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Ministry of Land, Infrastructure and Transport
Office of Civil Aviation
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AMENDMENT NR 2/25

6 FEB 2025

AIRAC

AIP AMENDMENT NR 2/25

(Effective : 1600UTC 19 MAR 2025)

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 Incheon INTL Airport

a) Information of de/anti-icing phase notification, de-icing operational procedures and item numbers.

b) Information of ATC surveillance minimum altitude chart for RKSI.

1.2 Jeju INTL Airport

a) Information of ACFT type for ACFT stands NR. 60~61.

2. PAGE CONTROL

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL II, Part III - AD (Aerodromes)	**VOL II, Part III - AD (Aerodromes)**
RKSI	**RKSI**
AD 2-22-2(17 NOV 22) / 2-22-3(19 OCT 23) AD CHART 2-50(14 NOV 24) / BLANK	AD 2-22-2(17 NOV 22) / 2-22-3(6 FEB 25) AD CHART 2-50(6 FEB 25) / BLANK
RKPC	**RKPC**
AD CHART 2-3(6 FEB 25) / 2-4(6 FEB 25)	AD CHART 2-3(6 FEB 25) / 2-4(6 FEB 25)

END

3.5 Follow the Greens(FtGs) procedures at Incheon INTL Airport

3.5.1 “Follow the Greens” procedures at Incheon INTL Airport is operated to provide pilots with individual visual guidance(green taxiway centerline lights and red Stop bar lights) while taxiing during day and night operations as well as during periods of low visibility.

3.5.2 Aircraft taxiing on maneuvering area(runway and main parallel taxiways) will be guided by dedicated individual green taxiway centerline lights in front of the aircraft.

3.5.3 ATC will use the phraseology “Follow the Greens.....” when issuing a clearance to pilots to taxi along the directional guidance provided by the green taxiway centerline lights to clearance limit(runway holding point or transfer of control point/TCP or stop bar lights).

3.5.4 When instructed to follow the greens by ATC, pilots are reminded of the extreme importance of maintaining a careful lookout and are at all times responsible wing tip clearance.

3.5.5 When instructed to follow the greens by ATC, pilots shall not taxi ahead if there is no green lights or red Stop bar lights are ahead.

3.5.6 Pilots and drivers shall enter/cross the runway or taxiway only when both the following conditions are met.
The crew have

a. received positive ATC clearance to enter/cross the runway or taxiway, and
b. observed that the red Stop bar lights are turned off.

3.5.7 When more than one aircraft taxi closely toward the common intersection, it is possible to see more than one directional guidance ahead because the end of proceeding green lights segment is still remaining.

3.5.8 When more than one directional guidance are provided ahead or hard to see the guidance due to reflection of sunlight, pilots shall stop and ask ATC for onward clearance before taxiing.

3.5.9 When more than one aircraft taxi toward the common intersection, ATC will continue turning on the green lights to give priority to first aircraft. Second aircraft will be instructed “GIVE WAY TO...../FOLLOW.....” or provided turning on the red Stop bar lights.

3.5.10 When ATC wants to terminate the “Follow the Greens”, ATC will revert to directional guidance by taxiway information or mandatory signs/markings. In this case, pilots shall navigate their taxi route with reference to signs/markings on taxiway.

4. Deicing operations

4.1 De/anti-icing phase notification

DE/ANTI-ICING PHASE	Application of phase
Phase 1 (BLUE)	Initiated when snow begins and de-icing request are received.
Phase 2 (YELLOW)	Initiated when number of aircraft in the de-icing queue reaches 45 aircraft.
Phase 3 (ORANGE)	Initiated when number of aircraft in the de-icing queue reaches 80 aircraft.
Phase 4 (RED)	Initiated when number of aircraft in the de-icing queue reaches 120 aircraft.

4.2 De-icing zones and pads

De-icing pads assignment will be made as pad-group.

1. A South zone : 821, 822, 823, 825 pads
2. M South zone : 831, 832, 833, 834 pads
3. M North zone : 551, 552, 553, 554, 557 pads
4. T Center zone : 814, 815, 816, 817 pads
5. Central De-icing zone : 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312 pads
6. D South zone : 841, 842 pads
7. D North zone : 851, 852 pads

4.3 De-icing operational procedures

1. De-icing requests and cancellations are possible through A-CDM portal system by AO or via radio communication with Incheon De-icing by flight crew.
2. Engine on de-icing is available on all de-icing pads and ACFT types applicable for engine on de-icing depend on AO or GHA.
3. Technical de-icing (landing gear, brakes, inside LE- or TE-flaps, under wing, engine inlets, fan blades and sensors/ static ports/ pitot probes) should be performed by engine off.
4. For safety and GHA's operational reasons(weather conditions, etc.), engine off de-icing can be applied.
5. On the de-icing pads ACFT shall hold abeam the stop line which indicates the cockpit stop position or follow the advice of the marshaller.
6. Aircrew shall control the throttle carefully, avoiding the exhausted gas causing damage to support personnel and equipment, when aircraft exit the de-icing stands.
7. During the engine on de-icing, aircrew shall keep the engine idle and set the brake. ACFT hold position until Pad Control give the taxi instruction.
8. The detailed de-icing procedures are given on the 'ICN DE-ICING ANTI-ICING PILOT BRIEF SHEET'. A copy of the sheet can be downloaded from www.airport.kr/co_en/4415/subview.do.

Change : Information of de/anti-icing phase notification, de-icing operational procedures and item numbers.

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

TMA SEOUL

ELEV ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 9° W 2020

NOTE - LEVELS ASSIGNED BY ATC INCLUDE A CORRECTION FOR LOW TEMPERATURE EFFECT WHEN NECESSARY

NOTE
CHART ONLY TO BE USED FOR CROSS-CHECKING OF ALTITUDES ASSIGNED WHILE UNDER RADAR CONTROL

APP 119.1

AERODROME ELEV 23 ft
TRANSITION ALT 14 000 ft

COM FAILURE
- SET TRANSPONDER CODE 7600
- FOLLOW COM FAILURE PROCEDURE ON RELEVANT SID OR STAR

CENTER: ASR-B(SHINBUL)
37°27'16.6"N 126°28'55.0"E

RK P518
UNL
GND

MOA 30H
FL 400
10 000 AMSL
MOA 30L
9 000 AMSL
2 000 AGL

RK R10
5 000 AMSL
GND

RK R114
3 000 AMSL
GND

RK R1
6 000 AMSL
GND

RK R75
10 000 AMSL
SFC

RK P73
UNL
GND

RK R35
2 500 AMSL
GND

RK R122
3 700 AMSL
GND

RK R17
FL 150
GND

RK R154
3 000 AMSL
SFC

RK R137
5 000 AMSL
SFC

RK P518W
UNL
GND

RK R134
5 000 AMSL
GND

RK R133
500 AMSL
GND

RK R124
2 500 AMSL
GND

RK R88
FL 500
GND

RK R80
FL 500
GND

RK R108E
FL 400
GND

RK R108A
FL 270
GND

RK R108B
FL 330
GND

RK R108D
UNL
GND

RK R139
5 400 AMSL
GND

RK R152
2 100 AMSL
SFC

RK R19
3 400 AMSL
GND

RK R20
5 000 AMSL
GND

D13
3 000 AGL
GND

D15
3 000 AGL
GND

D16
2 000 AGL
GND

D19
1 000 AGL
GND

MOA 1
FL 500
10 000 AMSL

MOA 2H
FL 400
10 000 AMSL
MOA 2L
9 000 AMSL
3 000 AGL

MOA 3H
FL 400
10 000 AMSL

MOA 3A
7 000 AMSL
3 000 AGL

MOA 4
9 000 AMSL
3 000 AGL

ACMI A
5 000 AMSL
SFC

ACMI B
9 000 AMSL
6 000 AMSL

ACMI C
FL 600
10 000 AMSL

ACMI D
FL 600
SFC

ACMI E
FL 600
10 000 AMSL

HTA 2
1 500 AMSL
SFC

HTA 1
1 000 AMSL
SFC

6 000
3 800
2 600
1 800
2 600
1 900
2 100
1 600
1 900
2 100
2 700
3 300
3 300
6 000

5 000 AGL - 10 000 AMSL
SFC - 10 000 AMSL
SFC - 5 000 AGL
SFC - 4 000 AGL
SFC - 3 000 AGL
SFC - 2 200 AMSL
1 000 AGL - 5 000 AGL

BINIL
NOPIK
GOGET
INCHEON WNG
GIMPO KIP
YJU
SEOUL KSM
SOL
SEL
EGOBA
KARBU
KALMA
SUWON SWN
MONSI
POLEG
KAKSO
OSN SOT OSAN
PTK
GUKDO
JWN
OSPOT
OLMEN
SAN SEOSAN
OROGA
CHO CHJ
MAKDU
SAKTI

38°11'44"N 127°19'51"E
38°04'22"N 126°47'55"E
37°56'57"N 127°02'45"E
37°55'09"N 127°35'52"E
37°50'28"N 126°40'45"E
37°48'15"N 126°11'44"E
37°45'56"N 127°13'28"E
37°43'59"N 126°37'25"E
37°39'33"N 126°45'30"E
37°39'23"N 125°15'01"E
37°37'25"N 125°27'22"E
37°37'25"N 125°58'10"E
37°36'07"N 127°17'58"E
37°32'53"N 126°31'46"E
37°32'19"N 126°24'49"E
37°31'24"N 126°34'29"E
37°31'18"N 126°50'58"E
37°29'23"N 126°27'12"E
37°28'39"N 126°25'54"E
37°26'35"N 126°36'27"E
37°26'38"N 126°35'50"E
37°23'29"N 126°51'00"E
37°22'44"N 126°32'54"E
37°21'56"N 126°33'36"E
37°21'16"N 126°32'23"E
37°19'15"N 126°08'41"E
37°18'44"N 127°17'57"E
37°16'08"N 126°00'51"E
37°15'28"N 126°01'16"E
37°13'55"N 126°13'46"E
37°12'30"N 126°41'50"E
37°08'43"N 126°07'55"E
37°06'44"N 126°46'51"E
37°03'34"N 125°33'46"E
36°54'25"N 126°57'31"E
36°46'10"N 127°04'36"E
36°37'56"N 127°11'40"E

60 NM
55 NM NCN
50 NM NCN
45 NM NCN
40 NM NCN
35 NM NCN
30 NM NCN
25 NM NCN
20 NM NCN
15 NM NCN
10 NM NCN
5 NM NCN
40 NM
25 NM
18 NM
8 NM
5 NM

R 031
R 071
R 086
R 111
R 156
R 253
R 232
R 251
R 296
R 336

4 818
3 797
2742
2287
2 226
1549
1506
1853
1606
1001
984
799
779
800?
705
598
494
1032
961

LEGEND

ATC SURVEILLANCE MNM ALT IN FEET	1 600

0 10 20 30 40 50 km
0 5 10 15 20 25 NM

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REPUBLIC OF KOREA

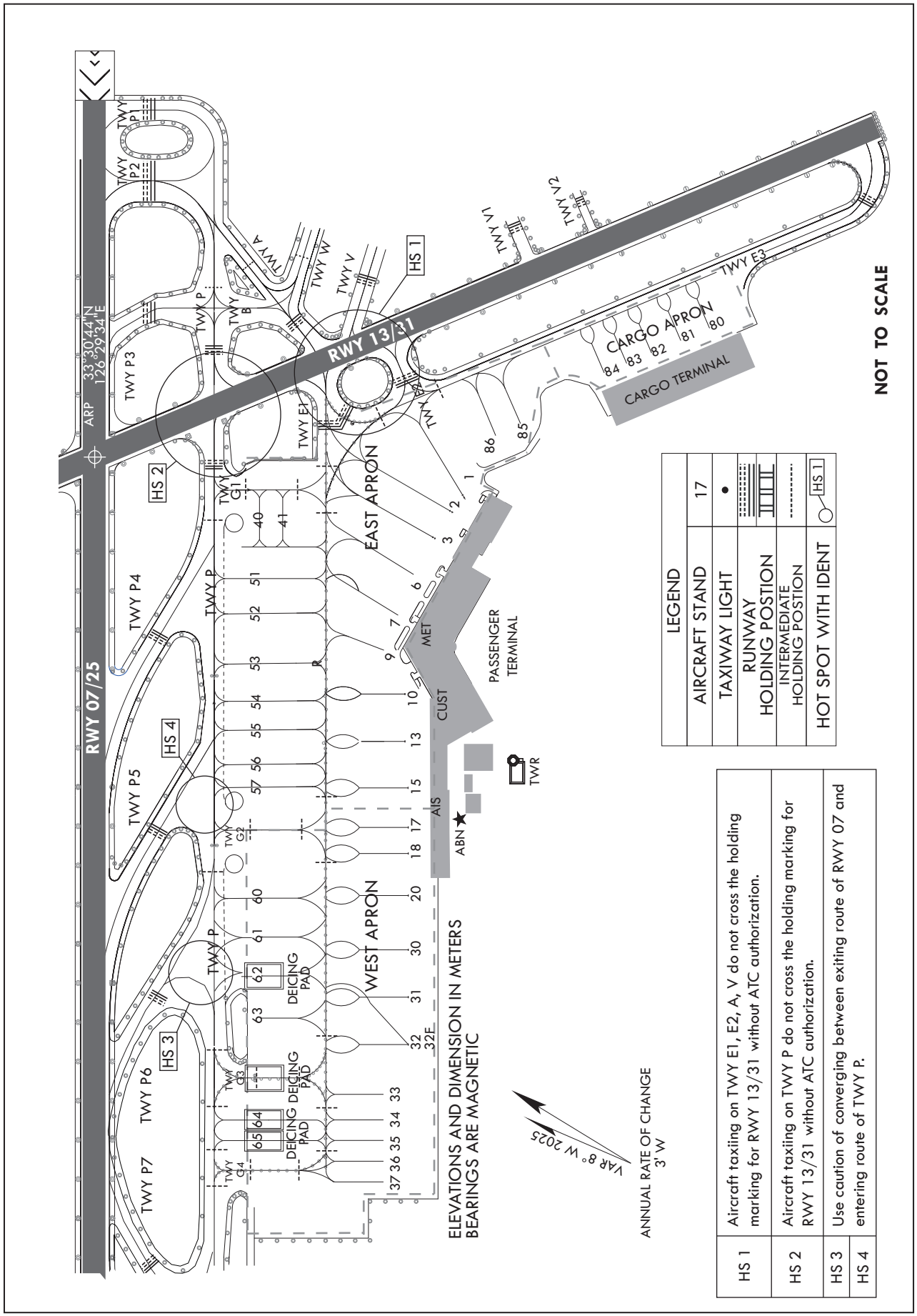
Change : Information of ATC surveillance minimum altitude chart for RKSI.

AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
27 m

TWR	118.2
GND	121.675

JEJU/Jeju INTL



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	

TAXIWAY, APRON WIDTH AND BEARING STRENGTH		
TAXIWAY	WIDTH	BEARING STRENGTH
P, P1, P4, P5, P8, P9, P12, P13	30 m	PCR 662/F/B/X/T
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	
G3	42 m	PCR 621/F/A/X/T
G4	50 m	PCR 662/F/B/X/T
A	23 m	PCR 621/F/A/X/T
E	45 m	PCR 621/F/A/X/T
E1, E2	30 m	
E3	23 m	
R	NIL	PCR 621/F/A/X/T (EAST~CARGO APRON)
		PCR 1 006/R/B/W/T (WEST APRON)
* EAST APRON BEARING STRENGTH : PCR 621/F/A/X/T * WEST APRON BEARING STRENGTH : PCR 1 006/R/B/W/T * CARGO TERMINAL APRON BEARING STRENGTH : PCR 750/R/B/W/T		

AIRCRAFT STANDS	
STAND NR	AIRCRAFT TYPES
1	B777-300, A330-300, B767-300, A300-600
6, 30, 31, 32	B747-400, B777-300, A330-300
32F	A380-800, B747-800
13, 15, 20	B747-400, B777-200, A330-300
7, 10, 62, 63	B767-300, A300-600
9	B737-800, A320-200
2, 3, 17, 18, 33, 34, 35, 36, 37, 51, 52, 53, 54, 55, 56 57, 60, 61, 64, 65, 80, 81, 82, 83, 84, 85, 86	B737-900, A321-200
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	WGS-84		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°30'00.26"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				