

REPUBLIC OF KOREA

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Ministry of Land, Infrastructure and Transport
Office of Civil Aviation

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

AMENDMENT NR 4/25

3 APR 2025

AIRAC

AIP AMENDMENT NR 4/25

(Effective : 1600UTC 14 MAY 2025)

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 Incheon INTL Airport

a) Information of de-icing facilities(27 → 33).

1.2 Gimpo INTL Airport

a) Establishment of taxilane NX.

b) Information of north apron and taxi routes.

1.3 Jeongseok Airport

a) Information of coordinates for ACFT stands NR. G1~G10.

2. PAGE CONTROL

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL II, Part III - AD (Aerodromes) RKSI AD 2-1(6 FEB 25) / 2-2(6 FEB 25) RKSS AD 2-1(11 JAN 24) / 2-2(12 DEC 24) AD 2-9(22 AUG 24) / 2-10(12 DEC 24) AD 2-10-1(12 DEC 24) / 2-10-2(22 AUG 24) AD 2-15(12 DEC 24) / 2-15-1(12 DEC 24) AD 2-15-2(6 FEB 25) / 2-16(6 FEB 25) AD 2-17(6 FEB 25) / 2-18(6 FEB 25) AD 2-19(6 FEB 25) / 2-20(6 FEB 25) AD 2-21(12 DEC 24) / 2-22(12 DEC 24) AD CHART 2-1(6 FEB 25) / 2-2(6 FEB 25) AD CHART 2-3(6 MAR 25) / 2-4(6 MAR 25) AD CHART 2-5(12 DEC 24) / 2-6(12 DEC 24)	VOL II, Part III - AD (Aerodromes) RKSI AD 2-1(6 FEB 25) / 2-2(3 APR 25) RKSS AD 2-1(11 JAN 24) / 2-2(3 APR 25) AD 2-9(22 AUG 24) / 2-10(3 APR 25) AD 2-10-1(3 APR 25) / 2-10-2(22 AUG 24) AD 2-15(3 APR 25) / 2-15-1(3 APR 25) AD 2-15-2(3 APR 25) / 2-16(3 APR 25) AD 2-17(6 FEB 25) / 2-18(3 APR 25) AD 2-19(3 APR 25) / 2-20(3 APR 25) AD 2-21(3 APR 25) / 2-22(3 APR 25) AD CHART 2-1(3 APR 25) / 2-2(6 FEB 25) AD CHART 2-3(3 APR 25) / 2-4(6 MAR 25) AD CHART 2-5(3 APR 25) / 2-6(3 APR 25)
VOL III, Part III - AD (Aerodromes) RKPD AD CHART 2-1(16 DEC 21) / 2-2(16 DEC 21)	VOL III, Part III - AD (Aerodromes) RKPD AD CHART 2-1(3 APR 25) / 2-2(16 DEC 21)

END

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

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 2380, Jet Oil 254, Castrol 5000
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 33 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, taxies, 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	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)
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Change : Information of de-icing facilities(27 → 33).

RKSS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKSS - SEOUL / GIMPO International

RKSS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

RKSS AD 2.3 OPERATIONAL HOURS

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

RKSS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	All modern facilities
2	Fuel/oil types	Fuel : Aviation Turbin Fuel (Jet A-1) Aviation Gasolin (AV-gas 100LL) Oil : Turbo Oil 2380/2389, Jet Oil 254
3	Fuelling facilities/capacity	Jet A-1 available by hydrant refueling on passenger, remote, cargo apron, at rate of 1 000 gpm. 10 aircraft can be fueled simultaneously, total amount of storage is 35 771 000 L. No limitations at any time service available.
4	De-icing facilities	Available (Refer to Aircraft Parking / Docking Chart)
5	Hangar space for visiting aircraft	Business aircraft hangar : 4 for code letter "C" aircraft
6	Repair facilities for visiting aircraft	Major and minor repairs by arrangement
7	Remarks	NIL

RKSS AD 2.5 PASSENGER FACILITIES

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

RKSS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	CAT 10
2	Rescue equipment	a. 2 ARFF* vehicles : A capacity of 12 000 L water(each), 1 500 L AFFF**(each), Foam discharge rate 6 000 L/min (each), with dry chemical powder 250 kg(each) b. 1 ARFF* vehicle : 15 000 L water, 2 200 L AFFF**, Foam discharge rate 6 000 L/min, with dry chemical powder 250 kg c. 1 ARFF* vehicle : 11 000 L water, 1 400 L AFFF**, Foam discharge rate 6 000 L/min, with dry chemical powder 250 kg d. 1 Supplementary water tank truck : capacity 12 000 L e. 1 Rescue vehicle f. 1 Ambulance g. 1 Commanding vehicle * ARFF (Aircraft Rescue and Fire Fighting) ** AFFF (Aqueous Film Forming Foam)
3	Capability for removal of disabled aircraft	a. Specialized aircraft recovery equipment available for up to B747-8 size aircraft. b. 1 & 3 pole recovery jacks, 470 ton mobile crane including other accessory equipment can be provided by airlines and agencies. c. Korea Airports Corporation is the coordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (TEL : 82-2-2660-4217)
4	Remarks	Aviation Fire-Fighting training facility a. Location - 389-9 Sangya dong Gyeyang-gu Incheon - 400 m from the airport boundary close to the beginning tip of RWY 14R b. Plottage 8 947 m² c. Two model aircraft for training

RKSS AD 2.7 SEASONAL AVAILABILITY-CLEARING

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

Change : Establishment of taxilane NX.

Type of aid, MAG VAR, Type of supported OPS	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
LOC 14L (9° W/2020) ILS CAT I (9° W/2020) GP 14L	ISEL	109.90 MHz	H24	373244.6N 1264834.7E		RWY 14L LOC unusable beyond 12 NM from GP-DME and beyond 10° Left side of the Course not flight check due to RK P518 Scheduled inspection time : Every 2nd THU(1400-1900 UTC) of the month
DME 14L	ISEL	997 MHz (CH 36X)	H24	373403.8N 1264648.1E	30 m	
IM 14L	-	75 MHz	H24	373421.9N 1264632.6E		
LOC 32R (9° W/2020) ILS CAT I (9° W/2020)	ISKP	110.70 MHz	H24	373421.7N 1264632.8E		
DME 32R	ISKP	1005 MHz (CH 44X)	H24	373256.3N 1264812.9E	30 m	RWY 32R LOC unusable beyond 10° Right side of the Course not flight check due to RK P73 Scheduled inspection time : Every 3rd THU(1400-1900 UTC) of the month
GP 32R	-	330.2 MHz	H24	373256.4N 1264813.1E		
IM 32R	-	75 MHz	H24	373244.5N 1264834.9E		
LOC 32L (9° W/2020) ILS CAT I (9° W/2020)	IKMO	108.30 MHz	H24	373413.4N 1264622.6E		
DME 32L	IKMO	981 MHz (CH 20X)	H24	373257.2N 1264751.2E	30 m	RWY 32L LOC unusable beyond 12° NE side of the course due to RK P73 Scheduled inspection time : Every 4th THU(1400-1900 UTC) of the month
GP 32L		334.1 MHz	H24	373257.3N 1264751.2E		
VOR/DME (Yangju) (9° W/2020)	YJU	114.90 MHz (CH 96X)	H24	374453N 1265928E		VOR/DME unusable - RDL 081 clockwise RDL 100 beyond 20 NM not flight check due to RK P518 - RDL 125 clockwise RDL 155 beyond 30 NM due to RK R17 - RDL 155 clockwise RDL 220 not flight check due to RK P73 - RDL 250 clockwise RDL 265 beyond 30 NM not flight check due to RK P518 - RDL 265 clockwise RDL 271 beyond 20 NM not flight check due to RK P518 - RDL 271 clockwise RDL 081 not flight check due to RK P518
Scheduled Inspection Time ASDE : Every 3rd TUE(0100-0800 UTC) of the month when visibility is at or above 5 km(VMC). MLAT : Every 1st TUE(0100-0800 UTC) of the month. RADAR (PSR, SSR) : Every 2nd, 4th WED (1400-1900 UTC) of the month. SEL(VORTAC) : Every 3rd TUE (1500-2000 UTC) of the month. Yangju(VOR/DME) : Every 2nd WED (1500-2000 UTC) of the month. ※ The information of VORTAC SEL see ENR 4.1 for details.						

RKSS AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulations
 - 1.1 All aircraft with 2 engines or more (except helicopter) shall fly IFR at Gimpo international Airport for departures and arrivals.
 - 1.2 Pilots are strongly required to monitor VHF 121.5 MHz when flying within SEOUL TMA.
 - 1.3 Pilot shall exercise extreme caution to avoid penetrating Prohibited Area (RK P518, RK P73, etc) and Special Use Airspace (ACMI, RK R17, etc), especially when flying north of R 280 KIP, R 100 SEL and east of the extended centerline of runway 14/32.
 - 1.4 Pilots should always make sure that microphones are not stuck in the transmitting position before transmission in order to prevent frequency blockage (stuck mike) from impairing ATC.
 - 1.5 Special Regulations for Use of the Gimpo Airport (RKSS)

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

1. Aircraft
 - a. Private aircraft which is owned by an enterprise or a person, except the following aircraft;
 - 1) Public charter which is not scheduled,
 - 2) Inclusive tour charter,
 - 3) Aircraft having a seating capacity of more than 50 passengers,
 - 4) Aircraft having a maximum payload capacity of 2 721 kg (6 000 lbs) or more,
 - 5) Aircraft carrying commercial goods (including free-of-charge carriage), or
 - 6) State aircraft which is not owned by an enterprise or a person.
 - b. Ferry-flight of an aircraft which is Korean-registered and internationally operating for the purpose of import, maintenance or charter flight support.
2. Restriction

The use of the Gimpo Airport may not be permitted when required for certain reasons, including the shortage of airport capacity, safety or security.
3. Permitted Hours : 2100-1400 UTC, daily
(In other hours, the Incheon International Airport or the other airports should be used.)

1.6 Landing Procedure

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

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

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

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

Unless otherwise cleared by ATC, aircraft are advised to vacate RWY as follow;

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

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

1.7 Taxiway Classification

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

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

Change : Establishment of taxilane NX.

1.8 Load Limitations

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

1.9 Parking Stands Confirmation Procedure

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

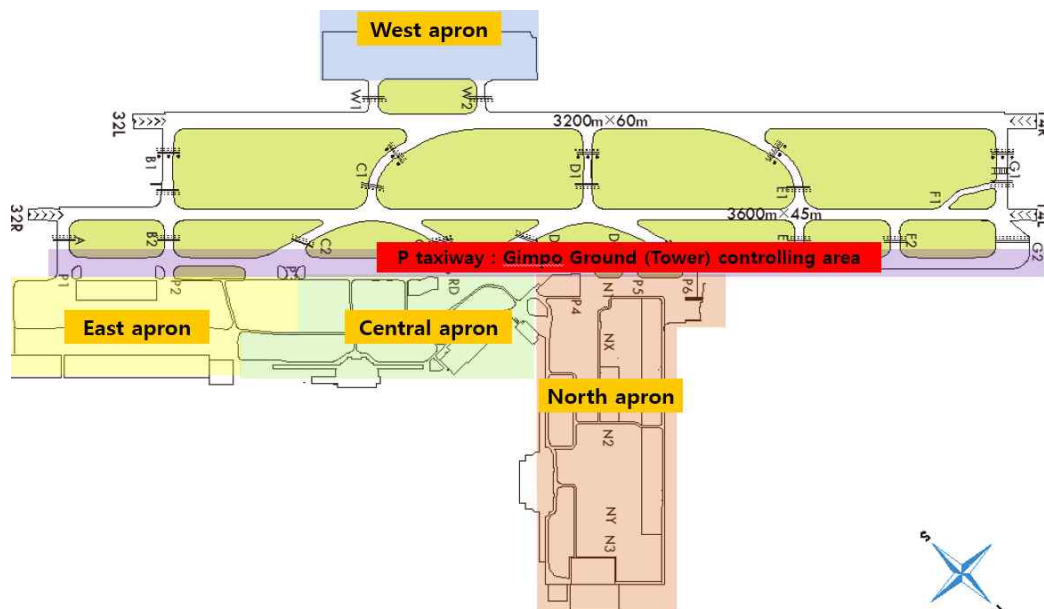
1.10 Flight limitations

1. All training flights are prohibited at Gimpo Airport, except for turbofan engine aircraft. The deliberate simulation of engine failure is not permitted whilst on approach to or departure from the airport.
터보팬 엔진 장착 항공기를 제외한 모든 훈련비행은 김포공항에서 금지된다. 김포공항으로 접근 또는 출발 시 엔진 failure와 같은 고의적인 모의 훈련은 허가되지 않는다.
2. The use of this airport by light sports aircraft, ultra-light vehicles(except ultra-light vehicles operating by KAC(Korea Airports Corporation) for air navigation aids inspection) and lighter than air is prohibited.
경량항공기, 초경량비행장치(항행안전시설 점검을 위하여 한국공항공사가 운용하는 초경량비행장치는 제외) 및 기구의 사용은 김포공항에서 금지된다.

1.11 Apron control services

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

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



Change : Establishment of taxilane NX and Information of diagram of north apron.

2. Ground Procedure

2.1 Airport Collaborative Decision Making

1. General

- a. A-CDM is a process that allows air traffic controllers, airport operators, aircraft operators(AO), ground handling agents(GHA), pilots and air traffic flow managers to exchange operational information and work together to efficiently manage operations at aerodrome.
- b. Definitions commonly used terms in A-CDM
 - 1) Target Off Block Time(TOBT) - The time that an AO or GHA estimates that an aircraft will be ready, all doors closed, boarding bridge removed, push-back vehicle available and ready to start up/push-back immediately upon reception of clearance from the ATC.
 - 2) Target Start up Approval Time(TSAT) - The time provided by ATC taking into account TOBT, Calculated Take off Time(CTOT) and/or the traffic situation that an aircraft can expect start-up/push-back approval.
- c. The operation of A-CDM at Gimpo airport will be phased due to ATC environment restrictions. TSAT will not be provided to all departure flights. The flights subject to Pre-Departure Sequencing are limited to ATFM regulated flights during first operational phase.

2. A-CDM Procedures

- a. Gimpo Airport A-CDM portal system will automatically calculate system TOBT for each departure flight taking into account the Estimated In-Block Time/Actual In-Block Time(EIBT/AIBT), Minimum Turnaround Time(MTTT) and Estimated Off Block Time(EOBT).
- b. AO or GHA can manually update the system generated TOBT from 90 minutes prior to EOBT.
- c. If the prediction of departure readiness (new TOBT) differs more than 5 minutes from the previous TOBT, AO or GHA shall update TOBT.
- d. TOBT shall not deviate from EOBT by more than 5 minutes. If TOBT deviate from EOBT by more than 5 minutes, AO or GHA shall update EOBT. When EOBT is updated, TOBT is automatically modified to the value of the new EOBT.
- e. TOBT shall be updated through the following channels :
 - 1) A-CDM portal or mobile web (<https://cdm.airport.co.kr>)
 - 2) Flight Information Assistant(FIA) at PBB boarding rooms
- f. TOBT information is available through the following channels :
 - 1) A-CDM portal and mobile web
 - 2) FIDS at PBB boarding rooms
 - 3) Radio communication with GHA or AO
- g. TSAT will be calculated by taking into account factors such as TOBT, CTOT, Estimated Taxi-Out Time(EXOT) and ATC separation standards etc. Thus the accuracy of TOBT is vital to an optimal TSAT.

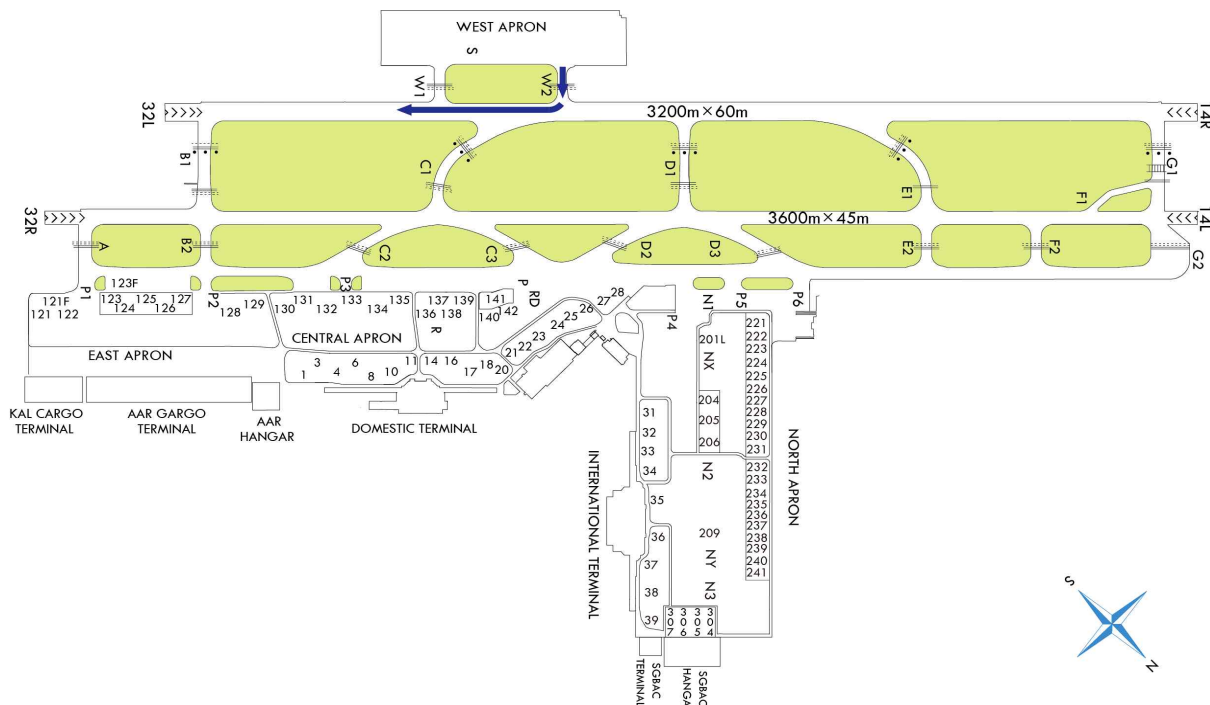
3. Non A-CDM Procedures

- a. The Non A-CDM procedure is applicable when TOBT and TSAT references used in A-CDM mode of operations become unavailable due to system issues or maintenance.
- b. If unable to refer TOBT through any channels, pilot shall contact Gimpo Delivery(121.975 MHz) for ATC clearance at least 10 minutes prior to ETD(EOBT).

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

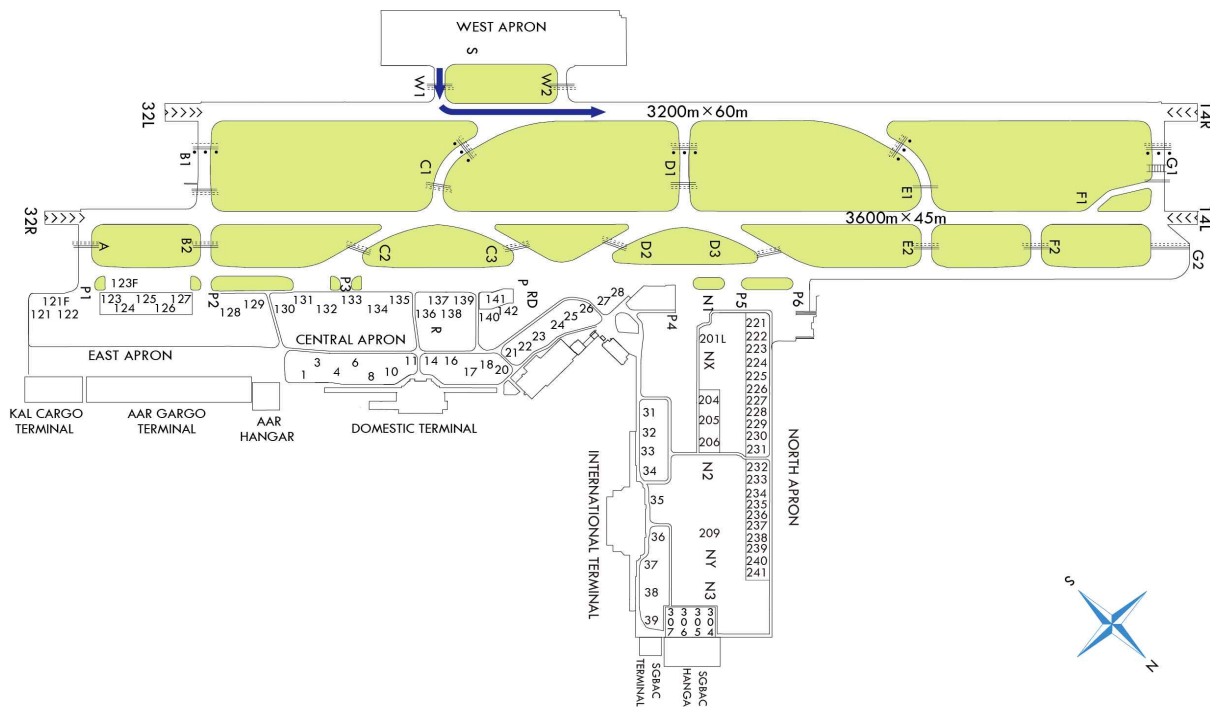
a. Departure

1) RWY 14L/R



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

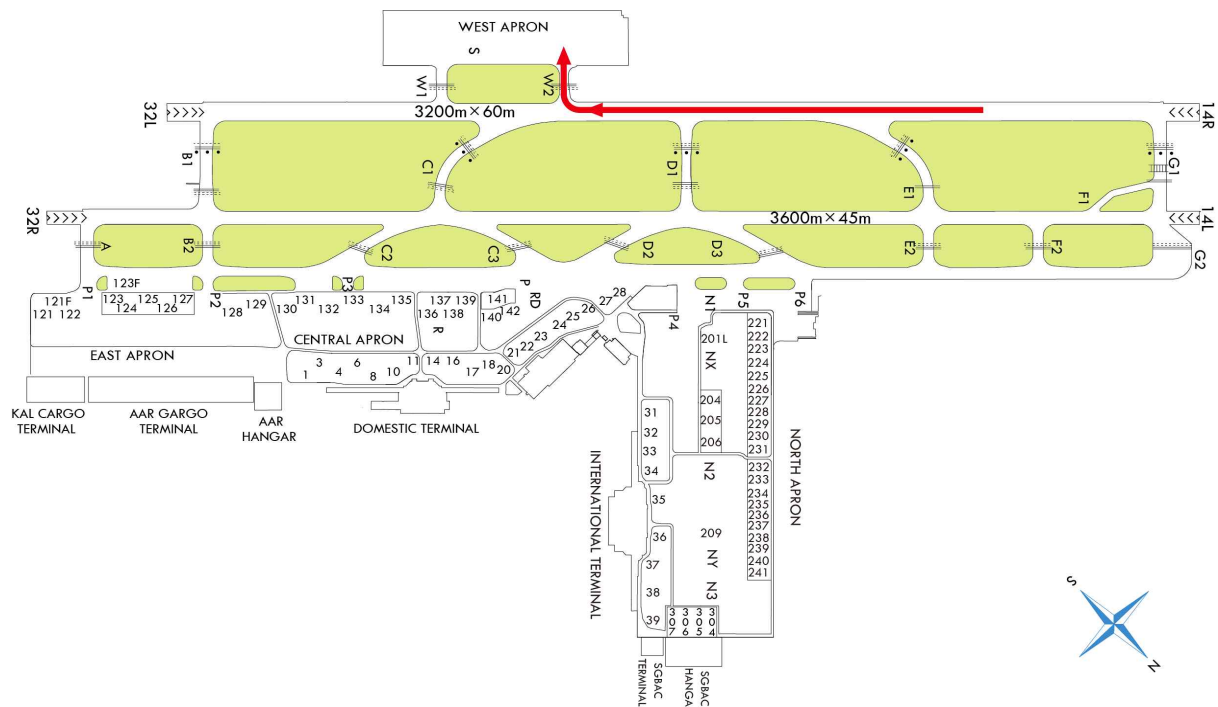
2) RWY 32L/R



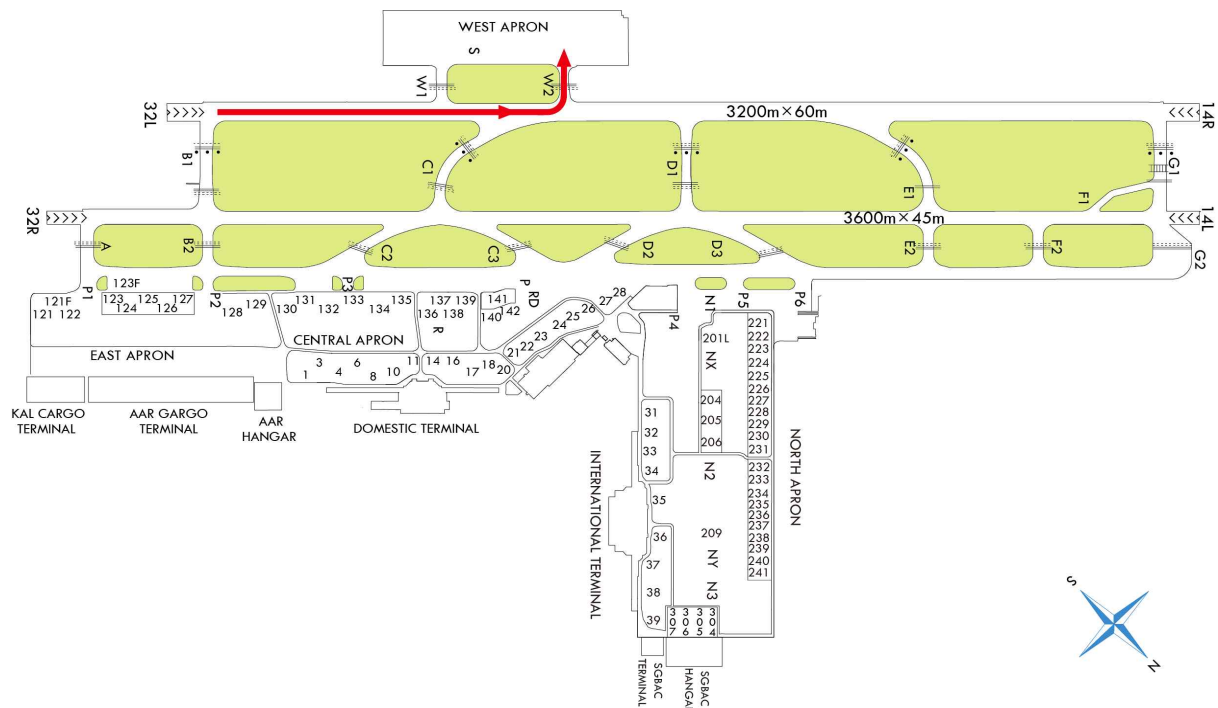
Change : Establishment of taxilane NX and Information of north apron, standard taxi routes.

b. Arrival

1) RWY 14R

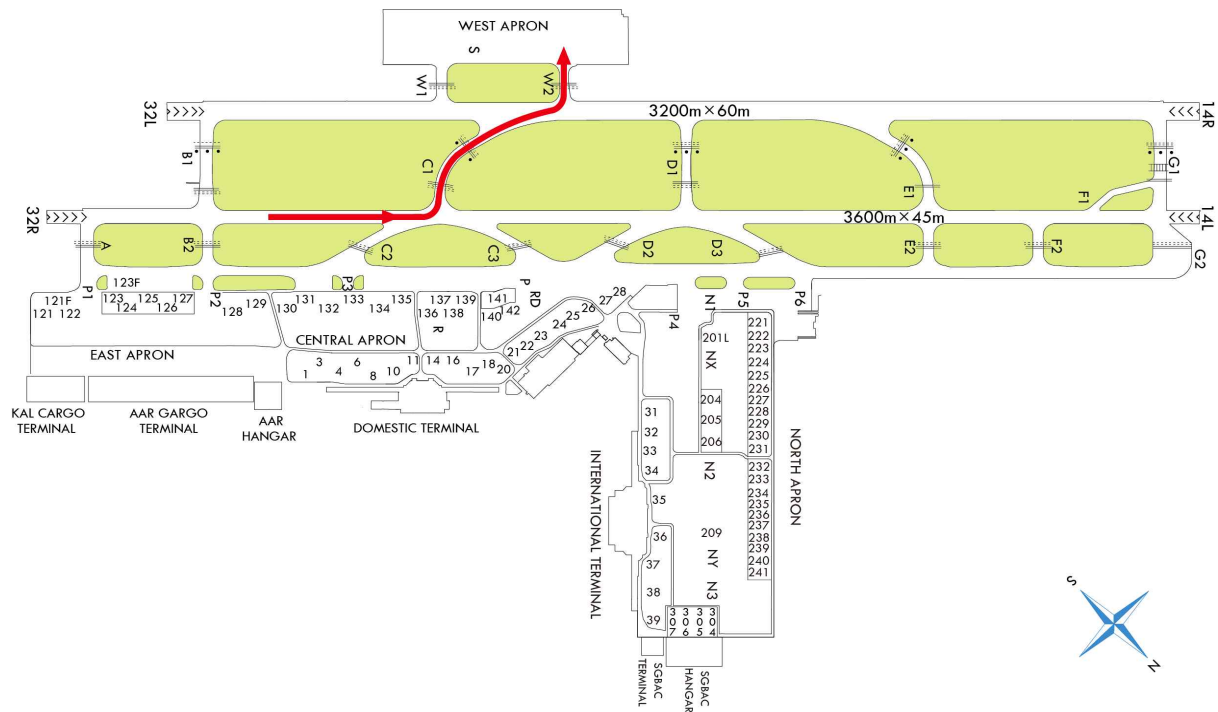


2) RWY 32L

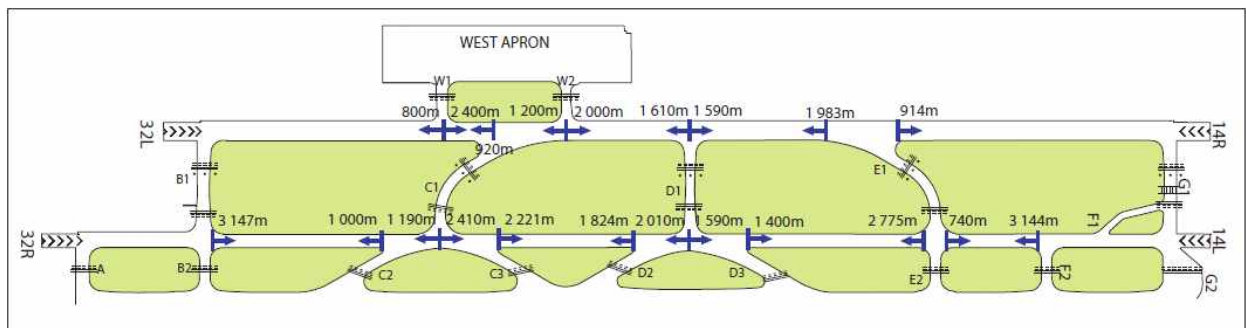


Change : Establishment of taxiway NX and Information of north apron, standard taxi routes.

3) RWY 32R



6.1 Remainder distance for intersection departure



Change : Establishment of taxiway NX and Information of north apron, standard taxi routes.

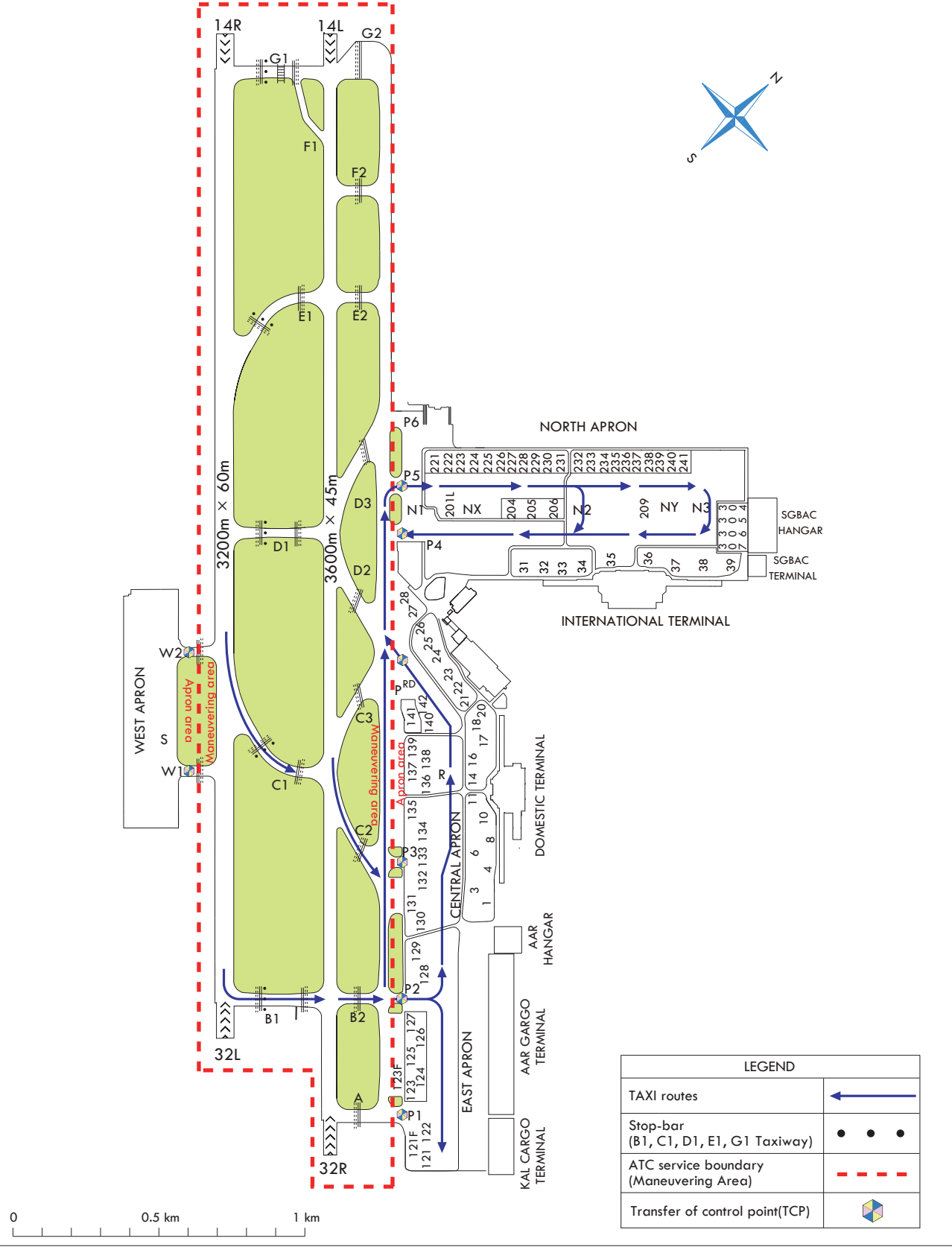
LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 18 m

GIMPO	TWR	118.1
GIMPO	GND	121.9
GIMPO	APN	130.875

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

NOT AVAILABLE for Code Letter "F" aircraft



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

INTENTIONALLY

LEFT

BLANK

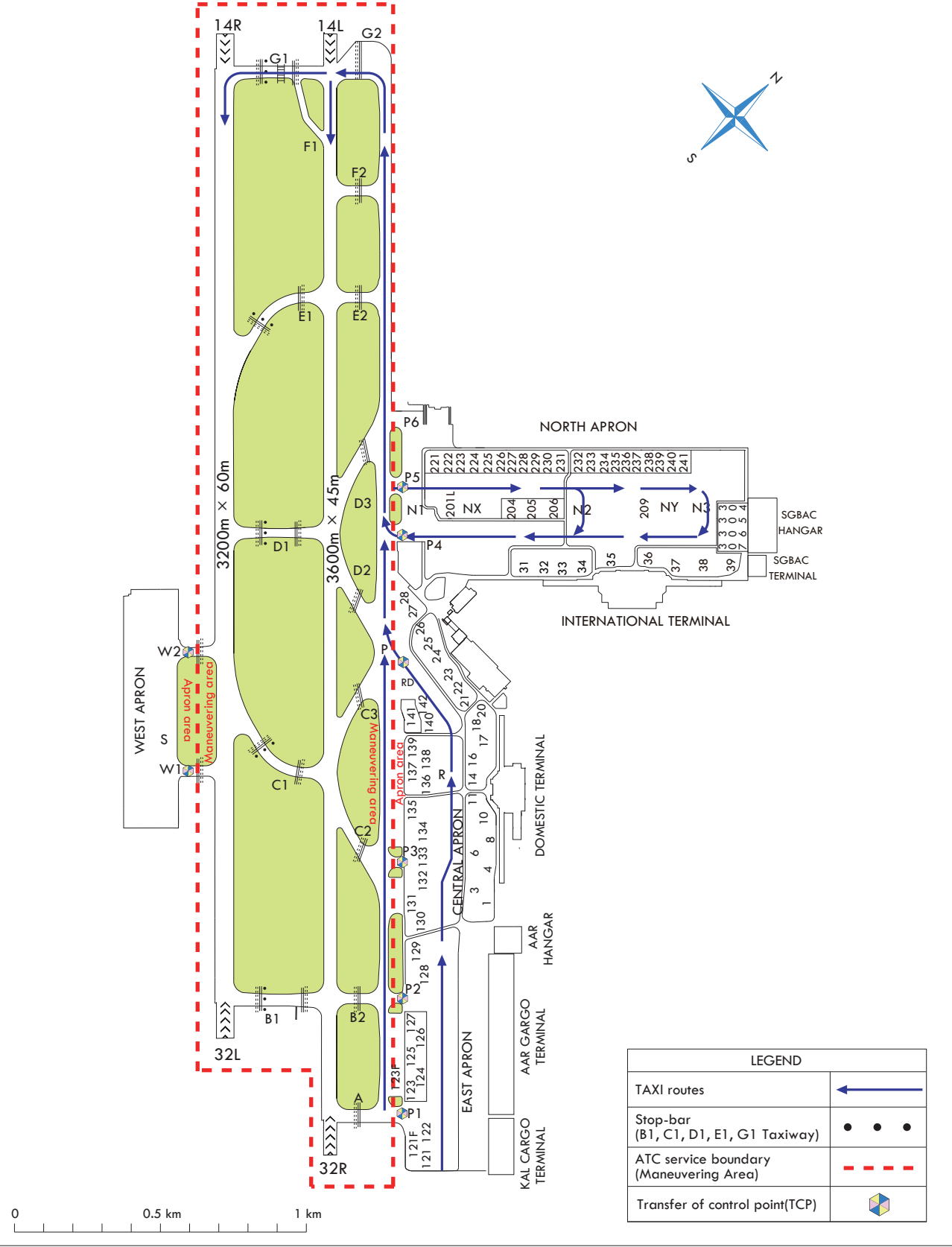
LOW
VISIBILITY
PROCEDURE

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 : Establishment of taxilane NX and Information of north apron.

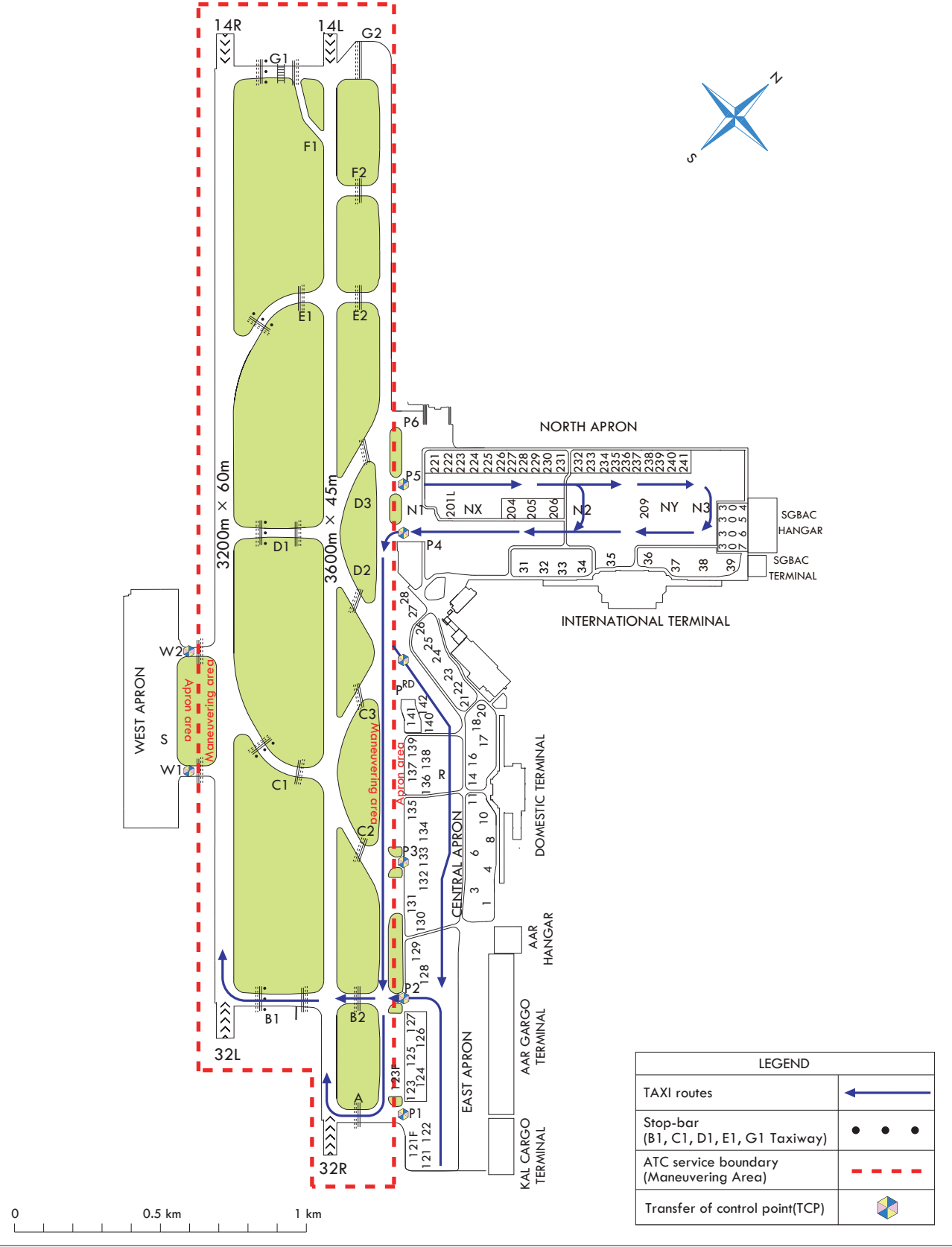
LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 18 m

GIMPO TWR	118.1
GIMPO GND	121.9
GIMPO APN	130.875

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

NOT AVAILABLE for Code Letter "F" aircraft



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

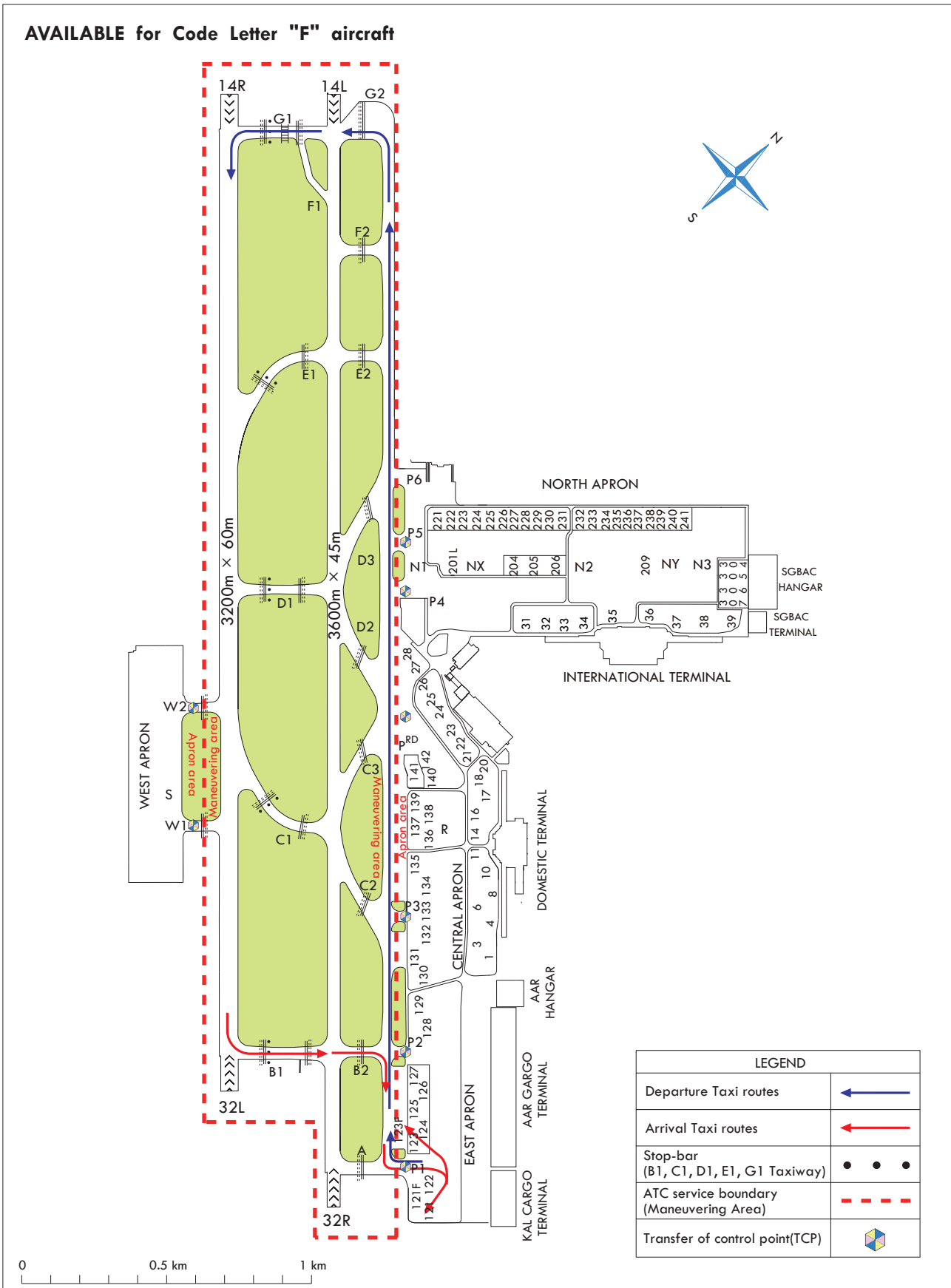
LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 18 m

GIMPO TWR	118.1
GIMPO GND	121.9
GIMPO APN	130.875

SEOUL/Gimpo INTL
RWY 14R
SMGCS taxi route

AVAILABLE for Code Letter "F" aircraft



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

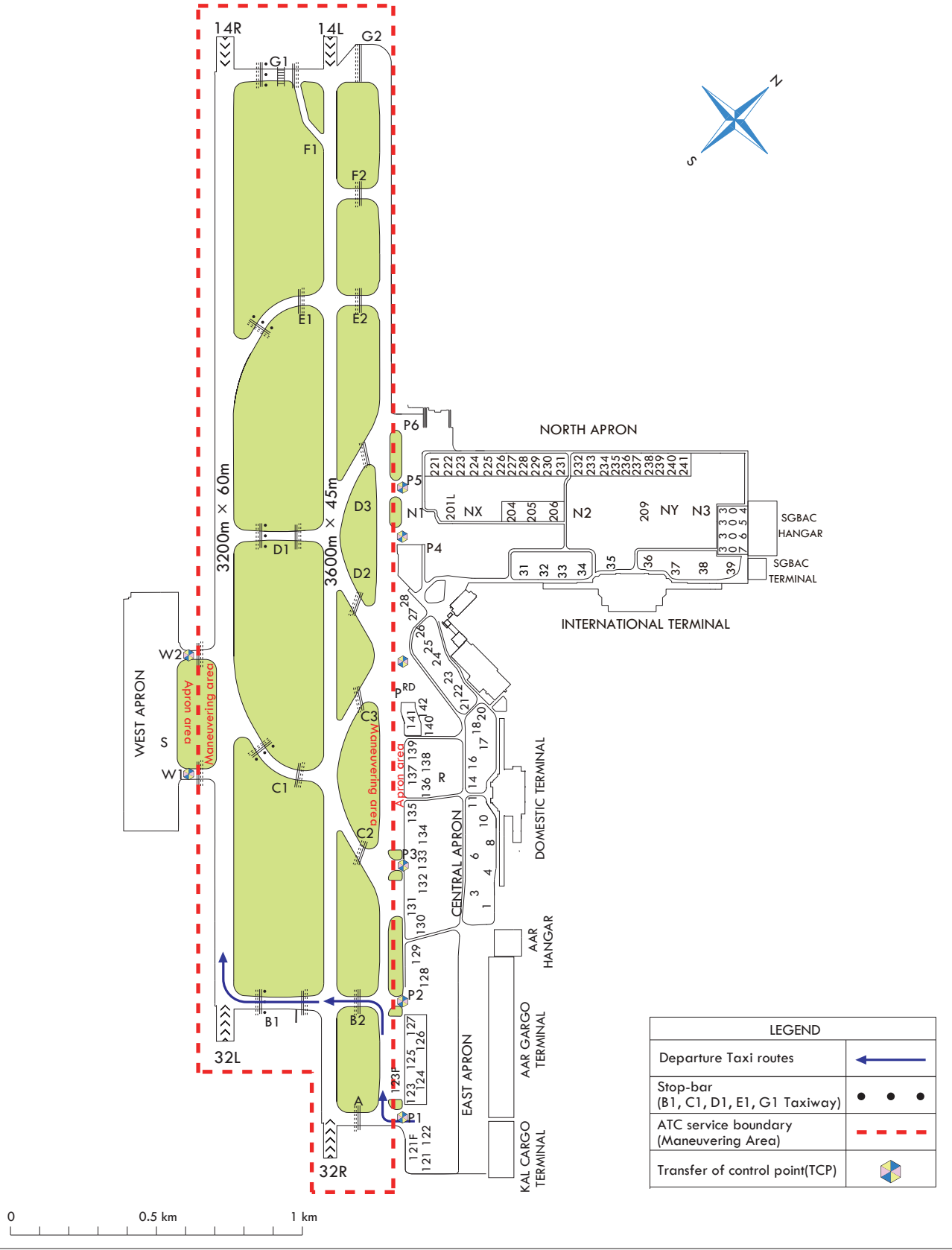
LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 18 m

GIMPO	TWR	118.1
GIMPO	GND	121.9
GIMPO	APN	130.875

SEOUL/Gimpo INTL
RWY 32L
SMGCS taxi route

AVAILABLE for Code Letter "F" aircraft



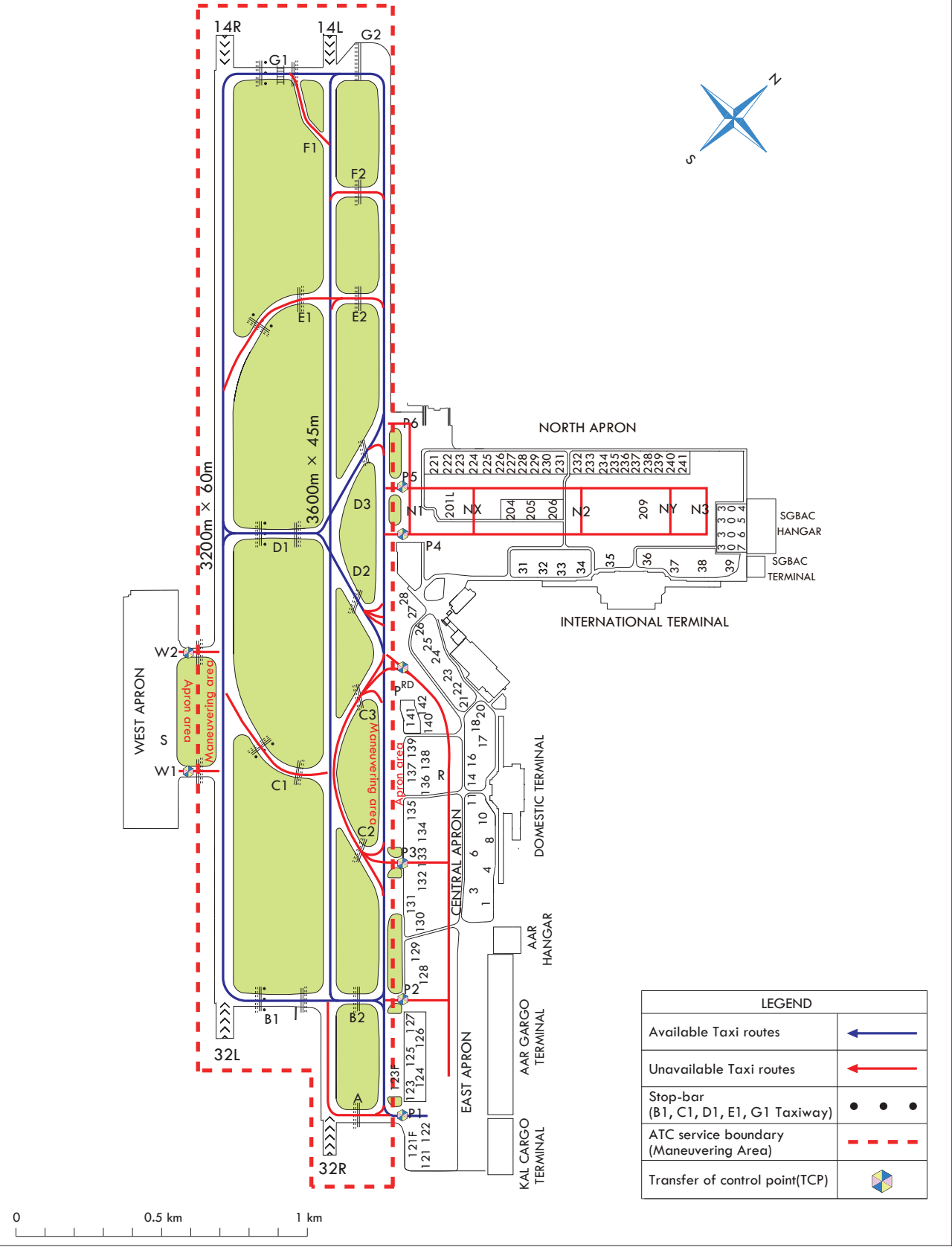
STANDARD
PROCEDURE

AERODROME ELEV 18 m

GIMPO TWR	118.1
GIMPO GND	121.9
GIMPO APN	130.875

SEOUL/Gimpo INTL
"F" aircraft Available taxi route

AVAILABLE for Code Letter "F" aircraft



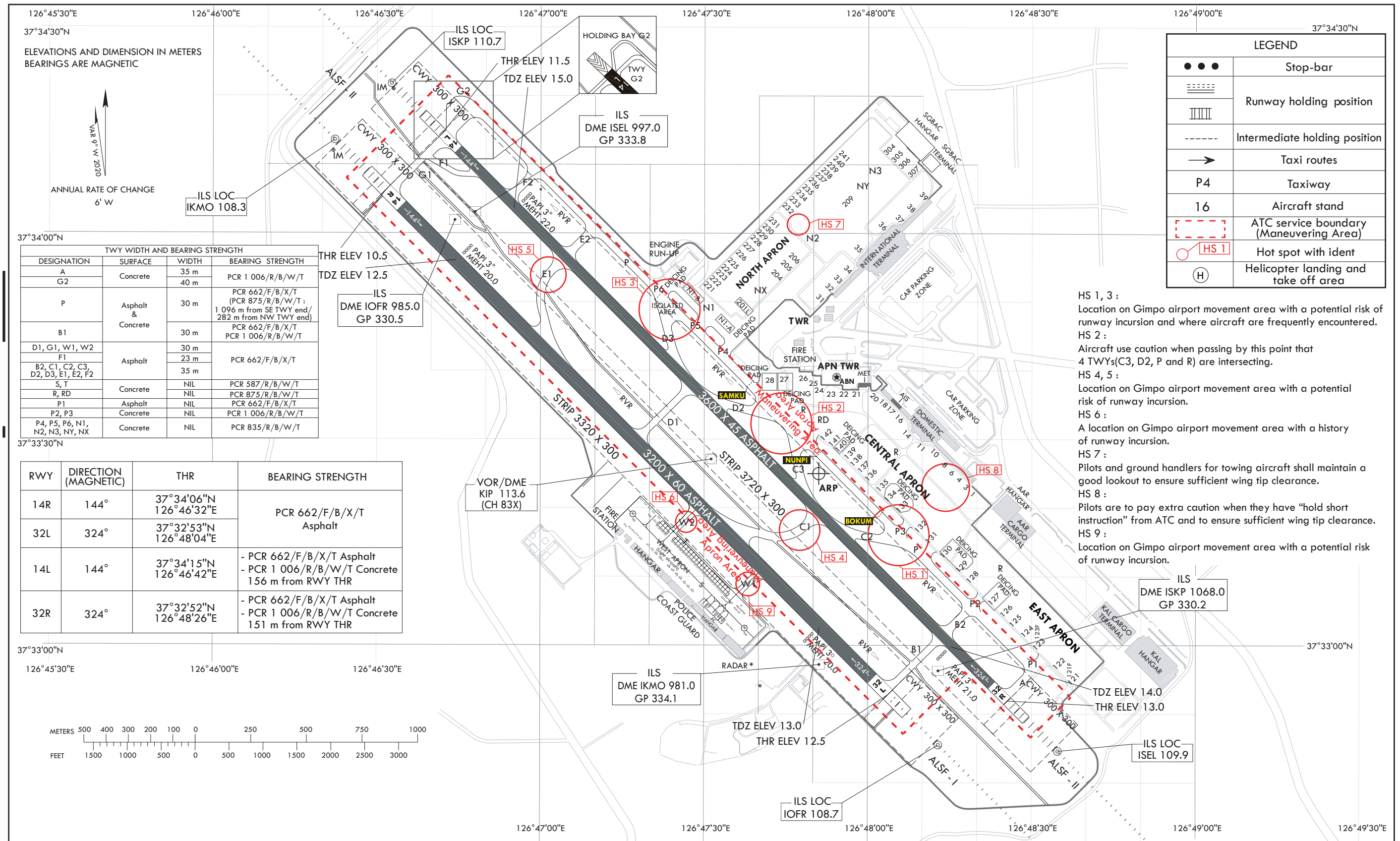
Change : Establishment of taxilane NX and Information of north apron, taxi routes.

AERODROME CHART - ICAO

37°33'25"N
126°47'51"E

ELEV **18** m

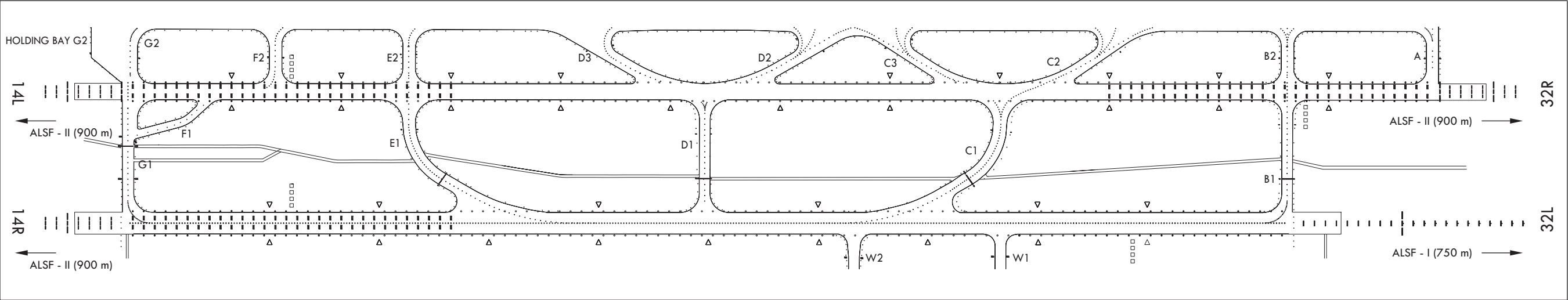
TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

SEOUL / Gimpo INTL

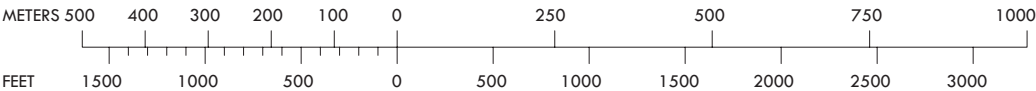
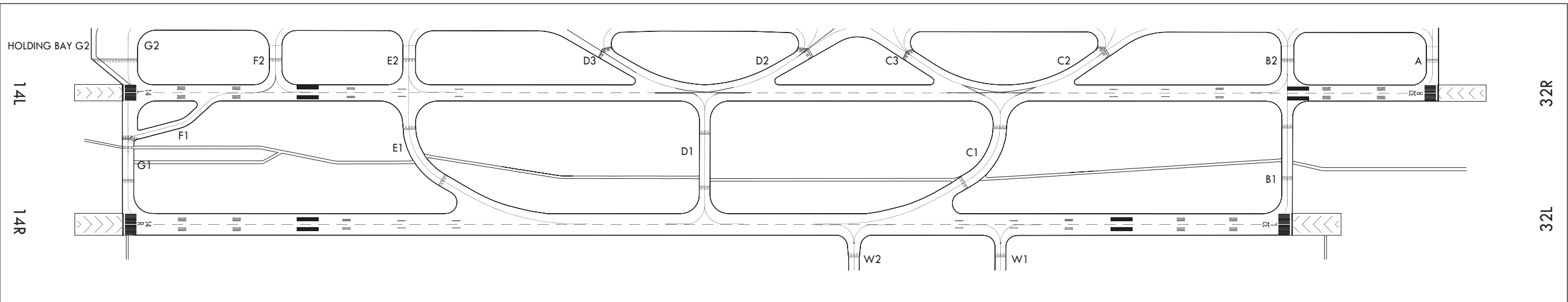
OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 4/25
Effective : 1600UTC 14 MAY 2025

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



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



AIRCRAFT PARKING/
DOCKING CHART - ICAO

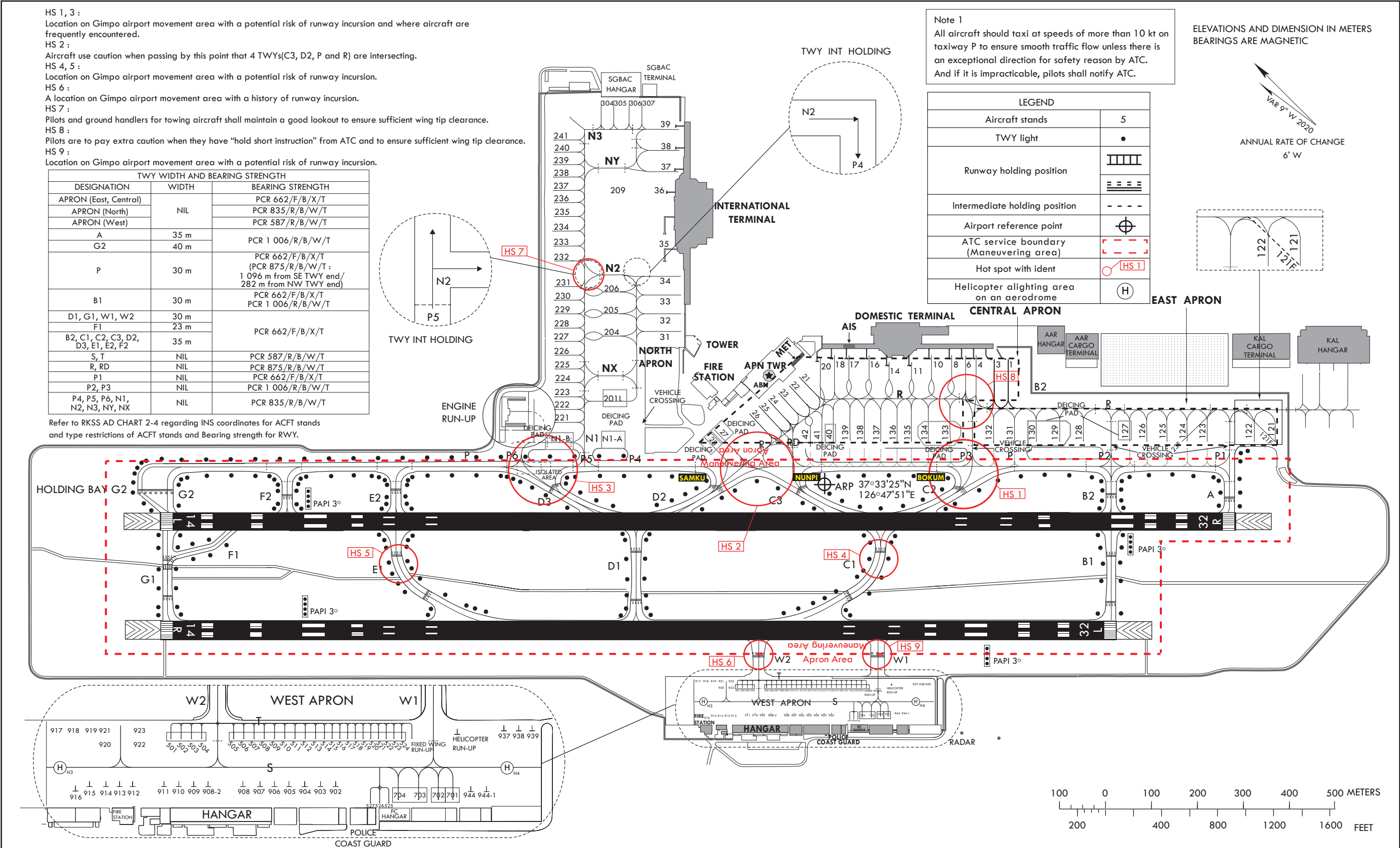
APRON ELEV	
Central Apron	16 m
The Other	13 m

TWR	118.1
GND	121.9
APN	130.875

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

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

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



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

INS COORDINATES FOR AIRCRAFT STANDS (WGS-84)					
STAND NR	COORDINATES		STAND NR	COORDINATES	
1	37°33'21.66"N	126°48'19.06"E	203	37°33'52.36"N	126°47'41.86"E
3	37°33'22.69"N	126°48'17.76"E	204	37°33'54.02"N	126°47'43.95"E
4	37°33'23.72"N	126°48'16.46"E	205	37°33'55.68"N	126°47'46.38"E
6	37°33'24.75"N	126°48'15.17"E	206	37°33'57.40"N	126°47'48.06"E
8	37°33'26.37"N	126°48'13.90"E	209	37°34'04.65"N	126°47'57.17"E
10	37°33'28.03"N	126°48'11.82"E	221	37°33'52.40"N	126°47'30.17"E
11	37°33'28.80"N	126°48'09.44"E	222	37°33'53.40"N	126°47'31.43"E
14	37°33'30.53"N	126°48'07.28"E	223	37°33'54.40"N	126°47'32.68"E
16	37°33'32.62"N	126°48'06.03"E	224	37°33'55.34"N	126°47'34.10"E
17	37°33'34.16"N	126°48'03.89"E	225	37°33'56.34"N	126°47'35.26"E
18	37°33'35.37"N	126°48'02.21"E	226	37°33'57.34"N	126°47'36.51"E
20	37°33'36.05"N	126°48'00.62"E	227	37°33'58.34"N	126°47'37.76"E
21	37°33'36.23"N	126°47'57.36"E	228	37°33'59.33"N	126°47'39.14"E
22	37°33'36.31"N	126°47'55.39"E	229	37°34'00.33"N	126°47'40.27"E
23	37°33'36.33"N	126°47'53.74"E	230	37°34'01.33"N	126°47'41.52"E
24	37°33'36.41"N	126°47'52.04"E	231	37°34'02.33"N	126°47'42.77"E
25	37°33'36.98"N	126°47'50.47"E	232	37°34'04.42"N	126°47'45.40"E
26	37°33'37.59"N	126°47'48.82"E	233	37°34'05.42"N	126°47'46.66"E
27	37°33'39.32"N	126°47'44.18"E	234	37°34'06.46"N	126°47'47.84"E
28	37°33'39.15"N	126°47'42.44"E	235	37°34'07.46"N	126°47'49.97"E
31	37°33'49.67"N	126°47'49.76"E	236	37°34'08.46"N	126°47'50.35"E
32	37°33'51.06"N	126°47'51.46"E	237	37°34'09.46"N	126°47'51.60"E
33	37°33'52.80"N	126°47'53.65"E	238	37°34'10.45"N	126°47'52.85"E
34	37°33'54.54"N	126°47'55.84"E	239	37°34'11.45"N	126°47'54.11"E
35	37°33'57.10"N	126°47'57.69"E	240	37°34'12.45"N	126°47'55.36"E
36	37°34'00.77"N	126°48'02.34"E	241	37°34'13.45"N	126°47'56.61"E
37	37°34'01.89"N	126°48'05.36"E	304	37°34'13.71"N	126°48'05.17"E
38	37°34'03.46"N	126°48'07.50"E	305	37°34'12.14"N	126°48'06.34"E
39	37°34'05.14"N	126°48'09.63"E	306	37°34'11.15"N	126°48'07.76"E
121	37°32'55.01"N	126°48'37.35"E	307	37°34'10.69"N	126°48'08.92"E
121F	37°32'54.94"N	126°48'37.21"E	501	37°33'17.86"N	126°47'21.05"E
122	37°32'56.61"N	126°48'35.34"E	502	37°33'17.43"N	126°47'21.57"E
123	37°33'00.19"N	126°48'30.72"E	503	37°33'16.99"N	126°47'22.12"E
123F	37°33'01.94"N	126°48'28.35"E	504	37°33'16.57"N	126°47'22.65"E
124	37°33'01.72"N	126°48'28.74"E	505	37°33'15.19"N	126°47'24.39"E
125	37°33'03.25"N	126°48'26.78"E	506	37°33'14.76"N	126°47'24.92"E
126	37°33'04.80"N	126°48'24.83"E	507	37°33'14.32"N	126°47'25.46"E
127	37°33'06.03"N	126°48'23.26"E	508	37°33'13.88"N	126°47'26.01"E
128	37°33'09.73"N	126°48'18.72"E	509	37°33'13.45"N	126°47'26.56"E
129	37°33'11.55"N	126°48'16.44"E	510	37°33'13.01"N	126°47'27.11"E
130	37°33'13.42"N	126°48'14.14"E	511	37°33'12.57"N	126°47'27.66"E
131	37°33'14.99"N	126°48'12.01"E	512	37°33'12.14"N	126°47'28.20"E
132	37°33'16.61"N	126°48'10.05"E	513	37°33'11.72"N	126°47'28.75"E
133	37°33'19.96"N	126°48'05.76"E	514	37°33'11.29"N	126°47'29.28"E
134	37°33'21.63"N	126°48'03.67"E	515	37°33'10.91"N	126°47'29.76"E
135	37°33'22.97"N	126°48'02.00"E	516	37°33'10.59"N	126°47'30.16"E
136	37°33'24.37"N	126°48'00.31"E	517	37°33'10.27"N	126°47'30.57"E
137	37°33'25.52"N	126°47'58.89"E	518	37°33'09.95"N	126°47'30.97"E
138	37°33'26.65"N	126°47'57.44"E	519	37°33'09.63"N	126°47'31.38"E
139	37°33'27.66"N	126°47'56.39"E	520	37°33'09.31"N	126°47'31.78"E
140	37°33'28.81"N	126°47'54.72"E	521	37°33'08.99"N	126°47'32.18"E
141	37°33'29.57"N	126°47'53.35"E	522	37°33'08.67"N	126°47'32.59"E
142	37°33'30.47"N	126°47'52.15"E	523	37°33'08.35"N	126°47'32.99"E
201	37°33'48.61"N	126°47'37.13"E	524	37°33'08.03"N	126°47'33.40"E
201R	37°33'48.36"N	126°47'36.13"E	525	37°33'06.49"N	126°47'28.73"E
201L	37°33'49.37"N	126°47'37.40"E	526	37°33'06.81"N	126°47'28.33"E
202	37°33'50.75"N	126°47'39.70"E	527	37°33'07.13"N	126°47'27.93"E

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

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

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

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

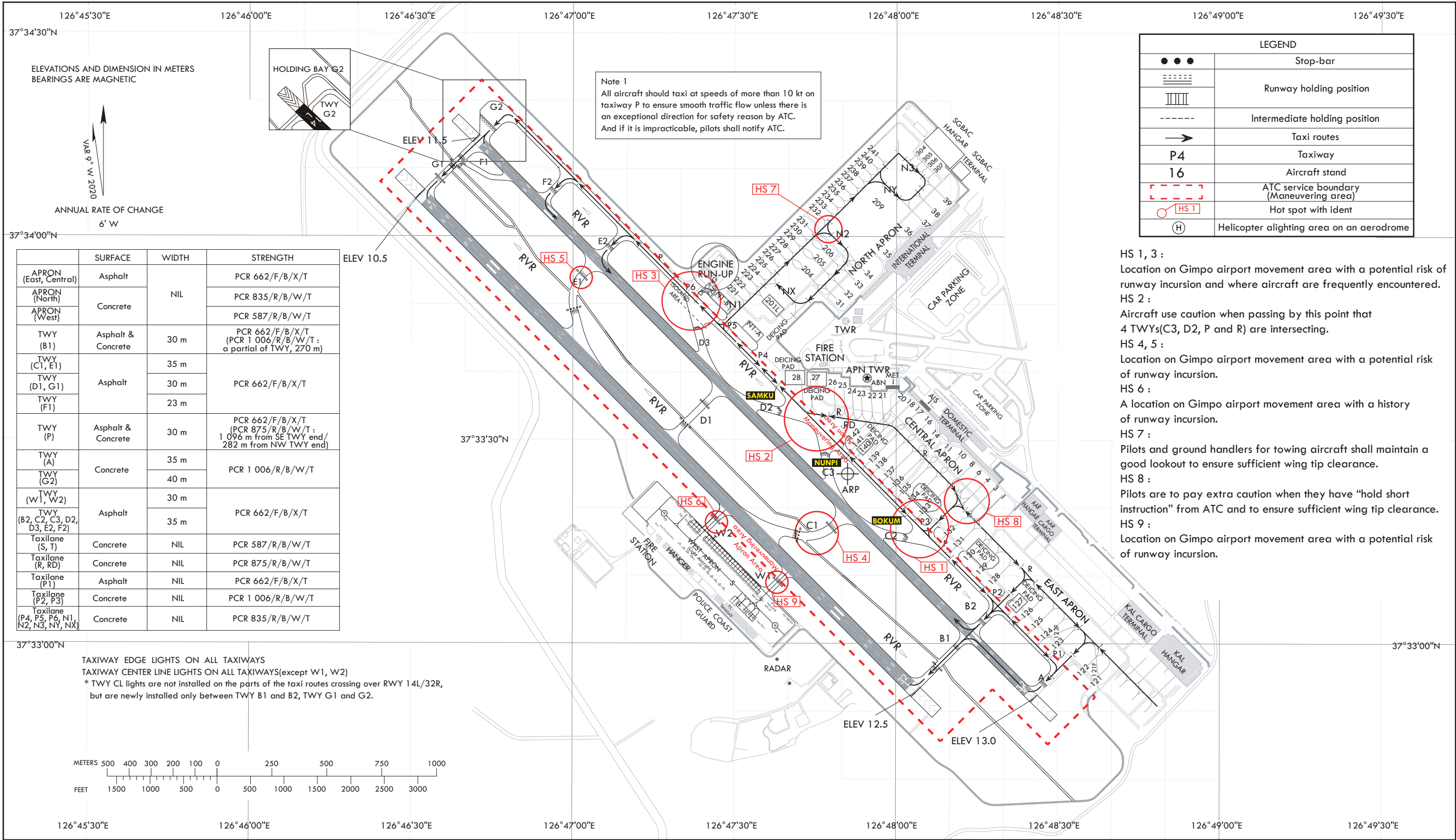
* Dimensions means overall length × width

**AERODROME GROUND
MOVEMENT CHART - ICAO**

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

TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

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



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

AERODROME GROUND	CENTRAL APRON ELEV	16 m
MOVEMENT CHART - ICAO	THE OTHER APRON ELEV	13 m

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



AIRAC AIP AMDT 4/25
Effective : 1600UTC 14 MAY 2025

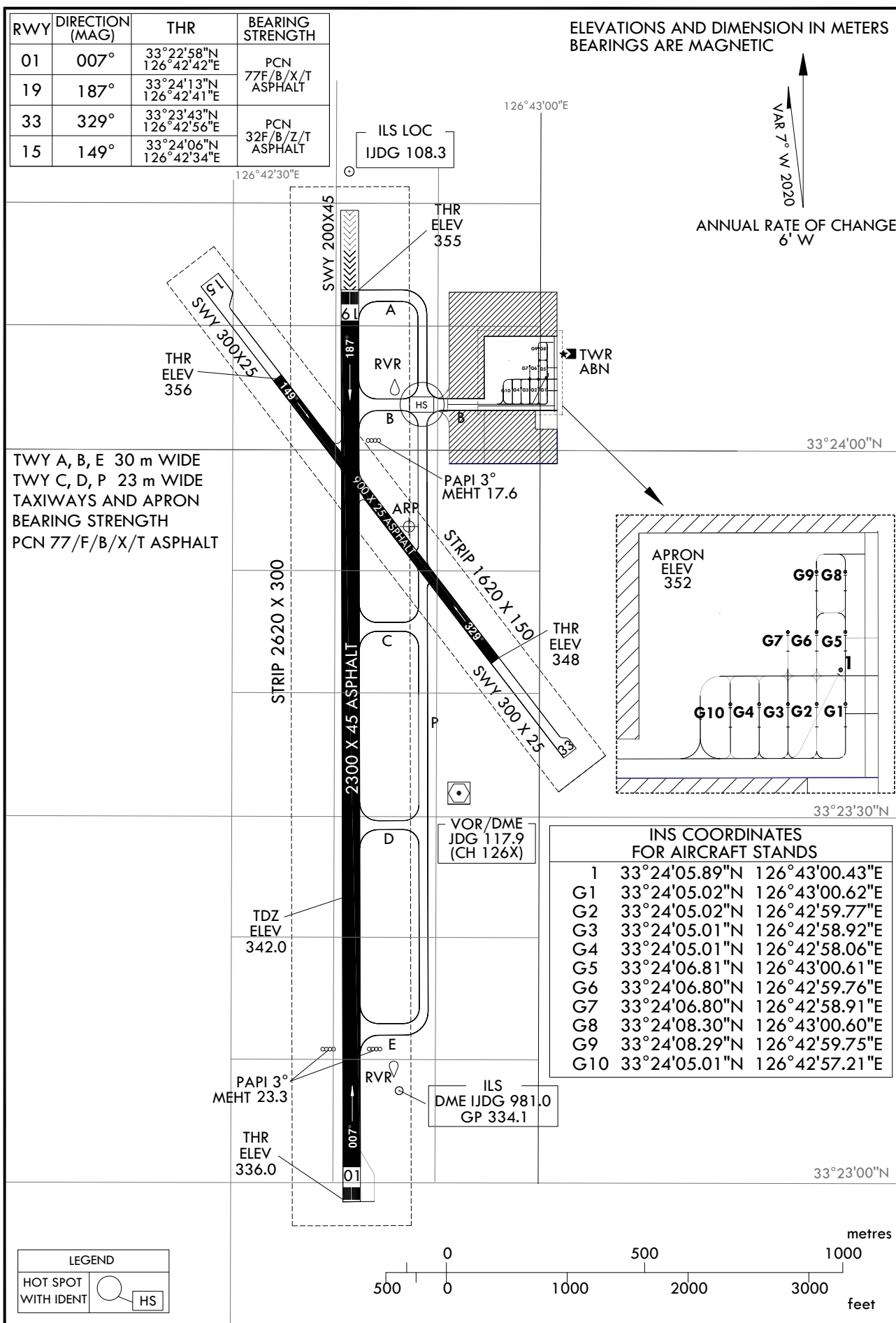
AERODROME CHART - ICAO

33°23'54"N
126°42'47"E

ELEV 358 m

TWR 124.35
GND 121.95

JEJU / Jeongseok

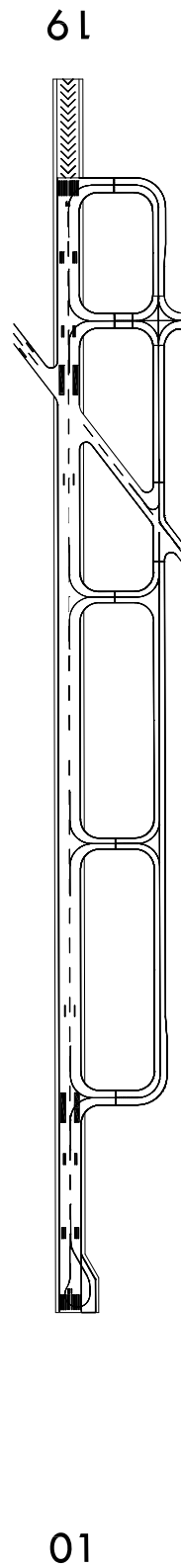


Change : Information of coordinates for ACFT stands NR. G1~G10.

LIGHTING AND
MARKING CHART

JEJU / Jeongseok

MARKING AIDS RWY 01/19 AND EXIT TWY



LIGHTING AIDS RWY 01/19 AND EXIT TWY

