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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 12/24

14 NOV 2024

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 General

a) Information of ANNEX 1, 3, 4, 11, 12, 15, item number and Establishment of PANS-AIM, PANS-IM.

1.2 Enroute

a) Amended phrases(procedures → procedures, YECHOEN → YECHEON).

1.3 Incheon INTL Airport

a) Establishment of AD 2.25 visual segment surface(VSS) penetration.

b) Information of reporting point and profile view.

c) Establishment of fix(BIDRI, GUNKU, MEKIL, ENSAL, VASLI, TORUS).

1.4 Gimpo INTL Airport

a) Establishment of AD 2.25 visual segment surface(VSS) penetration.

b) Information of reporting point, profile view and Amended phrase(COVOI → CAVOI).

c) Establishment of fix(BIDRI, MEKIL) and Withdrawal of fix(SEL, MUGAR).

1.5 Yangyang INTL Airport

a) Establishment of AD 2.25 visual segment surface(VSS) penetration.

b) Information of reporting point, fix(NOMEX→LESBU, NIMUS→ESNEG) and Establishment of fix(UGOVI, ESNEG).

1.6 Gwangju Airport

a) Information of operational hours for AIS briefing office.

1.7 Yeosu Airport

a) Information of operational hours for AIS briefing office, ATS reporting office, MET briefing office, ATS, ATS airspace and ATS communication facilities.

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(17 OCT 24) / 0.3-2(17 OCT 24)	GEN 0.3-1 / 0.3-2 14 NOV 24
GEN 0.4-1(17 OCT 24) / 0.4-2(17 OCT 24)	GEN 0.4-1 / 0.4-2 14 NOV 24
GEN 0.4-3(17 OCT 24) / 0.4-4(17 OCT 24)	GEN 0.4-3 / 0.4-4 14 NOV 24
GEN 0.4-5(17 OCT 24) / 0.4-6(17 OCT 24)	GEN 0.4-5 / 0.4-6 14 NOV 24
GEN 0.4-7(17 OCT 24) / 0.4-8(17 OCT 24)	GEN 0.4-7 / 0.4-8 14 NOV 24
GEN 0.4-9(17 OCT 24) / 0.4-10(17 OCT 24)	GEN 0.4-9 / 0.4-10 14 NOV 24
GEN 1.7-1(30 MAY 24) / 1.7-2(30 MAY 24)	GEN 1.7-1 / 1.7-2 14 NOV 24
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VOL I, Part II - ENR (Enroute)	VOL I, Part II - ENR (Enroute)
ENR 1.1-1(14 JAN 21) / 1.1-2(1 MAY 14)	ENR 1.1-1 / 1.1-2 14 NOV 24
ENR 4.1-3(5 MAY 22) / 4.1-4(5 MAY 22)	ENR 4.1-3 / 4.1-4 14 NOV 24

OLD (Pages to be removed)	NEW (Pages to be inserted)
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END

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	-	
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	
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	
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	
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	
37/24	Incheon AP - Operational Restriction of Cargo Apron 1	AD	20 AUG 24 / 30 DEC 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	
47/24	Gimpo AP - Temporary Obstacles Erected	AD	18 SEP 24 / 31 DEC 25	
48/24	Gimpo AP - Temporary Obstacles Erected	AD	30 SEP 24 / 31 AUG 25	
49/24	Ulsan AP - Unserviceability of Ulsan Radar	AD	2 JUL 23 / 29 NOV 24	
50/24	Ulsan AP - Temporary Obstacle Erected	AD	1 OCT 24 / 28 FEB 26	
51/24	Muan AP - Unavailability of Strip and RESA for RWY 19	AD	18 SEP 24 / 30 APR 25	
53/24	Muan AP - Change of TWY E1 Center Line Marking and Right Edge Marking & Right Edge Light	AD	18 SEP 24 / 30 APR 25	
55/24	Muan AP - 180° Turning Marking on RWY 19	AD	18 SEP 24 / 30 APR 25	
61/24	Incheon AP - Incheon INTL Airport A-CDM Trial Operation for Phase 2	AD	29 JUN 22 / 8 JAN 25	
62/24	Incheon AP - Temporary Obstacles Erected	AD	6 OCT 24 / 30 AUG 25	
63/24	Gimpo AP - Temporary Obstacle Erected	AD	16 OCT 24 / 30 APR 25	
66/24	Incheon AP - Temporary Obstacles Erected	AD	14 NOV 24 / 30 NOV 25	
67/24	Incheon AP - Temporary Obstacles Erected	AD	14 NOV 24 / 31 DEC 25	
68/24	Gimpo AP - Temporary Obstacles Erected	AD	13 NOV 24 / 10 FEB 26	

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	
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	
22/24	Gimpo AP - Operational Restrictions	AD	12 JUN 24 / 25 DEC 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	superseded by 64/24
45/24	Gwangju AP - Unserviceability of ILS/DME for RWY 04R	AD	2 OCT 24 / 24 DEC 25	
56/24	Incheon AP - Unserviceability of WNG VOR/DME	AD	30 OCT 24 / 30 JUN 25	
57/24	Gimpo AP - Operational Restrictions	AD	4 NOV 24 / 6 DEC 24	
58/24	Muan AP - Unserviceability of ILS/DME for RWY 19	AD	30 OCT 24 / 30 APR 25	superseded by 65/24
59/24	Muan AP - RWY 19 Threshold Displaced by 300 m	AD	30 OCT 24 / 30 APR 25	superseded by 72/24
60/24	Muan AP - Change of RWY 01/19 Declared Distance	AD	30 OCT 24 / 30 APR 25	superseded by 71/24
64/24	Incheon AP - RWY 15L/33R and TWYs Closed due to Construction	AD	8 AUG 24 / 15 JAN 25	
65/24	Muan AP - Unserviceability of ILS/DME	AD	30 OCT 24 / 30 APR 25	
69/24	Incheon AP - RWY 15L/33R and TWYs Closed due to Construction	AD	15 JAN 25 / 10 JUL 25	
70/24	Gimpo AP - Operational Restrictions	AD	25 DEC 24 / 22 JAN 25	
71/24	Muan AP - Change of RWY 01/19 Declared Distance	AD	30 OCT 24 / 30 APR 25	
72/24	Muan AP - RWY 19 Threshold Displaced by 300 m	AD	30 OCT 24 / 30 APR 25	

GEN 0.4 CHECKLIST OF AIP PAGES

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0.1 - 5	23 NOV 17	1.2 - 4	12 JAN 23	2.2 - 4	1 AUG 19	3.1 - 6	11 JAN 24
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CHART 2 - 16-1	21 SEP 23	CHART 2 - 15	WEF 1 NOV 23
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CHART 2 - 22	WEF 30 OCT 24	CHART 2 - 21	WEF 10 JUL 24
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CHART 2 - 23	WEF 30 OCT 24		
CHART 2 - 23-1	WEF 6 SEP 23		
CHART 2 - 24	WEF 30 OCT 24		
CHART 2 - 24-1	WEF 6 SEP 23		
CHART 2 - 25	WEF 30 OCT 24		
CHART 2 - 25-1	WEF 6 SEP 23		
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**GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES
AND PROCEDURES**

1. ANNEX 1 Personnel Licensing(14th Edition, Amendment 179)

Reference	차이점	Difference
Chapter 1		
1.2.8.4	대한민국은 항공정비사 지정 전문교육기관에서 성능기반훈련(Competency-based approved training)을 시행하도록 국내규정을 개정할 예정임.	National standards for designation of specialized training organization for airman will be amended to incorporate competency-based approved training into the existing approved training program for aircraft maintenance personnel.
1.2.9.2	대한민국은 항법사 및 항공기관사 탑승을 필요로 하는 국제민간항공운송용 항공기가 운영되지 않으므로 항법사 및 항공기관사에 대한 항공영어구술능력증명제도가 없음.	The Republic of Korea does not require flight navigators and flight engineers to have the ability to speak and understand the language used for radiotelephony communications to the level specified in Annex 1 because there is no such aircraft that they are on-board excluding military airplanes.
1.2.9.3		
1.2.9.4		
Chapter 2		
2.1.1.1	대한민국은 부속서 1의 기준에 의한 기구류(Free balloon) 조종사 자격증명을 발급하지 않음. 기구류는 항공안전법에 따라 초경량비행장치로 분류되며, 기구류를 사용하여 비행하려는 사람은 초경량비행장치 조종사 증명을 받아야 함.	A free balloon pilot licence in accordance with Annex 1 is not issued in the Republic of Korea. Free balloon is classified as the ultra-light vehicle according to Aviation Safety Act of the Republic of Korea. Any person who intends to operate a free balloon shall be held a valid free balloon operator certificate.
2.1.2.1		
2.10.1.1		
2.10.1.2.1		
2.10.1.2.2		
2.10.1.3.1		
2.10.1.3.2		
2.10.1.3.3		
2.10.1.3.4		
2.10.1.4		
2.10.1.5		
2.10.2.1		
2.10.2.2		
Chapter 4		
4.4.1.1	대한민국은 항공교통관제사 자격증명을 받기 위한 최소연령을 18세 이상으로 규정함.	The minimum age for the issuance of air traffic controller licence is 18 years in the Republic of Korea.

2. ANNEX 2 Rules of the Air(10th Edition, Amendment 44)

Reference	차이점	Difference
NIL		

3. ANNEX 3 Meteorological Service for International Air Navigation (20th Edition, Amendment 81)

Reference	차이점	Difference
PART I		
Chapter 2		
2.1.5	대한민국은 관련 법률과 규정에서 정한 항공기상업무 종사자의 자격요건을 따름.	Republic of Korea follows the requirement of aeronautical meteorological personnel stipulated in related Act and Regulation.
2.2.10	대한민국은 2028년부터 항공정보종합관리망(SWIM)을 통한 기상정보 제공이 가능함.	From 2028, the Republic of Korea can provide the meteorological information through System-Wide Information Management(SWIM).
Chapter 5		
5.3.1	대한민국은 자동 정규 항공기관측을 실시하지 않음.	Republic of Korea does not implement automated routine aircraft observations.
5.3.2	대한민국은 지역항공항행협정에 지정된 연안 구조물이 없으며, 헬리콥터에 의한 정규관측을 실시하지 않음.	Republic of Korea does not have offshore structures designated in regional air navigation agreement and does not implement routine observations by helicopters.
5.3.3	대한민국은 정규 관측을 위한 항공기가 지정되어 있지 않음.	Republic of Korea does not have a designated aircraft for routine observations.
5.3.4	대한민국은 정규 관측을 위한 항공기가 지정되어 있지 않음.	Republic of Korea does not have a designated aircraft for routine observations.
Chapter 6		
6.5.2	대한민국은 GAMET 공역예보를 발표하지 않음.	Republic of Korea does not issue GAMET area forecast.
Chapter 9		
9.1.3	대한민국은 GAMET 공역예보를 제공하지 않음.	Republic of Korea does not provide GAMET area forecast.
PART II		
Appendix 3		
2.1.3	대한민국은 2025년부터 IWXXM GML 형식의 METAR 및 SPECI 전파가 가능함.	From 2025, the Republic of Korea can disseminate METAR and SPECI in IWXXM GML form.
Appendix 5		
1.1.2	대한민국은 2025년부터 IWXXM GML 형식의 TAF 전파가 가능함.	From 2025, the Republic of Korea can disseminate TAF in IWXXM GML form.
Appendix 6		
1.1.6	대한민국은 2025년부터 IWXXM GML 형식의 SIGMET 전파가 가능함.	From 2025, the Republic of Korea can disseminate SIGMET in IWXXM GML form.
2.1.6	대한민국은 2025년부터 IWXXM GML 형식의 AIRMET 전파가 가능함.	From 2025, the Republic of Korea can disseminate AIRMET in IWXXM GML form.

4. ANNEX 4 Aeronautical Charts (11th Edition, Amendment 62)

Reference	차이점	Difference
Chapter 11		
11.10.7.2	대한민국은 OCA/H 대신에 MDA/H를 발간함.	MDA/H is published in lieu of OCA/H in the Republic of Korea.

5. ANNEX 5 Units of Measurement to be used in Air and Ground Operations (5th Edition, Amendment 17)

Reference	차이점	Difference
Chapter 1	대한민국은 1979년 세계도량형위원회(CGPM)에서 채택된 용어 정의를 적용함.	Candela The Republic of Korea apply definition defined by the General Conference on Weights and Measures(CGPM) in 1979.
Chapter 3		
3.3.1	특정단위 적용	Application of specific units
Table 3-4,1.16	시정 대한민국은 군 시설에 대한 시정은 육상마일을 사용함.	Visibility Statute Miles and fractions are applied for the Non-SI alternative unit for visibility in military facilities in the Republic of Korea.

6. ANNEX 6 Operation of Aircraft

Reference	차이점	Difference
PART I (9th Edition, Amendment 37-A)		
4.10.3 4.10.4 4.10.5 4.10.6 4.10.7	대한민국은 항공사 피로관리시스템에 대한 정부 승인사항을 국내기준에 반영하기 위해 항공안전법 및 시행규칙을 개정할 예정이다.	Aviation Safety Act of the Republic of Korea and its Ministerial Regulations will be amended to incorporate the approval of air operators' fatigue risk management system (FRMS) into the national regulations.
PART II (8th Edition, Amendment 33)		
2.4.11.6	대한민국은 5 700 kg 초과 또는 승객 9인승 초과 터빈 엔진 비행기에 대하여 적용하고 있음.	Republic of Korea applies this article to turbine engined aeroplanes of MTOW(Maximum Take off Weight) in excess of 5 700 kg or authorized to carry more than nine passengers.
PART III (7th Edition, Amendment 18-A)		
Section II		
2.3.4.3	대한민국은 해상교체착륙지에 대한 세부사항에 대해 국토교통부의 인가를 받도록 규정함. 비고 : 대한민국은 안전운항을 위해 해상교체비행장에 대한 승인을 받도록 강화	The Republic of Korea requires that the details of off-shore alternates should be approved by the Ministry of Land, Infrastructure and Transport. * Remarks: The Republic of Korea has enhanced the requirements for approval for off-shore alternates for safety operation.
Section III		
2.7.2	대한민국은 해상교체착륙지에 대한 세부사항에 대해 국토교통부의 인가를 받도록 규정함. 비고 : 대한민국은 안전운항을 위해 해상교체비행장에 대한 승인을 받도록 강화함	The Republic of Korea requires that the details of off-shore alternates be approved by the Ministry of Land, Infrastructure and Transport. * Remarks: The Republic of Korea has enhanced the requirements for approval for off-shore alternates for safety operation.

7. ANNEX 7 Aircraft Nationality and Registration Marks (6th Edition, Amendment 6)

Reference	차이점	Difference
1	기구(Balloon) 대한민국은 기구를 항공기로 정의하지 않음.	Balloon A balloon is not defined as an aircraft in the Republic of Korea.
2.1 9.1	대한민국은 기구를 항공기로 분류하지 않음.	A balloon is not classified as an aircraft in the Republic of Korea.
2.3 9.2	대한민국은 무인자유기구를 무인항공기에 포함하지 않음.	Unmanned free balloons are not included in an unmanned aircraft in the Republic of Korea.
4.2.2 4.2.3 4.2.5	대한민국은 기구에 대하여는 국적 및 등록기호를 필요로 하지 않음.	The nationality and registration marks are not required for the balloon in the Republic of Korea.
5.1.2 8	대한민국은 무인자유기구에 대하여는 국적 및 등록기호를 필요로 하지 않음.	The nationality and registration marks are not required for the unmanned free balloon in the Republic of Korea.
4.2.4 5.1.1	대한민국은 비행선 외의 공기보다 가벼운 항공기에 대하여는 국적 및 등록기호를 필요로 하지 않음.	The nationality and registration marks are not required for the lighter-than-air aircraft other than airships in the Republic of Korea.



8. ANNEX 8 Airworthiness of Aircraft (11th Edition, Amendment 104)

Reference	차이점	Difference
PART III B		
3.1.2	항공기 기술기준에 치명적(catastrophic) 결함에 대한 요건은 있으나, 위험한(hazardous) 결함에 대한 요건은 없음.	In Korean Airworthiness Standards is only regarding the catastrophic failure. There is no requirement to address hazardous failure.
PART IV B		
1.1.2	최대이륙중량 600 kg 이상 헬리콥터에 적용.	In the Republic of Korea, this part shall apply to all helicopters greater than 600 kg maximum certificated take-off mass.
3.1.2	항공기 기술기준에 치명적(catastrophic) 결함에 대한 요건은 있으나, 위험한(hazardous) 결함에 대한 요건은 없음.	In Korean Airworthiness Standards is only regarding the catastrophic failure. There is no requirement to address hazardous failure.

9. ANNEX 9 Facilitation (12th Edition, Amendment 20)

Reference	차이점	Difference
Chapter 2		
2.10	출입국관리국과 세관 당국에 의해 항공기입출국보고서(GD)의 제출이 요구되며, 부록1 규정과 일부 상이. 당분간 동 요건은 삭제 불가함.	Presentation of General Declaration is required by the Immigration and Customs authorities, and the format of the General Declaration slightly differs from Appendix 1. For the present, it is not possible to eliminate this requirement.
2.12	운영상 사유로 여객명부(PM)의 제출이 요구됨. PM서식은 부록2와 약간 상이.	Presentation of a Passenger Manifest is required for operational reasons. The format of the Passenger Manifest is slightly different from Appendix 2.
2.14	세관당국은 기내 탑재된 비품에 대한 서면보고 의무화.	A written Customs Declaration of stores remaining on board aircraft is required.
Chapter 3		
3.21*	거류 외국인인 1년 이상 외국 체류시 재입국사증이 필요.	Re-entry visas are required for resident aliens who stay out of the Republic of Korea for more than one year.
3.23*	필요한 경우에 한하여 인터뷰를 위한 출석 요구.	In case of need, Applicant for issuance of entrance visa should attend the immigration office for the interview.
3.24	단수사증의 유효기간은 발급일로부터 3월임.	A single visa for only one-time entry into the Republic of Korea is valid for 3 months from the issuing date.
3.26*	출입국신고서 제출이 요청됨.	Presentation of the Embarkation/Disembarkation(E/D) cards are required.
3.27	출입국신고서 제출 시 주소와 직업 등 부가사항을 작성하여야 함.	Additional information including address and occupation must be written on the Embarkation/Disembarkation cards.
3.29	출입국신고서는 항공기운용자의 부담으로 제공.	E/D cards are provided by operator at its expense.
3.34	일시방문객의 출국시 수입통관증명서가 요구됨.	Income-tax clearance certificates are required when visitors depart.
3.57*	국내 두 곳 이상의 공항 입항 시 공항별 입국절차 수행.	A passenger who arrives on an international flight, making two or more stops at international airports within the territory of the Republic of Korea, is required to be cleared through border control formalities at each airport.
3.62	위탁수하물에 대한 운송처리를 잘못하여 다른 항공기로 운송하여야 할 경우에는 별도의 보안조치를 한 후에 탑재할 수 있음.	Baggage can be transported to/by another aircraft, after completing separate security steps.
Chapter 4		
4.20	국내 관세법상 부가서류 필요.	Under Article 245 (Document to be submitted at Time of Declaration) of Custom Act, additional documents are required for export clearance.
4.32*	오류의 반복방지를 위해 행정제재 가능.	Customs "may impose a administrative to discourse repetition of errors".
Chapter 6		
6.25	항공기 급유시 여객은 휴대물품을 가지고 내리도록 하고 있음.	When the aircraft refueling, passengers carry down their baggage with them.

10. ANNEX 10 Aeronautical Telecommunications

Reference	차이점	Difference
	Volume I (6th Edition, Amendment 86) : NIL Volume II (6th Edition, Amendment 89) : NIL Volume III (2th Edition, Amendment 86) : NIL Volume IV (4th Edition, Amendment 86) : NIL Volume V (2th Edition, Amendment 86) : NIL	

11. ANNEX 11 Air Traffic Services (15th Edition, Amendment 53)

Reference	차이점	Difference
	NIL	

12. ANNEX 12 Search and Rescue (9th Edition, Amendment 19)

Reference	차이점	Difference
Chapter 2		
2.2.1.1	대한민국은 해양 수색구조구역(SRR)이 FIR보다 넓음.	The Search and Rescue Region (SRR) is larger than the Flight Information Region (FIR) in the Republic of Korea.

13. ANNEX 13 Aircraft Accident and Incident Investigation (10th Edition, Amendment 14)

Reference	차이점	Difference
	NIL	

14. ANNEX 14 Aerodromes

Reference	차이점	Difference
Volume I - Aerodrome Design and Operations (6th Edition, Amendment 11B)		
Chapter 1		
1.0.1	대한민국은 "Aerodrome Certificate"의 용어를 공항운영 증명서(Airport Operating Certificate)로 정의함.	The Republic of Korea defines "Aerodrome Certificate" in ICAO Annex 14 as "Airport Operating Certificate". * Airport Operating Certificate means a certificate, issued by Ministry of Land, Infrastructure and Transport.
1.4.2	대한민국은 국제 운항을 하는 공항에 공항운영증명을 하며 공공용비행장의 경우 필요한 경우 공항운영증명을 하도록 규정함.	The Republic of Korea certifies airports used for international operations mandatorily and the certification will be expanded to other airports open to public use.
Chapter 3 (Physical Characteristics)		
3.4.10	대한민국은 활주로, 활주로 갓길 및 정지로 표면과 연결되는 착륙대 표면의 높이 차이를 7.5 cm 이하로 허용함.	The Republic of Korea allows the height of at or less than 7.5 cm height from the surface of the runway, shoulder or stopway to the surface of the portion of a strip that abuts a runway, shoulder or stopway.
3.5.9	대한민국은 이륙상승표면 대신 진입표면을 적용함.	The Republic of Korea applies the approach surfaces instead of the take-off climb surfaces.
3.11.5	대한민국은 유도로 또는 유도로 갓길 표면과 연결되는 유도로대 표면의 높이 차이를 7.5 cm 이하로 허용함.	The Republic of Korea allows the height of at or less than 7.5 cm height from the surface of the taxiway or shoulder to the surface of the portion of a strip that abuts a taxiway or shoulder.
3.12.9	대한민국은 이륙상승표면 대신 진입표면을 적용함.	The Republic of Korea applies the approach surfaces instead of the take-off climb surfaces.

Reference	차이점	Difference
Chapter 4 (Obstacle Restriction and Removal)		
4.1.8	대한민국은 진입표면 중 d)부분인 횡적오프셋, 오프셋, 곡선진입에 대하여만 적용하지 아니함.	Only d) is not applicable. The Republic of Korea does not apply lateral offset, offset or curved approach in the provision of "Approach surfaces"
4.1.25 4.1.26 4.1.27 4.1.28 4.1.29	대한민국은 이륙상승표면 대신 진입표면을 적용함.	The Republic of Korea applies the approach surfaces instead of the take-off climb surfaces.
4.2.2	대한민국은 진입, 내부수평, 원추표면 제원은 ICAO 부속서 14, 표4-1 제원보다 세분화 하여 적용함.	The Republic of Korea applies more detailed classification of approach, inner horizontal and conical surfaces than those of ICAO Annex14 Table 4-1.
4.2.3	대한민국은 어떠한 장애물도 진입, 전이표면 위로 돌출하는 것을 허용하지 아니함.	Any objects shall not be permitted above approach or transitional surfaces in the Republic of Korea.
4.2.8	대한민국은 진입, 내부수평, 원추표면 제원은 ICAO 부속서 14, 표4-1 제원보다 세분화 하여 적용함.	The Republic of Korea applies more detailed classification of approach, inner horizontal and conical surfaces than those of ICAO Annex14 Table 4-1.
4.2.9	대한민국은 진입표면에 수평구간이 없음.	The Republic of Korea does not apply horizontal plane in approach surfaces.
4.2.10	대한민국은 어떠한 장애물도 진입, 전이표면 위로 돌출하는 것을 허용하지 아니함.	Any objects shall not be permitted above approach or transitional surfaces in the Republic of Korea.
4.2.11	대한민국은 어떠한 장애물도 진입표면 위로 돌출하는 것을 허용하지 아니함.	Any objects shall not be permitted above approach surfaces in the Republic of Korea.
4.2.16	대한민국은 진입, 내부수평, 원추표면 제원은 ICAO 부속서 14, 표4-1 제원보다 세분화 하여 적용함.	The Republic of Korea applies more detailed classification of approach, inner horizontal and conical surfaces than those of ICAO Annex14 Table 4-1.
4.2.17	대한민국은 진입표면에 수평구간이 없음.	The Republic of Korea does not apply horizontal plane in approach surfaces.
4.2.19	대한민국은 어떠한 장애물도 진입, 전이표면 위로 돌출하는 것을 허용하지 아니함.	Any objects shall not be permitted above approach or transitional surfaces in the Republic of Korea.
4.2.22 4.2.23 4.2.24 4.2.25 4.2.26 4.2.27	대한민국은 이륙상승표면 대신 진입표면을 적용함.	The Republic of Korea applies the approach surfaces instead of the take-off climb surfaces.
4.3.1 4.3.2	대한민국은 장애물제한표면 외측 지역에 150 m를 초과하는 장애물에 대하여 항공 장애등과 주간장애표지를 설치하도록 규정함.	Obstacle lights and markings are required on any objects, which exist beyond the limits of the obstacle limitation surfaces and exceed 150 m above ground elevation.
Chapter 5 (Visual Aids for navigation)		
5.2.2.3	대한민국은 활주로 명칭표지를 18 m로 규정함.	The Republic of Korea requires the length of a runway designation marking to be 18 m.
5.2.3.3	대한민국은 신설되는 활주로 등의 활주로 중심선의 길이와 간격은 30 m로 규정함.	The Republic of Korea requires that the length of each stripe be 30 m.
5.2.4.8	대한민국은 활주로 시단선의 굵기는 3 m로 규정함.	The Republic of Korea requires a transverse stripe to be 3 m wide.

Reference	차이점	Difference
5.2.13.9	대한민국은 선회바 폭은 30 cm로 규정함.	The Republic of Korea requires a turn bar to be 30 cm wide.
5.2.13.11	대한민국은 정렬바 폭은 30 cm로 규정함.	The Republic of Korea requires an alignment bar to be 30 cm wide.
5.2.13.12	대한민국은 정지선 폭은 30 cm로 규정함.	The Republic of Korea requires a stop line to be 30 cm wide.
Chapter 6 (Visual Aids for Denoting Obstacles)		
6.1.1.4	대한민국은 이륙상승표면 대신 진입표면을 적용하며 장애물이 등대인 경우 일정한 광도기준을 충족하면 표시 등을 생략 할 수 있도록 규정함.	The Republic of Korea applies the approach surfaces instead of the take-off climb surfaces. Also, the Republic of Korea requires the marking and/or lighting of obstacles to be omitted where the obstacle is a lighthouse and the lighthouse light is sufficient according to the national criteria.
6.1.1.5	대한민국은 이륙상승표면 대신 진입표면을 적용함.	The Republic of Korea applies the approach surfaces instead of the take-off climb surfaces.
Chapter 9 (Aerodrome operational services)		
9.2.28	대한민국은 구조 또는 소방을 위한 비상대응 시간은 활주로 모든 지점까지 도달하는 시간이 3분을 초과 할 수 없도록 규정함.	According to 9.4.27, the Republic of Korea requires that operational objective of the rescue and fire fighting service be to achieve a response time not exceeding three minutes to any other part of the movement area, in optimum visibility and surface conditions.
9.2.32	대한민국은 구조소방차량이 최초 출동요청을 받은 후 최소 4분 이내에는 현장에 도착하도록 규정함.	According to 9.4.31, the Republic of Korea requires that any vehicles, other than the first responding vehicle(s) as in accordance with 9.2.28, required to deliver the amounts of extinguishing agents shall ensure continuous agent application and shall arrive no more than four minutes from the initial call.
Volume II - Heliports (4th Edition, Amendment 6)		
Chapter 1 to Chapter 6	대한민국에는 국제민간항공공용 회전익항공기가 사용하는 헬기장이 없어서 부속서 14 제2권의 기준을 적용하지 아니함.	The Republic of Korea has no heliports to be used by helicopters in international civil aviation.(Annex 14 Vol. II not applicable)

15. ANNEX 15 Aeronautical Information Services (16th Edition, Amendment 43)

Reference	차이점	Difference
Chapter 5		
5.1.1.4	대한민국 내 일시적으로 공역을 제한하는 군사훈련과 관련된 활동은 최소 3일전에 통보하도록 규정함.	At least three days' advance notice is applied only for military activities requiring temporary airspace restriction in the Republic of Korea.

16. ANNEX 16 Environmental Protection

Reference	차이점	Difference
Volume I - Aircraft Noise (7th Edition, Amendment 11-B) : NIL Volume II - Aircraft Engine Emissions (3rd Edition, Amendment 8) : NIL		

17. ANNEX 17 Security (9th Edition, Amendment 14)

Reference	차이점	Difference
NIL		

18. ANNEX 18 The Safe Transport of Dangerous Goods by Air (4th Edition, Amendment 11)

Reference	차이점	Difference
NIL		

19. ANNEX 19 Safety Management (First Edition)

Reference	차이점	Difference
Chapter 3		
3.1.3 d)	항공기 형식설계 혹은 제작에 책임 있는 조직에 대한 국가안전프로그램 관련, 관련 법률제정이 진행 중	Regarding the SSP for organizations responsible for the type design or manufacture of aircraft, the related rulemaking is ongoing.
Chapter 4		
4.1.5	항공기 형식설계에 책임 있는 조직에 대한 안전관리시스템 관련, 관련 법률제정이 진행 중	Regarding the SMS of an organization responsible for the type design of aircraft, the related rulemaking is ongoing.
4.1.6	항공기 제작에 책임 있는 조직에 대한 안전관리시스템 관련, 관련 법률 제정이 진행 중	Regarding the SMS of an organization responsible for the manufacture of aircraft, the related rulemaking is ongoing.

20. PANS-ATM DOC 4444 Air Traffic Management (15th Edition, Amendment 3)

Reference	차이점	Difference
NIL		

21. PANS-OPS DOC 8168 Aircraft Operations

Reference	차이점	Difference
Volume I (5th Edition, Amendment 14) : NIL Volume II (5th Edition, Amendment 13) : NIL		

22. PANS-AIM DOC 10066 Aeronautical Information Management(1st Edition, Amendment 3)

Reference	차이점	Difference
NIL		

23. PANS-IM DOC 10199 Information Management(1st Edition)

Reference	차이점	Difference
Implementation in progress		

24. REGIONAL SUPPLEMENTARY PROCEDURES(DOC 7030) MID/ASIA

Reference	차이점	Difference
NIL		



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ENR 1. GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES

1. 인천 비행정보구역 및 관제구역내의 항공교통업무에 적용되는 항공교통관제절차 및 계기비행절차수립에 관하여 항공법, 같은 법 시행령 및 시행규칙에서 정하지 아니한 사항에 대하여는 다음 각 호 규정을 준용한다.

가. 관제절차

국토교통부장관이 정한 표준항공교통관제절차를 적용한다. 다만, 표준항공교통관제 절차에 정하지 아니한 사항은 미연방항공청(FAA)이 발행한 항공교통관제규정 (FAA Order 7110.65) 또는 국제민간항공기구(ICAO)가 발행한 항공규칙 및 항공교통업무(Air Traffic Management, Doc 4444)를 적용할 수 있다.

나. 계기비행절차수립기준

국제민간항공기구(ICAO) 발행 항공기운항(Aircraft Operation, Doc8168) 규정을 우선 적용한다. 다만, 지상장애물이나 공역제한 등으로 절차수립이 불가능한 경우에는 미연방항공청(FAA)이 발행한 국지계기절차(Terminal Instrument Procedures)를 적용할 수 있다.

2. “조건부 항공로(Conditional Route, CDR)”란 특정한 조건 하에서만 비행을 계획하거나 사용할 수 있는 항공로를 말하며 아래와 같이 구분한다.

가. Category 1(CDR 1) : 항공정보간행물(AIP) ENR3에 고시된 시간동안 비행계획이 가능한 조건부 항공로

나. Category 2(CDR 2) : 항공고시보(NOTAM) 등 별도의 조치에 의하여 정해진 시간 동안 비행계획이 가능한 조건부 항공로

다. Category 3(CDR 3) : 비행계획이 불가하며, 항공교통 관제기관의 허가에 의해서 운용가능한 조건부 항공로

1. Air traffic control procedures and Construction procedures for instrument flight procedure, which is not defined by Korea Civil Aviation Law, Enforcement decree and Enforcement rule, applicable to air traffic within Incheon FIR/CTA are applied as follows:

a. Air traffic control procedure

Standard Air Traffic Control Procedures defined by Minister of Land, Infrastructure and Transport is applied to air traffic control procedure. However, Air Traffic Control(FAA order 7110.65) or Air Traffic Management(ICAO Doc 4444) may be applied in a case that such a procedure is not defined by Standard Air Traffic Control Procedures.

b. Construction procedure for instrument flight procedure

Aircraft Operations(ICAO Doc8168) is applied to construction procedure for instrument flight procedure. However, United States Standard for Terminal Instrument Procedure(TERPS 8260.3) may be applied in a case that the establishment of instrument flight procedure is impossible by the application of ICAO regulations concerned because of ground obstacles, limitation of airspace utilization and so on.

2. Conditional Route(CDR) is defined as non-permanent ATS route or a portion thereof which can be planned or used under specified conditions and categorized as below.

a. Category 1(CDR 1) : A conditional route that is available for flight planning during specific times published in the Aeronautical Information Publication(AIP) ENR3.

b. Category 2(CDR 2) : A conditional route that is available for flight planning during times specified by special measures such as NOTAM.

c. Category 3(CDR 3) : A conditional ATS route that is not available for flight planning unless ATC units may issue tactical clearances.



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Name of station (VAR) (VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME antenna (ft AMSL)	Remark
1	2	3	4	5	6	7
JEJU VORTAC (7° W)	CJU	116.1 MHz (CH 108X)	H24	332305N 1263727E	2 800	Korea Airport Authority VOR unusable RDL 281 clockwise RDL 298 beyond 22 NM below 11 000 ft AMSL RDL 225 clockwise RDL 280 beyond 9 NM below 24 000 ft AMSL TACAN unusable RDL 305 clockwise RDL 340 beyond 17 NM below 9 000 ft AMSL RDL 225 clockwise RDL 304 beyond 9 NM below 27 000 ft AMSL Scheduled Inspection Time Every 3rd THU(1500-2000 UTC) of the month
POHANG VORTAC (8° W)	KPO	112.5 MHz (CH 72X)	H24	355838N 1292828E	800	Korea Airport Authority Scheduled Inspection Time Every 2nd THU(1500-2000 UTC) of the month
SONGTAN VORTAC (8° W)	SOT	116.9 MHz (CH 116X)	H24	370540N 1270154E	100	Korea Airport Authority VOR/TACAN unusable RDL 341 clockwise RDL 030 beyond 21 DME due to RK P518 and RK P73A/B VOR unusable RDL 075 clockwise RDL 080 beyond 36 DME below 6 000 ft AMSL TACAN unusable RDL 071 clockwise RDL 088 beyond 33 DME below 6 000 ft AMSL RDL 132 clockwise RDL 180 beyond 26 DME below 6 500 ft AMSL Scheduled Inspection Time Every 2nd TUE(1500-2000 UTC) of the month
YECHEON VOR/DME (8° W)	CUN	114.8 MHz (CH 95X)	H24	363755N 1281931E	400	Korea Airport Authority VOR unusable RDL 320 clockwise RDL 035 beyond 28 DME below 14 000 ft AMSL RDL 270 clockwise RDL 320 beyond 34 DME below 13 000 ft AMSL DME unusable RDL 320 clockwise RDL 045 beyond 17 DME below 17 000 ft AMSL RDL 260 clockwise RDL 320 beyond 21 DME below 13 000 ft AMSL Scheduled Inspection Time Every 4th THU(1500-2000 UTC) of the month

Change : Amended phrase(YECHOEN → YECHEON).



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RKSI AD 2.24 CHARTS RELATED TO THE AERODROME

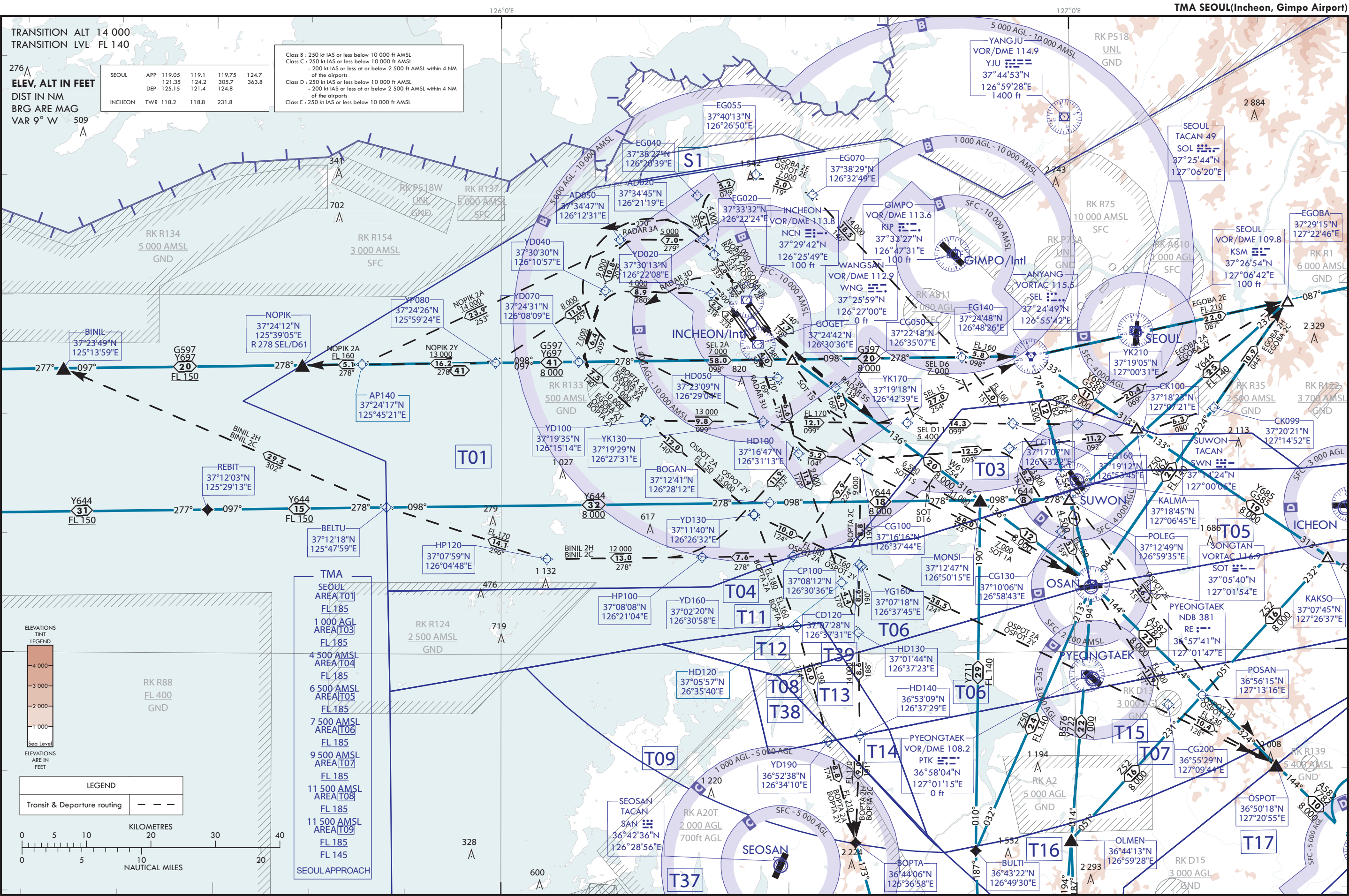
Aerodrome Chart - ICAO	RKSI AD CHART 2-1
Aircraft Parking/Docking Chart - ICAO	RKSI AD CHART 2-3
Aerodrome Ground Movement Chart(DEP) - ICAO	RKSI AD CHART 2-6
Aerodrome Ground Movement Chart(ARR) - ICAO	RKSI AD CHART 2-7
Aerodrome Ground Movement Chart(DEP) - ICAO	RKSI AD CHART 2-8
Aerodrome Ground Movement Chart(ARR) - ICAO	RKSI AD CHART 2-9
Aerodrome Obstacle Chart - ICAO Type A	RKSI AD CHART 2-10
Aerodrome Obstacle Chart - ICAO Type A	RKSI AD CHART 2-11
Aerodrome Obstacle Chart - ICAO Type A	RKSI AD CHART 2-12
Aerodrome Obstacle Chart - ICAO Type A	RKSI AD CHART 2-13
Aerodrome Obstacle Chart - ICAO Type A	RKSI AD CHART 2-14
Aerodrome Obstacle Chart - ICAO Type A	RKSI AD CHART 2-15
Aerodrome Obstacle Chart - ICAO Type A	RKSI AD CHART 2-16
Aerodrome Obstacle Chart - ICAO Type A	RKSI AD CHART 2-17
Aerodrome Obstacle Chart - ICAO Type B	RKSI AD CHART 2-18
Precision Approach Terrain Chart - ICAO - RWY 15R	RKSI AD CHART 2-19
Precision Approach Terrain Chart - ICAO - RWY 33L	RKSI AD CHART 2-20
Precision Approach Terrain Chart - ICAO - RWY 15L	RKSI AD CHART 2-21
Precision Approach Terrain Chart - ICAO - RWY 33R	RKSI AD CHART 2-22
Precision Approach Terrain Chart - ICAO - RWY 16L	RKSI AD CHART 2-23
Precision Approach Terrain Chart - ICAO - RWY 34R	RKSI AD CHART 2-24
Precision Approach Terrain Chart - ICAO - RWY 16R	RKSI AD CHART 2-25
Precision Approach Terrain Chart - ICAO - RWY 34L	RKSI AD CHART 2-26
Area Chart - ICAO (DEP)	RKSI AD CHART 2-27
SID - ICAO - RWY 15L/R - RNAV BINIL 2C, RNAV BOPTA 2C	RKSI AD CHART 2-28
SID - ICAO - RWY 15L/R - RNAV OSPOT 2C, RNAV EGOBA 2C	RKSI AD CHART 2-29
SID - ICAO - RWY 15L/R - SEL 1S, SOT 1S	RKSI AD CHART 2-30
SID - ICAO - RWY 16L/R - RNAV BINIL 2H, RNAV BOPTA 2H	RKSI AD CHART 2-31
SID - ICAO - RWY 16L/R - RNAV OSPOT 2H, RNAV EGOBA 2H	RKSI AD CHART 2-32
SID - ICAO - RWY 15L/R - RADAR 5S / RWY 16L/R - RADAR 3U	RKSI AD CHART 2-33
SID - ICAO - RWY 33L/R - RNAV NOPIK 2A, RNAV BOPTA 2A	RKSI AD CHART 2-34
SID - ICAO - RWY 33L/R - RNAV OSPOT 2A, RNAV EGOBA 2A	RKSI AD CHART 2-35
SID - ICAO - RWY 33L/R - RNAV OSPOT 2E, RNAV EGOBA 2E	RKSI AD CHART 2-36
SID - ICAO - RWY 33L/R - SEL 2A, SOT 1A	RKSI AD CHART 2-37
SID - ICAO - RWY 34L/R - RNAV NOPIK 2Y, RNAV BOPTA 2Y	RKSI AD CHART 2-38
SID - ICAO - RWY 34L/R - RNAV OSPOT 2Y, RNAV EGOBA 2Y	RKSI AD CHART 2-39
SID - ICAO - RWY 33L/R - RADAR 3A / RWY 34L/R - RADAR 3D	RKSI AD CHART 2-40
Area Chart - ICAO (ARR)	RKSI AD CHART 2-41
STAR - ICAO - RWY 15L - GUKDO 1A, KARBU 1A	RKSI AD CHART 2-42
STAR - ICAO - RWY 15L/R, RWY 16L/R - RNAV OLMEN 2C, RNAV GUKDO 2C, RNAV KARBU 2C	RKSI AD CHART 2-43
STAR - ICAO - RWY 15L/R, RWY 16L/R - RNAV REBIT 2H, RNAV OLMEN 2H	RKSI AD CHART 2-44
STAR - ICAO - RWY 15L/R, RWY 16L/R - RNAV GUKDO 2H, RNAV KARBU 2H	RKSI AD CHART 2-45
STAR - ICAO - RWY 33L/R, RWY 34L/R - RNAV BIKSI 2M, RNAV CUN 2M	RKSI AD CHART 2-46
STAR - ICAO - RWY 33L/R, RWY 34L/R - RNAV MAKSA 2M, RNAV GONAV 3M	RKSI AD CHART 2-47
STAR - ICAO - RWY 33L/R, RWY 34L/R - RNAV OLMEN 2E, RNAV GUKDO 2E, RNAV KARBU 2E	RKSI AD CHART 2-48
STAR - ICAO - RWY 33L/R, RWY 34L/R - RNAV REBIT 2A	RKSI AD CHART 2-49

ATC Surveillance Minimum Altitude Chart - ICAO	RKSI AD CHART 2-50
Instrument Approach Chart - ICAO - RWY 15L - ILS Z or LOC Z	RKSI AD CHART 2-51
Instrument Approach Chart - ICAO - RWY 15L - ILS Y or LOC Y	RKSI AD CHART 2-52
Instrument Approach Chart - ICAO - RWY 15L - RNP	RKSI AD CHART 2-53
Instrument Approach Chart - ICAO - RWY 15L - VOR	RKSI AD CHART 2-54
Instrument Approach Chart - ICAO - RWY 15R - ILS Z or LOC Z	RKSI AD CHART 2-55
Instrument Approach Chart - ICAO - RWY 15R - ILS Y or LOC Y	RKSI AD CHART 2-56
Instrument Approach Chart - ICAO - RWY 15R - RNP	RKSI AD CHART 2-57
Instrument Approach Chart - ICAO - RWY 16L - ILS or LOC	RKSI AD CHART 2-58
Instrument Approach Chart - ICAO - RWY 16L - RNP	RKSI AD CHART 2-59
Instrument Approach Chart - ICAO - RWY 16R - ILS or LOC	RKSI AD CHART 2-60
Instrument Approach Chart - ICAO - RWY 16R - RNP	RKSI AD CHART 2-61
Instrument Approach Chart - ICAO - RWY 33L - ILS or LOC	RKSI AD CHART 2-62
Instrument Approach Chart - ICAO - RWY 33L - RNP	RKSI AD CHART 2-63
Instrument Approach Chart - ICAO - RWY 33R - ILS or LOC	RKSI AD CHART 2-64
Instrument Approach Chart - ICAO - RWY 33R - RNP	RKSI AD CHART 2-65
Instrument Approach Chart - ICAO - RWY 33R - VOR	RKSI AD CHART 2-66
Instrument Approach Chart - ICAO - RWY 34L - ILS or LOC	RKSI AD CHART 2-67
Instrument Approach Chart - ICAO - RWY 34L - RNP	RKSI AD CHART 2-68
Instrument Approach Chart - ICAO - RWY 34R - ILS or LOC	RKSI AD CHART 2-69
Instrument Approach Chart - ICAO - RWY 34R - RNP	RKSI AD CHART 2-70
Visual Approach Chart - ICAO - RWY15L - HANEE	RKSI AD CHART 2-71
Visual Approach Chart - ICAO - RWY15R - HANEE	RKSI AD CHART 2-72
Visual Approach Chart - ICAO	RKSI AD CHART 2-73
Bird concentrates in the vicinity of airport	RKSI AD CHART 2-74

RKSI AD 2.25 VISUAL SEGMENT SURFACE(VSS) PENETRATION

NIL

Change : Establishment of AD 2.25 visual segment surface(VSS) penetration.



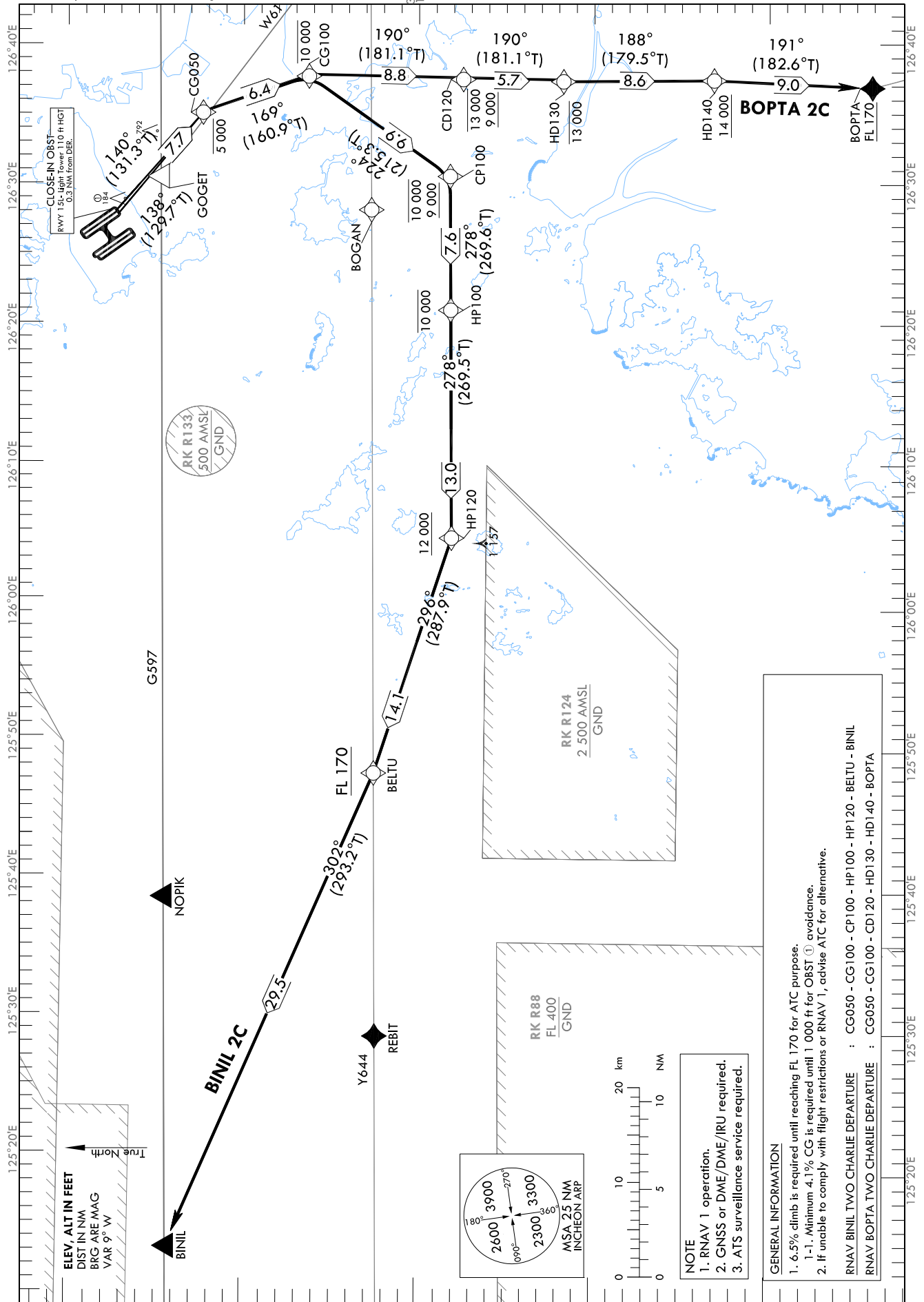
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL	DEP	125.15	121.4
		124.8	
INCHEON	TWR	118.2	118.8
DAEGU	ACC	132.8	

SEOUL/Incheon Intl(RKSI)
RWY 15L/R
RNAV BINIL 2C
RNAV BOPTA 2C

Note : Departure under ICAO Flight Procedures.



Change : Information of reporting point(BINIL, NOPIK, REBIT, BOPTA).

SEOUL/Incheon Intl(RKSI)

RWY 15L/R

RNAV BINIL 2C, RNAV BOPTA 2C

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV BINIL 2C

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	CF	CG050	-	15L-140(131.3) 15R-138(129.7)	7.7	R	-5 000	-	37°22'18.4"N 126°35'07.0"E	-	RNAV 1	-
002	TF	CG100	-	169 (160.9)	6.4	-	-10 000	-	37°16'16.3"N 126°37'43.8"E	-	RNAV 1	-
003	TF	CP100	-	224 (215.3)	9.9	-	-10 000 +9 000	-	37°08'11.8"N 126°30'35.8"E	-	RNAV 1	-
004	TF	HP100	-	278 (269.6)	7.6	-	-10 000	-	37°08'07.8"N 126°21'03.5"E	-	RNAV 1	-
005	TF	HP120	-	278 (269.5)	13.0	-	+12 000	-	37°07'59.2"N 126°04'48.1"E	-	RNAV 1	-
006	TF	BELTU	-	296 (287.9)	14.1	-	+FL 170	-	37°12'18.0"N 125°47'59.0"E	-	RNAV 1	-
007	TF	BINIL	-	302 (293.2)	29.5	-	-	-	37°23'49.2"N 125°13'59.3"E	-	RNAV 1	-

RNAV BOPTA 2C

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	CF	CG050	-	15L-140(131.3) 15R-138(129.7)	7.7	R	-5 000	-	37°22'18.4"N 126°35'07.0"E	-	RNAV 1	-
002	TF	CG100	-	169 (160.9)	6.4	-	-10 000	-	37°16'16.3"N 126°37'43.8"E	-	RNAV 1	-
003	TF	CD120	-	190 (181.1)	8.8	-	-13 000 +9 000	-	37°07'27.8"N 126°37'31.2"E	-	RNAV 1	-
004	TF	HD130	-	190 (181.1)	5.7	-	-13 000	-	37°01'44.4"N 126°37'23.0"E	-	RNAV 1	-
005	TF	HD140	-	188 (179.5)	8.6	-	+14 000	-	36°53'08.6"N 126°37'29.0"E	-	RNAV 1	-
006	TF	BOPTA	-	191 (182.6)	9.0	-	+FL 170	-	36°44'06.4"N 126°36'58.4"E	-	RNAV 1	-

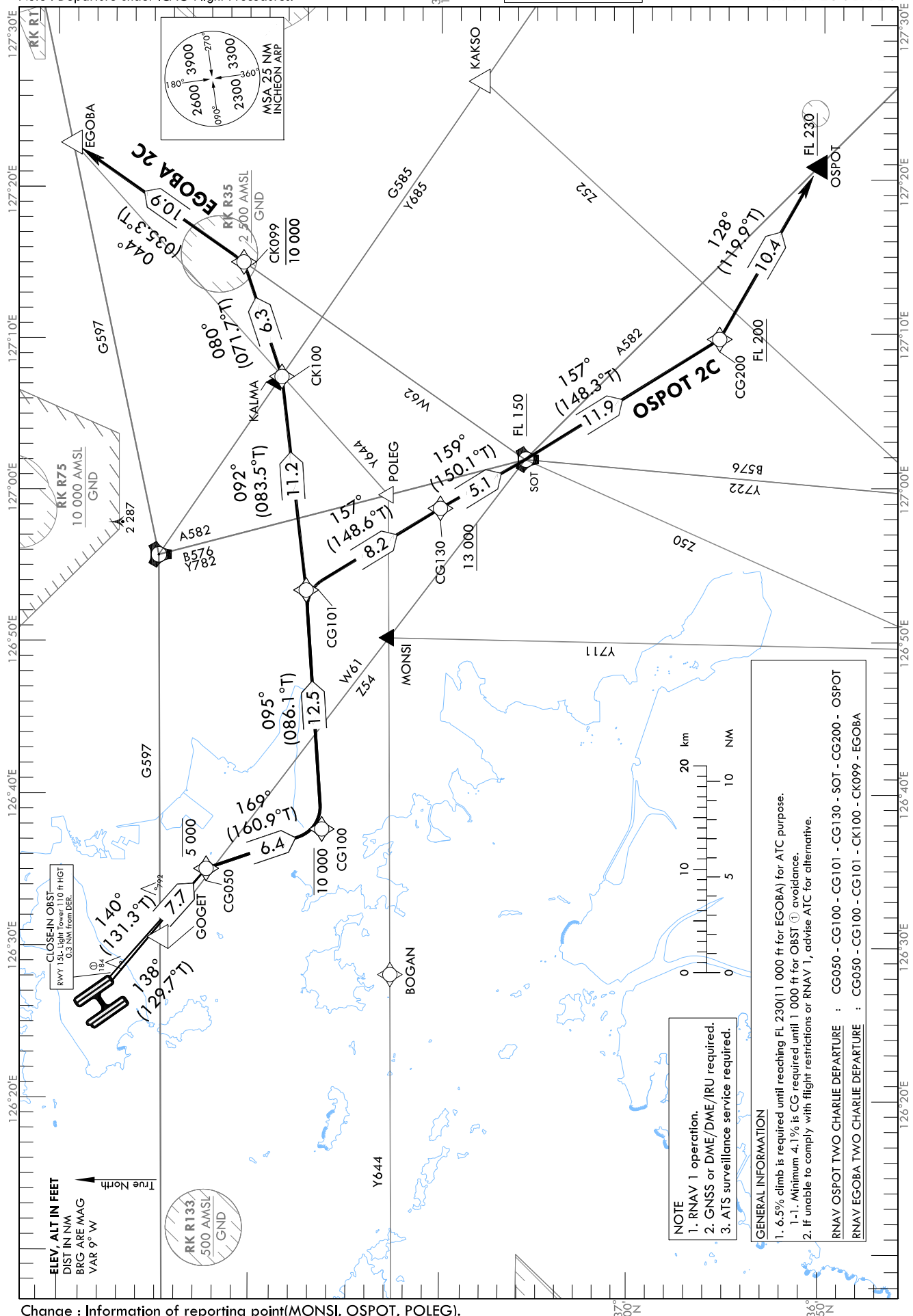
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL DEP 125.15
121.4
124.8
INCHEON TWR 118.2
118.8

SEOUL/Incheon Intl(RKSI)
RWY 15L/R
RNAV OSPOT 2C
RNAV EGOBA 2C

Note : Departure under ICAO Flight Procedures.



SEOUL/Incheon Intl(RKSI)
RWY 15L/R
RNAV OSPOT 2C, RNAV EGOBA 2C

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV OSPOT 2C

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	CF	CG050	-	15L-140(131.3) 15R-138(129.7)	7.7	R	-5 000	-	37°22'18.4"N 126°35'07.0"E	-	RNAV 1	-
002	TF	CG100	-	169 (160.9)	6.4	-	-10 000	-	37°16'16.3"N 126°37'43.8"E	-	RNAV 1	-
003	TF	CG101	-	095 (086.1)	12.5	-	-	-	37°17'06.9"N 126°53'22.3"E	-	RNAV 1	-
004	TF	CG130	-	157 (148.6)	8.2	-	+13 000	-	37°10'05.7"N 126°58'43.0"E	-	RNAV 1	-
005	TF	SOT	-	159 (150.1)	5.1	-	+FL 150	-	37°05'39.7"N 127°01'54.0"E	-	RNAV 1	-
006	TF	CG200	-	157 (148.3)	11.9	-	+FL 200	-	36°55'29.2"N 127°09'43.6"E	-	RNAV 1	-
007	TF	OSPOT	-	128 (119.9)	10.4	-	+FL 230	-	36°50'18.1"N 127°20'54.9"E	-	RNAV 1	-

RNAV EGOBA 2C

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	CF	CG050	-	15L-140(131.3) 15R-138(129.7)	7.7	R	-5 000	-	37°22'18.4"N 126°35'07.0"E	-	RNAV 1	-
002	TF	CG100	-	169 (160.9)	6.4	-	-10 000	-	37°16'16.3"N 126°37'43.8"E	-	RNAV 1	-
003	TF	CG101	-	095 (086.1)	12.5	-	-	-	37°17'06.9"N 126°53'22.3"E	-	RNAV 1	-
004	TF	CK100	-	092 (083.5)	11.2	-	-	-	37°18'22.7"N 127°07'21.4"E	-	RNAV 1	-
005	TF	CK099	-	080 (071.7)	6.3	-	-10 000	-	37°20'21.2"N 127°14'52.0"E	-	RNAV 1	-
006	TF	EGOBA	-	044 (035.3)	10.9	-	-	-	37°29'14.7"N 127°22'45.9"E	-	RNAV 1	-

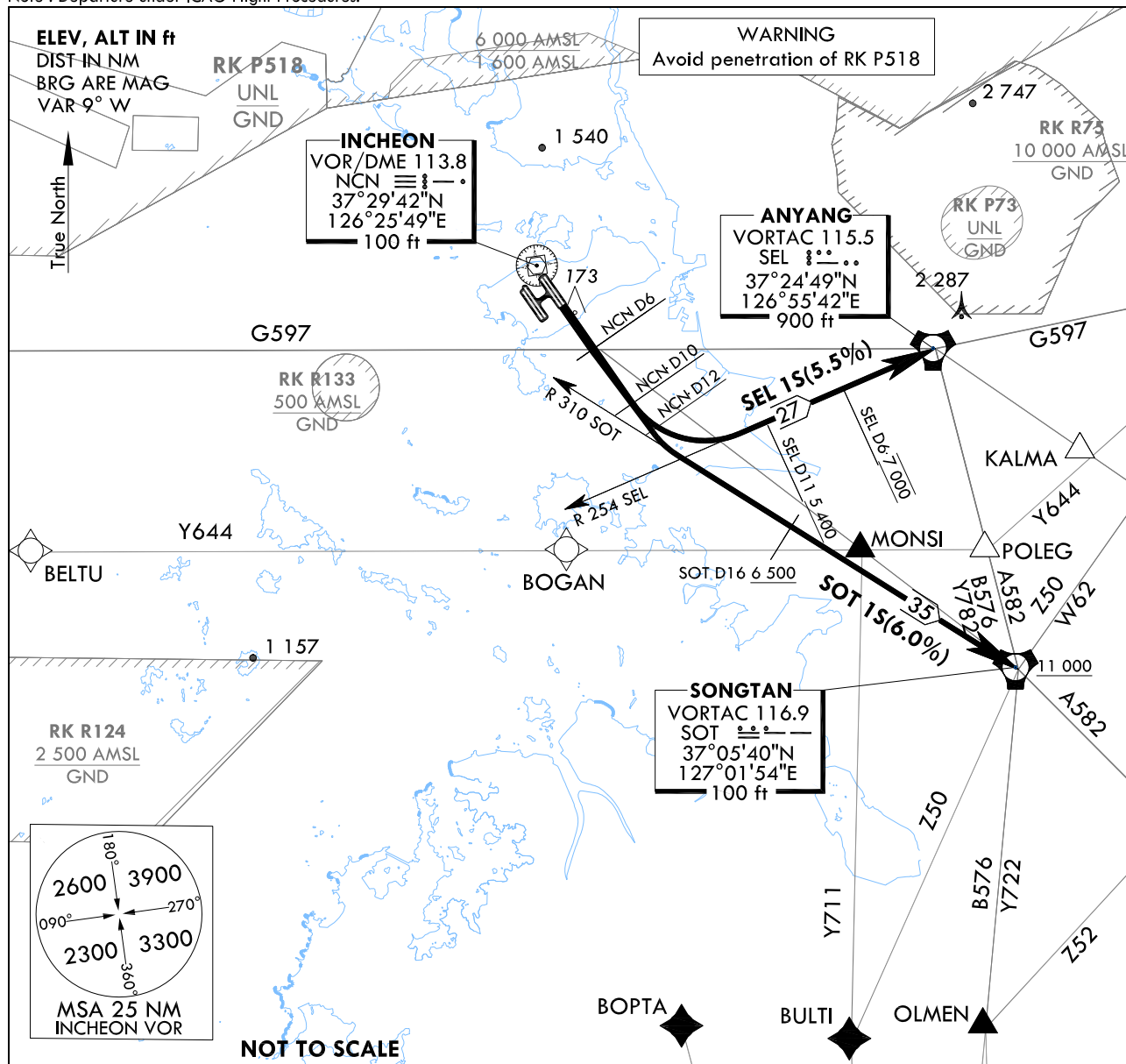
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL DEP 125.15
121.4
124.8
INCHEON TWR 118.2
118.8

SEOUL/Incheon Intl(RKSI)
RWY 15L/R
SEL 15
SOT 15

Note : Departure under ICAO Flight Procedures.



GENERAL INFORMATION

- CG in excess of 3.3% necessary and also strict adherence to CG required for airspace, ATC and noise abatement purposes.
 - SEL 15 minimum CG 5.5% to 7 000 ft.
 - SOT 15 minimum CG 6.0% to FL 170.
- If unable to comply with flight restrictions, advise ATC well before departure for alternatives.
- Step climb : Due to interaction with other routes, do NOT climb above 7 000 ft unless cleared by ATC.

SEL(ANYANG) ONE SIERRA DEPARTURE

TAKE OFF RWY 15L : Climb on R 153 NCN , thence...

TAKE OFF RWY 15R : Climb straight ahead, at NCN D6 turn left onto R 153 NCN, thence...
at NCN D10 turn left to intercept R 254 SEL and proceed to SEL, fly by SEL.
Cross SEL D11 at or above 5 400 ft and SEL D6 at 7 000 ft until instructed by ATC.

SOT(SONGTAN) ONE SIERRA DEPARTURE

TAKE OFF RWY 15L : Climb on R 153 NCN, thence...

TAKE OFF RWY 15R : Climb straight ahead, at NCN D6 turn left onto R 153 NCN, thence...
at NCN D12 turn left to intercept R 310 SOT and proceed SOT. At or above 6 500 ft
by SOT D16, at or above 11 000 ft by SOT and at or above FL 150 by
SOT D8 on A582 or B576. Maintain 7 000 ft until instructed by ATC.

Change : Information of reporting point(MONSI, BOPTA, BULTI, OLMEN, POLEG, KALMA).

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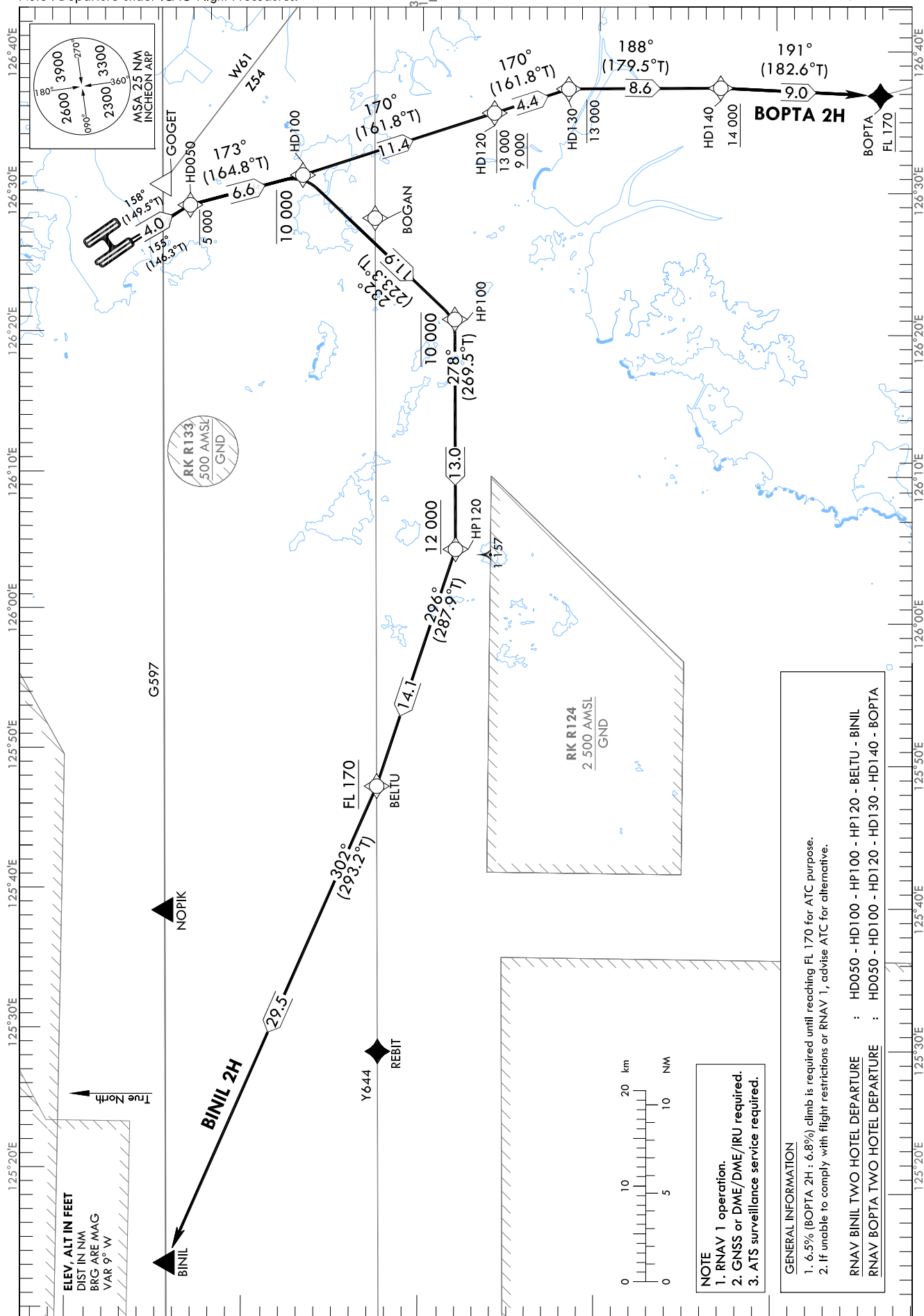
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL DEP 125.15 121.4
124.8
INCHEON TWR 118.2 118.8
DAEGU ACC 132.8

SEOUL/Incheon Intl(RKSI)
RWY 16L/R
RNAV BINIL 2H
RNAV BOPTA 2H

Note : Departure under ICAO Flight Procedures.



Change : Information of reporting point(BINIL, NOPIK, REBIT, BOPTA).

SEOUL/Incheon Intl(RKSI)

RWY 16L/R

RNAV BINIL 2H, RNAV BOPTA 2H

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV BINIL 2H										
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH
001	CF	HD050	-	161-158(149.5) 168-155(146.3)	4.0	R	-5 000	-	37°23'08.6"N 126°29'03.7"E	-
002	TF	HD100	-	173 (164.8)	6.6	-	-10 000	-	37°16'47.0"N 126°31'13.0"E	-
003	TF	HP100	-	232 (223.3)	11.9	-	-10 000	-	37°08'07.8"N 126°21'03.5"E	-
004	TF	HP120	-	278 (269.5)	13.0	-	+12 000	-	37°07'59.2"N 126°04'48.1"E	-
005	TF	BELTU	-	296 (287.9)	14.1	-	+FL 170	-	37°12'18.0"N 125°47'59.0"E	-
006	TF	BINIL	-	302 (293.2)	29.5	-	-	-	37°23'49.2"N 125°13'59.3"E	-

RNAV BOPTA 2H										
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH
001	CF	HD050	-	161-158(149.5) 168-155(146.3)	4.0	R	-5 000	-	37°23'08.6"N 126°29'03.7"E	-
002	TF	HD100	-	173 (164.8)	6.6	-	-10 000	-	37°16'47.0"N 126°31'13.0"E	-
003	TF	HD120	-	170 (161.8)	11.4	-	-13 000 +9 000	-	37°05'56.6"N 126°35'39.9"E	-
004	TF	HD130	-	170 (161.8)	4.4	-	-13 000	-	37°01'44.4"N 126°37'23.0"E	-
005	TF	HD140	-	188 (179.5)	8.6	-	+14 000	-	36°53'08.6"N 126°37'29.0"E	-
006	TF	BOPTA	-	191 (182.6)	9.0	-	+FL 170	-	36°44'06.4"N 126°36'58.4"E	-

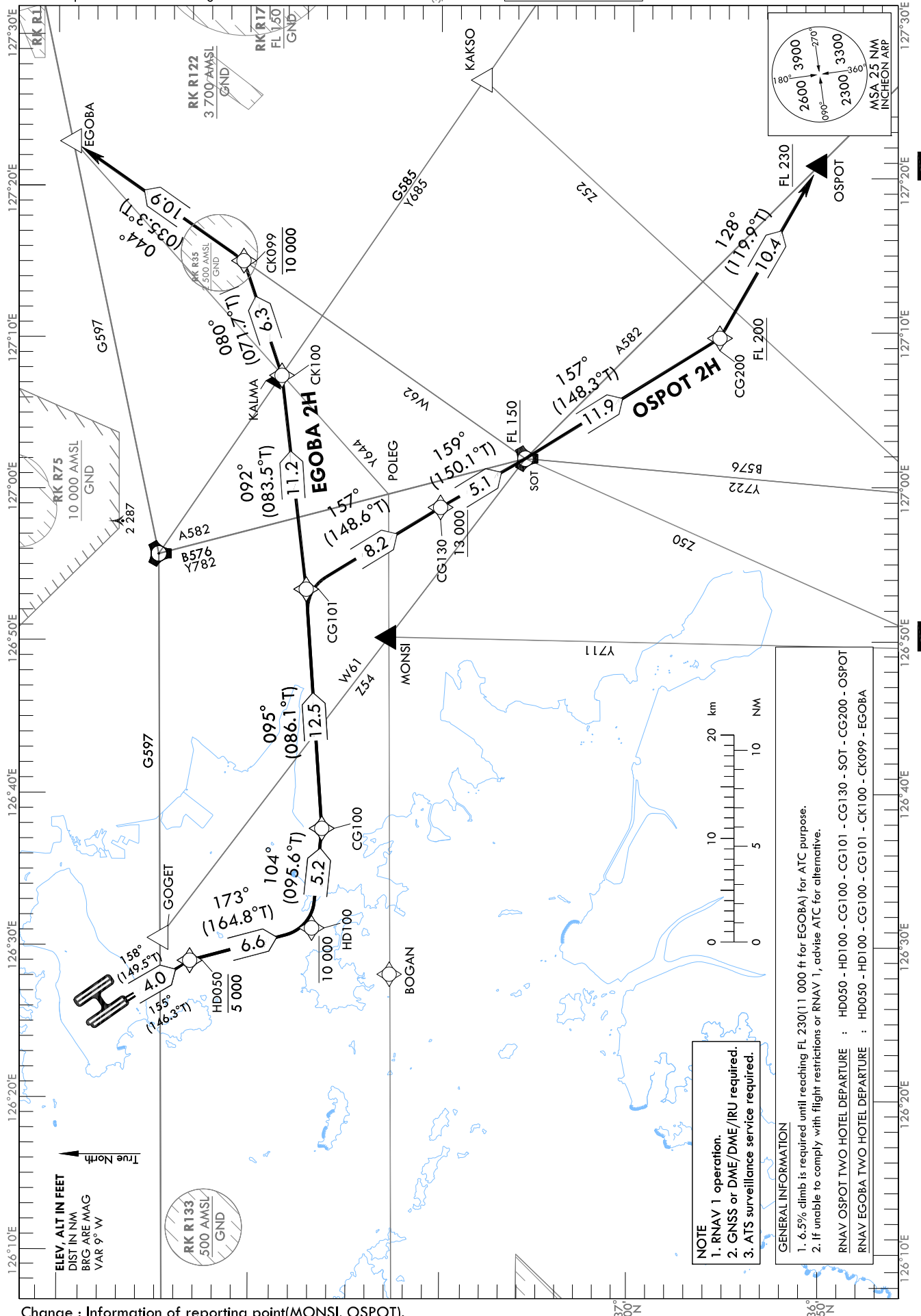
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL DEP 125.15
121.4
124.8
INCHEON TWR 118.2
118.8

SEOUL/Incheon Intl(RKSI)
RWY 16L/R
RNAV OSPOT 2H
RNAV EGOBA 2H

Note : Departure under ICAO Flight Procedures.



SEOUL/Incheon Intl(RKSI)
RWY 16L/R
RNAV OSPOT 2H, RNAV EGOBA 2H

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV OSPOT 2H

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	CF	HD050	-	16L-158(149.5) 16R-155(146.3)	4.0	R	-5 000	-	37°23'08.6"N 126°29'03.7"E	-	RNAV 1	-
002	TF	HD100	-	173 (164.8)	6.6	-	-10 000	-	37°16'47.0"N 126°31'13.0"E	-	RNAV 1	-
003	TF	CG100	-	104 (095.6)	5.2	-	-	-	37°16'16.3"N 126°37'43.8"E	-	RNAV 1	-
004	TF	CG101	-	095 (086.1)	12.5	-	-	-	37°17'06.9"N 126°53'22.3"E	-	RNAV 1	-
005	TF	CG130	-	157 (148.6)	8.2	-	+13 000	-	37°10'05.7"N 126°58'43.0"E	-	RNAV 1	-
006	TF	SOT	-	159 (150.1)	5.1	-	+FL 150	-	37°05'39.7"N 127°01'54.0"E	-	RNAV 1	-
007	TF	CG200	-	157 (148.3)	11.9	-	+FL 200	-	36°55'29.2"N 127°09'43.6"E	-	RNAV 1	-
008	TF	OSPOT	-	128 (119.9)	10.4	-	+FL 230	-	36°50'18.1"N 127°20'54.9"E	-	RNAV 1	-

RNAV EGOBA 2H

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	CF	HD050	-	16L-158(149.5) 16R-155(146.3)	4.0	R	-5 000	-	37°23'08.6"N 126°29'03.7"E	-	RNAV 1	-
002	TF	HD100	-	173 (164.8)	6.6	-	-10 000	-	37°16'47.0"N 126°31'13.0"E	-	RNAV 1	-
003	TF	CG100	-	104 (095.6)	5.2	-	-	-	37°16'16.3"N 126°37'43.8"E	-	RNAV 1	-
004	TF	CG101	-	095 (086.1)	12.5	-	-	-	37°17'06.9"N 126°53'22.3"E	-	RNAV 1	-
005	TF	CK100	-	092 (083.5)	11.2	-	-	-	37°18'22.7"N 127°07'21.4"E	-	RNAV 1	-
006	TF	CK099	-	080 (071.7)	6.3	-	-10 000	-	37°20'21.2"N 127°14'52.0"E	-	RNAV 1	-
007	TF	EGOBA	-	044 (035.3)	10.9	-	-	-	37°29'14.7"N 127°22'45.9"E	-	RNAV 1	-

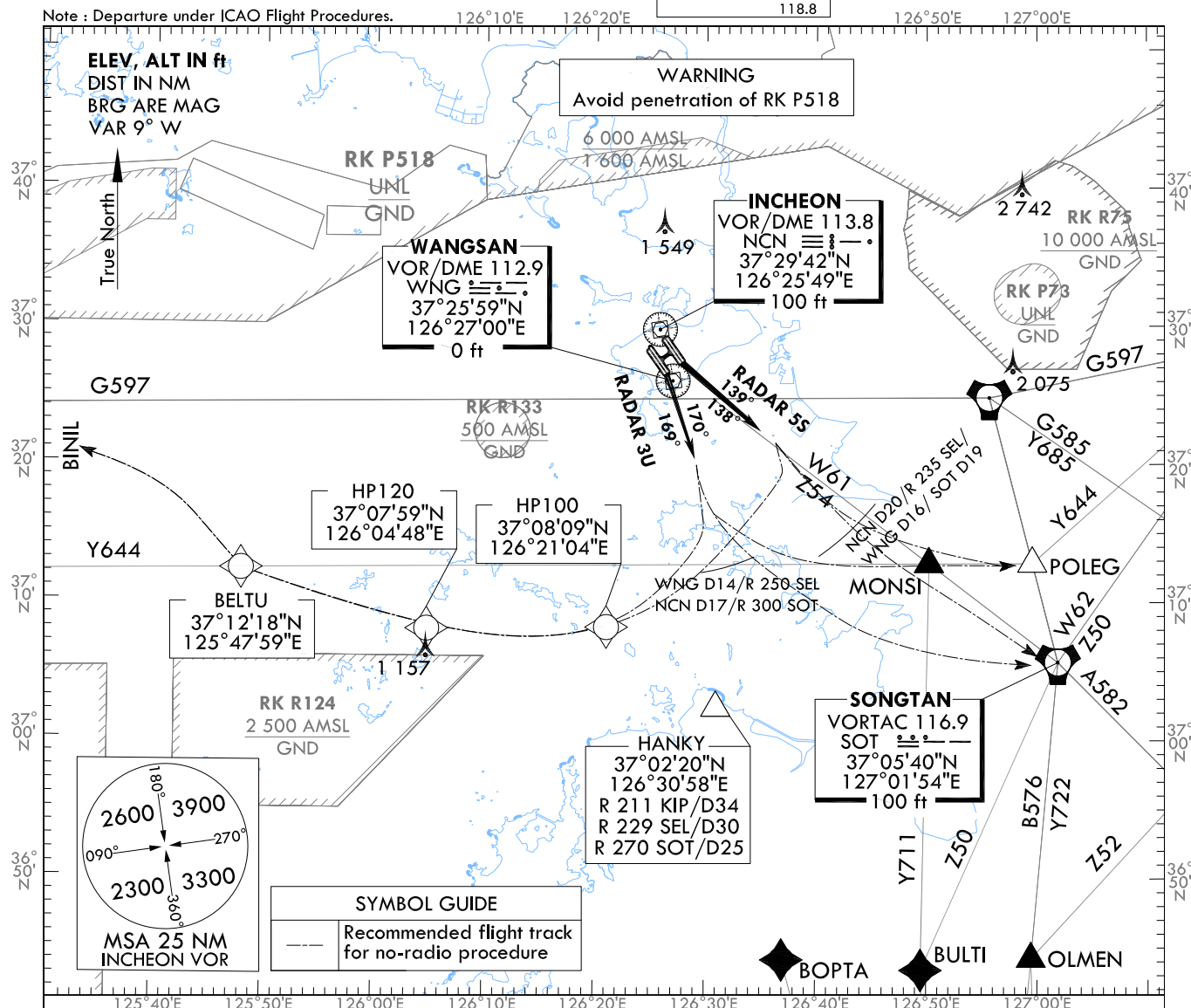
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL DEP 125.15
121.4
124.8
INCHEON TWR 118.2
118.8

SEOUL/Incheon Intl(RKSI)
RWY 15L/R RADAR 5S
RWY 16L/R RADAR 3U

Note : Departure under ICAO Flight Procedures.



GENERAL INFORMATION

1. 6.0% CG required until FL 150 for ATC and airspace purpose.
2. Pilot shall use caution not to penetrate prohibited or restricted areas around airport.
3. Aircraft may experience delay due to airspace use coordination, traffic volume, and so on.

RADAR FIVE SIERRA DEPARTURE

TAKE OFF RWY 15L : Climb HDG 139°, expect radar vector to airway. Maintain 7 000 ft until instructed by ATC.
TAKE OFF RWY 15R : Climb HDG 138°, expect radar vector to airway. Maintain 7 000 ft until instructed by ATC.

No radio procedure : If no radio contact with ATC, squawk 7600 , and unless otherwise instructed by ATC, proceed as follows.

- to SOT via R 315 SOT for A582, B576
- to intercept Y644 to POLEG, EGOBA, KARBU for G597
- to intercept R 290 SOT to BINIL or proceed direct to HP100, HP120, BELTU to BINIL for G597 as appropriate.

Pilot shall proceed as described above prior to reaching NCN D20 or R 235 SEL or WNG D16 or SOT D19 due to airspace.

RADAR THREE UNIFORM DEPARTURE

TAKE OFF RWY 16L : Climb HDG 170°, expect radar vector to airway. Maintain 7 000 ft until instructed by ATC.
TAKE OFF RWY 16R : Climb HDG 169°, expect radar vector to airway. Maintain 7 000 ft until instructed by ATC.

No radio procedure : If no radio contact with ATC, squawk 7600, and unless otherwise instructed by ATC proceed as follows.

- to SOT via R 307 SOT for A582, B576
- to intercept Y644 to POLEG, EGOBA, KARBU for G597
- to intercept R 290 SOT to BINIL or proceed direct to HP100, HP120, BELTU to BINIL for G597 as appropriate.

Pilot shall proceed as described above prior to reaching WNG D14 or R 250 SEL or NCN D17 or R 300 SOT due to airspace.

Change : Information of reporting point(MONSI, BOPTA, BULTI, OL MEN, POLEG).

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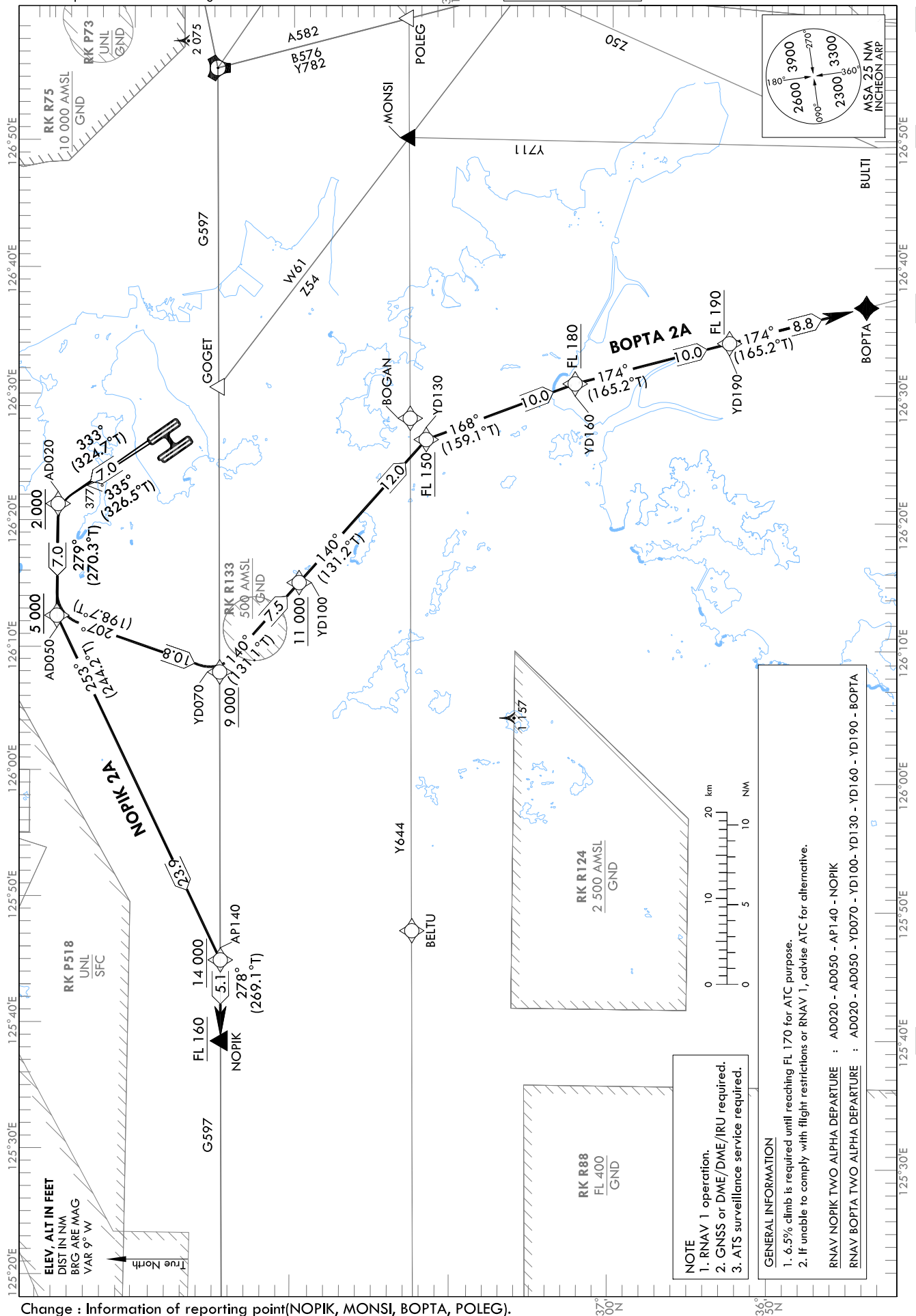
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL DEP 125.15
121.4
124.8
INCHEON TWR 118.2
118.8

SEOUL/Incheon Intl(RKSI)
RWY 33L/R
RNAV NOPIK 2A
RNAV BOPTA 2A

Note : Departure under ICAO Flight Procedures.



SEOUL/Incheon Intl(RKSI)
RWY 33L/R
RNAV NOPIK 2A, RNAV BOPTA 2A

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV NOPIK 2A

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	CF	AD020	-	33L-33S(326.5) 33R-33S(324.7)	7.0	L	+2 000	-	37°34'45.1"N 126°21'19.0"E	-	RNAV 1	-
002	TF	AD050	-	279 (270.3)	7.0	-	+5 000	-	37°34'46.7"N 126°12'30.6"E	-	RNAV 1	-
003	TF	AP140	-	253 (244.2)	23.9	-	+14 000	-	37°24'16.9"N 125°45'21.4"E	-	RNAV 1	-
004	TF	NOPIK	-	278 (269.1)	5.1	-	+FL 160	-	37°24'12.0"N 125°39'05.0"E	-	RNAV 1	-

RNAV BOPTA 2A

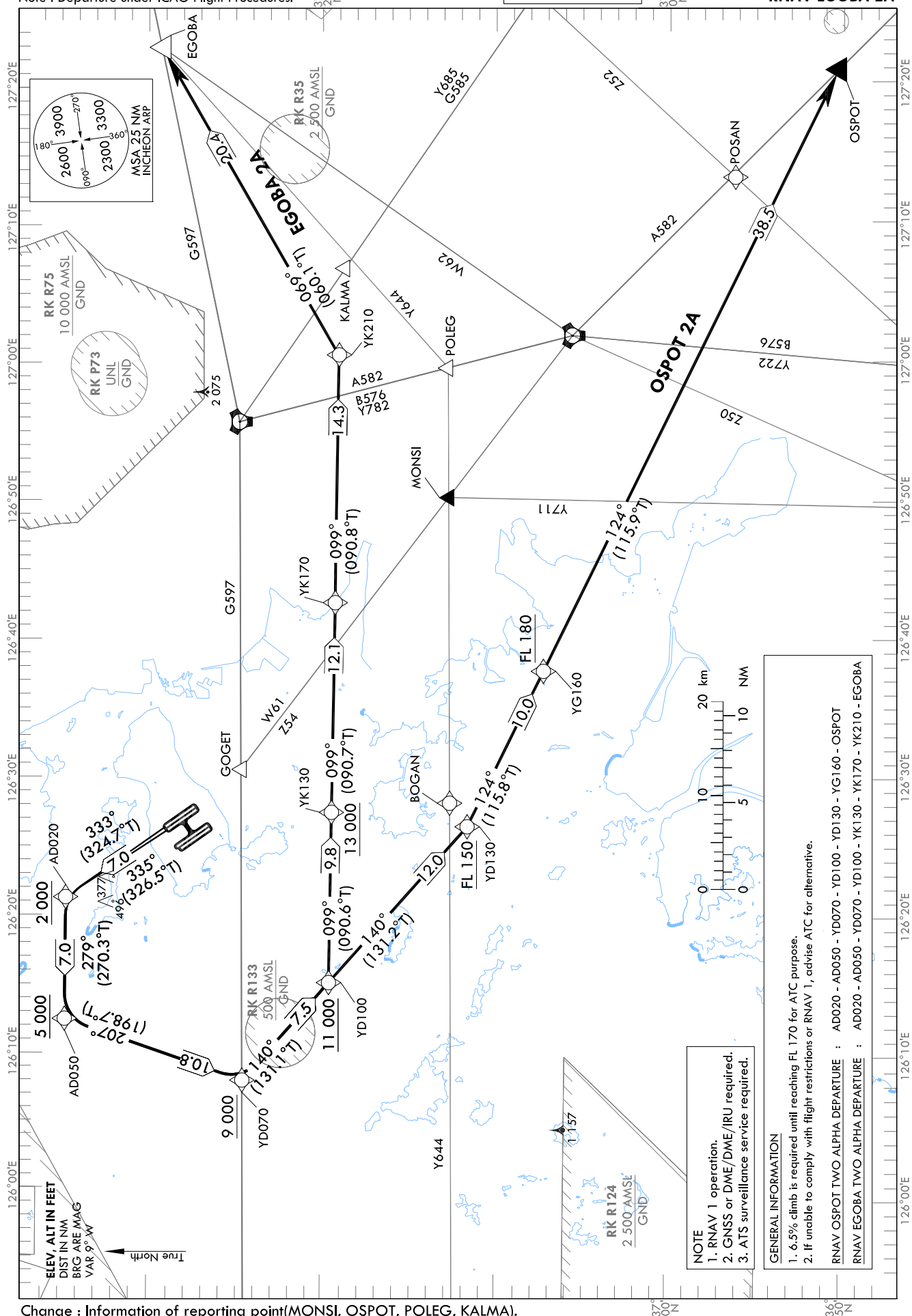
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	CF	AD020	-	33L-33S(326.5) 33R-33S(324.7)	7.0	L	+2 000	-	37°34'45.1"N 126°21'19.0"E	-	RNAV 1	-
002	TF	AD050	-	279 (270.3)	7.0	-	+5 000	-	37°34'46.7"N 126°12'30.6"E	-	RNAV 1	-
003	TF	YD070	-	207 (198.7)	10.8	-	+9 000	-	37°24'31.4"N 126°08'09.0"E	-	RNAV 1	-
004	TF	YD100	-	140 (131.1)	7.5	-	+11 000	-	37°19'35.0"N 126°15'14.0"E	-	RNAV 1	-
005	TF	YD130	-	140 (131.2)	12.0	-	+FL 150	-	37°11'39.7"N 126°26'32.1"E	-	RNAV 1	-
006	TF	YD160	-	168 (159.1)	10.0	-	+FL 180	-	37°02'19.6"N 126°30'58.2"E	-	RNAV 1	-
007	TF	YD190	-	174 (165.2)	10.0	-	+FL 190	-	36°52'38.3"N 126°34'10.0"E	-	RNAV 1	-
008	TF	BOPTA	-	174 (165.2)	8.8	-	-	-	36°44'06.4"N 126°36'58.4"E	-	RNAV 1	-

TRANSITION	ALT	14 000
TRANSITION	LVL	FL 140

SEOUL	DEP	125.15
		121.4
		124.8
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)
RWY 33L/R
RNAV OSPOT 2A
RNAV EGOBA 2A

Note : Departure under ICAO Flight Procedures.



Change : Information of reporting point(MONSI, OSPOT, POLEG, KALMA).

SEOUL/Incheon Intl(RKSI)
RWY 33L/R
RNAV OSPOT 2A, RNAV EGOBA 2A

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV OSPOT 2A

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	CF	AD020	-	33L-335(326.5) 33R-333(324.7)	7.0	L	+2 000	-	37°34'45.1"N 126°21'19.0"E	-	RNAV 1	-
002	TF	AD050	-	279 (270.3)	7.0	-	+5 000	-	37°34'46.7"N 126°12'30.6"E	-	RNAV 1	-
003	TF	YD070	-	207 (198.7)	10.8	-	+9 000	-	37°24'31.4"N 126°08'09.0"E	-	RNAV 1	-
004	TF	YD100	-	140 (131.1)	7.5	-	+11 000	-	37°19'35.0"N 126°15'14.0"E	-	RNAV 1	-
005	TF	YD130	-	140 (131.2)	12.0	-	+FL 150	-	37°11'39.7"N 126°26'32.1"E	-	RNAV 1	-
006	TF	YG160	-	124 (115.8)	10.0	-	+FL 180	-	37°07'18.5"N 126°37'44.9"E	-	RNAV 1	-
007	TF	OSPOT	-	124 (115.9)	38.5	-	-	-	36°50'18.1"N 127°20'54.9"E	-	RNAV 1	-

RNAV EGOBA 2A

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	CF	AD020	-	33L-335(326.5) 33R-333(324.7)	7.0	L	+2 000	-	37°34'45.1"N 126°21'19.0"E	-	RNAV 1	-
002	TF	AD050	-	279 (270.3)	7.0	-	+5 000	-	37°34'46.7"N 126°12'30.6"E	-	RNAV 1	-
003	TF	YD070	-	207 (198.7)	10.8	-	+9 000	-	37°24'31.4"N 126°08'09.0"E	-	RNAV 1	-
004	TF	YD100	-	140 (131.1)	7.5	-	+11 000	-	37°19'35.0"N 126°15'14.0"E	-	RNAV 1	-
005	TF	YK130	-	099 (090.6)	9.8	-	+13 000	-	37°19'28.6"N 126°27'31.1"E	-	RNAV 1	-
006	TF	YK170	-	099 (090.7)	12.1	-	-	-	37°19'18.2"N 126°42'38.8"E	-	RNAV 1	-
007	TF	YK210	-	099 (090.8)	14.3	-	-	-	37°19'05.3"N 127°00'31.4"E	-	RNAV 1	-
008	TF	EGOBA	-	069 (060.1)	20.4	-	-	-	37°29'14.7"N 127°22'45.9"E	-	RNAV 1	-

TRANSITION	ALT	14 000
TRANSITION	LVL	FL 140

SEOUL	DEP	125.15
		121.4
		124.8
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)
RWY 33L/R
RNAV OSPOT 2E
RNAV EGOBA 2E

ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 9° W

NOTE
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.

GENERAL INFORMATION
1. 6.5% climb is required until reaching FL 170 for ATC purpose.
2. Departure turns are limited to maximum of 230 kt IAS until EGO40.
3. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.

RNAV OSPOT TWO ECHO DEPARTURE : EGO20 - EGO40 - EGO55 - EGO70 - EG140 - EG160 - OSPOT
RNAV EGOBA TWO ECHO DEPARTURE : EGO20 - EGO40 - EGO55 - EGO70 - EG140 - SEL - EGOBA

Change : Information of reporting point(MONSI, OSPOT, POLEG, KALMA).

SEOUL/Incheon Intl(RKSI)
RWY 33L/R
RNAV OSPOT 2E, RNAV EGOBA 2E

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV OSPOT 2E

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	CF	EG020	-	33L-336(327.0) 33R-333(324.7)	5.5	R	-	-230	37°33'31.6"N 126°22'24.5"E	-	RNAV 1	-
002	TF	EG040	-	353 (344.2)	5.1	-	+4 000	-230	37°38'27.4"N 126°20'39.1"E	-	RNAV 1	-
003	TF	EG055	-	079 (070.3)	5.2	-	-5 500	-	37°40'12.7"N 126°26'50.5"E	-	RNAV 1	-
004	TF	EG070	-	119 (110.0)	5.0	-	+7 000	-	37°38'29.2"N 126°32'48.6"E	-	RNAV 1	-
005	TF	EG140	-	146 (137.6)	18.5	-	+14 000	-	37°24'47.5"N 126°48'26.5"E	-	RNAV 1	-
006	TF	EG160	-	151 (142.9)	7.0	-	+FL 160	-	37°19'11.6"N 126°53'44.6"E	-	RNAV 1	-
007	TF	OSPOT	-	151 (142.9)	36.1	-	+FL 210	-	36°50'18.1"N 127°20'54.9"E	-	RNAV 1	-

RNAV EGOBA 2E

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	CF	EG020	-	33L-336(327.0) 33R-333(324.7)	5.5	R	-	-230	37°33'31.6"N 126°22'24.5"E	-	RNAV 1	-
002	TF	EG040	-	353 (344.2)	5.1	-	+4 000	-230	37°38'27.4"N 126°20'39.1"E	-	RNAV 1	-
003	TF	EG055	-	079 (070.3)	5.2	-	-5 500	-	37°40'12.7"N 126°26'50.5"E	-	RNAV 1	-
004	TF	EG070	-	119 (110.0)	5.0	-	+7 000	-	37°38'29.2"N 126°32'48.6"E	-	RNAV 1	-
005	TF	EG140	-	146 (137.6)	18.5	-	+14 000	-	37°24'47.5"N 126°48'26.5"E	-	RNAV 1	-
006	TF	SEL	-	098 (089.7)	5.8	-	+FL 160	-	37°24'49.0"N 126°55'42.1"E	-	RNAV 1	-
007	TF	EGOBA	-	087 (078.3)	22.0	-	+FL 210	-	37°29'14.7"N 127°22'45.9"E	-	RNAV 1	-

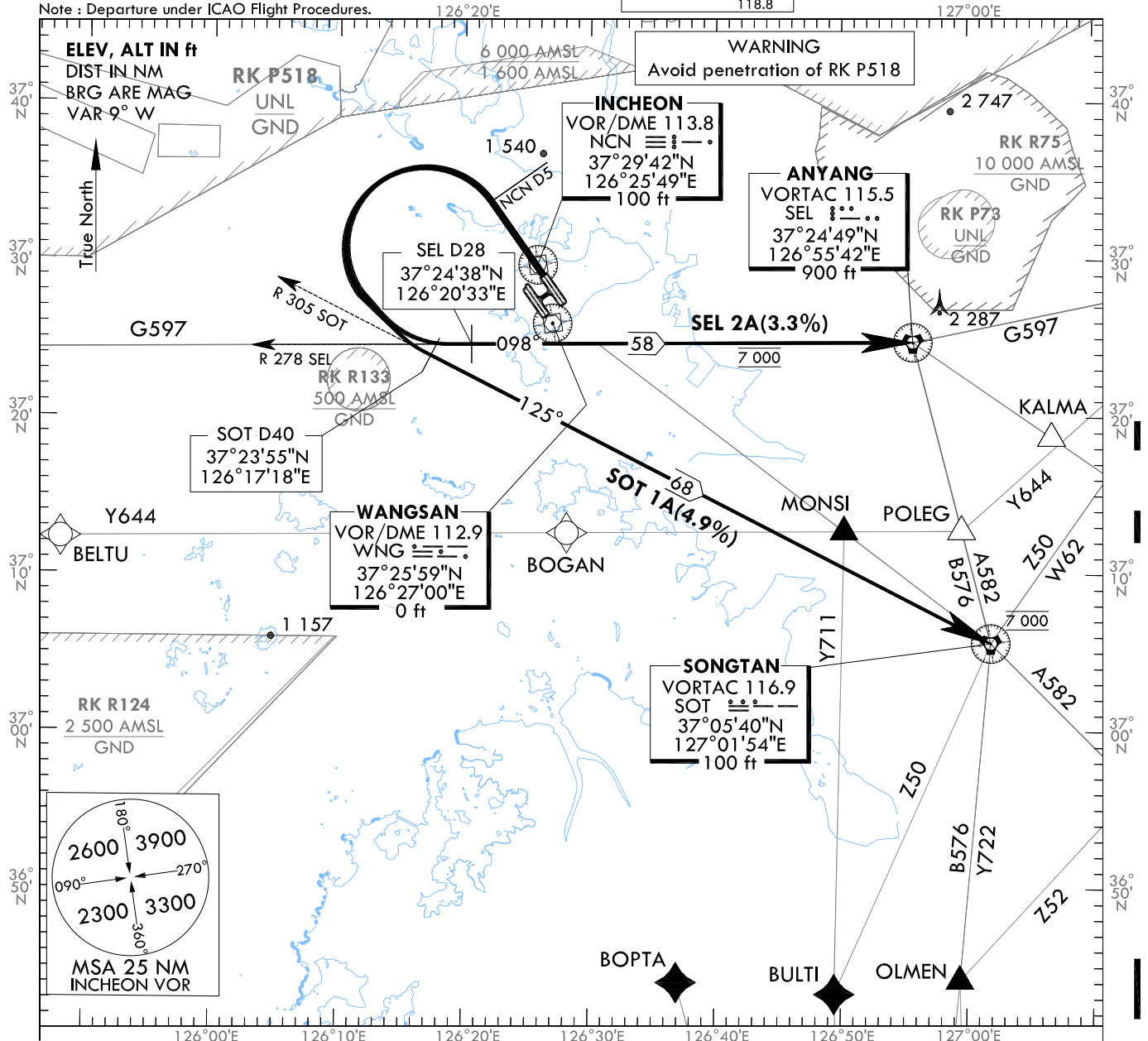
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL DEP 125.15
121.4
124.8
INCHEON TWR 118.2
118.8

SEOUL/Incheon Intl(RKSI)
RWY 33L/R
SEL 2A, SOT 1A

Note : Departure under ICAO Flight Procedures.



GENERAL INFORMATION

- CG in excess of 3.3% necessary for Airspace and ATC purposes.
1.1 SOT 1A minimum CG 4.9% to FL 170.
- After NCN D5, 15 degree bank angle recommended during turn for noise abatement and pilot should use caution not to penetrate prohibited area. (RK P518)
- If unable to comply with flight restrictions, advise ATC well before departure for alternatives.
- Step climb : Due to interaction with other routes, do NOT climb above 7 000 ft unless cleared by ATC.
- Pilot shall use caution not to make early or lead turn prior to reaching NCN D5.

SEL(ANYANG) TWO ALPHA DEPARTURE

TAKE OFF RWY 33L/R : Climb straight ahead, at NCN D5 turn left to intercept R 278 SEL and cross.
R 278 SEL/D28 then proceed to SEL. Maintain 7 000 ft until instructed by ATC.

SOT(SONGTAN) ONE ALPHA DEPARTURE

TAKE OFF RWY 33L/R : Climb straight ahead, at NCN D5 turn left to intercept R 305 SOT and cross
R 305 SOT/D40 then proceed to SOT. Maintain 7 000 ft until instructed by ATC.

Change : Information of reporting point(MONSI, BOPTA, BULTI, OLMEN, POLEG, KALMA).

INTENTIONALLY

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SEOUL/Incheon Intl(RKSI)
RWY 34L/R
RNAV NOPIK 2Y
RNAV BOPTA 2Y

Changae : Information of reporting point(MONSI, BOPTA, BULTI, NOPIK).

NOTE

1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.

GENERAL INFORMATION

1. 6.5% climb is required until reaching FL 170(13 000 ft for NOPIK) for ATC purpose.
2. Departure turn is limited to maximum of 230 kt IAS and turning Bank angle based on 20° until YD020.
3. Do not start turn before DER due to OBST avoidance.(OBST① left of RWY)
4. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.

RNAV NOPIK TWO YANKEE DEPARTURE : YD020 - YD040 - YP080 - NOPIK
 RNAV BOPTA TWO YANKEE DEPARTURE : YD020 - YD040 - YD070 - YD100 - YD130 - YD160 - YD190 - BOPTA

Change : Information of reporting point(MONSI, BOPTA, BULTI, NOPIK).

SEOUL/Incheon Intl(RKSI)
RWY 34L/R
RNAV NOPIK 2Y, RNAV BOPTA 2Y

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV NOPIK 2Y												
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	CF	YD020	-	34L-323(314.5) 34R-318(309.7)	34L-3.0 34R-2.9	L	-	-230	37°30'13.3"N 126°22'07.7"E	-	RNAV 1	Bank angle 20°
002	TF	YD040	-	280 (271.8)	8.9	-	+4 000	-	37°30'29.6"N 126°10'56.9"E	-	RNAV 1	-
003	TF	YP080	-	245 (236.7)	11.0	-	+8 000	-	37°24'26.5"N 125°59'24.4"E	-	RNAV 1	-
004	TF	NOPIK	-	278 (269.2)	16.2	-	+13 000	-	37°24'12.0"N 125°39'05.0"E	-	RNAV 1	-

RNAV BOPTA 2Y												
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	CF	YD020	-	34L-323(314.5) 34R-318(309.7)	34L-3.0 34R-2.9	L	-	-230	37°30'13.3"N 126°22'07.7"E	-	RNAV 1	Bank angle 20°
002	TF	YD040	-	280 (271.8)	8.9	-	+4 000	-	37°30'29.6"N 126°10'56.9"E	-	RNAV 1	-
003	TF	YD070	-	209 (200.5)	6.4	-	+7 000	-	37°24'31.4"N 126°08'09.0"E	-	RNAV 1	-
004	TF	YD100	-	140 (131.1)	7.5	-	+10 000	-	37°19'35.0"N 126°15'14.0"E	-	RNAV 1	-
005	TF	YD130	-	140 (131.2)	12.0	-	+13 000	-	37°11'39.7"N 126°26'32.1"E	-	RNAV 1	-
006	TF	YD160	-	168 (159.1)	10.0	-	+FL 160	-	37°02'19.6"N 126°30'58.2"E	-	RNAV 1	-
007	TF	YD190	-	174 (165.2)	10.0	-	+FL 190	-	36°52'38.3"N 126°34'10.0"E	-	RNAV 1	-
008	TF	BOPTA	-	174 (165.2)	8.8	-	-	-	36°44'06.4"N 126°36'58.4"E	-	RNAV	-

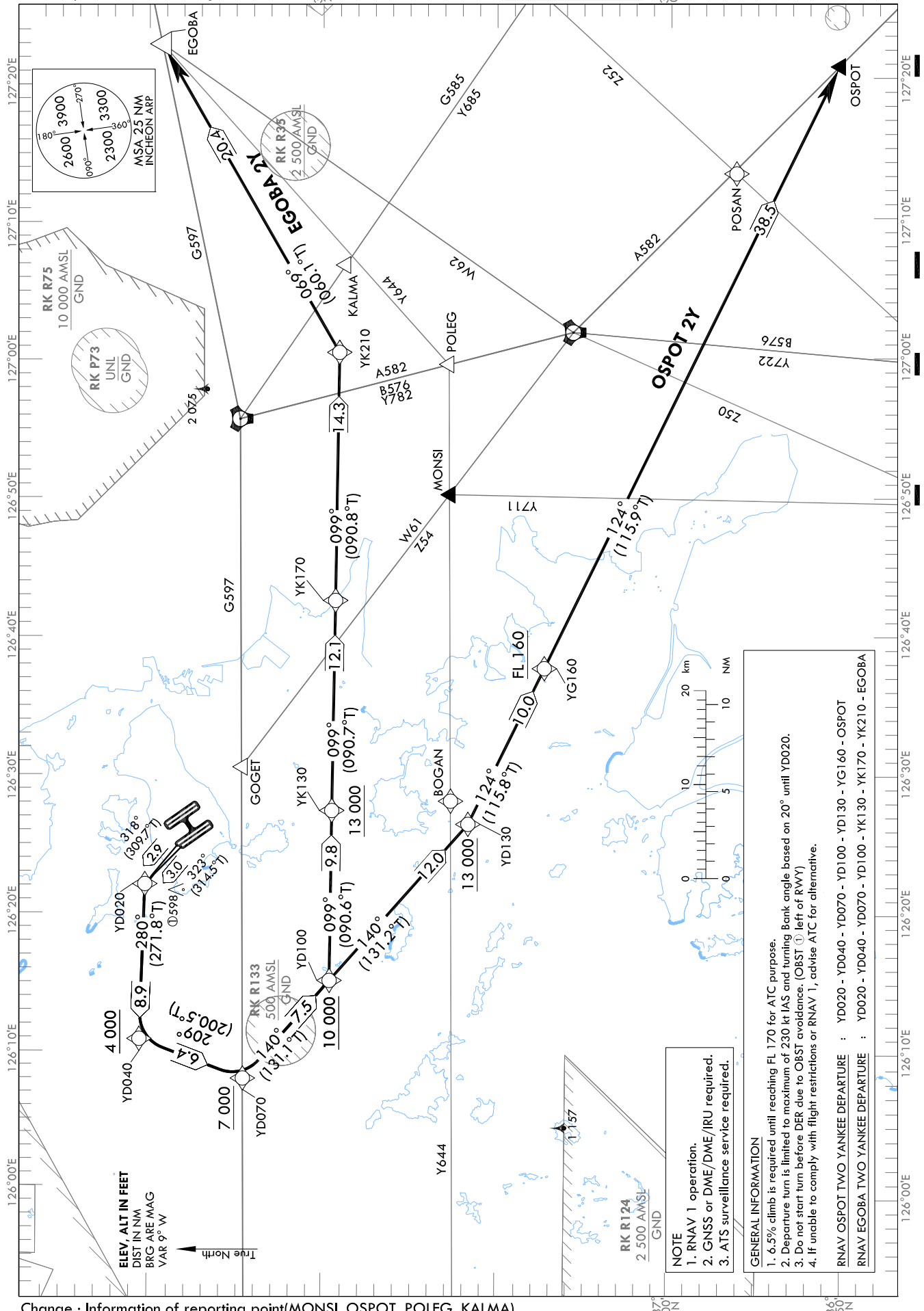
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL DEP 125.15
121.4
124.8
INCHEON TWR 118.2
118.8

SEOUL/Incheon Intl(RKSI)
RWY 34L/R
RNAV OSPOT 2Y
RNAV EGOBA 2Y

Note : Departure under ICAO Flight Procedures.



Change : Information of reporting point(MONSI, OSPOT, POLEG, KALMA).

SEOUL/Incheon Intl(RKSI)
RWY 34L/R
RNAV OSPOT 2Y, RNAV EGOBA 2Y

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV OSPOT 2Y

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	CF	YD020	-	34L-323(314.5) 34R-318(309.7)	34L-3.0 34R-2.9	L	-	-230	37°30'13.3"N 126°22'07.7"E	-	RNAV 1	Bank angle 20°
002	TF	YD040	-	280 (271.8)	8.9	-	+4 000	-	37°30'29.6"N 126°10'56.9"E	-	RNAV 1	-
003	TF	YD070	-	209 (200.5)	6.4	-	+7 000	-	37°24'31.4"N 126°08'09.0"E	-	RNAV 1	-
004	TF	YD100	-	140 (131.1)	7.5	-	+10 000	-	37°19'35.0"N 126°15'14.0"E	-	RNAV 1	-
005	TF	YD130	-	140 (131.2)	12.0	-	+13 000	-	37°11'39.7"N 126°26'32.1"E	-	RNAV 1	-
006	TF	YG160	-	124 (115.8)	10.0	-	+FL 160	-	37°07'18.5"N 126°37'44.9"E	-	RNAV 1	-
007	TF	OSPOT	-	124 (115.9)	38.5	-	-	-	36°50'18.1"N 127°20'54.9"E	-	RNAV 1	-

RNAV EGOBA 2Y

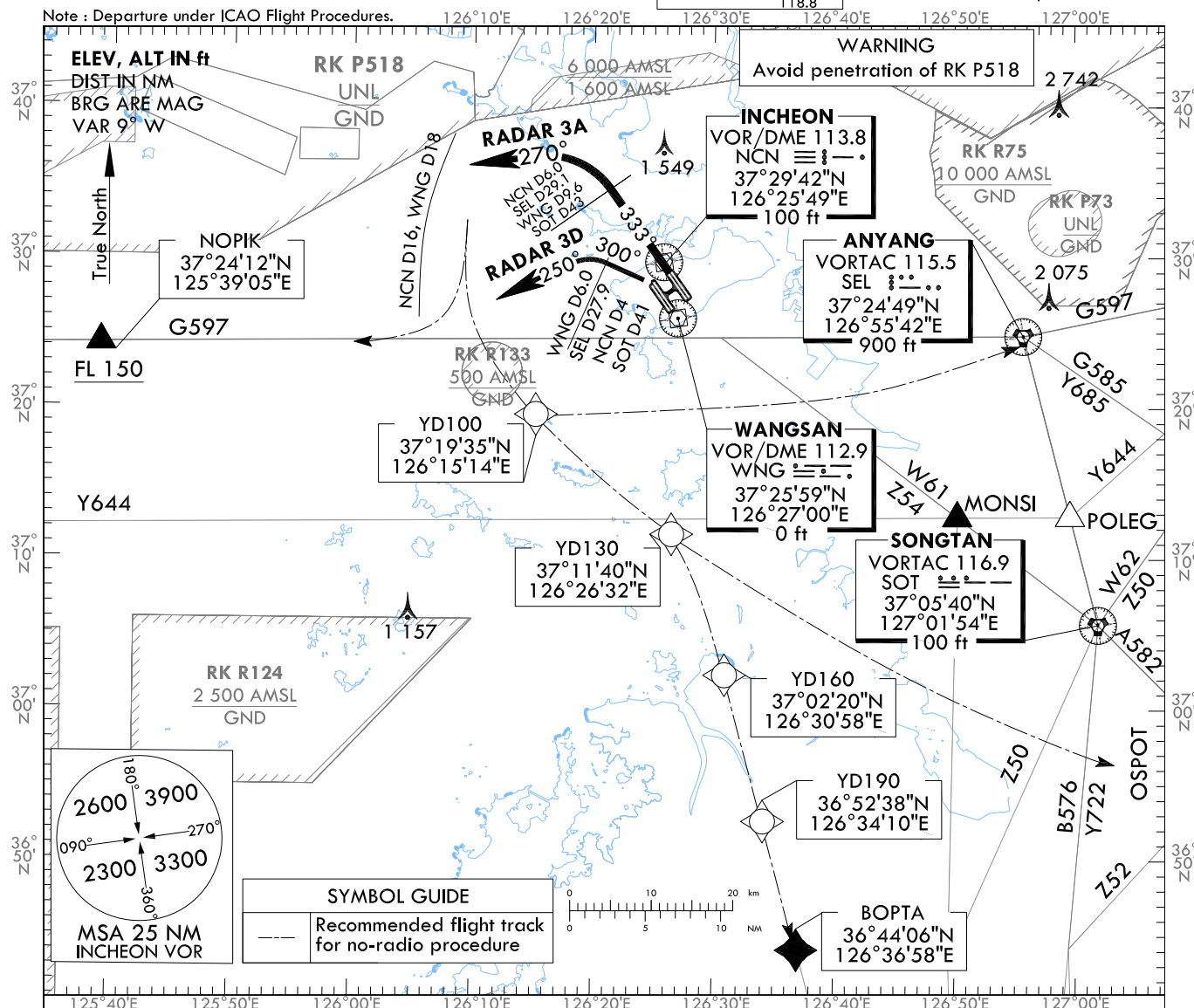
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	CF	YD020	-	34L-323(314.5) 34R-318(309.7)	34L-3.0 34R-2.9	L	-	-230	37°30'13.3"N 126°22'07.7"E	-	RNAV 1	Bank angle 20°
002	TF	YD040	-	280 (271.8)	8.9	-	+4 000	-	37°30'29.6"N 126°10'56.9"E	-	RNAV 1	-
003	TF	YD070	-	209 (200.5)	6.4	-	+7 000	-	37°24'31.4"N 126°08'09.0"E	-	RNAV 1	-
004	TF	YD100	-	140 (131.1)	7.5	-	+10 000	-	37°19'35.0"N 126°15'14.0"E	-	RNAV 1	-
005	TF	YK130	-	099 (090.6)	9.8	-	+13 000	-	37°19'28.6"N 126°27'31.1"E	-	RNAV 1	-
006	TF	YK170	-	099 (090.7)	12.1	-	-	-	37°19'18.2"N 126°42'38.8"E	-	RNAV 1	-
007	TF	YK210	-	099 (090.8)	14.3	-	-	-	37°19'05.3"N 127°00'31.4"E	-	RNAV 1	-
008	TF	EGOBA	-	069 (060.1)	20.4	-	-	-	37°29'14.7"N 127°22'45.9"E	-	RNAV 1	-

TRANSITION	ALT	14 000
TRANSITION	LVL	FL 140

SEOUL	DEP	125.15
		121.4
		124.8
INCHEON	TWR	118.2
		118.8

**SEOUL/Incheon Intl(RKSI)
RWY 33L/R RADAR 3A
RWY 34L/R RADAR 3D**

Note : Departure under ICAO Flight Procedures.



1. 6.0% CG required until FL 150 for ATC and airspace purpose.
2. Pilot shall use caution not to penetrate prohibited or restricted areas around airport.
3. Aircraft may experience delay due to airspace use coordination, traffic volume, and so on.

TAKE OFF RWY 33L/R : Climb on RWY HDG until NCN D6.0(SEL D29.1 or WNG D9.6 or SOT D43),
turn left HDG 270° expect radar vector to airway.

No radio procedure : If no radio contact with ATC, squawk 7600, and unless otherwise instructed by ATC proceed as follows.

- fly south to join R 269 SEL to SEL or proceed direct to YD100 then SEL for G597
- fly south to join G597 to NOPIK
- fly south to YD100, YD130 and OSPOT for A582
- fly south to YD100, YD130, YD160, YD190 and BOPTA for BEDES via Z51.

Pilot shall remain within NCN D16 (SEL D40 or 17 NM from Airport as appropriate) during on HDG 270°.

TAKE OFF RWY 34L/R : Climb HDG 300° until WNG D6.0(SEL D27.9 or NCN D4 or SOT D41),
turn left HDG 250° expect radar vector to airway. Maintain 3 000 ft until instructed by ATC.
No radio procedure : If no radio contact with ATC, squawk 7600, and unless otherwise instructed by ATC proceed
as follows.

- fly south to join R 269 SEL to SEL or proceed direct to YD100 then SEL for G597
- fly south to join G597 to NOPIK
- fly south to YD100, YD130 and OSPOT for A582
- fly south to YD100, YD130, YD160, YD190 and BOPTA for BEDES via Z51.

Pilot shall remain within NCN D16 (SEL D40 or 17 NM from Airport as appropriate) during on HDG 250°.

Change : Information of reporting point(NOPIK, MONSI, BOPTA, POLEG).

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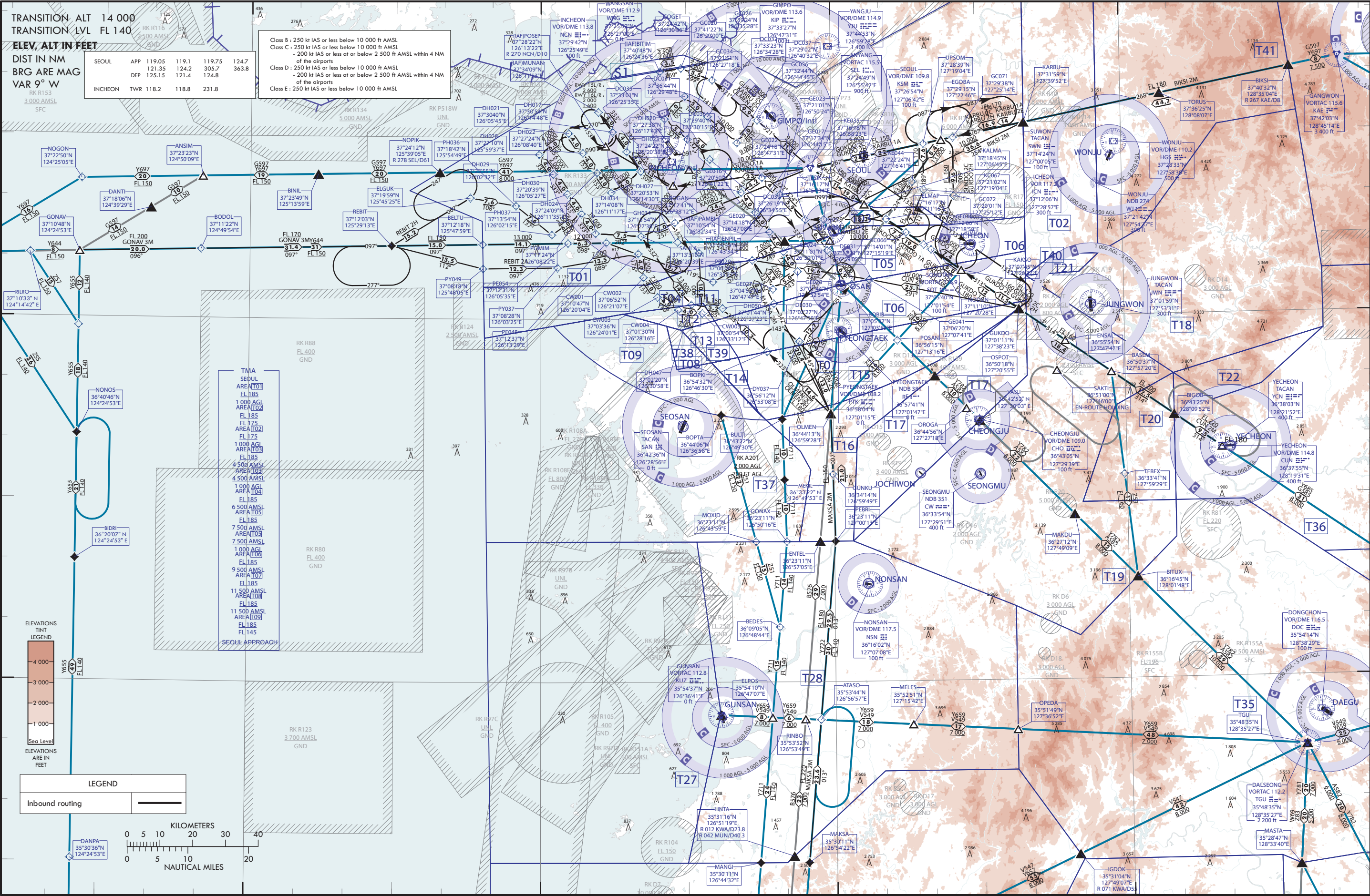
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AREA CHART - ICAO (ARRIVAL TRANSIT)

SEOUL/Incheon Intl(RKSI)

TMA SEOUL(Incheon, Gimpo Airport)



Change : Information of reporting point and Establishment of fix(BIDRI, GUNKU, MEKIL, ENSAL, VASLI, TORUS).

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REPUBLIC OF KOREA

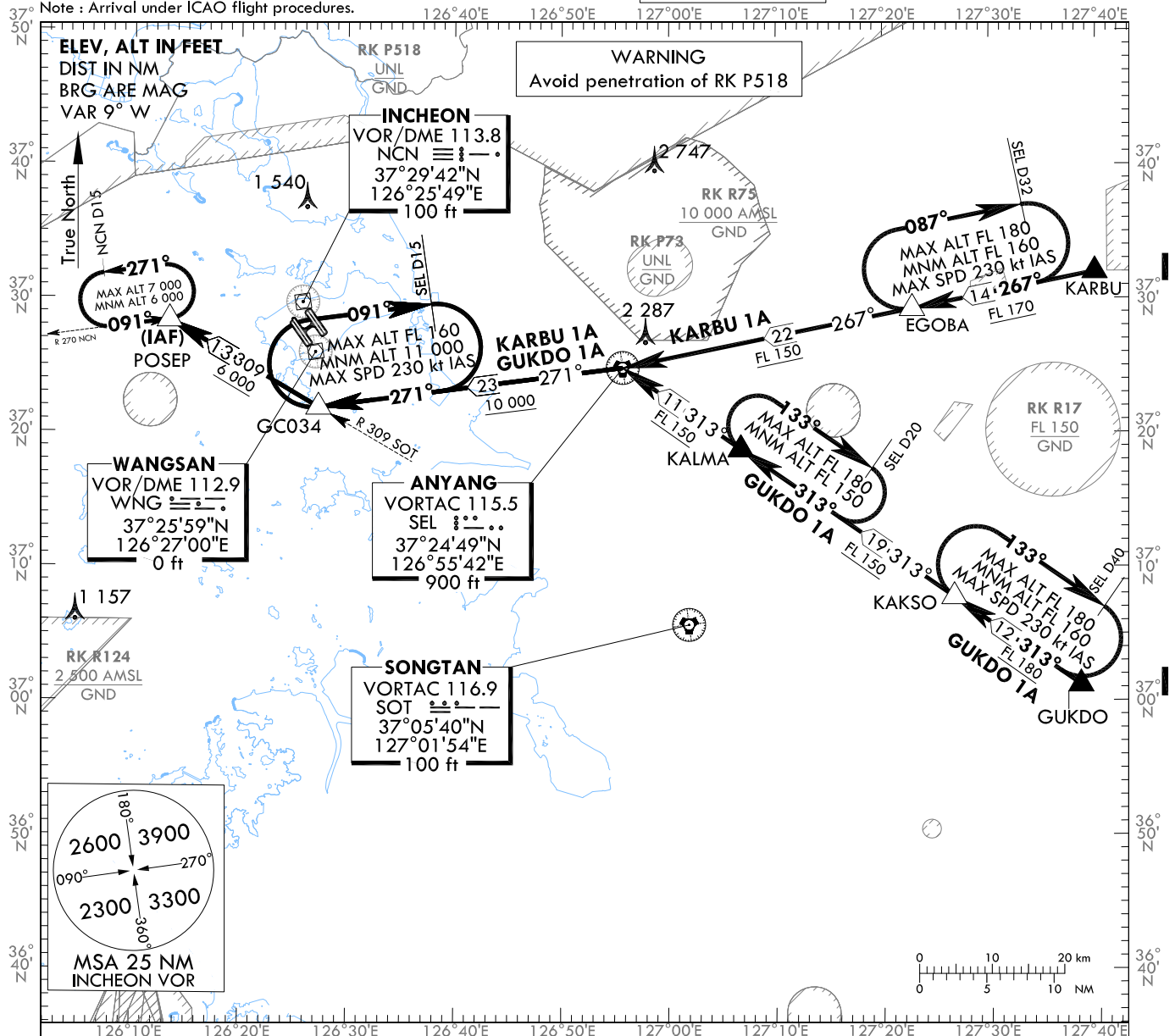
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL APP 119.75
INCHEON TWR 121.35
118.2
118.8

SEOUL/Incheon Intl(RKSI)
RWY 15L
GUKDO 1A, KARBU 1A

Note : Arrival under ICAO flight procedures.



GENERAL INFORMATION

1. For profile descent with clearance "Descend via the (STAR name and number) arrival", pilots should commence descent after passing the First Fix/Waypoint of each arrival.
2. If unable to comply with flight restrictions, advise ATC for alternatives.
3. Maximum holding speed is 230 kt IAS at EGOBA, KAKSO, KALMA and GC034, 200 kt IAS at POSEP.

DESIGNATOR	FROM	ROUTE	DESCENT ALTITUDE
GUKDO ONE ALPHA	G585 /Y685	GUKDO - KAKSO - KALMA - SEL - GC034 - POSEP	At or above FL 180 by KAKSO, FL 150 by SEL, 10 000 ft by GC034, and 6 000 ft by POSEP
KARBU ONE ALPHA	G597 /Y697	KARBU - EGOBA - SEL - GC034 - POSEP	At or above FL 170 by EGOBA, FL 150 by SEL, 10 000 ft by GC034, and 6 000 ft by POSEP

Change : Information of reporting point(GUKDO, KARBU).

SEOUL/Incheon Intl(RKSI)

RWY 15L

GUKDO 1A, KARBU 1A

AERONAUTICAL DATA TABULATION

GUKDO 1A

Fix / Point		Coordinates	
GUKDO	R 133/D41 SEL	37°01'10.9"N	127°38'22.9"E
KAKSO	R 133/D30 SEL	37°07'44.6"N	127°26'37.4"E
KALMA	R 133/D11 SEL	37°18'44.9"N	127°06'44.8"E
SEL		37°24'49.0"N	126°55'42.1"E
GC034	R 309/D32 SOT	37°21'51.0"N	126°27'18.0"E
POSEP	R 271/D10 NCN	37°28'21.8"N	126°13'22.0"E

KARBU 1A

Fix / Point		Coordinates	
KARBU	R 087/D36 SEL	37°31'59.0"N	127°39'52.0"E
EGOBA	R 087/D22 SEL	37°29'14.7"N	127°22'45.9"E
SEL		37°24'49.0"N	126°55'42.1"E
GC034	R 309/D32 SOT	37°21'51.0"N	126°27'18.0"E
POSEP	R 271/D10 NCN	37°28'21.8"N	126°13'22.0"E

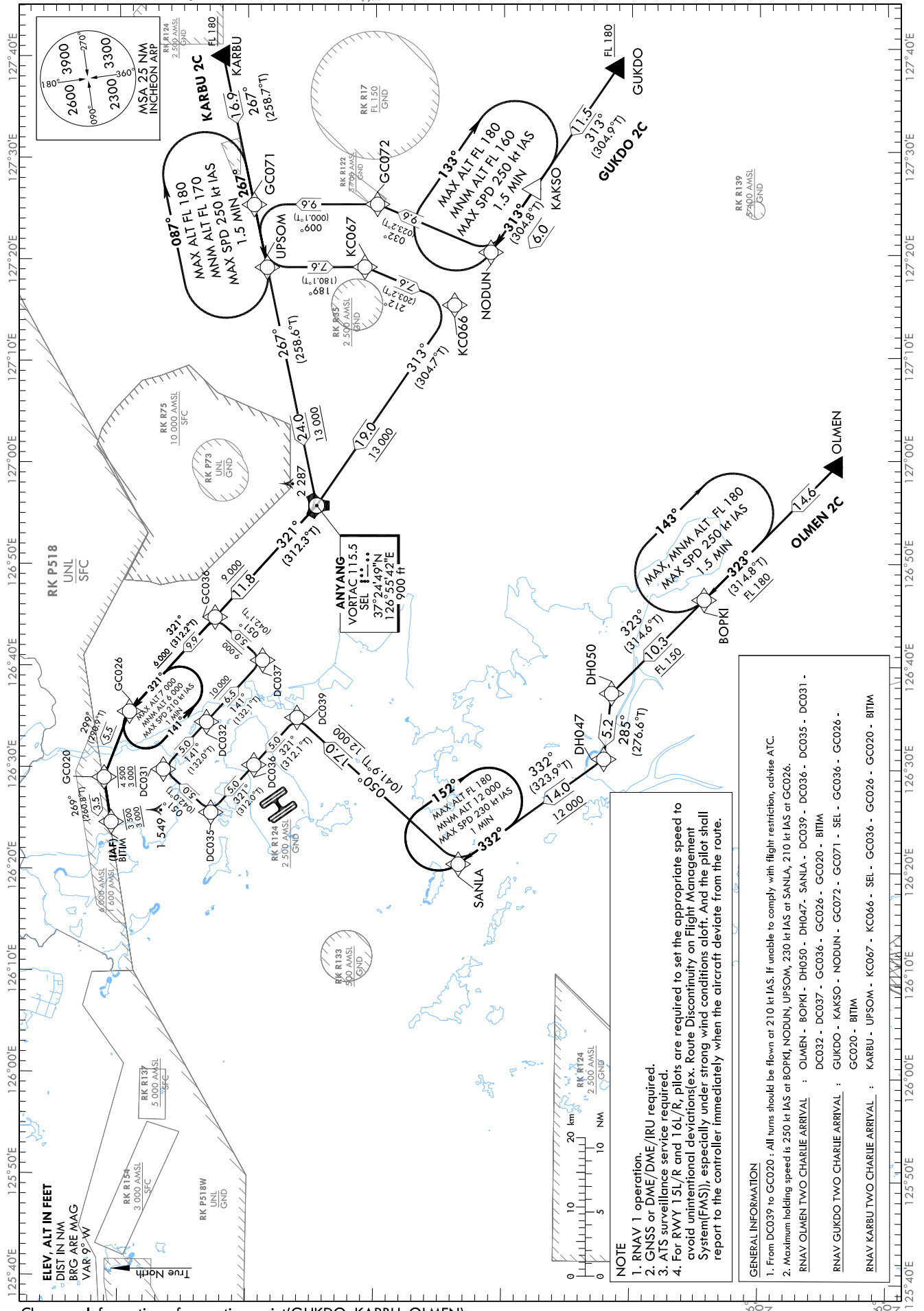
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL APP 119.75
121.35
INCHEON TWR 118.2
118.8

SEOUL/Incheon Intl(RKSI)
RWY 15L/R, RWY 16L/R
RNAV OLMEN 2C
RNAV GUKDO 2C, RNAV KARBU 2C

Note : Arrival under ICAO Flight Procedures.



Change : Information of reporting point(GUKDO, KARBU, OLMEN).

SEOUL/Incheon Intl(RKSI)
RWY 15L/R, RWY 16L/R
RNAV OLMEN 2C, RNAV GUKDO 2C

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV OLMEN 2C

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	OLMEN	-	-	-	-	-	-	36°44'13.4"N 126°59'27.6"E	-	RNAV 1	-
002	TF	BOPKI	-	323 (314.8)	14.6	-	+FL 180	-	36°54'31.8"N 126°46'30.1"E	-	RNAV 1	-
003	TF	DH050	-	323 (314.6)	10.3	-	+FL 150	-	37°01'44.4"N 126°37'23.0"E	-	RNAV 1	-
004	TF	DH047	-	285 (276.6)	5.2	-	-	-	37°02'20.0"N 126°30'58.0"E	-	RNAV 1	-
005	TF	SANLA	-	332 (323.9)	14.0	-	+12 000	-	37°13'39.5"N 126°20'39.0"E	-	RNAV 1	-
006	TF	DC039	-	050 (041.9)	17.0	-	+12 000	@210	37°26'19.1"N 126°34'55.2"E	-	RNAV 1	-
007	TF	DC036	-	321 (312.1)	5.0	-	-	@210	37°29'40.2"N 126°30'15.4"E	-	RNAV 1	-
008	TF	DC035	-	321 (312.0)	5.0	-	-	@210	37°33'01.2"N 126°25'35.1"E	-	RNAV 1	-
009	TF	DC031	-	051 (042.0)	5.0	-	-	@210	37°36'44.4"N 126°29'47.6"E	-	RNAV 1	-
010	TF	DC032	-	141 (132.0)	5.0	-	-	@210	37°33'23.3"N 126°34'27.9"E	-	RNAV 1	-
011	TF	DC037	-	141 (132.1)	6.5	-	+10 000	@210	37°29'01.6"N 126°40'31.7"E	-	RNAV 1	-
012	TF	GC036	-	051 (042.1)	5.0	-	+9 000	@210	37°32'44.3"N 126°44'44.7"E	-	RNAV 1	-
013	TF	GC026	-	321 (312.2)	9.9	-	+6 000	@210	37°39'24.5"N 126°35'28.2"E	-	RNAV 1	-
014	TF	GC020	-	299 (290.9)	5.5	-	-4 500 +3 000	@210	37°41'22.0"N 126°28'59.8"E	-	RNAV 1	-
015	TF	BITIM	-	269 (260.8)	3.5	-	-3 500 +3 000	-	37°40'48.0"N 126°24'36.1"E	-	RNAV 1	IAF

RNAV GUKDO 2C

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	GUKDO	-	-	-	-	+FL 180	-	37°01'10.9"N 127°38'22.9"E	-	RNAV 1	-
002	TF	KAKSO	-	313 (304.9)	11.5	-	-	-	37°07'44.6"N 127°26'37.4"E	-	RNAV 1	-
003	TF	NODUN	-	313 (304.8)	6.0	-	-	-	37°11'10.1"N 127°20'27.5"E	-	RNAV 1	-
004	TF	GC072	-	032 (023.2)	9.6	-	-	-	37°20'01.0"N 127°25'12.2"E	-	RNAV 1	-
005	TF	GC071	-	009 (000.1)	9.6	-	-	-	37°29'38.5"N 127°25'13.7"E	-	RNAV 1	-
006	TF	SEL	-	267 (258.6)	24.0	-	+13 000	-	37°24'49.0"N 126°55'42.1"E	-	RNAV 1	-
007	TF	GC036	-	321 (312.3)	11.8	-	+9 000	@210	37°32'44.3"N 126°44'44.7"E	-	RNAV 1	-
008	TF	GC026	-	321 (312.2)	9.9	-	+6 000	@210	37°39'24.5"N 126°35'28.2"E	-	RNAV 1	-
009	TF	GC020	-	299 (290.9)	5.5	-	-4 500 +3 000	@210	37°41'22.0"N 126°28'59.8"E	-	RNAV 1	-
010	TF	BITIM	-	269 (260.8)	3.5	-	-3 500 +3 000	-	37°40'48.0"N 126°24'36.1"E	-	RNAV 1	IAF

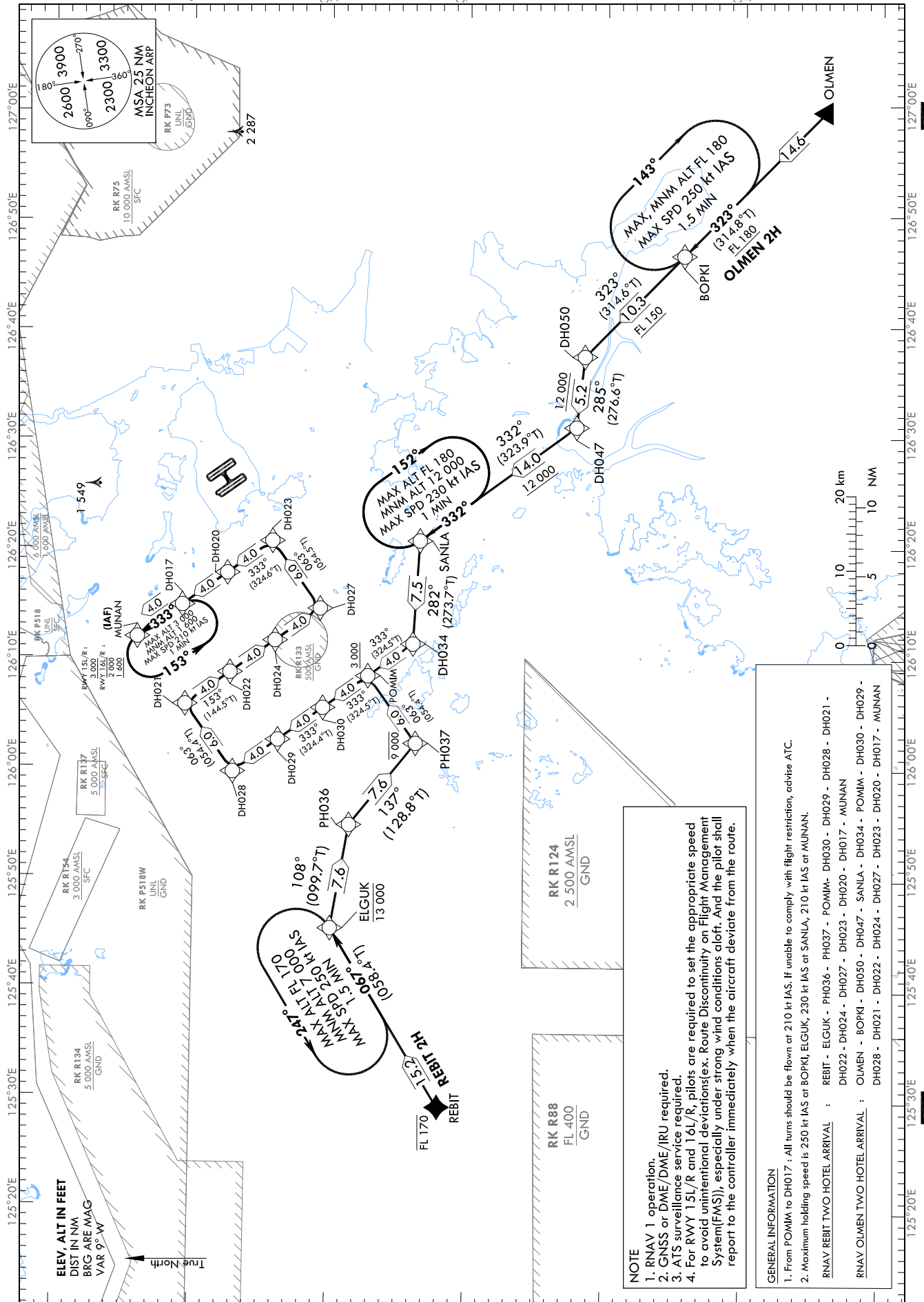
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL APP 119.75
INCHEON TWR 121.35
118.2
118.8

SEOUL/Incheon Intl(RKSI)
RWY 15L/R, RWY 16L/R
RNAV REBIT 2H
RNAV OLMEN 2H

Note : Arrival under ICAO Flight Procedures.



Change : Information of reporting point(REBIT, OLMEN).

SEOUL/Incheon Intl(RKSI)
RWY 15L/R, RWY 16L/R
RNAV REBIT 2H

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV REBIT 2H												
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	REBIT	-	-	-	-	-FL 170	-	37°12'03.0"N 125°29'12.7"E	-	RNAV 1	-
002	TF	ELGUK	-	067 (058.4)	15.2	-	-13 000	-	37°19'59.4"N 125°45'24.7"E	-	RNAV 1	-
003	TF	PH036	-	108 (099.7)	7.6	-	-	-	37°18'41.6"N 125°54'49.4"E	-	RNAV 1	-
004	TF	PH037	-	137 (128.8)	7.6	-	-9 000	-	37°13'54.3"N 126°02'15.2"E	-	RNAV 1	-
005	TF	POMIM	-	063 (054.4)	6.0	-	+3 000	@210	37°17'23.8"N 126°08'22.1"E	-	RNAV 1	-
006	TF	DH030	-	333 (324.5)	4.0	-	-	@210	37°20'39.4"N 126°05'27.2"E	-	RNAV 1	-
007	TF	DH029	-	333 (324.4)	4.0	-	-	@210	37°23'54.8"N 126°02'32.1"E	-	RNAV 1	-
008	TF	DH028	-	333 (324.4)	4.0	-	-	@210	37°27'10.2"N 125°59'36.8"E	-	RNAV 1	-
009	TF	DH021	-	063 (054.4)	6.0	-	-	@210	37°30'39.9"N 126°03'44.6"E	-	RNAV 1	-
010	TF	DH022	-	153 (144.5)	4.0	-	-	@210	37°27'24.4"N 126°08'39.8"E	-	RNAV 1	-
011	TF	DH024	-	153 (144.5)	4.0	-	-	@210	37°24'08.8"N 126°11'34.8"E	-	RNAV 1	-
012	TF	DH027	-	153 (144.5)	4.0	-	-	@210	37°20'53.1"N 126°14'29.5"E	-	RNAV 1	-
013	TF	DH023	-	063 (054.5)	6.0	-	-	@210	37°24'22.0"N 126°20'37.5"E	-	RNAV 1	-
014	TF	DH020	-	333 (324.6)	4.0	-	-	@210	37°27'37.8"N 126°17'42.9"E	-	RNAV 1	-
015	TF	DH017	-	333 (324.6)	4.0	-	-	@210	37°30'53.6"N 126°14'48.1"E	-	RNAV 1	-
016	TF	MUNAN	-	333 (324.5)	4.0	-	-	-	37°34'09.3"N 126°11'53.0"E	-	RNAV 1	IAF

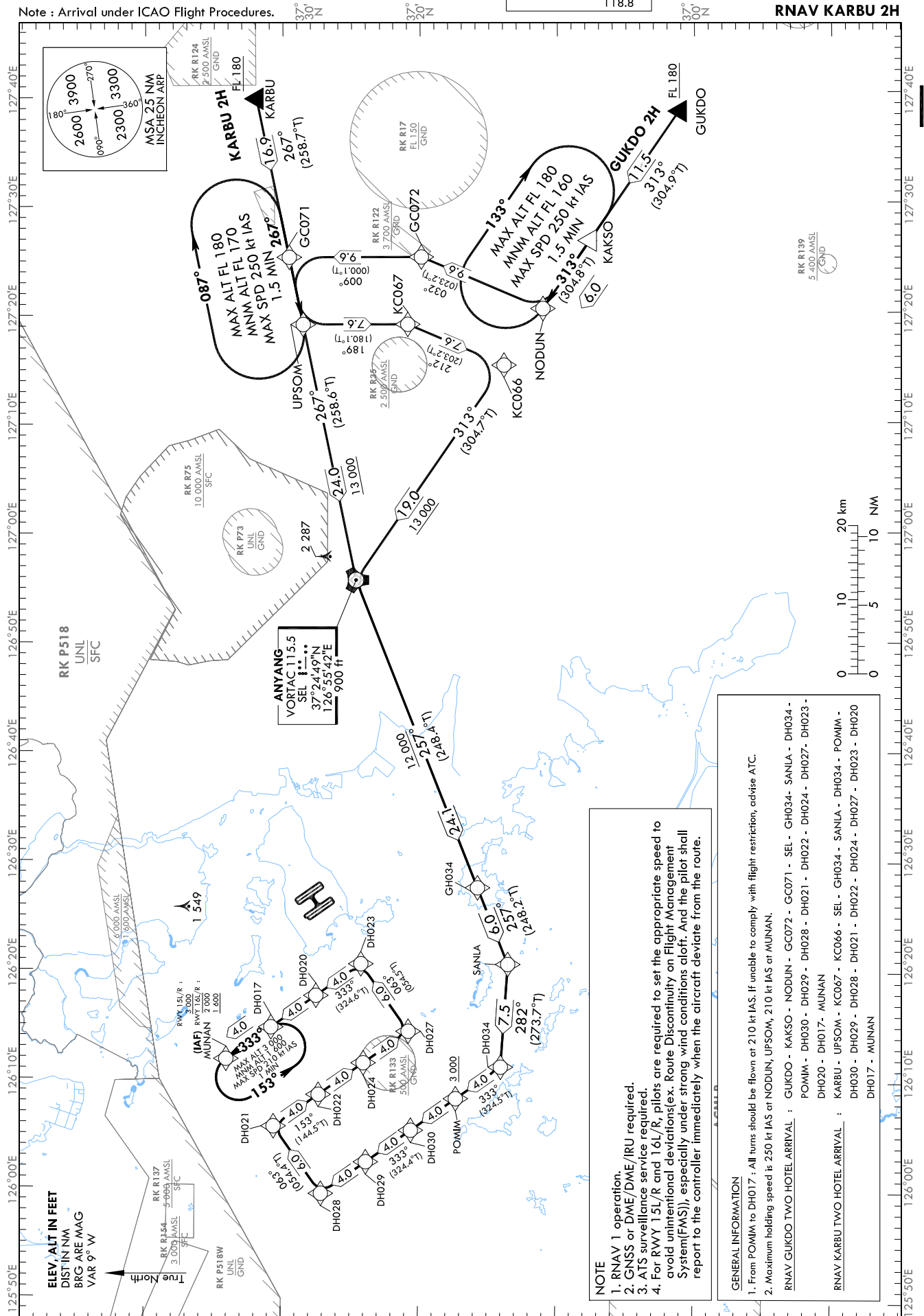
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL APP 119.75
INCHEON TWR 121.35
118.2
118.8

SEOUL/Incheon Intl(RKSI)
RWY 15L/R, RWY 16L/R
RNAV GUKDO 2H
RNAV KARBU 2H

Note : Arrival under ICAO Flight Procedures.



Change : Information of reporting point(GUKDO, KARBU).

SEOUL/Incheon Intl(RKSI)
RWY 15L/R, RWY 16L/R
RNAV GUKDO 2H

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV GUKDO 2H

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	GUKDO	-	-	-	-	+FL 180	-	37°01'10.9"N 127°38'22.9"E	-	RNAV 1	-
002	TF	KAKSO	-	313 (304.9)	11.5	-	-	-	37°07'44.6"N 127°26'37.4"E	-	RNAV 1	-
003	TF	NODUN	-	313 (304.8)	6.0	-	-	-	37°11'10.1"N 127°20'27.5"E	-	RNAV 1	-
004	TF	GC072	-	032 (023.2)	9.6	-	-	-	37°20'01.0"N 127°25'12.2"E	-	RNAV 1	-
005	TF	GC071	-	009 (000.1)	9.6	-	-	-	37°29'38.5"N 127°25'13.7"E	-	RNAV 1	-
006	TF	SEL	-	267 (258.6)	24.0	-	+13 000	-	37°24'49.0"N 126°55'42.1"E	-	RNAV 1	-
007	TF	GH034	-	257 (248.4)	24.1	-	+12 000	-	37°15'53.8"N 126°27'37.5"E	-	RNAV 1	-
008	TF	SANLA	-	257 (248.2)	6.0	-	-	-	37°13'39.5"N 126°20'39.0"E	-	RNAV 1	-
009	TF	DH034	-	282 (273.7)	7.5	-	-	-	37°14'08.2"N 126°11'16.7"E	-	RNAV 1	-
010	TF	POMIM	-	333 (324.5)	4.0	-	+3 000	@210	37°17'23.8"N 126°08'22.1"E	-	RNAV 1	-
011	TF	DH030	-	333 (324.5)	4.0	-	-	@210	37°20'39.4"N 126°05'27.2"E	-	RNAV 1	-
012	TF	DH029	-	333 (324.4)	4.0	-	-	@210	37°23'54.8"N 126°02'32.1"E	-	RNAV 1	-
013	TF	DH028	-	333 (324.4)	4.0	-	-	@210	37°27'10.2"N 125°59'36.8"E	-	RNAV 1	-
014	TF	DH021	-	063 (054.4)	6.0	-	-	@210	37°30'39.9"N 126°05'44.6"E	-	RNAV 1	-
015	TF	DH022	-	153 (144.5)	4.0	-	-	@210	37°27'24.4"N 126°08'39.8"E	-	RNAV 1	-
016	TF	DH024	-	153 (144.5)	4.0	-	-	@210	37°24'08.8"N 126°11'34.8"E	-	RNAV 1	-
017	TF	DH027	-	153 (144.5)	4.0	-	-	@210	37°20'53.1"N 126°14'29.5"E	-	RNAV 1	-
018	TF	DH023	-	063 (054.5)	6.0	-	-	@210	37°24'22.0"N 126°20'37.5"E	-	RNAV 1	-
019	TF	DH020	-	333 (324.6)	4.0	-	-	@210	37°27'37.8"N 126°17'42.9"E	-	RNAV 1	-
020	TF	DH017	-	333 (324.6)	4.0	-	-	@210	37°30'53.6"N 126°14'48.1"E	-	RNAV 1	-
021	TF	MUNAN	-	333 (324.5)	4.0	-	+3 000 for RWY 15 -2 000 +1 600 for RWY 16	-	37°34'09.3"N 126°11'53.0"E	-	RNAV 1	IAF

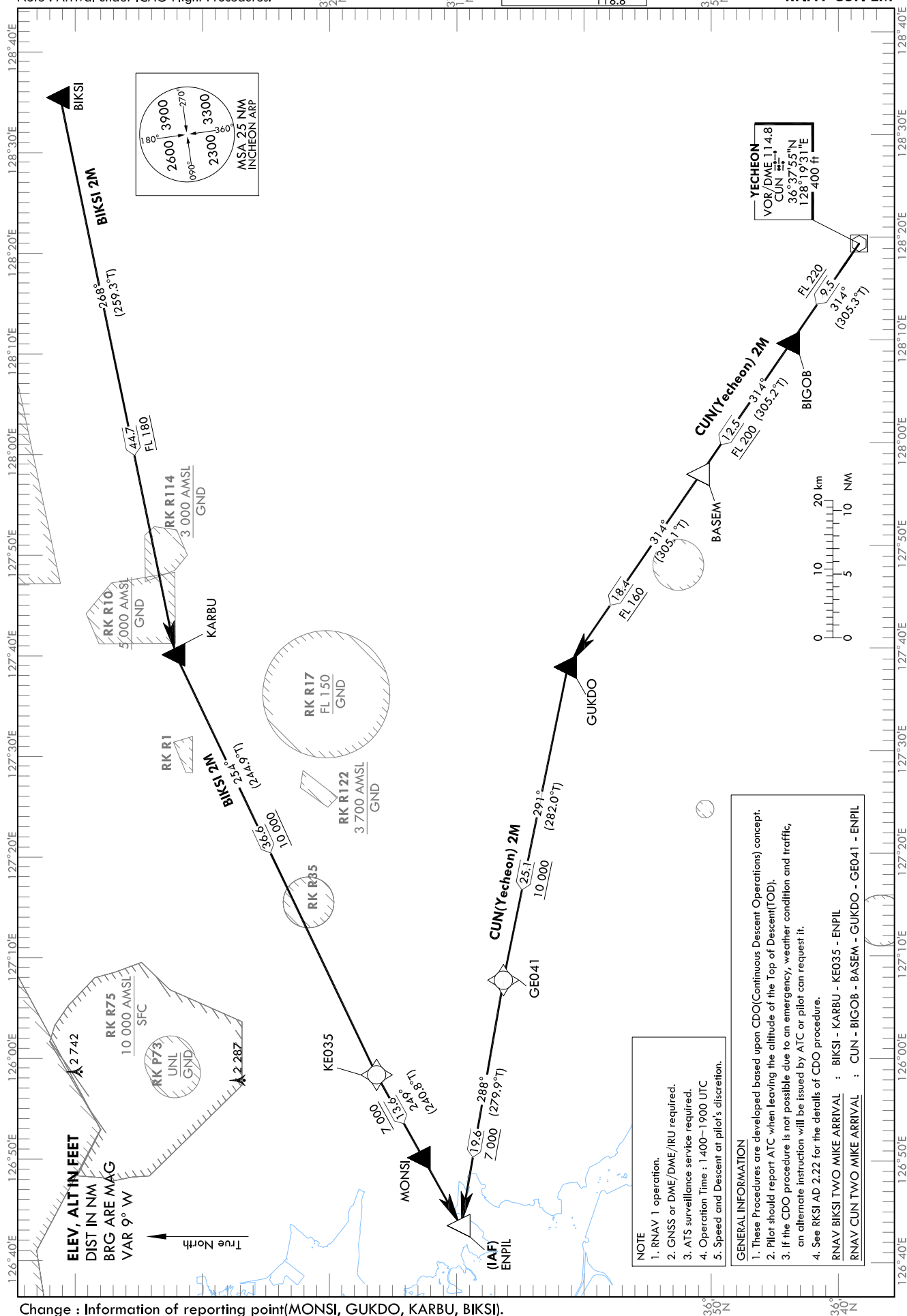
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

DAEGU ACC 134.175
120.575
SEOUL APP 119.75
121.35
INCHEON TWR 118.2
118.8

SEOUL/Incheon Int'l(RKSI)
RWY 33L/R, RWY 34L/R
RNAV BIKSI 2M
RNAV CUN 2M

Note : Arrival under ICAO Flight Procedures.



Change : Information of reporting point(MONSI, GUKDO, KARBU, BIKSI).

SEOUL/Incheon Intl(RKSI)
RWY 33L/R RWY 34L/R
RNAV BIKSI 2M, RNAV CUN 2M

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV BIKSI 2M

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/TCH	Navigation specification	Remarks
001	IF	BIKSI	-	-	-	-	-	-	37°40'32.0"N 128°35'04.0"E	-	RNAV 1	-
002	TF	KARBU	-	268 (259.3)	44.7	-	+FL 180	-	37°31'59.0"N 127°39'52.0"E	-	RNAV 1	-
003	TF	KE035	-	254 (244.9)	36.6	-	+10 000	-	37°16'18.0"N 126°58'23.2"E	-	RNAV 1	-
004	TF	ENPIL	-	249 (240.8)	13.6	-	+7 000	-	37°09'39.0"N 126°43'34.0"E	-	RNAV 1	IAF

RNAV CUN 2M

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/TCH	Navigation specification	Remarks
001	IF	CUN	-	-	-	-	-	-	36°37'55.3"N 128°19'31.5"E	-	RNAV 1	-
002	TF	BIGOB	-	314 (305.3)	9.5	-	+FL 220	-	36°43'25.4"N 128°09'52.0"E	-	RNAV 1	-
003	TF	BASEM	-	314 (305.2)	12.5	-	+FL 200	-	36°50'37.2"N 127°57'09.9"E	-	RNAV 1	-
004	TF	GUKDO	-	314 (305.1)	18.4	-	+FL 160	-	37°01'10.9"N 127°38'22.9"E	-	RNAV 1	-
005	TF	GE041	-	291 (282.0)	25.1	-	+10 000	-	37°06'19.6"N 127°07'40.9"E	-	RNAV 1	-
006	TF	ENPIL	-	288 (279.9)	19.6	-	+7 000	-	37°09'39.0"N 126°43'34.0"E	-	RNAV 1	IAF

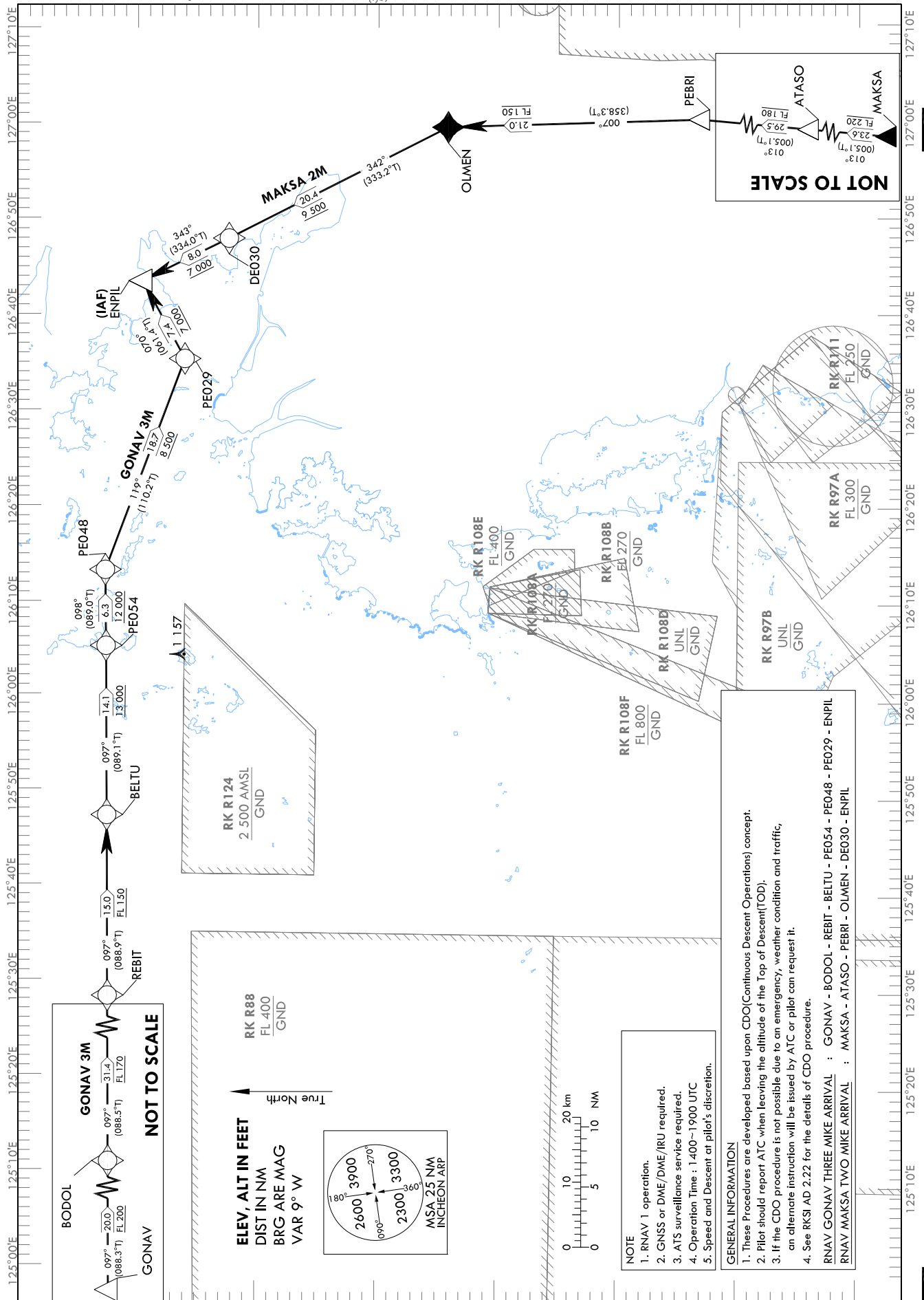
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

DAEGU ACC 132.8
INCHEON ACC 126.175
SEOUL APP 119.75 121.35
INCHEON TWR 118.2 118.8

SEOUL/Incheon Intl(RKSI)
RWY 33L/R RWY 34L/R
RNAV MAKSA 2M
RNAV GONAV 3M

Note : Arrival under ICAO Flight Procedures.



Change : Information of reporting point(OLMEN, MAKSA, GONAV).

SEOUL/Incheon Intl(RKSI)
RWY 33L/R RWY 34L/R
RNAV GONAV 3M, RNAV MAKSA 2M

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

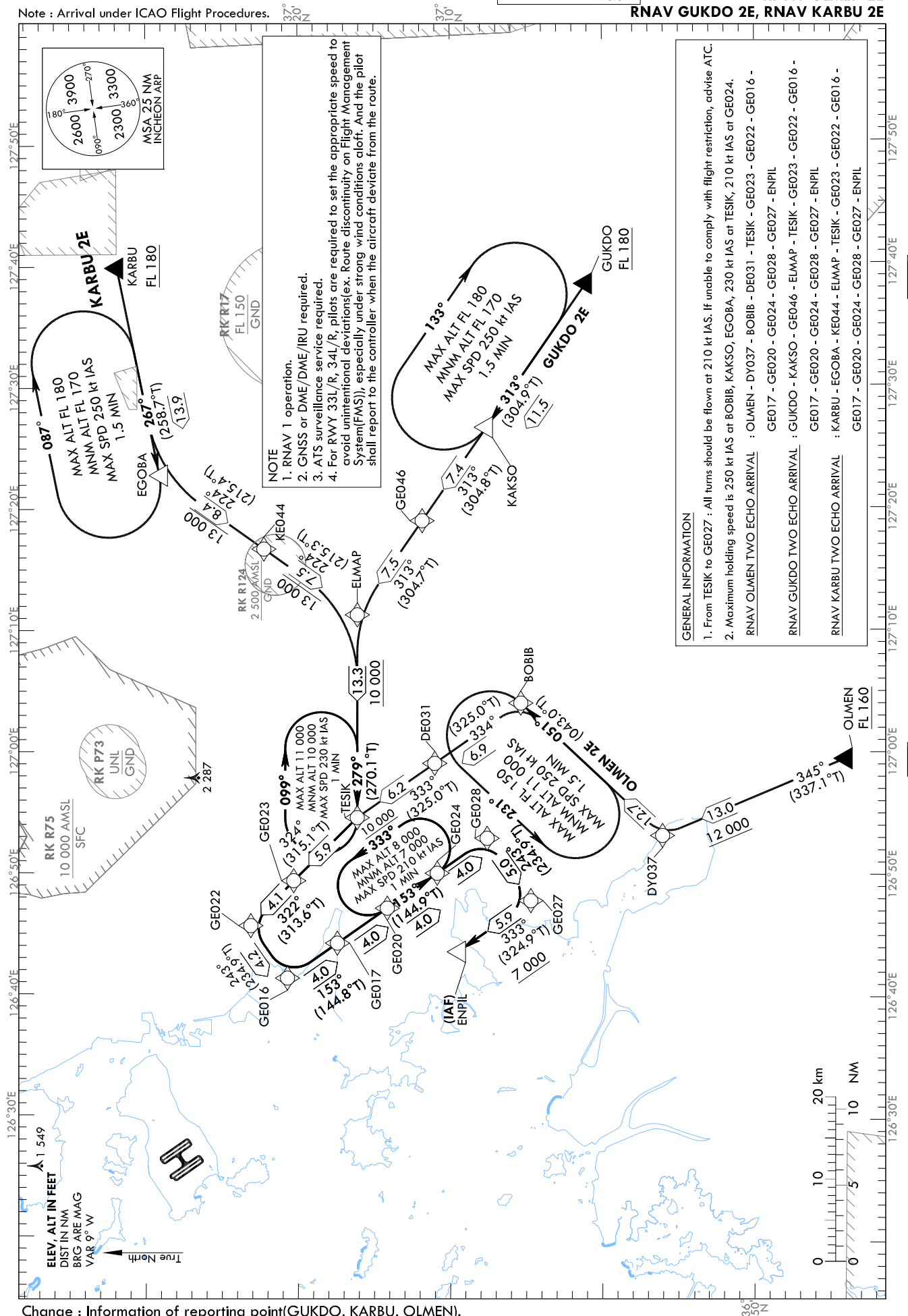
RNAV GONAV 3M												
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/TCH	Navigation specification	Remarks
001	IF	GONAV	-	-	-	-	-	-	37°10'48.4"N 124°24'52.6"E	-	RNAV 1	-
002	TF	BODOL	-	097 (088.3)	20.0	-	+FL 200	-	37°11'21.6"N 124°49'53.7"E	-	RNAV 1	-
003	TF	REBIT	-	097 (088.5)	31.4	-	+FL 170	-	37°12'03.0"N 125°29'12.7"E	-	RNAV 1	-
004	TF	BELTU	-	097 (088.9)	15.0	-	+FL 150	-	37°12'18.2"N 125°47'59.0"E	-	RNAV 1	-
005	TF	PE054	-	097 (089.1)	14.1	-	+13 000	-	37°12'30.7"N 126°05'34.8"E	-	RNAV 1	-
006	TF	PE048	-	098 (089.0)	6.3	-	+12 000	-	37°12'37.2"N 126°13'28.7"E	-	RNAV 1	-
007	TF	PE029	-	119 (110.2)	18.7	-	+8 500	-	37°06'06.2"N 126°35'26.7"E	-	RNAV 1	-
008	TF	ENPIL	-	070 (061.4)	7.4	-	+7 000	-	37°09'39.0"N 126°43'34.0"E	-	RNAV 1	IAF

RNAV MAKSA 2M												
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/TCH	Navigation specification	Remarks
001	IF	MAKSA	-	-	-	-	-	-	35°30'11.3"N 126°54'22.0"E	-	RNAV 1	-
002	TF	ATASO	-	013 (005.1)	23.6	-	+FL 220	-	35°53'43.6"N 126°56'57.0"E	-	RNAV 1	-
003	TF	PEBRI	-	013 (005.1)	29.5	-	+FL 180	-	36°23'10.8"N 127°00'13.3"E	-	RNAV 1	-
004	TF	OLMEN	-	007 (358.3)	21.0	-	+FL 150	-	36°44'13.4"N 126°59'27.6"E	-	RNAV 1	-
005	TF	DE030	-	342 (333.2)	20.4	-	+9 500	-	37°02'27.1"N 126°47'57.6"E	-	RNAV 1	-
006	TF	ENPIL	-	343 (334.0)	8.0	-	+7 000	-	37°09'39.0"N 126°43'34.0"E	-	RNAV 1	IAF

TRANSITION	ALT	14 000
TRANSITION	LVL	FL 140

SEOUL/Incheon Intl(RKSI)
RWY 33L/R, RWY 34L/R
RNAV OLMEN 2E
KDO 2E, RNAV KARBU 2E

RNAV GUKDO 2E, RNAV KARBU 2E



Change : Information of reporting point(GUKDO, KARBU, OLMEN).

SEOUL/Incheon Intl(RKSI)
RWY 33L/R, RWY 34L/R
RNAV OLMEN 2E

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV OLMEN 2E													
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks	
001	IF	OLMEN	-	-	-	-	+FL 160	-	36°44'13.4"N 126°59'27.6"E	-	RNAV 1	-	-
002	TF	DY037	-	345 (337.1)	13.0	-	+12 000	-	36°56'12.5"N 126°53'08.4"E	-	RNAV 1	-	-
003	TF	BO8IB	-	051 (043.0)	12.7	-	-	-250	37°05'31.6"N 127°03'59.2"E	-	RNAV 1	-	-
004	TF	DE031	-	334 (325.0)	6.9	-	-	-250	37°11'11.2"N 126°59'02.3"E	-	RNAV 1	-	-
005	TF	TESIK	-	333 (325.0)	6.2	-	+10 000	@210	37°16'16.6"N 126°54'34.5"E	-	RNAV 1	-	-
006	TF	GE023	-	324 (315.1)	5.9	-	-	@210	37°20'26.8"N 126°49'22.7"E	-	RNAV 1	-	-
007	TF	GE022	-	322 (313.6)	4.1	-	-	@210	37°23'15.5"N 126°45'40.4"E	-	RNAV 1	-	-
008	TF	GE016	-	243 (234.9)	4.2	-	-	@210	37°20'50.4"N 126°41'21.8"E	-	RNAV 1	-	-
009	TF	GE017	-	153 (144.8)	4.0	-	-	@210	37°17'33.9"N 126°44'15.1"E	-	RNAV 1	-	-
010	TF	GE020	-	153 (144.8)	4.0	-	-	@210	37°14'17.5"N 126°47'08.2"E	-	RNAV 1	-	-
011	TF	GE024	-	153 (144.9)	4.0	-	-	@210	37°11'00.9"N 126°50'01.0"E	-	RNAV 1	-	-
012	TF	GE028	-	153 (144.9)	4.0	-	-	@210	37°07'44.3"N 126°52'53.5"E	-	RNAV 1	-	-
013	TF	GE027	-	243 (234.9)	5.0	-	-	@210	37°04'51.6"N 126°47'46.7"E	-	RNAV 1	-	-
014	TF	ENPIL	-	333 (324.9)	5.9	-	+7 000	-	37°09'39.0"N 126°43'34.0"E	-	RNAV 1	-	IAF

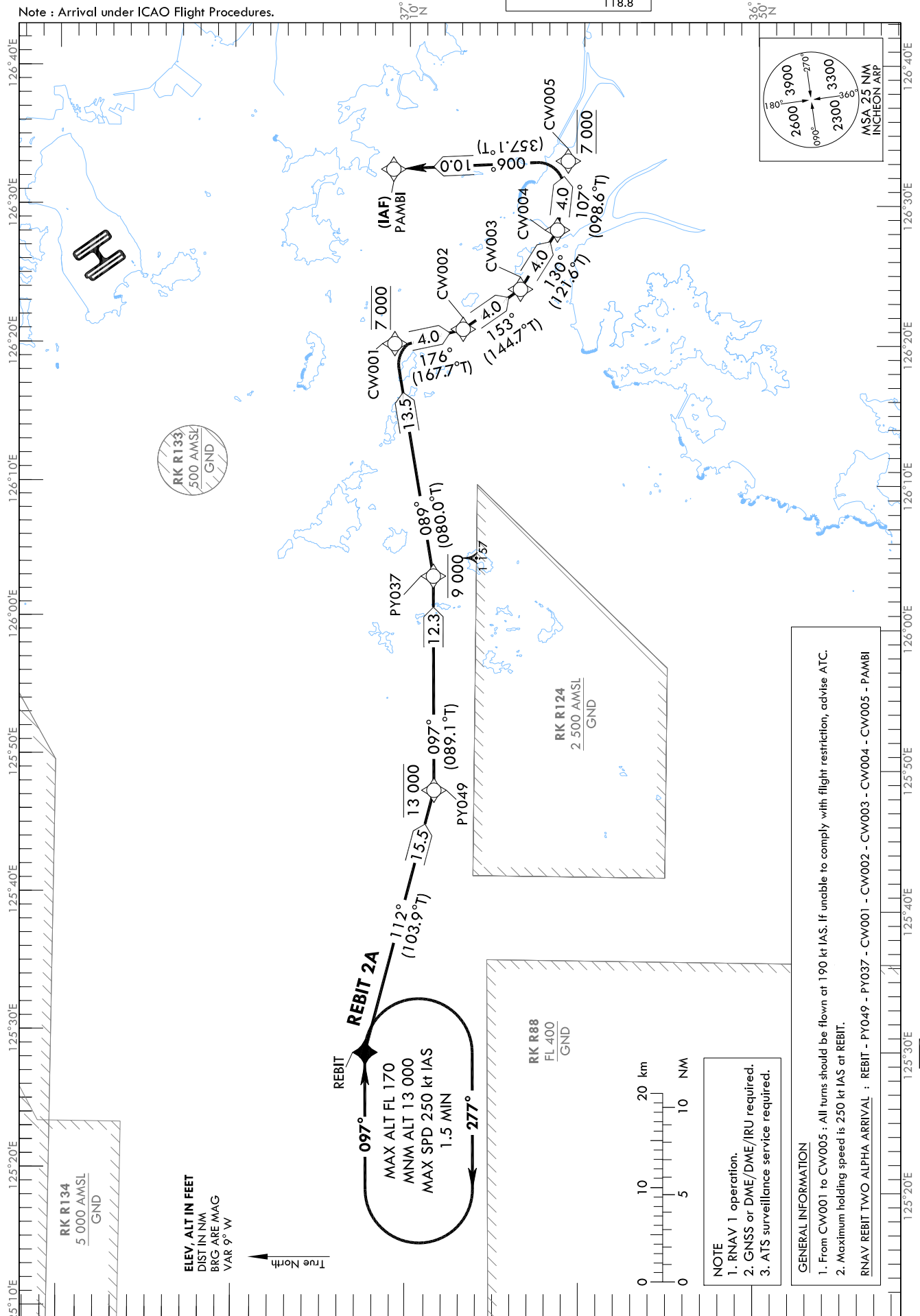
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL APP 119.75
121.35
INCHEON TWR 118.2
118.8

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

Note : Arrival under ICAO Flight Procedures.



AERONAUTICAL DATA TABULATION

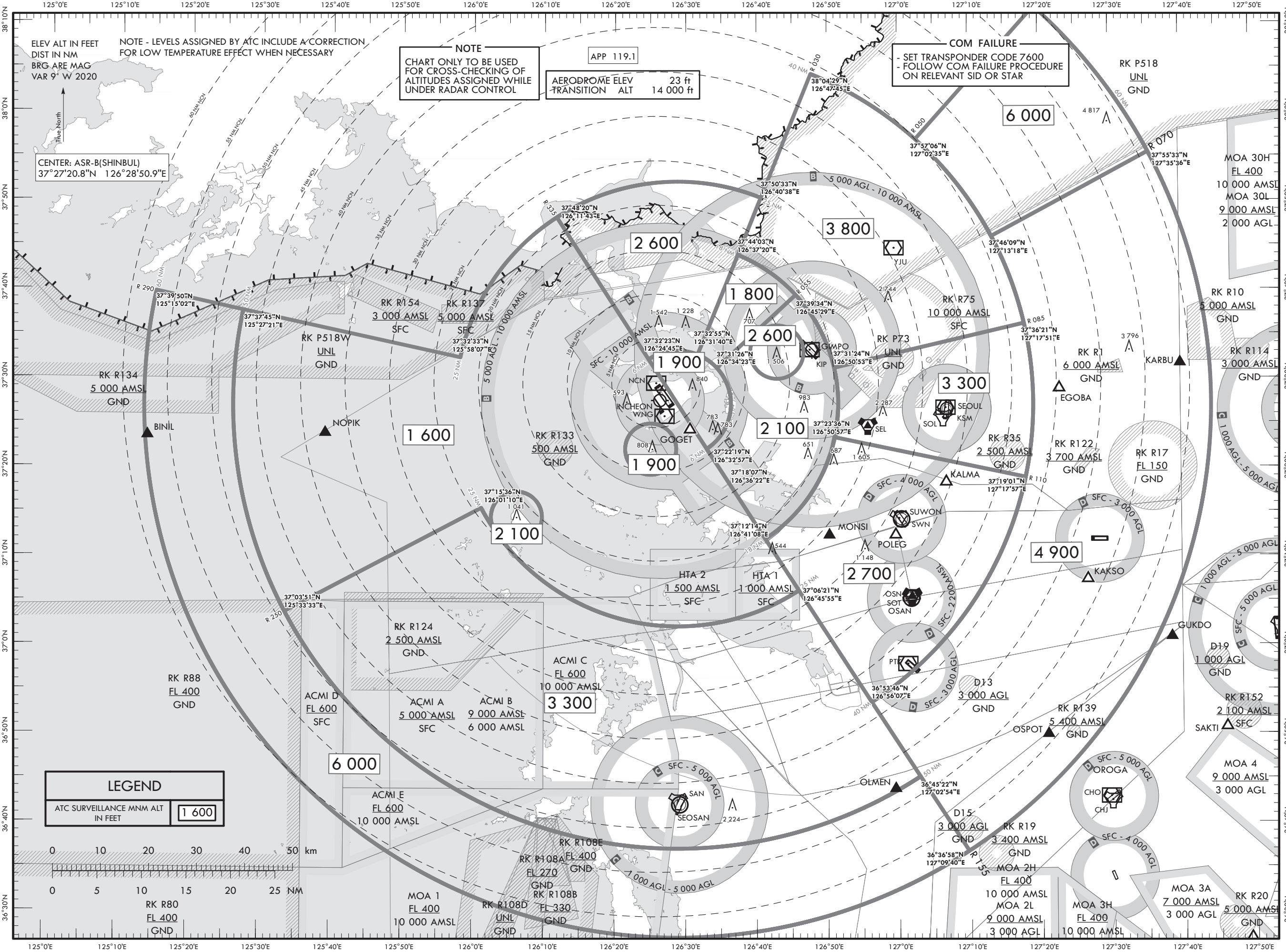
Standard Instrument Arrival Procedure Coding Tables

RNAV REBIT 2A										
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/TCH
001	IF	REBIT	-	-	-	-	-	-	37°12'03.0"N 125°29'12.7"E	-
002	TF	PY049	-	112 (103.9)	15.5	-	-13 000	-	37°08'17.9"N 125°48'04.6"E	-
003	TF	PY037	-	097 (089.1)	12.3	-	-9 000	-	37°08'28.1"N 126°03'25.2"E	-
004	TF	CW001	-	089 (080.0)	13.5	-	@7 000	@190	37°10'47.3"N 126°20'03.6"E	-
005	TF	CW002	-	176 (167.7)	4.0	-	@7 000	@190	37°06'52.4"N 126°21'07.4"E	-
006	TF	CW003	-	153 (144.7)	4.0	-	@7 000	@190	37°03'36.4"N 126°24'00.8"E	-
007	TF	CW004	-	130 (121.6)	4.0	-	@7 000	@190	37°01'30.3"N 126°28'16.0"E	-
008	TF	CW005	-	107 (098.6)	4.0	-	@7 000	@190	37°00'54.3"N 126°33'12.3"E	-
009	TF	PAMBI	-	006 (357.1)	10.0	-	-	-	37°10'54.3"N 126°32'34.4"E	-
										IAF

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

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

TMA SEOUL

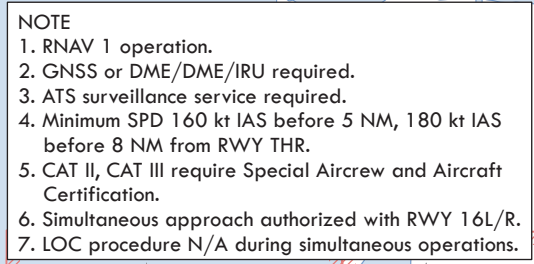


Change : Information of reporting point(BINIL, NOPIK, MONSI, KARBU, OLMEN, OSPOT, GUKDO, POLEG, KALMA).

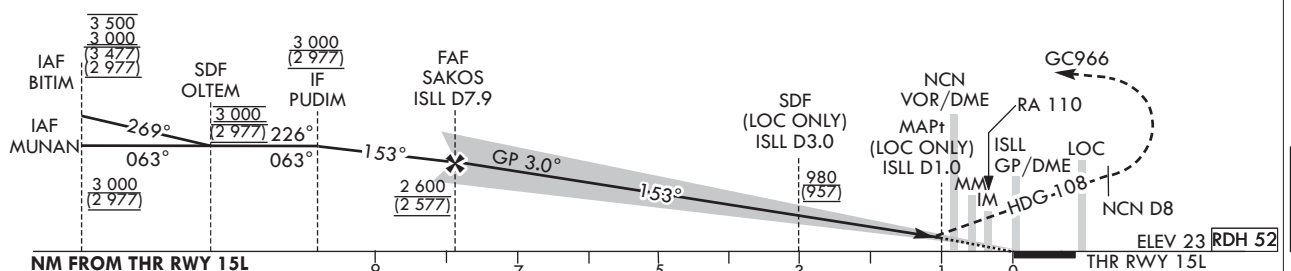
AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 15L - ELEV **23 ft**

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

ILS Z or LOC Z RWY 15L
CAT II & III



RECOMMENDED PROFILE (LOC ONLY)	DME ISLL	7	6	5	4	3	2
Final Approach Gradient 5.37%, 326 ft/NM	ALT(HGT)	2 307 (2 284)	1 980 (1 957)	1 654 (1 631)	1 327 (1 304)	1 001 (978)	675 (652)



OCA (H)		A	B	C	D
Straight-in Approach	CAT-I	223 (200)			
	LOC	380 (357)			
	CAT II	123 (100)			
	CAT III	-			

Fly RWY heading, climb to 4 000 ft. At 720 ft, turn left heading 108. At NCN 8 DME, turn right direct to GC966. Hold as published. Do not turn before passing MAPt.

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

SEOUL/Incheon Intl(RKSI)
ILS Z or LOC Z RWY 15L
CAT II & III

AERONAUTICAL DATA TABULATION

ILS Z/LOC Z Approach to RWY 15L from MUNAN to PUDIM(IF)	
Fix / Point	Coordinates
MUNAN(IAF)	37°34'09.3"N 126°11'53.0"E
PUDIM(IF)	37°37'54.2"N 126°18'30.0"E

ILS Z/LOC Z Approach to RWY 15L from BITIM to PUDIM(IF)	
Fix / Point	Coordinates
BITIM(IAF)	37°40'48.0"N 126°24'36.1"E
OLTEM(SDF)	37°40'18.2"N 126°20'46.3"E
PUDIM(IF)	37°37'54.2"N 126°18'30.0"E

ILS Z/LOC Z Approach to RWY 15L from PUDIM(IF) to MAHF	
Fix / Point	Coordinates
SAKOS(FAF) BRG 153.15°/7.92 NM ISLL	37°35'22.4"N 126°20'45.7"E
D3.0 ISLL(SDF) (LOC ONLY) BRG 153.15°/3.00 NM ISLL	37°31'21.2"N 126°24'20.8"E
D1.0 ISLL(MAPt) (LOC ONLY) BRG 153.15°/1.00 NM ISLL	37°29'43.1"N 126°25'48.2"E
NCN VOR/DME	37°29'41.7"N 126°25'49.2"E
THR RWY 15L	37°29'02.20"N 126°26'24.56"E
ISLL DME	37°28'56.4"N 126°26'35.6"E
Climb to 720 ft HDG 153	-
D8 NCN HDG 108	-
GC966 BRG 213.08°/13.00 NM NCN	37°17'53.0"N 126°18'58.0"E

**INSTRUMENT
APPROACH
CHART - ICAO**

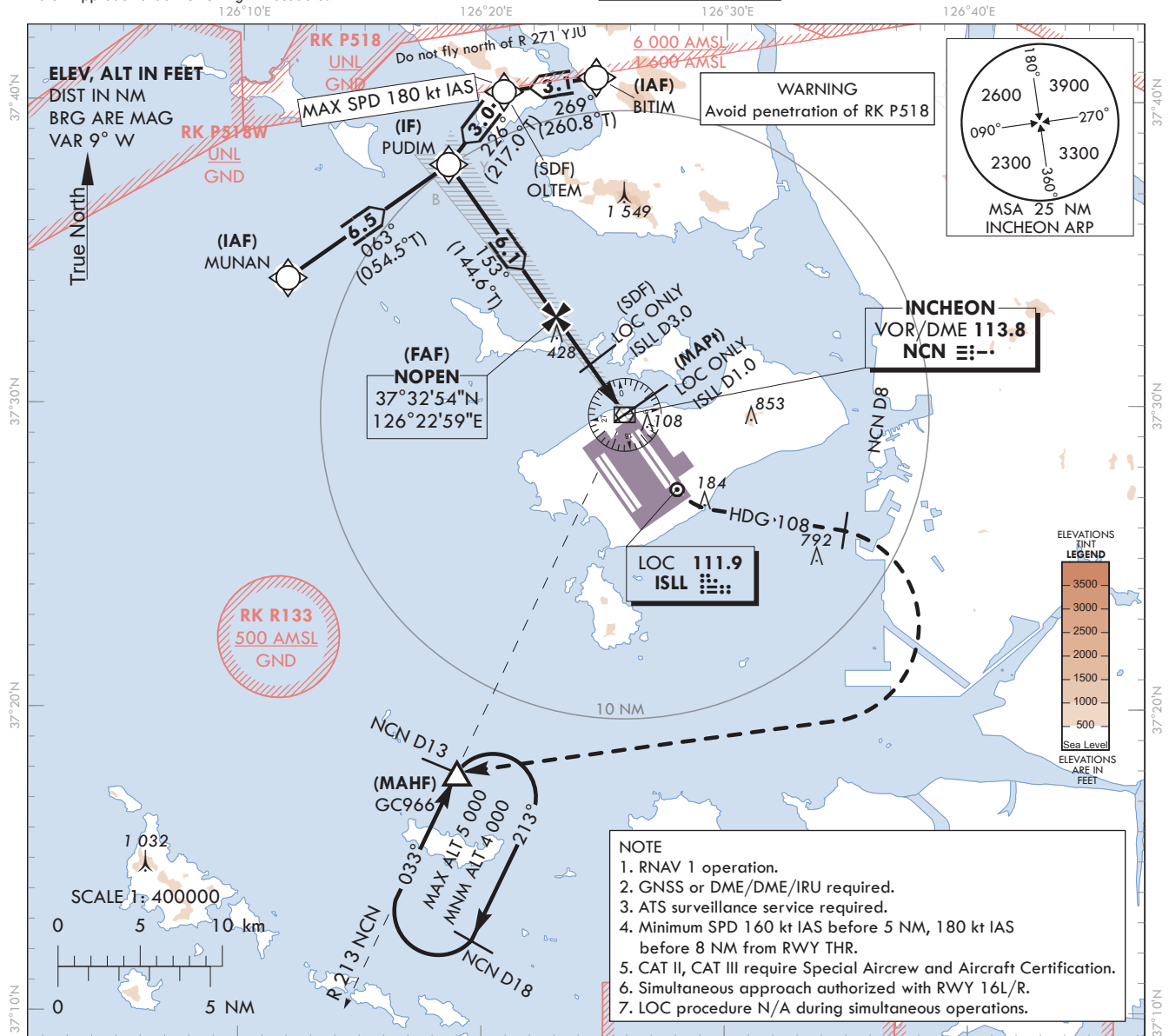
AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 15L - ELEV 23 ft

SEOUL APP 119.75
121.35
INCHEON TWR 118.2
118.8

SEOUL/Incheon Intl(RKSI)

**ILS Y or LOC Y RWY 15L
CAT II & III**

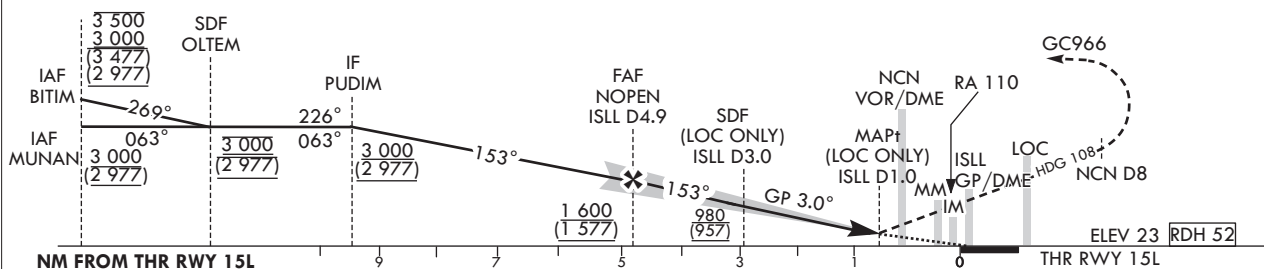
Note : Approach under ICAO Flight Procedures.



- NOTE**
1. RNAV 1 operation.
 2. GNSS or DME/DME/IRU required.
 3. ATS surveillance service required.
 4. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY THR.
 5. CAT II, CAT III require Special Aircrew and Aircraft Certification.
 6. Simultaneous approach authorized with RWY 16L/R.
 7. LOC procedure N/A during simultaneous operations.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

RECOMMENDED PROFILE (LOC ONLY)		DME ISLL	4	3	2
Final Approach Gradient 5.30%, 322 ft/NM		ALT(HGT)	1 311 (1 288)	989 (966)	667 (644)



OCA (H)		A	B	C	D
Straight-in Approach	CAT-I	223 (200)			
	LOC	380 (357)			
	CAT II	123 (100)			
	CAT III	-			

MISSED APPROACH

Fly RWY heading, climb to 4 000 ft. At 720 ft, turn left heading 108. At NCN 8 DME, turn right direct to GC966. Hold as published. Do not turn before passing MAPt.

* Timing Not authorized for defining MAPt.

* Circling Not authorized.

Change : Information of profile view.

SEOUL/Incheon Intl(RKSI)
ILS Y or LOC Y RWY 15L
CAT II & III

AERONAUTICAL DATA TABULATION

ILS Y/LOC Y Approach to RWY 15L from MUNAN to PUDIM(IF)	
Fix / Point	Coordinates
MUNAN(IAF)	37°34'09.3"N 126°11'53.0"E
PUDIM(IF)	37°37'54.2"N 126°18'30.0"E

ILS Y/LOC Y Approach to RWY 15L from BITIM to PUDIM(IF)	
Fix / Point	Coordinates
BITIM(IAF)	37°40'48.0"N 126°24'36.1"E
OLTEM(SDF)	37°40'18.2"N 126°20'46.3"E
PUDIM(IF)	37°37'54.2"N 126°18'30.0"E

ILS Y/LOC Y Approach to RWY 15L from PUDIM(IF) to MAHF	
Fix / Point	Coordinates
NOPEN(FAF) BRG 153.15°/4.89 NM ISLL	37°32'53.5"N 126°22'58.5"E
D3.0 ISLL (SDF LOC ONLY) BRG 153.15°/3.00 NM ISLL	37°31'21.2"N 126°24'20.8"E
D1.0 ISLL (MAPt LOC ONLY) BRG 153.15°/1.00 NM ISLL	37°29'43.1"N 126°25'48.2"E
NCN VOR/DME	37°29'41.7"N 126°25'49.2"E
THR RWY 15L	37°29'02.20"N 126°26'24.56"E
ISLL DME	37°28'56.4"N 126°26'35.6"E
Climb to 720 ft HDG 153	-
D8 NCN HDG 108	-
GC966 BRG 213.08°/13.00 NM NCN	37°17'53.0"N 126°18'58.0"E

**INSTRUMENT
APPROACH
CHART - ICAO**

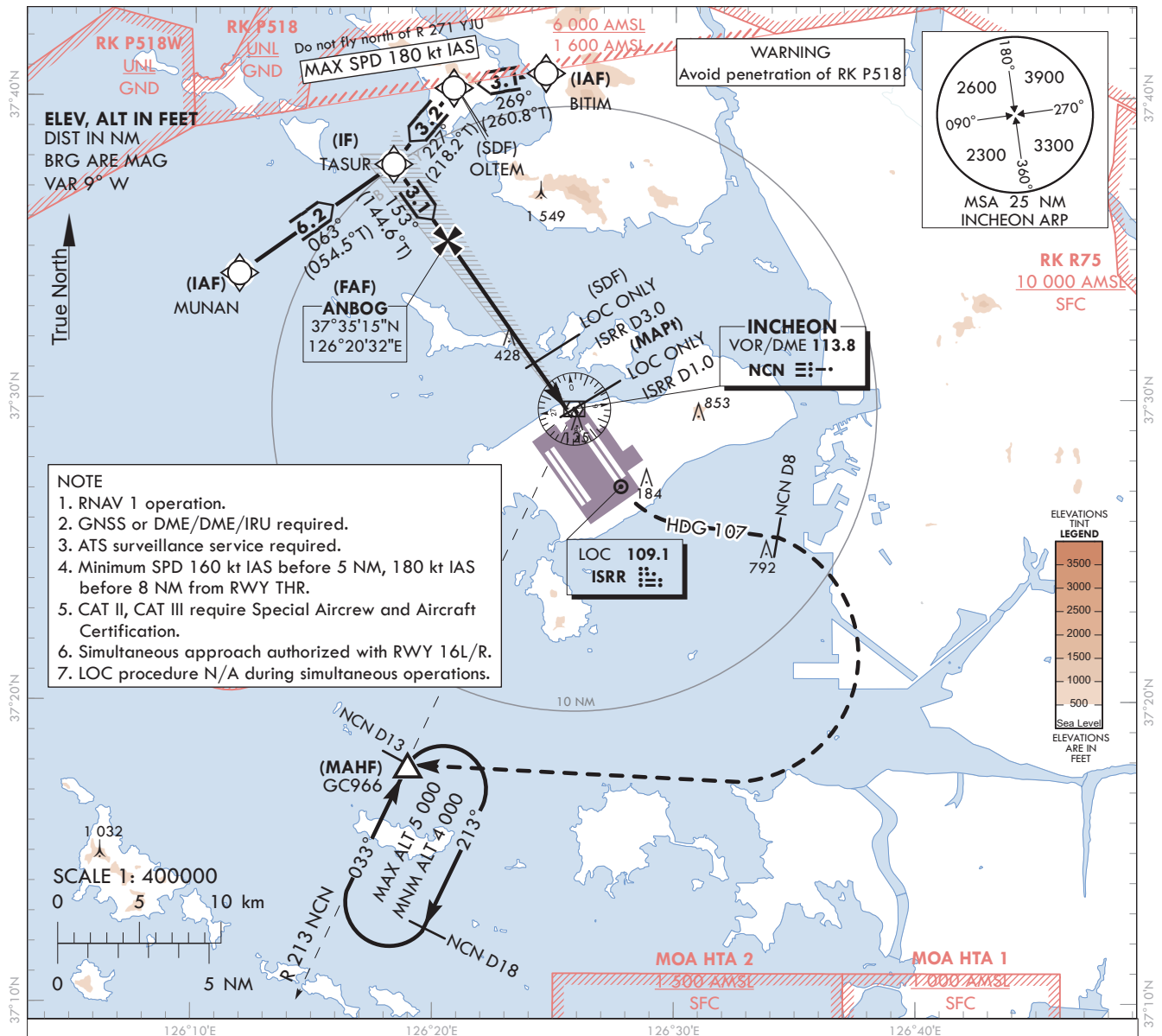
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 15R - ELEV 23 ft

SEOUL APP	119.75
INCHON TWR	121.35
	118.2
	118.8

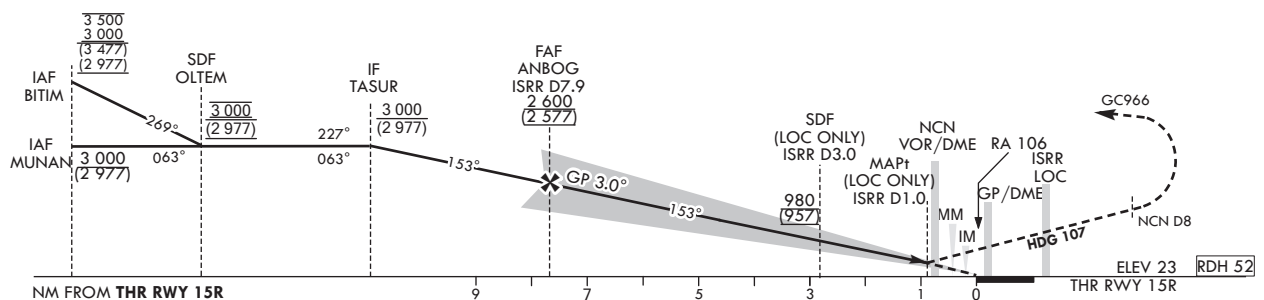
SEOUL/Incheon Intl(RKSI)

ILS Z or LOC Z RWY 15R
CAT II & III



TRANSITION ALT 14 000
TRANSITION LVL FL 140

RECOMMENDED PROFILE (LOC ONLY)		DME ISRR	7	6	5	4	3	2
Final Approach Gradient 5.37%, 326 ft/NM		ALT(HGT)	2 307 (2 284)	1 980 (1 957)	1 654 (1 631)	1 327 (1 304)	1 001 (978)	675 (652)



OCA (H)		A	B	C	D
Straight-in Approach	CAT-I		223 (200)		
	LOC		380 (357)		
	CAT II		123 (100)		
	CAT III		-		

MISSED APPROACH

Fly RWY heading climb to 4 000 ft. At 720 ft, turn left heading 107. At NCN 8 DME, turn right direct to GC966. Hold as published. Do not turn before passing MAPt.

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

Change : Information of profile view.

SEOUL/Incheon Intl(RKSI)
ILS Z or LOC Z RWY 15R
CAT II & III

AERONAUTICAL DATA TABULATION

ILS Z/LOC Z Approach to RWY 15R from MUNAN to TASUR(IF)	
Fix / Point	Coordinates
MUNAN(IAF)	37°34'09.3"N 126°11'53.0"E
TASUR(IF)	37°37'46.4"N 126°18'16.2"E

ILS Z/LOC Z Approach to RWY 15R from BITIM to TASUR(IF)	
Fix / Point	Coordinates
BITIM(IAF)	37°40'48.0"N 126°24'36.1"E
OLTEM(SDF)	37°40'18.2"N 126°20'46.3"E
TASUR(IF)	37°37'46.4"N 126°18'16.2"E

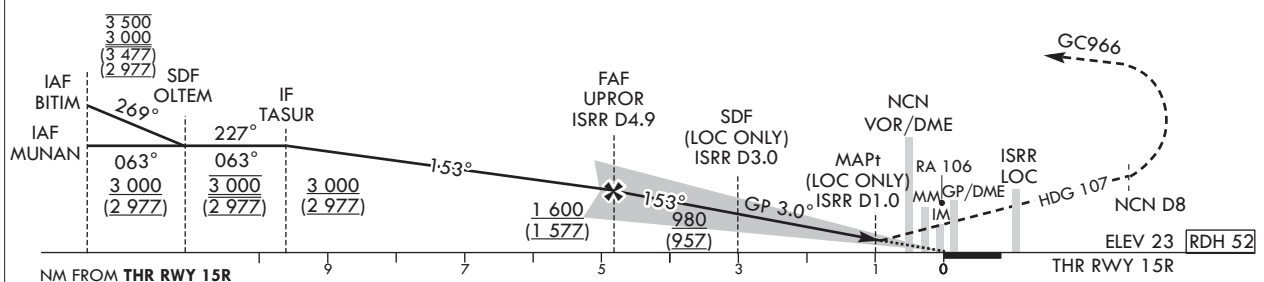
ILS Z/LOC Z Approach to RWY 15R from TASUR(IF) to MAHF		
Fix / Point		Coordinates
ANBOG(FAF)	BRG 153.15°/7.92 NM ISRR	37°35'14.6"N 126°20'31.9"E
D3.0 ISRR (SDF LOC ONLY)	BRG 153.15°/3.00 NM ISRR	37°31'13.4"N 126°24'07.1"E
D1.0 ISRR (MAPt LOC ONLY)	BRG 153.15°/1.00 NM ISRR	37°29'35.4"N 126°25'34.4"E
NCN VOR/DME		37°29'41.7"N 126°25'49.2"E
THR RWY 15R		37°28'54.44"N 126°26'10.82"E
ISRR DME		37°28'48.7"N 126°26'21.9"E
Climb to 720 ft	HDG 153	-
D8 NCN	HDG 107	-
GC966	BRG 213.08°/13.00 NM NCN	37°17'53.0"N 126°18'58.0"E

ILS Y or LOC Y RWY 15R
CAT II & III

126°10'E 126°20'E 126°30'E 126°40'E



RECOMMENDED PROFILE (LOC ONLY)	DME ISRR	4	3	2
Final Approach Gradient 5.30%, 322 ft/NM	ALT(HGT)	1 311 (288)	989 (966)	667 (644)



OCA (H)		A	B	C	D
Straight-in Approach	CAT-I	223 (200)			
	LOC	380 (357)			
	CAT II	123 (100)			
	CAT III	-			

Fly RWY heading, climb to 4 000 ft. At 720 ft, turn left heading 107. At NCN 8 DME, turn right direct to GC966. Hold as published. Do not turn before passing MAPt.

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

AIP AMDT 12/24

SEOUL/Incheon Intl(RKSI)
ILS Y or LOC Y RWY 15R
CAT II & III

AERONAUTICAL DATA TABULATION

ILS Y/LOC Y Approach to RWY 15R from MUNAN to TASUR(IF)	
Fix / Point	Coordinates
MUNAN(IAF)	37°34'09.3"N 126°11'53.0"E
TASUR(IF)	37°37'46.4"N 126°18'16.2"E

ILS Y/LOC Y Approach to RWY 15R from BITIM to TASUR(IF)	
Fix / Point	Coordinates
BITIM(IAF)	37°40'48.0"N 126°24'36.1"E
OLTEM(SDF)	37°40'18.2"N 126°20'46.3"E
TASUR(IF)	37°37'46.4"N 126°18'16.2"E

ILS Y/LOC Y Approach to RWY 15R from TASUR(IF) to MAHF	
Fix / Point	Coordinates
UPROR(FAF) BRG 153.15°/4.89 NM ISRR	37°32'45.7"N 126°22'44.8"E
D3.0 ISRR (SDF LOC ONLY) BRG 153.15°/3.00 NM ISRR	37°31'13.4"N 126°24'07.1"E
D1.0 ISRR (MAPt LOC ONLY) BRG 153.15°/1.00 NM ISRR	37°29'35.4"N 126°25'34.4"E
NCN VOR/DME	37°29'41.7"N 126°25'49.2"E
THR RWY 15R	37°28'54.44"N 126°26'10.82"E
ISRR DME	37°28'48.7"N 126°26'21.9"E
Climb to 720 ft HDG 153	-
D8 NCN HDG 107	-
GC966 BRG 213.08°/13.00 NM NCN	37°17'53.0"N 126°18'58.0"E

**INSTRUMENT
APPROACH
CHART - ICAO**

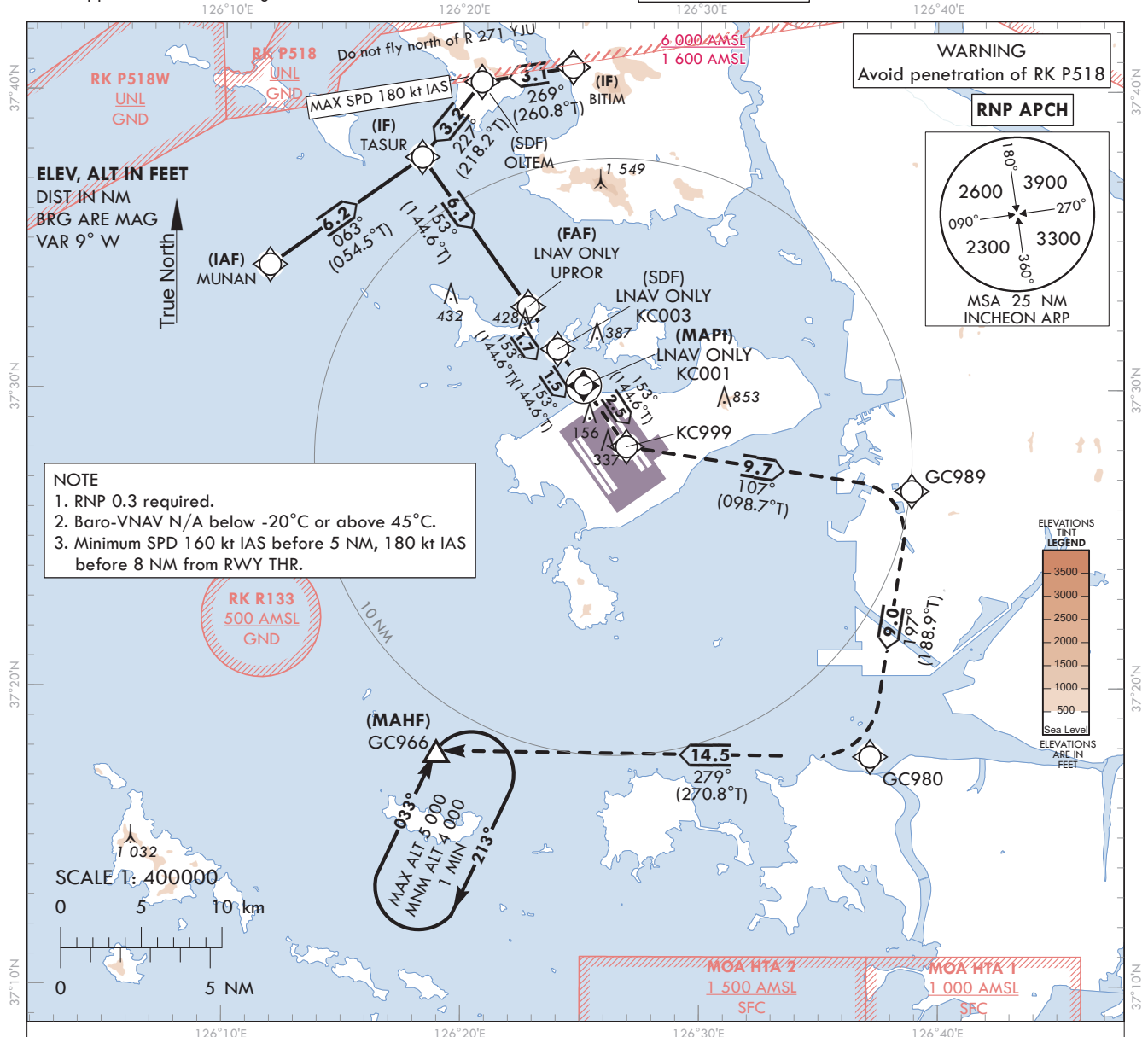
AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 15R - ELEV 23 ft

SEOUL APP 119.75
121.35
INCHEON TWR 118.2
118.8

SEOUL/Incheon Intl(RKSI)

RNP RWY 15R

Note : Approach under ICAO Flight Procedures.



TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH

Climb to 4 000 ft. Track to KC999, GC989, GC980 and GC966. Hold as published.

NOTE

1. Missed approach turn limited to 210 kt IAS maximum at KC999 and GC989.

IAF BITIM
3 500
3 000
(3 477)
(2 977)

IAF MUNAN
3 000
(2 977)

SDF OLTEM
3 000
(2 977)

IF TASUR
3 000
(2 977)

FAF (LNAV ONLY)
UPROR
1 600 (LNAV ONLY)
(1 577)

SDF
KC003
1 000
(977) (LNAV ONLY)

MAPt
KC001

ELEV 23 RDH 50

THR RWY 15R

NM FROM THR RWY 15R

269°

063°

227°

063°

153°

5.3%

2 100

700

700

690

540

279°

197°

107°

153°

GC966

GC989

GC980

KC999

OCA (H)

A

B

C

D

Knots

60

90

120

150

180

Straight-in
Approach

LNAV/VNAV

460 (437)

Rate of
descent

V/V fpm

324

485

647

809

971

LNAV

540 (517)

* Timing Not authorized for defining MAPt.

* Circling Not authorized.

Change : Information of profile view.

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 15R - via MUNAN(IAF) to GC966(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-Over Course/Track (°M/°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	IF	MUNAN	-	-	-	+3 000	-	37°34'09.3"N 126°11'53.0"E	-	RNP APCH	IAF
002	TF	TASUR	- 063 (054.5)	6.2	-	+3 000	-	37°37'46.4"N 126°18'16.2"E	-	RNP APCH	IF
003	TF	UPROR	- 153 (144.6)	6.1	-	+1 600	-	37°32'45.7"N 126°22'44.8"E	-	RNP APCH	FAF
004	TF	KC003	- 153 (144.6)	1.7	-	+1 000	-	37°31'21.4"N 126°23'59.9"E	-	RNP APCH	SDF
005	TF	KC001	Y 153 (144.6)	1.5	-	+540	-	37°30'07.93"N 126°25'05.40"E	-3.05/50	RNP APCH	MAPI
006	TF	KC999	- 153 (144.6)	2.5	-	-	-210	37°28'05.4"N 126°26'54.4"E	-	RNP APCH	-
007	TF	GC989	- 107 (098.7)	9.7	-	-	-210	37°26'36.8"N 126°38'53.7"E	-	RNP APCH	-
008	TF	GC980	- 197 (188.9)	9.0	-	-	-	37°17'42.5"N 126°37'09.6"E	-	RNP APCH	-
009	TF	GC966	- 279 (270.8)	14.5	-	+4 000	-	37°17'53.0"N 126°18'58.0"E	-	RNP APCH	-
010	HM	GC966	Y 033 (024.8)	-	R	-5 000 +4 000	-	37°17'53.0"N 126°18'58.0"E	-	RNP APCH	1 min (Outbound timing)

RNP RWY 15R - via BITIM(IAF) to GC966(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-Over Course/Track (°M/°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	IF	BITIM	-	-	-	-3 500 +3 000	-	37°40'48.0"N 126°24'36.1"E	-	RNP APCH	IAF
002	TF	OLTEM	- 269 (260.8)	3.1	-	@3 000	-180	37°40'18.2"N 126°20'46.3"E	-	RNP APCH	SDF
003	TF	TASUR	- 227 (218.2)	3.2	-	+3 000	-	37°37'46.4"N 126°18'16.2"E	-	RNP APCH	IF
004	TF	UPROR	- 153 (144.6)	6.1	-	+1 600	-	37°32'45.7"N 126°22'44.8"E	-	RNP APCH	FAF
005	TF	KC003	- 153 (144.6)	1.7	-	+1 000	-	37°31'21.4"N 126°23'59.9"E	-	RNP APCH	SDF
006	TF	KC001	Y 153 (144.6)	1.5	-	+540	-	37°30'07.93"N 126°25'05.40"E	-3.05/50	RNP APCH	MAPI
007	TF	KC999	- 153 (144.6)	2.5	-	-	-210	37°28'05.4"N 126°26'54.4"E	-	RNP APCH	-
008	TF	GC989	- 107 (098.7)	9.7	-	-	-210	37°26'36.8"N 126°38'53.7"E	-	RNP APCH	-
009	TF	GC980	- 197 (188.9)	9.0	-	-	-	37°17'42.5"N 126°37'09.6"E	-	RNP APCH	-
010	TF	GC966	- 279 (270.8)	14.5	-	+4 000	-	37°17'53.0"N 126°18'58.0"E	-	RNP APCH	-
011	HM	GC966	Y 033 (024.8)	-	R	-5 000 +4 000	-	37°17'53.0"N 126°18'58.0"E	-	RNP APCH	1 min (Outbound timing)

**INSTRUMENT
APPROACH
CHART - ICAO**

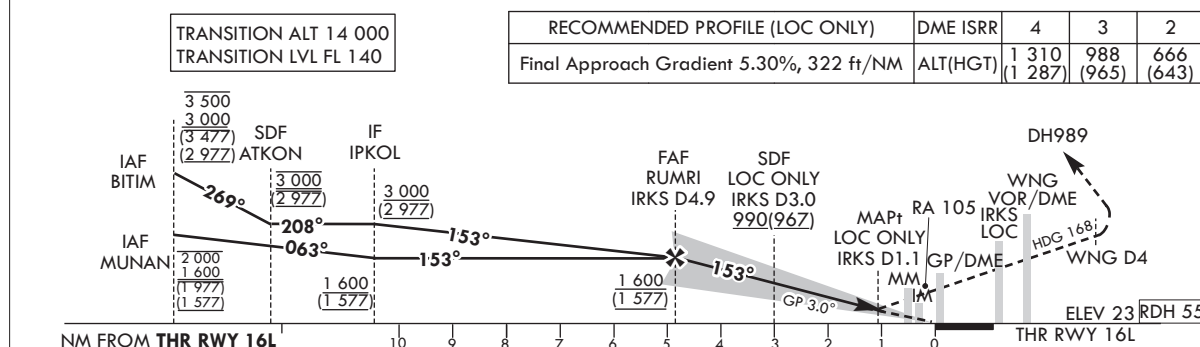
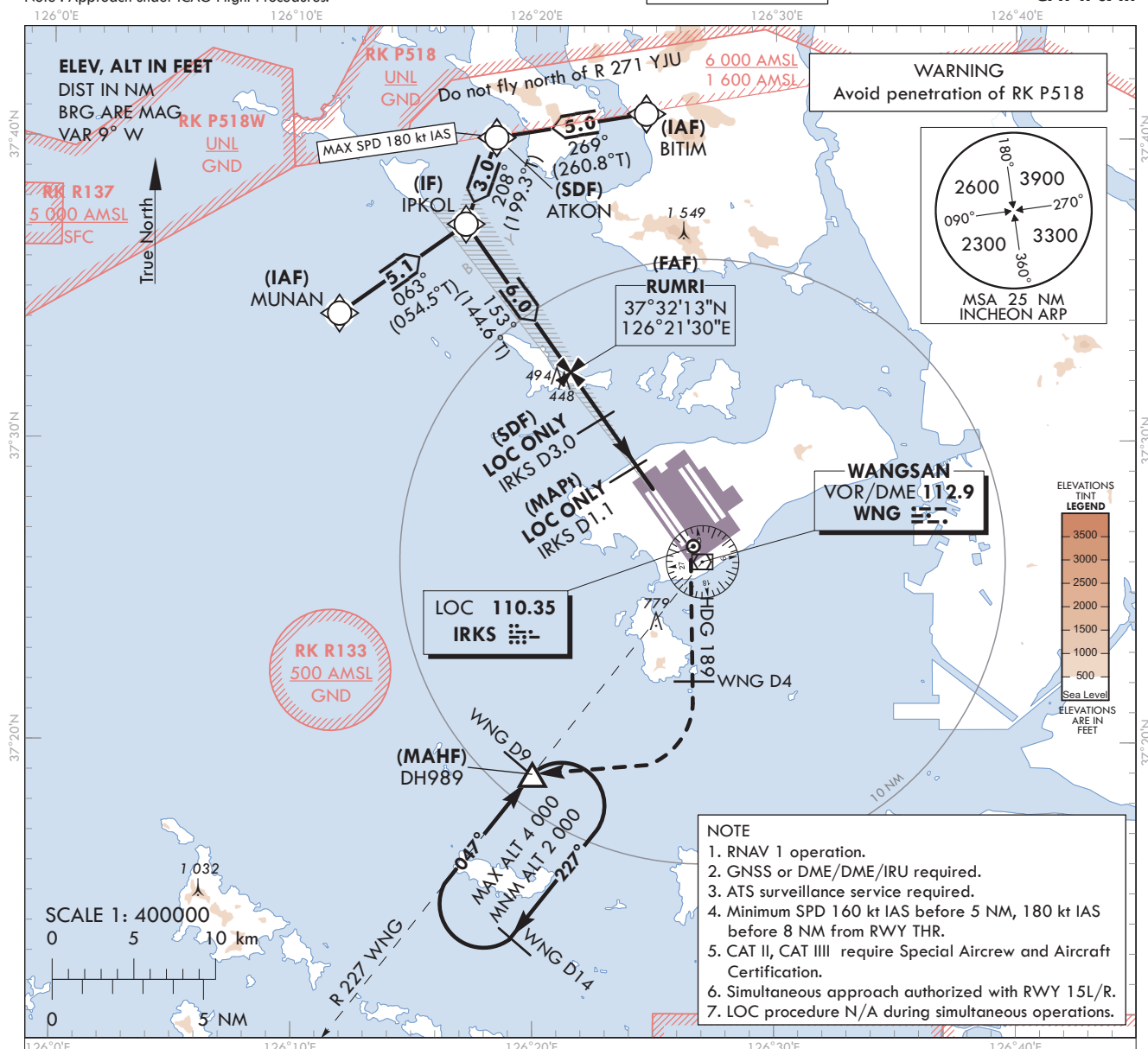
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS ELEV TO
THR RWY 16L - ELEV 23 ft

SEOUL APP 119.75
121.35
INCHEON TWR 118.2
118.8

SEOUL/Incheon Intl(RKSI)

ILS or LOC RWY 16L
CAT II & III



OCA (H)		A	B	C	D
Straight-in Approach	CAT-I (CG 2.5%)	460 (437)			
	CAT-I (CG 4.0%)	223 (200)			
	LOC	410 (387)			
	CAT II	123 (100)			
	CAT III	-			

MISSED APPROACH

Fly RWY heading, climb to 2 000 ft. At 500 ft, turn right heading 189. At WNG 4 DME, turn right direct to DH989. Hold as published. Do not turn before passing MAPt.

NOTE

1. Missed approach turn limited to 210 kt IAS maximum.
2. Missed approach minimum climb gradient of 2.5% to 2 000 ft (OCH 437 or 387), 4.0% to 2 000 ft (OCH 200 or 100).

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

Change : Information of profile view.

SEOUL/Incheon Intl(RKSI)
ILS or LOC RWY 16L
CAT II & III

AERONAUTICAL DATA TABULATION

ILS/LOC Approach to RWY 16L from MUNAN to IPKOL(IF)		
Fix / Point	Coordinates	
MUNAN(IAF)	37°34'09.3"N	126°11'53.0"E
IPKOL(IF)	37°37'07.4"N	126°17'07.3"E

ILS/LOC Approach to RWY 16L from BITIM to IPKOL(IF)		
Fix / Point	Coordinates	
BITIM(IAF)	37°40'48.0"N	126°24'36.1"E
ATKON(SDF)	37°39'59.6"N	126°18'23.2"E
IPKOL(IF)	37°37'07.4"N	126°17'07.3"E

ILS/LOC Approach to RWY 16L from IPKOL(IF) to MAHF		
Fix / Point	Coordinates	
RUMRI(FAF)	BRG 153.16°/4.89 NM IRKS	37°32'12.9"N 126°21'30.4"E
D3.0 IRKS(SDF) (LOC ONLY)	BRG 153.16°/3.00 NM IRKS	37°30'40.6"N 126°22'52.7"E
D1.1 IRKS(MAPt) (LOC ONLY)	BRG 153.16°/1.10 NM IRKS	37°29'07.4"N 126°24'15.7"E
THR RWY 16L		37°28'22.11"N 126°24'56.05"E
IRKS DME		37°28'11.4"N 126°24'59.7"E
WNG VOR/DME		37°25'58.6"N 126°27'00.0"E
Climb to 500 ft	HDG 153	-
D4 WNG	HDG 189	-
DH989	BRG 226.64°/9.00 NM WNG	37°18'55.0"N 126°19'59.0"E

**INSTRUMENT
APPROACH
CHART - ICAO**

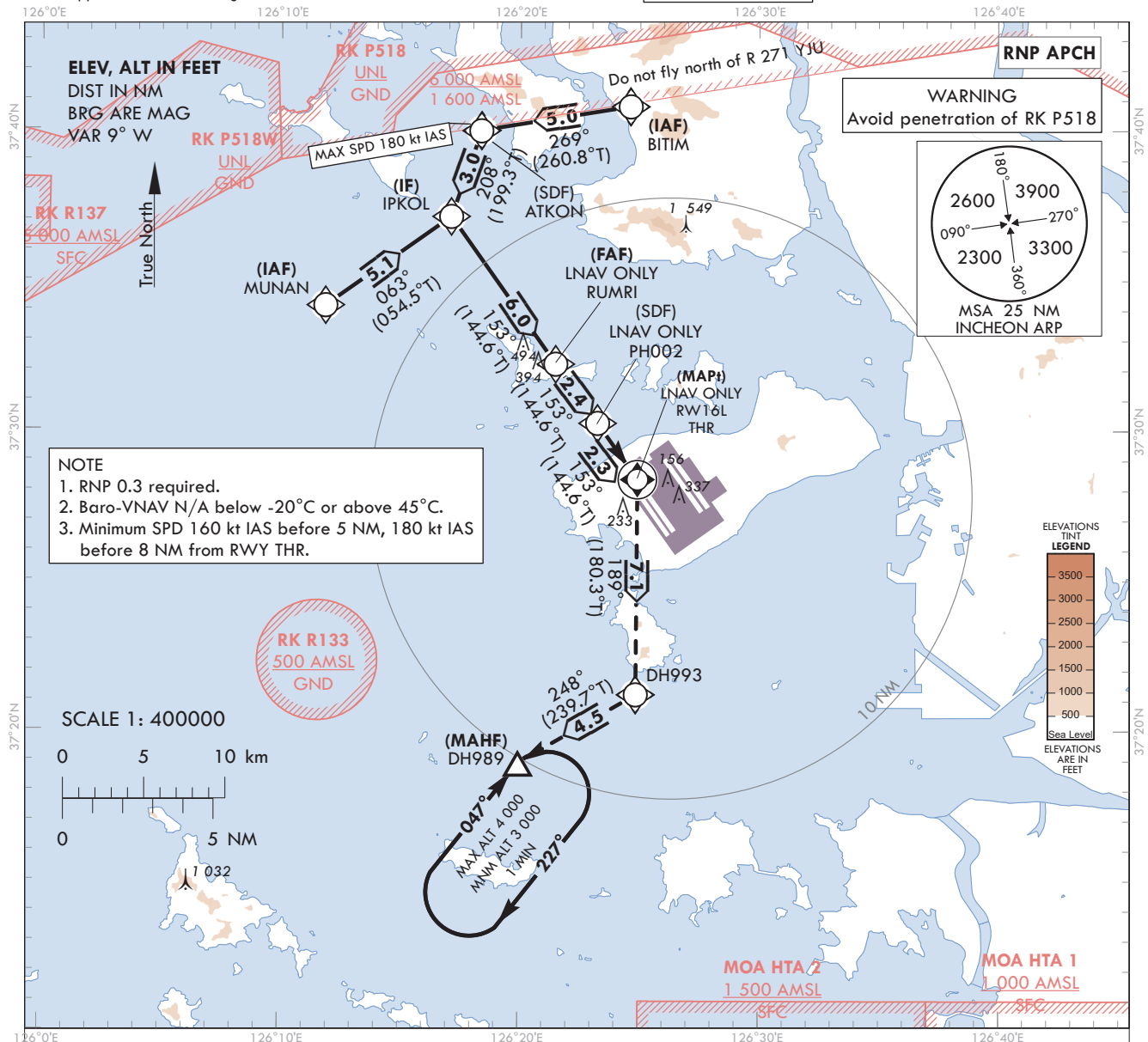
AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 16L - ELEV 23 ft

SEOUL APP 119.75
121.35
INCHEON TWR 118.2
118.8

SEOUL/Incheon Intl(RKSI)

RNP RWY 16L

Note : Approach under ICAO Flight Procedures.



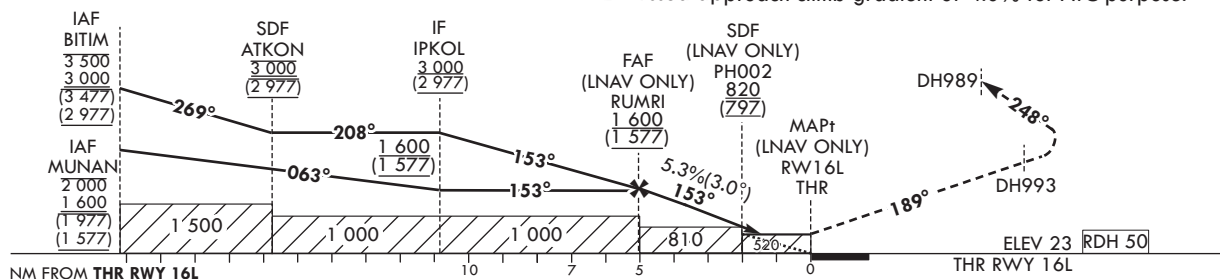
TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH

Climb to 3 000 ft. Track to DH993 and DH989. Hold as published.

NOTE

1. Missed approach turn limited to 240 kt IAS maximum.
2. Missed approach climb gradient of 4.0% for ATC purpose.



OCA (H)		A	B	C	D		Knots	60	90	120	150	180
Straight-in Approach	LNAV/VNAV	430 (407)				Rate of descent	V/V fpm	324	486	648	810	972
	LNAV	520 (497)				* Timing Not authorized for defining MAPt. * Circling Not authorized.						

Change : Information of profile view.

SEOUL/Incheon Intl(RKSI)
RNP RWY 16L

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 16L - via MUNAN(IAF) to DH989(MAHF)

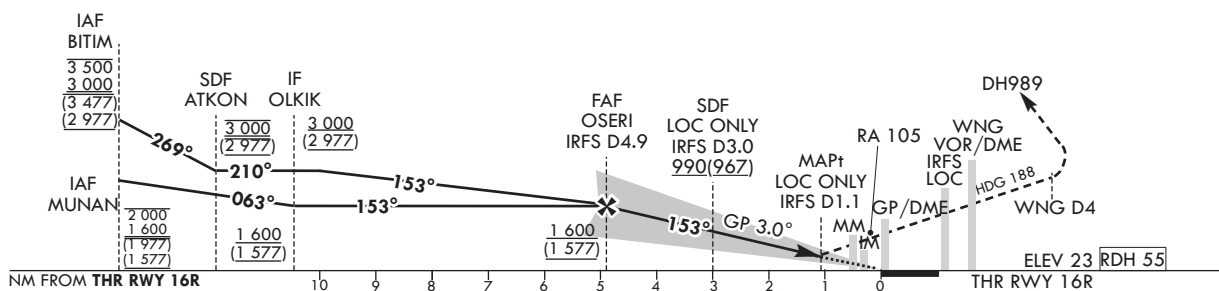
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	IF	MUNAN	-	-	-	-	-2 000 +1 600	-	37°34'09.3"N 126°11'53.0"E	-	RNP APCH	IAF
002	TF	IPKOL	-	063 (054.5)	5.1	-	+1 600	-	37°37'07.4"N 126°17'07.3"E	-	RNP APCH	IF
003	TF	RUMRI	-	153 (144.6)	6.0	-	+1 600	-	37°32'12.9"N 126°21'30.4"E	-	RNP APCH	FAF
004	TF	PH002	-	153 (144.6)	2.4	-	+820	-	37°30'14.8"N 126°23'15.7"E	-	RNP APCH	SDF
005	TF	RW16L	Y	153 (144.6)	2.3	-	+520	-	37°28'22.1"N 126°24'56.06"E	-3.05/50	RNP APCH	MAPt
006	TF	DH993	-	189 (180.3)	7.1	-	-	-240	37°21'12.6"N 126°24'53.1"E	-	RNP APCH	-
007	TF	DH989	Y	248 (239.7)	4.5	-	+3 000	-240	37°18'55.0"N 126°19'59.0"E	-	RNP APCH	-
008	HM	DH989	Y	047 (038.4)	-	R	-4 000 +3 000	-	37°18'55.0"N 126°19'59.0"E	-	RNP APCH	1 min (Outbound timing)

RNP RWY 16L - via BITIM(IAF) to DH989(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	IF	BITIM	-	-	-	-	-3 500 +3 000	-	37°40'48.0"N 126°24'36.1"E	-	RNP APCH	IAF
002	TF	ATKON	-	269 (260.8)	5.0	-	@3 000	-180	37°39'59.6"N 126°18'23.2"E	-	RNP APCH	SDF
003	TF	IPKOL	-	208 (199.3)	3.0	-	+3 000	-	37°37'07.4"N 126°17'07.3"E	-	RNP APCH	IF
004	TF	RUMRI	-	153 (144.6)	6.0	-	+1 600	-	37°32'12.9"N 126°21'30.4"E	-	RNP APCH	FAF
005	TF	PH002	-	153 (144.6)	2.4	-	+820	-	37°30'14.8"N 126°23'15.7"E	-	RNP APCH	SDF
006	TF	RW16L	Y	153 (144.6)	2.3	-	+520	-	37°28'22.1"N 126°24'56.06"E	-3.05/50	RNP APCH	MAPt
007	TF	DH993	-	189 (180.3)	7.1	-	-	-240	37°21'12.6"N 126°24'53.1"E	-	RNP APCH	-
008	TF	DH989	Y	248 (239.7)	4.5	-	+3 000	-240	37°18'55.0"N 126°19'59.0"E	-	RNP APCH	-
009	HM	DH989	Y	047 (038.4)	-	R	-4 000 +3 000	-	37°18'55.0"N 126°19'59.0"E	-	RNP APCH	1 min (Outbound timing)

ILS or LOC RWY 16R
CAT II & III

RECOMMENDED PROFILE (LOC ONLY)	DME IRFS	4	3	2
Final Approach Gradient 5.30%, 322 ft/NM	ALT(HGT)	1 310 (1 287)	988 (965)	666 (643)



OCA (H)		A	B	C	D
Straight-in Approach	CAT-I (CG 2.5%)	460 (437)			
	CAT-I (CG 4.0%)	223 (200)			
	LOC	410 (387)			
	CAT II	123 (100)			
	CAT III	-			

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

AIP AMDT 12/24

SEOUL/Incheon Intl(RKSI)
ILS or LOC RWY 16R
CAT II & III

AERONAUTICAL DATA TABULATION

ILS/LOC Approach to RWY 16R from MUNAN to OLKIK(IF)	
Fix / Point	Coordinates
MUNAN(IAF)	37°34'09.3"N 126°11'53.0"E
OLKIK(IF)	37°36'59.6"N 126°16'53.5"E

ILS/LOC Approach to RWY 16R from BITIM to OLKIK(IF)	
Fix / Point	Coordinates
BITIM(IAF)	37°40'48.0"N 126°24'36.1"E
ATKON(SDF)	37°39'59.6"N 126°18'23.2"E
OLKIK(IF)	37°36'59.6"N 126°16'53.5"E

ILS/LOC Approach to RWY 16R from OLKIK(IF) to MAHF	
Fix / Point	Coordinates
OSER(FAF) BRG 153.16°/4.89 NM IRFS	37°31'59.0"N 126°21'22.1"E
D3.0 IRFS(SDF) (LOC ONLY) BRG 153.16°/3.00 NM IRFS	37°30'26.2"N 126°22'44.8"E
D1.1 IRFS(MAPt) (LOC ONLY) BRG 153.16°/1.10 NM IRFS	37°28'53.2"N 126°24'07.7"E
THR RWY 16R	37°28'07.71"N 126°24'48.18"E
IRFS DME	37°27'56.9"N 126°24'51.6"E
WNG VOR/DME	37°25'58.6"N 126°27'00.0"E
Climb to 500 ft HDG 153	-
D4 WNG HDG 188	-
DH989 BRG 226.64°/9.00 NM WNG	37°18'55.0"N 126°19'59.0"E

**INSTRUMENT
APPROACH
CHART - ICAO**

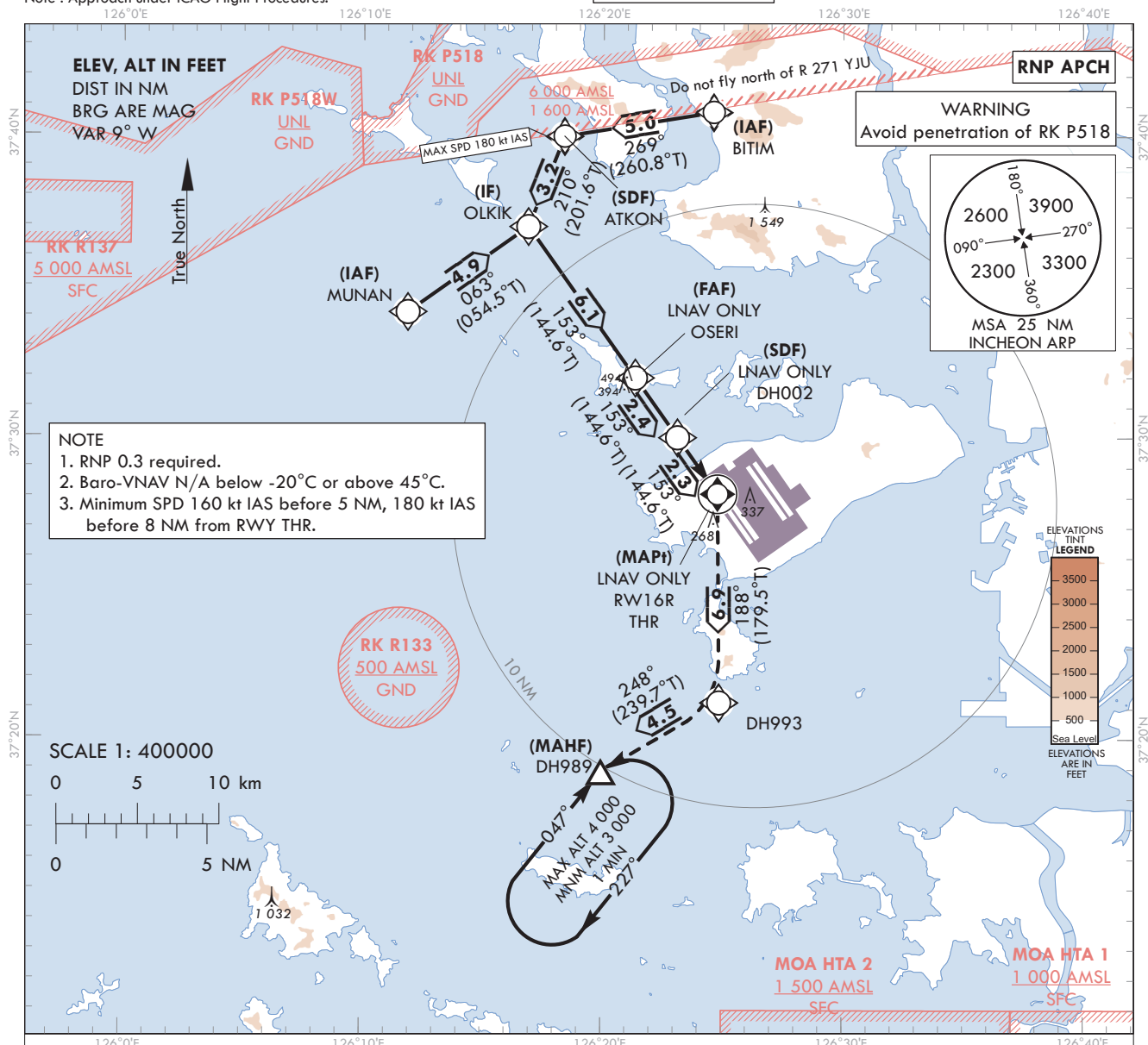
AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 16R - ELEV 23 ft

SEOUL APP 119.75
121.35
INCHEON TWR 118.2
118.8

SEOUL/Incheon Intl(RKSI)

RNP RWY 16R

Note : Approach under ICAO Flight Procedures.

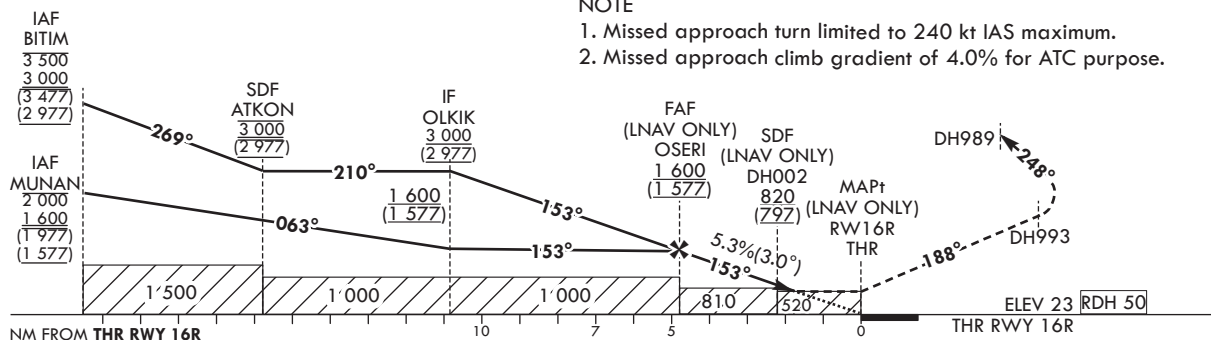


MISSED APPROACH

Climb to 3 000 ft. Track to DH993 and DH989. Hold as published.

NOTE

1. Missed approach turn limited to 240 kt IAS maximum.
2. Missed approach climb gradient of 4.0% for ATC purpose.



OCA (H)		A	B	C	D		Knots	60	90	120	150	180
Straight-in Approach	LNAV/VNAV	430 (407)				Rate of descent	V/V fpm	323	485	647	809	970
	LNAV	520 (497)				* Timing Not authorized for defining MAPt. * Circling Not authorized.						

Change : Information of profile view.

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 16R - via MUNAN(IAF) to DH989(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	IF	MUNAN	-	-	-	-	-2 000 +1 600	-	37°34'09.3"N 126°11'53.0"E	-	RNP APCH	IAF
002	TF	OLKIK	-	063 (054.5)	4.9	-	+1 600	-	37°36'59.6"N 126°16'53.5"E	-	RNP APCH	IF
003	TF	OSERI	-	153 (144.6)	6.1	-	+1 600	-	37°31'59.0"N 126°21'22.1"E	-	RNP APCH	FAF
004	TF	DH002	-	153 (144.6)	2.4	-	+820	-	37°30'00.4"N 126°23'07.8"E	-	RNP APCH	SDF
005	TF	RW16R	Y	153 (144.6)	2.3	-	+520	-	37°28'07.7"N 126°24'48.1"E	-3.05/50	RNP APCH	MAPt
006	TF	DH993	-	188 (179.5)	6.9	-	-	-240	37°21'12.6"N 126°24'53.1"E	-	RNP APCH	-
007	TF	DH989	Y	248 (239.7)	4.5	-	+3 000	-240	37°18'55.0"N 126°19'59.0"E	-	RNP APCH	-
008	HM	DH989	Y	047 (038.4)	-	R	-4 000 +3 000	-	37°18'55.0"N 126°19'59.0"E	-	RNP APCH	1 min (Outbound timing)

RNP RWY 16R - via BITIM(IAF) to DH989(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	IF	BITIM	-	-	-	-	-3 500 +3 000	-	37°40'48.0"N 126°24'36.1"E	-	RNP APCH	IAF
002	TF	ATKON	-	269 (260.8)	5.0	-	@3 000	-180	37°39'59.6"N 126°18'23.2"E	-	RNP APCH	SDF
003	TF	OLKIK	-	210 (201.6)	3.2	-	+3 000	-	37°36'59.6"N 126°16'53.5"E	-	RNP APCH	IF
004	TF	OSERI	-	153 (144.6)	6.1	-	+1 600	-	37°31'59.0"N 126°21'22.1"E	-	RNP APCH	FAF
005	TF	DH002	-	153 (144.6)	2.4	-	+820	-	37°30'00.4"N 126°23'07.8"E	-	RNP APCH	SDF
006	TF	RW16R	Y	153 (144.6)	2.3	-	+520	-	37°28'07.7"N 126°24'48.1"E	-3.05/50	RNP APCH	MAPt
007	TF	DH993	-	188 (179.5)	6.9	-	-	-240	37°21'12.6"N 126°24'53.1"E	-	RNP APCH	-
008	TF	DH989	Y	248 (239.7)	4.5	-	+3 000	-240	37°18'55.0"N 126°19'59.0"E	-	RNP APCH	-
009	HM	DH989	Y	047 (038.4)	-	R	-4 000 +3 000	-	37°18'55.0"N 126°19'59.0"E	-	RNP APCH	1 min (Outbound timing)

RKSS AD 2.25 VISUAL SEGMENT SURFACE(VSS) PENETRATION

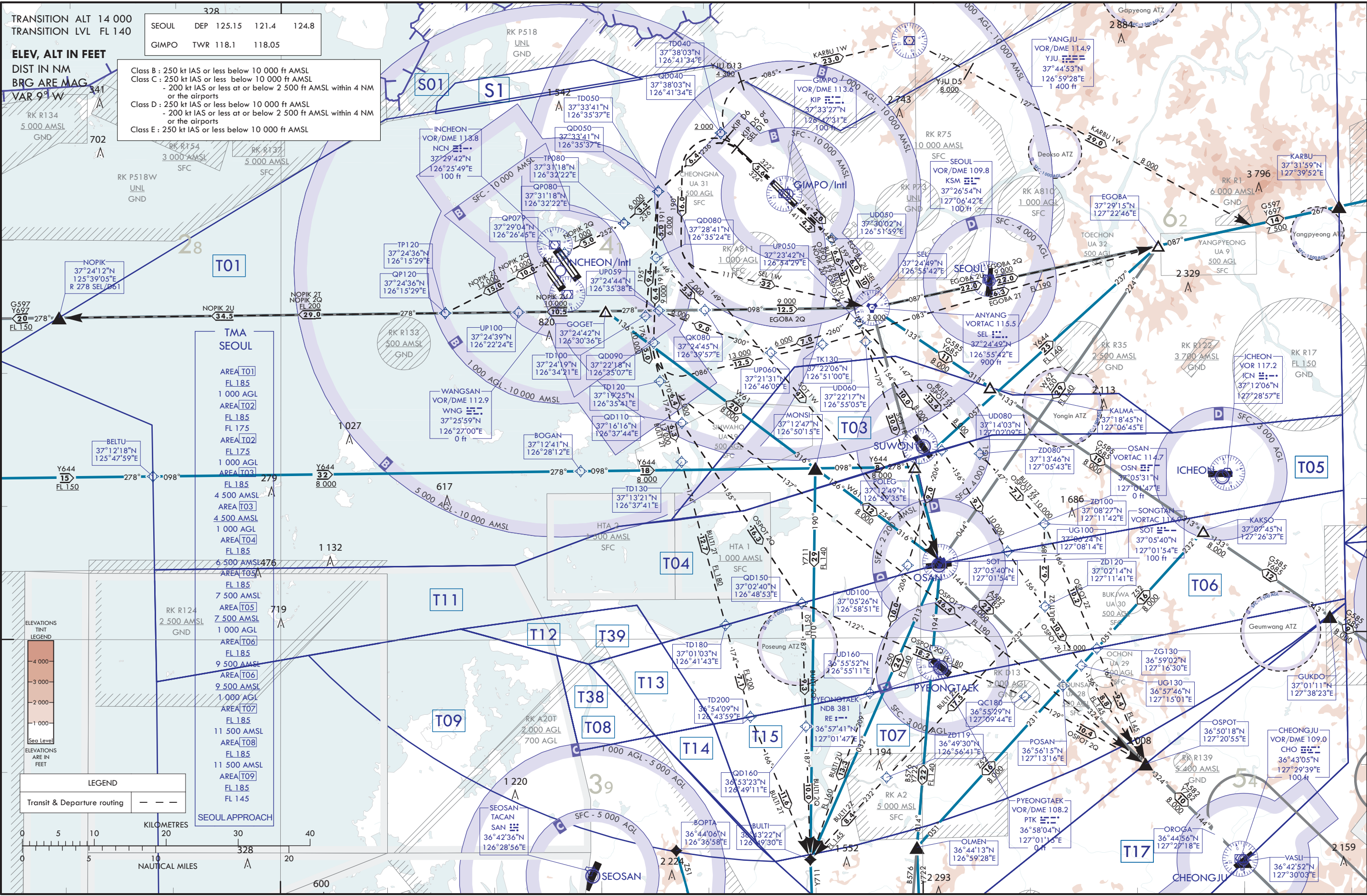
NIL

Change : Establishment of AD 2.25 visual segment surface(VSS) penetration.

INTENTIONALLY

LEFT

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TRANSITION	ALT	14 000
TRANSITION	LVL	FL 140

SEOUL	DEP	125.15
		121.4
		124.8
GIMPO	TWR	118.1
		118.05

SEOUL/Gimpo Intl(RKSS)
RWY 14L/R
RNAV OSPOT 2U, RNAV EGOBA 2U

Note : Departure under ICAO Flight Procedure.

EGOBA 2U

OSPOT 2U

NOTE

1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.

GENERAL INFORMATION

1. 6.5% climb is required until reaching FL 170 for ATC purpose.
- 1-1. OSPOT 2U : Minimum 5.9% CG is required until 1 000 ft for OBST ① avoidance.
- 1-2. EGOBA 2U : Minimum 5.9% CG is required until 1 000 ft for OBST ① avoidance and Minimum 4.7% CG is required until 4 000 ft for OBST ② avoidance.
2. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.

RNAV OSPOT TWO UNIFORM DEPARTURE : UD050 - UD060 - UD080 - UG100 - UG130 - OSPOT
RNAV EGOBA TWO UNIFORM DEPARTURE : UD050 - SEL - EGOBA

Change : Information of reporting point(MONSI, OSPOT, POLEG, KALMA).

Change : Information of reporting point(MONSI, OSPOT, POLEG, KALMA).

SEOUL/Gimpo Intl(RKSS)
RWY 14L/R
RNAV OSPOT 2U, RNAV EGOBA 2U

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV OSPOT 2U

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	CF	UD050	-	14L-144(135.0) 14R-141(132.4)	14L-4.0 14R-4.2	R	-	-	37°30'01.9"N 126°51'58.7"E	-	RNAV 1	-
002	TF	UD060	-	171 (162.3)	8.1	-	-6 000	-	37°22'16.6"N 126°55'04.6"E	-	RNAV 1	-
003	TF	UD080	-	154 (145.5)	10.0	-	@8 000	-	37°14'03.3"N 127°02'08.6"E	-	RNAV 1	-
004	TF	UG100	-	156 (147.5)	9.1	-	+10 000	-	37°06'24.1"N 127°08'13.9"E	-	RNAV 1	-
005	TF	UG130	-	156 (147.8)	10.2	-	@13 000	-	36°57'45.7"N 127°15'01.2"E	-	RNAV 1	-
006	TF	OSPOT	-	156 (147.6)	8.8	-	+FL 145	-	36°50'18.1"N 127°20'54.9"E	-	RNAV 1	-

RNAV EGOBA 2U

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	CF	UD050	-	14L-144(135.0) 14R-141(132.4)	14L-4.0 14R-4.2	R	-	-	37°30'01.9"N 126°51'58.7"E	-	RNAV 1	-
002	TF	SEL	-	159 (150.3)	6.0	-	-6 000	-	37°24'49.0"N 126°55'42.1"E	-	RNAV 1	-
003	TF	EGOBA	-	087 (078.3)	22.0	-	-9 000	-	37°29'14.7"N 127°22'45.9"E	-	RNAV 1	-

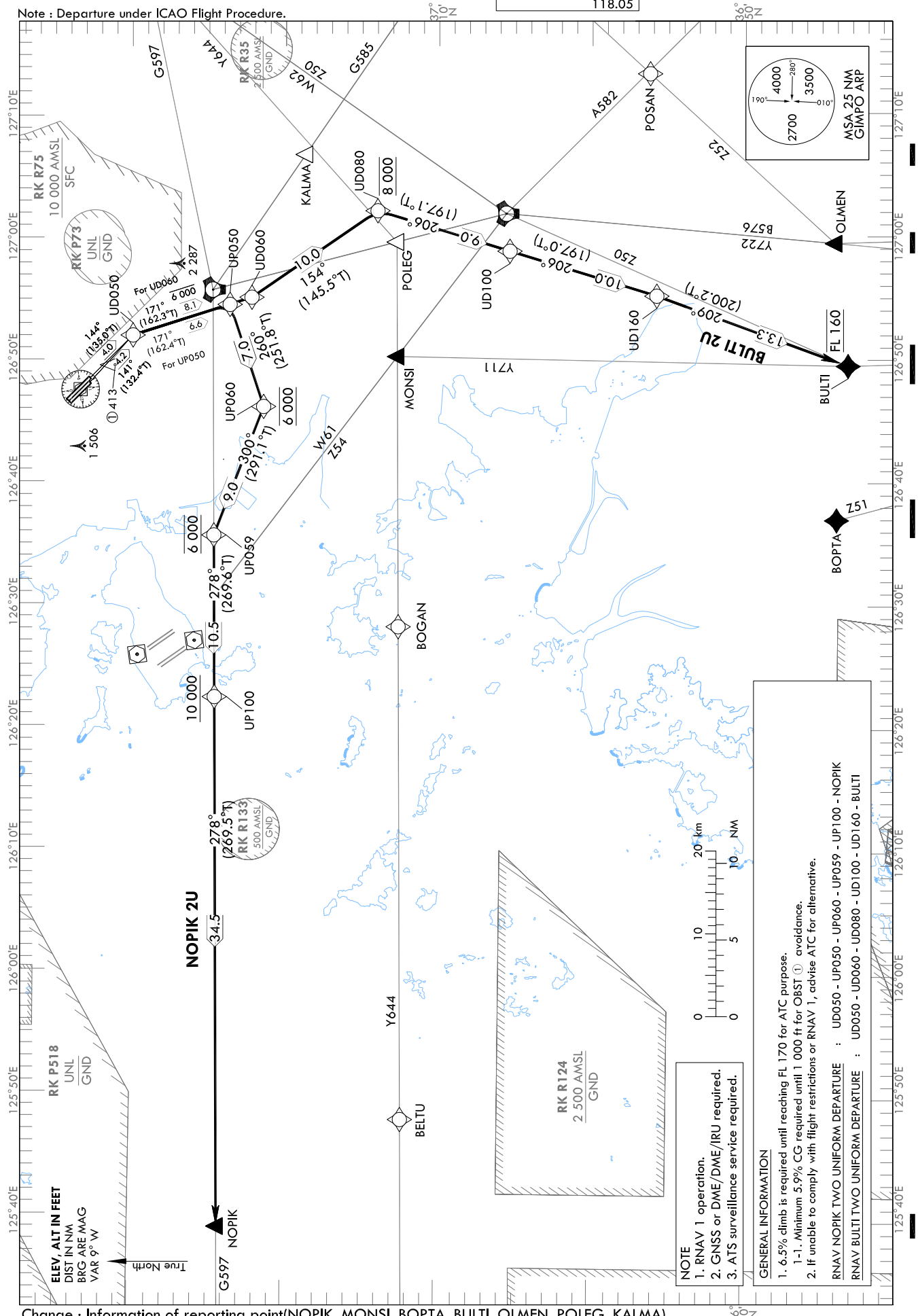
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL	DEP	125.15
		121.4
		124.8
GIMPO	TWR	118.1
		118.05

SEOUL/Gimpo Intl(RKSS)
RWY 14L/R
RNAV NOPIK 2U, RNAV BULTI 2U

Note : Departure under ICAO Flight Procedure.



SEOUL/Gimpo Intl(RKSS)

RWY 14L/R

RNAV NOPIK 2U, RNAV BULTI 2U

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV NOPIK 2U

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	CF	UD050	-	14L-144(135.0) 14R-141(132.4)	14L-4.0 14R-4.2	R	-	-	37°30'01.9"N 126°51'58.7"E	-	RNAV 1	-
002	TF	UP050	-	171 (162.4)	6.6	-	-	-	37°23'42.2"N 126°54'29.3"E	-	RNAV 1	-
003	TF	UP060	-	260 (251.8)	7.0	-	@6 000	-	37°21'30.5"N 126°46'08.9"E	-	RNAV 1	-
004	TF	UP059	-	300 (291.1)	9.0	-	@6 000	-	37°24'43.8"N 126°35'37.7"E	-	RNAV 1	-
005	TF	UP100	-	278 (269.6)	10.5	-	+10 000	-	37°24'38.7"N 126°22'23.8"E	-	RNAV 1	-
006	TF	NOPIK	-	278 (269.5)	34.5	-	-	-	37°24'12.0"N 125°39'05.0"E	-	RNAV 1	-

RNAV BULTI 2U

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	CF	UD050	-	14L-144(135.0) 14R-141(132.4)	14L-4.0 14R-4.2	R	-	-	37°30'01.9"N 126°51'58.7"E	-	RNAV 1	-
002	TF	UD060	-	171 (162.3)	8.1	-	-6 000	-	37°22'16.6"N 126°55'04.6"E	-	RNAV 1	-
003	TF	UD080	-	154 (145.5)	10.0	-	@8 000	-	37°14'03.3"N 127°02'08.6"E	-	RNAV 1	-
004	TF	UD100	-	206 (197.1)	9.0	-	-	-	37°05'26.4"N 126°58'50.5"E	-	RNAV 1	-
005	TF	UD160	-	206 (197.0)	10.0	-	-	-	36°55'51.6"N 126°55'11.3"E	-	RNAV 1	-
006	TF	BULTI	-	209 (200.2)	13.3	-	@FL 160	-	36°43'22.3"N 126°49'29.7"E	-	RNAV 1	-

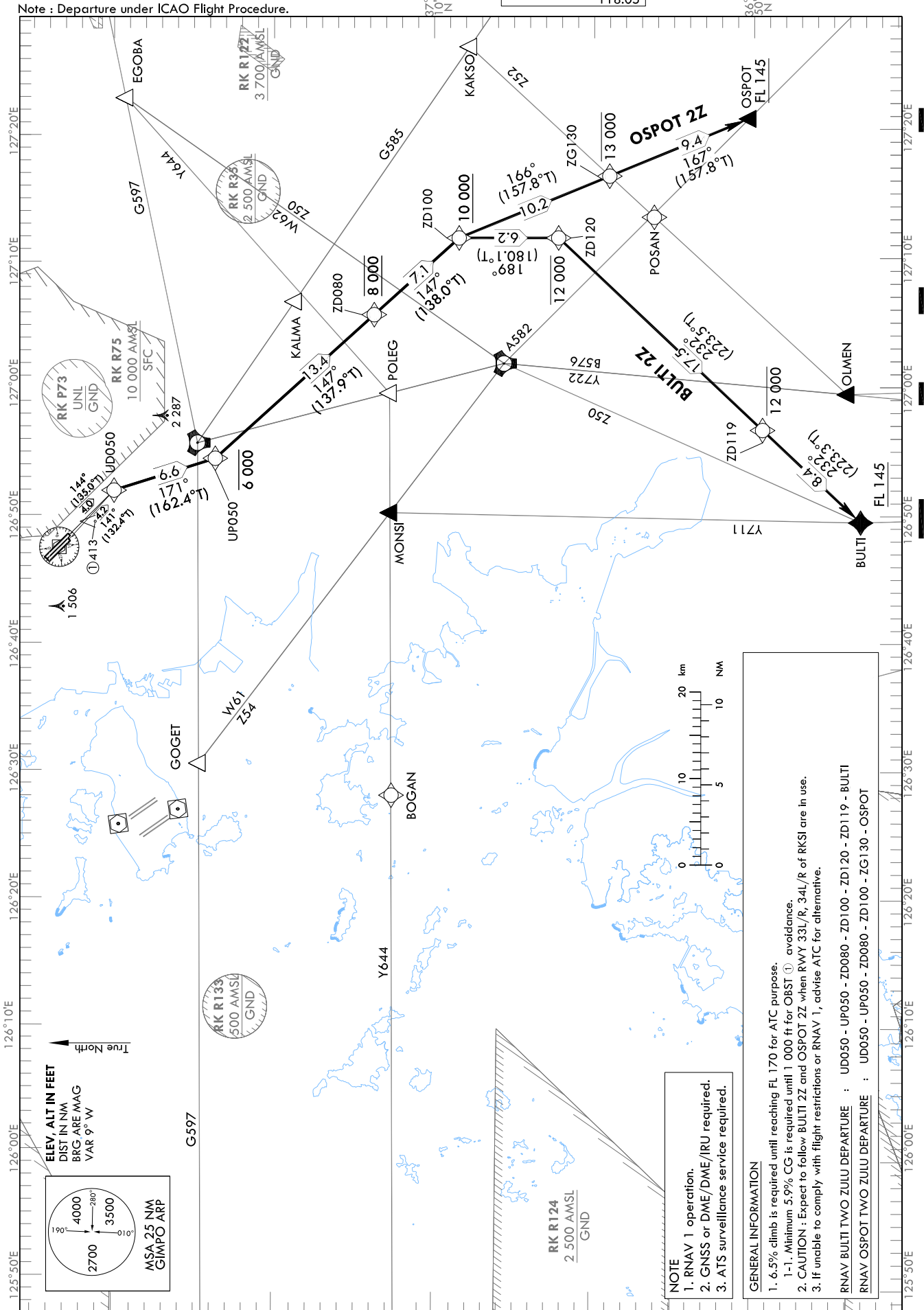
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL	DEP	125.15
		121.4
		124.8
GIMPO	TWR	118.1
		118.05

SEOUL/Gimpo Intl(RKSS)
RWY 14L/R
RNAV BULTI 2Z, RNAV OSPOT 2Z

Note : Departure under ICAO Flight Procedure.



Change : Information of reporting point(MONSI, BULTI, OLMEN, OSPOT, POLEG, KALMA).

SEOUL/Gimpo Intl(RKSS)
RWY 14L/R
RNAV BULTI 2Z, RNAV OSPOT 2Z

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV BULTI 2Z

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	CF	UD050	-	14L-144(135.0) 14R-141(132.4)	14L-4.0 14R-4.2	R	-	-	37°30'01.9"N 126°51'58.7"E	-	RNAV 1	-
002	TF	UP050	-	171 (162.4)	6.6	-	-6 000	-	37°23'42.2"N 126°54'29.3"E	-	RNAV 1	-
003	TF	ZD080	-	147 (137.9)	13.4	-	@8 000	-	37°13'46.2"N 127°05'43.1"E	-	RNAV 1	-
004	TF	ZD100	-	147 (138.0)	7.1	-	+10 000	-	37°08'27.2"N 127°11'42.1"E	-	RNAV 1	-
005	TF	ZD120	-	189 (180.1)	6.2	-	-12 000	-	37°02'14.2"N 127°11'41.1"E	-	RNAV 1	-
006	TF	ZD119	-	232 (223.5)	17.5	-	-12 000	-	36°49'30.3"N 126°56'40.8"E	-	RNAV 1	-
007	TF	BULTI	-	232 (223.3)	8.4	-	+FL 145	-	36°43'22.3"N 126°49'29.7"E	-	RNAV 1	-

RNAV OSPOT 2Z

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	CF	UD050	-	14L-144(135.0) 14R-141(132.4)	14L-4.0 14R-4.2	R	-	-	37°30'01.9"N 126°51'58.7"E	-	RNAV 1	-
002	TF	UP050	-	171 (162.4)	6.6	-	-6 000	-	37°23'42.2"N 126°54'29.3"E	-	RNAV 1	-
003	TF	ZD080	-	147 (137.9)	13.4	-	@8 000	-	37°13'46.2"N 127°05'43.1"E	-	RNAV 1	-
004	TF	ZD100	-	147 (138.0)	7.1	-	+10 000	-	37°08'27.2"N 127°11'42.1"E	-	RNAV 1	-
005	TF	ZG130	-	166 (157.8)	10.2	-	-13 000	-	36°59'01.9"N 127°16'29.6"E	-	RNAV 1	-
006	TF	OSPOT	-	167 (157.8)	9.4	-	+FL 145	-	36°50'18.1"N 127°20'54.9"E	-	RNAV 1	-

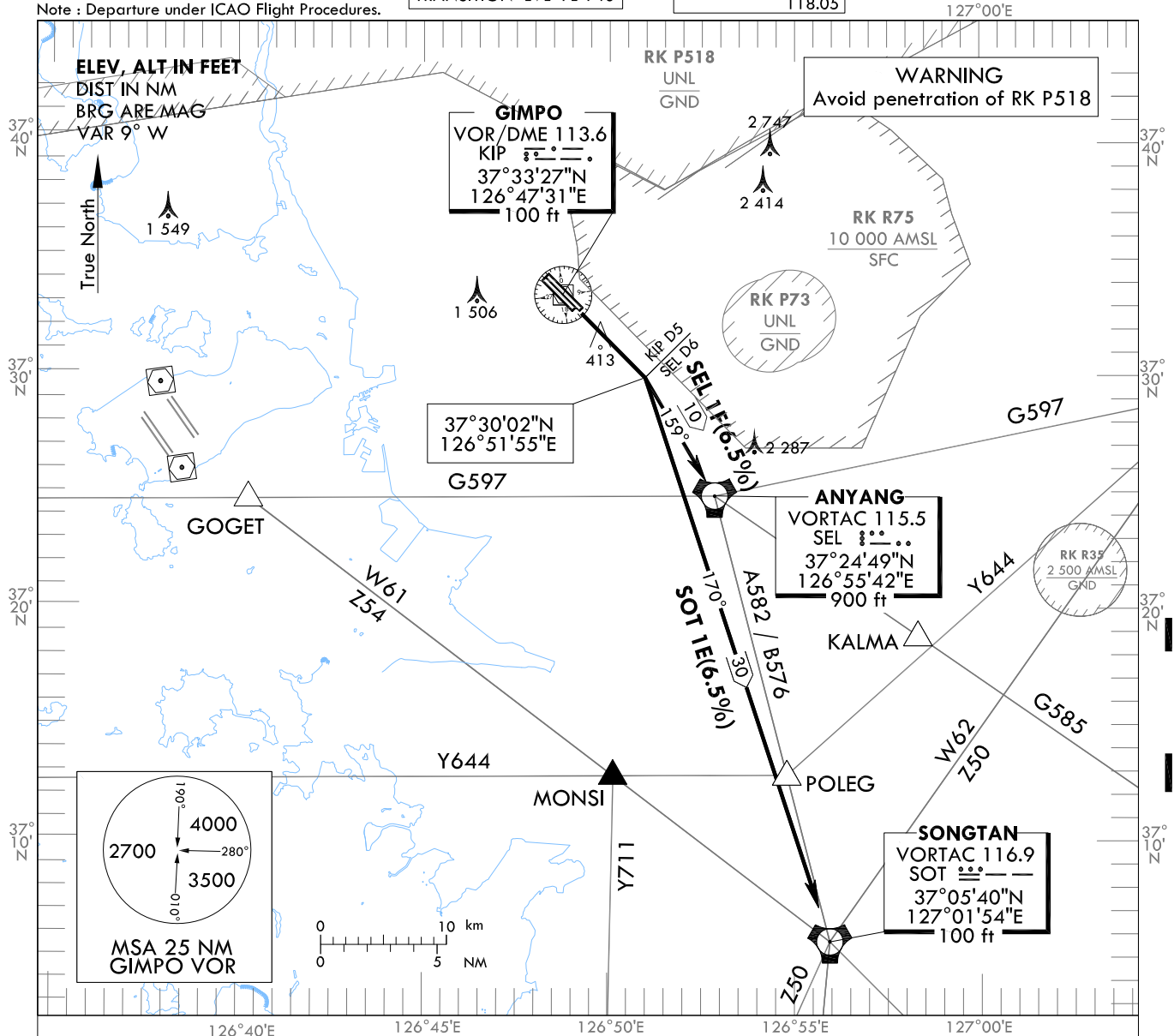
**STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO**

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL DEP	125.15
	121.4
	124.8
GIMPO TWR	118.1
	118.05

SEOUL/Gimpo Intl(RKSS)
RWY 14L/R
SEL 1F, SOT 1E

Note : Departure under ICAO Flight Procedures.



GENERAL INFORMATION

1. 6.5% CG necessary for Airspace and ATC purpose and 4.4% for avoiding OBST.
2. If unable to comply with flight restrictions, advise ATC well before departure.
3. Stepped climb : Due to interaction with other routes.

SEL(ANYANG) ONE FOXTROT DEPARTURE :

TAKE OFF RWY 14 L/R : Direct R 144 KIP/D5(if KIP not available, climb on runway HDG) turn right to intercept R 339 SEL and proceed to SEL Cross SEL at or above 4 000 ft.
Maintain 6 000 ft until instructed by ATC.
- For airway B576 or A582, cross 4 DME south of SEL at or above 5 000 ft
SOT at or above 11 000 ft, 8 DME south of SOT at or above FL 150 unless cleared by ATC.
- For airway G597 cross EGOBA at or above 8 000 ft unless cleared by ATC.

SOT(SONGTAN) ONE ECHO DEPARTURE :

TAKE OFF RWY 14 L/R : Direct R 144 KIP/D5(if KIP not available, climb on runway HDG) turn right to intercept R 350 SOT and proceed to SOT. Maintain 6 000 ft until instructed by ATC.

Change : Information of reporting point(MONSI, POLEG, KALMA).

INTENTIONALLY

LEFT

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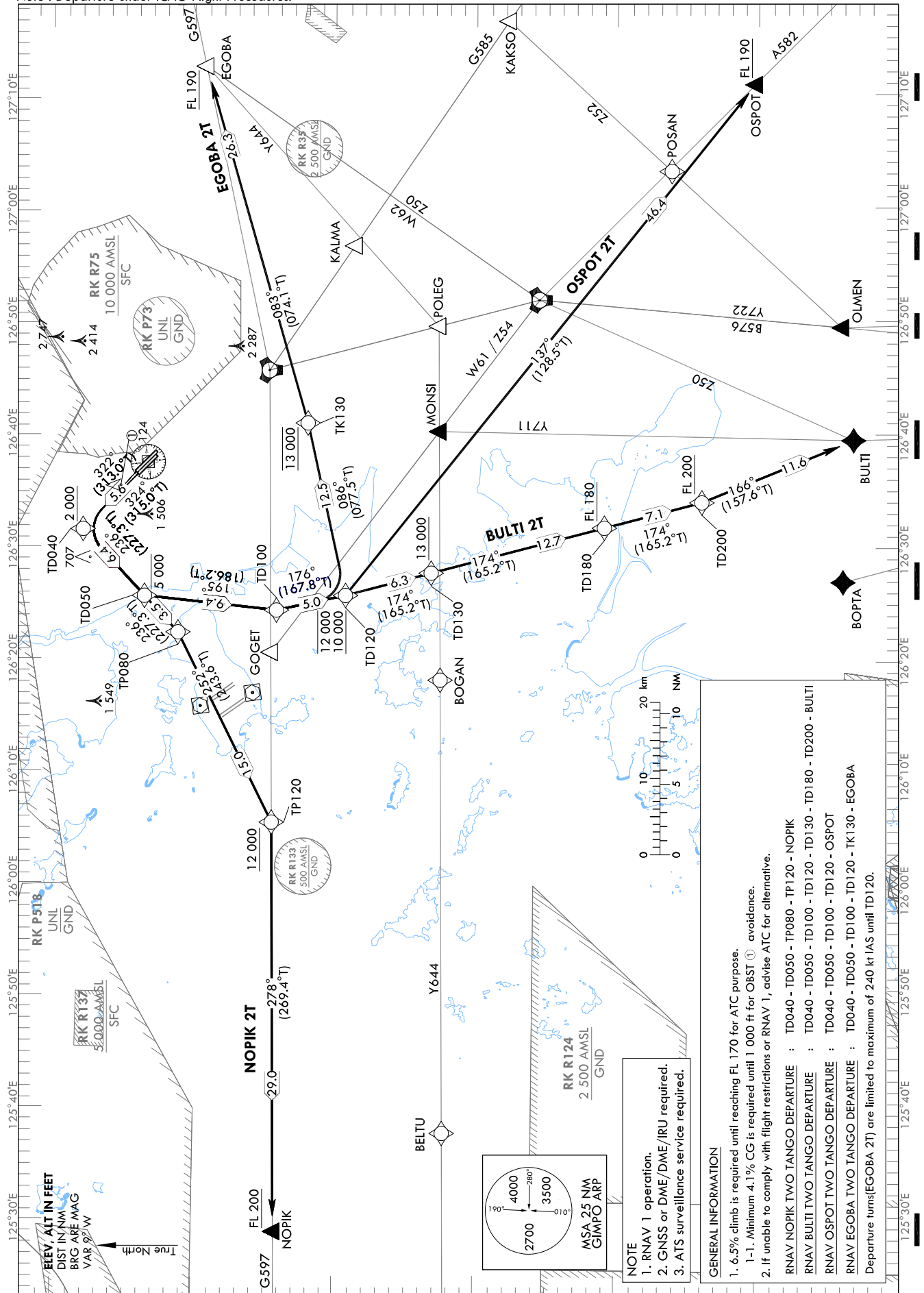
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL DEP 125.15
121.4
124.8
GIMPO TWR 118.1
118.05

SEOUL/Gimpo Intl(RKSS)
RWY 32L/R
RNAV NOPIK 2T, RNAV BULTI 2T
RNAV OSPOT 2T, RNAV EGOBA 2T

Note : Departure under ICAO Flight Procedures.



SEOUL/Gimpo Intl(RKSS)

RWY 32L/R

RNAV NOPIK 2T, RNAV BULTI 2T

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV NOPIK 2T

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	CF	TD040	-	32L-324(315.0) 32R-322(313.0)	5.6	L	+2 000	-	37°38'03.0"N 126°41'33.7"E	-	RNAV 1	-
002	TF	TD050	-	236 (227.3)	6.4	-	-5 000	-	37°33'41.1"N 126°35'37.1"E	-	RNAV 1	-
003	TF	TP080	-	236 (227.3)	3.5	-	-	-	37°31'17.7"N 126°32'22.3"E	-	RNAV 1	-
004	TF	TP120	-	252 (243.6)	15.0	-	+12 000	-	37°24'35.5"N 126°15'29.3"E	-	RNAV 1	-
005	TF	NOPIK	-	278 (269.4)	29.0	-	+FL 200	-	37°24'12.0"N 125°39'05.0"E	-	RNAV 1	-

RNAV BULTI 2T

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	CF	TD040	-	32L-324(315.0) 32R-322(313.0)	5.6	L	+2 000	-	37°38'03.0"N 126°41'33.7"E	-	RNAV 1	-
002	TF	TD050	-	236 (227.3)	6.4	-	-5 000	-	37°33'41.1"N 126°35'37.1"E	-	RNAV 1	-
003	TF	TD100	-	195 (186.2)	9.4	-	-	-	37°24'18.8"N 126°34'21.2"E	-	RNAV 1	-
004	TF	TD120	-	176 (167.8)	5.0	-	-12 000 +10 000	-	37°19'24.8"N 126°35'40.7"E	-	RNAV 1	-
005	TF	TD130	-	174 (165.2)	6.3	-	+13 000	-	37°13'20.6"N 126°37'40.9"E	-	RNAV 1	-
006	TF	TD180	-	174 (165.2)	12.7	-	+FL 180	-	37°01'03.4"N 126°41'43.1"E	-	RNAV 1	-
007	TF	TD200	-	174 (165.2)	7.1	-	+FL 200	-	36°54'08.6"N 126°43'59.3"E	-	RNAV 1	-
008	TF	BULTI	-	166 (157.6)	11.6	-	-	-	36°43'22.3"N 126°49'29.7"E	-	RNAV 1	-

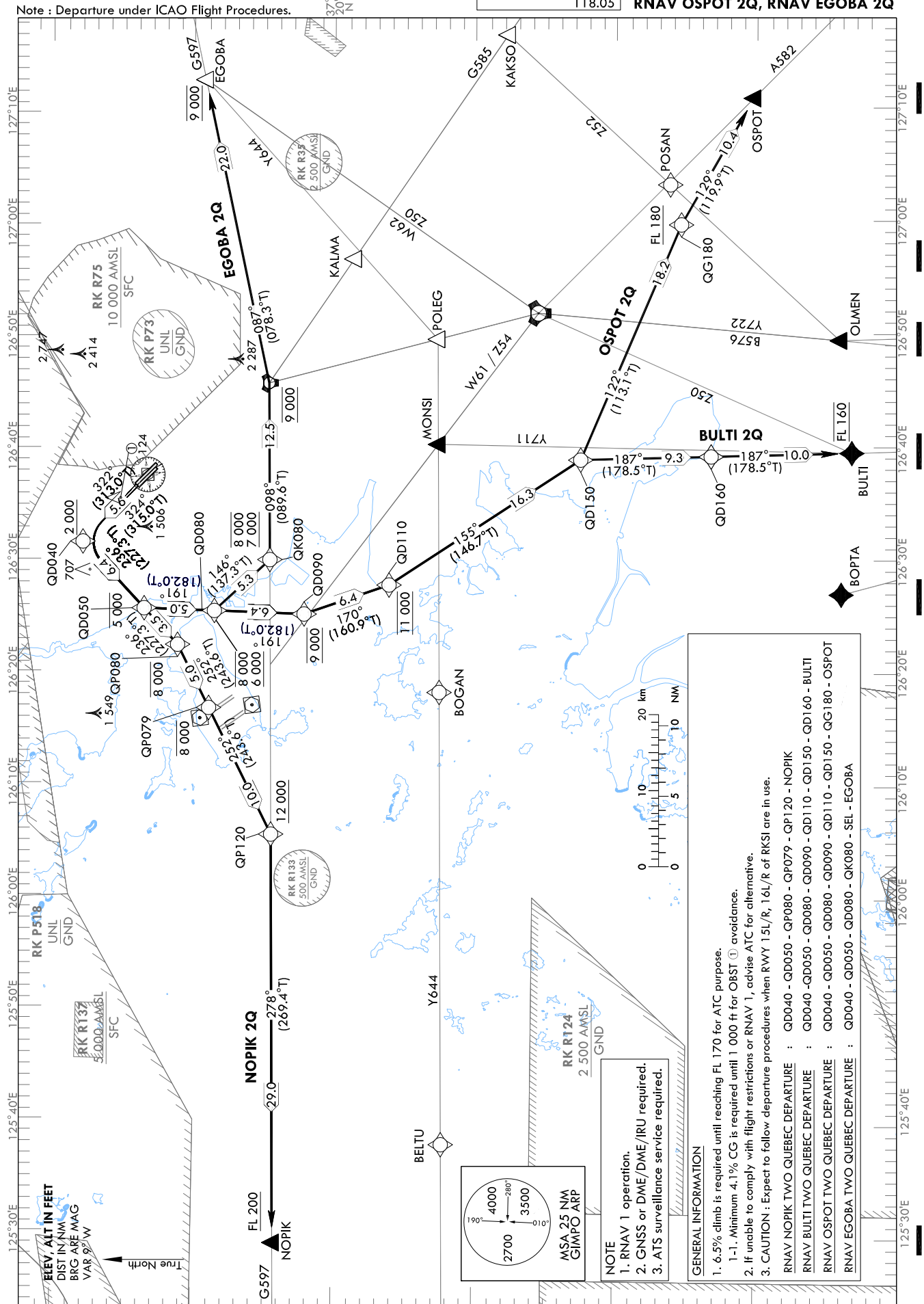
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL	DEP	125.15
		121.4
		124.8
GIMPO	TWR	118.1
		118.05

SEOUL/Gimpo Intl(RKSS)
RWY 32L/R
RNAV NOPIK 2Q, RNAV BULTI 2Q
RNAV OSPOT 2Q, RNAV EGOBA 2Q

Note : Departure under ICAO Flight Procedures.



Change : Information of reporting point(NOPIK, MONSI, BOPTA, BULTI, OLMEN, OSPOT, POLEG, KALMA).

SEOUL/Gimpo Intl(RKSS)

RWY 32L/R

RNAV NOPIK 2Q, RNAV BULTI 2Q

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV NOPIK 2Q

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	CF	QD040	-	32L-324(315.0) 32R-322(313.0)	5.6	L	+2 000	-	37°38'03.0"N 126°41'33.7"E	-	RNAV 1	-
002	TF	QD050	-	236 (227.3)	6.4	-	-5 000	-	37°33'41.1"N 126°35'37.1"E	-	RNAV 1	-
003	TF	QP080	-	236 (227.3)	3.5	-	-8 000	-	37°31'17.7"N 126°32'22.3"E	-	RNAV 1	-
004	TF	QP079	-	252 (243.6)	5.0	-	-8 000	-	37°29'04.1"N 126°26'44.7"E	-	RNAV 1	-
005	TF	QP120	-	252 (243.6)	10.0	-	+12 000	-	37°24'35.5"N 126°15'29.3"E	-	RNAV 1	-
006	TF	NOPIK	-	278 (269.4)	29.0	-	+FL 200	-	37°24'12.0"N 125°39'05.0"E	-	RNAV 1	-

RNAV BULTI 2Q

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	CF	QD040	-	32L-324(315.0) 32R-322(313.0)	5.6	L	+2 000	-	37°38'03.0"N 126°41'33.7"E	-	RNAV 1	-
002	TF	QD050	-	236 (227.3)	6.4	-	-5 000	-	37°33'41.1"N 126°35'37.1"E	-	RNAV 1	-
003	TF	QD080	-	191(182.0)	5.0	-	-8 000 +6 000	-	37°28'41.3"N 126°35'23.9"E	-	RNAV 1	-
004	TF	QD090	-	191(182.0)	6.4	-	@9 000	-	37°22'18.4"N 126°35'07.0"E	-	RNAV 1	-
005	TF	QD110	-	170 (160.9)	6.4	-	@11 000	-	37°16'16.3"N 126°37'43.8"E	-	RNAV 1	-
006	TF	QD150	-	155 (146.7)	16.3	-	-	-	37°02'39.6"N 126°48'52.6"E	-	RNAV 1	-
007	TF	QD160	-	187 (178.5)	9.3	-	-	-	36°53'22.9"N 126°49'10.5"E	-	RNAV 1	-
008	TF	BULTI	-	187 (178.5)	10.0	-	@FL 160	-	36°43'22.3"N 126°49'29.7"E	-	RNAV 1	-

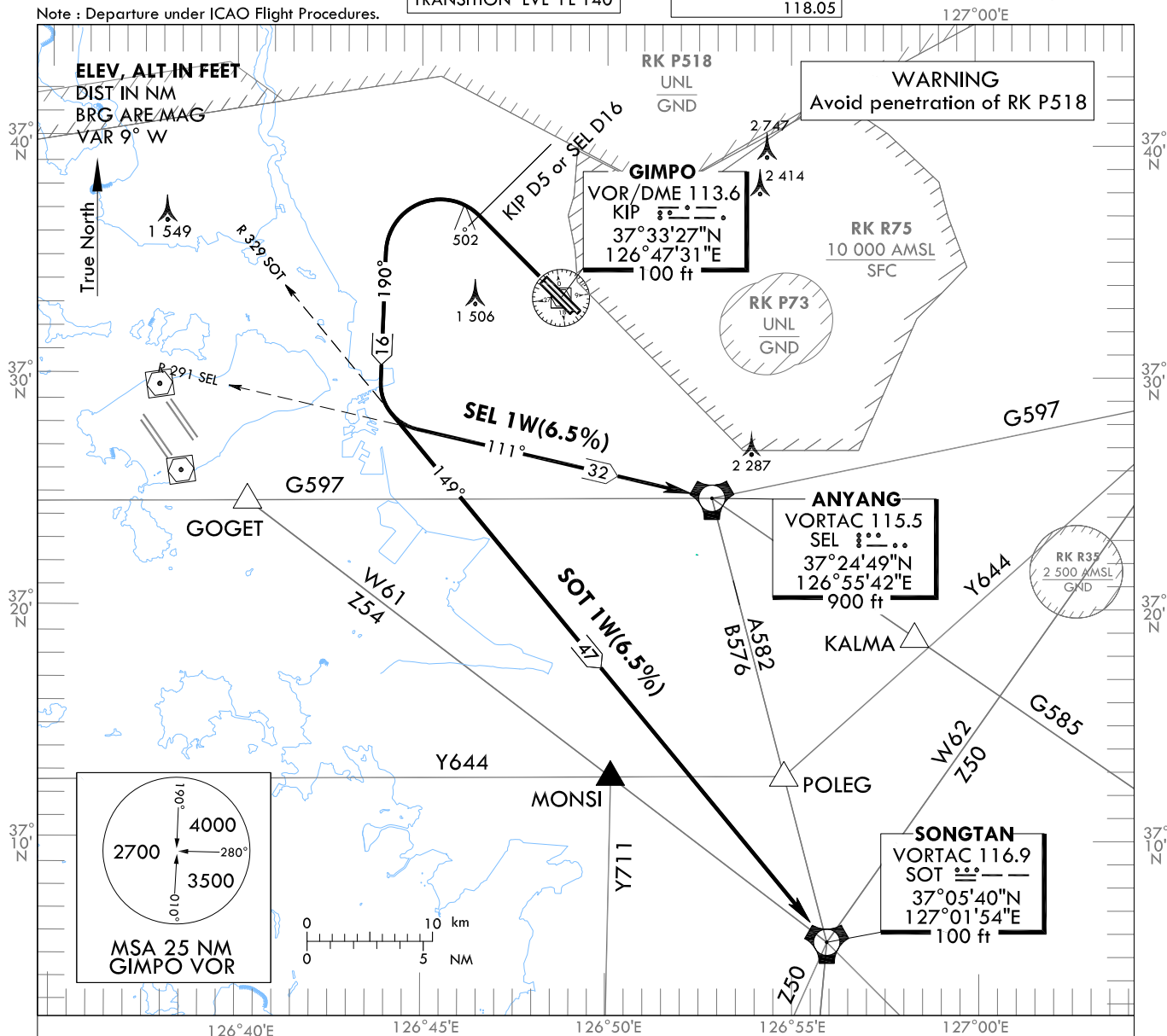
**STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO**

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL DEP	125.15
	121.4
	124.8
GIMPO TWR	118.1
	118.05

SEOUL/Gimpo Intl(RKSS)
RWY 32L/R
SEL 1W, SOT 1W

Note : Departure under ICAO Flight Procedures.



GENERAL INFORMATION

1. 6.5% CG necessary for Airspace and ATC purpose and 4.8% for avoiding OBST.
2. If unable to comply with flight restrictions, advise ATC well before departure.
3. Stepped climb : Due to interaction with other routes. Do not climb above 4 000 ft unless cleared by ATC.
4. First turn limited maximum 250 kt IAS.
5. All of turns are based on 25 degrees bank angle due to airspace restriction.

SEL(ANYANG) ONE WHISKY DEPARTURE :

Climb on R 324 KIP(or RWY HDG) until KIP D5(or SEL D16),
then turn left HDG 190° to intercept R 291 SEL then proceed to SEL.
Maintain 4 000 ft until instructed by ATC.

SOT(SONGTAN) ONE WHISKY DEPARTURE :

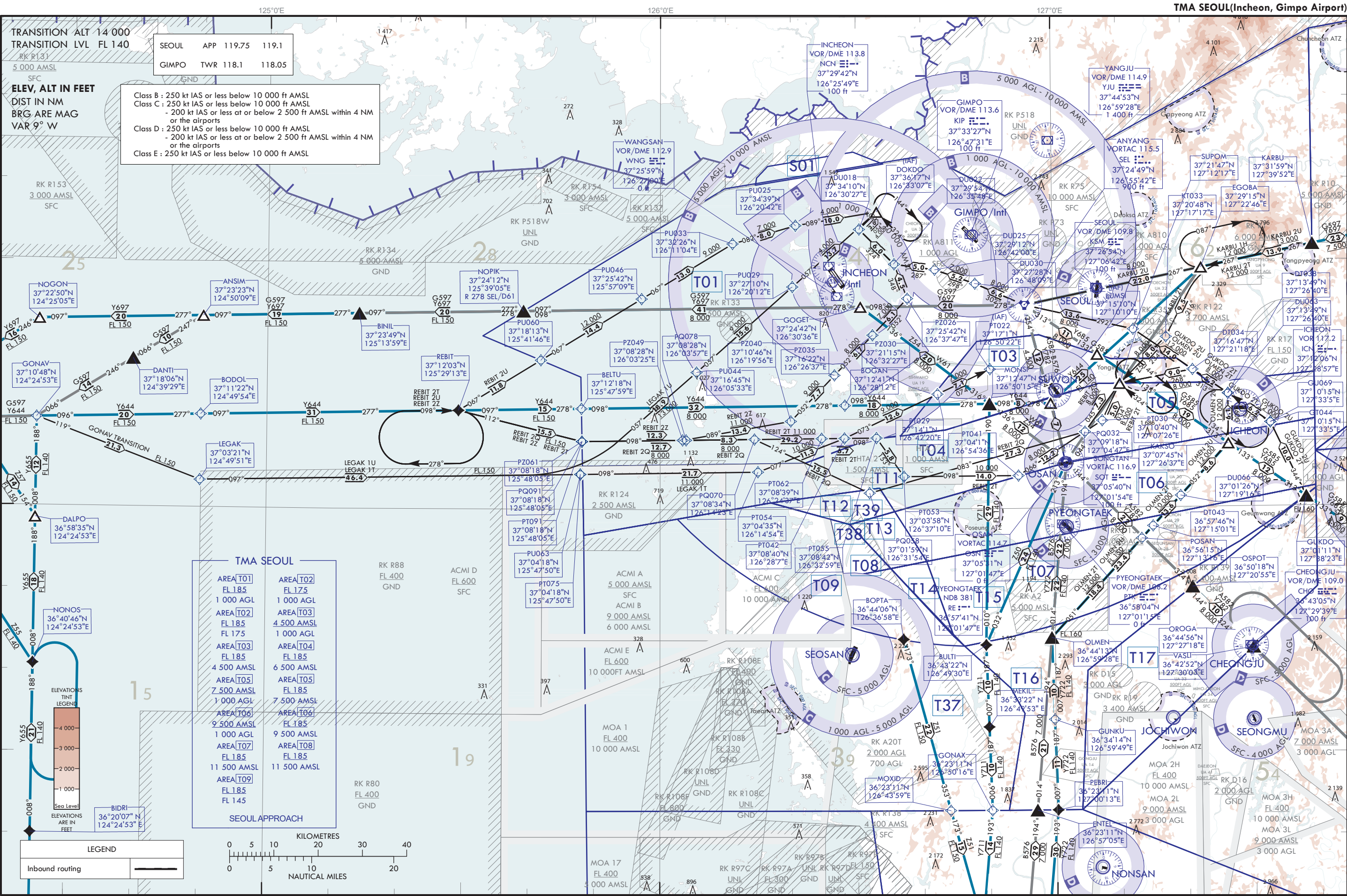
Climb on R 324 KIP(or RWY HDG) until KIP D5(or SEL D16),
then turn left HDG 190° to intercept R 329 SOT then proceed to SOT.
Maintain 4 000 ft until instructed by ATC.

Change : Information of reporting point(MONSI, POLEG, KALMA).

INTENTIONALLY

LEFT

BLANK



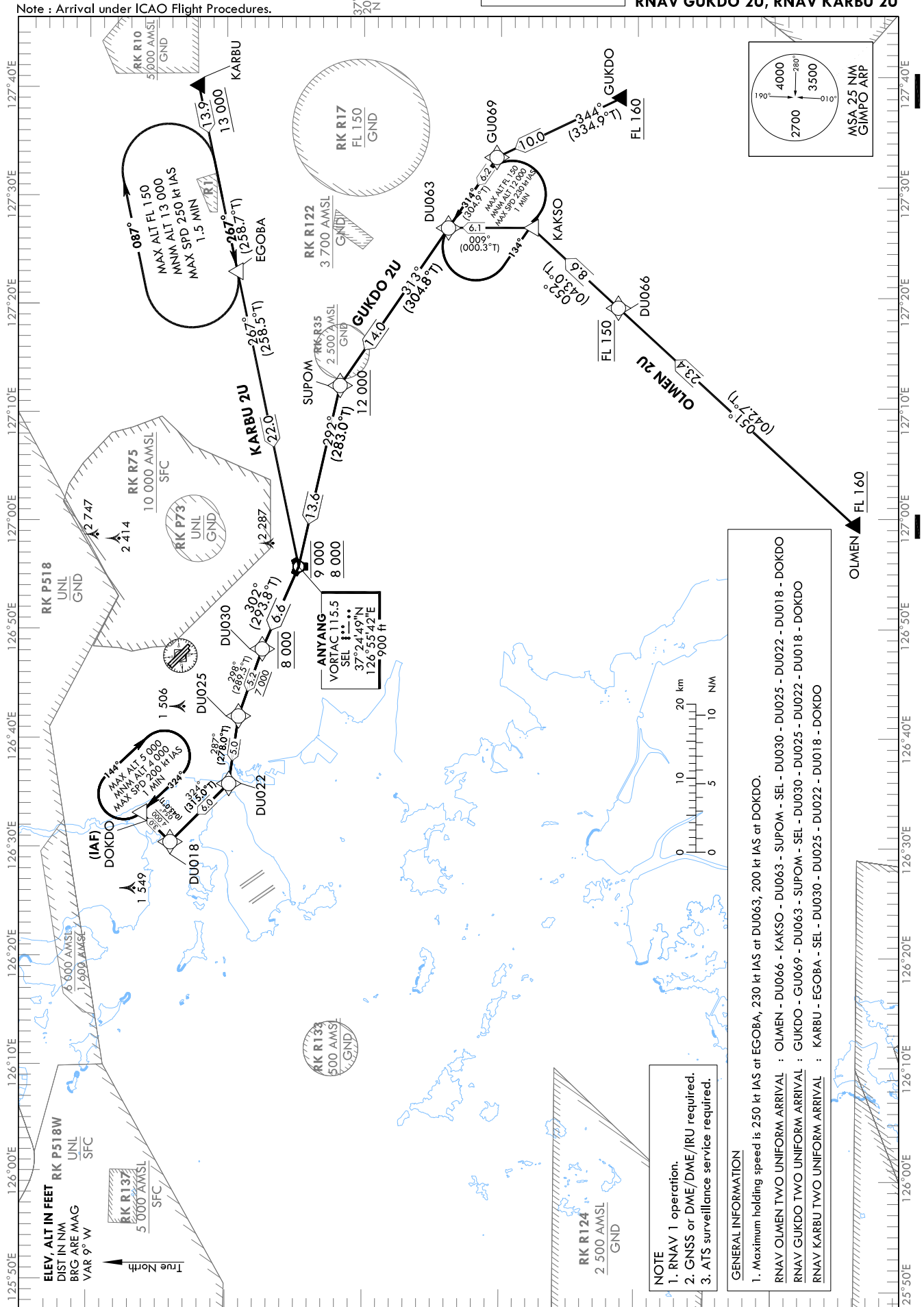
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL APP 119.75
119.1
GIMPO TWR 118.1
118.05

SEOUL/Gimpo Intl(RKSS)
RWY 14L/R
RNAV OLMEN 2U
RNAV GUKDO 2U, RNAV KARBU 2U

Note : Arrival under ICAO Flight Procedures.



Change : Information of reporting point(KARBU, GUKDO, OLMEN).

SEOUL/Gimpo Intl(RKSS)
RWY 14L/R
RNAV OLMEN 2U, RNAV GUKDO 2U

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV OLMEN 2U

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	OLMEN	-	-	-	-	+FL 160	-	36°44'13.4"N 126°59'27.6"E	-	RNAV 1	-
002	TF	DU066	-	051 (042.7)	23.4	-	@FL 150	-	37°01'25.6"N 127°19'16.4"E	-	RNAV 1	-
003	TF	KAKSO	-	052 (043.0)	8.6	-	-	-250	37°07'44.6"N 127°26'37.4"E	-	RNAV 1	Bank angle 25°
004	TF	DU063	-	009 (000.3)	6.1	-	-	-250	37°13'49.2"N 127°26'39.5"E	-	RNAV 1	Bank angle 25°
005	TF	SUPOM	-	313 (304.8)	14.0	-	+12 000	-	37°21'46.7"N 127°12'17.2"E	-	RNAV 1	-
006	TF	SEL	-	292 (283.0)	13.6	-	-9 000 +8 000	-	37°24'49.0"N 126°55'42.1"E	-	RNAV 1	-
007	TF	DU030	-	302 (293.8)	6.6	-	@8 000	-	37°27'28.2"N 126°48'09.4"E	-	RNAV 1	-
008	TF	DU025	-	298 (289.5)	5.2	-	+7 000	-	37°29'12.0"N 126°42'00.0"E	-	RNAV 1	-
009	TF	DU022	-	287 (278.0)	5.0	-	-	-	37°29'53.6"N 126°35'48.1"E	-	RNAV 1	-
010	TF	DU018	-	324 (315.0)	6.0	-	-	-220	37°34'09.7"N 126°30'26.7"E	-	RNAV 1	-
011	TF	DOKDO	-	054 (045.0)	3.0	-	+4 000	-220	37°36'17.1"N 126°33'07.1"E	-	RNAV 1	IAF

RNAV GUKDO 2U

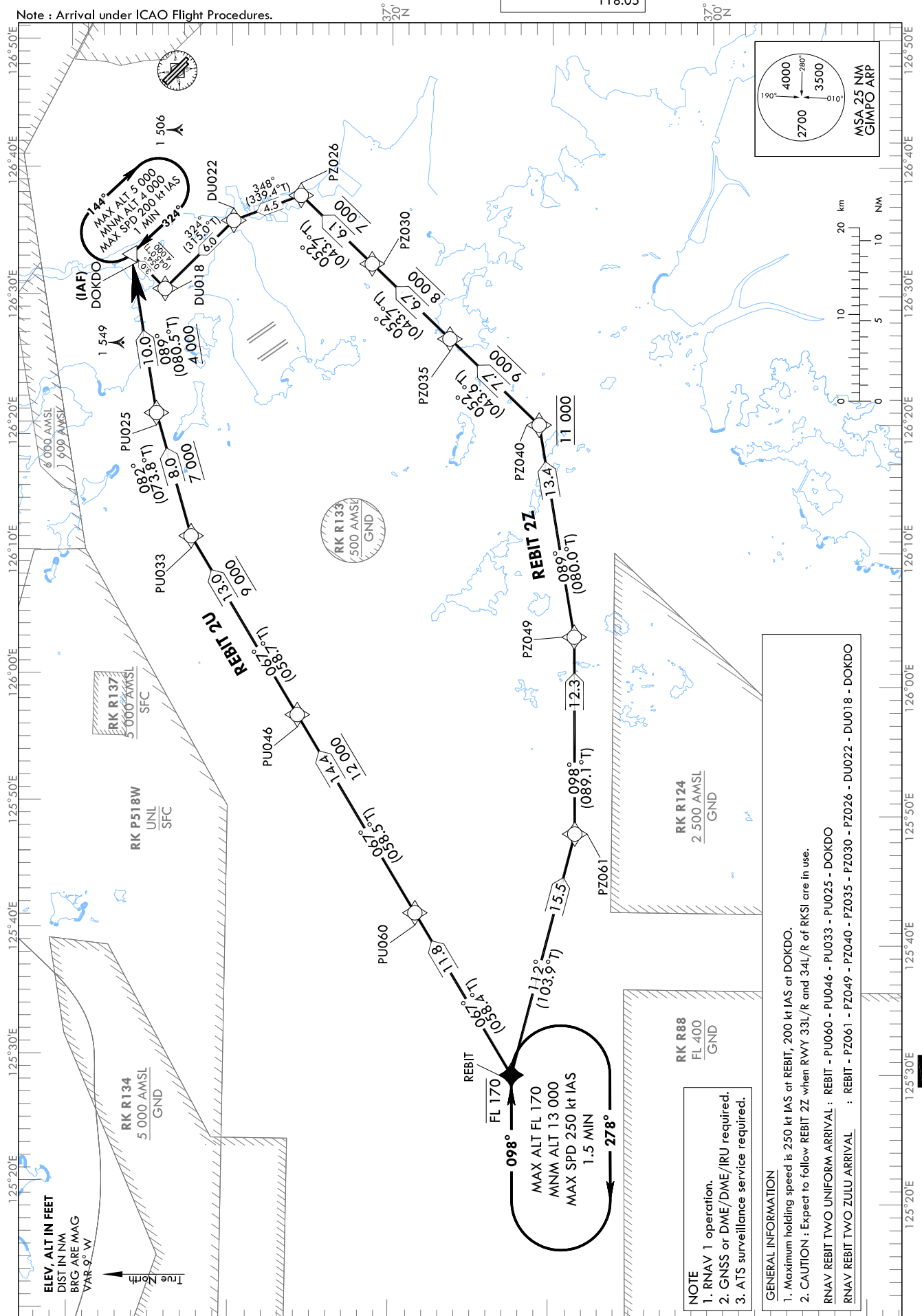
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	IF	GUKDO	-	-	-	-	+FL 160	-	37°01'10.9"N 127°38'22.6"E	-	RNAV 1	-
002	TF	GU069	-	344 (334.9)	10.0	-	-	-250	37°10'14.9"N 127°33'04.6"E	-	RNAV 1	-
003	TF	DU063	-	314 (304.9)	6.2	-	-	-250	37°13'49.2"N 127°26'39.5"E	-	RNAV 1	-
004	TF	SUPOM	-	313 (304.8)	14.0	-	+12 000	-	37°21'46.7"N 127°12'17.2"E	-	RNAV 1	-
005	TF	SEL	-	292 (283.0)	13.6	-	-9 000 +8 000	-	37°24'49.0"N 126°55'42.1"E	-	RNAV 1	-
006	TF	DU030	-	302 (293.8)	6.6	-	@8 000	-	37°27'28.2"N 126°48'09.4"E	-	RNAV 1	-
007	TF	DU025	-	298 (289.5)	5.2	-	+7 000	-	37°29'12.0"N 126°42'00.0"E	-	RNAV 1	-
008	TF	DU022	-	287 (278.0)	5.0	-	-	-	37°29'53.6"N 126°35'48.1"E	-	RNAV 1	-
009	TF	DU018	-	324 (315.0)	6.0	-	-	-220	37°34'09.7"N 126°30'26.7"E	-	RNAV 1	-
010	TF	DOKDO	-	054 (045.0)	3.0	-	+4 000	-220	37°36'17.1"N 126°33'07.1"E	-	RNAV 1	IAF

TRANSITION	ALT	14 000
TRANSITION	LVL	FL 140

SEOUL	APP	119.75
		119.1
GIMPO	TWR	118.1
		118.05

SEOUL/Gimpo Intl(RKSS)
RWY 14L/R
RNAV REBIT 2U, RNAV REBIT 2Z

Note : Arrival under ICAO Flight Procedures.



Change : Information of reporting point(REBIT).

Standard Instrument Arrival Procedure Coding Tables

RNAV REBIT 2U

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	REBIT	-	-	-	-	-FL 170	-	37°12'03.0"N 125°29'12.7"E	-	RNAV 1	-
002	TF	PU060	-	067 (058.4)	11.8	-	-	-	37°18'12.6"N 125°41'46.1"E	-	RNAV 1	-
003	TF	PU046	-	067 (058.5)	14.4	-	+12 000	-	37°25'42.2"N 125°57'09.0"E	-	RNAV 1	-
004	TF	PU033	-	067 (058.7)	13.0	-	+9 000	-	37°32'26.0"N 126°11'04.0"E	-	RNAV 1	-
005	TF	PU025	-	082 (073.8)	8.0	-	+7 000	-	37°34'39.1"N 126°20'42.3"E	-	RNAV 1	-
006	TF	DOKDO	-	089 (080.5)	10.0	-	+4 000	-	37°36'17.1"N 126°33'07.1"E	-	RNAV 1	IAF

RNAV REBIT 2Z

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	REBIT	-	-	-	-	-FL 170	-	37°12'03.0"N 125°29'12.7"E	-	RNAV 1	-
002	TF	PZ061	-	112 (103.9)	15.5	-	-	-	37°08'17.9"N 125°48'04.6"E	-	RNAV 1	-
003	TF	PZ049	-	098 (089.1)	12.3	-	-	-	37°08'28.1"N 126°03'25.2"E	-	RNAV 1	-
004	TF	PZ040	-	089 (080.0)	13.4	-	@11 000	-	37°10'46.2"N 126°19'55.9"E	-	RNAV 1	-
005	TF	PZ035	-	052 (043.6)	7.7	-	+9 000	-	37°16'22.3"N 126°26'36.8"E	-	RNAV 1	-
006	TF	PZ030	-	052 (043.7)	6.7	-	+8 000	-	37°21'14.9"N 126°32'26.8"E	-	RNAV 1	-
007	TF	PZ026	-	052 (043.7)	6.1	-	+7 000	-	37°25'41.7"N 126°37'46.9"E	-	RNAV 1	-
008	TF	DU022	-	348 (339.4)	4.5	-	-	-	37°29'53.6"N 126°35'48.1"E	-	RNAV 1	-
009	TF	DU018	-	324 (315.0)	6.0	-	-	-220	37°34'09.7"N 126°30'26.7"E	-	RNAV 1	-
010	TF	DOKDO	-	054 (045.0)	3.0	-	+4 000	-220	37°36'17.1"N 126°33'07.1"E	-	RNAV 1	IAF

HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Time (min)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
RNAV REBIT 2U	-	REBIT	Y	098 (089.1)	1.5	R	-FL 170 +13 000	-250	37°12'03.0"N 125°29'12.7"E	-	RNAV 1	-
	-	DOKDO	Y	324 (314.9)	1.0	R	-5 000 +4 000	-200	37°36'17.1"N 126°33'07.1"E	-	RNAV 1	-
RNAV REBIT 2Z	-	REBIT	Y	098 (089.1)	1.5	R	-FL 170 +13 000	-250	37°12'03.0"N 125°29'12.7"E	-	RNAV 1	-
	-	DOKDO	Y	324 (314.9)	1.0	R	-5 000 +4 000	-200	37°36'17.1"N 126°33'07.1"E	-	RNAV 1	-

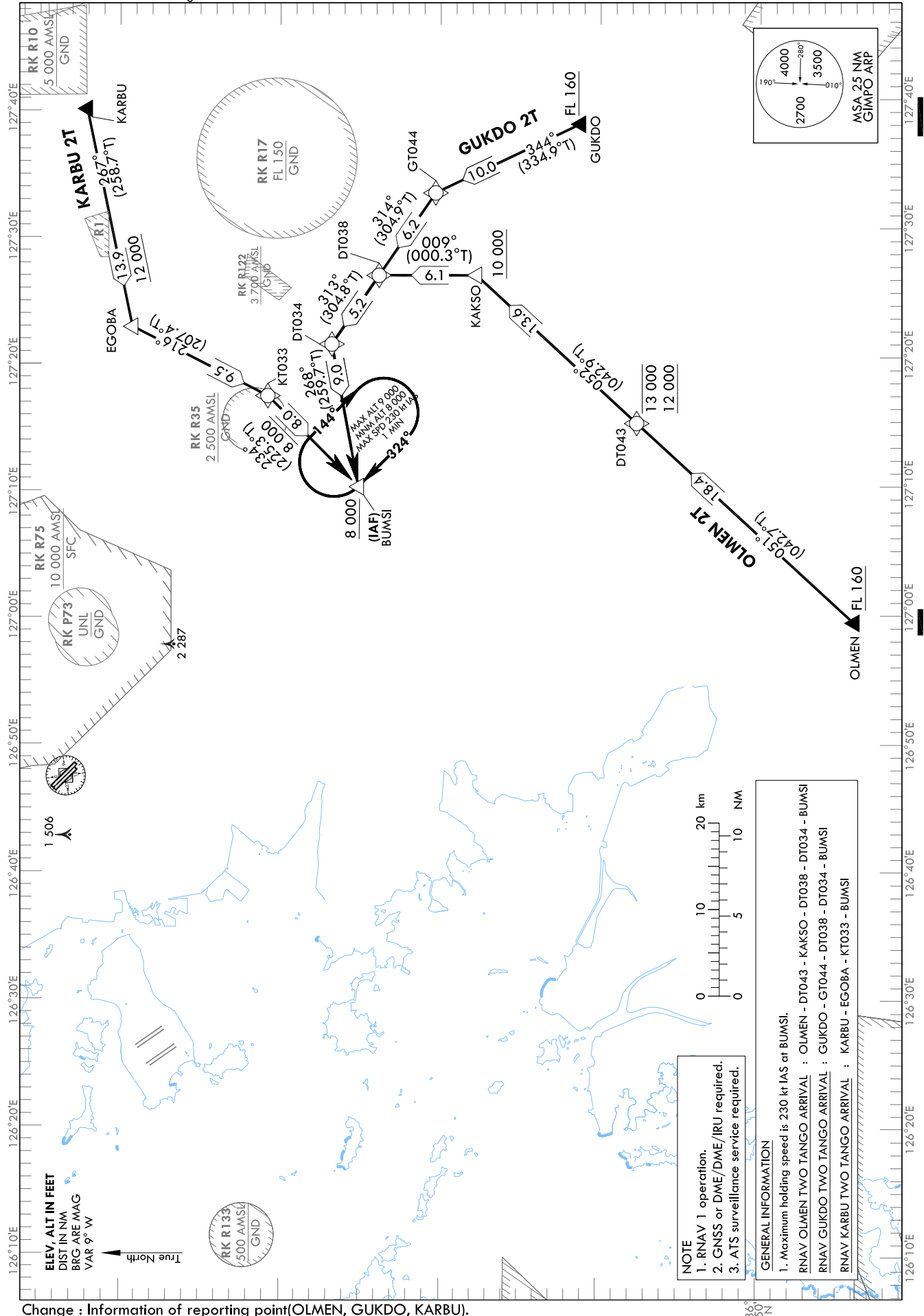
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL APP 119.75
119.1
GIMPO TWR 118.1
118.05

SEOUL/Gimpo Intl(RKSS)
RWY 32L/R
RNAV OLMEN 2T
RNAV GUKDO 2T, RNAV KARBU 2T

Note : Arrival under ICAO Flight Procedure.



Change : Information of reporting point(OLMEN, GUKDO, KARBU).

SEOUL/Gimpo Intl(RKSS)

RWY 32L/R

RNAV OLMEN 2T

RNAV GUKDO 2T, RNAV KARBU 2T

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV OLMEN 2T

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	OLMEN	-	-	-	-	+FL 160	-	36°44'13.4"N 126°59'27.6"E	-	RNAV 1	-
002	TF	DT043	-	051 (042.7)	18.4	-	-13 000 +12 000	-	36°57'45.7"N 127°15'01.2"E	-	RNAV 1	-
003	TF	KAKSO	-	052 (042.9)	13.6	-	+10 000	-250	37°07'44.6"N 127°26'37.4"E	-	RNAV 1	Bank angle 25°
004	TF	DT038	-	009 (000.3)	6.1	-	-	-250	37°13'49.2"N 127°26'39.5"E	-	RNAV 1	Bank angle 25°
005	TF	DT034	-	313 (304.8)	5.2	-	-	-250	37°16'47.4"N 127°21'18.3"E	-	RNAV 1	Bank angle 25°
006	TF	BUMSI	-	268 (259.7)	9.0	-	+8 000	-	37°15'10.2"N 127°10'09.6"E	-	RNAV 1	IAF

RNAV GUKDO 2T

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	GUKDO	-	-	-	-	+FL 160	-	37°01'10.9"N 127°38'22.9"E	-	RNAV 1	-
002	TF	GT044	-	344 (334.9)	10.0	-	-	-250	37°10'14.9"N 127°33'04.6"E	-	RNAV 1	-
003	TF	DT038	-	314 (304.9)	6.2	-	-	-250	37°13'49.2"N 127°26'39.5"E	-	RNAV 1	-
004	TF	DT034	-	313 (304.8)	5.2	-	-	-250	37°16'47.4"N 127°21'18.3"E	-	RNAV 1	-
005	TF	BUMSI	-	268 (259.7)	9.0	-	+8 000	-	37°15'10.2"N 127°10'09.6"E	-	RNAV 1	IAF

RNAV KARBU 2T

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	KARBU	-	-	-	-	-	-	37°31'59.0"N 127°39'52.0"E	-	RNAV 1	-
002	TF	EG08A	-	267 (258.7)	13.9	-	+12 000	-250	37°29'14.7"N 127°22'45.9"E	-	RNAV 1	-
003	TF	KT033	-	216 (207.4)	9.5	-	-	-250	37°20'48.4"N 127°17'17.1"E	-	RNAV 1	-
004	TF	BUMSI	-	234 (225.3)	8.0	-	+8 000	-	37°15'10.2"N 127°10'09.6"E	-	RNAV 1	IAF

HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Time (min)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
RNAV OLMEN 2T	HM	BUMSI	Y	324 (315.2)	1.0	R	-9 000 +8 000	-230	37°15'10.2"N 127°10'09.6"E	-	RNAV 1	-
RNAV GUKDO 2T	HM	BUMSI	Y	324 (315.2)	1.0	R	-9 000 +8 000	-230	37°15'10.2"N 127°10'09.6"E	-	RNAV 1	-
RNAV KARBU 2T	HM	BUMSI	Y	324 (315.2)	1.0	R	-9 000 +8 000	-230	37°15'10.2"N 127°10'09.6"E	-	RNAV 1	-

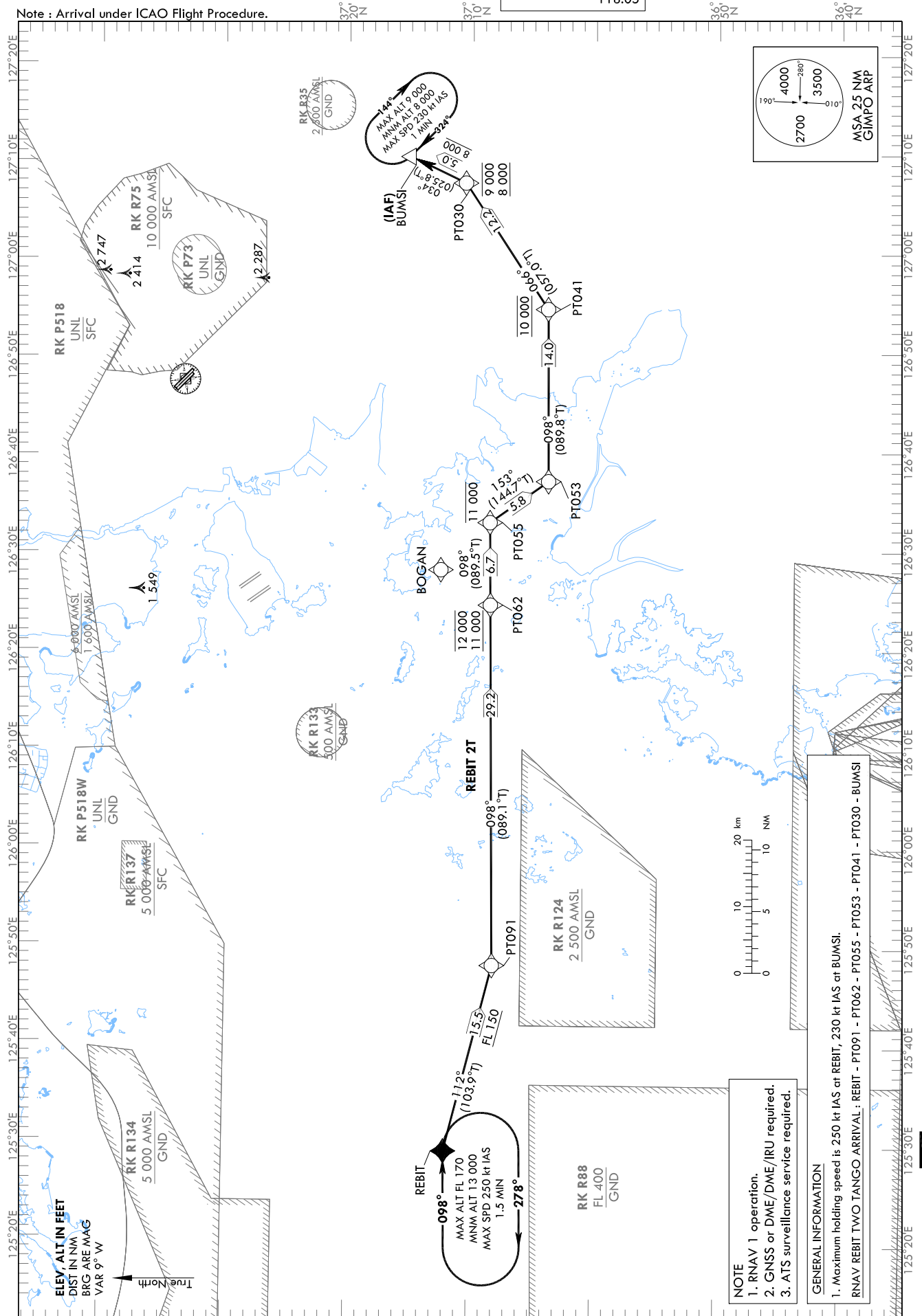
STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

TRANSITION	ALT	14 000
TRANSITION	LVL	FL 140

SEOUL	APP	119.75
		119.1
GIMPO	TWR	118.1
		118.05

**SEOUL/Gimpo Intl(RKSS)
RWY 32L/R
RNAV REBIT 2T**

Note : Arrival under ICAO Flight Procedure.



AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV REBIT 2T

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	REBIT	-	-	-	-	-	-	37°12'03.0"N 125°29'12.7"E	-	RNAV 1	-
002	TF	PT091	-	112 (103.9)	15.5	-	+FL 150	-	37°08'17.9"N 125°48'04.6"E	-	RNAV 1	-
003	TF	PT062	-	098 (089.1)	29.2	-	-12 000 +11 000	-	37°08'38.9"N 126°24'37.4"E	-	RNAV 1	-
004	TF	PT055	-	098 (089.5)	6.7	-	-11 000	-	37°08'42.1"N 126°32'59.3"E	-	RNAV 1	-
005	TF	PT053	-	153 (144.7)	5.8	-	-	-	37°03'58.4"N 126°37'09.6"E	-	RNAV 1	-
006	TF	PT041	-	098 (089.8)	14.0	-	@10 000	-	37°04'00.5"N 126°54'36.0"E	-	RNAV 1	-
007	TF	PT030	-	066 (057.0)	12.2	-	-9 000 +8 000	-	37°10'39.8"N 127°07'26.2"E	-	RNAV 1	-
008	TF	BUMSI	-	034 (025.8)	5.0	-	+8 000	-	37°15'10.2"N 127°10'09.6"E	-	RNAV 1	IAF

HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(T)	Time (min)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
RNAV REBIT 2T	HM	REBIT	Y	098 (089.1)	1.5	R	-FL 170 +13 000	-250	37°12'03.0"N 125°29'12.7"E	-	RNAV 1	-
	HM	BUMSI	Y	324 (315.2)	1.0	R	-9 000 +8 000	-230	37°15'10.2"N 127°10'09.6"E	-	RNAV 1	-

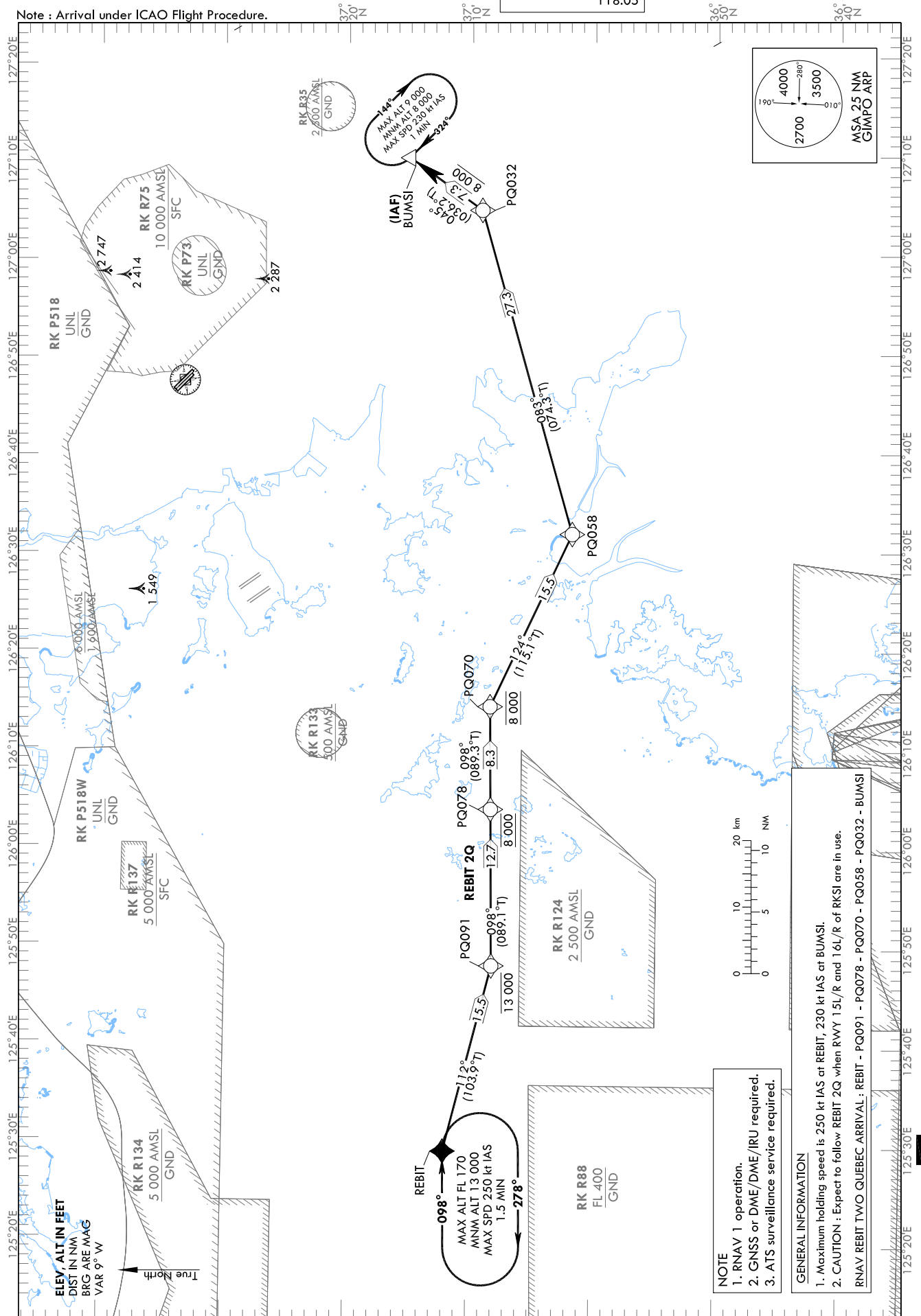
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL APP 119.75
119.1
GIMPO TWR 118.1
118.05

SEOUL/Gimpo Intl(RKSS)
RWY 32L/R
RNAV REBIT 2Q

Note : Arrival under ICAO Flight Procedure.



Change : Information of reporting point(REBIT).

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV REBIT 2Q

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	REBIT	-	-	-	-	-	-	37°12'03.0"N 125°29'12.7"E	-	RNAV 1	-
002	TF	PQ091	-	112 (103.9)	15.5	-	-13 000	-	37°08'17.9"N 125°48'04.6"E	-	RNAV 1	-
003	TF	PQ078	-	098 (089.1)	12.7	-	@8 000	-	37°08'28.4"N 126°03'57.4"E	-	RNAV 1	-
004	TF	PQ070	-	098 (089.3)	8.3	-	@8 000	-	37°08'34.2"N 126°14'23.0"E	-	RNAV 1	-
005	TF	PQ058	-	124 (115.1)	15.5	-	-	-	37°01'58.7"N 126°31'54.3"E	-	RNAV 1	-
006	TF	PQ032	-	083 (074.3)	27.3	-	-	-	37°09'17.5"N 127°04'47.1"E	-	RNAV 1	-
007	TF	BUMSI	-	045 (036.2)	7.3	-	+8 000	-	37°15'10.2"N 127°10'09.6"E	-	RNAV 1	IAF

HOLDING PROCEDURE

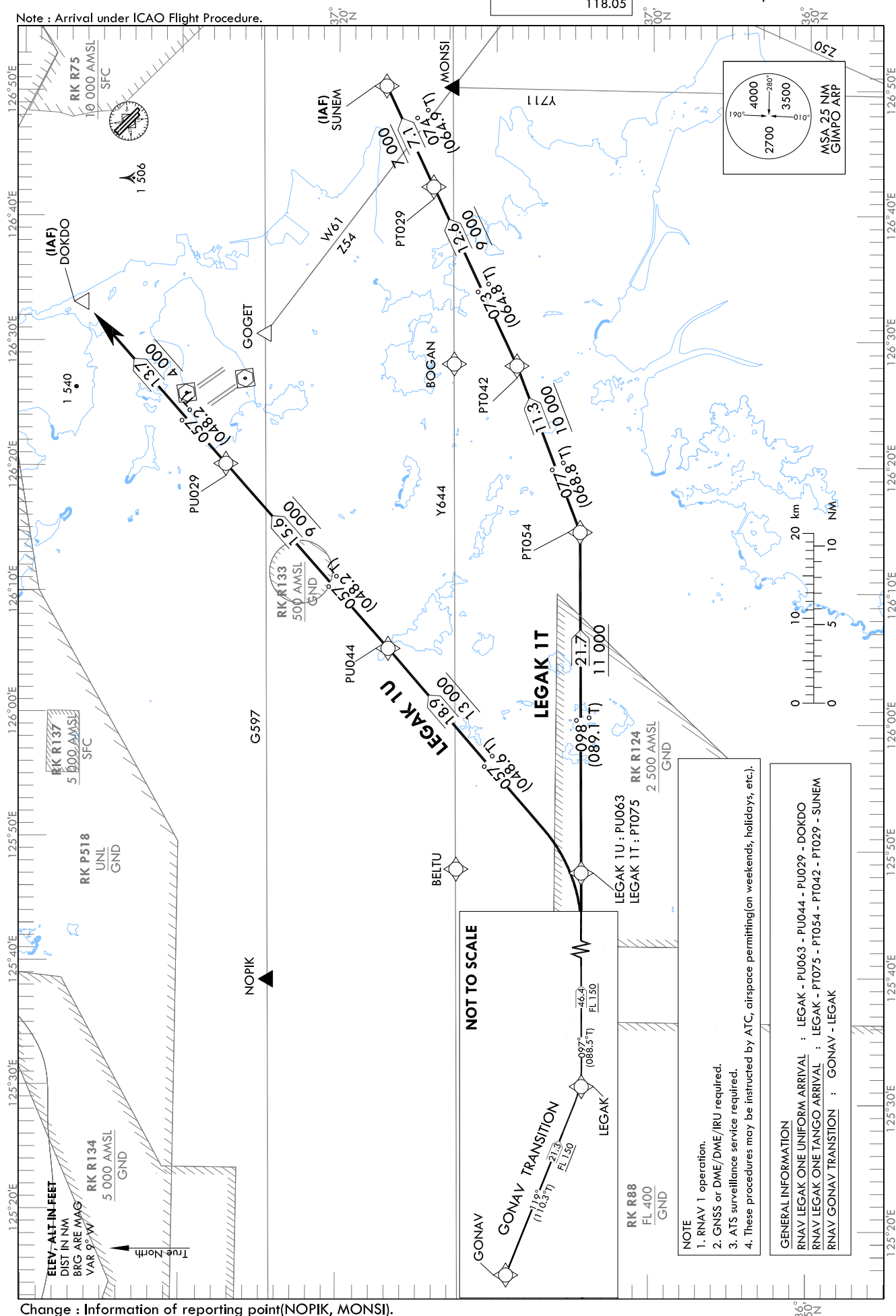
Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(T)	Time (min)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
RNAV REBIT 2Q	HM	REBIT	Y	098 (089.1)	1.5	R	-FL 170 +13 000	-250	37°12'03.0"N 125°29'12.7"E	-	RNAV 1	-
	HM	BUMSI	Y	324 (315.2)	1.0	R	-9 000 +8 000	-230	37°15'10.2"N 127°10'09.6"E	-	RNAV 1	-

TRANSITION	ALT	14 000
TRANSITION	LVL	FL 140

SEOUL	APP	119.75
		119.1
GIMPO	TWR	118.1
		118.05

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

Note : Arrival under ICAO Flight Procedure.



Change : Information of reporting point(NOPIK, MONSI).

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

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV LEGAK 1U

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

RNAV LEGAK 1T

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

RNAV GONAV TRANSITION

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

ILS Y or LOC Y RWY 14L

ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 9° W

WARNING
Avoid penetration of RK P518 and RK P73

Do not fly north of R 271 YJU

LR 318 SEL

SEL D19 ARC

SEL D19

SEL D14

MAX ALT 5 000
MNM ALT 4 000
MAX SPD 200 kt IAS

(IAF) CAVOI

LOC 109.9
ISEL

(FAF) ISEL D4.3
37°37'07" N
126°43'05" E

GIMPO
VOR/DME 113.6
KIP

RK P518
UNL
GND

RK R75
10 000 AMSL
SFC

RK P73
UNL
GND

ANYANG
VORTAC 115.5
SEL

ELEVATIONS TINT LEGEND
3500
3000
2500
2000
1500
1000
600
Sea Level
ELEVATIONS ARE IN FEET

NOTE
1. DME required on an ILS/LOC approach.

SCALE 1 : 300000
0 5 10 km
0 5 NM

True North

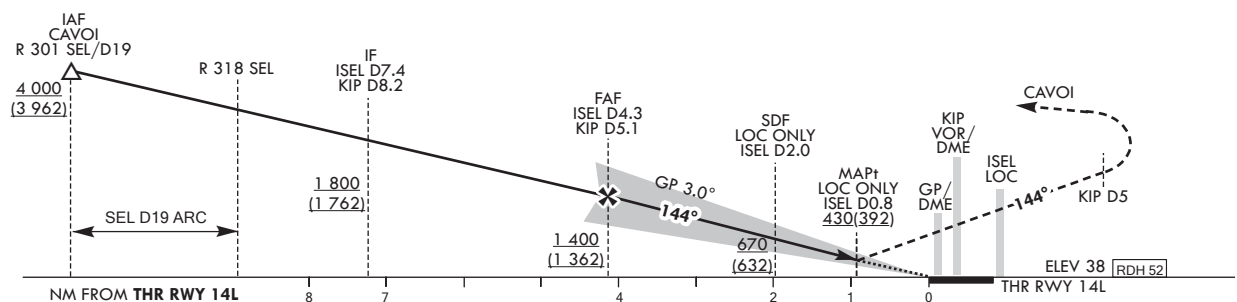
10 NM

126°30'E **126°40'E** **126°50'E**

37°30'N **37°40'N**

TRANSITION ALT 14 000
TRANSITION LVL FL 140

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



OCA (H)		A	B	C	D	MISSED APPROACH Climb to 4 000 ft on HDG 144 to KIP D5 then turn right to intercept and proceed via R 301 SEL to CAVOI. Hold as published.
Straight-in Approach	CAT-I	238 (200)				
	LOC	430 (392)				* Timing Not authorized for defining MAPt. * Circling Not authorized.

AIP AMDT 12/24

SEOUL/Gimpo Intl(RKSS)
ILS Y or LOC Y RWY 14L

AERONAUTICAL DATA TABULATION

ILS/LOC Y Approach to RWY 14L from CAVOI			
Fix / Point		Coordinates	
CAVOI(IAF)	R 301 SEL/19.00 NM SEL	37°32'02.0"N	126°33'37.0"E
D7.4 ISEL(IF)	BRG 143.54°/7.40 NM ISEL	37°39'20.6"N	126°40'16.7"E
D4.3 ISEL(FAF)	BRG 143.54°/4.30 NM ISEL	37°37'07.1"N	126°43'04.8"E
D2.0 ISEL (SDF LOC ONLY)	BRG 143.54°/2.00 NM ISEL	37°35'32.2"N	126°45'04.3"E
D0.8 ISEL (MAPt LOC ONLY)	BRG 143.54°/0.80 NM ISEL	37°34'41.1"N	126°46'08.4"E
THR RWY 14L		37°34'14.55"N	126°46'41.80"E
ISEL DME		37°34'03.8"N	126°46'48.1"E
KIP VOR/DME		37°33'27.1"N	126°47'31.3"E
D5 KIP	HDG 144	37°29'58.1"N	126°52'02.1"E
CAVOI	R 301 SEL/19.00 NM	37°32'02.0"N	126°33'37.0"E

RKNY AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of the airport

Sometimes birds such as a duck, a wild goose and a crow, fly the shore(from RWY 15 to RWY 33) from a river which is located in the NE of airport. Heights varies from 0 - 2 000 ft (0 - 600 m) as far as practicable aerodrome control will inform pilots of this bird activity and the estimated heights AGL during the above periods. Pilots of aircraft are advised where the design limitations of aircraft installations permit to operate landing light in flight take-off, approach-to-land and climb and descent procedures disposal activities to bird around the RWY area include AV-alarm and Birdguard pro. Modifications of the environment are under way to reduce if they cannot eliminate the hazard. They comprise better methods of garage disposal and elimination of hedge and ground cover and cessation of farming activity.

RKNY AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	RKNY AD CHART 2-1
Aircraft Parking/Docking Chart - ICAO	RKNY AD CHART 2-2
Aerodrome Ground Movement Chart - ICAO	RKNY AD CHART 2-3
Aerodrome Obstacle Chart - ICAO Type A	RKNY AD CHART 2-4
Aerodrome Obstacle Chart - ICAO Type A	RKNY AD CHART 2-5
Aerodrome Obstacle Chart - ICAO Type B	RKNY AD CHART 2-6
Area Chart - ICAO	RKNY AD CHART 2-7
SID - ICAO - RWY 15 - RNAV KAE 2E, RNAV BIKSI 2E, RNAV PILIT 2E	RKNY AD CHART 2-8
SID - ICAO - RWY 15 - YAG 2S, YAG 2T	RKNY AD CHART 2-9
SID - ICAO - RWY 33 - RNAV KAE 2N, RNAV BIKSI 2N, RNAV PILIT 2N	RKNY AD CHART 2-10
SID - ICAO - RWY 33 - YAG 2A	RKNY AD CHART 2-11
STAR - ICAO - RWY 33 - RNAV KAE 2H, RNAV BIKSI 2H	RKNY AD CHART 2-12
ATC Surveillance Minimum Altitude Chart - ICAO	RKNY AD CHART 2-13
Instrument Approach Chart - ICAO - RWY33 - ILS or LOC Z	RKNY AD CHART 2-14
Instrument Approach Chart - ICAO - RWY33 - ILS or LOC Y	RKNY AD CHART 2-15
Instrument Approach Chart - ICAO - RWY33 - RNP	RKNY AD CHART 2-16
Instrument Approach Chart - ICAO - RWY33 - VOR	RKNY AD CHART 2-17
Visual Approach Chart - ICAO	RKNY AD CHART 2-18
Bird concentrates in the vicinity of airport	RKNY AD CHART 2-19

RKNY AD 2.25 VISUAL SEGMENT SURFACE(VSS) PENETRATION

NIL



**STANDARD DEPARTURE
CHART INSTRUMENT(SID) - ICAO**

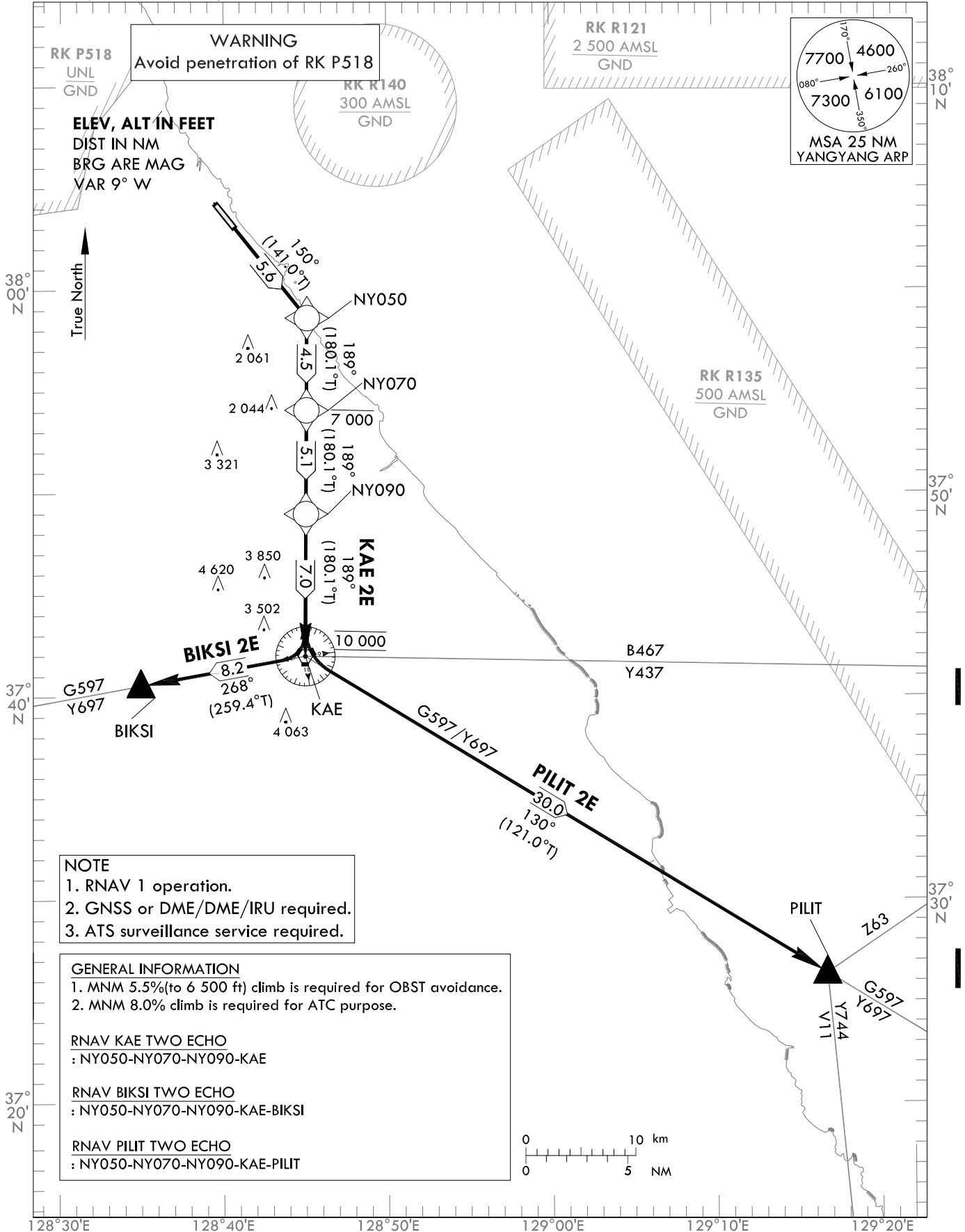
TRANSITION ALT 14 000
TRANSITION LVL FL 140

GANGNEUNG DEP 124.6
YANGYANG TWR 118.85
124.375

YANGYANG/Intl(RKNY)

**RWY 15
RNAV KAE 2E
RNAV BIKSI 2E
RNAV PILIT 2E**

Note : Departure under ICAO Flight Procedures.



Change : Information of reporting point(BIKSI, PILIT).

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV KAE 2E

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/TCH*	Navigation specification	Remarks
001	CF	NY050	-	150(141.0)	5.6	-	-	-	37°58'41.3"N 128°45'15.6"E	-	RNAV 1	-
002	TF	NY070	-	189(180.1)	4.5	-	-7 000	-	37°54'09.1"N 128°45'15.0"E	-	RNAV 1	-
003	TF	NY090	-	189(180.1)	5.1	-	-	-	37°49'03.2"N 128°45'14.4"E	-	RNAV 1	-
004	TF	KAE	-	189(180.1)	7.0	-	@10 000	-	37°42'02.8"N 128°45'13.6"E	-	RNAV 1	-

RNAV BIKSI 2E

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/TCH*	Navigation specification	Remarks
001	CF	NY050	-	150(141.0)	5.6	-	-	-	37°58'41.3"N 128°45'15.6"E	-	RNAV 1	-
002	TF	NY070	-	189(180.1)	4.5	-	-7 000	-	37°54'09.1"N 128°45'15.0"E	-	RNAV 1	-
003	TF	NY090	-	189(180.1)	5.1	-	-	-	37°49'03.2"N 128°45'14.4"E	-	RNAV 1	-
004	TF	KAE	-	189(180.1)	7.0	-	@10 000	-	37°42'02.8"N 128°45'13.6"E	-	RNAV 1	-
005	TF	BIKSI	-	268(259.4)	8.2	-	-	-	37°40'32.0"N 128°35'04.0"E	-	RNAV 1	-

RNAV PILIT 2E

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/TCH*	Navigation specification	Remarks
001	CF	NY050	-	150(141.0)	5.6	-	-	-	37°58'41.3"N 128°45'15.6"E	-	RNAV 1	-
002	TF	NY070	-	189(180.1)	4.5	-	-7 000	-	37°54'09.1"N 128°45'15.0"E	-	RNAV 1	-
003	TF	NY090	-	189(180.1)	5.1	-	-	-	37°49'03.2"N 128°45'14.4"E	-	RNAV 1	-
004	TF	KAE	-	189(180.1)	7.0	-	@10 000	-	37°42'02.8"N 128°45'13.6"E	-	RNAV 1	-
005	TF	PILIT	-	130(121.0)	30.0	-	-	-	37°26'31.4"N 129°17'30.8"E	-	RNAV 1	-

* The term TCH equates to the use of the term RDH, within this context of the FAS data block.

**STANDARD DEPARTURE
CHART INSTRUMENT(SID) - ICAO**

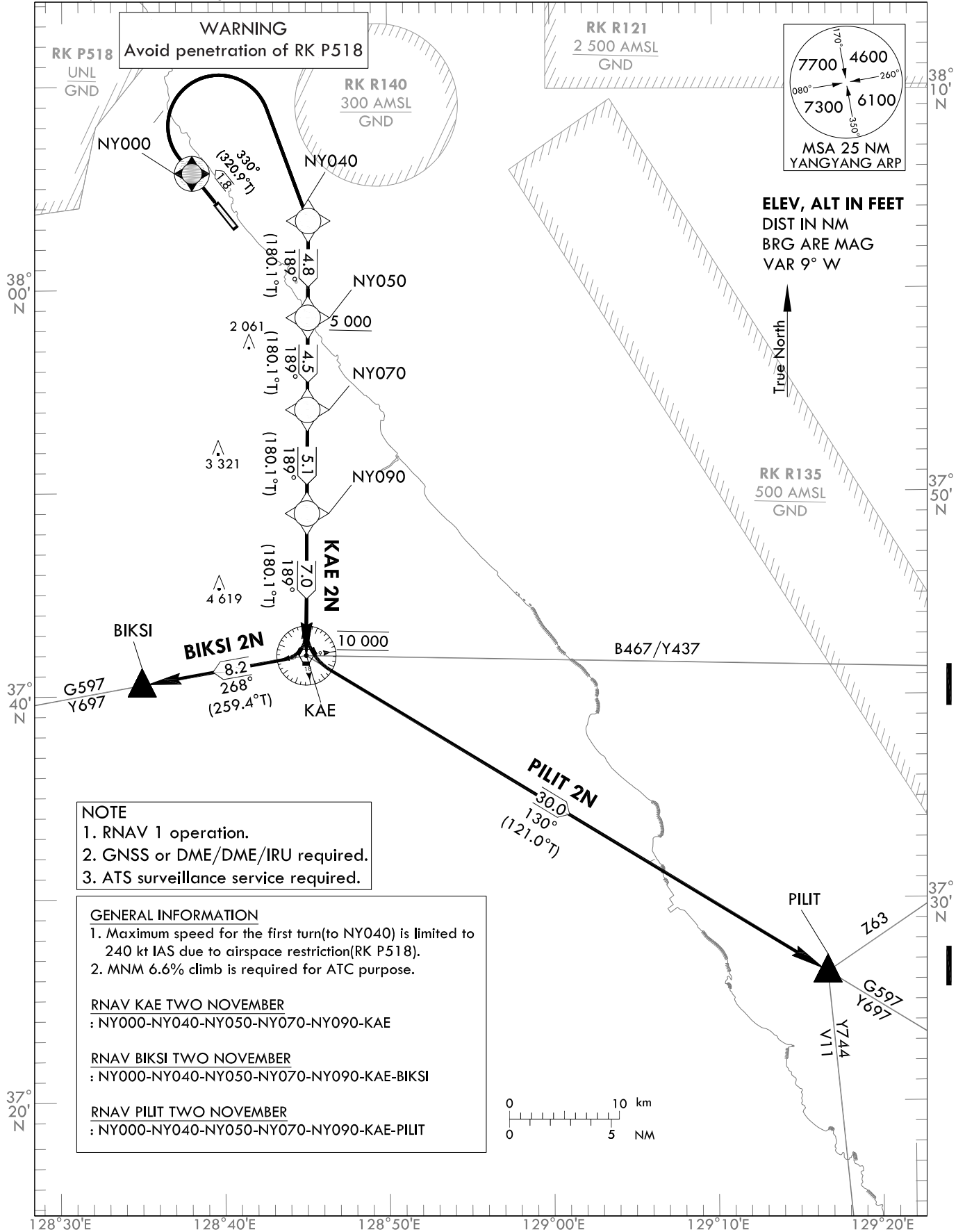
TRANSITION ALT 14 000
TRANSITION LVL FL 140

GANGNEUNG DEP 124.6
YANGYANG TWR 118.85
124.375

YANGYANG/Intl(RKNY)

RWY 33
RNAV KAE 2N
RNAV BIKSI 2N
RNAV PILIT 2N

Note : Departure under ICAO Flight Procedures.



Change : Information of reporting point(BIKSI, PILIT).

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV KAE 2N

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH*	Navigation specification	Remarks
001	CF	NY000	Y	330(320.9)	1.8	-	-	-240	38°05'45.5"N 128°38'00.9"E	-	RNAV 1	-
002	DF	NY040	-	-	-	R	-	-240	38°03'27.0"N 128°45'16.2"E	TCH*	RNAV 1	-
003	TF	NY050	-	189(180.1)	4.8	-	+5 000	-	37°58'41.3"N 128°45'15.6"E	-	RNAV 1	-
004	TF	NY070	-	189(180.1)	4.5	-	-	-	37°54'09.1"N 128°45'15.0"E	-	RNAV 1	-
005	TF	NY090	-	189(180.1)	5.1	-	-	-	37°49'03.2"N 128°45'14.4"E	-	RNAV 1	-
006	TF	KAE	-	189(180.1)	7.0	-	@10 000	-	37°42'02.8"N 128°45'13.6"E	-	RNAV 1	-

RNAV BIKSI 2N

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH*	Navigation specification	Remarks
001	CF	NY000	Y	330(320.9)	1.8	-	-	-240	38°05'45.5"N 128°38'00.9"E	-	RNAV 1	-
002	DF	NY040	-	-	-	R	-	-240	38°03'27.0"N 128°45'16.2"E	TCH*	RNAV 1	-
003	TF	NY050	-	189(180.1)	4.8	-	+5 000	-	37°58'41.3"N 128°45'15.6"E	-	RNAV 1	-
004	TF	NY070	-	189(180.1)	4.5	-	-	-	37°54'09.1"N 128°45'15.0"E	-	RNAV 1	-
005	TF	NY090	-	189(180.1)	5.1	-	-	-	37°49'03.2"N 128°45'14.4"E	-	RNAV 1	-
006	TF	KAE	-	189(180.1)	7.0	-	@10 000	-	37°42'02.8"N 128°45'13.6"E	-	RNAV 1	-
007	TF	BIKSI	-	268(259.4)	8.2	-	-	-	37°40'32.0"N 128°35'04.0"E	-	RNAV 1	-

RNAV PILIT 2N

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH*	Navigation specification	Remarks
001	CF	NY000	Y	330(320.9)	1.8	-	-	-240	38°05'45.5"N 128°38'00.9"E	-	RNAV 1	-
002	DF	NY040	-	-	-	R	-	-240	38°03'27.0"N 128°45'16.2"E	TCH*	RNAV 1	-
003	TF	NY050	-	189(180.1)	4.8	-	+5 000	-	37°58'41.3"N 128°45'15.6"E	-	RNAV 1	-
004	TF	NY070	-	189(180.1)	4.5	-	-	-	37°54'09.1"N 128°45'15.0"E	-	RNAV 1	-
005	TF	NY090	-	189(180.1)	5.1	-	-	-	37°49'03.2"N 128°45'14.4"E	-	RNAV 1	-
006	TF	KAE	-	189(180.1)	7.0	-	@10 000	-	37°42'02.8"N 128°45'13.6"E	-	RNAV 1	-
007	TF	PILIT	-	130(121.0)	30.0	-	-	-	37°26'31.4"N 129°17'30.8"E	-	RNAV 1	-

* The term TCH equates to the use of the term RDH, within this context of the FAS data block.

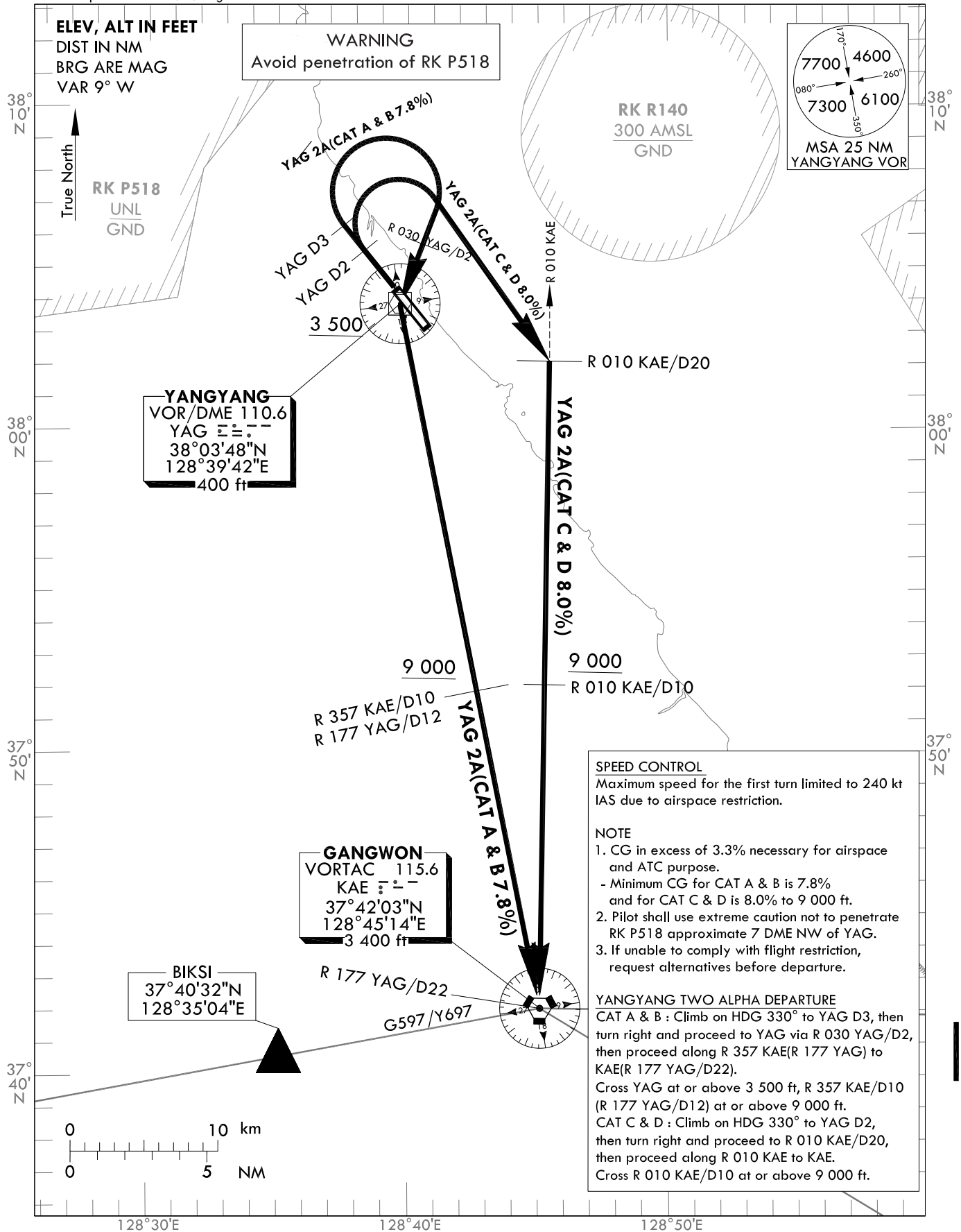
**STANDARD DEPARTURE
CHART INSTRUMENT(SID) - ICAO**

TRANSITION ALT 14 000
TRANSITION LVL FL 140

GANGNEUNG DEP 124.6
YANGYANG TWR 118.85
124.375

**YANGYANG/Intl(RKNY)
RWY 33
YAG 2A**

Note : Departure under ICAO Flight Procedures.



Change : Information of reporting point(BIKSI).

INTENTIONALLY

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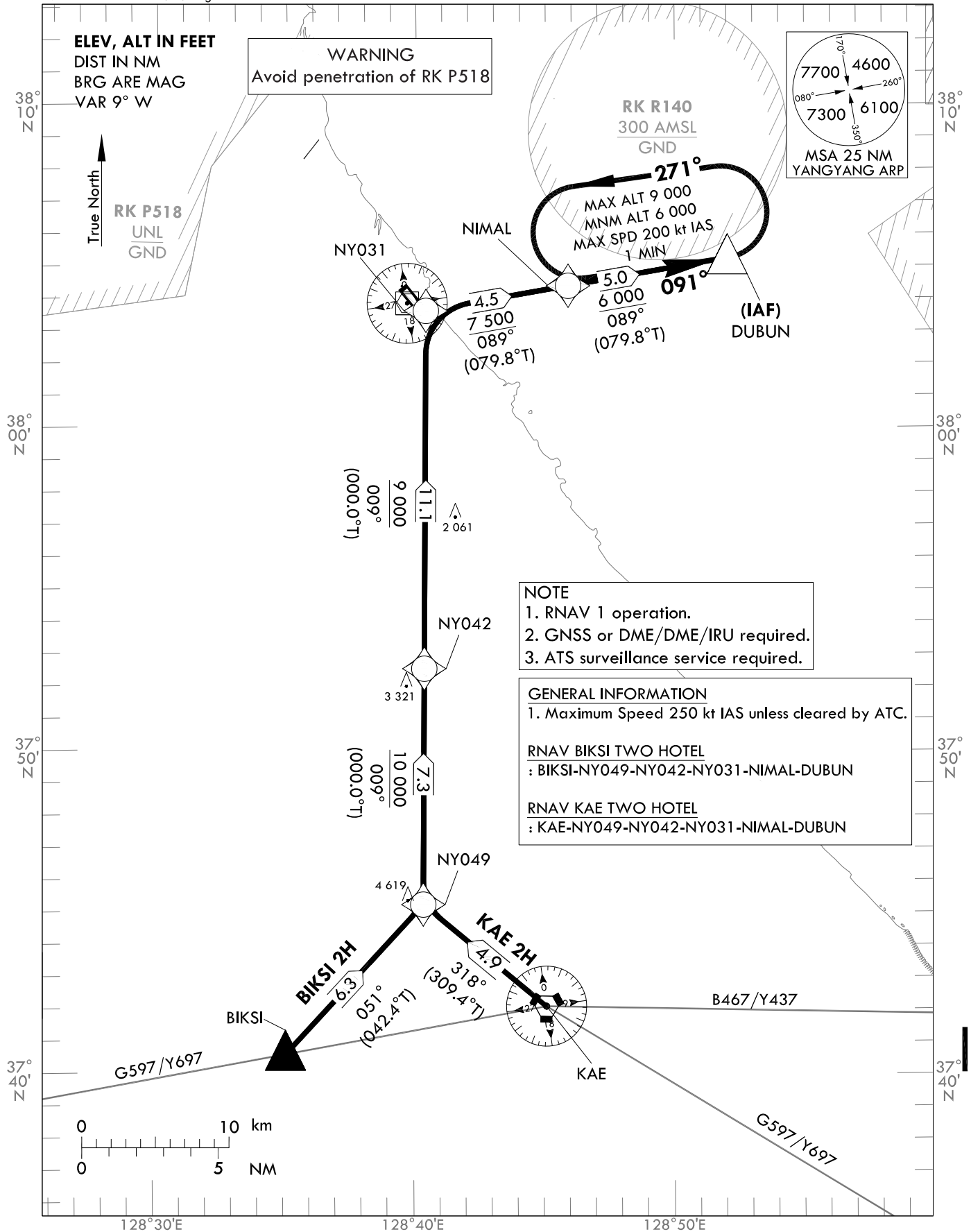
**STANDARD ARRIVAL CHART
INSTRUMENT(STAR) - ICAO**

TRANSITION ALT 14 000
TRANSITION LVL FL 140

GANGNEUNG APP 124.6
YANGYANG TWR 118.85
124.375

YANGYANG/Intl(RKNY)
RWY 33
RNAV KAE 2H
RNAV BIKSI 2H

Note : Arrival under ICAO Flight Procedures.



Change : Information of reporting point(BIKSI).

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV KAE 2H

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/TCH*	Navigation specification	Remarks
001	IF	KAE	-	-	-	-	-	-	37°42'02.8"N 128°45'13.6"E	-	RNAV 1	-
002	TF	NY049	-	318(309.4)	4.9	-	-	-	37°45'11.2"N 128°40'24.7"E	-	RNAV 1	-
003	TF	NY042	-	009(000.0)	7.3	-	+10 000	-	37°52'29.4"N 128°40'25.1"E	-	RNAV 1	-
004	TF	NY031	-	009(000.0)	11.1	-	+9 000	-	38°03'34.1"N 128°40'25.8"E	-	RNAV 1	-
005	TF	NIMAL	-	089(079.8)	4.5	-	+7 500	-	38°04'21.6"N 128°45'59.8"E	-	RNAV 1	-
006	TF	DUBUN	-	089(079.8)	5.0	-	+6 000	-	38°05'14.5"N 128°52'13.8"E	-	RNAV 1	IAF

RNAV BIKSI 2H

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/TCH*	Navigation specification	Remarks
001	IF	BIKSI	-	-	-	-	-	-	37°40'32.0"N 128°35'04.0"E	-	RNAV 1	-
002	TF	NY049	-	051(042.4)	6.3	-	-	-	37°45'11.2"N 128°40'24.7"E	-	RNAV 1	-
003	TF	NY042	-	009(000.0)	7.3	-	+10 000	-	37°52'29.4"N 128°40'25.1"E	-	RNAV 1	-
004	TF	NY031	-	009(000.0)	11.1	-	+9 000	-	38°03'34.1"N 128°40'25.8"E	-	RNAV 1	-
005	TF	NIMAL	-	089(079.8)	4.5	-	+7 500	-	38°04'21.6"N 128°45'59.8"E	-	RNAV 1	-
006	TF	DUBUN	-	089(079.8)	5.0	-	+6 000	-	38°05'14.5"N 128°52'13.8"E	-	RNAV 1	IAF

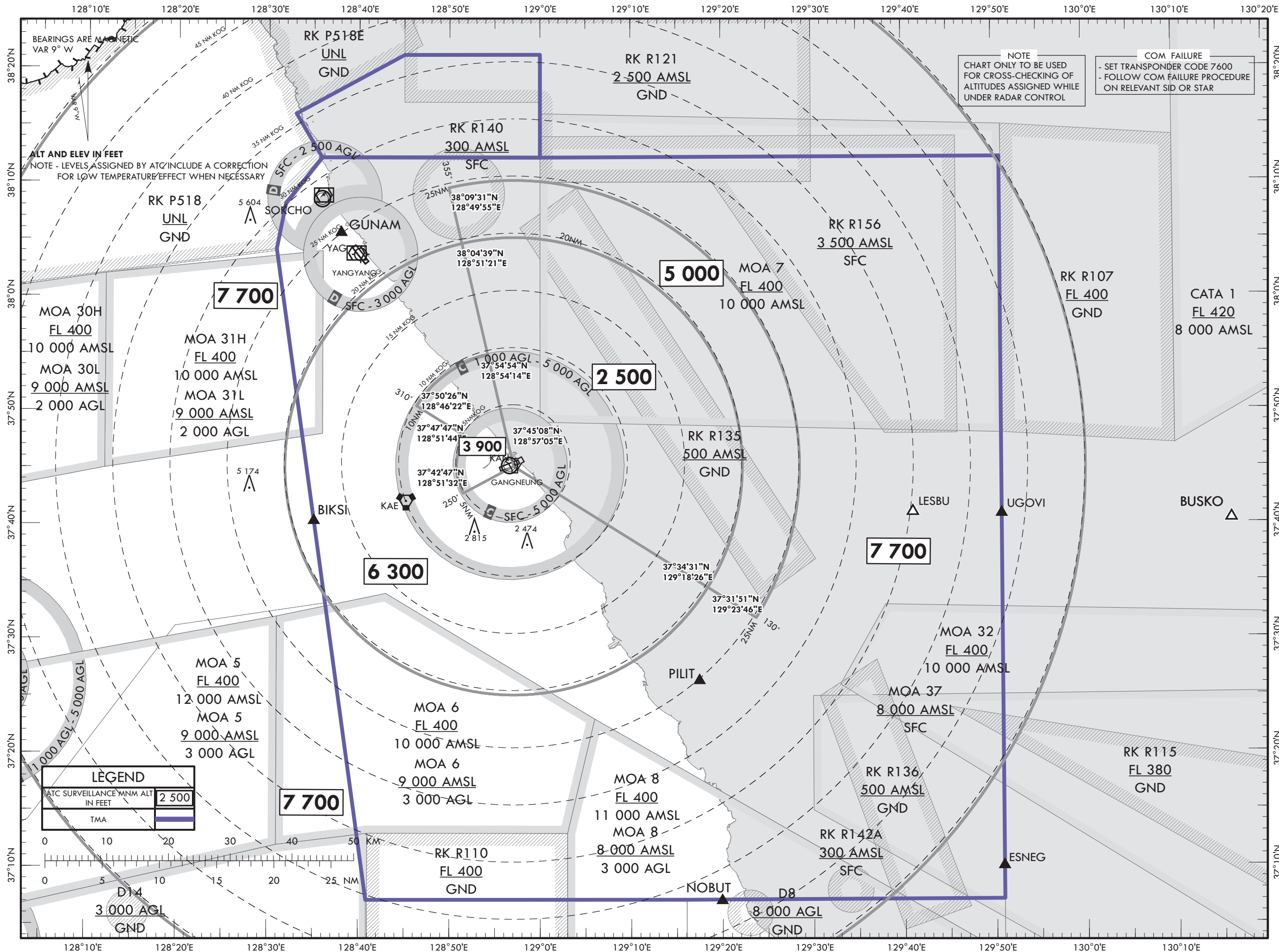
HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Time (Min)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/TCH*	Navigation specification	Remarks
RNAV KAE 2H	HM	DUBUN	Y	091(081.7)	1	L	-9 000 +6 000	-200	38°05'14.5"N 128°52'13.8"E	-	RNAV 1	1 MIN (Outbound Leg)
RNAV BIKSI 2H	HM	DUBUN	Y	091(081.7)	1	L	-9 000 +6 000	-200	38°05'14.5"N 128°52'13.8"E	-	RNAV 1	1 MIN (Outbound Leg)

* The term TCH equates to the use of the term RDH, within this context of the FAS data block.

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO AERODROME ELEV 241 ft TRANSITION ALT 14 000 ft APP 124.6 GANGNEUNG/Gangneung Intl(RKNY)

TMA Gangneung



Change : Information of reporting point, Establishment of fix(UGOVI, ESNEG) and Information of fix(NOMEX → LESBU). PUBLISHED BY THE OFFICE OF CIVIL AVIATION, MINISTRY OF LAND, INFRASTRUCTURE AND TRANSPORT. REPUBLIC OF KOREA

RKJJ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKJJ - GWANGJU / Domestic

RKJJ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	350735N 1264832E 026° / 1 420 m from THR RWY 04R	
2	Direction and distance from city	227°, 5 km from Gwangju City Hall	
3	Elevation/Reference temperature	15 m / 32.9 °C	
4	Geoid undulation at AD ELEV PSN	24 m	
5	Magnetic variation/Annual change	8° W (2020) / 0.093° increasing	
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	KAC	Korea Airports Corporation(Gwangju Airport) 420-25, Sangmu-daero, Gwangsan-gu, Gwangju, 62425 Republic of Korea TEL : +82-62-940-0315 Telefax : +82-62-940-0347
		ROKAF	Republic of Korea Air Force(ROKAF) The 1 st Fighter Wing
7	Types of traffic permitted(IFR/VFR)	IFR / VFR	
8	Remarks	Military Air Base	

RKJJ AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2200-1300 UTC (Summer season) 2230-1300 UTC (Winter season)
2	Customs and immigration	NIL
3	Health and Sanitation	NIL
4	AIS Briefing Office	2300-1140 UTC
5	ATS Reporting Office(ARO)	HO
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	HO
12	Remarks	Civil aircraft operation is restricted from 1300 UTC to 2200 UTC due to aircraft noise around the airport except aircraft in an emergency or in an abnormal situation.

RKJJ AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	JP-8 (Available by agreement with ROKAF*)
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	By arrangement with handling agent
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	* Republic of Korea Air Force(ROKAF)

Change : Information of operational hours for AIS briefing office.



RKJJ AD 2.5 PASSENGER FACILITIES

1	Hotels	Near AD and in the City
2	Restaurants	At AD and in the City
3	Transportation	Buses, Taxi, Subway and rental cars from AD
4	Medical facilities	Hospitals in the city
5	Bank and Post Office	Bank available at AD
6	Tourist Office	Available at AD
7	Remarks	http://www.airport.co.kr/mbs/gwangju/

RKJJ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Available : CAT 8
2	Rescue equipment	a. Seven Chemical Fire Trucks - Water : 36 000 L - AFFF* : 4 400 L b. Two Ambulance Cars c. One Rescue Truck
3	Capability for removal of disabled aircraft	Specialized aircraft recovery equipment available for up to and including B767-300 size aircraft. 470 ton crane and other accessory equipment can be provided by airlines and agencies. Korea Airports Corporation is the co-ordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (TEL : +82-62-940-0331, 0352)
4	Remarks	* Aqueous Film Forming Foam(AFFF)

RKJJ AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	a. ROKAF * - 3 Snow Heat Blowers(SE88) - 1 Grader - 1 Loader Scoop - 3 Dump Trucks - 3 Snow Ploughs b. KAC ** - 1 Dump Truck - 1 Tractor - 2 Snow Ploughs - 1 Urea Spreader
2	Clearance priorities	a. RWY 04L/22R b. RWY 04R/22L c. Taxiway d. Aprons
3	Remarks	* Republic of Korea Air Force (ROKAF) ** Korea Airports Corporation (KAC)

RKJY AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKJY - YEOSU / Domestic

RKJY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	345032N 1273702E 166° / 1 050 m from THR 17
2	Direction and distance from city	343°, 11 km from Yeosu City Hall
3	Elevation/Reference temperature	16 m / 31.9 °C
4	Geoid undulation at the aerodrome elevation	27 m
5	MAG VAR/Annual change	8° W (2020) / 0.092° increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	Korea Airports Corporation(Yeosu Airport) 386, Yeosun-ro, Yulchon-myeon, Yeosu-si, Jeollanam-do, 59606 Republic of Korea TEL : +82-61-689-6331, 6339 Telefax : +82-61-689-6330
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKJY AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2100-1300 UTC
2	Customs and Immigration	NIL
3	Health and Sanitation	NIL
4	AIS Briefing Office	2200-1100 UTC
5	ATS Reporting Office	2200-1100 UTC
6	MET Briefing Office	2200-1100 UTC
7	ATS	2200-1100 UTC
8	Fuelling	NIL
9	Handling	HO
10	Security	HO
11	De-icing	NIL
12	Remarks	Outside these hours services are available on request. (Only passenger flight)

RKJY AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Conveyor belt, various vehicles and equipments
2	Fuel/oil types	NIL
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	NIL
5	Hanger space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

Change : Information of operational hours for AIS briefing office, ATS reporting office, MET briefing office and ATS.



RKJY AD 2.5 PASSENGER FACILITIES

1	Hotels	In Yeosu & Suncheon city
2	Restaurants	At AD and in the city
3	Transportation	Buses, Taxis, Rental cars from AD
4	Medical facilities	a. Ambulance service available (For 1 patient) b. Hospitals in Yeosu city, 13 km from AD
5	Bank and Post Office	a. Automated teller machine (ATM) available at AD b. Bank and post office in Yeosu & Suncheon city
6	Tourist Office	Available at AD
7	Remarks	http://www.airport.co.kr/mbs/yeosu/

RKJY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 7
2	Rescue equipment	a. 2 Chemical fire fighting trucks - Water : 23 000 L - AFFF* : 3 000 L - Dry chemical : 500 kg b. 1 Ambulance car c. 1 Mobile command vehicle
3	Capability for removal of disabled aircraft	Specialized aircraft recovery equipment available for up to and including A321 size aircraft. 100 ton hydraulic recovery jack, 470 ton crane and other accessory equipment can be provided by airlines and agencies. Korea Airports Corporation is the co-ordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (TEL : +82-61-689-6331, 6334)
4	Remarks	* Aqueous Film Forming Foam(AFFF)

RKJY AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	a. 1 Compact Runway Jet Sweeper b. 1 Dump truck c. 2 Tractors d. 1 Snow Plough e. 1 Urea spreader
2	Clearance priorities	a. RWY b. TWY c. Apron and other area
3	Remarks	Snow clearance information promulgated by SNOWTAM

RKJY AD 2.16 HELICOPTER LANDING AREA

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

RKJY AD 2.17 ATS AIRSPACE

1	Designation and lateral limit	Yeosu CTR A circle, radius 5 NM centered at ARP
2	Vertical limits	SFC to 3 000 ft AGL
3	Airspace classification	D
4	ATS unit call sign Languages	Yeosu Tower English / Korean
5	Transition altitude	14 000 ft AMSL
6	Operational hours	2200-1100 UTC
7	Remarks	Refer to ENR 2.1-9, RKJY Visual approach chart to identify class D airspace

RKJY AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
APP	Sacheon Approach	135.4 MHz 344.7 MHz	H24	Scheduled inspection time : Every 4th THU(1300-1800 UTC) of the month.
	Yeosu Arrival	119.725 MHz 317.425 MHz	2200-1100 UTC	
TWR	Yeosu Tower	122.5 MHz 240.9 MHz 121.5 MHz 243.0 MHz	2200-1100 UTC	
GND	Yeosu Ground	118.525 MHz	2200-1100 UTC	Digital PDC service available
ATIS	Yeosu Airport	128.275 MHz	HO	Digital ATIS service available

Change : Information of operational hours for ATS airspace and ATS communication facilities.

RKJY 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 (8° W/2020) ILS CAT I (8° W or 352°)	IYSO	111.5 MHz	H24	344952.0N 1273721.9E	-	Scheduled Inspection Time : Every 1st THU (1300-1700 UTC) of the month LOC unusable : Beyond 32° right side of the course and beyond 20 NM from LOC due to terrains.
DME 17	-	1013 MHz (CH 52X)	H24	345057.3N 1273654.5E	30 m	
GP 17	-	332.9 MHz	H24	345057.2N 1273654.4E	-	3° ILS RDH 46 ft
LOC 35 (8° W/2020) ILS CAT I (8° W or 352°)	IYSU	109.7 MHz	H24	345113.0N 1273642.2E	-	Scheduled Inspection Time : Every 2nd THU (1300-1700 UTC) of the month LOC unusable : Beyond 30° left of the course due to terrain.
DME 35	-	995 MHz (CH 34X)	H24	345010.4N 1273718.1E	30 m	DME unusable : Beyond 30° left of the course due to terrain.
GP 35	-	333.2 MHz	H24	345010.4N 1273718.0E	-	3° ILS RDH 50 ft
VOR/DME (8° W/2020)	YSU	115.7 MHz (CH 104X)	H24	345034.3N 1273708.7E	30 m	VOR unusable : RDL 076-130 beyond 22 DME below 5 000 ft RDL 131-190 beyond 23 DME below 4 000 ft RDL 191-265 beyond 13 DME below 9 000 ft RDL 266-305 beyond 8 DME below 11 000 ft DME unusable : RDL 076-130 beyond 15 DME below 6 000 ft RDL 131-190 beyond 11 DME below 6 000 ft RDL 191-265 beyond 6 DME below 15 000 ft RDL 266-305 beyond 7.5 DME below 17 000 ft Scheduled Inspection Time : Every 3rd THU(1300-1700 UTC) of the month
Scheduled Inspection Time : - RADAR(PSR/SSR) : Every 3rd THU(1300-1700 UTC) of the month						

RKJY AD 2.20 LOCAL AERODROME REGULATIONS

1. Ground engine check procedures
 - 1.1 Aircraft requiring an engine check shall contact YEOSU TWR and provide the following;
 - a. Call sign or registration number
 - b. Stand number
 - c. Type of request, engine start or performance check
 - 1.2 Engine starts are permitted in the ramp areas. However, the power setting shall not exceed idle thrust.
 - 1.3 During the engine check, any pilot shall monitor the frequency of YEOSU TWR.
2. All aircraft contact YEOSU TWR prior to entering class D airspace. (Refer to RKJY Visual Approach Chart)