

REPUBLIC OF KOREA

AIP

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Ministry of Land, Infrastructure and Transport
Office of Civil Aviation

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

AMENDMENT NR 11/25

16 OCT 2025

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 General

a) Information of observation system & sites and remarks.

1.2 Incheon INTL Airport

- a) Information of MAG VAR/annual change(9° W(2020)/0.093° → 9° W(2025)/0.04°).
- b) Information of apron safety management.
- c) Establishment of restrictions for parking stands.
- d) Information of assignment of STAR and procedure names(2C → 3C, 2A → 1Y, 2H → 3H).
- e) Amended phrases(ATNER → CP101, HP101 → ATNER, PY980 → PY985) and holding procedure.

1.3 Yangyang INTL Airport

a) Establishment of OBST(777).

1.4 Daegu INTL Airport

a) Amended transition altitude data.

1.5 Muan INTL Airport

a) Information of RK R14.

1.6 Yeosu Airport

a) Information of RK R14.

1.7 Sacheon Airport

a) Information of caution for open drainage.

1.8 Pohang Gyeongju Airport

a) Information of ACFT stands.

2. PAGE CONTROL

2.1 Replace the old sheets with new one as follows;

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL I, Part I - GEN (General)	VOL I, Part I - GEN (General)
GEN 0.3-1(18 SEP 25) / 0.3-2(18 SEP 25)	GEN 0.3-1 / 0.3-2 16 OCT 25
GEN 0.4-1(18 SEP 25) / 0.4-2(18 SEP 25)	GEN 0.4-1 / 0.4-2 16 OCT 25
GEN 0.4-3(18 SEP 25) / 0.4-4(18 SEP 25)	GEN 0.4-3 / 0.4-4 16 OCT 25
GEN 0.4-5(18 SEP 25) / 0.4-6(18 SEP 25)	GEN 0.4-5 / 0.4-6 16 OCT 25
GEN 0.4-7(18 SEP 25) / 0.4-8(18 SEP 25)	GEN 0.4-7 / 0.4-8 16 OCT 25
GEN 0.4-9(18 SEP 25) / 0.4-10(18 SEP 25)	GEN 0.4-9 / 0.4-10 16 OCT 25
GEN 3.5-1(11 JAN 24) / 3.5-2(11 JAN 24)	GEN 3.5-1 / 3.5-2 16 OCT 25
GEN 3.5-3(6 FEB 25) / 3.5-4(6 FEB 25)	GEN 3.5-3 / 3.5-4 16 OCT 25
GEN 3.5-5(6 FEB 25) / 3.5-6(6 FEB 25)	GEN 3.5-5 / 3.5-6 16 OCT 25

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL II, Part III - AD (Aerodromes) RKSI AD 2-1(26 JUN 25) / 2-2(26 JUN 25) AD 2-25(26 JUN 25) / 2-26(29 MAY 25) AD 2-27(26 JUN 25) / 2-27-1(8 FEB 24) AD 2-35(2 JUN 22) / 2-36(2 JUN 22) AD CHART 2-28(21 AUG 25) / 2-28-1(21 AUG 25) AD CHART 2-68(21 AUG 25) / 2-68-1(21 AUG 25) AD CHART 2-69(21 AUG 25) / 2-69-1(21 AUG 25) RKNY AD 2-11(27 JUL 23) / 2-12(27 JUL 23) AD 2-12-1(30 MAY 24) / 2-12-2(30 MAY 24)	VOL II, Part III - AD (Aerodromes) RKSI AD 2-1 / 2-2 16 OCT 25 AD 2-25 / 2-26 16 OCT 25 AD 2-27 / 2-27-1 16 OCT 25 AD 2-35 / 2-36 16 OCT 25 AD CHART 2-28 / 2-28-1 16 OCT 25 AD CHART 2-68 / 2-68-1 16 OCT 25 AD CHART 2-69 / 2-69-1 16 OCT 25 RKNY AD 2-11 / 2-12 16 OCT 25 AD 2-12-1 / 2-12-2 16 OCT 25
VOL III, Part III - AD (Aerodromes) RKTN AD CHART 2-18(18 SEP 25) / 2-18-1(18 SEP 25) RKJB AD CHART 2-7(23 SEP 21) / 2-7-1(23 SEP 21) AD CHART 2-8(30 JUN 22) / 2-8-1(30 JUN 22) AD CHART 2-9(23 SEP 21) / 2-9-1(19 NOV 20) AD CHART 2-10(30 JUN 22) / 2-10-1(30 JUN 22) AD CHART 2-11(26 JUN 25) / 2-11-1(26 JUN 25) AD CHART 2-12(26 JUN 25) / 2-12-1(26 JUN 25) AD CHART 2-13(29 MAY 25) / BLANK RKJY AD CHART 2-14(29 MAY 25) / BLANK RKPS AD 2-3(17 OCT 24) / 2-4(2 MAY 24) RKTH AD CHART 2-1(18 SEP 25) / BLANK	VOL III, Part III - AD (Aerodromes) RKTN AD CHART 2-18 / 2-18-1 16 OCT 25 RKJB AD CHART 2-7 / 2-7-1 16 OCT 25 AD CHART 2-8 / 2-8-1 16 OCT 25 AD CHART 2-9 / 2-9-1 16 OCT 25 AD CHART 2-10 / 2-10-1 16 OCT 25 AD CHART 2-11 / 2-11-1 16 OCT 25 AD CHART 2-12 / 2-12-1 16 OCT 25 AD CHART 2-13 / BLANK 16 OCT 25 RKJY AD CHART 2-14 / BLANK 16 OCT 25 RKPS AD 2-3 / 2-4 16 OCT 25 RKTH AD CHART 2-1 / BLANK 16 OCT 25

END

GEN 0.3 RECORD OF AIP SUPPLEMENT

1. Current AIP Supplement

NR/Year	Subject	AIP Section(s) affected	Period of validity (From/To)	Cancellation record
23/10	Requirement for Overflight Permission	GEN	-	
2/23	Incheon AP - Temporary Obstacle Erected	AD	8 FEB 23 / 31 DEC 25	
9/24	Incheon AP - Temporary Obstacle Erected	AD	7 FEB 24 / 31 OCT 25	
17/24	Gimpo AP - Temporary Obstacles Erected	AD	3 APR 24 / 31 DEC 25	
27/24	Gimpo AP - Temporary Obstacles Erected	AD	31 MAY 24 / 31 AUG 26	
40/24	Gimpo AP - Temporary Obstacles Erected	AD	21 AUG 24 / 10 FEB 26	
47/24	Gimpo AP - Temporary Obstacles Erected	AD	18 SEP 24 / 31 DEC 25	
50/24	Ulsan AP - Temporary Obstacle Erected	AD	1 OCT 24 / 28 FEB 26	
66/24	Incheon AP - Temporary Obstacles Erected	AD	14 NOV 24 / 30 NOV 25	
67/24	Incheon AP - Temporary Obstacles Erected	AD	14 NOV 24 / 31 DEC 25	
68/24	Gimpo AP - Temporary Obstacles Erected	AD	13 NOV 24 / 10 FEB 26	
73/24	Incheon AP, Gimpo AP - Trial Operation of Re-categorization (RECAT) Wake Turbulence Separation Minima within Seoul TMA	AD	14 DEC 24 / 15 DEC 25	
75/24	Incheon AP - Temporary Obstacles Erected	AD	12 DEC 24 / 31 OCT 25	
76/24	Gimpo AP - Temporary Obstacles Erected	AD	11 DEC 24 / 31 JAN 26	
80/24	Ulsan AP - Temporary Obstacles Erected	AD	17 NOV 24 / 31 JAN 26	
1/25	ENR - Temporary Restricted Areas Established	ENR	31 DEC 24 / 31 DEC 25	
5/25	Gimpo AP - Temporary Obstacle Erected	AD	8 JAN 25 / 30 NOV 25	
8/25	Gimpo AP - Temporary Obstacle Erected	AD	28 FEB 25 / 28 FEB 26	
9/25	Jeju AP - H-BEAM Structure Exists	AD	5 FEB 25 / 31 DEC 25	
10/25	Gimhae AP - Concrete Structures Exist	AD	5 FEB 25 / 31 DEC 25	
11/25	Gwangju AP - Mound and Concrete Structure Exists	AD	5 FEB 25 / 31 DEC 25	
12/25	Yeosu AP - Mound and Concrete Structure Exists	AD	5 FEB 25 / 31 DEC 25	
13/25	Sacheon AP - Concrete Structures Exist	AD	5 FEB 25 / 31 DEC 25	
14/25	Pohang Gyeongju AP - Mound and Concrete Structure Exists	AD	5 FEB 25 / 31 DEC 25	
18/25	Gimpo AP - Temporary Obstacles Erected	AD	5 MAR 25 / 31 JAN 26	
37/25	Gimpo AP - Temporary Obstacle Erected	AD	14 APR 25 / 30 APR 26	
42/25	Gimpo AP - Temporary Obstacles Erected	AD	30 APR 25 / 31 JUL 26	
49/25	Incheon AP - Incheon INTL Airport under Maintenance of VDGS Service for Concourse	AD	3 FEB 25 / 28 MAR 26	
51/25	Muan AP - Unserviceability of Muan Radar	AD	16 MAR 24 / 31 DEC 25	
60/25	ENR - Temporary Prohibited Area Established	ENR	31 JUL 25 / 31 JUL 26	
62/25	Incheon AP - Operational Restriction of Cargo Apron 1	AD	9 JUL 25 / 10 NOV 25	
66/25	ENR - Temporary Prohibited Areas Established	ENR	31 JUL 25 / 31 JUL 26	
67/25	ENR - Temporary Drone Special Areas Established	ENR	21 AUG 25 / 28 JUL 27	
79/25	Incheon AP - Incheon INTL Airport A-CDM Trial Operation for Phase 2	AD	29 JUN 22 / 8 JAN 26	
80/25	Incheon AP - Temporary Obstacles Erected	AD	17 SEP 25 / 30 APR 27	
81/25	Gimpo AP - Temporary Obstacles Erected	AD	17 SEP 25 / 20 AUG 26	
82/25	Gimpo AP - Temporary Obstacles Erected	AD	17 SEP 25 / 30 APR 27	
83/25	Gimpo AP - Temporary Obstacles Erected	AD	17 SEP 25 / 31 JAN 27	
88/25	Incheon AP - Temporary Obstacles Erected	AD	16 OCT 25 / 31 OCT 26	
89/25	Gimpo AP - Temporary Obstacles Erected	AD	31 OCT 25 / 31 MAR 27	
90/25	Muan AP - Change of TWY E1 Center Line Marking and Right Edge Marking & Right Edge Light	AD	15 OCT 25 / 19 FEB 26	
91/25	Muan AP - 180° Turning Marking on RWY 19	AD	15 OCT 25 / 19 FEB 26	
92/25	Muan AP - Temporary Security Fence and Temporary Obstacles Erected	AD	15 OCT 26 / 19 FEB 26	

2. Current AIRAC AIP Supplement

NR/Year	Subject	AIP Section(s) affected	Period of validity (From/To)	Cancellation record
2/23	ENR - Y722 Traffic Dispersion Operation (Effective : 1600UTC 22 MAR 2023)	ENR	22 MAR 23 / PERM	
45/24	Gwangju AP - Unserviceability of ILS/DME for RWY 04R (Effective : 1600UTC 2 OCT 2024)	AD	2 OCT 24 / 24 DEC 25	
15/25	Incheon AP - Aircraft Stand NR. 711 Operational Restriction (Effective : 1600UTC 19 MAR 2025)	AD	19 MAR 25 / 31 DEC 25	
24/25	Gimhae AP - Code "F" Aircraft Operation Procedures for 2025 APEC Member countries (Effective : 1600UTC 16 APR 2025)	AD	During the official period of the 2025 APEC Summit	
43/25	ENR / Incheon AP / Gimpo AP - Unserviceability of SONGTAN VORTAC (Effective : 1600UTC 11 JUN 2025)	ENR / AD	11 JUN 25 / 8 JUL 26	
58/25	Jeju AP - Unserviceability of ILS/DME for RWY 25 (Effective : 1600UTC 6 AUG 2025)	AD	6 AUG 25 / 15 APR 26	
63/25	Incheon AP - Trial Operation for Simultaneous Parallel Approaches at Incheon INTL Airport (Effective : 1600UTC 3 SEP 2025)	AD	25 SEP 25 / 24 MAR 26	
64/25	Gimpo AP - Operational Restrictions (Effective : 1600UTC 3 SEP 2025)	AD	3 SEP 25 / 26 NOV 25	
65/25	Muan AP - Unserviceability of ALS (Effective : 1600UTC 3 SEP 2025)	AD	3 SEP 25 / 31 DEC 25	
72/25	Muan AP - Construction Work for Runway Extension (Effective : 1600UTC 1 OCT 2025)	AD	1 OCT 25 / 30 NOV 25	Superseded by 95/25
73/25	Muan AP - Unserviceability of ALS (Effective : 1600UTC 1 OCT 2025)	AD	1 OCT 25 / 30 NOV 25	Superseded by 96/25
74/25	Muan AP - Change of RWY 01/19 Declared Distance (Effective : 1600UTC 1 OCT 2025)	AD	1 OCT 25 / 30 NOV 25	Superseded by 97/25
75/25	Muan AP - RWY 19 Threshold Displaced by 300 m (Effective : 1600UTC 1 OCT 2025)	AD	1 OCT 25 / 30 NOV 25	Superseded by 98/25
76/25	Muan AP -Temporary Availability of Strip and RESA near RWY 19 THR (Effective : 1600UTC 1 OCT 2025)	AD	1 OCT 25 / 30 NOV 25	Superseded by 99/25
77/25	Muan AP - Unserviceability of ILS/DME (Effective : 1600UTC 1 OCT 2025)	AD	1 OCT 25 / 24 DEC 25	
78/25	Muan AP - Unserviceability of ILS/DME (Effective : 1600UTC 1 OCT 2025)	AD	1 OCT 25 / 24 DEC 25	
84/25	ENR - KSLV IV(Korea Space Launch Vehide IV) Launch (Effective : 1600UTC 29 OCT 2025)	ENR	1 NOV 25 / 31 DEC 25	
85/25	Jeju AP - Temporary Obstacle Erected (Effective : 1600UTC 29 OCT 2025)	AD	29 OCT 25 / 21 JAN 26	
86/25	Jeju AP - Temporary Change of Instrument Approach Procedures for Jeju INTL Airport(RKPC) (Effective : 1600UTC 29 OCT 2025)	AD	29 OCT 25 / 21 JAN 26	
87/25	Yangyang AP - Operational Restrictions of Circling to RWY 15 (Effective : 1600UTC 29 OCT 2025)	AD	28 AUG 25 / 28 FEB 26	
93/25	Gimpo AP - Operational Restrictions (Effective : 1600UTC 26 NOV 2025)	AD	26 NOV 25 / 24 DEC 25	
94/25	Yangyang AP - Temporary Changes of Standard Departure Chart Instrument(sid) for Yangyang INTL Airport (Effective : 1600UTC 26 NOV 2025)	AD	26 NOV 25 / 28 FEB 26	
95/25	Muan AP - Construction Work for Runway Extension (Effective : 1600UTC 26 NOV 2025)	AD	26 NOV 25 / 19 FEB 26	
96/25	Muan AP - Unserviceability of ALS (Effective : 1600UTC 26 NOV 2025)	AD	26 NOV 25 / 19 FEB 26	
97/25	Muan AP - Change of RWY 01/19 Declared Distance (Effective : 1600UTC 26 NOV 2025)	AD	26 NOV 25 / 19 FEB 26	
98/25	Muan AP - RWY 19 Threshold Displaced by 300 m (Effective : 1600UTC 26 NOV 2025)	AD	26 NOV 25 / 19 FEB 26	
99/25	Muan AP - Temporary Availability of Strip and RESA near RWY 19 THR (Effective : 1600UTC 26 NOV 2025)	AD	26 NOV 25 / 19 FEB 26	

GEN 0.4 CHECKLIST OF AIP PAGES

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		CHART 2 - 17	WEF 30 OCT 24	CHART 2 - 15-1	26 JUN 25		
		CHART 2 - 17-1	WEF 24 JAN 24	CHART 2 - 16	26 JUN 25		
		CHART 2 - 17-2	9 JAN 25	CHART 2 - 16-1	26 JUN 25		
		CHART 2 - 17-3	9 JAN 25	CHART 2 - 17	26 JUN 25		
		CHART 2 - 18	18 SEP 25	CHART 2 - 17-1	26 JUN 25		
		CHART 2 - 18-1	18 SEP 25	CHART 2 - 18	26 JUN 25		
		CHART 2 - 19	26 JUN 25	CHART 2 - 18-1	26 JUN 25		
		CHART 2 - 20	26 JUN 25	CHART 2 - 19	26 JUN 25		
				CHART 2 - 19-1	26 JUN 25		
				CHART 2 - 20	26 JUN 25		
				CHART 2 - 20-1	26 JUN 25		
				CHART 2 - 21	26 JUN 25		
				CHART 2 - 21-1	26 JUN 25		
				CHART 2 - 22	26 JUN 25		
				CHART 2 - 22-1	26 JUN 25		

Page	Date	Page	Date	Page	Date	Page	Date
RKTH		RKTL		RKTL		RKPD	
2 - 1	18 SEP 25	2 - 1	WEF 29 OCT 25	CHART 2 - 25	9 JAN 25	2 - 1	19 NOV 20
2 - 2	18 SEP 25	2 - 2	WEF 29 OCT 25	CHART 2 - 25-1	9 JAN 25	2 - 2	19 NOV 20
2 - 3	WEF 27 NOV 24	2 - 3	WEF 29 OCT 25	CHART 2 - 26	25 JUL 24	2 - 3	8 FEB 24
2 - 4	2 MAY 24	2 - 4	WEF 29 OCT 25	CHART 2 - 27	25 JUL 24	2 - 4	8 FEB 24
2 - 5	29 MAY 25	2 - 4-1	WEF 29 OCT 25			2 - 5	29 MAY 25
2 - 6	29 MAY 25	2 - 4-2	WEF 29 OCT 25			2 - 6	29 MAY 25
2 - 7	18 SEP 25	2 - 5	WEF 29 OCT 25			2 - 7	24 JUL 25
2 - 8	18 SEP 25	2 - 6	WEF 29 OCT 25			2 - 8	24 JUL 25
2 - 9	1 AUG 19	2 - 7	WEF 22 JAN 25			2 - 8-1	24 JUL 25
2 - 10	1 AUG 19	2 - 8	12 DEC 24			2 - 8-2	24 JUL 25
2 - 11	24 OCT 19	2 - 9	WEF 10 AUG 22			2 - 9	10 FEB 22
2 - 12	24 OCT 19	2 - 9-1	WEF 6 SEP 23			2 - 10	10 FEB 22
2 - 13	12 DEC 24	2 - 10	4 MAY 23			2 - 11	16 DEC 21
2 - 14	12 DEC 24	2 - 10-1	4 MAY 23			2 - 12	WEF 25 DEC 24
CHART 2 - 1	16 OCT 25	2 - 11	WEF 29 OCT 25			2 - 13	12 DEC 24
CHART 2 - 2	6 MAR 25	2 - 12	WEF 29 OCT 25			2 - 14	12 DEC 24
CHART 2 - 3	WEF 13 JUL 22	CHART 2 - 1	WEF 22 JAN 25			CHART 2 - 1	WEF 14 MAY 25
CHART 2 - 3-1	WEF 9 OCT 19	CHART 2 - 2	4 MAY 23			CHART 2 - 2	16 DEC 21
CHART 2 - 4	28 JUL 22	CHART 2 - 3	WEF 27 NOV 24			CHART 2 - 3	3 APR 25
CHART 2 - 4-1	28 JUL 22	CHART 2 - 4	22 SEP 22			CHART 2 - 4	3 APR 25
CHART 2 - 5	WEF 13 JUL 22	CHART 2 - 5	WEF 27 NOV 24			CHART 2 - 4-1	3 APR 25
CHART 2 - 5-1	WEF 13 JUL 22	CHART 2 - 6	WEF 27 NOV 24			CHART 2 - 5	3 APR 25
CHART 2 - 6	WEF 13 JUL 22	CHART 2 - 7	WEF 6 SEP 23			CHART 2 - 5-1	3 APR 25
CHART 2 - 6-1	WEF 26 JAN 22	CHART 2 - 7-1	WEF 6 SEP 23			CHART 2 - 6	WEF 25 DEC 24
CHART 2 - 7	WEF 13 JUL 22	CHART 2 - 8	WEF 6 SEP 23			CHART 2 - 6-1	7 MAR 24
CHART 2 - 7-1	WEF 13 JUL 22	CHART 2 - 8-1	22 SEP 22			CHART 2 - 7	WEF 25 DEC 24
CHART 2 - 8	26 JUN 25	CHART 2 - 9	WEF 6 SEP 23			CHART 2 - 7-1	7 MAR 24
CHART 2 - 8-1	26 JUN 25	CHART 2 - 9-1	22 SEP 22			CHART 2 - 8	3 APR 25
CHART 2 - 9	26 JUN 25	CHART 2 - 10	21 SEP 23			CHART 2 - 8-1	3 APR 25
CHART 2 - 9-1	26 JUN 25	CHART 2 - 10-1	21 SEP 23			CHART 2 - 9	3 APR 25
CHART 2 - 10	18 SEP 25	CHART 2 - 11	WEF 6 SEP 23			CHART 2 - 9-1	3 APR 25
CHART 2 - 11	18 SEP 25	CHART 2 - 11-1	22 SEP 22			CHART 2 - 10	WEF 25 DEC 24
CHART 2 - 11-1	18 SEP 25	CHART 2 - 12	WEF 6 SEP 23			CHART 2 - 10-1	WEF 25 DEC 24
CHART 2 - 12	18 SEP 25	CHART 2 - 12-1	22 SEP 22			CHART 2 - 11	24 JUL 25
CHART 2 - 12-1	18 SEP 25	CHART 2 - 13	WEF 6 SEP 23			CHART 2 - 11-1	24 JUL 25
CHART 2 - 13	18 SEP 25	CHART 2 - 13-1	22 SEP 22			CHART 2 - 12	3 APR 25
CHART 2 - 13-1	18 SEP 25	CHART 2 - 14	26 JUN 25			CHART 2 - 12-1	3 APR 25
CHART 2 - 14	18 SEP 25	CHART 2 - 14-1	26 JUN 25			CHART 2 - 13	3 APR 25
CHART 2 - 14-1	18 SEP 25	CHART 2 - 15	26 JUN 25			CHART 2 - 13-1	3 APR 25
CHART 2 - 15	18 SEP 25	CHART 2 - 15-1	26 JUN 25			CHART 2 - 14	9 JAN 25
CHART 2 - 15-1	18 SEP 25	CHART 2 - 16	26 JUN 25			CHART 2 - 14-1	9 JAN 25
CHART 2 - 16	18 SEP 25	CHART 2 - 16-1	26 JUN 25			CHART 2 - 15	WEF 25 DEC 24
CHART 2 - 16-1	18 SEP 25	CHART 2 - 17	26 JUN 25			CHART 2 - 15-1	WEF 25 DEC 24
CHART 2 - 16-2	WEF 13 JUL 22	CHART 2 - 17-1	26 JUN 25			CHART 2 - 16	9 JAN 25
CHART 2 - 16-3	WEF 15 JUN 22	CHART 2 - 18	WEF 22 JAN 25			CHART 2 - 16-1	9 JAN 25
CHART 2 - 17	18 SEP 25	CHART 2 - 18-1	WEF 27 NOV 24			CHART 2 - 17	9 JAN 25
CHART 2 - 17-1	18 SEP 25	CHART 2 - 19	WEF 22 JAN 25			CHART 2 - 17-1	9 JAN 25
CHART 2 - 17-2	17 NOV 22	CHART 2 - 19-1	WEF 27 NOV 24			CHART 2 - 18	WEF 25 DEC 24
CHART 2 - 17-3	17 NOV 22	CHART 2 - 20	9 JAN 25			CHART 2 - 18-1	WEF 25 DEC 24
CHART 2 - 18	18 SEP 25	CHART 2 - 20-1	9 JAN 25			CHART 2 - 19	3 APR 25
CHART 2 - 18-1	18 SEP 25	CHART 2 - 21	9 JAN 25			CHART 2 - 20	3 APR 25
		CHART 2 - 21-1	9 JAN 25				
		CHART 2 - 22	9 JAN 25				
		CHART 2 - 22-1	9 JAN 25				
		CHART 2 - 23	9 JAN 25				
		CHART 2 - 23-1	9 JAN 25				
		CHART 2 - 24	9 JAN 25				
		CHART 2 - 24-1	9 JAN 25				

GEN 3.5 METEOROLOGICAL SERVICES

1. 책임업무

민간항공에 대한 기상지원 책임기관은 기상청 소속 항공 기상청이다.

항공기상청

(우) 22382 인천광역시 중구 제2터미널대로 444,
제2합동청사

전화 : 032-222-3030
팩스 : 032-740-2817
항공고정통신망 : RKSIPYX
Website : <http://amo.kma.go.kr>

다음 문서에 기술된 ICAO 표준 및 권고의 절차와 방법을 적용하고 있다.

부속서 3 : 국제항공항행을 위한 기상업무

국내 규정과 ICAO 국제표준 및 권고실무 사이에 현저한 차이점은 없다.

2. 관할구역

항공기상청에서는 인천비행정보구역(Incheon FIR)에 관련 되는 중요기상정보 및 기타 기상정보 발표의 책임이 있다.

3. 기상관측 및 보고

1. Responsible Service

The authority responsible for the meteorological services for civil aviation are the Aviation Meteorological Office(AMO) of the Korea Meteorological Administration (KMA).

The Aviation Meteorological Office

444, Je2terminal-daero, Jung-gu, Incheon, 22382
Republic of Korea

TEL : +82-32-222-3030
Telefax : +82-32-740-2817
AFS : RKSIPYX
Website : <http://amo.kma.go.kr>

The service is provided in accordance with the provisions contained in the following ICAO Standards, Recommended Practices and Procedures.

Annex 3 : Meteorological Service for International Air Navigation

There is no significant difference between the National Regulations and the corresponding International Standard, Recommended Practices and Procedures.

2. Area of responsibility

The Aviation Meteorological Office is responsible for issuing meteorological services and other meteorological information relating to the Incheon FIR.

3. Meteorological observations and reports

Name of Station/ location Indicator	Frequency & Type of Observation/ automatic observing equipment	Types of MET Report & Availability of trend forecasts	Observation System & Site(s)	Hours of operation (UTC)	Climatological information
1	2	3	4	5	6
Aviation Meteorological Office RKSI (Incheon INTL)	Half hourly routine observation automatic : AVBL	METAR TREND	a) AMOS • Transmissometer : Both ends & MID per each RWY • Ceilometer : Both ends of RWY 15L/33R, 16L/34R • Ultrasonic wind sensor : Both ends of each RWY • Barometer : Both ends of RWY 15L/33R, 16L/34R b) LLWAS : 12 sites around airport c) TDWR : 6.7 km W from ARP	H24	Climatological table AVBL
Gimpo Airport Weather Office RKSS (Seoul/Gimpo INTL)	Hourly routine plus special observation automatic : AVBL	METAR SPECI TREND	a) AMOS • Transmissometer : Both ends & MID per each RWY • Ceilometer : Both ends of RWY 14R/32L • Ultrasonic wind sensor : Both ends of each RWY • Barometer : RWY 14R, 32R	H24	Climatological table AVBL
Jeju Airport Weather Office RKPC (Jeju INTL)	Hourly routine plus special observation automatic : AVBL	METAR SPECI TREND	a) AMOS • Transmissometer : Both ends & MID per each RWY 07/25 • Ceilometer : Both ends of RWY 07/25 • Ultrasonic wind sensor : Both ends of each RWY • Barometer : Both ends of RWY 07/25 b) LLWAS : 11 sites around airport c) TDWL : Two TDWLs are operation at airport's vicinity, located 0.5 km NW, 2.4 km SW from ARP	H24	Climatological table AVBL

Change : Information of observation system & sites.

Name of Station/ location Indicator	Frequency & Type of Observation/ automatic observing equipment	Types of MET Report & Availability of trend forecasts	Observation System & Site(s)	Hours of operation (UTC)	Climatological information
1	2	3	4	5	6
Ulsan Airport Weather Office RKPU (Ulsan domestic)	Hourly routine plus special observation automatic : AVBL	METAR SPECI TREND: Aerodrome operating hours	a) AMOS • Transmissometer : Both ends of RWY • Ceilometer : Both ends of RWY • Ultrasonic wind sensor : Both ends of RWY • Barometer : Both ends of RWY	H24	Climatological table AVBL
Gimhae Airforce Weather Office RKPK (Busan/Gimhae INTL)	Hourly routine plus special observation automatic : AVBL	METAR SPECI	a) AMOS • Transmissometer : Both ends of RWY & MID of RWY 18R/36L • Ceilometer : Both ends of RWY 18R/36L		Climatological table AVBL
Cheongju Airforce MET Office RKTU (Cheongju INTL)	Hourly routine plus special observation automatic : AVBL	METAR SPECI	a) AMOS • Transmissometer : Both ends of RWY • Ceilometer : Both ends of RWY		Climatological table AVBL
Daegu Airforce MET Office RKTN (Daegu INTL)	Hourly routine plus special observation automatic : AVBL	METAR SPECI	a) AMOS • Transmissometer : Both ends of RWY • Ceilometer : Both ends of RWY		Climatological table AVBL
Muan Airport Weather Office RKJB (Muan INTL)	Hourly routine plus special observation automatic : AVBL	METAR SPECI TREND: Aerodrome operating hours	a) AMOS • Transmissometer : Both ends of RWY • Ceilometer(Laser type) : Both ends of RWY • Ultrasonic wind sensor : Both ends of RWY • Barometer : Both ends of RWY	H24	Climatological table AVBL
Gwangju Airforce MET Office RKJJ	Hourly routine plus special observation automatic : AVBL	METAR SPECI	a) AMOS • Transmissometer : Both ends of RWY • Ceilometer : Both ends of RWY		Climatological table AVBL
Pohang Navy MET Office RKTH	Hourly routine plus special observation automatic : AVBL	METAR SPECI	a) AMOS • Transmissometer : Both ends of RWY • Ceilometer : Both ends of RWY		Climatological table AVBL
Sacheon Airforce MET Office RKPS	Hourly routine plus special observation automatic : AVBL	METAR SPECI	a) AMOS • Transmissometer : Both ends of RWY • Ceilometer : Both ends of RWY		Climatological table AVBL
Yangyang Airport Weather Station RKNY (Yangyang INTL)	Hourly routine plus special observation automatic : AVBL	METAR SPECI TREND: Aerodrome operating hours	a) AMOS • Transmissometer : Both ends of RWY • Ceilometer(Laser type) : Both ends of RWY • Ultrasonic wind sensor : Both ends of RWY • Barometer : Both ends of RWY b) LLWAS : 8 sites around airport	Aerodrome operating hours	Climatological table AVBL
Yeosu Airport Weather Station RKJY (Yeosu domestic)	Hourly routine plus special observation automatic : AVBL	METAR SPECI TREND: Aerodrome operating hours	a) AMOS • Transmissometer : Both ends of RWY • Ceilometer(Laser type) : Both ends of RWY • Ultrasonic wind sensor : Both ends of RWY • Barometer : Both ends of RWY	Aerodrome operating hours	Climatological table AVBL
Remarks • AMOS : Aerodrome Meteorological Observation System 공항기상관측장비 - Transmissometer, Ceilometer (Laser type), Ultrasonic wind sensor, Barometer 시정계(RVR), 운고계, 초음파풍향·풍속계, 기압계 • LLWAS : Low-Level Wind shear Alert System 저층급변풍경고장비 • TDWR : Terminal Doppler Weather Radar 공항기상레이더 • TDWL : Terminal Doppler Wind Lidar 공항기상라이다 * At the time of reports, the visual observations are added to AMOS data manually.					

Change : Information of observation system & sites and remarks.

4. 지원업무 내용

국제선을 운항하는 모든 항공기에는 비행예보철이 지원된다. 비행예보철에는 세계공역예보시스템으로부터 수신하거나 항공기상청이 생산한 공항예보, 중요기상예보, 상층바람, 기온예상도 및 SIGMET/AIRMET 정보가 포함된다.

국내선 항공기와 헬리콥터에 대해서는 국내 및 국제 공항과 관심 지역에 대한 최근 공항관측, 공항예보, 공항경보 및 급변풍경보, 저고도 공역예보, SIGMET/AIRMET 정보가 제공된다.

기상정보는 항공고정통신망, FAX 및 인터넷을 통하여 제공된다. 비행예보철과 부가적 또는 특정한 정보를 인터넷으로 제공받고자할 경우에는 항공기상청과 이용자 간에 협약이 있어야 한다.

기상에 관한 브리핑과 자문은 각 공항의 기상관서에서 제공된다. 그러나 여건상 불가능한 경우에는 항공기상청이 전화 또는 전자우편을 통한 브리핑과 자문을 행할 수 있다.

공역예보는 항공기상청에서 발표하며 국내 비행 시 사용을 위해 항공기상청 홈페이지를 통하여 게시된다.

5. 항공사가 고지하여야 할 사항

비행예보철을 필요로 하는 운항 관계자는 다음의 경우 1일 전에 항공기상청에 통보해야 한다.

- 신규노선 또는 새로운 종류의 운항 계획이 있을 때
- 기존 정기운항내용의 변경 사항이 있을 때
- 기상업무 제공에 영향을 주는 기타 변경사항이 있을 때

항공사는 다음 사항이 발생했을 때 적어도 출발 6시간 전에 항공기상청에 통보해야한다.

- 부정기 항공기가 운항할 때
- 항공기 운항이 지연, 조기 출발 또는 취소될 때
- 비행예정표

6. 항공기 관측보고

공대지 데이터 링크를 사용하거나, 자동종속감시시설(ADS-C) 또는 2차 감시레이더(SSR)의 Mode S를 적용할 때, 비행 중에는 매 15분마다 그리고 비행 후 최초 10분 동안의 상승 단계에서는 매 30초마다 자동 정기 관측을 해야 한다. 그러나 음성통신으로 보고가 이루어지거나 공대지 데이터 링크, ADS-C 또는 SSR Mode S를 통한 보고를 적용할 수 없을 때, 정기항공기관측은 아시아-태평양 구역 내의 기상보고지점에서 보고된다.

4. Types of services

Flight documentation is provided to all aircraft for international flights. The documentation normally contains aerodrome forecasts(TAF code form), significant weather forecasts, upper wind and temperature charts and SIGMET/AIRMET information received from the World Area Forecast System or produced by the AMO.

For domestic flights and helicopter operations, the latest aerodrome reports (METAR, SPECI), and aerodrome forecasts, aerodrome warnings and wind shear warnings, area forecasts for low-level flights and SIGMET/AIRMET information are provided for the domestic and international airports, as well as nation-wide area concerned.

The meteorological information is provided via AFTN, fax and the Internet. When the internet service of flight documentation and other additional or specific information are needed, there must be an agreement between the AMO and users.

Briefing and consultation of meteorological information are, in general, provided by each meteorological office/station at the airport. However, when the local circumstances make it impracticable, the briefing and consultation shall be carried out by the AMO through telephone or e-mail.

Area forecasts are issued by the AMO and disseminated through the AMO website for only domestic use.

5. Notification Required from Operators

The operator or a flight crew member requiring service (flight documentation) shall notify the AMO one day in advance, when :

- new routes or new types of operation are planned;
- changes are to be made in the scheduled operations;
- other changes, affecting the provision of meteorological service, are planned.

The operator or a flight crew member shall notify the AMO at least 6 hours before the expected time of departure, when :

- non-scheduled flights are to be operated;
- flights are delayed, advanced or cancelled.
- flight schedules

6. Aircraft Reports

When air-ground data link is used and automatic dependent surveillance - contract (ADS-C) or secondary surveillance radar (SSR) Mode S is being applied, automated routine observations should be made every 15 minutes during the en-route phase and every 30 seconds during the climb-out phase for the first 10 minutes of the flight. However, when voice communications are used and air-ground data link. ADS-C, SSR Mode reports are not available, routine aircraft observations (AIREPs) are required at the meteorological reporting points in the Asia/Pacific region.

7. VOLMET 제공업무

※ 항공기상청 해당사항 없음

7. VOLMET Service

N/A to the AMO.

8. SIGMET과 AIRMET 정보 제공업무

8. SIGMET and AIRMET Service

Name of MWO/location indication	Hours	FIR or CTA served	Type of SIGMET/ validity	Specific SIGMET procedures	AIRMET procedures	ATS unit served	Additional information
1	2	3	4	5	6	7	8
INCHEON/ RKSI	H24	Incheon FIR	SIGMET/ 4 HR	SIGMET VA/TC: VALIDITY 6 HR	AIRMET VALIDITY 4 HR	Incheon ACC, Daegu ACC	NIL

8.1 일반사항

항공교통의 안전을 위한 기상감시소로써 항공기상청은 인천비행정보구역 내에서 비행에 영향을 끼칠 수 있는 기상현상에 대한 지속적인 감시를 수행하고, 필요한 경우 SIGMET정보, AIRMET정보, 공항경보, 급변풍경보를 발표한다.

8.1 General

For the safety of air traffic, the Aviation Meteorological Office(AMO), as the Meteorological Watch Office(MWO), maintains a continuous watch over meteorological conditions affecting flight operations within the Incheon FIR and when necessary, issues the SIGMET and AIRMET information, aerodrome warnings and wind shear warnings.

8.2 기상감시

항공기상청은 다음과 같은 기상감시를 수행한다.

- 책임구역 내에서 비행에 영향을 미치는 기상상태에 대한 감시
- 책임구역과 관련되는 위험기상정보 및 기타 정보의 작성
- 요청이 있을시 위험기상 정보 및 기타 기상정보를 관련 항공교통업무기관에 제공
- SIGMET 정보와 AIRMET 정보 전파
- SIGMET 정보로 아직 발표되지 않은 분출전 화산활동, 화산분출 및 화산재 구름에 관해 입수한 정보를 기상당국과 항공교통업무당국 간 합의에 따라 비행정보센터 또는 지역관제센터에 그리고 지역항공항행협정에 의해 결정된 화산재주의보센터에 제공
- 감시 또는 인근 구역 내 대기로 방사성 물질 방출사고에 관하여 수신한 정보를 기상당국과 항공교통업무당국 간 합의에 따라 비행정보기관 또는 항공교통업무기관에 제공

항공기상청은 ICAO Annex 3, 7장에 기초하여 SIGMET과 AIRMET정보를 발표한다.

8.2 Meteorological Watch

The meteorological watch is performed by the AMO, as follows:

- maintain watch over meteorological conditions affecting flight operations within its area of responsibility
- prepare SIGMET and other information relating to its area of responsibility
- supply SIGMET information and, as required, other meteorological information to associated air traffic services units
- disseminate SIGMET and AIRMET information
- supply information received on pre-eruption volcanic activity, a volcanic eruption and volcanic ash cloud for which a SIGMET has not already been issued, to its associated ACC/FIC, as agreed between the meteorological and ATS authorities concerned, and to its associated VAAC as determined by regional air navigation agreement and
- supply information received concerning the accidental release of radioactive materials into the atmosphere, in the area for which it maintains watch or adjacent areas, to aeronautical information service units and ATS authorities, as agreed between the meteorological and ATS authorities concerned.

The AMO issues SIGMET and AIRMET information in accordance with ICAO Annex 3, Chapter 7.

8.3 공항경보와 급변풍경보

항공기상청 또는 각 공항기상관서는 아래에 열거한 현상 중 한 가지 이상이 발생할 것으로 예상될 경우, 계류 중인 항공기와 공항시설들을 보호하기 위해 공항경보를 발표한다.

- 태풍
- 뇌우
- 우박
- 대설
- 강풍
- 호우
- 구름고도(Ceiling : 하늘의 5/8 이상을 가리는 최하층 구름고도)
- 저시정
- 먼지 또는 모래보라
- 어는 강수
- 서리
- 화산재

활주로와 활주로 고도 위 500 m(1 600 ft) 사이의 접근/이륙로 또는 선회접근 중인 항공기 그리고 착륙 또는 이륙을 위해 주행 중인 항공기에 악영향을 미칠 수 있는 급변풍의 관측 또는 예상될 때, 급변풍경보를 발표한다.

공항경보와 급변풍경보는 영어로 발표하며, 지역적으로 합의된 분배목록에 따라서 전파된다.

8.4 비행중인 항공기의 SIGMET 분배

※ 항공기상청 해당사항 없음

8.3 Aerodrome Warnings and Wind Shear Warnings

Aerodrome warnings for the protection of parked aircraft or of other equipment at the airport are issued by the AMO or each airport meteorological office concerned, if one or several of the following phenomena are expected to occur at the airport.

- Typhoon
- Thunderstorm
- Hail
- Heavy snow
- Strong surface wind and gusts
- Heavy rain
- Ceiling
- Low visibility
- Rising sand or dust
- Freezing precipitation
- Frost
- Volcanic ash

Wind shear warnings are issued when wind shear which could adversely affect aircraft on the approach path or take off path or during circling approach between runway level and 500 m(1 600 ft) above that level is observed or expected.

The aerodrome warnings and wind shear warnings are issued in English and are distributed in accordance with a distribution list agreed upon locally.

8.4 Dissemination of SIGMET Information to Aircraft in Flight

※ Not authorized to the AMO.

9. 인터넷 서비스

9. Internet Services

정보명 Service name	유효정보 Information available	서비스 구역, 항공로 및 공항의 범위 Area, Route and Aerodrome covered	전화, 팩스번호 Telephone, FAX numbers Remarks
1	2	3	4
항공날씨 Weather Information Service for Air Navigation Support	기상관측 및 보고 정시 및 특별 관측전문(경향예보 포함) 정시 및 특별 국지관측전문 Meteorological Observations and Reports METAR/SPECI (Including Trend forecast) MET REPORT, SPECIAL Report	인천비행정보구역 (공항예보 : 항공고정통신망과 세계구역예보시스템으로부터 수신된 모든 구역 포함) Incheon FIR (TAF : Including all of the received regions from AFTN and WAFS)	항공기상청 The Aviation Meteorological Office TEL : +82-32-222-3030 FAX : +82-32-740-2817 https://global.amo.go.kr
	항공기 특별 관측보고 Special AIREP		
	항공예보 공항예보, 이륙예보, SIGWX(저고도, 중고도) Aerodrome Forecast TAF, Take-off forecast, SIGWX(Low-level/Medium-level)		
	특보 SIGMET 정보, AIRMET 정보, 공항경보, 급변풍 경보 및 경고, 태풍정보 SIGMET and AIRMET information, Aerodrome warnings, Wind shear warnings and alerts, Typhoon information		
	일기도/WAFS 한반도 WINTeM, 난류예측일기도, 분석일기도, 예상일기도, WAFS 수치예측일기도 Numerical model Weather charts/WAFS charts Domestic WINTeM, Turbulence prediction chart, Synoptic analysis chart, Numerical prediction chart WAFS products (SIGWX, WINTeM, Tropopause, Max Wind, Humidity, Cross Section, Geopotential Height, CAT, CB, ICING, WAFS OPMET)		
	날씨영상 레이더(공항기상레이더, 기상레이더), 낙뢰, 위성영상 Weather images Radar(TDWR, Weather radar), Lightning, Satellite images		
	운항지원 공항기상정보, 항공교통기상정보, 화산재주의보, 우주기상주의보, AMOS 실시간 관측자료 Flight weather information Airport weather information, Meteorological information for air traffic management, Volcanic ash and space weather advisory, AMOS observation data		
항공기상청 홈페이지 Aviation Meteorological Information Service	기상관측 및 보고 정시 및 특별 관측전문(경향예보 포함) Meteorological Observations and Reports METAR/SPECI (Including Trend forecast)	한국, 인천비행정보구역 (공항예보 : 항공고정통신망과 세계구역예보시스템으로부터 수신된 모든 구역 포함) Korea, Incheon FIR (TAF : Including all of the received regions from AFTN and WAFS)	항공기상청 The Aviation Meteorological Office TEL : +82-32-222-3030 FAX : +82-32-740-2817 https://amo.kma.go.kr
	항공예보 공항예보 Aerodrome Forecast TAF		
	공항경보, 급변풍경보 일기도, 위성영상, 레이더영상, 낙뢰정보 Aerodrome warning, Wind shear warning, Weather Chart, Satellite image, Radar image, Lightning information		

Change : Page control.

AD 2. AERODROMES

RKSI AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKSI - SEOUL / Incheon INTL

RKSI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	372745N 1262621E 295° / 2 357 m from THR 33R
2	Direction and distance from city	264°, 48.7 km from Seoul City Hall 279°, 23.9 km from Incheon City Hall
3	Elevation/Reference temperature	7 m / 30.4 °C
4	Geoid undulation at AD ELEV PSN	21 m
5	Magnetic VAR/Annual change	9° W (2025) / 0.04° increasing
6	Aerodrome Operator, Address, Telephone, FAX, AFS	Incheon International Airport Corporation 47, Gonghang-ro 424beon-gil, Jung-gu, Incheon 22382, Republic of Korea TEL : +82-32-741-2601~2 FAX : +82-32-741-2610 AFS : (Terminal 1) RKSIZPZX (Terminal 2) RKSIZPZB
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	Incheon Airport Slot Coordination(IASC) Slots must be obtained prior to commencing operations at RKSI (Level-3 airport). - Slot Request : icnscr@iasc.kr (SSIM format messages only) - General Enquiry : icninfo@iasc.kr * For General/Business Aviation, submit GCR messages to obtain slot clearance. * Details of slot coordination procedures are outlined on the website (www.iasc.kr).

RKSI AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	H24
2	Customs and Immigration	H24
3	Health and Sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	NIL

Change : Information of MAG VAR/annual change(9° W(2020)/0.093° → 9° W(2025)/0.04°).

RKSI AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	All modern facilities handling weights up to 7 000 kg
2	Fuel/oil types	Fuel : Jet A-1 Oil : Turbo Oil 2380, Jet Oil 254, Castrol 5000
3	Fuelling facilities/capacity	a. Jet A1 available by hydrant refueling on passenger, remote, cargo apron, at rate of 1 000 gpm. 27 aircraft can be fueled simultaneously, total amount of storage is 187 353 600 L. b. Hydrant refueling is unserviceable on every 4th Monday (1630-1800 UTC) of the month due to scheduled inspection. Tank lorries are available H24.
4	De-icing facilities	Provide 33 de-icing pads (Refer to Aircraft Parking / Docking Chart)
5	Hangar space for visiting aircraft	Not available
6	Repair facilities for visiting aircraft	Minor repairs without hangar
7	Remarks	NIL

RKSI AD 2.5 PASSENGER FACILITIES

1	Hotels	In Incheon & Seoul city (Transit hotel at passenger terminal)
2	Restaurants	At AD and in the city
3	Transportation	Rail, buses, taxis, rental cars and ferries from the AD
4	Medical facilities	a. First aid emergency medical center in airport b. Ambulance service available c. Hospitals in Incheon city, 20 km away
5	Bank and Post Office	Available at AD
6	Tourist Office	Available at AD
7	Remarks	http://airport.kr

RKSI AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 10																																																																								
2	Rescue equipment	<table> <tr> <td>a. 2 ARFF* vehicles (8 × 8) :</td><td>Capacity of water (L)</td><td>17 000 (2)</td></tr> <tr> <td></td><td>Capacity of foam (L)</td><td>2 400 (2)</td></tr> <tr> <td></td><td>Foam discharge rate (L/min)</td><td>8 000 (2)</td></tr> <tr> <td></td><td>Capacity of dry chemical powder (kg)</td><td>225 (2)</td></tr> <tr> <td></td><td>Dry chemical powder discharge rate (kg/s)</td><td>2.3 (2)</td></tr> <tr> <td>b. 5 ARFF* vehicles (6 × 6) :</td><td>Capacity of water (L)</td><td>11 000 (1), 12 000 (4)</td></tr> <tr> <td></td><td>Capacity of foam (L)</td><td>1 590 (1), 1 000 (4)</td></tr> <tr> <td></td><td>Foam discharge rate (L/min)</td><td>7 900 (1), 8 000 (4)</td></tr> <tr> <td></td><td>Capacity of dry chemical powder (kg)</td><td>200 (1), 225 (4)</td></tr> <tr> <td></td><td>Dry chemical powder discharge rate (kg/s)</td><td>2.3 (1), 2.5 (4)</td></tr> <tr> <td>c. 1 ARFF* vehicles (4 × 4) :</td><td>Capacity of water (L)</td><td>6 200 (1)</td></tr> <tr> <td></td><td>Capacity of foam (L)</td><td>750 (1)</td></tr> <tr> <td></td><td>Foam discharge rate (L/min)</td><td>6 500 (1)</td></tr> <tr> <td></td><td>Capacity of dry chemical powder (kg)</td><td>250 (1)</td></tr> <tr> <td></td><td>Dry chemical powder discharge rate (kg/s)</td><td>2.5 (1)</td></tr> <tr> <td>d. 3 Pump vehicles :</td><td>Capacity of water (L)</td><td>4 000 (2), 300 (1)</td></tr> <tr> <td></td><td>Capacity of foam (L)</td><td>200 (2), 20 (1)</td></tr> <tr> <td></td><td>Foam discharge rate (L/min)</td><td>2 800 (2), 40 (1)</td></tr> <tr> <td>e.</td><td>2 Supplementary water tank trucks</td><td>12 000 L (2)</td></tr> <tr> <td>f.</td><td>3 Ambulances</td><td></td></tr> <tr> <td>g.</td><td>1 Rescue truck</td><td></td></tr> <tr> <td>h.</td><td>1 Commanding vehicle</td><td></td></tr> <tr> <td>i.</td><td>1 Aircraft rescue fire-fighting stair vehicle</td><td></td></tr> <tr> <td>j.</td><td>1 Emergency relief</td><td></td></tr> </table>	a. 2 ARFF* vehicles (8 × 8) :	Capacity of water (L)	17 000 (2)		Capacity of foam (L)	2 400 (2)		Foam discharge rate (L/min)	8 000 (2)		Capacity of dry chemical powder (kg)	225 (2)		Dry chemical powder discharge rate (kg/s)	2.3 (2)	b. 5 ARFF* vehicles (6 × 6) :	Capacity of water (L)	11 000 (1), 12 000 (4)		Capacity of foam (L)	1 590 (1), 1 000 (4)		Foam discharge rate (L/min)	7 900 (1), 8 000 (4)		Capacity of dry chemical powder (kg)	200 (1), 225 (4)		Dry chemical powder discharge rate (kg/s)	2.3 (1), 2.5 (4)	c. 1 ARFF* vehicles (4 × 4) :	Capacity of water (L)	6 200 (1)		Capacity of foam (L)	750 (1)		Foam discharge rate (L/min)	6 500 (1)		Capacity of dry chemical powder (kg)	250 (1)		Dry chemical powder discharge rate (kg/s)	2.5 (1)	d. 3 Pump vehicles :	Capacity of water (L)	4 000 (2), 300 (1)		Capacity of foam (L)	200 (2), 20 (1)		Foam discharge rate (L/min)	2 800 (2), 40 (1)	e.	2 Supplementary water tank trucks	12 000 L (2)	f.	3 Ambulances		g.	1 Rescue truck		h.	1 Commanding vehicle		i.	1 Aircraft rescue fire-fighting stair vehicle		j.	1 Emergency relief	
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j.	1 Emergency relief																																																																									

6.1 Engine starts

Engine starts are permitted in the Apron areas. However the power setting(s) shall not exceed idle thrust.

6.2 Engine performance check

1. Run-up Area : North of Maintenance Apron (Refer to RKSI AD CHART 2-3, 2-4)
2. Operation Hours : 24 Hours
3. Accommodation : 2 aircraft simultaneously (only towed)
4. In case of the Run-up area U/S, temporary run-up areas can be allocated as follows;

Temporary Run-up Areas	Remarks
14A (North part of TWY A)	122.175 MHz shall be monitored during engine performance check in temporary run-up areas.

7. Taxiing - Limitation

1. All aeroplane will taxi at speeds of more than 10 kt on Taxiways A, B, C, D, M, N or P to ensure smooth traffic flow unless there is exceptional direction concerning safety factors by ATC. And if it is impracticable, pilots shall notify to ATC.
2. There are obstacles, guardrails of underpass way, near by TWY A (between A8 & A9, A12 & A13) and TWY D (between D7 & D8, D9 & D10). The heights of obstacles are less than 1 m.

8. CAT I Operations

- 8.1 Pilots are warned that during ILS CAT-I operations to RWY 15L and 33R aircraft may experience GP signals' fluctuation or interference caused by aircraft taxiing in the vicinity of the GP aerial. Pilots should therefore closely monitor their ILS approach profile and rate of descent.

- 8.2 CAT I taxi routes are the same as CAT II/III taxi routes, refer to low visibility procedure diagram pages.

9. CAT II / III Operations

9.1 General

Incheon International Airport RWY 15L, RWY 15R, RWY 16L, RWY 16R, RWY 33L, RWY 33R, RWY 34L and RWY 34R have ILS CAT III equipments. Low Visibility Procedures are established for operation in a visibility of less than RVR 550 m or a cloud ceiling of less than 60 m (200 ft) or less.

- a. Low visibility operations will be initiated by broadcasting "ATC LOW VISIBILITY PROCEDURES ARE IN OPERATION" via ATIS and/or appropriate radio frequencies.
- b. Low visibility operations will be terminated by deleting the above mentioned message from ATIS and/or broadcasting "ATC LOW VISIBILITY OPERATIONS ARE TERMINATED" via appropriate frequencies.

- 9.2 Aircraft operators must obtain approval from Administrator of Seoul Regional Aviation Administration prior to conducting any low visibility operations at Incheon International Airport.

1. Approval for CAT II/III Operations

- a. Aircraft operators and pilots who wish to conduct ILS CAT II/III operations at Incheon International Airport shall conform with certain requirements. Details of these requirements are published in Aviation Safety Act, Article 67 and its Enforcement Regulations Article 189, which are available from :

Flight Operations Division
Seoul Regional Aviation Administration
47, Gonghang-ro 424 beon-gil, Jung-gu, Incheon,
400-718, Republic of Korea

TEL : +82-32-740-2154, 5
FAX : +82-32-740-2159

- b. Foreign operators may obtain the approval from Administrator of Seoul Regional Aviation Administration by providing the following information to Administrator of Seoul Regional Aviation Administration.

- 1) Aircraft type and register number ;
- 2) The CAT II/III minima to which they intend to operate ; and
- 3) A copy of the category II/III certification issued by their own category authority.

9.3 Pilots shall be informed when:

1. Meteorological reports preclude ILS CAT I operations;
2. Low Visibility Procedures are in operation;
3. There is any unserviceable in a promulgated facility so that they may amend their minima.

- 9.4 The separation between successive landing aircraft on the same runway will not be less than 10 NM.

- 9.5 When informed of the failure of Surface Movement Radar (SMR), pilots should anticipate that considerable spacing between aircraft may be required.

- 9.6 Pilots who wish to carry out an ILS CAT II/III approach shall inform to Approach Control on initial contact.

9.7 Special Procedures and Safeguards

General Special procedures and ground safeguards

Special procedures and ground safeguards will be applied during CAT II/III operations to protect aircraft from operating in low visibility and to avoid interference with the ILS signals in accordance with the provisions of ICAO Doc. 9365 - Manual of All Weather Operations, and the provisions of the Enforcement Regulations of Aviation Act, Article 210-8.

1. During low visibility operations, taxiway centerline lights will be used in conjunction with the stop bar lights as follows :

- a. If the stop bar lights are turned on, the centerline lights beyond the stop bar will be turned off.
- b. If the stop bar lights are turned off, the centerline lights beyond the stop bar will be turned on.

2. Restrictions of application on CAT-II/III holding positions : TWY G or TWY L

- a. When RWY 15L for landing and RWY 15R for departure are in use at the same time, CAT-II/III holding positions on TWY G and L are not applied.
- b. When RWY 33L for departure and RWY 33R for landing are in use at the same time, CAT-II/III holding positions on TWY L and G are not applied.

3. Arriving Aircraft

a. Aircraft shall vacate the runway via the designated exit taxiways as follows; Other exit taxiways will not be lit.

RWY 15L - C1, C2, C3, C4, D1, D2 or G
RWY 15R - B3, B2 or G
RWY 33L - B4, B5 or L
RWY 33R - C5, C6, C7, C8, D3, D4 or L
RWY 16L - N3, N2 or S
RWY 16R - P6, P5, P4, P2 or S
RWY 34R - N4, N5 or N7
RWY 34L - P7, P8, P10, P11 or P13

Refer to Low Visibility Procedure diagram Pages.

b. All runway exits have taxiway center-line lead off lights that are color coded (green/yellow) to indicate that portion of the taxiway that is within the ILS sensitive area.

c. Pilots are required to make a 'runway vacated' call giving due allowance for the size of the aircraft to ensure that the entire aircraft have vacated the ILS critical sensitive areas.

4. Departing Aircraft

Departing aircraft shall normally enter the runway via the designated taxiways as follows :

RWY 15L : A → L or D → L
RWY 15R : A → L, D → L, D → K → C → L
RWY 33L : A → G, D → G, D → J → C → G
RWY 33R : A → G, D → G
RWY 16L : M → N7
RWY 16R : M → V → P → P13, M → N7 → P → P13
RWY 34R : M → S
RWY 34L : M → S, M → T → P → S

Refer to Low Visibility Procedure diagram Pages.

9.8 Practice Approaches

Pilots may carry out a practice ILS CAT II/III approach at any time with a prior approval of ATC, but the full safeguarding ground procedures will not be applied and pilots should anticipate the possibility of ILS signal interference.

10. Apron Safety Management

1. All GSE (Ground Service Equipment) vehicle roadways crossing taxiways or taxi lanes are marked in the form of zipper.
2. Pilots shall pay extra caution to the vehicles and other aircraft while taxiing in apron areas, especially ensuring enough wing-tip clearance. When the preceding aircraft enters the aircraft stand, move to the rear after the aircraft has come to a complete stop.

11. Special notice to ICAO Code F aircraft (A380 & B747-8) operations
- 11.1 Runway
All runways are available for the ICAO Code F aircraft.
- 11.2 RWY-holding position markings
The markings for RWY 15R/33L, RWY 15L/33R, RWY 16R/34L, RWY 16L/34R are located at 107.5m from runway centerline.
- 11.3 Taxiing routes on maneuvering area
1. ICAO Code F aircraft should taxi along the taxiing routes published on movement charts(refer to AIP RKSI Aerodrome ground movement chart) unless there are special instructions by ATC.
 2. ICAO Code F aircraft should taxi at speed of less than 30 kt on TWY A, B, M and N because there are open channels between TWY A and B (depth 3 m), TWY N and M (depth 3.5 m). (refer to AIP RKSI Aerodrome ground movement chart)
 3. ICAO Code F aircraft should taxi along the taxiing routes published on SMGCS taxi route (refer to AIP RKSI Low visibility procedure diagram) under Low Visibility Procedure(LVP) unless there are special instructions by ATC.
- 11.4 Taxiing routes on aprons
1. B747-8 aircraft are available on all taxiing routes.
 2. A380 aircraft should taxi along the taxiing routes published on movement charts(refer to AIP RKSI Aerodrome ground movement chart) unless there are special instructions by Incheon Apron(Apron Controller). Some Apron taxiing routes are restricted as below.

	A380 Unavailable Taxiing Routes
Apron 1	AS, R5
Apron 3	RF
	Parts of RA, RB, RC(Except the routes between R11 and R12)
Apron 4	R26
	M18, M19(R4 ~ R26 routes)
Cargo Apron 1	D7, D8

11.5 Parking stands

For more information on ICAO Code F aircraft operation in Maintenance Apron, Deicing Apron, Isolated Security Parking Position, and Multiple use stands, refer to RKSI AD CHART 2-4 and 2-5.

While ICAO Code F aircraft is being parked at some aircraft stand, the restrictions apply to the adjacent aircraft stand as below.

	Stand NR.	Code F ACFT		Restriction
		A380	B747-8	
Passenger Terminal 1	8	-	○	Except B747-400 at ACFT stands NR. 7 and NR. 9
	10	○	○	Up to ICAO Code C at ACFT stand NR. 9
	12	-	○	-
	15	-	○	-
	17	○	○	-
	43	○	○	Up to ICAO Code D at ACFT stand NR. 45
	46	○	○	Up to ICAO Code D at ACFT stands NR. 45 and NR. 47
Passenger Terminal 2	224	○	○	-
	225	○	○	-
	231	○	○	-
	232	○	○	-
	233	-	○	-
	234	-	○	-
	264	-	○	-
	265	-	○	-
	266	○	○	-
	267	○	○	-
	268	○	○	-
	275	○	○	-

Change : Establishment of restrictions for parking stands.

	Stand NR.	Code F ACFT		Restriction
		A380	B747-8	
Concourse	106	○	○	Not available at ACFT stands NR. 104 and NR. 108
	110	○	○	-
	112	○	○	-
	122	○	○	-
	126	○	○	-
Cargo Apron 1	603	-	○	Up to ICAO Code D at ACFT stand NR. 602
	604	-	○	Up to ICAO Code D at ACFT stand NR. 605
	606	-	○	Up to ICAO Code D at ACFT stand NR. 605
	607	-	○	Up to ICAO Code D at ACFT stand NR. 608
	616	-	○	Up to ICAO Code D at ACFT stand NR. 615
	623	-	○	Up to ICAO Code D at ACFT stand NR. 622
	624	-	○	Up to ICAO Code D at ACFT stand NR. 625
	626	-	○	Up to ICAO Code D at ACFT stand NR. 625
	627	-	○	Up to ICAO Code D at ACFT stand NR. 628
	629	-	○	Up to ICAO Code D at ACFT stand NR. 628
	630	-	○	Up to ICAO Code D at ACFT stand NR. 631
	636	-	○	Up to ICAO Code D at ACFT stand NR. 635
Cargo Apron 2	641	○	○	-
	644	○	○	-
	647	-	○	Up to ICAO Code D at ACFT stand NR. 646
	648	○	○	-
	652	○	○	-
	655	-	○	Up to ICAO Code D at ACFT stand NR. 645
	671	○	○	-
	674	○	○	-
	681	○	○	-
Remote Stands	322	○	○	-
	323	○	○	-
	324	○	○	-
	329	○	○	-
	330	○	○	-
	331	○	○	-
	341	○	○	-
	342	○	○	-
	352	○	○	-
	353	○	○	-
	501	○	○	-
	502	-	○	-
	511	○	○	-
	512	-	○	-
	541	○	○	-
	542	○	○	-
	543	○	○	-
	544	○	○	-

Change : Establishment of restrictions for parking stands.

b. ATC Procedures

- 1) ATC will give IVA expectation and assigned RWY to the flight crew at initial contact. If no objection, ATC will consider that has been accepted.
- 2) ATC will provide standard surveillance separation until cleared for an independent visual approach or visual separation applied.
- 3) ATC will allow the aircraft to intercept the extended centerline of the landing runway at an angle of not greater than 30 degrees.
- 4) ATC will use "CLEARED INDEPENDENT VISUAL APPROACH" phraseology when issue approach clearance.
- 5) If preceding aircraft type is SUPER(e.g. A380), IVA clearance will not be issued to succeeding aircraft.
- 6) After IVA clearance is issued or visual separation is applied, ATC will not apply any other type of separation with aircraft on the adjacent final approach course.
- 7) If necessary, ATC will inform traffic information of other relevant aircraft on adjacent final approach course.

c. Pilot procedures

- 1) Fly accurate assigned heading to final and do not pass through assigned runway extended centerline, unless otherwise instructed by ATC.
- 2) Other aircraft will be operating on the adjacent approach.
- 3) Accurately track the extended runway centerline.
- 4) After received final radar heading at an angle of not greater than 30 degrees, pilots shall intercept the localizer of landing RWY unless previously instructed to cross extended centerline when radio contact is temporary impossible(e.g. radio failure, congestion or blocked).
- 5) Report preceding aircraft and/or RWY in sight as soon as possible.
- 6) If a pilot does not report visual preceding aircraft, RWY or adjacent aircraft, the controller may vector the aircraft away from the final approach for sequencing for a dependent parallel approach.
- 7) Comply with speed restriction(160 kt to 5 NM from THR). If unable to comply with speed restriction, inform ATC immediately.
- 8) Do not intentionally deviate from final approach course. Pilots are strongly recommended to track on normal instrument approach course until landing.
- 9) In the event of deviation from final approach course, maintain own separation from aircraft on adjacent final approach course.
- 10) When avoiding action is initiated, advise ATC immediately.
- 11) Pilots should commence an ILS missed approach procedure of the assigned RWY in case of a go-around.

1.5 Assignment of STAR or SID

This information will help pilots during preflight planning to select a STAR or SID. It may be changed if necessary due to ATC purposes, weather, ground conditions and traffic volume.

1. Assignment of Standard Terminal Arrival(STAR)

a. Passenger flight / Cargo Flight

TIME (UTC)	AIRWAY	RWY	STAR (PRIMARY/SECONDARY)
0000-2400	G597(KARBU)	15L/R, 16L/R	RNAV KARBU 2H / RNAV KARBU 3C
	G585(GUKDO)	15L/R, 16L/R	RNAV GUKDO 2H / RNAV GUKDO 3C
	Y644(REBIT)	15L/R, 16L/R	RNAV REBIT 2H
	Y722(OLMEN)	15L/R, 16L/R	RNAV OLMEN 2H / RNAV OLMEN 3C
	G597(KARBU)	33L/R, 34L/R	RNAV KARBU 2E / RNAV BIKSI 2M*
	G585(GUKDO)	33L/R, 34L/R	RNAV GUKDO 2E / RNAV CUN(Yecheon) 2M*
	Y644 (COWAY/GONAV)	33L/R, 34L/R	RNAV REBIT 1Y / RNAV GONAV 3M*
	Y722(OLMEN)	33L/R, 34L/R	RNAV OLMEN 1Y / RNAV OLMEN 2E, RNAV MAKSA 2M*

* These procedures are operated only 1400-1900 UTC.(See 1.7 for the details)

Change : Information of assignment of STAR and procedure names(2C → 3C, 2A → 1Y).

2. Assignment of Standard Instrument Departure(SID)

a. Passenger flight / Cargo flight

TIME (UTC)	AIRWAY	RWY	SID (PRIMARY/SECONDARY)
0000-2400	G597(KARBU)	15L/R	RNAV EGOBA 2C
	A582(OSPOT)	15L/R	RNAV OSPOT 2C
	G597(BINIL)	15L/R	RNAV BINIL 3C
	Y711(BOPTA)	15L/R	RNAV BOPTA 3C
	G597(KARBU)	16L/R	RNAV EGOBA 2H
	A582(OSPOT)	16L/R	RNAV OSPOT 2H
	G597(BINIL)	16L/R	RNAV BINIL 3H
	Y711(BOPTA)	16L/R	RNAV BOPTA 3H
	G597(KARBU)	33L/R	RNAV EGOBA 2E / RNAV EGOBA 2A
	A582(OSPOT)	33L/R	RNAV OSPOT 2E / RNAV OSPOT 2A
	G597(NOPIK)	33L/R	RNAV NOPIK 2A
	Y711(BOPTA)	33L/R	RNAV BOPTA 2A
	G597(KARBU)	34L/R	RNAV EGOBA 2Y
	A582(OSPOT)	34L/R	RNAV OSPOT 2Y
	G597(NOPIK)	34L/R	RNAV NOPIK 2Y
	Y711(BOPTA)	34L/R	RNAV BOPTA 2Y

Change : Information of procedure names(2C → 3C, 2H → 3H).

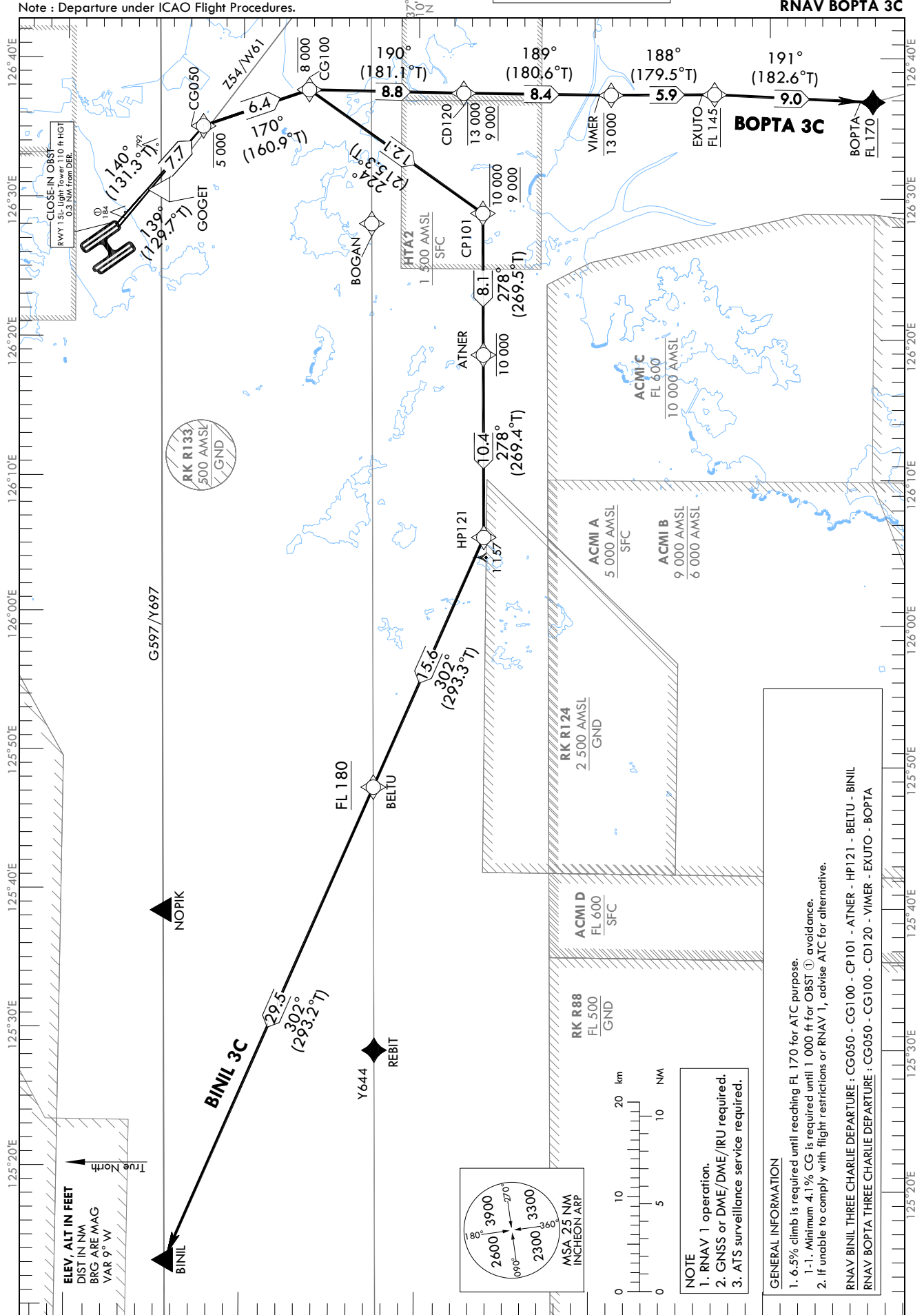
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL	DEP	125.15	121.4
		124.8	
INCHEON	TWR	118.2	118.8
DAEGU	ACC	132.8	

SEOUL/Incheon Intl(RKSI)
RWY 15L/R
RNAV BINIL 3C
RNAV BOPTA 3C

Note : Departure under ICAO Flight Procedures.



Change : Amended phrases(ATNER → CP101, HP101 → ATNER).

SEOUL/Incheon Intl(RKSI)

RWY 15L/R

RNAV BINIL 3C, RNAV BOPTA 3C

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV BINIL 3C

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	CF	CG050	-	151-140(131.3) 158-139(129.7)	7.7	R	-5 000	-	37°22'18.4"N 126°35'07.0"E	-	RNAV 1	-
002	TF	CG100	-	170 (160.9)	6.4	-	-8 000	-	37°16'16.3"N 126°37'43.8"E	-	RNAV 1	-
003	TF	CP101	-	224 (215.3)	12.1	-	-10 000 +9 000	-	37°06'20.2"N 126°28'57.6"E	-	RNAV 1	-
004	TF	ATNER	-	278 (269.5)	8.1	-	-10 000	-	37°06'15.9"N 126°18'52.5"E	-	RNAV 1	-
005	TF	HP121	-	278 (269.4)	10.4	-	-	-	37°06'09.0"N 126°05'52.3"E	-	RNAV 1	-
006	TF	BELTU	-	302 (293.3)	15.6	-	+FL 180	-	37°12'18.0"N 125°47'59.0"E	-	RNAV 1	-
007	TF	BINIL	-	302 (293.2)	29.5	-	-	-	37°23'49.2"N 125°13'59.3"E	-	RNAV 1	-

RNAV BOPTA 3C

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	CF	CG050	-	151-140(131.3) 158-139(129.7)	7.7	R	-5 000	-	37°22'18.4"N 126°35'07.0"E	-	RNAV 1	-
002	TF	CG100	-	170 (160.9)	6.4	-	-8 000	-	37°16'16.3"N 126°37'43.8"E	-	RNAV 1	-
003	TF	CD120	-	190 (181.1)	8.8	-	-13 000 +9 000	-	37°07'27.8"N 126°37'31.2"E	-	RNAV 1	-
004	TF	VIMER	-	189 (180.6)	8.4	-	-13 000	-	36°59'02.8"N 126°37'24.9"E	-	RNAV 1	-
005	TF	EXUTO	-	188 (179.5)	5.9	-	+FL 145	-	36°53'08.6"N 126°37'29.0"E	-	RNAV 1	-
006	TF	BOPTA	-	191 (182.6)	9.0	-	+FL 170	-	36°44'06.4"N 126°36'58.4"E	-	RNAV 1	-

RNP RWY 34L

WARNING
Avoid penetration of RK P518

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

True North

NOTE
1. RNP 0.3 required.
2. Baro-VNAV N/A below -20°C or above 45°C.
3. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY THR.

SCALE 1 : 450000
0 10 km
0 5 NM

RK P518W
UNL
GND

RK R133
500 AMSL
GND

RK R124
2 500 AMSL
GND

DO NOT FLY NORTH OF R 271 YJU

MAPt
LNAV ONLY
RW34L
THR

(FAF)
LNAV ONLY
BODEK

(SDF) LENBI

(IF) KAGOK

(SDF) DY019

(IAF) PAMBI

(IAF) ENPIL

MOA HTA 2
1 500 AMSL
SFC

MOA HTA 1
1 000 AMSL
SFC

RNP APCH

MSA 25 NM INCHON ARP

ELEVATIONS TINT LEGEND
3500
3000
2500
2000
1500
1000
500
Sea Level
ELEVATIONS ARE IN FEET

OCA (H)		A	B	C	D							
Straight-in Approach	LNAV/VNAV	430 (407)				Rate of descent	Knots V/V fpm	60 324	90 486	120 647	150 809	180 971
	LNAV	510 (487)				* Timing Not authorized for defining the MAPt. * Circling Not authorized.						

AIP AMDT 11/25

SEOUL/Incheon Intl(RKSI)
RNP RWY 34L

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 34L - via PAMBI to PY985(MAHF)

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	PAMBI	-	-	-	-	@2 600	-	37°10'54.3"N 126°32'34.4"E	-	RNP APCH	IAF
002	TF	KAGOK	-	064 (054.7)	4.9	-	+1 600	-	37°13'43.8"N 126°37'34.2"E	-	RNP APCH	IF
003	TF	LENBI	-	334 (324.8)	4.6	-	+1 600	-	37°17'27.8"N 126°34'16.1"E	-	RNP APCH	SDF
004	TF	BODEK	-	334 (324.7)	6.3	-	+1 600	-	37°22'37.3"N 126°29'41.9"E	-	RNP APCH	FAF
005	TF	RW34L	Y	334 (324.7)	4.7	-	+510	-	37°26'28.50"N 126°26'16.45"E	-3.05/50	RNP APCH	MAPt
006	TF	DY994	-	289 (279.7)	5.8	-	-	-220	37°27'26.9"N 126°19'07.5"E	-	RNP APCH	Bank Angle 25°
007	TF	PY985	Y	258 (248.7)	11.3	-	@3 000	-220	37°23'19.6"N 126°05'55.4"E	-	RNP APCH	MAHF
008	HM	PY985	Y	090 (080.9)	-	R	@3 000	-	37°23'19.6"N 126°05'55.4"E	-	RNP APCH	1 min (Outbound timing)

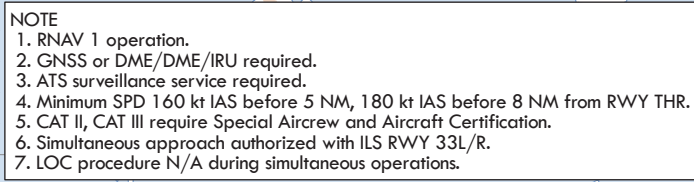
RNP RWY 34L - via ENPIL(IAF) to PY985(MAHF)

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	ENPIL	-	-	-	-	+7 000	-	37°09'39.0"N 126°43'34.0"E	-	RNP APCH	IAF
002	TF	DY019	-	306 (297.2)	3.4	-	+6 000	-	37°11'12.0"N 126°39'48.0"E	-	RNP APCH	SDF
003	TF	KAGOK	-	334 (324.8)	3.1	-	+5 000	-	37°13'43.8"N 126°37'34.2"E	-	RNP APCH	IF
004	TF	LENBI	-	334 (324.8)	4.6	-	+3 600	-	37°17'27.8"N 126°34'16.1"E	-	RNP APCH	SDF
005	TF	BODEK	-	334 (324.7)	6.3	-	+1 600	-	37°22'37.3"N 126°29'41.9"E	-	RNP APCH	FAF
006	TF	RW34L	Y	334 (324.7)	4.7	-	+510	-	37°26'28.50"N 126°26'16.45"E	-3.05/50	RNP APCH	MAPt
007	TF	DY994	-	289 (279.7)	5.8	-	-	-220	37°27'26.9"N 126°19'07.5"E	-	RNP APCH	Bank Angle 25°
008	TF	PY985	Y	258 (248.7)	11.3	-	@3 000	-220	37°23'19.6"N 126°05'55.4"E	-	RNP APCH	MAHF
009	HM	PY985	Y	090 (080.9)	-	R	@3 000	-	37°23'19.6"N 126°05'55.4"E	-	RNP APCH	1 min (Outbound timing)

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 34R - ELEV **23 ft**

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

ILS or LOC RWY 34R
CAT II & III



TRANSITION ALT	14 000
TRANSITION LVL	FL 140

[illegible]

MISSID APPROACH Fly RWY heading, climb to 3 000 ft. At 500 ft, turn left heading 287. At WNG 7 DME, turn left direct to PY985. Hold as published. Do not turn before passing MAPt.	* Timing Not authorized for defining MAPt. * Circling Not authorized.
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AIP AMDT 11/25

SEOUL/Incheon Intl(RKSI)
ILS or LOC RWY 34R
CAT II & III

AERONAUTICAL DATA TABULATION

ILS/LOC Approach to RWY 34R from PAMBI to NIPUT(IF)	
Fix / Point	Coordinates
PAMBI(IAF)	37°10'54.3"N 126°32'34.4"E
NIPUT(IF)	37°13'51.5"N 126°37'47.9"E

ILS/LOC Approach to RWY 34R from ENPIL to NIPUT(IF)	
Fix / Point	Coordinates
ENPIL(IAF)	37°09'39.0"N 126°43'34.0"E
PY019(SDF)	37°11'20.4"N 126°40'01.2"E
NIPUT(IF)	37°13'51.5"N 126°37'47.9"E

ILS/LOC Approach to RWY 34R from NIPUT(IF) to MAHF	
Fix / Point	Coordinates
DALKA(SDF)	37°17'35.6"N 126°34'29.8"E
PIPAN(FAF LOC ONLY) BRG 333.56°/4.89 NM IRKN	37°22'45.1"N 126°29'55.6"E
D1.0 IRKN(MAPt LOC ONLY) BRG 333.56°/1.00 NM IRKN	37°25'55.7"N 126°27'06.3"E
WNG VOR/DME	37°25'58.6"N 126°27'00.0"E
THR RWY 34R	37°26'36.29"N 126°26'30.21"E
IRKN DME	37°26'42.5"N 126°26'18.8"E
Climb to 500 ft HDG 334	-
D7 WNG HDG 287	-
PY985 BRG 270.00°/17.00 NM WNG	37°23'19.6"N 126°05'55.4"E

b. Under Radar Vectoring

- Proceed by the direct route from the point of radio failure to the fix, route, or airway specified in the vector clearance;
- In the absence of an assigned route, proceed by the route that ATC has advised may be expected in a further clearance; or
- In the absence of an assigned route or a route that ATC has advised may be expected in a further clearance, by the route filed in the flight plan; and
- Maintain minimum enroute altitude(MEA) or the altitude/flight level cleared in the last ATC clearance received, whichever is higher, for 20 minutes; then
- Continue the flight with altitude/flight level filed in the flight plan.

B. ARRIVAL

Runway 33 in use

- 1) Proceed to DUBUN IAF and commence descent and approach as close as possible to the expect further clearance time(EFC) issued by ATC or estimated time of arrival(ETA) filed in the flight plan; and
- 2) Land, if possible, within 30 minutes after ETA or the last acknowledged EFC or ETA, whichever is later;
- 3) Circling not authorized west of RWY 15-33.

3.2 VFR

1. VFR flight experiencing radio communication failure shall

a. Helicopter

- Squawk 7600, and
- When able to see light gun signal of control tower, follow that instruction.
- If unable to see light gun signal of control tower, hold over downwind until ETA or for 10 minutes, whichever is longer, then
- Make landing on runway 15/33 in use as appropriate.
- Pilot shall use caution traffic landing and takeoff from/to runway.

b. Conventional flight

- Squawk 7600, and
- When able to see light gun signal of control tower, follow that instruction.
- If unable to see light gun signal of control tower, hold over down-wind until ETA or for 10 minutes, whichever is longer, then
- Make landing on runway 15/33 in use as appropriate.
- Pilot shall use caution traffic landing and takeoff from/to runway.

4. Take-off Weather Minima

Facilities	RWY	3 RVR REQ			REDL & RCLL	REDL & RCL***	REDL or RCL***	NIL (Day Only)
		TGS*, HIRL & RCLL	HIRL & RCLL	REDL & RCLL				
		RVR / VIS**						
Multi-Engine ACFT	15	-	-	-	-	-	400 m / 1 200 ft	500 m / 1 600 ft
	33	-	-	-	-	-	400 m / 1 200 ft	500 m / 1 600 ft

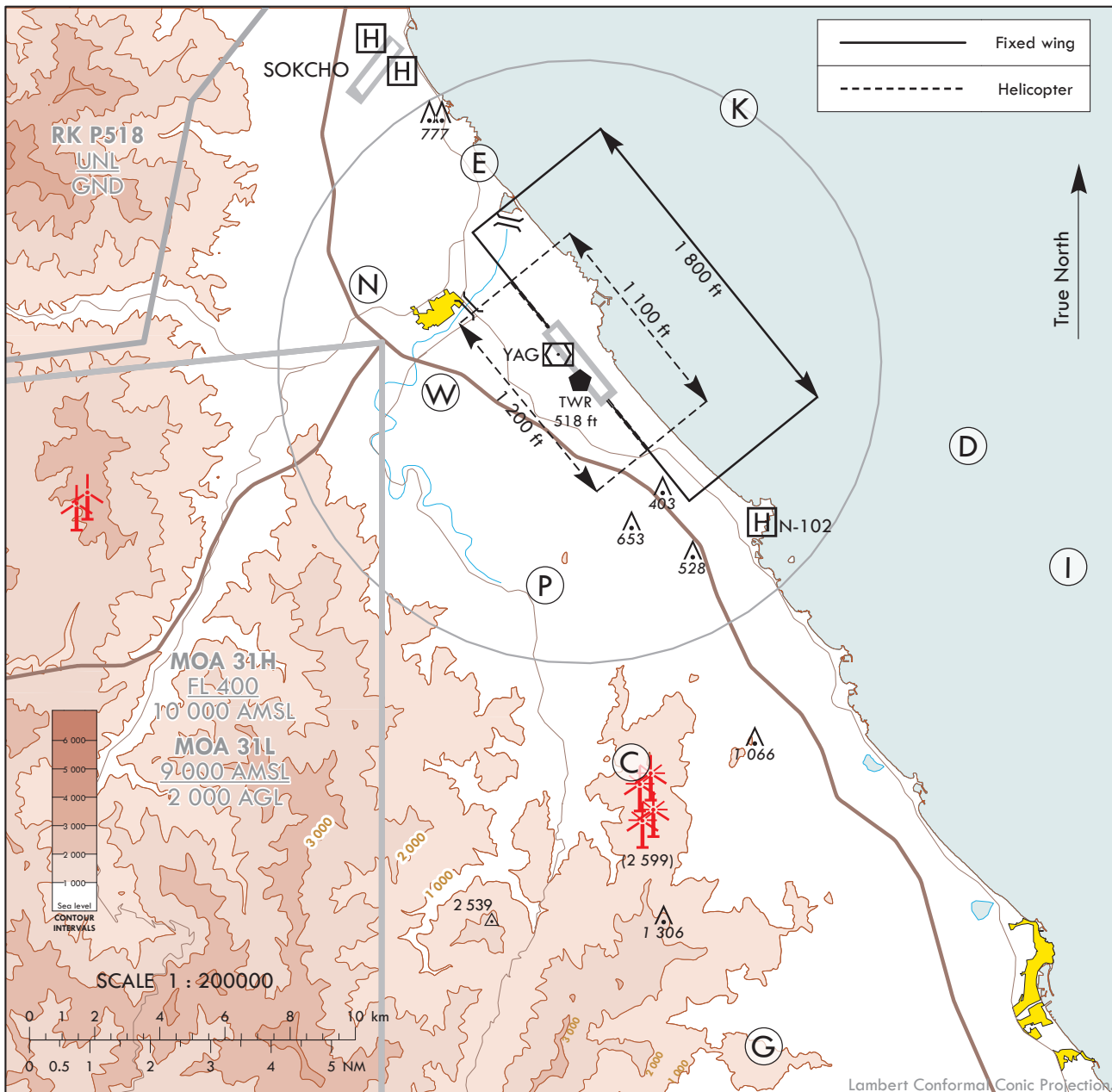
Note : SIDs are designed in accordance with STANDARDS for FLIGHT PROCEDURE DESIGN.

* With certified TGS(Take-off Guidance System).

** The TDZ RVR/VIS may be assessed by the pilot.

*** For Night Operations at least REDL or RCLL and RENL are available.

VFR Traffic Circuits - Yangyang INTL Airport



Note

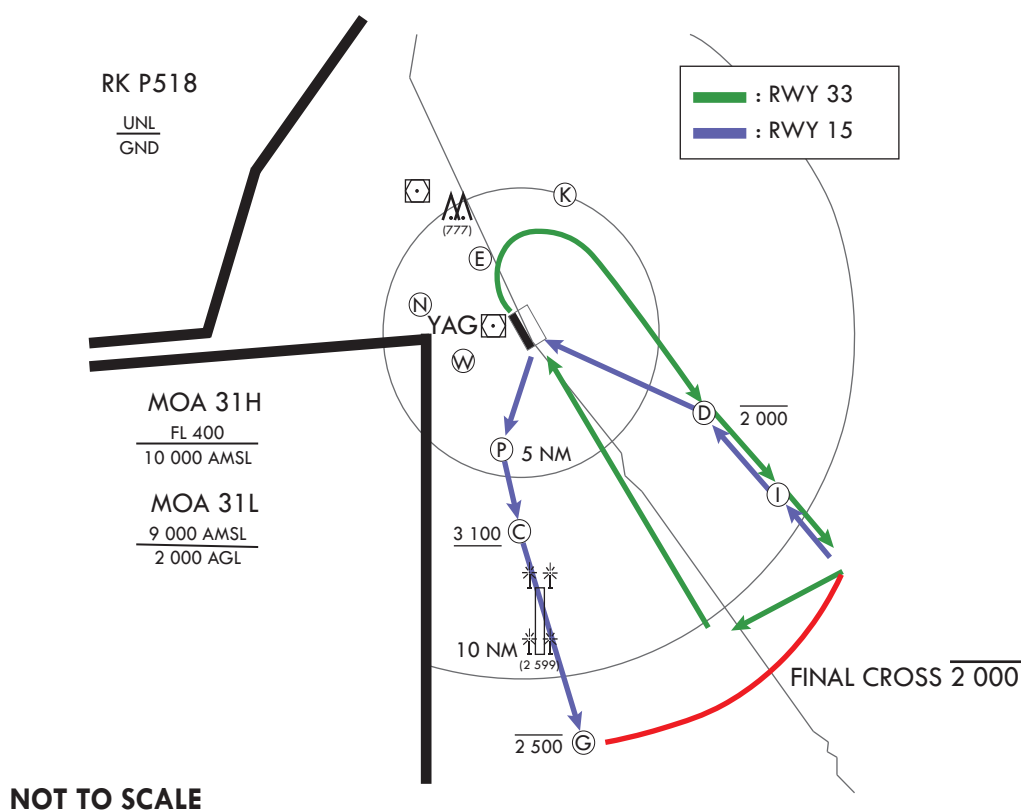
1. The areas specified at the ENR 1.5 holding, approach and departures 2.3 PANS-OPS visual manoeuvring(circling) areas used for obstacles.
2. East traffic pattern altitudes for runways are for CAT H-D.
3. Fixed wing is only available east traffic pattern.

VFR Reporting Point

Reporting Point	Geographical Name	Position	Coordinates(WGS-84)
N	The 95 m hill southeast of Araemal 아랫말 남동쪽 95 고지	3.7 NM NW of airport R 299 YAG/D3.4	380500N 1283544E
W	The 167 m hill north of Sambarijae 삼바리재 북쪽 167 고지	2.3 NM W of airport R 261 YAG/D2.0	380311N 1283715E
P	The 223 m hill east of Dangsandong 당산동 동쪽 223 고지	3.8 NM S of airport R 193 YAG/D3.9	375956N 1283917E
E	Naksan beach 낙산해수욕장	3.6 NM NW of airport R 347 YAG/D3.4	380659N 1283807E
K	4.6 NM east of Naksan Temple 낙산사 동쪽 4.6 마일 해상	5 NM NE of airport R 045 YAG/D5.1	380755N 1284335E
D	4.4 NM east of Gisamunri 기사문리 동쪽 4.4 마일 해상	6.4 NM SE of airport R 111 YAG/D6.8	380216N 1284807E
C	0.5 NM north of wind power plant 풍력발전단지 북쪽 0.5 마일	7.1 NM S of airport R 178 YAG/D7.0	375700N 1284110E
I	4.8 NM east of Kwangjinri 광진리 동쪽 4.8 마일 해상	8.6 NM SE of airport R 121 YAG/D9.0	380015N 1285010E
G	0.5 NM southeast of Samgyo Reservoir 삼교저수지 남동쪽 0.5 마일	12.2 NM S of airport R 172 YAG/D12.0	375217N 1284353E

Change : Establishment of OBST(777).

VFR In/Outbound Flow Chart - Yangyang INTL Airport



RWY 15 VFR ARRIVAL

Contact Yangyang TWR when passing "I" point, then proceed to downwind leg via "D" point.

RWY 15 VFR DEPARTURE

Turn right when passing threshold and proceed to "P" and "C" point. Climb and maintain at or above 3 100 ft before "C" point. If unable, advise ATC, then make right circle and climb over "P" point. Leave "P" point when able to comply with the restriction due to wind power plant area. After passing 0.5 NM of the obstacles, descend VFR to "G" point at or below 2 500 ft. Maintain at or below 2 000 ft when passing 12 DME from YAG, then climb VFR.

RWY 33 VFR ARRIVAL

Contact Yangyang TWR when passing 10 NM final, then proceed to 4 NM on final.

RWY 33 VFR DEPARTURE

Turn right when passing abeam Yangyang bridge and proceed to "D" and "I" point. Maintain at or below 2 000 ft until 12 DME from YAG, then climb VFR.

Note

Maintain at or below 2 000 ft and use caution IFR inbound traffic when flying across the final course 12 DME away from YAG. Use caution when flying between "C" and "G" point due to wind power plant area and IFR inbound traffic on final.

INTENTIONALLY

LEFT

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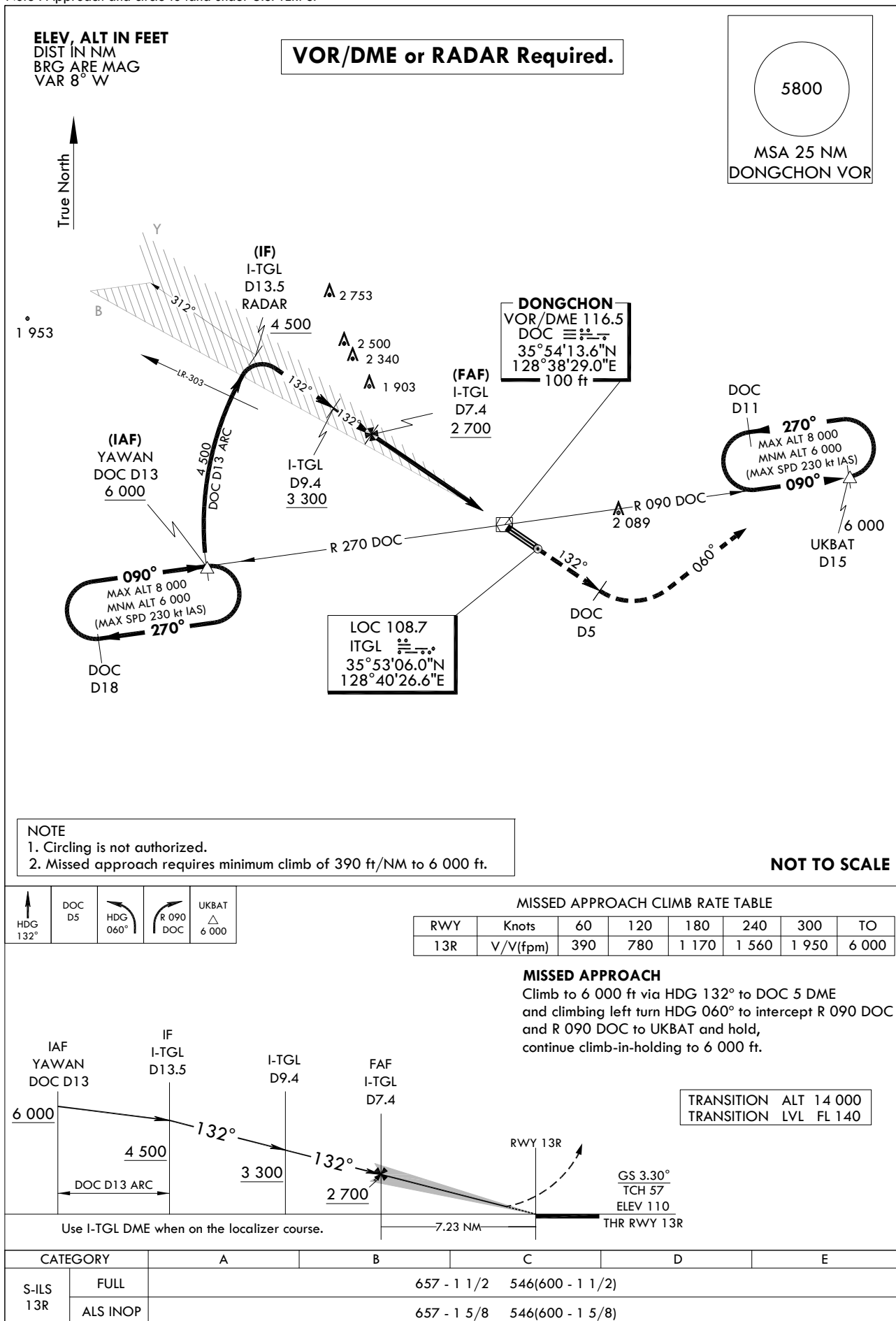
**INSTRUMENT
APPROACH
CHART**

AERODROME ELEV 120 ft
HEIGHTS RELATED TO
THR RWY 13R - ELEV 110 ft
HIGHEST ELEV TDZ 111 ft

DAEGU APP 135.9 346.3
DAEGU TWR 126.2 236.6
365.0

DAEGU/Daegu Intl(RKTN)
ILS
RWY 13R

Note : Approach and circle to land under U.S. TERPS.



Change : Amended transition altitude data.

INTENTIONALLY

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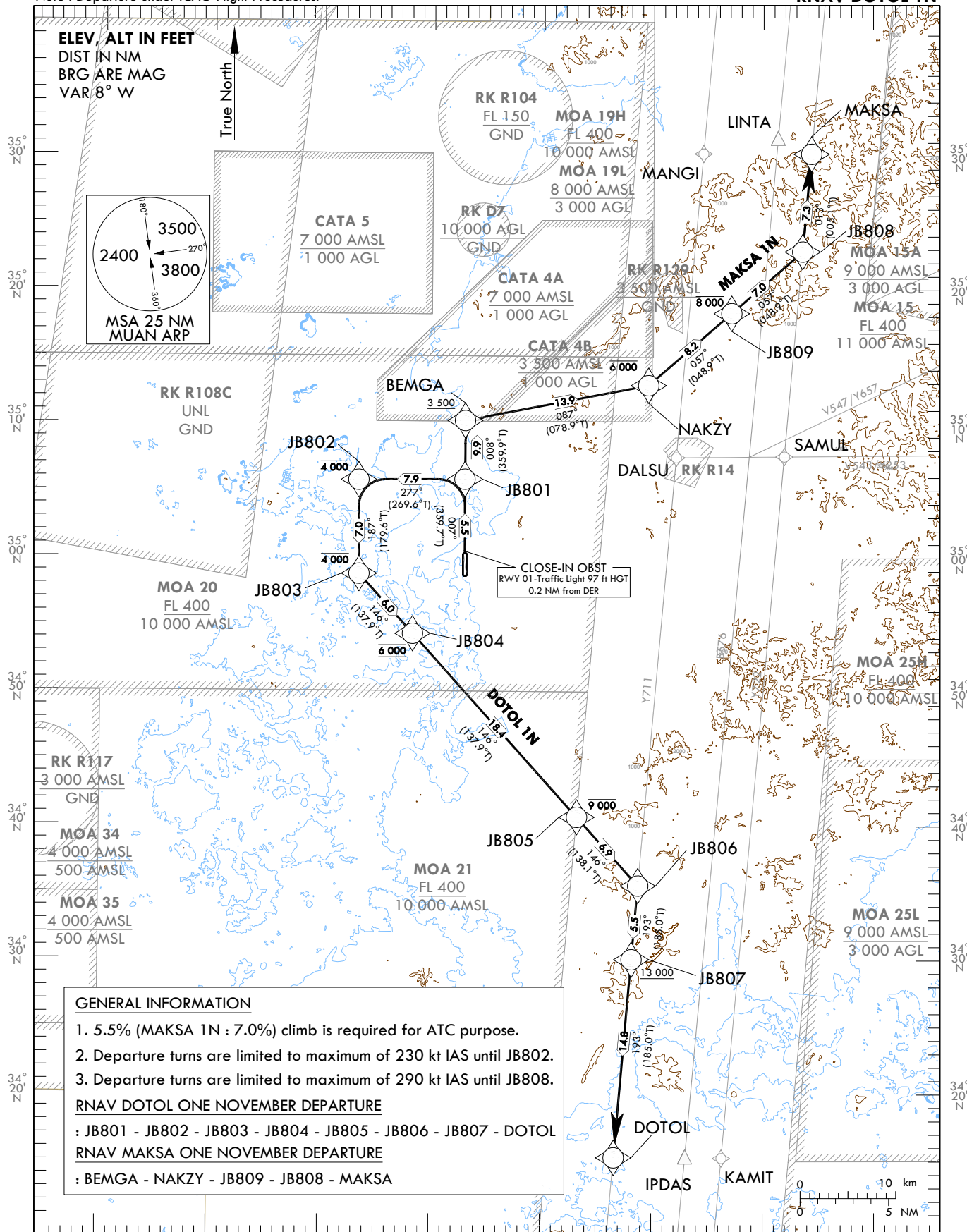
**STANDARD DEPARTURE CHART
INSTRUMENT(SID) - ICAO**

TRANSITION ALT 14 000
TRANSITION LVL FL 140

GWANGJU DEP 124.0, 124.7
347.2
MUAN TWR 118.25
118.85

**MUAN/Muan Intl(RKJB)
RWY 01
RNAV MAKSA 1N
RNAV DOTOL 1N**

Note : Departure under ICAO Flight Procedures.



MUAN/Muan Intl(RKJB)
RWY 01
RNAV MAKSA 1N
RNAV DOTOL 1N

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV MAKSA 1N

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	CF	BEMGA	-	008(359.9)	9.9	-	+3 500	-290	35°10'13.9"N 126°22'56.6"E	-	RNAV 1	-
002	TF	NAKZY	-	087(078.9)	13.9	-	-6 000	-290	35°12'53.8"N 126°39'34.6"E	-	RNAV 1	-
003	TF	JB809	-	057(048.9)	8.2	-	-8 000	-290	35°18'17.2"N 126°47'06.8"E	-	RNAV 1	-
004	TF	JB808	-	057(048.9)	7.0	-	-	-290	35°22'53.4"N 126°53'34.1"E	-	RNAV 1	-
005	TF	MAKSA	-	013(005.1)	7.3	-	-	-	35°30'11.3"N 126°54'22.0"E	-	RNAV 1	-

RNAV DOTOL 1N

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	CF	JB801	-	007(359.7)	5.5	-	-	-230	35°05'51.5"N 126°22'55.5"E	-	RNAV 1	-
002	TF	JB802	-	277(269.6)	7.9	-	-4 000	-230	35°05'48.2"N 126°13'17.8"E	-	RNAV 1	-
003	TF	JB803	-	187(179.6)	7.0	-	-4 000	-	34°58'47.5"N 126°13'21.8"E	-	RNAV 1	-
004	TF	JB804	-	146(137.9)	6.0	-	@6 000	-	34°54'20.0"N 126°18'15.4"E	-	RNAV 1	-
005	TF	JB805	-	146(137.9)	18.4	-	-9 000	-	34°40'39.6"N 126°33'10.9"E	-	RNAV 1	-
006	TF	JB806	-	146(138.1)	6.9	-	-	-	34°35'32.9"N 126°38'43.9"E	-	RNAV 1	-
007	TF	JB807	-	193(185.0)	5.5	-	+13 000	-	34°30'02.7"N 126°38'09.3"E	-	RNAV 1	-
008	TF	DOTOL	-	193(185.0)	14.8	-	-	-	34°15'15.4"N 126°36'36.6"E	-	RNAV 1	-

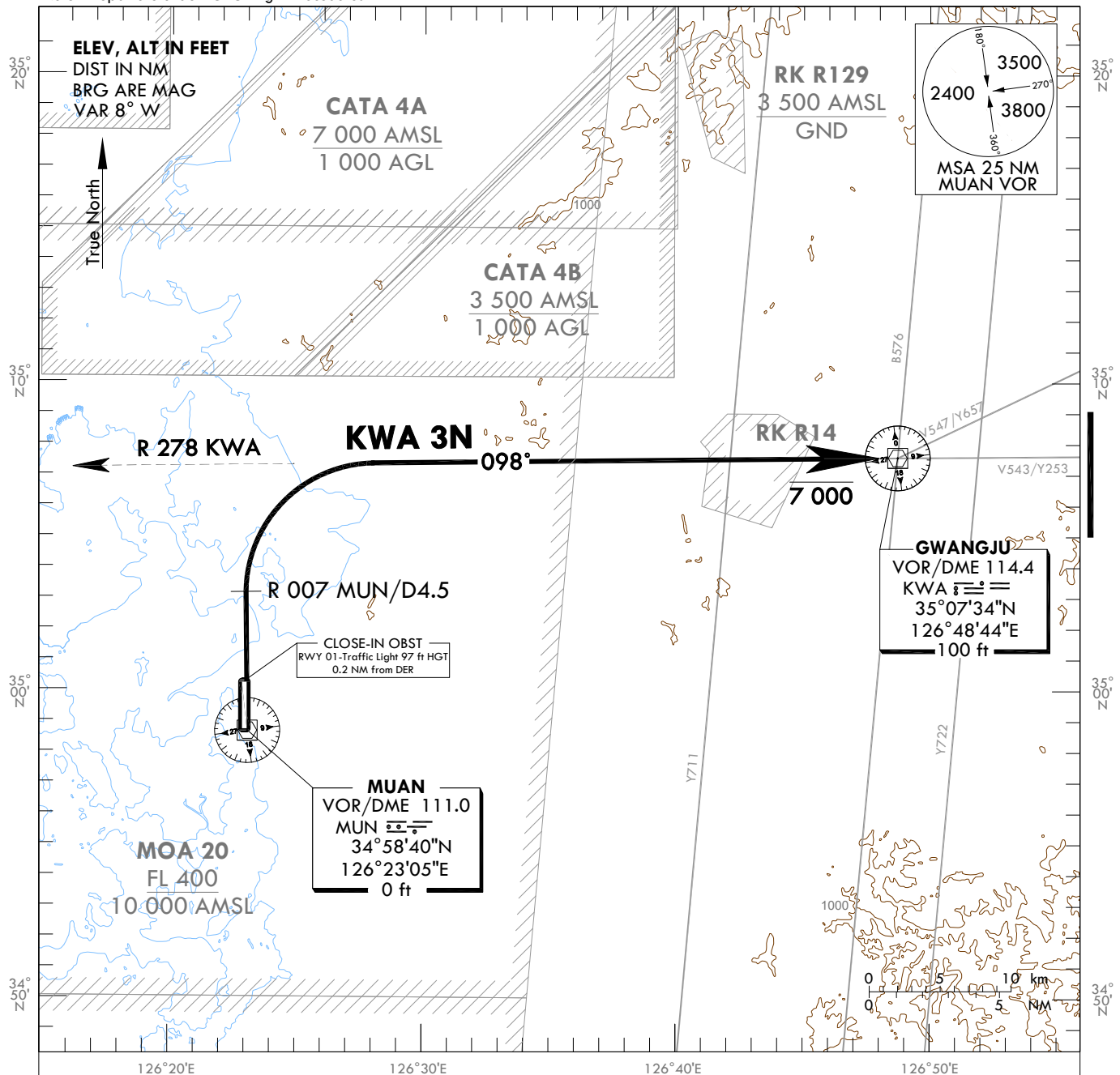
**STANDARD DEPARTURE CHART
INSTRUMENT(SID) - ICAO**

TRANSITION ALT 14 000
TRANSITION LVL FL 140

GWANGJU DEP 124.0, 124.7
347.2
MUAN TWR 118.25
118.85

**MUAN/Muan Intl(RKJB)
RWY 01
KWA 3N**

Note : Departure under ICAO Flight Procedures.



GWANGJU THREE NOVEMBER DEPARTURE

Climb to R 007 MUN/D4.5 then Turn Right to intercept R 278 KWA, Join B576 or V543 airway as assigned.

- * Cross KWA at or below 7 000 ft unless otherwise directed by ATC.
- * Minimum Climb gradient 5.6% until joining the assigned airway for ATC purpose.
- * Departure turns are limited to maximum of 240 kt IAS until KWA.

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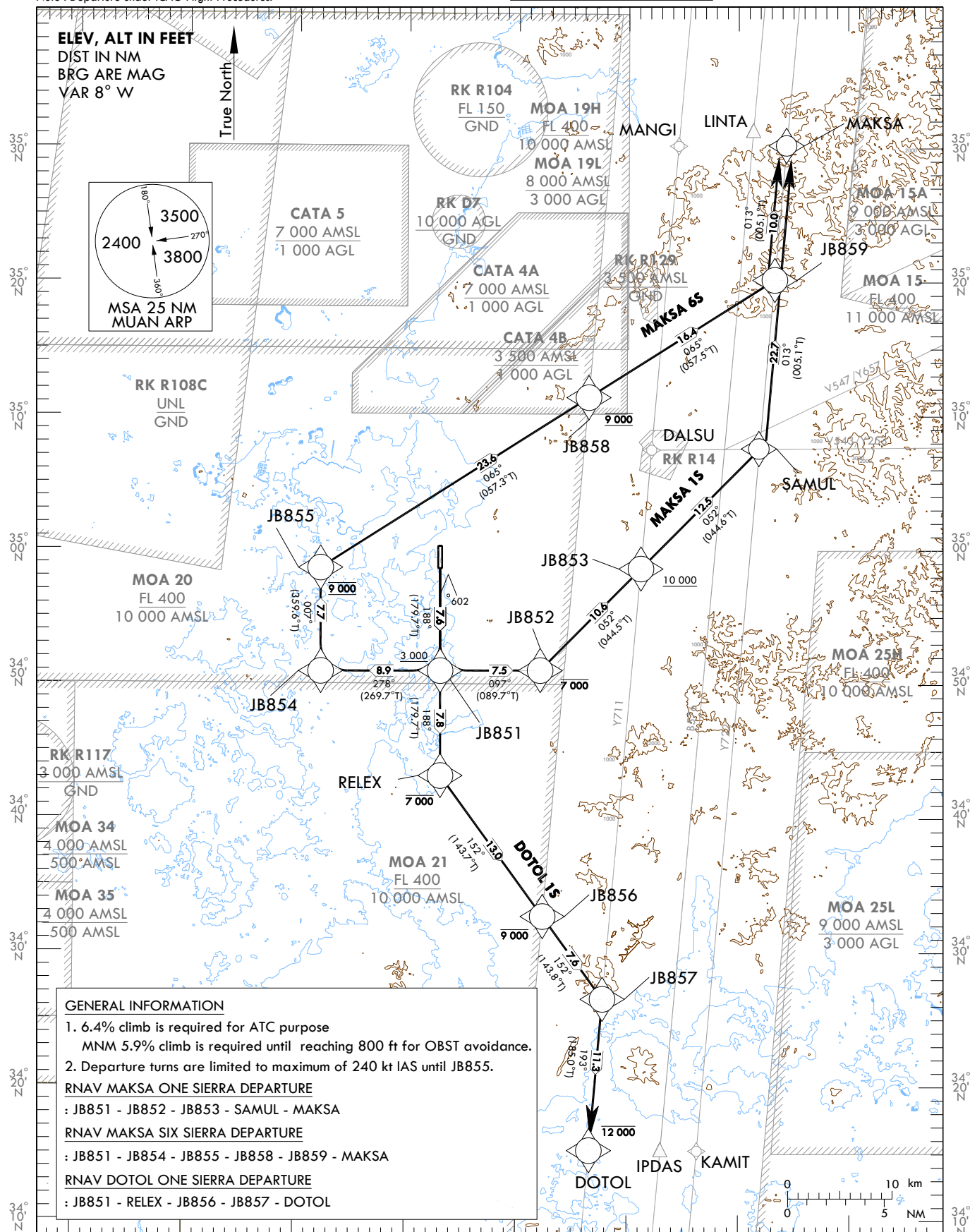
**STANDARD DEPARTURE CHART
INSTRUMENT(SID) - ICAO**

TRANSITION ALT 14 000
TRANSITION LVL FL 140

GWANGJU DEP	124.0, 124.7
	347.2
MUAN TWR	118.25
	118.85

MUAN/Muan Intl(RKJB)
RWY 19
RNAV MAKSA 15
RNAV MAKSA 6S
RNAV DOTOL 15

Note : Departure under ICAO Flight Procedures.



MUAN/Muan Intl(RKJB)
RWY 19
RNAV MAKSA 1S, RNAV MAKSA 6S
RNAV DOTOL 1S

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV MAKSA 1S										
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH
001	CF	JB851	-	188(179.7)	7.6	-	+3 000	-240	34°51'00.9"N 126°23'01.4"E	-
002	TF	JB852	-	097(089.7)	7.5	-	-7 000	-	34°51'03.2"N 126°32'04.9"E	-
003	TF	JB853	-	052(044.5)	10.6	-	+10 000	-	34°58'39.3"N 126°41'10.0"E	-
004	TF	SAMUL	-	052(044.6)	12.5	-	-	-	35°07'35.5"N 126°51'54.4"E	-
005	TF	MAKSA	-	013(005.1)	22.7	-	-	-	35°30'11.3"N 126°54'22.0"E	-

RNAV MAKSA 6S										
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH
001	CF	JB851	-	188(179.7)	7.6	-	+3 000	-240	34°51'00.9"N 126°23'01.4"E	-
002	TF	JB854	-	278(269.7)	8.9	-	-	-240	34°50'57.7"N 126°12'12.6"E	-
003	TF	JB855	-	007(359.6)	7.7	-	@ 9 000	-240	34°58'40.4"N 126°12'08.7"E	-
004	TF	JB858	-	065(057.3)	23.6	-	@ 9 000	-	35°11'25.3"N 126°36'24.2"E	-
005	TF	JB859	-	065(057.5)	16.4	-	-	-	35°20'12.1"N 126°53'16.5"E	-
006	TF	MAKSA	-	013(005.1)	10.0	-	-	-	35°30'11.3"N 126°54'22.0"E	-

RNAV DOTOL 1S										
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH
001	CF	JB851	-	188(179.7)	7.6	-	+3 000	-	34°51'00.9"N 126°23'01.4"E	-
002	TF	RELEX	-	188(179.7)	7.8	-	-7 000	-	34°43'11.2"N 126°23'04.3"E	-
003	TF	JB856	-	152(143.7)	13.0	-	-9 000	-	34°32'42.2"N 126°32'21.6"E	-
004	TF	JB857	-	152(143.8)	7.6	-	-	-	34°26'33.0"N 126°37'47.3"E	-
005	TF	DOTOL	-	193(185.0)	11.3	-	-12 000	-	34°15'15.4"N 126°36'36.6"E	-

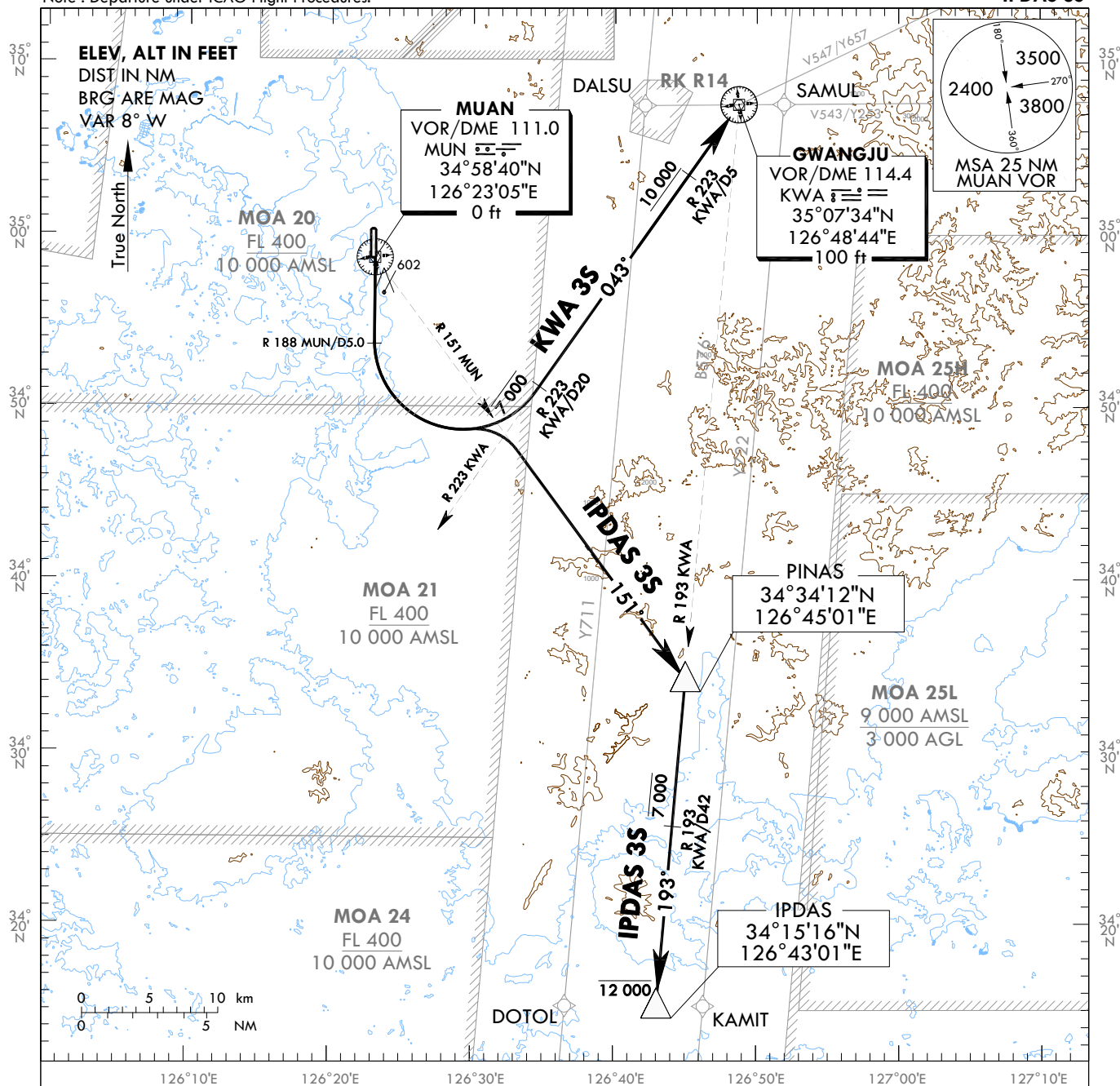
**STANDARD DEPARTURE CHART
INSTRUMENT(SID) - ICAO**

TRANSITION ALT 14 000
TRANSITION LVL FL 140

GWANGJU DEP 124.0, 124.7
347.2
MUAN TWR 118.25
118.85

MUAN/Muan Intl(RKJB)
RWY 19
KWA 3S
IPDAS 3S

Note : Departure under ICAO Flight Procedures.



GWANGJU THREE SIERRA DEPARTURE

Climb to R 188 MUN/D5.0 then Turn Left to intercept R 223 KWA, Join B576 or V543 airway as assigned.

* Minimum 5.9% Climb is required until reaching 800 ft for OBST avoidance and 10 000 ft for ATC purpose.

* Cross R 223 KWA/D20 at or below 7 000 ft and at or above 10 000 ft until R 223 KWA/D5 unless otherwise directed by ATC.

IPDAS THREE SIERRA DEPARTURE

Climb to R 188 MUN/D5.0 then Turn Left to intercept R 151 MUN to PINAS then IPDAS, Join B576 airway as assigned.

* Minimum 5.9% Climb is required until reaching 800 ft for OBST avoidance.

* Cross R 193 KWA/D42 at or below 7 000 ft and at or below 12 000 ft until IPDAS unless otherwise directed by ATC.

INTENTIONALLY

LEFT

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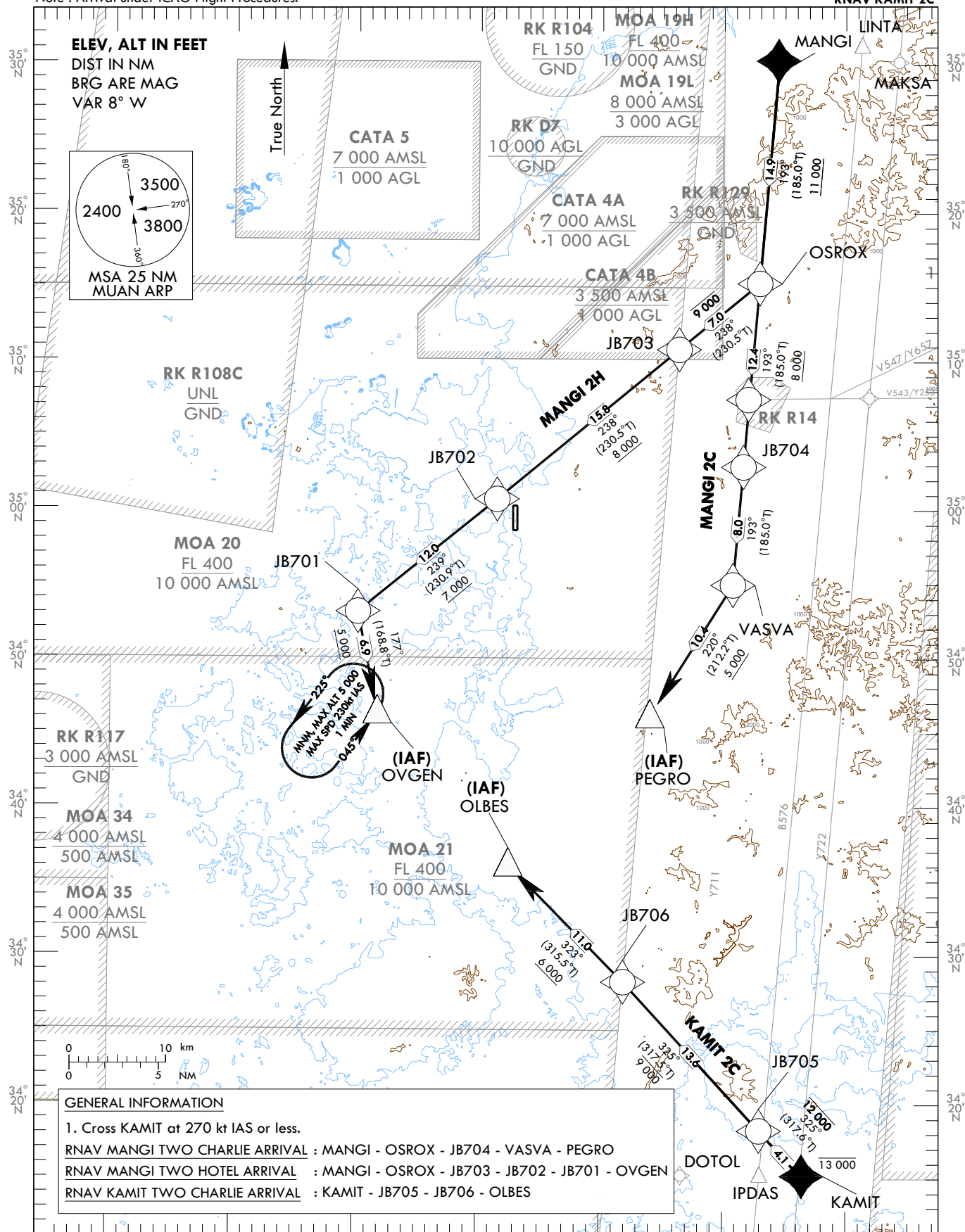
**STANDARD ARRIVAL CHART
INSTRUMENT(STAR) - ICAO**

TRANSITION ALT 14 000
TRANSITION LVL FL 140

GWANGJU APP 120.475 130.0
228.9 265.5
MUAN TWR 118.25 118.85

MUAN/Muan Intl(RKJB)
RWY 01
RNAV MANGI 2C
RNAV MANGI 2H
RNAV KAMIT 2C

Note : Arrival under ICAO Flight Procedures.



NOTE

1. RNAV 1 operation.
2. GNSS required.
3. ATS surveillance service required.

Change : Information of RK R14.

MUAN/Muan Intl(RKJB)
RWY 01

RNAV MANGI 2C, RNAV MANGI 2H

RNAV KAMIT 2C, HOLDING PROCEDURE

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV MANGI 2C

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	MANGI	-	-	-	-	-	-	35°30'11.3"N 126°44'31.7"E	-	RNAV 1	-
002	TF	OSROX	-	193(185.0)	14.9	-	+11 000	-	35°15'18.1"N 126°42'56.2"E	-	RNAV 1	-
003	TF	JB704	-	193(185.0)	12.4	-	+8 000	-	35°02'56.4"N 126°41'37.3"E	-	RNAV 1	-
004	TF	VASVA	-	193(185.0)	8.0	-	-	-	34°54'59.5"N 126°40'46.8"E	-	RNAV 1	-
005	TF	PEGRO	-	220(212.2)	10.4	-	+5 000	-	34°46'09.0"N 126°34'02.1"E	-	RNAV 1	IAF

RNAV MANGI 2H

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	MANGI	-	-	-	-	-	-	35°30'11.3"N 126°44'31.7"E	-	RNAV 1	-
002	TF	OSROX	-	193(185.0)	14.9	-	+11 000	-	35°15'18.1"N 126°42'56.2"E	-	RNAV 1	-
003	TF	JB703	-	238(230.5)	7.0	-	-9 000	-	35°10'50.6"N 126°36'20.5"E	-	RNAV 1	-
004	TF	JB702	-	238(230.5)	15.8	-	+8 000	-	35°00'44.9"N 126°21'29.4"E	-	RNAV 1	-
005	TF	JB701	-	239(230.9)	12.0	-	+7 000	-	34°53'09.6"N 126°10'10.3"E	-	RNAV 1	-
006	TF	OVGEN	-	177(168.8)	6.9	-	+5 000	-	34°46'22.2"N 126°11'47.9"E	-	RNAV 1	IAF

RNAV KAMIT 2C

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	KAMIT	-	-	-	-	-13 000	-270	34°15'14.1"N 126°46'17.7"E	-	RNAV 1	-
002	TF	JB705	-	325(317.6)	4.1	-	-12 000	-270	34°18'14.7"N 126°42'58.8"E	-	RNAV 1	-
003	TF	JB706	-	325(317.5)	13.6	-	-9 000	-270	34°28'15.6"N 126°31'54.1"E	-	RNAV 1	-
004	TF	OLBES	-	323(315.5)	11.0	-	+6 000	-	34°36'08.1"N 126°22'32.0"E	-	RNAV 1	IAF

HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Time (min)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
RNAV MANGI 2H	HM	OVGEN	Y	045 (037.0)	1	L	@5 000	-230	34°46'22.2"N 126°11'47.9"E	-	RNAV 1	-

**STANDARD ARRIVAL CHART
INSTRUMENT(STAR) - ICAO**

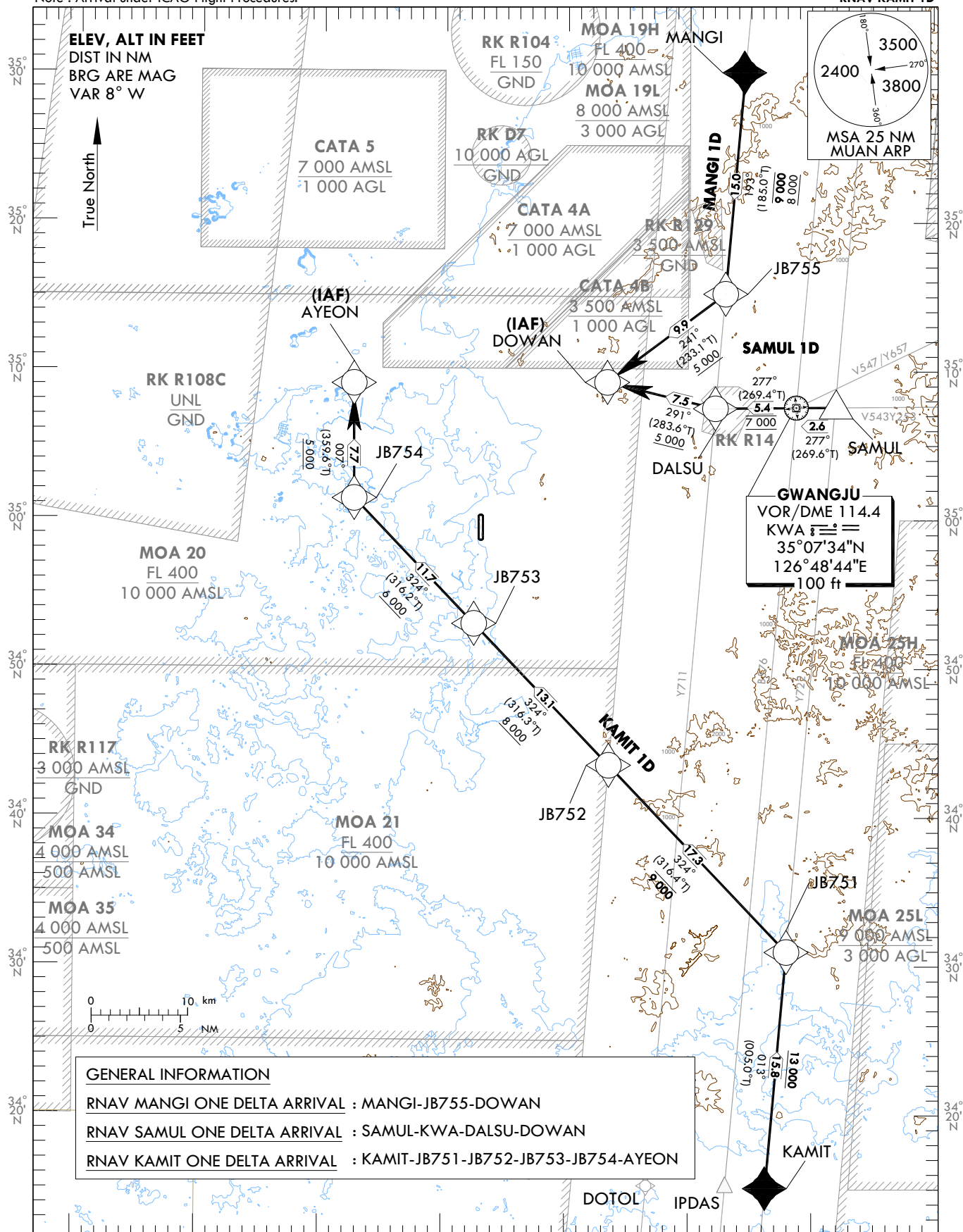
TRANSITION ALT 14 000
TRANSITION LVL FL 140

GWANGJU APP	120.475	130.0
	228.9	265.5
MUAN TWR	118.25	118.85

MUAN/Muan Intl(RKJB)

RWY 19
RNAV MANGI 1D
RNAV SAMUL 1D
RNAV KAMIT 1D

Note : Arrival under ICAO Flight Procedures.



NOTE

1. RNAV 1 operation.
2. GNSS required.
3. ATS surveillance service required.

Change : Information of RK R14.

MUAN/Muan Intl(RKJB)
RWY 19
RNAV MANGI 1D, RNAV SAMUL 1D
RNAV KAMIT 1D

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV MANGI 1D

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	MANGI	-	-	-	-	-	-	35°30'11.3"N 126°44'31.7"E	-	RNAV 1	-
002	TF	JB755	-	193(185.0)	15.0	-	-9 000 +8 000	-	35°15'13.4"N 126°42'55.7"E	-	RNAV 1	-
003	TF	DOWAN	-	241(233.1)	9.9	-	+5 000	-	35°09'16.1"N 126°33'16.0"E	-	RNAV 1	IAF

RNAV SAMUL 1D

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	SAMUL	-	-	-	-	-	-	35°07'35.5"N 126°51'54.4"E	-	RNAV 1	-
002	TF	KWA	-	277(269.6)	2.6	-	-	-	35°07'34.4"N 126°48'43.6"E	-	RNAV 1	-
003	TF	DALSU	-	277(269.4)	5.4	-	@7 000	-	35°07'31.0"N 126°42'06.5"E	-	RNAV 1	-
004	TF	DOWAN	-	291(283.6)	7.5	-	+5 000	-	35°09'16.1"N 126°33'16.0"E	-	RNAV 1	IAF

RNAV KAMIT 1D

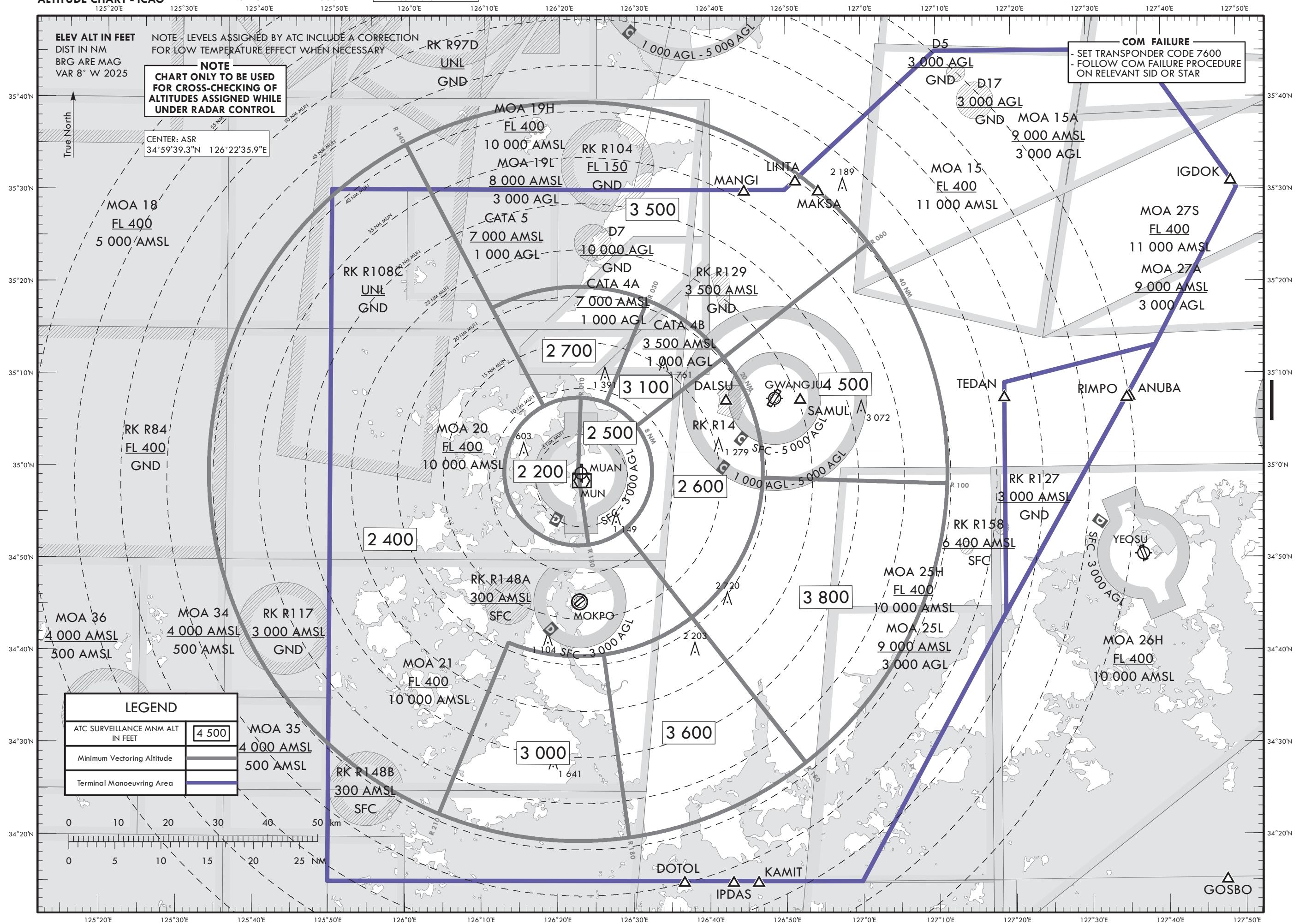
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	IF	KAMIT	-	-	-	-	-	-	34°15'14.1"N 126°46'17.7"E	-	RNAV 1	-
002	TF	JB751	-	013(005.0)	15.8	-	+13 000	-	34°30'57.9"N 126°47'58.1"E	-	RNAV 1	-
003	TF	JB752	-	324(316.4)	17.3	-	-9 000	-	34°43'31.2"N 126°33'28.6"E	-	RNAV 1	-
004	TF	JB753	-	324(316.3)	13.1	-	+8 000	-	34°53'01.3"N 126°22'26.0"E	-	RNAV 1	-
005	TF	JB754	-	324(316.2)	11.7	-	+6 000	-	35°01'25.8"N 126°12'36.4"E	-	RNAV 1	-
006	TF	AYEON	-	007(359.6)	7.7	-	+5 000	-	35°09'10.2"N 126°12'32.1"E	-	RNAV 1	IAF

AERODROME ELEV	51 ft
TRANSITION ALT	14 000 ft

51 ft
000 ft

APP	120.475	130.0	228.9
	265.5	319.2	

TMA GWANGJU



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

YEOSU/Yeosu(RKJY)

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

1	Designation, Apron surface and strength	a. Area : 13 140 m ² b. Surface : Asphalt c. Strength : PCR 584/F/C/X/T
2	Designation, Taxiway width, surface and strength	a. Width : 23 m b. Surface : Concrete c. Strength : PCR 706/R/C/W/T
3	Altimeter check location and elevation	Aprons / 27 ft
4	VOR/INS check points	VOR : NIL INS : Every specified aircraft stands(Refer to Aircraft Parking / Docking Chart)
5	Remarks	NIL

RKPS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guidelines and visual docking/parking guidance system of aircraft stands	a. Taxiing guidance signs are the intersections of all TWY and RWY and at all holding positions b. Guide lines at apron c. Nose-in guidance at aircraft stands
2	RWY and TWY markings and LGT	a. RWY - RWY 06R/24L : Edge, THR, end RAIL - RWY 06L/24R : Edge, THR, end b. TWY - TWY edge lights : All TWY
3	Stop bars	NIL
4	Remarks	NIL

RKPS AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
RKPSOB001	Natural High Point	350423.3N 1280221.1E	244 ft/	NIL	06L/R APCH 24L/R TKOF
RKPSOB002	Natural High Point	350328.9N 1280019.8E	393 ft/	NIL	
RKPSOB003	Natural High Point	350114.2N 1275803.7E	419 ft/	NIL	
RKPSOB004	Natural High Point	345934.2N 1275211.1E	3 011 ft/ (Including Steel tower 243 ft)	NIL	
RKPSOB005	Natural High Point	350423.2N 1280220.8E	244 ft/	NIL	
RKPSOB006	Natural High Point	345851.0N 1280556.6E	2 630 ft/	NIL	
RKPSOB007	Natural High Point	350447.1N 1280237.9E	213 ft/	NIL	
RKPSOB008	Natural High Point	350639.9N 1280405.3E	392 ft/	NIL	In 06L/R, 24L/R circling area and at AD
RKPSOB009	Natural High Point	350627.6N 1280302.7E	499 ft/	NIL	
RKPSOB010	Natural High Point	350757.8N 1280252.4E	633 ft/	NIL	
RKPSOB011	Natural High Point	350514.2N 1275803.1E	735 ft/	NIL	
RKPSOB012	Natural High Point	350602.3N 1280521.1E	84 ft/	NIL	06L/R TKOF 24L/R APCH
RKPSOB013	Natural High Point	350607.5N 1280607.4E	224 ft/	NIL	
RKUSOB014	Natural High Point	350606.2N 1280626.3E	281 ft/	NIL	
RKPSOB015	Natural High Point	350638.6N 1280914.3E	906 ft/	NIL	

In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL					
1. Remarks : - Seawall 20 ft drop off RWY 06L THR - RKPSOB001 : 6 233 ft outward RWY 06L, 276 ft Left(APCH) side from the extended centerline of RWY 06L - RKPSOB013 : 2 631 ft outward RWY 24R, 20 ft Right(APCH) side from the extended centerline of RWY 24R 2 631 ft from RWY 06L DER, 20 ft(TKOF) Left of centerline 65 ft AGL/84 ft AMSL 2 131 ft from RWY 06R DER, 770 ft(TKOF) Left of centerline 60 ft AGL/84 ft AMSL 2. Caution : - RKPSOB004 locates at 10.6 NM from RWY 06L THR. - Maintain at or above 3 600 ft until passing 11 DME of SAC when making VOR/DME RWY 06L APCH. - Maintain at or above 3 600 ft until passing 12 DME of SAC when making VOR/DME RWY 06R APCH. - Maintain at or above 3 600 ft until passing 11.6 DME of I-SAM when making LOC/DME RWY 06L APCH. - Open drainage is located at North-West sides of the RWY 06L/24R. - Width : 2 m~4 m, Depth : 0.6 m~1 m, Length : 800 m, 124 m~132 m North-West side of RWY 06L/24R CL - RUN-UP facilities (height 3.1 m) of Military aircraft located on 136 m inward from RWY 06L THR and 133 m leftward from RWY 06L/24R centerline. - RWY Supervisor Units (height 5.9 m) - 443 m inward from RWY 06L THR and 164 m leftward from RWY 06L/24R centerline - 443 m inward from RWY 24R THR and 163 m rightward from RWY 06L/24R centerline					

RKPS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Sacheon Airforce MET Office
2	Hours of service MET Office outside hours	24 hours -
3	Office responsible for TAF preparation Periods of validity	ROKAF MET Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Trend forecast Interval of issuance	NIL
5	Briefing/consultation provided	Available at Aviation Meteorological Office for 24 hours, if required
6	Flight documentation Language(s) used	Aerodrome forecasts(TAF code form), SIGWX charts, WITEM charts, SIGMET information in English
7	Charts and other information available for briefing or consultation	Analysis charts(surface and upper air), Prognostic charts, Graphic displays and other model outputs
8	Supplementary equipment available for providing information	Satellite and weather radar imageries
9	ATS units provided with information	FIC and TWR
10	Additional information (limitation of service etc.)	All observation data, model outputs and forecasts produced by KMA and WAFS are available at the office through Internet link.

Change : Information of caution for open drainage.

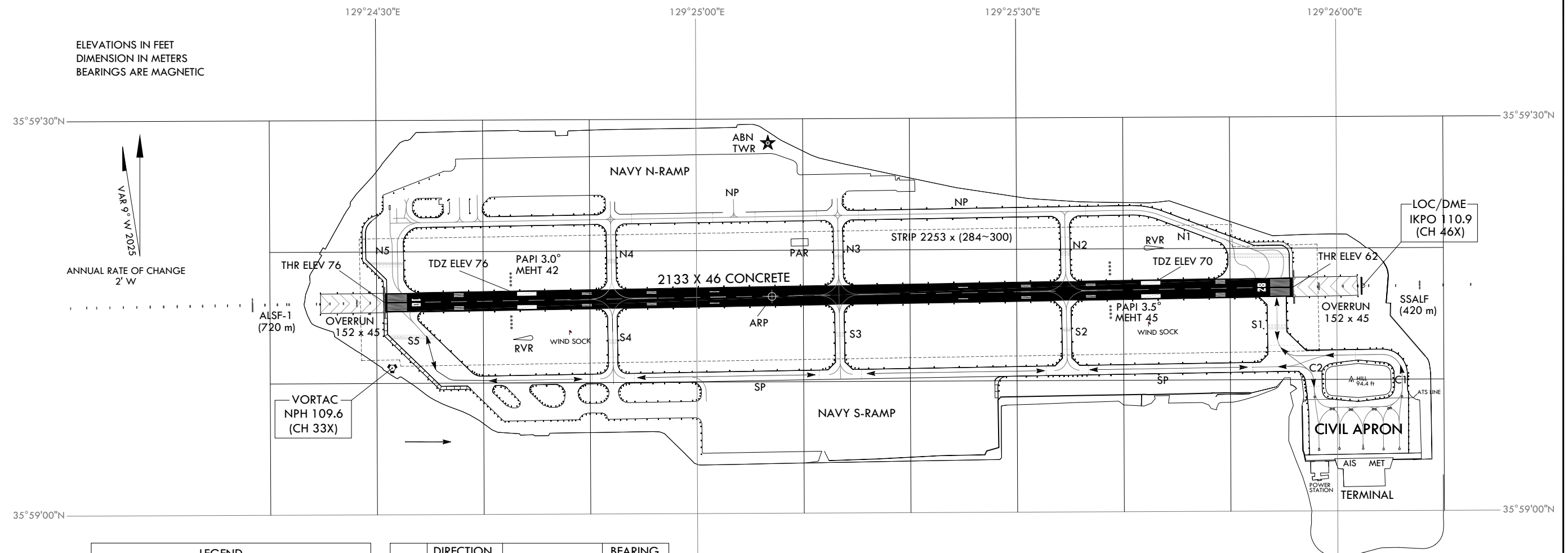
AERODROME
CHART - ICAO

35°59'16"N
129°25'07"E

ELEV 76 ft

TWR 118.05
236.6
308.5

ELEVATIONS IN FEET
DIMENSION IN METERS
BEARINGS ARE MAGNETIC



LEGEND	
AIRCRAFT STAND	③
TAXIWAY LIGHT	•
RWY HOLDING POSITION	=====
TAXI ROUTES	↔
INTERMEDIATE HOLDING POSITING	-----

INS COORDINATES FOR AIRCRAFT STANDS		
1	35°59'04.82"N	129°26'05.80"E
2	35°59'04.81"N	129°26'04.31"E
3	35°59'04.85"N	129°26'02.39"E
4	35°59'04.83"N	129°26'00.26"E
5	35°59'04.76"N	129°25'58.26"E

RWY	DIRECTION (MAGNETIC)	THR	BEARING STRENGTH
10	098°	35°59'16"N 129°24'31"E	PCR 633
28	278°	35°59'17"N 129°25'56"E	R/B/W/T

TAXIWAY, WIDTH AND BEARING STRENGTH		
TAXIWAY	WIDTH	STRENGTH
C1	22.1~28.4 m	PCR 633 R/B/W/T
C2	36 m	PCR 633 R/B/W/T
S1	45 m	PCR 633 R/B/W/T
S5	76 m	PCR 633 R/B/W/T
SP	23 m	PCR 633 R/B/W/T

APRON BEARING STRENGTH : PCR 633 R/B/W/T

AIRCRAFT STANDS	
1	B737-400
2, 3, 4, 5	B737-800

* ISOLATED AREA : TAXIWAY S3

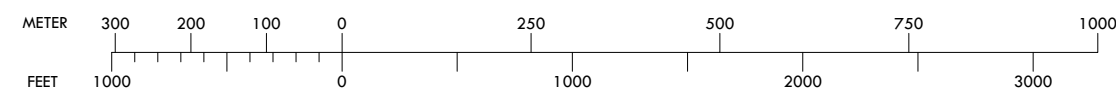


Figure 1. PARKING/DOCKING AREA

