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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 5/25

1 MAY 2025

AIRAC

AIP AMENDMENT NR 5/25

(Effective : 1600UTC 11 JUN 2025)

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 Enroute

- a) Information of remarks for Jungwon and Haemi TMA.
- b) Information of lateral limits for Osan, Haemi and Seongmu CTR.
- c) Information of ENR chart.

1.2 Incheon INTL Airport

- a) Information of OBST.

1.3 Gimpo INTL Airport

- a) Information of surface and strength of aprons, taxiways, runways and helicopter landing area.
- b) Information of arrival routes and transfer of control points(TCP).
- c) Information of lighting aids for TWY D3~P6.

2. PAGE CONTROL

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL I, Part II - ENR (Enroute) ENR 2.1-5(8 FEB 24) / 2.1-6(8 FEB 24) ENR 2.1-11(13 JAN 22) / 2.1-12(13 JAN 22) ENR 2.1-15(8 FEB 24) / 2.1-16(8 FEB 24) ENR 6-1-2(17 OCT 24)	VOL I, Part II - ENR (Enroute) ENR 2.1-5(8 FEB 24) / 2.1-6(1 MAY 25) ENR 2.1-11(13 JAN 22) / 2.1-12(1 MAY 25) ENR 2.1-15(1 MAY 25) / 2.1-16(8 FEB 24) ENR 6-1-2(1 MAY 25)
VOL II, Part III - AD (Aerodromes) RKSI AD CHART 2-10(12 DEC 24) / 2-11(12 DEC 24) AD CHART 2-12(12 DEC 24) / 2-13(12 DEC 24) AD CHART 2-14(12 DEC 24) / 2-15(12 DEC 24) AD CHART 2-16(12 DEC 24) / 2-17(12 DEC 24) RKSS AD 2-3(12 DEC 24) / 2-3-1(12 DEC 24) AD 2-5(3 APR 25) / 2-6(3 APR 25) AD 2-7(17 OCT 24) / 2-8(22 AUG 24) AD 2-11(19 SEP 24) / 2-12(19 SEP 24) 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 II, Part III - AD (Aerodromes) RKSI AD CHART 2-10(1 MAY 25) / 2-11(1 MAY 25) AD CHART 2-12(1 MAY 25) / 2-13(1 MAY 25) AD CHART 2-14(1 MAY 25) / 2-15(1 MAY 25) AD CHART 2-16(1 MAY 25) / 2-17(1 MAY 25) RKSS AD 2-3(1 MAY 25) / 2-3-1(12 DEC 24) AD 2-5(1 MAY 25) / 2-6(3 APR 25) AD 2-7(1 MAY 25) / 2-8(22 AUG 24) AD 2-11(19 SEP 24) / 2-12(1 MAY 25) AD CHART 2-1(1 MAY 25) / 2-2(1 MAY 25) AD CHART 2-3(1 MAY 25) / 2-4(1 MAY 25) AD CHART 2-5(1 MAY 25) / 2-6(1 MAY 25)

END

Name Lateral limits Vertical limits Class of airspace	Unit Providing Service	Call Sign Languages Area and Condition of use Hours of Service	Frequencies/ Purpose	Remarks
1	2	3	4	5
T 14 365246N 1263504E - 365337N 1264032E - 364427N 1264435E - 365246N 1263504E 11 500 ft AMSL 4 500 ft AMSL Class E	Osan APP	Osan APP English H24	127.90 363.10 121.50 243.00	1) 1 000 ft AMSL is applied over the territorial waters.
T 15 365337N 1264032E - 370230N 1273952E - 370210N 1273952E - 50 NM Arc South of Gimpo Airport - 364315N 1264613E - 364427N 1264435E - 365337N 1264032E 11 500 ft AMSL 1 000 ft AGL ¹⁾ Class D, E				
T 16 364315N 1264613E - 50 NM Arc South of Gimpo Airport - 370210N 1273952E - 364010N 1270452E - 362311N 1270352E - 362310N 1265247E - 363458N 1265516E - 363804N 1265311E - 364315N 1264613E FL 145 1 000 ft AGL ¹⁾ Class D, E				
T 17 370210N 1273952E - 365010N 1273952E - 362311N 1270352E - 364010N 1270452E - 370210N 1273952E FL 145 6 500 ft AMSL Class D, E				

Name Lateral limits Vertical limits Class of airspace	Unit Providing Service	Call Sign Languages Area and conditions of use Hours of Service	Frequencies/ Purpose	Remarks
1	2	3	4	5
Jungwon Terminal Control Area T 18 370640N 1273952E - 370710N 1275052E - 371010N 1275452E - 371410N 1280352E - 373110N 1281952E - 373310N 1283622E - 370710N 1284052E - 365710N 1284052E - 365010N 1280952E - 370640N 1273952E FL 175 1 000 ft AGL Class C, E	Jungwon APP [T 17] Cheongju GCA	Jungwon Approach English H24 [T 17] Cheongju GCA English H24	132.55 306.70 121.50 243.00 [T 17] 134.00 265.75	Class C : Jungwon 5 NM radius of 370149N 1275309E 5 000 ft AGL GND 5-10 NM radius of 370149N 1275309E 5 000 ft AGL 1 000 ft AGL with including areas which are extended southbound from 365733N 1274949E - 365805N 1275717E - 365421N 1275741E - 365349N 1275014E area that extends from the surface up to 5 000 ft AGL.
T 19 370640N 1273952E - 365010N 1280952E - 364458N 1275752E - 362911N 1275052E - 362911N 1280952E - 362311N 1280952E - 360711N 1274952E - 361211N 1273652E - 362311N 1270352E - 365010N 1273952E - 370640N 1273952E FL 145 1 000 ft AGL Class D, E				Class D : Seongmu 5 NM radius of 363405N 1273000E Excluding the overlapping area with Cheongju Class D 4 000 ft AGL GND
T 20 364458N 1275752E - 365010N 1280952E - 362911N 1280952E - 362911N 1275052E - 364458N 1275752E FL 145 5 500 ft AMSL Class D, E				Cheongju 5 NM radius of 364259N 1272957E Including areas which are extended northeastbound from 364725N 1273250E - 364915N 1273539E - 364608N 1273847E - 364418N 1273557E and southwestbound from 364140N 1272357E - 363949N 1272108E - 363642N 1272415E - 363833N 1272705E 5 000 ft AGL GND
T 17 370210N 1273952E - 365010N 1273952E - 362311N 1270352E - 364010N 1270452E - 370210N 1273952E 6 500 ft AMSL 1 000 ft AGL Class D, E				
T 21 370640N 1273952E - 371010N 1274552E - 371010N 1275452E - 370710N 1275052E - 370640N 1273952E 3 500 ft AMSL 1 000 ft AGL Class C, E				
T 22 365010N 1280952E - 365710N 1284052E - 364810N 1282752E - 364540N 1281752E - 365010N 1280952E FL 175 9 500 ft AMSL Class E				

Change : Information of remarks for Jungwon TMA.

Name Lateral limits Vertical limits Class of airspace	Unit Providing Service	Call Sign Languages Area and conditions of use Hours of Service	Frequencies/ Purpose	Remarks
1	2	3	4	5
Yecheon Terminal Control Area T 36 370710N 1284052E - 370710N 1291604E - 365631N 1291604E - 363530N 1292607E - 362011N 1292607E - 362011N 1283952E - 362911N 1282352E - 362911N 1280952E - 365010N 1280952E - 364540N 1281752E - 364810N 1282752E - 365710N 1284052E - 370710N 1284052E FL 225 1 000 ft AGL ¹⁾ Class C, E	Yecheon APP	Yecheon Approach English H24	134.50 229.35 121.50 243.00	ATS routes are excluded. Class C : Yecheon 5 NM radius of 363754N 1282118E 5 000 ft AGL AGL 5-10 NM radius of 363754N 1282118E 5 000 ft AGL 1 000 ft AGL with including areas which are extended eastbound from 363958N 1282658E - 364000N 1283035E - 363559N 1283039E - 363557N 1282702E area that extends from the surface up to 5 000 ft AGL 1) - 1 000 ft AMSL is applied over the territorial waters. - 5 500 ft AMSL is applied over the high seas.
T 42 370710N 1291604E - 370710N 1295051E - 362011N 1295052E - 362011N 1292607E - 363530N 1292607E - 365631N 1291604E - 370710N 1291604E FL 225 9 500 ft AMSL Class E				
T 22 365010N 1280952E - 365710N 1284052E - 364810N 1282752E - 364540N 1281752E - 365010N 1280952E 9 500 ft AMSL 1 000 ft AGL Class C, E				
T 20 364458N 1275752E - 365010N 1280952E - 362911N 1280952E - 362911N 1275052E - 364458N 1275752E 5 500 ft AMSL 1 000 ft AGL Class C, E				
Haemi Terminal Control Area T 37 365652N 1254823E - 370050N 1261652E - 365850N 1262553E - 365140N 1262757E - 365246N 1263504E - 364427N 1264435E - 363804N 1265311E - 363458N 1265516E - 362310N 1265247E - 362310N 1254853E - 365652N 1254823E FL 145 1 000 ft AGL ¹⁾ Class C, E	Haemi APP	Haemi Approach English H24	124.60 229.25 253.95 121.50 243.00	Refer to the next page

Name Lateral limits Vertical limits Class of airspace	Unit Providing Service	Call Sign Languages Area and conditions of use Hours of Service	Frequencies/ Purpose	Remarks
1	2	3	4	5
T 38 365850N 1262553E - 365810N 1262852E - 365246N 1263504E - 365140N 1262757E - 365850N 1262553E <u>11 500 ft AMSL</u> 1 000 ft AGL ¹⁾ Class C, E	Haemi APP	Haemi Approach English H24	124.60 229.25 253.95 121.50 243.00	ATS routes are excluded. Class C : Seosan 5 NM radius of 364216N 1262910E Including areas which are extended northeastbound from 364716N 1262916E - 365117N 1263134E - 364937N 1263606E - 364536N 1263348E and southwestbound from 363716N 1262902E - 363315N 1262644E - 363455N 1262214E - 363856N 1262431E <u>5 000 ft AGL</u> GND 5-10 NM radius of 364216N 1262910E <u>5 000 ft AGL</u> 1 000 ft AGL 1) 1 000 ft AMSL is applied over the territorial waters.
T 39 370050N 1261652E - 370235N 1263325E - 365337N 1264032E - 365246N 1263504E - 365810N 1262852E - 365850N 1262553E - 370050N 1261652E <u>4 500 ft AMSL</u> 1 000 ft AGL ¹⁾ Class E				
T 14 365246N 1263504E - 365337N 1264032E - 364427N 1264435E - 365246N 1263504E <u>4 500 ft AMSL</u> 1 000 ft AGL Class E				
Wonju Terminal Control Area T 02 375810N 1273952E - 380010N 1275452E - 371010N 1275452E - 371010N 1274552E - 370640N 1273952E - 375810N 1273952E FL 175 <u>1 000 ft AGL</u> Class C, E	Wonju APP	Wonju Approach English H24	135.725 234.40 130.2 121.50 243.00	ATS routes are excluded. Class C : Wonju 5 NM radius of 372617N 1275737E <u>5 000 ft AGL</u> GND 5-10 NM radius of 372617N 1275737E <u>5 000 ft AGL</u> 1 000 ft AGL
T 40 370640N 1273952E - 371010N 1274552E - 371010N 1275452E - 370710N 1275052E - 370640N 1273952E FL 175 <u>3 600 ft AGL</u> Class E				
T 41 380010N 1275452E - 380410N 1283052E - 373310N 1283622E - 373110N 1281952E - 371410N 1280352E - 371010N 1275452E - 380010N 1275452E FL 175 <u>1 000 ft AGL</u> Class C, D, E				

*** Recommendation**

The pilot flying through the extended area for Standard Instrument Approach of all airports in Class D Airspace within FIR must take special precautions not to prevent other aircraft movement.

Change : Information of remarks for Haemi TMA.

1.5 CONTROL ZONE(CTR)

1.5.1 CONTROL ZONE(CTR) OF MILITARY BASE

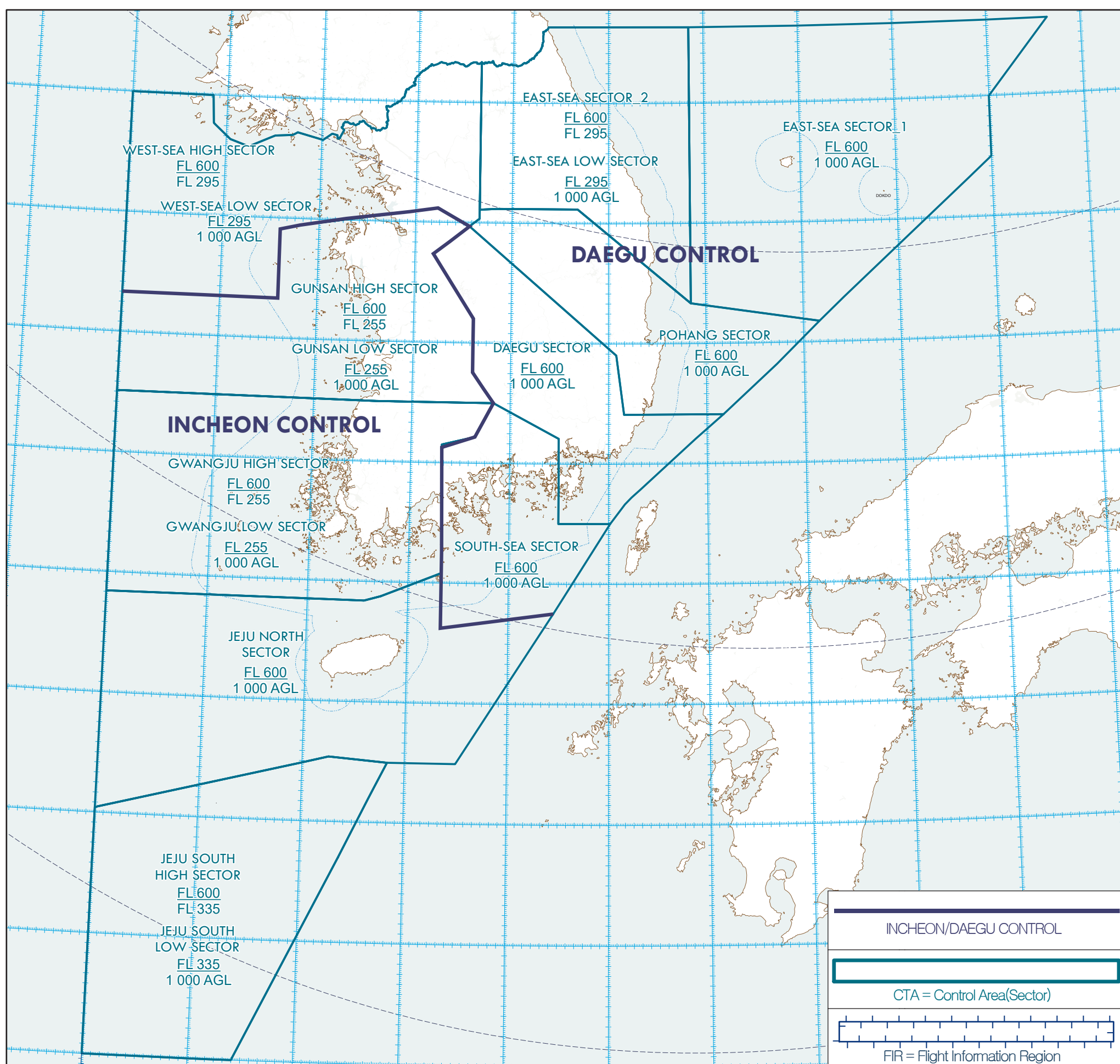
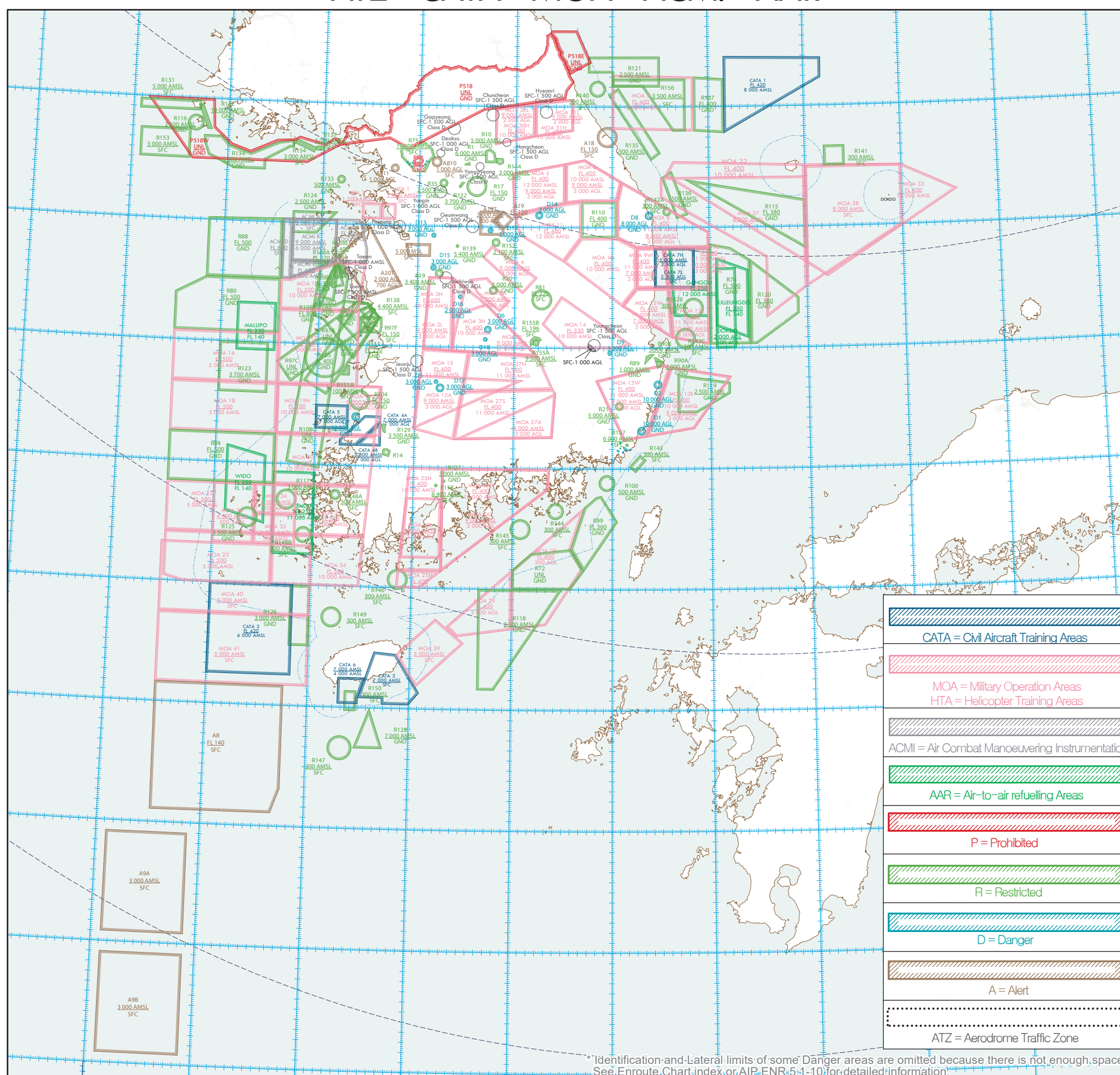
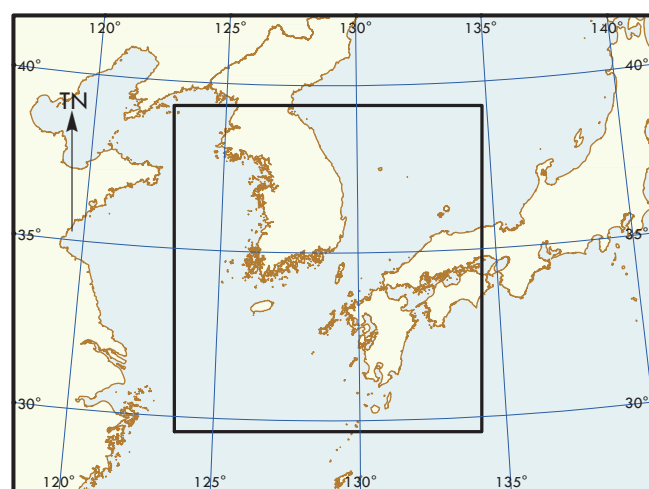
Name Lateral limits Vertical limits Class of airspace	Unit Providing Service	Call sign Languages Hours of service	Frequencies(MHz)/ Purpose	Remarks (operator, etc.)
1	2	3	4	5
OSAN CONTROL ZONE A circle 5 NM radius centered at 370526N 1270147E (Excluding the area that overlap with the Suwon control zone) SFC - 2 200 ft AGL Class D	Osan Tower	Osan Tower English H24	132.125, 272.70/ ATIS 122.10, 308.80/ TWR 132.45, 253.70/ GND 121.50, 243.00/ EMERG	USAF
MOKPO CONTROL ZONE A circle 5 NM radius centered at 344532N 1262252E SFC - 3 000 ft AGL Class D	Mokpo Tower	Mokpo Tower English/Korean H24	134.4, 235.1/ TWR 134.4, 235.1/ GND 121.50, 243.00/ EMERG	ROKN
JINHAE CONTROL ZONE A circle 5 NM radius centered at 350841N 1284139E SFC - 3 000 ft AGL Class D	Jinhae Tower	Jinhae Tower English/Korean H24	126.2, 236.6, 350.0/ TWR 120.2, 275.8/ GND 121.50, 243.00/ EMERG	ROKN
PYEONGTAEK CONTROL ZONE A circle 5 NM radius centered at 365736N 1270200E SFC - 3 000 ft AGL Class D	Pyeongtaek Tower	Pyeongtaek Tower English H24	121.575/ ATIS 122.5, 257.8/ TWR 119.5, 227.9/ GND 121.50, 243.00/ EMERG	USArmy
NONSAN CONTROL ZONE A circle 5 NM radius centered at 361610N 1270650E SFC - 2 000 ft AGL Class D	Nonsan Tower	Nonsan Tower English/Korean 2300-0800Z on MON-FRI CLSD SAT, SUN and HOL	133.350/ TWR 346.650/ GND 121.50, 243.00/ EMERG	ROKA
ICHEON CONTROL ZONE A circle 5 NM radius centered at 371204N 1272819E SFC - 3 000 ft AGL Class D	Icheon Tower	Icheon Tower English/Korean 2310-0830Z on MON-THU, 2310-0650Z on FRI, CLSD SAT, SUN and HOL	124.9, 346.7/ TWR 127.8/ GND 121.50, 243.00/ EMERG	ROKA
SUWON CONTROL ZONE A circle 5 NM radius centered at 371422N 1270025E SFC - 4 000 ft AGL Class D	Suwon Tower	Suwon Tower English/Korean H24	126.425, 225.675/ ATIS 126.2, 236.6, 244.4/ TWR 275.8/ GND 121.50, 243.00/ EMERG	ROKAF ATIS OPS. 2100-1300Z
GANGNEUNG CONTROL ZONE A circle 5 NM radius centered at 374514N 1285642E SFC - 4 000 ft AGL Class C	Gangneung Tower	Gangneung Tower English/Korean H24	126.675, 226.175/ ATIS 126.2, 236.6, 238.0/ TWR 275.8/ GND 121.50, 243.00/ EMERG	ROKAF ATIS OPS. 2200-1200Z
HAEMI CONTROL ZONE A circle 5 NM radius centered at 364216N 1262910E SFC - 4 000 ft AGL Class C	Haemi Tower	Haemi Tower English/Korean H24	127.225 226.375/ ATIS 126.2, 236.6, 284.3/ TWR 275.8/ GND 121.50, 243.00/ EMERG	ROKAF ATIS OPR. 2100-1300Z
JUNGWON CONTROL ZONE A circle 5 NM radius centered at 370149N 1275309E SFC - 4 000 ft AGL Class C	Jungwon Tower	Jungwon Tower English/Korean H24	126.875, 226.275/ ATIS 126.2, 230.15, 236.6/ TWR 275.8/ GND 121.50, 243.00/ EMERG	ROKAF ATIS OPS. 2200-1300Z
SEONGMU CONTROL ZONE A circle 5 NM radius centered at 363405N 1273000E (Excluding the area that overlap with the Cheongju control zone) SFC - 4 000 ft AGL Class D	Seongmu Tower	Seongmu Tower English/Korean 2320-0820Z on MON-FRI CLSD SAT, SUN and HOL	131.3, 126.2, 236.6, 363.9/ TWR 134.55/ GND 121.50, 243.00/ EMERG	ROKAF
YEcheon CONTROL ZONE A circle 5 NM radius centered at 363754N 1282118E SFC - 4 000 ft AGL Class C	Yecheon Tower	Yecheon Tower English/Korean H24	126.625, 226.075/ ATIS 126.2, 236.6, 269.5/ TWR 275.8/ GND 121.50, 243.00/ EMERG	ROKAF ATIS OPS. 2100-1300Z
SOKCHO CONTROL ZONE A circle 5 NM radius centered at 380839N 1283610E SFC - 2 500 ft AGL Excluding(the overlapping area of) P518 and Yangyang control zone Class D	Sokcho Tower	Sokcho Tower English/Korean 2300-0800Z on MON-FRI CLSD SAT, SUN and HOL	125.450, 346.775/ TWR 36.60/ GND 121.50, 243.00/ EMERG	ROKA

Change : Information of lateral limits for Osan, Haemi and Seongmu CTR.

1.5.2 CONTROL ZONE(CTR) OF CIVIL, CIVIL/MILITARY AIRPORT

Name Lateral limits Vertical limits Class of airspace	Unit Providing Service	Call sign Languages Hours of service	Frequencies(MHz)/ Purpose	Remarks (operator, etc.)
1	2	3	4	5
INCHEON CONTROL ZONE	See part 3 AERODROMES(AD) for details.			
GIMPO CONTROL ZONE				
JEJU CONTROL ZONE				
GIMHAE CONTROL ZONE				
CHEONGJU CONTROL ZONE				
YANGYANG CONTROL ZONE				
DAEGU CONTROL ZONE				
MUAN CONTROL ZONE				
GWANGJU CONTROL ZONE				
GUNSAN CONTROL ZONE				
YEOSU CONTROL ZONE				
WONJU CONTROL ZONE				
SACHEON CONTROL ZONE				
ULSAN CONTROL ZONE				
SEOUL CONTROL ZONE				
POHANG CONTROL ZONE				
ULJIN CONTROL ZONE				
JEONGSEOK CONTROL ZONE				

ACC · CTA · FIR

PROHIBITED · RESTRICTED · DANGER · ALERT
· ATZ · CATA · MOA · ACMI · AARENROUTE CHART
- ICAO

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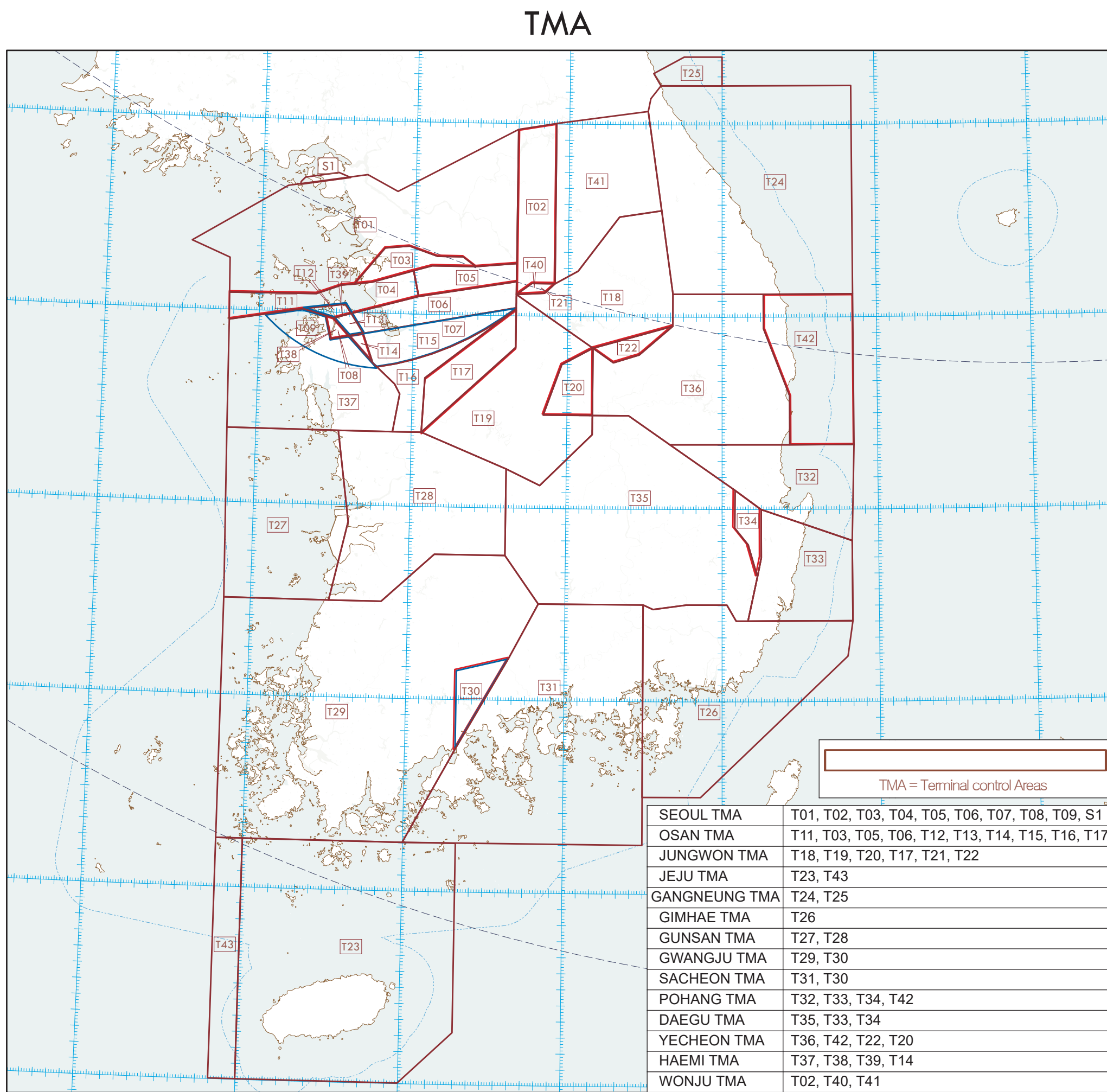
OFFICE OF CIVIL AVIATION
MINISTRY OF LAND, INFRASTRUCTURE AND TRANSPORT
REPUBLIC OF KOREA

* The information contained is based on Aeronautical Information Publication.

AIRSPACE RESTRICTIONS

TIME : UTC, ALT : Feet

PROHIBITED AREAS	RESTRICTED AREAS	RESTRICTED AREAS
RK P73 GND-UNL GND-UNL	RK R70 GND-UNL NOTAM VMC-INC	RK R102B SFC-300 AMSL NOTAM VMC
RK P51B GND-UNL GND-UNL	RK R71 GND-UNL NOTAM VMC-INC	RK R102C SFC-300 AMSL NOTAM VMC
RK P51BW GND-UNL GND-UNL	RK R72 GND-UNL NOTAM VMC-INC	RK R102D SFC-300 AMSL NOTAM VMC
	RK R73 GND-UNL NOTAM VMC-INC	RK R102E SFC-300 AMSL NOTAM VMC
	RK R74 GND-UNL NOTAM VMC-INC	RK R102F SFC-300 AMSL NOTAM VMC
	RK R75 GND-UNL NOTAM VMC-INC	RK R102G SFC-300 AMSL NOTAM VMC
	RK R76 GND-UNL NOTAM VMC-INC	RK R102H SFC-300 AMSL NOTAM VMC
	RK R77 GND-UNL NOTAM VMC-INC	RK R102I SFC-300 AMSL NOTAM VMC
	RK R78 GND-UNL NOTAM VMC-INC	RK R102J SFC-300 AMSL NOTAM VMC
	RK R79 GND-UNL NOTAM VMC-INC	RK R102K SFC-300 AMSL NOTAM VMC
	RK R80 GND-UNL NOTAM VMC-INC	RK R102L SFC-300 AMSL NOTAM VMC
	RK R81 GND-UNL NOTAM VMC-INC	RK R102M SFC-300 AMSL NOTAM VMC
	RK R82 GND-UNL NOTAM VMC-INC	RK R102N SFC-300 AMSL NOTAM VMC
	RK R83 GND-UNL NOTAM VMC-INC	RK R102O SFC-300 AMSL NOTAM VMC
	RK R84 GND-UNL NOTAM VMC-INC	RK R102P SFC-300 AMSL NOTAM VMC
	RK R85 GND-UNL NOTAM VMC-INC	RK R102Q SFC-300 AMSL NOTAM VMC
	RK R86 GND-UNL NOTAM VMC-INC	RK R102R SFC-300 AMSL NOTAM VMC
	RK R87 GND-UNL NOTAM VMC-INC	RK R102S SFC-300 AMSL NOTAM VMC
	RK R88 GND-UNL NOTAM VMC-INC	RK R102T SFC-300 AMSL NOTAM VMC
	RK R89 GND-UNL NOTAM VMC-INC	RK R102U SFC-300 AMSL NOTAM VMC
	RK R90 GND-UNL NOTAM VMC-INC	RK R102V SFC-300 AMSL NOTAM VMC
	RK R91 GND-UNL NOTAM VMC-INC	RK R102W SFC-300 AMSL NOTAM VMC
	RK R92 GND-UNL NOTAM VMC-INC	RK R102X SFC-300 AMSL NOTAM VMC
	RK R93 GND-UNL NOTAM VMC-INC	RK R102Y SFC-300 AMSL NOTAM VMC
	RK R94 GND-UNL NOTAM VMC-INC	RK R102Z SFC-300 AMSL NOTAM VMC
	RK R95 GND-UNL NOTAM VMC-INC	RK R103A SFC-300 AMSL NOTAM VMC
	RK R96 GND-UNL NOTAM VMC-INC	RK R103B SFC-300 AMSL NOTAM VMC
	RK R97 GND-UNL NOTAM VMC-INC	RK R103C SFC-300 AMSL NOTAM VMC
	RK R98 GND-UNL NOTAM VMC-INC	RK R103D SFC-300 AMSL NOTAM VMC
	RK R99 GND-UNL NOTAM VMC-INC	RK R103E SFC-300 AMSL NOTAM VMC
	RK R100 GND-UNL NOTAM VMC-INC	RK R103F SFC-300 AMSL NOTAM VMC
	RK R101 GND-UNL NOTAM VMC-INC	RK R103G SFC-300 AMSL NOTAM VMC
	RK R102 GND-UNL NOTAM VMC-INC	RK R103H SFC-300 AMSL NOTAM VMC
	RK R103 GND-UNL NOTAM VMC-INC	RK R103I SFC-300 AMSL NOTAM VMC
	RK R104 GND-UNL NOTAM VMC-INC	RK R103J SFC-300 AMSL NOTAM VMC
	RK R105 GND-UNL NOTAM VMC-INC	RK R103K SFC-300 AMSL NOTAM VMC
	RK R106 GND-UNL NOTAM VMC-INC	RK R103L SFC-300 AMSL NOTAM VMC
	RK R107 GND-UNL NOTAM VMC-INC	RK R103M SFC-300 AMSL NOTAM VMC
	RK R108 GND-UNL NOTAM VMC-INC	RK R103N SFC-300 AMSL NOTAM VMC
	RK R109 GND-UNL NOTAM VMC-INC	RK R103O SFC-300 AMSL NOTAM VMC
	RK R110 GND-UNL NOTAM VMC-INC	RK R103P SFC-300 AMSL NOTAM VMC
	RK R111 GND-UNL NOTAM VMC-INC	RK R103Q SFC-300 AMSL NOTAM VMC
	RK R112 GND-UNL NOTAM VMC-INC	RK R103R SFC-300 AMSL NOTAM VMC
	RK R113 GND-UNL NOTAM VMC-INC	RK R103S SFC-300 AMSL NOTAM VMC
	RK R114 GND-UNL NOTAM VMC-INC	RK R103T SFC-300 AMSL NOTAM VMC
	RK R115 GND-UNL NOTAM VMC-INC	RK R103U SFC-300 AMSL NOTAM VMC
	RK R116 GND-UNL NOTAM VMC-INC	RK R103V SFC-300 AMSL NOTAM VMC
	RK R117 GND-UNL NOTAM VMC-INC	RK R103W SFC-300 AMSL NOTAM VMC
	RK R118 GND-UNL NOTAM VMC-INC	RK R103X SFC-300 AMSL NOTAM VMC
	RK R119 GND-UNL NOTAM VMC-INC	RK R103Y SFC-300 AMSL NOTAM VMC
	RK R120 GND-UNL NOTAM VMC-INC	RK R103Z SFC-300 AMSL NOTAM VMC
	RK R121 GND-UNL NOTAM VMC-INC	RK R104A SFC-300 AMSL NOTAM VMC
	RK R122 GND-UNL NOTAM VMC-INC	RK R104B SFC-300 AMSL NOTAM VMC
	RK R123 GND-UNL NOTAM VMC-INC	RK R104C SFC-300 AMSL NOTAM VMC
	RK R124 GND-UNL NOTAM VMC-INC	RK R104D SFC-300 AMSL NOTAM VMC
	RK R125 GND-UNL NOTAM VMC-INC	RK R104E SFC-300 AMSL NOTAM VMC
	RK R126 GND-UNL NOTAM VMC-INC	RK R104F SFC-300 AMSL NOTAM VMC
	RK R127 GND-UNL NOTAM VMC-INC	RK R104G SFC-300 AMSL NOTAM VMC
	RK R128 GND-UNL NOTAM VMC-INC	RK R104H SFC-300 AMSL NOTAM VMC
	RK R129 GND-UNL NOTAM VMC-INC	RK R104I SFC-300 AMSL NOTAM VMC
	RK R130 GND-UNL NOTAM VMC-INC	RK R104J SFC-300 AMSL NOTAM VMC
	RK R131 GND-UNL NOTAM VMC-INC	RK R104K SFC-300 AMSL NOTAM VMC
	RK R132 GND-UNL NOTAM VMC-INC	RK R104L SFC-300 AMSL NOTAM VMC
	RK R133 GND-UNL NOTAM VMC-INC	RK R104M SFC-300 AMSL NOTAM VMC
	RK R134 GND-UNL NOTAM VMC-INC	RK R104N SFC-300 AMSL NOTAM VMC
	RK R135 GND-UNL NOTAM VMC-INC	RK R104O SFC-300 AMSL NOTAM VMC
	RK R136 GND-UNL NOTAM VMC-INC	RK R104P SFC-300 AMSL NOTAM VMC
	RK R137 GND-UNL NOTAM VMC-INC	RK R104Q SFC-300 AMSL NOTAM VMC
	RK R138 GND-UNL NOTAM VMC-INC	RK R104R SFC-300 AMSL NOTAM VMC
	RK R139 GND-UNL NOTAM VMC-INC	RK R104S SFC-300 AMSL NOTAM VMC
	RK R140 GND-UNL NOTAM VMC-INC	RK R104T SFC-300 AMSL NOTAM VMC
	RK R141 GND-UNL NOTAM VMC-INC	RK R104U SFC-300 AMSL NOTAM VMC
	RK R142 GND-UNL NOTAM VMC-INC	RK R104V SFC-300 AMSL NOTAM VMC
	RK R143 GND-UNL NOTAM VMC-INC	RK R104W SFC-300 AMSL NOTAM VMC
	RK R144 GND-UNL NOTAM VMC-INC	RK R104X SFC-300 AMSL NOTAM VMC
	RK R145 GND-UNL NOTAM VMC-INC	RK R104Y SFC-300 AMSL NOTAM VMC
	RK R146 GND-UNL NOTAM VMC-INC	RK R104Z SFC-300 AMSL NOTAM VMC
	RK R147 GND-UNL NOTAM VMC-INC	RK R105A SFC-300 AMSL NOTAM VMC
	RK R148 GND-UNL NOTAM VMC-INC	RK R105B SFC-300 AMSL NOTAM VMC
	RK R149 GND-UNL NOTAM VMC-INC	RK R105C SFC-300 AMSL NOTAM VMC
	RK R150 GND-UNL NOTAM VMC-INC	RK R105D SFC-300 AMSL NOTAM VMC
	RK R151 GND-UNL NOTAM VMC-INC	RK R105E SFC-300 AMSL NOTAM VMC
	RK R152 GND-UNL NOTAM VMC-INC	RK R105F SFC-300 AMSL NOTAM VMC
	RK R153 GND-UNL NOTAM VMC-INC	RK R105G SFC-300 AMSL NOTAM VMC
	RK R154 GND-UNL NOTAM VMC-INC	RK R105H SFC-300 AMSL NOTAM VMC
	RK R155 GND-UNL NOTAM VMC-INC	RK R105I SFC-300 AMSL NOTAM VMC
	RK R156 GND-UNL NOTAM VMC-INC	RK R105J SFC-300 AMSL NOTAM VMC
	RK R157 GND-UNL NOTAM VMC-INC	RK R105K SFC-300 AMSL NOTAM VMC
	RK R158 GND-UNL NOTAM VMC-INC	RK R105L SFC-300 AMSL NOTAM VMC
	RK R159 GND-UNL NOTAM VMC-INC	RK R105M SFC-300 AMSL NOTAM VMC
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	RK R161 GND-UNL NOTAM VMC-INC	RK R105O SFC-300 AMSL NOTAM VMC
	RK R162 GND-UNL NOTAM VMC-INC	RK R105P SFC-300 AMSL NOTAM VMC
	RK R163 GND-UNL NOTAM VMC-INC	RK R105Q SFC-300 AMSL NOTAM VMC
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	RK R165 GND-UNL NOTAM VMC-INC	RK R105S SFC-300 AMSL NOTAM VMC
	RK R166 GND-UNL NOTAM VMC-INC	RK R105T SFC-300 AMSL NOTAM VMC
	RK R167 GND-UNL NOTAM VMC-INC	RK R105U SFC-300 AMSL NOTAM VMC
	RK R168 GND-UNL NOTAM VMC-INC	RK R105V SFC-300 AMSL NOTAM VMC
	RK R169 GND-UNL NOTAM VMC-INC	RK R105W SFC-300 AMSL NOTAM VMC
	RK R170 GND-UNL NOTAM VMC-INC	RK R105X SFC-300 AMSL NOTAM VMC
	RK R171 GND-UNL NOTAM VMC-INC	RK R105Y SFC-300 AMSL NOTAM VMC
	RK R172 GND-UNL NOTAM VMC-INC	RK R105Z SFC-300 AMSL NOTAM VMC
	RK R173 GND-UNL NOTAM VMC-INC	RK R106A SFC-300 AMSL NOTAM VMC
	RK R174 GND-UNL NOTAM VMC-INC	RK R106B SFC-300 AMSL NOTAM VMC
	RK R175 GND-UNL NOTAM VMC-INC	RK R106C SFC-300 AMSL NOTAM VMC
	RK R176 GND-UNL NOTAM VMC-INC	RK R106D SFC-300 AMSL NOTAM VMC
	RK R177 GND-UNL NOTAM VMC-INC	RK R106E SFC-300 AMSL NOTAM VMC
	RK R178 GND-UNL NOTAM VMC-INC	RK R106F SFC-300 AMSL NOTAM VMC
	RK R179 GND-UNL NOTAM VMC-INC	RK R106G SFC-300 AMSL NOTAM VMC
	RK R180 GND-UNL NOTAM VMC-INC	RK R106H SFC-300 AMSL NOTAM VMC
	RK R181 GND-UNL NOTAM VMC-INC	RK R106I SFC-300 AMSL NOTAM VMC
	RK R182 GND-UNL NOTAM VMC-INC	RK R106J SFC-300 AMSL NOTAM VMC
	RK R183 GND-UNL NOTAM VMC-INC	RK R106K SFC-300 AMSL NOTAM VMC
	RK R184 GND-UNL NOTAM VMC-INC	RK R106L SFC-300 AMSL NOTAM VMC
	RK R185 GND-UNL NOTAM VMC-INC	RK R106M SFC-300 AMSL NOTAM VMC
	RK R186 GND-UNL NOTAM VMC-INC	RK R106N SFC-300 AMSL NOTAM VMC
	RK R187 GND-UNL NOTAM VMC-INC	RK R106O SFC-300 AMSL NOTAM VMC
	RK R188 GND-UNL NOTAM VMC-INC	RK R106P SFC-300 AMSL NOTAM VMC
	RK R189 GND-UNL NOTAM VMC-INC	RK R106Q SFC-300 AMSL NOTAM VMC
	RK R190 GND-UNL NOTAM VMC-INC	RK R106R SFC-300 AMSL NOTAM VMC
	RK R191 GND-UNL NOTAM VMC-INC	RK R106S SFC-300 AMSL NOTAM VMC
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	RK R193 GND-UNL NOTAM VMC-INC	RK R106U SFC-300 AMSL NOTAM VMC
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	RK R195 GND-UNL NOTAM VMC-INC	RK R106W SFC-300 AMSL NOTAM VMC
	RK R196 GND-UNL NOTAM VMC-INC	RK R106X SFC-300 AMSL NOTAM VMC
	RK R197 GND-UNL NOTAM VMC-INC	RK R106Y SFC-300 AMSL NOTAM VMC
	RK R198 GND-UNL NOTAM VMC-INC	RK R106Z SFC-300 AMSL NOTAM VMC
	RK R199 GND-UNL NOTAM VMC-INC	RK R107A SFC-300 AMSL NOTAM VMC
	RK R200 GND-UNL NOTAM VMC-INC	RK R107B SFC-300 AMSL NOTAM VMC



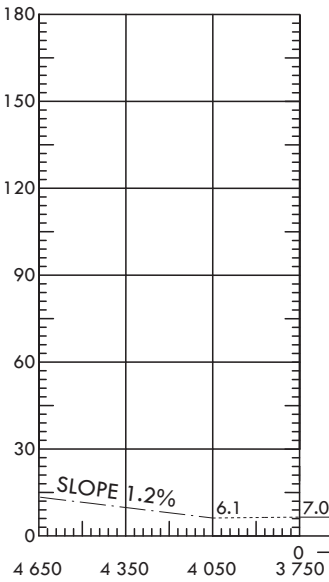
ATS Airspace Classifications

Type of Category	Class	Designated areas and altitude	Type of Flight	Separation provided	Service provided	Radio Communication requirement	Subject to an ATC clearance
	A	* All airways from above FL 200 to FL 600*	IFR	All aircraft	ATC service	Continuous two-way	Yes
	B	* Incheon airport* - Within 5 NM radius of 372745N 1262621E including areas which are extended northbound from 373156N 1261525E - 373212N 1262500E - 373241N 1262713E - 372852N 1262003E - 373156N 1261525E, and southbound from 372247N 1262526E - 372654N 1263222E - 372339N 1263710E - 371815N 1262736E - 372247N 1262526E (SFC-10 000 ft AMSL) - Within 5-10 NM including areas which are extended northbound from 373454N 1261246E - 374019N 1262721E - 373721N 1262500E - 373156N 1261525E - 373454N 1261246E, and southbound from 371815N 1262736E - 372339N 1263710E - 371917N 1264102E - 371353N 1263128E - 371815N 1262736E - Within 5-10 NM (1 000 ft AGL-10 000 ft AMSL) - Within 10-20 NM (5 000 ft AGL-10 000 ft AMSL) * Gimpo airport* - Within 5 NM radius of 373325N 1264751E including areas which are extended northbound from 373446N 1263926E - 373944N 1264310E - 373803N 1264518E - 373458N 1264142E - 373446N 1263926E, and southbound from 372840N 1264938E - 373036N 1265252E - 372907N 1265444E - 372652N 1265153E - 372840N 1264938E (SFC-10 000 ft AMSL) - Within 5-10 NM (1 000 ft AGL-10 000 ft AMSL) - Within 10-20 NM (5 000 ft AGL-10 000 ft AMSL) * Jeju Airport - A circle, radius 5 NM centered at RKPC ARP (333044N 1265934E) - SFC-10 000 ft AMSL - 372635N 1262614E - a clockwise arc, radius 5 NM centered at ARP - 333044N 1265934E - a clockwise arc, radius 10 NM centered at ARP - 333051N 1264131E - a counter-clockwise arc, radius 10 NM centered at ARP - 333051N 1264131E - a clockwise arc, radius 10 NM centered at ARP - 331405N 1261618E - to the beginning - 2 000 ft AMSL - 10 000 ft AMSL * Radius of airports with APP Control** - Within 5 NM (SFC-5 000 ft AGL) - Within 5-10 NM (1 000 ft AGL-5 000 ft AGL)	IFR VFR	All aircraft	ATC service	Continuous two-way	Yes
	C	* All airways from MEA up to and including FL 200 * Airspace from above 10 000 ft AMSL to FL 185 within Seoul TMA, excluding Class B * Radius of airports none APP Control*** - Within 5 NM (SFC-5 000 ft AGL) or the upper limits altitude of control zone * Controlled airspace except Class A, B, C, and D - 60 000 ft from the surface of the earth or sea * Airspace over the high seas : 5 500 ft from the surface of the sea - 60 000 ft AMSL * Uncontrolled airspace except Class A, B, C, D and E - 60 000 ft from the surface of the earth or sea * Airspace over the high seas : 5 500 ft from the surface of the sea - 60 000 ft AMSL * The airspace above FL 600 is unlimited.	IFR VFR	IFR from IFR from VFR	ATC service	Continuous two-way	Yes
	D	* All airways from MEA up to and including FL 200 * Airspace from above 10 000 ft AMSL to FL 185 within Seoul TMA, excluding Class B * Radius of airports none APP Control*** - Within 5 NM (SFC-5 000 ft AGL) or the upper limits altitude of control zone * Controlled airspace except Class A, B, C, and D - 60 000 ft from the surface of the earth or sea * Airspace over the high seas : 5 500 ft from the surface of the sea - 60 000 ft AMSL * Uncontrolled airspace except Class A, B, C, D and E - 60 000 ft from the surface of the earth or sea * Airspace over the high seas : 5 500 ft from the surface of the sea - 60 000 ft AMSL * The airspace above FL 600 is unlimited.	IFR VFR	IFR from IFR from VFR	ATC service	Continuous two-way	Yes
	E	* All airways from MEA up to and including FL 200 * Airspace from above 10 000 ft AMSL to FL 185 within Seoul TMA, excluding Class B * Radius of airports none APP Control*** - Within 5 NM (SFC-5 000 ft AGL) or the upper limits altitude of control zone * Controlled airspace except Class A, B, C, and D - 60 000 ft from the surface of the earth or sea * Airspace over the high seas : 5 500 ft from the surface of the sea - 60 000 ft AMSL * Uncontrolled airspace except Class A, B, C, D and E - 60 000 ft from the surface of the earth or sea * Airspace over the high seas : 5 500 ft from the surface of the sea - 60 000 ft AMSL * The airspace above FL 600 is unlimited.	IFR VFR	IFR from IFR from VFR	ATC service	Continuous two-way	Yes
	F	* All airways from MEA up to and including FL 200 * Airspace from above 10 000 ft AMSL to FL 185 within Seoul TMA, excluding Class B * Radius of airports none APP Control*** - Within 5 NM (SFC-5 000 ft AGL) or the upper limits altitude of control zone * Controlled airspace except Class A, B, C, and D - 60 000 ft from the surface of the earth or sea * Airspace over the high seas : 5 500 ft from the surface of the sea - 60 000 ft AMSL * Uncontrolled airspace except Class A, B, C, D and E - 60 000 ft from the surface of the earth or sea * Airspace over the high seas : 5 500 ft from the surface of the sea - 60 000 ft AMSL * The airspace above FL 600 is unlimited.	IFR VFR	IFR from IFR from VFR	ATC service	Continuous two-way	Yes
	G	* All airways from MEA up to and including FL 200 * Airspace from above 10 000 ft AMSL to FL 185 within Seoul TMA, excluding Class B * Radius of airports none APP Control*** - Within 5 NM (SFC-5 000 ft AGL) or the upper limits altitude of control zone * Controlled airspace except Class A, B, C, and D - 60 000 ft from the surface of the earth or sea * Airspace over the high seas : 5 500 ft from the surface of the sea - 60 000 ft AMSL * Uncontrolled airspace except Class A, B, C, D and E - 60 000 ft from the surface of the earth or sea * Airspace over the high seas : 5 500 ft from the surface of the sea - 60 000 ft AMSL * The airspace above FL 600 is unlimited.	IFR VFR	IFR from IFR from VFR	ATC service	Continuous two-way	Yes

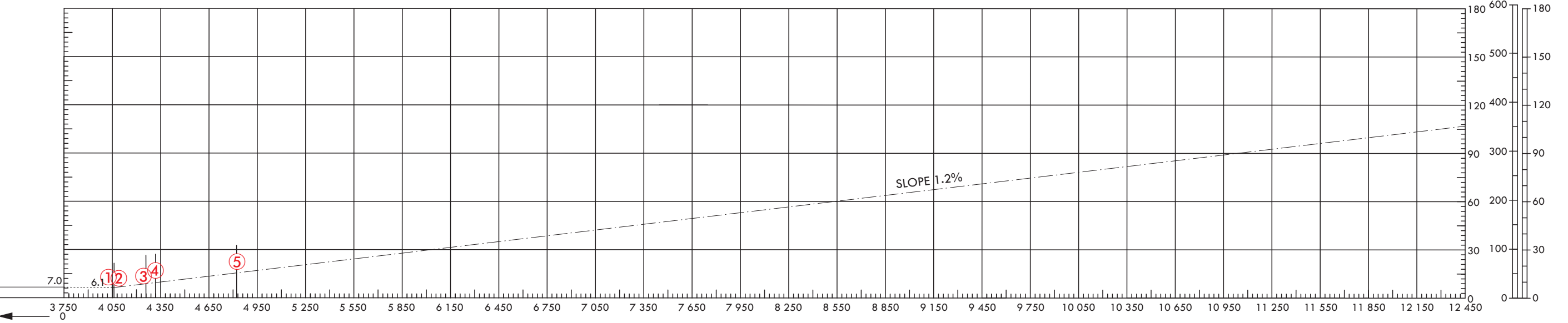
* Though application of the flight procedures for Korean military mentioned on each Class is reserved, Korean military shall observe the Flight Information Notification procedures specified on the ICA by concerned facilities.



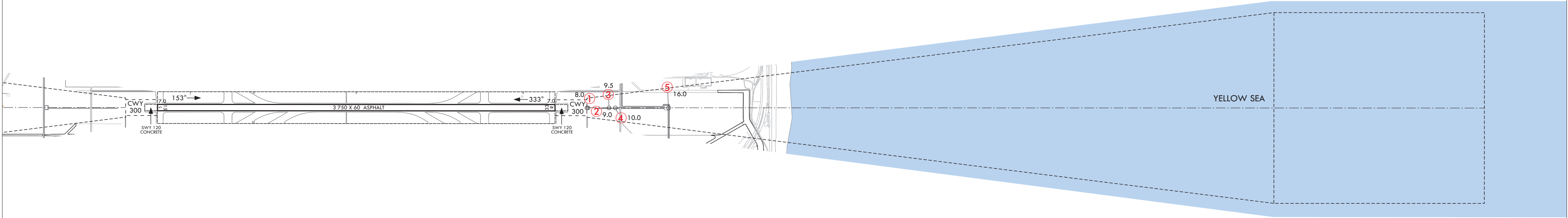
MAGNETIC VARIATION 9° W-2020



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



VERTICAL SCALE 1:1 300



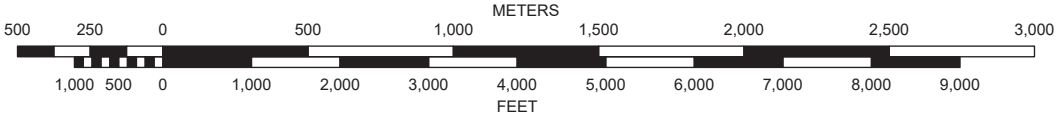
LEGEND		
ITEM	SYMBOL	
	Plan	Profile
Tree or shrub	✳	
Pole tower spire antenna etc	⊙	
Building or large structure	■	
Railroad	—+—+—	
Transmission line or overhead cable	—T—T—	
Natural High Point(Peak or Mountain)	●	
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

OBSTACLES				
NR	COORDINATES(WGS84)		ELEV(MSL)	ITEM
1	37°27'15.0 "N	126°27'59.9 "E	8.0	Light
2	37°27'14.7 "N	126°28'00.1 "E	9.0	Antenna
3	37°27'09.5 "N	126°28'04.8 "E	9.5	Light
4	37°27'07.9 "N	126°28'06.2 "E	10.0	Light
5	37°26'54.6 "N	126°28'18.0 "E	16.0	CCTV

ORDER OF ACCURACY

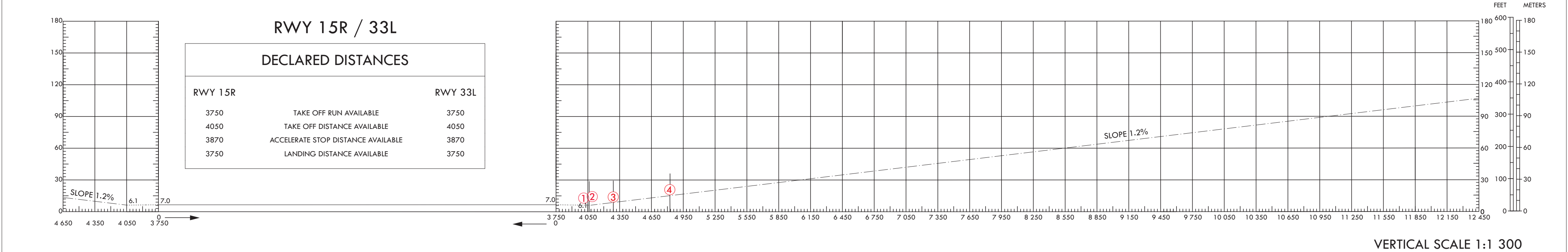
HORIZONTAL 5.0 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 13 000

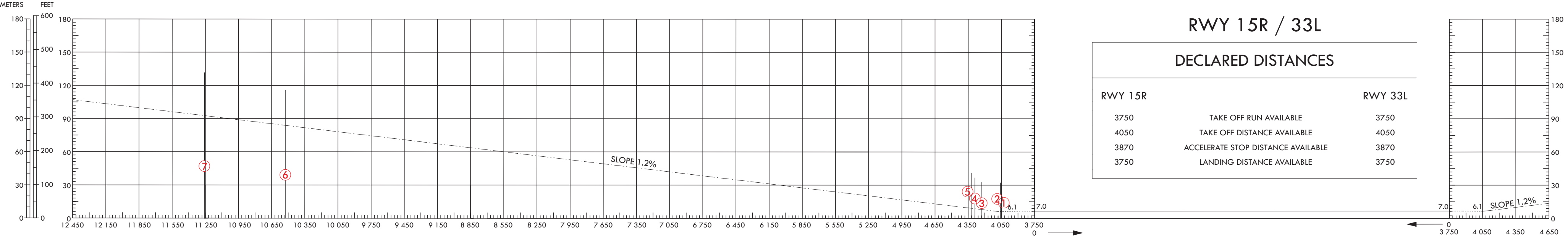


AMENDMENT RECORD		
NR.	DATE	ENTERED BY

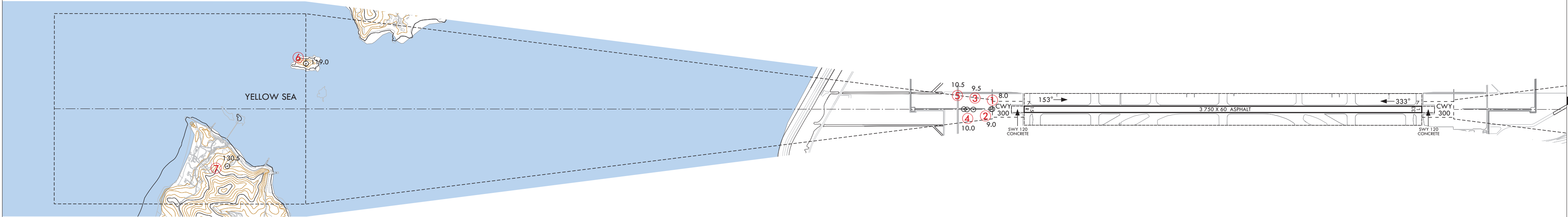
MAGNETIC VARIATION 9° W-2020



MAGNETIC VARIATION 9° W-2020



VERTICAL SCALE 1:1 300



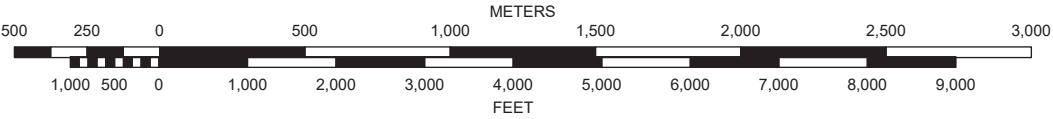
LEGEND		
ITEM	SYMBOL	
	Plan	Profile
Tree or shrub		 Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Natural High Point(Peak or Mountain)		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

OBSTACLES					
NR	COORDINATES(WGS-84)		ELEV(AMSL)	ITEM	NOTE
1	37°29'02.4"N	126°26'03.8"E	8.0	Light	
2	37°29'02.7"N	126°26'03.5"E	9.0	Antenna	
3	37°29'07.1"N	126°25'59.5"E	9.5	Light	
4	37°29'08.7"N	126°25'58.1"E	10.0	Light	
5	37°29'09.5"N	126°25'57.4"E	10.5	Light	
6	37°32'01.7"N	126°23'45.5"E	119.0	Tower	
7	37°32'03.9"N	126°22'55.8"E	130.5	Tower	

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

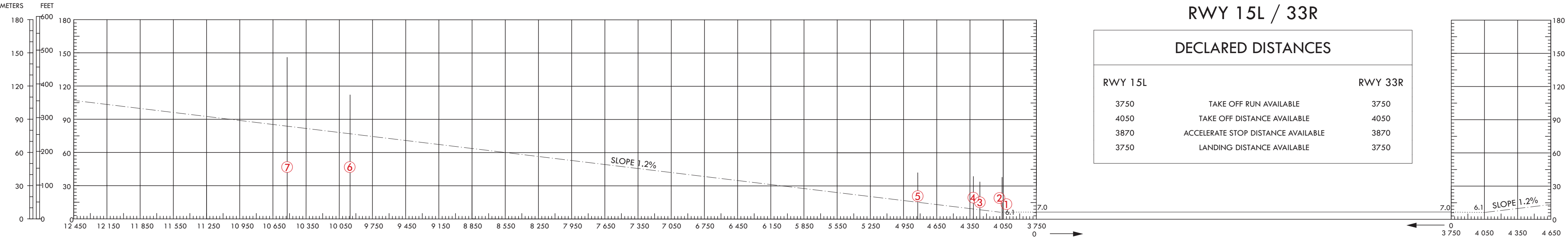
HORIZONTAL SCALE 1 : 13 000



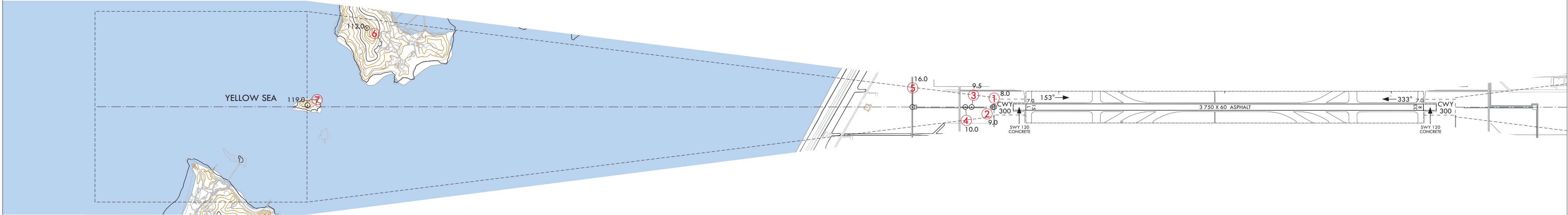
AMENDMENT RECORD

NR.	DATE	ENTERED BY

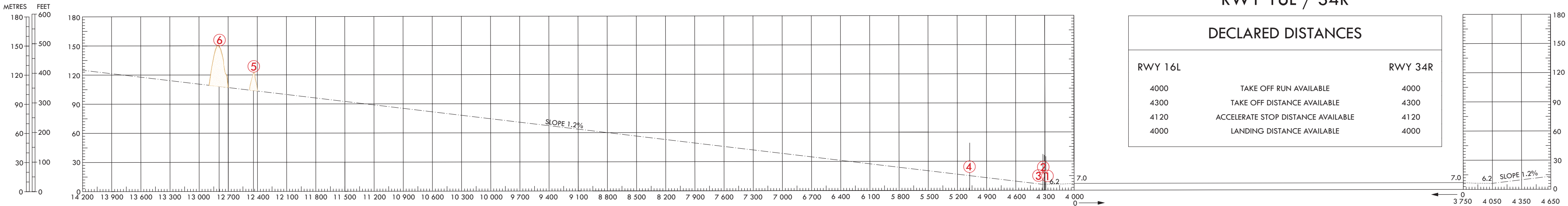
MAGNETIC VARIATION 9° W-2020



VERTICAL SCALE 1:1 300



MAGNETIC VARIATION 9° W - 2020

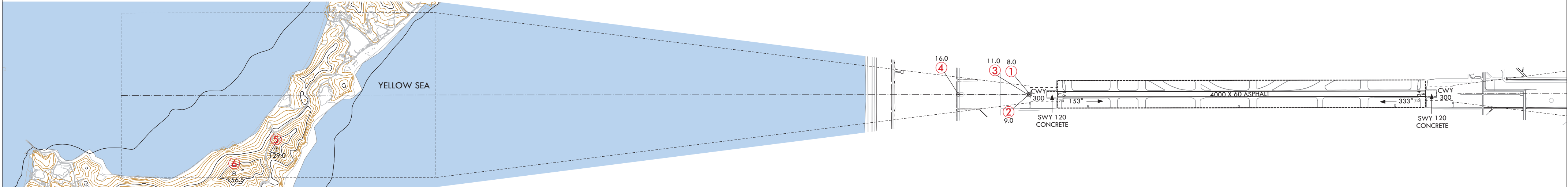


RWY 16L / 34R

DECLARED DISTANCES

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

VERTICAL SCALE 1:1500



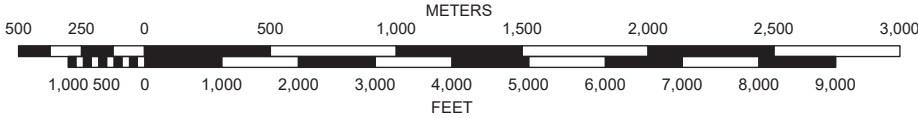
LEGEND		
ITEM	SYMBOL	
	Plan	Profile
Tree or shrub	✱	
Pole tower spire antenna etc	⊙	
Building or large structure	■	
Railroad	—+—+—	
Transmission line or overhead cable	—T—T—T—	
Natural High Point(Peak or Mountain)	●	
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

OBSTACLES					
NR	COORDINATES(WGS-84)		ELEV(AMSL)	ITEM	NOTE
1	37°28'30.1"N	126°24'48.9"E	8.0	Light	
2	37°28'30.3"N	126°24'48.7"E	9.0	Antenna	
3	37°28'30.8"N	126°24'48.3"E	11.0	Antenna	
4	37°28'50.7"N	126°24'30.6"E	16.0	CCTV	
5	37°31'56.1"N	126°21'16.3"E	129.0	Natural high Point	
6	37°32'03.2"N	126°20'56.5"E	156.5	Natural high Point	

ORDER OF ACCURACY

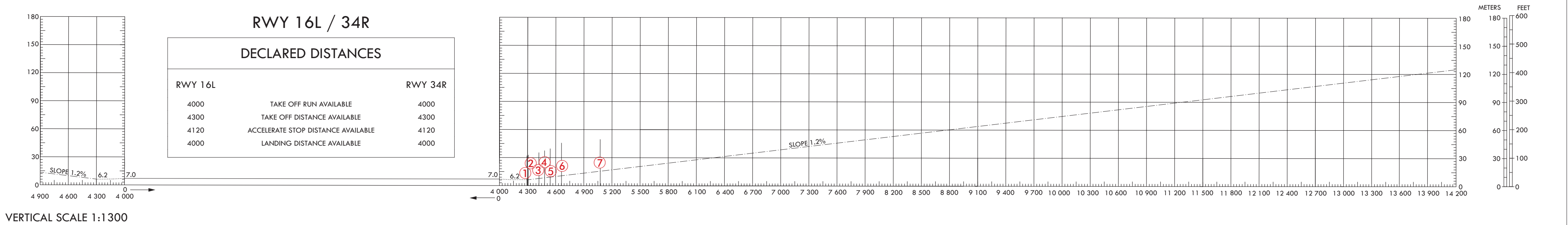
HORIZONTAL 5.0 m
VERTICAL 0.5 m

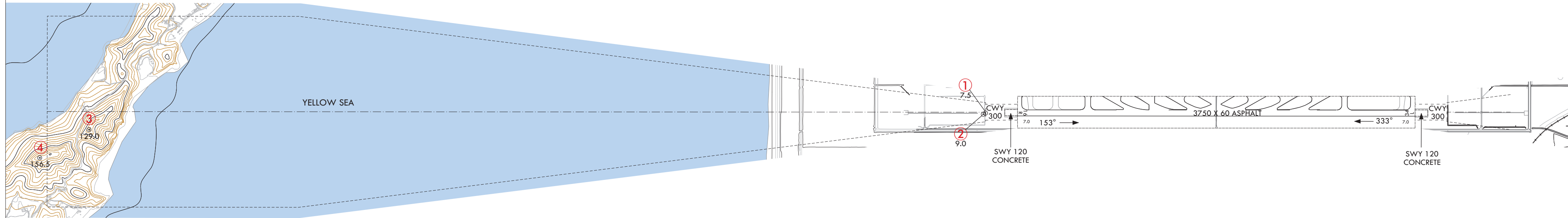
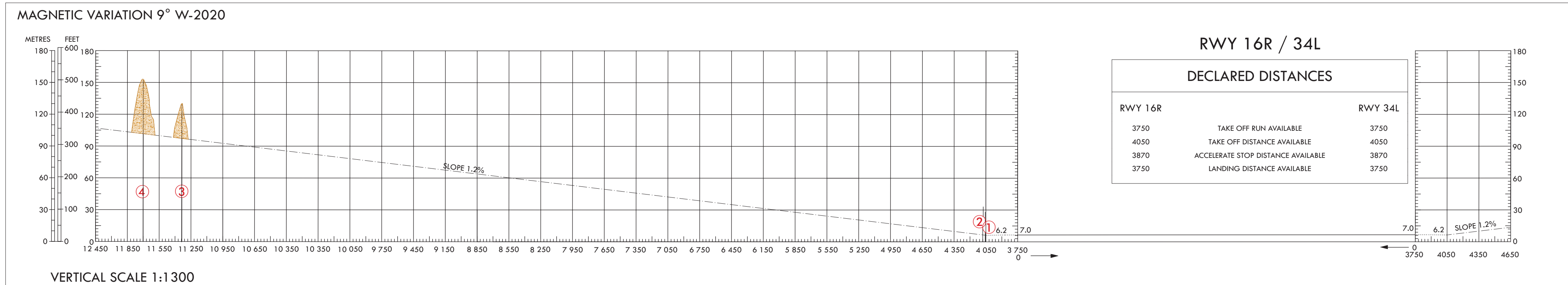
HORIZONTAL SCALE 1 : 15000



AMENDMENT RECORD		
NR.	DATE	ENTERED BY

MAGNETIC VARIATION 9° W-2020



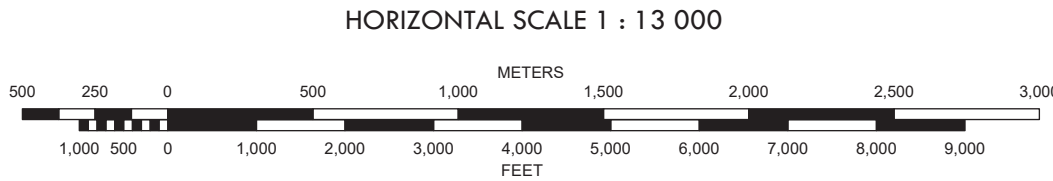


LEGEND		
ITEM	SYMBOL	
	Plan	Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Natural High Point(Peak or Mountain)		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

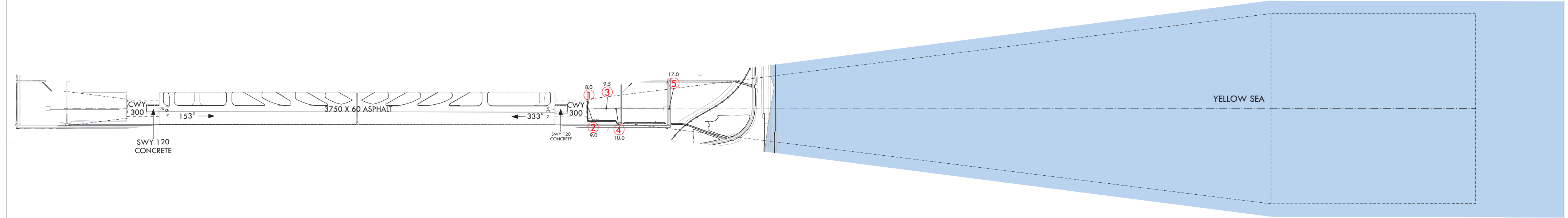
OBSTACLES					
NR	COORDINATES(WGS-84)		ELEV(AMSL)	ITEM	NOTE
1	37°28'15.7"N	126°24'41.1"E	7.5	Light	
2	37°28'16.0"N	126°24'40.8"E	9.0	Antenna	
3	37°31'56.0"N	126°21'16.3"E	129.0	Natural high Point	
4	37°32'03.2"N	126°20'56.5"E	156.5	Mountain	

ORDER OF ACCURACY

HORIZONTAL	5.0 m
VERTICAL	0.5 m



AMENDMENT RECORD		
NR.	DATE	ENTERED BY



RKSS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS / POSITIONS DATA

1	Designation, surface and strength of aprons	Surface - East & Central : Asphalt or Concrete - North & West : Concrete Strength - East & Central : PCR 693/F/B/X/T - North : PCR 1 006/R/B/W/T - West : PCR 1 006/R/B/W/T
2	Designation, width, surface and strength of taxiways	Width - A, B2, C1 - C3, D2, D3, E1, E2, F2 : 35 m - B1, D1, G1, W1, W2, P : 30 m - F1 : 23 m - G2 : 40 m Surface : Asphalt or Concrete Strength - A, G2 : PCR 1 006/R/B/W/T - P : PCR 1 006/R/B/W/T (PCR 693/F/B/X/T : a partial of TWY, 268 m) - B1 : PCR 693/F/B/X/T (PCR 1 006/R/B/W/T : a partial of TWY, 270 m) - B2, C1, C2, C3, D1, D2, D3, E1, E2, F1, F2, G1, W1, W2 : PCR 693/F/B/X/T
3	Location and elevation of altimeter checkpoint	Central Apron : 16 m Other Aprons : 13 m
4	VOR check points	VOR : NIL
5	INS check points	INS : Refer to Aircraft Parking / Docking Chart
6	Remarks	NIL

RKSS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of Mode S transponder on the ground	
1.1	General	This system using Mode S transponder improves the accuracy and the reliability of the ground movement monitoring system.
1.2	ACFT equipped with Mode S transponder	ACFT operators shall ensure that Mode S transponders are able to operate when ACFT is on the ground.
1.2.1	Departing ACFT(Including ACFT that require de-icing)	Prior to push-back or taxiing from a parking stand whichever comes first : - Enter, using either FMS mode or transponder control unit, the flight identification as specified in item 7 of the ICAO flight plan(ex. : KAL123, AAR456) or enter in the absence of flight identification, the ACFT registration. - Select XPNDR or its equivalent in relation to specifications on the installed model. - If function is available, select AUTO mode. - Do not select Off or STBY functions. - Set Mode A code assigned by ATC. Lining up - Select TA/RA.
1.2.2	Arriving ACFT	After landing and until the ACFT is stationary at parking stand : - Maintain XPNDR or its equivalent in relation of specification of the installed model. - Do not select OFF and STBY functions. - Maintain Mode A code assigned by ATC. When ACFT is stationary at the parking stand, select OFF or STBY.

Change : Information of surface and strength of aprons and taxiways.

1.2.3	Other cases of taxiing ACFT (including towing ACFT)	Select XPNDR or its equivalent in relation to specifications of the installed model. - If function is available, select AUTO mode. Do not select the OFF and STBY function. Set Mode A code to 2000. - If unable, inform Gimpo APN on initial contact.
1.3	ACFT not equipped with Mode S transponder or with an unserviceable Mode S transponder	Departing ACFT : - Maintain Mode A+C transponder in the ON position until lining up. Arriving ACFT : - Maintain Mode A+C transponder in the ON position and Mode A code assigned by ATC until parking stand. Other cases of taxiing ACFT : - Select A+C transponder in the ON position or its equivalent in relation to specifications of the installed model. - Do not select the OFF and STBY function. - Set Mode A code to 2000. Fully parked on stand - Select OFF or STBY position.
2	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	Taxiing guidance signs at all intersections with TWY, RWY and at all holding positions Guide lines at apron Nose-in guidance at aircraft stands Visual docking guidance system : NIL
3	RWY and TWY markings and LGTs	RWY - Lights RWY 14L/32R - Edge, THR, End, TDZ RWY 14R - Edge, THR, End, CL, TDZ RWY 32L - Edge, THR, End, CL - Marking RWY 14L/32R - Designation, THR, TDZ, Center Line, Side Strip, Aiming point marked RWY 14R/32L - Designation, THR, TDZ, Center Line, Side Strip, Aiming point marked TWY - Lights TWY edge lights - All TWY TWY CL lights - All TWY (except : W1, W2, Part of R(P1~NR 121) * TWY CL lights are not installed on the parts of the taxi routes crossing over RWY 14L/32R, but are installed only BTN TWY B1 and B2, TWY G1 and G2, TWY C1 and C2, TWY E1 and E2. - Marking TWY & taxilane centerline marked Holding positions at all TWY/RWY intersections marked
4	Stop bars	Refer to Aerodrome Ground Movement Chart
5	Remarks	NIL

RKSS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations	True bearing	Dimension of RWY(m)	Strength(PCR) and surface of RWY and SWY	THR coordinates RWY end coordinates THR Geoid Undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
14R	135.00°	3 200 × 60	693/F/B/X/T Asphalt	373406.19N 1264631.60E 373252.83N 1264803.71E GUND 22.9 m	THR 10.4 m/34.1 ft TDZ 12.6 m/41.3 ft
32L	315.02°	3 200 × 60	693/F/B/X/T Asphalt	373252.83N 1264803.71E 373406.19N 1264631.60E GUND 22.9 m	THR 12.6 m/41.3 ft TDZ 12.9 m/42.3 ft
14L	135.01°	3 600 × 45	- 693/F/B/X/T Asphalt - 1 006/R/B/W/T Concrete (156 m from RWY THR)	373414.55N 1264641.80E 373251.89N 1264825.58E GUND 22.9 m	THR 11.6 m/38.0 ft TDZ 15.1 m/49.5 ft
32R	315.03°	3 600 × 45	- 693/F/B/X/T Asphalt - 1 006/R/B/W/T Concrete (151 m from RWY THR)	373251.89N 1264825.58E 373414.55N 1264641.80E GUND 23.0 m	THR 12.8 m/41.9 ft TDZ 13.8 m/45.2 ft

7. Slope of RWY-SWY

SWY dimensions(m)	CWY dimensions(m)	Strip dimensions(m)	RESA dimensions(m)	Location & description of arresting system	OFZ
8	9	10	11	12	13
NIL	300 × 300 300 × 300	3 320 × 300	259 × 150 250 × 150	NIL	Conforms to the standards specified in ANNEX 14, Chapter 4.
NIL	300 × 300 300 × 300	3 720 × 300	260 × 150 255 × 150	NIL	

14. Remarks

a. The surface of RWY 14R/32L and 14L/32R are grooved.
(Except 156 m from 14L RWY THR and 151 m from 32R RWY THR)

b. Due to each different level on RWY, ACFT may not be sighted on opposite ends of the RWY.

Change : Information of strength of runways.

RKSS AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
14L	3 600	3 900	3 600	3 600	Take-off from intersection with TWY G2
14L	3 144	3 444	3 144	-	Take-off from intersection with TWY F2
14L	2 775	3 075	2 775	-	Take-off from intersection with TWY E2
14L	2 010	2 310	2 010	-	Take-off from intersection with TWY D3
14L	2 010	2 310	2 010	-	Take-off from intersection with TWY D1
14L	1 824	2 124	1 824	-	Take-off from intersection with TWY D2
14L	1 190	1 490	1 190	-	Take-off from intersection with TWY C3
14L	1 190	1 490	1 190	-	Take-off from intersection with TWY C1
14L	1 000	1 300	1 000	-	Take-off from intersection with TWY C2
32R	3 600	3 900	3 600	3 600	Take-off from intersection with TWY A
32R	3 147	3 447	3 147	-	Take-off from intersection with TWY B2
32R	2 410	2 710	2 410	-	Take-off from intersection with TWY C2
32R	2 410	2 710	2 410	-	Take-off from intersection with TWY C1
32R	2 221	2 521	2 221	-	Take-off from intersection with TWY C3
32R	1 590	1 890	1 590	-	Take-off from intersection with TWY D2
32R	1 590	1 890	1 590	-	Take-off from intersection with TWY D1
32R	1 400	1 700	1 400	-	Take-off from intersection with TWY D3
32R	740	1 040	740	-	Take-off from intersection with TWY E1
14R	3 200	3 500	3 200	3 200	Take-off from intersection with TWY G1
14R	1 983	2 283	1 983	-	Take-off from intersection with TWY E1
14R	1 610	1 910	1 610	-	Take-off from intersection with TWY D1
14R	1 200	1 500	1 200	-	Take-off from intersection with TWY W2
14R	920	1 220	920	-	Take-off from intersection with TWY C1
14R	800	1 100	800	-	Take-off from intersection with TWY W1
32L	3 200	3 500	3 200	3 200	Take-off from intersection with TWY B1
32L	2 400	2 700	2 400	-	Take-off from intersection with TWY W1
32L	2 000	2 300	2 000	-	Take-off from intersection with TWY C1
32L	2 000	2 300	2 000	-	Take-off from intersection with TWY W2
32L	1 590	1 890	1 590	-	Take-off from intersection with TWY D1
32L	914	1 214	914	-	Take-off from intersection with TWY E1

RKSS AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	APCH LGT type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Center Line LGT Length, Spacing Colour, INTST	RWY edge LGT LEN, Spacing Colour INTST	RWY End LGT Colour WBAR	SWY LGT LEN(m) Colour	Remarks
1	2	3	4	5	6	7	8	9	10
32R	ALSF-II 900 m LIH	Green -	PAPI Left/3° (67.6 ft)	900 m	NIL	3 600 m 60 m White/Yellow LIH	Red -	NIL	NIL
14L	ALSF-II 900 m LIH	Green -	PAPI Left/3° (71.9 ft)	900 m	NIL	3 600 m 60 m White/Yellow LIH	Red -	NIL	NIL
32L	ALSF-I 750 m LIH	Green -	PAPI Left/3° (64.3 ft)	NIL	3 200 m 15 m White/Red LIH	3 200 m 60 m White/Yellow LIH	Red -	NIL	NIL
14R	ALSF-II 900 m LIH	Green -	PAPI Left/3° (64.3 ft)	900 m	3 200 m 15 m White/Red LIH	3 200 m 60 m White/Yellow LIH	Red -	NIL	NIL

RKSS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At APN TWR FLG W&G EV 2.5 SEC IBN : NIL H24
2	LDI location and lighting Anemometer location and lighting	LDI : NIL Anemometer : NIL
3	TWY edge and center line lighting	Edge : All TWY Center line : All TWY (except : W1, W2, Part of R(P1~NR. 121)) * TWY CL lights are not installed on the parts of the taxi routes crossing over RWY 14L/32R, but are installed only BTN TWY B1 and B2, TWY G1 and G2, TWY C1 and C2, TWY E1 and E2.
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AD Switch-over time : 1 or 15 SEC according to kind of lights (Complied with ICAO requirements)
5	Remarks	NIL

RKSS AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	H3 : 373321.30N 1264713.69E H4 : 373302.36N 1264737.39E
2	TLOF and/or FATO elevation	H3 : 9.897 m(32.470 ft) H4 : 9.971 m(32.713 ft)
3	TLOF and FATO area dimensions, surface, strength, marking	H3, H4 : Rectangle 25.4 x 25.4 m, concrete PCR 1 006/R/B/W/T, white edges and white letter H
4	True and MAG BRG of FATO	H3, H4 : 135/315° GEO, 144/324° MAG Direction of H3 : 135° GEO, 144° MAG Direction of H4 : 315° GEO, 324° MAG
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	As directed by ATC

RKSS AD 2.17 ATS AIRSPACE

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

Change : Information of strength for helicopter landing area.

RKSS AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	Gimpo Tower	118.1 MHz* 118.05 MHz** 240.9 MHz*	H24	NIL
GND	Gimpo Ground	121.9 MHz* 121.95 MHz**	H24	NIL
APN	Gimpo Apron	130.875 MHz(PRIMARY)* 131.325 MHz* 129.525 MHz** 131.375 MHz**	H24	NIL
De-icing	Gimpo De-icing	131.175MHz	H24	When De-icing, refer to RKSS AD 2-13(De-icing operations)
Delivery	Gimpo Delivery	121.975 MHz**	H24	Digital PDC service Available
ATIS	Gimpo INTL Airport	126.4 MHz** 317.8 MHz*	H24	1. Digital ATIS service Available 2. ATIS telephone service Available (Refer to RKSS AD 2-31 for detail)
APP	Seoul Approach	119.05 MHz** 119.1 MHz* 120.8 MHz** 124.2 MHz**	119.75 MHz** 124.7 MHz* 121.35 MHz* 293.3 MHz**	H24 NIL
VFR		123.25 MHz** 363.8 MHz*	123.8 MHz* 305.7 MHz*	
DEP	Seoul Departure	121.4 MHz** 125.15 MHz**	124.8 MHz* 353.2 MHz*	H24 NIL
EMERG		121.5 MHz*	243.0 MHz**	H24 NIL
Scheduled Inspection Time				
* : Every 1st THU(1500-2000 UTC) of the month				
** : Every 3rd THU(1500-2000 UTC) of the month				

RKSS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME (9° W/2020)	KIP	113.60 MHz (CH 83X)	H24	373327.1N 1264731.3E	30 m	VOR/DME unusable RDL 331 clockwise RDL 360, RDL 001 clockwise RDL 099 not flight checked RDL 270 clockwise RDL 278 beyond 15 NM below 3 500 ft AMSL RDL 290 clockwise RDL 310 beyond 15 NM due to RK P518 RDL 311 clockwise RDL 330 beyond 12 NM due to RK P518 Scheduled Inspection time : Every 2nd TUE(1500-1800 UTC) of the month
LOC 14R (9° W/2020) ILS CAT II/III (9° W/2020)	IOFR	108.70 MHz	H24	373245.5N 1264812.9E	-	RWY 14R LOC unusable beyond 12 NM FM GP-DME and beyond 10° Left side of the course not flight check due to RK P518
GP 14R	-	330.5 MHz	H24	373401.8N 1264644.0E	-	Scheduled Inspection time : Every 1st THU(1400-1900 UTC) of the month
DME 14R	IOFR	985 MHz (CH 24X)	H24	373401.9N 1264644.2E	30 m	
IM 14R	-	75 MHz	H24	373413.7N 1264622.1E		

2.5 Departure routes and Transfer of Control Points(TCP)

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

	Apron	Apron FREQ	Route	TCP	Gate/Stand
RWY 14	Central and East	130.875 MHz 131.175 MHz 131.325 MHz 129.525 MHz 131.375 MHz	P1 → P	P hold line (on P1)	121 to 122
			P2 → P	P hold line (on P2)	123 to 127 (if push-back is required)
			P3 → P	P hold line (on P3)	1 to 4 128 to 130
					131 to 132 (if push-back is required)
			R → P	P hold line (on R)	6 to 26
					133 to 142 (if push-back is required)
	P		Parking Stand	123 to 127 131 to 142	
			* ACFT stands NR. 27~28 will be transferred to Gimpo Ground when ready to taxi after completed push-back.		
North	P4 → P		P hold line (on P4)	All stands (on North Apron)	
West	W2 (CN235 : W1)		RWY hold line on W2 (CN235 : W1)	All stands (on West Apron)	
RWY 32	Central and East	130.875 MHz 131.175 MHz 131.325 MHz 129.525 MHz 131.375 MHz	P1 → P	P hold line (on P1)	121 to 122
					123 to 127 (if push-back is required)
			P2 → P	P hold line (on P2)	1 to 4 128 to 130
					131 to 132 (if push-back is required)
			P3 → P	P hold line (on P3)	6 to 26
					133 to 142 (if push-back is required)
	P		Parking Stand	123 to 127 131 to 142	
			* ACFT stands NR. 27~28 will be transferred to Gimpo Ground when ready to taxi after completed push-back.		
North	P4 → P		P hold line (on P4)	All stands (on North Apron)	
West	W1		RWY hold line (on W1)	All stands (on West Apron)	

2. Aircraft shall not proceed beyond the TCP without instruction from ATC.

3. These operation can be changed by traffic condition, weather condition or any other safety reason.

2.6 Arrival routes and Transfer of Control Points(TCP)

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

	Apron	Apron FREQ	Route	TCP	Gate/Stand
RWY 14	Central and East	130.875 MHz 131.175 MHz 131.325 MHz 129.525 MHz 131.375 MHz	C2 → P → P1	P hold line (on P1)	121 to 127
			C2 → P → P2	P hold line (on P2)	1 to 4 128 to 132
			C2 → P3	P hold line (on P3)	6 to 28 133 to 142
	North		C3 → P → P5	P hold line (on P5)	All stands (on North Apron)
	West		W2 (CN235 : W1)	RWY hold line on W2 (CN235 : W1)	All stands (on West Apron)
RWY 32	Central and East		D3(E2) → P → R	P hold line (on R)	6 to 28 133 to 142
			D3(E2) → P → P3	P hold line (on P3)	1 to 4 128 to 132
			D3(E2) → P → P2	P hold line (on P2)	121 to 127
	North		D3 → P6 → N1	P hold line (on P6)	All stands (on North Apron)
			* Gimpo Tower will issue the taxi instruction : "Taxi via Route 1."(Route 1: D3 → P6 → N1 → Hold short of P5)		
	West		E2 → P → P6→ N1	P hold line (on P6)	All stands (On North apron)
			W2 (CN235 : W1)	RWY hold line on W2 (CN235 : W1)	All stands (on West Apron)

2. Aircraft shall not proceed beyond the TCP without instruction from ATC, except in the following cases for rapid vacating of the RWY.

- When RWY 14 in use, aircraft inbound for P1 / P2 / P3 will normally be instructed to hold on P1 / P2 / P3 (hold short of R) after vacating both RWY by Gimpo Ground for smooth RWY operation.
- When RWY 32R in use, aircraft bound for P6 will normally be instructed to taxi via "Route 1" after vacating RWY by Gimpo Tower for smooth RWY operation.

3. These operation can be changed by traffic condition, weather condition or any other safety reason.

2.7 Taxiing speed and power control

- All aircraft should taxi at speeds of more than 10 kt IAS on Taxiway P to ensure smooth traffic flow unless there is an exceptional direction for safety reason by ATC. And if it is impracticable, pilots shall notify ATC.
- All the code letter "E" aircraft including B747 holding on TWY B1 for RWY 32L departure should maintain engine power at ground idle so that the landing traffic on RWY 32R are protected from the jet blast.

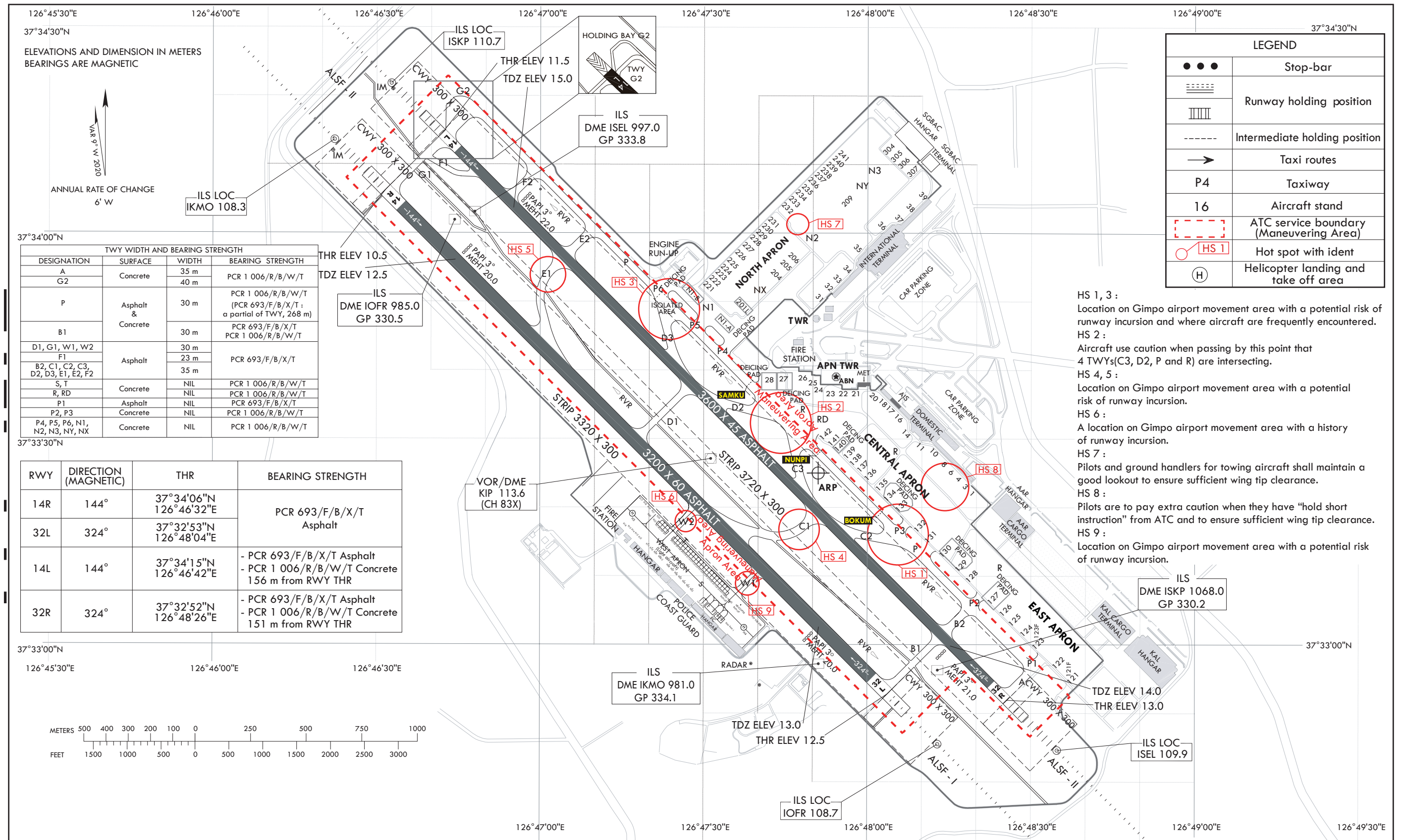
Change : Information of arrival routes and transfer of control points(TCP).

AERODROME CHART - ICAO

37°33'25"N
126°47'51"E

ELEV **18** m

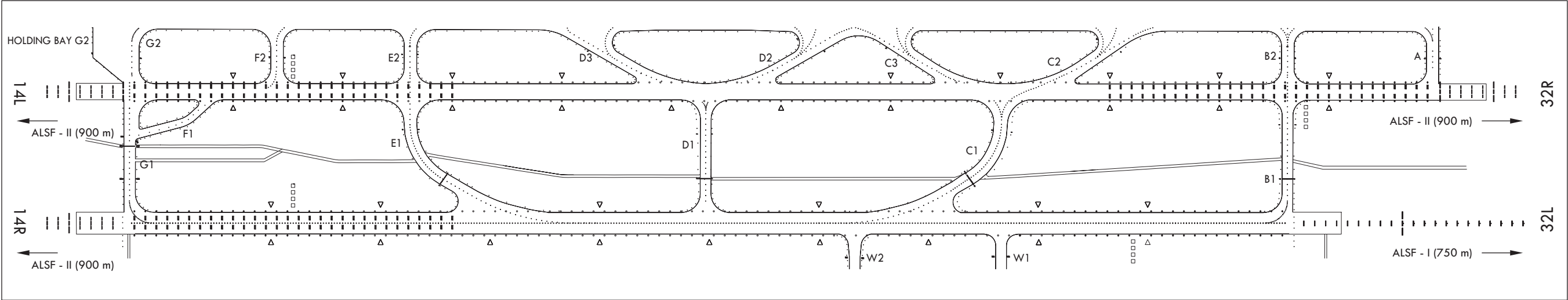
TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

SEOUL / Gimpo INTL

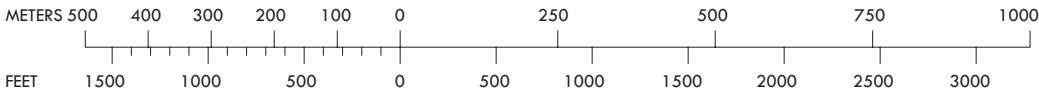
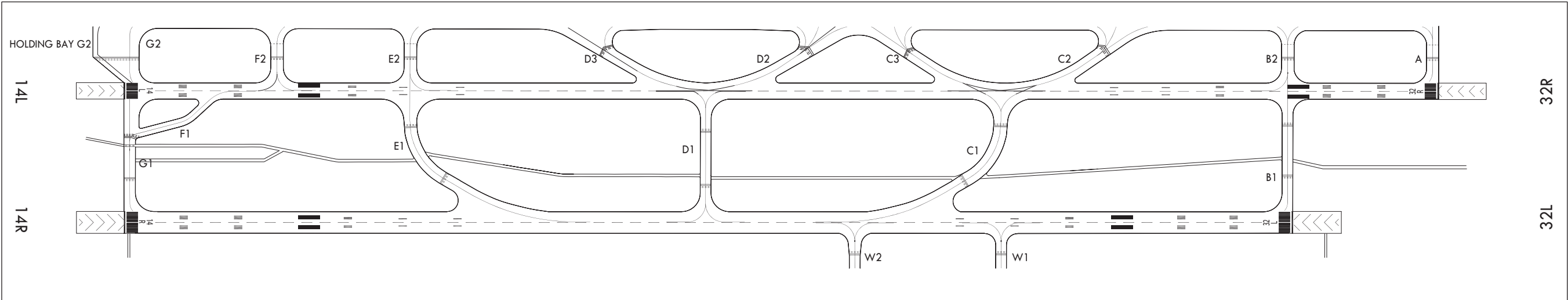
OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 5/25
Effective : 1600UTC 11 JUN 2025

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



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

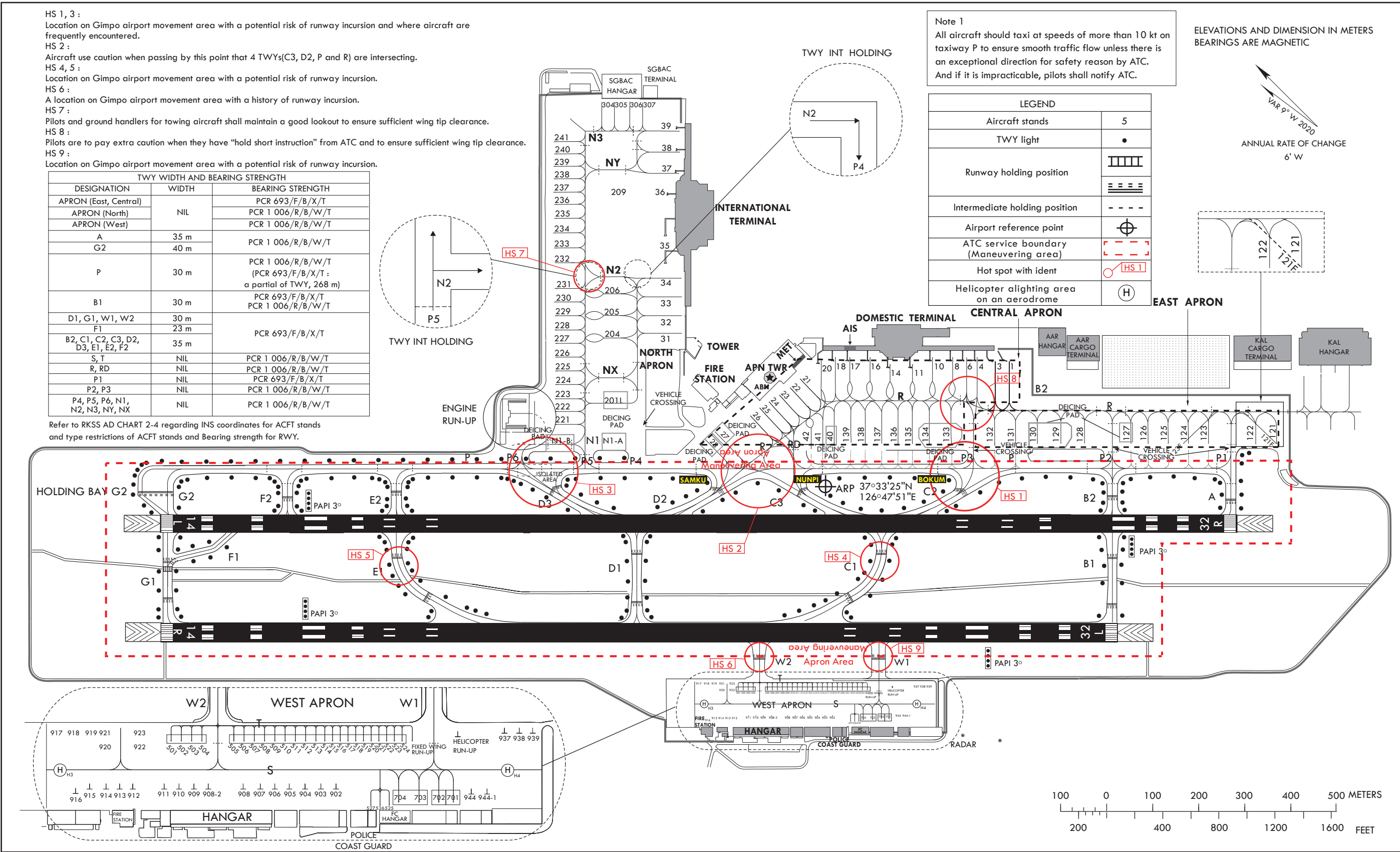


Change : Information of lighting aids for TWY D3~P6.

AIRCRAFT PARKING/
DOCKING CHART - ICAO

APRON ELEV	
Central Apron	16 m
The Other	13 m

TWR	118.1
GND	121.9
APN	130.875



Change : Information of strength and surface of aprons and taxiways.

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 693/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 693/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 693/F/B/X/T Asphalt - PCR 1 006/R/B/W/T Concrete (151 m from RWY THR)
APRONS		East & Central	PCR 693/F/B/X/T
		North	PCR 1 006/R/B/W/T
		West	PCR 1 006/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

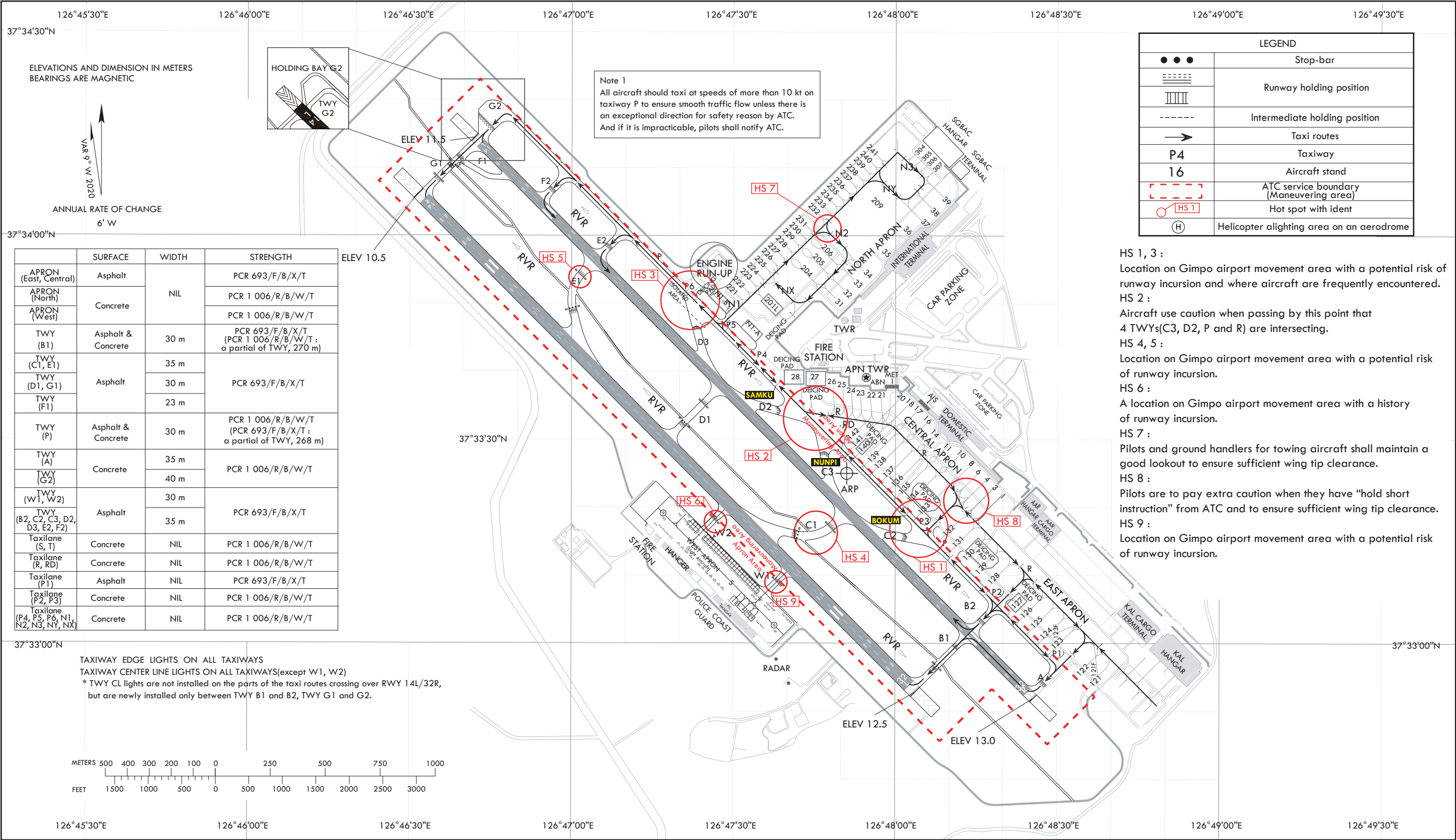
Change : Information of strength of runways and aprons.

**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



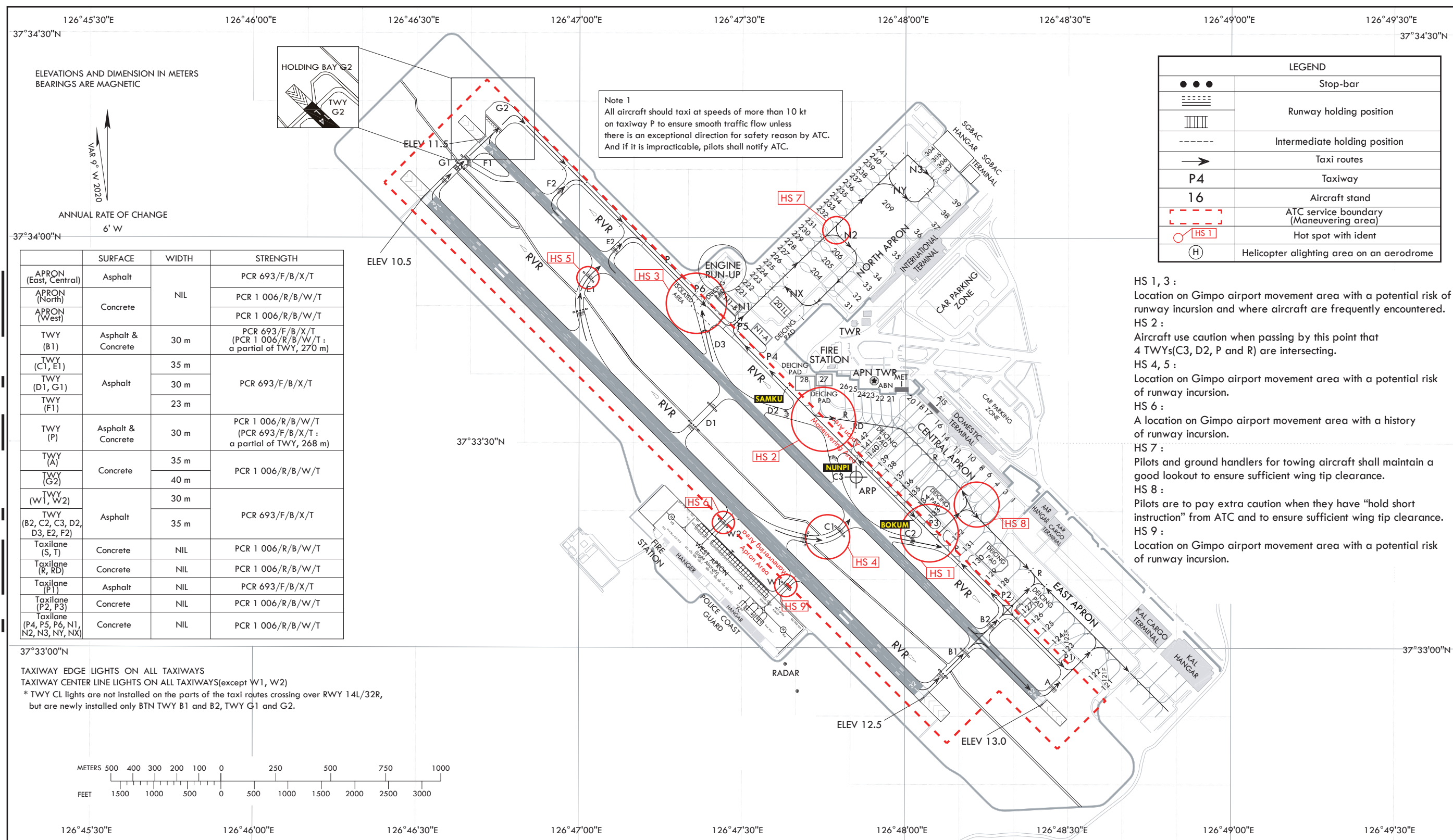
Change : Information of strength of aprons and taxiways.

AERODROME GROUND MOVEMENT CHART - ICAO

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

TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

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



Change : Information of strength of aprons and taxiways.

OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 5/25
Effective : 1600UTC 11 JUN 2025