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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 9/24

22 AUG 2024

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 Enroute

a) Information of title(ENR 3.1), index number(ENR 3.3 → ENR 3.2) and Withdrawal of ENR 3.3.
b) Information of Enroute chart.

1.2 Incheon INTL Airport

a) Establishment of OBST NR. 194~196.

1.3 Gimpo INTL Airport

a) Information of helicopter landing area and MEHT(23.5 → 22.0, 23.5 → 20.0, 23.5 → 21.0).
b) Amended phrase for ACFT type of ACFT stands.
c) Information of intermediate holding position for TWYs A, B2, E2, F2.

1.4 Jeju INTL Airport

a) Withdrawal of instrument approach chart(ILS Z/Y or LOC Z/Y for RWY 07).
b) Information of chart NR, road and remarks for RW070 and PC404.
c) Information of radial and distance(LR 057/D18 → LR 058/D16, R 045 → R 046, LR 071 → LR 072, R 095 → R 096).

1.5 Yangyang INTL Airport

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

1.6 Ulsan Airport

a) Information of ABN characteristics(2~3 SEC → 2 SEC).

1.7 Seoul Airport

a) Amended phrases for AD CAT for fire fighting.
b) Information of OBST type(mountain → natural high point), RK P73 and RK R75.

1.8 Uljin Airport

a) Information of VFR procedures for arrival.

2. PAGE CONTROL

2.1 Replace the old sheets with new one as follows;

OLD (Pages to be removed)	NEW (Pages to be inserted)	
VOL I, Part I - GEN (General)	**VOL I, Part I - GEN (General)**	
GEN 0.3-1(25 JUL 24) / 0.3-2(25 JUL 24)	GEN 0.3-1 / 0.3-2	22 AUG 24
GEN 0.4-1(25 JUL 24) / 0.4-2(25 JUL 24)	GEN 0.4-1 / 0.4-2	22 AUG 24
GEN 0.4-3(25 JUL 24) / 0.4-4(25 JUL 24)	GEN 0.4-3 / 0.4-4	22 AUG 24
GEN 0.4-5(25 JUL 24) / 0.4-6(25 JUL 24)	GEN 0.4-5 / 0.4-6	22 AUG 24
GEN 0.4-7(25 JUL 24) / 0.4-8(25 JUL 24)	GEN 0.4-7 / 0.4-8	22 AUG 24
GEN 0.4-9(25 JUL 24) / 0.4-10(25 JUL 24)	GEN 0.4-9 / 0.4-10	22 AUG 24

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GEN 0.3 RECORD OF AIP SUPPLEMENT

1. Current AIP Supplement

NR/Year	Subject	AIP Section(s) affected	Period of validity (From/To)	Cancellation record
23/10	Requirement for Overflight Permission	GEN	-	
34/22	Incheon AP - Temporary Obstacle Erected	AD	14 DEC 22 / 31 OCT 24	
2/23	Incheon AP - Temporary Obstacle Erected	AD	8 FEB 23 / 31 DEC 25	
8/23	Gimpo AP - Temporary Obstacles Erected	AD	31 MAY 23 / 30 SEP 25	
9/23	Ulsan AP - Temporary Obstacles Erected	AD	19 MAY 23 / 31 AUG 24	
11/23	ENR - Temporary Drone Special Areas Established	ENR	30 JUN 23 / 30 JUN 25	
12/23	Incheon AP - Temporary Obstacles Erected	AD	26 JUL 23 / 31 DEC 24	
17/23	Incheon AP - Temporary Obstacles Erected	AD	18 OCT 23 / 31 AUG 24	
18/23	Gimpo AP - Temporary Obstacles Erected	AD	18 OCT 23 / 30 NOV 24	
21/23	Incheon AP, Gimpo AP - Trial Operation of Re-categorization(RECAT) Wake Turbulence Separation Minima within Seoul TMA	AD	15 DEC 21 / 14 DEC 24	
9/24	Incheon AP - Temporary Obstacle Erected	AD	7 FEB 24 / 31 OCT 25	
10/24	Gimpo AP - Temporary Obstacle Erected	AD	29 FEB 24 / 30 SEP 24	
12/24	Gimpo AP - Temporary Obstacles Erected	AD	7 MAR 24 / 31 JAN 25	
17/24	Gimpo AP - Temporary Obstacles Erected	AD	3 APR 24 / 31 DEC 25	
19/24	Gimpo AP - Temporary Obstacles Erected	AD	2 MAY 24 / 30 JUL 25	
23/24	ENR - Temporary Restricted Areas Established	ENR	31 DEC 23 / 31 DEC 24	
26/24	Incheon AP - Incheon INTL Airport End of VDGS Service for Concourse	AD	30 MAY 24 / 31 DEC 25	
27/24	Gimpo AP - Temporary Obstacles Erected	AD	31 MAY 24 / 31 AUG 26	
30/24	Yeosu AP - Unserviceability of Yeosu Radar	AD	14 JUL 24 / 31 DEC 24	
31/24	Ulsan AP - Unserviceability of Ulsan Radar	AD	2 JUL 23 / 30 SEP 24	
37/24	Incheon AP - Operational Restriction of Cargo Apron 1	AD	20 AUG 24 / 30 DEC 24	
39/24	Incheon AP - Incheon INTL Airport A-CDM Trial Operation for Phase 2	AD	29 JUN 22 / 16 OCT 24	
40/24	Gimpo AP - Temporary Obstacles Erected	AD	21 AUG 24 / 10 FEB 26	
41/24	Gimpo AP - Temporary Obstacles Erected	AD	31 AUG 24 / 30 AUG 25	
42/24	Muan AP - Unserviceability of Muan Radar	AD	16 MAR 24 / 31 DEC 24	
43/24	Gimpo AP - Operational Restrictions	AD	8 AUG 24 / 1 NOV 24	

2. Current AIRAC AIP Supplement

NR/Year	Subject	AIP Section(s) affected	Period of validity (From/To)	Cancellation record
2/23	ENR - Y722 Traffic Dispersion Operation	ENR	22 MAR 23 / PERM	
18/23	Incheon AP - Unserviceability of ILS/DMEs	AD	9 AUG 23 / 27 NOV 24	
21/23	Uljin AP - Unserviceability of ILS/DME	AD	6 SEP 23 / 4 SEP 24	
5/24	Muan AP - Construction Work for Runway Extension	AD	21 FEB 24 / 20 JUL 25	
6/24	Muan AP - Unserviceability of ILS/DME	AD	21 FEB 24 / 20 JUL 25	
7/24	Muan AP - Unserviceability of ALS	AD	21 FEB 24 / 20 JUL 25	
21/24	Gimpo AP - Operational Restrictions	AD	1 JUL 24 / 11 OCT 24	
22/24	Gimpo AP - Operational Restrictions	AD	12 JUN 24 / 25 DEC 24	
32/24	Incheon AP - RWY 15L/33R and TWYs Closed due to Construction	AD	8 AUG 24 / 13 DEC 24	superseded by 38/24
34/24	Jeju AP - Unserviceability of ILS/DME for RWY 07	AD	7 AUG 24 / 16 APR 25	
38/24	Incheon AP - RWY 15L/33R and TWYs Closed due to Construction	AD	8 AUG 24 / 13 DEC 24	
44/24	Gimpo AP - Operational Restrictions	AD	12 OCT 24 / 25 OCT 24	
45/24	Gwangju AP - Unserviceability of ILS/DME for RWY 04R	AD	2 OCT 24 / 24 DEC 25	

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CHART 2 - 9	30 JUN 22	CHART 2 - 7-1	WEF 1 DEC 21			CHART 2 - 8-1	WEF 13 JUL 22
CHART 2 - 9-1	30 JUN 22	CHART 2 - 8	WEF 1 DEC 21			CHART 2 - 9	WEF 13 JUL 22
CHART 2 - 10	WEF 3 NOV 21	CHART 2 - 8-1	WEF 1 DEC 21			CHART 2 - 9-1	WEF 13 JUL 22
CHART 2 - 10-1	WEF 3 NOV 21	CHART 2 - 9	21 NOV 19			CHART 2 - 10	WEF 13 JUL 22
CHART 2 - 11	WEF 3 NOV 21	CHART 2 - 9-1	21 NOV 19			CHART 2 - 11	11 JAN 24
CHART 2 - 11-1	WEF 19 MAY 21	CHART 2 - 10	WEF 1 DEC 21			CHART 2 - 11-1	11 JAN 24
CHART 2 - 12	12 JAN 23	CHART 2 - 10-1	WEF 1 DEC 21			CHART 2 - 12	11 JAN 24
CHART 2 - 12-1	12 JAN 23	CHART 2 - 11	WEF 14 JUL 21			CHART 2 - 12-1	11 JAN 24
CHART 2 - 13	11 JAN 24	CHART 2 - 11-1	19 DEC 19			CHART 2 - 13	4 APR 24
CHART 2 - 13-1	11 JAN 24	CHART 2 - 12	WEF 14 JUL 21			CHART 2 - 13-1	4 APR 24
CHART 2 - 14	29 JUN 23	CHART 2 - 12-1	19 DEC 19			CHART 2 - 14	11 JAN 24
CHART 2 - 14-1	29 JUN 23	CHART 2 - 13	WEF 14 JUL 21			CHART 2 - 14-1	11 JAN 24
CHART 2 - 15	15 DEC 22	CHART 2 - 13-1	27 SEP 18			CHART 2 - 15	11 JAN 24
CHART 2 - 15-1	15 DEC 22	CHART 2 - 14	WEF 14 JUL 21			CHART 2 - 15-1	11 JAN 24
CHART 2 - 16	15 DEC 22	CHART 2 - 14-1	3 JUN 21			CHART 2 - 16	11 JAN 24
CHART 2 - 16-1	15 DEC 22	CHART 2 - 15	WEF 14 JUL 21			CHART 2 - 16-1	11 JAN 24
CHART 2 - 17	WEF 24 JAN 24	CHART 2 - 15-1	19 DEC 19			CHART 2 - 16-2	WEF 13 JUL 22
CHART 2 - 17-1	WEF 24 JAN 24	CHART 2 - 16	WEF 14 JUL 21			CHART 2 - 16-3	WEF 15 JUN 22
CHART 2 - 17-2	WEF 24 JAN 24	CHART 2 - 16-1	19 DEC 19			CHART 2 - 17	11 JAN 24
CHART 2 - 17-3	WEF 24 JAN 24	CHART 2 - 17	WEF 14 JUL 21			CHART 2 - 17-1	11 JAN 24
CHART 2 - 18	15 DEC 22	CHART 2 - 17-1	19 DEC 19			CHART 2 - 17-2	17 NOV 22
CHART 2 - 18-1	15 DEC 22	CHART 2 - 18	WEF 14 JUL 21			CHART 2 - 17-3	17 NOV 22
CHART 2 - 19	24 AUG 23	CHART 2 - 18-1	27 SEP 18			CHART 2 - 18	WEF 13 JUL 22
CHART 2 - 20	24 AUG 23	CHART 2 - 19	WEF 1 DEC 21			CHART 2 - 18-1	WEF 15 JUN 22
		CHART 2 - 19-1	WEF 1 DEC 21				
		CHART 2 - 20	WEF 1 DEC 21				
		CHART 2 - 20-1	WEF 1 DEC 21				
		CHART 2 - 21	WEF 1 DEC 21				
		CHART 2 - 21-1	WEF 1 DEC 21				
		CHART 2 - 22	WEF 1 DEC 21				
		CHART 2 - 22-1	WEF 1 DEC 21				

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

PART 2 - EN-ROUTE (ENR)

ENR 0.

ENR 0.1 PREFACE - Not applicable
ENR 0.2 RECORD OF AIP AMENDMENT - Not applicable
ENR 0.3 RECORD OF AIP SUPPLEMENT - Not applicable
ENR 0.4 CHECKLIST OF AIP PAGES - Not applicable
ENR 0.5 LIST OF HAND AMENDMENTS TO THE AIP - Not applicable

ENR 0.6 TABLE OF CONTENTS TO PART 2

Change : Information of title(ENR 3.1), index number(ENR 3.3 → ENR 3.2) and Withdrawal of ENR 3.3.

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ENR 3. ATS ROUTES

ENR 3.1 CONVENTIONAL NAVIGATION ROUTES

3.1.1 INTERNATIONAL ATS ROUTES

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG↑/↓ VOR RDL DIST (COP)		Upper limits / Lower limits or Minimum altitude(MOCA) ft AMSL or FL Airspace classification	Lateral limits NM	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit channel Logon address
1	2		3	4	5		6
A582							
△ ANYANG VORTAC(SEL) 372449N 1265542E							**Daegu ACC**
	174°/354° 12.4		UNL / 4 500 (3 400) Class A, D, G	10	↓		FREQ : (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz FREQ : (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz
△ POLEG 371249N 1265935E	174°/354° 7.4						**Airspace Classification** Class A : Above FL 200 - FL 600 Class D : MEA - FL 200 Class G : Above FL 600 - UNL
△ SONGTAN VORTAC(SOT) 370540N 1270154E	144°/324° 21.6		UNL / 8 000 (3 300) Class A, D, G				
▲ OSPOT 365018N 1272055E	144°/324° 10.4						**Daegu ACC**
▲ VASLI 364252N 1273003E	144°/324° 21.9	(69/39)	UNL / 8 000 (4 300) Class A, D, G				FREQ : 125.375(125.775, 124.575) MHz 234.15(317.35, 335.50) MHz
▲ MAKDU 362712N 1274909E	144°/324° 14.6		UNL / 8 000 (4 400) Class A, D, G				**Airspace Classification** Class A : Above FL 200 - FL 600 Class D : MEA - FL 200 Class G : Above FL 600 - UNL
▲ BITUX 361645N 1280148E	144°/324° 39.2		UNL / 10 000 (5 200) Class A, D, G				
△ DALSEONG VORTAC(TGU) 354835N 1283527E	162°/342° 20.4		UNL / 6 000 (5 400) Class A, D, G				
▲ KALOD 353012N 1284626E	162°/342° 25.4						
△ BUSAN VORTAC(PSN) 350721N 1285958E	162°/342° 26.6		UNL / 4 000 (3 000) Class A, D, G			↑	
▲ APELA(FIR BDRY) 344323N 1291400E							
INCHEON FIR							
FUKUOKA FIR							

Change : Information of title for ENR 3.1(lower ATS routes → conventional navigation routes).

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG ↑ / ↓ VOR RDL DIST (COP)	Upper limits / Lower limits or Minimum altitude(MOCA) ft AMSL or FL Airspace classification	Lateral limits NM	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit channel Logon address
1	2	3	4	5		6
A586*						
△ TENAS 373820N 1313427E	227°/047° 68.1	UNL / FL 310(4 600) Class A, G	10		↓	**Daegu ACC** FREQ : 122.250(125.925) MHz 263.350(263.85) MHz Airspace Classification refer to ENR 3.1-1
△ AGSUS 364521N 1304044E	228°/048° 36.2	UNL / FL 310(1 500) Class A, G				
▲ DABIK 361743N 1301143E	228°/048° 28.1					**Daegu ACC** FREQ : 120.575(119.375, 119.325, 134.375) MHz 254.70(335.75) MHz Airspace Classification refer to ENR 3.1-1
▲ BULGA 355609N 1294924E	228°/048° 40.2	UNL / FL 310(2 900) Class A, G				
▲ BEDOM 352513N 1291754E	228°/047° 23.1	UNL / FL 310(4 000) Class A, G				
△ BUSAN VORTAC(PSN) 350721N 1285958E	237°/057° 10.4	UNL** / 11 000 — 10 000 / 8 000(3 500) Class D				**Daegu ACC** FREQ : 125.375(125.775, 124.575) MHz 234.15(317.35, 335.50) MHz Airspace Classification refer to ENR 3.1-1
△ OMOTU 350033N 1285022E	237°/057° 22.3	10 000 / 8 000(3 200) Class D				
▲ TOPAX 344555N 1282952E	237°/057° 46.4	10 000 / 8 000(2 800) Class D				**Daegu ACC** FREQ : 128.175(128.325) MHz 335.50(275.20) MHz Airspace Classification refer to ENR 3.1-1
▲ GOSBO 341517N 1274734E	237°/056° 30.7	10 000 / 8 000(2 000) Class D				
▲ MAKET 335452N 1271953E	236°/056° 17.3	10 000 / 8 000(1 500) Class D				**Incheon ACC** FREQ : 124.525(132.425) MHz 255.40(233.50, 348.10) MHz Airspace Classification refer to ENR 3.1-1
△ ATINA 334320N 1270423E	236°/056° 10.3	10 000 / 8 000(1 500) Class D				
△ MANOL 333629N 1265514E	235°/055° 20.0	10 000 / 9 000(8 700) Class D				
△ JEJU VORTAC(CJU) 332305N 1263727E	169°/349° 24.0	UNL / 9 000(8 700) Class A, D, G				※ The cruising levels from CJU to RUGMA are even levels due to operational reasons.
▲ TOSAN 330012N 1264619E	169°/349° 31.5	UNL / 9 000(1 500) Class A, D, G		↑		※ The cruising levels from RUGMA to CJU are odd levels due to operational reasons.
▲ RUGMA(FIR BDRY) 323012N 1265753E						
INCHEON FIR						
FUKUOKA FIR						

TENAS-PSN CDR1 Operational hour(UTC) - Weekdays : 1100-2200 - SAT: 2200 on the preceding until 2400 on the Saturday - SUN : 0000-2200 - Holiday : 1100 on the preceding until 2200 on the holiday. Rest of A586-PERM. See ENR 1.1-1.2.

* A586(PSN-CJU) is only used for Non-RNAV aircraft. Any aircraft approved for RNAV operations should use Y571 or Y572.
** Any aircraft planning to operate above 10 000 ft between PSN and CJU must coordinate with Daegu ACC before flight planning.

ENR 3.2 AREA NAVIGATION ROUTES

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits / Lower limits or (MOCA) ft AMSL or FL / Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5	6		7
L512 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Daegu ACC**
△ TENAS 373820N 1313427E							FREQ : 122.250(125.925) MHz 263.350(263.85) MHz
	N/A	098/279	52.3	UNL / FL 270(1 500) Class A, G	↓		Airspace Classification refer to ENR 3.1-1
△ SABET 373829N 1324019E							* L512 OPS HR between TENAS and ANDOL
		093/274	15.7			↑	- EASTBOUND : H24 - WESTBOUND : H24
▲ ANDOL(FIR BDRY) 373958N 1330000E							** After ANDOL, MEA is FL 290, see AIP JAPAN.
INCHEON FIR							*** Extended DME DOC volume service is 220 NM.
FUKUOKA FIR							
1. Critical DME : KAE<TENAS/SABET>, KPO<TENAS/SABET> 2. DME GAP : SABET/ANDOL, GNSS required.							
Y233 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Daegu ACC**
△ BUSKO 374033N 1301610E							FREQ : 122.250(125.925) MHz 263.350(263.85) MHz
	N/A	069/250	30.0	UNL / FL 200(1 500) Class A, D, G	↓		Airspace Classification refer to ENR 3.1-1
△ SELPA 375515N 1304911E							
		070/251	69.1				
△ ONATA 382832N 1320602E							
		071/251	20.0			↑	
▲ KANSU(FIR BDRY) 383800N 1322830E							
INCHEON FIR							
PYONGYANG FIR							
1. Critical DME : KAE<BUSKO/SELPA>, KPO<BUSKO/SELPA>, KAE<SELPA/ONATA>, KPO<SELPA/ONATA> 2. DME GAP : ONATA/KANSU, GNSS required.							

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

Change : Information of index number(ENR 3.3 → 3.2).

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits / Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5	6		7
Y253 **(RNAV2)** **[GNSS, DME/DME, DME/DME/IRU]** △ DALSU 350731N 1264206E							**Incheon ACC** FREQ: (at or below FL 255) 120.725(128.30) MHz 263.90(272.75) MHz FREQ : (above FL 255) 123.725(124.50) MHz 239.25(275.40) MHz Airspace Classification refer to ENR 3.1-1
△ GWANGJU VOR(KWA) 350734N 1264844E	N/A	097/277	5.4	UNL / 8 000(2 400) Class A, D, G	↓		
△ SAMUL 350736N 1265154E		097/278	2.6	UNL / 8 000(2 000) Class A, D, G			
▲ TEDAN 350744N 1271852E		097/278	22.1	UNL / 8 000(5 200) Class A, D, G			
△ ANUBA 350746N 1273523E		098/278	13.5	UNL / 8 000(5 400) Class A, D, G			**Daegu ACC** FREQ : 128.175(128.325) MHz 335.50(275.20) MHz Airspace Classification refer to ENR 3.1-1
▲ SAPDI 350737N 1282952E		098/278	44.7				
▲ SARAM 350736N 1283147E		098/278	1.6	UNL / 8 000(2 400) Class A, D, G			
△ ANKUS 350730N 1284616E		098/279	11.9	UNL / 8 000(4 000) Class A, D, G			**Daegu ACC** FREQ : 125.375(125.775, 124.575) MHz 234.15(317.35, 335.50) MHz Airspace Classification refer to ENR 3.1-1
△ BUSAN VORTAC(PSN) 350721N 1285958E		099/279	11.2	UNL / 8 000(3 500) Class A, D, G		↑	

1. Critical DME : PSN<SAPDI/SARAM>, CJU<SAPDI/SARAM>, PSN<SARAM/ANKUS>, CJU<SARAM/ANKUS>, PSN<ANKUS/PSN>, CJU<ANKUS/PSN>

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

Change : Page control.

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

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

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

Change : Page control.

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

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

Change : Page control.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits / Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5	6		7
Y572 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Daegu ACC** FREQ : 128.175(128.325) MHz 335.50(275.20) MHz
△ BUSAN VORTAC(PSN) 350721N 1285958E							
		249/069	10.1	UNL / 11 000(3 000) Class A, D, G		↓	Airspace Classification refer to ENR 3.1-1
△ OLMUD 350225N 1284916E							
		237/057	21.1	UNL / 11 000(3 200) Class A, D, G			
▲ ENGOT 344834N 1282952E							
		237/056	50.4	UNL / 11 000(2 600) Class A, D, G			
▲ POVOR 341520N 1274400E							
		236/056	26.8	UNL / 11 000(2 000) Class A, D, G			
▲ UPGOS 335733N 1271953E							
		236/056	17.0	UNL / 11 000(1 500) Class A, D, G			**Incheon ACC** FREQ : 124.525(132.425) MHz 255.40(233.50, 348.10) MHz
△ BILUM 334613N 1270439E	N/A						
		236/056	10.5	UNL / 11 000(1 500) Class A, D, G			
△ BEPKO 333910N 1265514E							
		230/050	21.9	UNL / 11 000(5 600) Class A, D, G			Airspace Classification refer to ENR 3.1-1
△ JEJU VORTAC(CJU) 332305N 1263727E							※ The cruising levels from CJU to RUGMA are even levels due to operational reasons.
		169/349	10.2	UNL / 11 000(8 700) Class A, D, G		↓	
△ OMKIM 331320N 1264114E							
		169/349	13.8	UNL / 11 000(1 500) Class A, D, G			※ The cruising levels from RUGMA to CJU are odd levels due to operational reasons.
▲ TOSAN 330012N 1264619E							
		169/349	31.5	UNL / 11 000(1 500) Class A, D, G			
▲ RUGMA(FIR BDRY) 323012N 1265753E					↑		
INCHEON FIR							
FUKUOKA FIR							

1. DME GAP : UPGOS/BILUM, BILUM/BEPKO, BEPKO/CJU, CJU/OMKIM, OMKIM/TOSAN, TOSAN/RUGMA GNSS required.

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

Change : Page control.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits / Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5	6		7
Y579 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Daegu ACC** FREQ : 122.250(125.925) MHz 263.350(263.85) MHz Airspace Classification refer to ENR 3.1-1
△ TENAS 373820N 1313427E	N/A	228/047	68.1	UNL / FL 140(1 500) Class A, D, G	↑	↓	
△ AGSUS 364521N 1304044E		229/049	36.2				
▲ DABIK 361743N 1301143E		229/048	28.1				**Daegu ACC** FREQ : 120.575(119.375, 119.325, 134.375) MHz 254.70(335.75) MHz Airspace Classification refer to ENR 3.1-1
▲ BULGA 355609N 1294924E		228/048	40.2	UNL / FL 140(2 700) Class A, D, G			
▲ BEDOM 352513N 1291754E		228/047	23.1	UNL / FL 140(3 800) Class A, D, G			
△ BUSAN VORTAC(PSN) 350721N 1285958E							

1. TENAS-PSN CDR1 Operational hour(UTC) - Weekdays : 1400~2200 - SAT: 2200 on the preceding until 2400 on the Saturday - SUN : 0000~2200 - Holiday : 1400 on the preceding until 2200 on the holiday. Rest of Y579-PERM. See ENR 1.1-1.2.

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

Change : Page control.

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

1. Critical DME : SEL<AGAVO/RILRO>, KUZ<AGAVO/RILRO>, SEL<RILRO/GONAV>, KUZ<RILRO/GONAV>, SEL<MONSI/POLEG>, SOT<MONSI/POLEG>, SEL<POLEG/EGOBA>, SOT<POLEG/EGOBA>

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

Change : Page control.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits / Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5	6		7
Y655 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Daegu ACC** FREQ : (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz FREQ : (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz Airspace Classification refer to ENR 3.1-1
△ GONAV 371048N 1242453E							
△ DALPO 365835N 1242453E	N/A	188/008	12.2	UNL / FL 140(1 500) Class A, D, G	↓		
▲ NONOS 364046N 1242453E		188/008	17.8				
▲ BIDRI 362007N 1242453E		188/008	20.6				
▲ DANPA 353036N 1242453E		188/008	49.4				**Incheon ACC** FREQ : (below FL 255) 126.175(134.375) MHz 317.85(335.55) MHz FREQ : (at or above FL 255) 132.15(123.55) MHz 263.15(272.60) MHz Airspace Classification refer to ENR 3.1-1
▲ PALSA 340131N 1242453E		188/007	88.9				
△ TOLIS 335030N 1242453E		187/007	11.0				**Incheon ACC** FREQ : (below FL 255) 120.725(128.30) MHz 263.90(272.75) MHz FREQ : (at or above FL 255) 123.725(124.50) MHz 239.25(275.40) MHz Airspace Classification refer to ENR 3.1-1
▲ ENSUM 321302N 1244635E		177/356	99.0	UNL / FL 430(1 500) Class A, G			**Incheon ACC** FREQ : 124.525(132.425) MHz 255.40(233.50, 348.10) MHz Airspace Classification refer to ENR 3.1-1
△ BONSO 302840N 1250851E		176/356	105.9	FL 220 / FL 150(1 500) Class A, D			**Incheon ACC** FREQ : (below FL 335) 125.725(132.825, 128.375) MHz 232.95(233.15) MHz
▲ ATOTI(FIR BDRY) 300013N 1251154E		181/001	28.5			↑	FREQ : (at or above FL 335) 133.425(132.425) MHz 234.35(234.65) MHz
INCHEON FIR							Airspace Classification refer to ENR 3.1-1
FUKUOKA FIR							

1. Critical DME : SEL<GONAV/DALPO>, KUZ<GONAV/DALPO>, SEL<DALPO/NONOS>, KUZ<DALPO/NONOS>, SEL<NONOS/BIDRI>, KUZ<NONOS/BIDRI>, SEL<BIDRI/DANPA>, KUZ<BIDRI/DANPA>
2. DME GAP : DANPA/PALSA, PALSA/TOLIS, TOLIS/ENSUM, ENSUM/BONSO, BONSO/ATOTI GNSS required.

Y657 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Incheon ACC** FREQ : (at or below FL 255) 120.725(128.30) MHz 263.90(272.75) MHz FREQ : (above FL 255) 123.725(124.50) MHz 239.25(275.40) MHz Airspace Classification refer to ENR 3.1-1
△ GWANGJU VOR(KWA) 350734N 1264844E	N/A	072/253	54.7	10 000 / 8 000(7 100) Class D	↓		
▲ IGDOK 353104N 1274907E		073/254	41.6	10 000 / 8 000(4 800) Class D		↑	**Daegu ACC** FREQ : 125.375(125.775, 124.575) MHz 234.15(317.35, 335.50) MHz Airspace Classification refer to ENR 3.1-1
△ DALSEONG VORTAC(TGU) 354835N 1283527E							

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

Change : Page control.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits / Lower limits (MOCA) ft AMSL or FL / Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5	6		7
Y659 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Incheon ACC** FREQ: (at or below FL 255) 126.175(134.375) MHz 317.85(335.55) MHz FREQ : (above FL 255) 132.15(123.55) MHz 263.15(272.60) MHz Airspace Classification refer to ENR 3.1-1
△ GUNSAN VORTAC(KUZ) 355437N 1263641E							
△ ELPOS 355410N 1264707E	N/A	101/281	8.5	10 000 / 7 000(1 700) Class D	↓		
△ RINBO 355352N 1265349E		101/281	5.5				
△ MELES 355251N 1271542E		101/282	17.8	10 000 / 7 000(3 700) Class D			
△ OPEDA 355149N 1273652E		102/282	17.2	10 000 / 7 000(5 000) Class D			
△ DALSEONG VORTAC(TGU) 354835N 1283527E		102/282	47.7	10 000 / 7 000(6 600) Class D			**Daegu ACC** FREQ : 125.375(125.775, 124.575) MHz 234.15(317.35, 335.50) MHz Airspace Classification refer to ENR 3.1-1
▲ LAPAL 355413N 1290452E		085/265	24.6	UNL / 6 000(4 200) Class A, D, G			
△ POHANG VORTAC(KPO) 355838N 1292828E		085/265	19.7	UNL / 6 000(3 300) Class A, D, G		↑	
Y677 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Incheon ACC** FREQ : 124.525(132.425) MHz 255.40(233.50, 348.10) MHz Airspace Classification refer to ENR 3.1-1
△ TOLIS 335030N 1242453E							
▲ LIMDI 333313N 1254953E	N/A	111/291	73.0	UNL / 9 000(1 500) Class A, D, G	↓		
△ REMOS 332605N 1262329E		111/292	29.0	UNL / 9 000(4 100) Class A, D, G			
△ JEJU VORTAC(CJU) 332305N 1263727E		112/292	12.1	UNL / 9 000(8 700) Class A, D, G			
▲ TAMNA 332815N 1271953E		089/269	35.9	UNL / 9 000(6 300) Class A, D, G			
▲ SAMDO(FIR BDRY) 333503N 1281857E		089/270	49.8	UNL / 9 000(1 500) Class A, D, G		↑	
INCHEON FIR							
FUKUOKA FIR							

1. Critical DME : KWA<LIMDI/REMOS>, CJU<LIMDI/REMOS>, PSN<CJU/TAMNA>, CJU<CJU/TAMNA>, PSN<TAMNA/SAMDO>, CJU<TAMNA/SAMDO>
2. DME GAP : TOLIS/LIMDI, REMOS/CJU GNSS required.

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

Change : Page control.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits / Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5	6		7
Y685 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Daegu ACC** FREQ : (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz FREQ : (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz Only flying westbound from KPO to SEL on Y685 is authorized except ACFT departing from RKTY or RKTI. Aircraft flying eastbound from SEL to KPO at or above 11 000 ft on Y685 shall get PPR 24 hours before from Incheon/Daegu ACC. No PPR is needed at or below 10 000 ft. Airspace Classification refer to ENR 3.1-1
△ ANYANG VORTAC(SEL) 372449N 1265542E							
△ KALMA 371845N 1270645E	N/A	133/313	10.7	UNL / 8 000(3 200) Class A, D, G	↓		
△ KAKSO 370745N 1272637E		133/313	19.3	UNL / 8 000(2 900) Class A, D, G			
▲ GUKDO 370111N 1273823E		133/313	11.5	UNL / 8 000(3 600) Class A, D, G			
△ ENSAL 365554N 1274747E		133/314	9.2	UNL / 8 000(3 700) Class A, D, G			**Daegu ACC** FREQ : 120.575(119.375, 119.325, 134.375) MHz 254.70(335.75) MHz Only flying westbound from KPO to SEL on Y685 is authorized except ACFT departing from RKTY or RKTI. Aircraft flying eastbound from SEL to KPO at or above 11 000 ft on Y685 shall get PPR 24 hours before from Incheon/Daegu ACC. No PPR is needed at or below 10 000 ft. Airspace Classification refer to ENR 3.1-1
△ BASEM 365037N 1275710E		134/314	9.2	UNL / 8 000(4 000) Class A, D, G			
▲ BIGOB 364325N 1280952E		134/314	12.5	UNL / 8 000(5 000) Class A, D, G			
△ YECHEON VOR(CUN) 363755N 1281931E		134/314	9.5	UNL / 8 000(4 900) Class A, D, G			
△ ELAPI 362014N 1285051E		133/314	30.8	UNL / 8 000(3 800) Class A, D, G			
△ POHANG VORTAC(KPO) 355838N 1292828E		134/314	37.3	UNL / 8 000(4 700) Class A, D, G			
▲ BULGA 355609N 1294924E		107/287	17.2	UNL / 8 000(2 100) Class A, D, G			
▲ SAPRA(FIR BDRY) 354926N 1304325E		107/287	44.4	UNL / 8 000(1 500) Class A, D, G		↑	
INCHEON FIR							
FUKUOKA FIR							

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

Change : Page control.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits / Lower limits (MOCA) ft AMSL or FL / Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5	6		7
Y697 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Daegu ACC** FREQ: (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz
SANGHAI FIR							
INCHEON FIR							
▲ AGAVO(FIR BDRY) 371000N 1240000E							FREQ: (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz
▲ OLBIM 371411N 1240751E	N/A	064/244	7.5	UNL / FL 150(1 500) Class A, D, G			Westbound(SEL-AGAVO) FL 400, FL 380, FL 360, FL 340, FL 320, FL 300, FL 280, FL 260, FL 240, FL 220, FL 200
△ NOGON 372250N 1242505E		066/246	16.2				REF. ENR 3.1-9 for the detailed altitude conversion procedures.
△ ANSIM 372323N 1245009E		097/277	20.0				Only flying westbound from SEL to AGAVO on Y697 is authorized.
▲ BINIL 372349N 1251359E		097/277	19.0				
▲ NOPIK 372412N 1253905E		097/277	20.0				
△ GOGET 372442N 1263036E		097/278	41.0	UNL / 8 000(2 100) Class A, D, G			
△ ANYANG VORTAC(SEL) 372449N 1265542E		098/278	20.0	UNL / 7 500(3 400) Class A, D, G	↓	↑	
△ EGOBA 372915N 1272246E		087/267	22.0				
▲ KARBU 373159N 1273952E		087/267	13.9	UNL / 7 500(5 100) Class A, D, G			
▲ TORUS 373625N 1280807E		087/268	22.9	UNL / 7 500(4 500) Class A, D, G			**Daegu ACC** FREQ: (at or below FL 295) 134.175(123.65) MHz 272.40(233.60) MHz
▲ BIKSI 374032N 1283504E		088/268	21.8	UNL / 7 500(7 500) Class A, D, G			FREQ: (above FL 295) 122.250(125.925) MHz 263.350(263.85) MHz
△ GANGWON VORTAC(KAE) 374203N 1284514E		088/268	8.2	UNL / 7 500(7 100) Class A, D, G			Airspace Classification refer to ENR 3.1-1
▲ PILIT 372631N 1291731E		130/310	30.0	UNL / 8 000(7 100) Class A, D, G			
▲ ESNEG 371014N 1295051E		130/310	31.2	UNL / 9 000(1 500) Class A, D, G			
△ AGSUS 364521N 1304044E		130/310	47.1				**Daegu ACC** FREQ: 122.250(125.925) MHz 263.350(263.85) MHz Only flying westbound from LANAT to KAE on G597 shall get 24HR PPR from Daegu ACC.
▲ LANAT(FIR BDRY) 362224N 1312542E		130/311	42.9			↑	Airspace Classification refer to ENR 3.1-1
INCHEON FIR							
FUKUOKA FIR							

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

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

Change : Page control.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits / Lower limits (MOCA) ft AMSL or FL / Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5	7		10
Y711 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Daegu ACC** FREQ : (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz FREQ : (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz Airspace Classification refer to ENR 3.1-1
▲ MONSI 371247N 1265015E							
▲ BULTI 364322N 1264930E	N/A	190/010	29.4	UNL / FL 140(2 900) Class A, D, G			
▲ MEKIL 363322N 1264953E		187/007	10.0				**Incheon ACC** FREQ : (at or below FL 255) 126.175(134.375) MHz 317.85(335.55) MHz FREQ : (above FL 255) 132.15(123.55) MHz 263.15(272.60) MHz Airspace Classification refer to ENR 3.1-1
△ GONAX 362311N 1265016E		187/006	10.2	UNL / FL 140(3 200) Class A, D, G			
△ BEDES 360905N 1264844E		193/013	14.1				
△ ELPOS 355410N 1264707E		193/013	14.9	UNL / FL 140(2 200) Class A, D, G			
▲ MANGI 353011N 1264432E		193/013	24.0	UNL / FL 140(2 800) Class A, D, G			
△ DALSU 350731N 1264206E		193/013	22.7	UNL / FL 140(3 800) Class A, D, G			**Incheon ACC** FREQ : (at or below FL 255) 120.725(128.30) MHz 263.90(272.75) MHz FREQ : (above FL 255) 123.725(124.50) MHz 239.25(275.40) MHz Airspace Classification refer to ENR 3.1-1
△ NULDI 342514N 1263739E		193/013	42.4	UNL / FL 140(4 000) Class A, D, G			
▲ DOTOL 341515N 1263637E		193/013	10.0	UNL / FL 140(3 300) Class A, D, G			
△ KIDOS 335028N 1263402E		193/012	24.8	UNL / FL 140(2 700) Class A, D, G			**Incheon ACC** FREQ : 124.525(132.425) MHz 255.40(233.50, 348.10) MHz Airspace Classification refer to ENR 3.1-1
△ REMOS 332605N 1262329E		207/027	25.9	UNL / FL 140(6 000) Class A, D, G			
▲ PANSI 330014N 1261225E		207/027	27.4	UNL / FL 140(6 300) Class A, D, G			
△ DOMKO 322848N 1255859E		207/027	33.4	UNL / FL 140(1 500) Class A, D, G			**Incheon ACC** FREQ : (At or above FL 335) 133.425(132.425) MHz 234.35(234.65) MHz FREQ : (below FL 335) 125.725(132.825, 128.375) MHz 232.95(233.15) MHz * Note Any aircraft planning to operate below FL 320 after MUGUS must use Z86 between BONSO and ATOTI, then use B576. Airspace Classification refer to ENR 3.1-1
△ PONIK 320021N 1254659E		207/027	30.1				
△ IKEDO 314314N 1253948E		207/026	18.2				
▲ KANKA 313155N 1253504E		207/026	12.0				
△ BONSO 302840N 1250851E		207/026	67.0				
▲ MUGUS(FIR BDRY) 300006N 1245712E		206/026	30.2				
INCHEON FIR							
FUKUOKA FIR							

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

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

Change : Page control.

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

1. Critical DME : KWA<KAMIT/GUKSU>, CJU<KAMIT/GUKSU>
2. DME GAP : GUKSU/LOSNI, LOSNI/CJU, CJU/SOSDO, SOSDO/SAMLO, SAMLO/NIRAT, NIRAT/TESIM, TESIM/ATOTI, GNSS required.

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

Change : Page control.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits / Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5	6		7
Y744 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Daegu ACC** FREQ : (at or below FL 295) 134.175(123.65) MHz 272.40(233.60) MHz FREQ : (above FL 295) 122.250(125.925) MHz 263.350(263.85) MHz 1. 11 000 ft to FL 240, at or above FL 280 will be blocked. 2. At or above 11 000 ft, required 15 days PPR from Air Traffic Management Office. 3. Airspace Classification refer to ENR 3.1-1
▲ PILIT 372631N 1291731E	N/A	183/003	19.3	UNL / 9 000(4 900) Class A, D, G			
▲ NOBUT 370715N 1291957E		183/003	28.6	UNL / 9 000(5 600) Class A, D, G			
▲ OSVOM 363844N 1292331E		183/003	18.5	UNL / 9 000(4 000) Class A, D, G			**Daegu ACC** FREQ : 120.575(119.375, 119.325, 134.375) MHz 254.70(335.75) MHz 1. 11 000 ft to FL 240, at or above FL 280 will be blocked. 2. At or above 11 000 ft, required 15 days PPR from Air Traffic Management Office. 3. Airspace Classification refer to ENR 3.1-1
▲ LOSTO 362016N 1292548E		183/003	21.7	UNL / 9 000(2 100) Class A, D, G			
△ POHANG VORTAC(KPO) 355838N 1292828E		213/033	37.2	UNL / 9 000(4 400) Class A, D, G			
▲ APARU 352442N 1290932E		213/032	19.0	UNL / 9 000(4 400) Class A, D, G			
△ BUSAN VORTAC(PSN) 350721N 1285958E							
1. Critical DME : KAE<PILIT/NOBUT>, KPO<PILIT/NOBUT>							
Y781 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Daegu ACC** FREQ : 125.375(125.775, 124.575) MHz 234.15(317.35, 335.50) MHz Airspace Classification refer to ENR 3.1-1
△ DALSEONG VORTAC(TGU) 354835N 1283527E	N/A	192/012	19.8	UNL / 7 000(4 900) Class A, D, G			
▲ MASTA 352847N 1283340E		162/342	23.6	UNL / 7 000(4 000) Class A, D, G			
△ ANKUS 350730N 1284616E		162/342	7.7	UNL / 7 000(3 500) Class A, D, G			
△ OMOTU 350033N 1285022E		156/336	27.3	UNL / 7 000(2 800) Class A, D, G			
▲ BESNA(FIR BDRY) 343718N 1290751E							
INCHEON FIR							
FUKUOKA FIR							
1. Critical DME : PSN<OMOTU/BESNA>, CJU<OMOTU/BESNA> 2. DME GAP : ANKUS/OMOTU, GNSS required.							

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

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Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits / Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5	6		7
Y782 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Daegu ACC**
△ ANYANG VORTAC(SEL) 372449N 1265542E							FREQ : (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz
△ POLEG 371249N 1265935E	N/A	174/354	12.4	UNL / 4 500(3 000) Class A, D, G	↓		FREQ : (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz
△ SONGTAN VORTAC(SOT) 370540N 1270154E		174/354	7.4	UNL / 4 500(2 000) Class A, D, G			Airspace Classification refer to ENR 3.1-1
▲ OSPOT 365018N 1272055E		144/324	21.6	UNL / 8 000(3 300) Class A, D, G			
▲ VASLI 364252N 1273003E		144/324	10.4				**Daegu ACC**
▲ MAKDU 362712N 1274909E		144/324	21.9	UNL / 8 000(4 200) Class A, D, G			FREQ : 125.375(125.775, 124.575) MHz 234.15(317.35, 335.50) MHz
▲ BITUX 361645N 1280148E		144/324	14.6				Airspace Classification refer to ENR 3.1-1
△ DALSEONG VORTAC(TGU) 354835N 1283527E		144/324	39.2	UNL / 10 000(4 500) Class A, D, G			
▲ KALOD 353012N 1284626E		162/342	20.4	UNL / 8 000(4 400) Class A, D, G			
△ BUSAN VORTAC(PSN) 350721N 1285958E		162/342	25.4	UNL / 5 000(3 600) Class A, D, G			
▲ APELA(FIR BDRY) 344323N 1291400E		162/342	26.6	UNL / 4 000(3 000) Class A, D, G		↑	
INCHEON FIR							
FUKUOKA FIR							

1. Critical DME : SEL<SEL/POLEG>, SOT<SEL/POLEG>, SEL<POLEG/SOT>, SOT<POLEG/SOT>

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

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Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits / Lower limits (MOCA) ft AMSL or FL / Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5	6		7
Z50 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Daegu ACC**
△ EGOBA 372915N 1272246E							FREQ: (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz
	N/A	224/044	28.8	UNL / FL 140(3 300) Class A, D, G		↓	FREQ: (above FL295) 132.80(120.525) MHz 290.60(335.45) MHz
△ SONGTAN VORTAC(SOT) 370540N 1270154E		213/032	24.4	UNL / FL 140(2 900) Class A, D, G	↑		Airspace Classification refer to ENR 3.1-1
▲ BULTI 364322N 1264930E							
Z51 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Incheon ACC**
▲ BOPTA 364406N 1263658E							FREQ: (at or below FL 255) 126.175(134.375) MHz 317.85(335.55) MHz
	N/A	173/353	21.6	UNL / FL 150(3 900) Class A, D, G		↓	FREQ: (above FL 255) 132.15(123.55) MHz 263.15(272.60) MHz
△ MOXID 362311N 1264359E		173/353	14.6	UNL / FL 150(3 600) Class A, D, G			Airspace Classification refer to ENR 3.1-1
△ BEDES 360905N 1264844E							
Z52 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Incheon ACC**
▲ OLMEN 364413N 1265928E							FREQ: (at or below FL 255) 126.175(134.375) MHz 317.85(335.55) MHz
	N/A	051/231	16.4	UNL / 8 000(3 400) Class A, D, G	↓		FREQ: (above FL 255) 132.15(123.55) MHz 263.15(272.60) MHz
△ POSAN 365615N 1271316E		051/232	15.7	UNL / 8 000(3 000) Class A, D, G		↑	Airspace Classification refer to ENR 3.1-1
△ KAKSO 370745N 1272637E							
Z53 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Daegu ACC**
▲ BITUX 361645N 1280148E							FREQ: (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz
	N/A	002/182	17.0	UNL / FL 160(4 000) Class A, D, G		↓	FREQ: (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz
△ TEBEX 363341N 1275929E		002/182	17.0	UNL / FL 160(4 600) Class A, D, G	↑		Airspace Classification refer to ENR 3.1-1
△ BASEM 365037N 1275710E							

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

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

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

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

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

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Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits / Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5	6		7
Z83 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Daegu ACC**
△ DALSEONG VORTAC(TGU) 354835N 1283527E							FREQ : 125.375(125.775, 124.575) MHz 234.15(317.35, 335.50) MHz
▲ MASTA 352847N 1283340E	N/A	192/012	19.8	UNL / 5 000(4 900) Class A, D, G		↓	Airspace Classification refer to ENR 3.1-1
▲ SARAM 350736N 1283147E		192/012	21.2	UNL / 5 000(3 800) Class A, D, G			
▲ ENGOT 344834N 1282952E		193/013	19.1	UNL / 5 000(3 000) Class A, D, G			
▲ ANROD 343758N 1282952E		188/008	10.6	UNL / 5 000(2 300) Class A, D, G	↑		
1. Critical DME : PSN<TGU/MASTA>, TGU<TGU/MASTA>, PSN<MASTA/SARAM>, TGU<MASTA/SARAM>, PSN<SARAM/ENGOT>, TGU<SARAM/ENGOT> 2. DME GAP : ENGOT/ANROD, GNSS required.							
Z84 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Daegu ACC**
△ BUSAN VORTAC(PSN) 350721N 1285958E							FREQ : 125.375(125.775, 124.575) MHz 234.15(317.35, 335.50) MHz
▲ KALEK(FIR BDRY) 351232N 1295305E	N/A	091/272	43.8	UNL / 8 000(3 100) Class A, D, G	↓	↑	Airspace Classification refer to ENR 3.1-1
INCHEON FIR							
FUKUOKA FIR							
Z85 (RNAV2) [GNSS, DME/DME/IRU]							**Incheon ACC**
△ BILUM 334613N 1270439E							FREQ : 124.525(132.425) MHz 255.40(233.50, 348.10) MHz
△ PAPLU 333441N 1270337E	N/A	192/012	11.5	UNL / FL 170(1 500) Class A, D, G	↓		Airspace Classification refer to ENR 3.1-1
▲ RUGMA(FIR BDRY) 323012N 1265753E		192/011	64.5			↑	
INCHEON FIR							
FUKUOKA FIR							
1. DME GAP : BILUM/PAPLU, PAPLU/RUGMA, GNSS required.							

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

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Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits / Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5	7		10
Z86 **(RNAV2)** **[GNSS, DME/DME/IRU]** △ BONSO 302840N 1250851E							**Incheon ACC** FREQ : 124.525(132.425) MHz 255.40(233.50, 348.10) MHz
	N/A	181 / 001	28.5	UNL / FL 140(1 500) Class A, D, G		↓	* Note Any aircraft planning to operate below FL 320 after MUGUS must use Z86 between BONSO and ATOTI, then use B576.
▲ ATOTI(FIR BDRY) 300013N 1251154E							
INCHEON FIR							Airspace Classification refer to ENR 3.1-1
FUKUOKA FIR							
1. DME GAP : BONSO/ATOTI, GNSS required.							
Z91 **(RNAV2)** **[GNSS, DME/DME, DME/DME/IRU]** △ BUSAN VORTAC(PSN) 350721N 1285958E							**Daegu ACC** FREQ : 125.375(125.775, 124.575) MHz 234.15(317.35, 335.50) MHz
	N/A	149 / 329	25.6	UNL / 10 000(3 000) Class A, D, G	↓	↑	Airspace Classification refer to ENR 3.1-1
▲ INVOK(FIR BDRY) 344719N 1291923E							
INCHEON FIR							
FUKUOKA FIR							

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

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Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits / Lower limits (MOCA) ft AMSL or FL / Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5	7		10
Y590 (RNAV2) [GNSS, DME/DME/IRU]							**Incheon ACC**
FUKUOKA FIR							FREQ : (at or above FL 335) 133.425(132.425) MHz 234.35(234.65) MHz
INCHEON FIR							
▲ BEDAR(FIR BDRY) 315401N 1262910E							
	N/A	263/082	28.9	UNL / FL 240(1 500) Class A, G	↑		FREQ : (below FL 335) 125.725(132.825, 128.375) MHz 232.95(233.15) MHz
△ ELGEP 314653N 1255617E							
		262/082	14.5				Airspace Classification refer to ENR 3.1-1
△ IKEDO 314314N 1253948E							
		288/108	34.5				
▲ SADLI 314948N 1250000E							

1. DME GAP : BEDAR/SADLI, GNSS required.
2. Flight Level Allocation Scheme (FLAS)
   - For the eastbound over BEDAR : FL 250, FL 290, FL 310, FL 390

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

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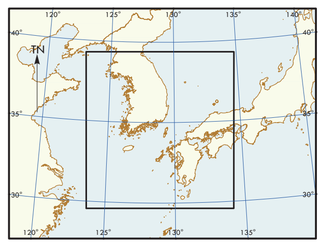

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MINISTRY OF LAND, INFRASTRUCTURE AND TRANSPORT
REPUBLIC OF KOREA

* The information contained is based on Aeronautical Information Publication.

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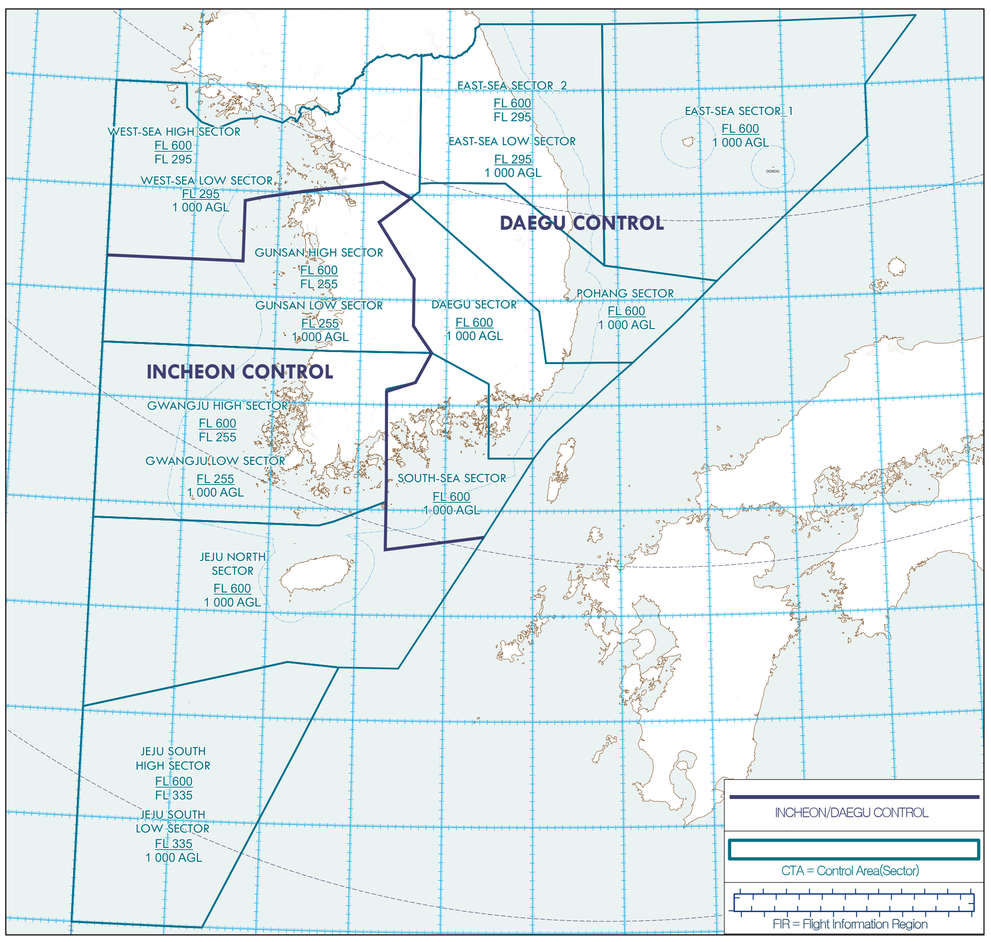

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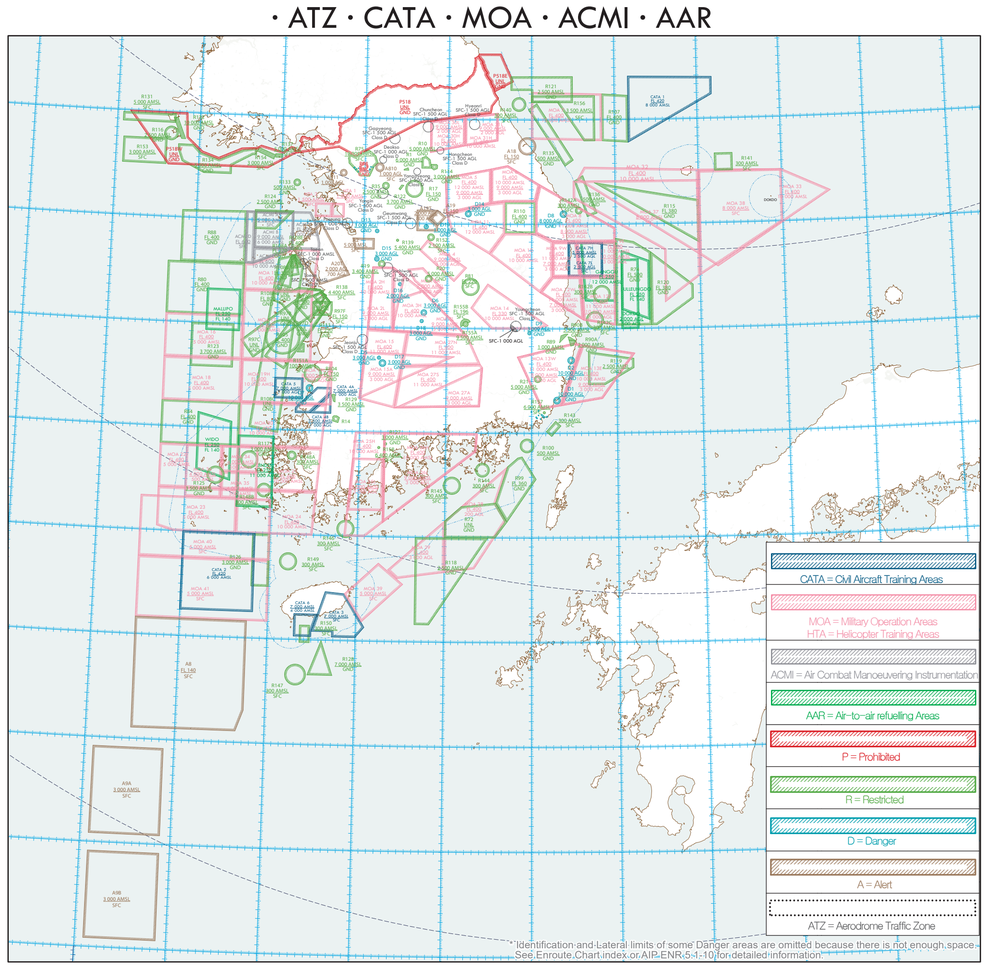

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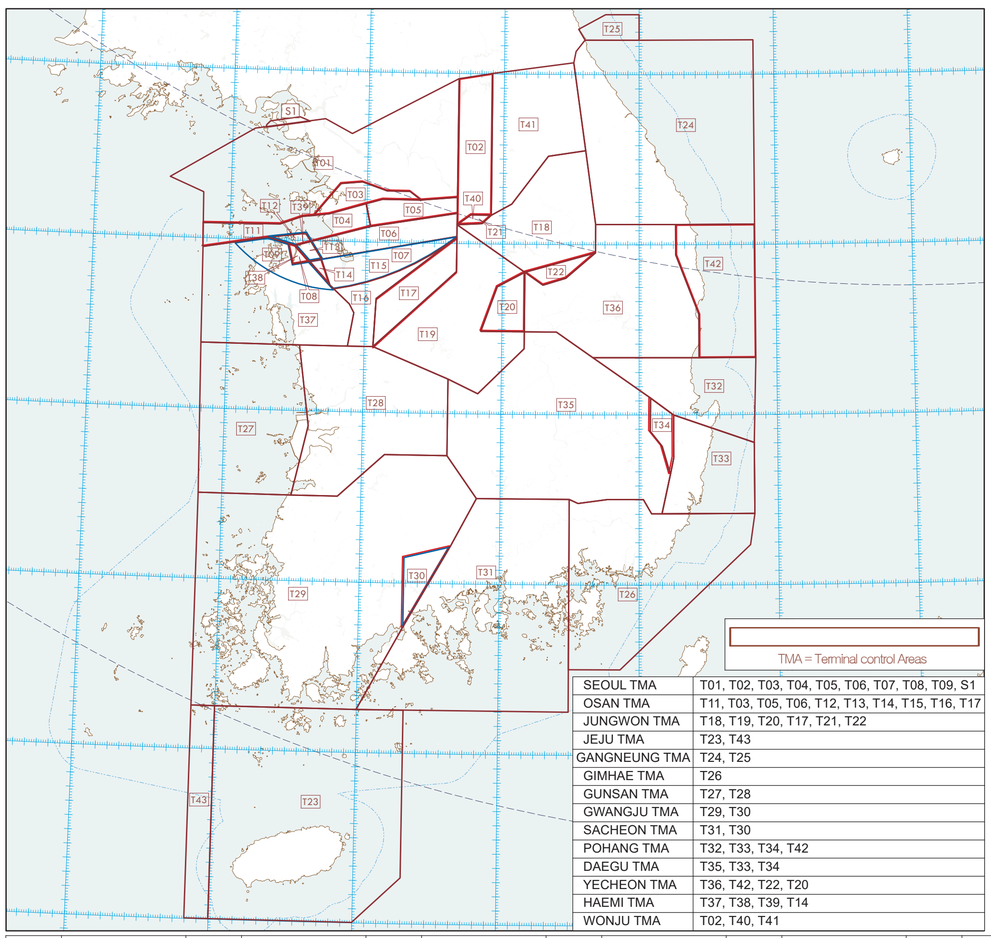

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OSAN TMA	T11, T03, T05, T06, T12, T13, T14, T15, T16, T17
JUNGWON TMA	T18, T19, T20, T17, T21, T22
JEJU TMA	T23, T43
GANGNEUNG TMA	T24, T25
GIMHAE TMA	T26
GUNSAN TMA	T27, T28
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POHANG TMA	T32, T33, T34, T42
DAEGU TMA	T35, T33, T34
YECHEON TMA	T36, T42, T22, T20
HAEMI TMA	T37, T38, T39, T14
WONJU TMA	T02, T40, T41

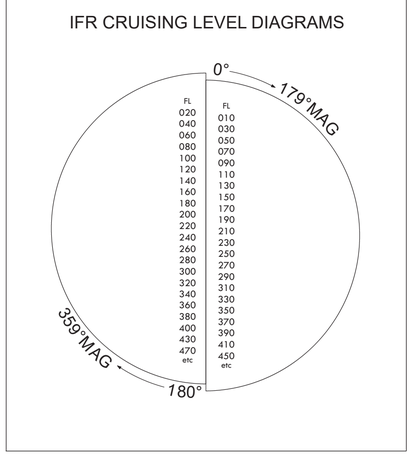
ATS Airspace Classifications

Type of Category	Class	Designated areas and altitude	Type of flight	Separation provided	Service provided	Radio Communication requirement	Subject to an ATC clearance
Controlled	A	• All airways from above FL 200 to FL 600*	IFR	All aircraft	ATC service	Continuous two-way	Yes
	B	• Incheon airport* - Within 5 NM radius of 372745N 1262621E including areas which are extended northbound from 373156N 1261525E - 373721N 1262500E - 373241N 1262713E - 372852N 1262003E - 373156N 1261525E, and southbound from 372247N 1262526E - 372654N 1263222E - 372339N 1263710E - 371815N 1262736E - 372247N 1262526E (SFC~10 000 ft AMSL) - Within 5~10 NM including areas which are extended northbound from 373454N 1261246E - 374019N 1262221E - 373721N 1262500E - 373156N 1261525E - 373454N 1261246E, and southbound from 371815N 1262736E - 372339N 1263710E - 371917N 1264102E - 371353N 1263128E - 371815N 1262736E (1 000 ft AGL~10 000 ft AMSL) - Within 10~20 NM(5 000 ft AGL~10 000 ft AMSL) • Gimpo airport* - Within 5 NM radius of 373325N 1264751E including areas which are extended northbound from 373646N 1263926E - 373944N 1264310E - 373803N 1264518E - 373458N 1264142E - 373646N 1263926E, and southbound from 372840N 1264938E - 370306N 1265252E - 372907N 1265444E - 372652N 1265153E - 372840N 1264938E (SFC~10 000 ft AMSL) - Within 5~10 NM (1 000 ft AGL~10 000 ft AMSL) - Within 10~20 NM (5 000 ft AGL~10 000 ft AMSL) • Jeju Airport - A circle, radius 5 NM centered at RKPC ARP (333044N 1262934E) : SFC ~ 10 000 ft AMSL - 332635N 1262614E - a clockwise arc, radius 5 NM centered at ARP - 333048N 1263532E - 333051N 1264131E - a counterclockwise arc, radius 10 NM centered at ARP - 332225N 1262255E - to the beginning : 1 000 ft AMSL ~ 10 000 ft AMSL - 332225N 1262255E - a clockwise arc, radius 10 NM centered at ARP - 333051N 1264131E - 333057N 1265328E - a counterclockwise arc, radius 20 NM centered at ARP - 331405N 1261618E - to the beginning : 2 000 ft AMSL ~ 10 000 ft AMSL	IFR VFR	All aircraft	ATC service	Continuous two-way	Yes
	C	• Radius of airports with APP Control** - Within 5 NM (SFC~5 000 ft AGL) - Within 5~10 NM (1 000 ft AGL~5 000 ft AGL)	IFR	IFR from IFR IFR from VFR	ATC service	Continuous two-way	Yes
			VFR	VFR from IFR	• ATC service for separation from IFR; • VFR/VFR traffic information (and traffic avoidance advice on request)	Continuous two-way	Yes
	D	• All airways from MEA up to and including FL 200 • Airspace from above 10 000 ft AMSL to FL 185 within Seoul TMA, excluding Class B* • Radius of airports none APP Control *** - Within 5 NM (SFC~5 000 ft AGL or the upper limits altitude of control zone)	IFR	IFR from IFR, IFR from VFR(RDO & RADAR CTC)	• ATC service including traffic information about VFR flights (and traffic avoidance advice on request)	Continuous two-way	Yes
			VFR	NIL	• Traffic information between VFR and IFR flights (and traffic avoidance advice on request)	Continuous two-way	Yes
	E	• Controlled Airspace except Class A, B, C, and D. - Airspace (Lands and Waters) : 1 000 ft ~ 60 000 ft from the surface of the earth or sea - Airspace over the high seas : 5 500 ft, from the surface of the sea ~ 60 000 ft AMSL	IFR	IFR from IFR	• ATC service • Traffic information about VFR aircraft as far as practicable	Continuous two-way	Yes
			VFR	NIL	• Traffic information as far as practicable	No(EXC CIV ACFT)	No
Un-controlled	G	• Uncontrolled airspace except Class A, B, C, D and E. - Airspace (Lands and Waters) : Below 1 000 ft from the surface of the earth or sea - Airspace over the high seas : Below 5 500 ft from the surface of the sea - The airspace above FL 600 to unlimited.	IFR VFR	NIL	• Flight information service	No	No

* Though application of the flight procedures for Korean military mentioned on each Class is reserved, Korean military shall observe the Flight Information Notification procedures specified on the LOA between concerned facilities.
** Gimhae, Gwangju, Sacheon, Daegu, Gangneung, Jungwon, Seosan, Wonju, Yecheon, Gunsan and Pohang Gyeongju Airports(11)
*** Osan, Yangyang, Seoul, Cheongju, Suwon, Seongmu, Pyeongtaek, Ulsan, Yeosu, Mokpo, Muan, Uljin, Jeongseok, Jinhae, Icheon, Nonsan and Sokcho Airports(17)

FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES
AGAVO	371000N 1240000E	BEDAR	315401N 1262910E	BONSO	302840N 1250851E	ELGEP	314653N 1255617E	IGDOK	353104N 1274907E	LAMEN	313636N 1240000E	MASTA	352847N 1283340E	OLMEN	364413N 1265928E	PEBRI	362311N 1270013E	SABET	373829N 1324019E	TENAS	373820N 1313427E
AGSUS	364521N 1304044E	BEDES	360905N 1264844E	BOPTA	364406N 1263658E	ELPOS	355410N 1264707E	IGRAS	371846N 1324411E	LANAT	362224N 1312542E	MEKIL	363322N 1264953E	OLMUD	350225N 1284916E	PILIT	372631N 1291731E	SADLI	314948N 1250000E	TESIM	313526N 1255128E
AKPON	334650N 1271953E	BEDOM	352513N 1291754E	BULGA	355609N 1294924E	ENGOT	344834N 1282952E	IKEDO	314314N 1253948E	LAPAL	355413N 1290452E	MELES	355251N 1271542E	OMKIM	331320N 1264114E	POLEG	371249N 1265935E	*SAKTI	365100N 1274600E	TOLIS	335030N 1242453E
ANDOL	373950N 1330000E	BELTU	371218N 1254759E	BULTI	364329N 1264930E	ENSAL	365554N 1274747E	INVOK	344719N 1291923E	LESBU	374116N 1294104E	MONSI	371247N 1265015E	OMOTU	350033N 1285022E	PONIK	320021N 1254659E	SAMDO	333503N 1281857E	TOPAX	344555N 1282952E
ANKUS	350730N 1284616E	*BEPKO	333910N 1265514E	BUSKO	374033N 1301610E	ENSUM	321302N 1244635E	IPDAS	341515N 1264301E	LIMDI	333313N 1254953E	MOXID	362311N 1264359E	ONATA	382832N 1320602E	POSAN	365615N 1271316E	SAMLO	323223N 1261536E	TORUS	373625N 1280807E
ANROD	343758N 1282952E	BESNA	343718N 1290751E	DABIK	361743N 1301143E	ENTEL	362311N 1265705E	KAKSO	370745N 1272637E	LINTA	353116N 1265119E	MUGUS	300006N 1245712E	ONIKU	321142N 1263917E	POVEM	345523N 1285416E	SAMUL	350736N 1265154E	TOSAN	330012N 1264619E
ANSIM	372323N 1245009E	BIDRI	362007N 1242453E	DALPO	365835N 1242453E	ESNEG	371014N 1295051E	KALEK	351232N 1295305E	LOSNI	333315N 1264153E	NIRAT	320354N 1260329E	OPEDA	355149N 1273652E	POVOR	341520N 1274400E	SAPDI	350737N 1282952E	UGOVI	374105N 1295051E
ANUBA	350746N 1273523E	BIGOB	364325N 1280952E	DALSU	350731N 1264206E	GOGET	372442N 1263036E	KALMA	371845N 1270645E	LOSTO	362016N 1292548E	NISAV	341519N 1275835E	*OROGA	364456N 1272718E	REBIT	371203N 1252913E	SAPRA	354926N 1304325E	UPGOS	335733N 1271953E
APARU	352442N 1290932E	BIKSI	374032N 1283504E	DANPA	353036N 1242453E	GONAV	371048N 1242453E	KALOD	353012N 1284626E	MAKDU	362712N 1274909E	NOBUT	370715N 1291957E	OSPOT	365018N 1272055E	REMOS	332605N 1262329E	SARAM	350736N 1283147E	VASLI	364252N 1273003E
APELA	344323N 1291400E	BILUM	334613N 1270439E	DANTI	371806N 1243929E	GONAX	362311N 1265016E	KAMIT	341514N 1264618E	MAKET	335452N 1271953E	NOGON	372250N 1242505E	OSVOM	363844N 1292331E	RILRO	371033N 1241442E	SELPA	375515N 1304911E		
ATASO	355344N 1265657E	BINIL	372349N 1251359E	DOMKO	322848N 1255859E	GOSBO	341517N 1274734E	KANKA	313155N 1253504E	MAKSA	353011N 1265422E	NONOS	364046N 1242453E	PALDU	375813N 1323625E	RIMPO	350739N 1273502E	SOSDO	330012N 1262735E		
ATINA	334320N 1270423E	BITUX	361645N 1280148E	DOTOL	341515N 1263637E	GUKDO	370111N 1273823E	KANSU	383800N 1322830E	MALSO	375440N 1314904E	NOPIK	372412N 1253905E	PALSA	340131N 1242453E	RINBO	355352N 1265349E	TAMNA	332815N 1271953E		
ATOTI	300013N 1251154E	BODOL	371122N 1244954E	EGOBA	372915N 1272246E	GUKSU	335251N 1264357E	KARBU	373159N 1273952E	MANGI	353011N 1264432E	NULDI	342514N 1263739E	PANSI	330014N 1261225E	RUGMA	323012N 1265753E	TEBEX	363341N 1275929E		
BASEM	365037N 1275710E	BOGAN	371241N 1262812E	ELAPI	362014N 1285051E	GUNKU	363414N 1265949E	KIDOS	335028N 1263402E	MANOL	333629N 1265514E	OLBIM	371411N 1240751E	PAPLU	333441N 1270337E	RUNIT	350734N 1282952E	TEDAN	350744N 1271852E		
			* For holding only												* For holding only				* For holding only		

IFR CRUISING LEVEL DIAGRAMS



RVSM

Within Incheon FIR, RVSM is applied between FL 290 and FL 410 on all ATS Routes.
In the RVSM stratum 2 000 ft vertical separation minimum is applied between RVSM non compliant aircraft operating and all other aircraft.

MEASURING UNITS

Altitude, elevation and heights are in Feet.
Distances are Nautical Miles.
Coordinates are in WGS-84.

ALTIMETER SETTING PROCEDURES

Transition altitude is 14 000 Feet.
Transition level is FL 140.

LEGEND

Flight Information Region (FIR)
Name of FIR — FIR
Upper limit — INCHEON
Lower limit — UNL
Unit providing service — GND / INCHEON ACC / DAEGU ACC

* The VFR flights to enter the Incheon FIR should report estimated time over FIR at least 20 minutes prior to crossing the boundary. The departing point where it takes less than 20 minutes flying time from the boundary should report estimated time to cross the FIR before take off.

ACC Boundary — INCHEON CONTROL / DAEGU CONTROL

Terminal control Area (TMA)
Name of TMA — TMA SEOUL
TMA number — AREA T 01
Upper limit — FL 185
Lower limit — 1000 AGL
Unit providing area control service — SEOUL APP

Civil Aircraft Training Area (CATA)
Identification of area — CATA 5
Upper limit — 7 000 AMSL
Lower limit — 1 000 AMSL

Aerodrome Traffic Zone(ATZ)
Identification of ATZ — Gapyeong ATZ
Airspace Classification
Vertical Limit

Aerodromes
Civil
Military
Joint civil and military
Name of aerodrome — INCHEON
Elevation given in the units of measurement (feet) selected for use on the chart.
Minimum lighting-obstacles, boundary or runway lights and lighted wind indicator or landing direction indicator
Runway hard surfaced, normally all weather
Note.- A dash (-) is to be inserted where L or H do not apply.
Length of longest runway in hundreds of feet
23 L H 123

Air Defence Identification Zone(ADIZ)
* The VFR flights crossing Korea ADIZ boundary should include their route, altitude within Korea ADIZ and estimated time to the boundary.

Flight Information Center (FIC)
* VHF 126.90/135.725, UHF 250.80/258.50/317.55

ATS route (width .... NM)
Route designator — V549
Magnetic track — 100° 282°
Distance in NM — 14
Upper limit — 10 000 or 6 000
Minimum flight altitude — 7 000

Area navigation route (RNAV)
Route designator — Y685
Magnetic track — 133° 313°
Distance in NM — 31
Upper limit — 10 000 or 8 000
Minimum flight altitude — 7 000

AIRSPACE CLASSIFICATION INFORMATION
CLASS A — Airway(FL 200 ABV - FL 600)
CLASS B — 5 NM Radius; 10 NM Radius; 20 NM Radius
CLASS C — 5 NM Radius; 10 NM Radius
CLASS D — 5 NM Radius
CLASS E — At or above 1 000 ft AGL
CLASS G — Below 1 000 ft AGL
※CLASS D services are provided to aircraft in the airspace where CLASS C and D airspace overlap.

AIRWAY INFORMATIOIN
All airways from FL 200 up to and including FL 600 are CLASS A
All airways from MEA up to and including FL 200 are CLASS D

Change - Over Point (COP)
Distance in NM from associated VOR navigation aid — 45 44

Significant point
Name — IGDOK

Reporting Point(REP/WPT)
Compulsory
On request

Restricted airspace
P = Prohibited
R = Restricted
D = Danger
A = Alert
Identification of area — RK R84
Nationality letter
Upper limits — 10 000 AMSL
Lower limits — SFC
RK A18 FL 150 SFC
※Nationality letter is omitted for chart clarity.

Military Operation Area (MOA)
Air Combat Manoeuvering Instrumentation (ACMI)
Air-to-air refuelling Areas(AAR)
Identification of area — MOA 18 / ACMI A / DOKDO
Upper limit — FL 400
Lower limit — 5000 AMSL

Compass rose
To be orientated on the chart in accordance with the alignment of the station (normally Magnetic North)
Note. Additional points of compass may be added as required.

Compass rose to be used as appropriate in combination with the following symbols:
VOR
VOR/DME
TACAN
VORTAC

Identification for radio navigation aids (NAVAID)
Name — INCHEON
NAVAID frequency. Identification or call sign — VOR/DME 113.8 NCN
Geographical coordinates — 37° 29' 42"N 126° 25' 49"E
Elevation of NAVAID site — 100 FT

Altimeter setting region boundary

Isogonic line or isogonal — 7°W

Political boundary

National River
Large river(Perennial)
Small river(Perennial)
Lakes(Perennial)

Area Minimum Altitude (AMA)
Each 1° quadrilateral contains an Area Minimum Altitude (AMA) which represents the lowest altitude to be used under Instrument Meteorological Conditions (IMC). The AMA provides a minimum clearance of 1 000 feet above all obstacles in the quadrilateral. It is represented in hundreds feet above mean sea level.
Example : 5 400 feet — 54

AIRSPACE RESTRICTIONS

TIME : UTC, ALT : Feet

PROHIBITED AREAS

RK P73 GND-UNL	RK P518 GND-UNL	RK P518E GND-UNL	RK P518W GND-UNL

RESTRICTED AREAS

RK R1 GND-6 000 AMSL MON-FRI 2300-0800 VMC-IMC	RK R97D GND-UNL NOTAM/VMC-IMC	RK R120 GND-FL 380 NOTAM VMC-IMC	RK R142B SFC-300 AMSL NOTAM VMC
RK R10 GND-5 000 AMSL MON-SAT CONT VMC-IMC	RK R97E SFC-FL 300 NOTAM VMC-IMC	RK R121 GND-2 500 AMSL NOTAM VMC-IMC	RK R142C SFC-300 AMSL NOTAM VMC
RK R14 NOTAM VMC-IMC	RK R97F SFC-FL 150 NOTAM VMC-IMC	RK R122 GND-3 700 AMSL MON-FRI 2300-1100 SAT 2300-0300 VMC-IMC	RK R143 SFC-300 AMSL NOTAM VMC
RK R17 GND-FL 150 CONT 2100-1500 VMC-IMC	RK R99 GND-FL 360 NOTAM	RK R123 GND-3 700 AMSL NOTAM VMC	RK R144 SFC-300 AMSL NOTAM VMC
RK R19 GND-3 400 AMSL NOTAM VMC-IMC	RK R100 GND-500 AMSL CONT	RK R124 GND-2 500 AMSL NOTAM VMC	RK R145 SFC-300 AMSL NOTAM VMC
RK R20 GND-5 000 AMSL NOTAM VMC-IMC	RK R104 GND-FL 150 NOTAM VMC	RK R125 GND-3 500 AMSL NOTAM VMC	RK R146 SFC-300 AMSL NOTAM VMC
RK R21 GND-5 000 AMSL NOTAM VMC-IMC	RK R105 GND-FL 400 NOTAM VMC	RK R126 GND-3 000 AMSL MON-SAT 0100-1300 NOTAM VMC	RK R147 SFC-300 AMSL NOTAM VMC
RK R35 GND-2 500 AMSL CONT VMC-IMC	RK R107 GND-FL 400 MON-SAT 2300-0800 VMC	RK R127 GND-3 000 AMSL NOTAM VMC	RK R148A SFC-300 AMSL NOTAM VMC
RK R72 GND-UNL NOTAM VMC-IMC	RK R108A GND-FL 270 NOTAM VMC-IMC	RK R128 GND-7 000 AMSL NOTAM VMC	RK R148B SFC-300 AMSL NOTAM VMC
RK R74 GND-FL 500 CONT VMC	RK R108B GND-FL 330 NOTAM VMC-IMC	RK R129 GND-3 500 AMSL NOTAM VMC	RK R149 SFC-300 AMSL NOTAM VMC
RK R75 SFC-10 000 AMSL MCRC AOC	RK R108C GND-UNL NOTAM VMC-IMC	RK R131 SFC-5 000 AMSL NOTAM VMC	RK R150 SFC-300 AMSL NOTAM VMC
RK R77 GND-FL 150 NOTAM VMC-IMC	RK R108D GND-UNL NOTAM VMC-IMC	RK R132 GND-10 000 AMSL NOTAM	RK R151A SFC-100 AMSL NOTAM VMC
RK R80 GND-FL 400 CONT VMC	RK R108E GND-FL 400 NOTAM VMC-IMC	RK R133 GND-500 AMSL NOTAM VMC	RK R152 SFC-2 100 AMSL NOTAM VMC
RK R81 SFC-FL 220 CONT 2100-1400 VMC	RK R108F GND-FL 800 NOTAM VMC-IMC	RK R134 GND-5 000 AMSL NOTAM VMC	RK R153 SFC-3 000 AMSL NOTAM VMC
RK R84 GND-FL 400 CONT VMC	RK R110 GND-FL 400 CONT 2200-1300	RK R135 GND-500 AMSL NOTAM VMC	RK R154 SFC-3 000 AMSL NOTAM VMC
RK R88 GND-FL 400 CONT VMC	RK R111 GND-FL 250 CONT VMC	RK R136 GND-500 AMSL NOTAM VMC	RK R155A SFC-9 500 AMSL CONT
RK R89 GND-1 000 AMSL CONT VMC-IMC	RK R114 GND-3 000 AMSL MON-SAT H J VMC	RK R137 SFC-5 000 AMSL NOTAM VMC	RK R155B SFC-FL 196 NOTAM
RK R90A GND-2 000 AMSL CONT VMC-IMC	RK R115 GND-FL 380 CONT VMC-IMC	RK R138 SFC-4 400 AMSL Electronic jamming Area	RK R156 SFC-3 500 AMSL NOTAM VMC-IMC
RK R90B GND-5 500 AMSL CONT VMC-IMC	RK R116 GND-2 500 AMSL NOTAM VMC-IMC	RK R139 GND-5 400 AMSL Electronic jamming Area	RK R157 SFC-6 000 AMSL Electronic jamming Area
RK R97A GND-FL 300 NOTAM VMC-IMC	RK R117 GND-3 000 AMSL NOTAM VMC-IMC	RK R140 SFC-300 AMSL NOTAM VMC	RK R158 SFC-6 400 AMSL Electronic jamming Area
RK R97B GND-UNL NOTAM VMC-IMC	RK R118 GND-2 500 AMSL NOTAM VMC-IMC	RK R141 SFC-300 AMSL NOTAM VMC	
RK R97C GND-UNL NOTAM VMC-IMC	RK R119 GND-2 500 AMSL NOTAM VMC-IMC	RK R142A SFC-300 AMSL NOTAM VMC	

DANGER AREAS

RK D1 GND-10 000 AGL	RK D14 GND-3 000 AGL	RK D22 GND-1 800 AGL	RK D30 GND-1 900 AGL
RK D2 GND-10 000 AGL	RK D15 GND-3 000 AGL	RK D23 GND-1 900 AGL	RK D31 GND-1 600 AGL
RK D5 GND-3 000 AGL	RK D16 GND-2 000 AGL	RK D24 GND-1 700 AGL	RK D32 GND-1 600 AGL
RK D6 GND-3 000 AMSL	RK D17 GND-3 000 AGL	RK D25 GND-1 500 AGL	RK D33 GND-1 500 AGL
RK D7 GND-10 000 AMSL	RK D18 GND-3 000 AGL	RK D26 GND-1 600 AGL	RK D34 GND-1 600 AGL
RK D8 GND-8 000 AGL	RK D19 GND-1 000 AGL	RK D27 GND-1 900 AGL	RK D35 GND-2 000 AGL
RK D9 GND-3 000 AGL	RK D20 GND-1 600 AGL	RK D28 GND-1 700 AGL	RK D36 GND-2 000 AGL
RK D13 GND-3 000 AGL	RK D21 GND-1 700 AGL	RK D29 GND-1 600 AGL	RK D37 GND-1 600 AGL

ALERT AREAS

RK A2 SFC-5 000 MSL MON-FRI 2300-1300 SAT 2300-0400	RK A19 SFC-FL 150 DAILY 2100-1400 VMC	RK A20T 700 AGL - 2000 AGL MON-SAT	RK A811 SFC-1 000 AGL MON-FRI 2300-1300 SAT 2300-0400
RK A18 SFC-FL 150 MON-SAT	RK A19T 800 AGL-2000 AGL DAILY 2300-0900 IMC-VMC	RK A810 SFC-1 000 AGL MON-FRI 2300-1300 SAT 2300-0400	RK A8 SFC-FL 140 By NOTAM
RK A9A SFC-3000 AMSL By NOTAM	RK A9B SFC-3000 AMSL By NOTAM		

CIVIL AIRCRAFT TRAINING AREAS (CATA)

CATA 1 FL 420 / 8 000 AMSL 2100-1300	CATA 4A 7 000 AMSL / 1 000 AGL H/J (by NOTAM)	CATA 5 7 000 AMSL / 1 000 AGL H/J (by NOTAM)	CATA 7L 2 500 AGL / SFC H24
CATA 2 FL 420 / 6 000 AMSL 2100-1300 (by NOTAM)	CATA 4B 3 500 AMSL / 1 000 AGL H/J (by NOTAM)	CATA 6 7 000 AMSL / 4 000 AMSL 2100-1300	CATA 7H 5 000 AMSL / 2 500 AGL by NOTAM
CATA 3 7 000 AMSL / SFC 2100-1300			

MILITARY OPERATION AREAS (MOA)

MOA 1 FL 400 / 10 000 AMSL	MOA 9W FL 400 / 11 000 AMSL	MOA 19L 8 000 AMSL / 3 000 AGL	MOA 30H FL 400 / 10 000 AMSL
MOA 2H FL 400 / 10 000 AMSL	MOA 10 FL 400 / 10 000 AMSL	MOA 19H FL 400 / 10 000 AMSL	MOA 31L 9 000 AMSL / 2 000 AGL
MOA 2L 9 000 AMSL / 3 000 AGL	MOA 11 FL 400 / 12 000 AMSL	MOA 20 FL 400 / 10 000 AMSL	MOA 31H FL 400 / 10 000 AMSL
MOA 3A 7 000 AMSL / 3 000 AGL	MOA 12W 7 000 AMSL / 3 000 AGL	MOA 21 FL 400 / 10 000 AMSL	MOA 32 FL 400 / 10 000 AMSL
MOA 3L 9 000 AMSL / 3 000 AGL	MOA 12W FL 400 / 11 000 AMSL	MOA 22 FL 400 / 5 000 AMSL	MOA 33 FL 400 / 10 000 AMSL
MOA 3H FL 400 / 10 000 AMSL	MOA 12E 10 000 AMSL / 3 000 AGL	MOA 23 FL 400 / 5 000 AMSL	MOA 34 4 000 AMSL / 500 AMSL
MOA 4 9 000 AMSL / 3 000 AGL	MOA 12E FL 400 / 11 000 AMSL	MOA 24 FL 400 / 10 000 AMSL	MOA 35 4 000 AMSL / 500 AMSL
MOA 5 9 000 AMSL / 3 000 AGL	MOA 13W 8 000 AMSL / 3 000 AGL	MOA 25L 9 000 AMSL / 3 000 AGL	MOA 36 4 000 AMSL / 500 AMSL
MOA 5? FL 400 / 12 000 AMSL	MOA 13W FL 400 / 11 000 AMSL	MOA 25H FL 400 / 10 000 AMSL	MOA 37 8 000 AMSL / SFC
MOA 6 9 000 AMSL / 3 000 AGL	MOA 13E 9 000 AMSL / 3 000 AGL	MOA 26L 9 000 AMSL / 3 000 AGL	MOA 38 8 000 AMSL / SFC
MOA 6 FL 400 / 10 000 AMSL	MOA 13E FL 400 / 10 000 AMSL	MOA 26H FL 400 / 10 000 AMSL	MOA 39 5 000 AMSL / SFC
MOA 7 FL 400 / 10 000 AMSL	MOA 14 FL 330 / 10 000 AMSL	MOA 27N FL 400 / 11 000 AMSL	MOA 40 5 000 AMSL / SFC
MOA 8 8 000 AMSL / 3 000 AGL	MOA 15A 9 000 AMSL / 3 000 AGL	MOA 27S FL 400 / 11 000 AMSL	MOA 41 5 000 AMSL / SFC
MOA 8 FL 400 / 11 000 AMSL	MOA 15 FL 400 / 11 000 AMSL	MOA 27A 9 000 AMSL / 3 000 AGL	HTA 1 1 000 AMSL / SFC
MOA 9E 10 000 AMSL / 3 000 AGL	MOA 16 FL 400 / 5 000 AMSL	MOA 28 FL 400 / 200 AGL	HTA 2 1 500 AMSL / SFC
MOA 9E FL 400 / 11 000 AMSL	MOA 17 FL 400 / 5 000 AMSL	MOA 29 FL 400 / 3 000 AGL	
MOA 9W 7 000 AMSL / 3 000 AGL	MOA 18 FL 400 / 5 000 AMSL	MOA 30L 9 000 AMSL / 2 000 AGL	

AIR COMBAT MANOEUVERING INSTRUMENTATION (ACMI)

ACMI A 5 000 AMSL / SFC	ACMI C FL 600 / 10 000 AMSL	ACMI D FL 600 / SFC	ACMI E FL 600 / 10 000 AMSL
ACMI B 9 000 AMSL / 6 000 AMSL			

AIR-TO-AIR REFUELLING AREAS

DOKDO 2 000 AGL / 500 AGL	MALLIPO FL 250 / FL 140	WIDO FL 250 / FL 140	ULLEUNGDO FL 250 / FL 140
GANGGU FL 250 / 12 000 AMSL	JINDO FL 250 / 11 000 AMSL		

AERODROME TRAFFIC ZONE (ATZ)

Gapyeong SFC-1 500 AGL Class D	Yongin SFC-1 500 AGL Class D	Chuncheon SFC-1 500 AGL Class D	Taean 2 SFC-1 000 AMSL Class D
Yangpyeong SFC-1 500 AGL Class D	Jeonju SFC-1 500 AGL Class D	Deokso SFC-1 000 AGL Class D	Poseung SFC-1 000 AGL Class D
Hongcheon SFC-1 500 AGL Class D	Youngcheon SFC-1 500 AGL Class D	Jochiwon SFC-1 500 AGL Class D	
Hyeonri SFC-1 500 AGL Class D	Geumwang SFC-1 500 AGL Class D	Taean 1 SFC-1 500 AMSL Class D	

REPUBLIC OF KOREA
ELEV IN FEET

ENROUTE CHART - ICAO

LAMBERT CONFORMAL CONIC PROJECTION

COMMUNICATION FACILITIES

INCHEON ACC	
INCHEON CONTROL	
GUNSAN LOW SECTOR	126.175, 134.375, 317.85, 335.55
GUNSAN HIGH SECTOR	132.15, 123.55, 263.15, 272.60
GWANGJU LOW SECTOR	120.725, 128.30, 263.90, 272.75
GWANGJU HIGH SECTOR	123.725, 124.50, 239.25, 275.40
JEJU NORTH SECTOR	124.525, 132.425, 255.40, 348.10, 233.50
JEJU SOUTH HIGH SECTOR	133.425, 134.15, 234.35, 234.65
JEJU SOUTH LOW SECTOR	125.725, 132.825, 128.375, 232.95, 233.15
COMMON 132.20, 355.50	
EMERGENCY : 121.50, 243.00	
* CONTINGENCY USE ONLY	
DAEGU ACC	
DAEGU CONTROL	
WEST-SEA HIGH SECTOR	132.80, 120.525, 290.60, 335.45
WEST-SEA LOW SECTOR	128.70, 118.925, 270.50, 263.60
EAST-SEA SECTOR	122.25, 125.925, 263.35, 263.85
EAST-SEA LOW SECTOR	134.175, 123.65, 272.40, 233.60
POHANG SECTOR	120.575, 119.375, 134.375, 254.70, 335.75
DAEGU SECTOR	125.375, 125.775, 124.575, 234.15, 317.35, 335.50
SOUTH-SEA SECTOR	128.175, 128.325, 335.50, 275.20
COMMON 122.75, 262.75	
EMERGENCY : 121.50, 243.00	
* CONTINGENCY USE ONLY	
INCHEON/DAEGU FIC	
DAEGU INFORMATION	126.90, 135.725, 250.80, 258.50, 317.55 EMERGENCY : 121.50, 243.00
SEOUL RADIO	127.10 3004 kHz, 6532 kHz, 8903 kHz, 13300 kHz, 13303 kHz, 17904 kHz
APPROACH CONTROL	
SEOUL APP	119.05, 119.10, 119.75, 124.70, 120.80, 121.35, 121.40, 123.25, 123.80, 124.20, 124.80, 125.15, 293.30, 305.70, 353.20, 363.80, 121.50, 243.00
JEJU APP	120.425, 121.20, 124.05, 317.70, 279.80, 121.50, 243.00
GIMHAE APP	119.20, 125.50, 134.40, 135.70, 225.10, 230.10, 253.80, 363.80, 121.50, 243.00
GWANGJU APP	130.00, 228.90, 121.50, 243.00
GANGNEUNG APP	124.60, 304.00, 121.50, 243.00
WONJU APP	135.725, 234.40, 130.2, 121.50, 243.00
SACHEON APP	135.40, 344.70, 121.50, 243.00
POHANG APP	120.20, 232.40, 124.25, 121.50, 243.00
DAEGU APP	135.90, 346.30, 121.50, 243.00
YECHEON APP	134.50, 229.35, 121.50, 243.00
HAEMI APP	124.60, 229.25, 253.95, 121.50, 243.00
JUNGWON APP	132.55, 306.70, 121.50, 243.00
GUNSAN APP	124.10, 292.65, 121.50, 243.00
OSAN APP	127.90, 363.10, 121.50, 243.00

CONVENTIONAL routes width 10NM except the following segments :
- A595 (CJU - SAMDO) : 8NM
- G339 (PSN - INVOK) : 8NM
- G585 (SEL - SAPRA) : 8NM
- V11 (PSN - PILIT) : 8NM
- A593 (ONIKU - LAMEN) : 50NM
- B332 (KANSU - IGRAS) : 50NM
- B467 (KANSU - TENAS) : 50NM

A586 (TENAS - PSN) CDR1 Operational Hours(UTC) :
- Weekdays : 1100 - 2200
- SAT : 2200 on the preceding day until 2400 on the Saturday.
- SUN : 0000 - 2200
- Holiday : 1100 on the preceding day until 2200 on the holiday.

Y579 (TENAS - PSN) CDR1 Operational Hours(UTC) :
- Weekdays : 1400 - 2200
- SAT : 2200 on the preceding day until 2400 on the Saturday.
- SUN : 0000 - 2200
- Holiday : 1400 on the preceding day until 2200 on the holiday.

A593 : Flight Level Allocation Scheme (FLAS)
The west of SADLI
- Eastbound : FL 250, FL 270, FL 290, FL 310, FL 330, FL 350, FL 370, FL 390, FL 410
- Westbound : FL 240, FL 260, FL 280, FL 300, FL 320, FL 340, FL 360, FL 380, FL 400

The east of SADLI
- Eastbound(From Shanghai FIR To Fukuoka FIR) : FL 250, FL 290, FL 310, FL 390
- Westbound(From Fukuoka FIR To Shanghai FIR) : FL 240, FL 280, FL 300, FL 400

* Eastbound from SADLI to ONIKU is only for Non-approval of RNAV 2.

G585/Y685 (SEL - KPO) :
- Only flying westbound from KPO to SEL on G585/Y685 is authorized except ACFT departing from RKTY or RKTI.
- Aircraft flying eastbound from SEL to KPO at or above 11 000 ft on G585/Y685 shall get PPR 24 hours before from Incheon/Daegu ACC.
- No PPR is needed at or below 10 000 ft.

G597/Y697 (AGAVO - LANAT) :
- Only flying westbound from SEL to AGAVO on G597/Y697 is authorized. (Unless otherwise assigned by ATC, flying eastbound in this airway shall not be used)
- Aircraft flying eastbound from AGAVO to SEL on G597 shall get PPR 24-hours before from Daegu ACC.
- Only flying westbound from LANAT to KAE on G597 shall get 24HRs PPR from Daegu ACC.

L512 (TENAS-ANDOL)
After ANDOL, MEA is FL290, see AIP JAPAN

V11/Y744 (PSN-PILIT) :
- 11 000 ft to FL240,at or above FL280 will be blocked.
- At or above 11 000 ft, required 15 days PPR from Air Traffic Management Office.

SCALE 1:1,360,000

KILOMETRES / NAUTICAL MILES

Date of aeronautical infomation 2 MAY 2024 Isogonic information 16 NOV 2023

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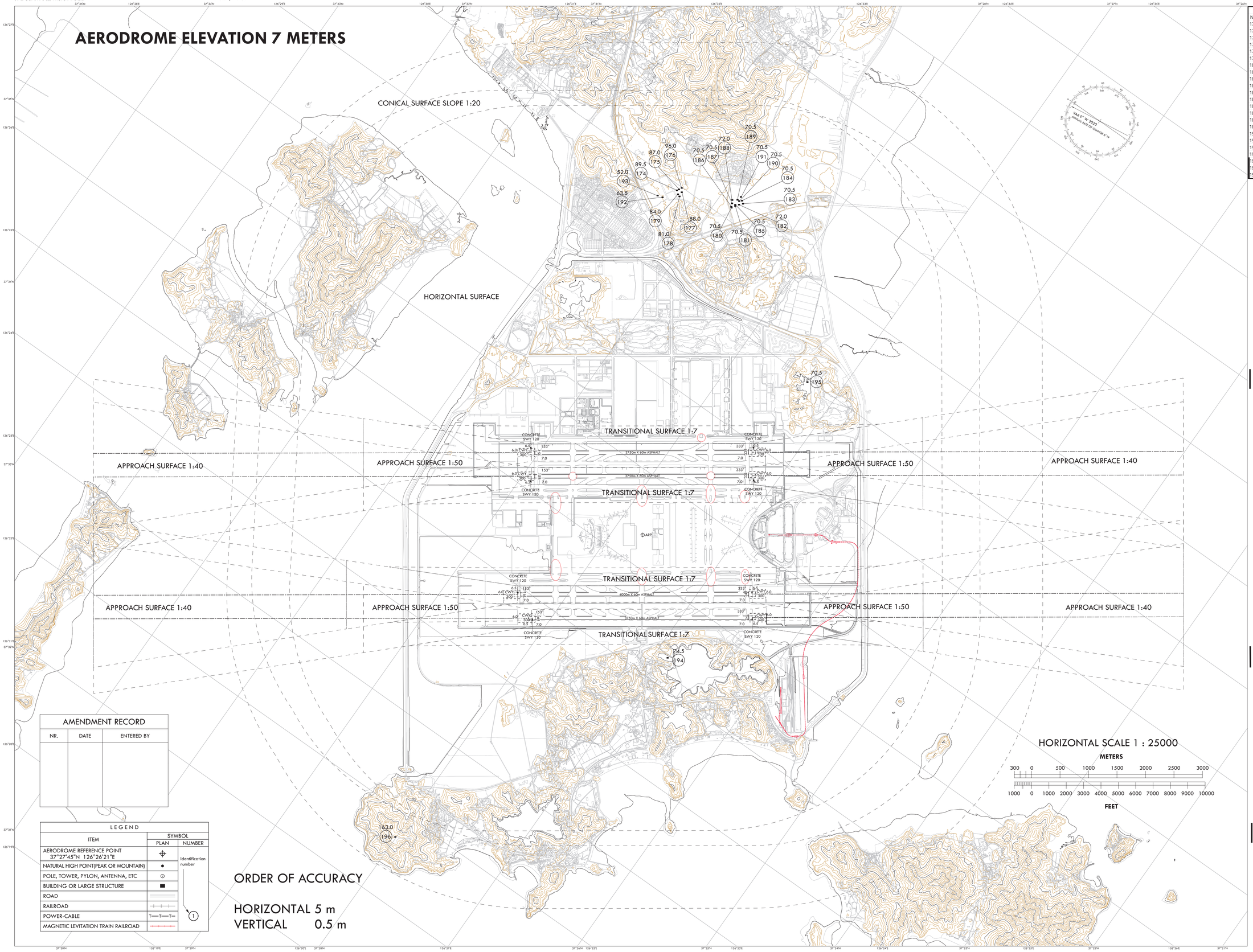
"Topographic data is derived from NGII(Natilonal Geographic Infomation Institute)'s 1:5,000 Digital Map"

AERODROME OBSTACLE CHART - ICAO
TYPE B

DIMENSIONS AND ELEVATIONS IN METERS

SEOUL / Incheon Intl

AERODROME ELEVATION 7 METERS



OBSTACLES					
NR	COORDINATES (WGS-84)		ELEV (MSL)	ITEM	NOTE
174	37°29'22.23"	126°29'56.16"	90.0	Building	
175	37°29'21.55"	126°29'57.51"	87.0	Building	
176	37°29'20.76"	126°29'59.53"	96.0	Building	
177	37°29'19.35"	126°29'57.12"	88.0	Building	
178	37°29'19.03"	126°29'53.79"	81.0	Building	
179	37°29'20.44"	126°29'54.26"	84.0	Building	
180	37°28'51.08"	126°30'08.55"	70.5	Building	
181	37°28'49.92"	126°30'11.07"	70.5	Building	
182	37°28'48.55"	126°30'13.37"	72.0	Building	
183	37°28'47.05"	126°30'15.60"	70.5	Building	
184	37°28'48.49"	126°30'16.88"	70.5	Building	
185	37°28'50.26"	126°30'11.71"	70.5	Building	
186	37°28'51.53"	126°30'09.02"	70.5	Building	
187	37°28'52.27"	126°30'11.33"	70.5	Building	
188	37°28'53.35"	126°30'13.31"	72.0	Building	
189	37°28'50.94"	126°30'15.61"	70.5	Building	
190	37°28'49.73"	126°30'15.54"	70.5	Building	
191	37°28'50.26"	126°30'18.62"	70.5	Building	
192	37°29'26.57"	126°29'46.21"	63.5	Building	
193	37°29'29.47"	126°29'45.10"	52.0	Building	
194	37°26'53.09"	126°25'19.65"	74.5	Antenna	
195	37°27'18.55"	126°28'57.96"	70.5	Antenna	
196	37°28'00.72"	126°21'42.89"	163.0	Antenna	

AMENDMENT RECORD		
NR.	DATE	ENTERED BY

LEGEND		
ITEM	SYMBOL	
	PLAN	NUMBER
AERODROME REFERENCE POINT 37°27'45"N 126°26'21"E	⌖	Identification number
NATURAL HIGH POINT(PEAK OR MOUNTAIN)	●	
POLE, TOWER, PYLON, ANTENNA, ETC	⊙	
BUILDING OR LARGE STRUCTURE	■	
ROAD		
RAILROAD		
POWER-CABLE	T—T—T—	
MAGNETIC LEVITATION TRAIN RAILROAD		

ORDER OF ACCURACY

HORIZONTAL 5 m
VERTICAL 0.5 m

Change : Establishment of OBST NR. 194~196.

RKSS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

RKSS AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	H3 : 373321.30N 1264713.69E H4 : 373302.36N 1264737.39E
2	TLOF and/or FATO elevation	H3 : 9.897 m(32.470 ft) H4 : 9.971 m(32.713 ft)
3	TLOF and FATO area dimensions, surface, strength, marking	H3, H4 : Rectangle 25.4 x 25.4 m, concrete PCN 55/R/B/W/T, white edges and white letter H
4	True and MAG BRG of FATO	H3, H4 : 135/315° GEO, 144/324° MAG Direction of H3 : 135° GEO, 144° MAG Direction of H4 : 315° GEO, 324° MAG
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	As directed by ATC

RKSS AD 2.17 ATS AIRSPACE

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

Change : Information of helicopter landing area.

RKSS AD 2.18 ATS COMMUNICATION FACILITIES

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

Scheduled Inspection Time

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

RKSS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

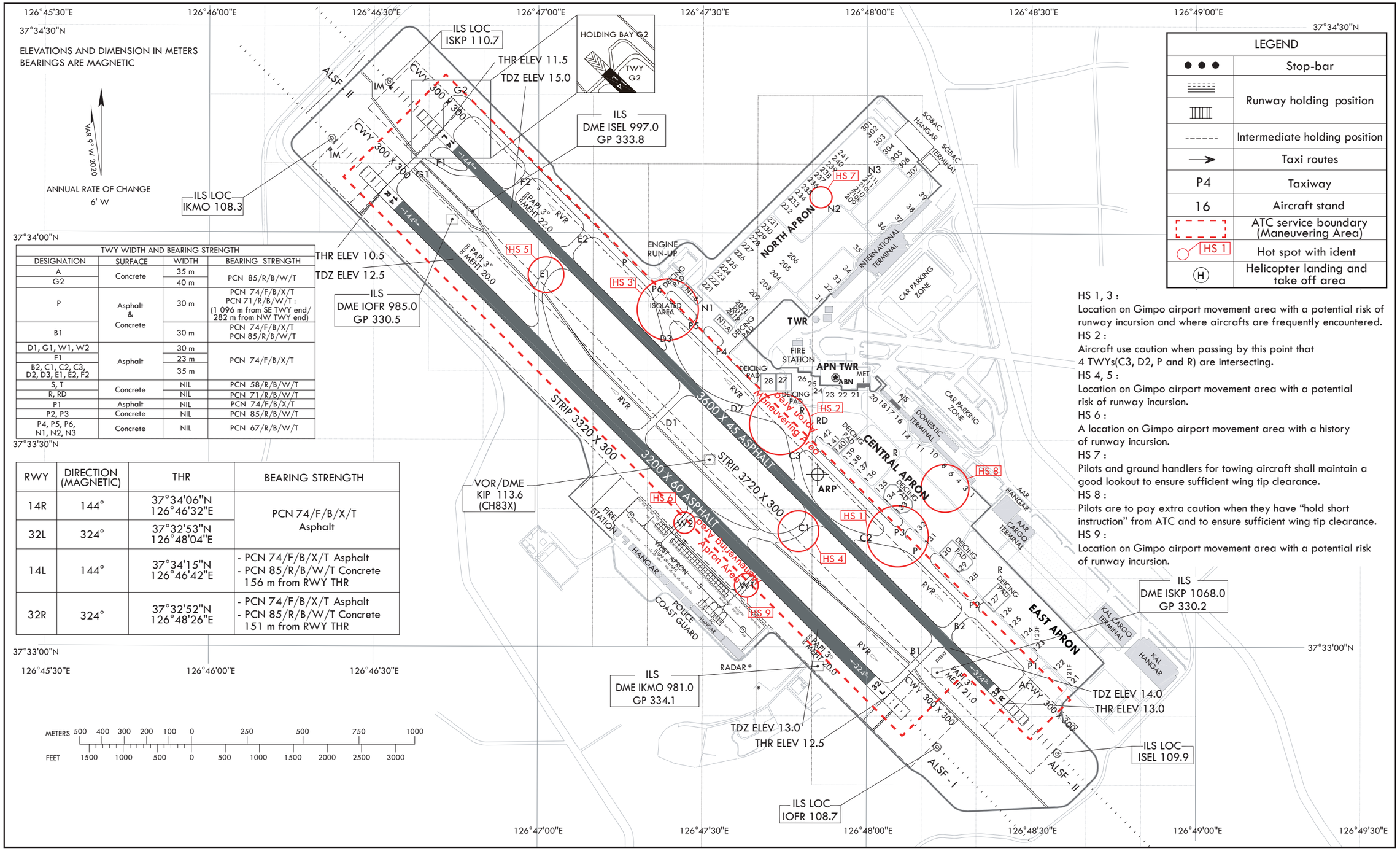
Type of aid, MAG VAR, Type of supported OPS	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME (9° W/2020)	KIP	113.60 MHz (CH 83X)	H24	373327.1N 1264731.3E	30 m	**VOR/DME unusable** RDL 331 clockwise RDL 360,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

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



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

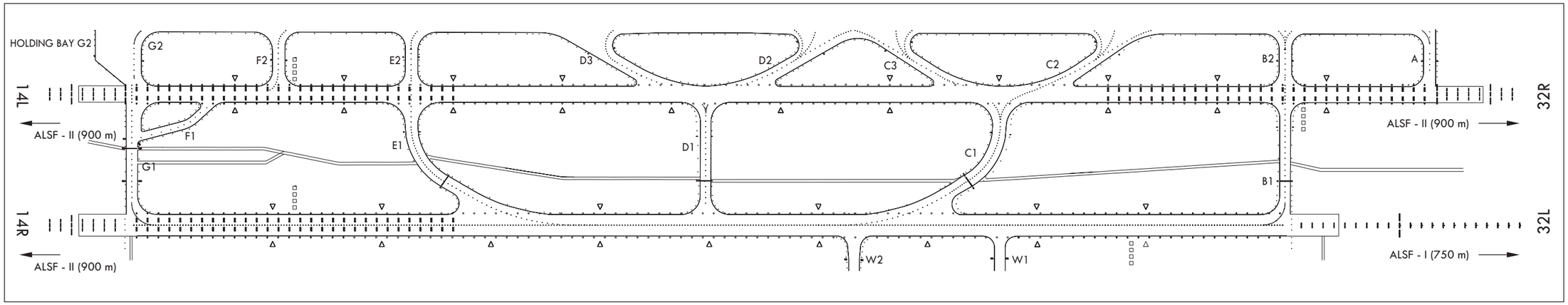
RWY	DIRECTION (MAGNETIC)	THR	BEARING STRENGTH
14R	144°	37°34'06"N 126°46'32"E	PCN 74/F/B/X/T Asphalt
32L	324°	37°32'53"N 126°48'04"E	
14L	144°	37°34'15"N 126°46'42"E	- PCN 74/F/B/X/T Asphalt - PCN 85/R/B/W/T Concrete 156 m from RWY THR
32R	324°	37°32'52"N 126°48'26"E	- PCN 74/F/B/X/T Asphalt - PCN 85/R/B/W/T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

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

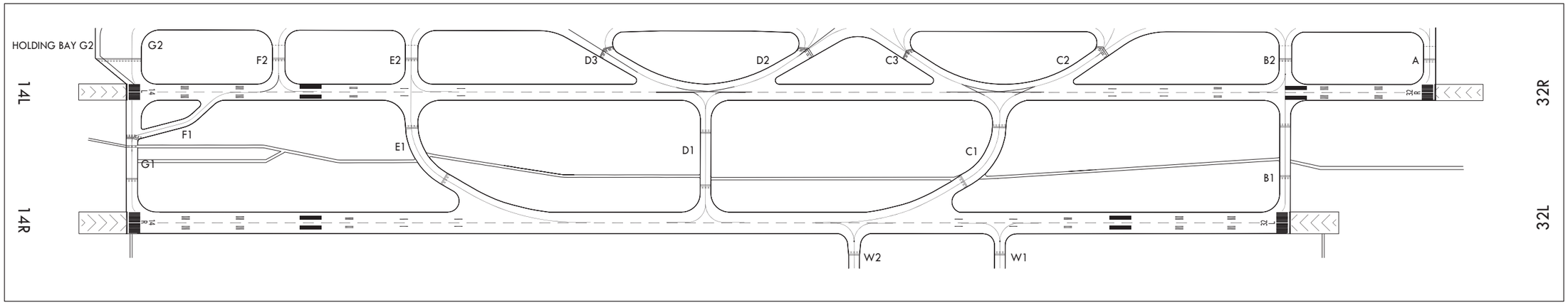
HS 1, 3 :
Location on Gimpo airport movement area with a potential risk of runway incursion and where aircrafts are frequently encountered.
HS 2 :
Aircraft use caution when passing by this point that 4 TWYs(C3, D2, P and R) are intersecting.
HS 4, 5 :
Location on Gimpo airport movement area with a potential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

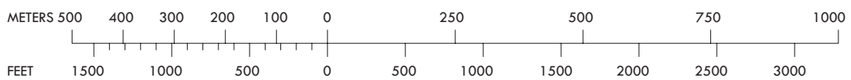
Change : Information of MEHT(23.5 → 22.0, 23.5 → 20.0, 23.5 → 21.0).

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

TWR	118.1
GND	121.9
APN	130.875

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

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

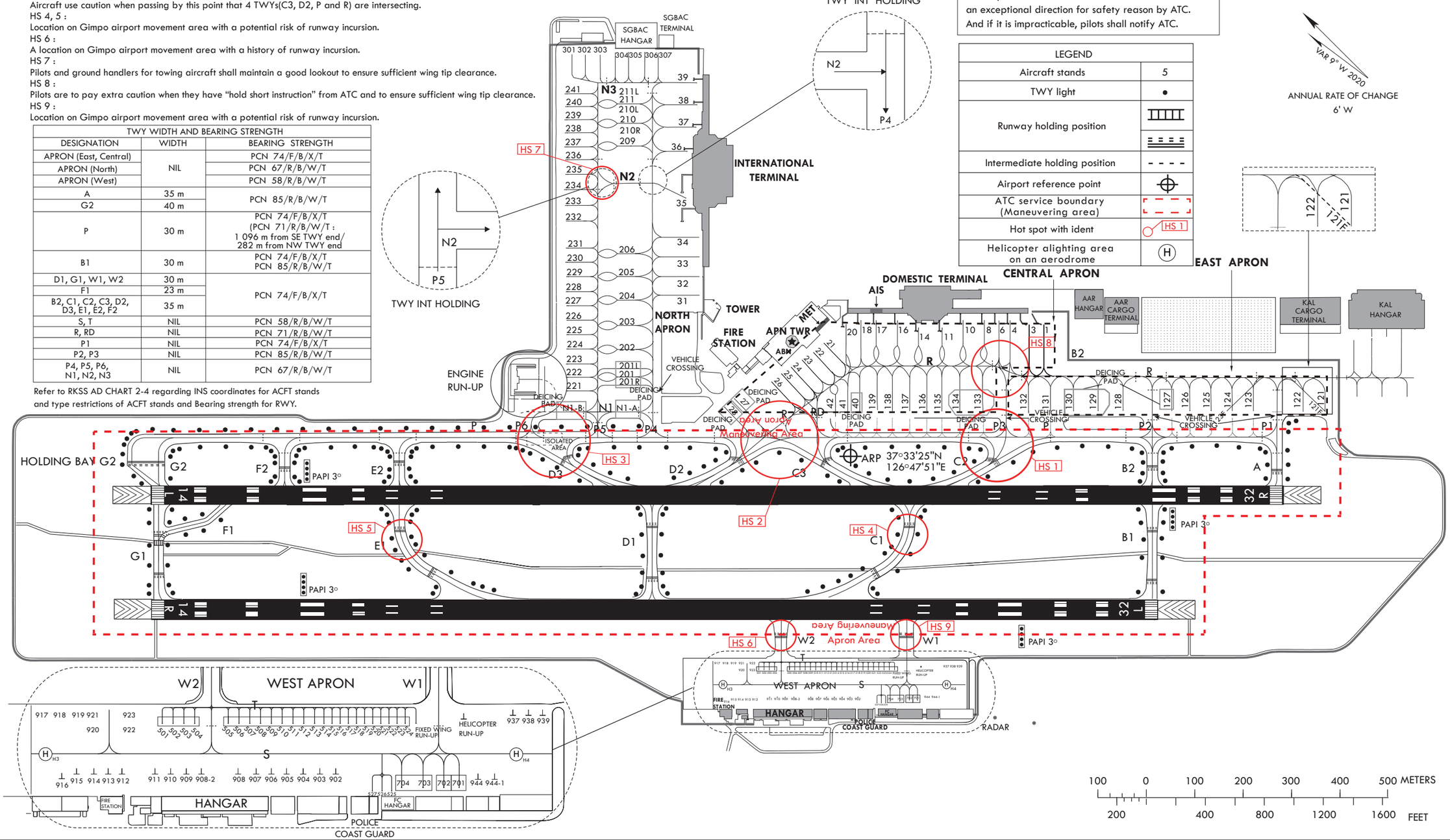
Refer to RKSS AD CHART 2-4 regarding INS coordinates for ACFT stands and type restrictions of ACFT stands and Bearing strength for RWY.

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

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

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

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



INS COORDINATES FOR AIRCRAFT STANDS (WGS-84)

STAND NR	COORDINATES		STAND NR	COORDINATES		STAND NR	COORDINATES	
1	37°33'21.66"N	126°48'19.06"E	203	37°33'52.36"N	126°47'41.86"E	520	37°33'09.31"N	126°47'31.78"E
3	37°33'22.69"N	126°48'17.76"E	204	37°33'54.02"N	126°47'43.95"E	521	37°33'08.99"N	126°47'32.18"E
4	37°33'23.72"N	126°48'16.46"E	205	37°33'55.68"N	126°47'46.38"E	522	37°33'08.67"N	126°47'32.59"E
6	37°33'24.75"N	126°48'15.17"E	206	37°33'57.40"N	126°47'48.06"E	523	37°33'08.35"N	126°47'32.99"E
8	37°33'26.37"N	126°48'13.90"E	209	37°34'04.65"N	126°47'57.17"E	524	37°33'08.03"N	126°47'33.40"E
10	37°33'28.03"N	126°48'11.82"E	210	37°34'06.31"N	126°47'59.26"E	525	37°33'06.49"N	126°47'28.73"E
11	37°33'28.80"N	126°48'09.44"E	210L	37°34'07.44"N	126°47'59.94"E	526	37°33'06.81"N	126°47'28.33"E
14	37°33'30.53"N	126°48'07.28"E	210R	37°34'06.44"N	126°47'58.69"E	527	37°33'07.13"N	126°47'27.93"E
16	37°33'32.62"N	126°48'06.03"E	211	37°34'07.98"N	126°48'01.35"E	701	37°33'03.90"N	126°47'31.98"E
17	37°33'34.16"N	126°48'03.89"E	211L	37°34'08.44"N	126°48'01.19"E	702	37°33'04.60"N	126°47'31.11"E
18	37°33'35.37"N	126°48'02.21"E	221	37°33'52.40"N	126°47'30.17"E	703	37°33'05.48"N	126°47'30.01"E
20	37°33'36.05"N	126°48'00.62"E	222	37°33'53.40"N	126°47'31.43"E	704	37°33'05.99"N	126°47'29.36"E
21	37°33'36.23"N	126°47'57.36"E	223	37°33'54.40"N	126°47'32.68"E	902	37°33'08.85"N	126°47'27.15"E
22	37°33'36.31"N	126°47'55.39"E	224	37°33'55.34"N	126°47'34.10"E	903	37°33'09.51"N	126°47'26.33"E
23	37°33'36.33"N	126°47'53.74"E	225	37°33'56.34"N	126°47'35.26"E	904	37°33'10.17"N	126°47'25.52"E
24	37°33'36.41"N	126°47'52.04"E	226	37°33'57.34"N	126°47'36.51"E	905	37°33'10.82"N	126°47'24.70"E
25	37°33'36.98"N	126°47'50.47"E	227	37°33'58.34"N	126°47'37.76"E	906	37°33'11.48"N	126°47'23.89"E
26	37°33'37.59"N	126°47'48.82"E	228	37°33'59.33"N	126°47'39.14"E	907	37°33'12.14"N	126°47'23.07"E
27	37°33'39.32"N	126°47'44.18"E	229	37°34'00.33"N	126°47'40.27"E	908	37°33'12.80"N	126°47'22.26"E
28	37°33'39.15"N	126°47'42.44"E	230	37°34'01.33"N	126°47'41.52"E	908-2	37°33'14.20"N	126°47'20.50"E
31	37°33'49.73"N	126°47'49.98"E	231	37°34'02.33"N	126°47'42.77"E	909	37°33'14.88"N	126°47'19.66"E
32	37°33'51.03"N	126°47'51.87"E	232	37°34'04.42"N	126°47'45.40"E	910	37°33'15.53"N	126°47'18.85"E
33	37°33'52.72"N	126°47'53.95"E	233	37°34'05.42"N	126°47'46.66"E	911	37°33'16.17"N	126°47'18.04"E
34	37°33'54.43"N	126°47'56.05"E	234	37°34'06.46"N	126°47'47.84"E	912	37°33'17.41"N	126°47'16.36"E
35	37°33'57.10"N	126°47'57.69"E	235	37°34'07.46"N	126°47'49.97"E	913	37°33'18.00"N	126°47'15.62"E
36	37°34'00.77"N	126°48'02.34"E	236	37°34'08.46"N	126°47'50.35"E	914	37°33'18.59"N	126°47'14.88"E
37	37°34'01.89"N	126°48'05.36"E	237	37°34'09.46"N	126°47'51.60"E	915	37°33'19.20"N	126°47'14.12"E
38	37°34'03.46"N	126°48'07.50"E	238	37°34'10.45"N	126°47'52.85"E	916	37°33'19.62"N	126°47'13.19"E
39	37°34'05.14"N	126°48'09.63"E	239	37°34'11.45"N	126°47'54.11"E	917	37°33'23.13"N	126°47'15.23"E
121	37°32'55.01"N	126°48'37.35"E	240	37°34'12.45"N	126°47'55.36"E	918	37°33'22.39"N	126°47'16.15"E
121F	37°32'54.94"N	126°48'37.21"E	241	37°34'13.45"N	126°47'56.61"E	919	37°33'21.66"N	126°47'17.08"E
122	37°32'56.61"N	126°48'35.34"E	301	37°34'16.95"N	126°48'01.57"E	920	37°33'20.47"N	126°47'17.06"E
123	37°33'00.19"N	126°48'30.72"E	302	37°34'15.20"N	126°48'02.18"E	921	37°33'21.06"N	126°47'17.80"E
123F	37°33'01.94"N	126°48'28.35"E	303	37°34'14.20"N	126°48'03.43"E	922	37°33'19.00"N	126°47'18.91"E
124	37°33'01.72"N	126°48'28.74"E	304	37°34'13.71"N	126°48'05.17"E	923	37°33'19.59"N	126°47'19.65"E
125	37°33'03.25"N	126°48'26.78"E	305	37°34'12.14"N	126°48'06.34"E	937	37°33'03.92"N	126°47'39.23"E
126	37°33'04.80"N	126°48'24.83"E	306	37°34'11.15"N	126°48'07.76"E	938	37°33'03.37"N	126°47'39.92"E
127	37°33'06.03"N	126°48'23.26"E	307	37°34'10.69"N	126°48'08.92"E	939	37°33'02.82"N	126°47'40.62"E
128	37°33'09.73"N	126°48'18.72"E	501	37°33'17.86"N	126°47'21.05"E	944	37°33'02.93"N	126°47'34.03"E
129	37°33'11.55"N	126°48'16.44"E	502	37°33'17.43"N	126°47'21.57"E	944-1	37°33'01.85"N	126°47'35.40"E
130	37°33'13.42"N	126°48'14.14"E	503	37°33'16.99"N	126°47'22.12"E			
131	37°33'14.99"N	126°48'12.01"E	504	37°33'16.57"N	126°47'22.65"E			
132	37°33'16.61"N	126°48'10.05"E	505	37°33'15.19"N	126°47'24.39"E			
133	37°33'19.96"N	126°48'05.76"E	506	37°33'14.76"N	126°47'24.92"E			
134	37°33'21.63"N	126°48'03.67"E	507	37°33'14.32"N	126°47'25.46"E			
135	37°33'22.97"N	126°48'02.00"E	508	37°33'13.88"N	126°47'26.01"E			
136	37°33'24.37"N	126°48'00.31"E	509	37°33'13.45"N	126°47'26.56"E			
137	37°33'25.52"N	126°47'58.89"E	510	37°33'13.01"N	126°47'27.11"E			
138	37°33'26.65"N	126°47'57.44"E	511	37°33'12.57"N	126°47'27.66"E			
139	37°33'27.66"N	126°47'56.39"E	512	37°33'12.14"N	126°47'28.20"E			
140	37°33'28.81"N	126°47'54.72"E	513	37°33'11.72"N	126°47'28.75"E			
141	37°33'29.57"N	126°47'53.35"E	514	37°33'11.29"N	126°47'29.28"E			
142	37°33'30.47"N	126°47'52.15"E	515	37°33'10.91"N	126°47'29.76"E			
201	37°33'48.61"N	126°47'37.13"E	516	37°33'10.59"N	126°47'30.16"E			
201R	37°33'48.36"N	126°47'36.13"E	517	37°33'10.27"N	126°47'30.57"E			
201L	37°33'49.37"N	126°47'37.40"E	518	37°33'09.95"N	126°47'30.97"E			
202	37°33'50.75"N	126°47'39.70"E	519	37°33'09.63"N	126°47'31.38"E			

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

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

* Code letter "E" aircraft is prohibited to Taxi-out at all aircraft stands.
* Aircraft stands NR. 124-126, 131-134, 137, 201-211 may be used by B767 class (A300-600) ACFT for Nose-in/Taxi-out subject to prior permission from ATC.
* Aircraft stands NR. 123, 127, 135, 136, 138-142, 210L/R and 211L may be used by B737-800WL class (MD-90) ACFT for Nose-in/Taxi-out subject to prior permission from ATC.
* Taxiway intersection markings are provided for 5 places in front of the intersections / junctions on apron taxiway P4 and P5.
* Isolated area : At the intersection of TWY D3 and TWY P.
* De-icing pad : B737-800WL(MD-90) class ACFT - 27, 28, 140, 127 and 201L/R
  B767 class ACFT - 130
  B747 class ACFT - 129, 133, 134, 201 and N1-A, N1-B on the "N1" TWY
* Engine Run-up : Front of "P6" TWY
* Multiple Aircraft Ramp System(MARS) : 121F(121, 122), 123F(123, 124), 201L(201), 201R(201), 210L(210, 211), 210R(210), 211L(211)

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

* Dimensions means overall length × width

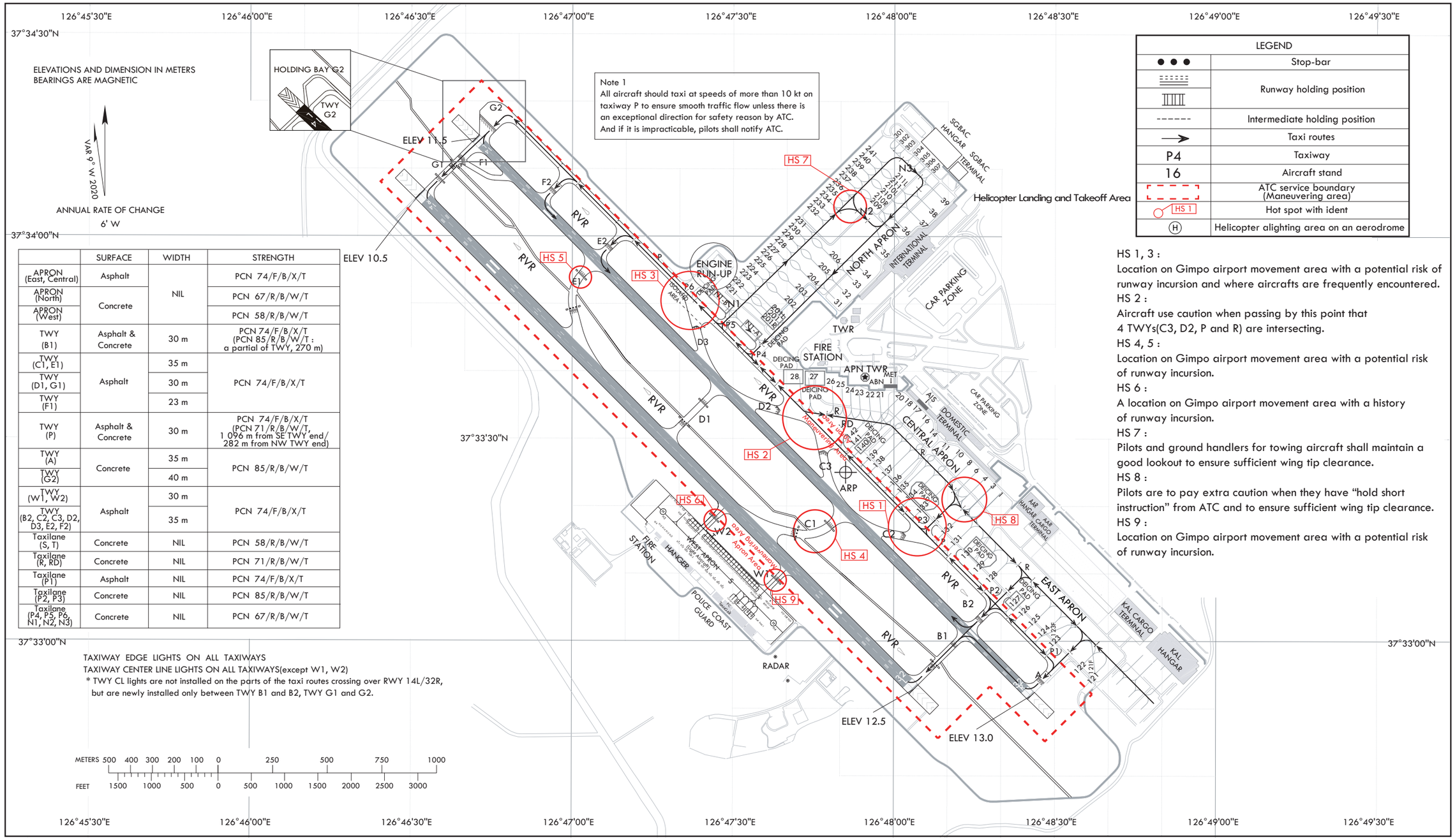
Change : Amended phrase for ACFT type of ACFT stands.

AERODROME GROUND MOVEMENT CHART - ICAO

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

TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

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



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

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

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

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

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

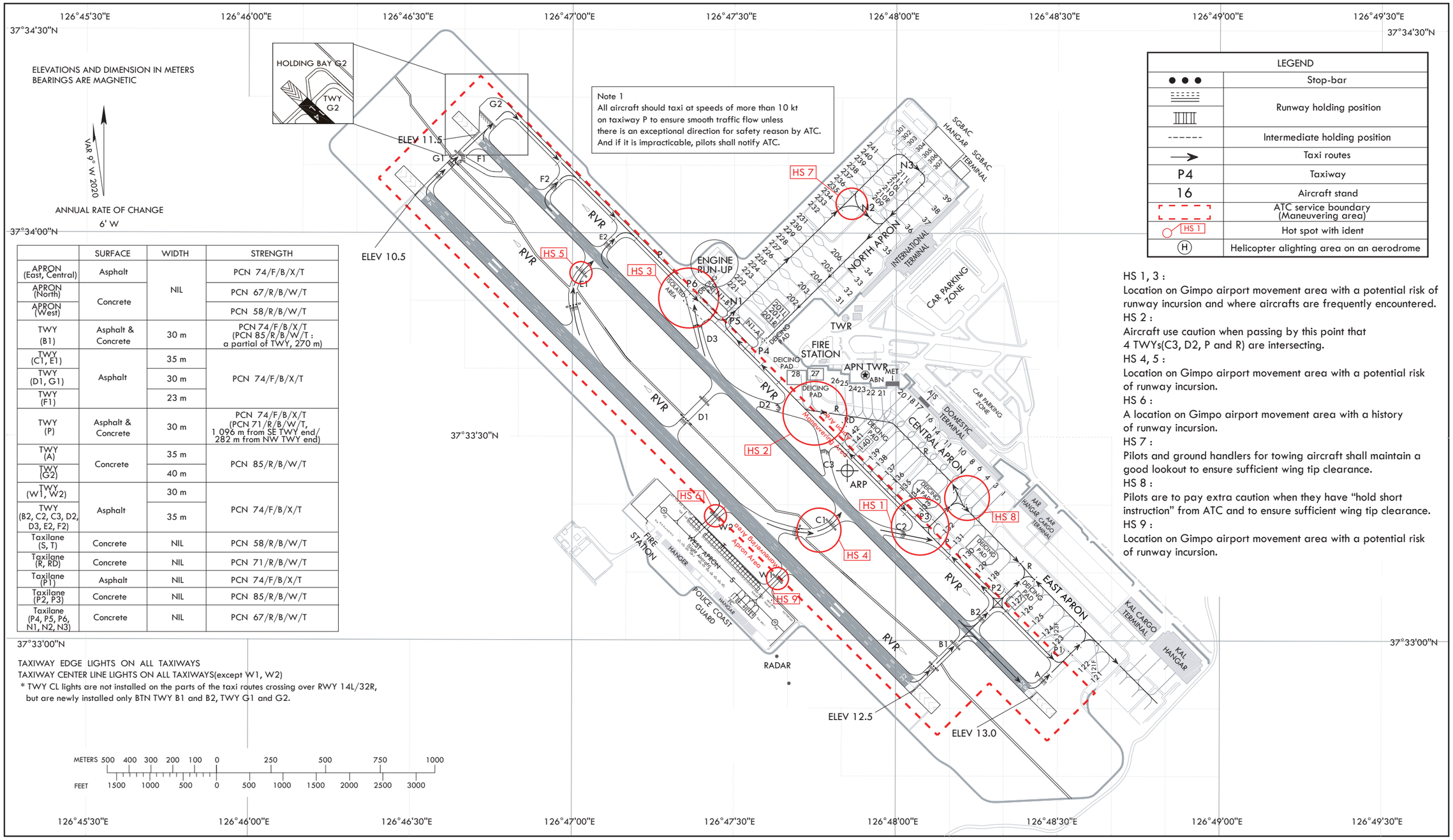
Change : Information of intermediate holding position for TWYs A, B2, E2, F2.

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



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

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

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

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

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

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

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

Change : Withdrawal of instrument approach chart(ILS Z/Y or LOC Z/Y for RWY 07) and Information of chart NR.

AERODROME CHART - ICAO

33°30'44"N
126°29'34"E

ELEV **36** m

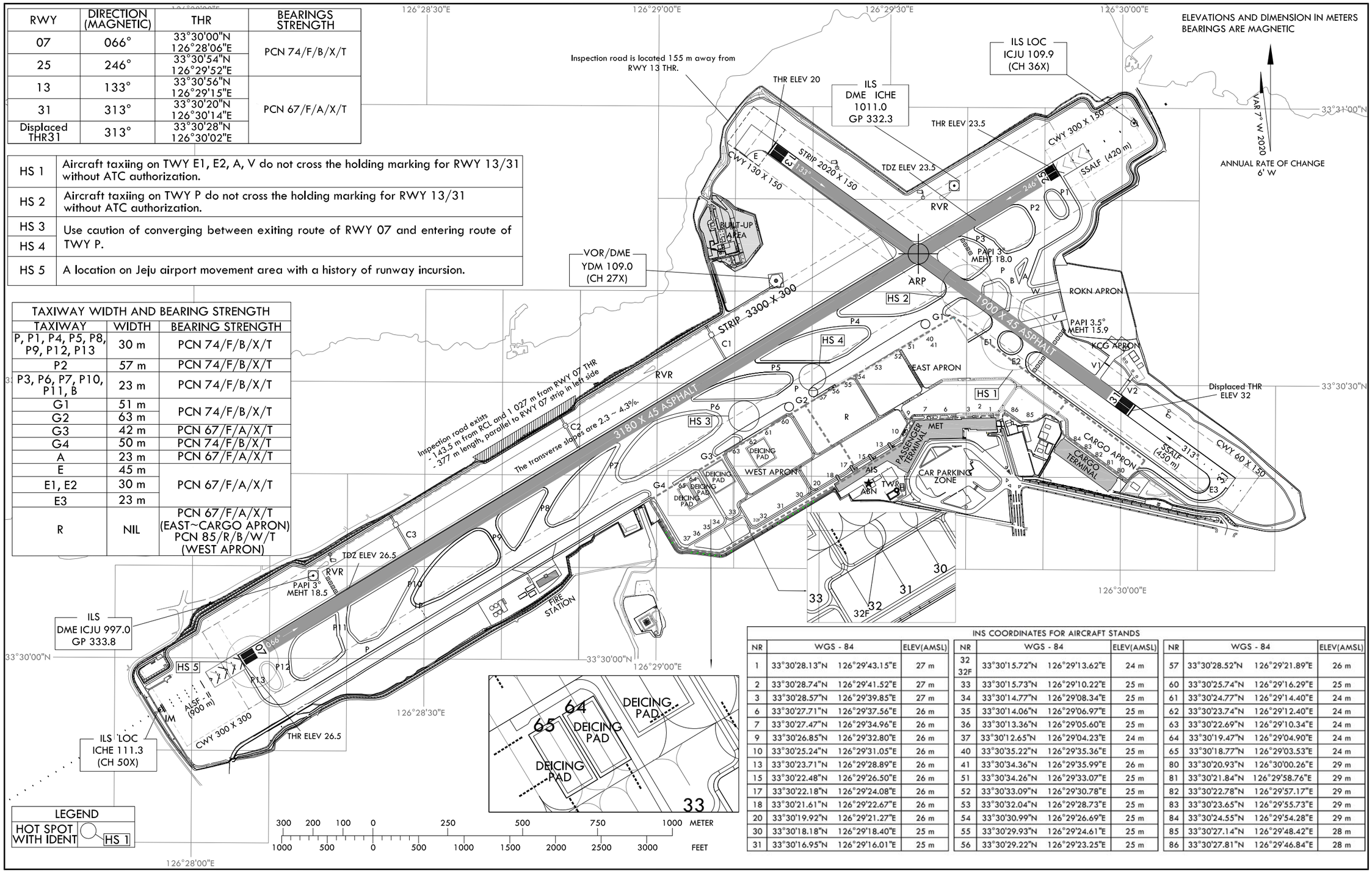
TWR	118.2	236.6
GND	121.675	

JEJU / Jeju Intl

RWY	DIRECTION (MAGNETIC)	THR	BEARINGS STRENGTH
07	066°	33°30'00"N 126°28'06"E	PCN 74/F/B/X/T
25	246°	33°30'54"N 126°29'52"E	
13	133°	33°30'56"N 126°29'15"E	PCN 67/F/A/X/T
31	313°	33°30'20"N 126°30'14"E	
Displaced THR31	313°	33°30'28"N 126°30'02"E	

HS 1	Aircraft taxiing on TWY E1, E2, A, V do not cross the holding marking for RWY 13/31 without ATC authorization.
HS 2	Aircraft taxiing on TWY P do not cross the holding marking for RWY 13/31 without ATC authorization.
HS 3	Use caution of converging between exiting route of RWY 07 and entering route of TWY P.
HS 4	
HS 5	A location on Jeju airport movement area with a history of runway incursion.

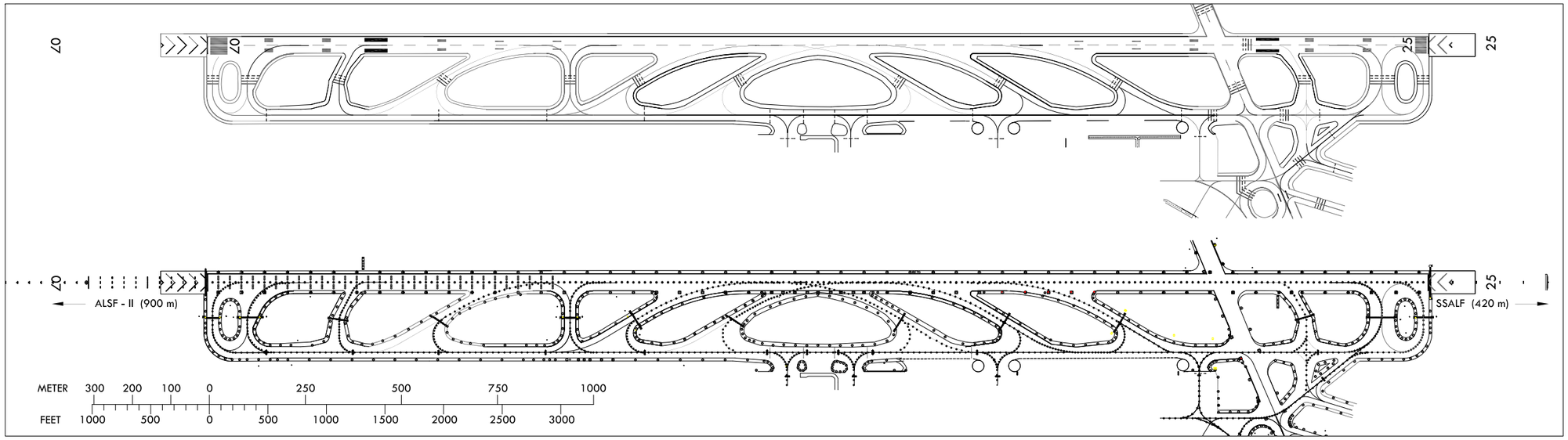
TAXIWAY WIDTH AND BEARING STRENGTH		
TAXIWAY	WIDTH	BEARING STRENGTH
P, P1, P4, P5, P8, P9, P12, P13	30 m	PCN 74/F/B/X/T
P2	57 m	PCN 74/F/B/X/T
P3, P6, P7, P10, P11, B	23 m	PCN 74/F/B/X/T
G1	51 m	PCN 74/F/B/X/T
G2	63 m	
G3	42 m	PCN 67/F/A/X/T
G4	50 m	PCN 74/F/B/X/T
A	23 m	PCN 67/F/A/X/T
E	45 m	PCN 67/F/A/X/T
E1, E2	30 m	
E3	23 m	
R	NIL	PCN 67/F/A/X/T (EAST~CARGO APRON) PCN 85/R/B/W/T (WEST APRON)



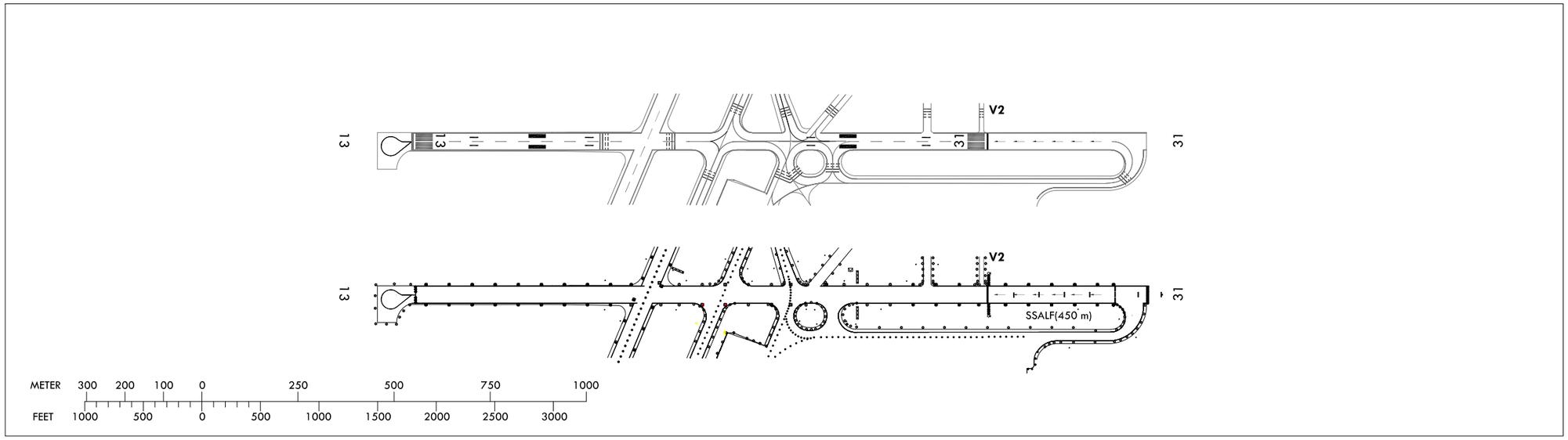
INS COORDINATES FOR AIRCRAFT STANDS											
NR	WGS - 84		ELEV(AMSL)	NR	WGS - 84		ELEV(AMSL)	NR	WGS - 84		ELEV(AMSL)
1	33°30'28.13"N	126°29'43.15"E	27 m	32 32F	33°30'15.72"N	126°29'13.62"E	24 m	57	33°30'28.52"N	126°29'21.89"E	26 m
2	33°30'28.74"N	126°29'41.52"E	27 m	33	33°30'15.73"N	126°29'10.22"E	25 m	60	33°30'25.74"N	126°29'16.29"E	25 m
3	33°30'28.57"N	126°29'39.85"E	27 m	34	33°30'14.77"N	126°29'08.34"E	25 m	61	33°30'24.77"N	126°29'14.40"E	24 m
6	33°30'27.71"N	126°29'37.56"E	26 m	35	33°30'14.06"N	126°29'06.97"E	25 m	62	33°30'23.74"N	126°29'12.40"E	24 m
7	33°30'27.47"N	126°29'34.96"E	26 m	36	33°30'13.36"N	126°29'05.60"E	25 m	63	33°30'22.69"N	126°29'10.34"E	24 m
9	33°30'26.85"N	126°29'32.80"E	26 m	37	33°30'12.65"N	126°29'04.23"E	24 m	64	33°30'19.47"N	126°29'04.90"E	24 m
10	33°30'25.24"N	126°29'31.05"E	26 m	40	33°30'35.22"N	126°29'35.36"E	25 m	65	33°30'18.77"N	126°29'03.53"E	24 m
13	33°30'23.71"N	126°29'28.89"E	26 m	41	33°30'34.36"N	126°29'35.99"E	26 m	80	33°30'20.93"N	126°30'00.26"E	29 m
15	33°30'22.48"N	126°29'26.50"E	26 m	51	33°30'34.26"N	126°29'33.07"E	25 m	81	33°30'21.84"N	126°29'58.76"E	29 m
17	33°30'22.18"N	126°29'24.08"E	26 m	52	33°30'33.09"N	126°29'30.78"E	25 m	82	33°30'22.78"N	126°29'57.17"E	29 m
18	33°30'21.61"N	126°29'22.67"E	26 m	53	33°30'32.04"N	126°29'28.73"E	25 m	83	33°30'23.65"N	126°29'55.73"E	29 m
20	33°30'19.92"N	126°29'21.27"E	26 m	54	33°30'30.99"N	126°29'26.69"E	25 m	84	33°30'24.55"N	126°29'54.28"E	29 m
30	33°30'18.18"N	126°29'18.40"E	25 m	55	33°30'29.93"N	126°29'24.61"E	25 m	85	33°30'27.14"N	126°29'48.42"E	28 m
31	33°30'16.95"N	126°29'16.01"E	25 m	56	33°30'29.22"N	126°29'23.25"E	25 m	86	33°30'27.81"N	126°29'46.84"E	28 m

Change : Information of road.

LIGHTING AND MARKING AIDS RWY 07/25 AND EXIT TWY



LIGHTING AND MARKING AIDS RWY 13/31 AND EXIT TWY



AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **27** m

TWR	118.2	236.6
GND	121.675	

JEJU / Jeju Intl
RWY 07/25, RWY 31 DEPARTURE

STANDARD GROUND TAXI PROCEDURES

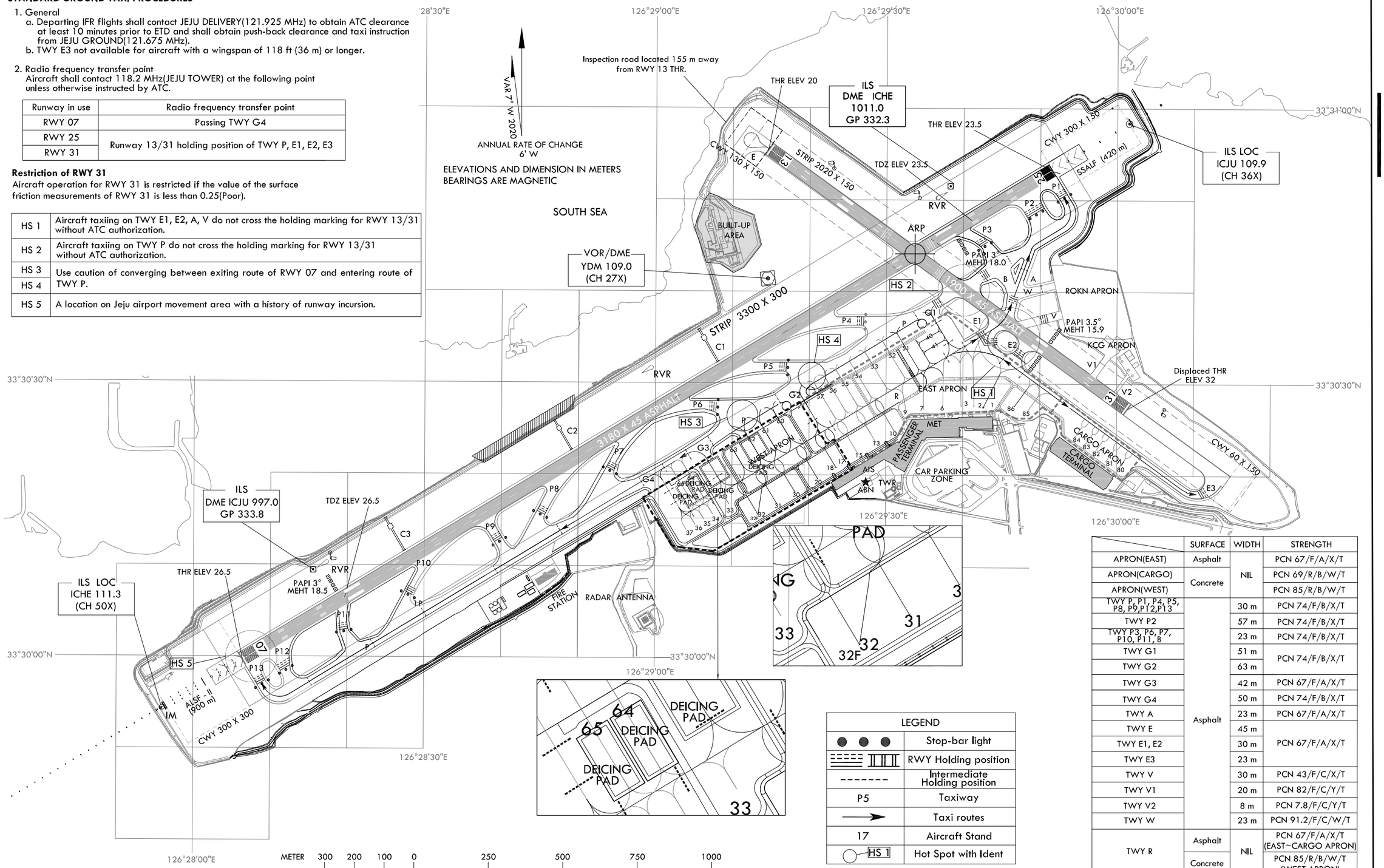
1. General
   a. Departing IFR flights shall contact JEJU DELIVERY(121.925 MHz) to obtain ATC clearance at least 10 minutes prior to ETD and shall obtain push-back clearance and taxi instruction from JEJU GROUND(121.675 MHz).
   b. TWY E3 not available for aircraft with a wingspan of 118 ft (36 m) or longer.

2. Radio frequency transfer point
   Aircraft shall contact 118.2 MHz(JEJU TOWER) at the following point unless otherwise instructed by ATC.

Runway in use	Radio frequency transfer point
RWY 07	Passing TWY G4
RWY 25	Runway 13/31 holding position of TWY P, E1, E2, E3
RWY 31	

Restriction of RWY 31
Aircraft operation for RWY 31 is restricted if the value of the surface friction measurements of RWY 31 is less than 0.25(Poor).

HS 1	Aircraft taxiing on TWY E1, E2, A, V do not cross the holding marking for RWY 13/31 without ATC authorization.
HS 2	Aircraft taxiing on TWY P do not cross the holding marking for RWY 13/31 without ATC authorization.
HS 3	Use caution of converging between exiting route of RWY 07 and entering route of TWY P.
HS 4	
HS 5	A location on Jeju airport movement area with a history of runway incursion.



LEGEND	
● ● ●	Stop-bar light
═══ ╥╥╥	RWY Holding position
- - - - - - -	Intermediate Holding position
P5	Taxiway
→	Taxi routes
17	Aircraft Stand
○ HS 1	Hot Spot with Ident

TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS
TAXIWAY CETNTER LINE LIGHTS ON ALL TAXIWAYS
(except : E, E2, E3, V, V1, W)

	SURFACE	WIDTH	STRENGTH
APRON(EAST)	Asphalt	NIL	PCN 67/F/A/X/T
APRON(CARGO)	Concrete		PCN 69/R/B/W/T
APRON(WEST)			PCN 85/R/B/W/T
TWY P, P1, P4, P5, P8, P9,P12,P13	Asphalt	30 m	PCN 74/F/B/X/T
TWY P2		57 m	PCN 74/F/B/X/T
TWY P3, P6, P7, P10, P11, B		23 m	PCN 74/F/B/X/T
TWY G1		51 m	PCN 74/F/B/X/T
TWY G2		63 m	
TWY G3		42 m	PCN 67/F/A/X/T
TWY G4		50 m	PCN 74/F/B/X/T
TWY A		23 m	PCN 67/F/A/X/T
TWY E		45 m	PCN 67/F/A/X/T
TWY E1, E2		30 m	
TWY E3		23 m	
TWY V		30 m	PCN 43/F/C/X/T
TWY V1		20 m	PCN 82/F/C/Y/T
TWY V2		8 m	PCN 7.8/F/C/Y/T
TWY W		23 m	PCN 91.2/F/C/W/T
TWY R	Asphalt	NIL	PCN 67/F/A/X/T (EAST~CARGO APRON)
	Concrete		PCN 85/R/B/W/T (WEST APRON)

Change : Information of road.

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **27** m

TWR	118.2	236.6
GND	121.675	

JEJU / Jeju Intl
RWY 07/25, RWY 31 ARRIVAL

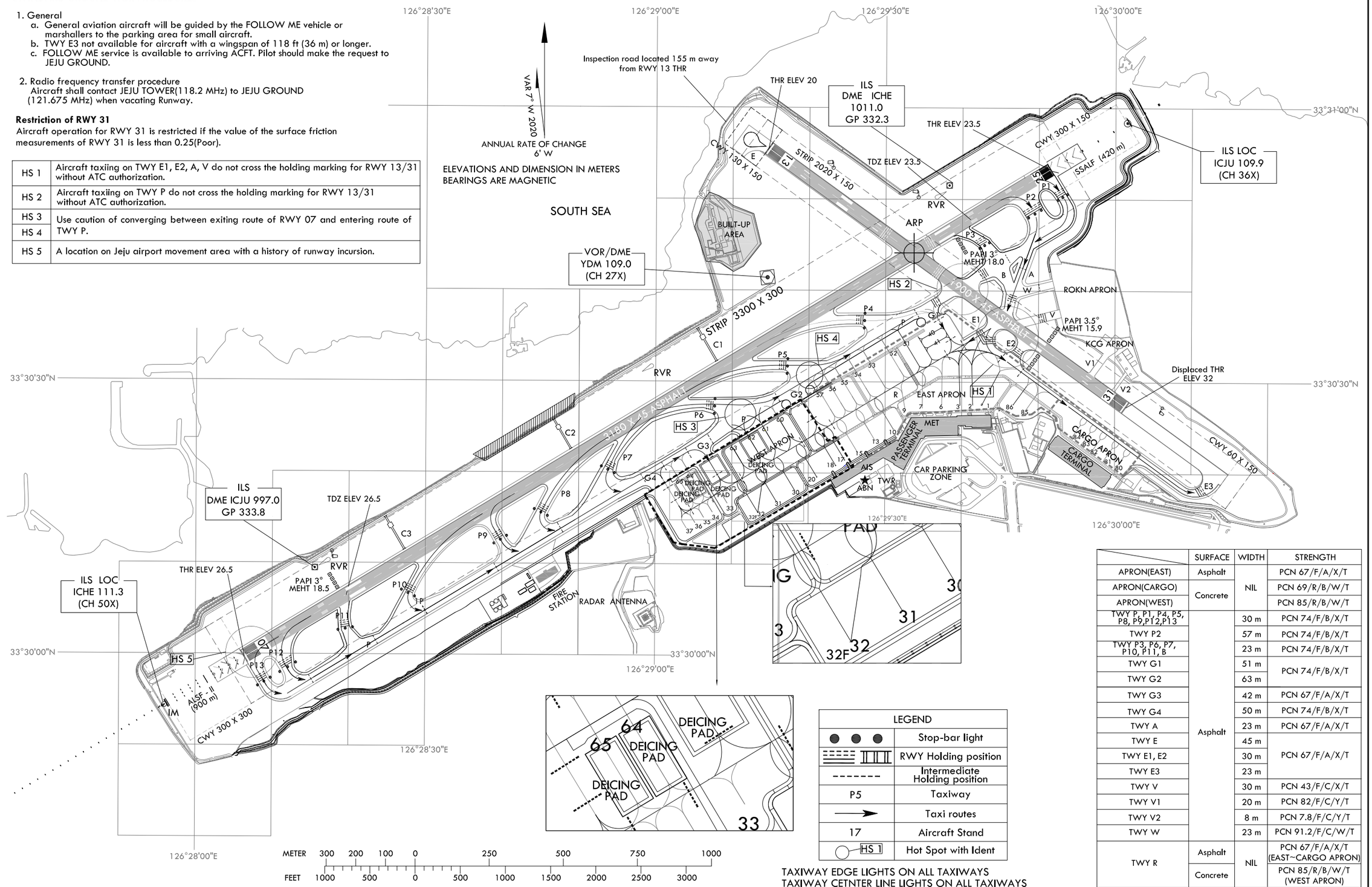
STANDARD GROUND TAXI PROCEDURES

1. General
   a. General aviation aircraft will be guided by the FOLLOW ME vehicle or marshallers to the parking area for small aircraft.
   b. TWY E3 not available for aircraft with a wingspan of 118 ft (36 m) or longer.
   c. FOLLOW ME service is available to arriving ACFT. Pilot should make the request to JEJU GROUND.

2. Radio frequency transfer procedure
   Aircraft shall contact JEJU TOWER(118.2 MHz) to JEJU GROUND (121.675 MHz) when vacating Runway.

Restriction of RWY 31
Aircraft operation for RWY 31 is restricted if the value of the surface friction measurements of RWY 31 is less than 0.25(Poor).

HS 1	Aircraft taxiing on TWY E1, E2, A, V do not cross the holding marking for RWY 13/31 without ATC authorization.
HS 2	Aircraft taxiing on TWY P do not cross the holding marking for RWY 13/31 without ATC authorization.
HS 3	Use caution of converging between exiting route of RWY 07 and entering route of TWY P.
HS 4	
HS 5	A location on Jeju airport movement area with a history of runway incursion.



LEGEND	
● ● ●	Stop-bar light
	RWY Holding position
- - - - - -	Intermediate Holding position
P5	Taxiway
→	Taxi routes
17	Aircraft Stand
HS 1	Hot Spot with Ident

TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS
TAXIWAY CETNTER LINE LIGHTS ON ALL TAXIWAYS
(except : E, E2, E3, V, V1, W)

	SURFACE	WIDTH	STRENGTH
APRON(EAST)	Asphalt	NIL	PCN 67/F/A/X/T
APRON(CARGO)	Concrete		PCN 69/R/B/W/T
APRON(WEST)			PCN 85/R/B/W/T
TWY P, P1, P4, P5, P8, P9,P12,P13	Asphalt	30 m	PCN 74/F/B/X/T
TWY P2		57 m	PCN 74/F/B/X/T
TWY P3, P6, P7, P10, P11, B		23 m	PCN 74/F/B/X/T
TWY G1		51 m	PCN 74/F/B/X/T
TWY G2		63 m	
TWY G3		42 m	PCN 67/F/A/X/T
TWY G4		50 m	PCN 74/F/B/X/T
TWY A		23 m	PCN 67/F/A/X/T
TWY E		45 m	PCN 67/F/A/X/T
TWY E1, E2		30 m	
TWY E3		23 m	
TWY V		30 m	PCN 43/F/C/X/T
TWY V1		20 m	PCN 82/F/C/Y/T
TWY V2		8 m	PCN 7.8/F/C/Y/T
TWY W		23 m	PCN 91.2/F/C/W/T
TWY R	Asphalt	NIL	PCN 67/F/A/X/T (EAST~CARGO APRON)
	Concrete		PCN 85/R/B/W/T (WEST APRON)

Change : Information of road.

INSTRUMENT APPROACH CHART - ICAO

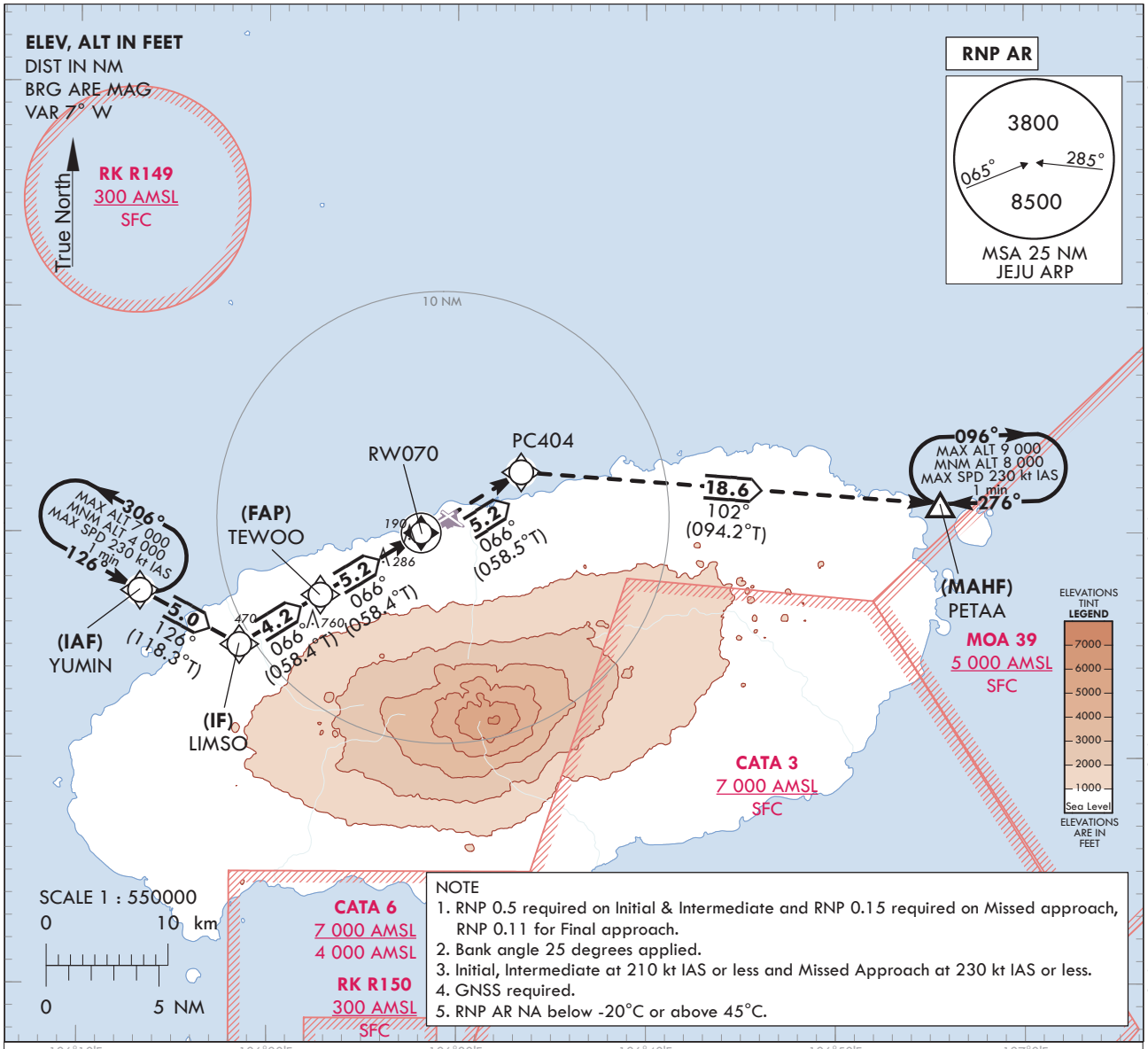
AERODROME ELEV 119 ft
HEIGHTS RELATED TO
THR RWY 07 - ELEV **87** ft

JEJU APP	121.2 124.05
JEJU TWR	118.2 118.55

JEJU/Jeju Intl(RKPC)

RNP Z RWY 07(AR)

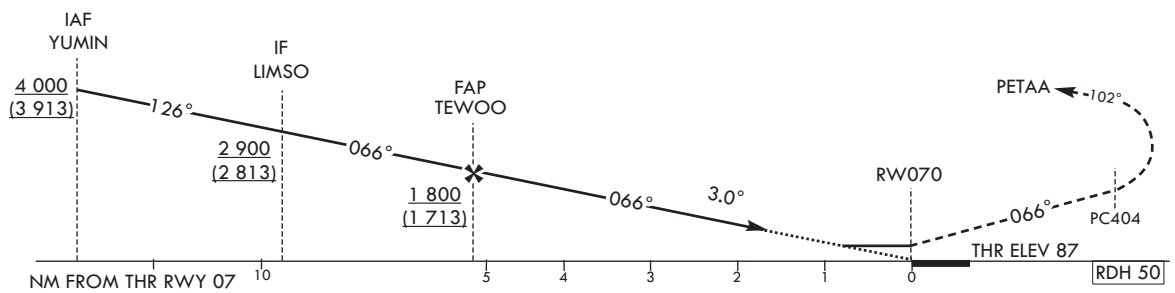
Note : Approach under ICAO Flight Procedures.



NOTE
1. RNP 0.5 required on Initial & Intermediate and RNP 0.15 required on Missed approach, RNP 0.11 for Final approach.
2. Bank angle 25 degrees applied.
3. Initial, Intermediate at 210 kt IAS or less and Missed Approach at 230 kt IAS or less.
4. GNSS required.
5. RNP AR NA below -20°C or above 45°C.

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.



CATEGORY			DA(H)/MDA(H)	A	B	C	D
STA	RNP 0.11	FULL	360 (273)	RVR 600 m, VIS 800 m			
		ALS INOP		1 300 m			

Knots	60	90	120	150	180
Rate of descent V/V fpm	319	478	637	796	956

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

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	LIMSO	-	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	Bank angle 25°
005	TF	PC404	-	066(058.5)	5.2	-	-	-	33°32'42.3"N 126°33'23.4"E	-	RNP 0.15	Bank angle 25°
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 : Information of remarks for RW070 and PC404.

INSTRUMENT APPROACH CHART - ICAO

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

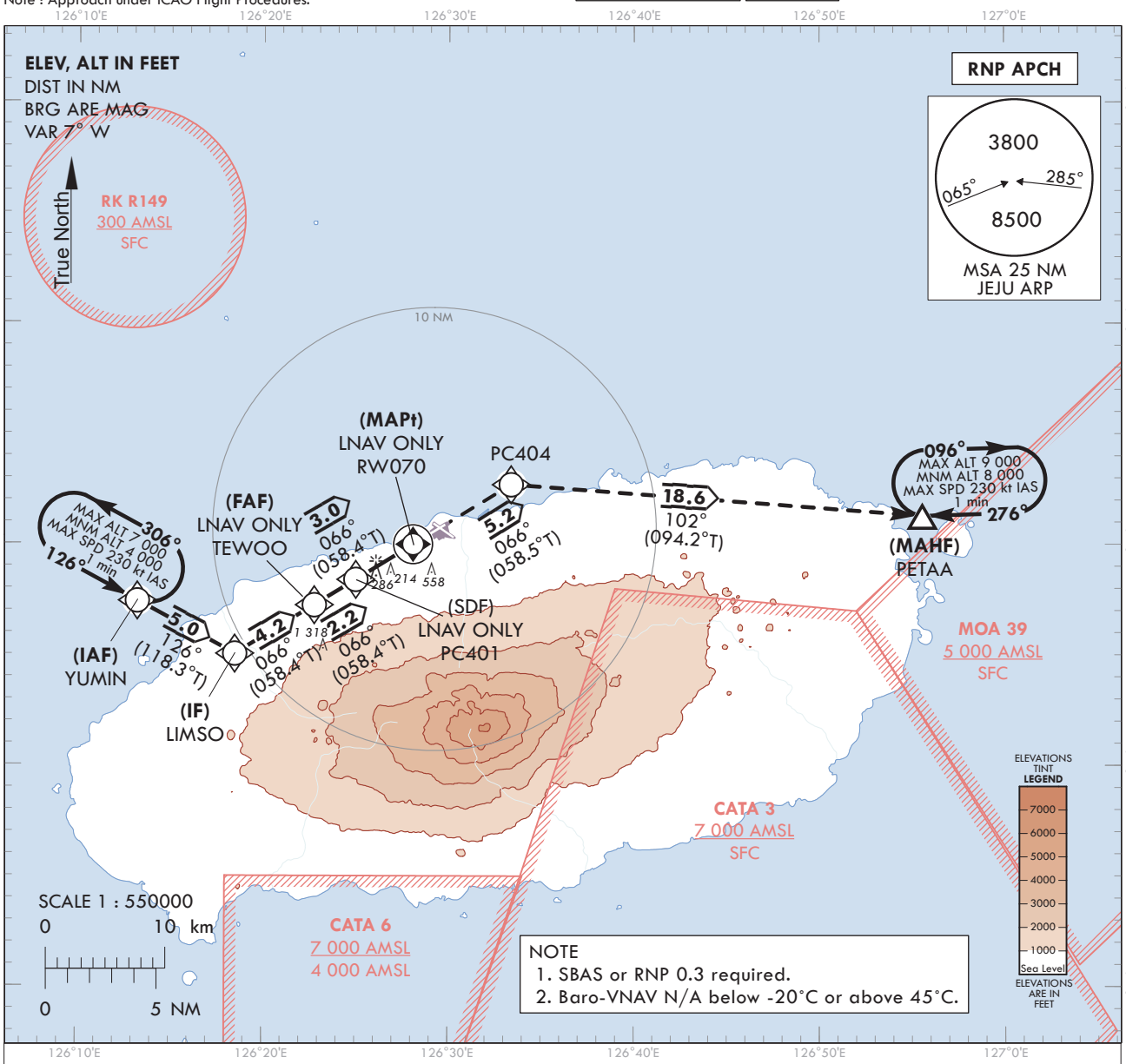
JEJU APP	121.2	
	124.05	
JEJU TWR	118.2	
	118.55	

KASS
CH52013
K07A
RDH : 50

JEJU/Jeju Intl(RKPC)

RNP Y RWY 07

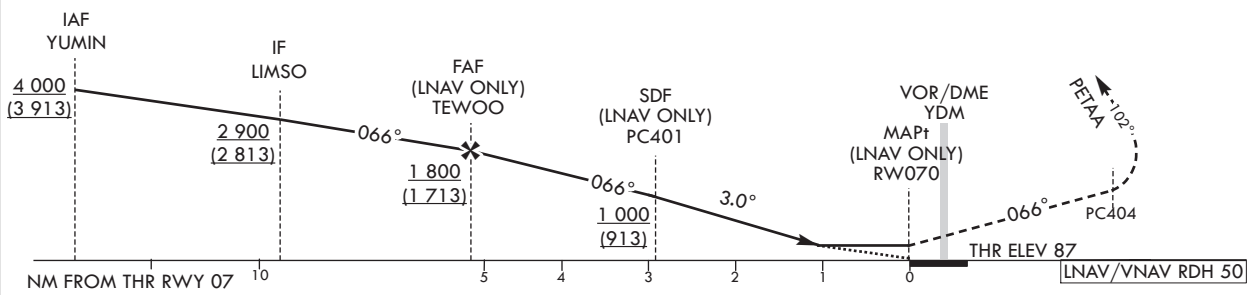
Note : Approach under ICAO Flight Procedures.



NOTE
1. SBAS or RNP 0.3 required.
2. Baro-VNAV N/A below -20°C or above 45°C.

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 (343)	900 m			
		ALS INOP		1 600 m			
	LNAV/VNAV	FULL	560 (473)	1 500 m			
		ALS INOP		2 200 m			
	LNAV	FULL	640 (553)	1 800 m			
		ALS INOP		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 : Page control.

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	LIMSO	-	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	-

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

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INSTRUMENT APPROACH CHART - ICAO

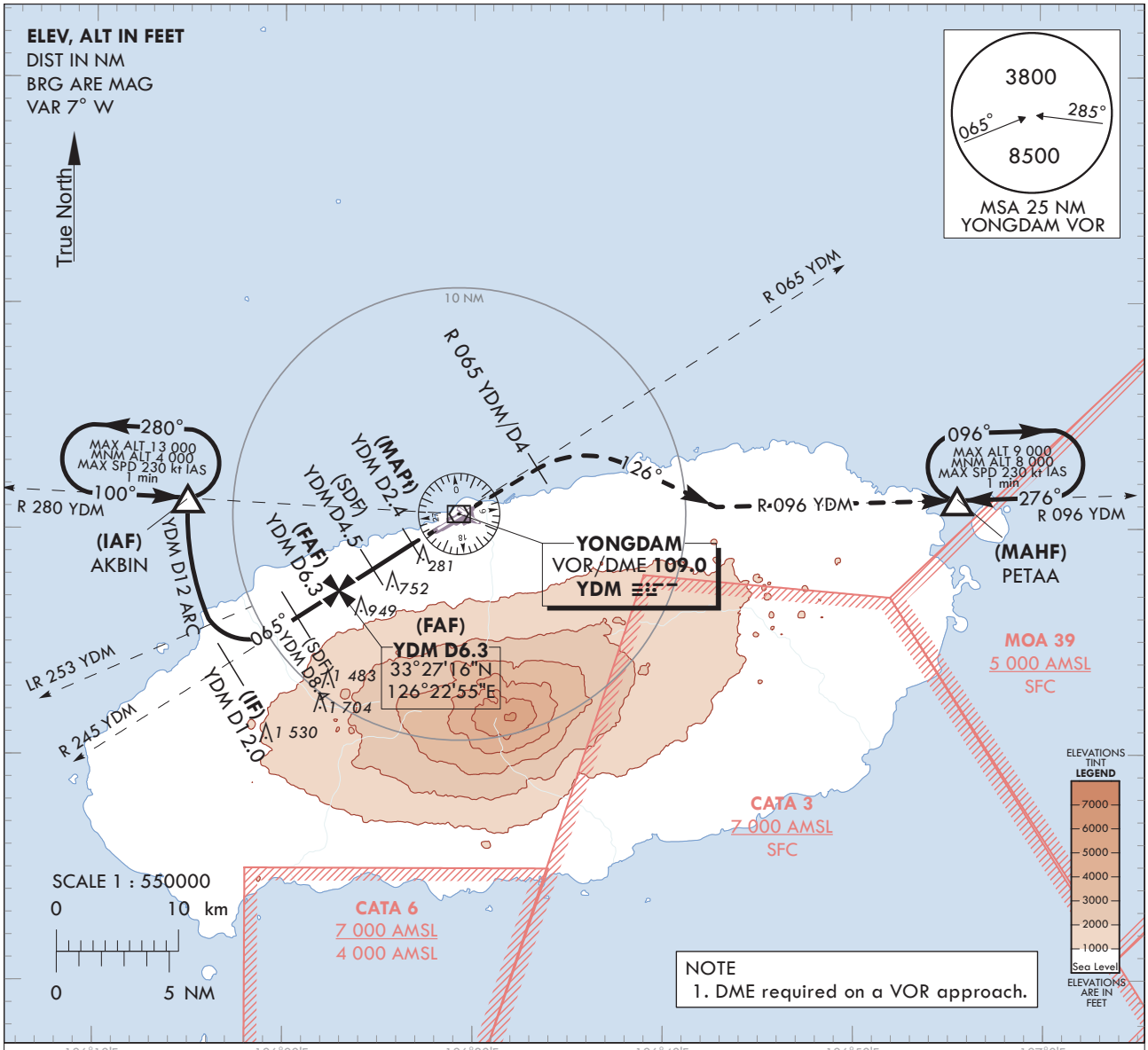
AERODROME ELEV 119 ft
HEIGHTS RELATED TO
THR RWY 07 - ELEV **87** ft

JEJU	APP	121.2
		124.05
JEJU	TWR	118.2
		118.55

JEJU/Intl(RKPC)

VOR RWY 07

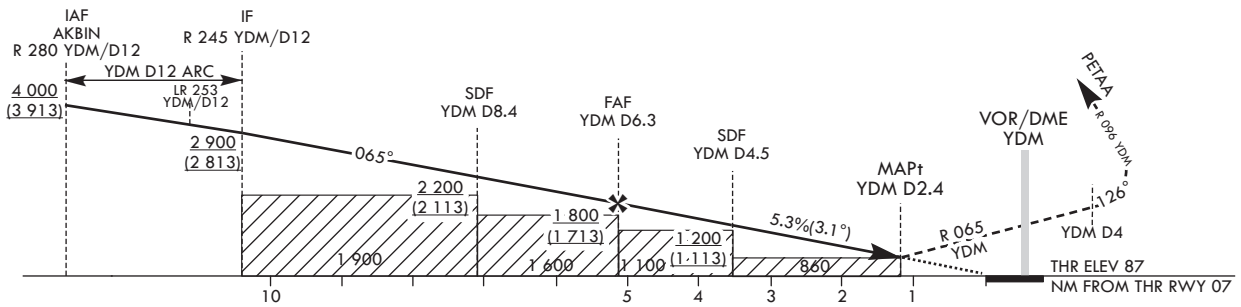
Note : Approach under ICAO Flight Procedures.



RECOMMENDED PROFILE	DME YDM	6	5	4	3.4
Final Approach Gradient 5.3%, 325 ft/NM	ALT(HGT)	1 702 (1 615)	1 377 (1 290)	1 052 (965)	860 (773)

MISSED APPROACH
Climb on R 065 YDM until 4 DME, then Right turn to intercept R 096 YDM to PETAA and Hold at 8 000 ft.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY		MDA/(MDH)	A	B	C	D
STA	FULL	860 (773)	2 900 m			
	ALS INOP		3 600 m			

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

Change : Page control.

JEJU/Intl(RKPC)
VOR RWY 07

AERONAUTICAL DATA TABULATION

VOR Approach to RWY 07 from AKBIN(IAF)			
Fix/point		Coordinates	
AKBIN(IAF)	- 12 DME ARC /12.00 NM YDM	33°31'21.5"N	126°14'55.3"E
D12.0 YDM(IF)	- BRG 64.55°/12.00 NM YDM	33°24'10.5"N	126°17'12.1"E
D8.4 YDM(SDF)	- BRG 64.58°/8.40 NM YDM	33°26'07.9"N	126°20'48.9"E
D6.3 YDM(FAF)	- BRG 64.60°/6.30 NM YDM	33°27'16.3"N	126°22'55.4"E
D4.5 YDM(SDF)	- BRG 64.62°/4.50 NM YDM	33°28'14.9"N	126°24'43.9"E
D2.4 YDM(MAPt)	- BRG 64.63°/2.40 NM YDM	33°29'23.3"N	126°26'50.6"E
THR RWY 07	Final approach descent angle 3.14°(FAF - SDF) / 3.02°(SDF - THR)	33°29'59.57"N	126°28'06.50"E
YDM VOR/DME		33°30'41.3"N	126°29'15.3"E
D4.0 YDM	- BRG 64.66°/4.00 NM YDM	33°32'51.3"N	126°33'16.9"E
PETAA	- BRG 95.70°/22.00 NM YDM	33°31'18.0"N	126°55'34.0"E

Change : Page control.

INSTRUMENT APPROACH CHART - ICAO

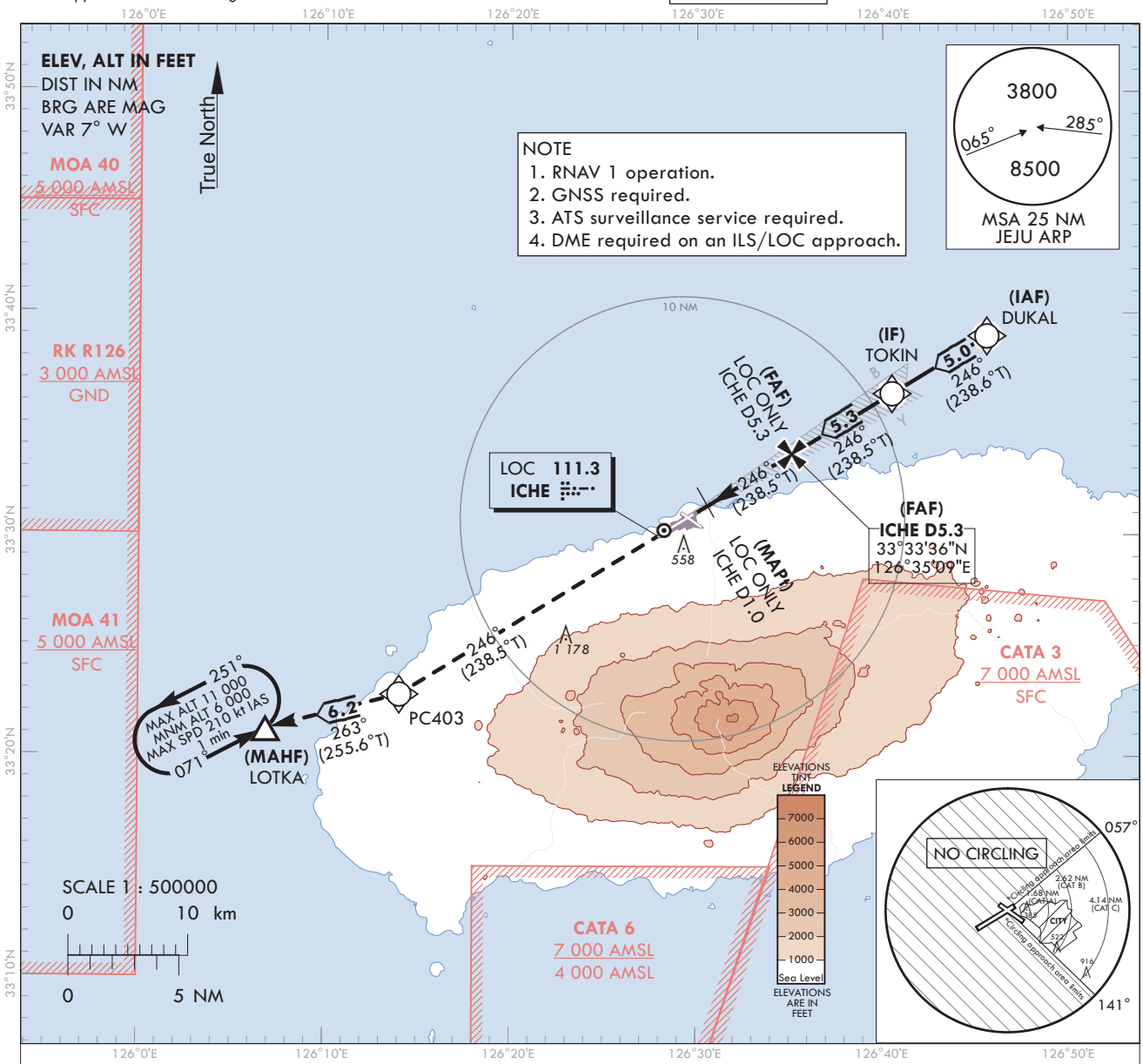
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 119 ft
HEIGHTS RELATED TO
THR RWY 25 - ELEV **76** ft

JEJU	APP	121.2 124.05
JEJU	TWR	118.2 118.55

JEJU/Jeju Intl(RKPC)

ILS Z or LOC Z RWY 25

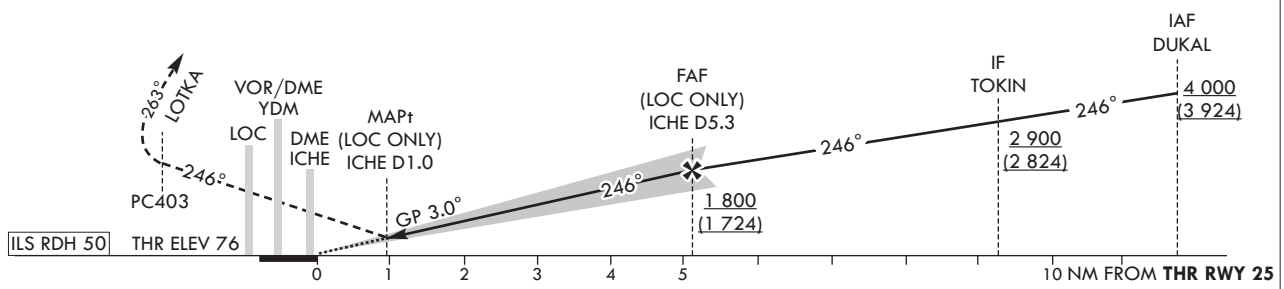


RECOMMENDED PROFILE(LOC ONLY)	DME ICHE	5	4	3	2	1.0
Final Approach Gradient 5.32%, 323 ft/NM	ALT(HGT)	1 691 (1 615)	1 368 (1 292)	1 045 (969)	722 (646)	400 (324)

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

MISSED APPROACH

Climb to 6 000 ft on track of 246° to PC403, then RIGHT turn on track of 263° to LOTKA and Hold at 6000 ft.



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D	DL
STA	CAT-I	FULL	276 (200)	RVR 750 m, VIS 800 m				
		ALS INOP		1 200 m				
	LOC	FULL	540 (464)	1 800 m				
		ALS INOP		2 200 m				
Circling				680(561) 2 600 m	890(771) 3 600 m	1 380(1 261) 5 000 m	N/A	

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	318	478	637	796	955

* Timing Not authorized for defining MAPt.
* MDH for Circling realated to aerodrome ELEV 119 ft.

Change : Page control.

JEJU/Jeju Intl(RKPC)
ILS Z or LOC Z RWY 25

AERONAUTICAL DATA TABULATION

ILS Z or LOC Z Approach to RWY 25 from DUKAL(IAF)		
Fix/point		Coordinates
DUKAL(IAF)		33°38'58.6"N 126°45'38.8"E
TOKIN(IF)	BRG 246.03°/5.00 NM	33°36'21.9"N 126°40'32.2"E
D5.3 ICHE(FAF LOC only)	BRG 245.98°/5.34 NM ICHE	33°33'36.4"N 126°35'08.7"E
D1.0 ICHE(MAPt LOC only)	BRG 245.93°/1.00 NM ICHE	33°31'20.0"N 126°30'43.0"E
THR RWY 25		33°30'53.56"N 126°29'51.51"E
DME ICHE		33°30'51.4"N 126°29'39.1"E
PC403		33°22'44.4"N 126°14'03.0"E
LOTKA		33°21'11.1"N 126°06'52.2"E

Change : Page control.

INSTRUMENT APPROACH CHART - ICAO

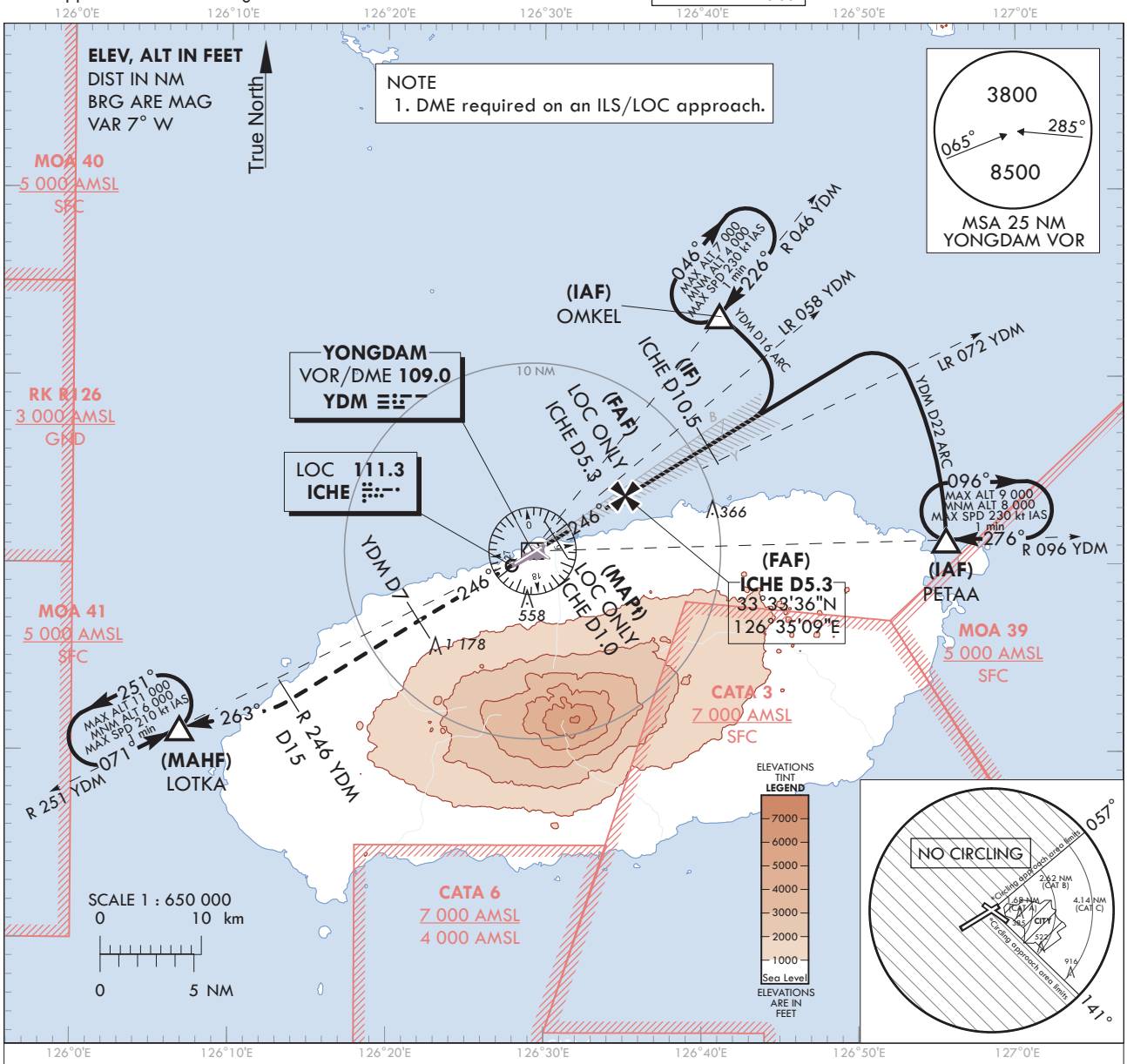
Note : Approach under ICAO Flight Procedure.

AERODROME ELEV 119 ft
HEIGHTS RELATED TO
THR RWY 25 - ELEV **76** ft

JEJU	APP	121.2 124.05
JEJU	TWR	118.2 118.55

JEJU/Jeju Intl(RKPC)

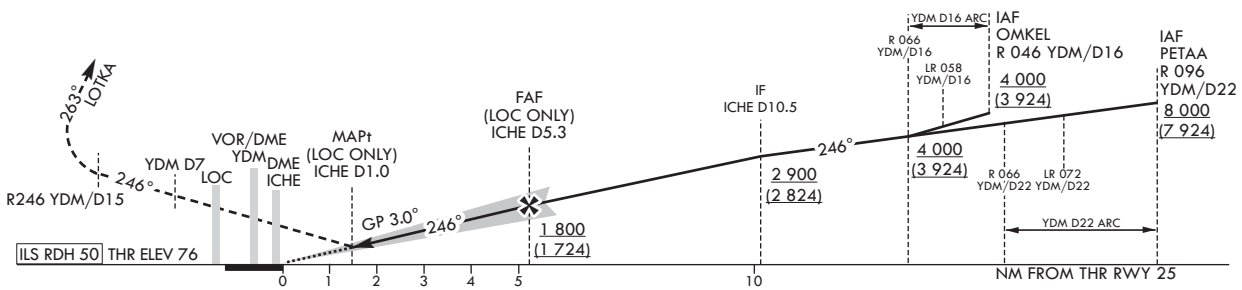
ILS Y or LOC Y RWY 25



RECOMMENDED PROFILE(LOC ONLY)	DME ICHE	5	4	3	2	1.0
Final Approach Gradient 5.32%, 323 ft/NM	ALT(HGT)	1 691 (1 615)	1 368 (1 292)	1 045 (969)	722 (646)	400 (324)

MISSDED APPROACH
Climb straight ahead untill YDM D7 to Intercept R 246 YDM/D15 turn RIGHT HDG 263° to LOTKA and Hold at 6 000 ft.
NOTE
1. Missed approach turn limited to maximum of 210 kt IAS.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D	DL
STA	CAT-I	FULL	276 (200)	RVR 750 m, VIS 800 m				
		ALS INOP		1 200 m				
	LOC	FULL	540 (464)	1 800 m				
		ALS INOP		2 200 m				
Circling				680(561) 2 600 m	890(771) 3 600 m	1 380(1 261) 5 000 m	N/A	

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	318	478	637	796	955

* Timing Not authorized for defining MAPt.
* MDH for Circling realated to aerodrome ELEV 119 ft.

Change : Information of radial and distance(LR 057/D18 → LR 058/D16, R 045 → R 046, LR 071 → LR 072, R 095 → R 096).

AERONAUTICAL DATA TABULATION

ILS Y or LOC Y Approach to RWY 25 from OMKEL(IAF) or PETAA(IAF)		
Fix/point		Coordinates
OMKEL(IAF)	16 DME ARC /16.00 NM YDM	33°43'16.2"N 126°41'08.0"E
PETAA(IAF)	22 DME ARC /22.00 NM YDM	33°31'18.0"N 126°55'34.0"E
D10.5 ICHE(IF)	BRG 245.98°/10.50 NM ICHE	33°36'18.2"N 126°40'24.9"E
D5.3 ICHE(FAF LOC only)	BRG 245.93°/5.34 NM ICHE	33°33'36.4"N 126°35'08.7"E
D1.0 ICHE(MAPt LOC only)	BRG 245.93°/1.00 NM ICHE	33°31'20.0"N 126°30'43.0"E
THR RWY 25		33°30'53.56"N 126°29'51.51"E
DME ICHE		33°30'51.4"N 126°29'39.1"E
YDM VOR/DME		33°30'41.3"N 126°29'15.3"E
D7.0 YDM	BRG 246.34°/7.00 NM YDM	33°26'59.7"N 126°22'08.6"E
D15.0 YDM	BRG 245.59°/15.00 NM YDM	33°22'45.9"N 126°14'01.5"E
LOTKA	BRG 262.70°/21.00 NM YDM	33°21'11.1"N 126°06'52.2"E

Change : Page control.

INSTRUMENT APPROACH CHART - ICAO

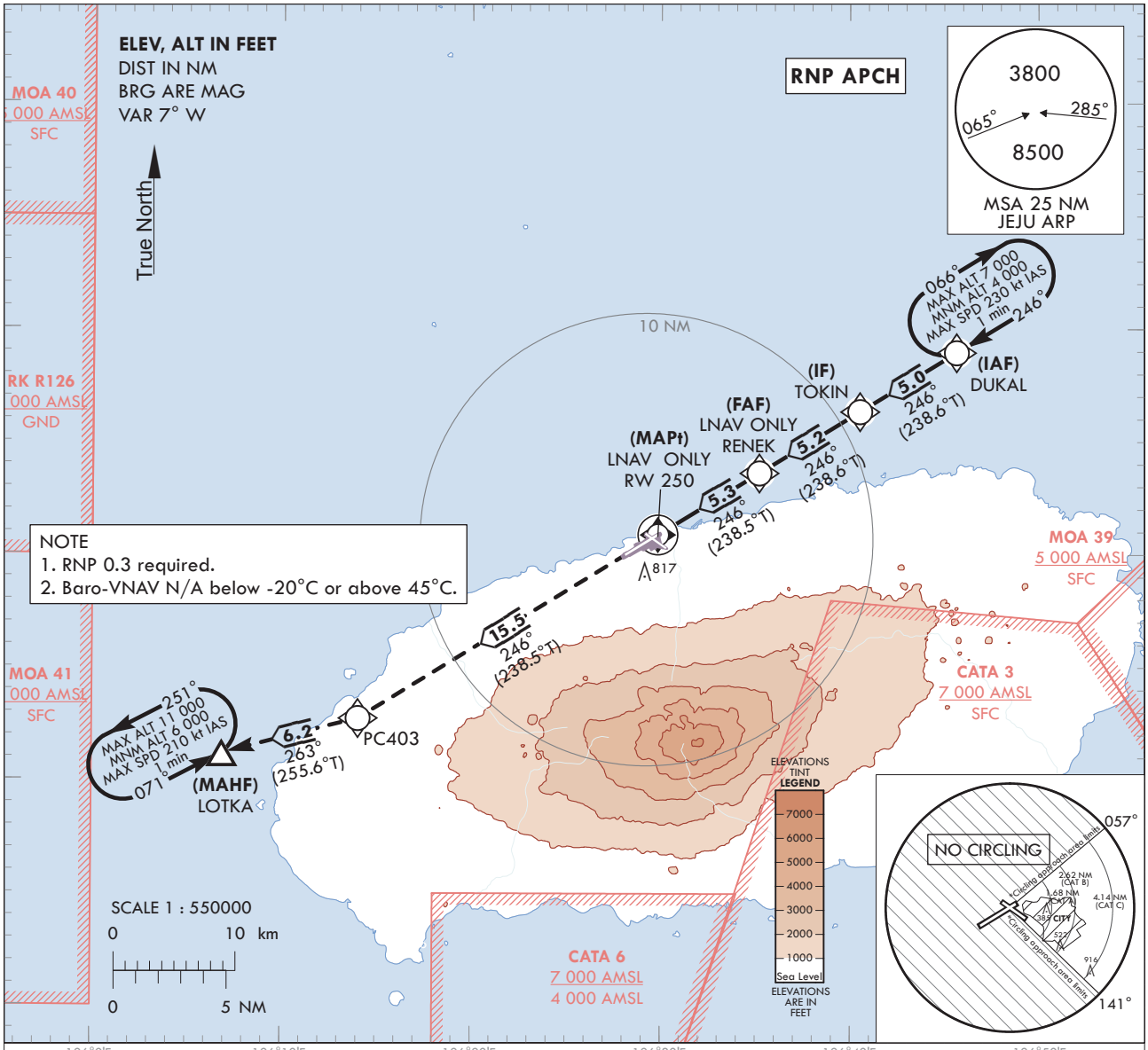
AERODROME ELEV 119 ft
HEIGHTS RELATED TO
THR RWY 25 - ELEV **76** ft

JEJU	APP	121.2 124.05
JEJU	TWR	118.2 118.55

JEJU/Jeju Intl(RKPC)

RNP RWY 25

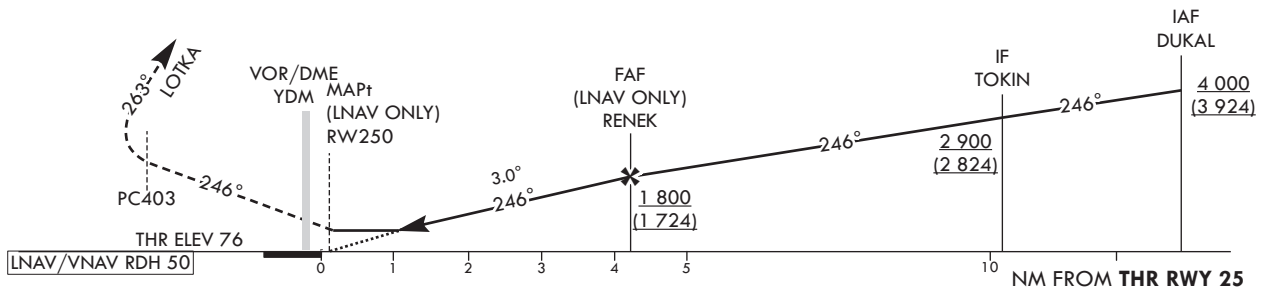
Note : Approach under ICAO Flight Procedures.



TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH

Climb to 6 000 ft on track of 246° to PC403, then RIGHT turn on track of 263° to LOTKA and hold at 6000 ft.



CATEGORY			DA(H)/MDA(H)	A	B	C	D
STA	LNAV/VNAV	FULL	620 (544)	2 100 m			
		ALS INOP		2 500 m			
	LNAV	FULL	810 (734)	3 000 m			
		ALS INOP		3 400 m			
Circling				680(561) 2 600 m	890(771) 3 600 m	1 380(1 261) 5 000 m	N/A

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	319	478	637	797	956

* Timing Not authorized for defining MAPt.
* MDH for Circling realated to aerodrome ELEV 119 ft.

Change : Page control.

Instrument Approach Procedure Coding Tables

RNP RWY 25

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	DUKAL	-	-	-	-	+4 000	-	33°38'58.6"N 126°45'38.8"E	-	RNP APCH	IAF
002	TF	TOKIN	-	246(238.6)	5.0	-	+2 900	-	33°36'21.9"N 126°40'32.2"E	-	RNP APCH	IF
003	TF	RENEK	-	246(238.6)	5.2	-	+1 800	-	33°33'38.6"N 126°35'13.1"E	-	RNP APCH	FAF
004	TF	RW250	Y	246(238.5)	5.3	-	+810	-	33°30'53.6"N 126°29'51.5"E	-3.00/50	RNP APCH	MAPt
005	TF	PC403	-	246(238.5)	15.5	-	-	-	33°22'44.4"N 126°14'03.0"E	-	RNP APCH	-
006	TF	LOTKA	Y	263(255.6)	6.2	-	-	-	33°21'11.1"N 126°06'52.2"E	-	RNP APCH	-
007	HM	LOTKA	Y	071(063.2)	-	L	-11 000 +6 000	-210	33°21'11.1"N 126°06'52.2"E	-	RNP APCH	1 min (Outbound timing)

HOLDING PROCEDURE

Serial Number	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 25	HM	DUKAL	Y	246(238.6)	1.0	R	-7 000 +4 000	-230	33°38'58.6"N 126°45'38.8"E	-	RNAV 1	-

INSTRUMENT APPROACH CHART - ICAO

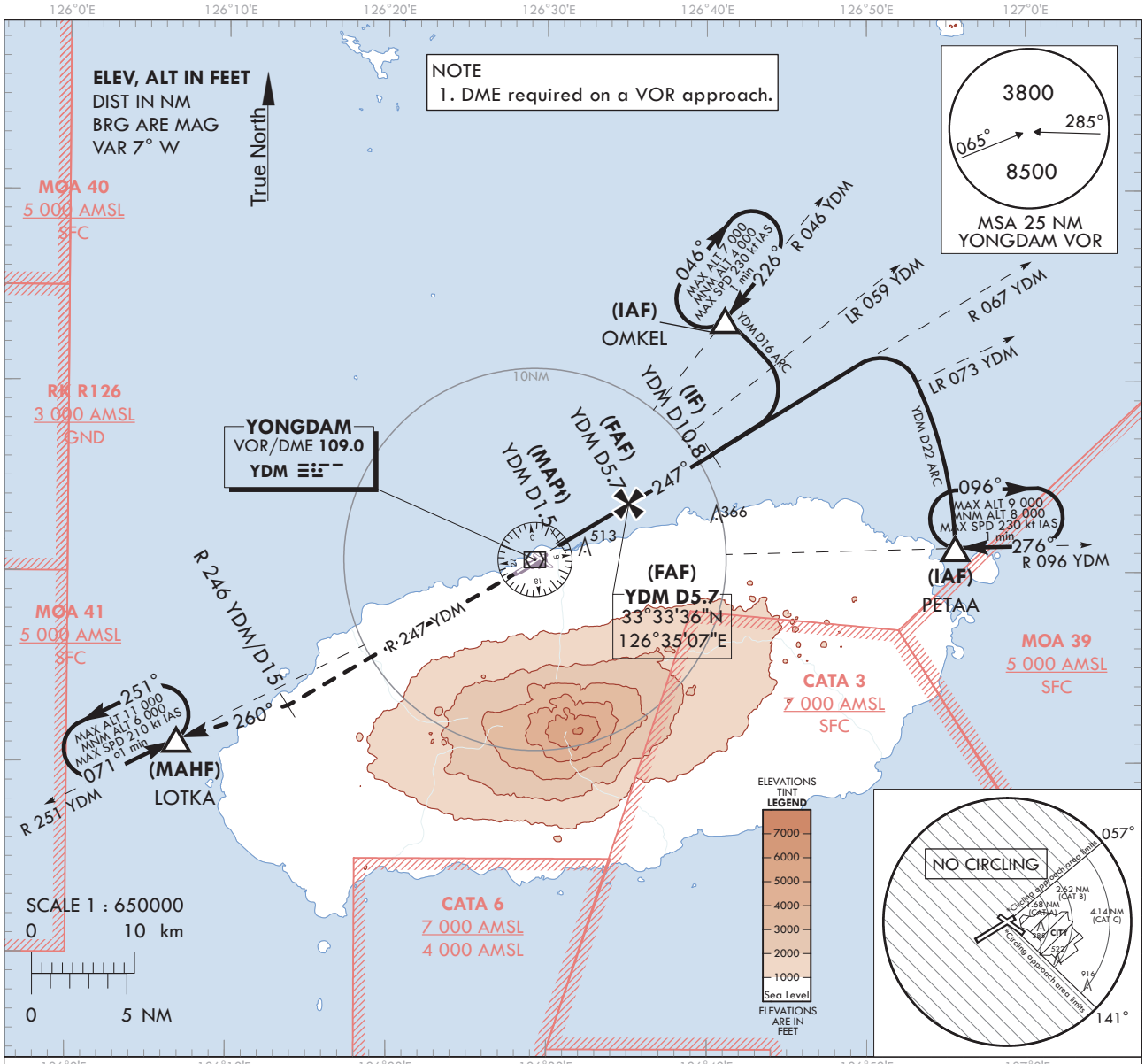
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 119 ft
HEIGHTS RELATED TO
THR RWY 25 - ELEV **76** ft

JEJU APP	121.2
	124.05
JEJU TWR	118.2
	118.55

JEJU/Jeju Intl(RKPC)

VOR RWY 25

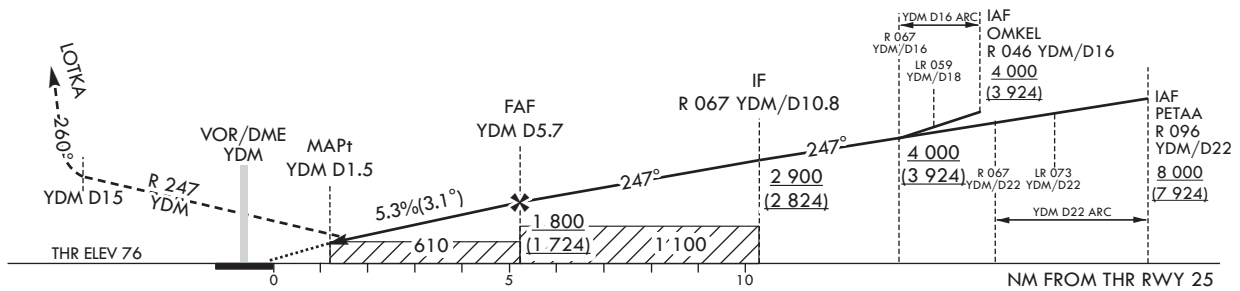


RECOMMENDED PROFILE	DME YDM	5	4	3	2.2
Final Approach Gradient 5.34%, 325 ft/NM	ALT(HGT)	1 573 (1 497)	1 248 (1 172)	924 (848)	650 (574)

MISSED APPROACH

Climb on R 247 YDM until 15 DME, then turn Right HDG 260° to LOTKA and Hold at 6 000 ft.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY		MDA(MDH)	A	B	C	D
STA	FULL	610 (534)	2 000 m			
	ALS INOP		2 400 m			
Circling			680 (561) 2 600 m	890 (771) 3 600 m	1 380 (1 261) 5 000 m	N/A

* Timing Not authorized for defining MAPt.
* MDH for Circling realated to aerodrome ELEV 119 ft.

Change : Page control.

AERONAUTICAL DATA TABULATION

VOR Approach to RWY 25 from OMKEL(IAF) or PETAA(IAF)			
Fix/point		Coordinates	
OMKEL(IAF)	- 16 DME ARC/16.00 NM YDM	33°43'16.2"N	126°41'08.0"E
PETAA(IAF)	- 22 DME ARC/22.00 NM YDM	33°31'18.0"N	126°55'34.0"E
D10.8 YDM(IF)	- BRG 246.76°/10.80 NM YDM	33°36'12.8"N	126°40'22.1"E
D5.7 YDM(FAF)	- BRG 246.76°/5.70 NM YDM	33°33'36.4"N	126°35'07.1"E
D1.5 YDM(MAPt)	- BRG 246.71°/1.50 NM YDM	33°31'27.2"N	126°30'47.4"E
THR RWY 25	Final approach descent angle 3.06°	33°30'53.56"N	126°29'51.51"E
YDM VOR/DME		33°30'41.3"N	126°29'15.3"E
D15.0 YDM	- BRG 246.67°/15.00 NM YDM	33°22'59.4"N	126°13'51.7"E
LOTKA	- BRG 260.35°/21.00 NM YDM	33°21'11.1"N	126°06'52.2"E

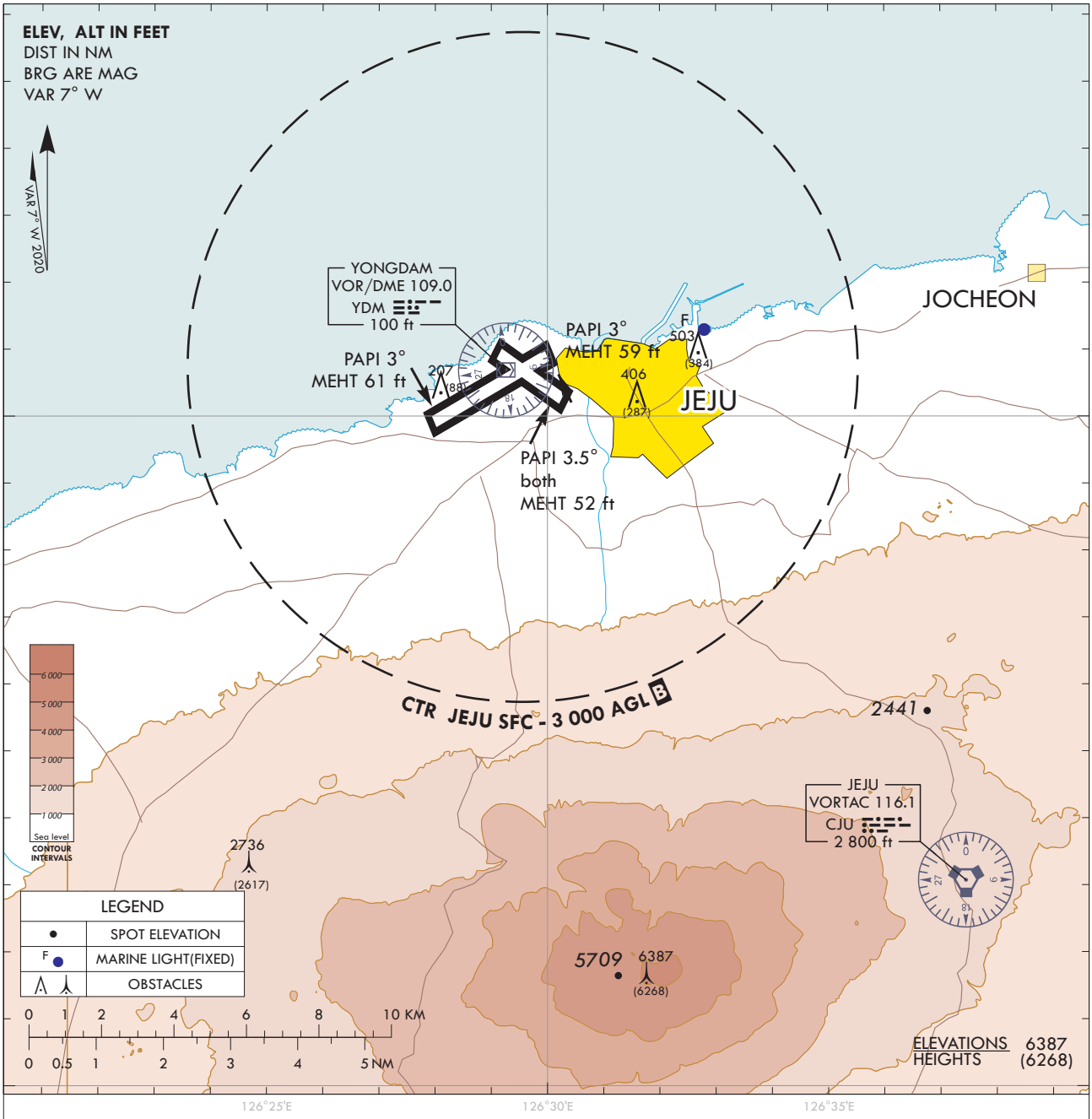
Change : Page control.

VISUAL APPROACH CHART - ICAO

AD ELEV 119 ft
HEIGHTS RELATED TO AD ELEV

JEJU	APP	121.2	124.05
	DEP	119.225	
	TWR	118.2	118.55

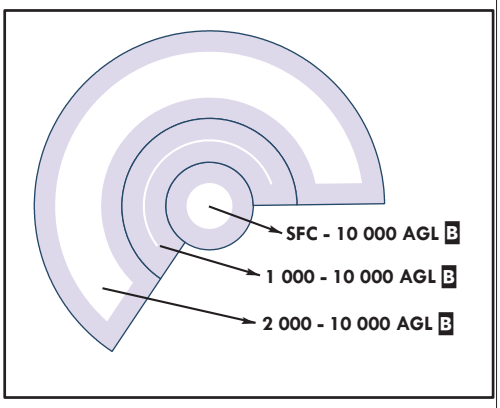
JEJU/jeju Intl



VISUAL APPROACH PROCEDURE

1. Vectors for Visual approach may be initiated by ATC or approved upon pilot request on traffic permitting basis when :
   a. Ceiling : above 500 ft plus MVA
   b. Visibility : Not less than 3 SM
2. Remark : When conducting visual approach RWY 07, all arriving aircraft shall align the final approach course outside YDM 6 DME for noise abatement.

3. ATS airspace : Class B(Refer to ENR 2.2.-1)



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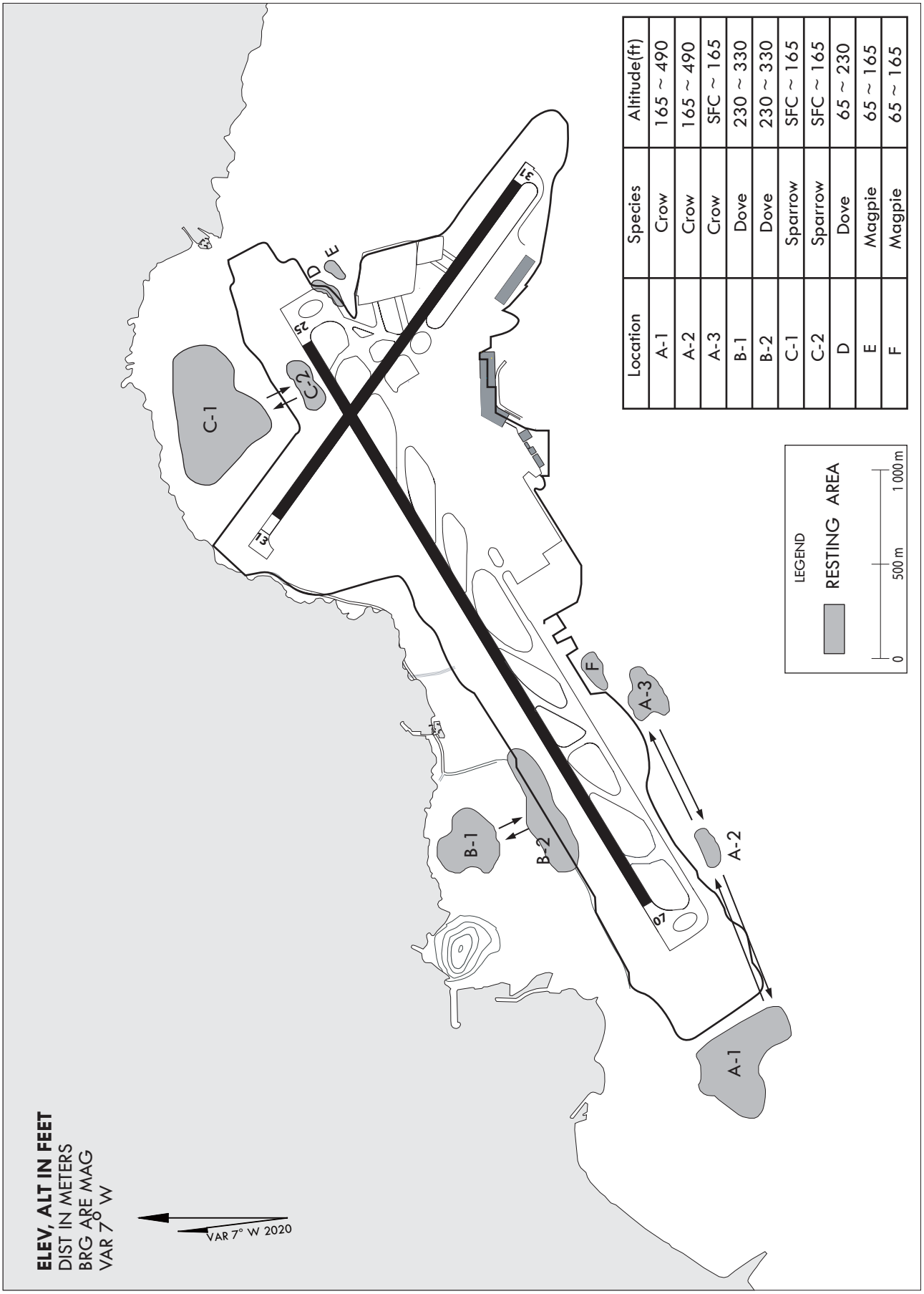
BIRD CONCENTRATION - JEJU INTL AIRPORT



Location	Species	Altitude(ft)
A-1	Crow	165 ~ 490
A-2	Crow	165 ~ 490
A-3	Crow	SFC ~ 165
B-1	Dove	230 ~ 330
B-2	Dove	230 ~ 330
C-1	Sparrow	SFC ~ 165
C-2	Sparrow	SFC ~ 165
D	Dove	65 ~ 230
E	Magpie	65 ~ 165
F	Magpie	65 ~ 165

Change : Page control.

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

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

RKNY AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

RKNY AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
RKNY001	Natural High Point	375425.5N 1284154.8E	1 306 ft/	NIL	15/APCH 33/TKOF
RKNY002	Natural High Point	375723.4N 1284347.1E	1 066 ft/	NIL	
RKNY003	Natural High Point	380029.1N 1284230.2E	528 ft/	NIL	33/APCH 15/TKOF
RKNY004	Natural High Point	375859.9N 1284246.9E	932 ft/	NIL	
RKNY005	Natural High Point	380058.0N 1284112.2E	653 ft/	NIL	
RKNY006	Natural High Point	380132.8N 1284153.4E	403 ft/	NIL	
in Area 3					
a	b	c	d	e	f
NIL					

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

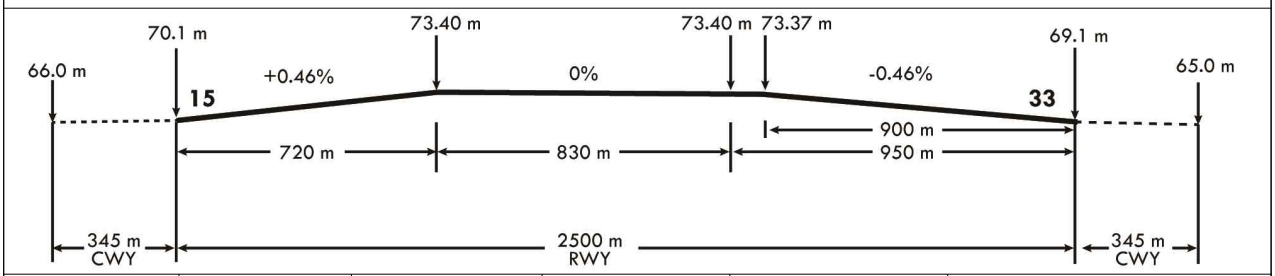
RKNY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

RKNY AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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

7. Slope of RWY-SWY



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

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

RKPU AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
36	2 000	2 000	2 000	2 000	NIL
36	984	984	984	-	Take-off from intersection with TWY A
36	1 104	1 104	1 104	-	Take-off from intersection with TWY B
18	2 000	2 200	2 000	2 000	NIL
18	1 047	1 247	1 047	-	Take-off from intersection with TWY A
18	927	1 127	927	-	Take-off from intersection with TWY B

RKPU AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Center line LGT Length, Spacing Colour, INTST	RWY edge LGT LEN, Spacing Colour INTST	RWY End LGT Colour WBAR	SWY LGT LEN(m) Colour	Remarks
1	2	3	4	5	6	7	8	9	10
18	SSALF 330 m LIH	Green -	PAPI Left/3.8° (59 ft)	Simple TDZ LGT	NIL	2 000 m 60 m White, LIH	RED -	NIL	NIL
36	ALSF-1 720 m LIH	Green -	PAPI Left/3° (56 ft)	NIL	NIL	2 000 m 60 m White, LIH	RED -	NIL	NIL

Simple TDZ LGT
- Simple touchdown zone lights located each two on both side of the runway centerline are installed 622.8 m from the threshold of RWY 18.

RWY 18 PAPI Restrictions
- PAPI unusable beyond 10° right side due to angular coverage.
- PAPI unusable beyond 7° left side due to OBST.

RKPU AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At tower building, FLG W/G EV 2 SEC IBN : NIL H24
2	LDI location and LGT Anemometer location and LGT	LDI : NIL Anemometer : NIL
3	TWY edge and center line lighting	a. Edge : All TWY b. Center line : NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AD Switch-over time : 15 SEC
5	Remarks	NIL

Change : Information of ABN characteristics(2~3 SEC → 2 SEC).

RKPU AD 2.16 HELICOPTER LANDING AREA

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

RKPU AD 2.17 ATS AIRSPACE

1	Designation and lateral limit	Ulsan CTR A circle, 5 NM radius centered at ARP
2	Vertical limits	SFC to 3 000 ft AGL
3	Airspace classification	D
4	ATS unit call sign Languages	Ulsan Tower English / Korean
5	Transition altitude	14 000 ft AMSL
6	Operational hours	2200-1230 UTC
7	Remarks	Refer to ENR 2.1-9, RKPU Visual Approach Chart to identify Class D airspace.

RKPU AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
APP	Pohang Approach	124.25 MHz 120.2 MHz 232.4 MHz	H24	NIL
	Ulsan Arrival	119.250 MHz 317.525 MHz	2230-1100 UTC	
TWR	Ulsan Tower	118.75 MHz 236.6 MHz 225.55 MHz	2230-1200 UTC	
GND	Ulsan Ground	121.75 MHz	2230-1200 UTC	Digital PDC service available
ATIS	Ulsan Airport	127.625 MHz 233.55 MHz	2230-1200 UTC	Digital ATIS service available
EMERG		121.5 MHz 243.0 MHz	2230-1200 UTC	

Scheduled Inspection Time
- APP(124.25 MHz, 232.4 MHz, 119.250 MHz, 317.525 MHz), TWR, GND, ATIS, EMERG
  : Every 1st WED(1400-2000 UTC) of the month.

RKSM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKSM - SEOUL / Domestic

RKSM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	372645N 1270651E
2	Direction and distance from city	1.5 km SE of Seongnam City Hall
3	Elevation/Reference temperature	28 m / 29°C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	8.0° W (2017) / 0.07° increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	Republic of Korea Airforce Seoul Airbase 1210 Daewangpangyo-ro, Sujeong-gu, Seongnam-si, Gyeonggi-do, 13103 Republic of Korea Tel : +82-31-720-3277 Telefax : +82-31-720-4457 AFS : RKSMZPZX
7	Type of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	Military Air Base

RKSM AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2100-1300 UTC*
2	Custom and Immigration	As AD Operational Hour
3	Health and Sanitation	HS
4	AIS Briefing Office	H24
5	ATS Reporting Office	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	HS
9	Handling	HS
10	Security	NIL
11	De-icing	H24
12	Remarks	Noise Abatement-Prohibit strictly enforced, no ARR/DEP BTN city quiet hour 1300-2100Z DLY WO K-16 Command Post APV. CTC Command Post +82-31-720-3233 at least 48HR in advance. DRG quiet HR unsuppressed ENG runs and nonessential ACFT OPR are prohibited.

RKSM AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	HS
2	Fuel/oil type	Jet A-1/JP-8/AV Gas
3	Fuelling facilities/capacity	HS
4	De-icing facilities	H-1 Heater
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	No limitations at any time, service available.
7	Remarks	NIL

RKSM AD 2.5 PASSENGER FACILITIES

1	Hotels	Near the AD and in the city (Seoul and Sungnam)
2	Restaurants	Near the AD and in the city (Seoul and Sungnam)
3	Transportation	Buses, Taxis from the AD
4	Medical Facilities	a. First aid, emergency medical center at AD b. Ambulance service available c. Hospitals in the city (Seoul and Sungnam)
5	Bank and Post Office	Near the AD and in the city
6	Tourist Office	NIL
7	Remarks	NIL

RKSM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	CAT 10
2	Rescue equipment	a. 5 chemical crash rescue & Fire fighting trucks - Water : 6 270 GAL - AFFF* : 5 035 GAL b. 3 Military ambulance car c. 1 Patrol car
3	Capability for removal of disable aircraft	By arrangement
4	Remarks	* Aqueous Film Forming Foam (AFFF)

RKSM AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	3 Snow removal truck with plough (Working width about 4.5 m)
2	Clearance priorities	a. RWY b. TWY c. Aprons
3	Remarks	NIL

RKSM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface : Concrete
2	Taxiway width, surface and strength	Width : 23 m Surface : concrete
3	Altimeter checkpoint location and elevation	93 ft
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

Change : Amended phrases for AD CAT for fire fighting.

RKSM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY & RWY and holding position, Guide lines at apron Nose-in guidance at aircraft stands
2	RWY and TWY markings and LGT	RWY 19/20 - LGT : Edge, THR, End - Marking : THR, TDZ TWYs - LGT : TWY edge lights - All TWY - Marking : TWY & taxilane centerline marked, Holding positions at all TWY/RWY intersections marked
3	Stop bars	NIL
4	Remarks	NIL

RKSM AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
RKSMOB001	Natural High Point	372804.8N 1270641.1E	237 ft		19/20 APCH 1/2 TKOF
RKSMOB002	Building	372841.9N 1270707.6E	238 ft		19/20 APCH
RKSMOB003	Natural High Point	372529.1N 1270640.5E	184 ft		19/20 TKOF
RKSMOB004	Natural High Point	372524.8N 1270645.9E	187 ft		19/20 TKOF
RKSMOB005	Natural High Point	372449.0N 1270621.7E	356 ft		19 TKOF
RKSMOB006	Natural High Point	372503.6N 1270647.4E	277 ft		1/2 APCH 20 TKOF
In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
RKSMOB001	Natural High Point	373416.2N 1270544.6E	1 146 ft		19 APCH
RKSMOB002	Natural High Point	373530.2N 1270644.1E	926 ft		19/20 APCH
Remarks					
Caution - Avoid approaching RK P73, RK P518. - Caution MISARI, R-35 Paradrop Zone					

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

RKSM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	SEOUL AIRFORCE MET OFFICE (TEL:+82-31-720-3292)
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	ROKAF MET Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Trend forecast Interval of issuance	1 hour(METAR) and when SPECI reported
5	Briefing/consultation provided	Personal consultation, Telephone
6	Flight documentation Language(s) used	English/Korean
7	Charts and other information available for briefing or consultation	Surface analysis chart Upper air analysis Prognosis chart Significant weather chart
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	Seoul TWR, Seoul APP, Seoul GCA
10	Additional information (limitation of service, etc.)	NIL

3. VFR Departure Procedure
Fixed-wing aircraft shall depart under IFR basically. But if it is unable to do so, notify Control tower of the proposed departure route before take-off and then follow the VFR procedures under the support of RADAR Service by Seoul Approach Control.
고정익 항공기는 IFR 출항을 원칙으로 하나, 부득이한 경우 비행 예정 진로를 이륙 전 관제탑에 통보하고 서울접근관제소의 RADAR SERVICE 지원 하에 해당 VFR 접근절차에 따라 출항한다.

a. For Fixed-wing Aircraft
Climb HDG 023°(When RWY 01/02 in use) or HDG 190°(When RWY 19/20 in use) until reaching 1 000 ft (instrument altitude), then turn right and fly to the east until reaching 2 500 ft and then direct to the mission area.
HDG 023°(RWY 01/02) 및 HDG 190°(RWY 19/20)로 이륙하여 계기고도 1 000 ft 이상에서 동쪽으로 선회하여 2 500 ft에서 공역으로 향한다. 서울 접근관제소와 교신 시까지 고도 3 500 ft를 유지한다.

b. Helicopters

1) When RWY 19/20 in use

When flying to the North, fly along the Geoungbu Expressway via CP "J". When flying to the South, fly along the Geoungbu Expressway at 1 000 ft or fly to IP "B" via CP "J" and CP "C".
북쪽으로 비행 시에는 CP "J"을 경유하여 경부고속도로를 따라 CP "D"로 비행하고, 남쪽으로 비행 시에는 경부고속도로를 따라 1 000 ft로 비행하거나 CP "J" 및 CP "C"를 경유하여 IP "B"로 비행한다.

2) When RWY 01/02 in use
When flying to the North, fly to CP "A" or CP "D". When flying to the South, fly along Downwind leg after take-off and then proceed to IP "B" via CP "B" and CP "J".
북쪽으로 비행 시에는 CP "A" 또는 CP "D" 로 비행하고, 남쪽으로 비행 시에는 이륙 후 서편 DOWNWIND를 따라 IP "B" 또는 CP "J" 및 CP "C"를 경유하여 IP "B"로 비행한다.

3) When there are no Seoul Air Base flight missions(holiday or after completing flight on weekday), pilots who are intending to transit over noise complaints area shall fly at 2 000 ft after getting permission from the control tower if weather conditions are at or above flight visibility 3 SM/ceiling 2 500 ft.
서울기지 비비행(휴무일, 주중비행 종료 후)시 소음민원지역 상공을 통과해야 할 경우 기상조건이 운고 2 500 ft, 비행시정 3 SM 이상이면 관제탑의 허가를 득한 후 고도를 2 000 ft로 비행한다.

4. Control Zone Transition Procedure for Helicopters Using the Geoungbu Expressway

a. Transition from the south to the north

After initial contact at "SOUTH" point, fly along the Gyeongbu Expressway via IP "B", then report over CP "D" unless otherwise instructed by ATC to fly via CP "C" and CP "J".
"SOUTH" PT에서 첫 교신하여 CP "C"와 CP "J"(CG306425)을 경유하라는 관제지시가 있지 않는 한 IP "B"를 경유하여 고속도로를 따라 CP "D"에서 보고한다.

b. Transition from the north to the south

After passing CP "D", fly along the Gyeongbu Expressway, then report over IP "B" unless otherwise instructed by ATC as fly via CP "C" and CP "J".
CP "D"를 통과 후 CP "J" 와 CP "C"로 경유하는 관제지시가 있지 않는 한 경부고속도로를 따라 비행 후 IP "B"에서 보고한다.

c. Avoidance of the noise complaints area.

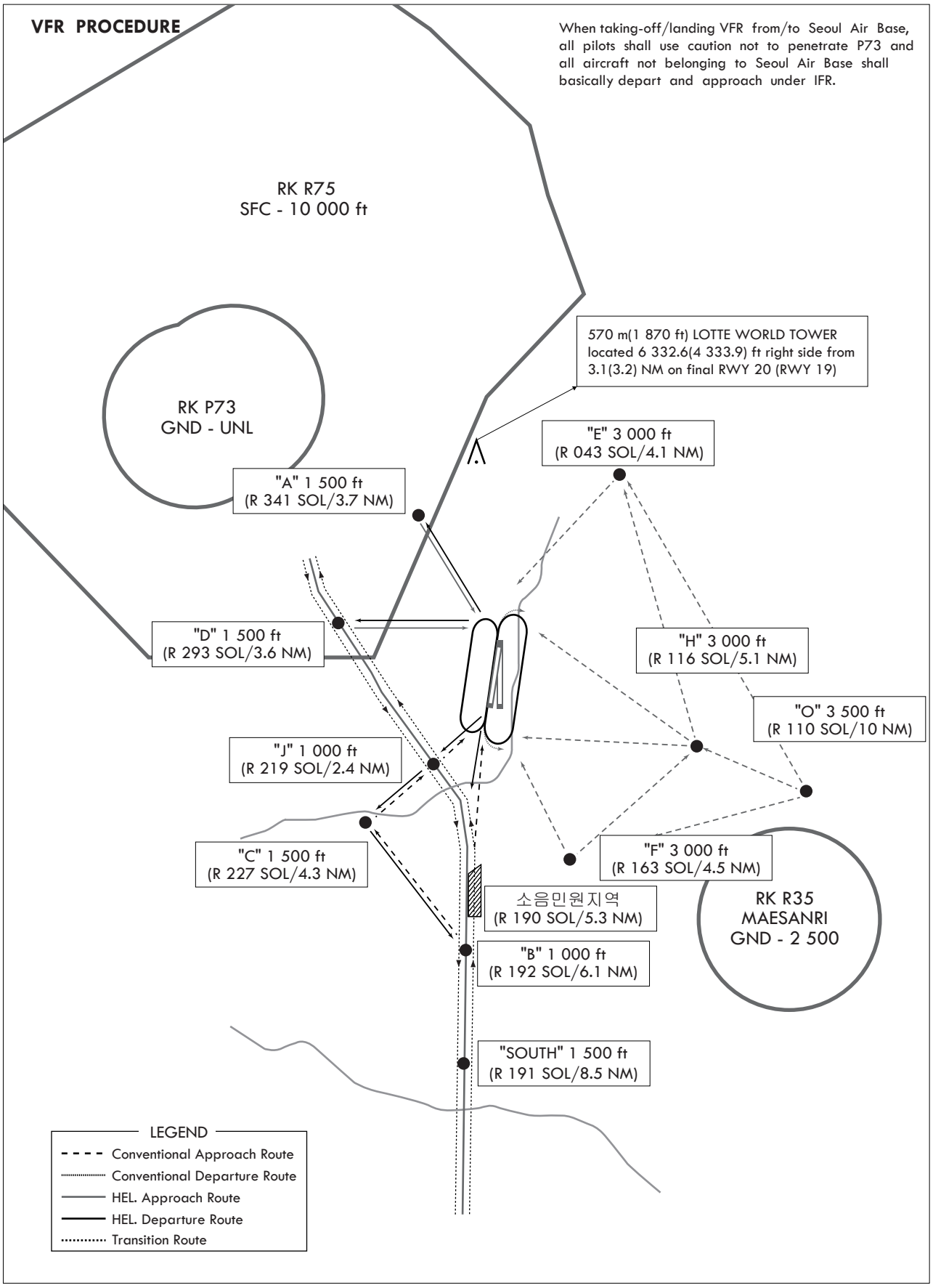
When there are no Seoul Air Base flight missions(holiday or after completing flight on weekday), pilots who are intending to transit over noise complaints area shall fly at 2 000 ft after getting permission from the control tower if weather conditions are at or above flight visibility 3 SM/ceiling 2 500 ft.
서울기지 비비행(휴무일, 주중비행 종료 후)시 소음민원지역 상공을 통과해야 할 경우 기상조건이 운고 2 500 ft, 비행시정 3 SM 이상이면 관제탑의 허가를 득한 후 고도를 2 000 ft로 비행한다.

5. Caution

a. When flying for SEOUL BASE Inbound(outbound), all pilots shall be careful of the LOTTE SUPERTOWER with the height* of 570 m AMSL(1 870 ft) which is located 6 332.6(4 333.9) ft right side from 3.1(3.2) NM on final RWY 20(RWY 19).
서울기지 입 · 출항시, 570 m AMSL(1 870 ft)높이*의 롯데슈퍼타워를 주의해야 한다. World Tower의 위치는 RWY 20(RWY 19) 시단에서 3.1(3.2) NM 지점 우측 6 332.6(4 333.9) ft에 위치하고 있다.

b. Every helicopter taking off from Helipad (Samsung Medical Center, Seoul Asan Medical Center, etc) located in Seoul control zone should follow the P-73 VFR flight procedure, contacting with the Seoul control tower during flight. However, If a mutual agreement is signed, the procedure specified in the agreement shall be followed.
서울 관제권 내 위치한 헬리패드(삼성서울병원, 서울아산병원 등)에서 이륙하는 모든 헬기는 이륙 후 P-73 시계비행로 비행절차를 준수하며, 서울 관제탑과 교신하여 비행한다. 단, 상호 합의서가 체결된 경우 합의서에 명시된 절차를 따른다.

Seoul Airbase VFR Take-off/Landing Procedures



Change : Information of RK P73 and RK R75.

RKTL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
LOC 17 (9° W/2020) ILS CAT I (9° W or 351°)	IUJS	108.1 MHz	H24	364600.3N 1292756.7E		
GP 17	IUJS	334.7 MHz	H24	364654.4N 1292730.7E		3° ILS RDH 44 ft
DME 17	IUJS	979 MHz (CH 18X)	H24	364654.4N 1292730.6E	60 m	
LOC 35 (9° W/2020) ILS CAT I (9° W or 351°)	IUJN	108.1 MHz	H24	364714.4N 1292728.0E		
GP 35	IUJN	334.7 MHz	H24	364616.7N 1292745.3E		3° ILS RDH 50 ft
DME 35	IUJN	979 MHz (CH 18X)	H24	364616.7N 1292745.1E	60 m	
VOR/DME (9° W/2020)	UJN	115.3 MHz (CH 100X)	H24	364635.2N 1292726.9E	90 m	**DME unserviceable** - RDL 196-220 beyond 12 NM BLW 8 000 ft - RDL 221-270 beyond 16 NM BLW 12 000 ft - RDL 271-295 beyond 17 NM BLW 10 000 ft - RDL 296-320 beyond 15 NM BLW 10 000 ft

Scheduled Inspection time :
- LOC 17, GP 17, DME 17, LOC 35, GP 35, DME 35, VOR/DME : Every 2nd WED (1300-1800 UTC) of the month.
- RADAR(ASR/SSR) : Every 4th WED (1300-1800 UTC) of the month.

RKTL AD 2.20 LOCAL AERODROME REGULATIONS

1. Uljin airport is operated by MOLIT* for training pilot. All aircraft except the aircraft belonging Uljin flight training center/academy that wish to use this AD have to obtaining an approval 24-hour in advance from MOLIT and observe the Uljin Airport Local Regulations.

   * MOLIT : Ministry of Land, Infrastructure and Transport

2. Ground Procedure(Radio frequency change points)

   Departure

   RWY 35/17 in use

   Aircraft shall change radio frequency from ULJIN Ground(121.775 MHz) to ULJIN Tower(118.55 MHz) when entering "E5" and "E1" taxiway from Apron unless otherwise instructed by ATC.

   Arrival

   RWY 35/17 in use

   Aircraft shall change radio frequency from ULJIN Tower(118.55 MHz) to ULJIN Ground(121.775 MHz) when vacating runway unless otherwise instructed by ATC.

RKTL AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

RKTL AD 2.22 FLIGHT PROCEDURES

1. IFR Procedure

1.1 Take-off weather minima

	RWY	Facilities			
		REDL & RCLL	REDL & RCL	REDL or RCL	NIL (Day Only)
Multi-Engine ACFT with TKOF ALTN AD	17	400 m / 1 200 ft	400 m / 1 200 ft	400 m / 1 200 ft	500 m / 1 600 ft
	35	400 m / 1 200 ft	400 m / 1 200 ft	400 m / 1 200 ft	500 m / 1 600 ft
Others	17	AVBL LDG MINIMA			
	35				

Note : SIDs are designed in accordance with STANDARDS for FLIGHT PROCEDURE DESIGN.
1. The TDZ RVR/VIS may be assessed by the pilot.
2. For Night Operations at least REDL or RCLL and RENL are available.

2. Procedures for VFR flight within Uljin CTR

2.1 VFR procedures

a. Take-off RWY 17/35 for CATA 7
- Initial climb to 700 ft then turn left(or right) HGD 080, climb VFR to 1 000 ft until 5 mile from Uljin airport. Contact Uljin Arrival on 120.875 MHz when instructed by Uljin Tower or leaving Tower control zone. Further climb instruction will be issued by Uljin Arrival.

b. Take-off RWY 17/35 for Cross-Country
- RWY 17/35 : Initial climb to 900 ft then turn left(or right), climb to 2 500 ft over threshold then turn left(or right) HDG 260 until leaving control zone.

c. Arrival
- RWY 17 South/North
  South : S(2 500 ft) → B(2 000 ft) → Follow instructions as directed by ATC.
  North : N(2 500 ft) → W(2 500 ft) → A(2 000 ft) → Follow instructions as directed by ATC.
- RWY 35 South/North
  North : N(2 500 ft) → W(2 500 ft) → A(2 000 ft) → Follow instructions as directed by ATC.
  South : S(2 500 ft) → B(2 000 ft) → Follow instructions as directed by ATC.
- VFR POINT “C”(RWY 35 used) and “D”(RWY 17 used) are prohibited except emergency or ATC instruction.

d. VFR flight will be permitted under the condition as below :
- Ground visibility : Not less than 5 km
- Ceiling : at or above 450 m(1 500 ft)

e. VFR Traffic circuit : Refer to page RKTL AD 2-10

f. VFR Circuit Altitude
- CAT A : 1 500 ft AMSL

g. VFR Reporting point : Refer to page RKTL AD 2-10

Change : Information of VFR procedures for arrival.