

REPUBLIC OF KOREA

**AIRAC
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Ministry of Land, Infrastructure and Transport
Office of Civil Aviation

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

AMENDMENT NR 4/24

2 MAY 2024

AIRAC

AIP AMENDMENT NR 4/24

(Effective : 1600UTC 12 JUN 2024)

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 Enroute

- a) Information of B467, G597, V11, Y437, Y655, Y697, Y744 and Z63.
- b) Withdrawal of NIMUS, NOMEX and Establishment of BIDRI, ESNEG, LESBU, OSVOM, UGOVI.
- c) Establishment of UA 59~63.
- d) Information of Enroute chart.

1.2 Gimpo INTL Airport

- a) Information of GSE road.

2. PAGE CONTROL

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL I, Part II - ENR (Enroute) ENR 3.1-3(19 OCT 23) / 3.1-4(19 OCT 23) ENR 3.1-7(14 DEC 23) / 3.1-8(14 DEC 23) ENR 3.1-11(19 OCT 23) / 3.1-12(19 OCT 23) ENR 3.3-3(19 OCT 23) / 3.3-4(19 OCT 23) ENR 3.3-7(14 DEC 23) / 3.3-8(14 DEC 23) ENR 3.3-11(14 DEC 23) / 3.3-12(14 DEC 23) ENR 3.3-13(19 OCT 23) / 3.3-14(19 OCT 23) ENR 3.3-17(14 DEC 23) / 3.3-18(14 DEC 23) ENR 4.4-1(2 MAY 24) / 4.4-2(2 MAY 24) ENR 4.4-3(2 MAY 24) / 4.4-4(2 MAY 24) ENR 5.5-3(27 JUL 23) / 5.5-4(27 JUL 23) ENR 6-1-2(7 MAR 24) ENR 6-6(21 SEP 23) / 6-7(21 SEP 23)	VOL I, Part II - ENR (Enroute) ENR 3.1-3(19 OCT 23) / 3.1-4(2 MAY 24) ENR 3.1-7(14 DEC 23) / 3.1-8(2 MAY 24) ENR 3.1-11(2 MAY 24) / 3.1-12(19 OCT 23) ENR 3.3-3(2 MAY 24) / 3.3-4(19 OCT 23) ENR 3.3-7(14 DEC 23) / 3.3-8(2 MAY 24) ENR 3.3-11(2 MAY 24) / 3.3-12(14 DEC 23) ENR 3.3-13(19 OCT 23) / 3.3-14(2 MAY 24) ENR 3.3-17(14 DEC 23) / 3.3-18(2 MAY 24) ENR 4.4-1(2 MAY 24) / 4.4-2(2 MAY 24) ENR 4.4-3(2 MAY 24) / 4.4-4(2 MAY 24) ENR 5.5-3(2 MAY 24) / 5.5-4(2 MAY 24) ENR 6-1-2(2 MAY 24) ENR 6-6(2 MAY 24) / 6-7(21 SEP 23)
VOL II, Part III - AD (Aerodromes) RKSS AD 2-10-1(2 MAY 24) / 2-10-2(2 MAY 24) AD 2-15(11 JAN 24) / 2-15-1(11 JAN 24) AD 2-15-2(11 JAN 24) / 2-16(11 JAN 24) AD 2-17(11 JAN 24) / 2-18(11 JAN 24) AD 2-19(11 JAN 24) / 2-20(11 JAN 24) AD 2-21(11 JAN 24) / 2-22(11 JAN 24) AD CHART 2-1(16 NOV 23) / 2-2(29 JUN 23) AD CHART 2-5(7 MAR 24) / 2-6(7 MAR 24)	VOL II, Part III - AD (Aerodromes) RKSS AD 2-10-1(2 MAY 24) / 2-10-2(2 MAY 24) AD 2-15(2 MAY 24) / 2-15-1(2 MAY 24) AD 2-15-2(2 MAY 24) / 2-16(2 MAY 24) AD 2-17(2 MAY 24) / 2-18(2 MAY 24) AD 2-19(2 MAY 24) / 2-20(2 MAY 24) AD 2-21(2 MAY 24) / 2-22(2 MAY 24) AD CHART 2-1(2 MAY 24) / 2-2(29 JUN 23) AD CHART 2-5(2 MAY 24) / 2-6(2 MAY 24)

END

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

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG↑/↓ VOR RDL DIST (COP)	Upper limits Lower limits or Minimum altitude(MOCA) ft AMSL or FL Airspace classification	Lateral limits NM	Direction of cruising levels		Remarks Controlling unit channel Logon address
				Odd	Even	
1	2	3	4	5		6
PYONGYANG FIR						
INCHEON FIR						
B332						Daegu ACC
▲ KANSU(FIR BDRY) 383800N 1322830E	180° 360°	UNL FL 200 (1 500) Class A, G	50	↓		FREQ : 122.250(125.925) MHz 263.350(263.85) MHz Airspace Classification refer to ENR 3.1-1
△ PALDU 375813N 1323625E	40.2 180° 360°					
△ SABET 373829N 1324019E	19.9 180° 360°					
▲ IGRAS(FIR BDRY) 371846N 1324411E	19.9					
INCHEON FIR						
FUKUOKA FIR						
B467						Daegu ACC
△ GANGWON VORTAC(KAE) 374203N 1284514E	100° 280°	UNL 8 000 (7 100)	10	↓		FREQ : (at or below FL 295) 134.175(123.65) MHz 272.40(233.60) MHz FREQ : (above FL 295) 122.250(125.925) MHz 263.350(263.85) MHz Airspace Classification refer to ENR 3.1-1
△ LESBU 374116N 1294104E	44.3 100° 280°	Class A, D, G UNL 8 000 (1 500)				
▲ UGOVI 374105N 1295051E	7.8 100° 280°	Class A, D, G UNL 8 000 (1 500)				
△ BUSKO 374033N 1301610E	20.1 100° 281°	Class A, D, G UNL 8 000 (4 600)				
△ TENAS 373820N 1313427E	62.2 044° 224°	Class A, D, G UNL FL 200 (1 500)	50			Daegu ACC FREQ : 122.250(125.925) MHz 263.350(263.85) MHz Airspace Classification refer to ENR 3.1-1
△ MALSO 375440N 1314904E	20.0 044° 225°	Class A, G				
▲ KANSU(FIR BDRY) 383800N 1322830E	53.3					
INCHEON FIR						
PYONGYANG FIR						

Change : Information of B467.

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

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG ↑/↓ VOR RDL DIST (COP)	Upper limits Lower limits or Minimum altitude(MOCA) ft AMSL or FL Airspace classification	Lateral limits NM	Direction of cruising levels		Remarks Controlling unit channel Logon address
				Odd	Even	
1	2	3	4	5		6
SHANGHAI FIR						
INCHEON FIR						
G597						Daegu ACC
▲ AGAVO(FIR BDRY) 371000N 1240000E	096° 276° 19.9	UNL FL 150 (1 500) Class A, D, G	10			FREQ : (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz
△ GONAV 371048N 1242453E	066° 246°					FREQ : (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz
▲ DANTI 371806N 1243929E	13.8 066° 247°					Westbound(SEL-AGAVO) FL 400, FL 380, FL 360, FL 340, FL 320, FL 300, FL 280, FL 260, FL 240, FL 220, FL 200.
△ ANSIM 372323N 1245009E	10.0 097° 277°					* Note G597 is only for Non-RNAV aircraft. Any aircraft approved for RNAV operations should use Y697.
▲ BINIL 372349N 1251359E	19.0 097° 278°					Only flying westbound from SEL to AGAVO on G597 is authorized. (Unless otherwise assigned by ATC, flying eastbound in this airway shall not be used.)
▲ NOPIK 372412N 1253905E	20.0 098° 278°					Aircraft flying eastbound from AGAVO to SEL on G597 shall get PPR 24 hours before from Incheon ACC.
△ GOGET 372442N 1263036E	41.0 098° 278°	UNL 8 000 (2 200) Class A, D, G				REF. ENR 3.1-9 for the detailed altitude conversion procedures.
△ ANYANG VORTAC(SEL) 372449N 1265542E	20.0 087° 267°	UNL 7 500 (3 500) Class A, D, G		↓	↑	
△ EGOBA 372915N 1272246E	22.0 087° 267°	UNL 7 500 (5 100) Class A, D, G				
▲ KARBU 373159N 1273952E	13.9 087° 268°	UNL 7 500 (5 600) Class A, D, G				Daegu ACC
▲ TORUS 373625N 1280807E	22.9 088° 268°	UNL 7 500 (7 500) Class A, D, G				FREQ : (at or below FL 295) 134.175(123.65) MHz 272.40(233.60) MHz
▲ BIKSI 374032N 1283504E	21.8 088° 268°	UNL 7 500 (7 100) Class A, D, G				FREQ : (above FL 295) 122.250(125.925) MHz 263.350(263.85) MHz
△ GANGWON VORTAC(KAE) 374203N 1284514E	8.2 130° 310°	UNL 8 000 (7 100) Class A, D, G				Only flying westbound from LANAT to KAE on G597 shall get 24 HR PPR from Daegu ACC.
▲ PILIT 372631N 1291731E	30.0 130° 310°	UNL 9 000 (3 100) Class A, D, G				Airspace Classification refer to ENR 3.1-1
▲ ESNEG 371014N 1295051E	31.2 130° 311°	UNL 9 000 (1 500) Class A, D and G				
△ AGSUS 364521N 1304044E	47.1 131° 311°					
▲ LANAT(FIR BDRY) 362224N 1312542E	42.9				↑	
INCHEON FIR						
FUKUOKA FIR						

Change : Information of G597.

OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 4/24
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3.1.2 DOMESTIC ATS ROUTES

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG ↑/↓ VOR RDL DIST (COP)	Upper limits Lower limits or Minimum altitude(MOCA) ft AMSL or FL Airspace classification	Lateral limits NM	Direction of cruising levels		Remarks Controlling unit channel Logon address
				Odd	Even	
1	2	3	4	5		6
V11						Daegu ACC
▲ PILIT 372631N 1291731E			8		↓	FREQ : (at or below FL 295) 134.175(123.65) MHz 272.40(233.60) MHz
KAE R 128/30 DME KPO R 001/88 DME	183° 003°	UNL 9 000 (7 000) Class A, D, G				FREQ : (above FL 295) 122.250(125.925) MHz 263.350(263.85) MHz
▲ NOBUT 370715N 1291957E	183° 003°	UNL 9 000 (6 400) Class A, D, G				1. 11 000 ft to FL 240, at or above FL 280 will be blocked.
▲ OSVOM 363844N 1292331E	28.6	UNL 9 000 (4 000) Class A, D, G				2. At or above 11 000 ft, required 15 days PPR from Air Traffic Management Office.
▲ LOSTO 362016N 1292548E	183° 003°	UNL 9 000 (3 300) Class A, D, G				3. Airspace Classification refer to ENR 3.1-1
△ POHANG VORTAC(KPO) 355838N 1292828E	21.7	UNL 9 000 (4 200) Class A, D, G				Daegu ACC
▲ APARU 352442N 1290932E	37.2	UNL 9 000 (4 400) Class A, D, G				FREQ : 120.575(119.375, 119.325, 134.375) MHz 254.70(335.75) MHz
△ BUSAN VORTAC(PSN) 350721N 1285958E	19.0	UNL 9 000 (4 400) Class A, D, G		↑		1. 11 000 ft to FL 240, at or above FL 280 will be blocked.
						2. At or above 11 000 ft, required 15 days PPR from Air Traffic Management Office.
						3. Airspace Classification refer to ENR 3.1-1

Change : Information of V11.

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

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits	Direction of cruising levels		Remarks Controlling unit Frequency			
				Lower limits (MOCA) ft AMSL or FL Airspace classification	Odd	Even				
1	2	3	4	5	6		7			
Y437 (RNAV2) [GNSS,DME/DME, DME/DME/IRU] △ GANGWON VORTAC(KAE) 374203N 1284514E △ LESBU 374116N 1294104E ▲ UGOVI 374105N 1295051E △ BUSKO 374033N 1301610E △ TENAS 373820N 1313427E △ MALSO 375440N 1314904E ▲ KANSU(FIR BDRY) 383800N 1322830E	N/A						Daegu ACC FREQ: (at or below FL 295) 134.175(123.65) MHz 272.40(233.60) MHz			
		$\frac{100}{280}$	44.3	UNL 8 000(6 400) Class A, D, G	↓		FREQ : (above FL 295) 122.250(125.925) MHz 263.350(263.85) MHz			
		$\frac{100}{280}$	7.8	UNL 8 000(1 500) Class A, D, G		Airspace Classification refer to ENR 3.1-1				
		$\frac{100}{281}$	20.1			Daegu ACC FREQ : 122.250(125.925) MHz 263.350(263.85) MHz				
		$\frac{101}{281}$	62.2							
		$\frac{044}{224}$	20.0	UNL FL 200(1 500) Class A, D, G						
		$\frac{044}{225}$	53.3							
								↑		
		INCHEON FIR								
		PYONGYANG FIR								

1. Critical DME : KAE<KAE/LESBU>, KPO<KAE/LESBU>, KAE<LESBU/UGOVI>, KPO<LESBU/UGOVI>,
KAE<UGOVI/BUSKO>, KPO<UGOVI/BUSKO>, KAE<BUSKO/TENAS>, KPO<BUSKO/TENAS>,
KAE<TENAS/MALSO>, KPO<TENAS/MALSO>
2. DME GAP : MALSO/KANSU GNSS required.

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

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits	Direction of cruising levels		Remarks Controlling unit Frequency
				Lower limits (MOCA) ft AMSL or FL Airspace classification	Odd	Even	
1	2	3	4	5	6	7	
Y571 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] ▲ SOSDO 330012N 1262735E △ OMKIM 331320N 1264114E △ PAPLU 333441N 1270337E ▲ AKPON 334650N 1271953E ▲ NISAV 341519N 1275835E ▲ ANROD 343758N 1282952E △ POVEM 345523N 1285416E △ BUSAN VORTAC(PSN) 350721N 1285958E							Incheon ACC FREQ : 124.525(132.425) MHz 255.40(233.50, 348.10) MHz Airspace Classification refer to ENR 3.1-1
	N/A	<u>048</u> 229	17.4	<u>UNL</u> 11 000(1 500) Class A, D, G	↓		
		<u>049</u> 229	28.4	<u>UNL</u> 11 000(2 200) Class A, D, G			
		<u>056</u> 236	18.2	<u>UNL</u> 11 000(1 500) Class A, D, G			
		<u>056</u> 236	42.9	<u>UNL</u> 11 000(1 800) Class A, D, G			
		<u>056</u> 237	34.4	<u>UNL</u> 11 000(2 100) Class A, D, G			
		<u>057</u> 237	26.6	<u>UNL</u> 11 000(2 800) Class A, D, G			
		<u>029</u> 209	12.8	<u>UNL</u> 11 000(3 000) Class A, D, G			
							Daegu ACC FREQ : 128.175(128.325) MHz 335.50(275.20) MHz Airspace Classification refer to ENR 3.1-1
1. DME GAP : SOSDO/OMKIM, OMKIM/PAPLU, PAPLU/AKPON, AKPON/NISAV GNSS required.							

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

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits Lower limits (MOCA) ft AMSL or FL	Direction of cruising levels		Remarks Controlling unit Frequency
				Airspace classification	Odd	Even	
1	2	3	4	5	6		7
Y644 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							Daegu ACC FREQ: (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz
SANGHAI FIR							FREQ : (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz Eastbound (AGAVO-EGOBA) FL 410, FL 390, FL 370, FL 350, FL 330, FL 310, FL 290, FL 270, FL 250, FL 230 REF. ENR 3.1-10 for the detailed altitude conversion procedures. Airspace Classification refer to ENR 3.1-1
INCHEON FIR							
▲ AGAVO(FIR BDRY) 371000N 1240000E △ RILRO 371033N 1241442E △ GONAV 371048N 1242453E △ BODOL 371122N 1244954E ▲ REBIT 371203N 1252913E △ BELTU 371218N 1254759E △ BOGAN 371241N 1262812E ▲ MONSI 371247N 1265015E △ POLEG 371249N 1265935E △ EGOBA 372915N 1272246E	N/A	<u>095</u> 276	11.8	UNL FL 150(1 500) Class A, D, G	↓		
		<u>096</u> 276	8.1				
		<u>096</u> 277	20.0				
		<u>097</u> 277	31.4				
		<u>097</u> 278	15.0				
		<u>098</u> 278	32.1	UNL 8 000(2 400) Class A, D, G			
		<u>098</u> 278	17.6	UNL 8 000(3 200) Class A, D, G			
		<u>098</u> 278	7.5	UNL 8 000(2 400) Class A, D, G			
		<u>057</u> 237	24.7	UNL FL 140(3 300) Class A, D, G			
1. Critical DME : SEL<AGAVO/RILRO>, KUZ<AGAVO/RILRO>, SEL<RILRO/GONAV>, KUZ<RILRO/GONAV>, SEL<MONSI/POLEG>, SOT<MONSI/POLEG>, SEL<POLEG/EGOBA>, SOT<POLEG/EGOBA>							

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

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK	Geodetic DIST NM	Upper limits Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels		Remarks Controlling unit Frequency	
					Odd	Even		
1	2	3	4	5	6		7	
Y655 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] △ GONAV 371048N 1242453E △ DALPO 365835N 1242453E ▲ NONOS 364046N 1242453E ▲ BIDRI 362007N 1242453E ▲ DANPA 353036N 1242453E ▲ PALSA 340131N 1242453E △ TOLIS 335030N 1242453E ▲ ENSUM 321302N 1244635E △ BONSO 302840N 1250851E ▲ ATOTI(FIR BDRY) 300013N 1251154E	N/A						Daegu ACC FREQ : (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz	
			188 008	12.2	UNL FL 140(1 500) Class A, D, G	↓		FREQ : (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz Airspace Classification refer to ENR 3.1-1
			188 008	17.8				
			188 008	20.6				
			188 008	49.4				
			188 007	88.9				
			187 007	11.0				
			177 356	99.0				UNL FL 430(1 500) Class A, G
			176 356	105.9				FL 220 FL 150(1 500) Class A, D
			181 001	28.5				
INCHEON FIR FUKUOKA FIR							Airspace Classification refer to ENR 3.1-1	
1. Critical DME : SEL<GONAV/DALPO>, KUZ<GONAV/DALPO>, SEL<DALPO/NONOS>, KUZ<DALPO/NONOS>, SEL<NONOS/BIDRI>, KUZ<NONOS/BIDRI>, SEL<BIDRI/DANPA>, KUZ<BIDRI/DANPA> 2. DME GAP : DANPA/PALSA, PALSA/TOLIS, TOLIS/ENSUM, ENSUM/BONSO, BONSO/ATOTI GNSS required.								
Y657 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] △ GWANGJU VOR(KWA) 350734N 1264844E ▲ IGDOK 353104N 1274907E △ DALSEONG VORTAC(TGU) 354835N 1283527E	N/A						Incheon ACC FREQ : (at or below FL 255) 120.725(128.30) MHz 263.90(272.75) MHz	
		072 253	54.7	10 000 8 000(7 100) Class D	↓		FREQ : (above FL 255) 123.725(124.50) MHz 239.25(275.40) MHz Airspace Classification refer to ENR 3.1-1	
		073 254	41.6	10 000 8 000(4 800) Class D				
							Daegu ACC FREQ : 125.375(125.775, 124.575) MHz 234.15(317.35, 335.50) MHz Airspace Classification refer to ENR 3.1-1	

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

Change : Information of Y655.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels		Remarks Controlling unit Frequency
					Odd	Even	
1	2	3	4	5	6		7
Y697 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							Daegu ACC FREQ: (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz
SANGHAI FIR							
INCHEON FIR							
▲ AGAVO(FIR BDRY) 371000N 1240000E	N/A	064 244	7.5	UNL FL 150(1 500) Class A, D, G			FREQ: (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz Westbound(SEL-AGAVO) FL 400, FL 380, FL 360, FL 340, FL 320, FL 300, FL 280, FL 260, FL 240, FL 220, FL 200 REF. ENR 3.1-9 for the detailed altitude conversion procedures. Only flying westbound from SEL to AGAVO on Y697 is authorized.
▲ OLBIM 371411N 1240751E		066 246	16.2				
△ NOGON 372250N 1242505E		097 277	20.0				
△ ANSIM 372323N 1245009E		097 277	19.0				
▲ BINIL 372349N 1251359E		097 277	20.0				
▲ NOPIK 372412N 1253905E		097 278	41.0	UNL 8 000(2 100) Class A, D, G			↓
△ GOGET 372442N 1263036E		098 278	20.0	UNL 7 500(3 400) Class A, D, G			
△ ANYANG VORTAC(SEL) 372449N 1265542E		087 267	22.0	UNL 7 500(5 100) Class A, D, G			
△ EGOBA 372915N 1272246E		087 267	13.9	UNL 7 500(4 500) Class A, D, G			
▲ KARBU 373159N 1273952E		087 268	22.9	UNL 7 500(7 500) Class A, D, G			
▲ TORUS 373625N 1280807E		088 268	21.8	UNL 7 500(7 100) Class A, D, G			
▲ BIKSI 374032N 1283504E		088 268	8.2	UNL 8 000(7 100) Class A, D, G			
△ GANGWON VORTAC(KAE) 374203N 1284514E		130 310	30.0	UNL 9 000(1 500) Class A, D, G			
▲ PILIT 372631N 1291731E		130 310	31.2				
▲ ESNEG 371014N 1295051E		130 310	47.1				
△ AGSUS 364521N 1304044E		130 311	42.9				
▲ LANAT(FIR BDRY) 362224N 1312542E							↑
INCHEON FIR							Airspace Classification refer to ENR 3.1-1
FUKUOKA FIR							

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

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

Change : Information of Y697.

OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 4/24
Effective : 1600UTC 12 JUN 2024

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits	Direction of cruising levels		Remarks Controlling unit Frequency		
				Lower limits (MOCA) ft AMSL or FL Airspace classification	Odd	Even			
1	2	3	4	5	7		10		
Y711 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] ▲ MONSI 371247N 1265015E ▲ BULTI 364322N 1264930E ▲ MEKIL 363322N 1264953E △ GONAX 362311N 1265016E △ BEDES 360905N 1264844E △ ELPOS 355410N 1264707E ▲ MANGI 353011N 1264432E △ DALSU 350731N 1264206E △ NULDI 342514N 1263739E ▲ DOTOL 341515N 1263637E △ KIDOS 335028N 1263402E △ REMOS 332605N 1262329E ▲ PANSI 330014N 1261225E △ DOMKO 322848N 1255859E △ PONIK 320021N 1254659E △ IKEDO 314314N 1253948E ▲ KANKA 313155N 1253504E △ BONSO 302840N 1250851E ▲ MUGUS(FIR BDRY) 300006N 1245712E	N/A						Daegu ACC FREQ: (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz		
			<u>190</u> 010	29.4	<u>UNL</u> FL 140(2 900) Class A, D, G			FREQ: (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz Airspace Classification refer to ENR 3.1-1	
			<u>187</u> 007	10.0					Incheon ACC FREQ: (at or below FL 255) 126.175(134.375) MHz 317.85(335.55) MHz
			<u>187</u> 006	10.2	<u>UNL</u> FL 140(3 200) Class A, D, G			FREQ: (above FL 255) 132.15(123.55) MHz 263.15(272.60) MHz Airspace Classification refer to ENR 3.1-1	
			<u>193</u> 013	14.1					
			<u>193</u> 013	14.9	<u>UNL</u> FL 140(2 200) Class A, D, G				
			<u>193</u> 013	24.0	<u>UNL</u> FL 140(2 800) Class A, D, G				
			<u>193</u> 013	22.7	<u>UNL</u> FL 140(3 800) Class A, D, G				Incheon ACC FREQ: (at or below FL 255) 120.725(128.30) MHz 263.90(272.75) MHz
			<u>193</u> 013	42.4	<u>UNL</u> FL 140(4 000) Class A, D, G				FREQ: (above FL 255) 123.725(124.50) MHz 239.25(275.40) MHz Airspace Classification refer to ENR 3.1-1
			<u>193</u> 013	10.0	<u>UNL</u> FL 140(3 300) Class A, D, G				
			<u>193</u> 012	24.8	<u>UNL</u> FL 140(2 700) Class A, D, G				Incheon ACC FREQ : 124.525(132.425) MHz 255.40(233.50, 348.10) MHz
			<u>207</u> 027	25.9	<u>UNL</u> FL 140(6 000) Class A, D, G				Airspace Classification refer to ENR 3.1-1
			<u>207</u> 027	27.4	<u>UNL</u> FL 140(6 300) Class A, D, G				
			<u>207</u> 027	33.4					
			<u>207</u> 027	30.1					Incheon ACC FREQ: (At or above FL 335) 133.425(132.425) MHz 234.35(234.65) MHz
			<u>207</u> 026	18.2	<u>UNL</u> FL 140(1 500) Class A, D, G				FREQ: (below FL 335) 125.725(132.825, 128.375) MHz 232.95(233.15) MHz
			<u>207</u> 026	12.0					Airspace Classification refer to ENR 3.1-1
			<u>207</u> 026	67.0					
			<u>206</u> 026	30.2					
		INCHEON FIR							
		FUKUOKA FIR							

1. Critical DME : KWA<DOTOL/KIDOS>, CJU<DOTOL/KIDOS>
2. DME GAP : KIDOS/REMOS, REMOS/PANSI, PANSI/DOMKO, DOMKO/PONIK, PONIK/KANKA, KANKA/BONSO, BONSO/MUGUS GNSS required.

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

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

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

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

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

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

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

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels		Remarks Controlling unit Frequency	
					Odd	Even		
1	2	3	4	5	6		7	
Y744 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] ▲ PILIT 372631N 1291731E ▲ NOBUT 370715N 1291957E ▲ OSVOM 363844N 1292331E ▲ LOSTO 362016N 1292548E △ POHANG VORTAC(KPO) 355838N 1292828E ▲ APARU 352442N 1290932E △ BUSAN VORTAC(PSN) 350721N 1285958E	N/A						Daegu ACC FREQ : (at or below FL 295) 134.175(123.65) MHz 272.40(233.60) MHz FREQ : (above FL 295) 122.250(125.925) MHz 263.350(263.85) MHz 1. 11 000 ft to FL 240, at or above FL 280 will be blocked. 2. At or above 11 000 ft, required 15 days PPR from Air Traffic Management Office. 3. Airspace Classification refer to ENR 3.1-1	
		<u>183</u> 003	19.3	<u>UNL</u> 9 000(4 900) Class A, D, G				↓
		<u>183</u> 003	28.6	<u>UNL</u> 9 000(5 600) Class A, D, G				
		<u>183</u> 003	18.5	<u>UNL</u> 9 000(4 000) Class A, D, G				
		<u>183</u> 003	21.7	<u>UNL</u> 9 000(2 100) Class A, D, G				
		<u>213</u> 033	37.2	<u>UNL</u> 9 000(4 400) Class A, D, G				
		<u>213</u> 032	19.0	<u>UNL</u> 9 000(4 400) Class A, D, G				
							↑	
	1. Critical DME : KAE<PILIT/NOBUT>, KPO<PILIT/NOBUT>							
	Y781 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] △ DALSEONG VORTAC(TGU) 354835N 1283527E ▲ MASTA 352847N 1283340E △ ANKUS 350730N 1284616E △ OMOTU 350033N 1285022E ▲ BESNA(FIR BDRY) 343718N 1290751E	N/A						Daegu ACC FREQ : 125.375(125.775, 124.575) MHz 234.15(317.35, 335.50) MHz Airspace Classification refer to ENR 3.1-1
<u>192</u> 012			19.8	<u>UNL</u> 7 000(4 900) Class A, D, G		↓		
<u>162</u> 342			23.6	<u>UNL</u> 7 000(4 000) Class A, D, G				
<u>162</u> 342			7.7	<u>UNL</u> 7 000(3 500) Class A, D, G				
<u>156</u> 336			27.3	<u>UNL</u> 7 000(2 800) Class A, D, G				
INCHEON FIR FUKUOKA FIR								
1. Critical DME : PSN<OMOTU/BESNA>, CJU<OMOTU/BESNA> 2. DME GAP : ANKUS/OMOTU, GNSS required.								

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

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels		Remarks Controlling unit Frequency
					Odd	Even	
1	2	3	4	5	6		7
Z54 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							Daegu ACC
△ SONGTAN VORTAC(SOT) 370540N 1270154E							FREQ: (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz
▲ MONSI 371247N 1265015E	N/A	316 136	11.7	UNL 8 000(2 400) Class A, D, G		↓	FREQ: (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz
△ GOGET 372442N 1263036E		316 136	19.7	UNL 8 000(2 300) Class A, D, G	↑		Airspace Classification refer to ENR 3.1-1
Z55 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							Daegu ACC
SANGHAI FIR							FREQ: (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz
INCHEON FIR							
▲ AGAVO(FIR BDRY) 371000N 1240000E							FREQ: (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz
▲ NONOS 364046N 1242453E	N/A	154 334	35.4	UNL FL 140(1 500) Class A, D, G		↑	Airspace Classification refer to ENR 3.1-1
1. Critical DME : SEL<AGAVO/NONOS>, KUZ<AGAVO/NONOS>							
Z56 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							Daegu ACC
PYONGYANG FIR							FREQ : 122.250(125.925) MHz 263.350(263.85) MHz
INCHEON FIR							
▲ KANSU(FIR BDRY) 383800N 1322830E							Airspace Classification refer to ENR 3.1-1
△ PALDU 375813N 1323625E	N/A	180 360	40.2	UNL FL 200(1 500) Class A, G	↓		
△ SABET 373829N 1324019E		180 360	19.9				
▲ IGRAS(FIR BDRY) 371846N 1324411E		180 360	19.9			↑	
INCHEON FIR							
FUKUOKA FIR							
1. Critical DME : KAE<PALDU/SABET>, KPO<PALDU/SABET>, KAE<SABET/IGRAS>, KPO<SABET/IGRAS> 2. DME GAP : KANSU/PALDU, GNSS required.							

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

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits Lower limits (MOCA) ft AMSL or FL	Direction of cruising levels		Remarks Controlling unit Frequency
				Airspace classification	Odd	Even	
1	2	3	4	5	6		7
Z57 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							Daegu ACC FREQ : (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz
△ RILRO 371033N 1241442E	N/A	154 334	14.5	UNL FL 150(1 500) Class A, D, G	↓		FREQ : (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz
△ DALPO 365835N 1242453E							Airspace Classification refer to ENR 3.1-1
1. Critical DME : SEL<RILRO/DALPO>, KUZ<RILRO/DALPO>							
Z63 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							Daegu ACC FREQ : (at or below FL 295) 134.175(123.65) MHz 272.40(233.60) MHz
▲ PILIT 372631N 1291731E	N/A	060 241	23.8	UNL FL 250(1 500) Class A, G	↓		FREQ : (above FL 295) 122.250(125.925) MHz 263.350(263.85) MHz
△ LESBU 374116N 1294104E							Airspace Classification refer to ENR 3.1-1
1. Critical DME : KAE<PILIT/LESBU>, KPO<PILIT/LESBU>							
Z81 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							Incheon ACC FREQ : 124.525(132.425) MHz 255.40(233.50, 348.10) MHz
△ KIDOS 335028N 1263402E	N/A	182 001	27.5	UNL FL 140(8 700) Class A, D, G		↓	Airspace Classification refer to ENR 3.1-1
△ JEJU VORTAC(CJU) 332305N 1263727E							
Z82 (RNAV2) [GNSS, DME/DME/IRU]							Incheon ACC FREQ : 124.525(132.425) MHz 255.40(233.50, 348.10) MHz
△ JEJU VORTAC(CJU) 332305N 1263727E	N/A	230 050	31.0	UNL FL 140(8 700) Class A, D, G		↓	Airspace Classification refer to ENR 3.1-1
▲ PANSI 330014N 1261225E							
1. DME GAP : CJU/PANSI, GNSS required.							

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

Change : Information of Z63.

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

1. 중요지점을 아래와 같이 분류한다.

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

1. The significant points are designated as follows.

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

2. ENR

Name-code designator [pronunciation]					Coordinates		ATS route or other route	Remarks
1					2		3	4
▲◆	AGAVO	5LNC	[agavo]	[아가보]	371000N	1240000E	G597/Y644/Y697/Z55	
△◇	AGSUS	5LNC	[agsus]	[아그수스]	364521N	1304044E	A586/Y579/G597/Y697	
◆	AKPON	5LNC	[akpon]	[악폰]	334650N	1271953E	Y571	
◆	ANDOL	5LNC	[andol]	[안돌]	373958N	1330000E	L512	
△◇	ANKUS	5LNC	[ankus]	[안쿠스]	350730N	1284616E	V543/Y253/Y781	
◆	ANROD	5LNC	[anrod]	[안로드]	343758N	1282952E	Y571/Z83	
△◇	ANSIM	5LNC	[ansim]	[안심]	372323N	1245009E	G597/Y697	
△◇	ANUBA	5LNC	[anuba]	[아누바]	350746N	1273523E	V543/Y253	
▲◆	APARU	5LNC	[aparu]	[아파루]	352442N	1290932E	V11/Y744	
▲◆	APELA	5LNC	[apela]	[아펠라]	344323N	1291400E	A582/Y782	
◇	ATASO	5LNC	[ataso]	[아타소]	355344N	1265657E	Y722	
△	ATINA	5LNC	[atina]	[아티나]	334320N	1270423E	A586	
▲◆	ATOTI	5LNC	[atoti]	[아토티]	300013N	1251154E	B576/Y722/Z86	
△◇	BASEM	5LNC	[basem]	[바셈]	365037N	1275710E	G585/Z53/Y685	
◆	BEDAR	5LNC	[bedar]	[베다르]	315401N	1262910E	Y590	
◇	BEDES	5LNC	[bedes]	[베데스]	360905N	1264844E	Z51/Y711	
▲◆	BEDOM	5LNC	[bedom]	[베돔]	352513N	1291754E	A586/Y579	
◇	BELTU	5LNC	[beltu]	[벨투]	371218N	1254759E	Y644	
◇	BEPKO	5LNC	[bæpko]	[뵈코]	333910N	1265514E	Y572/HOLDING	
◆	BESNA	5LNC	[besna]	[베스나]	343718N	1290751E	Y781	
◆	BIDRI	5LNC	[bidri]	[비드리]	362007N	1242453E	Y655	
▲◆	BIGOB	5LNC	[bigop]	[비곱]	364325N	1280952E	G585/Y685	
▲◆	BIKSI	5LNC	[biksi]	[빅시]	374032N	1283504E	G597/Y697	
◇	BILUM	5LNC	[bilum]	[빌룸]	334613N	1270439E	Y572/Z85	
▲◆	BINIL	5LNC	[binil]	[비닐]	372349N	1251359E	G597/Y697	
▲◆	BITUX	5LNC	[bituks]	[비투क्स]	361645N	1280148E	A582/Z53/Y782	
◇	BODOL	5LNC	[bodol]	[보돌]	371122N	1244954E	Y644	
◇	BOGAN	5LNC	[bogan]	[보간]	371241N	1262812E	Y644	
◇	BONSO	5LNC	[bonso]	[본소]	302840N	1250851E	Y711/Z86	
◆	BOPTA	5LNC	[bopta]	[봍타]	364406N	1263658E	Z51	
▲◆	BULGA	5LNC	[bulga]	[불가]	355609N	1294924E	A586/Y579/G585/Y685	
◆	BULTI	5LNC	[bʌlti]	[벌티]	364322N	1264930E	Y711/Z50	
△◇	BUSKO	5LNC	[basko]	[버스코]	374033N	1301610E	Y233/B467/Y437	
▲◆	DABIK	5LNC	[dabik]	[다빅]	361743N	1301143E	A586/Y579	
◇	DALPO	5LNC	[dalpo]	[달포]	365835N	1242453E	Z57/Y655	
△◇	DALSU	5LNC	[dalsu]	[달수]	350731N	1264206E	Y711/Y253/V543	
◆	DANPA	5LNC	[danpa]	[단파]	353036N	1242453E	Y655	
▲	DANTI	5LNC	[danti]	[단티]	371806N	1243929E	G597	

Change : Establishment of BIDRI.

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AIRAC AIP AMDT 4/24
Effective : 1600UTC 12 JUN 2024

Name-code designator [pronunciation]					Coordinates		ATS route or other route	Remarks
1					2		3	4
◇	DOMKO	5LNC	[domko]	[돔코]	322848N	1255859E	Y711	
◇	DOTOL	5LNC	[doto]	[도톨]	341515N	1263637E	Y711	
△◇	EGOBA	5LNC	[egoba]	[에고바]	372915N	1272246E	G597/W62/Z50/Y644/Y697	
△◇	ELAPI	5LNC	[elapi]	[엘라피]	362014N	1285051E	G585/Y685	
△◇	ELGEP	5LNC	[elgeb]	[엘겍]	314653N	1255617E	Y590/Y722/B576	
△◇	ELPOS	5LNC	[elpos]	[엘포스]	355410N	1264707E	V549/Y659/Y711	
◆	ENGOT	5LNC	[engot]	[엔고트]	344834N	1282952E	Y572/Z83	
△◇	ENSAL	5LNC	[ental]	[엔살]	365554N	1274747E	G585/Y685	
◆	ENSUM	5LNC	[ensum]	[엔숨]	321302N	1244635E	Y655	
▲	ENTEL	5LNC	[entel]	[엔텔]	362311N	1265705E	B576	
▲◆	ESNEG	5LNC	[esnek]	[에스넥]	371014N	1295051E	G597/Y697	
△◇	GOGET	5LNC	[goget]	[고겍]	372442N	1263036E	G597/W61/Z54/Y697	
△◇	GONAV	5LNC	[gonav]	[고나브]	371048N	1242453E	G597/Y644/Y655/Y697	
◇	GONAX	5LNC	[gonaks]	[고낙스]	362311N	1265016E	Y711	
▲	GOSBO	5LNC	[gosbo]	[고스보]	341517N	1274734E	A586	
◇	GUNKU	5LNC	[gunku]	[군쿠]	363414N	1265949E	Y722	
▲◆	GUkDO	5LNC	[gukdo]	[국도]	370111N	1273823E	G585/Y685	
◇	GUksu	5LNC	[guksu]	[국수]	335251N	1264357E	Y722	
▲◆	IGDOK	5LNC	[igdok]	[익독]	353104N	1274907E	V547	
▲◆	IGRAS	5LNC	[igras]	[이그라스]	371846N	1324411E	B332	
◇	IKEDO	5LNC	[ikedo]	[이케도]	314314N	1253948E	Y590/Y711	
▲◆	INVOK	5LNC	[invok]	[인복]	344719N	1291923E	G339/Z91	
▲	IPDAS	5LNC	[ipdas]	[입다스]	341515N	1264301E	B576	
△◇	KAKSO	5LNC	[kakso]	[각소]	370745N	1272637E	G585/Z52/Y685	
◆	KALEK	5LNC	[kalek]	[칼렉]	351232N	1295305E	Z84	
△◇	KALMA	5LNC	[kalma]	[칼마]	371845N	1270645E	G585/Y685	
▲◆	KALOD	5LNC	[kalod]	[칼로드]	353012N	1284626E	A582/Y782	
◆	KAMIT	5LNC	[kamit]	[카밋]	341514N	1264618E	Y722	
◆	KANKA	5LNC	[kanka]	[칸카]	313155N	1253504E	Y711	
▲◆	KANSU	5LNC	[kansu]	[칸수]	383800N	1322830E	B332/B467/Y233/Y437	
▲◆	KARBU	5LNC	[karbu]	[카부]	373159N	1273952E	G597/Y697	
◇	KIDOS	5LNC	[kidos]	[키도스]	335028N	1263402E	Y711/Z81	
▲	LAMEN	5LNC	[lamen]	[라멘]	313636N	1240000E	A593	
▲◆	LANAT	5LNC	[lanat]	[라낫]	362224N	1312542E	G597/Y697	
▲◆	LAPAL	5LNC	[lapal]	[라팔]	355413N	1290452E	V549	
△◇	LESBU	5LNC	[lesbu]	[레스부]	374116N	1294104E	B467/Y437/Z63	
◆	LIMDI	5LNC	[limdi]	[림디]	333313N	1254953E	Y655	
▲	LINTA	5LNC	[linta]	[린타]	353116N	1265119E	B576	
◇	LOSNI	5LNC	[losni]	[로스니]	333315N	1264153E	Y722	
▲◆	LOSTO	5LNC	[losto]	[로스토]	362016N	1292548E	V11/Y744	
▲◆	MAKDU	5LNC	[makdu]	[막두]	362712N	1274909E	A582/Y782	
▲	MAKET	5LNC	[maket]	[마켓]	335452N	1271953E	A586	
◆	MAKSA	5LNC	[maksa]	[막사]	353011N	1265422E	Y722	
△◇	MALSO	5LNC	[malso]	[말소]	375440N	1314904E	B467/Y437	
◆	MANGI	5LNC	[mangi]	[만기]	353011N	1264432E	Y711	
△	MANOL	5LNC	[manol]	[마놀]	333629N	1265514E	A586	

Change : Establishment of ESNEG and LESBU.

Name-code designator [pronunciation]					Coordinates		ATS route or other route	Remarks
1					2		3	4
▲◆	MASTA	5LNC	[masta]	[마스타]	352847N	1283340E	W526/Z83/Y781	
◆	MEKIL	5LNC	[mekil]	[메칼]	363322N	1264953E	Y711	
△◇	MELES	5LNC	[meles]	[멜레스]	355251N	1271542E	V549/Y659	
▲◆	MONSI	5LNC	[monsi]	[몬시]	371247N	1265015E	Y711/W61/Z54/Y644	
◇	MOXID	5LNC	[maksid]	[막시드]	362311N	1264359E	Z51	
◆	MUGUS	5LNC	[mugus]	[무구스]	300006N	1245712E	Y711	
△◇	NIRAT	5LNC	[ni:rat]	[니랏]	320354N	1260329E	A593/Y722/B576	
◆	NISAV	5LNC	[nisav]	[니사브]	341519N	1275835E	Y571	
◆	NULDI	5LNC	[nuldi]	[놀디]	342514N	1263739E	Y711	
▲◆	NOBUT	5LNC	[nobʌt]	[노벳]	370715N	1291957E	V11/Y744	
◇	NOGON	5LNC	[nogon]	[노곤]	372250N	1242505E	Y697	
◆	NONOS	5LNC	[nonos]	[노노스]	364046N	1242453E	Y655	
▲◆	NOPIK	5LNC	[nopik]	[노픽]	372412N	1253905E	G597/Y697	
◆	OLBIM	5LNC	[olbim]	[올빔]	371411N	1240751E	Y697	
▲◆	OLMEN	5LNC	[olmen]	[올멘]	364413N	1265928E	B576/Z52/Y722	
◇	OLMUD	5LNC	[olmud]	[올무드]	350225N	1284916E	Y572	
◇	OMKIM	5LNC	[omkim]	[옴킴]	331320N	1264114E	Y571/Y572	
△◇	OMOTU	5LNC	[omotu]	[오모투]	350033N	1285022E	A586/Y781	
◇	ONATA	5LNC	[onata]	[오나타]	382832N	1320602E	Y233	
▲	ONIKU	5LNC	[oniku]	[오니쿠]	321142N	1263917E	A593	
△◇	OPEDA	5LNC	[opeda]	[오페다]	355149N	1273652E	V549	
△	OROGA	5LNC	[oroga]	[오로가]	364456N	1272718E	HOLDING PATTERN	
▲◆	OSPOT	5LNC	[ospat]	[오스팟]	365018N	1272055E	A582/Y782	
▲◆	OSVOM	5LNC	[osvom]	[오스븀]	363844N	1292331E	V11/Y744	
△◇	PALDU	5LNC	[paldu]	[팔두]	375813N	1323625E	B332	
◆	PALSA	5LNC	[palsa]	[팔사]	340131N	1242453E	Y655	
◆	PANSI	5LNC	[pansi]	[판시]	330014N	1261225E	Y711/Z82	
◇	PAPLU	5LNC	[paplu]	[파프루]	333441N	1270337E	Y571/Z85	
◆	PEBRI	5LNC	[pebri]	[페브리]	362311N	1270013E	Y722	
▲◆	PILIT	5LNC	[pilit]	[필릿]	372631N	1291731E	G597/V11/Z63/Y744/Y697	
△◇	POLEG	5LNC	[polek]	[폴렉]	371249N	1265935E	A582/B576/Y644/Y782	
△◇	PONIK	5LNC	[ponik]	[포닉]	320021N	1254659E	A593/Y711	
◇	POSAN	5LNC	[posan]	[포산]	365615N	1271316E	Z52	
◆	POVEM	5LNC	[povæm]	[포뎀]	345523N	1285416E	Y571	
◆	POVOR	5LNC	[povor]	[포볼]	341520N	1274400E	Y572	
◆	REBIT	5LNC	[rebit]	[레빗]	371203N	1252913E	Y644	
◇	REMOS	5LNC	[ræmos]	[래모스]	332605N	1262329E	Y655/Y711	
△	RIMPO	5LNC	[rimpo]	[림포]	350739N	1273502E	W45	
△◇	RINBO	5LNC	[rinbo]	[린보]	355352N	1265349E	B576/V549	
◇	RILRO	5LNC	[rilro]	[릴로]	371033N	1241442E	Y644/Z57	
▲◆	RUGMA	5LNC	[rugma]	[루그마]	323012N	1265753E	A586/Y572/Z85	
▲	RUNIT	5LNC	[runɪt]	[루닛]	350734N	1282952E	W45	
△◇	SABET	5LNC	[sabet]	[사벳]	373829N	1324019E	B332/L512	
▲	SADLI	5LNC	[sædli]	[새들리]	314948N	1250000E	A593	
△	SAKTI	5LNC	[sakti]	[삭티]	365100N	1274600E	HOLDING PATTERN	

Change : Withdrawal of NIMUS, NOMEX and Establishment of OSVOM.

Name-code designator [pronunciation]					Coordinates		ATS route or other route	Remarks
1					2		3	4
▲◆	SAMDO	5LNC	[samdo]	[삼도]	333503N	1281857E	A595	
△◇	SAMLO	5LNC	[samlo]	[삼로]	323223N	1261536E	B576/Y722	
△◇	SAMUL	5LNC	[samul]	[사물]	350736N	1265154E	Y722/Y253/V543	
▲◆	SAPDI	5LNC	[sæpdi]	[샹디]	350737N	1282952E	V543/Y253	
▲◆	SAPRA	5LNC	[sapra]	[사프라]	354926N	1304325E	G585/Y685	
▲◆	SARAM	5LNC	[saram]	[사람]	350736N	1283147E	V543/W526/Z83/Y253	
◇	SELPA	5LNC	[selpa]	[셀파]	375515N	1304911E	Y233	
▲◆	SOSDO	5LNC	[sosdo]	[소스도]	330012N	1262735E	B576/Y722	
▲◆	TAMNA	5LNC	[tamna]	[탐나]	332815N	1271953E	A595	
◇	TEBEX	5LNC	[tebeks]	[테백스]	363341N	1275929E	Z53	
▲◆	TEDAN	5LNC	[tedan]	[테단]	350744N	1271852E	V543/Y253	
△◇	TENAS	5LNC	[tenas]	[테나스]	373820N	1313427E	B467/L512/A586/Y579/Y437	
▲◆	TESIM	5LNC	[tesim]	[테심]	313526N	1255128E	B576/Y722	
◇	TOLIS	5LNC	[tolis]	[톨리스]	335030N	1242453E	Y655	
▲	TOPAX	5LNC	[topæks]	[토팍스]	344555N	1282952E	A586/W526	
▲◆	TORUS	5LNC	[torus]	[토루스]	373625N	1280807E	G597/Y697	
▲◆	TOSAN	5LNC	[tosan]	[토산]	330012N	1264619E	A586/Y572	
▲◆	UGOVI	5LNC	[ugovi]	[우고비]	374105N	1295051E	B467/Y437	
◆	UPGOS	5LNC	[upgos]	[웁고스]	335733N	1271953E	Y572	
▲◆	VASLI	5LNC	[vasli]	[바슬리]	364252N	1273003E	A582/Y782	

Change : Establishment of UGOVI.

<i>Designation and lateral limits</i>	<i>Vertical limits</i>	<i>Operator/User TEL NR.</i>	<i>Remarks and time of ACT</i>
* (UA 47) CHEONGYANG 362756N 1264856E - 362753N 1264859E - 362750N 1264852E - 362753N 1264850E - to the beginning	100 ft AGL SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED Sunrise-Sunset
* (UA 48) BOEUN 362655N 1275204E - 362654N 1275208E - 362650N 1275205E - 362651N 1275202E - to the beginning	100 ft AGL SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED Sunrise-Sunset
* (UA 49) BUYEO 361656N 1265400E - 361655N 1265404E - 361652N 1265403E - 361654N 1265359E - to the beginning	100 ft AGL SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED Sunrise-Sunset
* (UA 50) CHUNCHEON 375154N 1274653E - 375157N 1274657E - 375153N 1274700E - 375152N 1274654E - to the beginning	100 ft AGL SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED Sunrise-Sunset
* (UA 51) GIMHAE2 352153N 1284814E - 352152N 1284818E - 352148N 1284818E - 352149N 1284814E - to the beginning	100 ft AGL SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED Sunrise-Sunset
* (UA 52) MUNGYEONG 363615N 1281252E - 363617N 1281255E - 363613N 1281259E - 363611N 1281256E - to the beginning	100 ft AGL SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED Sunrise-Sunset
* (UA 53) SACHEON 350343N 1275735E - 350342N 1275740E - 350339N 1275739E - 350340N 1275734E - to the beginning	100 ft AGL SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED Sunrise-Sunset
* (UA 54) YEONGCHEON 355814N 1285527E - 355812N 1285531E - 355807N 1285527E - 355808N 1285523E - to the beginning	100 ft AGL SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED Sunrise-Sunset
* (UA 55) JINJU 350931N 1280943E - 350930N 1280947E - 350926N 1280945E - 350927N 1280942E - to the beginning	100 ft AGL SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED Sunrise-Sunset
* (UA 56) JEONJU 354601N 1270604E - 354601N 1270608E - 354556N 1270608E - 354556N 1270604E - to the beginning	100 ft AGL SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED Sunrise-Sunset
* (UA 57) JINAN 354922N 1272857E - 354922N 1272901E - 354917N 1272901E - 354917N 1272857E - to the beginning	100 ft AGL SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED Sunrise-Sunset
* (UA 58) ULJIN 365502N 1292247E - 365502N 1292248E - 365500N 1292247E - 365501N 1292245E - to the beginning	100 ft AGL SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED Sunrise-Sunset
* (UA 59) GOSUNG Circle with radius of 1.5 km(0.8 NM) centered on 350122N 1282257E	1 500 ft AGL SFC	KIAST TEL : 032-727-5755	Unmanned Aerial Vehicles demonstration project
* (UA 60) YEONGWOL2 Circle with radius of 3 NM centered on 371020N 1282807E	1 500 ft AGL SFC	KIAST TEL : 032-727-5755	Unmanned Aerial Vehicles demonstration project, Except UA43(YEONGWOL) Operation hours
* (UA 61) BOEUN2 Circle with radius of 3 km(1.62 NM) centered on 363415N 1274807E	1 000 ft AGL SFC	KIAST TEL : 032-727-5755	Unmanned Aerial Vehicles demonstration project

Change : Establishment of UA 59~61.

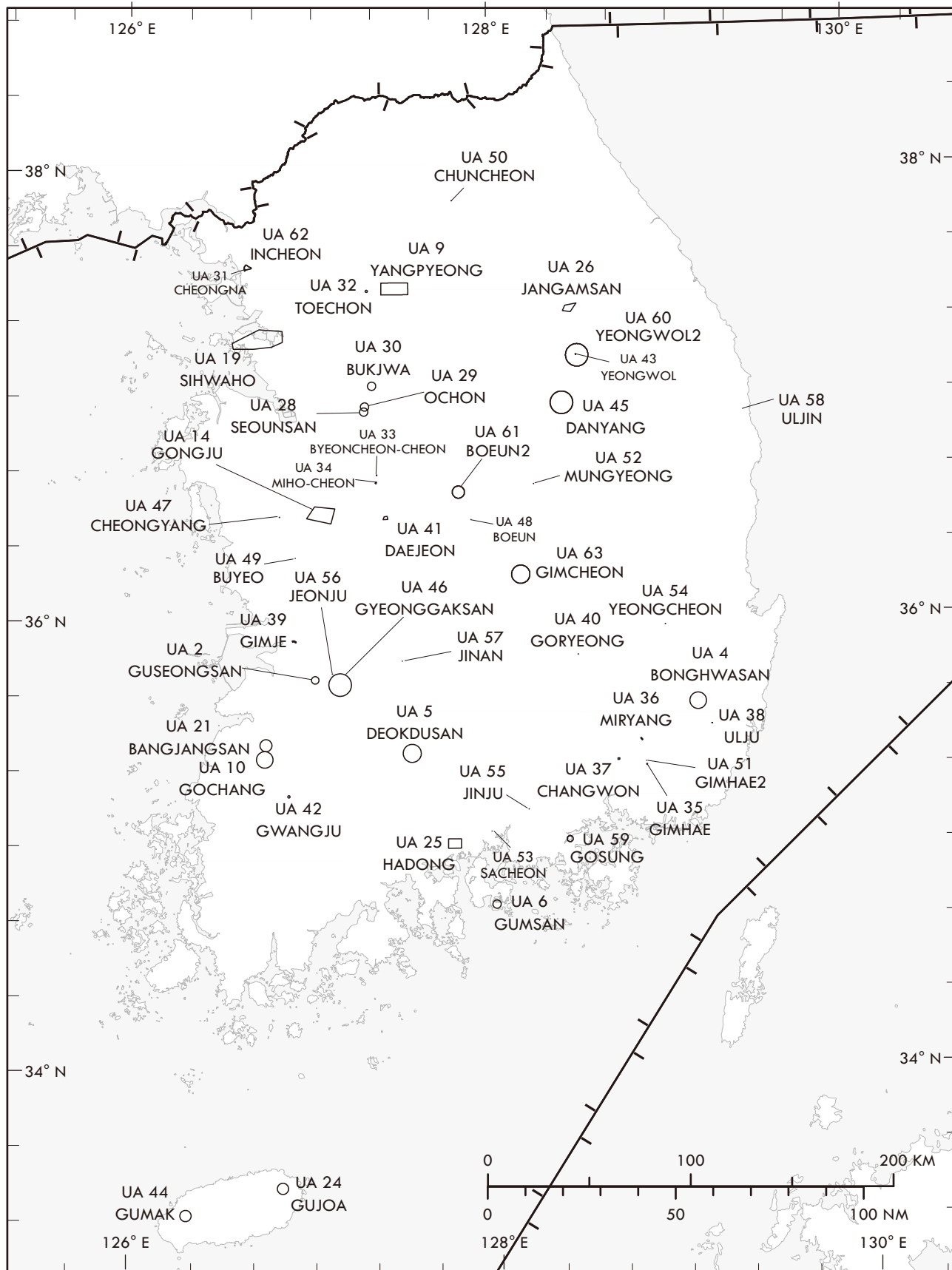
<i>Designation and lateral limits</i>	<i>Vertical limits</i>	<i>Operator/User TEL NR.</i>	<i>Remarks and time of ACT</i>
* (UA 62) INCHEON 373440N 1263725E - 373446N 1263739E - 373455N 1263738E - 373510N 1263758E - 373506N 1263823E - 373444N 1263848E - 373422N 1263947E - 373411N 1263948E - 373407N 1263917E - 373357N 1263842E - 373351N 1263807E - 373346N 1263747E - 373333N 1263730E - 373358N 1263727E - to the beginning	1 000 ft AGL SFC	KIAST TEL : 032-727-5755	Unmanned Aerial Vehicles demonstration project, Except UA31(CHEONGNA) Operation hours
* (UA 63) GIMCHEON Circle with radius of 4.5 km(2.43 NM) centered on 361208N 1280819E	1 000 ft AGL SFC	KOTSA TEL : 031-645-2108	Unmanned Aerial Vehicle practical test

Change : Establishment of UA 62~63.



AERIAL SPORTING AND RECREATIONAL ACTIVITIES -INDEX CHART

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



Change : Establishment of UA 59~63.

RADIO FACILITY - INDEX CHART

TO BE DEVELOPED

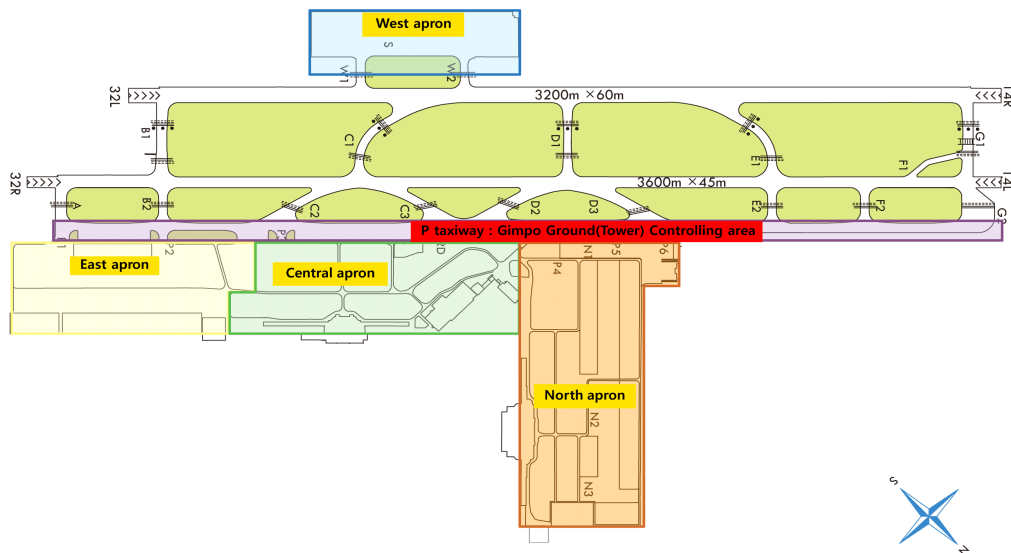
1.10 Flight limitations

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(항행안전시설 점검을 위하여 한국공항공사에 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.
- 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

Change : Information of GSE road.

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. Especially when all aircraft push back from ACFT stands(NR. 37, 38, 39) and commence taxiing onto taxilane P4 or N3 in North Apron, the pilot shall be taxied with idle power for ground safety.

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.

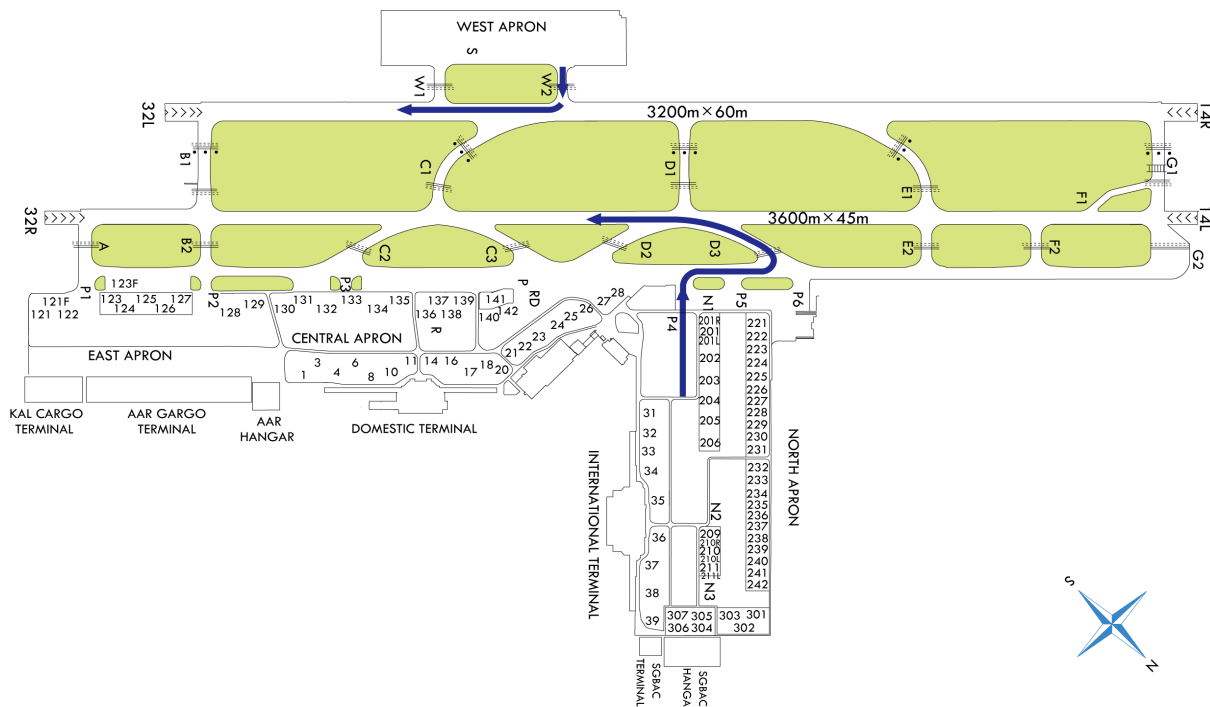
4. The performance and maneuverability of ground vehicles is obviously reduced when towing aircraft and this is taken into account when instructions to such vehicles are issued.

항공기 견인 시, 견인차량의 성능과 기동성이 상당히 떨어지므로 이 사실을 고려하여 해당 차량에게 지시하여야 한다.

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

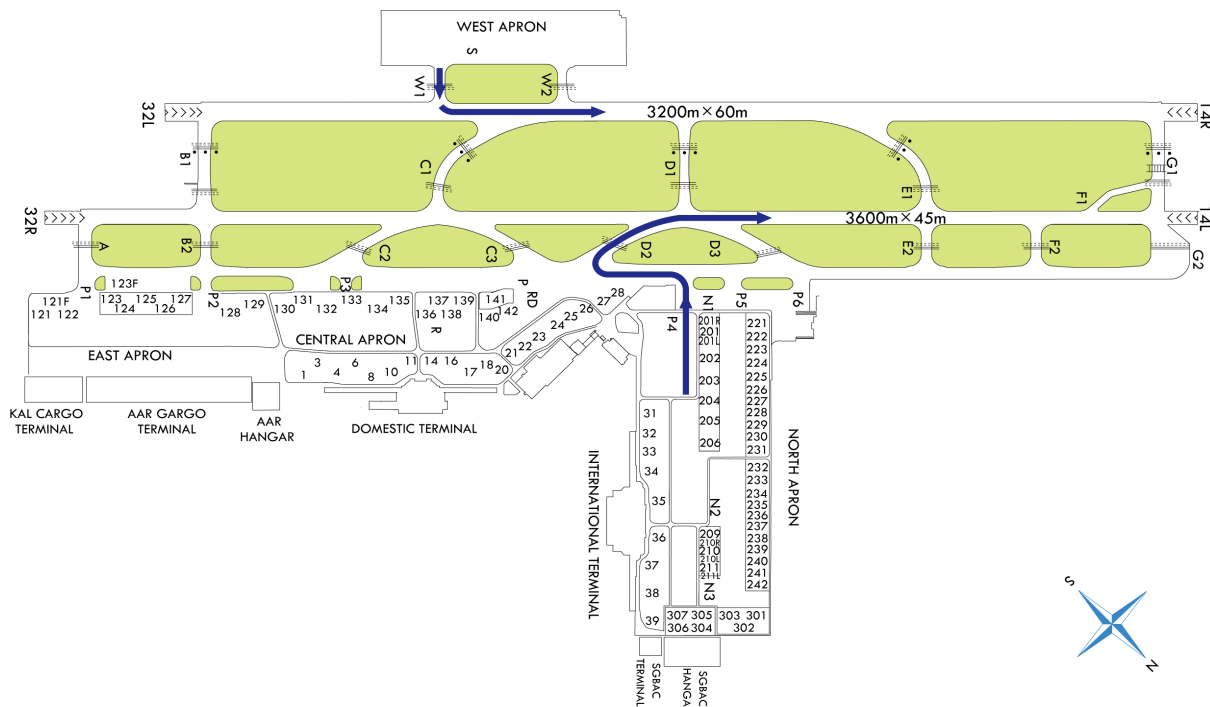
a. Departure

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.

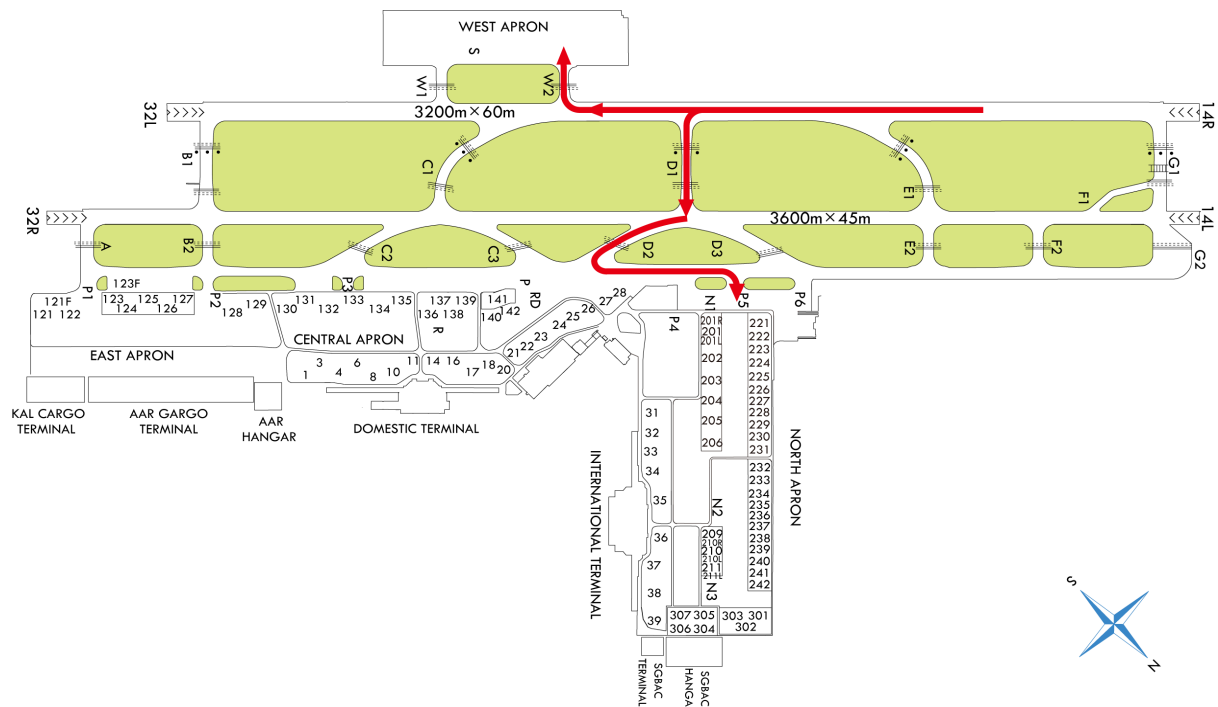
2) RWY 32L/R



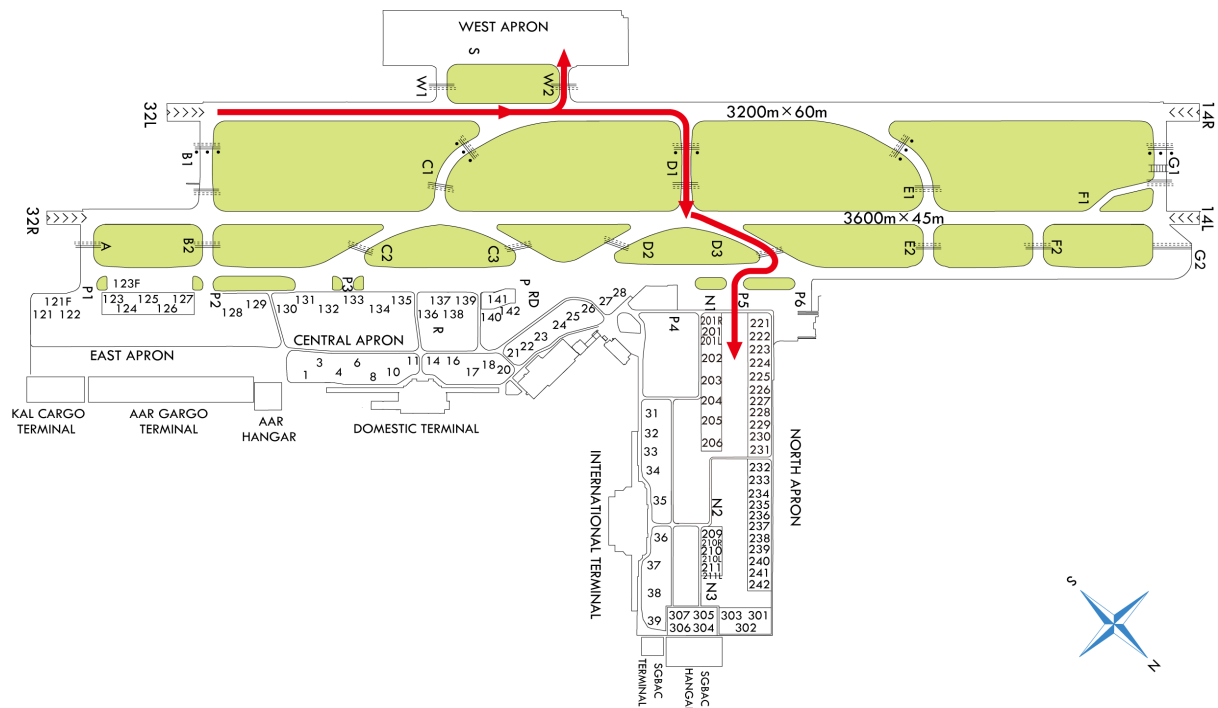
Change : Information of GSE road.

b. Arrival

1) RWY 14R

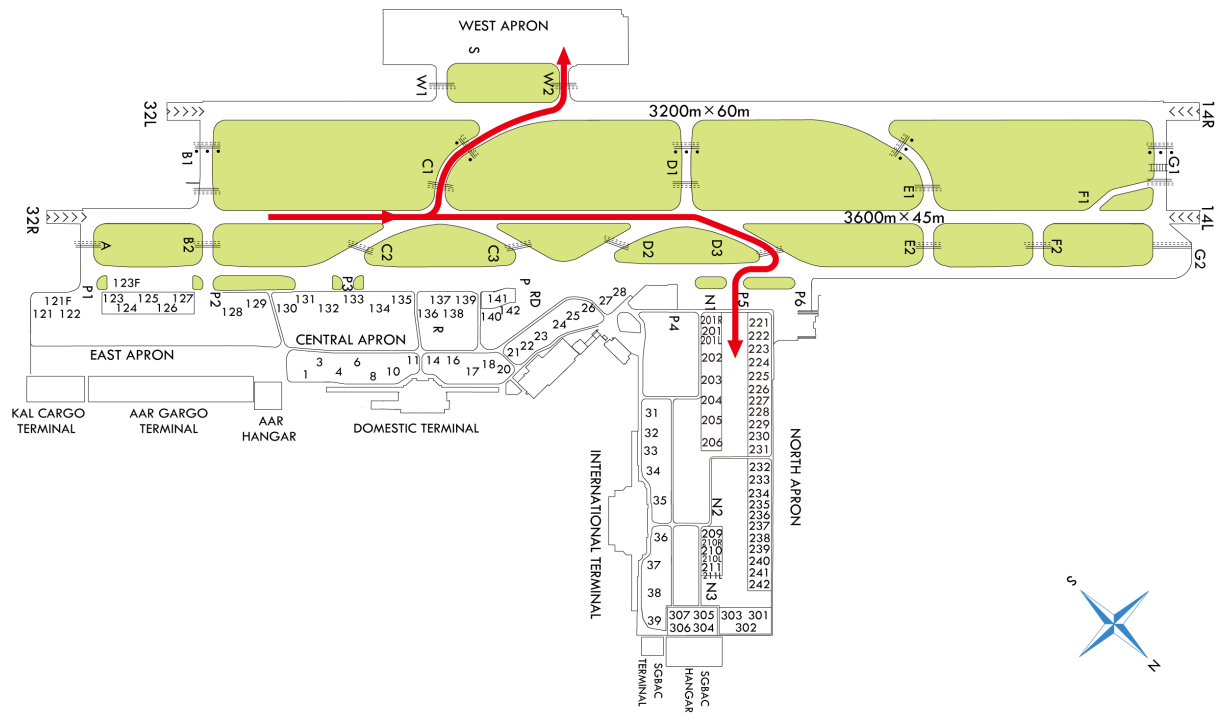


2) RWY 32L

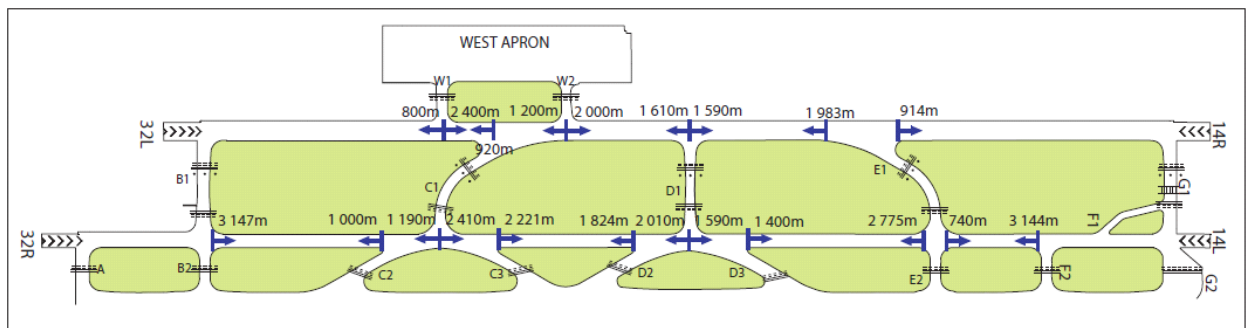


Change : Information of GSE road.

3) RWY 32R



6.1 Remainder distance for intersection departure



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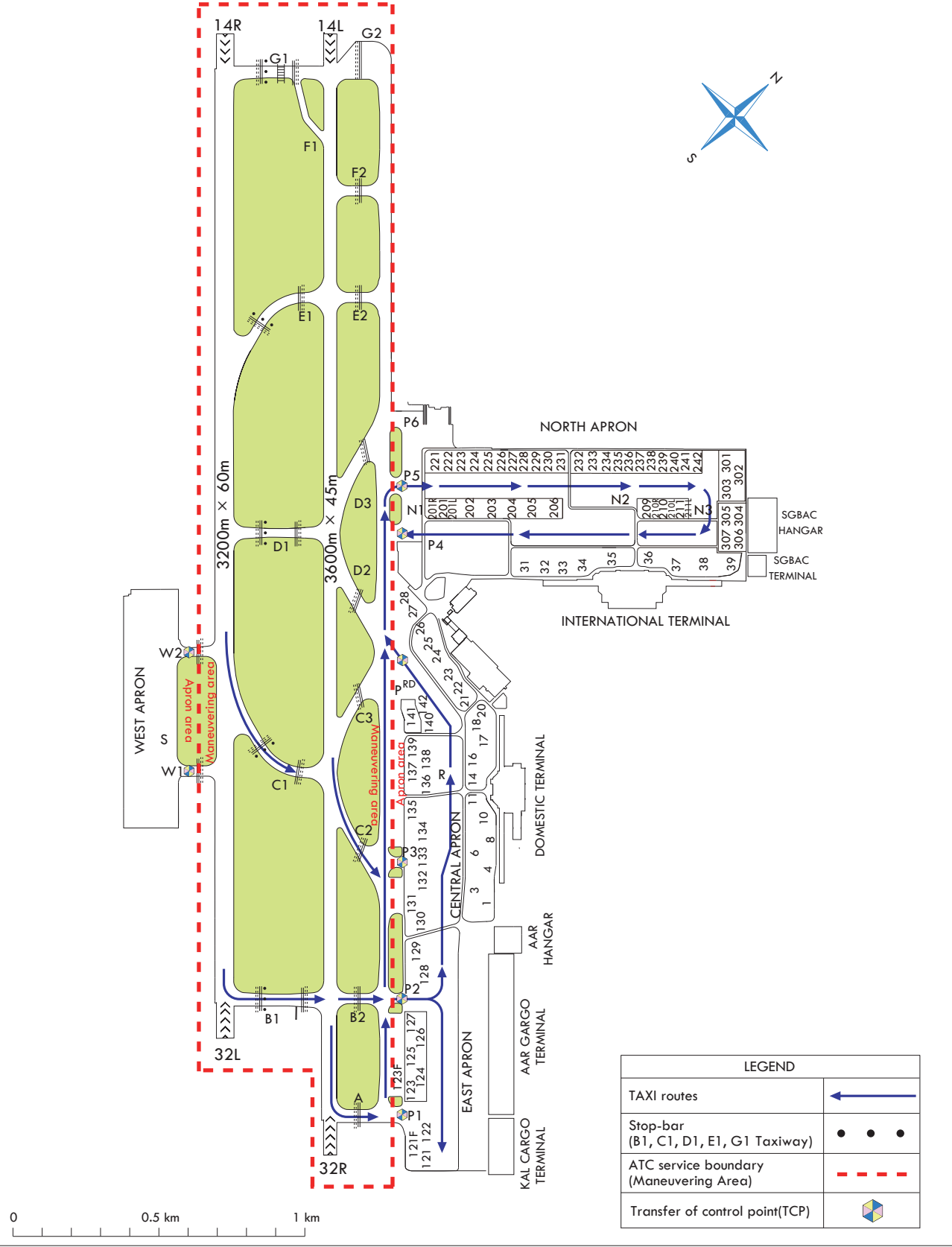
LOW
VISIBILITY
PROCEDURE

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 GSE road.

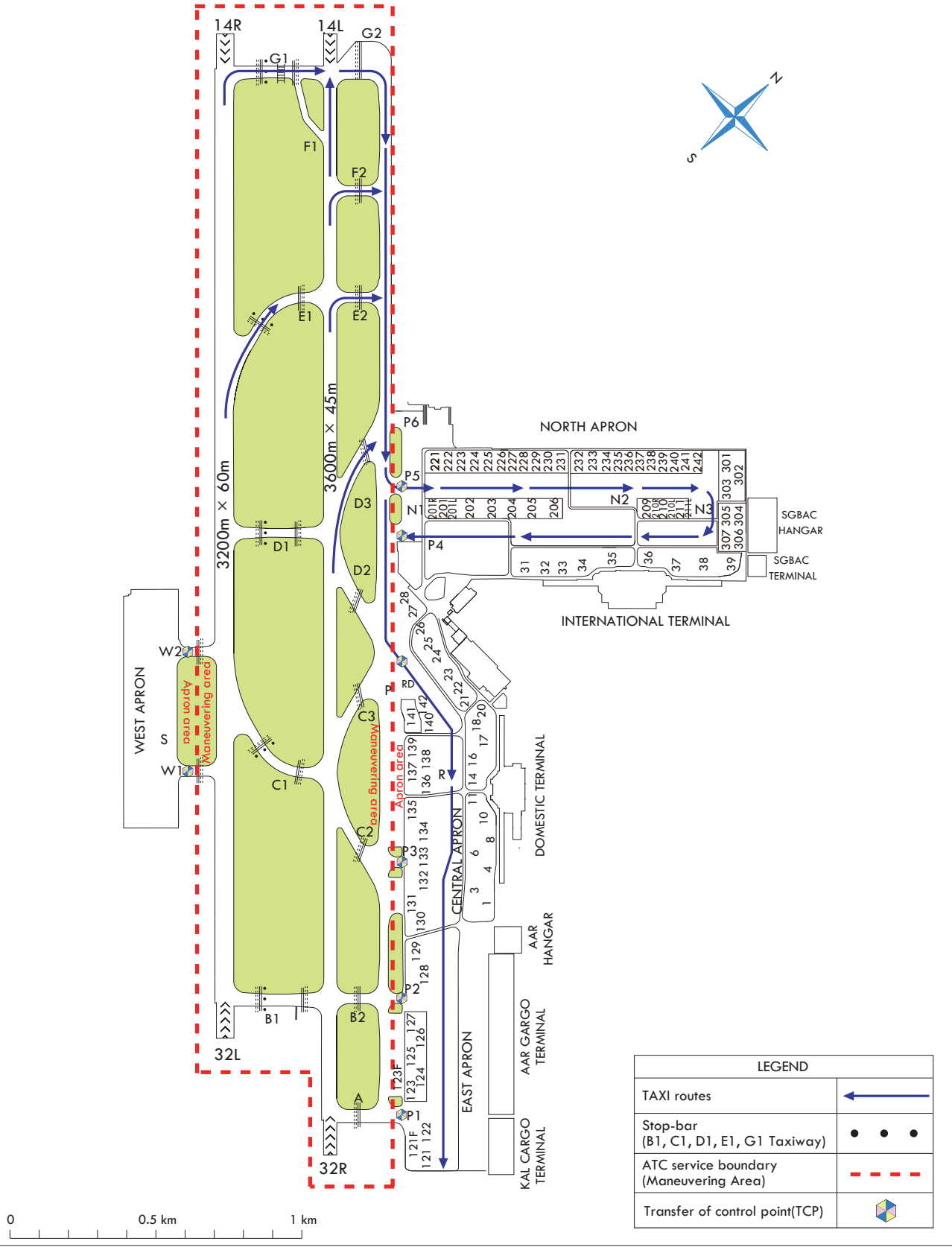
LOW
VISIBILITY
PROCEDURE

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 GSE road.

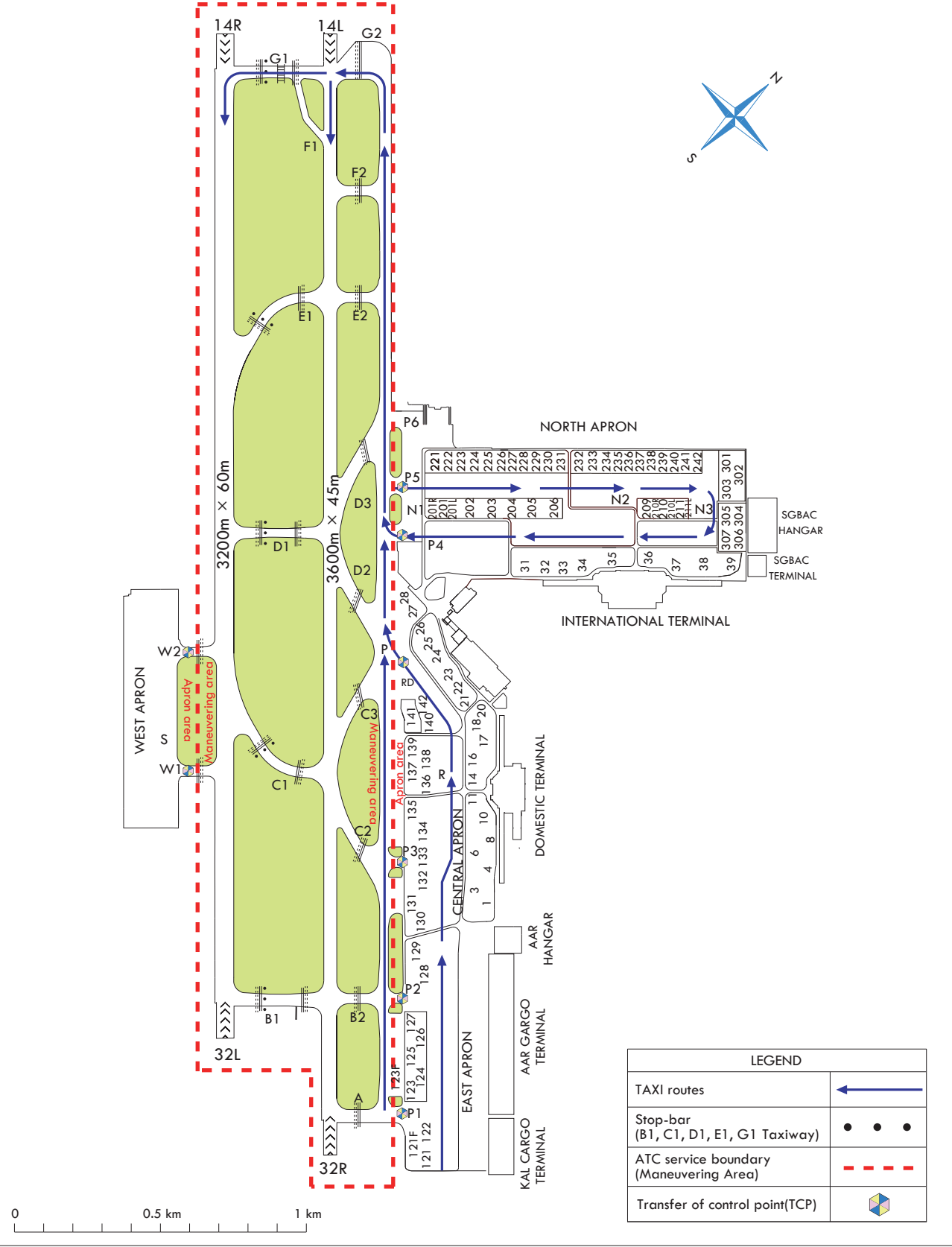
LOW
VISIBILITY
PROCEDURE

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 GSE road.

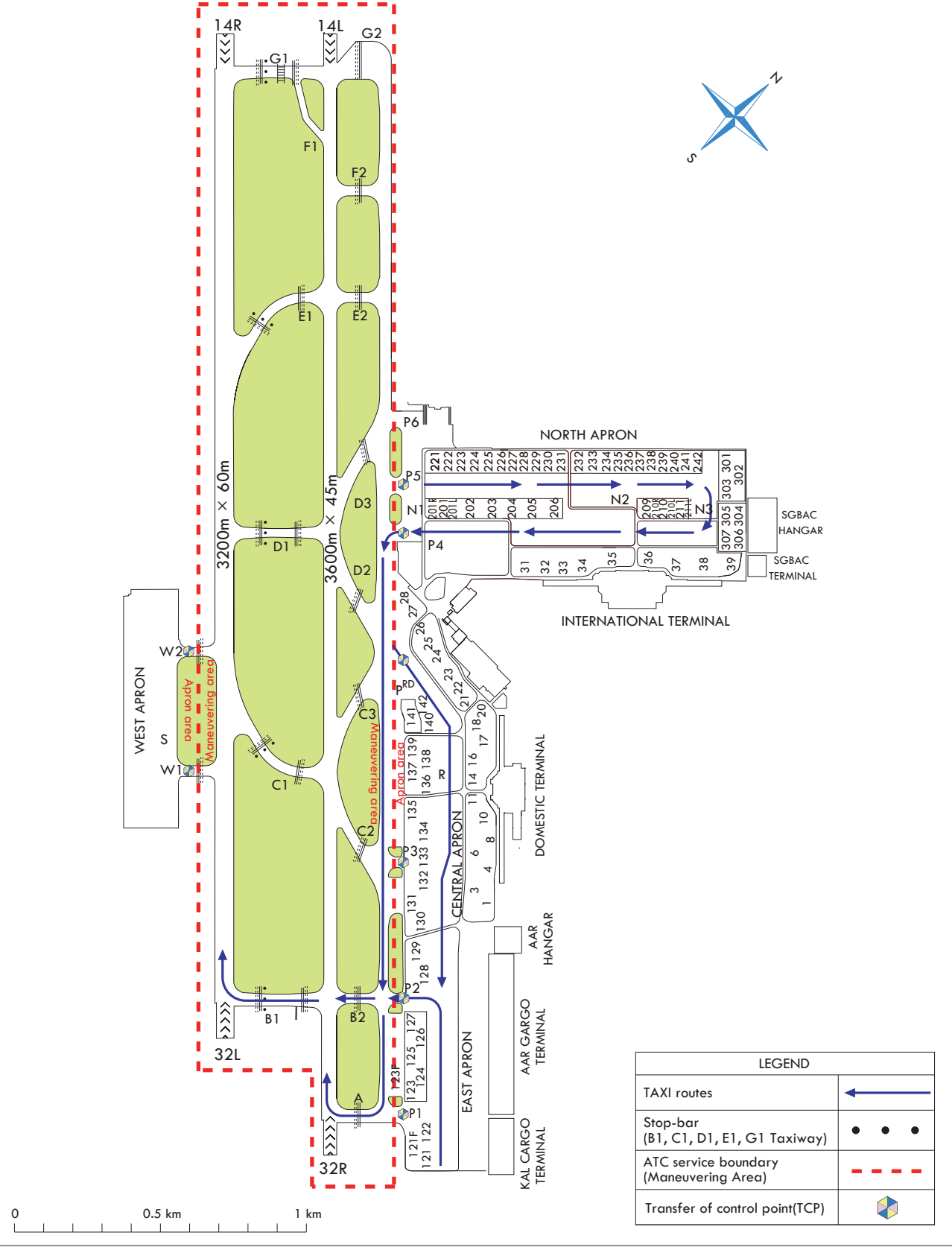
LOW
VISIBILITY
PROCEDURE

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 GSE road.

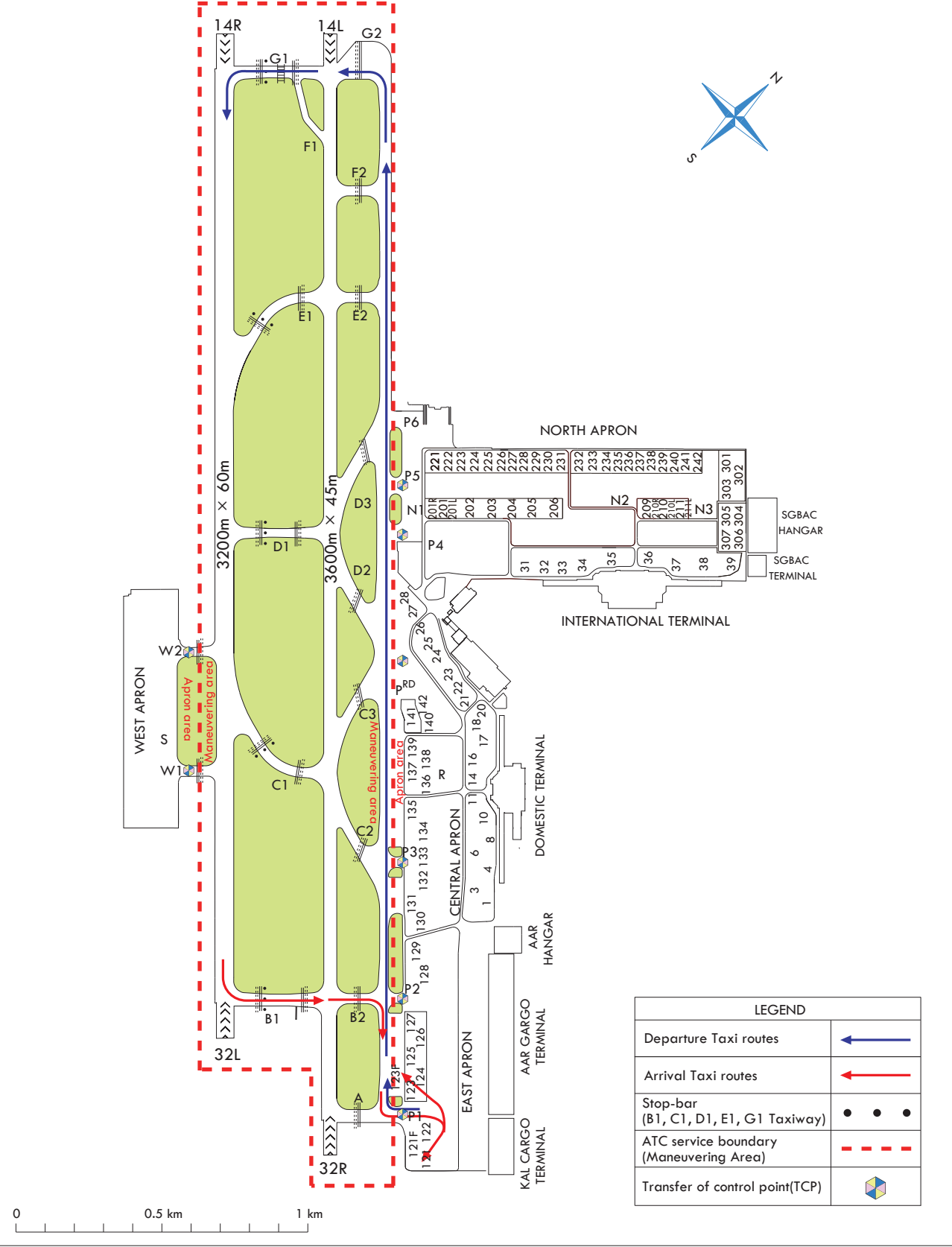
LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 18 m

GIMPO TWR	118.1
GIMPO GND	121.9
GIMPO APN	130.875

SEOUL/Gimpo INTL
RWY 14R
SMGCS taxi route

AVAILABLE for Code Letter "F" aircraft



Change : Information of GSE road.

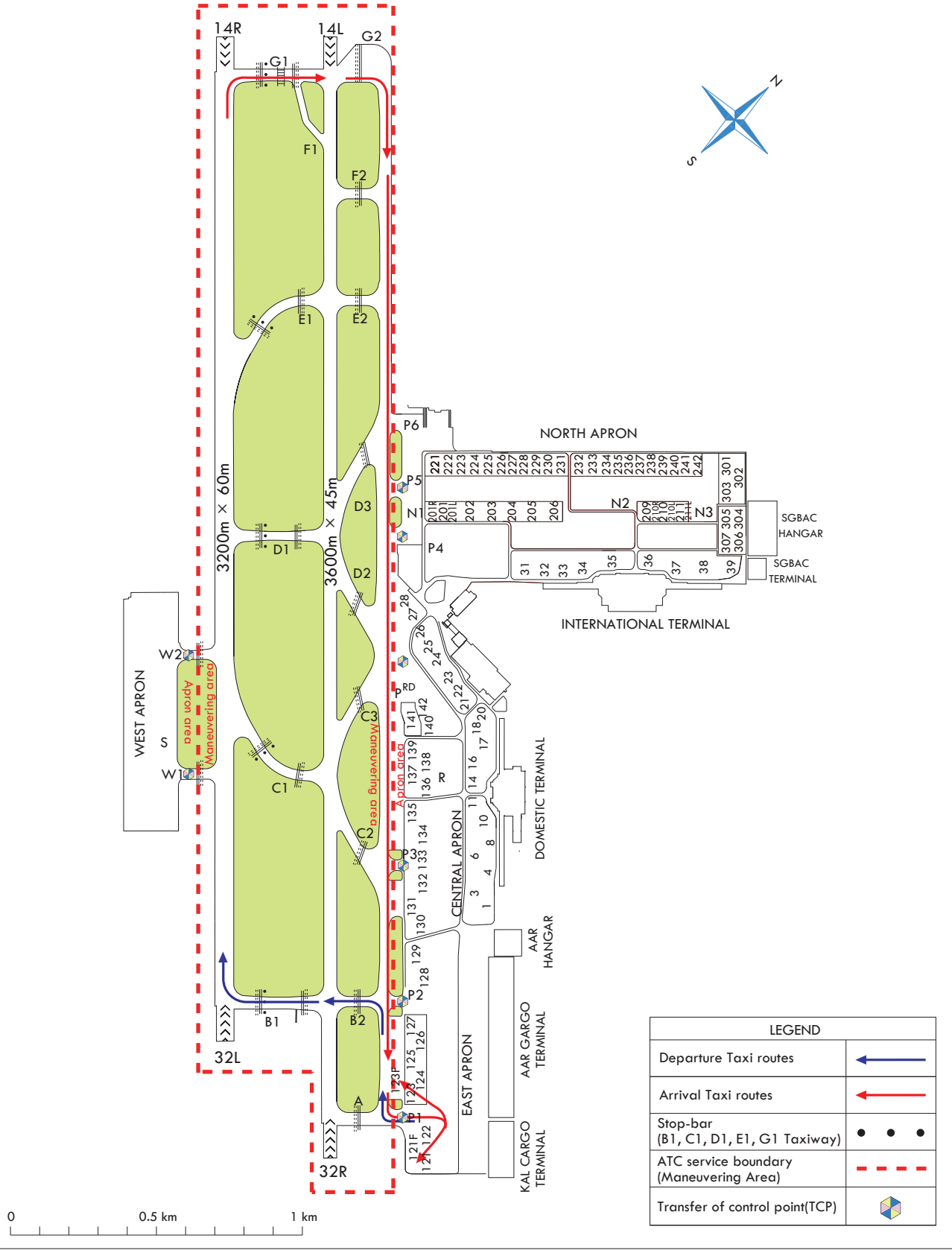
LOW
VISIBILITY
PROCEDURE

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 GSE road.

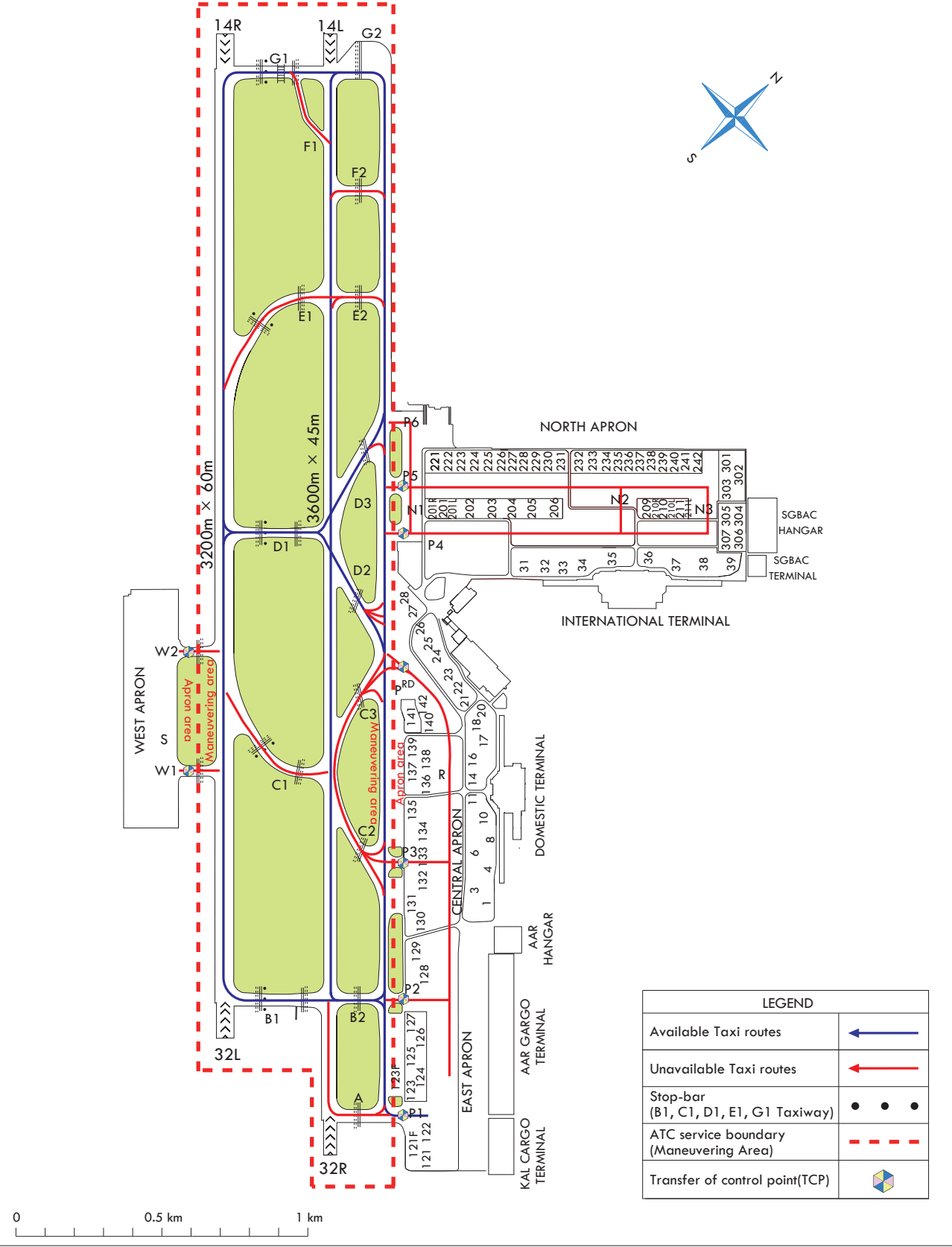
STANDARD
PROCEDURE

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 GSE road.

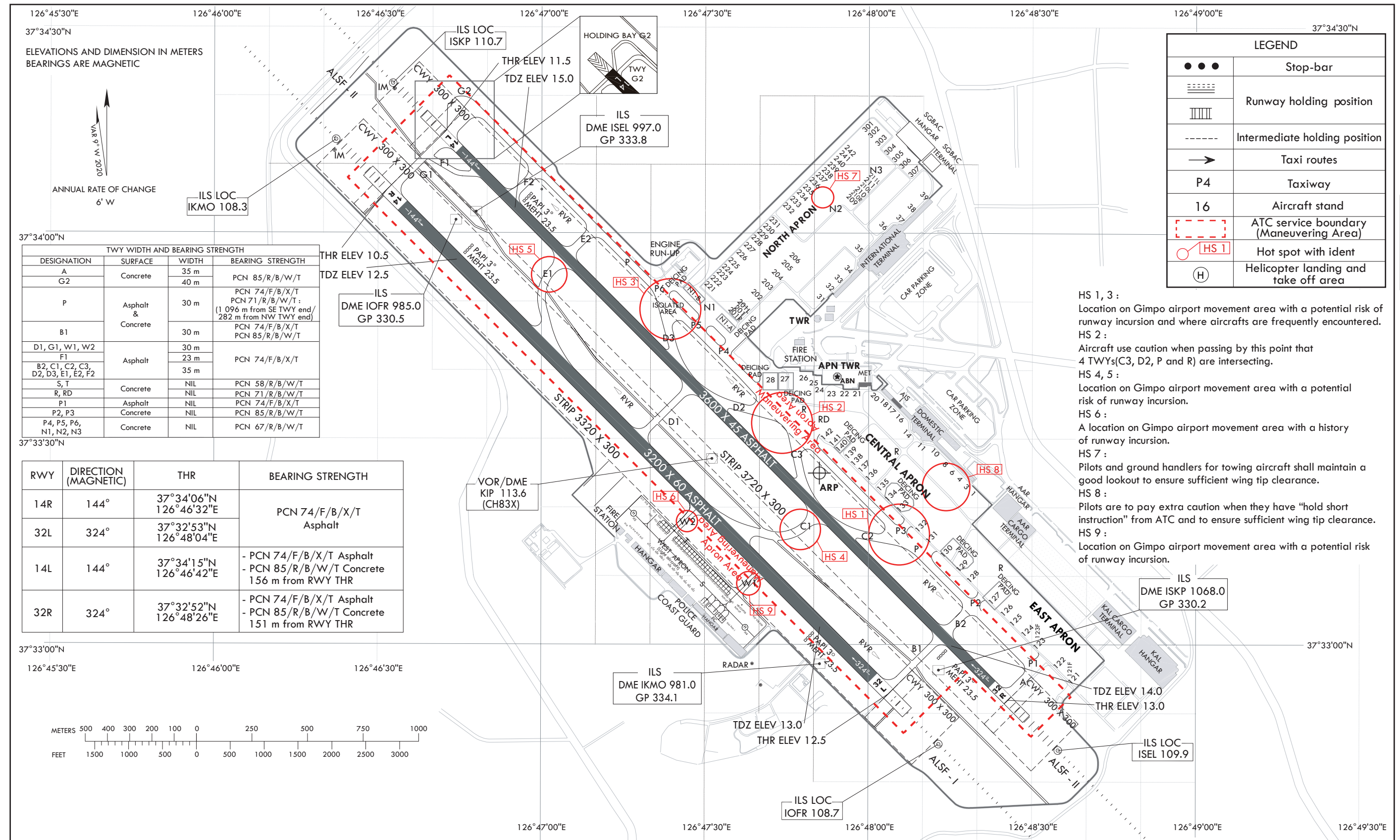
AERODROME CHART - ICAO

37°33'25"N
126°47'51"E

ELEV **18** m

TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

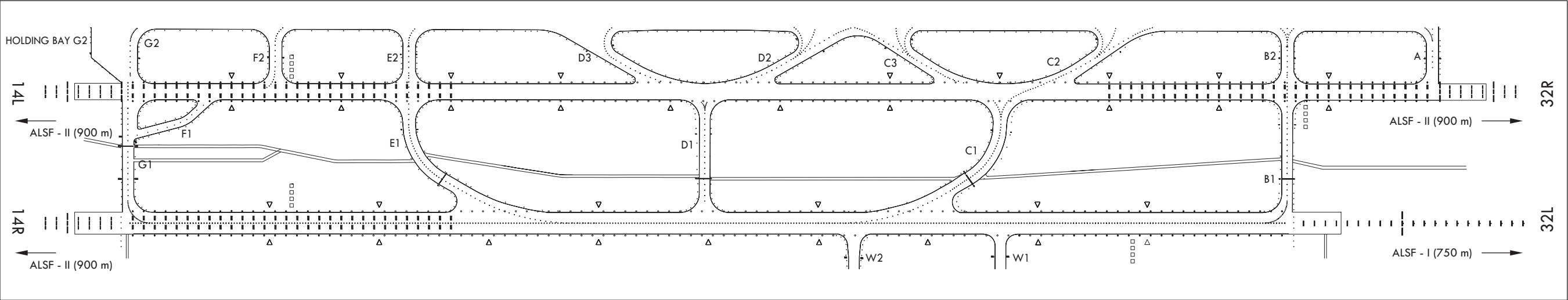
SEOUL / Gimpo INTL



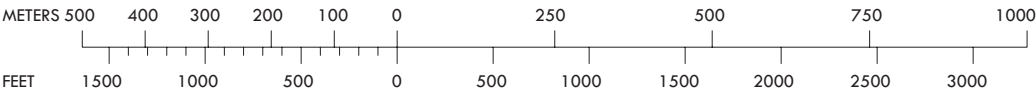
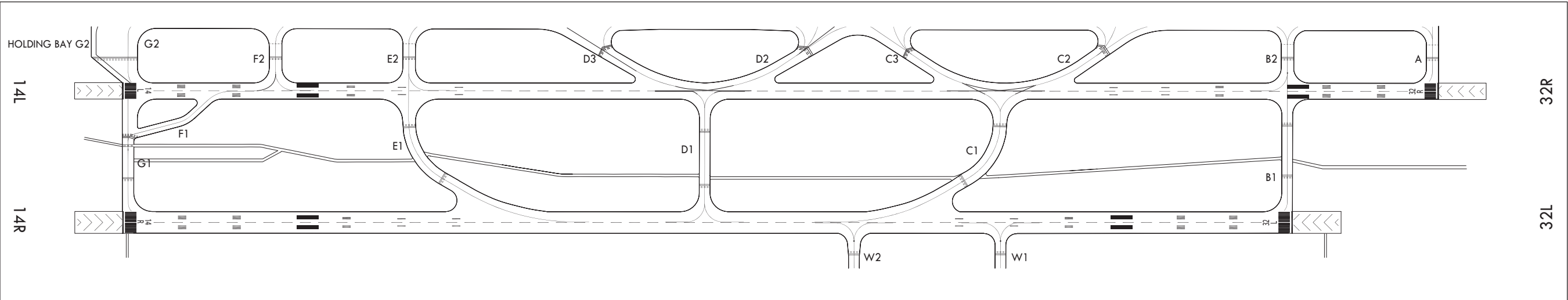
OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 4/24
Effective : 1600UTC 12 JUN 2024

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



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

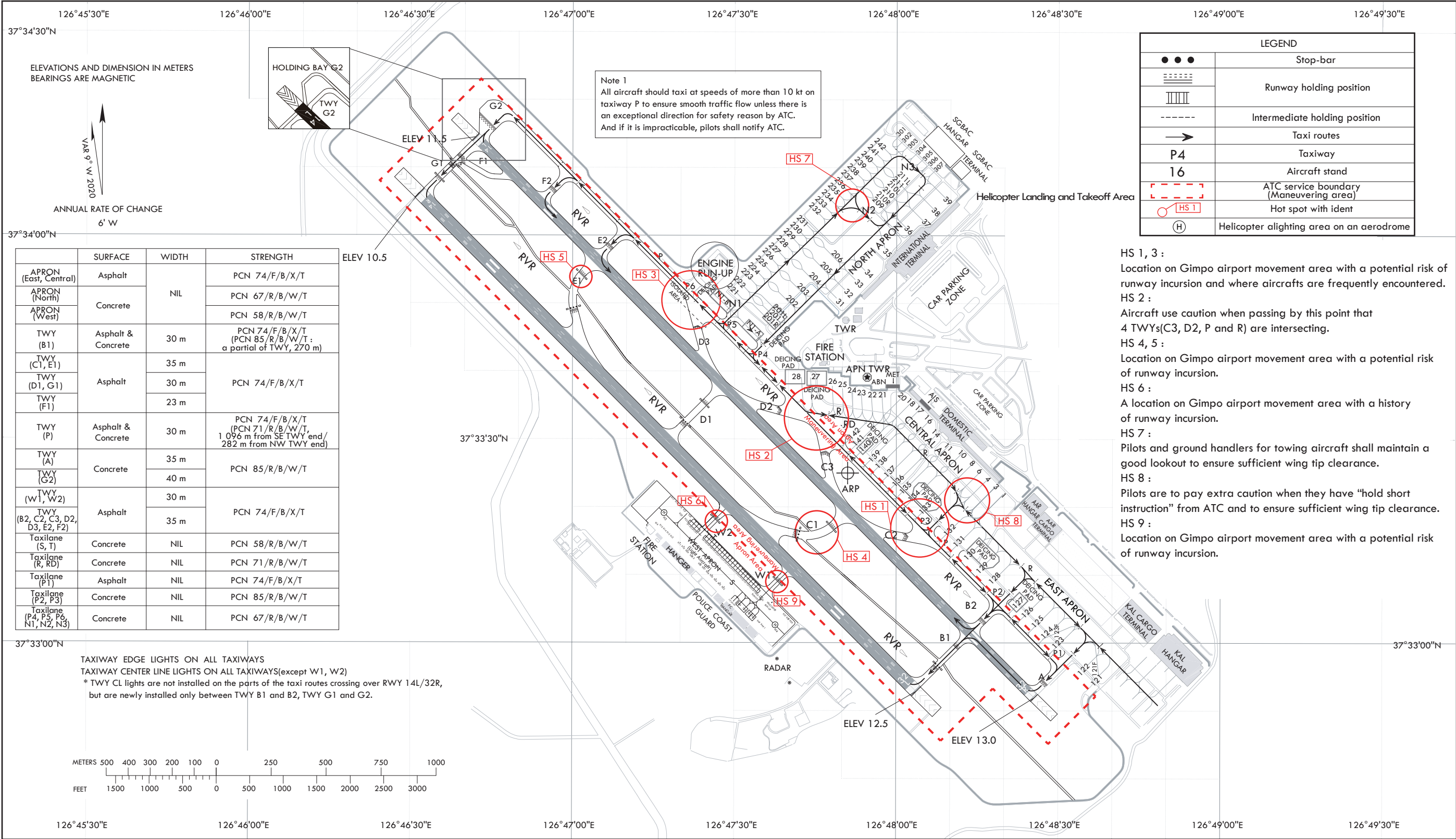


AERODROME GROUND
MOVEMENT CHART - ICAO

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



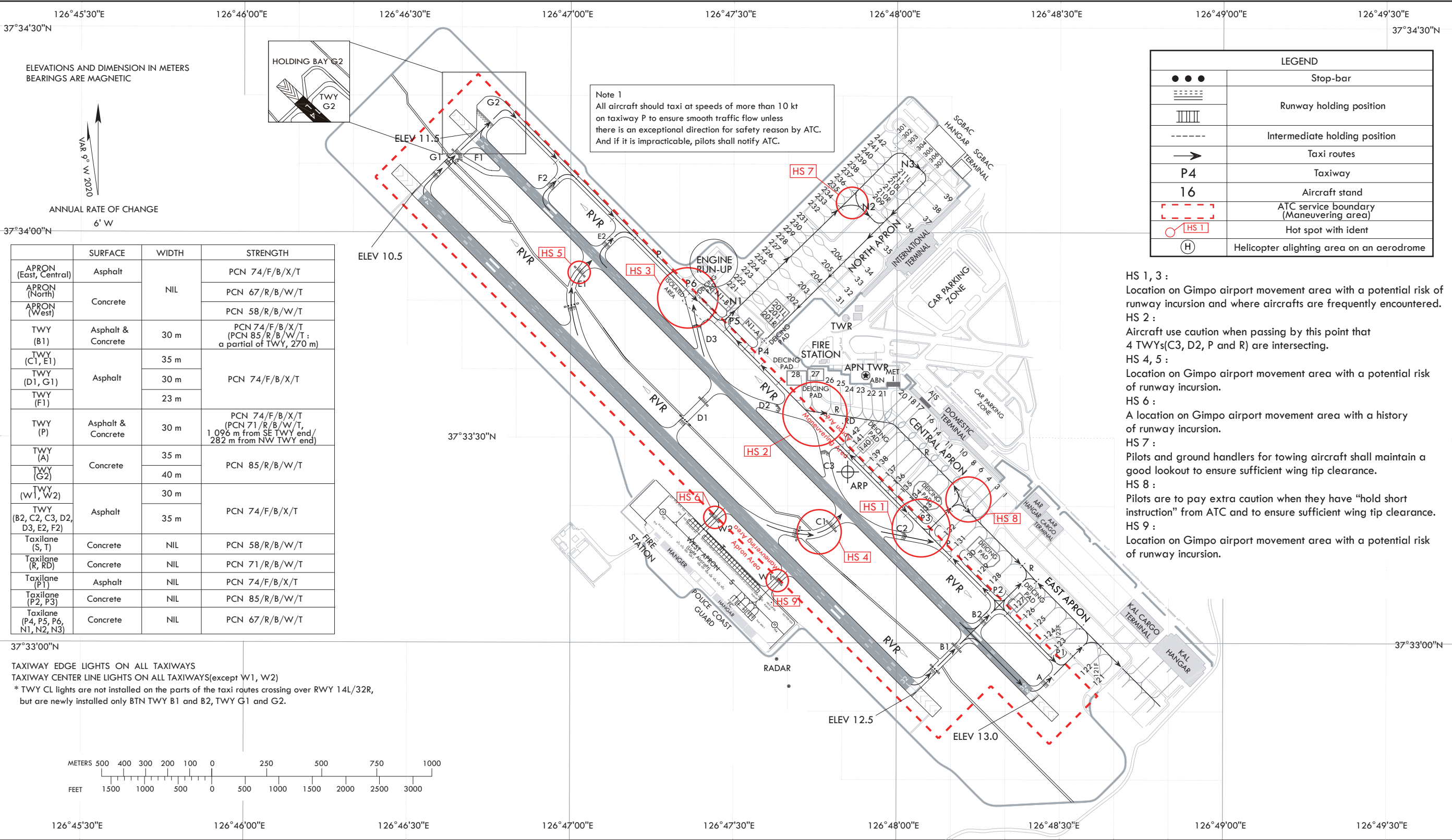
Change : Information of GSE road.

AERODROME GROUND
MOVEMENT CHART - ICAO

CENTRAL APRON ELEV 16 m
THE OTHER APRON ELEV 13 m

TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

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



Change : Information of GSE road.