

REPUBLIC OF KOREA

AIRAC AIP

TEL : 82-53-668-0286
FAX : 82-53-668-0277
AFS : RKRRYNYX
EMAIL : aisd@korea.kr
Web : https://aim.koca.go.kr

Ministry of Land, Infrastructure and Transport
Office of Civil Aviation

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

AMENDMENT NR 12/23

16 NOV 2023

AIRAC

AIP AMENDMENT NR 12/23

(Effective : 1600UTC 27 DEC 2023)

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 Enroute

- a) Information of radial, INBD TR, HLDG LVL, FREQ for en-route holding and Withdrawal of common FREQ.
- b) Establishment of significant points for RKPD.

1.2 Incheon INTL Airport

- a) Information of central deicing zone(ACFT stands NR. 301, 306~309, 312) and de-icing pad taxi routes.

1.3 Gimpo INTL Airport

- a) Withdrawal of taxilanes N4 and N5.
- b) Information of diagram of central, east, north and west apron.
- c) Information of push-back and standard taxi procedures for north apron.
- d) Information of ACFT stands, taxilane, GSE road and unavailable taxi routes for north apron.
- e) Information of remark, ACFT stands NR. 206, 209~211L, 234~242, 301~303 and Withdrawal of ACFT stands NR. 212~214.

1.4 Gimhae INTL Airport

- a) Establishment of regulation for A-CDM(2.).
- b) Information of ATC clearance, procedures for start-up and push-back, item numbers.
- c) Information of ACFT stands NR. 12, 36 and GSE road.
- d) Information of coordinates and ACFT type for ACFT stands NR. 12, 36.

1.5 Cheongju INTL Airport

- a) Withdrawal of WX minima and Establishment of IFR procedure(1.).
- b) Withdrawal of IAC(PAR, ASR for RWY 06L/24R) and Information of chart NR..

2. PAGE CONTROL

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL I, Part II - ENR (Enroute) ENR 3.6-1(19 OCT 23) / 3.6-2(19 OCT 23) ENR 4.4-31(21 SEP 23) / 4.4-32(21 SEP 23)	VOL I, Part II - ENR (Enroute) ENR 3.6-1(16 NOV 23) / 3.6-2(19 OCT 23) ENR 4.4-31(16 NOV 23) / 4.4-32(21 SEP 23)
VOL II, Part III - AD (Aerodrome) RKSI 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 2-5-2(12 JAN 23) / 2-5-3(29 JUN 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 2-1(19 OCT 23) / 2-2(19 OCT 23) AD 2-9(24 AUG 23) / 2-10(24 AUG 23) AD 2-10-1(16 NOV 23) / 2-10-2(16 NOV 23) AD 2-12-1(19 OCT 23) / 2-12-2(19 OCT 23) AD 2-15(21 SEP 23) / 2-15-1(4 MAY 23) AD 2-15-2(21 SEP 23) / 2-16(4 MAY 23) AD 2-17(4 MAY 23) / 2-18(4 MAY 23) AD 2-19(24 AUG 23) / 2-20(24 AUG 23) AD 2-21(24 AUG 23) / 2-22(24 AUG 23) AD CHART 2-1(29 JUN 23) / 2-2(29 JUN 23) AD CHART 2-3(19 OCT 23) / 2-4(19 OCT 23) AD CHART 2-5(24 AUG 23) / 2-6(24 AUG 23) RKPK AD 2-9(9 FEB 23) / 2-10(9 FEB 23) AD 2-11(19 NOV 20) / 2-12(19 NOV 20) AD 2-13(3 JUN 21) / 2-14(3 JUN 21) AD CHART 2-3(16 NOV 23) / 2-4(16 NOV 23) AD CHART 2-5(16 NOV 23) / 2-6(16 NOV 23) RKTU AD 2-8-9(27 AUG 20) / 2-8-10(27 AUG 20) AD 2-9(6 APR 23) / 2-10(6 APR 23) AD 2-15(1 JUN 23) / 2-16(1 JUN 23) AD CHART 2-22(16 FEB 17) / 2-22-1(16 FEB 17) AD CHART 2-23(16 FEB 17) / 2-23-1(16 FEB 17) AD CHART 2-24(16 FEB 17) / 2-24-1(16 FEB 17) AD CHART 2-25(16 FEB 17) / 2-25-1(16 FEB 17) AD CHART 2-26(29 JUL 21) / 2-26-1(29 JUL 21) AD CHART 2-27(29 JUL 21) / 2-27-1(29 JUL 21) AD CHART 2-28(29 JUL 21) / 2-28-1(29 JUL 21) AD CHART 2-29(29 JUL 21) / 2-29-1(21 NOV 19) AD CHART 2-29-2(29 JUL 21) / 2-29-3(21 NOV 19) AD CHART 2-29-4(29 JUL 21) / 2-29-5(21 NOV 19) AD CHART 2-29-6(29 JUL 21) / 2-29-7(21 NOV 19) AD CHART 2-30(6 APR 23) / 2-31(6 APR 23)	VOL II, Part III - AD (Aerodrome) RKSI AD 2-28(16 NOV 23) / 2-28-1(21 SEP 23) AD 2-29(16 NOV 23) / 2-30(16 NOV 23) AD 2-31(16 NOV 23) / 2-32(16 NOV 23) AD CHART 2-1(16 NOV 23) / 2-2(21 SEP 23) AD CHART 2-3(16 NOV 23) / 2-4(16 NOV 23) AD CHART 2-5-2(12 JAN 23) / 2-5-3(16 NOV 23) AD CHART 2-6(16 NOV 23) / 2-7(16 NOV 23) AD CHART 2-8(16 NOV 23) / 2-9(16 NOV 23) RKSS AD 2-1(19 OCT 23) / 2-2(16 NOV 23) AD 2-9(24 AUG 23) / 2-10(16 NOV 23) AD 2-10-1(16 NOV 23) / 2-10-2(16 NOV 23) AD 2-12-1(16 NOV 23) / 2-12-2(19 OCT 23) AD 2-15(16 NOV 23) / 2-15-1(16 NOV 23) AD 2-15-2(16 NOV 23) / 2-16(16 NOV 23) AD 2-17(16 NOV 23) / 2-18(16 NOV 23) AD 2-19(16 NOV 23) / 2-20(16 NOV 23) AD 2-21(16 NOV 23) / 2-22(16 NOV 23) AD CHART 2-1(16 NOV 23) / 2-2(29 JUN 23) AD CHART 2-3(16 NOV 23) / 2-4(16 NOV 23) AD CHART 2-5(16 NOV 23) / 2-6(16 NOV 23) RKPK AD 2-9(9 FEB 23) / 2-10(16 NOV 23) AD 2-10-1(16 NOV 23) / 2-10-2(16 NOV 23) AD 2-11(16 NOV 23) / 2-12(16 NOV 23) AD 2-13(16 NOV 23) / 2-14(16 NOV 23) AD CHART 2-3(16 NOV 23) / 2-4(16 NOV 23) AD CHART 2-5(16 NOV 23) / 2-6(16 NOV 23) RKTU AD 2-8-9(16 NOV 23) / 2-8-10(16 NOV 23) AD 2-9(16 NOV 23) / 2-10(16 NOV 23) AD 2-15(1 JUN 23) / 2-16(16 NOV 23) AD CHART 2-22(16 NOV 23) / 2-22-1(16 NOV 23) AD CHART 2-23(16 NOV 23) / 2-23-1(16 NOV 23) AD CHART 2-24(16 NOV 23) / 2-24-1(16 NOV 23) AD CHART 2-25(16 NOV 23) / 2-25-1(16 FEB 17) AD CHART 2-26(16 NOV 23) / 2-26-1(16 NOV 23) AD CHART 2-27(16 NOV 23) / 2-27-1(16 NOV 23) AD CHART 2-28(16 NOV 23) / 2-28-1(16 NOV 23) AD CHART 2-29(16 NOV 23) / 2-30(16 NOV 23)

END

ENR 3.6 EN-ROUTE HOLDING

Except when aircraft are in emergency, all en-route holding patterns may only be used after prior permission from Daegu/Incheon ACC.

HLDG ID FIX/WPT Coordinates	INBD TR (MAG)	Direction of PTN	MAX IAS (kt)	MNM-MAX HLDG LVL	Time (MIN)	Controlling Unit and Frequency
1	2	3	4	5	6	7
BEPKO 333910N 1265514E (R 050 CJU/D22)	236	L	280	FL 180 - FL 260	1.5	Incheon ACC 124.525(132.425) MHz, 255.40(233.50, 348.10) MHz
SAKTI 365100N 1274600E (R 138 SEL/D53)	318	L	280	FL 180 - FL 200	1.5	Daegu ACC 125.375(125.775, 124.575) MHz 234.15(317.35, 335.50) MHz
OROGA¹⁾ 364456N 1272718E (R 144 SOT/D29)	324	R	280	FL 210 - FL 250	1.5	Daegu ACC 125.375(125.775, 124.575) MHz 234.15(317.35, 335.50) MHz
BIGOB¹⁾ 364325N 1280952E (R 133 SEL/D72)	313	R	280 0.83 MACH	FL 210 - FL 340 FL 350 - FL 360	1.5	Daegu ACC 125.375(125.775, 124.575) MHz 234.15(317.35, 335.50) MHz
ATASO 355344N 1265657E (RNAV HOLD)	013	R	280	FL 230 - FL 260	1.5	Incheon ACC (at or below FL 255) 126.175(134.375) MHz, 317.85(335.55) MHz (above FL 255) 132.15(123.55) MHz, 263.15(272.60) MHz
NONOS 364046N 1242453E (RNAV HOLD)	008	R	280	FL 200 - FL 310	1.5	Daegu ACC (at or below FL 295) 128.70(118.925) MHz, 270.50(263.60) MHz (above FL 295) 132.80(120.525) MHz, 290.60(335.45) MHz
CJU 332305N 1263727E (RNAV HOLD)	027	R	280 0.83 MACH	FL 270 - FL 340 FL 350	1.5	Incheon ACC 124.525(132.425) MHz, 255.40(233.50, 348.10) MHz
SAMUL 350736N 1265154E (RNAV HOLD)	013	R	280 0.83 MACH	FL 270 - FL 340 FL 350	1.5	Incheon ACC (at or below FL 255) 120.725(128.30) MHz, 263.90(272.75) MHz (above FL 255) 123.725(124.50) MHz, 239.25(275.40) MHz

1) FL 210 ~ FL 250 Shall not be used at the same time at BIGOB and OROGA.

Change : Information of radial, INBD TR, HLDG LVL, FREQ for en-route holding and Withdrawal of common FREQ.

INTENTIONALLY

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3.18 RKPD

Name-code designator [pronunciation]					Coordinates	ATS route or other route	Remarks
1					2	3	4
△	BIGTU	5LNC	[bigtu]	[빅투]	330930N 1264246E	IAP	RKPD
△	EGOMI	5LNC	[egomi:]	[에고미]	331225N 1263241E	SID, IAP	RKPD
△	GAEBI	5LNC	[gaebi:]	[개비]	332726N 1263755E	STAR	RKPD
△	GAPHA	5LNC	[gapa]	[가파]	330933N 1264139E	IAP	RKPD
△	GONEE	5LNC	[goni:]	[고니]	332638N 1265141E	SID	RKPD
◇	MUPAS	5LNC	[mupas]	[무파스]	331049N 1263052E	IAP	RKPD
△	SUPUL	5LNC	[supul]	[수풀]	332547N 1265544E	SID	RKPD
△◇	TENUL	5LNC	[tenul]	[테눌]	331402N 1265509E	IAP, STAR	RKPD
△	TODAL	5LNC	[todal]	[토달]	332928N 1264554E	STAR	RKPD
◇	PD501	5ANNC	-	-	331356N 1264245E	IAP	RKPD
◇	PD502	5ANNC	-	-	331806N 1264243E	IAP	RKPD
◇	PD515	5ANNC	-	-	332532N 1264241E	IAP	RKPD
◇	PD516	5ANNC	-	-	332255N 1265038E	IAP	RKPD
◇	PD701	5ANNC	-	-	332255N 1265213E	STAR	RKPD
◇	PD702	5ANNC	-	-	331931N 1265850E	STAR	RKPD
◇	PD703	5ANNC	-	-	334024N 1271731E	STAR	RKPD
◇	PD704	5ANNC	-	-	333408N 1271639E	STAR	RKPD
◇	PD705	5ANNC	-	-	332513N 1271526E	STAR	RKPD
◇	PD706	5ANNC	-	-	331615N 1270646E	STAR	RKPD
◇	PD801	5ANNC	-	-	332619N 1264241E	SID	RKPD
◇	PD802	5ANNC	-	-	332459N 1265018E	SID	RKPD
◇	PD803	5ANNC	-	-	332025N 1265254E	SID	RKPD
◇	PD804	5ANNC	-	-	331637N 1264701E	SID	RKPD
◇	PD805	5ANNC	-	-	332009N 1265133E	SID	RKPD
◇	PD806	5ANNC	-	-	332216N 1270236E	SID	RKPD
◇	PD807	5ANNC	-	-	333822N 1271355E	SID	RKPD
◇	PD808	5ANNC	-	-	331858N 1264243E	SID	RKPD
◇	PD811	5ANNC	-	-	331436N 1264245E	SID	RKPD
◇	PD812	5ANNC	-	-	331205N 1263617E	SID	RKPD
◇	PD813	5ANNC	-	-	331504N 1263113E	SID	RKPD
◇	PD814	5ANNC	-	-	332016N 1263145E	SID	RKPD

Change : Establishment of significant points for RKPD.

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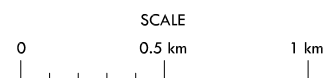
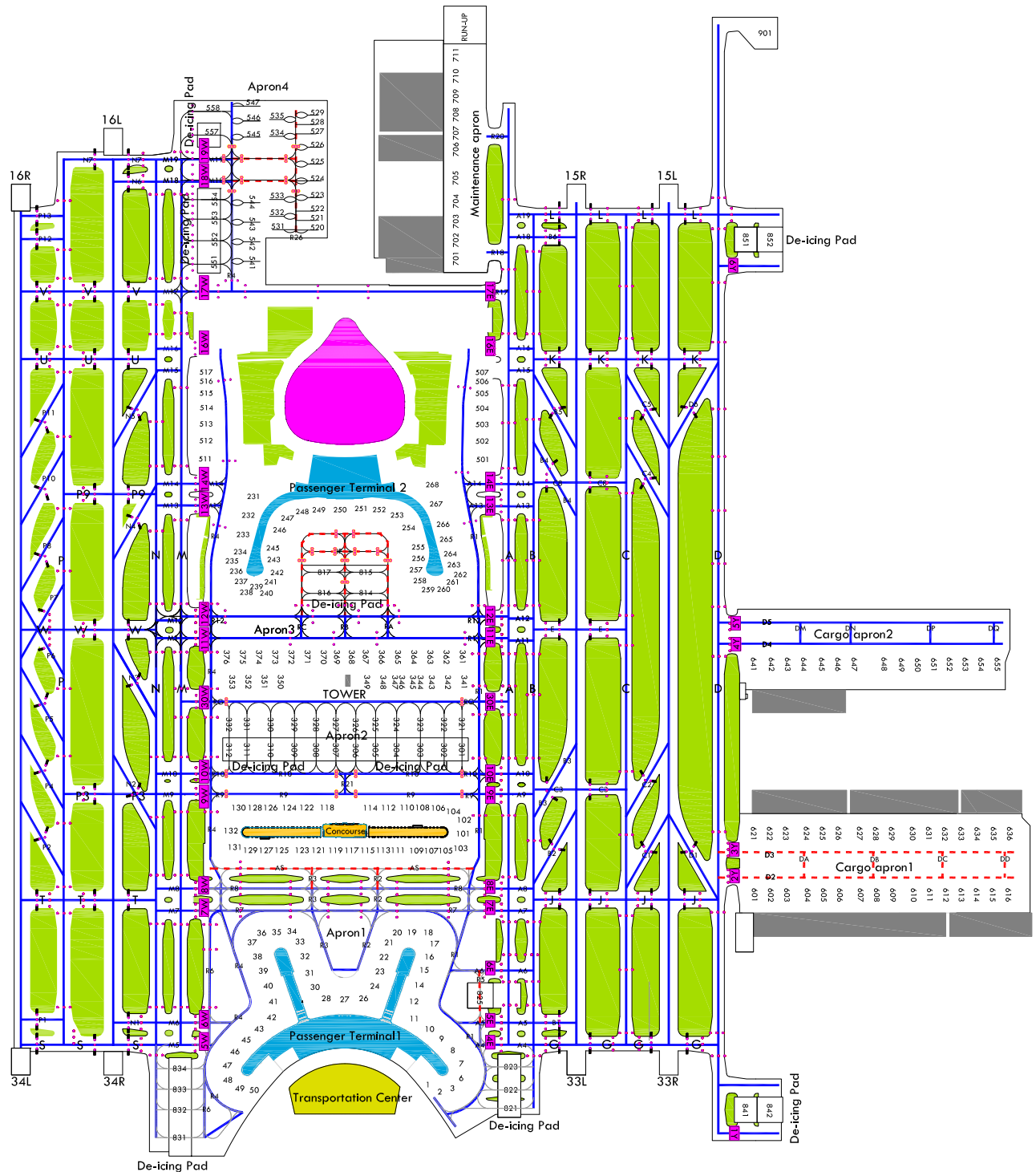
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ICAO Code F Aircraft Taxiing Route

LEGEND

- All Aircraft available except A380
- All Aircraft available



Change : Information of central deicing zone(ACFT stands NR. 301, 306~309 and 312).

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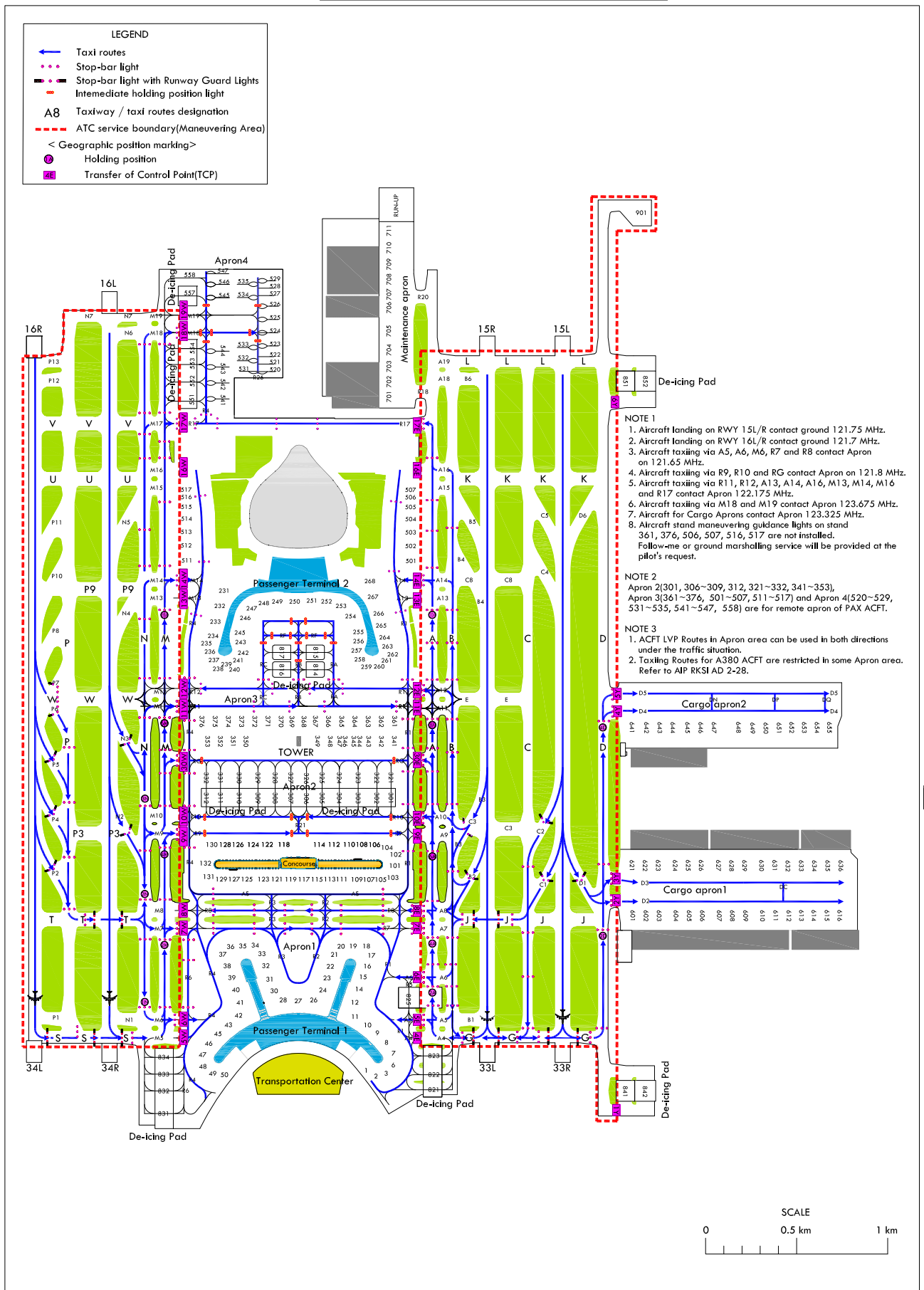
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LOW
VISIBILITY
PROCEDURE

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



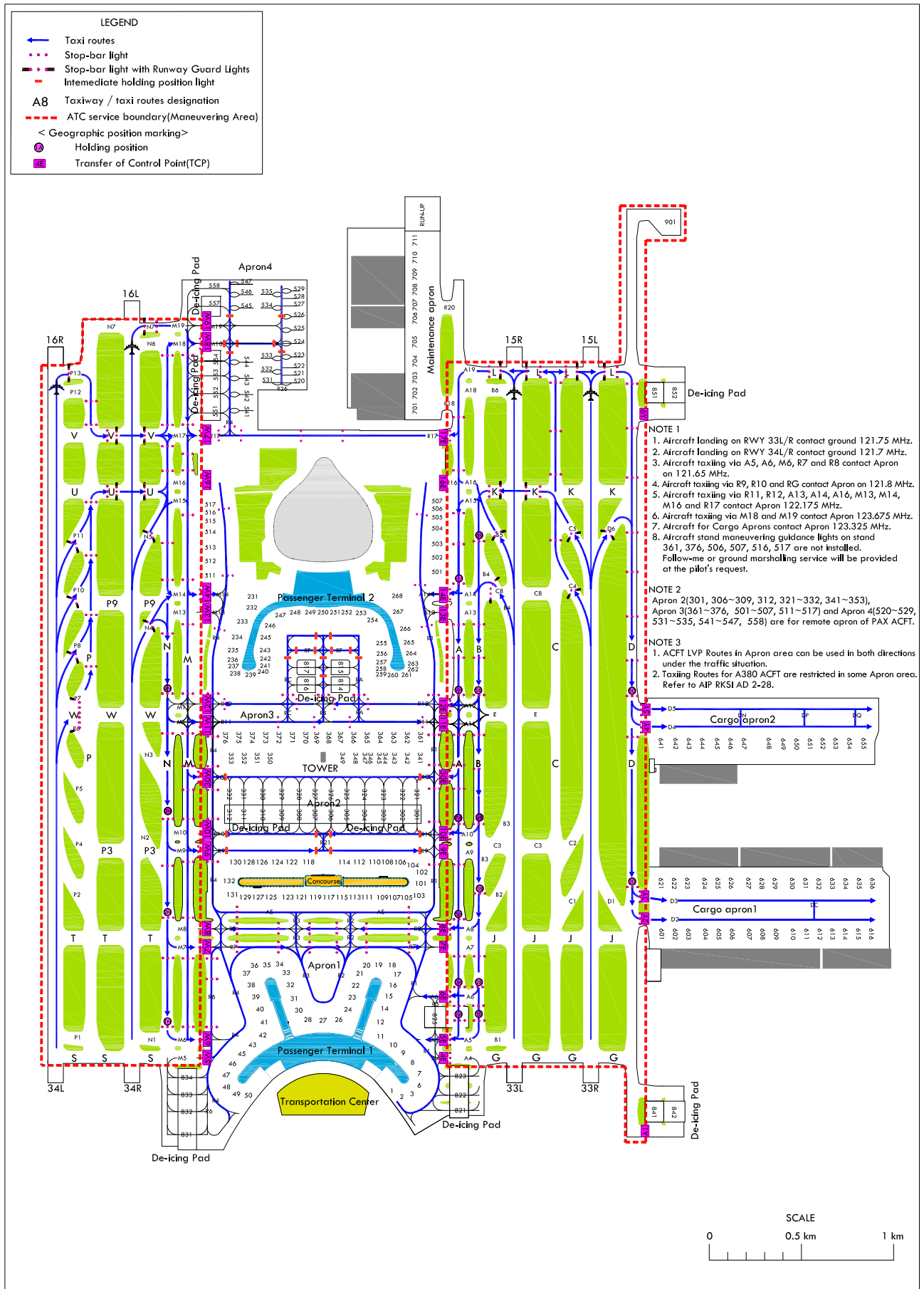
Change : Information of central deicing zone(ACFT stands NR. 301, 306~309 and 312).

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

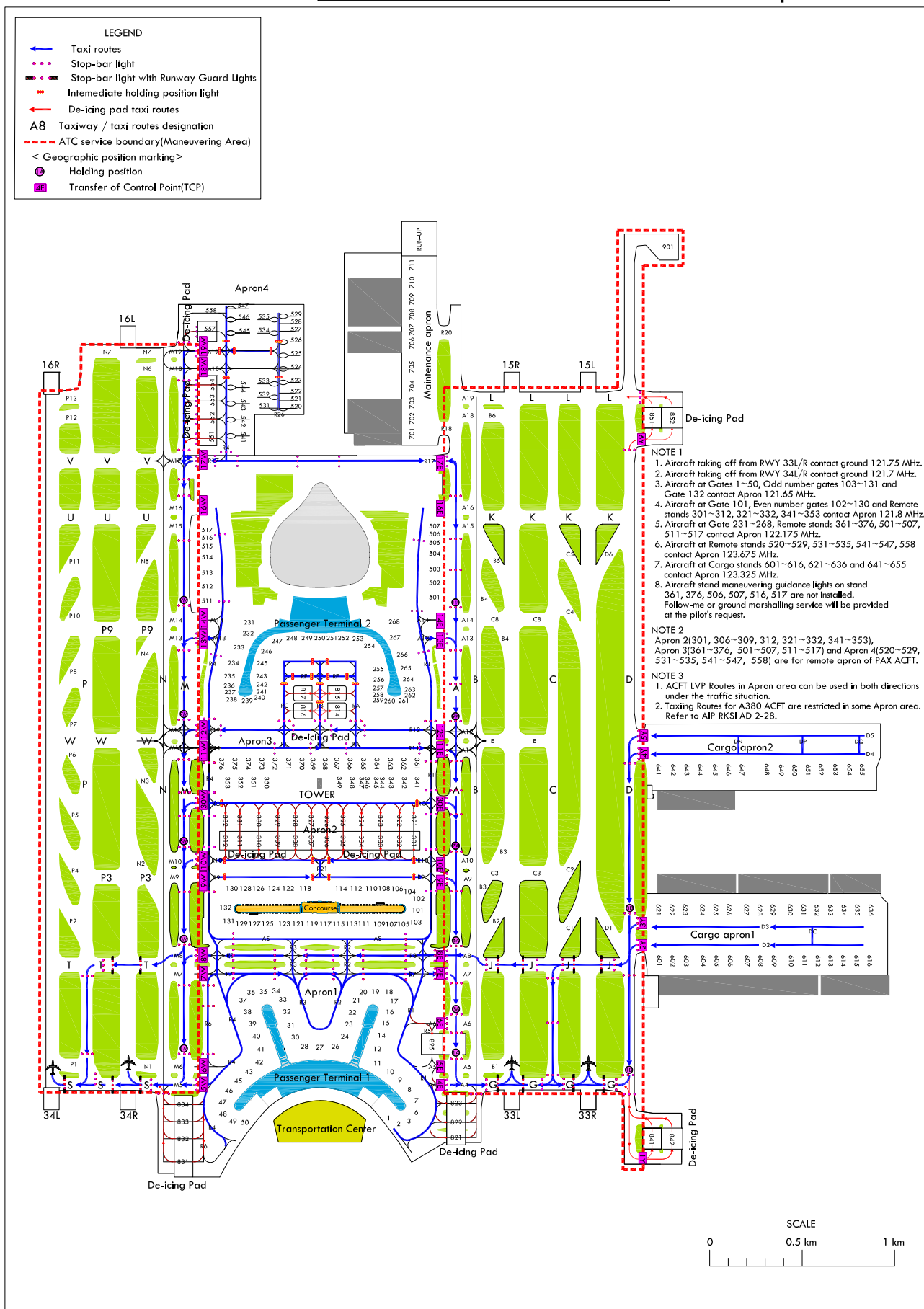


Change : Information of central deicing zone(ACFT stands NR. 301, 306~309 and 312).

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**



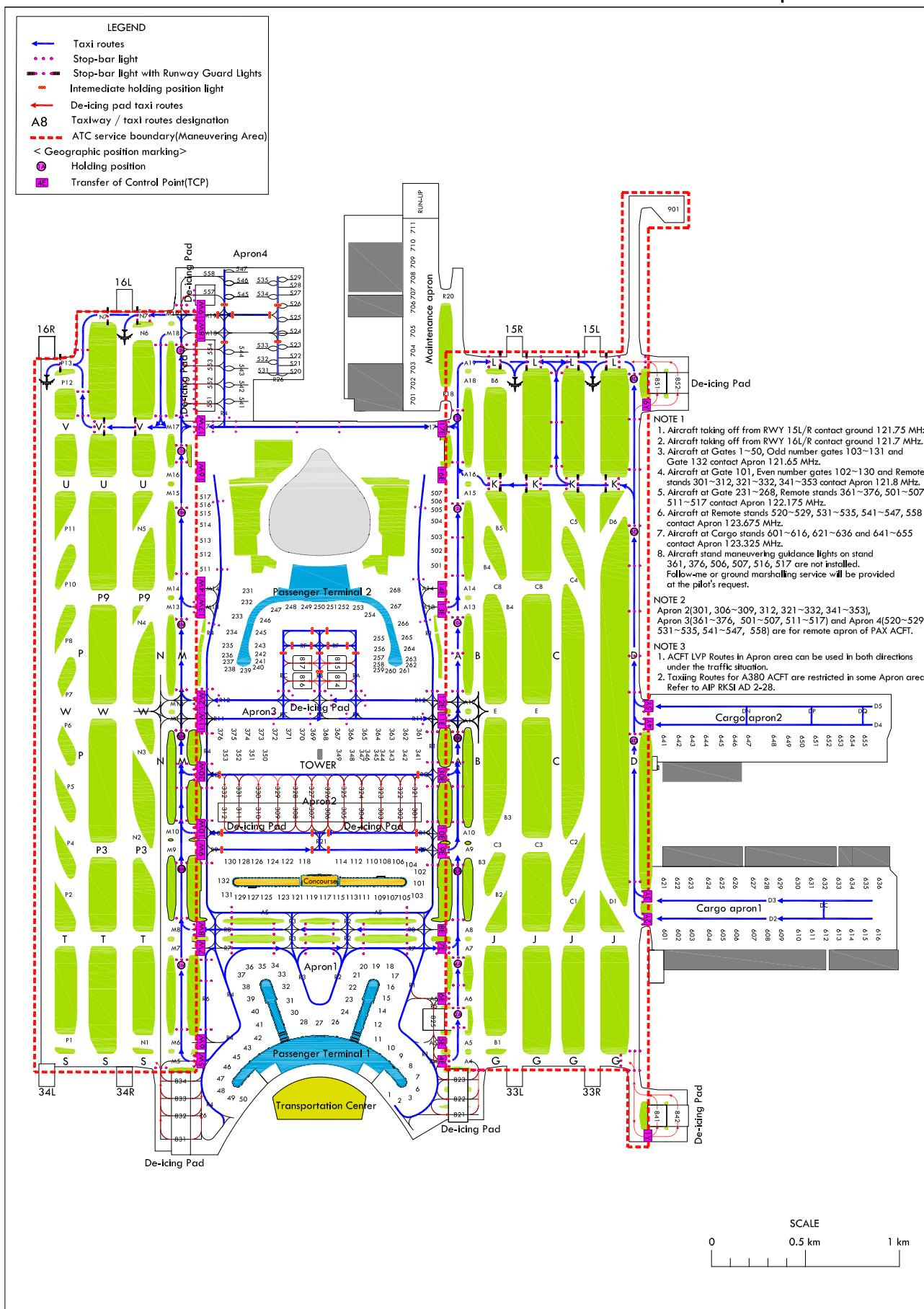
Change : Information of central deicing zone(ACFT stands NR. 301, 306~309, 312) and de-icing pad taxi routes.

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

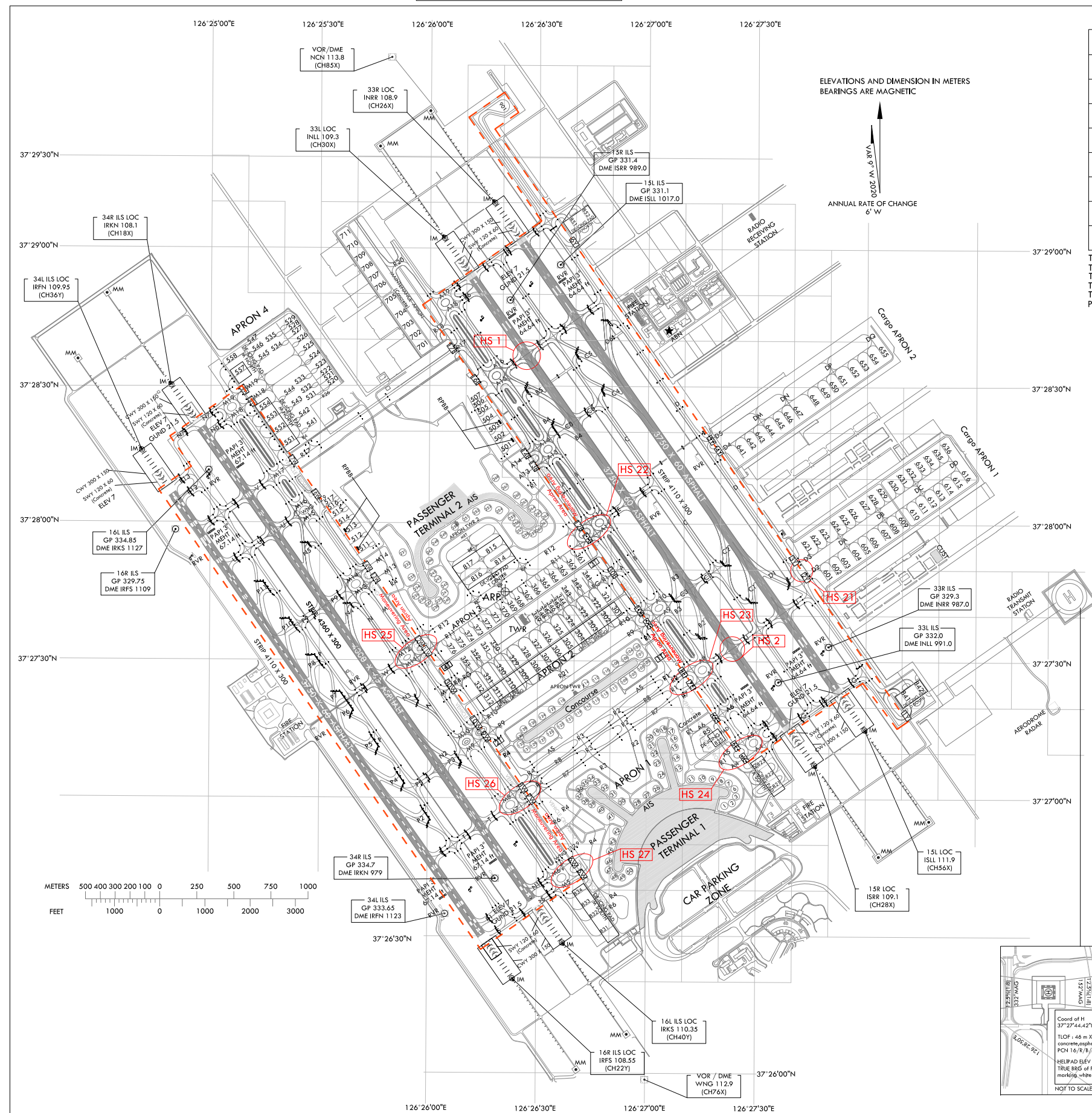


Change : Information of central deicing zone(ACFT stands NR. 301, 306~309, 312) and de-icing pad taxi routes.

37°27'45"N
126°26'21"E

ELEV **7** m











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

SEOUL / Incheon Intl

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

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

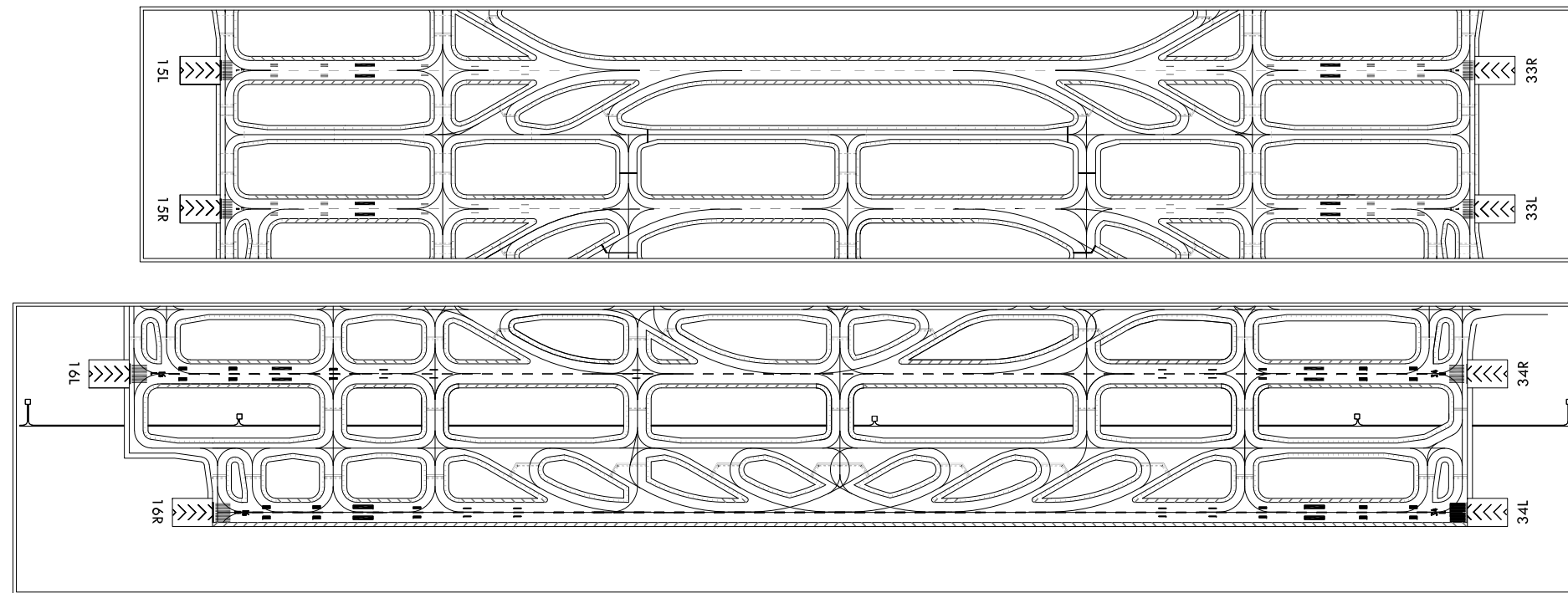
HS 1	AIRCRAFT TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33L WITHOUT ATC AUTHORIZATION.
HS 2	AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R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

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

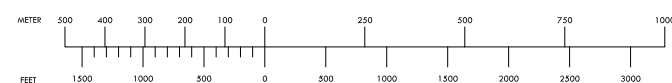
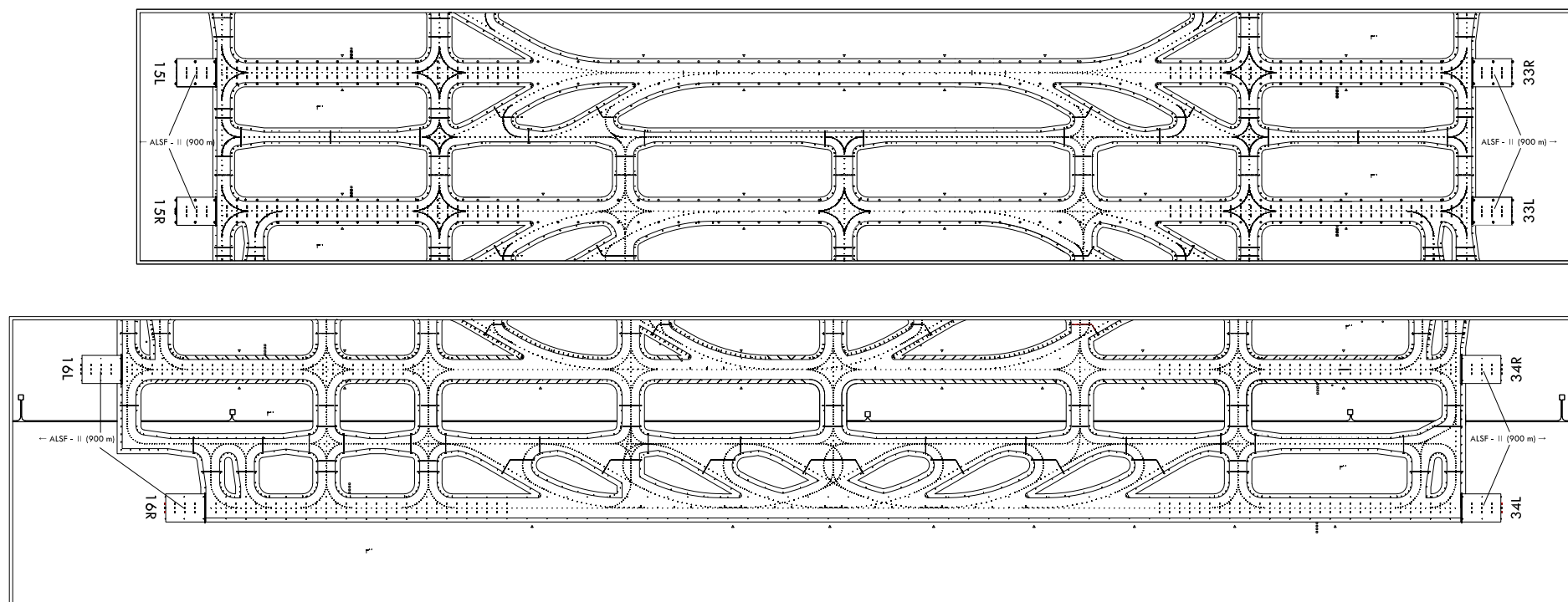
Note
Aircraft shall not taxi into maneuvering area without clearance from Incheon Tower or Ground.

Change : Information of central deicing zone(ACFT stands NR. 301, 306~309 and 312).

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

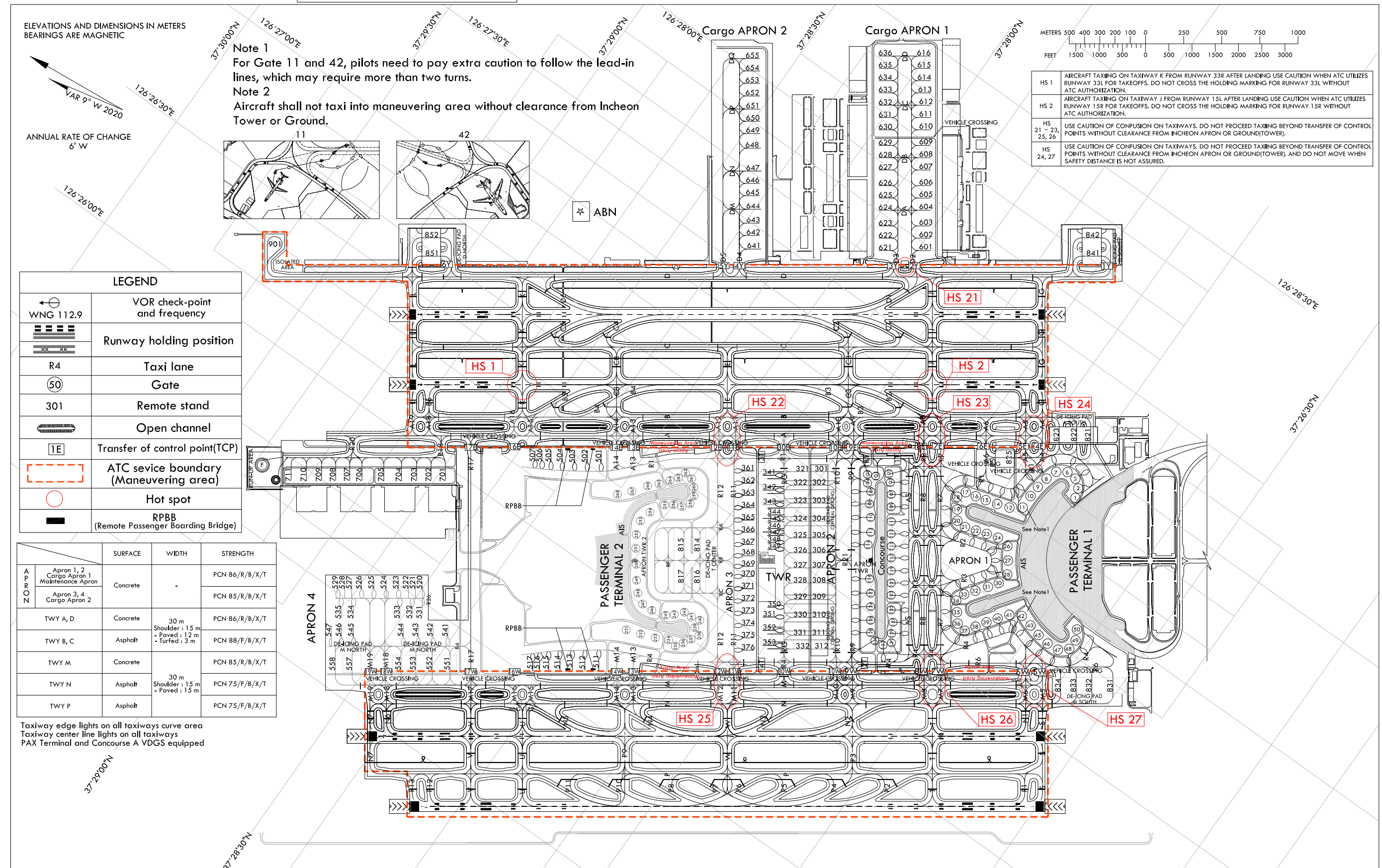


LIGHTING AIDS RWY 15R/33L, 15L/33R, 16L/34R, 16R/34L AND EXIT TWY



APRON ELEV **6** m

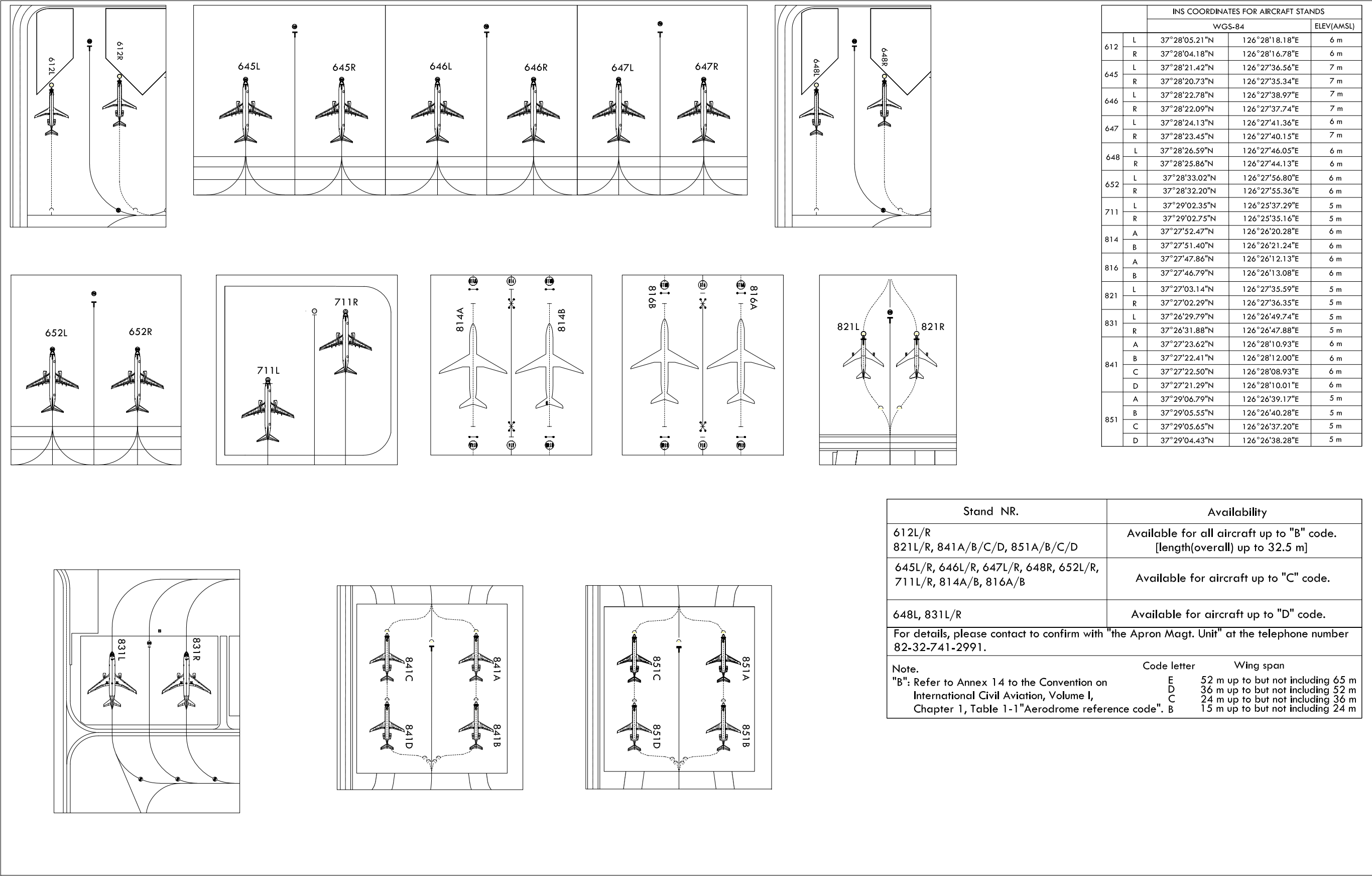
TWR	118.2(E)	118.8(W)	
GND	121.75(E)	121.7(W)	
APRON	121.65	122.175	123.675
	121.8	123.325	



Change : Information of central deicing zone(ACFT stands NR. 301, 306~309 and 312).

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					
	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	236	37°27'41.63"N	126°25'59.34"E	5 m	C	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	237	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	238	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	239	37°27'42.57"N	126°26'03.75"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	240	37°27'43.84"N	126°26'03.91"E	5 m	C	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	241	37°27'45.11"N	126°26'04.57"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	242	37°27'46.48"N	126°26'03.41"E	6 m	C, D, E	531	37°28'26.95"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	243	37°27'48.32"N	126°26'02.55"E	6 m	C	532	37°28'28.24"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	245	37°27'48.94"N	126°26'00.76"E	6 m	C	533	37°28'30.16"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	246	37°27'51.45"N	126°26'25.92"E	6 m	C, D, E	534	37°28'37.38"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	321	37°27'42.95"N	126°26'48.77"E	5 m	A ~ C	247	37°27'55.00"N	126°26'59.73"E	6 m	C, D, E	535	37°28'39.29"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	322	37°27'41.39"N	126°26'46.17"E	5 m	A ~ F	248	37°27'57.26"N	126°26'02.24"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	323	37°27'39.40"N	126°26'42.64"E	5 m	A ~ F	249	37°27'58.75"N	126°26'04.92"E	6 m	C, D, E	542	37°28'24.17"N	126°25'27.00"E	5 m	A ~ F	701	37°28'38.17"N	126°25'56.92"E	5 m	A ~ F
21	37°27'11.65"N	126°27'01.52"E	5 m	D, E	324	37°27'37.40"N	126°26'39.11"E	5 m	A ~ F	250	37°27'59.11"N	126°26'07.52"E	6 m	C	543	37°28'26.48"N	126°25'24.94"E	5 m	A ~ F	702	37°28'40.54"N	126°25'55.13"E	5 m	A ~ E
22	37°27'10.19"N	126°27'02.56"E	5 m	C, D, E	325	37°27'35.57"N	126°26'35.87"E	5 m	A ~ E	251	37°28'01.48"N	126°26'09.77"E	6 m	C, D, E	544	37°28'28.80"N	126°25'22.88"E	5 m	A ~ F	703	37°28'42.79"N	126°25'53.13"E	5 m	A ~ E
23	37°27'07.88"N	126°27'03.21"E	5 m	C, D, E	326	37°27'33.91"N	126°26'32.92"E	5 m	A ~ E	252	37°28'03.02"N	126°26'12.43"E	6 m	C, D, E	545	37°28'36.59"N	126°25'15.99"E	5 m	A ~ E	704	37°28'45.07"N	126°25'50.82"E	5 m	A ~ F
24	37°27'05.55"N	126°27'04.60"E	5 m	C, D, E	327	37°27'32.24"N	126°26'29.98"E	5 m	A ~ E	253	37°28'04.15"N	126°26'15.83"E	6 m	C, D, E	546	37°28'38.51"N	126°25'14.28"E	5 m	A ~ E	705	37°28'47.82"N	126°25'48.37"E	5 m	A ~ F
26	37°27'01.98"N	126°27'02.98"E	5 m	D, E	328	37°27'30.58"N	126°26'27.03"E	5 m	A ~ E	254	37°28'03.39"N	126°26'20.27"E	6 m	C, D, E	547	37°28'39.96"N	126°25'12.77"E	5 m	A ~ C	706	37°28'51.33"N	126°25'45.53"E	5 m	A ~ E
27	37°27'00.61"N	126°27'00.33"E	5 m	C, D, E	329	37°27'28.73"N	126°26'23.80"E	5 m	A ~ F	255	37°27'56.59"N	126°26'27.91"E	5 m	C	548	37°28'41.44"N	126°25'23.81"E	5 m	A ~ C	707	37°28'53.25"N	126°25'43.82"E	5 m	A ~ E
28	37°26'58.98"N	126°26'57.90"E	5 m	C, D, E	330	37°27'26.73"N	126°26'20.27"E	5 m	A ~ F	256	37°27'57.32"N	126°26'26.21"E	6 m	C, D, E	549	37°28'42.51"N	126°25'22.86"E	5 m	A ~ C	708	37°28'55.44"N	126°25'41.87"E	5 m	A ~ E
30	37°26'59.02"N	126°26'52.99"E	5 m	C, D, E	331	37°27'24.76"N	126°26'16.74"E	5 m	A ~ F	257	37°27'56.59"N	126°26'27.91"E	5 m	C	550	37°28'43.71"N	126°25'22.14"E	5 m	A ~ C	709	37°28'57.64"N	126°25'39.91"E	5 m	A ~ F
31	37°27'00.76"N	126°26'50.75"E	5 m	C, D, E	332	37°27'23.31"N	126°26'14.03"E	5 m	A ~ C	258	37°27'57.47"N	126°26'28.63"E	5 m	C	551	37°28'44.35"N	126°26'29.73"E	5 m	A ~ E	710	37°28'59.91"N	126°25'37.61"E	5 m	A ~ F
32	37°27'02.09"N	126°26'48.30"E	5 m	C, D, E	341	37°27'49.32"N	126°26'42.05"E	5 m	A ~ F	259	37°27'58.31"N	126°26'30.31"E	5 m	C	552	37°28'45.11"N	126°26'04.57"E	6 m	C, D, E	711	37°29'02.32"N	126°25'35.53"E	5 m	A ~ E
33	37°27'03.49"N	126°26'46.48"E	5 m	C, D, E	342	37°27'47.68"N	126°26'39.15"E	5 m	A ~ F	260	37°27'59.23"N	126°26'31.37"E	5 m	C										
34	37°27'04.47"N	126°26'44.84"E	5 m	C, D	343	37°27'46.07"N	126°26'36.30"E	5 m	A ~ E	261	37°28'00.14"N	126°26'30.66"E	6 m	C										
35	37°27'03.10"N	126°26'43.40"E	5 m	C, D, E	344	37°27'44																		

Multiple use stands operation

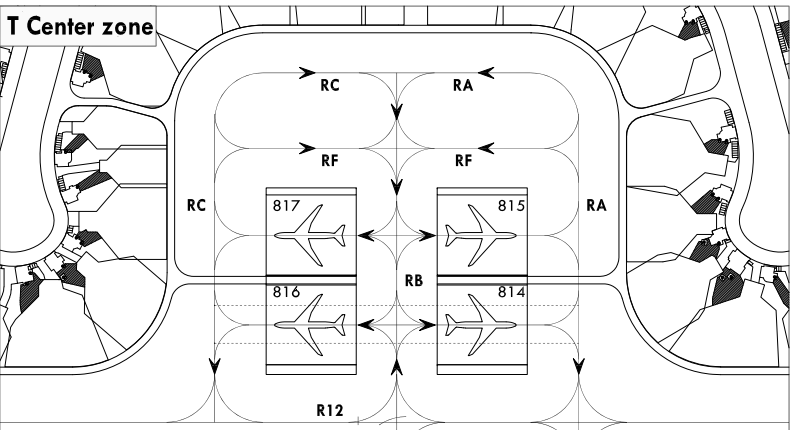
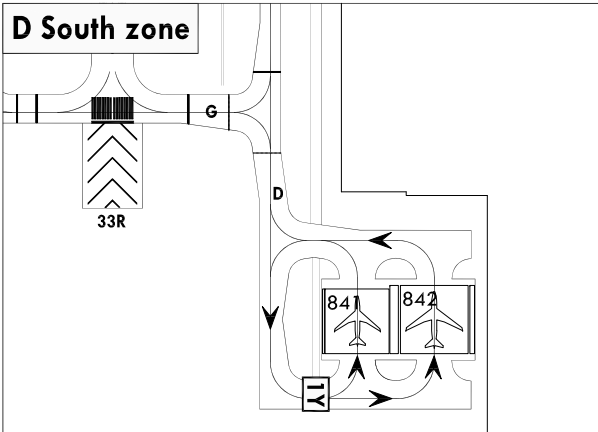
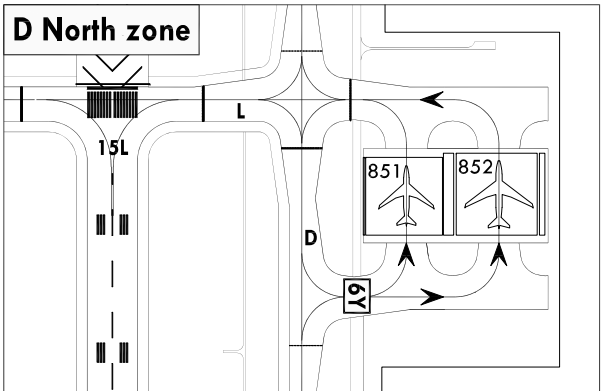
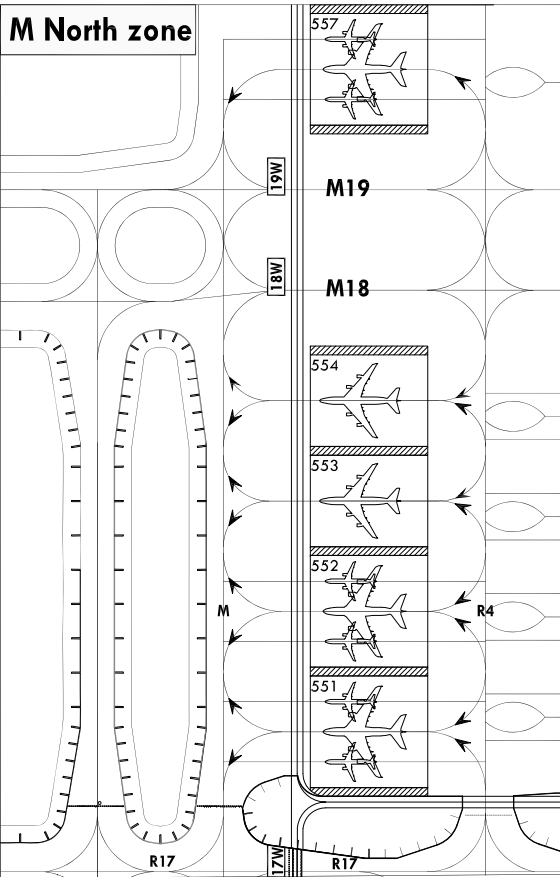
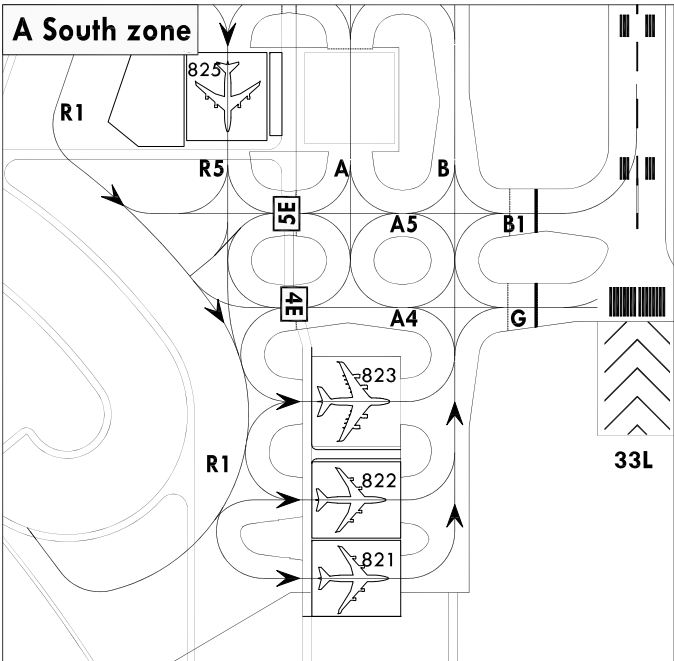


INS COORDINATES FOR AIRCRAFT STANDS				
WGS-84				ELEV(AMSL)
612	L	37°28'05.21"N	126°28'18.18"E	6 m
	R	37°28'04.18"N	126°28'16.78"E	6 m
645	L	37°28'21.42"N	126°27'36.56"E	7 m
	R	37°28'20.73"N	126°27'35.34"E	7 m
646	L	37°28'22.78"N	126°27'38.97"E	7 m
	R	37°28'22.09"N	126°27'37.74"E	7 m
647	L	37°28'24.13"N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

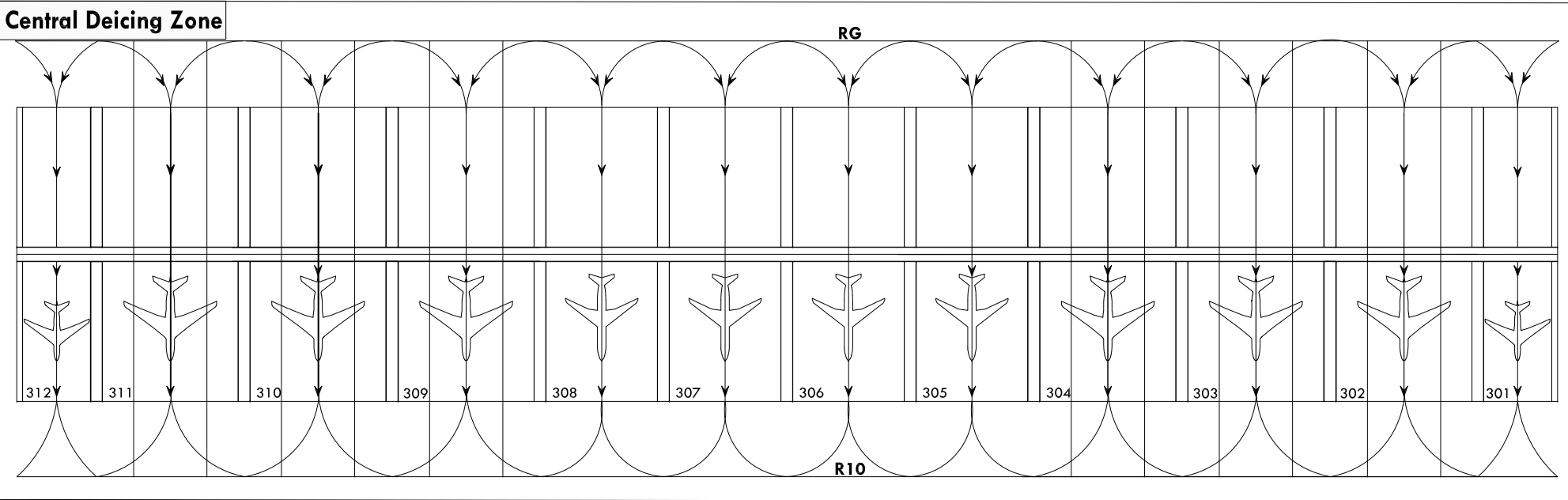
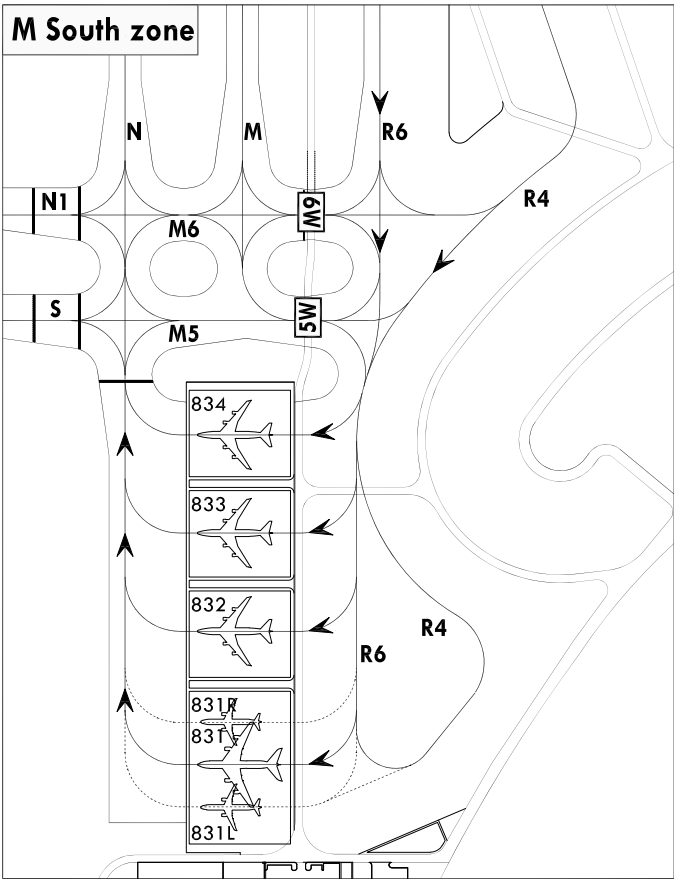
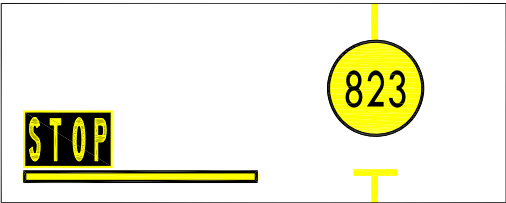
Stand NR.	Availability										
612L/R 821L/R, 841A/B/C/D, 851A/B/C/D	Available for all aircraft up to "B" code. [length(overall) up to 32.5 m]										
645L/R, 646L/R, 647L/R, 648R, 652L/R, 711L/R, 814A/B, 816A/B	Available for aircraft up to "C" code.										
648L, 831L/R	Available for aircraft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

Deicing zones operation

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















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



Change : Information of central deicing zone.

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
 $\delta' W$

LEGEND	
 WNG 112.9	VOR check-point and frequency
	Stop-bar light
	Holding position
R4	Taxi lane
	Gate
301	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	PCN 86/R/B/X/T
TWY B, C		Asphalt	Shoulder : 15 m - Paved : 12 m - Turfed : 3 m	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

AERODROME GROUND
MOVEMENT CHART - ICAO

APRON ELEV 6 m

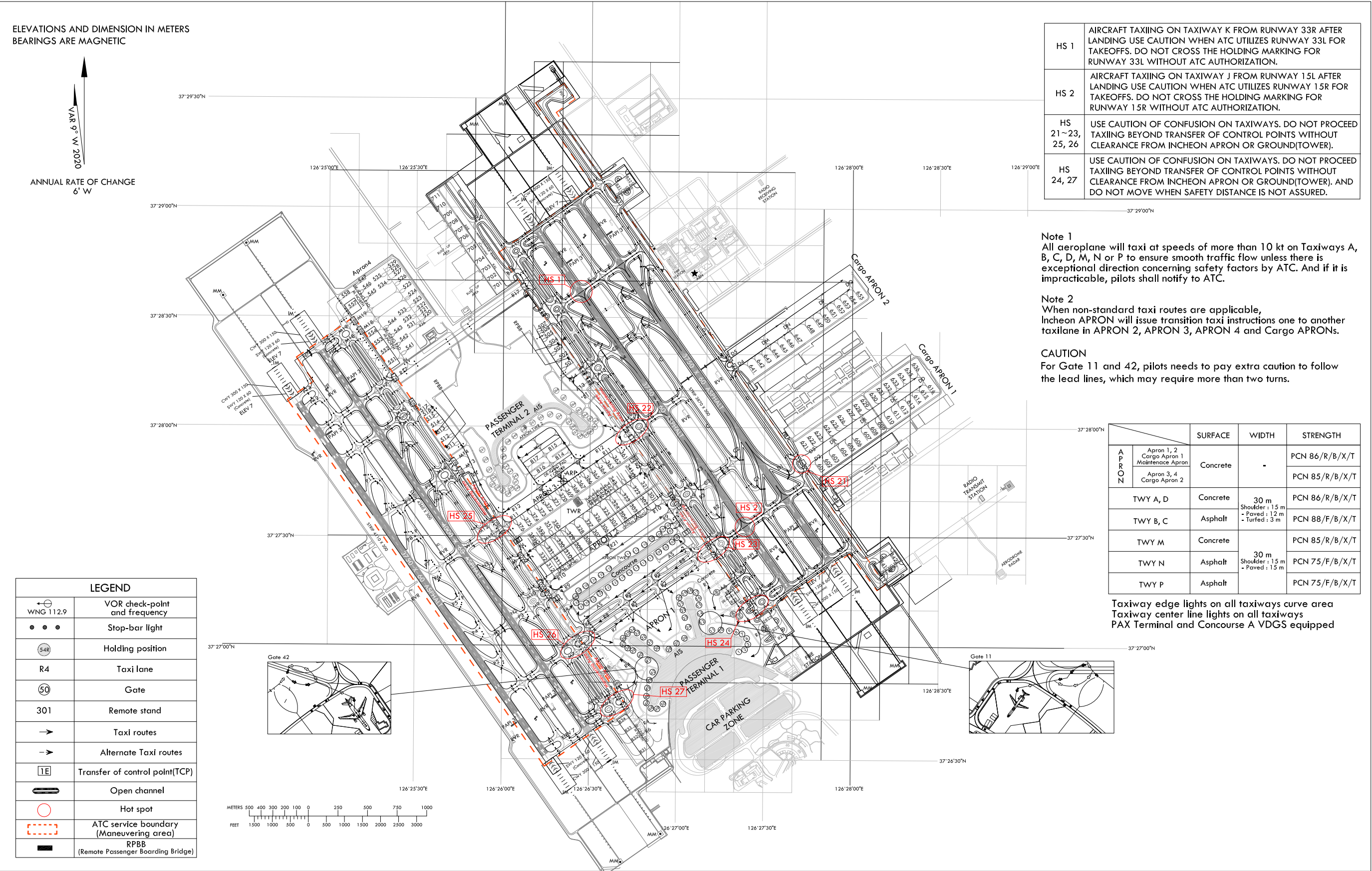
TWR	118.2(E)	118.8(W)
GND	121.75(E)	121.7(W)
APRON	121.65	122.175
	121.8	123.325

RKSI AD CHART 2-7
16 NOV 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

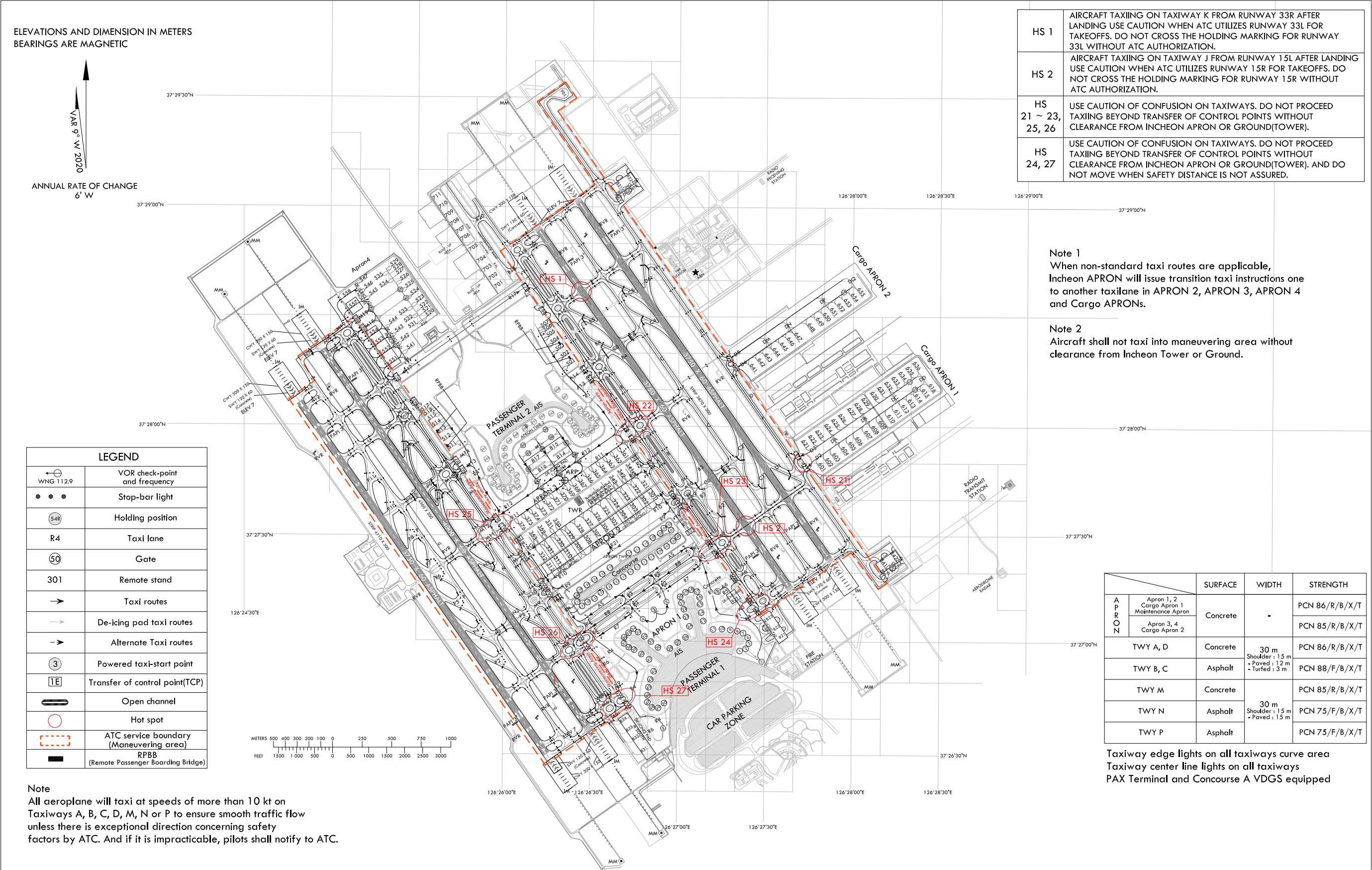
Change : Information of central deicing zone(ACFT stands NR. 301, 306~309 and 312).

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



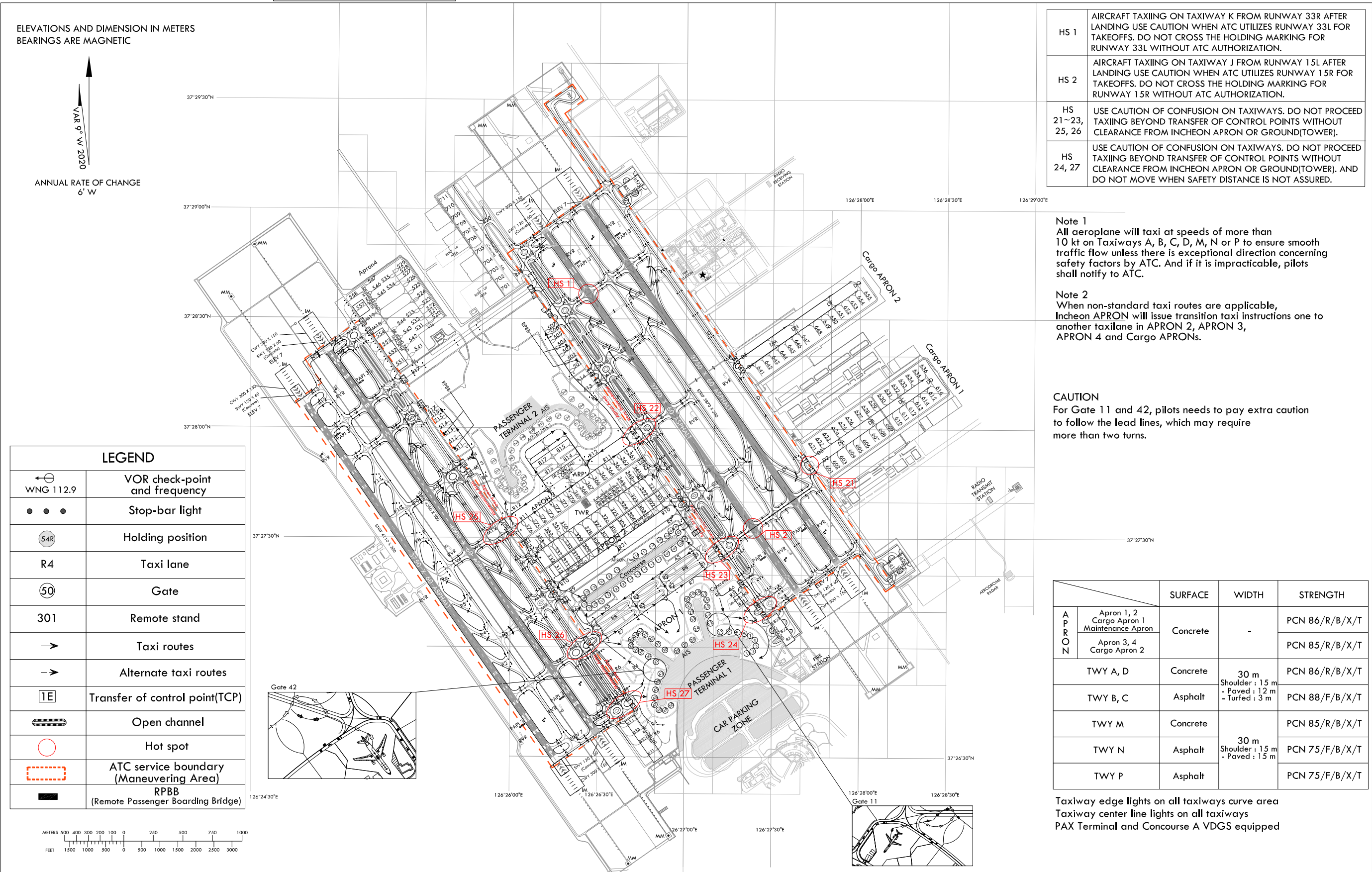
Change : Information of central deicing zone(ACFT stands NR. 301, 306~309 and 312).

AERODROME GROUND
MOVEMENT CHART - ICAO

APRON ELEV 6 m

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

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



RKSS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKSS - SEOUL / GIMPO International

RKSS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	373325N 1264751E 328° / 1 327 m from THR 32R
2	Direction and distance from city	275°, 16 km from Seoul City Hall
3	Elevation/Reference temperature	18 m / 30.8 °C
4	Geoid undulation at the AD ELEV PSN	23 m
5	MAG VAR/Annual change	9° W (2020) / 0.093° increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	Korea Airports Corporation(Gimpo International Airport) 76, Haneul-gil, Gangseo-gu, Seoul, 07505, Republic of Korea TEL : +82-2-2660-4218, 2566~7 Telefax : +82-2-2660-2842, 2575 AFS : RKSSZPZX
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKSS AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2100-1400 UTC*
2	Customs and Immigration	HO
3	Health and Sanitation	HO
4	AIS Briefing Office	H24
5	ATS Reporting Office	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	H24
12	Remarks	* Take-off and landing is restricted from 1400 UTC to 2100 UTC due to noise abatement, except the conditions described in RKSS AD 2.21 item 1.1 and 1.2.

RKSS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	All modern facilities
2	Fuel/oil types	Fuel : Aviation Turbin Fuel (Jet A-1) Aviation Gasolin (AV-gas 100LL) Oil : Turbo Oil 2 380/2 389, Jet Oil 254
3	Fuelling facilities/capacity	Jet A-1 available by hydrant refueling on passenger, remote, cargo apron, at rate of 1 000 gpm. 10 aircraft can be fueled simultaneously, total amount of storage is 35 771 000 L. No limitations at any time service available.
4	De-icing facilities	Available (Refer to Aircraft Parking / Docking Chart)
5	Hangar space for visiting aircraft	Business aircraft hangar : 4 for code letter "C" aircraft
6	Repair facilities for visiting aircraft	Major and minor repairs by arrangement
7	Remarks	NIL

RKSS AD 2.5 PASSENGER FACILITIES

1	Hotels	In Seoul city
2	Restaurants	At AD and in the city
3	Transportation	Buses, taxis, subway and rental cars from the AD
4	Medical facilities	a. Ambulance service available b. Hospitals near the AD within 18 km
5	Bank and Post Office	Available at AD
6	Tourist Office	Available at AD
7	Remarks	https://www.airport.co.kr/gimpo/

RKSS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	AD Category for fire fighting : CAT 10
2	Rescue equipment	a. 2 ARFF* vehicles : A capacity of 12 000 L water(each), 1 500 L AFFF**(each), Foam discharge rate 6 000 L/min (each), with dry chemical powder 250 kg(each) b. 1 ARFF* vehicle : 15 000 L water, 2 200 L AFFF**, Foam discharge rate 6 000 L/min, with dry chemical powder 250 kg c. 1 ARFF* vehicle : 11 000 L water, 1 400 L AFFF**, Foam discharge rate 6 000 L/min, with dry chemical powder 250 kg d. 1 Supplementary water tank truck : capacity 12 000 L e. 1 Rescue vehicle f. 1 Ambulance g. 1 Commanding vehicle * ARFF (Aircraft Rescue and Fire Fighting) ** AFFF (Aqueous Film Forming Foam)
3	Capability for removal of disabled aircraft	a. Specialized aircraft recovery equipment available for up to B747-8 size aircraft. b. 1 & 3 pole recovery jacks, 470 ton mobile crane including other accessory equipment can be provided by airlines and agencies. c. Korea airports Corporation is the coordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (TEL : 82-2-2660-4217)
4	Remarks	Aviation Fire-Fighting training facility a. Location - 389-9 Sangya dong Gyeyang-gu Incheon - 400 m from the airport boundary close to the beginning tip of RWY 14R b. Plottage 8 947 m ² c. Two model aircraft for training

RKSS AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Type of clearing equipment	a. 5 Towed runway jet sweepers(working width : about 8.0 m) b. 7 Compact runway jet sweepers(working width : about 5.6 m) c. 2 Snow blowers(working width : about 2.5 m) d. 3 Dry material spreaders e. 1 Liquid material spreader
2	Clearance priorities	a. First 1) RWY 14R/32L and 14L/32R 2) Rapid exit taxiways(C1, E1, C2) 3) TWYs(P, A, B1, B2, E2, G1, G2) 4) Apron taxilanes(RD, R, P1, P2, P3, P4) 5) De-icing Pad b. Second 1) Rapid exit taxiways(C3, D2, D3) 2) TWYs(D1, F1, F2) 3) Apron Taxilanes(P5, N2, N3, S, W1, W2) 4) Aircraft stands
3	Remarks	Snow clearance information promulgated by SNOWTAM

Change : Withdrawal of taxilanes N4 and N5.

Type of aid, MAG VAR, Type of supported OPS	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
LOC 14L (9° W/2020) ILS CAT I (9° W/2020) GP 14L	ISEL	109.90 MHz	H24	373244.6N 1264834.7E		RWY 14L LOC unusable beyond 12 NM from GP-DME and beyond 10° Left side of the Course not flight check due to RK P518 Scheduled inspection time : Every 2nd THU(1400-1900 UTC) of the month
DME 14L	ISEL	997 MHz (CH 36X)	H24	373403.9N 1264648.2E	30 m	
IM 14L	-	333.8 MHz	H24	373403.8N 1264648.1E		
LOC 32R (9° W/2020) ILS CAT I (9° W/2020)	ISKP	110.70 MHz	H24	373421.9N 1264632.6E		
DME 32R	ISKP	1005 MHz (CH 44X)	H24	373421.7N 1264632.8E	30 m	RWY 32R LOC unusable beyond 10° Right side of the Course not flight check due to RK P73A/B Scheduled inspection time : Every 3rd THU(1400-1900 UTC) of the month
GP 32R	-	330.2 MHz	H24	373256.3N 1264812.9E		
IM 32R	-	75 MHz	H24	373256.4N 1264813.1E		
LOC 32L (9° W/2020) ILS CAT I (9° W/2020)	IKMO	108.30 MHz	H24	373244.5N 1264834.9E		
DME 32L	IKMO	981 MHz (CH 20X)	H24	373413.4N 1264622.6E	30 m	RWY 32L LOC unusable beyond 12° NE side of the course due to RK P73 Scheduled inspection time : Every 4th THU(1400-1900 UTC) of the month
GP 32L		334.1 MHz	H24	373257.2N 1264751.2E		
VOR/DME (Yangju) (9° W/2020)	YJU	114.90 MHz (CH 96X)	H24	373257.3N 1264751.2E		
VOR/DME unusable - RDL 081 clockwise RDL 100 beyond 20 NM not flight check due to RK P518 - RDL 125 clockwise RDL 155 beyond 30 NM due to RK R17 - RDL 155 clockwise RDL 220 not flight check due to RK P73A/73B - RDL 250 clockwise RDL 265 beyond 30 NM not flight check due to RK P518 - RDL 265 clockwise RDL 271 beyond 20 NM not flight check due to RK P518 - RDL 271 clockwise RDL 081 not flight check due to RK P518						
Scheduled Inspection Time ASDE : Every 3rd TUE(0100-0800 UTC) of the month when visibility is at or above 5 km(VMC). RADAR (PSR, SSR) : Every 2nd, 4th WED (1400-1900 UTC) of the month. SEL(VORTAC) : Every 3rd TUE (1500-2000 UTC) of the month. Yangju(VOR/DME) : Every 2nd WED (1500-2000 UTC) of the month. ※ The information of VORTAC SEL see ENR 4.1 for details.						

RKSS AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulations
 - 1.1 All aircraft with 2 engines or more(except helicopter) shall fly IFR at Gimpo international Airport for departures and arrivals.
 - 1.2 Pilots are strongly required to monitor VHF 121.5 MHz when flying within SEOUL TMA.
 - 1.3 Pilot shall exercise extreme caution to avoid penetrating Prohibited Area (RK P518, RK P73, etc) and Special Use Airspace (ACMI, RK R17, etc), especially when flying north of R 280 KIP, R 100 SEL and east of the extended centerline of runway 14/32.
 - 1.4 Pilots should always make sure that microphones are not stuck in the transmitting position before transmission in order to prevent frequency blockage (stuck mike) from impairing ATC.
 - 1.5 Special Regulations for Use of the Gimpo Airport (RKSS)

Aircraft on international flight may be permitted to use the Gimpo Airport (RKSS) under the following conditions;

1. Aircraft

- a. Private aircraft which is owned by an enterprise or a person, except the following aircraft;
 - 1) Public charter which is not scheduled,
 - 2) Inclusive tour charter,
 - 3) Aircraft having a seating capacity of more than 50 passengers
 - 4) Aircraft having a maximum payload capacity of 2 721 kg (6 000 lbs) or more,
 - 5) Aircraft carrying commercial goods (including free-of-charge carriage), or
 - 6) State aircraft which is not owned by an enterprise or a person.
- b. Ferry-flight of an aircraft which is Korean-registered and internationally operating for the purpose of import, maintenance or charter flight support.

2. Restriction

The use of the Gimpo Airport may not be permitted when required for certain reasons, including the shortage of airport capacity, safety or security.

3. Permitted Hours : 2100-1400 UTC, daily
(In other hours, the Incheon International Airport or the other airports should be used.)

1.6 Landing Procedure

1. Landing to RWY(14R/32L)

- a. Recommendation for increase RWY(14R/32L) operation capacity, except for wet or contaminated : recommend to use Rapid Exit Taxiways and fully vacate within 60 seconds after touchdown.
- b. If possible, maintain speed at or above 30 kt IAS until reaching Rapid Exit Taxiway "C1" or "E1".

RWY	RET	Taxi Procedure	Distance from Threshold
14R	C1	After landing, vacate via C1 then hold short of RWY 14L. Remain on the TWR frequency.	6 397 ft/1 950 m
32L	E1	After landing, vacate via E1 then hold short of RWY 32R. Remain on the TWR frequency.	6 512 ft/1 985 m

* Note : The Exit of "D1" will be available by pilot's discretion.

2. Landing to RWY(14L/32R)

Unless otherwise cleared by ATC, aircrafts are advised to vacate RWY as follow;

RWY	RET	Taxi Procedure
32R	D3	After landing, vacate via D3.
14L	C2	After landing, vacate via C2.

* If unable to follow the above RWY vacating routes, pilots should notify it to ATC.

1.7 Taxiway Classification

Taxiway	B1, B2, D1, D2, D3, G1, G2, P	Up to code letter "F" available ※ Refer to RKSS AD 2-22
	A, C1, C2, C3, E1, E2, F1, F2	Up to code letter "E" available
	W1, W2	Up to code letter "B" available
Holding bay	G2	Up to code letter "E" available
Taxilane	P1	Up to code letter "F" available
	N1, N2, N3, P2, P3, P4, P5, P6, R, RD	Up to code letter "E" available
	T, S	Up to code letter "B" available

* NOTE :

- 1) When ACFT holding within G2 holding bay, code F ACFT is not available on adjacent parallel TWY G2.
- 2) No TCLL installed on G2 holding bay.

1.8 Load Limitations

Runway	14R/32L, 14L/32R	None
Taxiway	B1, B2, C1, C2, C3, D1, D2, D3, E1, E2, F1, F2, G1, W1, W2	None
	A, G2, P	B787-900 (Up to 240 413 kg)
Taxilane	P1, P2, P3, P4, P5, P6, N1, N2, N3, R, RD	B787-900 (Up to 240 413 kg)
Apron	East, Central	None
	North	B787-900 (Up to 240 413 kg)

1.9 Parking Stands Confirmation Procedure

All general aviation aircraft (fixed & rotary wing) operator who plans to fly to Gimpo International Airport should contact with airport operator (airside operations team) at least 1 day before the flight (before filing flight plan), to confirm aircraft stand availability.
Contact : +82-2-2660-2566~7

Change : Withdrawal of taxilanes N4 and N5.

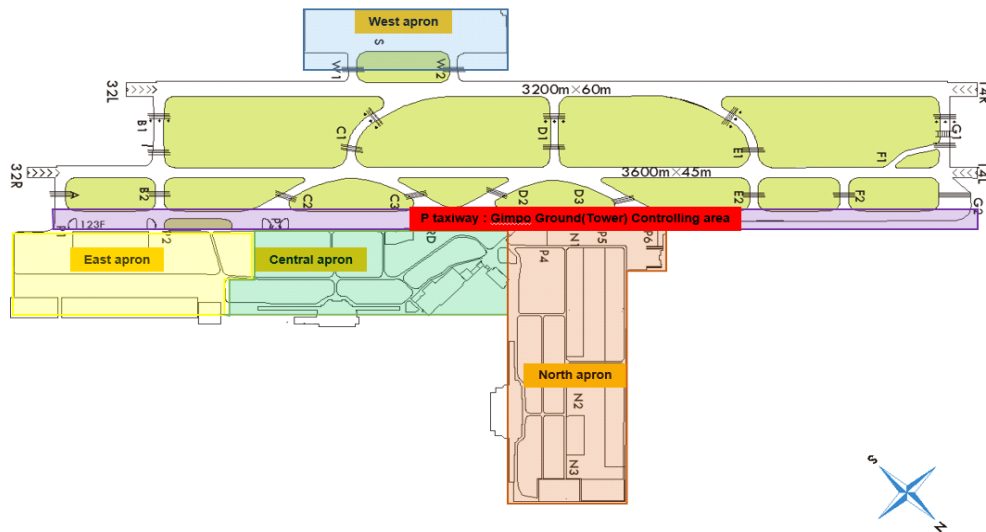
1.10 Flight limitations

1. All training flights are prohibited at Gimpo Airport, except for turbofan engine aircraft. The deliberate simulation of engine failure is not permitted whilst on approach to or departure from the airport.
터보팬 엔진 장착 항공기를 제외한 모든 훈련비행은 김포공항에서 금지된다. 김포공항으로 접근 또는 출발 시 엔진 failure와 같은 고의적인 모의 훈련은 허가되지 않는다.
2. The use of this airport by light sports aircraft, ultra-light vehicles(except ultra-light vehicles operating by KAC(Korea Airports Corporation) for air navigation aids inspection) and lighter than air is prohibited.
경량항공기, 초경량비행장치(항행 안전시설 점검을 위하여 한국공항공사가 운용하는 초경량비행장치는 제외) 및 기구의 사용은 김포공항에서 금지된다.

1.11 Apron control services

Gimpo Apron issues push-back or taxi instructions, approval, and/or necessary information to aircraft, vehicles and personnel within Apron areas(Central, East, North, West Apron) and de-icing pads.

1. Diagram of Central, East, North and West Apron



2. Ground Procedure

2.1 Airport Collaborative Decision Making

1. General

- a. A-CDM is a process that allows air traffic controllers, airport operators, aircraft operators(AO), ground handling agents(GHA), pilots and air traffic flow managers to exchange operational information and work together to efficiently manage operations at aerodrome.
- b. Definitions commonly used terms in A-CDM
 - 1) Target Off Block Time(TOBT) - The time that an AO or GHA estimates that an aircraft will be ready, all doors closed, boarding bridge removed, push-back vehicle available and ready to start up/push-back immediately upon reception of clearance from the ATC.
 - 2) Target Start up Approval Time(TSAT) - The time provided by ATC taking into account TOBT, Calculated Take off Time(CTOT) and/or the traffic situation that an aircraft can expect start-up/push-back approval.
- c. The operation of A-CDM at Gimpo airport will be phased due to ATC environment restrictions. TSAT will not be provided to all departure flights. The flights subject to Pre-Departure Sequencing are limited to ATFM regulated flights during first operational phase.

2. A-CDM Procedures

- a. Gimpo Airport A-CDM portal system will automatically calculate system TOBT for each departure flight taking into account the Estimated In-Block Time/Actual In-Block Time(EIBT/AIBT), Minimum Turnaround Time(MTTT) and Estimated Off Block Time(EOBT).
- b. AO or GHA can manually update the system generated TOBT from 90 minutes prior to EOBT.
- c. If the prediction of departure readiness (new TOBT) differs more than 5 minutes from the previous TOBT, AO or GHA shall update TOBT.
- d. TOBT shall not deviate from EOBT by more than 5 minutes. If TOBT deviate from EOBT by more than 5 minutes, AO or GHA shall update EOBT. When EOBT is updated, TOBT is automatically modified to the value of the new EOBT.

Change : Information of diagram of central, east, north and west apron.

- e. TOBT shall be updated through the following channels :
 - 1) A-CDM portal or mobile web (<https://cdm.airport.co.kr>)
 - 2) Flight Information Assistant(FIA) at PBB boarding rooms
 - f. TOBT information is available through the following channels :
 - 1) A-CDM portal and mobile web
 - 2) FIDS at PBB boarding rooms
 - 3) Radio communication with GHA or AO
 - g. TSAT will be calculated by taking into account factors such as TOBT, CTOT, Estimated Taxi-Out Time(EXOT) and ATC separation standards etc. Thus the accuracy of TOBT is vital to an optimal TSAT.
3. Non A-CDM Procedures
- a. The Non A-CDM procedure is applicable when TOBT and TSAT references used in A-CDM mode of operations become unavailable due to system issues or maintenance.
 - b. If unable to refer TOBT through any channels, pilot shall contact Gimpo Delivery(121.975 MHz) for ATC clearance at least 10 minutes prior to ETD(EOBT).

2.2 Procedures for start-up and push-back

1. Pilot shall ensure aircraft is ready for push-back at TOBT.
2. Pilot shall maintain communication with the AO / GHA as they are responsible for updating the TOBT. Pilot shall notify the AO / GHA to update the TOBT if it is expected to differ by 5 minutes or more.
3. ATC will update TSAT changes if necessary, before push-back. Note that TSAT provided by ATC may not be final and can be revised due to en-route clearance restrictions, ground congestion or flow management.
4. Pilot shall contact Gimpo Apron(130.875 MHz) to request engine start-up and push-back and provide the following :
 - a. Call sign
 - b. Gate or stand number
 - c. TSAT (if applicable)
5. Pilot shall confirm with ground crews(ground handler, aircraft maintenance) whether there is no hazard to the aircraft starting up. The pilot shall not ask the Gimpo Apron for engine start-up and push-back until its safety check-up is fully confirmed. If there are any elements posing a potential failure, the pilot can ask the Gimpo Apron for push-back only. After moving and standing the aircraft at a safety area, the pilot can ask the engine start-up.
6. All aircraft to be taxied within the Apron shall fix their thrusts on an idle. In case of using breakaway thrust, it should be used to a minimum.
7. Push-back approval is valid for 1 MIN. Push-back is therefore to begin promptly after approval.
 - a. Push-back for Central & East Apron
Aircraft stands NR. 124~125, NR. 131~134 will be pushed back for code letter "E" aircraft.
 - 1) RWY 14L/R in use
Aircraft will be pushed back to face northwest unless otherwise instructed by ATC.
 - 2) RWY 32R/L in use
Aircraft will be pushed back to face southeast unless otherwise instructed by ATC.
 - b. Push-back for North Apron
 - 1) Aircraft stands NR. 31~36 will be pushed back to face southwest unless otherwise instructed by ATC.
 - 2) Aircraft stands NR. 37~39, NR. 304~307 will be pushed back to face southeast unless otherwise instructed by ATC.
 - 3) Aircraft stands NR. 301~303, NR. 221~242 will be pushed back to face northeast unless otherwise instructed by ATC.
 - 4) Aircraft stands NR. 201~205, 209~211 will be pushed back to face northeast for code letter "E" aircraft unless otherwise instructed by ATC.
8. Gimpo Apron may swap push-back sequence based on TSAT and real-time readiness of aircraft to maximize apron and RWY capacity and to reduce the overall delay of traffic as and when required.
9. If an aircraft have any problem with taxiing right after push-back, the pilot should report to Apron control. And then the pilot will be instructed to return the gate or to move other places to avoid blocking taxilanes.

2.3 Procedures for vehicles towing aircraft

1. Ground crews of vehicles required to tow aircraft should not assume that the ATC is aware that an aircraft is to be towed.
항공기 견인 차량의 운전자는 항공기가 견인되고 있다는 상황을 관제기관이 알고 있다고 가정해서는 안 된다.
2. Ground crews must ensure that the area around the aircraft is clear of vehicles, equipment, and other OBST for safe and smooth aircraft movements. If it is unable to maintain safety distance despite ATC instruction, ground crews must stop immediately and inform ATC.
지상운전자는 항공기의 안전하고 원활한 이동을 위해 차량, 장비 그리고 다른 장애물로부터 항공기 주변의 안전을 확인하여야 한다. 관제기관의 지시에도 불구하고 안전거리가 확보되지 않을 시, 지상운전자는 즉시 견인차량을 멈추고 관제기관에 통보하여야 한다.
3. In order to avoid any confusion, and as an aid to identification, ground crews should state the position and where applicable the operator, of the aircraft to be towed and readback instructions from ATC.
지상운전자는 혼돈을 방지하고 식별을 돕기 위해 위치 및 운영자를 명시하여야 하며, 관제기관의 지시를 복창하여야 한다.
4. The performance and maneuverability of ground vehicles is obviously reduced when towing aircraft and this is taken into account when instructions to such vehicles are issued.
항공기 견인 시, 견인차량의 성능과 기동성이 상당히 떨어지므로 이 사실을 고려하여 해당 차량에게 지시하여야 한다.

Change : Information of push-back for north apron.

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 39, NR. 201 to 211 proceed to "P" TWY via "P4" TWY.
- 2) Aircraft stands from NR. 221 to 231 proceed to "P" TWY via "N2" and "P4" TWY.
- 3) Aircraft stands from NR. 232 to 242 proceed to "P" TWY via "N3" and "P4" TWY.
- 4) Aircraft stands from NR. 301 to 307 proceed to "P" TWY via "N3" and "P4" TWY.

- b. Arrival

- 1) Aircraft stands from NR. 201 to 211, NR. 221 to 242 proceed to aircraft stand via "P" and "P5" TWY.
- 2) Aircraft stands from NR. 31 to 34 proceed to aircraft stand via "P", "P5" and "N2" TWY.
- 3) Aircraft stands from NR. 35 to 39 proceed to aircraft stand via "P", "P5" and "N3" TWY.
- 4) Aircraft stands from NR. 301 to 307 proceed to aircraft stand via "P", "P5" and "N3" 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 standard taxi procedures for north 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

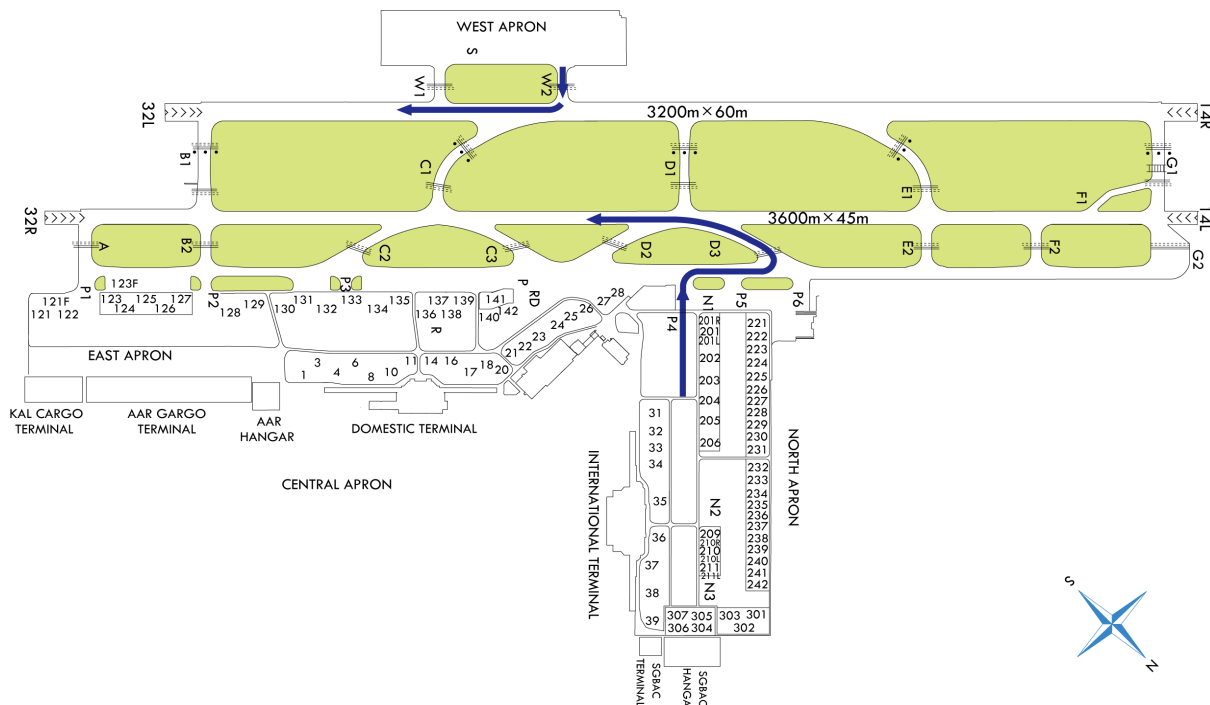
2. Restriction

- 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.

6. The standard taxi routes for the fixed wing aircraft which has less than 2 engines :

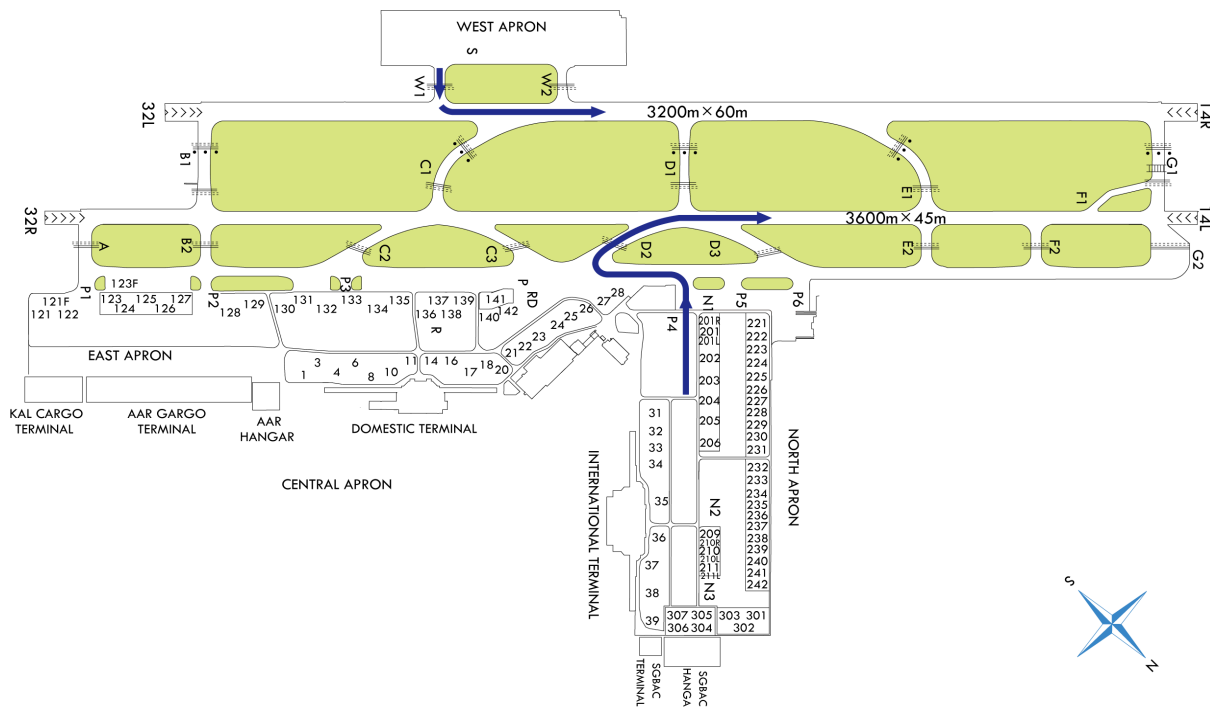
a. Departure

1) RWY 14L/R



Remark : When reaching safety altitude, the departing aircraft shall make a right turn before reaching the residential area for noise abatement.

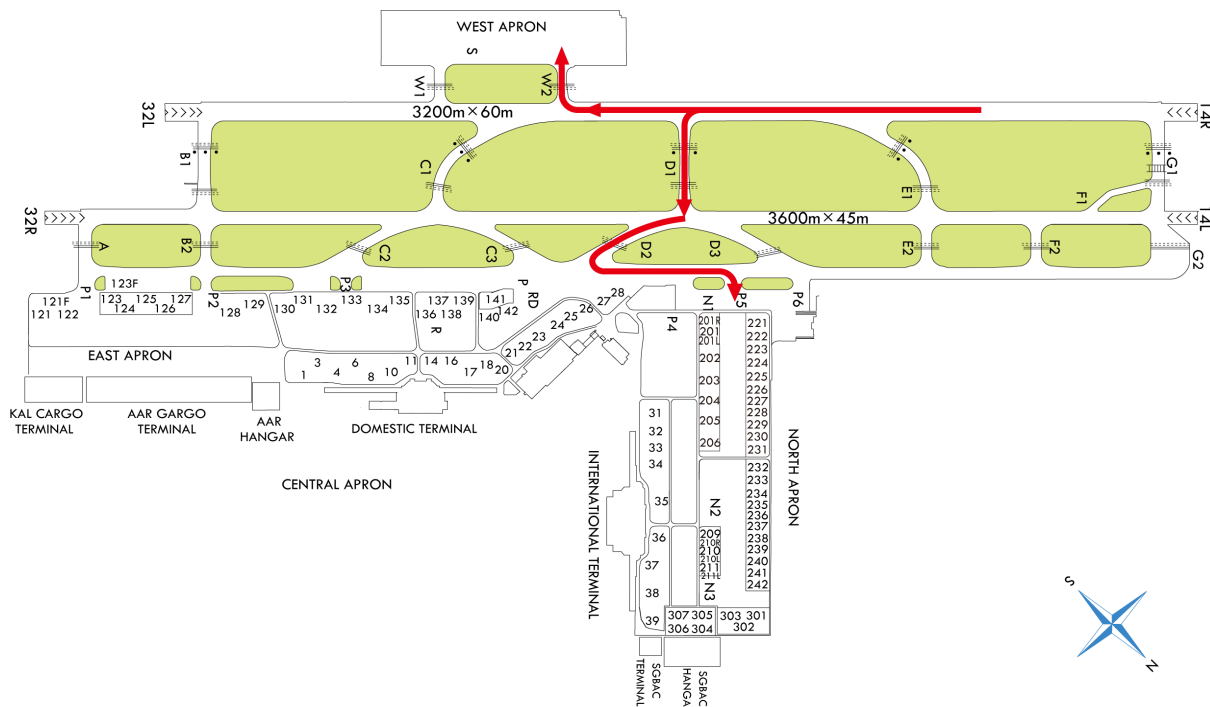
2) RWY 32L/R



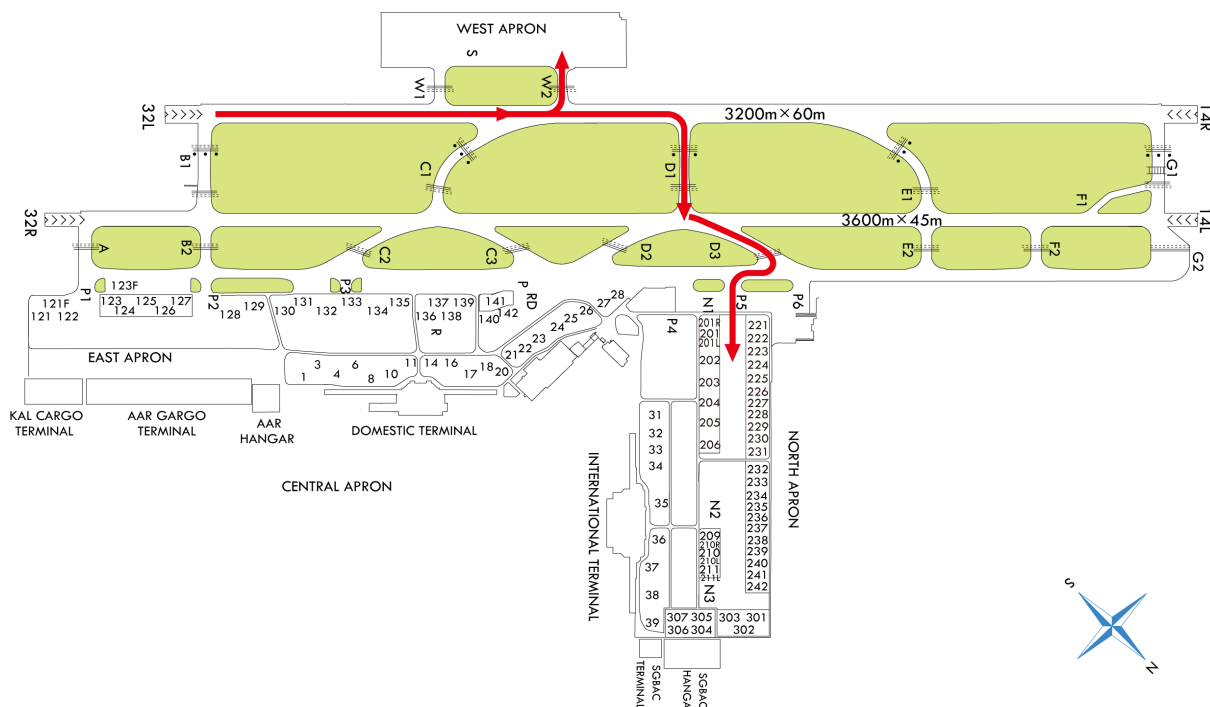
Change : Information of ACFT stands, taxilane and GSE road for north apron.

b. Arrival

1) RWY 14R

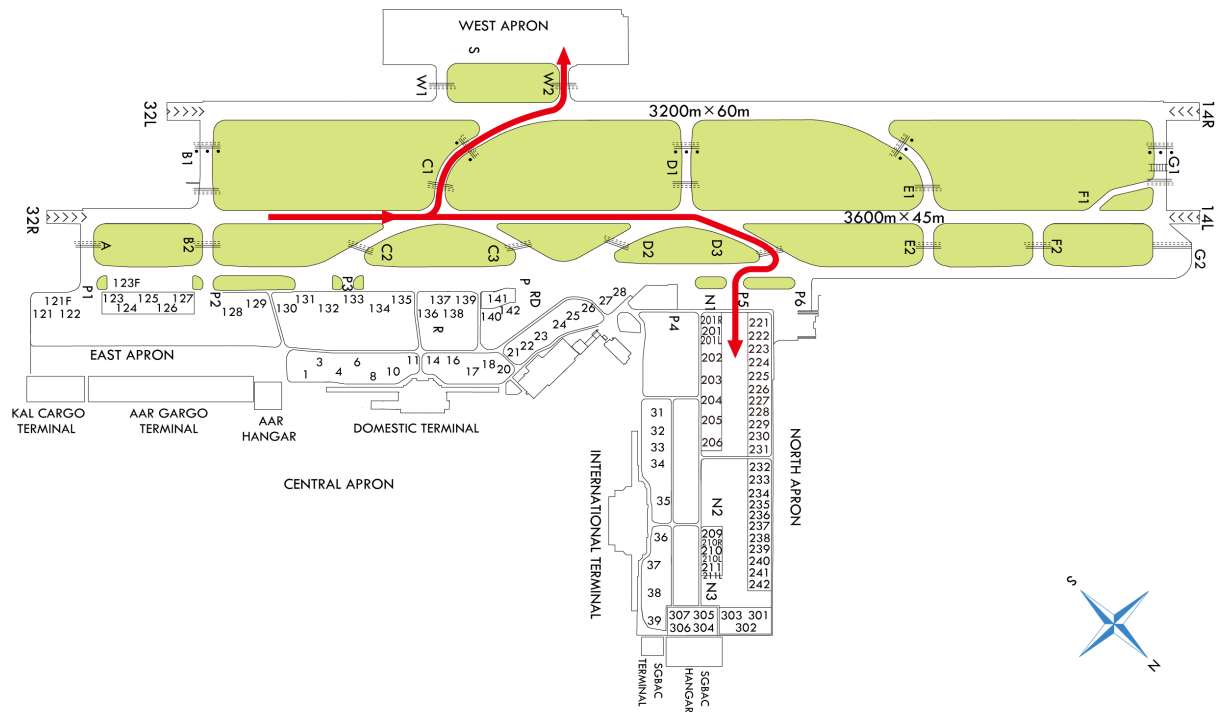


2) RWY 32L

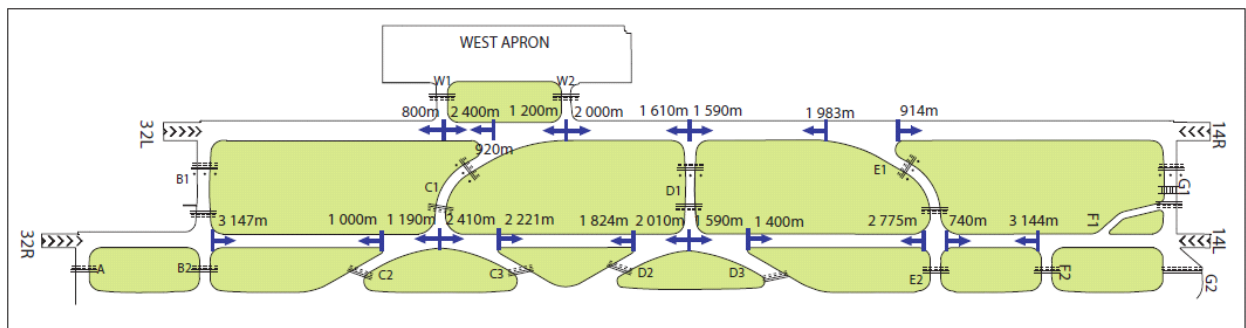


Change : Information of ACFT stands, taxilane and GSE road for north apron.

3) RWY 32R



6.1 Remainder distance for intersection departure



Change : Information of ACFT stands, taxilane and GSE road for north apron.

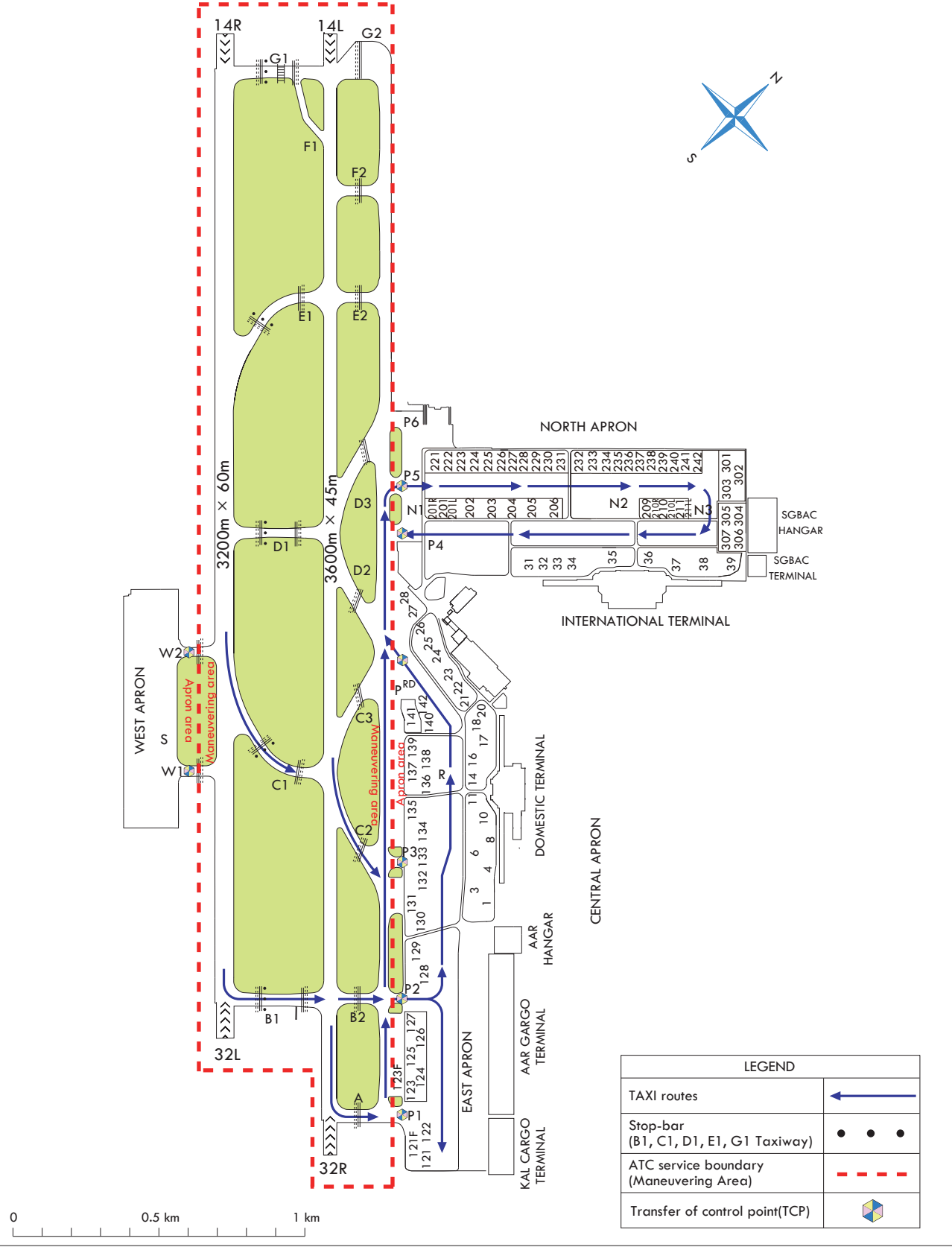
LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 18 m

GIMPO	TWR	118.1
GIMPO	GND	121.9
GIMPO	APN	130.875

SEOUL/Gimpo INTL
RWY 14R/L
SMGCS - Arrival taxi route

NOT AVAILABLE for Code Letter "F" aircraft



Change : Information of ACFT stands, taxilane and GSE road for north apron.

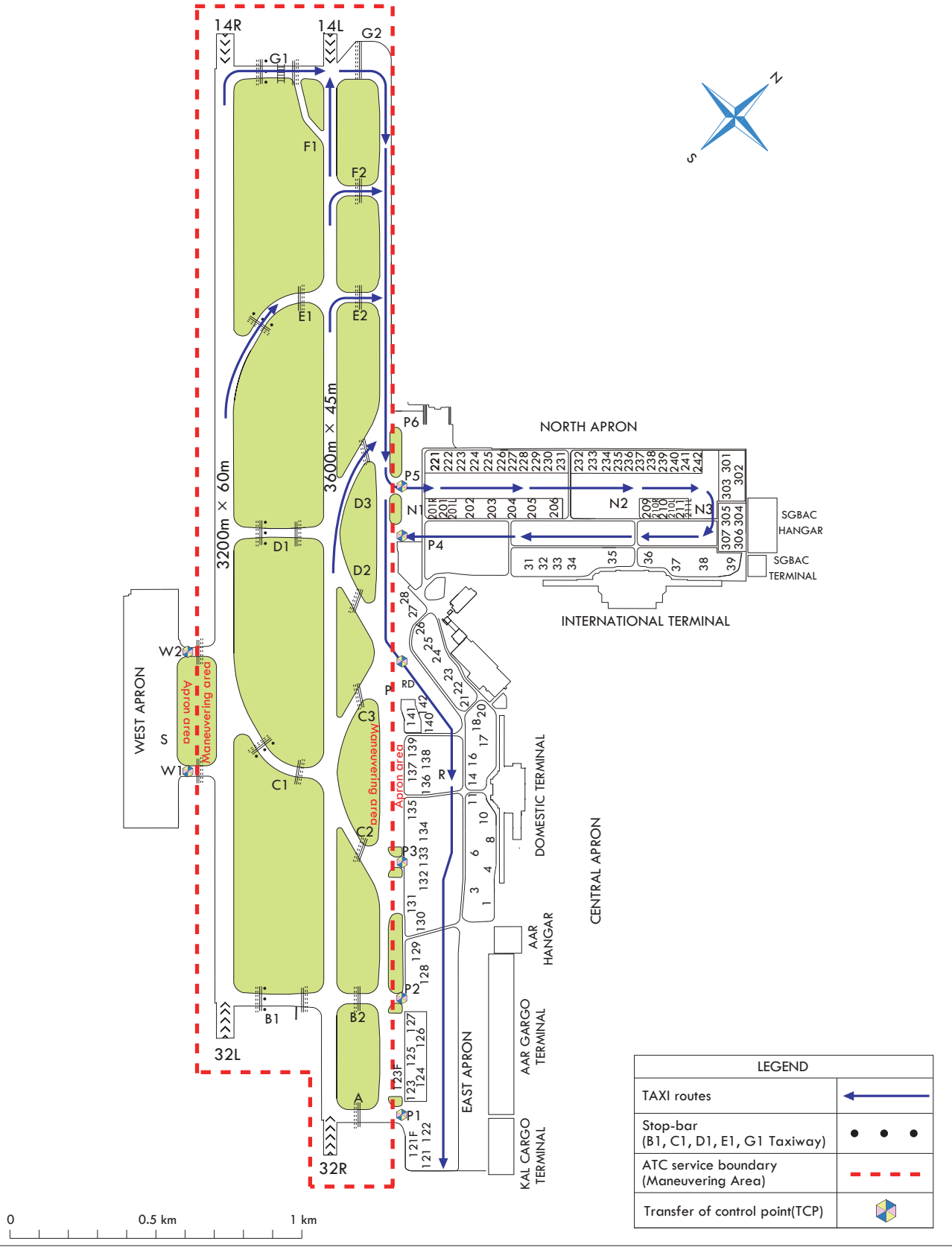
LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 18 m

GIMPO	TWR	118.1
GIMPO	GND	121.9
GIMPO	APN	130.875

SEOUL/Gimpo INTL
RWY 32R/L
SMGCS - Arrival taxi route

NOT AVAILABLE for Code Letter "F" aircraft



Change : Information of ACFT stands, taxilane and GSE road for north apron.

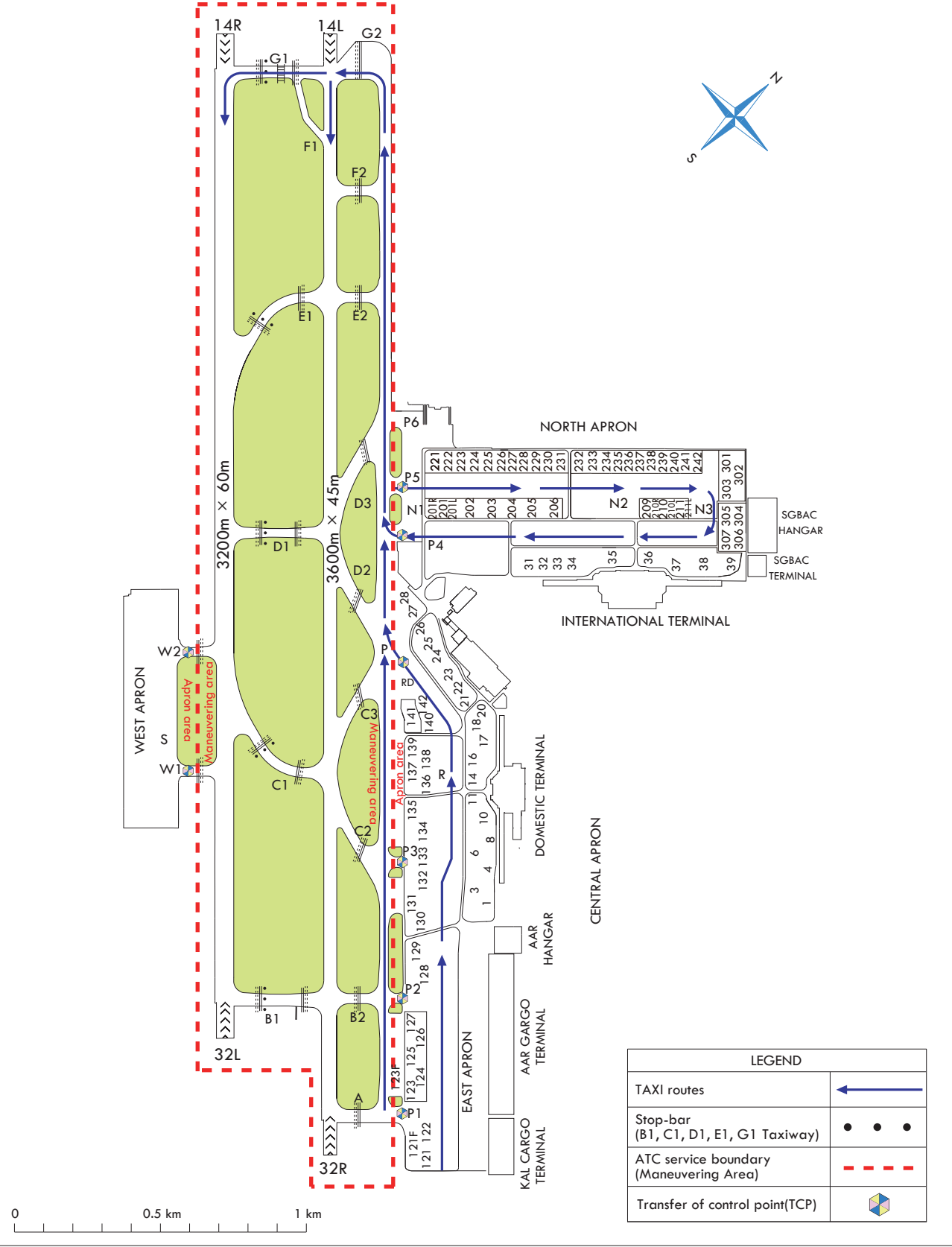
LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 18 m

GIMPO TWR	118.1
GIMPO GND	121.9
GIMPO APN	130.875

SEOUL/Gimpo INTL
RWY 14R/L
SMGCS - Departure taxi route

NOT AVAILABLE for Code Letter "F" aircraft



Change : Information of ACFT stands, taxilane and GSE road for north apron.

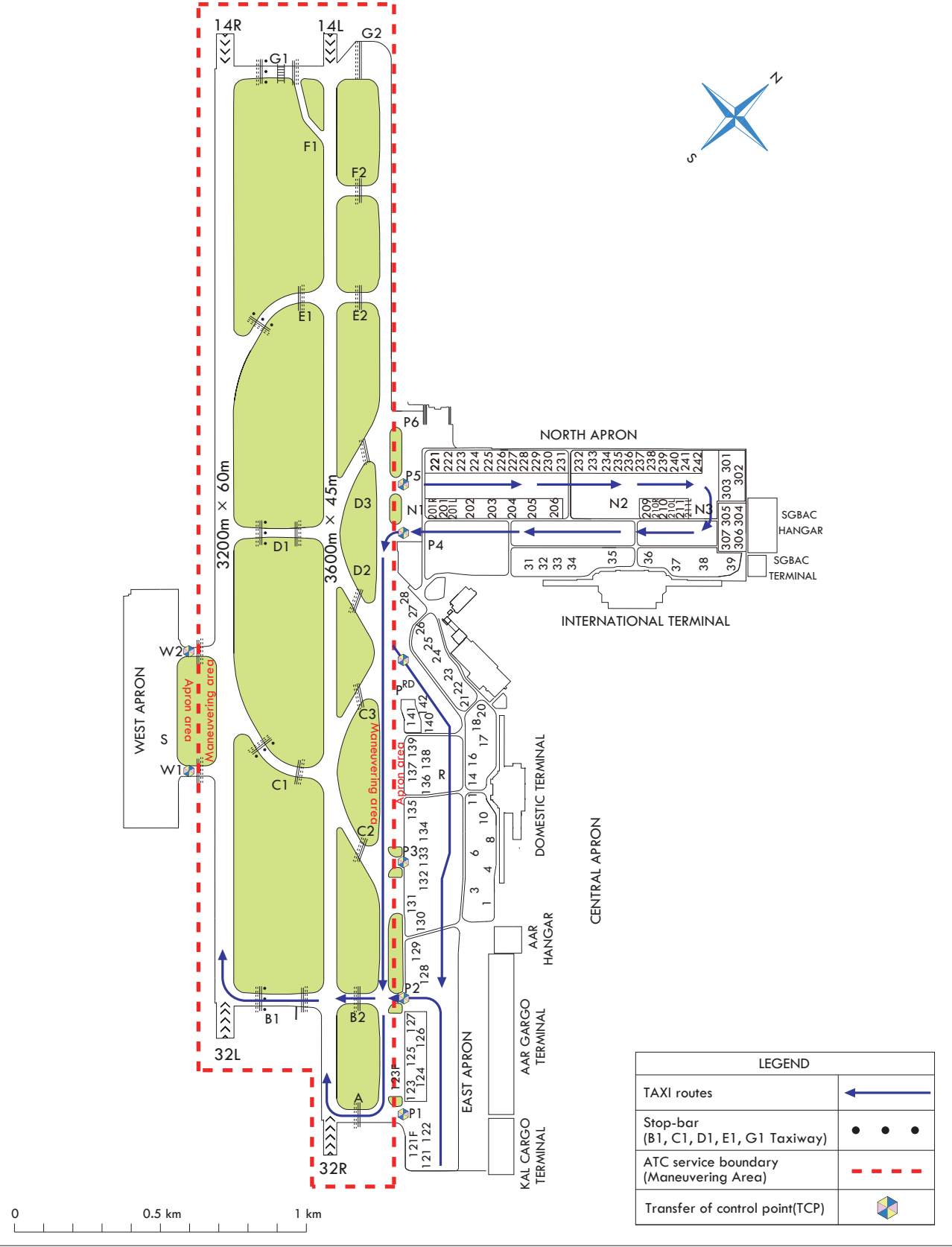
LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 18 m

GIMPO	TWR	118.1
GIMPO	GND	121.9
GIMPO	APN	130.875

SEOUL/Gimpo INTL
RWY 32R/L
SMGCS - Departure taxi route

NOT AVAILABLE for Code Letter "F" aircraft



Change : Information of ACFT stands, taxilane and GSE road for north apron.

SEOUL/Gimpo INTL
RWY 14R
SMGCS taxi route

AIRAC AIP AMDT 12/23
Effective : 1600UTC 27 DEC 2023

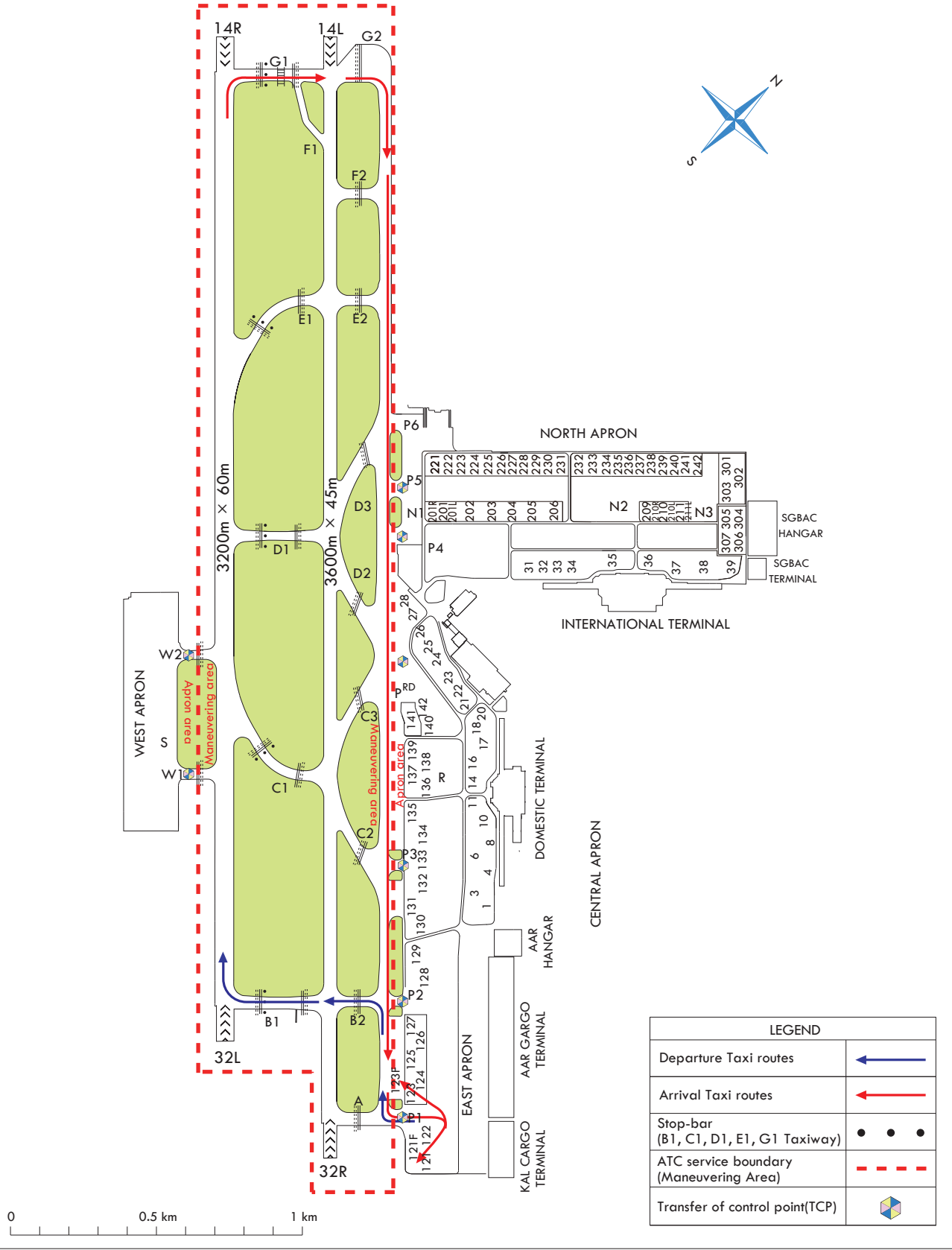
LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 18 m

GIMPO	TWR	118.1
GIMPO	GND	121.9
GIMPO	APN	130.875

SEOUL/Gimpo INTL
RWY 32L
SMGCS taxi route

AVAILABLE for Code Letter "F" aircraft



Change : Information of ACFT stands, taxilane and GSE road for north apron.

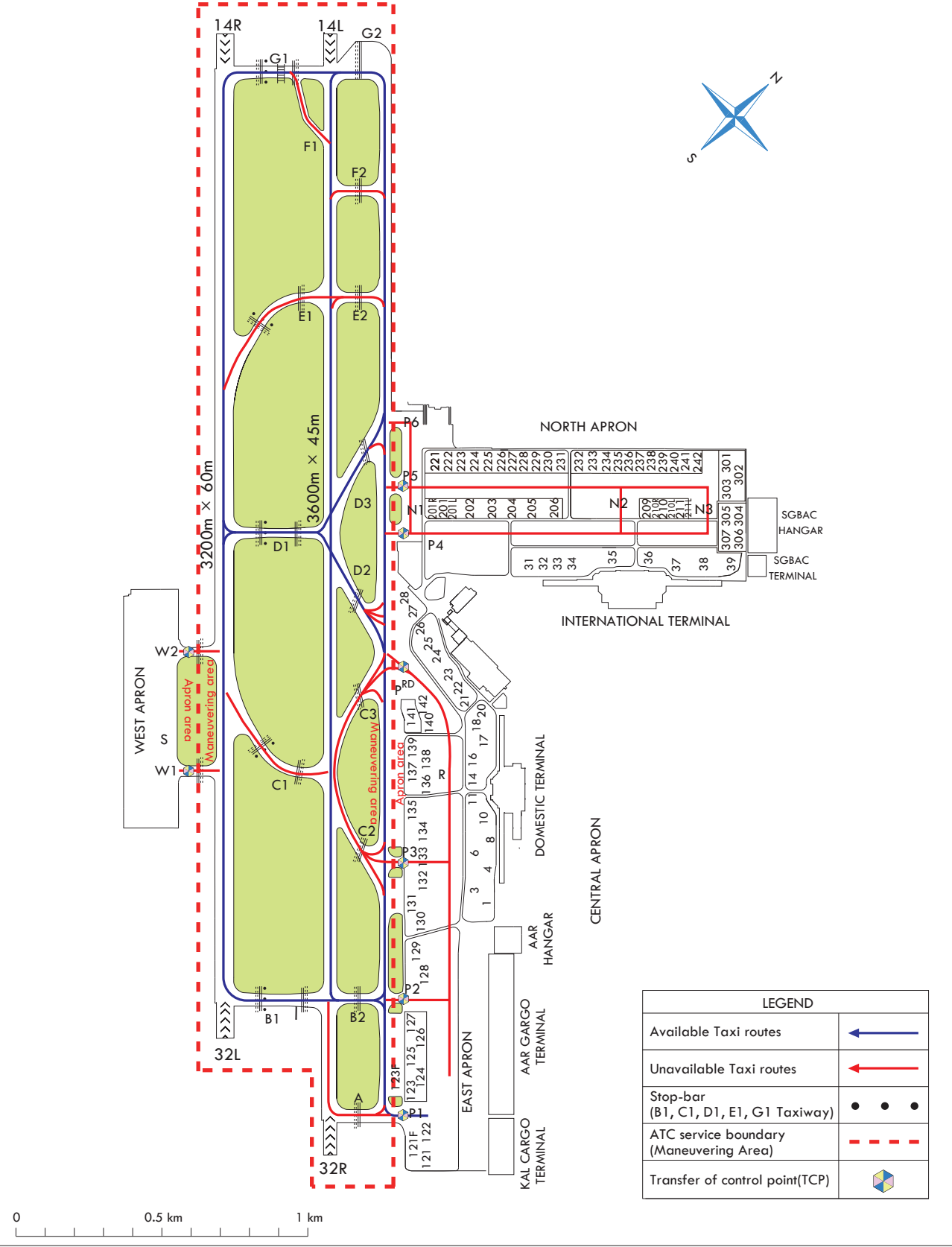
STANDARD
PROCEDURE

AERODROME ELEV 18 m

GIMPO TWR	118.1
GIMPO GND	121.9
GIMPO APN	130.875

SEOUL/Gimpo INTL
"F" aircraft Available taxi route

AVAILABLE for Code Letter "F" aircraft



Change : Information of ACFT stands, taxilane, GSE road and unavailable taxi routes for north apron.

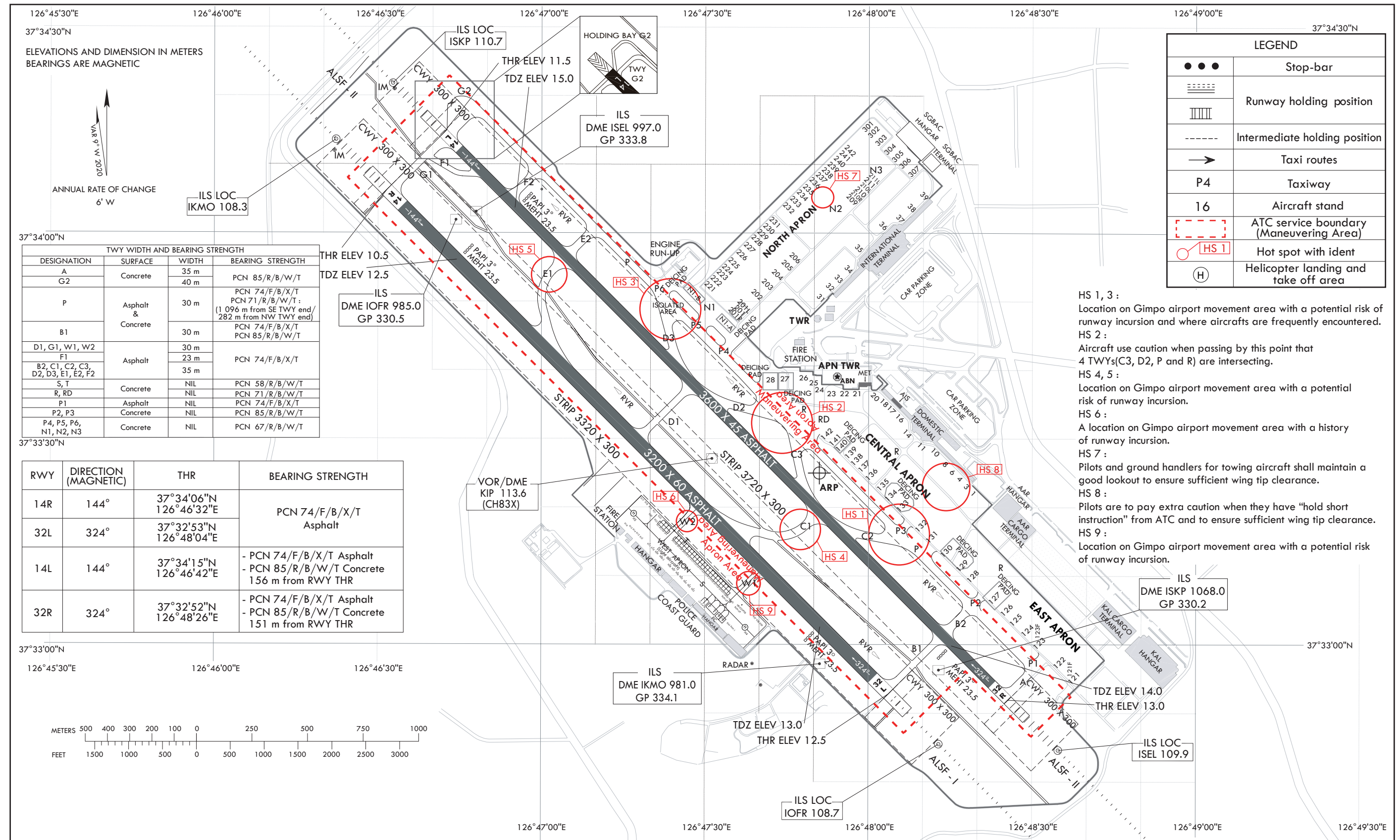
AERODROME CHART - ICAO

37°33'25"N
126°47'51"E

ELEV **18** m

TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

SEOUL / Gimpo INTL

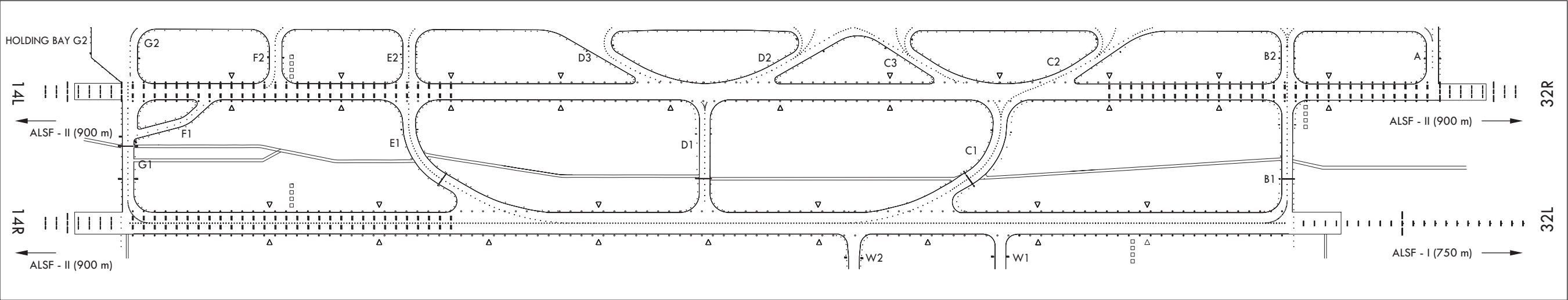


Change : Information of ACFT stands, taxilane, GSE road for north apron and Withdrawal of taxilanes N4, N5.

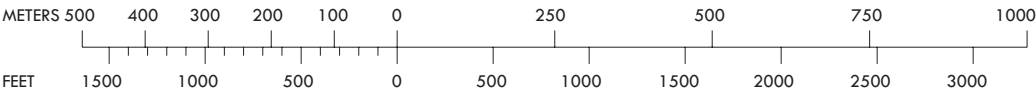
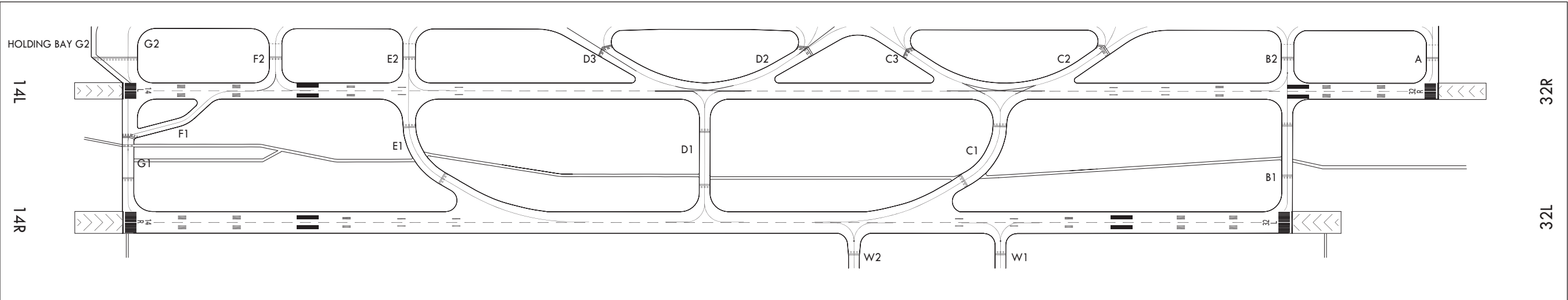
OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 12/23
Effective : 1600UTC 27 DEC 2023

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



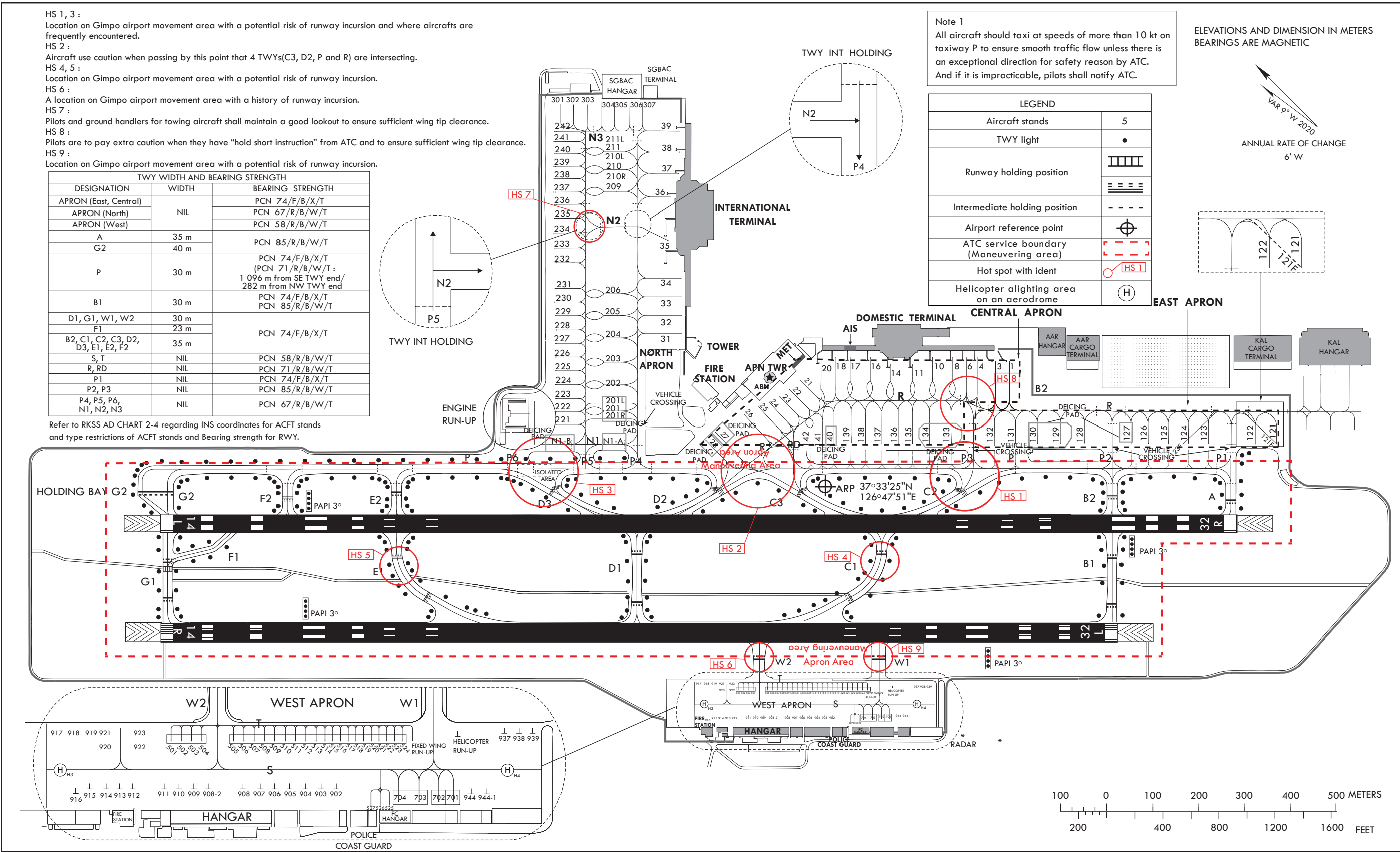
MARKING AIDS RWY 14R/32L AND 14L/32R AND EXIT TWY



AIRCRAFT PARKING/
DOCKING CHART - ICAO

APRON ELEV	
Central Apron	16 m
The Other	13 m

TWR	118.1
GND	121.9
APN	130.875



INS COORDINATES FOR AIRCRAFT STANDS (WGS-84)					
STAND NR	COORDINATES		STAND NR	COORDINATES	
1	37°33'21.66"N	126°48'19.06"E	203	37°33'52.36"N	126°47'41.86"E
3	37°33'22.69"N	126°48'17.76"E	204	37°33'54.02"N	126°47'43.95"E
4	37°33'23.72"N	126°48'16.46"E	205	37°33'55.68"N	126°47'46.38"E
6	37°33'24.75"N	126°48'15.17"E	206	37°33'57.40"N	126°47'48.06"E
8	37°33'26.37"N	126°48'13.90"E	209	37°34'04.65"N	126°47'57.17"E
10	37°33'28.03"N	126°48'11.82"E	210	37°34'06.31"N	126°47'59.26"E
11	37°33'28.80"N	126°48'09.44"E	210L	37°34'07.44"N	126°47'59.94"E
14	37°33'30.53"N	126°48'07.28"E	210R	37°34'06.44"N	126°47'58.69"E
16	37°33'32.62"N	126°48'06.03"E	211	37°34'07.98"N	126°48'01.35"E
17	37°33'34.16"N	126°48'03.89"E	211L	37°34'08.44"N	126°48'01.19"E
18	37°33'35.37"N	126°48'02.21"E	221	37°33'52.40"N	126°47'30.17"E
20	37°33'36.05"N	126°48'00.62"E	222	37°33'53.40"N	126°47'31.43"E
21	37°33'36.23"N	126°47'57.36"E	223	37°33'54.40"N	126°47'32.68"E
22	37°33'36.31"N	126°47'55.39"E	224	37°33'55.34"N	126°47'34.10"E
23	37°33'36.33"N	126°47'53.79"E	225	37°33'56.34"N	126°47'35.26"E
24	37°33'36.42"N	126°47'52.17"E	226	37°33'57.34"N	126°47'36.51"E
25	37°33'37.02"N	126°47'50.58"E	227	37°33'58.34"N	126°47'37.76"E
26	37°33'37.76"N	126°47'48.58"E	228	37°33'59.33"N	126°47'39.14"E
27	37°33'39.32"N	126°47'44.18"E	229	37°34'00.33"N	126°47'40.27"E
28	37°33'39.15"N	126°47'42.44"E	230	37°34'01.33"N	126°47'41.52"E
31	37°33'49.73"N	126°47'49.98"E	231	37°34'02.33"N	126°47'42.77"E
32	37°33'51.03"N	126°47'51.87"E	232	37°34'04.42"N	126°47'45.40"E
33	37°33'52.72"N	126°47'53.95"E	233	37°34'05.42"N	126°47'46.66"E
34	37°33'54.43"N	126°47'56.05"E	234	37°34'06.46"N	126°47'47.84"E
35	37°33'57.10"N	126°47'57.69"E	235	37°34'07.46"N	126°47'49.97"E
36	37°34'00.77"N	126°48'02.34"E	236	37°34'08.46"N	126°47'50.35"E
37	37°34'01.89"N	126°48'05.36"E	237	37°34'09.46"N	126°47'51.60"E
38	37°34'03.46"N	126°48'07.50"E	238	37°34'10.45"N	126°47'52.85"E
39	37°34'05.14"N	126°48'09.63"E	239	37°34'11.45"N	126°47'54.11"E
121	37°32'55.01"N	126°48'37.35"E	240	37°34'12.45"N	126°47'55.36"E
121F	37°32'54.94"N	126°48'37.21"E	241	37°34'13.45"N	126°47'56.61"E
122	37°32'56.61"N	126°48'35.34"E	242	37°34'14.48"N	126°47'57.91"E
123	37°33'00.19"N	126°48'30.72"E	301	37°34'16.95"N	126°48'01.57"E
123F	37°33'01.94"N	126°48'28.35"E	302	37°34'15.20"N	126°48'02.18"E
124	37°33'01.72"N	126°48'28.74"E	303	37°34'14.20"N	126°48'03.43"E
125	37°33'03.25"N	126°48'26.78"E	304	37°34'13.71"N	126°48'05.17"E
126	37°33'04.80"N	126°48'24.83"E	305	37°34'12.14"N	126°48'06.34"E
127	37°33'06.03"N	126°48'23.26"E	306	37°34'11.15"N	126°48'07.76"E
128	37°33'09.73"N	126°48'18.72"E	307	37°34'10.69"N	126°48'08.92"E
129	37°33'11.55"N	126°48'16.44"E	501	37°33'17.86"N	126°47'21.05"E
130	37°33'13.42"N	126°48'14.14"E	502	37°33'17.43"N	126°47'21.57"E
131	37°33'14.99"N	126°48'12.01"E	503	37°33'16.99"N	126°47'22.12"E
132	37°33'16.61"N	126°48'10.05"E	504	37°33'16.57"N	126°47'22.65"E
133	37°33'19.96"N	126°48'05.76"E	505	37°33'15.19"N	126°47'24.39"E
134	37°33'21.63"N	126°48'03.67"E	506	37°33'14.76"N	126°47'24.92"E
135	37°33'22.97"N	126°48'02.00"E	507	37°33'14.32"N	126°47'25.46"E
136	37°33'24.37"N	126°48'00.31"E	508	37°33'13.88"N	126°47'26.01"E
137	37°33'25.52"N	126°47'58.89"E	509	37°33'13.45"N	126°47'26.56"E
138	37°33'26.65"N	126°47'57.44"E	510	37°33'13.01"N	126°47'27.11"E
139	37°33'27.66"N	126°47'56.39"E	511	37°33'12.57"N	126°47'27.66"E
140	37°33'28.81"N	126°47'54.72"E	512	37°33'12.14"N	126°47'28.20"E
141	37°33'29.57"N	126°47'53.35"E	513	37°33'11.72"N	126°47'28.75"E
142	37°33'30.47"N	126°47'52.15"E	514	37°33'11.29"N	126°47'29.28"E
201	37°33'48.61"N	126°47'37.13"E	515	37°33'10.91"N	126°47'29.76"E
201R	37°33'48.36"N	126°47'36.13"E	516	37°33'10.59"N	126°47'30.16"E
201L	37°33'49.37"N	126°47'37.40"E	517	37°33'10.27"N	126°47'30.57"E
202	37°33'50.75"N	126°47'39.70"E	518	37°33'09.95"N	126°47'30.97"E

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

STANDS NUMBER	AIRCRAFT TYPE
121F, 123F	A380-800, B747-8
10, 16, 32, 33, 34, 37, 39, 133, 134, 237	A340-600, B747-400
201, 202, 204, 205, 209, 210, 211	B747-400, B777-300
128, 129, 131, 203, 235	B747-400
35	B747-400, A330
38	B777-300
8	B777-200, A330-300
124, 125, 236	B777-200
132	B747-400, B777-200
121, 17	B777-200, A330-300
14	B767-300, A300-600
26, 36, 126, 130, 137, 206	B767-300
123, 127, 135, 136, 138, 139	B737-800WL, MD90
211	B737-800W, MD90
201R, 201L, 210L, 210R, 211L, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242	B737-900SSW, A321
21, 22, 23, 24, 25, 31	B737-900, A321-100
4, 6, 11, 18, 20	B737-900, A321-200
1, 3, 122, 302, 303	B737-900
27, 28, 140, 141, 142, 304, 305, 306, 307	B737MAX8, A321NEO
301	GLF4

- * Code letter "E" aircraft is prohibited to Taxi-out at all aircraft stands.
- * Aircraft stands NR. 124-126, 131-134, 137, 201-211 may be used by B767 class (A300-600) ACFT for Nose-in/Taxi-out subject to prior permission from ATC.
- * Aircraft stands NR. 123, 127, 135, 136, 138-142, 210L/R and 211L may be used by B737-800WL class (MD-90) ACFT for Nose-in/Taxi-out subject to prior permission from ATC.
- * Taxiway intersection markings are provided for 5 places in front of the intersections / junctions on apron taxiway P4 and P5.
- * Isolated area : At the intersection of TWY D3 and TWY P.
- * De-icing pad : B737-800WL(MD-90) class ACFT - 27, 28, 140, 127 and 201L/R
B767 class ACFT - 130
B747 class ACFT - 129, 133, 134, 201 and N1-A, N1-B on the "N1" TWY
- * Engine Run-up : Front of "P6" TWY
- * Multiple Aircraft Ramp System(MARS) : 121F(121, 122), 123F(123, 124), 201L(201), 201R(201), 210L(210, 211), 210R(210), 211L(211)

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

* Dimensions means overall length × width

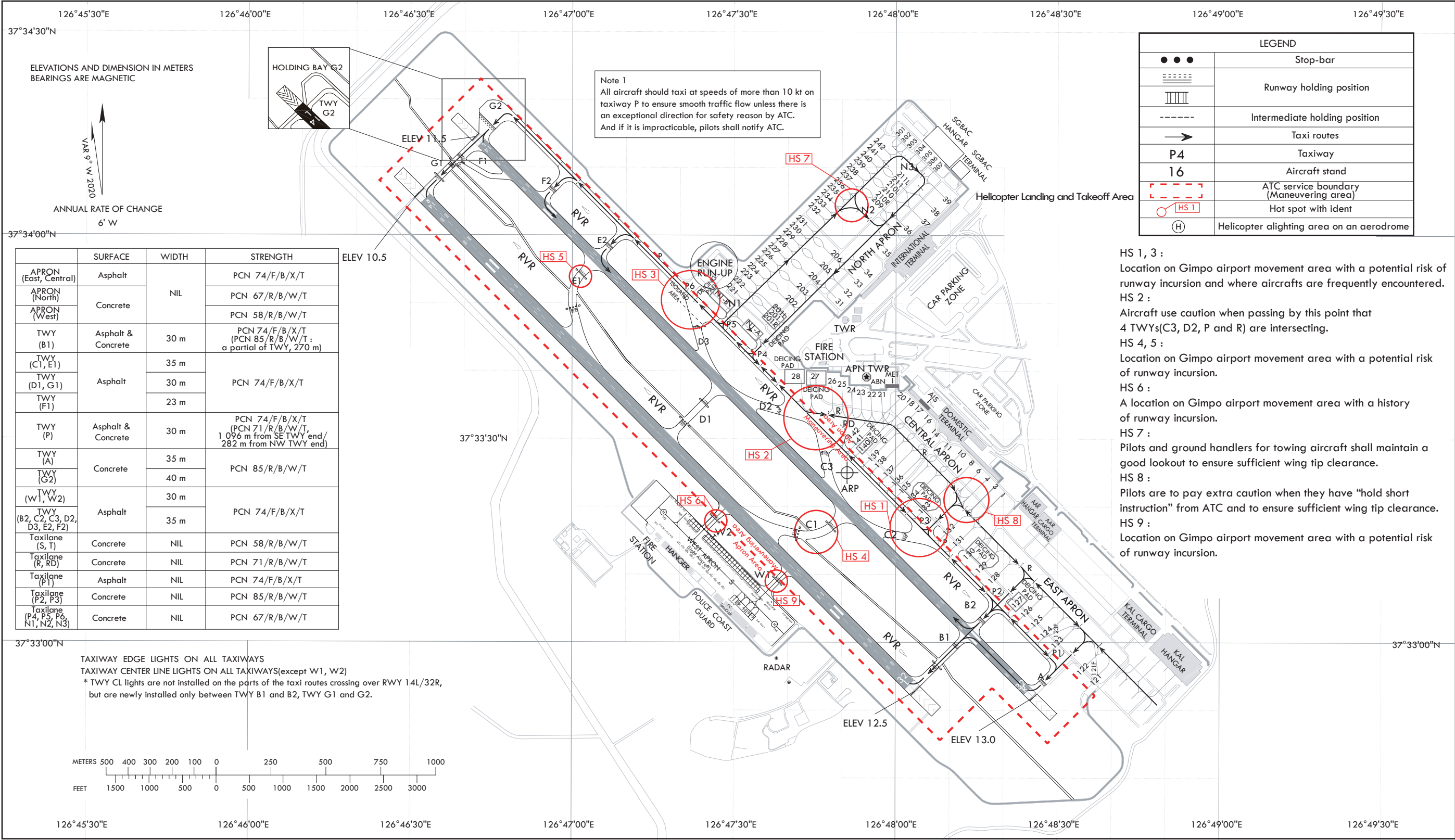
Change : Information of remark, ACFT stands NR. 206, 209~211L, 234~242, 301~303 and Withdrawal of ACFT stands NR. 212~214.

AERODROME GROUND
MOVEMENT CHART - ICAO

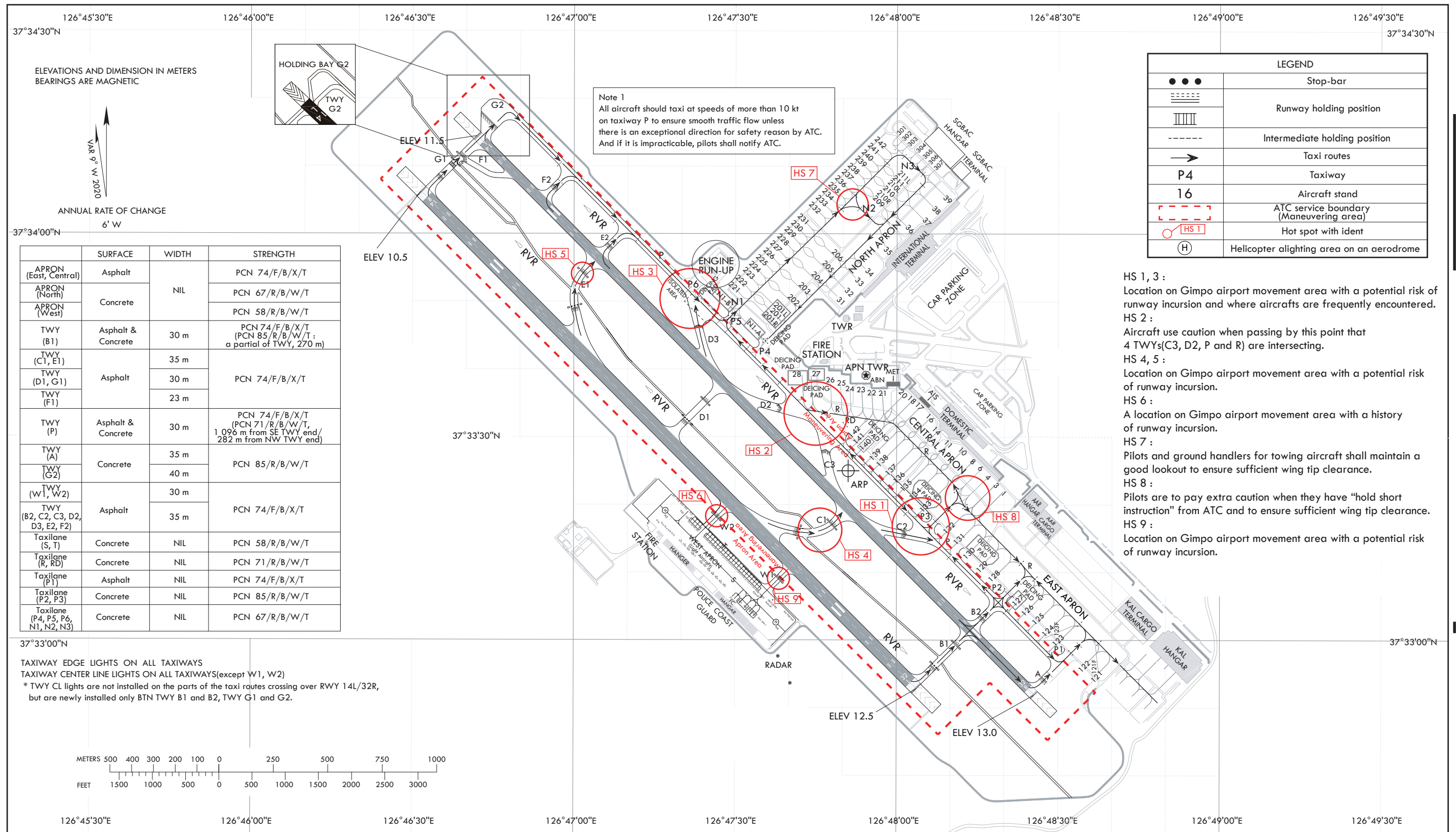
CENTRAL APRON ELEV 16 m
THE OTHER APRON ELEV 13 m

TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

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



CENTRAL APRON ELEV	16 m	TWR	118.05	118.1	240.9
THE OTHER APRON ELEV	13 m	GND	121.9	121.95	
		APN	129.525	130.875	131.175



Change : Information of ACFT stands, taxilane, GSE road for north apron and Withdrawal of taxilanes N4, N5.

RKPK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
LOC 36L (8° W/2020) ILS CAT II (8° W or 352°)	IKMA	108.5 MHz	H24	351147.6N 1285605.2E	-	LOC unserviceable - Beyond 15° on East side
DME 36L		983.0 MHz (CH 22X)	H24	351004.8N 1285613.6E	0 ft	
GP 36L		329.9 MHz	H24	351004.8N 1285613.7E	-	3° ILS TCH 57 ft
IM 36L	E	75 MHz	H24	350945.1N 1285621.0E	-	
LOC 36R (8° W/2020) ILS CAT I (8° W or 352°)	IKHE	109.5 MHz	H24	351148.2N 1285613.5E	-	LOC unserviceable - Beyond 15° on East side
DME 36R		993.0 MHz (CH 32X)	H24	351021.3N 1285629.5E	0 ft	
GP 36R		332.6 MHz	H24	351021.3N 1285629.5E	-	3° ILS TCH 56 ft
VOR/DME (8° W/2020)	KMH	113.8 MHz (CH 85X)	H24	351156.9N 1285608.2E (VOR) 351156.8N 1285607.7E (DME)	0 ft	VOR/DME unserviceable - RDL 049-065 beyond 16 NM BLW 8 000 ft - RDL 066-085 not flight check due to RK D1 - RDL 086-098 beyond 13 NM BLW 10 000 ft - RDL 099-128 beyond 10 NM BLW 12 000 ft - RDL 129-172 beyond 10 NM BLW 7 000 ft - RDL 210-260 beyond 15 NM BLW 4 000 ft - RDL 261-300 beyond 16 NM BLW 5 000 ft - RDL 301-330 beyond 15 NM BLW 4 500 ft - RDL 331-360 beyond 11 NM BLW 7 500 ft
VORTAC (8° W/2020)	PSN	114.0 MHz (CH 87X)	H24	350721N 1285958E	1 900 ft	Unserviceability and Scheduled Inspection time : See ENR 4.1-1 for the details
Scheduled Inspection time - ILS/DME 36L (IKMA) : Every 4th TUE (1400-1800 UTC) of the month - ILS/DME 36R (IKHE) : Every 3rd TUE (1400-1800 UTC) of the month - VOR/DME : Every 2nd TUE (1400-1800 UTC) of the month - RADAR (PSR, ARTS* and SSR) : Every 1st and 3rd WED (1400-1800 UTC) of the month * ARTS : Automated Radar Terminal System - RADAR (ASDE) : Every 2nd TUE (1400-1800 UTC) of the month						

RKPK AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulation

- 1) Gimhae International airport is jointly operated by MOLIT and ROKAF. All aircraft that wish to use this AD have to observe the Gimhae Airport Local Regulations. Information about local regulation can be obtained from the TWR (ROKAF*) and Aeronautical Information Service Office (MOLIT**).

* ROKAF : Republic of Korea Air Force

** MOLIT : Ministry of Land, Infrastructure and Transport

- 2) All aircraft should taxi at speeds of less than 20 kt on Taxiway P to ensure safety. But ATC should order more than 20 kt for traffic flow management.
- 3) Gimhae Airport Runway Strip is not satisfied with ICAO Safety standard at the moment. Therefore, refer to the following advice for the aviation safety. If the value of the surface friction measurements is less than 0.2, refrain from the aircraft operation.
- 4) Flight limitations
- The use of airport for training purpose is prohibited. The deliberate simulation of engine failure is not permitted whilst on approach to or departure from the airport.
훈련목적의 공항 사용은 금지된다. 김해공항으로 접근 또는 출발시 엔진 failure와 같은 고의적인 모의훈련은 허가되지 않는다.
 - The use of this airport by light sports aircraft, ultra-light vehicles and lighter than air is prohibited.
경량항공기, 초경량비행장치 및 기구 사용은 김해공항에서 금지된다.

2. Airport Collaborative Decision Making

2.1 General

- 1) A-CDM is a process that allows air traffic controllers, airport operators, aircraft operators(AO), ground handling agents(GHA), pilots and air traffic flow managers to exchange operational information and work together to efficiently manage operations at aerodrome.
- 2) Definitions commonly used terms in A-CDM
 - a. Target Off Block Time(TOBT) - The time that an AO or GHA estimates that an aircraft will be ready, all doors closed, boarding bridge removed, push-back vehicle available and ready to start up/push-back immediately upon reception of clearance from the ATC.
 - b. Target Start up Approval Time(TSAT) - The time provided by ATC taking into account TOBT and issued by the Pre-Departure Sequencing(PDS) tool of A-CDM, Calculated Take Off Time(CTOT) and/or the traffic situation that an aircraft can expect start-up/push-back approval.
 - c. Target Take Off Time(TTOT) - The time planned take-off time, taking into account TOBT, TSAT and Estimated Taxi Out Time(EXOT) with Variable Taxi time.
- 3) The operation of A-CDM at Gimhae International Airport will be phased due to ATC environment restrictions. TSAT will not be provided to all departure flights. The flights subject to Pre-Departure Sequencing are limited to ATFM regulated flights during first operational phase.

2.2 A-CDM Procedures

- 1) Gimhae International Airport A-CDM portal system will automatically calculate system TOBT for each departure flight taking into account the Estimated In-Block Time/Actual In-Block Time(EIBT/AIBT), Minimum Turnaround Time(MTTT) and Estimated Off Block Time(EOBT).
- 2) AO or GHA can manually update the system generated TOBT from 90 minutes prior to EOBT.
- 3) If the prediction of departure readiness (new TOBT) differs more than 5 minutes from the previous TOBT, AO or GHA shall update TOBT.
- 4) TOBT shall not deviate from EOBT by more than 5 minutes. If TOBT deviate from EOBT by more than 5 minutes, AO or GHA shall update EOBT. When EOBT is updated, TOBT is automatically modified to the value of the new EOBT.
- 5) TOBT shall be updated through the following channels :
 - a. A-CDM portal or mobile web (<https://cdm.airport.co.kr>)
 - b. FIDS at boarding rooms
- 6) TOBT information is available through the following channels :
 - a. A-CDM portal and mobile web
 - b. FIDS at boarding rooms
 - c. Radio communication with GHA or AO
- 7) TSAT will be calculated by taking into account factors such as TOBT, CTOT, Estimated Taxi-Out Time(EXOT) with Variable Taxi Time and ATC separation standards etc. Thus the accuracy of TOBT is vital to an optimal TSAT.
- 8) AO or GHA are strongly encouraged to update TOBT as soon as any expected delay to the aircraft readiness for push-back is made available to avoid unnecessary hold-ups.

2.3 Non A-CDM Procedures

- 1) The Non A-CDM procedure is applicable when TOBT and TSAT references used in A-CDM mode of operations become unavailable due to system issues or maintenance.
- 2) If unable to refer TOBT through any channels, pilot shall contact Gimhae Delivery(121.725 MHz) for ATC clearance at least 5 minutes prior to EOBT.

3. Apron Control Services

Gimhae Apron provides ATC clearance delivery to aircraft and issues instructions, approval, and/or necessary information to aircraft, vehicles, and personnel within the domestic apron, international apron 1 and 2 areas.

4. Departure Procedure

4.1 ATC clearance

Departing IFR flights shall contact Gimhae Delivery(121.725 MHz) to obtain ATC clearance at least 5 minutes prior to TOBT/push-back.

4.2 Procedures for start-up and push-back

- 1) Pilot shall ensure aircraft is ready for push-back at TOBT.
- 2) Pilot shall maintain communication with the AO / GHA as they are responsible for updating the TOBT. Pilot shall notify the AO / GHA to update the TOBT if it is expected to differ by 5 minutes or more.
- 3) When ready to push-back, aircraft contact Gimhae Apron and provide the following :
 - a. Call sign
 - b. Gate or stand number
 - c. Release time(if necessary)
- 4) Ground crews (Ground handler, aircraft maintenance) must ensure that the area behind the aircraft shall be clear of vehicles, equipment and other OBST prior to engine start-up or aircraft push back for smooth and safety aircraft movements.
- 5) A pilot shall confirm with ground crews (Ground handler, aircraft maintenance) whether there is no hazard to the aircraft starting up. The pilot shall not ask an Gimhae Apron for engine start-up and push back until its safety check-up is fully confirmed. If there is any elements posing a potential failure, the pilot shall ask the Gimhae Apron for push back only. After moving and standing the aircraft at a safety area, the pilot can ask the engine start-up.
- 6) All aircraft to be taxied within the Apron shall fix their engine thrust on an Idle. In case of using breakaway thrust, it should be used to a minimum.
- 7) The following table describe the procedures for the push-back of aircraft from the various aircraft stands. When it becomes necessary to vary a procedure to expedite aircraft movements, Gimhae Apron Control will specify instructions to the pilot.

Change : Information of ATC clearance, procedures for start-up and push-back, item numbers.

Aircraft stands	Pushback Procedures	Phraseology
1 - 9, 19 - 24, 26 - 29	The ACFT shall be pushed back to face south (or north).	Push back approved, to face south (or north)
10	The ACFT shall be pushed back to face south (or north).	Push back approved, to face south (or north)
	When the ACFT is required to perform one-engine start using ASU(Air Start Unit) on the ACFT stand, ground crews must ensure that the area behind the ACFT shall be clear of vehicles, equipment and other OBST prior to engine start-up.	-
11	The ACFT shall be pushed back till its nosewheel is at the start point 4 (or pushed back to face north).	Push back approved, to start-point 4 (or to face north)
	When the ACFT is required to perform one-engine start using ASU(Air Start Unit) on the ACFT stand, ground crews must ensure that the area behind the ACFT shall be clear of vehicles, equipment and other OBST prior to engine start-up.	-
25	The ACFT shall be pushed back to face south (or north).	Push back approved, to face south (or north)
	Self-maneuvering is permitted for ACFT with a wingspan less than 31 m. Ground crews(ground handler, aircraft maintenance) must ensure that the area near the self-maneuvering path shall be clear of vehicles, equipment and other OBST prior to engine start-up for smooth and safety aircraft movements.	-
41	The ACFT shall be pushed back and towing forward till its nosewheel is at the start point 1.	Push back approved, to start-point 1
12, 31 - 38, 42 - 48	The ACFT shall be pushed back till its nosewheel is at the intersection of lead-in line and taxi lane.	Push back approved
52, 55 55L, 55R	The ACFT shall be pushed back till its nosewheel is at the start point 2(or 3).	Push back approved, to start-point 2(or 3)
53, 53L, 53R, 54, 54L, 54R	The ACFT shall be pushed back till its nosewheel is at the start point 2.	Push back approved, to start-point 2
51, 58, 58L, 58R	The ACFT shall be pushed back till its nosewheel is at the start point 3.	Push back approved, to start-point 3
51L	The ACFT shall be pushed back till its nosewheel is at the start point 3.	Push back approved, to start-point 3
	When 51R stand is occupied by ACFT with a wingspan less than 20.01 m or unoccupied, self-maneuvering is permitted for ACFT with a wingspan less than 20.01 m.	-
51R	The aircraft shall be pushed back till its nosewheel is at the start point 3.	Push back approved, to start-point 3
	When 51L stand is occupied by ACFT with a wingspan less than 20.01 m or unoccupied, self-maneuvering is permitted for ACFT with a wingspan less than 20.01 m.	-
57	The ACFT shall be pushed back till its nose-tip is crossed east side of GSE road and faces west.	Push back approved, to face west

4.3 Departure routes and Radio Frequency Transfer Point (RTP)

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

Apron	RWY in use	Route		Apron FREQ	R.T.P.		Ground FREQ
		Fixed wing	HEL		Fixed wing	HEL	
Domestic, International 1 and 2	36L	G8, G11	G7, G11	121.65 MHz 317.45 MHz	G8(hold line), G11(hold line)	G7(hold line), G11(hold line)	121.9 MHz 275.8 MHz
	36R	G8, G10			G8(hold line), G10(hold line)		
	18L	G7, G9			G7(hold line), G9(hold line)		
	18R	G7, G9			G7(hold line), G9(hold line)		

2) Aircraft will normally be transferred to Gimhae Ground prior to the RTP. Unless otherwise directed, aircraft may automatically contact Gimhae Ground at the RTP.

3) Aircraft shall not proceed beyond the RTP without clearance from Gimhae Ground.

4.4 The procedures of using Taxiway

Unless otherwise instructed, aircraft should use the following routes :

- RWY 36L in use : Apron - P - S or E5 - C7
- RWY 36R in use : Apron - P - E5
- RWY 18L in use : Apron - P - E1
- RWY 18R in use : Apron - P - E1 - C1
- When necessary, aircraft obtained intersection take-off clearance from the TWR may proceed to RWY through Central taxiway.
- Aircraft standing on KAL parking area (PDM) located in the west part of AD shall proceed to RWY through "W2" or "W3" taxiway.

5. Deicing Operations

- Deicing Pad is located on G8, G9(enable up to B-747), Aircraft stand NR. 26 and Aircraft stand NR. 27.
- Deicing Pad Operation
 - Aircraft Operator has to notice to the Ground Operator When he/she wants to use Deicing Pad.
 - Ground Operator has to notice to the relevant government as Operation Procedure.
 - When using a Deicing Pad, notice to the Gimhae Apron(121.650 MHz) before push-back (Verify Completion Ready for Departure).
- Deicing Pad Movement
 - Aircraft Operator has to maintain a communication system which is connecting with Deicing Working.
 - If an aircraft which has Deicing on G9, Gimhae Apron has to notice to all aircraft which is taxiing through the G10, G11.

6. Arrival Procedure

6.1 The procedures of using Taxiway

Unless otherwise instructed, aircraft should use the following routes :

- RWY 36L in use : C1 - E1 - P - APRON / C2 - E2 - P - APRON
- RWY 36R in use : E1 - P - APRON / E2 - P - APRON
E3 - P - APRON
- RWY 18L in use : E4 - P - APRON / E5 - P - APRON
- RWY 18R in use : C5 - E4 - P - APRON / C6 - E5 - P - APRON
C7 - E5 - P - APRON / S - P - APRON
- When necessary, other taxiway can be used under TWR permission.

Change : Information of item numbers.

6.2 Arrival routes and Radio Frequency Transfer Point (RTP)

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

Apron	RWY in use	Route		Ground FREQ	R.T.P.		Apron FREQ
		Fixed wing	HEL		Fixed wing	HEL	
Domestic, International 1 and 2	36L	G7, G10	G7, G11	121.9 MHz 275.8 MHz	G7(hold line), G10(hold line)	G7(hold line), G11(hold line)	121.65 MHz 317.45 MHz
	36R	G7, G9			G7(hold line), G9(hold line)		
	18L	G10			G10(hold line)		
	18R	G10			G10(hold line)		

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

3) Aircraft shall not proceed beyond the RTP without clearance from Gimhae Apron.

6.3 Follow-me car service

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

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

7. The code letter F aircraft ferry flight operation procedure into Korean Air Tech Center

7.1 Taxiing procedures are as follows :

1. DEPARTURE

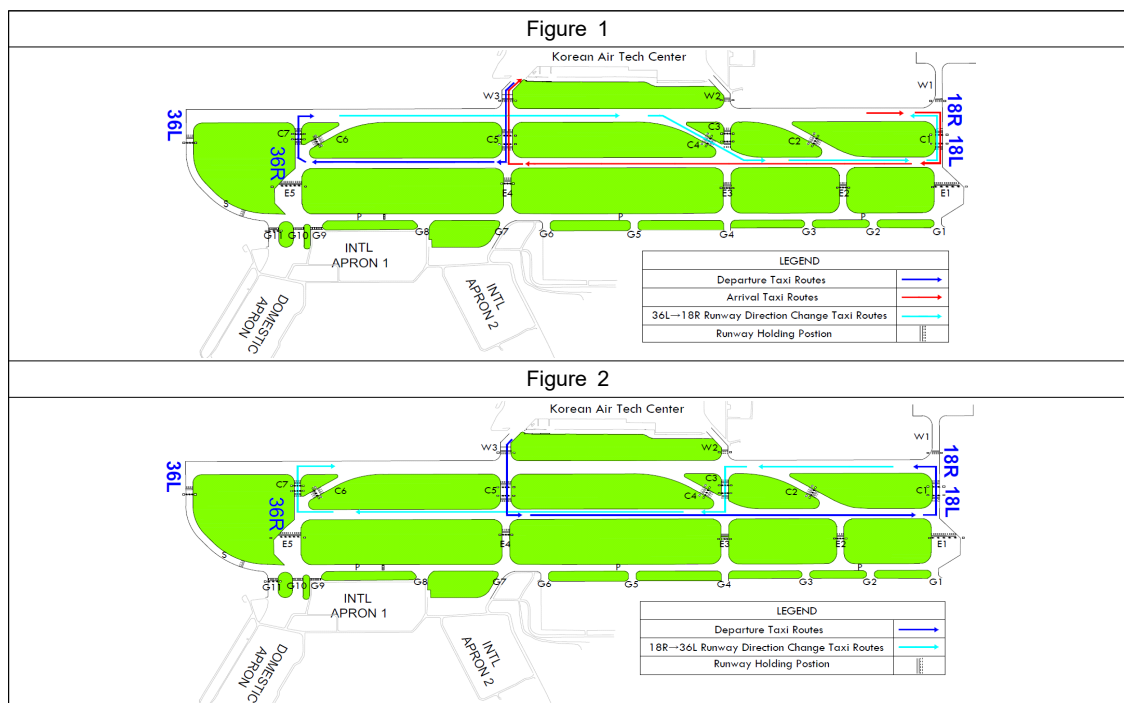
- RWY 36L in use : Korean Air Tech Center → W3 → C5 → RWY 36R/18L → C7(See Figure 1)
- RWY 18R in use : Korean Air Tech Center → W3 → C5 → RWY 36R/18L → C1(See Figure 2)

* In case of Departure RWY changed while lining up on RWY.

- RWY 36L in use : RWY 18R → C3 → RWY 36R/18L → C7(See Figure 2)
- RWY 18R in use : RWY 36L → C4 → RWY 36R/18L → C1(See Figure 1)

2. ARRIVAL

- RWY 36L in use : C1 → RWY 36R/18L → C5 → W3 → Korean Air Tech Center
- RWY 18R in use : N/A



Change : Information of item numbers.

7.2 Restriction

- 1) Operation of The code letter F aircraft is only permitted for ferry flight into Korean Air Tech Center (Maintenance facility).
Carrying passenger or cargo is prohibited.
- 2) For the code letter F aircraft, Circling approach to RWY 18L/R is not permitted.
- 3) When The code letter F aircraft takes off or lands on RWY 36L/18R, RWY 36R/18L is used as an alternative taxiing route.
- 4) The code letter F aircraft taxiing limitation
 - a. While operating, pilot shall use a digital auto-landing or flight direction guidance system to monitor and control the operation
 - b. While taxiing, The code letter F aircraft shall maintain ground speed at or below 10 knots, and set engines as follow :
- DEPARTURE AND ARRIVAL : Set No. 1 and 4 engines on IDLE.
 - c. While taxiing, The code letter F aircraft shall not be permitted to hold short of RWY. Otherwise, It is not be permitted to land on the RWY for any other aircraft.
 - d. The code letter F aircraft shall follow the designated taxiing route.

8. Ground Engine Check Procedure

Aircraft requiring an engine check shall contact Gimhae Apron on the appropriate frequency and provide the following.

- a. Call sign or registration number
- b. Stand number
- c. Type of request, engine start or performance check

8.1 Engine start

Engine start is permitted in the apron areas. However, the power setting(s) shall not exceed idle thrust.

9. Helicopter Ground Operations

9.1 Helicopter shall comply with the following while in ground operation

- 1) Use caution to vehicles or people on the nearby GSE road during entering a helicopter stand.
- 2) Only wheel-type helicopter could use a helicopter stand. Skid-type helicopter needs to contact the airport operator before using an aircraft stand.

9.2 Engine start-up or ground taxiing for departure is prohibited under following conditions (except towed movement without operating an engine)

- 1) Simultaneous operations with a nearby helicopter stand.
- 2) While an helicopter is entering into a nearby helicopter stand.
- 3) While following ground handling services are in progress in a nearby aircraft stand.
 - a. Re-fueling
 - b. (Dis)embarkment of passenger
 - c. (Dis)embarkment of freight
- 4) While push-back is in progress for an aircraft in ACFT stand NR. 58L.

10. CAT II Operations

10.1 General

Gimhae International Airport RWY 36L has ILS CAT II equipments.

Low visibility Procedures are established for operation in a visibility of less than RVR 550 m or a cloud ceiling of less than 60 m (200 ft).

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

Change : Information of item numbers.

10.2 Aircraft operator must obtain the approval from Administrator of Busan Regional Office of Aviation prior to conducting any low visibility operations at Gimhae International Airport.

1. Approval for CAT II Operations

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

Flight Operations Division
Busan Regional Office of Aviation
108, Gonghangjinip-ro, Gangseo-gu, Busan,
46718, Republic of Korea

TEL : 82-51-974-2156~8
FAX : 82-51-971-1219

- b. Foreign operators may obtain the approval from Administrator of Busan Regional Office of Aviation by providing the following information to Administrator of Busan Regional Office of Aviation.

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

10.3 Pilots shall be informed when :

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

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

10.5 Pilots who wish to carry out an ILS CAT II approach shall inform Approach Control on their initial contact.

10.6 Special Procedures and Safeguards

General Special procedures and ground safeguards

Special procedures and ground safeguards will be applied during CAT II operations to protect the aircraft from operating in low visibility and to avoid interference with the ILS signals in accordance with the provisions of ICAO Doc. 9365 - Manual of All Weather Operations, and the provisions of the Enforcement Regulations of Aviation Safety Act, Article of 248.

1. Arriving Aircraft

- a. Aircraft shall vacate the runway via the designated exit taxiways as follows :
RWY 36L - C1, C2, C3, C4, E1, E2, E3, P (Refer to RKPK AD 2-15)
- b. Pilots are required to make a 'runway vacated' call, when entire aircraft has cleared the ILS critical sensitive areas.

2. Departing aircraft

- aircraft shall normally enter the runway via the designated taxiways as follows :
RWY 36L - G8, G11, P, S (Refer to RKPK AD 2-16)
RWY 36R - G8, G10, P, E5 (Refer to RKPK AD 2-17)
RWY 18L - G7, G8, G11, P, E1, RWY 18R - G7, G8, G11, P, E1, C1 (Refer to RKPK AD 2-18)

3. Unless otherwise cleared by ATC, all aircraft should be restricted to taxi within the apron in a visibility of less than RVR 350 m.

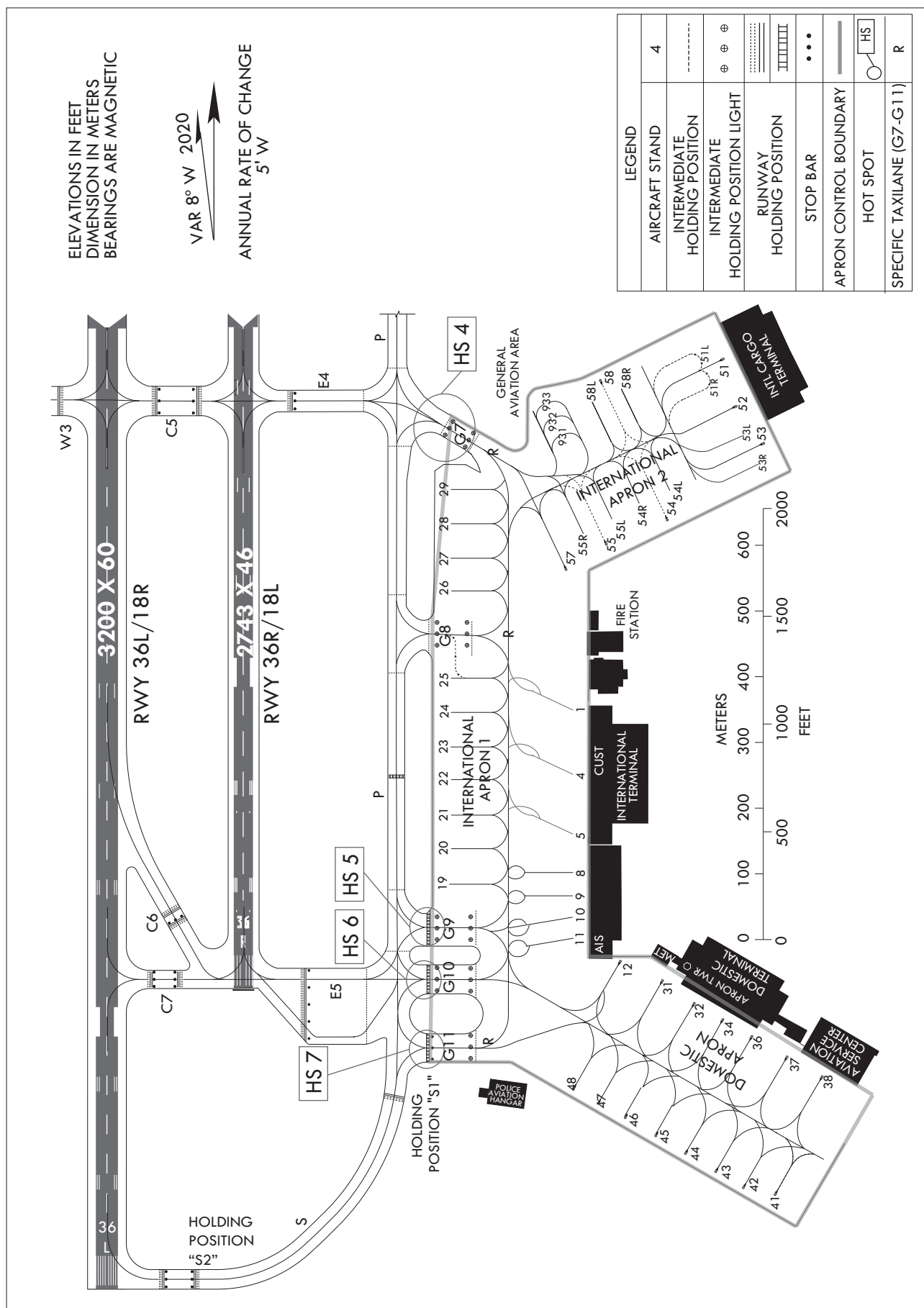
4. Refer to paragraph 6 of RKPK AD 2.20 for the taxi procedures of the code letter "F" ferry flight aircraft.

10.7 Practice Approaches

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

APRON ELEV
8 ft

TWR	118.1	118.450
	233.3	236.6
GND	121.9	275.8
APRON	121.65	317.450

BUSAN/Gimhae INTL

Change : Information of ACFT stands NR. 12 and 36.

INS COORDINATES FOR AIRCRAFT STANDS(WGS-84)				TAXIWAY INFORMATION		AIRCRAFT STANDS	
				TAXIWAY	WIDTH	STRENGTH	
1	35°10'25.69"N	128°56'44.55"E	58	P, E1, E2, E3, E4, E5	30 m	PCN 109/R/C/W/T	1, 53
4	35°10'22.90"N	128°56'44.89"E	58L				
5	35°10'20.12"N	128°56'45.24"E	58R	S	30 m	PCN 85/R/B/W/T	4, 12, 51, 54, 55
8	35°10'18.30"N	128°56'45.10"E	931	C1, C2, C3, C4, C5, C6, C7	30 m	PCN 85/R/B/W/T	5, 37
9	35°10'16.92"N	128°56'45.43"E	932				
10	35°10'15.69"N	128°56'45.62"E	933	G7	23 m	PCN 109/R/C/W/T	31
11	35°10'14.25"N	128°56'46.11"E					
12	35°10'13.59"N	128°56'48.90"E		G8	45 m	PCN 109/R/C/W/T	58
19	35°10'17.50"N	128°56'37.69"E		G9	78 m	PCN 109/R/C/W/T	A350-900, B787-10
20	35°10'18.98"N	128°56'37.50"E					
21	35°10'20.46"N	128°56'37.31"E		W2	30 m	PCN 55/R/B/X/T	B767-300ERW
22	35°10'21.95"N	128°56'37.12"E					
23	35°10'23.43"N	128°56'36.93"E		W3	45 m	PCN 55/R/B/X/T	B767-300
24	35°10'24.92"N	128°56'36.74"E					
25	35°10'26.40"N	128°56'36.54"E		G10	44 m	PCN 67/F/A/X/T	8, 9, 10, 11, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 32, 34, 36, 38, 41, 42, 44, 46, 47, 48, 51L, 51R, 52, 53L, 53R, 54L, 54R, 55L, 55R, 57, 58L, 58R
26	35°10'31.10"N	128°56'36.39"E				PCN 109/R/C/W/T	
27	35°10'32.55"N	128°56'36.20"E		G11	44 m	PCN 55/F/B/X/T	
28	35°10'34.00"N	128°56'36.01"E				PCN 109/R/C/W/T	
29	35°10'35.46"N	128°56'35.82"E		W1, G1, G2, G3, G4, G5, G6	N/A (Military use taxiway)		
31	35°10'12.79"N	128°56'51.56"E					※ ISOLATED STAND : E1
32	35°10'11.61"N	128°56'53.51"E					
34	35°10'10.92"N	128°56'55.39"E					
36	35°10'10.21"N	128°56'57.21"E		APRON INFORMATION			
37	35°10'09.69"N	128°56'59.68"E		APRON	STRENGTH		
38	35°10'08.34"N	128°57'01.60"E		INTERNATIONAL 1	PCN 74/F/B/X/T		
41	35°10'02.85"N	128°56'59.81"E		DOMESTIC	PCN 67/F/A/X/T		
42	35°10'03.30"N	128°56'58.18"E					
43	35°10'03.83"N	128°56'56.31"E		INTERNATIONAL 2	PCN 109/R/C/W/T		
44	35°10'04.56"N	128°56'54.32"E					
45	35°10'05.29"N	128°56'52.33"E					
46	35°10'06.01"N	128°56'50.37"E					
47	35°10'06.62"N	128°56'48.62"E					
48	35°10'07.15"N	128°56'47.17"E					
51	35°10'43.74"N	128°56'50.99"E					
51L	35°10'44.10"N	128°56'49.58"E					
51R	35°10'42.55"N	128°56'50.77"E					
52	35°10'41.51"N	128°56'52.08"E					
53	35°10'39.81"N	128°56'54.00"E					
53L	35°10'40.03"N	128°56'52.71"E					
53R	35°10'38.83"N	128°56'53.63"E					
54	35°10'35.46"N	128°56'48.11"E					
54L	35°10'36.65"N	128°56'48.25"E					
54R	35°10'35.87"N	128°56'46.74"E					
55	35°10'33.92"N	128°56'45.12"E					
55L	35°10'35.10"N	128°56'45.24"E					
55R	35°10'34.33"N	128°56'43.74"E					
57	35°10'32.82"N	128°56'43.03"E					

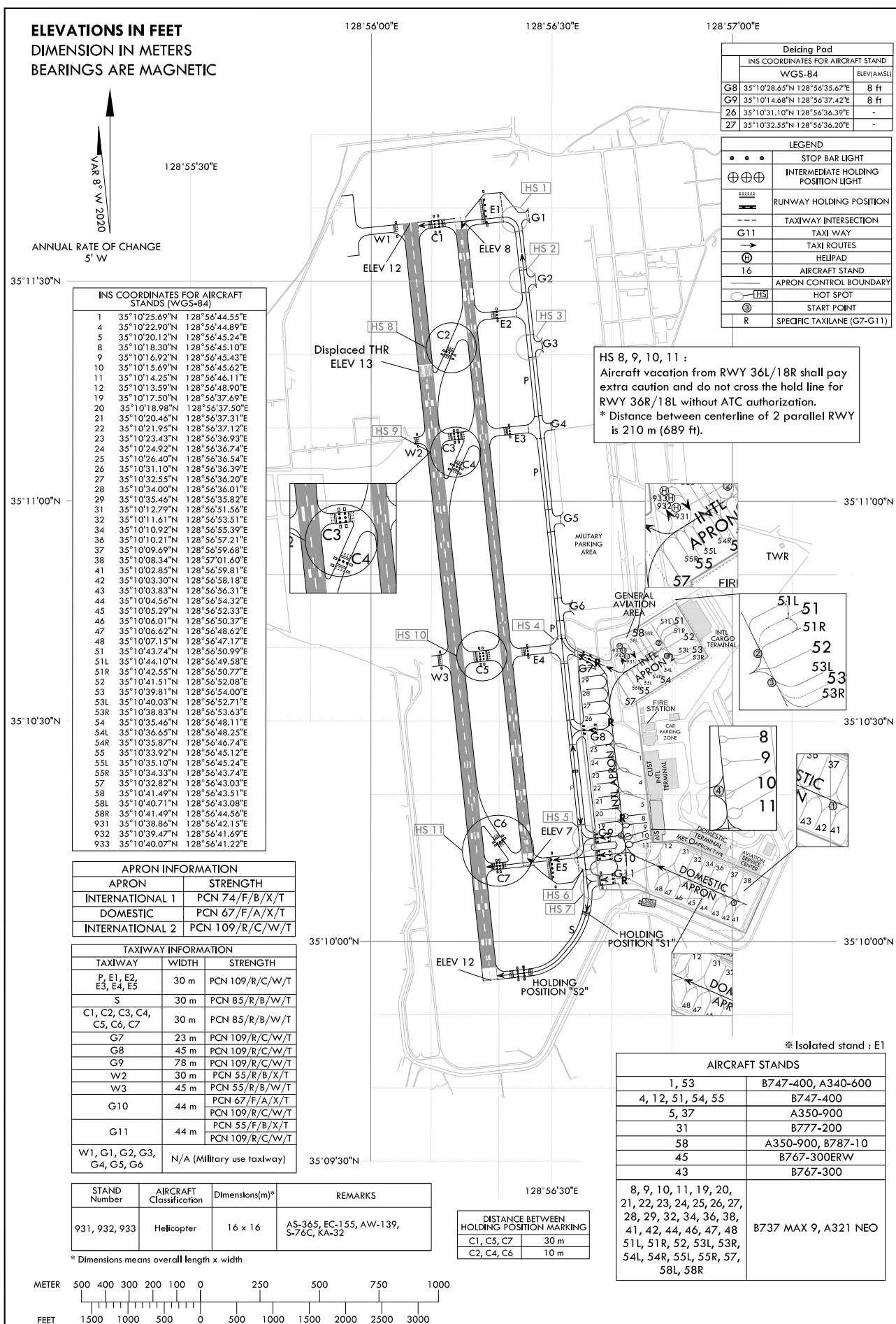
APRON INFORMATION	
APRON	STRENGTH
INTERNATIONAL 1	PCN 74/F/B/X/T
DOMESTIC	PCN 67/F/A/X/T
INTERNATIONAL 2	PCN 109/R/C/W/T

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

* Dimensions means overall length x width.

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

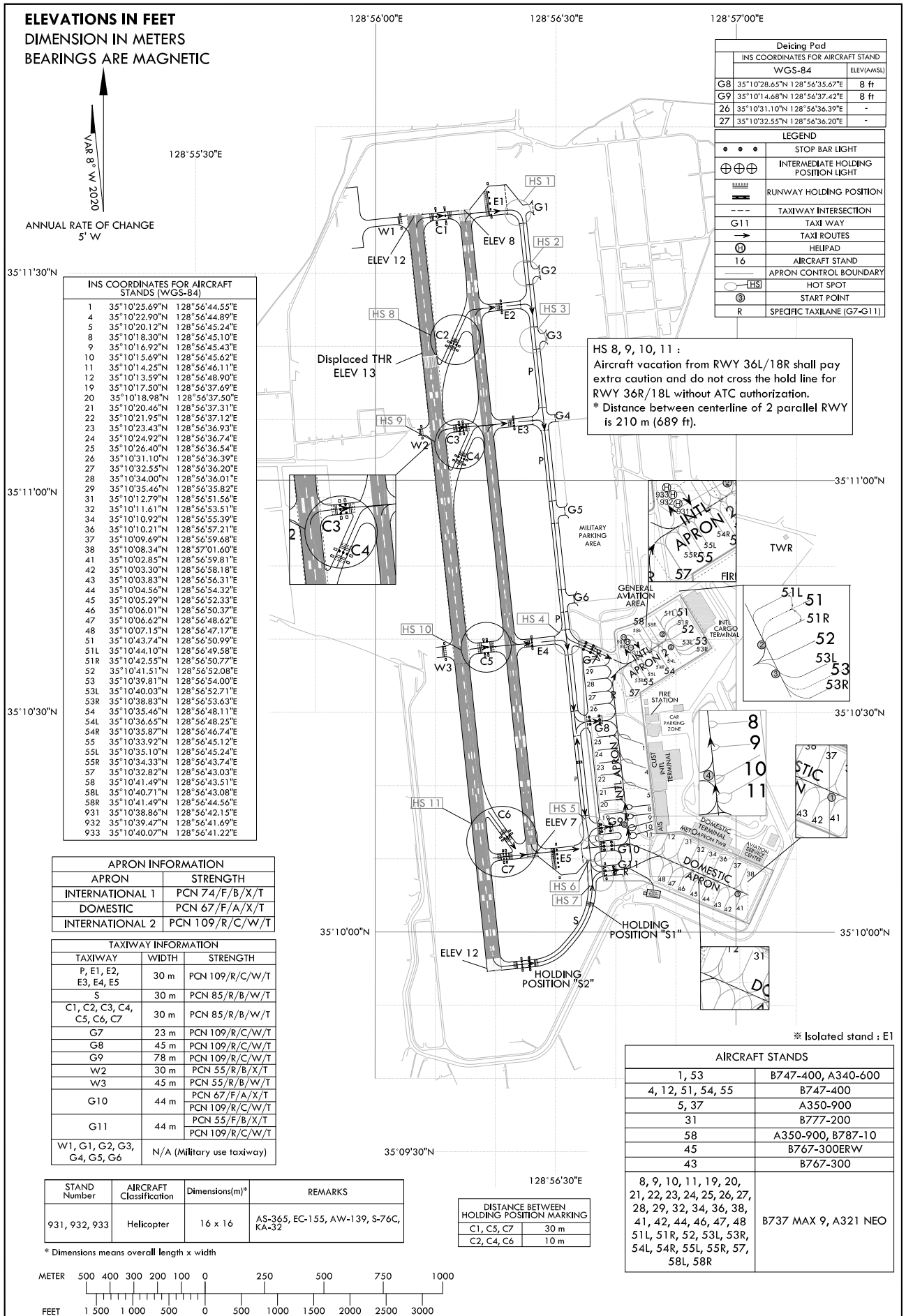
Change : Information of coordinates for ACFT stands NR. 12, 36 and ACFT type for ACFT stands NR. 12.

AERODROME GROUND
MOVEMENT CHART - ICAO APRON ELEV 8 ftTWR 118.1 118.450 233.3 236.6
GND 121.9 275.8
APRON 121.65 317.45BUSAN/Gimhae Intl
RWY 36L/R, 18L/R DEPARTURE

AERODROME GROUND
MOVEMENT CHART - ICAO

APRON ELEV 8 ft

TWR	118.1	118.450	233.3	236.6
GND	121.9	275.8		
APRON	121.65	317.45		

BUSAN/Gimhae Intl
RWY 36L/R, 18L/R ARRIVAL

Change : Information of ACFT stands NR. 12, 36 and GSE road.

OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 12/23
Effective : 1600UTC 27 DEC 2023

RKTU AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

RKTU AD 2.22 FLIGHT PROCEDURES

1. IFR

1.1 Take-off Weather Minima

RWY 06L/24R		
ENG	HIRL & RCLL or RCL	Others
2 or more ENG	RVR / VIS 500 m	RVR / VIS 800 m

1.2 Radar Procedure

1.2.1 ASR Approach

- Pilot should request to the approach control to use ASR approach, then radar vector will be provided till the MAPt (1/2 mile) or to the point at which you can proceed visually to the airport.
- Controller will provide MDA, course and distance from touchdown by using PAR equipment.

1.2.1.1 Weather minimum

a. 06L/24R

	RWY	CAT	DH/MDA-VIS	CEIL-VIS
S-ASR	06L	AB	900/24	(800-½)
		CDE	900-1⅝	(800-1⅝)
	ALS INOP CAT AB VIS 1 mile (RVR 5 500 ft), CDE VIS 2 mile			
	24R	AB	860/24	(700-½)
		C	860-1½	(700-1½)
		D	860-1¾	(700-1¾)
		E	860-2	(700-2)
	ALS INOP increase VIS ½ mile			
CIRCLING	06L	AB	900-1	(800-1)
		C	1 400-3	(1 300-3)
		DE	2 000-3	(1 900-3)
	24R	AB	860-1	(700-1)
		C	860-2	(700-2)
		D	1 200-3	(1 100-3)
		E	1 220-3	(1 100-3)
	Circling not AUTH SE of RWY 06-24, RWY 24-06			

Change : Withdrawal of WX minima and Establishment of IFR procedure(1.).

b. 06R/24L

	RWY	CAT	DH/MDA-VIS	CEIL-VIS
S-ASR	06R	AB	900/40	(800-¾)
		CDE	900-1¾	(800-1¾)
	ALS INOP CAT AB VIS 1 mile (RVR 5 500 ft), CDE VIS 2 mile			
	24L	AB	880/40	(700-¾)
		C	880-1½	(700-1½)
		D	880-1¾	(700-1¾)
		E	880-2	(700-2)
	ALS INOP CAT AB increase VIS ¼ mile , CDE increase VIS ½ mile.			
CIRCLING	06R	AB	900-1	(800-1)
		C	1 400-3	(1 300-3)
		DE	2 000-3	(1 900-3)
	24L	AB	880-1	(700-1)
		C	880-2	(700-2)
		D	1 200-3	(1 100-3)
		E	1 220-3	(1 100-3)
	Circling not AUTH SE of RWY 06-24, RWY 24-06			

1.2.2 PAR Approach

- a. PAR approach for practice is not available.
PAR approach is only available in situation of ILS malfunctioning.

1.2.2.1 Weather minimum

a. 06L/24R

RWY	CAT	GS/TCH(ft)/RPI(ft)	ALS	DA/VIS	HAT	CEIL-VIS
06L	ABCDE	3.0°/50/954	FULL	368/24	200	(200-½)
			INOP	386/24	200	(200-½)
24R	ABCDE	3.0°/50/995	FULL	386/24	200	(200-½)
			INOP	386/24	200	(200-½)

b. 06R/24L

RWY	CAT	GS/TCH(ft)/RPI(ft)	ALS	DA/VIS	HAT	CEIL-VIS
06R	ABCDE	3.0°/50/1 002	FULL	372/40	200	(200-¾)
			INOP	386/24	200	(200-½)
24L	ABCDE	3.0°/50/1 001	FULL	392/24	200	(200-½)
			INOP	386/24	200	(200-½)

1.3 Missed APCH Procedures

- a. RWY 06 : Climb heading 061° to 6 000 ft and expect radar vector by ATC.
Missed APCH climb rate exceed 360(ASR), 380(PAR) ft/NM.
- b. RWY 24 : Climb to 6 000 ft via heading 240° to 3 NM(from ASR) then right heading 250°.
Missed APCH climb rate exceed 380 ft/NM.

Change : Withdrawal of WX minima and Establishment of IFR procedure(1.).

2. VFR

2.1 Entry / helicopter

1. General Conditions

- a. Helicopters using civil aprons for taking off or landing shall be made on TWY E.
For helicopters with wheel-type landing gear, take-off/landing/taxiing shall be conducted on the runway only after obtaining the permission from the control tower.
- b. After take-off, aircraft shall depart the traffic pattern to the northwest and any aircraft which want to take-off and cross the RWY 06R/24L shall obtain the prior permission from the control tower.
- c. Traffic pattern altitude for helicopters is 1 000 ft except for B-412 helicopter and light aircraft.

2. Procedure for departing traffic pattern (refer to the diagram)

I. RWY 24L/R in use

- a. For aircraft departing the traffic pattern to the north
Turn right after take-off, then fly to the right side of OCHANG at 1 000 ft with broadcasting the position in the blind. Fly to the right side of the National road 17 while keeping a sharp lookout for other aircraft entering or leaving Jincheon branch office(360°R 6 NM), the Forest Government Information Agency, then fly to the left side ABEAM of the Jincheon Casemate(launching pad) at 1 500 ft and after broadcasting the position in the blind over the JINCHEON, depart to the destination.
- b. For aircraft departing the traffic pattern to the west
After take-off, turn right and fly via OCHANG at 1 000 ft with broadcasting the position in the blind, then proceed to BYONGCHEN at 1 700 ft along the south of the National road 510, and after broadcasting the position in the blind over BYONGCHEN, depart to the destination.
- c. For aircraft departing the traffic pattern to the south
 - Take-off for crossing the runway 06R/24L shall be allowed only after obtaining the permission from the control tower.
 - After take-off, turn left after obtaining the permission from the control tower and proceed direct to "C" Point at 1 200 ft.
 - After take-off, maintain at or below 500 ft until passing through the end of the runway, and turn left after obtaining the permission from the control tower, depart to the destination via MIWON at 2 500 ft.
 - If no permission is obtained from the control tower, maintain at or below 500 ft until passing the end of the runway, and turn right, then fly along the right side of JUNGBU Expressway, and after broadcasting the position in the blind over "C" Point at 1 200 ft, depart to the destination.
- d. For aircraft departing the traffic pattern to the east
After take-off, turn right and proceed to JEUNGPYEONG at 1 000 ft via 'Down Wind leg' and depart to the destination after broadcasting the position in the blind over JEUNGPYEONG; or
After obtaining the permission from the control tower, cross the extended centerline of runway at or below 1 000 ft and depart to the destination.

II. RWY 06L/R in use

- a. For aircraft departing the traffic pattern to the north
After take-off, turn left and maintain at or below 800 ft. Fly via the right side of JEUNGPYEONG Interchange at 1 000 ft. Proceed to JINCHEON at 1 500 ft along the JUNGBU Expressway and depart to the destination after broadcasting the position in the blind over JINCHEON.
- b. For aircraft departing the traffic pattern to the west
After take-off, turn left and maintain at or below 800 ft. Fly via the right side of OCHANG at 1 000 ft along JUNGBU Expressway. and proceed to BUNGCHON at 1 700 ft along the National road 510, and Depart to the destination after broadcasting the position in the blind over BUNGCHON.
- c. For aircraft departing the traffic pattern to the south
 - Take-off for crossing the runway 06R/24L shall be allowed only after obtaining the permission from the control tower.
 - After take-off, maintain at or below 500 ft until passing through the end of the runway, and after obtaining the permission from the control tower, turn right and depart to the destination via MIWON at 2 500 ft.
 - When departing the traffic pattern via "C" point, turn right after passing through the end of runway and proceed to "C" Point at 1 200 ft via Down wind and Depart to the destination after broadcasting the position in the blind over "C" Point.
 - Flying directly over downtown and school areas of Byeongcheon, Miwon and Ochang is prohibited.

3. Procedure for entering traffic pattern

- a. For aircraft entering the traffic pattern from the southwest
Request landing clearance at "C" Point at 1 200 ft then along the Mihocheon and right side of the Jungbu Expressway.
Maintain at or below 1 000 ft until passing Runway extension line.
- b. For aircraft entering the traffic pattern from the west
After broadcasting the position in the blind over the Mokcheon Interchange, fly to the right side of Byeongcheon(right side of National road 21), then request landing clearance at Byeongcheon at 2 200 ft.
Fly along the north of National Road 510, proceed to OCHANG at 1 500 ft and then enter the traffic pattern by descending to 1 000 ft.
- c. For aircraft entering the traffic pattern from the north
Request landing clearance at Jincheon at 2 000 ft after broadcasting the position in the blind over Gwanghyewon and enter the traffic pattern via the right side of Jeungpyeong Interchange or via Ochang.
- d. For aircraft entering the traffic pattern from the east
After broadcasting the position in the blind over Goesan, request landing clearance over Jeungpyeong at 1 000 ft, and enter the traffic pattern via Jeungpyeong Interchange at 1 000 ft.

RKTU AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of the airport
 - a. Due to bird habitats in the vicinity of airport, pilots shall exercise caution not to conflict with the birds.
 - b. The activity altitude of birds is from 0 to 500 ft(150 m).
 - c. Also, before daily sunset, activities of the birds occur above the same way when returning to the resting area during 1 hour or 2 hours.
 - d. Control tower shall provide pilots with the information about the birds's movement.
 - e. Monthly bird activities is as follows :
 - From January to March, and from October to December : During 1 hour or 2 hours after daily sunrise, birds like dove or duck mallard move from resting area (approximately 4~12 km to the southwest of threshold of Runway 24R/06L) to feeding area(farmlands or airport).
 - From April to September : During 1 hour or 2 hours after daily sunrise, birds like white-plumed egret and grey heron move from resting area(mountains which are located in approximately 1 km far from the airport) to feeding area(farmlands or airport).
 - Also, resident birds, such as magpie, skylark or sparrow, move in and out agricultural area near airport.
 - f. Preventive activities against bird strikes, such as operation of B.A.T(Bird Alert Team) and devices(cannon, shotgun, etc) which scare birds away, shall be carried out. Also, the measures for eliminating resting or feeding area of birds is being taken in the airport boundary.
 - g. On the properties of airport farming, garbage treatment facilities are not permitted.

RKTU AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	RKTU AD CHART 2-1
Aircraft Parking/Docking Chart - ICAO	RKTU AD CHART 2-3
Aerodrome Ground Movement Chart - ICAO	RKTU AD CHART 2-4
Aerodrome Obstacle Chart - ICAO - Type A	RKTU AD CHART 2-5
Aerodrome Obstacle Chart - ICAO - Type A	RKTU AD CHART 2-6
Aerodrome Obstacle Chart - ICAO - Type A	RKTU AD CHART 2-7
Aerodrome Obstacle Chart - ICAO - Type A	RKTU AD CHART 2-8
Aerodrome Obstacle Chart - ICAO - Type B	RKTU AD CHART 2-9
Area Chart - ICAO	RKTU AD CHART 2-10
SID - RWY 06L - RNAV(GNSS) BUKIL 2	RKTU AD CHART 2-11
SID - RWY 24R - RNAV(GNSS) UPTIL 1	RKTU AD CHART 2-12
SID - RWY 06L/R - CHEONGJU 7	RKTU AD CHART 2-13
SID - RWY 24L/R - CHEONGJU 8	RKTU AD CHART 2-14
SID - RWY 06L/24R - CHEONGJU 1D	RKTU AD CHART 2-15
STAR - RWY 06L/24R - MATIZ 1	RKTU AD CHART 2-15-2
ATC Surveillance Minimum Altitude Chart - ICAO	RKTU AD CHART 2-16
Instrument Approach Chart - RWY 24R - VOR/DME	RKTU AD CHART 2-17
Instrument Approach Chart - RWY 24R - ILS/DME Y	RKTU AD CHART 2-18
Instrument Approach Chart - RWY 06L - RNP	RKTU AD CHART 2-19
Instrument Approach Chart - RWY 24R - RNP	RKTU AD CHART 2-20
Instrument Approach Chart - RWY 24R - ILS/DME Z	RKTU AD CHART 2-21
Instrument Approach Chart - RWY 06L - ILS/DME Y	RKTU AD CHART 2-22
Instrument Approach Chart - RWY 06L - ILS/DME Z	RKTU AD CHART 2-23
Instrument Approach Chart - RWY 06L - LOC/DME	RKTU AD CHART 2-24
Instrument Approach Chart - RWY 06L - VOR/DME	RKTU AD CHART 2-25
Instrument Approach Chart - RWY 24R - LOC/DME Y	RKTU AD CHART 2-26
Instrument Approach Chart - RWY 06L - LOC/DME Z	RKTU AD CHART 2-27
Instrument Approach Chart - RWY 24R - LOC/DME Z	RKTU AD CHART 2-28
Visual Approach Chart - ICAO	RKTU AD CHART 2-29
Bird concentrates in the vicinity of airport	RKTU AD CHART 2-30

Change : Withdrawal of IAC(PAR, ASR for RWY 06L/24R) and Information of chart NR..

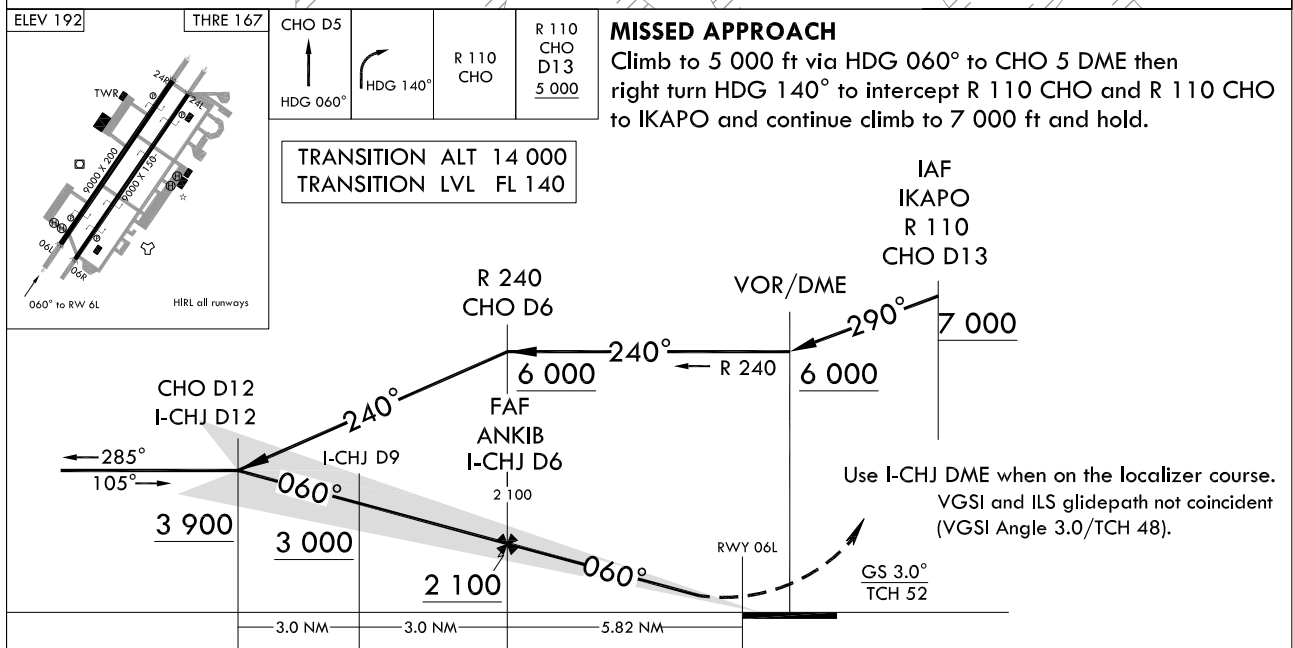
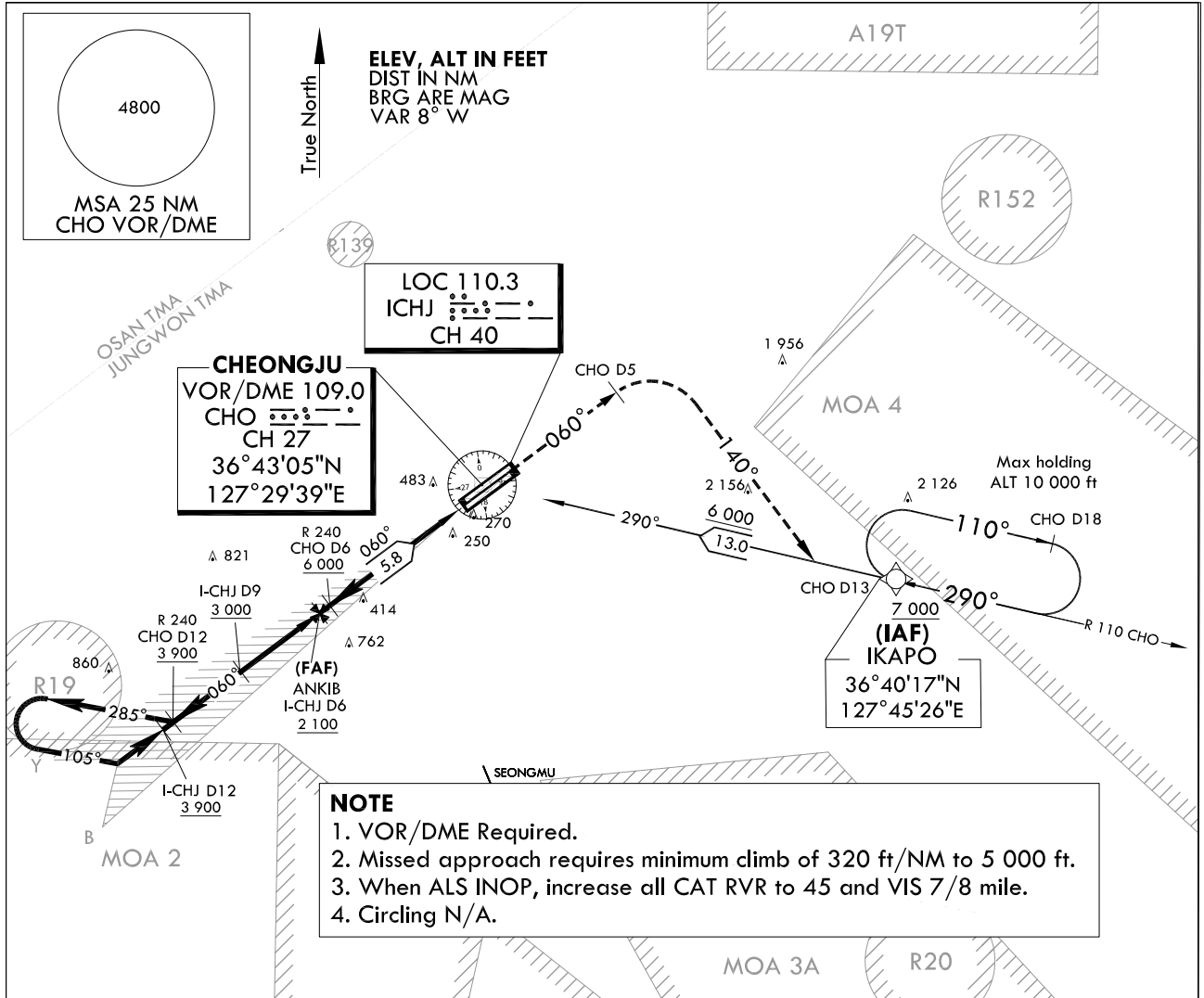
INSTRUMENT APPROACH CHART

AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 06L - ELEV **167** ft

JUNGWON	APP	134.0	134.1
		134.4	
CHEONGJU	TWR	118.7	126.2

CHEONGJU/Cheongju Intl(RKTU)
ILS Y
RWY 06L

Note : Approach under circling-to land under U.S. TERPS.



CATEGORY		A	B	C	D	E
S-ILS 06L	ALS	367/40 200(200- $\frac{3}{4}$)				N/A
	ALS INOP	367/45 200(200- $\frac{7}{8}$)				N/A

Change : Page control.

CHEONGJU/Cheongju Intl(RKTU)
ILS Y
RWY 06L

AERONAUTICAL DATA TABULATION

ILS Approach to RWY 06L			
Fix/Point		Coordinates	
IKAPO	R 110 CHO/13.00 NM CHO	36°40'16.6"N	127°45'26.2"E
CHO VOR/DME	-	36°43'04.9"N	127°29'38.7"E
D6 CHO	R 240 CHO/6.00 NM CHO	-	
D12 ICHJ	BRG 60.11°/12.00 NM ICHJ	36°35'21.9"N	127°17'33.6"E
D9 ICHJ	BRG 60.11°/9.00 NM ICHJ	36°37'12.1"N	127°20'30.5"E
ANKIB	-	36°39'02.7"N	127°23'28.6"E
RWY 06L THR	-	36°42'36.12"N	127°29'12.42"E
D5 CHO	BRG 60.11°/5.00 NM CHO	36°46'00.1"N	127°34'42.0"E
R 110 CHO	-	-	
IKAPO	R 110 CHO/13.00 NM CHO	36°40'16.6"N	127°45'26.2"E

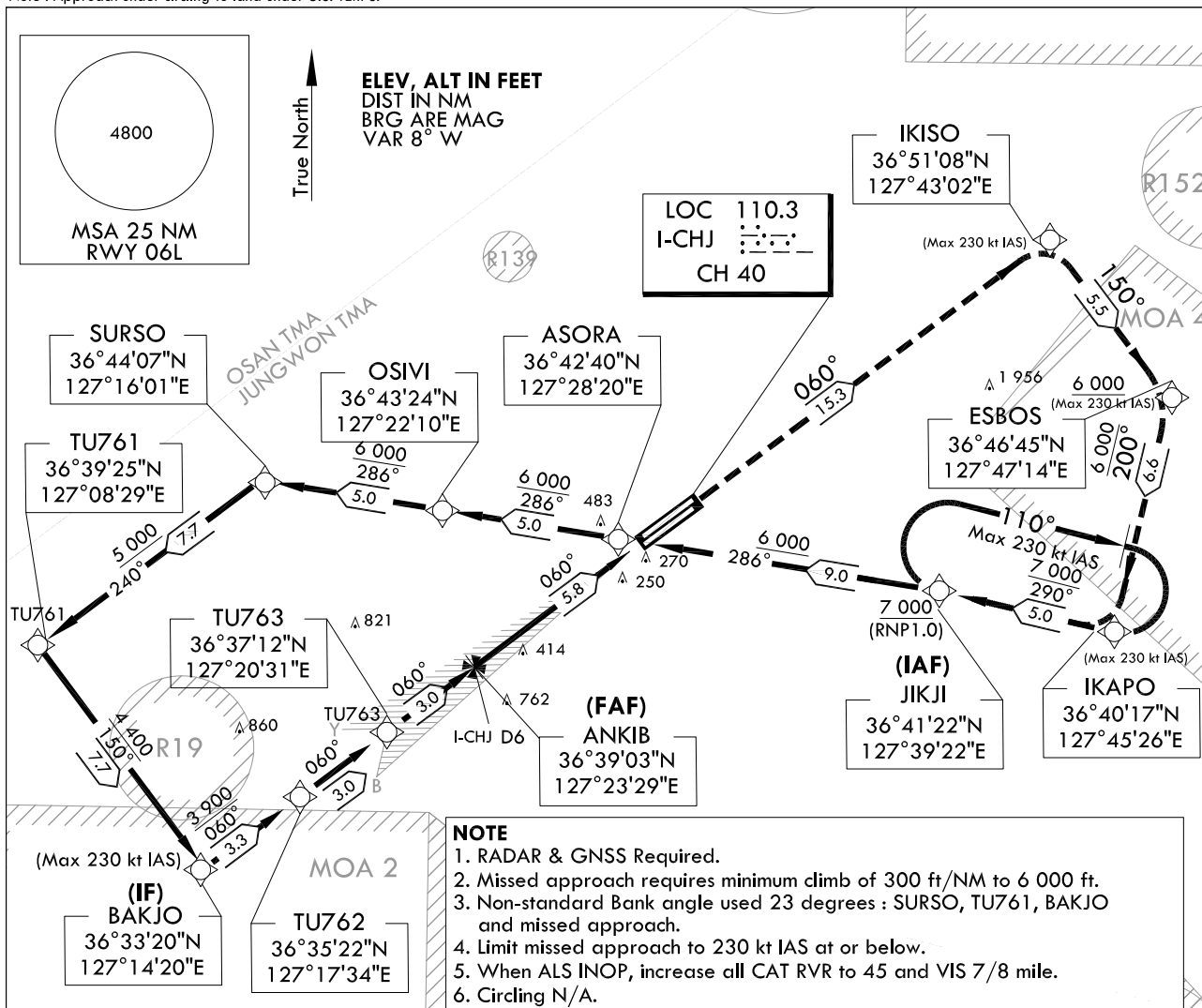
**INSTRUMENT
APPROACH
CHART**

AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 06L - ELEV **167 ft**

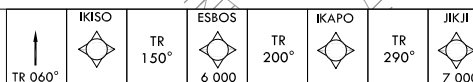
JUNGWON APP 134.0 134.1
134.4
CHEONGJU TWR 126.2 118.7

CHEONGJU/Cheongju Intl(RKTU)
ILS Z
RWY 06L

Note : Approach under circling-to land under U.S. TERPS.



TRANSITION ALT 14 000
TRANSITION LVL FL 140

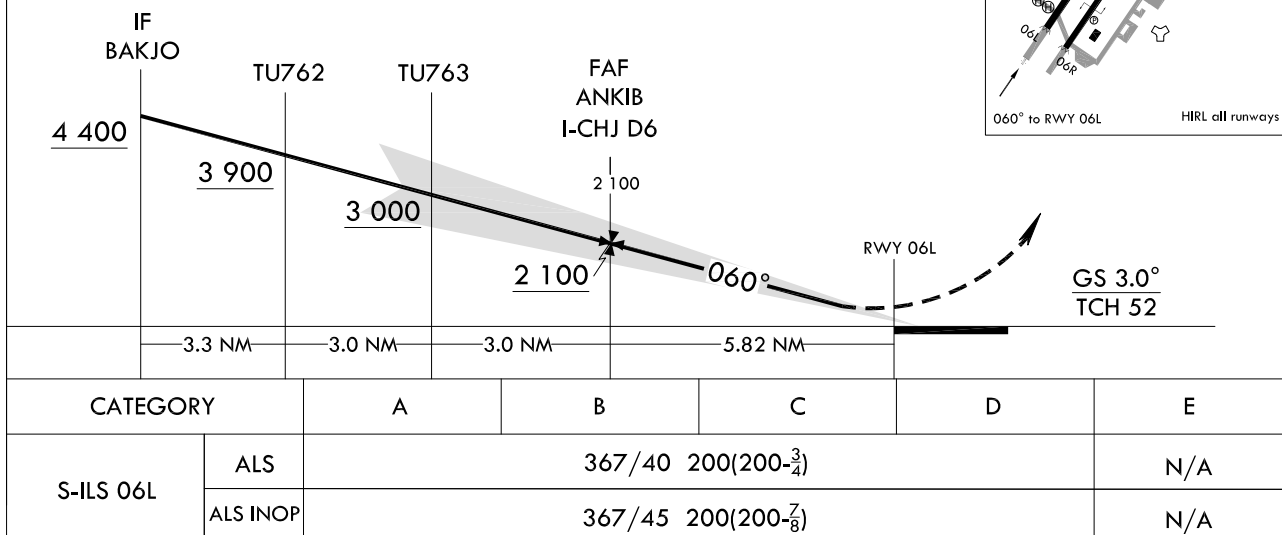


MISSED APPROACH

Climb to 6 000 ft via on track 060° to IKISO, then track 150° to cross ESBOS at or above 6 000 ft, then track 200° to IKAPO, then track 290° to cross JIKJI at or above 7 000 ft and hold.

Use I-CHJ DME when on the localizer course.

VGSI and ILS glidepath not coincident (VGSI Angle 3.0/TCH 48).



Change : Page control.

CHEONGJU/Cheongju Intl(RKTU)
ILS Z
RWY 06L

AERONAUTICAL DATA TABULATION

ILS Approach to RWY 06L			
Fix/Point		Coordinates	
JIKJI (IAF)	-	36°41'21.7"N	127°39'22.1"E
ASORA	-	36°42'40.4"N	127°28'19.6"E
OSIVI	-	36°43'23.8"N	127°22'10.3"E
SURSO	R 283 CHO/11.00 NM CHO	36°44'06.8"N	127°16'01.0"E
TU761	-	36°39'25.0"N	127°08'29.0"E
BAKJO	-	36°33'20.1"N	127°14'19.6"E
TU762	-	36°35'21.9"N	127°17'33.6"E
TU763	-	36°37'12.1"N	127°20'30.5"E
ANKIB	-	36°39'02.7"N	127°23'28.6"E
RWY 06L THR	-	36°42'36.12"N	127°29'12.42"E
IKISO	-	36°51'08.3"N	127°43'01.8"E
ESBOS	-	36°46'44.7"N	127°47'14.2"E
IKAPO	R 110 CHO/13.00 NM CHO	36°40'16.6"N	127°45'26.2"E
JIKJI	-	36°41'21.7"N	127°39'22.1"E

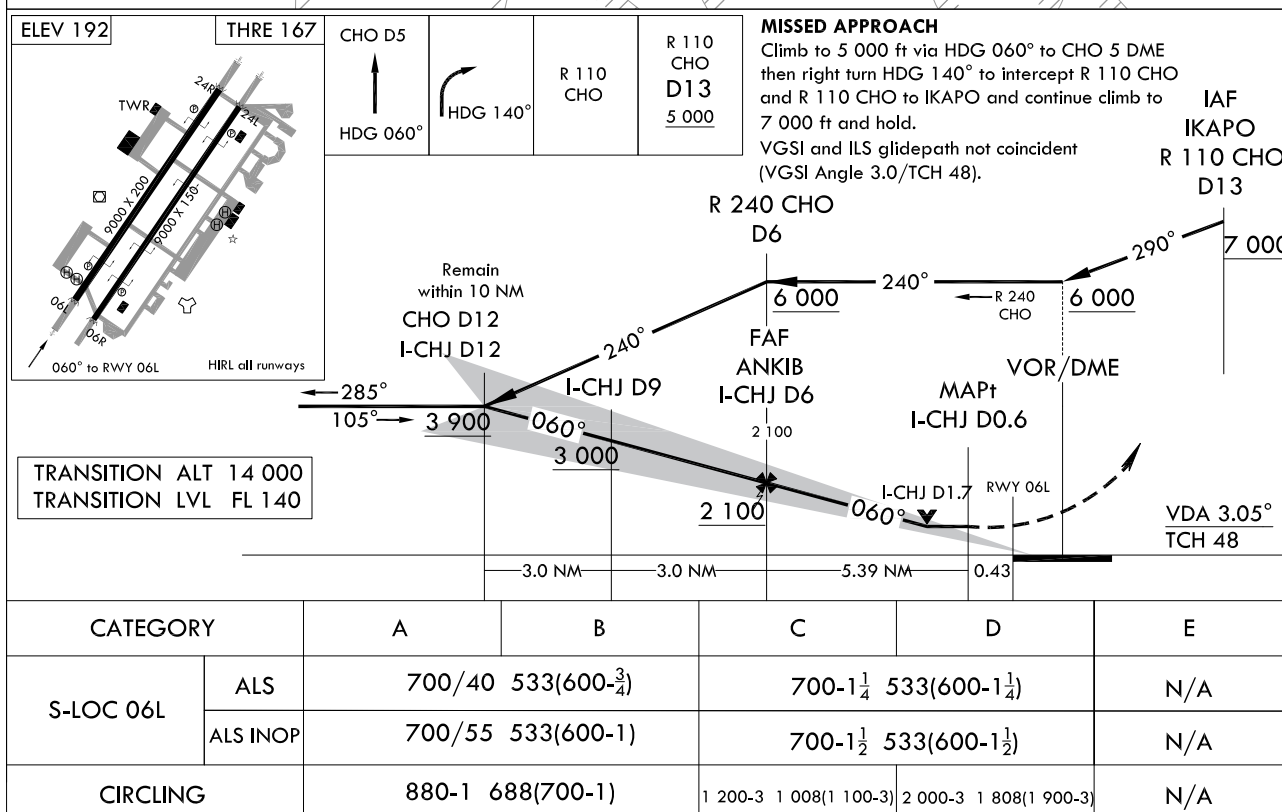
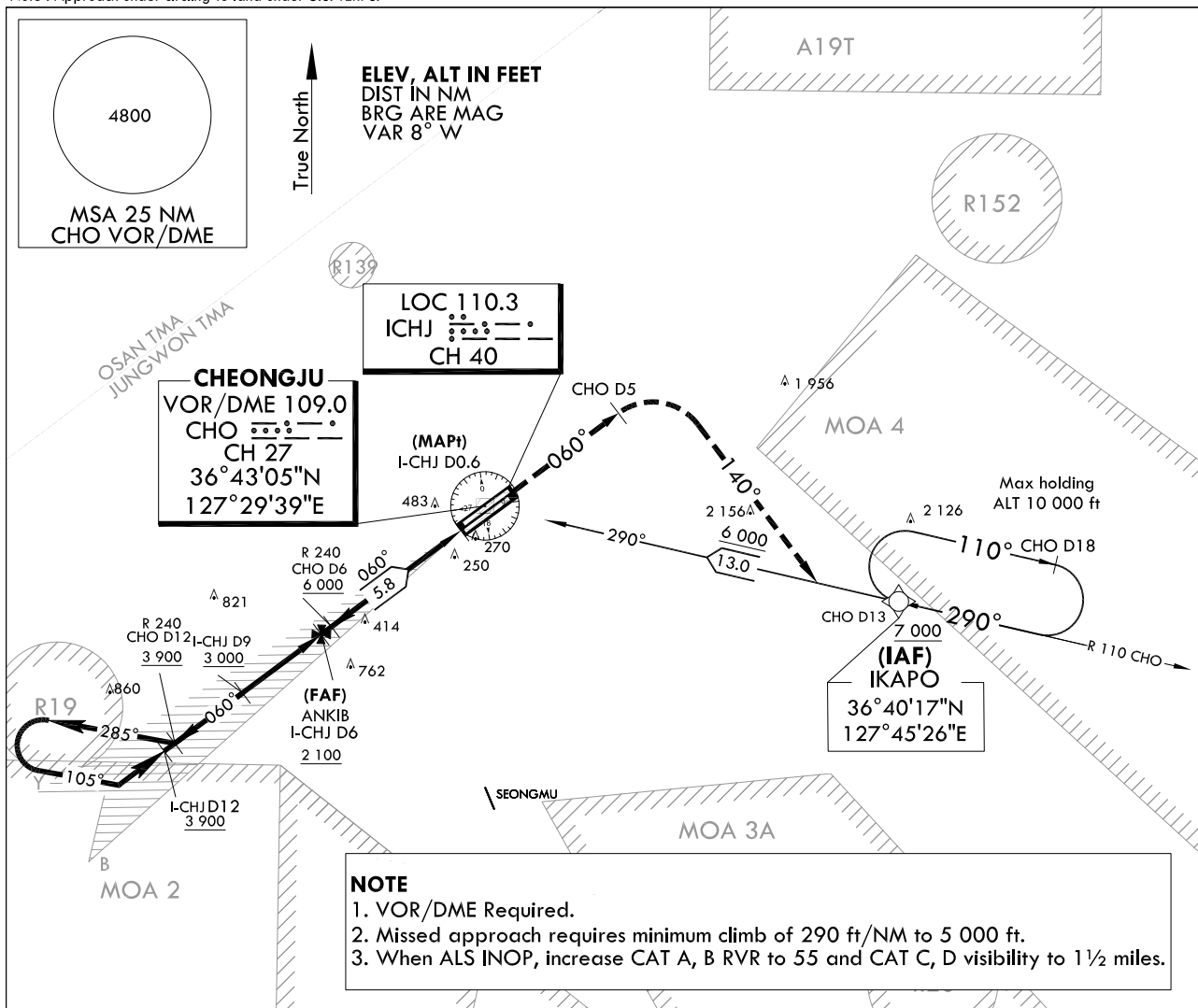
**INSTRUMENT
APPROACH
CHART**

AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 06L - ELEV 167 ft

JUNGWON APP 134.0 134.1
134.4
CHEONGJU TWR 126.2 118.7

**CHEONGJU/Cheongju Intl(RKTU)
LOC/DME Y
RWY 06L**

Note : Approach under circling-to-land under U.S. TERPS.



Change : Page control.

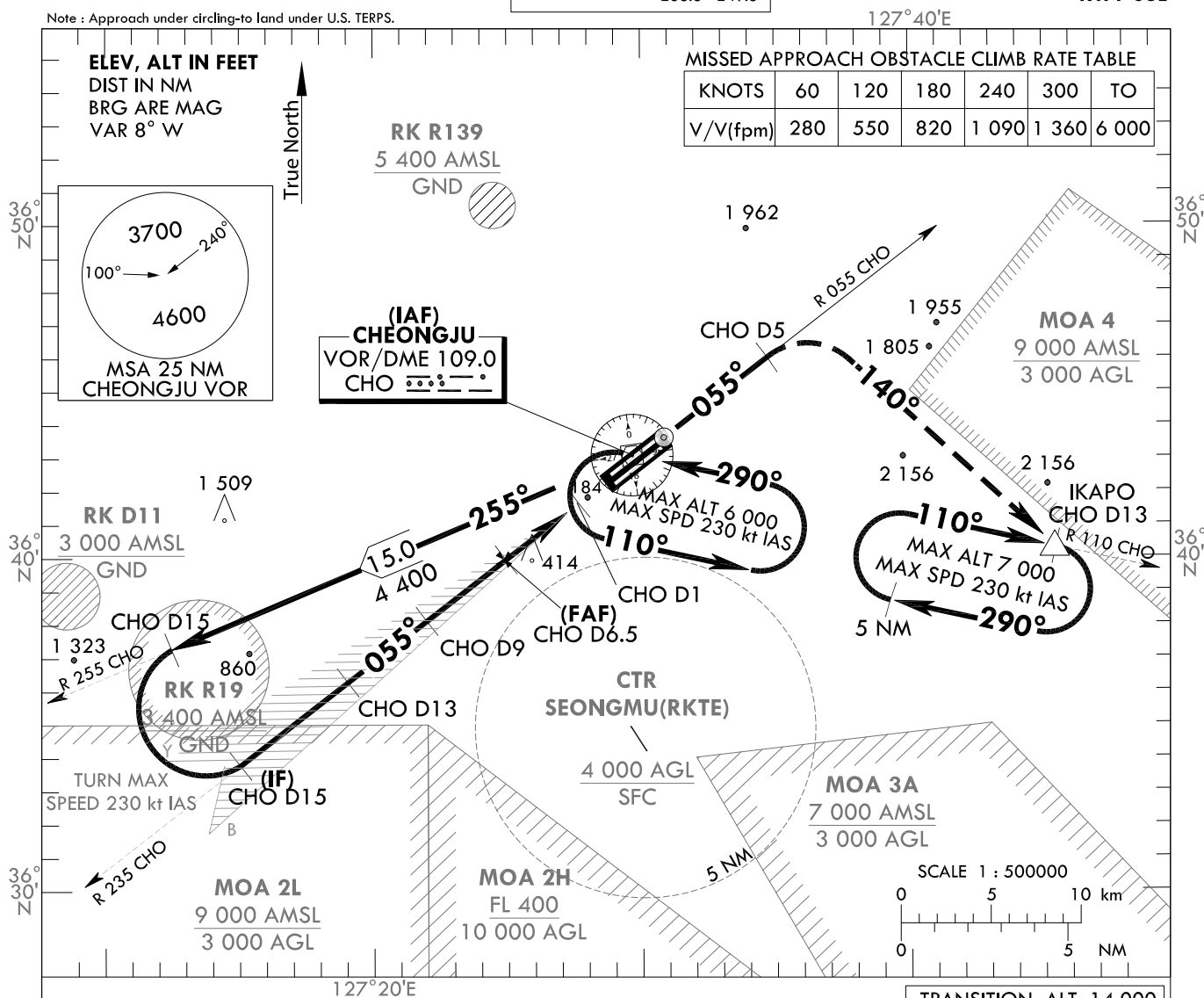
CHEONGJU/Cheongju Intl(RKTU)
LOC/DME
RWY 06L

AERONAUTICAL DATA TABULATION

LOC/DME Approach to RWY 06L from LOC/DME			
Fix/Point		Coordinates	
IKAPO	R 110 CHO/13.00 NM CHO	36°40'16.6"N	127°45'26.2"E
CHO VOR/DME	-	36°43'04.9"N	127°29'38.7"E
D6 CHO	R 240 CHO/6.00 NM CHO	-	
D12 ICHJ	BRG 60.11°/12.00 NM ICHJ	36°35'21.9"N	127°17'33.6"E
D9 ICHJ	BRG 60.11°/9.00 NM ICHJ	36°37'12.1"N	127°20'30.5"E
ANKIB	-	36°39'02.7"N	127°23'28.6"E
D0.6 ICHJ	0.6 NM ICHJ	-	
D5 CHO	BRG 60.11°/5.00 NM CHO	36°46'00.1"N	127°34'42.0"E
R 110 CHO	-	-	
IKAPO	R 110 CHO/13.00 NM CHO	36°40'16.6"N	127°45'26.2"E

INSTRUMENT
APPROACH
CHARTAERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 06L - ELEV 168 ftJUNGWON APP 134.0 265.75
CHEONGJU TWR 126.2 118.7
236.6 249.6CHEONGJU/Cheongju Intl(RKTU)
VOR/DME
RWY 06L

Note : Approach under circling-to-land under U.S. TERPS.

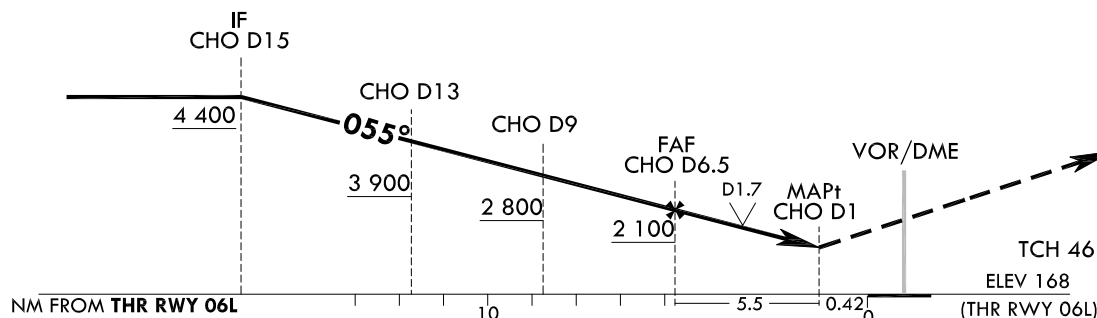


MISSED APPROACH

Climb to 7 000 ft, via HDG 055° to CHO D5, then right turn HDG 140°, then direct to IKAPO and hold.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

* When ALS INOP, increase CAT A, B RVR to 50 and VIS to 1 mile, CAT C VIS to 1½ miles, CAT D VIS to 1¾ miles.



CATEGORY	A	B	C	D
S-VOR/DME	700/24 532(600-½)		700/50 532(600-1)	700/60 532(600-1¼)
CIRCLING	780-1 588(600-1)	820-1 628(700-1)	820-1¾ 628(700-1¾)	1200-3 1 008(1 100-3)

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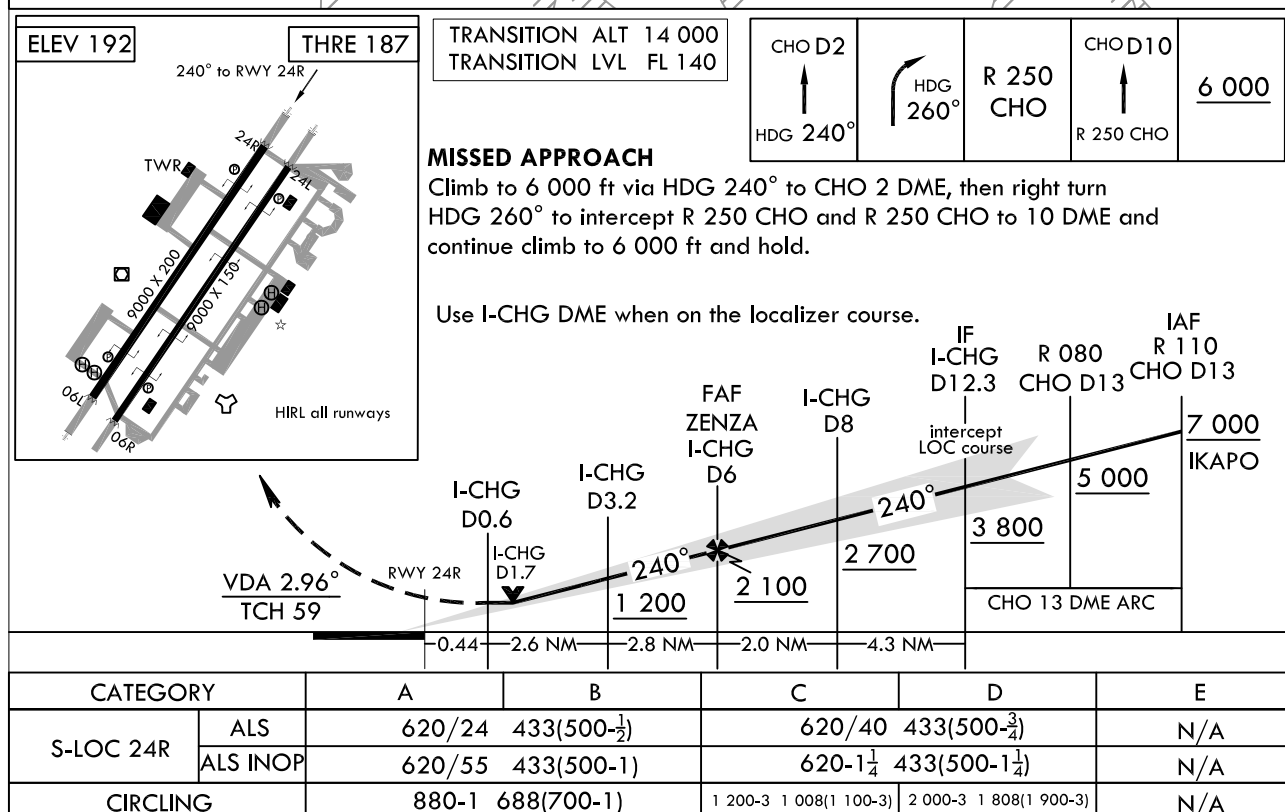
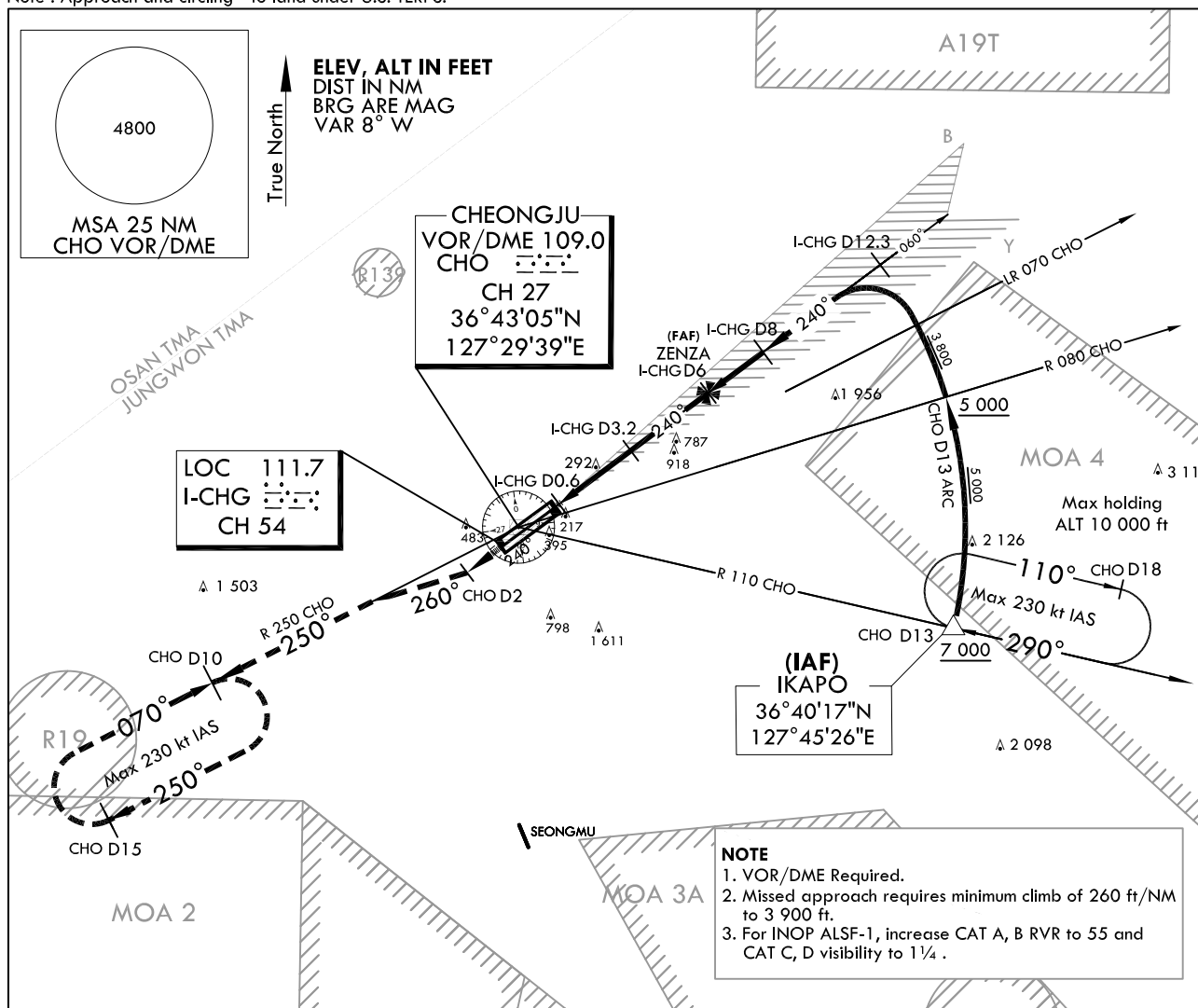
**INSTRUMENT
APPROACH
CHART**

AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 24R - ELEV 187 ft

JUNGWON APP 134.0 134.1 134.4
CHEONGJU TWR 118.7 126.2

**CHEONGJU/Cheongju INTL(RKTU)
LOC/DME Y
RWY 24R**

Note : Approach and circling - to land under U.S. TERPS.



Change : Page control.

OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 12/23
Effective : 1600UTC 27 DEC 2023

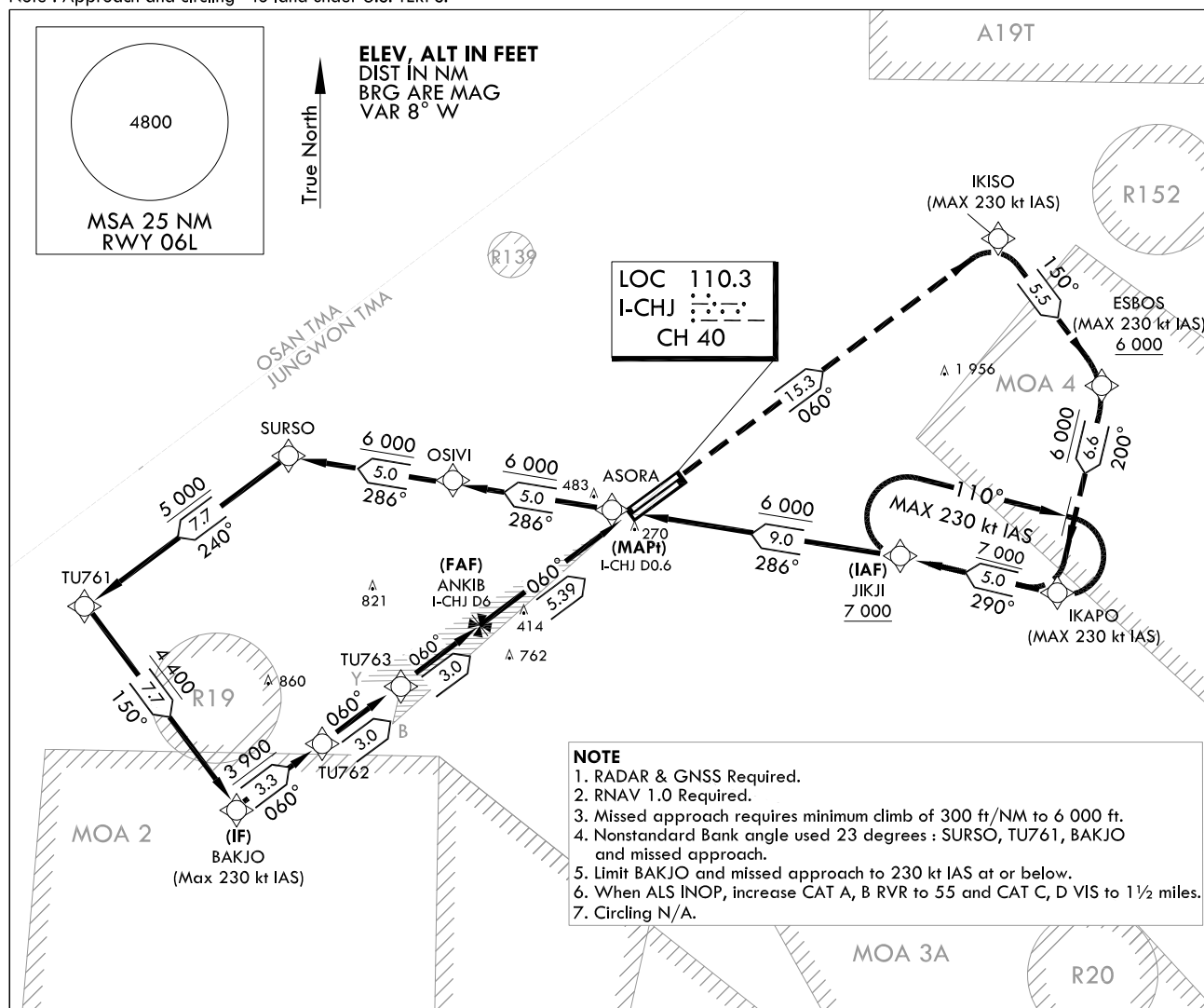
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INSTRUMENT
APPROACH
CHARTAERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 06L - ELEV 187 ftJUNGWON APP 134.0 134.1 134.4
CHEONGJU TWR 118.7 126.2CHEONGJU/Cheongju INTL(RKTU)
LOC/DME Z
RWY 06L

Note : Approach and circling - to land under U.S. TERPS.

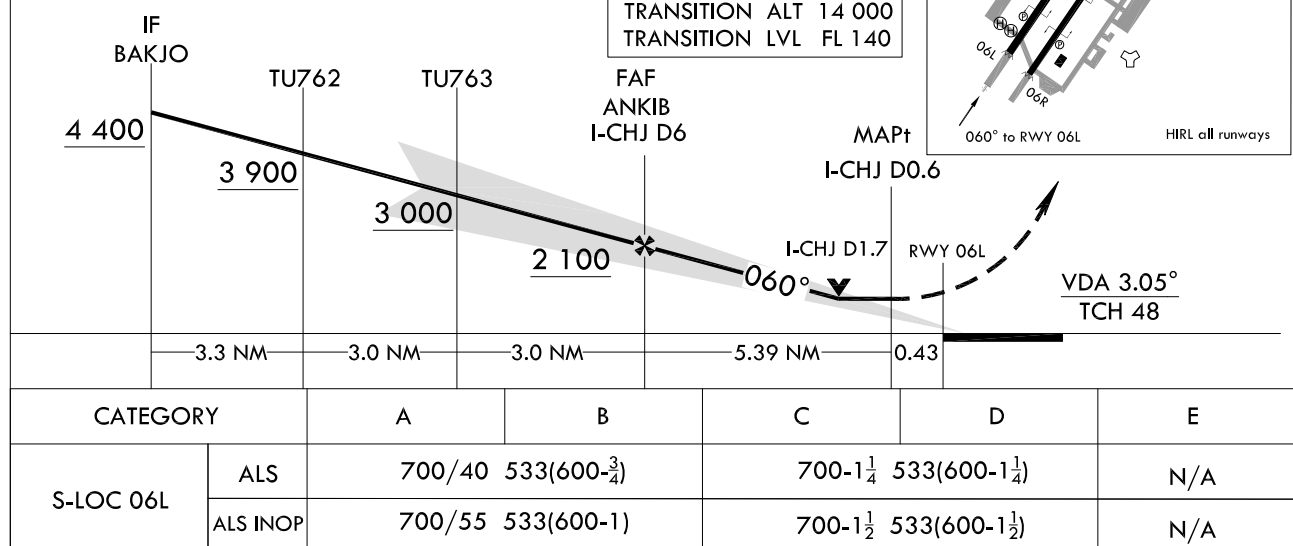


	IKISO	ESBOS	IKAPO	JIKJI
↑	TR 150°	TR 200°	TR 290°	
TR 060°	6 000	7 000		

MISSED APPROACH

Climb to 6 000 ft via on track 060° to IKISO, then track 150° to cross ESBOS at or above 6 000 ft, then track 200° to IKAPO, then track 290° to cross JIKJI at or above 7 000 ft and hold.

Use I-CHJ DME when on the localizer course.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

Change : Page control.

OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 12/23
Effective : 1600UTC 27 DEC 2023

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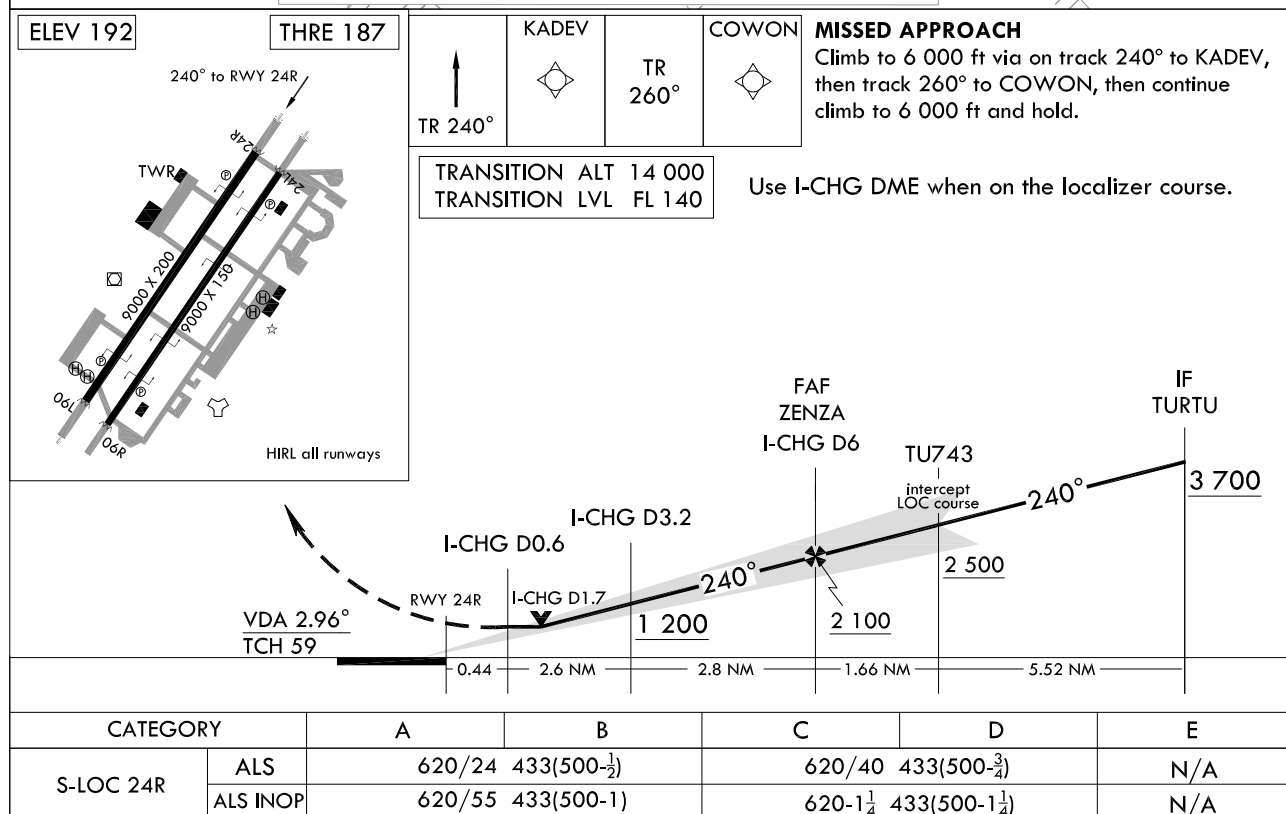
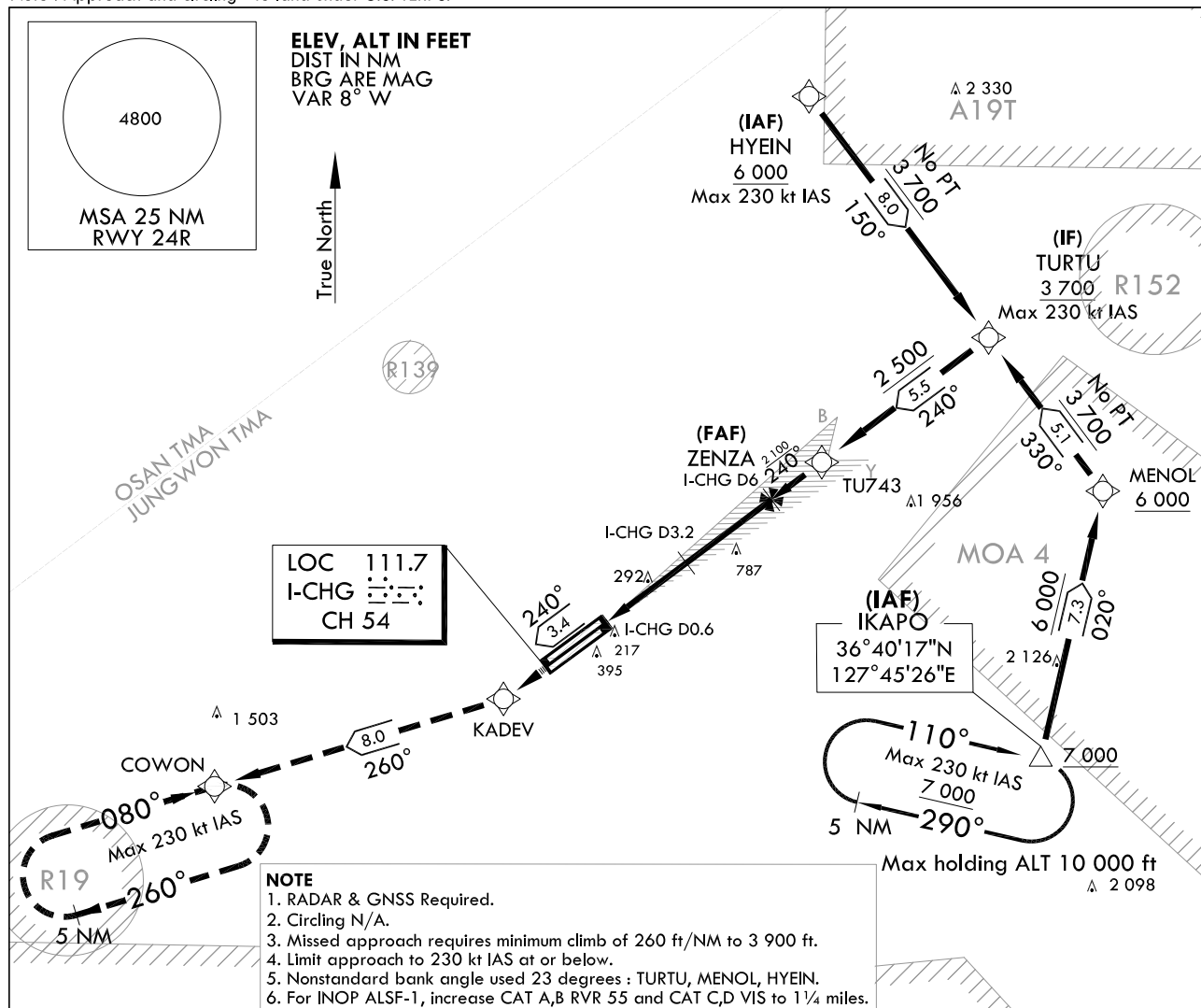
**INSTRUMENT
APPROACH
CHART**

AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 24R - ELEV 187 ft

JUNGWON APP 134.0 134.1 134.4
CHEONGJU TWR 118.7 126.2

**CHEONGJU/Cheongju INTL(RKTU)
LOC/DME Z
RWY 24R**

Note : Approach and circling - to land under U.S. TERPS.



Change : Page control.

INTENTIONALLY

LEFT

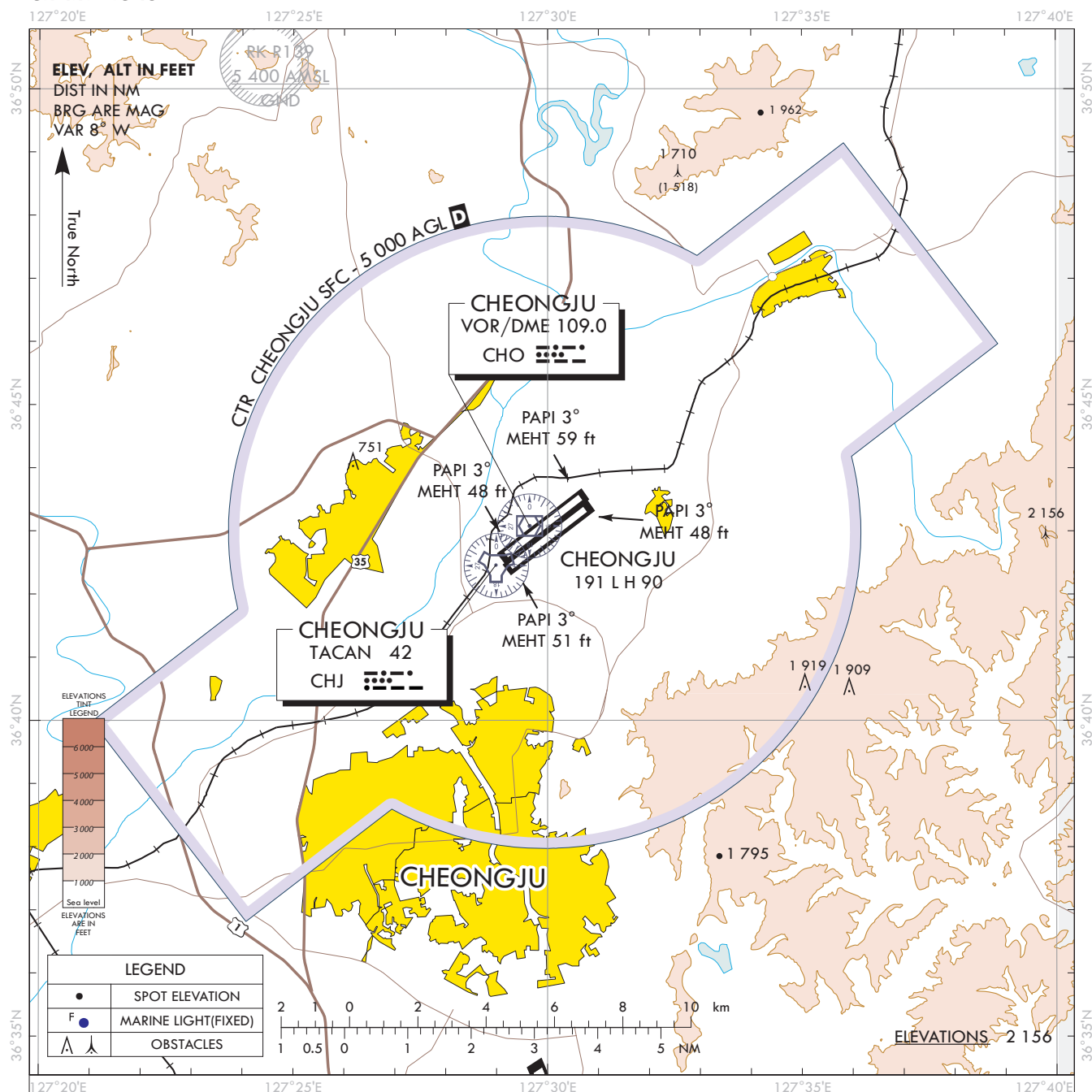
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**VISUAL
APPROACH
CHART - ICAO**

AD ELEV **192** ft
HEIGHTS RELATED
TO AD ELEV

JUNGWON	APP	134.0
CHEONGJU	DEP	129.65
CHEONGJU	TWR	118.7 126.2

CHEONGJU/Cheongju



ATS Airspace Classifications

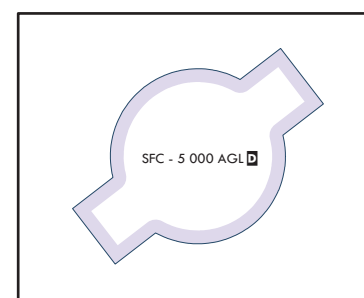
1. Class D : Radius of Cheongju airports

* Vertical Limits

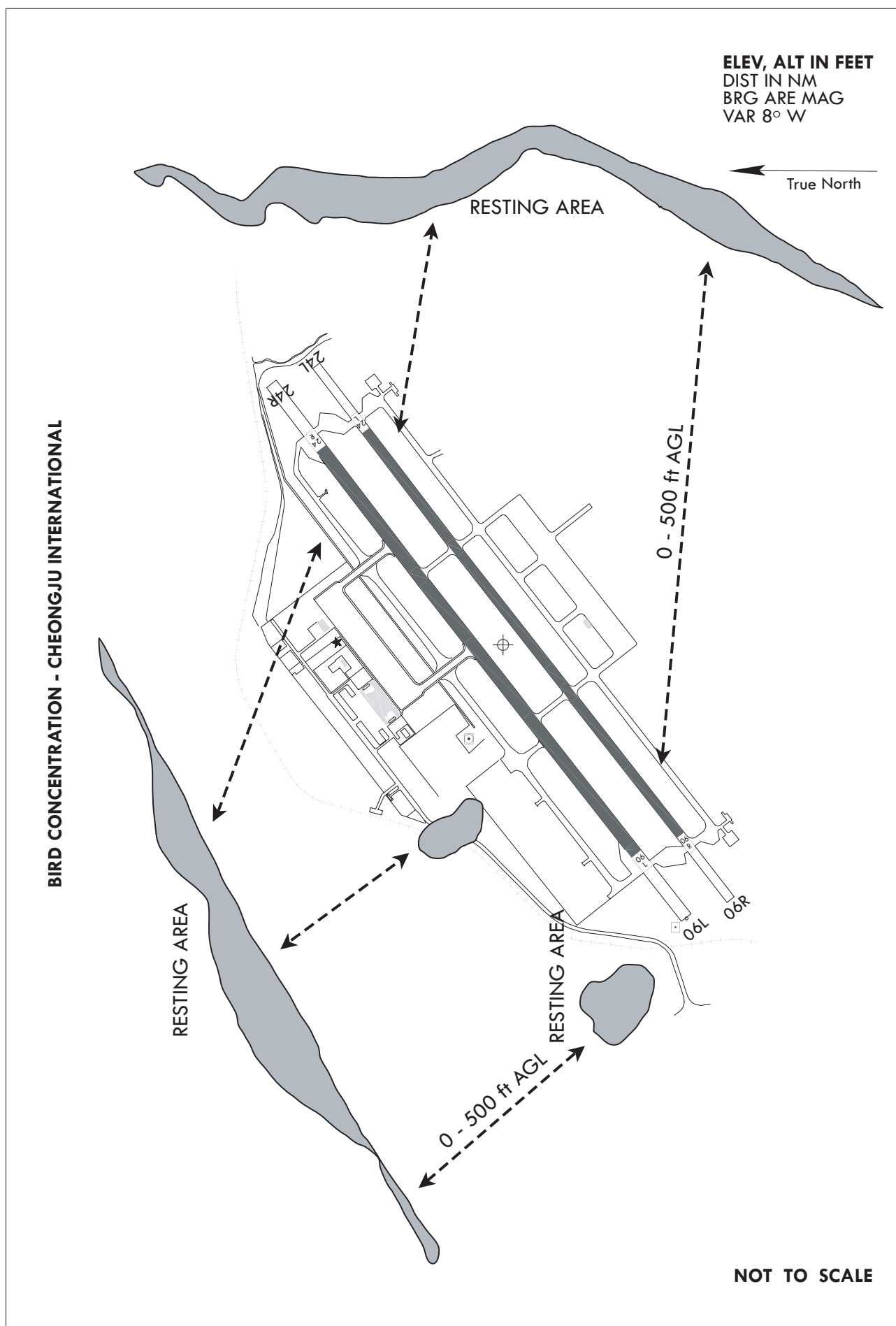
- Within 5 NM including areas which are extended southwestbound from
364004N 1272052E - 364151N 1272344E -
363841N 1272646E - 363654N 1272354E
and northeastbound from
364727N 1273246E - 364914N 1273539E -
364603N 1273841E - 364416N 1273548E (SFC-5 000 ft)

* Speed Limits : 250 kts IAS or less below 10 000 ft AMSL

200 kts IAS or less at or below 2 500 ft AMSL within 4 NM of the airport.



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