

REPUBLIC OF KOREA

AIRAC AIP

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Ministry of Land, Infrastructure and Transport
Office of Civil Aviation

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

AMENDMENT NR 7/24

25 JUL 2024

AIRAC

AIP AMENDMENT NR 7/24

(Effective : 1600UTC 4 SEP 2024)

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 Incheon INTL Airport

- a) Information of coordinates for GP 16L, IM 16L and GP 34R.
- b) Amended coordinates for ACFT stand NR. 369(126°25'22.49" → 126°26'22.49").
- c) Withdrawal of FREQ for Ice Man(129.725 MHz).

1.2 Cheongju INTL Airport

- a) Withdrawal of WX minimum for PAR RWY 06L.

2. PAGE CONTROL

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL II, Part III - AD (Aerodromes) RKSI AD 2-15(8 APR 21) / 2-15-1(10 FEB 22) AD CHART 2-3(27 JUN 24) / 2-4(27 JUN 24) AD CHART 2-5-4(27 JUN 24) / BLANK RKTU AD 2-9(4 APR 24) / 2-10(4 APR 24)	VOL II, Part III - AD (Aerodromes) RKSI AD 2-15(25 JUL 24) / 2-15-1(10 FEB 22) AD CHART 2-3(27 JUN 24) / 2-4(25 JUL 24) AD CHART 2-5-4(25 JUL 24) / BLANK RKTU AD 2-9(4 APR 24) / 2-10(25 JUL 24)

END

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 33R (9° W/2020) ILS CAT III (9° W or 351°)	INRR	108.90 MHz	H24	372910.0N 1262617.6E		GP : 3°
DME 33R	INRR	987 MHz (CH 26X)	H24	372733.2N 1262749.7E	0 m	
GP 33R	-	329.3 MHz	H24	372733.2N 1262749.7E		
IM 33R	-	75 MHz	H24	372714.7N 1262800.1E		
MM 33R	-	75 MHz	H24	372655.2N 1262817.5E		
LOC 16L (9° W/2020) ILS CAT III (9° W or 351°)	IRKS	110.35 MHz	H24	372628.5N 1262637.1E		LOC unusable : beyond 15 NM from LOC due to RK P518 GP : 3°
DME 16L	IRKS	1127 MHz (CH 40Y)	H24	372811.4N 1262459.7E	0 m	
GP 16L	-	334.85 MHz	H24	372811.3N 1262459.5E		
IM 16L	-	75 MHz	H24	372830.3N 1262448.7E		
MM 16L	-	75 MHz	H24	372849.9N 1262431.3E		
LOC 34R (9° W/2020) ILS CAT III (9° W or 351°)	IRKN	108.10 MHz	H24	372829.9N 1262449.1E		GP : 3° Caution advised when approaching Incheon AP ILS RWY 34R as follow : 1. False course captures may occur when approaching Incheon AP ILS RWY 34R, in the vicinity of 4 DEG clockwise 12 DEG AZM FM the published localizer course. 2. It is recommended for the pilot to : - Be aware of when the raw data indicates that the aircraft is approaching and establishing on the correct course ; and - Be aware that, should a false capture occur, it may be necessary to deselect and Re-Arm the approach mode in order to achieve a successful coupled approach on the correct localizer course.
DME 34R	IRKN	979 MHz (CH 18X)	H24	372642.5N 1262618.8E	0 m	
GP 34R	-	334.7 MHz	H24	372642.4N 1262618.6E		
IM 34R	-	75 MHz	H24	372628.0N 1262637.5E		
MM 34R	-	75 MHz	H24	372608.5N 1262654.9E		

Change : Information of coordinates for GP 16L, IM 16L and GP 34R.

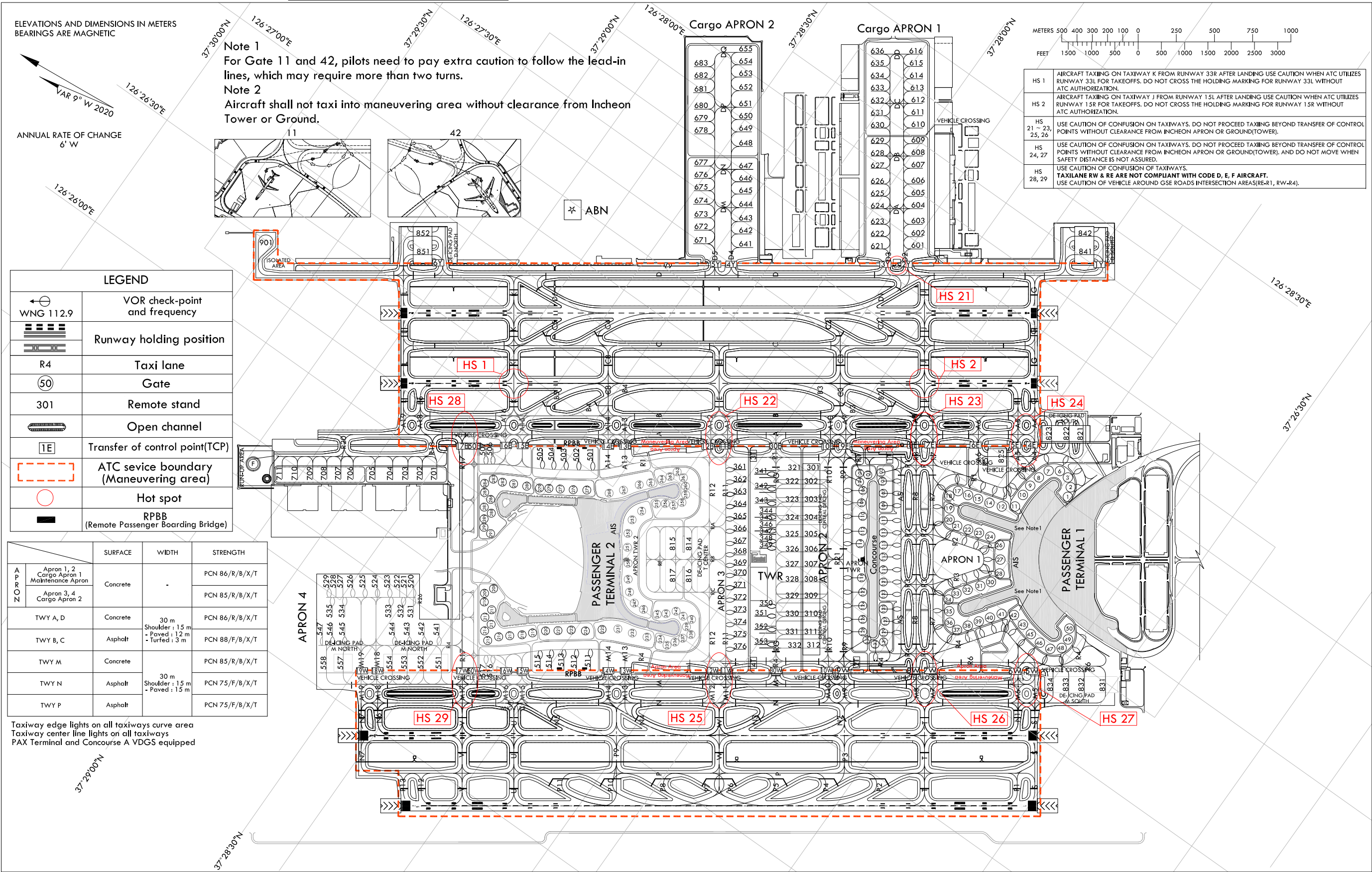
Type of aid, MAG VAR, Type of supported OPS	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
LOC 16R (9° W/2020) ILS CAT III (9° W or 351°)	IRFS	108.55 MHz	H24	372620.6N 1262623.4E		LOC unusable : beyond 15 NM from LOC due to RK P518 GP : 3°
DME 16R	IRFS	1109 MHz (CH 22Y)	H24	372757.0N 1262451.7E	0 m	
GP 16R	-	329.75 MHz	H24	372756.9N 1262451.6E		
IM 16R	-	75 MHz	H24	372816.0N 1262440.7E		
MM 16R	-	75 MHz	H24	372835.4N 1262423.4E		
LOC 34L (9° W/2020) ILS CAT III (9° W or 351°)	IRFN	109.95 MHz	H24	372815.5N 1262441.1E		GP : 3°
DME 34L	IRFN	1123 MHz (CH 36Y)	H24	372634.7N 1262604.9E	0 m	
GP 34L	-	333.65 MHz	H24	372634.6N 1262604.8E		
IM 34L	-	75 MHz	H24	372620.1N 1262623.8E		
MM 34L	-	75 MHz	H24	372600.7N 1262641.1E		
Scheduled Inspection time : ○ ILS - 16R/34L : Every 3 days from the 1st day of the month(1500-1900 UTC) (for example May 1, 4, 7, 10... etc.) - 15R/33L and 15L/33R : Every 3 days from the 2nd day of the month(1500-1900 UTC) (for example May 2, 5, 8, 11... etc.) - 16L/34R : Every 3 days from the 3rd day of the month(1500-1900 UTC) (for example May 3, 6, 9, 12... etc.) ※ ILS is unserviceable during the scheduled inspection time. ※ A 30 minutes prior request is required to use ILS. ○ RADAR(PSR, SSR, ARTS) : Every 1st, 2nd and 3rd THU (1500-1800 UTC) of the month ○ ASDE : Every 1st and 3rd TUE (0100-0800 UTC) of the month ※ The information of VORTAC SEL and SOT see ENR 4.1 for details.						

AIRCRAFT PARKING /
DOCKING CHART - ICAO

APRON ELEV 6 m

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

SEOUL / Incheon Intl



Cargo Apron 2				
	INS COORDINATES FOR AIRCRAFT STANDS		STAND AVAILABILITY	
	WGS-84	ELEV(AMSL)		
641	37°28'14.44"N	126°27'26.30"E	6 m	A ~ F
642	37°28'16.08"N	126°27'28.84"E	6 m	A ~ E
643	37°28'17.44"N	126°27'31.24"E	6 m	A ~ E
644	37°28'18.80"N	126°27'34.02"E	6 m	A ~ F
645	37°28'20.40"N	126°27'36.55"E	6 m	A ~ E
646	37°28'21.76"N	126°27'38.96"E	6 m	A ~ E
647	37°28'23.13"N	126°27'41.37"E	6 m	A ~ F
648	37°28'25.70"N	126°27'45.82"E	6 m	A ~ F
649	37°28'27.46"N	126°27'48.57"E	6 m	A ~ E
650	37°28'28.82"N	126°27'50.97"E	6 m	A ~ E
651	37°28'30.18"N	126°27'53.38"E	6 m	A ~ E
652	37°28'31.87"N	126°27'55.47"E	6 m	A ~ E
653	37°28'33.51"N	126°27'59.57"E	6 m	A ~ E
654	37°28'34.87"N	126°28'01.68"E	6 m	A ~ E
655	37°28'36.23"N	126°28'04.09"E	6 m	A ~ F
671	37°28'24.41"N	126°27'18.95"E	6 m	A ~ F
672	37°28'25.78"N	126°27'21.75"E	6 m	A ~ E
673	37°28'27.14"N	126°27'24.16"E	6 m	A ~ E
674	37°28'28.78"N	126°27'26.69"E	6 m	A ~ F
675	37°28'30.14"N	126°27'29.47"E	6 m	A ~ E
676	37°28'31.50"N	126°27'31.88"E	6 m	A ~ E
677	37°28'32.86"N	126°27'34.28"E	6 m	A ~ E
678	37°28'36.42"N	126°27'40.58"E	6 m	A ~ E
679	37°28'37.78"N	126°27'42.98"E	6 m	A ~ E
680	37°28'39.14"N	126°27'45.41"E	6 m	A ~ E
681	37°28'41.11"N	126°27'48.52"E	6 m	A ~ F
682	37°28'42.48"N	126°27'51.32"E	6 m	A ~ E
683	37°28'43.84"N	126°27'53.73"E	6 m	A ~ E

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

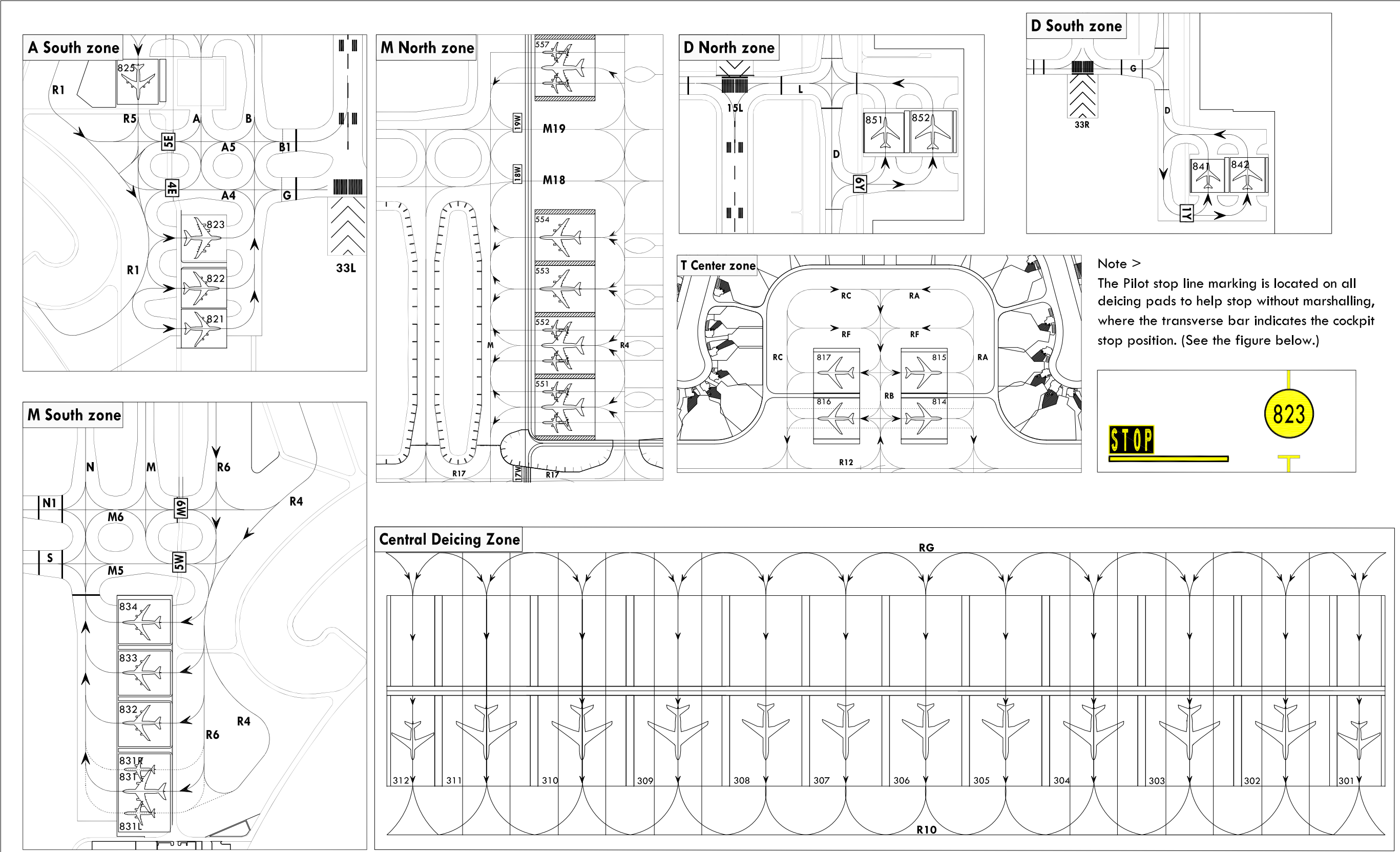
Deicing Apron				
	INS COORDINATES FOR AIRCRAFT STANDS		STAND AVAILABILITY	
	WGS-84	ELEV(AMSL)		
301	37°27'40.02"N	126°26'51.37"E	5 m	A ~ C
302	37°27'38.47"N	126°26'48.77"E	5 m	A ~ F
303	37°27'36.47"N	126°26'45.24"E	5 m	A ~ F
304	37°27'34.48"N	126°26'41.71"E	5 m	A ~ F
305	37°27'32.64"N	126°26'38.47"E	5 m	A ~ E
306	37°27'30.98"N	126°26'35.53"E	5 m	A ~ E
307	37°27'29.32"N	126°26'32.58"E	5 m	A ~ E
308	37°27'27.66"N	126°26'29.64"E	5 m	A ~ E
309	37°27'25.83"N	126°26'26.40"E	5 m	A ~ F
310	37°27'23.83"N	126°26'22.87"E	5 m	A ~ F
311	37°27'21.83"N	126°26'19.34"E	5 m	A ~ F
312	37°27'20.39"N	126°26'16.64"E	5 m	A ~ C
551	37°28'16.56"N	126°25'20.59"E	5 m	A ~ F
552	37°28'19.34"N	126°25'18.11"E	5 m	A ~ F
553	37°28'21.89"N	126°25'15.84"E	5 m	A ~ E
554	37°28'24.21"N	126°25'13.78"E	5 m	A ~ E
557	37°28'31.86"N	126°25'06.97"E	5 m	A

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

AIRAC AIP AMDT 7/24
Effective : 1600UTC 4 SEP 2024

Deicing zones operation

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



Change : Withdrawal of FREQ for Ice Man(129.725 MHz).

RKTU AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

RKTU AD 2.22 FLIGHT PROCEDURES

1. IFR

1.1 Take-off Weather Minima

RWY 06L/24R, RWY 06R/24L		
ENG	HIRL & RCLL or RCL	Others
2 or more ENG	RVR / VIS 500 m	RVR / VIS 800 m

1.2 Radar Procedure

1.2.1 ASR Approach

a. Pilot should request to the approach control to use ASR approach, then radar vector will be provided till the MAPt (1/2 mile) or to the point at which you can proceed visually to the airport.

b. Controller will provide MDA, course and distance from touchdown by using PAR equipment.

1.2.1.1 Weather minimum

a. 06L/24R

	RWY	CAT	DH/MDA-VIS	CEIL-VIS
S-ASR	06L	AB	900/24	(800-½)
		CDE	900-1 ⁵ / ₈	(800-1 ⁵ / ₈)
	ALS INOP CAT AB VIS 1 mile (RVR 5 500 ft), CDE VIS 2 mile			
	24R	AB	860/24	(700-½)
		C	860-1½	(700-1½)
		D	860-1¾	(700-1¾)
		E	860-2	(700-2)
	ALS INOP increase VIS ½ mile			
CIRCLING	06L	AB	900-1	(800-1)
		C	1 400-3	(1 300-3)
		DE	2 000-3	(1 900-3)
	24R	AB	860-1	(700-1)
		C	860-2	(700-2)
		D	1 200-3	(1 100-3)
		E	1 220-3	(1 100-3)
	Circling not AUTH SE of RWY 06-24, RWY 24-06			

b. 06R/24L

	RWY	CAT	DH/MDA-VIS	CEIL-VIS
S-ASR	06R	AB	900/40	(800-¾)
		CDE	900-1¾	(800-1¾)
	ALS INOP CAT AB VIS 1 mile (RVR 5 500 ft), CDE VIS 2 mile			
	24L	AB	880/40	(700-¾)
		C	880-1½	(700-1½)
		D	880-1¾	(700-1¾)
		E	880-2	(700-2)
	ALS INOP CAT AB increase VIS ¼ mile , CDE increase VIS ½ mile.			
CIRCLING	06R	AB	900-1	(800-1)
		C	1 400-3	(1 300-3)
		DE	2 000-3	(1 900-3)
	24L	AB	880-1	(700-1)
		C	880-2	(700-2)
		D	1 200-3	(1 100-3)
		E	1 220-3	(1 100-3)
	Circling not AUTH SE of RWY 06-24, RWY 24-06			

1.2.2 PAR Approach

- a. PAR approach for practice is not available.
PAR approach is only available in situation of ILS malfunctioning.

1.2.2.1 Weather minimum

a. 06L/24R

RWY	CAT	GS/TCH(ft)/RPI(ft)	ALS	DA/VIS	HAT	CEIL-VIS
24R	ABCDE	3.0°/50/995	FULL	386/24	200	(200-½)
			INOP	386/40	200	(200-¾)

b. 06R/24L

RWY	CAT	GS/TCH(ft)/RPI(ft)	ALS	DA/VIS	HAT	CEIL-VIS
06R	ABCDE	3.0°/50/1 002	FULL	372/40	200	(200-¾)
			INOP	372/40	200	(200-¾)
24L	ABCDE	3.0°/50/1 001	FULL	392/24	200	(200-½)
			INOP	392/40	200	(200-¾)

1.3 Missed APCH Procedures

- a. RWY 06 : Climb heading 061° to 6 000 ft and expect radar vector by ATC.
Missed APCH climb rate exceed 360(ASR), 380(PAR) ft/NM.
- b. RWY 24 : Climb to 6 000 ft via heading 240° to 3 NM(from ASR) then right heading 250°.
Missed APCH climb rate exceed 380 ft/NM.

Change : Withdrawal of WX minimum for PAR RWY 06L.