

ENR 6. EN-ROUTE CHARTS

INTENTIONALLY

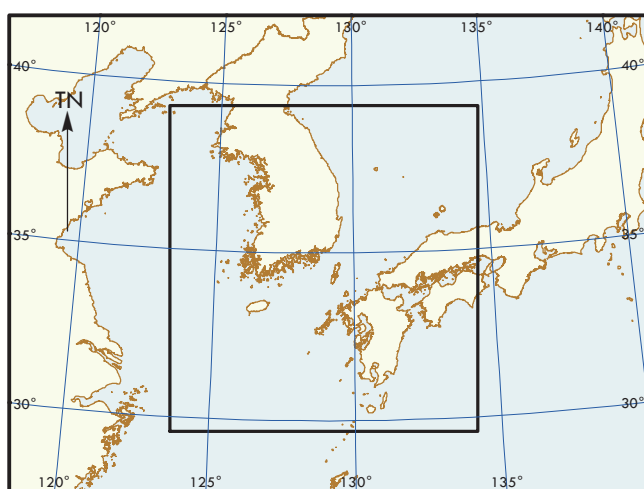
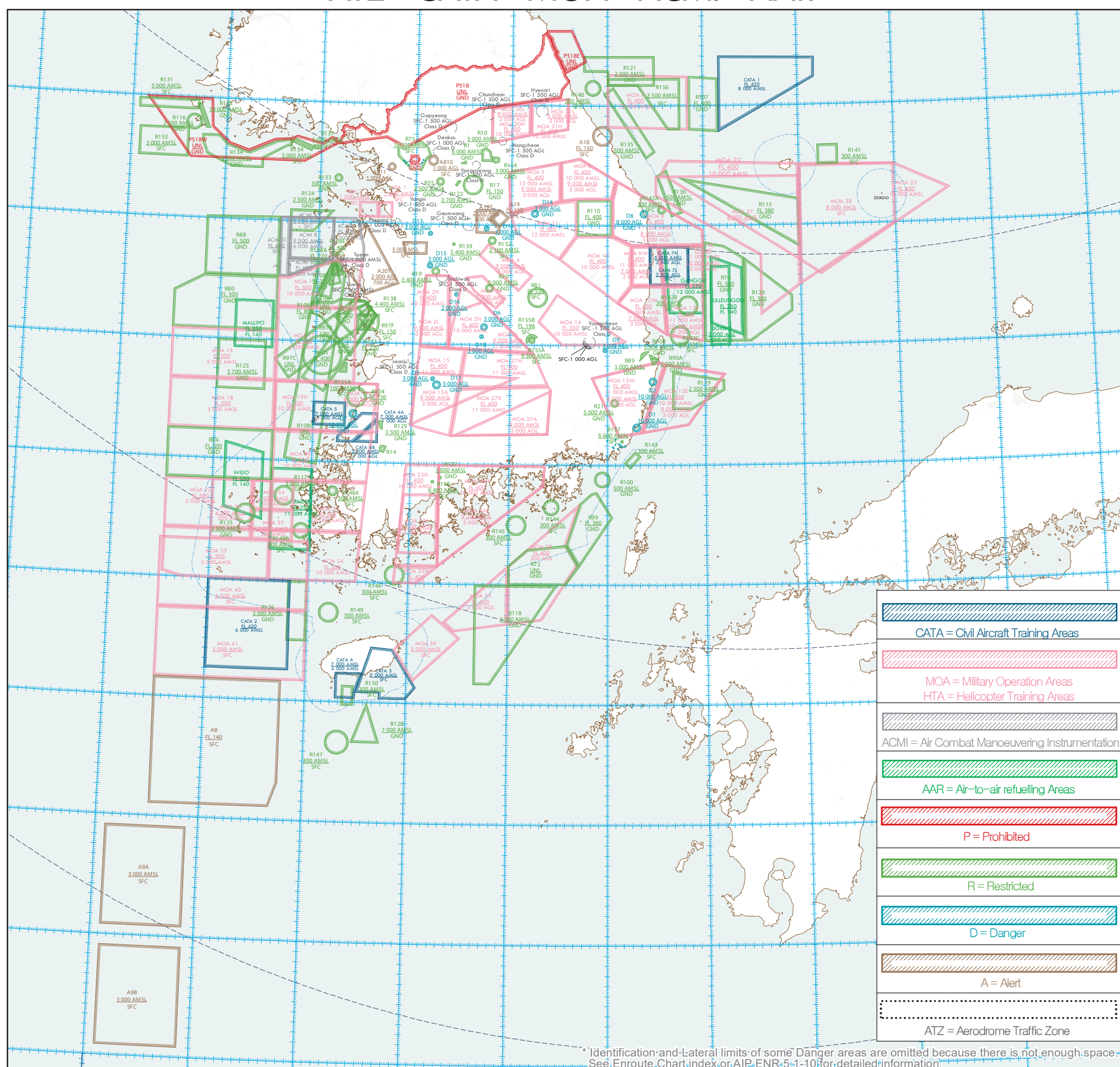
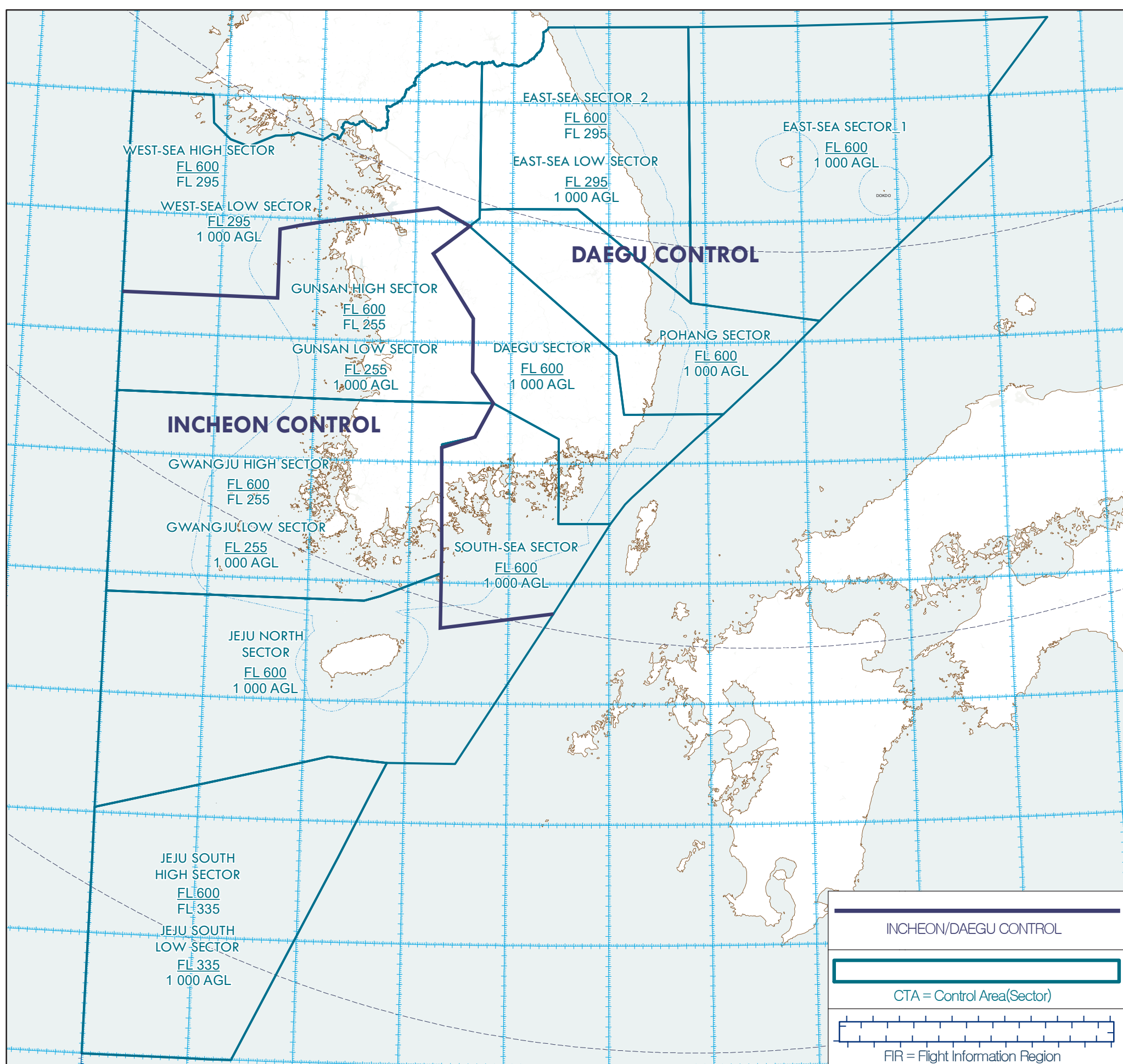
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INTENTIONALLY

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Effective : 1600UTC 3 SEP 2025

* The information contained is based on Aeronautical Information Publication.

PROHIBITED AREAS			
RK P73	RK P518	RK P518E	RK P518W

[illegible]

BE 74 GND-R, 500 VDC NORM. VAC	BE R108 GND-R, 150 VDC NORM. VAC	BE R129 GND-R, 500 VDC NORM. VAC	BE R300 3000 ASSL NORM. VAC
BE 75 GND-R, 500 VDC NORM. VAC	BE R109 GND-R, 150 VDC NORM. VAC	BE R130 GND-R, 500 VDC NORM. VAC	BE R301 3000 ASSL NORM. VAC
BE R73 SFC-1000 ASSL NORM. VAC	BE R10C GND-R, 150 VDC NORM. VAC	BE R131 GND-R, 500 VDC NORM. VAC	BE R31A SFC-3000 ASSL NORM. VAC
BE R77 GND-R, 500 VDC NORM. VAC	BE R10E GND-R, 150 VDC NORM. VAC	BE R132 GND-R, 500 ASSL NORM. VAC	BE R12 SFC-6000 ASSL NORM. VAC
BE R80 NORM. VAC CONT. VAC	BE R10F GND-R, 150 VDC NORM. VAC	BE R133 GND-500 ASSL NORM. VAC	BE R13 SFC-3000 ASSL NORM. VAC
BE R81 CONT. VAC NORM. VAC	BE R10G GND-R, 150 VDC NORM. VAC	BE R134 GND-500 ASSL NORM. VAC	BE R14 SFC-3000 ASSL NORM. VAC
BE R84 GND-R, 500 VDC NORM. VAC	BE R10 CONT-200-100 NORM. VAC	BE R125 GND-R, 500 ASSL NORM. VAC	BE R15A SFC-5000 ASSL NORM. VAC
BE R88 GND-R, 500 VDC NORM. VAC	BE R11 CONT-200-100 NORM. VAC	BE R126 GND-R, 500 ASSL NORM. VAC	BE R15B SFC-5000 ASSL NORM. VAC
BE R11 GND-R, 500 ASSL NORM. VAC	BE R11A GND-R, 500 ASSL NORM. VAC	BE R127 GND-R, 500 ASSL NORM. VAC	BE R15 SFC-6000 ASSL NORM. VAC
BE R10A GND-R, 150 ASSL NORM. VAC	BE R15 CONT-R, 150 CONT. VAC-NORM	BE R128 Electronic Inverting Area	BE R17 SFC-6000 ASSL Electronic Inverting Area
BE R10B GND-R, 150 ASSL NORM. VAC	BE R16 GND-R, 150 ASSL NORM. VAC	BE R129 Electronic Inverting Area	BE R18 SFC-6000 ASSL Electronic Inverting Area
BE R10C GND-R, 150 ASSL NORM. VAC	BE R17 GND-R, 150 ASSL NORM. VAC	BE R140 NORM. VAC	
BE R10D GND-R, 150 ASSL NORM. VAC	BE R18 GND-R, 150 ASSL NORM. VAC	BE R141 NORM. VAC	
BE R10E GND-R, 150 ASSL NORM. VAC	BE R19 GND-R, 150 ASSL NORM. VAC	BE R142 NORM. VAC	
BE R10F GND-R, 150 ASSL NORM. VAC	BE R20 GND-R, 150 ASSL NORM. VAC	BE R143 SFC-5000 ASSL NORM. VAC	
BE R10G GND-R, 150 ASSL NORM. VAC	BE R21 GND-R, 150 ASSL NORM. VAC		

GND-10 000 AGL	GND-3 000 AGL	GND-1 800 AGL	GND-1 900 AGL
RK D2 GND-3 000 AGL	RK D13 GND-1 000 AGL	RK D31 GND-1 000 AGL	RK D33 GND-1 600 AGL
RK D5 GND-3 000 AGL	RK D14 GND-2 005 AGL	RK D24 GND-1 700 AGL	RK D32 GND-1 600 AGL
RK D6 GND-10 000 AMSL	RK D17 GND-3 000 AGL	RK D25 GND-1 000 AGL	RK D33 GND-1 600 AGL
RK D7 GND-10 000 AMSL	RK D18 GND-3 000 AGL	RK D26 GND-1 600 AGL	RK D34 GND-1 600 AGL
RK D8 GND-8 000 AGL	RK D19 GND-1 000 AGL	RK D27 GND-1 900 AGL	RK D35 GND-2 000 AGL
RK D9 GND-3 000 AGL	RK D20 GND-1 700 AGL	RK D28 GND-1 600 AGL	RK D36 GND-3 000 AGL
RK D13 GND-3 000 AGL	RK D21 GND-1 700 AGL	RK D29 GND-1 600 AGL	RK D37 GND-1 600 AGL

SFC-5 000 MS1 MON-FR 2300-1300 SAT 2300-0400	SFC-F1 150 DAILY 1200-1400 VMC	700 AG1 - 2000 AG1 MON-SAT	SFC-F1 000 AG1 MON-FR 2300-1300 SAT 2300-0400
RK A1B SFC-F1 150 MON-SAT	RK A19T 800 AG1-2000 AG1 DAILY 2300-0900 VMC-VMC	RK A810 SFC-F1 000 AG1 MON-FR 2300-1300 SAT 2300-0400	RK A8 SFC-F1 140 By NOTAM
RK A9A SFC-3000 AMSL By NOTAM	RK A9B SFC-3000 AMSL By NOTAM		

FL 420	7 000 AMSL	7 000 AMSL	2 500 AGL
8 000 AMSL	1 000 AGL	1 000 AGL	SFC
2100-1300	HJ (By NOTAM)	HJ (By NOTAM)	H24
CATA 2	CATA 48	CATA 6	CATA 7H
FL 420	3 500 AMSL	7 000 AMSL	5 000 AMSL
8 000 AMSL	1 000 AGL	4 000 AMSL	2 500 AGL
2100-1300 (By NOTAM)	HJ (By NOTAM)	2100-1300	By NOTAM
CATA 3			
7 000 AMSL			
SFC			
2100-1300			

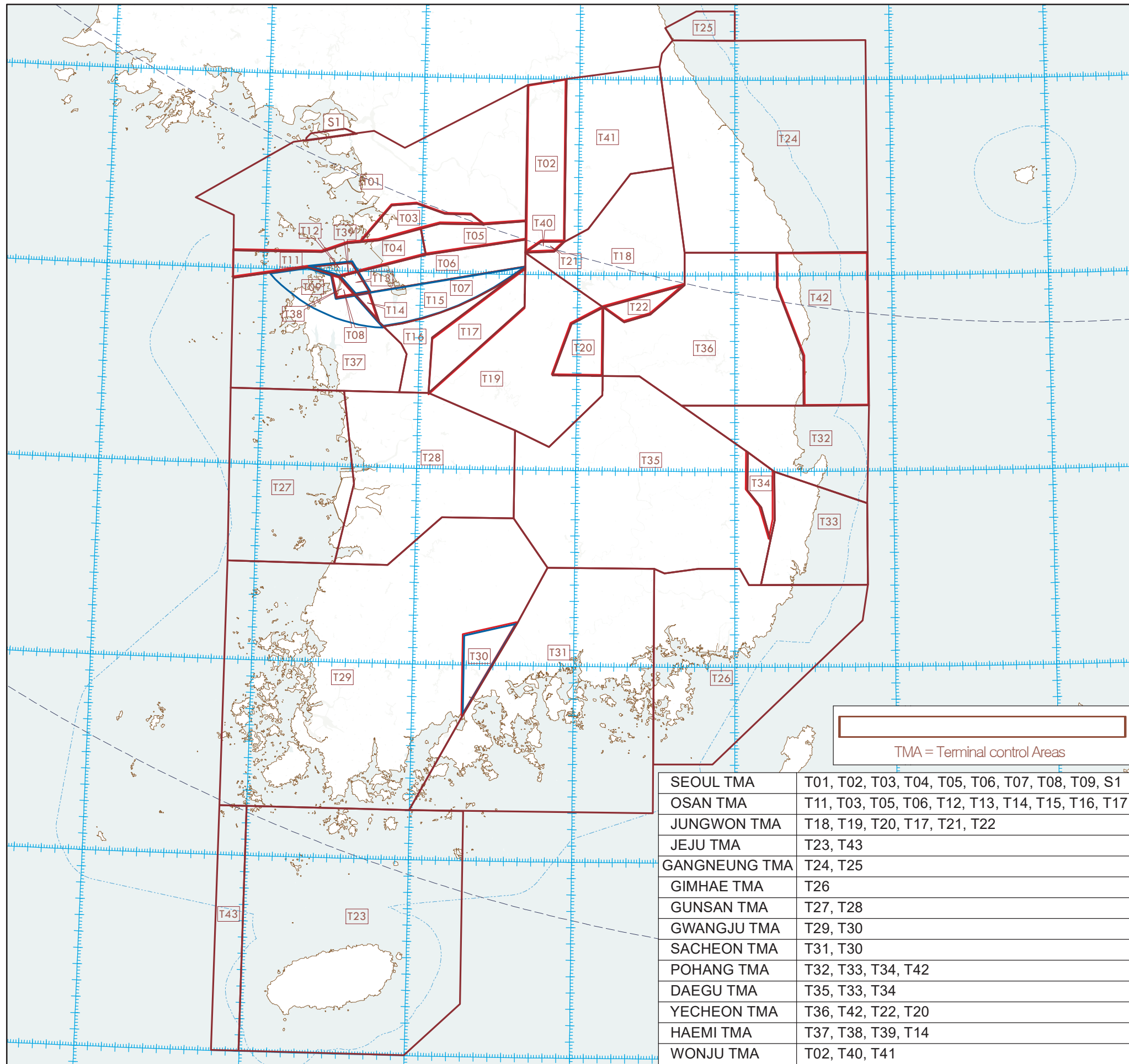
MILITARY OPERATION AREAS (MOA)

MOA 1 FL 600 10 000 AXSL	MOA 9W FL 600 10 000 AXSL	MOA 19L 8 000 AXSL 10 000 AXSL	MOA 20L 5 000 AXSL 10 000 AXSL
MOA 2H FL 600 10 000 AXSL	MOA 10 10 000 AXSL	MOA 19H 10 000 AXSL	MOA 20H 10 000 AXSL
MOA 2A FL 600 10 000 AXSL	MOA 11 10 000 AXSL	MOA 20 10 000 AXSL	MOA 31L 5 000 AXSL 10 000 AXSL
MOA 25 FL 600 10 000 AXSL	MOA 12W 7 000 AXSL 10 000 AXSL	MOA 21 7 000 AXSL 10 000 AXSL	MOA 31H 5 000 AXSL 10 000 AXSL
MOA 3L FL 600 AXSL	MOA 12W FL 600 AXSL	MOA 22 5 000 AXSL	MOA 32 400 10 000 AXSL
MOA 3H FL 600 10 000 AXSL	MOA 12E FL 600 10 000 AXSL	MOA 23 2 000 AXSL	MOA 33 10 000 AXSL
MOA 4 FL 600 10 000 AXSL	MOA 12E FL 600 10 000 AXSL	MOA 24 10 000 AXSL	MOA 34 5 000 AXSL 10 000 AXSL
MOA 5 FL 600 10 000 AXSL	MOA 13W 8 000 AXSL 10 000 AXSL	MOA 25L 5 000 AXSL	MOA 35L 4 000 AXSL 10 000 AXSL
MOA 6 FL 600 10 000 AXSL	MOA 13W FL 600 10 000 AXSL	MOA 25H 5 000 AXSL	MOA 35 10 000 AXSL
MOA 6 FL 600 10 000 AXSL	MOA 13E 5 000 AXSL 10 000 AXSL	MOA 25H FL 600 10 000 AXSL	MOA 37 5 000 AXSL 10 000 AXSL
MOA 6 FL 600 10 000 AXSL	MOA 13E FL 600 10 000 AXSL	MOA 26L 5 000 AXSL	MOA 38 8 000 AXSL
MOA 7 FL 600 10 000 AXSL	MOA 14 FL 600 10 000 AXSL	MOA 26H 5 000 AXSL	MOA 39 5 000 AXSL 10 000 AXSL
MOA 8 FL 600 10 000 AXSL	MOA 14 FL 600 10 000 AXSL	MOA 27H 5 000 AXSL	MOA 41 1 000 AXSL 10 000 AXSL
MOA 8 FL 600 10 000 AXSL	MOA 15 FL 600 10 000 AXSL	MOA 27S 5 000 AXSL	MOA 41 1 000 AXSL 10 000 AXSL
MOA 9 FL 600 10 000 AXSL	MOA 15 FL 600 10 000 AXSL	MOA 28 5 000 AXSL	HTA 1 1 000 AXSL 10 000 AXSL
MOA 9E FL 600 10 000 AXSL	MOA 17 5 000 AXSL	MOA 28 200 AXSL	HTA 2 1 000 AXSL 10 000 AXSL
MOA 9W FL 600 10 000 AXSL	MOA 18 5 000 AXSL	MOA 29 5 000 AXSL	

ACMI A	ACMI C	ACMI D	ACMI E
$\frac{5\,000\text{ AMSL}}{\text{SFC}}$	$\frac{\text{FL 600}}{10\,000\text{ AMSL}}$	$\frac{\text{FL 600}}{\text{SFC}}$	$\frac{\text{FL 600}}{10\,000\text{ AMSL}}$
ACMI B			
$\frac{9\,000\text{ AMSL}}{6\,000\text{ AMSL}}$			

DOKDO 2 000 AGL 100 AGL	MALLIPO FL 140 FL 140	WIDO FL 150 FL 140	ULLEUNGDO FL 250 FL 140
GANGSU FL 250 12 000 AMSL	JINDO FL 250 11 000 AMSL		

AERODROME TRAFFIC ZONE (ATZ)			
Cheongsung SFC - 1 500 AGL Class D	Jeju SFC - 1 500 AGL Class D	Jeju SFC - 1 500 AGL Class D	Jeju SFC - 1 500 AGL Class D
Yongpyeong SFC - 1 500 AGL Class D	Jeju SFC - 1 500 AGL Class D	Daejeon SFC - 1 500 AGL Class D	Daejeon SFC - 1 500 AGL Class D
Heungcheon SFC - 1 500 AGL Class D	Yongpyeong SFC - 1 500 AGL Class D	Jeju SFC - 1 500 AGL Class D	Jeju SFC - 1 500 AGL Class D
Yongpyeong SFC - 1 500 AGL Class D	Yongpyeong SFC - 1 500 AGL Class D	Jeju SFC - 1 500 AGL Class D	Jeju SFC - 1 500 AGL Class D



Type of Category	Class	Designated areas and altitude	Type of flight	Separation provided	Service provided	Radio Communication requirement	Subject to ATC clearance
	A	* All airways from above FL 200 to FL 600* * Incheon airport* - Within 5 NM radius of 372745N 1262621E including areas which are extended northbound from 373156N 1261525E - 373721N 1262500E - 373241N 1262713E - 372852N 1262002E - 373156N 1261525E, and southbound from 372247N 1262526E - 372654N 1263272E - 372339N 1263710E - 371815N 1262736E - 372247N 1262526E (SFC - 10 000 ft AMSL) - Within 5 - 10 NM including areas which are extended northbound from 373454N 1261246E - 374019N 1262221E - 373721N 1262500E - 373156N 1261525E - 373454N 1261246E, and southbound from 371815N 1262736E - 372339N 1263710E - 371917N 1264102E - 371335N 1263128E - 371815N 1262736E (1 000 ft AGL - 10 000 ft AMSL) - Within 10 - 20 NM (5 000 ft AGL - 10 000 ft AMSL) * Gimpo airport* - Within 5 NM radius of 373325N 1264751E including areas which are extended northbound from 373646N 1263926E - 373944N 1264310E - 373803N 1264518E - 373458N 1264142E - 373646N 1263926E, and southbound from 372840N 1264938E - 373036N 1265325E - 372907N 1265444E - 372652N 1265153E - 373840N 1264938E (SFC - 10 000 ft AMSL) - Within 5 - 10 NM (1 000 ft AGL - 10 000 ft AMSL) - Within 10 - 20 NM (5 000 ft AGL - 10 000 ft AMSL) * Jeju Airport - A circle, radius 5 NM centered at KPCC ARP (333044N 1262934E); SFC - 10 000 ft AMSL - 332635N 1262614E - a clockwise arc, radius 5 NM centered at ARP - 333048N 1263532E - 333051N 1264131E - a counterclockwise arc, radius 10 NM centered at ARP - 332725N 1262255E - to the beginning - 1 000 ft AMSL - 10 000 ft AMSL - 332225N 1262255E - a clockwise arc, radius 10 NM centered at ARP - 333051N 1264131E - 333057N 1265328E - a counterclockwise arc, radius 20 NM centered at ARP - 331405N 1261618E - to the beginning - 2 000 ft AMSL - 10 000 ft AMSL	IFR	All aircraft	ATC service	Continuous two-way	Yes
Controlled	B	* Radius of airports with APP Control** - Within 5 NM (SFC - 5 000 ft AGL) - Within 5 - 10 NM (1 000 ft AGL - 5 000 ft AGL)	IFR VFR	IFR from IFR VFR from VFR	ATC service	Continuous two-way	Yes
	C	* All airways from MEA up to and including FL 200 * Airspace from above 10 000 ft AMSL to FL 185 within Seoul TMA, excluding Class A * Radius of airports none APP Control*** - Within 5 NM (SFC - 5 000 ft AGL or the upper limits altitude of control zone)	IFR	IFR from IFR VFR from VFR/DIRDO & RADAR (CTC)	* ATC service for separation from IFR; * VFR/VFR traffic information (and traffic avoidance advice on request)	Continuous two-way	Yes
	D	* Traffic information between VFR and IFR flights (and traffic avoidance advice on request)	VFR	NIL		Continuous two-way	Yes
	E	* Controlled Airspace except Class A, B, C, and D. - Airspace (Lands and Waters) : 1 000 ft - 60 000 ft from the surface of the earth or sea - Airspace over the high seas : 5 000 ft, from the surface of the sea - 60 000 ft AMSL	IFR VFR	IFR from IFR NIL	* ATC service * Traffic information about VFR aircraft as far as practicable * Traffic information as far as practicable	Continuous two-way	Yes
Un-controlled		* Uncontrolled airspace except Class A, B, C, D and E. - Airspace (Lands and Waters) Below 1 000 ft from the surface of the earth or sea - Airspace over the high seas : Below 5 000 ft from the surface of the sea - The airspace above FL 600 to unlimited.	IFR 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 NOTAMS and the flight procedures specified on the LOA between concerned facilities.

** Gimhae, Gwangju, Secheon, Daegu, Gangneung, Jungseon, Seosan, Wonju, Yecheon, Gunsan and Pohang (Gyeongju Airports)(11)

*** Osan, Yangyeong, Seoul, Cheongju, Suwon, Seongmu, Pyeongtaek, Ulsan, Yeosu, Mokpo, Suwon, Ulsin, Jeonju, Gyeongju, Jinhae, Incheon, Muan and Sakhalo Airports(17)

FIR CRUISING LEVEL DIAGRAMS

0° - 179° MAG

FL	FL
020	010
040	030
060	050
080	070
100	090
120	110
140	130
160	150
180	170
200	190
220	210
240	230
260	250
280	270
300	290
320	310
340	330
360	350
380	370
400	390
420	410
440	430
460	450
etc.	etc.

180°

359° MAG

FIR INFORMATION REGION (FIR)

Name of Information Region	FIR
Upper limit	INCHON
Lower limit	LINE GND
Unit providing service	INCHON ACC DAMUQ ACC

* The VFR flights to enter the Incheon FIR should report estimated time over FIR at least 20 minutes prior to crossing the boundary. The departing point where it takes less than 20 minutes flying time from the boundary should report estimated time to cross the FIR before take off.

ACC Boundary

ACC Boundary	INCHON CONTROL DAMUQ CONTROL
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Terminal control Area (TMA)

Name of TMA	TMAA
TMA number	SEOUL AREA [T01]
Upper limit	FL 185
Lower limit	1000 AGL
Unit providing area control service	SEOUL APP

Civil Aircraft Training Area (CATa)

Identification of area	CATa 5
Upper limit	7 000 AMSL
Lower limit	1 000 AMSL

Aerodrome Traffic Zone(ATZ)

Identification of ATZ	Gyeongang ATZ
Airspace Classification	
Vertical Limit	

Aerodromes

Civil	
Military	
Joint civil and military	

Name of aerodrome

Elevation given in the units of measurement (feet)
selected for use on the chart.

Minimum lighting-obstacles, boundary or runway lights and lighted wind indicator or landing direction indicator

Runway head surfaced, normally all weather
Note - A dash (-) is to be inserted where L or H is not apply.

Length of longest runway in hundreds of feet

RYSM

Within Incheon FIR, RYSM is applied between FL 290 and FL 410 on all ATS Routes.
In the RYSM stratum 2 000 ft vertical separation minimum is applied between RYSM non compliant aircraft operating and all other aircraft.

MEASURING UNITS

Altitude, elevation and heights are in Feet.
Distances are Nautical Miles.
Coordinates are in WGS-84.

ALTIMETER SETTING PROCEDURES

Transition altitude is 14 000 Feet.
Transition level is FL 140.

* 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

ATS route (width..... NM)

Route designator
 Magnetic track
 Distance in NM
 Upper limit
 Minimum flight altitude

V549
 100' 124 282
 10,000 or 6,000
 7,000

Aera navigation route (RNAV)

Route designator
 Magnetic track
 Distance in NM
 Upper limit
 Minimum flight altitude

V685
 133' 213
 10,000 or 6,000
 10,000

AIRSPACE CLASSIFICATION INFORMATION

CLASS A Airway(FL 200 ABV - FL 600)

CLASS B 5 NM Radius
 10 NM Radius
 20 NM Radius

CLASS C 5 NM Radius
 10 NM Radius

CLASS D 5 NM Radius

CLASS E At or above 1 000 ft AGL

CLASS G Below 1 000 ft AGL

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

AIRWAY INFORMATION

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

Change - Over Point (COP)

Distance in NM from associated VOR navigation aid

45 44

Significant point

Name IGDOK

Reporting Point(REP/WPT)

Compulsory
 On request

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

— Identification of area
— Nationality letter
— Upper limits
— Lower limits

*Nationality letter is omitted for chart clarity.

— Military Operation Area (MOA)
— Air Combat Manoeuvring Instrumentation (ACMI)
— Air-to-air refuelling Areas(AAR)

Identification of area
 Upper limit
 Lower limit

MOA 1.8 / ACMI 1.4 / DOKRO
 EL 500
 3000 AIREL

Compass rose
 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 in combination with the following symbols:

VOR
 VOR/DME
 TACAN
 VORTAC

Identification for radio navigation aids (NAVAID)

Name
 NAVAID frequency Identification or call sign
 Geographical coordinates
 Elevation of NAVAID site

INCHCON
 VOR/DME 113.8
 NCH
 37° 29' 42"N
 126° 25' 49"E
 100 FT

Altimeter setting region boundary

Isogonic line or isogonal

75°W

Political boundary

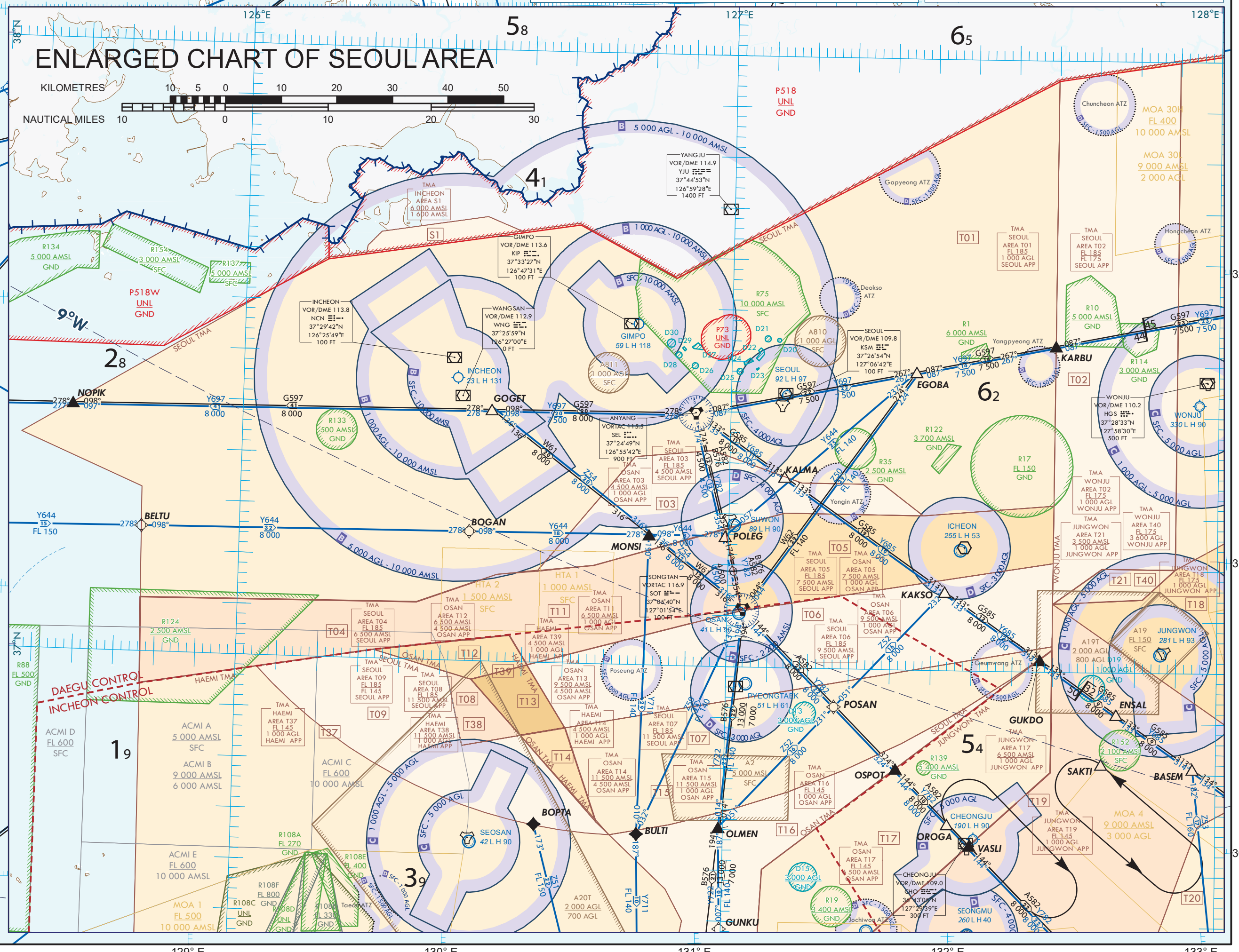
National River
 Large river(Penninal)
 Lakes(Penninal)

Small river(Penninal)

Area Minimum Altitude (AMA)

Each 1" quadrilateral contains an Area Minimum Altitude (AMA) which represents the lowest altitude to be used under Instrument Meteorological Conditions (IMC). The AMA provides a minimum clearance of 1 000 feet above all obstacles in the quadrilateral. It is represented in hundreds feet above mean sea level.

Example : 5 400 feet

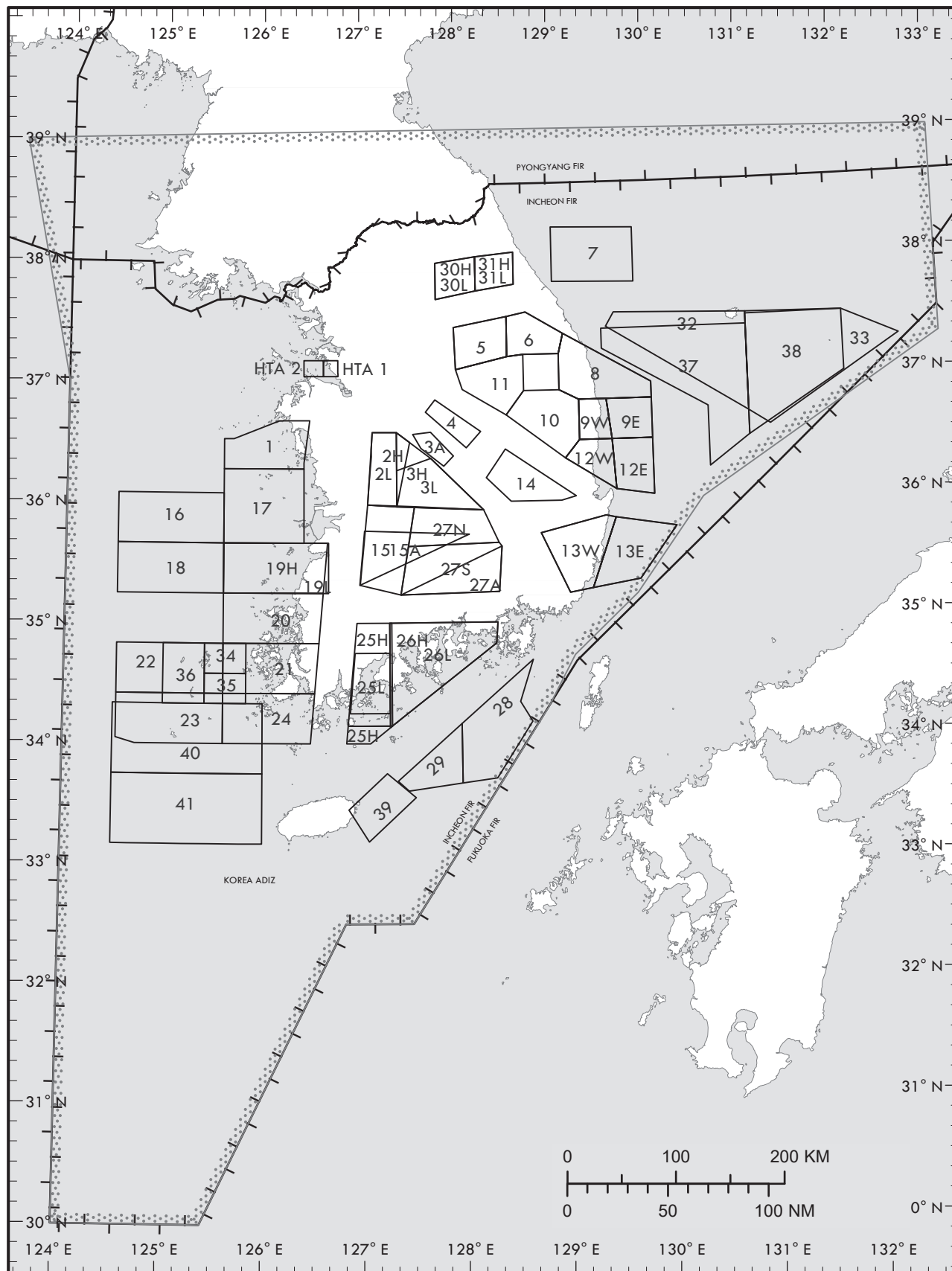


AIR TRAFFIC SERVICES AIRSPACE - INDEX CHART

TO BE DEVELOPED

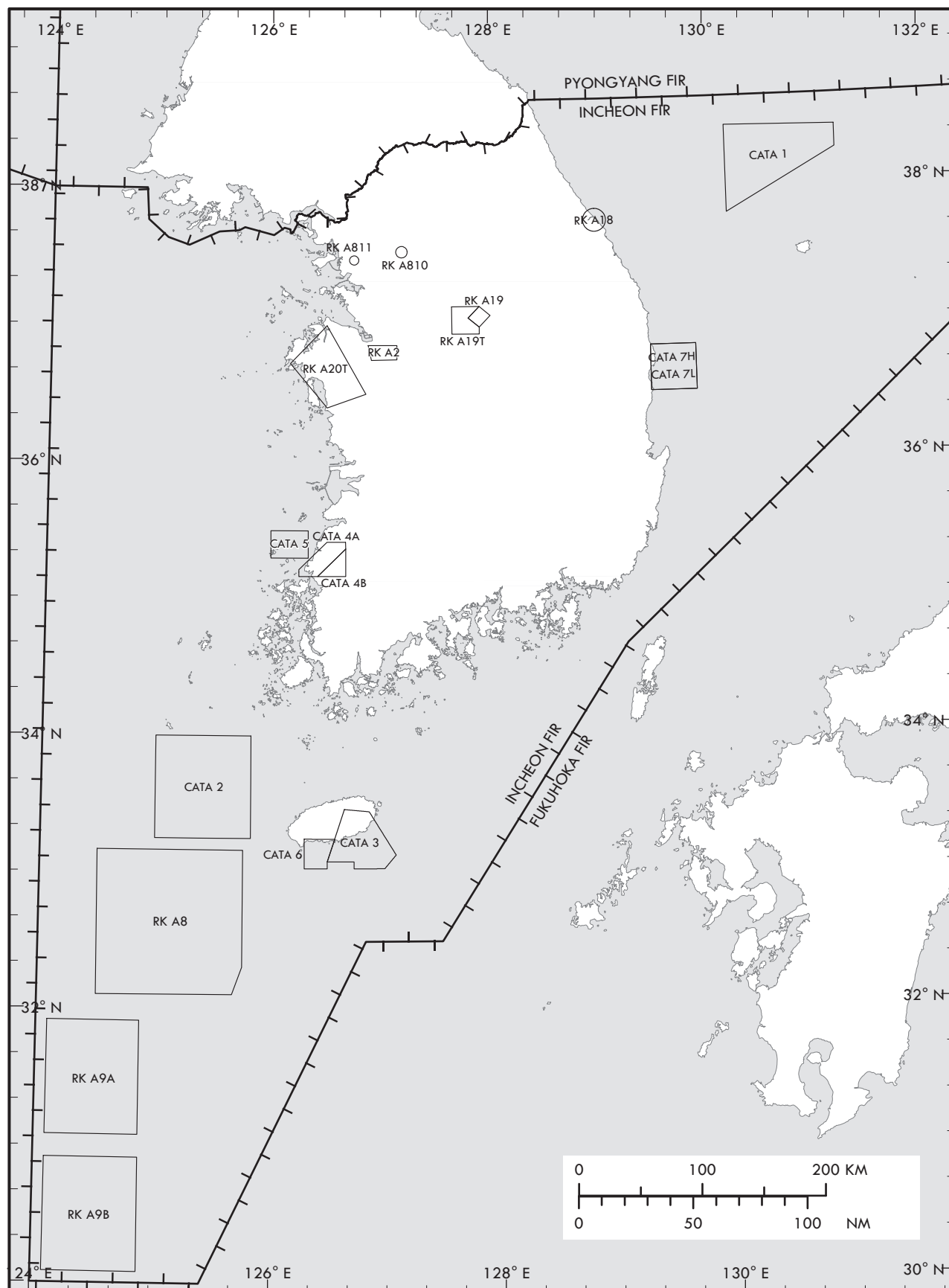
AIRAC AIP AMDT 8/25
Effective : 1600UTC 3 SEP 2025

MILITARY EXERCISE TRAINING AREAS AND ADIZ - INDEX CHART



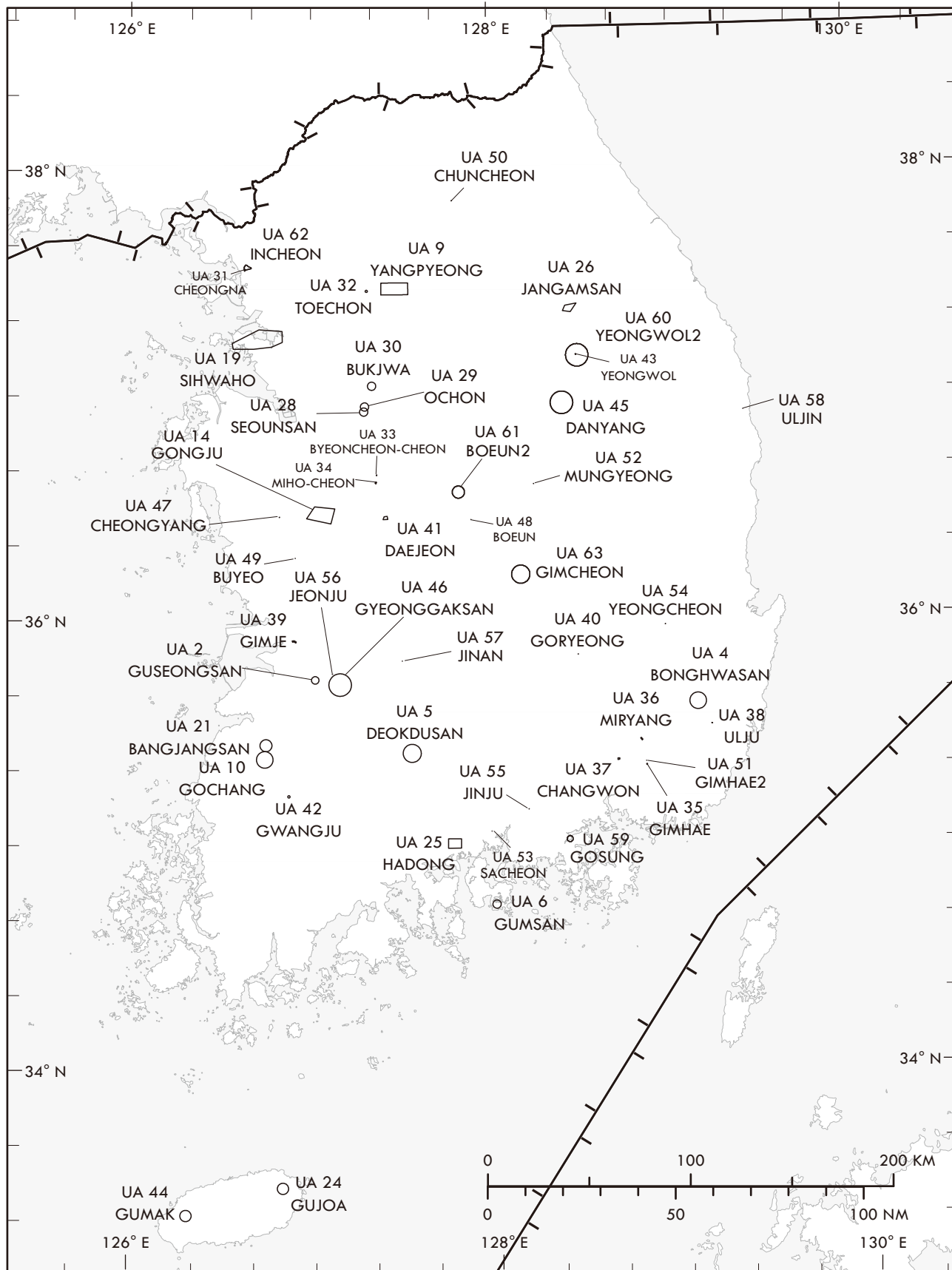
Change : Information of MOA 1, 16~18, 22~23, 25H and 28~31.

OTHER ACTIVITIES OF A DANGEROUS NATURE - INDEX CHART



AERIAL SPORTING AND RECREATIONAL ACTIVITIES -INDEX CHART

The entire area within Incheon FIR is designated as Ultralight vehicle flight restricted area except the following areas



Change : Establishment of UA 59~63.

RADIO FACILITY - INDEX CHART

TO BE DEVELOPED