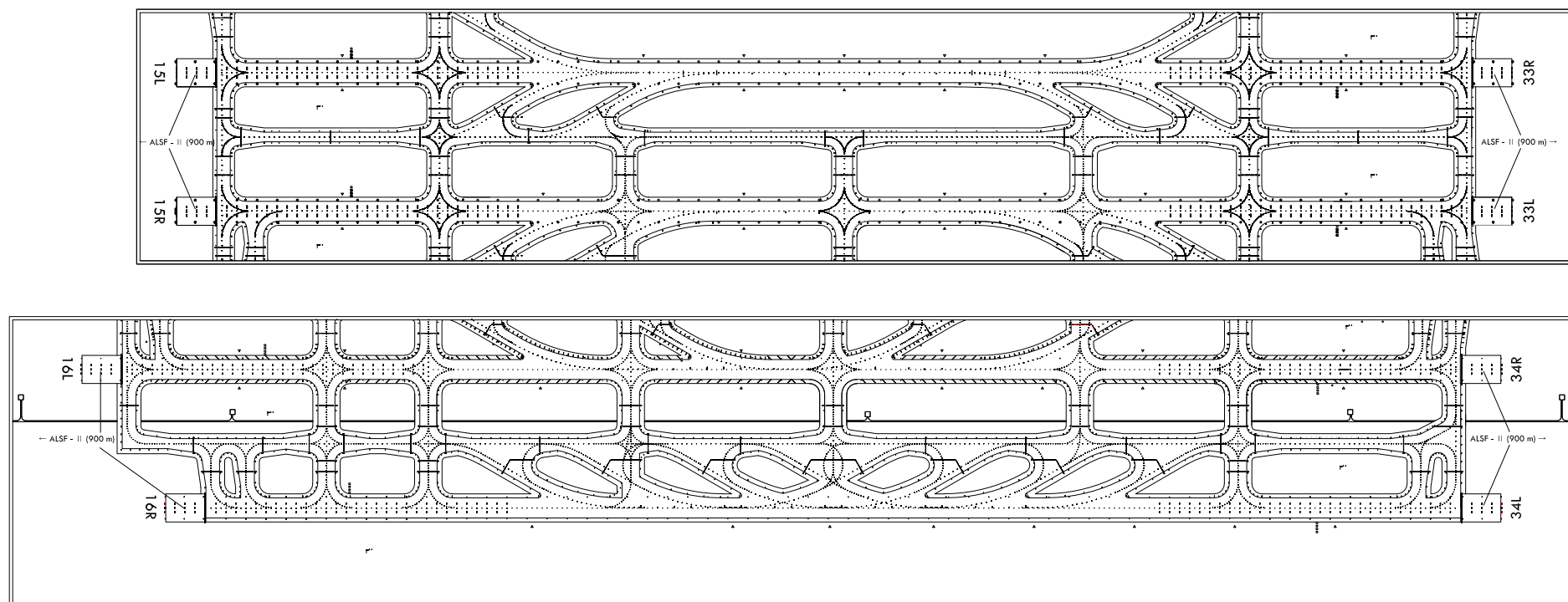
OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 11/23
Effective : 1600UTC 29 NOV 2023

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

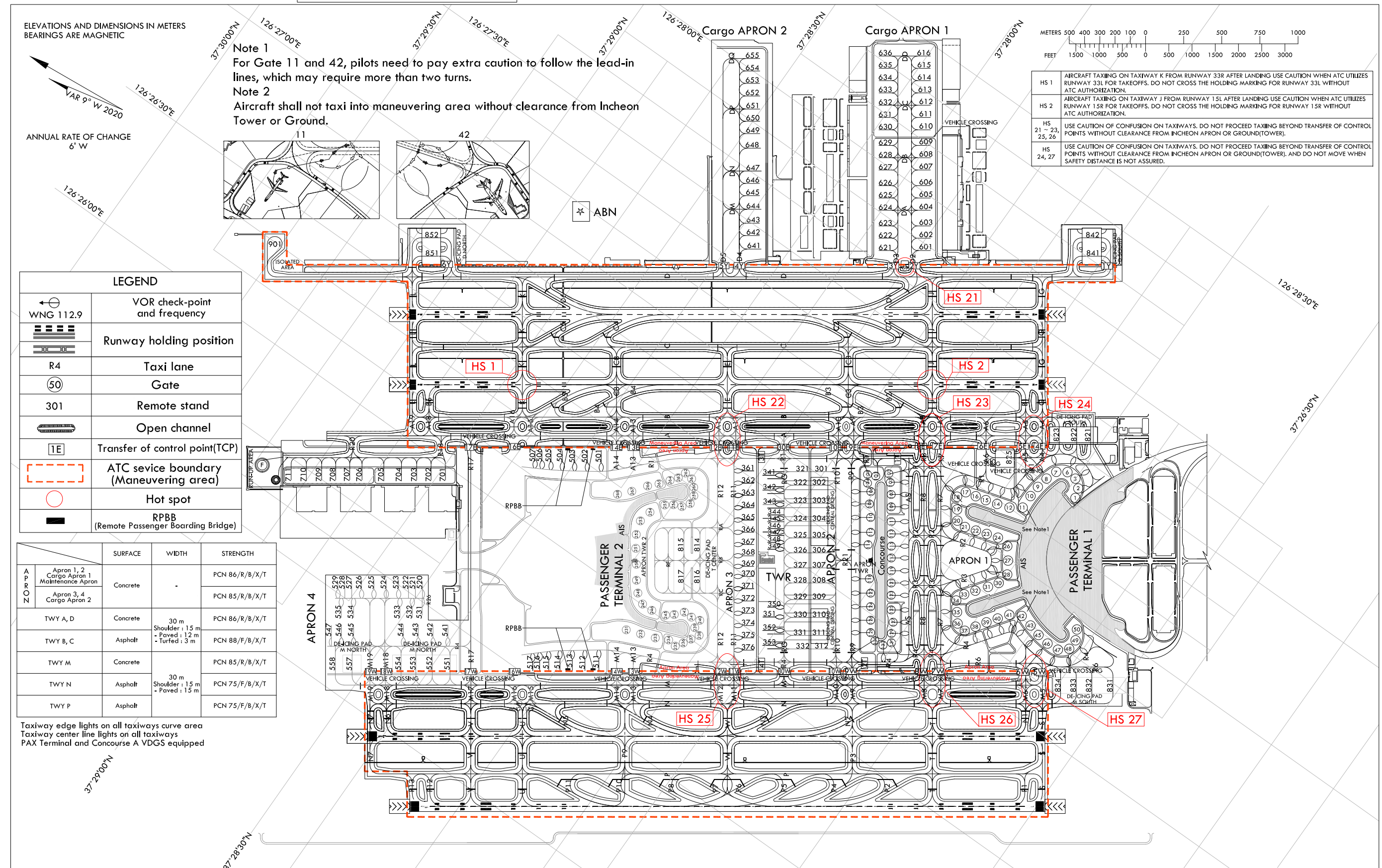


LIGHTING AIDS RWY 15R/33L, 15L/33R, 16L/34R, 16R/34L AND EXIT TWY



APRON ELEV **6** m

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



Apron 1					Apron 2					Apron 3					Apron 4					Cargo Apron 2				
	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY		INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY		INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY		INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY		INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84	ELEV(AMSL)				WGS-84	ELEV(AMSL)				WGS-84	ELEV(AMSL)				WGS-84	ELEV(AMSL)				WGS-84	ELEV(AMSL)		
1	37°26'59.01"N	126°27'21.53"E	5 m	C	101	37°27'31.17"N	126°26'57.99"E	5 m	C	231	37°27'53.50"N	126°25'53.73"E	6 m	C, D, E, F	520	37°28'30.58"N	126°25'33.83"E	5 m	A ~ C	641	37°28'14.44"N	126°27'26.30"E	6 m	A ~ F
2	37°26'59.38"N	126°27'23.37"E	5 m	C	102	37°27'32.40"N	126°26'56.80"E	6 m	C	232	37°27'50.63"N	126°25'55.11"E	6 m	C, D, E, F	521	37°28'31.54"N	126°25'32.62"E	5 m	A ~ C	642	37°28'16.08"N	126°27'28.84"E	6 m	A ~ E
3	37°27'00.33"N	126°27'24.14"E	5 m	C, D	104	37°27'31.69"N	126°26'55.45"E	6 m	C, D	233	37°27'48.07"N	126°25'56.43"E	6 m	C, D, E, F	522	37°28'32.61"N	126°25'31.66"E	5 m	A ~ C	643	37°28'17.44"N	126°27'31.24"E	6 m	A ~ E
6	37°27'01.79"N	126°27'23.98"E	5 m	C, D, E	106	37°27'30.28"N	126°26'54.22"E	5 m	C, D, E, F	234	37°27'45.25"N	126°25'57.65"E	6 m	C, D, E, F	523	37°28'34.58"N	126°25'31.07"E	5 m	A ~ E	644	37°28'18.80"N	126°27'34.02"E	6 m	A ~ F
7	37°27'02.98"N	126°27'23.02"E	5 m	C, D, E	108	37°27'29.12"N	126°26'51.63"E	6 m	C, D, E	235	37°27'43.43"N	126°25'58.43"E	6 m	C, D, E	524	37°28'36.50"N	126°25'29.37"E	5 m	A ~ E	645	37°28'20.40"N	126°27'36.55"E	6 m	A ~ E
8	37°27'03.62"N	126°27'20.95"E	5 m	C, D, E, F	110	37°27'27.40"N	126°26'49.17"E	6 m	C, D, E, F	236	37°27'41.95"N	126°26'00.49"E	5 m	C	525	37°28'38.42"N	126°25'27.66"E	5 m	A ~ E	646	37°28'21.76"N	126°27'38.96"E	6 m	A ~ E
9	37°27'03.96"N	126°27'18.19"E	5 m	C, D, E	112	37°27'25.76"N	126°26'46.27"E	6 m	C, D, E, F	237	37°27'41.95"N	126°26'02.41"E	5 m	C	526	37°28'40.34"N	126°25'25.95"E	5 m	A ~ E	647	37°28'23.13"N	126°27'41.37"E	6 m	A ~ F
10	37°27'04.12"N	126°27'15.38"E	5 m	C, D, E, F	114	37°27'24.79"N	126°26'43.46"E	6 m	C, D	238	37°27'41.95"N	126°26'02.41"E	5 m	C	527	37°28'41.44"N	126°25'23.81"E	5 m	A ~ C	648	37°28'25.70"N	126°27'45.82"E	6 m	A ~ F
11	37°27'04.19"N	126°27'12.44"E	5 m	C	118	37°27'20.81"N	126°26'36.98"E	6 m	C, D, E	241	37°27'45.11"N	126°26'04.57"E	6 m	C, D, E	528	37°28'42.51"N	126°25'22.86"E	5 m	A ~ C	649	37°28'27.46"N	126°27'48.57"E	6 m	A ~ E
12	37°27'06.48"N	126°27'08.52"E	5 m	C, D, E, F	122	37°27'19.02"N	126°26'34.35"E	6 m	C, D, E, F	242	37°27'46.48"N	126°26'03.41"E	6 m	C, D, E	529	37°28'43.71"N	126°25'22.14"E	5 m	A ~ C	650	37°28'28.82"N	126°27'50.97"E	6 m	A ~ E
14	37°27'09.00"N	126°27'07.74"E	5 m	C, D, E	124	37°27'17.52"N	126°26'31.69"E	5 m	C, D, E	243	37°27'48.32"N	126°26'02.55"E	6 m	C	531	37°28'46.95"N	126°25'27.30"E	5 m	A ~ C	651	37°28'30.18"N	126°27'53.38"E	6 m	A ~ E
15	37°27'11.32"N	126°27'07.15"E	5 m	C, D, E, F	126	37°27'16.02"N	126°26'29.04"E	5 m	C, D, E, F	245	37°27'48.94"N	126°26'00.76"E	6 m	C	532	37°28'48.24"N	126°25'25.51"E	5 m	A ~ E	652	37°28'31.87"N	126°27'56.74"E	6 m	A ~ F
16	37°27'13.32"N	126°27'07.12"E	5 m	C	128	37°27'15.04"N	126°26'26.25"E	5 m	C, D	246	37°27'51.45"N	126°25'59.22"E	6 m	C, D, E	533	37°28'50.16"N	126°25'23.80"E	5 m	A ~ E	653	37°28'33.51"N	126°27'59.27"E	6 m	A ~ E
17	37°27'14.82"N	126°27'05.90"E	5 m	C, D, E, F	130	37°27'13.78"N	126°26'24.86"E	5 m	C, D, E	247	37°27'55.00"N	126°25'59.73"E	6 m	C, D, E	534	37°28'53.38"N	126°25'17.38"E	5 m	A ~ E	654	37°28'34.87"N	126°28'01.68"E	6 m	A ~ E
18	37°27'15.19"N	126°27'04.57"E	5 m	C	301	37°27'41.65"N	126°26'49.92"E	5 m	A ~ C	248	37°27'57.26"N	126°26'02.24"E	6 m	C, D, E	535	37°28'59.29"N	126°25'15.67"E	5 m	A ~ E	655	37°28'36.23"N	126°28'04.09"E	6 m	A ~ F
19	37°27'13.98"N	126°27'02.66"E	5 m	D, E	306	37°27'32.73"N	126°26'33.97"E	5 m	A ~ E	249	37°27'58.75"N	126°26'04.92"E	6 m	C, D, E	541	37°28'21.85"N	126°25'29.06"E	5 m	A ~ F					
20	37°27'13.32"N	126°27'00.96"E	5 m	C, D	307	37°27'31.06"N	126°26'31.03"E	5 m	A ~ E	250	37°27'59.11"N	126°26'07.52"E	6 m	C	542	37°28'24.17"N	126°25'27.00"E	5 m	A ~ F					
21	37°27'11.65"N	126°27'01.52"E	5 m	D, E	308	37°27'29.40"N	126°26'28.08"E	5 m	A ~ E	251	37°28'01.48"N	126°26'09.77"E	6 m	C, D, E	543	37°28'26.48"N	126°25'24.94"E	5 m	A ~ F					
22	37°27'10.19"N	126°27'02.56"E	5 m	C, D, E	309	37°27'27.57"N	126°26'24.84"E	5 m	A ~ F	252	37°28'03.02"N	126°26'12.43"E	6 m	C, D, E	544	37°28'28.80"N	126°25'22.88"E	5 m	A ~ F					
23	37°27'07.88"N	126°27'03.21"E	5 m	C, D, E	312	37°27'22.02"N	126°26'15.19"E	5 m	A ~ C	253	37°28'04.15"N	126°26'15.83"E	6 m	C, D, E	545	37°28'36.59"N	126°25'15.99"E	5 m	A ~ E					
24	37°27'05.55"N	126°27'04.60"E	5 m	C, D, E	321	37°27'42.95"N	126°26'48.77"E	5 m	A ~ C	254	37°28'03.39"N	126°26'20.27"E	6 m	C, D, E	546	37°28'38.51"N	126°25'14.28"E	5 m	A ~ E					
26	37°27'01.98"N	126°27'02.98"E	5 m	D, E	322	37°27'41.39"N	126°26'46.17"E	5 m	A ~ F	255	37°28'00.46"N	126°26'23.80"E	6 m	C, D, E	547	37°28'39.96"N	126°25'12.77"E	5 m	A ~ C					
27	37°27'00.61"N	126°27'00.33"E	5 m	C, D, E	323	37°27'39.40"N	126°26'42.64"E	5 m	A ~ F	256	37°27'58.59"N	126°26'25.00"E	6 m	C, D, E	548	37°28'41.44"N	126°25'12.77"E	5 m	A ~ C					
28	37°26'58.98"N	126°26'57.90"E	5 m	C, D, E	324	37°27'37.40"N	126°26'39.11"E	5 m	A ~ F	257	37°27'57.32"N	126°26'26.21"E	6 m	C, D, E	549	37°28'43.71"N	126°25'12.77"E	5 m	A ~ C					
30	37°26'59.02"N	126°26'52.99"E	5 m	C, D, E	325	37°27'35.57"N	126°26'35.87"E	5 m	A ~ E	258	37°27'56.59"N	126°26'27.91"E	5 m	C	550	37°28'46.95"N	126°25'12.77"E	5 m	A ~ C					
31	37°27'00.76"N	126°26'50.75"E	5 m	C, D, E	326	37°27'33.91"N	126°26'32.92"E	5 m	A ~ E	259	37°27'57.47"N	126°26'28.63"E	5 m	C	551	37°28'48.24"N	126°25'12.77"E	5 m	A ~ C					
32	37°27'02.09"N	126°26'48.30"E	5 m	C, D, E	327	37°27'32.24"N	126°26'29.98"E	5 m	A ~ E	260	37°27'58.31"N	126°26'30.31"E	5 m	C	552	37°28'50.16"N	126°25'12.77"E	5 m	A ~ C					
33	37°27'03.49"N	126°26'46.48"E	5 m	C, D, E	328	37°27'30.58"N	126°26'27.03"E	5 m	A ~ E	261	37°27'59.23"N	126°26'31.37"E	5 m	C	553	37°28'53.38"N	126°25'12.77"E	5 m	A ~ C					
34	37°27'04.47"N	126°26'44.84"E	5 m	C, D	329	37°27'28.75"N	126°26'23.80"E	5 m	A ~ F	262	37°28'00.14"N	126°26'30.66"E	6 m	C	554	37°28'59.91"N	126°25'37.61"E	5 m	A ~ F					
35	37°27'03.10"N	126°26'43.40"E	5 m	C, D, E	330	37°27'26.75"N	126°26'20.27"E	5 m	A ~ F	263	37°28'01.52"N	126°26'29.98"E	6 m	E	555	37°29'02.32"N	126°25'35.53"E	5 m	A ~ E					
36	37°27'01.99"N	126°26'41.98"E	5 m	C, D	331	37°27'24.76"N	126°26'16.74"E	5 m	A ~ F	264	37°28'02.61"N	126°26'27.99"E	6 m	C, D, E, F										
37	37°27'00.42"N	126°26'42.00"E	5 m	C, D	332	37°27'23.31"N	126°26'14.03"E	5 m	A ~ C	265	37°28'04.51"N	126°26'25.12"E	6 m	C, D, E, F										
38	37°26'59.63"N	126°26'43.22"E	5 m	C, D	341	37°27'49.32"N	126°26'42.05"E	5 m	A ~ F	266	37°28'06.25"N	126°26'22.61"E	6 m	C, D, E, F										
39	37°26'59.22"N	126°26'45.25"E	5 m	D, E	342	37°27'47.68"N	126°26'39.15"E	5 m	A ~ F	267	37°28'08.33"N	126°26'19.82"E	6 m	C, D, E, F										
40	37°26'57.92"N	126°26'47.76"E	5 m	D, E	343	37°27'46.07"N	126°26'36.30"E	5 m	A ~ E	268	37°28'10.50"N	126°26'17.17"E	6 m	C, D, E, F										
41	37°26'56.42"N	126°26'50.64"E	5 m	C, D, E	344	37°27'44.22"N	126°26'34.91"E	5 m	A ~ C	361	37°27'51.51"N	126°26'40.93"E	5 m	A ~ C										
42	37°26'52.80"N	126°26'52.08"E	5 m	C	345	37°27'43.46"N	126°26'33.57"E	5 m	A ~ C	362	37°27'49.79"N	126°26'39.36"E	5 m	A ~ E										
43	37°26'50.53"N	126°26'51.16"E	5 m	C, D, E, F	346	37°27'42.70"N	126°26'32.22"E	5 m	A ~ C	363	37°27'48.43"N	126°26'36.95"E	5 m	A ~ E										
45	37°26'48.40"N	126°26'50.48"E	5 m																					

AERODROME GROUND
MOVEMENT CHART - ICAO

APRON ELEV 6 m

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

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

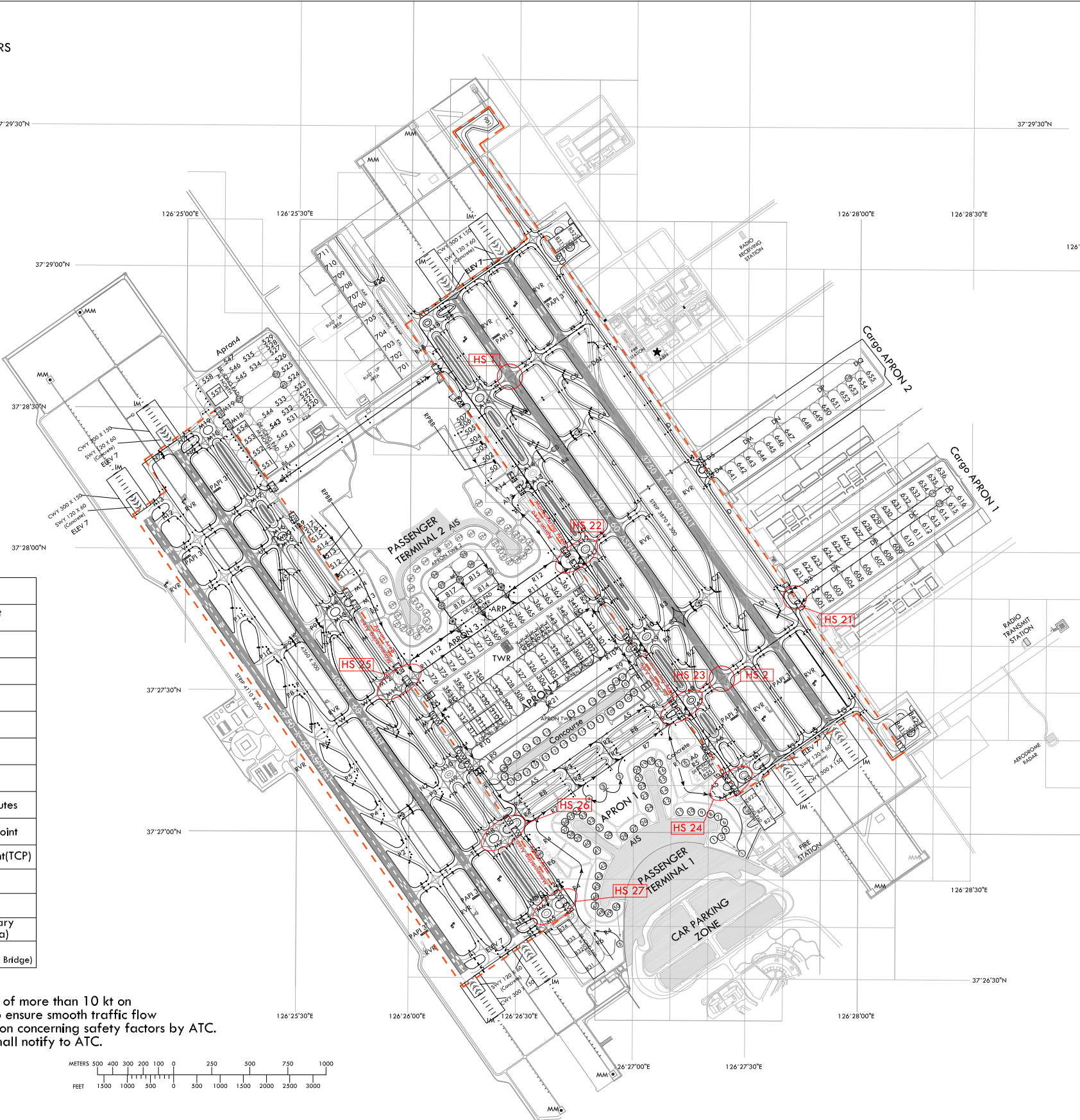
ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC



ANNUAL RATE OF CHANGE
6' W

LEGEND	
	VOR check-point and frequency
	Stop-bar light
	Holding position
	Taxi lane
	Gate
	Remote stand
	Taxi routes
	De-icing pad taxi routes
	Powered taxi-start point
	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.



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.

		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 stop-bar light.

AERODROME GROUND
MOVEMENT CHART - ICAO

APRON ELEV 6 m

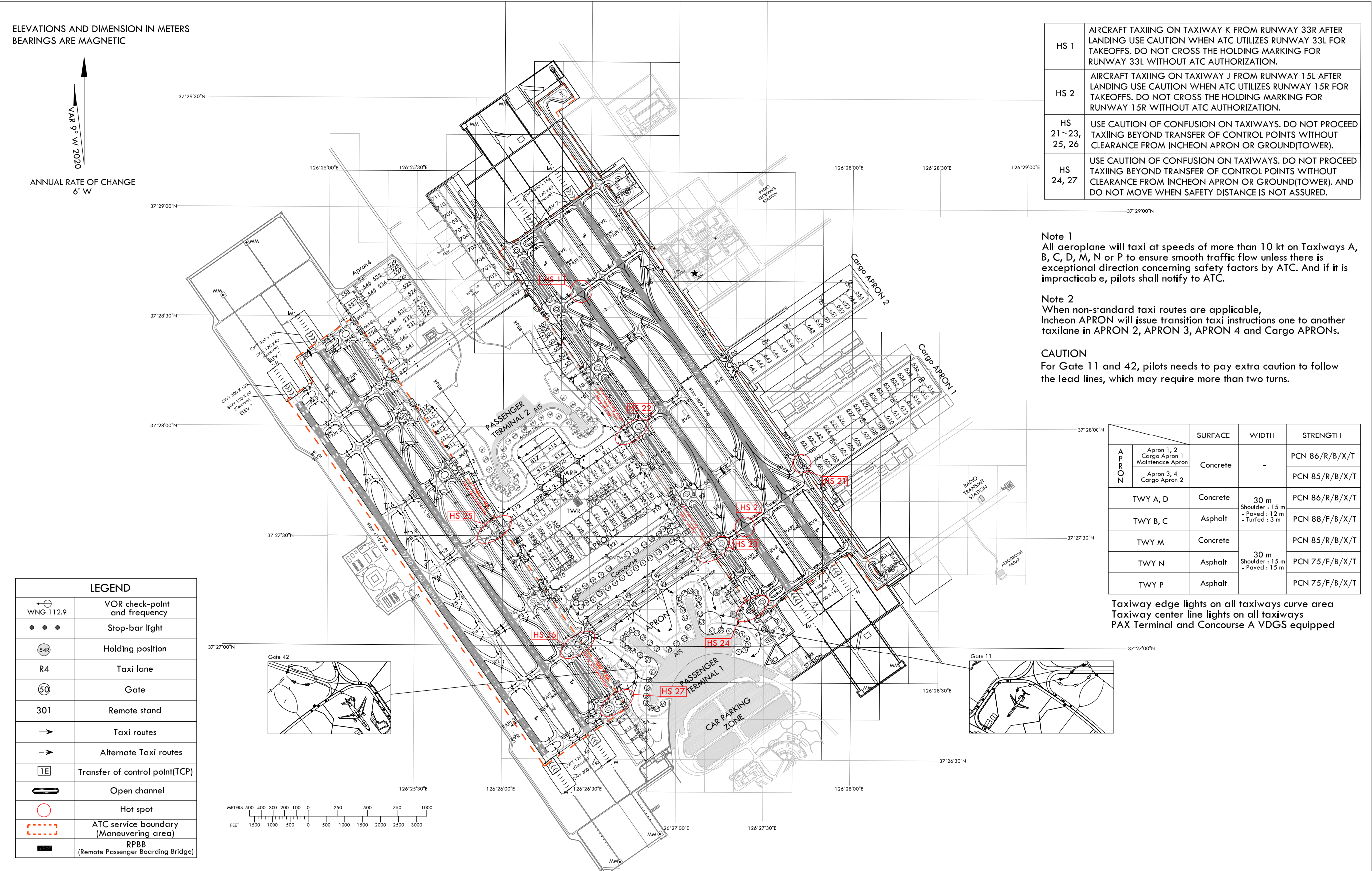
TWR	118.2(E)	118.8(W)
GND	121.75(E)	121.7(W)
APRON	121.65	122.175
	121.8	123.325

RKSI AD CHART 2-7
19 OCT 2023
SEOUL / Incheon Intl
RWY 15L/R, 33L/R ARRIVAL

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC



ANNUAL RATE OF CHANGE
6' W



HS 1	AIRCRAFT TAXIING ON TAXIWAY 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 Maintenance Apron	Concrete	-	PCN 86/R/B/X/T
	Apron 3, 4 Cargo Apron 2			PCN 85/R/B/X/T
TWY A, D		Concrete	30 m Shoulder : 1.5 m - Paved : 12 m - Turfed : 3 m	PCN 86/R/B/X/T
TWY B, C		Asphalt		PCN 88/F/B/X/T
TWY M		Concrete		PCN 85/R/B/X/T
TWY N		Asphalt	30 m Shoulder : 1.5 m - Paved : 1.5 m	PCN 75/F/B/X/T
TWY P		Asphalt		PCN 75/F/B/X/T

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

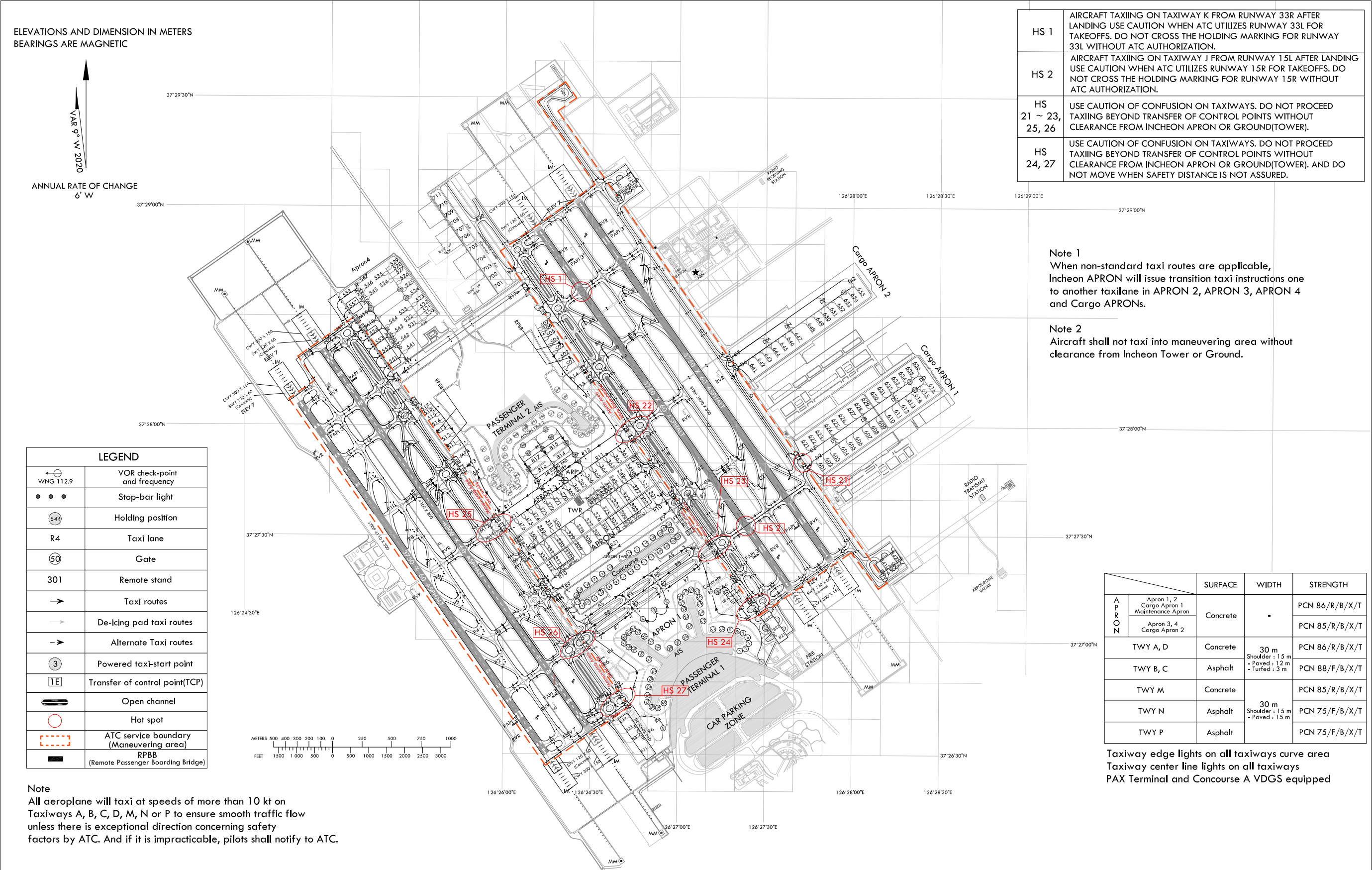
Change : Information of stop-bar light.

AERODROME GROUND
MOVEMENT CHART - ICAO

APRON ELEV 6 m

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

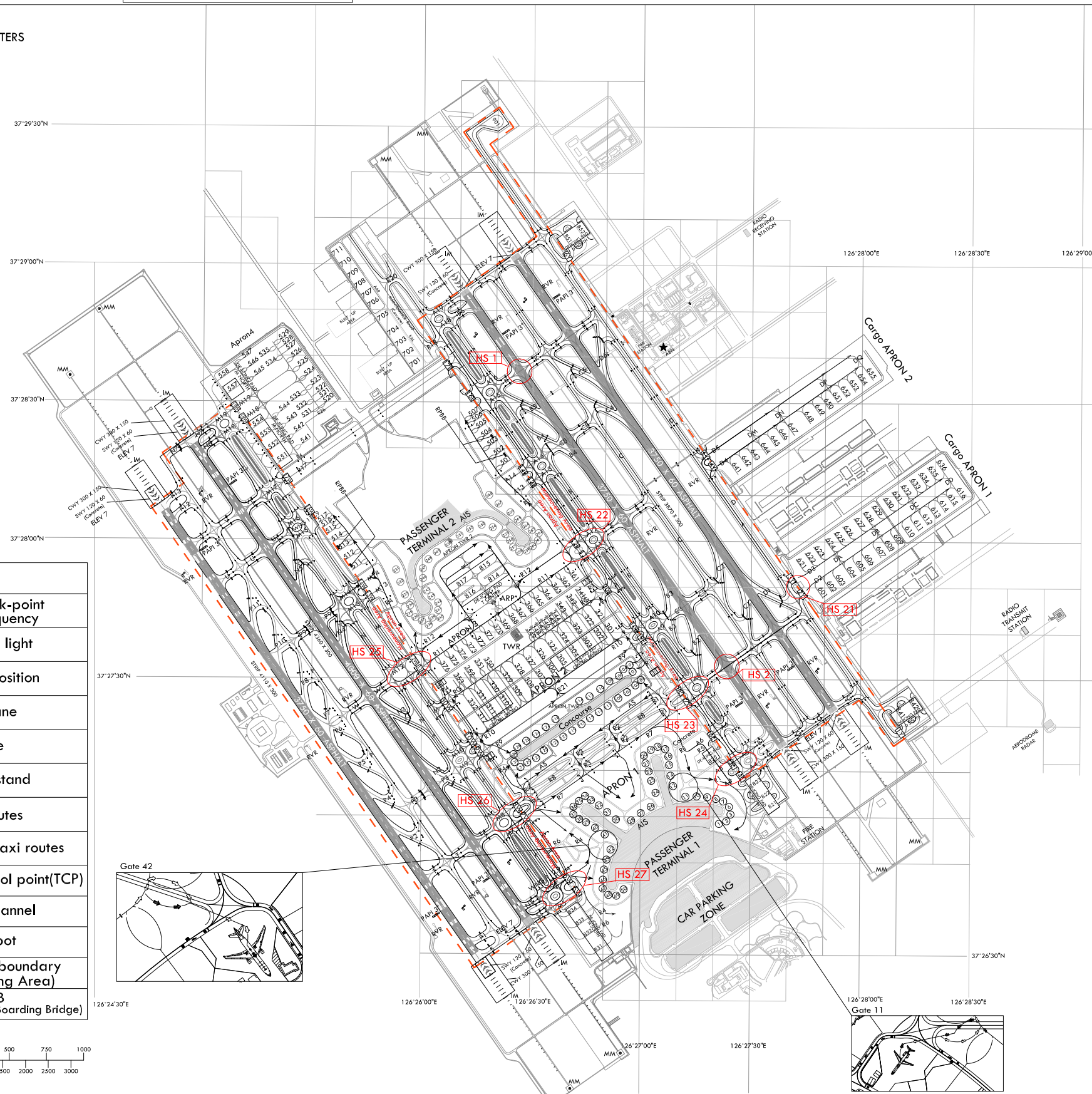
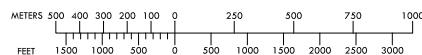
SEOUL / Incheon Intl
RWY 16L/R, 34L/R DEPARTURE



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

APRON ELEV **6** mANNUAL RATE OF CHANGE
6' W

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



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

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

CAUTION

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

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

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

Change : Information of stop-bar light.

2.7 Taxi and Ground Movement procedures for North Apron

1. Aircraft waiting on N1-A, N1-B for deicing or for other purposes should stop at the stop line, and a marshal should maintain radio communication with ATC.

2. Standard taxi procedures for north apron

Unless otherwise cleared by ATC, taxi into and out of north apron as follows;

[Caution] While taxiing to/from the International Terminal via P4 or P5, pilots should look out for other aircraft that might be holding on taxiway N1, N2 and N3 in order to avoid collision risk.

- a. Departure

- 1) Aircraft stands from NR. 31 to 34 proceed to "P" TWY via "P4" TWY.
- 2) Aircraft stands from NR. 35 to 39, NR. 201 to 206, NR. 211 to 214 and NR. 304 to 307 proceed to "P" TWY via "P4" TWY.
- 3) Aircraft stands from NR. 221 to 231 proceed to "P" TWY via "N2" and "P4" TWY.
- 4) Aircraft stands from NR. 232 to 237, NR. 301 to 303 proceed to "P" TWY via "N4" and "P4" TWY.

- b. Arrival

- 1) Aircraft stands from NR. 201 to 206, NR. 211 to 214, NR. 221 to 237 From "P" TWY, proceed to aircraft stand via "P5" TWY.
- 2) Aircraft stands from NR. 35 to NR. 39, NR. 304 to 307 From "P" TWY, proceed to aircraft stand via "P5" and "N4" TWY.
- 3) Aircraft stands from NR. 31 to NR. 34 From "P" TWY, proceed to aircraft stand via "P5" and "N3" TWY.
- 4) Aircraft stands from NR. 301 to NR. 303 From "P" TWY, proceed to aircraft stand via "P5" and "N5" TWY.

2.8 Taxi and Ground Movement Procedures for West Apron

1. All aircraft within the west apron shall be operated in accordance with the following conditions.

- a. An aircraft operating on the west apron shall not taxi, push-back or tow unless prior authorization has been obtained from Gimpo Apron.

- b. Pilot shall contact Gimpo APN to request engine start-up and provide the following :

- 1) Call sign
- 2) Stand number
- 3) Intention(Departure, Run-up, Maintenance, etc.)
- 4) Flight path(South or RWY cross, etc.)
- 5) In case of special missions(emergency, search and rescue, etc.), provide relevant information.

- c. Pilot shall contact Gimpo APN (for Arrival) and provide following :

- 1) Call sign
- 2) Present position
- 3) Assigned stand number

- d. Park at appropriate stands considering aircraft dimensions specified herein, all aircraft must be parked within the aircraft stand safety lines.
Refer to the AIRCRAFT PARKING/DOCKING CHART ICAO for the details.

- e. Wheeled helicopters are restricted to ground taxi only.

- f. When any adjacent stand is occupied, power driven turn of aircraft at the stand is prohibited.

- g. All stands are restricted to start-up only, and all engine run-up must be performed in designated area only.

- h. Fixed-wing aircraft must be tied down when parking.

- i. For helicopters, before commencing movement with self-power at stands(NR. 922, 923) adjacent to fixed-wing stand, be sure that fixed-wing aircraft is tied down.

2. Standard Taxi Procedures

Unless otherwise cleared by ATC, the taxi procedures of the aircraft within the Apron are as follows.

- a. Departure

- 1) Fixed-wing aircraft

- a) stand → "S" taxilane → TWY "W1" or "W2" → RWY
- b) stand → "T" taxilane → TWY "W2" → RWY

- 2) For helicopter, proceed from the stand to H3 or H4 via "S" taxilane.

Change : Information of taxi and ground movement procedures for west apron.

b. Arrival

1) Fixed-wing aircraft

- a) RWY → TWY "W1" → "S" taxilane → TWY "W2" → "T" taxilane → stand
- b) RWY → TWY "W2" → "T" taxilane → stand

2) For helicopter, after landing at H3 or H4, proceed to the stand via "S" taxilane.

3. Radio Communication Procedures

Unless otherwise instructed by ATC, all aircraft should change radio frequency as follows.

a. Departure

- 1) Fixed-wing aircraft shall contact Gimpo Apron(130.875 MHz) on the stand before taxiing and will normally be transferred to Gimpo Tower(118.1 MHz) manually prior to entering TWY "W1" or "W2" for take off.
- 2) Helicopters shall contact Gimpo Apron(130.875 MHz) on the stand for taxiing and will normally be transferred to Gimpo Tower(118.1 MHz) manually prior to entering "H3" or "H4" for take-off.

b. Arrival

- 1) Fixed-wing aircraft will normally be transferred from Gimpo Tower(118.1 MHz) to Gimpo Apron(130.875 MHz) manually just after entering "W1" or "W2" TWY for ground taxi.
- 2) Helicopters will normally be transferred from Gimpo Tower(118.1 MHz) to Gimpo Apron(130.875 MHz) manually prior to entering the taxilane "S" for taxiing, after landing "H3" or "H4".

4. The use of RUN-UP PAD

- a. Hour of Operation : Available between 30 minutes after sunrise and 30 minutes before sunset.
- b. The use of RUN-UP PAD may be permitted only under prior approval obtained from Gimpo APN.
- c. A continuous communication with Gimpo APN shall be maintained while using RUN-UP PAD.
- d. No maintenance is permitted on RUN-UP PAD(except compulsory maintenance during RUN-UP).
- e. Hover check is not available over RUN-UP PAD.
(But hover check at H3 or H4 will be available under ATC permission below 50 ft.)

5. Restrictions

- a. Any helicopter is not allowed to taxi on Taxiway "W2" and taxilane "T".
- b. Any helicopter must follow the regular operating hours(within 1 HR/MAX) when using spot NR. 908-2 and spot NR. 909. Layover is not permitted.
- c. Any helicopter which are not registered in Gimpo INTL Airport are not allowed to park more than 30 minutes when using ACFT stand NR.912. Layover is not permitted on the stand.

2.9 The code letter "F" aircraft operating procedures for the usage of the alternate airport(RKSS)

1. Taxiing procedures to and from ACFT stands NR.121F and 123F for both standard and low visibility operations are as follows :

a. Departure (Refer to RKSS AD 2-20, 2-21, 2-22)

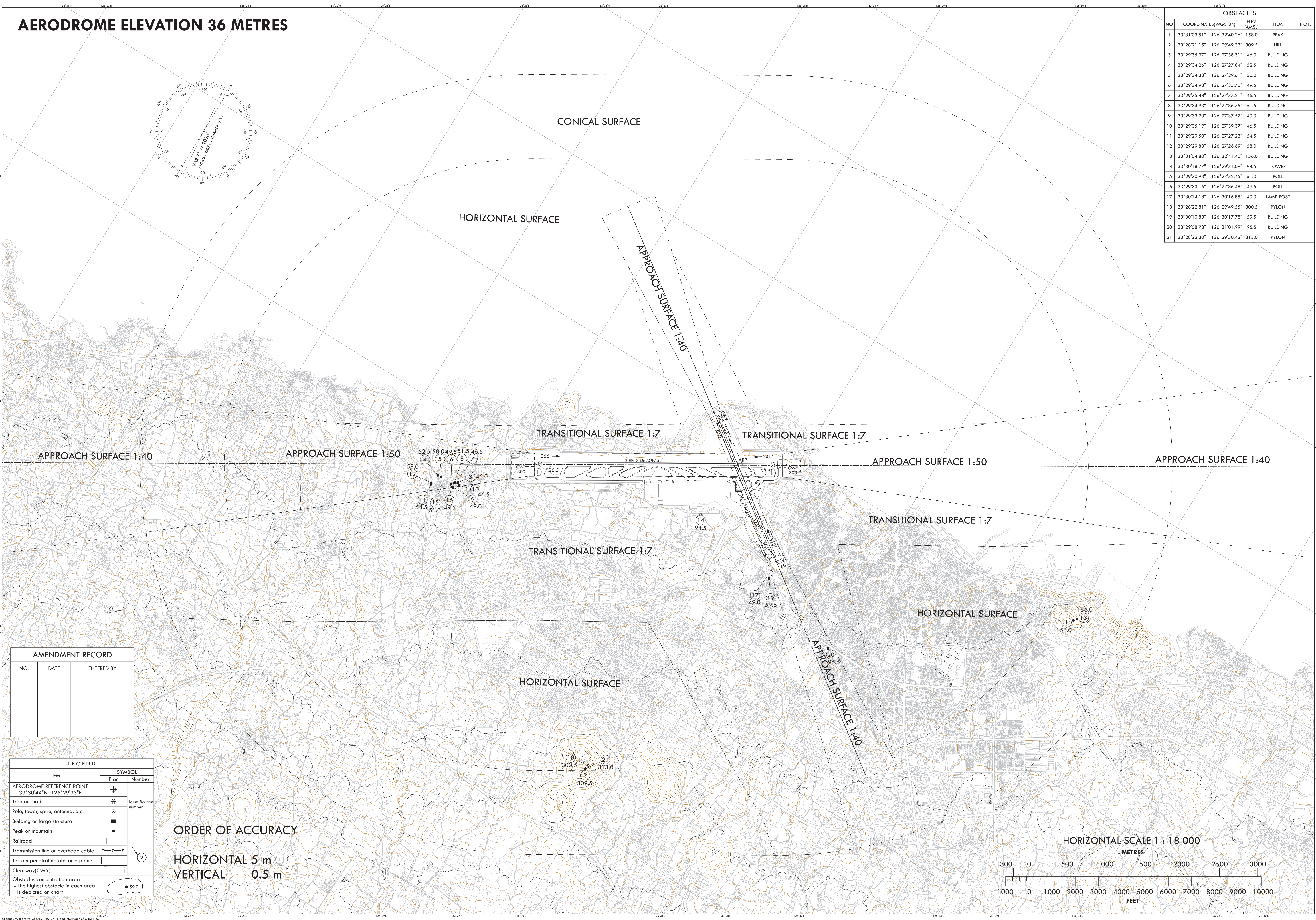
RWY 14R - 121F/123F → P1 → P → G2 → G1
RWY 32L - 121F/123F → P1 → P → B2 → B1

b. Arrival (Refer to RKSS AD 2-20, 2-21, 2-22)

RWY 14R - B1 → B2 → P → P1 → 121F/123F
RWY 32L - G1 → G2 → P → P1 → 121F/123F

2. Restriction

- a. Any Aircraft shall not enter TWY "N1(N1-A, N1-B)", while "F" aircraft is occupying "P" TWY.
- b. "F" aircraft requires Follow me car service and shall comply with the taxi speed limit 17 kt when taxi on part of "P" TWY from "P6" to "F2".
- c. Push-back restriction on ACFT stand NR. 121F : Nose-gear cannot cross over intermediate holding position marking on TWY "R" behind the ACFT stand NR. 123.
- d. Push-back restriction on ACFT stand NR. 123F : Nose-gear cannot cross over intermediate holding position marking on TWY "R" behind the ACFT stand NR. 122.
- e. The aircraft, the code letter "F", are not able to take-off or land on RWY 14L/32R.



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

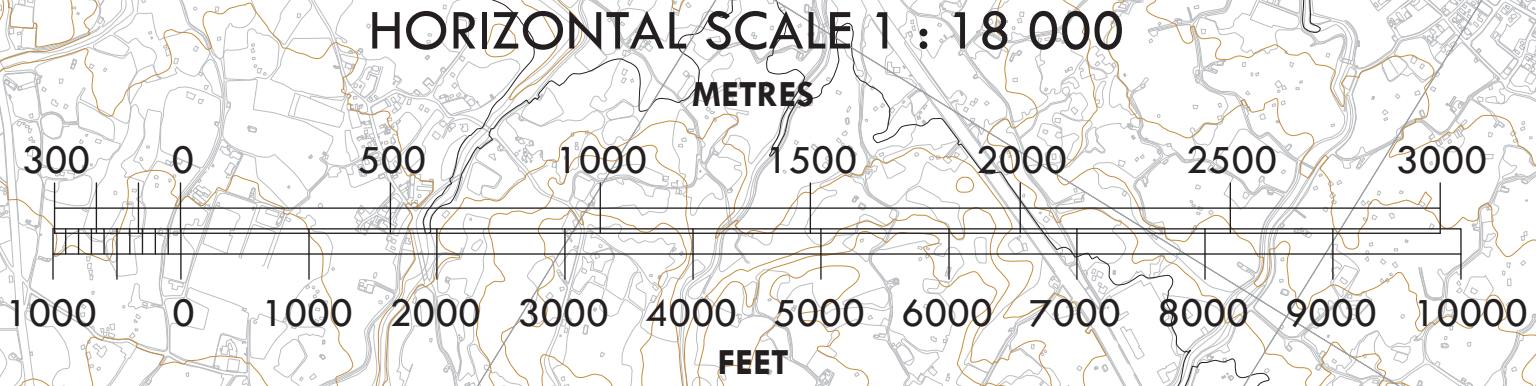
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NO.	DATE	ENTERED BY

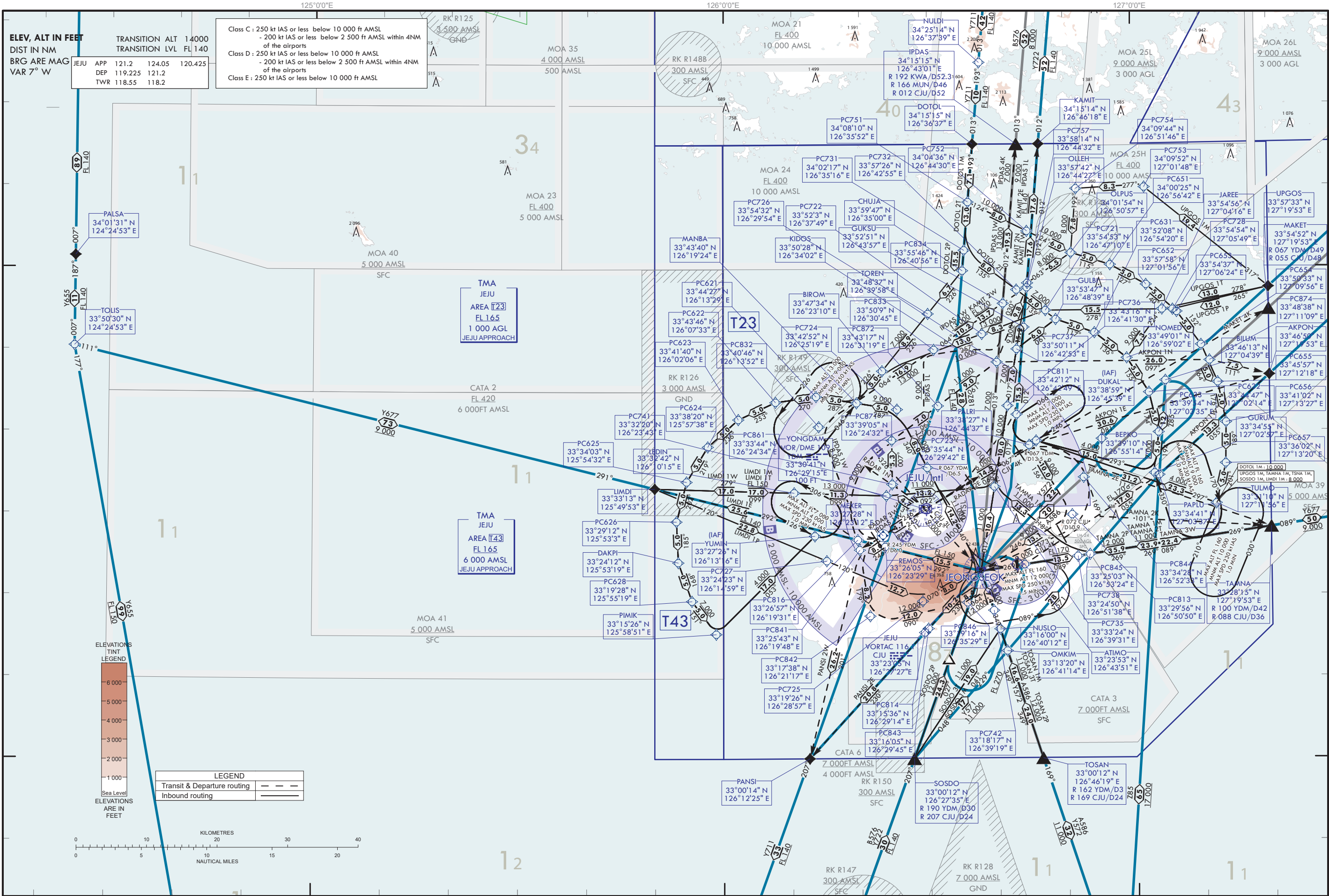
LEGEND	
ITEM	SYMBOL
AERODROME REFERENCE POINT 33°30'44"N 126°29'33"E	⊕
Tree or shrub	✱
Pole, tower, spire, antenna, etc	⊙
Building or large structure	■
Peak or mountain	●
Railroad	+++
Transmission line or overhead cable	—T—T—T—
Terrain penetrating obstacle plane	▬
Clearway(CWY)	▬▬▬
Obstacles concentration area - The highest obstacle in each area is depicted on chart	● 50.0

ORDER OF ACCURACY

HORIZONTAL 5 m

VERTICAL 0.5 m





Change : Information of airway(Y655 and Y677).

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

OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 11/23
Effective : 1600UTC 29 NOV 2023

STANDARD DEPARTURE CHART
INSTRUMENT(SID) - ICAO

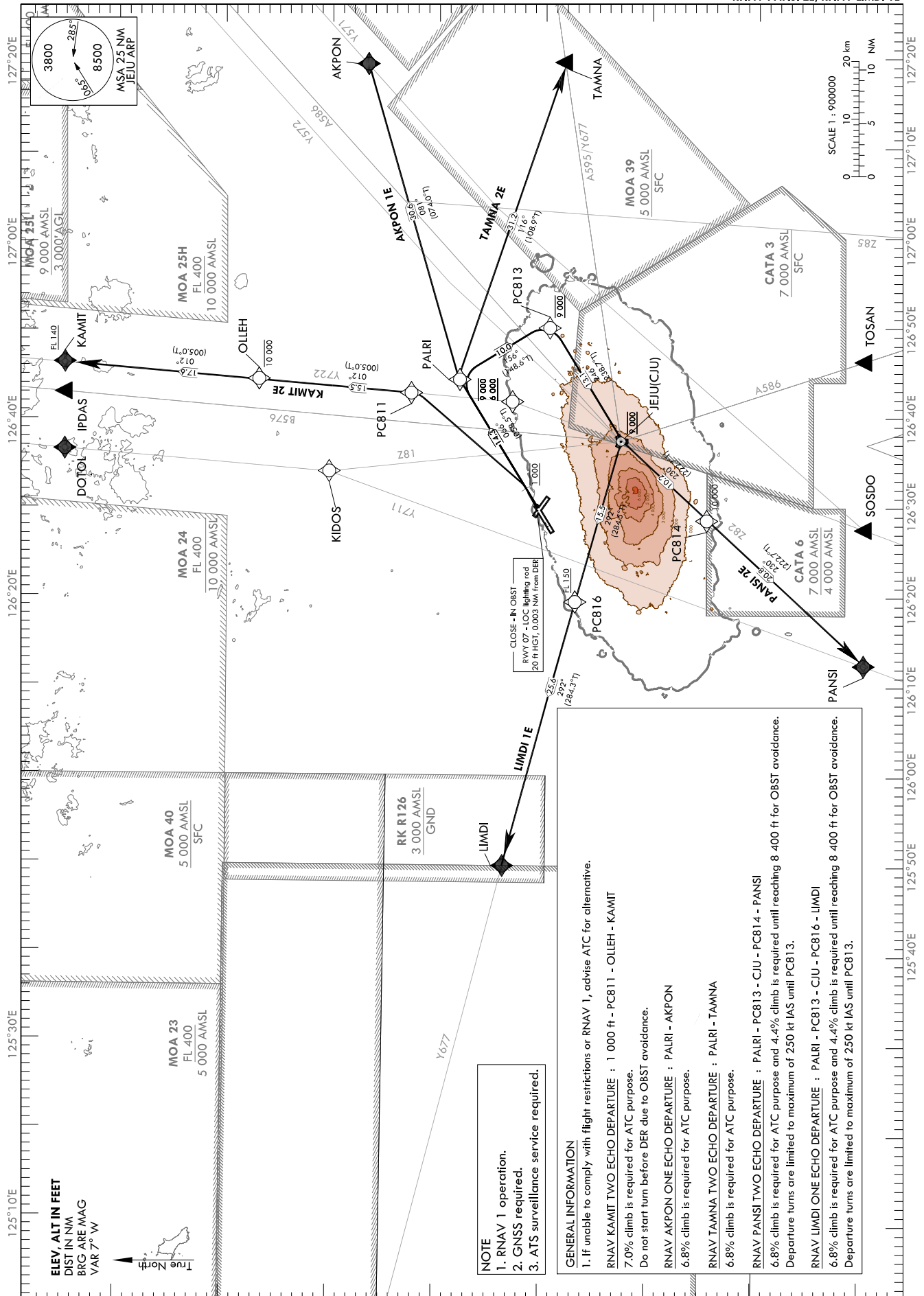
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TRANSITION LVL FL 140

JEJU DEP 119.225
JEJU TWR 121.2
118.2
118.55

JEJU/Jeju Intl(RKPC)

RWY 07
RNAV KAMIT 2E
RNAV AKPON 1E, RNAV TAMNA 2E
RNAV PANSI 2E, RNAV LIMDI 1E

Note : Departure under ICAO Flight Procedures.



Change : Information of airway(Y655 → Y677).

JEJU/Jeju Intl(RKPC)
RWY 07

RNAV KAMIT 2E

RNAV AKPON 1E, RNAV TAMNA 2E

RNAV PANSI 2E, RNAV LIMDI 1E

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV KAMIT 2E

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	CA	-	-	066(058.5)	-	-	@1 000	-	-	-	RNAV 1	-
002	DF	PC811	-	-	-	L	-	-	33°42'12.1"N 126°42'48.8"E	-	RNAV 1	-
003	TF	OLLEH	-	012(005.0)	15.5	-	-10 000	-	33°57'42.2"N 126°44'26.5"E	-	RNAV 1	-
004	TF	KAMIT	-	012(005.0)	17.6	-	+FL 140	-	34°15'14.1"N 126°46'17.7"E	-	RNAV 1	-

RNAV AKPON 1E

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	PALRI	-	066(058.5)	14.3	-	-9 000 +6 000	-	33°38'27.2"N 126°44'37.4"E	-	RNAV 1	-
002	TF	AKPON	-	081(074.0)	30.6	-	-	-	33°46'49.6"N 127°19'53.0"E	-	RNAV 1	-

RNAV TAMNA 2E

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	PALRI	-	066(058.5)	14.3	-	-9 000 +6 000	-	33°38'27.2"N 126°44'37.4"E	-	RNAV 1	-
002	TF	TAMNA	-	116(108.9)	31.2	-	-	-	33°28'15.5"N 127°19'53.0"E	-	RNAV 1	-

RNAV PANSI 2E

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	PALRI	-	066(058.5)	14.3	-	-	-250	33°38'27.2"N 126°44'37.4"E	-	RNAV 1	-
002	TF	PC813	-	156(148.6)	10.0	-	@9 000	-250	33°29'55.5"N 126°50'50.0"E	-	RNAV 1	-
003	TF	CJU	-	246(238.7)	13.1	-	@9 000	-	33°23'04.6"N 126°37'26.8"E	-	RNAV 1	-
004	TF	PC814	-	230(222.8)	10.2	-	-10 000	-	33°15'36.4"N 126°29'13.5"E	-	RNAV 1	-
005	TF	PANSI	-	230(222.7)	20.8	-	-	-	33°00'14.4"N 126°12'25.1"E	-	RNAV 1	-

RNAV LIMDI 1E

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	PALRI	-	066(058.5)	14.3	-	-	-250	33°38'27.2"N 126°44'37.4"E	-	RNAV 1	-
002	TF	PC813	-	156(148.6)	10.0	-	@9 000	-250	33°29'55.5"N 126°50'50.0"E	-	RNAV 1	-
003	TF	CJU	-	246(238.7)	13.1	-	@9 000	-	33°23'04.6"N 126°37'26.8"E	-	RNAV 1	-
004	TF	PC816	-	292(284.5)	15.5	-	+FL 150	-	33°26'56.5"N 126°19'30.8"E	-	RNAV 1	-
005	TF	LIMDI	-	292(284.3)	25.6	-	-	-	33°33'13.3"N 125°49'53.0"E	-	RNAV 1	-

STANDARD DEPARTURE CHART INSTRUMENT(SID) - ICAO

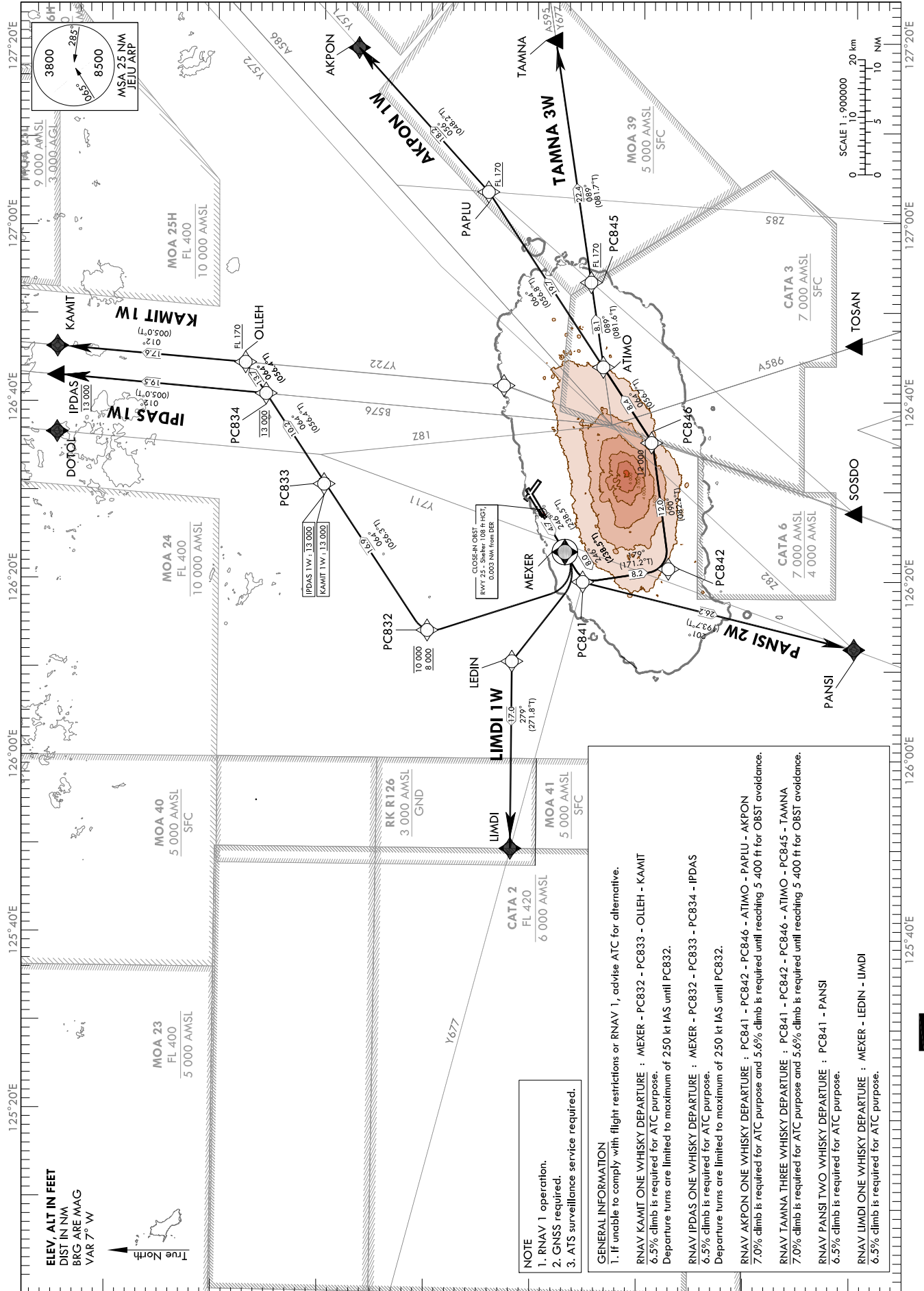
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TRANSITION LVL FL 140

JEJU DEP 119.225
121.2
JEJU TWR 118.2
118.55

JEJU/Jeju Intl(RKPC)

RWY 25
RNAV KAMIT 1W, RNAV IPDAS 1W
RNAV AKPON 1W, RNAV TAMNA 3W
RNAV PANSI 2W, RNAV LIMDI 1W

Note : Departure under ICAO Flight Procedures.



Change : Information of airway(Y655 → Y677).

JEJU/Jeju Intl(RKPC)

RWY 25

RNAV KAMIT 1W, RNAV IPDAS 1W

RNAV AKPON 1W

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV KAMIT 1W

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	MEXER	Y	246(238.5)	4.7	-	-	-250	33°27'28.0"N 126°23'12.0"E	-	RNAV 1	-
002	DF	PC832	-	-	-	R	-10 000 +8 000	-250	33°40'46.0"N 126°13'51.9"E	-	RNAV 1	-
003	TF	PC833	-	064(056.3)	16.9	-	+13 000	-	33°50'08.8"N 126°30'44.8"E	-	RNAV 1	-
004	TF	OLLEH	-	064(056.4)	13.7	-	+FL 170	-	33°57'42.2"N 126°44'26.5"E	-	RNAV 1	-
005	TF	KAMIT	-	012(005.0)	17.6	-	-	-	34°15'14.1"N 126°46'17.7"E	-	RNAV 1	-

RNAV IPDAS 1W

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	MEXER	Y	246(238.5)	4.7	-	-	-250	33°27'28.0"N 126°23'12.0"E	-	RNAV 1	-
002	DF	PC832	-	-	-	R	-10 000 +8 000	-250	33°40'46.0"N 126°13'51.9"E	-	RNAV 1	-
003	TF	PC833	-	064(056.3)	16.9	-	@13 000	-	33°50'08.8"N 126°30'44.8"E	-	RNAV 1	-
004	TF	PC834	-	064(056.4)	10.2	-	@13 000	-	33°55'46.2"N 126°40'55.7"E	-	RNAV 1	-
005	TF	IPDAS	-	012(005.0)	19.5	-	@13 000	-	34°15'14.7"N 126°43'01.4"E	-	RNAV 1	-

RNAV AKPON 1W

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	PC841	-	246(238.5)	8.0	-	-	-	33°25'42.7"N 126°19'47.8"E	-	RNAV 1	-
002	TF	PC842	-	179(171.2)	8.2	-	-	-	33°17'38.3"N 126°21'17.3"E	-	RNAV 1	-
003	TF	PC846	-	090(082.2)	12.0	-	+12 000	-	33°19'15.6"N 126°35'28.6"E	-	RNAV 1	-
004	TF	ATIMO	-	064(056.7)	8.4	-	-	-	33°23'52.5"N 126°43'51.2"E	-	RNAV 1	-
005	TF	PAPLU	-	064(056.8)	19.7	-	+FL 170	-	33°34'41.3"N 127°03'36.5"E	-	RNAV 1	-
006	TF	AKPON	-	056(048.2)	18.2	-	-	-	33°46'49.6"N 127°19'53.0"E	-	RNAV 1	-

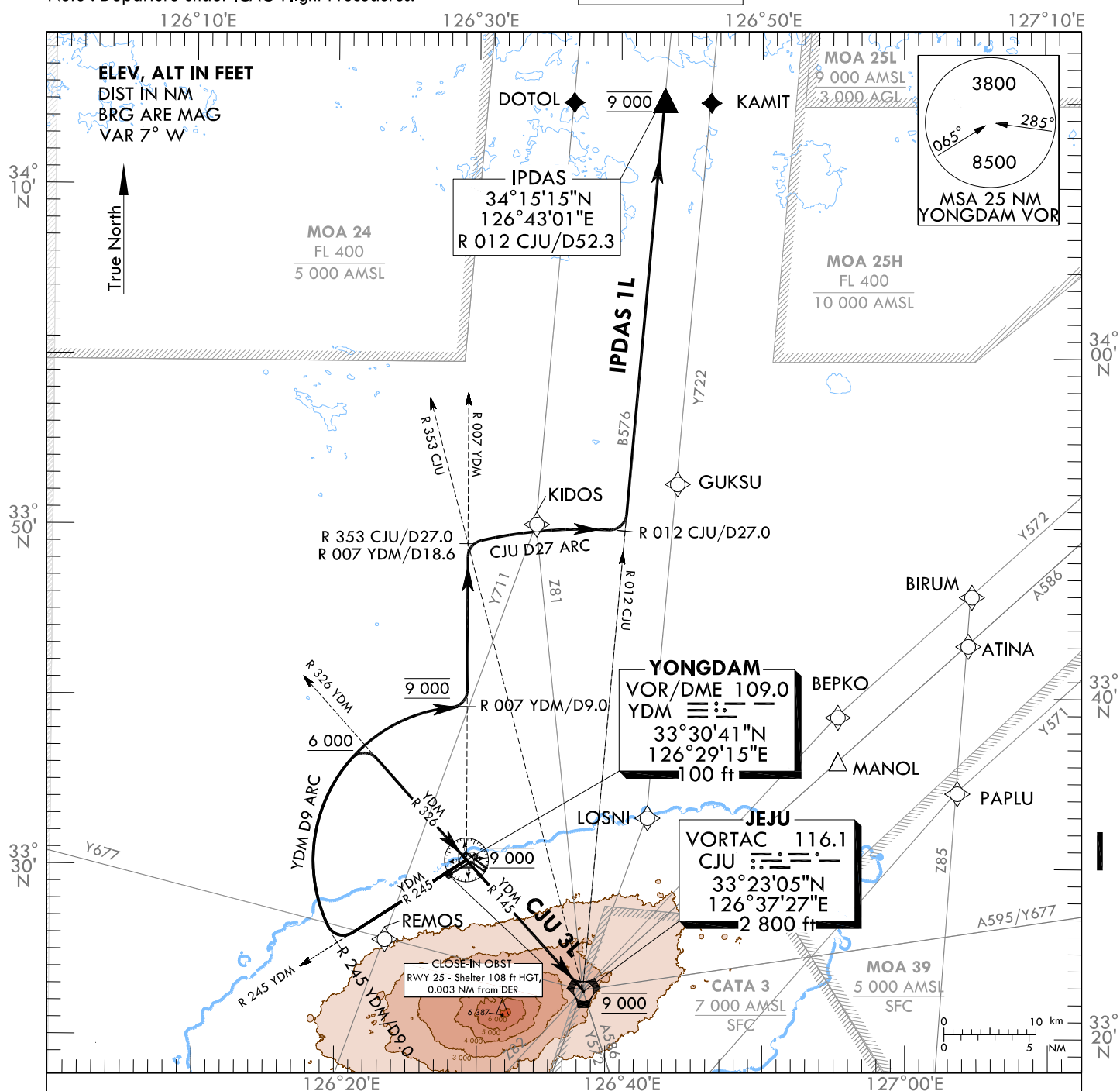
STANDARD DEPARTURE CHART
INSTRUMENT(SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU DEP 119.225
121.2
JEJU TWR 118.2
118.55

JEJU/Jeju Intl(RKPC)
RWY 25
CJU 3L, IPDAS 1L

Note : Departure under ICAO Flight Procedures.



Change : Information of airway(Y655 → Y677).

INTENTIONALLY

LEFT

BLANK

JEJU DEP	119.225
	121.2
JEJU TWR	118.2
	118.55

JEJU/Jeju Intl(RKPC)
RWY 31
RNAV KAMIT 2N
RNAV AKPON 1N

ELEV. ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 7° W

MOA 25L
9 000 AMSL
3 000 AGL

MOA 25H
FL 400
10 000 AMSL

MOA 24
FL 400
10 000 AMSL

MOA 39
5 000 AMSL
SFC

MOA 41
5 000 AMSL
SFC

RK R126
3 000 AMSL
GND

AKPON 1N
AKPON
PC874
26.0
097°
(089.8°T)
7.5
11.1
(103.9°T)
Y571

KAMIT 2N
KAMIT
FL 160
IPDAS
DOTOL
17.6
012°
(005.0°T)
12 000
OLLEH
9.8
030°
(022.3°T)
TOREN
11 000
9.0
061°
(053.5°T)
PC872
8 000
7.0
061°
(053.5°T)
PC871
5 000
5.3
007°
(359.7°T)
PC861
3.7
313°
(305.6°T)
LOSNI
Y722
182
Y677
KIDOS

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

GENERAL INFORMATION
1. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.
RNAV KAMIT TWO NOVEMBER DEPARTURE : PC861 - PC871 - PC872 - TOREN - OLLEH - KAMIT
7.0% climb is required for ATC purpose.
RNAV AKPON ONE NOVEMBER DEPARTURE : PC861 - PC871 - PC872 - TOREN - PC874 - AKPON
7.0% climb is required for ATC purpose.

SCALE 1 : 550000
0 10 20 km
0 5 10 NM

Change : Information of airway(Y655 → Y677).

JEJU/Jeju Intl(RKPC)
RWY 31

RNAV KAMIT 2N, RNAV AKPON 1N

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV KAMIT 2N

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	PC861	-	313(305.6)	4.7	-	-	-	33°33'43.8"N 126°24'34.1"E	-	RNAV 1	-
002	TF	PC871	-	007(359.7)	5.3	-	-5 000	-	33°39'05.3"N 126°24'32.0"E	-	RNAV 1	-
003	TF	PC872	-	061(053.5)	7.0	-	-8 000	-	33°43'16.9"N 126°31'18.7"E	-	RNAV 1	-
004	TF	TOREN	-	061(053.5)	9.0	-	+11 000	-	33°48'36.8"N 126°39'57.7"E	-	RNAV 1	-
005	TF	OLLEH	-	030(022.3)	9.8	-	-12 000	-	33°57'42.2"N 126°44'26.5"E	-	RNAV 1	-
006	TF	KAMIT	-	012(005.0)	17.6	-	-FL 160	-	34°15'14.1"N 126°46'17.7"E	-	RNAV 1	-

RNAV AKPON 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	PC861	-	313(305.6)	4.7	-	-	-	33°33'43.8"N 126°24'34.1"E	-	RNAV 1	-
002	TF	PC871	-	007(359.7)	5.3	-	-5 000	-	33°39'05.3"N 126°24'32.0"E	-	RNAV 1	-
003	TF	PC872	-	061(053.5)	7.0	-	-8 000	-	33°43'16.9"N 126°31'18.7"E	-	RNAV 1	-
004	TF	TOREN	-	061(053.5)	9.0	-	+11 000	-	33°48'36.8"N 126°39'57.7"E	-	RNAV 1	-
005	TF	PC874	-	097(089.8)	26.0	-	-	-	33°48'38.0"N 127°11'08.8"E	-	RNAV 1	-
006	TF	AKPON	-	111(103.9)	7.5	-	-	-	33°46'49.6"N 127°19'53.0"E	-	RNAV 1	-

STANDARD DEPARTURE CHART
INSTRUMENT(SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

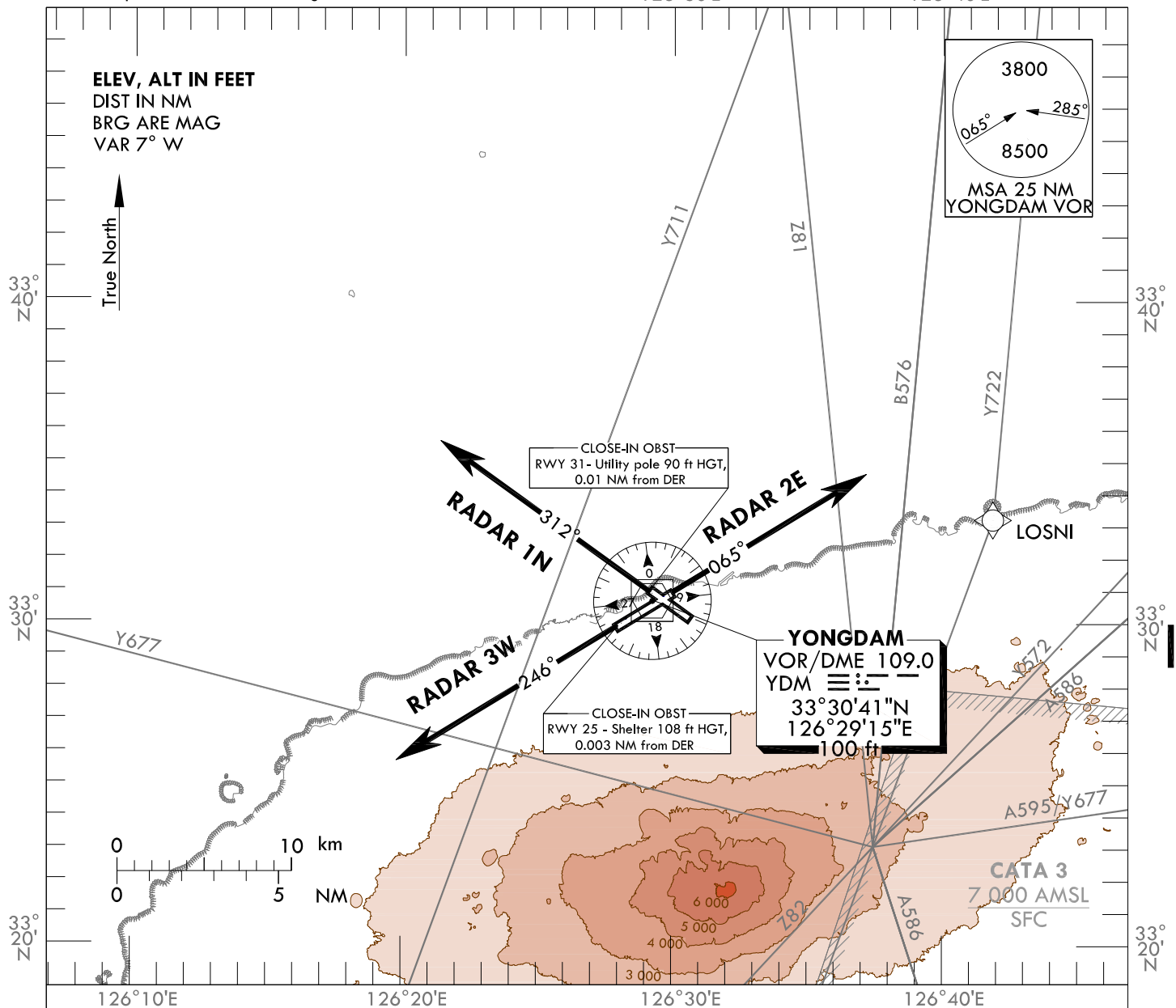
JEJU DEP 119.225
121.2
JEJU TWR 118.2
118.55

JEJU/Jeju Intl(RKPC)
RWY 07 RADAR 2E
RWY 25 RADAR 3W
RWY 31 RADAR 1N

Note : Departure under ICAO Flight Procedures.

126°30'E

126°40'E



RADAR TWO ECHO DEPARTURE

TAKE OFF RWY 07 : Climb on RWY HDG until reaching 2 200 ft for RADAR VECTOR.

* Minimum 4.5% CG is required until 2 200 ft for ATC purpose.

RADAR THREE WHISKEY DEPARTURE

TAKE OFF RWY 25 : Climb on RWY HDG until reaching 3 000 ft for RADAR VECTOR.

* Minimum 3.7% CG is required until 1 400 ft for OBST avoidance.

RADAR ONE NOVEMBER DEPARTURE

TAKE OFF RWY 31 : Climb on RWY HDG until reaching 2 200 ft for RADAR VECTOR.

* Minimum 4.5% CG is required until 2 200 ft for ATC purpose.

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

Change : Information of airway(Y655 → Y677).

INTENTIONALLY

LEFT

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STANDARD ARRIVAL CHART
INSTRUMENT(STAR) - ICAO

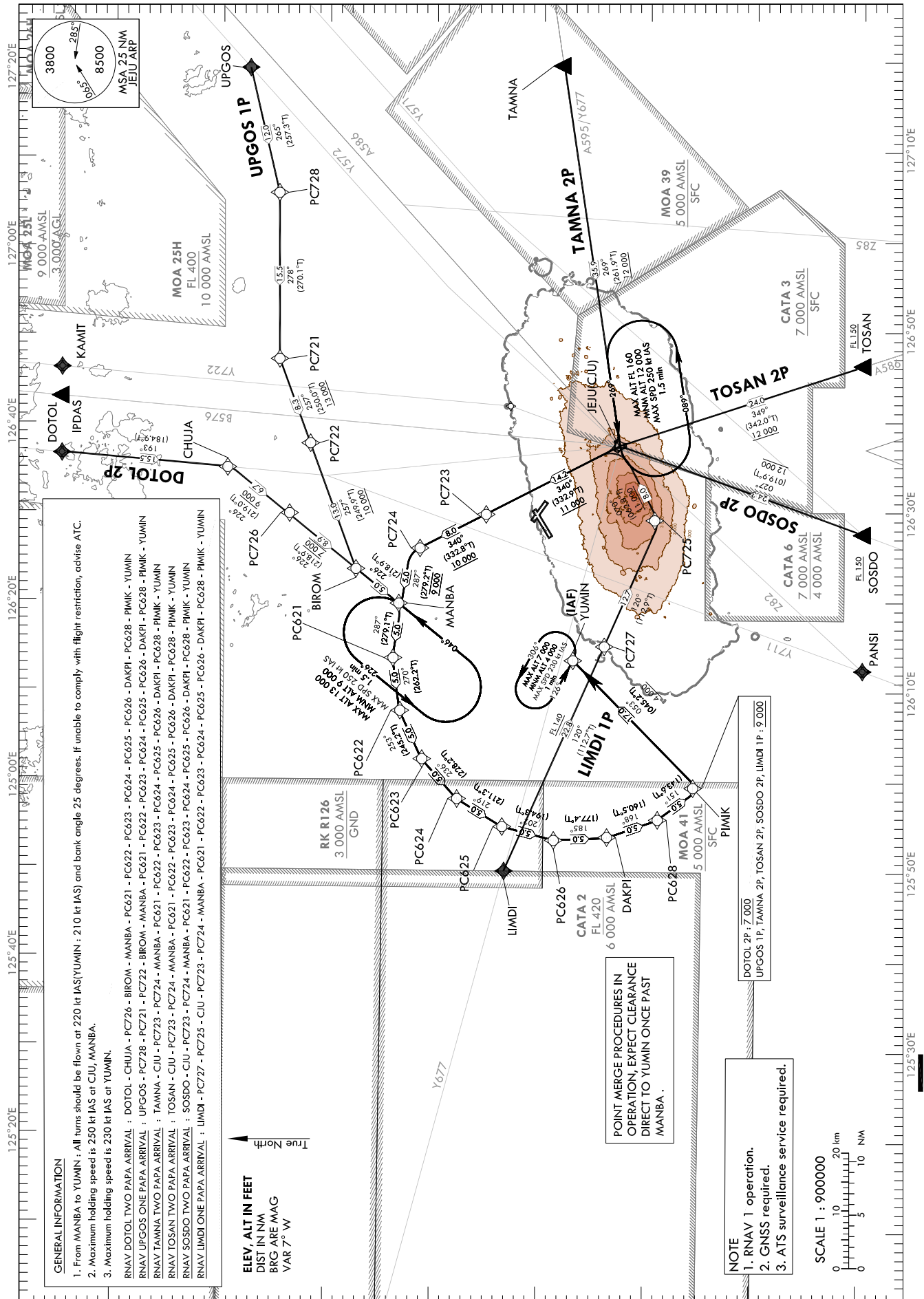
TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU APP 121.2
JEJU TWR 124.05
JEJU TWR 118.2
JEJU TWR 118.55

JEJU/Jeju Intl(RKPC)

RWY 07
RNAV DOTOL 2P, RNAV UPGOS 1P
RNAV TAMNA 2P, RNAV TOSAN 2P
RNAV SOSDO 2P, RNAV LIMDI 1P

Note : Arrival under ICAO Flight Procedures.



JEJU/Jeju Intl(RKPC)

RWY 07

RNAV DOTOL 2P, RNAV UPPOS 1P

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV DOTOL 2P										
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH
001	IF	DOTOL	-	-	-	-	-	-	34°15'15.4"N 126°36'36.6"E	RNAV 1
002	TF	CHUJA	-	193(184.9)	15.5	-	-	-	33°59'47.3"N 126°35'00.2"E	RNAV 1
003	TF	PC726	-	226(219.0)	6.7	-	-9 000	-	33°54'32.2"N 126°29'54.4"E	RNAV 1
004	TF	BIROM	-	226(218.9)	8.9	-	@7 000	-	33°47'33.9"N 126°23'09.8"E	RNAV 1
005	TF	MANBA	-	226(218.9)	5.0	-	-	@220	33°43'39.9"N 126°19'24.0"E	RNAV 1
006	TF	PC621	-	287(279.1)	5.0	-	-	@220	33°44'27.4"N 126°13'28.9"E	RNAV 1
007	TF	PC622	-	270(262.2)	5.0	-	-	@220	33°43'46.4"N 126°07'32.6"E	RNAV 1
008	TF	PC623	-	253(245.2)	5.0	-	-	@220	33°41'40.2"N 126°02'06.2"E	RNAV 1
009	TF	PC624	-	236(228.2)	5.0	-	-	@220	33°38'19.9"N 125°57'38.2"E	RNAV 1
010	TF	PC625	-	219(211.3)	5.0	-	-	@220	33°34'03.1"N 125°54'31.8"E	RNAV 1
011	TF	PC626	-	202(194.3)	5.0	-	-	@220	33°29'11.9"N 125°53'02.9"E	RNAV 1
012	TF	DAKPI	-	185(177.4)	5.0	-	-	@220	33°24'11.7"N 125°53'19.1"E	RNAV 1
013	TF	PC628	-	168(160.5)	5.0	-	-	@220	33°19'28.4"N 125°55'18.5"E	RNAV 1
014	TF	PIWIK	-	151(143.6)	5.0	-	@7 000	@220	33°15'26.4"N 125°58'50.7"E	RNAV 1
015	TF	YUMIN	-	053(045.2)	17.0	-	+4 000	@210	33°27'25.7"N 126°13'15.5"E	RNAV 1

RNAV UPPOS 1P										
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH
001	IF	UPPOS	-	-	-	-	-	-	33°57'33.3"N 127°19'53.0"E	RNAV 1
002	TF	PC728	-	265(257.3)	12.0	-	-	-	33°54'53.8"N 127°05'49.0"E	RNAV 1
003	TF	PC721	-	278(270.1)	15.5	-	-	-	33°54'53.3"N 126°47'09.7"E	RNAV 1
004	TF	PC722	-	257(250.0)	8.3	-	+13 000	-	33°52'02.9"N 126°37'48.9"E	RNAV 1
005	TF	BIROM	-	257(249.9)	13.0	-	+10 000	-	33°47'33.9"N 126°23'09.8"E	RNAV 1
006	TF	MANBA	-	226(218.9)	5.0	-	@9 000	@220	33°43'39.9"N 126°19'24.0"E	RNAV 1
007	TF	PC621	-	287(279.1)	5.0	-	-	@220	33°44'27.4"N 126°13'28.9"E	RNAV 1
008	TF	PC622	-	270(262.2)	5.0	-	-	@220	33°43'46.4"N 126°07'32.6"E	RNAV 1
009	TF	PC623	-	253(245.2)	5.0	-	-	@220	33°41'40.2"N 126°02'06.2"E	RNAV 1
010	TF	PC624	-	236(228.2)	5.0	-	-	@220	33°38'19.9"N 125°57'38.2"E	RNAV 1
011	TF	PC625	-	219(211.3)	5.0	-	-	@220	33°34'03.1"N 125°54'31.8"E	RNAV 1
012	TF	PC626	-	202(194.3)	5.0	-	-	@220	33°29'11.9"N 125°53'02.9"E	RNAV 1
013	TF	DAKPI	-	185(177.4)	5.0	-	-	@220	33°24'11.7"N 125°53'19.1"E	RNAV 1
014	TF	PC628	-	168(160.5)	5.0	-	-	@220	33°19'28.4"N 125°55'18.5"E	RNAV 1
015	TF	PIWIK	-	151(143.6)	5.0	-	@9 000	@220	33°15'26.4"N 125°58'50.7"E	RNAV 1
016	TF	YUMIN	-	053(045.2)	17.0	-	+4 000	@210	33°27'25.7"N 126°13'15.5"E	RNAV 1

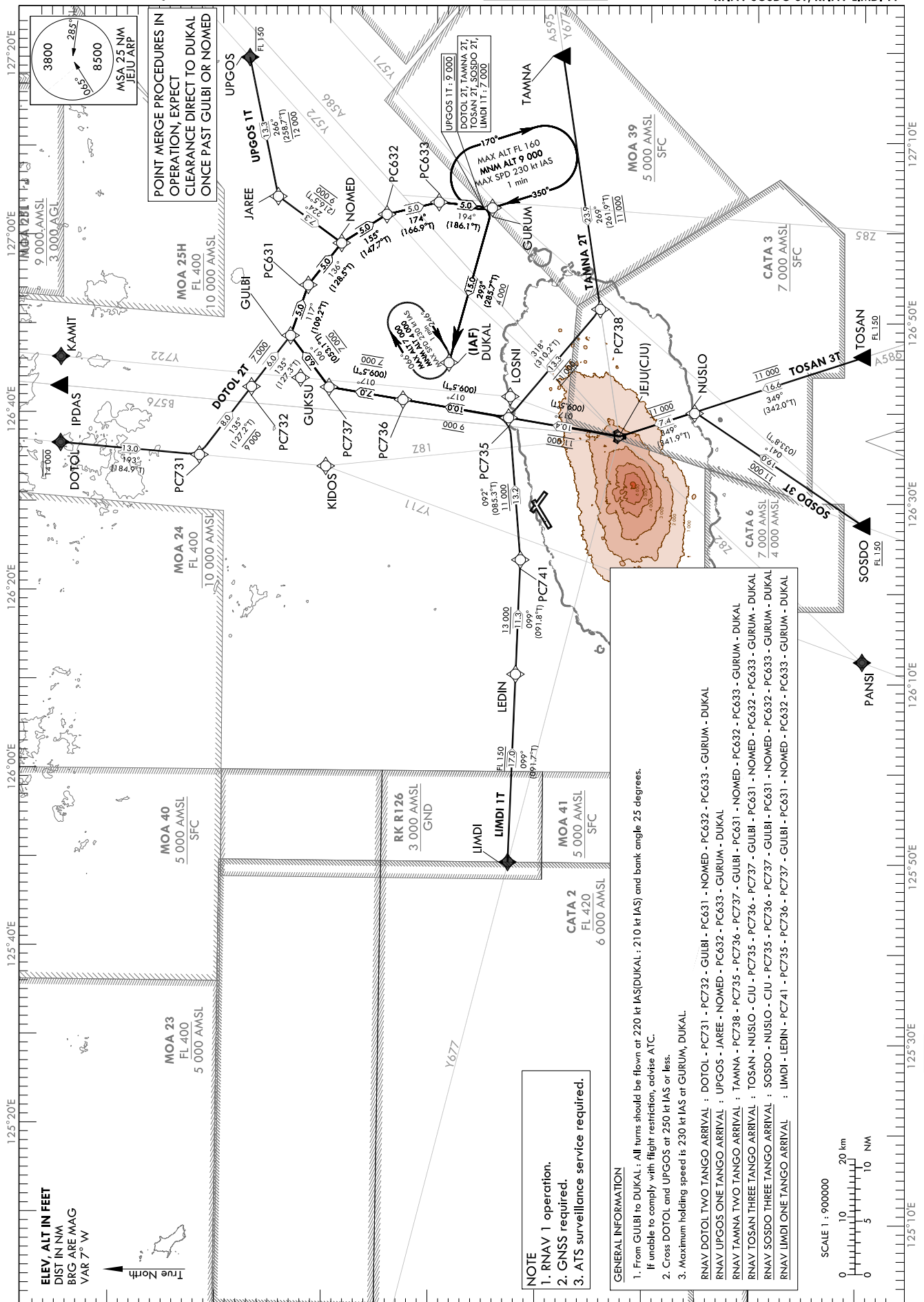
STANDARD ARRIVAL CHART
INSTRUMENT(STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU APP 121.2
124.05
JEJU TWR 118.2
118.55

JEJU/Jeju Intl(RKPC)
RWY 25
RNAV DOTOL 2T, RNAV UPGOS 1T
RNAV TAMNA 2T, RNAV TOSAN 3T
RNAV SOSDO 3T, RNAV LIMDI 1T

Note : Arrival under ICAO Flight Procedures.



Change : Information of airway(Y655 → Y677).

JEJU/Jeju Intl(RKPC)
RWY 25
RNAV DOTOL 2T, RNAV UPGOS 1T

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV DOTOL 2T

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	IF	DOTOL	-	-	-	-	-14 000	-250	34°15'15.4"N 126°36'36.6"E	-	RNAV 1	-
002	TF	PC731	-	193(184.9)	13.0	-	-	-	34°02'17.0"N 126°35'15.7"E	-	RNAV 1	-
003	TF	PC732	-	135(127.2)	8.0	-	-9 000	-	33°57'26.0"N 126°42'55.3"E	-	RNAV 1	-
004	TF	GULBI	-	135(127.3)	6.0	-	@7 000	@220	33°53'47.5"N 126°48'39.5"E	-	RNAV 1	Bank angle 25°
005	TF	PC631	-	117(109.2)	5.0	-	-	@220	33°52'08.3"N 126°54'19.7"E	-	RNAV 1	Bank angle 25°
006	TF	NOMED	-	136(128.5)	5.0	-	-	@220	33°49'01.2"N 126°59'01.5"E	-	RNAV 1	Bank angle 25°
007	TF	PC632	-	155(147.7)	5.0	-	-	@220	33°44'47.1"N 127°02'13.7"E	-	RNAV 1	Bank angle 25°
008	TF	PC633	-	174(166.9)	5.0	-	-	@220	33°39'54.3"N 127°03'35.0"E	-	RNAV 1	Bank angle 25°
009	TF	GURUM	-	194(186.1)	5.0	-	@7 000	@220	33°34'55.5"N 127°02'56.6"E	-	RNAV 1	Bank angle 25°
010	TF	DUKAL	-	293(285.7)	15.0	-	+4 000	@210	33°38'58.6"N 126°45'38.8"E	-	RNAV 1	IAF

RNAV UPGOS 1T

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	UPGOS	-	-	-	-	-FL 150	-250	33°57'33.3"N 127°19'53.0"E	-	RNAV 1	-
002	TF	JAREE	-	266(258.7)	13.3	-	-12 000	-	33°54'56.0"N 127°04'15.7"E	-	RNAV 1	-
003	TF	NOMED	-	224(216.5)	7.3	-	@9 000	@220	33°49'01.2"N 126°59'01.5"E	-	RNAV 1	Bank angle 25°
004	TF	PC632	-	155(147.7)	5.0	-	-	@220	33°44'47.1"N 127°02'13.7"E	-	RNAV 1	Bank angle 25°
005	TF	PC633	-	174(166.9)	5.0	-	-	@220	33°39'54.3"N 127°03'35.0"E	-	RNAV 1	Bank angle 25°
006	TF	GURUM	-	194(186.1)	5.0	-	@9 000	@220	33°34'55.5"N 127°02'56.6"E	-	RNAV 1	Bank angle 25°
007	TF	DUKAL	-	293(285.7)	15.0	-	+4 000	@210	33°38'58.6"N 126°45'38.8"E	-	RNAV 1	IAF

STANDARD ARRIVAL CHART
INSTRUMENT(STAR) - ICAO

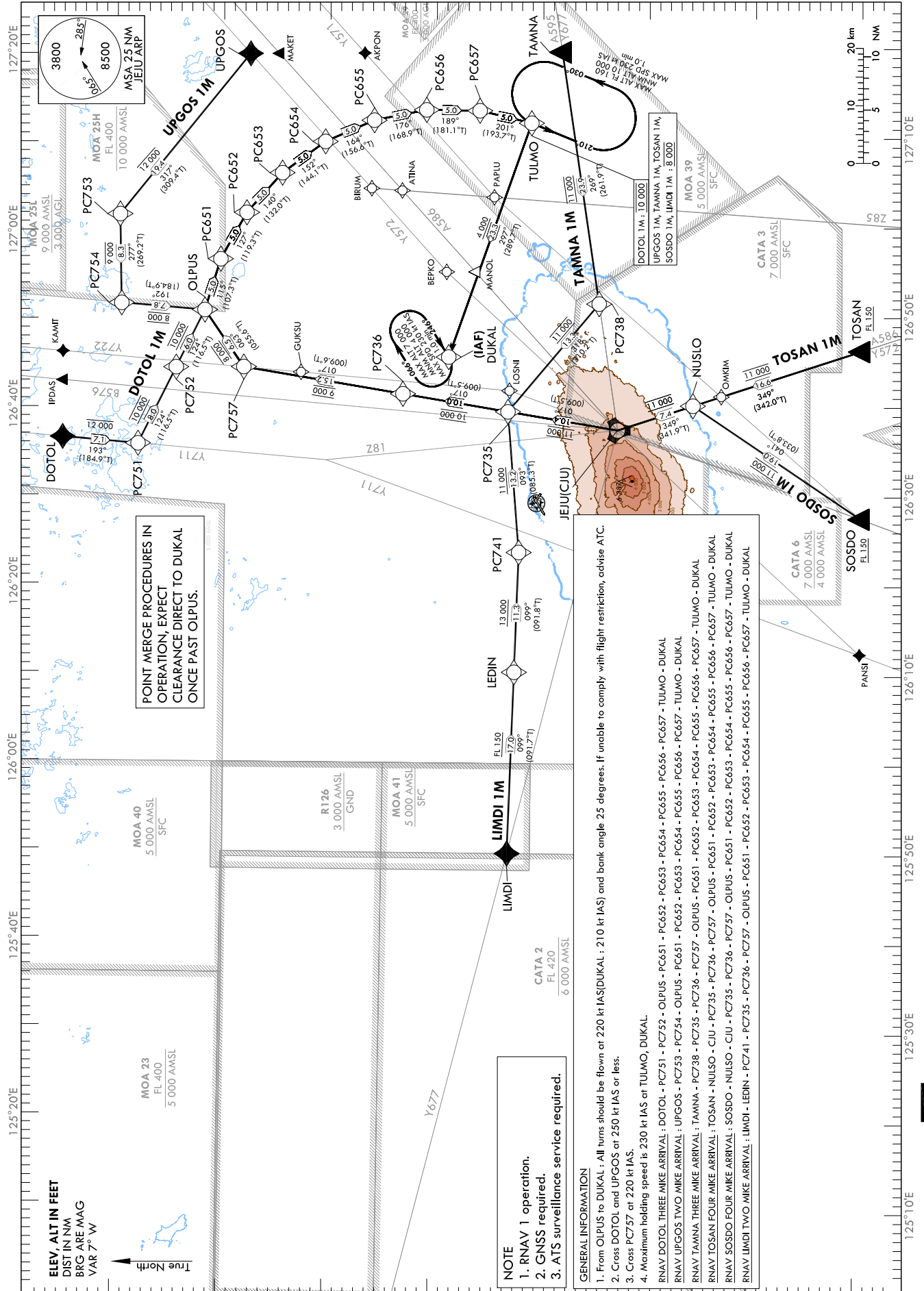
TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU APP 121.2
JEJU TWR 124.05
JEJU TWR 118.2
JEJU TWR 118.55

JEJU/Jeju Intl(RKPC)

RWY 25
RNAV DOTOL 1M, RNAV UPGOS 1M
RNAV TAMNA 1M, RNAV TOSAN 1M
RNAV SOSDO 1M, RNAV LIMDI 1M

Note : Arrival under ICAO Flight Procedures.



Change : Information of airway(Y655 → Y677).

JEJU/Jeju Intl(RKPC)
RWY 25

RNAV DOTOL 1M, RNAV UPGOS 1M

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV DOTOL 1M										
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH
001	IF	DOTOL	-	-	-	-	-	-250	34°15'15.4"N 126°36'36.6"E	RNAV 1
002	TF	PC751	-	193(184.9)	7.1	-	-12 000	-	34°08'10.4"N 126°35'52.4"E	RNAV 1
003	TF	PC752	-	124(116.5)	8.0	-	@10 000	-	34°04'35.8"N 126°44'29.7"E	RNAV 1
004	TF	OLPUS	-	124(116.5)	6.0	-	@10 000	@220	34°01'54.3"N 126°50'57.4"E	RNAV 1
005	TF	PC651	-	115(107.3)	5.0	-	-	@220	34°00'25.0"N 126°56'42.0"E	RNAV 1
006	TF	PC652	-	127(119.3)	5.0	-	-	@220	33°57'57.6"N 127°01'56.4"E	RNAV 1
007	TF	PC653	-	140(132.0)	5.0	-	-	@220	33°54'36.6"N 127°06'24.4"E	RNAV 1
008	TF	PC654	-	152(144.1)	5.0	-	-	@220	33°50'33.1"N 127°09'55.7"E	RNAV 1
009	TF	PC655	-	164(156.6)	5.0	-	-	@220	33°45'57.1"N 127°12'18.3"E	RNAV 1
010	TF	PC656	-	176(168.9)	5.0	-	-	@220	33°41'02.2"N 127°13'27.4"E	RNAV 1
011	TF	PC657	-	189(181.1)	5.0	-	-	@220	33°36'01.7"N 127°13'20.4"E	RNAV 1
012	TF	TULWO	-	201(193.7)	5.0	-	@10 000	@220	33°31'09.6"N 127°11'55.6"E	RNAV 1
013	TF	DUKAL	-	297(289.7)	23.3	-	+4 000	@210	33°38'58.6"N 126°45'38.8"E	RNAV 1
										IAF

RNAV UPGOS 1M										
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH
001	IF	UPGOS	-	-	-	-	-	-250	33°57'33.3"N 127°19'53.0"E	RNAV 1
002	TF	PC753	-	317(309.4)	19.4	-	-12 000	-	34°09'51.6"N 127°01'48.1"E	RNAV 1
003	TF	PC754	-	277(269.2)	8.3	-	-9 000	-	34°09'44.0"N 126°51'45.5"E	RNAV 1
004	TF	OLPUS	-	192(184.9)	7.8	-	@8 000	@220	34°01'54.3"N 126°50'57.4"E	RNAV 1
005	TF	PC651	-	115(107.3)	5.0	-	-	@220	34°00'25.0"N 126°56'42.0"E	RNAV 1
006	TF	PC652	-	127(119.3)	5.0	-	-	@220	33°57'57.6"N 127°01'56.4"E	RNAV 1
007	TF	PC653	-	140(132.0)	5.0	-	-	@220	33°54'36.6"N 127°06'24.4"E	RNAV 1
008	TF	PC654	-	152(144.1)	5.0	-	-	@220	33°50'33.1"N 127°09'55.7"E	RNAV 1
009	TF	PC655	-	164(156.6)	5.0	-	-	@220	33°45'57.1"N 127°12'18.3"E	RNAV 1
010	TF	PC656	-	176(168.9)	5.0	-	-	@220	33°41'02.2"N 127°13'27.4"E	RNAV 1
011	TF	PC657	-	189(181.1)	5.0	-	-	@220	33°36'01.7"N 127°13'20.4"E	RNAV 1
012	TF	TULWO	-	201(193.7)	5.0	-	@8 000	@220	33°31'09.6"N 127°11'55.6"E	RNAV 1
013	TF	DUKAL	-	297(289.7)	23.3	-	+4 000	@210	33°38'58.6"N 126°45'38.8"E	RNAV 1
										IAF