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Ministry of Land, Infrastructure and Transport
Office of Civil Aviation
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AMENDMENT NR 12/24

12 DEC 2024

AIRAC

AIP AMENDMENT NR 12/24

(Effective : 1600UTC 22 JAN 2025)

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 Incheon INTL Airport

a) Information of diagram of apron.
b) Withdrawal of pushback procedure for ACFT stand NR. 208R and NR. 290R.
c) Information of pushback procedure for ACFT stand NR. 216.
d) Establishment of pushback procedure for ACFT stand NR. 530 and NR. 536.
e) Information of departure and arrival routes and TCP for apron 3, 4.
f) Establishment of ACFT stands NR. 530 and 536.
g) Amended coordinates and stand availability for ACFT stands NR. 282～284, 286～290, 257R, 290R.
h) Information of coordinates for LOC antenna.
i) Information of final approach descent angle(3° → 3.01°).

1.2 Gimpo INTL Airport

a) Information of clearance priorities.
b) Establishment of taxilane NY and Information of north apron, taxi routes.
c) Information of push-back and standard taxi procedures for north apron.
d) Withdrawal of ACFT stands NR. 210~211, 301~303 and Information of coordinates for ACFT stands NR. 31~34.

1.3 Jeju INTL Airport

a) Information of KASS identification(CH52013 → CH60369).
b) Information of route indicator, data block and caculated CRC value.

1.4 Gimhae INTL Airport

a) Information of speed restrictions for ILS RWY 36L/R approach.

1.5 Cheongju INTL Airport

a) Information of RWY center line LGT and RWY edge LGT.
b) Establishment of RWY and ILS characteristics for RWY 06R/24L.
c) Information of marking aids for RWY 06L/24R and 06R/24L.
d) Information of NOTE, item numbers and ALT restriction for IKISO.

1.6 Uljin Airport

a) Information of FREQ and remarks for radio navigation and landing aids.
a) Information of FREQ for LOC 17 and GP/DME 17.

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END

RKSI AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulations

1.1 Pilots are strongly required to monitor VHF 121.5 MHz when flying within SEOUL TMA.

1.2 Pilots shall exercise extreme caution to avoid penetrating Prohibited Area (P518, P73A/B, etc) or Special Use Airspace (ACMI, R17, etc), especially when flying north of R 270 and R 080 NCN around Incheon INTL Airport. (Refer to RKSI AD 2.19 Radio Navigation and landing Aids.)

1.3 Pilots should always make sure that microphones are not stuck in the transmitting position before transmission in order to prevent frequency blockage (stuck mike) from impairing ATC.

1.4 High Intensity Runway Operation(HIRO)
HIRO will be in force when runway surface condition is dry and adverse weather condition is not present. When HIRO are in force, ATC will inform via ATIS(Phrase : High Intensity Runway Operation in force. Minimum Runway Occupancy Time required) or RTF.

1.4.1 Landing Procedures

a. During HIRO in force, pilots are strongly requested to use the following preferred rapid exit taxiways or vacate the landing runway within 60 SEC of timeframe. Aircraft unable to comply with these procedures should notify ATC as early as possible.

b. Pilots are encouraged to apply proper deceleration technique take into account the following distance information of rapid exit taxiway to avoid decelerating to taxi speed on midpoint of landing runway and minimize runway occupancy time.

RWY	Rapid Exit Taxiway	Distance from Threshold
15L	**C2**	7 381 ft / 2 250 m
	C1, **D1**(to cargo apron 1, 2)	8 418 ft / 2 566 m
15R	**B3**	7 381 ft / 2 250 m
	B2	8 418 ft / 2 566 m
33L	**B4**	7 381 ft / 2 250 m
	B5	8 418 ft / 2 566 m
33R	**C4**	7 381 ft / 2 250 m
	C5, **D6**(to cargo apron 1, 2)	8 418 ft / 2 566 m
16L	**N3**	6 725 ft / 2 050 m
	N2	8 366 ft / 2 550 m
34R	**N4**	6 725 ft / 2 050 m
	N5	8 366 ft / 2 550 m
16R	**P6**	5 249 ft / 1 600 m
	P5	6 233 ft / 1 900 m
	P4	7 218 ft / 2 200 m
	P2	8 202 ft / 2 500 m
34L	**P7**	5 249 ft / 1 600 m
	P8	6 233 ft / 1 900 m
	P10	7 218 ft / 2 200 m
	P11	8 202 ft / 2 500 m

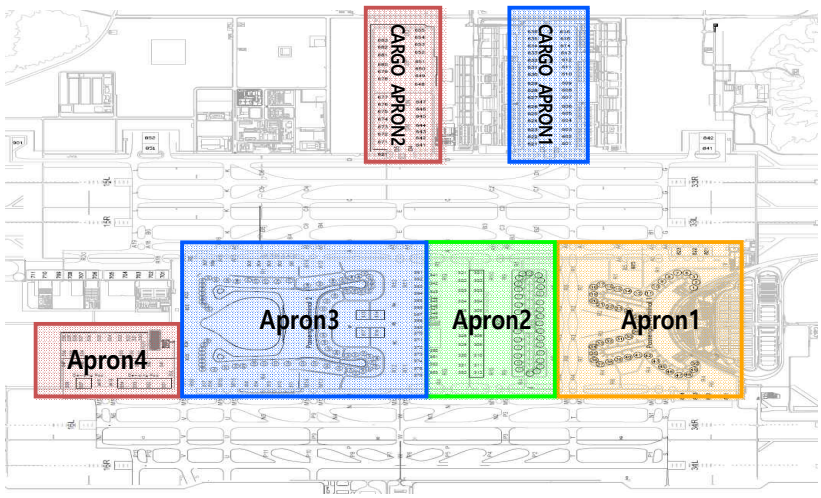
Note 1 : Preferred rapid exit taxiways are in bold and underlined.
Note 2 : The design speed of all RET is 50 kt.

c. After landing, aircraft are not to stop on rapid exit taxiway to awaiting instructions from ATC but should continue taxi via the following taxi procedures, unless otherwise instructed by ATC.

RWY	Preferred RET	Standard Taxi Procedures
15L	C2	During HIRO in force, any landing aircraft to Apron 1·2·3·4 should continue taxi to TWY J then hold short of RWY 15R on TWY J. Remain on the TWR FREQ. (refer SMGCS - Arrival Taxi Route Chart)
	D1	During HIRO in force, any landing aircraft to Cargo Apron 1·2 should continue taxi via TWY D to appropriate Transfer of Control Point(TCP) of parking gate/stand. (refer SMGCS – Arrival Taxi Route Chart)
15R	B3	During HIRO in force, any landing aircraft to Apron 1·2·3·4 should continue taxi via TWY B to appropriate Transfer of Control Point(TCP) of parking gate/stand. Remain on the TWR FREQ. (refer SMGCS - Arrival Taxi Route Chart)

RWY	Preferred RET	Standard Taxi Procedures
33L	B4	During HIRO in force, any landing aircraft to Apron 1·2·3·4 should continue taxi via TWY B to appropriate Transfer of Control Point(TCP) of parking gate/stand. (refer SMGCS - Arrival Taxi Route Chart)
33R	C4	During HIRO in force, any landing aircraft to Apron 1·2·3·4 should continue taxi to TWY K then hold short of RWY 33L on TWY K. Remain on the TWR FREQ. (refer SMGCS - Arrival Taxi Route Chart)
	D6	During HIRO in force, any landing aircraft to Cargo Apron 1·2 should continue taxi via TWY D to appropriate Transfer of Control Point(TCP) of parking gate/stand. (refer SMGCS – Arrival Taxi Route Chart)
16L	N3	During HIRO in force, all landing aircraft should continue taxi via TWY N to appropriate Transfer of Control Point(TCP) of parking gate/stand. (refer SMGCS - Arrival Taxi Route Chart)
34R	N4	During HIRO in force, all landing aircraft should continue taxi via TWY N to appropriate Transfer of Control Point(TCP) of parking gate/stand. (refer SMGCS - Arrival Taxi Route Chart)
16R	P6	During HIRO in force, all landing aircraft should continue taxi to TWY T then hold short of RWY 16L on TWY T. Remain on the TWR FREQ. (refer SMGCS - Arrival Taxi Route Chart)
34L	P7	During HIRO in force, all landing aircraft should continue taxi to TWY U then hold short of RWY 34R on TWY U. Remain on the TWR FREQ. (refer SMGCS - Arrival Taxi Route Chart)

d. Diagram of Apron 1·2·3·4 and Cargo Apron 1·2



1.4.2 Departure Procedures

a. Pilots are strongly encouraged to check the availability of intersection departure before start-up. Declared distance for intersection departure are detailed in AD 2.13 DECLARED DISTANCES. For the purpose of performance calculations the standard intersection departure points are :

- RWY 15R - B6 / K
- RWY 33L - B1 / J
- RWY 16L - N6 / V / U
- RWY 34R - N1 / T

b. Intersection departures may be initiated by ATC to expedite traffic flow. Pilots must advise ATC if they are not able to comply with this request to prevent additional delay or sequence change.

c. ATC will consider all aircrafts at the RWY holding point as able to commence line-up and take-off roll immediately on receiving clearance from ATC, unless otherwise instructed. Pilots should note that ATC expects pre-departure cockpit checks to be completed prior to entering the runway and take-off checks that must be made on the runway are kept to the minimum required. Pilots not ready when reaching the RWY holding point shall advise ATC as early as possible before reaching to RWY holding point.

d. When line-up or take-off clearance is issued, ATC will expect and has planned on seeing movement within 10 seconds.

e. Normally ATC will apply ICAO wake vortex separation minima between successive departures. If more separation than prescribed minima is required, pilot shall notify ATC before entering the RWY.

Change : Information of diagram of apron.

Aircraft Stands	Pushback Procedures	Phraseology
Apron 1		
103	The aircraft shall be pushed back onto taxilane AS to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south on R1
105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127 and 129	The aircraft shall be pushed back onto taxilane AS to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane AS to face west.	Pushback approved to face west
131	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane AS to face west.	Pushback approved to face west
132	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
Apron 2		
101	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
102	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
	The aircraft shall be pushed back onto taxilane R9 to face east.	Pushback approved to face east.
104, 106, 108, 110, 112, 114, 118, 122, 124, 126 and 128	The aircraft shall be pushed back onto taxilane R9 to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane R9 to face west.	Pushback approved to face west
130	The aircraft shall be pushed back onto taxilane R9 to face west.	Pushback approved to face west
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north on R4
301	The aircraft shall be pushed back onto taxilane R10 to face east.	Pushback approved to face east
302 to 311 (309A/B, 310A/B, 311A/B)	The aircraft shall be pushed back onto taxilane R10 to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane R10 to face west.	Pushback approved to face west
312	The aircraft shall be pushed back onto taxilane R10 to face west.	Pushback approved to face west
321	The aircraft shall be pushed back onto taxilane RG to face east.	Pushback approved to face east
322 to 331 (329A/B, 330A/B, 331A/B)	The aircraft shall be pushed back onto taxilane RG to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane RG to face west.	Pushback approved to face west
332	The aircraft shall be pushed back onto taxilane RG to face west.	Pushback approved to face west
341, 341R/L	The aircraft shall be pushed back onto taxilane RG to face east.	Pushback approved to face east
342 to 352 (342R/L, 343R/L, 345R, 347R, 352R/L)	The aircraft shall be pushed back onto taxilane RG to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane RG to face west.	Pushback approved to face west
353, 353R/L	The aircraft shall be pushed back onto taxilane RG to face west.	Pushback approved to face west
Apron 3		
208 to 209	The aircraft shall be pushed back onto taxilane RW to face east.	Pushback approved to face east
	The aircraft shall be pushed back to face east until its nosewheel is at spot 54.	Pushback approved to point 54
	The aircraft shall be pushed back onto taxilane R24 to face south.	Pushback approved to face south on R24
210 to 211	The aircraft shall be pushed back onto taxilane RW to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane RW to face west.	Pushback approved to face west
	The aircraft shall be pushed back to face east and then towed forward until its nosewheel is at spot 54.	Pushback approved to point 54
212 to 213	The aircraft shall be pushed back onto taxilane RW to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane RW to face west.	Pushback approved to face west
214 to 215	The aircraft shall be pushed back onto taxilane RW to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane RW to face west.	Pushback approved to face west
	The aircraft shall be pushed back to face north until its nosewheel is at spot 53.	Pushback approved to point 53

Change : Withdrawal of pushback procedure for ACFT stand NR. 208R.

Aircraft Stands	Pushback Procedures	Phraseology
214R	The aircraft shall be pushed back to face north until its nosewheel is at spot 53.	Pushback approved to point 53
	The aircraft shall be pushed back onto taxilane R4 until clear of R17 to face south.	Pushback approved to face south
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 52.	Pushback approved to point 52
216	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 52.	Pushback approved to point 52
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 53.	Pushback approved to point 53
217 to 218	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
	The aircraft shall be pushed back to face south until its nosewheel is at spot 52.	Pushback approved to point 52
219 to 222 (224L)	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
224 (224R)	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 51.	Pushback approved to point 51
225 to 236 (231R/L, 232R/L)	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
236R	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west
237	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R12.	Pushback approved to blue
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west
238, 239	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R12.	Pushback approved to blue
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west
	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back to face south until its nosewheel is at spot 31 (or 32).	Pushback approved to point 31(32)
239R	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west
	The aircraft shall be pushed back to face south until its nosewheel is at spot 31 (or 32).	Pushback approved to point 31(32)
240	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R12.	Pushback approved to blue
	The aircraft shall be pushed back to face south until its nosewheel is at spot 31 (or 32).	Pushback approved to point 31(32)
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east
241	The aircraft shall be pushed back to face south until its nosewheel is at spot 32.	Pushback approved to point 32
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 31.	Pushback approved to point 31
	The aircraft shall be pushed back to face south until its body is on taxilane RC.	Pushback approved to face south
	The aircraft shall be pushed back onto the stand 816 (or 817) to face west.	Pushback approved to stand 816(817)
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east on R12
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west on R12

Change : Information of pushback procedure for ACFT stand NR. 216.

Aircraft Stands	Pushback Procedures	Phraseology
275 (275L)	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 58.	Pushback approved to point 58
276 to 279 (275R)	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
280 to 281	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
	The aircraft shall be pushed back to face south until its nosewheel is at spot 57.	Pushback approved to point 57
282	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 57.	Pushback approved to point 57
	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 56.	Pushback approved to point 56
283	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 57.	Pushback approved to point 57
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 56.	Pushback approved to point 56
	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
	The aircraft shall be pushed back onto taxilane RE to face east.	Pushback approved to face east
283R	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 57.	Pushback approved to point 57
	The aircraft shall be pushed back to face north until its nosewheel is at spot 56.	Pushback approved to point 56
	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
284 to 285	The aircraft shall be pushed back onto taxilane RE to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane RE to face west.	Pushback approved to face west
	The aircraft shall be pushed back to face north until its nosewheel is at spot 56.	Pushback approved to point 56
286 to 287	The aircraft shall be pushed back onto taxilane RE to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane RE to face west.	Pushback approved to face west
288 to 289	The aircraft shall be pushed back onto taxilane RE to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane RE to face west.	Pushback approved to face west
	The aircraft shall be pushed back to face west and then towed forward until its nosewheel is at spot 55.	Pushback approved to point 55
290 to 291	The aircraft shall be pushed back onto taxilane RE to face west.	Pushback approved to face west
	The aircraft shall be pushed back to face west until its nosewheel is at spot 55.	Pushback approved to point 55
	The aircraft shall be pushed back onto taxilane R23 to face south.	Pushback approved to face south on R23
362 to 375	The aircraft shall be pushed back onto taxilane R11 to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane R11 to face west.	Pushback approved to face west
361	Pilot shall request start engine then taxi on stand except following aircraft : A320 series, B737 series and A220 series.	-
	The aircraft shall be pushed back onto taxilane R11 to face east.	Pushback approved to face east
376	Pilot shall request start engine then taxi on stand except following aircraft : A320 series, B737 series and A220 series.	-
	The aircraft shall be pushed back onto taxilane R11 to face west.	Pushback approved to face west

Change : Withdrawal of pushback procedure for ACFT stand NR. 290R.

Aircraft Stands	Pushback Procedures	Phraseology
501 (501L/R)	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 58.	Pushback approved to point 58
502 to 505	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
506	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 56.	Pushback approved to point 56
507	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 57.	Pushback approved to point 57
	The aircraft shall be pushed back onto taxilane RE to face east.	Pushback approved to face east
511 (511L/R)	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 51.	Pushback approved to point 51
512 to 515	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
516	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 53.	Pushback approved to point 53
517	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 52.	Pushback approved to point 52
	The aircraft shall be pushed back onto taxilane RW to face west.	Pushback approved to face west
Apron 4		
520	The aircraft shall be pushed back onto taxilane R26 to face south.	Pushback approved to face south
521 to 524	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 41.	Pushback approved to point 41
	The aircraft shall be pushed back onto taxilane R26 to face south.	Pushback approved to face south
522R	The aircraft shall be pushed back onto taxilane R26 to face south.	Pushback approved to face south
525	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 42.	Pushback approved to point 42
	The aircraft shall be pushed back onto taxilane R26 to face north.	Pushback approved to face north
526 to 528	The aircraft shall be pushed back to face south then towed forward until its nosewheel is at spot 42.	Pushback approved to point 42
	The aircraft shall be pushed back onto taxilane R26 to face north.	Pushback approved to face north
528R, 529 to 530	The aircraft shall be pushed back onto taxilane R26 to face north.	Pushback approved to face north
531 to 532	The aircraft shall be pushed back onto taxilane R26 to face south.	Pushback approved to face south
533	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 41.	Pushback approved to point 41
	The aircraft shall be pushed back onto taxilane R26 to face south.	Pushback approved to face south

Change : Establishment of pushback procedure for ACFT stand NR. 530.

Aircraft Stands	Pushback Procedures	Phraseology
534	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 42.	Pushback approved to point 42
	The aircraft shall be pushed back onto taxilane R26 to face north.	Pushback approved to face north
535 to 536	The aircraft shall be pushed back onto taxilane R26 to face north.	Pushback approved to face north
541 to 544	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
545, 547	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 43.	Pushback approved to point 43
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
546	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
551 to 554	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
	Pilot shall taxi on stand when assigned for deicing.	-
557	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 43.	Pushback approved to point 43
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
	Pilot shall taxi on stand when assigned for deicing.	-
558	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
Cargo Apron 1		
601 to 614 621 to 634	The aircraft shall be pushed back onto taxilane D2 or D3 to face west.	Pushback approved
615 to 616	The aircraft shall be pushed back to face west and then towed forward until its nosewheel is at spot 12.	Pushback approved to point 12
635 to 636	The aircraft shall be pushed back to face west and then towed forward until its nosewheel is at spot 11.	Pushback approved to point 11
Cargo Apron 2		
641 to 652 (652R/L)	The aircraft shall be pushed back onto taxilane D4 to face west.	Pushback approved
653 to 655	The aircraft shall be pushed back to face west and then towed forward until its nosewheel is at spot 10.	Pushback approved to point 10
671 to 681	The aircraft shall be pushed back onto taxilane D5 to face west.	Pushback approved
682, 683	The aircraft shall be pushed back to face west and then towed forward until its nosewheel is at spot 9.	Pushback approved to point 9

Change : Establishment of pushback procedure for ACFT stand NR. 536.

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3.3 Taxi routes from cargo apron

3.3.1 Departure runway from cargo apron is depended on traffic situation to optimize traffic flow. ATC may change departure runway for purposes of traffic flow management.

3.3.2 Taxi routes for departure runway 15R, 33L from cargo apron to protect GP signals of ILS of RWY 15L and 33R are expected as follows unless otherwise instructed by ATC.

Route	Taxi Route Details
Route for RWY 15R Departure	CGO APRON → Turn Right on **D** → Turn Left onto **K** → Hold at Holding Point **RWY 15L** on TWY **K** → Turn Right on **C** → Turn Left on **L** → Hold at Holding Point **RWY 15R**
Route for RWY 33L Departure	CGO APRON → Turn Left on **D** → Turn Right onto **J** → Hold at Holding Point **RWY 33R** on TWY **J** → Turn Left on **C** → Turn Right on **G** → Hold at Holding Point **RWY 33L**

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

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

3.4 Departure routes and Transfer of control points(TCP)

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

Apron	Apron FREQ	Route	TCP	Gate/Stand
Apron 1	121.65 MHz	R1 - A4 R1 - R7 R1 - R8	4E 7E 8W	1 to 17
		R7 R8	7E 8W	18 to 36
		R4 - M5 R4(R6) - R7 R4(R6) - R8	5W 7E 8W	37 to 50
		R7 R8	7E 8W	103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 132
Apron 2	121.8 MHz	R9 R10	9E 10W	101, 102, 104, 106, 108, 110, 112, 114, 118, 122, 124, 126, 128, 130
				301 to 312
		RG	30E 30W	321 to 332 341 to 353
Apron 3	122.175 MHz	R4 - R11 R4 - R12 R4 - M13	11E 12W 13W	225 to 236
		R1 - R11 R1 - R12 R1 - A13	11E 12W 13E	262 to 268
		R11 R12	11E 12W	236R, 237 to 261, 261R 361 to 376
	129.725 MHz	R17 - RE R17	50E 17W	208, 209 to 214, 215 516, 517
		R4 - R11 R4 - M15	11E 15W	214R, 216 to 224 511 to 515
		R1 - A15 R1 - R17	15E 17W	275 to 282, 283R 501 to 505
		RE R17	50E 17W	283, 284 to 290, 291 506, 507
Apron 4	123.675 MHz	R4 - R11 M19	11E 19W	520 to 530 531 to 536 541 to 547 551 to 554 557 to 558
Cargo Apron 1	123.325 MHz	D2 D3	2Y 3Y	601 to 616 621 to 636
Cargo Apron 2		D4 D5	4Y 5Y	641 to 655 671 to 683

Remarks

Departure routes in Apron areas will be issued in detail according to runway in use and traffic movement condition by Incheon Apron. Refer to RKSI AD 2-6, 2-8 (Aerodrome Ground Movement Charts).

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

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

FREQ	Call Sign	Procedure
128.65 MHz, 344.2 MHz (ATIS)	Incheon INTL Airport	- Acknowledge "De/Anti-icing Phase" by ATIS.
↓		
123.575 MHz (Apron 1, Apron 2, Cargos) 122.225 MHz (Apron 3, 4)	Incheon De-icing	- Contact when ready for pushback. - Advise "Aircraft De-icing required and Engine On/Off De-icing". - De-icing zones assignment.
↓		
121.65 MHz (Apron 1) 121.8 MHz (Apron 2, Cargos) 122.175 MHz (Apron 3) 129.725 MHz (Apron 3) 123.675 MHz (Apron 4)	Incheon Apron	- Set Mode A code to 2000. - Select XPNDR or AUTO. - Contact the frequency according to the controller's instruction. - Pushback & taxi to De-icing zones.
↓		
123.325 MHz (A South zone, M South zone, D South/North zone) 122.175 MHz (T Center zone) 122.325 MHz (Central De-icing zone, M North zone)	Pad Control	- De-icing pads assignment. - Taxi to De-icing pads.
↓		
130.750 MHz 130.850 MHz 130.250 MHz	Ice Man	- Ice Man frequency is guided by Pad Control. - Enter the pad and report the brake set to Ice Man. Do not shut down engines until instructed by Ice Man for ground safety. - Monitor Ice Man until De-icing is completed.
↓		
121.6 MHz	Incheon Delivery	- (Engine Off) Once de-icing is completed, contact Incheon delivery to get ATC clearance. Report "Engine Off De-icing and De-icing completed" when initial contact with Incheon delivery by voice or DCL. Monitor Ice Man. - (Engine On) Once de-icing is started, contact Incheon delivery to get ATC clearance. Report "Engine On De-icing and De-icing started" when initial contact with Incheon delivery by voice or DCL. Monitor Ice Man. - Set Mode A assigned by ATC. - Select XPNDR or AUTO.
↓		
130.750 MHz 130.850 MHz 130.250 MHz	Ice Man	- Re-contact Ice Man and Report start engine and ready to taxi.
↓		
123.325 MHz (A South zone, M South zone, D South/North zone) 122.175 MHz (T Center zone) 122.325 MHz (M North zone) 121.8 MHz(Central De-icing zone)	Pad Control	- Taxi out from De-icing pads.

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

5. Arrival procedures

5.1 Arrival routes and Transfer of control points(TCP)

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

Apron	Apron FREQ	Route	TCP	Gate/Stand
Apron 1	121.65 MHz	A5 - R1	5E	1 to 12
		A6 - R1	6E	14 to 17
		R7 - R1	7W	1 to 17
		R7 R8	7W 8E	18 to 36
		R7 - R4(R6)	7W	37 to 42
		M6 - R4	6W	43 to 50
		R8 - R4(R6)	8E	37 to 50
		R7 R8	7W 8E	103,105,107,109,111,113,115,117, 119,121,123,125,127,129,131,132
Apron 2	121.8 MHz	R9 R10	9W 10E	101,102,104,106,108,110,112,114, 118,122,124,126,128,130
				301 to 312
		RG	30W 30E	321 to 332 341 to 353
Apron 3	122.175 MHz	M14 - R4 R12 - R4	14W 12E	225 to 236
		R11 - R1 A14 - R1	11W 14E	262 to 268
		R11 R12	11W 12E	236R, 237 to 261, 261R 361 to 376
	129.725 MHz	RW R17	50W 17E	208, 209 to 214, 215 516 to 517
		M16 - R4 R17 - R4	16W 17E	214R, 216 to 224 511 to 515
		M11 - R1 A16 - R1	11W 16E	275 to 282, 283R 501 to 505
		RW R17	50W 17E	283, 284 to 290, 291 506 to 507
Apron 4	123.675 MHz	R17 - R4 M18	17E 18W	520 to 530 531 to 536 541 to 547 551 to 554 557 to 558
Cargo Apron 1	123.325 MHz	D2 D3	2Y 3Y	601 to 616 621 to 636
Cargo Apron 2		D4 D5	4Y 5Y	641 to 655 671 to 683
Remarks Arrival routes in Apron areas will be issued in detail according to runway in use and traffic movement condition by Incheon Apron. Refer to RKSI AD CHART 2-7, 2-9 (Aerodrome Ground Movement Charts).				

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

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

5.2 Follow-me car service

1. Follow-me service is available to arriving aircraft. Pilots should make the request to Incheon Ground or Incheon Apron.
2. Aircraft shall monitor the appropriate Incheon Ground and/or Incheon Apron frequencies while taxiing.

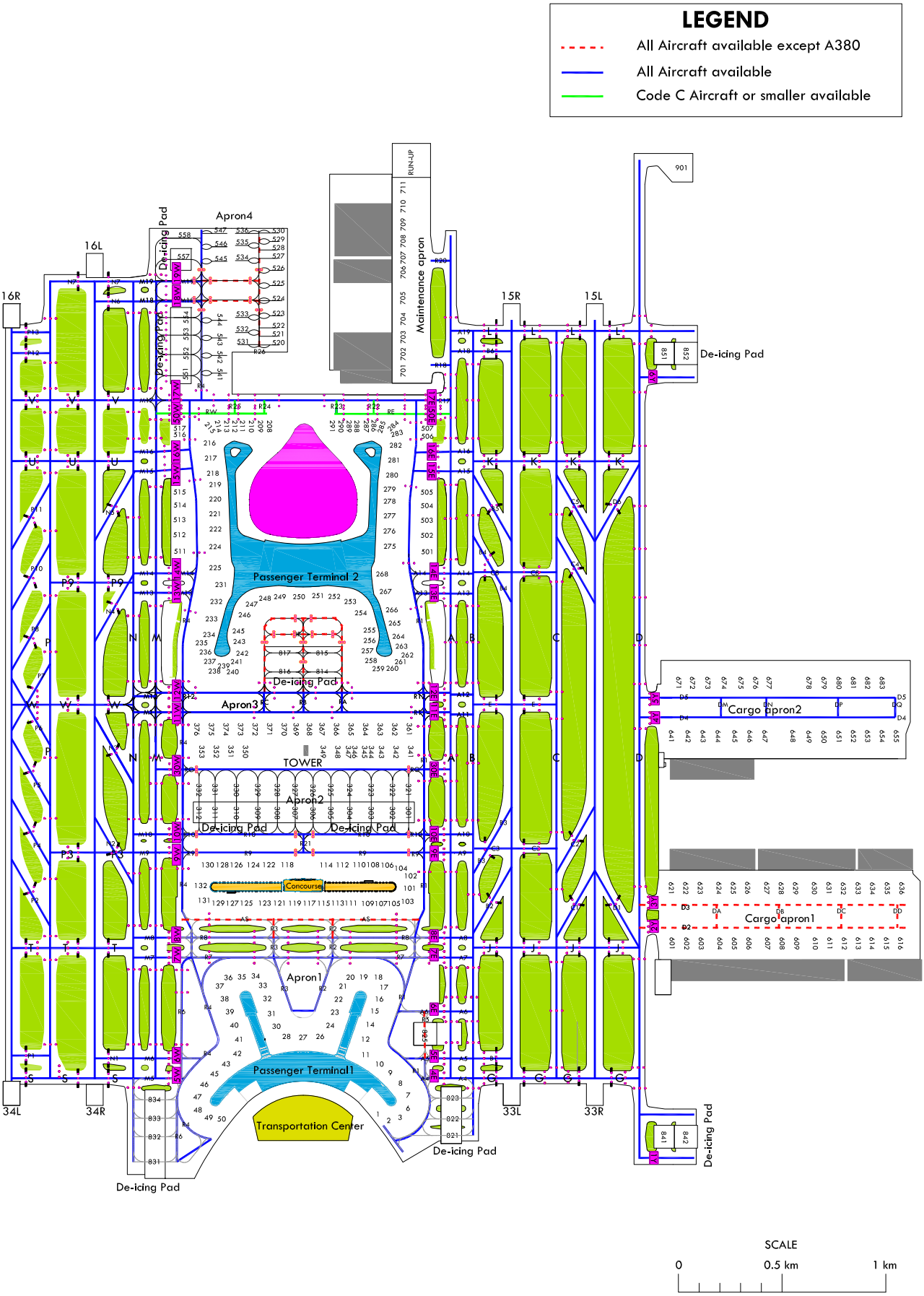
6. Ground engine check procedures

Pilot or authorized engineer requiring engine ground runs shall contact Incheon Apron on the appropriate frequency (refer to 2.20.3.4.1) and provide the following :

1. Call sign or registration number
2. Gate / Stand number
3. Type of ground engine run, engine start or performance check Incheon Apron should be advised on its completion.

Change : Information of arrival routes and TCP for apron 3, 4.

ICAO Code F Aircraft Taxiing Route



Change : Establishment of ACFT stands NR. 530 and 536.

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LOW VISIBILITY PROCEDURE

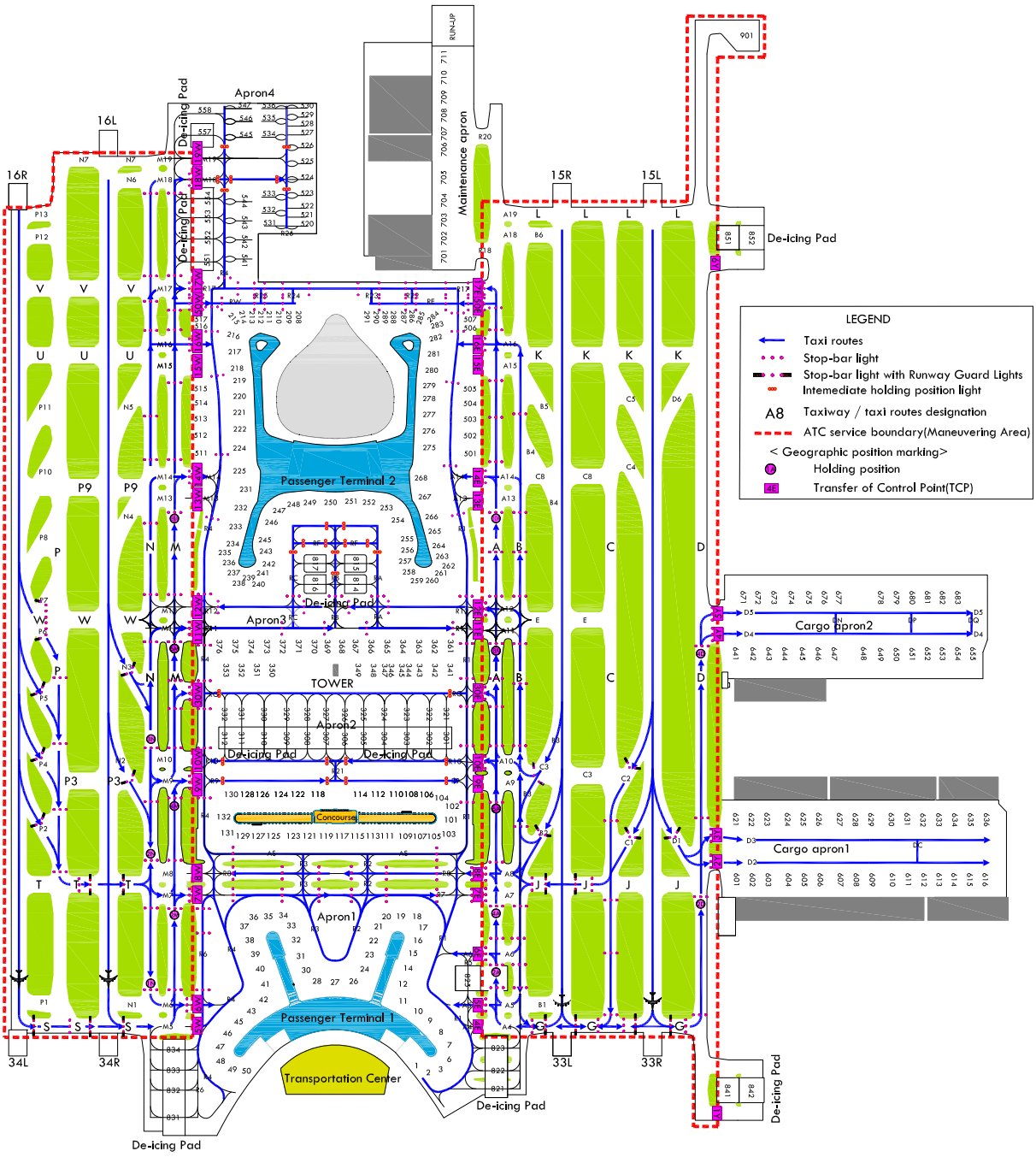
AERODROME ELEV **7** m

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

SEOUL/Incheon Intl(RKSI)

RWY 15L/R, 16L/R

SMGCS - Arrival Taxi Route



NOTE 1
1. Aircraft landing on RWY 15L/R contact ground 121.75 MHz.
2. Aircraft landing on RWY 16L/R contact ground 121.7 MHz.
3. Aircraft taxiing via A5, A6, M6, R7 and R8 contact Apron on 121.65 MHz.
4. Aircraft taxiing via R9, R10 and RG contact Apron on 121.8 MHz.
5. Aircraft taxiing via R11, R12, A13, A14, M13 and M14 contact Apron 122.175 MHz.
6. Aircraft taxiing via A15, A16, M15, M16, RE, RW and R17 contact Apron 129.725 MHz
7. Aircraft taxiing via M18 and M19 contact Apron 123.675 MHz.
8. Aircraft for Cargo Aprons contact Apron 123.325 MHz.
9. Aircraft stand maneuvering guidance lights on ACFT stands NR. 361, 376, 506, 507, 516, 517 are not installed. Follow-me or ground marshalling service will be provided at the pilot's request.

NOTE 2
Apron 2(321~332, 341~353), Apron 3(361~376, 501~507, 511~517) and Apron 4(520~529, 531~535, 541~547, 558) are for remote apron of PAX ACFT.

NOTE 3
1. ACFT LVP Routes in Apron area can be used in both directions under the traffic situation.
2. Taxiing Routes for A380 ACFT are restricted in some Apron area. Refer to AIP RKSI AD 2-28.

NOTE 4
Taxilane RE & RW can only be used by Code C aircraft or smaller (maximum wingspan 36 m).

SCALE
0 0.5 km 1 km

Change : Establishment of ACFT stands NR. 530 and 536.

LOW VISIBILITY PROCEDURE

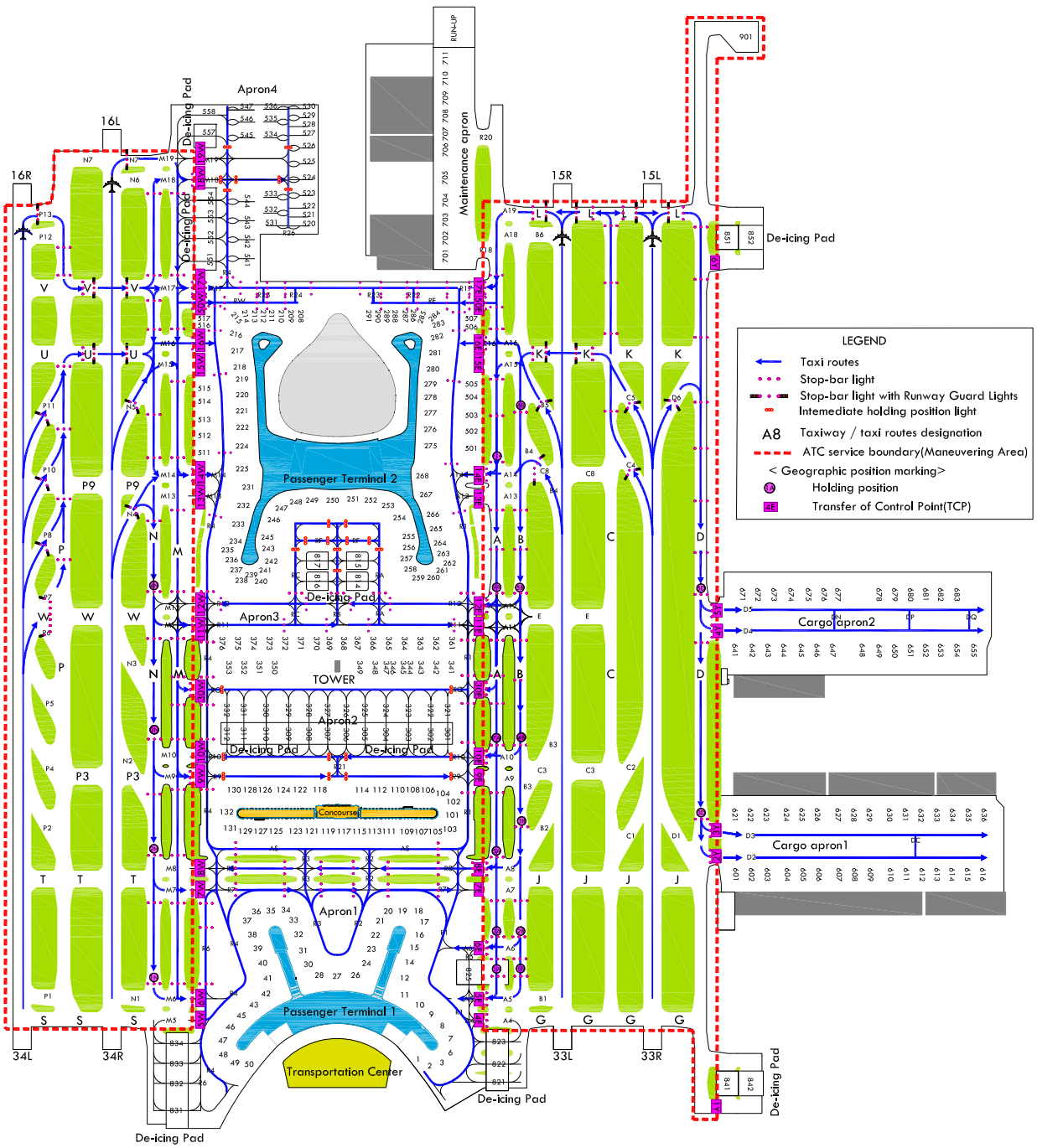
AERODROME ELEV **7** m

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

SEOUL/Incheon Intl(RKSI)

RWY 33L/R, 34L/R

SMGCS - Arrival Taxi Route



NOTE 1
1. Aircraft landing on RWY 33L/R contact ground 121.75 MHz.
2. Aircraft landing on RWY 34L/R contact ground 121.7 MHz.
3. Aircraft taxiing via A5, A6, M6, R7 and R8 contact Apron on 121.65 MHz.
4. Aircraft taxiing via R9, R10 and RG contact Apron on 121.8 MHz.
5. Aircraft taxiing via R11, R12, A13, A14, M13 and M14 contact Apron 122.175 MHz.
6. Aircraft taxiing via A15, A16, M15, M16, RE, RW and R17 contact Apron 129.725 MHz.
7. Aircraft taxiing via M18 and M19 contact Apron 123.675 MHz.
8. Aircraft for Cargo Aprons contact Apron 123.325 MHz.
9. Aircraft stand maneuvering guidance lights on ACFT stands NR. 361, 376, 506, 507, 516, 517 are not installed. Follow-me or ground marshalling service will be provided at the pilot's request.

NOTE 2
Apron 2(321~332, 341~353), Apron 3(361~376, 501~507, 511~517) and Apron 4(520~529, 531~535, 541~547, 558) are for remote apron of PAX ACFT.

NOTE 3
1. ACFT LVP Routes in Apron area can be used in both directions under the traffic situation.
2. Taxiing Routes for A380 ACFT are restricted in some Apron area. Refer to AIP RKSI AD 2-28.

NOTE 4
Taxilane RE & RW can only be used by Code C aircraft or smaller (maximum wingspan 36 m).

SCALE
0 0.5 km 1 km

Change : Establishment of ACFT stands NR. 530 and 536.

LOW VISIBILITY PROCEDURE

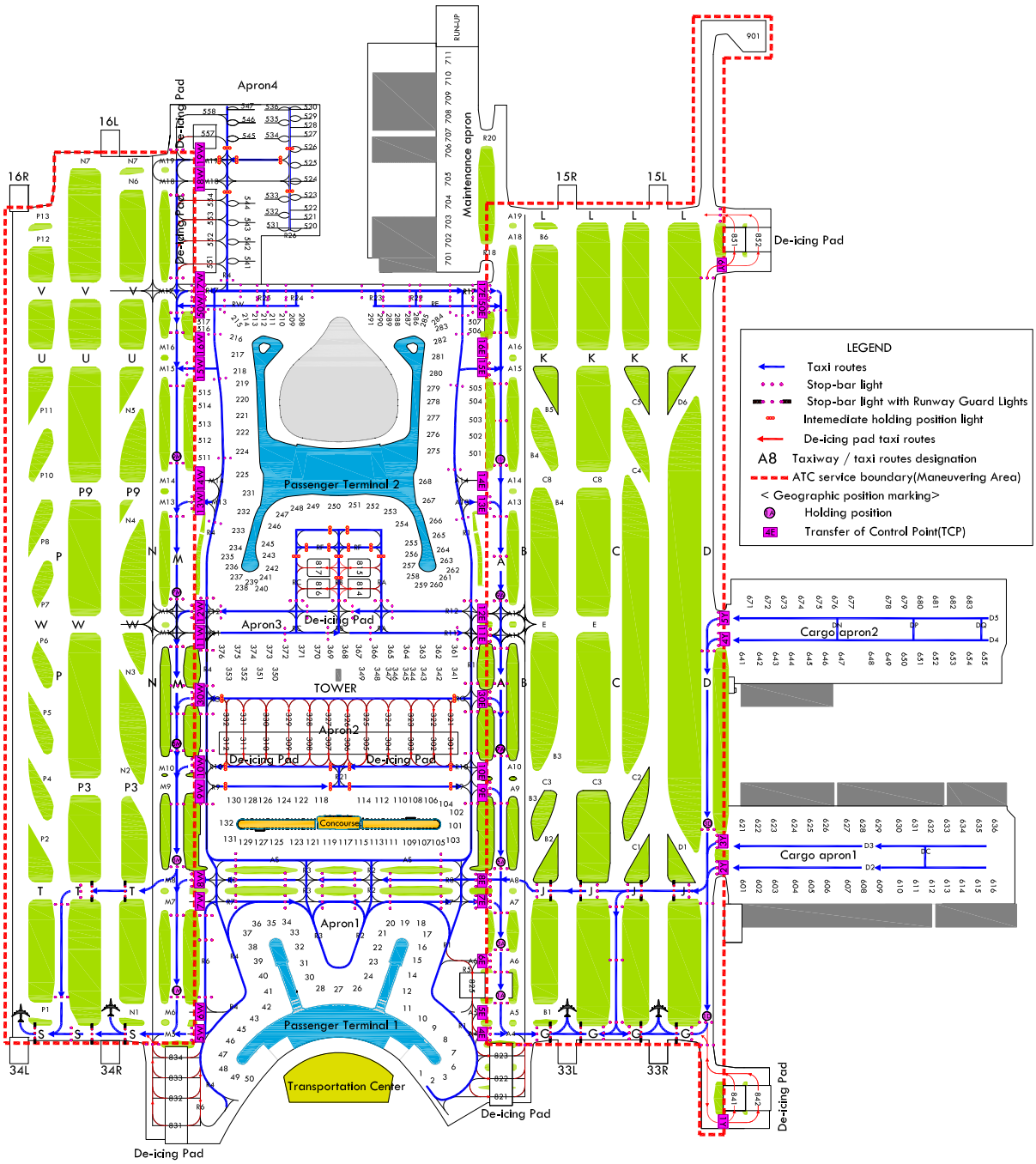
AERODROME ELEV 7 m

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

SEOUL/Incheon Intl(RKSI)

RWY 33L/R, 34L/R

SMGCS - Departure Taxi Route



NOTE 1
1. Aircraft taking off from RWY 33L/R contact ground 121.75 MHz.
2. Aircraft taking off from RWY 34L/R contact ground 121.7 MHz.
3. Aircraft at Gates 1~50, Odd number gates 103~131 and Gate 132 contact Apron 121.65 MHz.
4. Aircraft at Gate 101, Even number gates 102~130 and Remote stands 301~312, 321~332, 341~353 contact Apron 121.8 MHz.
5. Aircraft at Gate 225~268, Remote stands 361~376 contact Apron 122.175 MHz.
6. Aircraft at Gate 208~224, 275~291, Remote stands 501~507, 511~517 contact Apron 129.725 MHz.
7. Aircraft at Remote stands 520~529, 531~535, 541~547, 558 contact Apron 123.675 MHz.
8. Aircraft at Cargo stands 601~616, 621~636, 641~655 and 671~683 contact Apron 123.325 MHz.
9. Aircraft stand maneuvering guidance lights on ACFT stands NR. 361, 376, 506, 507, 516, 517 are not installed. Follow-me or ground marshalling service will be provided at the pilot's request.

NOTE 2
Apron 2(321~332, 341~353), Apron 3(361~376, 501~507, 511~517) and Apron 4(520~529, 531~535, 541~547, 558) are for remote apron of PAX ACFT.

NOTE 3
1. ACFT LVP Routes in Apron area can be used in both directions under the traffic situation.
2. Taxiing Routes for A380 ACFT are restricted in some Apron area. Refer to AIP RKSI AD 2-28.

NOTE 4
Taxilane RE & RW can only be used by Code C aircraft or smaller (maximum wingspan 36 m).

SCALE
0 0.5 km 1 km

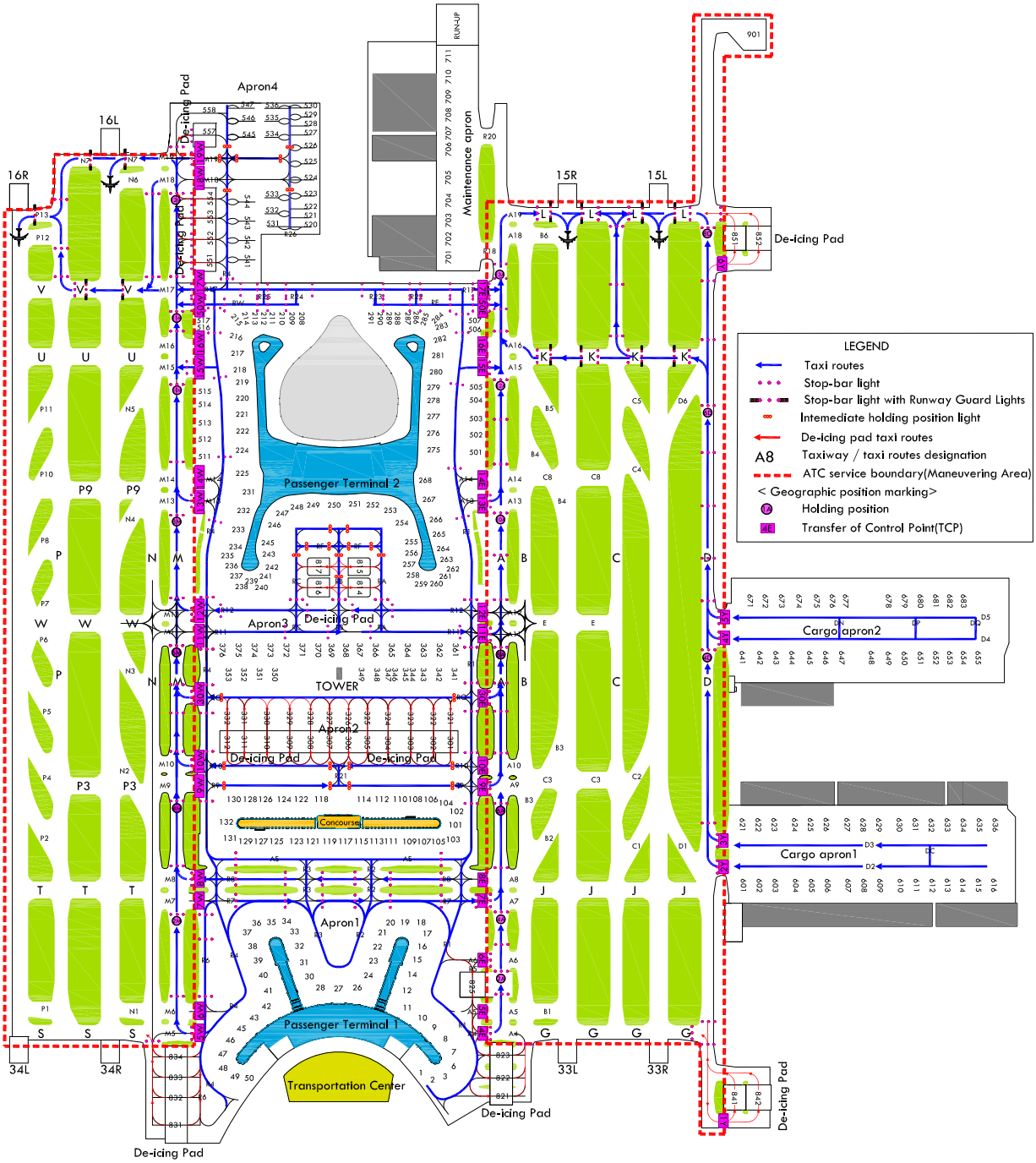
Change : Establishment of ACFT stands NR. 530 and 536.

LOW VISIBILITY PROCEDURE

AERODROME ELEV 7 m

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

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



NOTE 1
1. Aircraft taking off from RWY 15L/R contact ground 121.75 MHz.
2. Aircraft taking off from RWY 16L/R contact ground 121.7 MHz.
3. Aircraft at Gates 1~50, Odd number gates 103~131 and Gate 132 contact Apron 121.65 MHz.
4. Aircraft at Gate 101, Even number gates 102~130 and Remote stands 301~312, 321~332, 341~353 contact Apron 121.8 MHz.
5. Aircraft at Gate 225~268, Remote stands 361~376 contact Apron 122.175 MHz.
6. Aircraft at Gate 208~224, 275~291, Remote stands 501~507, 511~517 contact Apron 129.725 MHz.
7. Aircraft at Remote stands 520~529, 531~535, 541~547, 558 contact Apron 123.675 MHz.
8. Aircraft at Cargo stands 601~616, 621~636, 641~655 and 671~683 contact Apron 123.325 MHz.
9. Aircraft stand maneuvering guidance lights on ACFT stands NR. 361, 376, 506, 507, 516, 517 are not installed. Follow-me or ground marshalling service will be provided at the pilot's request.

NOTE 2
Apron 2(321~332, 341~353), Apron 3(361~376, 501~507, 511~517) and Apron 4(520~529, 531~535, 541~547, 558) are for remote apron of PAX ACFT.

NOTE 3
1. ACFT LVP Routes in Apron area can be used in both directions under the traffic situation.
2. Taxiing Routes for A380 ACFT are restricted in some Apron area. Refer to AIP RKSI AD 2-28.

NOTE 4
Taxilane RE & RW can only be used by Code C aircraft or smaller (maximum wingspan 36 m).

SCALE
0 0.5 km 1 km

Change : Establishment of ACFT stands NR. 530 and 536.

AERODROME CHART - ICAO

37°27'45"N
126°26'21"E

ELEV **7** m

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

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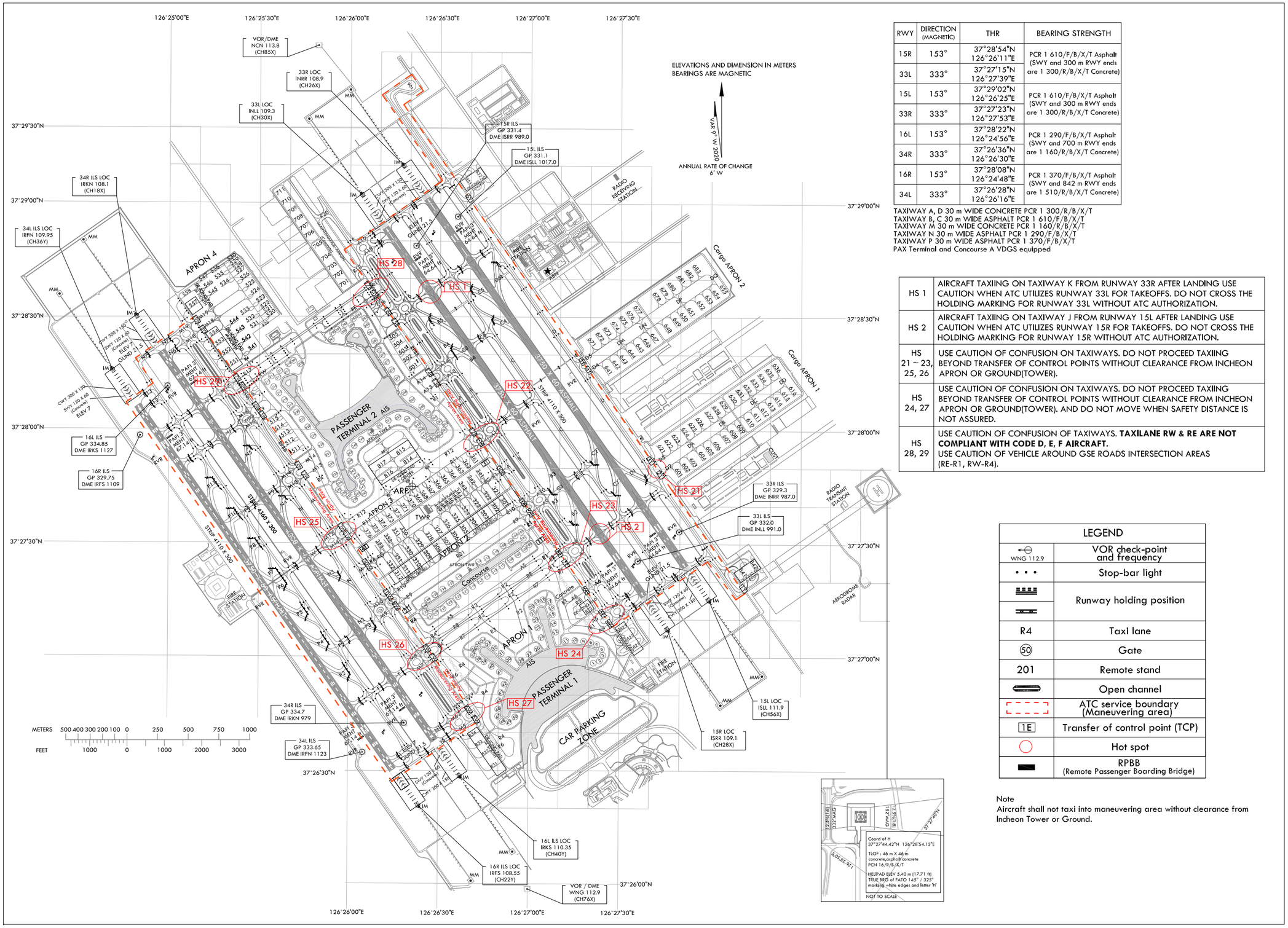


RWY	DIRECTION (MAGNETIC)	THR	BEARING STRENGTH
15R	153°	37°28'54"N 126°26'11"E	PCR 1 610/F/B/X/T Asphalt (SWY and 300 m RWY ends are 1 300/R/B/X/T Concrete)
33L	333°	37°27'15"N 126°27'39"E	
15L	153°	37°29'02"N 126°26'25"E	PCR 1 610/F/B/X/T Asphalt (SWY and 300 m RWY ends are 1 300/R/B/X/T Concrete)
33R	333°	37°27'23"N 126°27'53"E	
16L	153°	37°28'22"N 126°24'56"E	PCR 1 290/F/B/X/T Asphalt (SWY and 700 m RWY ends are 1 160/R/B/X/T Concrete)
34R	333°	37°26'36"N 126°26'30"E	
16R	153°	37°28'08"N 126°24'48"E	PCR 1 370/F/B/X/T Asphalt (SWY and 842 m RWY ends are 1 510/R/B/X/T Concrete)
34L	333°	37°26'28"N 126°26'16"E	

TAXIWAY A, D 30 m WIDE CONCRETE PCR 1 300/R/B/X/T
TAXIWAY B, C 30 m WIDE ASPHALT PCR 1 610/F/B/X/T
TAXIWAY M 30 m WIDE CONCRETE PCR 1 160/R/B/X/T
TAXIWAY N 30 m WIDE ASPHALT PCR 1 290/F/B/X/T
TAXIWAY P 30 m WIDE ASPHALT PCR 1 370/F/B/X/T
PAX Terminal and Concourse A VDGS equipped

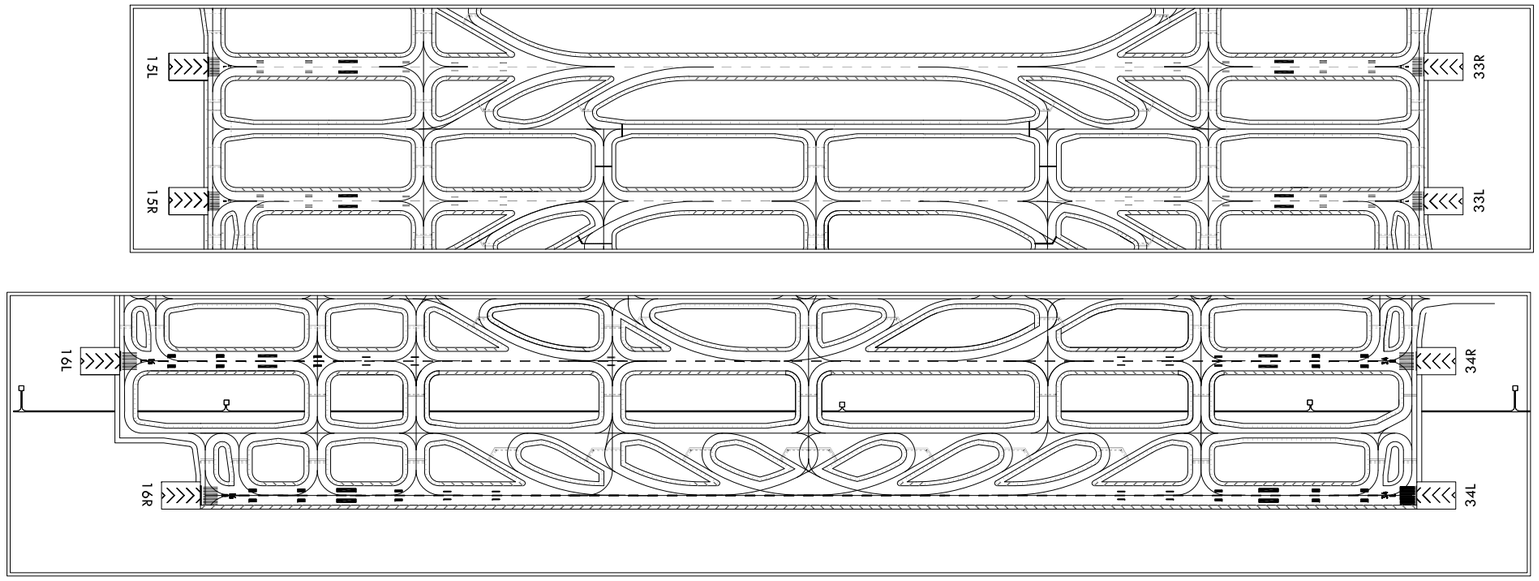
HS 1	AIRCRAFT TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33L WITHOUT ATC AUTHORIZATION.
HS 2	AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R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

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

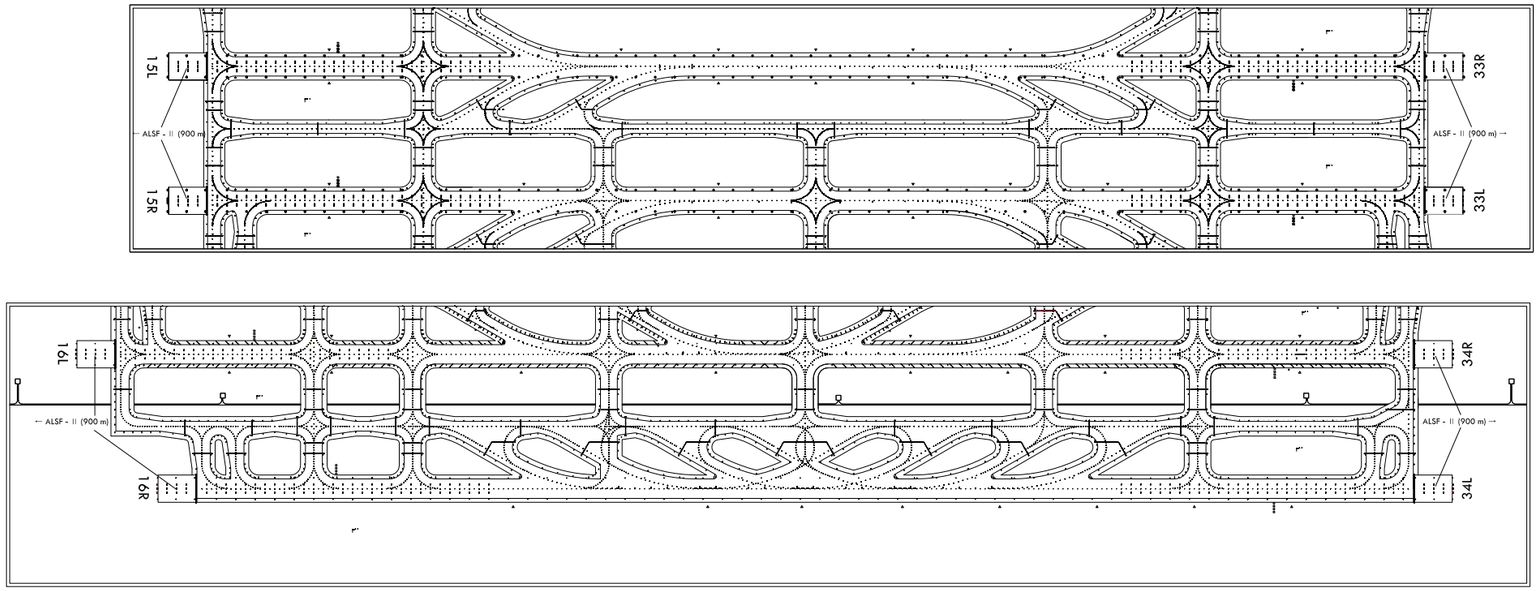
Note
Aircraft shall not taxi into maneuvering area without clearance from Incheon Tower or Ground.

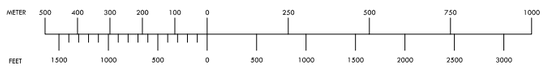
Change : Establishment of ACFT stands NR. 530 and 536.

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



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





AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV **6** m

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

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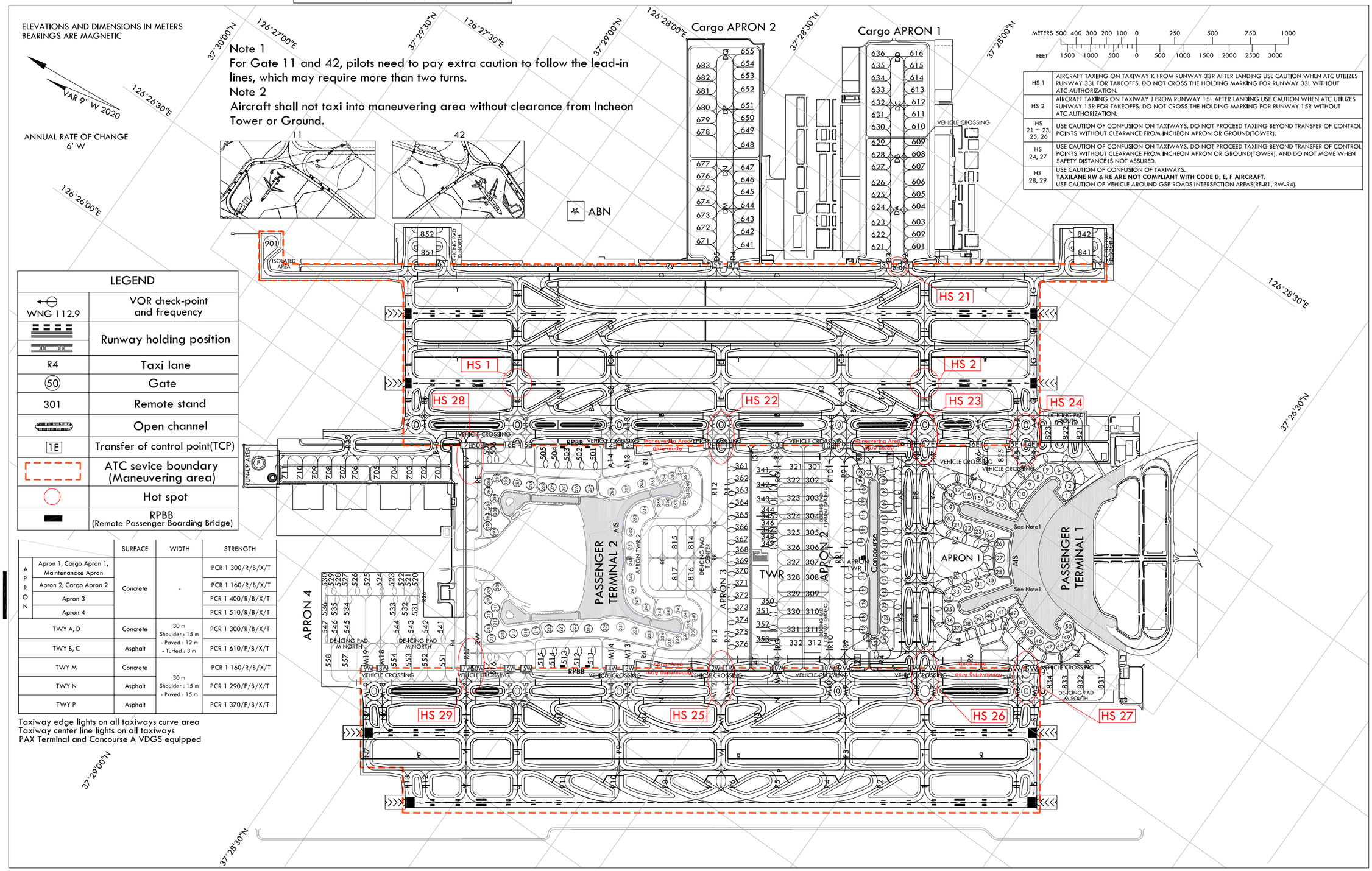


HS	
HS 1	AIRCRAFT TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33L WITHOUT ATC AUTHORIZATION.
HS 2	AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY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

LEGEND	
WNG 112.9	VOR check-point and frequency
	Runway holding position
R4	Taxi lane
50	Gate
301	Remote stand
	Open channel
1E	Transfer of control point(TCP)
	ATC sevice boundary (Maneuvering area)
	Hot spot
	RPBB (Remote Passenger Boarding Bridge)

		SURFACE	WIDTH	STRENGTH
APRON	Apron 1, Cargo Apron 1, Maintenanace Apron	Concrete	-	PCR 1 300/R/B/X/T
	Apron 2, Cargo Apron 2			PCR 1 160/R/B/X/T
	Apron 3			PCR 1 400/R/B/X/T
	Apron 4			PCR 1 510/R/B/X/T
TWY A, D		Concrete	30 m Shoulder : 15 m - Paved : 12 m - Turfed : 3 m	PCR 1 300/R/B/X/T
TWY B, C		Asphalt		PCR 1 610/F/B/X/T
TWY M		Concrete	30 m Shoulder : 15 m - Paved : 15 m	PCR 1 160/R/B/X/T
TWY N		Asphalt		PCR 1 290/F/B/X/T
TWY P		Asphalt		PCR 1 370/F/B/X/T

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

Change : Establishment of ACFT stands NR. 530 and 536.

Apron 1

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
1	37°26'59.01"N	126°27'21.53"E	5 m	C
2	37°26'59.38"N	126°27'23.37"E	5 m	C
3	37°27'00.33"N	126°27'24.14"E	5 m	C, D
6	37°27'01.79"N	126°27'23.98"E	5 m	C, D, E
7	37°27'02.98"N	126°27'23.02"E	5 m	C, D, E
8	37°27'03.62"N	126°27'20.95"E	5 m	C, D, E, F
9	37°27'03.96"N	126°27'18.19"E	5 m	C, D, E
10	37°27'04.12"N	126°27'15.38"E	5 m	C, D, E, F
11	37°27'04.19"N	126°27'12.44"E	5 m	C
12	37°27'06.48"N	126°27'08.52"E	5 m	C, D, E, F
14	37°27'09.00"N	126°27'07.74"E	5 m	C, D, E
15	37°27'11.32"N	126°27'07.15"E	5 m	C, D, E, F
16	37°27'13.32"N	126°27'07.12"E	5 m	C
17	37°27'14.82"N	126°27'05.90"E	5 m	C, D, E, F
18	37°27'15.19"N	126°27'04.57"E	5 m	C
19	37°27'13.98"N	126°27'02.66"E	5 m	D, E
20	37°27'13.32"N	126°27'00.96"E	5 m	C, D
21	37°27'11.65"N	126°27'01.52"E	5 m	D, E
22	37°27'10.19"N	126°27'02.56"E	5 m	C, D, E
23	37°27'07.88"N	126°27'03.21"E	5 m	C, D, E
24	37°27'05.55"N	126°27'04.60"E	5 m	C, D, E
26	37°27'01.98"N	126°27'02.98"E	5 m	D, E
27	37°27'00.61"N	126°27'00.33"E	5 m	C, D, E
28	37°26'58.98"N	126°26'57.90"E	5 m	C, D, E
30	37°26'59.02"N	126°26'52.99"E	5 m	C, D, E
31	37°27'00.76"N	126°26'50.75"E	5 m	C, D, E
32	37°27'02.09"N	126°26'48.30"E	5 m	C, D, E
33	37°27'03.49"N	126°26'46.48"E	5 m	C, D, E
34	37°27'04.47"N	126°26'44.84"E	5 m	C, D
35	37°27'03.10"N	126°26'43.40"E	5 m	C, D, E
36	37°27'01.99"N	126°26'41.98"E	5 m	C, D
37	37°27'00.42"N	126°26'42.00"E	5 m	C, D
38	37°26'59.63"N	126°26'43.22"E	5 m	C, D
39	37°26'59.22"N	126°26'45.25"E	5 m	D, E
40	37°26'57.92"N	126°26'47.76"E	5 m	D, E
41	37°26'56.42"N	126°26'50.64"E	5 m	C, D, E
42	37°26'52.80"N	126°26'52.08"E	5 m	C
43	37°26'50.53"N	126°26'51.16"E	5 m	C, D, E, F
45	37°26'48.40"N	126°26'50.48"E	5 m	C, D, E
46	37°26'46.20"N	126°26'50.12"E	5 m	C, D, E, F
47	37°26'44.31"N	126°26'49.97"E	5 m	C, D, E
48	37°26'43.08"N	126°26'51.58"E	5 m	C, D, E
49	37°26'42.96"N	126°26'53.31"E	5 m	D, E
50	37°26'44.24"N	126°26'55.57"E	5 m	C, D, E
103	37°27'29.61"N	126°27'00.02"E	5 m	C
105	37°27'28.47"N	126°26'58.60"E	5 m	C, D
107	37°27'27.37"N	126°26'55.96"E	5 m	C, D, E
109	37°27'26.01"N	126°26'53.56"E	5 m	C, D, E
111	37°27'24.37"N	126°26'50.65"E	5 m	C, D, E
113	37°27'23.01"N	126°26'48.25"E	5 m	C, D, E
115	37°27'21.35"N	126°26'46.10"E	5 m	C, D
117	37°27'20.09"N	126°26'43.75"E	5 m	C, D
119	37°27'18.68"N	126°26'41.24"E	5 m	D
121	37°27'17.57"N	126°26'38.62"E	5 m	C, D, E
123	37°27'16.21"N	126°26'36.21"E	5 m	C, D, E
125	37°27'14.44"N	126°26'33.47"E	5 m	C, D, E
127	37°27'12.93"N	126°26'31.20"E	5 m	C, D
129	37°27'11.95"N	126°26'28.78"E	5 m	C, D
131	37°27'10.96"N	126°26'27.53"E	5 m	C, D, E
132	37°27'11.83"N	126°26'26.00"E	5 m	C, D

Run-up Area

* Engine Run-up Area : North of Maintenance Apron
** In case of the Run-up area U/S, 14A(North part of TWY A) can be allocated as Temporary run-up area.

Apron 2

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
101	37°27'31.17"N	126°26'57.99"E	5 m	C
102	37°27'32.40"N	126°26'56.80"E	6 m	C
104	37°27'31.69"N	126°26'55.45"E	6 m	C, D
106	37°27'30.28"N	126°26'54.22"E	5 m	C, D, E, F
108	37°27'29.12"N	126°26'51.63"E	6 m	C, D, E
110	37°27'27.40"N	126°26'49.17"E	6 m	C, D, E, F
112	37°27'25.76"N	126°26'46.27"E	6 m	C, D, E, F
114	37°27'24.79"N	126°26'43.46"E	6 m	C, D
118	37°27'20.81"N	126°26'36.98"E	6 m	C, D, E
122	37°27'19.02"N	126°26'34.35"E	6 m	C, D, E, F
124	37°27'17.52"N	126°26'31.69"E	5 m	C, D, E
126	37°27'16.02"N	126°26'29.04"E	5 m	C, D, E, F
128	37°27'15.04"N	126°26'26.25"E	5 m	C, D
130	37°27'13.78"N	126°26'24.86"E	5 m	C, D, E
321	37°27'42.95"N	126°26'48.77"E	5 m	A ~ C
322	37°27'41.39"N	126°26'46.17"E	5 m	A ~ F
323	37°27'39.40"N	126°26'42.64"E	5 m	A ~ F
324	37°27'37.40"N	126°26'39.11"E	5 m	A ~ F
325	37°27'35.57"N	126°26'35.87"E	5 m	A ~ E
326	37°27'33.91"N	126°26'32.92"E	5 m	A ~ E
327	37°27'32.24"N	126°26'29.98"E	5 m	A ~ E
328	37°27'30.58"N	126°26'27.03"E	5 m	A ~ E
329	37°27'28.75"N	126°26'23.80"E	5 m	A ~ F
330	37°27'26.75"N	126°26'20.27"E	5 m	A ~ F
331	37°27'24.76"N	126°26'16.74"E	5 m	A ~ F
332	37°27'23.31"N	126°26'14.03"E	5 m	A ~ C
341	37°27'49.32" N	126°26'42.05"E	5 m	A ~ F
342	37°27'47.68" N	126°26'39.15"E	5 m	A ~ F
343	37°27'46.07" N	126°26'36.30"E	5 m	A ~ E
344	37°27'44.22" N	126°26'34.91"E	5 m	A ~ C
345	37°27'43.46" N	126°26'33.57"E	5 m	A ~ C
346	37°27'42.70" N	126°26'32.22"E	5 m	A ~ C
347	37°27'41.94" N	126°26'30.88"E	5 m	A ~ C
348	37°27'41.18" N	126°26'29.53"E	5 m	A ~ C
349	37°27'40.42" N	126°26'28.19"E	5 m	A ~ C
350	37°27'34.01" N	126°26'16.84"E	5 m	A ~ C
351	37°27'33.62" N	126°26'14.28"E	5 m	A ~ E
352	37°27'32.12" N	126°26'11.63"E	5 m	A ~ F
353	37°27'30.48" N	126°26'08.73"E	5 m	A ~ F

Apron 3

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
208	37°28'17.64"N	126°25'42.85"E	6 m	C
209	37°28'16.72"N	126°25'41.26"E	6 m	C
210	37°28'16.63"N	126°25'39.77"E	6 m	C
211	37°28'15.86"N	126°25'38.41"E	6 m	C
212	37°28'15.09"N	126°25'37.05"E	6 m	C
213	37°28'14.33"N	126°25'35.70"E	6 m	C
214	37°28'13.68"N	126°25'34.41"E	6 m	C
215	37°28'12.51"N	126°25'34.60"E	6 m	C
216	37°28'11.52"N	126°25'36.04"E	6 m	C, D, E
217	37°28'10.01"N	126°25'37.55"E	6 m	C, D ,E
218	37°28'08.38"N	126°25'39.48"E	6 m	C, D, E
219	37°28'06.14"N	126°25'40.40"E	6 m	C
220	37°28'04.93"N	126°25'43.19"E	6 m	C, D, E
221	37°28'03.06"N	126°25'44.99"E	6 m	C, D, E
222	37°28'01.08"N	126°25'46.89"E	6 m	C, D, E
224	37°27'58.83"N	126°25'48.98"E	6 m	C, D, E, F
225	37°27'56.10"N	126°25'51.51"E	6 m	C, D, E, F
231	37°27'53.50"N	126°25'53.73"E	6 m	C, D, E, F
232	37°27'50.63"N	126°25'55.11"E	6 m	C, D, E, F
233	37°27'48.07"N	126°25'56.43"E	6 m	C, D, E, F
234	37°27'45.25"N	126°25'57.65"E	6 m	C, D, E, F
235	37°27'43.43"N	126°25'58.43"E	6 m	C, D, E
236	37°27'41.63"N	126°25'59.34"E	5 m	C
237	37°27'41.95"N	126°26'00.49"E	5 m	C
238	37°27'41.95"N	126°26'02.41"E	5 m	C
239	37°27'42.57"N	126°26'03.75"E	5 m	C
240	37°27'43.84"N	126°26'03.91"E	5 m	C
241	37°27'45.11"N	126°26'04.57"E	6 m	C, D, E

Apron 3

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
242	37°27'46.48"N	126°26'03.41"E	6 m	C, D, E
243	37°27'48.32"N	126°26'02.55"E	6 m	C
245	37°27'48.94"N	126°26'00.76"E	6 m	C
246	37°27'51.45"N	126°25'59.22"E	6 m	C, D, E
247	37°27'55.00"N	126°25'59.73"E	6 m	C, D, E
248	37°27'57.26"N	126°26'02.24"E	6 m	C, D, E
249	37°27'58.75"N	126°26'04.92"E	6 m	C, D, E
250	37°27'59.11"N	126°26'07.52"E	6 m	C
251	37°28'01.48"N	126°26'09.77"E	6 m	C, D, E
252	37°28'03.02"N	126°26'12.43"E	6 m	C, D, E
253	37°28'04.15"N	126°26'15.83"E	6 m	C, D, E
254	37°28'03.39"N	126°26'20.27"E	6 m	C, D, E
255	37°28'00.46"N	126°26'23.80"E	6 m	C, D, E
256	37°27'58.59"N	126°26'25.00"E	6 m	C, D, E
257	37°27'57.32"N	126°26'26.21"E	6 m	C, D, E
258	37°27'56.59"N	126°26'27.91"E	5 m	C
259	37°27'57.47"N	126°26'28.63"E	5 m	C
260	37°27'58.31"N	126°26'30.31"E	5 m	C
261	37°27'59.23"N	126°26'31.37"E	5 m	C
262	37°28'00.14"N	126°26'30.66"E	6 m	C
263	37°28'01.52"N	126°26'29.98"E	6 m	E
264	37°28'02.61"N	126°26'27.99"E	6 m	C, D, E, F
265	37°28'04.51"N	126°26'25.12"E	6 m	C, D, E, F
266	37°28'06.25"N	126°26'22.61"E	6 m	C, D, E, F
267	37°28'08.33"N	126°26'19.82"E	6 m	C, D, E, F
268	37°28'10.50"N	126°26'17.17"E	6 m	C, D, E, F
275	37°28'13.44"N	126°26'14.89"E	6 m	C, D, E, F
276	37°28'15.65"N	126°26'13.09"E	6 m	C, D, E
277	37°28'17.62"N	126°26'11.48"E	6 m	C, D, E
278	37°28'19.59"N	126°26'09.88"E	6 m	C, D, E
279	37°28'21.67"N	126°26'09.56"E	6 m	C
280	37°28'22.92"N	126°26'07.29"E	6 m	C, D, E
281	37°28'25.07"N	126°26'05.82"E	6 m	C, D, E
282	37°28'27.18"N	126°26'04.32"E	6 m	C, D, E
283	37°28'29.36"N	126°26'03.73"E	6 m	C
284	37°28'29.21"N	126°26'02.28"E	6 m	C
285	37°28'28.84"N	126°26'01.08"E	6 m	C
286	37°28'28.06"N	126°25'59.99"E	6 m	C
287	37°28'27.30"N	126°25'58.64"E	6 m	C
288	37°28'26.52"N	126°25'57.27"E	6 m	C
289	37°28'25.75"N	126°25'55.91"E	6 m	C
290	37°28'24.99"N	126°25'54.55"E	6 m	C
291	37°28'23.40"N	126°25'54.89"E	6 m	C
361	37°27'51.51"N	126°26'40.93"E	5 m	A ~ C
362	37°27'49.79"N	126°26'39.36"E	5 m	A ~ E
363	37°27'48.43"N	126°26'36.95"E	5 m	A ~ E
364	37°27'47.07"N	126°26'34.54"E	5 m	A ~ E
365	37°27'45.71"N	126°26'32.14"E	5 m	A ~ E
366	37°27'44.35"N	126°26'29.73"E	5 m	A ~ E
367	37°27'42.99"N	126°26'27.32"E	5 m	A ~ E
368	37°27'42.44"N	126°26'24.88"E	5 m	A ~ C
369	37°27'41.09"N	126°26'22.49"E	5 m	A ~ C
370	37°27'39.46"N	126°26'21.08"E	5 m	A ~ E
371	37°27'38.10"N	126°26'18.68"E	5 m	A ~ E
372	37°27'36.74"N	126°26'16.27"E	5 m	A ~ E
373	37°27'35.38"N	126°26'13.86"E	5 m	A ~ E
374	37°27'34.02"N	126°26'11.46"E	5 m	A ~ E
375	37°27'32.66"N	126°26'09.05"E	5 m	A ~ E
376	37°27'32.05"N	126°26'06.50"E	5 m	A ~ C
501	37°28'17.62"N	126°26'24.10"E	5 m	A ~ F
502	37°28'19.80"N	126°26'22.19"E	5 m	A ~ F
503	37°28'21.77"N	126°26'20.42"E	5 m	A ~ E
504	37°28'23.70"N	126°26'18.71"E	5 m	A ~ E
505	37°28'25.47"N	126°26'17.15"E	5 m	A ~ D
506	37°28'32.85"N	126°26'10.78"E	5 m	A ~ C
507	37°28'33.93"N	126°26'09.81"E	5 m	A ~ C
511	37°27'53.23"N	126°25'41.01"E	5 m	A ~ F
512	37°27'55.40"N	126°25'39.08"E	5 m	A ~ F
513	37°27'57.37"N	126°25'37.32"E	5 m	A ~ E
514	37°27'59.30"N	126°25'35.61"E	5 m	A ~ E
515	37°28'01.06"N	126°25'34.03"E	5 m	A ~ D
516	37°28'08.35"N	126°25'27.44"E	5 m	A ~ C
517	37°28'09.42"N	126°25'26.49"E	5 m	A ~ C

Apron 4

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
520	37°28'30.58"N	126°25'33.83"E	5 m	A ~ C
521	37°28'31.54"N	126°25'32.62"E	5 m	A ~ C
522	37°28'32.61"N	126°25'31.66"E	5 m	A ~ C
523	37°28'34.58"N	126°25'31.07"E	5 m	A ~ E
524	37°28'36.50"N	126°25'29.37"E	5 m	A ~ E
525	37°28'38.42"N	126°25'27.66"E	5 m	A ~ E
526	37°28'40.34"N	126°25'25.95"E	5 m	A ~ E
527	37°28'41.44"N	126°25'23.81"E	5 m	A ~ C
528	37°28'42.51"N	126°25'22.86"E	5 m	A ~ C
529	37°28'43.71"N	126°25'22.14"E	5 m	A ~ C
530	37°28'44.78"N	126°25'21.18"E	5 m	A ~ C
531	37°28'26.95"N	126°25'27.30"E	5 m	A ~ C
532	37°28'28.24"N	126°25'25.51"E	5 m	A ~ E
533	37°28'30.16"N	126°25'23.80"E	5 m	A ~ E
534	37°28'37.38"N	126°25'17.38"E	5 m	A ~ E
535	37°28'39.29"N	126°25'15.67"E	5 m	A ~ E
536	37°28'41.07"N	126°25'14.73"E	5 m	A ~ E
541	37°28'21.85"N	126°25'29.06"E	5 m	A ~ F
542	37°28'24.17"N	126°25'27.00"E	5 m	A ~ F
543	37°28'26.48"N	126°25'24.94"E	5 m	A ~ F
544	37°28'28.80"N	126°25'22.88"E	5 m	A ~ F
545	37°28'36.59"N	126°25'15.99"E	5 m	A ~ E
546	37°28'38.51"N	126°25'14.28"E	5 m	A ~ E
547	37°28'39.96"N	126°25'12.77"E	5 m	A ~ C
558	37°28'34.40"N	126°25'04.70"E	5 m	A ~ E

Cargo Apron 1

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
601	37°27'47.85"N	126°27'49.55"E	6 m	A ~ E
602	37°27'49.21"N	126°27'51.96"E	6 m	A ~ E
603	37°27'50.57"N	126°27'54.37"E	6 m	A ~ F
604	37°27'52.30"N	126°27'57.44"E	6 m	A ~ F
605	37°27'53.66"N	126°27'59.84"E	6 m	A ~ E
606	37°27'55.02"N	126°28'02.25"E	6 m	A ~ F
607	37°27'56.76"N	126°28'05.32"E	6 m	A ~ F
608	37°27'58.12"N	126°28'07.73"E	6 m	A ~ E
609	37°27'59.48"N	126°28'10.14"E	6 m	A ~ E
610	37°28'01.21"N	126°28'13.21"E	6 m	A ~ E
611	37°28'02.57"N	126°28'15.61"E	6 m	A ~ E
612	37°28'03.93"N	126°28'18.02"E	6 m	A ~ E
613	37°28'05.34"N	126°28'20.38"E	6 m	A ~ E
614	37°28'06.70"N	126°28'22.79"E	6 m	A ~ E
615	37°28'08.06"N	126°28'25.19"E	6 m	A ~ E
616	37°28'09.42"N	126°28'27.60"E	6 m	A ~ F
621	37°27'56.09"N	126°27'42.23"E	6 m	A ~ E
622	37°27'57.44"N	126°27'44.64"E	6 m	A ~ E
623	37°27'58.80"N	126°27'47.05"E	6 m	A ~ F
624	37°28'00.53"N	126°27'50.12"E	6 m	A ~ F
625	37°28'01.89"N	126°27'52.53"E	6 m	A ~ E
626	37°28'03.25"N	126°27'54.93"E	6 m	A ~ F
627	37°28'04.99"N	126°27'58.00"E	6 m	A ~ F
628	37°28'06.35"N	126°28'00.41"E	6 m	A ~ E
629	37°28'07.71"N	126°28'02.82"E	6 m	A ~ F
630	37°28'09.44"N	126°28'05.89"E	6 m	A ~ F
631	37°28'10.80"N	126 28'08.30"E	6 m	A ~ E
632	37°28'12.16"N	126°28'10.70"E	6 m	A ~ E
633	37°28'13.48"N	126°28'13.14"E	6 m	A ~ E
634	37°28'14.84"N	126°28'15.54"E	6 m	A ~ E
635	37°28'16.20"N	126°28'17.95"E	6 m	A ~ E
636	37°28'17.56"N	126°28'20.36"E	6 m	A ~ F

Isolated Security Parking Position

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
901	37°29'32.58"N	126°26'20.52"E	5 m	A ~ F

Cargo Apron 2

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
641	37°28'14.44"N	126°27'26.30"E	6 m	A ~ F
642	37°28'16.08"N	126°27'28.84"E	6 m	A ~ E
643	37°28'17.44"N	126°27'31.24"E	6 m	A ~ E
644	37°28'18.80"N	126°27'34.02"E	6 m	A ~ F
645	37°28'20.40"N	126°27'36.55"E	6 m	A ~ E
646	37°28'21.76"N	126°27'38.96"E	6 m	A ~ E
647	37°28'23.13"N	126°27'41.37"E	6 m	A ~ F
648	37°28'25.70"N	126°27'45.82"E	6 m	A ~ F
649	37°28'27.46"N	126°27'48.57"E	6 m	A ~ E
650	37°28'28.82"N	126°27'50.97"E	6 m	A ~ E
651	37°28'30.18"N	126°27'53.38"E	6 m	A ~ E
652	37°28'31.87"N	126°27'56.74"E	6 m	A ~ F
653	37°28'33.51"N	126°27'59.27"E	6 m	A ~ E
654	37°28'34.87"N	126°28'01.68"E	6 m	A ~ E
655	37°28'36.23"N	126°28'04.09"E	6 m	A ~ F
671	37°28'24.41"N	126°27'18.95"E	6 m	A ~ F
672	37°28'25.78"N	126°27'21.75"E	6 m	A ~ E
673	37°28'27.14"N	126°27'24.16"E	6 m	A ~ E
674	37°28'28.78"N	126°27'26.69"E	6 m	A ~ F
675	37°28'30.14"N	126°27'29.47"E	6 m	A ~ E
676	37°28'31.50"N	126°27'31.88"E	6 m	A ~ E
677	37°28'32.86"N	126°27'34.28"E	6 m	A ~ E
678	37°28'36.42"N	126°27'40.58"E	6 m	A ~ E
679	37°28'37.78"N	126°27'42.98"E	6 m	A ~ E
680	37°28'39.14"N	126°27'45.41"E	6 m	A ~ E
681	37°28'41.11"N	126°27'48.52"E	6 m	A ~ F
682	37°28'42.48"N	126°27'51.32"E	6 m	A ~ E
683	37°28'43.84"N	126°27'53.73"E	6 m	A ~ E

Maintenance Apron

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

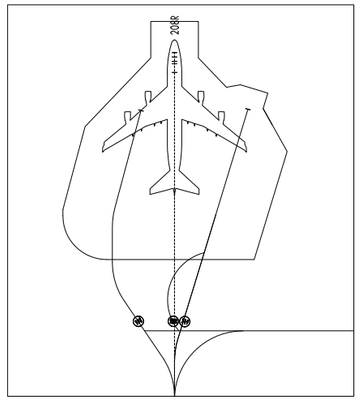
Deicing Apron

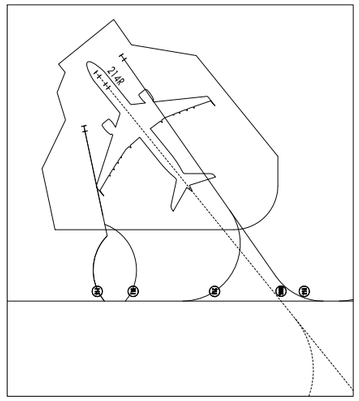
	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
301	37°27'40.02"N	126°26'51.37"E	5 m	A ~ C
302	37°27'38.47"N	126°26 48.77"E	5 m	A ~ F
303	37°27'36.47"N	126°26 45.24"E	5 m	A ~ F
304	37°27'34.48"N	126°26 41.71"E	5 m	A ~ F
305	37°27'32.64"N	126°26'38.47"E	5 m	A ~ E
306	37°27'30.98"N	126°26'35.53"E	5 m	A ~ E
307	37°27'29.32"N	126°26'32.58"E	5 m	A ~ E
308	37°27'27.66"N	126°26'29.64"E	5 m	A ~ E
309	37°27'25.83"N	126°26'26.40"E	5 m	A ~ F
310	37°27'23.83"N	126°26'22.87"E	5 m	A ~ F
311	37°27'21.83"N	126°26'19.34"E	5 m	A ~ F
312	37°27'20.39"N	126°26'16.64"E	5 m	A ~ C
551	37°28'16.56"N	126°25'20.59"E	5 m	A ~ F
552	37°28'19.34"N	126°25'18.11"E	5 m	A ~ F
553	37°28'21.89"N	126°25'15.84"E	5 m	A ~ E
554	37°28'24.21"N	126°25'13.78"E	5 m	A ~ E
557	37°28'31.86"N	126°25'06.97"E	5 m	A ~ F
814	37°27'52.01"N	126°26'20.89"E	6 m	A ~ E
815	37°27'54.52"N	126°26'18.67"E	6 m	A ~ E
816	37°27'47.26"N	126°26'12.48"E	6 m	A ~ E
817	37°27'49.76"N	126°26'10.25"E	5 m	A ~ E
821	37°27'02.96"N	126°27'36.40"E	5 m	A ~ E
822	37°27'05.14"N	126°27'34.46"E	5 m	A ~ E
823	37°27'07.88"N	126°27'32.02"E	5 m	A ~ F
825	37°27'12.58"N	126°27'19.93"E	5 m	A ~ F
831	37°26'30.63"N	126°26'48.42"E	5 m	A ~ F
832	37°26'33.99"N	126°26'45.57"E	5 m	A ~ E
833	37°26'36.43"N	126°26'43.41"E	5 m	A ~ E
834	37°26'38.86"N	126°26'41.24"E	5 m	A ~ E
841	37°27'22.89"N	126°28'10.08"E	6 m	A ~ F
842	37°27'25.06"N	126°28'13.55"E	6 m	A ~ F
851	37°29'06.04"N	126°26'38.35"E	5 m	A ~ F
852	37°29'08.26"N	126°26 41.78"E	5 m	A ~ F

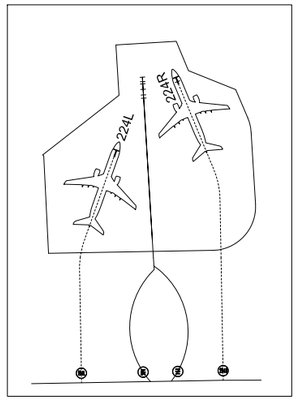
Note : Refer to RKSI AD 2.20, 12. Special notice to ICAO Code F aircraft(A380 & B747-8) operators for ICAO Code F aircraft stands including multiple use stands.

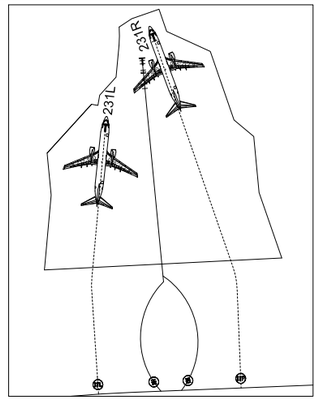
Change : Establishment of ACFT stands NR. 530, 536 and Amended coordinates, stand availability for ACFT stands NR. 282~284, 286~290.

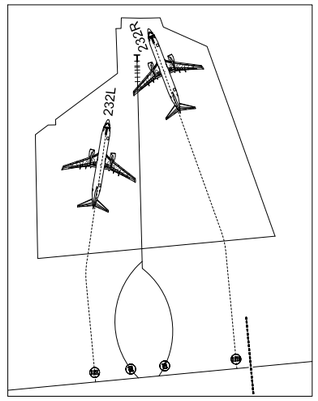
Multiple use stands operation



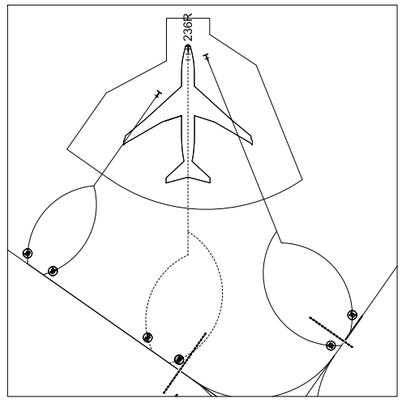


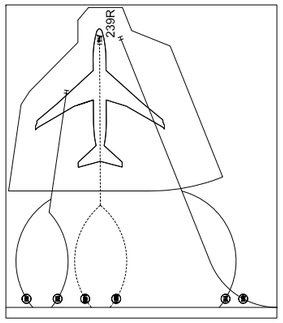


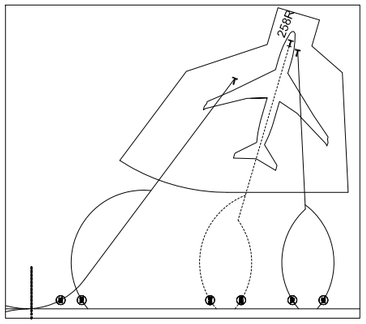


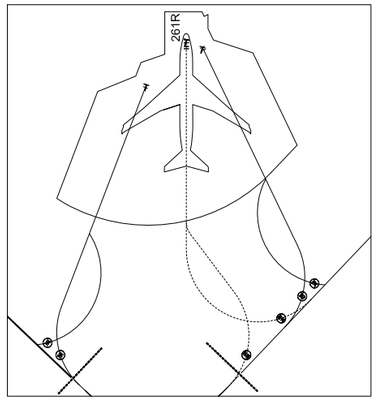


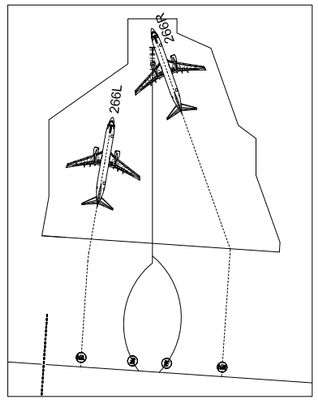
		INS COORDINATES FOR AIRCRAFT STANDS		
		WGS-84		ELEV(AMSL)
208	R	37°28'16.66"N	126°25'42.97"E	6 m
214	R	37°28'12.93"N	126°25'34.80"E	6 m
224	L	37°27'58.53"N	126°25'47.61"E	6 m
	R	37°27'58.43"N	126°25'49.33"E	6 m
231	L	37°27'53.63"N	126°25'52.33"E	6 m
	R	37°27'53.49"N	126°25'54.22"E	6 m
232	L	37°27'50.70"N	126°25'53.65"E	6 m
	R	37°27'50.51"N	126°25'55.53"E	6 m
236	R	37°27'42.18"N	126°26'00.21"E	6 m
239	R	37°27'43.60"N	126°26'03.66"E	6 m
258	R	37°27'57.53"N	126°26'28.40"E	6 m
261	R	37°27'59.96"N	126°26'30.72"E	6 m
266	L	37°28'06.75"N	126°26'24.13"E	6 m
	R	37°28'06.14"N	126°26'22.44"E	6 m
267	L	37°28'08.58"N	126°26'21.11"E	6 m
	R	37°28'08.28"N	126°26'19.65"E	6 m
268	L	37°28'10.56"N	126°26'18.63"E	6 m
	R	37°28'10.51"N	126°26'17.04"E	6 m
275	L	37°28'13.60"N	126°26'16.27"E	6 m
	R	37°28'13.95"N	126°26'14.76"E	6 m
283	R	37°28'29.09"N	126°26'02.85"E	6 m
290	R	37°28'24.05"N	126°25'55.01"E	6 m

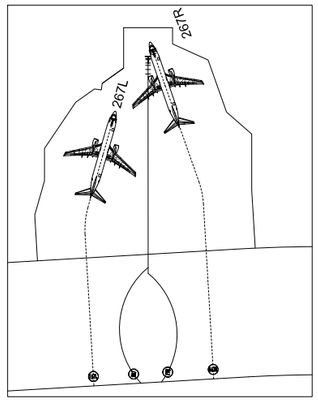


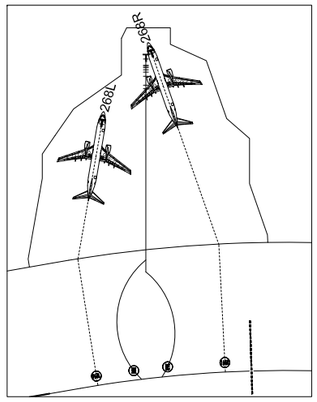


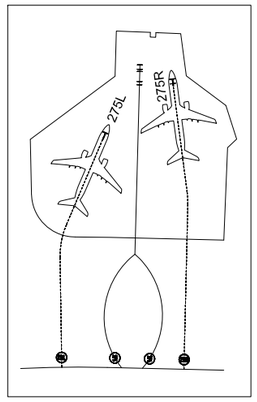


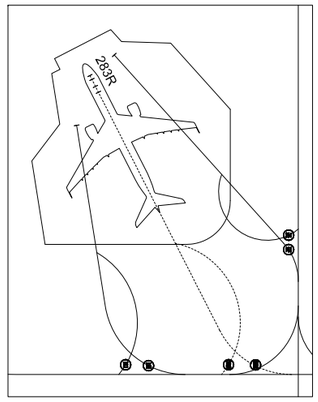


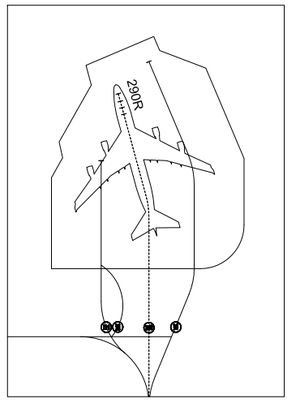












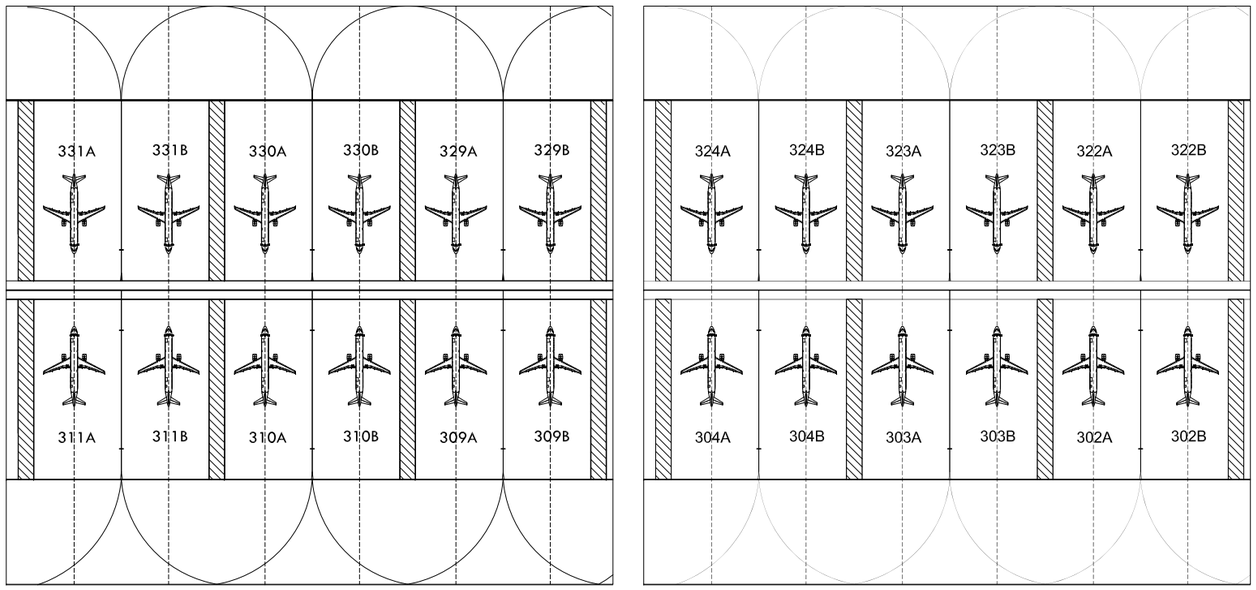
Stand NR.	Availability
224L/R, 231L/R, 232L/R, 266L/R, 267L/R, 268L/R, 275L/R	Available for aircraft up to "C" code.
208R, 214R, 283R, 290R	Available for aircraft up to "E" code.
236R, 239R, 258R, 261R	Available for aircraft up to "F" code.
For details, please contact to confirm with "the Apron Magt. Unit" at the telephone number 82-32-741-2991.	

Note.
"B": Refer to Annex 14 to the Convention on International Civil Aviation, Volume I, Chapter 1, Table 1-1"Aerodrome reference code".

Code letter	Wing span
E	52 m up to but not including 65 m
D	36 m up to but not including 52 m
C	24 m up to but not including 36 m
B	15 m up to but not including 24 m

Change : Amended coordinates for ACFT stands NR. 275R, 290R.

Multiple use stands operation



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

Stand NR.	Availability
302A/B, 303A/B, 304A/B, 309A/B, 310A/B, 311A/B, 322A/B, 323A/B, 324A/B, 329A/B, 330A/B, 331A/B	Available for aircraft up to "C" code.
For details, please contact to confirm with "the Apron Magt. Unit" at the telephone number 82-32-741-2991.	

Note.
"B": Refer to Annex 14 to the Convention on International Civil Aviation, Volume I, Chapter 1, Table 1-1"Aerodrome reference code".

Code letter	Wing span
E	52 m up to but not including 65 m
D	36 m up to but not including 52 m
C	24 m up to but not including 36 m
B	15 m up to but not including 24 m

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **6** m

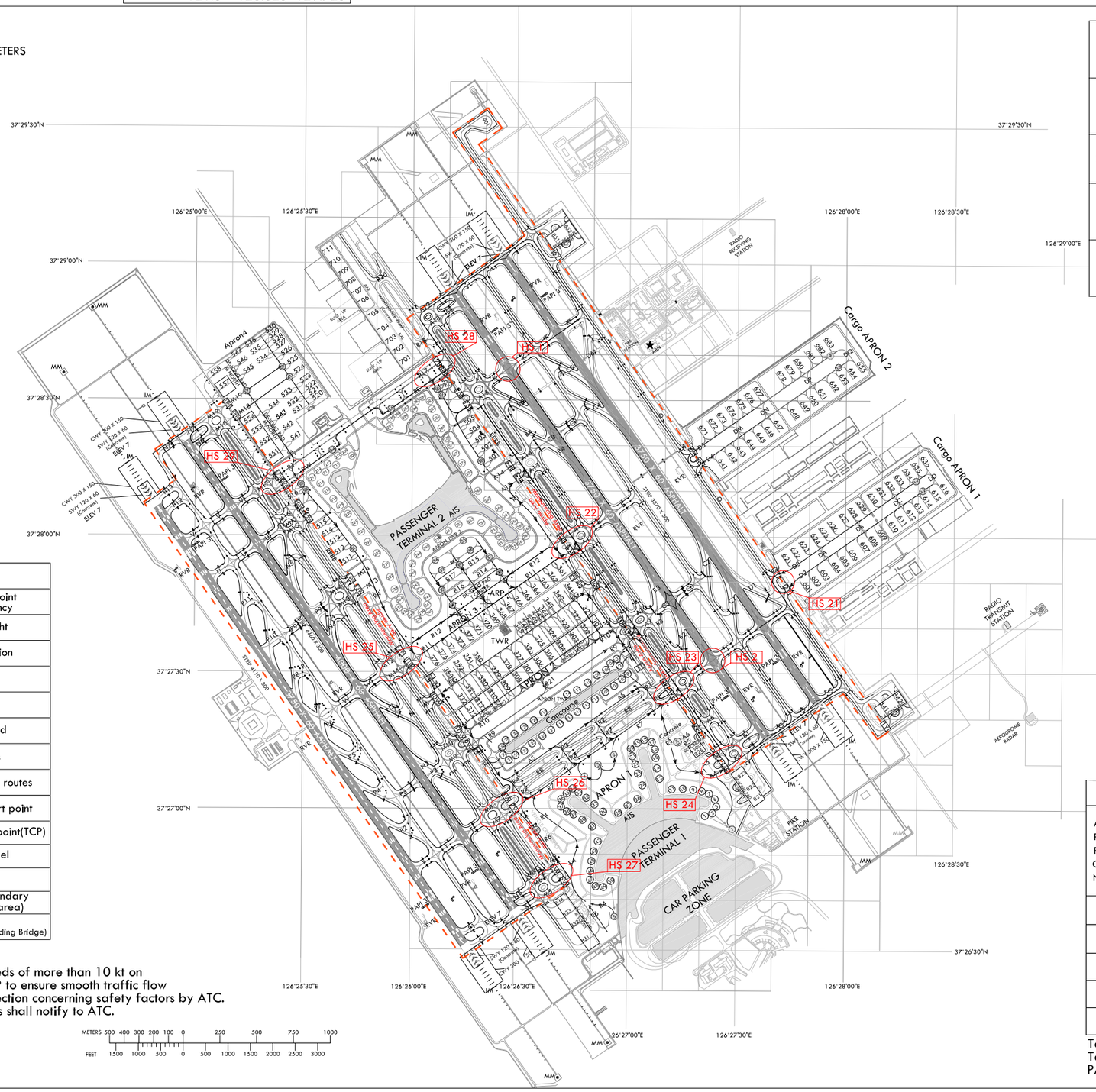
TWR	118.2(E)	118.8(W)
GND	121.75(E)	121.7(W)
APRON	121.65	122.175 123.675
	121.8	123.325 129.725

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

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2020

ANNUAL RATE OF CHANGE
6' W



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

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

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

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

LEGEND	
WNG 112.9	VOR check-point and frequency
● ● ●	Stop-bar light
54R	Holding position
R4	Taxi lane
50	Gate
301	Remote stand
→	Taxi routes
→	De-icing pad taxi routes
3	Powered taxi-start point
1E	Transfer of control point(TCP)
	Open channel
	Hot spot
	ATC service boundary (Maneuvering area)
	RPBB (Remote Passenger Boarding Bridge)

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

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

		SURFACE	WIDTH	STRENGTH
APRON	Apron 1, Cargo Apron 1, Maintenanace Apron	Concrete	-	PCR 1 300/R/B/X/T
	Apron 2, Cargo Apron 2			PCR 1 160/R/B/X/T
	Apron 3			PCR 1 400/R/B/X/T
	Apron 4			PCR 1 510/R/B/X/T
TWY A, D		Concrete	30 m Shoulder : 15 m - Paved : 12 m - Turfed : 3 m	PCR 1 300/R/B/X/T
TWY B, C		Asphalt		PCR 1 610/F/B/X/T
TWY M		Concrete	30 m Shoulder : 15 m - Paved : 15 m	PCR 1 160/R/B/X/T
TWY N		Asphalt		PCR 1 290/F/B/X/T
TWY P		Asphalt		PCR 1 370/F/B/X/T

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

Change : Establishment of ACFT stands NR. 530 and 536.

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **6** m

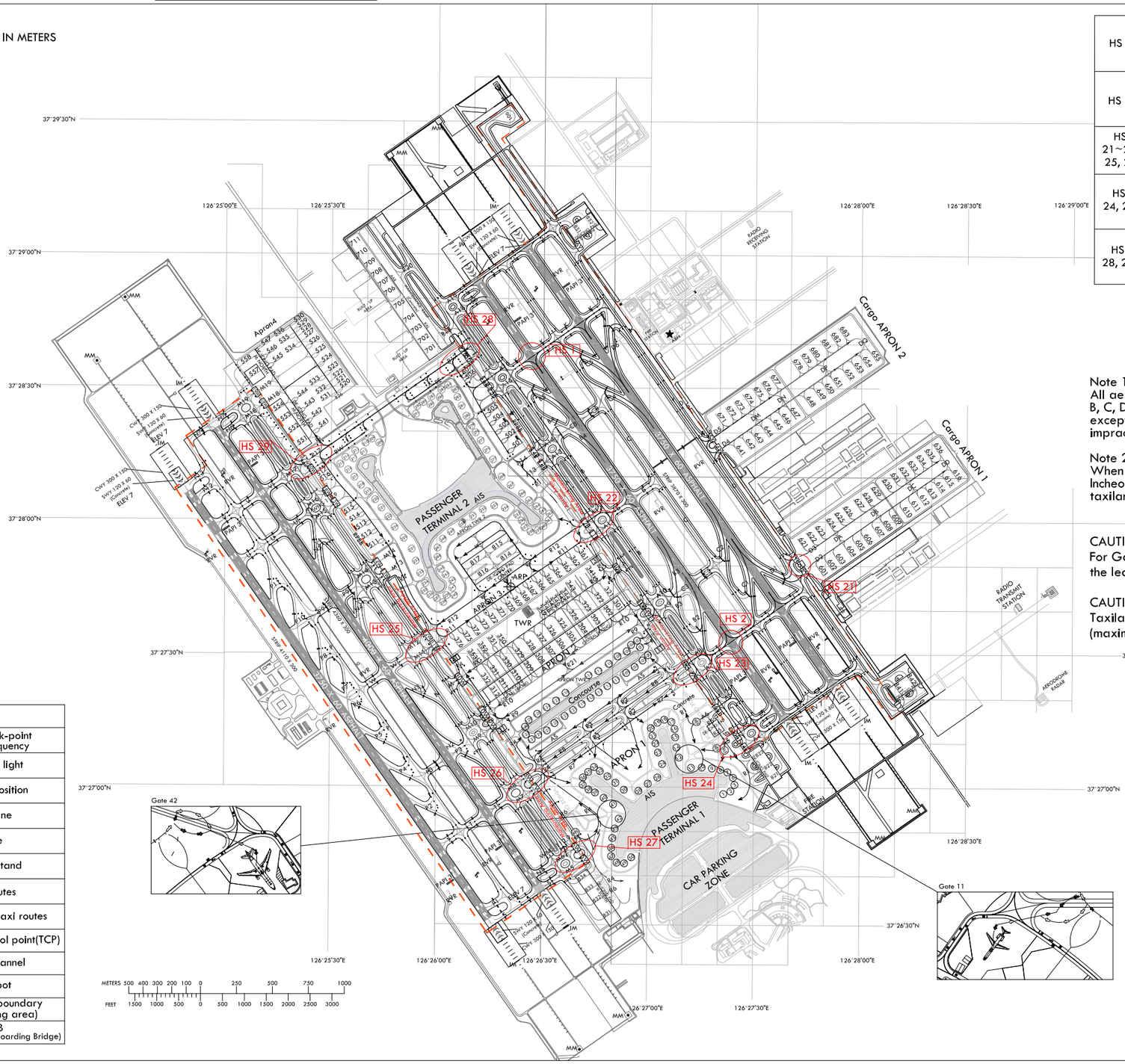
TWR	118.2(E)	118.8(W)	
GND	121.75(E)	121.7(W)	
APRON	121.65	122.175	123.675
	121.8	123.325	129.725

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

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2020

ANNUAL RATE OF CHANGE
6' W



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

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

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

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

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

LEGEND	
WNG 112.9	VOR check-point and frequency
● ● ●	Stop-bar light
54R	Holding position
R4	Taxi lane
50	Gate
301	Remote stand
→	Taxi routes
→	Alternate Taxi routes
1E	Transfer of control point(TCP)
	Open channel
	Hot spot
	ATC service boundary (Maneuvering area)
	RPBB (Remote Passenger Boarding Bridge)

		SURFACE	WIDTH	STRENGTH
APRON	Apron 1, Cargo Apron 1, Maintenanace Apron	Concrete	-	PCR 1 300/R/B/X/T
	Apron 2, Cargo Apron 2			PCR 1 160/R/B/X/T
	Apron 3			PCR 1 400/R/B/X/T
	Apron 4			PCR 1 510/R/B/X/T
TWY A, D		Concrete	30 m Shoulder : 15 m - Paved : 12 m - Turfed : 3 m	PCR 1 300/R/B/X/T
TWY B, C		Asphalt		PCR 1 610/F/B/X/T
TWY M		Concrete	30 m Shoulder : 15 m - Paved : 15 m	PCR 1 160/R/B/X/T
TWY N		Asphalt		PCR 1 290/F/B/X/T
TWY P		Asphalt		PCR 1 370/F/B/X/T

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

Change : Establishment of ACFT stands NR. 530 and 536.

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **6** m

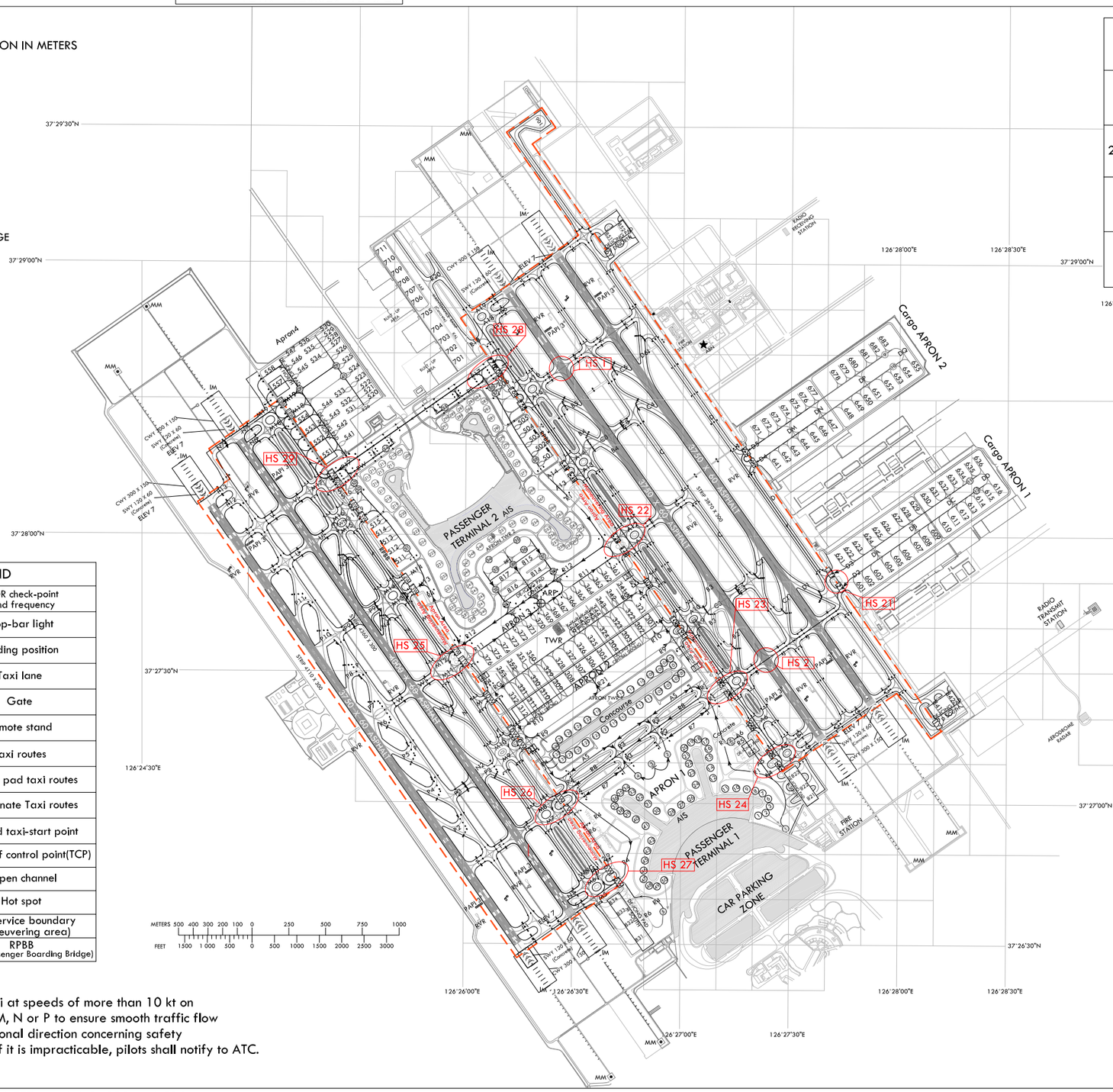
TWR	118.2(E)	118.8(W)
GND	121.75(E)	121.7(W)
APRON	121.65	122.175 123.675
	121.8	123.325 129.725

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

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2020

ANNUAL RATE OF CHANGE
6' W



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

Note 1
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Note 2
Aircraft shall not taxi into maneuvering area without clearance from Incheon Tower or Ground.

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

LEGEND

WNG 112.9	VOR check-point and frequency
• • •	Stop-bar light
54R	Holding position
R4	Taxi lane
50	Gate
301	Remote stand
→	Taxi routes
→	De-icing pad taxi routes
→	Alternate Taxi routes
3	Powered taxi-start point
1E	Transfer of control point(TCP)
	Open channel
	Hot spot
	ATC service boundary (Maneuvering area)
	RPBB (Remote Passenger Boarding Bridge)

		SURFACE	WIDTH	STRENGTH
APRON	Apron 1, Cargo Apron 1, Maintenanace Apron	Concrete	-	PCR 1 300/R/B/X/T
	Apron 2, Cargo Apron 2			PCR 1 160/R/B/X/T
	Apron 3			PCR 1 400/R/B/X/T
	Apron 4			PCR 1 510/R/B/X/T
TWY A, D		Concrete	30 m Shoulder : 15 m - Paved : 12 m - Turfed : 3 m	PCR 1 300/R/B/X/T
TWY B, C		Asphalt		PCR 1 610/F/B/X/T
TWY M		Concrete	30 m Shoulder : 15 m - Paved : 15 m	PCR 1 160/R/B/X/T
TWY N		Asphalt		PCR 1 290/F/B/X/T
TWY P		Asphalt		PCR 1 370/F/B/X/T

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

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

Change : Establishment of ACFT stands NR. 530 and 536.

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **6** m

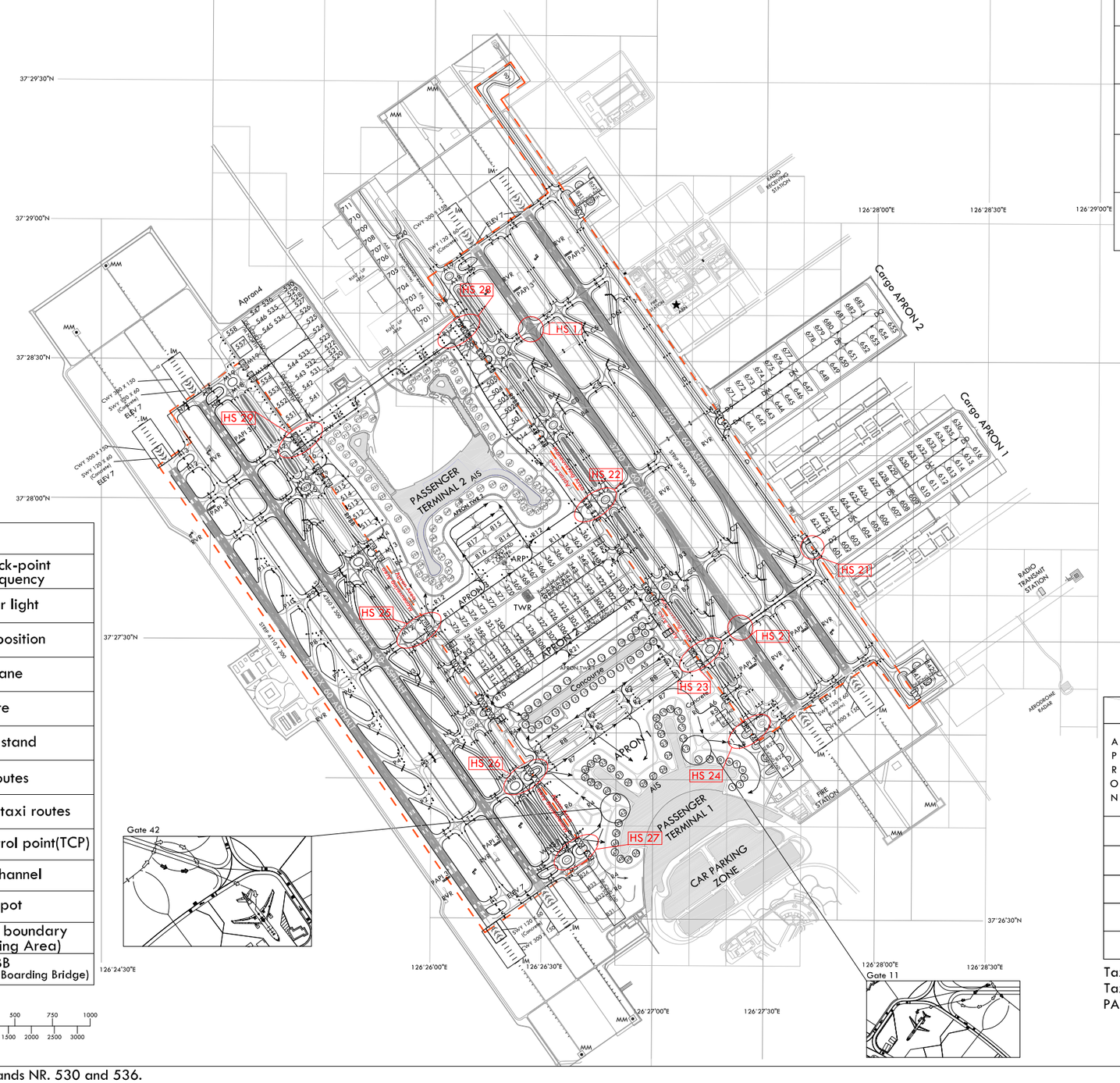
TWR	118.2(E)	118.8(W)	
GND	121.75(E)	121.7(W)	
APRON	121.65	122.175	123.675
	121.8	123.325	129.725

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

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2020

ANNUAL RATE OF CHANGE
6' W



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

Note 1
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Note 2
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CAUTION 1
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CAUTION 2
Taxilane RE & RW can only be used by Code C aircraft or smaller (maximum wingspan 36 m).

LEGEND

WNG 112.9	VOR check-point and frequency
● ● ●	Stop-bar light
54R	Holding position
R4	Taxi lane
50	Gate
301	Remote stand
→	Taxi routes
→	Alternate taxi routes
1E	Transfer of control point(TCP)
	Open channel
	Hot spot
	ATC service boundary (Maneuvering Area)
	RPBB (Remote Passenger Boarding Bridge)

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

		SURFACE	WIDTH	STRENGTH
APRON	Apron 1, Cargo Apron 1, Maintenanace Apron	Concrete	-	PCR 1 300/R/B/X/T
	Apron 2, Cargo Apron 2			PCR 1 160/R/B/X/T
	Apron 3			PCR 1 400/R/B/X/T
	Apron 4			PCR 1 510/R/B/X/T
TWY A, D		Concrete	30 m Shoulder : 15 m - Paved : 12 m - Turfed : 3 m	PCR 1 300/R/B/X/T
TWY B, C		Asphalt		PCR 1 610/F/B/X/T
TWY M		Concrete	30 m Shoulder : 15 m - Paved : 15 m	PCR 1 160/R/B/X/T
TWY N		Asphalt		PCR 1 290/F/B/X/T
TWY P		Asphalt		PCR 1 370/F/B/X/T

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

Change : Establishment of ACFT stands NR. 530 and 536.

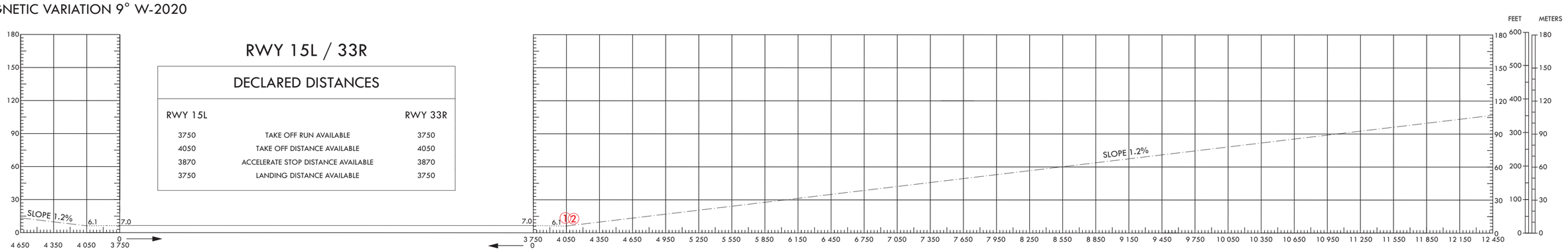
DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W-2020

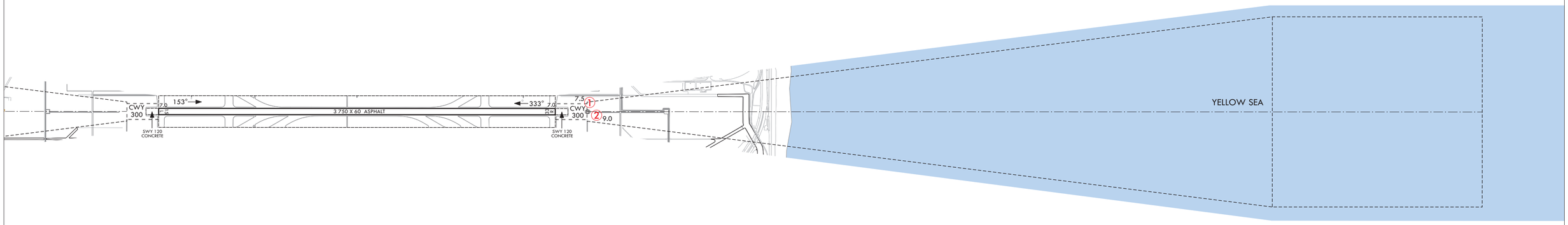
RWY 15L / 33R

DECLARED DISTANCES

RWY 15L		RWY 33R
3750	TAKE OFF RUN AVAILABLE	3750
4050	TAKE OFF DISTANCE AVAILABLE	4050
3870	ACCELERATE STOP DISTANCE AVAILABLE	3870
3750	LANDING DISTANCE AVAILABLE	3750



VERTICAL SCALE 1:1 300



LEGEND

ITEM	SYMBOL Plan	SYMBOL Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Natural High Point(Peak or Mountain)		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

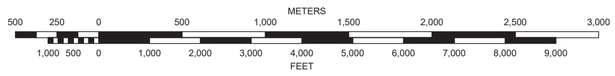
OBSTACLES

NR	COORDINATES(WGS84)		ELEV(MSL)	ITEM	NOTE
1	37°27'15.0 "N	126°27'59.9 "E	7.5	Light	
2	37°27'15.1 "N	126°27'59.7 "E	9.0	Antenna	

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 13 000



AMENDMENT RECORD

NR.	DATE	ENTERED BY

Change : Information of coordinates for LOC 15L antenna.

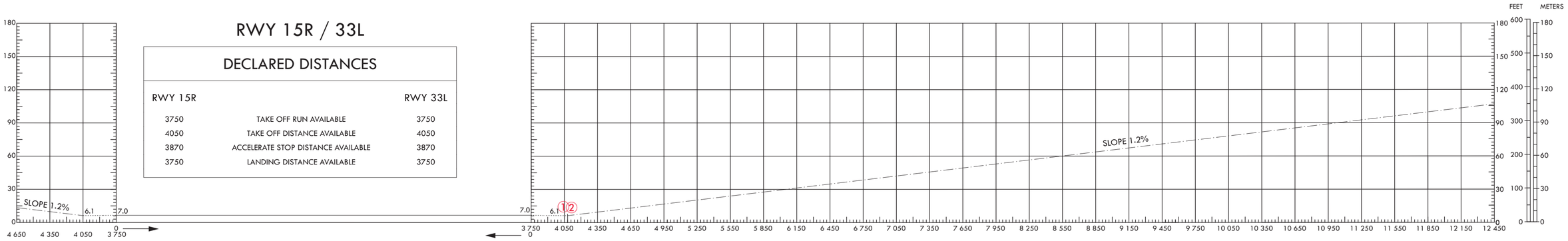
DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W-2020

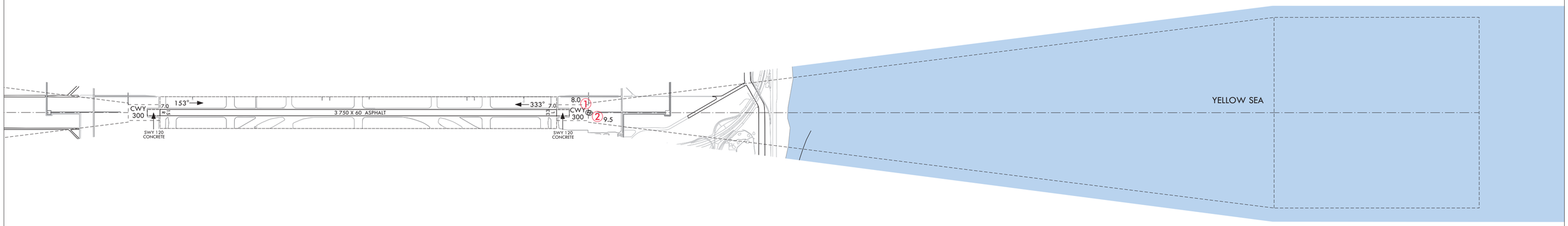
RWY 15R / 33L

DECLARED DISTANCES

RWY 15R		RWY 33L
3750	TAKE OFF RUN AVAILABLE	3750
4050	TAKE OFF DISTANCE AVAILABLE	4050
3870	ACCELERATE STOP DISTANCE AVAILABLE	3870
3750	LANDING DISTANCE AVAILABLE	3750



VERTICAL SCALE 1:1 300



LEGEND

ITEM	SYMBOL Plan	SYMBOL Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Natural High Point(Peak or Mountain)		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

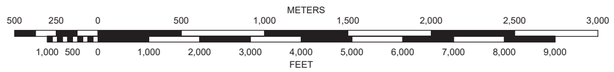
OBSTACLES

NR	COORDINATES(WGS-84)		ELEV(AMSL)	ITEM	NOTE
1	37°27'07.3"N	126°27'46.1"E	8.0	Light	
2	37°27'07.4"N	126°27'46.0"E	9.5	Antenna	

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 13 000



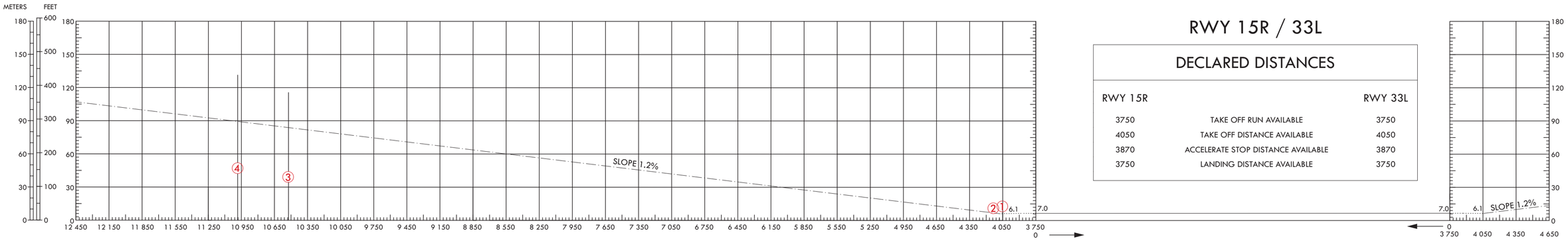
AMENDMENT RECORD

NR.	DATE	ENTERED BY

Change : Information of coordinates for LOC 15R antenna.

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W-2020

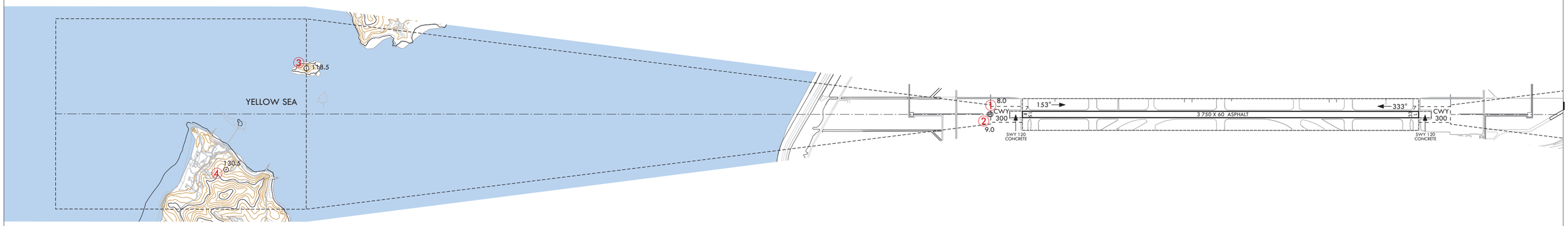


RWY 15R / 33L

DECLARED DISTANCES

RWY 15R		RWY 33L
3750	TAKE OFF RUN AVAILABLE	3750
4050	TAKE OFF DISTANCE AVAILABLE	4050
3870	ACCELERATE STOP DISTANCE AVAILABLE	3870
3750	LANDING DISTANCE AVAILABLE	3750

VERTICAL SCALE 1:1 300



LEGEND		
ITEM	SYMBOL Plan	Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Natural High Point(Peak or Mountain)		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

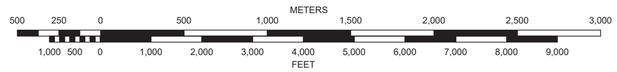
OBSTACLES

NR	COORDINATES(WGS-84)		ELEV(AMSL)	ITEM	NOTE
1	37°29'02.4"N	126°26'03.8"E	8.0	Light	
2	37°29'02.2"N	126°26'03.9"E	9.0	Antenna	
3	37°32'01.8"N	126°23'45.6"E	118.5	Tower	
4	37°32'03.9"N	126°22'55.8"E	130.5	Tower	

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 13 000



AMENDMENT RECORD

NR.	DATE	ENTERED BY

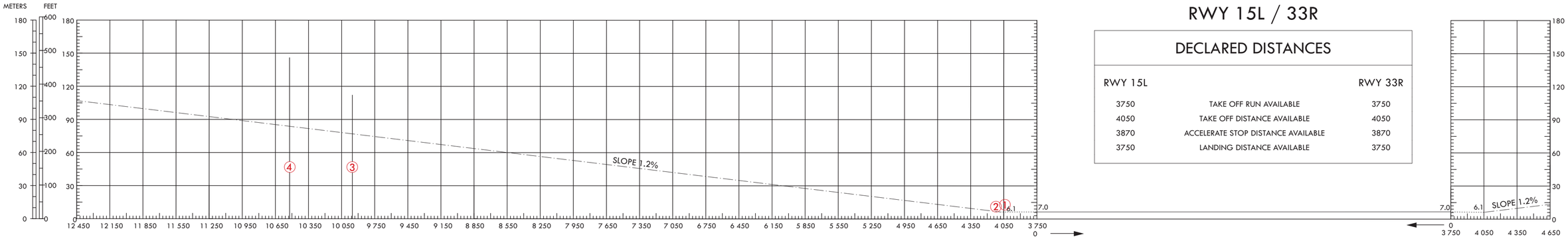
Change : Information of coordinates for LOC 33L antenna.

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

SEOUL / Incheon Intl

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W-2020

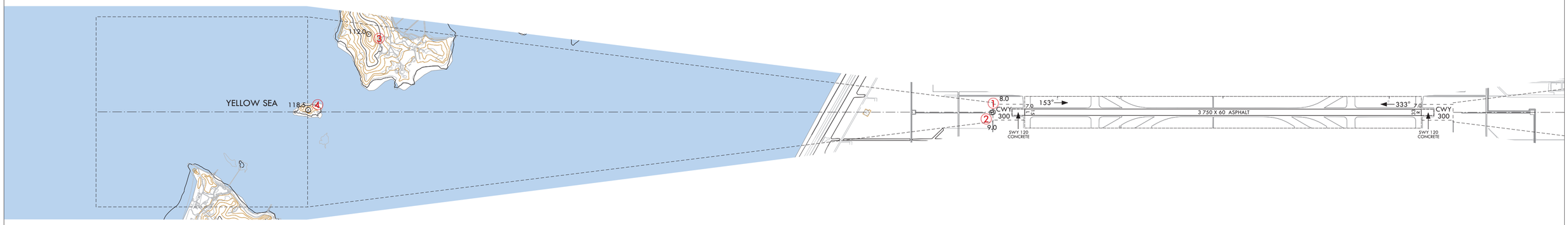


RWY 15L / 33R

DECLARED DISTANCES

RWY 15L		RWY 33R
3750	TAKE OFF RUN AVAILABLE	3750
4050	TAKE OFF DISTANCE AVAILABLE	4050
3870	ACCELERATE STOP DISTANCE AVAILABLE	3870
3750	LANDING DISTANCE AVAILABLE	3750

VERTICAL SCALE 1:1 300



LEGEND

ITEM	SYMBOL Plan	SYMBOL Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Natural High Point(Peak or Mountain)		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

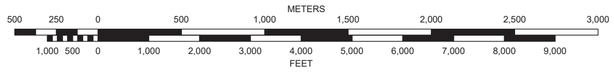
OBSTACLES

NR	COORDINATES(WGS-84)		ELEV(AMSL)	ITEM	NOTE
1	37°29'10.1"N	126°26'17.5"E	8.0	Light	
2	37°29'10.0"N	126°26'17.6"E	9.0	Antenna	
3	37°32'00.1"N	126°24'12.9"E	112.0	Tower	
4	37°32'01.8"N	126°23'45.6"E	118.5	Tower	

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 13 000



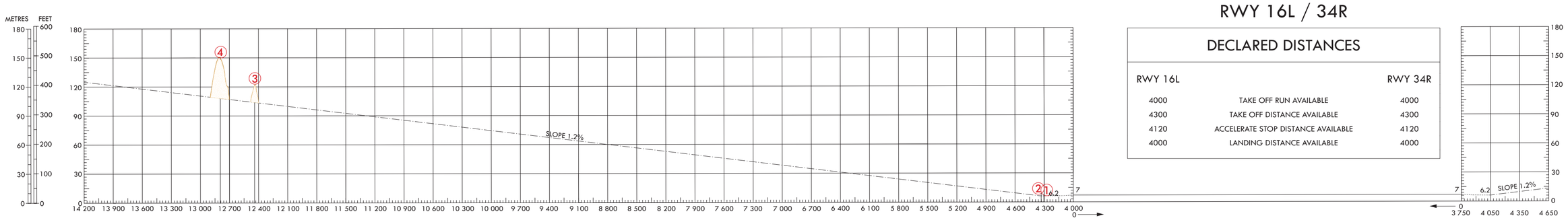
AMENDMENT RECORD

NR.	DATE	ENTERED BY

Change : Information of coordinates for LOC 33R antenna.

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W - 2020

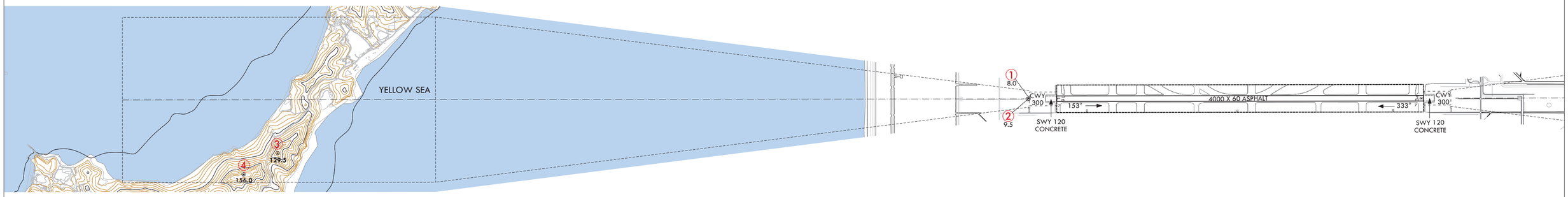


VERTICAL SCALE 1:1500

RWY 16L / 34R

DECLARED DISTANCES

RWY 16L		RWY 34R
4000	TAKE OFF RUN AVAILABLE	4000
4300	TAKE OFF DISTANCE AVAILABLE	4300
4120	ACCELERATE STOP DISTANCE AVAILABLE	4120
4000	LANDING DISTANCE AVAILABLE	4000



LEGEND

ITEM	SYMBOL Plan	SYMBOL Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Natural High Point(Peak or Mountain)		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

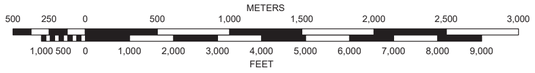
OBSTACLES

NR	COORDINATES(WGS-84)		ELEV(AMSL)	ITEM	NOTE
1	37°28'30.1"N	126°24'48.9"E	8.0	Light	
2	37°28'29.9"N	126°24'49.1"E	9.5	Antenna	
3	37°31'56.0"N	126°21'16.2"E	129.5	Natural high point	
4	37°32'03.3"N	126°20'56.5"E	156.0	Natural high point	

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 15000



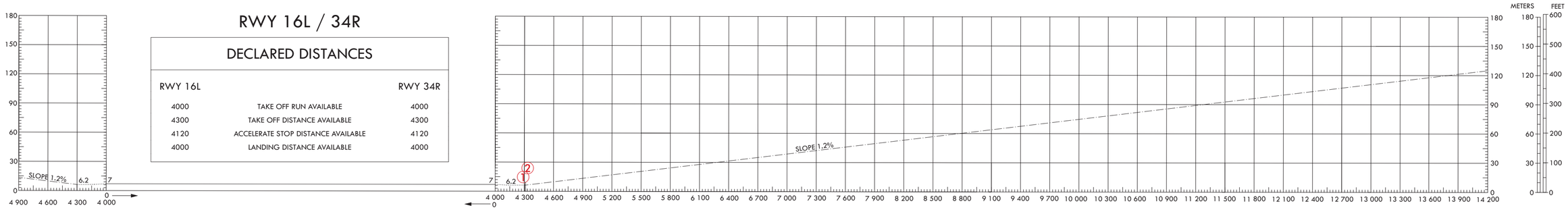
AMENDMENT RECORD

NR.	DATE	ENTERED BY

Change : Information of coordinates for LOC 34R antenna.

DIMENSIONS AND ELEVATIONS IN METERS

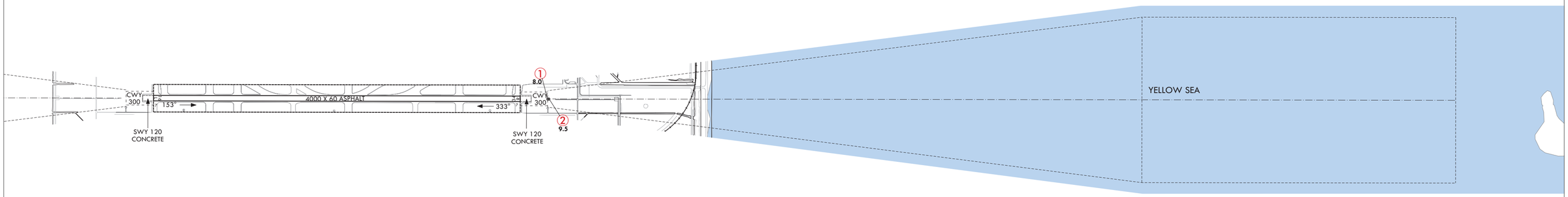
MAGNETIC VARIATION 9° W-2020



DECLARED DISTANCES

RWY 16L		RWY 34R
4000	TAKE OFF RUN AVAILABLE	4000
4300	TAKE OFF DISTANCE AVAILABLE	4300
4120	ACCELERATE STOP DISTANCE AVAILABLE	4120
4000	LANDING DISTANCE AVAILABLE	4000

VERTICAL SCALE 1:1300



LEGEND

ITEM	SYMBOL Plan	SYMBOL Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Natural High Point(Peak or Mountain)		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

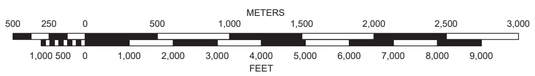
OBSTACLES

NR	COORDINATES(WGS84)	ELEV(MSL)	ITEM	NOTE
1	37° 26' 28.3 "N 126° 26' 37.3 "E	8.0	Light	
2	37° 26' 28.5 "N 126° 26' 37.1 "E	9.5	Antenna	

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 15000



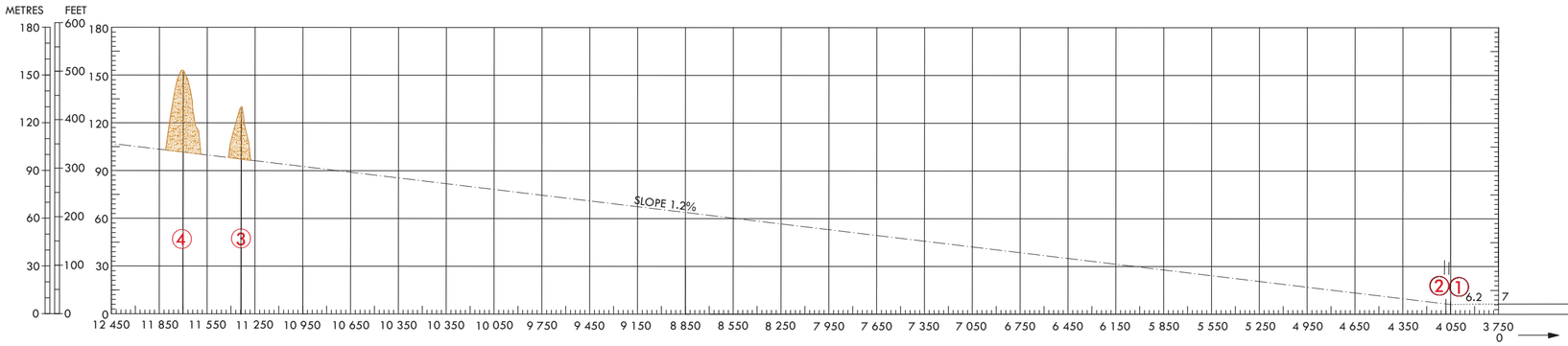
AMENDMENT RECORD

NR.	DATE	ENTERED BY

Change : Information of coordinates for LOC 16L antenna.

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W-2020

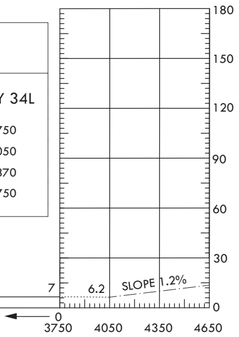


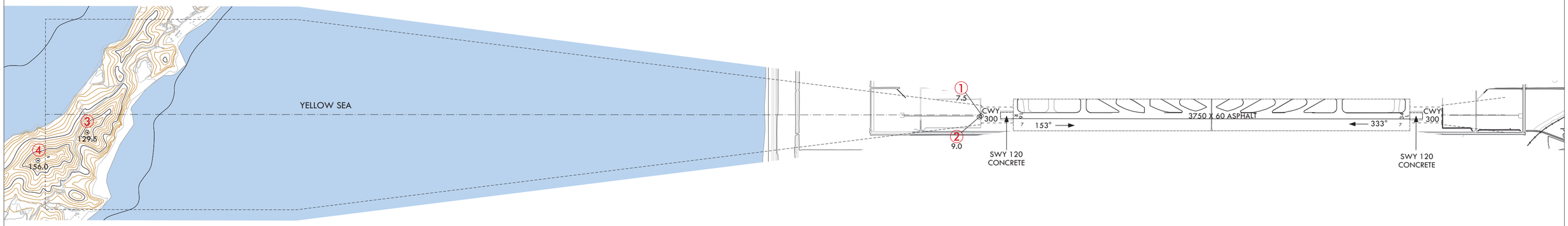
VERTICAL SCALE 1:1300

RWY 16R / 34L

DECLARED DISTANCES

RWY 16R		RWY 34L
3750	TAKE OFF RUN AVAILABLE	3750
4050	TAKE OFF DISTANCE AVAILABLE	4050
3870	ACCELERATE STOP DISTANCE AVAILABLE	3870
3750	LANDING DISTANCE AVAILABLE	3750





LEGEND

ITEM	SYMBOL Plan	SYMBOL Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Natural High Point(Peak or Mountain)		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

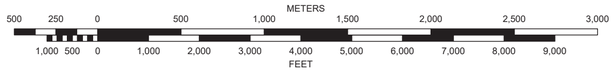
OBSTACLES

NR	COORDINATES(WGS-84)		ELEV(AMSL)	ITEM	NOTE
1	37°28'15.7"N	126°24'41.0"E	7.5	Light	
2	37°28'15.5"N	126°24'41.1"E	9.0	Antenna	
3	37°31'56.0"N	126°21'16.2"E	129.5	Natural high point	
4	37°32'03.3"N	126°20'56.5"E	156.0	Mountain	

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 13 000



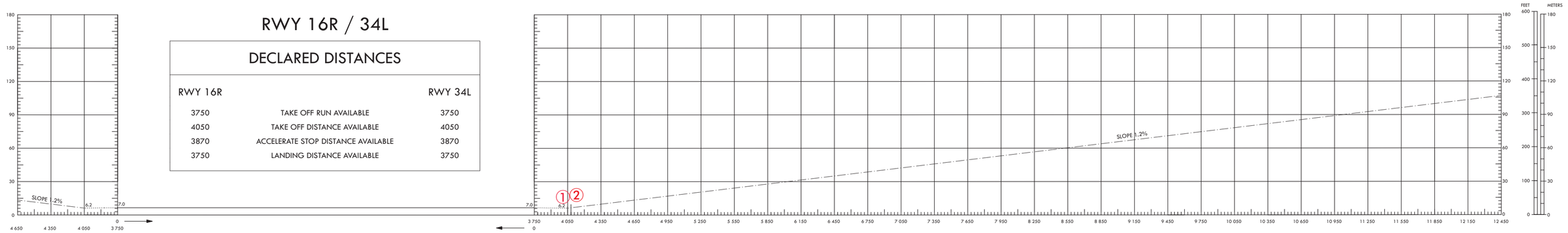
AMENDMENT RECORD

NR.	DATE	ENTERED BY

Change : Information of coordinates for LOC 34L antenna.

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W-2020

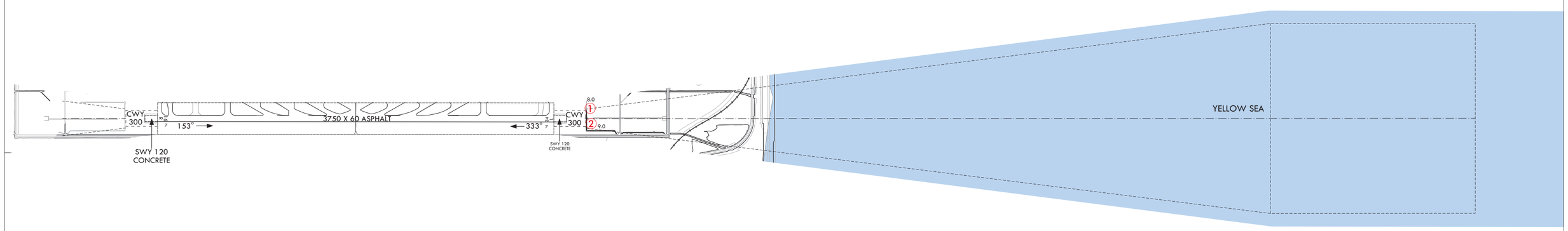


RWY 16R / 34L

DECLARED DISTANCES

RWY 16R		RWY 34L
3750	TAKE OFF RUN AVAILABLE	3750
4050	TAKE OFF DISTANCE AVAILABLE	4050
3870	ACCELERATE STOP DISTANCE AVAILABLE	3870
3750	LANDING DISTANCE AVAILABLE	3750

VERTICAL SCALE 1:1,300



LEGEND

ITEM	SYMBOL Plan	SYMBOL Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Natural High Point(Peak or Mountain)		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

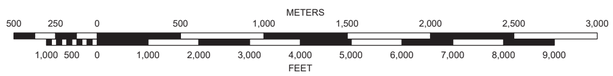
OBSTACLES

NR	COORDINATES(WGS-84)		ELEV(AMSL)	ITEM	NOTE
1	37°26'20.5"N	126°26'23.6"E	8.0	Light	
2	37°26'20.6"N	126°26'23.4"E	9.0	Antenna	

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 13 000



AMENDMENT RECORD

NR.	DATE	ENTERED BY

Change : Information of coordinates for LOC 16R antenna.

INSTRUMENT APPROACH CHART - ICAO

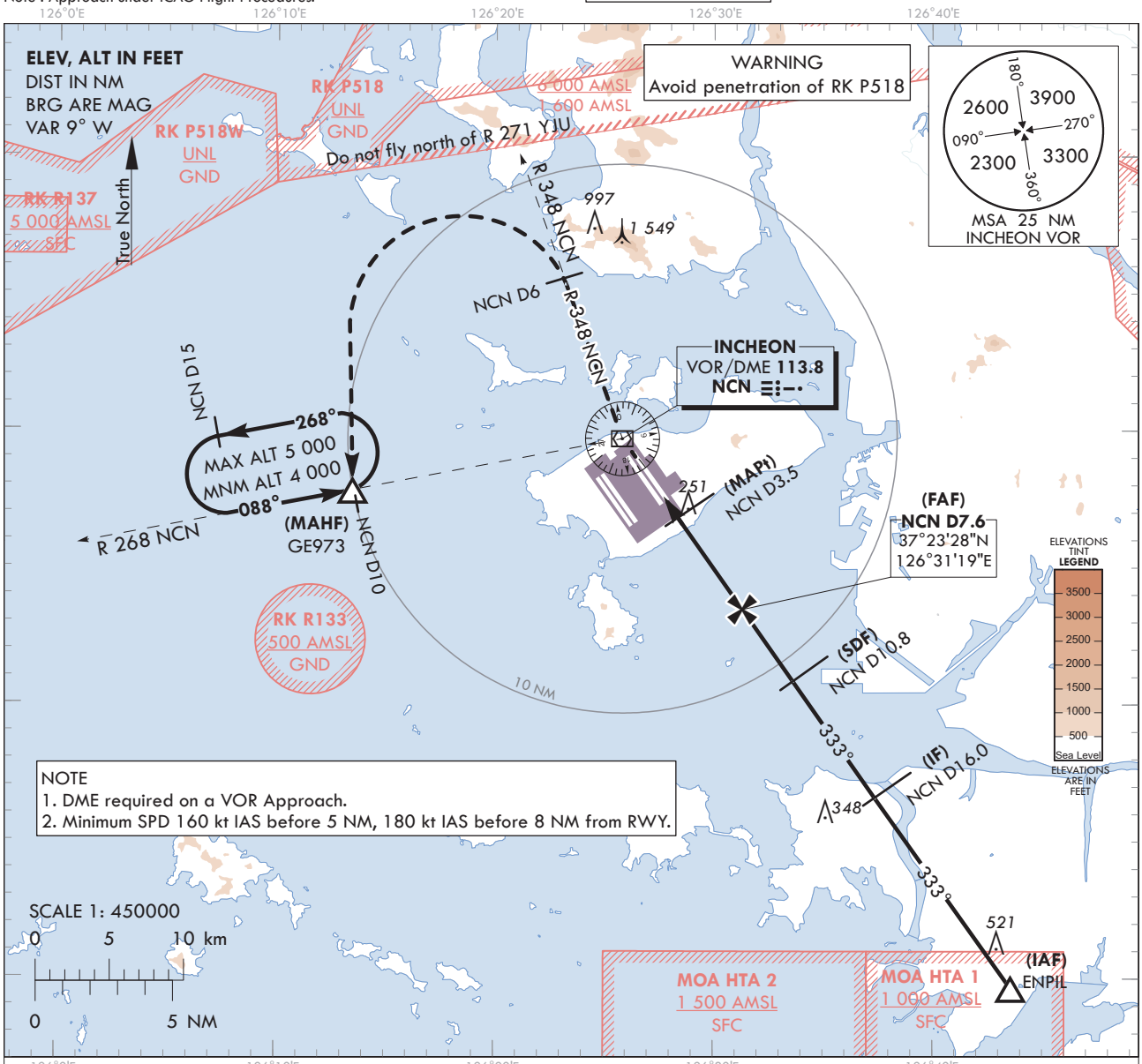
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 33R - ELEV **23** ft

SEOUL	APP	119.75 121.35
INCHEON	TWR	118.2 118.8

SEOUL/Incheon Intl(RKSI)

VOR RWY 33R

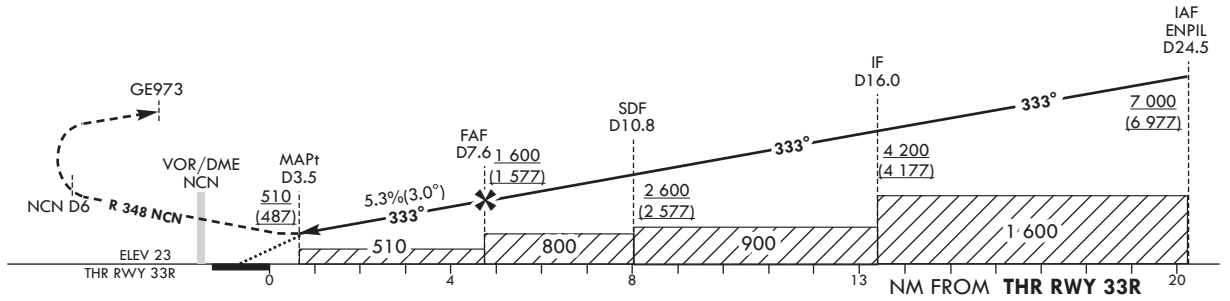


NOTE
1. DME required on a VOR Approach.
2. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY.

RECOMMENDED PROFILE	DME NCN	7	6	5
Final Approach Gradient 5.3%(319.8 ft/NM)	ALT(HGT)	1 441(1 418)	1 121(1 098)	801(778)

TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb to 4 000 ft via NCN VOR then turn right on R 348 NCN to 6 DME and turn left direct to GE973.
Hold as published.



OCA (H)	A	B	C	D
Straight-in Approach	510 (487)			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	320	480	640	800	960

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

SEOUL/Incheon Intl(RKSI)
VOR RWY 33R

AERONAUTICAL DATA TABULATION

VOR Approach to RWY 33R from ENPIL			
Fix / Point		Coordinates	
ENPIL(IAF)		37°09'39.0"N	126°43'34.0"E
D16 NCN(IF)	BRG 333.19°/8.51 NM	37°16'35.5"N	126°37'22.8"E
D10.8 NCN(SDF)	BRG 333.00°/10.80 NM NCN	37°20'51.0"N	126°33'37.9"E
D7.6 NCN(FAF)	BRG 333.00°/7.60 NM NCN	37°23'28.2"N	126°31'19.3"E
D3.5 NCN(MAPt)	BRG 333.00°/3.50 NM NCN	37°26'49.6"N	126°28'21.5"E
THR RWY 33R	Final approach descent angle 3.01°	37°27'22.97"N	126°27'52.82"E
NCN VOR/DME		37°29'41.7"N	126°25'49.2"E
D6 NCN	R 348 NCN/6.00 NM NCN	37°35'19.7"N	126°23'12.9"E
GE973	BRG 267.72°/10.00 NM NCN	37°27'47.0"N	126°13'29.0"E

Change : Information of final approach descent angle(3° → 3.01°).

RKSS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKSS - SEOUL / GIMPO International

RKSS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	373325N 1264751E 328° / 1 327 m from THR 32R
2	Direction and distance from city	275°, 16 km from Seoul City Hall
3	Elevation/Reference temperature	18 m / 31.8 °C
4	Geoid undulation at the AD ELEV PSN	23 m
5	MAG VAR/Annual change	9° W (2020) / 0.093° increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	Korea Airports Corporation(Gimpo International Airport) 76, Haneul-gil, Gangseo-gu, Seoul, 07505, Republic of Korea TEL : +82-2-2660-4218, 2566~7 Telefax : +82-2-2660-2842, 2575 AFS : RKSSZPZX
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKSS AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2100-1400 UTC*
2	Customs and Immigration	HO
3	Health and Sanitation	HO
4	AIS Briefing Office	H24
5	ATS Reporting Office	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	H24
12	Remarks	* Take-off and landing is restricted from 1400 UTC to 2100 UTC due to noise abatement, except the conditions described in RKSS AD 2.21 item 1.1 and 1.2.

RKSS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	All modern facilities
2	Fuel/oil types	Fuel : Aviation Turbin Fuel (Jet A-1) Aviation Gasolin (AV-gas 100LL) Oil : Turbo Oil 2 380/2 389, Jet Oil 254
3	Fuelling facilities/capacity	Jet A-1 available by hydrant refueling on passenger, remote, cargo apron, at rate of 1 000 gpm. 10 aircraft can be fueled simultaneously, total amount of storage is 35 771 000 L. No limitations at any time service available.
4	De-icing facilities	Available (Refer to Aircraft Parking / Docking Chart)
5	Hangar space for visiting aircraft	Business aircraft hangar : 4 for code letter "C" aircraft
6	Repair facilities for visiting aircraft	Major and minor repairs by arrangement
7	Remarks	NIL

RKSS AD 2.5 PASSENGER FACILITIES

1	Hotels	In Seoul city
2	Restaurants	At AD and in the city
3	Transportation	Buses, taxis, subway and rental cars from the AD
4	Medical facilities	a. Ambulance service available b. Hospitals near the AD within 18 km
5	Bank and Post Office	Available at AD
6	Tourist Office	Available at AD
7	Remarks	https://www.airport.co.kr/gimpo/

RKSS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	AD Category for fire fighting : CAT 10
2	Rescue equipment	a. 2 ARFF* vehicles : A capacity of 12 000 L water(each), 1 500 L AFFF**(each), Foam discharge rate 6 000 L/min (each), with dry chemical powder 250 kg(each) b. 1 ARFF* vehicle : 15 000 L water, 2 200 L AFFF**, Foam discharge rate 6 000 L/min, with dry chemical powder 250 kg c. 1 ARFF* vehicle : 11 000 L water, 1 400 L AFFF**, Foam discharge rate 6 000 L/min, with dry chemical powder 250 kg d. 1 Supplementary water tank truck : capacity 12 000 L e. 1 Rescue vehicle f. 1 Ambulance g. 1 Commanding vehicle * ARFF (Aircraft Rescue and Fire Fighting) ** AFFF (Aqueous Film Forming Foam)
3	Capability for removal of disabled aircraft	a. Specialized aircraft recovery equipment available for up to B747-8 size aircraft. b. 1 & 3 pole recovery jacks, 470 ton mobile crane including other accessory equipment can be provided by airlines and agencies. c. Korea airports Corporation is the coordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (TEL : 82-2-2660-4217)
4	Remarks	Aviation Fire-Fighting training facility a. Location - 389-9 Sangya dong Gyeyang-gu Incheon - 400 m from the airport boundary close to the beginning tip of RWY 14R b. Plottage 8 947 m^2 c. Two model aircraft for training

RKSS AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Type of clearing equipment	a. 5 Towed runway jet sweepers(working width : about 8.0 m) b. 7 Compact runway jet sweepers(working width : about 5.6 m) c. 2 Snow blowers(working width : about 2.5 m) d. 3 Dry material spreaders e. 1 Liquid material spreader
2	Clearance priorities	a. First 1) RWY 14R/32L and 14L/32R 2) Rapid exit taxiways(C1, E1, C2) 3) TWYs(P, A, B1, B2, E2, G1, G2) 4) Apron taxilanes(RD, R, P1, P2, P3, P4) 5) De-icing Pad b. Second 1) Rapid exit taxiways(C3, D2, D3) 2) TWYs(D1, F1, F2) 3) Apron Taxilanes(P5, N1, N2, N3, NY, S, W1, W2) 4) Aircraft stands
3	Remarks	Snow clearance information promulgated by SNOWTAM

Change : Information of clearance priorities.

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 14L (9° W/2020) ILS CAT I (9° W/2020)	ISEL	109.90 MHz	H24	373244.6N 1264834.7E		RWY 14L LOC unusable beyond 12 NM from GP-DME and beyond 10° Left side of the Course not flight check due to RK P518 **Scheduled inspection time :** Every 2nd THU(1400-1900 UTC) of the month
GP 14L	-	333.8 MHz	H24	373403.9N 1264648.2E		
DME 14L	ISEL	997 MHz (CH 36X)	H24	373403.8N 1264648.1E	30 m	
IM 14L	-	75 MHz	H24	373421.9N 1264632.6E		
LOC 32R (9° W/2020) ILS CAT I (9° W/2020)	ISKP	110.70 MHz	H24	373421.7N 1264632.8E		RWY 32R LOC unusable beyond 10° Right side of the Course not flight check due to RK P73 **Scheduled inspection time :** Every 3rd THU(1400-1900 UTC) of the month
DME 32R	ISKP	1005 MHz (CH 44X)	H24	373256.3N 1264812.9E	30 m	
GP 32R	-	330.2 MHz	H24	373256.4N 1264813.1E		
IM 32R	-	75 MHz	H24	373244.5N 1264834.9E		
LOC 32L (9° W/2020) ILS CAT I (9° W/2020)	IKMO	108.30 MHz	H24	373413.4N 1264622.6E		RWY 32L LOC unusable beyond 12° NE side of the course due to RK P73 **Scheduled inspection time :** Every 4th THU(1400-1900 UTC) of the month
DME 32L	IKMO	981 MHz (CH 20X)	H24	373257.2N 1264751.2E	30 m	
GP 32L		334.1 MHz	H24	373257.3N 1264751.2E		
VOR/DME (Yangju) (9° W/2020)	YJU	114.90 MHz (CH 96X)	H24	374453N 1265928E		**VOR/DME unusable** - RDL 081 clockwise RDL 100 beyond 20 NM not flight check due to RK P518 - RDL 125 clockwise RDL 155 beyond 30 NM due to RK R17 - RDL 155 clockwise RDL 220 not flight check due to RK P73 - RDL 250 clockwise RDL 265 beyond 30 NM not flight check due to RK P518 - RDL 265 clockwise RDL 271 beyond 20 NM not flight check due to RK P518 - RDL 271 clockwise RDL 081 not flight check due to RK P518

Scheduled Inspection Time

ASDE : Every 3rd TUE(0100-0800 UTC) of the month when visibility is at or above 5 km(VMC).
MLAT : Every 1st TUE(0100-0800 UTC) of the month.
RADAR (PSR, SSR) : Every 2nd, 4th WED (1400-1900 UTC) of the month.
SEL(VORTAC) : Every 3rd TUE (1500-2000 UTC) of the month.
Yangju(VOR/DME) : Every 2nd WED (1500-2000 UTC) of the month.

※ The information of VORTAC SEL see ENR 4.1 for details.

RKSS AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulations

1.1 All aircraft with 2 engines or more(except helicopter) shall fly IFR at Gimpo international Airport for departures and arrivals.

1.2 Pilots are strongly required to monitor VHF 121.5 MHz when flying within SEOUL TMA.

1.3 Pilot shall exercise extreme caution to avoid penetrating Prohibited Area (RK P518, RK P73, etc) and Special Use Airspace (ACMI, RK R17, etc), especially when flying north of R 280 KIP, R 100 SEL and east of the extended centerline of runway 14/32.

1.4 Pilots should always make sure that microphones are not stuck in the transmitting position before transmission in order to prevent frequency blockage (stuck mike) from impairing ATC.

1.5 Special Regulations for Use of the Gimpo Airport (RKSS)

Aircraft on international flight may be permitted to use the Gimpo Airport (RKSS) under the following conditions;

1. Aircraft

a. Private aircraft which is owned by an enterprise or a person, except the following aircraft;
1) Public charter which is not scheduled,
2) Inclusive tour charter,
3) Aircraft having a seating capacity of more than 50 passengers
4) Aircraft having a maximum payload capacity of 2 721 kg (6 000 lbs) or more,
5) Aircraft carrying commercial goods (including free-of-charge carriage), or
6) State aircraft which is not owned by an enterprise or a person.

b. Ferry-flight of an aircraft which is Korean-registered and internationally operating for the purpose of import, maintenance or charter flight support.

2. Restriction

The use of the Gimpo Airport may not be permitted when required for certain reasons, including the shortage of airport capacity, safety or security.

3. Permitted Hours : 2100-1400 UTC, daily
(In other hours, the Incheon International Airport or the other airports should be used.)

1.6 Landing Procedure

1. Landing to RWY(14R/32L)

a. Recommendation for increase RWY(14R/32L) operation capacity, except for wet or contaminated : recommend to use Rapid Exit Taxiways and fully vacate within 60 seconds after touchdown.
b. If possible, maintain speed at or above 30 kt IAS until reaching Rapid Exit Taxiway "C1" or "E1".

RWY	RET	Taxi Procedure	Distance from Threshold
14R	C1	After landing, vacate via C1 then hold short of RWY 14L. Remain on the TWR frequency.	6 397 ft/1 950 m
32L	E1	After landing, vacate via E1 then hold short of RWY 32R. Remain on the TWR frequency.	6 512 ft/1 985 m

* Note : The Exit of "D1" will be available by pilot's discretion.

2. Landing to RWY(14L/32R)
Unless otherwise cleared by ATC, aircrafts are advised to vacate RWY as follow;

RWY	RET	Taxi Procedure
32R	D3	After landing, vacate via D3.
14L	C2	After landing, vacate via C2.

* If unable to follow the above RWY vacating routes, pilots should notify it to ATC.

1.7 Taxiway Classification

Taxiway	B1, B2, D1, D2, D3, G1, G2, P	Up to code letter "F" available ※ Refer to RKSS AD 2-22
	A, C1, C2, C3, E1, E2, F1, F2	Up to code letter "E" available
	W1, W2	Up to code letter "B" available
Holding bay	G2	Up to code letter "E" available
Taxilane	P1	Up to code letter "F" available
	N1, N2, N3, NY, P2, P3, P4, P5, P6, R, RD	Up to code letter "E" available
	T, S	Up to code letter "B" available

* NOTE :
1) When ACFT holding within G2 holding bay, code F ACFT is not available on adjacent parallel TWY G2.
2) No TCLL installed on G2 holding bay.

Change : Establishment of taxilane NY.

1.8 Load Limitations

Runway	14R/32L, 14L/32R	None
Taxiway	B1, B2, C1, C2, C3, D1, D2, D3, E1, E2, F1, F2, G1, W1, W2	None
	A, G2, P	B787-900 (Up to 240 413 kg)
Taxilane	P1, P2, P3, P4, P5, P6, N1, N2, N3, NY, R, RD	B787-900 (Up to 240 413 kg)
Apron	East, Central	None
	North	B787-900 (Up to 240 413 kg)

1.9 Parking Stands Confirmation Procedure

All general aviation aircraft (fixed & rotary wing) operator who plans to fly to Gimpo International Airport should contact with airport operator (airside operations team) at least 1 day before the flight (before filing flight plan), to confirm aircraft stand availability.
Contact : +82-2-2660-2566~7

1.10 Flight limitations

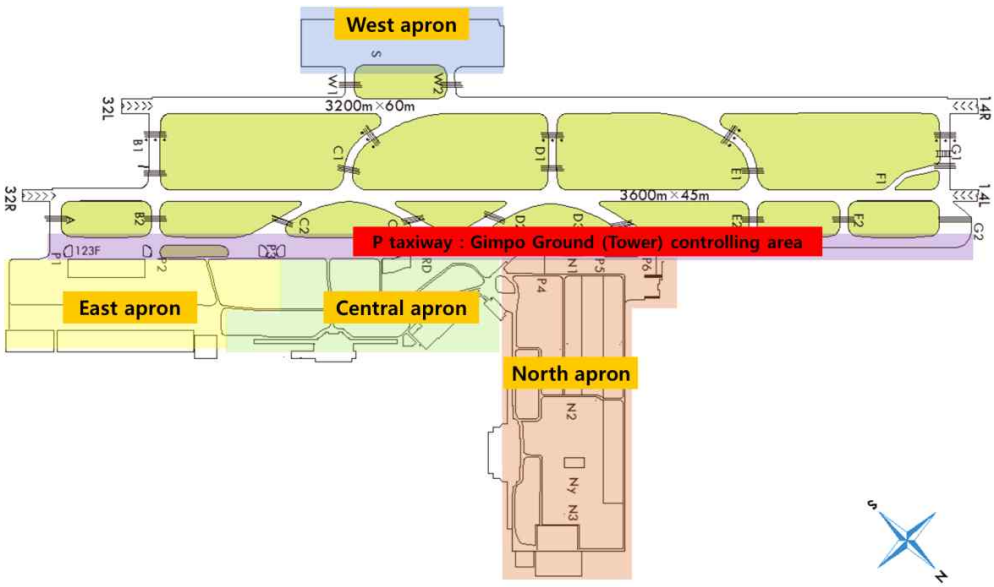
1. All training flights are prohibited at Gimpo Airport, except for turbofan engine aircraft. The deliberate simulation of engine failure is not permitted whilst on approach to or departure from the airport.
터보팬 엔진 장착 항공기를 제외한 모든 훈련비행은 김포공항에서 금지된다. 김포공항으로 접근 또는 출발 시 엔진 failure와 같은 고의적인 모의 훈련은 허가되지 않는다.

2. The use of this airport by light sports aircraft, ultra-light vehicles(except ultra-light vehicles operating by KAC(Korea Airports Corporation) for air navigation aids inspection) and lighter than air is prohibited.
경량항공기, 초경량비행장치(항행안전시설 점검을 위하여 한국공항공사가 운용하는 초경량비행장치는 제외) 및 기구의 사용은 김포공항에서 금지된다.

1.11 Apron control services

Gimpo Apron issues push-back or taxi instructions, approval, and/or necessary information to aircraft, vehicles and personnel within Apron areas(Central, East, North, West Apron) and de-icing pads.

1. Diagram of Central, East, North and West Apron



Change : Establishment of taxilane NY and Information of north apron.

2. Ground Procedure

2.1 Airport Collaborative Decision Making

1. General

a. A-CDM is a process that allows air traffic controllers, airport operators, aircraft operators(AO), ground handling agents(GHA), pilots and air traffic flow managers to exchange operational information and work together to efficiently manage operations at aerodrome.

b. Definitions commonly used terms in A-CDM

1) Target Off Block Time(TOBT) - The time that an AO or GHA estimates that an aircraft will be ready, all doors closed, boarding bridge removed, push-back vehicle available and ready to start up/push-back immediately upon reception of clearance from the ATC.
2) Target Start up Approval Time(TSAT) - The time provided by ATC taking into account TOBT, Calculated Take off Time(CTOT) and/or the traffic situation that an aircraft can expect start-up/push-back approval.

c. The operation of A-CDM at Gimpo airport will be phased due to ATC environment restrictions. TSAT will not be provided to all departure flights. The flights subject to Pre-Departure Sequencing are limited to ATFM regulated flights during first operational phase.

2. A-CDM Procedures

a. Gimpo Airport A-CDM portal system will automatically calculate system TOBT for each departure flight taking into account the Estimated In-Block Time/Actual In-Block Time(EIBT/AIBT), Minimum Turnaround Time(MTTT) and Estimated Off Block Time(EOBT).

b. AO or GHA can manually update the system generated TOBT from 90 minutes prior to EOBT.

c. If the prediction of departure readiness (new TOBT) differs more than 5 minutes from the previous TOBT, AO or GHA shall update TOBT.

d. TOBT shall not deviate from EOBT by more than 5 minutes. If TOBT deviate from EOBT by more than 5 minutes, AO or GHA shall update EOBT. When EOBT is updated, TOBT is automatically modified to the value of the new EOBT.

e. TOBT shall be updated through the following channels :

1) A-CDM portal or mobile web (https://cdm.airport.co.kr)
2) Flight Information Assistant(FIA) at PBB boarding rooms

f. TOBT information is available through the following channels :

1) A-CDM portal and mobile web
2) FIDS at PBB boarding rooms
3) Radio communication with GHA or AO

g. TSAT will be calculated by taking into account factors such as TOBT, CTOT, Estimated Taxi-Out Time(EXOT) and ATC separation standards etc. Thus the accuracy of TOBT is vital to an optimal TSAT.

3. Non A-CDM Procedures

a. The Non A-CDM procedure is applicable when TOBT and TSAT references used in A-CDM mode of operations become unavailable due to system issues or maintenance.

b. If unable to refer TOBT through any channels, pilot shall contact Gimpo Delivery(121.975 MHz) for ATC clearance at least 10 minutes prior to ETD(EOBT).

2.2 Procedures for start-up and push-back

1. Before start-up and push-back

a. Pilot shall ensure aircraft is ready for push-back at TOBT.

b. Pilot shall maintain communication with the AO / GHA as they are responsible for updating the TOBT. Pilot shall notify the AO / GHA to update the TOBT if it is expected to differ by 5 minutes or more.

c. ATC will update TSAT changes if necessary, before push-back. Note that TSAT provided by ATC may not be final and can be revised due to en-route clearance restrictions, ground congestion or flow management.

d. Before pilot request engine start-up and push-back, pilot shall check the following from ground crews(ground handler, aircraft maintenance) :

1) Aircraft doors are closed (include cargo door).
2) Boarding bridge (or step car) removed.
3) Push-back vehicle connected and ready to push (applicable when aircraft needs push-back).
4) Connection between pilot and GHA should be maintain, if unable advise Gimpo Apron.
5) Including vehicles on GSE road, there is no hazard to start-up and push-back around the aircraft.

* Note : The pilot shall not ask the Gimpo Apron for start-up and push-back until its safety check-up is fully confirmed. If there are any elements posing a potential failure, the pilot can ask the Gimpo Apron for push-back only. After moving and standing the aircraft at a safety area, the pilot can ask the engine start up.

2. Request start-up and push-back

a. Pilot shall contact Gimpo Apron(130.875 MHz) to request engine start-up and push-back and provide the following :

1) Call sign
2) Gate or stand number
3) TSAT (if applicable)

b. Push-back approval is valid for 1 MIN. Push-back is therefore to begin promptly after approval.

c. Push-back for Central & East Apron
Aircraft stands NR. 124~125, NR. 131~134 will be pushed back for code letter "E" aircraft.

1) RWY 14L/R in use
Aircraft will be pushed back to face northwest unless otherwise instructed by ATC.

2) RWY 32R/L in use
Aircraft will be pushed back to face southeast unless otherwise instructed by ATC.

d. Push-back for North Apron

1) Aircraft stands NR. 31~36 will be pushed back to face southwest unless otherwise instructed by ATC.
2) Aircraft stands NR. 37~39, NR. 304~307 will be pushed back to face southeast unless otherwise instructed by ATC.
3) Aircraft stands NR. 221~241 will be pushed back to face northeast unless otherwise instructed by ATC.
4) Aircraft stands NR. 201~205, 209 will be pushed back to face northeast for code letter "E" aircraft unless otherwise instructed by ATC.

3. After start-up and push-back

a. All aircraft to be taxied within the apron shall fix their thrusts on an idle. In case of using breakaway thrust, it should be used to a minimum. Especially when all aircraft push back from ACFT stands(NR. 37, 38, 39) and commence taxiing onto taxilane P4 or N3 in North Apron, the pilot shall be taxied with idle power for ground safety.

b. If an aircraft have any problem with taxiing right after push-back, the pilot should report to Apron control. And then the pilot will be instructed to return the gate or to move other places to avoid blocking taxilanes.

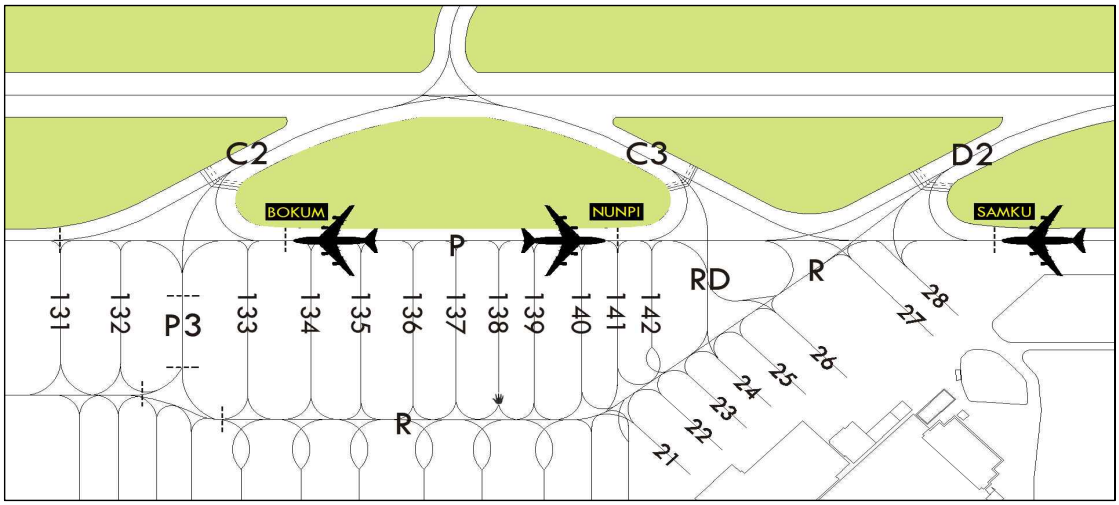
4. Others

a. Gimpo Apron may swap push-back sequence based on TSAT and real-time readiness of aircraft to maximize apron and RWY capacity and to reduce the overall delay of traffic as and when required.

Change : Information of push-back procedure for north apron.

2.3 Ground Holding Procedures

1. Each holding point uses a five-letter alphabetical code to identify the specific holding location for ground aircrafts on P taxiway.
   The specific holding points are illustrated as below. (Refer to AD 2-5 Ground movement charts.)



2. Unless otherwise instructed, aircraft should follow the instructions by ATC as below.

NR.	Holding Point	Name [Pronunciation]	Coordinates	ATC Phraseology	Information sign
①	'P3' taxiway Hold short point	BOKUM [보쿰]	37°33'19"N 126°48'02"E	"Hold short of BOKUM"	←P3 P-BOKUM C2↘
②	'RD' taxiway Hold short point	NUNPI [눈피]	37°33'28"N 126°47'51"E	"Hold short of NUNPI"	↙C3 P-NUNPI RD→
③	'R' taxiway Hold short point	SAMKU [샘쿠]	37°33'38"N 126°47'38"E	"Hold short of SAMKU"	↖R P-SAMKU / P-SAMKU D2↘

2.4 Procedures for vehicles towing aircraft

1. Ground crews of vehicles required to tow aircraft should not assume that the ATC is aware that an aircraft is to be towed.
   항공기 견인 차량의 운전자는 항공기가 견인되고 있다는 상황을 관제기관이 알고 있다고 가정해서는 안 된다.

2. Ground crews must ensure that the area around the aircraft is clear of vehicles, equipment, and other OBST for safe and smooth aircraft movements. If it is unable to maintain safety distance despite ATC instruction, ground crews must stop immediately and inform ATC.
   지상운전자는 항공기의 안전하고 원활한 이동을 위해 차량, 장비 그리고 다른 장애물로부터 항공기 주변의 안전을 확인하여야 한다. 관제기관의 지시에도 불구하고 안전거리가 확보되지 않을 시, 지상운전자는 즉시 견인차량을 멈추고 관제기관에 통보하여야 한다.

3. In order to avoid any confusion, and as an aid to identification, ground crews should state the position and where applicable the operator, of the aircraft to be towed and readback instructions from ATC.
   지상운전자는 혼돈을 방지하고 식별을 돕기 위해 위치 및 운영자를 명시하여야 하며, 관제기관의 지시를 복창하여야 한다.

4. The performance and maneuverability of ground vehicles is obviously reduced when towing aircraft and this is taken into account when instructions to such vehicles are issued.
   항공기 견인 시, 견인차량의 성능과 기동성이 상당히 떨어지므로 이 사실을 고려하여 해당 차량에게 지시하여야 한다.

2.8 Taxi and Ground Movement Procedures for North Apron

1. Aircraft waiting on N1-A, N1-B for deicing or for other purposes should stop at the stop line, and a marshal should maintain radio communication with ATC.

2. Standard taxi procedures for north apron

Unless otherwise cleared by ATC, taxi into and out of north apron as follows;

〔Caution〕 While taxiing to/from the International Terminal via P4 or P5, pilots should look out for other aircraft that might be holding on taxiway N1, N2, N3 and NY in order to avoid collision risk.

a. Departure

1) Aircraft stands from NR. 31 to 39, NR. 201 to 209 proceed to "P" TWY via "P4" TWY.
2) Aircraft stands from NR. 221 to 231 proceed to "P" TWY via “N2” and "P4" TWY.
3) Aircraft stands from NR. 232 to 241 proceed to "P" TWY via “N3” and "P4" TWY.
4) Aircraft stands from NR. 304 to 307 proceed to "P" TWY via “N3” and "P4" TWY.

b. Arrival

1) Aircraft stands from NR. 201 to 209, NR. 221 to 241 proceed to aircraft stand via "P" and "P5" TWY.
2) Aircraft stands from NR. 31 to 34 proceed to aircraft stand via "P", "P5" and "N2" TWY.
3) Aircraft stands from NR. 35 to 39 proceed to aircraft stand via "P", "P5" and "N3" TWY.
4) Aircraft stands from NR. 304 to 307 proceed to aircraft stand via "P", "P5" and "N3" TWY.

2.9 Taxi and Ground Movement Procedures for West Apron

1. All aircraft within the west apron shall be operated in accordance with the following conditions.

a. An aircraft operating on the west apron shall not taxi, push-back or tow unless prior authorization has been obtained from Gimpo Apron.

b. Pilot shall contact Gimpo APN to request engine start-up and provide the following :

1) Call sign
2) Stand number
3) Intention(Departure, Run-up, Maintenance, etc.)
4) Flight path(South or RWY cross, etc.)
5) In case of special missions(emergency, search and rescue, etc.), provide relevant information.

c. Pilot shall contact Gimpo APN (for Arrival) and provide following :

1) Call sign
2) Present position
3) Assigned stand number

d. Park at appropriate stands considering aircraft dimensions specified herein, all aircraft must be parked within the aircraft stand safety lines.
Refer to the AIRCRAFT PARKING/DOCKING CHART ICAO for the details.

e. Wheeled helicopters are restricted to ground taxi only.

f. When any adjacent stand is occupied, power driven turn of aircraft at the stand is prohibited.

g. All stands are restricted to start-up only, and all engine run-up must be performed in designated area only.

h. Fixed-wing aircraft must be tied down when parking.

i. For helicopters, before commencing movement with self-power at stands(NR. 922, 923) adjacent to fixed-wing stand, be sure that fixed-wing aircraft is tied down.

2. Standard Taxi Procedures

Unless otherwise cleared by ATC, the taxi procedures of the aircraft within the Apron are as follows.

a. Departure

1) Fixed-wing aircraft

a) stand → "S" taxilane → TWY "W1" or "W2" → RWY
b) stand → "T" taxilane → TWY "W2" → RWY

2) For helicopter, proceed from the stand to H3 or H4 via "S" taxilane.

Change : Information of standard taxi procedures for north apron.

b. Arrival

1) Fixed-wing aircraft

a) RWY → TWY "W1" → "S" taxilane → TWY "W2" → "T" taxilane → stand
b) RWY → TWY "W2" → "T" taxilane → stand

2) For helicopter, after landing at H3 or H4, proceed to the stand via "S" taxilane.

3. Radio Communication Procedures

Unless otherwise instructed by ATC, all aircraft should change radio frequency as follows.

a. Departure

1) Fixed-wing aircraft shall contact Gimpo Apron(130.875 MHz) on the stand before taxiing and will normally be transferred to Gimpo Tower(118.1 MHz) manually prior to entering TWY "W1" or "W2" for take off.
2) Helicopters shall contact Gimpo Apron(130.875 MHz) on the stand for taxiing and will normally be transferred to Gimpo Tower(118.1 MHz) manually prior to entering "H3" or "H4" for take-off.

b. Arrival

1) Fixed-wing aircraft will normally be transferred from Gimpo Tower(118.1 MHz) to Gimpo Apron(130.875 MHz) manually just after entering "W1" or "W2" TWY for ground taxi.
2) Helicopters will normally be transferred from Gimpo Tower(118.1 MHz) to Gimpo Apron(130.875 MHz) manually prior to entering the taxilane "S" for taxiing, after landing "H3" or "H4".

4. The use of RUN-UP PAD

a. Hour of Operation : Available between 30 minutes after sunrise and 30 minutes before sunset.
b. The use of RUN-UP PAD may be permitted only under prior approval obtained from Gimpo APN.
c. A continuous communication with Gimpo APN shall be maintained while using RUN-UP PAD.
d. No maintenance is permitted on RUN-UP PAD(except compulsory maintenance during RUN-UP).
e. Hover check is not available over RUN-UP PAD.
(But hover check at H3 or H4 will be available under ATC permission below 50 ft.)

5. Restrictions

a. Any helicopter is not allowed to taxi on Taxiway "W2" and taxilane "T".
b. Any helicopter must follow the regular operating hours(within 1 HR/MAX) when using spot NR. 908-2 and spot NR. 909. Layover is not permitted.
c. Any helicopter which are not registered in Gimpo INTL Airport are not allowed to park more than 30 minutes when using ACFT stand NR. 912. Layover is not permitted on the stand.

2.10 The code letter "F" aircraft operating procedures for the usage of the alternate airport(RKSS)

1. Taxiing procedures to and from ACFT stands NR. 121F and 123F for both standard and low visibility operations are as follows :

a. Departure (Refer to RKSS AD 2-20, 2-21, 2-22)

RWY 14R - 121F/123F → P1 → P → G2 → G1
RWY 32L - 121F/123F → P1 → P → B2 → B1

b. Arrival (Refer to RKSS AD 2-20, 2-21, 2-22)

RWY 14R - B1 → B2 → P → P1 → 121F/123F
RWY 32L - G1 → G2 → P → P1 → 121F/123F

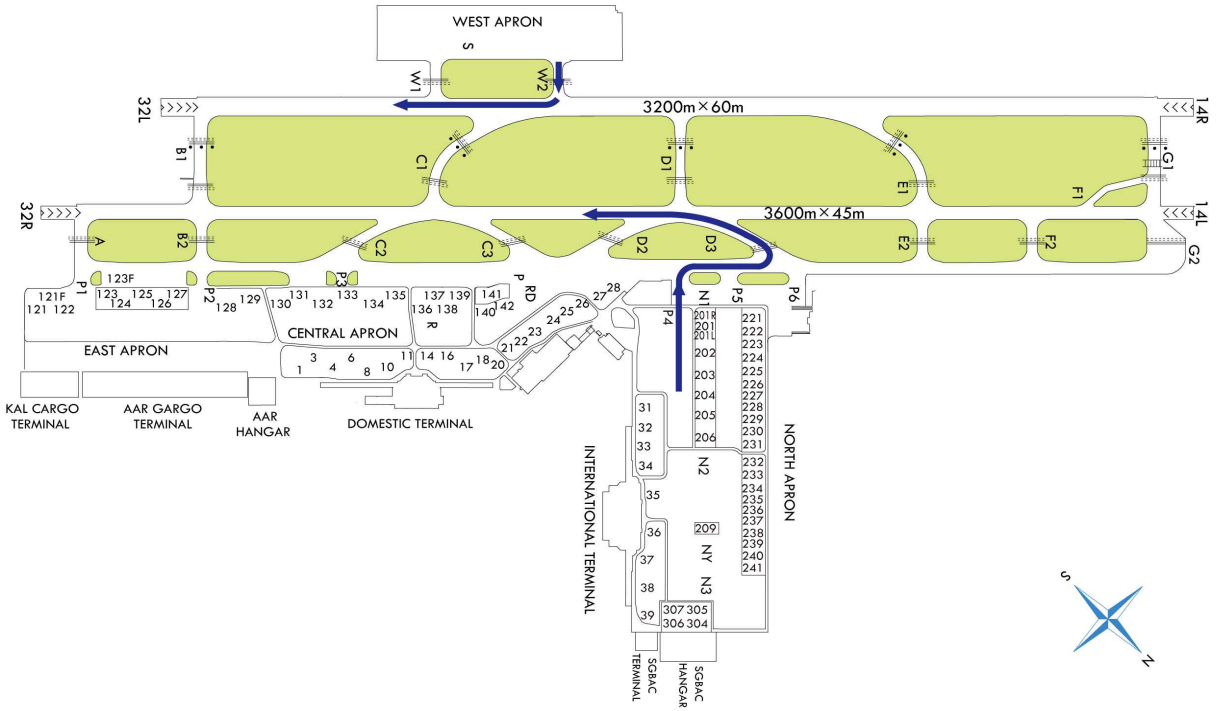
2. Restriction

a. Any Aircraft shall not enter TWY "N1(N1-A, N1-B)", while "F" aircraft is occupying "P" TWY.
b. "F" aircraft requires Follow me car service and shall comply with the taxi speed limit 17 kt when taxi on part of "P" TWY from "P6" to "F2".
c. Push-back restriction on ACFT stand NR. 121F : Nose-gear cannot cross over intermediate holding position marking on TWY "R" behind the ACFT stand NR. 123.
d. Push-back restriction on ACFT stand NR. 123F : Nose-gear cannot cross over intermediate holding position marking on TWY "R" behind the ACFT stand NR. 122.
e. The aircraft, the code letter "F", are not able to take-off or land on RWY 14L/32R.

6. The standard taxi routes for the fixed wing aircraft which has less than 2 engines :

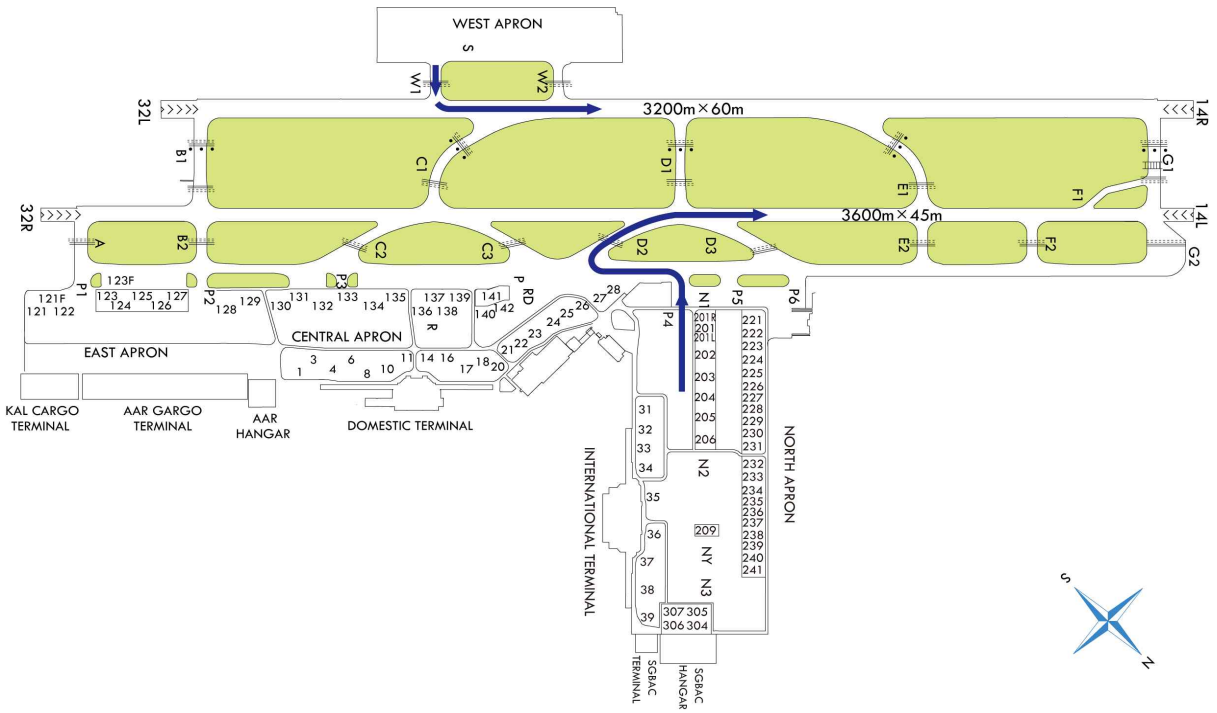
a. Departure

1) RWY 14L/R



Remark : When reaching safety altitude, the departing aircraft shall make a right turn before reaching the residential area for noise abatement.

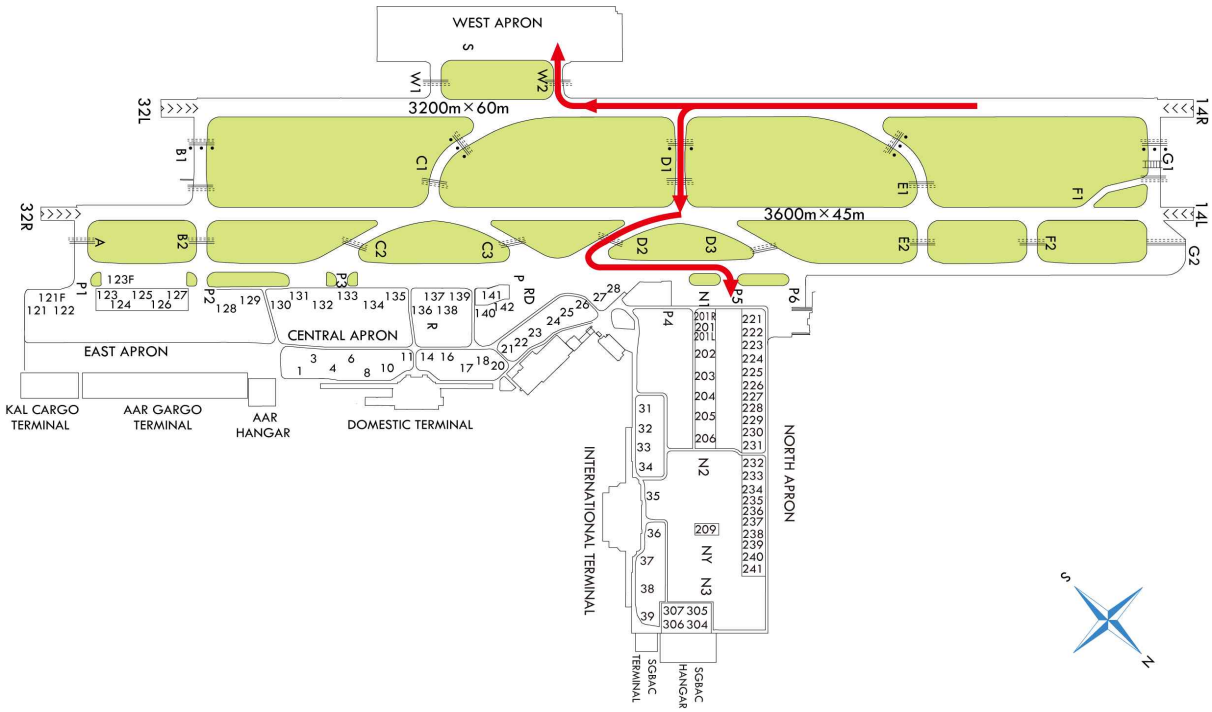
2) RWY 32L/R



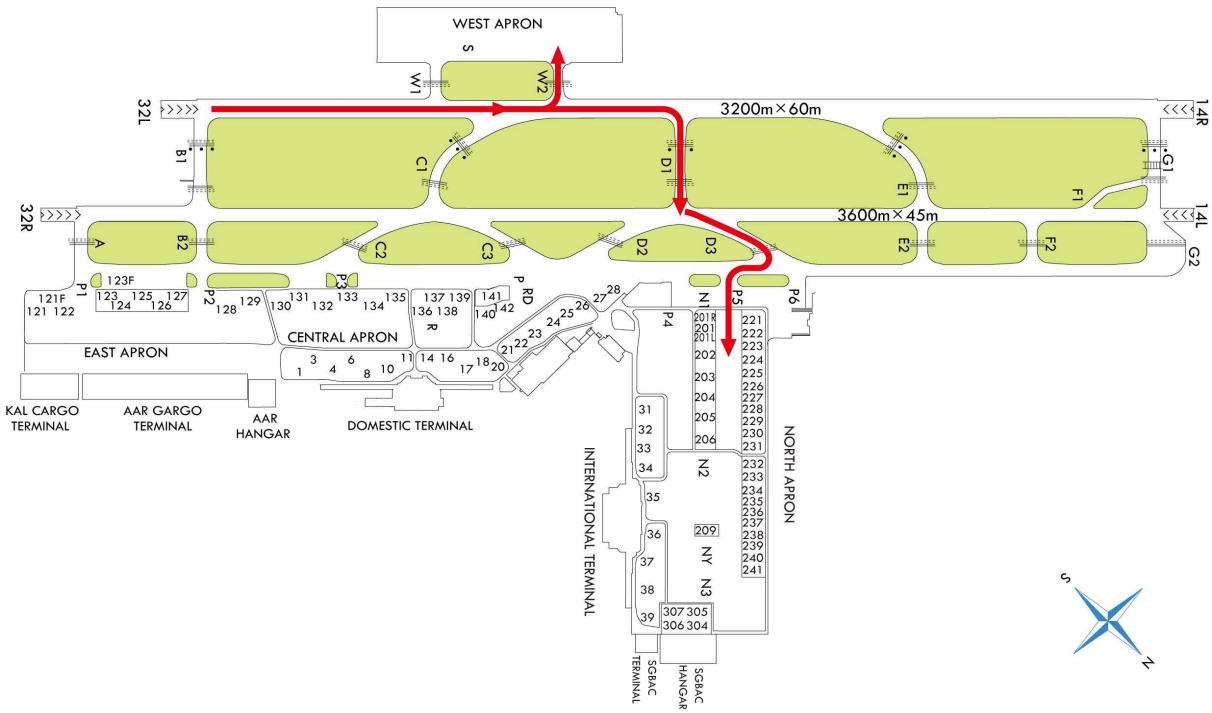
Change : Information of north apron.

b. Arrival

1) RWY 14R

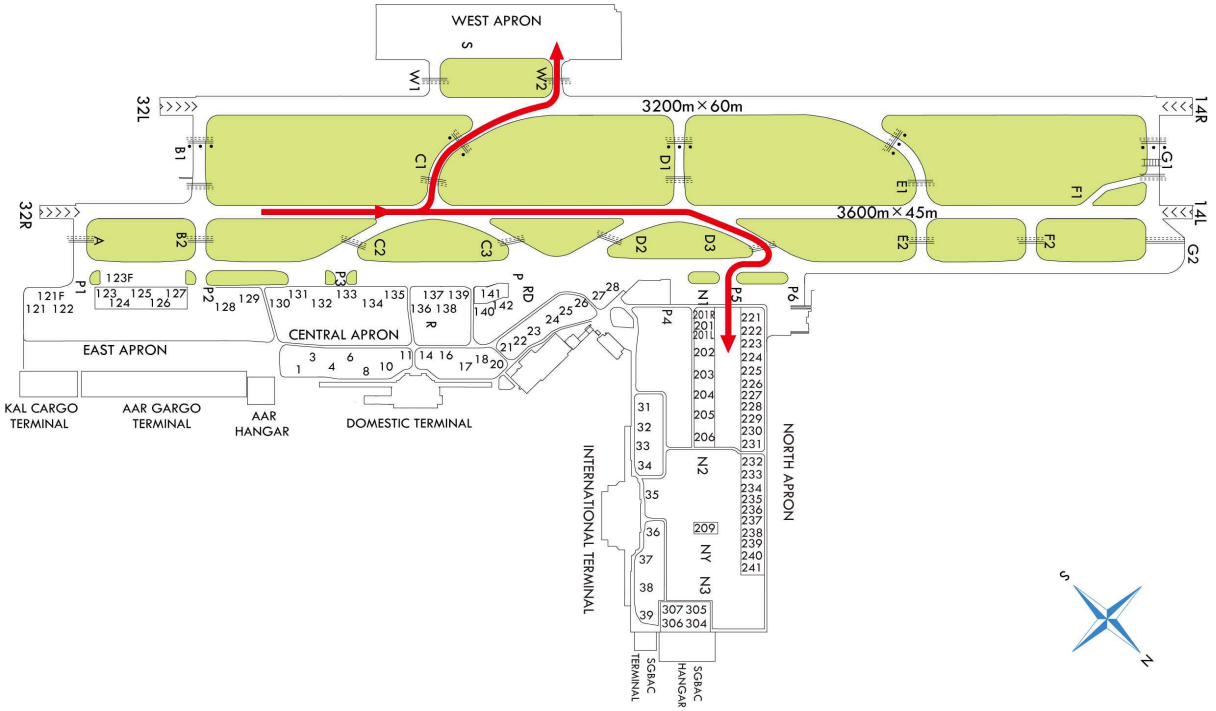


2) RWY 32L

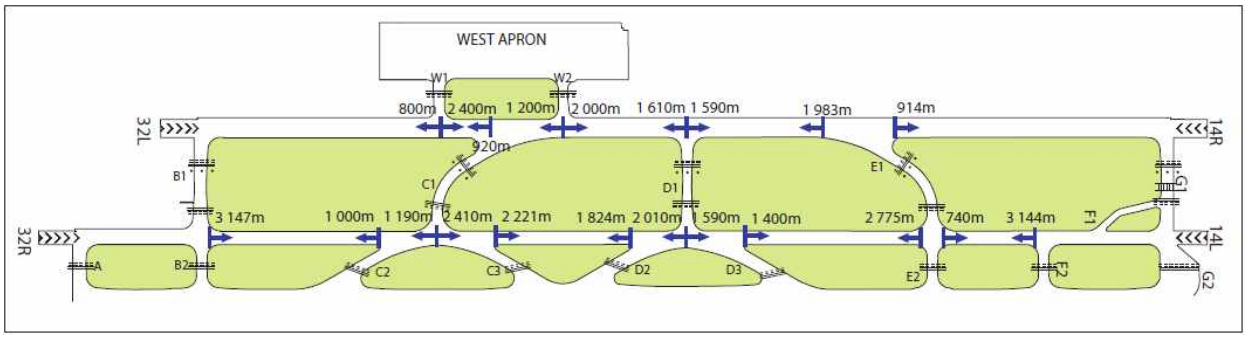


Change : Information of north apron.

3) RWY 32R



6.1 Remainder distance for intersection departure



Change : Information of north apron.

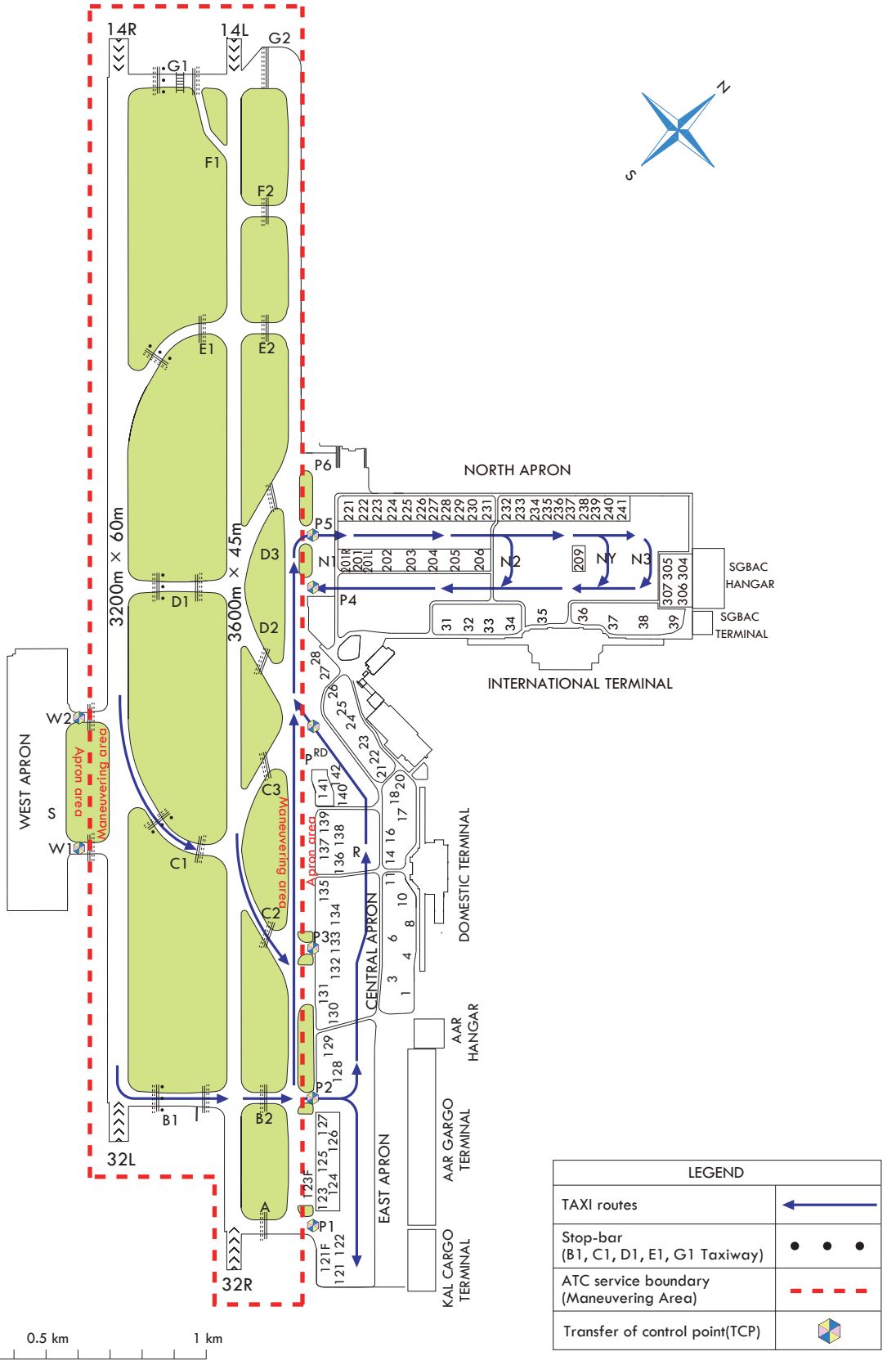
LOW VISIBILITY PROCEDURE

AERODROME ELEV **18** m

GIMPO	TWR	118.1
GIMPO	GND	121.9
GIMPO	APN	130.875

SEOUL/Gimpo INTL
RWY 14R
SMGCS - Arrival taxi route

NOT AVAILABLE for Code Letter "F" aircraft



Change : Information of north apron and taxi routes.

INTENTIONALLY

LEFT

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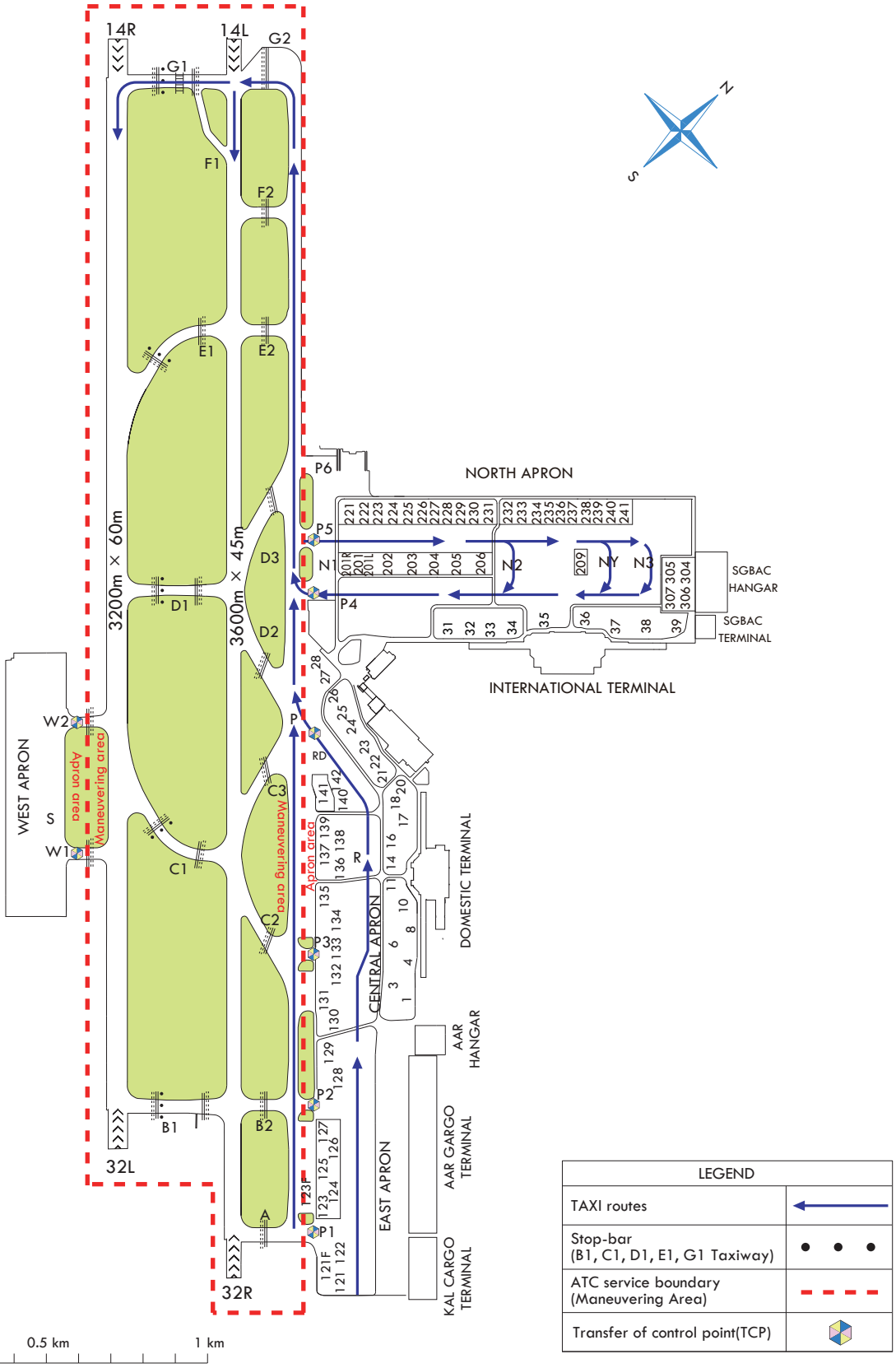
LOW VISIBILITY PROCEDURE

AERODROME ELEV **18** m

GIMPO	TWR	118.1
GIMPO	GND	121.9
GIMPO	APN	130.875

SEOUL/Gimpo INTL
RWY 14R/L
SMGCS - Departure taxi route

NOT AVAILABLE for Code Letter "F" aircraft



Change : Information of north apron and taxi routes.

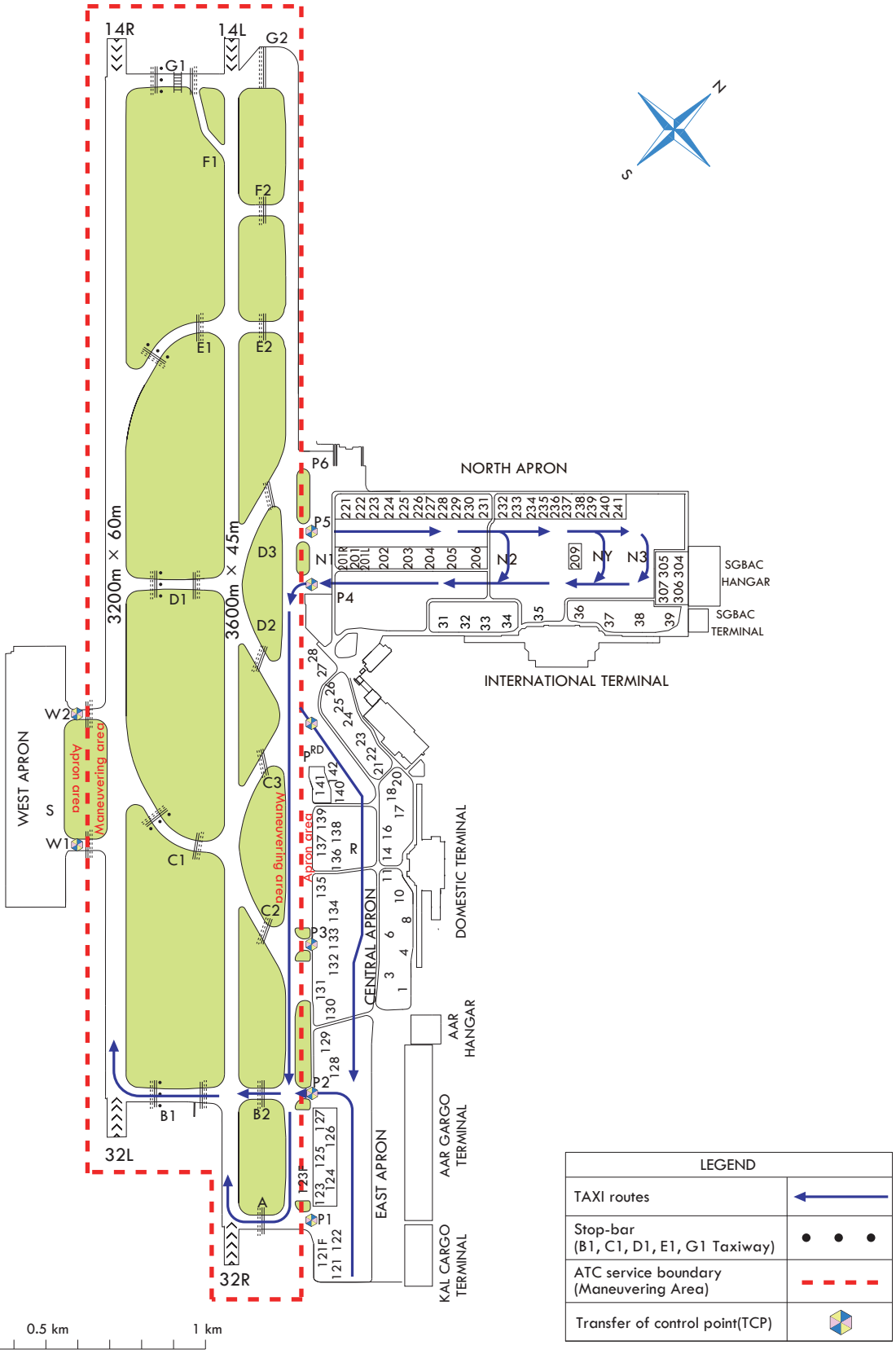
LOW VISIBILITY PROCEDURE

AERODROME ELEV **18** m

GIMPO	TWR	118.1
GIMPO	GND	121.9
GIMPO	APN	130.875

SEOUL/Gimpo INTL
RWY 32R/L
SMGCS - Departure taxi route

NOT AVAILABLE for Code Letter "F" aircraft



LEGEND	
TAXI routes	
Stop-bar (B1, C1, D1, E1, G1 Taxiway)	
ATC service boundary (Maneuvering Area)	
Transfer of control point(TCP)	

Change : Information of north apron and taxi routes.

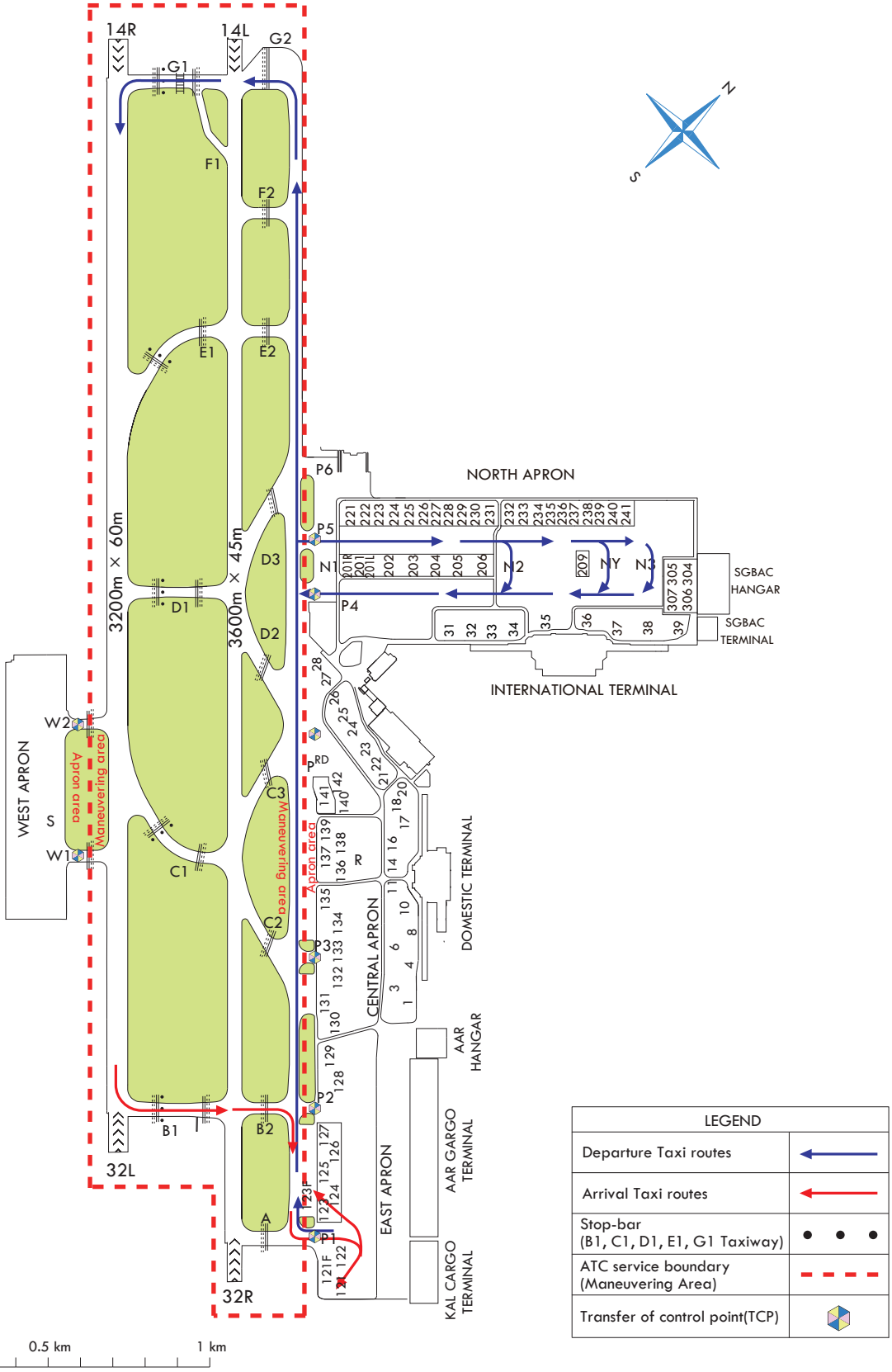
LOW VISIBILITY PROCEDURE

AERODROME ELEV **18** m

GIMPO	TWR	118.1
GIMPO	GND	121.9
GIMPO	APN	130.875

SEOUL/Gimpo INTL
RWY 14R
SMGCS taxi route

AVAILABLE for Code Letter "F" aircraft



Change : Information of north apron and taxi routes.

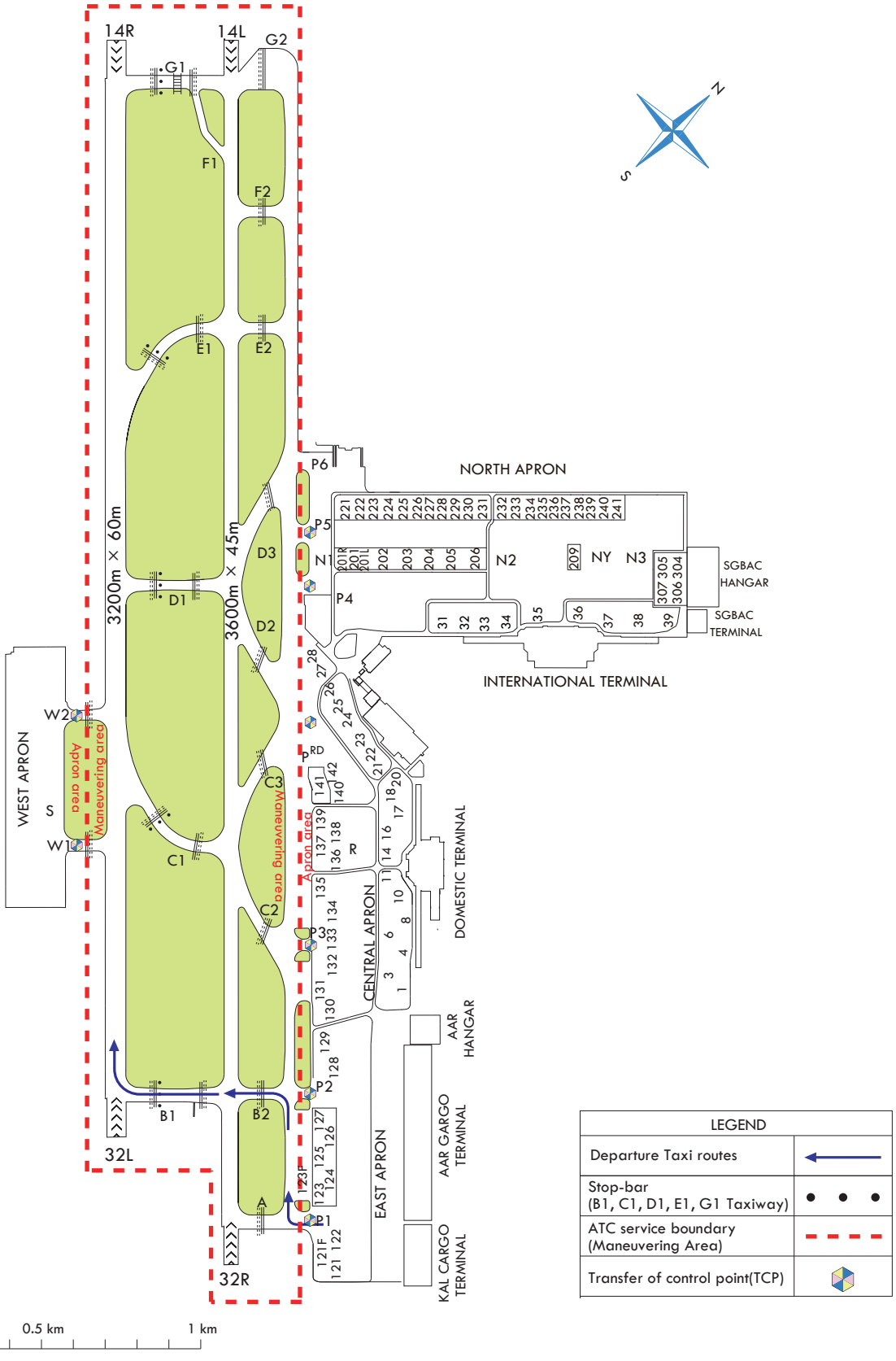
LOW VISIBILITY PROCEDURE

AERODROME ELEV **18** m

GIMPO	TWR	118.1
GIMPO	GND	121.9
GIMPO	APN	130.875

SEOUL/Gimpo INTL
RWY 32L
SMGCS taxi route

AVAILABLE for Code Letter "F" aircraft



Change : Information of north apron and taxi routes.

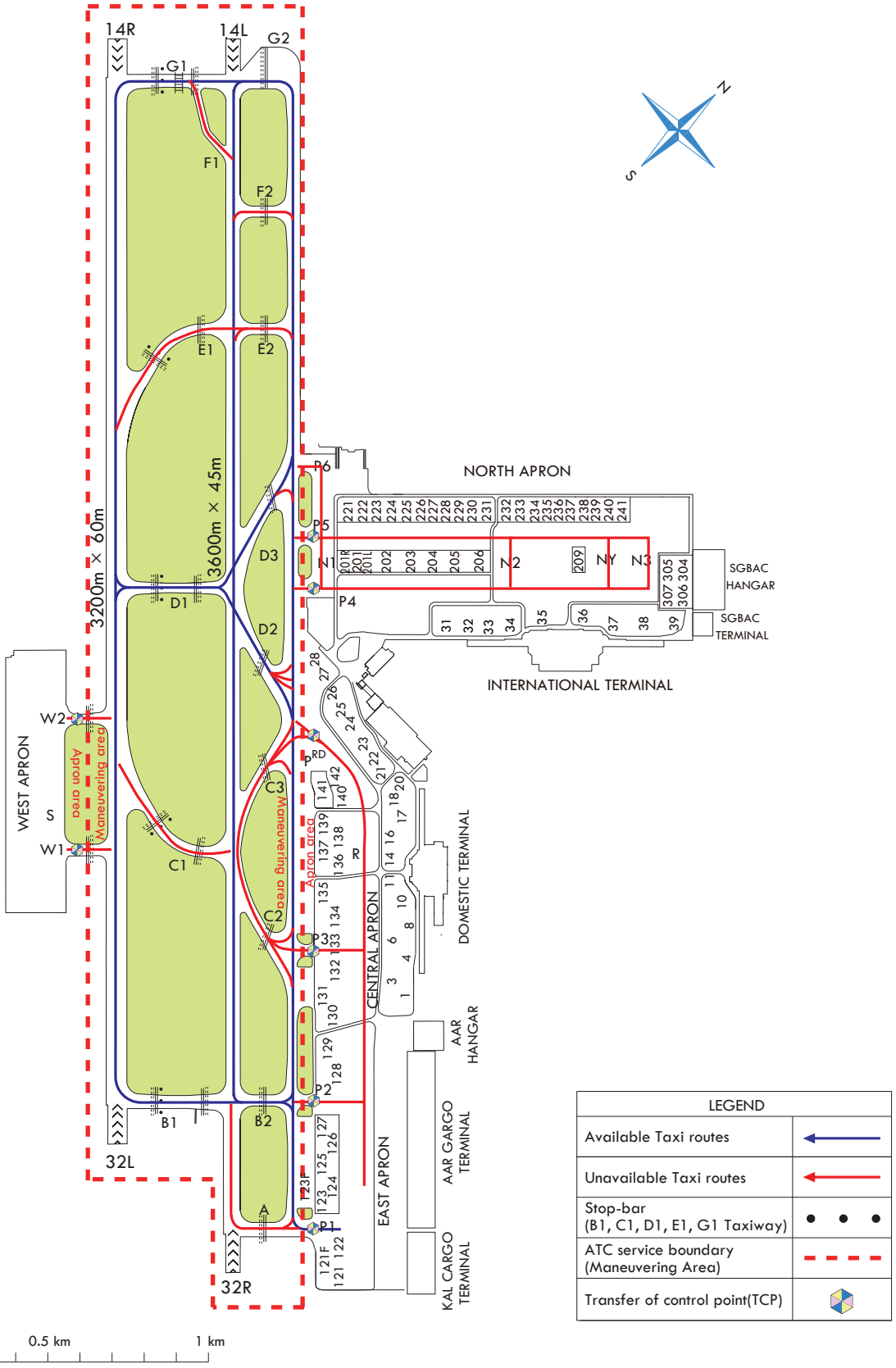
STANDARD PROCEDURE

AERODROME ELEV **18** m

GIMPO	TWR	118.1
GIMPO	GND	121.9
GIMPO	APN	130.875

SEOUL/Gimpo INTL
"F" aircraft Available taxi route

AVAILABLE for Code Letter "F" aircraft



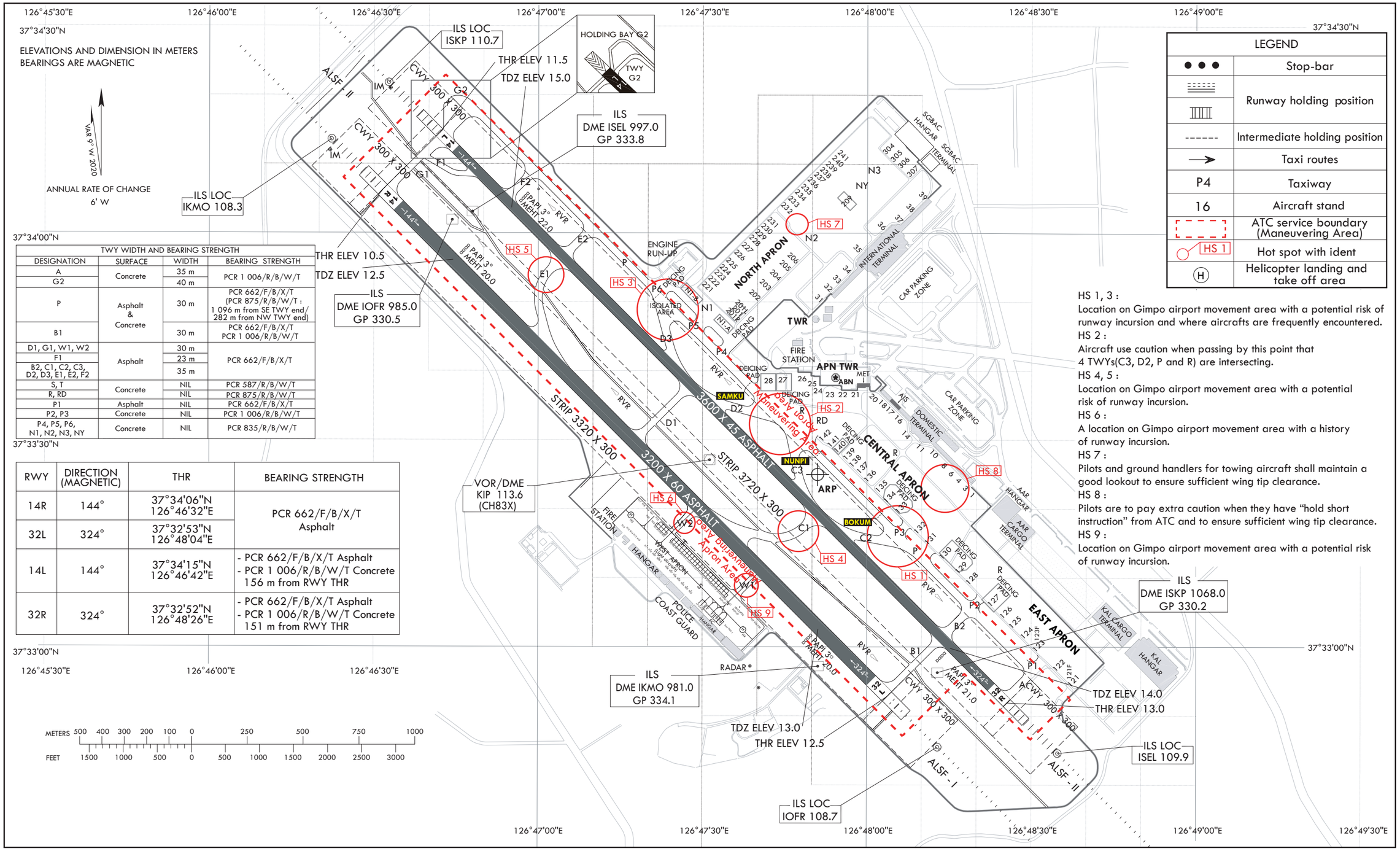
Change : Information of north apron and taxi routes.

AERODROME CHART - ICAO

37°33'25"N
126°47'51"E

ELEV **18** m

TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175



TWY WIDTH AND BEARING STRENGTH			
DESIGNATION	SURFACE	WIDTH	BEARING STRENGTH
A	Concrete	35 m	PCR 1 006/R/B/W/T
G2		40 m	
P	Asphalt & Concrete	30 m	PCR 662/F/B/X/T (PCR 875/R/B/W/T : 1 096 m from SE TWY end/ 282 m from NW TWY end)
B1		30 m	PCR 662/F/B/X/T PCR 1 006/R/B/W/T
D1, G1, W1, W2	Asphalt	30 m	PCR 662/F/B/X/T
F1		23 m	
B2, C1, C2, C3, D2, D3, E1, E2, F2		35 m	
S, T	Concrete	NIL	PCR 587/R/B/W/T
R, RD		NIL	PCR 875/R/B/W/T
P1	Asphalt	NIL	PCR 662/F/B/X/T
P2, P3	Concrete	NIL	PCR 1 006/R/B/W/T
P4, P5, P6, N1, N2, N3, NY	Concrete	NIL	PCR 835/R/B/W/T

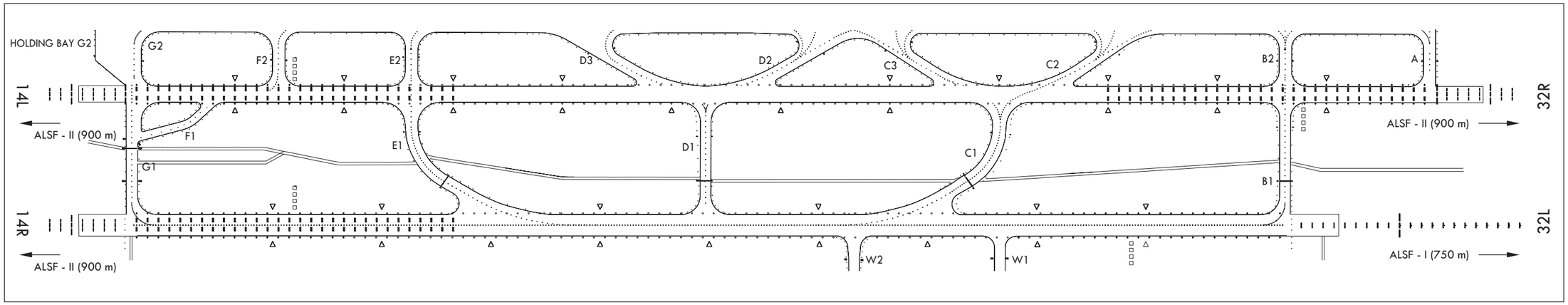
RWY	DIRECTION (MAGNETIC)	THR	BEARING STRENGTH
14R	144°	37°34'06"N 126°46'32"E	PCR 662/F/B/X/T Asphalt
32L	324°	37°32'53"N 126°48'04"E	
14L	144°	37°34'15"N 126°46'42"E	- PCR 662/F/B/X/T Asphalt - PCR 1 006/R/B/W/T Concrete 156 m from RWY THR
32R	324°	37°32'52"N 126°48'26"E	- PCR 662/F/B/X/T Asphalt - PCR 1 006/R/B/W/T Concrete 151 m from RWY THR

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

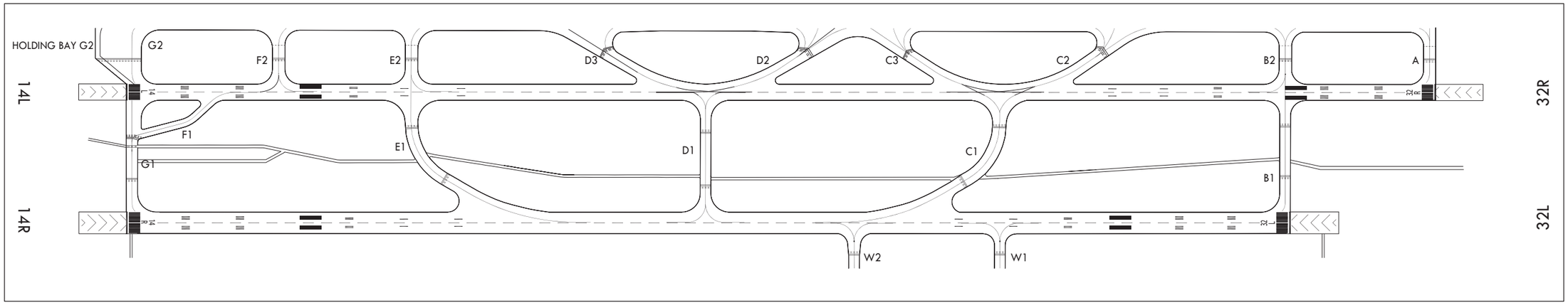
HS 1, 3 :
Location on Gimpo airport movement area with a potential risk of runway incursion and where aircrafts are frequently encountered.
HS 2 :
Aircraft use caution when passing by this point that 4 TWYs(C3, D2, P and R) are intersecting.
HS 4, 5 :
Location on Gimpo airport movement area with a potential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

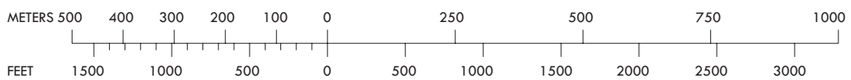
Change : Establishment of taxilane NY and Information of north apron.

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



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





AIRCRAFT PARKING/ DOCKING CHART - ICAO

SEOUL / Gimpo INTL

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

TWR	118.1
GND	121.9
APN	130.875

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

TWY WIDTH AND BEARING STRENGTH		
DESIGNATION	WIDTH	BEARING STRENGTH
APRON (East, Central)	NIL	PCR 662/F/B/X/T
APRON (North)		PCR 835/R/B/W/T
APRON (West)		PCR 587/R/B/W/T
A	35 m	PCR 1 006/R/B/W/T
G2	40 m	
P	30 m	PCR 662/F/B/X/T (PCR 875/R/B/W/T : 1 096 m from SE TWY end/ 282 m from NW TWY end)
B1	30 m	PCR 662/F/B/X/T PCR 1 006/R/B/W/T
D1, G1, W1, W2	30 m	PCR 662/F/B/X/T
F1	23 m	
B2, C1, C2, C3, D2, D3, E1, E2, F2	35 m	
S, T	NIL	PCR 587/R/B/W/T
R, RD	NIL	PCR 875/R/B/W/T
P1	NIL	PCR 662/F/B/X/T
P2, P3	NIL	PCR 1 006/R/B/W/T
P4, P5, P6, N1, N2, N3, NY	NIL	PCR 835/R/B/W/T

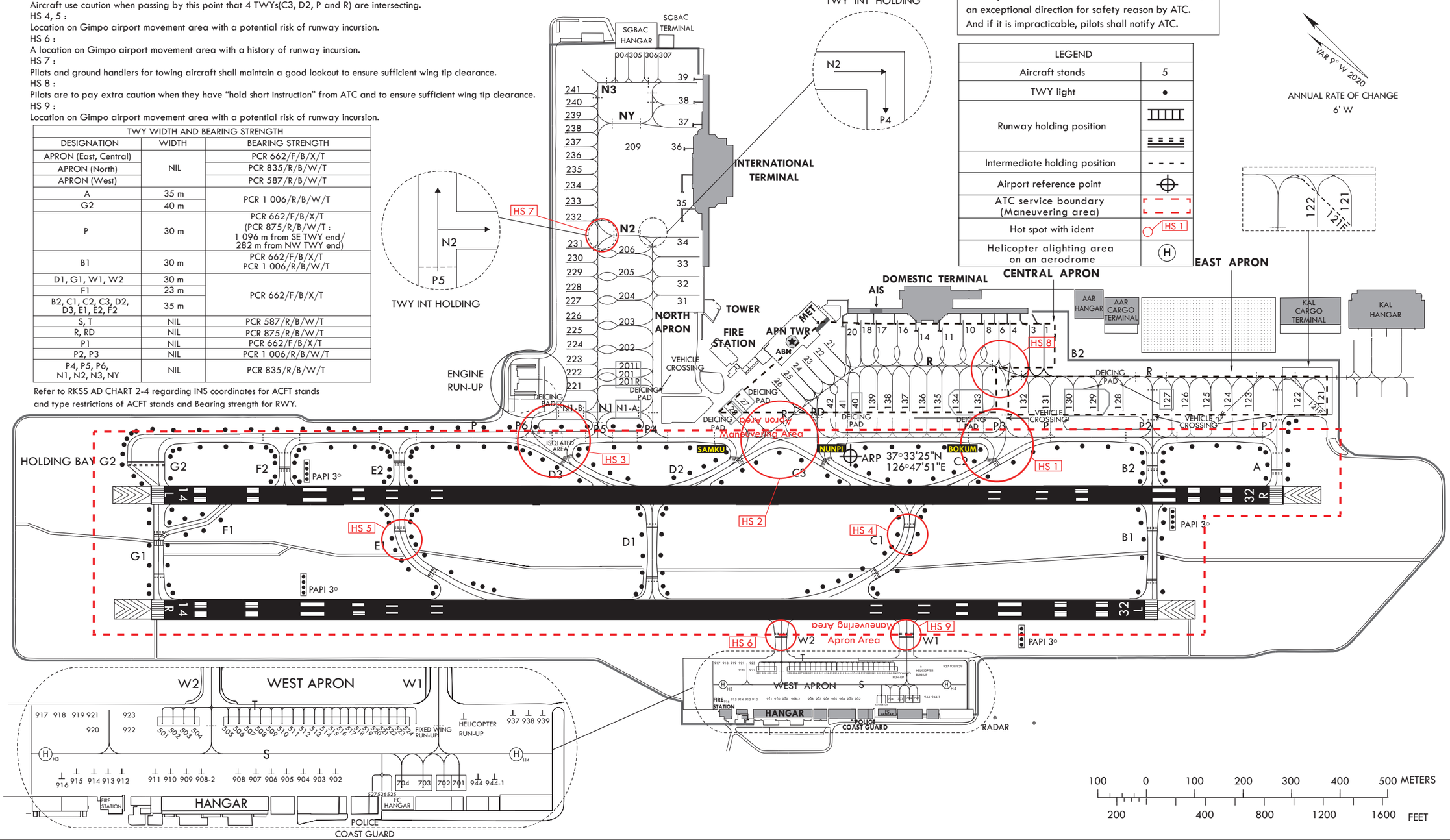
Refer to RKSS AD CHART 2-4 regarding INS coordinates for ACFT stands and type restrictions of ACFT stands and Bearing strength for RWY.

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

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

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

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



Change : Establishment of taxilane NY and Information of north apron.

INS COORDINATES FOR AIRCRAFT STANDS (WGS-84)

STAND NR	COORDINATES		STAND NR	COORDINATES		STAND NR	COORDINATES	
1	37°33'21.66"N	126°48'19.06"E	203	37°33'52.36"N	126°47'41.86"E	701	37°33'03.90"N	126°47'31.98"E
3	37°33'22.69"N	126°48'17.76"E	204	37°33'54.02"N	126°47'43.95"E	702	37°33'04.60"N	126°47'31.11"E
4	37°33'23.72"N	126°48'16.46"E	205	37°33'55.68"N	126°47'46.38"E	703	37°33'05.48"N	126°47'30.01"E
6	37°33'24.75"N	126°48'15.17"E	206	37°33'57.40"N	126°47'48.06"E	704	37°33'05.99"N	126°47'29.36"E
8	37°33'26.37"N	126°48'13.90"E	209	37°34'04.65"N	126°47'57.17"E	902	37°33'08.85"N	126°47'27.15"E
10	37°33'28.03"N	126°48'11.82"E	221	37°33'52.40"N	126°47'30.17"E	903	37°33'09.51"N	126°47'26.33"E
11	37°33'28.80"N	126°48'09.44"E	222	37°33'53.40"N	126°47'31.43"E	904	37°33'10.17"N	126°47'25.52"E
14	37°33'30.53"N	126°48'07.28"E	223	37°33'54.40"N	126°47'32.68"E	905	37°33'10.82"N	126°47'24.70"E
16	37°33'32.62"N	126°48'06.03"E	224	37°33'55.34"N	126°47'34.10"E	906	37°33'11.48"N	126°47'23.89"E
17	37°33'34.16"N	126°48'03.89"E	225	37°33'56.34"N	126°47'35.26"E	907	37°33'12.14"N	126°47'23.07"E
18	37°33'35.37"N	126°48'02.21"E	226	37°33'57.34"N	126°47'36.51"E	908	37°33'12.80"N	126°47'22.26"E
20	37°33'36.05"N	126°48'00.62"E	227	37°33'58.34"N	126°47'37.76"E	908-2	37°33'14.20"N	126°47'20.50"E
21	37°33'36.23"N	126°47'57.36"E	228	37°33'59.33"N	126°47'39.14"E	909	37°33'14.88"N	126°47'19.66"E
22	37°33'36.31"N	126°47'55.39"E	229	37°34'00.33"N	126°47'40.27"E	910	37°33'15.53"N	126°47'18.85"E
23	37°33'36.33"N	126°47'53.74"E	230	37°34'01.33"N	126°47'41.52"E	911	37°33'16.17"N	126°47'18.04"E
24	37°33'36.41"N	126°47'52.04"E	231	37°34'02.33"N	126°47'42.77"E	912	37°33'17.41"N	126°47'16.36"E
25	37°33'36.98"N	126°47'50.47"E	232	37°34'04.42"N	126°47'45.40"E	913	37°33'18.00"N	126°47'15.62"E
26	37°33'37.59"N	126°47'48.82"E	233	37°34'05.42"N	126°47'46.66"E	914	37°33'18.59"N	126°47'14.88"E
27	37°33'39.32"N	126°47'44.18"E	234	37°34'06.46"N	126°47'47.84"E	915	37°33'19.20"N	126°47'14.12"E
28	37°33'39.15"N	126°47'42.44"E	235	37°34'07.46"N	126°47'49.97"E	916	37°33'19.62"N	126°47'13.19"E
31	37°33'49.67"N	126°47'49.76"E	236	37°34'08.46"N	126°47'50.35"E	917	37°33'23.13"N	126°47'15.23"E
32	37°33'51.06"N	126°47'51.46"E	237	37°34'09.46"N	126°47'51.60"E	918	37°33'22.39"N	126°47'16.15"E
33	37°33'52.80"N	126°47'53.65"E	238	37°34'10.45"N	126°47'52.85"E	919	37°33'21.66"N	126°47'17.08"E
34	37°33'54.54"N	126°47'55.84"E	239	37°34'11.45"N	126°47'54.11"E	920	37°33'20.47"N	126°47'17.06"E
35	37°33'57.10"N	126°47'57.69"E	240	37°34'12.45"N	126°47'55.36"E	921	37°33'21.06"N	126°47'17.80"E
36	37°34'00.77"N	126°48'02.34"E	241	37°34'13.45"N	126°47'56.61"E	922	37°33'19.00"N	126°47'18.91"E
37	37°34'01.89"N	126°48'05.36"E	304	37°34'13.71"N	126°48'05.17"E	923	37°33'19.59"N	126°47'19.65"E
38	37°34'03.46"N	126°48'07.50"E	305	37°34'12.14"N	126°48'06.34"E	937	37°33'03.92"N	126°47'39.23"E
39	37°34'05.14"N	126°48'09.63"E	306	37°34'11.15"N	126°48'07.76"E	938	37°33'03.37"N	126°47'39.92"E
121	37°32'55.01"N	126°48'37.35"E	307	37°34'10.69"N	126°48'08.92"E	939	37°33'02.82"N	126°47'40.62"E
121F	37°32'54.94"N	126°48'37.21"E	501	37°33'17.86"N	126°47'21.05"E	944	37°33'02.93"N	126°47'34.03"E
122	37°32'56.61"N	126°48'35.34"E	502	37°33'17.43"N	126°47'21.57"E	944-1	37°33'01.85"N	126°47'35.40"E
123	37°33'00.19"N	126°48'30.72"E	503	37°33'16.99"N	126°47'22.12"E			
123F	37°33'01.94"N	126°48'28.35"E	504	37°33'16.57"N	126°47'22.65"E			
124	37°33'01.72"N	126°48'28.74"E	505	37°33'15.19"N	126°47'24.39"E			
125	37°33'03.25"N	126°48'26.78"E	506	37°33'14.76"N	126°47'24.92"E			
126	37°33'04.80"N	126°48'24.83"E	507	37°33'14.32"N	126°47'25.46"E			
127	37°33'06.03"N	126°48'23.26"E	508	37°33'13.88"N	126°47'26.01"E			
128	37°33'09.73"N	126°48'18.72"E	509	37°33'13.45"N	126°47'26.56"E			
129	37°33'11.55"N	126°48'16.44"E	510	37°33'13.01"N	126°47'27.11"E			
130	37°33'13.42"N	126°48'14.14"E	511	37°33'12.57"N	126°47'27.66"E			
131	37°33'14.99"N	126°48'12.01"E	512	37°33'12.14"N	126°47'28.20"E			
132	37°33'16.61"N	126°48'10.05"E	513	37°33'11.72"N	126°47'28.75"E			
133	37°33'19.96"N	126°48'05.76"E	514	37°33'11.29"N	126°47'29.28"E			
134	37°33'21.63"N	126°48'03.67"E	515	37°33'10.91"N	126°47'29.76"E			
135	37°33'22.97"N	126°48'02.00"E	516	37°33'10.59"N	126°47'30.16"E			
136	37°33'24.37"N	126°48'00.31"E	517	37°33'10.27"N	126°47'30.57"E			
137	37°33'25.52"N	126°47'58.89"E	518	37°33'09.95"N	126°47'30.97"E			
138	37°33'26.65"N	126°47'57.44"E	519	37°33'09.63"N	126°47'31.38"E			
139	37°33'27.66"N	126°47'56.39"E	520	37°33'09.31"N	126°47'31.78"E			
140	37°33'28.81"N	126°47'54.72"E	521	37°33'08.99"N	126°47'32.18"E			
141	37°33'29.57"N	126°47'53.35"E	522	37°33'08.67"N	126°47'32.59"E			
142	37°33'30.47"N	126°47'52.15"E	523	37°33'08.35"N	126°47'32.99"E			
201	37°33'48.61"N	126°47'37.13"E	524	37°33'08.03"N	126°47'33.40"E			
201R	37°33'48.36"N	126°47'36.13"E	525	37°33'06.49"N	126°47'28.73"E			
201L	37°33'49.37"N	126°47'37.40"E	526	37°33'06.81"N	126°47'28.33"E			
202	37°33'50.75"N	126°47'39.70"E	527	37°33'07.13"N	126°47'27.93"E			

RWY	DIRECTION (MAGNETIC)	THR (WGS-84)	BEARING STRENGTH
14R	144°	37°34'06"N 126°46'32"E	PCR 662/F/B/X/T Asphalt
32L	324°	37°32'53"N 126°48'04"E	
14L	144°	37°34'15"N 126°46'42"E	- PCR 662/F/B/X/T Asphalt - PCR 1 006/R/B/W/T Concrete (156 m from RWY THR)
32R	324°	37°32'52"N 126°48'26"E	- PCR 662/F/B/X/T Asphalt - PCR 1 006/R/B/W/T Concrete (151 m from RWY THR)
APRONS		East & Central	PCR 662/F/B/X/T
		North	PCR 835/R/B/W/T
		West	PCR 587/R/B/W/T

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

* Code letter "E" aircraft is prohibited to Taxi-out at all aircraft stands.
* Aircraft stands NR. 124-126, 131-134, 137, 201-209 may be used by B767 class (A300-600) ACFT for Nose-in/Taxi-out subject to prior permission from ATC.
* Aircraft stands NR. 123, 127, 135, 136, 138-142 may be used by B737-800WL class (MD-90) ACFT for Nose-in/Taxi-out subject to prior permission from ATC.
* Taxiway intersection markings are provided for 5 places in front of the intersections / junctions on apron taxiway P4 and P5.
* Isolated area : At the intersection of TWY D3 and TWY P.
* De-icing pad : B737-800WL(MD-90) class ACFT - 27, 28, 140, 127 and 201L/R
  B767 class ACFT - 130
  B747 class ACFT - 129, 133, 134, 201 and N1-A, N1-B on the "N1" TWY
* Engine Run-up : Front of "P6" TWY
* Multiple Aircraft Ramp System(MARS) : 121F(121, 122), 123F(123, 124), 201L(201), 201R(201)

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

* Dimensions means overall length × width

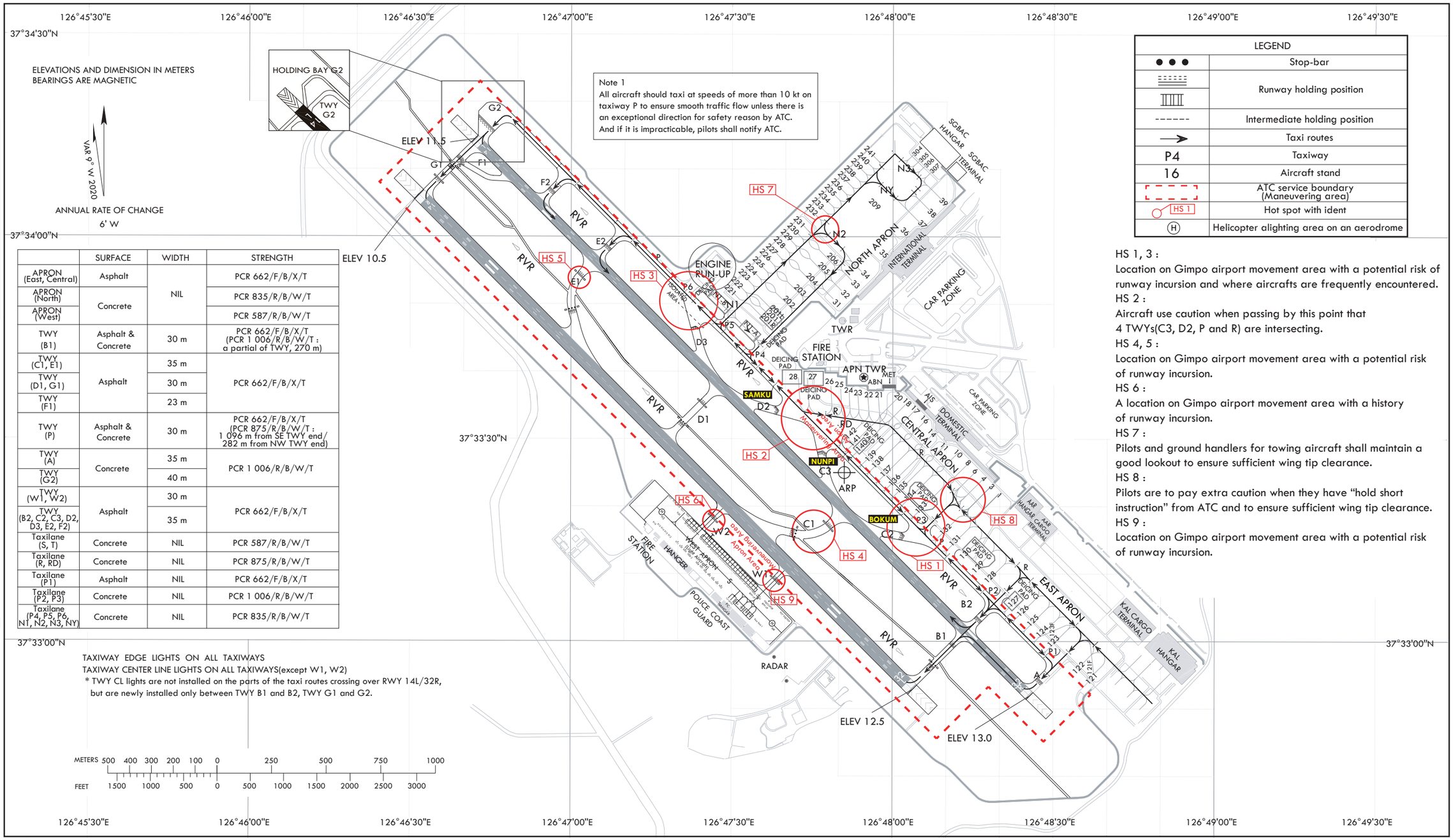
Change : Withdrawal of ACFT stands NR. 210~211, 301~303 and Information of coordinates for ACFT stands NR. 31~34.

AERODROME GROUND MOVEMENT CHART - ICAO

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

TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

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



	SURFACE	WIDTH	STRENGTH
APRON (East, Central)	Asphalt	NIL	PCR 662/F/B/X/T
APRON (North)	Concrete		PCR 835/R/B/W/T
APRON (West)			PCR 587/R/B/W/T
TWY (B1)	Asphalt & Concrete	30 m	PCR 662/F/B/X/T (PCR 1 006/R/B/W/T : a partial of TWY, 270 m)
TWY (C1, E1)	Asphalt	35 m	PCR 662/F/B/X/T
TWY (D1, G1)		30 m	
TWY (F1)		23 m	
TWY (P)	Asphalt & Concrete	30 m	PCR 662/F/B/X/T (PCR 875/R/B/W/T : 1 096 m from SE TWY end/ 282 m from NW TWY end)
TWY (A)	Concrete	35 m	PCR 1 006/R/B/W/T
TWY (G2)		40 m	
TWY (W1, W2)	Asphalt	30 m	PCR 662/F/B/X/T
TWY (B2, C2, C3, D2, D3, E2, F2)		35 m	
Taxilane (S, T)	Concrete	NIL	PCR 587/R/B/W/T
Taxilane (R, RD)	Concrete	NIL	PCR 875/R/B/W/T
Taxilane (P1)	Asphalt	NIL	PCR 662/F/B/X/T
Taxilane (P2, P3)	Concrete	NIL	PCR 1 006/R/B/W/T
Taxilane (P4, P5, P6, N1, N2, N3, NY)	Concrete	NIL	PCR 835/R/B/W/T

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

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

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

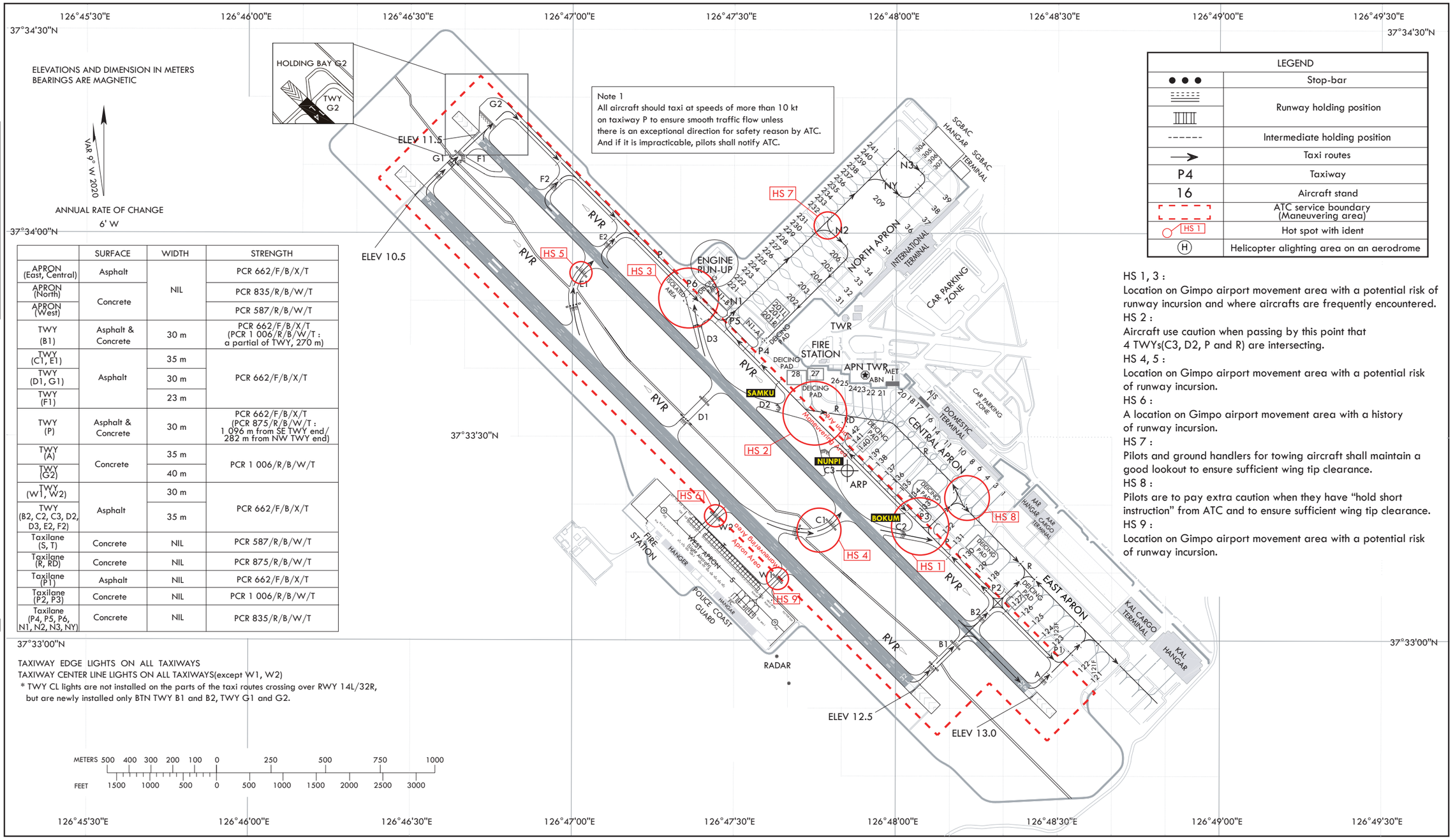
Change : Establishment of taxilane NY and Information of north apron.

AERODROME GROUND MOVEMENT CHART - ICAO

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

TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

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



	SURFACE	WIDTH	STRENGTH
APRON (East, Central)	Asphalt	NIL	PCR 662/F/B/X/T
APRON (North)	Concrete		PCR 835/R/B/W/T
APRON (West)			PCR 587/R/B/W/T
TWY (B1)	Asphalt & Concrete	30 m	PCR 662/F/B/X/T (PCR 1 006/R/B/W/T : a partial of TWY, 270 m)
TWY (C1, E1)	Asphalt	35 m	PCR 662/F/B/X/T
TWY (D1, G1)		30 m	
TWY (F1)		23 m	
TWY (P)	Asphalt & Concrete	30 m	PCR 662/F/B/X/T (PCR 875/R/B/W/T : 1 096 m from SE TWY end/ 282 m from NW TWY end)
TWY (A)	Concrete	35 m	PCR 1 006/R/B/W/T
TWY (G2)		40 m	
TWY (W1, W2)	Asphalt	30 m	PCR 662/F/B/X/T
TWY (B2, C2, C3, D2, D3, E2, F2)		35 m	
Taxilane (S, T)	Concrete	NIL	PCR 587/R/B/W/T
Taxilane (R, RD)	Concrete	NIL	PCR 875/R/B/W/T
Taxilane (P1)	Asphalt	NIL	PCR 662/F/B/X/T
Taxilane (P2, P3)	Concrete	NIL	PCR 1 006/R/B/W/T
Taxilane (P4, P5, P6, N1, N2, N3, NY)	Concrete	NIL	PCR 835/R/B/W/T

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

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

LEGEND	
● ● ●	Stop-bar
	Runway holding position
------	Intermediate holding position
→	Taxi routes
P4	Taxiway
16	Aircraft stand
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HS 9 :
Location on Gimpo airport movement area with a potential risk of runway incursion.

Change : Establishment of taxilane NY and Information of north apron.

INSTRUMENT APPROACH CHART - ICAO

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

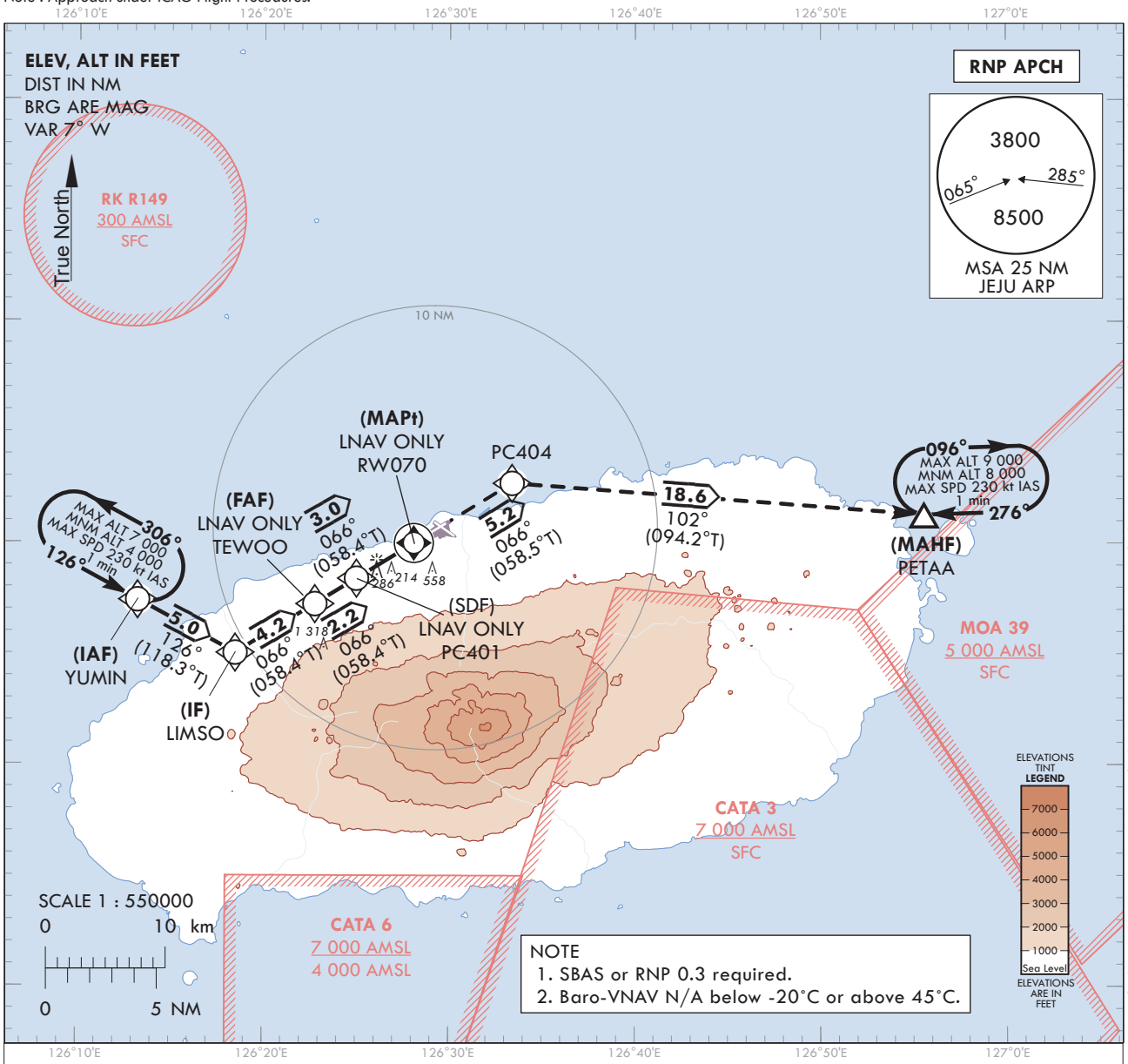
JEJU APP	121.2	
	124.05	
JEJU TWR	118.2	
	118.55	

KASS
CH60369
K07A
RDH : 50

JEJU/Jeju Intl(RKPC)

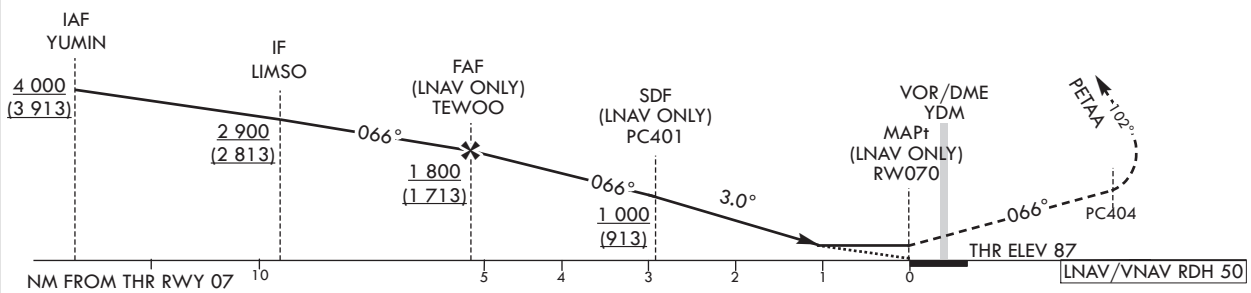
RNP Y RWY 07

Note : Approach under ICAO Flight Procedures.



TRANSITION ALT	14 000
TRANSITION LVL	FL 140

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



OCA (H)		A	B	C	D
Straight-in Approach	LPV	430 (343)			
	LNAV/VNAV	560 (473)			
	LNAV	640 (553)			

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

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

Change : Information of KASS identification(CH52013 → CH60369).

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP Y RWY 07

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

HOLDING PROCEDURE

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

JEJU/Jeju Intl(RKPC)
RNP Y RWY 07

FAS DATA BLOCK INFORMATION

INPUT DATA

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

OUTPUT DATA

Data Block	60 03 10 0B 12 07 00 00 01 37 30 0B 2E 68 60 0E C7 3D 46 36 06 16 B9 A5 01 6B 34 03 F4 01 2C 01 64 00 C8 FA 11 46 E3 B9
Calculated CRC Value	1146E3B9

Change : Information of route indicator, data block and caculated CRC value.

INTENTIONALLY

LEFT

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4. Operational Limitations

1. Engine run-up tests

a) Engine start is permitted in the apron areas only. However, the power setting(s) shall not exceed idle thrust.

RKPK AD 2.22 FLIGHT PROCEDURES

1. IFR Procedure

1.1 Take-off weather minima

<table>
<tr><td rowspan="2">ENG</td><td colspan="2">RWY 18L/R</td><td colspan="2">RWY 36L/R</td><td colspan="3">For filling as Alternate</td></tr>
<tr><td colspan="2"></td><td colspan="2"></td><td colspan="2">Precision</td><td>Non-precision</td></tr>
<tr><td></td><td colspan="4">Ceiling(ft) / RVR(m)</td><td colspan="3">Ceiling(ft) - Visibility(m)</td></tr>
<tr><td>1</td><td colspan="4" rowspan="4">100 ft / 350 m</td><td>A</td><td rowspan="3">600 ft - 3 200 m</td><td rowspan="3">800 ft - 3 200 m</td></tr>
<tr><td>2</td><td>B</td></tr>
<tr><td>3</td><td>C</td></tr>
<tr><td>4</td><td>D</td><td>1 100 ft - 4 800 m</td></tr>
</table>

1.2 Fuel dumping area

1. Area : A circle, radius 3 NM centered at R 100 PSN/16 DME

2. Altitude

a. IFR aircraft : 6 000 ft AMSL
b. VFR aircraft : 4 000 ft AMSL

1.3 Speed restrictions

1. All aircraft shall not exceed 250 kt IAS below 10 000 ft AMSL in GIMHAE TMA, unless otherwise authorized by ATC. If the minimum safe speed is greater than 250 kt IAS, the aircraft may maintain the minimum safe speed without ATC authorization.

2. When ILS RWY 36L/R approach in use, civil aircraft should comply with following speed restrictions. if not to comply with speed restrictions, ATC may instruct speed restrictions.
a. Initial approach phase : 220 kt IAS
b. Base leg/Heading to final approach : 180 kt IAS
c. Established on final approach to FAF : 180 kt IAS to 160 kt IAS

3. When ATC use “NO [ATC] SPEED RESTRICTIONS” RTF phraseology, pilot shall note that all speed control restrictions are cancelled and preferred speed may be flown without any speed restrictions.

4. When ATC use “RESUME NORMAL SPEED” RTF phraseology, pilot shall note that the previously issued speed restriction by ATC is cancelled but comply with GIMHAE TMA speed restriction(MAX 250 kt IAS below 10 000 ft).

2. VFR Procedure

1. VFR weather minimum

a. Ground visibility : Not less than 3 SM
b. Flight visibility : Not less than 5 SM
c. Ceiling : At or above 2 500 ft

2. VFR weather minimum for special mission helicopter

a. Ground visibility : 2 SM
b. Ceiling : 1 000 ft

3. VFR Pattern Altitude

a. Helicopter : 600 ft
b. Conventional : 1 000 ft
c. Jet : 1 500 ft

4. Special VFR

a. In Gimhae international airport, a special VFR operation is not applied to all aircraft.

Change : Information of speed restrictions for ILS RWY 36L/R approach.

3. Radar Procedure

3.1 PAR Approach

1. RWY 36L(Straight-in)

CAT	GS / TCH(ft) / RPI(ft)	DA(ft) / VIS(m)	DH(ft)	Ceiling(ft)
A, B	3.0° / 57 / 1 070	213 / RVR 550 VIS 800	200	200
C, D		213 / RVR 730 VIS 800	200	200
When TDZ/CL INOP, Increase CAT A, B RVR to 730 m. When ALS INOP, VIS 1 200 m and RVR to 1 220 m.				

a. MISSED APCH PROCEDURES
- At DH climb HDG 310 to 4 300 ft and directed by ATC.
- Missed APCH climb rate exceed 340 ft/NM.

4. RADIO COMMUNICATION FAILURE PROCEDURE

4.1 IFR

1. General

- No person may take off unless two-way radio communications can be maintained with the Air Traffic Control.
- On recognition of communication failure during flight, squawk 7600 and if necessary to ensure safe altitude, climb to Minimum Safe Altitude or above to maintain obstacle clearance. Then comply with following procedure.

2. VFR condition

If the failure to radio communication occurs in VFR conditions, or if VFR conditions are encountered after the failure, a pilot shall continue the flight under VFR and land as soon as practicable based on the runway in use.

3. IFR condition

If the failure occurs in IFR condition, or if the requirements specified in paragraph 2 of this section cannot be met, a pilot shall continue the flight according to the following procedures :

A. DEPARTURE

a. Under Pilot Navigation

- Follow the SID with altitude/flight level assigned at the last ATC clearance received.

b. Under Radar Vectoring

1) Proceed by the direct route from the point of radio failure to the fix, route, or airway specified in the vector clearance;

2) In the absence of an assigned route, proceed by the route that ATC will advise through the forthcoming clearance; or

3) In the absence of an assigned route or a route that ATC will advise through the forthcoming clearance, proceed by the route filed in the flight plan; and

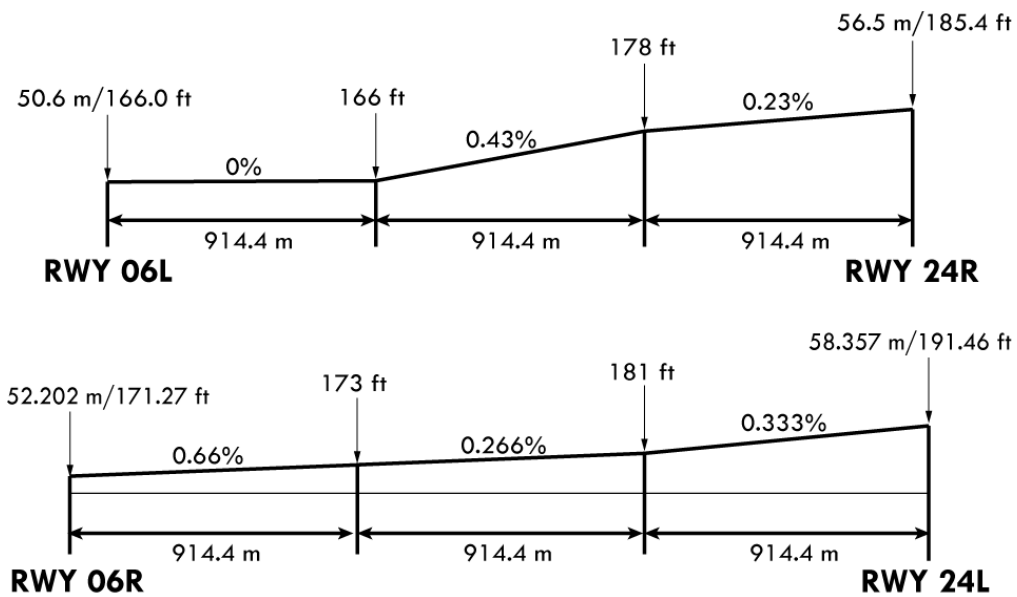
4) Maintain minimum enroute altitude(MEA) or the altitude/flight level cleared in the last ATC clearance received, whichever is higher, for 20 minutes; then

5) Continue the flight with altitude/flight level filed in the flight plan.

RKTU AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimension of RWY(m)	Strength(PCR) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
06L	052.42°	2 744 × 60	1 006 R/B/W/T Concrete	364236.10N 1272912.46E - GUND 24.9 m	THR 50.6 m / 166.0 ft TDZ 50.5 m / 165.7 ft
24R	232.43°	2 744 × 60	1 006 R/B/W/T Concrete	364330.38N 1273040.05E - GUND 25.0 m	THR 56.5 m / 185.4 ft TDZ 55.5 m / 182.1 ft
06R	052.43°	2 744 × 45	959 R/B/W/T	364228.26N 1272914.84E GUND 25.0 m	THR 52.202 m / 171.27 ft TDZ 52.67 m / 172.80 ft
24L	232.43°	2 744 × 45	959 R/B/W/T	364322.53N 1273042.46E GUND 25.0 m	THR 58.357 m / 191.46 ft TDZ 58.357 m / 191.46 ft

7. Slope of RWY



SWY dimensions(m)	CWY dimensions(m)	Strip dimensions(m)	RESA dimensions(m)	Location & description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	-	2 864 × 300	240 × 120	ACFT arresting system are installed at each RWY THR. - BAK 12 (1 400 ft from the end of RWY 06L) - BAK 14 (1 700 ft from the end of RWY 24R) - Barrier(MA-1A MOD/1.7 m) end of RWY	-	The surface of RWY 06L/24R are grooved. (Except 300 m inward from each THR RWY 06L/24R.)
-	-	2 864 × 300	240 × 120			
-	-	2 864 × 300	-	ACFT arresting system are installed at each RWY THR. - BAK 12 (1 700 ft from the each RWY THR) - BAK 14 (3 300 ft from the each RWY THR) - Barrier (MA-1A MOD/1.7 m) end of RWY	-	The surface of RWY 06R/24L are grooved.
-	-	2 864 × 300	-			

RKTU AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
06L	2 744	2 744	2 744	2 744	NIL
06L	744	744	744	744	Take-off from intersection with TWY B3
06L	1 349	1 349	1 349	1 349	Take-off from intersection with TWY B4
06L	1 929	1 929	1 929	1 929	Take-off from intersection with TWY C3
06R	2 744	2 744	2 744	2 744	NIL
24L	2 744	2 744	2 744	2 744	NIL
24R	2 744	2 744	2 744	2 744	NIL
24R	2 000	2 000	2 000	2 000	Take-off from intersection with TWY B3
24R	1 395	1 395	1 395	1 395	Take-off from intersection with TWY B4
24R	815	815	815	815	Take-off from intersection with TWY C3

RKTU AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT Color WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Center Line LGT LEN, Spacing Color, INTST	RWY edge LGT LEN, Spacing Color, INTST	RWY End LGT Color WBAR	SWY LGT LEN(m) Color	Remarks
1	2	3	4	5	6	7	8	9	10
06L	SSALR 720 m LIH	Green Green	PAPI Both / 3° (48 ft)	NIL	NIL	2 744 m 60 m White/Yellow LIH	Red -	NIL	NIL
24R	ALSF-I 900 m LIH	Green Green	PAPI Both / 3° (59 ft)	NIL	NIL	2 744 m 60 m White/Yellow LIH	Red -	NIL	NIL
06R	SALS 450 m LIH	Green	PAPI Both / 3° (51 ft)	NIL	2 744 m 15 m White/Red LIH	2 744 m 45 m White/Yellow LIH	Red	NIL	NIL
24L	ALSF-I 900 m LIH	Green	PAPI Both / 3° (48 ft)	900 m	2 744 m 15 m White/Red LIH	2 744 m 45 m White/Yellow LIH	Red	NIL	NIL

RKTU AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At ROKAF hangar building, FLG W/W-G (18 FPM*) / H24 IBN : NIL * FPM : Flash Per Minute
2	LDI location and LGT Anemometer location and LGT	NIL Anemometer : 469 m from RWY 24R THR and LGT
3	TWY edge and center line lighting	Edge : ALL TWY TWY center line lights : NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at RWY 06L-24R Switch-over time : 1 or 15 seconds according to kind of light (Complied with ICAO requirements)
5	Remarks	NIL

Change : Information of RWY center line LGT and RWY edge LGT.

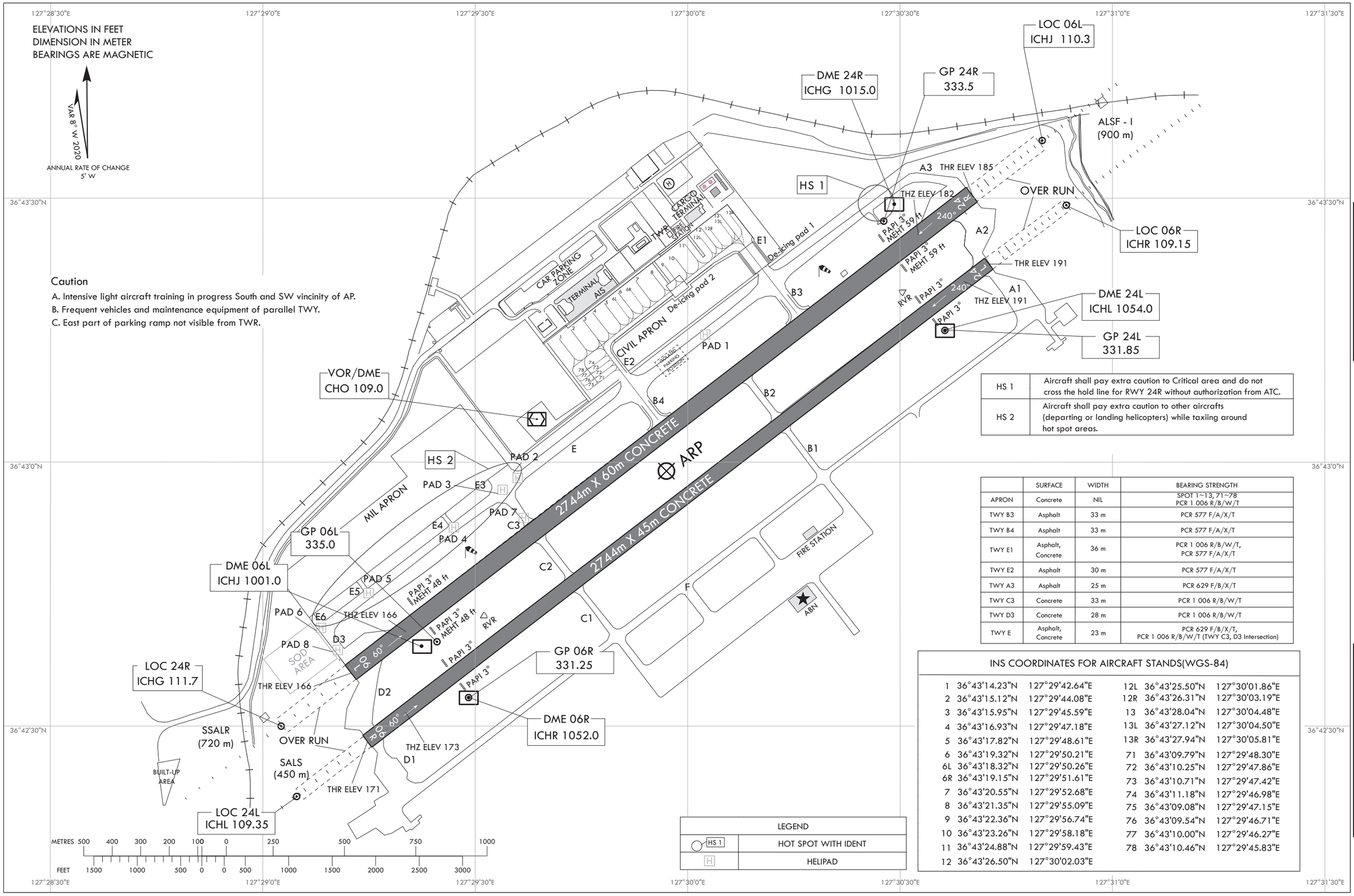
AERODROME CHART - ICAO

36°42'59"N
127°29'57"E

ELEV **192** ft

TWR 118.7	126.2	
GND 121.875		

CHEONGJU / Cheongju INTL



HS 1	Aircraft shall pay extra caution to Critical area and do not cross the hold line for RWY 24R without authorization from ATC.
HS 2	Aircraft shall pay extra caution to other aircrafts (departing or landing helicopters) while taxiing around hot spot areas.

	SURFACE	WIDTH	BEARING STRENGTH
APRON	Concrete	NIL	SPOT 1~13, 71~78 PCR 1 006 R/B/W/T
TWY B3	Asphalt	33 m	PCR 577 F/A/X/T
TWY B4	Asphalt	33 m	PCR 577 F/A/X/T
TWY E1	Asphalt, Concrete	36 m	PCR 1 006 R/B/W/T, PCR 577 F/A/X/T
TWY E2	Asphalt	30 m	PCR 577 F/A/X/T
TWY A3	Asphalt	25 m	PCR 629 F/B/X/T
TWY C3	Concrete	33 m	PCR 1 006 R/B/W/T
TWY D3	Concrete	28 m	PCR 1 006 R/B/W/T
TWY E	Asphalt, Concrete	23 m	PCR 629 F/B/X/T, PCR 1 006 R/B/W/T (TWY C3, D3 Intersection)

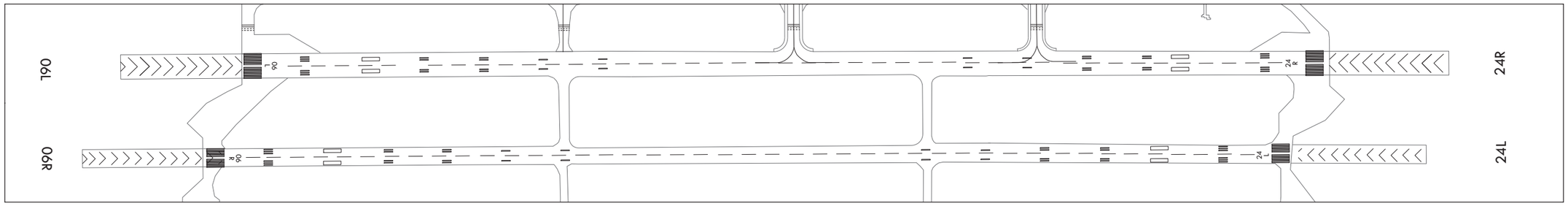
INS COORDINATES FOR AIRCRAFT STANDS(WGS-84)

1	36°43'14.23"N	127°29'42.64"E	12L	36°43'25.50"N	127°30'01.86"E
2	36°43'15.12"N	127°29'44.08"E	12R	36°43'26.31"N	127°30'03.19"E
3	36°43'15.95"N	127°29'45.59"E	13	36°43'28.04"N	127°30'04.48"E
4	36°43'16.93"N	127°29'47.18"E	13L	36°43'27.12"N	127°30'04.50"E
5	36°43'17.82"N	127°29'48.61"E	13R	36°43'27.94"N	127°30'05.81"E
6	36°43'19.32"N	127°29'50.21"E	71	36°43'09.79"N	127°29'48.30"E
6L	36°43'18.32"N	127°29'50.26"E	72	36°43'10.25"N	127°29'47.86"E
6R	36°43'19.15"N	127°29'51.61"E	73	36°43'10.71"N	127°29'47.42"E
7	36°43'20.55"N	127°29'52.68"E	74	36°43'11.18"N	127°29'46.98"E
8	36°43'21.35"N	127°29'55.09"E	75	36°43'09.08"N	127°29'47.15"E
9	36°43'22.36"N	127°29'56.74"E	76	36°43'09.54"N	127°29'46.71"E
10	36°43'23.26"N	127°29'58.18"E	77	36°43'10.00"N	127°29'46.27"E
11	36°43'24.88"N	127°29'59.43"E	78	36°43'10.46"N	127°29'45.83"E
12	36°43'26.50"N	127°30'02.03"E			

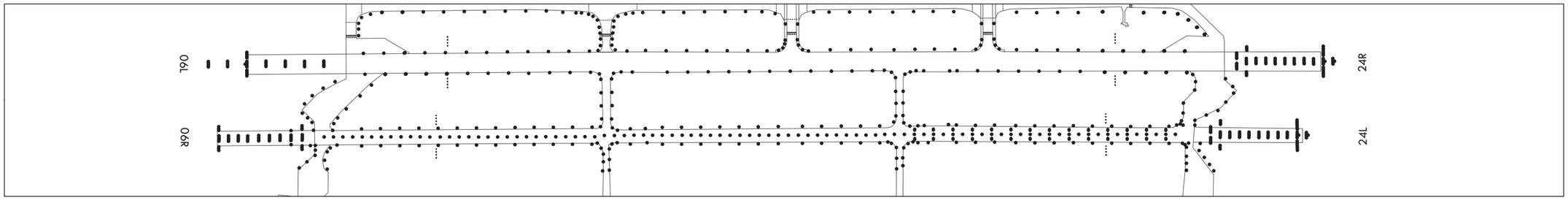
LEGEND	
HS 1	HOT SPOT WITH IDENT
H	HELIPAD

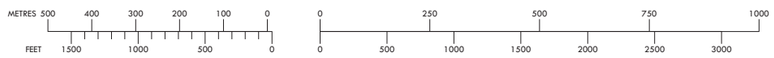
Change : Establishment of RWY and ILS characteristics for RWY 06R/24L.

MARKING AIDS RWY 06L/24R AND 06R/24L AND EXIT TWY



LIGHTING AIDS RWY 06L/24R AND 06R/24L AND EXIT TWY





Change : Information of marking aids for RWY 06L/24R and 06R/24L.

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **170** ft

TWR	118.7	126.2
GND	121.875	

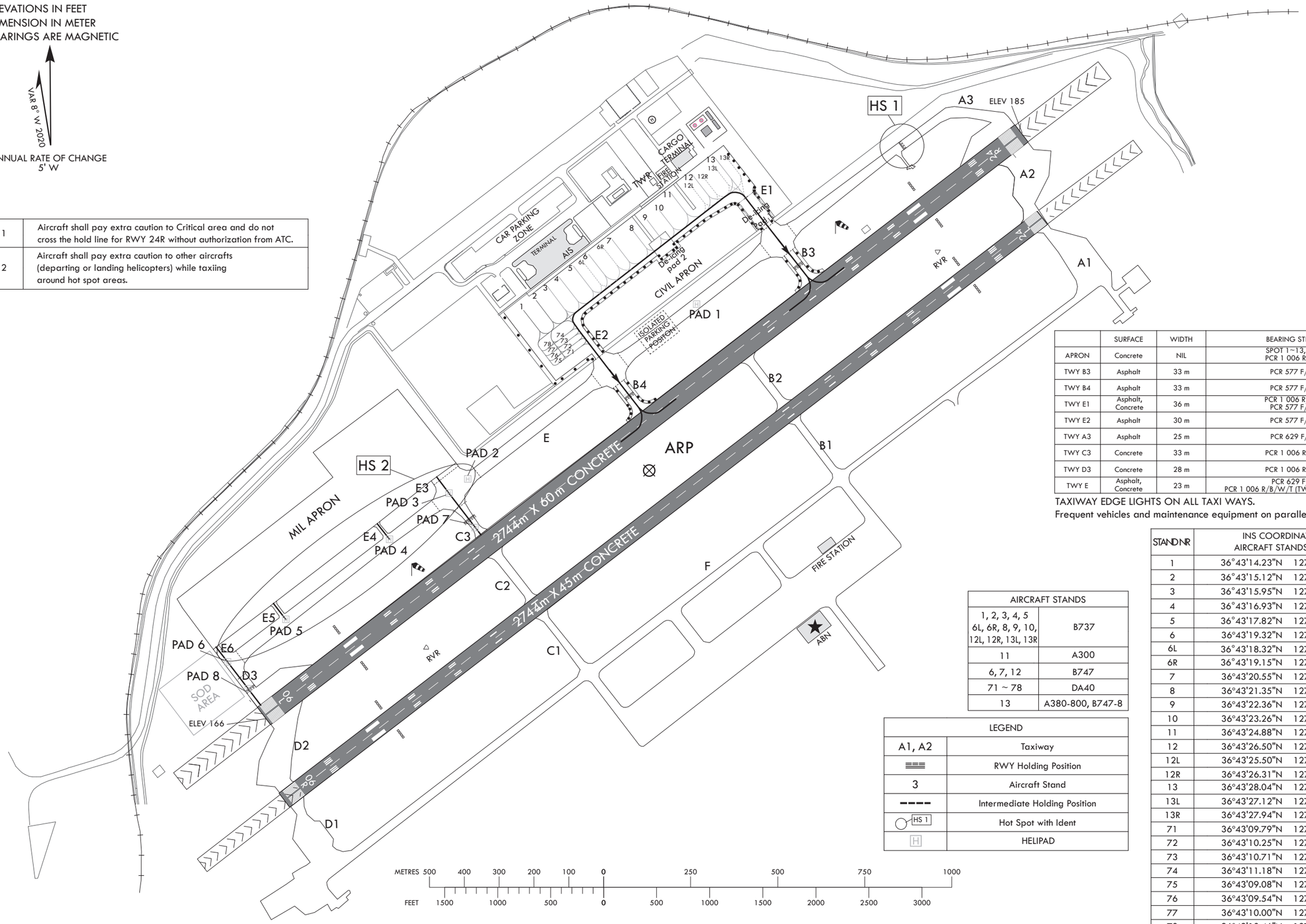
CHEONGJU / Cheongju Intl

ELEVATIONS IN FEET
DIMENSION IN METER
BEARINGS ARE MAGNETIC

VAR 8° W 2020

ANNUAL RATE OF CHANGE 5' W

HS 1	Aircraft shall pay extra caution to Critical area and do not cross the hold line for RWY 24R without authorization from ATC.
HS 2	Aircraft shall pay extra caution to other aircrafts (departing or landing helicopters) while taxiing around hot spot areas.



	SURFACE	WIDTH	BEARING STRENGTH
APRON	Concrete	NIL	SPOT 1~13, 71~78 PCR 1 006 R/B/W/T
TWY B3	Asphalt	33 m	PCR 577 F/A/X/T
TWY B4	Asphalt	33 m	PCR 577 F/A/X/T
TWY E1	Asphalt, Concrete	36 m	PCR 1 006 R/B/W/T, PCR 577 F/A/X/T
TWY E2	Asphalt	30 m	PCR 577 F/A/X/T
TWY A3	Asphalt	25 m	PCR 629 F/B/X/T
TWY C3	Concrete	33 m	PCR 1 006 R/B/W/T
TWY D3	Concrete	28 m	PCR 1 006 R/B/W/T
TWY E	Asphalt, Concrete	23 m	PCR 629 F/B/X/T, PCR 1 006 R/B/W/T (TWY C3, D3 Intersection)

TAXIWAY EDGE LIGHTS ON ALL TAXI WAYS.
Frequent vehicles and maintenance equipment on parallel TWY.

AIRCRAFT STANDS	
1, 2, 3, 4, 5 6L, 6R, 8, 9, 10, 12L, 12R, 13L, 13R	B737
11	A300
6, 7, 12	B747
71 ~ 78	DA40
13	A380-800, B747-8

LEGEND	
A1, A2	Taxiway
≡≡≡	RWY Holding Position
3	Aircraft Stand
----	Intermediate Holding Position
HS 1	Hot Spot with Ident
H	HELIPAD

STAND NR	INS COORDINATES FOR AIRCRAFT STANDS(WGS-84)	
1	36°43'14.23"N	127°29'42.64"E
2	36°43'15.12"N	127°29'44.08"E
3	36°43'15.95"N	127°29'45.59"E
4	36°43'16.93"N	127°29'47.18"E
5	36°43'17.82"N	127°29'48.61"E
6	36°43'19.32"N	127°29'50.21"E
6L	36°43'18.32"N	127°29'50.26"E
6R	36°43'19.15"N	127°29'51.61"E
7	36°43'20.55"N	127°29'52.68"E
8	36°43'21.35"N	127°29'55.09"E
9	36°43'22.36"N	127°29'56.74"E
10	36°43'23.26"N	127°29'58.18"E
11	36°43'24.88"N	127°29'59.43"E
12	36°43'26.50"N	127°30'02.03"E
12L	36°43'25.50"N	127°30'01.86"E
12R	36°43'26.31"N	127°30'03.19"E
13	36°43'28.04"N	127°30'04.48"E
13L	36°43'27.12"N	127°30'04.50"E
13R	36°43'27.94"N	127°30'05.81"E
71	36°43'09.79"N	127°29'48.30"E
72	36°43'10.25"N	127°29'47.86"E
73	36°43'10.71"N	127°29'47.42"E
74	36°43'11.18"N	127°29'46.98"E
75	36°43'09.08"N	127°29'47.15"E
76	36°43'09.54"N	127°29'46.71"E
77	36°43'10.00"N	127°29'46.27"E
78	36°43'10.46"N	127°29'45.83"E

Change : Information of marking aids for RWY 06L/24R and 06R/24L.

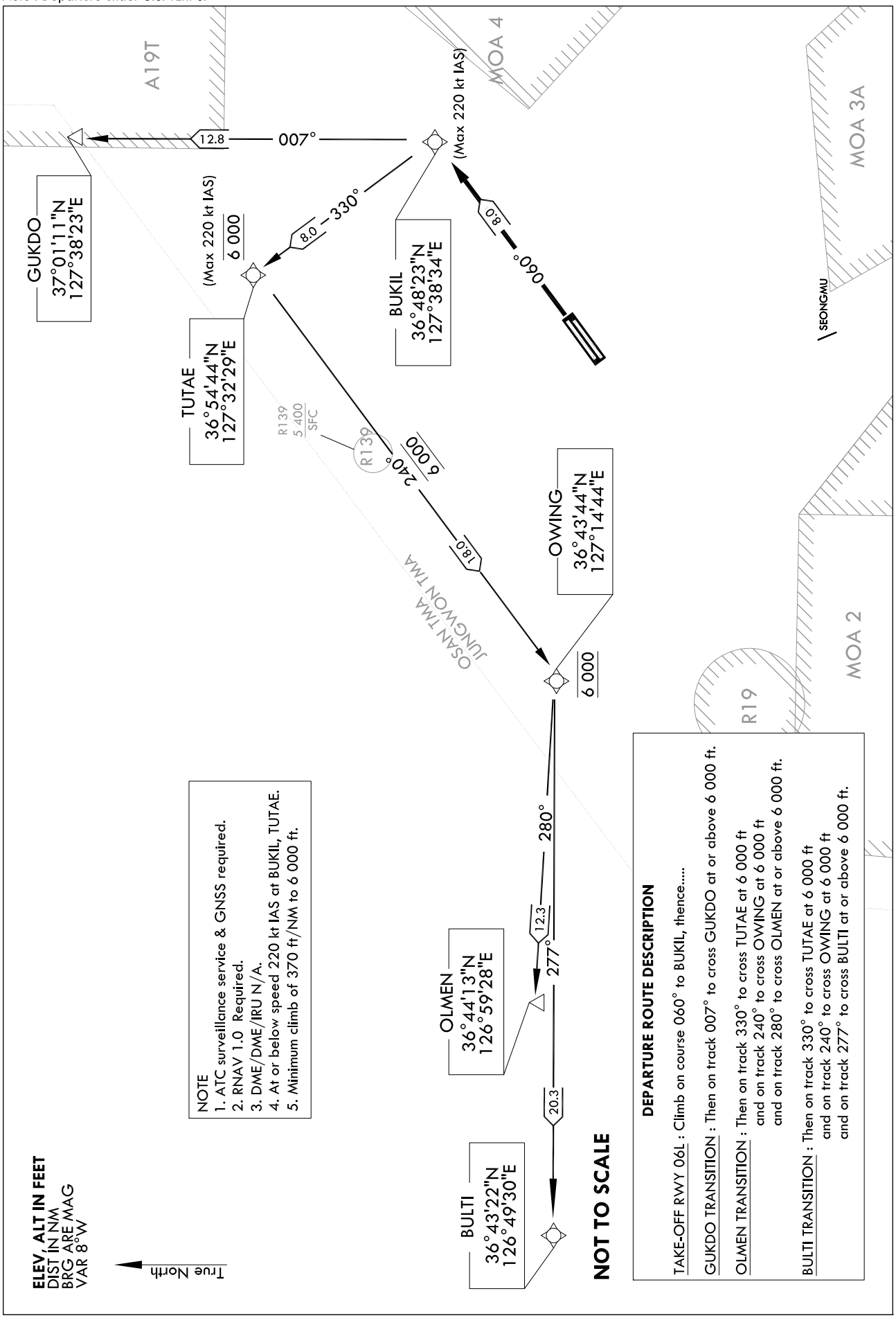
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JUNGWON DEP 129.65
CHEONGJU TWR 118.7 126.2

CHEONGJU/Cheongju INTL(RKTU)
RWY 06L
RNAV(GNSS) BUKIL 2

Note : Departure under U.S. TERPS.



NOTE
1. ATC surveillance service & GNSS required.
2. RNAV 1.0 Required.
3. DME/DME/IRU N/A.
4. At or below speed 220 kt IAS at BUKIL, TUTAE.
5. Minimum climb of 370 ft/NM to 6 000 ft.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 06L : Climb on course 060° to BUKIL, thence....

GUKDO TRANSITION : Then on track 007° to cross GUKDO at or above 6 000 ft.

OLMEN TRANSITION : Then on track 330° to cross TUTAE at 6 000 ft
and on track 240° to cross OWING at 6 000 ft
and on track 280° to cross OLMEN at or above 6 000 ft.

BULTI TRANSITION : Then on track 330° to cross TUTAE at 6 000 ft
and on track 240° to cross OWING at 6 000 ft
and on track 277° to cross BULTI at or above 6 000 ft.

Change : Information of NOTE.

Standard Instrument Departure Procedure Coding Tables

RNAV BUKIL 2 - GUKDO Transition

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	BUKIL	-	060(052.41)	8.0	-	-	-220	36°48'23.2"N 127°38'33.7"E	-	RNAV 1	CG 370 ft/NM to 6 000 ft
002	TF	GUKDO	-	007(359.35)	12.78	-	+6 000	-	37°01'10.9"N 127°38'22.9"E	-	RNAV 1	CG 370 ft/NM to 6 000 ft

RNAV BUKIL 2 - OLMEN Transition

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	BUKIL	-	060(052.41)	8.0	-	-	-220	36°48'23.2"N 127°38'33.7"E	-	RNAV 1	CG 370 ft/NM to 6 000 ft
002	TF	TUTAE	-	330(322.50)	8.0	-	@6 000	-220	36°54'44.4"N 127°32'29.4"E	-	RNAV 1	CG 370 ft/NM to 6 000 ft
003	TF	OWING	-	240(232.44)	18.0	-	@6 000	-	36°43'43.8"N 127°14'44.4"E	-	RNAV 1	-
004	TF	OLMEN	-	280(272.37)	12.29	-	+6 000	-	36°44'13.4"N 126°59'27.6"E	-	RNAV 1	-

RNAV BUKIL 2 - BULTI Transition

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	BUKIL	-	060(052.41)	8.0	-	-	-220	36°48'23.2"N 127°38'33.7"E	-	RNAV 1	CG 370 ft/NM to 6 000 ft
002	TF	TUTAE	-	330(322.50)	8.0	-	@6 000	-220	36°54'44.4"N 127°32'29.4"E	-	RNAV 1	CG 370 ft/NM to 6 000 ft
003	TF	OWING	-	240(232.44)	18.0	-	@6 000	-	36°43'43.8"N 127°14'44.4"E	-	RNAV 1	-
004	TF	BULTI	-	277(269.11)	20.3	-	+6 000	-	36°43'22.3"N 126°49'29.7"E	-	RNAV 1	-

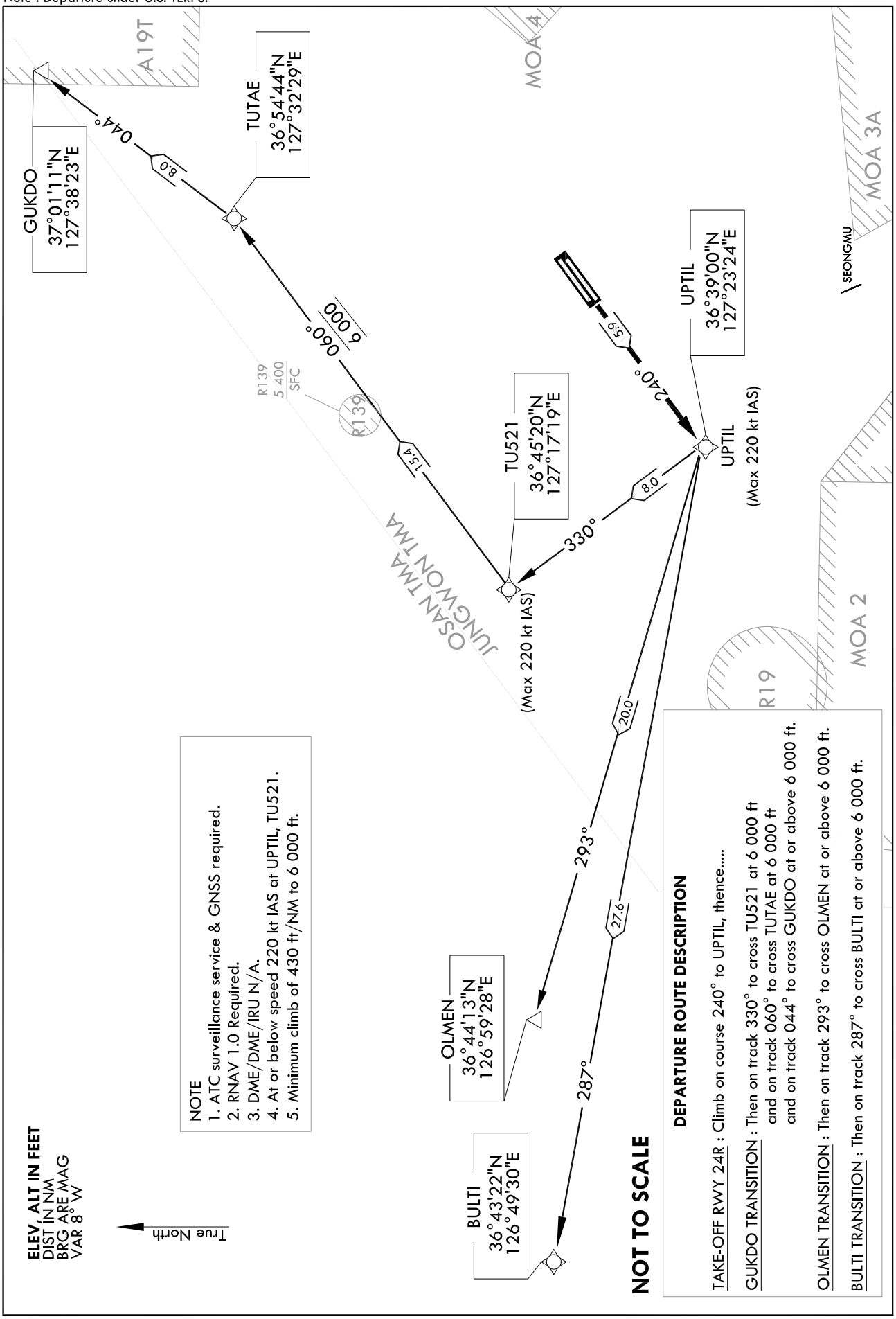
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JUNGWON DEP 129.65
CHEONGJU TWR 118.7 126.2

CHEONGJU/Cheongju INTL(RKTU)
RWY 24R
RNAV(GNSS) UPTIL 1

Note : Departure under U.S. TERPS.



Change : Information of NOTE.

Standard Instrument Departure Procedure Coding Tables

RNAV UPTIL 1 - GUKDO Transition

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	UPTIL	-	240(232.4)	5.9	-	-	-220	36°38'59.7"N 127°23'23.8"E	-	RNAV 1	CG 430 ft/NM to 6 000 ft
002	TF	TU521	-	330(322.34)	8.0	-	@6 000	-220	36°45'19.8"N 127°17'19.1"E	-	RNAV 1	CG 430 ft/NM to 6 000 ft
003	TF	TUTAE	-	060(052.27)	15.38	-	@6 000	-	36°54'44.4"N 127°32'29.4"E	-	RNAV 1	-
004	TF	GUKDO	-	044(036.24)	7.98	-	+6 000	-	37°01'10.9"N 12°738'22.9"E	-	RNAV 1	-

RNAV UPTIL 1 - OLMEN Transition

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	UPTIL	-	240(232.4)	5.9	-	-	-220	36°38'59.7"N 127°23'23.8"E	-	RNAV 1	CG 430 ft/NM to 6 000 ft
002	TF	OLMEN	-	293(285.29)	19.95	-	+6 000	-	36°44'13.4"N 126°59'27.6"E	-	RNAV 1	CG 430 ft/NM to 6 000 ft

RNAV UPTIL 1 - BULTI Transition

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	UPTIL	-	240(232.4)	5.9	-	-	-220	36°38'59.7"N 127°23'23.8"E	-	RNAV 1	CG 430 ft/NM to 6 000 ft
002	TF	BULTI	-	287(279.28)	27.62	-	+6 000	-	36°43'22.3"N 126°49'29.7"E	-	RNAV 1	CG 430 ft/NM to 6 000 ft

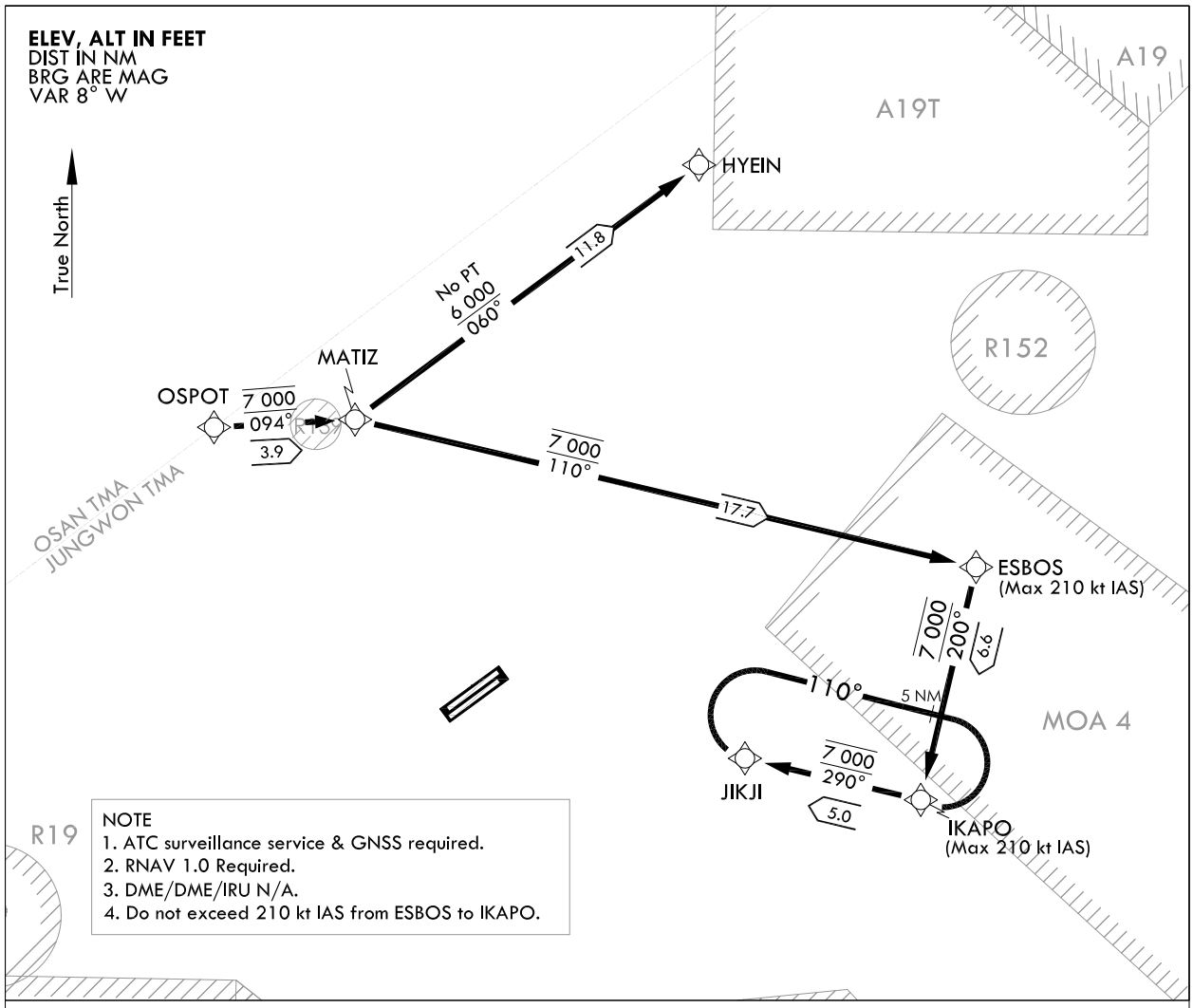
STANDARD ARRIVAL CHART INSTRUMENT(STAR) - ICAO

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

JUNGWON APP	134.0		134.1
	134.4		
CHEONGJU TWR	118.7		126.2

CHEONGJU/Cheongju INTL(RKTU)
RWY 06L/24R
MATIZ 1

Note : Arrival under U.S. TERPS.



ARRIVAL ROUTE DESCRIPTION

From OSPOT on track 094° to cross MATIZ at 7 000 ft.

Landing RWY 06L : From MATIZ on track 110° to cross ESBOS at 7 000 ft and on track 200° to cross IKAPO at 7 000 ft and on track 290° to cross JIKJI at 7 400 ft and expect RNAV approach.

Landing RWY 24R : From MATIZ on track 060° to cross HYEIN at 7 000 ft and expect RNAV approach.

Change : Information of NOTE.

Standard Instrument Arrival Procedure Coding Tables

MATIZ 1 RWY 06L

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	TF	OSPOT	-	-	-	-	@7 000	-	36°50'18.1"N 127°20'54.9"E	-	RNAV 1	-
002	TF	MATIZ	-	094(085.9)	3.9	-	@7 000	-	36°50'34.9"N 127°25'46.1"E	-	RNAV 1	-
003	TF	ESBOS	-	110(102.4)	17.66	-	@7 000	-210	36°46'44.7"N 127°47'14.2"E	-	RNAV 1	-
004	TF	IKAPO	-	200(192.6)	6.6	-	@7 000	-210	36°40'16.6"N 127°45'26.2"E	-	RNAV 1	-
004	TF	JIKJI	-	290(282.5)	5.0	-	@7 000	-	36°41'21.7"N 127°39'22.1"E	-	RNAV 1	IAF

MATIZ 1 RWY 24R

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	TF	OSPOT	-	-	-	-	@7 000	-	36°50'18.1"N 127°20'54.9"E	-	RNAV 1	-
002	TF	MATIZ	-	094(085.9)	3.9	-	@7 000	-	36°50'34.9"N 127°25'46.1"E	-	RNAV 1	-
003	TF	HYEIN	-	060(052.53)	11.84	-	+6 000	-	36°57'47.1"N 127°37'29.7"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
MATIZ 1	TF	JIKJI	-	290(282.5)	-	R	7 000	230	36°412'1.7"N 127°39'22.1"E	-	-	Hold at JIKJI E Right Turn 290° Inbound 5 NM Leg

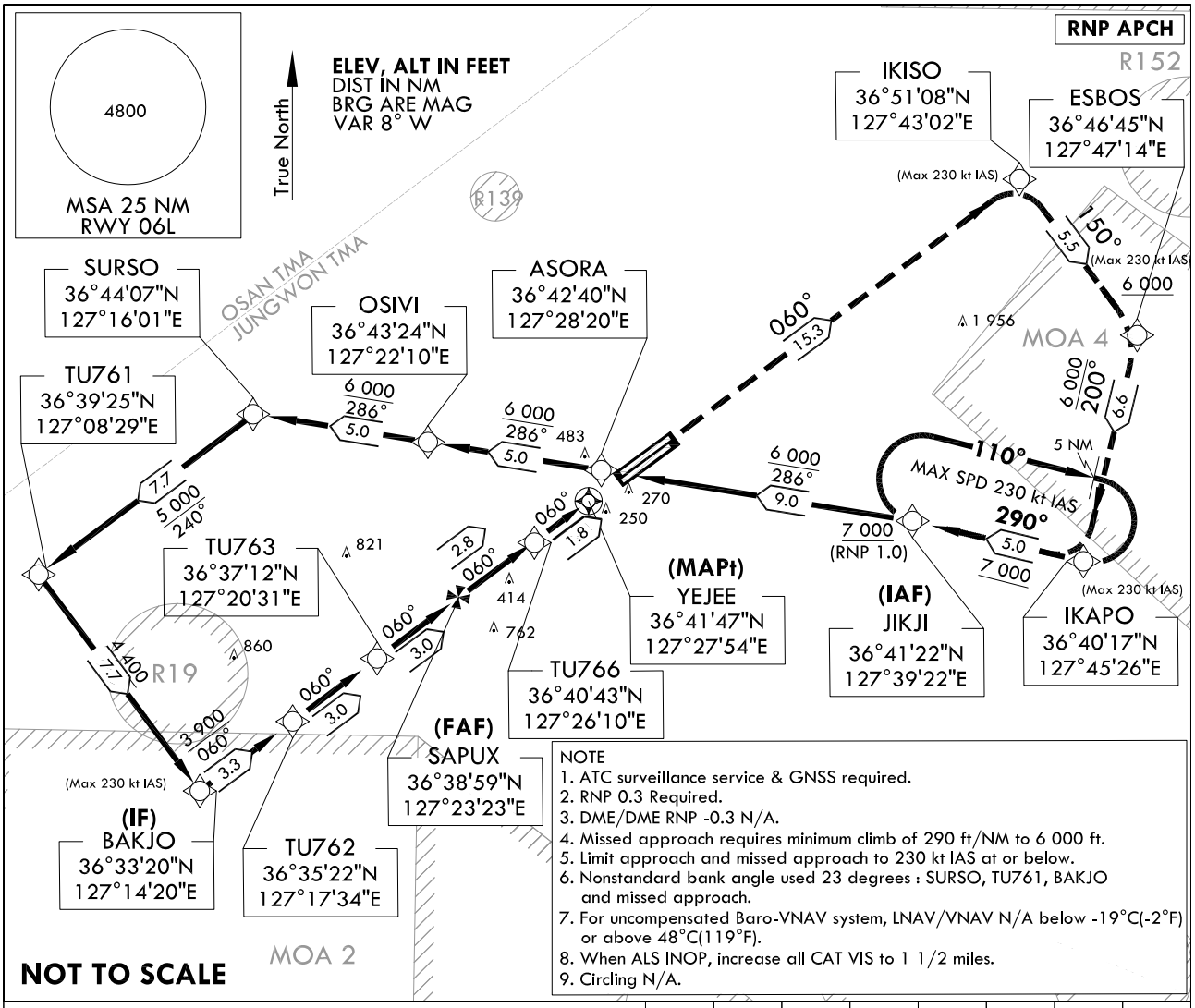
INSTRUMENT APPROACH CHART

AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 06L - ELEV **167** ft

JUNGWON APP	134.0	265.75
CHEONGJU GCA	134.4	134.1
CHEONGJU TWR	118.7	126.2	249.6

CHEONGJU/Cheongju INTL(RKTU)
RNP RWY 06L

Note : Approach under U.S TERPS.



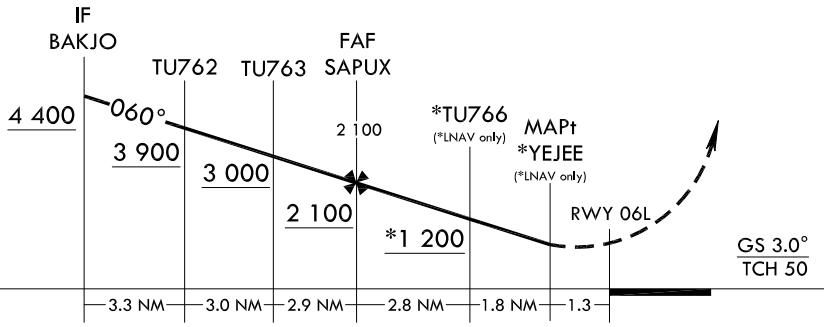
NOTE
1. ATC surveillance service & GNSS required.
2. RNP 0.3 Required.
3. DME/DME RNP -0.3 N/A.
4. Missed approach requires minimum climb of 290 ft/NM to 6 000 ft.
5. Limit approach and missed approach to 230 kt IAS at or below.
6. Nonstandard bank angle used 23 degrees : SURSO, TU761, BAKJO and missed approach.
7. For uncompensated Baro-VNAV system, LNAV/VNAV N/A below -19°C(-2°F) or above 48°C(119°F).
8. When ALS INOP, increase all CAT VIS to 1 1/2 miles.
9. Circling N/A.

MISSED APPROACH

Climb to 7 000 ft via on track 060° to IKISO, then track 150° to cross ESBOS at or above 6 000 ft, then track 200° to IKAPO, then track 290° to JIKJI and hold.

TR 060°	IKISO	TR 150°	ESBOS 6 000	TR 200°	IKAPO	TR 290°	JIKJI 7 000

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY		A	B	C	D	E
LNAV/VNAV DA	ALS	625-1¼ 458(500-1¼)				N/A
	ALS INOP	625-1½ 458(500-1½)				N/A
LNAV MDA	ALS	620-1¼ 453(500-1¼)				N/A
	ALS INOP	620-1½ 453(500-1½)				N/A
CIRCLING		N/A				

Change : Information of NOTE.

Instrument Approach Procedure Coding Tables

RNP RWY 06L

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	-	JIKJI	-	-	-	-	+7 000	-	36°41'21.7"N 127°39'22.1"E	-	RNAV 1	IAF
002	TF	ASORA	-	286 (278.5)	9.0	-	+6 000	-	36°42'40.4"N 127°28'19.6"E	-	RNAV 1	-
003	TF	OSIVI	-	286 (278.3)	5.0	-	+6 000	-	36°43'23.8"N 127°22'10.3"E	-	RNAV 1	-
004	TF	SURSO	-	286 (278.3)	5.0	-	+6 000	-	36°44'06.8"N 127°16'01.0"E	-	RNAV 1	-
005	TF	TU761	-	240 (232.3)	7.7	-	+5 000	-	36°39'25.0"N 127°08'29.0"E	-	RNAV 1	-
006	TF	BAKJO	-	150 (142.2)	7.7	-	+4 400	-230	36°33'20.1"N 127°14'19.5"E	-	RNAV 1	IF
007	TF	TU762	-	060 (052.1)	3.3	-	+3 900	-	36°35'21.9"N 127°17'33.6"E	-	RNAV 1	-
008	TF	TU763	-	060 (052.3)	3.0	-	+3 000	-	36°37'12.1"N 127°20'30.5"E	-	RNAV 1	-
009	TF	SAPUX	-	060 (052.3)	2.9	-	+2 100	-	36°38'59.3"N 127°23'22.9"E	-	RNP 0.3	FAF
010	TF	TU766	-	060 (052.4)	2.8	-	+1 200	-	36°40'42.9"N 127°26'09.9"E	-	RNP 0.3	(LNAV only)
011	TF	YEJEE	Y	060 (052.4)	1.8	-	+620	-	36°41'47.4"N 127°27'53.8"E	-	RNP 0.3	MAPt(LNAV only)
012	TF	IKISO	-	060 (052.4)	15.3	-	+6 000	-230	36°51'08.3"N 127°43'01.8"E	-	RNAV 1	CG 290 ft/NM to 6 000 ft
013	TF	ESBOS	-	150 (142.4)	5.5	-	+6 000	-230	36°46'44.7"N 127°47'14.2"E	-	RNAV 1	-
014	TF	IKAPO	-	200 (192.6)	6.6	-	@7 000	-230	36°40'16.6"N 127°45'26.2"E	-	RNAV 1	-
015	TF	JIKJI	-	290 (282.5)	5.0	-	@7 000	-230	36°41'21.7"N 127°39'22.1"E	-	RNAV 1	-
016	HM	JIKJI	-	290 (282.5)	5.0	R	-	-	36°41'21.7"N 127°39'22.1"E	-	-	-

Change : Information of ALT restriction for IKISO.

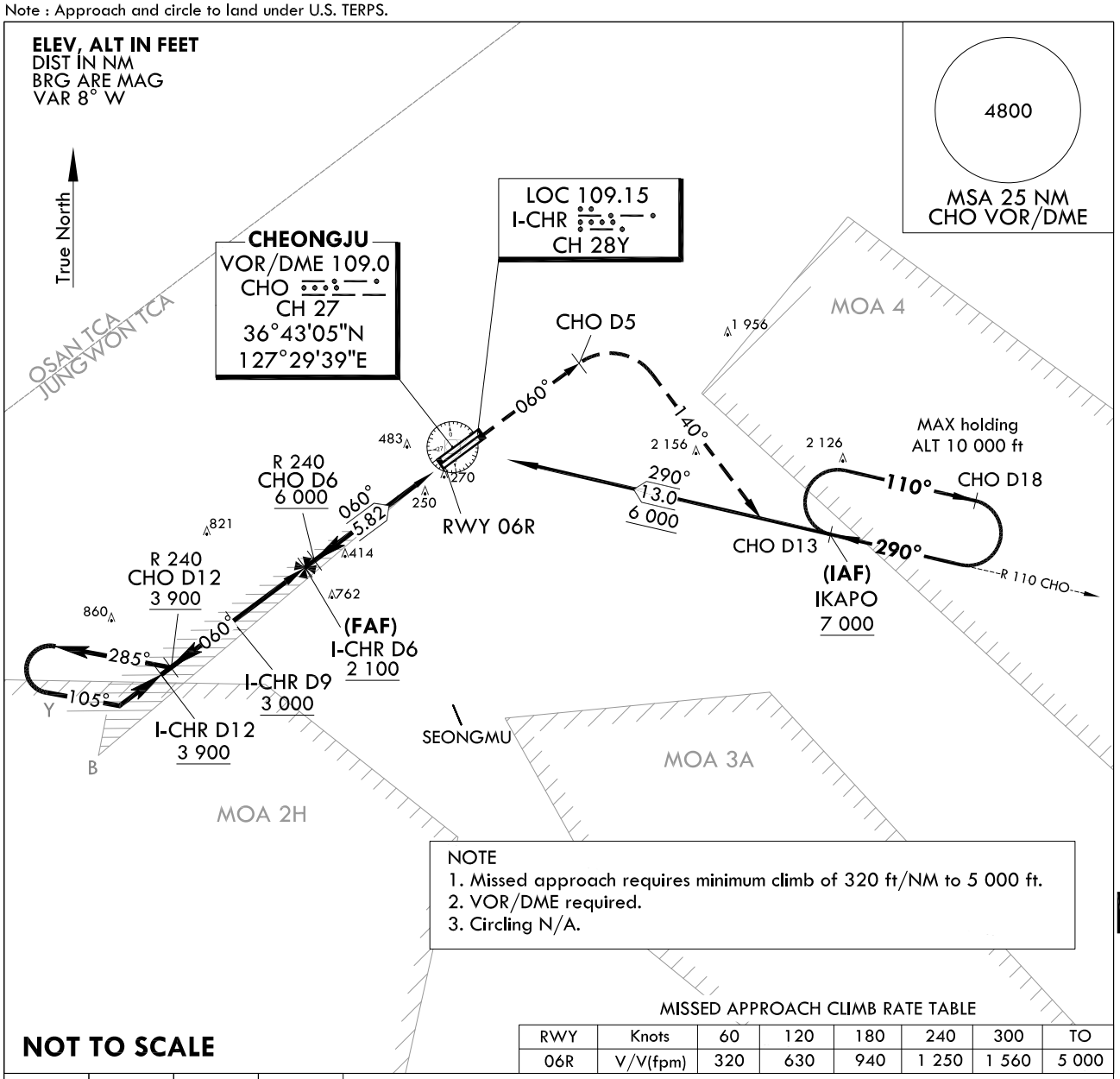
INSTRUMENT APPROACH CHART

AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 06R - ELEV **171** ft

JUNGWON APP	134.0	265.75
CHEONGJU GCA	134.4	134.1
CHEONGJU TWR	118.7	126.2	249.6

CHEONGJU/Cheongju INTL(RKTU)
ILS Y
RWY 06R

Note : Approach and circle to land under U.S. TERPS.



NOTE
1. Missed approach requires minimum climb of 320 ft/NM to 5 000 ft.
2. VOR/DME required.
3. Circling N/A.

NOT TO SCALE

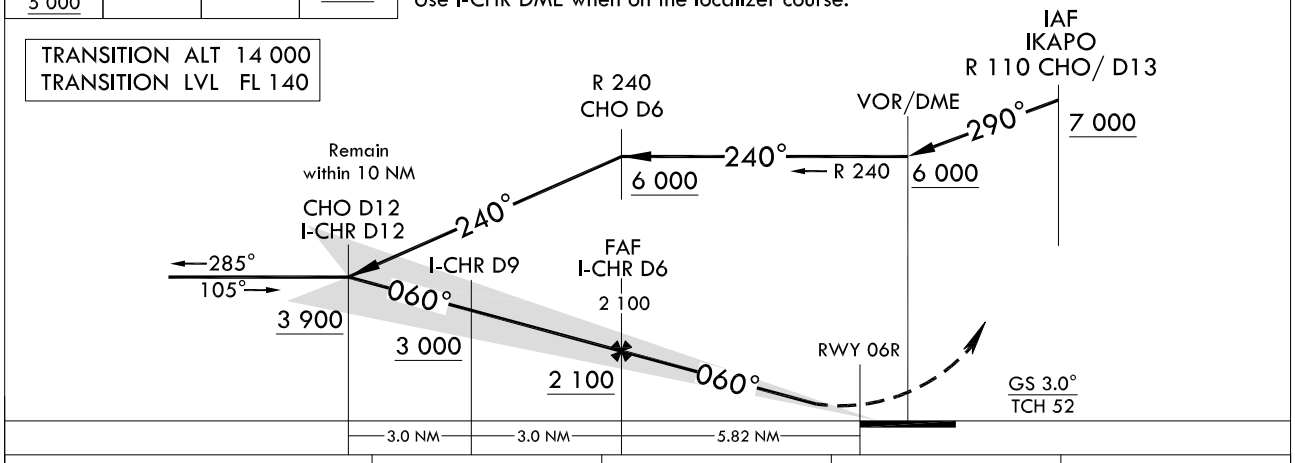
MISSED APPROACH CLIMB RATE TABLE

RWY	Knots	60	120	180	240	300	TO
06R	V/V(fpm)	320	630	940	1 250	1 560	5 000

CHO D5			
HDG 060° 5 000	HDG 140°	R 110 CHO	R 110 CHO D13 7 000

MISSED APPROACH
Climb to 5 000 ft via HDG 060° to CHO 5 DME then right turn HDG 140° to intercept R 110 CHO and R 110 CHO VOR/DME to IKAPO and continue climb to 7 000 ft and hold.
Use I-CHR DME when on the localizer course.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D
S-ILS 06R	373/40		200(200-3/4)	

Change : Information of NOTE and item numbers.

INTENTIONALLY

LEFT

BLANK

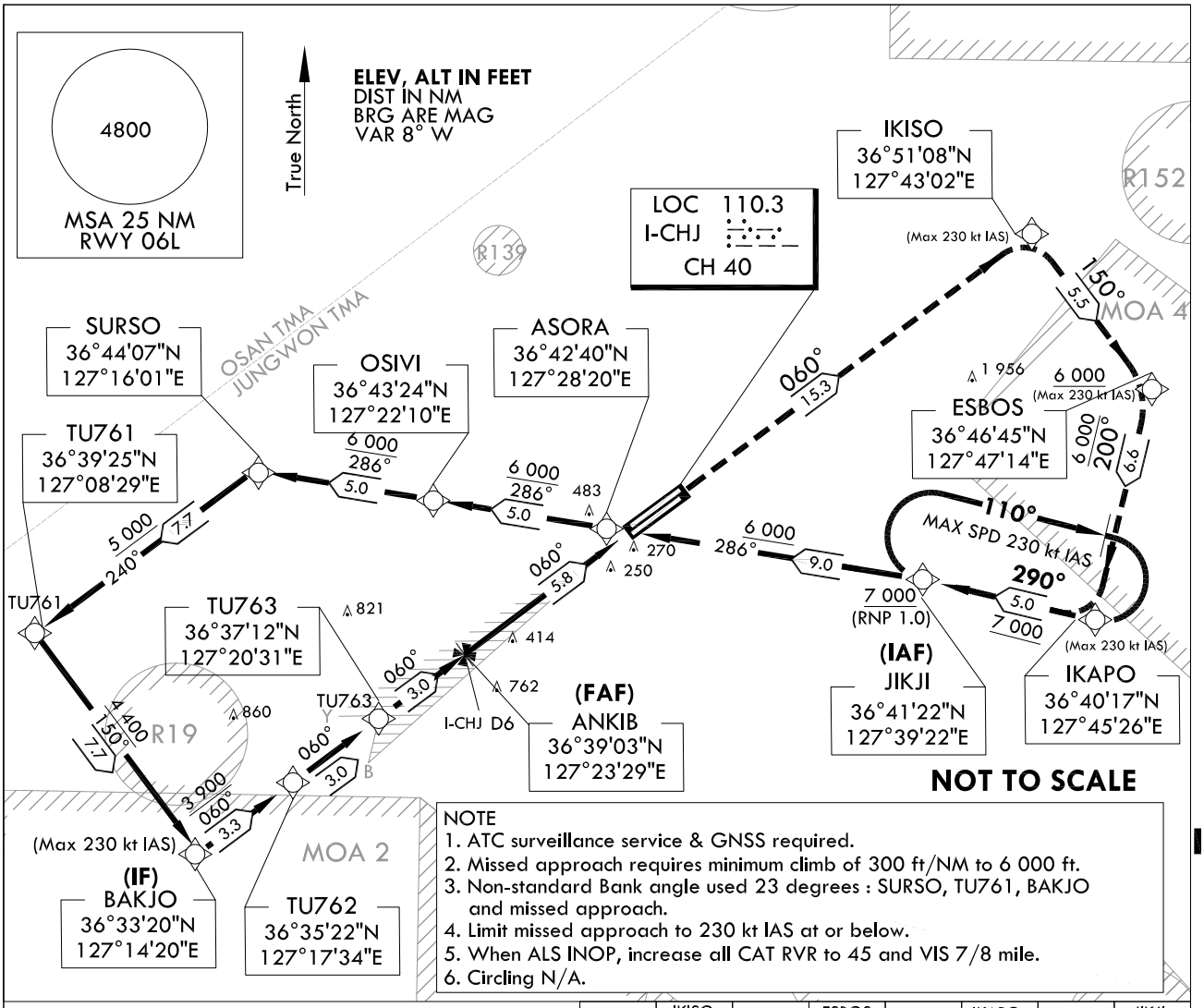
INSTRUMENT APPROACH CHART

AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 06L - ELEV **167** ft

JUNGWON APP	134.0	265.75
CHEONGJU GCA	134.4	134.1
CHEONGJU TWR	118.7	126.2	249.6

CHEONGJU/Cheongju Intl(RKTU)
ILS Z
RWY 06L

Note : Approach and circle to land under U.S. TERPS.



NOTE
1. ATC surveillance service & GNSS required.
2. Missed approach requires minimum climb of 300 ft/NM to 6 000 ft.
3. Non-standard Bank angle used 23 degrees : SURSO, TU761, BAKJO and missed approach.
4. Limit missed approach to 230 kt IAS at or below.
5. When ALS INOP, increase all CAT RVR to 45 and VIS 7/8 mile.
6. Circling N/A.

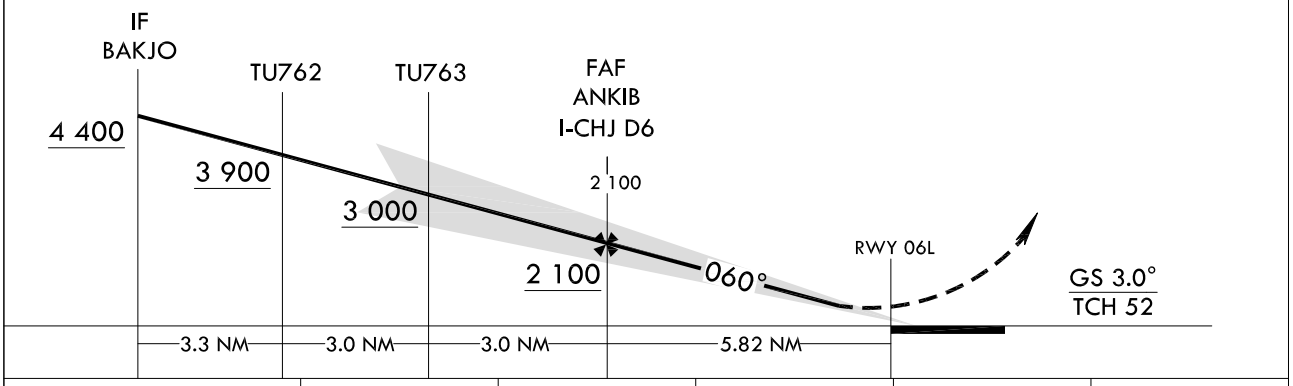
MISSED APPROACH

Climb to 6 000 ft via on track 060° to IKISO, then track 150° to cross ESBOS at or above 6 000 ft, then track 200° to IKAPO, then track 290° to cross JIKJI at or above 7 000 ft and hold.

TR 060°	IKISO	TR 150°	ESBOS 6 000	TR 200°	IKAPO	TR 290°	JIKJI 7 000

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

Use I-CHJ DME when on the localizer course.
VGSI and ILS glidepath not coincident (VGSI Angle 3.0/TCH 48).



CATEGORY		A	B	C	D	E
S-ILS 06L	ALS	367/40 200(200-$\frac{3}{4}$)				N/A
	ALS INOP	367/45 200(200-$\frac{7}{8}$)				N/A

Change : Information of NOTE.

CHEONGJU/Cheongju Intl(RKTU)
ILS Z
RWY 06L

AERONAUTICAL DATA TABULATION

ILS Approach to RWY 06L			
Fix/Point		Coordinates	
JIKJI (IAF)	-	36°41'21.7"N	127°39'22.1"E
ASORA	-	36°42'40.4"N	127°28'19.6"E
OSIVI	-	36°43'23.8"N	127°22'10.3"E
SURSO	R 283 CHO/11.00 NM CHO	36°44'06.8"N	127°16'01.0"E
TU761	-	36°39'25.0"N	127°08'29.0"E
BAKJO	-	36°33'20.1"N	127°14'19.6"E
TU762	-	36°35'21.9"N	127°17'33.6"E
TU763	-	36°37'12.1"N	127°20'30.5"E
ANKIB	-	36°39'02.7"N	127°23'28.6"E
RWY O6L THR	-	36°42'36.12"N	127°29'12.42"E
IKISO	-	36°51'08.3"N	127°43'01.8"E
ESBOS	-	36°46'44.7"N	127°47'14.2"E
IKAPO	R 110 CHO/13.00 NM CHO	36°40'16.6"N	127°45'26.2"E
JIKJI	-	36°41'21.7"N	127°39'22.1"E

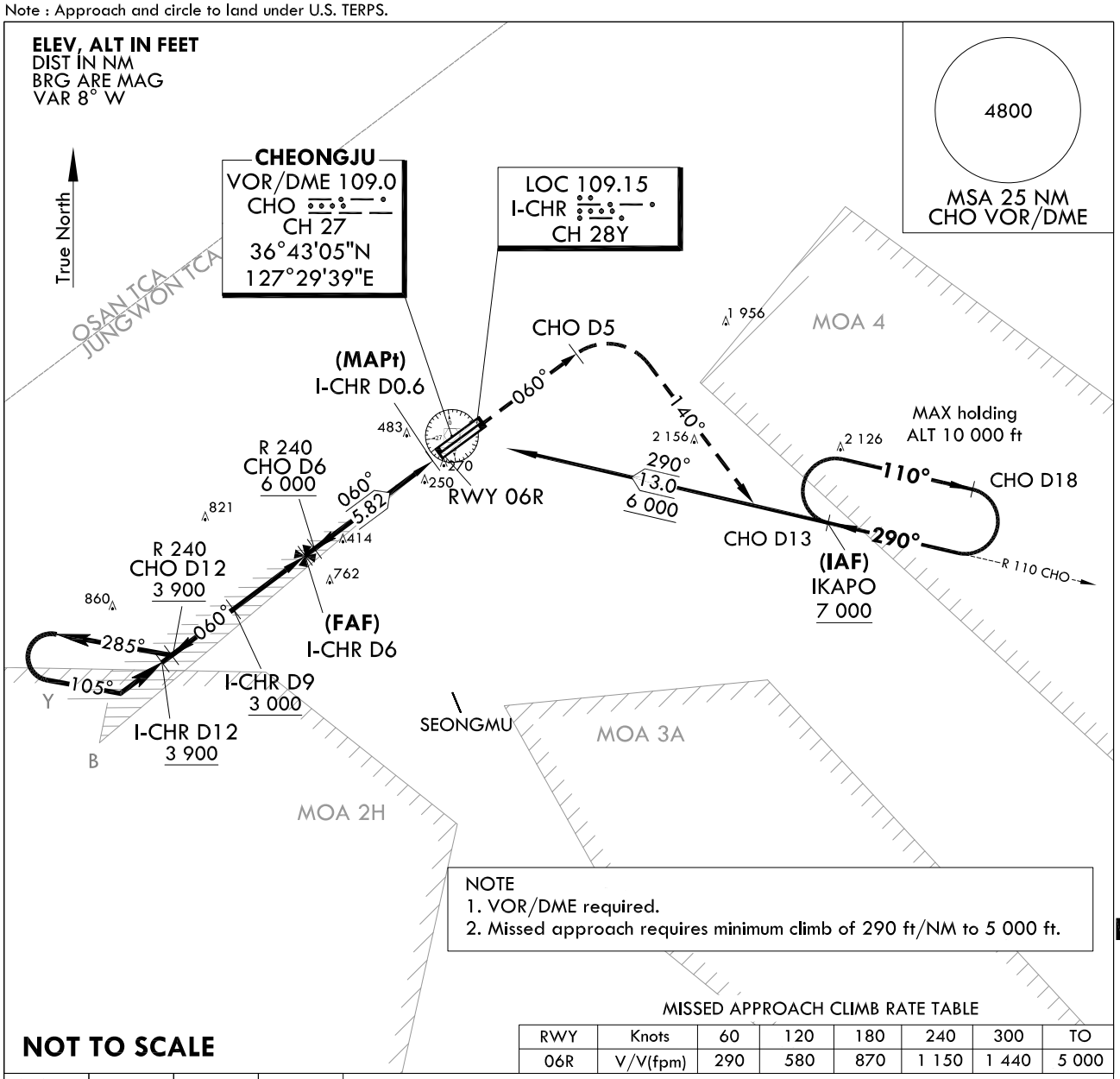
INSTRUMENT APPROACH CHART

AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 06R - ELEV **171** ft

JUNGWON APP	134.0	265.75	
CHEONGJU GCA	134.4	134.1	
CHEONGJU TWR	118.7	126.2	249.6

CHEONGJU/Cheongju INTL(RKTU)
LOC
RWY 06R

Note : Approach and circle to land under U.S. TERPS.



NOTE
1. VOR/DME required.
2. Missed approach requires minimum climb of 290 ft/NM to 5 000 ft.

NOT TO SCALE

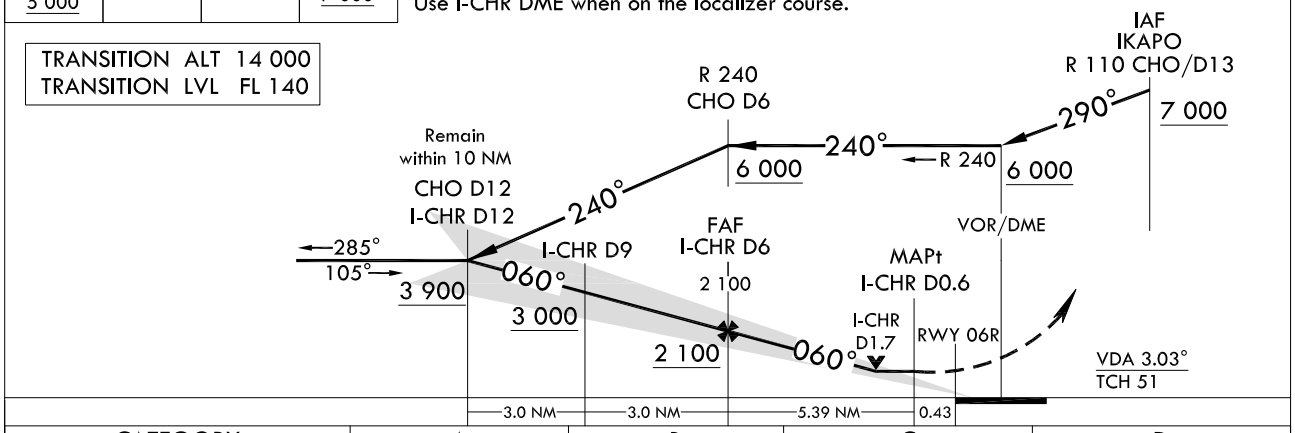
MISSED APPROACH CLIMB RATE TABLE

RWY	Knots	60	120	180	240	300	TO
06R	V/V(fpm)	290	580	870	1 150	1 440	5 000

CHO D5			
HDG 060° 5 000	HDG 140°	R 110 CHO	R 110 CHO D13 7 000

MISSED APPROACH
Climb to 5 000 ft via HDG 060° to CHO 5 DME then right turn HDG 140° to intercept R 110 CHO and R 110 CHO VOR/DME to IKAPO and continue climb to 7 000 ft and hold.
Use I-CHR DME when on the localizer course.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY		A	B	C	D
S-LOC 06R	ALS	700/40 527(600-¾)		700-1¼ 527(600-1¼)	
	ALS INOP	700/55 527(600-1)		700-1½ 527(600-1½)	
C CIRCLING		880-1 688(700-1)		1 400-3 1 208(1 300-3)	2 000-3 1 808(1 900-3)

Change : Information of NOTE and item number.

INTENTIONALLY

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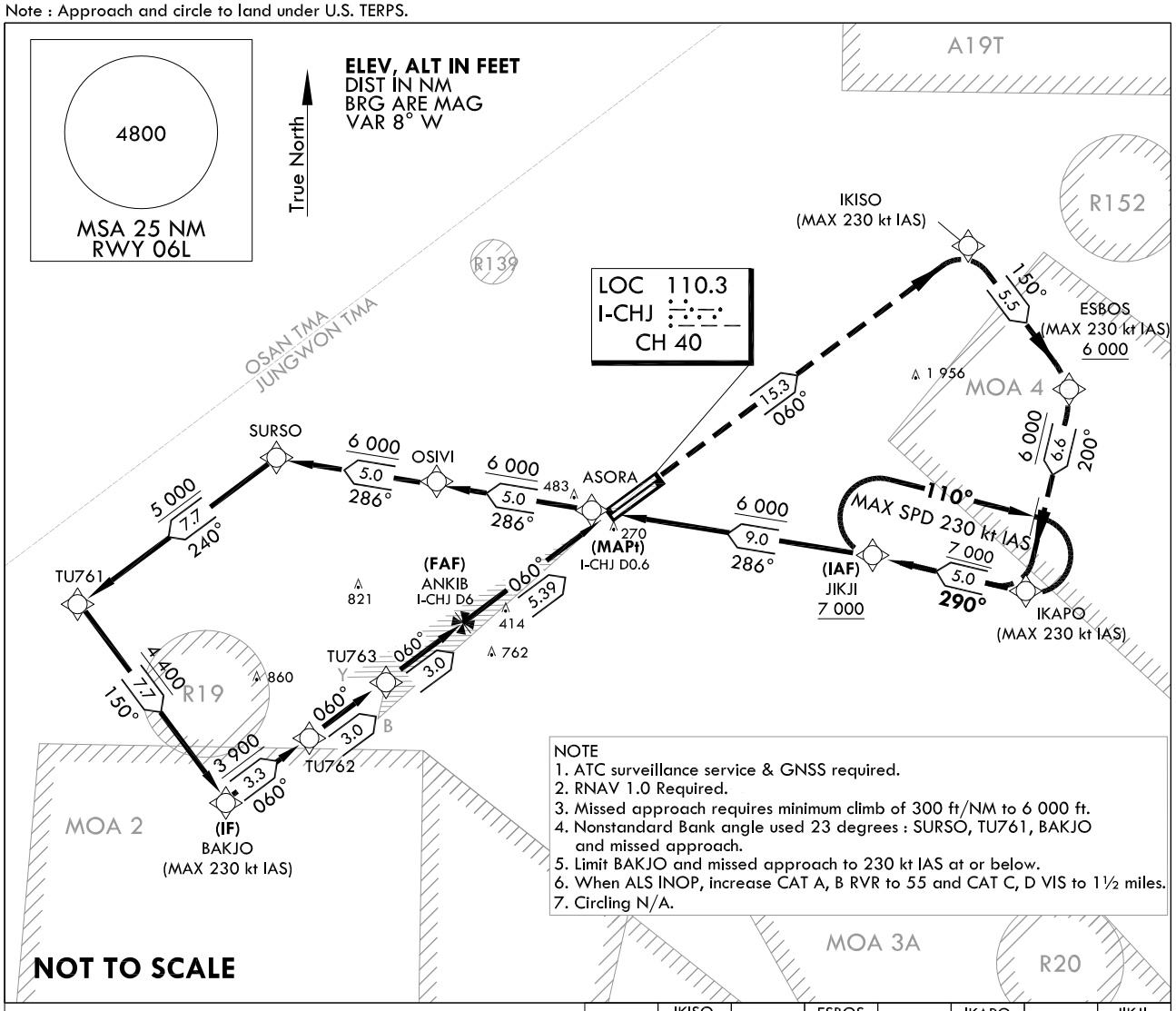
INSTRUMENT APPROACH CHART

AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 06L - ELEV **187** ft

JUNGWON APP	134.0	265.75	
CHEONGJU GCA	134.4	134.1	
CHEONGJU TWR	118.7	126.2	249.6

CHEONGJU/Cheongju INTL(RKTU)
LOC Z
RWY 06L

Note : Approach and circle to land under U.S. TERPS.



NOTE
1. ATC surveillance service & GNSS required.
2. RNAV 1.0 Required.
3. Missed approach requires minimum climb of 300 ft/NM to 6 000 ft.
4. Nonstandard Bank angle used 23 degrees : SURSO, TU761, BAKJO and missed approach.
5. Limit BAKJO and missed approach to 230 kt IAS at or below.
6. When ALS INOP, increase CAT A, B RVR to 55 and CAT C, D VIS to 1½ miles.
7. Circling N/A.

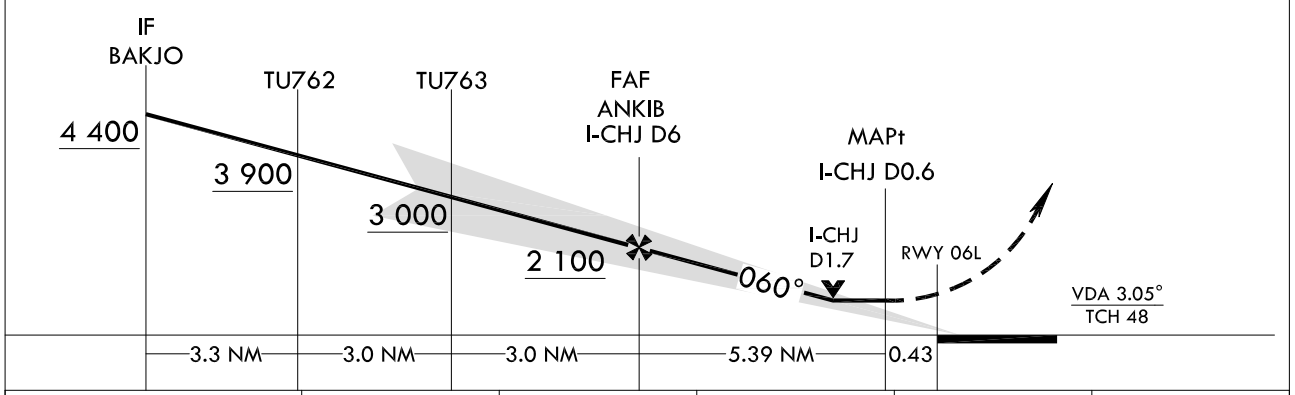
NOT TO SCALE

MISSED APPROACH
Climb to 6 000 ft via on track 060° to IKISO, then track 150° to cross ESBOS at or above 6 000 ft, then track 200° to IKAPO, then track 290° to cross JIKJI at or above 7 000 ft and hold.

TR 060°	IKISO	TR 150°	ESBOS 6 000	TR 200°	IKAPO	TR 290°	JIKJI 7 000

Use I-CHJ DME when on the localizer course.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY		A	B	C	D	E
S-LOC 06L	ALS	700/40 533(600-¾)		700-1¼ 533(600-1¼)		N/A
	ALS INOP	700/55 533(600-1)		700-1½ 533(600-1½)		N/A

Change : Information of NOTE.

INTENTIONALLY

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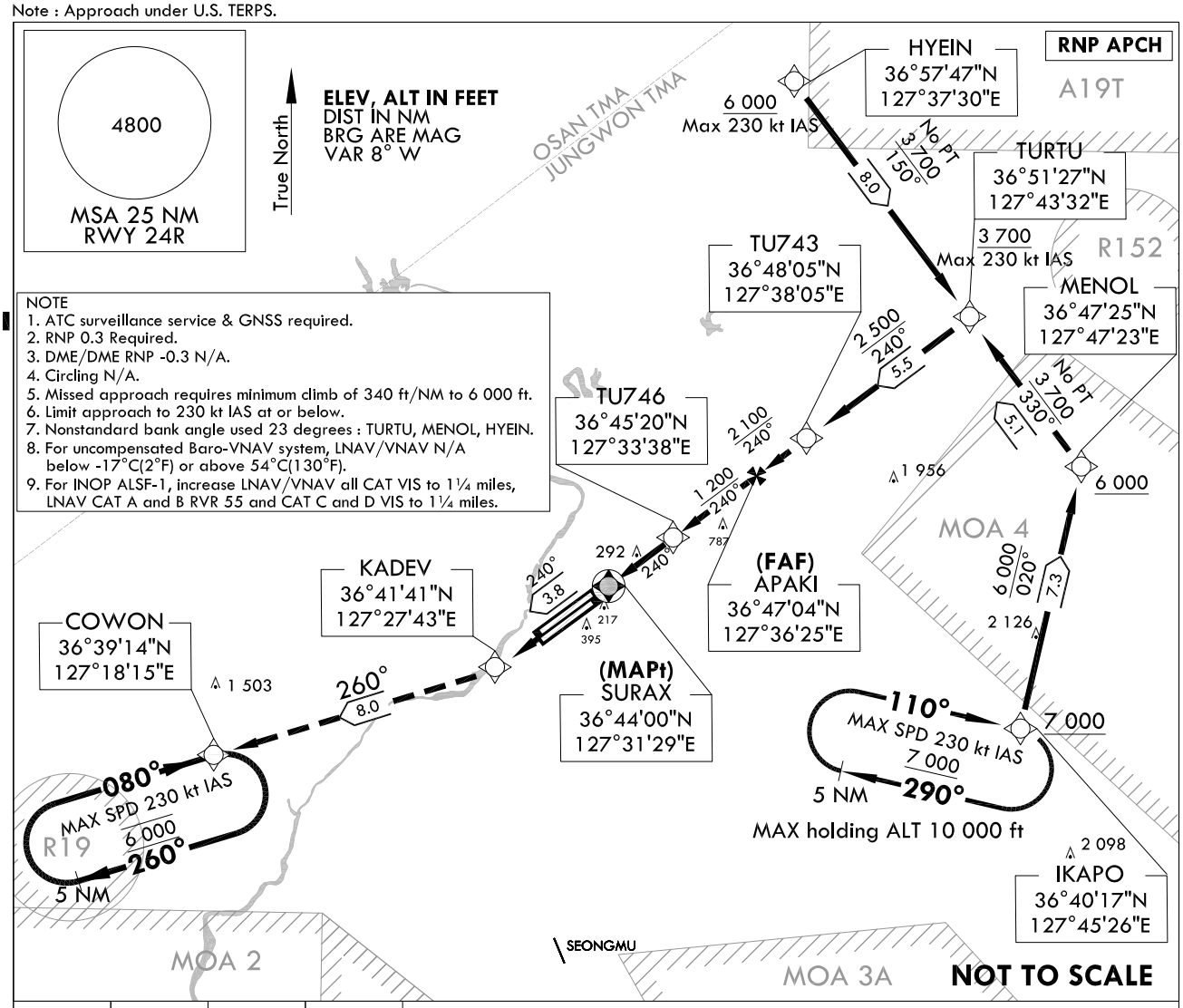
INSTRUMENT APPROACH CHART

AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 24R - ELEV **187** ft

JUNGWON APP	134.0	265.75
CHEONGJU GCA	134.4	134.1
CHEONGJU TWR	118.7	126.2	249.6

CHEONGJU/Cheongju INTL(RKTU)
RNP RWY 24R

Note : Approach under U.S. TERPS.

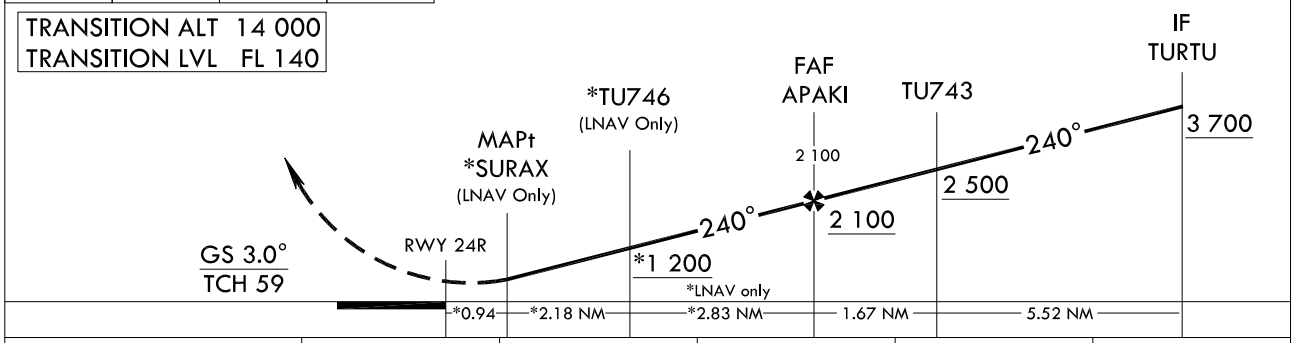


NOTE
1. ATC surveillance service & GNSS required.
2. RNP 0.3 Required.
3. DME/DME RNP -0.3 N/A.
4. Circling N/A.
5. Missed approach requires minimum climb of 340 ft/NM to 6 000 ft.
6. Limit approach to 230 kt IAS at or below.
7. Nonstandard bank angle used 23 degrees : TURTU, MENOL, HYEIN.
8. For uncompensated Baro-VNAV system, LNAV/VNAV N/A below -17°C(2°F) or above 54°C(130°F).
9. For INOP ALSF-1, increase LNAV/VNAV all CAT VIS to 1¼ miles, LNAV CAT A and B RVR 55 and CAT C and D VIS to 1¼ miles.

TR 240°	KADEV	TR 260°	COWON

MISSED APPROACH
Climb to 6 000 ft via on track 240° to KADEV, then track 260° to COWON, then continue climb to 6 000 ft and hold.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY		A	B	C	D	E
LNAV/VNAV DA	ALS	602/40 415(500-$\frac{7}{8}$)				N/A
	ALS INOP	602/1$\frac{1}{4}$ 415(500-1$\frac{1}{4}$)				N/A
LNAV MDA	ALS	620/40 433(500-$\frac{3}{4}$)				N/A
	ALS INOP	620/55 433(500-1)		620-1$\frac{1}{4}$ 433(500-1$\frac{1}{4}$)		N/A
CIRCLING		N/A				

Change : Information of NOTE.

Instrument Approach Procedure Coding Tables

RNP RWY 24R - via IKAPO to TURTU(IF)

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	-	IKAPO	-	-	-	-	+7 000	-	36°40'16.6"N 127°45'26.2"E	-	RNAV 1	IAF
002	TF	MENOL	-	020 (012.32)	7.3	-	+6 000	-	36°47'25.1"N 127°47'22.5"E	-	RNAV 1	-
003	TF	TURTU	-	330 (322.61)	5.1	-	+3 700	-230	36°51'27.0"N 127°43'32.3"E	-	RNAV 1	IF

RNP RWY 24R - via HYEIN to TURTU(IF)

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	TF	HYEIN	-	-	-	-	+6 000	-230	36°57'47.1"N 127°37'29.7"E	-	RNAV 1	IAF
002	TF	TURTU	-	150 (142.51)	8.0	-	+3 700	-230	36°51'27.0"N 127°43'32.3"E	-	RNAV 1	IF

RNP RWY 24R - via TURTU(IF) to MAHF

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	TF	TURTU	-	-	-	-	+3 700	-230	36°51'27.0"N 127°43'32.3"E	-	RNAV 1	IF
002	TF	TU743	-	240 (232.56)	5.5	-	+2 500	-	36°48'05.3"N 127°38'04.9"E	-	RNAV 1	-
003	TF	APAKI	-	240 (232.51)	1.7	-	+2 100	-	36°47'03.7"N 127°36'25.0"E	-	RNP 0.3	FAF
004	TF	TU746	-	240 (232.49)	2.8	-	+1 200	-	36°45'20.2"N 127°33'37.6"E	-	RNP 0.3	LNAV only
005	TF	SURAX	Y	240 (232.46)	2.2	-	+620	-	36°44'00.5"N 127°31'28.6"E	-	RNP 0.3	MAPt(LNAV only)
006	TF	KADEV	-	240 (232.44)	3.8	-	-	-	36°41'40.5"N 127°27'42.6"E	-	RNAV 1	CG 340 ft/NM to 6 000 ft
007	TF	COWON	-	260 (252.25)	8.0	-	6 000	-	36°39'13.6"N 127°18'14.5"E	-	RNAV 1	-
008	HM	IKAPO	-	110 (102.15)	5.0	-	+7 000	-	36°40'16.6"N 127°45'26.2"E	-	-	-
009	HM	COWON	-	080 (072.25)	5.0	-	@6 000	-	36°39'13.6"N 127°18'14.5"E	-	-	-

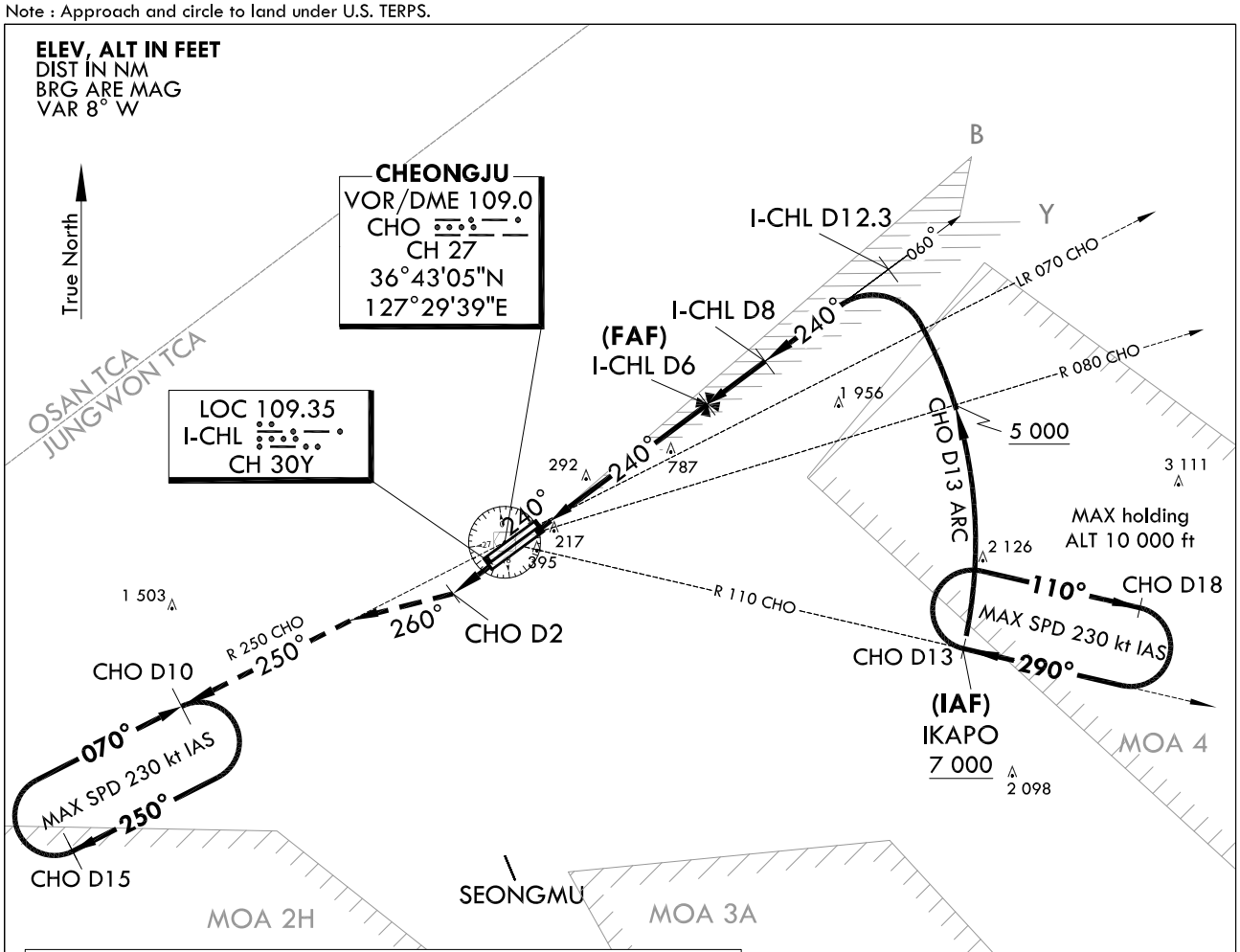
INSTRUMENT APPROACH CHART

AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 24L - ELEV **192** ft

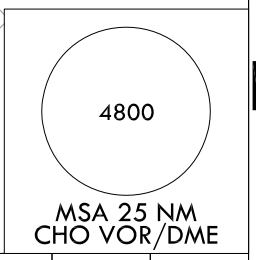
JUNGWON APP	134.0	265.75	
CHEONGJU GCA	134.4	134.1	
CHEONGJU TWR	118.7	126.2	249.6

CHEONGJU/Cheongju INTL(RKTU)
ILS
RWY 24L

Note : Approach and circle to land under U.S. TERPS.



NOTE
1. VOR/DME required.
2. Circling N/A.
3. Missed approach requires minimum climb of 280 ft/NM to 3 900 ft.



NOT TO SCALE

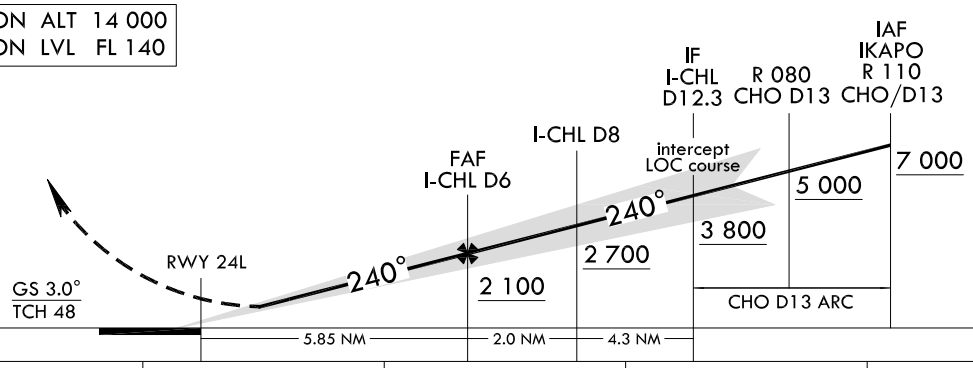
MISSED APPROACH CLIMB RATE TABLE

RWY	Knots	60	120	180	240	300	TO
24L	V/V(fpm)	280	550	830	1 100	1 380	3 900

MISSED APPROACH
Climb to 6 000 ft via HDG 240° to CHO 2 DME, then right turn HDG 260° to intercept R 250 CHO and R 250 CHO to 10 DME and continue climb to 6 000 ft and hold.
Use I-CHL DME when on the localizer course.

CHO D2		R 250 CHO	CHO D10	6 000
↑ HDG 240°	HDG 260°		↑ R 250 CHO	

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY		A	B	C	D
S-ILS 24L	ALS	392/24 200(200-½)			
	ALS INOP	392/40 200(200-¾)			

Change : Information of NOTE and item numbers.

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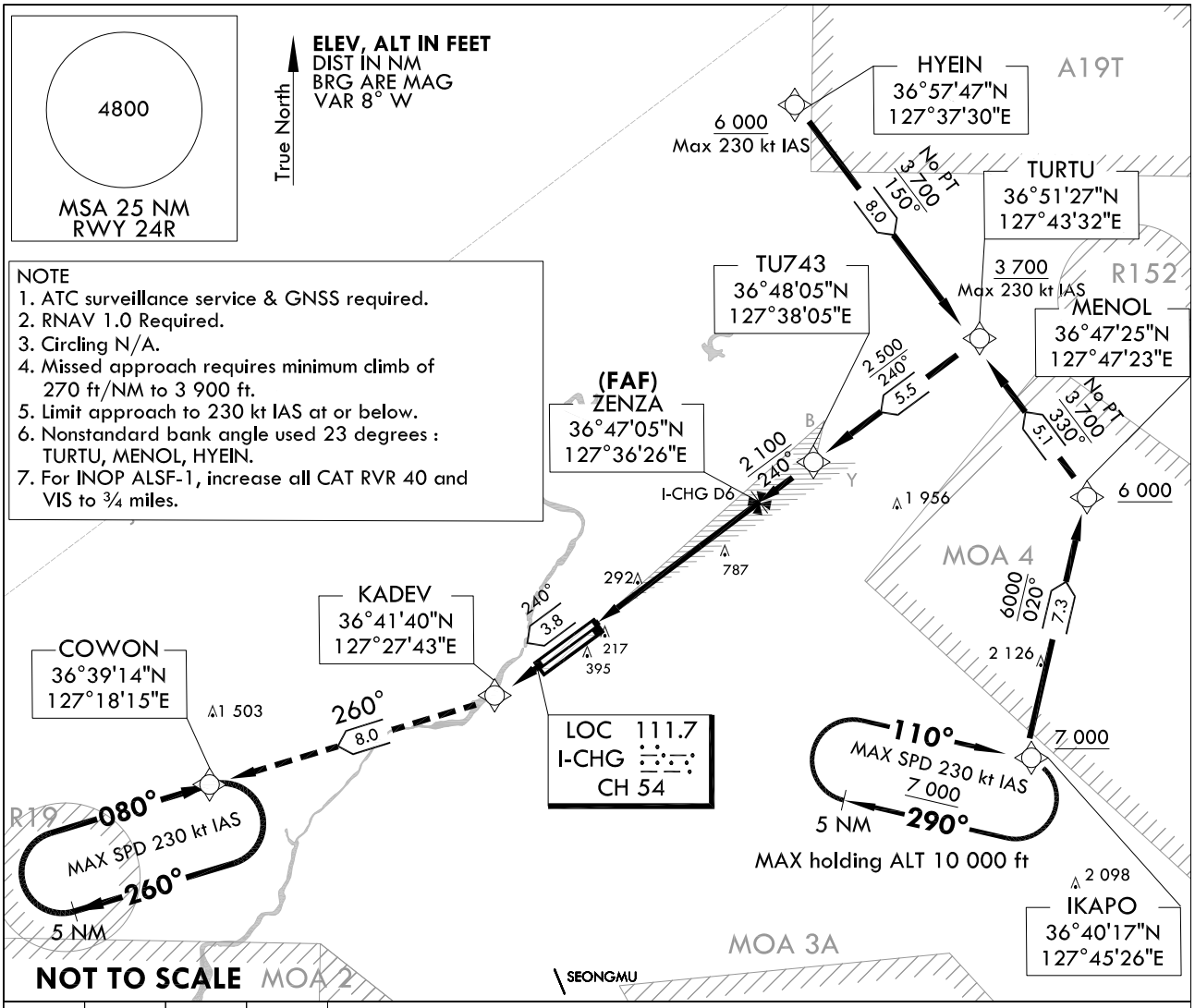
INSTRUMENT APPROACH CHART

AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 24R - ELEV **187** ft

JUNGWON APP	134.0	265.75	
CHEONGJU GCA	134.4	134.1	
CHEONGJU TWR	118.7	126.2	249.6

CHEONGJU/Cheongju INTL(RKTU)
ILS Z
RWY 24R

Note : Approach and circle to land under U.S. TERPS.

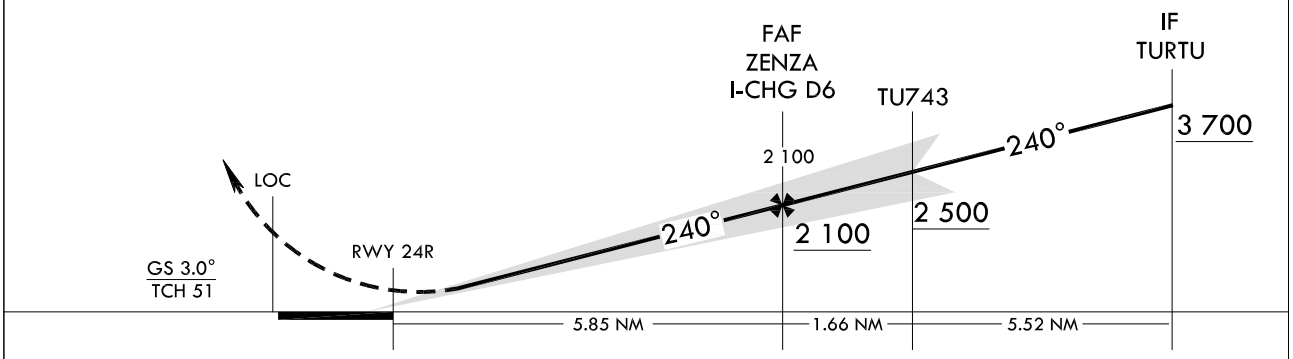


TR 240°	KADEV	TR 260°	COWON

MISSED APPROACH
Climb on track 240° to KADEV, then track 260° to COWON, then continue climb to 6 000 ft and hold.

VGSI and ILS glidepath not coincident (VGSI Angle 3.0/TCH 59).

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY		A	B	C	D	E
S-ILS 24R	ALS	387/24 200(200-½)				N/A
	ALS INOP	387/40 200(200-¾)				N/A

Change : Information of NOTE.

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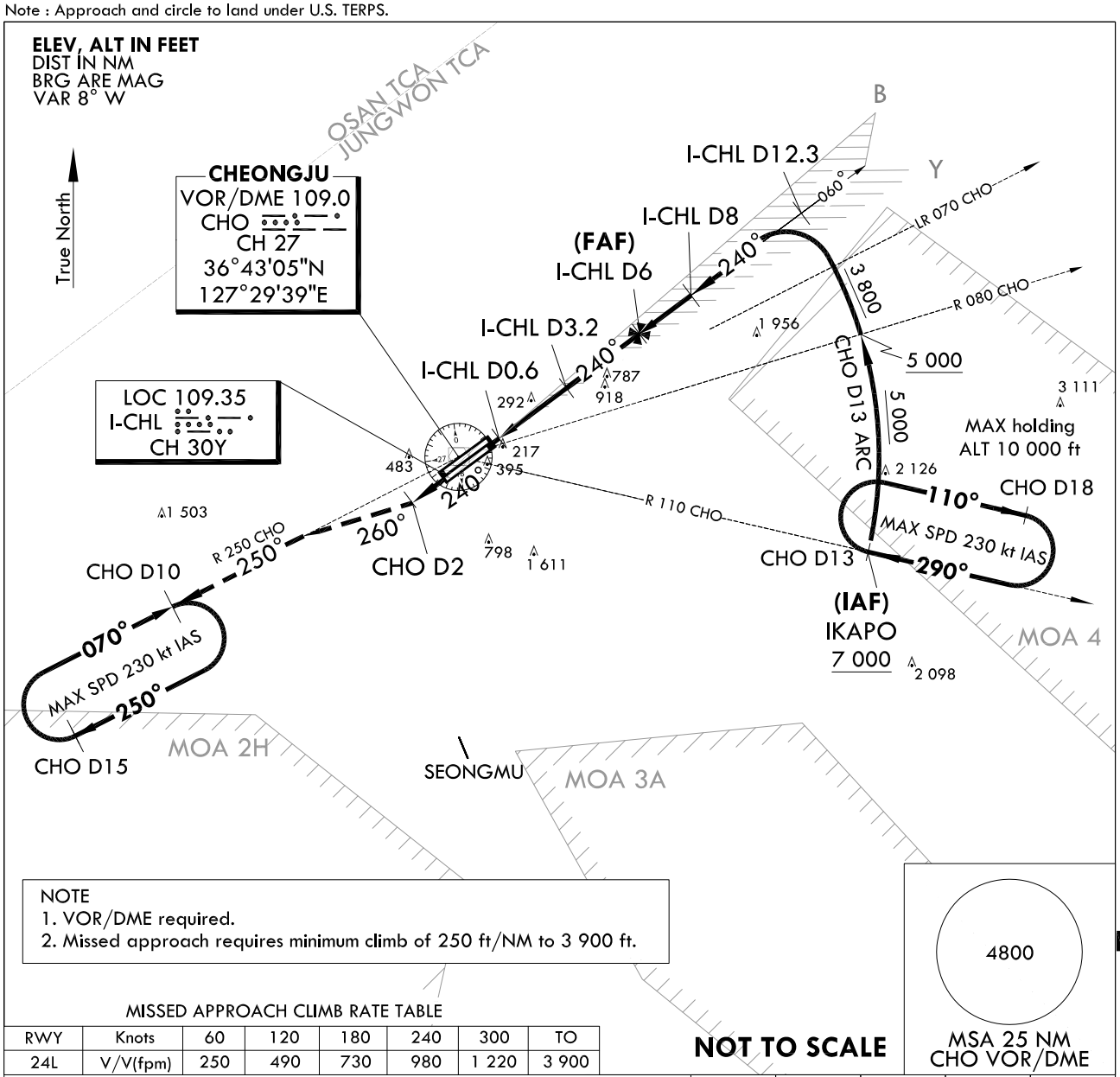
INSTRUMENT APPROACH CHART

AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 24L - ELEV **192** ft

JUNGWON APP	134.0	265.75
CHEONGJU GCA	134.4	134.1
CHEONGJU TWR	118.7	126.2	249.6

CHEONGJU/Cheongju INTL(RKTU)
LOC
RWY 24L

Note : Approach and circle to land under U.S. TERPS.



NOTE
1. VOR/DME required.
2. Missed approach requires minimum climb of 250 ft/NM to 3 900 ft.

MISSED APPROACH CLIMB RATE TABLE

RWY	Knots	60	120	180	240	300	TO
24L	V/V(fpm)	250	490	730	980	1 220	3 900

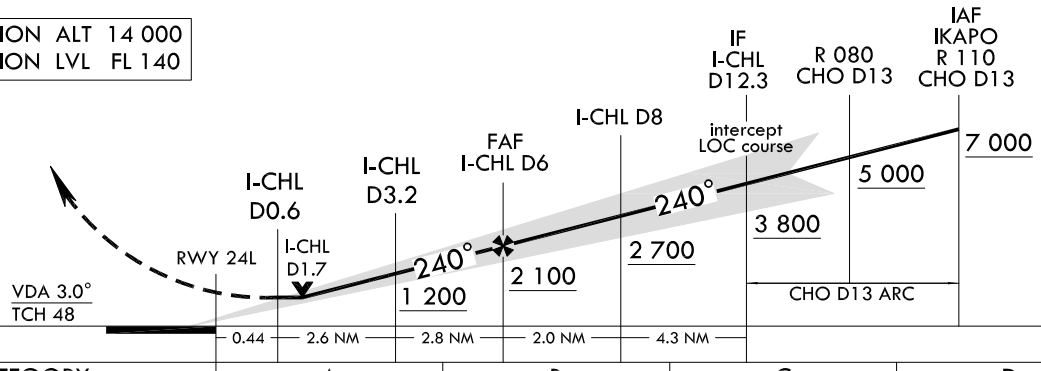
NOT TO SCALE

4800
MSA 25 NM
CHO VOR/DME

MISSED APPROACH
Climb to 6 000 ft via HDG 240° to CHO 2 DME, then right turn HDG 260° to intercept R 250 CHO and R 250 CHO to 10 DME and continue climb to 6 000 ft and hold.
Use I-CHL DME when on the localizer course.

CHO D2		R 250 CHO	CHO D10	6 000
HDG 240°	HDG 260°		R 250 CHO	

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY		A	B	C	D
S-LOC 24L	ALS	620/24 428(500-½)		620/40 428(500-¾)	
	ALS INOP	620/55 428(500-1)		620-1¼ 428(500-1¼)	
C CIRCLING		880-1 688(700-1)		1 400-3 1 208(1 300-3)	2 000-3 1 808(1 900-3)

Change : Information of NOTE and item number.

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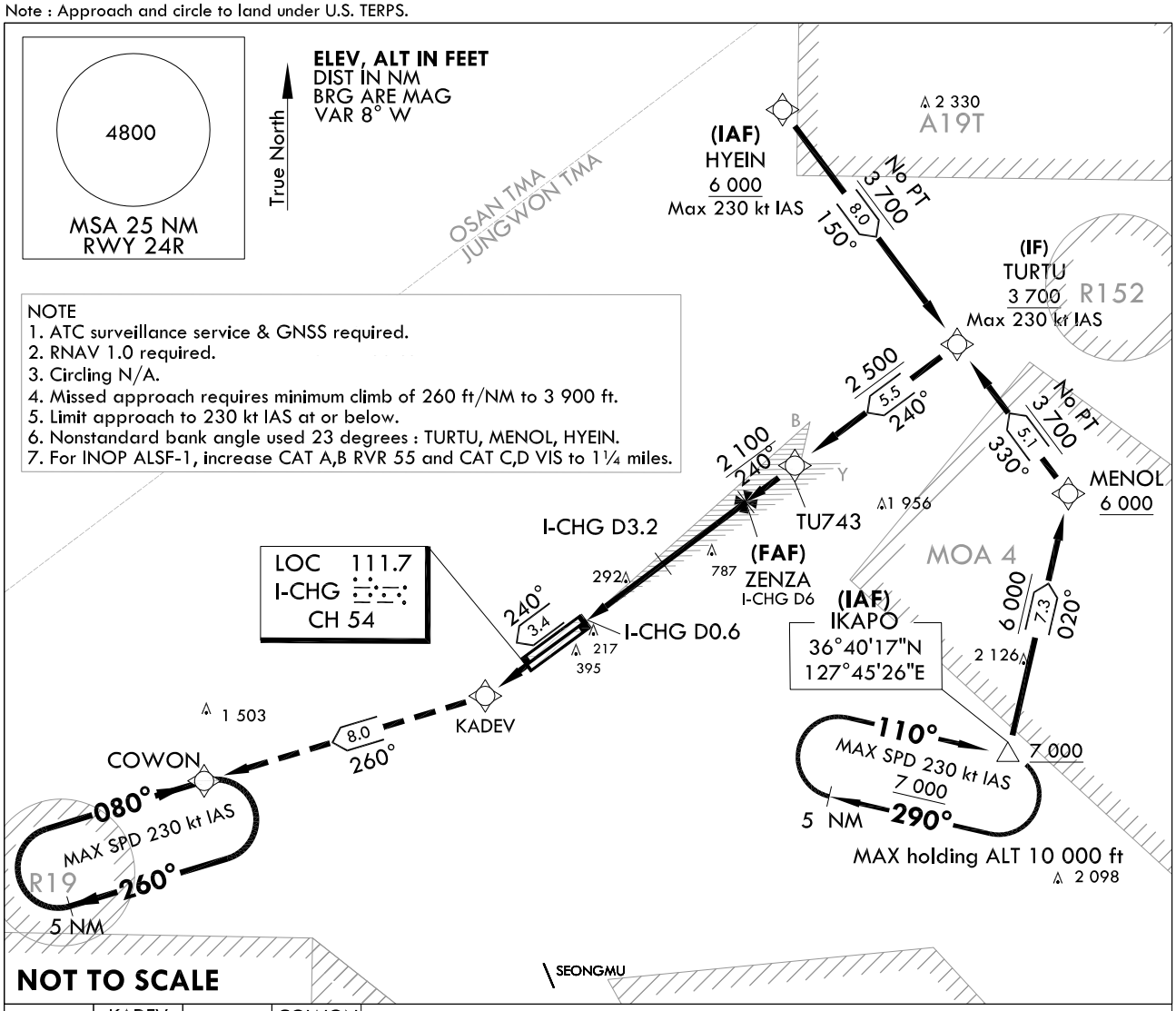
INSTRUMENT APPROACH CHART

AERODROME ELEV 192 ft
HEIGHTS RELATED TO
THR RWY 24R - ELEV **187** ft

JUNGWON APP	134.0	265.75	
CHEONGJU GCA	134.4	134.1	
CHEONGJU TWR	118.7	126.2	249.6

CHEONGJU/Cheongju INTL(RKTU)
LOC Z
RWY 24R

Note : Approach and circle to land under U.S. TERPS.



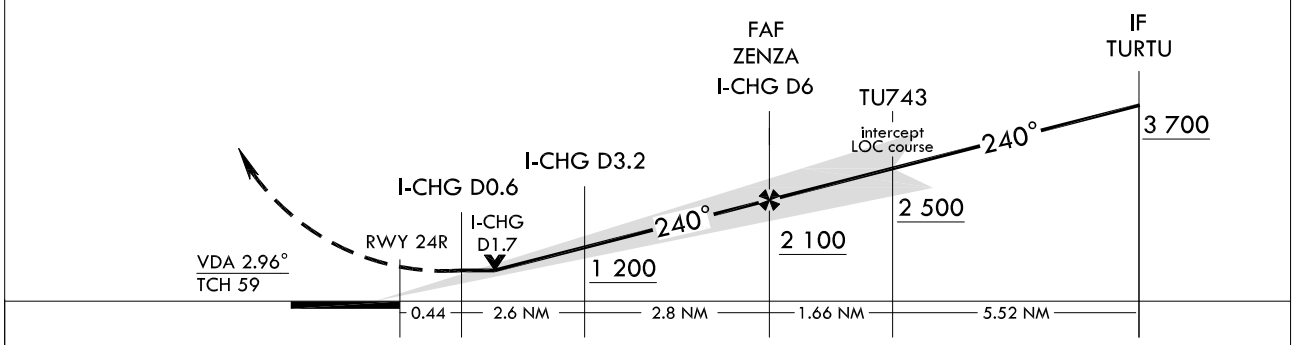
NOT TO SCALE

TR 240°	KADEV	TR 260°	COWON

MISSED APPROACH
Climb to 6 000 ft via on track 240° to KADEV, then track 260° to COWON, then continue climb to 6 000 ft and hold.

Use I-CHG DME when on the localizer course.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY		A	B	C	D	E
S-LOC 24R	ALS	620/24 433(500-$\frac{1}{2}$)		620/40 433(500-$\frac{3}{4}$)		N/A
	ALS INOP	620/55 433(500-1)		620-1$\frac{1}{4}$ 433(500-1$\frac{1}{4}$)		N/A

Change : Information of NOTE.

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RKTL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
LOC 17 (9° W/2020) ILS CAT I (9° W or 351°)	IUJS	111.15 MHz	H24	364600.3N 1292756.7E		**RWY 17 LOC/DME unusable :** Beyond 15 DEG right of inbound course due to terrain and beyond 15 NM from LOC ANT due to RK-D8
GP 17	IUJS	331.55 MHz	H24	364654.4N 1292730.7E		3° ILS RDH 44 ft
DME 17	IUJS	1135 MHz (CH 48Y)	H24	364654.4N 1292730.6E	60 m	**RWY 17 LOC/DME unusable :** Beyond 15 DEG right of inbound course due to terrain and beyond 15 NM from LOC ANT due to RK-D8
LOC 35 (9° W/2020) ILS CAT I (9° W or 351°)	IUJN	108.1 MHz	H24	364714.4N 1292728.0E		**RWY 35 LOC/DME unusable :** Beyond 20 DEG left of inbound course due to terrain
GP 35	IUJN	334.7 MHz	H24	364616.7N 1292745.3E		3° ILS RDH 44ft
DME 35	IUJN	979 MHz (CH 18X)	H24	364616.7N 1292745.1E	60 m	**RWY 35 LOC/DME unusable :** Beyond 20 DEG left of inbound course due to terrain
VOR/DME (9° W/2020)	UJN	115.3 MHz (CH 100X)	H24	364635.2N 1292726.9E	90 m	**DME unserviceable** - RDL 196-220 beyond 12 NM BLW 8 000 ft - RDL 221-270 beyond 16 NM BLW 12 000 ft - RDL 271-295 beyond 17 NM BLW 10 000 ft - RDL 296-320 beyond 15 NM BLW 10 000 ft

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

RKTL AD 2.20 LOCAL AERODROME REGULATIONS

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

   * MOLIT : Ministry of Land, Infrastructure and Transport

2. Ground Procedure(Radio frequency change points)

   Departure

   RWY 35/17 in use

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

   Arrival

   RWY 35/17 in use

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

Change : Information of FREQ and remarks for radio navigation and landing aids.

RKTL AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

RKTL AD 2.22 FLIGHT PROCEDURES

1. IFR Procedure

1.1 Take-off weather minima

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

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

2. Procedures for VFR flight within Uljin CTR

2.1 VFR procedures

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

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

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

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

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

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

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

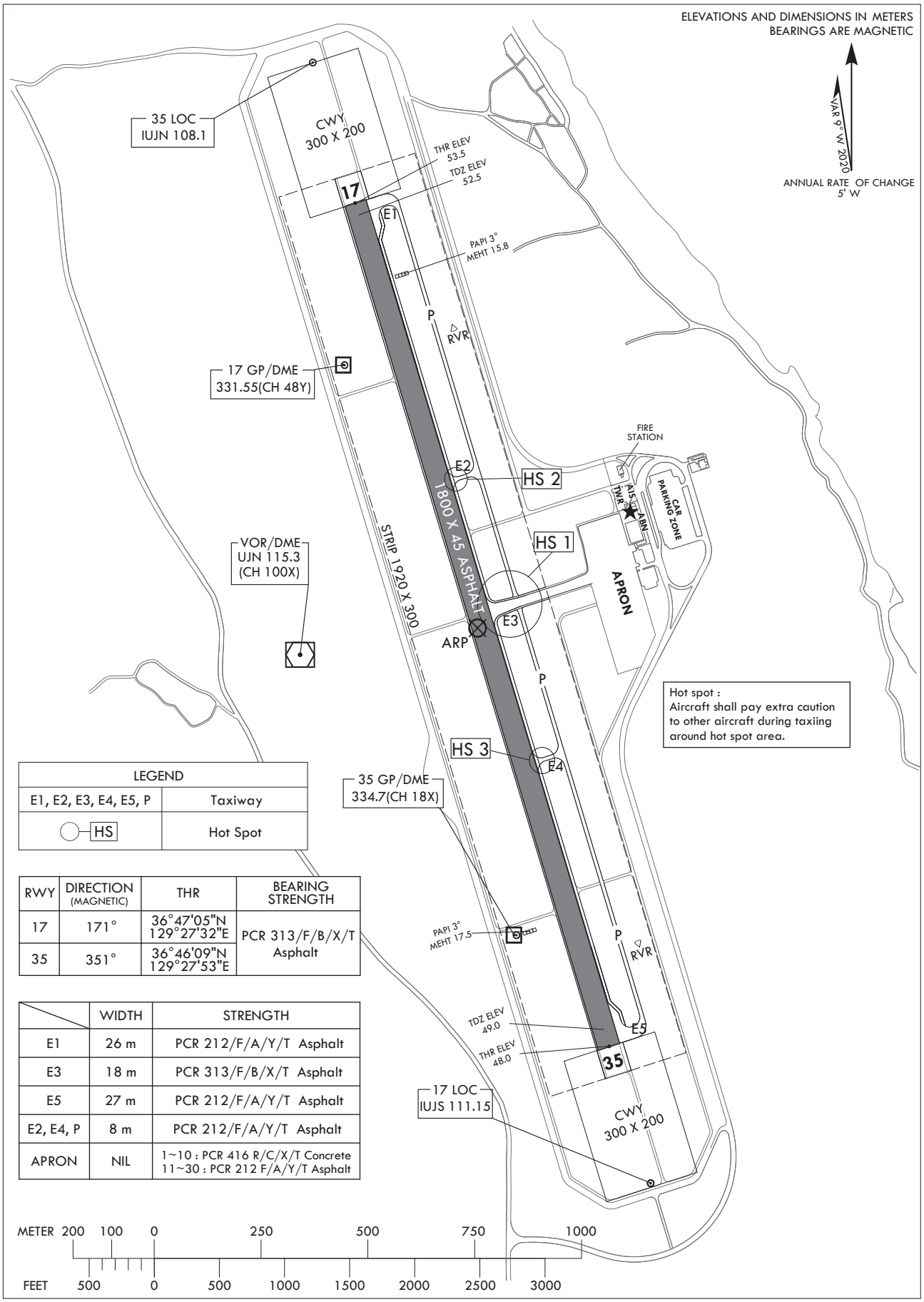
AERODROME CHART - ICAO

36°46'37"N
129°27'42"E

ELEV **53** m

TWR	118.55	317.45
GND	121.775	317.45

ULJIN / Uljin



LEGEND	
E1, E2, E3, E4, E5, P	Taxiway
HS	Hot Spot

RWY	DIRECTION (MAGNETIC)	THR	BEARING STRENGTH
17	171°	36°47'05"N 129°27'32"E	PCR 313/F/B/X/T Asphalt
35	351°	36°46'09"N 129°27'53"E	

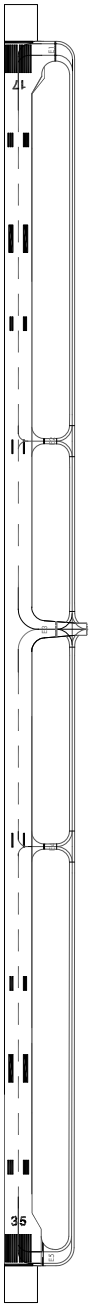
	WIDTH	STRENGTH
E1	26 m	PCR 212/F/A/Y/T Asphalt
E3	18 m	PCR 313/F/B/X/T Asphalt
E5	27 m	PCR 212/F/A/Y/T Asphalt
E2, E4, P	8 m	PCR 212/F/A/Y/T Asphalt
APRON	NIL	1~10 : PCR 416 R/C/X/T Concrete 11~30 : PCR 212 F/A/Y/T Asphalt

Change : Information of FREQ for LOC 17 and GP/DME 17.

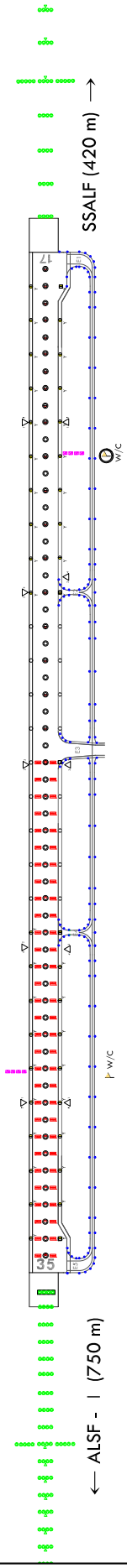
LIGHTING AND MARKING CHART

ULJIN / Uljin

MARKING AIDS RWY 17/35 AND EXIT TWY



LIGHTING AIDS RWY 17/35 AND EXIT TWY



INSTRUMENT APPROACH CHART - ICAO

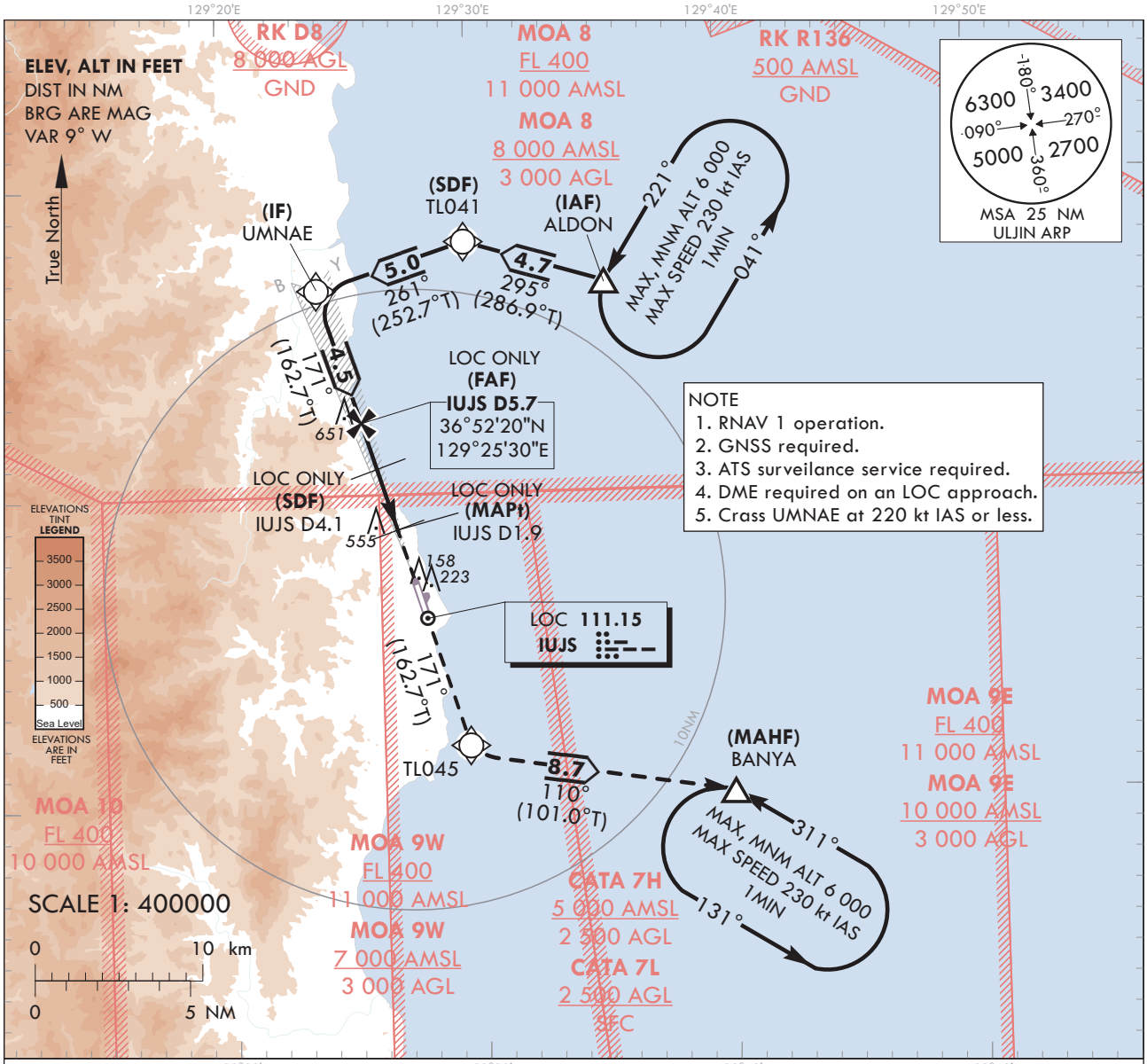
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 175 ft
HEIGHTS RELATED TO
THR RWY 17 - ELEV **175** ft

ULJIN	ARR	120.875 317.65
ULJIN	TWR	118.55 317.45

ULJIN/Uljin(RKTL)

ILS Z or LOC Z RWY 17

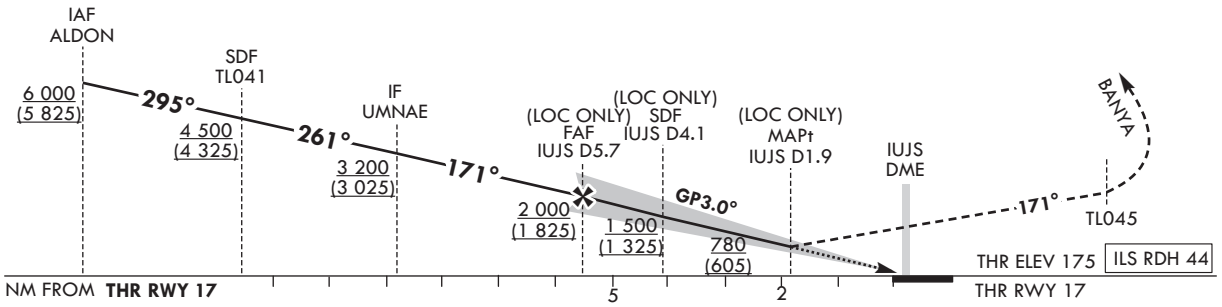


NOTE
1. RNAV 1 operation.
2. GNSS required.
3. ATS surveilance service required.
4. DME required on an LOC approach.
5. Crass UMNAE at 220 kt IAS or less.

RECOMMENDED PROFILE(LOC ONLY)	DME IUJS	5	4	3	1.9
Final Approach Gradient 5.3%, 324 ft/NM	ALT(HGT)	1 783 (1 608)	1 459 (1 284)	1 136 (961)	780 (605)

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

MISSED APPROACH
Climb straight ahead untill TL045 then turn left to BANYA and hold at 6 000 ft.



OCA (H)		A	B	C	D
Straight-in Approach	CAT-I	375 (200)			
	LOC	780 (605)			

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

* Timing NOT authorized for defining the MAPt.

* Circling not authorized.

Change : Information of FREQ for LOC.

ULJIN/Uljin(RKTL)
ILS Z or LOC Z RWY 17

AERONAUTICAL DATA TABULATION

ILS Z / LOC Z Approach to RWY 17 from ALDON(IAF)		
Fix/Point		Coordinates
ALDON(IAF)		36°56'46.3"N 129°35'23.0"E
TL041(SDF)		36°58'07.9"N 129°29'46.5"E
UMNAE(IF)	BRG 171.28° / 10.17 NM IUJS	36°56'38.6"N 129°23'49.1"E
D5.7 IUJS(FAF LOC Only)	BRG 171.29° / 5.70 NM IUJS	36°52'20.0"N 129°25'29.6"E
D4.1 IUJS(SDF LOC Only)	BRG 171.27° / 4.10 NM IUJS	36°50'50.7"N 129°26'04.2"E
D1.9 IUJS(MAPt LOC Only)	BRG 171.27° / 1.90 NM IUJS	36°48'44.5"N 129°26'53.2"E
THR RWY 17	Final approach descent angle(LOC ONLY) 3.03° (FAF-SDF) / 3.05° (SDF-THR)	36°47'05.09"N 129°27'31.62"E
TL045		36°41'52.3"N 129°29'32.6"E
BANYA		36°40'12.4"N 129°40'05.8"E

INSTRUMENT APPROACH CHART - ICAO

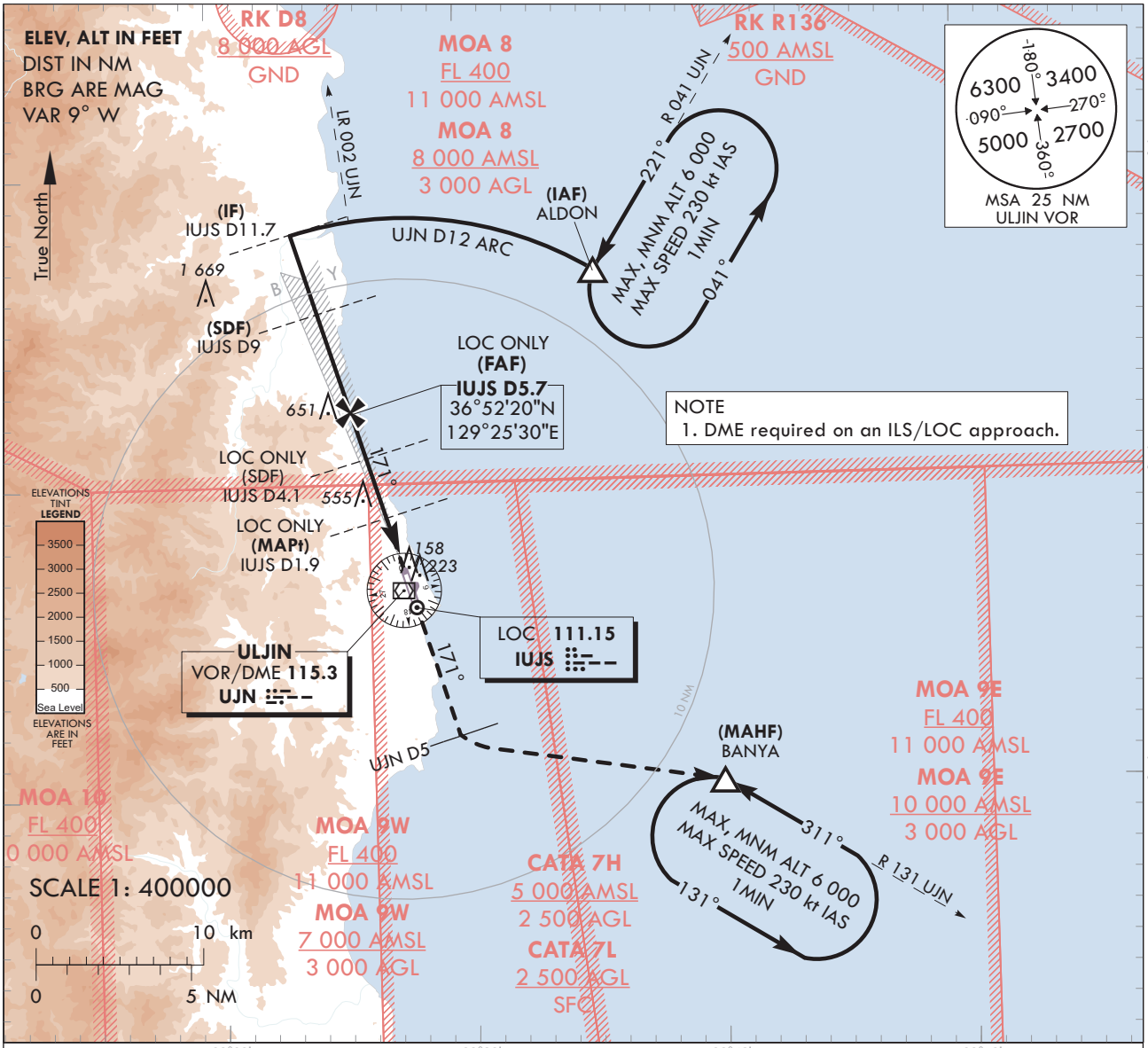
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 175 ft
HEIGHTS RELATED TO
THR RWY 17 - ELEV **175** ft

ULJIN	ARR	120.875
		317.65
ULJIN	TWR	118.55
		317.45

ULJIN/Uljin(RKTL)

ILS Y or LOC Y RWY 17



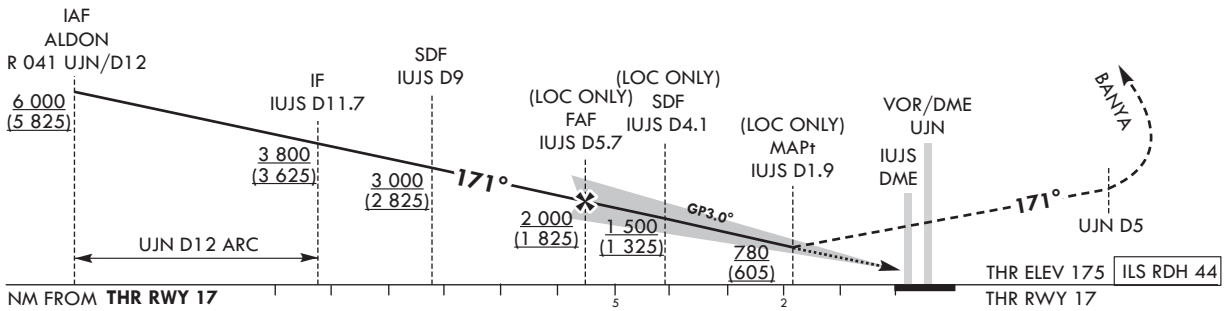
NOTE
1. DME required on an ILS/LOC approach.

RECOMMENDED PROFILE(LOC ONLY)	DME IUJS	5	4	3	1.9
Final Approach Gradient 5.3%, 324 ft/NM	ALT(HGT)	1 783 (1 608)	1 459 (1 284)	1 136 (961)	780 (605)

MISSED APPROACH

Climb straight ahead untill UJN D5 then turn left to BANYA and hold at 6 000 ft

TRANSITION ALT 14 000
TRANSITION LVL FL 140



OCA (H)		A	B	C	D
Straight-in Approach	CAT-I	375 (200)			
	LOC	780 (605)			

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

* Timing NOT authorized for defining the MAPt.

* Circling not authorized.

Change : Information of FREQ for LOC.

ULJIN/Uljin(RKTL)
ILS Y or LOC Y RWY 17

AERONAUTICAL DATA TABULATION

ILS Y / LOC Y Approach to RWY 17 from ALDON(IAF)		
Fix/Point		Coordinates
ALDON(IAF)	R 041 UJN / 12.00 NM UJN	36°56'46.3"N 129°35'23.0"E
D11.7 IUJS(IF)	BRG 171.28° / 11.70 NM IUJS	36°58'06.9"N 129°23'14.8"E
D9.0 IUJS(SDF)	BRG 171.29° / 9.00 NM IUJS	36°55'31.8"N 129°24'15.1"E
D5.7 IUJS(FAF LOC Only)	BRG 171.29° / 5.70 NM IUJS	36°52'20.0"N 129°25'29.6"E
D4.1 IUJS(SDF LOC Only)	BRG 171.27° / 4.10 NM IUJS	36°50'50.7"N 129°26'04.2"E
D1.9 IUJS(MAPt LOC Only)	BRG 171.27° / 1.90 NM IUJS	36°48'44.5"N 129°26'53.2"E
THR RWY 17	Final approach descent angle(LOC ONLY) 3.03°(FAF-SDF) / 3.05°(SDF-THR)	36°47'05.09"N 129°27'31.62"E
UJN VOR/DME		36°46'35.2"N 129°27'26.9"E
D5 UJN	BRG 171.28°/ 5.00 NM UJN	36°41'52.3"N 129°29'32.6"E
BANYA	R 131 UJN / 12.00 NM UJN	36°40'12.4"N 129°40'05.8"E