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1. SIGNIFICANT INFORMATION AND CHANGES

1.1 General

- a) Amended phrases(hiways → highways, requirement recommended → recommended), table and item number.
- b) Establishment of note.
- c) Withdrawal of note.
- d) Withdrawal of RKSSADBS, RKSSFGWO, RKSSYEYX and Establishment of RKSSPTAO.
- e) Information of aerodrome warnings and terms(천동번개 → 뇌우, 항공운항지원 기상서비스 → 항공날씨).

1.2 Enroute

- a) Withdrawal of offset segment for Y579 and Information of offset operation hours.
- b) Information of remarks(G597 → Y697).

1.3 Incheon INTL Airport

- a) Information of reference temperature(30.3 °C → 30.4 °C) and rescue equipment(pump vehicles).
- b) Information of RPBB and legend.

1.4 Gimpo INTL Airport

- a) Information of taxi routes for NY and north apron.
- b) Information of ACFT stand NR. 209.

1.5 Jeju INTL Airport

- a) Information of reference temperature(30.4 °C → 31.4 °C) and MAG VAR/annual change(7° W/0.094° → 8° W/0.042°).
- b) Information of MAG VAR(7° W 2020 → 8° W 2025) and annual rate of change(6' W → 3' W).

1.6 Cheongju INTL Airport

- a) Information of coordinates for ACFT stand NR. 12L.

2.

PAGE CONTROL

2.1 Replace the old sheets with new one as follows;

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL I, Part I - GEN (General) GEN 0.3-1(9 JAN 25) / 0.3-2(9 JAN 25) GEN 0.4-1(9 JAN 25) / 0.4-2(9 JAN 25) GEN 0.4-3(9 JAN 25) / 0.4-4(9 JAN 25) GEN 0.4-5(9 JAN 25) / 0.4-6(9 JAN 25) GEN 0.4-7(9 JAN 25) / 0.4-8(9 JAN 25) GEN 0.4-9(9 JAN 25) / 0.4-10(9 JAN 25) GEN 2.3-1(1 MAY 14) / 2.3-2(1 MAY 14) GEN 2.3-3(13 JAN 22) / 2.3-4(13 JAN 22) GEN 2.3-5(12 MAY 16) / 2.3-6(12 MAY 16) GEN 2.3-7(13 JAN 22) / 2.3-8(13 JAN 22) GEN 2.3-9(12 JAN 23) / 2.3-10(12 JAN 23) GEN 2.3-11(4 JUL 19) / 2.3-12(1 MAY 14) GEN 3.4-3(9 JAN 25) / 3.4-4(9 JAN 25) GEN 3.5-3(11 JAN 24) / 3.5-4(11 JAN 24) GEN 3.5-5(27 JUL 23) / 3.5-6(27 JUL 23)	VOL I, Part I - GEN (General) GEN 0.3-1 / 0.3-2 6 FEB 25 GEN 0.4-1 / 0.4-2 6 FEB 25 GEN 0.4-3 / 0.4-4 6 FEB 25 GEN 0.4-5 / 0.4-6 6 FEB 25 GEN 0.4-7 / 0.4-8 6 FEB 25 GEN 0.4-9 / 0.4-10 6 FEB 25 GEN 2.3-1 / 2.3-2 6 FEB 25 GEN 2.3-3 / 2.3-4 6 FEB 25 GEN 2.3-5 / 2.3-6 6 FEB 25 GEN 2.3-7 / 2.3-8 6 FEB 25 GEN 2.3-9 / 2.3-10 6 FEB 25 GEN 2.3-11 / 2.3-12 6 FEB 25 GEN 3.4-3 / 3.4-4 6 FEB 25 GEN 3.5-3 / 3.5-4 6 FEB 25 GEN 3.5-5 / 3.5-6 6 FEB 25
VOL I, Part II - ENR (Enroute) ENR 1.9-11(25 AUG 22) / 1.9-12(25 AUG 22) ENR 3.2-11(22 AUG 24) / 3.2-12(22 AUG 24)	VOL I, Part II - ENR (Enroute) ENR 1.9-11 / 1.9-12 6 FEB 25 ENR 3.2-11 / 3.2-12 6 FEB 25
VOL II, Part III - AD (Aerodromes) RKSI AD 2-1(4 APR 24) / 2-2(4 APR 24) AD CHART 2-1(12 DEC 24) / 2-2(21 SEP 23) AD CHART 2-3(12 DEC 24) / 2-4(12 DEC 24) AD CHART 2-6(12 DEC 24) / 2-7(12 DEC 24) AD CHART 2-8(12 DEC 24) / 2-9(12 DEC 24) RKSS AD 2-15-2(12 DEC 24) / 2-16(12 DEC 24) AD 2-17(19 SEP 24) / 2-18(12 DEC 24) AD 2-19(12 DEC 24) / 2-20(12 DEC 24) AD CHART 2-1(12 DEC 24) / 2-2(22 AUG 24) RKPC AD 2-1(9 JAN 25) / 2-2(9 JAN 25) AD 2-7(28 JUL 22) / 2-8(27 AUG 20) AD CHART 2-1(9 JAN 25) / 2-2(9 JAN 25) AD CHART 2-3(25 JUL 24) / 2-4(17 OCT 24) AD CHART 2-5(9 JAN 25) / 2-6(9 JAN 25) AD CHART 2-7(25 JUL 24) / BLANK AD CHART 2-8(4 APR 24) / BLANK AD CHART 2-9(25 JUL 24) / BLANK AD CHART 2-31(22 AUG 24) / 2-32(22 AUG 24) RKTU AD CHART 2-1(12 DEC 24) / 2-2(12 DEC 24) AD CHART 2-3(14 NOV 24) / 2-3-1(24 AUG 23) AD CHART 2-4(12 DEC 24) / BLANK	VOL II, Part III - AD (Aerodromes) RKSI AD 2-1 / 2-2 6 FEB 25 AD CHART 2-1 / 2-2 6 FEB 25 AD CHART 2-3 / 2-4 6 FEB 25 AD CHART 2-6 / 2-7 6 FEB 25 AD CHART 2-8 / 2-9 6 FEB 25 RKSS AD 2-15-2 / 2-16 6 FEB 25 AD 2-17 / 2-18 6 FEB 25 AD 2-19 / 2-20 6 FEB 25 AD CHART 2-1 / 2-2 6 FEB 25 RKPC AD 2-1 / 2-2 6 FEB 25 AD 2-7 / 2-8 6 FEB 25 AD CHART 2-1 / 2-2 6 FEB 25 AD CHART 2-3 / 2-4 6 FEB 25 AD CHART 2-5 / 2-6 6 FEB 25 AD CHART 2-7 / BLANK 6 FEB 25 AD CHART 2-8 / BLANK 6 FEB 25 AD CHART 2-9 / BLANK 6 FEB 25 AD CHART 2-31 / 2-32 6 FEB 25 RKTU AD CHART 2-1 / 2-2 6 FEB 25 AD CHART 2-3 / 2-3-1 6 FEB 25 AD CHART 2-4 / BLANK 6 FEB 25

END

GEN 0.3 RECORD OF AIP SUPPLEMENT

1. Current AIP Supplement

NR/Year	Subject	AIP Section(s) affected	Period of validity (From/To)	Cancellation record
23/10	Requirement for Overflight Permission	GEN	-	
2/23	Incheon AP - Temporary Obstacle Erected	AD	8 FEB 23 / 31 DEC 25	
8/23	Gimpo AP - Temporary Obstacles Erected	AD	31 MAY 23 / 30 SEP 25	
11/23	ENR - Temporary Drone Special Areas Established	ENR	30 JUN 23 / 30 JUN 25	
9/24	Incheon AP - Temporary Obstacle Erected	AD	7 FEB 24 / 31 OCT 25	
17/24	Gimpo AP - Temporary Obstacles Erected	AD	3 APR 24 / 31 DEC 25	
19/24	Gimpo AP - Temporary Obstacles Erected	AD	2 MAY 24 / 30 JUL 25	
27/24	Gimpo AP - Temporary Obstacles Erected	AD	31 MAY 24 / 31 AUG 26	
40/24	Gimpo AP - Temporary Obstacles Erected	AD	21 AUG 24 / 10 FEB 26	
41/24	Gimpo AP - Temporary Obstacles Erected	AD	31 AUG 24 / 30 AUG 25	
47/24	Gimpo AP - Temporary Obstacles Erected	AD	18 SEP 24 / 31 DEC 25	
48/24	Gimpo AP - Temporary Obstacles Erected	AD	30 SEP 24 / 31 AUG 25	
50/24	Ulsan AP - Temporary Obstacle Erected	AD	1 OCT 24 / 28 FEB 26	
51/24	Muan AP - Unavailability of Strip and RESA for RWY 19	AD	18 SEP 24 / 30 APR 25	
53/24	Muan AP - Change of TWY E1 Center Line Marking and Right Edge Marking & Right Edge Light	AD	18 SEP 24 / 30 APR 25	
55/24	Muan AP - 180° Turning Marking on RWY 19	AD	18 SEP 24 / 30 APR 25	
62/24	Incheon AP - Temporary Obstacles Erected	AD	6 OCT 24 / 30 AUG 25	
63/24	Gimpo AP - Temporary Obstacle Erected	AD	16 OCT 24 / 30 APR 25	
66/24	Incheon AP - Temporary Obstacles Erected	AD	14 NOV 24 / 30 NOV 25	
67/24	Incheon AP - Temporary Obstacles Erected	AD	14 NOV 24 / 31 DEC 25	
68/24	Gimpo AP - Temporary Obstacles Erected	AD	13 NOV 24 / 10 FEB 26	
73/24	Incheon AP, Gimpo AP - Trial Operation of Re-categorization(RECAT) Wake Turbulence Separation Minima within Seoul TMA	AD	14 DEC 24 / 15 DEC 25	
75/24	Incheon AP - Temporary Obstacles Erected	AD	12 DEC 24 / 31 OCT 25	
76/24	Gimpo AP - Temporary Obstacles Erected	AD	11 DEC 24 / 31 JAN 26	
77/24	Muan AP - Unserviceability of Muan Radar	AD	16 MAR 24 / 30 JUN 25	
78/24	Muan AP - Temporary Security Fence and Temporary Obstacles Erected	AD	11 DEC 24 / 30 APR 25	
79/24	Yeosu AP - Unserviceability of Yeosu Radar	AD	14 JUL 24 / 30 JUN 25	
80/24	Ulsan AP - Temporary Obstacles Erected	AD	17 NOV 24 / 31 JAN 26	
1/25	ENR - Temporary Restricted Areas Established	ENR	31 DEC 24 / 31 DEC 25	
2/25	Incheon AP - Temporary Obstacles Erected	AD	9 JAN 25 / 30 JUN 25	
3/25	Incheon AP - Incheon INTL Airport under Maintenance of VDGS Service for Concourse	AD	9 JAN 25 / 31 AUG 25	
4/25	Incheon AP - Temporary Obstacle Erected	AD	11 JAN 25 / 30 SEP 25	
5/25	Gimpo AP - Temporary Obstacle Erected	AD	8 JAN 25 / 30 NOV 25	
6/25	Incheon AP - Incheon INTL Airport A-CDM Trial Operation for Phase 2	AD	29 JUN 22 / 30 APR 25	
7/25	Incheon AP - Operational Restriction of Cargo Apron 1	AD	10 FEB 25 / 20 MAY 25	
8/25	Gimpo AP - Temporary Obstacle Erected	AD	28 FEB 25 / 28 FEB 26	
9/25	Jeju AP - H-BEAM Structure Exists	AD	5 FEB 25 / 31 DEC 25	
10/25	Gimhae AP - Concrete Structures Exist	AD	5 FEB 25 / 31 DEC 25	
11/25	Gwangju AP - Mound and Concrete Structure Exists	AD	5 FEB 25 / 31 DEC 25	
12/25	Yeosu AP - Mound and Concrete Structure Exists	AD	5 FEB 25 / 31 DEC 25	
13/25	Sacheon AP - Concrete Structures Exist	AD	5 FEB 25 / 31 DEC 25	
14/25	Pohang Gyeongju AP - Mound and Concrete Structure Exists	AD	5 FEB 25 / 31 DEC 25	

2. Current AIRAC AIP Supplement

NR/Year	Subject	AIP Section(s) affected	Period of validity (From/To)	Cancellation record
2/23	ENR - Y722 Traffic Dispersion Operation (Effective : 1600UTC 22 MAR 2023)	ENR	22 MAR 23 / PERM	
5/24	Muan AP - Construction Work for Runway Extension (Effective : 1600UTC 21 FEB 2024)	AD	21 FEB 24 / 20 JUL 25	
6/24	Muan AP - Unserviceability of ILS/DME (Effective : 1600UTC 21 FEB 2024)	AD	21 FEB 24 / 20 JUL 25	
7/24	Muan AP - Unserviceability of ALS (Effective : 1600UTC 21 FEB 2024)	AD	21 FEB 24 / 20 JUL 25	
34/24	Jeju AP - Unserviceability of ILS/DME for RWY 07 (Effective : 1600UTC 7 AUG 2024)	AD	7 AUG 24 / 16 APR 25	
45/24	Gwangju AP - Unserviceability of ILS/DME for RWY 04R (Effective : 1600UTC 2 OCT 2024)	AD	2 OCT 24 / 24 DEC 25	
56/24	Incheon AP - Unserviceability of WNG VOR/DME (Effective : 1600UTC 30 OCT 2024)	AD	30 OCT 24 / 30 JUN 25	
65/24	Muan AP - Unserviceability of ILS/DME (Effective : 1600UTC 27 NOV 2024)	AD	30 OCT 24 / 30 APR 25	
69/24	Incheon AP - RWY 15L/33R and TWYs Closed due to Construction (Effective : 1600UTC 25 DEC 2024)	AD	15 JAN 25 / 10 JUL 25	superseded by 16/25
71/24	Muan AP - Change of RWY 01/19 Declared Distance (Effective : 1600UTC 25 DEC 2024)	AD	30 OCT 24 / 30 APR 25	
72/24	Muan AP - RWY 19 Threshold Displaced by 300 m (Effective : 1600UTC 25 DEC 2024)	AD	30 OCT 24 / 30 APR 25	
81/24	Gimpo AP - Operational Restrictions (Effective : 1600UTC 22 JAN 2025)	AD	22 JAN 25 / 14 MAY 25	superseded by 17/25
15/25	Incheon AP - Aircraft Stand NR. 711 Operational Restriction (Effective : 1600UTC 19 MAR 2025)	AD	19 MAR 25 / 31 DEC 25	
16/25	Incheon AP - RWY 15L/33R and TWYs Closed due to Construction (Effective : 1600UTC 19 MAR 2025)	AD	19 MAR 25 / 2 OCT 25	
17/25	Gimpo AP - Operational Restrictions (Effective : 1600UTC 19 MAR 2025)	AD	19 MAR 25 / 14 MAY 25	

GEN 0.4 CHECKLIST OF AIP PAGES

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0.1 - 5	23 NOV 17	1.2 - 4	12 JAN 23	2.2 - 4	1 AUG 19	3.1 - 6	9 JAN 25
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0.2 - 1	9 JAN 25	1.2 - 6	12 JAN 23	2.2 - 6	1 AUG 19	3.2 - 2	1 JUN 23
0.2 - 2	9 JAN 25	1.3 - 1	1 MAY 14	2.2 - 7	21 OCT 21	3.2 - 3	9 JAN 25
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0.6 - 2	21 SEP 23	1.5 - 11	13 APR 17	2.3 - 5	6 FEB 25	3.5 - 1	11 JAN 24
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		1.5 - 13	1 MAY 14	2.3 - 7	6 FEB 25	3.5 - 3	6 FEB 25
		1.5 - 14	1 MAY 14	2.3 - 8	6 FEB 25	3.5 - 4	6 FEB 25
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		1.7 - 1	28 JUL 22	2.1 - 17	WEF 20 MAR 24	4.1 - 4	14 NOV 24
		1.7 - 2	28 JUL 22	2.1 - 18	WEF 20 MAR 24	4.2 - 1	1 MAY 14
ENR 1		1.8 - 1	1 MAY 14	2.2 - 1	27 SEP 18	4.2 - 2	1 MAY 14
1.1 - 1	14 NOV 24	1.8 - 2	1 MAY 14	2.2 - 2	27 SEP 18	4.3 - 1	WEF 24 JAN 24
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1.2 - 27	WEF 28 DEC 22	1.13 - 2	1 MAY 14	3.2 - 8	22 AUG 24	4.4 - 27	WEF 1 NOV 23
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1.2 - 32	WEF 28 DEC 22	1.14 - 5	1 MAY 14	3.2 - 13	22 AUG 24	4.4 - 32	WEF 1 NOV 23
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2 - 9	WEF 30 NOV 22	2 - 9	13 JAN 22	CHART 2 - 30	11 JAN 24		
2 - 10	WEF 3 NOV 21	2 - 10	WEF 20 APR 22	CHART 2 - 30-1	11 JAN 24		
2 - 11	27 JUN 24	2 - 11	28 JUL 22	CHART 2 - 31	WEF 19 APR 23		
2 - 12	27 JUN 24	2 - 12	28 JUL 22	CHART 2 - 31-1	WEF 19 APR 23	CHART 2 - 1	27 JUN 24
		2 - 13	28 JUL 22	CHART 2 - 32	11 JAN 24	CHART 2 - 1-1	27 JUN 24
CHART 2 - 1	WEF 27 NOV 24	2 - 14	28 JUL 22	CHART 2 - 32-1	11 JAN 24	CHART 2 - 2	WEF 15 MAY 24
CHART 2 - 2	10 FEB 22	2 - 15	28 JUL 22	CHART 2 - 33	WEF 22 FEB 23	CHART 2 - 2-1	19 MAR 15
CHART 2 - 3	WEF 27 NOV 24	2 - 16	28 JUL 22	CHART 2 - 33-1	WEF 22 FEB 23	CHART 2 - 3	WEF 15 MAY 24
CHART 2 - 4	WEF 27 NOV 24	2 - 17	WEF 22 FEB 23	CHART 2 - 34	WEF 19 APR 23	CHART 2 - 3-1	19 MAR 15
CHART 2 - 5	2 MAY 24	2 - 18	WEF 19 APR 23	CHART 2 - 34-1	WEF 19 APR 23	CHART 2 - 4	WEF 15 MAY 24
CHART 2 - 6	2 MAY 24			CHART 2 - 35	WEF 22 FEB 23	CHART 2 - 4-1	WEF 15 MAY 24
CHART 2 - 7	WEF 3 NOV 21	CHART 2 - 1	WEF 27 NOV 24	CHART 2 - 35-1	WEF 22 FEB 23	CHART 2 - 5	WEF 15 MAY 24
CHART 2 - 7-1	WEF 3 NOV 21	CHART 2 - 2	2 JUN 22	CHART 2 - 36	WEF 22 FEB 23	CHART 2 - 5-1	WEF 15 MAY 24
CHART 2 - 8	30 JUN 22	CHART 2 - 3	WEF 27 NOV 24	CHART 2 - 36-1	WEF 22 FEB 23	CHART 2 - 6	WEF 15 MAY 24
CHART 2 - 8-1	30 JUN 22	CHART 2 - 4	WEF 27 NOV 24	CHART 2 - 37	WEF 22 FEB 23	CHART 2 - 6-1	WEF 15 MAY 24
CHART 2 - 9	WEF 3 NOV 21	CHART 2 - 5	4 MAY 23	CHART 2 - 37-1	WEF 22 FEB 23	CHART 2 - 7	WEF 15 MAY 24
CHART 2 - 9-1	WEF 30 DEC 20	CHART 2 - 6	4 MAY 23	CHART 2 - 38	WEF 22 FEB 23	CHART 2 - 7-1	WEF 15 MAY 24
CHART 2 - 10	30 JUN 22	CHART 2 - 7	4 MAY 23	CHART 2 - 39	WEF 22 FEB 23	CHART 2 - 8	WEF 15 MAY 24
CHART 2 - 10-1	30 JUN 22	CHART 2 - 8	4 MAY 23			CHART 2 - 8-1	WEF 15 MAY 24
CHART 2 - 11	WEF 3 NOV 21	CHART 2 - 9	7 MAR 24			CHART 2 - 9	WEF 15 MAY 24
CHART 2 - 11-1	WEF 3 NOV 21	CHART 2 - 10	1 JUN 23			CHART 2 - 9-1	WEF 15 MAY 24
CHART 2 - 12	WEF 3 NOV 21	CHART 2 - 11	WEF 19 APR 23			CHART 2 - 10	WEF 15 MAY 24
CHART 2 - 12-1	WEF 30 DEC 20	CHART 2 - 11-1	WEF 19 APR 23			CHART 2 - 10-1	WEF 15 MAY 24
CHART 2 - 13	30 JUN 22	CHART 2 - 12	WEF 22 FEB 23			CHART 2 - 11	WEF 15 MAY 24
CHART 2 - 14	12 DEC 24	CHART 2 - 12-1	30 JUN 22			CHART 2 - 11-1	WEF 15 MAY 24
CHART 2 - 14-1	12 DEC 24	CHART 2 - 13	WEF 19 APR 23				
CHART 2 - 15	WEF 30 OCT 24	CHART 2 - 13-1	WEF 19 APR 23				
CHART 2 - 15-1	11 JAN 24	CHART 2 - 14	WEF 22 FEB 23				
CHART 2 - 16	WEF 30 OCT 24	CHART 2 - 14-1	WEF 22 FEB 23				
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CHART 2 - 16-2	9 JAN 25	CHART 2 - 15-1	21 NOV 19				
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CHART 2 - 17	WEF 30 OCT 24	CHART 2 - 16-1	WEF 19 APR 23				
CHART 2 - 17-1	11 JAN 24	CHART 2 - 17	WEF 19 APR 23				
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CHART 2 - 18-1	11 JAN 24	CHART 2 - 18	19 SEP 24				
CHART 2 - 19	WEF 30 OCT 24	CHART 2 - 18-1	19 SEP 24				
CHART 2 - 19-1	11 JAN 24	CHART 2 - 19	WEF 22 FEB 23				
CHART 2 - 20	WEF 30 OCT 24	CHART 2 - 20	11 JAN 24				
CHART 2 - 20-1	WEF 30 OCT 24	CHART 2 - 20-1	11 JAN 24				
CHART 2 - 21	WEF 30 OCT 24	CHART 2 - 21	11 JAN 24				
CHART 2 - 21-1	WEF 30 OCT 24	CHART 2 - 21-1	11 JAN 24				
CHART 2 - 22	29 JUN 23	CHART 2 - 22	WEF 19 APR 23				
CHART 2 - 23	29 JUN 23	CHART 2 - 22-1	WEF 19 APR 23				
		CHART 2 - 23	WEF 22 FEB 23				
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2 - 1	14 NOV 24	2 - 1	WEF 17 MAY 23	2 - 1	11 JAN 24	CHART 2 - 19	14 DEC 23
2 - 2	14 NOV 24	2 - 2	17 NOV 22	2 - 2	11 JAN 24	CHART 2 - 19-1	14 DEC 23
2 - 3	WEF 27 NOV 24	2 - 3	19 SEP 24	2 - 3	WEF 27 NOV 24	CHART 2 - 20	WEF 27 NOV 24
2 - 4	4 APR 24	2 - 4	19 SEP 24	2 - 4	2 MAY 24	CHART 2 - 20-1	14 DEC 23
2 - 4-1	4 APR 24	2 - 5	25 AUG 22	2 - 5	WEF 27 NOV 24	CHART 2 - 21	11 JAN 24
2 - 4-2	4 APR 24	2 - 6	25 AUG 22	2 - 6	17 NOV 22	CHART 2 - 21-1	11 JAN 24
2 - 5	12 DEC 24	2 - 7	WEF 11 AUG 21	2 - 7	10 FEB 22	CHART 2 - 22	WEF 27 NOV 24
2 - 6	12 DEC 24	2 - 8	WEF 17 MAY 23	2 - 8	10 FEB 22	CHART 2 - 22-1	11 JAN 24
2 - 7	14 NOV 24	2 - 9	WEF 17 MAY 23	2 - 9	17 OCT 24	CHART 2 - 23	14 DEC 23
2 - 8	14 NOV 24	2 - 10	WEF 11 AUG 21	2 - 10	WEF 27 NOV 24	CHART 2 - 23-1	14 DEC 23
2 - 9	20 OCT 22	2 - 11	27 JUN 24	2 - 10-1	WEF 27 NOV 24	CHART 2 - 24	11 JAN 24
2 - 10	20 OCT 22	2 - 12	27 JUN 24	2 - 10-2	14 DEC 23	CHART 2 - 24-1	11 JAN 24
2 - 11	2 JUL 20			2 - 11	14 DEC 23	CHART 2 - 25	14 DEC 23
2 - 12	2 JUL 20	CHART 2 - 1	WEF 17 MAY 23	2 - 12	14 DEC 23	CHART 2 - 25-1	14 DEC 23
2 - 13	25 JUL 24	CHART 2 - 2	WEF 17 MAY 23	2 - 13	14 DEC 23	CHART 2 - 26	14 DEC 23
2 - 14	25 JUL 24	CHART 2 - 3	WEF 17 MAY 23	2 - 14	14 DEC 23	CHART 2 - 26-1	14 DEC 23
2 - 15	27 JUN 24	CHART 2 - 3-1	26 AUG 21			CHART 2 - 27	14 DEC 23
2 - 16	27 JUN 24	CHART 2 - 4	WEF 17 MAY 23			CHART 2 - 27-1	14 DEC 23
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CHART 2 - 3	28 JUL 22	CHART 2 - 6	14 DEC 23	CHART 2 - 2	WEF 27 NOV 24	CHART 2 - 29-1	14 DEC 23
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CHART 2 - 5	25 JUL 24	CHART 2 - 7	WEF 17 MAY 23	CHART 2 - 3-1	11 JAN 24	CHART 2 - 30-1	14 DEC 23
CHART 2 - 6	25 JUL 24	CHART 2 - 7-1	WEF 17 MAY 23	CHART 2 - 4	11 JAN 24		
CHART 2 - 7	4 APR 24	CHART 2 - 8	WEF 17 MAY 23	CHART 2 - 4-1	11 JAN 24		
CHART 2 - 8	WEF 30 NOV 22	CHART 2 - 8-1	WEF 17 MAY 23	CHART 2 - 4-2	WEF 12 JUL 23		
CHART 2 - 8-1	WEF 30 NOV 22	CHART 2 - 9	WEF 17 MAY 23	CHART 2 - 4-3	WEF 12 JUL 23		
CHART 2 - 9	30 JUN 22	CHART 2 - 9-1	WEF 17 MAY 23	CHART 2 - 5	11 JAN 24		
CHART 2 - 9-1	30 JUN 22	CHART 2 - 10	WEF 17 MAY 23	CHART 2 - 5-1	11 JAN 24		
CHART 2 - 10	12 JAN 23	CHART 2 - 10-1	WEF 17 MAY 23	CHART 2 - 6	11 JAN 24		
CHART 2 - 10-1	12 JAN 23	CHART 2 - 11	WEF 17 MAY 23	CHART 2 - 6-1	11 JAN 24		
CHART 2 - 11	30 JUN 22	CHART 2 - 11-1	WEF 17 MAY 23	CHART 2 - 6-2	WEF 12 JUL 23		
CHART 2 - 11-1	30 JUN 22	CHART 2 - 12	WEF 17 MAY 23	CHART 2 - 6-3	WEF 12 JUL 23		
CHART 2 - 12	WEF 12 JUL 23	CHART 2 - 12-1	24 SEP 20	CHART 2 - 7	11 JAN 24		
CHART 2 - 12-1	WEF 12 JUL 23	CHART 2 - 13	WEF 24 JAN 24	CHART 2 - 7-1	11 JAN 24		
CHART 2 - 13	9 JAN 25	CHART 2 - 13-1	24 SEP 20	CHART 2 - 8	24 AUG 23		
CHART 2 - 13-1	9 JAN 25	CHART 2 - 14	WEF 24 JAN 24	CHART 2 - 8-1	24 AUG 23		
CHART 2 - 14	30 JUN 22	CHART 2 - 14-1	26 AUG 21	CHART 2 - 9	24 AUG 23		
CHART 2 - 15	WEF 30 OCT 24	CHART 2 - 15	WEF 17 MAY 23	CHART 2 - 9-1	24 AUG 23		
CHART 2 - 15-1	11 JAN 24	CHART 2 - 15-1	25 AUG 22	CHART 2 - 10	WEF 12 JUL 23		
CHART 2 - 16	WEF 30 OCT 24	CHART 2 - 16	WEF 17 MAY 23	CHART 2 - 10-1	WEF 12 JUL 23		
CHART 2 - 16-1	15 DEC 22	CHART 2 - 16-1	25 AUG 22	CHART 2 - 10-2	WEF 12 JUL 23		
CHART 2 - 17	WEF 30 OCT 24	CHART 2 - 17	WEF 11 AUG 21	CHART 2 - 10-3	WEF 12 JUL 23		
CHART 2 - 17-1	11 JAN 24	CHART 2 - 17-1	WEF 11 AUG 21	CHART 2 - 11	24 AUG 23		
CHART 2 - 18	WEF 30 OCT 24			CHART 2 - 11-1	24 AUG 23		
CHART 2 - 18-1	11 JAN 24			CHART 2 - 12	WEF 12 JUL 23		
CHART 2 - 19	WEF 30 OCT 24			CHART 2 - 13	WEF 27 NOV 24		
CHART 2 - 19-1	11 JAN 24			CHART 2 - 13-1	11 JAN 24		
CHART 2 - 20	WEF 30 OCT 24			CHART 2 - 14	WEF 12 JUL 23		
CHART 2 - 20-1	11 JAN 24			CHART 2 - 14-1	WEF 12 JUL 23		
CHART 2 - 21	WEF 30 OCT 24			CHART 2 - 15	WEF 27 NOV 24		
CHART 2 - 21-1	15 DEC 22			CHART 2 - 15-1	11 JAN 24		
CHART 2 - 22	WEF 30 OCT 24			CHART 2 - 16	WEF 27 NOV 24		
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CHART 2 - 23	25 JUL 24			CHART 2 - 17	14 DEC 23		
CHART 2 - 24	25 JUL 24			CHART 2 - 17-1	14 DEC 23		
				CHART 2 - 18	WEF 27 NOV 24		
				CHART 2 - 18-1	11 JAN 24		

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2 - 2	12 DEC 24	2 - 2	19 SEP 24	CHART 2 - 23-1	19 SEP 24	2 - 2	17 OCT 24
2 - 3	2 MAY 24	2 - 3	22 AUG 24	CHART 2 - 24	19 SEP 24	2 - 3	WEF 27 NOV 24
2 - 4	WEF 27 NOV 24	2 - 3-1	22 AUG 24	CHART 2 - 24-1	19 SEP 24	2 - 4	2 MAY 24
2 - 5	12 DEC 24	2 - 4	4 JUN 20	CHART 2 - 25	19 SEP 24	2 - 5	WEF 27 NOV 24
2 - 6	12 DEC 24	2 - 4-1	4 JUN 20	CHART 2 - 25-1	19 SEP 24	2 - 6	7 MAR 24
2 - 7	21 SEP 23	2 - 5	17 MAR 16	CHART 2 - 26	19 SEP 24	2 - 7	11 JAN 24
2 - 8	21 SEP 23	2 - 6	WEF 9 NOV 16	CHART 2 - 26-1	19 SEP 24	2 - 8	11 JAN 24
2 - 9	24 AUG 23	2 - 7	2 JUN 22	CHART 2 - 27	19 SEP 24	2 - 9	1 AUG 19
2 - 10	24 AUG 23	2 - 8	2 JUN 22	CHART 2 - 27-1	19 SEP 24	2 - 10	1 AUG 19
2 - 11	24 AUG 23	2 - 9	22 AUG 24	CHART 2 - 28	19 SEP 24	2 - 11	24 OCT 19
2 - 12	24 AUG 23	2 - 10	22 AUG 24	CHART 2 - 28-1	19 SEP 24	2 - 12	24 OCT 19
2 - 13	27 JUN 24	2 - 11	WEF 1 DEC 21	CHART 2 - 29	19 SEP 24	2 - 13	12 DEC 24
2 - 14	27 JUN 24	2 - 12	WEF 8 NOV 17	CHART 2 - 29-1	19 SEP 24	2 - 14	12 DEC 24
				CHART 2 - 30	19 SEP 24		
				CHART 2 - 30-1	19 SEP 24	CHART 2 - 1	WEF 27 NOV 24
				CHART 2 - 31	19 SEP 24	CHART 2 - 2	1 JUN 23
CHART 2 - 1	WEF 27 NOV 24	CHART 2 - 1	19 SEP 24	CHART 2 - 31-1	19 SEP 24	CHART 2 - 3	WEF 13 JUL 22
CHART 2 - 2	25 JUL 24	CHART 2 - 2	19 SEP 24	CHART 2 - 32	19 SEP 24	CHART 2 - 3-1	WEF 9 OCT 19
CHART 2 - 3	2 MAY 24	CHART 2 - 3	19 SEP 24	CHART 2 - 32-1	19 SEP 24	CHART 2 - 4	28 JUL 22
CHART 2 - 4	2 MAY 24	CHART 2 - 3-1	19 SEP 24	CHART 2 - 33	19 SEP 24	CHART 2 - 4-1	28 JUL 22
CHART 2 - 5	2 MAY 24	CHART 2 - 4	19 SEP 24	CHART 2 - 33-1	19 SEP 24	CHART 2 - 5	WEF 13 JUL 22
CHART 2 - 6	13 JAN 22	CHART 2 - 4-1	19 SEP 24	CHART 2 - 34	19 SEP 24	CHART 2 - 5-1	WEF 13 JUL 22
CHART 2 - 6-1	13 JAN 22	CHART 2 - 5	19 SEP 24	CHART 2 - 34-1	19 SEP 24	CHART 2 - 6	WEF 13 JUL 22
CHART 2 - 7	30 JUN 22	CHART 2 - 5-1	19 SEP 24	CHART 2 - 35	19 SEP 24	CHART 2 - 6-1	WEF 26 JAN 22
CHART 2 - 7-1	30 JUN 22	CHART 2 - 6	19 SEP 24	CHART 2 - 35-1	19 SEP 24	CHART 2 - 7	WEF 13 JUL 22
CHART 2 - 8	13 JAN 22	CHART 2 - 6-1	19 SEP 24			CHART 2 - 7-1	WEF 13 JUL 22
CHART 2 - 8-1	13 JAN 22	CHART 2 - 7	19 SEP 24			CHART 2 - 8	WEF 13 JUL 22
CHART 2 - 9	30 JUN 22	CHART 2 - 7-1	19 SEP 24			CHART 2 - 8-1	WEF 13 JUL 22
CHART 2 - 9-1	30 JUN 22	CHART 2 - 8	19 SEP 24			CHART 2 - 9	WEF 13 JUL 22
CHART 2 - 10	WEF 3 NOV 21	CHART 2 - 8-1	19 SEP 24			CHART 2 - 9-1	WEF 13 JUL 22
CHART 2 - 10-1	WEF 3 NOV 21	CHART 2 - 9	19 SEP 24			CHART 2 - 10	WEF 13 JUL 22
CHART 2 - 11	WEF 3 NOV 21	CHART 2 - 9-1	19 SEP 24			CHART 2 - 11	11 JAN 24
CHART 2 - 11-1	WEF 19 MAY 21	CHART 2 - 10	19 SEP 24			CHART 2 - 11-1	11 JAN 24
CHART 2 - 12	WEF 30 OCT 24	CHART 2 - 10-1	19 SEP 24			CHART 2 - 12	11 JAN 24
CHART 2 - 12-1	12 JAN 23	CHART 2 - 11	19 SEP 24			CHART 2 - 12-1	11 JAN 24
CHART 2 - 13	WEF 30 OCT 24	CHART 2 - 11-1	19 SEP 24			CHART 2 - 13	4 APR 24
CHART 2 - 13-1	11 JAN 24	CHART 2 - 12	19 SEP 24			CHART 2 - 13-1	4 APR 24
CHART 2 - 14	WEF 30 OCT 24	CHART 2 - 12-1	19 SEP 24			CHART 2 - 14	11 JAN 24
CHART 2 - 14-1	29 JUN 23	CHART 2 - 13	19 SEP 24			CHART 2 - 14-1	11 JAN 24
CHART 2 - 15	WEF 30 OCT 24	CHART 2 - 13-1	19 SEP 24			CHART 2 - 15	11 JAN 24
CHART 2 - 15-1	15 DEC 22	CHART 2 - 14	19 SEP 24			CHART 2 - 15-1	11 JAN 24
CHART 2 - 16	WEF 30 OCT 24	CHART 2 - 14-1	19 SEP 24			CHART 2 - 16	11 JAN 24
CHART 2 - 16-1	15 DEC 22	CHART 2 - 15	19 SEP 24			CHART 2 - 16-1	11 JAN 24
CHART 2 - 17	WEF 30 OCT 24	CHART 2 - 15-1	19 SEP 24			CHART 2 - 16-2	WEF 13 JUL 22
CHART 2 - 17-1	WEF 24 JAN 24	CHART 2 - 16	19 SEP 24			CHART 2 - 16-3	WEF 15 JUN 22
CHART 2 - 17-2	9 JAN 25	CHART 2 - 16-1	19 SEP 24			CHART 2 - 17	11 JAN 24
CHART 2 - 17-3	9 JAN 25	CHART 2 - 17	19 SEP 24			CHART 2 - 17-1	11 JAN 24
CHART 2 - 18	WEF 30 OCT 24	CHART 2 - 17-1	19 SEP 24			CHART 2 - 17-2	17 NOV 22
CHART 2 - 18-1	15 DEC 22	CHART 2 - 18	19 SEP 24			CHART 2 - 17-3	17 NOV 22
CHART 2 - 19	24 AUG 23	CHART 2 - 18-1	19 SEP 24			CHART 2 - 18	WEF 13 JUL 22
CHART 2 - 20	24 AUG 23	CHART 2 - 19	19 SEP 24			CHART 2 - 18-1	WEF 15 JUN 22
		CHART 2 - 19-1	19 SEP 24				
		CHART 2 - 20	WEF 30 OCT 24				
		CHART 2 - 20-1	WEF 30 OCT 24				
		CHART 2 - 21	19 SEP 24				
		CHART 2 - 21-1	19 SEP 24				
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2 - 2	12 DEC 24	2 - 2	19 NOV 20
2 - 3	2 MAY 24	2 - 3	8 FEB 24
2 - 4	WEF 27 NOV 24	2 - 4	8 FEB 24
2 - 5	2 MAY 24	2 - 5	16 DEC 21
2 - 6	2 MAY 24	2 - 6	16 DEC 21
2 - 7	WEF 22 JAN 25	2 - 7	17 NOV 22
2 - 8	12 DEC 24	2 - 8	17 NOV 22
2 - 9	WEF 10 AUG 22	2 - 9	10 FEB 22
2 - 9-1	WEF 6 SEP 23	2 - 10	10 FEB 22
2 - 10	4 MAY 23	2 - 11	16 DEC 21
2 - 10-1	4 MAY 23	2 - 12	WEF 25 DEC 24
2 - 11	27 JUN 24	2 - 13	12 DEC 24
2 - 12	27 JUN 24	2 - 14	12 DEC 24
CHART 2 - 1	WEF 22 JAN 25	CHART 2 - 1	16 DEC 21
CHART 2 - 2	4 MAY 23	CHART 2 - 2	16 DEC 21
CHART 2 - 3	WEF 27 NOV 24	CHART 2 - 3	4 APR 24
CHART 2 - 4	22 SEP 22	CHART 2 - 4	21 SEP 23
CHART 2 - 5	WEF 27 NOV 24	CHART 2 - 4-1	21 SEP 23
CHART 2 - 6	WEF 27 NOV 24	CHART 2 - 5	WEF 1 NOV 23
CHART 2 - 7	WEF 6 SEP 23	CHART 2 - 5-1	WEF 1 NOV 23
CHART 2 - 7-1	WEF 6 SEP 23	CHART 2 - 6	WEF 25 DEC 24
CHART 2 - 8	WEF 6 SEP 23	CHART 2 - 6-1	7 MAR 24
CHART 2 - 8-1	22 SEP 22	CHART 2 - 7	WEF 25 DEC 24
CHART 2 - 9	WEF 6 SEP 23	CHART 2 - 7-1	7 MAR 24
CHART 2 - 9-1	22 SEP 22	CHART 2 - 8	WEF 25 DEC 24
CHART 2 - 10	21 SEP 23	CHART 2 - 8-1	WEF 25 DEC 24
CHART 2 - 10-1	21 SEP 23	CHART 2 - 9	WEF 25 DEC 24
CHART 2 - 11	WEF 6 SEP 23	CHART 2 - 9-1	WEF 25 DEC 24
CHART 2 - 11-1	22 SEP 22	CHART 2 - 10	WEF 25 DEC 24
CHART 2 - 12	WEF 6 SEP 23	CHART 2 - 10-1	WEF 25 DEC 24
CHART 2 - 12-1	22 SEP 22	CHART 2 - 11	WEF 25 DEC 24
CHART 2 - 13	WEF 6 SEP 23	CHART 2 - 11-1	7 MAR 24
CHART 2 - 13-1	22 SEP 22	CHART 2 - 12	WEF 25 DEC 24
CHART 2 - 14	WEF 6 SEP 23	CHART 2 - 12-1	WEF 25 DEC 24
CHART 2 - 14-1	WEF 6 SEP 23	CHART 2 - 13	WEF 25 DEC 24
CHART 2 - 15	WEF 6 SEP 23	CHART 2 - 13-1	WEF 25 DEC 24
CHART 2 - 15-1	22 SEP 22	CHART 2 - 14	9 JAN 25
CHART 2 - 16	21 SEP 23	CHART 2 - 14-1	9 JAN 25
CHART 2 - 16-1	21 SEP 23	CHART 2 - 15	WEF 25 DEC 24
CHART 2 - 17	WEF 6 SEP 23	CHART 2 - 15-1	WEF 25 DEC 24
CHART 2 - 17-1	22 SEP 22	CHART 2 - 16	9 JAN 25
CHART 2 - 18	WEF 22 JAN 25	CHART 2 - 16-1	9 JAN 25
CHART 2 - 18-1	WEF 27 NOV 24	CHART 2 - 17	9 JAN 25
CHART 2 - 19	WEF 22 JAN 25	CHART 2 - 17-1	9 JAN 25
CHART 2 - 19-1	WEF 27 NOV 24	CHART 2 - 18	WEF 25 DEC 24
CHART 2 - 20	9 JAN 25	CHART 2 - 18-1	WEF 25 DEC 24
CHART 2 - 20-1	9 JAN 25	CHART 2 - 19	WEF 25 DEC 24
CHART 2 - 21	9 JAN 25	CHART 2 - 20	WEF 25 DEC 24
CHART 2 - 21-1	9 JAN 25		
CHART 2 - 22	9 JAN 25		
CHART 2 - 22-1	9 JAN 25		
CHART 2 - 23	9 JAN 25		
CHART 2 - 23-1	9 JAN 25		
CHART 2 - 24	9 JAN 25		
CHART 2 - 24-1	9 JAN 25		
CHART 2 - 25	9 JAN 25		
CHART 2 - 25-1	9 JAN 25		
CHART 2 - 26	25 JUL 24		
CHART 2 - 27	25 JUL 24		

GEN 2.3 CHART SYMBOLS

TOPOGRAPHY

1	Contours		8	Gravel		12	Highest elevation on chart	Alternative	17456
2	Approximate contours		9	Levee or esker	Alternative	13	Spot elevation		.6397 .8975
3	Relief shown by hachures		10	Unusual land features appropriately labelled		14	Spot elevation (of doubtful accuracy)		.6370±
4	Bluff, cliff or escarpment			Active volcano		15	Coniferous trees		
5	Lava flow		11	Mountain pass		16	Other trees		
6	Sand dunes					17	Palms		
7	Sand area								

18	Areas not surveyed for contour information or relief data incomplete	Caution
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HYDROGRAPHY

19	Shore line(reliable)		30	Abandoned canal <i>Note. Dry canal having landmark value</i>		38	Reservoir		
20	Shore line(unreliable)		31	Lakes (perennial)		39	Dry lake bed	Alternative	
21	Tidal flats		32	Lakes (non-perennial)	Alternative	40	Wash	Alternative	
22	Coral reefs and ledges		33	Salt lake		41	Shoals		
23	Large river(perennial)		34	Salt pans(evaporator)		42	Glaciers and ice caps		
24	Small river(perennial)		35	Swamp		43	Danger line (2 m or one fathom line)		
25	Rivers and streams (non-perennial)	Alternative	36	Rice field	Alternative	44	Charted isolated rock		
26	Rivers and streams (unsurveyed)		37	Spring, well or water hole	perennial	45	Rock awash		
27	Rapids				intermittent	46	Unusual water features appropriately labelled		
28	Falls								
29	Canal								

CULTURE

BUILT-UP AREAS

47	City or large town	
48	Town	
49	Village	
50	Buildings	

HIGHWAYS AND ROADS

57	Dual highway	
58	Primary road	
59	Secondary road	
60	Trail	
61	Road bridge	
62	Road Tunnel	

MISCELLANEOUS (Cont.)

69	Pipeline	
70	Oil or gas field	
71	Tank farms	
72	Nuclear power station	
73	Coast guard station	
74	Lookout tower	
75	Mine	
76	Forest ranger station	
77	Race track stadium	
78	Ruins	
79	Fort	
80	Church	
81	Mosque	
82	Pagoda	
83	Temple	

RAILROADS

51	Railroad (single track)	
52	Railroad (two or more tracks)	
53	Railroad (under construction)	
54	Railroad bridge	
55	Railroad tunnel	
56	Railroad station	

MISCELLANEOUS

63	Boundaries (international)	
64	Outer boundary	
65	Fence	
66	Telegraph or telephone line (when a landmark)	
67	Dam	
68	Ferry	

AERODROMES

84	Civil	Land	
85	Civil	Water	
86	Military	Land	
87	Military	Water	
88	Joint Civil and military	Land	
89	Joint Civil and military	Water	
90	Emergency aerodrome or aerodrome with no facilities		
91	Abandoned or closed aerodrome		
92	Sheltered anchorage		
93	Aerodrome for use on charts on which aerodrome classification is not required e.g. Enroute Charts		
94	Heliport Note. Aerodrome for the exclusive use of helicopters		

95	Note. Where required by the function of the chart, the runway pattern of the aerodrome may be shown in lieu of the aerodrome symbol, for example :	
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AERODROMES (Cont.)

AERODROME DATA IN ABBREVIATED FORM WHICH MAY BE
IN ASSOCIATION WITH AERODROME SYMBOLS

96	Elevation given in the units of measurement (metres or feet) selected for use on the chart Length of longest runway in hundreds of metres or feet (whichever unit is selected for use on the chart) Minimum lighting – obstacles, boundary or runway lights and lighted wind indicator or landing direction indicator Note.— A dash (–) is to be inserted where L or H do not apply.	Name of aerodrome LIVINGSTONE 357 L H 95	Runway hard surfaced, normally all weather

AERODROME SYMBOLS FOR APPROACH CHARTS

97	Aerodromes affecting the traffic pattern on the aerodrome on which the procedure is based		98	The aerodrome on which the procedure is based	
----	---	--	----	---	--

RADIO NAVIGATION AIDS*

99	Basic radio navigation aid symbol <i>Note. This symbol may be used with or without a box to enclose the data.</i>			107	Collocated VOR and TACAN radio navigation aids		VORTAC	
100	Non-directional radio beacon NDB			108	Instrument landing system ILS	PLAN VIEW		
101	VHF omnidirectional radio range VOR					Electronic		
102	Distance measuring equipment DME					FRONT COURSE		
103	Collocated VOR and DME radio navigation aids VOR/DME					BACK COURSE		
104	DME distance	Distance in kilometres (nautical miles) to DME — 15 km Identification of radio navigation aid — KAV		109	Radio marker beacon	Elliptical		
105	VOR radial	Radial bearing from, and identification of, VOR R 090 KAV				Bone Shape		
106	UHF tactical air navigation aid TACAN				<i>Note. Marker beacon may be shown by outline, or stipple, or both.</i>			

110	Compass rose To be orientated on the chart in accordance with the alignment of the station (normally Magnetic North)		Compass rose to be used as appropriate in combination with the following symbols:	<table><tr><td>VOR</td><td></td></tr><tr><td>VOR/DME</td><td></td></tr><tr><td>TACAN</td><td></td></tr><tr><td>VORTAC</td><td></td></tr></table>	VOR		VOR/DME		TACAN		VORTAC	
	VOR											
	VOR/DME											
	TACAN											
	VORTAC											
Note.— Additional points of compass may be added as required.												

* Note. Guidance material on the presentation of radio navigation aid data is given in the Aeronautical Chart Manual(Doc 8697).

Change : Establishment of note.

AIR TRAFFIC SERVICES

111	Flight information region	FIR		117	Air defence identification zone	ADIZ	
112	Aerodrome traffic zone	ATZ		118	Advisory route	ADR	Alternative
113	Control area Airway Controlled route	CTA AWY	Alternative	119	Visual flight path	compulsory with radio communication requirement compulsory, without radio communication requirement recommended	
114	Uncontrolled route			120	Scale-break (on ATS route)	Alternative	
115	Advisory airspace	ADA					
116	Controlled zone	CTR					

Significant Point Functionality								
			Significant point depiction for conventional navigation		Significant point depiction for area navigation			
121	Basic symbols with functionality	REPORTING FLY-BY/FLY-OVER	On request (N/A)	Compulsory (N/A)	On request fly-by	Compulsory fly-by	On request flyover	Compulsory flyover
		VFR reporting point						
		Intersection INT						
		VORTAC						
		TACAN						
		VOR						
		VOR/DME						
		NDB						
		Waypoint WPT	Not used	Not used				

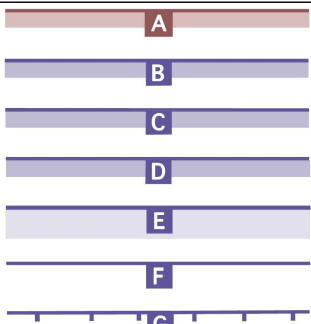
122	Change-over point To be superimposed on the appropriate route symbol at right angles to the route	COP		123	AIS/MET reporting point	MRP	Compulsory	On request	124	Final approach fix	FAF	
-----	--	-----	--	-----	-------------------------	-----	------------	------------	-----	--------------------	-----	--

Change : Amended phrase(requirement recommended → recommended) and table.

AIR TRAFFIC SERVICES (cont.)

125	Altitudes/flight levels	Altitude/flight level "window"	<u>17 000</u> <u>10 000</u>	<u>FL 220</u> <u>10 000</u>
		"At or above" altitude/flight level	<u>7 000</u>	<u>FL 070</u>
		"At or below" altitude/flight level	<u>5 000</u>	<u>FL 050</u>
		"At" altitude/flight level	<u>3 000</u>	<u>FL 030</u>
		"Recommended" altitude/flight level	5 000	FL 050
		"Expected" altitude/flight level	Expect 5 000	Expect FL 050

AIRSPACE CLASSIFICATIONS

126	Airspace classifications		Aeronautical data in abbreviated form to be used in association with airspace classification symbols :			
		127	Alternative	 		

AIRSPACE RESTRICTIONS

128	Restricted airspace (prohibited, restricted or danger area)		Common boundary of two areas	
<i>Note. The angle and density of rulings may be varied according to scale and the size, shape and orientation of the area.</i>				
129	International boundary closed to passage of aircraft except through air corridor			

OBSTACLES

130	Obstacle		134	Exceptionally high obstacle (optional symbol)	
131	Lighted obstacle		135	Exceptionally high obstacle-lighted (optional symbol)	
132	Group obstacles		<i>Note. For obstacles having a height of the order of 300 m (1 000 ft) above terrain.</i> 136 Elevation of top (italics) Height above specified datum (upright type in parentheses)		
133	Light group obstacles				

Change : Withdrawal of note and Amended phrases and item number.

MISCELLANEOUS

137	Prominent transmission line		140	Wind Turbine - unlighted and lighted	
138	Isogonic line or isogonal		141	Wind Turbine - minor group and group in major area, lighted	
139	Ocean station vessel (normal position)				

VISUAL AIDS

142	Marine light <i>Note 2. Characteristics are to be indicated as follows :</i>	F	Alt Alternating B Blue F Fixed	<i>Note 1. Marine alternating lights are red and white unless otherwise indicated. Marine lights are white unless colours are stated.</i> Fl Flashing G Green Gp Group Occ Occulting R Red SEC Sector sec Second (U) Unwatched W White	
143	Aeronautical ground light		Electronic 	144	Lightship 

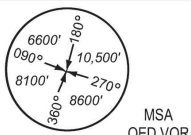
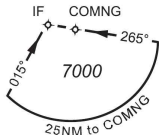
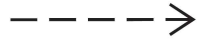
SYMBOLS FOR AERODROME/HELIPORT CHARTS

145	Hard surface runway		154	Point light	
146	Pierced steel plank or steel mesh runway				
147	Unpaved runway		155	Obstacle light	
148	Stopway SWY		156	Landing direction indicator (lighted)	
149	Taxiways and parking areas		157	Landing direction indicator (unlighted)	
150	Helicopter alighting area on an aerodrome		158	Stop bar	
151	Aerodrome reference point ARP		159	Runway-holding position Pattern A Pattern B	
152	VOR check-point			<i>Note. For application, see Annex 14, Volume I, 5.2.10.</i>	
153	Runway visual range (RVR) observation site		160	Intermediate holding position <i>Note. For application, see Annex 14, Volume I, 5.2.11.</i>	
			161	Hot spot <i>Note. Hot spot location to be circled.</i>	

SYMBOLS FOR AERODROME OBSTACLE CHARTS - TYPE A, B AND C

	Plan	Profile		Plan	Profile
162	Tree or shrub		167	Terrain penetrating obstacle plane	
163	Pole, tower, spire, antenna, etc.		168	Escarpment	
164	Building or large structure		169	Stopway SWY	
165	Railroad		170	Clearway CWY	
166	Transmission line or overhead cable				

ADDITIONAL SYMBOLS FOR USE ON PAPER AND ELECTRONIC CHARTS

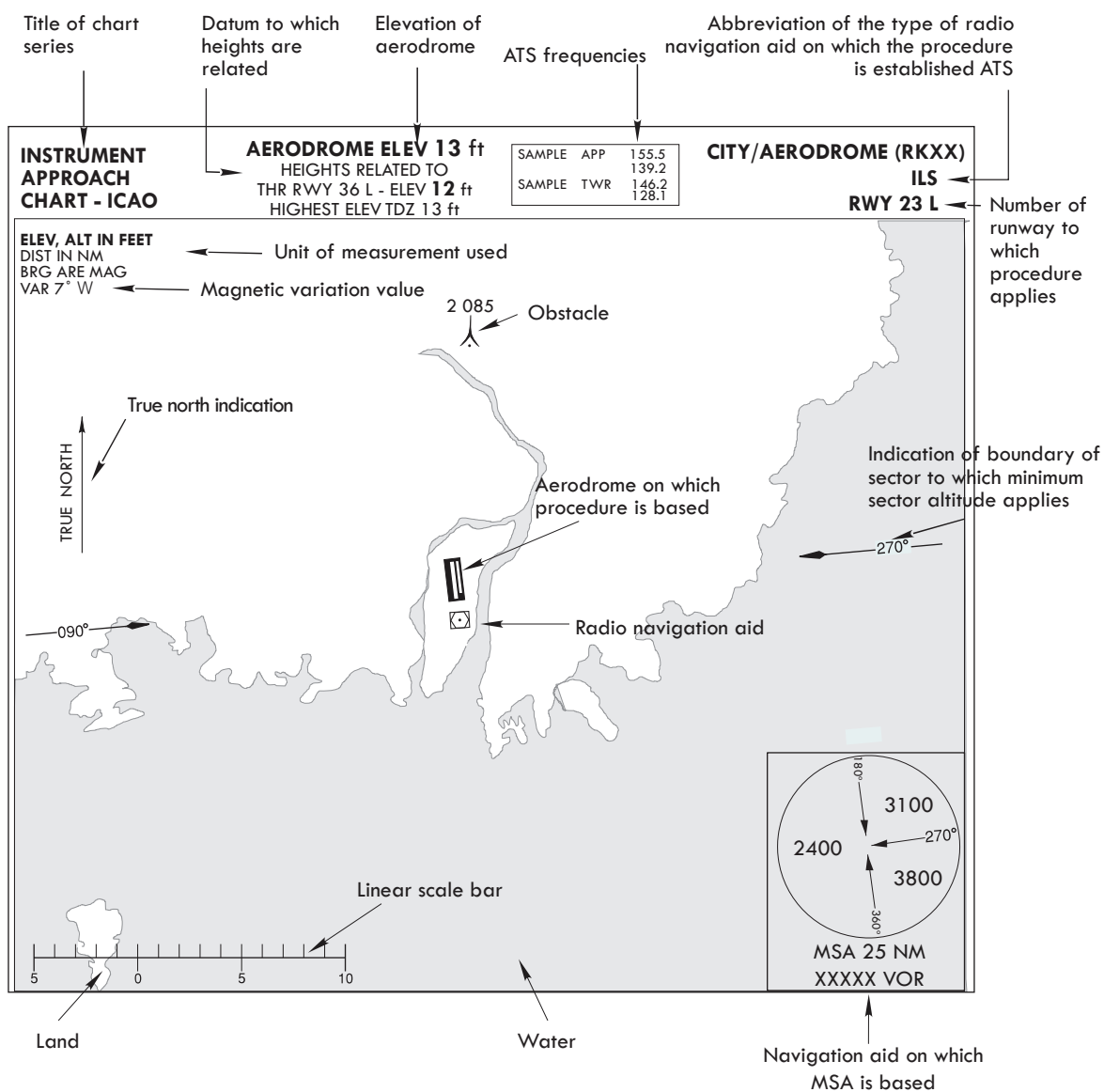
PLAN VIEW		Electronic
171	Minimum sector altitude <i>Note. This symbol may be modified to reflect particular sector shapes.</i> MSA	
172	Terminal arrival altitude <i>Note. This symbol may be modified to reflect particular TAA shapes.</i> TAA	
173	Holding pattern	
174	Missed approach track	

PROFILE

175	Runway	
176	Radio navigation aid (type of aid and its use in the procedure to be annotated on top of the symbol)	
177	Radio marker beacon (type of beacon to be annotated on top of the symbol)	
178	Collocated radio navigation aid and marker beacon (type of aid to be annotated on top of the symbol)	
179	DME fix (distance from DME and the fix use in the procedure to be annotated on top of the symbol)	
180	Collocated DME fix and marker beacon (distance from DME and the type of beacon to be annotated on top of the symbol)	

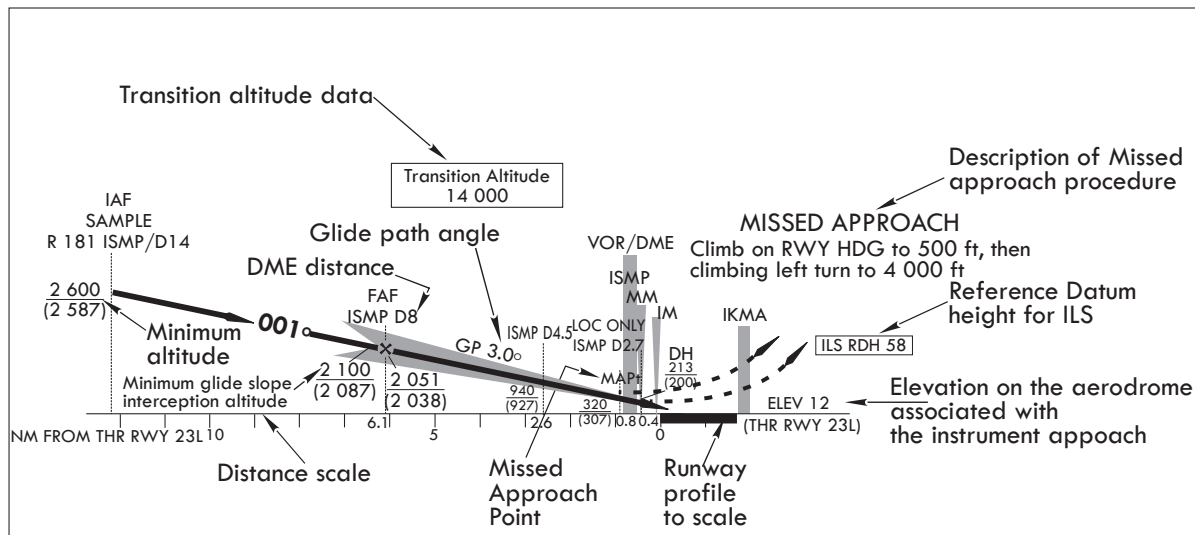
INSTRUMENT APPROACH CHART - FORMAT

1. PLAN VIEW



INSTRUMENT APPROACH CHART - FORMAT(Cont)

2. PROFILE VIEW



3. AERODROME OPERATING MINIMA

- MDA/MDH and, DH/DA are shown in feet.
- RVR visibility values are charted only when the value is not the same as the prevailing visibility value. When a difference occurs, the respective RVR and prevailing visibility values are prefixed with "RVR" and "VIS". When there is no difference, the minimum is shown only once and means either RVR (if RVR is reported for that runway) or visibility if measured otherwise.
 - When RVR and visibility values are the same, it is indicated as "800 m".
 - When RVR and visibility values are not the same, it is indicated as "RVR 800 m VIS 1 600 m".

IFR LANDING MINIMA - for FAA format

* Aerodrome operating minima for joint civil/military aerodrome and military aerodrome is tabulated as follows:

	Decision Height(DH) MSL Decision Altitude(DA) MSL		* Prevailing Visibility/RVR (RVR in 100s of feet)		Height of DH (using QFE) above touchdown zone(HAT)		Ceiling in feet & Prevailing Visibility in SM	
Aircraft Category	A	B	C	D				
Precision Straight-in to Runway 27	CATEGORY		S-ILS 27		362 / 24 200 (200-1/2)			
Non-Precision (Localizer) Straight-in to Runway 27	S-LOC 27		440 / 24 278 (300-1/2)		440 / 40 278 (300-3/4)			
	CIRCLING		520-1 350 (400-1)		620-1 1/4 450 (500-11/4)		620-1 3/4 450 (500-13/4)	
Precision Approach Radar straight-in to Runway 27	S-PAR 27		262 / 16 100 (100-1/4)		GS 2.50°			
	Minimum Descent Altitude (MDA)		Height of MDA (using QFE) above touchdown zone(HAT)		Glide Slope Angle		Height of MDA (using QFE) above airport (HAA)	

* Slash(/) denotes RVR Values and a dash(-) denotes Prevailing Visibility.

Aerodrome Operation Minima CONVERSION CHART

CEILING				RUNWAY VISIBILITY			
PUBLISHED MINIMA FEET	REQUIRED EQUIVALENT METERS	RVR VALUES PUBLISHED IN HUNDREDS OF FEET		STATUTE MILE EQUIVALENT	NAUTICAL MILE EQUIVALENT	METERS EQUIVALENT	KILOMETERS EQUIVALENT
100	 30	12	.....	1/4(Helicopter Only)	 2/10	 370	4
200	 60						
300	 90	16	.....	1/4	 2/10	 490	5
400	 120	20	.....	3/8	 3/10	 610	6
500	 150	24	.....	1/2	 4/10	 730	7
600	 180	32	.....	5/8	 6/10	 970	 1.0
700	 210	40	.....	3/4	 7/10	 1 220	 1.2
800	 240	45	.....	7/8	 8/10	 1 370	 1.4
900	 270	50	.....	1	 9/10	 1 520	 1.5
1 000	 300	60	.....	1-1/4	 1-1/10	 1 830	 1.8
1 100	 330						
1 200	 360						
1 300	 390						
1 400	 420						
1 500	 450						

PREVAILING VISIBILITY

STATUTE MILES	NAUTICAL MILES	METERS	KILOMETERS	STATUTE MILES	NAUTICAL MILES	METERS	KILOMETERS
1/8	 1/10	 200	2	1-3/4	 1-5/10	 2 800	 2.8
1/4	 2/10	 400	4	1-7/8	 1-6/10	 3 000	 3.0
3/8	 3/10	 600	6	2	 1-7/10	 3 200	 3.2
	 4/10	 700	7		 1-8/10	 3 400	 3.4
1/2		 800	8	2-1/4	 1-9/10	 3 600	 3.6
	 5/10	 900	9		 2	 3 700	 3.7
5/8	.....	..... 1 000	 1.0		 2-1/10	 3 900	 3.9
	 6/10	 1 100	 1.1	2-1/2	 2-2/10	 4 000	 4.0
3/4	.....	..... 1 200	 1.2	2-5/8	.....	..... 4 200	 4.2
	 7/10	 1 300	 1.3		 2-3/10	 4 300	 4.3
7/8	.....	..... 1 400	 1.4	2-3/4	.....	..... 4 400	 4.4
	 8/10	 1 500	 1.5		 2-4/10	 4 500	 4.5
1	.....	..... 1 600	 1.6	2-7/8	.....	..... 4 600	 4.6
	 9/10	 1 700	 1.7		 2-5/10	 4 700	 4.7
1-1/8	 1	 1 800	 1.8	3	 2-6/10	 4 800	 4.8
1-1/4	 1-1/10	 2 000	 2.0		 2-7/10	 5 000	 5.0
1-3/8	 1-2/10	 2 200	 2.2		 2-8/10	 5 200	 5.2
1-1/2	 1-3/10	 2 400	 2.4		 2-9/10	 5 400	 5.4
1-5/8	 1-4/10	 2 600	 2.6		 3	 6 000	 6.0

Procedure Coding Tables - for ICAO format

RNP APCH ← Procedure Identification

Waypoint/Fix Sequence Numbers Waypoint/Fix Names Magnetic Track/True Track between each successive designated significant point Speed Limit
+ "Minimum" Speed
- "Maximum" Speed
@ "Mandatory" Speed
± Speed "Window"

Serial Number	Path Descriptor	Waypoint Identifier	Fly-Over	Course/Track ◦ M(◦ T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA /TCH	Navigation specification	Remarks
001	IF	DANAN	-	-	-	-	+5000	-	373226.0N 1261104.0E (R 291 NCN/D12, R 305 WNG/D14)	-	RNP APCH	IAF
002	TF	RWY 15L	Y	153(144.6)	2.0	-	@450	-	372902.2N 1262624.6E (R 152 NCN/D1, R 359 WNG/D3)	-3.01/50	RNP APCH	
004	HM	KESAN	Y	033(025.0)	-	R	-5000 +4000	-	371753.0N 1261558.0E (R 222 NCN/D14, R 235 WNG/D12)	-	RNP APCH	1 min (Outbound Timing)

Fly-Over Waypoint "Y"
Fly-By Waypoint "-"

Nautical mile between each successive designated significant point

Required navigation performance or basis for the approval applicable to the procedure

+ "at or above" Altitude/Flight
- "at or below" Altitude/Flight
@ "Mandatory" Altitude/Flight
± Altitude/Flight Level "Window"

3.5 ATN / AFTN CIRCUIT

BEIJING COM CENTER ZBBBYFYX		SEOUL COM CENTER RKSSYFYX		FUKUOKA COM CENTER RJJJYFYX	
DOMESTIC AFTN LIST					
RKBBZSZX	KOMCC(SARSAT)	RKRRZQZF	INCHEON ACC		
RKDAYXYX	700 ATC SQ(MCRC)	RKRRZQZG	INCHEON ACC		
RKDAZQZF	DAEGU FDP SERVER ADDRESS	RKRRZQZH	INCHEON ACC AIDC		
RKDAZQZG	DAEGU FPL&MET SERVER ADDRESS	RKRRZQZX	INCHEON ACC		
RKDAZQZH	DAEGU ACC AIDC	RKSIAARX	INCHEON AAR		
RKDAZQZX	DAEGU ACC	RKSIKALO	INCHEON KAL		
RKDAYFYX	DAEGU ACC	RKSIKALX	INCHEON KAL		
RKDAYNYO	DAEGU ACC NOTAM DB	RKSISHKO	SHARP INC.		
RKDAYNYS	DAEGU ACC NOTAM	RKSIYIYA	INCHEON ATIS		
RKDAYOYX	DAEGU ACC FLT INFO CENTER	RKSIYPYX	AVIATION MET OFFICE		
RKDAYOYE	DAEGU ACC FLT INFO CENTER	RKSIZAZS	SEOUL APP		
RKDAZQZE	DAEGU ACC	RKSIZPZG	FOIS SYSTEM		
RKDAZQZS	DAEGU ACC	RKSIZPZH	FOIS SYSTEM		
RKDAYIYT	DAEGU ACC KAC	RKSIZPZI	FOIS SYSTEM		
RKDAZAZS	ATFMS	RKSIZPZN	FOIS SYSTEM		
RKDAZAZX	ATFMS	RKSIZPZX	INCHEON AIS T1		
RKDAZDZX	CTFMS	RKSIZPZB	INCHEON AIS T2		
RKDAZEZA	ATMO FSMS	RKSIYPYS	AVIATION MET OFFICE		
RKDJKHAX	HELIKOREA	RKSIZAZB	INCHEON IAC		
RKJBYFYX	MUAN COM STN	RKSIZAZC	INCHEON IAC		
RKJBYIYX	MUAN ATIS	RKSIZAZD	INCHEON IAC		
RKJBZPZX	MUAN AIS	RKSIZAZX	INCHEON IAC		
RKJBZTZX	MUAN TWR	RKSIZXFM	IAC FIMS		
RKJJYFYX	GWANGJU COM STN	RKSLYAYX	MINISTRY OF LAND TRANSPORT		
RKJJZAZX	GWANGJU APP	RKSLYNYS	MINISTRY OF LAND, INFRASTRUCTURE AND TRANSPORT		
RKJJZPZX	GWANGJU AIS				
RKJKZPZX	GUNSAN AIS	RKSSAARO	GIMPO AAR		
RKJYZPZX	YEOSU AIS	RKSSABLO	AIR BUSAN		
RKJYIYA	YEOSU ATIS	RKSSASVO	GIMPO AIR SEOUL		
RKNWZPZX	WONJU AIS	RKSIAIHX	INCHEON AIH		
RKNYZPZX	YANGYANG AIS	RKSSESRO	EASTAR JET		
RKNYZTZX	YANGYANG TWR	RKSSESRX	EASTAR JET		
RKNYIYA	YANGYANG ATIS	RKSSHGGX	HI AIR		
RKNYIYB	YANGYANG ATIS	RKSSHPBX	HANHWA		
RKPCAARO	JEJU AAR	RKSSJJAO	JEJU AIR		
RKPCYFYA	JEJU COM STN	RKSSJJAS	JEJU AIR		
RKPCYFYX	JEJU COM STN	RKSSJNAX	JIN AIR		
RKPCYIYX	JEJU KAC	RKSSKAAO	K-AVIATION		
RKPCZAZS	JEJU APP(ARTS)	RKSSKABO	AIR POHANG		
RKPCZAZX	JEJU APP	RKSSKALC	GIMPO KAL		
RKPCZPZA	JEJU AIS	RKSSKALO	GIMPO KAL		
RKPCZPZX	JEJU AIS	RKSSKALS	GIMPO KAL		
RKPCZTZA	JEJU ATIS	RKSSKALX	GIMPO KAL		
RKPCZTZX	JEJU TWR	RKSSPTAO	PARATA AIR		
RKPDZPZX	JEONGSEOK AIS	RKSSTWBX	T'WAY AIR		
RKPDZTZX	JEONGSEOK TWR	RKSSYAYX	GIMPO CNS STN		
RKPKAARO	GIMHAE AAR	RKSSYHYX	SEOUL FIRE AVIATION OFFICE		
RKPKYFYA	GIMHAE COM STN	RKSSYIYI	KAC		
RKPKYFYB	GIMHAE COM STN	RKSSYIYX	GIMPO KAC		
RKPKYFYC	GIMHAE COM STN	RKSSYOYX	GIMPO NOTAM OFFICE		
RKPKYFYD	GIMHAE COM STN				
RKPKYFYX	GIMHAE COM STN				
RKPKZPZX	GIMHAE AIS				
RKPKZAZC	GIMHAE ARTS				
RKPKZAZX	GIMHAE APP				
RKPKZTZX	GIMHAE TWR				
RKPSZPZX	SACHEON AIS				
RKPUZPZX	ULSAN AIS				
RKPUIYIX	ULSAN ATIS				
RKRRYFYX	INCHEON ACC				
RKRRYIYT	INCHEON KAC				
RKRRYNYS	INTL NOTAM OFFICE				
RKRRYNYX	INTL NOTAM OFFICE				

Change : Withdrawal of RKSSADBS, RKSSFGWO, RKSSYEYX and Establishment of RKSSPTAO.



RKSSYQYX	AIR NAV CENTRAL MANAGEMENT	
RKSSYSYX	SEOUL RADIO	
RKSSZKPY	SEL COM CENTER	
RKSSZPZX	GIMPO AIS	
RKSSZTZR	GIMPO ASDE1	
RKSSZTZX	GIMPO ASDE2	
RKSSZZZX	SEOUL RADIO	
RKTAHSFX	TAEAN AIS	
RKTFYXYX	ROKAF MET HQ	
RKTHZPZX	POHANG GYEONGJU AIS	
RKTLZTZX	ULJIN TWR	
RKTLZPZX	ULJIN AIS	
RKTNZPZX	DAEGU AIS	
RKTUYOYX	CHEONGJU AIS	
RKTUZAZA	CHEONGJU APP	
RKTUZAAB	CHEONGJU APP	
RKTUZAAC	CHEONGJU APP	
RKTUZPZX	CHEONGJU AIS	

4. 요구사항 및 조건

NIL

4. Requirements and conditions

NIL

5. 추가 정보

NIL

5. Miscellaneous

NIL



5. 항공사가 고지하여야 할 사항

비행예보철을 필요로 하는 운항 관계자는 다음의 경우
1일 전에 항공기상청에 통보해야 한다.

- 신규노선 또는 새로운 종류의 운항 계획이 있을 때
- 기존 정기운항내용의 변경 사항이 있을 때
- 기상업무 제공에 영향을 주는 기타 변경사항이 있을 때

항공사는 다음 사항이 발생했을 때 적어도 출발 6시간 전
에 항공기상청에 통보해야한다.

- 부정기 항공기가 운항할 때
- 항공기 운항이 지연, 조기 출발 또는 취소될 때
- 비행예정표

6. 항공기 관측보고

공대지 데이터 링크를 사용하거나, 자동종속감시시설
(ADS-C) 또는 2차 감시레이더(SSR)의 Mode S를 적용할
때, 비행 중에는 매 15분마다 그리고 비행 후 최초 10분
동안의 상승 단계에서는 매 30초마다 자동 정기 관측을
해야 한다. 그러나 음성통신으로 보고가 이루어지거나 공
대지 데이터 링크, ADS-C 또는 SSR Mode S를 통한 보
고를 적용할 수 없을 때, 정기항공기관측은 아시아-태평양
구역 내의 기상보고지점에서 보고된다.

7. VOLMET 제공업무

※ 항공기상청 해당사항 없음

8. SIGMET과 AIRMET 정보 제공업무

Name of MWO/location indication	Hours	FIR or CTA served	Type of SIGMET/ validity	Specific SIGMET procedures	AIRMET procedures	ATS unit served	Additional information
1	2	3	4	5	6	7	8
INCHEON/ RKSI	H24	Incheon FIR	SIGMET/ 4 HR	SIGMET VA/TC: VALIDITY 6 HR	AIRMET VALIDITY 4 HR	Incheon ACC, Daegu ACC	NIL

8.1 일반사항

항공교통의 안전을 위한 기상감시소로써 항공기상청은
인천비행정보구역 내에서 비행에 영향을 끼칠 수 있는
기상현상에 대한 지속적인 감시를 수행하고, 필요한 경우
SIGMET정보, AIRMET정보, 공항경보, 급변풍경보를 발
표한다.

5. Notification Required from Operators

The operator or a flight crew member requiring service
(flight documentation) shall notify the AMO one day in
advance, when :

- new routes or new types of operation are planned;
- changes are to be made in the scheduled operations;
- other changes, affecting the provision of meteorologi-
cal service, are planned.

The operator or a flight crew member shall notify the
AMO at least 6 hours before the expected time of
departure, when :

- non-scheduled flights are to be operated;
- flights are delayed, advanced or cancelled.
- flight schedules

6. Aircraft Reports

When air-ground data link is used and automatic
dependent surveillance - contract (ADS-C) or secondary
surveillance radar (SSR) Mode S is being applied,
automated routine observations should be made every 15
minutes during the en-route phase and every 30 seconds
during the climb-out phase for the first 10 minutes of the
flight. However, when voice communications are used
and air-ground data link, ADS-C, SSR Mode reports are
not available, routine aircraft observations (AIREPs) are
required at the meteorological reporting points in the
Asia/Pacific region.

7. VOLMET Service

N/A to the AMO.

8. SIGMET and AIRMET Service

8.1 General

For the safety of air traffic, the Aviation Meteorological
Office(AMO), as the Meteorological Watch Office(MWO),
maintains a continuous watch over meteorological
conditions affecting flight operations within the Incheon
FIR and when necessary, issues the SIGMET and
AIRMET information, aerodrome warnings and wind
shear warnings.

8.2 기상감시

항공기상청은 다음과 같은 기상감시를 수행한다.

- 책임구역 내에서 비행에 영향을 미치는 기상상태에 대한 감시
- 책임구역과 관련되는 위험기상정보 및 기타 정보의 작성
- 요청이 있을시 위험기상 정보 및 기타 기상정보를 관련 항공교통업무기관에 제공
- SIGMET 정보와 AIRMET 정보 전파
- SIGMET 정보로 아직 발표되지 않은 분출전 화산활동, 화산분출 및 화산재 구름에 관해 입수한 정보를 기상당국과 항공교통업무당국 간 합의에 따라 비행정보센터 또는 지역관제센터에 그리고 지역항공항행협정에 의해 결정된 화산재주의보센터에 제공
- 감시 또는 인근 구역 내 대기로 방사성 물질 방출사고에 관하여 수신한 정보를 기상당국과 항공교통업무당국 간 합의에 따라 비행정보기관 또는 항공교통업무기관에 제공

항공기상청은 ICAO Annex 3, 7장에 기초하여 SIGMET과 AIRMET정보를 발표한다.

8.3 공항경보와 급변풍경보

항공기상청 또는 각 공항기상관서는 아래에 열거한 현상 중 한 가지 이상이 발생할 것으로 예상될 경우, 계류 중인 항공기와 공항시설들을 보호하기 위해 공항경보를 발표한다.

- 태풍
- 뇌우
- 우박
- 대설
- 강풍
- 호우
- 구름고도(Ceiling : 하늘의 5/8 이상을 가리는 최하층 구름고도)
- 저시정
- 먼지 또는 모래보라
- 어는 강수
- 서리
- 화산재

활주로와 활주로 고도 위 500 m(1 600 ft) 사이의 접근/이륙로 또는 선회접근 중인 항공기 그리고 착륙 또는 이륙을 위해 주행 중인 항공기에 악영향을 미칠 수 있는 급변풍의 관측 또는 예상될 때, 급변풍경보를 발표한다.

공항경보와 급변풍경보는 영어로 발표하며, 지역적으로 합의된 분배목록에 따라서 전파된다.

8.4 비행중인 항공기의 SIGMET 분배

※ 항공기상청 해당사항 없음

8.2 Meteorological Watch

The meteorological watch is performed by the AMO, as follows:

- maintain watch over meteorological conditions affecting flight operations within its area of responsibility
- prepare SIGMET and other information relating to its area of responsibility
- supply SIGMET information and, as required, other meteorological information to associated air traffic services units
- disseminate SIGMET and AIRMET information
- supply information received on pre-eruption volcanic activity, a volcanic eruption and volcanic ash cloud for which a SIGMET has not already been issued, to its associated ACC/FIC, as agreed between the meteorological and ATS authorities concerned, and to its associated VAAC as determined by regional air navigation agreement and
- supply information received concerning the accidental release of radioactive materials into the atmosphere, in the area for which it maintains watch or adjacent areas, to aeronautical information service units and ATS authorities, as agreed between the meteorological and ATS authorities concerned.

The AMO issues SIGMET and AIRMET information in accordance with ICAO Annex 3, Chapter 7.

8.3 Aerodrome Warnings and Wind Shear Warnings

Aerodrome warnings for the protection of parked aircraft or of other equipment at the airport are issued by the AMO or each airport meteorological office concerned, if one or several of the following phenomena are expected to occur at the airport.

- Typhoon
- Thunderstorm
- Hail
- Heavy snow
- Strong surface wind and gusts
- Heavy rain
- Ceiling
- Low visibility
- Rising sand or dust
- Freezing precipitation
- Frost
- Volcanic ash

Wind shear warnings are issued when wind shear which could adversely affect aircraft on the approach path or take off path or during circling approach between runway level and 500 m(1 600 ft) above that level is observed or expected.

The aerodrome warnings and wind shear warnings are issued in English and are distributed in accordance with a distribution list agreed upon locally.

8.4 Dissemination of SIGMET Information to Aircraft in Flight

※ Not authorized to the AMO.

9. 인터넷 서비스

9. Internet Services

정보명 Service name	유효정보 Information available	서비스 구역, 항공로 및 공항의 범위 Area, Route and Aerodrome covered	전화, 팩스번호 Telephone, FAX numbers Remarks
1	2	3	4
항공날씨 Weather Information Service for Air Navigation Support	기상관측 및 보고 정시 및 특별 관측전문(경향예보 포함) 정시 및 특별 국지관측전문 Meteorological Observations and Reports METAR/SPECI (Including Trend forecast) MET REPORT, SPECIAL Report	인천비행정보구역 (공항예보 : 항공고정통신망과 세계공역예보시스템으로부터 수신된 모든 구역 포함) Incheon FIR (TAF : Including all of the received regions from AFTN and WAFS)	항공기상청 The Aviation Meteorological Office TEL : +82-32-222-3030 FAX : +82-32-740-2817 https://global.amo.go.kr
	항공기 특별 관측보고 Special AIREP		
	항공예보 공항예보, 이륙예보, SIGWX(저고도, 중고도) Aerodrome Forecast TAF, Take-off forecast, SIGWX(Low-level/Medium-level)		
	특보 SIGMET 정보, AIRMET 정보, 공항경보, 급변풍 경보 및 경고, 태풍정보 SIGMET and AIRMET information, Aerodrome warnings, Wind shear warnings and alerts, Typhoon information	인천비행정보구역, 세계공역예보시스템으로부터 수신된 모든 구역 Incheon FIR, All of the received regions from WAFS	
	일기도/WAFS 한반도 WINTEN, 난류예측일기도, 분석일기도, 예상일기도, WAFS 수치예측일기도 Numerical model Weather charts/WAFS charts Domestic WINTEN, Turbulence prediction chart, Synoptic analysis chart, Numerical prediction chart WAFS products (SIGWX, WINTEN, Tropopause, Max Wind, Humidity, Cross Section, Geopotential Height, CAT, CB, ICING, WAFS OPMET)		
	날씨영상 레이더(공항기상레이더, 기상레이더), 낙뢰, 위성영상 Weather images Radar(TDWR, Weather radar), Lightning, Satellite images	인천 비행정보구역 Incheon FIR	
	운항지원 공항기상정보, 항공교통기상정보, 화산재주의보, 우주기상주의보, AMOS 실시간 관측자료 Flight weather information Airport weather information, Meteorological information for air traffic management, Volcanic ash and space weather advisory, AMOS observation data	인천 비행정보구역, 항공고정통신망에서 수신된 모든 구역 Incheon FIR, All of the received regions from AFTN	
항공기상청 홈페이지 Aviation Meteorological Information Service	기상관측 및 보고 정시 및 특별 관측전문(경향예보 포함) Meteorological Observations and Reports METAR/SPECI (Including Trend forecast)	한국, 인천비행정보구역 (공항예보 : 항공고정통신망과 세계공역예보시스템으로부터 수신된 모든 구역 포함) Korea, Incheon FIR (TAF : Including all of the received regions from AFTN and WAFS)	항공기상청 The Aviation Meteorological Office TEL : +82-32-222-3030 FAX : +82-32-740-2817 https://amo.kma.go.kr
	항공예보 공항예보 Aerodrome Forecast TAF		
	공항경보, 급변풍경보 일기도, 위성영상, 레이더영상, 낙뢰정보 Aerodrome warning, Wind shear warning, Weather Chart, Satellite image, Radar image, Lightning information		

Change : Information of term(항공운항지원 기상서비스 → 항공날씨).



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2.8.5.1 상기 2.8.5항 (가)에서 (마)까지에 해당하는 RVSM 비승인 항공기는 항공교통관제기관에서 배정한 순항고도로 비행하여야 한다. 다만, 상기 2.8.5항 (마)에 해당하는 RVSM 비승인 항공기는 인천항공교통관제소와 협의된 절차를 따른다.

2.8.5.1.1 상기 2.8.5항 (가)에서 (마)까지에 해당하는 항공기 운영자는 ICAO 비행계획서 18번 항목에 "STS/APVD NONRVSM" 문구를 기재하여 제출하여야 하고, 반드시 "NEGATIVE RVSM" 용어를 사용하여 계기비행허가를 신청하여야 한다. 관련 허가중계 항공교통관제기관은 인천항공교통관제소(인천ACC)에 동 정보를 통보하여야 한다.

2.8.5.2 인천항공교통관제소의 연락처는 다음과 같다.

인천항공교통관제소(인천ACC)
전화 : 032-880-0288
팩스 : 032-889-5906
E-mail : g_atcdiv@molit.go.kr
항공고정통신망 : RKRRZQZX

2.9 RVSM 승인 항공기 도입 시 절차

2.9.1 RVSM 승인을 받고 도입되는 항공기는 해당 RVSM 공역에 적용되는 RVSM 정책 및 절차에 관하여 비행승무원이 교육훈련을 이수하고 책임 있는 국가로부터 운항을 위한 인증서를 발급받은 경우에 한하여 RVSM 공역을 운항할 수 있다. 국가는 비행예정일, 비행편명, 등록기호, 항공기 형식/종류를 포함하여 비행에 관한 사항을 서면, 전자우편 또는 팩스로 PARMO에 제출하여야 한다.

2.10 300 미터 (1 000 피트) 수직분리기준 사용 중지

2.10.1 조종사로부터 심한 요란(greater than moderate turbulence) 보고를 접수할 경우, ATC는 300 미터 (1 000 피트) 수직 분리기준에 대한 잠정적 사용 중지를 고려할 수 있다.

2.11 항공기 시스템고장 또는 심한 요란(greater than moderate turbulence) 조우시 조종사 및 관제사 업무 지침

2.11.1 항공기 시스템고장 또는 심한 요란(greater than moderate turbulence) 발생 등 비행 중 우발상황 발생 시에는 불임 2의 시나리오를 따른다.

2.12 공지통신 두절절차

2.12.1 공지통신 두절된 항공기는 ICAO PANS-ATM Doc 4444 (항공교통관리)에 기술된 공지통신두절 절차를 따른다.

2.8.5.1 The assignment of cruising levels to RVSM non compliant aircraft listed in paragraph 2.8.5 (a) to (e) shall be subject to an ATC clearance. But, In case of the aircraft listed in paragraph 2.8.5 (e), LOA or practical procedures between Incheon ACC and facilities concerned will be applied.

2.8.5.1.1 Aircraft operators of RVSM non compliant Aircraft listed in paragraph 2.8.5 (a) to (e) shall include the "STS/APVD NONRVSM" in Field 18 of the ICAO Flight Plan. The pilot must use the phraseology including "NEGATIVE RVSM" when requesting IFR Clearance; ATC facilities concerned shall notify this information to Incheon ACC.

2.8.5.2 When necessary, the Incheon Air Traffic Control Regional Office may be contacted as follows :

Incheon Air Traffic Control Regional Office(Incheon ACC)
Tel : +82-32-880-0288
Telefax : +82-32-889-5906
Email : g_atcdiv@molit.go.kr
AFS : RKRRZQZX

2.9 Delivery Flights for Aircraft that are RVSM Compliant on Delivery

2.9.1 An aircraft that is RVSM compliant on delivery may operate in RVSM airspace provided that the crew is trained on RVSM policies and procedures applicable in the airspace and the responsible State issues the operator a letter of authorization approving the operation. State notification to the PARMO should be in the form of a letter, e-mail or fax documenting the one-time flight. The planned date of the flight, flight identification, registration number and aircraft type/series should be included.

2.10 Suspending the use of 300 m (1 000 ft) Vertical Separation Minimum in the affected area

2.10.1 ATC will consider not using temporarily 300 m (1 000 ft) Vertical Separation Minimum within affected areas of the Inchoen FIR when there are pilot reports of greater than moderate turbulence.

2.11 Guidance for Pilots and Controllers for Actions in the Event of Aircraft System Malfunction or Turbulence Greater than Moderate

2.11.1 See Attachment B for guidance in these circumstances.

2.12 Procedures for Air-Ground Communication Failure

2.12.1 The air-ground communication failure procedures specified in ICAO PANS-ATM Doc 4444 should be applied.

3. Offset 절차

3.1 대구/인천ACC는 일부 혼잡항공로에 대한 항공안전증진을 위하여 FMS를 장착한 민간 항공기에 대하여 offset 절차를 적용한다. offset 절차적용을 위해서 관제사가 offset 지시를 발부할 것이다.

3.2 적용구간

3.2.1 G597(E)/Y697(E)/B467/Y437/L512 항공로 상 KARBU-KAE-ANDOL 구간

3.3 운영시간

3.3.1 3.2.1의 offset 절차는 매일 0700-2200 KST 까지 (2200-1300 UTC) 운영한다.

3.4 Offset 절차

3.4.1 G597(E)/Y697(E)/B467/Y437/L512 항공로 상 KARBU-KAE-ANDOL구간 offset 절차

- 1) KARBU로부터 동쪽방향으로 비행하는 항공기는 G597/Y697/B467/Y437/L512항공로 중심선 우측으로 3 마일 offset 비행
- 2) ANDOL로부터 서쪽방향으로 비행하는 항공기는 G597/Y697/B467/Y437/L512항공로 중심선 우측으로 3 마일 offset 비행

3.4.1.1 이양지점

- 1) 인천/김포 공항 착륙 항공기는 KARBU 북동쪽 10 마일 지점에서 KARBU로 직선비행 지시 후 서울접근관제소로 관제권이 이양될 것이다.
- 2) KARBU에서 ANDOL방향 항공기는 ANDOL 남서쪽 10 마일 지점에서 ANDOL로 직선비행 지시 후 도쿄ACC로 관제권이 이양될 것이다.

3.4.1.2 관제용어

- 1) Offset 시작
(Call Sign) Proceed Offset 3 miles Right of Centerline/Track.
- 2) Offset 종료
(Call Sign) Cancel Offset Proceed Direct to (Significant Point).

3. Offset Procedures

3.1 To improve safety in congested airways, Daegu/Incheon ACC decides to enforce offset procedures to the civil aircraft that are equipped with FMS(Flight Management System). Each aircraft equipped with FMS is to receive offset instruction from an air traffic controller in concerned airways under this offset procedure enforcement.

3.2 Segment of Offset Operation

3.2.1 Between KARBU and KAE and ANDOL on G597(E)/Y697(E)/B467/Y437/L512

3.3 Offset Operation Hours

3.3.1 Offset procedures mentioned in 3.2.1 are operated 0700-2200 KST (2200-1300 UTC) daily.

3.4 Offset Procedure

3.4.1 Offset procedure between KARBU and KAE and ANDOL on G597(E)/Y697(E)/B467/Y437/L512

- 1) Eastbound aircraft from KARBU will be applied 3 miles right of G597/Y697/B467/Y437/L512 centerline.
- 2) Westbound aircraft from ANDOL will be applied 3 miles right of G597/Y697/B467/Y437/L512 centerline.

3.4.1.1 Transfer point

- 1) Aircraft that lands at RKSI, RKSS will be transferred to Seoul Approach at 10 NM northeast of KARBU after being instructed to proceed direct to KARBU.
- 2) Aircraft flying from KARBU to ANDOL will be transferred to Tokyo ACC at 10 NM southwest of ANDOL after being instructed to proceed direct to ANDOL.

3.4.1.2 Phraseology

- 1) Offset initiation
(Call Sign) Proceed Offset 3 miles Right of Centerline/Track.
- 2) Offset cancellation
(Call Sign) Cancel Offset Proceed Direct to (Significant Point).

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

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

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

Change : Information of remarks(G597 → Y697).

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

1. Critical DME : KWA<DOTOL/KIDOS>, CJU<DOTOL/KIDOS>

2. DME GAP : KIDOS/REMOS, REMOS/PANSI, PANSI/DOMKO, DOMKO/PONIK, PONIK/KANKA, KANKA/BONSO, BONSO/MUGUS GNSS required.

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

AD 2. AERODROMES

RKSI AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKSI - SEOUL / Incheon INTL

RKSI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	372745N 1262621E 295° / 2 357 m from THR 33R
2	Direction and distance from city	264°, 48.7 km from Seoul City Hall 279°, 23.9 km from Incheon City Hall
3	Elevation/Reference temperature	7 m / 30.4 °C
4	Geoid undulation at AD ELEV PSN	21 m
5	Magnetic VAR/Annual change	9° W (2020) / 0.093° increasing
6	Aerodrome Operator, Address, Telephone, FAX, AFS	Incheon International Airport Corporation 47, Gonghang-ro 424beon-gil, Jung-gu, Incheon 22382, Republic of Korea TEL : +82-32-741-2601~2 FAX : +82-32-741-2610 AFS : (Terminal 1) RKSIZPZX (Terminal 2) RKSIZPZB
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	Incheon Airport Slot Coordination(IASC) Slots must be obtained prior to commencing operations at RKSI (Level-3 airport). - Slot Request : icnscr@iasc.kr (SSIM format messages only) - General Enquiry : icninfo@iasc.kr * For General/Business Aviation, submit GCR messages to obtain slot clearance. * Details of slot coordination procedures are outlined on the website (www.iasc.kr).

RKSI AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	H24
2	Customs and Immigration	H24
3	Health and Sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	NIL

Change : Information of reference temperature(30.3 °C → 30.4 °C).

RKSI AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	All modern facilities handling weights up to 7 000 kg
2	Fuel/oil types	Fuel : Jet A-1 Oil : Turbo Oil 2 380, Jet Oil 254, Castrol 5 000
3	Fuelling facilities/capacity	a. Jet A1 available by hydrant refueling on passenger, remote, cargo apron, at rate of 1 000 gpm. 27 aircraft can be fueled simultaneously, total amount of storage is 187 353 600 L. b. Hydrant refueling is unserviceable on every 4th Monday (1630-1800 UTC) of the month due to scheduled inspection. Tank lorries are available H24.
4	De-icing facilities	Provide 27 de-icing pads (Refer to Aircraft Parking / Docking Chart)
5	Hangar space for visiting aircraft	Not available
6	Repair facilities for visiting aircraft	Minor repairs without hangar
7	Remarks	NIL

RKSI AD 2.5 PASSENGER FACILITIES

1	Hotels	In Incheon & Seoul city (Transit hotel at passenger terminal)
2	Restaurants	At AD and in the city
3	Transportation	Rail, buses, taxis, rental cars and ferries from the AD
4	Medical facilities	a. First aid emergency medical center in airport b. Ambulance service available c. Hospitals in Incheon city, 20 km away
5	Bank and Post Office	Available at AD
6	Tourist Office	Available at AD
7	Remarks	http://airport.kr

RKSI AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	AD Category for fire fighting : Category 10																										
2	Rescue equipment	a. 2 ARFF* vehicles (8 × 8) : <table><tr><td>Capacity of water (L)</td><td>17 000 (2)</td></tr><tr><td>Capacity of foam (L)</td><td>2 400 (2)</td></tr><tr><td>Foam discharge rate (L/min)</td><td>8 000 (2)</td></tr><tr><td>Capacity of dry chemical powder (kg)</td><td>225 (2)</td></tr><tr><td>Dry chemical powder discharge rate (kg/s)</td><td>2.3 (2)</td></tr></table> b. 6 ARFF* vehicles (6 × 6) : <table><tr><td>Capacity of water (L)</td><td>11 000 (6)</td></tr><tr><td>Capacity of foam (L)</td><td>1 590 (2), 1 000 (4)</td></tr><tr><td>Foam discharge rate (L/min)</td><td>7 900 (2), 7 500 (4)</td></tr><tr><td>Capacity of dry chemical powder (kg)</td><td>200 (2), 225 (4)</td></tr><tr><td>Dry chemical powder discharge rate (kg/s)</td><td>2.3 (2), 2.5 (4)</td></tr></table> c. 3 Pump vehicles : <table><tr><td>Capacity of water (L)</td><td>4 000 (2), 300 (1)</td></tr><tr><td>Capacity of foam (L)</td><td>200 (2), 20 (1)</td></tr><tr><td>Foam discharge rate (L/min)</td><td>2 800 (2), 40 (1)</td></tr></table> d. 2 Supplementary water tank trucks : 12 000 L (2) e. 3 Ambulances f. 1 Rescue truck g. 1 Commanding vehicle h. 1 Aircraft rescue fire-fighting stair vehicle i. 1 Emergency relief	Capacity of water (L)	17 000 (2)	Capacity of foam (L)	2 400 (2)	Foam discharge rate (L/min)	8 000 (2)	Capacity of dry chemical powder (kg)	225 (2)	Dry chemical powder discharge rate (kg/s)	2.3 (2)	Capacity of water (L)	11 000 (6)	Capacity of foam (L)	1 590 (2), 1 000 (4)	Foam discharge rate (L/min)	7 900 (2), 7 500 (4)	Capacity of dry chemical powder (kg)	200 (2), 225 (4)	Dry chemical powder discharge rate (kg/s)	2.3 (2), 2.5 (4)	Capacity of water (L)	4 000 (2), 300 (1)	Capacity of foam (L)	200 (2), 20 (1)	Foam discharge rate (L/min)	2 800 (2), 40 (1)
Capacity of water (L)	17 000 (2)																											
Capacity of foam (L)	2 400 (2)																											
Foam discharge rate (L/min)	8 000 (2)																											
Capacity of dry chemical powder (kg)	225 (2)																											
Dry chemical powder discharge rate (kg/s)	2.3 (2)																											
Capacity of water (L)	11 000 (6)																											
Capacity of foam (L)	1 590 (2), 1 000 (4)																											
Foam discharge rate (L/min)	7 900 (2), 7 500 (4)																											
Capacity of dry chemical powder (kg)	200 (2), 225 (4)																											
Dry chemical powder discharge rate (kg/s)	2.3 (2), 2.5 (4)																											
Capacity of water (L)	4 000 (2), 300 (1)																											
Capacity of foam (L)	200 (2), 20 (1)																											
Foam discharge rate (L/min)	2 800 (2), 40 (1)																											

Change : Information of rescue equipment(pump vehicles).

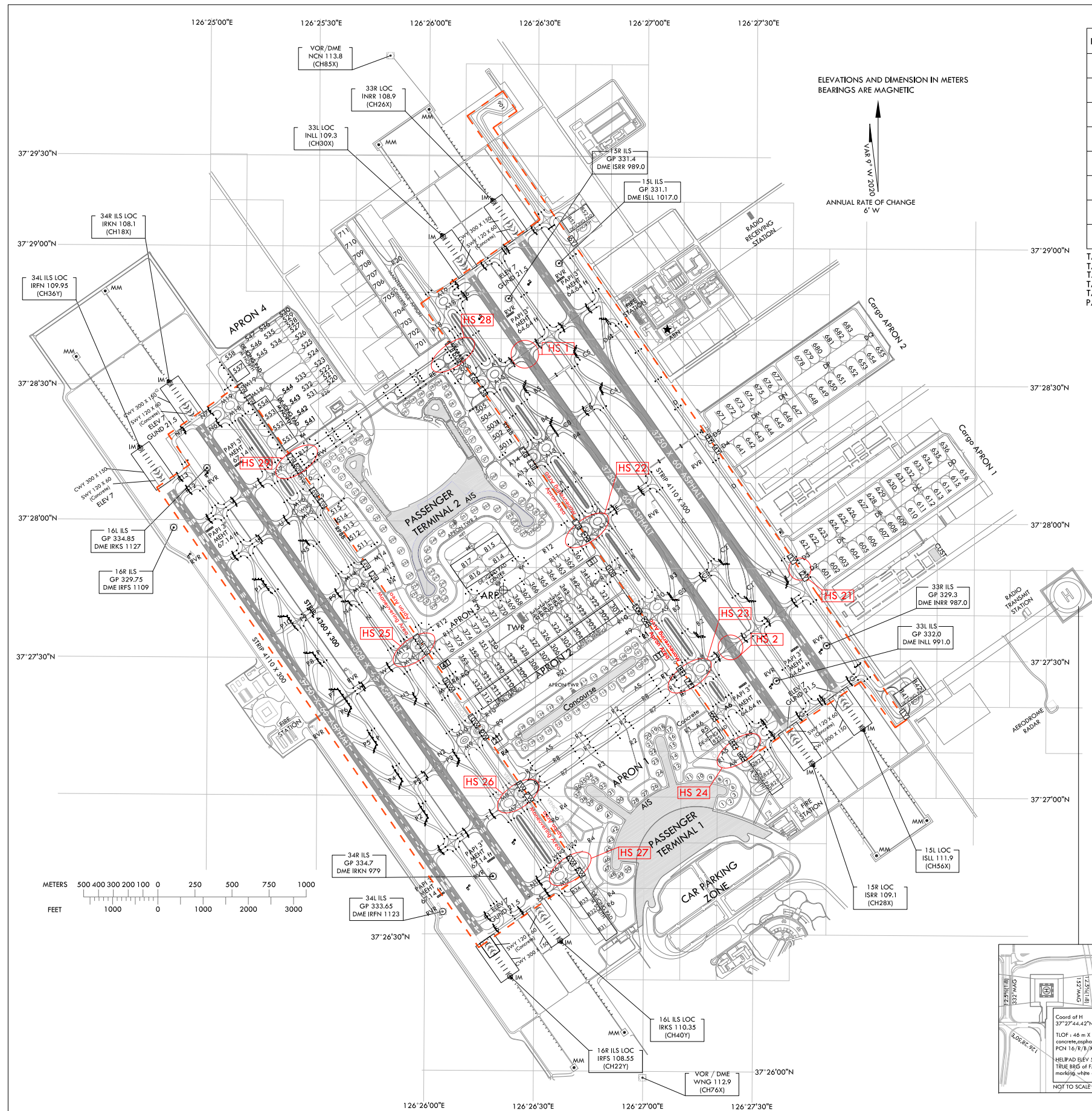
AERODROME
CHART - ICAO

37°27'45"N
126°26'21"E

ELEV 7 m

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

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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

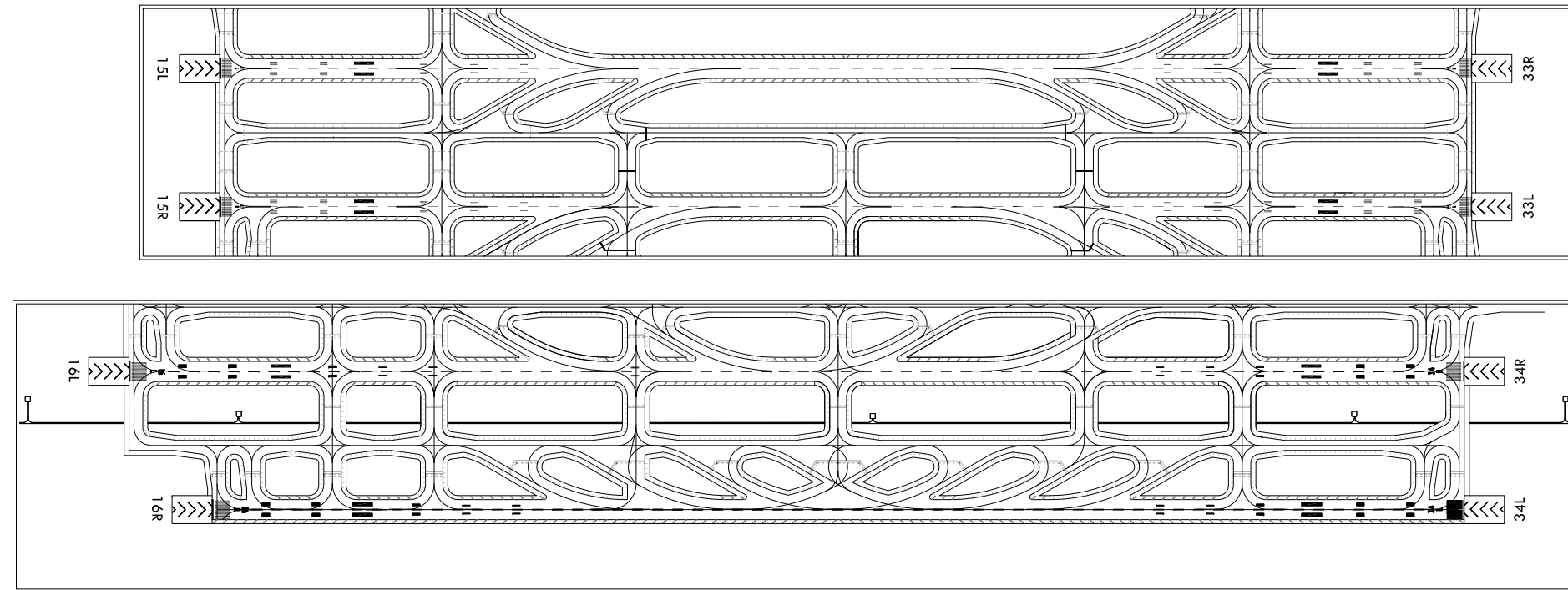
HS 1	AIRCRAFT TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33L WITHOUT ATC AUTHORIZATION.
HS 2	AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R 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	
	VOR check-point and frequency
	Stop-bar light
	Runway holding position
	Taxi lane
	Gate
	Remote stand
	Open channel
	ATC service boundary (Maneuvering area)
	Transfer of control point (TCP)
	Hot spot
	Remote Passenger Boarding Bridge (501, 503, 512, 514)

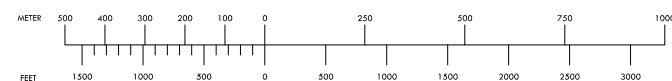
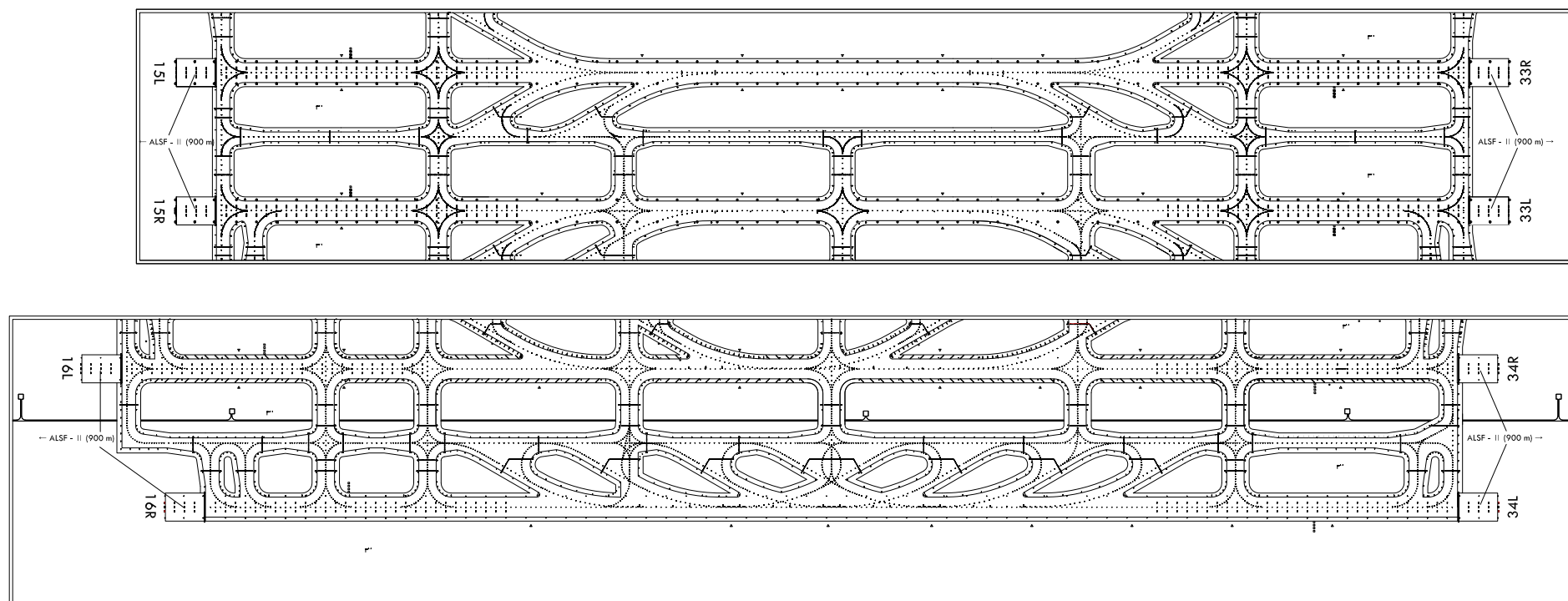
Note
Aircraft shall not taxi into maneuvering area without clearance from Incheon Tower or Ground.

Change : Information of RPBB and legend.

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



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

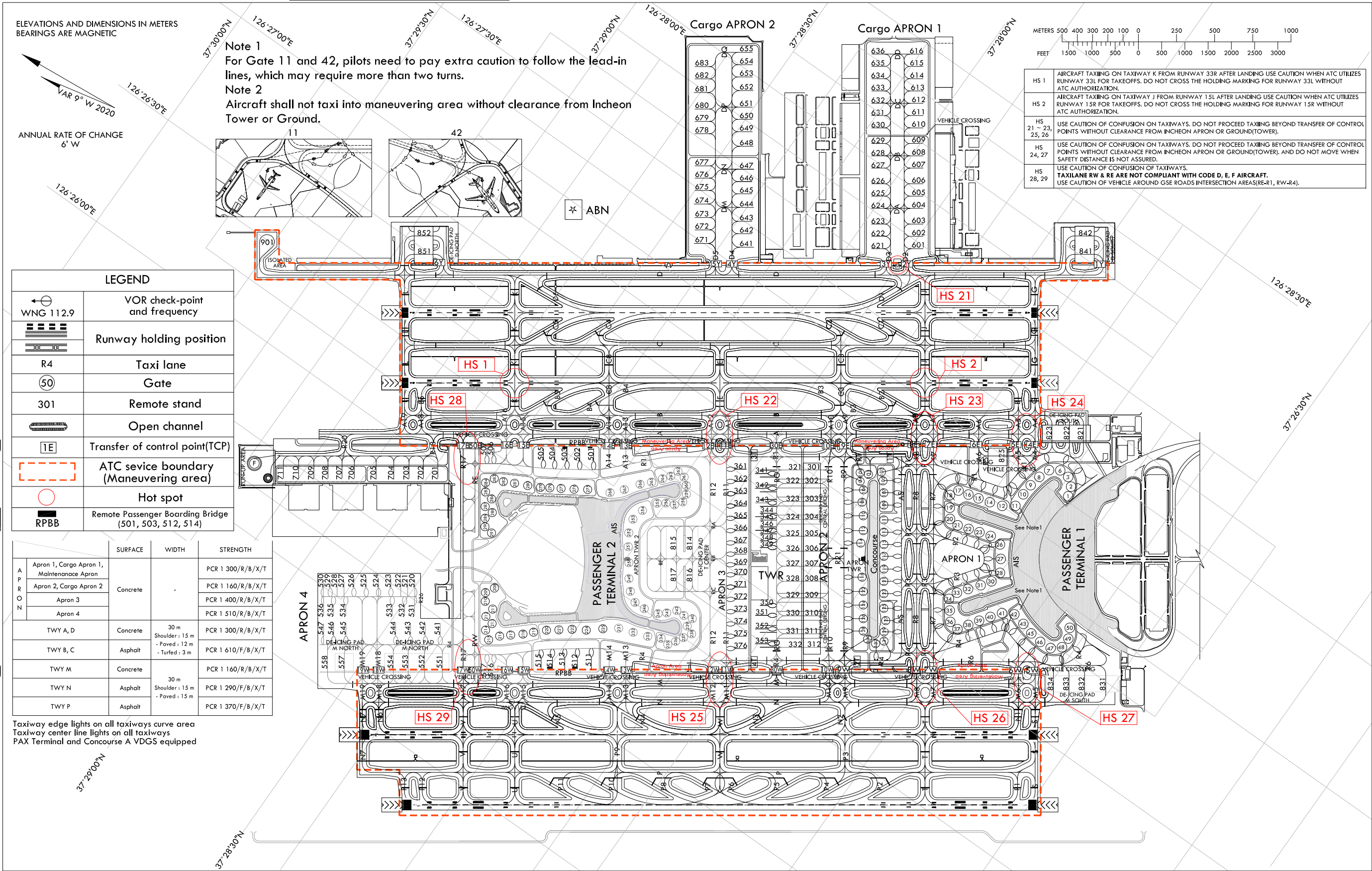


AIRCRAFT PARKING /
DOCKING CHART - ICAO

APRON ELEV 6 m

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

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Change : Information of RPBB and legend.

Apron 1					Apron 2					Apron 3					Apron 4					Cargo Apron 2				
	INS COORDINATES FOR AIRCRAFT STANDS				STAND AVAILABILITY		INS COORDINATES FOR AIRCRAFT STANDS				STAND AVAILABILITY		INS COORDINATES FOR AIRCRAFT STANDS				STAND AVAILABILITY		INS COORDINATES FOR AIRCRAFT STANDS				STAND AVAILABILITY	
	WGS-84		ELEV(AMSL)				WGS-84		ELEV(AMSL)				WGS-84		ELEV(AMSL)				WGS-84		ELEV(AMSL)			
1	37°26'59.01"N	126°27'21.53"E	5 m	C	101	37°27'31.17"N	126°26'57.99"E	5 m	C	242	37°27'46.48"N	126°26'03.41"E	6 m	C, D, E	520	37°28'30.58"N	126°25'33.83"E	5 m	A ~ C	641	37°28'14.44"N	126°27'26.30"E	6 m	A ~ F
2	37°26'59.38"N	126°27'23.37"E	5 m	C	102	37°27'32.40"N	126°26'56.80"E	6 m	C	243	37°27'48.32"N	126°26'02.55"E	6 m	C	521	37°28'31.54"N	126°25'32.62"E	5 m	A ~ C	642	37°28'16.08"N	126°27'28.84"E	6 m	A ~ E
3	37°27'00.33"N	126°27'24.14"E	5 m	C, D	104	37°27'31.69"N	126°26'55.45"E	6 m	C, D	245	37°27'48.94"N	126°26'00.76"E	6 m	C	522	37°28'32.61"N	126°25'31.66"E	5 m	A ~ C	643	37°28'17.44"N	126°27'31.24"E	6 m	A ~ E
6	37°27'01.79"N	126°27'23.98"E	5 m	C, D, E	106	37°27'30.28"N	126°26'54.22"E	5 m	C, D, E, F	246	37°27'51.45"N	126°26'55.22"E	6 m	C, D, E	523	37°28'34.58"N	126°25'31.07"E	5 m	A ~ E	644	37°28'18.80"N	126°27'34.02"E	6 m	A ~ F
7	37°27'02.98"N	126°27'23.02"E	5 m	C, D, E	108	37°27'29.12"N	126°26'51.63"E	6 m	C, D, E	247	37°27'55.00"N	126°26'55.93"E	6 m	C, D, E	524	37°28'36.50"N	126°25'29.37"E	5 m	A ~ E	645	37°28'20.40"N	126°27'36.55"E	6 m	A ~ E
8	37°27'03.62"N	126°27'20.95"E	5 m	C, D, E, F	110	37°27'27.40"N	126°26'49.17"E	6 m	C, D, E, F	248	37°27'57.26"N	126°26'02.24"E	6 m	C, D, E	525	37°28'38.42"N	126°25'27.66"E	5 m	A ~ E	646	37°28'21.76"N	126°27'38.96"E	6 m	A ~ E
9	37°27'03.96"N	126°27'18.19"E	5 m	C, D, E	112	37°27'25.76"N	126°26'46.27"E	6 m	C, D, E, F	249	37°27'58.75"N	126°26'04.92"E	6 m	C, D, E	526	37°28'40.34"N	126°25'25.95"E	5 m	A ~ E	647	37°28'23.13"N	126°27'41.37"E	6 m	A ~ F
10	37°27'04.12"N	126°27'15.38"E	5 m	C, D, E, F	114	37°27'24.79"N	126°26'43.46"E	6 m	C, D	250	37°27'59.11"N	126°26'07.52"E	6 m	C	527	37°28'41.44"N	126°25'23.81"E	5 m	A ~ C	648	37°28'25.70"N	126°27'45.82"E	6 m	A ~ F
11	37°27'04.19"N	126°27'12.44"E	5 m	C	118	37°27'20.81"N	126°26'36.98"E	6 m	C, D, E	251	37°28'01.48"N	126°26'09.77"E	6 m	C, D, E	528	37°28'42.51"N	126°25'22.86"E	5 m	A ~ C	649	37°28'27.46"N	126°27'48.57"E	6 m	A ~ E
12	37°27'06.48"N	126°27'08.52"E	5 m	C, D, E, F	122	37°27'19.02"N	126°26'34.35"E	6 m	C, D, E, F	252	37°28'03.02"N	126°26'12.43"E	6 m	C, D, E	529	37°28'43.71"N	126°25'22.14"E	5 m	A ~ C	650	37°28'28.82"N	126°27'50.97"E	6 m	A ~ E
14	37°27'09.00"N	126°27'07.74"E	5 m	C, D, E	124	37°27'17.52"N	126°26'31.69"E	5 m	C, D, E	253	37°28'04.15"N	126°26'15.83"E	6 m	C, D, E	530	37°28'44.78"N	126°25'21.18"E	5 m	A ~ C	651	37°28'30.18"N	126°27'53.38"E	6 m	A ~ E
15	37°27'11.32"N	126°27'07.15"E	5 m	C, D, E, F	126	37°27'16.02"N	126°26'29.04"E	5 m	C, D, E, F	254	37°28'03.39"N	126°26'20.27"E	6 m	C, D, E	531	37°28'26.95"N	126°25'27.30"E	5 m	A ~ C	652	37°28'31.87"N	126°27'56.74"E	6 m	A ~ F
16	37°27'13.32"N	126°27'07.12"E	5 m	C	128	37°27'15.04"N	126°26'26.25"E	5 m	C, D	255	37°28'00.46"N	126°26'23.80"E	6 m	C, D, E	532	37°28'28.24"N	126°25'25.51"E	5 m	A ~ E	653	37°28'33.51"N	126°27'59.27"E	6 m	A ~ E
17	37°27'14.82"N	126°27'05.90"E	5 m	C, D, E, F	130	37°27'13.78"N	126°26'24.86"E	5 m	C, D, E	256	37°27'58.59"N	126°26'25.00"E	6 m	C, D, E	533	37°28'30.16"N	126°25'25.80"E	5 m	A ~ E	654	37°28'34.87"N	126°28'01.68"E	6 m	A ~ F
18	37°27'15.19"N	126°27'04.57"E	5 m	C	321	37°27'42.95"N	126°26'48.77"E	5 m	A ~ C	257	37°27'57.32"N	126°26'26.21"E	6 m	C, D, E	534	37°28'37.38"N	126°25'17.38"E	5 m	A ~ E	655	37°28'36.23"N	126°28'04.09"E	6 m	A ~ F
19	37°27'13.98"N	126°27'02.66"E	5 m	D, E	322	37°27'41.39"N	126°26'46.17"E	5 m	A ~ F	258	37°27'56.59"N	126°26'27.91"E	5 m	C	535	37°28'39.29"N	126°25'15.67"E	5 m	A ~ E	671	37°28'24.41"N	126°27'18.95"E	6 m	A ~ F
20	37°27'13.32"N	126°27'00.96"E	5 m	C, D	323	37°27'39.40"N	126°26'42.64"E	5 m	A ~ F	259	37°27'57.47"N	126°26'28.63"E	5 m	C	536	37°28'41.07"N	126°25'14.73"E	5 m	A ~ E	672	37°28'25.78"N	126°27'21.75"E	6 m	A ~ E
21	37°27'11.65"N	126°27'01.52"E	5 m	D, E	324	37°27'37.40"N	126°26'39.11"E	5 m	A ~ F	260	37°27'58.31"N	126°26'30.31"E	5 m	C	541	37°28'41.85"N	126°25'29.06"E	5 m	A ~ F	673	37°28'27.14"N	126°27'24.16"E	6 m	A ~ E
22	37°27'10.19"N	126°27'02.56"E	5 m	C, D, E	325	37°27'35.57"N	126°26'35.87"E	5 m	A ~ E	261	37°27'59.23"N	126°26'31.37"E	5 m	C	542	37°28'24.17"N	126°25'27.00"E	5 m	A ~ F	674	37°28'28.78"N	126°27'26.69"E	6 m	A ~ F
23	37°27'07.88"N	126°27'03.21"E	5 m	C, D, E	326	37°27'33.91"N	126°26'32.92"E	5 m	A ~ E	262	37°28'00.14"N	126°26'30.66"E	6 m	C	543	37°28'26.48"N	126°25'24.94"E	5 m	A ~ F	675	37°28'30.14"N	126°27'29.47"E	6 m	A ~ E
24	37°27'05.55"N	126°27'04.60"E	5 m	C, D, E	327	37°27'32.24"N	126°26'29.98"E	5 m	A ~ E	263	37°28'01.52"N	126°26'29.98"E	6 m	E	544	37°28'28.80"N	126°25'22.88"E	5 m	A ~ F	676	37°28'31.50"N	126°27'31.88"E	6 m	A ~ E
26	37°27'01.98"N	126°27'02.98"E	5 m	D, E	328	37°27'30.58"N	126°26'27.03"E	5 m	A ~ E	264	37°28'02.61"N	126°26'27.99"E	6 m	C, D, E, F	545	37°28'36.59"N	126°25'15.99"E	5 m	A ~ E	677	37°28'32.86"N	126°27'34.28"E	6 m	A ~ E
27	37°27'00.61"N	126°27'00.33"E	5 m	C, D, E	329	37°27'28.75"N	126°26'23.80"E	5 m	A ~ F	265	37°28'04.51"N	126°26'25.12"E	6 m	C, D, E, F	546	37°28'38.51"N	126°25'14.28"E	5 m	A ~ E	678	37°28'36.42"N	126°27'40.58"E	6 m	A ~ E
28	37°26'58.98"N	126°26'57.90"E	5 m	C, D, E	330	37°27'26.75"N	126°26'20.27"E	5 m	A ~ F	266	37°28'06.25"N	126°26'22.61"E	6 m	C, D, E, F	547	37°28'39.96"N	126°25'12.77"E	5 m	A ~ C	679	37°28'37.78"N	126°27'42.98"E	6 m	A ~ E
30	37°26'59.02"N	126°26'52.99"E	5 m	C, D, E	331	37°27'24.76"N	126°26'16.74"E	5 m	A ~ F	267	37°28'08.33"N	126°26'19.82"E	6 m	C, D, E, F	558	37°28'34.40"N	126°25'04.70"E	5 m	A ~ E					
31	37°27'00.76"N	126°26'50.75"E	5 m	C, D, E	332	37°27'23.31"N	126°26'14.03"E	5 m	A ~ C	276	37°28'15.65"N	126°26'13.09"E	6 m	C, D, E										
32	37°27'02.09"N	126°26'48.30"E	5 m	C, D, E	341	37°27'49.32"N	126°26'42.05"E	5 m	A ~ F	277	37°28'17.62"N	126°26'11.48"E	6 m	C, D, E										
33	37°27'03.49"N	126°26'46.48"E	5 m	C, D, E	342	37°27'47.68"N	126°26'39.15"E	5 m	A ~ F	278	37°28'19.59"N	126°26'09.88"E	6 m	C, D, E										
34	37°27'04.47"N	126°26'44.84"E	5 m	C, D	343	37°27'46.07"N	126°26'36.30"E	5 m	A ~ E	279	37°28'21.67"N	126°26'09.56"E	6 m	C										
35	37°27'03.10"N	126°26'43.40"E	5 m	C, D, E	344	37°27'44.22"N	126°26'34.91"E	5 m	A ~ C	280	37°28'22.92"N	126°26'07.29"E	6 m	C, D, E										

AERODROME GROUND
MOVEMENT CHART - ICAO

APRON ELEV 6 m

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

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

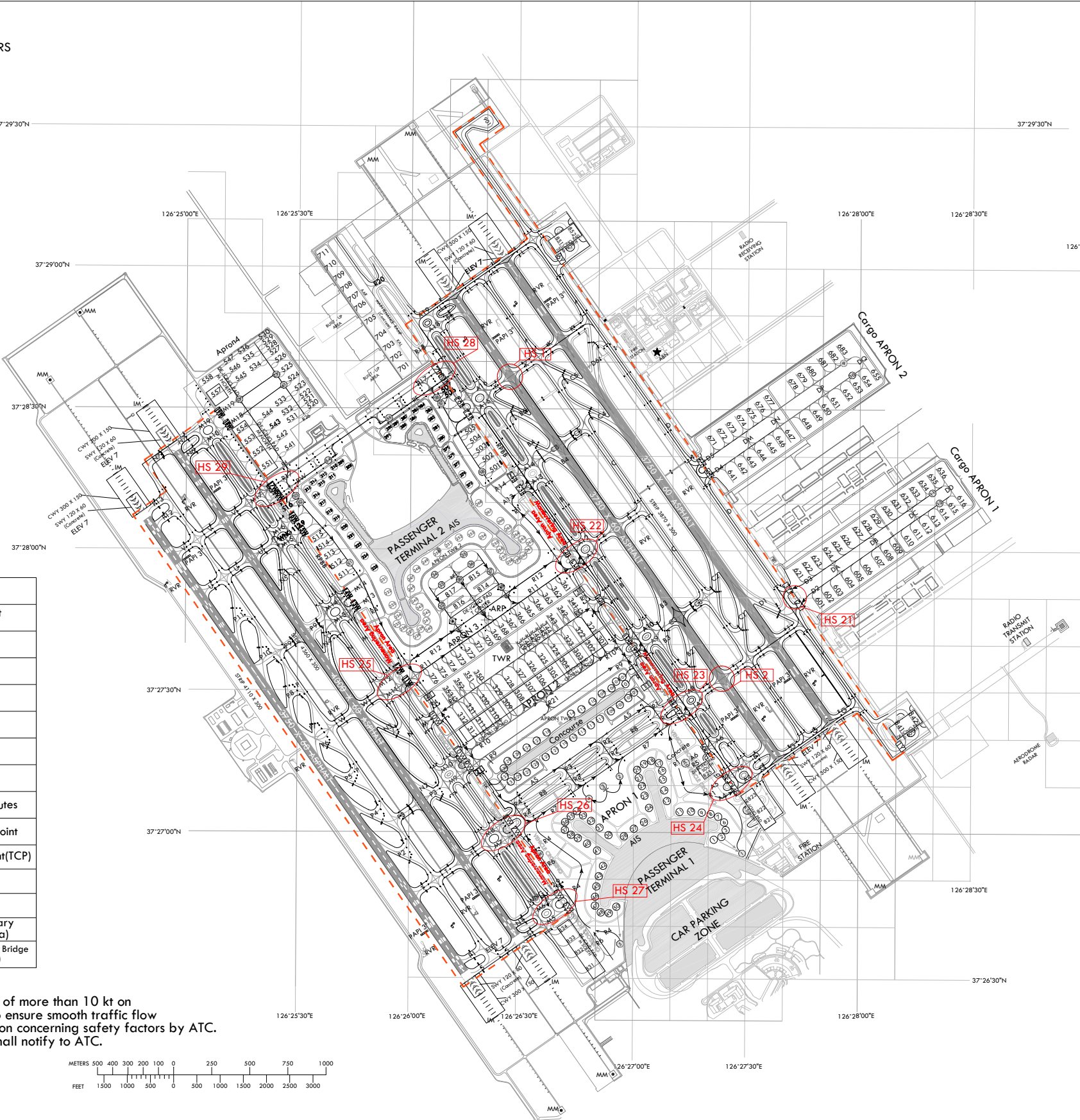
ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC



ANNUAL RATE OF CHANGE
6' W

LEGEND	
	VOR check-point and frequency
	Stop-bar light
	Holding position
	Taxi lane
	Gate
	Remote stand
	Taxi routes
	De-icing pad taxi routes
	Powered taxi-start point
	Transfer of control point(TCP)
	Open channel
	Hot spot
	ATC service boundary (Maneuvering area)
	Remote Passenger Boarding Bridge (501, 503, 512, 514)

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



HS 1	AIRCRAFT TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33L WITHOUT ATC AUTHORIZATION.
HS 2	AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 15R WITHOUT ATC AUTHORIZATION.
HS 21~23, 25, 26	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).
HS 24, 27	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER). AND DO NOT MOVE WHEN SAFETY DISTANCE IS NOT ASSURED.
HS 28, 29	USE CAUTION OF CONFUSION OF TAXIWAYS. 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).

		SURFACE	WIDTH	STRENGTH
A P R O N	Apron 1, Cargo Apron 1, Maintenance 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	PCR 1 300/R/B/X/T
TWY B, C		Asphalt	Shoulder : 15 m - Paved : 12 m - Turfed : 3 m	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

AERODROME GROUND
MOVEMENT CHART - ICAO

APRON ELEV 6 m

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

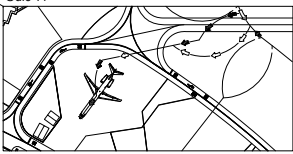
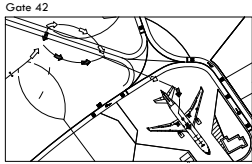
RKSI AD CHART 2-7
6 FEB 2025
SEOUL / Incheon Intl
RWY 15L/R, 33L/R ARRIVAL

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC



ANNUAL RATE OF CHANGE
6' W

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 (501, 503, 512, 514)



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).

	SURFACE	WIDTH	STRENGTH
APRON	Apron 1, Cargo Apron 1, Maintenance 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		PCR 1 160/R/B/X/T
TWY N	Asphalt	30 m Shoulder : 15 m - Paved : 15 m	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 : Information of RPBB and legend.

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



ANNUAL RATE OF CHANGE
6' W



LEGEND	
 WNG 112.9	VOR check-point and frequency
	Stop-bar light
	Holding position
R4	Taxi lane
	Gate
301	Remote stand
	Taxi routes
	De-icing pad taxi routes
	Alternate Taxi routes
	Powered taxi-start point
	Transfer of control point(TCP)
	Open channel
	Hot spot
	ATC service boundary (Maneuvering area)
	Remote Passenger Boarding Bridge (501, 503, 512, 514)

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



HS 1	AIRCRAFT TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33L WITHOUT ATC AUTHORIZATION.
HS 2	AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 15R WITHOUT ATC AUTHORIZATION.
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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).

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.

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

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

		SURFACE	WIDTH	STRENGTH
A P P R O N	Apron 1, Cargo Apron 1, Maintenance 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

AERODROME GROUND
MOVEMENT CHART - ICAO

APRON ELEV 6 m

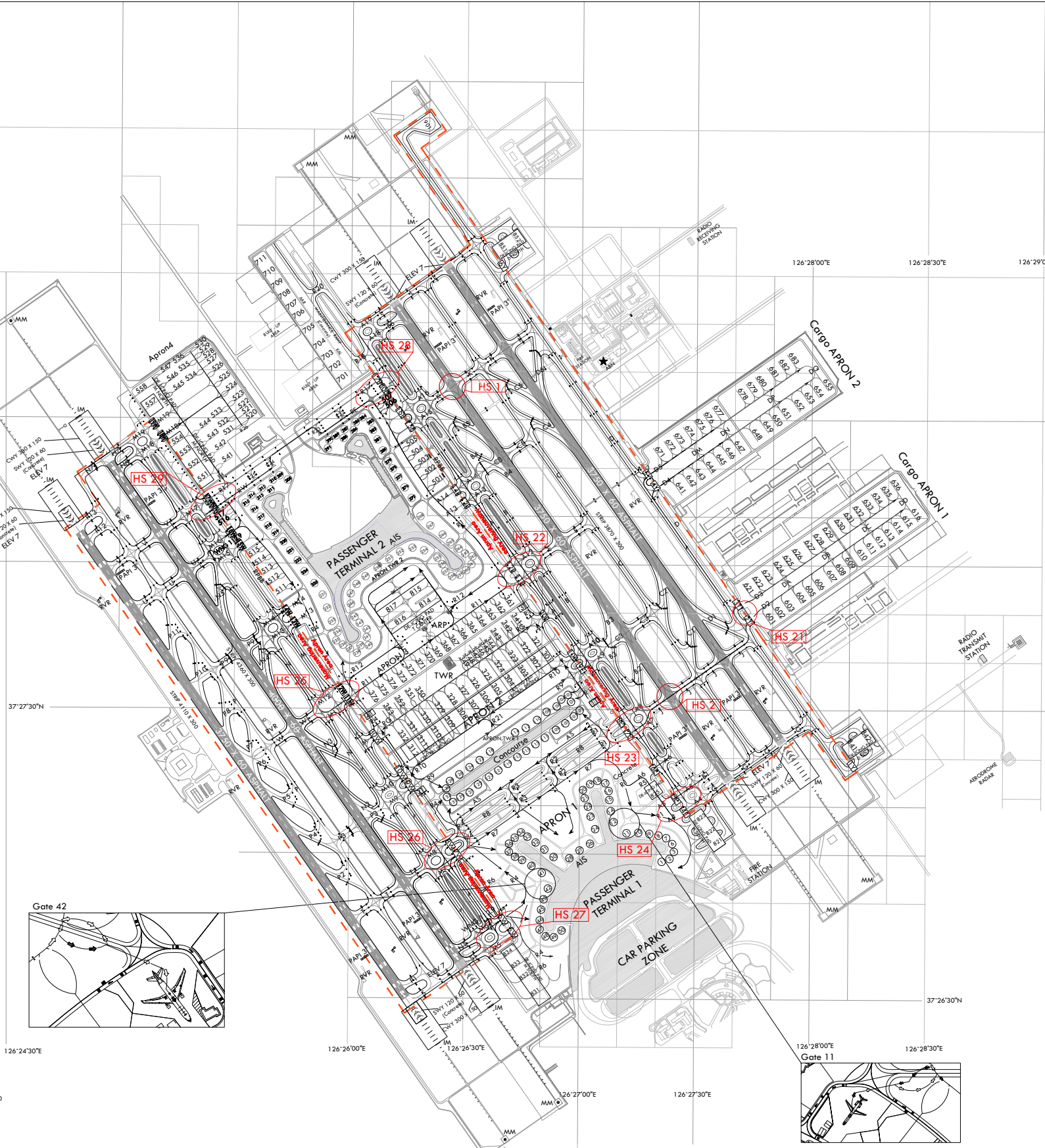
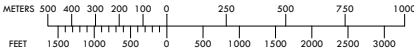
TWR	118.2(E)	118.8(W)
GND	121.75(E)	121.7(W)
APRON	121.65	122.175
	121.8	123.325
		129.725

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC



ANNUAL RATE OF CHANGE
6' W

LEGEND	
	VOR check-point and frequency
	Stop-bar light
	Holding position
	Taxi lane
	Gate
	Remote stand
	Taxi routes
	Alternate taxi routes
	Transfer of control point(TCP)
	Open channel
	Hot spot
	ATC service boundary (Maneuvering Area)
	Remote Passenger Boarding Bridge (501, 503, 512, 514)



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

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

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

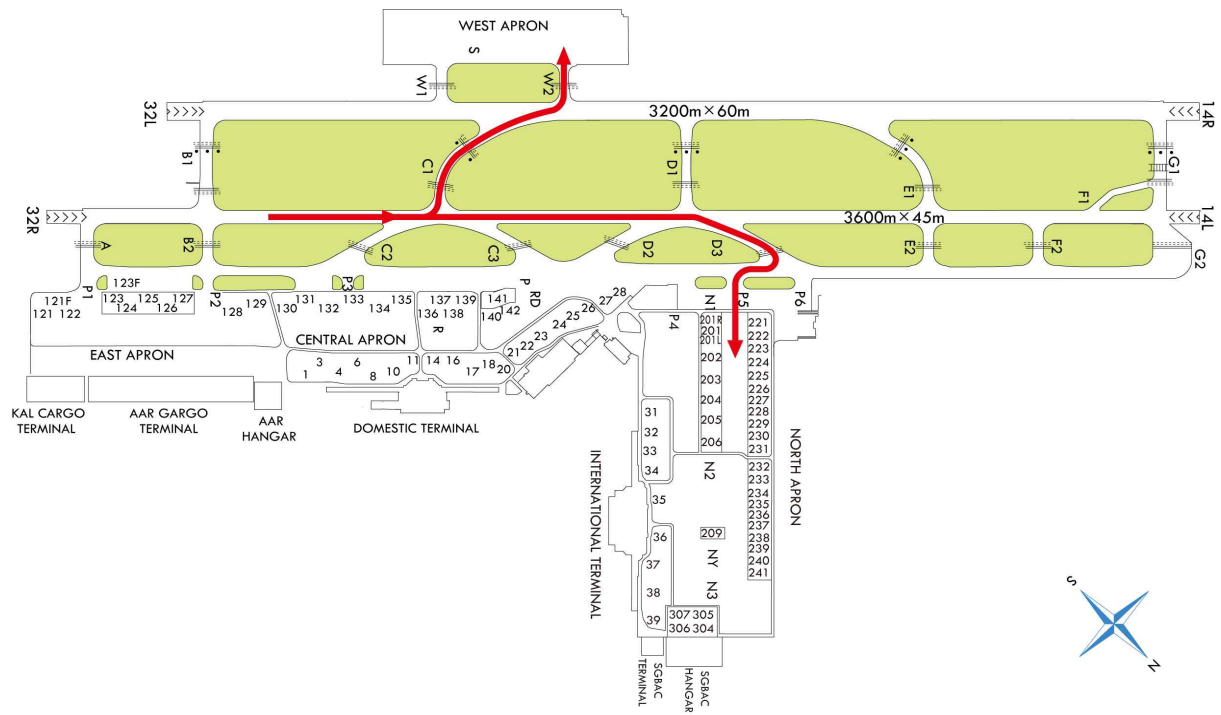
CAUTION 2
Taxilane RE & RW can only be used by Code C aircraft or smaller (maximum wingspan 36 m).

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

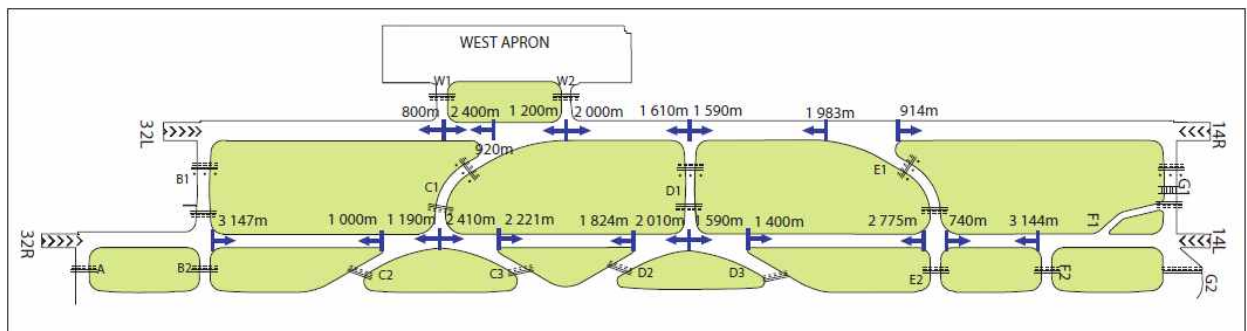
Taxiway edge lights on all taxiways curve area
Taxiway center line lights on all taxiways
PAX Terminal and Concourse A VDGs equipped

Change : Information of RPBB and legend.

3) RWY 32R



6.1 Remainder distance for intersection departure



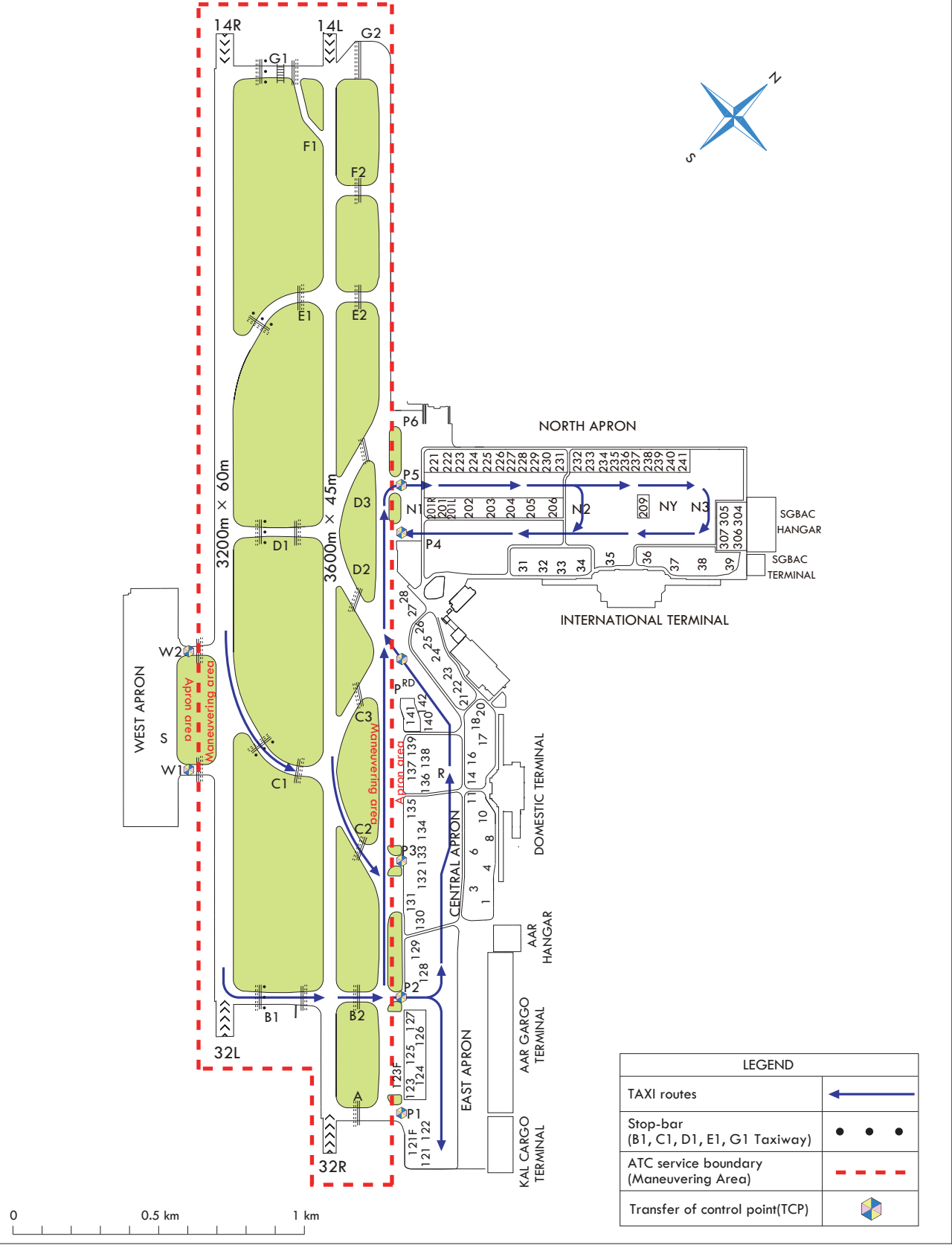
LOW
VISIBILITY
PROCEDURE

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 taxi routes for NY.

INTENTIONALLY

LEFT

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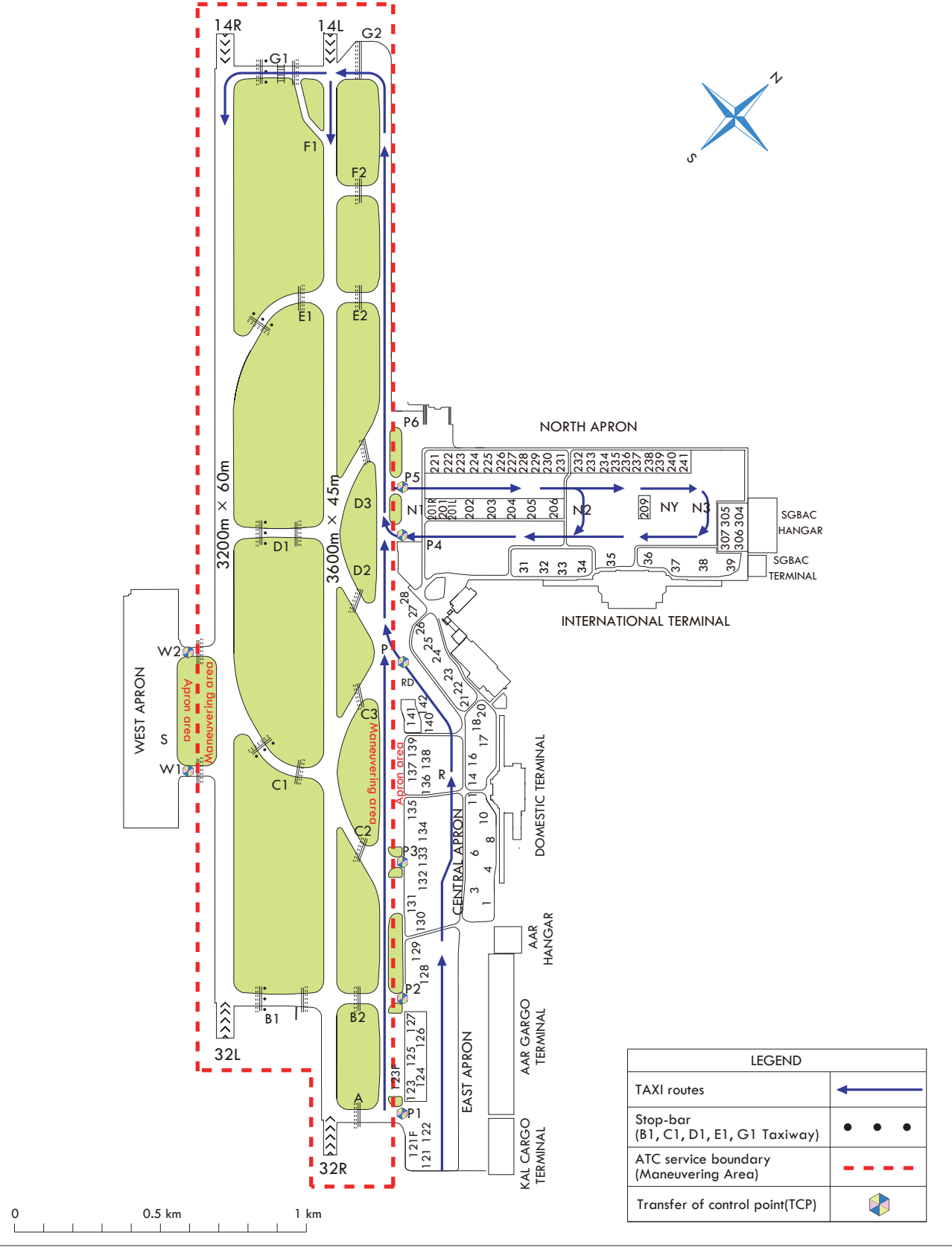
LOW
VISIBILITY
PROCEDURE

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 taxi routes for NY.

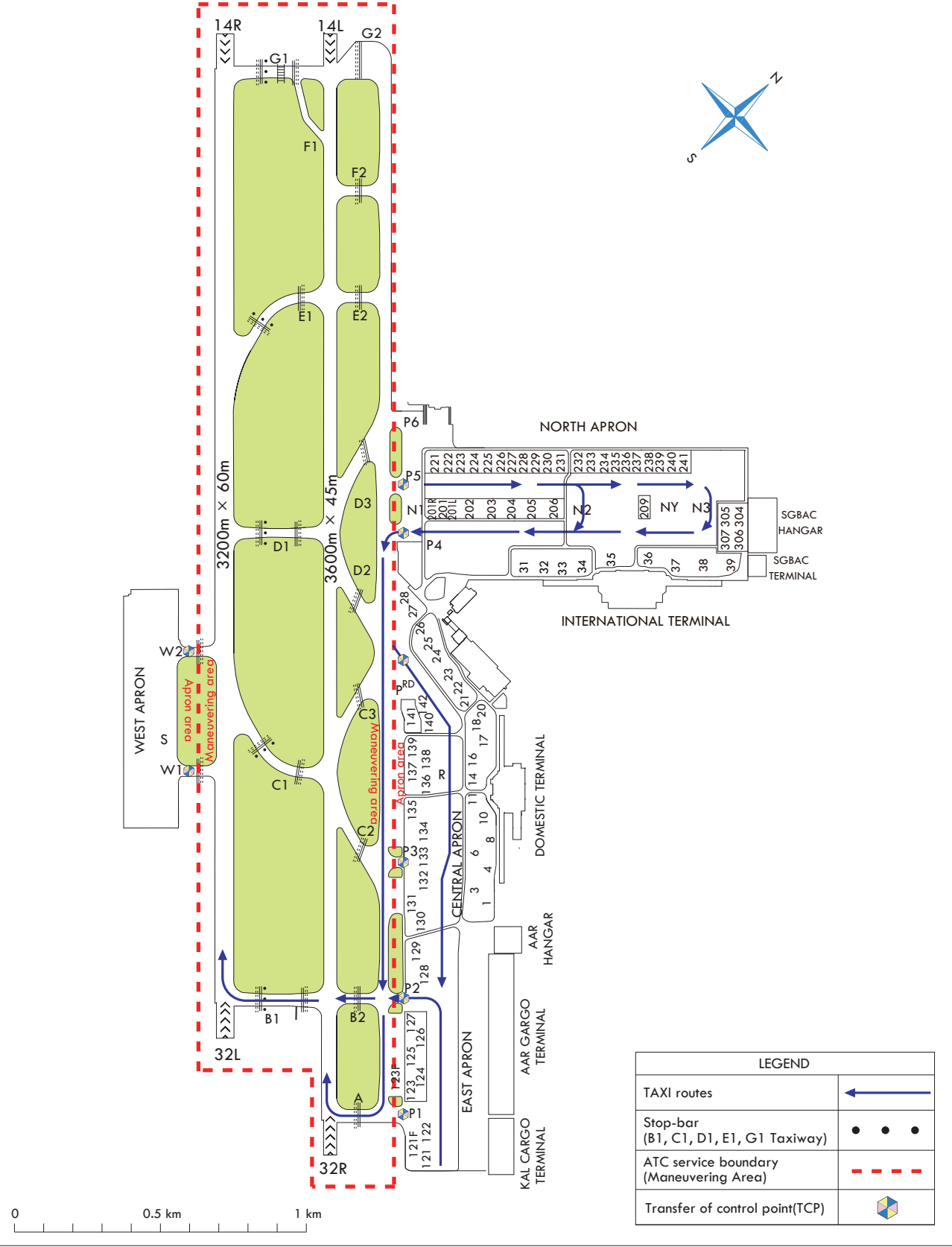
LOW
VISIBILITY
PROCEDURE

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



Change : Information of taxi routes for NY.

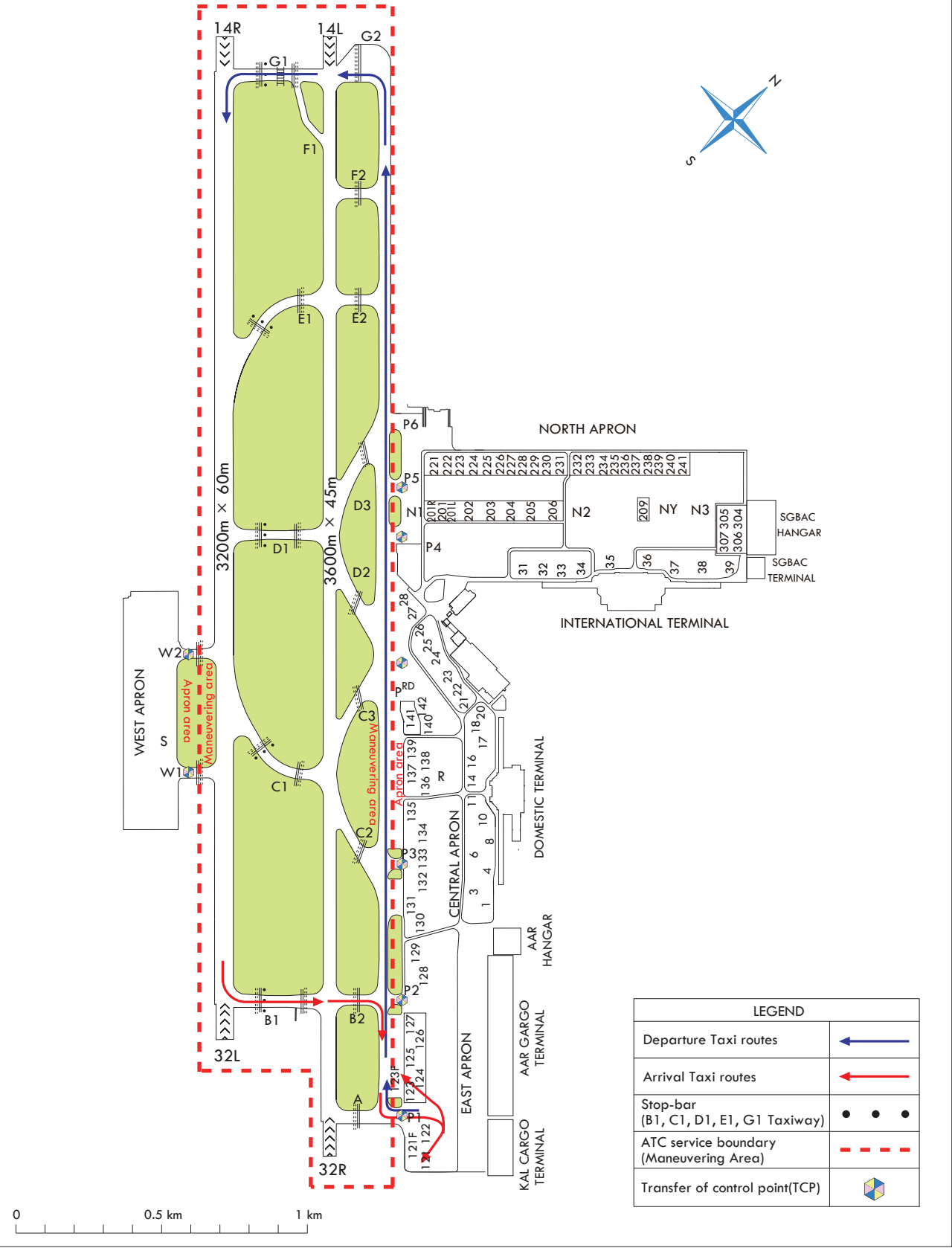
LOW
VISIBILITY
PROCEDURE

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

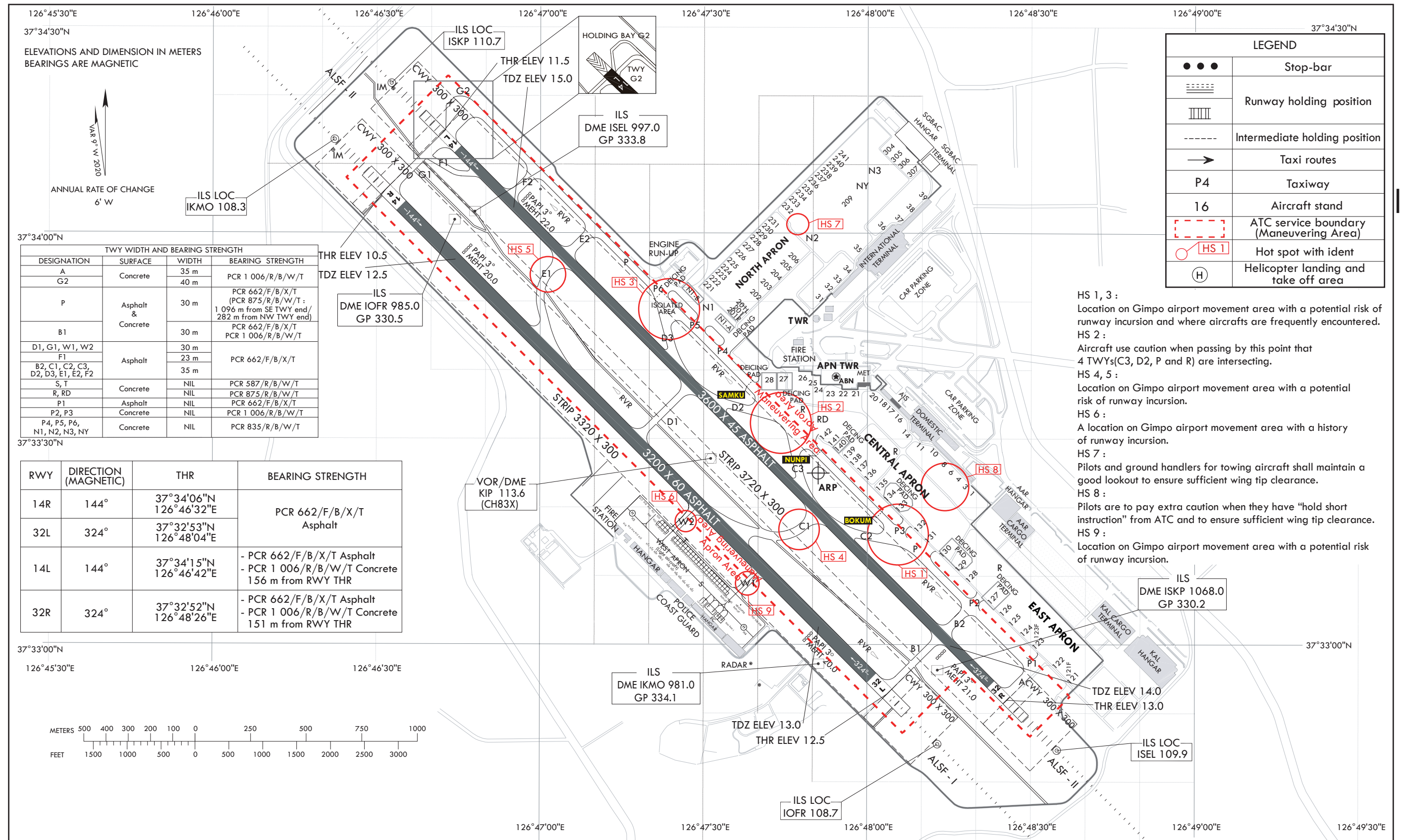


Change : Information of taxi routes for north apron.

37°33'25"N
126°47'51"E

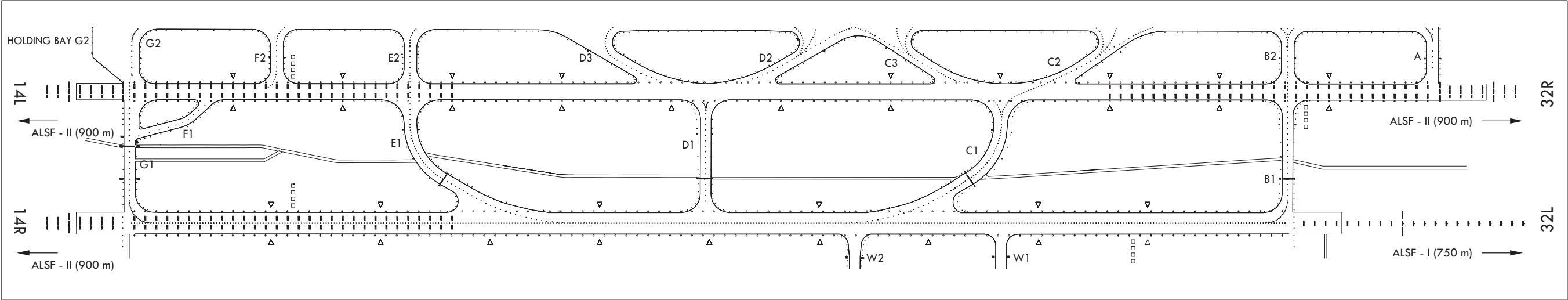
ELEV **18** m

TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

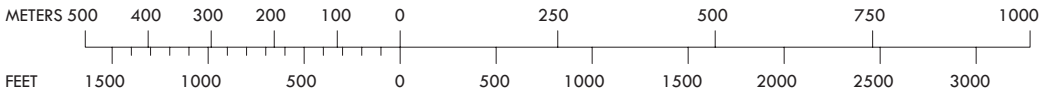
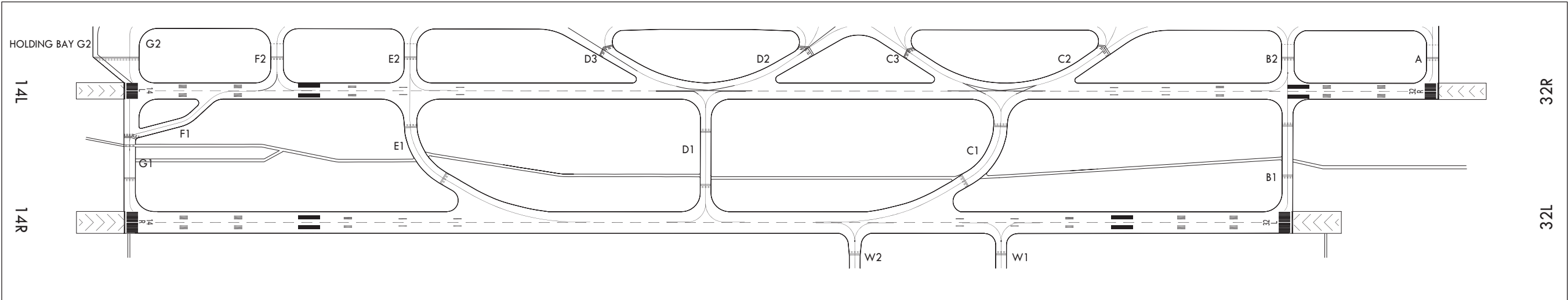


OFFICE OF CIVIL AVIATION

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



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



RKPC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKPC - JEJU / Jeju International

RKPC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	333044N 1262934E 066° / 2 641 m from THR 07
2	Direction and distance from city	300°, 3.8 km from Jeju City Hall
3	Elevation/Reference temperature	36 m / 31.4 °C
4	Geoid undulation at AD ELEV PSN	25 m
5	MAG VAR/Annual change	8° W (2025) / 0.042° increasing
6	Aerodrome Operator, Address, Telephone, FAX, AFS	Korea Airports Corporation(Jeju International Airport) 2, Gonghang-ro, Jeju, 63115, Republic of Korea TEL : +82-64-797-2408, 2446 FAX : +82-64-797-2440 AFS : RKPCZPZX
7	Type of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKPC AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	H24
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	The code letter F aircraft operation time 1400 to 2130(UTC)

RKPC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	All modern facilities handling weights up to 10 000 kg
2	Fuel/oil type	a. Fuel : Jet A-1 b. Oil : MIL-L-23699/TURBINE-ENG274
3	Fuelling facilities/capacity	a. Jet A-1 available by refueling on passenger, remote, cargo ramp, at rate of 400 gpm b. Hydrant refueling is available on aircraft stands (NR. 10, 13, 15, 17, 18, 20, 30, 31, 32, 33, 34, 35, 36, 37, 55, 56, 57, 60, 61, 62, 64, 65) at rate of 700 gpm c. 4 aircraft can be fueled simultaneously d. Total amount of storage is 3 339 000 L
4	De-icing facilities	Provide 4 de-icing pad(Refer to Aircraft Parking / Docking Chart)
5	Hanger space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

Change : Information of reference temperature(30.4 °C → 31.4 °C) and MAG VAR/annual change(7° W/0.094° → 8° W/0.042°).

RKPC AD 2.5 PASSENGER FACILITIES

1	Hotels	In Jeju city
2	Restaurants	Light food services available at AD
3	Transportation	Bus, taxi and rental car available at AD
4	Medical Facilities	a. First aid at AD b. 1 motor ambulance at AD c. Hospitals in Jeju city
5	Bank and Post Office	Available at AD
6	Tourist Office	Available at AD
7	Remarks	https://www.airport.co.kr/jeju/main.do

RKPC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	CAT 9
2	Rescue equipment	a. 3 Aircraft Rescue and Fire Fighting Vehicles - Water : 34 000 L - AFFF : 4 200 L - Dry chemical : 750 kg b. 1 Supplementary Water tank Truck (12 000 L) c. 1 Ambulance d. 1 Commanding Vehicle Other Rescue equipment is available from Jeju fire station, Jeju coast guard Korea, R.O.K Navy 615 Squadron, Jeju provincial police agency; aviation unit.
3	Capability for removal of disabled aircraft	Specialized aircraft recovery equipment available for up to and including B747-400 size aircraft. 260 ton aircraft lifting bag, 120 ton hydraulic jack, 300 ton crane and other accessory equipment can be provided by airlines and agencies. Korea Airports Corporation is the co-ordinator for the removal of disabled aircraft and can be reached at Civil Engineering Team (TEL : +82-64-797-2417).
4	Remarks	NIL

RKPC AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Type of clearing equipment	a. 4 Towed Runway Jet Sweepers b. 2 Compact Runway Jet Sweepers c. 1 Dry Material Spreader d. 1 Liquid Material Spreader Vehicle e. 1 Cargo truck(sweeper & spreader) f. 1 Snow blower
2	Clearance priorities	a. First 1) RWY 07/25 2) TWY P, Rapid exit taxiways(P4, P10) 3) TWYs(P1, P2, P3, P11, P12, P13, G1, G2, G3, G4, E1, A, W) 4) Apron taxiway(R), De-icing pad b. Second 1) Rapid exit taxiways(P5, P6, P7, P8) 2) RWY 13/31 3) TWYs(B, E, E2, E3, P9) c. Other areas
3	Remarks	Snow clearance information promulgated by SNOWTAM

RKPC AD 2.16 HELICOPTER LANDING AREA

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

RKPC AD 2.17 ATS AIRSPACE

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

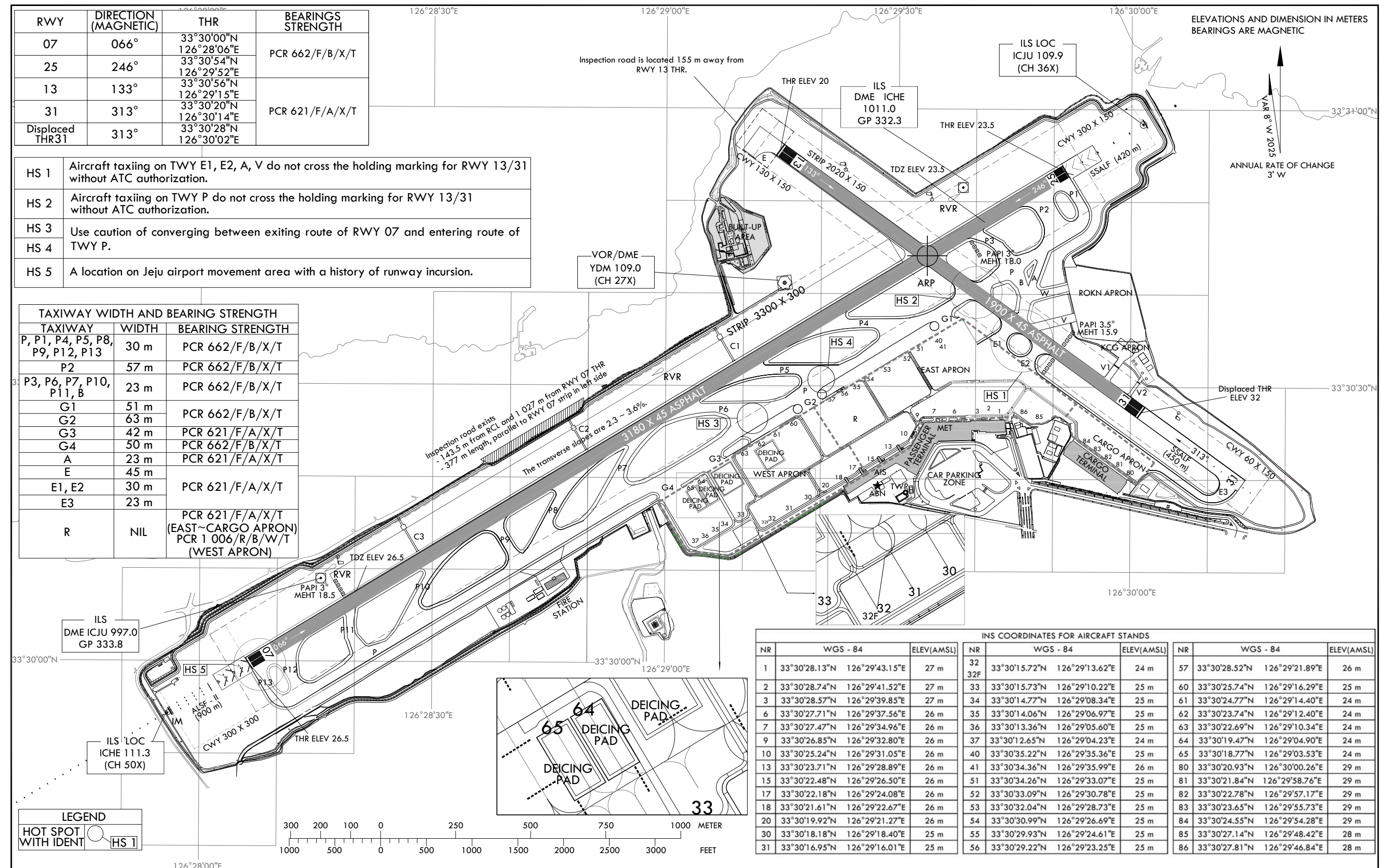
RKPC AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Jeju Approach	121.2 MHz 124.05 MHz 120.425 MHz 317.7 MHz 279.8 MHz	H24	124.05 MHz is only used for inbound traffic from south.
DEP	Jeju Departure	119.225 MHz 317.7 MHz	H24	NIL
TWR	Jeju Tower	118.55 MHz 118.2 MHz 236.6 MHz	H24	NIL
GND	Jeju Ground	121.675 MHz	H24	
DLVRY	Jeju Delivery	121.925 MHz	H24	Digital PDC service available
ATIS	Jeju INTL Airport	126.8 MHz 239.5 MHz	HO	1. Digital ATIS service available 2. ATIS TEL service available 3. Refer to RKPC AD 2-21 for detail
EMERG		121.5 MHz 243.0 MHz	H24	NIL
Scheduled Inspection Time : - Every 2nd WED(1500-2000 UTC) of the month. (118.2 MHz, 121.925 MHz, 120.425 MHz, 124.05 MHz, 236.6 MHz, 317.7 MHz, 126.8 MHz, 121.5 MHz) - Every 3rd WED(1500-2000 UTC) of the month. (118.55 MHz, 121.675 MHz, 121.2 MHz, 119.225 MHz, 279.8 MHz, 239.5 MHz, 243.0 MHz) ATS Communication unuse : - VOR/DME(YDM) RDL 170-190 YDM beyond 15 NM BLW 12 000 ft				

RKPC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

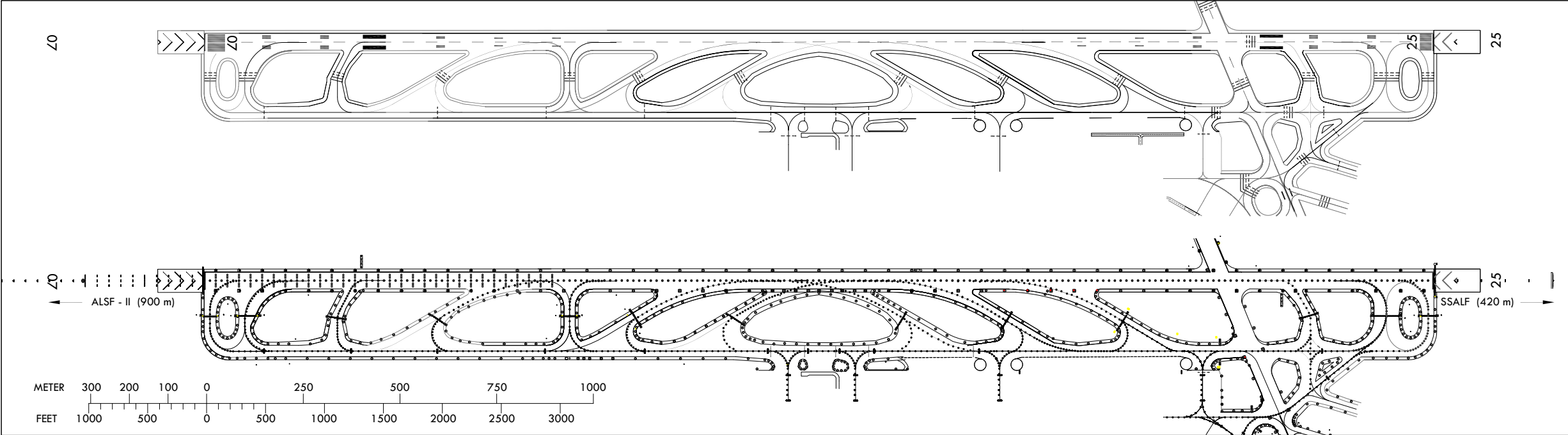
Type of aid, MAG VAR, Type of supported OPS(for VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME (8° W/2025)	YDM	109.0 MHz (CH 27X)	H24	333041.3N 1262915.4E (VOR) 333041.7N 1262915.1E (DME)	30 m	VOR unusable RDL 170 clockwise RDL 190 beyond 15 NM below 12 000 ft DME unusable RDL 150 clockwise RDL 210 beyond 15 NM below 13 000 ft
LOC 07 (8° W/2025) ILS CAT II (8° W/2025)	ICJU	109.9 MHz	H24	333058.7N 1263001.6E		ILS to RWY 07 LOC : 3 485 m FM RWY 07 THR GP : 3°, RDH 15.24 m 354 m FM RWY 07 THR LOC unuse : beyond 25° SE of the course
DME 07		997 MHz (CH 36X)	H24	333009.0N 1262815.7E	30 m	
GP 07	-	333.8 MHz	H24	333008.9N 1262815.7E		
IM 07	-	75 MHz	H24	332954.3N 1262756.2E		
LOC 25 (8° W/2025) ILS CAT I (8° W/2025)	ICHE	111.3 MHz	H24	332954.4N 1262756.4E		ILS to RWY 25 LOC : 3 485 m FM RWY 25 THR GP : 3°, RDH 15.24 m 309 m FM RWY 25 THR
DME 25		1011 MHz (CH 50X)	H24	333051.4N 1262939.1E	30 m	
GP 25	-	332.3 MHz	H24	333051.2N 1262939.2E		
- Scheduled inspection time of RDR(PSR, SSR and Radar Data Processing System) : Every 1st and 3rd TUE (1500-2000 UTC) of the month. - Scheduled inspection time of VOR/DME : Every 4th THU (1500-2000 UTC) of the month. - Scheduled inspection time of ILS for RWY 07 : Every 2nd THU (1500-2000 UTC) of the month. - Scheduled inspection time of ILS for RWY 25 : Every 3rd THU (1500-2000 UTC) of the month. - Scheduled inspection time of ASDE : Every 2nd TUE (1500-2000 UTC) of the month. ※ The information of VORTAC CJU see ENR 4.1 for details.						

Change : Information of MAG VAR(7° W/2020 → 8° W/2025).

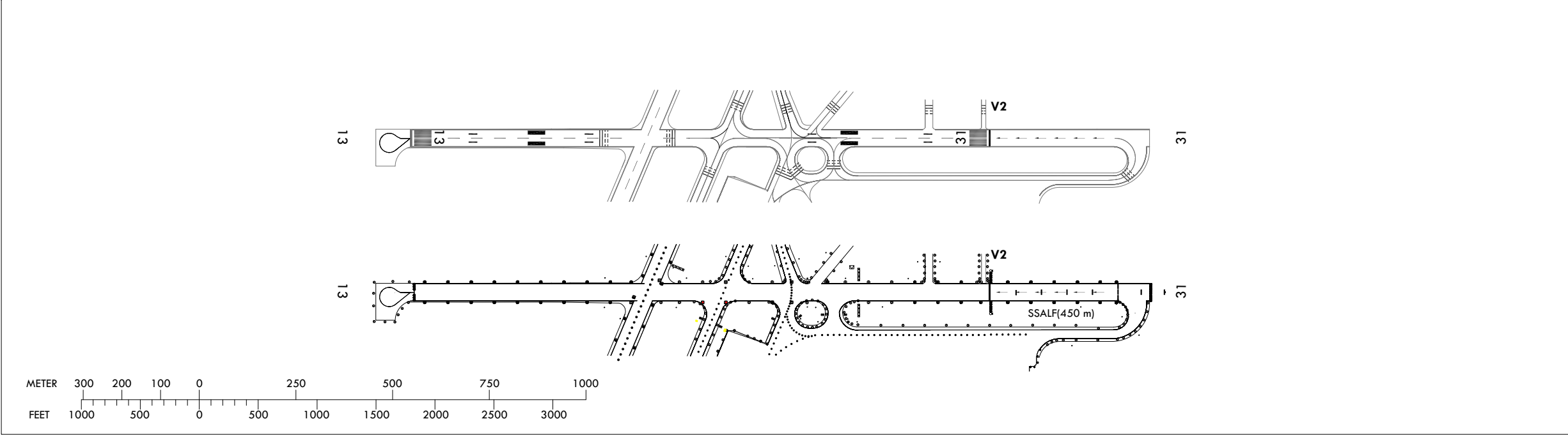


Change : Information of MAG VAR(7° W 2020 → 8° W 2025) and annual rate of change(6' W → 3' W).

LIGHTING AND MARKING AIDS RWY 07/25 AND EXIT TWY



LIGHTING AND MARKING AIDS RWY 13/31 AND EXIT TWY



APRON ELEV
27 m

TWR	118.2
GND	121.675

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

ANNUAL RATE OF CHANGE
3' W

LEGEND	
AIRCRAFT STAND	17
TAXIWAY LIGHT	•
RUNWAY	=====
HOLDING POSTION	|||||
INTERMEDIATE HOLDING POSTION	- - - - -
HOT SPOT WITH IDENT	[HS 1]

HS 1	Aircraft taxiing on TWY E1, E2, A, V do not cross the holding marking for RWY 13/31 without ATC authorization.
HS 2	Aircraft taxiing on TWY P do not cross the holding marking for RWY 13/31 without ATC authorization.
HS 3	Use caution of converging between exiting route of RWY 07 and entering route of TWY P.
HS 4	

NOT TO SCALE

AIP AMDT 2/25

TAXIWAY, APRON WIDTH AND BEARING STRENGTH			AIRCRAFT STANDS	
TAXIWAY	WIDTH	BEARING STRENGTH	STAND NR	AIRCRAFT TYPES
P, P1, P4, P5, P8, P9, P12, P13	30 m	PCR 662/F/B/X/T	1	B777-300, A330-300, B767-300, A300-600
P2	57 m	PCR 662/F/B/X/T		
P3, P6, P7, P10, P11, B	23 m	PCR 662/F/B/X/T		
G1	51 m	PCR 662/F/B/X/T		
G2	63 m		32F	A380-800, B747-800
G3	42 m	PCR 621/F/A/X/T	13, 15, 20	B747-400, B777-200, A330-300
G4	50 m	PCR 662/F/B/X/T		
A	23 m	PCR 621/F/A/X/T		
E	45 m			
E1, E2	30 m	PCR 621/F/A/X/T	7, 10, 60, 61, 62, 63	B767-300, A300-600
E3	23 m		9	B737-800, A320-200
R	NIL	PCR 621/F/A/X/T (EAST~CARGO APRON)	2, 3, 17, 18, 33, 34, 35, 36, 37, 51, 52, 53, 54, 55, 56, 57, 64, 65, 80, 81, 82, 83, 84, 85, 86	B737-900, A321-200
		PCR 1 006/R/B/W/T (WEST APRON)	40, 41	LIGHT

* REMARKS : Isolated and run-up area is RWY 13 THR.
 * Spot NR. 40, 41 only available for
 - Fixed wing ACFT with a wingspan below 17 m
 - Rotated wing ACFT with a wingspan(main rotor) below 15 m
 * De-icing pad : Front of "G3" Taxiway and Spot NR. 62, 64, 65

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

AERODROME GROUND
MOVEMENT CHART - ICAO

APRON ELEV 27 m

TWR 118.2 236.6
GND 121.675

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

STANDARD GROUND TAXI PROCEDURES

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

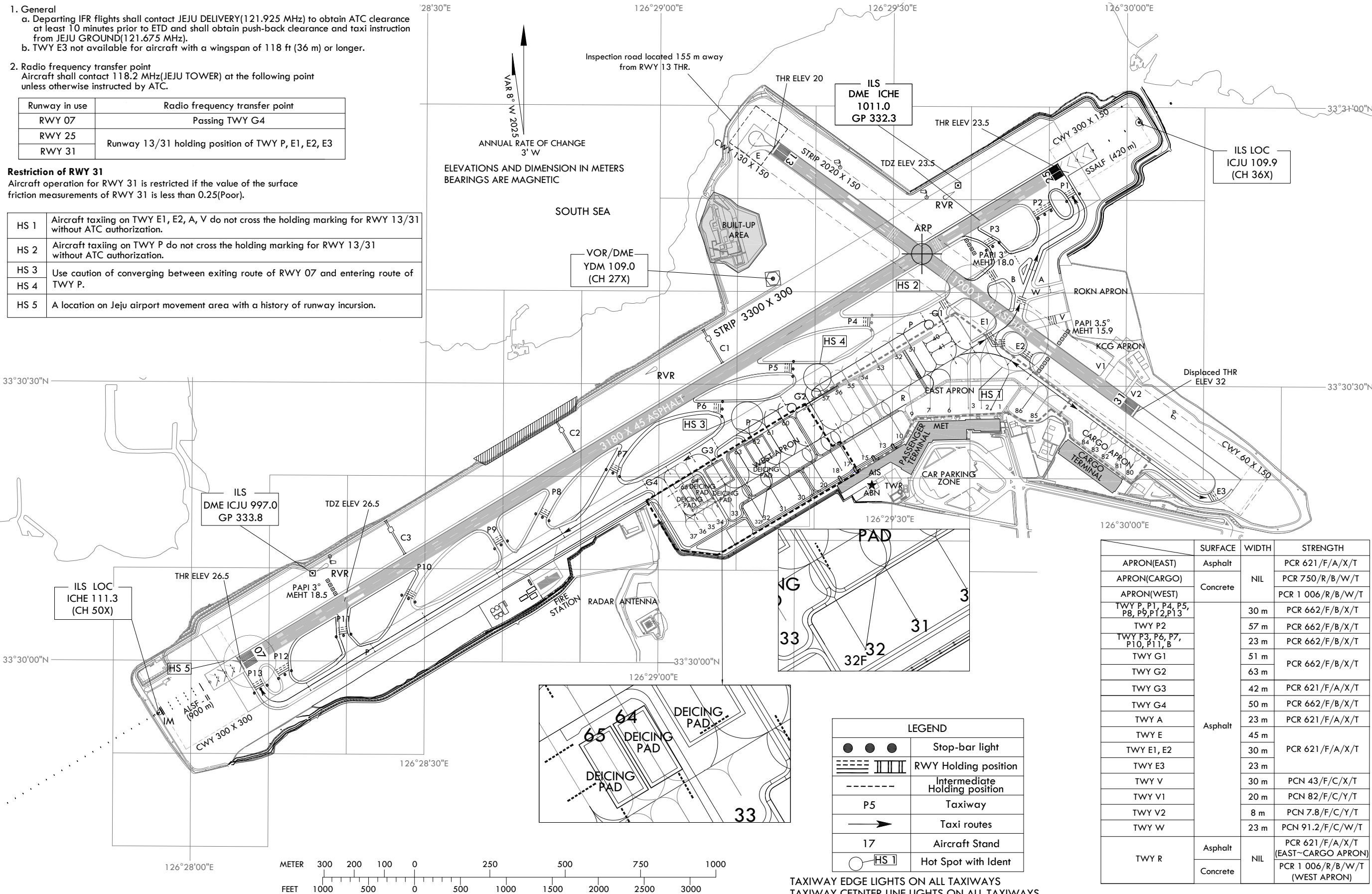
- Radio frequency transfer point
Aircraft shall contact 118.2 MHz(JEJU TOWER) at the following point unless otherwise instructed by ATC.

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

Restriction of RWY 31

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

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



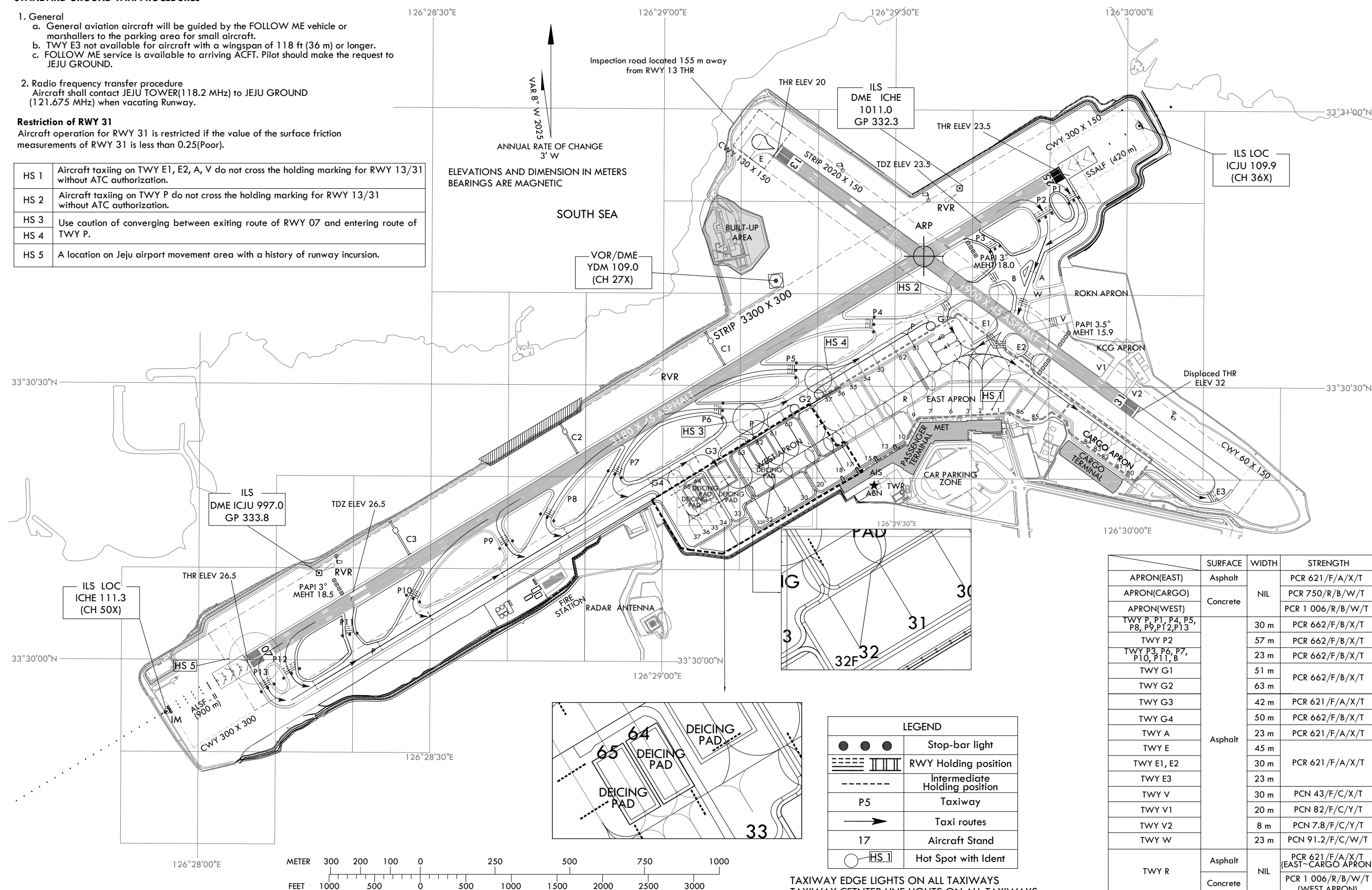
STANDARD GROUND TAXI PROCEDURES

- General
 - General aviation aircraft will be guided by the FOLLOW ME vehicle or marshallers to the parking area for small aircraft.
 - TWY E3 not available for aircraft with a wingspan of 118 ft (36 m) or longer.
 - FOLLOW ME service is available to arriving ACFT. Pilot should make the request to JEJU GROUND.
- Radio frequency transfer procedure
Aircraft shall contact JEJU TOWER(118.2 MHz) to JEJU GROUND (121.675 MHz) when vacating Runway.

Restriction of RWY 31

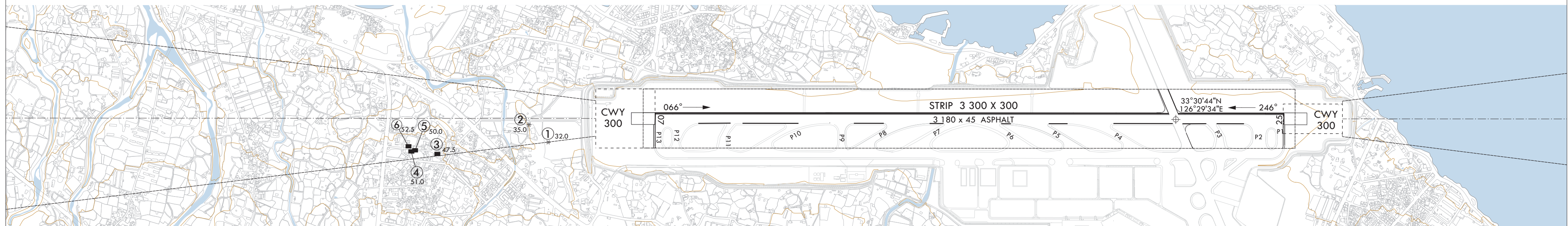
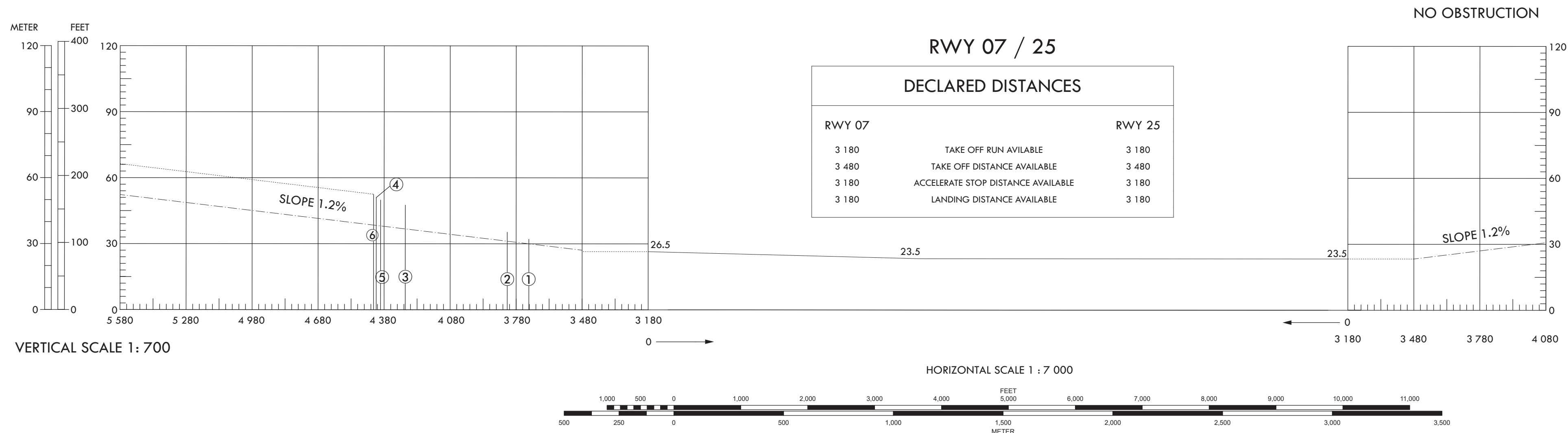
Aircraft operation for RWY 31 is restricted if the value of the surface friction measurements of RWY 31 is less than 0.25(Poor).

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



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

MAGNETIC VARIATION 8°W - 2025



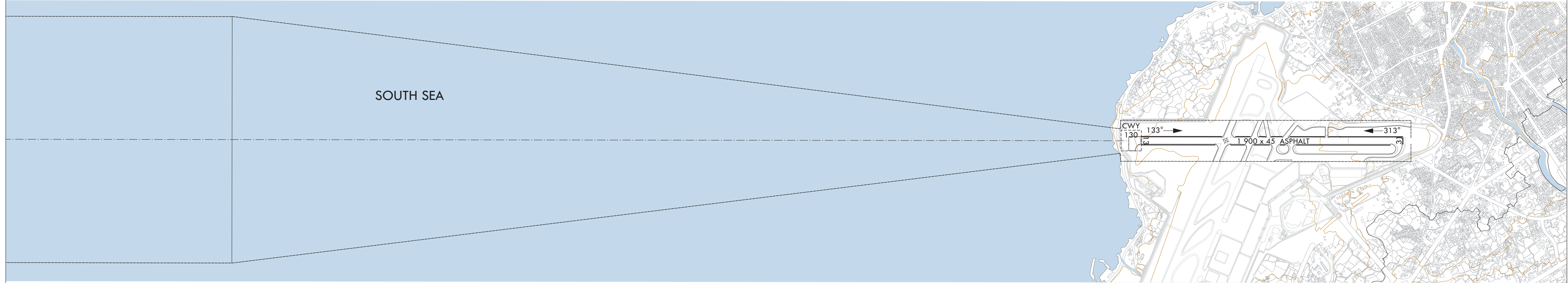
AMENDMENT RECORD		
NR.	DATE	ENTERED BY

OBSTACLES					
NR	COORDINATE(WGS-84)		ELEV(AMSL)	ITEM	NOTE
1	33°29'47.1"N	126°27'51.0"E	32.0	tree	
2	33°29'47.9"N	126°27'46.0"E	35.0	tree	
3	33°29'35.9"N	126°27'33.7"E	47.5	building	
4	33°29'34.0"N	126°27'29.1"E	51.0	building	
5	33°29'34.5"N	126°27'29.6"E	50.0	building	
6	33°29'34.5"N	126°27'28.1"E	52.5	building	

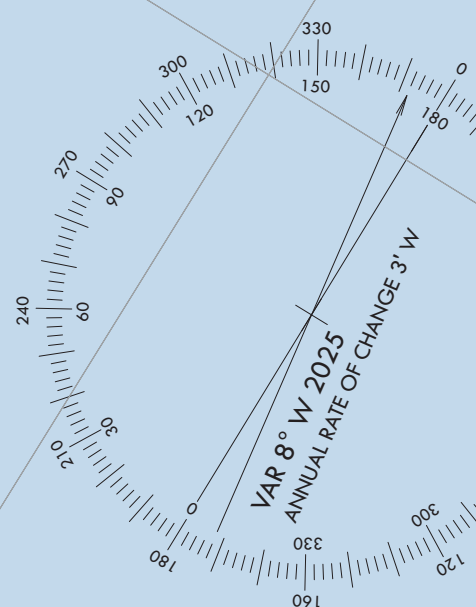
ORDER OF ACCURACY

HORIZONTAL	5.0 M
VERTICAL	0.5 M

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		
Peak or Mountain		
Terrain penetrating obstacle plane		
Clearway (CWY)		



AERODROME ELEVATION 36 METERS



CONICAL SURFACE SLOPE

HORIZONTAL SURFACE

APPROACH SURFACE SLOPE 1:40

TRANSITIONAL SURFACE SLOPE 1:7

TRANSITIONAL SURFACE SLOPE 1:7

APPROACH SURFACE SLOPE 1:40

APPROACH SURFACE SLOPE 1:50

APPROACH SURFACE SLOPE 1:50

APPROACH SURFACE SLOPE 1:40

TRANSITIONAL SURFACE SLOPE 1:7

TRANSITIONAL SURFACE SLOPE 1:7

HORIZONTAL SURFACE

HORIZONTAL SURFACE

APPROACH SURFACE SLOPE 1:40

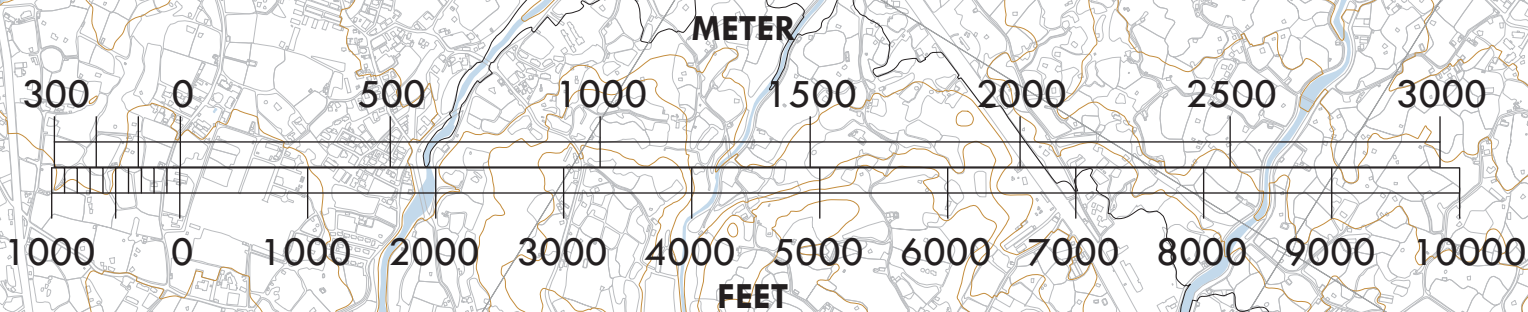
AMENDMENT RECORD		
NR	DATE	ENTERED BY

LEGEND	
ITEM	SYMBOL
AERODROME REFERENCE POINT 33°30'44"N 126°29'34"E	⊕
Tree or shrub	✱
Pole, tower, spire, antenna, etc	⊙
Building or large structure	■
Natural high point(Peak or Mountain)	●
Railroad	⊢⊢⊢
Transmission line or overhead cable	—T—T—T—
Terrain penetrating obstacle plane	▬
Clearway(CWY)	▭
Obstacles concentration area - The highest obstacle in each area is depicted on chart	● 50.0

ORDER OF ACCURACY

HORIZONTAL 5 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 18 000



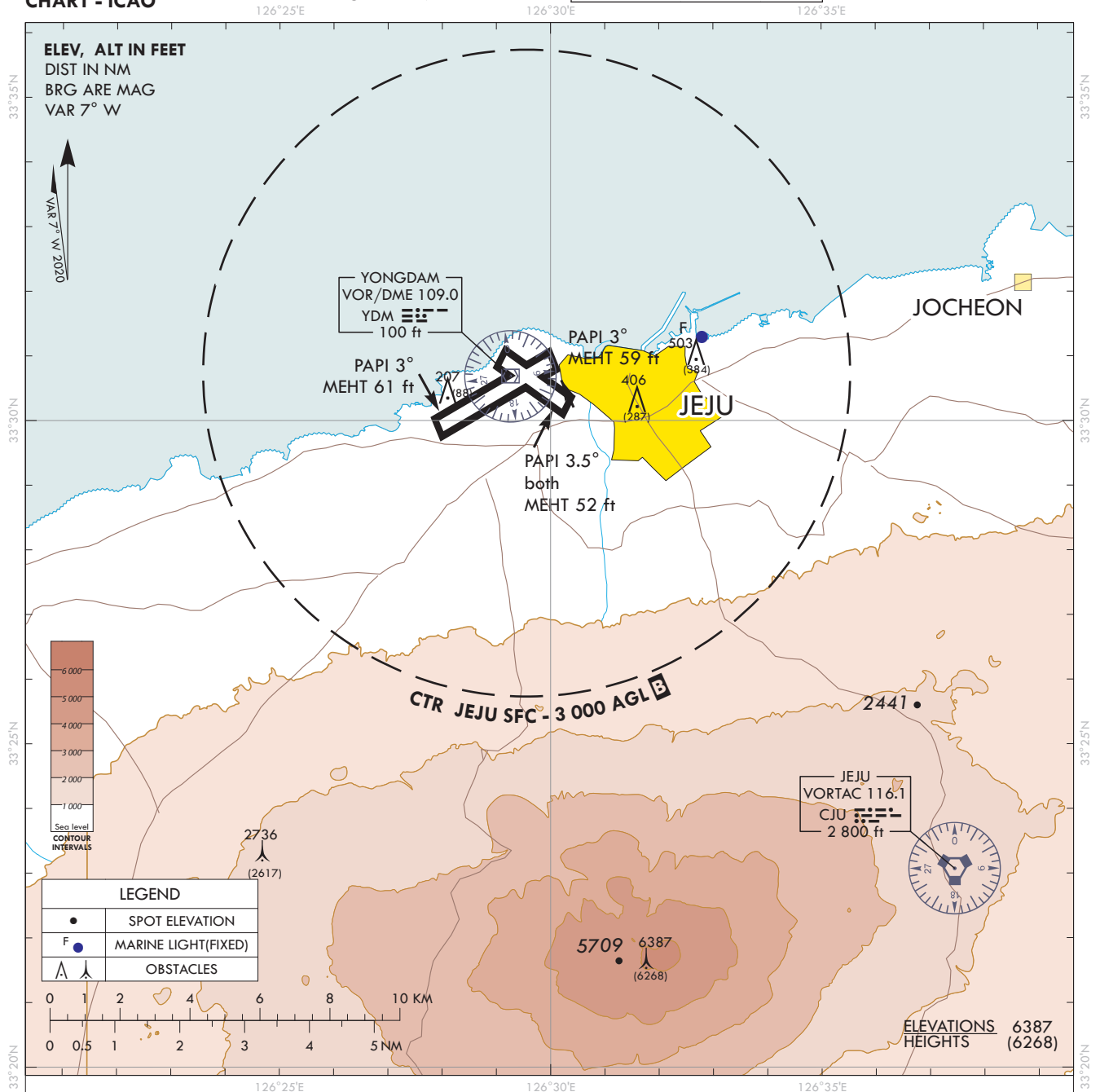
OBSTACLES				
NR	COORDINATES(WGS-84)	ELEV (AMSL)	ITEM	NOTE
1	33°31'03.51" 126°32'40.26"	158.0	Natural High Point	
2	33°28'21.15" 126°29'49.33"	309.5	Natural High Point	
3	33°29'35.97" 126°27'38.31"	46.0	BUILDING	
4	33°29'34.26" 126°27'27.84"	52.5	BUILDING	
5	33°29'34.33" 126°27'29.61"	50.0	BUILDING	
6	33°29'34.93" 126°27'35.70"	49.5	BUILDING	
7	33°29'35.48" 126°27'37.21"	46.5	BUILDING	
8	33°29'34.93" 126°27'36.75"	51.5	BUILDING	
9	33°29'33.20" 126°27'37.57"	49.0	BUILDING	
10	33°29'35.19" 126°27'39.37"	46.5	BUILDING	
11	33°29'29.50" 126°27'27.23"	54.5	BUILDING	
12	33°29'29.83" 126°27'26.69"	58.0	BUILDING	
13	33°31'04.80" 126°32'41.40"	156.0	BUILDING	
14	33°30'18.77" 126°29'31.09"	94.5	TOWER	
15	33°29'30.93" 126°27'32.45"	51.0	Pole	
16	33°29'33.15" 126°27'36.48"	49.5	Pole	
17	33°30'14.18" 126°30'16.85"	49.0	Pole	
18	33°28'22.81" 126°29'49.55"	300.5	PYLON	
19	33°30'10.83" 126°30'17.78"	59.5	BUILDING	
20	33°29'58.78" 126°31'01.99"	95.5	BUILDING	
21	33°28'22.30" 126°29'50.42"	313.0	PYLON	

**VISUAL
APPROACH
CHART - ICAO**

AD ELEV 119 ft
**HEIGHTS RELATED
TO AD ELEV**

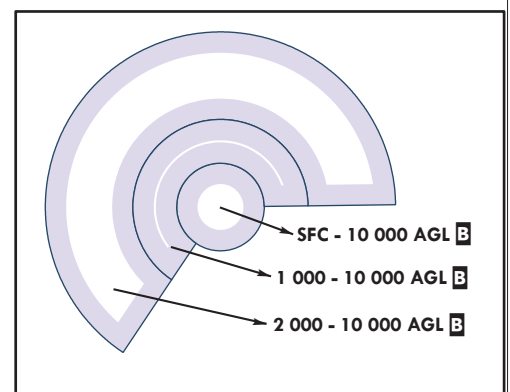
JEJU	APP	121.2	124.05
	DEP	119.225	
	TWR	118.2	118.55

JEJU/jeju Intl

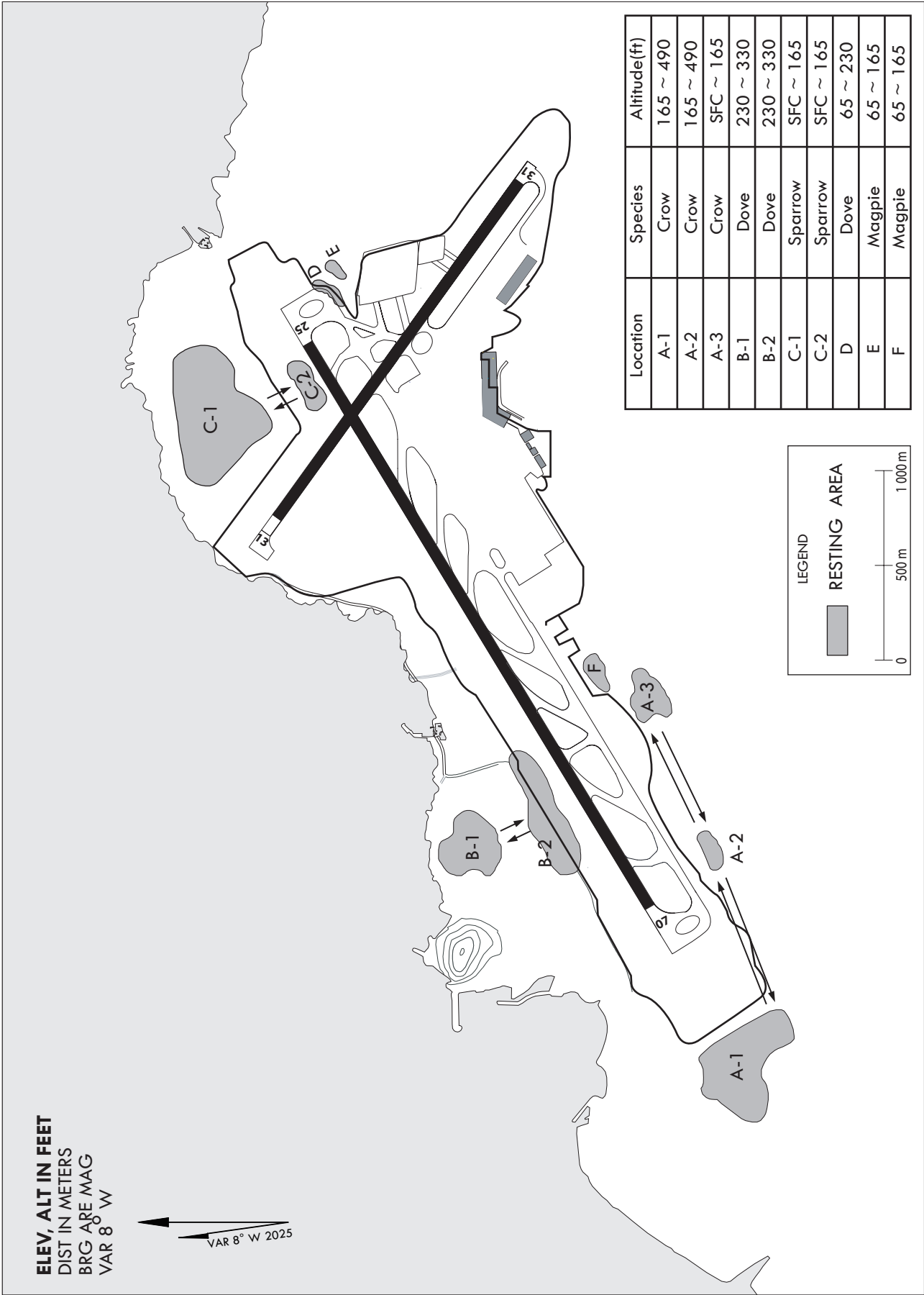


VISUAL APPROACH PROCEDURE

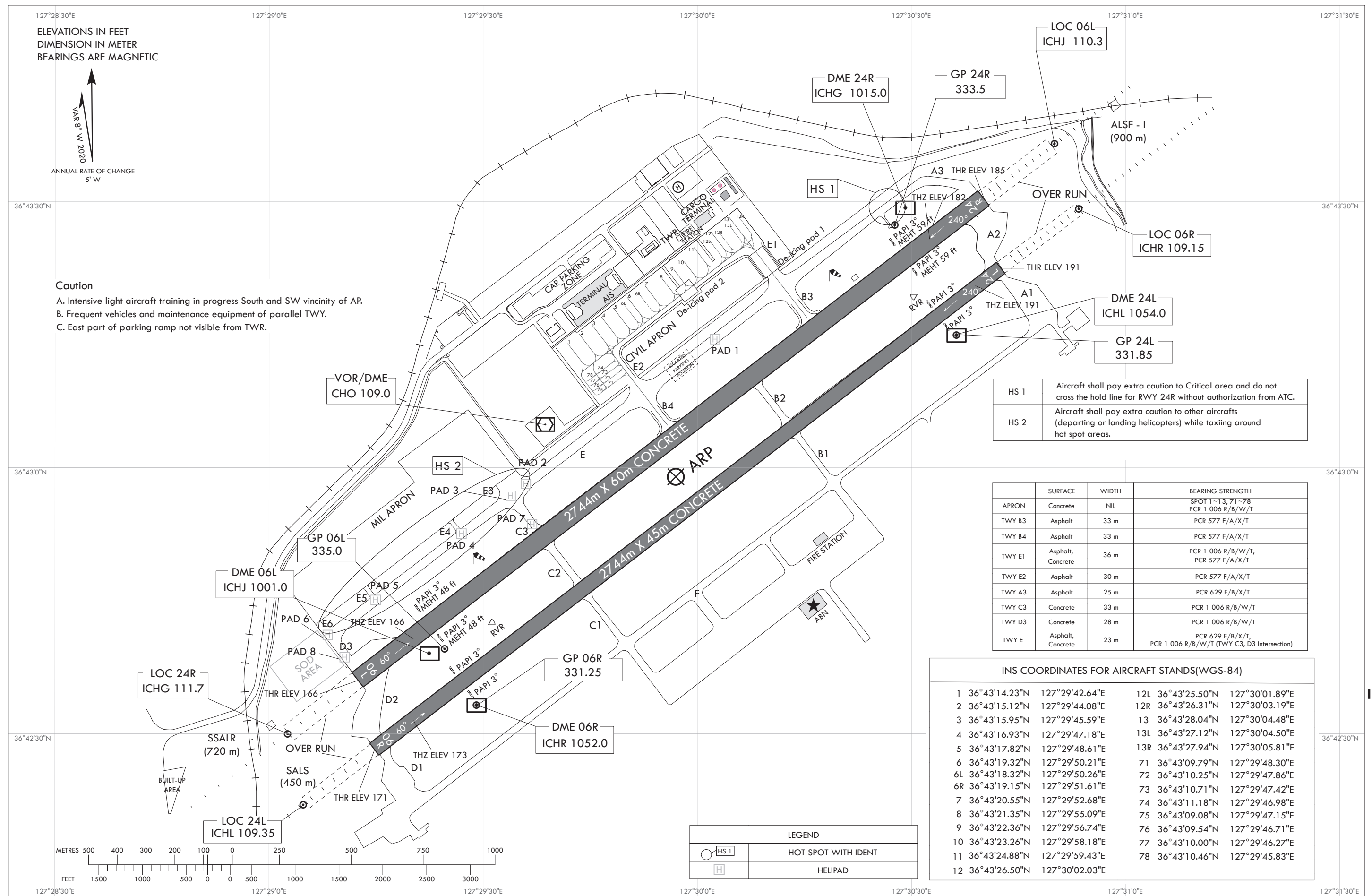
- Vectors for Visual approach may be initiated by ATC or approved upon pilot request on traffic permitting basis when :
 - Ceiling : above 500 ft plus MVA
 - Visibility : Not less than 3 SM
- Remark : When conducting visual approach RWY 07, all arriving aircraft shall align the final approach course outside YDM 6 DME for noise abatement.
- ATS airspace : Class B(Refer to ENR 2.2.-1)



BIRD CONCENTRATION - JEJU INTL AIRPORT

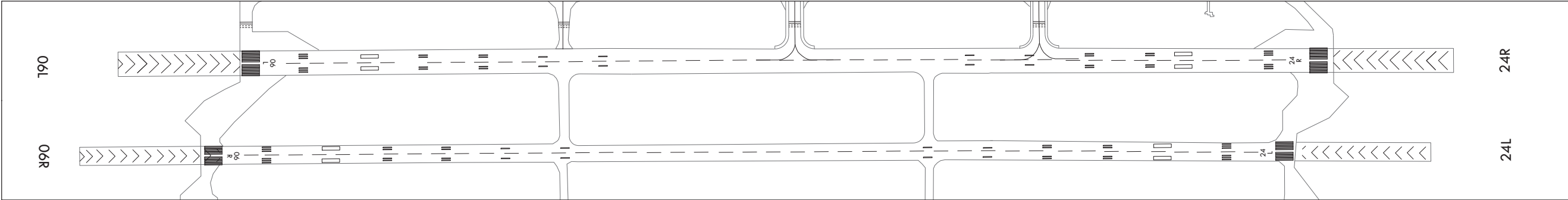


Change : Information of MAG VAR(7° W 2020 → 8° W 2025).

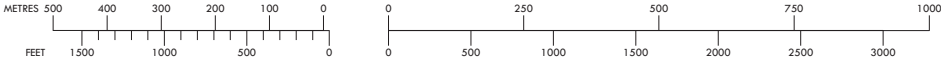
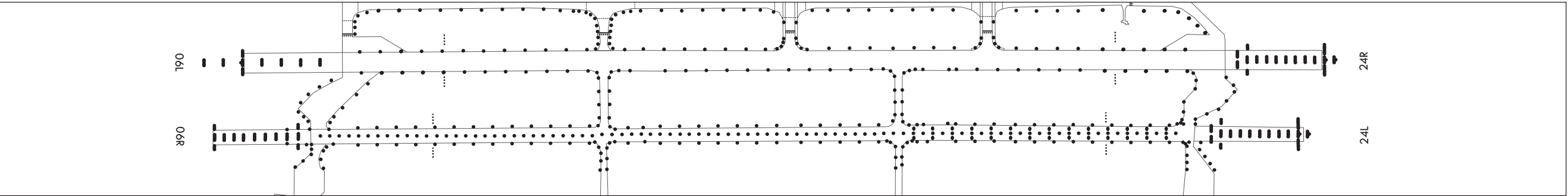


Change : Information of coordinates for ACFT stand NR. 12L.

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



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

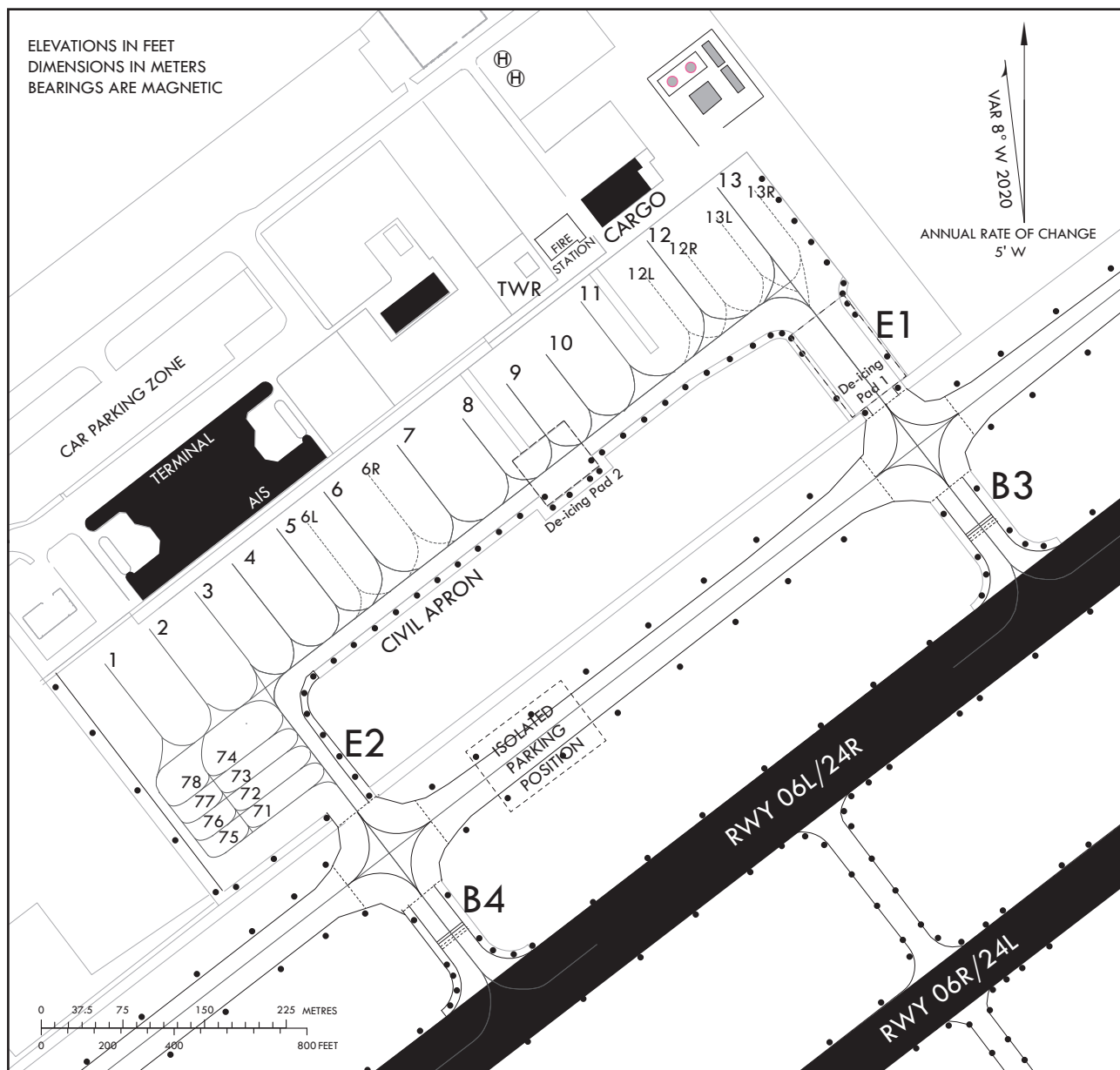


AIRCRAFT PARKING
DOCKING CHART - ICAO

APRON ELEV
170 ft

TWR 118.75 126.2
GND 121.875

CHEONGJU/Cheongju Intl



LEGEND	
3	Aircraft Stand
●	TWY Light
≡≡≡	RWY Holding Position
----	Intermediate Holding Position

	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°30'01.89"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			

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

Change : Information of coordinates for ACFT stand NR. 12L.

INTENTIONALLY

LEFT

BLANK

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



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
⊠	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°30'01.89"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 coordinates for ACFT stand NR. 12L.