

# REPUBLIC OF KOREA

## AIRAC AIP

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**Office of Civil Aviation**

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**AMENDMENT NR 8/25**

**24 JUL 2025**

## AIRAC

### AIP AMENDMENT NR 8/25

(Effective : 1600UTC 3 SEP 2025)

#### 1. SIGNIFICANT INFORMATION AND CHANGES

##### 1.1 General

- a) Establishment of procedures for controller pilot data link communication(CPDLC).

##### 1.2 Enroute

- a) Establishment of HANEE, DUDOT, UPDET and UPKIG.
- b) Withdrawal of DU025, DU066 and UD160.
- c) Information of lateral limits for RK R14.
- d) Information of Enroute Chart.

##### 1.3 Incheon INTL Airport

- a) Information of OBST NR. 264 and Establishment of OBST NR. 265.

##### 1.4 Gimpo INTL Airport

- a) Information of waypoint names(UD160 → UPDET, DU066 → UPKIG, DU025 → DUDOT).
- b) Withdrawal of VFR reporting point L and Establishment of VFR reporting point R.

##### 1.5 Jeju INTL Airport

- a) Information of lighting aids.

##### 1.6 Gimhae INTL Airport

- a) Establishment of taxilane R, H and legend.
- b) Information of delayed/reduced flap setting approach.

##### 1.7 Cheongju INTL Airport

- a) Information of departure procedures under pilot navigation(RNAV OLREG 1, BUKIL 1 → CHEONGJU 4, 5 DEP).
- b) Withdrawal of standard instrument departure procedures(CHEONGJU 7, CHEONGJU 8).
- c) Information of SID, STAR and fix names(NOSON → IKAPO, GARZA → ESBOS).

## 2. PAGE CONTROL

| OLD<br>(Pages to be removed)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | NEW<br>(Pages to be inserted)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>VOL I, Part I - GEN (General)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <b>VOL I, Part I - GEN (General)</b><br><br>GEN 3.3-7(24 JUL 25) / 3.3-8(24 JUL 25)<br>GEN 3.3-9(24 JUL 25) / 3.3-10(24 JUL 25)<br>GEN 3.3-11(24 JUL 25) / 3.3-12(24 JUL 25)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>VOL I, Part II - ENR (Enroute)</b><br><br>ENR 4.4-5(24 JUL 25) / 4.4-6(24 JUL 25)<br>ENR 4.4-7(8 FEB 24) / 4.4-8(8 FEB 24)<br>ENR 4.4-9(27 JUN 24) / 4.4-10(21 SEP 23)<br>ENR 4.4-11(21 SEP 23) / 4.4-12(29 MAY 25)<br>ENR 5.1-1(25 JUL 24) / 5.1-2(25 JUL 24)<br>ENR 6-1-2(1 MAY 25)<br>ENR 6-2(9 FEB 23) / 6-3(17 OCT 24)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <b>VOL I, Part II - ENR (Enroute)</b><br><br>ENR 4.4-5(24 JUL 25) / 4.4-6(24 JUL 25)<br>ENR 4.4-7(24 JUL 25) / 4.4-8(8 FEB 24)<br>ENR 4.4-9(24 JUL 25) / 4.4-10(24 JUL 25)<br>ENR 4.4-11(24 JUL 25) / 4.4-12(29 MAY 25)<br>ENR 5.1-1(25 JUL 24) / 5.1-2(24 JUL 25)<br>ENR 6-1-2(24 JUL 25)<br>ENR 6-2(9 FEB 23) / 6-3(24 JUL 25)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>VOL II, Part III - AD (Aerodromes)</b><br><br><b>RKSI</b><br><br>AD CHART 2-18-1(29 MAY 25) / BLANK<br><br><b>RKSS</b><br><br>AD 2-29(29 MAY 25) / 2-30(29 MAY 25)<br>AD CHART 2-15(26 JUN 25) / 2-15-1(26 JUN 25)<br>AD CHART 2-23(26 JUN 25) / 2-23-1(26 JUN 25)<br>AD CHART 2-23-2(29 JUN 23) / 2-23-3(23 SEP 21)<br><br><b>RKPC</b><br><br>AD CHART 2-1(26 JUN 25) / 2-2(6 FEB 25)<br>AD CHART 2-3(6 FEB 25) / 2-4(26 JUN 25)<br><br><b>RKPK</b><br><br>AD 2-3(9 JAN 25) / 2-3-1(9 JAN 25)<br>AD 2-19(25 AUG 22) / 2-20(25 AUG 22)<br>AD CHART 2-1(24 JUL 25) / 2-2(24 JUL 25)<br>AD CHART 2-3(24 JUL 25) / 2-4(24 JUL 25)<br>AD CHART 2-5(24 JUL 25) / 2-6(24 JUL 25)<br><br><b>RKTU</b><br><br>AD 2-13(4 APR 24) / 2-14(4 APR 24)<br>AD 2-15(1 MAY 25) / 2-16(1 MAY 25)<br>AD CHART 2-10(29 MAY 25) / BLANK<br>AD CHART 2-13-2(6 MAR 25) / 2-13-3(6 MAR 25)<br>AD CHART 2-14-2(6 MAR 25) / 2-14-3(6 MAR 25) | <b>VOL II, Part III - AD (Aerodromes)</b><br><br><b>RKSI</b><br><br>AD CHART 2-18-1(24 JUL 25) / BLANK<br><br><b>RKSS</b><br><br>AD 2-29(24 JUL 25) / 2-30(24 JUL 25)<br>AD CHART 2-15(24 JUL 25) / 2-15-1(24 JUL 25)<br>AD CHART 2-23(24 JUL 25) / 2-23-1(24 JUL 25)<br>AD CHART 2-23-2(24 JUL 25) / 2-23-3(23 SEP 21)<br><br><b>RKPC</b><br><br>AD CHART 2-1(26 JUN 25) / 2-2(24 JUL 25)<br>AD CHART 2-3(24 JUL 25) / 2-4(26 JUN 25)<br><br><b>RKPK</b><br><br>AD 2-3(24 JUL 25) / 2-3-1(9 JAN 25)<br>AD 2-19(24 JUL 25) / 2-20(25 AUG 22)<br>AD CHART 2-1(24 JUL 25) / 2-2(24 JUL 25)<br>AD CHART 2-3(24 JUL 25) / 2-4(24 JUL 25)<br>AD CHART 2-5(24 JUL 25) / 2-6(24 JUL 25)<br><br><b>RKTU</b><br><br>AD 2-13(24 JUL 25) / 2-14(4 APR 24)<br>AD 2-15(1 MAY 25) / 2-16(24 JUL 25)<br>AD CHART 2-10(24 JUL 25) / BLANK |

**END**



## 7. 관제사·조종사 간 데이터링크 통신(CPDLC)

7.1 인천비행정보구역 내 대구·인천지역관제소에서 제공하는 항공관제 데이터링크 통신(이하 'CPDLC')에 의한 항공교통 업무는 다음의 절차에 따라 수행된다.

### 7.1.1 일반사항

- 인천비행정보구역 내 CPDLC에 의한 항공교통업무 (ATS 데이터링크 업무)는 대구지역관제소(이하 '대구ACC') 및 인천지역관제소(이하 '인천ACC')에서 제공된다.
- 음성통신은 공지통신 및 항공교통관제를 위한 주 통신수단이다.
- 긴급한 또는 신속한 이행이 필요한 지시, 잘못된 지시 수정, 지시 확인 등의 상황에서는 음성통신을 사용하여야 한다.
- 대구·인천 지역관제소는 CPDLC를 즉시 이행의 필요성이 상대적으로 적은 다음의 관제지시 중 일부에 대해 사용한다.
  - SSR 코드 배정 및 식별
  - 직선비행지시
  - 체공지시
  - 주파수 변경
  - \* 상세한 운영 메시지 세트는 7.1.3 참고
- 인천비행정보구역 내 CPDLC 장착 및 운영은 필수사항이 아니며, 항공기 운영자는 항공기 등록국가 또는 운영 국가로부터 운영에 관한 허가를 받아야 한다.
- CPDLC는 FANS-1/A를 탑재한 항공기에 대하여 운영되며, VHF Data-link 및 인공위성 Data-link를 사용한다.
- CPDLC 운영시간은 매일 1500-1859 UTC이다.

### 7.1.2 CPDLC 공역

CPDLC는 인천비행정보구역 내 VHF 음성통신 및 감시 업무가 제공되는 관제구역에서 FL 160 이상, FL 600 이하의 고도로 대구·인천 지역관제소 관할구역을 운항하는 항공기에 제공된다.

### 7.1.3 사용되는 CPDLC 운영 메시지

대구ACC 및 인천ACC에서 ATS 데이터링크 업무 제공 시 사용되는 CPDLC 메시지는 다음과 같다.

#### a. 업링크 메시지(관제사→조종사)

[SSR 코드 배정 및 식별 확인]  
ADVU-9 SQUAWK (SSR code)  
ADVU-15 SQUAWK IDENT

[직선 비행 지시]  
RTEU-2 PROCEED DIRECT TO (position)  
RTEU-4 AT (position) PROCEED DIRECT TO (position)

[체공 지시]  
RTEU-12 AT (position) HOLD AS PUBLISHED

[주파수 변경 지시]  
COMU-1 CONTACT (unit name) (frequency)  
COMU-8 CHECK STUCK MICROPHONE  
COMD-1 REQUEST VOICE CONTACT (frequency)

#### b. 다운링크 메시지(조종사→관제사)

RSPD-1 WILCO  
RSPD-4 ROGER

## 7. Controller Pilot Data Link Communication(CPDLC)

7.1 This procedure describes the provision of CPDLC services by Daegu Area Control Center and Incheon Area Control Center within Incheon FIR.

### 7.1.1 General

- ATS data link service via CPDLC within Incheon FIR shall be provided by Daegu Area Control Center(ACC) and Incheon Area Control Center(ACC).
- Voice remains the primary and controlling air/ground communication means.
- Voice communication should be used in non-routine situations, such as those requiring expeditious execution, correction of erroneous clearances, or clarification of ambiguous ATC instructions.
- Daegu-Incheon ACC provide CPDLC services for selected ATC messages that relatively less time-critical.
  - SSR code assignment and identification
  - Direct flight instructions
  - Holding clearance
  - Frequency change
  - \* Refer to 7.1.3 for details on operational message.
- In Incheon FIR, equipage and operation of CPDLC is not mandatory. Aircraft operator must obtain the appropriate approval from the states of registry or state of operator.
- CPDLC service is provided for FANS-1/A equipped aircraft using VHF data link and satellite data link.
- The operation time of CPDLC is 1500-1859 UTC everyday.

### 7.1.2 CPDLC Airspace

CPDLC is provided to aircraft operating within the Daegu-Incheon ACC area of responsibility where VHF voice communication and surveillance services are provided, at or above FL 160 and below FL 600, within the Incheon Flight Information Region(FIR).

### 7.1.3 CPDLC Operational Message in use

The following CPDLC operational message are used by Daegu ACC and Incheon ACC when providing ATS data link service.

#### a. Uplink messages(Controller→Pilot)

[SSR code assignment and identification]  
ADVU-9 SQUAWK (SSR code)  
ADVU-15 SQUAWK IDENT

[Direct flight instructions]  
RTEU-2 PROCEED DIRECT TO (position)  
RTEU-4 AT (position) PROCEED DIRECT TO (position)

[Holding clearance]  
RTEU-12 AT (position) HOLD AS PUBLISHED

[Frequency change]  
COMU-1 CONTACT (unit name) (frequency)  
COMU-8 CHECK STUCK MICROPHONE  
COMD-1 REQUEST VOICE CONTACT (frequency)

#### b. Downlink messages(Pilot→Controller)

RSPD-1 WILCO  
RSPD-4 ROGER

Change : Establishment of procedures for controller pilot data link communication(CPDLC).

#### 7.1.4 비행계획서 제출 절차

CPDLC를 사용한 ATS 업무를 제공받기 위하여서는 비행 계획서에 다음과 같이 표기하여야 한다.

- 항공기의 호출부호가 비행계획서의 호출부호와 일치하도록 기입한다.
- 비행계획서 ITEM 18에 항공기 등록부호를 실제 항공기의 등록부호와 일치하도록 명시한다.
- 사용 가능 한 데이터링크 장비에 관하여 ITEM 10에 J3, J4, J5, J7 중 해당하는 항목에 표기한다.

#### 7.1.5 로그온 절차

- AFN(ATS Facility Notification) 로그온은 모든 CPDLC 연결의 선행조건이다.
- AFN 로그온시 사용되는 항공기 호출부호는 제출된 ATS 비행계획서의 호출부호와 동일해야 한다.
- 대구ACC의 AFN 로그온 주소는 RKDA이며, 인천ACC의 AFN 로그온 주소는 RKRR이다.
- ATS 데이터링크 업무가 제공되는 공역에서 CPDLC 공역으로 진입하는 경우 비행중인 공역의 관제사 지시에 따른다.
- ATS 데이터링크 업무가 제공되지 않는 공역에서 CPDLC 공역으로 진입하는 경우 다음의 로그온 절차를 따른다.
  - 다른 비행정보구역에서 진입하는 경우, 진입 최소 15분 전까지 로그온이 권고된다.
  - 인천FIR 내 공항에서 이륙하는 경우, 이륙 전 지상에서 로그온하거나, 이륙 후 데이터링크 사용 공역 진입 전에 로그온이 권고 된다.

\* 국내 공항 지상에서 로그인 후 이륙하는 경우 이륙 이후 CPDLC 사용 공역(대구·인천ACC 관할구역)으로 진입하기 3~5분 전에 연결이 수립(Connection established)된다.

#### 7.1.6 CPDLC 특별 절차

- 음성통신으로 시작된 메시지 교환은 음성통신으로 끝나야 한다.
- CPDLC로 시작된 메시지 교환은 CPDLC로 끝나야 한다.
- 다운링크 메시지 "WILCO"는 조종사가 메시지 전체를 이해하였으며 따를 것임을 의미한다.
- 관제사가 별도로 지시 하지 않는 한은 CPDLC를 사용한 관제지시에 음성복창은 불필요하다.
- 조종사는 CPDLC 관제지시에 따를 수 없는 경우 "Roger" 또는 다른 가능한 답신 메시지를 다운링크하여 메시지 교환을 종료하고, 음성으로 대체 지시를 요구하여야 한다.
- 자유 텍스트 메시지(다운링크)는 가능 한 사용하지 않는다.

#### 7.1.4 Flight plan procedures

In order to receive ATS services using CPDLC, the following information shall be included in the flight plan.

- The aircraft's callsign shall be entered in the flight plan exactly as it is used for CPDLC logon.
- In item 18, the aircraft's registration number shall be specified, matching actual aircraft registration.
- The data link equipment capabilities shall be indicated in item 10, using the appropriate letters "J3, J4, J5, J7".

#### 7.1.5 LOGON procedures

- The ATS Facility Notification(AFN) logon is prerequisite to any CPDLC connection.
- The flight identification to be used for the AFN logon shall be the same as that filed in the ATS flight plan.
- The AFN logon address for Daegu ACC is "RKDA", and for Incheon ACC is "RKRR".
- In case the aircraft enters CPDLC airspace from the airspace where the ATS Data link services are provided, follow air traffic controller's instruction.
- In case the aircraft enters CPDLC airspace from the airspace where the ATS data link services are not provided, the AFN logon shall be conducted as follows.
  - When entering from another FIR, it is recommended to logon 15 minutes prior to Incheon FIR boundary.
  - When departing from airport within Incheon FIR, it is recommended to logon before takeoff or by the time to enter CPDLC enabled airspace after takeoff.

\* In case of depart from airport within Incheon FIR and logon before takeoff, connection will be established with Daegu/Incheon ACC 3-5 minutes before enter CPDLC enabled Daegu-Incheon ACC airspace.

#### 7.1.6 CPDLC specific procedure

- Communication between air traffic controller and pilot initiated via voice should be completed by voice.
- Communication between air traffic controller and pilot initiated via CPDLC should be completed by CPDLC.
- The downlink response "WILCO" indicates that the instruction is understood and will be complied by the pilot.
- Pilot readback for ATS clearance/instruction issued via CPDLC is not required.
- In case the pilot is unable to comply with an ATC instruction uplinked via CPDLC, the pilot shall close the message transaction by replying with "ROGER" or another appropriate downlink message, and request an alternative instruction via voice.
- Free text message(downlink) shall not be used.

Change : Establishment of procedures for controller pilot data link communication(CPDLC).

#### 7.1.7 데이터링크 업무의 종료

CPDLC 연결종료는 다음 중 하나의 방법으로 수행된다.

- 인접한 비행정보구역으로 출항하는 경우 FIR 경계를 지나기 전, "CONTACT [ATC facility] [frequency]" 메시지를 업링크한다. 조종사는 이에 "WILCO"로 응답하고 이 메시지를 관제사가 수신 한 후 "END SERVICE" 메시지를 업링크 하여 CPDLC 연결을 종료한다.
- 통신 이양지시가 음성통신을 통하여 발부되는 경우, "END SERVICE" 메시지로 연결을 종료한다.

#### 7.1.8 데이터링크 실패

- CPDLC 연결이 성공적으로 이루어지지 않는 경우, 조종사는 CPDLC 연결을 종료하고 AFN 로그온을 재시도해야 하며, 지속적으로 연결에 실패하는 경우 관제사에게 보고해야 한다.

- 조종사가 CPDLC 연결 중단 또는 비정상 작동을 인지한 경우, CPDLC 연결을 종료하고 VHF 음성통신으로 관제사에게 보고해야 한다.

예)

조종사 : CPDLC failure. Disconnect CPDLC. Continue on voice.

관제사 : Roger. Continue on voice.

- 관제사가 CPDLC 연결 중단 또는 비정상 작동을 인지한 경우, 조종사에게 VHF 음성통신으로 CPDLC 연결종료를 지시한다.

예)

관제사 : CPDLC failure. Disconnect CPDLC. Continue on voice.

조종사 : Roger. Continue on voice.

- 관제사는 CPDLC 재연결을 원하는 경우, 조종사에게 VHF 음성통신으로 AFN 로그온을 지시할 수 있다.

예)

관제사 : Logon again to DAEGU Control(RKDA)/INCHEON Control(RKRR).

조종사 : Roger.

- 관제사는 광범위한 CPDLC 장애 등이 발생한 경우, 조종사에게 해당 사항을 VHF 음성통신으로 조언한다.

예)

관제사 : All stations, CPDLC failure. (Instructions)

관제사 : All stations, resume normal CPDLC operations.

- 관제사 또는 조종사는 CPDLC 메시지가 잘못 또는 의심스럽다고 판단되는 경우, VHF 음성통신으로 CPDLC 메시지를 확인해야 한다.

- 조종사 또는 항공사는 인천비행정보구역 내 데이터링크 업무에 대한 문제가 발생한 경우, 별지(CPDLC ERROR REPORT)를 작성하여 아래의 전자서신 주소로 송부해 주시기를 바랍니다.

대구ACC(RKDA) : pheonix49@korea.kr

인천ACC(RKRR) : bagelmb@korea.kr

#### 7.1.7 Termination of Data Link Service

The termination of CPDLC connection shall be conducted by one of the methods as follows.

- When exiting Incheon FIR, "CONTACT [ATC facility] [frequency]" message is uplinked before crossing the boundary. The pilot should acknowledge to this message by sending "WILCO". After this communication is completed, an "END SERVICE" message will be uplinked to terminate the CPDLC connection.

- When a communication transfer instruction is given by voice, "END SERVICE" message will be uplinked to terminate the connection.

#### 7.1.8 Data Link failure

- When CPDLC connection cannot be established successfully, the pilot shall disconnect CPDLC and then initiate another AFN logon. If the pilot continuously fails to establish CPDLC connection, the pilot shall inform the controller.

- When the pilot recognizes a failure of CPDLC connection or abnormal operation, the pilot shall terminate CPDLC connection and inform the controller via VHF voice communication.

Example)

Pilot : CPDLC failure. Disconnect CPDLC. Continue on voice.

Controller : Roger. Continue on voice.

- When the controller recognizes a failure of CPDLC connection or abnormal operation, the controller will instruct the pilot to terminate CPDLC connection.

Example)

Controller : CPDLC failure. Disconnect CPDLC. Continue on voice.

Pilot : Roger. Continue on voice.

- When the controller wants CPDLC to be connected, the controller will instruct the pilot to initiate AFN logon via VHF voice communication.

Example)

Controller : Logon again to DAEGU Control(RKDA)/INCHEON Control(RKRR).

Pilot : Roger.

- In case of an extensive contingencies of CPDLC, the controller will inform the pilot via VHF voice communication.

Example)

Controller : All stations, CPDLC failure. (Instructions)

Controller : All stations, resume normal CPDLC operations.

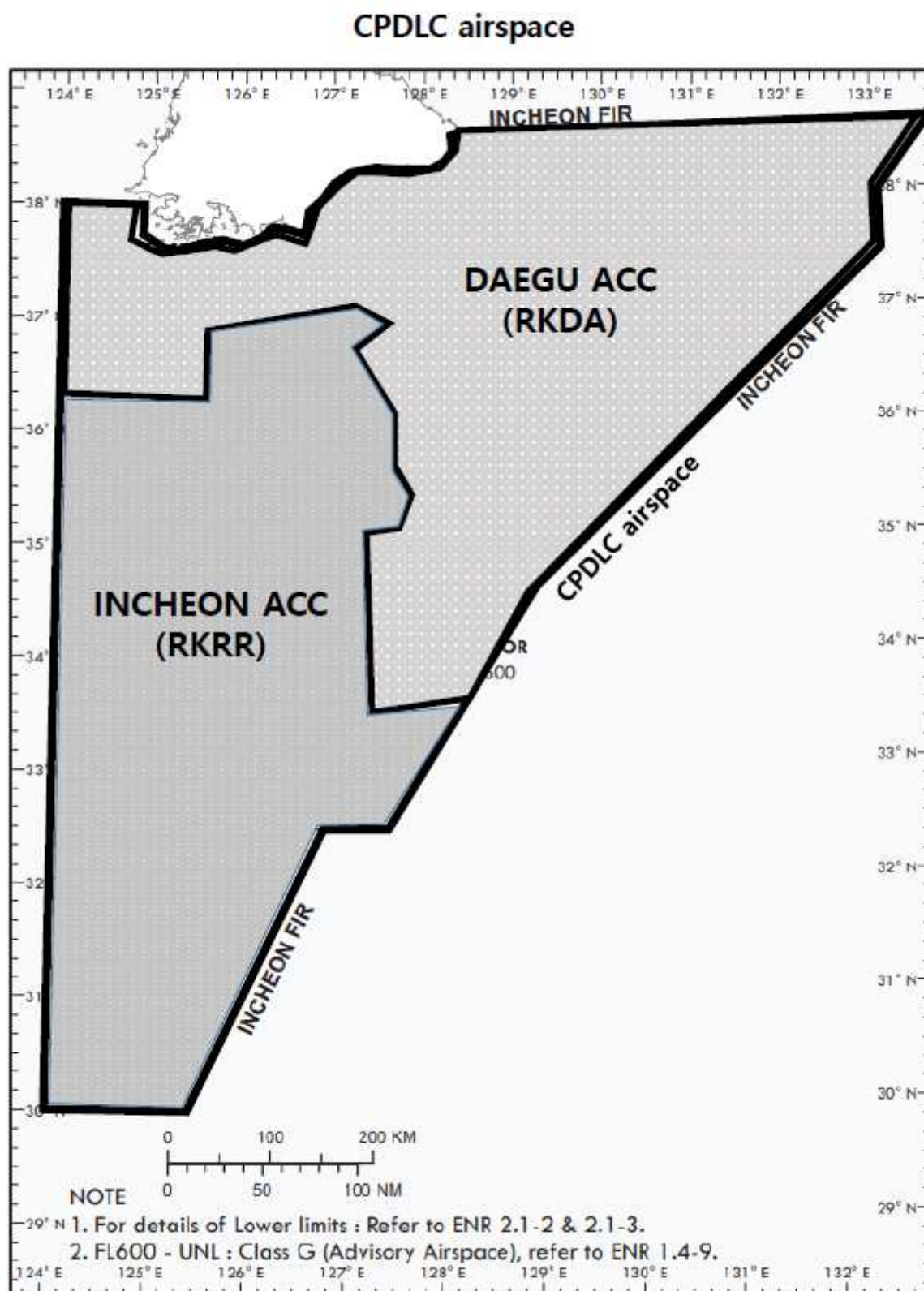
- If the controller or pilot has any doubt as to the intent of message, or if any other ambiguity exists, controller or pilot shall clarify the message via VHF voice communication.

- Pilots or operators who have encountered problems with ATS data link service within Incheon FIR shall report the problems using the attached form via email.

Daegu ACC(RKDA) : pheonix49@korea.kr

Incheon ACC(RKRR) : bagelmb@korea.kr

Change : Establishment of procedures for controller pilot data link communication(CPDLC).



Change : Establishment of procedures for controller pilot data link communication(CPDLC).

관제사·조종사 간 데이터링크 통신 오류보고서  
CPDLC ERROR REPORT

|                        |                                     |                         |             |
|------------------------|-------------------------------------|-------------------------|-------------|
| 발생일자<br>DATE           | ex) Sep 1st, 2025                   | 호출부호<br>CALLSIGN        | ex) ABC1234 |
| 발생시간<br>TIME(UTC)      | ex) 0000z                           | 등록기호<br>REGISTRATION    | ex) HL0000  |
| 관제시설<br>ATC UNIT       | ex) Incheon ACC                     | 항공기 기종<br>AIRCRAFT TYPE | ex) B787-8  |
| 발생위치<br>POSITION       | ex) 10NM North of ATOTI on Y722     |                         |             |
| 발생내용<br>DESCRIPTION    | Describe the situation with details |                         |             |
| 보고자 소속<br>ORGANIZATION | ex) OOO AIR                         |                         |             |

**INTENTIONALLY**

**LEFT**

**BLANK**



3. AD

3.1 RKSI

| Name-code designator<br>[pronunciation] |       |      |          |       | Coordinates      | ATS route or<br>other route | Remarks |
|-----------------------------------------|-------|------|----------|-------|------------------|-----------------------------|---------|
| 1                                       |       |      |          |       | 2                | 3                           | 4       |
| △                                       | ANBOG | 5LNC | [anbɔg]  | [안보그] | 373515N 1262032E | IAP                         | RKSI    |
| ◇                                       | ATKON | 5LNC | [ætɕɔn]  | [앳콘]  | 374000N 1261823E | IAP                         | RKSI    |
| △                                       | BATAP | 5LNC | [batap]  | [바탑]  | 372055N 1263317E | IAP                         | RKSI    |
| ◇                                       | BIRIN | 5LNC | [birin]  | [비린]  | 371438N 1263910E | IAP                         | RKSI    |
| ◇                                       | BITIM | 5LNC | [bitim]  | [비팀]  | 374048N 1262436E | IAP, STAR                   | RKSI    |
| ◇                                       | BOBIB | 5LNC | [bobib]  | [보빱]  | 370532N 1270359E | STAR                        | RKSI    |
| ◇                                       | BODEK | 5LNC | [bɔdek]  | [보덱]  | 372237N 1262942E | IAP                         | RKSI    |
| ◇                                       | BOPKI | 5LNC | [bɔpki]  | [뽽키]  | 365432N 1264630E | STAR                        | RKSI    |
| ◇                                       | DALKA | 5LNC | [dalka]  | [달카]  | 371736N 1263430E | IAP                         | RKSI    |
| ◇                                       | ELGUK | 5LNC | [elguk]  | [엘국]  | 371959N 1254525E | STAR                        | RKSI    |
| ◇                                       | ELMAP | 5LNC | [elmap]  | [엘맵]  | 371616N 1271115E | STAR                        | RKSI    |
| ◇                                       | ENBUK | 5LNC | [enbu:k] | [엔북]  | 372331N 1263119E | IAP                         | RKSI    |
| △                                       | ENPIL | 5LNC | [enpil]  | [엔필]  | 370939N 1264334E | IAP, STAR                   | RKSI    |
| △                                       | GOKAK | 5LNC | [gɔkak]  | [고각]  | 372102N 1263331E | IAP                         | RKSI    |
| ◇                                       | HANEE | 5LNC | [ha:ni]  | [하니]  | 373105N 1261829E | VAP                         | RKSI    |
| ◇                                       | IGPER | 5LNC | [igper]  | [익펠]  | 373133N 1262410E | VAP                         | RKSI    |
| ◇                                       | IPKOL | 5LNC | [ipkɔl]  | [입콜]  | 373707N 1261707E | IAP                         | RKSI    |
| ◇                                       | KAGOK | 5LNC | [kagɔk]  | [카곡]  | 371344N 1263734E | IAP                         | RKSI    |
| ◇                                       | KIDAB | 5LNC | [kidab]  | [키답]  | 372323N 1263105E | IAP                         | RKSI    |
| ◇                                       | LEGUN | 5LNC | [ligʌn]  | [리건]  | 371814N 1263539E | IAP                         | RKSI    |
| ◇                                       | LENBI | 5LNC | [lenbi]  | [렌비]  | 371728N 1263416E | IAP                         | RKSI    |
| ◇                                       | MUMUT | 5LNC | [mu:mut] | [무뭇]  | 373131N 1262351E | VAP                         | RKSI    |
| ◇                                       | MUNAN | 5LNC | [mu:nan] | [무난]  | 373409N 1261153E | IAP, STAR                   | RKSI    |
| ◇                                       | NIPUT | 5LNC | [nipu:t] | [니풋]  | 371352N 1263748E | IAP                         | RKSI    |
| ◇                                       | NODUN | 5LNC | [nɔdʌn]  | [노던]  | 371110N 1272028E | STAR                        | RKSI    |
| ◇                                       | NOPEN | 5LNC | [nɔpen]  | [노펜]  | 373254N 1262259E | IAP                         | RKSI    |
| ◇                                       | NUTBO | 5LNC | [notbo]  | [넛보]  | 373038N 1262459E | VAP                         | RKSI    |
| ◇                                       | OLKIK | 5LNC | [ɔlkik]  | [올킵]  | 373700N 1261654E | IAP                         | RKSI    |
| ◇                                       | OLTEM | 5LNC | [ɔltem]  | [올템]  | 374018N 1262046E | IAP                         | RKSI    |
| ◇                                       | OSERI | 5LNC | [ɔseri]  | [오세리] | 373159N 1262122E | IAP                         | RKSI    |
| ◇                                       | PAMBI | 5LNC | [pambi]  | [팜비]  | 371054N 1263234E | IAP, STAR                   | RKSI    |
| ◇                                       | PIBAK | 5LNC | [pibak]  | [피박]  | 371822N 1263552E | IAP                         | RKSI    |
| ◇                                       | PIKAR | 5LNC | [pikar]  | [피카]  | 373033N 1262446E | VAP                         | RKSI    |
| ◇                                       | PIPAN | 5LNC | [pipan]  | [피판]  | 372245N 1262956E | IAP                         | RKSI    |
| ◇                                       | POMIM | 5LNC | [pomim]  | [포뎀]  | 371724N 1260822E | STAR                        | RKSI    |
| △                                       | POSEP | 5LNC | [pɔsep]  | [포셉]  | 372822N 1261322E | IAP                         | RKSI    |
| ◇                                       | POSOK | 5LNC | [pɔsɔk]  | [포속]  | 371430N 1263857E | IAP                         | RKSI    |
| ◇                                       | PUDIM | 5LNC | [pu:dim] | [푸뎀]  | 373754N 1261830E | IAP                         | RKSI    |
| ◇                                       | RUMRI | 5LNC | [ru:mri] | [룸리]  | 373213N 1262130E | IAP                         | RKSI    |
| △                                       | SAKOS | 5LNC | [sakɔs]  | [사코스] | 373522N 1262046E | IAP                         | RKSI    |
| ◇                                       | SANLA | 5LNC | [sanla]  | [산라]  | 371339N 1262039E | STAR                        | RKSI    |
| ◇                                       | SEGBO | 5LNC | [sægbo]  | [세그보] | 373122N 1262200E | VAP                         | RKSI    |
| ◇                                       | TASUR | 5LNC | [tasu:r] | [타수르] | 373746N 1261816E | IAP                         | RKSI    |
| ◇                                       | TESIK | 5LNC | [tesik]  | [테식]  | 371617N 1265435E | STAR                        | RKSI    |
| ◇                                       | UPROR | 5LNC | [u:prɔr] | [움로어] | 373246N 1262245E | IAP                         | RKSI    |

Change : Establishment of HANEE.

OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 8/25  
Effective : 1600UTC 3 SEP 2025

| Name-code designator<br>[pronunciation]                                             |              |       |          |      | Coordinates      | ATS route or<br>other route | Remarks |
|-------------------------------------------------------------------------------------|--------------|-------|----------|------|------------------|-----------------------------|---------|
| 1                                                                                   |              |       |          |      | 2                | 3                           | 4       |
|    | <b>UPSOM</b> | 5LNC  | [u:psom] | [웁숨] | 372839N 1271904E | STAR                        | RKSI    |
|    | <b>AD020</b> | 5ANNC | -        | -    | 373445N 1262119E | SID                         | RKSI    |
|    | <b>AD050</b> | 5ANNC | -        | -    | 373447N 1261231E | SID                         | RKSI    |
|    | <b>AP140</b> | 5ANNC | -        | -    | 372417N 1254521E | SID                         | RKSI    |
|    | <b>CD120</b> | 5ANNC | -        | -    | 370728N 1263731E | SID                         | RKSI    |
|    | <b>CG050</b> | 5ANNC | -        | -    | 372218N 1263507E | SID                         | RKSI    |
|    | <b>CG100</b> | 5ANNC | -        | -    | 371616N 1263744E | SID                         | RKSI    |
|    | <b>CG101</b> | 5ANNC | -        | -    | 371707N 1265322E | SID                         | RKSI    |
|    | <b>CG130</b> | 5ANNC | -        | -    | 371006N 1265843E | SID                         | RKSI    |
|    | <b>CG200</b> | 5ANNC | -        | -    | 365529N 1270944E | SID                         | RKSI    |
|    | <b>CK099</b> | 5ANNC | -        | -    | 372021N 1271452E | SID                         | RKSI    |
|    | <b>CK100</b> | 5ANNC | -        | -    | 371823N 1270721E | SID                         | RKSI    |
|    | <b>CP100</b> | 5ANNC | -        | -    | 370812N 1263036E | SID                         | RKSI    |
|    | <b>CW001</b> | 5ANNC | -        | -    | 371047N 1262004E | STAR                        | RKSI    |
|    | <b>CW002</b> | 5ANNC | -        | -    | 370652N 1262107E | STAR                        | RKSI    |
|    | <b>CW003</b> | 5ANNC | -        | -    | 370336N 1262401E | STAR                        | RKSI    |
|    | <b>CW004</b> | 5ANNC | -        | -    | 370130N 1262816E | STAR                        | RKSI    |
|    | <b>CW005</b> | 5ANNC | -        | -    | 370054N 1263312E | STAR                        | RKSI    |
|   | <b>DC031</b> | 5ANNC | -        | -    | 373644N 1262948E | STAR                        | RKSI    |
|  | <b>DC032</b> | 5ANNC | -        | -    | 373323N 1263428E | STAR                        | RKSI    |
|  | <b>DC035</b> | 5ANNC | -        | -    | 373301N 1262535E | STAR                        | RKSI    |
|  | <b>DC036</b> | 5ANNC | -        | -    | 372940N 1263015E | STAR                        | RKSI    |
|  | <b>DC037</b> | 5ANNC | -        | -    | 372902N 1264032E | STAR                        | RKSI    |
|  | <b>DC039</b> | 5ANNC | -        | -    | 372619N 1263455E | STAR                        | RKSI    |
|  | <b>DE030</b> | 5ANNC | -        | -    | 370227N 1264758E | STAR                        | RKSI    |
|  | <b>DE031</b> | 5ANNC | -        | -    | 371111N 1265902E | STAR                        | RKSI    |
|  | <b>DH002</b> | 5ANNC | -        | -    | 373000N 1262308E | IAP                         | RKSI    |
|  | <b>DH017</b> | 5ANNC | -        | -    | 373054N 1261448E | STAR                        | RKSI    |
|  | <b>DH020</b> | 5ANNC | -        | -    | 372738N 1261743E | STAR                        | RKSI    |
|  | <b>DH021</b> | 5ANNC | -        | -    | 373040N 1260545E | STAR                        | RKSI    |
|  | <b>DH022</b> | 5ANNC | -        | -    | 372724N 1260840E | STAR                        | RKSI    |
|  | <b>DH023</b> | 5ANNC | -        | -    | 372422N 1262038E | STAR                        | RKSI    |
|  | <b>DH024</b> | 5ANNC | -        | -    | 372409N 1261135E | STAR                        | RKSI    |
|  | <b>DH027</b> | 5ANNC | -        | -    | 372053N 1261430E | STAR                        | RKSI    |
|  | <b>DH028</b> | 5ANNC | -        | -    | 372710N 1255937E | STAR                        | RKSI    |
|  | <b>DH029</b> | 5ANNC | -        | -    | 372355N 1260232E | STAR                        | RKSI    |
|  | <b>DH030</b> | 5ANNC | -        | -    | 372039N 1260527E | STAR                        | RKSI    |
|  | <b>DH034</b> | 5ANNC | -        | -    | 371408N 1261117E | STAR                        | RKSI    |
|  | <b>DH047</b> | 5ANNC | -        | -    | 370220N 1263058E | STAR                        | RKSI    |
|  | <b>DH050</b> | 5ANNC | -        | -    | 370144N 1263723E | STAR                        | RKSI    |
|  | <b>DH989</b> | 5ANNC | -        | -    | 371855N 1261959E | IAP                         | RKSI    |
|  | <b>DH993</b> | 5ANNC | -        | -    | 372113N 1262453E | IAP                         | RKSI    |
|  | <b>DY019</b> | 5ANNC | -        | -    | 371112N 1263948E | IAP                         | RKSI    |
|  | <b>DY037</b> | 5ANNC | -        | -    | 365613N 1265308E | STAR                        | RKSI    |
|  | <b>DY994</b> | 5ANNC | -        | -    | 372727N 1261908E | IAP                         | RKSI    |
|  | <b>EG020</b> | 5ANNC | -        | -    | 373332N 1262225E | SID                         | RKSI    |

Change : Page control.



| Name-code designator<br>[pronunciation] |       |       |   |   | Coordinates      | ATS route or<br>other route | Remarks |
|-----------------------------------------|-------|-------|---|---|------------------|-----------------------------|---------|
| 1                                       |       |       |   |   | 2                | 3                           | 4       |
| ◇                                       | EG040 | 5ANNC | - | - | 373827N 1262039E | SID                         | RKSI    |
| ◇                                       | EG055 | 5ANNC | - | - | 374013N 1262650E | SID                         | RKSI    |
| ◇                                       | EG070 | 5ANNC | - | - | 373829N 1263249E | SID                         | RKSI    |
| ◇                                       | EG140 | 5ANNC | - | - | 372448N 1264827E | SID                         | RKSI    |
| ◇                                       | EG160 | 5ANNC | - | - | 371912N 1265345E | SID                         | RKSI    |
| ◇                                       | GC001 | 5ANNC | - | - | 373016N 1262519E | IAP                         | RKSI    |
| ◇                                       | GC003 | 5ANNC | - | - | 373129N 1262414E | IAP                         | RKSI    |
| ◇                                       | GC020 | 5ANNC | - | - | 374122N 1262900E | STAR                        | RKSI    |
| ◇                                       | GC026 | 5ANNC | - | - | 373925N 1263528E | STAR                        | RKSI    |
| △                                       | GC034 | 5ANNC | - | - | 372151N 1262718E | STAR                        | RKSI    |
| ◇                                       | GC036 | 5ANNC | - | - | 373244N 1264445E | STAR                        | RKSI    |
| ◇                                       | GC071 | 5ANNC | - | - | 372939N 1272514E | STAR                        | RKSI    |
| ◇                                       | GC072 | 5ANNC | - | - | 372001N 1272512E | STAR                        | RKSI    |
| △                                       | GC966 | 5ANNC | - | - | 371753N 1261858E | IAP                         | RKSI    |
| ◇                                       | GC980 | 5ANNC | - | - | 371743N 1263710E | IAP                         | RKSI    |
| ◇                                       | GC989 | 5ANNC | - | - | 372637N 1263854E | IAP                         | RKSI    |
| ◇                                       | GC999 | 5ANNC | - | - | 372813N 1262708E | IAP                         | RKSI    |
| ◇                                       | GE008 | 5ANNC | - | - | 372057N 1263336E | IAP                         | RKSI    |
| ◇                                       | GE016 | 5ANNC | - | - | 372050N 1264122E | STAR                        | RKSI    |
| ◇                                       | GE017 | 5ANNC | - | - | 371734N 1264415E | STAR                        | RKSI    |
| ◇                                       | GE019 | 5ANNC | - | - | 371206N 1264124E | IAP                         | RKSI    |
| ◇                                       | GE020 | 5ANNC | - | - | 371418N 1264708E | STAR                        | RKSI    |
| ◇                                       | GE022 | 5ANNC | - | - | 372316N 1264540E | STAR                        | RKSI    |
| ◇                                       | GE023 | 5ANNC | - | - | 372027N 1264923E | STAR                        | RKSI    |
| ◇                                       | GE024 | 5ANNC | - | - | 371101N 1265001E | STAR                        | RKSI    |
| ◇                                       | GE027 | 5ANNC | - | - | 370452N 1264747E | STAR                        | RKSI    |
| ◇                                       | GE028 | 5ANNC | - | - | 370744N 1265254E | STAR                        | RKSI    |
| ◇                                       | GE041 | 5ANNC | - | - | 370620N 1270741E | STAR                        | RKSI    |
| ◇                                       | GE046 | 5ANNC | - | - | 371200N 1271858E | STAR                        | RKSI    |
| △                                       | GE973 | 5ANNC | - | - | 372747N 1261329E | IAP                         | RKSI    |
| ◇                                       | GE982 | 5ANNC | - | - | 373645N 1261728E | IAP                         | RKSI    |
| ◇                                       | GE991 | 5ANNC | - | - | 373623N 1262809E | IAP                         | RKSI    |
| ◇                                       | GH034 | 5ANNC | - | - | 371554N 1262738E | STAR                        | RKSI    |
| ◇                                       | HD050 | 5ANNC | - | - | 372309N 1262904E | SID                         | RKSI    |
| ◇                                       | HD100 | 5ANNC | - | - | 371647N 1263113E | SID                         | RKSI    |
| ◇                                       | HD120 | 5ANNC | - | - | 370557N 1263540E | SID                         | RKSI    |
| ◇                                       | HD130 | 5ANNC | - | - | 370144N 1263723E | SID                         | RKSI    |
| ◇                                       | HD140 | 5ANNC | - | - | 365309N 1263729E | SID                         | RKSI    |
| ◇                                       | HP100 | 5ANNC | - | - | 370808N 1262104E | SID                         | RKSI    |
| ◇                                       | HP120 | 5ANNC | - | - | 370759N 1260448E | SID                         | RKSI    |
| ◇                                       | KC001 | 5ANNC | - | - | 373008N 1262505E | IAP                         | RKSI    |
| ◇                                       | KC003 | 5ANNC | - | - | 373121N 1262400E | IAP                         | RKSI    |
| ◇                                       | KC066 | 5ANNC | - | - | 371401N 1271519E | STAR                        | RKSI    |
| ◇                                       | KC067 | 5ANNC | - | - | 372102N 1271904E | STAR                        | RKSI    |

Change : Page control.

| Name-code designator<br>[pronunciation]                                             |       |       |   |   | Coordinates      | ATS route or<br>other route | Remarks |
|-------------------------------------------------------------------------------------|-------|-------|---|---|------------------|-----------------------------|---------|
| 1                                                                                   |       |       |   |   | 2                | 3                           | 4       |
|    | KC999 | 5ANNC | - | - | 372805N 1262654E | IAP                         | RKSI    |
|    | KE008 | 5ANNC | - | - | 372049N 1263322E | IAP                         | RKSI    |
|    | KE019 | 5ANNC | - | - | 371159N 1264111E | IAP                         | RKSI    |
|    | KE035 | 5ANNC | - | - | 371618N 1265823E | STAR                        | RKSI    |
|    | KE044 | 5ANNC | - | - | 372224N 1271641E | STAR                        | RKSI    |
|    | PE029 | 5ANNC | - | - | 370606N 1263527E | STAR                        | RKSI    |
|    | PE048 | 5ANNC | - | - | 371237N 1261329E | STAR                        | RKSI    |
|    | PE054 | 5ANNC | - | - | 371231N 1260535E | STAR                        | RKSI    |
|    | PH002 | 5ANNC | - | - | 373015N 1262316E | IAP                         | RKSI    |
|    | PH036 | 5ANNC | - | - | 371842N 1255449E | STAR                        | RKSI    |
|    | PH037 | 5ANNC | - | - | 371354N 1260215E | STAR                        | RKSI    |
|    | PY019 | 5ANNC | - | - | 371120N 1264001E | IAP                         | RKSI    |
|    | PY037 | 5ANNC | - | - | 370828N 1260325E | STAR                        | RKSI    |
|    | PY049 | 5ANNC | - | - | 370818N 1254805E | STAR                        | RKSI    |
|    | PY980 | 5ANNC | - | - | 371759N 1261409E | IAP                         | RKSI    |
|    | YD020 | 5ANNC | - | - | 373013N 1262208E | SID                         | RKSI    |
|    | YD040 | 5ANNC | - | - | 373030N 1261057E | SID                         | RKSI    |
|    | YD070 | 5ANNC | - | - | 372431N 1260809E | SID                         | RKSI    |
|   | YD100 | 5ANNC | - | - | 371935N 1261514E | SID                         | RKSI    |
|  | YD130 | 5ANNC | - | - | 371140N 1262632E | SID                         | RKSI    |
|  | YD160 | 5ANNC | - | - | 370220N 1263058E | SID                         | RKSI    |
|  | YD190 | 5ANNC | - | - | 365238N 1263410E | SID                         | RKSI    |
|  | YG160 | 5ANNC | - | - | 370719N 1263745E | SID                         | RKSI    |
|  | YK130 | 5ANNC | - | - | 371929N 1262731E | SID                         | RKSI    |
|  | YK170 | 5ANNC | - | - | 371918N 1264239E | SID                         | RKSI    |
|  | YK210 | 5ANNC | - | - | 371905N 1270031E | SID                         | RKSI    |
|  | YP080 | 5ANNC | - | - | 372427N 1255924E | SID                         | RKSI    |

3.2 RKSS

| Name-code designator<br>[pronunciation] |              |       |           |       | Coordinates          | ATS route or<br>other route | Remarks |
|-----------------------------------------|--------------|-------|-----------|-------|----------------------|-----------------------------|---------|
| 1                                       |              |       |           |       | 2                    | 3                           | 4       |
| △                                       | <b>APOMO</b> | 5LNC  | [əpomo]   | [어포모] | 372720.9N 1271104.4E | IAP                         | RKSS    |
| △                                       | <b>BUMSI</b> | 5LNC  | [bəmsi]   | [범시]  | 371510.2N 1271009.6E | STAR, IAP                   | RKSS    |
| △                                       | <b>CAVOI</b> | 5LNC  | [kavoi]   | [카보이] | 373202.0N 1263337.0E | IAP                         | RKSS    |
| △                                       | <b>DOKDO</b> | 5LNC  | [dokdo]   | [독도]  | 373617.1N 1263307.1E | STAR, IAP                   | RKSS    |
| ◇                                       | <b>DUDOT</b> | 5LNC  | [du:dot]  | [두닷]  | 372912N 1264200E     | STAR                        | RKSS    |
| ◇                                       | <b>LEGAk</b> | 5LNC  | [ligak]   | [리각]  | 370321.0N 1244951.1E | STAR                        | RKSS    |
| ◇                                       | <b>MOBAK</b> | 5LNC  | [mobak]   | [모박]  | 372404.7N 1265925.2E | IAP                         | RKSS    |
| ◇                                       | <b>NOGUB</b> | 5LNC  | [nogəp]   | [노겍]  | 372052N 1270326E     | IAP                         | RKSS    |
| ◇                                       | <b>PUDUB</b> | 5LNC  | [pju:dəp] | [푸답]  | 372027N 1270337E     | IAP                         | RKSS    |
| ◇                                       | <b>SUNEM</b> | 5LNC  | [su:nem]  | [수넴]  | 371700.6N 1265021.9E | STAR, IAP                   | RKSS    |
| ◇                                       | <b>SUPOM</b> | 5LNC  | [su:pom]  | [수품]  | 372147N 1271217E     | STAR                        | RKSS    |
| ◇                                       | <b>UPDET</b> | 5LNC  | [ʌpdet]   | [업뎃]  | 365552N 1265511E     | SID                         | RKSS    |
| ◇                                       | <b>UPKIG</b> | 5LNC  | [ʌpkig]   | [업킵]  | 370126N 1271916E     | SID                         | RKSS    |
| ◇                                       | <b>WONKO</b> | 5LNC  | [wəŋkə]   | [원코]  | 372402N 1265908E     | IAP                         | RKSS    |
| ◇                                       | <b>DT006</b> | 5ANNC | -         | -     | 372843N 1265317E     | IAP                         | RKSS    |
| ◇                                       | <b>DT007</b> | 5ANNC | -         | -     | 372745N 1265430E     | IAP                         | RKSS    |
| ◇                                       | <b>DT009</b> | 5ANNC | -         | -     | 372636N 1265556E     | IAP                         | RKSS    |
| ◇                                       | <b>DT034</b> | 5ANNC | -         | -     | 371647N 1272118E     | STAR                        | RKSS    |
| ◇                                       | <b>DT038</b> | 5ANNC | -         | -     | 371349N 1272640E     | STAR                        | RKSS    |
| ◇                                       | <b>DT043</b> | 5ANNC | -         | -     | 365746N 1271501E     | STAR                        | RKSS    |
| ◇                                       | <b>DT993</b> | 5ANNC | -         | -     | 373808N 1264140E     | IAP                         | RKSS    |
| ◇                                       | <b>DU002</b> | 5ANNC | -         | -     | 373546N 1264427E     | IAP                         | RKSS    |
| ◇                                       | <b>DU004</b> | 5ANNC | -         | -     | 373659N 1264254E     | IAP                         | RKSS    |
| ◇                                       | <b>DU009</b> | 5ANNC | -         | -     | 374032N 1263826E     | IAP                         | RKSS    |
| ◇                                       | <b>DU018</b> | 5ANNC | -         | -     | 373410N 1263027E     | STAR                        | RKSS    |
| ◇                                       | <b>DU022</b> | 5ANNC | -         | -     | 372954N 1263548E     | STAR                        | RKSS    |
| ◇                                       | <b>DU030</b> | 5ANNC | -         | -     | 372728N 1264809E     | STAR                        | RKSS    |
| ◇                                       | <b>DU063</b> | 5ANNC | -         | -     | 371349N 1272640E     | STAR                        | RKSS    |
| ◇                                       | <b>DU987</b> | 5ANNC | -         | -     | 372509N 1264614E     | IAP                         | RKSS    |
| ◇                                       | <b>DU994</b> | 5ANNC | -         | -     | 372955N 1265158E     | IAP                         | RKSS    |
| ◇                                       | <b>GT006</b> | 5ANNC | -         | -     | 372842N 1265339E     | IAP                         | RKSS    |
| ◇                                       | <b>GT007</b> | 5ANNC | -         | -     | 372747N 1265447E     | IAP                         | RKSS    |
| ◇                                       | <b>GT009</b> | 5ANNC | -         | -     | 372639N 1265612E     | IAP                         | RKSS    |
| ◇                                       | <b>GT044</b> | 5ANNC | -         | -     | 371015N 1273305E     | STAR                        | RKSS    |
| ◇                                       | <b>GU002</b> | 5ANNC | -         | -     | 373554N 1264437E     | IAP                         | RKSS    |
| ◇                                       | <b>GU004</b> | 5ANNC | -         | -     | 373707N 1264305E     | IAP                         | RKSS    |
| ◇                                       | <b>GU009</b> | 5ANNC | -         | -     | 374040N 1263837E     | IAP                         | RKSS    |
| ◇                                       | <b>GU069</b> | 5ANNC | -         | -     | 371015N 1273305E     | STAR                        | RKSS    |
| ◇                                       | <b>KT018</b> | 5ANNC | -         | -     | 372542N 1270511E     | IAP                         | RKSS    |
| ◇                                       | <b>KT033</b> | 5ANNC | -         | -     | 372048N 1271717E     | STAR                        | RKSS    |
| ◇                                       | <b>PQ032</b> | 5ANNC | -         | -     | 370918N 1270447E     | STAR                        | RKSS    |
| ◇                                       | <b>PQ058</b> | 5ANNC | -         | -     | 370159N 1263154E     | STAR                        | RKSS    |
| ◇                                       | <b>PQ070</b> | 5ANNC | -         | -     | 370834N 1261423E     | STAR                        | RKSS    |
| ◇                                       | <b>PQ078</b> | 5ANNC | -         | -     | 370828N 1260357E     | STAR                        | RKSS    |
| ◇                                       | <b>PQ091</b> | 5ANNC | -         | -     | 370818N 1254805E     | STAR                        | RKSS    |

Change : Establishment of DUDOT, UPDET, UPKIG and Withdrawal of DU025, DU066.

| Name-code designator<br>[pronunciation] |       |       |   |   | Coordinates      | ATS route or<br>other route | Remarks |
|-----------------------------------------|-------|-------|---|---|------------------|-----------------------------|---------|
| 1                                       |       |       |   |   | 2                | 3                           | 4       |
| ◇                                       | PT017 | 5ANNC | - | - | 372031N 1265451E | IAP                         | RKSS    |
| ◇                                       | PT029 | 5ANNC | - | - | 371401N 1264220E | STAR                        | RKSS    |
| ◇                                       | PT030 | 5ANNC | - | - | 371040N 1270726E | STAR                        | RKSS    |
| ◇                                       | PT041 | 5ANNC | - | - | 370401N 1265436E | STAR                        | RKSS    |
| ◇                                       | PT042 | 5ANNC | - | - | 370840N 1262807E | STAR                        | RKSS    |
| ◇                                       | PT053 | 5ANNC | - | - | 370358N 1263710E | STAR                        | RKSS    |
| ◇                                       | PT054 | 5ANNC | - | - | 370435N 1261454E | STAR                        | RKSS    |
| ◇                                       | PT055 | 5ANNC | - | - | 370842N 1263259E | STAR                        | RKSS    |
| ◇                                       | PT062 | 5ANNC | - | - | 370839N 1262437E | STAR                        | RKSS    |
| ◇                                       | PT075 | 5ANNC | - | - | 370418N 1254750E | STAR                        | RKSS    |
| ◇                                       | PT091 | 5ANNC | - | - | 370818N 1254805E | STAR                        | RKSS    |
| ◇                                       | PU025 | 5ANNC | - | - | 373439N 1262042E | STAR                        | RKSS    |
| ◇                                       | PU029 | 5ANNC | - | - | 372710N 1262012E | STAR                        | RKSS    |
| ◇                                       | PU033 | 5ANNC | - | - | 373226N 1261104E | STAR                        | RKSS    |
| ◇                                       | PU044 | 5ANNC | - | - | 371645N 1260533E | STAR                        | RKSS    |
| ◇                                       | PU046 | 5ANNC | - | - | 372542N 1255709E | STAR                        | RKSS    |
| ◇                                       | PU060 | 5ANNC | - | - | 371813N 1254146E | STAR                        | RKSS    |
| ◇                                       | PU063 | 5ANNC | - | - | 370418N 1254750E | STAR                        | RKSS    |
| ◇                                       | PZ026 | 5ANNC | - | - | 372542N 1263747E | STAR                        | RKSS    |
| ◇                                       | PZ030 | 5ANNC | - | - | 372115N 1263227E | STAR                        | RKSS    |
| ◇                                       | PZ035 | 5ANNC | - | - | 371622N 1262637E | STAR                        | RKSS    |
| ◇                                       | PZ040 | 5ANNC | - | - | 371046N 1261956E | STAR                        | RKSS    |
| ◇                                       | PZ049 | 5ANNC | - | - | 370828N 1260325E | STAR                        | RKSS    |
| ◇                                       | PZ061 | 5ANNC | - | - | 370818N 1254805E | STAR                        | RKSS    |
| ◇                                       | QD040 | 5ANNC | - | - | 373803N 1264134E | SID                         | RKSS    |
| ◇                                       | QD050 | 5ANNC | - | - | 373341N 1263537E | SID                         | RKSS    |
| ◇                                       | QD080 | 5ANNC | - | - | 372841N 1263524E | SID                         | RKSS    |
| ◇                                       | QD090 | 5ANNC | - | - | 372218N 1263507E | SID                         | RKSS    |
| ◇                                       | QD110 | 5ANNC | - | - | 371616N 1263744E | SID                         | RKSS    |
| ◇                                       | QD150 | 5ANNC | - | - | 370240N 1264853E | SID                         | RKSS    |
| ◇                                       | QD160 | 5ANNC | - | - | 365323N 1264911E | SID                         | RKSS    |
| ◇                                       | QG180 | 5ANNC | - | - | 365529N 1270944E | SID                         | RKSS    |
| ◇                                       | QK080 | 5ANNC | - | - | 372445N 1263957E | SID                         | RKSS    |
| ◇                                       | QP079 | 5ANNC | - | - | 372904N 1262645E | SID                         | RKSS    |
| ◇                                       | QP080 | 5ANNC | - | - | 373118N 1263222E | SID                         | RKSS    |
| ◇                                       | QP120 | 5ANNC | - | - | 372436N 1261529E | SID                         | RKSS    |
| ◇                                       | TD040 | 5ANNC | - | - | 373803N 1264134E | SID                         | RKSS    |
| ◇                                       | TD050 | 5ANNC | - | - | 373341N 1263537E | SID                         | RKSS    |
| ◇                                       | TD100 | 5ANNC | - | - | 372419N 1263421E | SID                         | RKSS    |
| ◇                                       | TD120 | 5ANNC | - | - | 371925N 1263541E | SID                         | RKSS    |
| ◇                                       | TD130 | 5ANNC | - | - | 371321N 1263741E | SID                         | RKSS    |
| ◇                                       | TD180 | 5ANNC | - | - | 370103N 1264143E | SID                         | RKSS    |
| ◇                                       | TD200 | 5ANNC | - | - | 365409N 1264359E | SID                         | RKSS    |
| ◇                                       | TK130 | 5ANNC | - | - | 372206N 1265100E | SID                         | RKSS    |
| ◇                                       | TP080 | 5ANNC | - | - | 373118N 1263222E | SID                         | RKSS    |

Change : Page control.

| Name-code designator<br>[pronunciation]                                           |       |       |   |   | Coordinates      | ATS route or<br>other route | Remarks |
|-----------------------------------------------------------------------------------|-------|-------|---|---|------------------|-----------------------------|---------|
| 1                                                                                 |       |       |   |   | 2                | 3                           | 4       |
|  | TP120 | 5ANNC | - | - | 372436N 1261529E | SID                         | RKSS    |
|  | UD050 | 5ANNC | - | - | 373002N 1265159E | SID                         | RKSS    |
|  | UD060 | 5ANNC | - | - | 372217N 1265505E | SID                         | RKSS    |
|  | UD080 | 5ANNC | - | - | 371403N 1270209E | SID                         | RKSS    |
|  | UD100 | 5ANNC | - | - | 370526N 1265851E | SID                         | RKSS    |
|  | UG100 | 5ANNC | - | - | 370624N 1270814E | SID                         | RKSS    |
|  | UG130 | 5ANNC | - | - | 365746N 1271501E | SID                         | RKSS    |
|  | UP050 | 5ANNC | - | - | 372342N 1265429E | SID                         | RKSS    |
|  | UP059 | 5ANNC | - | - | 372444N 1263538E | SID                         | RKSS    |
|  | UP060 | 5ANNC | - | - | 372131N 1264609E | SID                         | RKSS    |
|  | UP100 | 5ANNC | - | - | 372439N 1262224E | SID                         | RKSS    |
|  | ZD080 | 5ANNC | - | - | 371346N 1270543E | SID                         | RKSS    |
|  | ZD100 | 5ANNC | - | - | 370827N 1271142E | SID                         | RKSS    |
|  | ZD119 | 5ANNC | - | - | 364930N 1265641E | SID                         | RKSS    |
|  | ZD120 | 5ANNC | - | - | 370214N 1271141E | SID                         | RKSS    |
|  | ZG130 | 5ANNC | - | - | 365902N 1271630E | SID                         | RKSS    |



Change : Withdrawal of UD160.

3.3 RKPC

| Name-code designator<br>[pronunciation] |       |       |            |       | Coordinates      | ATS route or<br>other route | Remarks |
|-----------------------------------------|-------|-------|------------|-------|------------------|-----------------------------|---------|
| 1                                       |       |       |            |       | 2                | 3                           | 4       |
| △                                       | AKBIN | 5LNC  | [akbin]    | [악빈]  | 333122N 1261455E | IAP                         | RKPC    |
| ◇                                       | ATIMO | 5LNC  | [atimo]    | [아티모] | 332352N 1264351E | SID                         | RKPC    |
| ◇                                       | BIROM | 5LNC  | [birom]    | [비롬]  | 334734N 1262310E | STAR                        | RKPC    |
| ◇                                       | CHUJA | 5LNC  | [chuja]    | [추자]  | 335947N 1263500E | STAR                        | RKPC    |
| ◇                                       | DAKPI | 5LNC  | [dakpi]    | [닥피]  | 332412N 1255319E | STAR                        | RKPC    |
| ◇                                       | DOKVU | 5LNC  | [dokbu]    | [독부]  | 335450N 1270019E | STAR                        | RKPC    |
| ◇                                       | DUKAL | 5LNC  | [dukai]    | [두칼]  | 333859N 1264539E | STAR, IAP                   | RKPC    |
| ◇                                       | KIBEK | 5LNC  | [kibek]    | [키벡]  | 340323N 1271003E | STAR                        | RKPC    |
| ◇                                       | LEDIN | 5LNC  | [ledin]    | [레딘]  | 333242N 1261015E | SID, STAR                   | RKPC    |
| ◇                                       | LIDVO | 5LNC  | [lidbo]    | [리드보] | 333216N 1270813E | STAR                        | RKPC    |
| ◇                                       | LIMSO | 5LNC  | [limso]    | [림소]  | 332503N 1261831E | IAP                         | RKPC    |
| △◇                                      | LOTKA | 5LNC  | [loka]     | [로카]  | 332111N 1260652E | IAP                         | RKPC    |
| ◇                                       | MANBA | 5LNC  | [manba]    | [만바]  | 334340N 1261924E | STAR                        | RKPC    |
| ◇                                       | MEXER | 5LNC  | [mæksə(r)] | [맥서]  | 332728N 1262312E | SID                         | RKPC    |
| ◇                                       | NUSLO | 5LNC  | [nuslo]    | [누슬로] | 331600N 1264012E | STAR                        | RKPC    |
| ◇                                       | OLLEH | 5LNC  | [ollæ]     | [올래]  | 335742N 1264427E | SID                         | RKPC    |
| ◇                                       | OMKEL | 5LNC  | [omkel]    | [옴켈]  | 334316N 1264108E | IAP                         | RKPC    |
| ◇                                       | PALRI | 5LNC  | [palri]    | [팔리]  | 333827N 1264437E | SID                         | RKPC    |
| △◇                                      | PETAA | 5LNC  | [peta]     | [페타]  | 333118N 1265534E | IAP                         | RKPC    |
| ◇                                       | PIMIK | 5LNC  | [pimik]    | [피믹]  | 331526N 1255851E | STAR                        | RKPC    |
| ◇                                       | RENEK | 5LNC  | [renek]    | [레넥]  | 333339N 1263513E | IAP                         | RKPC    |
| ◇                                       | TEWOO | 5LNC  | [tæu]      | [태우]  | 332715N 1262247E | IAP                         | RKPC    |
| ◇                                       | TOKIN | 5LNC  | [tokin]    | [토킨]  | 333622N 1264032E | IAP                         | RKPC    |
| ◇                                       | TOREN | 5LNC  | [toren]    | [토렌]  | 334837N 1263958E | SID                         | RKPC    |
| ◇                                       | VEKDI | 5LNC  | [bekdi]    | [벡디]  | 335723N 1265509E | STAR                        | RKPC    |
| ◇                                       | YUMIN | 5LNC  | [yumin]    | [유민]  | 332726N 1261316E | STAR, IAP                   | RKPC    |
| ◇                                       | PC401 | 5ANNC | -          | -     | 332825N 1262502E | IAP                         | RKPC    |
| ◇                                       | PC403 | 5ANNC | -          | -     | 332244N 1261403E | IAP                         | RKPC    |
| ◇                                       | PC621 | 5ANNC | -          | -     | 334427N 1261329E | STAR                        | RKPC    |
| ◇                                       | PC622 | 5ANNC | -          | -     | 334346N 1260733E | STAR                        | RKPC    |
| ◇                                       | PC623 | 5ANNC | -          | -     | 334140N 1260206E | STAR                        | RKPC    |
| ◇                                       | PC624 | 5ANNC | -          | -     | 333820N 1255738E | STAR                        | RKPC    |
| ◇                                       | PC625 | 5ANNC | -          | -     | 333403N 1255432E | STAR                        | RKPC    |
| ◇                                       | PC626 | 5ANNC | -          | -     | 332912N 1255303E | STAR                        | RKPC    |
| ◇                                       | PC628 | 5ANNC | -          | -     | 331928N 1255518E | STAR                        | RKPC    |
| ◇                                       | PC682 | 5ANNC | -          | -     | 335117N 1270434E | STAR                        | RKPC    |
| ◇                                       | PC683 | 5ANNC | -          | -     | 334659N 1270738E | STAR                        | RKPC    |
| ◇                                       | PC684 | 5ANNC | -          | -     | 334210N 1270918E | STAR                        | RKPC    |
| ◇                                       | PC685 | 5ANNC | -          | -     | 333710N 1270930E | STAR                        | RKPC    |
| ◇                                       | PC735 | 5ANNC | -          | -     | 333324N 1263931E | STAR                        | RKPC    |
| ◇                                       | PC761 | 5ANNC | -          | -     | 335917N 1263457E | STAR                        | RKPC    |
| ◇                                       | PC762 | 5ANNC | -          | -     | 335757N 1264911E | STAR                        | RKPC    |
| ◇                                       | PC763 | 5ANNC | -          | -     | 340323N 1270044E | STAR                        | RKPC    |
| ◇                                       | PC764 | 5ANNC | -          | -     | 332450N 1265138E | STAR                        | RKPC    |

## ENR 5. NAVIGATION WARNING

### ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

#### 1.1 PROHIBITED AREAS

| Identification, name and lateral limits                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Upper limit<br>Lower limit<br>(ft) | Remarks<br>(time of activity, type of restriction, nature of hazard,<br>risk of interception)                                                                                                                                                                                                                                                                                                                                                 |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 2                                  | 3                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>RK P73 SEOUL</b><br>Area connecting the outlines of circles with a radius of 2 miles centered on center 1 and center 2<br>* Center 1 : 373209N 1265838E<br>* Center 2 : 373232N 1265943E                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | UNL<br>GND                         | Refer to ENR 1.2(Flight Procedures in the vicinity of RK P73, Air Control Procedures, etc.)<br><br>The commander of Capital Defence command.                                                                                                                                                                                                                                                                                                  |
| <b>RK P518W KOREAN TACTICAL ZONE(WEST)</b><br>380000N 1240900E - 380000N 1245100E - eastward along the Northern Limit line -<br>374255N 1260633E - 374213N 1260951E -<br>373900N 1261000E - 373000N 1255000E -<br>373000N 1243800E - to the beginning                                                                                                                                                                                                                                                                                                                                                                                                                                                   | UNL<br>GND                         | Demilitarized zone<br><br>MCRC/FOC<br><br>VMC-IMC                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>RK P518 KOREAN TACTICAL ZONE</b><br>The area between Demarcation and the line formed by the following point;<br><br>373900N 1261000E - 374300N 1264100E -<br>373800N 1265300E - 375800N 1274000E -<br>380400N 1283100E - 380800N 1283200E -<br>381200N 1283600E - to coast-line<br><br><b>CIVIL CORRIDOR</b><br>a. This corridor is operable 0700 thru 1200 UTC for weekdays and 0300 thru 1200 UTC for Saturday, Sunday and ROK holidays.<br><br>b. This corridor may be closed without prior coordination with ATC when DEFCON-III is declared or required by urgent military situation.<br><br>374100N 1264400E - 374200N 1265100E -<br>374500N 1270000E - 374300N 1270500E -<br>373000N 1273100E | UNL<br>GND                         | Demilitarized zone<br><br>MCRC/FOC<br><br>VMC-IMC<br><br>Incheon Airport Instrument Flight Procedures Protected Area (S1) as follows :<br><br>374153N 1261628E - 374336N 1262933E -<br>374208N 1263410E - 373936N 1261436E -<br>374028N 1261446E - 374153N 1261628E<br><br>ALT : 1 600 ft - 6 000 ft AMSL<br><br><b>Restriction</b> : Controlled IFR aircraft by Seoul Approach can only use this area.<br>VFR aircraft do not use this area. |
| <b>RK P518E KOREAN TACTICAL ZONE(EAST)</b><br>383800N 1282200E - 383800N 1283800E -<br>382200N 1284700E - 381600N 1283300E - northward along the eastern coast line to the beginning                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | UNL<br>GND                         | Demilitarized zone<br><br>MCRC/FOC<br><br>VMC-IMC                                                                                                                                                                                                                                                                                                                                                                                             |

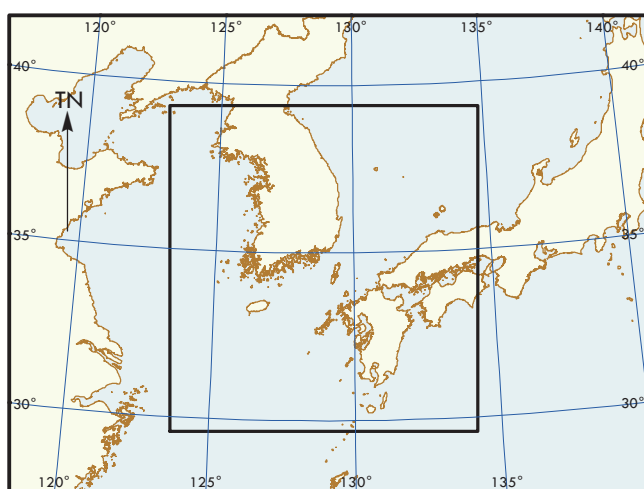
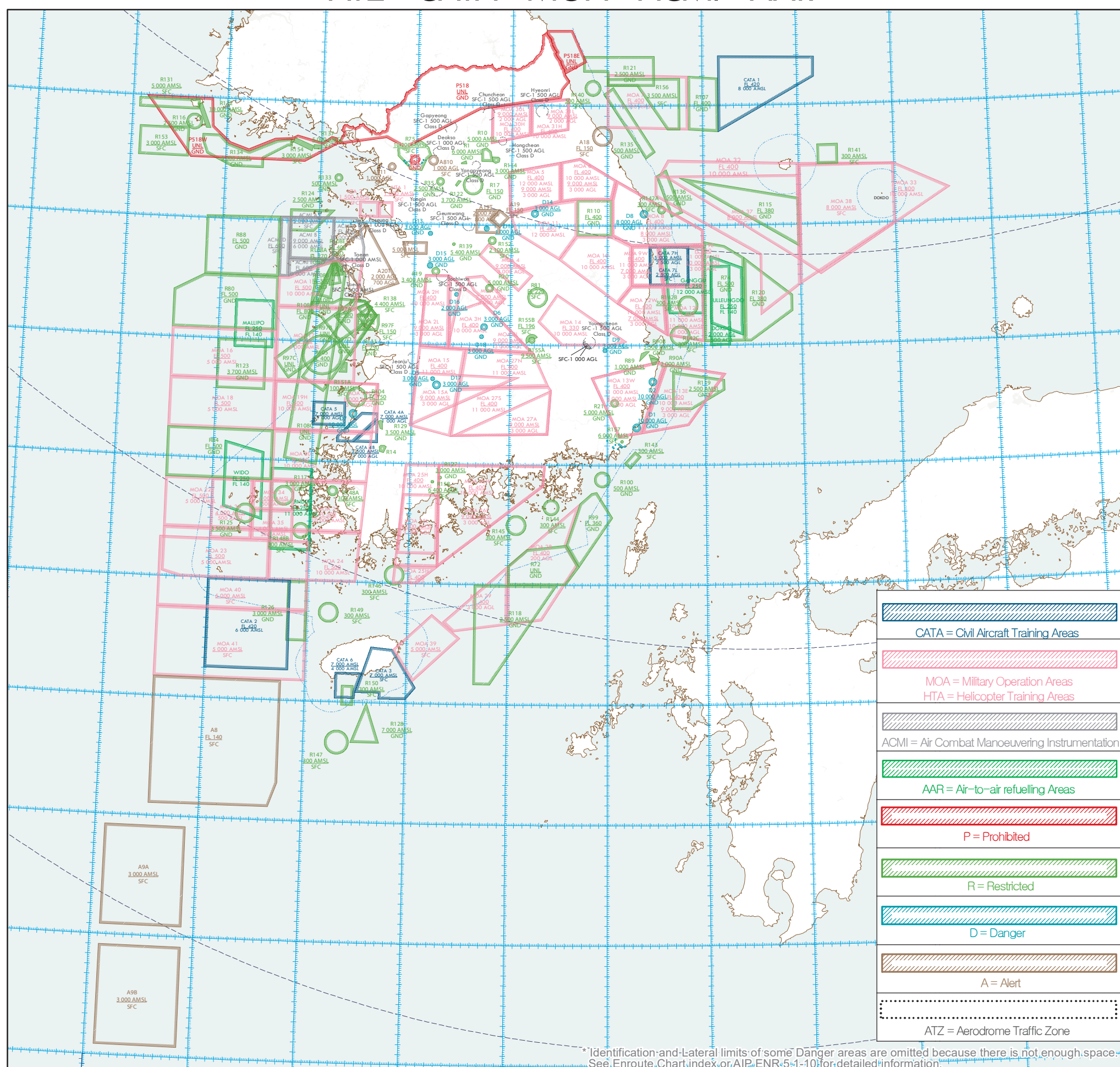
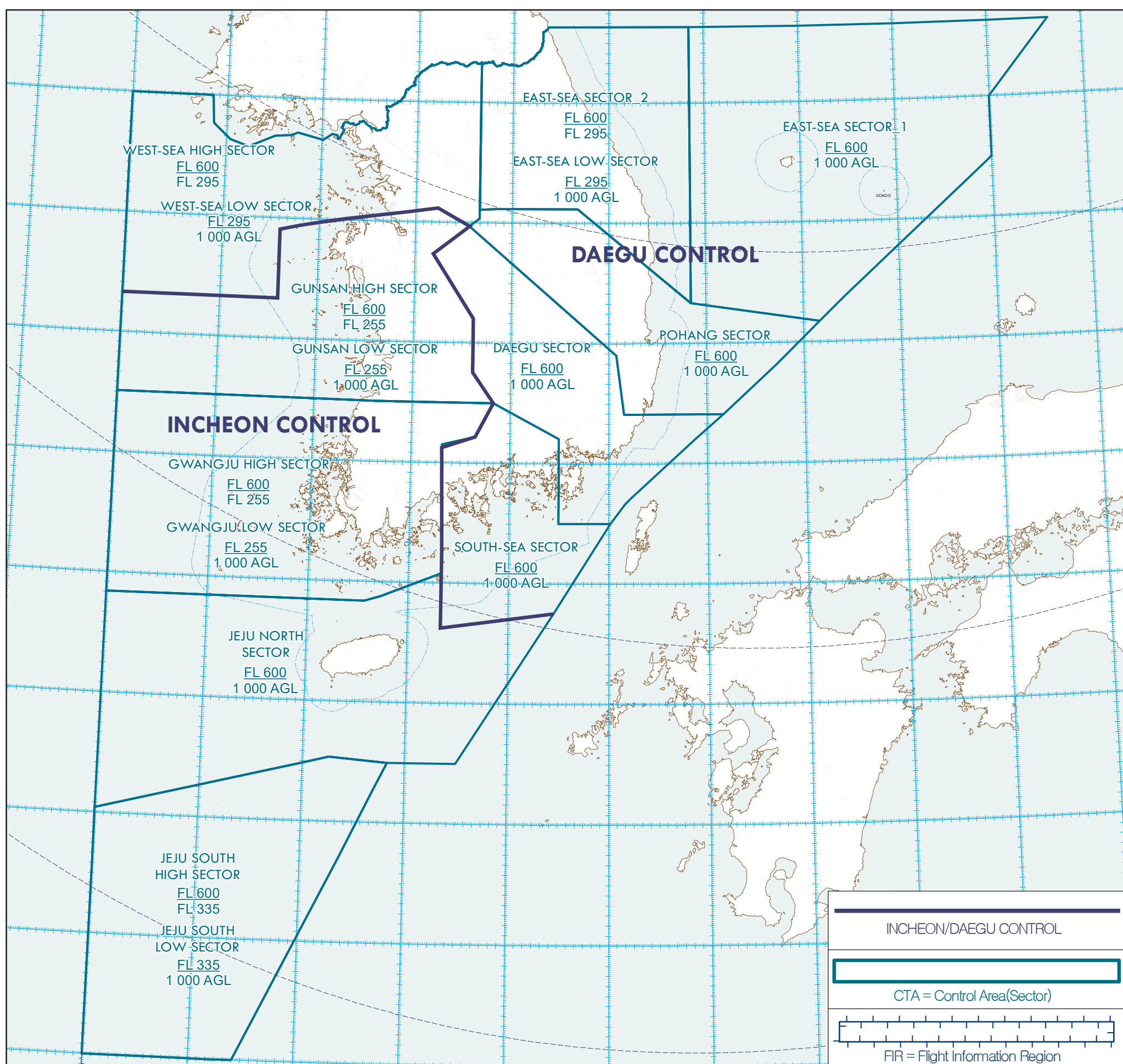


1.2 RESTRICTED AREAS

| Identification, name and lateral limits<br>1                                                                                                                                                           | Upper limit<br>Lower limit<br>(ft)<br>2 | Remarks<br>(time of activity, type of restriction, nature of hazard,<br>risk of interception)<br>3                                                                        |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>RK R1 YONGMUN</b><br>373114.0N 1272813.3E - 373212.1N 1273114.2E -<br>373042.1N 1273147.1E - 373042.1N 1272813.2E -<br>to the beginning                                                             | <u>6 000</u><br>GND                     | Ground to ground high angle firing<br>FROKA G-3 AIR<br>Mon-Fri<br>2300-0800 UTC<br>VMC-IMC                                                                                |
| <b>RK R10 MAEBONG</b><br>373800N 1274100E - 373900N 1274400E -<br>373700N 1274700E - 373200N 1274800E -<br>373200N 1274100E - to the beginning                                                         | <u>5 000</u><br>GND                     | Ground to ground high angle firing<br>FROKA G-3 AIR<br>Mon-Sat<br>Cont<br>VMC-IMC                                                                                         |
| <b>RK R14 PYEONGDONG</b><br>350900N 1264200E - 350900N 1264400E -<br>350816.62N 1264526.78E - 350518.43N 1264346.35E -<br>350600N 1264100E - 350746N 1264117E -<br>350806N 1264056E - to the beginning | By NOTAM                                | Ground to ground firing<br>ROKAF Kwangju App<br>by NOTAM<br>VMC-IMC                                                                                                       |
| <b>RK R17 YEOJU</b><br>A circle radius 5 NM centered on 372010N 1273552E                                                                                                                               | <u>FL 150</u><br>GND                    | Air to ground firing<br>ROKAF AFOC/DOT<br>AOC Suwon AB<br>Cont 2100-1500 UTC<br>VMC-IMC                                                                                   |
| <b>RK R19 JOCHIWON</b><br>A circle radius 2 NM centered on 363640N 1271328E                                                                                                                            | <u>3 400</u><br>GND                     | Ground to ground high angle firing<br>SROKA G-3AIR<br>by NOTAM<br>VMC-IMC                                                                                                 |
| <b>RK R20 BOEUN</b><br>A circle radius 2 NM centered on 362836N 1274700E                                                                                                                               | <u>5 000</u><br>GND                     | Ground to ground high angle firing<br>SROKA G-3AIR<br>by NOTAM<br>VMC-IMC                                                                                                 |
| <b>RK R21 EONYANG</b><br>A circle radius 2 NM centered on 353118N 1290430E                                                                                                                             | <u>5 000</u><br>GND                     | Ground to ground high angle firing<br>SROKA G-3AIR<br>by NOTAM<br>VMC-IMC                                                                                                 |
| <b>RK R35 MAESANRI</b><br>A circle radius 2 NM centered on 372138N 1271523E                                                                                                                            | <u>2 500</u><br>GND                     | High density PARA DROP training<br>ROKA SWC/DO<br>Cont<br>VMC-IMC                                                                                                         |
| <b>RK R72 YOKJIDO</b><br>340941N 1280000E - 341801N 1281127E -<br>341800N 1283500E - 342012N 1283514E -<br>340913N 1284311E - 340000N 1283500E -<br>340000N 1280000E - to the beginning                | <u>UNL</u><br>GND                       | Surface to surface, Surface to air and Air to surface<br>firing<br>ROKN 3rd Fleet/DO<br>by NOTAM<br>VMC-IMC                                                               |
| <b>RK R74 DONG-HAE-NAM-BU</b><br>365200N 1300000E - 365000N 1301300E -<br>364400N 1302500E - 360200N 1302500E -<br>360200N 1300000E - to the beginning                                                 | <u>FL 500</u><br>GND                    | Air to air firing<br>ROKAF AFOC/DOT<br>Cont<br>VMC<br><br>Exclude A586/Y579 ATS routes area during<br>it's operational hours*<br>* Refer to ENR 3.1-2(A586) & 3.2-6(Y579) |

Change : Information of lateral limits for RK R14.





**Effective : 1600UTC 3 SEP 2025**

\* The information contained is based on Aeronautical Information Publication

## TIME : UTC, ALT : Feet

| DANGER AREAS              |                           |                           |                           |
|---------------------------|---------------------------|---------------------------|---------------------------|
| RK D1<br>QND-1 0.000 AGL  | RK D14<br>QND-3 0.000 AGL | RK D22<br>QND-1 8.000 AGL | RK D30<br>QND-1 9.000 AGL |
| RK D2<br>QND-1 0.000 AGL  | RK D15<br>QND-3 0.000 AGL | RK D23<br>QND-1 8.000 AGL | RK D31<br>QND-1 9.000 AGL |
| RK D3<br>QND-1 0.000 AGL  | RK D16<br>QND-3 0.000 AGL | RK D24<br>QND-1 8.000 AGL | RK D32<br>QND-1 9.000 AGL |
| RK D5<br>QND-3 0.000 AMSL | RK D17<br>QND-3 0.000 AGL | RK D25<br>QND-1 5.000 AGL | RK D33<br>QND-1 5.000 AGL |
| RK D7<br>QND-1 0.000 AMSL | RK D18<br>QND-3 0.000 AGL | RK D26<br>QND-1 8.000 AGL | RK D34<br>QND-1 8.000 AGL |
| RK D8<br>QND-8 0.000 AGL  | RK D19<br>QND-1 0.000 AGL | RK D27<br>QND-1 9.000 AGL | RK D35<br>QND-2 2.000 AGL |
| RK D9<br>QND-3 0.000 AGL  | RK D20<br>QND-3 0.000 AGL | RK D28<br>QND-1 8.000 AGL | RK D36<br>QND-1 2.000 AGL |
| RK D13<br>QND-1 0.000 AGL | RK D21<br>QND-3 0.000 AGL | RK D29<br>QND-1 8.000 AGL | RK D37<br>QND-1 8.000 AGL |

|                                                                     |                                                                  |                                                                       |                                                                       |
|---------------------------------------------------------------------|------------------------------------------------------------------|-----------------------------------------------------------------------|-----------------------------------------------------------------------|
| <b>RK A2</b><br>SFC-5 000 MSL<br>MON-FRI 2300-1300<br>SAT 2300-0400 | <b>RK A19</b><br>SFC-FL 150<br>DAILY 2100-1400<br>VMC            | <b>RK A20T</b><br>700 AGL-2000 AGL<br>MON-SAT                         | <b>RK AB11</b><br>SFC-1 000 AGL<br>MON-FRI 2300-1300<br>SAT 2300-0400 |
| <b>RK A18</b><br>SFC-FL 150<br>MON-SAT                              | <b>RK A19T</b><br>800 AGL-2000 AGL<br>DAILY 2300-0900<br>IMC-VMC | <b>RK AB10</b><br>SFC-1 000 AGL<br>MON-FRI 2300-1300<br>SAT 2300-0400 | <b>RK AB</b><br>SFC-FL 140<br>By NOTAM                                |
| <b>RK A9A</b><br>SFC-3000 AMSL<br>By NOTAM                          | <b>RK A9B</b><br>SFC-3000 AMSL<br>By NOTAM                       |                                                                       |                                                                       |

|                                       |                |               |                |
|---------------------------------------|----------------|---------------|----------------|
| <b>CATA 1</b>                         | <b>CATA 4A</b> | <b>CATA 5</b> | <b>CATA 7L</b> |
| FL 420                                | 7 000 AMSL     | 7 000 AMSL    | 2 500 AGL      |
| 8 000 AGL                             | 1 000 AGL      | 1 000 AGL     | SFC            |
| 2100-1300                             | Hi (By NOTAM)  | Hi (By NOTAM) | H24            |
| <b>CATA 2</b>                         | <b>CATA 4B</b> | <b>CATA 6</b> | <b>CATA 7H</b> |
| FL 420                                | 3 500 AMSL     | 7 000 AMSL    | 5 000 AMSL     |
| 6 000 AMSL                            | 1 000 AGL      | 4 000 AMSL    | 2 500 AGL      |
| 2100-1300 (By NOTAM)                  | Hi (By NOTAM)  | 2100-1300     | By NOTAM       |
| <b>CATA 3</b>                         |                |               |                |
| 7 000 AMSL                            |                |               |                |
| SFC                                   |                |               |                |
| 2100-1300                             |                |               |                |
| <b>MILITARY OPERATION AREAS (MOA)</b> |                |               |                |

|                              |                              |                              |                              |
|------------------------------|------------------------------|------------------------------|------------------------------|
| <b>MOA 1</b><br>11 000 AXEL  | <b>MOA 9F</b><br>11 000 AXEL | <b>MOA 19S</b><br>5 000 AXEL | <b>MOA 30L</b><br>5 000 AXEL |
| <b>MOA 2H</b><br>11 000 AXEL | <b>MOA 10</b><br>11 000 AXEL | <b>MOA 19H</b><br>5 000 AXEL | <b>MOA 30H</b><br>5 000 AXEL |
| <b>MOA 2L</b><br>11 000 AXEL | <b>MOA 11</b><br>12 000 AXEL | <b>MOA 20</b><br>10 000 AXEL | <b>MOA 31L</b><br>5 000 AXEL |
| <b>MOA 3A</b><br>5 000 AXEL  | <b>MOA 12W</b><br>5 000 AXEL | <b>MOA 21</b><br>10 000 AXEL | <b>MOA 31H</b><br>5 000 AXEL |
| <b>MOA 3B</b><br>5 000 AXEL  | <b>MOA 13</b><br>11 000 AXEL | <b>MOA 22</b><br>5 000 AXEL  | <b>MOA 32</b><br>10 000 AXEL |
| <b>MOA 3H</b><br>10 000 AXEL | <b>MOA 12E</b><br>5 000 AXEL | <b>MOA 23</b><br>5 000 AXEL  | <b>MOA 33</b><br>10 000 AXEL |
| <b>MOA 4</b><br>10 000 AXEL  | <b>MOA 14</b><br>11 000 AXEL | <b>MOA 24</b><br>5 000 AXEL  | <b>MOA 34</b><br>10 000 AXEL |
| <b>MOA 5</b><br>5 000 AXEL   | <b>MOA 15W</b><br>5 000 AXEL | <b>MOA 25L</b><br>5 000 AXEL | <b>MOA 35</b><br>5 000 AXEL  |
| <b>MOA 5L</b><br>5 000 AXEL  | <b>MOA 16</b><br>11 000 AXEL | <b>MOA 26H</b><br>5 000 AXEL | <b>MOA 36</b><br>5 000 AXEL  |
| <b>MOA 6</b><br>5 000 AXEL   | <b>MOA 13E</b><br>5 000 AXEL | <b>MOA 26H</b><br>8 000 AXEL | <b>MOA 37</b><br>5 000 AXEL  |
| <b>MOA 6L</b><br>5 000 AXEL  | <b>MOA 15</b><br>11 000 AXEL | <b>MOA 27</b><br>8 000 AXEL  | <b>MOA 38</b><br>5 000 AXEL  |
| <b>MOA 6L</b><br>5 000 AXEL  | <b>MOA 16L</b><br>5 000 AXEL | <b>MOA 28</b><br>5 000 AXEL  | <b>MOA 39</b><br>5 000 AXEL  |
| <b>MOA 7</b><br>10 000 AXEL  | <b>MOA 14</b><br>10 000 AXEL | <b>MOA 28H</b><br>5 000 AXEL | <b>MOA 40</b><br>5 000 AXEL  |
| <b>MOA 8</b><br>5 000 AXEL   | <b>MOA 15A</b><br>5 000 AXEL | <b>MOA 27N</b><br>5 000 AXEL | <b>MOA 41</b><br>5 000 AXEL  |
| <b>MOA 8</b><br>5 000 AXEL   | <b>MOA 13</b><br>11 000 AXEL | <b>MOA 27S</b><br>5 000 AXEL | <b>MOA 42</b><br>5 000 AXEL  |
| <b>MOA 9E</b><br>11 000 AXEL | <b>MOA 16</b><br>5 000 AXEL  | <b>MOA 27A</b><br>5 000 AXEL | <b>HTA 1</b><br>5 000 AXEL   |
| <b>MOA 9L</b><br>11 000 AXEL | <b>MOA 17</b><br>5 000 AXEL  | <b>MOA 28</b><br>5 000 AXEL  | <b>HTA 2</b><br>5 000 AXEL   |
| <b>MOA 9L</b><br>5 000 AXEL  | <b>MOA 18</b><br>5 000 AXEL  | <b>MOA 29</b><br>5 000 AXEL  | <b>MOA 43</b><br>5 000 AXEL  |
| <b>MOA 9W</b><br>5 000 AXEL  | <b>MOA 18</b><br>5 000 AXEL  | <b>MOA 29</b><br>5 000 AXEL  |                              |

|                                                                                               |                                        |                                |                                        |
|-----------------------------------------------------------------------------------------------|----------------------------------------|--------------------------------|----------------------------------------|
| <b>ACMI A</b><br>1,000 AMSL<br>500 AGL<br>SFC<br><br><b>ACMI B</b><br>9,000 AMSL<br>6,000 AGL | <b>ACMI C</b><br>FL 600<br>12,000 AMSL | <b>ACMI D</b><br>FL 600<br>SFC | <b>ACMI E</b><br>FL 600<br>12,000 AMSL |
|-----------------------------------------------------------------------------------------------|----------------------------------------|--------------------------------|----------------------------------------|

| AIR-TO-AIR REFUELLING AREAS             |                                       |                                 |                                      |
|-----------------------------------------|---------------------------------------|---------------------------------|--------------------------------------|
| <b>DOKDO</b><br>FL 2,000 AGL<br>500 AGL | <b>MAILPO</b><br>FL 140<br>FL 140     | <b>WIDO</b><br>FL 140<br>FL 140 | <b>ULLEUNGDO</b><br>FL 250<br>FL 140 |
| <b>GANGGU</b><br>FL 250<br>12,000 AMSL  | <b>JINDO</b><br>FL 250<br>17,000 AMSL |                                 |                                      |

| AERODROME TRAFFIC ZONE (ATZ)                    |                                                 |                                                 |                                                |
|-------------------------------------------------|-------------------------------------------------|-------------------------------------------------|------------------------------------------------|
| <b>Gyeongsang</b><br>SFC - 1,000 AGL<br>Class D | <b>Yongin</b><br>SFC - 1,000 AGL<br>Class D     | <b>Cheoncheon</b><br>SFC - 1,000 AGL<br>Class D | <b>Taejeon 2</b><br>SFC - 1,000 AGL<br>Class D |
| <b>Tongyeong</b><br>SFC - 1,000 AGL<br>Class D  | <b>Jeonju</b><br>SFC - 1,000 AGL<br>Class D     | <b>Seokpo</b><br>SFC - 1,000 AGL<br>Class D     | <b>Pyeongang</b><br>SFC - 1,000 AGL<br>Class D |
| <b>Yonghaeng</b><br>SFC - 1,000 AGL<br>Class D  | <b>Tonghaeng</b><br>SFC - 1,000 AGL<br>Class D  | <b>Jach'hae</b><br>SFC - 1,000 AGL<br>Class D   |                                                |
| <b>Yuseong</b><br>SFC - 1,000 AGL<br>Class D    | <b>Gyeongsang</b><br>SFC - 1,000 AGL<br>Class D | <b>Taejeon 1</b><br>SFC - 1,000 AGL<br>Class D  |                                                |

|                                               |                                               |                                         |                                         |
|-----------------------------------------------|-----------------------------------------------|-----------------------------------------|-----------------------------------------|
| DOKDO                                         | MALLIPO                                       | WIDO                                    | ULLEUNGDO                               |
| $\frac{2\ 000\ \text{AGL}}{500\ \text{AGL}}$  | $\frac{\text{FL } 250}{\text{FL } 140}$       | $\frac{\text{FL } 250}{\text{FL } 140}$ | $\frac{\text{FL } 250}{\text{FL } 140}$ |
| GANGGU                                        | JINDO                                         |                                         |                                         |
| $\frac{\text{FL } 250}{12\ 000\ \text{AMSL}}$ | $\frac{\text{FL } 250}{11\ 000\ \text{AMSL}}$ |                                         |                                         |

|                                                 |                                                |                                               |                                             |
|-------------------------------------------------|------------------------------------------------|-----------------------------------------------|---------------------------------------------|
| <b>Gyeongyeong</b><br>SFC: 1 500 AGL<br>Class D | <b>Yongin</b><br>SFC: 1 500 AGL<br>Class D     | <b>Chuncheon</b><br>SFC: 1 500 AGL<br>Class D | <b>Team 2</b><br>SFC: 1 000 AMSL<br>Class D |
| <b>Yangpyeong</b><br>SFC: 1 500 AGL<br>Class D  | <b>Jeonju</b><br>SFC: 1 500 AGL<br>Class D     | <b>Deokso</b><br>SFC: 1 500 AGL<br>Class D    | <b>Poseong</b><br>SFC: 1 000 AGL<br>Class D |
| <b>Hongcheon</b><br>SFC: 1 500 AGL<br>Class D   | <b>Youngcheon</b><br>SFC: 1 500 AGL<br>Class D | <b>Jechiwon</b><br>SFC: 1 500 AGL<br>Class D  |                                             |
| <b>Hyeyon</b><br>SFC: 1 500 AGL<br>Class D      | <b>Gumwang</b><br>SFC: 1 500 AGL<br>Class D    | <b>Team 1</b><br>SFC: 1 500 AMSL<br>Class D   |                                             |

| Type of Category | Class | Designated areas and altitude                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Type of flight | Separation provided                         | Service provided                                                                                        | Radio Communication requirement | Subject to on A/C clearance |
|------------------|-------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|---------------------------------------------|---------------------------------------------------------------------------------------------------------|---------------------------------|-----------------------------|
|                  | A     | <p>• All airways from above FL 200 to FL 600*</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | IFR            | All aircraft                                | ATC service                                                                                             | Continuous two-way              | Yes                         |
|                  | B     | <p>• Incheon airport*</p> <p>- Within 5 NM radius of 372742N 1262621E including areas which are extended northbound from</p> <p>373156N 1261525E - 373721N 12625500E - 373241N 1262713E - 372852N 1262003E - 373156N 1261525E, and southbound from</p> <p>372247N 1265226E - 372654N 1263222E - 372339N 1263710E - 371815N 1262736E - 372247N 1262526E (SFC - 10 000 ft AMSL).</p> <p>- Within 5 - 10 NM including other areas which are extended northbound from</p> <p>373454N 1261246E - 374019N 1262221E - 373721N 12625500E - 373156N 1261525E - 373454N 1261246E, and southbound from</p> <p>371815N 1262736E - 372339N 1263710E - 371917N 1264102E - 371353N 1263128E - 371815N 1262736E (1 000 ft AGL - 10 000 ft AMSL)</p> <p>- Within 10 - 20 NM (5 000 ft AGL - 10 000 ft AMSL)</p> <p>• Gimpo airport*</p> <p>- Within 5 NM radius of 373325N 1264751E including areas which are extended northbound from</p> <p>372648N 1263926E - 373944N 1264310E - 373803N 1264518E - 373438N 1264142E - 373646N 1263926E, and southbound from</p> <p>372840N 1264938E - 373036N 1265525E - 372907N 1265444E - 372652N 1265153E - 372840N 1264938E (SFC - 10 000 ft AMSL)</p> <p>- Within 5 - 10 NM (1 000 ft AGL - 10 000 ft AMSL)</p> <p>- Within 10 - 20 NM (5 000 ft AGL - 10 000 ft AMSL)</p> <p>• Jeju Airport</p> <p>- A circle, radius 5 NM centered at KPJC ARP (330444N 1262934E) - SFC - 10 000 ft AMSL</p> <p>- 332653N 1262614E - a clockwise arc, radius 5 NM centered at ARP - 330448N 1263532E - 333051N 1264131E - a counterclockwise arc, radius 10 NM centered at ARP - 332251N 1262255E - to the beginning : 1 000 ft AMSL - 10 000 ft AMSL</p> <p>- 332251N 1262255E - a clockwise arc, radius 10 NM centered at ARP - 333051N 1264131E - 332507N 1265228E - a counterclockwise arc, radius 20 NM centered at ARP - 331405N 1261618E - to the beginning : 2 000 ft AMSL - 10 000 ft AMSL</p> | IFR<br>VFR     | All aircraft                                | ATC service                                                                                             | Continuous two-way              | Yes                         |
| Controlled       | C     | <p>• Radius of airports with APP Control**</p> <p>- Within 5 NM (SFC - 5 000 ft AGL)</p> <p>- Within 5 - 10 NM (1 000 ft AGL - 5 000 ft AGL)</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | IFR<br><br>VFR | IFR from IFR<br>VFR from VFR                | ATC service                                                                                             | Continuous two-way              | Yes                         |
|                  | D     | <p>• All airways from MEA up to and including FL 200</p> <p>• Airspace from above 10 000 ft AMSL to FL 185 within Seoul TMA, excluding Class E*</p> <p>• Radius of airports near APP Control***</p> <p>- Within 5 NM (SFC - 5 000 ft AGL or the upper limits altitude of control zone)</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | IFR            | IFR from IFR, IFR from VFR/DO & RADAR (NIL) | • ATC service including traffic information about VFR flights (and traffic avoidance advice on request) | Continuous two-way              | Yes                         |
|                  | E     | <p>• Controlled Airspace except Class A, B, C, and D.</p> <p>- Airspace (Lands and Waters) : 1 000 ft - 60 000 ft from the surface of the earth or sea</p> <p>- Airspace over the high seas : 5 500 ft, from the surface of the sea - 60 000 ft AMSL</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | IFR<br><br>VFR | IFR from IFR<br><br>NIL                     | • ATC service<br>• Traffic information about VFR aircraft as far as practicable                         | Continuous two-way              | Yes                         |
| Un-controlled    |       | <p>• Uncontrolled airspace except Class A, B, C, D and E.</p> <p>- Airspace (Lands and Waters)</p> <p>Below 1 000 ft from the surface of the earth or sea</p> <p>- Airspace over the high seas : Below 5 500 ft from the surface of the sea</p> <p>The airspace above FL 600 to unlimited.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | IFR<br>VFR     | NIL                                         | • Flight information service                                                                            | No                              | No                          |

\* 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 LOA between concerned facilities.

\*\* Gimhae, Gwangju, Sacheon, Daegu, Gangneung, Jungwon, Seosan, Wonju, Yecheon, Gunsan and Pohang (Yeongsu Airports)(11)

\*\*\* Osan, Yangnyeong, Seoul, Cheongju, Suwon, Seongmu, Pyeongtaek, Ulsan, Yeosu, Mokpo, Muan, Ullju, Jeonju, Gyeongju, Incheon, Heejeon, Nonsan and Sakhal Airports(17)

[illegible]

\* The VFR flights crossing Korea ADIZ boundary should include their route, altitude within Korea ADIZ and estimated time to the boundary.

Flight Information Center (FIC)

\* VHF 126.90/135.725, UHF 250.80/258.50/317.55

Route designator — V549  
Magnetic track — 100° — 14 — 282°  
Distance in NM — 10 000  
Upper limit — 7 000 or 6 000  
Minimum flight altitude —

|                         |                     |
|-------------------------|---------------------|
| Route designator        | Y685                |
| Magnetic track          | 133° <b>31</b> 313° |
| Distance in NM          | 10 000              |
| Upper limit             | 7 000 or 8 000      |
| Minimum flight altitude |                     |

CLASS A ————— Airway (FL 200 ABV - FL 600)

CLASS B —————

5 NM Radius

10 NM Radius

CLASS C — 5 NM Radius  
10 NM Radius

CLASS D — 5 NM Radius

CLASS E — Masses 1,000 & AGI

※ CLASS D services are provided to aircraft in the airspace where CLASS C and D airspace overlap.

All airways from FL 200 up to and including FL 600 are CLASS A  
All airways from MEA up to and including FL 200 are CLASS D

Distance in NM from \_\_\_\_\_ 45 44  
associated VOR navigation aid

| Name _____ IGDKOK        |                |
|--------------------------|----------------|
| Reporting Point(REP/WPT) | Compulsory ▲ ◆ |
|                          | On request △ ◇ |

P = Prohibited  
 R = Restricted  
 D = Danger  
 A = Alert

Identification of area  
 Nationality letter  
 Upper limits  
 Lower limits

RK R84  
 10 000 AMSL  
 SFC

RK A18  
 EL 150  
 SFC

\*Nationality letter is omitted for chart clarity.

MOA 18 / ACMI A / DOKDO  
FL 400  
5000 AMSL

To be orientated on the chart in accordance with the alignment of the station (normally Magnetic North)



Note. Additional points of compass may be added as required.

Compass rose to be used as appropriate



symbols:

|         |                                                                                       |
|---------|---------------------------------------------------------------------------------------|
| VOR/DME |  |
| TACAN   |  |
| VORTAC  |  |

NAVAID frequency, Identification or call sign — VOR/DME 113.8  
Geographical coordinates — NCN 33° 29' 42"N  
Elevation of NAVAID site — 126° 25' 49"E  
100 FT

Isogonic line or isogonic 

## National River

## Area Minimum Altitude (AMA)

Example : 5 400 feet ——— **54**



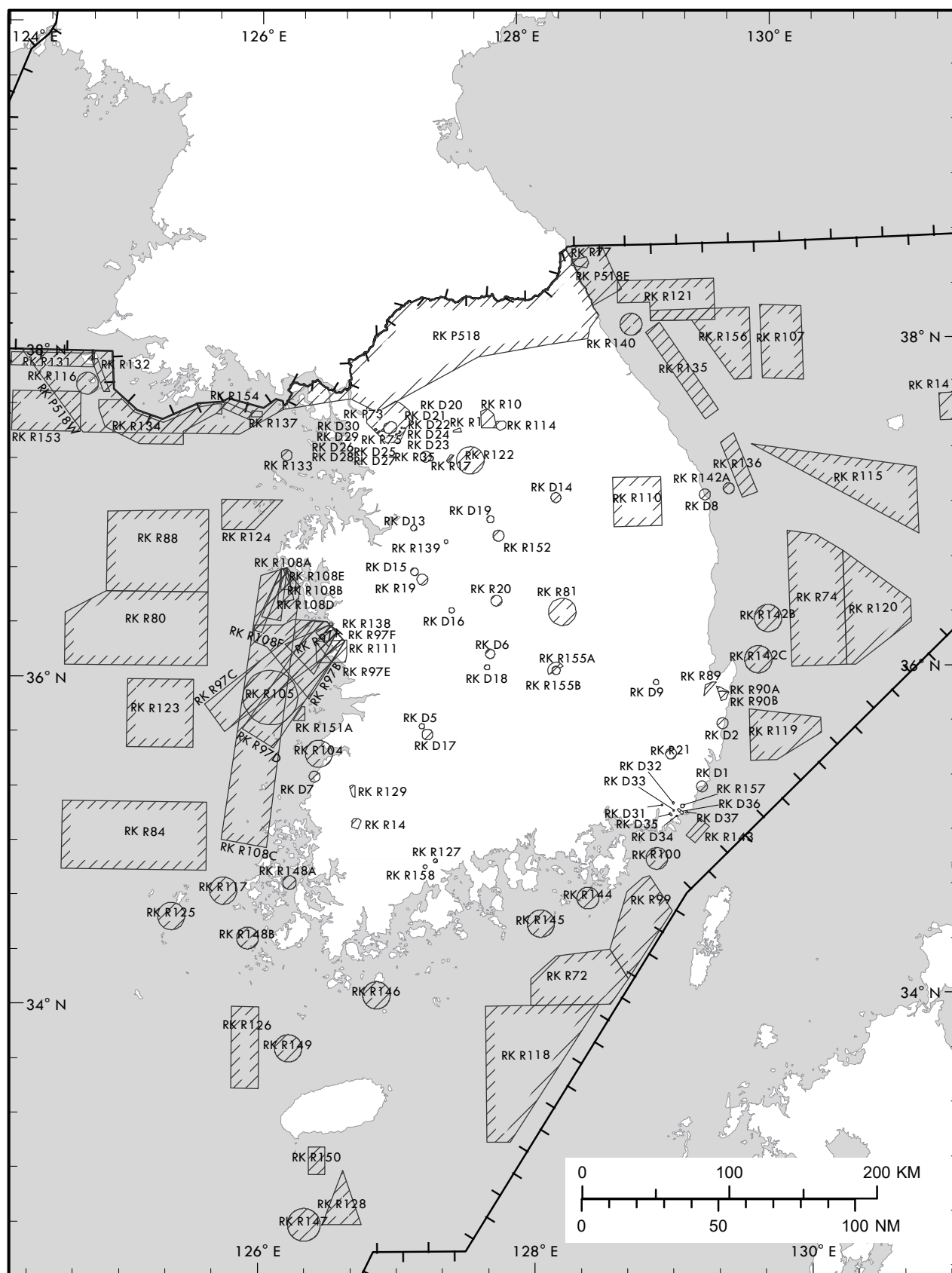




AIR TRAFFIC SERVICES AIRSPACE - INDEX CHART

**TO BE DEVELOPED**

## PROHIBITED, RESTRICTED AND DANGER AREAS - INDEX CHART



Change : Information of lateral limits for RK R14.



CONICAL SURFACE SLOPE 1:20

HORIZONTAL SURFACE

TRANSITIONAL SURFACE 1:7

TRANSITIONAL SURFACE 1:7

TRANSITIONAL SURFACE 1:7

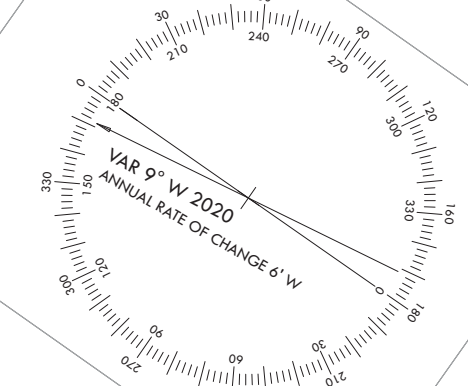
TRANSITIONAL SURFACE 1:7

[illegible]

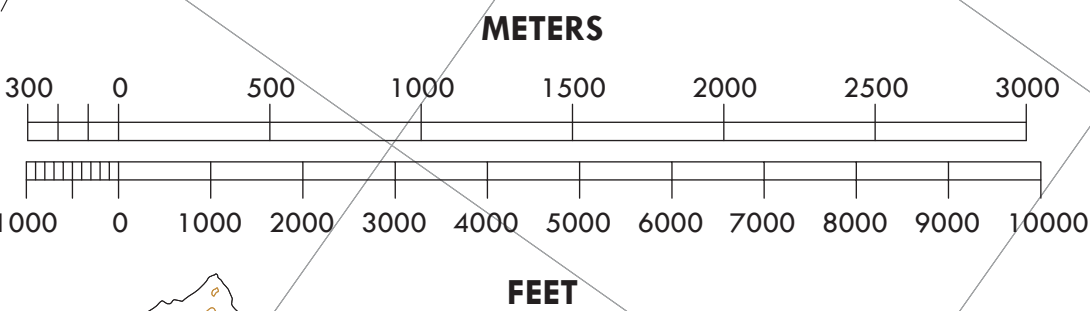
| LEGEND                                |                                                                                     |        |                                                                                     |
|---------------------------------------|-------------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|
| ITEM                                  | SYMBOL                                                                              |        | Identification number                                                               |
|                                       | PLAN                                                                                | NUMBER |                                                                                     |
| AERODROME REFERENCE POINT             |  |        |  |
| 37°27'45"N 126°26'21"E                |                                                                                     |        |                                                                                     |
| NATURAL HIGH POINT (PEAK OR MOUNTAIN) |  |        |                                                                                     |
| POLE, TOWER, PYLON, ANTENNA, ETC      |  |        |                                                                                     |
| BUILDING OR LARGE STRUCTURE           |  |        |                                                                                     |
| ROAD                                  |  |        |                                                                                     |
| RAILROAD                              |  |        |                                                                                     |
| POWER-CABLE                           |  |        |                                                                                     |
| MAGNETIC LEVITATION TRAIN RAILROAD    |  |        |                                                                                     |

## ORDER OF ACCURACY

HORIZONTAL 5 m  
VERTICAL 0.5



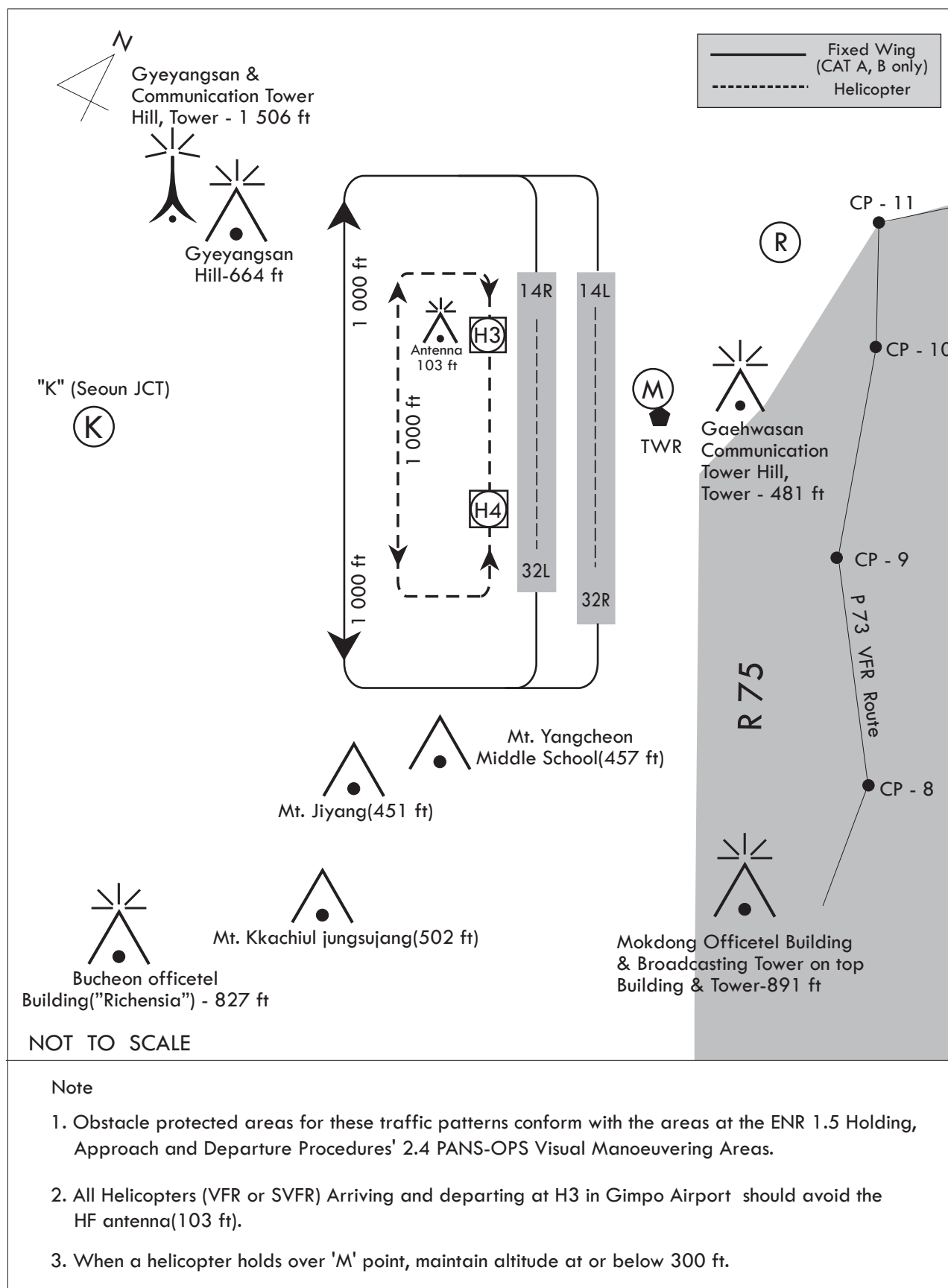
HORIZONTAL SCALE 1 : 25000



| OBSTACLES |                      |               |       |                    |  |
|-----------|----------------------|---------------|-------|--------------------|--|
| NR        | COORDINATES (WGS-84) | ELEV(MSL)     | ITEM  | NOTE               |  |
| 174       | 72°29'20.72"         | 126°29'59.32" | 86.0  | Building           |  |
| 175       | 72°29'19.08"         | 126°29'57.20" | 86.0  | Building           |  |
| 176       | 72°29'19.03"         | 126°29'53.80" | 81.0  | Building           |  |
| 177       | 72°29'20.58"         | 126°29'55.00" | 84.0  | Building           |  |
| 178       | 72°28'50.77"         | 126°30'07.80" | 69.5  | Building           |  |
| 179       | 72°28'49.39"         | 126°30'16.56" | 69.5  | Building           |  |
| 180       | 72°28'48.50"         | 126°30'12.87" | 71.5  | Building           |  |
| 181       | 72°28'47.01"         | 126°30'15.11" | 69.5  | Building           |  |
| 182       | 72°28'48.45"         | 126°30'16.39" | 69.5  | Building           |  |
| 183       | 72°28'50.46"         | 126°30'12.06" | 69.5  | Building           |  |
| 184       | 72°28'51.95"         | 126°30'09.02" | 69.5  | Building           |  |
| 185       | 72°28'52.69"         | 126°30'11.33" | 69.5  | Building           |  |
| 186       | 72°28'53.20"         | 126°30'13.57" | 69.5  | Building           |  |
| 187       | 72°28'51.81"         | 126°30'15.04" | 69.5  | Building           |  |
| 188       | 72°28'49.51"         | 126°30'16.05" | 69.5  | Building           |  |
| 189       | 72°28'49.96"         | 126°30'18.20" | 69.5  | Building           |  |
| 190       | 72°29'26.51"         | 126°29'46.07" | 60.5  | Building           |  |
| 191       | 72°29'29.46"         | 126°29'45.10" | 52.0  | Building           |  |
| 192       | 72°26'53.18"         | 126°25'19.62" | 74.5  | Pole               |  |
| 193       | 72°27'18.59"         | 126°28'58.06" | 70.5  | Pole               |  |
| 194       | 72°27'16.70"         | 126°24'23.65" | 59.0  | Natural High Point |  |
| 195       | 72°27'15.45"         | 126°24'52.90" | 59.0  | Natural High Point |  |
| 196       | 72°27'13.49"         | 126°23'22.91" | 108.0 | Natural High Point |  |
| 197       | 72°26'33.81"         | 126°22'25.71" | 84.0  | Natural High Point |  |
| 198       | 72°27'41.16"         | 126°24'02.76" | 58.0  | Natural High Point |  |
| 199       | 72°28'58.68"         | 126°30'04.70" | 61.0  | Building           |  |
| 200       | 72°28'47.41"         | 126°30'07.08" | 60.0  | Building           |  |
| 201       | 72°28'46.17"         | 126°30'09.07" | 54.5  | Building           |  |
| 202       | 72°28'41.17"         | 126°30'44.01" | 71.5  | Building           |  |
| 203       | 72°28'42.44"         | 126°30'45.05" | 73.5  | Building           |  |
| 204       | 72°28'43.87"         | 126°30'47.32" | 77.5  | Building           |  |
| 205       | 72°28'45.53"         | 126°30'44.42" | 77.5  | Building           |  |
| 206       | 72°28'42.45"         | 126°30'41.96" | 74.5  | Building           |  |
| 207       | 72°28'43.69"         | 126°30'40.05" | 77.5  | Building           |  |
| 208       | 72°28'45.10"         | 126°30'41.10" | 79.0  | Building           |  |
| 209       | 72°28'46.72"         | 126°30'43.09" | 77.5  | Building           |  |
| 210       | 72°28'48.44"         | 126°31'15.50" | 88.5  | Building           |  |
| 211       | 72°28'47.86"         | 126°31'14.54" | 88.5  | Building           |  |
| 212       | 72°28'46.60"         | 126°31'14.17" | 88.5  | Building           |  |
| 213       | 72°28'46.12"         | 126°31'14.61" | 88.5  | Building           |  |
| 214       | 72°28'48.23"         | 126°31'11.16" | 85.5  | Building           |  |
| 215       | 72°28'48.51"         | 126°31'43.32" | 88.5  | Building           |  |
| 216       | 72°28'49.49"         | 126°31'46.96" | 88.5  | Building           |  |
| 217       | 72°28'50.38"         | 126°31'50.83" | 92.0  | Building           |  |
| 218       | 72°28'52.60"         | 126°31'50.49" | 88.5  | Building           |  |
| 219       | 72°28'52.12"         | 126°31'48.35" | 83.0  | Building           |  |
| 220       | 72°28'51.84"         | 126°31'46.13" | 85.5  | Building           |  |
| 221       | 72°28'51.04"         | 126°31'42.60" | 88.5  | Building           |  |
| 222       | 72°28'50.34"         | 126°31'40.56" | 83.0  | Building           |  |
| 223       | 72°28'45.19"         | 126°31'15.81" | 89.5  | Building           |  |
| 224       | 72°28'43.50"         | 126°31'53.25" | 87.0  | Building           |  |
| 225       | 72°28'41.95"         | 126°31'56.99" | 87.0  | Building           |  |
| 226       | 72°28'41.25"         | 126°31'53.83" | 87.0  | Building           |  |
| 227       | 72°28'40.86"         | 126°31'51.28" | 87.0  | Building           |  |
| 228       | 72°28'42.89"         | 126°31'50.25" | 87.0  | Building           |  |
| 229       | 72°28'45.12"         | 126°31'49.81" | 89.5  | Building           |  |
| 230       | 72°29'31.17"         | 126°30'25.60" | 62.0  | Building           |  |
| 231       | 72°29'34.89"         | 126°29'56.89" | 70.0  | Building           |  |
| 232       | 72°28'55.64"         | 126°29'59.88" | 57.0  | Building           |  |
| 233       | 72°28'54.99"         | 126°30'02.25" | 68.5  | Building           |  |
| 234       | 72°28'53.69"         | 126°30'04.43" | 68.5  | Building           |  |
| 235       | 72°28'54.83"         | 126°30'05.41" | 71.5  | Building           |  |
| 236       | 72°28'56.65"         | 126°30'07.12" | 68.5  | Building           |  |
| 237       | 72°28'58.46"         | 126°30'06.99" | 57.5  | Building           |  |
| 238       | 72°28'57.95"         | 126°30'05.26" | 71.5  | Building           |  |
| 239       | 72°30'00.92"         | 126°30'04.71" | 71.5  | Building           |  |
| 240       | 72°28'59.24"         | 126°30'02.64" | 71.5  | Building           |  |
| 241       | 72°30'00.24"         | 126°30'01.30" | 71.5  | Building           |  |
| 242       | 72°28'58.84"         | 126°29'58.84" | 71.5  | Building           |  |
| 243       | 72°28'57.44"         | 126°30'00.90" | 71.5  | Building           |  |
| 244       | 72°29'23.44"         | 126°29'48.71" | 58.0  | Building           |  |
| 245       | 72°29'24.23"         | 126°29'46.71" | 54.5  | Building           |  |
| 246       | 72°29'20.70"         | 126°30'17.96" | 83.0  | Building           |  |
| 247       | 72°29'22.79"         | 126°30'16.99" | 83.0  | Building           |  |
| 248       | 72°29'24.36"         | 126°30'15.17" | 80.0  | Building           |  |
| 249       | 72°29'24.47"         | 126°30'12.20" | 88.5  | Building           |  |
| 250       | 72°29'22.95"         | 126°30'12.21" | 88.5  | Building           |  |
| 251       | 72°29'20.86"         | 126°30'14.16" | 88.5  | Building           |  |
| 252       | 72°29'19.34"         | 126°30'14.26" | 88.5  | Building           |  |
| 253       | 72°29'15.01"         | 126°30'13.73" | 75.0  | Building           |  |
| 254       | 72°29'16.68"         | 126°30'15.69" | 86.0  | Building           |  |
| 255       | 72°29'17.14"         | 126°30'17.77" | 92.0  | Building           |  |
| 256       | 72°29'17.80"         | 126°30'20.81" | 83.5  | Building           |  |
| 257       | 72°29'33.25"         | 126°29'52.76" | 84.5  | Building           |  |
| 258       | 72°26'39.12"         | 126°23'06.76" | 61.5  | Building           |  |
| 259       | 72°31'09.34"         | 126°27'34.32" | 56.0  | Building           |  |
| 260       | 72°26'55.44"         | 126°25'35.07" | 38.0  | Pole               |  |
| 261       | 72°25'07.94"         | 126°24'48.82" | 54.0  | Pole               |  |
| 262       | 72°25'09.32"         | 126°24'47.25" | 60.0  | Pole               |  |
| 263       | 72°27'58.55"         | 126°21'40.44" | 150.0 | Pole               |  |
| 264       | 72°29'39.01"         | 126°29'49.04" | 58.0  | Building           |  |
| 265       | 72°29'41.00"         | 126°29'48.80" | 53.0  | Building           |  |



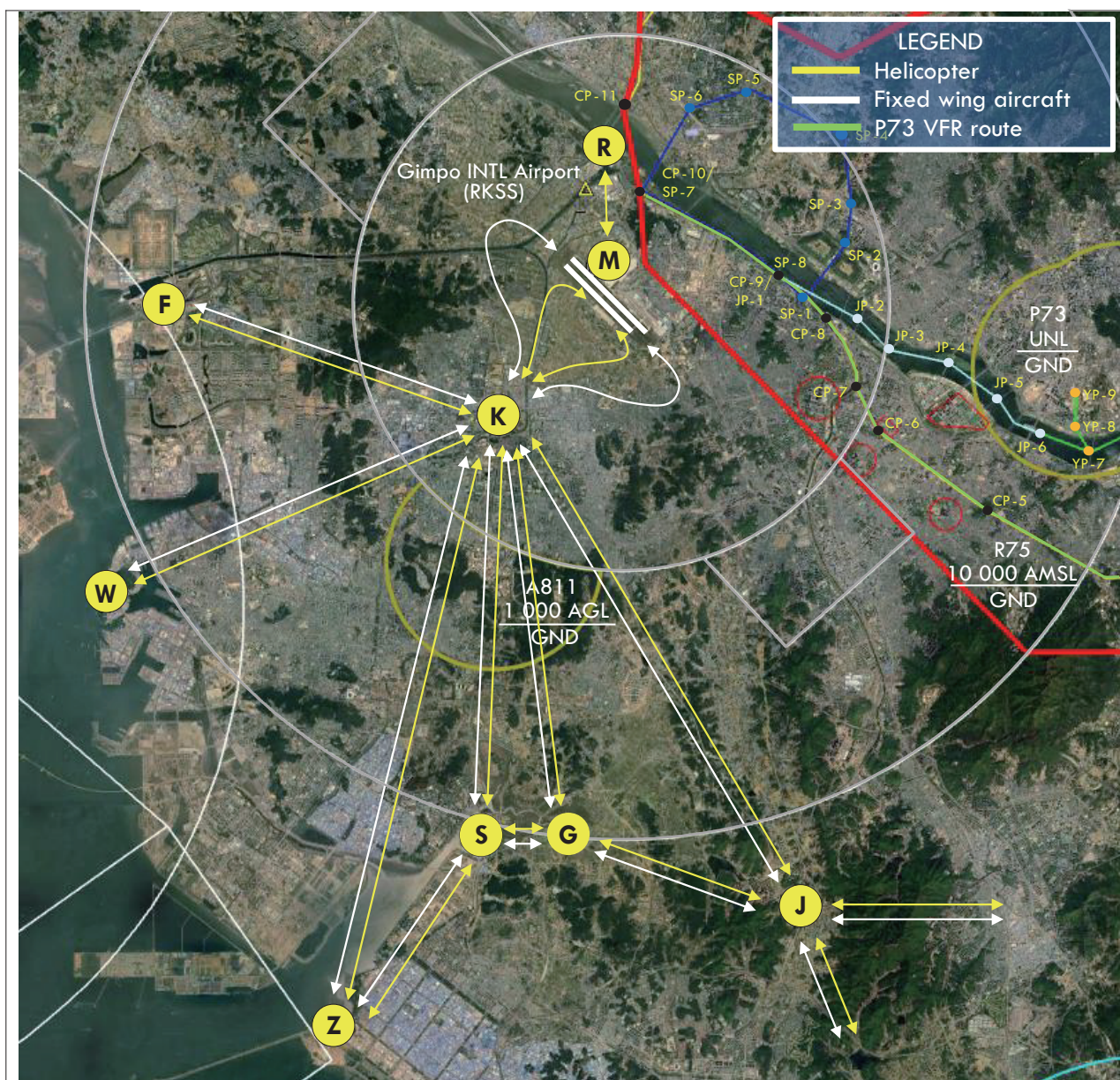
## VFR Traffic Circuits - Gimpo INTL Airport



Change : Withdrawal of VFR reporting point L and Establishment of VFR reporting point R.



# VFR REPORTING POINTS INFORMATION



| Reporting Point | Geographical Name                              | Position                                  | Coordinates(WGS-84) |
|-----------------|------------------------------------------------|-------------------------------------------|---------------------|
| F               | 북인천 IC(Buk-Incheon IC)                         | 10.3 NM NE of Incheon<br>(R 277 KIP/D8.2) | 373319N 1263713E    |
| G               | 생태공원(Eco Park)                                 | 10.0 NM S of Gimpo<br>(R 194 KIP/D9.8)    | 372338N 1264622E    |
| J               | 조남JCT(Jonam JCT)                               | 11.7 NM SSE of Gimpo<br>(R 169 KIP/D12)   | 372213N 1265206E    |
| K               | 서운분기점(Seoun JCT)                               | 3.0 NM SW of Gimpo<br>(R 231 KIP/D3)      | 373125N 1264506E    |
| M               | 김포공항북측농경지<br>(North farmland of Gimpo airport) | 0.7 NM NNE of Gimpo<br>(R 014 KIP/D0.7)   | 373408N 1264737E    |
| R               | 전호산(Jeonho Mountain)                           | 2.8 NM N of Gimpo<br>(R 011 KIP/D2.8)     | 373615N 1264739E    |
| S               | 소래(Sorae)                                      | 10.0 NM SSW of Gimpo<br>(R 201 KIP/D10)   | 372340N 1264439E    |
| W               | 월미도(Wolmido)                                   | 10.9 NM WSW of Gimpo<br>(R 248 KIP/D10.8) | 372810N 1263553E    |
| Z               | 시화방조제(Sihwa Breakwater)                        | 14.2 NM SW of Gimpo<br>(R 200 KIP/D14.3)  | 372000N 1264120E    |

Change : Withdrawal of VFR reporting point L and Establishment of VFR reporting point R.

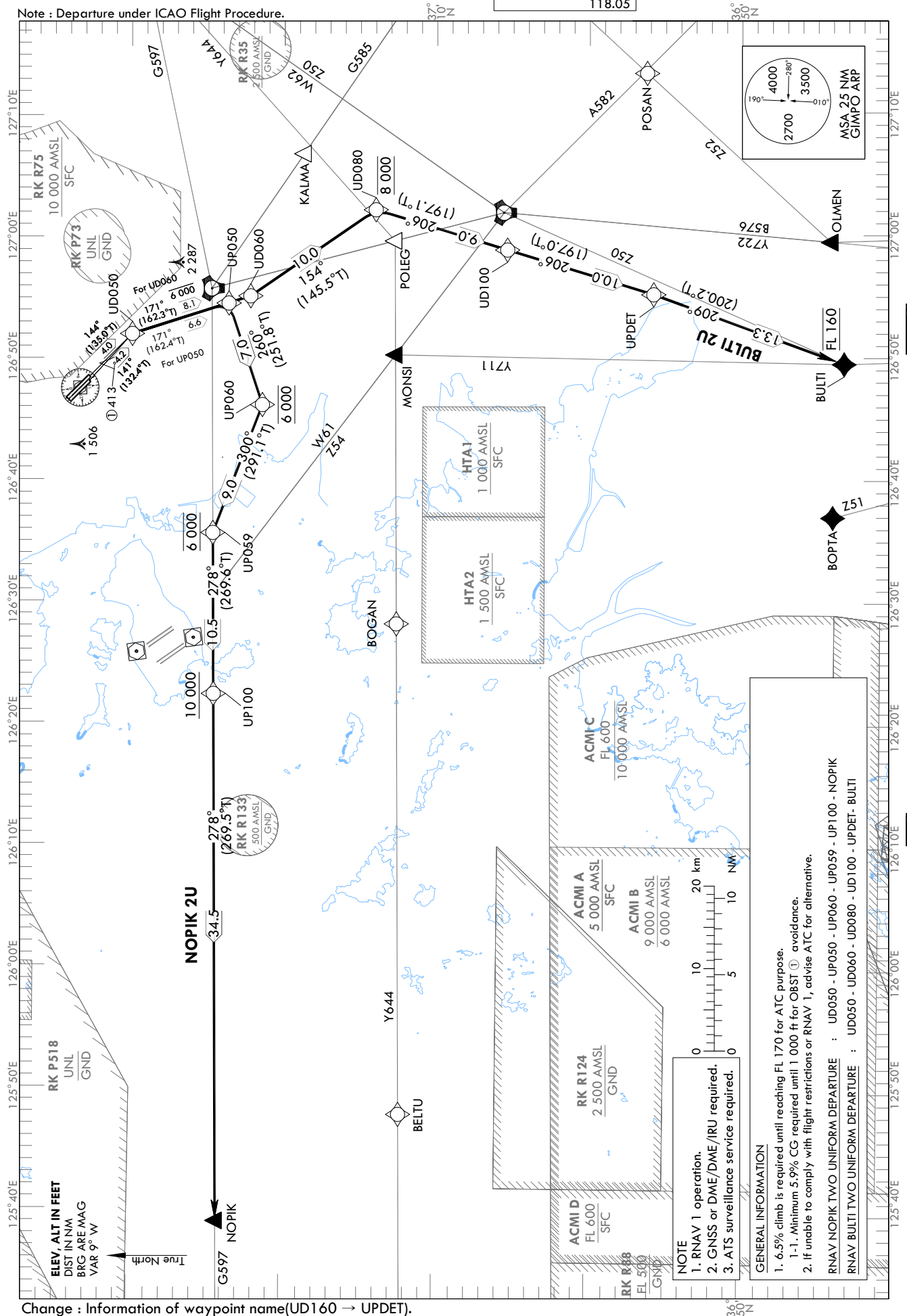
STANDARD DEPARTURE CHART  
INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000  
TRANSITION LVL FL 140

|       |     |        |
|-------|-----|--------|
| SEOUL | DEP | 125.15 |
|       |     | 121.4  |
|       |     | 124.8  |
| GIMPO | TWR | 118.1  |
|       |     | 118.05 |

SEOUL/Gimpo Intl(RKSS)  
RWY 14L/R  
RNAV NOPIK 2U, RNAV BULTI 2U

Note : Departure under ICAO Flight Procedure.



Change : Information of waypoint name(UD160 → UPDET).



SEOUL/Gimpo Intl(RKSS)

RWY 14L/R

RNAV NOPIK 2U, RNAV BULTI 2U

## AERONAUTICAL DATA TABULATION

## Standard Instrument Departure Procedure Coding Tables

## RNAV NOPIK 2U

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track<br>°M(°T)           | Distance<br>(NM)   | Turn direction | Altitude<br>(ft) | Speed<br>(kt) | Coordinates                | VPA/<br>RDH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|----------------------------------|--------------------|----------------|------------------|---------------|----------------------------|-------------|--------------------------|---------|
| 001           | CF              | UD050               | -        | 14L-144(135.0)<br>14R-141(132.4) | 14L-4.0<br>14R-4.2 | R              | -                | -             | 37°30'01.9"N 126°51'58.7"E | -           | RNAV 1                   | -       |
| 002           | TF              | UP050               | -        | 171 (162.4)                      | 6.6                | -              | -                | -             | 37°23'42.2"N 126°54'29.3"E | -           | RNAV 1                   | -       |
| 003           | TF              | UP060               | -        | 260 (251.8)                      | 7.0                | -              | @6 000           | -             | 37°21'30.5"N 126°46'08.9"E | -           | RNAV 1                   | -       |
| 004           | TF              | UP059               | -        | 300 (291.1)                      | 9.0                | -              | @6 000           | -             | 37°24'43.8"N 126°35'37.7"E | -           | RNAV 1                   | -       |
| 005           | TF              | UP100               | -        | 278 (269.6)                      | 10.5               | -              | +10 000          | -             | 37°24'38.7"N 126°22'23.8"E | -           | RNAV 1                   | -       |
| 006           | TF              | NOPIK               | -        | 278 (269.5)                      | 34.5               | -              | -                | -             | 37°24'12.0"N 125°39'05.0"E | -           | RNAV 1                   | -       |

## RNAV BULTI 2U

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track<br>°M(°T)           | Distance<br>(NM)   | Turn direction | Altitude<br>(ft) | Speed<br>(kt) | Coordinates                | VPA/<br>RDH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|----------------------------------|--------------------|----------------|------------------|---------------|----------------------------|-------------|--------------------------|---------|
| 001           | CF              | UD050               | -        | 14L-144(135.0)<br>14R-141(132.4) | 14L-4.0<br>14R-4.2 | R              | -                | -             | 37°30'01.9"N 126°51'58.7"E | -           | RNAV 1                   | -       |
| 002           | TF              | UD060               | -        | 171 (162.3)                      | 8.1                | -              | -6 000           | -             | 37°22'16.6"N 126°55'04.6"E | -           | RNAV 1                   | -       |
| 003           | TF              | UD080               | -        | 154 (145.5)                      | 10.0               | -              | @8 000           | -             | 37°14'03.3"N 127°02'08.6"E | -           | RNAV 1                   | -       |
| 004           | TF              | UD100               | -        | 206 (197.1)                      | 9.0                | -              | -                | -             | 37°05'26.4"N 126°58'50.5"E | -           | RNAV 1                   | -       |
| 005           | TF              | UPDET               | -        | 206 (197.0)                      | 10.0               | -              | -                | -             | 36°55'51.6"N 126°55'11.3"E | -           | RNAV 1                   | -       |
| 006           | TF              | BULTI               | -        | 209 (200.2)                      | 13.3               | -              | @FL 160          | -             | 36°43'22.3"N 126°49'29.7"E | -           | RNAV 1                   | -       |

Change : Information of waypoint name(UD160 → UPDET).

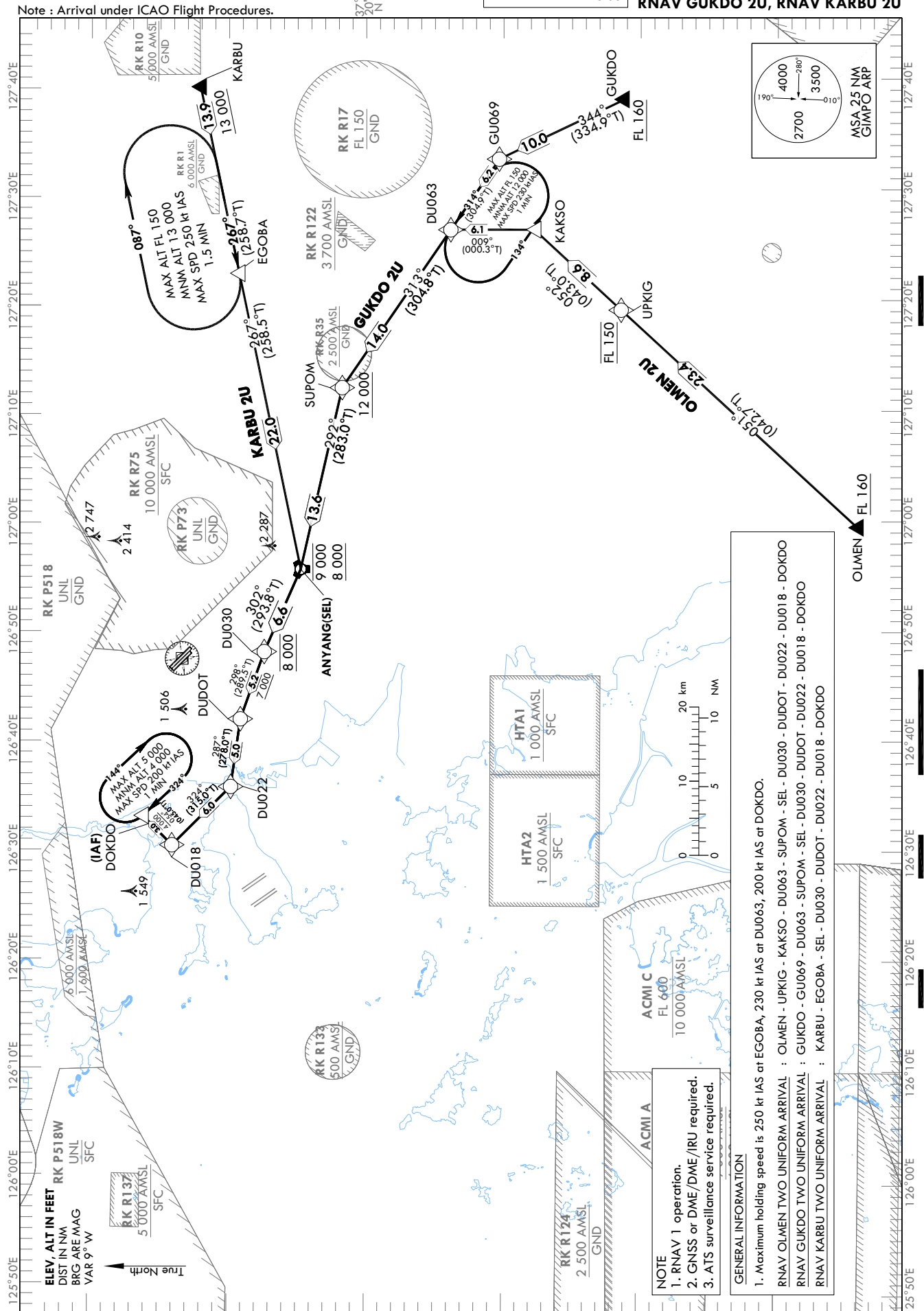
STANDARD ARRIVAL CHART  
INSTRUMENT (STAR) - ICAO

TRANSITION ALT 14 000  
TRANSITION LVL FL 140

SEOUL APP 119.75  
119.1  
GIMPO TWR 118.1  
118.05

SEOUL/Gimpo Intl(RKSS)  
RWY 14L/R  
RNAV OLMEN 2U  
RNAV GUKDO 2U, RNAV KARBU 2U

Note : Arrival under ICAO Flight Procedures.





SEOUL/Gimpo Intl(RKSS)  
RWY 14L/R  
RNAV OLMEN 2U, RNAV GUKDO 2U

## AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

## RNAV OLMEN 2U

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft)    | Speed (kt) | Coordinates                | VPA/RDH | Navigation specification | Remarks        |
|---------------|-----------------|---------------------|----------|---------------------|---------------|----------------|------------------|------------|----------------------------|---------|--------------------------|----------------|
| 001           | IF              | OLMEN               | -        | -                   | -             | -              | +FL 160          | -          | 36°44'13.4"N 126°59'27.6"E | -       | RNAV 1                   | -              |
| 002           | TF              | UPKIG               | -        | 051 (042.7)         | 23.4          | -              | @FL 150          | -          | 37°01'25.6"N 127°19'16.4"E | -       | RNAV 1                   | -              |
| 003           | TF              | KAKSO               | -        | 052 (043.0)         | 8.6           | -              | -                | -250       | 37°07'44.6"N 127°26'37.4"E | -       | RNAV 1                   | Bank angle 25° |
| 004           | TF              | DU063               | -        | 009 (000.3)         | 6.1           | -              | -                | -250       | 37°13'49.2"N 127°26'39.5"E | -       | RNAV 1                   | Bank angle 25° |
| 005           | TF              | SUPOM               | -        | 313 (304.8)         | 14.0          | -              | +12 000          | -          | 37°21'46.7"N 127°12'17.2"E | -       | RNAV 1                   | -              |
| 006           | TF              | SEL                 | -        | 292 (283.0)         | 13.6          | -              | -9 000<br>+8 000 | -          | 37°24'49.0"N 126°55'42.1"E | -       | RNAV 1                   | -              |
| 007           | TF              | DU030               | -        | 302 (293.8)         | 6.6           | -              | @8 000           | -          | 37°27'28.2"N 126°48'09.4"E | -       | RNAV 1                   | -              |
| 008           | TF              | DUDOT               | -        | 298 (289.5)         | 5.2           | -              | +7 000           | -          | 37°29'12.0"N 126°42'00.0"E | -       | RNAV 1                   | -              |
| 009           | TF              | DU022               | -        | 287 (278.0)         | 5.0           | -              | -                | -          | 37°29'53.6"N 126°35'48.1"E | -       | RNAV 1                   | -              |
| 010           | TF              | DU018               | -        | 324 (315.0)         | 6.0           | -              | -                | -220       | 37°34'09.7"N 126°30'26.7"E | -       | RNAV 1                   | -              |
| 011           | TF              | DOKDO               | -        | 054 (045.0)         | 3.0           | -              | +4 000           | -220       | 37°36'17.1"N 126°33'07.1"E | -       | RNAV 1                   | IAF            |

## RNAV GUKDO 2U

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft)    | Speed (kt) | Coordinates                | VPA/RDH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|---------------------|---------------|----------------|------------------|------------|----------------------------|---------|--------------------------|---------|
| 001           | IF              | GUKDO               | -        | -                   | -             | -              | +FL 160          | -          | 37°01'10.9"N 127°38'22.6"E | -       | RNAV 1                   | -       |
| 002           | TF              | GU069               | -        | 344 (334.9)         | 10.0          | -              | -                | -250       | 37°10'14.9"N 127°33'04.6"E | -       | RNAV 1                   | -       |
| 003           | TF              | DU063               | -        | 314 (304.9)         | 6.2           | -              | -                | -250       | 37°13'49.2"N 127°26'39.5"E | -       | RNAV 1                   | -       |
| 004           | TF              | SUPOM               | -        | 313 (304.8)         | 14.0          | -              | +12 000          | -          | 37°21'46.7"N 127°12'17.2"E | -       | RNAV 1                   | -       |
| 005           | TF              | SEL                 | -        | 292 (283.0)         | 13.6          | -              | -9 000<br>+8 000 | -          | 37°24'49.0"N 126°55'42.1"E | -       | RNAV 1                   | -       |
| 006           | TF              | DU030               | -        | 302 (293.8)         | 6.6           | -              | @8 000           | -          | 37°27'28.2"N 126°48'09.4"E | -       | RNAV 1                   | -       |
| 007           | TF              | DUDOT               | -        | 298 (289.5)         | 5.2           | -              | +7 000           | -          | 37°29'12.0"N 126°42'00.0"E | -       | RNAV 1                   | -       |
| 008           | TF              | DU022               | -        | 287 (278.0)         | 5.0           | -              | -                | -          | 37°29'53.6"N 126°35'48.1"E | -       | RNAV 1                   | -       |
| 009           | TF              | DU018               | -        | 324 (315.0)         | 6.0           | -              | -                | -220       | 37°34'09.7"N 126°30'26.7"E | -       | RNAV 1                   | -       |
| 010           | TF              | DOKDO               | -        | 054 (045.0)         | 3.0           | -              | +4 000           | -220       | 37°36'17.1"N 126°33'07.1"E | -       | RNAV 1                   | IAF     |

Change : Information of waypoint names(DU066 → UPKIG, DU025 → DUDOT).

SEOUL/Gimpo Intl(RKSS)  
RWY 14L/R  
RNAV KARBU 2U

## AERONAUTICAL DATA TABULATION

## Standard Instrument Arrival Procedure Coding Tables

| RNAV KARBU 2U |                 |                     |          |                      |                  |                |                  |               |                            |             |
|---------------|-----------------|---------------------|----------|----------------------|------------------|----------------|------------------|---------------|----------------------------|-------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track<br>M(T) | Distance<br>(NM) | Turn direction | Altitude<br>(ft) | Speed<br>(kt) | Coordinates                | VPA/<br>RDH |
| 001           | IF              | KARBU               | -        | -                    | -                | -              | -                | -             | 37°31'59.0"N 127°39'52.0"E | -           |
| 002           | TF              | GOBA                | -        | 267 (258.7)          | 13.9             | -              | +13 000          | -250          | 37°29'14.7"N 127°22'45.9"E | -           |
| 003           | TF              | SEL                 | -        | 267 (258.5)          | 22.0             | -              | -9 000<br>+8 000 | -             | 37°24'49.0"N 126°55'42.1"E | -           |
| 004           | TF              | DU030               | -        | 302 (293.8)          | 6.6              | -              | @8 000           | -             | 37°27'28.2"N 126°48'09.4"E | -           |
| 005           | TF              | DUDOT               | -        | 298 (289.5)          | 5.2              | -              | +7 000           | -             | 37°29'12.0"N 126°42'00.0"E | -           |
| 006           | TF              | DU022               | -        | 287 (278.0)          | 5.0              | -              | -                | -             | 37°29'53.6"N 126°35'48.1"E | -           |
| 007           | TF              | DU018               | -        | 324 (315.0)          | 6.0              | -              | -                | -220          | 37°34'09.7"N 126°30'26.7"E | -           |
| 008           | TF              | DOKDO               | -        | 054 (045.0)          | 3.0              | -              | +4 000           | -220          | 37°36'17.1"N 126°33'07.1"E | -           |
|               |                 |                     |          |                      |                  |                |                  |               |                            | IAF         |

| HOLDING PROCEDURE      |                 |                     |          |                      |               |                |                    |               |                            |             |
|------------------------|-----------------|---------------------|----------|----------------------|---------------|----------------|--------------------|---------------|----------------------------|-------------|
| Holding Identification | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track<br>M(T) | Time<br>(min) | Turn direction | Altitude<br>(ft)   | Speed<br>(kt) | Coordinates                | VPA/<br>RDH |
| RNAV OLMEN 2U          | -               | DU063               | Y        | 314 (304.9)          | 1.0           | L              | -FL 150<br>+12 000 | -230          | 37°13'49.2"N 127°26'39.5"E | -           |
|                        | -               | DOKDO               | Y        | 324 (314.9)          | 1.0           | R              | -5 000<br>+4 000   | -200          | 37°36'17.1"N 126°33'07.1"E | -           |
| RNAV GUKDO 2U          | -               | DU063               | Y        | 314 (304.9)          | 1.0           | L              | -FL 150<br>+12 000 | -230          | 37°13'49.2"N 127°26'39.5"E | -           |
|                        | -               | DOKDO               | Y        | 324 (314.9)          | 1.0           | R              | -5 000<br>+4 000   | -200          | 37°36'17.1"N 126°33'07.1"E | -           |
| RNAV KARBU 2U          | -               | GOBA                | Y        | 267 (258.7)          | 1.5           | R              | -FL 150<br>+13 000 | -250          | 37°29'14.7"N 127°22'45.9"E | -           |
|                        | -               | DOKDO               | Y        | 324 (314.9)          | 1.0           | R              | -5 000<br>+4 000   | -200          | 37°36'17.1"N 126°33'07.1"E | -           |

Change : Information of waypoint name(DU025 → DUDOT).



**INTENTIONALLY**

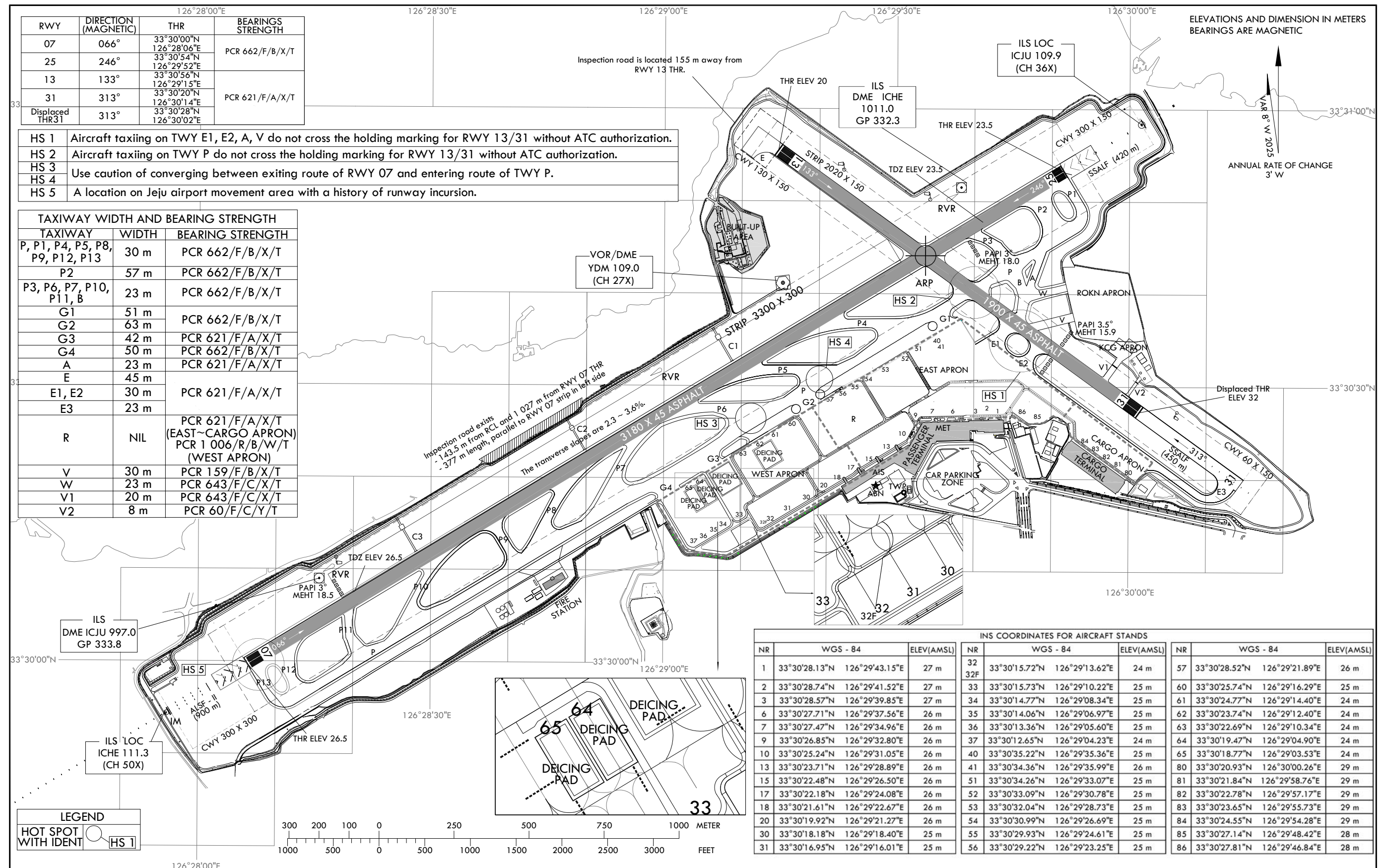
**LEFT**

**BLANK**

33°30'44"N  
126°29'34"E

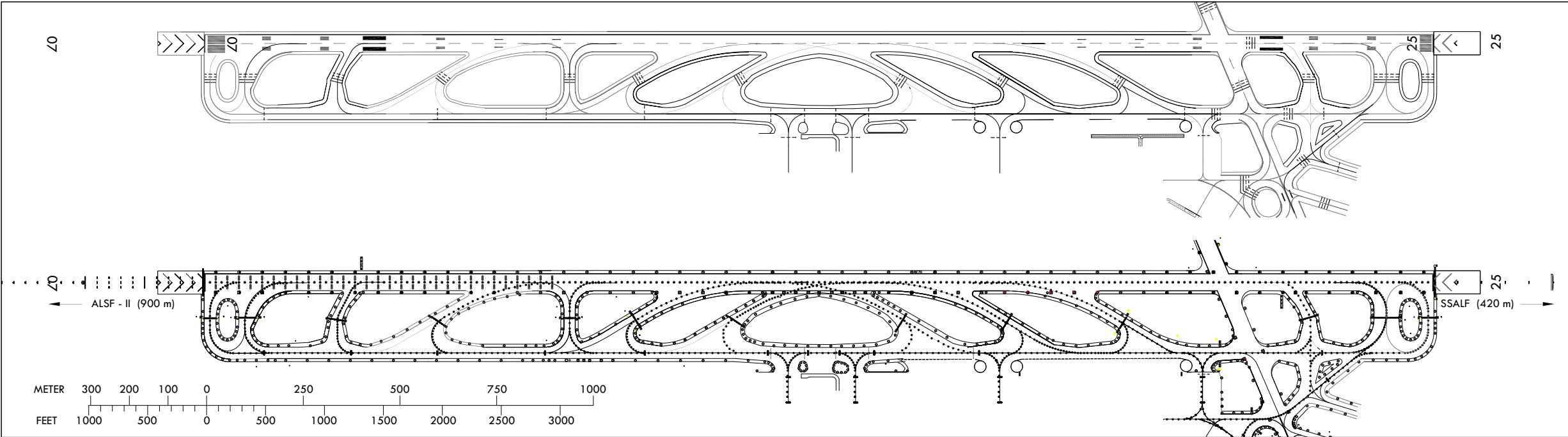
ELEV **36** m

|     |         |       |
|-----|---------|-------|
| TWR | 118.2   | 236.6 |
| GND | 121.675 |       |

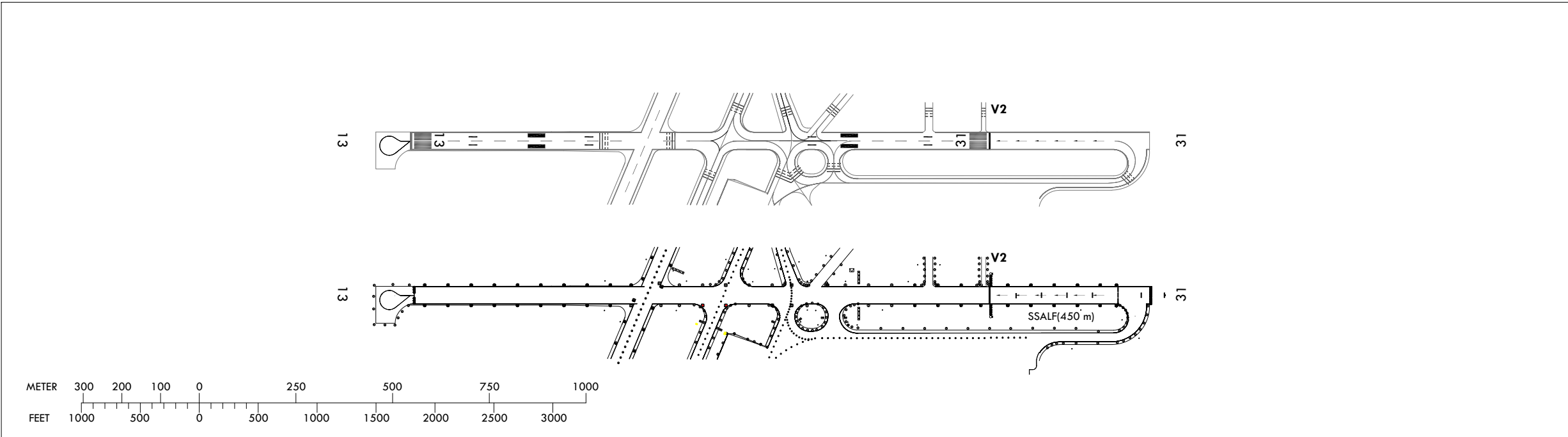




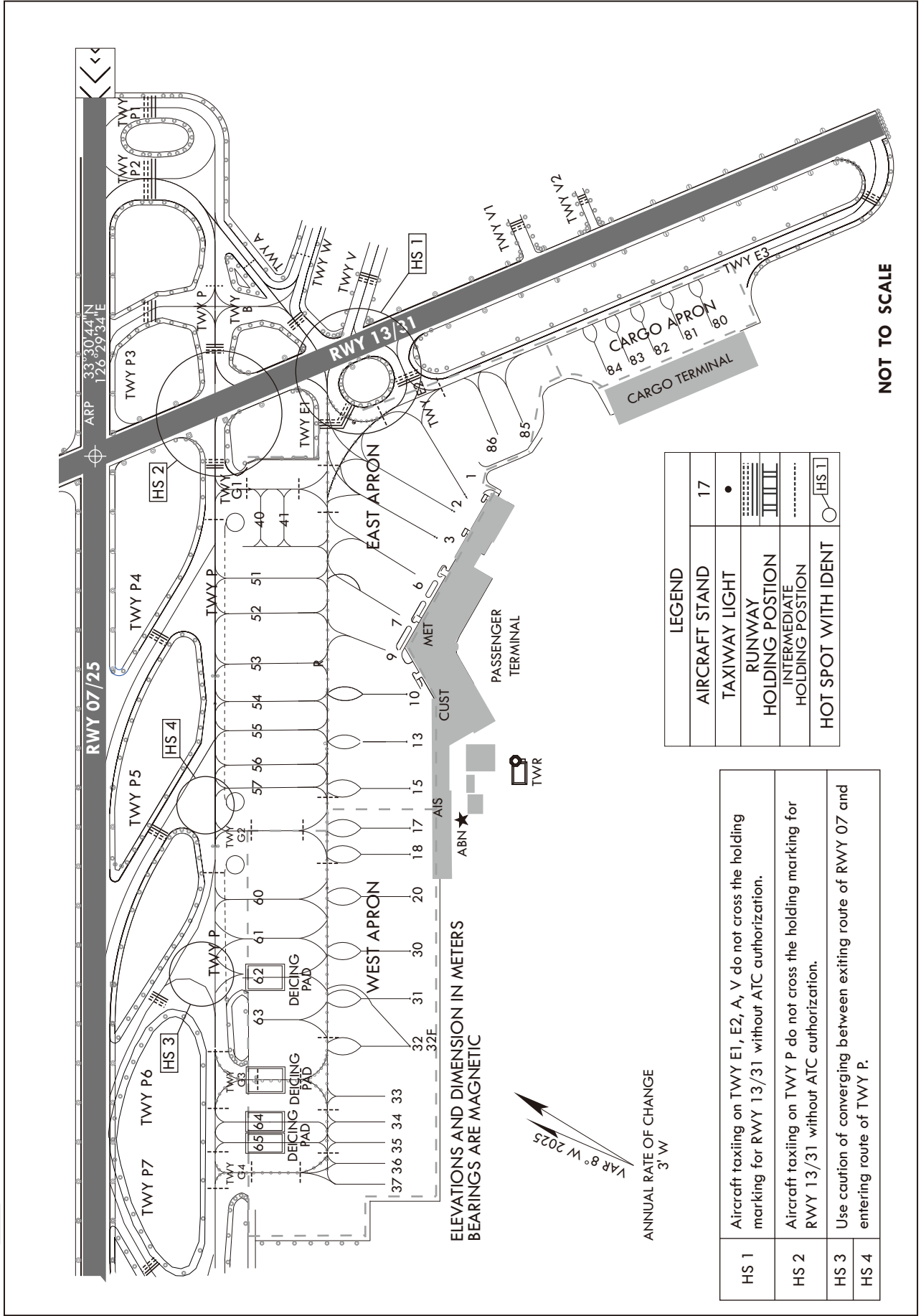
LIGHTING AND MARKING AIDS RWY 07/25 AND EXIT TWY



LIGHTING AND MARKING AIDS RWY 13/31 AND EXIT TWY



Change : Information of lighting aids.



Change : Information of lighting aids.



| TAXIWAY, APRON WIDTH AND BEARING STRENGTH |       |                                       | AIRCRAFT STANDS                                                                                                |                                           |
|-------------------------------------------|-------|---------------------------------------|----------------------------------------------------------------------------------------------------------------|-------------------------------------------|
| TAXIWAY                                   | WIDTH | BEARING STRENGTH                      | STAND NR                                                                                                       | AIRCRAFT TYPES                            |
| P, P1, P4, P5, P8, P9, P12, P13           | 30 m  | PCR 662/F/B/X/T                       | 1                                                                                                              | B777-300, A330-300,<br>B767-300, A300-600 |
| P2                                        | 57 m  | PCR 662/F/B/X/T                       |                                                                                                                |                                           |
| P3, P6, P7, P10, P11, B                   | 23 m  | PCR 662/F/B/X/T                       |                                                                                                                |                                           |
| G1                                        | 51 m  | PCR 662/F/B/X/T                       |                                                                                                                |                                           |
| G2                                        | 63 m  |                                       | 32F                                                                                                            | A380-800, B747-800                        |
| G3                                        | 42 m  | PCR 621/F/A/X/T                       |                                                                                                                |                                           |
| G4                                        | 50 m  | PCR 662/F/B/X/T                       | 13, 15, 20                                                                                                     | B747-400, B777-200, A330-300              |
| A                                         | 23 m  | PCR 621/F/A/X/T                       |                                                                                                                |                                           |
| E                                         | 45 m  |                                       |                                                                                                                |                                           |
| E1, E2                                    | 30 m  | PCR 621/F/A/X/T                       | 7, 10, 62, 63                                                                                                  | B767-300, A300-600                        |
| E3                                        | 23 m  |                                       |                                                                                                                |                                           |
| R                                         | NIL   | PCR 621/F/A/X/T<br>(EAST~CARGO APRON) | 9                                                                                                              | B737-800, A320-200                        |
|                                           |       | PCR 1 006/R/B/W/T<br>(WEST APRON)     |                                                                                                                |                                           |
| V                                         | 30 m  | PCR 159/F/B/X/T                       | 2, 3, 17, 18, 33, 34, 35, 36, 37,<br>51, 52, 53, 54, 55, 56, 57, 60, 61,<br>64, 65, 80, 81, 82, 83, 84, 85, 86 | B737-900, A321-200                        |
| W                                         | 23 m  | PCR 643/F/C/X/T                       |                                                                                                                |                                           |
| V1                                        | 20 m  | PCR 643/F/C/X/T                       |                                                                                                                |                                           |
| V2                                        | 8 m   | PCR 60/F/C/Y/T                        |                                                                                                                |                                           |

\* EAST APRON BEARING STRENGTH : PCR 621/F/A/X/T  
\* WEST APRON BEARING STRENGTH : PCR 1 006/R/B/W/T  
\* CARGO TERMINAL APRON BEARING STRENGTH : PCR 750/R/B/W/T

\* REMARKS : Isolated and run-up area is RWY 13 THR.

\* Spot NR. 40, 41 only available for

- Fixed wing ACFT with a wingspan below 17 m

- Rotated wing ACFT with a wingspan(main rotor) below 15 m

\* De-icing pad : Front of "G3" Taxiway and Spot NR. 62, 64, 65

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

**RKPK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS / POSITIONS DATA**

|   |                                                  |                                                                                                                                                                                                                                                           |                                    |          |                |
|---|--------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|----------------|
| 1 | Designation, Apron surface and strength          | a. Area : 404 251 m <sup>2</sup><br>b. Surface<br>- International 1 and Domestic : Asphalt<br>- International 2 : Concrete<br>c. Strength<br>- International 1 : PCR 662/F/B/X/T<br>- International 2 : PCR 1 178/R/C/W/T<br>- Domestic : PCR 621/F/A/X/T |                                    |          |                |
| 2 | Designation, Taxiway width, surface and strength | Taxiway                                                                                                                                                                                                                                                   | Width(m)                           | Surface  | Strength (PCR) |
|   |                                                  | P                                                                                                                                                                                                                                                         | 30                                 | Concrete | 1 178 R/C/W/T  |
|   |                                                  | E1, E2,<br>E3, E4, E5                                                                                                                                                                                                                                     | 30                                 | Concrete | 1 178 R/C/W/T  |
|   |                                                  |                                                                                                                                                                                                                                                           |                                    | Asphalt  | 662 F/B/X/T    |
|   |                                                  | S                                                                                                                                                                                                                                                         | 30                                 | Concrete | 1 006 R/B/W/T  |
|   |                                                  |                                                                                                                                                                                                                                                           |                                    | Asphalt  | 621/F/A/X/T    |
|   |                                                  | C5                                                                                                                                                                                                                                                        | 30                                 | Concrete | 1 006 R/B/W/T  |
|   |                                                  | C1, C2, C3, C4,<br>C6, C7                                                                                                                                                                                                                                 | 30                                 | Concrete | 1 006 R/B/W/T  |
|   |                                                  |                                                                                                                                                                                                                                                           |                                    | Asphalt  | 621 F/A/X/T    |
|   |                                                  | G7                                                                                                                                                                                                                                                        | 23                                 | Concrete | 1 178 R/C/W/T  |
|   |                                                  | G8                                                                                                                                                                                                                                                        | 45                                 | Concrete | 1 178 R/C/W/T  |
|   |                                                  | G9                                                                                                                                                                                                                                                        | 78                                 | Concrete | 1 178 R/C/W/T  |
|   |                                                  | W2                                                                                                                                                                                                                                                        | N/A (Military maintenance taxiway) |          |                |
|   |                                                  | W3                                                                                                                                                                                                                                                        |                                    |          |                |
|   |                                                  | G10                                                                                                                                                                                                                                                       | 44                                 | Asphalt  | 496 F/B/X/T    |
|   |                                                  |                                                                                                                                                                                                                                                           |                                    | Concrete | 1 178 R/C/W/T  |
|   |                                                  | G11                                                                                                                                                                                                                                                       | 44                                 | Asphalt  | 496 F/B/X/T    |
|   |                                                  |                                                                                                                                                                                                                                                           |                                    | Concrete | 1 178 R/C/W/T  |
|   |                                                  | W1, G1, G2, G3,<br>G4, G5, G6                                                                                                                                                                                                                             | N/A (Military use taxiway)         |          |                |
|   |                                                  | R                                                                                                                                                                                                                                                         | -                                  | Asphalt  | 662 F/B/X/T    |
|   |                                                  | H                                                                                                                                                                                                                                                         | -                                  | Asphalt  | 621 F/A/X/T    |
| 3 | Altimeter checkpoint location and elevation      | All Aprons / 2 m (8 ft)                                                                                                                                                                                                                                   |                                    |          |                |
| 4 | VOR checkpoints                                  | VOR : NIL                                                                                                                                                                                                                                                 |                                    |          |                |
| 5 | INS checkpoints                                  | INS : Every specified aircraft stands<br>(Refer to Aircraft Parking/Docking Chart)                                                                                                                                                                        |                                    |          |                |
| 6 | Remarks                                          | Military Run-up area exits on TWY E1 and E5                                                                                                                                                                                                               |                                    |          |                |

Change : Establishment of taxilane R and H.

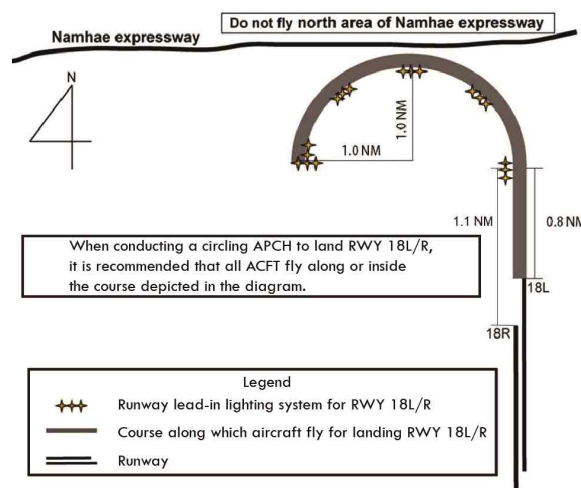


## RKPK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

|       |                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-------|---------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1     | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | <p>a. Taxiing guidance signs are the intersections of all TWY and RWY and holding positions</p> <p>b. Guide lines at apron</p> <p>c. Nose-in guidance at aircraft stands</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 2     | Use of Mode S transponder on the ground                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 2.1   | General                                                                                                       | This system using Mode S transponder improves the accuracy and the reliability of the ground movement monitoring system.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 2.2   | ACFT equipped with Mode S transponder                                                                         | ACFT operators shall ensure that Mode S transponders are able to operate when ACFT is on the ground.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 2.2.1 | Departing ACFT                                                                                                | <p>Prior to push-back or taxiing from a parking stand whichever comes first :</p> <ul style="list-style-type: none"> <li>- Enter, using either FMS mode or transponder control unit, the flight identification as specified in item 7 of the ICAO flight plan(ex : KAL123, AAR 456) or enter in the absence of flight identification, the ACFT registration.</li> <li>- Select XPNDR or its equivalent in relation to specifications on the installed model.</li> <li>- If function is available, select AUTO mode.</li> <li>- Do not select Off or SDBY functions.</li> <li>- Set Mode A code assigned by ATC.</li> </ul> <p>Lining up</p> <ul style="list-style-type: none"> <li>- Select TA/RA.</li> </ul>                                   |
| 2.2.2 | Arriving ACFT                                                                                                 | <p>After landing and until the ACFT is stationary at parking stand :</p> <ul style="list-style-type: none"> <li>- Maintain XPNDR or its equivalent in relation of specification of the installed model.</li> <li>- Do not select OFF and SDBY functions.</li> <li>- Maintain Mode A code assigned by ATC.</li> </ul> <p>When ACFT is stationary at the parking stand, select OFF or SDBY.</p>                                                                                                                                                                                                                                                                                                                                                   |
| 2.2.3 | Other cases of taxiing ACFT                                                                                   | <ul style="list-style-type: none"> <li>- Select XPNDR or its equivalent in relation to specifications of the installed model.</li> <li>- If function is available, select AUTO mode.</li> <li>- Do not select the OFF and SDBY function.</li> <li>- Set Mode A code to 2000.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 2.3   | ACFT not equipped with Mode S transponder or with an unserviceable Mode S transponder                         | <p>Departing ACFT :</p> <ul style="list-style-type: none"> <li>- Maintain Mode A+C transponder in the ON position until lining up.</li> </ul> <p>Arriving ACFT :</p> <ul style="list-style-type: none"> <li>- Maintain Mode A+C transponder in the ON position and Mode A code assigned by ATC until parking stand.</li> </ul> <p>Other cases of taxiing ACFT :</p> <ul style="list-style-type: none"> <li>- Select A+C transponder in the ON position or its equivalent in relation to specifications of the installed model.</li> <li>- Do not select the OFF and SDBY function.</li> <li>- Set Mode A code to 2000.</li> </ul> <p>Fully parked on stand</p> <ul style="list-style-type: none"> <li>- Select OFF or SDBY position.</li> </ul> |
| 3     | RWY and TWY markings and LGT                                                                                  | <p>a. RWY</p> <p>1) Lights</p> <p>RWY 18R : Edge(HIRL), CL, THR, END, RTIL</p> <p>RWY 36L : Edge(HIRL), CL, THR, END, TDZ</p> <p>RWY 18L : Edge(HIRL), CL, THR, END</p> <p>RWY 36R : Edge(HIRL), CL, THR, END, TDZ</p> <p>2) Marking</p> <p>RWY 18R : Designation, Aiming Point, Side Strip, CL, TDZ, Displaced THR</p> <p>RWY 36L : Designation, Aiming Point, Side Strip, CL, TDZ, THR</p> <p>RWY 18L : Designation, Aiming Point, Side Strip, CL, TDZ, THR</p> <p>RWY 36R : Designation, Aiming Point, Side Strip, CL, TDZ, THR</p> <p>b. TWY</p> <p>1) Lights</p> <p>Edge : All TWY</p> <p>CL : All TWY EXC W1, W2, W3</p> <p>2) Marking</p> <p>Edge : All TWY</p> <p>CL : All TWY</p> <p>Holding Position : All RWY/TWY intersection</p>   |
| 4     | Stop bars                                                                                                     | Refer to Aerodrome Ground Movement Chart (AD Chart 2-5/2-6)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 5     | Remarks                                                                                                       | NIL                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

## RKPK AD 2.21 NOISE ABATEMENT PROCEDURES

1. Night Flight Restriction (Curfew) for noise abatement  
All civil aircraft take-off and landing are restricted from 1400 UTC to 2100 UTC, For a dispensation to be granted, the following criteria would need to be satisfied in exceptional circumstances for an aircraft to operate during the curfew. Any applications for dispensation will be considered for 1.2 and 1.4 between 1400 UTC and 1430 UTC for the flight scheduled to depart from the airport before the start of the curfew period.
  - 1.1 According to Article 234(1) stipulated in the Ministerial Regulation of Republic of Korea, aircraft undergoing emergency (including illegal interference acts) or suspected such situation considering the situation.
  - 1.2 Deboarding of emergency patients in the aircraft departing from, or landing on the airport.
  - 1.3 Arriving or departing aircraft used for national event.
  - 1.4 Re-screening of passengers and/or baggage for aviation security purpose.
2. Aircraft Operating Procedures (except helicopter)
  - 2.1 Take off
    - 1) NADP 1(RWY 36)  
All departing aircraft should apply ICAO PANS-OPS(Doc 8168) Volume I Noise Abatement Departure Procedures ONE(NADP ONE).
      - a) Thrust Reduction at 1 500 ft above aerodrome elevation is recommended.
      - b) Whenever practicable, all departing aircraft should climb with the aircraft's certified maximum climb gradient until reaching 3 000 ft AGL.
  - 2.2 Approach  
For noise abatement using a delayed/reduced flap setting landing procedure is recommended. However use of this procedure is subject to captain's decision and safety prevail at all times.
    - 1) Delayed/Reduced flap setting approach  
All arriving aircraft shall apply the Delayed/Reduced flap setting approach as follows;
      - a) After intercepting Localizer course, lower gear.
      - b) While making ILS RWY 36L/R approach;
        - Maintain an intermediate flap until FAF.
        - At FAF, set a flap for landing.
    - 2) Circling approach RWY 18L/R
      - a) When conducting a circling approach to land RWY 18L/R, it is recommended that all aircraft avoid flying north of Namhae expressway for noise abatement except for aircraft in an emergency or in an unavoidable situation and helicopters.

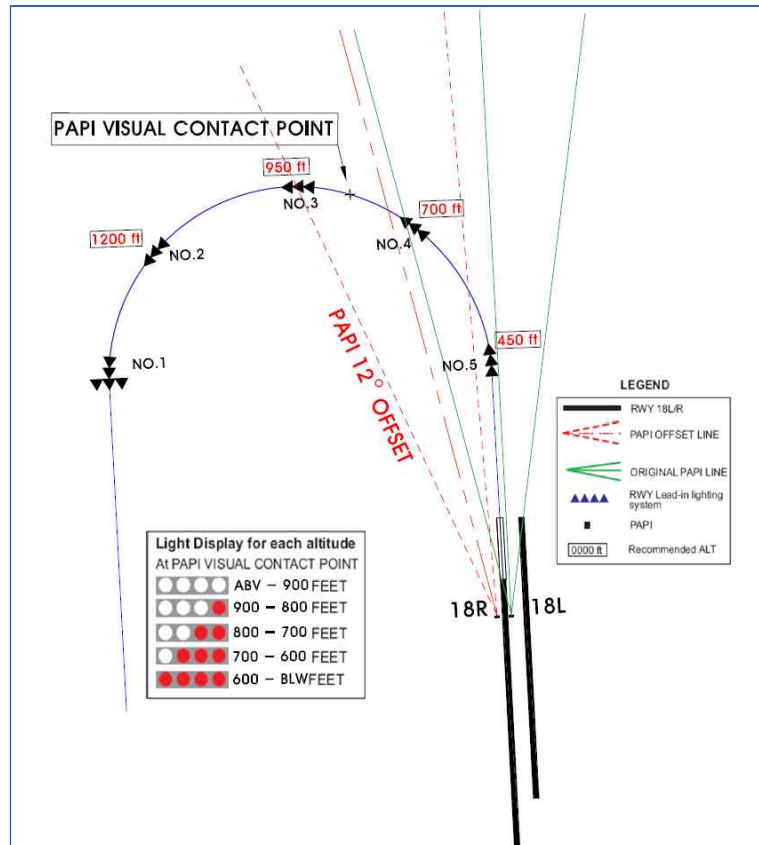


Change : Information of delayed/reduced flap setting approach.



b) Display for RWY 18R PAPI Direction Adjustment Light

PAPI on the left of RWY 18R provides signals in the same direction of the RWY 18 extension line for ACFT on the final, but PAPI on the right of RWY 18R is offset by 12 degrees to the west for ACFT on the base leg in order to approach effectively.



2.3 Between 1200 UTC and 2200 UTC, pilots are requested to limit the use of reverse thrust to idle reverse after landing RWY 36L except for operational or safety reasons.

2.4 Exemption

- 1) Aircraft unable to comply with the procedures described in paragraph 2.1, 2.2 and 2.3 above for any reason should inform ATC.
- 2) Aircraft need not to be complied with the procedures described in paragraph 2.1, 2.2 and 2.3 above in adverse operating conditions such as;
  - a) If the runway is not clear and dry. i.e. it is adversely affected by, snow, slush, ice, water or other substances;
  - b) In conditions when the ceiling is lower than 500 ft, or when the horizontal visibility is less than 1 900 m.
  - c) When the cross-wind component, including gusts, exceeds 15 kt.
  - d) When the tailwind component, including gusts, exceeds 5 kt.
  - e) When the wind shear has been reported or forecast, or thunderstorms are expected to affect the approach.

3. Runway Operation

1. Preferential runway

For noise abatement, landing onto or take-off from RWY 36L is recommended.

2. Intersection Take-off

Runway 18L/R Intersection take-off is recommended except in unavoidable cases for traffic flow or other reasons.

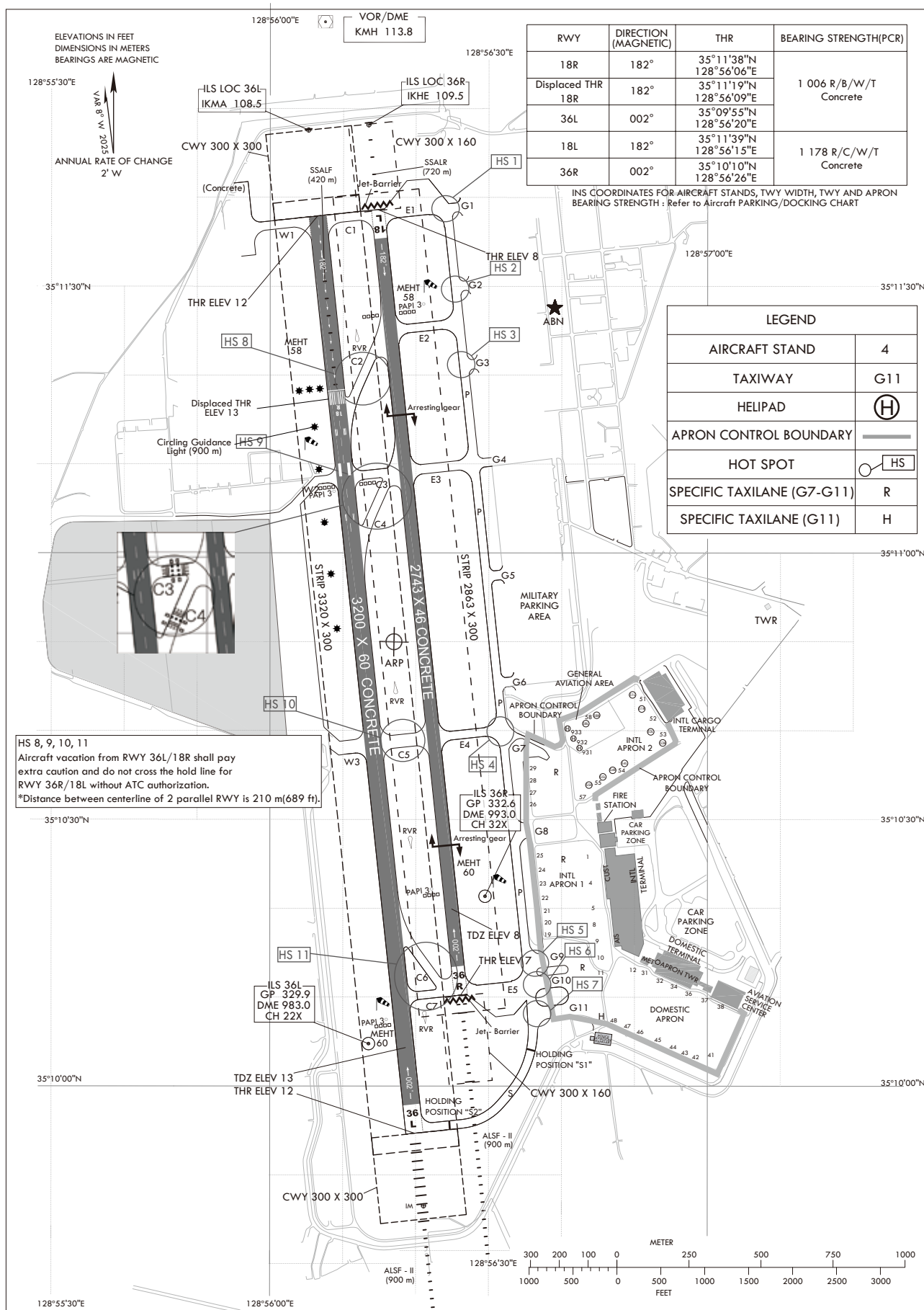
**AERODROME  
CHART - ICAO**

35°10'50"N  
128°56'17"E

ELEV 13 ft

|       |        |         |       |       |
|-------|--------|---------|-------|-------|
| TWR   | 118.1  | 118.450 | 233.3 | 236.6 |
| GND   | 121.9  | 275.8   |       |       |
| APRON | 121.65 | 317.45  |       |       |

**BUSAN / Gimhae INTL**



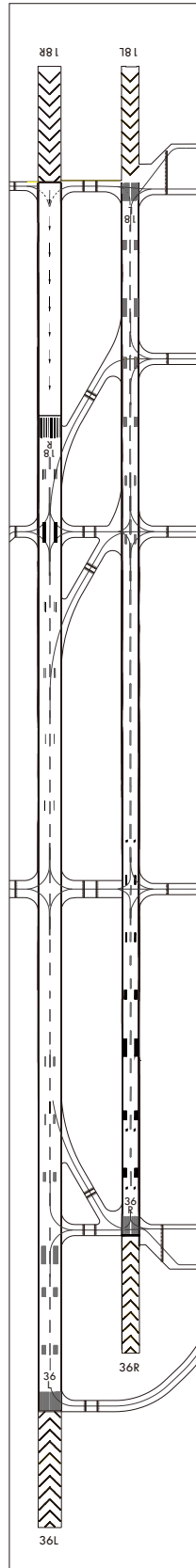
Change : Establishment of taxilane H and legend.



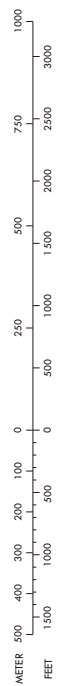
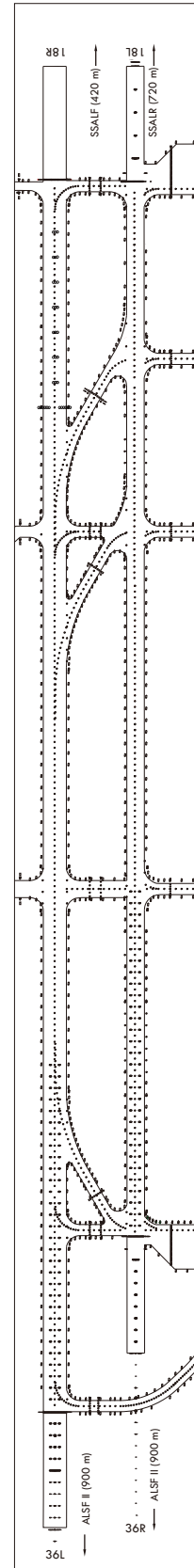
LIGHTING AND  
MARKING CHART

BUSAN / Gimhae INTL

MARKING AIDS RWY 18L/36R AND 18R/36L AND EXIT TWY



LIGHTING AIDS RWY 18L/36R AND 18R/36L AND EXIT TWY

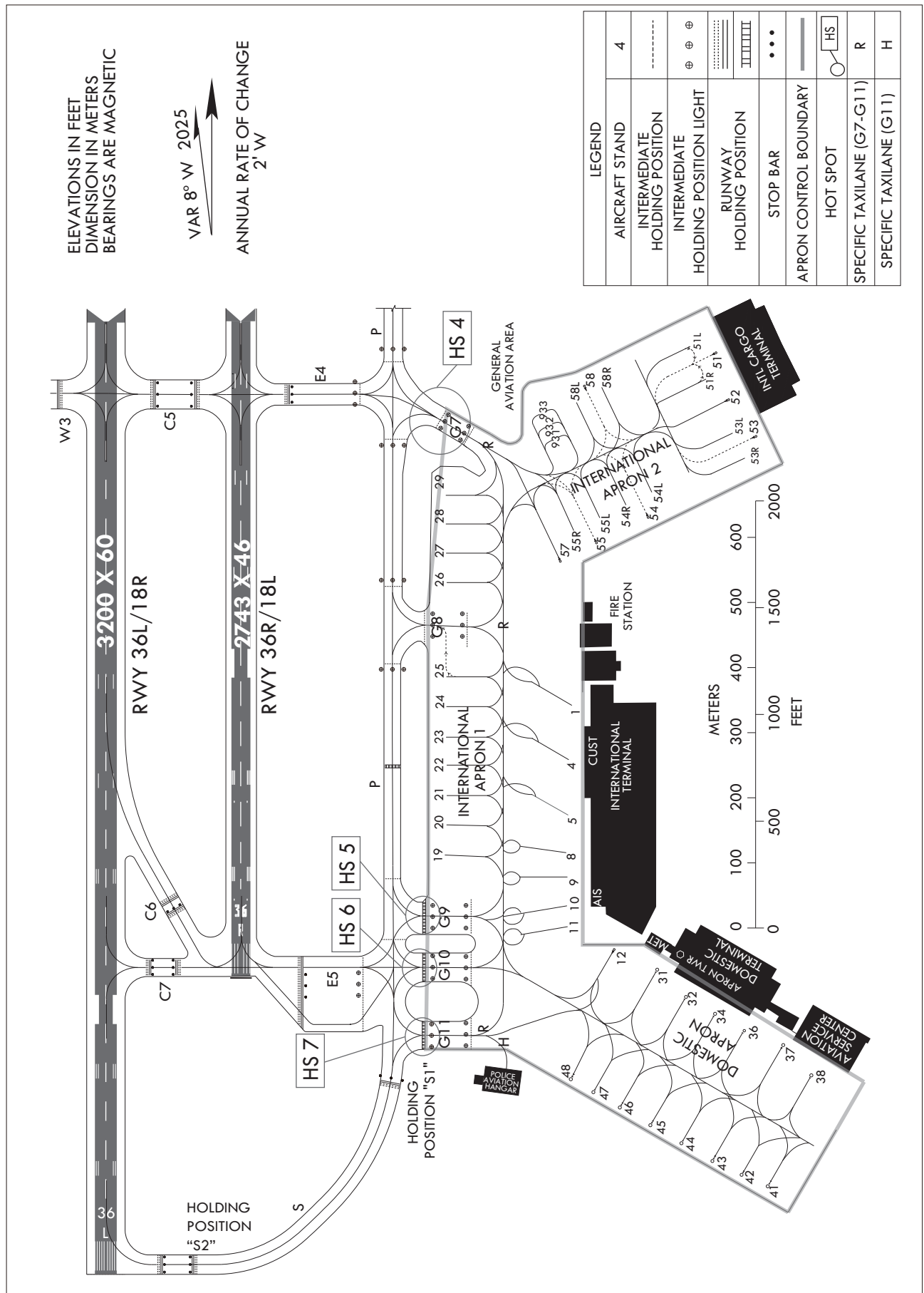


AIRCRAFT PARKING  
DOCKING CHART - ICAO

APRON ELEV  
8 ft

|       |        |         |
|-------|--------|---------|
| TWR   | 118.1  | 118.450 |
|       | 233.3  | 236.6   |
| GND   | 121.9  | 275.8   |
| APRON | 121.65 | 317.450 |

BUSAN/Gimhae INTL



Change : Establishment of taxilane H and legend.



| INS COORDINATES FOR AIRCRAFT STANDS(WGS-84) |               |                |     |               |                |  |  |  |  |
|---------------------------------------------|---------------|----------------|-----|---------------|----------------|--|--|--|--|
|                                             |               |                |     |               |                |  |  |  |  |
| 1                                           | 35°10'25.69"N | 128°56'44.55"E | 58  | 35°10'41.49"N | 128°56'43.51"E |  |  |  |  |
| 4                                           | 35°10'22.90"N | 128°56'44.89"E | 58L | 35°10'40.71"N | 128°56'43.08"E |  |  |  |  |
| 5                                           | 35°10'20.12"N | 128°56'45.24"E | 58R | 35°10'41.49"N | 128°56'44.56"E |  |  |  |  |
| 8                                           | 35°10'18.30"N | 128°56'45.10"E | 931 | 35°10'38.86"N | 128°56'42.15"E |  |  |  |  |
| 9                                           | 35°10'16.92"N | 128°56'45.43"E | 932 | 35°10'39.47"N | 128°56'41.69"E |  |  |  |  |
| 10                                          | 35°10'15.69"N | 128°56'45.62"E | 933 | 35°10'40.07"N | 128°56'41.22"E |  |  |  |  |
| 11                                          | 35°10'14.25"N | 128°56'46.11"E |     |               |                |  |  |  |  |
| 12                                          | 35°10'13.59"N | 128°56'48.90"E |     |               |                |  |  |  |  |
| 19                                          | 35°10'17.50"N | 128°56'37.69"E |     |               |                |  |  |  |  |
| 20                                          | 35°10'18.98"N | 128°56'37.50"E |     |               |                |  |  |  |  |
| 21                                          | 35°10'20.46"N | 128°56'37.31"E |     |               |                |  |  |  |  |
| 22                                          | 35°10'21.95"N | 128°56'37.12"E |     |               |                |  |  |  |  |
| 23                                          | 35°10'23.43"N | 128°56'36.93"E |     |               |                |  |  |  |  |
| 24                                          | 35°10'24.92"N | 128°56'36.74"E |     |               |                |  |  |  |  |
| 25                                          | 35°10'26.40"N | 128°56'36.54"E |     |               |                |  |  |  |  |
| 26                                          | 35°10'31.10"N | 128°56'36.39"E |     |               |                |  |  |  |  |
| 27                                          | 35°10'32.55"N | 128°56'36.20"E |     |               |                |  |  |  |  |
| 28                                          | 35°10'34.00"N | 128°56'36.01"E |     |               |                |  |  |  |  |
| 29                                          | 35°10'35.46"N | 128°56'35.82"E |     |               |                |  |  |  |  |
| 31                                          | 35°10'12.79"N | 128°56'51.56"E |     |               |                |  |  |  |  |
| 32                                          | 35°10'11.61"N | 128°56'53.51"E |     |               |                |  |  |  |  |
| 34                                          | 35°10'10.92"N | 128°56'55.39"E |     |               |                |  |  |  |  |
| 36                                          | 35°10'10.21"N | 128°56'57.21"E |     |               |                |  |  |  |  |
| 37                                          | 35°10'09.69"N | 128°56'59.68"E |     |               |                |  |  |  |  |
| 38                                          | 35°10'08.34"N | 128°57'01.60"E |     |               |                |  |  |  |  |
| 41                                          | 35°10'02.85"N | 128°56'59.81"E |     |               |                |  |  |  |  |
| 42                                          | 35°10'03.30"N | 128°56'58.18"E |     |               |                |  |  |  |  |
| 43                                          | 35°10'03.83"N | 128°56'56.31"E |     |               |                |  |  |  |  |
| 44                                          | 35°10'04.56"N | 128°56'54.32"E |     |               |                |  |  |  |  |
| 45                                          | 35°10'05.29"N | 128°56'52.33"E |     |               |                |  |  |  |  |
| 46                                          | 35°10'06.01"N | 128°56'50.37"E |     |               |                |  |  |  |  |
| 47                                          | 35°10'06.62"N | 128°56'48.62"E |     |               |                |  |  |  |  |
| 48                                          | 35°10'07.15"N | 128°56'47.17"E |     |               |                |  |  |  |  |
| 51                                          | 35°10'43.74"N | 128°56'50.99"E |     |               |                |  |  |  |  |
| 51L                                         | 35°10'44.10"N | 128°56'49.58"E |     |               |                |  |  |  |  |
| 51R                                         | 35°10'42.55"N | 128°56'50.77"E |     |               |                |  |  |  |  |
| 52                                          | 35°10'41.51"N | 128°56'52.08"E |     |               |                |  |  |  |  |
| 53                                          | 35°10'39.81"N | 128°56'54.00"E |     |               |                |  |  |  |  |
| 53L                                         | 35°10'40.03"N | 128°56'52.71"E |     |               |                |  |  |  |  |
| 53R                                         | 35°10'38.83"N | 128°56'53.63"E |     |               |                |  |  |  |  |
| 54                                          | 35°10'35.46"N | 128°56'48.11"E |     |               |                |  |  |  |  |
| 54L                                         | 35°10'36.65"N | 128°56'48.25"E |     |               |                |  |  |  |  |
| 54R                                         | 35°10'35.87"N | 128°56'46.74"E |     |               |                |  |  |  |  |
| 55                                          | 35°10'33.92"N | 128°56'45.12"E |     |               |                |  |  |  |  |
| 55L                                         | 35°10'35.10"N | 128°56'45.24"E |     |               |                |  |  |  |  |
| 55R                                         | 35°10'34.33"N | 128°56'43.74"E |     |               |                |  |  |  |  |
| 57                                          | 35°10'32.82"N | 128°56'43.03"E |     |               |                |  |  |  |  |

| TAXIWAY INFORMATION        |          |                                |                                                                                                                                                            | AIRCRAFT STANDS      |  |
|----------------------------|----------|--------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|--|
| TAXIWAY                    | WIDTH(m) | STRENGTH(PCR)                  |                                                                                                                                                            |                      |  |
| P                          | 30       | 1 178 R/C/W/T                  | 1, 53                                                                                                                                                      | B747-400, A340-600   |  |
| E1, E2, E3, E4, E5         | 30       | 1 178 R/C/W/T                  | 4, 12, 51, 54, 55                                                                                                                                          | B747-400             |  |
| S                          | 30       | 662 F/B/X/T                    | 5, 37                                                                                                                                                      | A350-900             |  |
|                            |          | 1 006 R/B/W/T                  | 31                                                                                                                                                         | B777-200             |  |
|                            |          | 621 F/A/X/T                    | 58                                                                                                                                                         | A350-900, B787-10    |  |
| C5                         | 30       | 1 006 R/B/W/T                  | 45                                                                                                                                                         | B767-300ERW          |  |
| C1, C2, C3, C4, C6, C7     | 30       | 1 006 R/B/W/T                  | 43                                                                                                                                                         | B767-300             |  |
| G7                         | 23       | 1 178 R/C/W/T                  | 8, 9, 10, 11, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 32, 34, 36, 38, 41, 42, 44, 46, 47, 48, 51L, 51R, 52, 53L, 53R, 54L, 54R, 55L, 55R, 57, 58L, 58R | B737 MAX 9, A321 NEO |  |
| G8                         | 45       | 1 178 R/C/W/T                  | ※ ISOLATED STAND : E1                                                                                                                                      |                      |  |
| G9                         | 78       | 1 178 R/C/W/T                  |                                                                                                                                                            |                      |  |
| W2                         |          | N/A                            |                                                                                                                                                            |                      |  |
| W3                         |          | (Military maintenance taxiway) |                                                                                                                                                            |                      |  |
| G10                        | 44       | 496 F/B/X/T                    |                                                                                                                                                            |                      |  |
|                            |          | 1 178 R/C/W/T                  |                                                                                                                                                            |                      |  |
| G11                        | 44       | 496 F/B/X/T                    |                                                                                                                                                            |                      |  |
|                            |          | 1 178 R/C/W/T                  |                                                                                                                                                            |                      |  |
| W1, G1, G2, G3, G4, G5, G6 | N/A      | (Military use taxiway)         |                                                                                                                                                            |                      |  |
| R                          | -        | 662 F/B/X/T                    |                                                                                                                                                            |                      |  |
| H                          | -        | 621 F/A/X/T                    |                                                                                                                                                            |                      |  |

| STAND Number  | AIRCRAFT Classification | Dimensions(m)* | REMARKS                              |
|---------------|-------------------------|----------------|--------------------------------------|
| 931, 932, 933 | Helicopter              | 16 x 16        | AS-365, EC-155, AW-139, S-76C, KA-32 |

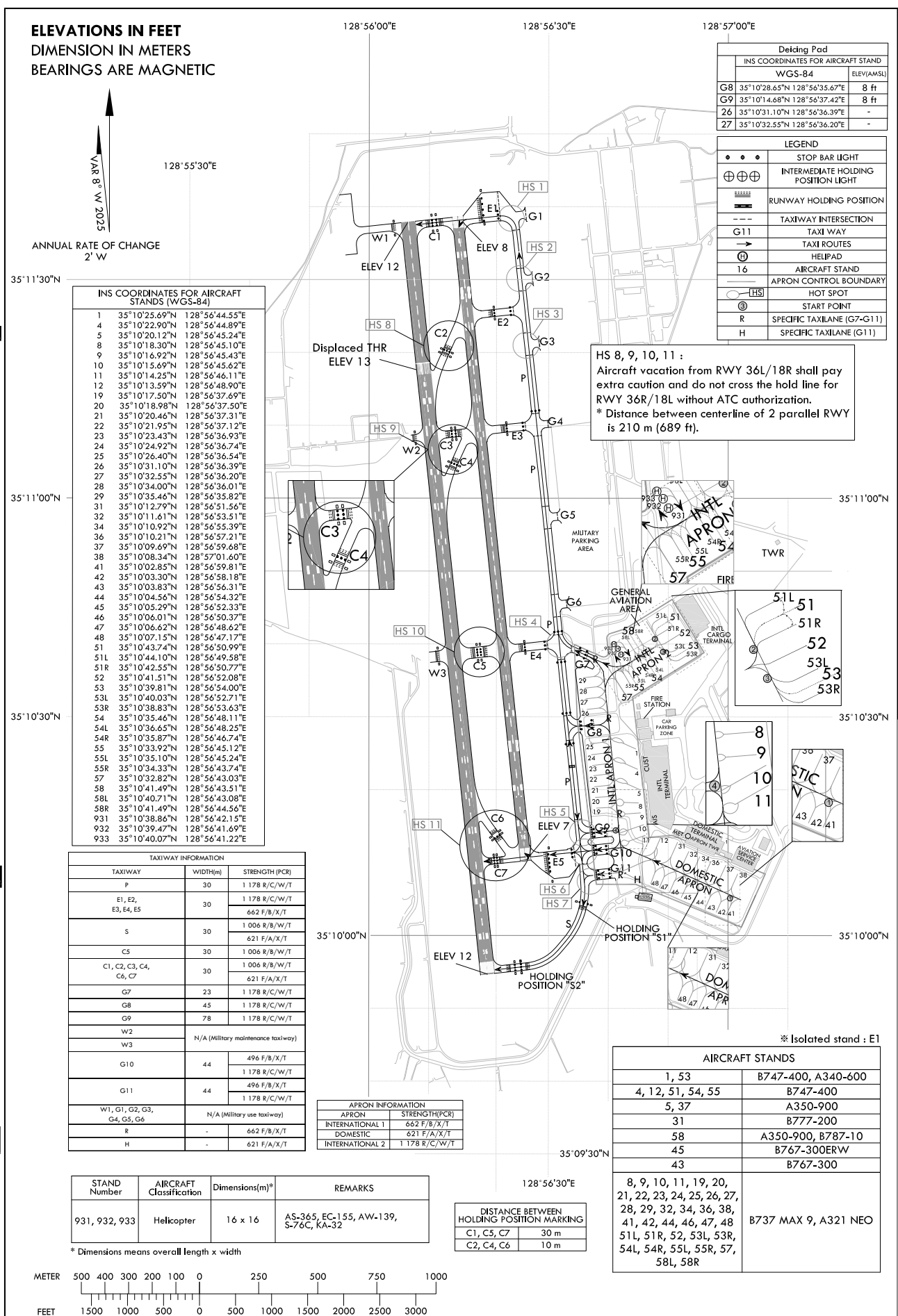
\* Dimensions means overall length x width.

| DECING PAD                          |               |                |            |
|-------------------------------------|---------------|----------------|------------|
| INS COORDINATES FOR AIRCRAFT STANDS |               |                |            |
|                                     | WGS-84        |                | ELEV(AMSL) |
| G8                                  | 35°10'28.65"N | 128°56'35.67"E | 8 ft       |
| G9                                  | 35°10'14.68"N | 128°56'37.42"E | 8 ft       |
| 26                                  | 35°10'31.10"N | 128°56'36.39"E | -          |
| 27                                  | 35°10'32.55"N | 128°56'36.20"E | -          |

Change : Establishment of taxilane R and H.

|       |        |         |       |       |
|-------|--------|---------|-------|-------|
| TWR   | 118.1  | 118.450 | 233.3 | 236.6 |
| GND   | 121.9  | 275.8   |       |       |
| APRON | 121.65 | 317.45  |       |       |

**BUSAN/Gimhae Intl**  
**RWY 36L/R, 18L/R DEPARTURE**



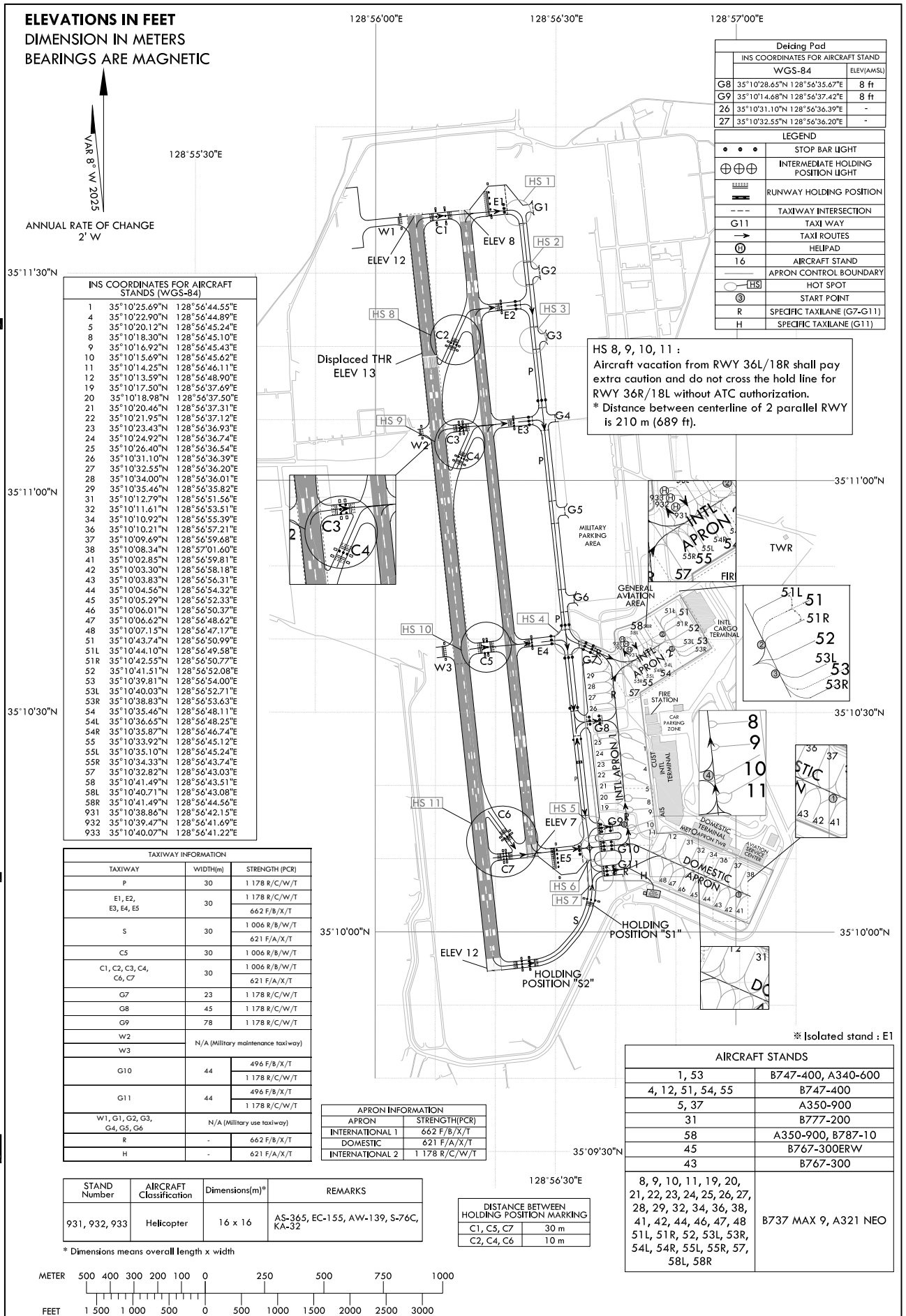
Change : Establishment of taxilane R. H and legend.



AERODROME GROUND  
MOVEMENT CHART - ICAO

APRON ELEV 8 ft

|       |        |         |       |       |
|-------|--------|---------|-------|-------|
| TWR   | 118.1  | 118.450 | 233.3 | 236.6 |
| GND   | 121.9  | 275.8   |       |       |
| APRON | 121.65 | 317.45  |       |       |

BUSAN/Gimhae Intl  
RWY 36L/R, 18L/R ARRIVAL

Change : Establishment of taxilane R, H and legend.

OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 8/25  
Effective : 1600UTC 3 SEP 2025

3. Radio Communication Failure Procedure

3.1 IFR

1. General

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

2. VFR condition

If the failure occurs in VFR conditions, or if VFR conditions are encountered after the failure, each pilot shall continue the flight under VFR and land as soon as practicable.

3. IFR condition

If the failure occurs in IFR conditions, or if paragraph 2 of this section cannot be complied with, each pilot shall continue the flight according to the following.

A. DEPARTURE

a. Under Pilot Navigation

RWY 06 in use

1) CHEONGJU 4 DEP

Climb HDG 060° to CHO VOR/DME 8 DME then assigned the following transition routes and altitude.

- GUKDO TRANSITION : Then left turn HDG 350° to R 029 CHO and R 029 CHO to GUKDO at 8 000 ft or assigned altitude by ATC.
- MAKDU TRANSITION : Then left turn HDG 240° to intercept R 029 CHO to CHO at 6 000 ft then R 143 CHO to MAKDU at 8 000 ft or assigned altitude by ATC.
- OSPOT TRANSITION : Then left turn HDG 240° to intercept R 324 CHO and cross at 6 000 ft then R 324 CHO to OSPOT at 8 000 ft or assigned altitude by ATC.
- OLMEN TRANSITION : Then left turn HDG 240° to intercept R 281 CHO at 6 000 ft then R 281 CHO to cross OLMEN at 7 000 ft or assigned altitude by ATC.
- BULTI TRANSITION : Then left turn HDG 240° to intercept R 279 CHO at 6 000 ft then R 279 CHO to cross BULTI at 7 000 ft or assigned altitude by ATC.

RWY 24 in use

2) CHEONGJU 5 DEP

Climb HDG 240° to CHO VOR/DME 4 DME then assigned the following transition routes and altitude.

- BULTI TRANSITION : Then right turn HDG 310° to intercept R 279 CHO at 6 000 ft then R 279 CHO to cross BULTI at 7 000 ft or assigned altitude by ATC.
- OLMEN TRANSITION : Then right turn HDG 310° to intercept R 281 CHO at 6 000 ft then R 281 CHO to cross OLMEN at 7 000 ft or assigned altitude by ATC.
- OSPOT TRANSITION : Then right turn HDG 030° to intercept R 324 CHO and cross at 6 000 ft then R 324 CHO to OSPOT at 8 000 ft or assigned altitude by ATC.
- GUKDO TRANSITION : Then right turn HDG 060° to R 029 CHO and cross at 6 000 ft then R 029 CHO to GUKDO at 8 000 ft or assigned altitude by ATC.
- MAKDU TRANSITION : Then right turn HDG 060° to R 310 CHO to CHO and cross at 6 000 ft then R 143 CHO to MAKDU at 8 000 ft or assigned altitude by ATC.

b. Under Radar vectoring

- Proceed with the route from the point of radio failure to the fix, route, or airway specified in vector clearance,
- In the absence of an assigned route, proceed with the route that ATC has advised, which may be expected in a further clearance, or
- In the absence of an assigned route or a route that ATC has advised, which may be expected in a further clearance, proceed with the route filed in the flight plan, and
- Maintain minimum en-route altitude (MEA) or the altitude/flight level cleared in the last ATC clearance received, whichever is higher, for 5 minutes
- Continue the flight with altitude, flight level filed in the flight plan.

Change : Information of departure procedures under pilot navigation(RNAV OLREG 1, BUKIL 1 → CHEONGJU 4, 5 DEP).

**B. ARRIVAL**

RWY 24 in use

1) VFR condition

The aircraft shall maintain VFR and make an approach to land at RWY 24 passing ICHG 7 DME FINAL.

2) IFR condition

The aircraft shall proceed to IKAPO IAF and execute ILS Y/Z RWY 24R or VOR RWY 24R or RNAV RWY 24R or LOC 24R APP.

RWY 06 in use

1) VFR condition

The aircraft shall maintain VFR and make an approach to land at RWY 06 passing SAPUX 6 DME FINAL.

2) IFR condition

The aircraft shall proceed to JIKJI IAF and execute RNAV RWY 06L APCH.

**3.2 VFR**

1. VFR flight which has encountered radio communication failure shall

a. Helicopter

- SQ 7600, and
- When able to see light gun signal from control TWR, follow that instruction.
- If unable to see light gun signal from control TWR, hold over downwind until ETA or for 10 minutes, whichever is later, then
- Land on RWY in use as filed, and take caution of landing and departing traffic.

2. Conventional flight

- SQ 7600, and
- When able to see light gun signal from control TWR, follow that instruction.
- If unable to see light gun signal from control TWR, hold on downwind until ETA or for 10 minutes, whichever is later, then
- Aircraft should land on RWY in use.
- Pilot shall take caution of landing and departing traffic.



**RKTU AD 2.23 ADDITIONAL INFORMATION**

1. Bird concentrations in the vicinity of the airport
  - a. Due to bird habitats in the vicinity of airport, pilots shall exercise caution not to conflict with the birds.
  - b. The activity altitude of birds is from 0 to 500 ft(150 m).
  - c. Also, before daily sunset, activities of the birds occur above the same way when returning to the resting area during 1 hour or 2 hours.
  - d. Control tower shall provide pilots with the information about the birds' movement.
  - e. Monthly bird activities is as follows :
    - From January to March, and from October to December : During 1 hour or 2 hours after daily sunrise, birds like dove or duck mallard move from resting area (approximately 4~12 km to the southwest of threshold of Runway 24R/06L) to feeding area(farmlands or airport).
    - From April to September : During 1 hour or 2 hours after daily sunrise, birds like white-plumed egret and grey heron move from resting area(mountains which are located in approximately 1 km far from the airport) to feeding area(farmlands or airport).
    - Also, resident birds, such as magpie, skylark or sparrow, move in and out agricultural area near airport.
  - f. Preventive activities against bird strikes, such as operation of B.A.T(Bird Alert Team) and devices(cannon, shotgun, etc) which scare birds away, shall be carried out. Also, the measures for eliminating resting or feeding area of birds are being taken in the airport boundary.
  - g. On the properties of airport farming, garbage treatment facilities are not permitted.

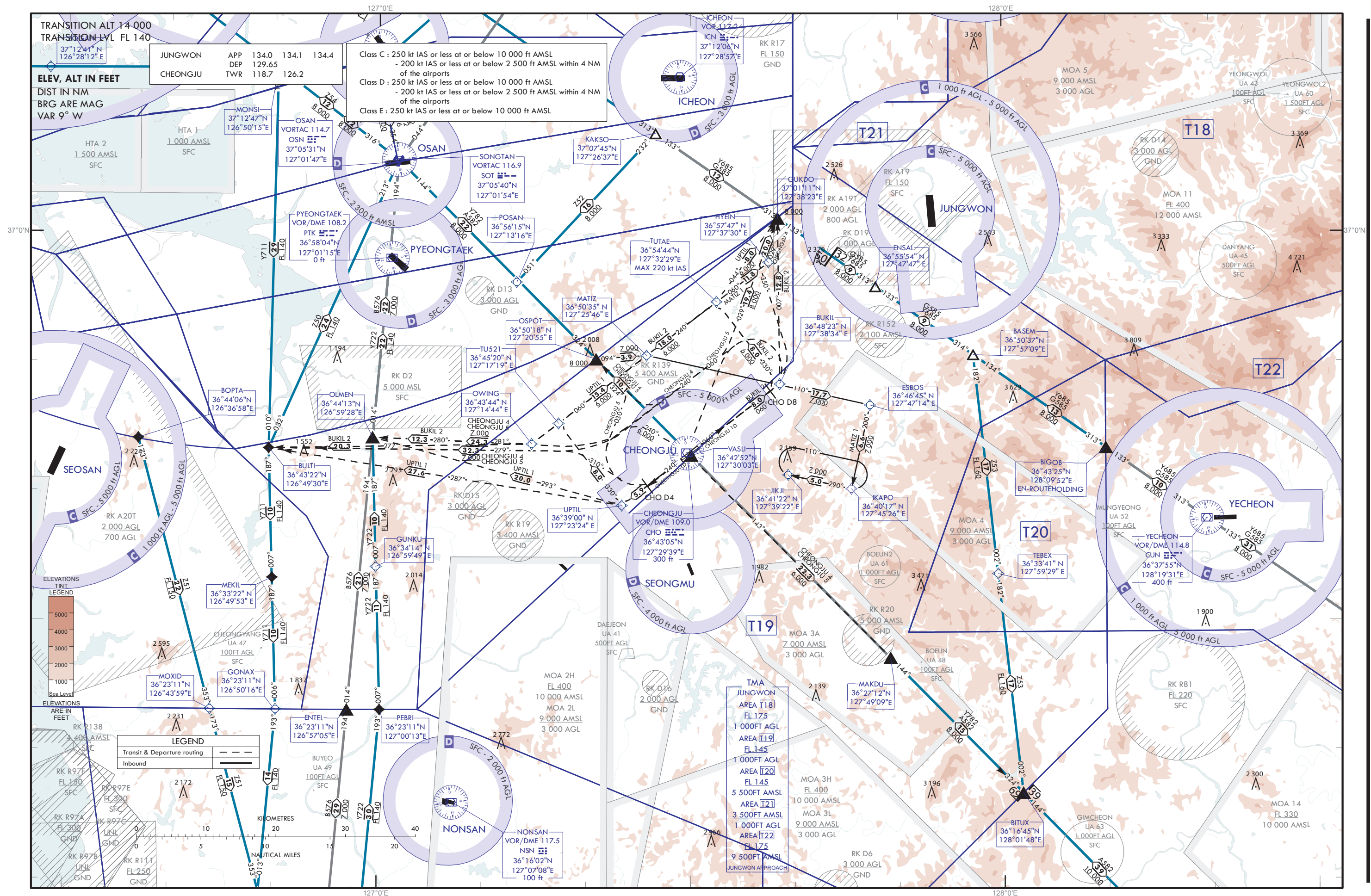
## RKTU AD 2.24 CHARTS RELATED TO THE AERODROME

|                                                      |                      |
|------------------------------------------------------|----------------------|
| Aerodrome Chart - ICAO .....                         | RKTU AD CHART 2-1    |
| Aircraft Parking/Docking Chart - ICAO .....          | RKTU AD CHART 2-3    |
| Aerodrome Ground Movement Chart - ICAO .....         | RKTU AD CHART 2-4    |
| Aerodrome Obstacle Chart - ICAO - Type A .....       | RKTU AD CHART 2-5    |
| Aerodrome Obstacle Chart - ICAO - Type A .....       | RKTU AD CHART 2-6    |
| Aerodrome Obstacle Chart - ICAO - Type A .....       | RKTU AD CHART 2-7    |
| Aerodrome Obstacle Chart - ICAO - Type A .....       | RKTU AD CHART 2-8    |
| Aerodrome Obstacle Chart - ICAO - Type B .....       | RKTU AD CHART 2-9    |
| Area Chart - ICAO .....                              | RKTU AD CHART 2-10   |
| SID - RWY 06L - RNAV(GNSS) BUKIL 2 .....             | RKTU AD CHART 2-11   |
| SID - RWY 24R - RNAV(GNSS) UPTIL 1 .....             | RKTU AD CHART 2-12   |
| SID - RWY 06L/R - CHEONGJU 4 .....                   | RKTU AD CHART 2-13   |
| SID - RWY 24L/R - CHEONGJU 5 .....                   | RKTU AD CHART 2-14   |
| SID - RWY 06/24 - CHEONGJU 1D .....                  | RKTU AD CHART 2-15   |
| STAR - RWY 06L/24R - MATIZ 1 .....                   | RKTU AD CHART 2-15-2 |
| ATC Surveillance Minimum Altitude Chart - ICAO ..... | RKTU AD CHART 2-16   |
| Instrument Approach Chart - RWY 06L - RNP .....      | RKTU AD CHART 2-17   |
| Instrument Approach Chart - RWY 06L - ILS Y .....    | RKTU AD CHART 2-18   |
| Instrument Approach Chart - RWY 06R - ILS Y .....    | RKTU AD CHART 2-19   |
| Instrument Approach Chart - RWY 06L - ILS Z .....    | RKTU AD CHART 2-20   |
| Instrument Approach Chart - RWY 06L - LOC Y .....    | RKTU AD CHART 2-21   |
| Instrument Approach Chart - RWY 06R - LOC .....      | RKTU AD CHART 2-22   |
| Instrument Approach Chart - RWY 06L - LOC Z .....    | RKTU AD CHART 2-23   |
| Instrument Approach Chart - RWY 06L - VOR .....      | RKTU AD CHART 2-24   |
| Instrument Approach Chart - RWY 24R - RNP .....      | RKTU AD CHART 2-25   |
| Instrument Approach Chart - RWY 24L - ILS .....      | RKTU AD CHART 2-26   |
| Instrument Approach Chart - RWY 24R - ILS Y .....    | RKTU AD CHART 2-27   |
| Instrument Approach Chart - RWY 24R - ILS Z .....    | RKTU AD CHART 2-28   |
| Instrument Approach Chart - RWY 24L - LOC .....      | RKTU AD CHART 2-29   |
| Instrument Approach Chart - RWY 24R - LOC Y .....    | RKTU AD CHART 2-30   |
| Instrument Approach Chart - RWY 24R - LOC Z .....    | RKTU AD CHART 2-31   |
| Instrument Approach Chart - RWY 24R - VOR .....      | RKTU AD CHART 2-32   |
| Visual Approach Chart - ICAO .....                   | RKTU AD CHART 2-33   |
| Bird concentrates in the vicinity of airport .....   | RKTU AD CHART 2-34   |

Change : Withdrawal of standard instrument departure procedures(CHEONGJU 7, CHEONGJU 8).

## AREA CHART - ICAO

**TMA JUNGWON(Cheongju Airport)**



Change : Information of SID, STAR and fix names(NOSON → IKAPO, GARZA → ESBOS).

PUBLISHED BY THE OFFICE OF CIVIL AVIATION, MINISTRY OF LAND, INFRASTRUCTURE AND TRANSPORT.  
REPUBLIC OF KOREA

OFFICE OF CIVIL AVIATION

**AIRAC AIP AMDT 8/25**  
**Effective : 1600UTC 3 SEP 2025**