

# REPUBLIC OF KOREA

# AIRAC AIP

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

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

**AMENDMENT NR 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 → SUNEM, KT023 → 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)
<b>VOL I, Part II - ENR (Enroute)</b>  ENR 4.4-9(21 SEP 23) / 4.4-10(21 SEP 23)	<b>VOL I, Part II - ENR (Enroute)</b>  ENR 4.4-9(27 JUN 24) / 4.4-10(21 SEP 23)
<b>VOL II, Part III - AD (Aerodromes)</b>  <b>RKSI</b>  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) / 2-34(30 MAY 24) AD CHART 2-1(30 MAY 24) / 2-2(21 SEP 23) AD CHART 2-3(30 MAY 24) / 2-4(30 MAY 24) AD CHART 2-5(30 MAY 24) / 2-5-1(12 JAN 23) AD CHART 2-5-2(8 FEB 24) / 2-5-3(16 NOV 23)  AD CHART 2-6(30 MAY 24) / 2-7(30 MAY 24) AD CHART 2-8(30 MAY 24) / 2-9(30 MAY 24)  <b>RKSS</b>  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)  <b>RKPC</b>  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)	<b>VOL II, Part III - AD (Aerodromes)</b>  <b>RKSI</b>  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 2-22(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) / 2-28-1(21 SEP 23) AD 2-29(27 JUN 24) / 2-30(27 JUN 24) AD 2-31(27 JUN 24) / 2-32(27 JUN 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) / 2-4(27 JUN 24) AD CHART 2-5(27 JUN 24) / 2-5-1(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) / BLANK AD CHART 2-6(27 JUN 24) / 2-7(27 JUN 24) AD CHART 2-8(27 JUN 24) / 2-9(27 JUN 24)  <b>RKSS</b>  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)  <b>RKPC</b>  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

Name-code designator [pronunciation]					Coordinates	ATS route or other route	Remarks
1					2	3	4
△	APOMO	5LNC	[əpomo]	[어포모]	372720.9N 1271104.4E	IAP	RKSS
△	BUMSI	5LNC	[bəmsi]	[범시]	371510.2N 1271009.6E	STAR, IAP	RKSS
△	CAVOI	5LNC	[kavoi]	[카보이]	373202.0N 1263337.0E	IAP	RKSS
△	DOKDO	5LNC	[dokdo]	[독도]	373617.1N 1263307.1E	STAR, IAP	RKSS
◇	LEGAk	5LNC	[ligak]	[리각]	370321.0N 1244951.1E	STAR	RKSS
◇	MOBAk	5LNC	[mobak]	[모박]	372404.7N 1265925.2E	IAP	RKSS
◇	NOGUB	5LNC	[nogəp]	[노갑]	372052N 1270326E	IAP	RKSS
◇	PUDUB	5LNC	[pju:dəp]	[푸답]	372027N 1270337E	IAP	RKSS
◇	SUNEM	5LNC	[su:nem]	[수넴]	371700.6N 1265021.9E	STAR, IAP	RKSS
◇	SUPOM	5LNC	[su:pom]	[수폼]	372147N 1271217E	STAR	RKSS
◇	WONKO	5LNC	[wəŋkə]	[원코]	372402N 1265908E	IAP	RKSS
◇	DT006	5ANNC	-	-	372843N 1265317E	IAP	RKSS
◇	DT007	5ANNC	-	-	372745N 1265430E	IAP	RKSS
◇	DT009	5ANNC	-	-	372636N 1265556E	IAP	RKSS
◇	DT034	5ANNC	-	-	371647N 1272118E	STAR	RKSS
◇	DT038	5ANNC	-	-	371349N 1272640E	STAR	RKSS
◇	DT043	5ANNC	-	-	365746N 1271501E	STAR	RKSS
◇	DT993	5ANNC	-	-	373808N 1264140E	IAP	RKSS
◇	DU002	5ANNC	-	-	373546N 1264427E	IAP	RKSS
◇	DU004	5ANNC	-	-	373659N 1264254E	IAP	RKSS
◇	DU009	5ANNC	-	-	374032N 1263826E	IAP	RKSS
◇	DU018	5ANNC	-	-	373410N 1263027E	STAR	RKSS
◇	DU022	5ANNC	-	-	372954N 1263548E	STAR	RKSS
◇	DU025	5ANNC	-	-	372912N 1264200E	STAR	RKSS
◇	DU030	5ANNC	-	-	372728N 1264809E	STAR	RKSS
◇	DU063	5ANNC	-	-	371349N 1272640E	STAR	RKSS
◇	DU066	5ANNC	-	-	370126N 1271916E	STAR	RKSS
◇	DU987	5ANNC	-	-	372509N 1264614E	IAP	RKSS
◇	DU994	5ANNC	-	-	372955N 1265158E	IAP	RKSS
◇	GT006	5ANNC	-	-	372842N 1265339E	IAP	RKSS
◇	GT007	5ANNC	-	-	372747N 1265447E	IAP	RKSS
◇	GT009	5ANNC	-	-	372639N 1265612E	IAP	RKSS
◇	GT044	5ANNC	-	-	371015N 1273305E	STAR	RKSS
◇	GU002	5ANNC	-	-	373554N 1264437E	IAP	RKSS
◇	GU004	5ANNC	-	-	373707N 1264305E	IAP	RKSS
◇	GU009	5ANNC	-	-	374040N 1263837E	IAP	RKSS
◇	GU069	5ANNC	-	-	371015N 1273305E	STAR	RKSS
◇	KT018	5ANNC	-	-	372542N 1270511E	IAP	RKSS
◇	KT033	5ANNC	-	-	372048N 1271717E	STAR	RKSS
◇	PQ032	5ANNC	-	-	370918N 1270447E	STAR	RKSS
◇	PQ058	5ANNC	-	-	370159N 1263154E	STAR	RKSS
◇	PQ070	5ANNC	-	-	370834N 1261423E	STAR	RKSS
◇	PQ078	5ANNC	-	-	370828N 1260357E	STAR	RKSS
◇	PQ091	5ANNC	-	-	370818N 1254805E	STAR	RKSS
◇	PT017	5ANNC	-	-	372031N 1265451E	IAP	RKSS

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

Name-code designator [pronunciation]					Coordinates	ATS route or other route	Remarks
1					2	3	4
◇	PT029	5ANNC	-	-	371401N 1264220E	STAR	RKSS
◇	PT030	5ANNC	-	-	371040N 1270726E	STAR	RKSS
◇	PT041	5ANNC	-	-	370401N 1265436E	STAR	RKSS
◇	PT042	5ANNC	-	-	370840N 1262807E	STAR	RKSS
◇	PT053	5ANNC	-	-	370358N 1263710E	STAR	RKSS
◇	PT054	5ANNC	-	-	370435N 1261454E	STAR	RKSS
◇	PT055	5ANNC	-	-	370842N 1263259E	STAR	RKSS
◇	PT062	5ANNC	-	-	370839N 1262437E	STAR	RKSS
◇	PT075	5ANNC	-	-	370418N 1254750E	STAR	RKSS
◇	PT091	5ANNC	-	-	370818N 1254805E	STAR	RKSS
◇	PU025	5ANNC	-	-	373439N 1262042E	STAR	RKSS
◇	PU029	5ANNC	-	-	372710N 1262012E	STAR	RKSS
◇	PU033	5ANNC	-	-	373226N 1261104E	STAR	RKSS
◇	PU044	5ANNC	-	-	371645N 1260533E	STAR	RKSS
◇	PU046	5ANNC	-	-	372542N 1255709E	STAR	RKSS
◇	PU060	5ANNC	-	-	371813N 1254146E	STAR	RKSS
◇	PU063	5ANNC	-	-	370418N 1254750E	STAR	RKSS
◇	PZ026	5ANNC	-	-	372542N 1263747E	STAR	RKSS
◇	PZ030	5ANNC	-	-	372115N 1263227E	STAR	RKSS
◇	PZ035	5ANNC	-	-	371622N 1262637E	STAR	RKSS
◇	PZ040	5ANNC	-	-	371046N 1261956E	STAR	RKSS
◇	PZ049	5ANNC	-	-	370828N 1260325E	STAR	RKSS
◇	PZ061	5ANNC	-	-	370818N 1254805E	STAR	RKSS
◇	QD040	5ANNC	-	-	373803N 1264134E	SID	RKSS
◇	QD050	5ANNC	-	-	373341N 1263537E	SID	RKSS
◇	QD080	5ANNC	-	-	372841N 1263524E	SID	RKSS
◇	QD090	5ANNC	-	-	372218N 1263507E	SID	RKSS
◇	QD110	5ANNC	-	-	371616N 1263744E	SID	RKSS
◇	QD150	5ANNC	-	-	370240N 1264853E	SID	RKSS
◇	QD160	5ANNC	-	-	365323N 1264911E	SID	RKSS
◇	QG180	5ANNC	-	-	365529N 1270944E	SID	RKSS
◇	QK080	5ANNC	-	-	372445N 1263957E	SID	RKSS
◇	QP079	5ANNC	-	-	372904N 1262645E	SID	RKSS
◇	QP080	5ANNC	-	-	373118N 1263222E	SID	RKSS
◇	QP120	5ANNC	-	-	372436N 1261529E	SID	RKSS
◇	TD040	5ANNC	-	-	373803N 1264134E	SID	RKSS
◇	TD050	5ANNC	-	-	373341N 1263537E	SID	RKSS
◇	TD100	5ANNC	-	-	372419N 1263421E	SID	RKSS
◇	TD120	5ANNC	-	-	371925N 1263541E	SID	RKSS
◇	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

### 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	RWY edge 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 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	Remarks	Medium intensity obstacle light(white) at TWR is being operated by day.

### 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 dimensions, surface, strength and marking	H : Rectangle 25.1 x 25.1 m, Concrete PCN 16/R/B/X/T, white edges 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	B
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-FREQ) 121.925 MHz(BK-FREQ) 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 MHz 230.25 MHz DEP : 128.65 MHz 344.2 MHz BK-FREQ : 128.2 MHz	H24	1. Digital ATIS service available 2. 128.2 MHz used when 128.4 MHz, 128.65 MHz are not available 3. ATIS telephone service available. (Refer to RKSI AD 2-42 for detail)

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

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( $\pm$  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
3	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 along blue line until its nosewheel is at spot 1.	Pushback approved to point 1
6	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 along taxilane R1 until the specific gate position.	Pushback approved to face south abeam gate(number)
7	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 along taxilane R1 until the specific gate position.	Pushback approved to face south abeam gate(number)
	The aircraft shall be pushed back onto the stand 825 on taxilane R5 to face south.	Pushback approved to stand 825
8	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 taxilane R1 until the specific gate position.	Pushback approved to face north abeam gate(number)
	The aircraft shall be pushed back onto the stand 825 on taxilane R5 to face south.	Pushback approved to stand 825
9	The aircraft shall be pushed back to face south along blue line until its nosewheel is at R1.	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 the stand 825 on taxilane R5 to face south.	Pushback approved to stand 825
10, 11 and 12	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
14	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 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 53Romeo
15	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R1.	Pushback approved to face north
	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 53Romeo
16	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
	The aircraft shall be pushed back onto the spot 53R on A6 to face west.	Pushback approved to spot 53Romeo

Aircraft Stands	Pushback Procedures	Phraseology
Apron 1		
103	The aircraft shall be pushed back onto taxilane AS to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south on R1
105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127 and 129	The aircraft shall be pushed back onto taxilane AS to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane AS to face west.	Pushback approved to face west
131	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane AS to face west.	Pushback approved to face west
132	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
Apron 2		
101	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
102	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
	The aircraft shall be pushed back onto taxilane R9 to face east.	Pushback approved to face east.
104, 106, 108, 110, 112, 114, 118, 122, 124, 126 and 128	The aircraft shall be pushed back onto taxilane R9 to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane R9 to face west.	Pushback approved to face west
130	The aircraft shall be pushed back onto taxilane R9 to face west.	Pushback approved to face west
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north on R4
301	The aircraft shall be pushed back onto taxilane R10 to face east.	Pushback approved to face east
302 to 311 (309A/B, 310A/B, 311A/B)	The aircraft shall be pushed back onto taxilane R10 to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane R10 to face west.	Pushback approved to face west
312	The aircraft shall be pushed back onto taxilane R10 to face west.	Pushback approved to face west
321	The aircraft shall be pushed back onto taxilane RG to face east.	Pushback approved to face east
322 to 331 (329A/B, 330A/B, 331A/B)	The aircraft shall be pushed back onto taxilane RG to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane RG to face west.	Pushback approved to face west
332	The aircraft shall be pushed back onto taxilane RG to face west.	Pushback approved to face west
341, 341R/L	The aircraft shall be pushed back onto taxilane RG to face east.	Pushback approved to face east
342 to 352 (342R/L, 343R/L, 345R, 347R, 352R/L)	The aircraft shall be pushed back onto taxilane RG to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane RG to face west.	Pushback approved to face west
353, 353R/L	The aircraft shall be pushed back onto taxilane RG to face west.	Pushback approved to face west
Apron 3		
208 to 209	The aircraft shall be pushed back onto taxilane RW to face east.	Pushback approved to face east
	The aircraft shall be pushed back to face east until its nosewheel is at spot 54.	Pushback approved to point 54
208R	The aircraft shall be pushed back onto taxilane R17 to face east.	Pushback approved to face east
	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
	The aircraft shall be pushed back onto taxilane RW to face west.	Pushback approved to face west
214 to 215	The aircraft shall be pushed back onto taxilane RW to face east.	Pushback approved to face east
	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
214R	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 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 forward until its nosewheel is at spot 52.	Pushback approved to point 52

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

Aircraft Stands	Pushback Procedures	Phraseology
216	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
	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
217 to 218	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
	The aircraft shall be pushed back to face south until its nosewheel is at spot 52.	Pushback approved to point 52
219 to 222 (224L)	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
224 (224R)	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
	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 (231R/L, 232R/L)	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
236R	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west
237	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R12.	Pushback approved to blue
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west
238, 239	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R12.	Pushback approved to blue
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west
	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back to face south until its nosewheel is at spot 31 (or 32).	Pushback approved to point 31(32)
239R	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west
	The aircraft shall be pushed back to face south until its nosewheel is at spot 31 (or 32).	Pushback approved to point 31(32)
240	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R12.	Pushback approved to blue
	The aircraft shall be pushed back to face south until its nosewheel is at spot 31 (or 32).	Pushback approved to point 31(32)
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east
241	The aircraft shall be pushed back to face south until its nosewheel is at spot 32.	Pushback approved to point 32
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 31.	Pushback approved to point 31
	The aircraft shall be pushed back to face south until its body is on taxilane RC.	Pushback approved to face south
	The aircraft shall be pushed back onto the stand 816 (or 817) to face west.	Pushback approved to stand 816(817)
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east on R12
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west on R12
242	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 31 (or 32).	Pushback approved to point 31(32)
	The aircraft shall be pushed back to face west until its nosewheel is at spot 33.	Pushback approved to point 33
	The aircraft shall be pushed back onto the stand 817 (or 816) to face west.	Pushback approved to stand 817(816)
	The aircraft shall be pushed back onto taxilane RC to face north.	Pushback approved to face north

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

Aircraft Stands	Pushback Procedures	Phraseology
243, 245	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 32 (or 31).	Pushback approved to point 32(31)
	The aircraft shall be pushed back to face west until its nosewheel is at spot 33 (or 34).	Pushback approved to point 33(34)
	The aircraft shall be pushed back onto taxilane RC to face north.	Pushback approved to face north
	The aircraft shall be pushed back onto the stand 817 to face west.	Pushback approved to stand 817
246	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 32 (or 31).	Pushback approved to point 32(31)
	The aircraft shall be pushed back to face west until its nosewheel is at spot 33 (or 34).	Pushback approved to point 33(34)
	The aircraft shall be pushed back onto taxilane RC to face north.	Pushback approved to face north
247	The aircraft shall be pushed back onto taxilane RC (or RF) to face west.	Pushback approved to face west (face west on RF)
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 32 (or 31).	Pushback approved to point 32(31)
	The aircraft shall be pushed back to face west until its nosewheel is at spot 33 (or 34).	Pushback approved to point 33(34)
	The aircraft shall be pushed back onto taxilane RC (or RB) to face north.	Pushback approved to face north (face north on RB)
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 39.	Pushback approved to point 39
248, 249	The aircraft shall be pushed back onto taxilane RC (or RF) to face west.	Pushback approved to face west (face west on RF)
	The aircraft shall be pushed back to face west until its nosewheel is at spot 33 (or 34).	Pushback approved to point 33(34)
	The aircraft shall be pushed back onto taxilane RC (or RB) to face north.	Pushback approved to face north (face north on RB)
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 39.	Pushback approved to point 39
250	The aircraft shall be pushed back onto taxilane RC (or RF) to face east.	Pushback approved to face east (face east on RF)
	The aircraft shall be pushed back onto taxilane RA (or RF) to face west.	Pushback approved to face west (face west on RF)
	The aircraft shall be pushed back to face west and then towed forward until its nosewheel is at spot 34.	Pushback approved to point 34
	The aircraft shall be pushed back to face east and then towed forward until its nosewheel is at spot 35.	Pushback approved to point 35
	The aircraft shall be pushed back onto taxilane RB to face north.	Pushback approved to face north
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 39.	Pushback approved to point 39
251, 252	The aircraft shall be pushed back onto taxilane RA (or RF) to face east.	Pushback approved to face east (face east on RF)
	The aircraft shall be pushed back to face east and then towed forward until its nosewheel is at spot 35 (or 36).	Pushback approved to point 35(36)
	The aircraft shall be pushed back onto taxilane RA (or RB) to face north.	Pushback approved to face north (face north on RB)
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 39.	Pushback approved to point 39
253	The aircraft shall be pushed back onto taxilane RA (or RF) to face east.	Pushback approved to face east (face east on RF)
	The aircraft shall be pushed back to face east until its nosewheel is at spot 35 (or 36).	Pushback approved to point 35(36)
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 37 (or 38).	Pushback approved to point 37(38)
	The aircraft shall be pushed back onto taxilane RA (or RB) to face north.	Pushback approved to face north (face north on RB)
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 39.	Pushback approved to point 39
254	The aircraft shall be pushed back to face east until its nosewheel is at spot 35 (or 36).	Pushback approved to point 35(36)
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 37 (or 38).	Pushback approved to point 37(38)
	The aircraft shall be pushed back onto taxilane RA to face north.	Pushback approved to face north

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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
256	The aircraft shall be pushed back to face east until its nosewheel is at spot 36.	Pushback approved to point 36
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 37 (or 38).	Pushback approved to point 37(38)
	The aircraft shall be pushed back onto the stand 815 (or 814) to face east.	Pushback approved to stand 815(814)
	The aircraft shall be pushed back onto taxilane RA to face north.	Pushback approved to face north
257	The aircraft shall be pushed back to face south until its nosewheel is at spot 37.	Pushback approved to point 37
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 38.	Pushback approved to point 38
	The aircraft shall be pushed back to face south until its body is on taxilane RA.	Pushback approved to face south
	The aircraft shall be pushed back onto the stand 814 (or 815) to face east.	Pushback approved to stand 814(815)
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east on R12
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west on R12
258	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R12.	Pushback approved to blue
	The aircraft shall be pushed back to face south until its nosewheel is at spot 38 (or 37).	Pushback approved to point 38(37)
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west
258R	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west
	The aircraft shall be pushed back to face south until its nosewheel is at spot 38 (or 37).	Pushback approved to point 38(37)
259, 260	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R12.	Pushback approved to blue
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west
	The aircraft shall be pushed back to face south until its nosewheel is at spot 38 (or 37).	Pushback approved to point 38(37)
	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
261	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R12.	Pushback approved to blue
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
261R	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east
262 to 268 (266R/L ~ 268R/L)	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
275 (275L)	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 to face north and then towed forward until its nosewheel is at spot 58.	Pushback approved to point 58
276 to 279 (275R)	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

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

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

Aircraft Stands	Pushback Procedures	Phraseology
507	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 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
511 (511L/R)	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
	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
512 to 515	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
516	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
	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
517	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 and then towed forward until its nosewheel is at spot 52.	Pushback approved to point 52
	The aircraft shall be pushed back onto taxilane RW to face west.	Pushback approved to face west
Apron 4		
520	The aircraft shall be pushed back onto taxilane R26 to face south.	Pushback approved to face south
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
	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
	The aircraft shall be pushed back onto taxilane R26 to face north.	Pushback approved to face north
526 to 528	The aircraft shall be pushed back to face south then towed forward until its nosewheel is at spot 42.	Pushback approved to point 42
	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
533	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
	The aircraft shall be pushed back onto taxilane R26 to face south.	Pushback approved to face south
534	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
	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
541 to 544	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north

Change : 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
551 to 554	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
	Pilot shall taxi on stand when assigned for deicing.	-
557	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
	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
615 to 616	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
635 to 636	The aircraft shall be pushed back to face west and then towed 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

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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 → Turn Right on <b>D</b> → Turn Left onto <b>K</b> → Hold at Holding Point <b>RWY 15L</b> on TWY <b>K</b> → Turn Right on <b>C</b> → Turn Left on <b>L</b> → Hold at Holding Point <b>RWY 15R</b>
Route for RWY 33L Departure	CGO APRON → Turn Left on <b>D</b> → Turn Right onto <b>J</b> → Hold at Holding Point <b>RWY 33R</b> on TWY <b>J</b> → Turn Left on <b>C</b> → Turn Right on <b>G</b> → Hold at Holding Point <b>RWY 33L</b>

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

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

3.4

Departure routes and Transfer of control points(TCP)

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

Apron	Apron FREQ	Route	TCP	Gate/Stand
Apron 1	121.65 MHz	R1 - A4 R1 - R7 R1 - R8	4E 7E 8W	1 to 17
		R7 R8	7E 8W	18 to 36
		R4 - M5 R4(R6) - R7 R4(R6) - R8	5W 7E 8W	37 to 50
		R7 R8	7E 8W	103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 132
Apron 2	121.8 MHz	R9 R10	9E 10W	101, 102, 104, 106, 108, 110, 112, 114, 118, 122, 124, 126, 128, 130
				301 to 312
		RG	30E 30W	321 to 332 341 to 353
Apron 3	122.175 MHz	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
		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
Cargo Apron 1	123.325 MHz	D2 D3	2Y 3Y	601 to 616 621 to 636
Cargo Apron 2		D4 D5	4Y 5Y	641 to 655 671 to 683
Remarks				
Departure routes in Apron areas will be issued in detail according to runway in use and traffic movement condition by Incheon Apron. Refer to RKSI AD 2-6, 2-8 (Aerodrome Ground Movement Charts).				

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

Change : Information of FREQ for APN, departure routes and TCP for apron 3 and 4.

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

NOTE 1 : The de-icing pad will be appropriately assigned by Incheon Apron or Pad Control when aircraft approaches to de-icing zone.

NOTE 2 : Flight crews shall monitor and maintain radio contact, otherwise re-sequenced as a result of no response to 3 successive calls.

NOTE 3 : This procedures can be changed by Incheon Apron according to the volume of de-icing traffic.

NOTE 4 : Flight crews need extra caution when entering and leaving the de-icing pad, since there are GSE roads in front of or behind the de-icing pad.

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

5. Arrival procedures

5.1 Arrival routes and Transfer of control points(TCP)

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

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

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

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

5.2 Follow-me car service

- Follow-me service is available to arriving aircraft. Pilots should make the request to Incheon Ground or Incheon Apron.
- 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 :

- 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.

6.1 Engine starts

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

6.2 Engine performance check

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

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

7. Taxiing - Limitation

1. All aeroplane will taxi at speeds of more than 10 kt on Taxiways A, B, C, D, M, N or P to ensure smooth traffic flow unless there is exceptional direction concerning safety factors by ATC. And if it is impracticable, pilots shall notify to ATC.
2. There are obstacles, guardrails of underpass way, near by TWY A (between A8 & A9, A12 & A13) and TWY D (between D2 & D3, D5 & D6). The heights of obstacles are less than 1 m.

8. CAT I Operations

- 8.1 Pilots are warned that during ILS CAT-I operations to RWY 15L and 33R aircraft may experience GP signals' 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.

9. CAT II / III Operations

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.

- 9.2 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.

- 1) Aircraft type and register number ;
- 2) 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.

- 9.4 The separation between successive landing aircraft on the same runway will not be less than 10 NM.

- 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.

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 follows :

- 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 → L or D → L  
RWY 15R : A → L, D → L, D → K → C → L  
RWY 33L : A → G, D → G, D → J → C → G  
RWY 33R : A → G, D → G,  
RWY 16L : M → N7  
RWY 16R : M → V → P → P13, M → N7 → P → P13  
RWY 34R : M → S  
RWY 34L : M → S, M → T → P → S

Refer to Low Visibility Procedure diagram Pages.

9.8 Practice Approaches

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.

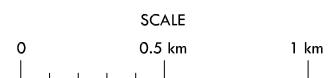
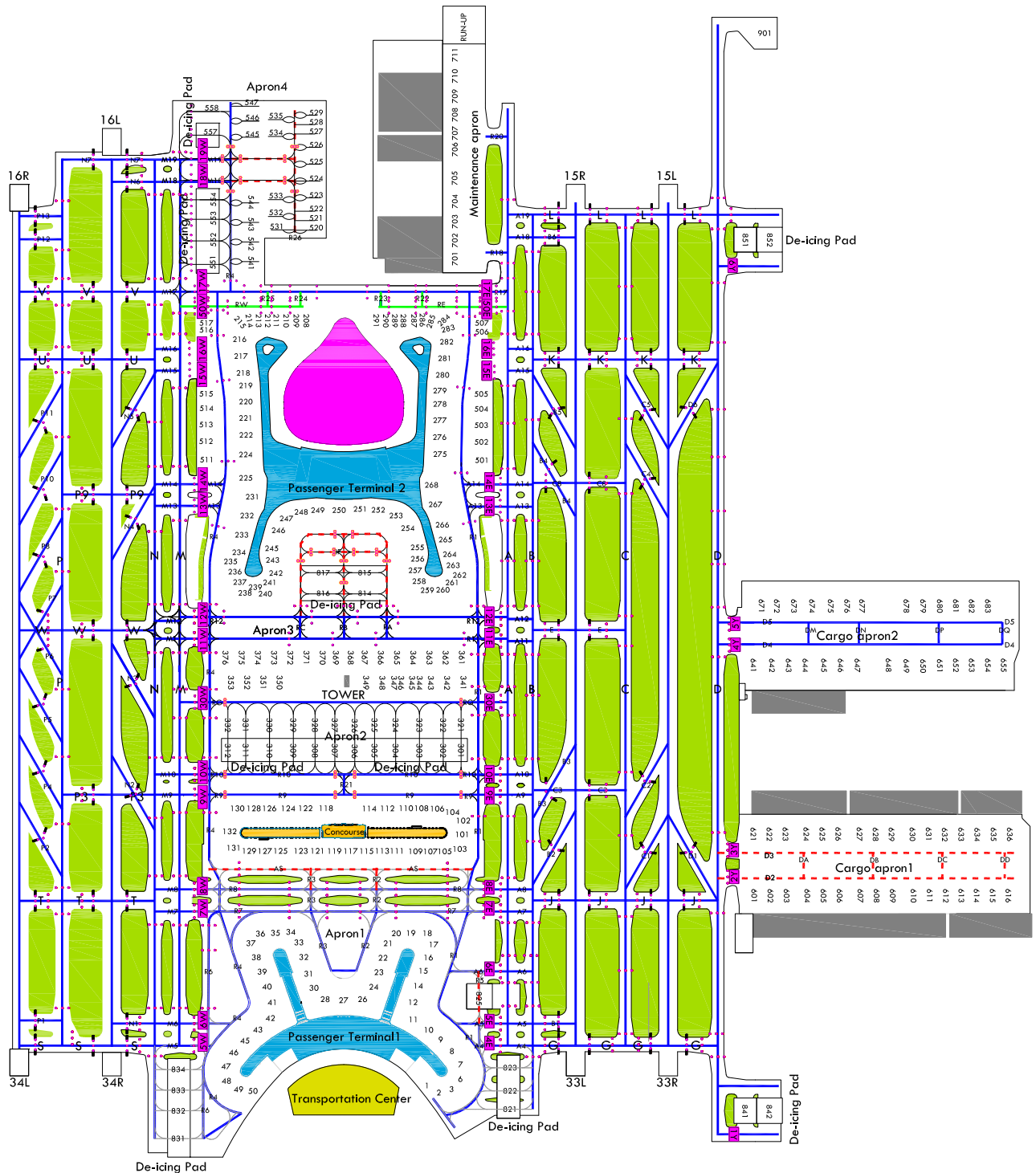
10. Apron Safety Management

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.

ICAO Code F Aircraft Taxiing Route

LEGEND

- All Aircraft available except A380
- All Aircraft available
- Code C Aircraft or smaller available



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

**INTENTIONALLY**

**LEFT**

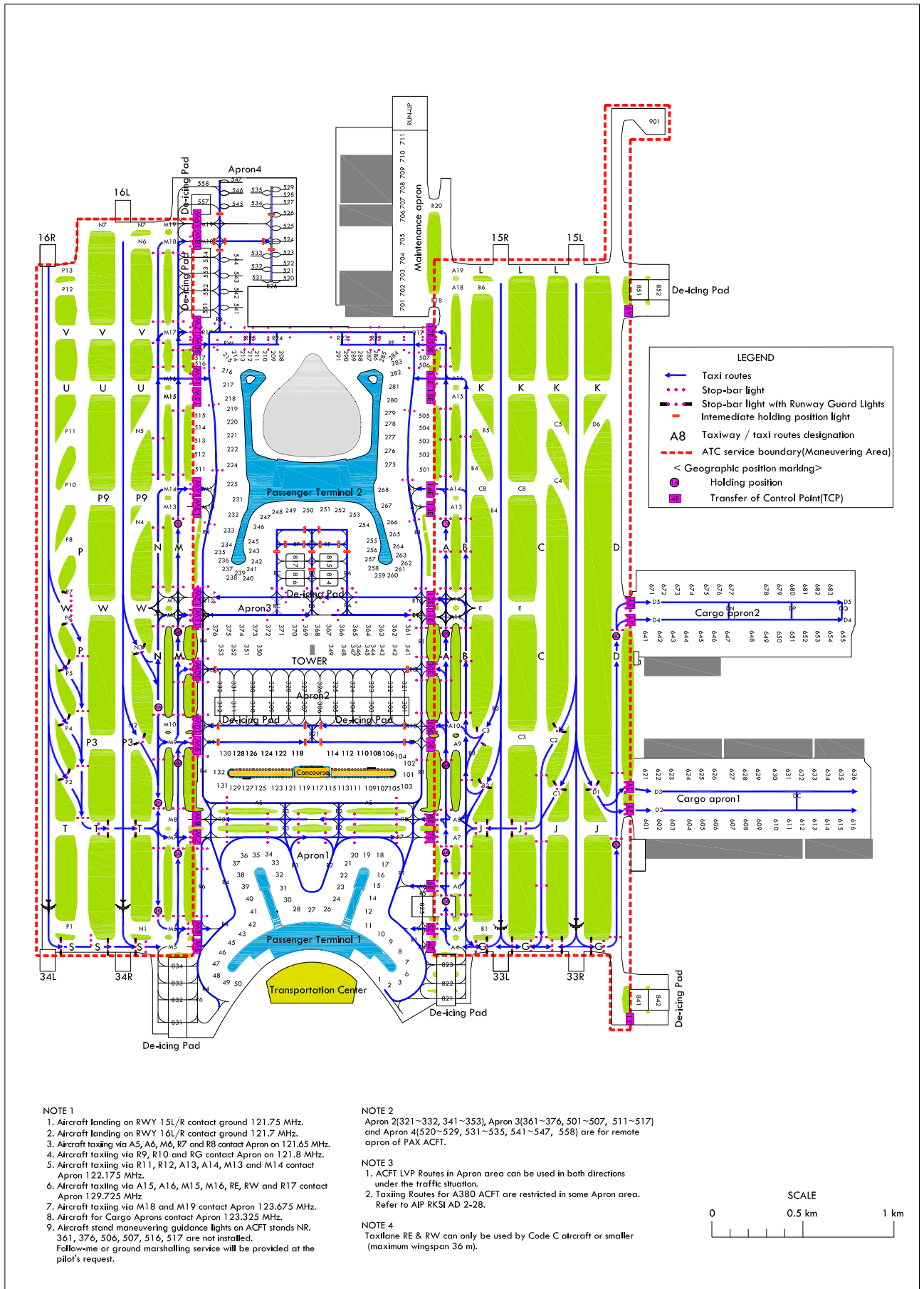
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LOW  
VISIBILITY  
PROCEDURE

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

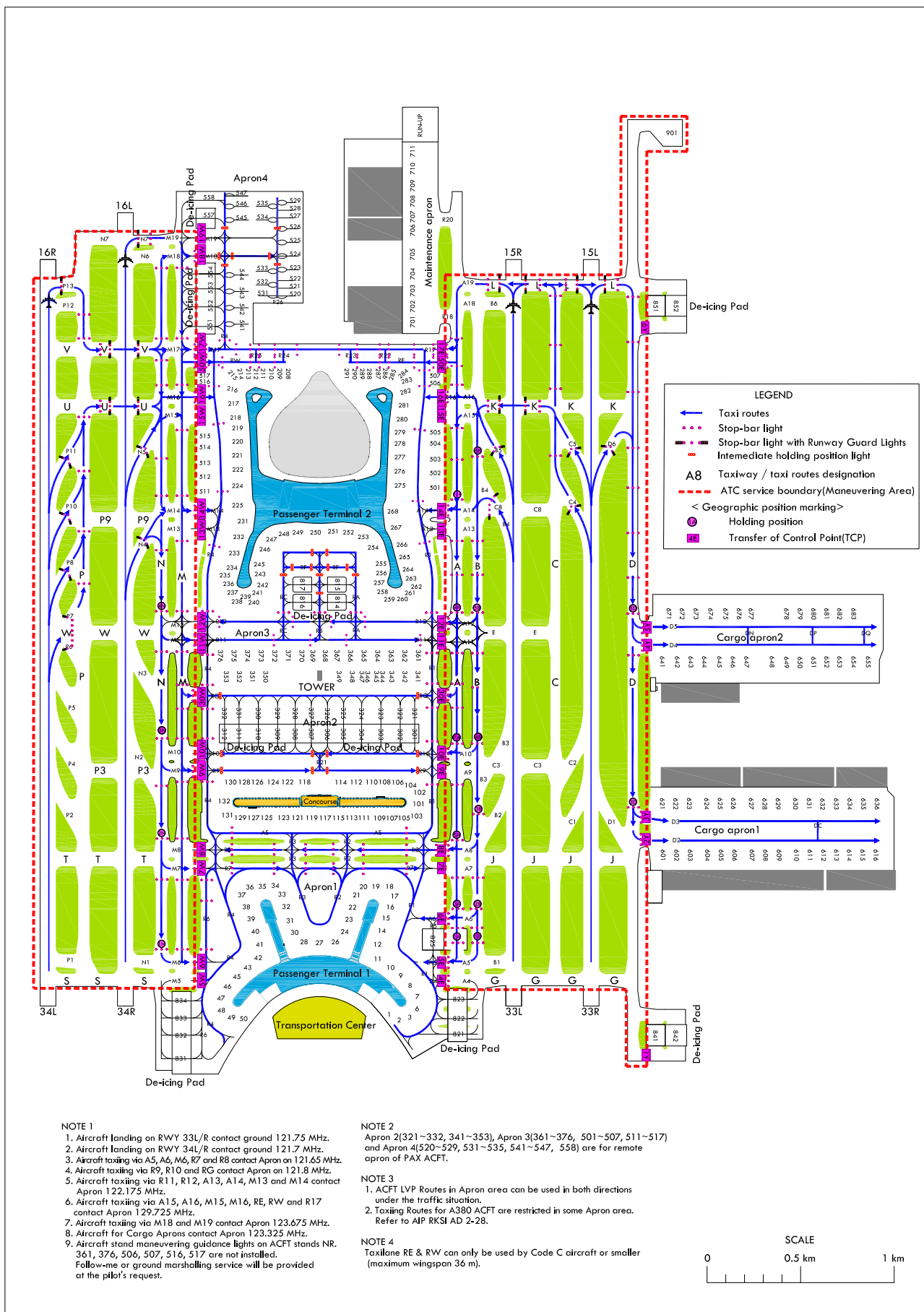


Change : Information of FREQ for APN, PAX terminal 2, ACFT stands, NOTE 1 and Establishment of NOTE 4.

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

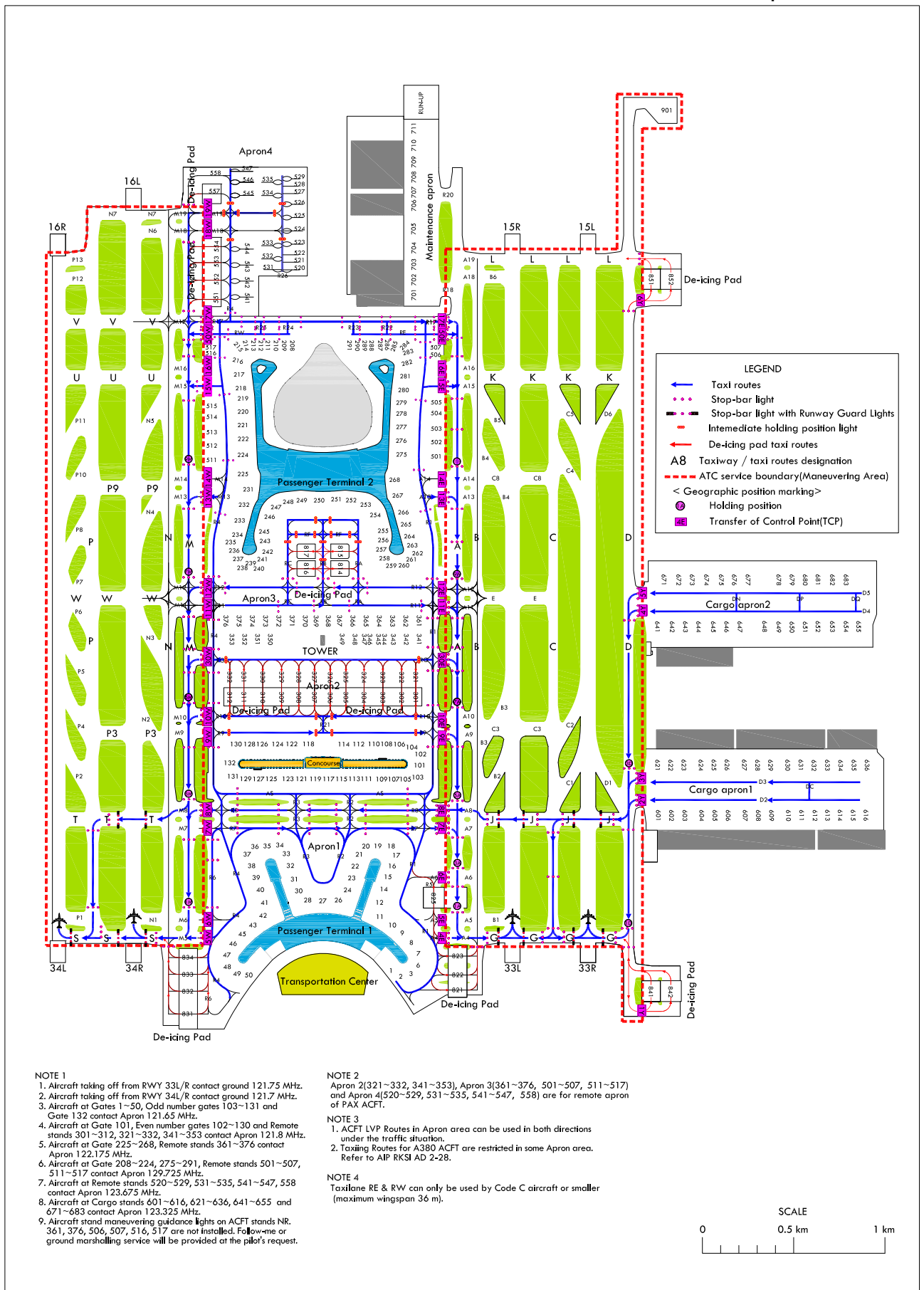
SEOUL/Incheon Intl(RKSI)  
RWY 33L/R, 34L/R  
SMGCS - Arrival Taxi Route

Change : Information of FREQ for APN, PAX terminal 2, ACFT stands, NOTE 1 and Establishment of NOTE 4.

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  
SMGCS - Departure Taxi Route

Change : Information of FREQ for APN, PAX terminal 2, ACFT stands, NOTE 1 and Establishment of NOTE 4.

LOW  
VISIBILITY  
PROCEDURE

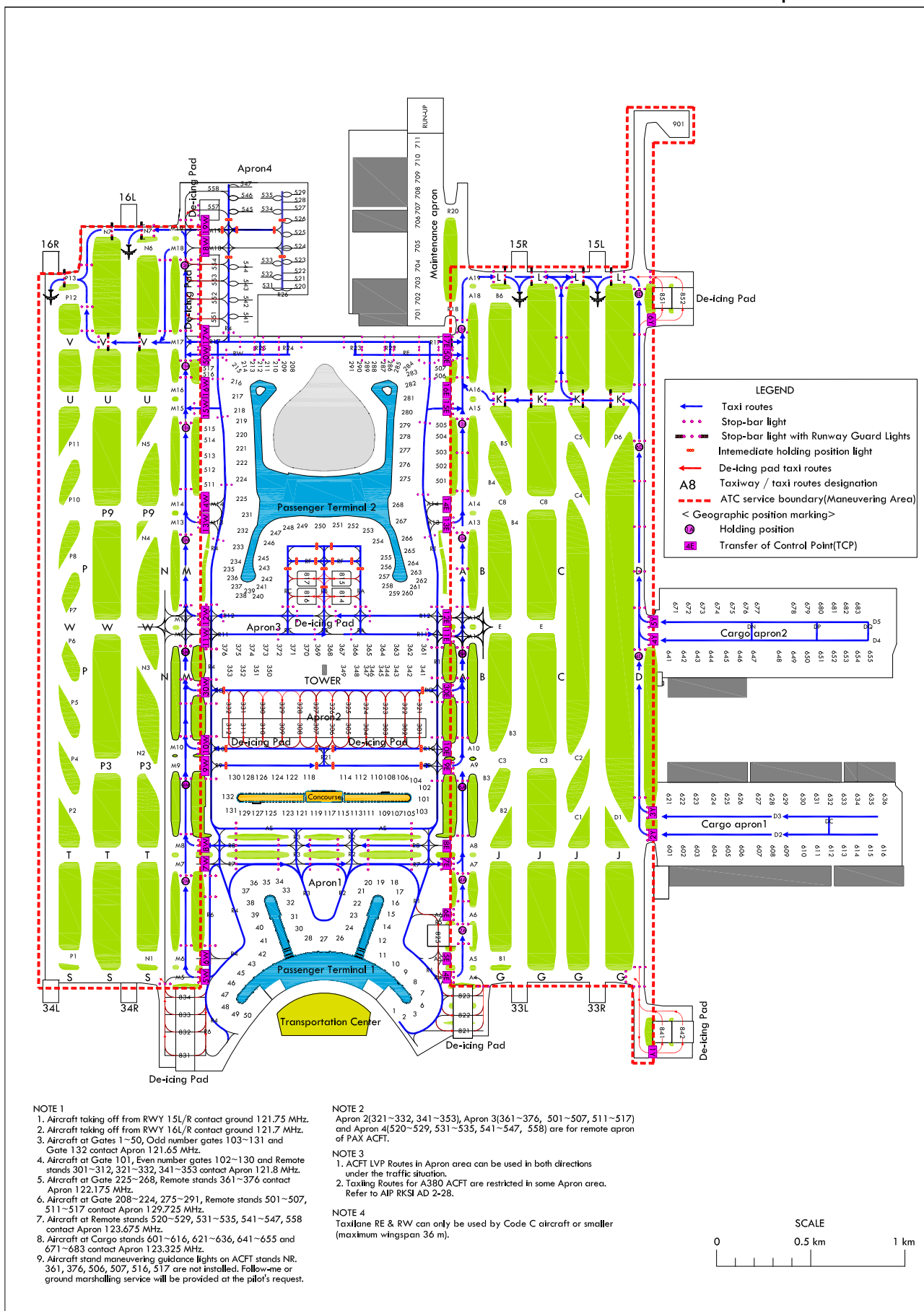
AERODROME ELEV 7 m

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 - Departure Taxi Route



Change : Information of FREQ for APN, PAX terminal 2, ACFT stands, NOTE 1 and Establishment of NOTE 4.

## 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 1 500 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 1 500 ft above aerodrome elevation recommended
- b. NADP TWO : Acceleration at 1 000 ft above aerodrome elevation recommended
- c. For noise abatement and CO<sub>2</sub> 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 : 032-741-2458~9.
- 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).

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)**

1. 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) IVA 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.
    - 2) 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."

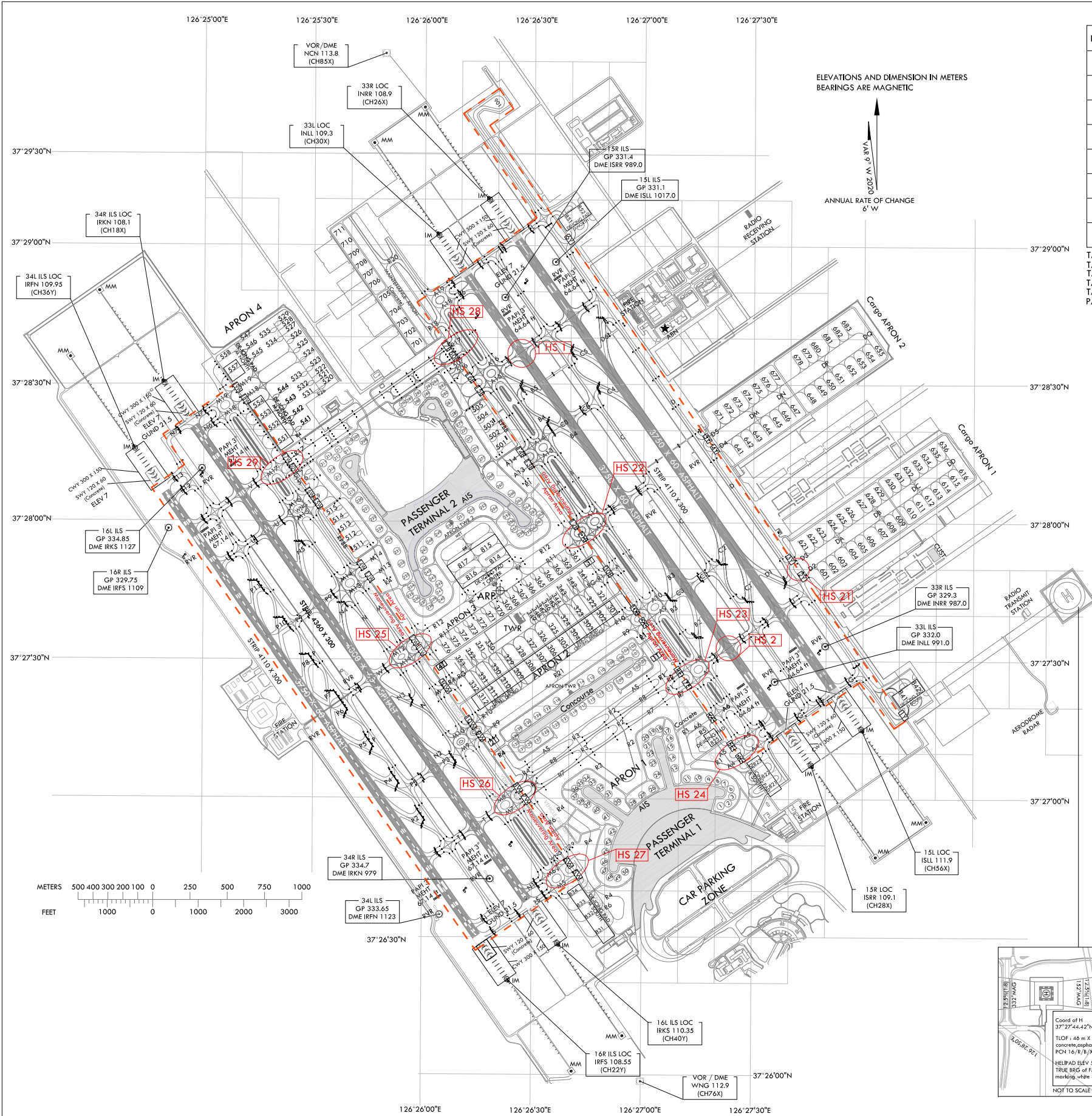
AERODROME  
CHART - ICAO

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
	121.8	123.325
		129.725

SEOUL / Incheon Intl



RWY	DIRECTION (MAGNETIC)	THR	BEARING STRENGTH
15R	153°	37°28'54"N 126°26'11"E	PCN 88/F/B/X/T Asphalt (SWY and 300 m RWY ends are 86/R/B/X/T Concrete)
33L	333°	37°27'15"N 126°27'39"E	PCN 88/F/B/X/T Asphalt (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 (SWY and 300 m RWY ends are 86/R/B/X/T Concrete)
33R	333°	37°27'23"N 126°27'53"E	PCN 88/F/B/X/T Asphalt (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 (SWY and 700 m RWY ends are 85/R/B/X/T Concrete)
34R	333°	37°26'36"N 126°26'30"E	PCN 75/F/B/X/T Asphalt (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 (SWY and 842 m RWY ends are 85/R/B/X/T Concrete)
34L	333°	37°26'28"N 126°26'16"E	PCN 75/F/B/X/T Asphalt (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 TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33L WITHOUT ATC AUTHORIZATION.
HS 2	AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 15R WITHOUT ATC AUTHORIZATION.
HS 21 ~ 23, 25, 26	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).
HS 24, 27	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER). AND DO NOT MOVE WHEN SAFETY DISTANCE IS NOT ASSURED.
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	
	VOR check-point and frequency
	Stop-bar light
	Runway holding position
	Taxi lane
	Gate
	Remote stand
	Open channel
	ATC service boundary (Maneuvering area)
	Transfer of control point (TCP)
	Hot spot
	RPBB (Remote Passenger Boarding Bridge)

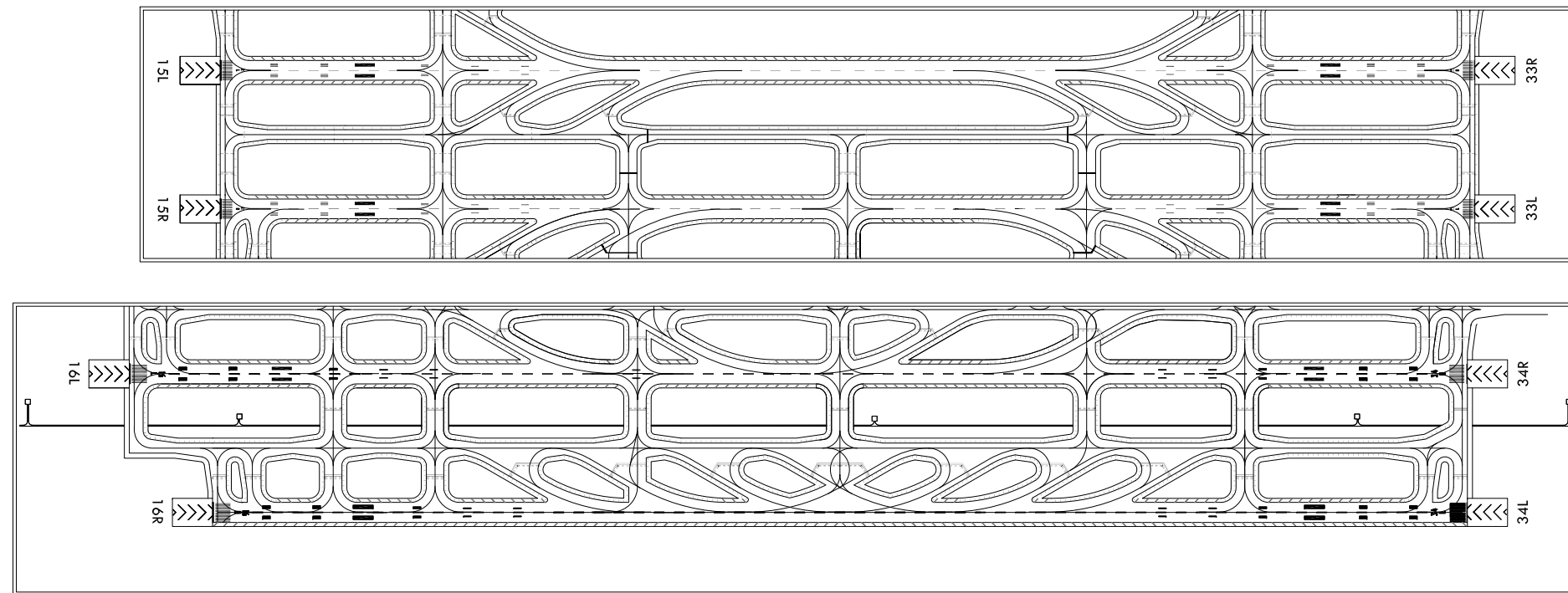
Note  
Aircraft shall not taxi into maneuvering area without clearance from Incheon Tower or Ground.

Change : Information of FREQ for APN, PAX terminal 2, ACFT stands and Establishment of HS 28~29.

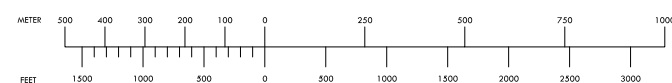
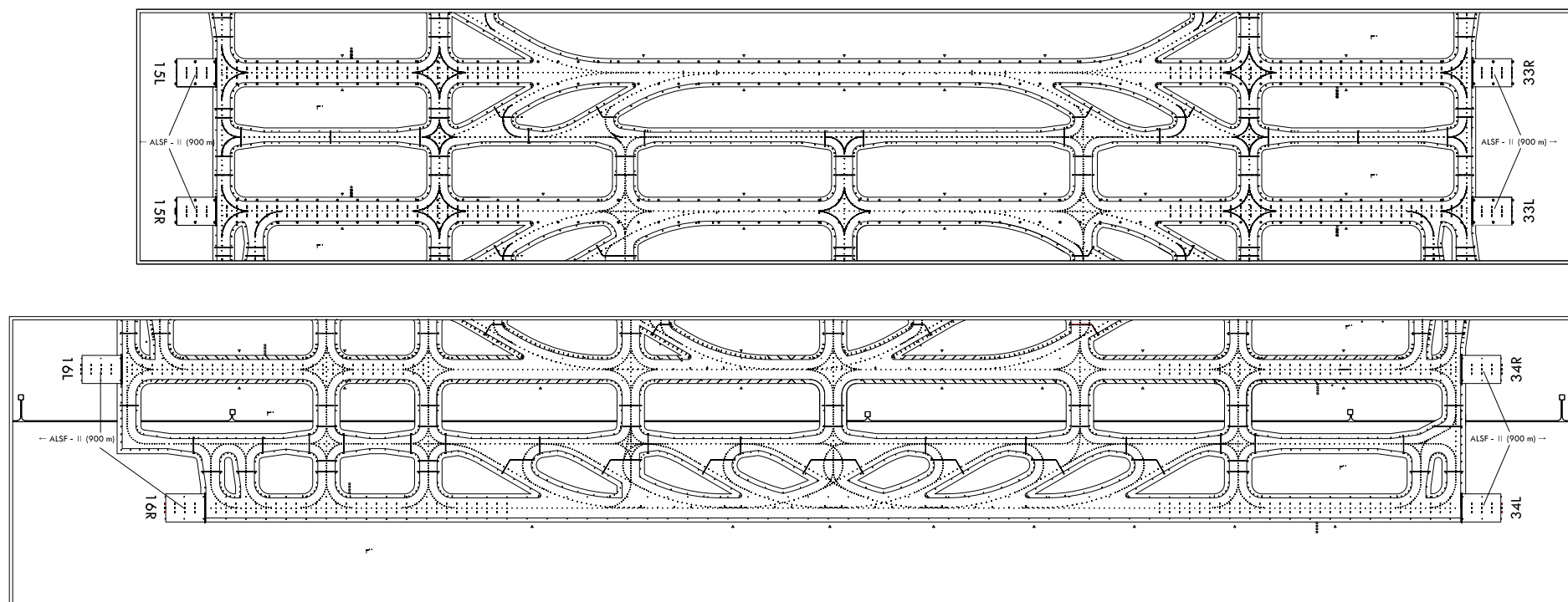
OFFICE OF CIVIL AVIATION

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

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



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

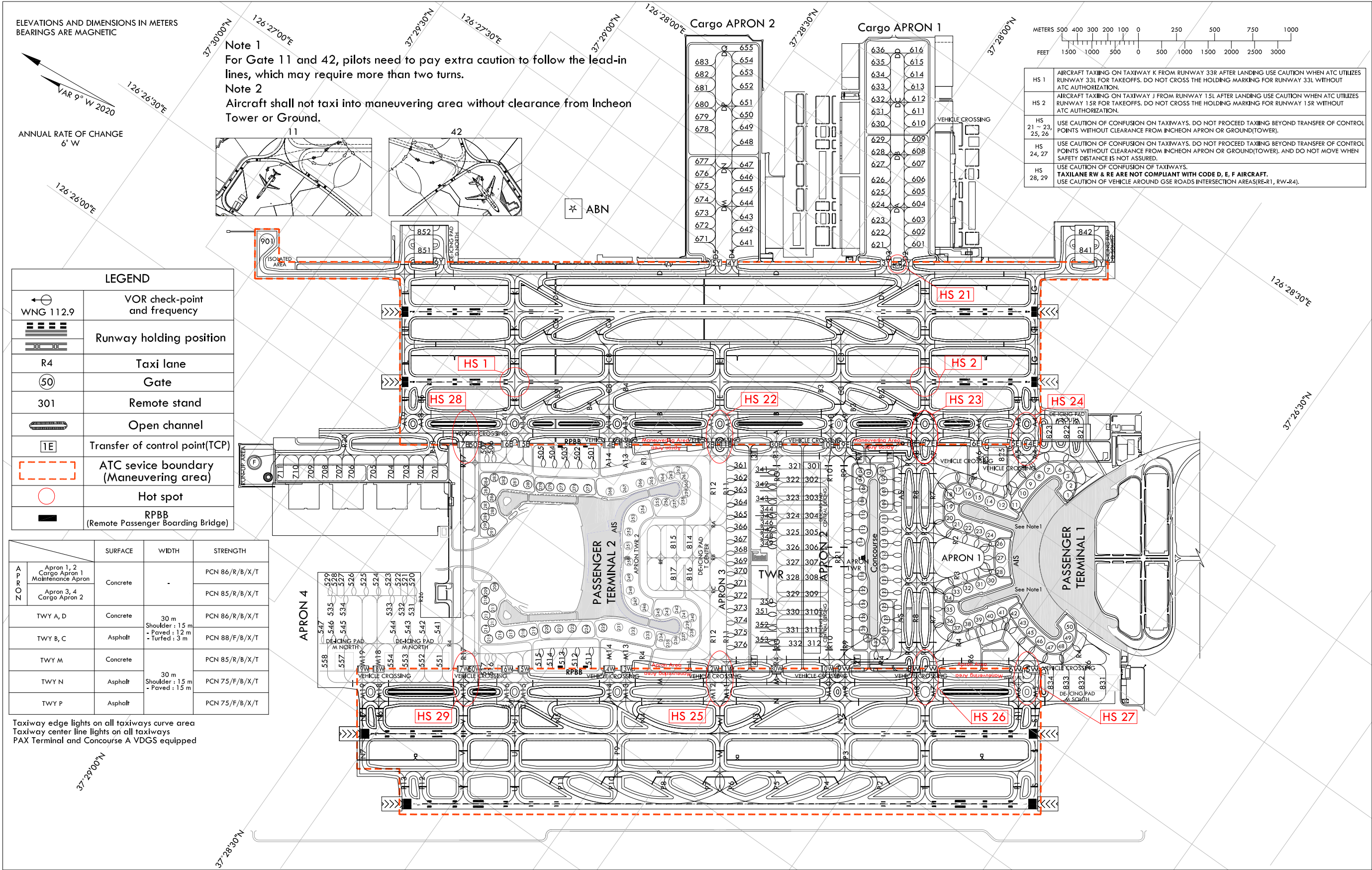


AIRCRAFT PARKING /  
DOCKING CHART - ICAO

APRON ELEV 6 m

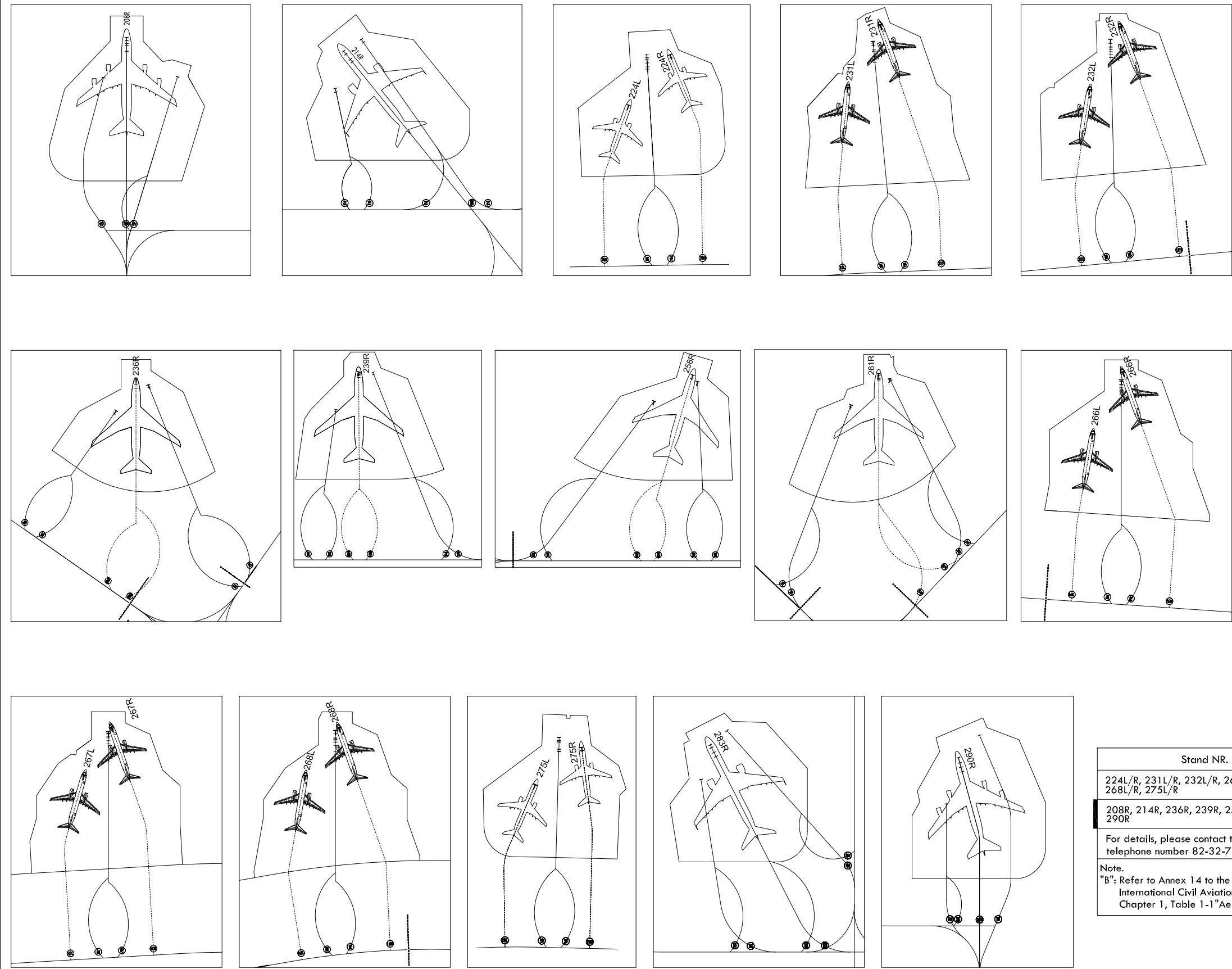
TWR	118.2(E)	118.8(W)
GND	121.75(E)	121.7(W)
APRON	121.65	122.175
	121.8	123.325
		129.725

SEOUL / Incheon Intl



Change : Establishment of ACFT stands NR. 208~221, 278~291 and Information of ACFT stands NR. 506~507, 516~517.

Multiple use stands operation

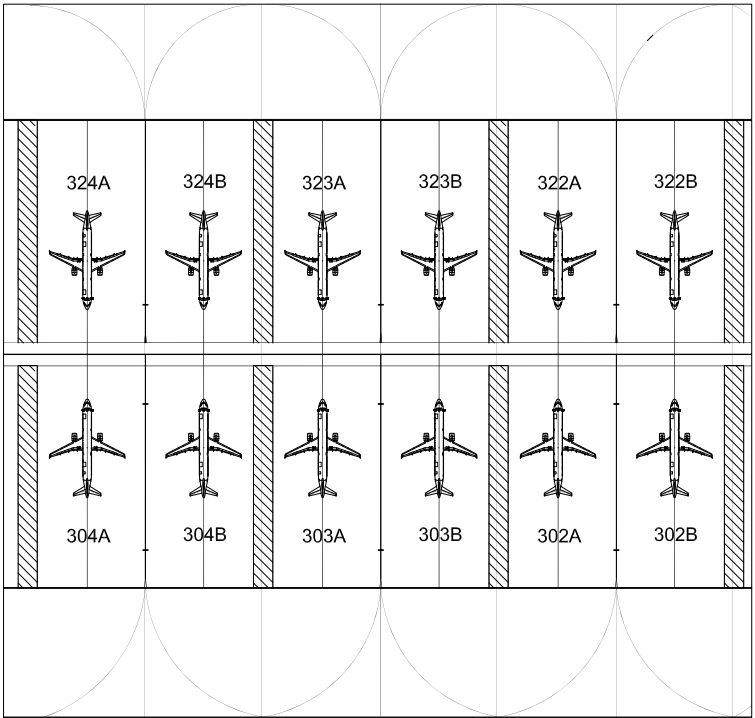
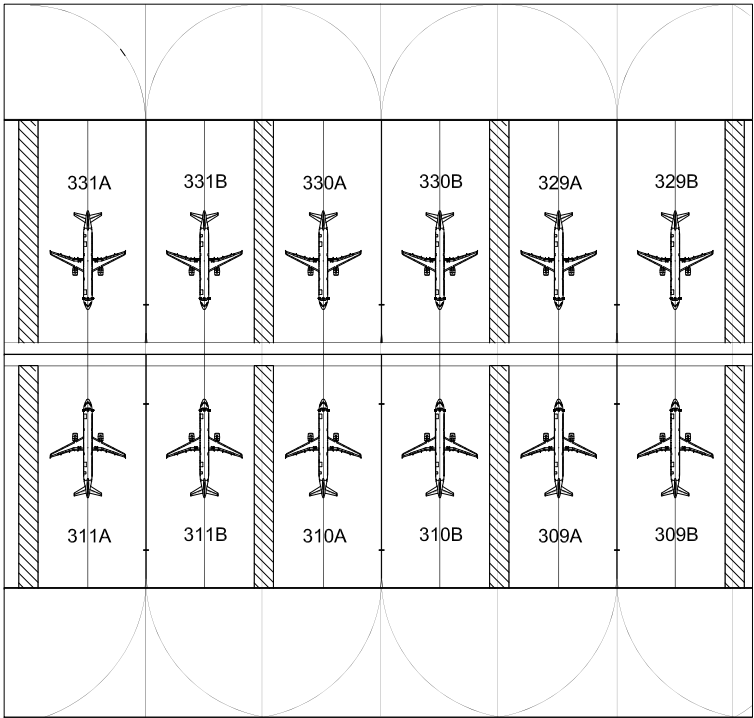


		INS COORDINATES FOR AIRCRAFT STANDS			
		WGS-84		ELEV(AMSL)	
208	R	37°28'16.66"N	126°25'42.97"E	6 m	
214	R	37°28'12.93"N	126°25'34.80"E	6 m	
224	L	37°27'58.53"N	126°25'47.61"E	6 m	
	R	37°27'58.43"N	126°25'49.33"E	6 m	
231	L	37°27'53.63"N	126°25'52.33"E	6 m	
	R	37°27'53.49"N	126°25'54.22"E	6 m	
232	L	37°27'50.70"N	126°25'53.65"E	6 m	
	R	37°27'50.51"N	126°25'55.53"E	6 m	
236	R	37°27'42.18"N	126°26'00.21"E	6 m	
239	R	37°27'43.60"N	126°26'03.66"E	6 m	
258	R	37°27'57.53"N	126°26'28.40"E	6 m	
261	R	37°27'59.96"N	126°26'30.72"E	6 m	
266	L	37°28'06.75"N	126°26'24.13"E	6 m	
	R	37°28'06.14"N	126°26'22.44"E	6 m	
267	L	37°28'08.58"N	126°26'21.11"E	6 m	
	R	37°28'08.28"N	126°26'19.65"E	6 m	
268	L	37°28'10.56"N	126°26'18.63"E	6 m	
	R	37°28'10.51"N	126°26'17.04"E	6 m	
275	L	37°28'13.60"N	126°26'16.27"E	6 m	
	R	37°28'21.95"N	126°26'14.76"E	6 m	
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	

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

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

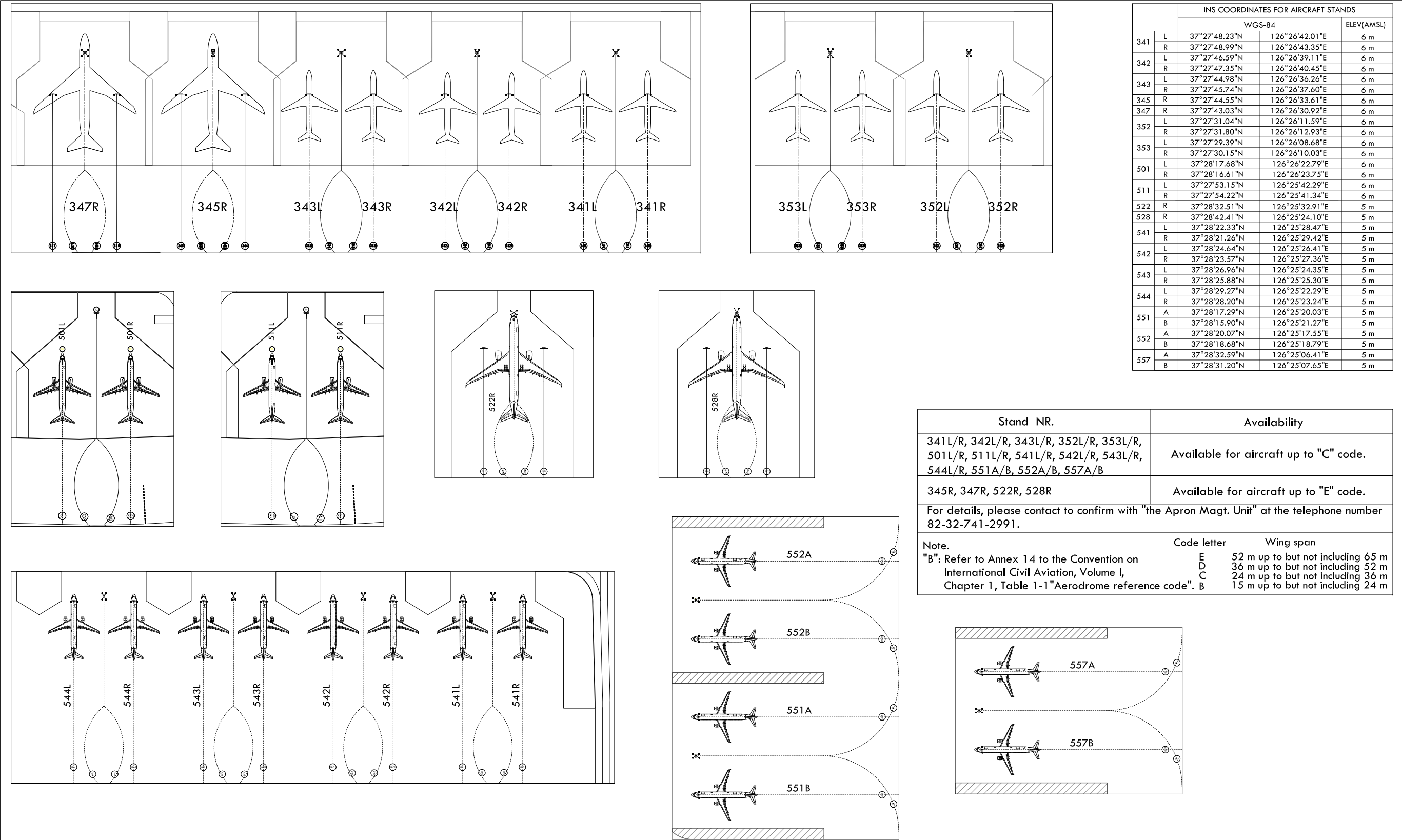
Multiple use stands operation



		INS COORDINATES FOR AIRCRAFT STANDS			
		WGS-84		ELEV(AMSL)	
302	A	37°27'39.66"N	126°26'46.39"E	5 m	
	B	37°27'40.65"N	126°26'48.14"E	5 m	
303	A	37°27'37.67"N	126°26'42.86"E	5 m	
	B	37°27'38.66"N	126°26'44.61"E	5 m	
304	A	37°27'35.68"N	126°26'39.34"E	5 m	
	B	37°27'36.66"N	126°26'41.08"E	5 m	
309	A	37°27'27.02"N	126°26'24.02"E	5 m	
	B	37°27'28.00"N	126°26'25.77"E	5 m	
310	A	37°27'25.03"N	126°26'20.50"E	5 m	
	B	37°27'26.02"N	126°26'22.25"E	5 m	
311	A	37°27'23.03"N	126°26'16.97"E	5 m	
	B	37°27'24.02"N	126°26'18.72"E	5 m	
322	A	37°27'40.96"N	126°26'45.24"E	5 m	
	B	37°27'41.94"N	126°26'46.99"E	5 m	
323	A	37°27'38.96"N	126°26'41.72"E	5 m	
	B	37°27'39.95"N	126°26'43.46"E	5 m	
324	A	37°27'36.97"N	126°26'38.19"E	5 m	
	B	37°27'37.95"N	126°26'39.93"E	5 m	
329	A	37°27'28.31"N	126°26'22.88"E	5 m	
	B	37°27'29.30"N	126°26'24.62"E	5 m	
330	A	37°27'26.32"N	126°26'19.35"E	5 m	
	B	37°27'27.31"N	126°26'21.10"E	5 m	
331	A	37°27'24.33"N	126°26'15.82"E	5 m	
	B	37°27'25.31"N	126°26'17.57"E	5 m	

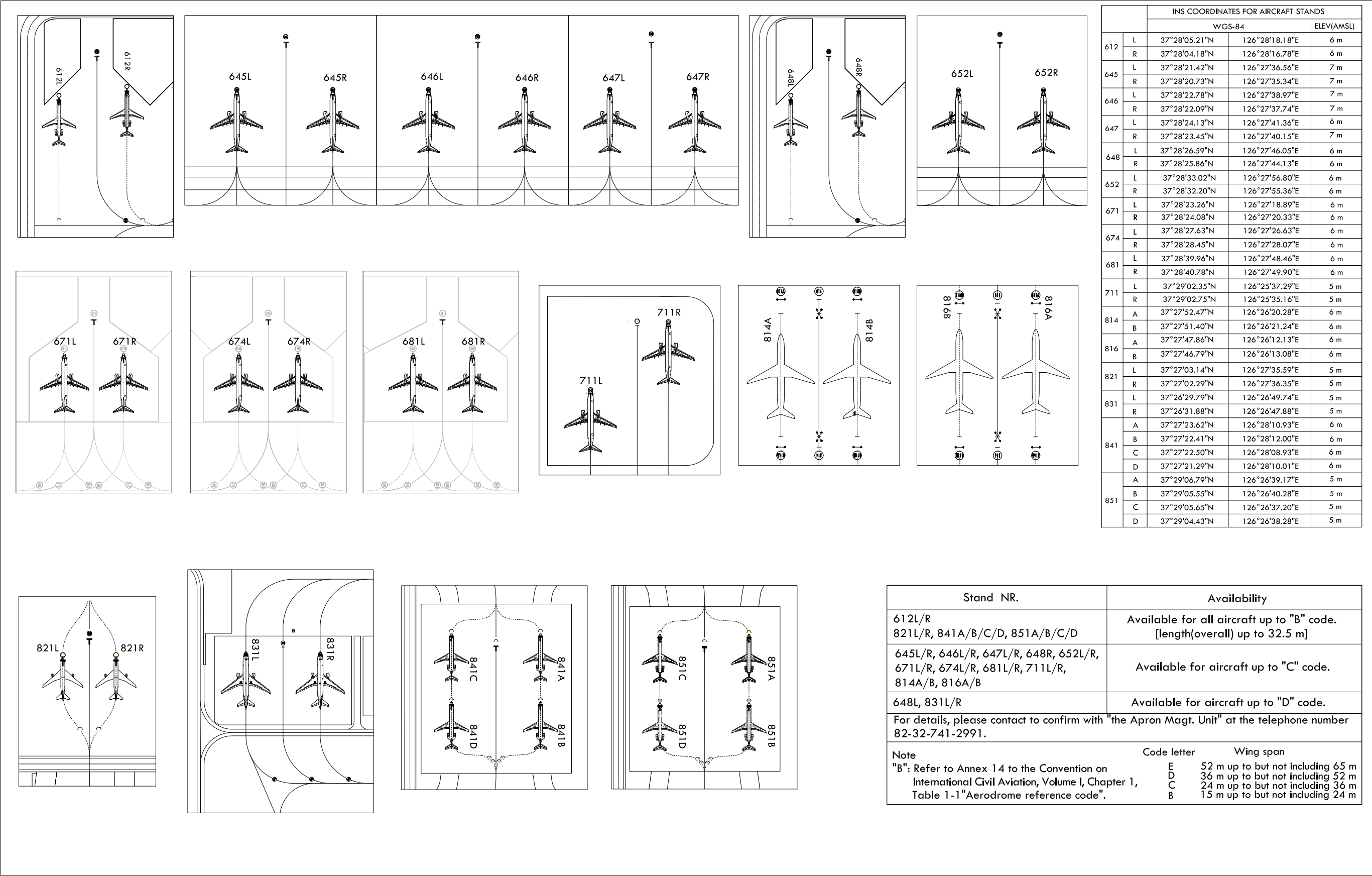
Stand NR.	Availability
302A/B, 303A/B, 304A/B, 309A/B, 310A/B, 311A/B, 322A/B, 323A/B, 324A/B, 329A/B, 330A/B, 331A/B	Available for aircraft up to "C" code.
For details, please contact to confirm with "the Apron Magt. Unit" at the telephone number 82-32-741-2991.	
Note. "B": Refer to Annex 14 to the Convention on International Civil Aviation, Volume I, Chapter 1, Table 1-1"Aerodrome reference code".	Code letter      Wing span E    52 m up to but not including 65 m D    36 m up to but not including 52 m C    24 m up to but not including 36 m B    15 m up to but not including 24 m

Multiple use stands operation



Change : Page control.

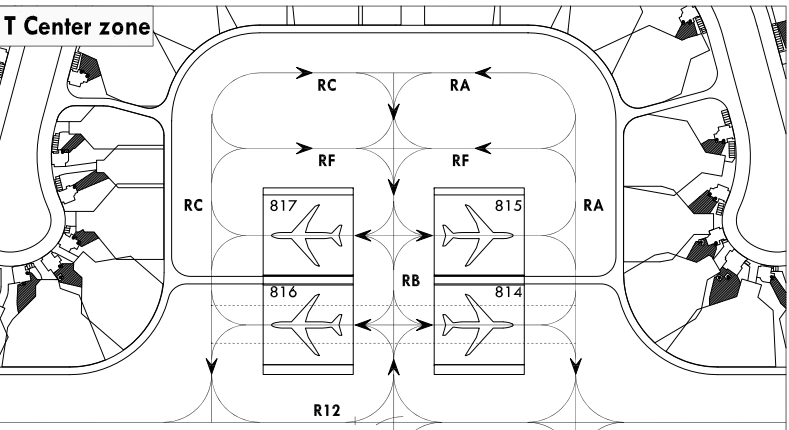
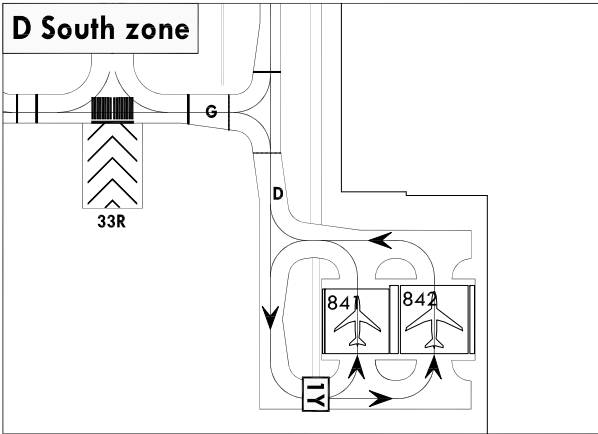
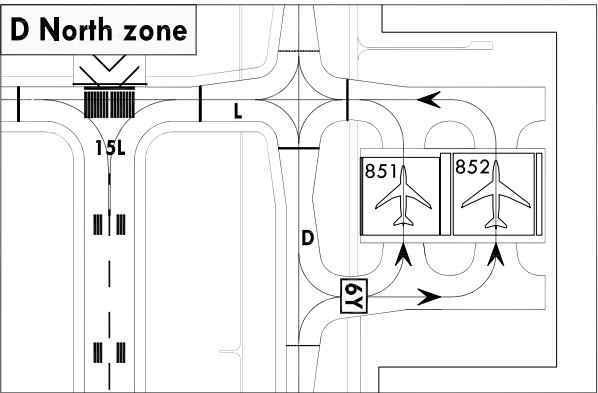
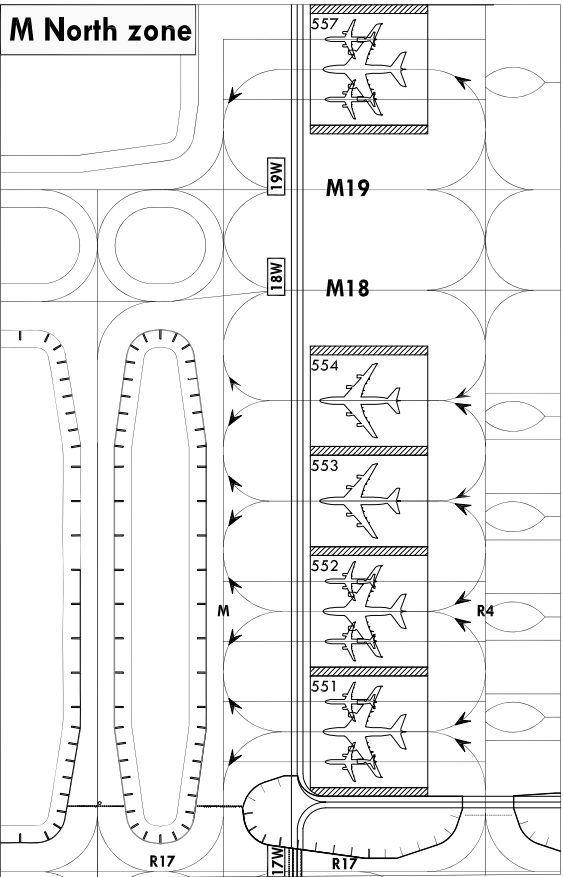
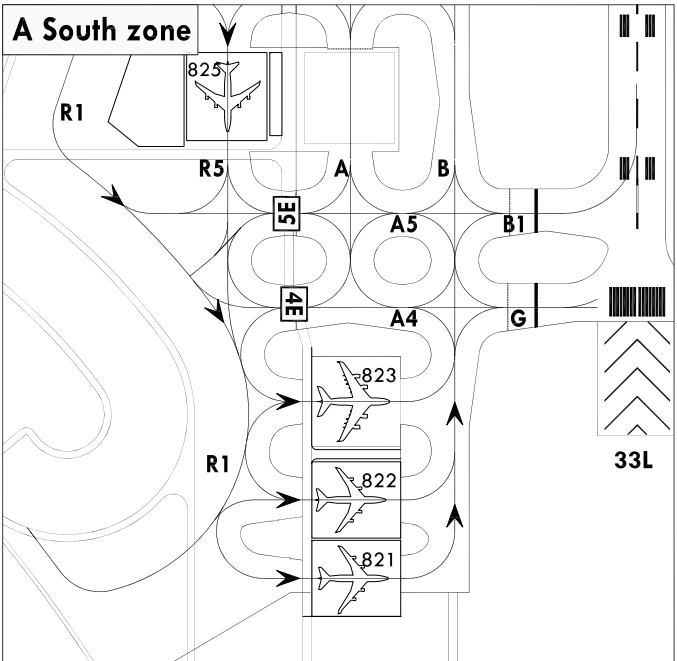
Multiple use stands operation



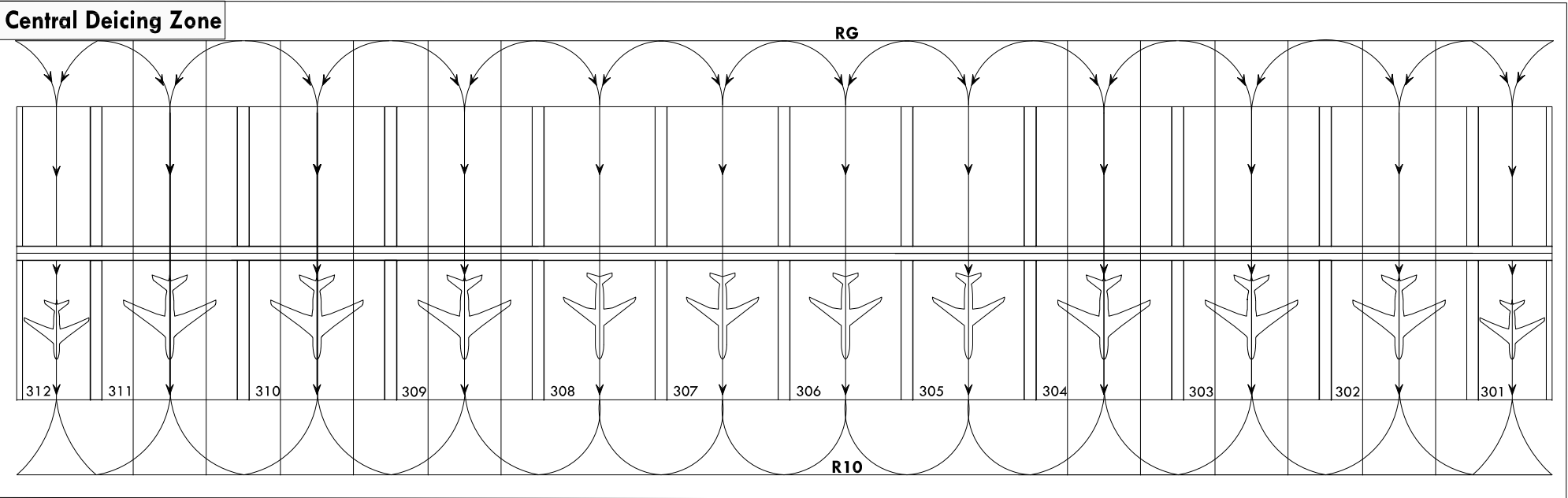
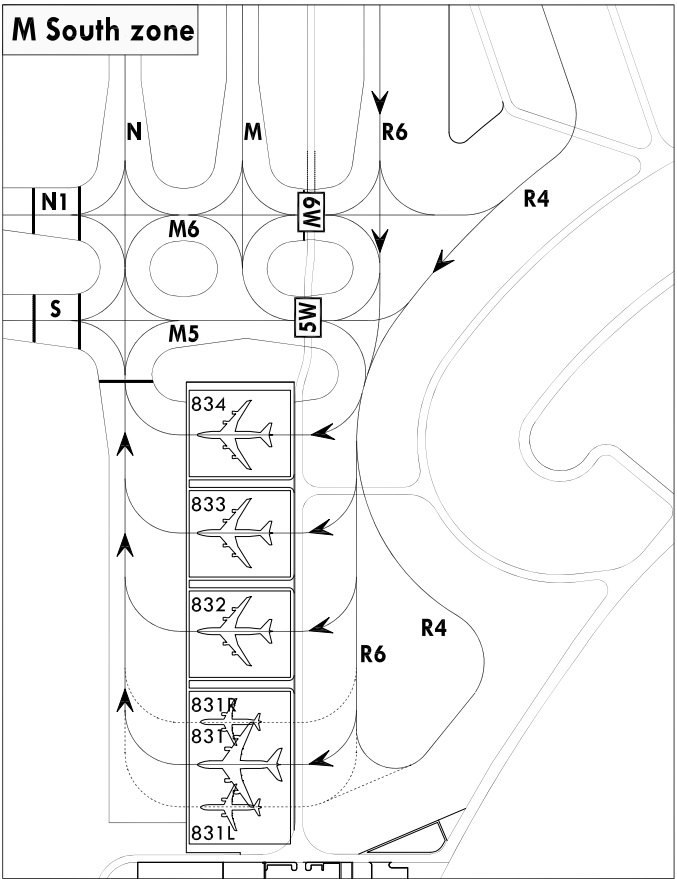
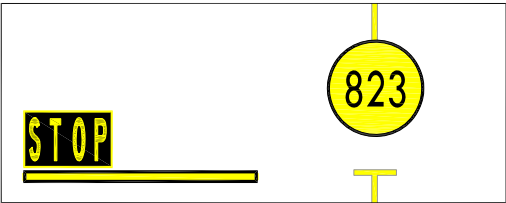
Change : Page control.

# Deicing zones operation

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



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



AERODROME GROUND  
MOVEMENT CHART - ICAO

APRON ELEV 6 m

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

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

RKSI AD CHART 2 - 6  
27 JUN 2024

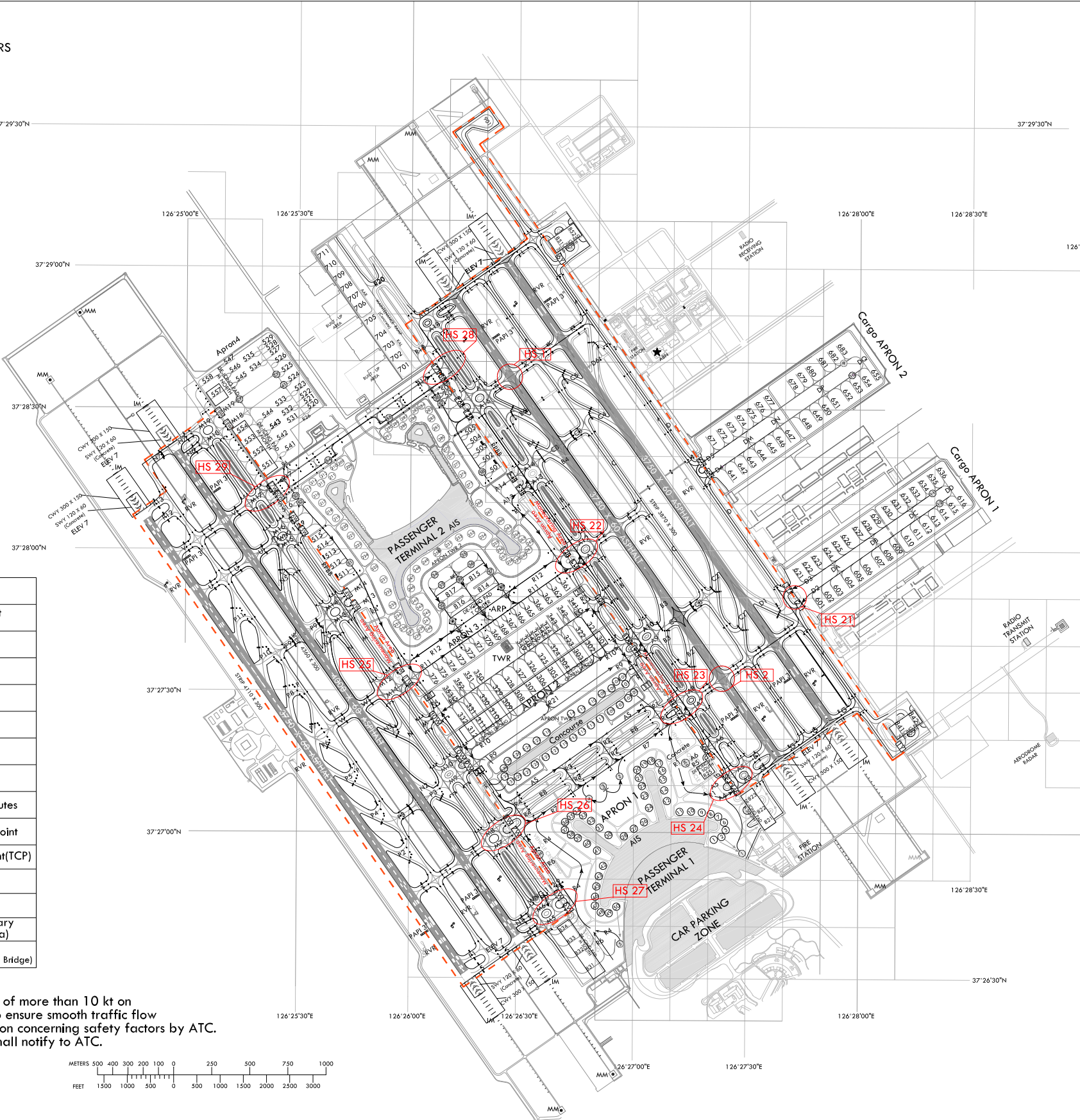
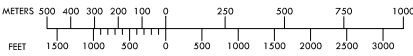
ELEVATIONS AND DIMENSION IN METERS  
BEARINGS ARE MAGNETIC



ANNUAL RATE OF CHANGE  
6' W

LEGEND	
	VOR check-point and frequency
	Stop-bar light
	Holding position
	Taxi lane
	Gate
	Remote stand
	Taxi routes
	De-icing pad taxi routes
	Powered taxi-start point
	Transfer of control point(TCP)
	Open channel
	Hot spot
	ATC service boundary (Maneuvering area)
	RPBB (Remote Passenger Boarding Bridge)

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



HS 1	AIRCRAFT TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33L WITHOUT ATC AUTHORIZATION.
HS 2	AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 15R WITHOUT ATC AUTHORIZATION.
HS 21~23, 25, 26	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).
HS 24, 27	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER). AND DO NOT MOVE WHEN SAFETY DISTANCE IS NOT ASSURED.
HS 28, 29	USE CAUTION OF CONFUSION OF TAXIWAYS. <b>TAXILANE RW &amp; RE ARE NOT COMPLIANT WITH CODE D, E, F AIRCRAFT.</b> USE CAUTION OF VEHICLE AROUND GSE ROADS INTERSECTION AREAS(RE-R1, RW-R4).

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

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

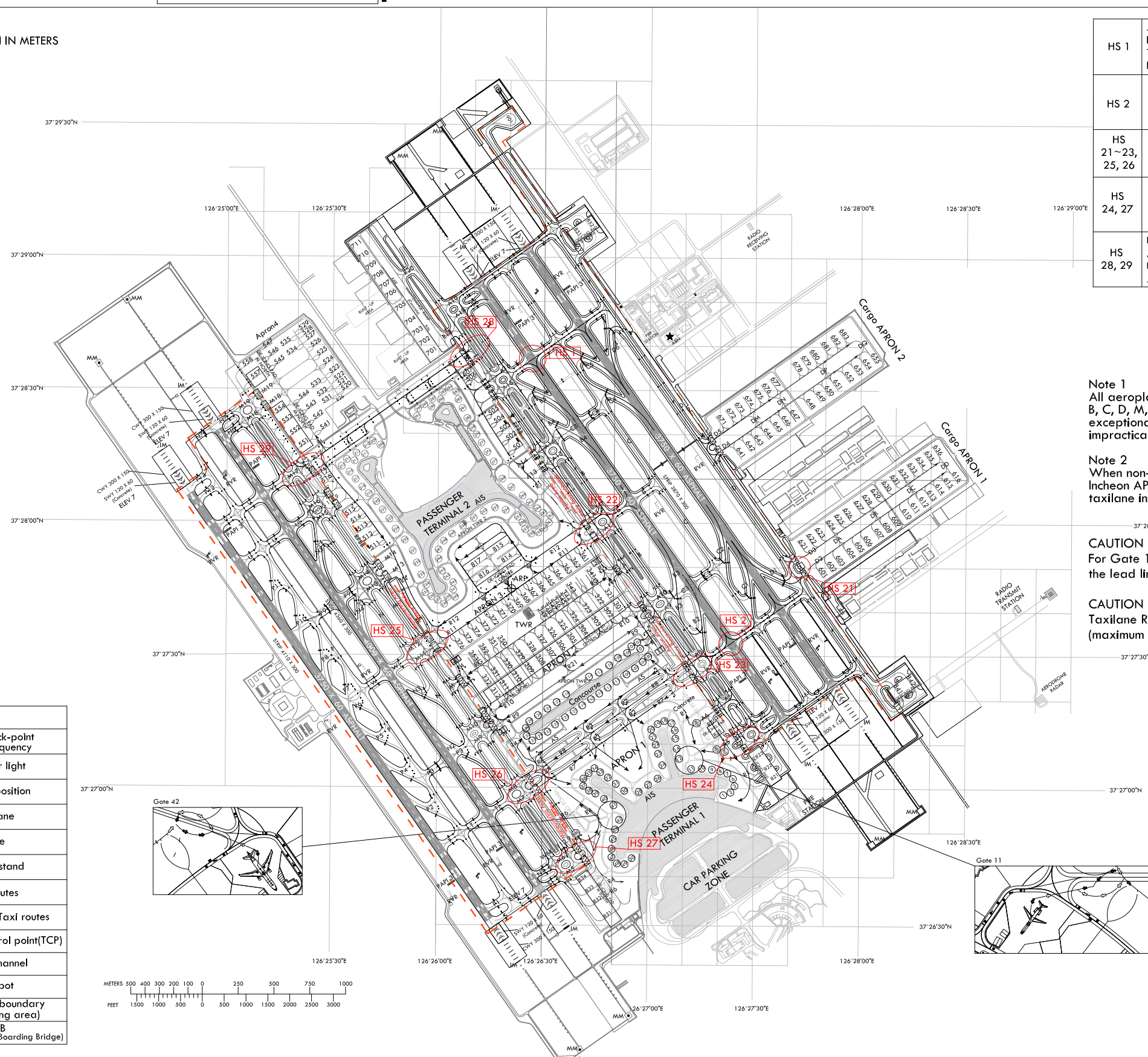
CAUTION  
Taxilane RE & RW can only be used by Code C aircraft or smaller(maximum wingspan 36 m).

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

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

Change : Information of FREQ for APN, PAX terminal 2, ACFT stands and Establishment of HS 28~29, caution.

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

ANNUAL RATE OF CHANGE  
6' W

HS 1	AIRCRAFT TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33L WITHOUT ATC AUTHORIZATION.
HS 2	AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 15R WITHOUT ATC AUTHORIZATION.
HS 21~23, 25, 26	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).
HS 24, 27	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER). AND DO NOT MOVE WHEN SAFETY DISTANCE IS NOT ASSURED.
HS 28, 29	USE CAUTION OF CONFUSION OF TAXIWAYS. <b>TAXILANE RW &amp; RE ARE NOT COMPLIANT WITH CODE D, E, F AIRCRAFT.</b> USE CAUTION OF VEHICLE AROUND GSE ROADS INTERSECTION AREAS(RE-R1, RW-R4).

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

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

**CAUTION 1**  
For Gate 11 and 42, pilots needs to pay extra caution to follow the lead lines, which may require more than two turns.

**CAUTION 2**  
Taxilane RE & RW can only be used by Code C aircraft or smaller  
(maximum wingspan 36 m).

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

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

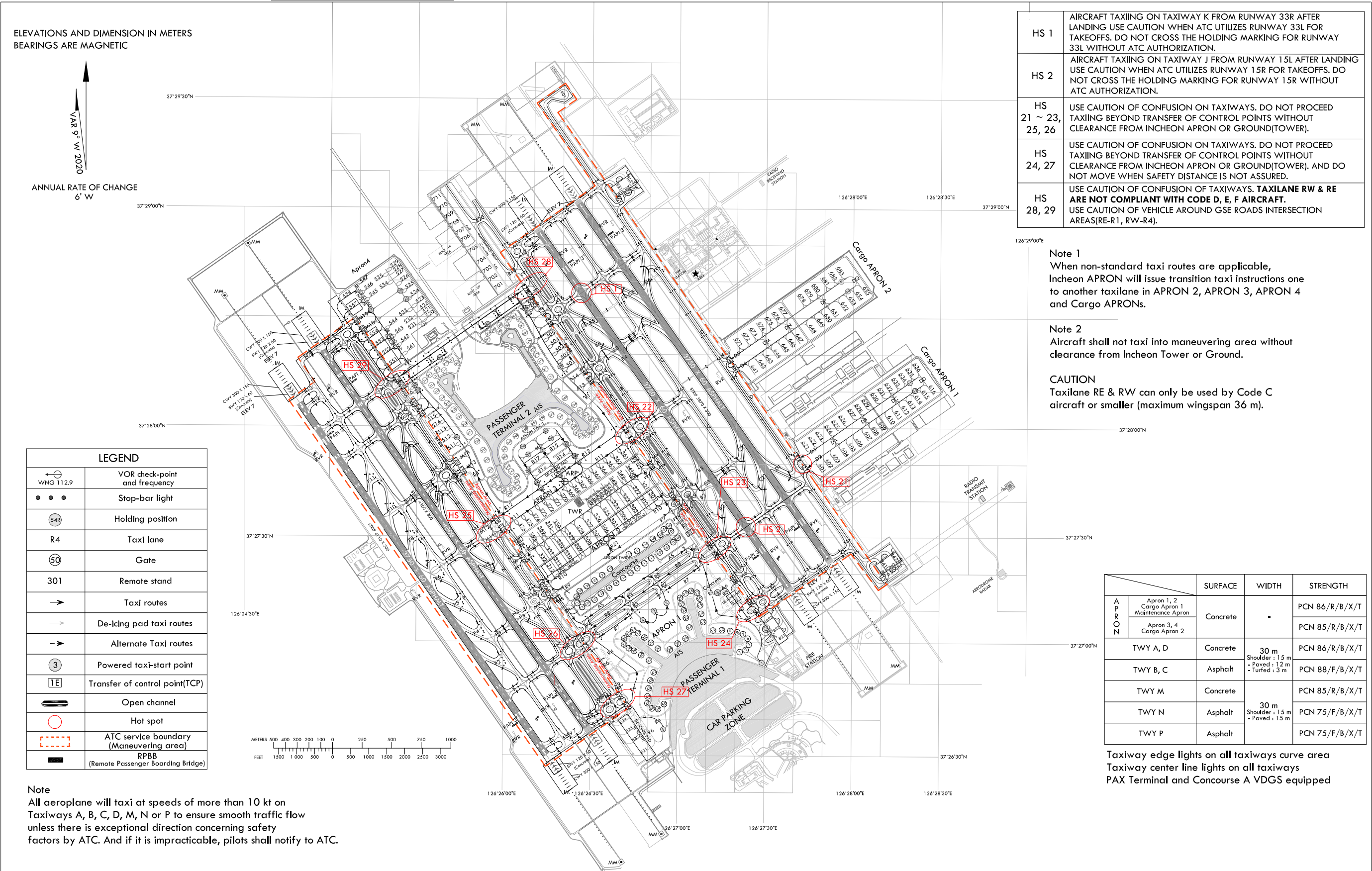
Change : Information of FREQ for APN, PAX terminal 2, ACFT stands and Establishment of HS 28~29, caution 2.

AERODROME GROUND  
MOVEMENT CHART - ICAO

APRON ELEV 6 m

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

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



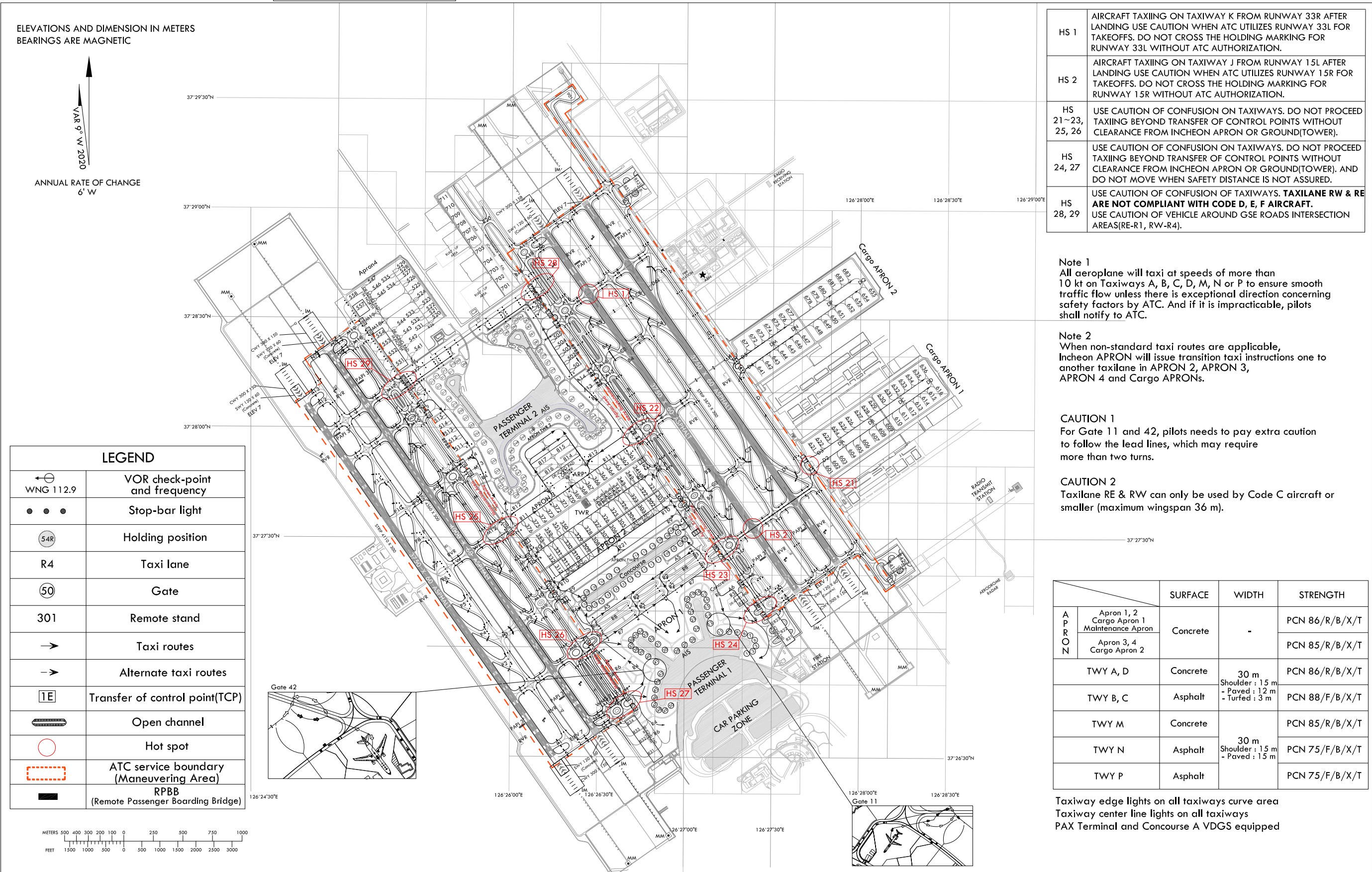
AERODROME GROUND  
MOVEMENT CHART - ICAO

APRON ELEV 6 m

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

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

RKSI AD CHART 2 - 9  
27 JUN 2024

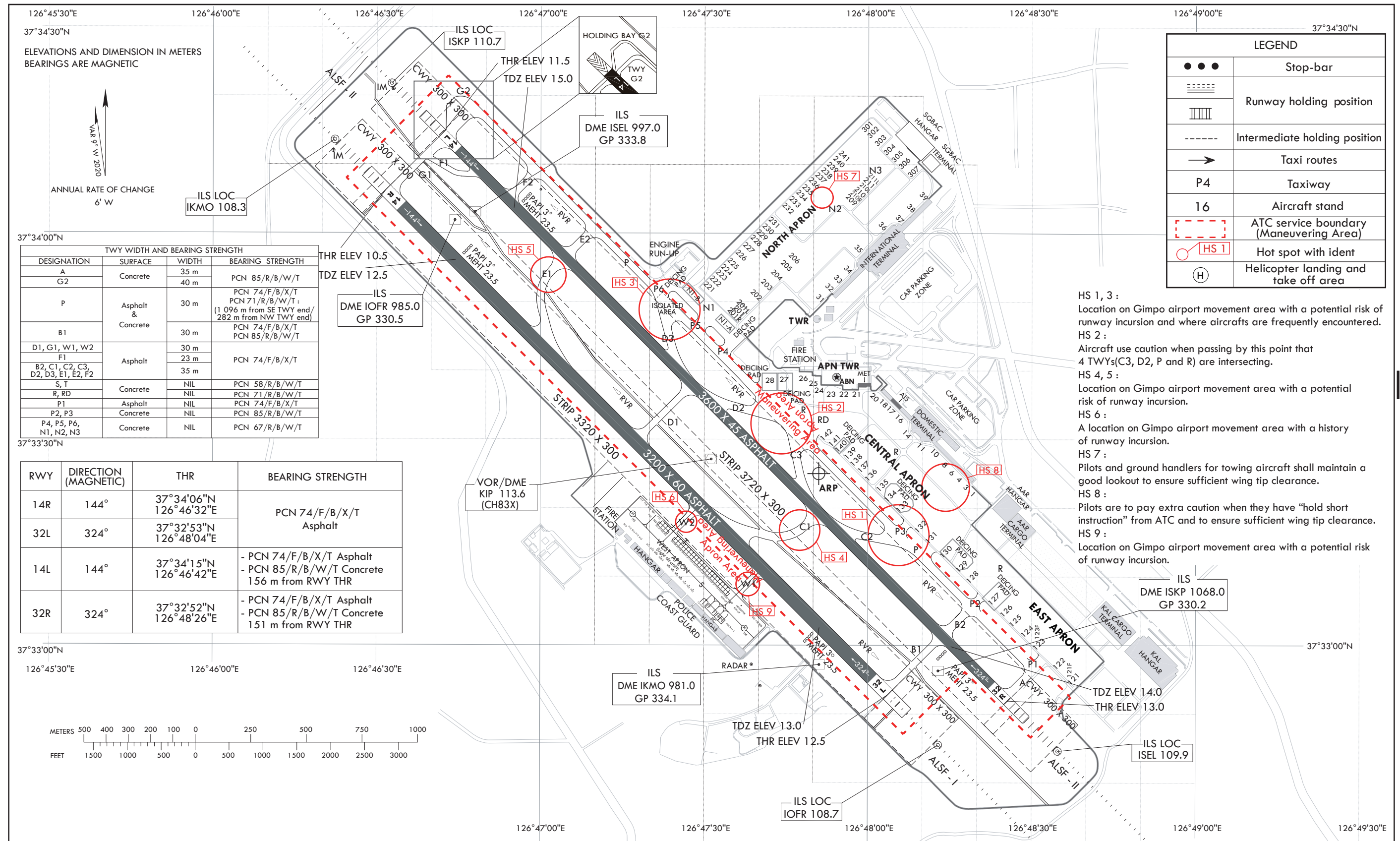


## AERODROME CHART - ICAO

37°33'25"N  
126°47'51"E

ELEV **18** m

TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

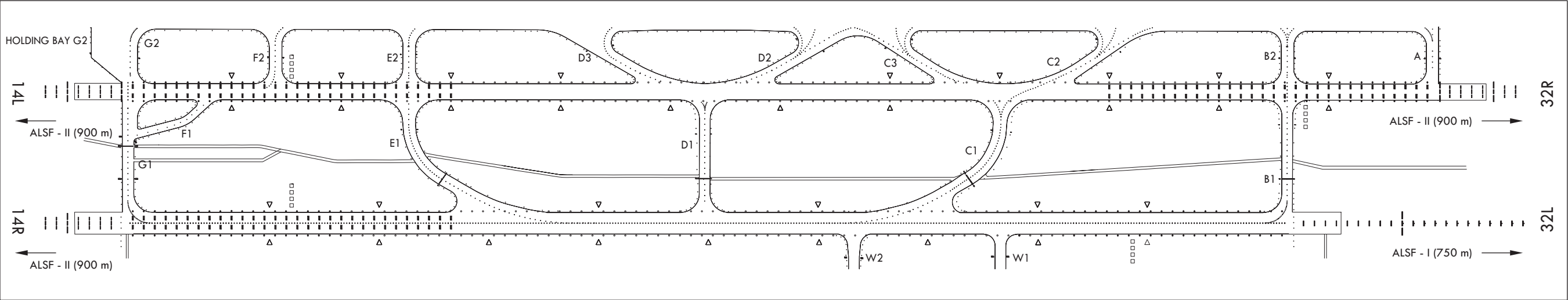
**SEOUL / Gimpo INTL**

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

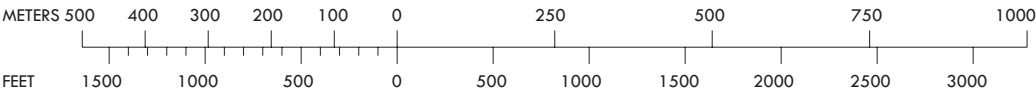
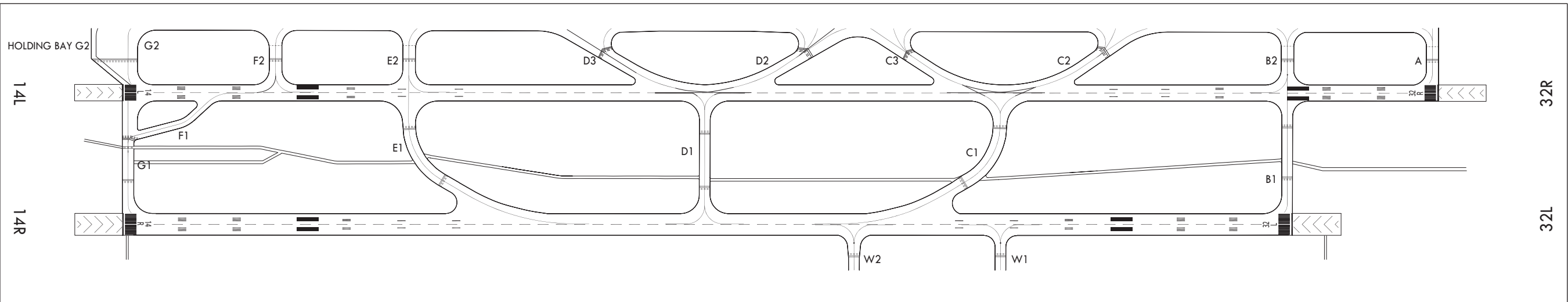
OFFICE OF CIVIL AVIATION

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

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



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



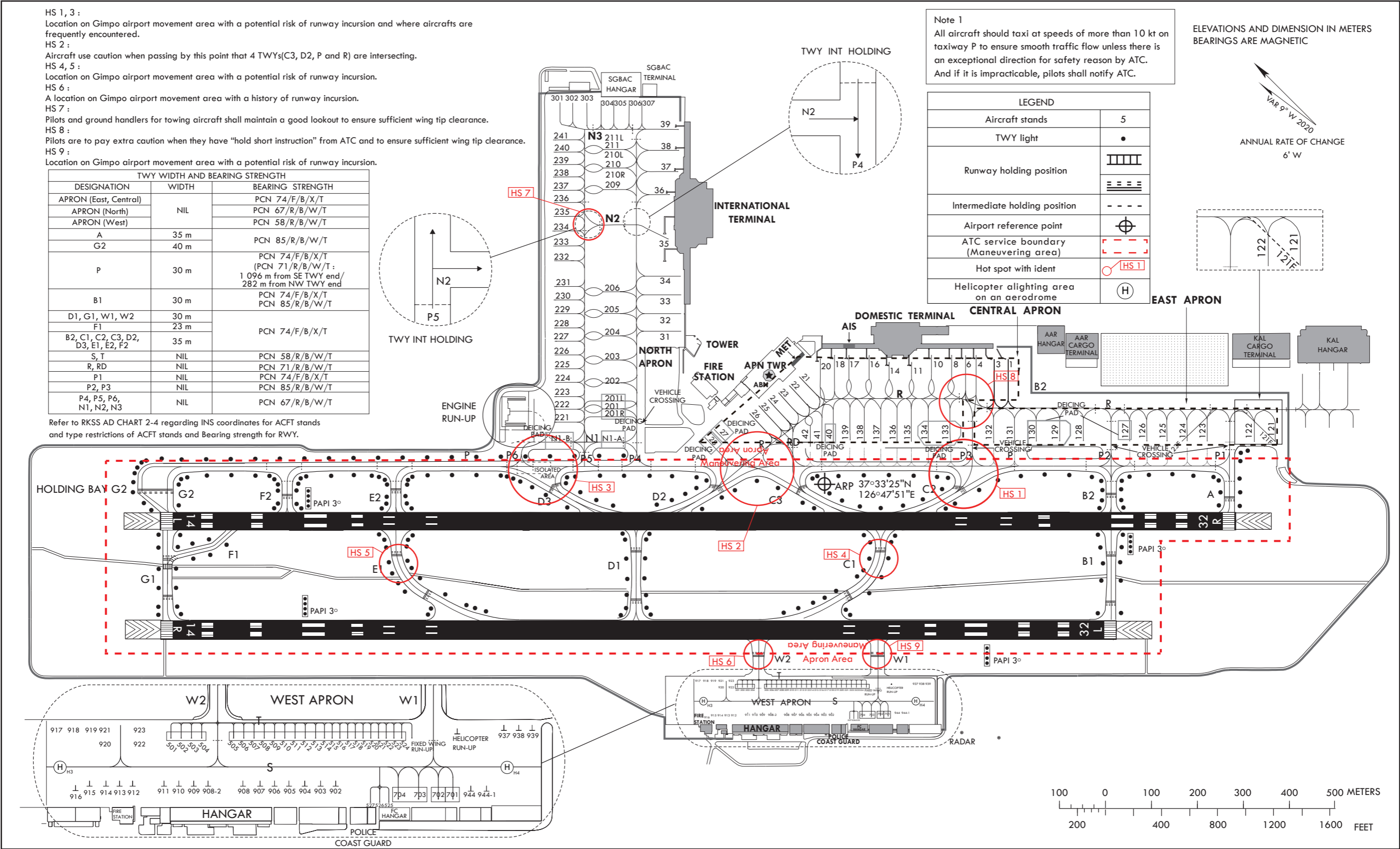
AIRCRAFT PARKING/  
DOCKING CHART - ICAO

APRON ELEV		TWR	118.1
Central Apron	16 m	GND	121.9
The Other	13 m	APN	130.875

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

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

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



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

INS COORDINATES FOR AIRCRAFT STANDS (WGS-84)					
STAND NR	COORDINATES		STAND NR	COORDINATES	
1	37°33'21.66"N	126°48'19.06"E	203	37°33'52.36"N	126°47'41.86"E
3	37°33'22.69"N	126°48'17.76"E	204	37°33'54.02"N	126°47'43.95"E
4	37°33'23.72"N	126°48'16.46"E	205	37°33'55.68"N	126°47'46.38"E
6	37°33'24.75"N	126°48'15.17"E	206	37°33'57.40"N	126°47'48.06"E
8	37°33'26.37"N	126°48'13.90"E	209	37°34'04.65"N	126°47'57.17"E
10	37°33'28.03"N	126°48'11.82"E	210	37°34'06.31"N	126°47'59.26"E
11	37°33'28.80"N	126°48'09.44"E	210L	37°34'07.44"N	126°47'59.94"E
14	37°33'30.53"N	126°48'07.28"E	210R	37°34'06.44"N	126°47'58.69"E
16	37°33'32.62"N	126°48'06.03"E	211	37°34'07.98"N	126°48'01.35"E
17	37°33'34.16"N	126°48'03.89"E	211L	37°34'08.44"N	126°48'01.19"E
18	37°33'35.37"N	126°48'02.21"E	221	37°33'52.40"N	126°47'30.17"E
20	37°33'36.05"N	126°48'00.62"E	222	37°33'53.40"N	126°47'31.43"E
21	37°33'36.23"N	126°47'57.36"E	223	37°33'54.40"N	126°47'32.68"E
22	37°33'36.31"N	126°47'55.39"E	224	37°33'55.34"N	126°47'34.10"E
23	37°33'36.33"N	126°47'53.74"E	225	37°33'56.34"N	126°47'35.26"E
24	37°33'36.41"N	126°47'52.04"E	226	37°33'57.34"N	126°47'36.51"E
25	37°33'36.98"N	126°47'50.47"E	227	37°33'58.34"N	126°47'37.76"E
26	37°33'37.59"N	126°47'48.82"E	228	37°33'59.33"N	126°47'39.14"E
27	37°33'39.32"N	126°47'44.18"E	229	37°34'00.33"N	126°47'40.27"E
28	37°33'39.15"N	126°47'42.44"E	230	37°34'01.33"N	126°47'41.52"E
31	37°33'49.73"N	126°47'49.98"E	231	37°34'02.33"N	126°47'42.77"E
32	37°33'51.03"N	126°47'51.87"E	232	37°34'04.42"N	126°47'45.40"E
33	37°33'52.72"N	126°47'53.95"E	233	37°34'05.42"N	126°47'46.66"E
34	37°33'54.43"N	126°47'56.05"E	234	37°34'06.46"N	126°47'47.84"E
35	37°33'57.10"N	126°47'57.69"E	235	37°34'07.46"N	126°47'49.97"E
36	37°34'00.77"N	126°48'02.34"E	236	37°34'08.46"N	126°47'50.35"E
37	37°34'01.89"N	126°48'05.36"E	237	37°34'09.46"N	126°47'51.60"E
38	37°34'03.46"N	126°48'07.50"E	238	37°34'10.45"N	126°47'52.85"E
39	37°34'05.14"N	126°48'09.63"E	239	37°34'11.45"N	126°47'54.11"E
121	37°32'55.01"N	126°48'37.35"E	240	37°34'12.45"N	126°47'55.36"E
121F	37°32'54.94"N	126°48'37.21"E	241	37°34'13.45"N	126°47'56.61"E
122	37°32'56.61"N	126°48'35.34"E	301	37°34'16.95"N	126°48'01.57"E
123	37°33'00.19"N	126°48'30.72"E	302	37°34'15.20"N	126°48'02.18"E
123F	37°33'01.94"N	126°48'28.35"E	303	37°34'14.20"N	126°48'03.43"E
124	37°33'01.72"N	126°48'28.74"E	304	37°34'13.71"N	126°48'05.17"E
125	37°33'03.25"N	126°48'26.78"E	305	37°34'12.14"N	126°48'06.34"E
126	37°33'04.80"N	126°48'24.83"E	306	37°34'11.15"N	126°48'07.76"E
127	37°33'06.03"N	126°48'23.26"E	307	37°34'10.69"N	126°48'08.92"E
128	37°33'09.73"N	126°48'18.72"E	501	37°33'17.86"N	126°47'21.05"E
129	37°33'11.55"N	126°48'16.44"E	502	37°33'17.43"N	126°47'21.57"E
130	37°33'13.42"N	126°48'14.14"E	503	37°33'16.99"N	126°47'22.12"E
131	37°33'14.99"N	126°48'12.01"E	504	37°33'16.57"N	126°47'22.65"E
132	37°33'16.61"N	126°48'10.05"E	505	37°33'15.19"N	126°47'24.39"E
133	37°33'19.96"N	126°48'05.76"E	506	37°33'14.76"N	126°47'24.92"E
134	37°33'21.63"N	126°48'03.67"E	507	37°33'14.32"N	126°47'25.46"E
135	37°33'22.97"N	126°48'02.00"E	508	37°33'13.88"N	126°47'26.01"E
136	37°33'24.37"N	126°48'00.31"E	509	37°33'13.45"N	126°47'26.56"E
137	37°33'25.52"N	126°47'58.89"E	510	37°33'13.01"N	126°47'27.11"E
138	37°33'26.65"N	126°47'57.44"E	511	37°33'12.57"N	126°47'27.66"E
139	37°33'27.66"N	126°47'56.39"E	512	37°33'12.14"N	126°47'28.20"E
140	37°33'28.81"N	126°47'54.72"E	513	37°33'11.72"N	126°47'28.75"E
141	37°33'29.57"N	126°47'53.35"E	514	37°33'11.29"N	126°47'29.28"E
142	37°33'30.47"N	126°47'52.15"E	515	37°33'10.91"N	126°47'29.76"E
201	37°33'48.61"N	126°47'37.13"E	516	37°33'10.59"N	126°47'30.16"E
201R	37°33'48.36"N	126°47'36.13"E	517	37°33'10.27"N	126°47'30.57"E
201L	37°33'49.37"N	126°47'37.40"E	518	37°33'09.95"N	126°47'30.97"E
202	37°33'50.75"N	126°47'39.70"E	519	37°33'09.63"N	126°47'31.38"E

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

\* Code letter "E" aircraft is prohibited to Taxi-out at all aircraft stands.

\* Aircraft stands NR. 124-126, 131-134, 137, 201-211 may be used by B767 class (A300-600) ACFT for Nose-in/Taxi-out subject to prior permission from ATC.

\* Aircraft stands NR. 123, 127, 135, 136, 138-142, 210L/R and 211L may be used by B737-800WL class (MD-90) ACFT for Nose-in/Taxi-out subject to prior permission from ATC.

\* Taxiway intersection markings are provided for 5 places in front of the intersections / junctions on apron taxiway P4 and P5.

\* Isolated area : At the intersection of TWY D3 and TWY P.

\* De-icing pad : B737-800WL(MD-90) class ACFT - 27, 28, 140, 127 and 201L/R  
B767 class ACFT - 130  
B747 class ACFT - 129, 133, 134, 201 and N1-A, N1-B on the "N1" TWY

\* Engine Run-up : Front of "P6" TWY

\* Multiple Aircraft Ramp System(MARS) : 121F(121, 122), 123F(123, 124), 201L(201), 201R(201), 210L(210, 211), 210R(210), 211L(211)

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

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

\* Dimensions means overall length × width

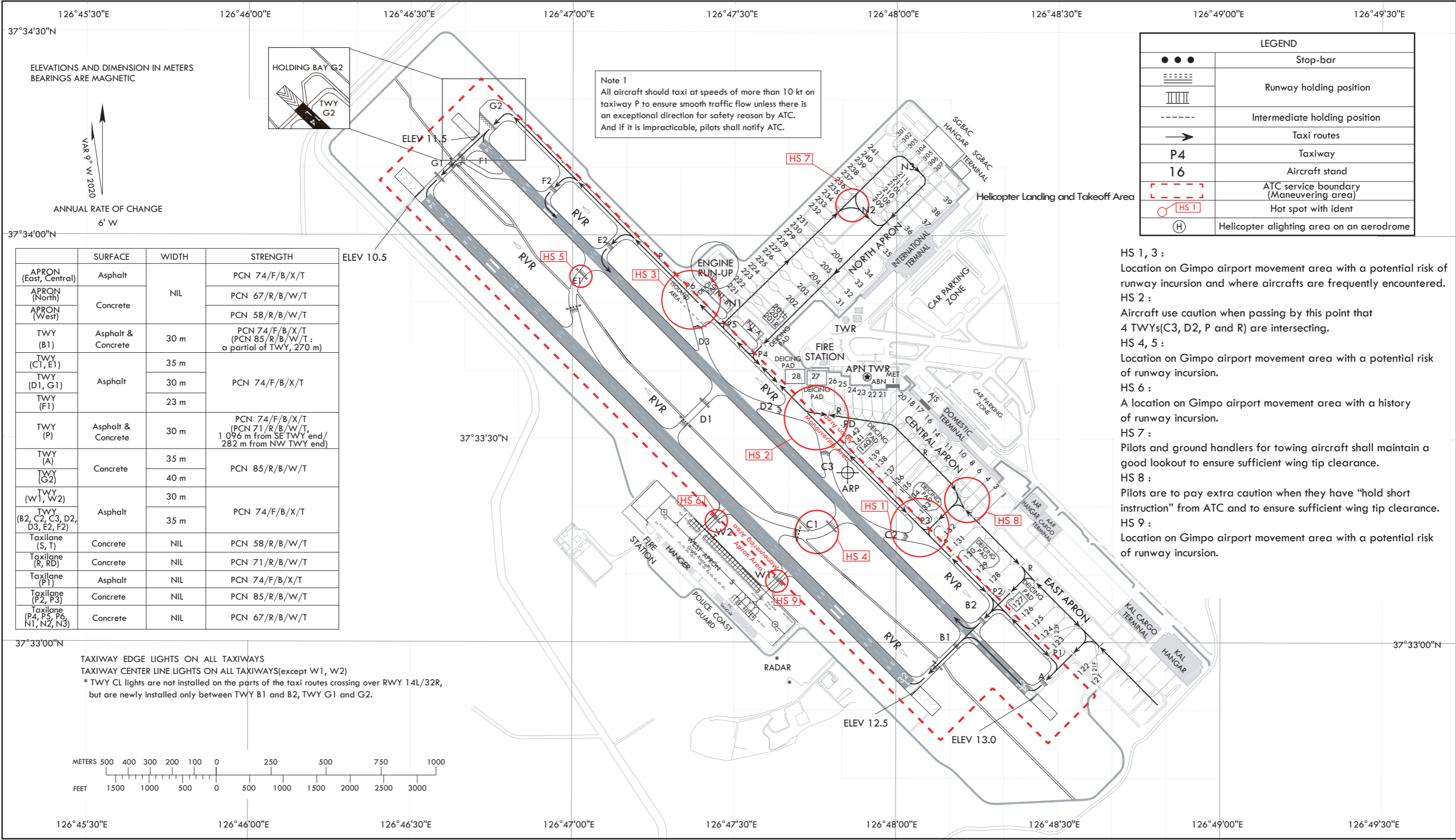
Change : Information of coordinates for ACFT stands NR. 23~26 and ACFT type for ACFT stands NR. 21~26, 206.

AERODROME GROUND  
MOVEMENT CHART - ICAO

CENTRAL APRON ELEV 16 m  
THE OTHER APRON ELEV 13 m

TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

RKSS AD CHART 2 - 5  
27 JUN 2024  
SEOUL / Gimpo INTL  
RWY 14L/32R  
RWY 14R/32L DEPARTURE



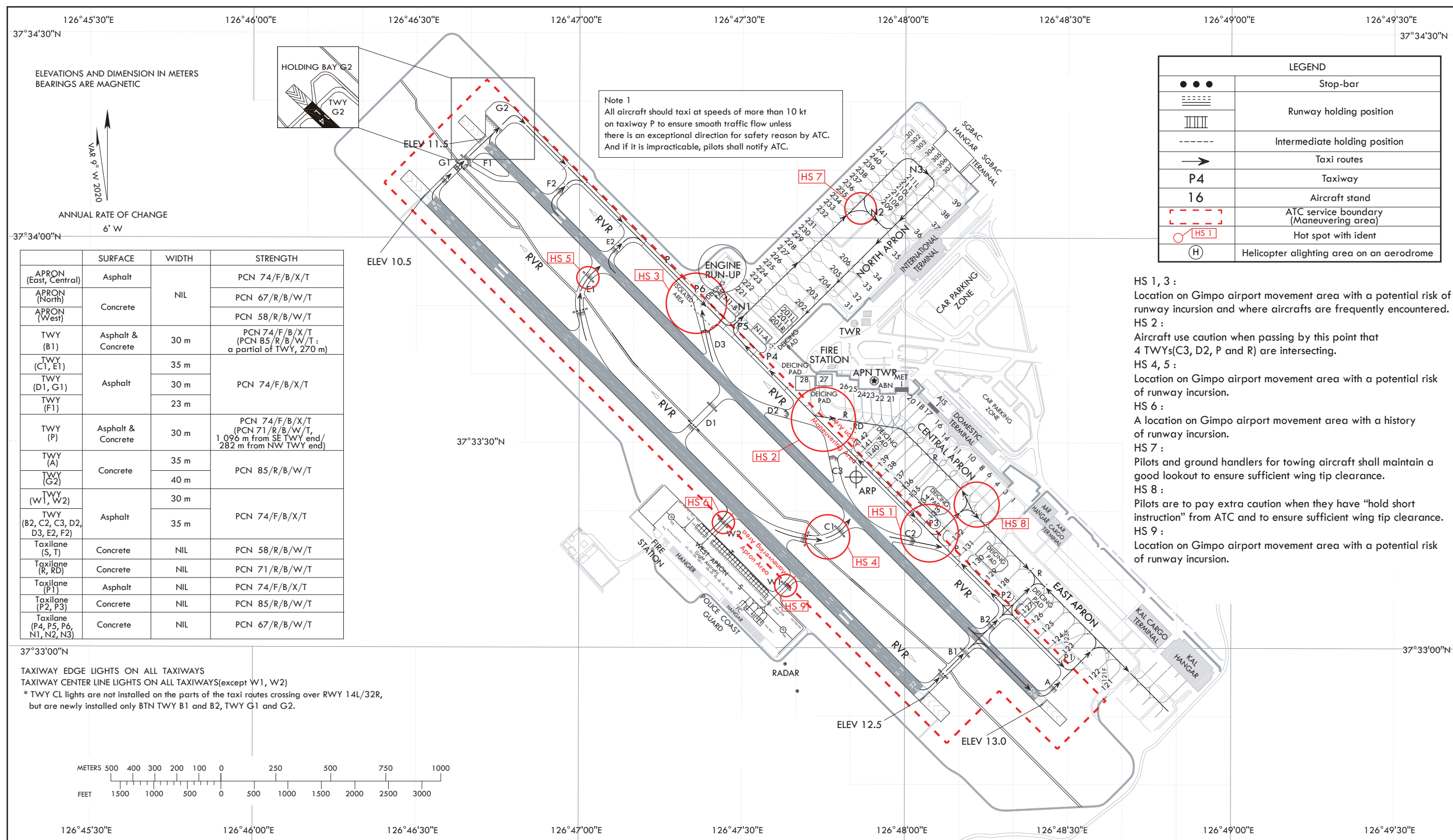
Change : Information of ACFT stands NR. 23~26.

## AERODROME GROUND MOVEMENT CHART - ICAO

CENTRAL APRON ELEV **16 m**  
THE OTHER APRON ELEV **13 m**

TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

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



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

OFFICE OF CIVIL AVIATION

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

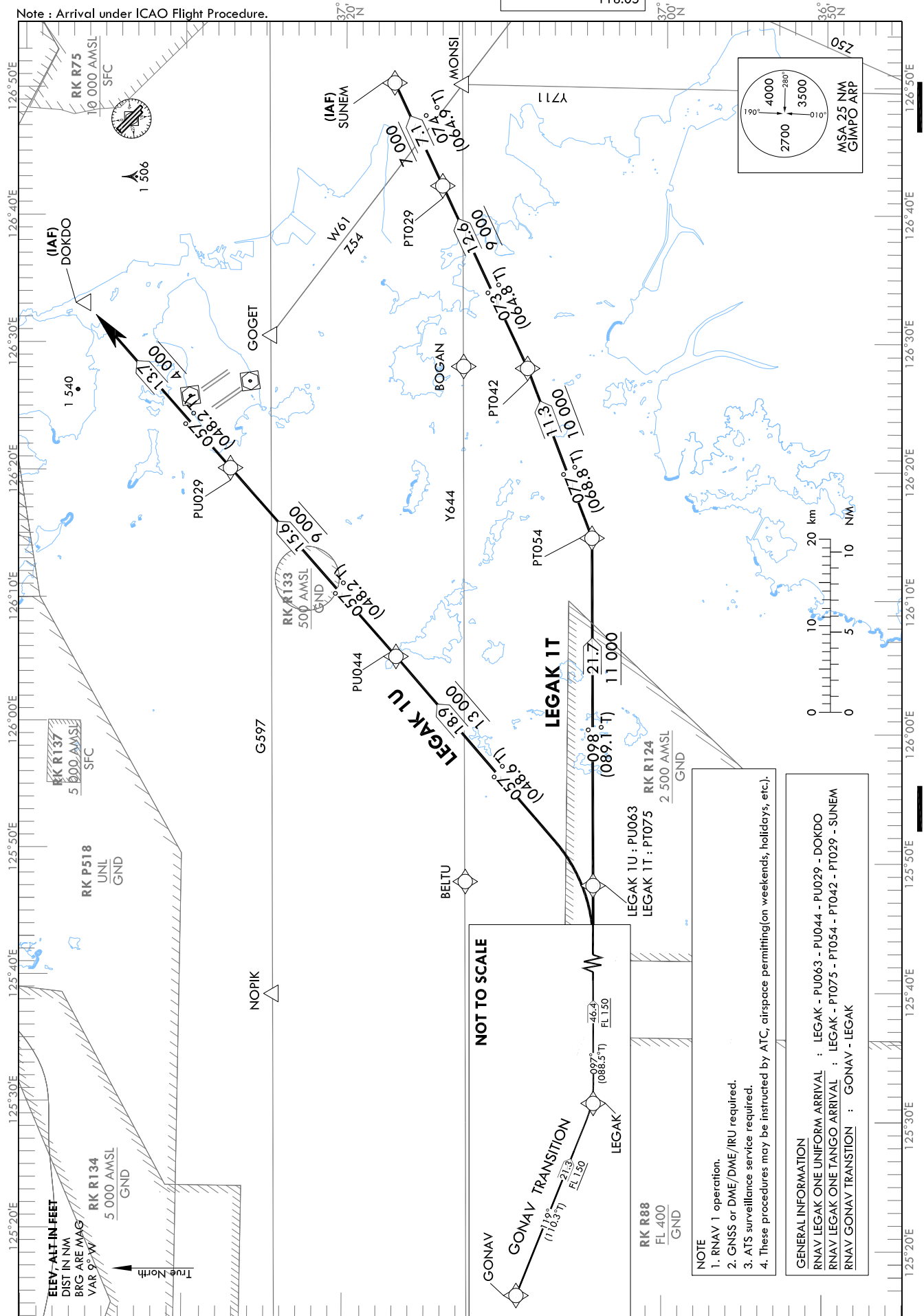
STANDARD ARRIVAL CHART  
INSTRUMENT (STAR) - ICAO

TRANSITION ALT 14 000  
TRANSITION LVL FL 140

SEOUL APP 119.75  
119.1  
GIMPO TWR 118.1  
118.05

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

Note : Arrival under ICAO Flight Procedure.



Change : Information of WPT name(PT022 → SUNEM).

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

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	IF	LEGAK	-	-	-	-	+FL 150	-	37°03'21.0"N 124°49'51.1"E	-	RNAV 1	-
002	TF	PU063	-	097 (088.5)	46.4	-	+FL 150	-	37°04'17.6"N 125°47'50.3"E	-	RNAV 1	-
003	TF	PU044	-	057 (048.6)	18.9	-	+13 000	-	37°16'44.9"N 126°05'33.1"E	-	RNAV 1	-
004	TF	PU029	-	057 (048.2)	15.6	-	+9 000	-	37°27'10.1"N 126°20'12.3"E	-	RNAV 1	-
005	TF	DOKDO	-	057 (048.4)	13.7	-	+4 000	-	37°36'17.1"N 126°33'07.1"E	-	RNAV 1	IAF

## RNAV LEGAK 1T

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	IF	LEGAK	-	-	-	-	+FL 150	-	37°03'21.0"N 124°49'51.1"E	-	RNAV 1	-
002	TF	PT075	-	097 (088.5)	46.4	-	+FL 150	-	37°04'17.6"N 125°47'50.3"E	-	RNAV 1	-
003	TF	PT054	-	098 (089.1)	21.7	-	+11 000	-	37°04'34.8"N 126°14'54.2"E	-	RNAV 1	-
004	TF	PT042	-	077 (068.8)	11.3	-	+10 000	-	37°08'40.3"N 126°28'06.7"E	-	RNAV 1	-
005	TF	PT029	-	073 (064.8)	12.6	-	+9 000	-	37°14'00.7"N 126°42'19.8"E	-	RNAV 1	-
006	TF	SUNEM	-	074 (064.9)	7.1	-	+7 000	-	37°17'00.6"N 126°50'21.9"E	-	RNAV 1	IAF

## RNAV GONAV TRANSITION

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	IF	GONAV	-	-	-	-	-	-	37°10'48.4"N 124°24'52.6"E	-	RNAV 1	-
002	TF	LEGAK	-	119 (110.3)	21.3	-	+FL 150	-	37°03'21.0"N 124°49'51.1"E	-	RNAV 1	-

Change : Information of WPT name(PT022 → SUNEM).

**INSTRUMENT  
APPROACH  
CHART - ICAO**

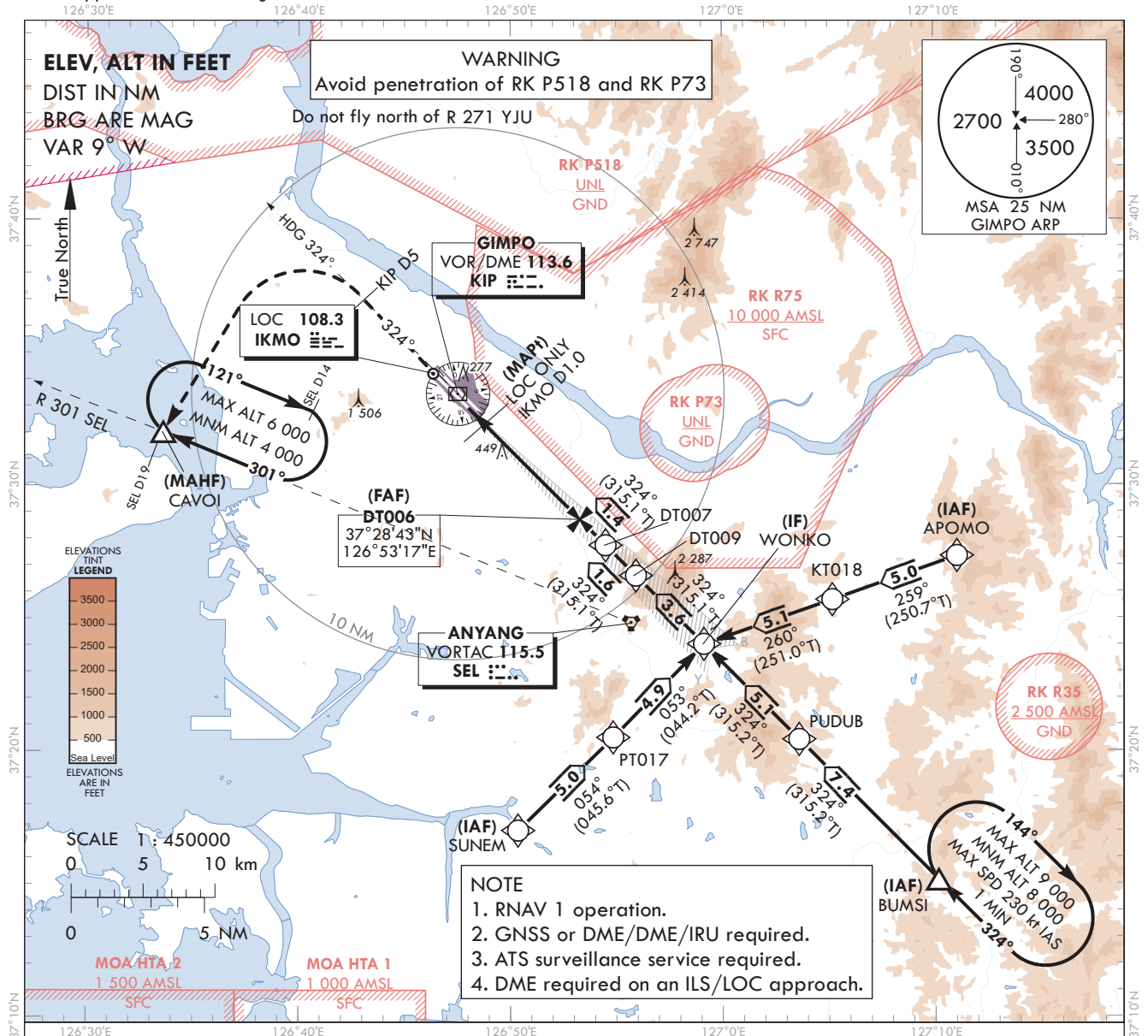
**AERODROME ELEV 59 ft**  
HEIGHTS RELATED TO  
THR RWY 32L - ELEV 41 ft

SEOUL APP 119.75  
119.1  
GIMPO TWR 118.1  
118.05

**SEOUL/Gimpo Intl(RKSS)**

**ILS or LOC RWY 32L**

Note : Approach under ICAO Flight Procedures.

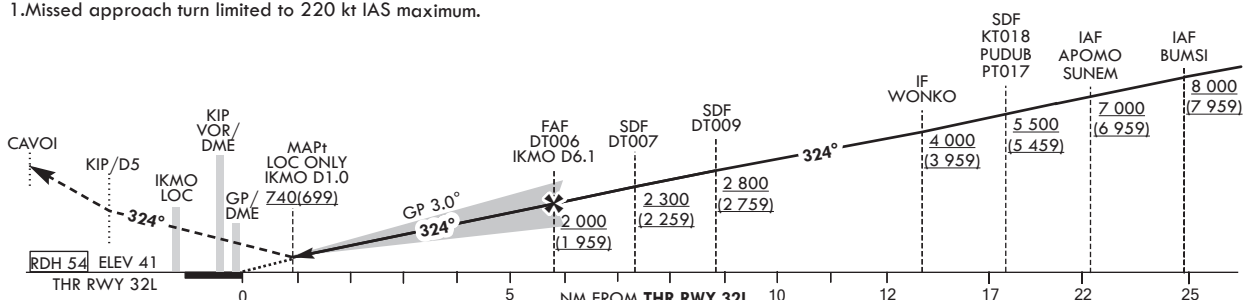


RECOMMENDED PROFILE	DME IKMO	6	5	4	3
Final Approach Gradient 5.24%, 318 ft/NM	ALT(HGT)	1 969 (1 926)	1 655 (1 614)	1 328 (1 287)	1 004 (963)

TRANSITION ALT 14 000  
TRANSITION LVL FL 140

**NOTE**

1. Missed approach turn limited to 220 kt IAS maximum.



CATEGORY	DA(DH)/MDA(MDH)	A	B	C	D
Straight-in	CAT-I	FULL	RVR 550 m, VIS 800 m		
			1 200 m		
	LOC	FULL	2 500 m		
			3 200 m		

**MISSED APPROACH**

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 → SUNEM, KT023 → APOMO).

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

## AERONAUTICAL DATA TABULATION

ILS/LOC Approach to RWY 32L from APOMO(IAF) to WONKO(IF)		
Fix / Point		Coordinates
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/LOC Approach to RWY 32L from BUMSI to WONKO(IF)		
Fix / Point		Coordinates
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/LOC Approach to RWY 32L from SUNEM(IAF) to WONKO(IF)		
Fix / Point		Coordinates
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 MAHF		
Fix / Point		Coordinates
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

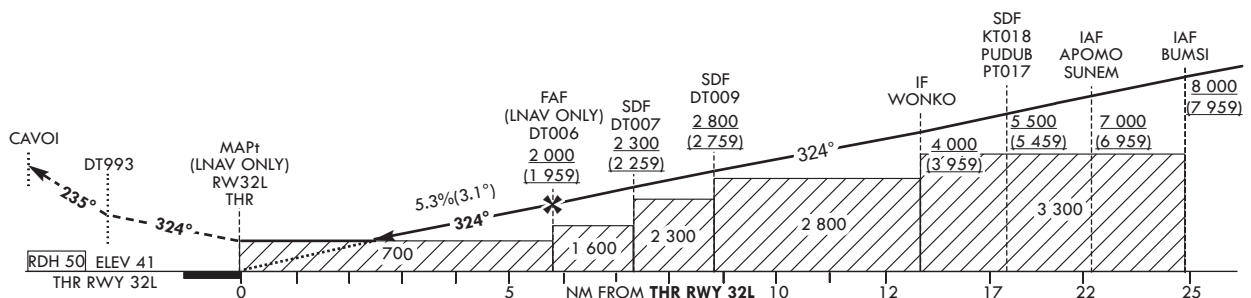
Change : Information of WPT name(PT022 → SUNEM, KT023 → APOMO).

**RNP RWY 32L**

126°30'E



TRANSITION ALT 14 000  
TRANSITION LVL FL 140



CATEGORY			MDA(H)/DA(H)	A	B	C	D		Knots	60	90	120	150	180
STA	LNAV	FULL	700 (659)	2 300 m			Rate of descent	V/V fpm	325	487	649	812	974	
		ALS INOP		3 000 m										
	LNAV/VNAV	FULL	610 (569)	1 900 m			* Timing Not authorized for defining MAPt. * Circling Not authorized.							
		ALS INOP		2 600 m										

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

SEOUL/Gimpo Intl(RKSS)  
RNP RWY 32L

## AERONAUTICAL DATA TABULATION

## Instrument Approach Procedure Coding Tables

RNP RWY 32L - via APOMO to WONKO(IF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	APOMO	-	-	-	-	+7 000	-	37°27'20.9"N 127°11'04.4"E	-	RNP APCH	IAF
002	TF	KT018	-	259 (250.7)	5.0	-	+5 500	-	37°25'41.9"N 127°05'11.1"E	-	RNP APCH	SDF
003	TF	WONKO	-	260 (251.0)	5.1	-	+4 000	-	37°24'02.0"N 126°59'08.0"E	-	RNP APCH	IF

RNP RWY 32L - via BUMSI to WONKO(IF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	BUMSI	-	-	-	-	+8 000	-	37°15'10.2"N 127°10'09.6"E	-	RNP APCH	IAF
002	TF	PUDUB	-	324 (315.2)	7.4	-	+5 500	-	37°20'26.5"N 127°03'36.6"E	-	RNP APCH	SDF
003	TF	WONKO	-	324 (315.2)	5.1	-	+4 000	-	37°24'02.0"N 126°59'08.0"E	-	RNP APCH	IF

RNP RWY 32L - via SUNEM to WONKO(IF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	SUNEM	-	-	-	-	+7 000	-	37°17'00.6"N 126°50'21.9"E	-	RNP APCH	IAF
002	TF	PT017	-	054 (045.6)	5.0	-	+5 500	-	37°20'30.7"N 126°54'50.7"E	-	RNP APCH	SDF
003	TF	WONKO	-	053 (044.2)	4.9	-	+4 000	-	37°24'02.0"N 126°59'08.0"E	-	RNP APCH	IF

RNP RWY 32L - via WONKO(IF) to MAHF

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
003	TF	WONKO	-	-	-	-	+4 000	-	37°24'02.0"N 126°59'08.0"E	-	RNP APCH	IF
004	TF	DT009	-	324 (315.1)	3.6	-	+2 800	-	37°26'36.1"N 126°55'55.6"E	-	RNP APCH	SDF
005	TF	DT007	-	324 (315.1)	1.6	-	+2 300	-	37°27'44.9"N 126°54'29.5"E	-	RNP APCH	SDF
006	TF	DT006	-	324 (315.1)	1.4	-	+2 000	-	37°28'42.9"N 126°53'17.0"E	-	RNP APCH	FAF
007	TF	RW32L	Y	324 (315.1)	5.9	-	+700	-	37°32'52.83"N 126°48'03.71"E	-3.06/50	RNP APCH	MAPt
008	TF	DT993	-	324 (315.9)	7.3	-	-	-	37°38'07.5"N 126°41'39.6"E	-	RNP APCH	-
009	TF	CAVOI	Y	235 (226.5)	8.8	-	+4 000	-	37°32'02.0"N 126°33'37.0"E	-	RNP APCH	-

## HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Time (min)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
RNP RWY 32L	HM	BUMSI	Y	324 (315.2)	1	R	-9 000 +8 000	-230	37°15'10.2"N 127°10'09.6"E	-	RNAV 1	-
	HM	CAVOI	Y	301 (292.2)	1	R	-6 000 +4 000	-	37°32'02.0"N 126°33'37.0"E	-	RNAV 1	-

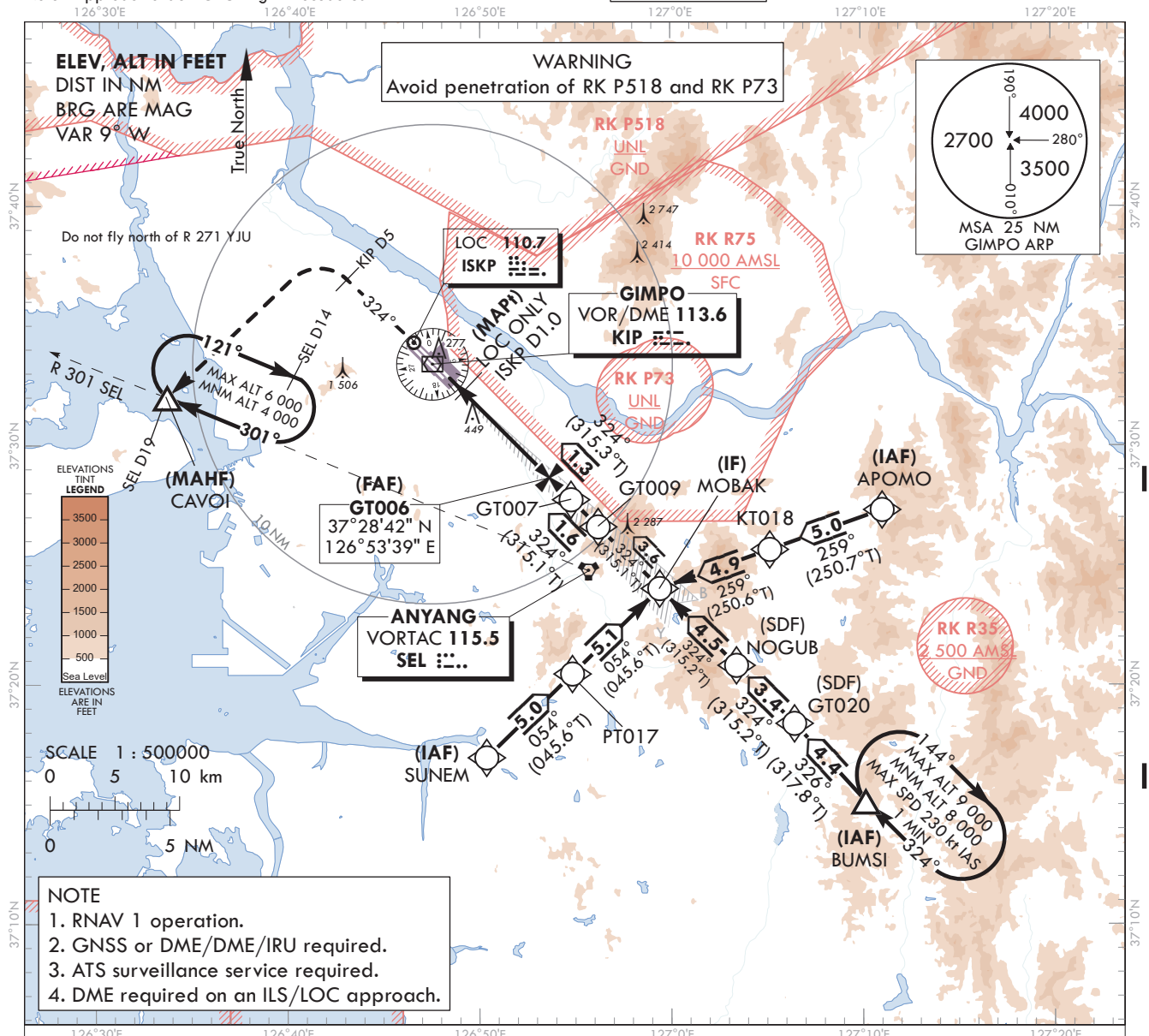
Change : Information of WPT name(PT022 → SUNEM, KT023 → APOMO).

INSTRUMENT  
APPROACH  
CHART - ICAOAERODROME ELEV 59 ft  
HEIGHTS RELATED TO  
THR RWY 32R - ELEV 42 ftSEOUL APP 119.75  
119.1  
GIMPO TWR 118.1  
118.05

SEOUL/Gimpo Intl(RKSS)

ILS or LOC RWY 32R

Note : Approach under ICAO Flight Procedures.

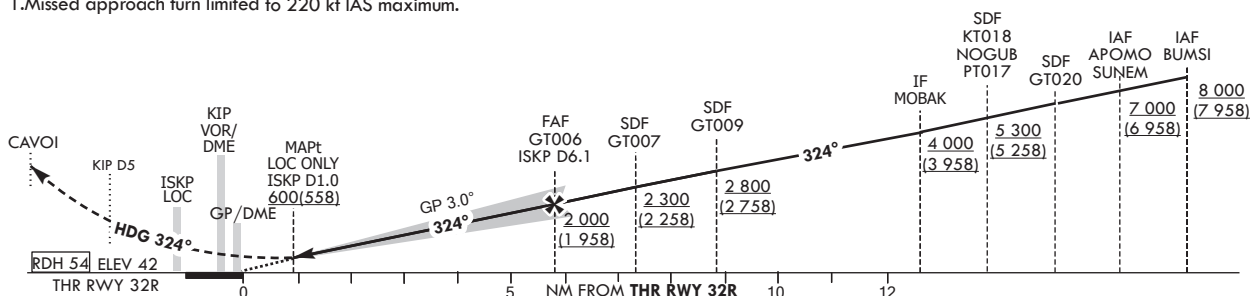


RECOMMENDED PROFILE	DME ISKP	6	5	4	3	2
Final Approach Gradient 5.24%, 318 ft/NM	ALT(HGT)	1 968 (1 926)	1 656 (1 614)	1 330 (1 288)	1 005 (963)	682 (640)

TRANSITION ALT 14 000  
TRANSITION LVL FL 140

## NOTE

1. Missed approach turn limited to 220 kt IAS maximum.



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I	FULL	242 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	600 (558)	1 800 m			
		ALS INOP		2 500 m			

## MISSED APPROACH

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 → SUNEM, KT023 → APOMO).

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

## AERONAUTICAL DATA TABULATION

ILS/LOC Approach to RWY 32R from APOMO(IAF) to MOBAK(IF)		
Fix / Point		Coordinates
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 BUMSI to MOBAK(IF)		
Fix / Point		Coordinates
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/LOC Approach to RWY 32R from SUNEM(IAF) to MOBAK(IF)		
Fix / Point		Coordinates
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/LOC Approach to RWY 32R from MOBAK(IF) to MAHF		
Fix / Point		Coordinates
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 → SUNEM, KT023 → APOMO).

**INSTRUMENT  
APPROACH  
CHART-ICAO**

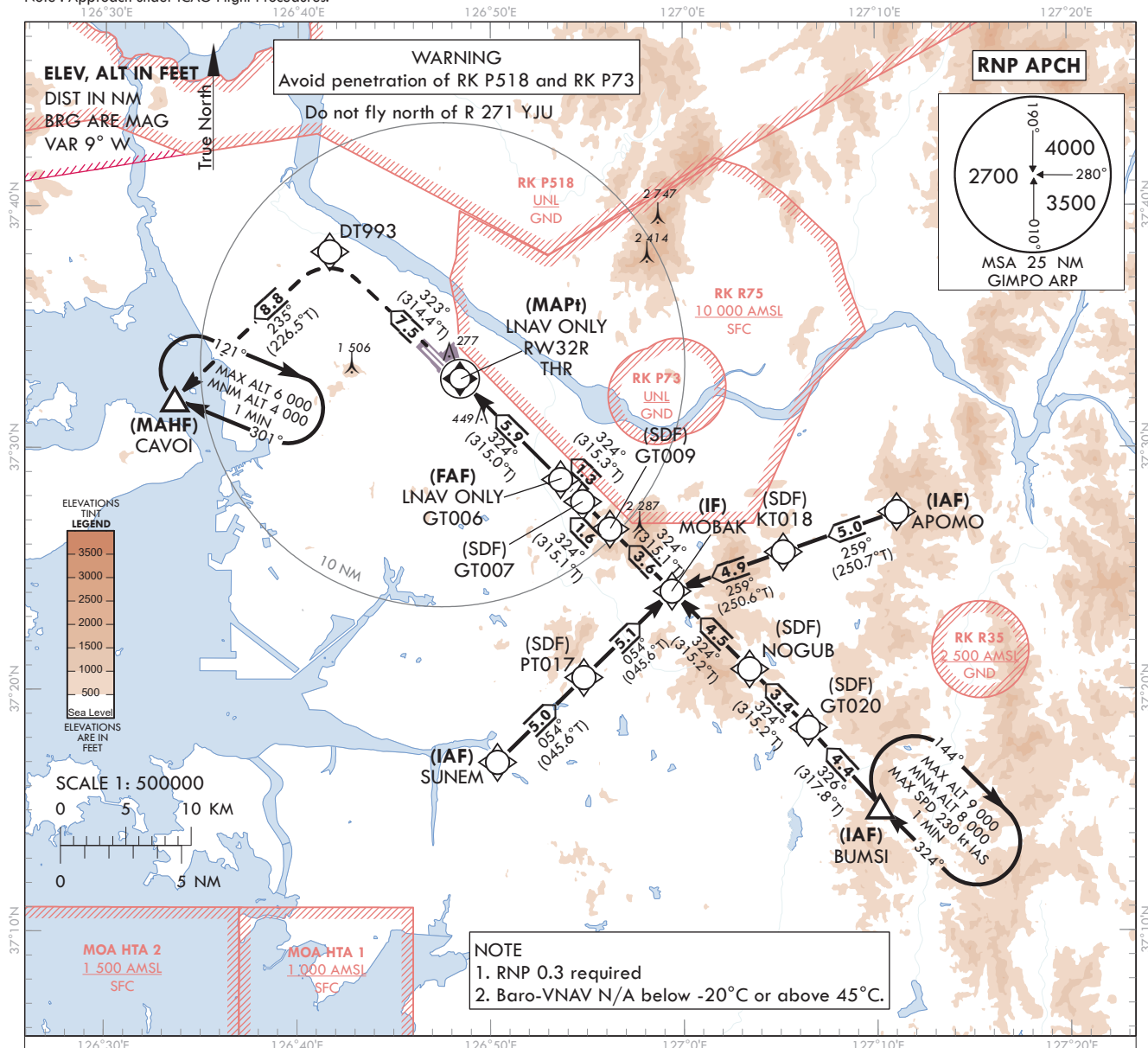
**AERODROME ELEV 59 ft**  
HEIGHTS RELATED TO  
THR RWY 32R - ELEV 42 ft

SEOUL APP 119.75  
119.1  
GIMPO TWR 118.1  
118.05

**SEOUL/Gimpo Intl(RKSS)**

**RNP RWY 32R**

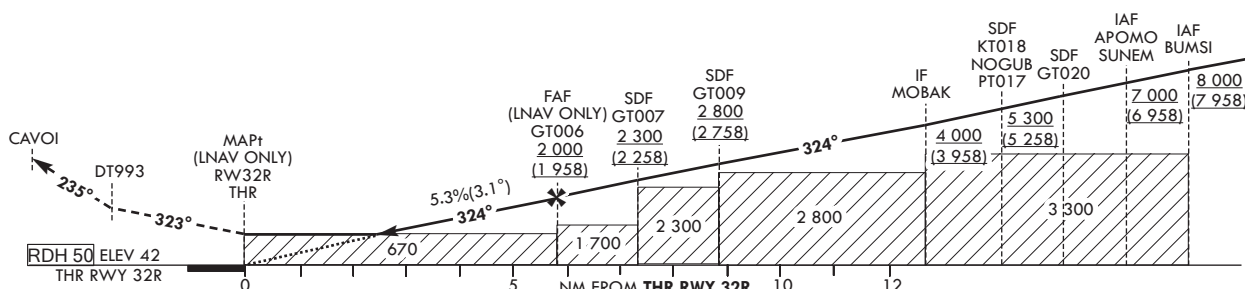
Note : Approach under ICAO Flight Procedures.



**MISSED APPROACH**

Climb to 4 000 ft. Track to DT993 and CAVOI.  
Hold as published.

TRANSITION ALT 14 000  
TRANSITION LVL FL 140



CATEGORY			MDA(H)/ DA(H)	A	B	C	D		Knots	60	90	120	150	180
STA	LNAV	FULL	670	2 200 m				Rate of descent	V/V fpm	325	487	649	812	974
		ALS INOP	(628)	2 900 m										
	LNAV/VNAV	FULL	600	1 800 m				*Timing Not authorized for defining MAPt. *Circling Not authorized.						
		ALS INOP	(558)	2 500 m										

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

SEOUL/Gimpo Intl(RKSS)  
RNP RWY 32R

## AERONAUTICAL DATA TABULATION

## Instrument Approach Procedure Coding Tables

## RNP RWY 32R - via APOMO to MOBAK(IF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	IF	APOMO	-	-	-	-	+7 000	-	37°27'20.9"N 127°11'04.4"E	-	RNP APCH	IAF
002	TF	KT018	-	259 (250.7)	5.0	-	+5 300	-	37°25'41.9"N 127°05'11.1"E	-	RNP APCH	SDF
003	TF	MOBAK	-	259 (250.6)	4.9	-	+4 000	-	37°24'04.7"N 126°59'25.2"E	-	RNP APCH	IF

## RNP RWY 32R - via BUMSI to MOBAK(IF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	IF	BUMSI	-	-	-	-	+8 000	-	37°15'10.2"N 127°10'09.6"E	-	RNP APCH	IAF
002	TF	GT020	-	326 (317.8)	4.4	-	-	-	37°18'25.8"N 127°06'27.1"E	-	RNP APCH	SDF
003	TF	NOGUB	-	324 (315.2)	3.4	-	+5 300	-	37°20'51.6"N 127°03'25.8"E	-	RNP APCH	SDF
004	TF	MOBAK	-	326 (317.4)	4.9	-	+4 000	-	37°24'04.7"N 126°59'25.2"E	-	RNP APCH	IF

## RNP RWY 32R - via SUNEM to MOBAK(IF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	IF	SUNEM	-	-	-	-	+7 000	-	37°17'00.6"N 126°50'21.9"E	-	RNP APCH	IAF
002	TF	PT017	-	054 (045.6)	5.0	-	+5 300	-	37°20'30.7"N 126°54'50.7"E	-	RNP APCH	SDF
003	TF	MOBAK	-	054 (045.6)	5.1	-	+4 000	-	37°24'04.7"N 126°59'25.2"E	-	RNP APCH	IF

## RNP RWY 32R - via MOBAK(IF) to MAHF

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
003	TF	MOBAK	-	-	-	-	+4 000	-	37°24'04.7"N 126°59'25.2"E	-	RNP APCH	IF
004	TF	GT009	-	324 (315.1)	3.6	-	+2 800	-	37°26'39.3"N 126°56'12.2"E	-	RNP APCH	SDF
005	TF	GT007	-	324 (315.1)	1.6	-	+2 300	-	37°27'47.4"N 126°54'47.0"E	-	RNP APCH	SDF
006	TF	GT006	-	324 (315.3)	1.3	-	+2 000	-	37°28'42.2"N 126°53'38.9"E	-	RNP APCH	FAF
007	TF	RW32R	Y	324 (315.0)	5.9	-	+670	-	37°32'51.89"N 126°48'25.58"E	-3.06/50	RNP APCH	MAPt
008	TF	DT993	-	323 (314.4)	7.5	-	-	-	37°38'07.5"N 126°41'39.6"E	-	RNP APCH	-
009	TF	CAVOI	Y	235 (226.5)	8.8	-	+4 000	-	37°32'02.0"N 126°33'37.0"E	-	RNP APCH	-

## HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Time (min)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
RNP RWY 32R	HM	BUMSI	Y	324 (315.2)	1	R	-9 000 +8 000	-230	37°15'10.2"N 127°10'09.6"E	-	RNAV 1	-
	HM	CAVOI	Y	301 (292.2)	1	R	-6 000 +4 000	-	37°32'02.0"N 126°33'37.0"E	-	RNAV 1	-

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

**RKPC AD 2.23 ADDITIONAL INFORMATION**

1. 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 outside the airport and elimination of feeding habitat are carried out.
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 UTC
  - b. ARS telephone number : +82-64-797-2676
  - c. Telephone service is reference only, For flight operation, use ATIS on the FREQ.
    - 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 .....	RKPC AD CHART 2-6
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 .....	RKPC AD CHART 2-9
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 .....	RKPC AD CHART 2-12
SID - ICAO - RWY 07 - IPDAS 4K, MAKET 4K, TAMNA 2K, CJU 4K .....	RKPC AD CHART 2-13
SID - ICAO - RWY 25 - RNAV KAMIT 1W, RNAV IPDAS 1W, RNAV AKPON 1W, RNAV TAMNA 3W, RNAV PANSI 2W, RNAV LIMDI 1W .....	RKPC AD CHART 2-14
SID - ICAO - RWY 25 - CJU 3L, IPDAS 1L .....	RKPC AD CHART 2-15
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 .....	RKPC AD CHART 2-17
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
STAR - ICAO - RWY 25 - RNAV DOTOL 2T, RNAV UPGOS 1T, RNAV TAMNA 2T, 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 → RNP Y) and Establishment of IAC(RNP Z(AR) for RWY 07).

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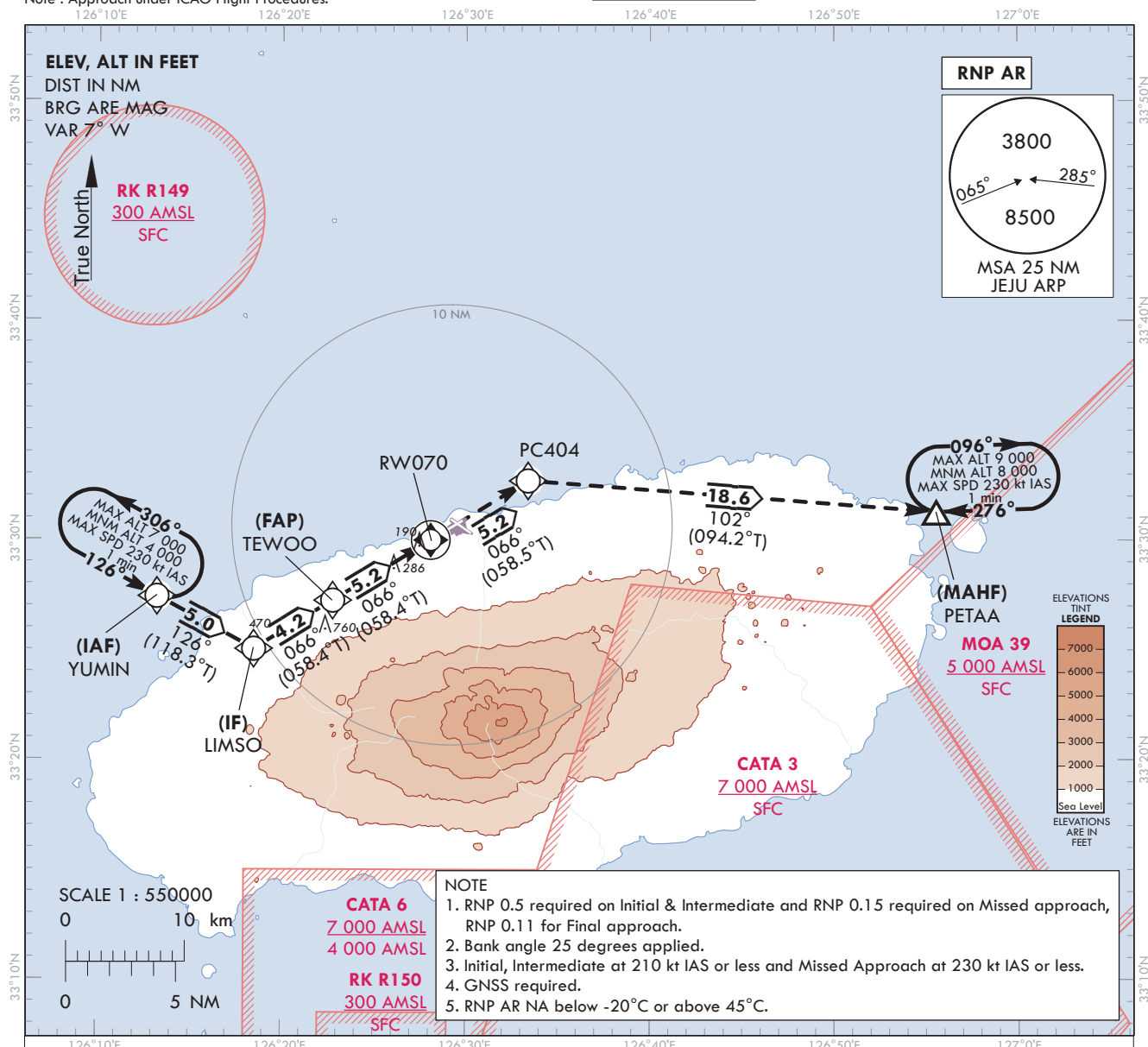
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INSTRUMENT  
APPROACH  
CHART - ICAOAERODROME ELEV 119 ft  
HEIGHTS RELATED TO  
THR RWY 07 - ELEV 87 ftJEJU APP 121.2  
124.05  
JEJU TWR 118.2  
118.55

JEJU/Jeju Intl(RKPC)

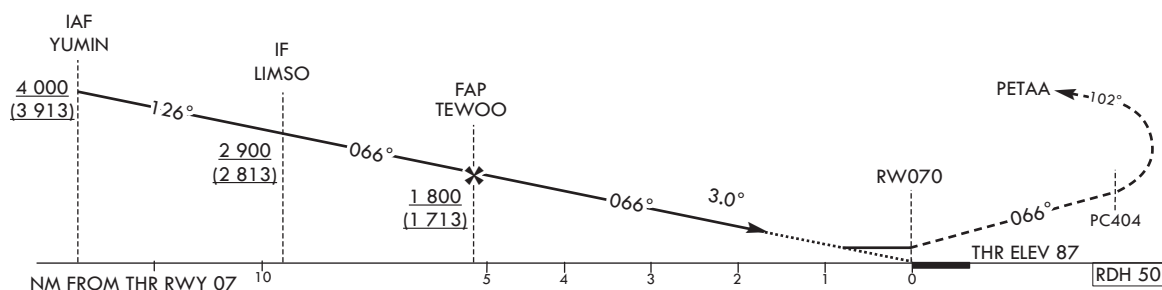
RNP Z RWY 07(AR)

Note : Approach under ICAO Flight Procedures.

TRANSITION ALT 14 000  
TRANSITION LVL FL 140

## MISSED APPROACH

Climb to 8 000 ft on track of 066° to PC404, then RIGHT turn on track of 102° to PETAA.



									Knots	60	90	120	150	180
CATEGORY			DA(H)/MDA(H)	A	B	C	D	Rate of descent	V/V fpm	319	478	637	796	956
STA	RNP 0.11	FULL	360 (273)	RVR 600 m, VIS 800 m					* Timing Not authorized for defining MAPt. * Circling Not authorized.					
		ALS INOP		1 300 m										

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

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

## AERONAUTICAL DATA TABULATION

## Instrument Approach Procedure Coding Tables

## RNP Z RWY 07(AR)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	YUMIN	-	-	-	-	+4 000	-210	33°27'25.7"N 126°13'15.5"E	-	RNP 0.5	IAF
002	TF	LMSO	-	126(118.3)	5.0	-	+2 900	-210	33°25'03.0"N 126°18'31.0"E	-	RNP 0.5	IF
003	TF	TEWOO	-	066(058.4)	4.2	-	+1 800	-	33°27'15.3"N 126°22'47.5"E	-	RNP 0.11	FAP
004	TF	RW070	Y	066(058.4)	5.2	-	-	-	33°29'59.57"N 126°28'06.50"E	-3.00/50	RNP 0.11	-
005	TF	PC404	-	066(058.5)	5.2	-	-	-	33°32'42.3"N 126°33'23.4"E	-	RNP 0.15	-
006	TF	PETAA	Y	102(094.2)	18.6	-	-	-	33°31'18.0"N 126°55'34.0"E	-	RNP 0.15	-
007	HM	PETAA	Y	276(268.2)	-	R	-9 000 +8 000	-230	33°31'18.0"N 126°55'34.0"E	-	RNP 0.15	1 min (Outbound timing)

## HOLDING PROCEDURE

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

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

INSTRUMENT  
APPROACH  
CHART - ICAO

AERODROME ELEV 119 ft  
HEIGHTS RELATED TO  
THR RWY 07 - ELEV 87 ft

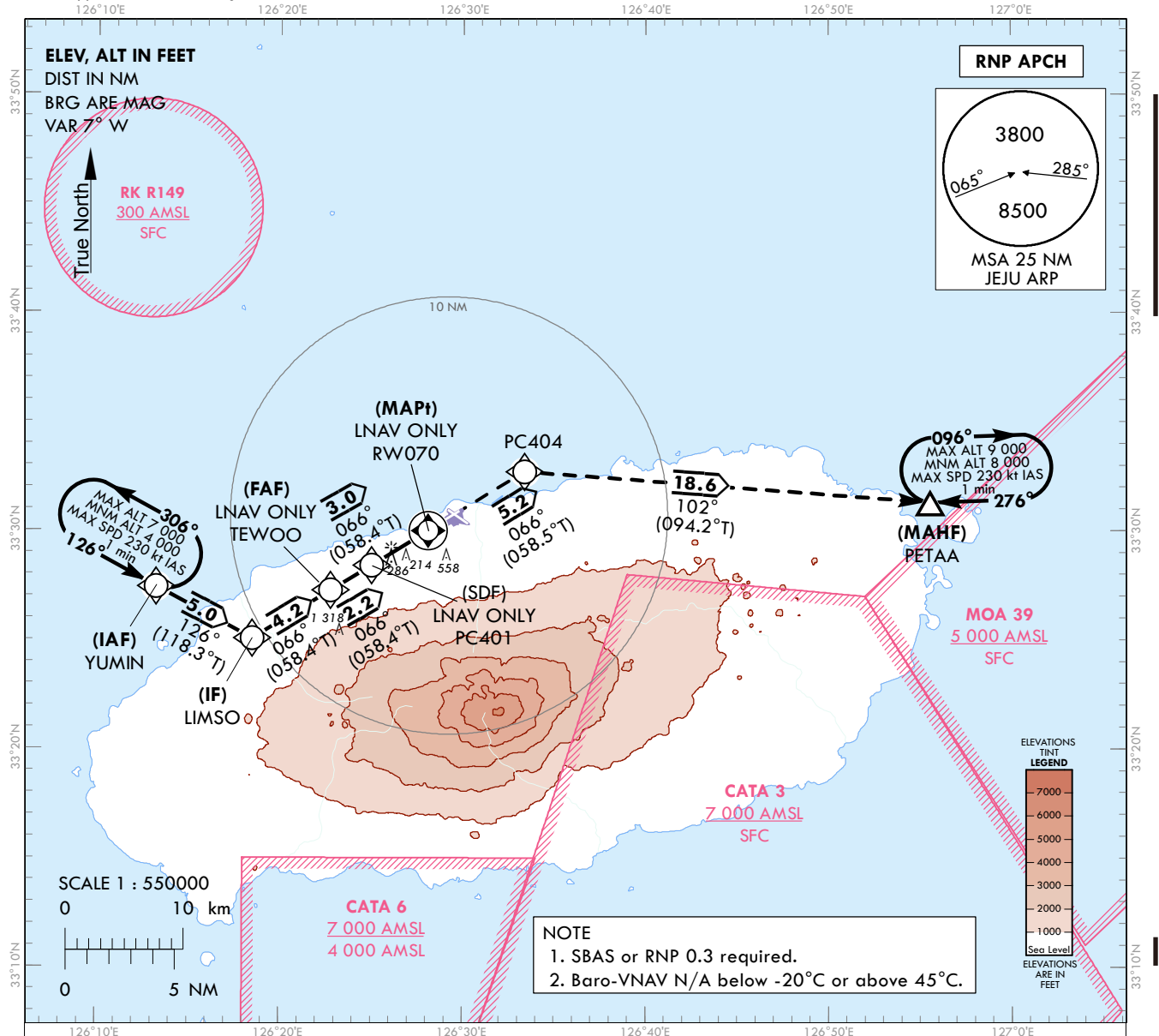
JEJU APP 121.2  
JEJU TWR 118.2  
118.55

KASS  
CH52013  
K07A  
RDH : 50

JEJU/Jeju Intl(RKPC)

RNP Y RWY 07

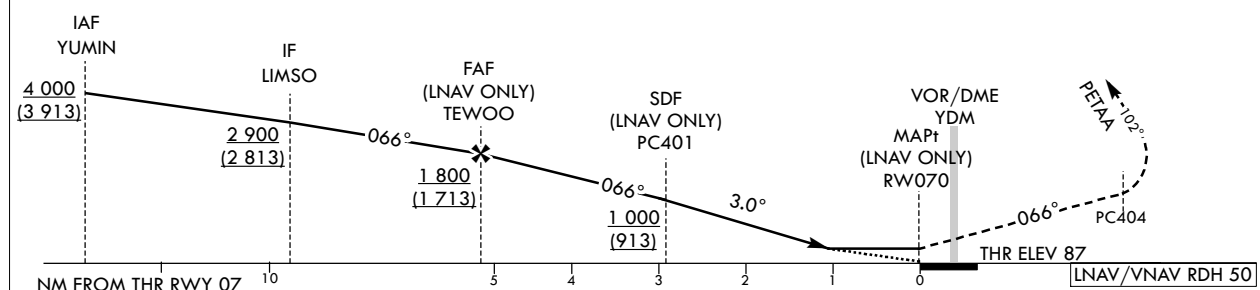
Note : Approach under ICAO Flight Procedures.



TRANSITION ALT 14 000  
TRANSITION LVL FL 140

**MISSED APPROACH**

Climb to 8 000 ft on track of 066° to PC404, then RIGHT turn on track of 102° to PETAA and Hold at 8 000 ft.



CATEGORY		DA(H)/MDA(H)	A	B	C	D
STA	LPV	FULL	430	900 m		
		ALS INOP	(343)	1 600 m		
	LNNAV/VNAV	FULL	560	1 500 m		
		ALS INOP	(473)	2 200 m		
	LNNAV	FULL	640	1 800 m		
		ALS INOP	(553)	2 500 m		

		Knots	60	90	120	150	180
Rate of descent	V/V fpm	318	478	637	796	955	
	* Timing Not authorized for defining MAPt. * Circling Not authorized.						

Change : Information of procedure name(RNP → RNP Y), NOTE 1 and Establishment of RK R149, SBAS procedure.

JEJU/Jeju Intl(RKPC)  
RNP Y RWY 07

## AERONAUTICAL DATA TABULATION

## Instrument Approach Procedure Coding Tables

## RNP Y RWY 07

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	IF	YUMIN	-	-	-	-	+4 000	-	33°27'25.7"N 126°13'15.5"E	-	RNP APCH	IAF
002	TF	LMSO	-	126(118.3)	5.0	-	+2 900	-	33°25'03.0"N 126°18'31.0"E	-	RNP APCH	IF
003	TF	TEWOO	-	066(058.4)	4.2	-	+1 800	-	33°27'15.3"N 126°22'47.5"E	-	RNP APCH	FAF
004	TF	PC401	-	066(058.4)	2.2	-	+1 000	-	33°28'24.5"N 126°25'01.8"E	-	RNP APCH	SDF
005	TF	RW070	Y	066(058.4)	3.0	-	+640	-	33°29'59.6"N 126°28'06.5"E	-3.00/50	RNP APCH	MAPt
006	TF	PC404	-	066(058.5)	5.2	-	-	-	33°32'42.3"N 126°33'23.4"E	-	RNP APCH	-
007	TF	PETAA	Y	102(094.2)	18.6	-	-	-	33°31'18.0"N 126°55'34.0"E	-	RNP APCH	-
008	HM	PETAA	Y	276(268.2)	-	R	-9 000 +8 000	-230	33°31'18.0"N 126°55'34.0"E	-	RNP APCH	1 min (Outbound timing)

## HOLDING PROCEDURE

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

Change : Information of procedure name(RNP → RNP Y).

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	0 (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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