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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 7/24

27 JUN 2024

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 Enroute
a) Information of RVSM approval and vertical separation applied in RVSM airspace.
b) Amended phrase(Ministry of Land, Infrastructure and Transport).

1.2 Gimpo INTL Airport
a) Withdrawal of ACFT stand NR. 242.

1.3 Jeju INTL Airport
a) Amended phrases(TOSAN 2T → 3T, SOSDO 2T → 3T).

1.4 Yangyang INTL Airport
a) Information of altimeter check location and elevation.

1.5 Muan Airport
a) Information of capacity for chemical fire fighting trucks(33 000 → 34 000, 4 200 → 4 500).
b) Establishment of AD 2.25 visual segment surface(VSS) penetration.

1.6 Gunsan Airport
a) Establishment of de-icing facility, operational hours and de-icing pad.
b) Information of type of clearing equipment and OBST type(radar antenna → antenna, communication tower → tower).

1.7 Yeosu Airport
a) Establishment of AD 2.25 visual segment surface(VSS) penetration.

1.8 Wonju Airport
a) Information of OBST type(mountain → natural high point).
b) Establishment of AD 2.25 visual segment surface(VSS) penetration.

1.9 Ulsan Airport
a) Establishment of AD 2.25 visual segment surface(VSS) penetration.

1.10 Uljin Airport
a) Establishment of AD 2.25 visual segment surface(VSS) penetration.

2. PAGE CONTROL

2.1 Replace the old sheets with new one as follows;

OLD (Pages to be removed)	NEW (Pages to be inserted)	
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GEN 0.4-9(30 MAY 24) / 0.4-10(30 MAY 24)	GEN 0.4-9 / 0.4-10	27 JUN 24

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GEN 0.3 RECORD OF AIP SUPPLEMENT

1. Current AIP Supplement

NR/Year	Subject	AIP Section(s) affected	Period of validity (From/To)	Cancellation record
23/10	Requirement for Overflight Permission	GEN	-	
34/22	Incheon AP - Temporary Obstacle Erected	AD	14 DEC 22 / 31 OCT 24	
2/23	Incheon AP - Temporary Obstacle Erected	AD	8 FEB 23 / 31 DEC 25	
6/23	Incheon AP - Construction Work for Passenger Terminal 2 Extension	AD	31 MAY 23 / 30 OCT 24	
8/23	Gimpo AP - Temporary Obstacles Erected	AD	31 MAY 23 / 30 SEP 25	
9/23	Ulsan AP - Temporary Obstacles Erected	AD	19 MAY 23 / 31 AUG 24	
10/23	Incheon AP - Temporary Obstacles Erected	AD	28 JUN 23 / 30 JUL 24	
11/23	ENR - Temporary Drone Special Areas Established	ENR	30 JUN 23 / 30 JUN 25	
12/23	Incheon AP - Temporary Obstacles Erected	AD	26 JUL 23 / 31 DEC 24	
17/23	Incheon AP - Temporary Obstacles Erected	AD	18 OCT 23 / 31 AUG 24	
18/23	Gimpo AP - Temporary Obstacles Erected	AD	18 OCT 23 / 30 NOV 24	
21/23	Incheon AP, Gimpo AP - Trial Operation of Re-categorization(RECAT) Wake Turbulence Separation Minima within Seoul TMA	AD	15 DEC 21 / 14 DEC 24	
9/24	Incheon AP - Temporary Obstacle Erected	AD	7 FEB 24 / 31 OCT 25	
10/24	Gimpo AP - Temporary Obstacle Erected	AD	29 FEB 24 / 30 SEP 24	
12/24	Gimpo AP - Temporary Obstacles Erected	AD	7 MAR 24 / 31 JAN 25	
13/24	Muan AP - Unserviceability of Muan Radar	AD	16 MAR 24 / 31 AUG 24	
14/24	Incheon AP - Temporary Obstacles Installation for the 4th Phase Construction	AD	4 APR 24 / 31 JUL 24	
15/24	Incheon AP - Operational Restriction of Cargo Apron 1	AD	4 APR 24 / 20 AUG 24	
17/24	Gimpo AP - Temporary Obstacles Erected	AD	3 APR 24 / 31 DEC 25	
19/24	Gimpo AP - Temporary Obstacles Erected	AD	2 MAY 24 / 30 JUL 25	
23/24	ENR - Temporary Restricted Areas Established	ENR	31 DEC 23 / 31 DEC 24	
24/24	Incheon AP - Incheon INTL Airport VDGS Trial Operation for Cargo Terminal	AD	10 JAN 24 / 25 JUL 24	
25/24	Incheon AP - ACFT Stands NR. 506, 507, 516, 517 Closed due to Construction	AD	30 MAY 24 / 19 AUG 24	
26/24	Incheon AP - Incheon INTL Airport End of VDGS Service for Concourse	AD	30 MAY 24 / 31 DEC 25	
27/24	Gimpo AP - Temporary Obstacles Erected	AD	31 MAY 24 / 31 AUG 26	
29/24	Incheon AP - Incheon INTL Airport A-CDM Trial Operation for Phase 2	AD	29 JUN 22 / 18 SEP 24	
30/24	Yeosu AP - Unserviceability of Yeosu Radar	AD	14 JUL 24 / 31 DEC 24	
31/24	Ulsan AP - Unserviceability of Ulsan Radar	AD	2 JUL 23 / 30 SEP 24	

2. Current AIRAC AIP Supplement

NR/Year	Subject	AIP Section(s) affected	Period of validity (From/To)	Cancellation record
2/23	ENR - Y722 Traffic Dispersion Operation	ENR	22 MAR 23 / PERM	
11/23	Jeju AP - Temporary Obstacle Erected	AD	1 MAY 23 / 11 AUG 24	
18/23	Incheon AP - Unserviceability of ILS/DMEs	AD	9 AUG 23 / 27 NOV 24	
21/23	Uljin AP - Unserviceability of ILS/DME	AD	6 SEP 23 / 4 SEP 24	
26/23	Incheon AP - Unserviceability of PAPI/ALS for RWY 16L/34R	AD	29 NOV 23 / 31 JUL 24	
5/24	Muan AP - Construction Work for Runway Extension	AD	21 FEB 24 / 20 JUL 25	
6/24	Muan AP - Unserviceability of ILS/DME	AD	21 FEB 24 / 20 JUL 25	
7/24	Muan AP - Unserviceability of ALS	AD	21 FEB 24 / 20 JUL 25	
21/24	Gimpo AP - Operational Restrictions	AD	1 JUL 24 / 11 OCT 24	
22/24	Gimpo AP - Operational Restrictions	AD	12 JUN 24 / 25 DEC 24	
32/24	Incheon AP - RWY 15L/33R and TWYs Closed due to Construction	AD	8 AUG 24 / 13 DEC 24	
33/24	Gimpo AP - Operational Restrictions	AD	8 AUG 24 / 1 NOV 24	
34/24	Jeju AP - Unserviceability of ILS/DME for RWY 07	AD	7 AUG 24 / 16 APR 25	

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CHART 2 - 24	WEF 16 JUN 21
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CHART 2 - 6	2 MAY 24
CHART 2 - 7	WEF 3 NOV 21
CHART 2 - 7-1	WEF 3 NOV 21
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CHART 2 - 8-1	30 JUN 22
CHART 2 - 9	WEF 3 NOV 21
CHART 2 - 9-1	WEF 30 DEC 20
CHART 2 - 10	30 JUN 22
CHART 2 - 10-1	30 JUN 22
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CHART 2 - 11-1	WEF 3 NOV 21
CHART 2 - 12	WEF 3 NOV 21
CHART 2 - 12-1	WEF 30 DEC 20
CHART 2 - 13	30 JUN 22
CHART 2 - 14	11 JAN 24
CHART 2 - 14-1	11 JAN 24
CHART 2 - 15	11 JAN 24
CHART 2 - 15-1	11 JAN 24
CHART 2 - 16	8 FEB 24
CHART 2 - 16-1	8 FEB 24
CHART 2 - 16-2	WEF 24 JAN 24
CHART 2 - 16-3	WEF 24 JAN 24
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CHART 2 - 17-1	11 JAN 24
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CHART 2 - 18-1	11 JAN 24
CHART 2 - 19	11 JAN 24
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CHART 2 - 20-1	11 JAN 24
CHART 2 - 21	11 JAN 24
CHART 2 - 21-1	11 JAN 24
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CHART 2 - 23	29 JUN 23

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2 - 3	7 MAR 24
2 - 4	7 MAR 24
2 - 5	7 MAR 24
2 - 6	7 MAR 24
2 - 7	2 JUN 22
2 - 8	2 JUN 22
2 - 9	13 JAN 22
2 - 10	WEF 20 APR 22
2 - 11	28 JUL 22
2 - 12	28 JUL 22
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2 - 14	28 JUL 22
2 - 15	28 JUL 22
2 - 16	28 JUL 22
2 - 17	WEF 22 FEB 23
2 - 18	WEF 19 APR 23
CHART 2 - 1	2 JUN 22
CHART 2 - 2	2 JUN 22
CHART 2 - 3	7 MAR 24
CHART 2 - 4	7 MAR 24
CHART 2 - 5	4 MAY 23
CHART 2 - 6	4 MAY 23
CHART 2 - 7	4 MAY 23
CHART 2 - 8	4 MAY 23
CHART 2 - 9	7 MAR 24
CHART 2 - 10	1 JUN 23
CHART 2 - 11	WEF 19 APR 23
CHART 2 - 11-1	WEF 19 APR 23
CHART 2 - 12	WEF 22 FEB 23
CHART 2 - 12-1	30 JUN 22
CHART 2 - 13	WEF 19 APR 23
CHART 2 - 13-1	WEF 19 APR 23
CHART 2 - 14	WEF 22 FEB 23
CHART 2 - 14-1	WEF 22 FEB 23
CHART 2 - 15	WEF 22 FEB 23
CHART 2 - 15-1	21 NOV 19
CHART 2 - 16	WEF 19 APR 23
CHART 2 - 16-1	WEF 19 APR 23
CHART 2 - 17	WEF 19 APR 23
CHART 2 - 17-1	WEF 19 APR 23
CHART 2 - 18	WEF 19 APR 23
CHART 2 - 18-1	WEF 19 APR 23
CHART 2 - 19	WEF 22 FEB 23
CHART 2 - 20	11 JAN 24
CHART 2 - 20-1	11 JAN 24
CHART 2 - 21	11 JAN 24
CHART 2 - 21-1	11 JAN 24
CHART 2 - 22	WEF 19 APR 23
CHART 2 - 22-1	WEF 19 APR 23
CHART 2 - 23	WEF 22 FEB 23
CHART 2 - 23-1	30 JUN 22
CHART 2 - 24	WEF 22 FEB 23
CHART 2 - 24-1	26 AUG 21
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CHART 2 - 26-1	WEF 19 APR 23
CHART 2 - 27	WEF 22 FEB 23
CHART 2 - 27-1	30 JUN 22
CHART 2 - 28	WEF 22 FEB 23
CHART 2 - 28-1	2 JUN 22
CHART 2 - 29	WEF 22 FEB 23
CHART 2 - 29-1	WEF 22 FEB 23
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CHART 2 - 30-1	11 JAN 24
CHART 2 - 31	WEF 19 APR 23
CHART 2 - 31-1	WEF 19 APR 23
CHART 2 - 32	11 JAN 24
CHART 2 - 32-1	11 JAN 24
CHART 2 - 33	WEF 22 FEB 23
CHART 2 - 33-1	WEF 22 FEB 23
CHART 2 - 34	WEF 19 APR 23
CHART 2 - 34-1	WEF 19 APR 23
CHART 2 - 35	WEF 22 FEB 23
CHART 2 - 35-1	WEF 22 FEB 23
CHART 2 - 36	WEF 22 FEB 23
CHART 2 - 36-1	WEF 22 FEB 23
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CHART 2 - 38	WEF 22 FEB 23
CHART 2 - 39	WEF 22 FEB 23

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CHART 2 - 8	WEF 15 MAY 24
CHART 2 - 8-1	WEF 15 MAY 24
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CHART 2 - 9-1	WEF 15 MAY 24
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2 - 14	2 JUL 20
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CHART 2 - 2	14 JAN 21
CHART 2 - 3	28 JUL 22
CHART 2 - 4	28 JUL 22
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CHART 2 - 7	4 APR 24
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CHART 2 - 8-1	WEF 30 NOV 22
CHART 2 - 9	30 JUN 22
CHART 2 - 9-1	30 JUN 22
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CHART 2 - 10-1	12 JAN 23
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CHART 2 - 12-1	WEF 12 JUL 23
CHART 2 - 13	WEF 30 NOV 22
CHART 2 - 13-1	WEF 30 NOV 22
CHART 2 - 14	30 JUN 22
CHART 2 - 15	11 JAN 24
CHART 2 - 15-1	11 JAN 24
CHART 2 - 16	15 DEC 22
CHART 2 - 16-1	15 DEC 22
CHART 2 - 17	11 JAN 24
CHART 2 - 17-1	11 JAN 24
CHART 2 - 18	11 JAN 24
CHART 2 - 18-1	11 JAN 24
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CHART 2 - 19-1	11 JAN 24
CHART 2 - 20	11 JAN 24
CHART 2 - 20-1	11 JAN 24
CHART 2 - 21	15 DEC 22
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2 - 6	25 AUG 22
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2 - 11	**27 JUN 24**
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CHART 2 - 2	WEF 17 MAY 23
CHART 2 - 3	WEF 17 MAY 23
CHART 2 - 3-1	26 AUG 21
CHART 2 - 4	WEF 17 MAY 23
CHART 2 - 4-1	26 AUG 21
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CHART 2 - 6-1	14 DEC 23
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CHART 2 - 8	WEF 17 MAY 23
CHART 2 - 8-1	WEF 17 MAY 23
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CHART 2 - 9-1	WEF 17 MAY 23
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CHART 2 - 10-1	WEF 17 MAY 23
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CHART 2 - 11-1	WEF 17 MAY 23
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CHART 2 - 12-1	24 SEP 20
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CHART 2 - 14-1	26 AUG 21
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2 - 13	14 DEC 23
2 - 14	14 DEC 23
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CHART 2 - 3	11 JAN 24
CHART 2 - 3-1	11 JAN 24
CHART 2 - 4	11 JAN 24
CHART 2 - 4-1	11 JAN 24
CHART 2 - 4-2	WEF 12 JUL 23
CHART 2 - 4-3	WEF 12 JUL 23
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CHART 2 - 5-1	11 JAN 24
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CHART 2 - 6-1	11 JAN 24
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CHART 2 - 6-3	WEF 12 JUL 23
CHART 2 - 7	11 JAN 24
CHART 2 - 7-1	11 JAN 24
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CHART 2 - 8-1	24 AUG 23
CHART 2 - 9	24 AUG 23
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CHART 2 - 10	WEF 12 JUL 23
CHART 2 - 10-1	WEF 12 JUL 23
CHART 2 - 10-2	WEF 12 JUL 23
CHART 2 - 10-3	WEF 12 JUL 23
CHART 2 - 11	24 AUG 23
CHART 2 - 11-1	24 AUG 23
CHART 2 - 12	WEF 12 JUL 23
CHART 2 - 13	11 JAN 24
CHART 2 - 13-1	11 JAN 24
CHART 2 - 14	WEF 12 JUL 23
CHART 2 - 14-1	WEF 12 JUL 23
CHART 2 - 15	11 JAN 24
CHART 2 - 15-1	11 JAN 24
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CHART 2 - 20-1	14 DEC 23
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CHART 2 - 21-1	11 JAN 24
CHART 2 - 22	11 JAN 24
CHART 2 - 22-1	11 JAN 24
CHART 2 - 23	14 DEC 23
CHART 2 - 23-1	14 DEC 23
CHART 2 - 24	11 JAN 24
CHART 2 - 24-1	11 JAN 24
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CHART 2 - 25-1	14 DEC 23
CHART 2 - 26	14 DEC 23
CHART 2 - 26-1	14 DEC 23
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CHART 2 - 27-1	14 DEC 23
CHART 2 - 28	14 DEC 23
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2 - 7	21 SEP 23	2 - 5	17 MAR 16	CHART 2 - 26	WEF 14 JUL 21	2 - 7	11 JAN 24
2 - 8	21 SEP 23	2 - 6	WEF 9 NOV 16	CHART 2 - 26-1	27 SEP 18	2 - 8	11 JAN 24
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				CHART 2 - 31	WEF 14 JUL 21	CHART 2 - 2	1 JUN 23
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CHART 2 - 3	2 MAY 24	CHART 2 - 3	WEF 1 DEC 21	CHART 2 - 32-1	27 SEP 18	CHART 2 - 4	28 JUL 22
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CHART 2 - 6	13 JAN 22	CHART 2 - 4-1	21 NOV 19	CHART 2 - 34	WEF 14 JUL 21	CHART 2 - 5-1	WEF 13 JUL 22
CHART 2 - 6-1	13 JAN 22	CHART 2 - 5	21 NOV 19	CHART 2 - 34-1	19 DEC 19	CHART 2 - 6	WEF 13 JUL 22
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CHART 2 - 7-1	30 JUN 22	CHART 2 - 6	WEF 1 DEC 21	CHART 2 - 35-1	19 DEC 19	CHART 2 - 7	WEF 13 JUL 22
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CHART 2 - 8-1	13 JAN 22	CHART 2 - 7	WEF 1 DEC 21			CHART 2 - 8	WEF 13 JUL 22
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CHART 2 - 10	WEF 3 NOV 21	CHART 2 - 8-1	WEF 1 DEC 21			CHART 2 - 9-1	WEF 13 JUL 22
CHART 2 - 10-1	WEF 3 NOV 21	CHART 2 - 9	21 NOV 19			CHART 2 - 10	WEF 13 JUL 22
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CHART 2 - 11-1	WEF 19 MAY 21	CHART 2 - 10	WEF 1 DEC 21			CHART 2 - 11-1	11 JAN 24
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CHART 2 - 14	29 JUN 23	CHART 2 - 12-1	19 DEC 19			CHART 2 - 14	11 JAN 24
CHART 2 - 14-1	29 JUN 23	CHART 2 - 13	WEF 14 JUL 21			CHART 2 - 14-1	11 JAN 24
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CHART 2 - 16	15 DEC 22	CHART 2 - 14-1	3 JUN 21			CHART 2 - 16	11 JAN 24
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		CHART 2 - 20	WEF 1 DEC 21				
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		CHART 2 - 21	WEF 1 DEC 21				
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2 - 8	21 SEP 23	2 - 8	17 NOV 22
2 - 9	WEF 10 AUG 22	2 - 9	10 FEB 22
2 - 9-1	WEF 6 SEP 23	2 - 10	10 FEB 22
2 - 10	4 MAY 23	2 - 11	16 DEC 21
2 - 10-1	4 MAY 23	2 - 12	WEF 10 JUL 24
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CHART 2 - 2	4 MAY 23	CHART 2 - 2	16 DEC 21
CHART 2 - 3	22 SEP 22	CHART 2 - 3	4 APR 24
CHART 2 - 4	22 SEP 22	CHART 2 - 4	21 SEP 23
CHART 2 - 5	4 MAY 23	CHART 2 - 4-1	21 SEP 23
CHART 2 - 6	4 MAY 23	CHART 2 - 5	WEF 1 NOV 23
CHART 2 - 7	WEF 6 SEP 23	CHART 2 - 5-1	WEF 1 NOV 23
CHART 2 - 7-1	WEF 6 SEP 23	CHART 2 - 6	7 MAR 24
CHART 2 - 8	WEF 6 SEP 23	CHART 2 - 6-1	7 MAR 24
CHART 2 - 8-1	22 SEP 22	CHART 2 - 7	7 MAR 24
CHART 2 - 9	WEF 6 SEP 23	CHART 2 - 7-1	7 MAR 24
CHART 2 - 9-1	22 SEP 22	CHART 2 - 8	7 MAR 24
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CHART 2 - 10-1	21 SEP 23	CHART 2 - 9	WEF 1 NOV 23
CHART 2 - 11	WEF 6 SEP 23	CHART 2 - 9-1	WEF 1 NOV 23
CHART 2 - 11-1	22 SEP 22	CHART 2 - 10	WEF 1 NOV 23
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CHART 2 - 12-1	22 SEP 22	CHART 2 - 11	7 MAR 24
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CHART 2 - 13-1	22 SEP 22	CHART 2 - 12	7 MAR 24
CHART 2 - 14	WEF 6 SEP 23	CHART 2 - 12-1	7 MAR 24
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CHART 2 - 15-1	22 SEP 22	CHART 2 - 14	16 NOV 23
CHART 2 - 16	21 SEP 23	CHART 2 - 14-1	16 NOV 23
CHART 2 - 16-1	21 SEP 23	CHART 2 - 15	WEF 1 NOV 23
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CHART 2 - 17-1	22 SEP 22	CHART 2 - 16	8 FEB 24
CHART 2 - 18	WEF 6 SEP 23	CHART 2 - 16-1	8 FEB 24
CHART 2 - 18-1	WEF 6 SEP 23	CHART 2 - 17	8 FEB 24
CHART 2 - 19	21 SEP 23	CHART 2 - 17-1	8 FEB 24
CHART 2 - 19-1	21 SEP 23	CHART 2 - 18	WEF 1 NOV 23
CHART 2 - 20	WEF 6 SEP 23	CHART 2 - 18-1	WEF 1 NOV 23
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CHART 2 - 22	11 JAN 24	CHART 2 - 21	WEF 10 JUL 24
CHART 2 - 22-1	11 JAN 24		
CHART 2 - 23	WEF 6 SEP 23		
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CHART 2 - 27	4 MAY 23		

2.3.1.1 RVSM 공역을 비행하고자 하는 국적항공기 운영자는 운항개시예정일 15일 전까지 RVSM 공역운항신청서를 국토교통부 항공정책실에 제출하여야 한다.

2.3.1.1 Operator/aircraft of national carriers shall submit the application for RVSM airspace operation to Office of Civil Aviation, Ministry of Land, Infrastructure and Transport by 15 days before flying within RVSM airspace.

2.3.2 승인절차
RVSM 공역에서 항공기를 운항하고자 하는 자는 RVSM 운영을 위하여 관련 등록 또는 운영자 국가로부터 항공기 감항 및 운항승인을 받아야 한다. RVSM 승인에 관한 ICAO 아·태지역사무소의 문서 및 정책은 미연방항공청(FAA) 웹사이트(http://www.faa.gov)에 게시되어 있다.

2.3.2 APPROVAL PROCESS
(Source Document: FAA Interim Guidance (IG) 91-RVSM/JAA TGL #6) Operators must obtain airworthiness and operational approval from the State of Registry or State of the Operator, as appropriate, to conduct RVSM operations. On behalf of the ICAO Asia and Pacific Office, the FAA is maintaining a website (http://www.faa.gov) containing documents and policy for RVSM approval.

2.3.3 항공기 감시
운영자는 RVSM 항공기 감시프로그램을 따라야 한다. 항공기 고도유지 성능 기준을 충족하는지의 여부를 확인하는 것은 RVSM 시행에 있어 필수사항이며, 태평양 등록승인감시기구(PARMO)/아시아지역감시기구(MAAR)가 감시결과를 처리할 것이다. RVSM 감시에 관한 보다 자세한 정보는 FAA RVSM 웹사이트 또는 PARMO/MAAR 웹사이트를 통해 확인할 수 있다.

2.3.3 AIRCRAFT MONITORING
(Source Document: IG 91-RVSM/TGL #6, Pacific Minimum Monitoring Requirements) Operators are required to participate in the RVSM aircraft monitoring program. This is an essential element of the RVSM implementation program in that it confirms that the aircraft altitude-keeping performance standard is being met. The PARMO/MAAR will process the results of monitoring. For further information on RVSM monitoring, the PARMO web site can be accessed by accessing the "RVSM Documentation" section of the FAA RVSM website and clicking on the link to the PARMO/MAAR website.

2.3.3.1 공역안전 감시를 위하여 항공기 운영자는 고도이탈보고서를 제출하여야 한다. 제출된 고도이탈보고 자료는 공역안전평가 및 안전감시를 위한 목적으로만 활용될 것이다.

2.3.3.1 Implementation of reduced vertical separation minimum (RVSM) shall be based on an airspace safety assessment. In order to conduct the airspace safety assessment prior to the implementation referred to ICAO Doc 9574, Large Height Deviation reports already started to collect from March 2004. Collection of those will be continued for the purpose of airspace safety monitoring after the completion of implementing RVSM. Information contained in the collected reports shall be used only for airspace safety assessment and safety monitoring.

2.3.3.1.1 조종사 조치사항
상기 2.1항에서 언급한 FL 290에서 FL 410까지의 RVSM 내에서 계기비행방식에 따라 운항하는 항공기 조종사는 항공교통관제기관으로부터 허가받은 고도로부터 300 피트 이상 고도이탈이 발생한 경우 붙임 1의 양식 또는 항공교통관제기관에 무선교신을 통해 제출하여야 하며, 이는 ACAS RA 발생보고와는 별도로 제출하여야 한다.

2.3.3.1.1 Action to be taken by Pilots
Pilots of aircraft operating in accordance with IFR, when deviate for any reason, 300 ft or more from cleared by ATC unit between FL 290 and FL 410 inclusive within the RVSM airspace prescribed in paragraph 2.1 above shall submit reports using the Attachment A or radio to ATC unit on each occurrence of an altitude deviation. Such shall be submitted independently of "RA reports".

2.3.3.1.2 항공기 운영자 준수사항
국토교통부 항공정책실로부터 승인을 받은 운영자는 상기 2.3.3.1.1항에서 언급한 고도이탈보고서를 수집하여 다음의 연락처로 가능한 신속히 제출하여야 한다.

국토교통부 항공정책실 항공교통과

TEL : 044-201-4301
FAX : 044-201-5631

2.3.3.1.2 Aircraft operators involvement
Operators approved by Ministry of Land, Infrastructure and Transport shall collect all Large Height Deviation reports referred in paragraph 2.3.3.1.1 and dispatch them as soon as possible to the following address:

Air Traffic Division, Office of Civil Aviation, Ministry of Land, Infrastructure and Transport
TEL : +82-44-201-4301
FAX : +82-44-201-5631

2.3.3.2 아·태지역 내에서의 보다 완벽한 공역감시를 위해 PARMO 또는 MAAR는 다른 지역의 감시결과를 사용할 수 있다.

2.3.3.2 Monitoring accomplished for other regions can be used to fulfill the monitoring requirements for the Asia/Pacific region. The PARMO or MAAR will coordinate with other monitoring agencies to access this information.

Change : Information of RVSM approval and Amended phrase(Ministry of Land, Infrastructure and Transport).

2.3.3.2.1 아·태 지역내 감시업무와 관련한 PARMO 및 MAAR 의 연락처는 다음과 같다.

가. PARMO
TEL : +1-202-863-2175
FAX : +1-202-862-2398
Email : monitor@cssiinc.com
나. MAAR
TEL : +66-2-287-8154
FAX : +66-2-287-8155
E-mail : maar@aerothai.co.th

2.4 공중충돌경고장치(ACAS) Ⅱ 및 트랜스폰더 탑재

2.4.1 ICAO 아·태지역 RVSM 이행 전담반은 RVSM 공역을 운항하는 항공기에 대하여 ACAS II(TCAS II 버전 7.0 이상) 장비 탑재를 권고하고 있다.

2.4.1.1 운영자는 자체 ACAS II 탑재요건 및 적용계획을 수립하여야 한다. ICAO 및 각 국가는 ACAS II 탑재 및 적용계획에 대한 방침을 수립하였으며, 아태지역 항공항행계획 및 실행그룹(APANPIRG)은 아·태지역 내의 ACAS II 조기 탑재를 권고하고 있다.

2.5 RVSM 공역 내 비행 중 절차

2.5.1 조종사는 RVSM 공역 진입 전에 필수장비(FAA IG 91-RVSM, 부록 4 참조) 상태를 점검하여야 하며, 아래의 장비는 정상 작동되어야 한다.

가. 두 개의 독립된 고도측정시스템;
나. 한 개의 자동고도통제장치;
다. 한 개의 고도경보장치;
라. 한 개의 2차 감시레이더 고도보고 기능 보유 트랜스폰더

2.5.2 비행 중 우발상황 발생에 따른 조종사 및 관제사의 대처요령은 붙임 2 및 FAA IG 91-RVSM 부록 5와 같으며, 항공기가 다음 각 호의 상황에 처하였을 경우 조종사는 반드시 이를 항공교통관제기관에 통보하여야 한다.

가. 장비 고장으로 인하여 더 이상 RVSM 기준을 준수할 수 없을 경우
나. 한 개 이상의 고도측정시스템의 기능 상실

다. 비행고도 유지 성능에 영향을 주는 난류를 조우하였을 경우

2.5.2.1 항공교통관제기관은 조종사로부터 2.5.2항의 상황 발생에 대한 보고를 접수할 경우, 인천비행정보구역 내에서 2 000 피트의 수직분리 또는 적절한 수평분리기준을 적용할 것이다.

2.5.2.2 인천비행정보구역 내 비레이더 관제상황에서 우발상황이 발생할 경우, 지역보충 절차(ICAO SUPPS-Doc 7030 MID/ASIA/RAC-4)에 기술된 우발절차를 적용할 것이다.

2.5.3 비행고도 변경
허가받은 고도로 상승 또는 강하하는 과정에서 항공기는 배정 받은 비행고도로부터 45 미터(150 피트)를 초과하여 비행하여서는 아니 된다.

2.5.4 조종사의 고도도달보고. 레이더 관제업무가 제공되지 않을 경우, RVSM 공역 내를 비행하는 항공기 조종사는 배정 받은 고도도달 시 이를 관련 항공교통관제기관에 보고하여야 한다.

2.3.3.2.1 For monitoring services in the Asia/Pacific region, operators should contact the PARMO/MAAR monitoring contractor as follows:
a. PARMO:
TEL : +1-202-863-2175
FAX : +1-202-862-2398
E-mail : monitor@cssiinc.com
b. MAAR:
TEL : +66-2-287-8154
FAX : +66-2-287-8155
E-mail : maar@aerothai.co.th

2.4 ACAS II and Transponder Equipage

2.4.1 The ICAO Asia/Pacific RVSM Implementation Task Force recommends that those aircraft equipped with ACAS and operated in RVSM airspace be equipped with ACAS II. (TCAS II systems with Version 7.0 incorporated meet ICAO ACAS II standards.)

2.4.1.1 Operators must take action to inform themselves of ACAS II equipage requirements and plan for compliance. ICAO and individual States have established policies requiring ACAS II equipage and schedules for compliance. In addition, the APANPIRG has endorsed early ACAS II equipage in the region.

2.5 In-flight Procedures within RVSM Airspace

2.5.1 Before entering RVSM airspace, the pilot should review the status of required equipment (see Appendix 4 of FAA IG 91-RVSM for pilot RVSM procedures). The following equipment should be operating normally :
a. two primary altimetry systems;
b. one automatic altitude-keeping device;
c. one altitude-alerting device; and
d. one SSR altitude reporting transponder

2.5.2 See Attachment B to this AIP Supplement or Appendix 5 of FAA IG 91-RVSM for pilot and controller actions in contingencies. The pilot must notify ATC whenever the aircraft :

a. is no longer RVSM compliant due to equipment failure; or
b. experiences loss of redundancy of altimetry systems; or
c. encounters turbulence that affects the capability to maintain flight level.

2.5.2.1 In the event that ATC units are notified by the Pilot of any such condition, as described in paragraph 2.5.2, 2 000 ft(600 m) vertical separation or proper lateral separation shall be applied in the Incheon FIR.

2.5.2.2 In the event of Non-Radar environment, the contingency procedures prescribed Regional Supplement Procedures (ICAO SUPPS-Doc 7030 MID/ASIA/RAC-4) will be applied in the Incheon FIR.

2.5.3 TRANSITION BETWEEN FL's
During cleared transition between levels, the aircraft should not overshoot or undershoot the assigned FL by more than 150 ft(45 m).

2.5.4 PILOT LEVEL CALL. Except in radar environment, pilots shall report reaching any altitude assigned within RVSM airspace.

2.6 비행고도배정계획(FLAS)

2.6.1 인천 FIR 내의 특정항공로에서는 단일교차방식 비행고도 할당계획(FLOS)이 사용되며(ENR 3.1, ENR 3.2 참고), 조종사는 고도변경 시, 배정 받은 고도로부터 ±150 피트 (45 미터) 범위를 이탈하여서는 안된다.

2.7 비행전 절차(Flight Planing)

2.7.1 아래 2.8.4항 및 2.8.5항의 경우를 제외하고, RVSM 공역을 비행하고자 하는 모든 운영자 및 항공기는 RVSM 운항승인을 받아야 한다. 운영자는 항공기 등록국가의 RVSM 운항승인 취득여부와 제출된 비행경로 및 대체비행로에 대한 RVSM 요건 충족여부에 대하여 확인해야 할 책임이 있다. 운영자는 항공기 및 운영자의 RVSM 운항승인 여부 표시를 위해 ICAO 비행계획서 제출 시 10번 항목(장비)에 문자 “W”를 기입하여야 한다.

2.7.2 RVSM 승인 항공기의 운영자는 요청한 비행고도와 관계없이 반복비행계획의 Q항목에 문자 “W"를 기재하여야 한다. 항공기의 변경 등으로 기 제출한 반복비행계획서 상의 Q항목에 수정이 요구될 경우 운영자는 변경 메시지(CHG)를 제출하여야 한다.

2.6 FLAS(Flight Level Assignment Scheme)

2.6.1 Single Alternate FLOS(Flight Level Orientation Scheme) will be used on particular ATS route within Incheon FIR(ref. ENR 3.1, ENR 3.2), the aircraft will not overshoot or undershoot the assigned FL by more than 150 ft (45 m), When transitioning between levels.

2.7 Flight Planning Requirements

2.7.1 Except Paragraph 2.8.4 and 2.8.5 below, RVSM approval is required for operators and aircraft to operate within designated RVSM airspace. The operator must determine that the appropriate State authority has granted them RVSM operational approval and they will meet the RVSM requirements for the filed route of flight and any planned alternate routes. The letter "W" shall be inserted in item 10 (Equipment) of the ICAO standard flight plan to indicate that both the aircraft and operator are RVSM approved.

2.7.2 All operators of RVSM approval aircraft shall also include the letter "W" in Item Q of the repetitive flight plan (RPL), regardless of the requested flight level. If a change of aircraft operated in accordance with a repetitive flight plan results in a modification of the RVSM approval status as stated in Item Q, a modification message (CHG) shall be submitted by the operator.

2.8 RVSM 공역 내 RVSM 비승인 항공기의 운항절차

2.8.1 비행우선권
RVSM 승인 항공기는 비행고도 배정에 있어 RVSM 비승인 항공기 보다 우선권을 갖는다.

2.8.2 수직분리간격 적용
RVSM 공역 내에서 RVSM 비승인 항공기와 다른 항공기간 수직분리간격은 최소 2 000 피트를 적용한다.

2.8.3 용어
RVSM 운영에 사용되는 용어는 ICAO PANS-ATM (Doc 4444) 제12장에 기술되어 있다.

2.8.4 RVSM 공역을 통과하는 RVSM 비승인 항공기의 상승·강하비행
항공교통관제기관은 RVSM 비승인 항공기를 다음 각 호의 경우 RVSM 공역을 통과하여 FL 410 이상으로 상승하거나 FL 290 이하로 강하하도록 허가할 수 있다.

가. 항공기의 정상 상승률 또는 강하율 미만으로 비행하지 않을 경우
나. RVSM 공역을 통과하는 과정에서 수평비행을 하지 않을 경우

2.8.5 RVSM 공역 내 RVSM 비승인 항공기의 순항 운항을 위한 특별협조절차

다음 각 호의 경우를 제외하고, RVSM 비승인 항공기는 FL 290 이상부터 FL 410 이하까지의 RVSM 공역 내를 비행하여서는 아니 된다.

가. RVSM 비승인 항공기를 신규로 도입하는 경우 (RVSM 승인 항공기 도입에 관하여는 4.9항 참조);

나. RVSM 공역 운항승인을 받은 항공기에게 고장이 발생한 경우 또는 고장 항공기를 정비 등 필요 조치를 위한 장소까지 운항하는 경우;

다. 날개 아래에 탑재된 여분의 엔진을 수송하는 경우;

라. 항공기의 사고·재난 그 밖의 사고로 인하여 사람 등의 수색·구조 등을 위하여 긴급하게 항공기를 운항하는 경우;
마. 군·세관 또는 경찰업무에 사용되는 항공기가 운항하는 경우

주기 : 이 특별절차는 위에 기술된 목적을 위해서만 의도된 것이며, 정상적인 RVSM 승인절차를 대신한 편법으로 사용되어서는 아니 된다.

2.8 Procedures for Operation of RVSM Non Compliant Aircraft in RVSM Airspace

2.8.1 FLIGHT PRIORITY
It should be noted that RVSM approval aircraft will be given priority for level allocation over non-RVSM approval aircraft.

2.8.2 VERTICAL SEPARATION APPLIED
In RVSM airspace, the minimum vertical separation between non-RVSM approved aircraft and other aircraft is 2 000 ft.

2.8.3 PHRASEOLGY
Phraseologies to be used for RVSM operations are listed in Chapter 12 of the ICAO PANS-ATM(Doc 4444).

2.8.4 CONTINUOUS CLIMB/DESCENT OF NON COMPLIANT AIRCRAFT THROUGH RVSM AIRSPACE
RVSM non compliant aircraft may be cleared to climb to and operate above FL 410 or descend to and operate below FL 290 provided that they :

a. Do not climb or descend at less than the normal rate for the aircraft and
b. Do not level off at an intermediate level while passing through the RVSM stratum.

2.8.5 SPECIAL COORDINATION PROCEDURES FOR CRUISE OPERATION OF RVSM NON COMPLIANT AIRCRAFT IN RVSM AIRSPACE
RVSM non compliant aircraft may not flight plan between FL 290 and FL 410 inclusive within RVSM airspace except for the following situations :

a. The aircraft is being initially delivered to the State of Registry or Operator (see Paragraph 4.9 for additional details and information); or
b. The aircraft was formally RVSM approved but has experienced an equipment failure and is being flown to a maintenance facility for repair in order to meet RVSM requirements and/or obtain approval; or
c. The aircraft is transporting a spare engine mounted under the wing; or
d. The aircraft is being utilized for mercy or humanitarian purposes; or

e. State aircraft (those aircraft used in military, custom and police services shall be deemed state aircraft).

Note : These procedures are intended exclusively for the purposes of indicated above and not as a means to circumvent the normal RVSM approval process.

Change : Information of vertical separation applied in RVSM airspace.

1.10 Flight limitations

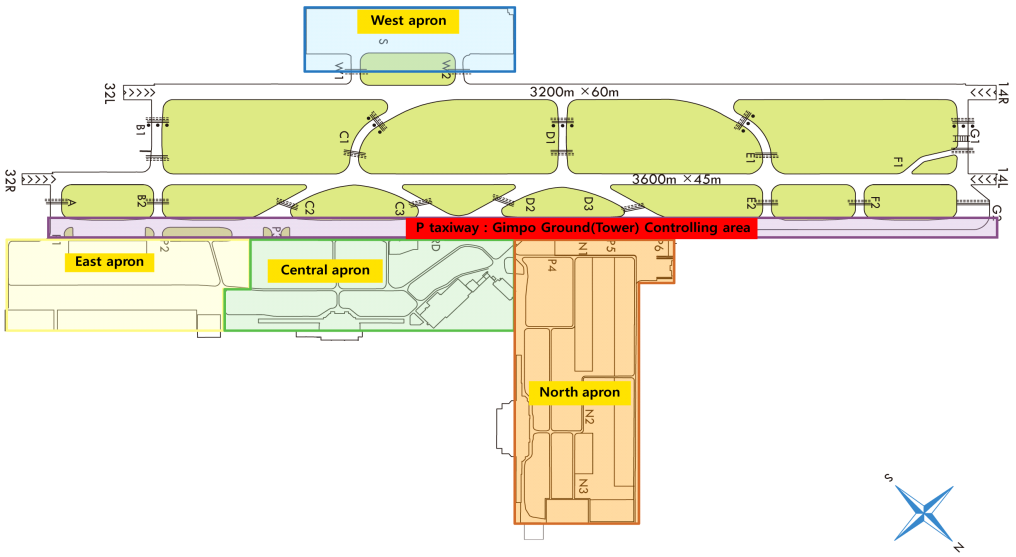
1. All training flights are prohibited at Gimpo Airport, except for turbofan engine aircraft. The deliberate simulation of engine failure is not permitted whilst on approach to or departure from the airport.
터보팬 엔진 장착 항공기를 제외한 모든 훈련비행은 김포공항에서 금지된다. 김포공항으로 접근 또는 출발 시 엔진 failure와 같은 고의적인 모의 훈련은 허가되지 않는다.

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 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.

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.
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. 221~241 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 : Withdrawal of ACFT stand NR. 242.

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 241 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 241 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 : Withdrawal of ACFT stand NR. 242.

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

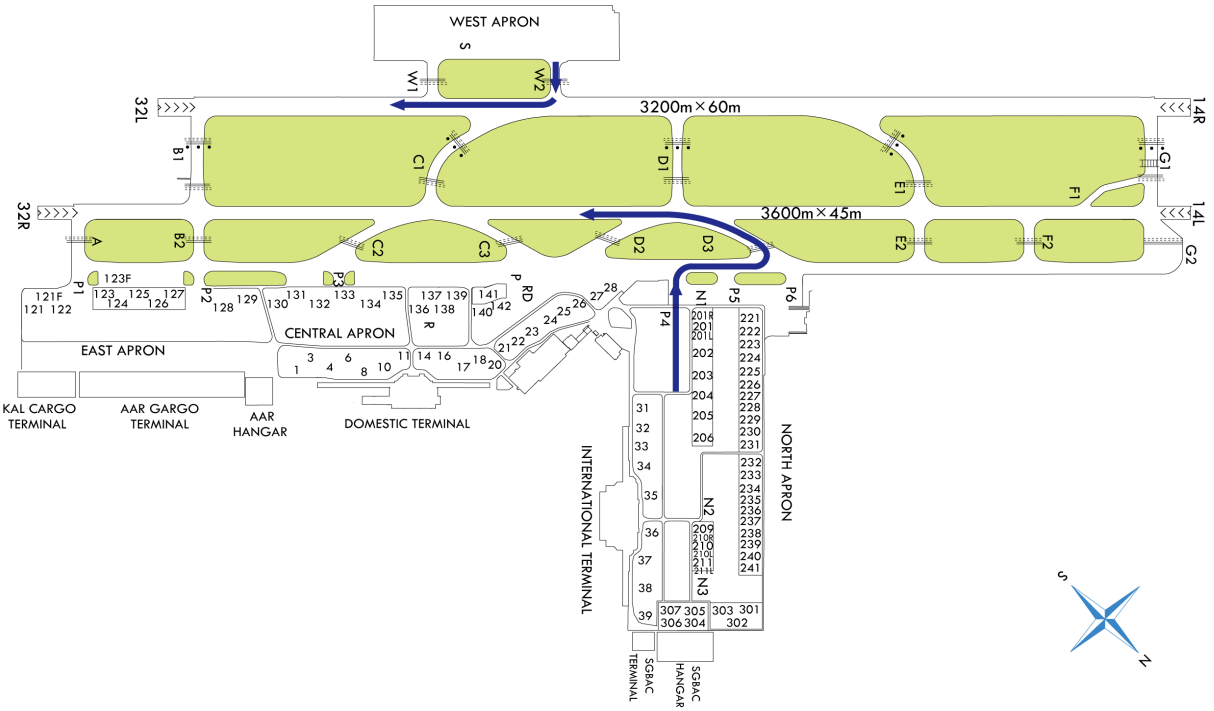
2. Restriction

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 :

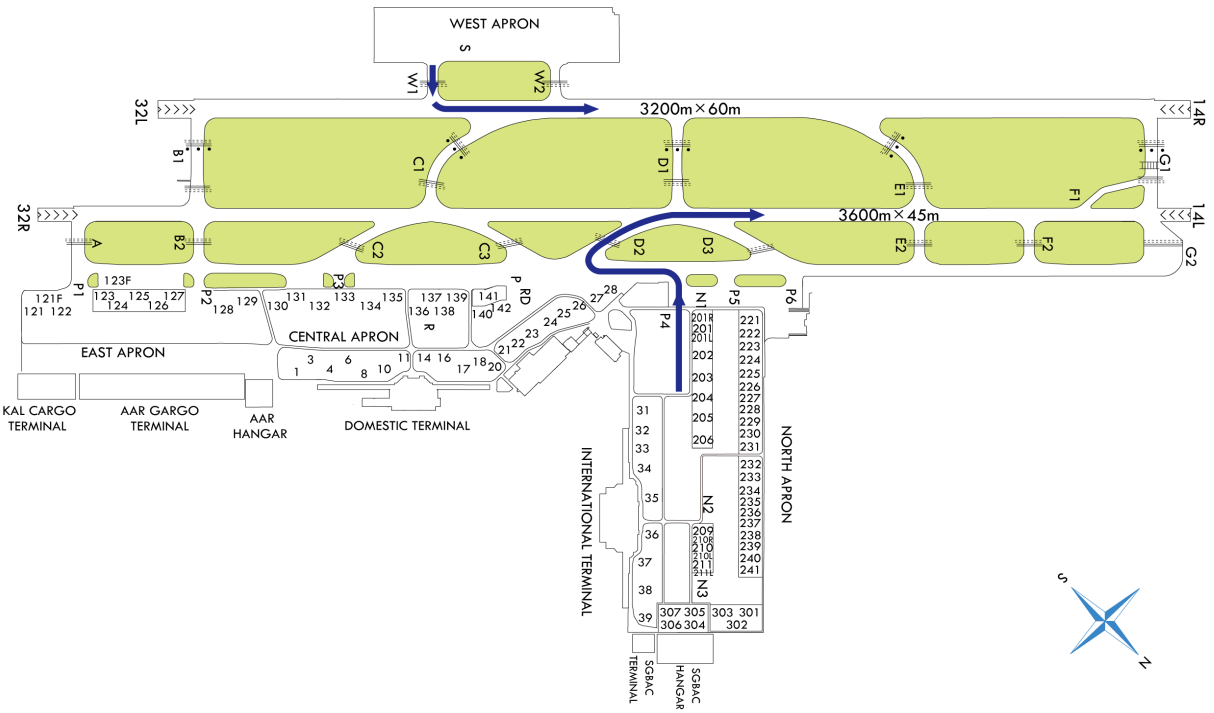
a. Departure

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.

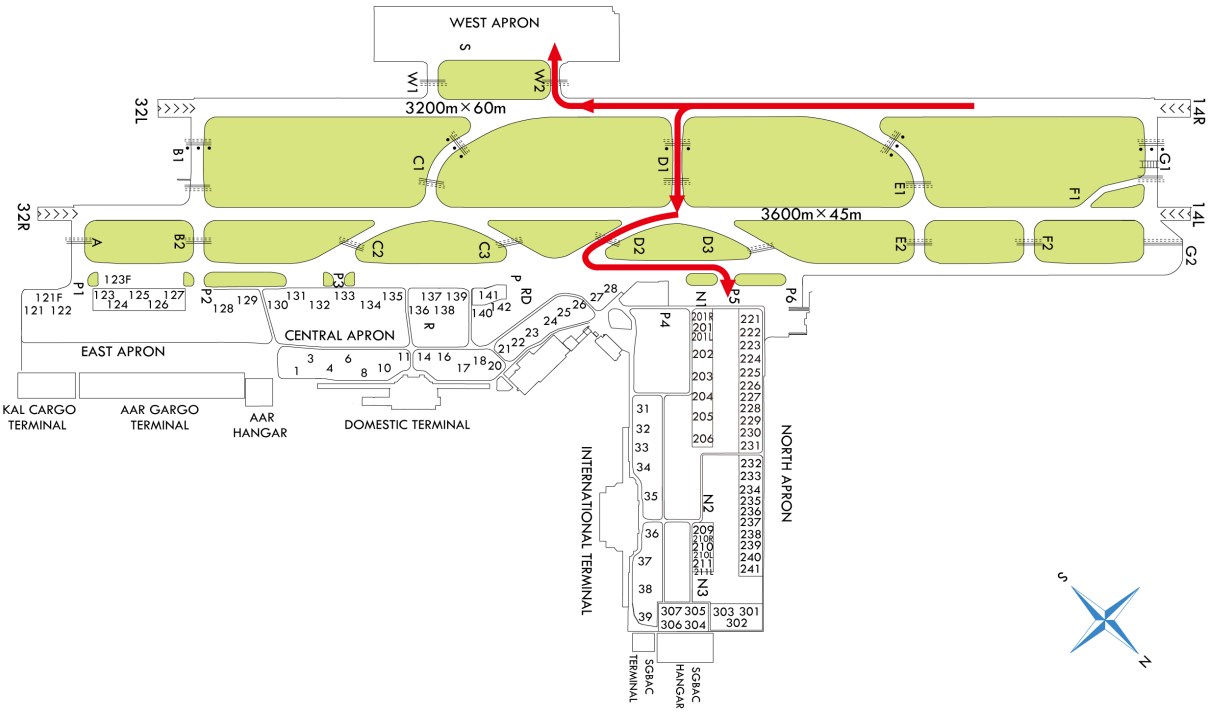
2) RWY 32L/R



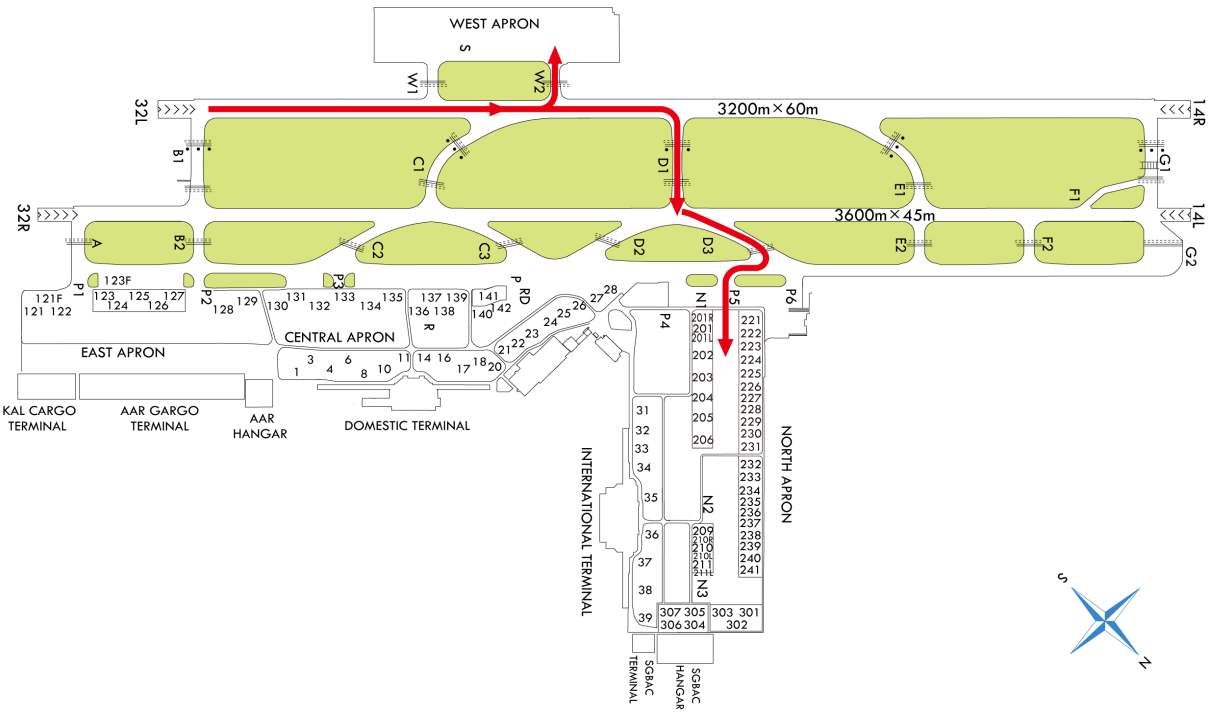
Change : Withdrawal of ACFT stand NR. 242.

b. Arrival

1) RWY 14R

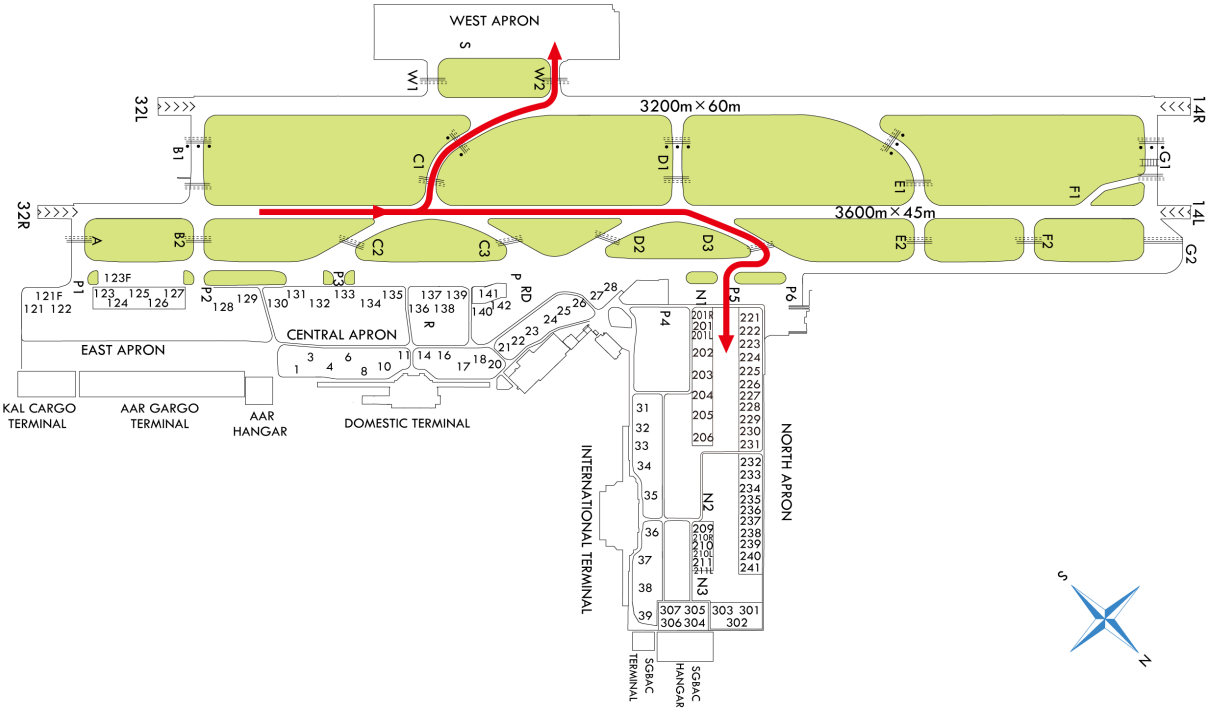


2) RWY 32L

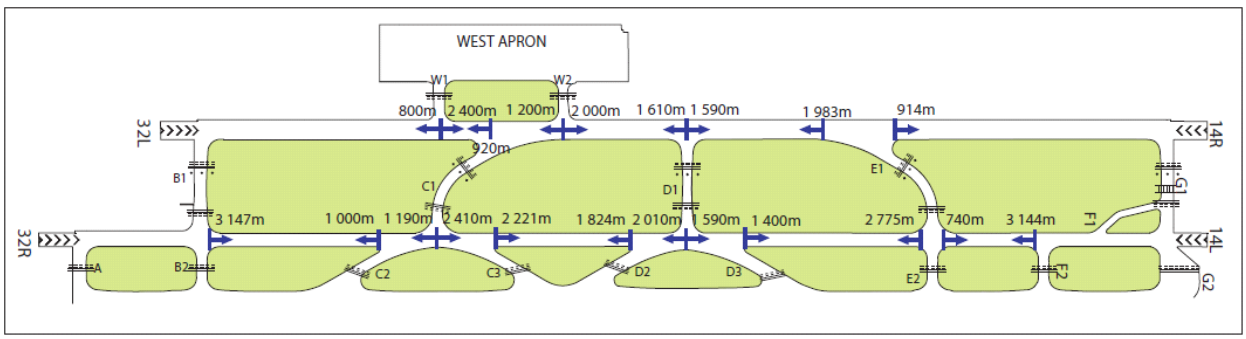


Change : Withdrawal of ACFT stand NR. 242.

3) RWY 32R



6.1 Remainder distance for intersection departure



Change : Withdrawal of ACFT stand NR. 242.

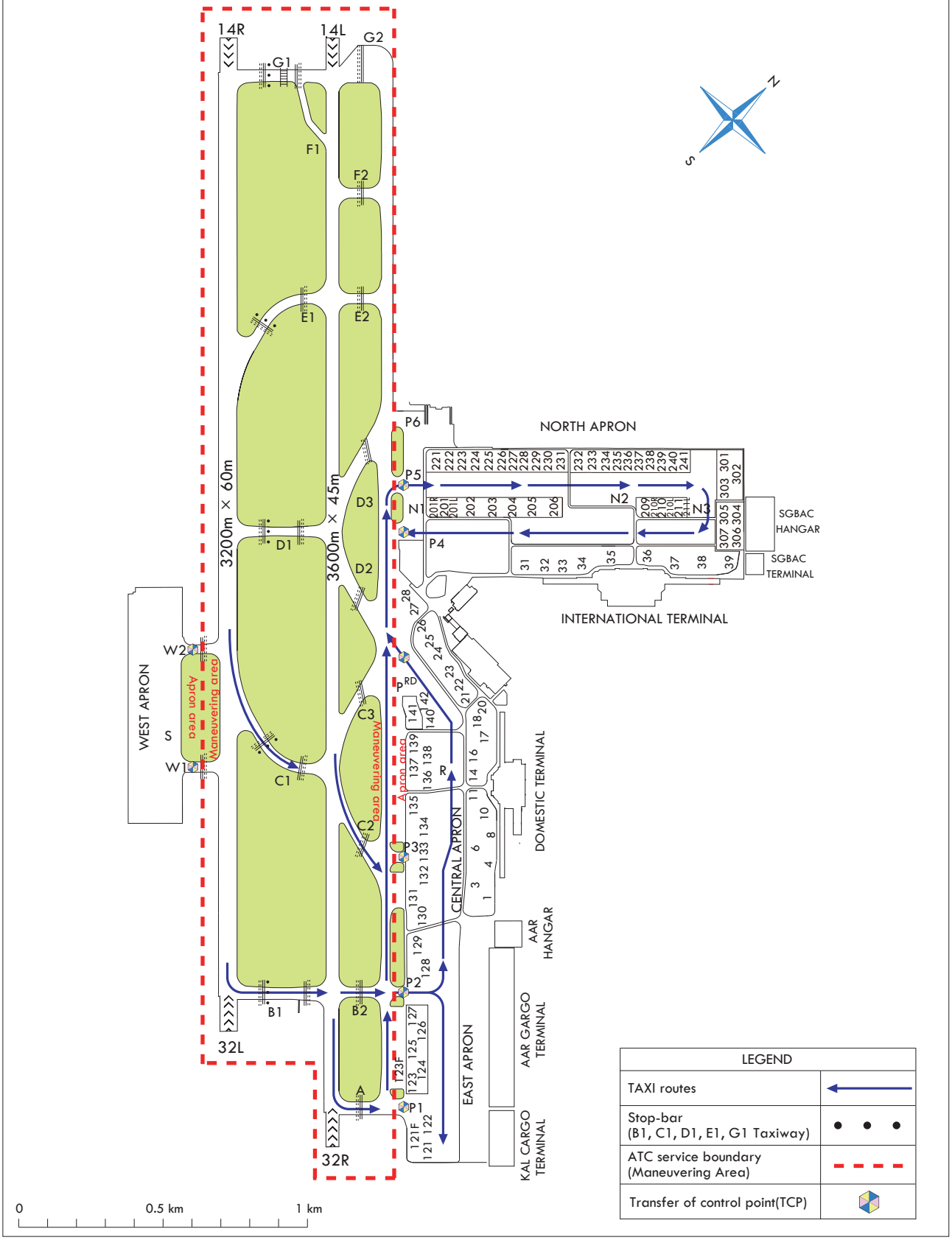
LOW VISIBILITY PROCEDURE

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 : Withdrawal of ACFT stand NR. 242.

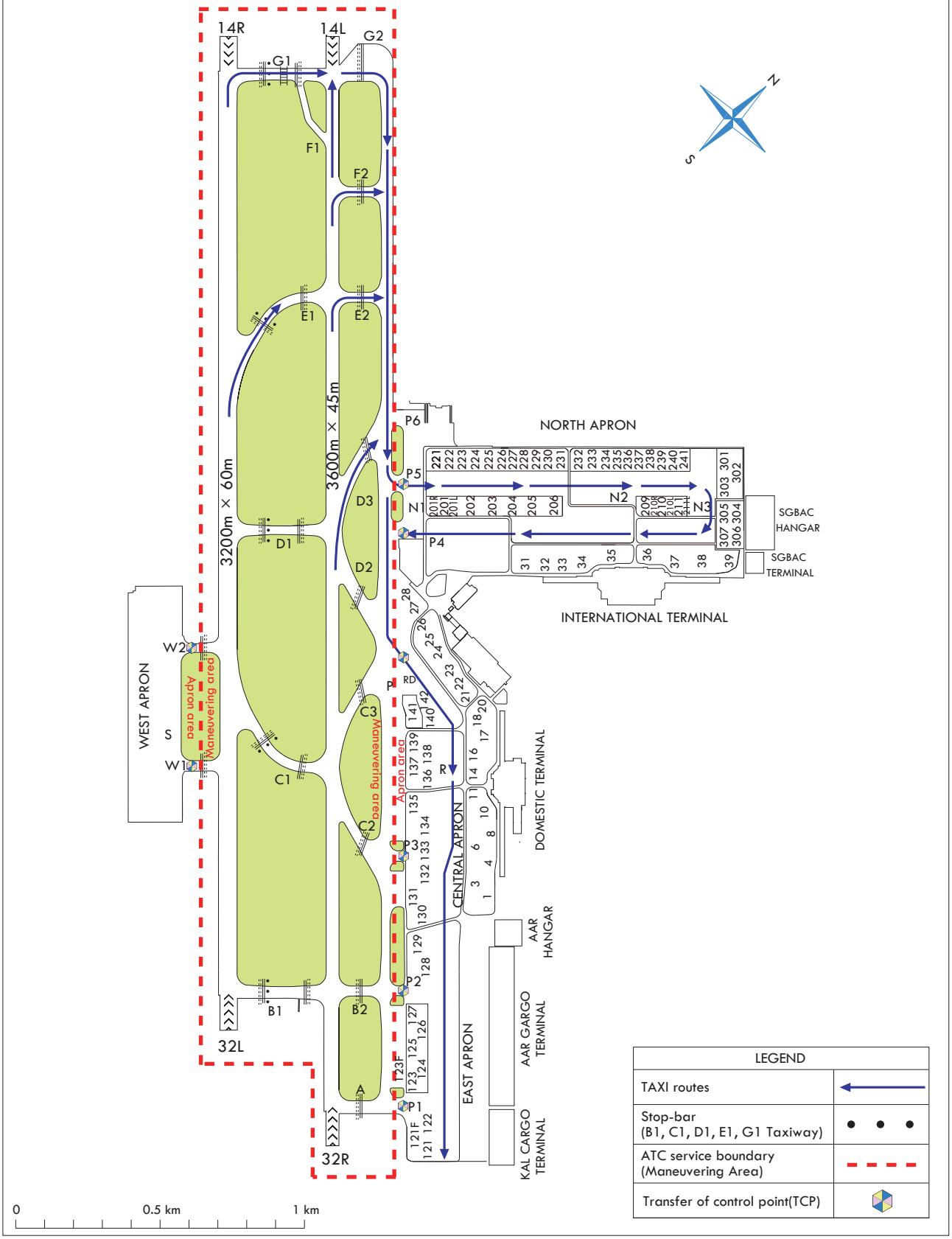
LOW VISIBILITY PROCEDURE

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 : Withdrawal of ACFT stand NR. 242.

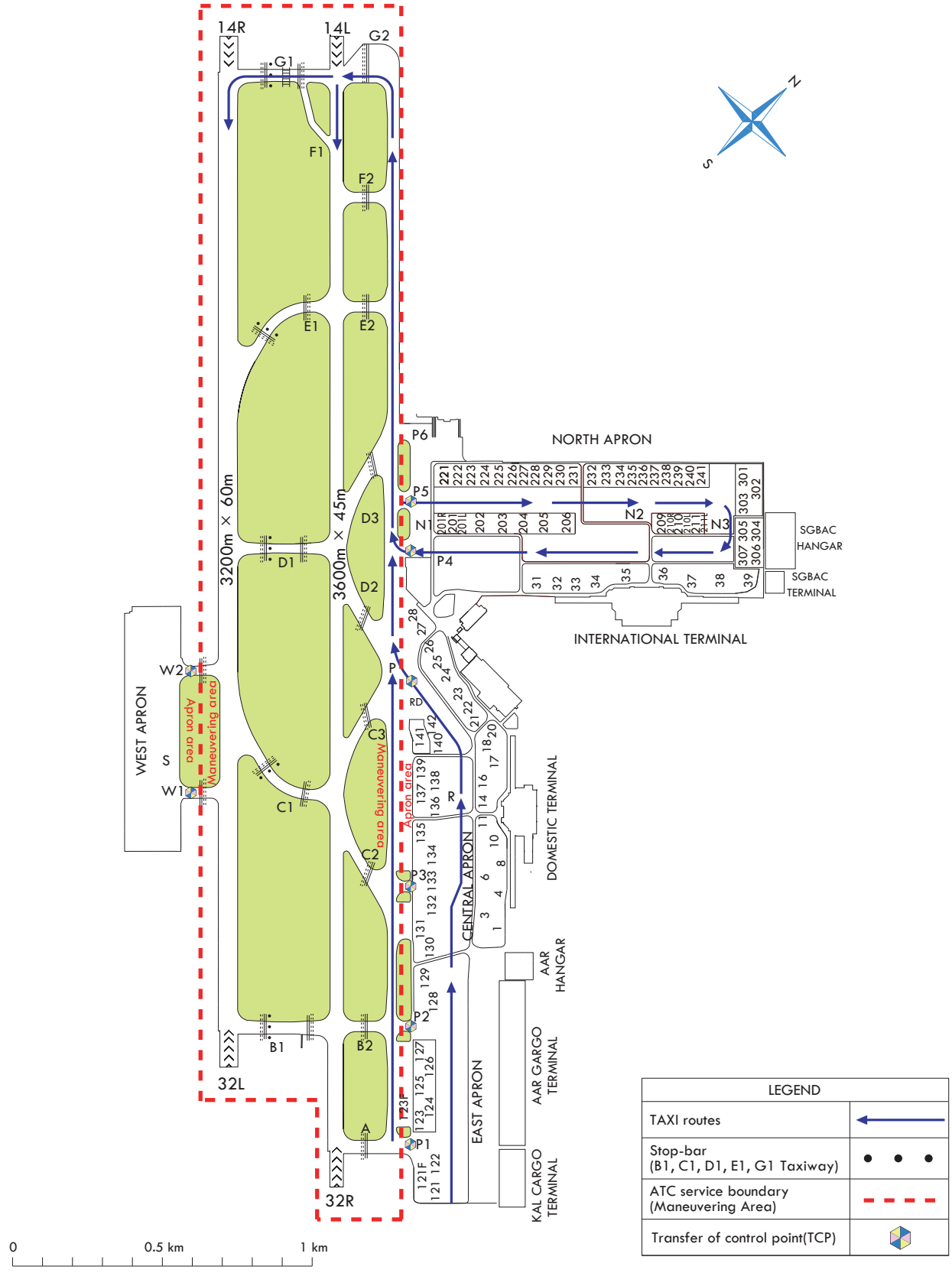
LOW VISIBILITY PROCEDURE

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 : Withdrawal of ACFT stand NR. 242.

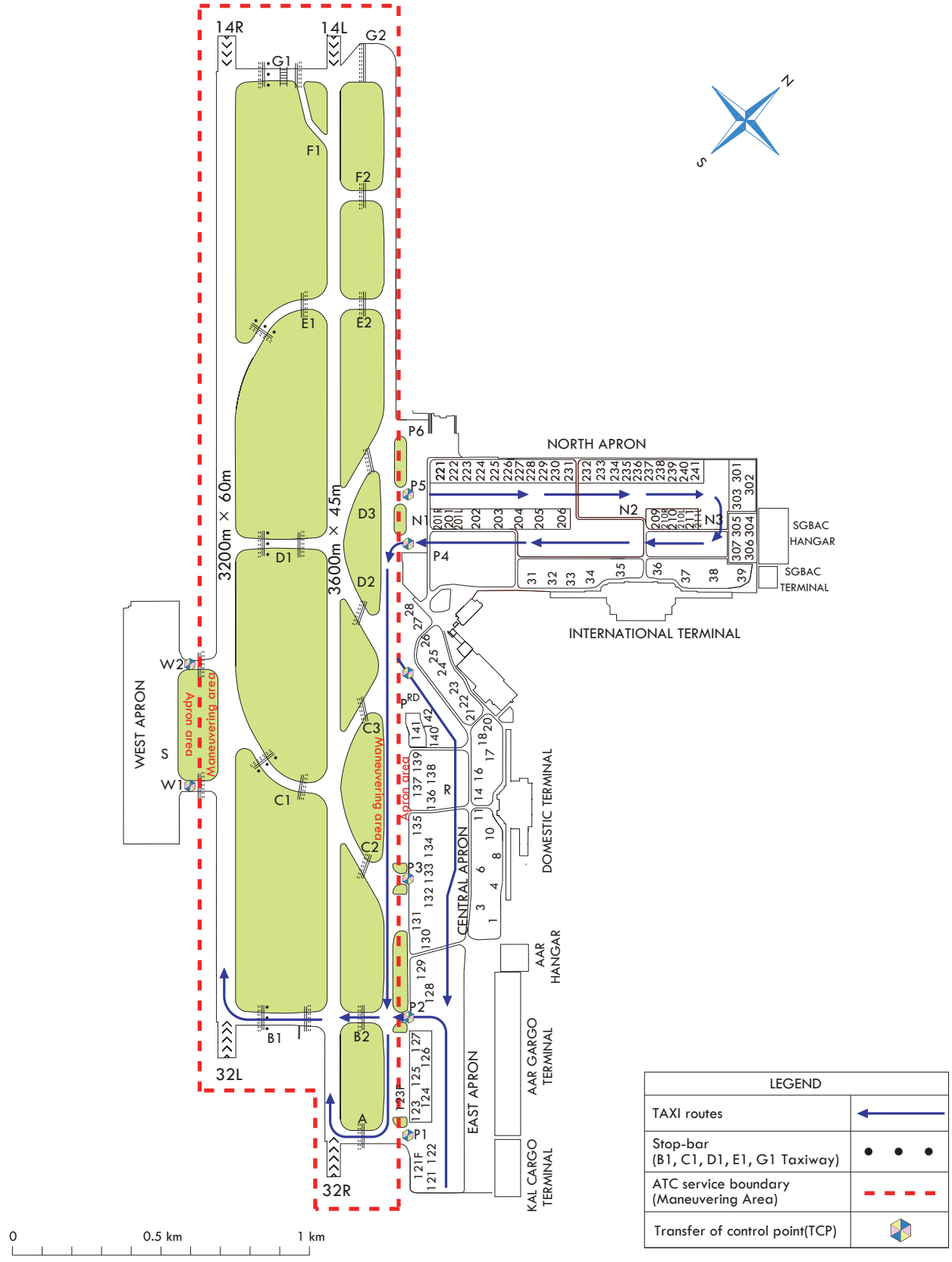
LOW VISIBILITY PROCEDURE

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 : Withdrawal of ACFT stand NR. 242.

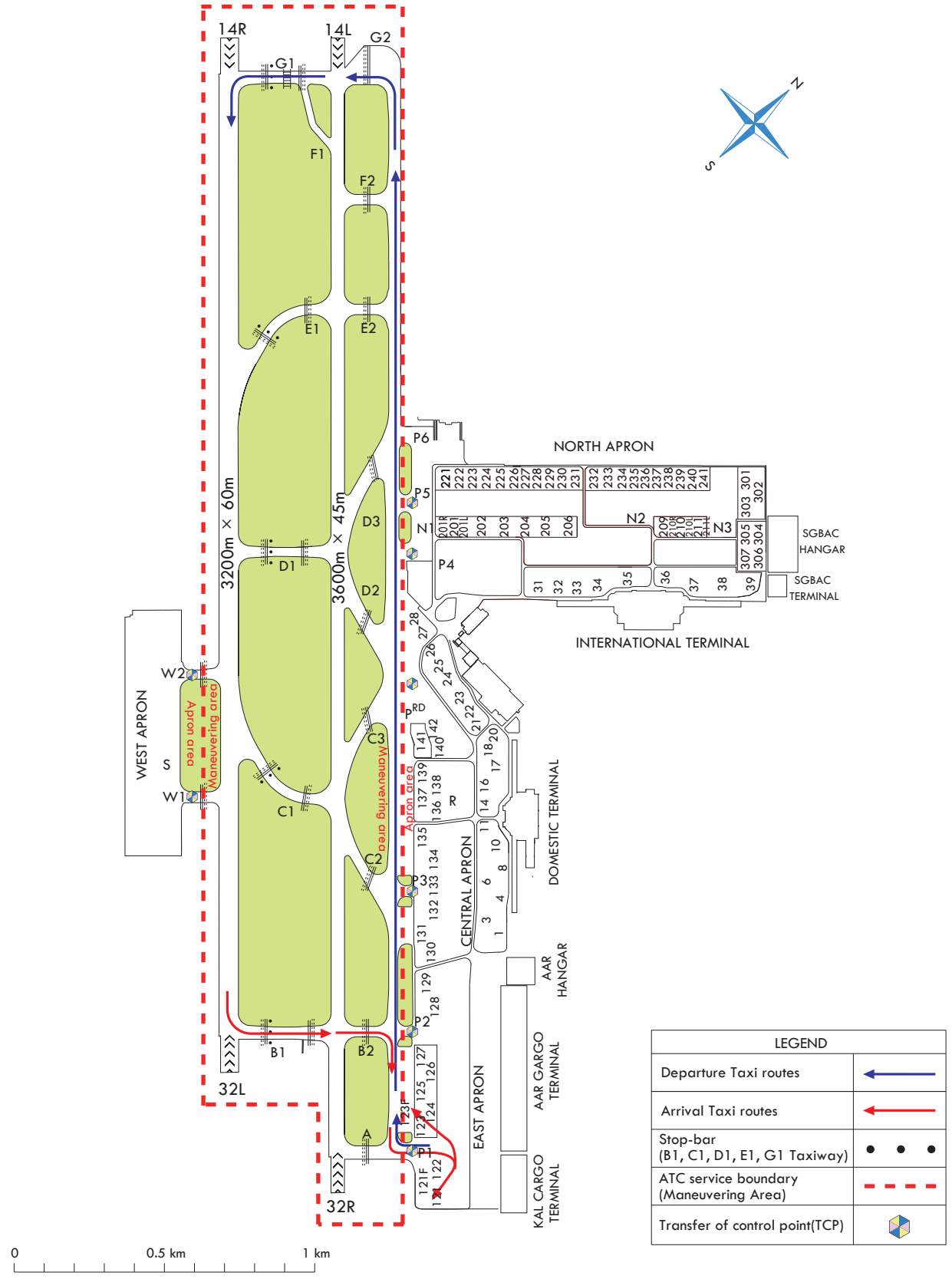
LOW VISIBILITY PROCEDURE

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 : Withdrawal of ACFT stand NR. 242.

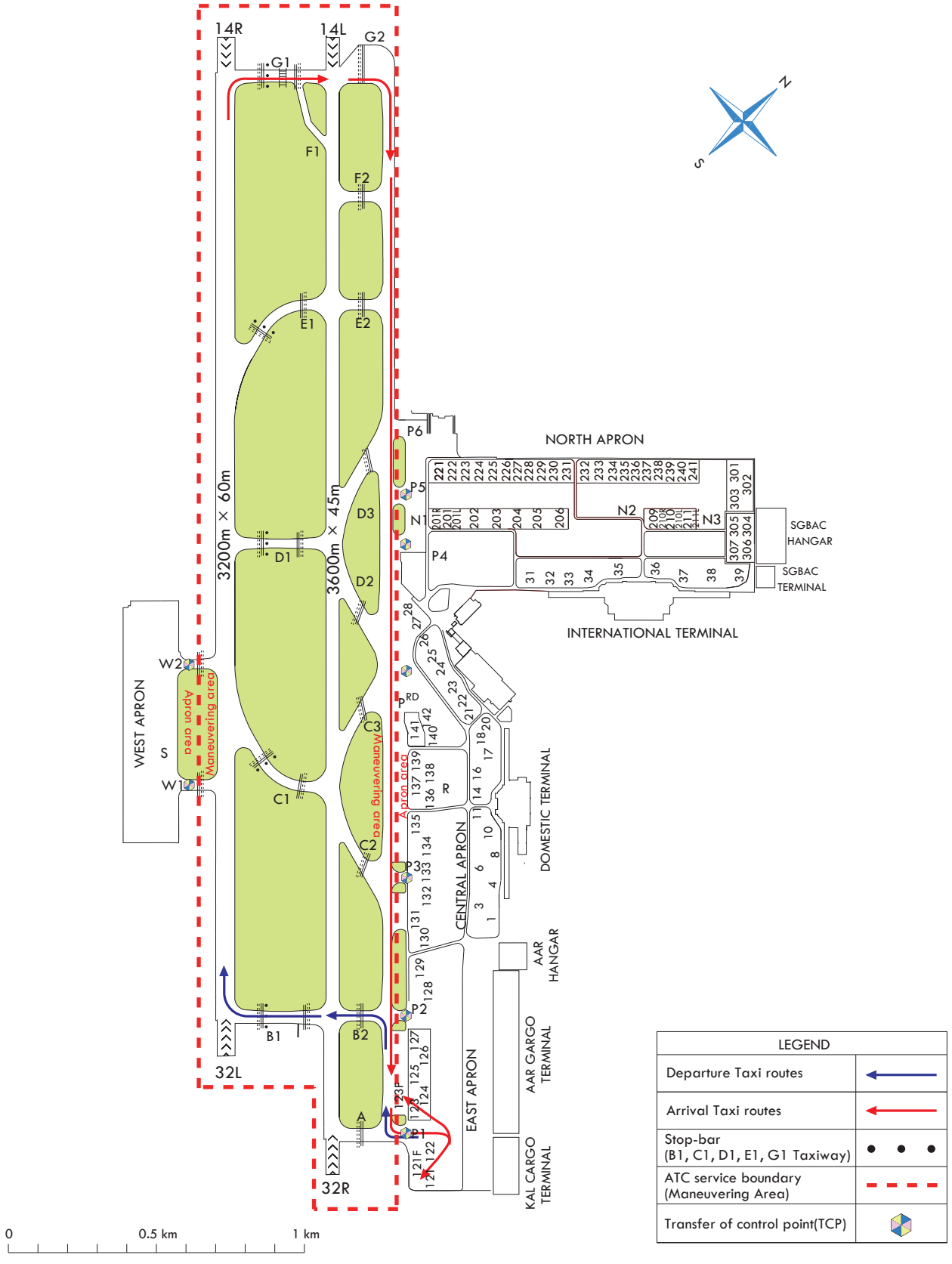
LOW VISIBILITY PROCEDURE

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 : Withdrawal of ACFT stand NR. 242.

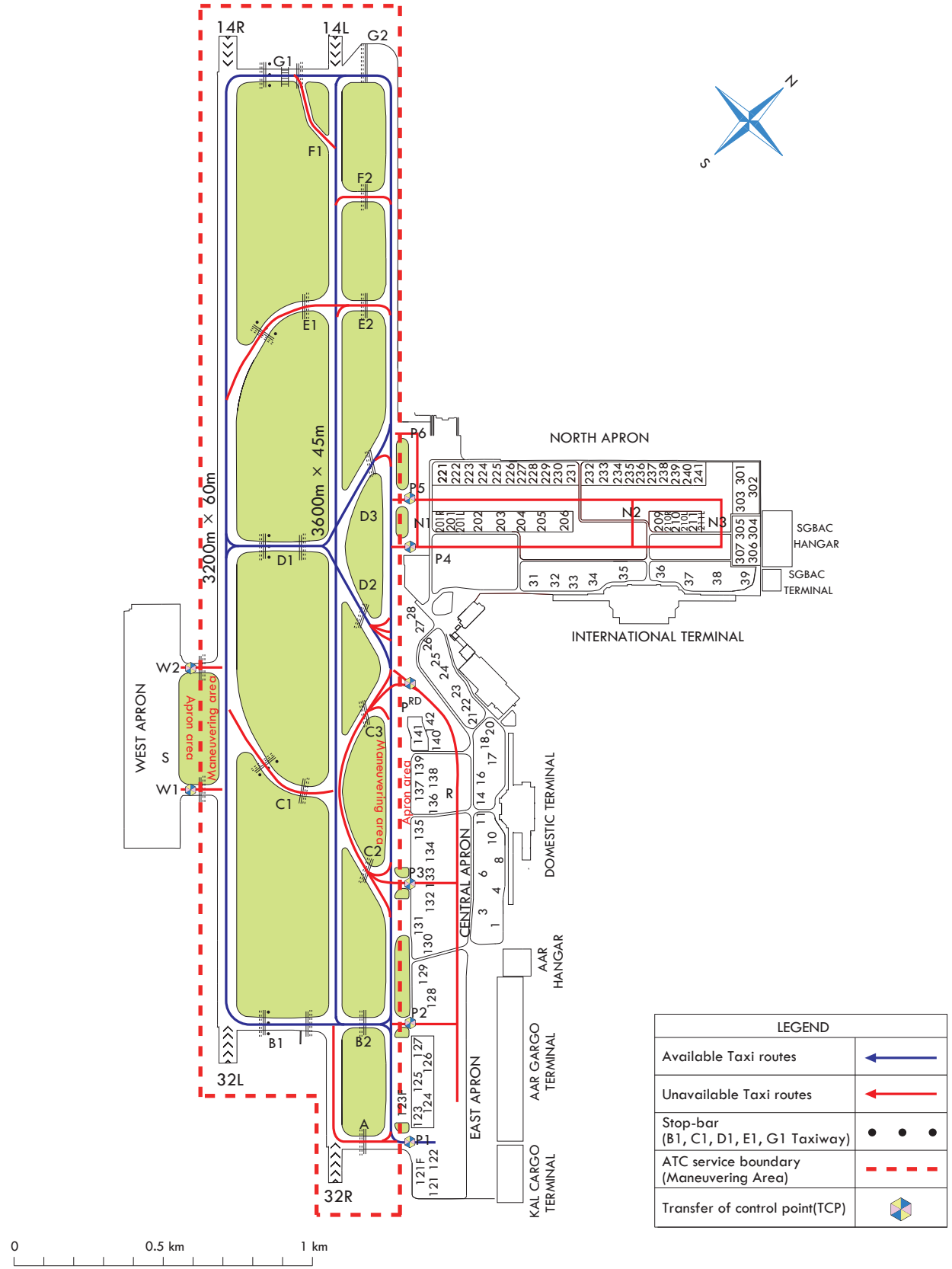
STANDARD PROCEDURE

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 : Withdrawal of ACFT stand NR. 242.

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

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

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

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

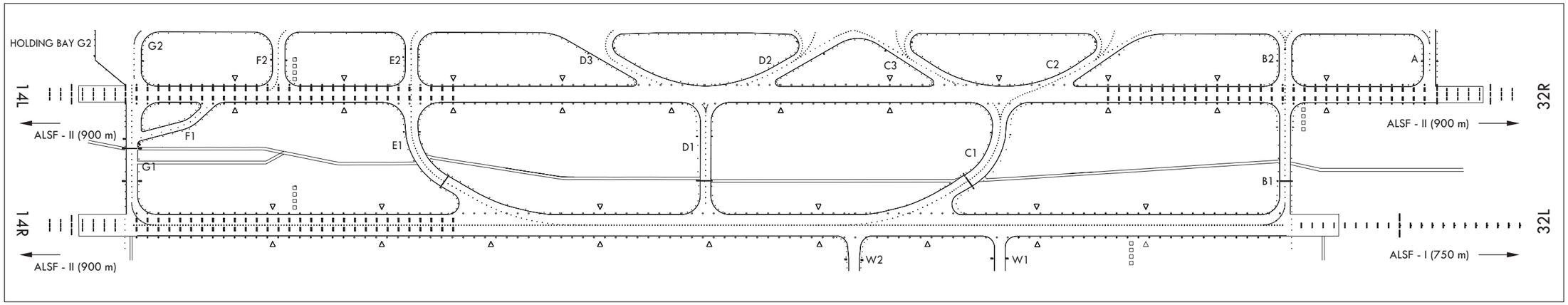
RWY	DIRECTION (MAGNETIC)	THR	BEARING STRENGTH
14R	144°	37°34'06"N 126°46'32"E	PCN 74/F/B/X/T Asphalt
32L	324°	37°32'53"N 126°48'04"E	
14L	144°	37°34'15"N 126°46'42"E	- PCN 74/F/B/X/T Asphalt - PCN 85/R/B/W/T Concrete 156 m from RWY THR
32R	324°	37°32'52"N 126°48'26"E	- PCN 74/F/B/X/T Asphalt - PCN 85/R/B/W/T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

LEGEND	
● ● ●	Stop-bar
	Runway holding position
------	Intermediate holding position
→	Taxi routes
P4	Taxiway
16	Aircraft stand
	ATC service boundary (Maneuvering Area)
HS 1	Hot spot with ident
H	Helicopter landing and take off area

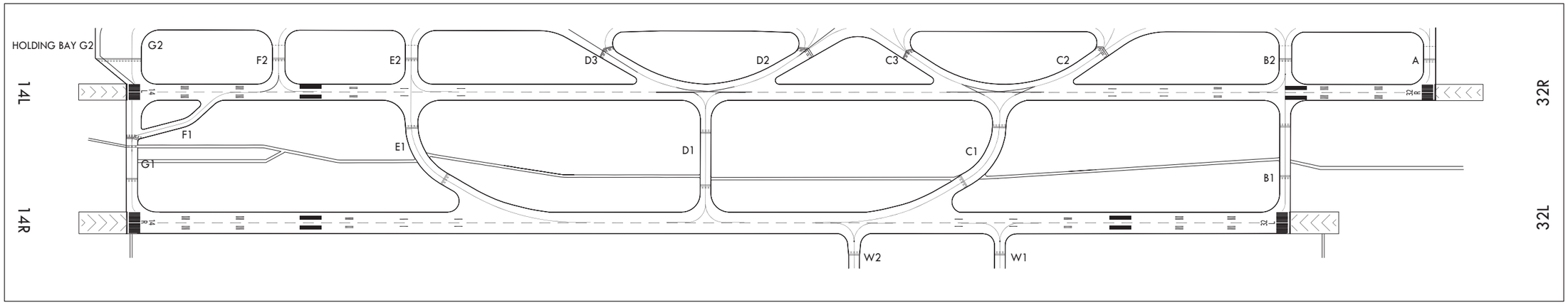
HS 1, 3 :
Location on Gimpo airport movement area with a potential risk of runway incursion and where aircrafts are frequently encountered.
HS 2 :
Aircraft use caution when passing by this point that 4 TWYs(C3, D2, P and R) are intersecting.
HS 4, 5 :
Location on Gimpo airport movement area with a potential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

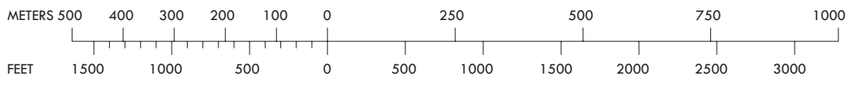
Change : Withdrawal of ACFT stand NR. 242.

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

SEOUL / Gimpo INTL

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

TWR	118.1
GND	121.9
APN	130.875

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

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

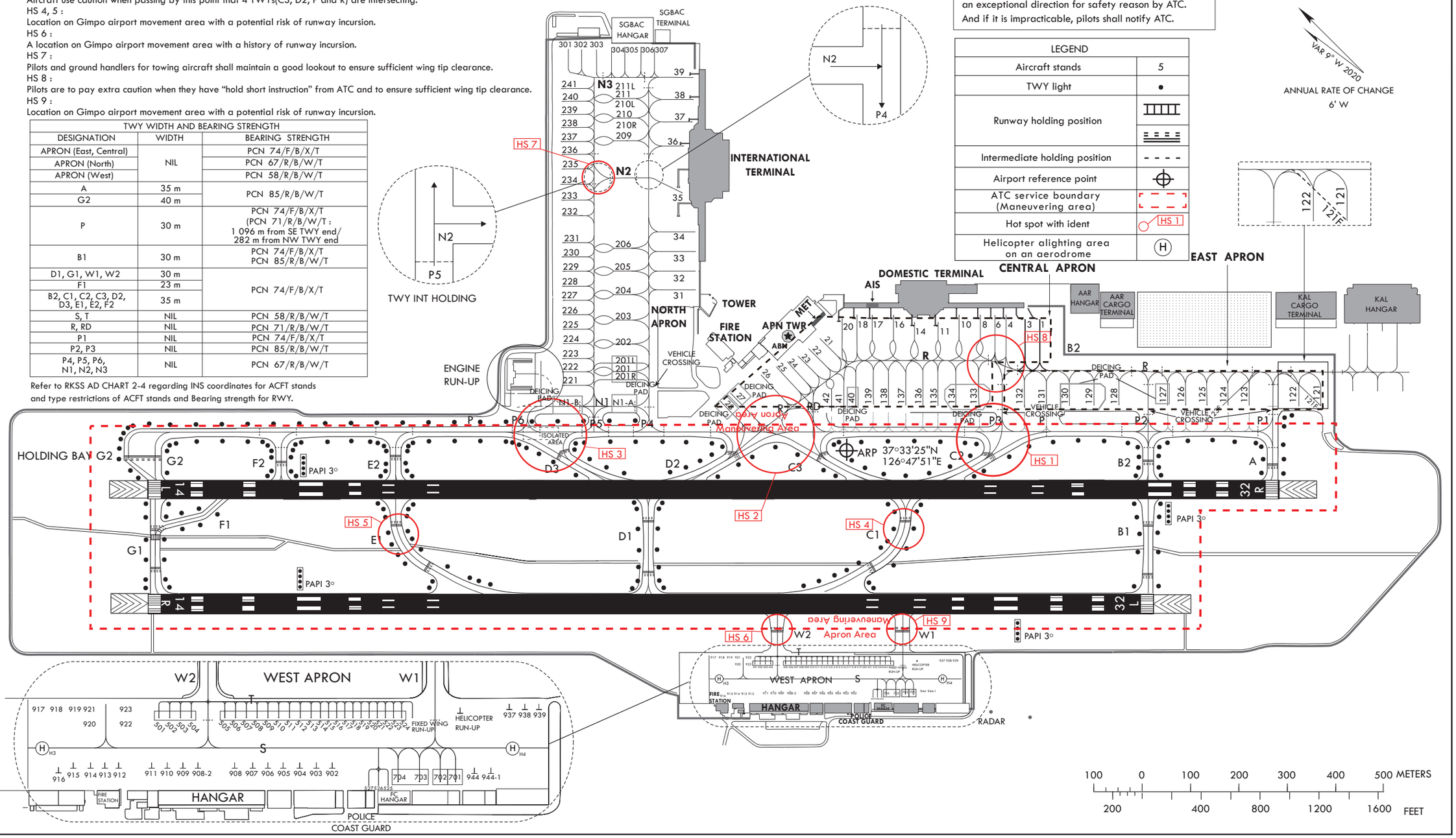
Refer to RKSS AD CHART 2-4 regarding INS coordinates for ACFT stands and type restrictions of ACFT stands and Bearing strength for RWY.

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

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

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

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



Change : Withdrawal of ACFT stand NR. 242.

INS COORDINATES FOR AIRCRAFT STANDS (WGS-84)

STAND NR	COORDINATES	STAND NR	COORDINATES	STAND NR	COORDINATES
1	37°33'21.66"N 126°48'19.06"E	203	37°33'52.36"N 126°47'41.86"E	520	37°33'09.31"N 126°47'31.78"E
3	37°33'22.69"N 126°48'17.76"E	204	37°33'54.02"N 126°47'43.95"E	521	37°33'08.99"N 126°47'32.18"E
4	37°33'23.72"N 126°48'16.46"E	205	37°33'55.68"N 126°47'46.38"E	522	37°33'08.67"N 126°47'32.59"E
6	37°33'24.75"N 126°48'15.17"E	206	37°33'57.40"N 126°47'48.06"E	523	37°33'08.35"N 126°47'32.99"E
8	37°33'26.37"N 126°48'13.90"E	209	37°34'04.65"N 126°47'57.17"E	524	37°33'08.03"N 126°47'33.40"E
10	37°33'28.03"N 126°48'11.82"E	210	37°34'06.31"N 126°47'59.26"E	525	37°33'06.49"N 126°47'28.73"E
11	37°33'28.80"N 126°48'09.44"E	210L	37°34'07.44"N 126°47'59.94"E	526	37°33'06.81"N 126°47'28.33"E
14	37°33'30.53"N 126°48'07.28"E	210R	37°34'06.44"N 126°47'58.69"E	527	37°33'07.13"N 126°47'27.93"E
16	37°33'32.62"N 126°48'06.03"E	211	37°34'07.98"N 126°48'01.35"E	701	37°33'03.90"N 126°47'31.98"E
17	37°33'34.16"N 126°48'03.89"E	211L	37°34'08.44"N 126°48'01.19"E	702	37°33'04.60"N 126°47'31.11"E
18	37°33'35.37"N 126°48'02.21"E	221	37°33'52.40"N 126°47'30.17"E	703	37°33'05.48"N 126°47'30.01"E
20	37°33'36.05"N 126°48'00.62"E	222	37°33'53.40"N 126°47'31.43"E	704	37°33'05.99"N 126°47'29.36"E
21	37°33'36.23"N 126°47'57.36"E	223	37°33'54.40"N 126°47'32.68"E	902	37°33'08.85"N 126°47'27.15"E
22	37°33'36.31"N 126°47'55.39"E	224	37°33'55.34"N 126°47'34.10"E	903	37°33'09.51"N 126°47'26.33"E
23	37°33'36.33"N 126°47'53.79"E	225	37°33'56.34"N 126°47'35.26"E	904	37°33'10.17"N 126°47'25.52"E
24	37°33'36.42"N 126°47'52.17"E	226	37°33'57.34"N 126°47'36.51"E	905	37°33'10.82"N 126°47'24.70"E
25	37°33'37.02"N 126°47'50.58"E	227	37°33'58.34"N 126°47'37.76"E	906	37°33'11.48"N 126°47'23.89"E
26	37°33'37.76"N 126°47'48.58"E	228	37°33'59.33"N 126°47'39.14"E	907	37°33'12.14"N 126°47'23.07"E
27	37°33'39.32"N 126°47'44.18"E	229	37°34'00.33"N 126°47'40.27"E	908	37°33'12.80"N 126°47'22.26"E
28	37°33'39.15"N 126°47'42.44"E	230	37°34'01.33"N 126°47'41.52"E	908-2	37°33'14.20"N 126°47'20.50"E
31	37°33'49.73"N 126°47'49.98"E	231	37°34'02.33"N 126°47'42.77"E	909	37°33'14.88"N 126°47'19.66"E
32	37°33'51.03"N 126°47'51.87"E	232	37°34'04.42"N 126°47'45.40"E	910	37°33'15.53"N 126°47'18.85"E
33	37°33'52.72"N 126°47'53.95"E	233	37°34'05.42"N 126°47'46.66"E	911	37°33'16.17"N 126°47'18.04"E
34	37°33'54.43"N 126°47'56.05"E	234	37°34'06.46"N 126°47'47.84"E	912	37°33'17.41"N 126°47'16.36"E
35	37°33'57.10"N 126°47'57.69"E	235	37°34'07.46"N 126°47'49.97"E	913	37°33'18.00"N 126°47'15.62"E
36	37°34'00.77"N 126°48'02.34"E	236	37°34'08.46"N 126°47'50.35"E	914	37°33'18.59"N 126°47'14.88"E
37	37°34'01.89"N 126°48'05.36"E	237	37°34'09.46"N 126°47'51.60"E	915	37°33'19.20"N 126°47'14.12"E
38	37°34'03.46"N 126°48'07.50"E	238	37°34'10.45"N 126°47'52.85"E	916	37°33'19.62"N 126°47'13.19"E
39	37°34'05.14"N 126°48'09.63"E	239	37°34'11.45"N 126°47'54.11"E	917	37°33'23.13"N 126°47'15.23"E
121	37°32'55.01"N 126°48'37.35"E	240	37°34'12.45"N 126°47'55.36"E	918	37°33'22.39"N 126°47'16.15"E
121F	37°32'54.94"N 126°48'37.21"E	241	37°34'13.45"N 126°47'56.61"E	919	37°33'21.66"N 126°47'17.08"E
122	37°32'56.61"N 126°48'35.34"E	301	37°34'16.95"N 126°48'01.57"E	920	37°33'20.47"N 126°47'17.06"E
123	37°33'00.19"N 126°48'30.72"E	302	37°34'15.20"N 126°48'02.18"E	921	37°33'21.06"N 126°47'17.80"E
123F	37°33'01.94"N 126°48'28.35"E	303	37°34'14.20"N 126°48'03.43"E	922	37°33'19.00"N 126°47'18.91"E
124	37°33'01.72"N 126°48'28.74"E	304	37°34'13.71"N 126°48'05.17"E	923	37°33'19.59"N 126°47'19.65"E
125	37°33'03.25"N 126°48'26.78"E	305	37°34'12.14"N 126°48'06.34"E	937	37°33'03.92"N 126°47'39.23"E
126	37°33'04.80"N 126°48'24.83"E	306	37°34'11.15"N 126°48'07.76"E	938	37°33'03.37"N 126°47'39.92"E
127	37°33'06.03"N 126°48'23.26"E	307	37°34'10.69"N 126°48'08.92"E	939	37°33'02.82"N 126°47'40.62"E
128	37°33'09.73"N 126°48'18.72"E	501	37°33'17.86"N 126°47'21.05"E	944	37°33'02.93"N 126°47'34.03"E
129	37°33'11.55"N 126°48'16.44"E	502	37°33'17.43"N 126°47'21.57"E	944-1	37°33'01.85"N 126°47'35.40"E
130	37°33'13.42"N 126°48'14.14"E	503	37°33'16.99"N 126°47'22.12"E		
131	37°33'14.99"N 126°48'12.01"E	504	37°33'16.57"N 126°47'22.65"E		
132	37°33'16.61"N 126°48'10.05"E	505	37°33'15.19"N 126°47'24.39"E		
133	37°33'19.96"N 126°48'05.76"E	506	37°33'14.76"N 126°47'24.92"E		
134	37°33'21.63"N 126°48'03.67"E	507	37°33'14.32"N 126°47'25.46"E		
135	37°33'22.97"N 126°48'02.00"E	508	37°33'13.88"N 126°47'26.01"E		
136	37°33'24.37"N 126°48'00.31"E	509	37°33'13.45"N 126°47'26.56"E		
137	37°33'25.52"N 126°47'58.89"E	510	37°33'13.01"N 126°47'27.11"E		
138	37°33'26.65"N 126°47'57.44"E	511	37°33'12.57"N 126°47'27.66"E		
139	37°33'27.66"N 126°47'56.39"E	512	37°33'12.14"N 126°47'28.20"E		
140	37°33'28.81"N 126°47'54.72"E	513	37°33'11.72"N 126°47'28.75"E		
141	37°33'29.57"N 126°47'53.35"E	514	37°33'11.29"N 126°47'29.28"E		
142	37°33'30.47"N 126°47'52.15"E	515	37°33'10.91"N 126°47'29.76"E		
201	37°33'48.61"N 126°47'37.13"E	516	37°33'10.59"N 126°47'30.16"E		
201R	37°33'48.36"N 126°47'36.13"E	517	37°33'10.27"N 126°47'30.57"E		
201L	37°33'49.37"N 126°47'37.40"E	518	37°33'09.95"N 126°47'30.97"E		
202	37°33'50.75"N 126°47'39.70"E	519	37°33'09.63"N 126°47'31.38"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	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

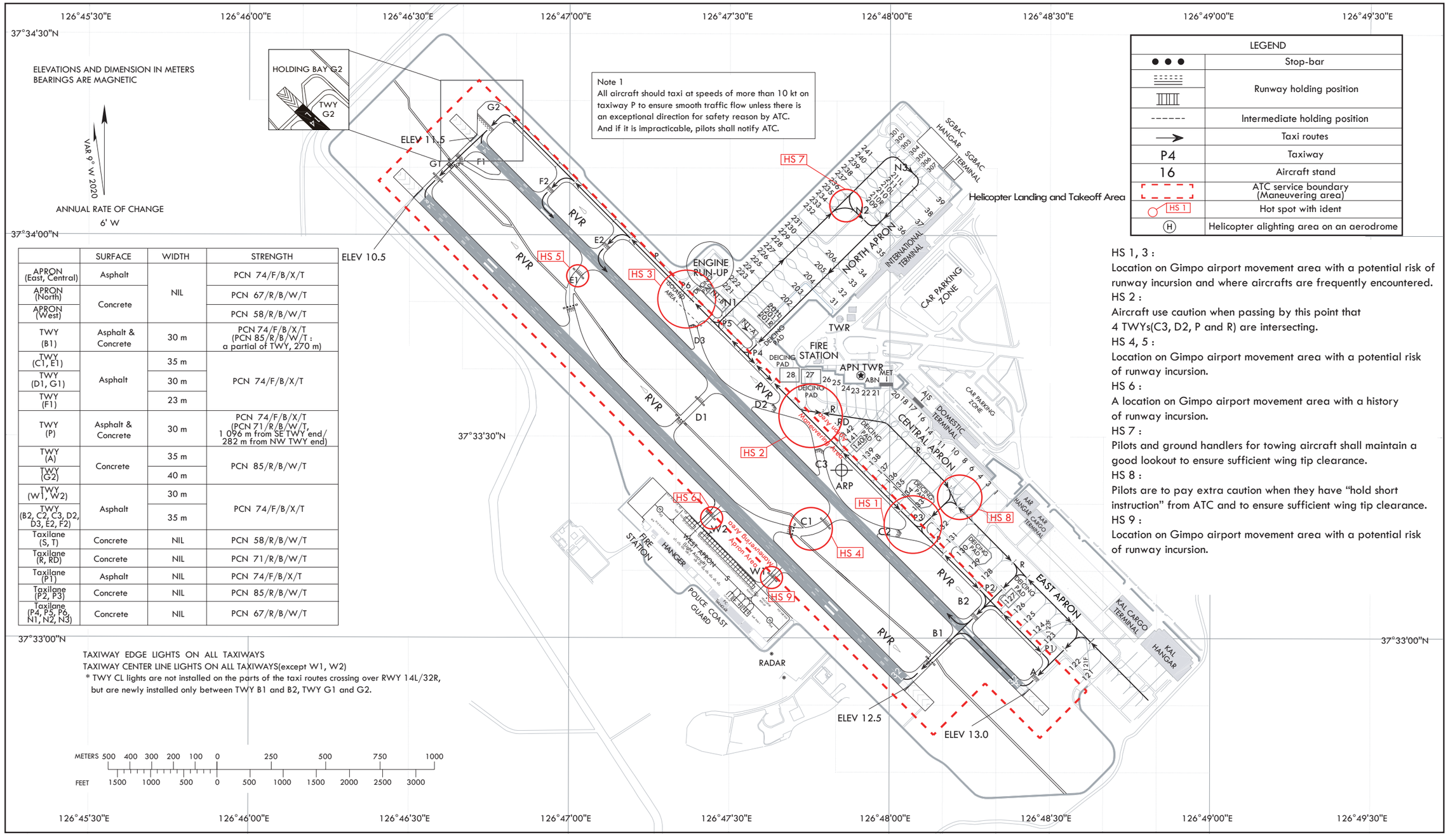
Change : Withdrawal of ACFT stand NR. 242.

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



	SURFACE	WIDTH	STRENGTH
APRON (East, Central)	Asphalt	NIL	PCN 74/F/B/X/T
APRON (North)	Concrete		PCN 67/R/B/W/T
APRON (West)			PCN 58/R/B/W/T
TWY (B1)	Asphalt & Concrete	30 m	PCN 74/F/B/X/T (PCN 85/R/B/W/T : a partial of TWY, 270 m)
TWY (C1, E1)	Asphalt	35 m	PCN 74/F/B/X/T
TWY (D1, G1)		30 m	
TWY (F1)		23 m	
TWY (P)	Asphalt & Concrete	30 m	PCN 74/F/B/X/T (PCN 71/R/B/W/T, 1 096 m from SE TWY end / 282 m from NW TWY end)
TWY (A)	Concrete	35 m	PCN 85/R/B/W/T
TWY (G2)		40 m	
TWY (W1, W2)	Asphalt	30 m	PCN 74/F/B/X/T
TWY (B2, C2, C3, D2, D3, E2, F2)		35 m	
Taxilane (S, T)	Concrete	NIL	PCN 58/R/B/W/T
Taxilane (R, RD)	Concrete	NIL	PCN 71/R/B/W/T
Taxilane (P1)	Asphalt	NIL	PCN 74/F/B/X/T
Taxilane (P2, P3)	Concrete	NIL	PCN 85/R/B/W/T
Taxilane (P4, P5, P6, N1, N2, N3)	Concrete	NIL	PCN 67/R/B/W/T

TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS
TAXIWAY CENTER LINE LIGHTS ON ALL TAXIWAYS(except W1, W2)
* TWY CL lights are not installed on the parts of the taxi routes crossing over RWY 14L/32R, but are newly installed only between TWY B1 and B2, TWY G1 and G2.

LEGEND	
● ● ●	Stop-bar
⋮⋮⋮ / ‖‖‖	Runway holding position
- - - - - -	Intermediate holding position
→	Taxi routes
P4	Taxiway
16	Aircraft stand
- - -	ATC service boundary (Maneuvering area)
HS 1	Hot spot with ident
Ⓗ	Helicopter alighting area on an aerodrome

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

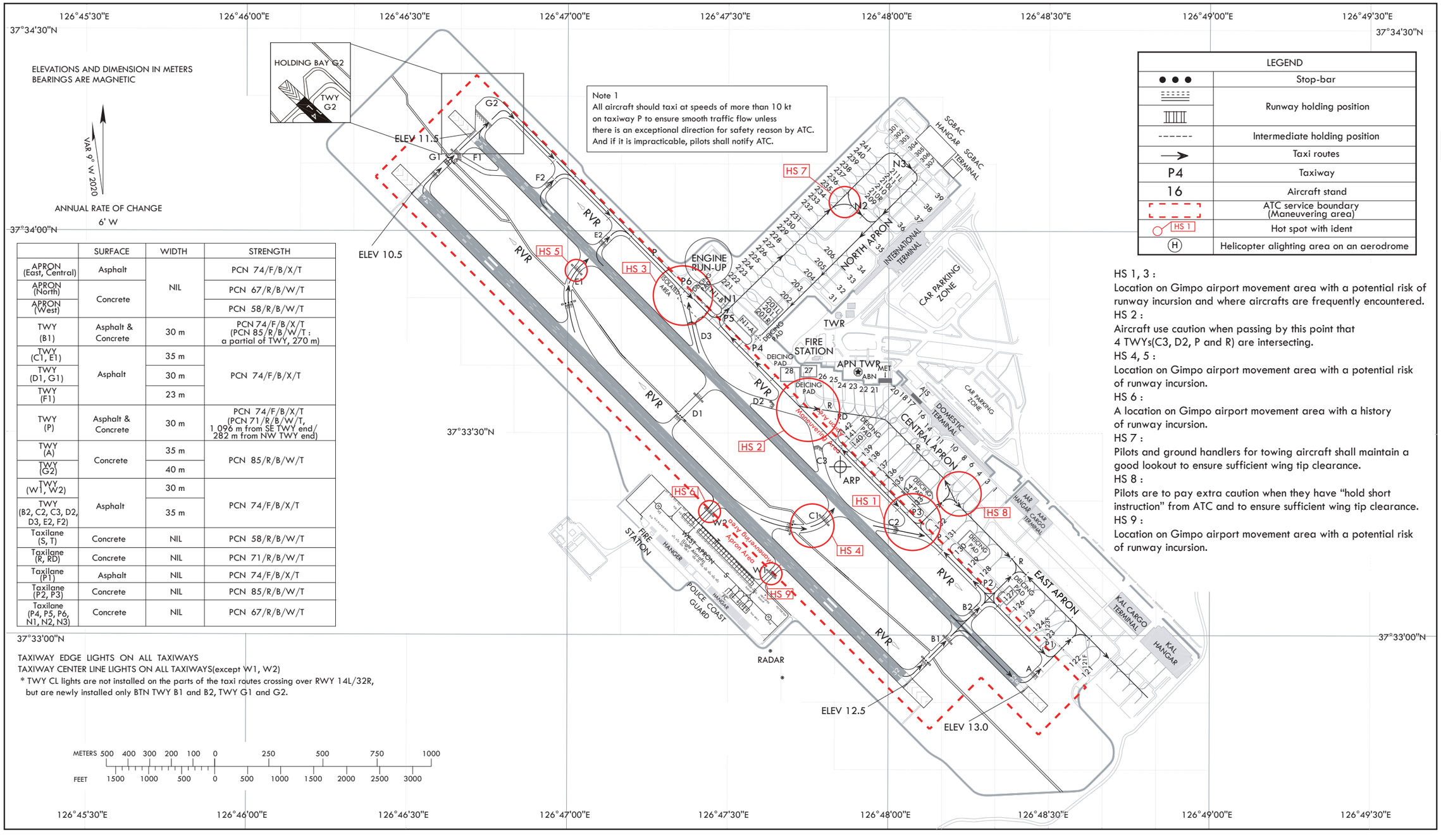
Change : Withdrawal of ACFT stand NR. 242.

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



	SURFACE	WIDTH	STRENGTH
APRON (East, Central)	Asphalt	NIL	PCN 74/F/B/X/T
APRON (North)	Concrete		PCN 67/R/B/W/T
APRON (West)			PCN 58/R/B/W/T
TWY (B1)	Asphalt & Concrete	30 m	PCN 74/F/B/X/T (PCN 85/R/B/W/T : a partial of TWY, 270 m)
TWY (C1, E1)	Asphalt	35 m	PCN 74/F/B/X/T
TWY (D1, G1)		30 m	
TWY (F1)		23 m	
TWY (P)	Asphalt & Concrete	30 m	PCN 74/F/B/X/T (PCN 71/R/B/W/T, 1,096 m from SE TWY end/ 282 m from NW TWY end)
TWY (A)	Concrete	35 m	PCN 85/R/B/W/T
TWY (G2)		40 m	
TWY (W1, W2)	Asphalt	30 m	PCN 74/F/B/X/T
TWY (B2, C2, C3, D2, D3, E2, F2)		35 m	
Taxilane (S, T)	Concrete	NIL	PCN 58/R/B/W/T
Taxilane (R, RD)	Concrete	NIL	PCN 71/R/B/W/T
Taxilane (P1)	Asphalt	NIL	PCN 74/F/B/X/T
Taxilane (P2, P3)	Concrete	NIL	PCN 85/R/B/W/T
Taxilane (P4, P5, P6, N1, N2, N3)	Concrete	NIL	PCN 67/R/B/W/T

TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS
TAXIWAY CENTER LINE LIGHTS ON ALL TAXIWAYS(except W1, W2)
* TWY CL lights are not installed on the parts of the taxi routes crossing over RWY 14L/32R, but are newly installed only BTN TWY B1 and B2, TWY G1 and G2.

LEGEND	
● ● ●	Stop-bar
	Runway holding position
	Intermediate holding position
→	Taxi routes
P4	Taxiway
16	Aircraft stand
	ATC service boundary (Maneuvering area)
HS 1	Hot spot with ident
H	Helicopter alighting area on an aerodrome

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

Change : Withdrawal of ACFT stand NR. 242.

STANDARD ARRIVAL CHART INSTRUMENT(STAR) - ICAO

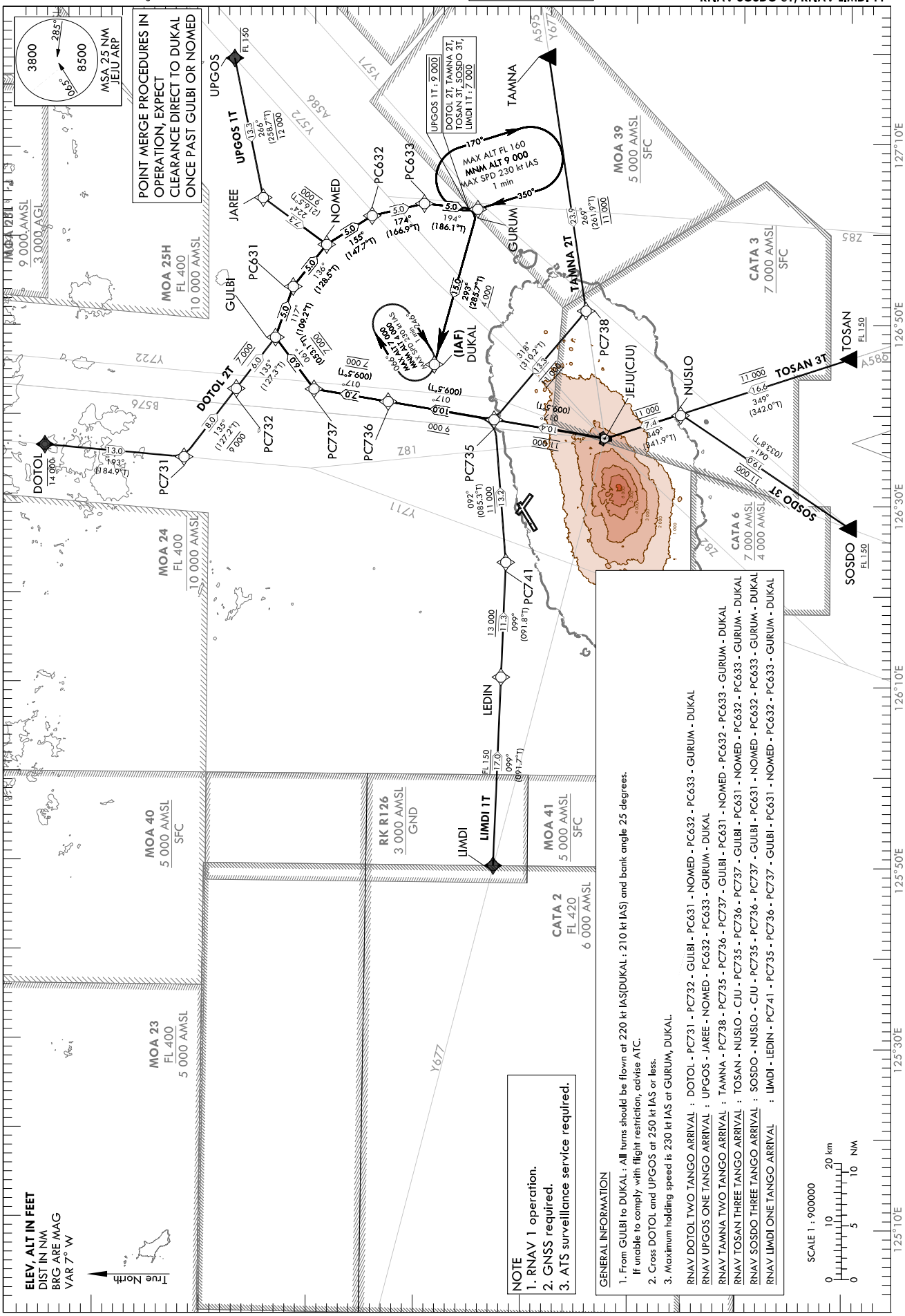
Note : Arrival under ICAO Flight Procedures.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU APP 121.2
124.05
JEJU TWR 118.2
118.55

JEJU/Jeju Intl(RKPC)

RWY 25
RNAV DOTOL 2T, RNAV UPGOS 1T
RNAV TAMNA 2T, RNAV TOSAN 3T
RNAV SOSDO 3T, RNAV LIMDI 1T



Change : Amended phrases(TOSAN 2T → 3T, SOSDO 2T → 3T).

Standard Instrument Arrival Procedure Coding Tables

RNAV DOTOL 2T

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

RNAV UPGOS 1T

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	UPGOS	-	-	-	-	-FL 150	-250	33°57'33.3"N 127°19'53.0"E	-	RNAV 1	-
002	TF	JAREE	-	266(258.7)	13.3	-	-12 000	-	33°54'56.0"N 127°04'15.7"E	-	RNAV 1	-
003	TF	NOMED	-	224(216.5)	7.3	-	@9 000	@220	33°49'01.2"N 126°59'01.5"E	-	RNAV 1	Bank angle 25°
004	TF	PC632	-	155(147.7)	5.0	-	-	@220	33°44'47.1"N 127°02'13.7"E	-	RNAV 1	Bank angle 25°
005	TF	PC633	-	174(166.9)	5.0	-	-	@220	33°39'54.3"N 127°03'35.0"E	-	RNAV 1	Bank angle 25°
006	TF	GURUM	-	194(186.1)	5.0	-	@9 000	@220	33°34'55.5"N 127°02'56.6"E	-	RNAV 1	Bank angle 25°
007	TF	DUKAL	-	293(285.7)	15.0	-	+4 000	@210	33°38'58.6"N 126°45'38.8"E	-	RNAV 1	IAF

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

1	Designation, Apron surface and strength	Apron		Surface	Strength
		NR. 1~5		Concrete	PCN 69/R/B/W/T
		NR. 6~7		Asphalt	PCN 78/F/C/X/T
		NR. 31~39 NR. 41~48		Asphalt	PCN 45/F/C/X/T
2	Designation, Taxiway width, surface and strength	Taxiway	Width(m)	Surface	Strength
		A	23	Asphalt	PCN 57/F/A/X/T
		B	15	Asphalt	PCN 13/F/C/Y/T
3	Altimeter check location and elevation	Apron : 73 m			
4	VOR check points	NIL			
5	INS check points	INS : See Aircraft Parking/Docking Chart			
6	Remarks	NIL			

RKNY AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	a. Guide lines at apron b. Nose-in guidance at aircraft stands c. Aircraft stand identification signs
2	RWY and TWY markings and LGT	a. RWY - Markings : Designation, Edge, THR, CL, TDZ, Aiming point, Turn pad - Lightings · RWY 15 : REDL, RTHL, RCLL, RENL · RWY 33 : REDL, RTHL, RCLL, RENL, RTZL, WBAR b. TWY - Markings : Edge, CL - Lightings : TWYL, TWY Guidance Signs, RWY Guard lights
3	Stop bars	NIL
4	Remarks	A road-holding position sign shall be provided at all road entrances to a runway.

RKNY AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
RKNY001	Mt. Samhuungjae-bong	375425.5N 1284154.8E	1 306 ft/	NIL	15/APCH 33/TKOF
RKNY002	Mt. Ingu-ri	375723.4N 1284347.1E	1 066 ft/	NIL	
RKNY003	Mt. Jeongyo-ri	380029.1N 1284230.2E	528 ft/	NIL	33/APCH 15/TKOF
RKNY004	Mt. Chagol	375859.9N 1284246.9E	932 ft/	NIL	
RKNY005	Mt. Cheonchi	380058.0N 1284112.2E	653 ft/	NIL	
RKNY006	Mt. Jung gwangjeong-ri	380132.8N 1284153.4E	403 ft/	NIL	
in Area 3					
a	b	c	d	e	f
NIL					

Change : Information of altimeter check location and elevation.

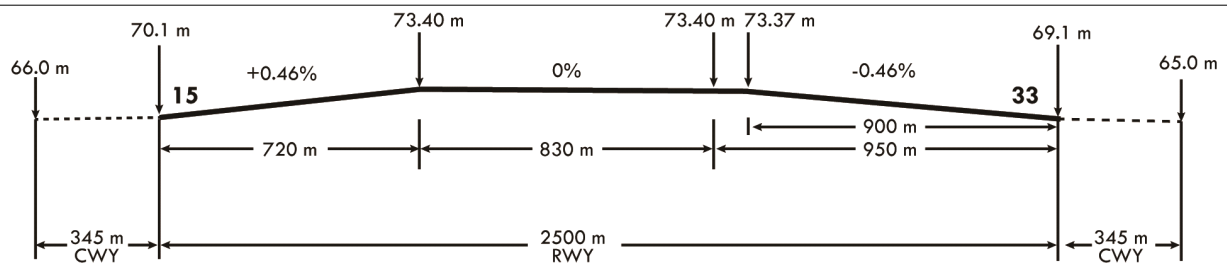
RKNY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Yangyang Airport Weather Station (TEL : +82-33-671-0365, Telefax : +82-33-673-0366)
2	Hour of service MET Office outside hours	2200-1000 UTC Aviation Meteorological Office(TEL : +82-32-222-3030)
3	Office responsible for TAF preparation Periods of validity	Aviation Meteorological Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Trend forecast Interval of issuance	Trend type forecast 1 hour (METAR) and when SPECI reported
5	Briefing/consultation provided	Available by the phone for 24 hours at Yangyang Airport Weather Station or Aviation Meteorological Office Available at the Station for hours of service, if required
6	Flight documentation Language(s) used	Aerodrome forecasts (TAF code form), SIGWX charts, WINTEM charts, SIGMET information in English
7	Charts and other information available for briefing or consultation	Analysis charts(surface and upper air), Prognostic charts, Graphic displays, Significant weather charts(high, medium, low) and other model outputs
8	Supplementary equipment available for providing information	Satellite and Weather radar imageries Low Level Wind shear Alert System
9	ATS units provided with information	FIC and TWR
10	Additional information(limitation of service, etc.)	Automated METAR is provided during non-operational hours of the Yangyang Airport Weather Station. All observation data, model outputs and forecasts produced by KMA and WAFS are available at the office through Internet link.

RKNY AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations Runway NR	TRUE BRG	Dimension of RWY(m)	Strength(PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
15	141.16°	2 500 × 45	57/F/A/X/T Asphalt	380412.18N 1283936.66E - GUND 26.4 m	THR : 70.1 m / 230.0 ft TDZ : 73.4 m / 240.8 ft
33	321.16°	2 500 × 45	57/F/A/X/T Asphalt	380309.21N 1284041.25E - GUND 26.4 m	THR : 69.1 m / 226.7 ft TDZ : 73.4 m / 240.8 ft

7. Slope of RWY-SWY



SWY dimensions(m)	CWY dimensions(m)	Strip dimensions(m)	RESA dimensions(m)	Location & description of arresting system	OFZ
8	9	10	11	12	13
NIL	345 × 300	2 620 × 300	240 x 150	NIL	Conforms to the standards specified in ANNEX 14, chapter 4
NIL	345 × 300	2 620 × 300	240 x 150	NIL	

14. Remarks :
RWY grooved 1 900 + 45 m EXC 300 m inward each RWY THR.

RKJB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKJB - MUAN / Muan International

RKJB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	345929N 1262258E 180° / 1 402 m from THR 19
2	Direction and distance from city	254°, 46 km from GwangJu City Hall 004°, 20 km from Mokpo City Hall
3	Elevation/Reference temperature	16 m / 31.5 °C
4	Geoid undulation at the aerodrome elevation	24 m
5	MAG VAR/Annual change	8° W (2020) / 0.094° increasing
6	Aerodrome Operator, Address,Telephone, Telefax, AFS	Korea Airports Corporation(Muan International Airport) 970-260 Gonghang-ro, Mangun-myeon, Muan-gun, Jeollanam-do, 58533, Republic of Korea TEL : +82-61-455-2401~3 Telefax : +82-61-455-2496, 2353 AFS : RKJBZPZX
7	Type of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKJB AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	H24
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	Fueling	HO
9	Handling	HO
10	Security	HO
11	De-Icing	HO
12	Remarks	- Take-off and landing is restricted from 1200 UTC to 2300 UTC due to noise abatement(except passenger flights). - CAT D and E ACFT OPR is available under the pre-coordination due to ground handling service facilities. TEL : +82-61-455-2333

RKJB AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Baggage Handling service and trucks
2	Fuel/oil types	Fuel : Aviation Turbine Fuel(Jet A-1) Aviation Gasoline (AV-gas 100LL) Oil : Turbo oil 2 380, 15W50, 5W30
3	Fueling facilities/capacity	Refueling available by trucks Jet A-1 : Elevated storage tank 3 units (total 1 470 000 L, 3 fuel tanks with 390 000 L) Av-gas 100LL : storage tank 1 unit(75 000 L)
4	De-Icing facilities	Available. See AD chart for location.
5	Hanger space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

RKJB AD 2.5 PASSENGER FACILITIES

1	Hotels	Near the AD and in the city(Mokpo & Gwangju)
2	Restaurants	At AD and in the city(Mokpo & Gwangju)
3	Transportation	Buses, Taxis and rental cars available at AD
4	Medical facilities	a. Ambulance service available b. Hospitals in the city(Mokpo & Gwangju)
5	Bank and Post Office	Bank available at AD
6	Tourist Office	Available at AD
7	Remarks	https://www.airport.co.kr/muan/

RKJB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	CAT 9
2	Rescue equipment	a. 3 Chemical Fire fighting trucks (Total capacity : 34 000 L water, 4 500 L *AFFF and 750 kg dry chemical) b. 1 Ambulance c. 1 Mobile command vehicle
3	Capability for removal of disabled aircraft	Specialized aircraft recovery equipment available for up to and including B747-400 size aircraft. 100 ton hydraulic recovery jack, 300 ton crane and other accessory equipment can be provided by airlines and agencies. Korea Airports Corporation is the co-ordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (TEL : +82-61-455-2331)
4	Remarks	*AFFF: Aqueous Film Forming Foam

RKJB AD 2.7 SEASONAL AVAILABILITY-CLEARING

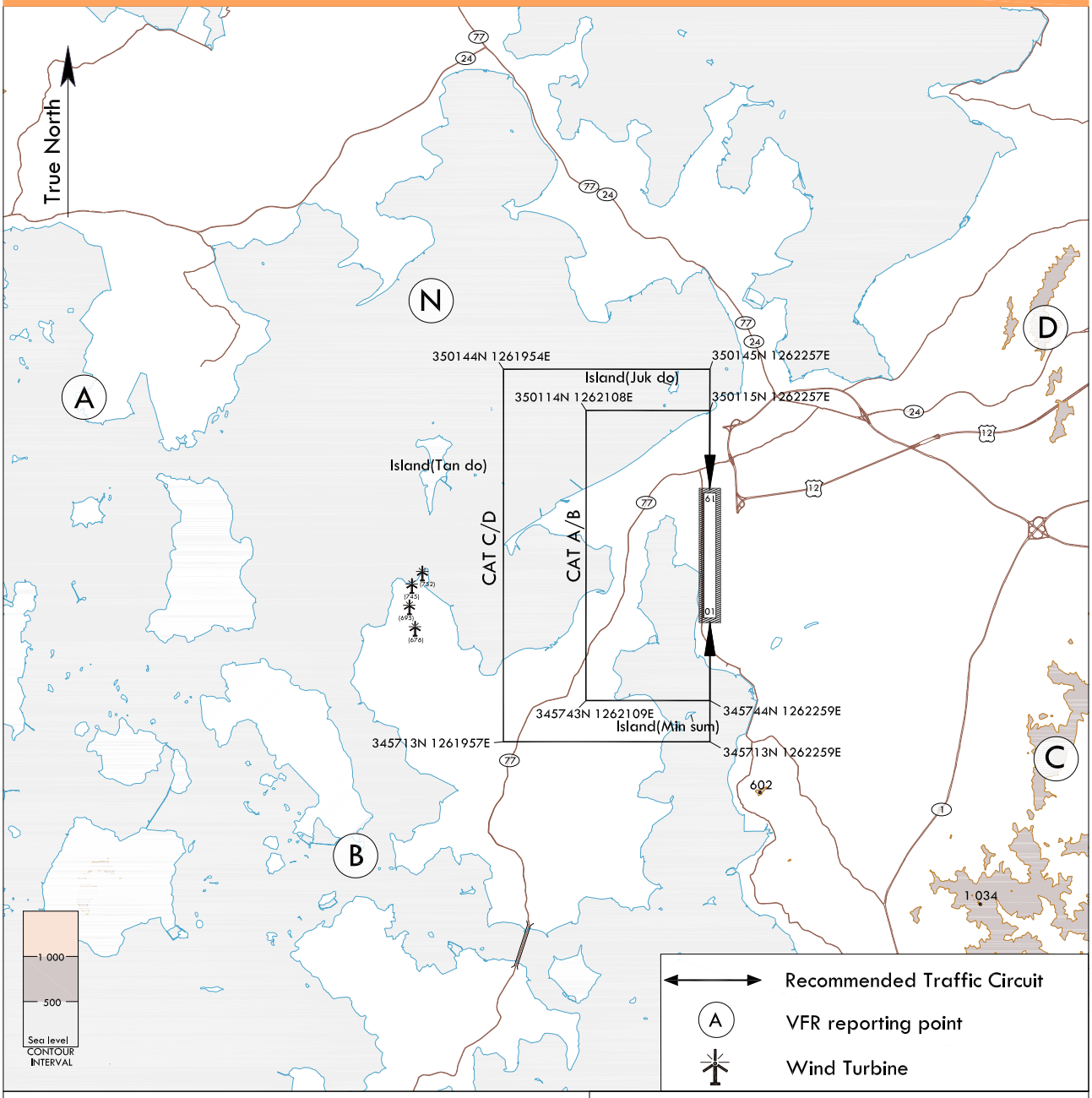
1	Type of clearing equipment	a. 1 Towed Runway Jet Sweeper b. 2 Compact Runway Jet Sweepers c. 1 Multi purpose Snow Removal Truck d. 1 Snow Blower e. 1 Dump Truck f. 1 Tractor
2	Clearance priorities	a. First 1) RWY 2) TWY(E1, E3, P, A1) 3) Apron taxilanes b. Second 1) TWY(E2, A2) 2) Apron and Other area
3	Remarks	Snow clearance information promulgated by SNOWTAM.

RKJB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS / POSITION DATA

1	Designation, Surface and strength of aprons	ACFT stands NR. 1 ~ 6, 31 ~ 74 - Surface : Concrete - Strength : PCN 81/R/C/W/T
2	Designation, Taxiway width, surface and strength	<table><tr><th>TWY</th><th>WIDTH</th><th>Strength and Surface</th></tr><tr><td>P</td><td>23 m</td><td rowspan="8">PCN 81/R/C/W/T Concrete</td></tr><tr><td>E1</td><td>28 m</td></tr><tr><td>E2</td><td>33 m</td></tr><tr><td>E3</td><td>28 m</td></tr><tr><td>A1</td><td>39 m</td></tr><tr><td>A2</td><td>40 m</td></tr><tr><td>R</td><td>23 m</td></tr><tr><td>G</td><td>23 m</td><td>PCN 32/R/C/W/T Concrete</td></tr></table>
3	Location and elevation of altimeter checkpoint	Location : At Apron Elevation : 12 m
4	VOR check points	VOR : See AD chart
5	INS check points	INS : See Aircraft Parking & Docking Chart
6	Remarks	NIL

Change : Information of capacity for chemical fire fighting trucks(33 000 → 34 000, 4 200 → 4 500).

VFR Traffic Circuits - Muan



* NOTE

1. All VFR flight operation within MUAN control zone shall maintain two way communication with MUAN TWR.
2. Pilots are encouraged to use the recommended VFR traffic circuit for traffic flow, noise abatement, obstacle avoidance. However, helicopter should fly within CAT-A recommended traffic circuit at 700 ft AMSL.
3. The use of the recommended VFR traffic circuit does not alter the responsibility of each pilot to see and avoid other aircraft, obstacle.
4. When conducting a holding at "N" point, pilots are recommended to hold south.
5. All ACFT shall fly over Wind power plant area at or above 1 300 ft AMSL.

VFR Traffic Circuit Altitude				
Category	A	B	C	D
Altitude	1 300 ft AMSL		1 800 ft AMSL	

Reporting Point	Goegraphical Name	Position	Coordinates
A	Taeyido(태이도)	R 297 MUN/D8.1	350118.6N 1261344.7E
B	Daesikdo(대식도)	R 245 MUN/D5.2	345549.0N 1261747.0E
C	Mahyeopsan(마협산)	R 120 MUN/D4.4	345702.6N 1262805.2E
D	Gambangsan(감방산)	R 056 MUN/D5.3	350216.4N 1262753.9E
N	Wado(와도)	R 326 MUN/D5.3	350234.0N 1261848.0E

RKJB AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of airport

The seashore and wetland are situated near Muan International Airport, and the seashore and wetland provide good nesting habitat for both resident birds such as Black-billed Magpie, Ring-necked Pheasant, Rufous Turtle Dove, Tree Sparrow, Mew Gull and migratory birds such as Mallard, Gray Heron, Egret, House Swallow.

Mallards inhabit around the airport during winter season, normally October to March. Mallards are active during the morning time and evening time, and they are flying at high altitude. Gray Heron and Egret inhabit during summer season, normally August to September, and they are active during the daytime. Most of resident birds are active during the daytime and fly at low altitude.

Muan International Airport strives to prevent bird strikes by implementing both non-lethal techniques, gas cannons and playback of distress calls, and lethal techniques, live ammunition shooting, during airport operating hours.

RKJB AD 2.24 CHART RELATED TO THE AERODROME

RKJB AD 2.25 VISUAL SEGMENT SURFACE(VSS) PENETRATION

NIL

Change : Establishment of AD 2.25 visual segment surface(VSS) penetration.

RKJK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKJK - GUNSAN / Domestic

RKJK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	355414N 1263657E 177°/1 358 m from THR 18	
2	Direction and distance from city	245°, 13 km from Gunsan city hall	
3	Elevation/Reference temperature	9 m (29 ft) / 29°C	
4	Geoid undulation at AD ELEV PSN	NIL	
5	MAG VAR/Annual change	8° W (2020) / 0.094° increasing	
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	USAF	Gunsan Airport Branch Office (Seoul Regional Office of Aviation) 2, Sandong-gil, Okseo-myeon, Gunsan-si, Jeollabuk-do, 54168 Republic of Korea TEL : +82-63-471-5820 Telefax : +82-63-471-5830 AFS : RKJKZPZX
7	Type of traffic permitted(IFR/VFR)	IFR / VFR	
8	Remarks	NIL	

RKJK AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	0000-0900 UTC*
2	Customs and Immigration	-
3	Health and Sanitation	-
4	AIS Briefing Office	HO
5	ATS Reporting Office	HO
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	HO
12	Remarks	*Outside these hours services are available on request (passengers flights only)

RKJK AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	NIL
2	Fuel/oil type	JP8
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	Available. See AD chart for location (ACFT stand NR. 1).
5	Hanger space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	-

Change : Establishment of de-icing facility and operational hours.

RKJK AD 2.5 PASSENGER FACILITIES

1	Hotels	In Gunsan city
2	Restaurants	In Gunsan city
3	Transportation	Buses, Taxis, & rental cars from the AD
4	Medical Facilities	First aid emergency medical centre(USAF) in airport ambulance service available Hospital in Gunsan city, 15 km
5	Bank and Post Office	Only Automated Teller Machine is available at airport.
6	Tourist Office	Available at airport
7	Remarks	www.airport.co.kr/mbs/gunsan/

RKJK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 8
2	Rescue equipment	a. 4 chemical crash rescue & fire fighting trucks (total capacity : 26 510 liter water, 2 380 liter aqueous film forming foam and 482 kg dry chemical) b. 1 ambulance car c. 1 rescue truck
3	Capability for removal of disable aircraft	a. Specialized aircraft recovery equipment available for up to and including B737-900 size aircraft. b. 80 ton hydraulic recovery jack, 100 ton crane and 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: +82-63-469-8313)
4	Remarks	NIL

RKJK AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Type of clearing equipment	a. 1 Multipurpose snow removal truck b. 1 Tractor c. 1 Snow Plough d. 1 Urea spreader
2	Clearance priorities	1. RWY 36/18 2. Parallel TWY 3. TWY A and E 4. Apron and Other area
3	Remarks	NIL

RKJK AD 2.8 APRON, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Designation, Apron surface and strength	Surface : Asphalt* Strength : PCN 45/F/B/W/T* * *Civil Passenger ramp*
2	Designation, Taxiway width, surface and strength	Width : 23 m Surface : Concrete (Asphalt**) Strength : PCN 44/R/B/W/T(PCN 45/F/B/W/T**) ** *Civil TWY(BTN TWY E and Civil Passenger Ramp)*
3	Altimeter checkpoint location and elevation	THR RWY 36 : 9 m (29 ft) THR RWY 18 : 6 m (20 ft)
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

Change : Information of type of clearing equipment.

RKJK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines an visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY at all holding positions. Guide lines at apron. Nose-in guidance at aircraft stands.
2	RWY and TWY markings and LGT	a. RWY : RWY 36/18-edge, THR end, TDZ, HIRL b. TWY : TWY edge lights - All TWY
3	Stop bars	NIL
4	Remarks	NIL

RKJK AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID Designation	OBST type	OBST position	ELEV/HGT	Marking/Type colour	Remarks
a	b	c	d	e	f
RKJKOB001	Antenna	354402.6N 1263819.6E	957 ft/	NIL	18/APTH 36/TKOF In 18/36 Circling Area
RKJKOB002	Tower	355626.8N 1265026.5E	493 ft/	NIL	
In Area 3					
OBST ID Designation	OBST type	OBST position	ELEV/HGT	Marking/Type colour	Remarks
a	b	c	d	e	f
NIL					

RKJK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	RKJK USAF(United States Air force)
2	Hour of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	RKJK USAF MET 24 HR
4	Trend forecast Interval of issuance	TREND
5	Briefing/consultation provided	Preflight briefing or consultation
6	Flight documentation Language(s) used	English / Korean
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	Telephone
9	ATS units provided with information	TWR and APP
10	Additional information(limitation of service, etc.)	TEL : +82-63-470-4501(USAF) Telefax : +82-63-470-4975(USAF)

Change : Information of OBST type(radar antenna → antenna, communication tower → tower).

RKJK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations Runway NR	TRUE BRG	Dimension of RWY (ft)	Strength(PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
18	169.04°	9 008 × 150	37/R/B/W/T Concrete	355457.29N 1263646.82E - EGM08:23.52 m	THR 5.3 m TDZ 6.0 m
36	349.05°	9 008 × 150	37/R/B/W/T Concrete	355329.83N 1263707.63E - EGM08:23.54 m	THR 8.2 m TDZ 8.9 m
7. Slope of RWY-SWY					
To be developed					

SWY dimensions(m)	CWY dimensions(m)	Strip dimensions(m)	*OFZ*	*Remarks*
8	9	10	11	12
NIL	NIL	-	-	RWY slope LESS THAN 0.3%. RWY is grooved.
NIL	NIL	-	-	

RKJK AD 2.13 DECLARED DISTANCE

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
18	2 740	2 740	2 740	2 740	NIL
18	2 010	2 010	2 010	2 010	Take-off from intersection with TWY D
18	1 400	1 400	1 400	1 400	Take-off from intersection with TWY C
36	2 740	2 740	2 740	2 740	NIL
36	2 070	2 070	2 070	2 070	Take-off from intersection with TWY B
36	1 340	1 340	1 340	1 340	Take-off from intersection with TWY C

RKJK AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Center line LGT Length,Spacing, Color, INTST	RWY edge LGT LEN, Spacing Color INTST	RWY End LGT Color WBAR	SWY LGT LEN(m) color	Remarks
1	2	3	4	5	6	7	8	9	10
18	ALSF-I	Green -	PAPI LEFT / 3° (23.5 m)	NIL	NIL	60 m	Red -	NIL	
36	ALSF-I	Green -	PAPI LEFT / 3° (23.5 m)	NIL	NIL	60 m	Red -	NIL	

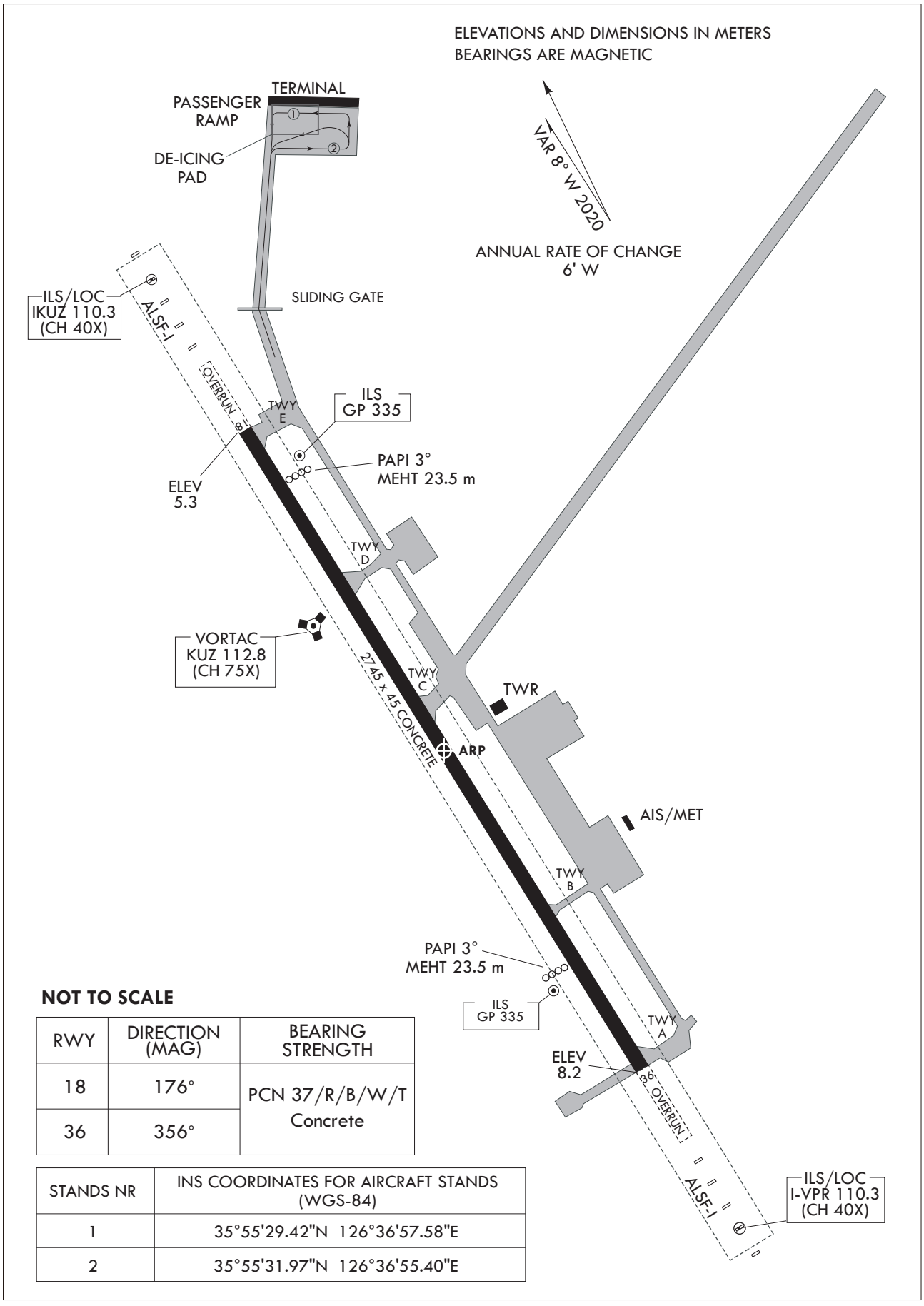
AERODROME CHART

35°54'14"N
126°36'57"E

ELEV **8.8** m

TWR	126.5

GUNSAN/Gunsan



NOT TO SCALE

RWY	DIRECTION (MAG)	BEARING STRENGTH
18	176°	PCN 37/R/B/W/T Concrete
36	356°	

STANDS NR	INS COORDINATES FOR AIRCRAFT STANDS (WGS-84)
1	35°55'29.42"N 126°36'57.58"E
2	35°55'31.97"N 126°36'55.40"E

Change : Establishment of de-icing pad.

INTENTIONALLY

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RKJY AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of airport

There are mountains and sea near the Yeosu Airport. So vicinity of the airport has some resting and feeding areas of birds.

a. There is no specific tendency of migratory bird's habitat and migration route around the airport. Appearance of swallows from April to September, however, should get an attention. Also, in the rainy season, a flock of egrets appears both inside and outside of the airport.

b. Meanwhile, sedentary birds such as sparrow, magpie, and dove often appear both inside and outside of the airport including runways. They move from the feeding area(500 m south of the airport) to the airport.

c. In order to reduce the wildlife hazard in the vicinity of runway, wildlife control activities include distress call (Gas Cannon and AV-Alarm) and capture of harmfulness birds using shotgun.

2. Yeosu and Yulchon industrial complexes

Yeosu and Yulchon industrial complexes are located near the Yeosu Airport. So it is recommended to follow the VFR traffic circuit and altitude when flying by.

a. Yeosu industrial complex includes a facility for storage of liquid petroleum products or petrochemicals. Pilots should pay special attention when approaching RWY 35.

b. Yulchon industrial complex is composed of steel making and electrical power industry.

RKJY AD 2.24 CHARTS RELATED TO THE AERODROME

RKJY AD 2.25 VISUAL SEGMENT SURFACE(VSS) PENETRATION

NIL

Change : Establishment of AD 2.25 visual segment surface(VSS) penetration.

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

1	Designation, Apron surface and strength	a. Area : 6 590 m^2 b. Surface : Asphalt c. Strength : PCN 55/F/B/X/T
2	Designation, Taxiway width, surface and strength	a. Width - TWY A, TWY F : 33 m - TWY C, TWY D, TWY E : 23 m - TWY G : 30 m - TWY B : 36 m b. Surface : Concrete c. Strength : PCN 60/R/B/W/T
3	Altimeter check location and elevation	Location : APRON Elevation : 329.7 ft / 100.5 m
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	NIL

RKNW AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	-
2	RWY and TWY markings and LGT	RWY 03/21 : HIRL, THR TWY : Edge light
3	Stop bars	NIL
4	Remarks	NIL

RKNW AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID Designation	OBST type	OBST position	ELEV/HGT	Markings/Type, colour	Remarks
RKNWOB001	Natural High Point	372252.6N 1275450.5E	1 142 ft / 817 ft	NIL	03 APCH, 21 TKOF
RKNWOB002	Pylon	372331.5N 1275437.9E	1 273 ft / 224 ft	LGTD	03 APCH, 21 TKOF
RKNWOB003	Natural High Point	372725.1N 1280008.9E	1 710 ft / 1 385 ft	NIL	03 APCH
RKNWOB004	Natural High Point	373503.1N 1280409.2E	2 589 ft / 2 264 ft	NIL	03 TKOF
RKNWOB005	Natural High Point	372705.1N 1275659.9E	1 024 ft / 694 ft	NIL	21 APCH
RKNWOB006	Natural High Point	372636.2N 1275700.3E	1 006 ft / 676 ft	NIL	21 APCH
RKNWOB007	Building	372534.2N 1275715.6E	339 ft / 14 ft	NIL	21 TKOF
RKNWOB008	Natural High Point	372922.8N 1275656.5E	1 070 ft / 740 ft	NIL	In 03/21 circling area
RKNWOB009	Natural High Point	372842.9N 1275443.4E	1 149 ft / 819 ft	NIL	In 03/21 circling area
RKNWOB010	Natural High Point	372721.5N 1275230.0E	1 959 ft / 629 ft	NIL	In 03/21 circling area
In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL					

Change : Information of OBST type(mountain → natural high point).

RKNW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	WONJU AIRFORCE MET OFFICE (TEL : +82-33-730-4272~3)
2	Hours of service MET Office outside hours	H24 -
3	Office responsible for TAF preparation Periods of validity	ROKAF MET Office
4	Type forecast Interval of issuance	1 hour (METAR) and when SPECI reported
5	Briefing/consultation provided	Personal consultation, Telephone
6	Flight documentation Language(s) used	- English / Korean
7	Charts and other information available for briefing or consultation	Surface analysis chart Upper air analysis Prognosis chart Significant weather chart
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	Wonju TWR, Wonju APP
10	Additional information (limitation of service, etc.)	NIL

RKNW AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations Runway NR	TRUE BRG	Dimension of RWY(m)	Strength(PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
03	26.32°	2 743 × 45	60/R/B/W/T Concrete	372536.98N 1275712.75E 25.5 m	THR : 99.0 m / 324.8 ft TDZ : 99.1 m / 325.1 ft
21	206.32°	2 743 × 45	60/R/B/W/T Concrete	372656.74N 1275802.23E 25.5 m	THR : 100.7 m / 330.4 ft TDZ : 100.7 m / 330.4 ft
7. Slope of RWY-SWY					
To be developed					

SWY dimensions(m)	CWY dimensions(m)	Strip dimensions(m)	RESA dimensions(m)	Location & description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
NIL	NIL	2 863 × 292	90 x 150	- BAK-12/E32A (Single Mode) : 1 750 ft from the end of RWY 03 - MA-1A : 100 ft from the end of RWY 03	NIL	The width of strip does not meet criteria in Annex 14.
NIL	NIL	2 863 × 292	90 x 150	- BAK-12/E32A (Single Mode) : 1 500 ft from the end of RWY 21 - MA-1A : 100 ft from the end of RWY 21	NIL	

RKNW AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of the airport

Bird habitat located along SEOM river west of the airport. Intense activity of flocks of wild duck and heron takes place frequently during sunrise and sunset. Height varies from 0 - 2 000 ft AGL.

RKNW AD 2.24 CHART RELATED TO THE AERODROME

RKNW AD 2.25 VISUAL SEGMENT SURFACE(VSS) PENETRATION

NIL

Change : Establishment of AD 2.25 visual segment surface(VSS) penetration.

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RKPU AD 2.23 ADDITIONAL INFORMATION

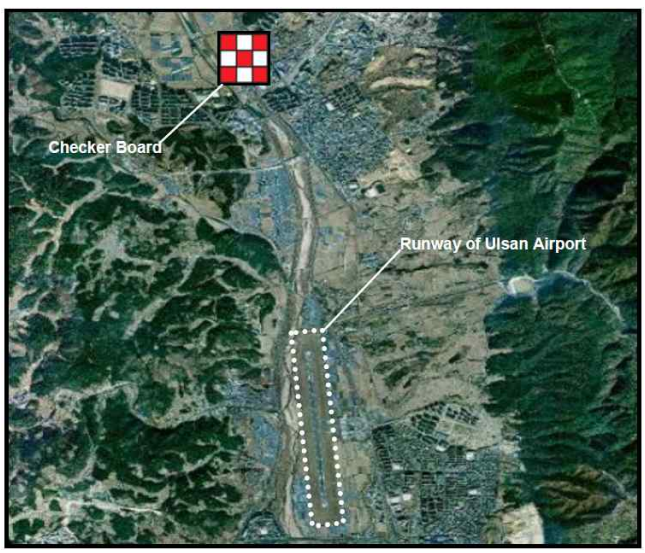
1. Horizontal Surface height differs partially.

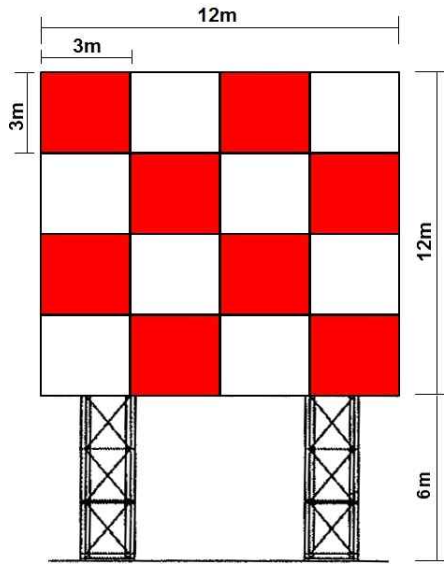
2. Bird concentrations in the vicinity of airport

Due to bird habitats in the Ulsan airport, pilots shall pay attention to crash with birds.

- Every January until March, and every October until December in the one or two hours after sunrise, a flock of jackdaws moves from resting area (approximately 13 km far away from the threshold of RWY 36) to the Dongcheon river or the field of airport.
  Also, every April until September in the same hours, there are concentrated activities that birds which are mainly white-plumed egret and grey heron move from resting area (mountains which are located in approximately 8 km far away from the airport) to feeding area (nearby airport).
  Additionally, resident birds, such as magpie and sparrow, always fly to the field nearby airport.
- The activity altitude of birds is approximately 2 000 ft(600 m). Also, before sunset, activities of the birds occur above the same way when returning to the resting area during one or two hours.
- Control tower shall offer pilots information about the movement of birds.
- Especially, during this time, control tower shall keep pilots informed that landing lights of aircraft are needed to turn on when take-off and approach for landing.
- Furthermore, 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, not enough sufficient.
- The measures are as followings :
  spraying plants with insecticide and eliminating waterway or puddle, improving methods of waste disposal from the airport.

3. Checker Board for Visual reference point
- Checker Board for Visual reference point to help approach procedure to RWY 18
- Location : The place is located in 3.6 km far away from THR RWY 18. (Coordinates : 353803.7N 1292038.3E)
- Board Size : 12 m x 12 m (total height : 18 m)
- Board Color : White/Red(Cross Stripes)
- Lights
  a. Type : LED band type(Cross Stripes)
  b. Luminous intensity : 180 cd/m
  c. Color : White
- Operation time schedule: depend on ATC
- Diagram





RKPU AD 2.24 CHART RELATED TO THE AERODROME

RKPU AD 2.25 VISUAL SEGMENT SURFACE(VSS) PENETRATION

NIL

Change : Establishment of AD 2.25 visual segment surface(VSS) penetration.

RKTL AD 2.23 ADDITIONAL INFORMATION

1. Bird concentration in the vicinity of aerodrome

There are mountains and sea near Uljin aerodrome, therefore some resting and feeding areas of birds are in the vicinity of Uljin aerodrome.

a. There are no specific tendency of migratory birds' habitats and migration routes around the aerodrome. Sedentary birds such as kestrels, sparrows, magpies and doves appear both inside and outside of the aerodrome including the runway.

b. The birds' feeding areas are located around grasses in the aerodrome and birds frequently move to their habitats. The flying height is various from the ground to 700 ft AGL.

RKTL AD 2.24 CHART RELATED TO THE AERODROME

RKTL AD 2.25 VISUAL SEGMENT SURFACE(VSS) PENETRATION

NIL

Change : Establishment of AD 2.25 visual segment surface(VSS) penetration.