REPUBLIC OF KOREA

AIRAC AIP

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

Ministry of Land, Infrastructure and Transport
Office of Civil Aviation

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

AMENDMENT NR 6/24 27 JUN 2024

AIRAC

AIP AMENDMENT NR 6/24

(Effective: 1600UTC 7 AUG 2024)

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 Enroute

a) Establishment of APOMO, SUNEM and Withdrawal of KT023, PT022.

1.2 Incheon INTL Airport

- a) Information of FREQ for Incheon apron(129.725 MHz).
- b) Information of procedures for start-up and push back.
- c) Establishment of ACFT stands NR. 208~221, 278~291 and Information of ACFT stands NR. 506~507, 516~517.
- d) Information of pushback procedure for ACFT stands NR. 222~236, 275~277, 501~507, 511~517 for apron 3.
- e) Information of departure routes, arrival routes, TCP for apron 3 and 4.
- f) Information of M north zone and de-icing operational procedures.
- g) Information of PAX terminal 2, ACFT stands and NOTE 1.
- h) Establishment of taxiing route for code C ACFT or smaller available, NOTE 4, HS 28~29 and cautions.

1.3 Gimpo INTL Airport

- a) Information of coordinates for ACFT stands NR. 23~26 and ACFT type for ACFT stands NR. 21~26, 206.
- b) Information of WPT name(PT022 \rightarrow SUNEM, KT023 \rightarrow APOMO).

1.4 Jeju INTL Airport

- a) Information of procedure name(RNP → RNP Y) and Establishment of IAC(RNP Z(AR) for RWY 07).
- b) Withdrawal of instrument approach chart(ILS Z/Y or LOC Z/Y for RWY 07).
- c) Information of NOTE 1 and Establishment of RK R149, SBAS procedure, FAS data block information.

2. PAGE CONTROL

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL I, Part II - ENR (Enroute)	VOL I, Part II - ENR (Enroute)
ENR 4.4-9(21 SEP 23) / 4.4-10(21 SEP 23)	ENR 4.4-9(27 JUN 24) / 4.4-10(21 SEP 23)
VOL II, Part III - AD (Aerodromes)	VOL II, Part III - AD (Aerodromes)
RKSI	RKSI
AD 2-11(11 JAN 24) / 2-12(11 JAN 24) AD 2-18(14 DEC 23) / 2-18-1(20 OCT 22) 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 2-21-4(20 OCT 22) / 2-21-5(8 FEB 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 2-25(21 SEP 23) / 2-26(21 SEP 23) 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 2-33(30 MAY 24) / 2-32(30 MAY 24) AD 2-33(30 MAY 24) / 2-34(30 MAY 24) AD CHART 2-1(30 MAY 24) / 2-2(21 SEP 23) AD CHART 2-5(30 MAY 24) / 2-5-1(12 JAN 23) AD CHART 2-5(30 MAY 24) / 2-5-3(16 NOV 23) AD CHART 2-6(30 MAY 24) / 2-7(30 MAY 24) AD CHART 2-6(30 MAY 24) / 2-7(30 MAY 24) AD CHART 2-8(30 MAY 24) / 2-7(30 MAY 24) AD CHART 2-8(30 MAY 24) / 2-7(30 MAY 24)	AD 2-11(11 JAN 24) / 2-12(27 JUN 24) AD 2-18(27 JUN 24) / 2-18-1(20 OCT 22) AD 2-21(27 JUN 24) / 2-21-1(27 JUN 24) AD 2-21-2(27 JUN 24) / 2-21-3(27 JUN 24) AD 2-21-4(27 JUN 24) / 2-21-5(27 JUN 24) AD 2-21-6(27 JUN 24) / 2-21-7(27 JUN 24) AD 2-216(27 JUN 24) / 2-21-7(27 JUN 24) AD 2-22(16 NOV 23) / 2-22-1(27 JUN 24) AD 2-23(27 JUN 24) / 2-24(27 JUN 24) AD 2-25(27 JUN 24) / 2-26(27 JUN 24) AD 2-28(27 JUN 24) / 2-26(27 JUN 24) AD 2-28(27 JUN 24) / 2-30(27 JUN 24) AD 2-31(27 JUN 24) / 2-32(27 JUN 24) AD 2-31(27 JUN 24) / 2-34(30 MAY 24) AD 2-33(27 JUN 24) / 2-34(30 MAY 24) AD CHART 2-1(27 JUN 24) / 2-2(21 SEP 23) AD CHART 2-3(27 JUN 24) / 2-5-1(27 JUN 24) AD CHART 2-5(27 JUN 24) / 2-5-3(27 JUN 24) AD CHART 2-5-2(27 JUN 24) / 2-5-3(27 JUN 24) AD CHART 2-5-4(27 JUN 24) / 2-5-3(27 JUN 24) AD CHART 2-6(27 JUN 24) / 2-7(27 JUN 24) AD CHART 2-6(27 JUN 24) / 2-7(27 JUN 24) AD CHART 2-8(27 JUN 24) / 2-7(27 JUN 24) AD CHART 2-8(27 JUN 24) / 2-7(27 JUN 24)
RKSS	RKSS
AD CHART 2-1(27 JUN 24) / 2-2(27 JUN 24) AD CHART 2-3(27 JUN 24) / 2-4(27 JUN 24) AD CHART 2-5(27 JUN 24) / 2-6(27 JUN 24) AD CHART 2-28(15 DEC 22) / 2-28-1(23 SEP 21) AD CHART 2-34(29 JUN 23) / 2-34-1(15 DEC 22) AD CHART 2-35(29 JUN 23) / 2-35-1(29 JUN 23) AD CHART 2-37(29 JUN 23) / 2-37-1(29 JUN 23) AD CHART 2-38(29 JUN 23) / 2-38-1(29 JUN 23)	AD CHART 2-1(27 JUN 24) / 2-2(27 JUN 24) AD CHART 2-3(27 JUN 24) / 2-4(27 JUN 24) AD CHART 2-5(27 JUN 24) / 2-6(27 JUN 24) AD CHART 2-28(27 JUN 24) / 2-28-1(27 JUN 24) AD CHART 2-34(27 JUN 24) / 2-34-1(27 JUN 24) AD CHART 2-35(27 JUN 24) / 2-35-1(27 JUN 24) AD CHART 2-37(27 JUN 24) / 2-37-1(27 JUN 24) AD CHART 2-38(27 JUN 24) / 2-38-1(27 JUN 24) AD CHART 2-38(27 JUN 24) / 2-38-1(27 JUN 24)
RKPC	RKPC
AD 2-21(30 MAY 24) / AD 2-22(30 MAY 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(21 SEP 23) / 2-24-1(21 SEP 23)	AD 2-21(30 MAY 24) / AD 2-22(27 JUN 24) AD CHART 2-22(27 JUN 24) / 2-22-1(27 JUN 24) AD CHART 2-23(27 JUN 24) / 2-23-1(27 JUN 24) AD CHART 2-24(27 JUN 24) / 2-24-1(27 JUN 24) AD CHART 2-24-2(27 JUN 24) / 2-24-3(27 JUN 24) AD CHART 2-24-4(27 JUN 24) / 2-24-5(27 JUN 24)

END

3.2 RKSS

		e-code designoronunciation			Coordinates	ATS route or other route	Remarks
	T	1	_	-01	2	3	4
\triangle	APOMO	5LNC	[əpɔmo]	[어포모]	372720.9N 1271104.4E		RKSS
\triangle	BUMSI	5LNC	[bəmsi]	[범시]	371510.2N 1271009.6E	,	RKSS
\triangle	CAVOI	5LNC	[kavoi]	[카보이]	373202.0N 1263337.0E	IAP	RKSS
\triangle	DOKDO	5LNC	[dokdo]	[독도]	373617.1N 1263307.1E	STAR, IAP	RKSS
\Diamond	LEGAK	5LNC	[ligak]	[리갘]	370321.0N 1244951.1E	STAR	RKSS
\diamondsuit	MOBAK	5LNC	[mobak]	[모박]	372404.7N 1265925.2E	IAP	RKSS
\diamondsuit	NOGUB	5LNC	[nogəp]	[노겁]	372052N 1270326E	IAP	RKSS
\Diamond	PUDUB	5LNC	[pju:dəp]	[푸덥]	372027N 1270337E	IAP	RKSS
\langle	SUNEM	5LNC	[su:nem]	[수넴]	371700.6N 1265021.9E	STAR, IAP	RKSS
\langle	SUPOM	5LNC	[su:pom]	[수폼]	372147N 1271217E	STAR	RKSS
\langle	WONKO	5LNC	[wənkɔ]	[원코]	372402N 1265908E	IAP	RKSS
<u></u>	DT006	5ANNC	-	-	372843N 1265317E	IAP	RKSS
<u></u>	DT007	5ANNC	-	-	372745N 1265430E	IAP	RKSS
<u></u>	DT009	5ANNC	-	-	372636N 1265556E	IAP	RKSS
$\dot{\Diamond}$	DT034	5ANNC	-	-	371647N 1272118E	STAR	RKSS
<u></u>	DT038	5ANNC	-	-	371349N 1272640E	STAR	RKSS
\Diamond	DT043	5ANNC	-	-	365746N 1271501E	STAR	RKSS
*	DT993	5ANNC	_	-	373808N 1264140E	IAP	RKSS
\Diamond	DU002	5ANNC	_	_	373546N 1264427E	IAP	RKSS
\Diamond	DU004	5ANNC	-	_	373659N 1264254E	IAP	RKSS
\Diamond	DU009	5ANNC	_	_	374032N 1263826E	IAP	RKSS
\Diamond	DU018	5ANNC	-	-	373410N 1263027E	STAR	RKSS
\Diamond	DU022	5ANNC	-	-	373410N 1263527E	STAR	RKSS
${\diamondsuit}$	DU022	5ANNC	-	-	372934N 1263348E 372912N 1264200E	STAR	RKSS
$\frac{\Diamond}{\Diamond}$	DU025		-	-			
		5ANNC	-	-	372728N 1264809E	STAR	RKSS
<u> </u>	DU063	5ANNC	-	-	371349N 1272640E	STAR	RKSS
$\frac{\diamondsuit}{\diamondsuit}$	DU066	5ANNC	-	-	370126N 1271916E	STAR	RKSS
$\frac{\diamondsuit}{\diamondsuit}$	DU987	5ANNC	-	-	372509N 1264614E	IAP	RKSS
$\frac{\diamondsuit}{\diamondsuit}$	DU994	5ANNC	-	-	372955N 1265158E	IAP	RKSS
$\frac{\diamondsuit}{\diamondsuit}$	GT006	5ANNC	-	-	372842N 1265339E	IAP	RKSS
$\frac{\diamondsuit}{A}$	GT007	5ANNC	-	-	372747N 1265447E	IAP	RKSS
$\frac{\diamondsuit}{A}$	GT009	5ANNC	-	-	372639N 1265612E	IAP	RKSS
\$	GT044	5ANNC	-	-	371015N 1273305E	STAR	RKSS
$\frac{\diamondsuit}{A}$	GU002	5ANNC	-	-	373554N 1264437E	IAP	RKSS
$\stackrel{\diamondsuit}{\longrightarrow}$	GU004	5ANNC	-	-	373707N 1264305E	IAP	RKSS
$\frac{\diamondsuit}{}$	GU009	5ANNC	-	-	374040N 1263837E	IAP	RKSS
\Diamond	GU069	5ANNC	-	-	371015N 1273305E	STAR	RKSS
<u> </u>	KT018	5ANNC	-	-	372542N 1270511E	IAP	RKSS
<u> </u>	KT033	5ANNC	-	-	372048N 1271717E	STAR	RKSS
<u> </u>	PQ032	5ANNC	-	-	370918N 1270447E	STAR	RKSS
\$	PQ058	5ANNC	-	-	370159N 1263154E	STAR	RKSS
\Diamond	PQ070	5ANNC	-	-	370834N 1261423E	STAR	RKSS
\Diamond	PQ078	5ANNC	-	-	370828N 1260357E	STAR	RKSS
\diamondsuit	PQ091	5ANNC	-	-	370818N 1254805E	STAR	RKSS
\Diamond	PT017	5ANNC	_	-	372031N 1265451E	IAP	RKSS

Change: Establishment of APOMO, SUNEM and Withdrawal of KT023, PT022.

		e-code designoronunciation			Coordinates	ATS route or other route	Remarks
	1	1		ı	2	3	4
<u> </u>	PT029	5ANNC	-	-	371401N 1264220E	STAR	RKSS
\Diamond	PT030	5ANNC	-	-	371040N 1270726E	STAR	RKSS
\Diamond	PT041	5ANNC	-	-	370401N 1265436E	STAR	RKSS
\Diamond	PT042	5ANNC	-	-	370840N 1262807E	STAR	RKSS
\Diamond	PT053	5ANNC	-	-	370358N 1263710E	STAR	RKSS
\Diamond	PT054	5ANNC	-	-	370435N 1261454E	STAR	RKSS
\Diamond	PT055	5ANNC	-	-	370842N 1263259E	STAR	RKSS
\Diamond	PT062	5ANNC	-	-	370839N 1262437E	STAR	RKSS
\Diamond	PT075	5ANNC	-	-	370418N 1254750E	STAR	RKSS
\Diamond	PT091	5ANNC	-	-	370818N 1254805E	STAR	RKSS
\Diamond	PU025	5ANNC	-	-	373439N 1262042E	STAR	RKSS
\Diamond	PU029	5ANNC	-	-	372710N 1262012E	STAR	RKSS
<u></u>	PU033	5ANNC	-	-	373226N 1261104E	STAR	RKSS
<u> </u>	PU044	5ANNC	-	-	371645N 1260533E	STAR	RKSS
\Diamond	PU046	5ANNC	-	-	372542N 1255709E	STAR	RKSS
\Diamond	PU060	5ANNC	-	-	371813N 1254146E	STAR	RKSS
\Diamond	PU063	5ANNC	_	-	370418N 1254750E	STAR	RKSS
\Diamond	PZ026	5ANNC	_	-	372542N 1263747E	STAR	RKSS
\Diamond	PZ030	5ANNC		_	372115N 1263227E	STAR	RKSS
\Diamond	PZ035	5ANNC	_	_	371622N 1262637E	STAR	RKSS
\Diamond	PZ040	5ANNC		_	371046N 1261956E	STAR	RKSS
\Diamond	PZ049	5ANNC			370828N 1260325E	STAR	RKSS
\Diamond	PZ061	5ANNC		_	370818N 1254805E	STAR	RKSS
\Diamond	QD040	5ANNC		_	373803N 1264134E	SID	RKSS
${\Diamond}$	QD040 QD050	5ANNC		-	373341N 1263537E	SID	RKSS
$\overline{\diamondsuit}$	QD080	5ANNC	-	-	372841N 1263537E	SID	RKSS
· · · · · · · · · · · · · · · · · · ·				-		SID	
\Diamond	QD090	5ANNC	-	-	372218N 1263507E		RKSS
*	QD110	5ANNC	-	-	371616N 1263744E	SID	RKSS
$\frac{\diamondsuit}{\diamondsuit}$	QD150	5ANNC	-	-	370240N 1264853E	SID	RKSS
\bigcirc	QD160	5ANNC	-	-	365323N 1264911E	SID	RKSS
\Diamond	QG180	5ANNC	-	-	365529N 1270944E	SID	RKSS
\Diamond	QK080	5ANNC	-	-	372445N 1263957E	SID	RKSS
<u></u>	QP079	5ANNC	-	-	372904N 1262645E	SID	RKSS
<u></u>	QP080	5ANNC	-	-	373118N 1263222E	SID	RKSS
♦	QP120	5ANNC	-	-	372436N 1261529E	SID	RKSS
	TD040	5ANNC	-	-	373803N 1264134E	SID	RKSS
	TD050	5ANNC	-	-	373341N 1263537E	SID	RKSS
\Diamond	TD100	5ANNC	-	-	372419N 1263421E	SID	RKSS
\Diamond	TD120	5ANNC	-	-	371925N 1263541E	SID	RKSS
\Diamond	TD130	5ANNC	-	-	371321N 1263741E	SID	RKSS
\$	TD180	5ANNC	-	-	370103N 1264143E	SID	RKSS
\$	TD200	5ANNC	-	-	365409N 1264359E	SID	RKSS
\$	TK130	5ANNC	-	-	372206N 1265100E	SID	RKSS
♦	TP080	5ANNC	-	-	373118N 1263222E	SID	RKSS
	TP120	5ANNC	-	-	372436N 1261529E	SID	RKSS

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RKSI AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Center Line LGT LEN, Spacing Colour, INTST	LGT LEN,Spacing Colour, INTST	RWY End LGT Colour WBAR	SWY LGT LEN(m) Colour
1	2	3	4	5	6	7	8	9
15R	ALSF-II 900 m LIH	Green Green	PAPI Left / 3° (64.64 ft)	900 m	3 750 m 15 m white/Red LIH	3 750 m 60 m white/Yellow LIH	Red -	120 m Red
33L	ALSF-II 900 m LIH	Green Green	PAPI Left / 3° (64.64 ft)	900 m	3 750 m 15 m white/Red LIH	3 750 m 60 m white/Yellow LIH	Red -	120 m Red
15L	ALSF-II 900 m LIH	Green Green	PAPI Left / 3° (64.64 ft)	900 m	3 750 m 15 m white/Red LIH	3 750 m 60 m white/Yellow LIH	Red -	120 m Red
33R	ALSF-II 900 m LIH	Green Green	PAPI Left / 3° (64.64 ft)	900 m	3 750 m 15 m white/Red LIH	3 750 m 60 m white/Yellow LIH	Red -	120 m Red
16L	ALSF-II 900 m LIH	Green Green	PAPI Left / 3° (67.14 ft)	900 m	4 000 m 15 m white/Red LIH	4 000 m 60 m white/Yellow LIH	Red -	120 m Red
34R	ALSF-II 900 m LIH	Green Green	PAPI Left / 3° (67.14 ft)	900 m	4 000 m 15 m white/Red LIH	4 000 m 60 m white/Yellow LIH	Red -	120 m Red
16R	ALSF-II 900 m LIH	Green Green	PAPI Left / 3° (67.14 ft)	900 m	3 750 m 15 m white/Red LIH	3 750 m 60 m white/Yellow LIH	Red -	120 m Red
34L	ALSF-II 900 m LIH	Green Green	PAPI Left / 3° (67.14 ft)	900 m	3 750 m 15 m white/Red LIH	3 750 m 60 m white/Yellow LIH	Red -	120 m Red

10 Remarks

Road holding position lights are installed at all road entrances to the RWY 15L/33R, 15R/33L, 16R/34L. Lights of Golf course are installed at $1.6 \, \text{km}$ (750 m width × 500 m length) away from end of RWY 15R.

RKSI AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At the top of main electrical substation, FLG W/G EV 2 SEC IBN : NIL H24	
2	LDI location and lighting Anemometer location and lighting	NIL Anemometer: 300 m from THR 15L/33R, 15R/33L, 16L/34R, 16R/34L and Run-up Area and Lighted	
3	TWY edge and center line lighting	Edge : All TWY Curve area Centre line : All TWY	
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AD Switch-over time: 1 SEC or 15 SEC	
5	5 Remarks Medium intensity obstacle light(white) at TWR is being operated		

RKSI AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	H : 372744.42N 1262854.15E			
2	TLOF and/or FATO elevation m/ft	H: 5.407 m (17.74 ft)			
3	TLOF and FATO area dimesions, surface, strength and marking	H : Rectangle 25.1 x 25.1 m, Concrete PCN 16/R/B/X/T, white edge and white letter H.			
4	True BRG of FATO	H : 145/325° GEO, 152/332° MAG Direction of TLOF zones : 145° GEO, 152° MAG 325° GEO, 332° MAG			
5	Declared distance available	NIL			
6	APP and FATO lighting	NIL			
7	Remarks	1 day PPR from Incheon Airport AIS Daytime only (VFR and special VFR condition)			

RKSI AD 2.17 ATS AIRSPACE

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

RKSI AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency		Hours of operation	Remarks
1	2	;	3	4	5
TWR	Incheon Tower	118.2 MHz(E) 118.8 MHz(W) 118.275 MHz(BK-FREQ) 231.8 MHz		H24	EAST(E): RWY 15L/R, 33L/R operation WEST(W): RWY 16L/R, 34L/R operation
GND	Incheon Ground	121.75 MHz(E) 121.7 MHz(W) 121.875 MHz(BK 121.925 MHz(BK 226.9 MHz		H24	EAST(E): RWY 15L/R, 33L/R operation WEST(W): RWY 16L/R, 34L/R operation
Apron	Incheon Apron	121.65 MHz 121.8 MHz 122.175 MHz 122.225 MHz	122.325 MHz 123.325 MHz 123.575 MHz 123.675 MHz 129.725 MHz	H24	When de-icing, refer to RKSI AD 2-23 (De-icing operational procedures)
DLVRY	Incheon Delivery	121.6 MHz(PRIMARY) 121.875 MHz(BK-FREQ) 269.2 MHz		H24	Digital PDC service available
ATIS	Incheon INTL Airport	ARR: 128.4 MH 230.25 M DEP: 128.65 MI 344.2 MH BK-FREQ: 128.	Hz Hz Iz	H24	Digital ATIS service available 128.2 MHz used when 128.4 MHz, 128.65 MHz are not available ATIS telephone service available. (Refer to RKSI AD 2-42 for detail)

Change: Information of FREQ for Incheon apron(129.725 MHz).

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8. In case of engine start-up with GPU at gates due to APU malfunction or failure, pilot needs to contact Incheon Apron earlier than TSAT window(± 5 minutes) considering the time required for engine start-up and push-back.

- 9. All aircraft to be taxied within the apron shall set their engine thrusts to idle. In case of using breakaway thrust, it should be minimized, especially when commencing taxiing from stands(NR. 814, 815, 816, 817) and starting points(Point 33, 34, 35, 36) in Apron 3 for ground safety.
- 10. Push-back approval is valid for 1 MIN. Push-back is therefore to begin promptly after approval. The push-back procedures of the aircraft within the Apron are as follows. As with most, these procedures shall be kept. However, if any modification of the procedures is required as the case may be, Incheon Apron may give the pilot specific instructions suited for the safety of aircraft movement.
- 11. The smaller aircraft(business jets) ingress and egress procedures at designated deicing pads shall follow the instructions of Incheon Apron. Deicing pads are self-maneuvering stands (i.e. taxi out with no push-back). In case of M North zone assigned not for deicing, aircraft shall be pushed back for departure.
- 12. There are several blue lines in Apron 1 and 3
 Locations: Right behind Gates 9, 15, 21, 22, 32, 33, 39, 45, 49 in Apron 1, and 237, 238, 239, 240, 258, 259, 260, 261 in Apron 3.
 The aircraft of those gates shall be pushed back along blue line until their nose-wheels are on the specific taxilane.
- 13. To avoid delay to other aircraft using 'Apron 1 and 3' area, aircraft should be ready to taxi as soon as the push-back manoeuvre and engine start procedure are completed. The push-back for gate 17, 18, 19, 20, 21, 33, 34, 35, 36 is onto taxilane R7, for gate 236R, 237, 238, 239, 240, 241, 257, 258, 259, 260, 261, 261R is onto taxilane R12, and for gate 208R, 290R is onto taxilane R17 therefore to avoid delays to other traffic it is essential that the aircraft should be ready to taxi as soon as the push-back manoeuvre is completed. If aircraft are unable to comply with these procedures, pilots shall immediately inform Incheon Apron in order that alternative taxi instructions may be issued to other aircraft.
- 14. When an aircraft have any problem which can't make it taxi right after push back, the pilot should report to Apron control. And then the pilot will be instructed to return gate or to move other place to avoid blocking taxilanes.
- 15. Delays may be expected due to other aircraft to push back or to taxi as distances between aircraft gates/stands vary. If push-back is delayed due to apron traffic conditions, TSAT will remain valid even if it exceeds TSAT + 5 minutes. TOBT needs not to be updated for such situations.
- 16. The following tables describe the procedures for push-back of aircraft from gates with airbridges and stands. Incheon Apron will issue specific instructions to the pilot if it is necessary to expedite traffic movement.

 Most gates and stands have several push-back procedures. Push-back instructions shall be issued including direction (only 4 directions are used) or specific position when necessary. Incheon Apron will issue a push-back instruction according to the use of runway or certain traffic condition.
- 17. When The aircraft push back onto taxilane R2 or R3 with facing south, the pilot shall be taxied with idle power for ground safety.
- 18. The aircraft that have been approved for push-back by Incheon Apron must set the Mode A code assigned by ATC prior to push-back.
- 19. The pilots and vehicle operators should look out all directions as they are instructed by the Incheon Apron and also obey emergency stop instruction given by any team member.
- 20. The aircraft that are moving after stopping at 4E and 5W must move with minimum power.

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

Aircraft Stands	Pushback Procedures	Phraseology
Apron 1		
1 and 2	The aircraft shall be pushed back to face north along blue line until its nosewheel is at spot 1.	Pushback approved to point 1
	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
3	The aircraft shall be pushed back to face north along blue line until its nosewheel is at spot 1.	Pushback approved to point 1
	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
6	The aircraft shall be pushed back to face south along taxilane R1 until the specific gate position.	Pushback approved to face sout abeam gate(number)
	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
7	The aircraft shall be pushed back to face south along taxilane R1 until the specific gate position.	Pushback approved to face sout abeam gate(number)
	The aircraft shall be pushed back onto the stand 825 on taxilane R5 to face south.	Pushback approved to stand 825
	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
8	The aircraft shall be pushed back to face north along taxilane R1 until the specific gate position.	Pushback approved to face nor abeam gate(number)
	The aircraft shall be pushed back onto the stand 825 on taxilane R5 to face south.	Pushback approved to stand 825
	The aircraft shall be pushed back to face south along blue line until its nosewheel is at R1.	Pushback approved to face south
9	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
	The aircraft shall be pushed back onto the stand 825 on taxilane R5 to face south.	Pushback approved to stand 825
	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
10, 11 and 12	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
14	The aircraft shall be pushed back onto taxilane R1 to face north until gate 10 to minimize jet blast effect.	Pushback approved to face north
	The aircraft shall be pushed back onto the spot 53R on A6 to face west.	Pushback approved to spot 53Rome
	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R1.	Pushback approved to face north
15	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto the spot 53R on A6 to face west.	Pushback approved to spot 53Rome
	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
16	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
-	The aircraft shall be pushed back onto the spot 53R on A6 to face west.	Pushback approved to spot 53Rome

Aircraft Stands	Pushback Procedures	Phraseology
Apron 1		
400	The aircraft shall be pushed back onto taxilane AS to face east.	Pushback approved to face east
103	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south on R1
105, 107, 109, 111, 113,	The aircraft shall be pushed back onto taxilane AS to face east.	Pushback approved to face east
115, 117, 119, 121, 123, 125, 127 and 129	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,	The aircraft shall be pushed back onto taxilane R9 to face east.	Pushback approved to face east
118, 122, 124, 126 and 128	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. The aircraft shall be pushed back onto taxilane R10 to face west.	Pushback approved to face east 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	The aircraft shall be pushed back onto taxilane RG to face east.	Pushback approved to face east
(329A/B, 330A/B, 331A/B)	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,	The aircraft shall be pushed back onto taxilane RG to face east.	Pushback approved to face east
345R, 347R, 352R/L)	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		
	The aircraft shall be pushed back onto taxilane RW to face east.	Pushback approved to face east
208 to 209	The aircraft shall be pushed back to face east until its nosewheel is at spot 54 .	Pushback approved to point 54
2020	The aircraft shall be pushed back onto taxilane R17 to face east.	Pushback approved to face east
208R	The aircraft shall be pushed back onto taxilane R17 to face west.	Pushback approved to face west
210 to 213	The aircraft shall be pushed back onto taxilane RW to face east.	Pushback approved to face east
210 10 210	The aircraft shall be pushed back onto taxilane RW to face west.	Pushback approved to face west
	The aircraft shall be pushed back onto taxilane RW to face east.	Pushback approved to face east
214 to 215	The aircraft shall be pushed back onto taxilane RW to face west.	Pushback approved to face west
	The aircraft shall be pushed back to face north until its nosewheel is at spot 53.	Pushback approved to point 53
	The aircraft shall be pushed back to face north until its nosewheel is at spot 53 .	Pushback approved to point 53
214R	The aircraft shall be pushed back onto taxilane R4 until clear of R17 to face south.	Pushback approved to face south
	The aircraft shall be pushed back to face south and then towed	Pushback approved to point 52

Change : Establishment of ACFT stands NR. 208~215 for apron 3.

Aircraft Stands	Pushback Procedures	Phraseology
	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
216	The aircraft shall be pushed back onto taxilane R4 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 53.	Pushback approved to point 53
	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
217 to 218	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
	The aircraft shall be pushed back to face south until its nosewheel is at spot 52.	Pushback approved to point 52
219 to 222	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
(224L)	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
224	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
(224R)	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 51.	Pushback approved to point 51
225 to 236	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
(231R/L, 232R/L)	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
236R	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 north along blue line	Pushback approved to blue
237	until its nosewheel is at R12. 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 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
238, 239	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. The aircraft shall be pushed back to face south until its	Pushback approved to face south
	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. The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face east Pushback approved to face west
239R	The aircraft shall be pushed back to face south until its	Pushback approved to lace west Pushback approved to point 31(32)
	nosewheel is at spot 31 (or 32). The aircraft shall be pushed back to face north along blue line	Pushback approved to blue
	until its nosewheel is at R12.	r defibació approved to blue
240	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
	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
241	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
	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)
242	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

Change: Establishment of ACFT stands NR. 216~221 and Information of pushback procedure for ACFT stands NR. 222~236.

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Aircraft Stands	Pushback Procedures	Phraseology
	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)
243, 245	The aircraft shall be pushed back to face west until its nosewheel is at spot 33 (or 34).	Pushback approved to point 33(34)
243, 243	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
	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)
246	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 taxilane RC (or RF) to face west.	Pushback approved to face we (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)
247	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 no (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
	The aircraft shall be pushed back onto taxilane RC (or RF) to face west.	Pushback approved to face we (face west on RF)
248, 249	The aircraft shall be pushed back to face west until its nosewheel is at spot 33 (or 34).	Pushback approved to point 33(34)
240, 249	The aircraft shall be pushed back onto taxilane RC (or RB) to face north.	Pushback approved to face no (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
	The aircraft shall be pushed back onto taxilane RC (or RF) to face east.	Pushback approved to face east (faces east on RF)
	The aircraft shall be pushed back onto taxilane RA (or RF) to face west.	Pushback approved to face west (fa west on RF)
250	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
	The aircraft shall be pushed back onto taxilane RA (or RF) to face east.	Pushback approved to face east (fa
	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)
251, 252	The aircraft shall be pushed back onto taxilane RA (or RB) to face north.	Pushback approved to face north (fa
	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
	The aircraft shall be pushed back onto taxilane RA (or RF) to face east.	Pushback approved to face east (faces 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)
253	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 (fanorth 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
	The aircraft shall be pushed back to face east until its nosewheel is at spot 35 (or 36).	Pushback approved to point 35(36)
254	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

Change: Page control.

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Aircraft Stands	Pushback Procedures	Phraseology
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
	The aircraft shall be pushed back to face east until its nosewheel is at spot 36.	Pushback approved to point 36
256	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
	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
257	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
	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R12.	Pushback approved to blue
258	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
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east
258R	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 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
259, 260	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
	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R12.	Pushback approved to blue
261	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
2640	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 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
	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
275 (275L)	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
(275L)	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 58.	Pushback approved to point 58
276 to 279	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
(275R)	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north

Change: Establishment of ACFT stands NR. 278~279 and Information of pushback procedure for ACFT stands NR. 275~277.

Aircraft Stands	Pushback Procedures	Phraseology
	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
280 to 281	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
	The aircraft shall be pushed back to face south until its nosewheel is at spot 57.	Pushback approved to point 57
	The aircraft shall be pushed back to face south until its nosewheel is at spot 57.	Pushback approved to point 57
282	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 56.	Pushback approved to point 56
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 57.	Pushback approved to point 57
283	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 56.	Pushback approved to point 56
200	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 RE to face east.	Pushback approved to face east
283R	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 57.	Pushback approved to point 57
203R	The aircraft shall be pushed back to face north until its nosewheel is at spot 56.	Pushback approved to point 56
	The aircraft shall be pushed back onto taxilane RE to face east.	Pushback approved to face east
284 to 285	The aircraft shall be pushed back onto taxilane RE to face west.	Pushback approved to face west
	The aircraft shall be pushed back to face north until its nosewheel is at spot 56.	Pushback approved to point 56
	The aircraft shall be pushed back onto taxilane RE to face east.	Pushback approved to face east
286 to 289	The aircraft shall be pushed back onto taxilane RE to face west.	Pushback approved to face west
	The aircraft shall be pushed back onto taxilane RE to face west.	Pushback approved to face west
290 to 291	The aircraft shall be pushed back to face west until its nosewheel is at spot 55.	Pushback approved to point 55
	The aircraft shall be pushed back onto taxilane R17 to face east.	Pushback approved to face east
290R	The aircraft shall be pushed back onto taxilane R17 to face west.	Pushback approved to face west
	The aircraft shall be pushed back onto taxilane R11 to face east.	Pushback approved to face east
362 to 375	The aircraft shall be pushed back onto taxilane R11 to face west.	Pushback approved to face west
264	Pilot shall request start engine then taxi on stand except following aircraft: A320 series, B737 series and A220 series.	-
361	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.	-
370	The aircraft shall be pushed back onto taxilane R11 to face west.	Pushback approved to face west
	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
501 (501L/R)	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
(00.2/17)	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 58.	Pushback approved to point 58
500 /	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
502 to 505	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
506	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 56.	Pushback approved to point 56

Change: Establishment of ACFT stands NR. 280~291 and Information of pushback procedure for ACFT stands NR. 501~506.

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Aircraft Stands	Pushback Procedures The aircraft shall be pushed back onto taxilane R1 to face north.	Phraseology Pushback approved to face north
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507	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 57.	Pushback approved to point 57
	The aircraft shall be pushed back onto taxilane RE to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
511 (511L/R)	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
(3112/14)	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 51.	Pushback approved to point 51
	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
512 to 515	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
516	The aircraft shall be pushed back onto taxilane R4 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 53.	Pushback approved to point 53
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
517	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 52.	Pushback approved to point 52
1	The aircraft shall be pushed back onto taxilane RW to face west.	Pushback approved to face west
Apron 4		
<u> </u>	The aircraft shall be pushed back onto taxilane R26 to face south.	Pushback approved to face south
520	·	.,
521 to 524	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 41.	Pushback approved to point 41
021 10 024	The aircraft shall be pushed back onto taxilane R26 to face south.	Pushback approved to face south
522R	The aircraft shall be pushed back onto taxilane R26 to face south.	Pushback approved to face south
525	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 42.	Pushback approved to point 42
525	The aircraft shall be pushed back onto taxilane R26 to face north.	Pushback approved to face north
	The aircraft shall be pushed back to face south then towed forward until its nosewheel is at spot 42.	Pushback approved to point 42
526 to 528	The aircraft shall be pushed back onto taxilane R26 to face north.	Pushback approved to face north
528R, 529	The aircraft shall be pushed back onto taxilane R26 to face north.	Pushback approved to face north
531 to 532	The aircraft shall be pushed back onto taxilane R26 to face south.	Pushback approved to face south
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 41.	Pushback approved to point 41
533	The aircraft shall be pushed back onto taxilane R26 to face south.	Pushback approved to face south
504	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 42.	Pushback approved to point 42
534	The aircraft shall be pushed back onto taxilane R26 to face north.	Pushback approved to face north
535	The aircraft shall be pushed back onto taxilane R26 to face north.	Pushback approved to face north
FAA 4- F44	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
541 to 544	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north

Change: Information of pushback procedure for ACFT stands NR. 507, 511~517 for apron 3.

Aircraft Stands	Pushback Procedures	Phraseology
545, 547	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 43.	Pushback approved to point 43
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
546	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
551 to 554	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
	Pilot shall taxi on stand when assigned for deicing.	-
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 43.	Pushback approved to point 43
557	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
	Pilot shall taxi on stand when assigned for deicing.	-
558	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
Cargo Apron 1		
601 to 614 621 to 634	The aircraft shall be pushed back onto taxilane D2 or D3 to face west.	Pushback approved
The aircraft shall be pushed back to face west and then towed forward until its nosewheel is at spot 12.		Pushback approved to point 12
The aircraft shall be pushed back to face west and then tower forward until its nosewheel is at spot 11.		Pushback approved to point 11
Cargo Apron 2		
641 to 652 (652R/L)	The aircraft shall be pushed back onto taxilane D4 to face west.	Pushback approved
653 to 655	The aircraft shall be pushed back to face west and then towed forward until its nosewheel is at spot 10.	Pushback approved to point 10
671 to 681	The aircraft shall be pushed back onto taxilane D5 to face west.	Pushback approved
682, 683	The aircraft shall be pushed back to face west and then towed forward until its nosewheel is at spot 9.	Pushback approved to point 9

Change: Page control.

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- 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 \to Turn Right on D \to Turn Left onto K \to Hold at Holding Point RWY 15L on TWY K \to Turn Right on C \to Turn Left on L \to Hold at Holding Point RWY 15R
Route for RWY 33L Departure	CGO APRON \to Turn Left on D \to Turn Right onto J \to Hold at Holding Point RWY 33R on TWY J \to Turn Left on C \to Turn Right on G \to 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 \rightarrow Turn Right on D \rightarrow Turn Left onto K \rightarrow Hold at Holding Point RWY 15L on TWY K \rightarrow Turn Right onto A16 \rightarrow Turn Right on A \rightarrow Turn Left onto R17 \rightarrow R17 \rightarrow Turn Right on M \rightarrow M19 \rightarrow Hold at Holding Point RWY 16L
Route for RWY 34R Departure	CGO APRON \to Turn Left on D \to Turn Right onto J \to Hold at Holding Point RWY 33R on TWY J \to Turn Right onto A8 \to R8 \to Turn Left on M \to M5 \to 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
A 4	404.05.181	R1 - A4 R1 - R7 R1 - R8	4E 7E 8W	1 to 17
		R7 R8	7E 8W	18 to 36
Apron 1	121.65 MHz	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
		R9 R10	9E 10W	101, 102, 104, 106, 108, 110, 112, 114, 118, 122, 124, 126, 128, 130
Apron 2	121.8 MHz	ICIO	1000	301 to 312
		RG	30E 30W	321 to 332 341 to 353
	122.175 MHz	R4 - R11 R4 - R12 R4 - M13	11E 12W 13W	225 to 236
		R1 - R11 R1 - R12 R1 - A13	11E 12W 13E	262 to 268
		R11 R12	11E 12W	237 to 261 361 to 376
	129.725 MHz	R17 - RE R17	50E 17W	208 to 215
		R4 - R11 R4 - M15(M17)	11E 15W(17W)	216 to 224
Apron 3		R1 - A15 R1 - R17	15E 17W	275 to 282
		RE R17	50E 17W	283 to 291
		R1 - A15 R1 - R17	15E 17W	501 to 505
		RE(A15) R17	50E(15E) 17W	506 to 507
		R4 - R11 R4 - M15(M17)	11E 15W(17W)	511 to 515
		R17 - RE R17	50E 17W	516 to 517
Apron 4	123.675 MHz	R4 - R11 M19	11E 19W	520 to 529 531 to 535 541 to 547 551 to 554 557 to 558
argo Apron 1	400 005 1411	D2 D3	2Y 3Y	601 to 616 621 to 636
argo Apron 2	123.325 MHz	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: Information of FREQ for APN, departure routes and TCP for apron 3 and 4.

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FREQ	Call Sign	Procedure
128.65 MHz, 344.2 MHz (ATIS)	Incheon INTL Airport	- Acknowledge "De/Anti-icing Phase" by ATIS.
<u> </u>		
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.
\downarrow		
121.65 MHz (Apron 1) 121.8 MHz (Apron 2, Cargos) 122.175 MHz (Apron 3) 129.725 MHz (Apron 3) 123.675 MHz (Apron 4)	Incheon Apron	 Set Mode A code to 2000. Select XPNDR or AUTO. Contact the frequency according to the controller's instruction. Pushback & taxi to De-icing zones.
\downarrow		
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.
\downarrow		
130.750 MHz (A South zone) 130.850 MHz (M South zone) 130.250 MHz (T Center zone, Central De-icing zone, M North zone)	Ice Man	Enter the pad and report the brake set to lce Man. Monitor Ice Man until De-icing is completed. Do not shut down engines until instructed by Ice Man for ground safety.
<u> </u>		
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, M North zone)	Ice Man	- Re-contact Ice Man and Report start engine and ready to taxi.
\downarrow		
123.325 MHz (A South zone, M South zone, Central De-icing zone, D South/North zone) 122.175 MHz (T Center zone) 122.325 MHz (M North zone)	Pad Control	- Taxi out from De-icing pads.

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

Change : Information of FREQ for APN, M north zone and de-icing operational procedures.

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5. Arrival procedures

Arrival routes and Transfer of control points(TCP) 5.1

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

Apron	Apron FREQ	Route	TCP	Gate/Stand
	404.05.1111	A5 - R1	5E	1 to 12
		A6 - R1	6E	14 to 17
		R7 - R1	7W	1 to 17
Anron 1		R7 R8	7W 8E	18 to 36
Apron 1	121.65 MHz	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
		P0	OW	101,102,104,106,108,110,112,114 118,122,124,126,128,130
Apron 2	121.8 MHz	R9 R10	9W 10E	301 to 312
		RG	30W 30E	321 to 332 341 to 353
	122.175 MHz	R12 - R4 M14 - R4	12E 14W	225 to 236
		R11 - R1 A14 - R1	11W 14E	262 to 268
		R11 R12	11W 12E	237 to 261 361 to 376
Apron 3	129.725 MHz	R17 RW	17E 50W	208 to 215 516 to 517
		R17 - R4 M16 - R4	17E 16W	216 to 224 511 to 515
		A16 - R1 M11 - R1	16E 11W	275 to 282 501 to 505
		R17 RW	17E 50W	283 to 291 506 to 507
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	100 005 141	D2 D3	2Y 3Y	601 to 616 621 to 636
Cargo Apron 2	123.325 MHz	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
- Gate / Stand number
 Type of ground engine run, engine start or performance check Incheon Apron should be advised on its completion.

Change: Information of FREQ for APN, arrival routes and TCP for apron 3.

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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
 - 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.
- 8. CAT I Operations
- Pilots are warned that during ILS CAT-I operations to RWY 15L and 33R aircraft may experience GP signals' 8.1 fluctuation or interference caused by aircraft taxiing in the vicinity of the GP aerial. Pilots should therefore closely monitor their ILS approach profile and rate of descent.
- 8.2 CAT I taxi routes are the same as CAT II/III taxi routes, refer to low visibility procedure diagram pages.
- CAT II / III Operations 9.
- 9 1 General

Incheon International Airport RWY 15L, RWY 15R, RWY 16L, RWY 16R, RWY 33L, RWY 33R, RWY 34L and RWY 34R have ILS CAT III equipments. Low Visibility Procedures are established for operation in a visibility of less than RVR 550 m or a cloud ceiling of less than 60 m (200 ft) or less.

- a. Low visibility operations will be initiated by broadcasting "ATC LOW VISIBILITY PROCEDURES ARE IN OPERATION" via ATIS and/or appropriate radio frequencies.
 b. Low visibility operations will be terminated by deleting the above mentioned message from ATIS and/or broadcasting "ATC LOW VISIBILITY OPERATIONS ARE TERMINATED" via appropriate frequencies.
- 92 Aircraft operators must obtain approval from Administrator of Seoul Regional Aviation Administration prior to conducting any low visibility operations at Incheon International Airport.
 - 1. Approval for CAT II/III Operations
 - a. Aircraft operators and pilots who wish to conduct ILS CAT II/III operations at Incheon International Airport shall conform with certain requirements. Details of these requirements are published in Aviation Safety Act, Article 67 and its Enforcement Regulations Article 189, which are available from :

Flight Operations Division Seoul Regional Aviation Administration 47, Gonghang-ro 424 beon-gil, Jung-gu, Incheon, 400-718, Republic of Korea

TEL: +82-32-740-2154, 5 FAX: +82-32-740-2159

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

Aircraft type and register number;
 The CAT II/III minima to which they intend to operate; and

- 3) A copy of the category II/III certification issued by their own category authority.
- 9.3 Pilots shall be informed when:
 - 1. Meteorological reports preclude ILS CAT I operations;
 - 2. Low Visibility Procedures are in operation:
 - 3. There is any unserviceable in a promulgated facility so that they may amend their minima.
- The separation between successive landing aircraft on the same runway will not be less than 10 NM. 94
- 9.5 When informed of the failure of Surface Movement Radar (SMR), pilots should anticipate that considerable spacing between aircraft may be required.
- 9.6 Pilots who wish to carry out an ILS CAT II/III approach shall inform to Approach Control on initial contact.

Change: Page control.

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9.7 Special Procedures and Safeguards

General Special procedures and ground safeguards

Special procedures and ground safeguards will be applied during CAT II/III operations to protect aircraft from operating in low visibility and to avoid interference with the ILS signals in accordance with the provisions of ICAO Doc. 9365 - Manual of All Weather Operations, and the provisions of the Enforcement Regulations of Aviation Act, Article 210-8.

- 1. During low visibility operations, taxiway centerline lights will be used in conjunction with the stop bar lights as
 - a. If the stop bar lights are turned on, the centerline lights beyond the stop bar will be turned off.
 - b. If the stop bar lights are turned off, the centerline lights beyond the stop bar will be turned on.
- 2. Restrictions of application on CAT-II/III holding positions: TWY G or TWY L
 - a. When RWY 15L for landing and RWY 15R for departure are in use at the same time, CAT-II/III holding positions on TWY G and L are not applied.

 b. When RWY 33L for departure and RWY 33R for landing are in use at the same time, CAT-II/III holding
 - positions on TWY L and G are not applied.

3. Arriving Aircraft

a. Aircraft shall vacate the runway via the designated exit taxiways as follows; Other exit taxiways will not be lit.

```
RWY 15L - C2, C1, D1 or G
RWY 15R - B3, B2 or G
RWY 33L - B4, B5 or L
RWY 33R - C4, C5, D6 or L
RWY 16L - N3, N2 or S
RWY 16R - P6, P5, P4, P2 or S
RWY 34R - N4, N5 or N7
RWY 34L - P7, P8, P10, P11 or P13
```

Refer to Low Visibility Procedure diagram Pages.

- b. All runway exits have taxiway center-line lead off lights that are color coded (green/yellow) to indicate that portion of the taxiway that is within the ILS sensitive area.
- c. Pilots are required to make a 'runway vacated' call giving due allowance for the size of the aircraft to ensure that the entire aircraft have vacated the ILS critical sensitive areas.
- 4. Departing Aircraft

Departing aircraft shall normally enter the runway via the designated taxiways as follows:

```
RWY 15L : A \rightarrow L or D \rightarrow L
RWY 15R : A \rightarrow L, D \rightarrow L, D \rightarrow K \rightarrow C \rightarrow L RWY 33L : A \rightarrow G, D \rightarrow G, D \rightarrow J \rightarrow C \rightarrow G
RWY 33R : A \rightarrow G, D \rightarrow G, RWY 16L : M \rightarrow N7
RWY 16R : M \rightarrow V \rightarrow P \rightarrow P13, M \rightarrow N7 \rightarrow P \rightarrow P13 RWY 34R : M \rightarrow S
RWY 34L : M \rightarrow S, M \rightarrow T \rightarrow P \rightarrow S
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Refer to Low Visibility Procedure diagram Pages.

Practice Approaches 98

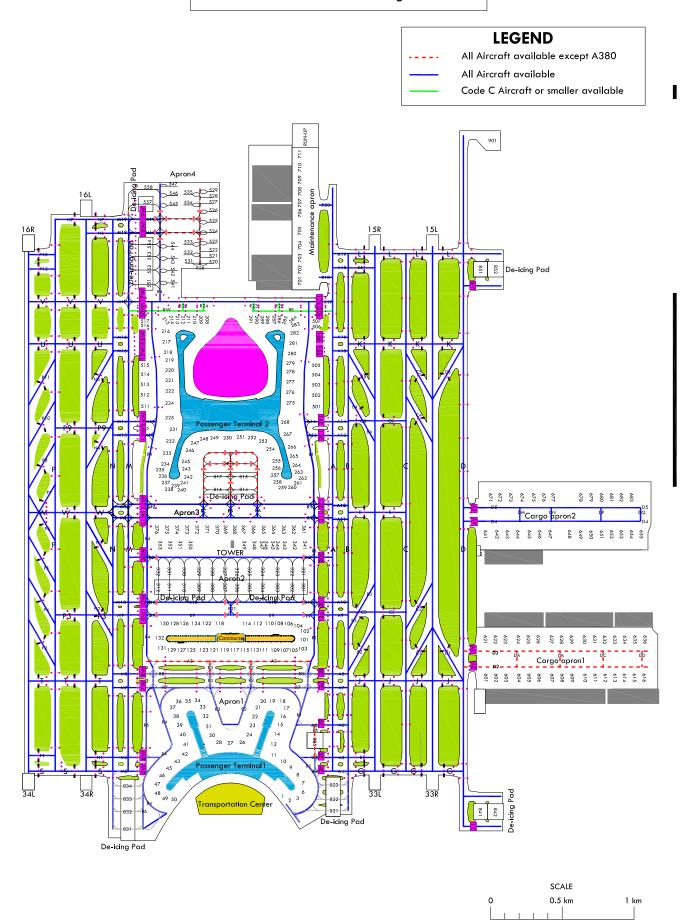
Pilots may carry out a practice ILS CAT II/III approach at any time with a prior approval of ATC, but the full safeguarding ground procedures will not be applied and pilots should anticipate the possibility of ILS signal interference.

10 Apron Safety Management

- 1. All GSE (Ground Service Equipment) vehicle roadways crossing taxiways or taxi lanes are marked in the form of zipper.
- 2. Pilots shall pay extra caution to the vehicles and other aircraft while taxiing in apron areas, especially ensuring enough wing-tip clearance.

Change: Page control.

ICAO Code F Aircraft Taxiing Route



Change: Information of PAX terminal 2, ACFT stands and Establishment of taxiing route for code C ACFT or smaller available.

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INTENTIONALLY

LEFT

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LOW VISIBILITY PROCEDURE

AERODROME ELEV 7 m

GND CONTROL 121.75(E) 121.7(W)

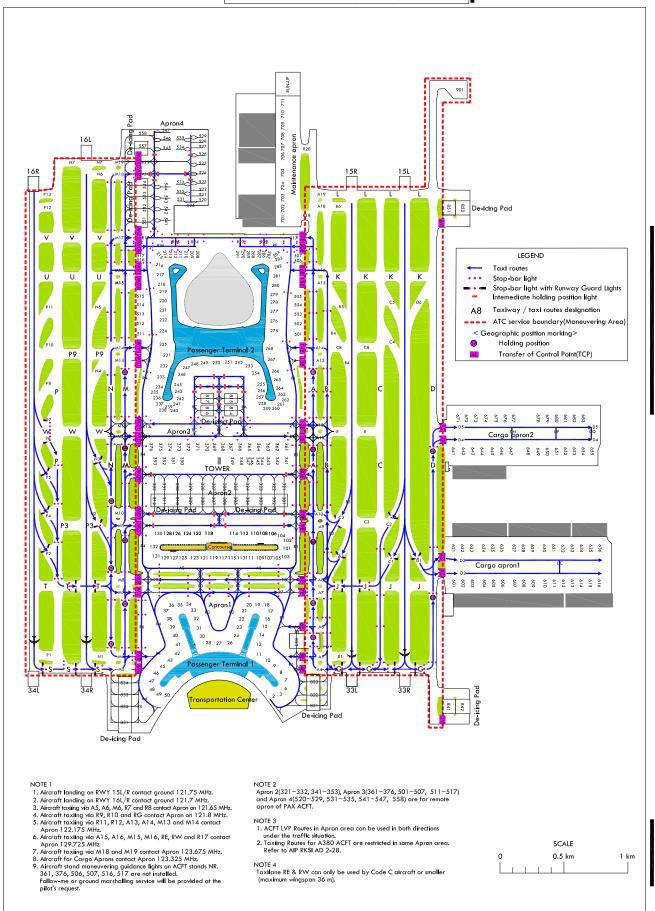
APRON CONTROL 121.65 122.175 123.675

121.8 123.325 129.725

SEOUL/Incheon Intl(RKSI)

RWY 15L/R, 16L/R

SMGCS - Arrival Taxi Route

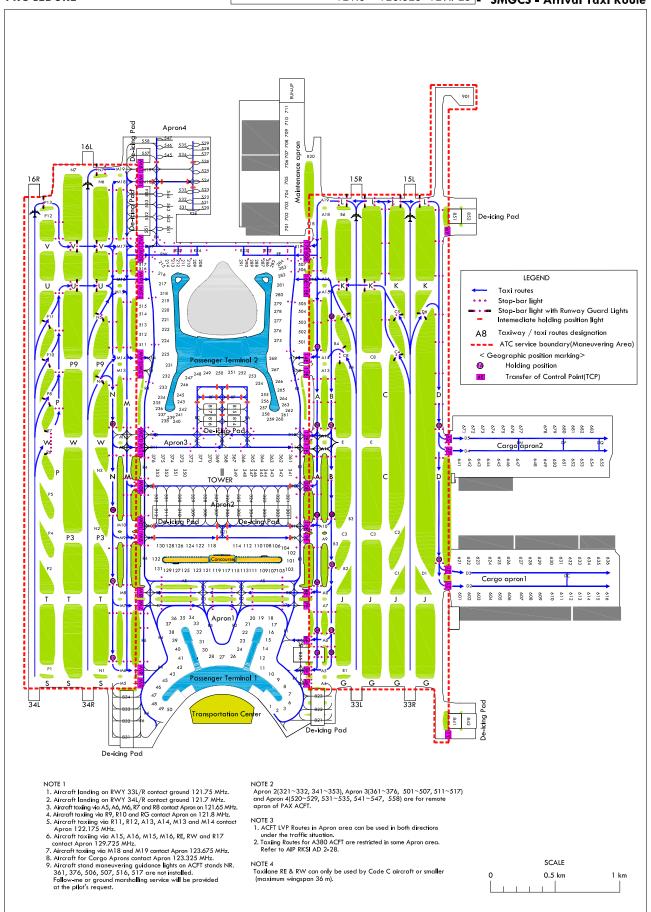


LOW VISIBILITY PROCEDURE

AERODROME ELEV 7 m

GND CONTROL 121.75(E) 121.7(W)
APRON CONTROL 121.65 122.175 123.675
121.8 123.325 129.725

E) 121.7(W) SEOUL/Incheon Intl(RKSI)
122.175 123.675
123.325 129.725 RWY 33L/R, 34L/R
SMGCS - Arrival Taxi Route



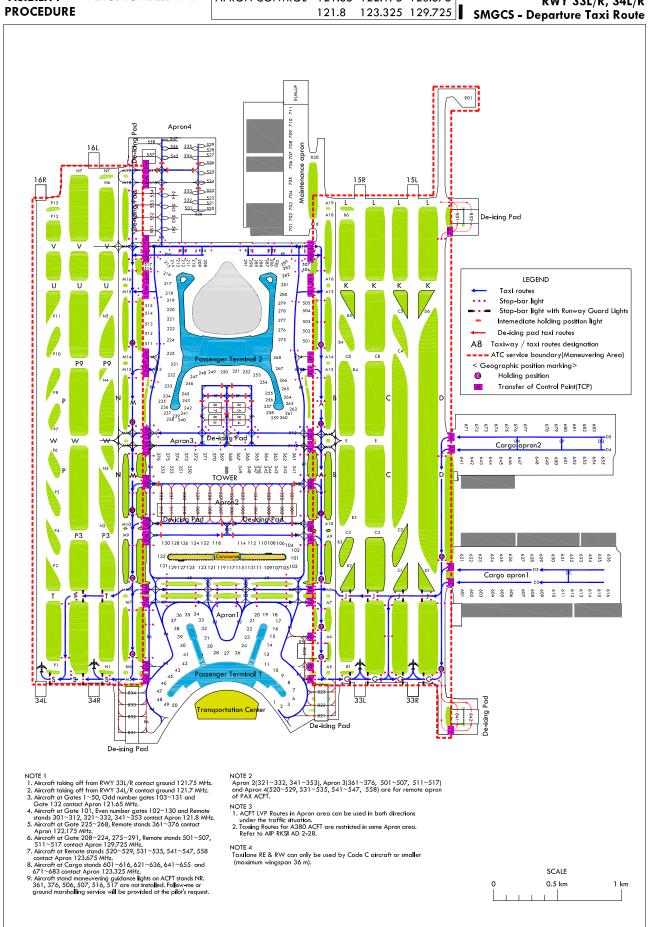
LOW VISIBILITY PROCEDURE

AERODROME ELEV 7 m

GND CONTROL 121.75(E) 121.7(W)
APRON CONTROL 121.65 122.175 123.675
121.8 123.325 129.725

SEOUL/Incheon Intl(RKSI) RWY 33L/R, 34L/R MGCS - Departure Taxi Route

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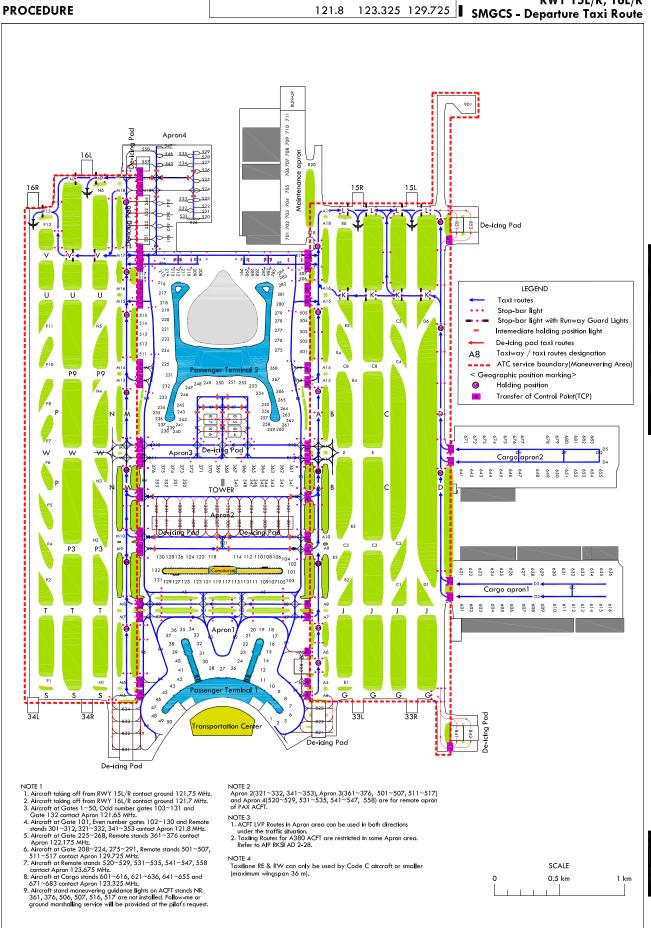
LOW
VISIBILITY AERODROME ELEV 7 m

GND CONTROL 121.75(E) 121.7(W)

APRON CONTROL 121.65 122.175 123.675

121.8 123.325 129.725

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



RKSI AD 2.21 NOISE ABATEMENT PROCEDURES

- 1. Aircraft Operating Procedures(except helicopters)
- 1.1 Take off

All departing aircraft should apply ICAO PANS-OPS (Doc 8168) Volume III Noise Abatement Take-off Climb Procedures as follows :

- 1. Runway 33L/R, 34R/L:
 - Noise Abatement Departure Procedure ONE (NADP ONE)
 - a. Thrust reduction at 1500 ft above aerodrome elevation recommended.
- 2. Runway 15L/R, 16L/R:

Noise Abatement Departure Procedure ONE or TWO (NADP ONE or NADP TWO)

- a. NADP ONE: Thrust reduction at 1500 ft above aerodrome elevation recommended
- b. NADP TWO: Acceleration at 1 000 ft above aerodrome elevation recommended
- c. For noise abatement and CO₂ reduction using a NADP TWO is recommended. If for safety reasons (prevention of bird strike), compliance with the recommended procedure is not possible, NADP ONE may be used
- 1.2 AUXILIARY POWER UNITS(APUs)

At Passenger docking stands, primarily the stationary airport pneumatic and electrical service units shall be used. Alternatively the airport owned mobile units shall be used.

At other stands, the airport owned mobile units shall be used.

Airborne APUs shall only be started;

- to start engine, the earliest 30 minutes before off-block time; however wide fuselage aircraft are permitted to use APU 60 minutes prior to scheduled departure time.
- if maintenance work on the aircraft makes it unavoidable; in that case the service period shall be kept as short as possible;
- if the Airport owned units are not available or unserviceable for specific aircraft types; in that case the airborne APUs shall be started at the earliest 60 minutes before off-block time and be kept in operation not more than 30 minutes after the on-block time.

In particular cases the Airport Corporation may permit longer service periods for APUs after the on-block time.

- Airport Corporation Telephone : $032\text{-}741\text{-}2458\!\sim\!9$.
- INCHEON APRON CONTROL: 121.65 MHz, 122.175 MHz, 121.8 MHz, 123.325 MHz, 123.675 MHz, 129.725 MHz

RKSI AD 2.22 FLIGHT PROCEDURES

- 1. IFR Procedure
- 1.1 IFR ATC Clearance

The following procedures are established for all turbo jet departures from Incheon International Airport:

- 1. IFR ATC clearance may be obtained by Voice RTF or datalink Departure clearance Service(DCL)(via ARINC (623)).
- 2. Pilot shall contact INCHEON DELIVERY via voice RTF or Data-link Departure Clearance Service(DCL) from TOBT -10 minutes(in case of NON A-CDM, EOBT -10 minutes) to +5 minutes and report the following information. If initial call takes to place too early, Clearance Delivery will ask the pilot to call again at TOBT -10 minutes. In case of DCL, reject message will be received. (refer RKSI AD 2.20 3.1 A-CDM)
 - a. Aircraft identification
 - b. Destination
 - c. Gate or stand number
 - d. ATIS code
- 3. In cases where ATC clearance is received via DCL, Pilot should follow restrictions in the remarks of ATC Clearance and acknowledge them within 5 minutes.

Change: Information of FREQ for Incheon APN(129.725 MHz).

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4. If unable to commence push-back by TSAT +5 minutes(flight with TSAT) or within 10 minutes after receiving ATC clearance(flight without TSAT) due to the aircraft being unready, ATC clearance will be cancelled. Pilot shall contact again INCHEON DELIVERY for clearances. (Refer RKSI AD 2.20 3.2)

1.2 Speed Restrictions

- 1. All aircraft shall not exceed 250 kt IAS below 10 000 ft in SEOUL TMA, unless otherwise authorized by ATC. If unable to comply with this speed restriction, state minimum speed acceptable to ATC.
- 2. ATC will use "NO ATC SPEED RESTRICTIONS" RTF phraseology to remove MAX 250 kt IAS below 10 000 ft.
- 3. speed control under radar vector:
 - a. When arriving traffic is being sequenced under radar direction, ATC typically will apply the following speed control:
 - Initial approach phase : 210 kt IAS
 - Base leg/HDG to final approach : 180 kt IAS
 - When established on final approach: 180 kt to 160 kt IAS
 - Thereafter to 5 DME: 160 kt IAS
 - b. These speed restrictions are essential for smooth and safe operations at high traffic loads. If an aircraft does not comply with these speed instructions, the aircraft may have to be excluded from the planned approach sequence.
 - c. When ATC use "RESUME NORMAL SPEED" RTF phraseology, it means that the previously issued speed restriction by ATC is cancelled and a pilot can resume an aircraft's preferred speed. Pilot shall note that it does not mean the removal of MAX 250 kt IAS within SEOUL TMA.
- 1.3 Fuel Dumping Area

Fuel Dumping Area is established within SEOUL TMA as follows:

1. AREA

BELTU(37°12'18"N 125°47'59"E): Inbound HDG 097, Left turns, 1 MIN leg (ATC instruction: Hold west of BELTU, on HDG 097, 1 MIN leg, left turns)

PY036(37°12'28"N 126°02'24"E): Inbound HDG 097, Left turns, 1 MIN leg (ATC instruction: Hold west of PY036, on HDG 097, 1 MIN leg, left turns)

PY044(37°15'06"N 125°52'55"E, NCN R 250/D31): Inbound HDG 070, Left turns, 1 MIN leg (ATC instruction: Hold southwest of PY044, on HDG 070, 1 MIN leg, left turns)

- 2. ALTITUDE: At or above 6 000 ft
- 3. SPEED: 230 kt IAS or less
- 4. Area/Altitude may be changed by pilot request, traffic condition or any other safety reason.
- 1.4 Visual approach and Independent Visual Approach(IVA)
 - Visual approach may be initiated by ATC or approved upon pilot request on traffic permitting basis when weather as follows;

a. Ceiling : At or above 2 500 ft b. Visibility : Not less than 5 km $\,$

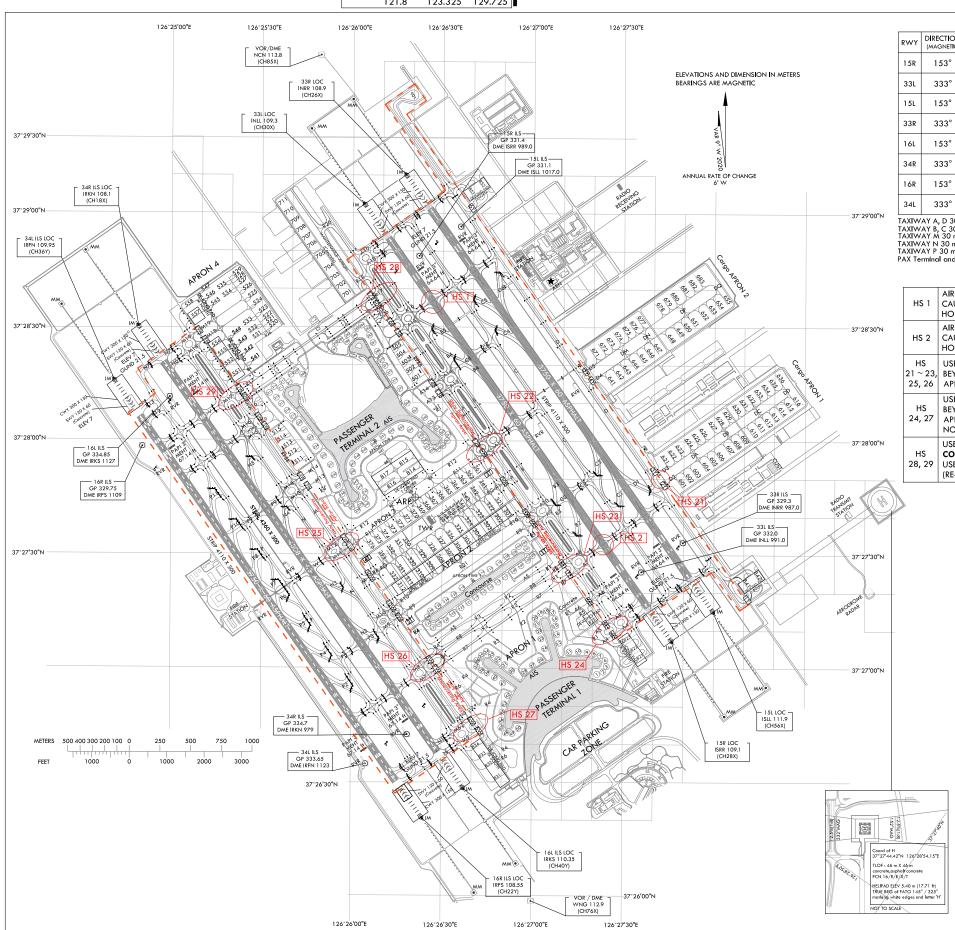
- 2. Independent Visual Approach(IVA) will be used at Incheon International Airport(IIA). This procedure requires accurate and consistent application of the pilot procedures and responsibilities.
 - a. Application
 - 1) İVA will be used during parallel runway operations when the visibility is not less than 5 km and the ceiling is at or above 2 500 ft.
 - IVA will be initiated by ATC when the pilot reports visual runway and/or preceding aircraft while turning to the final or flying on the localizer course.
 - 3) Pilots will be notified by ATIS or RTF using the phrase. "EXPECT ILS APPROACH THEN INDEPENDENT VISUAL APPROACH WHEN VISUAL."

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
121.8 123.325 129.725

SEOUL / Incheon Intl



RWY	DIRECTION (MAGNETIC)	THR	BEARING STRENGTH
1 <i>5</i> R	153°	37°28'54"N 126°26'11"E	PCN 88/F/B/X/T Aspha l t
33L	333°	37°27'15"N 126°27'39"E	(SWY and 300 m RWY ends are 86/R/B/X/T Concrete)
15L	153°	37°29'02"N 126°26'25"E	PCN 88/F/B/X/T Asphalt
33R	333°	37°27'23"N 126°27'53"E	(SWY and 300 m RWY ends are 86/R/B/X/T Concrete)
16L	153°	37°28'22"N 126°24'56"E	PCN 75/F/B/X/T Asphalt
34R	333°	37°26'36"N 126°26'30"E	(SWY and 700 m RWY ends are 85/R/B/X/T Concrete)
16R	153°	37°28'08"N 126°24'48"E	PCN 75/F/B/X/T Asphalt
34L	333°	37°26'28"N 126°26'16"E	(SWY and 842 m RWY ends are 85/R/B/X/T Concrete)

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

HS 1	AIRCRAFT TAXING 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

HS
24, 27
APRON OR GROUND(TOWER). AND DO NOT MOVE WHEN SAFETY DISTANCE IS NOT ASSURED.

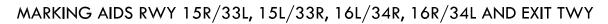
HS 28, 29 USE CAUTION OF CONFUSION OF TAXIWAYS. TAXILANE RW & RE ARE NOT COMPLIANT WITH CODE D, E, F AIRCRAFT.
USE CAUTION OF VEHICLE AROUND GSE ROADS INTERSECTION AREAS (RE-R1, RW-R4).

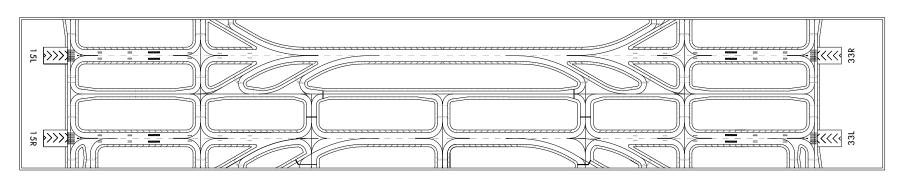
LEGEND							
←⊖ WNG 112.9	VOR check-point and frequency						
• • •	Stop-bar light						
	Runway holding position						
	Konway notating position						
R4	Taxi lane						
50	Gate						
201	Remote stand						
	Open channel						
	ATC service boundary (Maneuvering area)						
1E	Transfer of control point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

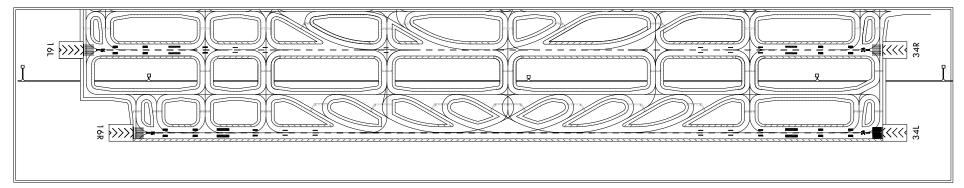
Note

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

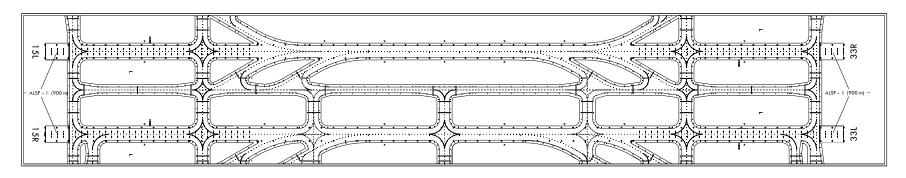
LIGHTING AND MARKING CHART SEOUL / Incheon Intl

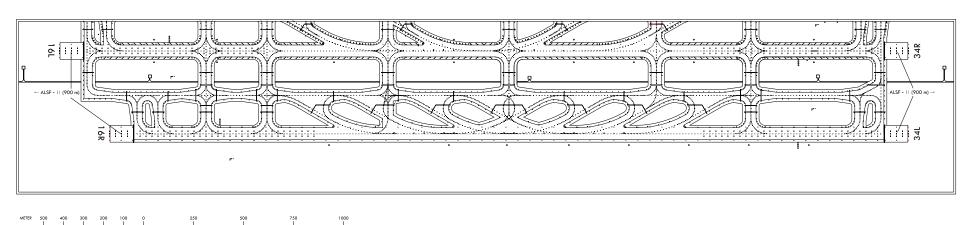






LIGHTING AIDS RWY 15R/33L, 15L/33R, 16L/34R, 16R/34L AND EXIT TWY





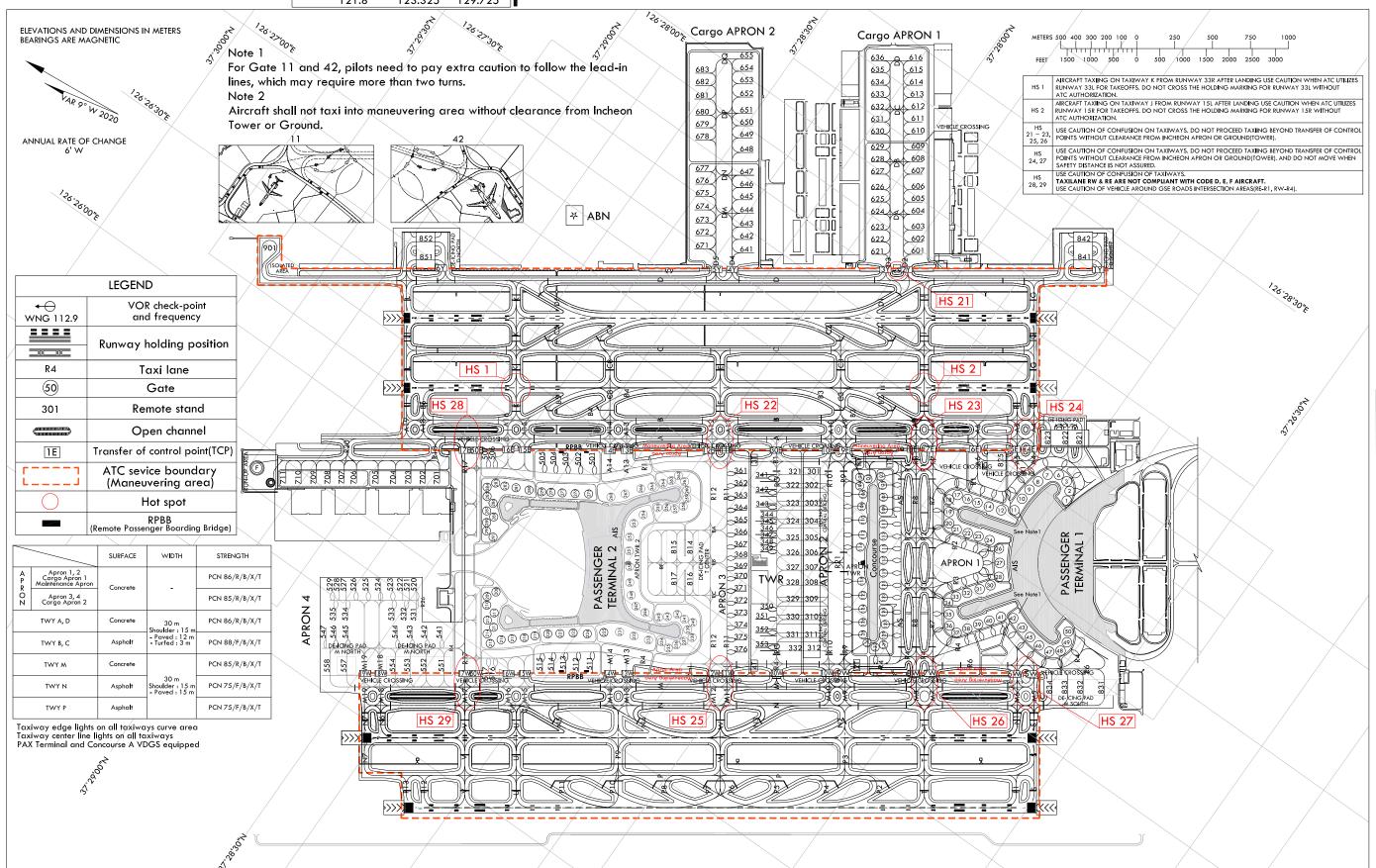
RKSI AD CHART 2 - 3 27 JUN 2024

AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV 6 m

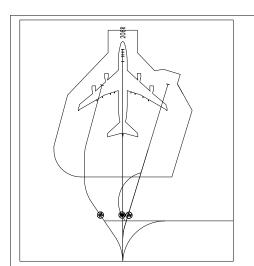
TWR 118.2(E) 118.8(W)
GND 121.75(E) 121.7(W)
APRON 121.65 122.175 123.675
121.8 123.325 129.725

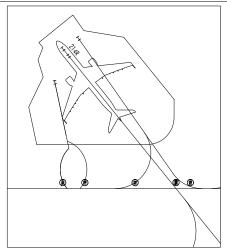
SEOUL / Incheon Intl

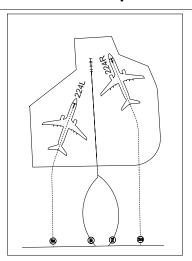


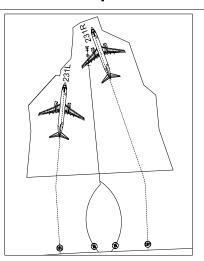
	Apron 1					Apron 2					Apron 3					Apron 4					argo Apron	2	
				NATES FOR AIRCRAFT STAR	IDS	STAND		INS COORDIN	ATES FOR AIRCRAFT STANI	s	STAND		INS COORDINA	ES FOR AIRCRAFT STA	ANDS	STAND		INS COORDIN	ATES FOR AIRCRAFT ST		STAI		
WG		ELEV(AMSL)	AVAILABILITY	4		S-84	ELEV(AMSL	AVAILABILITY		WGS	i - 84	ELEV(AMSL)	AVAILABILITY		wo	SS-84	ELEV(AMSL)	AVAILABILITY			GS-84	ELEV(AMSL)) AVAILA
37°26'59.01"N	126°27'21.53"E	5 m	C	101	37°27'31.17"N	126°26'57.99"E	5 m 6 m	C	242	37°27'46.48"N	126°26'03.41"E	6 m	C, D, E	520	37°28'30.58"N	126°25'33.83"E	5 m	A ~ C	641 642	37°28'14.44"N 37°28'16.08"N	126°27'26.30"E 126°27'28.84"E	6 m	A ~ A ~
37°26'59.38"N 37°27'00.33"N	126°27'23.37"E 126°27'24.14"E	5 m	C	104	37°27'32.40"N 37°27'31.69"N	126°26'56.80"E 126°26'55.45"E	6 m	C, D	245	37°27'48.32"N 37°27'48.94"N	126°26'02.55"E 126°26'00.76"E	6 m	C	521	37°28'31.54"N	126°25'32.62"E	5 m	A~C	643 644	37°28'17.44"N 37°28'18.80"N	126°27'31.24"E 126°27'34.02"E	6 m	A ~ A ~
37°27'01.79"N	126°27'23.98"E	5 m	C, D C, D, E	106	37°27'30.28"N	126°26'54.22"E	5 m	C, D, E, F	246	37°27'51.45"N	126°25'59.22"E	6 m	C, D, E	522	37°28'32.61"N 37°28'34.58"N	126°25'31.66"E 126°25'31.07"E	5 m	A ~ C A ~ E	645	37°28'20.40"N	126°27'36.55"E	ó m	A ~
37°27'02.98"N	126°27'23.02"E			108	37°27'29.12"N	126°26'51.63"E	6 m	C, D, E	247	37°27'55.00"N	126°25'59.73"E	6 m	C, D, E	523 524	37°28'36.50"N	126°25'29.37"E	5 m	A~E	646 647	37°28'21.76"N 37°28'23.13"N	126°27'38.96"E 126°27'41.37"E	6 m	A ~ A ~
37°27'03.62"N	126°27'20.95"E	5 m	C, D, E C, D, E, F	110	37°27'27.40"N	126°26'49.17"E	ó m	C, D, E, F	248 249	37°27'57.26"N	126°26'02.24"E	6 m	C, D, E C, D, E	525	37°28'38.42"N	126°25'27.66"E	5 m	A~E	648 649	37°28'25.70"N 37°28'27.46"N	126°27'45.82"E 126°27'48.57"E	6 m	A ~ A ~
37°27'03.96"N	126°27'18.19"E	5 m	C, D, E	112	37°27'25.76"N	126°26'46.27"E	6 m	C, D, E, F	250	37°27'58.75"N 37°27'59.11"N	126°26'04.92"E 126°26'07.52"E	6 m	C, D, E	526	37°28'40.34"N	126°25'25.95"E	5 m	A ~ E	650	37°28'28.82"N	126°27'50.97"E 126°27'53.38"E	6 m	A ~ A ~
37°27'04.12"N	126°27'15.38"E	5 m	C, D, E, F	114	37°27'24.79"N	126°26'43.46"E	6 m	C, D	251	37°28'01.48"N	126°26'09.77"E	6 m	C, D, E	527	37°28'41.44"N	126°25'23.81"E	5 m	A ~ C	651 652	37°28'30.18" N 37°28'31.87" N	126°27'56.74"E	6 m	A ~
37°27'04.19"N	126°27'12.44"E	5 m	c , , , ,	118	37°27'20.81"N	126°26'36.98"E	6 m	C, D, E	252 253	37°28'03.02"N 37°28'04.15"N	126°26'12.43"E 126°26'15.83"E	6 m	C, D, E C, D, E	528	37°28'42.51"N	126°25'22.86"E	5 m	A ~ C	653 654	37°28'33.51"N 37°28'34.87"N	126°27'59.27"E 126°28'01.68"E	6 m	A ~
37°27'06.48"N	126°27'08.52"E	5 m	C, D, E, F	122	37°27'19.02"N	126°26'34.35"E	6 m	C, D, E, F	254	37°28'03.39"N	126°26'20.27"E	6 m	C, D, E	529	37°28'43.71"N	126°25'22.14"E	5 m	A ~ C	655 671	37°28'36.23" N 37°28'24.41" N	126°28'04.09"E 126°27'18.95"E	6 m	A ~
37°27'09.00"N	126°27'07.74"E	5 m	C, D, E	124	37°27'17.52"N	126°26'31.69"E	5 m	C, D, E	255	37°28'00.46"N	126°26'23.80"E	6 m	C, D, E	531	37°28'26.95"N	126°25'27.30"E	5 m	A ~ C	672	37°28'25.78" N	126°27'21.75"E	6 m	Α-
37°27'11.32"N	126°27'07.15"E	5 m	C, D, E, F	126	37°27'16.02"N	126°26'29.04"E	5 m	C, D, E, F	256	37°27'58.59"N	126°26'25.00"E	6 m	C, D, E	532	37°28'28.24"N	126°25'25.51"E	5 m	A ~ E	673 674	37°28'27.14" N 37°28'28.78" N	126°27'24.16"E 126°27'26.69"E	6 m	A ·
37°27'13.32"N	126°27'07.12"E	5 m	С	128	37°27'15.04"N	126°26'26.25"E	5 m	C, D	257 258	37°27'57.32"N 37°27'56.59"N	126°26'26.21"E 126°26'27.91"E	6 m	C, D, E C	533	37°28'30.16"N	126°25'23.80"E	5 m	A ~ E	675 676	37°28'30.14" N 37°28'31.50" N	126°27'29.47"E 126°27'31.88"E	6 m	A ~
37°27'14.82"N	126°27'05.90"E	5 m	C, D, E, F	130	37°27'13.78"N	126°26'24.86"E	5 m	C, D, E	259	37°27'57.47"N	126°26'28.63"E	5 m	c	534	37°28'37.38"N 37°28'39.29"N	126°25'17.38"E	5 m	A ~ E	677	37°28'32.86" N	126°27'34.28"E	6 m	A ~
37°27'15.19"N	126°27'04.57"E	5 m	C	321	37°27'42.95"N	126°26'48.77"E	5 m	A ~ C	260	37°27'58.31"N	126°26'30.31"E	5 m	С	535 541	37°28'21.85"N	126°25'15.67"E 126°25'29.06"E	5 m	A ~ E A ~ F	678 679	37°28'36.42"N 37°28'37.78"N	126°27'40.58"E 126°27'42.98"E	6 m	A ~
37°27'13.98"N	126°27'02.66"E	5 m	D, E	322	37°27'41.39"N	126°26'46.17"E	5 m	A ~ F	261	37°27'59.23"N	126°26'31.37"E	5 m	C	542	37°28'24.17"N	126°25'27.00"E	5 m	A~F	680 681	37°28'39.14"N 37°28'41.11"N	126°27'45.41"E 126°27'48.52"E	6 m	A ~ A ~
37°27'13.32"N	126°27'00.96"E	5 m	C, D	323	37°27'39.40"N	126°26'42.64"E	5 m	A~F	262	37°28'00.14"N	126°26'30.66"E	6 m	С	543	37°28'26.48"N	126°25'24.94"E	5 m	A ~ F	682	37°28'42.48" N	126°27'51.32"E	6 m	A ~
37°27'11.65"N	126°27'01.52"E	5 m	D, E	324	37°27'37.40"N	126°26'39.11"E	5 m	A ~ F	263 264	37°28'01.52"N 37°28'02.61"N	126°26'29.98"E 126°26'27.99"E	6 m	C, D, E, F	544	37°28'28.80"N	126°25'22.88"E	5 m	A ~ F	683	37°28'43.84"N	126°27'53.73"E	6 m	Α.
37°27'10.19"N	126°27'02.56"E	5 m	C, D, E	325	37°27'35.57"N	126°26'35.87"E	5 m	A~E	265	37°28'04.51"N	126°26'25.12"E	6 m	C, D, E, F	545	37°28'36.59"N	126°25'15.99"E	5 m	A ~ E		A A			
37°27'07.88"N	126°27'03.21"E	5 m	C, D, E	326	37°27'33.91"N	126°26'32.92"E	5 m	A ~ E A ~ E	266	37°28'06.25"N	126°26'22.61"E	6 m	C, D, E, F	546	37°28'38.51"N	126°25'14.28"E	5 m	A ~ E		Ma	intenance Ap	oron	
37°27'05.55"N	126°27'04.60"E	5 m	C, D, E	327	37°27'32.24"N	126°26'29.98"E	5 m	A~E						547	37°28'39.96"N	126°25'12.77"E	5 m	A ~ C		INS COOPDIA	IATES FOR AIRCRAFT ST	ANDS	STA
37°27'01.98"N 37°27'00.61"N	126°27'02.98"E	5 m	D, E	328	37°27'30.58"N 37°27'28.75"N	126°26'27.03"E 126°26'23.80"E	5 m	A~F	267	37°28'08.33"N 37°28'10.50"N	126°26'19.82"E 126°26'17.17"E	6 m	C, D, E, F C, D, E, F	558	37°28'34.40"N	126°25'04.70"E	5 m	A ~ E			GS-84	ELEV(AMSL	⊣
37°26'58.98"N	126°27'00.33"E 126°26'57.90"E	5 m	C, D, E C, D, E	329 330	37°27'26.75"N	126°26'20.27"E	5 m	A ~ F	268 275	37°28'13.44"N	126°26'14.89"E	6 m	C, D, E, F		I.				701	37°28'38.17"N	126°25'56.92"E	5 m	A ~
37°26'59.02"N	126°26'52.99"E	5 m	C, D, E	331	37°27'24.76"N	126°26'16.74"E	5 m	A~F	276	37°28'15.65"N	126°26'13.09"E	6 m	C, D, E		_		,		702	37°28'40.54"N	126°25'55.13"E	5 m	A.
37°27'00.76"N	126°26'50.75"E	5 m	C, D, E	332	37°27'23.31"N	126°26'14.03"E	5 m	A ~ C	277	37°28'17.62"N	126°26'11.48"E	6 m	C, D, E			argo Apror	<u> </u>		703	37°28'42.79"N	126°25'53.13"E	5 m	A ~
37°27'02.09"N	126°26'48.30"E	5 m	C, D, E	341	37°27'49.32" N	126°26'42.05"E	5 m	A ~ F	278	37°28'19.59"N	126°26'09.88"E	6 m	C, D, E						704	37°28'45.07"N	126°25'50.82"E	5 m	A ~
37°27'03.49"N	126°26'46.48"E	5 m	C, D, E	342	37°27'47.68" N	126°26'39.15"E	5 m	A ~ F	279	37°28'27.67"N	126°26'09.56"E	6 m	C			ES FOR AIRCRAFT STA		STAND	705	37°28'47.82"N	126°25'48.37"E	5 m	Α~
37°27'04.47"N	126°26'44.84"E	5 m	C, D	343	37°27'46.07" N	126°26'36.30"E	5 m	A ~ E	280 281	37°28'22.92"N 37°28'25.07"N	126°26'07.29"E 126°26'05.82"E	6 m	C, D, E C, D, E		wgs.		ELEV(AMSL	4	706	37°28'51.33"N	126°25'45.53"E	5 m	Α-
37°27'03.10"N	126°26'43.40"E	5 m	C, D, E	344	37°27'44.22" N	126°26'34.91"E 126°26'33.57"E	5 m	A ~ C A ~ C	282	37°28'29.18"N	126°26'04.32"E	6 m	C, D, E	601	37°27'47.85"N	126°27'49.55"E	6 m	A ~ E	707	37°28'53.25"N	126°25'43.82"E	5 m	A ~
37°27'01.99"N	126°26'41.98"E	5 m	C, D	345 346	37°27'43.46" N 37°27'42.70" N	126°26'32.22"E	5 m	A~C	283	37°28'29.36"N	126°26'03.73"E	6 m	C, D, E	602	37°27'49.21"N	126°27'51.96"E	6 m	A ~ E	708 709	37°28'55.44"N 37°28'57.64"N	126°25'41.87"E 126°25'39.91"E	5 m	A ~
37°27'00.42"N	126°26'42.00"E	5 m	C, D	347	37°27'41.94" N	126°26'30.88"E	5 m	A ~ C	284	37°28'28.21"N	126°26'02.28"E	6 m	С	603	37°27'50.57"N	126°27'54.37"E	6 m	A~F	710	37°28'59.91"N	126°25'37.61"E	5 m	A -
37°26'59.63"N	126°26'43.22"E	5 m	C, D	348	37°27'41.18" N	126°26'29.53"E	5 m	A ~ C	285 286	37°28'28.84"N 37°28'27.06"N	126°26'01.08"E 126°25'59.99"E	6 m	С	604 605	37°27'52.30"N 37°27'53.66"N	126°27'57.44"E 126°27'59.84"E	6 m	A ~ F A ~ E	711	37°29'02.32"N	126°25'35.53"E	5 m	A~
37°26'59.22"N	126°26'45.25"E	5 m	D, E	349	37°27'40.42" N 37°27'34.01" N	126°26'28.19"E 126°26'16.84"E	5 m	A ~ C A ~ C	287	37°28'26.30"N	126°25'58.63"E	6 m	c	606	37°27'55.02"N	126°28'02.25"E	6 m	A~F					1
37°26'57.92"N	126°26'47.76"E	5 m	D, E	350 351	37°27'33.62" N	126°26'14.28"E	5 m	A~E	288	37°28'25.52"N	126°25'57.27"E	6 m	С	607	37°27'56.76"N	126°28'05.32"E	6 m	A~F		Г	eicing Apro	n	
37°26'56.42"N	126°26'50.64"E	5 m	C, D, E	352	37°27'32.12" N	126°26'11.63"E	5 m	A ~ F	289	37°28'24.75"N	126°25'55.91"E	6 m	С	608	37°27'58.12"N	126°28'07.73"E	ó m	A~E			7 (2109 7 (21.0		
37°26'52.80"N	126°26'52.08"E	5 m	С	353	37°27'30.48" N	126°26'08.73"E	5 m	A ~ F	290 291	37°28'24.99"N 37°28'23.40"N	126°25'54.55"E 126°25'54.89"E	6 m	C, D, E	609	37°27'59.48"N	126°28'10.14"E	6 m	A~E		INS COORDINA	ATES FOR AIRCRAFT STA	ANDS	STA
37°26'50.53"N	126°26'51.16"E	5 m	C, D, E, F			Apron 3			361	37°27'51.51"N	126°26'40.93"E	5 m	A ~ C	610	37°28'01.21"N	126°28'13.21"E	6 m	A ~ E		Wo	S-84	ELEV(AMSL) AVAILA
37°26'48.40"N	126°26'50.48"E	5 m	C, D, E			Аргоп о			362	37°27'49.79"N	126°26'39.36"E	5 m	A ~ E	611	37°28'02.57"N	126°28'15.61"E	6 m	A ~ E	301	37°27'40.02"N	126°26'51.37"E	5 m	Α-
37°26'46.20"N	126°26'50.12"E	5 m	C, D, E, F		INS COOPDIN	NATES FOR AIRCRAFT STAN	ins	STAND	363	37°27'48.43"N	126°26'36.95"E	5 m	A ~ E	612	37°28'03.93"N	126°28'18.02"E	6 m	A ~ E	302	37°27'38.47"N	126°26 48.77"E	5 m	A ~
37°26'44.31"N	126°26'49.97"E	5 m	C, D, E		WG:		ELEV(AMSL	AVAILABILITY	364	37°27'47.07"N	126°26'34.54"E	5 m	A ~ E	613	37°28'05.34"N	126°28'20.38"E	6 m	A ~ E	303 304	37°27'36.47"N 37°27'34.48"N	126°26 45.24"E 126°26 41.71"E	5 m	A ~
37°26'43.08"N	126°26'51.58"E	5 m	C, D, E D, E	208	37°28'17.64"N	126°25'42.85"E	6 m	С	365	37°27'45.71"N	126°26'32.14"E	5 m	A ~ E	614	37°28'06.70"N	126°28'22.79"E	6 m	A ~ E	304	37°27'32.64"N	126°26'38.47"E	5 m	A-
37°26'42.96"N 37°26'44.24"N	126°26'53.31"E 126°26'55.57"E	5 m	C, D, E	209	37°28'16.72"N	126°25'41.26"E	6 m	c	366	37°27'44.35"N	126°26'29.73"E	5 m	A ~ E	615	37°28'08.06"N	126°28'25.19"E	6 m	A ~ E	306	37°27'30.98"N	126°26'35.53"E	5 m	Α-
37 20 44.24 N	120 20 33.37 E	3 ""	0,5,5	210	37°28'16.63"N	126°25'39.77"E	6 m	С	367	37°27'42.99"N	126°26'27.32"E	5 m	A ~ E	616	37°28'09.42"N	126°28'27.60"E	6 m	A ~ F	307	37°27'29.32"N	126°26'32.58"E	5 m	A -
37°27'29.61"N	126°27'00.02"E	5 m	c	211	37°28'15.86"N	126°25'38.41"E	6 m	С	368 369	37°27'42.44"N 37°27'41.09"N	126°26'24.88"E 126°25'22.49"E	5 m	A ~ C A ~ C	621	37°27'56.09"N	126°27'42.23"E	6 m	A ~ E	308 309	37°27'27.66"N 37°27'25.83"N	126°26'29.64"E 126°26'26.40"E	5 m	A ^
37°27'28.47"N	126°26'58.60"E	5 m	C, D	212	37°28'15.09"N 37°28'14.33"N	1 26°25'37.05"E 1 26°25'35.70"E	6 m	C	370	37°27'39.46"N	126°26'21.08"E	5 m	A ~ E	622	37°27'57.44"N	126°27'44.64"E	ó m	A ~ E	310	37°27'23.83"N	126°26'22.87"E	5 m	A ~
37°27'27.37"N	126°26'55.96"E	5 m	C, D, E	214	37°28'13.68"N	126°25'34.41"E	6 m	c	371	37°27'38.10"N	126°26'18.68"E	5 m	A ~ E	623	37°27'58.80"N	126°27'47.05"E	6 m	A ~ F	311	37°27'21.83"N	126°26'19.34"E	5 m	Α.
37°27'26.01"N	126°26'53.56"E	5 m	C, D, E	215	37°28'12.51"N	126°25'34.60"E	6 m	c	372	37°27'36.74"N	126°26'16.27"E	5 m	A ~ E	624	37°28'00.53"N	126°27'50.12"E	6 m	A~F	312	37°27'20.39"N	126°26'16.64"E	5 m	A .
37°27'24.37"N	126°26'50.65"E	5 m	C, D, E	216	37°28'11.52"N	126°25'36.04"E	6 m	C, D, E	373	37°27'35.38"N	126°26'13.86"E	5 m	A ~ E	625	37°28'01.89"N	126°27'52.53"E	ó m	A~E	551 552	37°28'16.56"N 37°28'19.34"N	126°25'20.59"E 126°25'18.11"E	5 m	A
37°27'23.01"N	126°26'48.25"E	5 m	C, D, E	217	37°28'10.01"N 37°28'08.39"N	1 26°25'37.55"E 1 26°25'39.49"E	6 m	C, D,E	374	37°27'34.02"N	126°26′11.46 " E	5 m	A ~ E	626	37°28'03.25"N	126°27'54.93"E	6 m	A ~ F	553	37°28'21.89"N	126°25'15.84"E	5 m	A
37°27'21.35"N	126°26'46.10"E	5 m	C, D	218 219	37°28'06.14"N	126°25'40.40"E	6 m	C, D, E C	375	37°27'32.66"N	126°26'09.05"E	5 m	A ~ E	627	37°28'04.99"N	126°27'58.00"E	ó m	A ~ F	554	37°28'24.21"N	126°25'13.78"E	5 m	A
37°27'20.09"N	126°26'43.75"E	5 m	C, D	220	37°28'04.93"N	126°25'43.19"E	6 m	C, D, E	376	37°27'32.05" N	1 26° 26'06.50"E	5 m	A ~ C	628	37°28'06.35"N	126°28'00.41"E	6 m	A ~ E	557 814	37°28'31.86"N 37°27'52.01"N	126°25'06.97"E 126°26'20.89"E	5 m	A
37°27'18.68"N	126°26'41.24"E	5 m	D	221	37°28'03.07"N	126°25'44.99"E	6 m	C, D, E	501	37°28'17.62" N	126°26'24.10"E	5 m	A~F	629	37°28'07.71"N	126°28'02.82"E	6 m	A~F	815	37°27'54.52"N	126°26'18.67"E	6 m	Ä
37°27'17.57"N	126°26'38.62"E	5 m	C, D, E	222	37°28'01.08"N	126°25'46.89"E	6 m	C, D, E	502 503	37°28'19.80" N 37°28'21.77" N	126°26'22.19"E 126°26'20.43"E	5 m	A ~ F A ~ E	630	37°28'09.44"N	126°28'05.89"E	6 m	A~F	816	37°27'47.26"N	126°26'12.48"E	6 m	Α
37°27'16.21"N	126°26'36.21"E	5 m	C, D, E	224	37°27'58.83"N 37°27'56.10"N	126°25'48.98"E 126°25'51.51"E	6 m	C, D, E, F	504	37°28'23.70" N	126°26'18.71"E	5 m	A~E	631 632	37°28'10.80"N 37°28'12.16"N	126 28'08.30"E 126°28'10.70"E	6 m	A ~ E A ~ E	817	37°27'49.76"N	126°26'10.25"E	5 m	A
37°27'14.44"N	126°26'33.47"E	5 m	C, D, E	225	37°27'53.50"N	126°25'53.73"E	6 m	C, D, E, F C, D, E, F	505	37°28'25.47" N	126°26'17.15"E	5 m	A ~ D	633		126°28'13.14"E	6 m	A~E	821 822	37°27'02.96"N 37°27'05.14"N	126°27'36.40"E 126°27'34.46"E	5 m	A
37°27'12.93"N	126°26'31.20"E	5 m	C, D	232	37°27'50.63"N	126°25'55.11"E	6 m	C, D, E, F	506	37°28'33.93" N	126°26'09.81"E	5 m	A ~ C	634	37°28'14.84"N	126°28'15.54"E	6 m	A~E	823	37°27'07.88"N	126°27'32.02"E	5 m	A
37°27'11.95"N	126°26'28.78"E	5 m	C, D	233 234	37°27'48.07"N	126°25'56.43"E	6 m	C, D, E, F C, D, E, F	507 511	37°28'32.85" N	126°26'10.78"E	5 m	A ~ C	635		126°28'17.95"E	6 m	A~E	825	37°27'12.58"N	126°27'19.93"E	5 m	A
37°27'10.96"N	126°26'27.53"E	5 m	C, D, E	235	37°27'45.25"N 37°27'43.43"N	126°25'57.65"E 126°25'58.43"E	6 m	C, D, E, 1	512	37°27'53.23" N 37°27'55.40" N	126°25'41.01"E 126°25'39.08"E	5 m	A ~ F A ~ F	636	37°28'17.56"N	126°28'20.36"E	6 m	A~F	831 832	37°26'30.63"N 37°26'33.99"N	126°26'48.42"E 126°26'45.57"E	5 m	A
37°27'11.83"N	126°26'26.00"E	5 m	C, D	236 237	37°27'41.63"N	126°25'59.34"E	5 m	c ,	513	37°27'57.37" N	126°25'37.32"E	5 m	A ~ E						832	37°26'36.43"N	126°26'43.41"E	5 m	A
				237	37°27'41.95"N 37°27'41.95"N	126°26'00.49"E 126°26'02.41"E	5 m	C	514	37°27'59.30" N	126°25'35.61"E	5 m	A ~ E		Isolatod Sa	curity Park	ina Dos	ition	834	37°26'38.86"N	126°26'41.24"E	5 m	A
R	un-up Area			239	37°27'42.57"N	126°26'03.75"E	5 m	C	515	37°28'01.06" N	126°25'34.03"E	5 m	A ~ D		isolatea Se	comy rark	ing ros	IIIOII	841	37°27'22.89"N	126°28'10.08"E	6 m	Α.
	•			240 241	37°27'43.84"N 37°27'45.11"N	126°26'03.91"E 126°26'04.57"E	5 m 6 m	C C, D, E	516 517	37°28'08.35" N 37°28'09.42" N	126°25'27.44"E 126°25'26.49"E	5 m	A ~ C A ~ C		INS COOPE	INATES FOR AIRCRAF	T STANDS	STAND	842	37°27'25.06"N 37°29'06.04"N	126°28'13.55"E	6 m	A :
				441	3/ 2/ 43.11 N	120 20 U4.3/ E	1 0	5,5,5	T	37 20 37.42 IN	120 23 20.47 L	l a m			INS COOKL	MINATES FOR AIKCRAF	1 STAINDS	STAND	851		126°26'38.35"E	5 m	A ~
up Area : North of Mainte	nance Apron 4A(North part of TWY A							1	1						1477	3S-84	ELEV(AMS	IN AVAILABILITY	852	37°29'08.26"N	126°26 41.78"E	5 m	A -

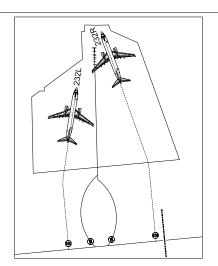
Multiple use stands operation



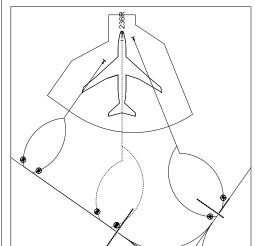


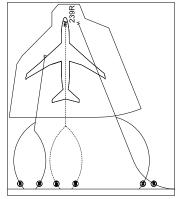


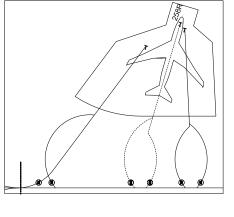


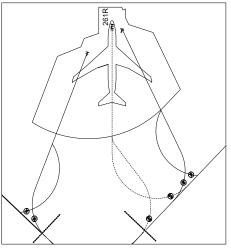


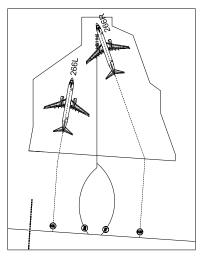
		INS COORDINA	ATES FOR AIRCRAFT	STANDS
		WG	S-84	ELEV(AMSL)
208	R	37°28'16.66"N	126°25'42.97"E	6 m
214	R	37°28'12.93"N	126°25'34.80"E	6 m
224	L	37°27'58.53"N	126°25'47.61"E	6 m
224	R	37°27'58.43"N	126°25'49.33"E	6 m
231	L	37°27'53.63"N	126°25'52.33"E	6 m
231	R	37°27'53.49"N	126°25'54.22"E	6 m
232	ш	37°27'50.70"N	126°25'53.65"E	6 m
232	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
200	R	37°28'06.14"N	126°26'22.44"E	6 m
	L	37°28'08.58"N	126°26'21.11"E	6 m
267	R	37°28'08.28"N	126°26'19.65"E	6 m
	L	37°28'10.56"N	126°26'18.63"E	6 m
268	R	37°28'10.51"N	126°26'17.04"E	6 m
	L	37°28'13.60"N	126°26'16.27"E	6 m
275	R	37°28'21.95"N	126°26'1 <i>4.</i> 76"E	6 m
283	R	37°28'29.09"N	126°26'02.85"E	6 m
290	R	37°28'23.04"N	126°25'55.01"E	6 m



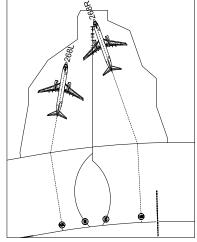


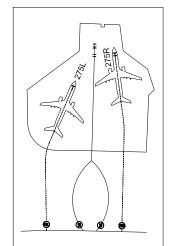


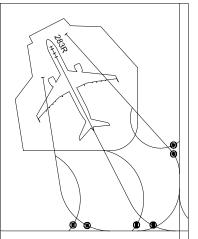


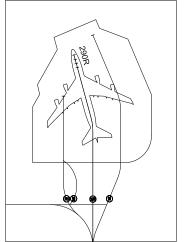


2671	2618









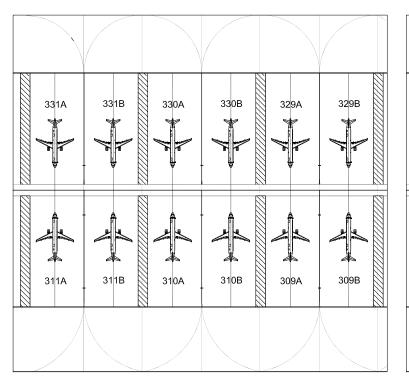
Stand NR.	Availability
224L/R, 231L/R, 232L/R, 266L/R, 267L/R, 268L/R, 275L/R	Available for aircraft up to "C" code.
208R, 214R, 236R, 239R, 258R, 261R, 283R, 290R	Available for aircraft up to "F" code.

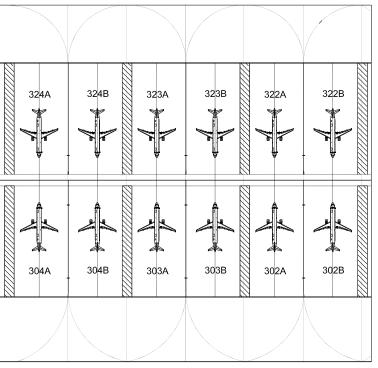
For details, please contact to confirm with "the Apron Magt. Unit" at the telephone number 82-32-741-2991.

Note.	Code lette	· Wing span
"B": Refer to Annex 14 to the Convention on International Civil Aviation, Volume I, Chapter 1, Table 1-1"Aerodrome reference coo	E D C le". B	52 m up to but not including 65 m 36 m up to but not including 52 m 24 m up to but not including 36 m 15 m up to but not including 24 m

Change: Establishment of ACFT stands NR. 208, 214, 283 and 290.

Multiple use stands operation





		INS COORDIN	ATES FOR AIRCRAFT	STANDS
		WG	ELEV(AMSL	
302	Α	37°27'39.66"N	126°26'46.39"E	5 m
302	В	37°27'40.65"N	126°26'48.14"E	5 m
303	Α	37°27'37.67"N	126°26'42.86"E	5 m
303	В	37°27'38.66"N	126°26'44.61"E	5 m
20.4	Α	37°27'35.68"N	126°26'39.34"E	5 m
304	В	37°27'36.66"N	126°26'41.08"E	5 m
200	Α	37°27'27.02"N	126°26'24.02"E	5 m
309	В	37°27'28.00"N	126°26'25.77"E	5 m
212	Α	37°27'25.03"N	126°26'20.50"E	5 m
310	В	37°27'26.02"N	126°26'22.25"E	5 m
211	Α	37°27'23.03"N	126°26'16.97"E	5 m
311	В	37°27'24.02"N	126°26'18.72"E	5 m
	Α	37°27'40.96"N	126°26'45.24"E	5 m
322	В	37°27'41.94"N	126°26'46.99"E	5 m
200	Α	37°27'38.96"N	126°26'41.72"E	5 m
323	В	37°27'39.95"N	126°26'43.46"E	5 m
	Α	37°27'36.97"N	126°26'38.19"E	5 m
324	В	37°27'37.95"N	126°26'39.93"E	5 m
	Α	37°27'28.31"N	126°26'22.88"E	5 m
329	В	37°27'29.30"N	126°26'24.62"E	5 m
220	Α	37°27'26.32"N	126°26'19.35"E	5 m
330	В	37°27'27.31"N	126°26'21.10"E	5 m
201	Α	37°27'24.33"N	126°26'15.82"E	5 m
331	В	37°27'25.31"N	126°26'1 <i>7.57</i> "E	5 m

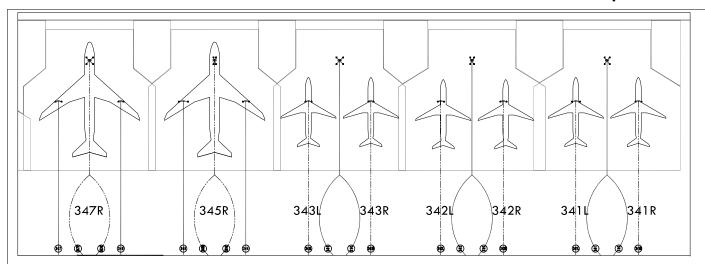
Stand NR.	Availability
302A/B, 303A/B, 304A/B, 309A/B, 310A/B, 311A/B, 322A/B, 323A/B, 324A/B, 329A/B, 330A/B, 331A/B	Available for aircraft up to "C" code.

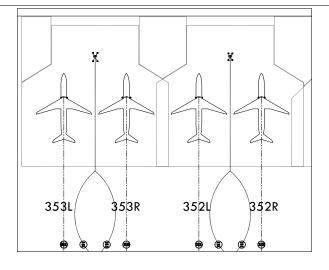
For details, please contact to confirm with "the Apron Magt. Unit" at the telephone number 82-32-741-2991.

Note.
"B": Refer to Annex 14 to the Convention on

52 m up to but not including 65 m 36 m up to but not including 52 m 24 m up to but not including 36 m 15 m up to but not including 24 m International Civil Aviation, Volume I,
Chapter 1, Table 1-1"Aerodrome reference code".

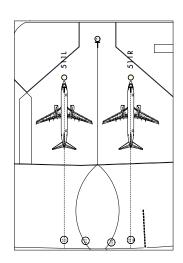
Multiple use stands operation

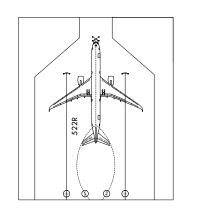


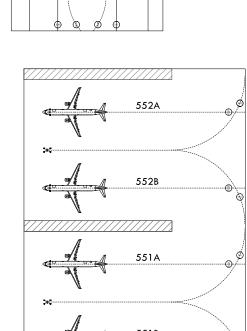


341 -	L R	WG 37°27'48.23"N	S-84	ELEV(AMSL)
	_	37°27'48 23"N		LLL + (> 0+10L)
	R	37 Z7 4 0.23 11	126°26'42.01"E	6 m
342		37°27'48.99"N	126°26'43.35"E	6 m
	L	37°27'46.59"N	126°26'39.11"E	6 m
ŭ	R	37°27'47.35"N	126°26'40.45"E	6 m
343	L	37°27'44.98"N	126°26'36.26"E	6 m
343	R	37°27'45.74"N	126°26'37.60"E	6 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
252	L	37°27'31.04"N	126°26'11.59"E	6 m
352	R	37°27'31.80"N	126°26'12.93"E	6 m
252	L	37°27'29.39"N	126°26'08.68"E	6 m
353	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
501	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
511	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
341	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
342	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
543	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
344	R	37°28'28.20"N	126°25'23.24"E	5 m
551	Α	37°28'17.29"N	126°25'20.03"E	5 m
551	В	37°28'15.90"N	126°25'21.27"E	5 m
550	Α	37°28'20.07"N	126°25'17.55"E	5 m
552	В	37°28'18.68"N	126°25'18.79"E	5 m
5.57	Α	37°28'32.59"N	126°25'06.41"E	5 m
557	В	37°28'31.20"N	126°25'07.65"E	5 m

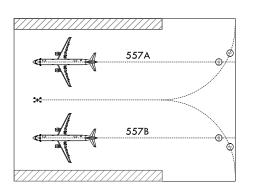
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(Ø	





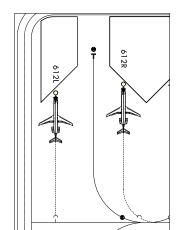


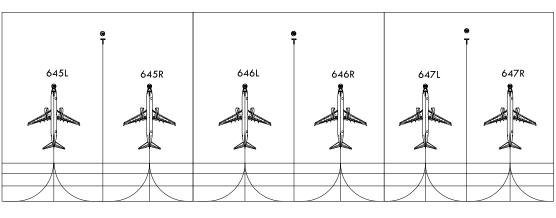
Stand NR.		Availability
341L/R, 342L/R, 343L/R, 352L/R, 353L/R, 501L/R, 511L/R, 541L/R, 542L/R, 543L/R, 544L/R, 551A/B, 552A/B, 557A/B	Available fo	or aircraft up to "C" code.
345R, 347R, 522R, 528R	Available f	or aircraft up to "E" code.
For details, please contact to confirm with "th 82-32-741-2991.	ne Apron Magt.	Unit" at the telephone number
Note.	Code letter	Wing span
"B": Refer to Annex 14 to the Convention on International Civil Aviation, Volume I, Chapter 1, Table 1-1"Aerodrome reference	E D C	52 m up to but not including 65 n 36 m up to but not including 52 n 24 m up to but not including 36 n 15 m up to but not including 24 n

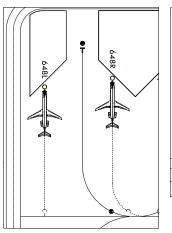


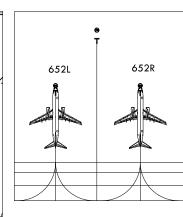
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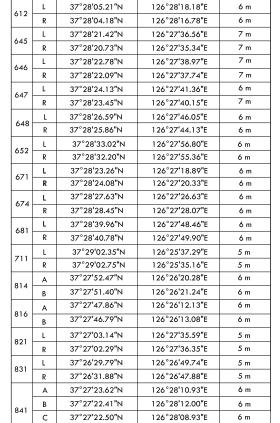
Multiple use stands operation











126°28'10.01"E

126°26'39.17"E

126°26'40.28"E

126°26'37.20"E

126°26'38.28"E

6 m

5 m

5 m

5 m

37°27'21.29"N

37°29'06.79"N

37°29'05.55"N

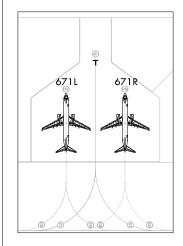
37°29'05.65"N

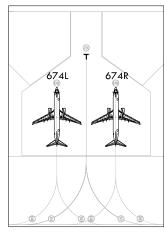
37°29'04.43"N

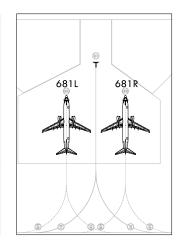
INS COORDINATES FOR AIRCRAFT STANDS

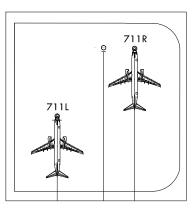
WGS-84 ELEV

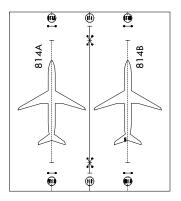
ELEV(AMSL)

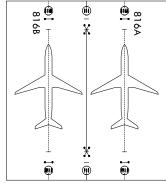




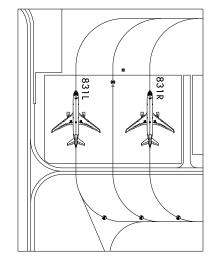


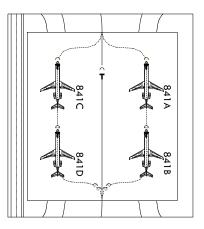


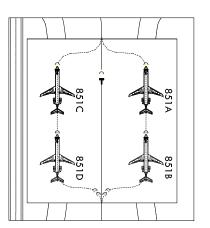




821L	821R
П	







Stand NR.	Availability
612L/R 821L/R, 841A/B/C/D, 851A/B/C/D	Available for all aircraft up to "B" code. [length(overall) up to 32.5 m]
645L/R, 646L/R, 647L/R, 648R, 652L/R, 671L/R, 674L/R, 681L/R, 711L/R, 814A/B, 816A/B	Available for aircraft up to "C" code.
648L, 831L/R	Available for aircraft up to "D" code.
For details, please contact to confirm with	"the Apron Maat Unit" at the telephone number

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

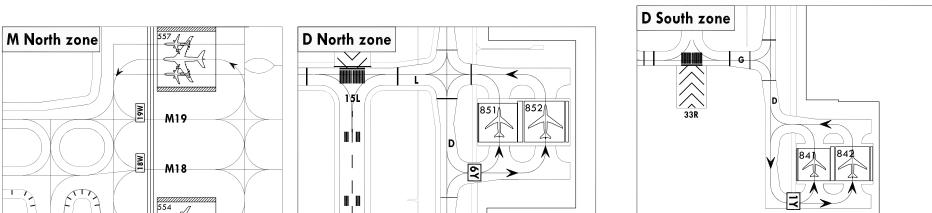
Note	Code letter	Wing span
"B": Refer to Annex 14 to the Convention on International Civil Aviation, Volume I, Chapter 1, Table 1-1"Aerodrome reference code".	D	52 m up to but not including 65 m 36 m up to but not including 52 m 24 m up to but not including 36 m 15 m up to but not including 24 m

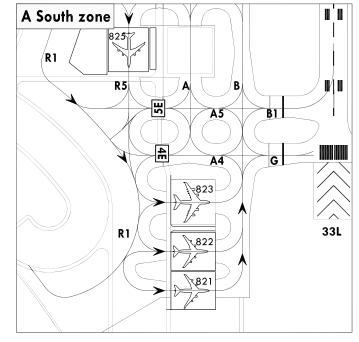
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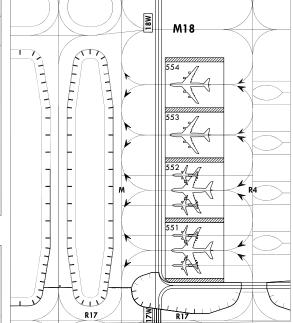
Deicing zones operation

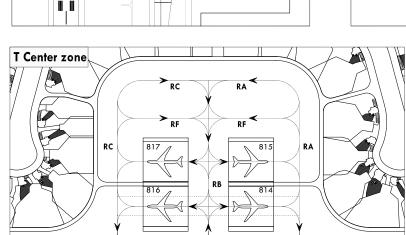
INCHEON DEICING 122.225 123.575

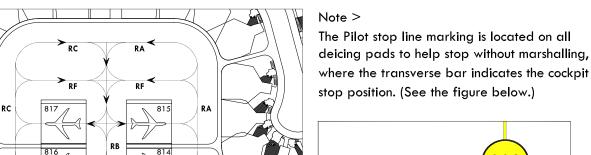
PAD CONTROL 122.175 122.325 123.325 ICE MAN 129.725 130.250 130.750 130.850

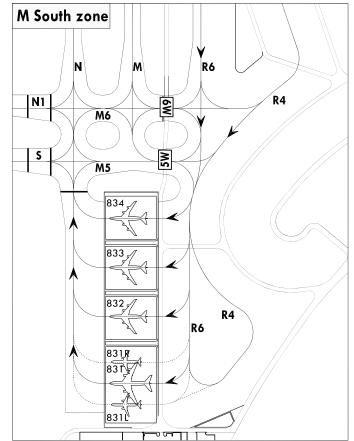


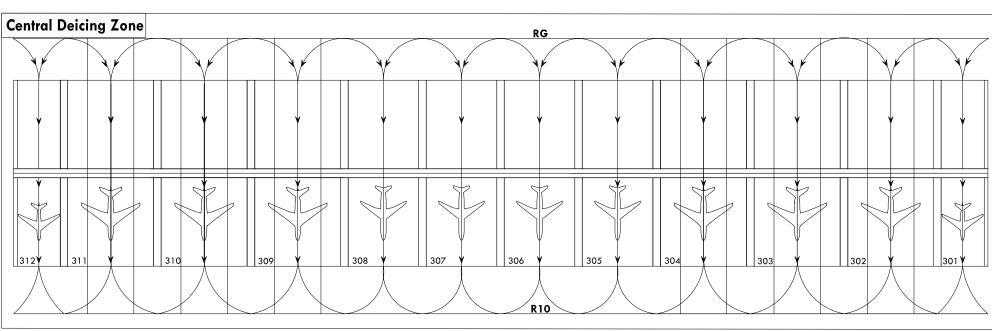










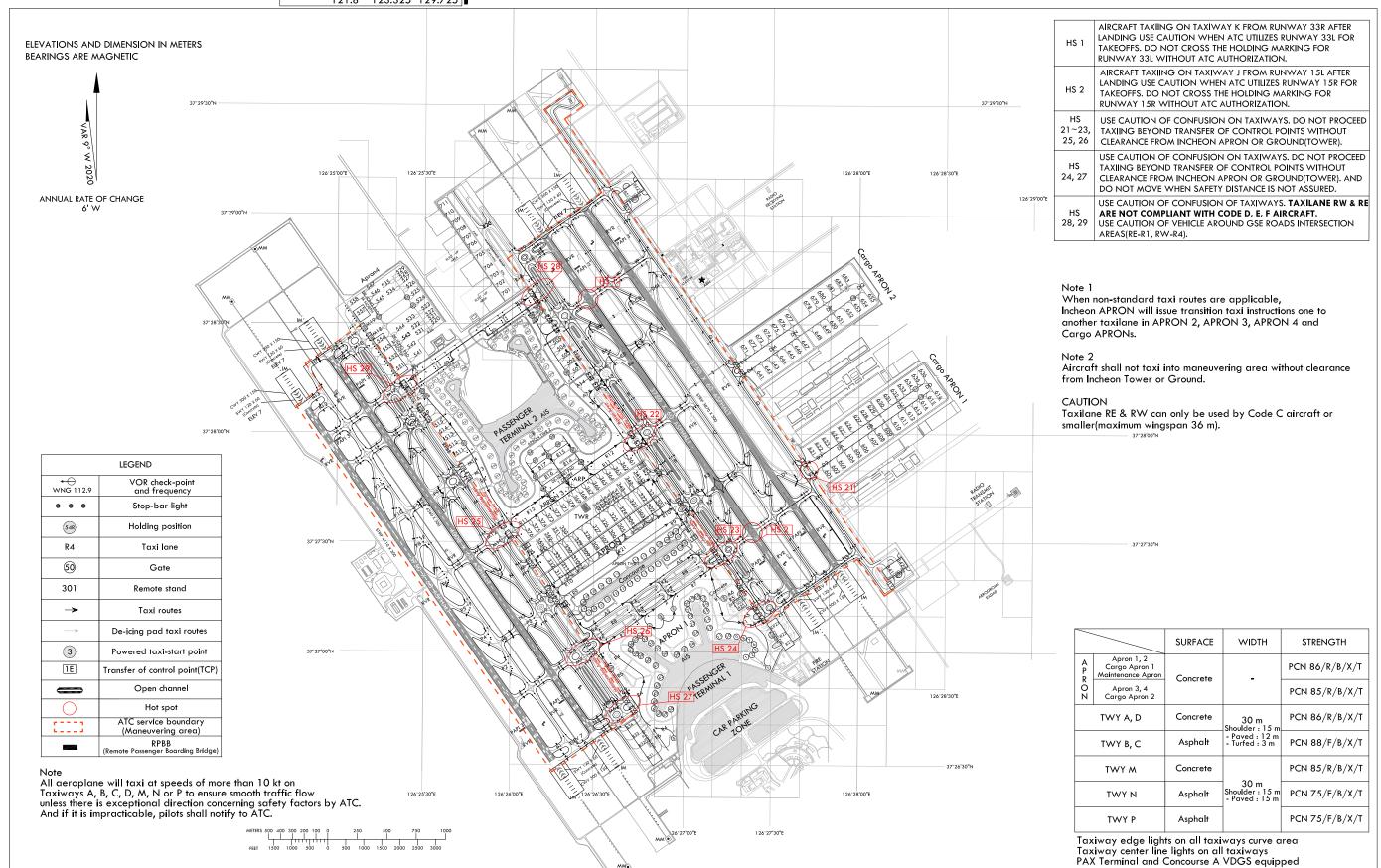


AERODROME GROUND

MOVEMENT CHART - ICAO APRON ELEV 6 m

118.2(E) 118.8(W) TWR GND 121.75(E) 121.7(W) **APRON** 121.65 122.175 123.675 121.8 123.325 129.725

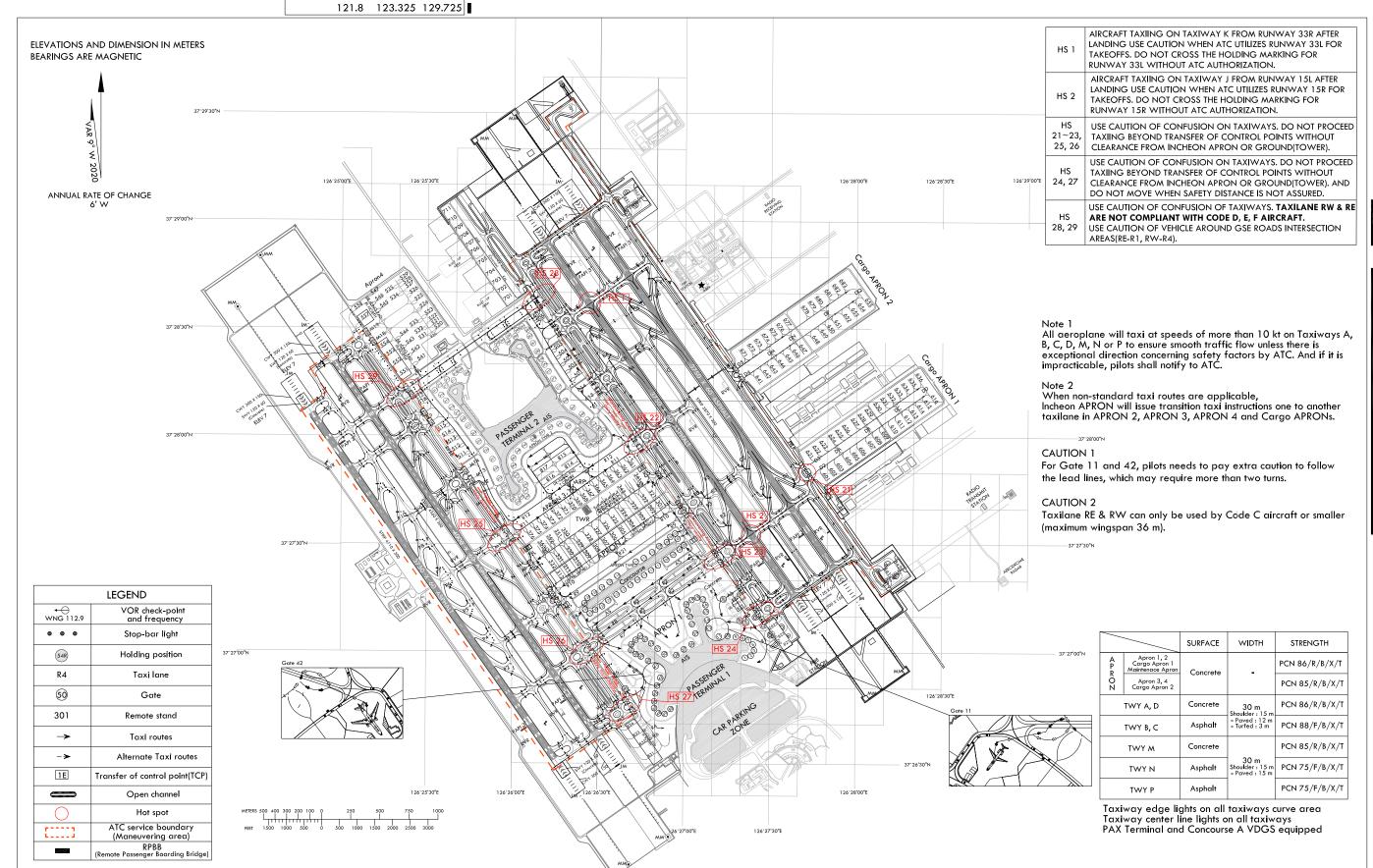
SEOUL / Incheon Intl RWY 15L/R, 33L/R DEPARTURE



AERODROME GROUND MOVEMENT CHART - ICAO APRON ELEV 6 m

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

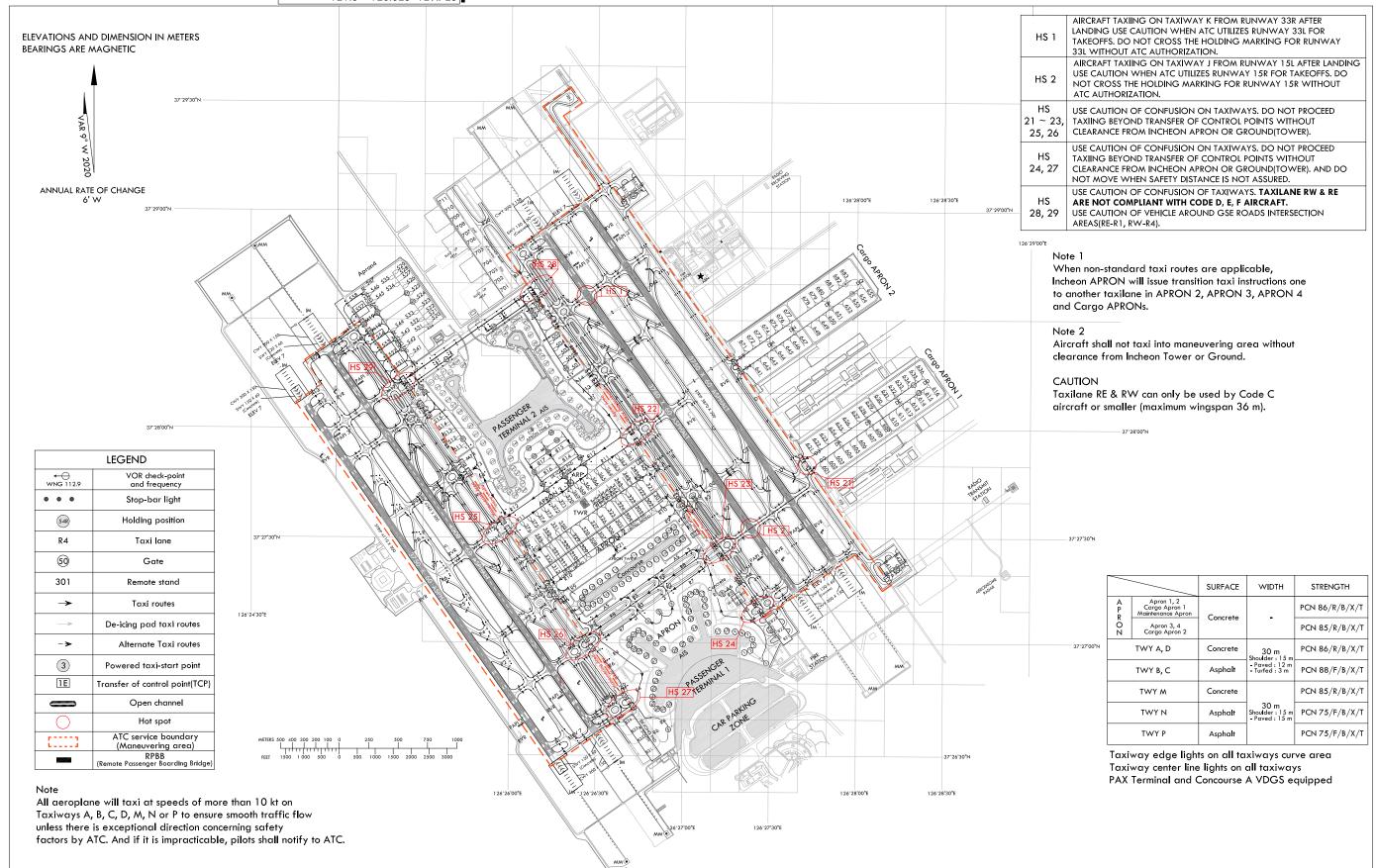
SEOUL / Incheon Intl RWY 15L/R, 33L/R ARRIVAL



AERODROME GROUND MOVEMENT CHART - ICAO APRON ELEV 6 m

TWR 118.2(E) 118.8(W) GND 121.75(E) 121.7(W) 121.65 122.175 123.675 **APRON** 121.8 123.325 129.725

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



RKSI AD CHART 2 - 9 27 JUN 2024

AERODROME GROUND

MOVEMENT CHART - ICAO

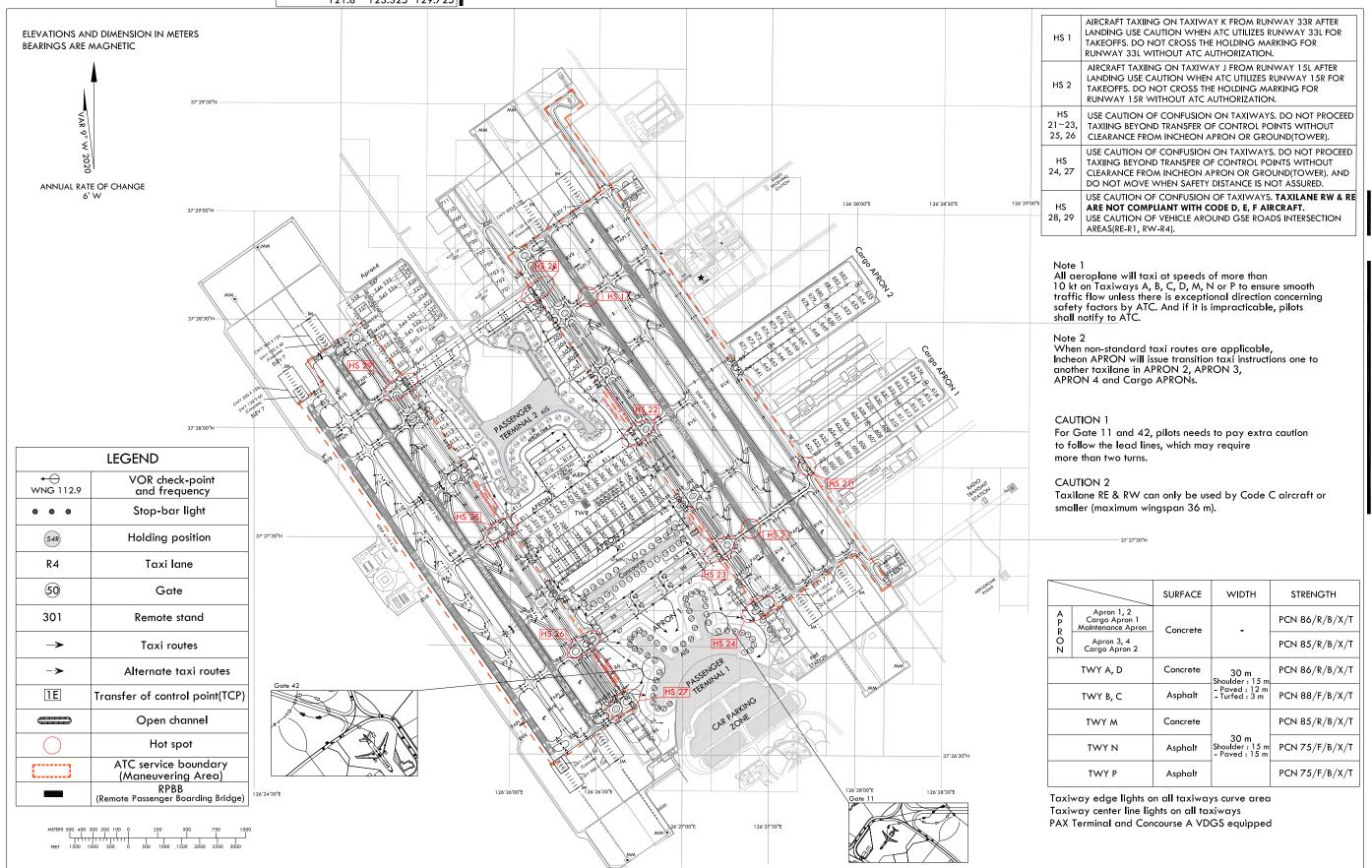
APRON ELEV 6 m

TWR 118.2(E) 118.8(W)

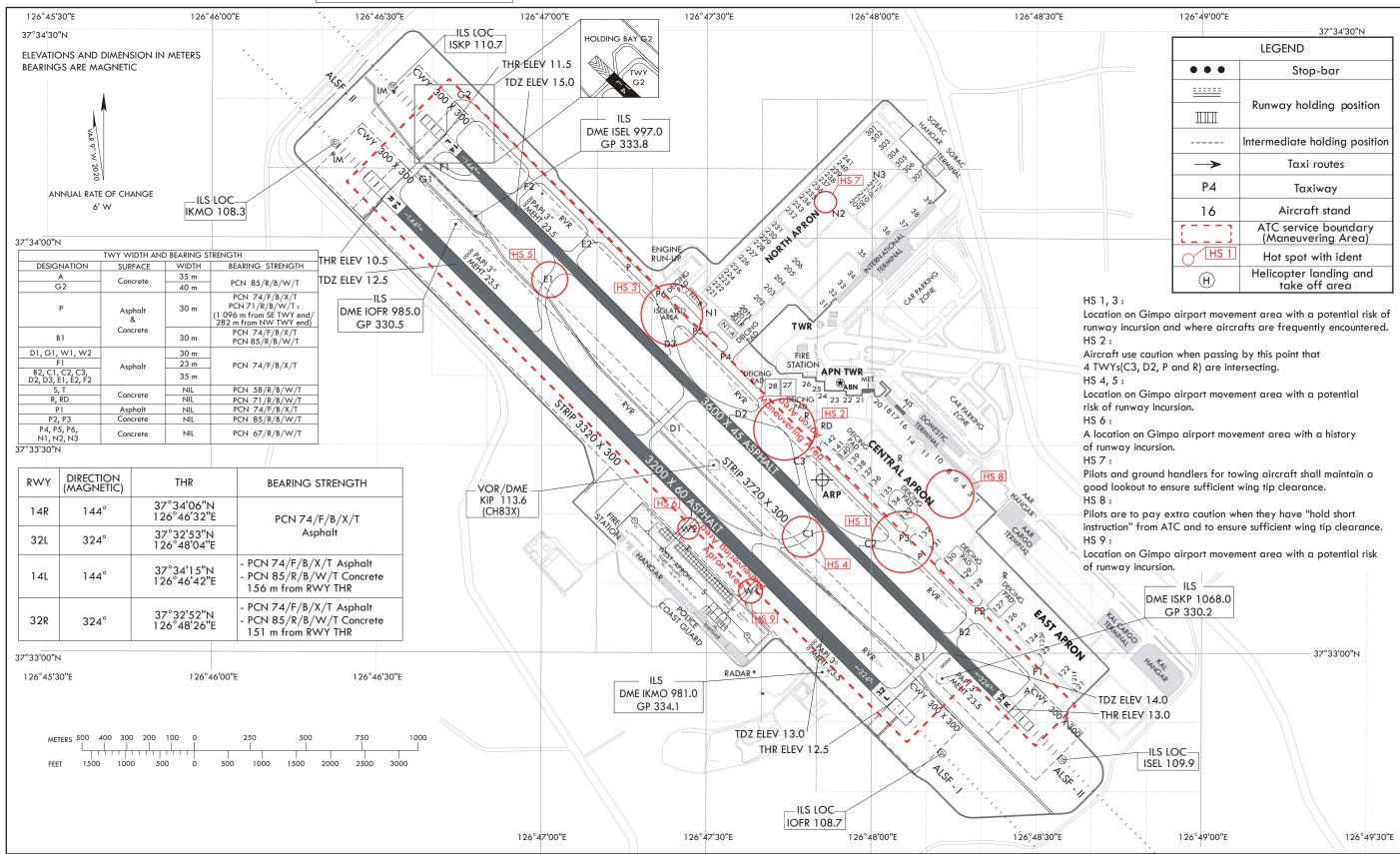
GND 121.75(E) 121.7(W)

APRON 121.65 122.175 123.675

121.8 123.325 129.725



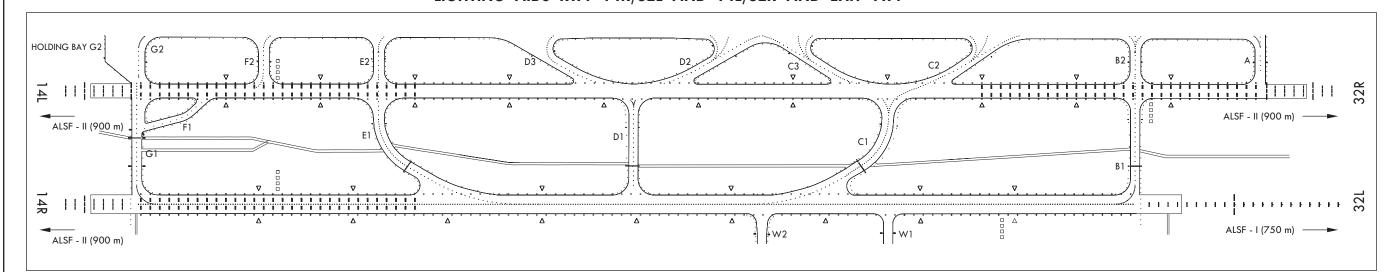
Republic of Korea 27 JUN 2024 SEOUL / Gimpo INTL **AERODROME** 118.05 118.1 240.9 37°33'25"N **CHART - ICAO** ELEV 18 m GND 121.9 121.95 126°47'51"E APN 129.525 130.875 131.175



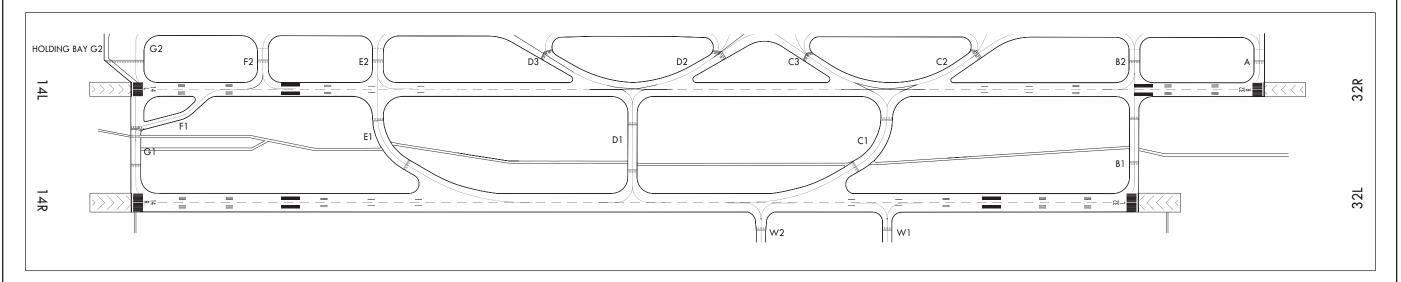
Change: Information of ACFT stands NR. 23~26.

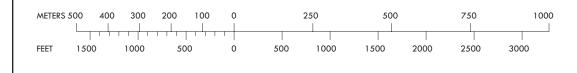
LIGHTING AND MARKING CHART

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



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





TWR

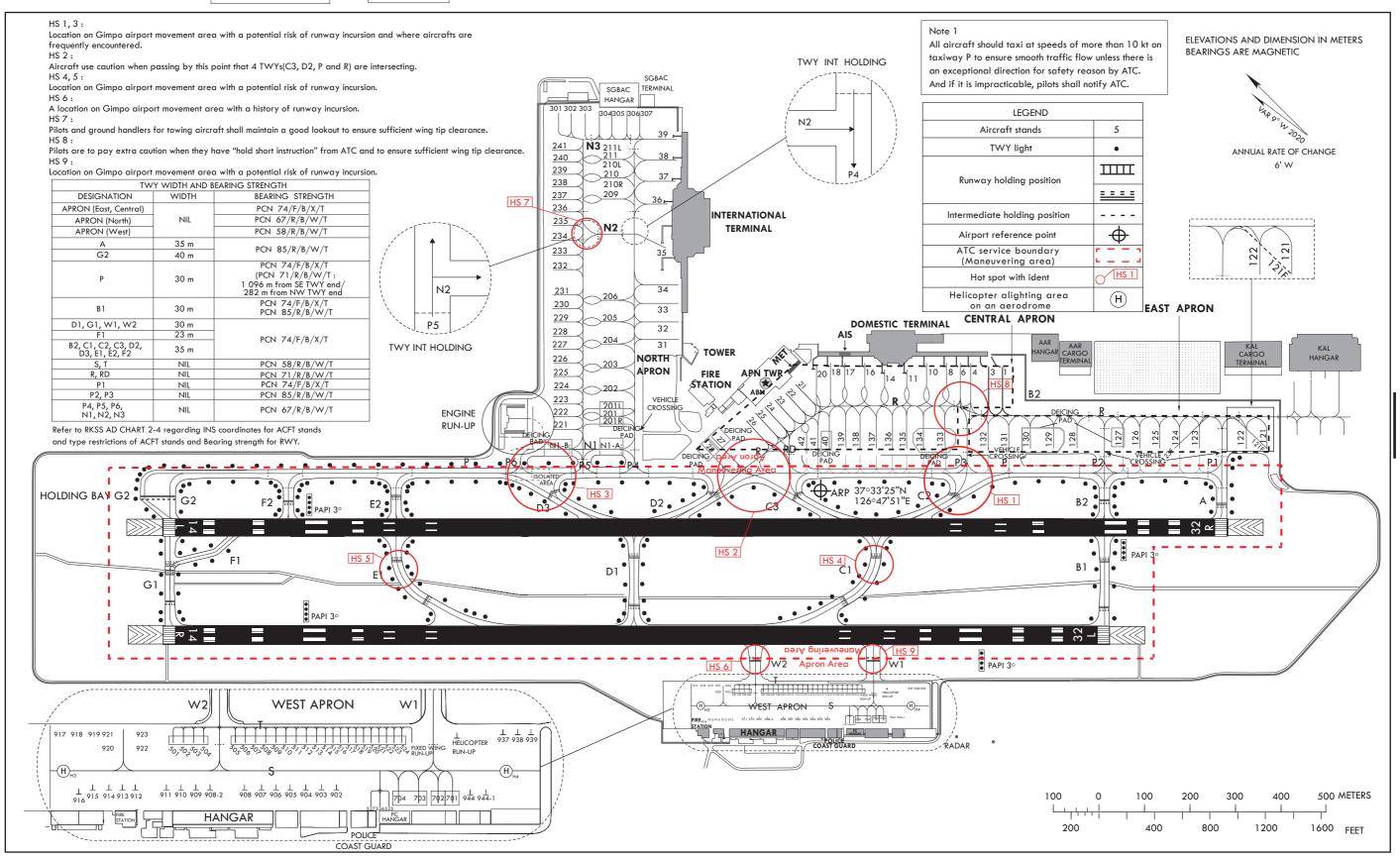
APN

AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV Central Apron 16 m The Other 13 m

118.1 GND 121.9 130.875

SEOUL / Gimpo INTL



		INS	COORDIN	IATES FOR AIRCR	AFT STANDS (WG	S-84)		
STAND NR	COORI	DINATES	STAND NR	COORI	DINATES	STAND NR	COORI	DINATES
1	37°33'21.66"N	126°48'19.06"E	203	37°33'52.36"N	126°47'41.86"E	520	37°33'09.31"N	126°47'31.78"E
3	37°33'22.69"N	126°48'1 <i>7.76</i> "E	204	37°33'54.02"N	126°47'43.95"E	521	37°33'08.99"N	126°47'32.18"E
4	37°33'23.72"N	126°48'16.46"E	205	37°33'55.68"N	126°47'46.38"E	522	37°33'08.67"N	126°47'32.59"E
6	37°33'24.75"N	126°48'15.17"E	206	37°33'57.40"N	126°47'48.06"E	523	37°33'08.3 <i>5</i> "N	126°47'32.99"E
8	37°33'26.37"N	126°48'13.90"E	209	37°34'04.65"N	126°47'57.17"E	524	37°33'08.03"N	126°47'33.40"E
10	37°33'28.03"N	126°48'11.82"E	210	37°34'06.31"N	126°47'59.26"E	525	37°33'06.49"N	126°47'28.73"E
11	37°33'28.80"N	126°48'09.44"E	210L	37°34'07.44"N	126°47'59.94"E	526	37°33'06.81"N	126°47'28.33"E
14	37°33'30.53"N	126°48'07.28"E	210R	37°34'06.44"N	126°47'58.69"E	527	37°33'07.13"N	126°47'27.93"E
16	37°33'32.62"N	126°48'06.03"E	211	37°34'07.98"N	126°48'01.35"E	701	37°33'03.90"N	126°47'31.98"E
17	37°33'34.16"N	126°48'03.89"E	211L	37°34'08.44"N	126°48'01.19"E	702	37°33'04.60"N	126°47'31.11"E
18	37°33'35.37"N	126°48'02.21"E	221	37°33'52.40"N	126°47'30.17"E	703	37°33'05.48"N	126°47'30.01"E
20	37°33'36.05"N	126°48'00.62"E	222	37°33'53.40"N	126°47'31.43"E	704	37°33'05.99"N	126°47'29.36"E
21	37°33'36.23"N	126°47'57.36"E	223	37°33'54.40"N	126°47'32.68"E	902	37°33'08.85"N	126°47'27.15"E
22	37°33'36.31"N	126°47'55.39"E	224	37°33'55.34"N	126°47'34.10"E	903	37°33'09.51"N	126°47'26.33"E
23	37°33'36.33"N	126°47'53.74"E	225	37°33'56.34"N	126°47'35.26"E	904	37°33'10.17"N	126°47'25.52"E
24	37°33'36.41"N	126°47'52.04"E	226	37°33'57.34"N	126°47'36.51"E	905	37°33'10.82"N	126°47'24.70"E
25	37°33'36.98"N	126°47'50.47"E	227	37°33'58.34"N	126°47'37.76"E	906	37°33'11.48"N	126°47'23.89"E
26	37°33'37.59"N	126°47'48.82"E	228	37°33'59.33"N	126°47'39.14"E	907	37°33'12.14"N	126°47'23.07"E
27	37°33'39.32"N	126°47'44.18"E	229	37°34'00.33"N	126°47'40.27"E	908	37°33'12.80"N	126°47'22.26"E
28	37°33'39.15"N	126°47'42.44"E	230	37°34'01.33"N	126°47'41.52"E 126°47'42.77"E	908-2 909	37°33'14.20"N	126°47'20.50"E
31 32	37°33'49.73"N 37°33'51.03"N	126°47'49.98"E 126°47'51.87"E	231 232	37°34'02.33"N 37°34'04.42"N	126°47'45.40"E	909	37°33'14.88"N 37°33'15.53"N	126°47'19.66"E 126°47'18.85"E
33	37°33'52.72"N	126°47'53.95"E	232	37°34'05.42"N	126° 47' 45.40 E	910	37°33'16.17"N	126 4/ 18.85 E 126°47'18.04"E
33	37°33'54.43"N	126°47'56.05"E	233	37°34'06.46"N	126°47'47.84"E	911	37°33'17.41"N	126°47'16.04 E
35	37°33'57.10"N	126°47'57.69"E	234	37°34'07.46"N	126°47'49.97"E	912	37°33'18.00"N	126°47'15.62"E
36	37°34'00.77"N	126°48'02.34"E	236	37°34'08.46"N	126°47'50.35"E	913	37°33'18.59"N	126°47'14.88"E
37	37°34'01.89"N	126°48'05.36"E	237	37°34'09.46"N	126°47'51.60"E	915	37°33'19.20"N	126°47'14.12"E
38	37°34'03.46"N	126°48'07.50"E	238	37°34'10.45"N	126°47'52.85"E	916	37°33'19.62"N	126°47'13.19"E
39	37°34'05.14"N	126°48'09.63"E	239	37°34'11.45"N	126°47'54.11"E	91 <i>7</i>	37°33'23.13"N	126°47'15.23"E
121	37°32'55.01"N	126°48'37.35"E	240	37°34'12.45"N	126°47'55.36"E	918	37°33'22.39"N	126°47'16.15"E
121F	37°32'54.94"N	126°48'37.21"E	241	37°34'13.45"N	126°47'56.61"E	919	37°33'21.66"N	126°47'17.08"E
122	37°32'56.61"N	126°48'35.34"E	301	37°34'16.95"N	126°48'01.57"E	920	37°33'20.47"N	126°47'17.06"E
123	37°33'00.19"N	126°48'30.72"E	302	37°34'15.20"N	126°48'02.18"E	921	37°33'21.06"N	126°47'17.80"E
123F	37°33'01.94"N	126°48'28.35"E	303	37°34'14.20"N	126°48'03.43"E	922	37°33'19.00"N	126° <i>47</i> '18.91"E
124	37°33'01.72"N	126°48'28.74"E	304	37°34'13.71"N	126°48'05.17"E	923	37°33'19.59"N	126°47'19.65"E
125	37°33'03.25"N	126°48'26.78"E	305	37°34'12.14"N	126°48'06.34"E	937	37°33'03.92"N	126°47'39.23"E
126	37°33'04.80"N	126°48'24.83"E	306	37°34'11.1 <i>5</i> "N	126°48'07.76"E	938	37°33'03.37"N	126°47'39.92"E
127	37°33'06.03"N	126°48'23.26"E	307	37°34'10.69"N	126°48'08.92"E	939	37°33'02.82"N	126°47'40.62 " E
128	37°33'09.73"N	126°48'18.72"E	501	37°33'17.86"N	126°47'21.05"E	944	37°33'02.93"N	126°47'34.03"E
129	37°33'11.55"N	126°48'16.44"E	502	37°33'17.43"N	126°47'21.57"E	944-1	37°33'01.85"N	126°47'35.40"E
130	37°33'13.42"N	126°48'14.14"E	503	37°33'16.99"N	126°47'22.12"E			
131	37°33'14.99"N	126°48'12.01"E	504	37°33'16.57"N	126°47'22.65"E			
132	37°33'16.61"N	126°48'10.05"E	505	37°33'15.19"N	126°47'24.39"E			
133	37°33'19.96"N	126°48'05.76"E	506	37°33'14.76"N	126°47'24.92"E			
134	37°33'21.63"N	126°48'03.67"E	507	37°33'14.32"N	126°47'25.46"E			
135	37°33'22.97"N	126°48'02.00"E	508	37°33'13.88"N	126°47'26.01"E			
136	37°33'24.37"N	126°48'00.31"E	509	37°33'13.45"N	126°47'26.56"E			
137	37°33'25.52"N	126°47'58.89"E	510	37°33'13.01"N	126°47'27.11"E			
138	37°33'26.65"N	126°47'57.44"E	511	37°33'12.57"N	126°47'27.66"E			
139	37°33'27.66"N	126°47'56.39"E	512	37°33'12.14"N	126°47'28.20"E			
140	37°33'28.81"N	126°47'54.72"E	513	37°33'11.72"N	126°47'28.75"E			
141	37°33'29.57"N	126°47'53.35"E	514	37°33'11.29"N	126°47'29.28"E			
142	37°33'30.47"N	126°47'52.15"E	515	37°33'10.91"N	126°47'29.76"E			
201	37°33'48.61"N	126°47'37.13"E	516	37°33'10.59"N	126°47'30.16"E			
201R	37°33'48.36"N	126°47'36.13"E	51 <i>7</i>	37°33'10.27"N	126°47'30.57"E			
201L	37°33'49.37"N	126°47'37.40"E	518	37°33'09.95"N	126°47'30.97"E			
202	37°33'50.75"N	126°47'39.70"E	519	37°33'09.63"N	126°47'31.38"E			

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

STANDS NUMBER	AIRCRAFT TYPE
121F, 123F	A380-800, B747-8
10, 16, 32, 33, 34, 37, 39, 133, 134, 237	A340-600, B747-400
201, 202, 204, 205, 206, 209, 210, 211	B747-400, B777-300
128, 129, 131, 203, 235	B747-400
35	B747-400, A330
38	B777-300
8	B777-200, A330-300
124, 125, 236	B777-200
132	B747-400, B777-200
121, 17	B777-200, A330-300
14	B767-300, A300-600
36, 126, 130, 137	B767-300
123, 127, 135, 136, 138, 139	B737-800WL, MD90
211	B737-800W, MD90
201R, 201L, 210L, 210R, 211L, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241	B737-900SSW, A321
31	B737-900, A321-100
21, 22, 23, 24, 25, 26	B737MAX9, A321NEO
4, 6, 11, 18, 20	B737-900, A321-200
1, 3, 122, 302, 303	B737-900
27, 28, 140, 141, 142, 304, 305, 306, 307	B737MAX8, A321NEO
301	GLF4

- * Code letter "E" aircraft is prohibited to Taxi-out at all aircraft stands.
- * Aircraft stands NR. 124-126, 131-134, 137, 201-211 may be used by B767 class (A300-600) ACFT for Nose-in/Taxi-out subject to prior permission from ATC.
- ⁶ Aircraft stands NR. 123, 127, 135, 136, 138-142, 210L/R and 211L may be used by B737-800WL class (MD-90) ACFT for Nose-in/Taxi-out subject
- * Taxiway intersection markings are provided for 5 places in front of the intersections / junctions on apron taxiway P4 and P5.
- $^{\epsilon}$ Isolated area : At the intersection of TWY D3 and TWY P.
- * De-icing pad : B737-800WL(MD-90) class ACFT 27, 28, 140, 127 and 201L/R B767 class ACFT 130 B747 class ACFT 129, 133, 134, 201 and N1-A, N1-B on the "N1" TWY

- * Engine Run-up : Front of "P6" TWY
- * Multiple Aircraft Ramp System(MARS): 121F(121, 122), 123F(123, 124), 201L(201), 201R(201), 210L(210, 211), 210R(210), 211L(211)

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

* Dimensions means overall length × width

Change: Information of coordinates for ACFT stands NR. 23~26 and ACFT type for ACFT stands NR. 21~26, 206.

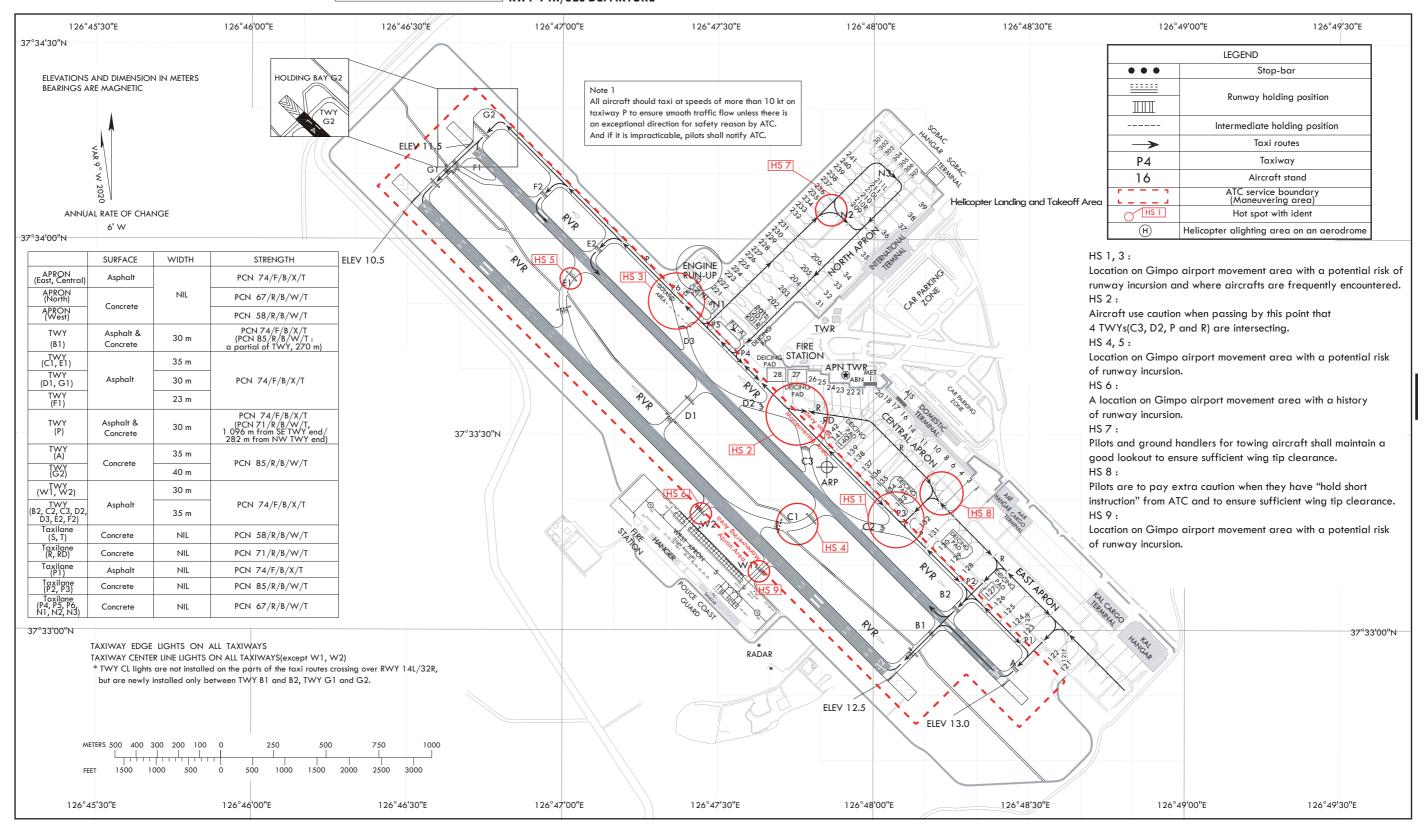
OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 6/24 Effective: 1600UTC 7 AUG 2024 Republic of Korea AERODROME GROUND

CENTRAL APRON ELEV 16 m TWR MOVEMENT CHART - ICAO THE OTHER APRON ELEV 13 m GND

118.05 118.1 240.9 121.9 121.95 APN 129.525 130.875 131.175 RWY 14R/32L DEPARTURE

SEOUL / Gimpo INTL RWY 14L/32R



Change: Information of ACFT stands NR. 23~26.

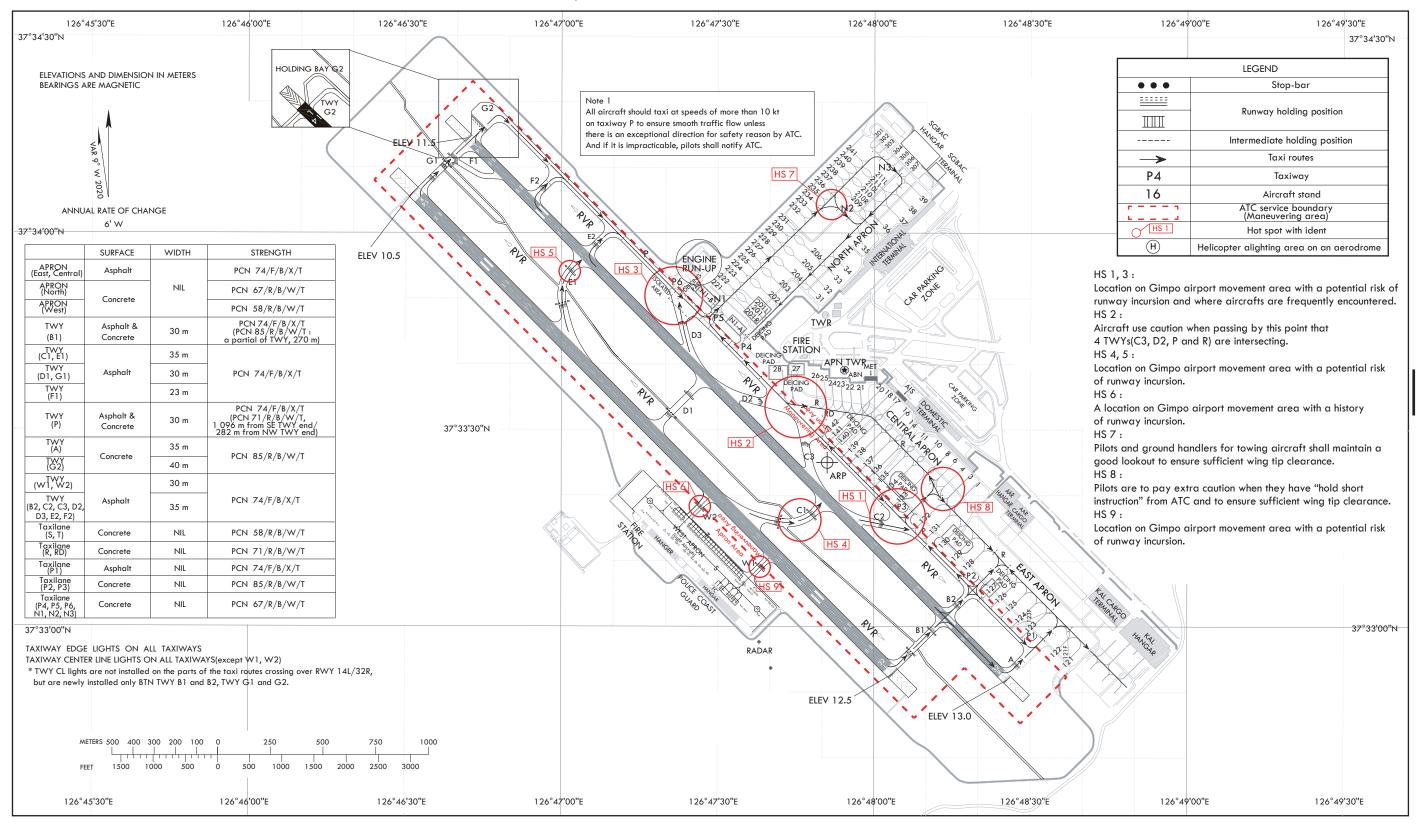
AERODROME GROUND

MOVEMENT CHART - ICAO THE OTHER APRON ELEV 13 m

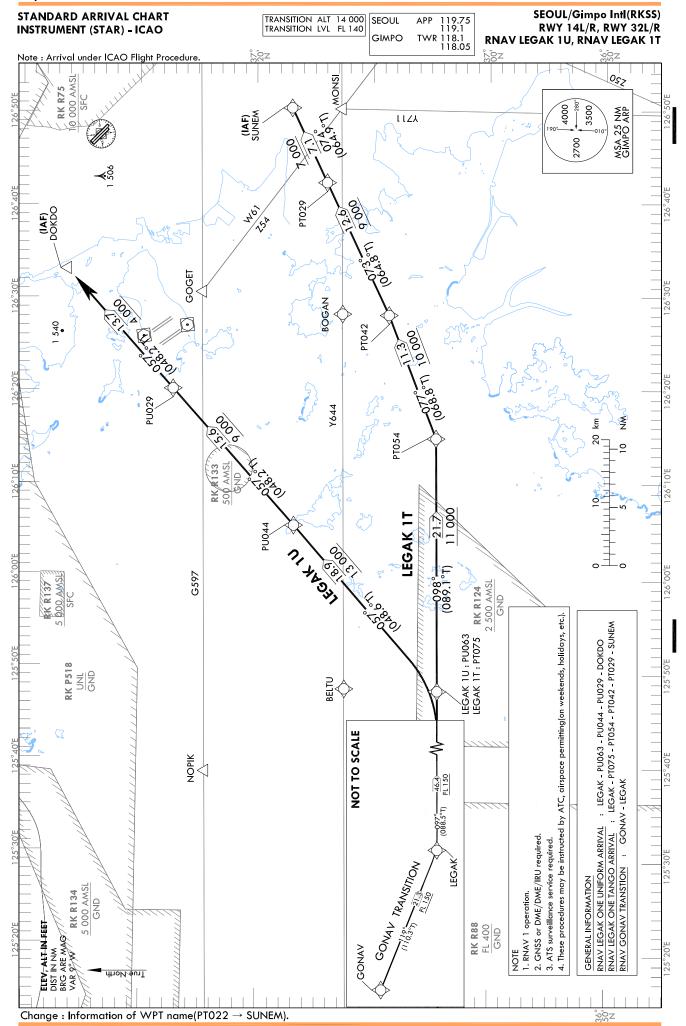
CENTRAL APRON ELEV

118.05 118.1 240.9 TWR **16** m GND 121.9 121.95 APN

SEOUL / Gimpo INTL RWY 14L/32R 129.525 130.875 131.175 RWY 14R/32L ARRIVAL



Change: Information of ACFT stands NR. 23~26.



SEOUL/Gimpo Intl(RKSS) RWY 14L/R, RWY 32L/R RNAV LEGAK 1U, RNAV LEGAK 1T RNAV GONAV TRANSITION

AERONAUTICAL DATA TABULATION

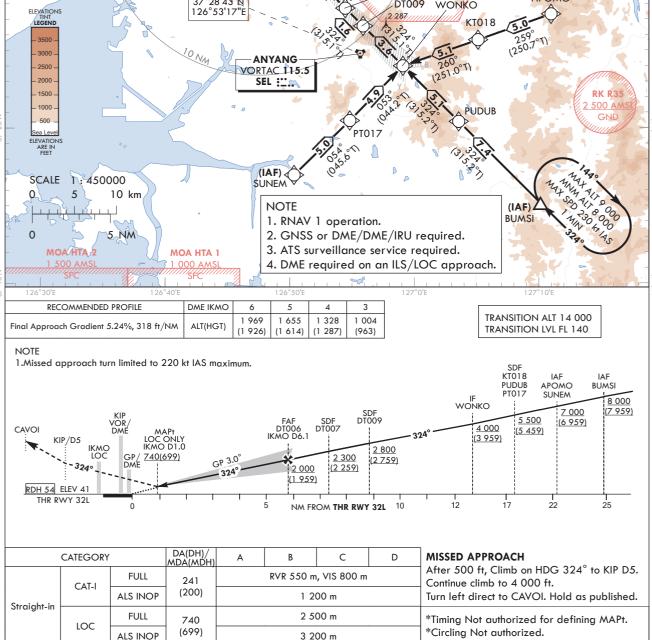
Standard Instrument Arrival Procedure Coding Tables

RNAV LEGAK 1U	3AK 1U											
Serial Number	Serial Path Waypoint Fly- Course/ Number Descriptor Identifier over "M(°	Waypoint Identifier	Fly- over	Course/Track °M(°T)	Distance (NM)	7/Track Distance Turn Altitude Speed (T) (H) direction (H) (R)	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	VPA/ Navigation RDH specification	Remarks
100	<u></u>	LEGAK		•	į	1	+FL 150	,	37°03'21.0"N 124°49'51.1"E	Î	RNAV 1	•
000	Ŧ	PU063		097 (088.5)	46.4	ı	+FL 150		37°04'17.6"N 125°47'50.3"E	1	RNAV 1	•
003	¥	PU044		057 (048.6) 18.9	18.9	1	+13 000		37°16'44.9"N 126°05'33.1"E	ı	RNAV 1	•
004	Ŧ	PU029		057 (048.2) 15.6	15.6	ı	000 6+		37°27'10.1"N 126°20'12.3"E	1	RNAV 1	•
900	#	рокро	_	- 057 (048.4) 13.7	13.7	·	+4 000		37°36'17.1"N 126°33'07.1"E		RNAV 1	IAF

5	d Coordinates		Altitude Speed	Altitude Speed	PěěďS epříjíhy	Altitude Speed	Altitude Speed	
100000			(#) (kt)	(#) (kt)	(#) (kt)	(#) (kt)	(#) (kt)	(#) (kt)
3/ U3 21.0 N 124 49 51.1 E	<u>ئ</u>		+FL 150 - 3/					
37°0417.6"N 125°47'50.3"E	37	- 37	+FL 150 - 37	1	1	46.4 - +FL 150 -	- +FL 150 -	46.4 - +FL 150 -
37°04'34.8"N 126°14'54.2"E	37,	1	+11 000 - 37	1	1	. 21.7 - +11 000 -	- +11 000	. 21.7 - +11 000 -
37°08'40.3"N 126°28'06.7"E	37,	1	+10 000 - 37	1	1	11.3 - +10 000 -	- +10 000	11.3 - +10 000 -
37°14'00.7"N 126°42'19.8"E	37	- 37	+9 000 - 37) 12.6 - +9.000 -	- 000 6+ -) 12.6 - +9.000 -
37°17'00.6"N 126°50'21.9"E	37	- 37	+7 000 - 37	ı	ı	7.1 - +7 000 -	074 (064.9) 7.1 +7 000	7.1 - +7 000 -

	Remarks	•	1
	VPA/ Navigation RDH specification	RNAV 1	RNAV 1
	VPA/ RDH	ı	ı
	Coordinates	37°10'48.4"N 124°24'52.6"E	37°03'21.0"N 124°49'51.1"E
	Speed (kt)		1
	Altitude (ft)	ı	+FL 150
	Turn direction	ı	
	Distance (NM)	1	21.3
	Fly- Course/Track Distance Turn Altitude Speed over ${}^{\circ}M({}^{\circ}T)$ (NM) direction (ft) (kt)	-	119 (110.3) 21.3
	Fly- over		-
STION	Waypoint Identifier	GONAV	LEGAK
NAV GONAV TRANSTION	Serial Path Waypoint Jumber Descriptor Identifier	¥	ΤF
RNAV GO	Serial Number	100	002

Change : Information of WPT name(PT022 \rightarrow SUNEM).



Change: Information of WPT name(PT022 \rightarrow SUNEM, KT023 \rightarrow APOMO).

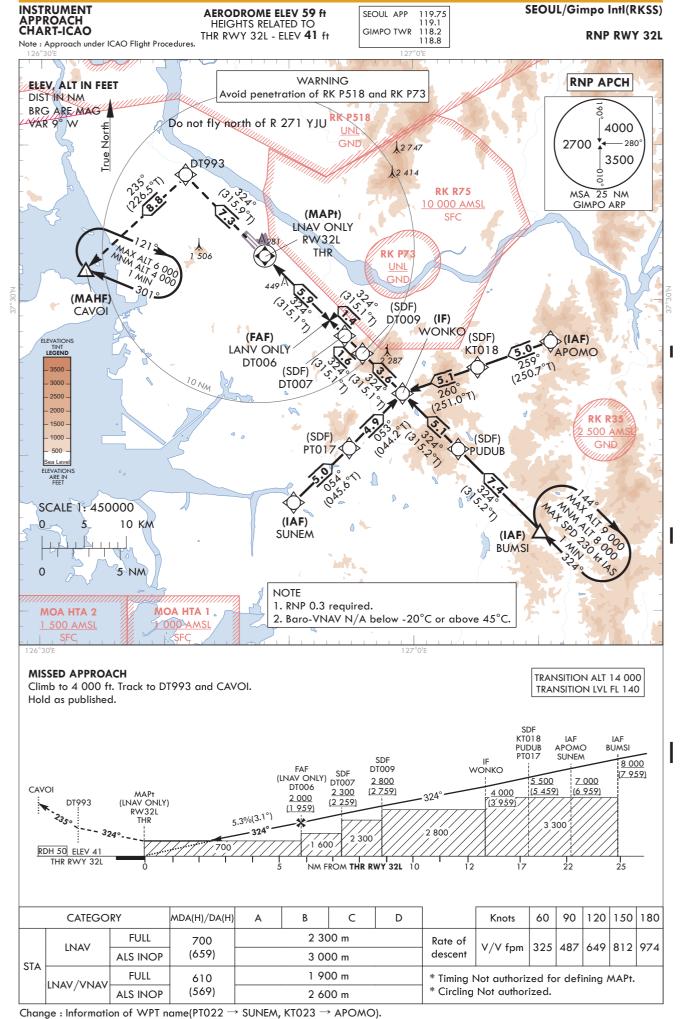
SEOUL/Gimpo Intl(RKSS) ILS or LOC RWY 32L

AERONAUTICAL DATA TABULATION

ILS/LOC	C Approach to RWY 32L from APC	MO(IAF) to WONK	O(IF)
	Fix / Point	Coord	inates
APOMO(IAF)		37°27'20.9"N	127°11'04.4"E
KT018(SDF)	BRG 259.29°/5.00 NM	37°25'41.9"N	127°05'11.1"E
WONKO(IF)	BRG 259.60°/5.10 NM	37°24'02.0"N	126°59'08.0"E
ILS/I	LOC Approach to RWY 32L from B	SUMSI to WONKO(I	F)
	Fix / Point	Coord	inates
BUMSI(IAF)		37°15'10.2"N	127°10'09.6"E
PUDUB(SDF)	BRG 323.86°/7.42 NM	37°20'26.5"N	127°03'36.6"E
WONKO(IF)	BRG 323.79°/5.06 NM	37°24'02.0"N	126°59'08.0"E
ILS/LO	C Approach to RWY 32L from SUN	NEM(IAF) to WONK	O(IF)
	Fix / Point	Coord	inates
SUNEM(IAF)		37°17'00.6"N	126°50'21.9"E
PT017(SDF)	BRG 54.22°/5.00 NM	37°20'30.7"N	126°54'50.7"E
WONKO(IF)	BRG 52.77°/4.90 NM	37°24'02.0"N	126°59'08.0"E
ILS/	LOC Approach to RWY 32L from \	WONKO(IF) to MAH	IF
	Fix / Point	Coord	inates
DT009(SDF)	BRG 323.72°/9.10 NM IKMO	37°26'36.1"N	126°55'55.6"E
DT007(SDF)	BRG 323.72°/7.50 NM IKMO	37°27'44.9"N	126°54'29.5"E
DT006(FAF)	BRG 323.72°/6.10 NM IKMO	37°28'42.9"N	126°53'17.0"E
D1.0 IKMO (MAPt LOC ONLY)	BRG 323.72°/1.00 NM IKMO	37°32'17.6"N	126°48'48.0"E
THR RWY 32L		37°32'52.83"N	126°48'03.71"E
IKMO DME		37°32'57.4"N	126°47'51.3"E
KIP VOR/DME		37°33'27.1"N	126°47'31.3"E
Climb to 500 ft	HDG 324	-	
D5 KIP	HDG 324	37°36'59.7"N	126°43'04.6"E
CAVOI	BRG 223.11°/19.00 NM SEL	37°32'02.0"N	126°33'37.0"E

Change : Information of WPT name(PT022 \rightarrow SUNEM, KT023 \rightarrow APOMO).

AIRAC AIP AMDT 6/24 Effective: 1600UTC 7 AUG 2024



SEOUL/Gimpo Intl(RKSS) RNP RWY 32L

AERONAUTICAL DATA TABULATION

APOMO	r	Fly- Cot	Fly- Course/Track over °M(°T)	Distance (NM)	Turn	Altitude (ft)	Speed (kt)	37°27'5	Coordinates 37°27'20.9"N 127°11'04.4"E	VPA/ RDH	Navigation specification RNP APCH		Remarks
KT018	2 8	- 25	259 (250.7)	5.0		+5 500	1	37°25'	37°25'41.9"N 127°05'11.1"E		RNP APCH	· · · · ·	SDF
WONKO	0 ¥	- 26	260 (251.0)	5.1		+4 000		37°24'(37°24'02.0"N 126°59'08.0"E		RNP APCH		<u> </u>
١S٧	o WO	32L - via BUMSI to WONKO(IF)											
$\frac{\langle \alpha \rangle}{ \alpha \rangle}$	Path Waypoint Descriptor Identifier	Fly- Cou	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)		Coordinates	VPA/ RDH	Navigation specification		Remarks
BU	BUMSI	,				+8 000		37°15	37°15'10.2"N 127°10'09.6"E		RNP APCH		IAF
_ ₹	PUDUB	- 33	324 (315.2)	7.4		+5 500		37°20″	37°20'26.5"N 127°03'36.6"E		RNP APCH	S	SDF
×	WONKO	33	324 (315.2)	5.1		+4 000		37°24'(37°24'02.0"N 126°59'08.0"E	,	RNP APCH		<u>u</u>
🖆	1 to WC	32L - via SUNEM to WONKO(IF)	(E									-	
de γ	Path Waypoint Descriptor Identifier	Fly- Cou	Fly- Course/Track Distance		Turn direction	Altitude (ft)	Speed (kt)		Coordinates	VPA/ RDH	Navigation specification		Remarks
SU	SUNEM					+7 000		37°17'(37°17'00.6"N 126°50'21.9"E		RNP APCH		IAF
P	PT017	- 0	054 (045.6)	5.0		+5 500		37°20';	37°20'30.7"N 126°54'50.7"E		RNP APCH	S	SDF
}	WONKO	- 05	053 (044.2)	4.9		+4 000		37°24'(37°24'02.0"N 126°59'08.0"E		RNP APCH		<u>u</u>
Z	KO(IF)	32L - via WONKO(IF) to MAHF											
βα	Path Waypoint Descriptor Identifier	Fly- Cou	Fly- Course/Track over °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)		Coordinates	VPA/ RDH	Navigation specification		Remarks
Ĭĕ	WONKO					+4 000		37°24'0	37°24'02.0"N 126°59'08.0"E	٠	RNP APCH		<u> </u>
5	DT009	- 32	324 (315.1)	3.6		+2 800		37°26'3	37°26'36.1"N 126°55'55.6"E	,	RNP APCH	S	SDF
	DT007	- 32	324 (315.1)	1.6		+2 300		37°27'4	37°27'44.9"N 126°54'29.5"E		RNP APCH	S	SDF
	DT006	- 32	324 (315.1)	4.		+2 000		37°28'4	37°28'42.9"N 126°53'17.0"E		RNP APCH	ш	FAF
€	RW32L	32	324 (315.1)	5.9		+700		37°32'52	37°32'52.83"N 126°48'03.71"E	-3.06/50	RNP APCH	*	MAPt
	DT993	- 32	324 (315.9)	7.3				37°38'0	37°38'07.5"N 126°41'39.6"E		RNP APCH		
Ú	CAVOI	Y 23	235 (226.5)	8.8		+4 000		37°32'0	37°32'02.0"N 126°33'37.0"E		RNP APCH		
HOLDING PROCEDURE		+										-	
Jes S	Path Descriptor	Waypoint Identifier	Fly- over	Course/Track °M(°T)	Time (min)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates		VPA/ RDH	Navigation specification	Remarks
	¥	BUMSI	>	324 (315.2)	-	œ	000 8+	-230	37°15'10.2"N 127°10'09.6"E)'09.6"E		RNAV 1	ı
1													

GT020 SUNEM 8 000 MOBAK 7 000 (7 958) SDF KIP FAF SDF GT009 (6.958)VOR/ 5 300 GT006 ISKP D6.1 GT007 CAVOI 4 000 (5258)LOC ONLY ISKP D1.0 KIP D5 (3.958)01.0 600(558) GP/DME i ISKP LOC 2 800 GP 3.0° 2 300 <u>(2 758)</u> 2 000 HDG 324°_ (2258)(1.958)RDH 54 ELEV 42 THR RWY 32R NM FROM THR RWY 32R

DA(DH)/ CATEGORY C D MISSED APPROACH FULL RVR 550 m, VIS 800 m 242 CAT-I (200)ALS INOP 1 200 m Straight-in **FULL** 1 800 m LOC (558)ALS INOP 2 500 m

After 500 ft, Climb on HDG 324° to KIP D5. Continue climb to 4 000 ft. Turn left direct to CAVOI. Hold as published.

* Timing Not authorized for defining MAPt. * Circling Not authorized.

Change : Information of WPT name(PT022 \rightarrow SUNEM, KT023 \rightarrow APOMO).

SEOUL/Gimpo Intl(RKSS) ILS or LOC RWY 32R

AERONAUTICAL DATA TABULATION

ILS/LC	OC Approach to RWY 32R from APC	DMO(IAF) to MOBAK	(IF)
	Fix / Point	Coord	linates
APOMO(IAF)		37°27'20.9"N	127°11'04.4"E
KT018(SDF)	BRG 259.29°/5.00 NM	37°25'41.9"N	127°05'11.1 " E
MOBAK(IF)	BRG 259.23°/4.87 NM	37°24'04.7"N	126°59'25.2"E
ILS	/LOC Approach to RWY 32R from I	BUMSI to MOBAK(IF)	
	Fix / Point	Coord	linates
BUMSI(IAF)		37°15'10.2"N	127°10'09.6"E
GT020(SDF)	BRG 326.37°/4.40 NM	37°18'25.8"N	127°06'27.1"E
NOGUB(SDF)	BRG 323.82°/3.42 NM	37°20'51.6"N	127°03'25.8"E
MOBAK(IF)	BRG 323.79°/4.53 NM	37°24'04.7"N	126°59'25.2"E
ILS/L0	OC Approach to RWY 32R from SUI	NEM(IAF) to MOBAK	(IF)
	Fix / Point	Coord	linates
SUNEM(IAF)		37°17'00.6 " N	126°50'21.9"E
PT017(SDF)	BRG 54.22°/5.00 NM	37°20'30.7"N	126°54'50.7"E
MOBAK(IF)	BRG 54.26°/5.10 NM	37°24'04.7"N	126°59'25.2"E
ILS	S/LOC Approach to RWY 32R from	MOBAK(IF) to MAHF	
	Fix / Point	Coord	linates
GT009(SDF)	BRG 323.75°/9.00 NM ISKP	37°26'39.3"N	126°56'12.2"E
GT007(SDF)	BRG 323.75°/7.40 NM ISKP	37°27'47.4"N	126°54'47.0"E
GT006(FAF)	BRG 323.90°/6.10 NM ISKP	37°28'42.2"N	126°53'38.9"E
D1.0 ISKP (MAPt LOC ONLY)	BRG 323.90°/1.00 NM ISKP	37°32'16.7"N	126°49'09.7"E
THR RWY 32R		37°32'51.89"N	126°48'25.58"E
ISKP DME		37°32'56.3"N	126°48'12.9"E
KIP VOR/DME		37°33'27.1"N	126°47'31.3"E
Climb to 500 ft	HDG 324		-
D5 KIP	HDG 324	37°36'59.7"N	126°43'04.6"E
CAVOI	BRG 222.76°/19.00 NM SEL	37°32'02.0"N	126°33'37.0"E

Change : Information of WPT name(PT022 \rightarrow SUNEM, KT023 \rightarrow APOMO).

AIRAC AIP AMDT 6/24 Effective : 1600UTC 7 AUG 2024

	CATEGO	DRY	MDA(H)/ DA(H)	Α	В	С	D		Knots	60	90	120	150	180
	LNAV	FULL	670		2 20	00 m		Rate of	V/V fpm	325	487	649	812	074
STA	LINAV	ALS INOP	(628)		2 90	00 m		descent	V/V Ipili	323	407	049	012	9/4
SIA	LNAV/VNAV	FULL	600		1 80	00 m		*Timi	ng Not autho	rized	for de	fining /	MAPt.	
	LINAY / VINAY	ALS INOP	(558)		2 50	00 m		*Circ	ling Not auth	orized				

SEOUL/Gimpo Intl(RKSS) RNP RWY 32R

AERONAUTICAL DATA TABULATION

Remarks	IAF	SDF	u		Remarks	IAF	SDF	SDF	±		Remarks	IAF	SDF	L		Remarks	≝	SDF	SDF	FAF	MAP†				Navigation specification	
Navigation specification	RNP APCH	RNP APCH	RNP APCH		Navigation specification	RNP APCH	RNP APCH	RNP APCH	RNP APCH	-	Navigation specification	RNP APCH	RNP APCH	RNP APCH	-	Navigation specification	RNP APCH	RNP APCH	RNP APCH		VPA/ Navig RDH specif					
VPA/ RDH					VPA/ RDH	-					VPA/ RDH					VPA/ RDH					-3.06/50					
Coordinates	37°27'20.9"N 127°11'04.4"E	37°25'41.9"N 127°05'11.1"E	37°24'04.7"N 126°59'25.2"E		Coordinates	37°15'10.2"N 127°10'09.6"E	37°18'25.8"N 127°06'27.1"E	37°20'51.6"N 127°03'25.8"E	37°24'04.7"N 126°59'25.2"E		Coordinates	37°17'00.6"N 126°50'21.9"E	37°20'30.7"N 126°54'50.7"E	37°24'04.7"N 126°59'25.2"E		Coordinates	37°24'04.7"N 126°59'25.2"E	37°26'39.3"N 126°56'12.2"E	37°27'47.4"N 126°54'47.0"E	37°28'42.2"N 126°53'38.9"E	37°32'51.89"N 126°48'25.58"E	37°38'07.5"N 126°41'39.6"E	37°32'02.0"N 126°33'37.0"E		Coordinates	
	37°27	37°2	37°2			37°1	37°18	37°20	37°2			37°1;	37°20	37°2			37°2	37°26	37°27	37°28	37°32'.	37°38	37°33		Speed (kt)	
Speed (kt)					Speed (kt)	-					Speed (kt)	,				Speed (kt)									Altitude (ft)	
Altitude (ft)	+7 000	+5 300	+4 000		Altitude (ft)	+8 000		+5 300	+4 000		Altitude (ft)	+7 000	+5 300	+4 000		Altitude (ft)	+4 000	+2 800	+2 300	+2 000	+670		+4 000		Turn direction	
Turn direction					Turn direction	-					Turn					Turn direction									Time (min)	
Distance (NM)		5.0	4.9		Distance (NM)		4.4	3.4	4.9	-	Distance (NM)		5.0	5.1		Distance (NM)		3.6	1.6	1.3	5.9	7.5	8.8		Course/Track °M(°T)	
se/Track A(°T)		259 (250.7)	259 (250.6)		se/Track A(°T)		326 (317.8)	324 (315.2)	326 (317.4)		e/Track A(°T)		054 (045.6)	054 (045.6)		Course/Track . ^M(°T)	i	324 (315.1)	324 (315.1)	324 (315.3)	324 (315.0)	323 (314.4)	235 (226.5)		Fly- over	
y- Cour		- 259	- 259	AK(IF)	y- Cour		- 326	- 324	- 326	3AK(IF)	y- Cour		- 054	- 054	WAHE	y- Cour		- 324	- 324	- 324	γ 324	- 323	γ 235		Waypoint Identifier	
/aypoint Fl	APOMO	KT018	MOBAK	ASI to MOB	/aypoint FI Jentifier ov	BUMSI	GT020	NOGUB	MOBAK	LEM to MOI	/aypoint Fl	SUNEM	PT017	MOBAK	BAK(IF) to /	/aypoint Fi	MOBAK	GT009	GT007	GT006	RW32R	DT993	CAVOI		Path M Descriptor Ic	
Path Waypoint Fly- Course/Track Descriptor Identifier over °M(°T)	±	Ľ	1	32R - via BUMSI to MOBAK(IF)	Path Waypoint Fly- Course/Track Descriptor Identifier over °M(°T)	- IF	£	<u></u>	1	32R - via SUNEM to MOBAK(IF)	Path Waypoint Fly- Course/Track Distance Descriptor Identifier over	<u>"</u>	¥	1	32R - via MOBAK(IF) to MAHF	Path Waypoint Fly- Descriptor Identifier over	<u> </u>	±	±	#	± ±	Ľ.	¥	HOLDING PROCEDURE		
Serial Number	100	002	003	RNP RWY 3	Serial Number	100	002	003	004	RNP RWY 3	Serial Number	100	002	003	RNP RWY 3	Serial Number	003	004	900	900	200	800	600	OLDING P	Holding Identification	

Change : Information of WPT name(PT022 \rightarrow SUNEM, KT023 \rightarrow APOMO).

RKPC AD 2.23 ADDITIONAL INFORMATION

- Between 1245 and 1315 UTC, departing aircraft may have priority rather than arriving aircraft due to air traffic flow management.
- 2. Horizontal surface height differs partially.
- 3. Bird concentration in the vicinity of the airport
 - a. There is no specific tendency of migratory birds' habitat and migration route around the airport except small scale migration of seagulls in the winter. Meanwhile, sedentary small species such as sparrow, magpie, skylark and dove often appear inside and outside of the airport including runways.
 - b. Birds having resting areas in a tillage and a forest, may occur around the grass area adjacent to the outer fence or near the runway strips.
 - c. Appearances of swallows from April to September and a flock of crows from November to December should get an attention.
 - d. Control tower shall inform pilots of birds' activity, position and altitude in case sighting of birds is reported.
 - e. Wildlife control activities are performed by the airport operator such as BAT operation, playback of distress noise (GAS CANNON and AV-ALARM).

 In addition, activities like periodical weed prevention work, continuous observation of birds' feeding area
- 4. When microburst is detected by LLWAS(low level windshear alert system), a statement will be included on the ATIS broadcast for at least 20 minutes as follows: "MICROBURST ADVISORIES IN EFFECT"
- 5. ATIS Telephone Services
 - a. Hours of operation: 2000-1400 UTCb. ARS telephone number: +82-64-797-2676
 - c. Telephone service is reference only, For flight operation, use ATIS on the FREQ.

outside the airport and elimination of feeding habitat are carried out.

- VHF : 126.8 MHz - UHF : 239.5 MHz

RKPC AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	RKPC AD CHART 2-1
Aircraft Parking/Docking Chart - ICAO	RKPC AD CHART 2-3
Aerodrome Ground Movement Chart (DEP) - ICAO	RKPC AD CHART 2-5
Aerodrome Ground Movement Chart (ARR) - ICAO	
Aerodrome Ground Movement Chart for Code Letter "F" aircraft(RWY 25) - ICAO	RKPC AD CHART 2-6-1
Aerodrome Ground Movement Chart for Code Letter "F" aircraft(RWY 07) - ICAO	RKPC AD CHART 2-6-2
Aerodrome Obstacle Chart - ICAO Type A	RKPC AD CHART 2-7
Aerodrome Obstacle Chart - ICAO Type A	RKPC AD CHART 2-8
Aerodrome Obstacle Chart - ICAO Type B	
Precision Approach Terrain Chart - ICAO	RKPC AD CHART 2-10
Area chart - ICAO ·····	RKPC AD CHART 2-11
SID - ICAO - RWY 07 - RNAV KAMIT 2E, RNAV AKPON 1E, RNAV TAMNA 2E,	
RNAV PANSI 2E, RNAV LIMDI 1E	
SID - ICAO - RWY 07 - IPDAS 4K, MAKET 4K, TAMNA 2K, CJU 4K	RKPC AD CHART 2-13
RNAV TAMNA 3W, RNAV PANSI 2W, RNAV LIMDI 1W	RKPC AD CHART 2-14
SID - ICAO - RWY 25 - CJU 3L, IPDAS 1L	
SID - ICAO - RWY 31 - RNAV KAMIT 2N, RNAV AKPON 1N	RKPC AD CHART 2-16
SID - ICAO - RWY 07 / RWY 25 / RWY 31 - RADAR 2E, RADAR 3W, RADAR 1N	
STAR - ICAO - RWY 07 - RNAV DOTOL 2P, RNAV UPGOS 1P, RNAV TAMNA 2P,	
RNAV TOSAN 2P, RNAV SOSDO 2P, RNAV LIMDI 1P	RKPC AD CHART 2-18
RNAV TOSAN 3T, RNAV SOSDO 3T, RNAV LIMDI 1T	RKPC AD CHART 2-19
STAR - ICAO - RWY 25 - RNAV DOTOL 1M, RNAV UPGOS 1M, RNAV TAMNA 1M,	
RNAV TOSAN 1M, RNAV SOSDO 1M, RNAV LIMDI 1M	RKPC AD CHART 2-20
ATC Surveillance Minimum Altitude Chart - ICAO	RKPC AD CHART 2-21
Instrument Approach Chart - ICAO - RWY 07 - ILS Z or LOC Z	RKPC AD CHART 2-22
Instrument Approach Chart - ICAO - RWY 07 - ILS Y or LOC Y	RKPC AD CHART 2-23
Instrument Approach Chart - ICAO - RWY 07 - RNP Z(AR)	RKPC AD CHART 2-24
Instrument Approach Chart - ICAO - RWY 07 - RNP Y	RKPC AD CHART 2-24-2
Instrument Approach Chart - ICAO - RWY 07 - VOR	RKPC AD CHART 2-25
Instrument Approach Chart - ICAO - RWY 25 - ILS Z or LOC Z	RKPC AD CHART 2-26
Instrument Approach Chart - ICAO - RWY 25 - ILS Y or LOC Y	RKPC AD CHART 2-27
Instrument Approach Chart - ICAO - RWY 25 - RNP	RKPC AD CHART 2-28
Instrument Approach Chart - ICAO - RWY 25 - VOR	RKPC AD CHART 2-29
Visual Approach Chart - ICAO ······	RKPC AD CHART 2-30
Bird concentrations in the vicinity of airport	RKPC AD CHART 2-31

Change : Information of procedure name(RNP \rightarrow RNP Y) and Establishment of IAC(RNP Z(AR) for RWY 07).

OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 6/24

Effective: 1600UTC 7 AUG 2024

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Change: Withdrawal of instrument approach chart(ILS Z or LOC Z for RWY 07).

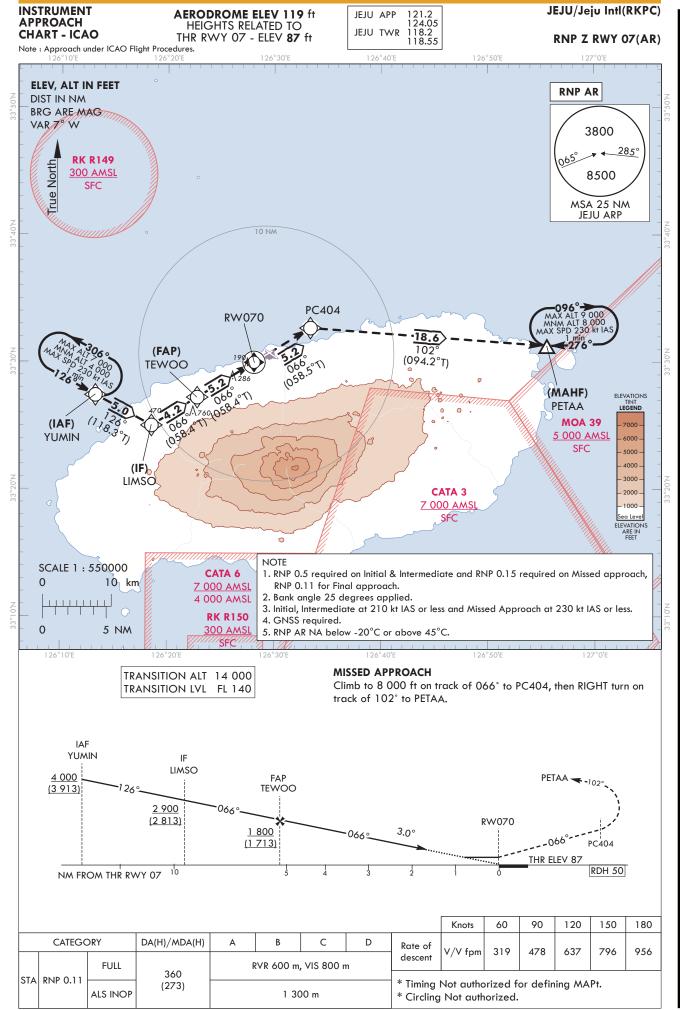
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JEJU/Jeju Intl(RKPC) RNP Z RWY 07(AR)

AERONAUTICAL DATA TABULATION

J Tables
Coding
Procedure
Approach
Instrument

Remarks	IAF	Ⅎ	FAP	1	1		1 min (Outbound timing)
VPA/ Navigation RDH specification	RNP 0.5	RNP 0.5	RNP 0.11	RNP 0.11	RNP 0.15	RNP 0.15	RNP 0.15
VPA/ RDH	-	-		-3.00/50			
Coordinates	33°27'25.7"N 126°13'15.5"E	33°25'03.0"N 126°18'31.0"E	33°27'15.3"N 126°22'47.5"E	33°29'59.57"N 126°28'06.50"E -3.00/50 RNP 0.11	33°32'42.3"N 126°33'23.4"E	33°31'18.0"N 126°55'34.0"E	33°31'18.0"N 126°55'34.0"E
Speed (kt)	-210	+2 900210					-230
Altitude (ft)	+4 000 -210	+2 900	+1 800	ı		,	000 6-
Turn direction	•	-	ı		1		~
Distance (NM)		5.0	4.2	5.2	5.2	18.6	ı
Serial Path Waypoint Fly- Course/Track Distance Turn Altitude Speed Number Descriptor Identifier over ${}^{\circ}M({}^{\circ}T)$ (NM) direction (ft) (kt)	1	126(118.3) 5.0	066(058.4)	RW070 Y 066(058.4)	066(058.5)	PETAA Y 102(094.2) 18.6	PETAA Y 276(268.2)
Fly- over	-			>		>	>
Waypoint Identifier	VIWUY	OSWIT	TEWOO	RW070	PC404	PETAA	PETAA
Path Descriptor	¥	1F	Ŧ	Ŧ	Ŧ	Ŧ	¥H
Serial Number	100	002	003	004	900	900	200

	Remarks	1
	Navigation specification	RNP 0.5
	VPA/ RDH	,
	Coordinates	33°27'25.7"N 126°13'15.5"E
	Speed (kt)	-230
	Altitude (ft)	-7 000 +4 000
	Turn direction	l l
	Time (min)	1.0
	Course/Track °M(°T)	126(118.3)
	Fly- over	>
	Waypoint Identifier	YUMIN
RE	Path Descriptor	¥H
HOLDING PROCEDUI	Holding Identification	RNP Z RWY 07

Change: Establishment of instrument approach procedure(RNP Z(AR) for RWY 07).

INSTRUMENT JEJU/Jeju Intl(RKPC) AERODROME ELEV 119 ft 121.2 124.05 KASS CH52013 K07A JEJU APP **APPROACH** HEIGHTS RELATED TO JEJU TWR 118.2 118.55 **CHART - ICAO** THR RWY 07 - ELEV 87 ft **RNP Y RWY 07** RDH : 50 Note : Approach under ICAO Flight Procedures. **ELEV, ALT IN FEET RNP APCH** DIST IN NM BRG ARE MAG VAR 79 W 3800 **RK R149** Frue North 8500 300 AMSL MSA 25 NM JEJU ARP 10 NM (MAPt) **LNAV ONLY** PC404 RW070 18.6 (FAF) 102 LNAV ONLY JOS8.5°TI (\$94.2°T) (MAHF) TEWOO PETAA (SDF) LNAV ONLY **MOA 39** PC401 5 000 AMSL (IAF) SFC YUMIN (IF) LIMSO 0 ELEVATIONS LEGEND CATA 3 <u>7 000 AMSL</u> 5000 SCALE 1:550000 3000 10 km CATA 6 0 2000 7 000 AMSL 1000 4 000 AMSL 1. SBAS or RNP 0.3 required. 2. Baro-VNAV N/A below -20°C or above 45°C. 0 5 NM TRANSITION ALT 14 000 MISSED APPROACH Climb to 8 000 ft on track of 066° to PC404, then RIGHT turn on TRANSITION LVL FL 140 track of 102° to PETAA and Hold at 8 000 ft. IAF YUMIN IF FAF LIMSO 4 000 (LNAV ONLY) VOR/DME SDF (3 913) TEWOO (LNAV ONLY) YDM 2 900 MAPt PC401 (LNAV ONLY) (2813)1 800 RW070 (1713)3.0° 1 000 (913)THR ELEV 87 LNAV/VNAV RDH 50 NM FROM THR RWY 07 DA(H)/MDA(H) CATEGORY В C D Α 900 m **FULL** 430 LPV ALS INOP (343)1 600 m Knots 60 90 120 150 180 **FULL** 1 500 m LNAV/ VNAV 560 STA Rate of 318 796 955 (473)V/V fpm 478 637 ALS INOP 2 200 m descent

1 800 m

2 500 m

* Timing Not authorized for defining MAPt.

* Circling Not authorized.

LNAV

FULL

ALS INOP

640

(553)

JEJU/Jeju Intl(RKPC) RNP Y RWY 07

AERONAUTICAL DATA TABULATION

aples
ng Tc
Codi
edure
Proc
pproach
ent Ap
Instrum

1 min (Outbound timing)	RNP APCH		33°31'18.0"N 126°55'34.0"E	-230	-9 000 +8 000	œ		276(268.2)	\	PETAA	¥	800
-	RNP APCH	1	33°31'18.0"N 126°55'34.0"E		-	-	18.6	102(094.2)	Y	PETAA	TF	200
-	RNP APCH	1	33°32'42.3"N 126°33'23.4"E	-	-	-	5.2	066(058.5)	-	PC404	TF	900
MAPt	-3.00/50 RNP APCH	-3.00/50	33°29'59.6"N 126°28'06.5"E		+640		3.0	066(058.4)	γ	RW070	ΤF	900
SDF	RNP APCH	-	33°28'24.5"N 126°25'01.8"E		+1 000	-	2.2	066(058.4)	-	PC401	TF	004
FAF	RNP APCH	1	33°27'15.3"N 126°22'47.5"E		+1 800	-	4.2	066(058.4)		TEWOO	Ŧ	£00
F	RNP APCH	1	33°25'03.0"N 126°18'31.0"E		+2 900	-	2.0	126(118.3)	-	NIWSO	TF	005
IAF	RNP APCH	,	33°27'25.7"N 126°13'15.5"E	·	+4 000	ı				YUMIN	ш	100
Remarks	Navigation specification	VPA/ RDH	Coordinates	Speed (kt)	Altitude (ft)	Turn direction	Distance (NM)	Course/Track °M(°T)	Fly- over	Waypoint Fly- Course/ Identifier over °M(°	Path Descriptor	Serial Number

	Navigation Specification	RNAV 1	
	VPA/ RDH	,	
	Coordinates	33°27'25.7"N 126°13'15.5"E	
	Speed (kt)	-230	
	Altitude (ft)	-7 000 +4 000	
	Turn direction	٦	
	Time (min)	1.0	
	Course/Track °M(°T)	126(118.3)	
	Fly- over	>	
	Waypoint Identifier	YUMIN	
뉴	Path Waypoint Descriptor Identifier	¥	
HOLDING PROCEDURE	Holding Identification	RNP Y RWY 07	

Change : Information of procedure name(RNP \rightarrow RNP Y).

RNP Y RWY 07

JEJU/Jeju Intl(RKPC) RNP Y RWY 07

FAS DATA BLOCK INFORMATION

INPUT DATA

Parameters	Values
Operation Type	0
SBAS Provider Identifier	6 (KASS)
Airport Identifier	RKPC
Runway Number	07
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	K07A
LTP/FTP Latitude	33°29'59.5750"N
LTP/FTP Longitude	126°28'06.4995"E
LTP/FTP Height above ellipsoid (meters)	51.8
FPAP Latitude	33°30'53.5555"N
Delta FPAP Latitude (seconds)	53.9805
FPAP Longitude	126°29'51.5130"E
Delta FPAP Longitude (seconds)	105.0135
Approach Threshold Crossing Height (TCH)	50.0
Approach TCH Units Selector	O (Feet)
Glidepath Angle (GPA)	3.00
Course Width at Threshold	105.00
Length Offset	0
Horizontal Alert Limit (HAL)	40.0
Vertical Alert Limit (VAL)	50.0

OUTPUT DATA

Data Block	60 03 10 0B 12 07 00 00 01 37 30 0B 2E 68 60 0E C7 3D 46 36 06 16 B9 A5 01 6B 34 03 F4 01 2C 01 64 00 C8 FA 01 05 29 A3
Calculated CRC Value	010529A3

Change: Establishment of FAS data block information.

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