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Ministry of Land, Infrastructure and Transport
Office of Civil Aviation
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AMENDMENT NR 5/24

30 MAY 2024

AIRAC

AIP AMENDMENT NR 5/24

(Effective : 1600UTC 10 JUL 2024)

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 Incheon INTL Airport

a) Establishment of ACFT stands NR. 222, 224~225, 275~277 for apron 3.

b) Withdrawal of ALT restriction for PAMBI.

1.2 Gimpo INTL Airport

a) Establishment of note for primary FREQ.

1.3 Cheongju INTL Airport

a) Information of channel for jungwon APP and cheongju TWR.

b) Amended phrases(1 348 → 1 349, NOSON → IKAPO) and FREQ for cheongju GCA(134.0 → 134.4).

c) Amended remarks for TU762, BAKJO and ALT restriction for IKAPO.

d) Information of missed APCH procedure and item numbers.

e) Establishment of NOTE 2 and MAX holding altitude for IKAPO.

1.4 Jeongseok Airport

a) Establishment of visual APCH chart for RKPD and Information of chart number.

2. PAGE CONTROL

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL II, Part III - AD (Aerodromes)	**VOL II, Part III - AD (Aerodromes)**
RKSI	**RKSI**
AD 2-21(29 JUN 23) / 2-21-1(20 OCT 22) AD 2-21-2(20 OCT 22) / 2-21-3(20 OCT 22) AD 2-22(16 NOV 23) / 2-22-1(8 FEB 24) AD 2-23(19 OCT 23) / 2-24(8 FEB 24) AD 2-27(19 OCT 23) / 2-27-1(8 FEB 24) AD 2-28(8 FEB 24) / 2-28-1(21 SEP 23) AD 2-29(8 FEB 24) / 2-30(8 FEB 24) AD 2-31(8 FEB 24) / 2-32(8 FEB 24) AD CHART 2-1(8 FEB 24) / 2-2(21 SEP 23) AD CHART 2-3(8 FEB 24) / 2-4(8 FEB 24) AD CHART 2-5(29 JUN 23) / 2-5-1(12 JAN 23) AD CHART 2-6(8 FEB 24) / 2-7(8 FEB 24) AD CHART 2-8(8 FEB 24) / 2-9(8 FEB 24) AD CHART 2-49(29 JUN 23) / 2-49-1(29 JUN 23)	AD 2-21(30 MAY 24) / 2-21-1(20 OCT 22) AD 2-21-2(20 OCT 22) / 2-21-3(30 MAY 24) AD 2-22(16 NOV 23) / 2-22-1(30 MAY 24) AD 2-23(19 OCT 23) / 2-24(30 MAY 24) AD 2-27(30 MAY 24) / 2-27-1(8 FEB 24) AD 2-28(30 MAY 24) / 2-28-1(21 SEP 23) AD 2-29(30 MAY 24) / 2-30(30 MAY 24) AD 2-31(30 MAY 24) / 2-32(30 MAY 24) AD CHART 2-1(30 MAY 24) / 2-2(21 SEP 23) AD CHART 2-3(30 MAY 24) / 2-4(30 MAY 24) AD CHART 2-5(30 MAY 24) / 2-5-1(12 JAN 23) AD CHART 2-6(30 MAY 24) / 2-7(30 MAY 24) AD CHART 2-8(30 MAY 24) / 2-9(30 MAY 24) AD CHART 2-49(30 MAY 24) / 2-49-1(30 MAY 24)
RKSS	**RKSS**
AD 2-7(14 DEC 23) / 2-8(14 DEC 23)	AD 2-7(14 DEC 23) / 2-8(30 MAY 24)
RKTU	**RKTU**
AD 2-5(4 APR 24) / 2-6(4 APR 24) AD 2-7(4 APR 24) / 2-8(4 APR 24) AD CHART 2-17(4 APR 24) / 2-17-1(4 APR 24) AD CHART 2-18(4 APR 24) / 2-18-1(4 APR 24) AD CHART 2-19(4 APR 24) / 2-19-1(4 APR 24) AD CHART 2-20(4 APR 24) / 2-20-1(4 APR 24) AD CHART 2-21(4 APR 24) / 2-21-1(4 APR 24) AD CHART 2-22(4 APR 24) / 2-22-1(4 APR 24) AD CHART 2-23(4 APR 24) / 2-23-1(4 APR 24) AD CHART 2-24(4 APR 24) / 2-24-1(4 APR 24) AD CHART 2-25(4 APR 24) / 2-25-1(4 APR 24) AD CHART 2-26(4 APR 24) / 2-26-1(16 NOV 23) AD CHART 2-27(4 APR 24) / 2-27-1(16 NOV 23) AD CHART 2-28(4 APR 24) / 2-28-1(16 NOV 23) AD CHART 2-29(4 APR 24) / 2-29-1(4 APR 24) AD CHART 2-30(4 APR 24) / 2-30-1(4 APR 24) AD CHART 2-31(4 APR 24) / 2-31-1(4 APR 24) AD CHART 2-32(4 APR 24) / 2-32-1(4 APR 24)	AD 2-5(4 APR 24) / 2-6(30 MAY 24) AD 2-7(30 MAY 24) / 2-8(4 APR 24) AD CHART 2-17(30 MAY 24) / 2-17-1(30 MAY 24) AD CHART 2-18(30 MAY 24) / 2-18-1(4 APR 24) AD CHART 2-19(30 MAY 24) / 2-19-1(4 APR 24) AD CHART 2-20(30 MAY 24) / 2-20-1(4 APR 24) AD CHART 2-21(30 MAY 24) / 2-21-1(4 APR 24) AD CHART 2-22(30 MAY 24) / 2-22-1(4 APR 24) AD CHART 2-23(30 MAY 24) / 2-23-1(4 APR 24) AD CHART 2-24(30 MAY 24) / 2-24-1(4 APR 24) AD CHART 2-25(30 MAY 24) / 2-25-1(4 APR 24) AD CHART 2-26(30 MAY 24) / 2-26-1(16 NOV 23) AD CHART 2-27(30 MAY 24) / 2-27-1(16 NOV 23) AD CHART 2-28(30 MAY 24) / 2-28-1(16 NOV 23) AD CHART 2-29(30 MAY 24) / 2-29-1(4 APR 24) AD CHART 2-30(30 MAY 24) / 2-30-1(4 APR 24) AD CHART 2-31(30 MAY 24) / 2-31-1(4 APR 24) AD CHART 2-32(30 MAY 24) / 2-32-1(4 APR 24)
VOL III, Part III - AD (Aerodromes)	**VOL III, Part III - AD (Aerodromes)**
RKPD	**RKPD**
AD 2-11(16 DEC 21) / 2-12(21 SEP 23) AD CHART 2-20(21 SEP 23) / 2-20-1(21 SEP 23)	AD 2-11(16 DEC 21) / 2-12(30 MAY 24) AD CHART 2-20(30 MAY 24) / 2-21(30 MAY 24)

END

Aircraft Stands	Pushback Procedures	Phraseology
Apron 1		
103	The aircraft shall be pushed back onto taxilane AS to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south on R1
105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127 and 129	The aircraft shall be pushed back onto taxilane AS to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane AS to face west.	Pushback approved to face west
131	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane AS to face west.	Pushback approved to face west
132	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
Apron 2		
101	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
102	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
	The aircraft shall be pushed back onto taxilane R9 to face east.	Pushback approved to face east.
104, 106, 108, 110, 112, 114, 118, 122, 124, 126 and 128	The aircraft shall be pushed back onto taxilane R9 to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane R9 to face west.	Pushback approved to face west
130	The aircraft shall be pushed back onto taxilane R9 to face west.	Pushback approved to face west
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north on R4
301	The aircraft shall be pushed back onto taxilane R10 to face east.	Pushback approved to face east
302 to 311 (309A/B, 310A/B, 311A/B)	The aircraft shall be pushed back onto taxilane R10 to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane R10 to face west.	Pushback approved to face west
312	The aircraft shall be pushed back onto taxilane R10 to face west.	Pushback approved to face west
321	The aircraft shall be pushed back onto taxilane RG to face east.	Pushback approved to face east
322 to 331 (329A/B, 330A/B, 331A/B)	The aircraft shall be pushed back onto taxilane RG to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane RG to face west.	Pushback approved to face west
332	The aircraft shall be pushed back onto taxilane RG to face west.	Pushback approved to face west
341, 341R/L	The aircraft shall be pushed back onto taxilane RG to face east.	Pushback approved to face east
342 to 352 (342R/L, 343R/L, 345R, 347R, 352R/L)	The aircraft shall be pushed back onto taxilane RG to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane RG to face west.	Pushback approved to face west
353, 353R/L	The aircraft shall be pushed back onto taxilane RG to face west.	Pushback approved to face west
Apron 3		
222 to 225 (224R/L)	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
231 to 236 (231R/L, 232R/L)	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
236R	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west
237	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R12.	Pushback approved to blue
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west

Change : Establishment of ACFT stands NR. 222, 224~225 for apron 3.

238, 239	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R12.	Pushback approved to blue
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west
	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back to face south until its nosewheel is at spot 31 (or 32).	Pushback approved to point 31(32)
239R	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west
	The aircraft shall be pushed back to face south until its nosewheel is at spot 31 (or 32).	Pushback approved to point 31(32)
240	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R12.	Pushback approved to blue
	The aircraft shall be pushed back to face south until its nosewheel is at spot 31 (or 32).	Pushback approved to point 31(32)
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east
241	The aircraft shall be pushed back to face south until its nosewheel is at spot 32.	Pushback approved to point 32
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 31.	Pushback approved to point 31
	The aircraft shall be pushed back to face south until its body is on taxilane RC.	Pushback approved to face south
	The aircraft shall be pushed back onto the stand 816 (or 817) to face west.	Pushback approved to stand 816(817)
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east on R12
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west on R12
242	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 31 (or 32).	Pushback approved to point 31(32)
	The aircraft shall be pushed back to face west until its nosewheel is at spot 33.	Pushback approved to point 33
	The aircraft shall be pushed back onto the stand 817 (or 816) to face west.	Pushback approved to stand 817(816)
	The aircraft shall be pushed back onto taxilane RC to face north.	Pushback approved to face north
243, 245	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 32 (or 31).	Pushback approved to point 32(31)
	The aircraft shall be pushed back to face west until its nosewheel is at spot 33 (or 34).	Pushback approved to point 33(34)
	The aircraft shall be pushed back onto taxilane RC to face north.	Pushback approved to face north
	The aircraft shall be pushed back onto the stand 817 to face west.	Pushback approved to stand 817
246	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 32 (or 31).	Pushback approved to point 32(31)
	The aircraft shall be pushed back to face west until its nosewheel is at spot 33 (or 34).	Pushback approved to point 33(34)
	The aircraft shall be pushed back onto taxilane RC to face north.	Pushback approved to face north
247	The aircraft shall be pushed back onto taxilane RC (or RF) to face west.	Pushback approved to face west (face west on RF)
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 32 (or 31).	Pushback approved to point 32(31)
	The aircraft shall be pushed back to face west until its nosewheel is at spot 33 (or 34).	Pushback approved to point 33(34)
	The aircraft shall be pushed back onto taxilane RC (or RB) to face north.	Pushback approved to face north (face north on RB)
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 39.	Pushback approved to point 39
248, 249	The aircraft shall be pushed back onto taxilane RC (or RF) to face west.	Pushback approved to face west (face west on RF)
	The aircraft shall be pushed back to face west until its nosewheel is at spot 33 (or 34).	Pushback approved to point 33(34)
	The aircraft shall be pushed back onto taxilane RC (or RB) to face north.	Pushback approved to face north (face north on RB)
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 39.	Pushback approved to point 39

250	The aircraft shall be pushed back onto taxilane RC (or RF) to face east.	Pushback approved to face east (face east on RF)
	The aircraft shall be pushed back onto taxilane RA (or RF) to face west.	Pushback approved to face west (face west on RF)
	The aircraft shall be pushed back to face west and then towed forward until its nosewheel is at spot 34.	Pushback approved to point 34
	The aircraft shall be pushed back to face east and then towed forward until its nosewheel is at spot 35.	Pushback approved to point 35
	The aircraft shall be pushed back onto taxilane RB to face north.	Pushback approved to face north
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 39.	Pushback approved to point 39
251, 252	The aircraft shall be pushed back onto taxilane RA (or RF) to face east.	Pushback approved to face east (face east on RF)
	The aircraft shall be pushed back to face east and then towed forward until its nosewheel is at spot 35 (or 36).	Pushback approved to point 35(36)
	The aircraft shall be pushed back onto taxilane RA (or RB) to face north.	Pushback approved to face north (face north on RB)
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 39.	Pushback approved to point 39
253	The aircraft shall be pushed back onto taxilane RA (or RF) to face east.	Pushback approved to face east (face east on RF)
	The aircraft shall be pushed back to face east until its nosewheel is at spot 35 (or 36).	Pushback approved to point 35(36)
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 37 (or 38).	Pushback approved to point 37(38)
	The aircraft shall be pushed back onto taxilane RA (or RB) to face north.	Pushback approved to face north (face north on RB)
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 39.	Pushback approved to point 39
254	The aircraft shall be pushed back to face east until its nosewheel is at spot 35 (or 36).	Pushback approved to point 35(36)
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 37(or 38).	Pushback approved to point 37(38)
	The aircraft shall be pushed back onto taxilane RA to face north.	Pushback approved to face north
255	The aircraft shall be pushed back to face east until its nosewheel is at spot 35 (or 36).	Pushback approved to point 35(36)
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 37(or 38).	Pushback approved to point 37(38)
	The aircraft shall be pushed back onto taxilane RA to face north.	Pushback approved to face north
	The aircraft shall be pushed back onto the stand 815 to face east.	Pushback approved to stand 815
256	The aircraft shall be pushed back to face east until its nosewheel is at spot 36.	Pushback approved to point 36
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 37 (or 38).	Pushback approved to point 37(38)
	The aircraft shall be pushed back onto the stand 815 (or 814) to face east.	Pushback approved to stand 815(814)
	The aircraft shall be pushed back onto taxilane RA to face north.	Pushback approved to face north
257	The aircraft shall be pushed back to face south until its nosewheel is at spot 37.	Pushback approved to point 37
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 38.	Pushback approved to point 38
	The aircraft shall be pushed back to face south until its body is on taxilane RA.	Pushback approved to face south
	The aircraft shall be pushed back onto the stand 814 (or 815) to face east.	Pushback approved to stand 814(815)
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east on R12
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west on R12
258	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R12.	Pushback approved to blue
	The aircraft shall be pushed back to face south until its nosewheel is at spot 38 (or 37).	Pushback approved to point 38(37)
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west
258R	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west
	The aircraft shall be pushed back to face south until its nosewheel is at spot 38 (or 37).	Pushback approved to point 38(37)

259, 260	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R12.	Pushback approved to blue
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west
	The aircraft shall be pushed back to face south until its nosewheel is at spot 38 (or 37).	Pushback approved to point 38(37)
	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
261	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R12.	Pushback approved to blue
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
261R	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east
262 to 268 (266R/L～268R/L)	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
275 to 277 (275R/L)	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
362 to 375	The aircraft shall be pushed back onto taxilane R11 to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane R11 to face west.	Pushback approved to face west
361	Pilot shall request start engine then taxi on stand except following aircraft : A320 series, B737 series and A220 series.	-
	The aircraft shall be pushed back onto taxilane R11 to face east.	Pushback approved to face east
376	Pilot shall request start engine then taxi on stand except following aircraft : A320 series, B737 series and A220 series.	-
	The aircraft shall be pushed back onto taxilane R11 to face west.	Pushback approved to face west
501 to 507	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
511 to 517	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north

Change : Establishment of ACFT stands NR. 275~277 for apron 3.

3.3 Taxi routes from cargo apron

3.3.1 Departure runway from cargo apron is depended on traffic situation to optimize traffic flow. ATC may change departure runway for purposes of traffic flow management.

3.3.2 Taxi routes for departure runway 15R, 33L from cargo apron to protect GP signals of ILS of RWY 15L and 33R are expected as follows unless otherwise instructed by ATC.

Route	Taxi Route Details
Route for RWY 15R Departure	CGO APRON → Turn Right on **D** → Turn Left onto **K** → Hold at Holding Point **RWY 15L** on TWY **K** → Turn Right on **C** → Turn Left on **L** → Hold at Holding Point **RWY 15R**
Route for RWY 33L Departure	CGO APRON → Turn Left on **D** → Turn Right onto **J** → Hold at Holding Point **RWY 33R** on TWY **J** → Turn Left on **C** → Turn Right on **G** → Hold at Holding Point **RWY 33L**

3.3.3 Taxi routes for departure runway 16L, 34R from cargo apron to optimize traffic flow are expected as follows unless otherwise instructed by ATC.

Route	Taxi Route Details
Route for RWY 16L Departure	CGO APRON → Turn Right on **D** → Turn Left onto **K** → Hold at Holding Point **RWY 15L** on TWY **K** → Turn Right onto **A16** → Turn Right on **A** → Turn Left onto **R17** → **R17** →Turn Right on **M** → **M19** → Hold at Holding Point **RWY 16L**
Route for RWY 34R Departure	CGO APRON → Turn Left on **D** → Turn Right onto **J** → Hold at Holding Point **RWY 33R** on TWY **J** → Turn Right onto **A8** → **R8** → Turn Left on **M** → **M5** → Hold at Holding Point **RWY 34R**

3.4 Departure routes and Transfer of control points(TCP)

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

Apron	Apron FREQ	Route	TCP	Gate/Stand
Apron 1	121.65 MHz	R1 - A4 R1 - R7 R1 - R8	4E 7E 8W	1 to 17
		R7 R8	7E 8W	18 to 36
		R4 - M5 R4(R6) - R7 R4(R6) - R8	5W 7E 8W	37 to 50
		R7 R8	7E 8W	103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 132
Apron 2	121.8 MHz	R9 R10	9E 10W	101, 102, 104, 106, 108, 110, 112, 114, 118, 122, 124, 126, 128, 130
				301 to 312
		RG	30E 30W	321 to 332 341 to 353
Apron 3	122.175 MHz	R1 - R11 R1 - R12 R1 - A13(A16)	11E 12W 13E(16E)	262 to 277
		R1 - A13(A16) R1 - R12	13E(16E) 12W	501 to 507
		R4 - R11 R4 - R12 R4 - M13(M16)	11E 12W 13W(16W)	222 to 236
		R4 - R11 R4 - M13(M16)	11E 13W(16W)	511 to 517
		R11 R12	11E 12W	237 to 261 361 to 376
Apron 4	123.675 MHz	R4 - R17 M19	17E(17W) 19W	520 to 529 531 to 535 541 to 547 551 to 554 557 to 558
Cargo Apron 1	123.325 MHz	D2 D3	2Y 3Y	601 to 616 621 to 636
Cargo Apron 2		D4 D5	4Y 5Y	641 to 655 671 to 683
Remarks Departure routes in Apron areas will be issued in detail according to runway in use and traffic movement condition by Incheon Apron. Refer to RKSI AD 2-6, 2-8 (Aerodrome Ground Movement Charts).				

2. Aircraft shall not proceed beyond the TCP without clearance from Incheon Ground or Tower.

Change : Establishment of ACFT stands NR. 222, 224~225, 275~277 for apron 3.

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

NOTE 1 : The de-icing pad will be appropriately assigned by Incheon Apron or Pad Control when aircraft approaches to de-icing zone.
NOTE 2 : Flight crews shall monitor and maintain radio contact, otherwise re-sequenced as a result of no response to 3 successive calls.
NOTE 3 : This procedures can be changed by Incheon Apron according to the volume of de-icing traffic.
NOTE 4 : Flight crews need extra caution when entering and leaving the de-icing pad, since there are GSE roads in front of or behind the de-icing pad.

5. Arrival procedures

5.1 Arrival routes and Transfer of control points(TCP)

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

Apron	Apron FREQ	Route	TCP	Gate/Stand
Apron 1	121.65 MHz	A5 - R1	5E	1 to 12
		A6 - R1	6E	14 to 17
		R7 - R1	7W	1 to 17
		R7 R8	7W 8E	18 to 36
		R7 - R4(R6)	7W	37 to 42
		M6 - R4	6W	43 to 50
		R8 - R4(R6)	8E	37 to 50
		R7 R8	7W 8E	103,105,107,109,111,113,115,117, 119,121,123,125,127,129,131,132
Apron 2	121.8 MHz	R9 R10	9W 10E	101,102,104,106,108,110,112,114, 118,122,124,126,128,130
				301 to 312
		RG	30W 30E	321 to 332 341 to 353
Apron 3	122.175 MHz	R11 - R1 A14 - R1	11W 14E	262 to 277 501 to 507
		R12 - R4 M14 - R4	12E 14W	222 to 236 511 to 517
		R11 R12	11W 12E	237 to 261 361 to 376
Apron 4	123.675 MHz	R17 - R4 M18	17E 18W	520 to 529 531 to 535 541 to 547 551 to 554 557 to 558
Cargo Apron 1	123.325 MHz	D2 D3	2Y 3Y	601 to 616 621 to 636
Cargo Apron 2		D4 D5	4Y 5Y	641 to 655 671 to 683
Remarks Arrival routes in Apron areas will be issued in detail according to runway in use and traffic movement condition by Incheon Apron. Refer to RKSI AD CHART 2-7, 2-9 (Aerodrome Ground Movement Charts).				

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

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

5.2 Follow-me car service

1. Follow-me service is available to arriving aircraft. Pilots should make the request to Incheon Ground or Incheon Apron.
2. Aircraft shall monitor the appropriate Incheon Ground and/or Incheon Apron frequencies while taxiing.

6. Ground engine check procedures

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

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

6.1 Engine starts

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

6.2 Engine performance check

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

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

7. Taxiing - Limitation

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

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

Change : Establishment of ACFT stands NR. 222, 224~225, 275~277 for apron 3.

11. Special notice to ICAO Code F aircraft (A380 & B747-8) operations

11.1 Runway

All runways are available for the ICAO Code F aircraft.

11.2 RWY-holding position markings

The markings for RWY 15R/33L, RWY 15L/33R, RWY 16R/34L, RWY 16L/34R are located at 107.5 m from runway centerline.

11.3 Taxiing routes on maneuvering area

1. ICAO Code F aircraft should taxi along the taxiing routes published on movement charts(refer to AIP RKSI Aerodrome ground movement chart) unless there are special instructions by ATC.
2. ICAO Code F aircraft should taxi at speed of less than 30 kt on TWY A, B, M and N because there are open channels between TWY A and B (depth 3 m), TWY N and M (depth 3.5 m). (refer to AIP RKSI Aerodrome ground movement chart)
3. ICAO Code F aircraft should taxi along the taxiing routes published on SMGCS taxi route (refer to AIP RKSI Low visibility procedure diagram) under Low Visibility Procedure(LVP) unless there are special instructions by ATC.

11.4 Taxiing routes on aprons

1. B747-8 aircraft are available on all taxiing routes.
2. A380 aircraft should taxi along the taxiing routes published on movement charts(refer to AIP RKSI Aerodrome ground movement chart) unless there are special instructions by Incheon Apron(Apron Controller). Some Apron taxiing routes are restricted as below.

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

11.5 Parking stands

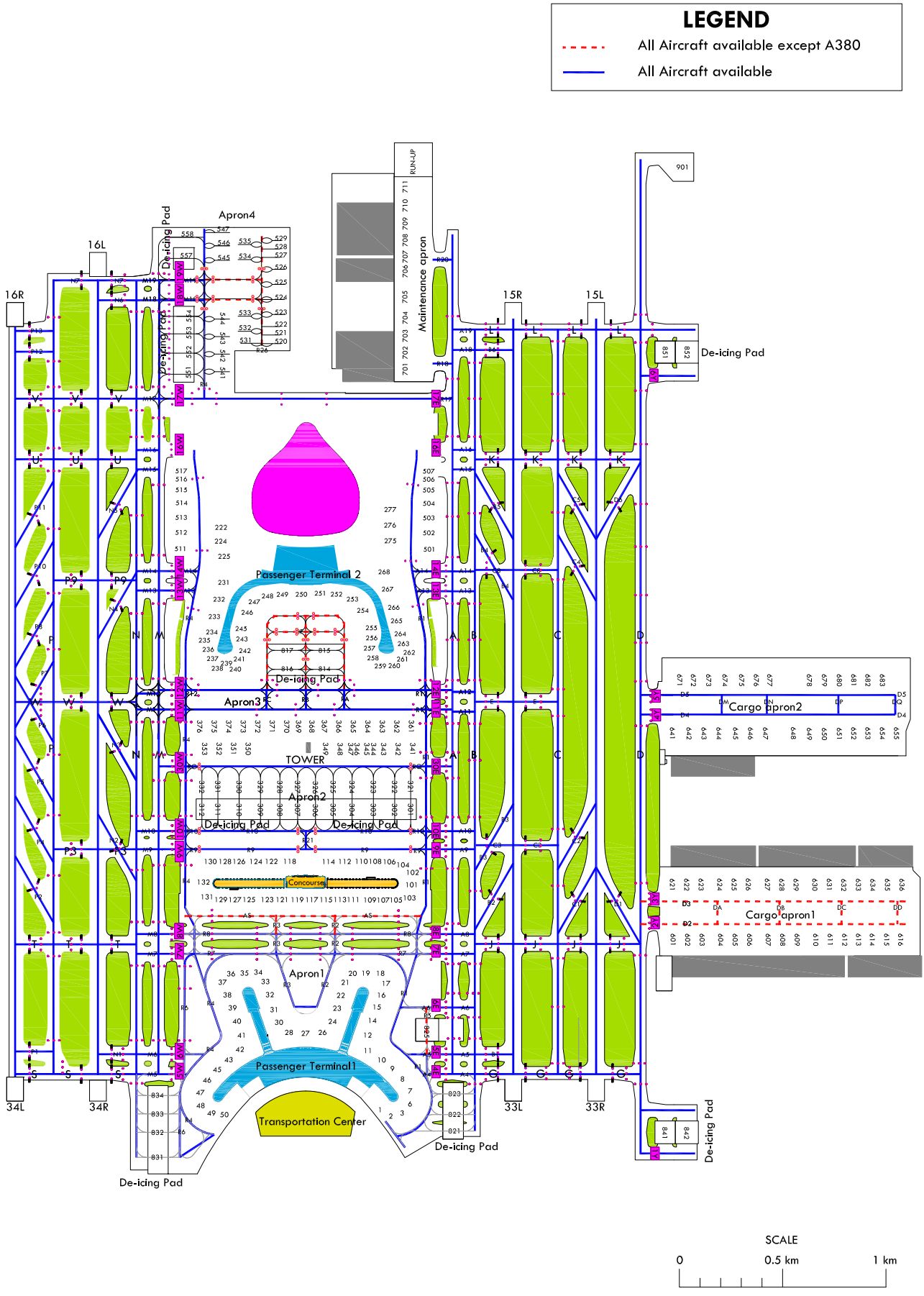
For more information on ICAO Code F aircraft operation in Maintenance Apron, Deicing Apron, Isolated Security Parking Position, and Multiple use stands, refer to RKSI AD CHART 2-4 and 2-5.

	Stand NR.	Code F ACFT	
		A380	B747-8
Passenger Terminal 1	8	-	○
	10	○	○
	12	-	○
	15	-	○
	17	○	○
	43	○	○
	46	○	○
Passenger Terminal 2	224	○	○
	225	○	○
	231	○	○
	232	○	○
	233	-	○
	234	-	○
	264	-	○
	265	-	○
	266	○	○
	267	○	○
	268	○	○
	275	○	○

Change : Establishment of ACFT stands NR. 224, 225 and 275 for passenger terminal 2.

	Stand NR.	Code F ACFT	
		A380	B747-8
Concourse	106	○	○
	110	○	○
	112	○	○
	122	○	○
	126	○	○
Cargo Apron 1	603	-	○
	604	-	○
	606	-	○
	607	-	○
	616	-	○
	623	-	○
	624	-	○
	626	-	○
	627	-	○
	629	-	○
	630	-	○
	636	-	○
Cargo Apron 2	641	○	○
	644	○	○
	647	-	○
	648	○	○
	652	○	○
	655	-	○
	671	○	○
	674	○	○
	681	○	○
Remote Stands	322	○	○
	323	○	○
	324	○	○
	329	○	○
	330	○	○
	331	○	○
	341	○	○
	342	○	○
	352	○	○
	353	○	○
	501	○	○
	502	-	○
	511	○	○
	512	-	○
	541	○	○
	542	○	○
	543	○	○
	544	○	○

ICAO Code F Aircraft Taxiing Route



Change : Establishment of ACFT stands NR. 222, 224~225, 275~277 for apron 3.

INTENTIONALLY

LEFT

BLANK

LOW VISIBILITY PROCEDURE

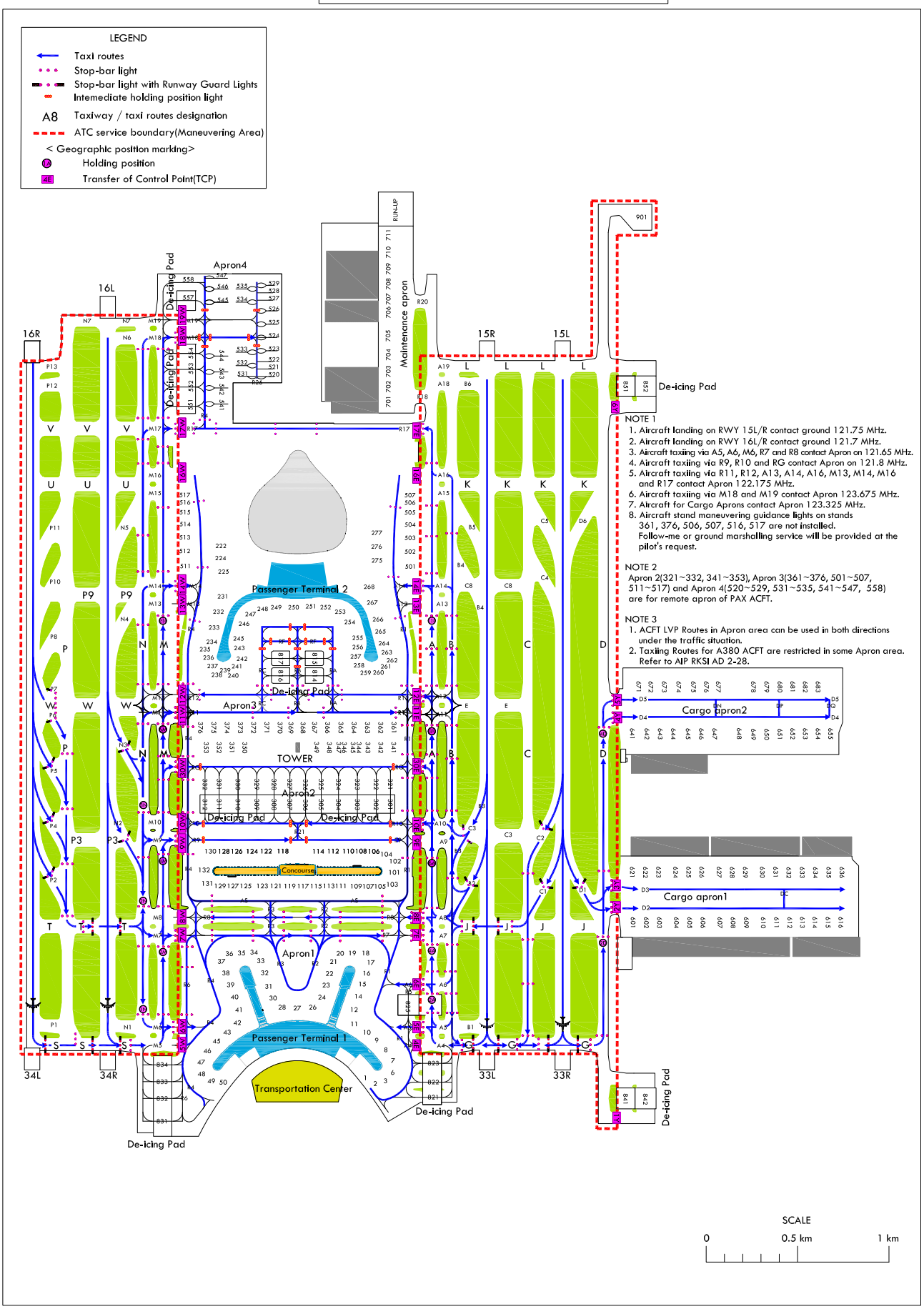
AERODROME ELEV **7** m

GND CONTROL	121.75(E)	121.7(W)
APRON CONTROL	121.65	122.175 123.675 121.8 123.325

SEOUL/Incheon Intl(RKSI)

RWY 15L/R, 16L/R

SMGCS - Arrival Taxi Route



Change : Establishment of ACFT stands NR. 222, 224~225, 275~277 for apron 3.

LOW VISIBILITY PROCEDURE

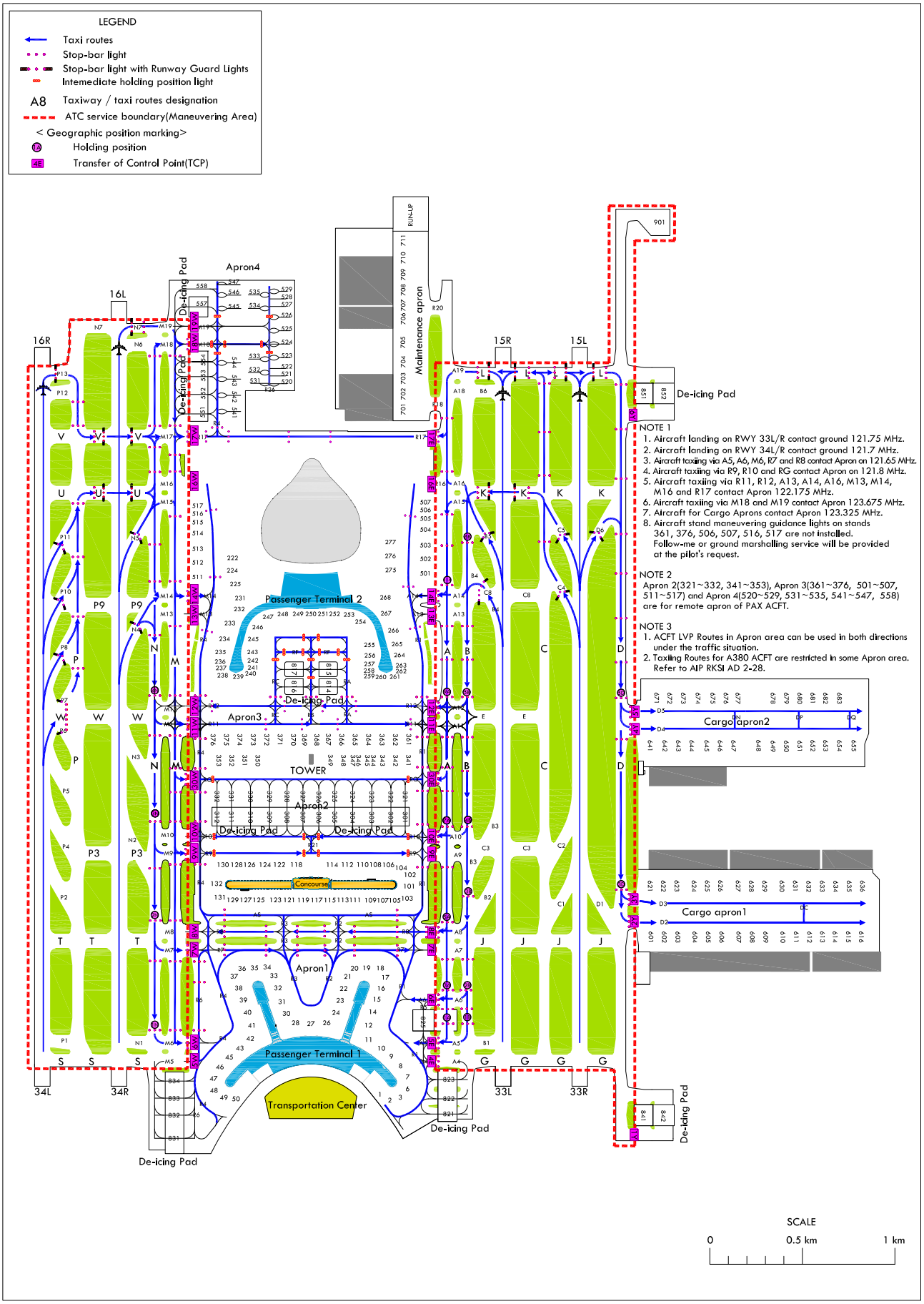
AERODROME ELEV **7** m

GND CONTROL	121.75(E)	121.7(W)
APRON CONTROL	121.65 122.175	123.675
	121.8	123.325

SEOUL/Incheon Intl(RKSI)

RWY 33L/R, 34L/R

SMGCS - Arrival Taxi Route



Change : Establishment of ACFT stands NR. 222, 224~225, 275~277 for apron 3.

LOW VISIBILITY PROCEDURE

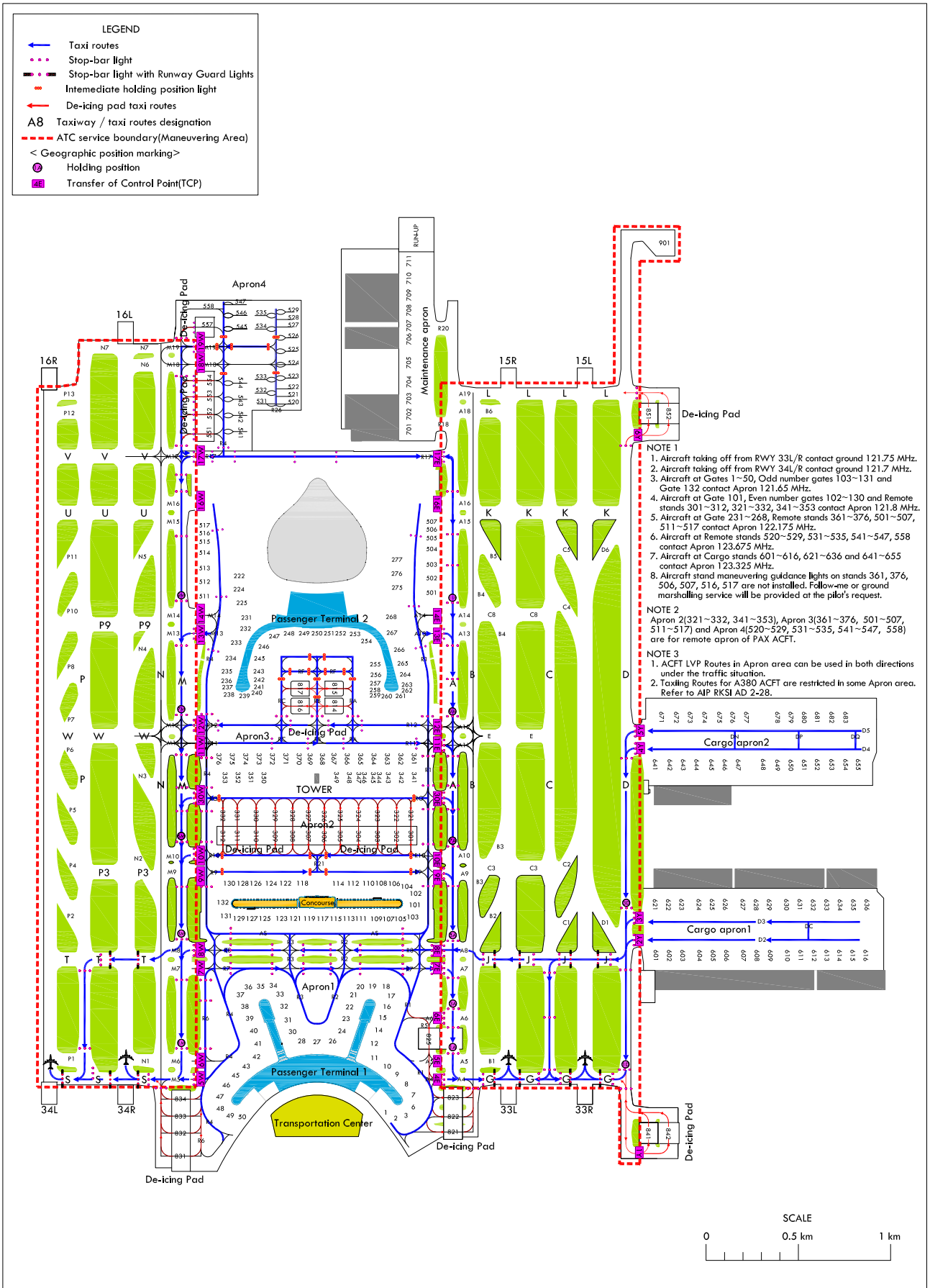
AERODROME ELEV **7** m

GND CONTROL	121.75(E)	121.7(W)
APRON CONTROL	121.65 122.175	123.675
	121.8	123.325

SEOUL/Incheon Intl(RKSI)

RWY 33L/R, 34L/R

SMGCS - Departure Taxi Route



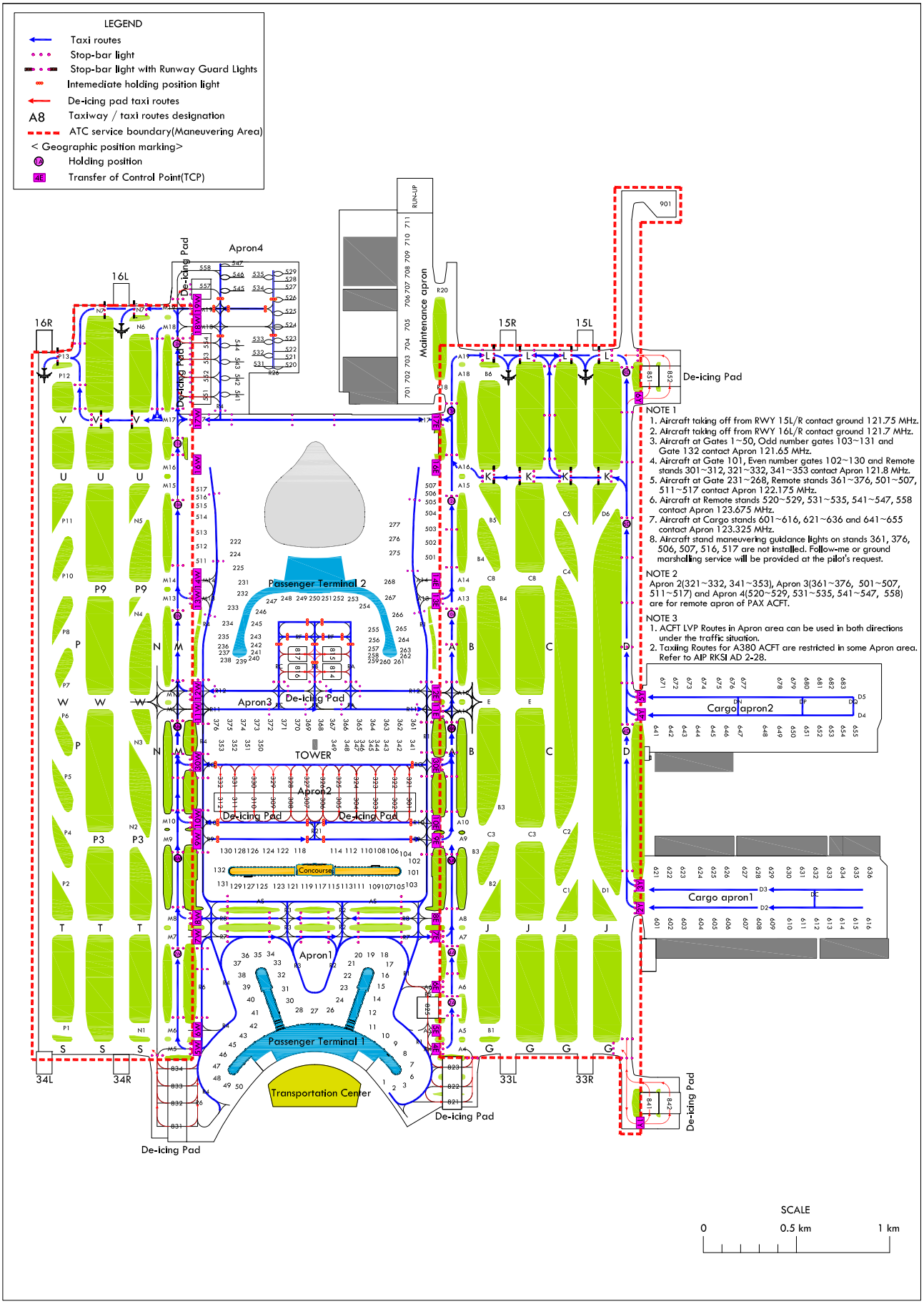
Change : Establishment of ACFT stands NR. 222, 224~225, 275~277 for apron 3.

LOW VISIBILITY PROCEDURE

AERODROME ELEV **7** m

GND CONTROL	121.75(E)	121.7(W)
APRON CONTROL	121.65	122.175 123.675
	121.8	123.325

SEOUL/Incheon Intl(RKSI)
RWY 15L/R, 16L/R
SMGCS - Departure Taxi Route



Change : Establishment of ACFT stands NR. 222, 224~225, 275~277 for apron 3.

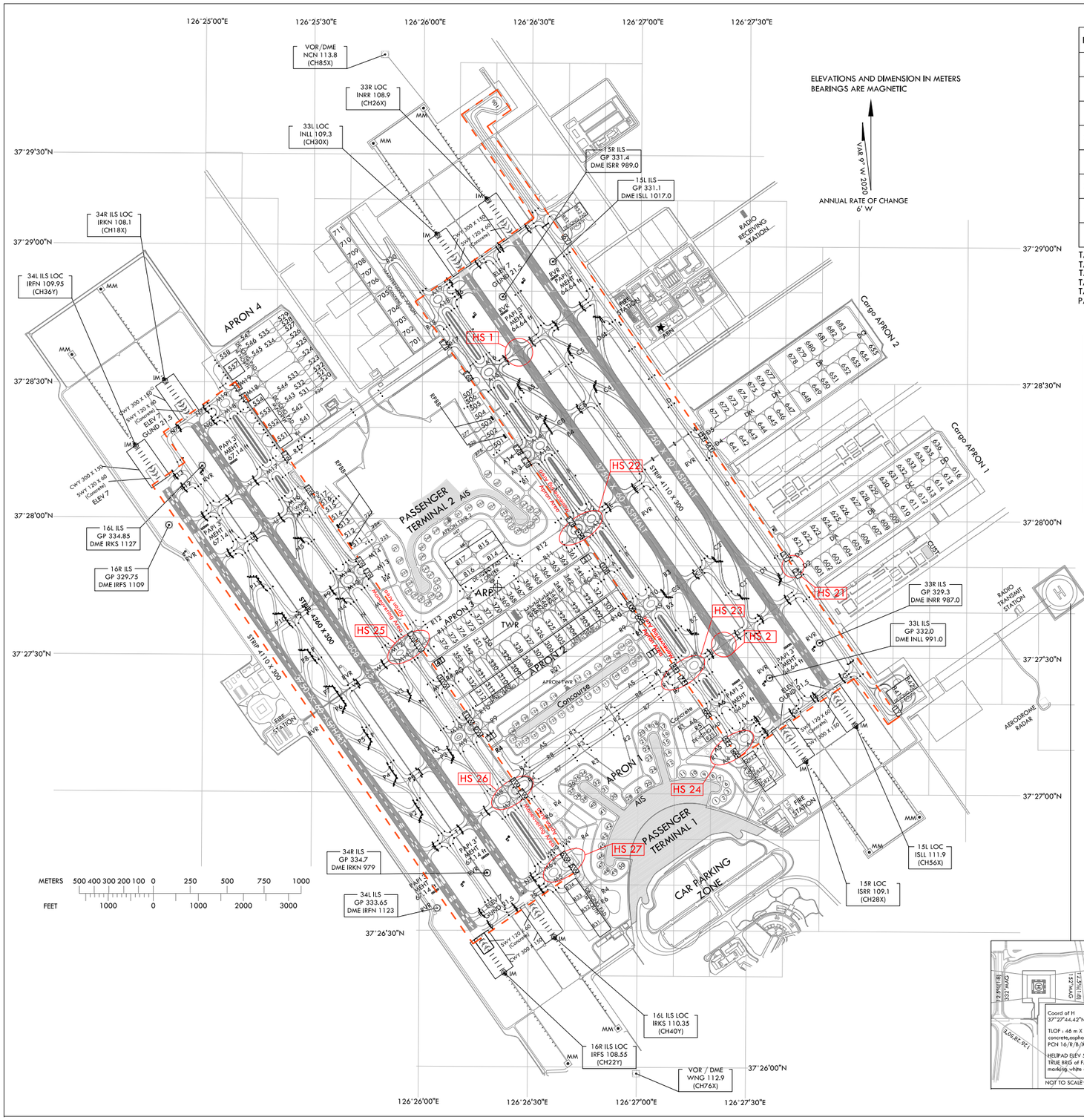
AERODROME CHART - ICAO

37°27'45"N
126°26'21"E

ELEV **7** m

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

SEOUL / Incheon Intl



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

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

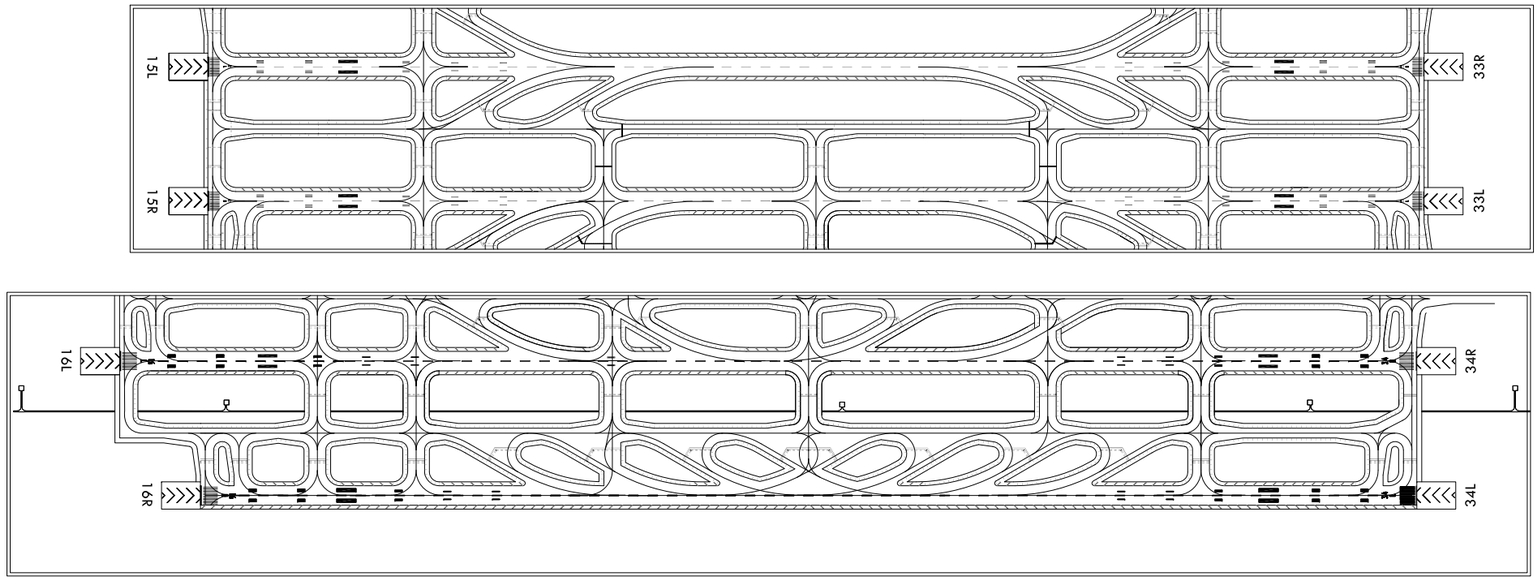
HS 1	AIRCRAFT TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33L WITHOUT ATC AUTHORIZATION.
HS 2	AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R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

LEGEND	
WNG 112.9	VOR check-point and frequency
	Stop-bar light
	Runway holding position
R4	Taxi lane
50	Gate
201	Remote stand
	Open channel
	ATC service boundary (Maneuvering area)
1E	Transfer of control point (TCP)
	Hot spot
	RPBB (Remote Passenger Boarding Bridge)

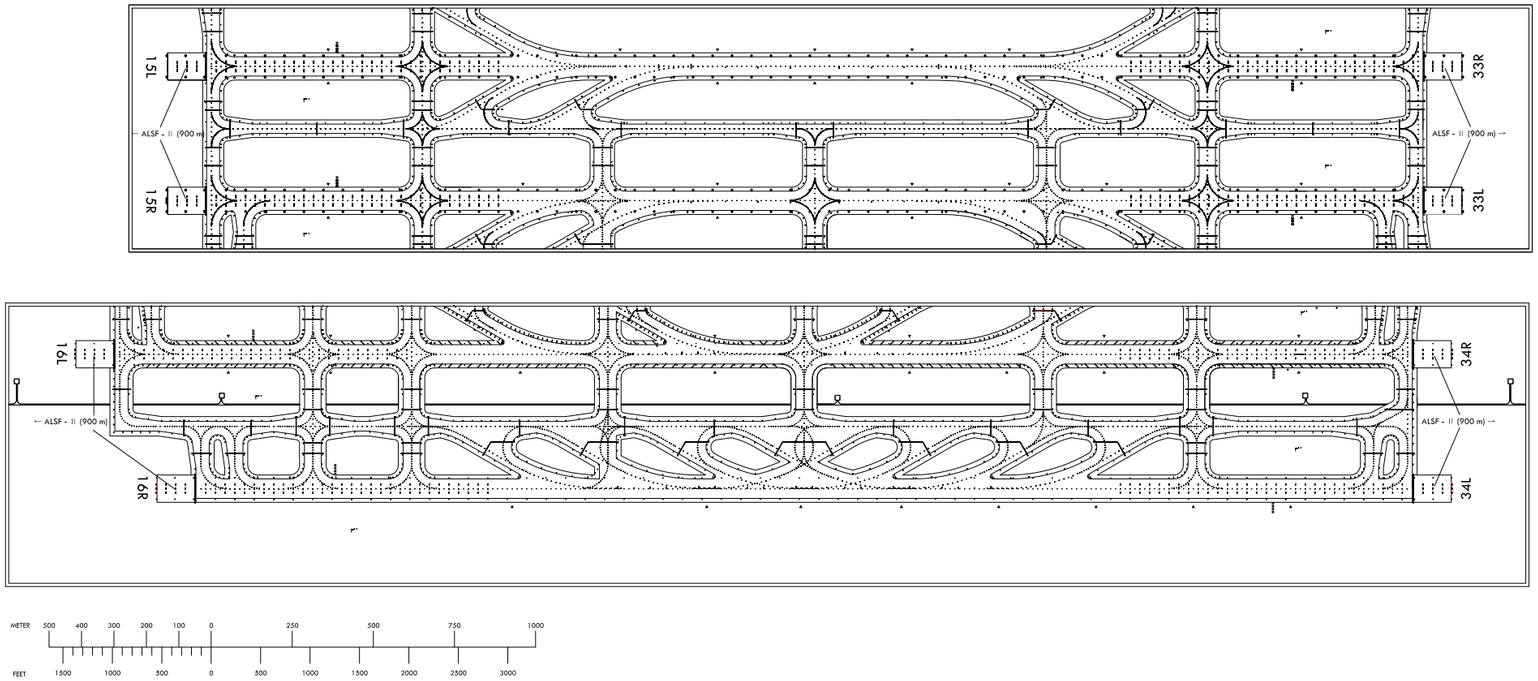
Note
Aircraft shall not taxi into maneuvering area without clearance from Incheon Tower or Ground.

Change : Establishment of ACFT stands NR. 222, 224~225, 275~277 for apron 3.

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



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



AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV **6** m

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

SEOUL / Incheon Intl

ELEVATIONS AND DIMENSIONS IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2020

ANNUAL RATE OF CHANGE
6' W

Note 1
For Gate 11 and 42, pilots need to pay extra caution to follow the lead-in lines, which may require more than two turns.
Note 2
Aircraft shall not taxi into maneuvering area without clearance from Incheon Tower or Ground.

LEGEND	
WNG 112.9	VOR check-point and frequency
	Runway holding position
R4	Taxi lane
50	Gate
301	Remote stand
	Open channel
1E	Transfer of control point(TCP)
	ATC sevice boundary (Maneuvering area)
	Hot spot
	RPBB (Remote Passenger Boarding Bridge)

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

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

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

Change : Establishment of ACFT stands NR. 222, 224~225, 275~277 for apron 3.

Apron 1

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
1	37°26'59.01"N	126°27'21.53"E	5 m	C
2	37°26'59.38"N	126°27'23.37"E	5 m	C
3	37°27'00.33"N	126°27'24.14"E	5 m	C, D
6	37°27'01.79"N	126°27'23.98"E	5 m	C, D, E
7	37°27'02.98"N	126°27'23.02"E	5 m	C, D, E
8	37°27'03.62"N	126°27'20.95"E	5 m	C, D, E, F
9	37°27'03.96"N	126°27'18.19"E	5 m	C, D, E
10	37°27'04.12"N	126°27'15.38"E	5 m	C, D, E, F
11	37°27'04.19"N	126°27'12.44"E	5 m	C
12	37°27'06.48"N	126°27'08.52"E	5 m	C, D, E, F
14	37°27'09.00"N	126°27'07.74"E	5 m	C, D, E
15	37°27'11.32"N	126°27'07.15"E	5 m	C, D, E, F
16	37°27'13.32"N	126°27'07.12"E	5 m	C
17	37°27'14.82"N	126°27'05.90"E	5 m	C, D, E, F
18	37°27'15.19"N	126°27'04.57"E	5 m	C
19	37°27'13.98"N	126°27'02.66"E	5 m	D, E
20	37°27'13.32"N	126°27'00.96"E	5 m	C, D
21	37°27'11.65"N	126°27'01.52"E	5 m	D, E
22	37°27'10.19"N	126°27'02.56"E	5 m	C, D, E
23	37°27'07.88"N	126°27'03.21"E	5 m	C, D, E
24	37°27'05.55"N	126°27'04.60"E	5 m	C, D, E
26	37°27'01.98"N	126°27'02.98"E	5 m	D, E
27	37°27'00.61"N	126°27'00.33"E	5 m	C, D, E
28	37°26'58.98"N	126°26'57.90"E	5 m	C, D, E
30	37°26'59.02"N	126°26'52.99"E	5 m	C, D, E
31	37°27'00.76"N	126°26'50.75"E	5 m	C, D, E
32	37°27'02.09"N	126°26'48.30"E	5 m	C, D, E
33	37°27'03.49"N	126°26'46.48"E	5 m	C, D, E
34	37°27'04.47"N	126°26'44.84"E	5 m	C, D
35	37°27'03.10"N	126°26'43.40"E	5 m	C, D, E
36	37°27'01.99"N	126°26'41.98"E	5 m	C, D
37	37°27'00.42"N	126°26'42.00"E	5 m	C, D
38	37°26'59.63"N	126°26'43.22"E	5 m	C, D
39	37°26'59.22"N	126°26'45.25"E	5 m	D, E
40	37°26'57.92"N	126°26'47.76"E	5 m	D, E
41	37°26'56.42"N	126°26'50.64"E	5 m	C, D, E
42	37°26'52.80"N	126°26'52.08"E	5 m	C
43	37°26'50.53"N	126°26'51.16"E	5 m	C, D, E, F
45	37°26'48.40"N	126°26'50.48"E	5 m	C, D, E
46	37°26'46.20"N	126°26'50.12"E	5 m	C, D, E, F
47	37°26'44.31"N	126°26'49.97"E	5 m	C, D, E
48	37°26'43.08"N	126°26'51.58"E	5 m	C, D, E
49	37°26'42.96"N	126°26'53.31"E	5 m	D, E
50	37°26'44.24"N	126°26'55.57"E	5 m	C, D, E
103	37°27'29.61"N	126°27'00.02"E	5 m	C
105	37°27'28.47"N	126°26'58.60"E	5 m	C, D
107	37°27'27.37"N	126°26'55.96"E	5 m	C, D, E
109	37°27'26.01"N	126°26'53.56"E	5 m	C, D, E
111	37°27'24.37"N	126°26'50.65"E	5 m	C, D, E
113	37°27'23.01"N	126°26'48.25"E	5 m	C, D, E
115	37°27'21.35"N	126°26'46.10"E	5 m	C, D
117	37°27'20.09"N	126°26'43.75"E	5 m	C, D
119	37°27'18.68"N	126°26'41.24"E	5 m	D
121	37°27'17.57"N	126°26'38.62"E	5 m	C, D, E
123	37°27'16.21"N	126°26'36.21"E	5 m	C, D, E
125	37°27'14.44"N	126°26'33.47"E	5 m	C, D, E
127	37°27'12.93"N	126°26'31.20"E	5 m	C, D
129	37°27'11.95"N	126°26'28.78"E	5 m	C, D
131	37°27'10.96"N	126°26'27.53"E	5 m	C, D, E
132	37°27'11.83"N	126°26'26.00"E	5 m	C, D

Run-up Area

* Engine Run-up Area : North of Maintenance Apron
** In case of the Run-up area U/S, 14A(North part of TWY A) can be allocated as Temporary run-up area.

Apron 2

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
101	37°27'31.17"N	126°26'57.99"E	5 m	C
102	37°27'32.40"N	126°26'56.80"E	6 m	C
104	37°27'31.69"N	126°26'55.45"E	6 m	C, D
106	37°27'30.28"N	126°26'54.22"E	5 m	C, D, E, F
108	37°27'29.12"N	126°26'51.63"E	6 m	C, D, E
110	37°27'27.40"N	126°26'49.17"E	6 m	C, D, E, F
112	37°27'25.76"N	126°26'46.27"E	6 m	C, D, E, F
114	37°27'24.79"N	126°26'43.46"E	6 m	C, D
118	37°27'20.81"N	126°26'36.98"E	6 m	C, D, E
122	37°27'19.02"N	126°26'34.35"E	6 m	C, D, E, F
124	37°27'17.52"N	126°26'31.69"E	5 m	C, D, E
126	37°27'16.02"N	126°26'29.04"E	5 m	C, D, E, F
128	37°27'15.04"N	126°26'26.25"E	5 m	C, D
130	37°27'13.78"N	126°26'24.86"E	5 m	C, D, E
321	37°27'42.95"N	126°26'48.77"E	5 m	A ~ C
322	37°27'41.39"N	126°26'46.17"E	5 m	A ~ F
323	37°27'39.40"N	126°26'42.64"E	5 m	A ~ F
324	37°27'37.40"N	126°26'39.11"E	5 m	A ~ F
325	37°27'35.57"N	126°26'35.87"E	5 m	A ~ E
326	37°27'33.91"N	126°26'32.92"E	5 m	A ~ E
327	37°27'32.24"N	126°26'29.98"E	5 m	A ~ E
328	37°27'30.58"N	126°26'27.03"E	5 m	A ~ E
329	37°27'28.75"N	126°26'23.80"E	5 m	A ~ F
330	37°27'26.75"N	126°26'20.27"E	5 m	A ~ F
331	37°27'24.76"N	126°26'16.74"E	5 m	A ~ F
332	37°27'23.31"N	126°26'14.03"E	5 m	A ~ C
341	37°27'49.32" N	126°26'42.05"E	5 m	A ~ F
342	37°27'47.68" N	126°26'39.15"E	5 m	A ~ F
343	37°27'46.07" N	126°26'36.30"E	5 m	A ~ E
344	37°27'44.22" N	126°26'34.91"E	5 m	A ~ C
345	37°27'43.46" N	126°26'33.57"E	5 m	A ~ C
346	37°27'42.70" N	126°26'32.22"E	5 m	A ~ C
347	37°27'41.94" N	126°26'30.88"E	5 m	A ~ C
348	37°27'41.18" N	126°26'29.53"E	5 m	A ~ C
349	37°27'40.42" N	126°26'28.19"E	5 m	A ~ C
350	37°27'34.01" N	126°26'16.84"E	5 m	A ~ C
351	37°27'33.62" N	126°26'14.28"E	5 m	A ~ E
352	37°27'32.12" N	126°26'11.63"E	5 m	A ~ F
353	37°27'30.48" N	126°26'08.73"E	5 m	A ~ F

Apron 3

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
222	37°28'01.08"N	126°25'46.89"E	6 m	C, D, E
224	37°27'58.83"N	126°25'48.98"E	6 m	C, D, E, F
225	37°27'56.10"N	126°25'51.51"E	6 m	C, D, E, F
231	37°27'53.50"N	126°25'53.73"E	6 m	C, D, E, F
232	37°27'50.63"N	126°25'55.11"E	6 m	C, D, E, F
233	37°27'48.07"N	126°25'56.43"E	6 m	C, D, E, F
234	37°27'45.25"N	126°25'57.65"E	6 m	C, D, E, F
235	37°27'43.43"N	126°25'58.43"E	6 m	C, D, E
236	37°27'41.63"N	126°25'59.34"E	5 m	C
237	37°27'41.95"N	126°26'00.49"E	5 m	C
238	37°27'41.95"N	126°26'02.41"E	5 m	C
239	37°27'42.57"N	126°26'03.75"E	5 m	C
240	37°27'43.84"N	126°26'03.91"E	5 m	C
241	37°27'45.11"N	126°26'04.57"E	6 m	C, D, E
242	37°27'46.48"N	126°26'03.41"E	6 m	C, D, E
243	37°27'48.32"N	126°26'02.55"E	6 m	C
245	37°27'48.94"N	126°26'00.76"E	6 m	C
246	37°27'51.45"N	126°25'59.22"E	6 m	C, D, E
247	37°27'55.00"N	126°25'59.73"E	6 m	C, D, E
248	37°27'57.26"N	126°26'02.24"E	6 m	C, D, E
249	37°27'58.75"N	126°26'04.92"E	6 m	C, D, E
250	37°27'59.11"N	126°26'07.52"E	6 m	C
251	37°28'01.48"N	126°26'09.77"E	6 m	C, D, E
252	37°28'03.02"N	126°26'12.43"E	6 m	C, D, E
253	37°28'04.15"N	126°26'15.83"E	6 m	C, D, E
254	37°28'03.39"N	126°26'20.27"E	6 m	C, D, E
255	37°28'00.46"N	126°26'23.80"E	6 m	C, D, E
256	37°27'58.59"N	126°26'25.00"E	6 m	C, D, E
257	37°27'57.32"N	126°26'26.21"E	6 m	C, D, E
258	37°27'56.59"N	126°26'27.91"E	5 m	C
259	37°27'57.47"N	126°26'28.63"E	5 m	C
260	37°27'58.31"N	126°26'30.31"E	5 m	C
261	37°27'59.23"N	126°26'31.37"E	5 m	C
262	37°28'00.14"N	126°26'30.66"E	6 m	C
263	37°28'01.52"N	126°26'29.98"E	6 m	E
264	37°28'02.61"N	126°26'27.99"E	6 m	C, D, E, F
265	37°28'04.51"N	126°26'25.12"E	6 m	C, D, E, F
266	37°28'06.25"N	126°26'22.61"E	6 m	C, D, E, F
267	37°28'08.33"N	126°26'19.82"E	6 m	C, D, E, F
268	37°28'10.50"N	126°26'17.17"E	6 m	C, D, E, F
275	37°28'13.44"N	126°26'14.89"E	6 m	C, D, E, F
276	37°28'15.65"N	126°26'13.09"E	6 m	C, D, E
277	37°28'17.62"N	126°26'11.48"E	6 m	C, D, E
361	37°27'51.51"N	126°26'40.93"E	5 m	A ~ C
362	37°27'49.79"N	126°26'39.36"E	5 m	A ~ E
363	37°27'48.43"N	126°26'36.95"E	5 m	A ~ E
364	37°27'47.07"N	126°26'34.54"E	5 m	A ~ E
365	37°27'45.71"N	126°26'32.14"E	5 m	A ~ E
366	37°27'44.35"N	126°26'29.73"E	5 m	A ~ E
367	37°27'42.99"N	126°26'27.32"E	5 m	A ~ E
368	37°27'42.44"N	126°26'24.88"E	5 m	A ~ C
369	37°27'41.09"N	126°25'22.49"E	5 m	A ~ C
370	37°27'39.46"N	126°26'21.08"E	5 m	A ~ E
371	37°27'38.10"N	126°26'18.68"E	5 m	A ~ E
372	37°27'36.74"N	126°26'16.27"E	5 m	A ~ E
373	37°27'35.38"N	126°26'13.86"E	5 m	A ~ E
374	37°27'34.02"N	126°26'11.46"E	5 m	A ~ E
375	37°27'32.66"N	126°26'09.05"E	5 m	A ~ E
376	37°27'32.05"N	126°26'06.50"E	5 m	A ~ C
501	37°28'17.62"N	126°26'24.10"E	5 m	A ~ F
502	37°28'19.80"N	126°26'22.19"E	5 m	A ~ F
503	37°28'21.77"N	126°26'20.43"E	5 m	A ~ E
504	37°28'23.70"N	126°26'18.71"E	5 m	A ~ E
505	37°28'25.47"N	126°26'17.15"E	5 m	A ~ D
506	37°28'26.85"N	126°26'15.84"E	5 m	A ~ C
507	37°28'27.93"N	126°26'14.87"E	5 m	A ~ C
511	37°27'53.23"N	126°25'41.01"E	5 m	A ~ F
512	37°27'55.40"N	126°25'39.08"E	5 m	A ~ F
513	37°27'57.37"N	126°25'37.32"E	5 m	A ~ E
514	37°27'59.30"N	126°25'35.61"E	5 m	A ~ E
515	37°28'01.06"N	126°25'34.03"E	5 m	A ~ D
516	37°28'02.47"N	126°25'32.76"E	5 m	A ~ C
517	37°28'03.55"N	126°25'31.80"E	5 m	A ~ C

Apron 4

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
520	37°28'30.58"N	126°25'33.83"E	5 m	A ~ C
521	37°28'31.54"N	126°25'32.62"E	5 m	A ~ C
522	37°28'32.61"N	126°25'31.66"E	5 m	A ~ C
523	37°28'34.58"N	126°25'31.07"E	5 m	A ~ E
524	37°28'36.50"N	126°25'29.37"E	5 m	A ~ E
525	37°28'38.42"N	126°25'27.66"E	5 m	A ~ E
526	37°28'40.34"N	126°25'25.95"E	5 m	A ~ E
527	37°28'41.44"N	126°25'23.81"E	5 m	A ~ C
528	37°28'42.51"N	126°25'22.86"E	5 m	A ~ C
529	37°28'43.71"N	126°25'22.14"E	5 m	A ~ C
531	37°28'26.95"N	126°25'27.30"E	5 m	A ~ C
532	37°28'28.24"N	126°25'25.51"E	5 m	A ~ E
533	37°28'30.16"N	126°25'23.80"E	5 m	A ~ E
534	37°28'37.38"N	126°25'17.38"E	5 m	A ~ E
535	37°28'39.29"N	126°25'15.67"E	5 m	A ~ E
541	37°28'21.85"N	126°25'29.06"E	5 m	A ~ F
542	37°28'24.17"N	126°25'27.00"E	5 m	A ~ F
543	37°28'26.48"N	126°25'24.94"E	5 m	A ~ F
544	37°28'28.80"N	126°25'22.88"E	5 m	A ~ F
545	37°28'36.59"N	126°25'15.99"E	5 m	A ~ E
546	37°28'38.51"N	126°25'14.28"E	5 m	A ~ E
547	37°28'39.96"N	126°25'12.77"E	5 m	A ~ C
558	37°28'34.40"N	126°25'04.70"E	5 m	A ~ E

Cargo Apron 1

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
601	37°27'47.85"N	126°27'49.55"E	6 m	A ~ E
602	37°27'49.21"N	126°27'51.96"E	6 m	A ~ E
603	37°27'50.57"N	126°27'54.37"E	6 m	A ~ F
604	37°27'52.30"N	126°27'57.44"E	6 m	A ~ F
605	37°27'53.66"N	126°27'59.84"E	6 m	A ~ E
606	37°27'55.02"N	126°28'02.25"E	6 m	A ~ F
607	37°27'56.76"N	126°28'05.32"E	6 m	A ~ F
608	37°27'58.12"N	126°28'07.73"E	6 m	A ~ E
609	37°27'59.48"N	126°28'10.14"E	6 m	A ~ E
610	37°28'01.21"N	126°28'13.21"E	6 m	A ~ E
611	37°28'02.57"N	126°28'15.61"E	6 m	A ~ E
612	37°28'03.93"N	126°28'18.02"E	6 m	A ~ E
613	37°28'05.34"N	126°28'20.38"E	6 m	A ~ E
614	37°28'06.70"N	126°28'22.79"E	6 m	A ~ E
615	37°28'08.06"N	126°28'25.19"E	6 m	A ~ E
616	37°28'09.42"N	126°28'27.60"E	6 m	A ~ F
621	37°27'56.09"N	126°27'42.23"E	6 m	A ~ E
622	37°27'57.44"N	126°27'44.64"E	6 m	A ~ E
623	37°27'58.80"N	126°27'47.05"E	6 m	A ~ F
624	37°28'00.53"N	126°27'50.12"E	6 m	A ~ F
625	37°28'01.89"N	126°27'52.53"E	6 m	A ~ E
626	37°28'03.25"N	126°27'54.93"E	6 m	A ~ F
627	37°28'04.99"N	126°27'58.00"E	6 m	A ~ F
628	37°28'06.35"N	126°28'00.41"E	6 m	A ~ E
629	37°28'07.71"N	126°28'02.82"E	6 m	A ~ F
630	37°28'09.44"N	126°28'05.89"E	6 m	A ~ F
631	37°28'10.80"N	126 28'08.30"E	6 m	A ~ E
632	37°28'12.16"N	126°28'10.70"E	6 m	A ~ E
633	37°28'13.48"N	126°28'13.14"E	6 m	A ~ E
634	37°28'14.84"N	126°28'15.54"E	6 m	A ~ E
635	37°28'16.20"N	126°28'17.95"E	6 m	A ~ E
636	37°28'17.56"N	126°28'20.36"E	6 m	A ~ F

Isolated Security Parking Position

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
901	37°29'32.58"N	126°26'20.52"E	5 m	A ~ F

Cargo Apron 2

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
641	37°28'14.44"N	126°27'26.30"E	6 m	A ~ F
642	37°28'16.08"N	126°27'28.84"E	6 m	A ~ E
643	37°28'17.44"N	126°27'31.24"E	6 m	A ~ E
644	37°28'18.80"N	126°27'34.02"E	6 m	A ~ F
645	37°28'20.40"N	126°27'36.55"E	6 m	A ~ E
646	37°28'21.76"N	126°27'38.96"E	6 m	A ~ E
647	37°28'23.13"N	126°27'41.37"E	6 m	A ~ F
648	37°28'25.70"N	126°27'45.82"E	6 m	A ~ F
649	37°28'27.46"N	126°27'48.57"E	6 m	A ~ E
650	37°28'28.82"N	126°27'50.97"E	6 m	A ~ E
651	37°28'30.18"N	126°27'53.38"E	6 m	A ~ E
652	37°28'31.87"N	126°27'56.74"E	6 m	A ~ F
653	37°28'33.51"N	126°27'59.27"E	6 m	A ~ E
654	37°28'34.87"N	126°28'01.68"E	6 m	A ~ E
655	37°28'36.23"N	126°28'04.09"E	6 m	A ~ F
671	37°28'24.41"N	126°27'18.95"E	6 m	A ~ F
672	37°28'25.78"N	126°27'21.75"E	6 m	A ~ E
673	37°28'27.14"N	126°27'24.16"E	6 m	A ~ E
674	37°28'28.78"N	126°27'26.69"E	6 m	A ~ F
675	37°28'30.14"N	126°27'29.47"E	6 m	A ~ E
676	37°28'31.50"N	126°27'31.88"E	6 m	A ~ E
677	37°28'32.86"N	126°27'34.28"E	6 m	A ~ E
678	37°28'36.42"N	126°27'40.58"E	6 m	A ~ E
679	37°28'37.78"N	126°27'42.98"E	6 m	A ~ E
680	37°28'39.14"N	126°27'45.41"E	6 m	A ~ E
681	37°28'41.11"N	126°27'48.52"E	6 m	A ~ F
682	37°28'42.48"N	126°27'51.32"E	6 m	A ~ E
683	37°28'43.84"N	126°27'53.73"E	6 m	A ~ E

Maintenance Apron

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
701	37°28'38.17"N	126°25'56.92"E	5 m	A ~ F
702	37°28'40.54"N	126°25'55.13"E	5 m	A ~ E
703	37°28'42.79"N	126°25'53.13"E	5 m	A ~ E
704	37°28'45.07"N	126°25'50.82"E	5 m	A ~ F
705	37°28'47.82"N	126°25'48.37"E	5 m	A ~ F
706	37°28'51.33"N	126°25'45.53"E	5 m	A ~ E
707	37°28'53.25"N	126°25'43.82"E	5 m	A ~ E
708	37°28'55.44"N	126°25'41.87"E	5 m	A ~ E
709	37°28'57.64"N	126°25'39.91"E	5 m	A ~ F
710	37°28'59.91"N	126°25'37.61"E	5 m	A ~ F
711	37°29'02.32"N	126°25'35.53"E	5 m	A ~ E

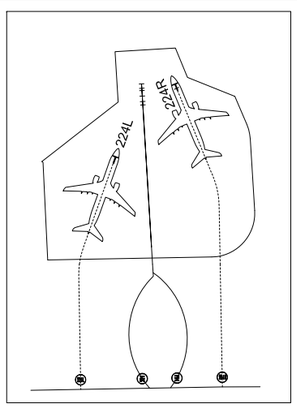
Deicing Apron

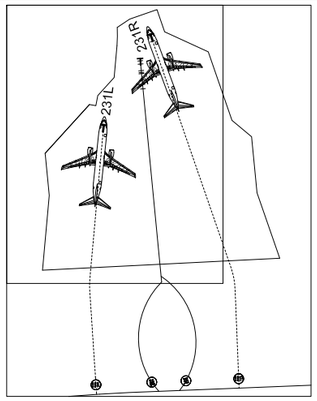
	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
301	37°27'40.02"N	126°26'51.37"E	5 m	A ~ C
302	37°27'38.47"N	126°26 48.77"E	5 m	A ~ F
303	37°27'36.47"N	126°26 45.24"E	5 m	A ~ F
304	37°27'34.48"N	126°26 41.71"E	5 m	A ~ F
305	37°27'32.64"N	126°26'38.47"E	5 m	A ~ E
306	37°27'30.98"N	126°26'35.53"E	5 m	A ~ E
307	37°27'29.32"N	126°26'32.58"E	5 m	A ~ E
308	37°27'27.66"N	126°26'29.64"E	5 m	A ~ E
309	37°27'25.83"N	126°26'26.40"E	5 m	A ~ F
310	37°27'23.83"N	126°26'22.87"E	5 m	A ~ F
311	37°27'21.83"N	126°26'19.34"E	5 m	A ~ F
312	37°27'20.39"N	126°26'16.64"E	5 m	A ~ C
551	37°28'16.56"N	126°25'20.59"E	5 m	A ~ F
552	37°28'19.34"N	126°25'18.11"E	5 m	A ~ F
553	37°28'21.89"N	126°25'15.84"E	5 m	A ~ E
554	37°28'24.21"N	126°25'13.78"E	5 m	A ~ E
557	37°28'31.86"N	126°25'06.97"E	5 m	A ~ F
814	37°27'52.01"N	126°26'20.89"E	6 m	A ~ E
815	37°27'54.52"N	126°26'18.67"E	6 m	A ~ E
816	37°27'47.26"N	126°26'12.48"E	6 m	A ~ E
817	37°27'49.76"N	126°26'10.25"E	5 m	A ~ E
821	37°27'02.96"N	126°27'36.40"E	5 m	A ~ E
822	37°27'05.14"N	126°27'34.46"E	5 m	A ~ E
823	37°27'07.88"N	126°27'32.02"E	5 m	A ~ F
825	37°27'12.58"N	126°27'19.93"E	5 m	A ~ F
831	37°26'30.63"N	126°26'48.42"E	5 m	A ~ F
832	37°26'33.99"N	126°26'45.57"E	5 m	A ~ E
833	37°26'36.43"N	126°26'43.41"E	5 m	A ~ E
834	37°26'38.86"N	126°26'41.24"E	5 m	A ~ E
841	37°27'22.89"N	126°28'10.08"E	6 m	A ~ F
842	37°27'25.06"N	126°28'13.55"E	6 m	A ~ F
851	37°29'06.04"N	126°26'38.35"E	5 m	A ~ F
852	37°29'08.26"N	126°26 41.78"E	5 m	A ~ F

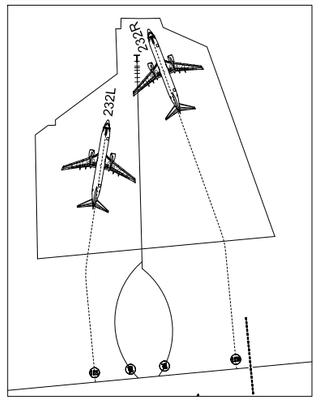
Note : Refer to RKSI AD 2.20, 12. Special notice to ICAO Code F aircraft(A380 & B747-8) operators for ICAO Code F aircraft stands including multiple use stands.

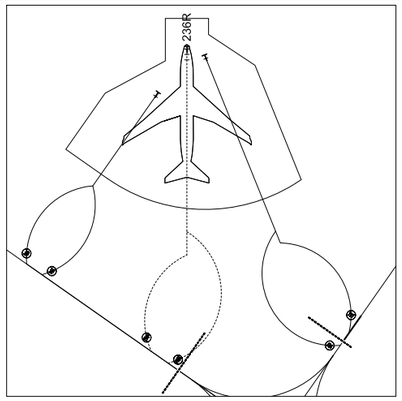
Change : Establishment of ACFT stands NR. 222, 224~225, 275~277 for apron 3.

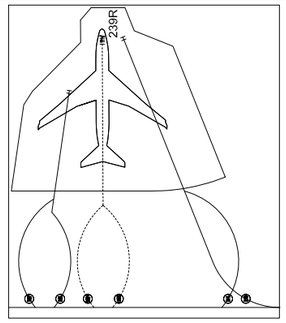
Multiple use stands operation

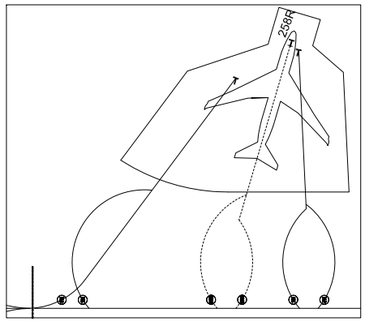


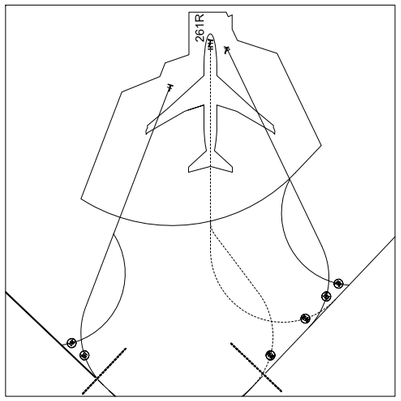


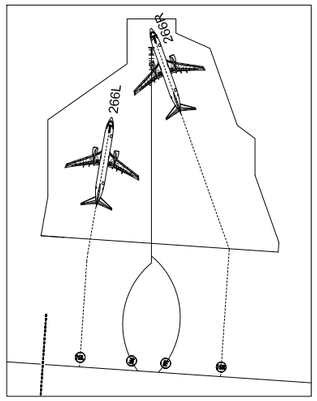


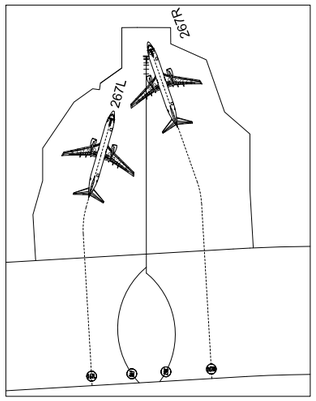


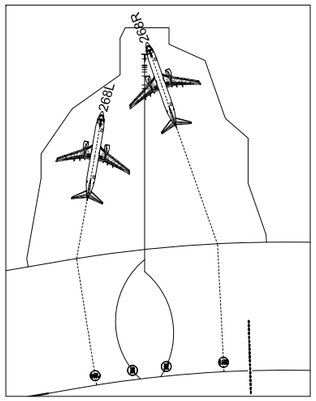


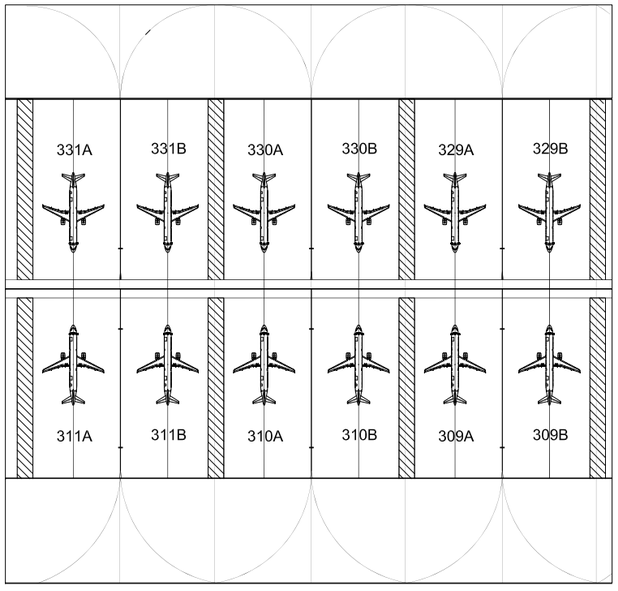


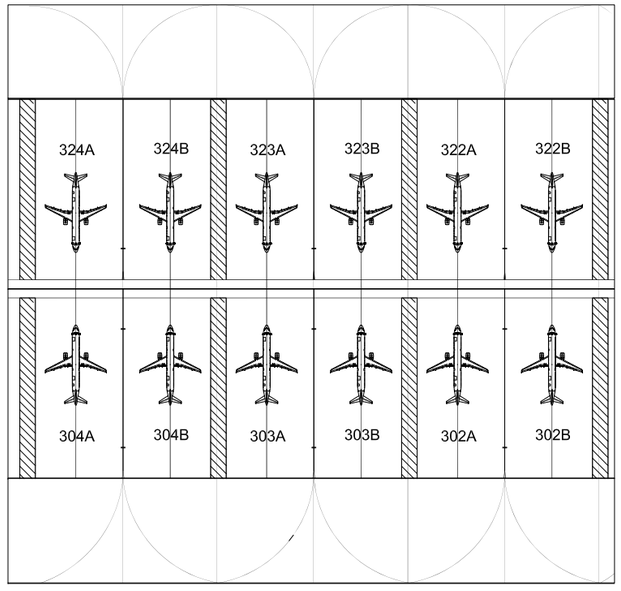


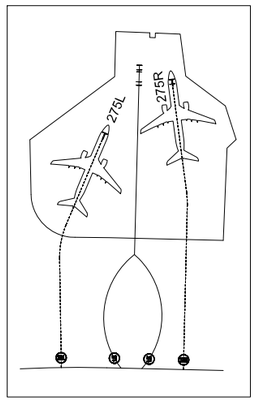












		INS COORDINATES FOR AIRCRAFT STANDS		
		WGS-84		ELEV(AMSL)
224	L	37°27'58.53"N	126°25'47.61"E	6 m
	R	37°27'58.43"N	126°25'49.33"E	6 m
231	L	37°27'53.63"N	126°25'52.33"E	6 m
	R	37°27'53.49"N	126°25'54.22"E	6 m
232	L	37°27'50.70"N	126°25'53.65"E	6 m
	R	37°27'50.51"N	126°25'55.53"E	6 m
236	R	37°27'42.18"N	126°26'00.21"E	6 m
239	R	37°27'43.60"N	126°26'03.66"E	6 m
258	R	37°27'57.53"N	126°26'28.40"E	6 m
261	R	37°27'59.96"N	126°26'30.72"E	6 m
266	L	37°28'06.75"N	126°26'24.13"E	6 m
	R	37°28'06.14"N	126°26'22.44"E	6 m
267	L	37°28'08.58"N	126°26'21.11"E	6 m
	R	37°28'08.28"N	126°26'19.65"E	6 m
268	L	37°28'10.56"N	126°26'18.63"E	6 m
	R	37°28'10.51"N	126°26'17.04"E	6 m
275	L	37°28'13.60"N	126°26'16.27"E	6 m
	R	37°28'21.95"N	126°26'14.76"E	6 m
302	A	37°27'39.66"N	126°26'46.39"E	5 m
	B	37°27'40.65"N	126°26'48.14"E	5 m
303	A	37°27'37.67"N	126°26'42.86"E	5 m
	B	37°27'38.66"N	126°26'44.61"E	5 m
304	A	37°27'35.68"N	126°26'39.34"E	5 m
	B	37°27'36.66"N	126°26'41.08"E	5 m
309	A	37°27'27.02"N	126°26'24.02"E	5 m
	B	37°27'28.00"N	126°26'25.77"E	5 m
310	A	37°27'25.03"N	126°26'20.50"E	5 m
	B	37°27'26.02"N	126°26'22.25"E	5 m
311	A	37°27'23.03"N	126°26'16.97"E	5 m
	B	37°27'24.02"N	126°26'18.72"E	5 m
322	A	37°27'40.96"N	126°26'45.24"E	5 m
	B	37°27'41.94"N	126°26'46.99"E	5 m
323	A	37°27'38.96"N	126°26'41.72"E	5 m
	B	37°27'39.95"N	126°26'43.46"E	5 m
324	A	37°27'36.97"N	126°26'38.19"E	5 m
	B	37°27'37.95"N	126°26'39.93"E	5 m
329	A	37°27'28.31"N	126°26'22.88"E	5 m
	B	37°27'29.30"N	126°26'24.62"E	5 m
330	A	37°27'26.32"N	126°26'19.35"E	5 m
	B	37°27'27.31"N	126°26'21.10"E	5 m
331	A	37°27'24.33"N	126°26'15.82"E	5 m
	B	37°27'25.31"N	126°26'17.57"E	5 m

Stand NR	Availability
224L/R, 231L/R, 232L/R, 266L/R, 267L/R, 268L/R, 275L/R, 302A/B, 303A/B, 304A/B, 309A/B, 310A/B, 311A/B, 322A/B, 323A/B, 324A/B, 329A/B, 330A/B, 331A/B	Available for aircraft up to "C" code.
236R, 239R, 258R, 261R	Available for aircraft up to "F" code.

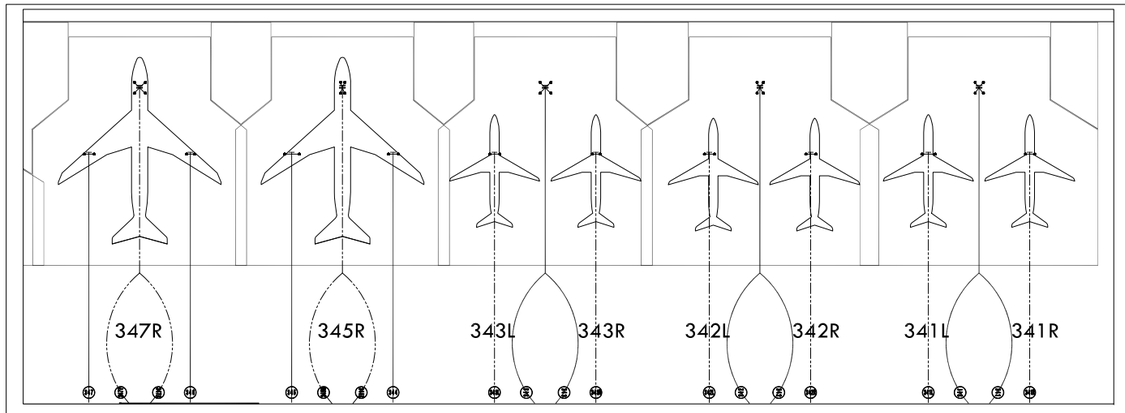
For details, please contact to confirm with "the Apron Magt. Unit" at the telephone number 82-32-741-2991.

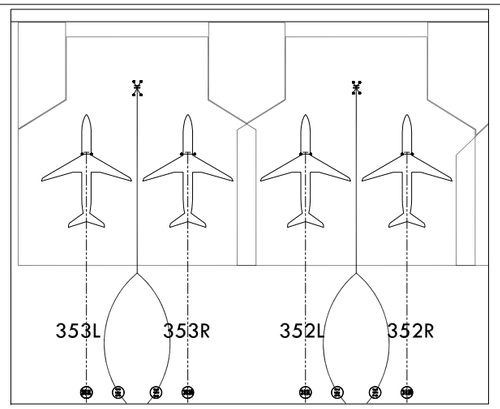
Note.
"B": Refer to Annex 14 to the Convention on International Civil Aviation, Volume I, Chapter 1, Table 1-1"Aerodrome reference code".

Code letter	Wing span
E	52 m up to but not including 65 m
D	36 m up to but not including 52 m
C	24 m up to but not including 36 m
B	15 m up to but not including 24 m

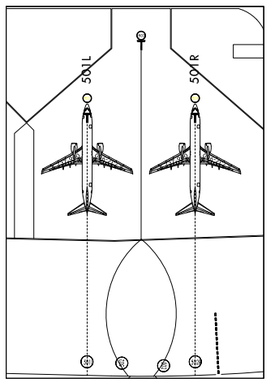
Change : Establishment of ACFT stands NR. 224 and 275 for apron 3.

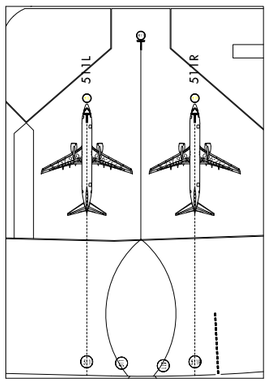
Multiple use stands operation

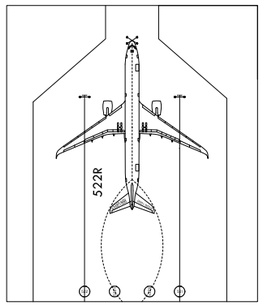


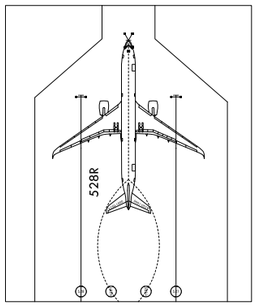


		INS COORDINATES FOR AIRCRAFT STANDS		
		WGS-84		ELEV(AMSL)
341	L	37°27'48.23"N	126°26'42.01"E	6 m
	R	37°27'48.99"N	126°26'43.35"E	6 m
342	L	37°27'46.59"N	126°26'39.11"E	6 m
	R	37°27'47.35"N	126°26'40.45"E	6 m
343	L	37°27'44.98"N	126°26'36.26"E	6 m
	R	37°27'45.74"N	126°26'37.60"E	6 m
345	R	37°27'44.55"N	126°26'33.61"E	6 m
347	R	37°27'43.03"N	126°26'30.92"E	6 m
352	L	37°27'31.04"N	126°26'11.59"E	6 m
	R	37°27'31.80"N	126°26'12.93"E	6 m
353	L	37°27'29.39"N	126°26'08.68"E	6 m
	R	37°27'30.15"N	126°26'10.03"E	6 m
501	L	37°28'17.68"N	126°26'22.79"E	6 m
	R	37°28'16.61"N	126°26'23.75"E	6 m
511	L	37°27'53.15"N	126°25'42.29"E	6 m
	R	37°27'54.22"N	126°25'41.34"E	6 m
522	R	37°28'32.51"N	126°25'32.91"E	5 m
528	R	37°28'42.41"N	126°25'24.10"E	5 m
541	L	37°28'22.33"N	126°25'28.47"E	5 m
	R	37°28'21.26"N	126°25'29.42"E	5 m
542	L	37°28'24.64"N	126°25'26.41"E	5 m
	R	37°28'23.57"N	126°25'27.36"E	5 m
543	L	37°28'26.96"N	126°25'24.35"E	5 m
	R	37°28'25.88"N	126°25'25.30"E	5 m
544	L	37°28'29.27"N	126°25'22.29"E	5 m
	R	37°28'28.20"N	126°25'23.24"E	5 m
551	A	37°28'17.29"N	126°25'20.03"E	5 m
	B	37°28'15.90"N	126°25'21.27"E	5 m
552	A	37°28'20.07"N	126°25'17.55"E	5 m
	B	37°28'18.68"N	126°25'18.79"E	5 m
557	A	37°28'32.59"N	126°25'06.41"E	5 m
	B	37°28'31.20"N	126°25'07.65"E	5 m





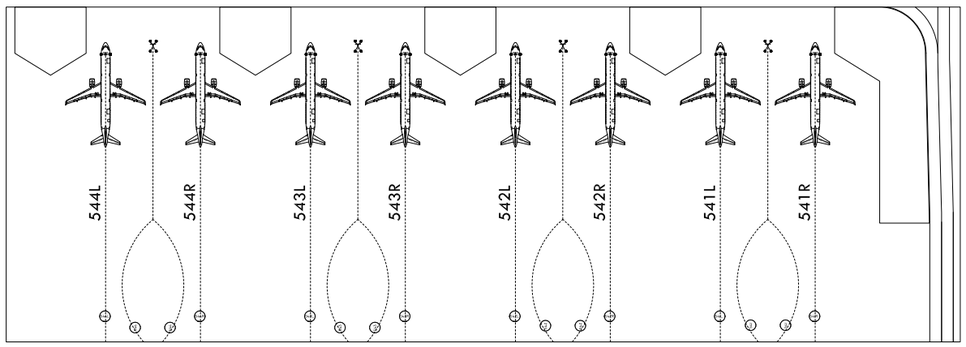


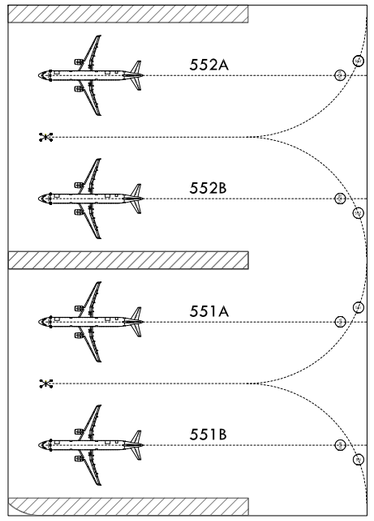


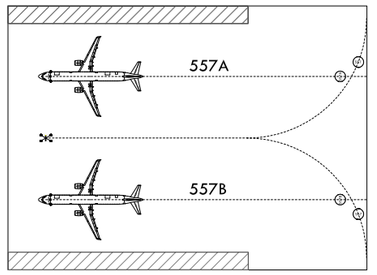
Stand NR.	Availability
341L/R, 342L/R, 343L/R, 352L/R, 353L/R, 501L/R, 511L/R, 541L/R, 542L/R, 543L/R, 544L/R, 551A/B, 552A/B, 557A/B	Available for aircraft up to "C" code.
345R, 347R, 522R, 528R	Available for aircraft up to "E" code.
For details, please contact to confirm with "the Apron Magt. Unit" at the telephone number 82-32-741-2991.	

Note.
"B": Refer to Annex 14 to the Convention on International Civil Aviation, Volume I, Chapter 1, Table 1-1"Aerodrome reference code".

Code letter	Wing span
E	52 m up to but not including 65 m
D	36 m up to but not including 52 m
C	24 m up to but not including 36 m
B	15 m up to but not including 24 m







AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **6** m

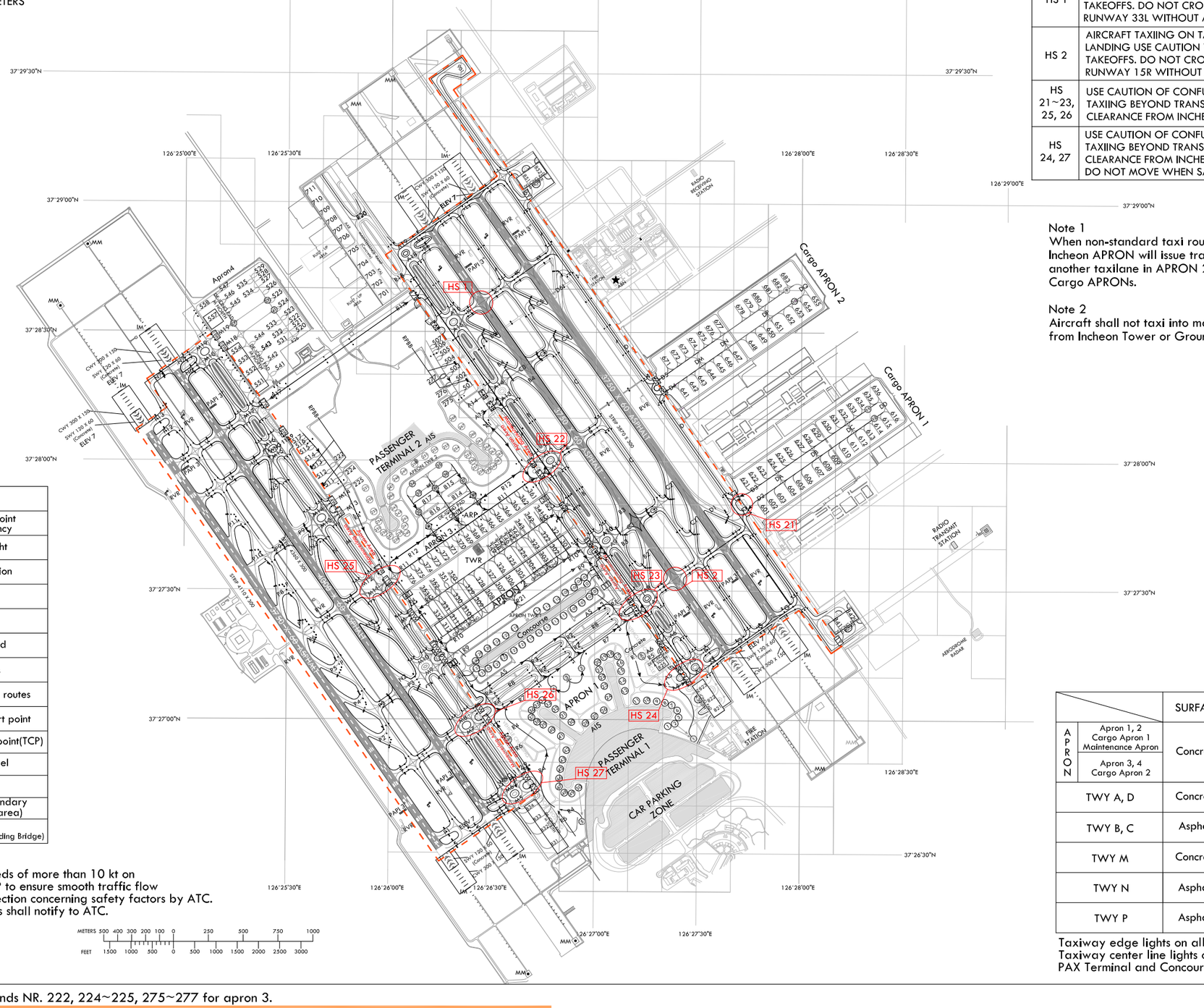
TWR	118.2(E)	118.8(W)	
GND	121.75(E)	121.7(W)	
APRON	121.65	122.175	123.675
	121.8	123.325	

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

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2020

ANNUAL RATE OF CHANGE
6' W



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

Note 1
When non-standard taxi routes are applicable, Incheon APRON will issue transition taxi instructions one to another taxilane in APRON 2, APRON 3, APRON 4 and Cargo APRONs.

Note 2
Aircraft shall not taxi into maneuvering area without clearance from Incheon Tower or Ground.

LEGEND	
WNG 112.9	VOR check-point and frequency
● ● ●	Stop-bar light
54R	Holding position
R4	Taxi lane
50	Gate
301	Remote stand
→	Taxi routes
→	De-icing pad taxi routes
3	Powered taxi-start point
1E	Transfer of control point(TCP)
	Open channel
	Hot spot
	ATC service boundary (Maneuvering area)
	RPBB (Remote Passenger Boarding Bridge)

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

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

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

Change : Establishment of ACFT stands NR. 222, 224~225, 275~277 for apron 3.

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **6** m

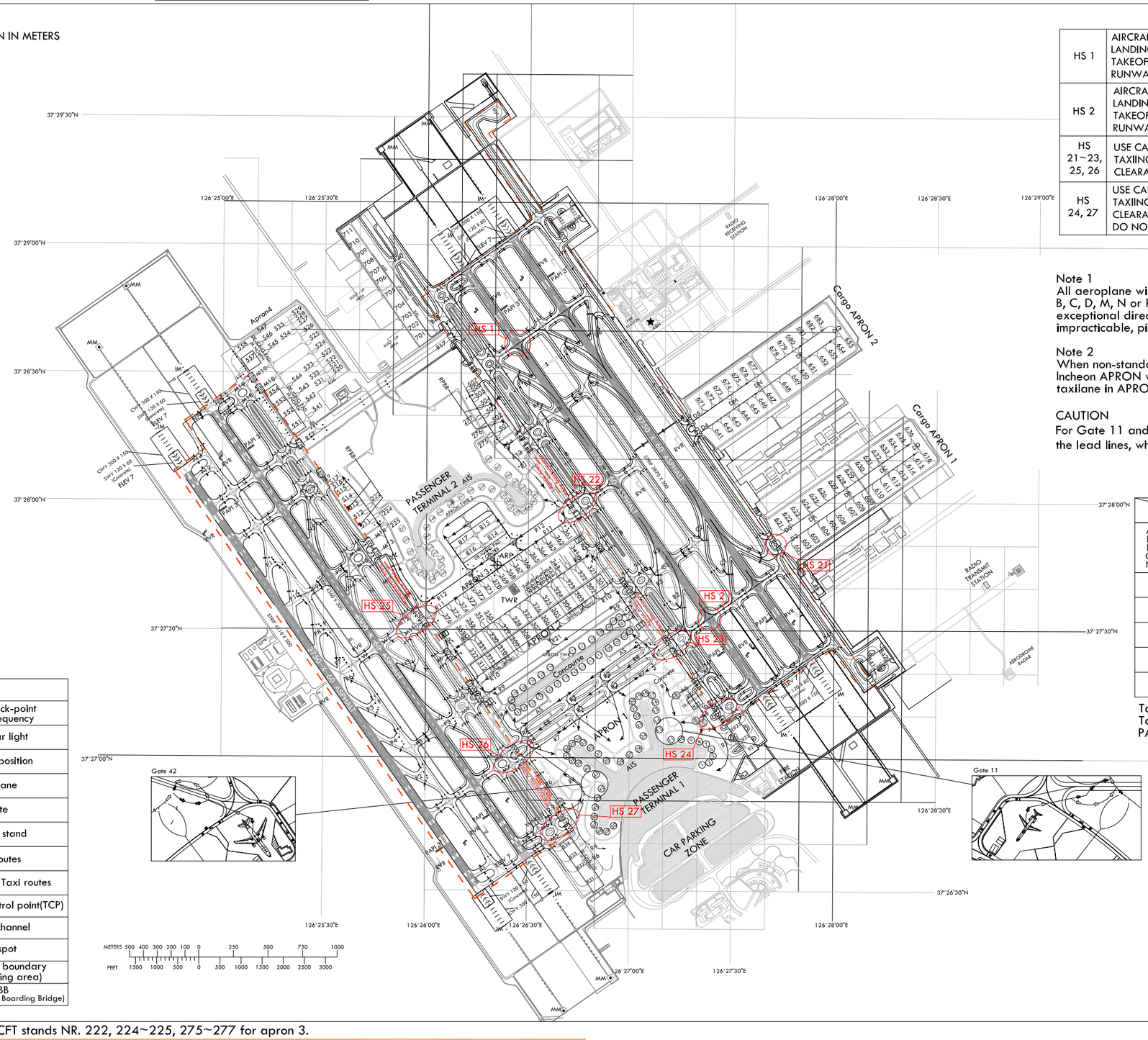
TWR	118.2(E)	118.8(W)	
GND	121.75(E)	121.7(W)	
APRON	121.65	122.175	123.675
	121.8	123.325	

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

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2020

ANNUAL RATE OF CHANGE
6' W



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

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

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

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

LEGEND	
WNG 112.9	VOR check-point and frequency
• • •	Stop-bar light
54R	Holding position
R4	Taxi lane
50	Gate
301	Remote stand
→	Taxi routes
→	Alternate Taxi routes
1E	Transfer of control point(TCP)
	Open channel
	Hot spot
	ATC service boundary (Maneuvering area)
	RPBB (Remote Passenger Boarding Bridge)

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

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

Change : Establishment of ACFT stands NR. 222, 224~225, 275~277 for apron 3.

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **6** m

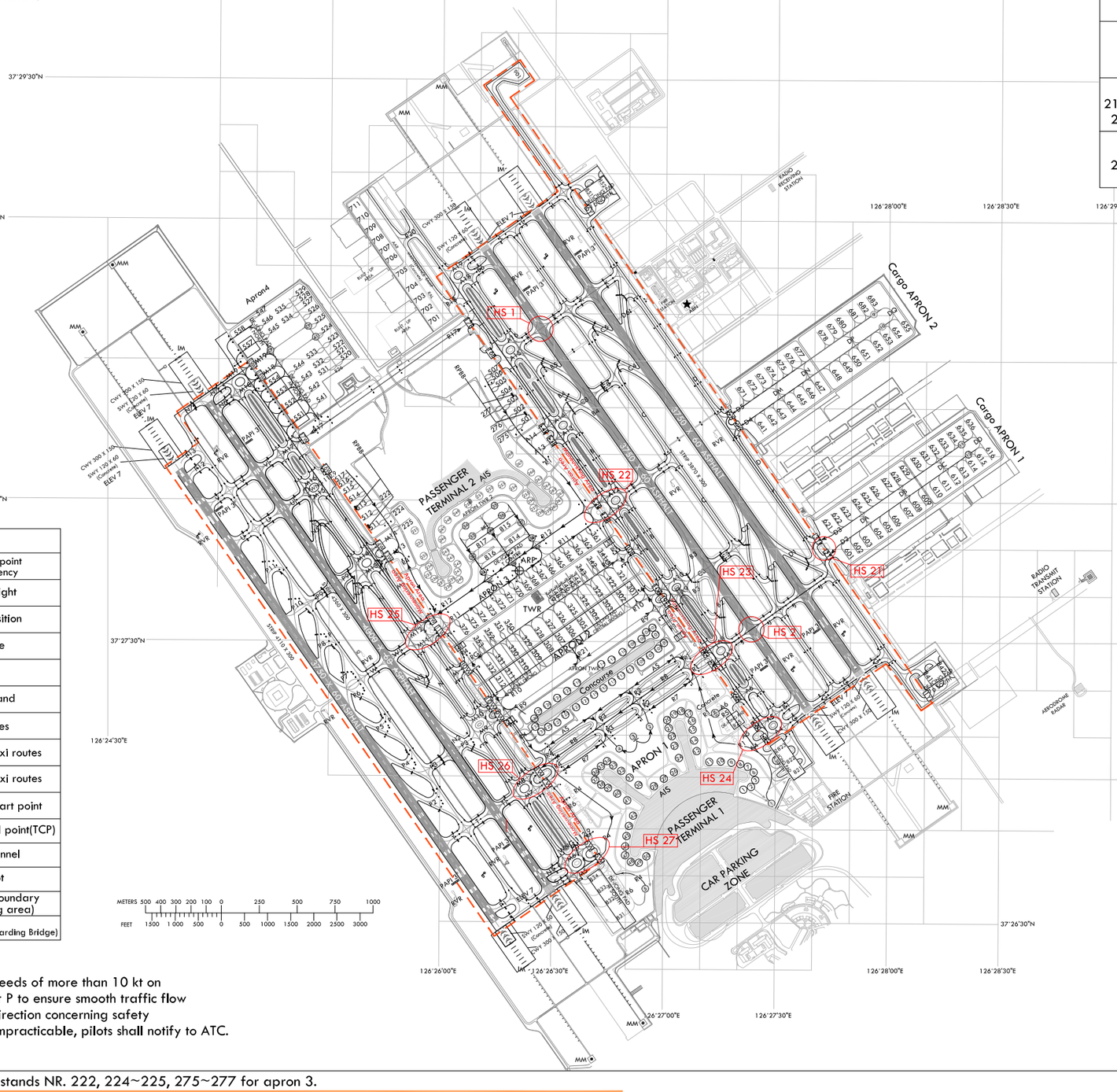
TWR	118.2(E)	118.8(W)	
GND	121.75(E)	121.7(W)	
APRON	121.65	122.175	123.675
	121.8	123.325	

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

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2020

ANNUAL RATE OF CHANGE
6' W



LEGEND	
WNG 112.9	VOR check-point and frequency
• • •	Stop-bar light
54R	Holding position
R4	Taxi lane
50	Gate
301	Remote stand
→	Taxi routes
→	De-icing pad taxi routes
- →	Alternate Taxi routes
3	Powered taxi-start point
1E	Transfer of control point(TCP)
	Open channel
	Hot spot
	ATC service boundary (Maneuvering area)
	RPBB (Remote Passenger Boarding Bridge)

METERS 500 400 300 200 100 0 250 500 750 1000
FEET 1500 1 000 500 0 500 1000 1500 2000 2500 3000

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

Note 1
When non-standard taxi routes are applicable, Incheon APRON will issue transition taxi instructions one to another taxilane in APRON 2, APRON 3, APRON 4 and Cargo APRONs.

Note 2
Aircraft shall not taxi into maneuvering area without clearance from Incheon Tower or Ground.

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

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

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

Change : Establishment of ACFT stands NR. 222, 224~225, 275~277 for apron 3.

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **6** m

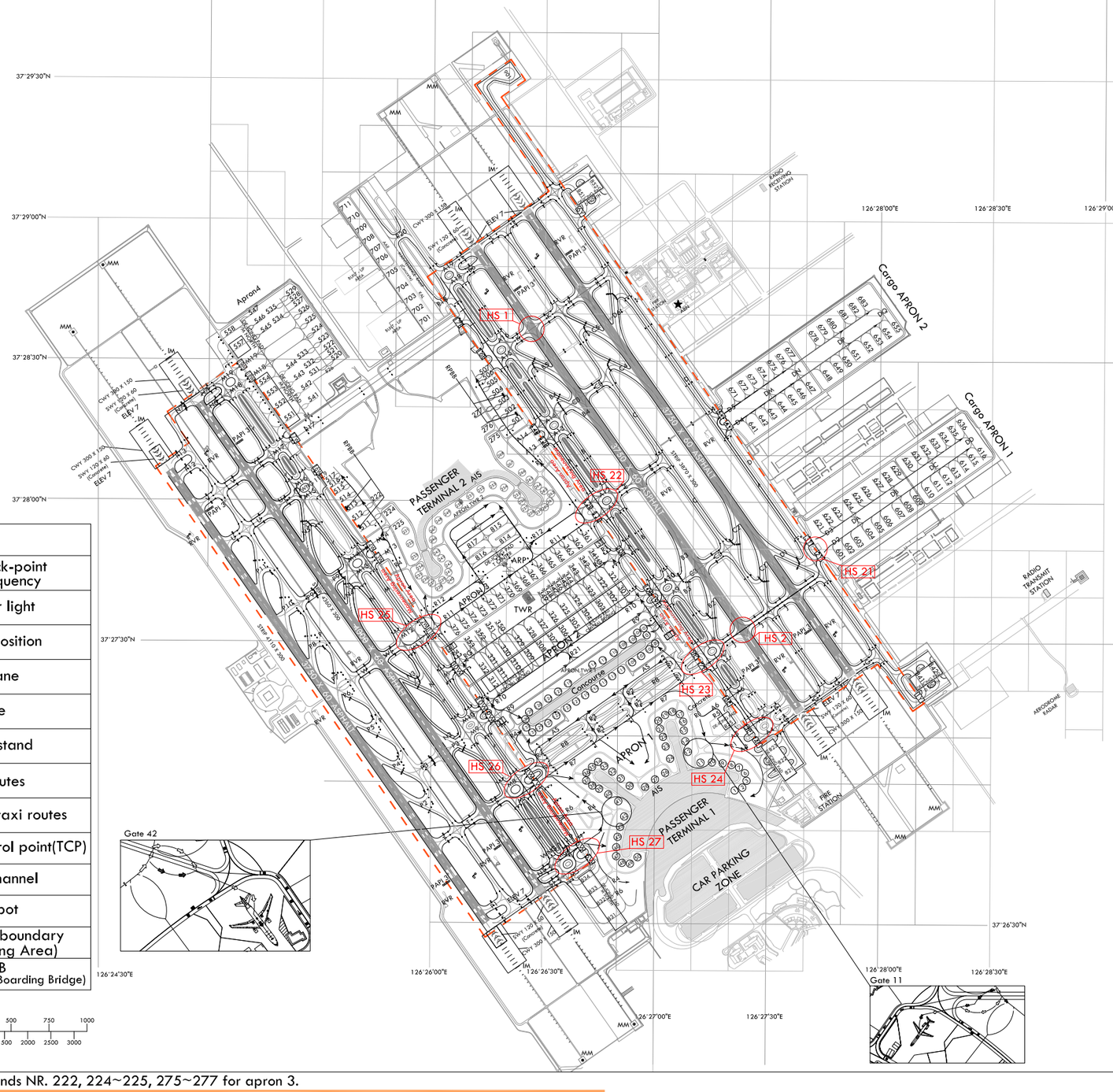
TWR	118.2(E)	118.8(W)	
GND	121.75(E)	121.7(W)	
APRON	121.65	122.175	123.675
	121.8	123.325	

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

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2020

ANNUAL RATE OF CHANGE
6' W



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

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

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

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

LEGEND	
WNG 112.9	VOR check-point and frequency
● ● ●	Stop-bar light
54R	Holding position
R4	Taxi lane
50	Gate
301	Remote stand
→	Taxi routes
→	Alternate taxi routes
1E	Transfer of control point(TCP)
	Open channel
	Hot spot
	ATC service boundary (Maneuvering Area)
	RPBB (Remote Passenger Boarding Bridge)

METERS 500 400 300 200 100 0 250 500 750 1000
FEET 1500 1000 500 0 500 1000 1500 2000 2500 3000

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

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

Change : Establishment of ACFT stands NR. 222, 224~225, 275~277 for apron 3.

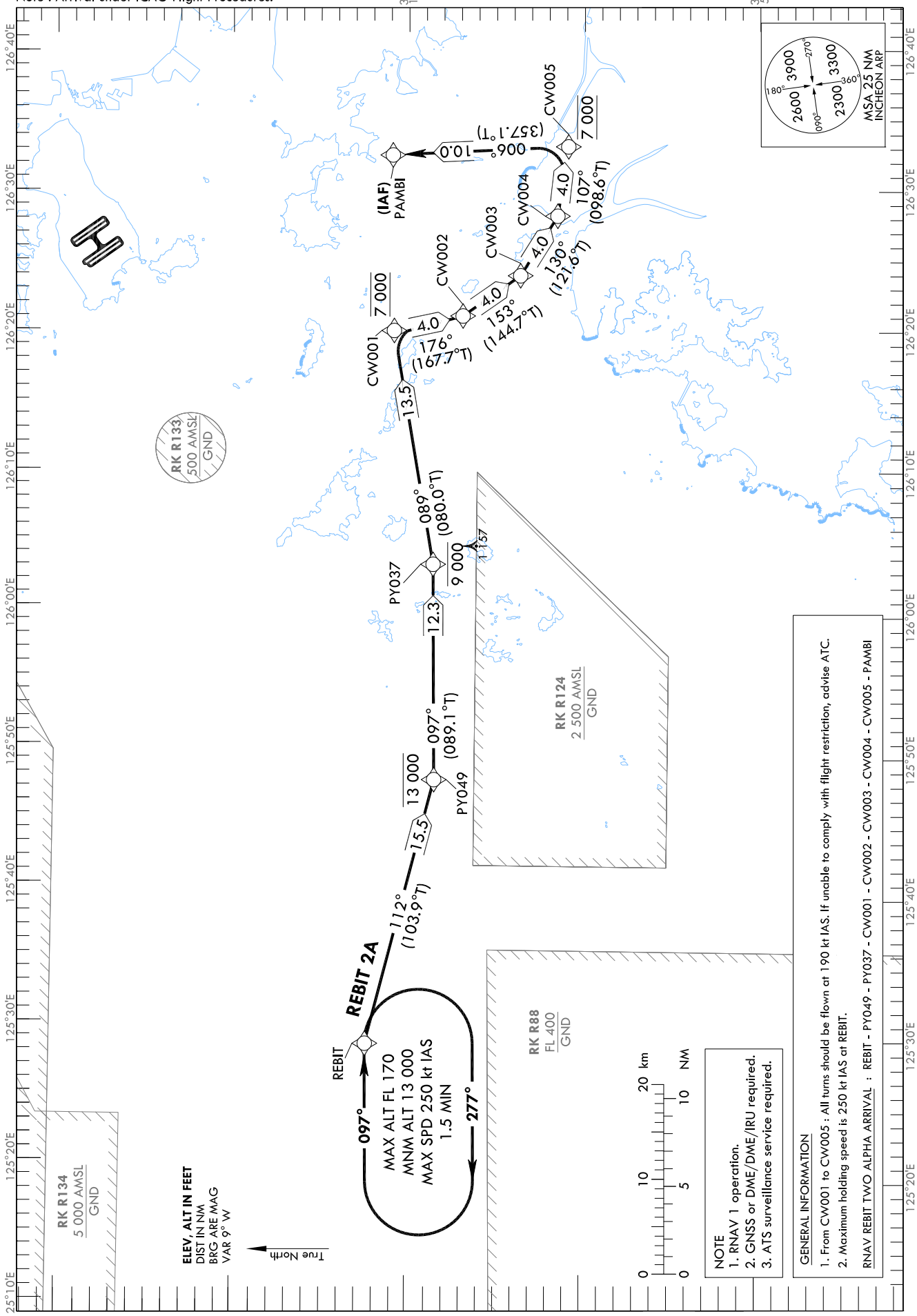
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL	APP	119.75 121.35
INCHEON	TWR	118.2 118.8

SEOUL/Incheon Intl(RKSI)
RWY 33L/R, RWY 34L/R
RNAV REBIT 2A

Note : Arrival under ICAO Flight Procedures.



Change : Withdrawal of ALT restriction for PAMBI.

SEOUL/Incheon Intl(RKSI)
RWY 33L/R, RWY 34L/R
RNAV REBIT 2A

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV REBIT 2A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	IF	REBIT	-	-	-	-	-	-	37°12'03.0"N 125°29'12.7"E	-	RNAV 1	-
002	TF	PY049	-	112 (103.9)	15.5	-	-13 000	-	37°08'17.9"N 125°48'04.6"E	-	RNAV 1	-
003	TF	PY037	-	097 (089.1)	12.3	-	-9 000	-	37°08'28.1"N 126°03'25.2"E	-	RNAV 1	-
004	TF	CW001	-	089 (080.0)	13.5	-	@7 000	@190	37°10'47.3"N 126°20'03.6"E	-	RNAV 1	-
005	TF	CW002	-	176 (167.7)	4.0	-	@7 000	@190	37°06'52.4"N 126°21'07.4"E	-	RNAV 1	-
006	TF	CW003	-	153 (144.7)	4.0	-	@7 000	@190	37°03'36.4"N 126°24'00.8"E	-	RNAV 1	-
007	TF	CW004	-	130 (121.6)	4.0	-	@7 000	@190	37°01'30.3"N 126°28'16.0" E	-	RNAV 1	-
008	TF	CW005	-	107 (098.6)	4.0	-	@7 000	@190	37°00'54.3"N 126°33'12.3"E	-	RNAV 1	-
009	TF	PAMBI	-	006 (357.1)	10.0	-	-	-	37°10'54.3"N 126°32'34.4"E	-	RNAV 1	IAF

HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Time (min)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
RNAV REBIT 2A	-	REBIT	Y	097 (089.1)	1.5	R	-FL 170 +13 000	-250	37°12'03.0"N 125°29'12.7"E	-	RNAV 1	-

Change : Withdrawal of ALT restriction for PAMBI.

RKSS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At APN TWR FLG W&G EV 2.5 SEC IBN : NIL H24
2	LDI location and lighting Anemometer location and lighting	LDI : NIL Anemometer : NIL
3	TWY edge and center line lighting	Edge : All TWY Center line : All TWY (except : W1, W2, Part of R(P1~NR. 121)) * TWY CL lights are not installed on the parts of the taxi routes crossing over RWY 14L/32R, but are installed only BTN TWY B1 and B2, TWY G1 and G2, TWY C1 and C2, TWY E1 and E2.
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AD Switch-over time : 1 or 15 SEC according to kind of lights (Complied with ICAO requirements)
5	Remarks	NIL

RKSS AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	NIL
2	TLOF and/or FATO elevation	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True and MAG BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	As directed by ATC

RKSS AD 2.17 ATS AIRSPACE

1	Designation and lateral limit	Gimpo CTR A circle, radius 5 NM centered at (ARP)
2	Vertical limits	SFC to 3 000 ft AGL
3	Airspace classification	B
4	ATS unit call sign Languages	Gimpo Tower English / Korean
5	Transition altitude	14 000 ft AMSL
6	Operational hours	H24
7	Remarks	NIL

RKSS AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency		Hours of operation	Remarks
1	2	3		4	5
TWR	Gimpo Tower	118.1 MHz* 118.05 MHz** 240.9 MHz*		H24	NIL
GND	Gimpo Ground	121.9 MHz* 121.95 MHz**		H24	NIL
APN	Gimpo Apron	130.875 MHz(PRIMARY)* 131.325 MHz* 129.525 MHz** 131.375 MHz**		H24	NIL
De-icing	Gimpo De-icing	131.175MHz		H24	When De-icing, refer to RKSS AD 2-13(De-icing operations)
Delivery	Gimpo Delivery	121.975 MHz**		H24	Digital PDC service Available
ATIS	Gimpo INTL Airport	126.4 MHz** 317.8 MHz*		H24	1. Digital ATIS service Available 2. ATIS telephone service Available (Refer to RKSS AD 2-31 for detail)
APP	Seoul Approach	119.05 MHz** 119.1 MHz* 120.8 MHz** 124.2 MHz**	119.75 MHz** 124.7 MHz* 121.35 MHz* 293.3 MHz**	H24	NIL
VFR		123.25 MHz** 363.8 MHz*	123.8 MHz* 305.7 MHz*		
DEP	Seoul Departure	121.4 MHz** 125.15 MHz**	124.8 MHz* 353.2 MHz*	H24	NIL
EMERG		121.5 MHz*	243.0 MHz**	H24	NIL

Scheduled Inspection Time

* : Every 1st THU(1500-2000 UTC) of the month
** : Every 3rd THU(1500-2000 UTC) of the month

RKSS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

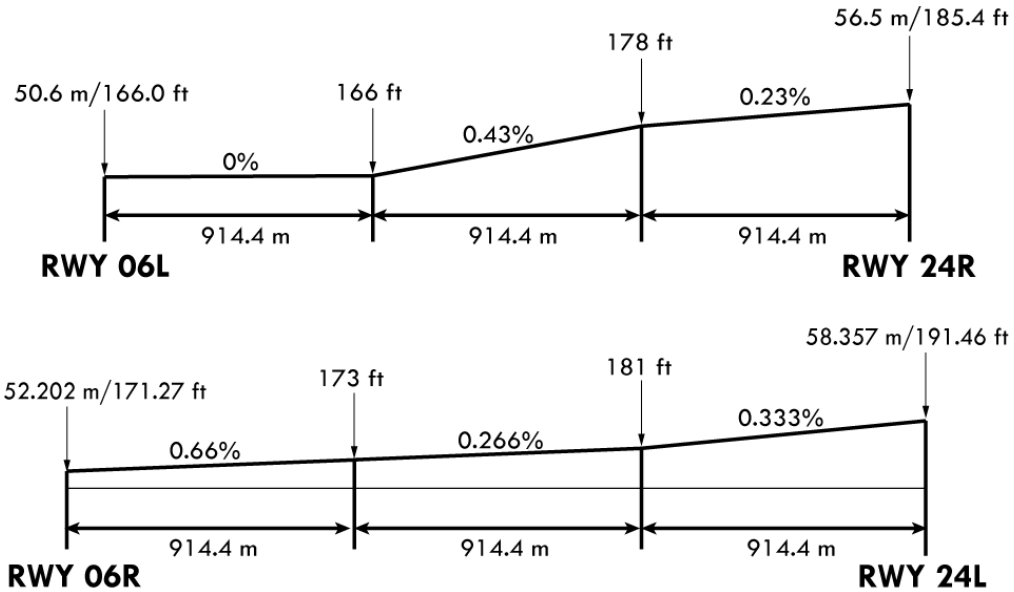
Type of aid, MAG VAR, Type of supported OPS	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME (9° W/2020)	KIP	113.60 MHz (CH 83X)	H24	373327.1N 1264731.3E	30 m	**VOR/DME unusable** RDL 331 clockwise RDL 360, RDL 001 clockwise RDL 099 not flight checked RDL 270 clockwise RDL 278 beyond 15 NM below 3 500 ft AMSL RDL 290 clockwise RDL 310 beyond 15 NM due to RK P518 RDL 311 clockwise RDL 330 beyond 12 NM due to RK P518 **Scheduled Inspection time :** Every 2nd TUE(1500-1800 UTC) of the month
LOC 14R (9° W/2020) ILS CAT II/III (9° W/2020)	IOFR	108.70 MHz	H24	373245.5N 1264812.9E	-	RWY 14R LOC unusable beyond 12 NM FM GP-DME and beyond 10° Left side of the course not flight check due to RK P518
GP 14R	-	330.5 MHz	H24	373401.8N 1264644.0E	-	**Scheduled Inspection time :** Every 1st THU(1400-1900 UTC) of the month
DME 14R	IOFR	985 MHz (CH 24X)	H24	373401.9N 1264644.2E	30 m	
IM 14R	-	75 MHz	H24	373413.7N 1264622.1E		

Change : Establishment of note for primary FREQ.

RKTU AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY 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
06L	052.42°	2 744 × 60	85/R/B/W/T Concrete	364236.10N 1272912.46E - GUND 24.9 m	THR 50.6 m / 166.0 ft TDZ 50.5 m / 165.7 ft
24R	232.43°	2 744 × 60	85/R/B/W/T Concrete	364330.38N 1273040.05E - GUND 25.0 m	THR 56.5 m / 185.4 ft TDZ 55.5 m / 182.1 ft
06R	052.43°	2 744 × 45	81/R/B/W/T	364228.26N 1272914.84E GUND 25.0 m	THR 52.202 m / 171.27 ft TDZ 52.67 m / 172.80 ft
24L	232.43°	2 744 × 45	81/R/B/W/T	364322.53N 1273042.46E GUND 25.0 m	THR 58.357 m / 191.46 ft TDZ 58.357 m / 191.46 ft

7. Slope of RWY



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
-	-	2 864 × 300	240 × 120	ACFT arresting system are installed at each RWY THR. - BAK 12 (1 400 ft from the end of RWY 06L) - BAK 14 (1 700 ft from the end of RWY 24R) - Barrier(MA-1A MOD/1.7 m) end of RWY	-	The surface of RWY 06L/24R are grooved. (Except 300 m inward from each THR RWY 06L/24R.)
-	-	2 864 × 300	240 × 120			
-	-	2 864 × 300	-	ACFT arresting system are installed at each RWY THR. - BAK 12 (1 700 ft from the each RWY THR) - BAK 14 (3 300 ft from the each RWY THR) - Barrier (MA-1A MOD/1.7 m) end of RWY	-	The surface of RWY 06R/24L are grooved.
-	-	2 864 × 300	-			

RKTU AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
06L	2 744	2 744	2 744	2 744	NIL
06L	744	744	744	744	Take-off from intersection with TWY B3
06L	1 349	1 349	1 349	1 349	Take-off from intersection with TWY B4
06L	1 929	1 929	1 929	1 929	Take-off from intersection with TWY C3
06R	2 744	2 744	2 744	2 744	NIL
24L	2 744	2 744	2 744	2 744	NIL
24R	2 744	2 744	2 744	2 744	NIL
24R	2 000	2 000	2 000	2 000	Take-off from intersection with TWY B3
24R	1 395	1 395	1 395	1 395	Take-off from intersection with TWY B4
24R	815	815	815	815	Take-off from intersection with TWY C3

RKTU AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT Color WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Center Line LGT LEN, 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
06L	SSALR 720 m LIH	Green Green	PAPI Both / 3° (48 ft)	NIL	NIL	2 744 m 60 m White LIH	Red -	NIL	NIL
24R	ALSF-I 900 m LIH	Green Green	PAPI Both / 3° (59 ft)	NIL	NIL	2 744 m 60 m White LIH	Red -	NIL	NIL
06R	SALS 450 m LIH	Green	PAPI Both / 3° (51 ft)	NIL	NIL	2 744 m 45 m White LIH	Red	NIL	NIL
24L	ALSF-I 900 m LIH	Green	PAPI Both / 3° (48 ft)	900 m	2 744 m 15 m White/Red LIH	2 744 m 45 m White LIH	Red	NIL	NIL

RKTU AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At ROKAF hangar building, FLG W/W-G (18 FPM*) / H24 IBN : NIL * FPM : Flash Per Minute
2	LDI location and LGT Anemometer location and LGT	NIL Anemometer : 469 m from RWY 24R THR and LGT
3	TWY edge and center line lighting	Edge : ALL TWY TWY center line lights : NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at RWY 06L-24R Switch-over time : 1 or 15 seconds according to kind of light (Complied with ICAO requirements)
5	Remarks	NIL

Change : Amended phrase(1 348 → 1 349).

RKTU AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	-
2	TLOF and/or FATO elevation m/ft	-
3	TLOF and FATO area dimesions, surface, strength and marking	-
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	Remarks	As directed by ATC

RKTU AD 2.17 ATS AIRSPACE

1	Designation and lateral limit	Cheongju CTR A circle, 5 NM radius centered at ARP including areas which are extended south-westbound from 364004N 1272052E - 364151N 1272344E - 363841N 1272646E - 363654N 1272354E and north-eastbound from 364727N 1273246E - 364914N 1273539E - 364603N 1273841E - 364416N 1273548E
2	Vertical limits	SFC to 5 000 ft AGL
3	Airspace classification	Class D
4	ATS unit call sign Languages	CHEONGJU TOWER Korean and English
5	Transition altitude	14 000 ft AMSL
6	Operational Hours	H24
7	Remarks	NIL

RKTU AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
DEP	Jungwon Departure	129.65 MHz	H24	
APP	Jungwon Approach	134.0 MHz 265.75 MHz	H24	
ARR	Cheongju GCA	134.4 MHz 134.1 MHz	H24	
TWR	Cheongju Tower	118.7 MHz 126.2 MHz 249.6 MHz	H24	**Scheduled Inspection Time :** TWR(118.7 MHz), GND, ATIS Every 3rd THU(1400-2000 UTC) of the month
GND	Cheongju Ground	121.875 MHz	H24	
ATIS	Cheongju INTL Airport	128.85 MHz 305.5 MHz	H24	
EMERG		121.5 MHz 243.0 MHz	H24	

Change : Information of channel for jungwon APP and cheongju TWR.

RKTU AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR Type of supported OPS	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME (8° W/2020)	CHO	109.00 MHz (CH 27X)	H24	364304.9N 1272938.7E	90 m	**Scheduled Inspection Time** Every 4th THU(1400-2000 UTC) of the month **VOR/DME Unusable** - VOR · RDL 20 clockwise RDL 40 beyond 14 NM, below 5 500 ft · RDL 120 clockwise RDL 160 beyond 20 NM, below 7 000 ft - DME · RDL 20 clockwise RDL 40 beyond 14 NM, below 5 500 ft · RDL 120 clockwise RDL 160 beyond 20 NM, below 7 000 ft
LOC 24R (8° W/2020)	ICHG	111.70 MHz	H24	364230.0N 1272902.6E		**Scheduled Inspection Time** Every 1st THU(1400-2000 UTC) of the month
GP 24R		333.5 MHz	H24	364327.4N 1273027.7E		
DME 24R	ICHG	1015 MHz (CH 54X)	H24	364327.4N 1273027.7E	90 m	
LOC 24L	ICHL	109.35 MHz	H24	364222.1N 1272904.9E		
GP 24L		331.85 MHz	H24	364314.0N 1273035.4E		
DME 24L	ICHL	1054 MHz (CH 30Y)	H24	364314.1N 1273035.2E	90 m	
LOC 06L (8° W/2020)	ICHJ	110.30 MHz	H24	364336.6N 1273050.1E		**Scheduled Inspection Time** Every 2nd THU(1400-2000 UTC) of the month
GP 06L		335.0 MHz	H24	364239.6N 1272924.6E		
DME 06L	ICHJ	1001 MHz (CH 40X)	H24	364239.4N 1272924.7E	90 m	
LOC 06R	ICHR	109.15 MHz	H24	364328.7N 1273052.4E		
GP 06R		331.65 MHz	H24	364231.7N 1272926.8E		
DME 06R	ICHR	1052 MHz (CH 28Y)	H24	364231.7N 1272926.8E	90 m	

RKTU AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport Regulations

1.1 Cheong-Ju international airport is jointly operated by MOLIT and ROKAF. All aircraft wishing to use this AD have to observe the Cheong-Ju Local Regulations. Information about local regulations can be obtained from ATC TWR (ROKAF[1)]) and Aeronautical Information Service Office (MOLIT[2)]).
[1)] ROKAF : Republic of Korea Air Force
[2)] MOLIT : Ministry of Land, Infrastructure and Transport

1.2 All airliners shall fly with IFR at Cheong-Ju international Airport for departures and arrivals.

1.3 It is mandatory for all airliners to use RWY 06L/24R except for emergency situations. Usage of RWY 06R/24L for airliners are also allowed when RWY 06L/24R is closed due to RWY maintenance or during snow-removal work. Using RWY 06R/24L aircraft can't exceed PCN81.

1.4 Circling is not authorized South East of RWY 06-24, RWY 24-06.

1.5 All airliners are prohibited to operate when RCR is under 7. If RCR is between 7 and 12, MOLIT decides to operate.

1.6 Airliners taking off and landing can be delayed due to military operations.

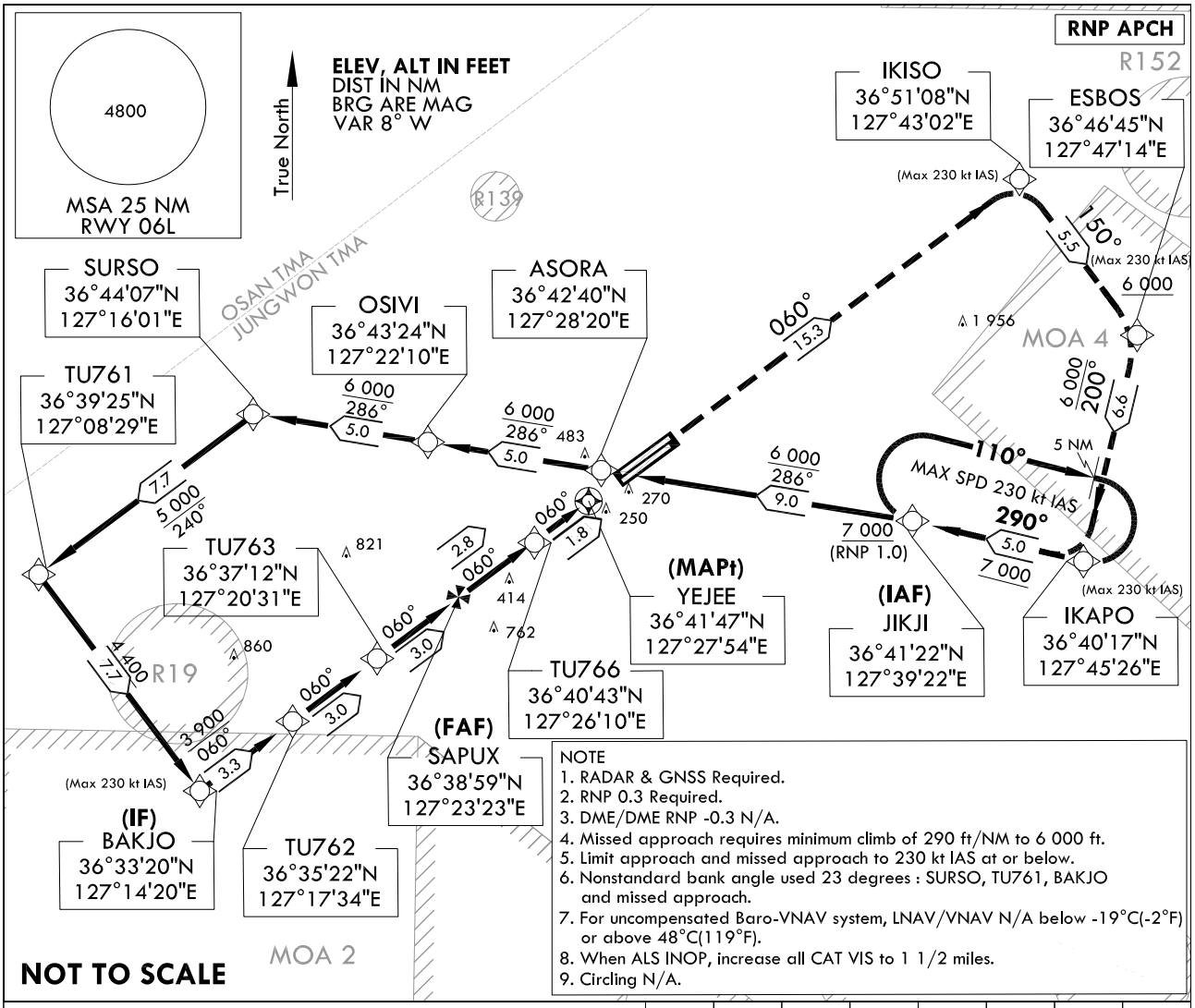
INSTRUMENT APPROACH CHART

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

JUNGWON APP	134.0	265.75
CHEONGJU GCA	134.4	134.1
CHEONGJU TWR	118.7	126.2	249.6

CHEONGJU/Cheongju INTL(RKTU)
RNP RWY 06L

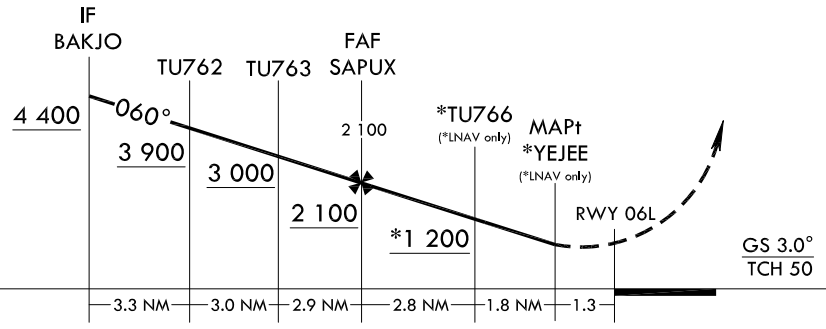
Note : Approach under U.S TERPS.



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

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

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY		A	B	C	D	E
LNAV/VNAV DA	ALS	625-1¼ 458(500-1¼)				N/A
	ALS INOP	625-1½ 458(500-1½)				N/A
LNAV MDA	ALS	620-1¼ 453(500-1¼)				N/A
	ALS INOP	620-1½ 453(500-1½)				N/A
CIRCLING		N/A				

Change : Amended FREQ for cheongju GCA(134.0 → 134.4).

CHEONGJU/Cheongju INTL(RKTU)
RNP RWY 06L

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 06L

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	-	JIKJI	-	-	-	-	+7 000	-	36°41'21.7"N 127°39'22.1"E	-	RNAV 1	IAF
002	TF	ASORA	-	286 (278.5)	9.0	-	+6 000	-	36°42'40.4"N 127°28'19.6"E	-	RNAV 1	-
003	TF	OSIVI	-	286 (278.3)	5.0	-	+6 000	-	36°43'23.8"N 127°22'10.3"E	-	RNAV 1	-
004	TF	SURSO	-	286 (278.3)	5.0	-	+6 000	-	36°44'06.8"N 127°16'01.0"E	-	RNAV 1	-
005	TF	TU761	-	240 (232.3)	7.7	-	+5 000	-	36°39'25.0"N 127°08'29.0"E	-	RNAV 1	-
006	TF	BAKJO	-	150 (142.2)	7.7	-	+4 400	-230	36°33'20.1"N 127°14'19.5"E	-	RNAV 1	IF
007	TF	TU762	-	060 (052.1)	3.3	-	+3 900	-	36°35'21.9"N 127°17'33.6"E	-	RNAV 1	-
008	TF	TU763	-	060 (052.3)	3.0	-	+3 000	-	36°37'12.1"N 127°20'30.5"E	-	RNAV 1	-
009	TF	SAPUX	-	060 (052.3)	2.9	-	+2 100	-	36°38'59.3"N 127°23'22.9"E	-	RNP 0.3	FAF
010	TF	TU766	-	060 (052.4)	2.8	-	+1 200	-	36°40'42.9"N 127°26'09.9"E	-	RNP 0.3	(LNAV only)
011	TF	YEJEE	Y	060 (052.4)	1.8	-	+620	-	36°41'47.4"N 127°27'53.8"E	-	RNP 0.3	MAPt(LNAV only)
012	TF	IKISO	-	060 (052.4)	15.3	-	-	-230	36°51'08.3"N 127°43'01.8"E	-	RNAV 1	CG 290 ft/NM to 6 000 ft
013	TF	ESBOS	-	150 (142.4)	5.5	-	+6 000	-230	36°46'44.7"N 127°47'14.2"E	-	RNAV 1	-
014	TF	IKAPO	-	200 (192.6)	6.6	-	@7 000	-230	36°40'16.6"N 127°45'26.2"E	-	RNAV 1	-
015	TF	JIKJI	-	290 (282.5)	5.0	-	@7 000	-230	36°41'21.7"N 127°39'22.1"E	-	RNAV 1	-
016	HM	JIKJI	-	290 (282.5)	5.0	R	-	-	36°41'21.7"N 127°39'22.1"E	-	-	-

Change : Amended remarks for TU762, BAKJO and ALT restriction for IKAPO.

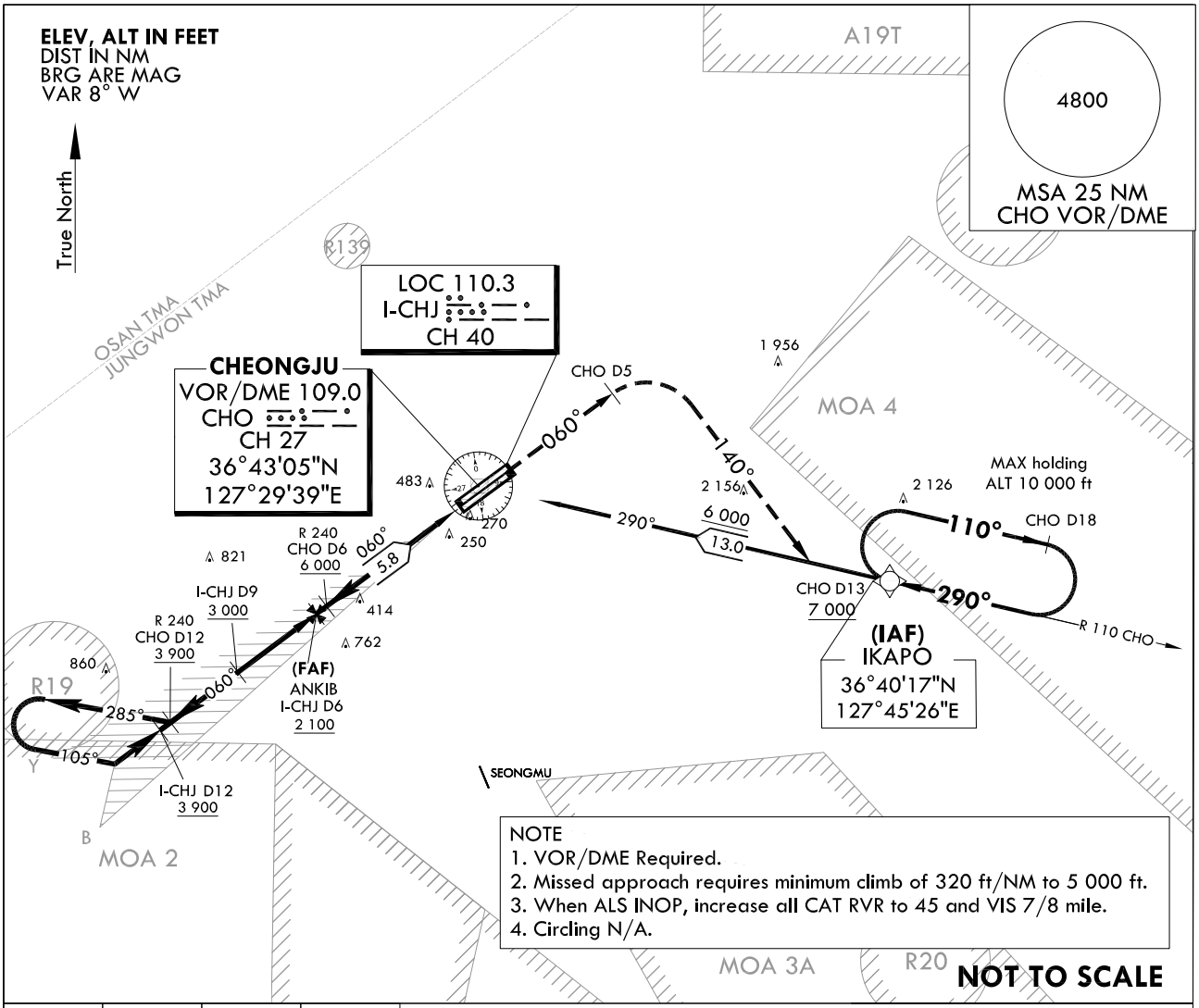
INSTRUMENT APPROACH CHART

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

JUNGWON APP	134.0	265.75
CHEONGJU GCA	134.4	134.1
CHEONGJU TWR	118.7	126.2	249.6

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

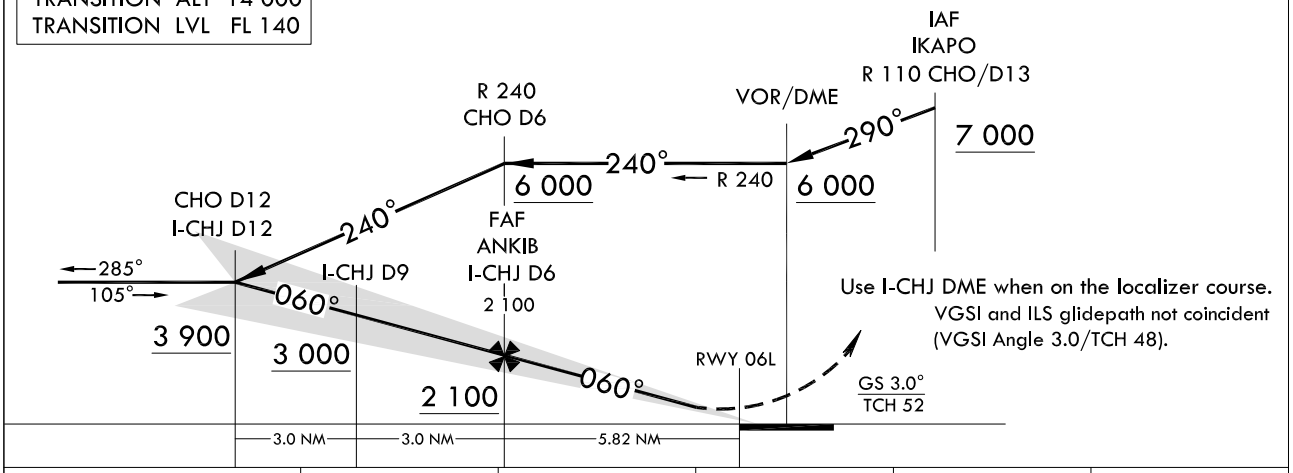
Note : Approach and circle to land under U.S. TERPS.



CHO D5		R 110 CHO	R 110 CHO D13 7 000
HDG 060° 5 000	HDG 140°		

MISSED APPROACH
Climb to 5 000 ft via HDG 060° to CHO 5 DME then right turn HDG 140° to intercept R 110 CHO and R 110 CHO to IKAPO and continue climb to 7 000 ft and hold.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY		A	B	C	D	E
S-ILS 06L	ALS	367/40 200(200-¾)				N/A
	ALS INOP	367/45 200(200-⅞)				N/A

Change : Amended FREQ for cheongju GCA(134.0 → 134.4) and Information of missed APCH procedure.

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

AERONAUTICAL DATA TABULATION

ILS Approach to RWY 06L			
Fix/Point		Coordinates	
IKAPO	R 110 CHO/13.00 NM CHO	36°40'16.6"N	127°45'26.2"E
CHO VOR/DME	-	36°43'04.9"N	127°29'38.7"E
D6 CHO	R 240 CHO/6.00 NM CHO	-	
D12 ICHJ	BRG 60.11°/12.00 NM ICHJ	36°35'21.9"N	127°17'33.6"E
D9 ICHJ	BRG 60.11°/9.00 NM ICHJ	36°37'12.1"N	127°20'30.5"E
ANKIB	-	36°39'02.7"N	127°23'28.6"E
RWY O6L THR	-	36°42'36.12"N	127°29'12.42"E
D5 CHO	BRG 60.11°/5.00 NM CHO	36°46'00.1"N	127°34'42.0"E
R 110 CHO	-	-	
IKAPO	R 110 CHO/13.00 NM CHO	36°40'16.6"N	127°45'26.2"E

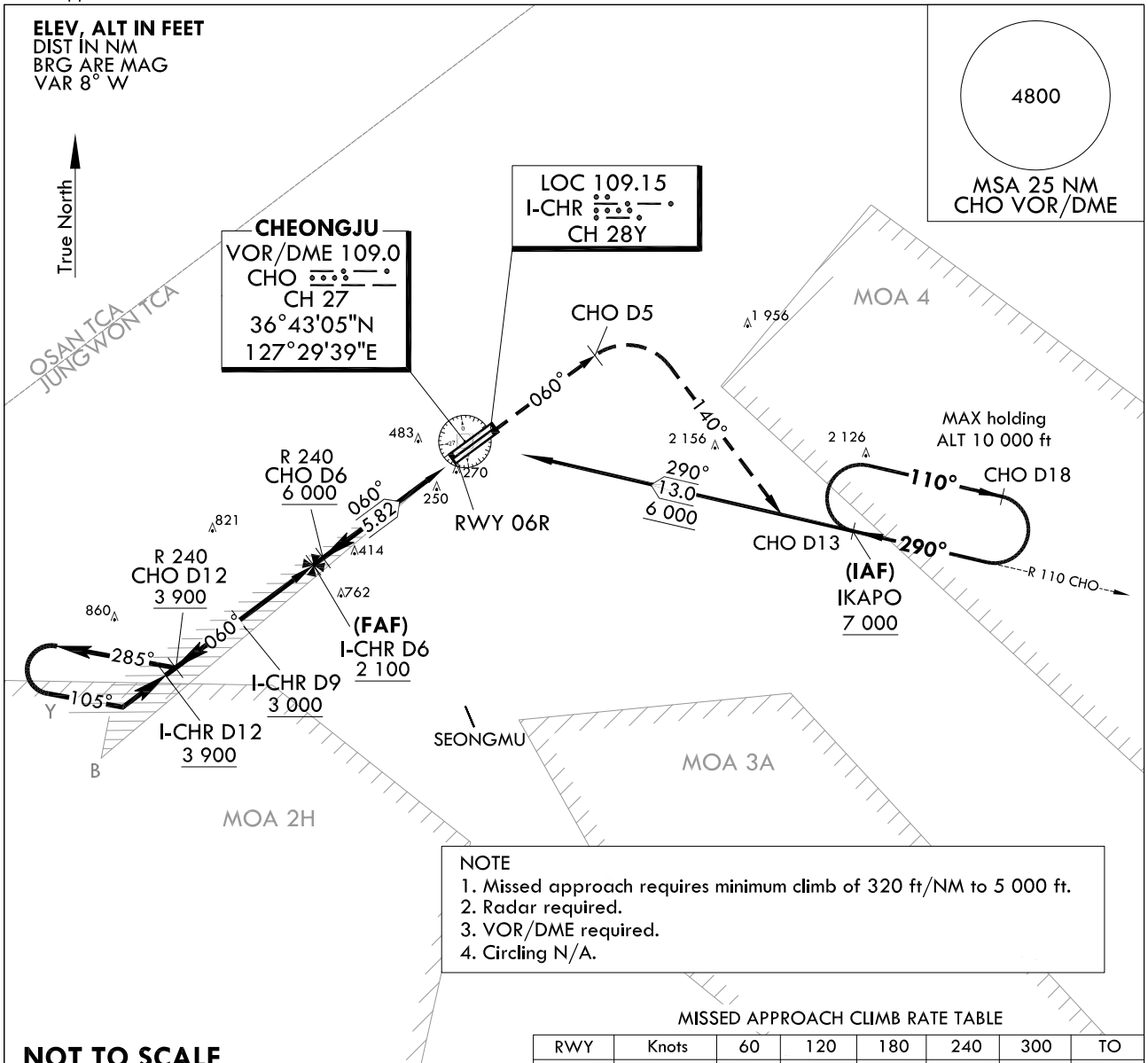
INSTRUMENT APPROACH CHART

AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 06R - ELEV **171 ft**

JUNGWON APP	134.0	265.75
CHEONGJU GCA	134.4	134.1
CHEONGJU TWR	118.7	126.2 249.6

CHEONGJU/Cheongju INTL(RKTU)
ILS Y
RWY 06R

Note : Approach and circle to land under U.S. TERPS.



NOTE
1. Missed approach requires minimum climb of 320 ft/NM to 5 000 ft.
2. Radar required.
3. VOR/DME required.
4. Circling N/A.

NOT TO SCALE

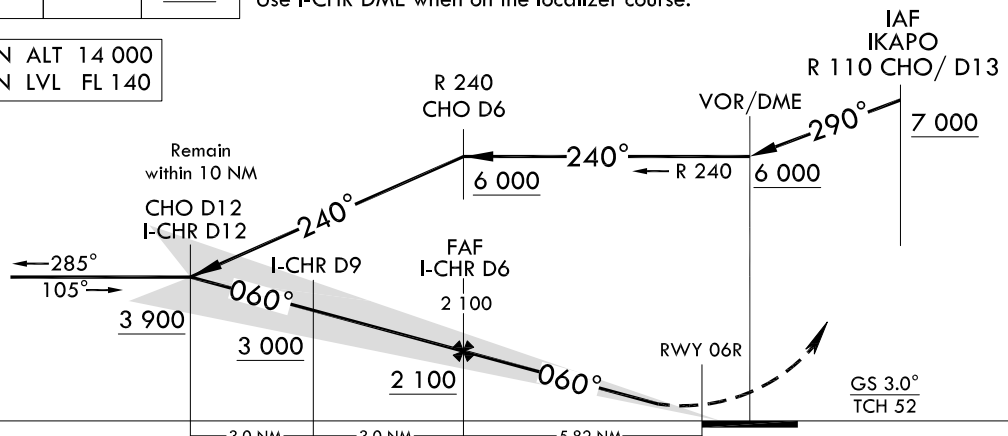
MISSED APPROACH CLIMB RATE TABLE

RWY	Knots	60	120	180	240	300	TO
06R	V/V(fpm)	320	630	940	1 250	1 560	5 000

CHO D5		R 110 CHO	R 110 CHO D13
HDG 060° 5 000	HDG 140°		7 000

MISSED APPROACH
Climb to 5 000 ft via HDG 060° to CHO 5 DME then right turn HDG 140° to intercept R 110 CHO and R 110 CHO VOR/DME to IKAPO and continue climb to 7 000 ft and hold.
Use I-CHR DME when on the localizer course.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D
S-ILS 06R	373/40		200(200-3/4)	

Change : Amended FREQ for cheongju GCA(134.0 → 134.4) and Information of missed APCH procedure.

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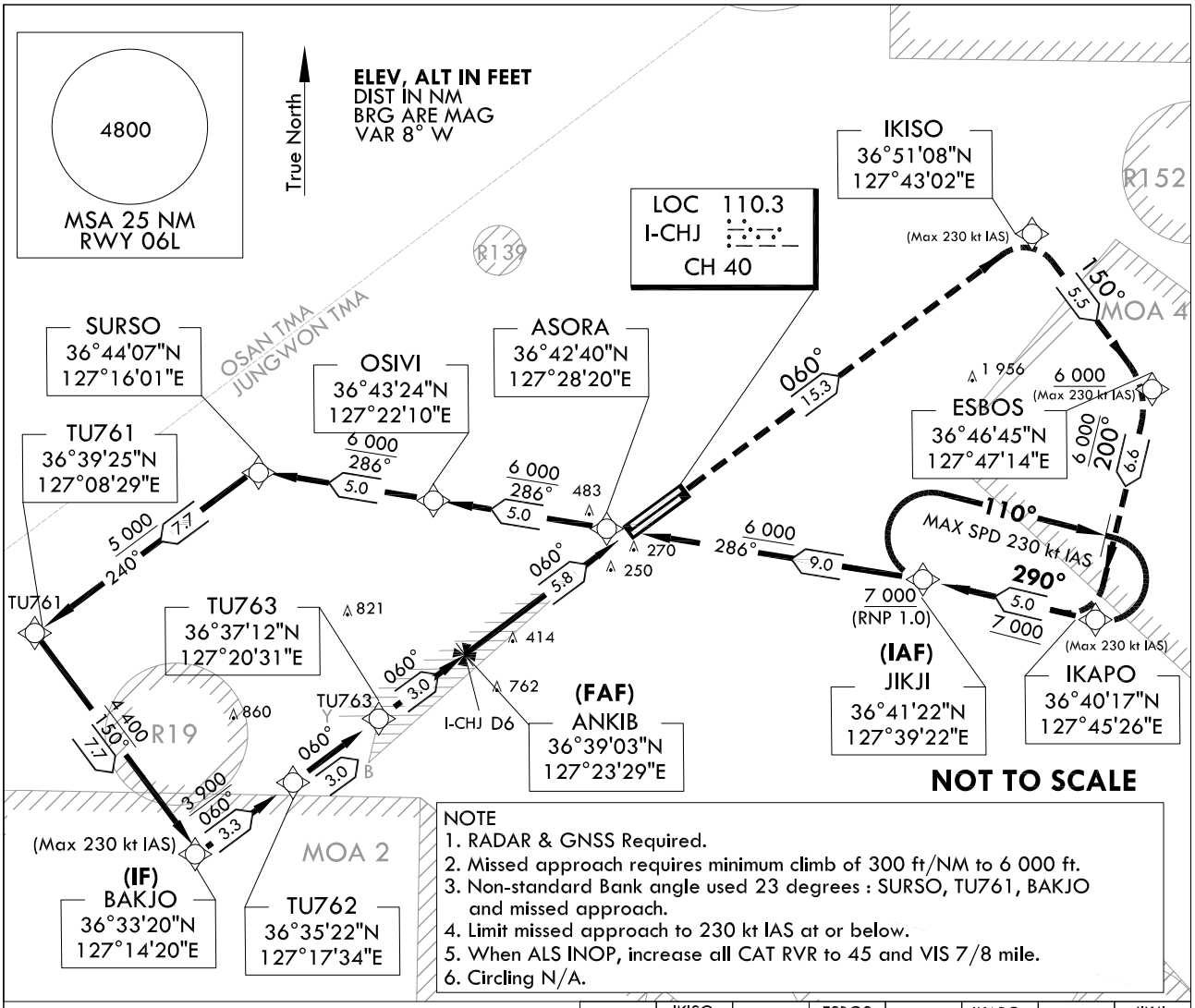
INSTRUMENT APPROACH CHART

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

JUNGWON APP	134.0	265.75
CHEONGJU GCA	134.4	134.1
CHEONGJU TWR	118.7	126.2	249.6

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

Note : Approach and circle to land under U.S. TERPS.



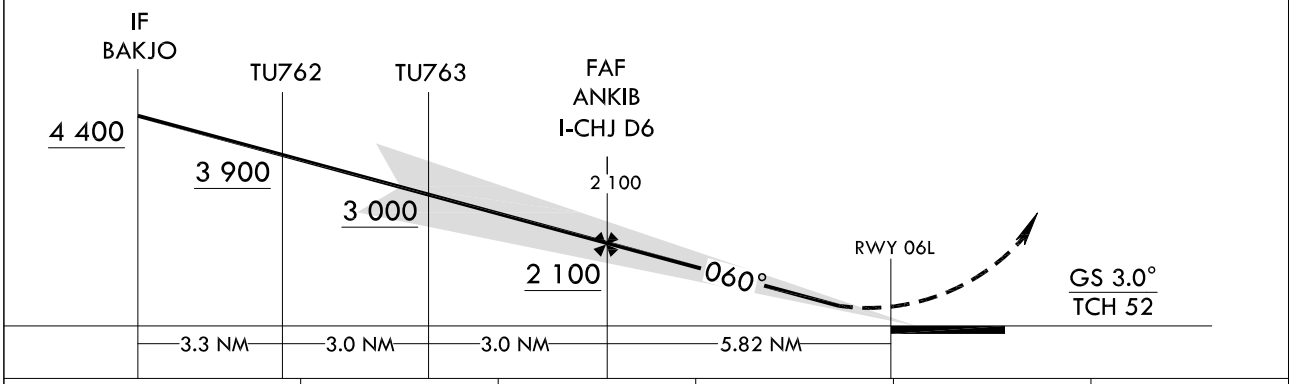
NOTE
1. RADAR & GNSS Required.
2. Missed approach requires minimum climb of 300 ft/NM to 6 000 ft.
3. Non-standard Bank angle used 23 degrees : SURSO, TU761, BAKJO and missed approach.
4. Limit missed approach to 230 kt IAS at or below.
5. When ALS INOP, increase all CAT RVR to 45 and VIS 7/8 mile.
6. Circling N/A.

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

Use I-CHJ DME when on the localizer course.
VGSI and ILS glidepath not coincident (VGSI Angle 3.0/TCH 48).

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

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY		A	B	C	D	E
S-ILS 06L	ALS	367/40 200(200-¾)				N/A
	ALS INOP	367/45 200(200-⅞)				N/A

Change : Amended FREQ for cheongju GCA(134.0 → 134.4).

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

AERONAUTICAL DATA TABULATION

ILS Approach to RWY 06L			
Fix/Point		Coordinates	
JIKJI (IAF)	-	36°41'21.7"N	127°39'22.1"E
ASORA	-	36°42'40.4"N	127°28'19.6"E
OSIVI	-	36°43'23.8"N	127°22'10.3"E
SURSO	R 283 CHO/11.00 NM CHO	36°44'06.8"N	127°16'01.0"E
TU761	-	36°39'25.0"N	127°08'29.0"E
BAKJO	-	36°33'20.1"N	127°14'19.6"E
TU762	-	36°35'21.9"N	127°17'33.6"E
TU763	-	36°37'12.1"N	127°20'30.5"E
ANKIB	-	36°39'02.7"N	127°23'28.6"E
RWY O6L THR	-	36°42'36.12"N	127°29'12.42"E
IKISO	-	36°51'08.3"N	127°43'01.8"E
ESBOS	-	36°46'44.7"N	127°47'14.2"E
IKAPO	R 110 CHO/13.00 NM CHO	36°40'16.6"N	127°45'26.2"E
JIKJI	-	36°41'21.7"N	127°39'22.1"E

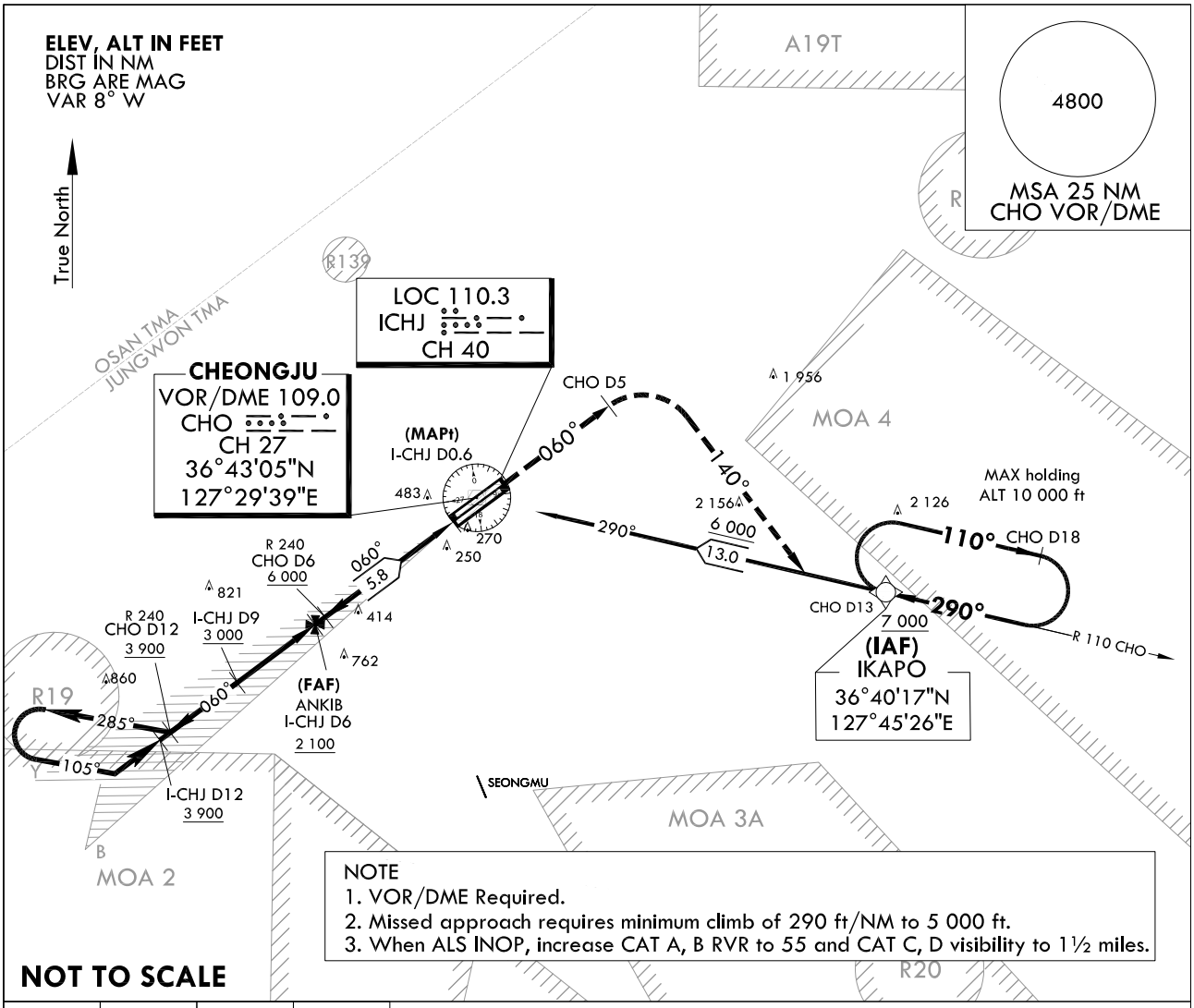
INSTRUMENT APPROACH CHART

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

JUNGWON APP	134.0	265.75
CHEONGJU GCA	134.4	134.1
CHEONGJU TWR	118.7	126.2	249.6

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

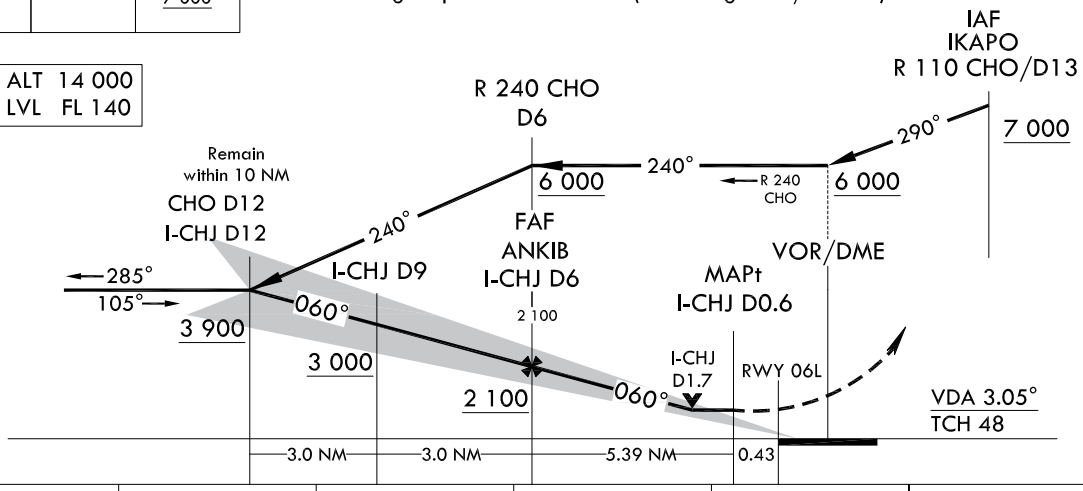
Note : Approach and circle to land under U.S. TERPS.



CHO D5		R 110 CHO	R 110 CHO D13 7 000
HDG 060° 5 000	HDG 140°		

MISSED APPROACH
Climb to 5 000 ft via HDG 060° to CHO 5 DME then right turn HDG 140° to intercept R 110 CHO and R 110 CHO to IKAPO and continue climb to 7 000 ft and hold.
VGSI and ILS glidepath not coincident (VGSI Angle 3.0/TCH 48).

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY		A	B	C	D	E
S-LOC 06L	ALS	700/40 533(600-¾)		700-1¼ 533(600-1¼)		N/A
	ALS INOP	700/55 533(600-1)		700-1½ 533(600-1½)		N/A
CIRCLING		880-1 688(700-1)		1 200-3 1 008(1 100-3)	2 000-3 1 808(1 900-3)	N/A

Change : Amended FREQ for cheongju GCA(134.0 → 134.4) and Information of missed APCH procedure.

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

AERONAUTICAL DATA TABULATION

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

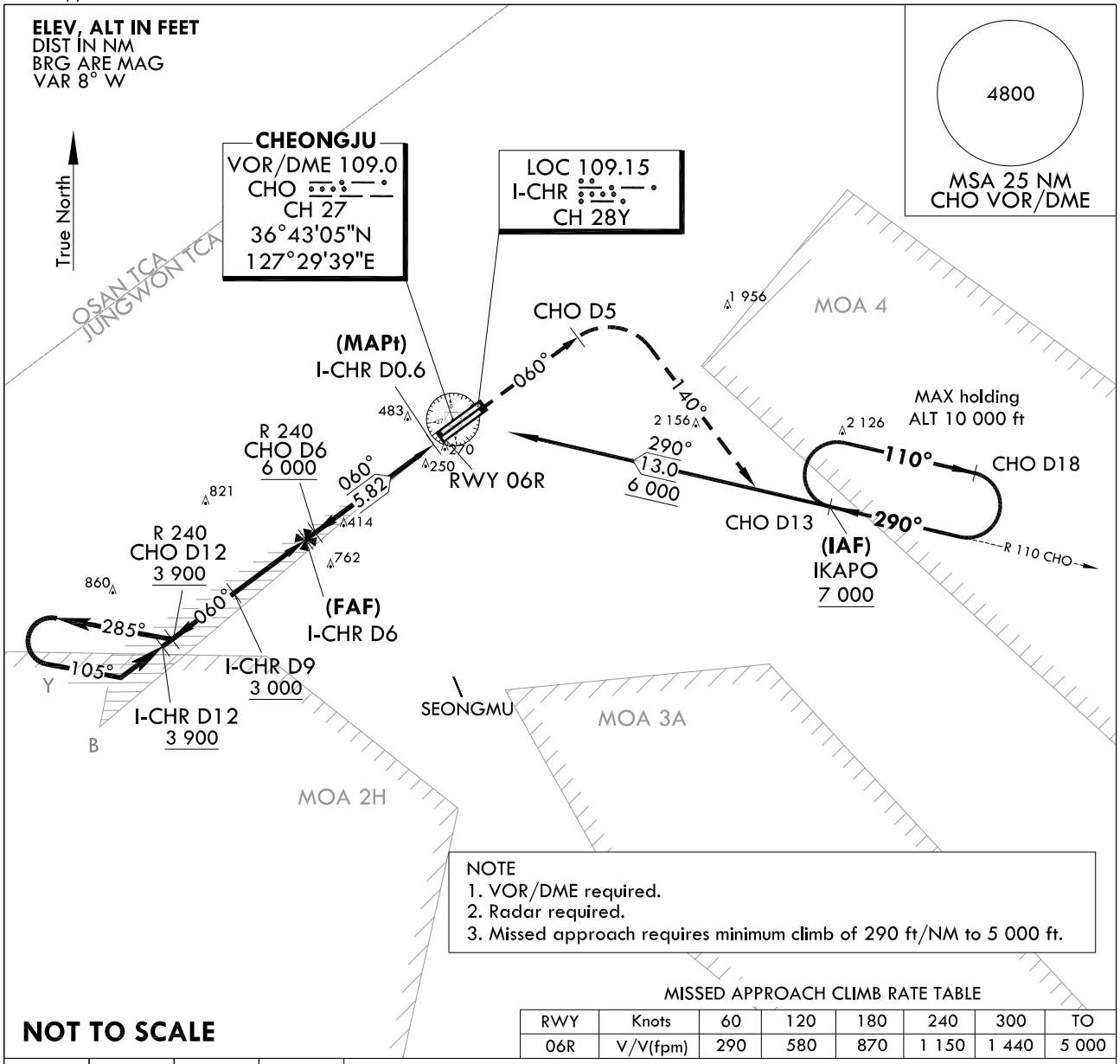
INSTRUMENT APPROACH CHART

AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 06R - ELEV **171** ft

JUNGWON APP	134.0	265.75
CHEONGJU GCA	134.4	134.1
CHEONGJU TWR	118.7	126.2	249.6

CHEONGJU/Cheongju INTL(RKTU)
LOC
RWY 06R

Note : Approach and circle to land under U.S. TERPS.



NOTE
1. VOR/DME required.
2. Radar required.
3. Missed approach requires minimum climb of 290 ft/NM to 5 000 ft.

NOT TO SCALE

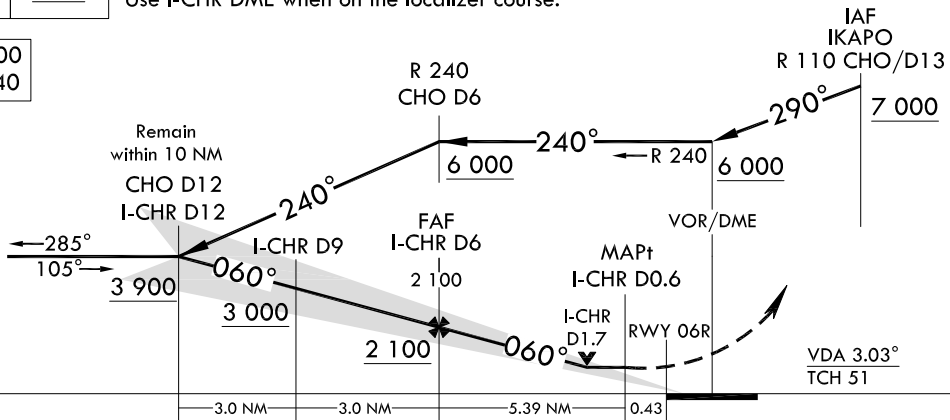
MISSED APPROACH CLIMB RATE TABLE

RWY	Knots	60	120	180	240	300	TO
06R	V/V(fpm)	290	580	870	1 150	1 440	5 000

CHO D5			
HDG 060° 5 000	HDG 140°	R 110 CHO	R 110 CHO D13 7 000

MISSED APPROACH
Climb to 5 000 ft via HDG 060° to CHO 5 DME then right turn HDG 140° to intercept R 110 CHO and R 110 CHO VOR/DME to IKAPO and continue climb to 7 000 ft and hold.
Use I-CHR DME when on the localizer course.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY		A	B	C	D
S-LOC 06R	ALS	700/40	527(600-¾)	700-1¼	527(600-1¼)
	ALS INOP	700/55	527(600-1)	700-1½	527(600-1½)
C CIRCLING		880-1	688(700-1)	1 400-3 1 208(1 300-3)	2 000-3 1 808(1 900-3)

Change : Amended FREQ for cheongju GCA(134.0 → 134.4), phrase(NOSON → IKAPO) and Information of missed APCH procedure.

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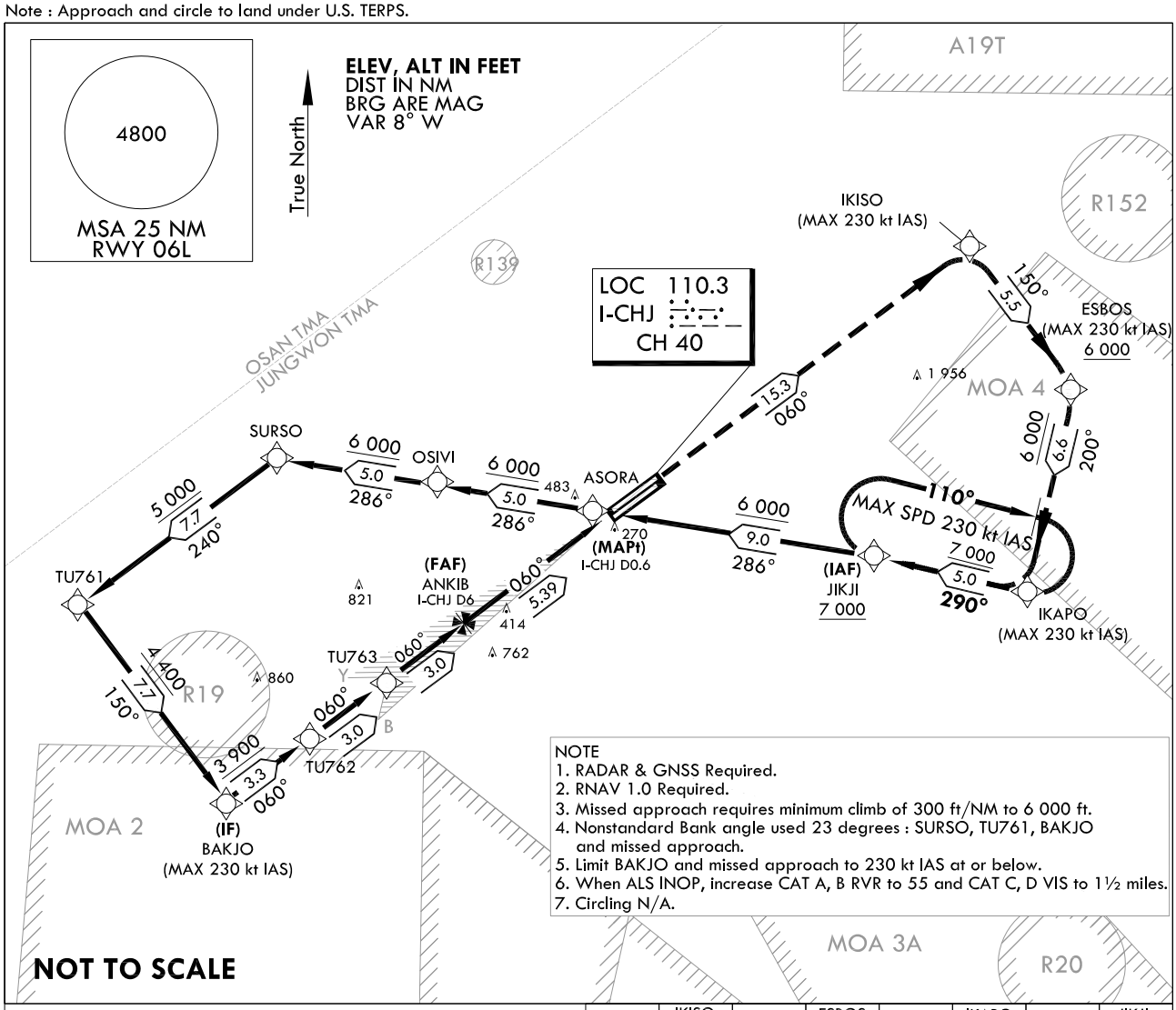
INSTRUMENT APPROACH CHART

AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 06L - ELEV **187** ft

JUNGWON APP	134.0	265.75	
CHEONGJU GCA	134.4	134.1	
CHEONGJU TWR	118.7	126.2	249.6

CHEONGJU/Cheongju INTL(RKTU)
LOC Z
RWY 06L

Note : Approach and circle to land under U.S. TERPS.

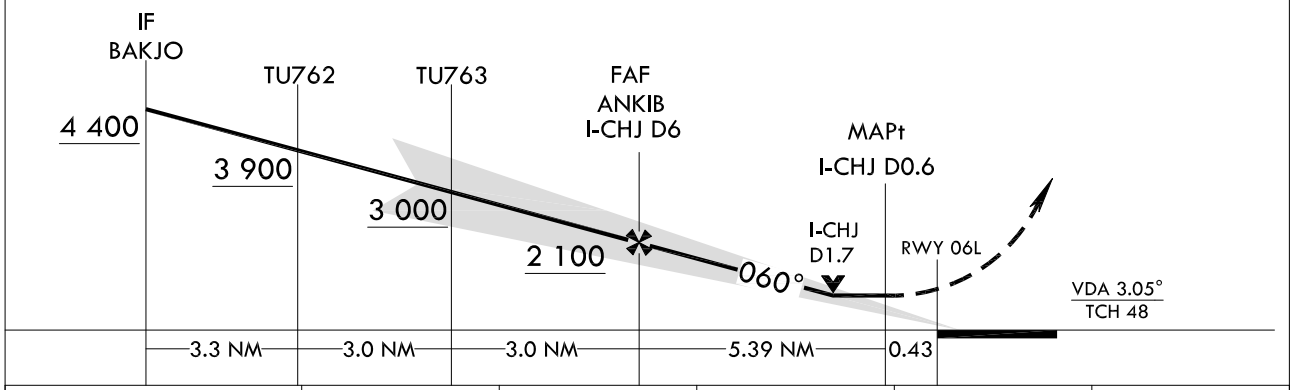


MISSED APPROACH
Climb to 6 000 ft via on track 060° to IKISO, then track 150° to cross ESBOS at or above 6 000 ft, then track 200° to IKAPO, then track 290° to cross JIKJI at or above 7 000 ft and hold.

Use I-CHJ DME when on the localizer course.

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

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY		A	B	C	D	E
S-LOC 06L	ALS	700/40 533(600-¾)		700-1¼ 533(600-1¼)		N/A
	ALS INOP	700/55 533(600-1)		700-1½ 533(600-1½)		N/A

Change : Amended FREQ for cheongju GCA(134.0 → 134.4).

INTENTIONALLY

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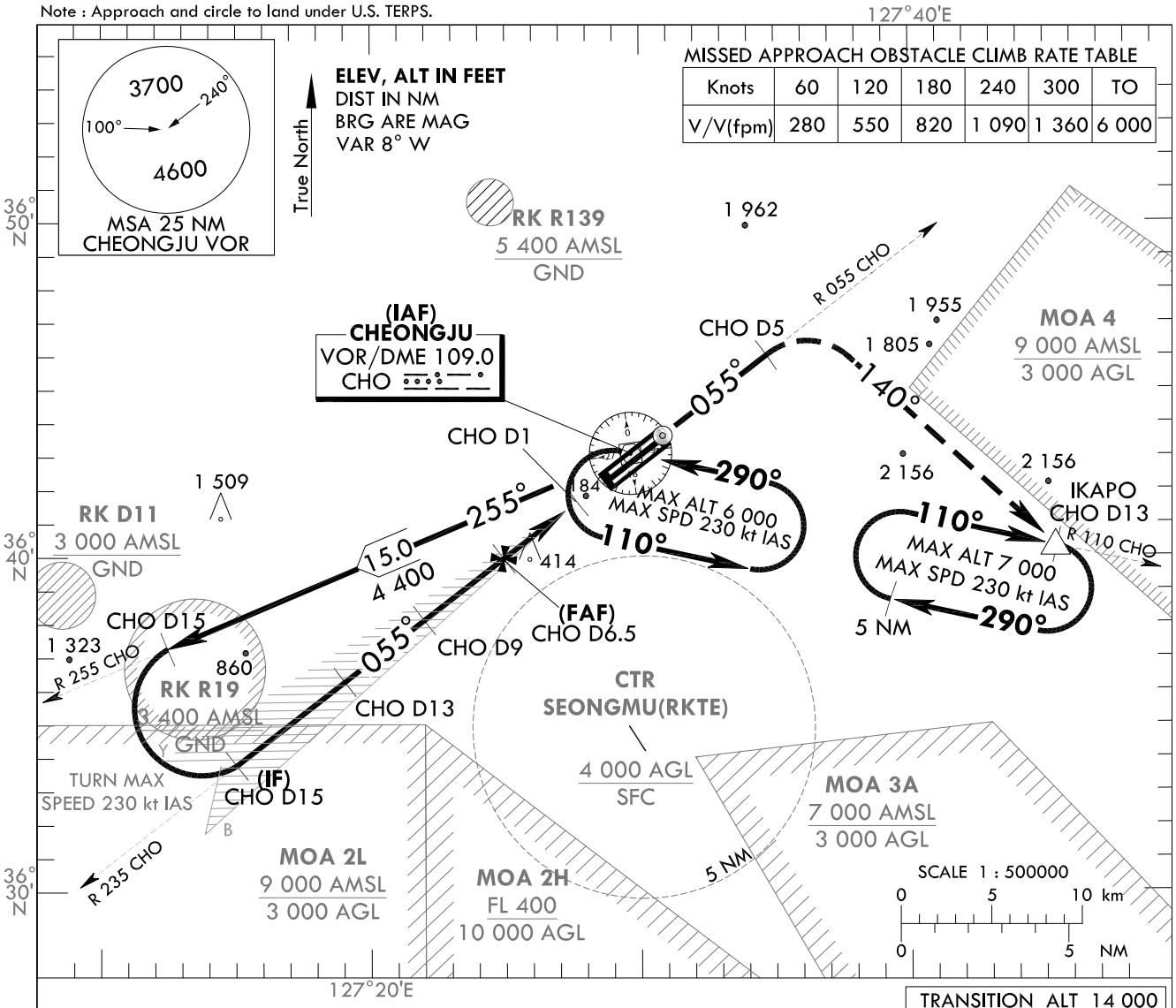
INSTRUMENT APPROACH CHART

AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 06L - ELEV **168** ft

JUNGWON APP	134.0	265.75
CHEONGJU GCA	134.4	134.1
CHEONGJU TWR	118.7	126.2 249.6

CHEONGJU/Cheongju Intl(RKTU)
VOR
RWY 06L

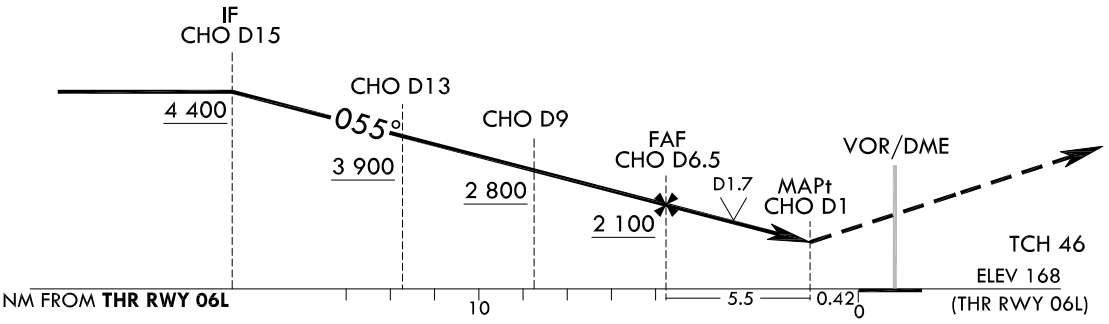
Note : Approach and circle to land under U.S. TERPS.



TRANSITION ALT 14 000
TRANSITION LVL FL 140

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

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



CATEGORY	A	B	C	D
S-VOR	**700/24** 532(600-½)		**700/50** 532(600-1)	**700/60** 532(600-1¼)
CIRCLING	**780-1** 588(600-1)	**820-1** 628(700-1)	**820-1¾** 628(700-1¾)	**1 200-3** 1 008(1 100-3)

Change : Amended FREQ for cheongju GCA(134.0 → 134.4).

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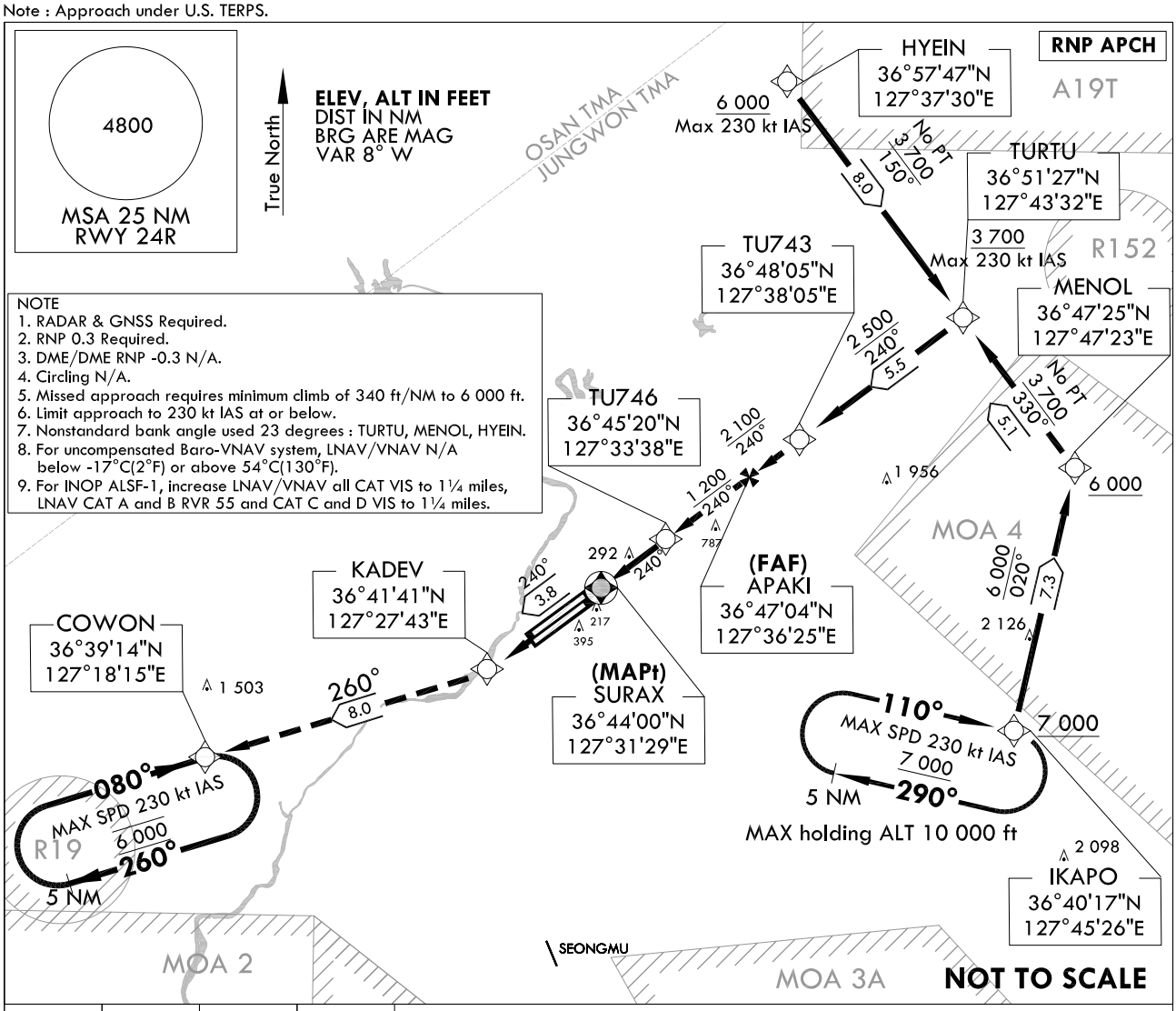
INSTRUMENT APPROACH CHART

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

JUNGWON APP	134.0	265.75
CHEONGJU GCA	134.4	134.1
CHEONGJU TWR	118.7	126.2 249.6

CHEONGJU/Cheongju INTL(RKTU)
RNP RWY 24R

Note : Approach under U.S. TERPS.

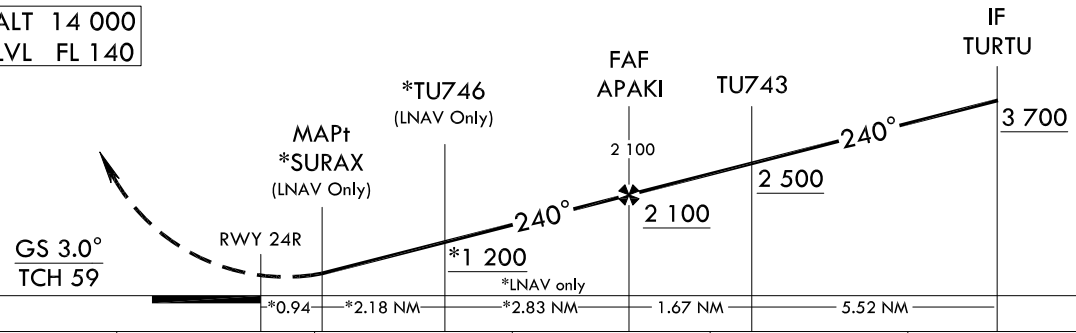


NOTE
1. RADAR & GNSS Required.
2. RNP 0.3 Required.
3. DME/DME RNP -0.3 N/A.
4. Circling N/A.
5. Missed approach requires minimum climb of 340 ft/NM to 6 000 ft.
6. Limit approach to 230 kt IAS at or below.
7. Nonstandard bank angle used 23 degrees : TURTU, MENOL, HYEIN.
8. For uncompensated Baro-VNAV system, LNAV/VNAV N/A below -17°C(2°F) or above 54°C(130°F).
9. For INOP ALSF-1, increase LNAV/VNAV all CAT VIS to 1¼ miles, LNAV CAT A and B RVR 55 and CAT C and D VIS to 1¼ miles.

TR 240°	KADEV	TR 260°	COWON

MISSED APPROACH
Climb to 6 000 ft via on track 240° to KADEV, then track 260° to COWON, then continue climb to 6 000 ft and hold.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY		A	B	C	D	E
LNAV/VNAV DA	ALS	602/40 415(500-$\frac{7}{8}$)				N/A
	ALS INOP	602/1$\frac{1}{4}$ 415(500-1$\frac{1}{4}$)				N/A
LNAV MDA	ALS	620/40 433(500-$\frac{3}{4}$)				N/A
	ALS INOP	620/55 433(500-1)		620-1$\frac{1}{4}$ 433(500-1$\frac{1}{4}$)		N/A
CIRCLING		N/A				

Change : Amended FREQ for cheongju GCA(134.0 → 134.4).

CHEONGJU/Cheongju INTL(RKTU)
RNP RWY 24R

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 24R - via IKAPO to TURTU(IF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	-	IKAPO	-	-	-	-	+7 000	-	36°40'16.6"N 127°45'26.2"E	-	RNAV 1	IAF
002	TF	MENOL	-	020 (012.32)	7.3	-	+6 000	-	36°47'25.1"N 127°47'22.5"E	-	RNAV 1	-
003	TF	TURTU	-	330 (322.61)	5.1	-	+3 700	-230	36°51'27.0"N 127°43'32.3"E	-	RNAV 1	IF

RNP RWY 24R - via HYEIN to TURTU(IF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	TF	HYEIN	-	-	-	-	+6 000	-230	36°57'47.1"N 127°37'29.7"E	-	RNAV 1	IAF
002	TF	TURTU	-	150 (142.51)	8.0	-	+3 700	-230	36°51'27.0"N 127°43'32.3"E	-	RNAV 1	IF

RNP RWY 24R - via TURTU(IF) to MAHF

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	TF	TURTU	-	-	-	-	+3 700	-230	36°51'27.0"N 127°43'32.3"E	-	RNAV 1	IF
002	TF	TU743	-	240 (232.56)	5.5	-	+2 500	-	36°48'05.3"N 127°38'04.9"E	-	RNAV 1	-
003	TF	APAKI	-	240 (232.51)	1.7	-	+2 100	-	36°47'03.7"N 127°36'25.0"E	-	RNP 0.3	FAF
004	TF	TU746	-	240 (232.49)	2.8	-	+1 200	-	36°45'20.2"N 127°33'37.6"E	-	RNP 0.3	LNAV only
005	TF	SURAX	Y	240 (232.46)	2.2	-	+620	-	36°44'00.5"N 127°31'28.6"E	-	RNP 0.3	MAPt(LNAV only)
006	TF	KADEV	-	240 (232.44)	3.8	-	-	-	36°41'40.5"N 127°27'42.6"E	-	RNAV 1	CG 340 ft/NM to 6 000 ft
007	TF	COWON	-	260 (252.25)	8.0	-	6 000	-	36°39'13.6"N 127°18'14.5"E	-	RNAV 1	-
008	HM	IKAPO	-	110 (102.15)	5.0	-	+7 000	-	36°40'16.6"N 127°45'26.2"E	-	-	-
009	HM	COWON	-	080 (072.25)	5.0	-	@6 000	-	36°39'13.6"N 127°18'14.5"E	-	-	-

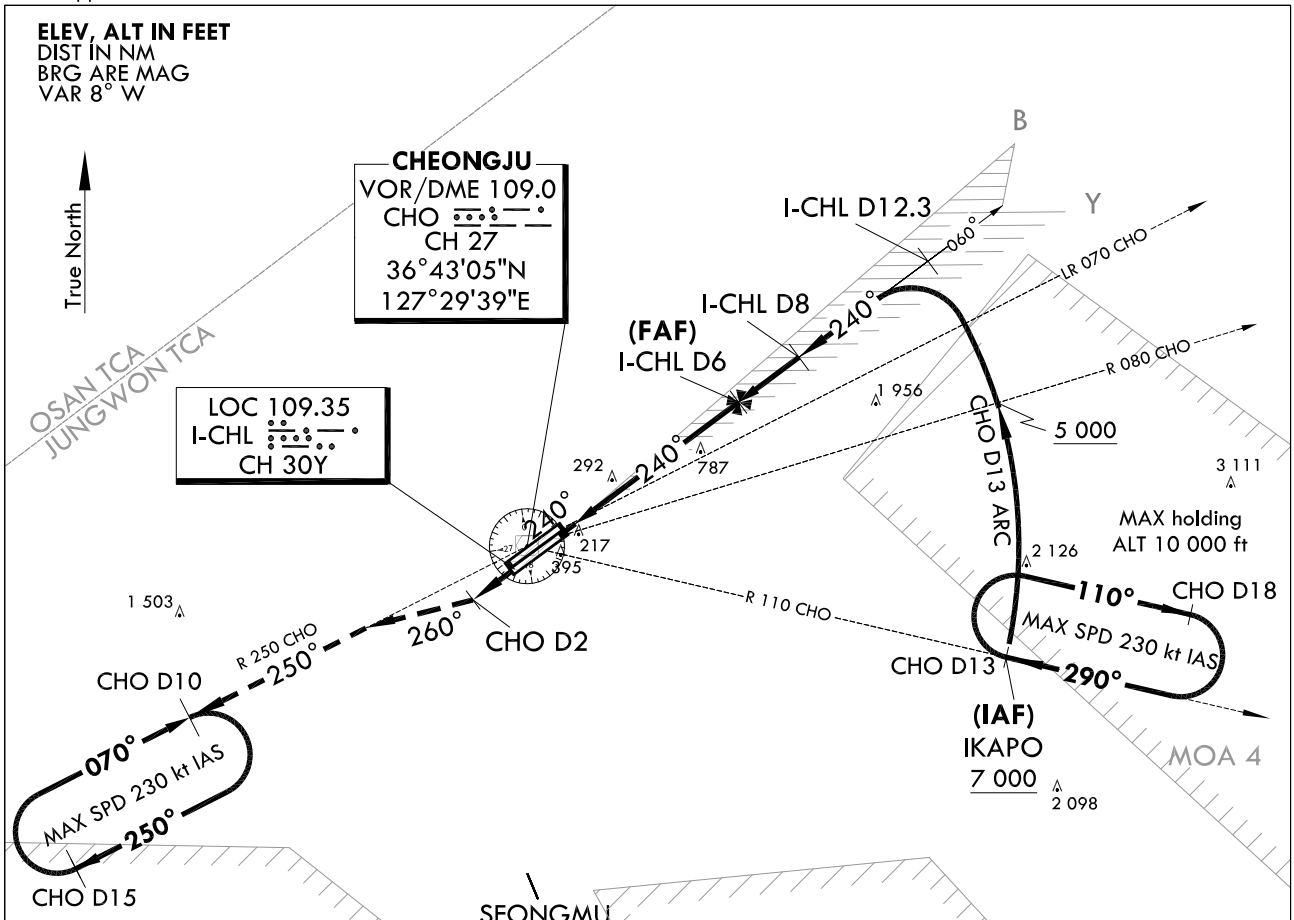
INSTRUMENT APPROACH CHART

AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 24L - ELEV **192** ft

JUNGWON APP	134.0	265.75	
CHEONGJU GCA	134.4	134.1	
CHEONGJU TWR	118.7	126.2	249.6

CHEONGJU/Cheongju INTL(RKTU)
ILS
RWY 24L

Note : Approach and circle to land under U.S. TERPS.

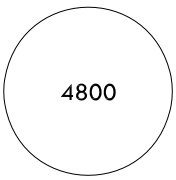


NOTE
1. VOR/DME required.
2. Radar required.
3. Circling N/A.
4. Missed approach requires minimum climb of 280 ft/NM to 3 900 ft.

MISSED APPROACH CLIMB RATE TABLE

RWY	Knots	60	120	180	240	300	TO
24L	V/V(fpm)	280	550	830	1 100	1 380	3 900

NOT TO SCALE

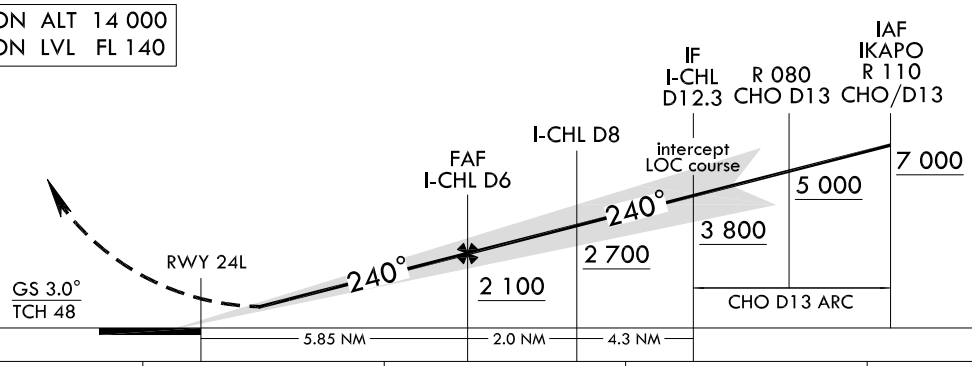


MSA 25 NM
CHO VOR/DME

MISSED APPROACH
Climb to 6 000 ft via HDG 240° to CHO 2 DME, then right turn HDG 260° to intercept R 250 CHO and R 250 CHO to 10 DME and continue climb to 6 000 ft and hold.
Use I-CHL DME when on the localizer course.

CHO D2		R 250 CHO	CHO D10	6 000
HDG 240°	HDG 260°		R 250 CHO	

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY		A	B	C	D
S-ILS 24L	ALS	392/24 200(200-½)			
	ALS INOP	392/40 200(200-¾)			

Change : Amended FREQ for cheongju GCA(134.0 → 134.4).

INTENTIONALLY

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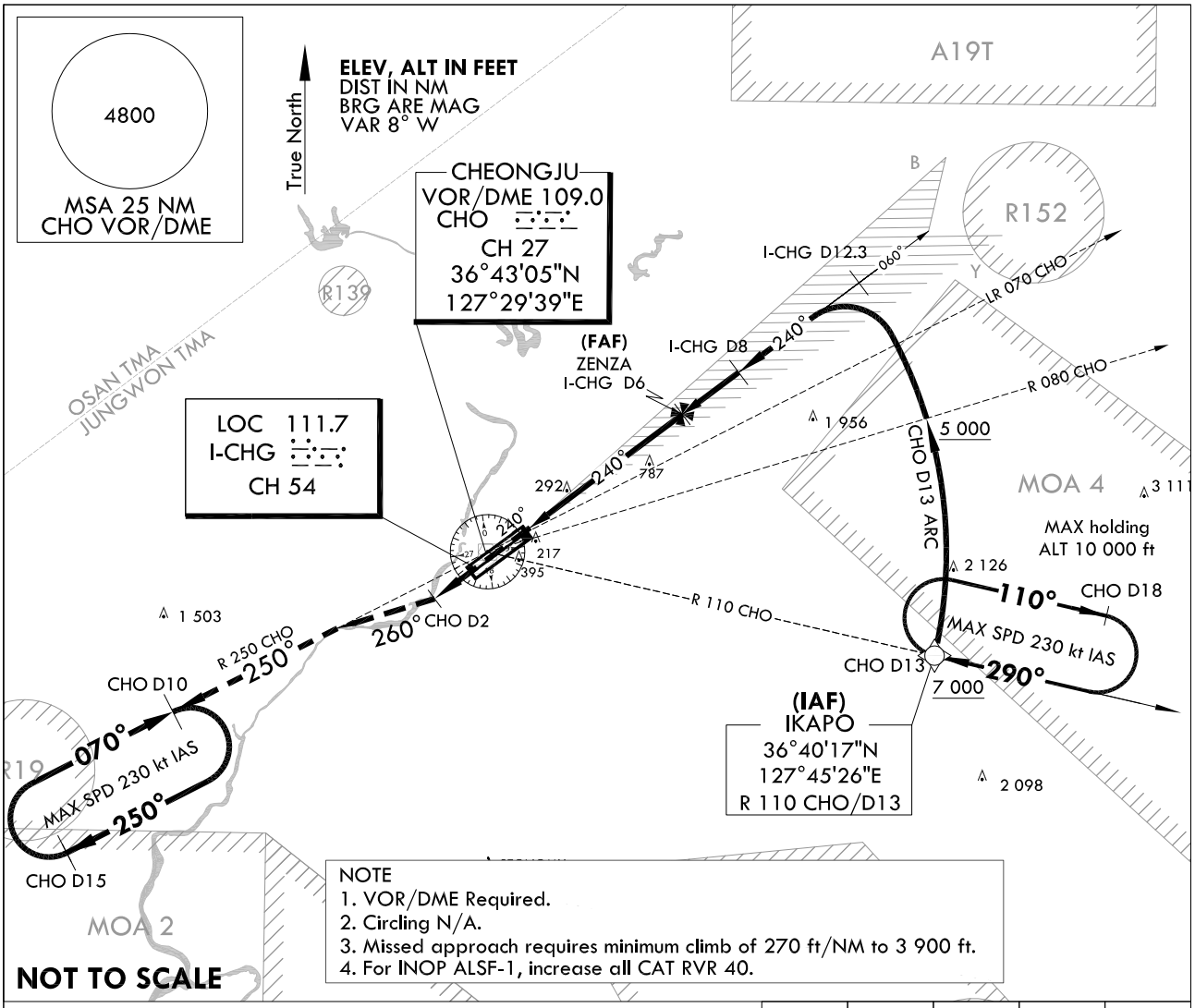
INSTRUMENT APPROACH CHART

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

JUNGWON APP	134.0	265.75
CHEONGJU GCA	134.4	134.1
CHEONGJU TWR	118.7	126.2	249.6

CHEONGJU/Cheongju INTL(RKTU)
ILS Y
RWY 24R

Note : Approach and circle to land under U.S. TERPS.



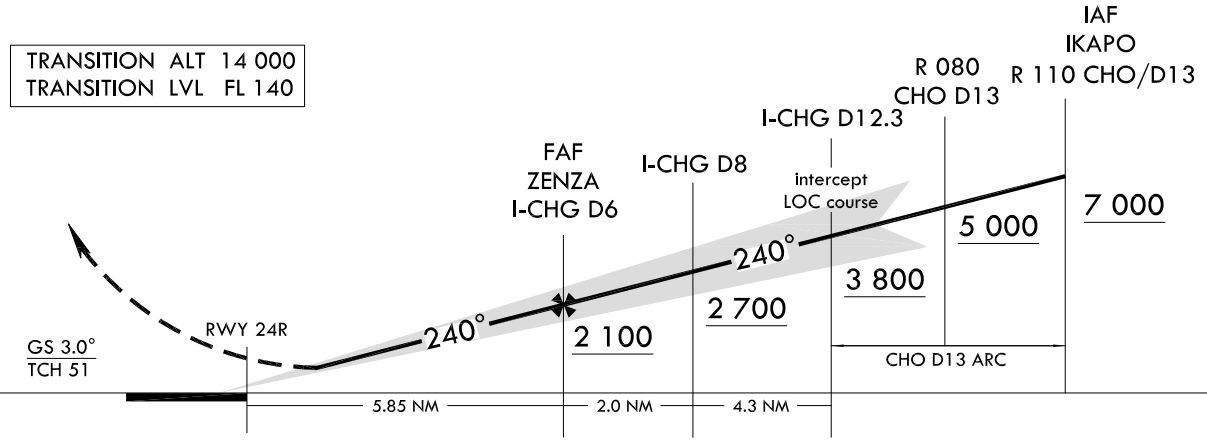
MISSED APPROACH
Climb to 6 000 ft via HDG 240° to CHO 2 DME, then right turn HDG 260° to intercept R 250 CHO and R 250 CHO to 10 DME and continue climb to 6 000 ft and hold.

CHO D2		R 250 CHO	CHO D10	
↑ HDG 240°	HDG 260°		↑ R 250 CHO	6 000

Use I-CHG DME when on the localizer course.

* VGSI and ILS glidepath not coincident (VGSI Angle 3.0/TCH 59).

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY		A	B	C	D	E
S-ILS 24R	ALS	387/24 200(200-½)				N/A
	ALS INOP	387/40 200(200-¾)				N/A

Change : Amended FREQ for cheongju GCA(134.0 → 134.4).

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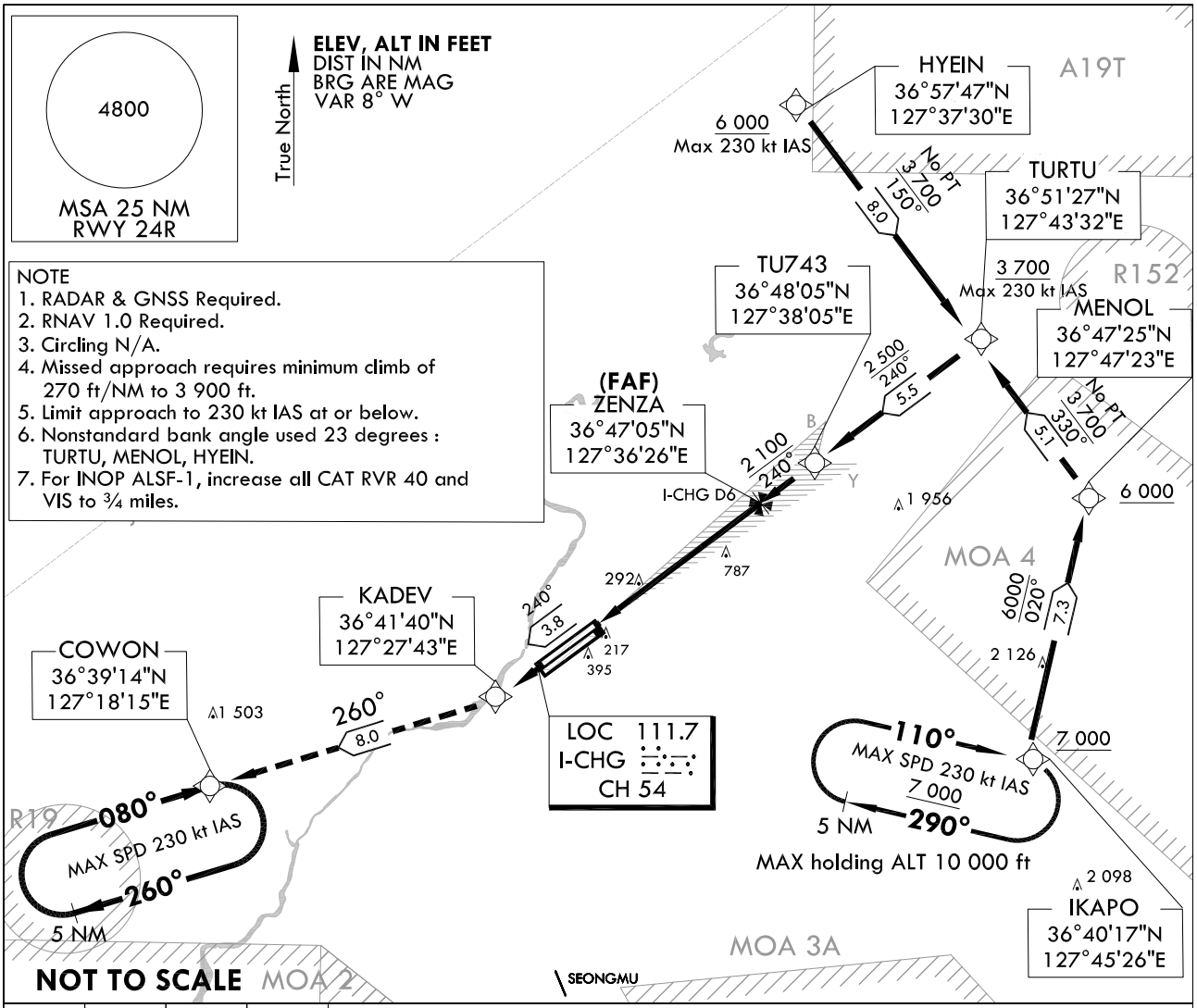
INSTRUMENT APPROACH CHART

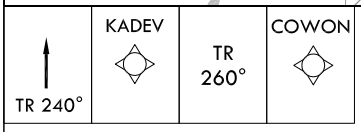
AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 24R - ELEV **187** ft

JUNGWON APP	134.0	265.75
CHEONGJU GCA	134.4	134.1
CHEONGJU TWR	118.7	126.2	249.6

CHEONGJU/Cheongju INTL(RKTU)
ILS Z
RWY 24R

Note : Approach and circle to land under U.S. TERPS.

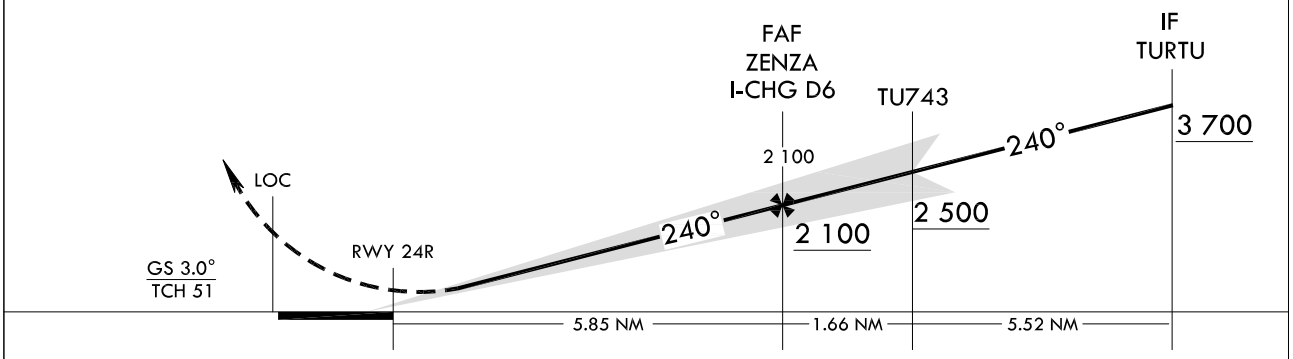




MISSED APPROACH
Climb on track 240° to KADEV, then track 260° to COWON, then continue climb to 6 000 ft and hold.

VGSI and ILS glidepath not coincident (VGSI Angle 3.0/TCH 59).

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY		A	B	C	D	E
S-ILS 24R	ALS	387/24 200(200-½)				N/A
	ALS INOP	387/40 200(200-¾)				N/A

Change : Amended FREQ for cheongju GCA(134.0 → 134.4).

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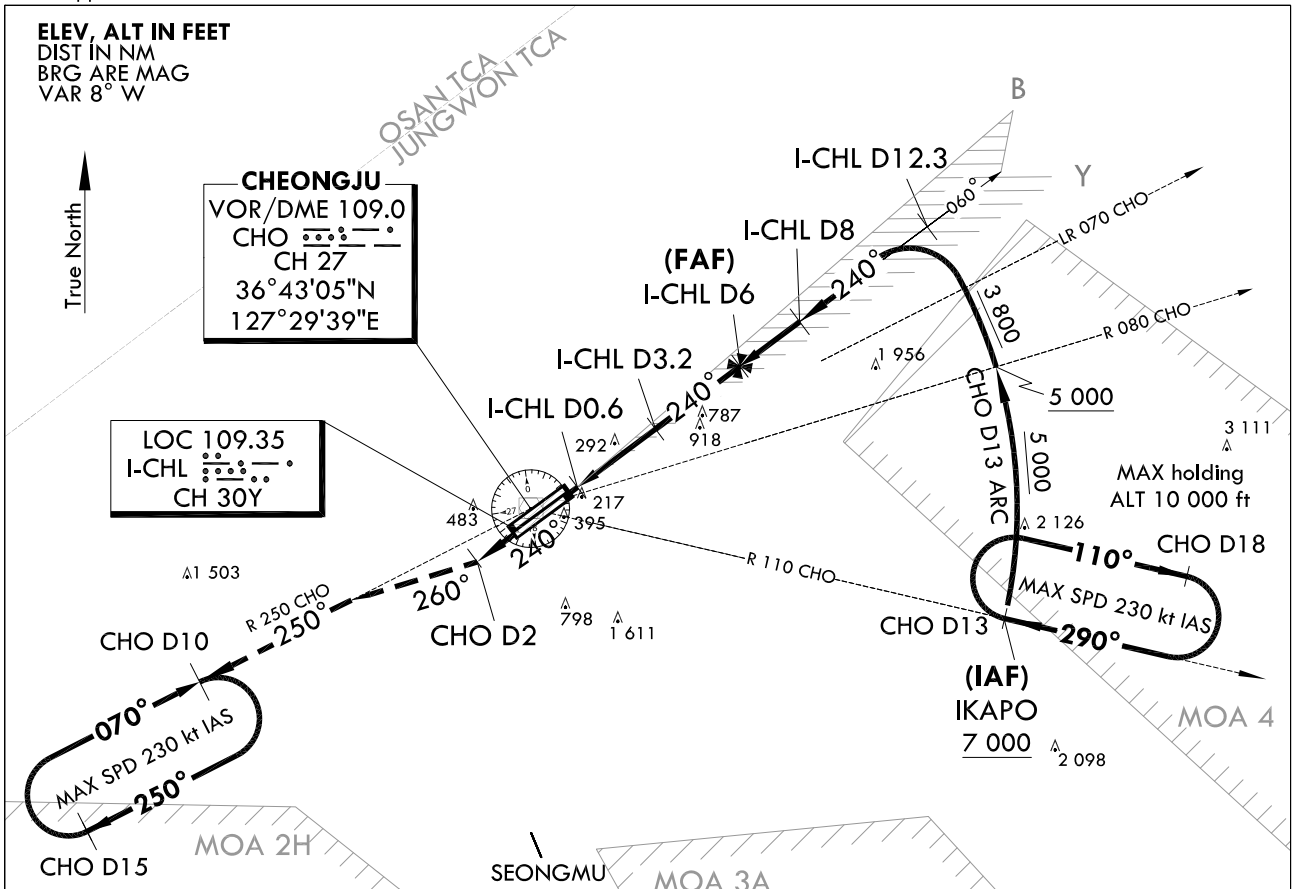
INSTRUMENT APPROACH CHART

AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 24L - ELEV **192** ft

JUNGWON APP	134.0	265.75	
CHEONGJU GCA	134.4	134.1	
CHEONGJU TWR	118.7	126.2	249.6

CHEONGJU/Cheongju INTL(RKTU)
LOC
RWY 24L

Note : Approach and circle to land under U.S. TERPS.

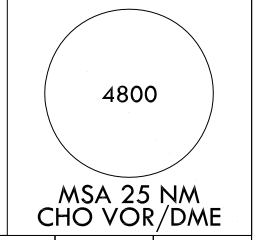


NOTE
1. VOR/DME required.
2. Radar required.
3. Missed approach requires minimum climb of 250 ft/NM to 3 900 ft.

MISSED APPROACH CLIMB RATE TABLE

RWY	Knots	60	120	180	240	300	TO
24L	V/V(fpm)	250	490	730	980	1 220	3 900

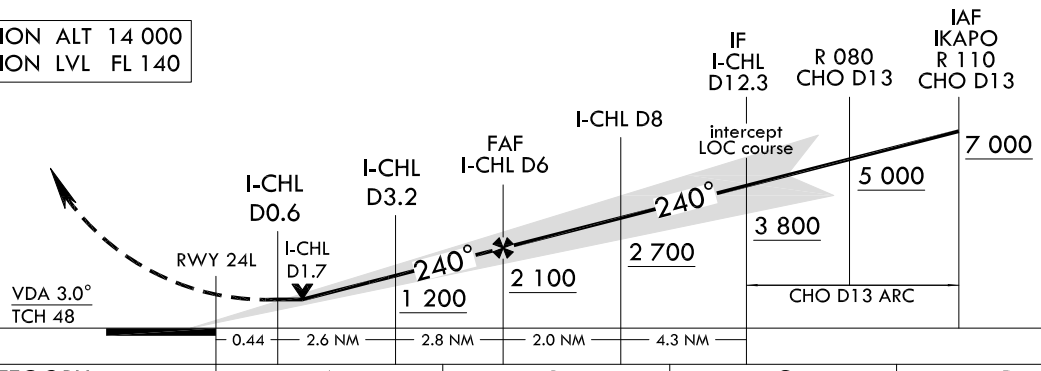
NOT TO SCALE



MISSED APPROACH
Climb to 6 000 ft via HDG 240° to CHO 2 DME, then right turn HDG 260° to intercept R 250 CHO and R 250 CHO to 10 DME and continue climb to 6 000 ft and hold.
Use I-CHL DME when on the localizer course.

CHO D2		R 250 CHO	CHO D10	6 000
HDG 240°	HDG 260°		R 250 CHO	

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY		A	B	C	D
S-LOC 24L	ALS	620/24 428(500-½)		620/40 428(500-¾)	
	ALS INOP	620/55 428(500-1)		620-1¼ 428(500-1¼)	
C CIRCLING		880-1 688(700-1)		1 400-3 1 208(1 300-3)	2 000-3 1 808(1 900-3)

Change : Amended FREQ for cheongju GCA(134.0 → 134.4).

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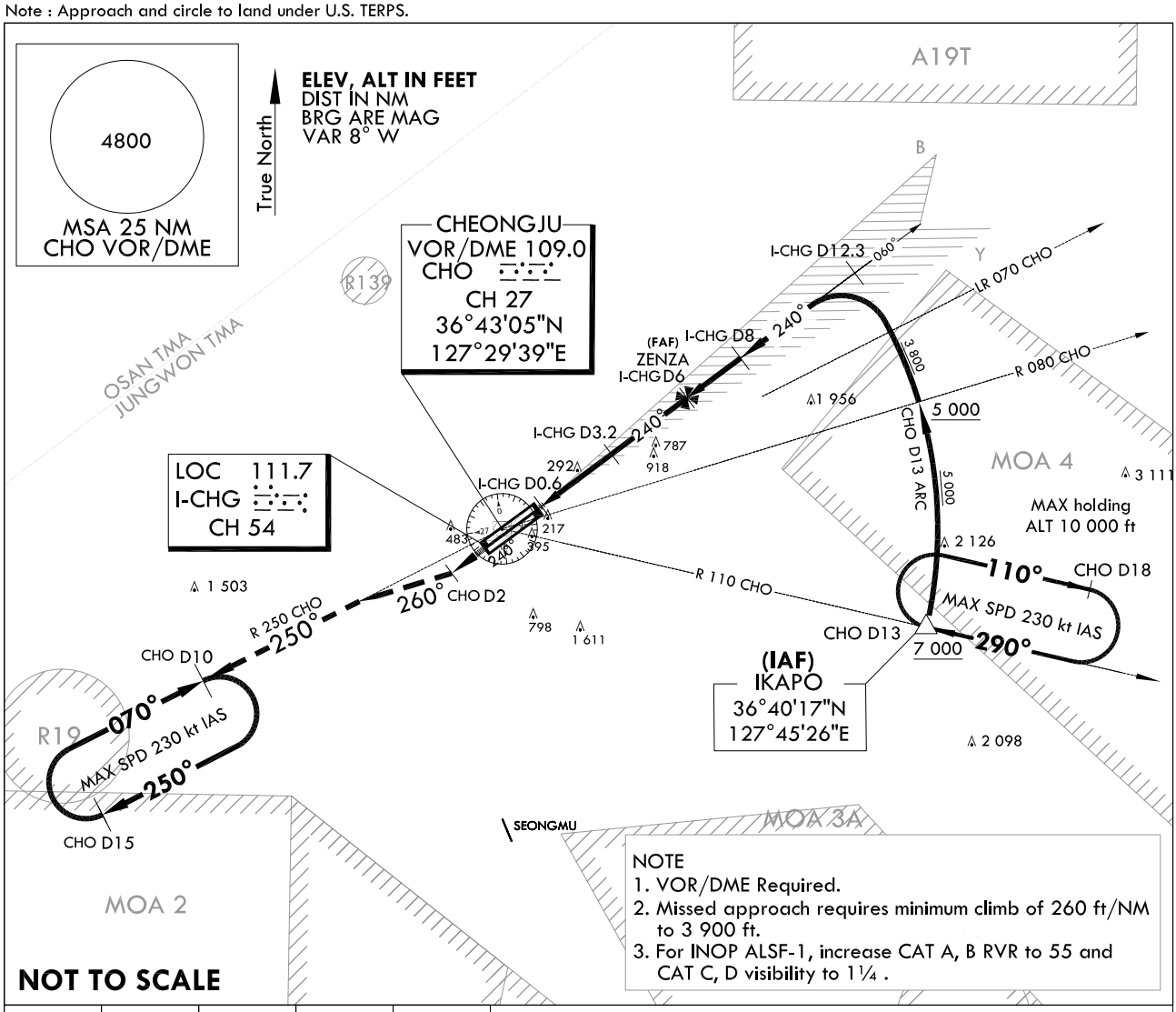
INSTRUMENT APPROACH CHART

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

JUNGWON APP	134.0	265.75
CHEONGJU GCA	134.4	134.1
CHEONGJU TWR	118.7	126.2	249.6

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

Note : Approach and circle to land under U.S. TERPS.

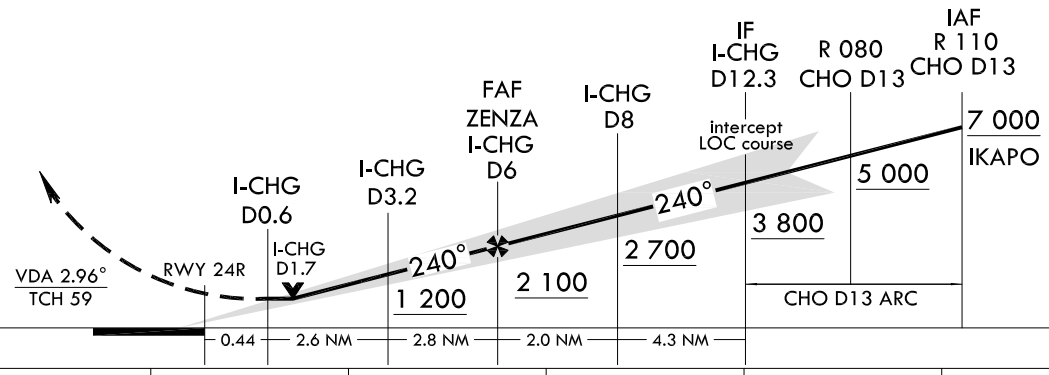


CHO D2		R 250 CHO	CHO D10	6 000
↑ HDG 240°	HDG 260°		↑ R 250 CHO	

MISSED APPROACH
Climb to 6 000 ft via HDG 240° to CHO 2 DME, then right turn HDG 260° to intercept R 250 CHO and R 250 CHO to 10 DME and continue climb to 6 000 ft and hold.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

Use I-CHG DME when on the localizer course.



CATEGORY		A	B	C	D	E
S-LOC 24R	ALS	620/24	433(500-½)	620/40	433(500-¾)	N/A
	ALS INOP	620/55	433(500-1)	620-1¼	433(500-1¼)	N/A
CIRCLING		880-1	688(700-1)	1 200-3 1 008(1 100-3)	2 000-3 1 808(1 900-3)	N/A

Change : Amended FREQ for cheongju GCA(134.0 → 134.4).

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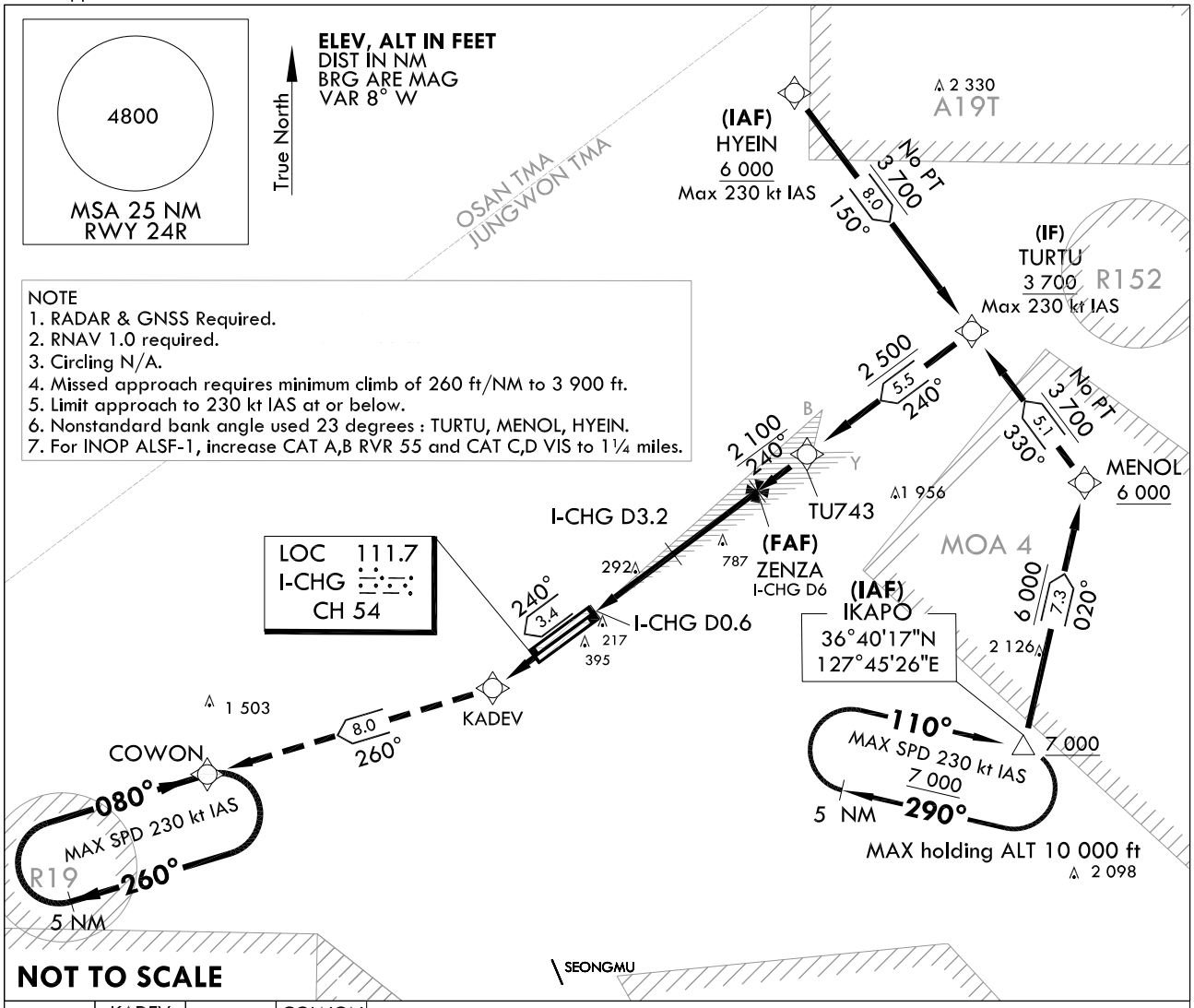
INSTRUMENT APPROACH CHART

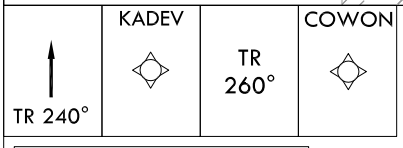
AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 24R - ELEV **187** ft

JUNGWON APP	134.0	265.75
CHEONGJU GCA	134.4	134.1
CHEONGJU TWR	118.7	126.2	249.6

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

Note : Approach and circle to land under U.S. TERPS.

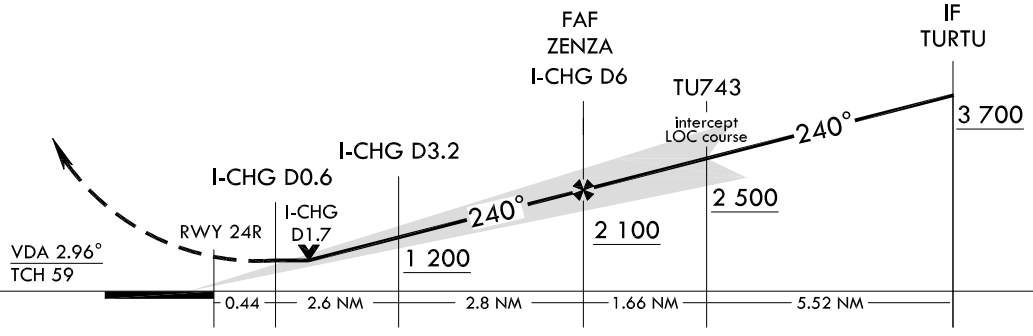




MISSED APPROACH
Climb to 6 000 ft via on track 240° to KADEV, then track 260° to COWON, then continue climb to 6 000 ft and hold.

Use I-CHG DME when on the localizer course.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY		A	B	C	D	E
S-LOC 24R	ALS	620/24 433(500-½)		620/40 433(500-¾)		N/A
	ALS INOP	620/55 433(500-1)		620-1¼ 433(500-1¼)		N/A

Change : Amended FREQ for cheongju GCA(134.0 → 134.4), Establishment of NOTE 2 and Information of item numbers.

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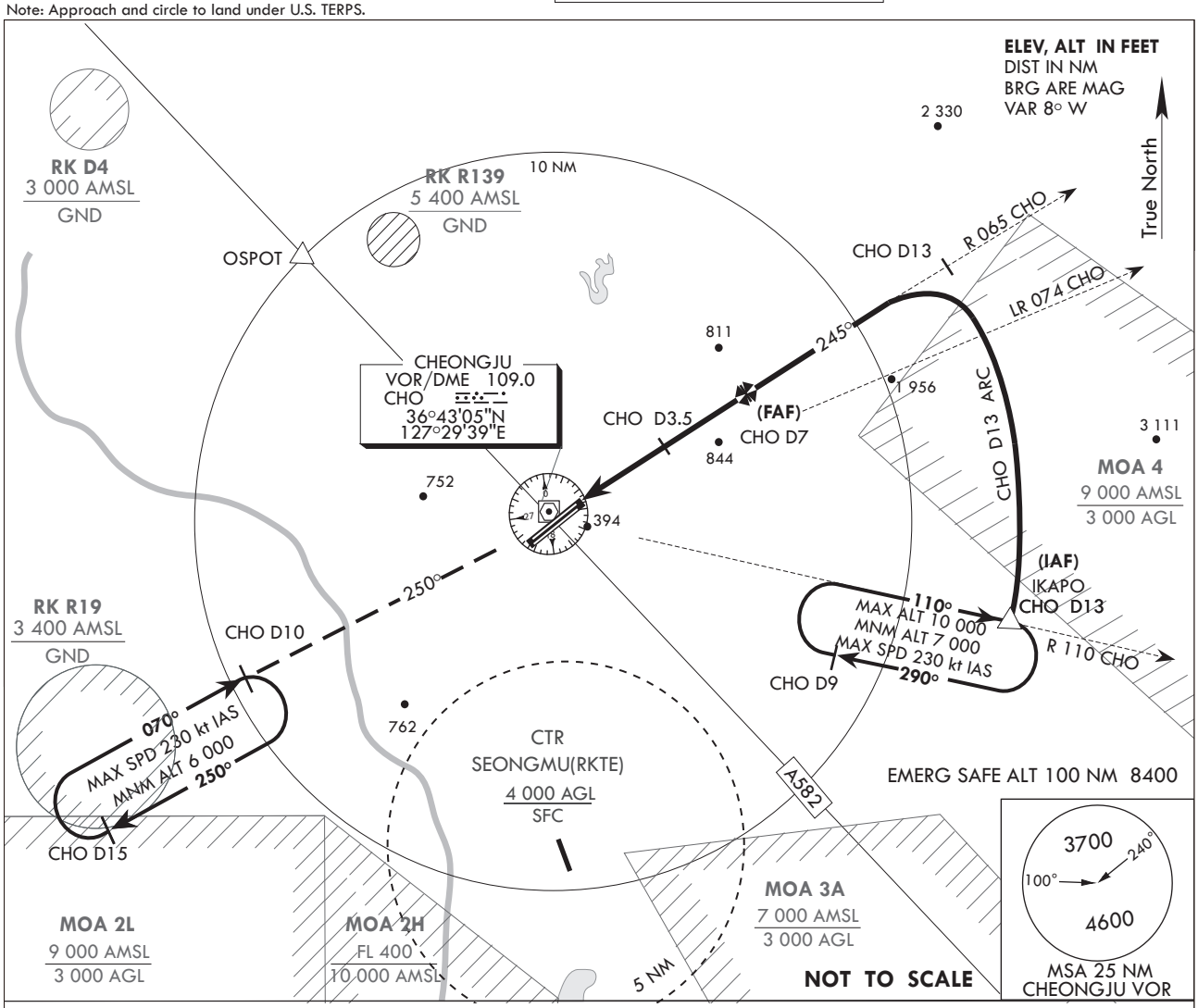
INSTRUMENT APPROACH CHART

AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 24R-ELEV **186** ft

JUNGWON APP	134.0	265.75
CHEONGJU GCA	134.4	134.1
CHEONGJU TWR	118.7	126.2 249.6

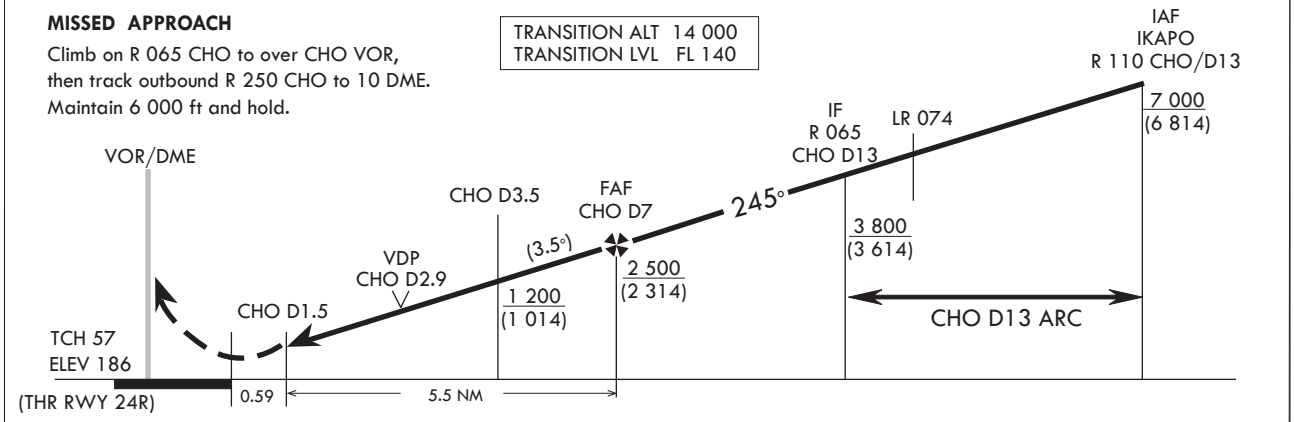
CHEONGJU/Cheongju INTL
VOR
RWY 24R

Note: Approach and circle to land under U.S. TERPS.



MISSED APPROACH
Climb on R 065 CHO to over CHO VOR, then track outbound R 250 CHO to 10 DME. Maintain 6 000 ft and hold.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY	A	B	C	D
S-VOR 24R	860/24 674 (700-½)		860-1½ 674 (700-1½)	860-1¾ 674 (700-1¾)
T * When ALS INOP, increase CAT A, B RVR to 50 and VIS to 1 mile, CAT C VIS to 2 miles, CAT D VIS to 2 1/4 miles.				
CIRCLING	860-1 668 (700-1)		860-2 668 (700-2)	1 200-3 1 008 (1 100-3)

Missed approach obstacle climb rate table

	KNOTS	60	120	180	240	300	TO
Rate of descent	V/V (fpm)	320	630	940	1 250	1 560	6 000

Change : Amended FREQ for cheongju GCA(134.0 → 134.4) and Establishment of MAX holding altitude for IKAPO.

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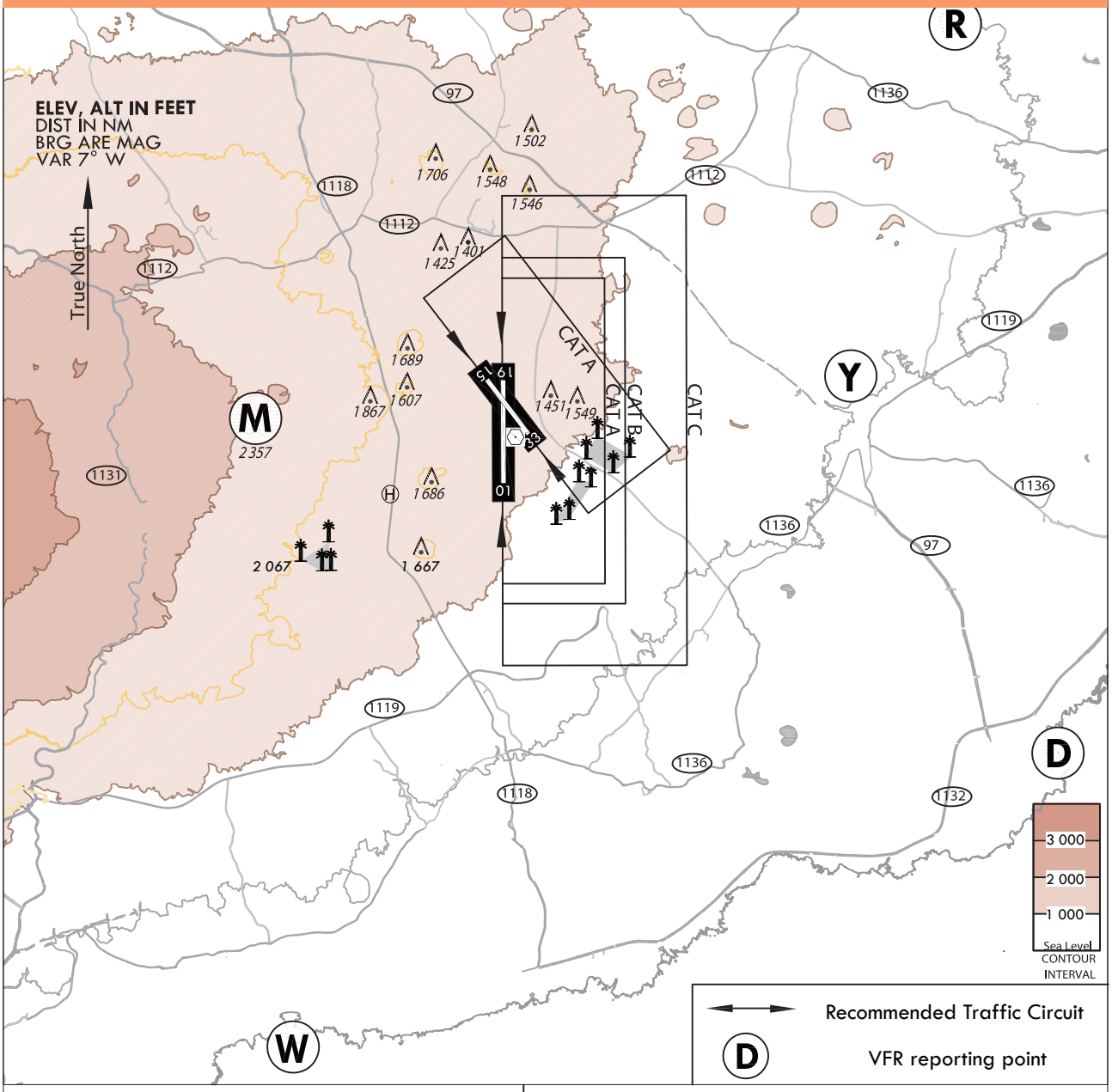
VFR Traffic Circuits - Jeongseok



* NOTE

1. All VFR flight operation with JEONGSEOK control zone shall maintain two way communication with JEONGSEOK TWR.
2. Pilots are encouraged to use the recommended VFR traffic circuit for traffic flow, noise abatement, obstacle avoidance.
3. The use of the recommended VFR traffic circuit does not alter the responsibility of each pilot to see and avoid other aircraft, obstacle.

VFR Traffic Circuit Altitude

RWY 01/19	Category	A	B	C	D
	Altitude	2 200 ft AMSL	2 700 ft AMSL		N/A
RWY 15/33	Category	A	B	C	D
	Altitude	2 200 ft AMSL	N/A		

Reporting Point	Name	Position	Coordinates (WGS-84)
R	Darangshi oreum (다랑쉬오름)	R 054 JDG/D7.4	332839.7N 1264917.5E
M	Mulchart oreum (물찻오름)	R 280 JDG/D3.1	332341.5N 1263910.3E
Y	Yeongjusan (영주산)	R 086 JDG/D4.2	332420.1N 1264750.1E
W	Wemihang (위미항)	R 207 JDG/D7.9	331602.5N 1263940.0E
D	Pyoseondeungdae (표선등대)	R 127 JDG/D7.7	331939.7N 1265048.4E

RKPD AD 2.23 ADDITIONAL INFORMATION

NIL

RKPD AD 2.24 CHART RELATED TO THE AERODROME

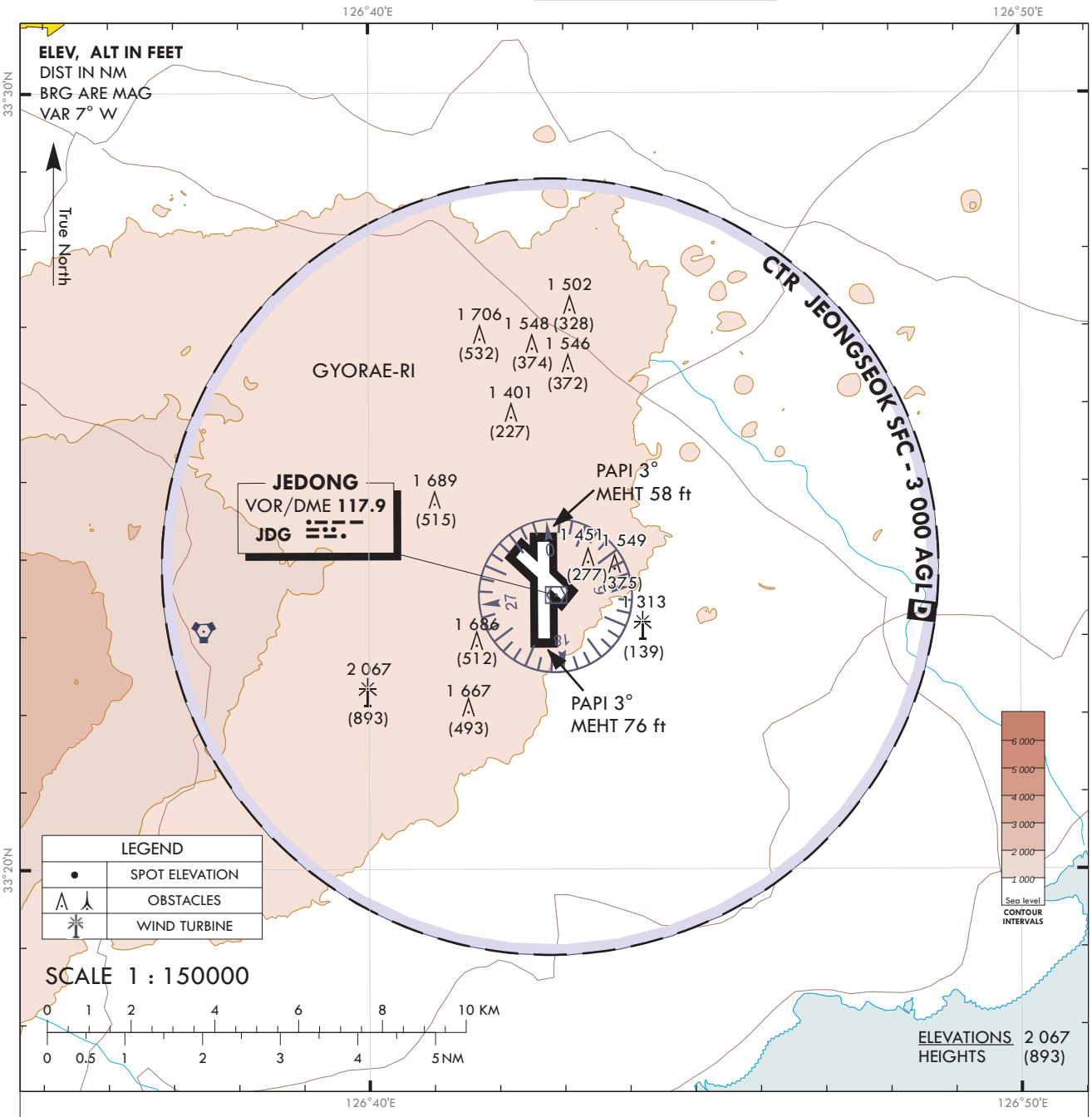
Change : Establishment of visual APCH chart for RKPD and Information of chart number.

VISUAL APPROACH CHART - ICAO

AERODROME ELEV 1 174 ft
HEIGHTS RELATED TO AD ELEV

JEJU	APP	121.2 124.05
JEONGSEOK	TWR	124.35

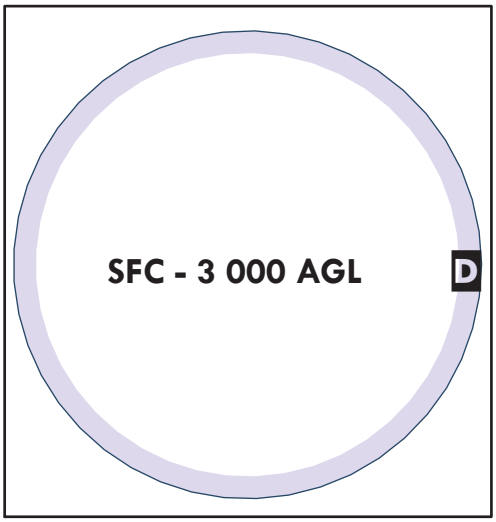
JEONGSEOK/Jeongseok



VISUAL APPROACH PROCEDURE

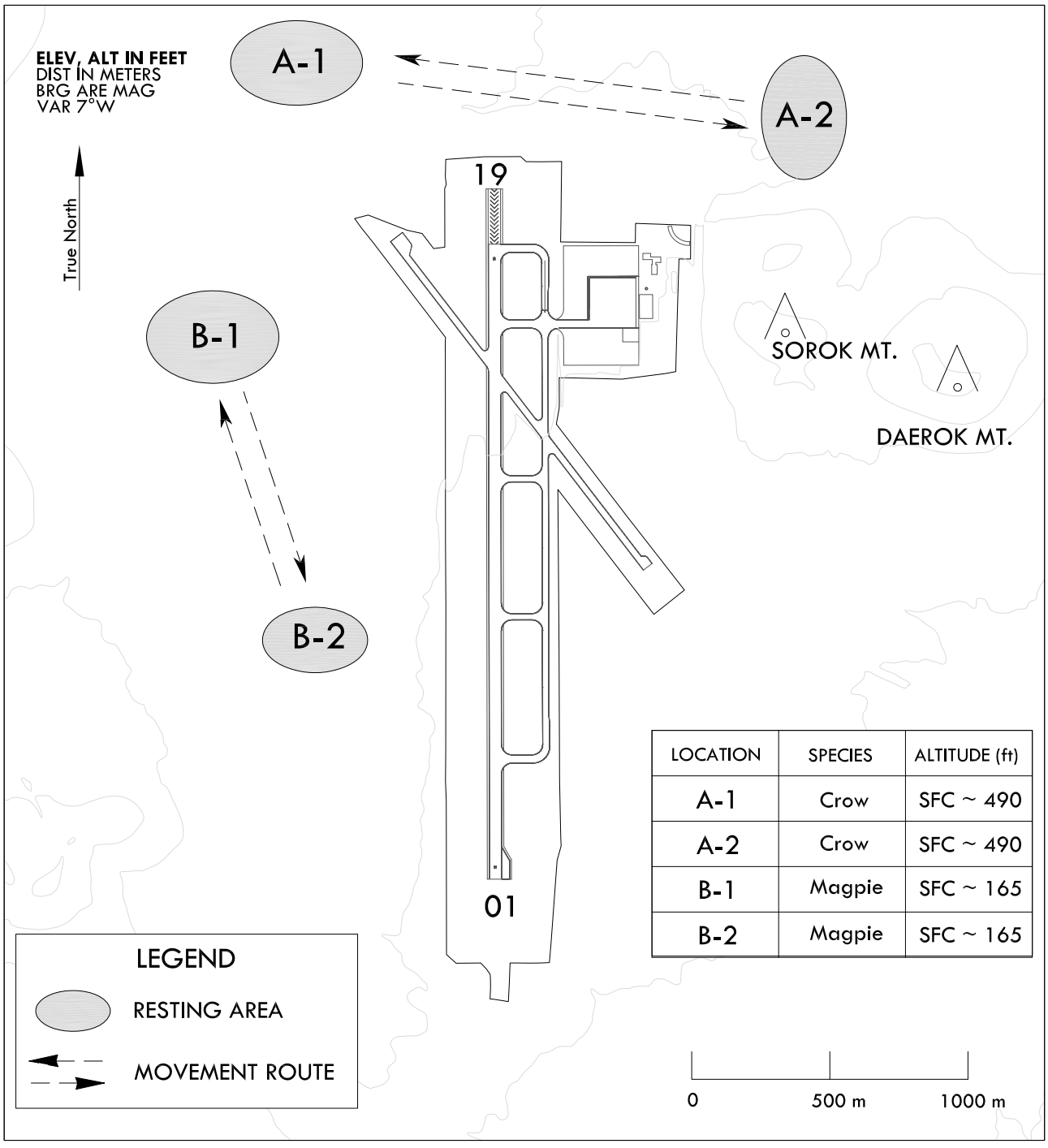
1. Visual approach may be initiated by ATC (Jeju APP control) or approved upon pilot request on traffic permitting basis when :
   a. Ceiling : At or above 500 ft plus MVA
   b. Visibility : Not less than 5 km
   c. circuit : East pattern only

2. ATS airspace : Class D (Refer to ENR 2.1 - 7)



Change : Establishment of visual APCH chart for RKPD.

BIRD CONCENTRATION - JEONGSEOK AERODROME



LOCATION	SPECIES	ALTITUDE (ft)
A-1	Crow	SFC ~ 490
A-2	Crow	SFC ~ 490
B-1	Magpie	SFC ~ 165
B-2	Magpie	SFC ~ 165

Change : Page control.