TEL : 82-53-668-0286
FAX : 82-53-668-0277
AFS : RKRRYNYX
EMAIL : aisd@korea.kr
Web : https://aim.koca.go.kr

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

AIRAC

AIP AMENDMENT NR 11/25

(Effective : 1600UTC 26 NOV 2025)

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 General

a) Amended phrases(이하 → 미만, CPDLC specific procedure → miscellaneous).
b) Information of CPDLC operational message in use and LOGON procedures.
c) Information of CPDLC airspace(AFN logon transfer point between Daegu ACC and Incheon ACC).
d) Information of AMHS address for Muan, Gwangju, Yeosu, Gimhae, Sacheon. Ulsan, Pohang gyeongju, Uljin and Daegu.

1.2 Enroute

a) Information of ATS airspace classification for Cheongju Airport(class D → class C).
b) Information of remarks for Jungwon TMA.
c) Information of ENR chart.

1.3 Incheon INTL Airport

a) Establishment of maintenance apron 2(ACFT stands NR. 731~734), and code E ACFT available taxiing route.
b) Information of TWY width, TWYs, diagram of Apron 1·2·3·4 and Cargo Apron 1·2.
c) Information of follow the greens(FtGs) procedures and item numbers.
d) Information of de-icing operations, de-icing pad(ACFT stand NR. 558) and taxiing routes on aprons.
e) Amended table and Information of special notice to ICAO Code F aircraft operations.
f) Information of name of fuel dumping area(PY036 → SI123, PY044 → SI456).

1.4 Gimpo INTL Airport

a) Withdrawal of taxilane NX and Information of diagram of north apron, GSE road, taxilane, ACFT stands NR. 201(L/R)~203.
b) Information of push-back procedure for central, east and north apron.
c) Information of restriction for the code letter "F" aircraft operating procedures and item numbers.
d) Information of remarks for code letter “D” and above aircraft.

1.5 Gimhae INTL Airport

a) Establishment of RKPKOB015~016.
b) Withdrawal of noise abatement procedure for circling approach RWY 18L/R.
c) Establishment of OBST NR. M205~M206 and OBST(534).

1.6 Cheongju INTL Airport

a) Information of ATS airspace classification for Cheongju Airport(class D → class C).

1.7 Wonju Airport

a) Withdrawal of SID for RWY 21(RNAV(GNSS) SANUV 2).
b) Establishment of note for ASR blind area and Information of item number.

1.8 Ulsan Airport

a) Information of strip dimensions(191~280 → 202~280), ACFT stands and Establishment of shortage of RWY strip.

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END

7. 관제사·조종사 간 데이터링크 통신(CPDLC)

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

7.1.1 일반사항

a. 인천비행정보구역 내 CPDLC에 의한 항공교통업무(ATS 데이터링크 업무)는 대구지역관제소(이하 '대구ACC') 및 인천지역관제소(이하 '인천ACC')에서 제공된다.

b. 음성통신은 공지통신 및 항공교통관제를 위한 주 통신수단이다.

c. 긴급한 또는 신속한 이행이 필요한 지시, 잘못된 지시 수정, 지시 확인 등의 상황에서는 음성통신을 사용하여야 한다.

d. 대구·인천 지역관제소는 CPDLC를 즉시 이행의 필요성이 상대적으로 적은 다음의 관제지시 중 일부에 대해 사용한다.

(1) SSR 코드 배정 및 식별
(2) 직선비행지시
(3) 체공지시
(4) 주파수 변경
* 상세한 운영 메시지 세트는 7.1.3 참고

e. 인천비행정보구역 내 CPDLC 장착 및 운영은 필수사항이 아니며, 항공기 운영자는 항공기 등록국가 또는 운영국가로부터 운영에 관한 허가를 받아야 한다.

f. CPDLC는 FANS-1/A를 탑재한 항공기에 대하여 운영되며, VHF Data-link 및 인공위성 Data-link를 사용한다.

g. CPDLC 운영시간은 매일 1500-1859 UTC이다.

7.1.2 CPDLC 공역

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

7.1.3 사용되는 CPDLC 운영 메시지

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

a. 업링크 메시지(관제사→조종사)

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

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

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

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

b. 다운링크 메시지(조종사→관제사)

RSPD-1 WILCO
RSPD-4 ROGER

7. Controller Pilot Data Link Communication(CPDLC)

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

7.1.1 General

a. ATS data link service via CPDLC within Incheon FIR shall be provided by Daegu Area Control Center(ACC) and Incheon Area Control Center(ACC).

b. Voice remains the primary and controlling air/ground communication means.

c. Voice communication should be used in non-routine situations, such as those requiring expeditious execution, correction of erroneous clearances, or clarification of ambiguous ATC instructions.

d. Daegu·Incheon ACC provide CPDLC services for selected ATC messages that relatively less time-critical.

(1) SSR code assignment and identification
(2) Direct flight instructions
(3) Holding clearance
(4) Frequency change
* Refer to 7.1.3 for details on operational message.

e. In Incheon FIR, equipage and operation of CPDLC is not mandatory. Aircraft operator must obtain the appropriate approval from the states of registry or state of operator.

f. CPDLC service is provided for FANS-1/A equipped aircraft using VHF data link and satellite data link.

g. The operation time of CPDLC is 1500-1859 UTC everyday.

7.1.2 CPDLC Airspace

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

7.1.3 CPDLC Operational Message in use

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

a. Uplink messages(Controller→Pilot)

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

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

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

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

b. Downlink messages(Pilot→Controller)

RSPD-1 WILCO
RSPD-4 ROGER

Change : Amended phrase(이하 → 미만) and Information of CPDLC operational message in use.

7.1.4 비행계획서 제출 절차

CPDLC를 사용한 ATS 업무를 제공받기 위하여서는 비행계획서에 다음과 같이 표기하여야 한다.

a. 항공기의 호출부호가 비행계획서의 호출부호와 일치하도록 기입한다.

b. 비행계획서 ITEM 18에 항공기 등록부호를 실제 항공기의 등록부호와 일치하도록 명시한다.

c. 사용 가능 한 데이터링크 장비에 관하여 ITEM 10에 J3, J4, J5, J7 중 해당하는 항목에 표기한다.

7.1.5 로그온 절차

a. AFN(ATS Facility Notification) 로그온은 모든 CPDLC 연결의 선행조건이다.

b. AFN 로그온시 사용되는 항공기 호출부호는 제출된 ATS 비행계획의 호출부호와 동일해야 한다.

c. 대구ACC의 AFN 로그온 주소는 RKDA이며, 인천ACC의 AFN 로그온 주소는 RKRR이다.

d. ATS 데이터링크 업무가 제공되는 공역에서 동일한 업무가 제공되는 공역으로 진입하는 경우 비행중인 공역의 관제사 지시에 따른다.

e. ATS 데이터링크 업무가 제공되지 않는 공역에서 ATS 데이터링크 업무가 제공되는 공역으로 진입하는 경우 다음의 로그온 절차를 따른다.

(1) 다른 비행정보구역에서 진입하는 경우, 진입 최소 15분 전까지 로그온이 권고된다.
(2) 인천FIR 내 공항에서 이륙하는 경우, 이륙 전 지상에서 로그온하거나, 이륙 후 데이터링크 사용 공역 진입 전에 로그온이 권고 된다.
* 국내 공항 지상에서 로그인 후 이륙하는 경우 이륙 이후 CPDLC 사용 공역(대구·인천ACC 관할구역)으로 진입하기 3~5분 전에 연결이 수립(Connection established)된다.

f. 인천비행정보구역 내 대구ACC와 인천ACC 간 AFN 로그온 변경 지점은 'GEN 3.3-10 CPDLC airspace'를 참고한다.

7.1.6 기타 사항

a. 음성통신으로 시작된 메시지 교환은 음성통신으로 끝나야 한다.

b. CPDLC로 시작된 메시지 교환은 CPDLC로 끝나야 한다.

c. 다운링크 메시지 "WILCO"는 조종사가 메시지 전체를 이해하였으며 따를 것임을 의미한다.

d. 관제사가 별도로 지시 하지 않는 한은 CPDLC를 사용한 관제지시에 음성복창은 불필요하다.

e. 조종사는 CPDLC 관제지시에 따를 수 없는 경우 "Roger" 또는 다른 가능한 답신 메시지를 다운링크하여 메시지 교환을 종료하고, 음성으로 대체 지시를 요구하여야 한다.

f. 자유 텍스트 메시지(다운링크)는 가능 한 사용하지 않는다.

7.1.4 Flight plan procedures

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

a. The aircraft's callsign shall be entered in the flight plan exactly as it is used for CPDLC logon.

b. In item 18, the aircraft's registration number shall be specified, matching actual aircraft registration.

c. The data link equipment capabilities shall be indicated in item 10, using the appropriate letters "J3, J4, J5, J7".

7.1.5 LOGON procedures

a. The ATS Facility Notification(AFN) logon is prerequisite to any CPDLC connection.

b. The flight identification to be used for the AFN logon shall be the same as that filed in the ATS flight plan.

c. The AFN logon address for Daegu ACC is "RKDA", and for Incheon ACC is "RKRR".

d. In case the aircraft enters airspace where the ATS data link services are provided from the airspace where such services are also provided, comply with the instructions of the controller responsible for the airspace in which flight is currently operating.

e. In case the aircraft enters airspace where the ATS data link services are provided from the airspace where the ATS data link services are not provided, the AFN logon shall be conducted as follows.

(1) When entering from another FIR, it is recommended to logon 15 minutes prior to Incheon FIR boundary.
(2) When departing from airport within Incheon FIR, it is recommended to logon before takeoff or by the time to enter CPDLC enabled airspace after takeoff.
* In case of depart from airport within Incheon FIR and logon before takeoff, connection will be established with Deagu/Incheon ACC 3-5 minutes before enter CPDLC enabled Daegu·Incheon ACC airspace.

f. The AFN logon transfer point between Daegu ACC and Incheon ACC is referenced in 'GEN 3.3-10 CPDLC airspace'.

7.1.6 Miscellaneous

a. Communication between air traffic controller and pilot initiated via voice should be completed by voice.

b. Communication between air traffic controller and pilot initiated via CPDLC should be completed by CPDLC.

c. The downlink response "WILCO" indicates that the instruction is understood and will be complied by the pilot.

d. Pilot readback for ATS clearance/instruction issued via CPDLC is not required.

e. In case the pilot is unable to comply with an ATC instruction uplinked via CPDLC, the pilot shall close the message transaction by replying with "ROGER" or another appropriate downlink message, and request an alternative instruction via voice.

f. Free text message(downlink) shall not be used.

Change : Information of LOGON procedures and Amended phrases(CPDLC specific procedure → miscellaneous).

7.1.7 데이터링크 업무의 종료

CPDLC 연결종료는 다음 중 하나의 방법으로 수행된다.

a. 인접한 비행정보구역으로 출항하는 경우 FIR 경계를 지나기 전, “CONTACT [ATC facility] [frequency]” 메시지를 업링크한다. 조종사는 이에 “WILCO”로 응답하고 이 메시지를 관제사가 수신 한 후 “END SERVICE” 메세지를 업링크 하여 CPDLC 연결을 종료한다.

b. 통신 이양지시가 음성통신을 통하여 발부되는 경우, “END SERVICE” 메시지로 연결을 종료한다.

7.1.8 데이터링크 실패

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

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

예)
조종사 : CPDLC failure. Disconnect CPDLC. Continue on voice.
관제사 : Roger. Continue on voice.

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

예)
관제사 : CPDLC failure. Disconnect CPDLC. Continue on voice.
조종사 : Roger. Continue on voice.

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

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

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

예)
관제사 : All stations, CPDLC failure. (Instructions)
관제사 : All stations, resume normal CPDLC operations.

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

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

대구ACC(RKDA) : pheonix49@korea.kr
인천ACC(RKRR) : bagelmb@korea.kr

7.1.7 Termination of Data Link Service

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

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

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

7.1.8 Data Link failure

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

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

Example)
Pilot : CPDLC failure. Disconnect CPDLC. Continue on voice.
Controller : Roger. Continue on voice.

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

Example)
Controller : CPDLC failure. Disconnect CPDLC. Continue on voice.
Pilot : Roger. Continue on voice.

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

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

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

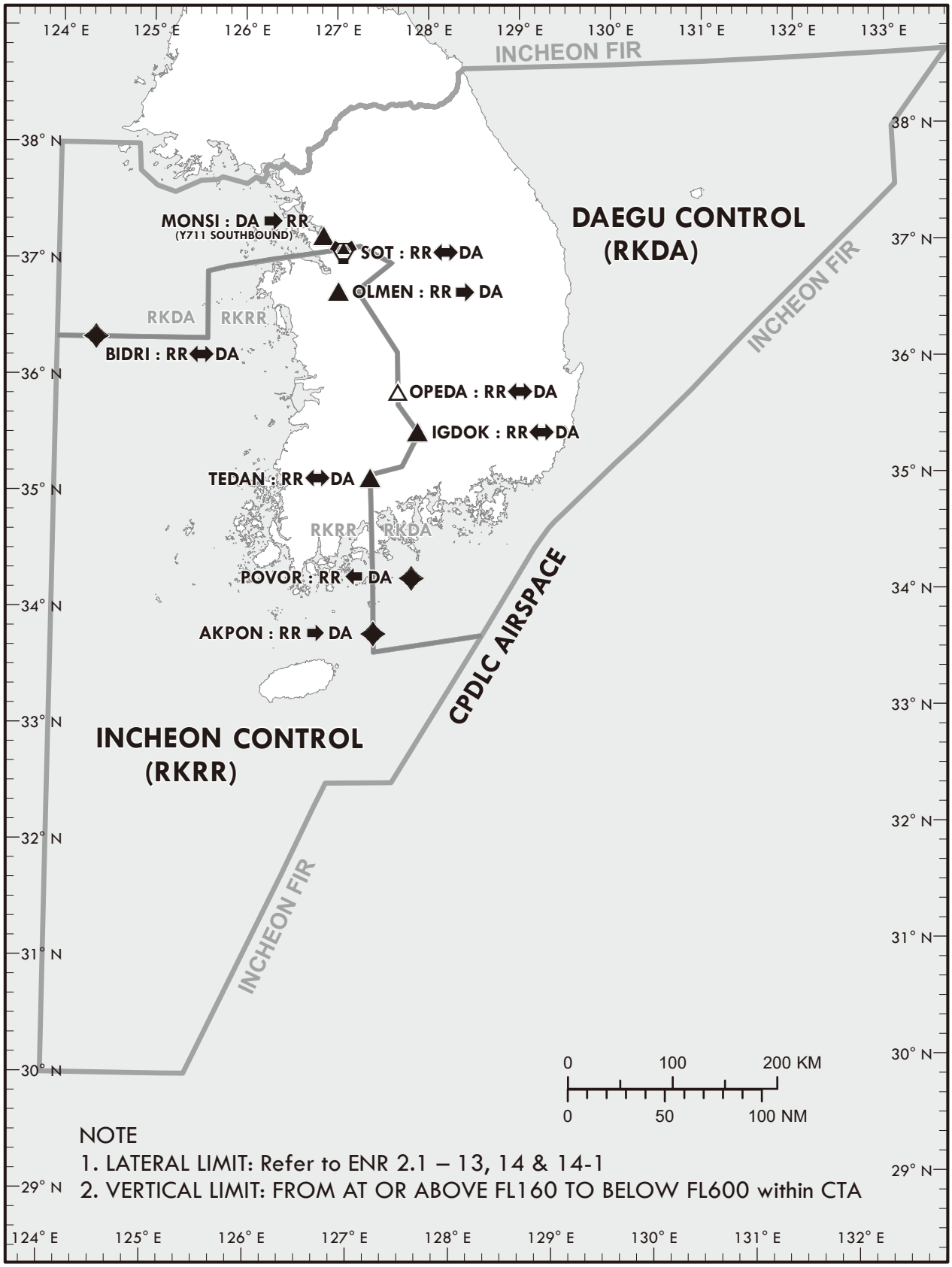
Example)
Controller : All stations, CPDLC failure. (Instructions)
Controller : All stations, resume normal CPDLC operations.

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

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

Daegu ACC(RKDA) : pheonix49@korea.kr
Incheon ACC(RKRR) : bagelmb@korea.kr

CPDLC AIRSPACE



NOTE
1. LATERAL LIMIT: Refer to ENR 2.1 – 13, 14 & 14-1
2. VERTICAL LIMIT: FROM AT OR ABOVE FL160 TO BELOW FL600 within CTA

Change : Information of CPDLC airspace(AFN logon transfer point between Daegu ACC and Incheon ACC).

3.5 ATN / AFTN CIRCUIT

BEIJING COM CENTER ZBBBYFYX	SEOUL COM CENTER RKSSYFYX	FUKUOKA COM CENTER RJJJYFYX

DOMESTIC AFTN LIST

RKBBZSZX	KOMCC(SARSAT)	RKRRZQZF	INCHEON ACC
RKDAYXYX	700 ATC SQ(MCRC)	RKRRZQZG	INCHEON ACC
RKDAZQZF	DAEGU FDP SERVER ADDRESS	RKRRZQZH	INCHEON ACC AIDC
RKDAZQZG	DAEGU FPL&MET SERVER ADDRESS	RKRRZQZX	INCHEON ACC
RKDAZQZH	DAEGU ACC AIDC	RKSIAARX	INCHEON AAR
RKDAZQZX	DAEGU ACC	RKSIKALO	INCHEON KAL
RKDAYFYX	DAEGU ACC	RKSIKALX	INCHEON KAL
RKDAYNYO	DAEGU ACC NOTAM DB	RKSISHKO	SHARP INC.
RKDAYNYS	DAEGU ACC NOTAM	RKSIYIYA	INCHEON ATIS
RKDAYOYX	DAEGU ACC FLT INFO CENTER	RKSIYPYX	AVIATION MET OFFICE
RKDAYOYE	DAEGU ACC FLT INFO CENTER	RKSIZAZS	SEOUL APP
RKDAZQZE	DAEGU ACC	RKSIZPZG	FOIS SYSTEM
RKDAZQZS	DAEGU ACC	RKSIZPZH	FOIS SYSTEM
RKDAYIYT	DAEGU ACC KAC	RKSIZPZI	FOIS SYSTEM
RKDAZAZS	ATFMS	RKSIZPZN	FOIS SYSTEM
RKDAZAZX	ATFMS	RKSIZPZX	INCHEON AIS T1
RKDAZDZX	CTFMS	RKSIZPZB	INCHEON AIS T2
RKDAZEZA	ATMO FSMS	RKSIYPYS	AVIATION MET OFFICE
RKDJHKAX	HELIKOREA	RKSIZAZB	INCHEON IIAC
RKJBYFYQ	MUAN COM STN	RKSIZAZC	INCHEON IIAC
RKJBYIYX	MUAN ATIS	RKSIZAZD	INCHEON IIAC
RKJBZPZQ	MUAN AIS	RKSIZAZX	INCHEON IIAC
RKJBZTZQ	MUAN TWR	RKSIZXFM	IIAC FIMS
RKJJYFYQ	GWANGJU COM STN	RKSLYAYX	MINISTRY OF LAND TRANSPORT
RKJJZAZQ	GWANGJU APP	RKSLYNYS	MINISTRY OF LAND,
RKJJZPZQ	GWANGJU AIS		INFRASTRUCTURE AND TRANSPORT
RKJKZPZX	GUNSAN AIS	RKSSAARO	GIMPO AAR
RKJYZPZQ	YEOSU AIS	RKSSABLO	AIR BUSAN
RKJYYIYA	YEOSU ATIS	RKSSASVO	GIMPO AIR SEOUL
RKNWZPZX	WONJU AIS	RKSIAIHX	INCHEON AIH
RKNYZPZX	YANGYANG AIS	RKSSESRO	EASTAR JET
RKNYZTZX	YANGYANG TWR	RKSSESRX	EASTAR JET
RKNYYIYA	YANGYANG ATIS	RKSSHGGX	HI AIR
RKNYYIYB	YANGYANG ATIS	RKSSHPBX	HANHWA
RKPCYFYA	JEJU COM STN	RKSSJJAO	JEJU AIR
RKPCYFYX	JEJU COM STN	RKSSJJAS	JEJU AIR
RKPCYIYX	JEJU KAC	RKSSJNAX	JIN AIR
RKPCZAZS	JEJU APP(ARTS)	RKSSKAAO	K-AVIATION
RKPCZAZX	JEJU APP	RKSSKABO	AIR POHANG
RKPCZPZA	JEJU AIS	RKSSKALC	GIMPO KAL
RKPCZPZX	JEJU AIS	RKSSKALO	GIMPO KAL
RKPCZTZA	JEJU ATIS	RKSSKALS	GIMPO KAL
RKPCZTZX	JEJU TWR	RKSSKALX	GIMPO KAL
RKPDZPZX	JEONGSEOK AIS	RKSSPTAO	PARATA AIR
RKPDZTZX	JEONGSEOK TWR	RKSSTWBX	T'WAY AIR
RKPKAARO	GIMHAE AAR	RKSSYAYX	GIMPO CNS STN
RKPKYFYU	GIMHAE COM STN	RKSSYHYX	SEOUL FIRE AVIATION OFFICE
RKPKYFYV	GIMHAE COM STN	RKSSYIYI	KAC
RKPKYFYW	GIMHAE COM STN	RKSSYIYX	GIMPO KAC
RKPKYFYP	GIMHAE COM STN	RKSSYOYX	GIMPO NOTAM OFFICE
RKPKYFYQ	GIMHAE COM STN		
RKPKZPZQ	GIMHAE AIS		
RKPKZAZC	GIMHAE ARTS		
RKPKZAZQ	GIMHAE APP		
RKPKZTZQ	GIMHAE TWR		
RKPSZPZQ	SACHEON AIS		
RKPUZPZQ	ULSAN AIS		
RKPUYIYX	ULSAN ATIS		
RKRRYFYX	INCHEON ACC		
RKRRYIYT	INCHEON KAC		
RKRRYNYS	INTL NOTAM OFFICE		
RKRRYNYX	INTL NOTAM OFFICE		

Change : Information of AMHS address for Muan, Gwangju, Yeosu, Gimhae, Sacheon and Ulsan.

RKSSYQYX	AIR NAV CENTRAL MANAGEMENT	
RKSSYSYX	SEOUL RADIO	
RKSSZKPY	SEL COM CENTER	
RKSSZPZX	GIMPO AIS	
RKSSZTZR	GIMPO ASDE1	
RKSSZTZS	GIMPO ASDE2	
RKSSZZZX	SEOUL RADIO	
RKTAHSFX	TAEAN AIS	
RKTFYXYX	ROKAF MET HQ	
RKTHZPZQ	POHANG GYEONGJU AIS	
RKTLZTZQ	ULJIN TWR	
RKTLZPZQ	ULJIN AIS	
RKTNZPZQ	DAEGU AIS	
RKTUYOYX	CHEONGJU AIS	
RKTUZAZA	CHEONGJU APP	
RKTUZAZB	CHEONGJU APP	
RKTUZAZC	CHEONGJU APP	
RKTUZPZX	CHEONGJU AIS	

4. 요구사항 및 조건

NIL

4. Requirements and conditions

NIL

5. 추가 정보

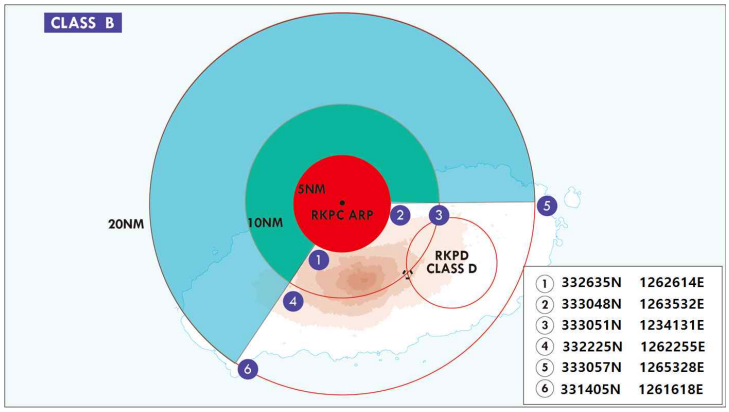
NIL

5. Miscellaneous

NIL

Change : Information of AMHS address for Pohang gyeongju, Uljin and Daegu.

Jeju Airport Class B airspace



나. 비행요건
계기비행(IFR)·시계비행(VFR) 운항이 모두 가능하며, 조종사에게 특별한 자격이 요구되지는 않는다.

다. 무선설비
B등급 공역을 비행하고자 하는 항공기는 관할 항공교통관제(ATC)기관의 허가가 없는 한, 송수신무선통신기 및 자동고도 보고장치를 갖춘 트랜스폰더를 구비해야 한다. 다만 자동고도 보고장치를 갖춘 트랜스폰더를 구비할 수 없는 군용기에 대해서는 동조 적용을 잠정 유보한다.

라. 항공기 분리
(1) IFR 및 VFR 항공기는 모든 항공기로부터의 분리 업무가 제공된다.

마. 제공 업무
(1) 모든 항공기에게 항공교통관제(ATC) 업무가 제공된다.
(2) 모든 항공기간 교통정보 조언 및 안전경고는 의무적으로 제공하여야 한다.
(3) B등급 공역 내에서 비행하는 동안 VFR 항공기 조종사에게 접근순서 및간격분리 관제를 제공한다.
(4) 항공기간의 분리 유지를 위하여 B 등급 공역 외부에까지 비행경로를 확장할 필요가 있는 경우, B 등급 공역을 벗어날 때와 재진입 할 때를 항공기에게 통보한다.
(5) B등급 공역내에 있는 다른 관제비행장으로부터 이륙하는 항공기에게도 B등급 공역으로 설정된 공항에서 이륙하는 항공기와 똑같은 업무를 제공한다.

b. Operating Rules and Pilot Requirements
IFR and VFR flights are permitted and no specific pilot certification is required.

c. Equipment Requirements
Unless otherwise authorized by ATC, aircraft operating within Class B Airspace must be equipped with a two-way radio communications equipment and a radar beacon transponder with automatic altitude reporting equipment. Application of this Equipment Requirement is temporarily waived for military aircraft not equipped with a radar beacon transponder with automatic altitude reporting equipment.

d. Separation Provided
(1) IFR and VFR aircraft are separated from all aircraft.

e. Service Provided
(1) Air Traffic Control service is provided to all aircraft.
(2) Traffic advisories and safety alerts services are mandatory provided to all aircraft.
(3) Sequencing and separation services from other aircraft are provided to VFR pilots while operating within Class B Airspace.
(4) If a route of flight for the separation between aircraft is extended beyond Class B Airspace, the pilot will be notified when the aircraft leaves or reenters the Class B Airspace.
(5) Aircraft departing other airports within Class B Airspace will receive the same services provided to aircraft departing from the primary airport designated Class B Airspace.

Change : Page control.

바. 비행절차

(1) B등급 공역 내로 들어가는 모든 항공기는 진입 전에 관할 ATC 기관과 무선교신이 이루어져야 하고 항공기 위치, 고도, 레이다 비컨코드, 목적지를 알리고 B등급 업무를 요청하여 허가를 받아야 하며 B등급 공역 내에서 비행하는 동안에는 계속 무선교신을 유지하여야 한다. 다만 한국군 소속 VFR 항공기가 B등급 공역을 통과 할 때에는, B등급 공역 절차를 준수하는 대신 관계기관 간, 합의서에 명시된 비행정보 통보절차에 의한다.

(2) ATC에 의해 별도의 인가를 받지 않는 한, B등급 공역으로 설정된 공항을 이륙하거나 입항하는 중형 터빈엔진 항공기는 B등급 공역의 횡적 범위 내에서 비행하는 동안 반드시 그 B등급 공역의 하한고도 이상의 고도로 비행하여야 한다.

(3) 출항하는 VFR 항공기는 B등급 공역을 출항하기 위한 인가를 받아야하고, 관할 ATC 기관에 비행할 고도 및 비행경로를 통보해야 한다.

(4) B등급 공역으로 설정된 공항에 착륙하지 않거나 혹은 출항하지 않는 항공기는 타 항공기의 비행에 지장이 없고 B등급 공역의 비행 요건 및 무선설비 요구 기준을 충족하였을 때, B등급 공역을 통과하기 위하여 ATC 인가를 얻을 수 있다.

(5) B등급 공역내에서 비행하는 모든 항공기는 평균해면 10 000 ft 미만의 고도에서는 지시대기속도 250 kt 이하로 비행하여야 한다. 다만, 서울접근관제구역내의 인천 및 김포공항과 제주공항에 도착하는 모든 항공기는 각 공항의 비행절차에 의거 비행하며 항공기 성능상 이에 따를 수 없는 경우 관할 ATC 기관의 허가를 얻어 비행할 경우에는 그러하지 아니하다.

사. 인접공항 운영

(1) 인접공항을 이륙한 항공기는 B등급 공역 관할 ATC 기관과 무선교신 및 레이다 식별이 이루어 진 후에 B등급 업무를 제공받게 된다.

(2) 인접공항에 입항하는 항공기에 대한 B등급 업무는 인접공항 ATC 기관과 교신할 것을 지시함으로써 종료된다.

(3) B등급 공역과 D 등급 공역이 중복되는 공역에서는 D등급 업무를 제공한다.

f. Flight Procedures

(1) All aircraft must contact the ATC facility prior to entering Class B Airspace, report their position, altitude, radar beacon code, destination, and request Class B service and thereafter maintain two-way communications with ATC while in Class B Airspace. Military VFR aircraft of Republic of Korea will observe the Flight Information Notification procedures specified on the Letter of Agreement between Incheon ACC and the facilities concerned instead of following Class B Airspace flight procedures, when the aircraft transit the Class B Airspace.

(2) Unless otherwise authorized by ATC, a large turbine engine-powered airplane departing or landing an airport within airspace designated as Class B shall operate at or above the designated floors of Class B Airspace while flying within the lateral limits of Class B Airspace.

(3) VFR aircraft must obtain a clearance to depart from an airport in Class B Airspace and advise the ATC facility of their intended altitude and route of flight.

(4) Aircraft not landing or departing an airport within airspace designated as Class B may obtain an ATC clearance to transit the Class B airspace when the Operating Rules and Pilot and Equipment Requirements of Class B airspace are met and traffic conditions permit.

(5) Unless otherwise authorized by ATC because of aircraft performance limitations, no person may operate an aircraft below 10 000 ft AMSL at an indicated airspeed of more than 250 kt. However, all aircraft arriving at Incheon and Gimpo airports within the Seoul TMA and Jeju airport shall be operated in accordance with each airport's flight procedure.

g. Satellite Airports Operations

(1) Aircraft departing at a satellite airport will receive Classic B services after they have been radar identified and two-way radio communications have been established with the ATC facility for the Class B airspace.

(2) Classic B services to aircraft proceeding inbound to a satellite airport will be discontinued when the aircraft is instructed to contact the ATC facility of the satellite airport.

(3) Class D services are provided to aircraft in the airspace where Class B and Class D Airspace overlap.

2.3 C 등급 - 관제공역

가. 정의
인천 비행정보구역 중 계기비행 운항이나 승객 수송이 많은 공항으로 관제탑이 운용되고 레이다 접근관제업무가 제공되는 공항주변의 공역으로서 국토교통부장관이 공고한 공역이다.

광주, 사천, 원주, 강릉, 중원, 서산, 포항경주, 군산, 청주공항 공역의 크기는 공항반경 5 NM(9.3 km) 이내 공역은 공항 지표면으로부터 공항표고 5 000 ft 이하, 공항반경 5 NM(9.3 km)에서 10 NM(18.5 km) 이내 공역은 공항표고 1 000 ft에서부터 5 000 ft 이하의 공역이다.

김해공항 공역의 크기는 공항반경 5 NM(9.3 km)과 남쪽으로 350629N 1285918E - 350304N 1285944E - 350239N 1285453E - 350603N 1285427E로 구성된 공역으로 지표면으로부터 5 000 ft 이하의 공역이다.

대구공항 공역의 크기는 공항반경 5 NM(9.3 km)과 남동쪽으로 354924N 1284249E - 355243N 1284535E - 355030N 1284934E - 354712N 1284648E로 구성된 공역으로 지표면으로부터 5 000 ft 이하의 공역이다.

예천공항 공역의 크기는 공항반경 5 NM(9.3 km)과 동쪽으로 363958N 1282658E - 364000N 1283035E - 363559N 1283039E - 363557N 1282702E로 구성된 공역으로 지표면으로부터 5 000 ft 이하의 공역이다.

중원공항 공역의 크기는 공항반경 5 NM(9.3 km)과 남쪽으로 365733N 1274949E - 365805N 1275717E - 365421N 1275741E - 365349N 1275014E로 구성된 공역으로 지표면으로부터 5 000 ft 이하의 공역이다.

청주공항 공역의 크기는 공항반경 5 NM(9.3 km)과 남서쪽으로 364140N 1272357E - 363949N 1272108E - 363642N 1272415E - 363833N 1272705E로 구성된 구역 및 북동쪽으로 364725N 1273250E - 364915N 1273539E - 364608N 1273847E - 364418N 1273557E를 연결한 공역으로 지표면으로부터 5 000 ft 이하의 공역이다. 또한 공항반경 5 NM(9.3 km)에서 10 NM(18.5 km) 이내 공역 중 성무 Class D 공역 중첩 구역은 제외된다.

나. 비행요건
계기비행(IFR)·시계비행(VFR) 운항이 모두 가능하며, 조종사에게 특별한 자격이 요구되지는 않는다.

다. 무선설비
C등급 공역을 비행하고자 하는 항공기는 관할 항공교통관제(ATC) 기관의 허가가 없는 한 송수신무선통신기 및 자동고도보고장치를 갖춘 트랜스폰더를 구비해야한다. 다만 자동고도보고장치를 갖춘 트랜스폰더를 구비할 수 없는 군용기에 대해서는 동조 적용을 잠정 유보한다.

라. 항공기 분리
(1) C등급 공역 내에서 비행하는 항공기간 분리는 무선교신과 레이다식별이 이루어진 후에 제공된다.

(2) IFR 항공기는 VFR 및 다른 IFR 항공기로부터 분리업무가 제공되며, VFR 항공기는 IFR 항공기로부터의 분리업무를 제공받는다. 그러나 VFR 헬기를 IFR 헬기로부터 분리시킬 필요는 없다.

2.3 Class C - Controlled Airspace

a. Definition
Generally, that airspace surrounding those airports that have a large number of IFR operations or passenger enplanements and that have operational control towers and radar approach control facilities; and designated by the Minister of Land, Infrastructure and Transport within Incheon FIR.
Gwangju, Sacheon, Wonju, Gangneung, Jungwon, Seosan, Pohang Gyeongju, Gunsan, Cheongju Airports. The airspace consists of a 5 NM(9.3 km) radius core surface area centered at the airport that extends from the surface up to 5 000 ft above the airport elevation, and a 10 NM(18.5 km) radius shelf area that extends from 1 000 ft above the airport elevation to 5 000 ft above the airport elevation.
Gimhae Airports. The airspace consists of a 5 NM (9.3 km) radius core surface area centered at the airport including areas which are extended southbound from 350629N 1285918E - 350304N 1285944E - 350239N 1285453E - 350603N 1285427E area that extends from the surface up to 5 000 ft.
Daegu Airports. The airspace consists of a 5 NM(9.3 km) radius core surface area centered at the airport including areas which are extended southeastbound from 354924N 1284249E - 355243N 1284535E - 355030N 1284934E - 354712N 1284648E area that extends from the surface up to 5 000 ft.
Yecheon Airports. The airspace consists of a 5 NM (9.3 km) radius core surface area centered at the airport including areas which are extended eastbound from 363958N 1282658E - 364000N 1283035E - 363559N 1283039E - 363557N 1282702E area that extends from the surface up to 5 000 ft.
Jungwon Airports. The airspace consists of a 5 NM (9.3 km) radius core surface area centered at the airport including areas which are extended southbound from 365733N 1274949E - 365805N 1275717E - 365421N 1275741E - 365349N 1275014E area that extends from the surface up to 5 000 ft AGL.
Cheongju Airports. The airspace consists of a 5 NM(9.3 km) radius core surface area centered at the airport including areas which are extended southwestbound from 364140N 1272357E - 363949N 1272108E - 363642N 1272415E - 363833N 1272705E area and northeastbound from 364725N 1273250E - 364915N 1273539E - 364608N 1273847E - 364418N 1273557E area that extends from the surface up to 5 000 ft. Additionally, the airspace overlapping with Seongmu Class D airspace within a radius of 5 NM (9.3 km) to 10 NM(18.5 km) from the airport is excluded.

b. Operating Rules and Pilot Requirements
IFR and VFR flights are permitted and no specific pilot certification is required.

c. Equipment Requirements
Unless otherwise authorized by ATC, aircraft operating within Class C Airspace must be equipped with a two-way radio and a radar beacon transponder with automatic altitude reporting equipment. Application of this Article is temporarily waived for military aircraft not equipped with a radar beacon transponder with automatic altitude reporting equipment.

d. Separation Provided
(1) Separation is provided to aircraft within the Class C Airspace after two-way radio communications and radar contact are established.
(2) IFR aircraft are separated from VFR and other IFR aircraft, and VFR aircraft are separated from IFR aircraft. However, no separation services are provided to VFR helicopters from IFR helicopters.

Change : Information of ATS airspace classification for Cheongju Airport(class D → class C).

마. 제공 업무

(1) IFR 항공기에게 ATC 업무가 제공되며, VFR 항공기에게는 IFR 항공기로부터 분리를 위한 ATC 업무가 제공된다.

(2) C등급 공역으로 설정된 공항에 착륙하는 모든 항공기에 대하여 순서를 배정하여 준다.

(3) VFR 항공기간에 교통정보가 제공되며, VFR 항공기가 요청 시 업무량이 허락된다면 교통회피 조언을 제공해줄 수 있다.

(4) 조종사가 C등급 공역에서의 업무의 종료를 요구하지 않는 한, 그 항공기가 C등급 공역을 떠날 때까지 제공업무가 지속되어야 한다.

바. 비행절차

(1) C등급 공역 내로 들어가는 모든 항공기 조종사는 진입 전에 관할 ATC 기관과 무선교신이 이루어져야 하고 항공기 위치, 고도, 레이다 비컨코드, 목적지를 알리고 C등급 업무를 요청하여 허가를 받아야 하며 C등급 공역 내에서 비행하는 동안에는 계속 무선교신을 유지하여야 한다.

(2) C등급 공역으로 설정된 공항에서 이륙하는 항공기 조종사는 관할 ATC기관과 무선교신을 하여야 하며 C등급 공역을 벗어날 때까지 무선교신을 유지하여야 한다.

(3) C등급 공역 내에서 비행하는 모든 항공기는 평균해면 10 000 피트 미만의 고도에서는 지시대기속도 250 노트 이하로 비행하여야 하며, 공항반경 4 NM 내의 지표면으로부터 2 500 피트 이하의 고도에서는 지시대기속도 200 노트 이하로 비행하여야 한다. 다만 항공기 성능상 이에 따를 수 없는 경우, 관할 ATC 기관의 허가를 얻어 비행할 경우에는 그러하지 아니하다.

사. 인접공항 운영

(1) 인접공항을 이륙한 항공기는 C등급 공역 관할 ATC 기관과 무선교신 및 레이다 식별이 이루어진 후에 C등급 업무를 제공받게 된다.

(2) 인접공항에 입항하는 항공기에 대한 C등급 업무는 인접공항 ATC 기관과 교신 할 것을 지시함으로써 종료된다.

(3) C등급 공역과 D등급 공역이 중복되는 공역에서는 D등급 업무를 제공한다.

e. Service Provided

(1) ATC service is provided to IFR aircraft, and separation service from IFR aircraft is provided to VFR aircraft.

(2) Arrival sequencing service is provided to all aircraft landing at an airport within Class C Airspace.

(3) Traffic information is provided among VFR aircraft, and traffic avoidance advisories are provided upon VFR pilot requests if the controller's workload permits.

(4) Unless pilots request the termination of the service, Class C services are provided to the pilots until the aircraft leaves that Class C airspace.

f. Flight Procedures

(1) All aircraft must contact the ATC facility prior to entering Class C Airspace and give their position, altitude, radar beacon code, destination, and then request Class C service and a clearance, and thereafter maintain two-way radio communications while in Class C Airspace.

(2) All pilots departing from an airport designated Class C Airspace must contact the ATC facility and thereafter maintain two-way radio communications until the aircraft leaves that Class C Airspace.

(3) Unless otherwise authorized by ATC because of aircraft performance limitations, no person may operate an aircraft below 10 000 ft AMSL at an indicated airspeed of more than 250 knots and at or below 2 500 ft above the surface within 4 NM of the airports at an indicated airspeed of more than 200 knots.

g. Satellite Airports Operations

(1) Aircraft departing at satellite airports will receive Class C services after they have been radar identified and two-way radio communications have been established with the ATC facility.

(2) Classic C services to aircraft proceeding inbound to a satellite airport will be discontinued when the aircraft is instructed to contact the ATC facility of the satellite airport.

(3) Class D services are provided to aircraft in the airspace where Class C and D Airspace overlap.

2.4 D 등급 - 관제공역

가. 정의

인천비행정보구역 중 다음과 같이 국토교통부장관이 공고한 공역이다.

(1) 공항의 공역 크기는 관제탑이 운영되는 공항반경 5 NM(9.3 km)이내, 지표면으로부터 공항표고 5 000 피트 이하의 각 공항별로 설정된 관제권 상한고도까지의 공역으로 설정된 공항은 다음과 같다.

2.4 Class D - Controlled Airspace

a. Definition

Generally, the airspace designated by the Minister of Land, Infrastructure, and Transport within Incheon FIR as follows :

(1) The airspace consists of a 5 NM(9.3 km) radius core surface area centered at the airport that extends from the surface up to 5 000 ft above the airport elevation or the specific upper limits altitude of the airport control zone that have an operational control tower.

Aerodrome	비 행 장	Upper limit 상한고도
Seoul, Suwon, Seongmu	서울, 수원, 성무	4 000 ft AGL
Yangyang, Pyeongtaek, Ulsan, Yeosu, Muan, Mokpo, Jeongseok, Jinhae, Icheon	양양, 평택, 울산, 여수, 무안, 목포, 정석, 진해, 이천	3 000 ft AGL
Uljin, Sokcho	울진, 속초	2 500 ft AGL
Osan	오산	2 200 ft AMSL
Nonsan	논산	2 000 ft AGL

Change : Information of ATS airspace classification for Cheongju Airport(class D → class C).

(2) 최저항공로고도(MEA) 이상 평균해면 20 000 피트 이하의 모든 항공로
(3) 서울접근관제구역 중 B등급 이외의 관제공역으로서 평균해면 10 000 피트 초과, 평균해면 18 500 피트 이하의 공역

나. 비행요건
IFR 및 VFR 운항이 모두 가능하며, 조종사에게 특별한 자격이 요구되지는 않는다.

다. 무선설비
D등급 공역을 비행하고자 하는 항공기는 관할 항공교통관제(ATC) 기관의 허가가 없는 한 송수신무선통신기 및 자동고도 보고장치를 갖춘 트랜스폰더를 구비해야한다. 다만 자동고도보고장치를 갖춘 트랜스폰더를 구비할 수 없는 군용기에 대해서는 동조 적용을 잠정 유보한다.

라. 항공기 분리
(1) IFR 항공기는 무선교신 및 레이다 식별된 항공기에 한하여 VFR 및 다른 IFR 항공기로부터 분리업무를 제공받는다.
(2) VFR 항공기에게는 분리업무가 제공되지 않는다.

마. 제공 업무
(1) IFR 항공기에게 ATC 업무와 VFR 항공기에 대한 교통정보가 제공되며 조종사 요청 시 교통회피조언을 제공한다.

(2) D등급 공역으로 설정된 공항에 착륙하는 모든 항공기에 대하여 순서를 배정하여 준다.
(3) VFR 항공기에게 IFR 항공기에 대한 교통정보를 제공해야 하며, 요청시 교통 회피조언을 제공해 줄 수 있다.

(4) 항공기가 D등급 공역으로 설정된 공항에 착륙하거나, 항공기가 D등급 공역을 떠날 때까지 D등급 공역에서의 제공업무가 지속된다.

바. 비행절차
(1) D등급 공역 내로 들어가는 모든 항공기는 진입전에 관할 ATC 기관과 무선교신이 이루어져야 하고 항공기 위치, 고도, 레이다 비컨코드, 목적지를 알리고 D등급 업무를 요청하여 허가를 받아야 하며 D등급 공역 내에서 비행하는 동안에는 계속 무선교신을 유지하여야 한다. 다만 한국군 소속 VFR 항공기가 서울접근관제구역 내 D등급 공역을 통과하거나 항공로의 D등급 공역을 횡단할 때에는, D등급 공역 절차를 준수하는 대신 관계기관간 합의서에 명시된 비행정보 통보절차에 의한다.

(2) D등급 공역으로 설정된 공항에서 이륙하는 항공기는 관할 ATC 기관과 D등급 공역을 벗어날 때까지 무선교신을 유지하여야 한다.

(3) 관할 ATC 기관의 허가가 없는 한 D등급 공역 중 항공로비행은 계기비행방식에 의한다.

(4) D등급 공역 내에서 비행하는 모든 항공기는 평균해면 10 000 피트 미만의 고도에서는 지시대기속도 250 노트 이하로 비행하여야 하며, 공항반경 4 NM 내의 지표면으로부터 2 500 피트 이하의 고도에서는 지시대기속도 200 노트 이하로 비행하여야 한다. 다만 항공기 성능상 이에 따를 수 없는 경우, 관할 ATC 기관의 허가를 얻어 비행할 경우에는 그러하지 아니하다.

(2) All airways from MEA up to and including FL 200.

(3) The airspace other than Class B Airspace above 10 000 ft AMSL up to and including 18 500 ft AMSL within the Seoul TMA.

b. Operating Rules and Pilot Requirements
IFR and VFR flights are permitted and no specific pilot certification is required.

c. Equipment Requirements
Unless otherwise authorized by ATC, aircraft operating within Class D Airspace must be equipped with a two-way radio and a radar beacon transponder with automatic altitude reporting equipment. Application of this Article is temporarily waived for military aircraft not equipped with a radar beacon transponder with automatic altitude reporting equipment.

d. Separation Provided
(1) Upon establishing two-way radio communications and radar contact, IFR aircraft are separated from VFR and other IFR aircraft.
(2) No separation services are provided to VFR aircraft.

e. Service Provided
(1) Traffic information in respect of VFR aircraft and ATC services are provided to IFR aircraft, and traffic avoidance advisories are provided to IFR aircraft upon pilots request.
(2) Arrival sequencing service is provided to all aircraft landing at an airport within Class D Airspace.
(3) Traffic information in respect of IFR aircraft is provided to VFR aircraft, and traffic avoidance advisories are provided to VFR aircraft upon pilots request.
(4) Class D Airspace services are provided to the pilots until the aircraft lands at an airport within Class D Airspace or leaves the Class D Airspace.

f. Flight Procedures
(1) All aircraft must contact the ATC facility prior to entering Class D Airspace and give their position, altitude, radar beacon code, destination, and then request Class D service and a clearance, and thereafter maintain two-way radio communications while in Class D Airspace. Military VFR aircraft of Republic of Korea will observe the Flight Information Notification procedures specified on the Letter of Agreement among the facilities concerned instead of following Class B airspace flight procedures, when the military VFR aircraft transit the Class D Airspace in Seoul TMA or airways of Class D Airspace.
(2) All pilots departing from the airport designated Class D Airspace must contact the ATC facility concerned and thereafter maintain two-way radio communications until the aircraft leaves the Class D Airspace.
(3) Unless otherwise authorized by ATC, pilots must operate their aircraft under IFR within airways of Class D airspace.
(4) Unless otherwise authorized by ATC because of aircraft performance limitations, no person may operate an aircraft below 10 000 ft AMSL at an indicated airspeed of more than 250 knots and at or below 2 500 ft above the surface within 4 NM of the airports at an indicated airspeed of more than 200 knots.

사. 인접공항 운영
D등급 공역과 D등급 공역이 중복되는 공역에서의 업무제공은 관할 ATC 기관간 합의서에 의한다.

g. Satellite Airports Operations
ATC services in the airspace where Class D Airspace overlap other Class D Airspace are provided in accordance with the Letter of Agreement between the facilities concerned.

2.5 E 등급 - 관제공역

2.5 Class E - Controlled Airspace

가. 정의
인천비행정보구역 중 A, B, C 및 D등급 공역 이외의 관제공역으로서, 영공(영토 및 영해 상공)에서는 해면 또는 지표면으로부터 1 000 피트 이상 평균해면 60 000 피트 이하, 공해상에서는 해면에서 5 500 피트 이상 평균해면 60 000 피트 이하의 국토교통부장관이 공고한 공역이다.

a. Definition
Generally, that controlled airspace designated by the Minister of Land, Infrastructure and Transport within Incheon FIR that is not Class A, Class B, Class C, or Class D as follows :

(1) The airspace that extends from 1 000 ft above the surface or the sea level up to and including FL 600 within the entire airspace over the territory(including the land areas and territorial waters) of Republic of Korea.
(2) The airspace that extends from 5 500 ft above the sea level up to and including FL 600 other than the entire airspace over the territory (including the land areas and territorial waters) of Republic of Korea.

나. 비행요건
IFR 및 VFR 운항이 모두 가능하며, 조종사에게 특별한 자격이 요구되지는 않는다.

b. Operating Rules and Pilot Requirements
IFR and VFR flights are permitted and no specific pilot certification is required.

다. 무선설비
특별히 구비해야 할 장비가 요구되지 않지만, ATC 기관과 교신할 수 있도록 항공기는 송수신 무선통신기를 구비해야 한다.

c. Equipment Requirements
Though specific equipment is not required, aircraft must be equipped with an operable two-way radio capable of communicating with ATC.

라. 항공기 분리
(1) IFR 항공기는 다른 IFR 항공기로부터 분리업무를 제공받는다.
(2) VFR 항공기에게는 분리업무가 제공되지 않는다.

d. Separation Provided
(1) IFR aircraft are separated from other IFR aircraft.
(2) No separation services are provided to VFR aircraft.

마. 제공업무
(1) IFR 항공기에게 ATC 업무가 제공되며, 가능한 범위 내에서 VFR 항공기에 대한 교통정보를 제공한다.
(2) 무선교신을 하고 있다면 업무 여건이 허락되는 범위 내에서 VFR 항공기에게 교통정보를 제공해 줄 수 있다.

e. Service Provided
(1) ATC service is provided to IFR aircraft, and traffic information will be provided to VFR aircraft to the extent possible.
(2) Traffic information will be provided to VFR aircraft as the controller's workload situation permitting if two-way radio communications have been established.

바. 비행절차
(1) IFR 항공기는 E등급 공역에 들어가기 전에 해당 관제기관으로부터 ATC 허가를 받아야 하며, 관할 ATC 기관과 무선교신을 유지하면서 ATC 기관의 관제지시를 따라 비행하여야 한다.
(2) VFR 항공기는 ATC 기관과 무선교신을 의무적으로 유지할 필요가 없으나, 민간 항공기는 예외로 한다.
(3) E등급 공역 내에서 ATC 기관과 무선교신을 유지하면서 비행하는 모든 항공기는 관할 ATC 기관의 허가가 없는 한, 평균해면 10 000 피트 미만의 고도에서는 지시대기속도(IAS) 250 노트 이하로 비행하여야 한다.

f. Flight Procedures
(1) IFR aircraft must obtain a clearance from ATC facility prior to entering Class E Airspace and maintain radio communications, and thereafter operate as instructed by ATC.
(2) Maintaining two-way radio communications with ATC facility is not mandatory for military VFR aircraft.
(3) Unless otherwise authorized by ATC, all pilots maintaining two-way radio communications with ATC facility within the Class E Airspace must operate their aircraft below 10 000 ft AMSL at an indicated airspeed of no more than 250 knots.

2.6 F 등급 - 삭제

2.6 Class F - Deleted.

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2.7 G 등급 - 비관제공역

가. 정의
인천비행정보구역 중 A, B, C, D, E 등급 이외의 비관제공역으로, 영공(영토 및 영해 상공)에서는 해면 또는 지표면으로부터 1 000 피트 미만, 공해상에서는 해면에서 5 500 피트 미만과 평균해면 60 000 피트 초과의 국토교통부장관이 공고한 공역이다.

나. 비행요건
IFR 및 VFR 운항이 모두 가능하며, 조종사에게 특별한 자격이 요구되지 않는다.

다. 무선설비
구비해야 할 장비가 특별히 요구되지 않는다.

라. 제공 업무
조종사 요구시 모든 항공기에게 비행정보 업무만 제공된다.

2.7 Class G - Uncontrolled Airspace

a. Definition
Generally, that uncontrolled airspace designated by the Minister of Land, Infrastructure and Transport within Incheon FIR that is not Class A, Class B, Class C, Class D, or Class E as follows :

(1) The airspace that extends from the sea level or surface to below 1 000 ft above the surface or the sea level within the entire airspace over the territory(including the land areas and territorial waters) of Republic of Korea.
(2) The airspace that extends from the sea level to below 5 500 ft above the sea level other than the entire airspace over the territory(including the land areas and territorial waters) of Republic of Korea.
(3) The airspace above FL 600 to unlimited.

b. Operating Rules and Pilot Requirements
IFR and VFR flights are permitted and no specific pilot certification is required.

c. Equipment Requirements
No specific equipment is required.

d. Service Provided
Flight information service is provided upon pilot request.

3. 시계비행규칙 기상 최저치

비행시정이나 구름으로부터의 거리가 아래 표의 각 공역 등급별 시계비행기상최저치를 충족하지 못하면 기본시계비행 하에서 항공기를 운용할 수 없다.

3. Basic VFR Weather Minimums

No person may operate an aircraft under basic VFR when the flight visibility is less, or at a distance from clouds that is less, than that prescribed for the corresponding altitude and class of airspace as the following :

공 역 Airspace		최저비행시정 Flight Visibility	구름으로부터의 거리 Distance from Clouds
Class A		미적용 Not Applicable	미적용 Not Applicable
Class B Class C Class D Class E Class G	해발 3 050 m (10 000 ft) 이상 At and above 3 050 m (10 000 ft) AMSL	8 km (5 miles(statute))	1 500 m (5 000 ft) 수평, 300 m (1 000 ft) 수직 1 500 m (5 000 ft) horizontally, 300 m (1 000 ft) vertically
	해발 3 050 m (10 000 ft) 미만에서 해발 900 m (3 000 ft) 이상 또는 장애물상공 300 m (1 000 ft) 중 높은 고도 Below 3 050 m (10 000 ft) AMSL and above 900 m (3 000 ft) AMSL or above 300 m (1 000 ft) above terrain, whichever is the higher	5 km (3 miles(statute))	1 500 m (5 000 ft) 수평, 300 m (1 000 ft) 수직 1 500 m (5 000 ft) horizontally, 300 m (1 000 ft) vertically
Class B Class C Class D Class E	해발 900 m (3 000 ft) 미만 또는 장애물상공 300 m (1 000 ft) 중 높은 고도 At and below 900 m (3 000 ft) AMSL, or 300 m (1 000 ft) above terrain, whichever is the higher	5 km (3 miles(statute))	1 500 m (5 000 ft) 수평, 300 m (1 000 ft) 수직 1 500 m (5 000 ft) horizontally, 300 m (1 000 ft) vertically
Class G	해발 900 m (3 000 ft) 미만 또는 장애물상공 300 m (1 000 ft) 중 높은 고도 At and below 900 m (3 000 ft) AMSL, or 300 m (1 000 ft) above terrain, whichever is the higher	5 km (3 miles(statute))	지표면 육안식별 및 구름을 피할 수 있는 거리 Clear of cloud and with the surface in sight

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4. 항공교통업무 공역등급 요약

구분	등급	고도 및 설정지역	비행 방식	분리적용	제공업무	공지 통신요건	ATC 허가
관제 공역	A	• FL 200 초과~FL 600 이하 항로*	IFR	모든 항공기	ATC 업무	유지	필요
	B	• 인천공항* - 372745N 1262621E 기준 반경 5 NM(9.3 km)과 북쪽으로 373156N 1261525E - 373721N 1262500E - 373241N 1262713E - 372852N 1262003E - 373156N 1261525E, 남쪽으로 372247N 1262526E - 372654N 1263222E - 372339N 1263710E - 371815N 1262736E - 372247N 1262526E 로 구성된 공역 (SFC~10 000 ft MSL) - 위의 공역을 제외한 반경 5 NM(9.3 km)에서 10 NM(18.5 km)과 북쪽으로 373454N 1261246E - 374019N 1262221E - 373721N 1262500E - 373156N 1261525E - 373454N 1261246E, 남쪽으로 371815N 1262736E - 372339N 1263710E - 371917N 1264102E - 371353N 1263128E - 371815N 1262736E 로 구성된 공역 (공항표고 1 000 ft~10 000 ft AMSL) - 10~20 NM(공항표고 5 000 ft~10 000 ft AMSL) • 김포공항* - 373325N 1264751E 기준 반경 5 NM(9.3 km)과 북쪽으로 373646N 1263926E - 373944N 1264310E - 373803N 1264518E - 373458N 1264142E - 373646N 1263926E, 남쪽으로 372840N 1264938E - 373036N 1265252E - 372907N 1265444E - 372652N 1265153E - 372840N 1264938E 로 구성된 공역 (SFC~10 000 ft AMSL) - 5~10 NM(공항표고 1 000 ft~10 000 ft AMSL) - 10~20 NM(공항표고 5 000 ft~10 000 ft AMSL) • 제주공항 - 비행장 표점(333044N 1262934E) 중심 5 NM로 구성된 공역 : SFC~10 000 ft AMSL - 332635N 1262614E에서 비행장 표점 반경 5 NM을 따라 시계방향으로 333048N 1263532E - 333051N 1264131E에서 비행장 표점 10 NM을 따라 반시계방향으로 332225N 1262255E – 332635N 1262614E 로 구성된 공역 : 1 000 ft AMSL~10 000 ft AMSL - 332225N 1262255E에서 비행장 표점 반경 10 NM을 따라 시계방향으로 333051N 1264131E - 333057N 1265328E에서 비행장 표점 반경 20 NM을 따라 반시계방향으로 331405N 1261618E – 332225N 1262255E 로 구성된 공역 : 2 000 ft AMSL~10 000 ft AMSL	IFR VFR	모든 항공기	ATC 업무	유지	필요
	C	• 접근관제소를 운영하는 공항 중심 반경** - 5 NM 이내(SFC~5 000 ft AGL) - 5~10 NM(공항표고 1 000 ft~5 000 ft AGL)	IFR	IFR, VFR로부터 IFR	ATC 업무	유지	필요
			VFR	IFR로부터 VFR	• IFR로부터 분리하기 위한 ATC 업무 • VFR/VFR간 교통정보 (요청시 교통회피조언)	유지	필요
	D	• 최저항공로고도(MEA)이상 평균해면 20 000 ft 이하의 모든 항공로 • 서울접근관제구역 B 등급 공역을 제외한 10 000 ft AMSL 초과 FL 185 이하의 공역* • 관제탑을 운영하는 공항 중심반경*** - 5 NM 이내 (SFC~관제권 상한고도)	IFR	IFR로부터 IFR, 무선교신 및 레이더 식별된 VFR	• ATC 업무 • 업무량 허용시 교통정보제공 (요청시교통회피조언)	유지	필요
			VFR	없음	• IFR과 VFR간 교통정보 제공 (요청시교통회피조언)	유지	필요
	E	• A, B, C 및 D 등급 이외의 관제공역 - 영공(영토 및 영해) : 해면 또는 지표면으로부터 1 000 ft 이상~60 000 ft 이하 - 공해상 : 해면에서 5 500 ft 이상~ 평균해면 60 000 ft AMSL 이하	IFR	IFR로부터 IFR	• ATC 업무 • 업무량 허용시 시계비행 항공기에 대한 교통정보 제공	유지	필요
			VFR	없음	• 업무량 허용시 교통정보 제공	불필요 (민항기 제외)	불필요
비관제 공역	G	• A, B, C, D, E 등급 이외의 비관제공역 - 영공(영토 및 영해) : 해면 또는 지표면으로부터 1 000 ft 미만) - 공해상 : 해면에서 5 500 ft 미만 - 평균해면 60 000 ft AMSL을 초과하는 비관제공역	IFR VFR	NIL	• 비행정보업무	불필요	불필요

* 한국군은 해당 등급 비행절차 준수 유보, 관계기관 간 합의서의 비행정보 통보절차에 의함.
** 김해, 광주, 사천, 대구, 원주, 군산, 포항경주 및 청주공항 / 강릉, 중원, 서산 및 예천 군용비행장
*** 양양, 서울, 울산, 여수 및 무안공항 / 오산, 수원, 성무, 평택, 목포, 진해, 이천, 논산 및 속초 군용비행장 / 울진 및 정석 비행장

Change : Information of ATS airspace classification for Cheongju Airport(class D → class C).

4. Summary of ATS Airspace Classifications

Type of Category	Class	Designated areas and altitude	Type of flight	Separation provided	Service provided	Radio Communication requirement	Subject to an ATC clearance
Controlled	A	• All airways from above FL 200 to FL 600*	IFR	All aircraft	ATC service	Continuous two-way	Yes
	B	• Incheon Airport* - Within 5 NM(9.3 km) radius of 372745N 1262621E including areas which are extended northbound from 373156N 1261525E - 373721N 1262500E - 373241N 1262713E - 372852N 1262003E - 373156N 1261525E, and southbound from 372247N 1262526E - 372654N 1263222E - 372339N 1263710E - 371815N 1262736E - 372247N 1262526E (SFC~10 000 ft AMSL) - Within 5~10 NM including areas which are extended northbound from 373454N 1261246E - 374019N 1262221E - 373721N 1262500E - 373156N 1261525E - 373454N 1261246E, and southbound from 371815N 1262736E - 372339N 1263710E - 371917N 1264102E - 371353N 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(9.3 km) 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 1265252E - 372907N 1265444E - 372652N 1265153E - 372840N 1264938E (SFC~10 000 ft AMSL) - Within 5~10 NM (1 000 ft AGL~10 000 ft AMSL) - Within 10~20 NM (5 000 ft AGL~10 000 ft AMSL) • Jeju Airport - A circle, radius 5 NM centered at RKPC ARP (333044N 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 - 332225N 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 VFR	All aircraft	ATC service	Continuous two-way	Yes
	C	• 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	IFR from IFR IFR from VFR	ATC service	Continuous two-way	Yes
			VFR	VFR from IFR	• ATC service for separation from IFR; • VFR/VFR traffic information (and traffic avoidance advice on request)	Continuous two-way	Yes
	D	• All airways from MEA up to and including FL 200 • Airspace from above 10 000 ft AMSL to FL 185 within Seoul TMA, excluding Class B* • Radius of airports with ATC Tower*** - Within 5 NM (SFC~5 000 ft AGL or the upper limits altitude of control zone)	IFR	IFR from IFR, IFR from VFR (RDO & RADAR CTC)	• ATC service including traffic information about VFR flights (and traffic avoidance advice on request)	Continuous two-way	Yes
			VFR	NIL	• Traffic information between VFR and IFR flights (and traffic avoidance advice on request)	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 : 5 500 ft, from the surface of the sea~60 000 ft AMSL	IFR	IFR from IFR	• ATC service • Traffic information about VFR aircraft as far as practicable	Continuous two-way	Yes
			VFR	NIL	• Traffic information as far as practicable	No(EXC CIV ACFT)	No
Un-controlled	G	• 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 5 500 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 Notification procedures specified on the LOA between concerned facilities.
** Gimhae, Gwangju, Sacheon, Daegu, Gangneung, Jungwon, Seosan, Wonju, Yecheon, Gunsan, Pohang Gyeongju and Cheongju Airports(12)
*** Osan, Yangyang, Seoul, Suwon, Seongmu, Pyeongtaek, Ulsan, Yeosu, Mokpo, Muan, Uljin, Jeongseok, Jinhae, Icheon, Nonsan and Sokcho Airports(16)

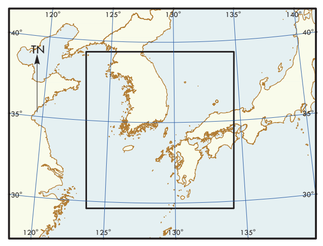
Change : Information of ATS airspace classification for Cheongju Airport(class D → class C).

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

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

Change : Information of remarks for Jungwon TMA.

ENROUTE CHART - ICAO



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REPUBLIC OF KOREA

* The information contained is based on Aeronautical Information Publication.

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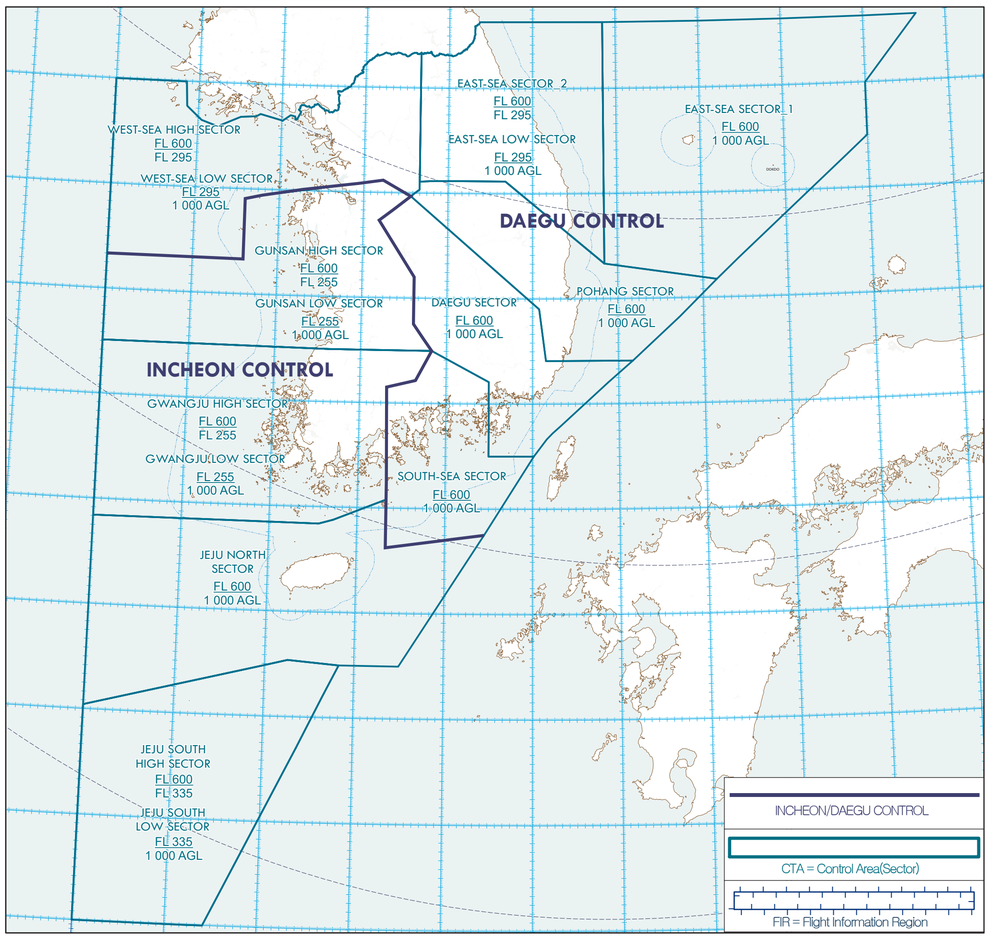
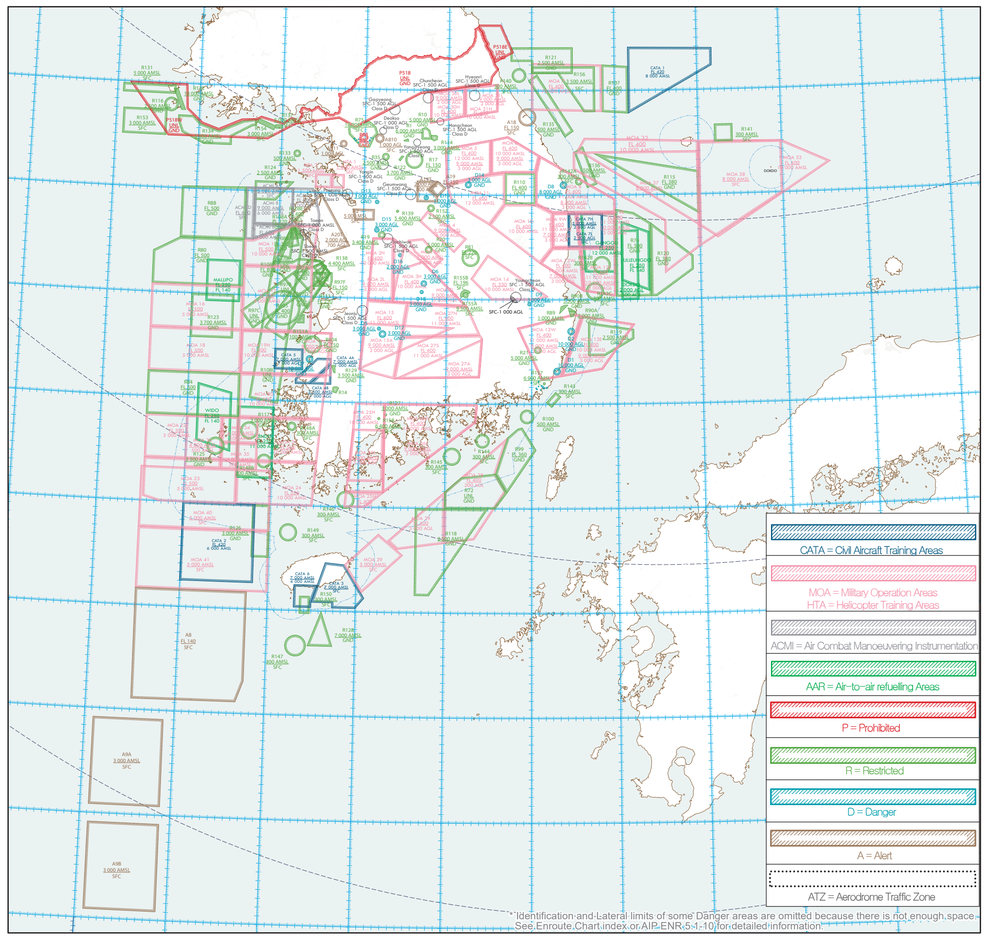
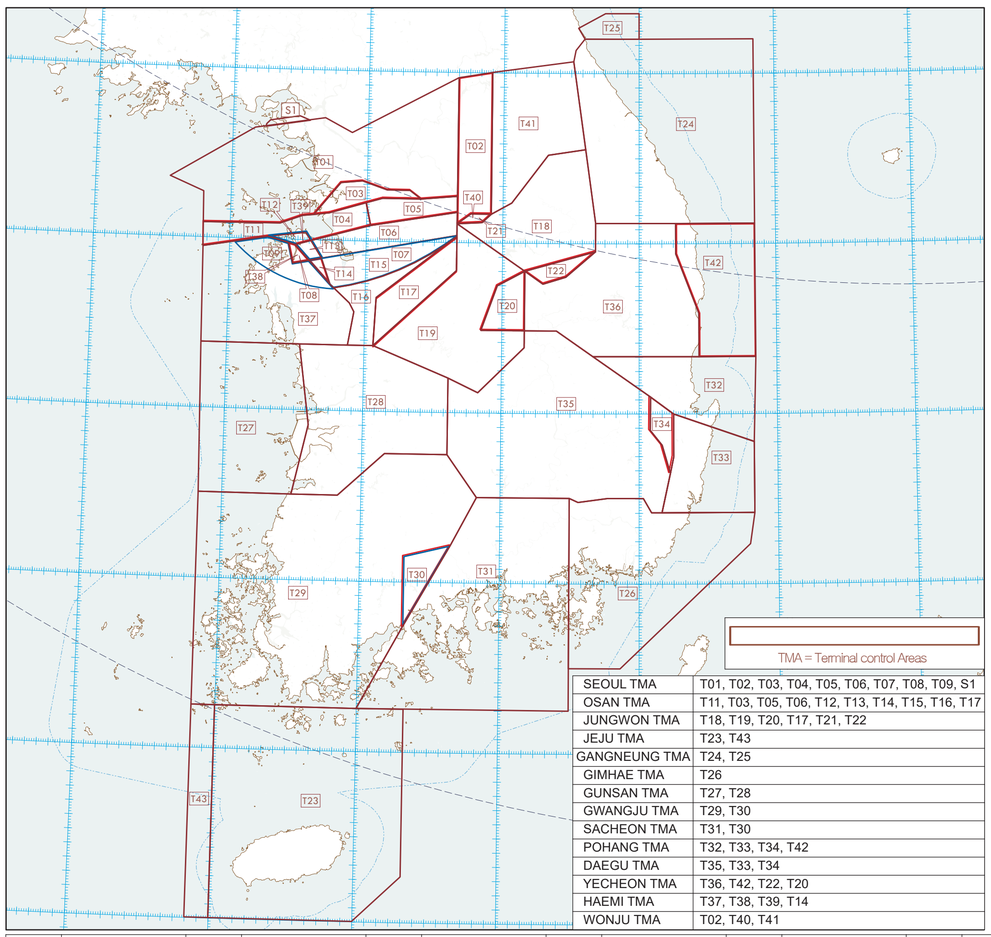


PROHIBITED · RESTRICTED · DANGER · ALERT · ATZ · CATA · MOA · ACMI · AAR



TMA



SEOUL TMA	T01, T02, T03, T04, T05, T06, T07, T08, T09, S1
OSAN TMA	T11, T03, T05, T06, T12, T13, T14, T15, T16, T17
JUNGWON TMA	T18, T19, T20, T17, T21, T22
JEJU TMA	T23, T43
GANGNEUNG TMA	T24, T25
GIMHAE TMA	T26
GUNSAN TMA	T27, T28
GWANGJU TMA	T29, T30
SACHEON TMA	T31, T30
POHANG TMA	T32, T33, T34, T42
DAEGU TMA	T35, T33, T34
YECHEON TMA	T36, T42, T22, T20
HAEMI TMA	T37, T38, T39, T14
WONJU TMA	T02, T40, T41

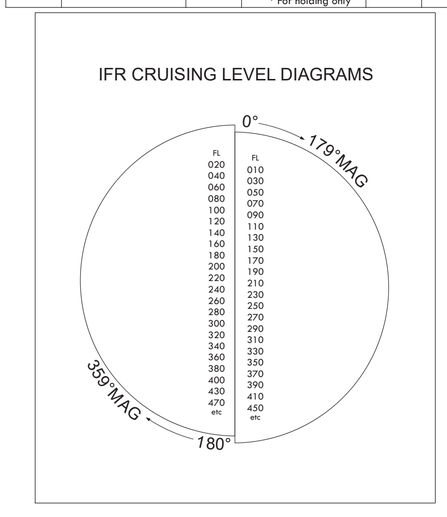
ATS Airspace Classifications

Type of Category	Class	Designated areas and altitude	Type of flight	Separation provided	Service provided	Radio Communication requirement	Subject to an ATC clearance
Controlled	A	• All airways from above FL 200 to FL 600*	IFR	All aircraft	ATC service	Continuous two-way	Yes
	B	• Incheon airport* - Within 5 NM radius of 372745N 1262621E including areas which are extended northbound from 373156N 1261525E - 373721N 1262500E - 373241N 1262713E - 372852N 1262003E - 373156N 1261525E, and southbound from 372247N 1262526E - 372654N 1263222E - 372339N 1263710E - 371815N 1262736E - 372247N 1262526E (SFC~10 000 ft AMSL) - Within 5~10 NM including areas which are extended northbound from 373454N 1261246E - 374019N 1262221E - 373721N 1262500E - 373156N 1261525E - 373454N 1261246E, and southbound from 371815N 1262736E - 372339N 1263710E - 371917N 1264102E - 371353N 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 1265252E - 372907N 1265444E - 372652N 1265153E - 372840N 1264938E (SFC~10 000 ft AMSL) - Within 5~10 NM (1 000 ft AGL~10 000 ft AMSL) - Within 10~20 NM (5 000 ft AGL~10 000 ft AMSL) • Jeju Airport - A circle, radius 5 NM centered at RKPC ARP (333044N 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 - 332225N 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 VFR	All aircraft	ATC service	Continuous two-way	Yes
	C	• 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	IFR from IFR IFR from VFR	ATC service	Continuous two-way	Yes
			VFR	VFR from IFR	• ATC service for separation from IFR; • VFR/VFR traffic information (and traffic avoidance advice on request)	Continuous two-way	Yes
	D	• All airways from MEA up to and including FL 200 • Airspace from above 10 000 ft AMSL to FL 185 within Seoul TMA, excluding Class B* • Radius of airports none APP Control *** - Within 5 NM (SFC~5 000 ft AGL or the upper limits altitude of control zone)	IFR	IFR from IFR, IFR from VFR(RDO & RADAR CTC)	• ATC service including traffic information about VFR flights (and traffic avoidance advice on request)	Continuous two-way	Yes
			VFR	NIL	• Traffic information between VFR and IFR flights (and traffic avoidance advice on request)	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 : 5 500 ft, from the surface of the sea ~ 60 000 ft AMSL	IFR	IFR from IFR	• ATC service • Traffic information about VFR aircraft as far as practicable	Continuous two-way	Yes
			VFR	NIL	• Traffic information as far as practicable	No(EXC CIV ACFT)	No
Un-controlled	G	• 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 5 500 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 Notification procedures specified on the LOA between concerned facilities.
** Gimhae, Gwangju, Sacheon, Daegu, Gangneung, Jungwon, Seosan, Wonju, Yecheon, Gunsan, Pohang Gyeongju and Cheongju Airports(12)
*** Osan, Yangyang, Seoul, Suwon, Seongmu, Pyeongtaek, Ulsan, Yeosu, Mokpo, Muan, Uljin, Jeongseok, Jinhae, Icheon, Nonsan and Sokcho Airports(16)

FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES
AGAVO	371000N 1240000E	BEDAR	315401N 1262910E	BONSO	302840N 1250851E	ELGEP	314653N 1255617E	IGDOK	353104N 1274907E	LAMEN	313636N 1240000E	MASTA	352847N 1283340E	OLMEN	364413N 1265928E	PEBRI	362311N 1270013E	SABET	373829N 1324019E	TENAS	373820N 1313427E
AGSUS	364521N 1304044E	BEDES	360905N 1264844E	BOPTA	364406N 1263658E	ELPOS	355410N 1264707E	IGRAS	371846N 1324411E	LANAT	362224N 1312542E	MEKIL	363322N 1264953E	OLMUD	350225N 1284916E	PILIT	372631N 1291731E	SADLI	314948N 1250000E	TESIM	313526N 1255128E
AKPON	334650N 1271953E	BEDOM	352513N 1291754E	BULGA	355609N 1294924E	ENGOT	344834N 1282952E	IKEDO	314314N 1253948E	LAPAL	355413N 1290452E	MELES	355251N 1271542E	OMKIM	331320N 1264114E	POLEG	371249N 1265935E	*SAKTI	365100N 1274600E	TOLIS	335030N 1242453E
ANDOL	373958N 1330000E	BELTU	371218N 1254759E	BULTI	364322N 1264930E	ENSAL	365554N 1274747E	INVOK	344719N 1291923E	LESBU	374116N 1294104E	MONSI	371247N 1265015E	OMOTU	350033N 1285022E	PONIK	320021N 1254659E	SAMDO	333503N 1281857E	TOPAX	344555N 1282952E
ANKUS	350730N 1284615E	*BEPKO	333910N 1265514E	BUSKO	374033N 1301610E	ENSUM	321302N 1244635E	IPDAS	341515N 1264301E	LIMDI	333313N 1254953E	MOXID	362311N 1264359E	ONATA	382832N 1320602E	POSAN	365615N 1271316E	SAMLO	323223N 1261536E	TORUS	373625N 1280807E
ANROD	343758N 1282952E	BESNA	343718N 1290751E	DABIK	361743N 1301143E	ENTEL	362311N 1265705E	KAKSO	370745N 1272637E	LINTA	353116N 1265119E	MUGUS	300006N 1245712E	ONIKU	321142N 1263917E	POVEM	345523N 1285416E	SAMUL	350736N 1265154E	TOSAN	330012N 1264619E
ANSIM	372323N 1245009E	BIDRI	362007N 1242453E	DALPO	365835N 1242453E	ESNEG	371014N 1295051E	KALEK	351232N 1295305E	LOSNI	333315N 1264153E	NIRAT	320354N 1260329E	OPEDA	355149N 1273652E	POVOR	341520N 1274400E	SAPDI	350737N 1282952E	UGOVI	374105N 1295051E
ANUBA	350746N 1273523E	BIGOB	364325N 1280952E	DALSU	350731N 1264206E	GOGET	372442N 1263036E	KALMA	371845N 1270645E	LOSTO	362016N 1292548E	NISAV	341519N 1275835E	*OROGA	364456N 1272718E	REBIT	371203N 1252913E	SAPRA	354926N 1304325E	UPGOS	335733N 1271953E
APARU	352442N 1290932E	BIKSI	374032N 1283504E	DANPA	353036N 1242453E	GONAV	371048N 1242453E	KALOD	353012N 1284626E	MAKDU	362712N 1274909E	NOBUT	370715N 1291957E	OSPOT	365018N 1272055E	REMOS	332605N 1262329E	SARAM	350736N 1283147E	VASLI	364252N 1273003E
APELA	344323N 1291400E	BILUM	334613N 1270439E	DANTI	371806N 1243929E	GONAX	362311N 1265016E	KAMIT	341514N 1264618E	MAKET	335452N 1271953E	NOGON	372250N 1242505E	OSVOM	363844N 1292331E	RILRO	371033N 1241442E	SELPA	375515N 1304911E		
ATASO	355344N 1265657E	BINIL	372349N 1251359E	DOMKO	322848N 1255859E	GOSBO	341517N 1274734E	KANKA	313155N 1253504E	MAKSA	353011N 1265422E	NONOS	364046N 1242453E	PALDU	375813N 1323625E	RIMPO	350739N 1273502E	SOSDO	330012N 1262735E		
ATINA	334320N 1270423E	BITUX	361645N 1280148E	DOTOL	341515N 1263637E	GUKDO	370111N 1273823E	KANSU	383800N 1322830E	MALSO	375440N 1314904E	NOPIK	372412N 1253905E	PALSA	340131N 1242453E	RINBO	355352N 1265349E	TAMNA	332815N 1271953E		
ATOTI	300013N 1251154E	BODOL	371122N 1244954E	EGOBA	372915N 1272246E	GUKSU	335211N 1264357E	KARBU	373159N 1273952E	MANGI	353011N 1264432E	NULDI	342514N 1263739E	PANSI	330014N 1261225E	RUGMA	323012N 1265753E	TEBEX	363341N 1275929E		
BASEM	365037N 1275710E	BOGAN	371241N 1262812E	ELAPI	362014N 1285051E	GUNKU	363414N 1265949E	KIDOS	335028N 1263402E	MANOL	333629N 1265514E	OLBIM	371411N 1240751E	PAPLU	333441N 1270337E	RUNIT	350734N 1282952E	TEDAN	350744N 1271852E		
			* For holding only												* For holding only				* For holding only				

IFR CRUISING LEVEL DIAGRAMS



RVSM

Within Incheon FIR, RVSM is applied between FL 290 and FL 410 on all ATS Routes.
In the RVSM stratum 2 000 ft vertical separation minimum is applied between RVSM 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.

LEGEND

Flight Information Region (FIR)

Name of FIR — FIR INCHEON
Upper limit — UNL
Lower limit — GND
Unit providing service — INCHEON ACC DAEGU 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

INCHEON CONTROL
DAEGU CONTROL

Terminal control Area (TMA)

Name of TMA — TMA SEOUL
TMA number — AREA T 01
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 — Gapyeong ATZ
Airspace Classification
Vertical Limit

Aerodromes

Civil
Military
Joint civil and military
Name of aerodrome — INCHEON
Elevation given in the units of measurement (feet) selected for use on the chart. — 23
Minimum lighting-obstacles, boundary or runway lights and lighted wind indicator or landing direction indicator — L
Runway hard surfaced, normally all weather — H
Note.- A dash (-) is to be inserted where L or H do not apply.
Length of longest runway in hundreds of feet — 123

Air Defence Identification Zone(ADIZ)

* 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 — Y549
Magnetic track — 100° 14 282°
Distance in NM — 10 000 or 6 000
Upper limit
Minimum flight altitude — 7 000

Area navigation route (RNAV)

Route designator — Y685
Magnetic track — 133° 31 313°
Distance in NM — 10 000 or 8 000
Upper limit
Minimum flight altitude — 7 000

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 INFORMATIOIN

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

Restricted airspace

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

Identification of area
Nationality letter
Upper limits
Lower limits

RK R84 — 10 000 AMSL — SFC
RK A18 — FL 150 — SFC

※Nationality letter is omitted for chart clarity.

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

Identification of area — MOA 18 / ACMI A / DOKDO
Upper limit — FL 400
Lower limit — 5000 AMSL

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 — INCHEON
NAVAID frequency. Identification or call sign — VOR/DME 113.8 NCN
Geographical coordinates — 37° 29' 42"N 126° 25' 49"E
Elevation of NAVAID site — 100 FT

Altimeter setting region boundary

Isogonic line or isogonal

7°-W

Political boundary

National River

Large river(Perennial)
Lakes(Perennial)
Small river(Perennial)

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 — 54

AIRSPACE RESTRICTIONS

TIME : UTC, ALT : Feet

PROHIBITED AREAS

RK P73	RK P518	RK P518E	RK P518W
GND-UNL	GND-UNL	GND-UNL	GND-UNL

RESTRICTED AREAS

RK R1 GND-6 000 AMSL MON-FRI 2300-0800 VMC-IMC	RK R97D GND-UNL NOTAM VMC-IMC	RK R120 GND-FL 380 NOTAM VMC-IMC	RK R142B SFC-300 AMSL NOTAM VMC
RK R10 GND-5 000 AMSL MON-SAT CONT VMC-IMC	RK R97E SFC-FL 300 NOTAM VMC-IMC	RK R121 GND-2 500 AMSL NOTAM VMC-IMC	RK R142C SFC-300 AMSL NOTAM VMC
RK R14 NOTAM VMC-IMC	RK R97F SFC-FL 150 NOTAM VMC-IMC	RK R122 GND-3 700 AMSL MON-FRI 2300-1100 SAT 2300-0300 VMC-IMC	RK R143 SFC-300 AMSL NOTAM VMC
RK R17 GND-FL 150 CONT 2100-1500 VMC-IMC	RK R99 GND-FL 360 NOTAM	RK R123 GND-3 700 AMSL NOTAM VMC	RK R144 SFC-300 AMSL NOTAM VMC
RK R19 GND-3 400 AMSL NOTAM VMC-IMC	RK R100 GND-500 AMSL CONT	RK R124 GND-2 500 AMSL NOTAM VMC	RK R145 SFC-300 AMSL NOTAM VMC
RK R20 GND-5 000 AMSL NOTAM VMC-IMC	RK R104 GND-FL 150 NOTAM VMC	RK R125 GND-3 500 AMSL NOTAM VMC	RK R146 SFC-300 AMSL NOTAM VMC
RK R21 GND-5 000 AMSL NOTAM VMC-IMC	RK R105 GND-FL 400 NOTAM VMC	RK R126 GND-3 000 AMSL MON-SAT 0100-1300 NOTAM VMC	RK R147 SFC-300 AMSL NOTAM VMC
RK R35 GND-2 500 AMSL CONT VMC-IMC	RK R107 GND-FL 400 MON-SAT 2300-0800 VMC	RK R127 GND-3 000 AMSL NOTAM VMC	RK R148A SFC-300 AMSL NOTAM VMC
RK R72 GND-UNL NOTAM VMC-IMC	RK R108A GND-FL 270 NOTAM VMC-IMC	RK R128 GND-7 000 AMSL NOTAM VMC	RK R148B SFC-300 AMSL NOTAM VMC
RK R74 GND-FL 500 CONT VMC	RK R108B GND-FL 330 NOTAM VMC-IMC	RK R129 GND-3 500 AMSL NOTAM VMC	RK R149 SFC-300 AMSL NOTAM VMC
RK R75 SFC-10 000 AMSL MCRC AOC	RK R108C GND-UNL NOTAM VMC-IMC	RK R131 SFC-5 000 AMSL NOTAM VMC	RK R150 SFC-300 AMSL NOTAM VMC
RK R77 GND-FL 150 NOTAM VMC-IMC	RK R108D GND-UNL NOTAM VMC-IMC	RK R132 GND-10 000 AMSL NOTAM	RK R151A SFC-100 AMSL NOTAM VMC
RK R80 GND-FL 500 CONT VMC	RK R108E GND-FL 400 NOTAM VMC-IMC	RK R133 GND-500 AMSL NOTAM VMC	RK R152 SFC-2 100 AMSL NOTAM VMC
RK R81 SFC-FL 220 CONT 2100-1400 VMC	RK R108F GND-FL 800 NOTAM VMC-IMC	RK R134 GND-5 000 AMSL NOTAM VMC	RK R153 SFC-3 000 AMSL NOTAM VMC
RK R84 GND-FL 500 CONT VMC	RK R110 GND-FL 400 CONT 2200-1300	RK R135 GND-500 AMSL NOTAM VMC	RK R154 SFC-3 000 AMSL NOTAM VMC
RK R88 GND-FL 500 CONT VMC	RK R111 GND-FL 250 CONT VMC	RK R136 GND-500 AMSL NOTAM VMC	RK R155A SFC-9 500 AMSL CONT
RK R89 GND-1 000 AMSL CONT VMC-IMC	RK R114 GND-3 000 AMSL MON-SAT HJ VMC	RK R137 SFC-5 000 AMSL NOTAM VMC	RK R155B SFC-FL 196 NOTAM
RK R90A GND-2 000 AMSL CONT VMC-IMC	RK R115 GND-FL 380 CONT VMC-IMC	RK R138 SFC-4 400 AMSL Electronic jamming Area	RK R156 SFC-3 500 AMSL NOTAM VMC-IMC
RK R90B GND-5 500 AMSL CONT VMC-IMC	RK R116 GND-2 500 AMSL NOTAM VMC-IMC	RK R139 GND-5 400 AMSL Electronic jamming Area	RK R157 SFC-6 000 AMSL Electronic jamming Area
RK R97A GND-FL 300 NOTAM VMC-IMC	RK R117 GND-3 000 AMSL NOTAM VMC-IMC	RK R140 SFC-300 AMSL NOTAM VMC	RK R158 SFC-6 400 AMSL Electronic jamming Area
RK R97B GND-UNL NOTAM VMC-IMC	RK R118 GND-2 500 AMSL NOTAM VMC-IMC	RK R141 SFC-300 AMSL NOTAM VMC	
RK R97C GND-UNL NOTAM VMC-IMC	RK R119 GND-2 500 AMSL NOTAM VMC-IMC	RK R142A SFC-300 AMSL NOTAM VMC	

DANGER AREAS

RK D1 GND-10 000 AGL	RK D14 GND-3 000 AGL	RK D22 GND-1 600 AGL	RK D30 GND-1 900 AGL
RK D2 GND-10 000 AGL	RK D15 GND-3 000 AGL	RK D23 GND-1 900 AGL	RK D31 GND-1 600 AGL
RK D5 GND-3 000 AGL	RK D16 GND-2 000 AGL	RK D24 GND-1 700 AGL	RK D32 GND-1 600 AGL
RK D6 GND-3 000 AMSL	RK D17 GND-3 000 AGL	RK D25 GND-1 500 AGL	RK D33 GND-1 500 AGL
RK D7 GND-10 000 AMSL	RK D18 GND-3 000 AGL	RK D26 GND-1 600 AGL	RK D34 GND-1 900 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-1 600 AGL	RK D28 GND-1 700 AGL	RK D36 GND-2 000 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

ALERT AREAS

RK A2 SFC-5 000 MSL MON-FRI 2300-1300 SAT 2300-0400	RK A19 SFC-FL 150 DAILY 2100-1400 VMC	RK A20T 700 AGL - 2000 AGL MON-SAT	RK A811 SFC-1 000 AGL MON-FRI 2300-1300 SAT 2300-0400
RK A18 SFC-FL 150 MON-SAT	RK A19T 800 AGL-2000 AGL DAILY 2300-0900 IMC-VMC	RK A810 SFC-1 000 AGL MON-FRI 2300-1300 SAT 2300-0400	RK A8 SFC-FL 140 By NOTAM
RK A9A SFC-3000 AMSL By NOTAM	RK A9B SFC-3000 AMSL By NOTAM		

CIVIL AIRCRAFT TRAINING AREAS (CATA)

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

MILITARY OPERATION AREAS (MOA)

MOA 1 FL 500 10 000 AMSL	MOA 9W FL 400 11 000 AMSL	MOA 19L 8 000 AMSL 3 000 AGL	MOA 30L 9 000 AMSL 2 000 AGL
MOA 2H FL 400 10 000 AMSL	MOA 10 FL 400 10 000 AMSL	MOA 19H FL 500 10 000 AMSL	MOA 30H FL 400 10 000 AMSL
MOA 2L 9 000 AMSL 3 000 AGL	MOA 11 FL 400 12 000 AMSL	MOA 20 FL 500 10 000 AMSL	MOA 31L 9 000 AMSL 2 000 AGL
MOA 3A 7 000 AMSL 3 000 AGL	MOA 12W 7 000 AMSL 3 000 AGL	MOA 21 FL 400 10 000 AMSL	MOA 31H FL 400 10 000 AMSL
MOA 3L 9 000 AMSL 3 000 AGL	MOA 13W FL 400 11 000 AMSL	MOA 22 FL 400 5 000 AMSL	MOA 32 FL 400 10 000 AMSL
MOA 3H FL 400 10 000 AMSL	MOA 13E 10 000 AMSL 3 000 AGL	MOA 23 FL 400 5 000 AMSL	MOA 33 FL 400 10 000 AMSL
MOA 4 9 000 AMSL 3 000 AGL	MOA 13E FL 400 11 000 AMSL	MOA 24 FL 500 10 000 AMSL	MOA 34 4 000 AMSL 500 AMSL
MOA 5 9 000 AMSL 3 000 AGL	MOA 13W 8 000 AMSL 3 000 AGL	MOA 25L 9 000 AMSL 3 000 AGL	MOA 35 4 000 AMSL 500 AMSL
MOA 6 FL 400 12 000 AMSL	MOA 13W FL 400 11 000 AMSL	MOA 25H FL 400 10 000 AMSL	MOA 36 4 000 AMSL 500 AMSL
MOA 6 9 000 AMSL 3 000 AGL	MOA 13E 9 000 AMSL 3 000 AGL	MOA 26 FL 400 FL 170	MOA 37 8 000 AMSL SFC
MOA 6 FL 400 10 000 AMSL	MOA 13E FL 400 10 000 AMSL	MOA 26L 9 000 AMSL 3 000 AGL	MOA 38 8 000 AMSL SFC
MOA 7 FL 400 10 000 AMSL	MOA 14 FL 330 10 000 AMSL	MOA 26H FL 400 10 000 AMSL	MOA 39 5 000 AMSL SFC
MOA 8 8 000 AMSL 3 000 AGL	MOA 15A 9 000 AMSL 3 000 AGL	MOA 27N FL 400 11 000 AMSL	MOA 40 5 000 AMSL SFC
MOA 8 FL 400 11 000 AMSL	MOA 15 FL 400 11 000 AMSL	MOA 27S FL 400 11 000 AMSL	MOA 41 5 000 AMSL SFC
MOA 9E 10 000 AMSL 3 000 AGL	MOA 16 FL 500 5 000 AMSL	MOA 27A 9 000 AMSL 3 000 AGL	HTA 1 1 000 AGL SFC
MOA 9E FL 400 11 000 AMSL	MOA 17 FL 500 5 000 AMSL	MOA 28 FL 400 200 AGL	HTA 2 1 500 AMSL SFC
MOA 9W 7 000 AMSL 3 000 AGL	MOA 18 FL 500 5 000 AMSL	MOA 29 FL 400 3 000 AGL	

AIR COMBAT MANOEUVERING INSTRUMENTATION (ACMI)

ACMI A 5 000 AMSL SFC	ACMI C FL 600 10 000 AMSL	ACMI D FL 600 SFC	ACMI E FL 600 10 000 AMSL
ACMI B 9 000 AMSL 6 000 AMSL			

AIR-TO-AIR REFUELLING AREAS

DOKDO 2 000 AGL 500 AGL	MALLIPO FL 250 FL 140	WIDO FL 250 FL 140	ULLEUNGDO FL 250 FL 140
GANGGU FL 250 12 000 AMSL	JINDO FL 250 11 000 AMSL		

AERODROME TRAFFIC ZONE (ATZ)

Gapyeong SFC-1 500 AGL Class D	Yongin SFC-1 500 AGL Class D	Chuncheon SFC-1 500 AGL Class D	Taean 2 SFC-1 000 AMSL Class D
Yangpyeong SFC-1 500 AGL Class D	Jeonju SFC-1 500 AGL Class D	Deokso SFC-1 000 AGL Class D	Poseung SFC-1 000 AGL Class D
Hongcheon SFC-1 500 AGL Class D	Youngcheon SFC-1 500 AGL Class D	Jochiwon SFC-1 500 AGL Class D	
Hyeonri SFC-1 500 AGL Class D	Geumwang SFC-1 500 AGL Class D	Taean 1 SFC-1 500 AMSL Class D	

REPUBLIC OF KOREA
ELEV IN FEET

ENROUTE CHART - ICAO

LAMBERT CONFORMAL CONIC PROJECTION

The reliability of aeronautical information outside the Incheon FIR is doubtful, and it should be used with caution.

COMMUNICATION FACILITIES

INCHEON ACC	
INCHEON CONTROL	
GUNSAN LOW SECTOR	126.175, 134.375, 317.85, 335.55
GUNSAN HIGH SECTOR	132.15, 123.55, 263.15, 272.60
GWANGJU LOW SECTOR	120.725, 128.30, 263.90, 272.15
GWANGJU HIGH SECTOR	123.725, 124.50, 239.25, 275.40
JEJU NORTH SECTOR	124.525, 132.425, 255.40, 348.10, 233.50
JEJU SOUTH HIGH SECTOR	133.425, 134.15, 234.35, 234.65
JEJU SOUTH LOW SECTOR	125.725, 132.825, 128.375, 232.95, 233.15
COMMON 132.20, 355.50	
EMERGENCY : 121.50, 243.00	
* CONTINGENCY USE ONLY	
DAEGU ACC	
DAEGU CONTROL	
WEST-SEA HIGH SECTOR	132.80, 120.525, 290.60, 335.45
WEST-SEA LOW SECTOR	128.70, 118.925, 270.50, 263.60
EAST-SEA SECTOR	122.25, 125.925, 263.35, 263.85
EAST-SEA LOW SECTOR	134.175, 123.65, 272.40, 233.60
POHANG SECTOR	120.575, 119.375, 134.375, 254.70, 335.75
DAEGU SECTOR	125.375, 125.775, 124.575, 234.15, 317.35, 335.50
SOUTH-SEA SECTOR	128.175, 128.325, 335.50, 275.20
COMMON 122.75, 262.75	
EMERGENCY : 121.50, 243.00	
* CONTINGENCY USE ONLY	
INCHEON/DAEGU FIC	
DAEGU INFORMATION	126.90, 135.725, 250.80, 258.50, 317.55 EMERGENCY : 121.50, 243.00
SEOUL RADIO	127.10 3004 kHz, 6532 kHz, 8903 kHz, 13300 kHz, 13303 kHz, 17904 kHz
APPROACH CONTROL	
SEOUL APP	119.05, 119.10, 119.75, 124.70, 120.80, 121.35, 121.40, 123.25, 123.80, 124.20, 124.80, 125.15, 293.30, 305.70, 353.20, 363.80, 121.50, 243.00
JEJU APP	120.425, 121.20, 124.05, 317.70, 279.80, 121.50, 243.00
GIMHAE APP	119.20, 125.50, 134.40, 135.70, 225.10, 230.10, 253.80, 363.80, 121.50, 243.00
GWANGJU APP	130.00, 228.90, 121.50, 243.00
GANGNEUNG APP	124.60, 304.00, 121.50, 243.00
WONJU APP	135.725, 234.40, 130.2, 121.50, 243.00
SACHEON APP	135.40, 344.70, 121.50, 243.00
POHANG APP	120.20, 232.40, 124.25, 121.50, 243.00
DAEGU APP	135.90, 346.30, 121.50, 243.00
YECHEON APP	134.50, 229.35, 121.50, 243.00
HAEMI APP	124.60, 229.25, 253.95, 121.50, 243.00
JUNGWON APP	132.55, 306.70, 121.50, 243.00
GUNSAN APP	124.10, 292.65, 121.50, 243.00
OSAN APP	127.90, 363.10, 121.50, 243.00

CONVENTIONAL routes width 10NM except the following segments :
- A595 (CJU - SAMDO) : 8NM
- G339 (PSN - INVOK) : 8NM
- G585 (SEL - SAPRA) : 8NM
- V11 (PSN - PILIT) : 8NM
- A593 (ONIKU - LAMEN) : 50NM
- B332 (KANSU - IGRAS) : 50NM
- B467 (KANSU - TENAS) : 50NM

A586 (TENAS - PSN) CDR1 Operational Hours(UTC) :
- Weekdays : 1100 - 2200
- SAT : 2200 on the preceding day until 2400 on the Saturday.
- SUN : 0000 - 2200
- Holiday : 1100 on the preceding day until 2200 on the holiday.

Y579 (TENAS - PSN) CDR1 Operational Hours(UTC) :
- Weekdays : 1400 - 2200
- SAT : 2200 on the preceding day until 2400 on the Saturday.
- SUN : 0000 - 2200
- Holiday : 1400 on the preceding day until 2200 on the holiday.

A593 : Flight Level Allocation Scheme (FLAS)
The west of SADLI
- Eastbound : FL 250, FL 270, FL 290, FL 310, FL 330, FL 350, FL 370, FL 390, FL 410
- Westbound : FL 240, FL 260, FL 280, FL 300, FL 320, FL 340, FL 360, FL 380, FL 400

The east of SADLI
- Eastbound(From Shanghai FIR To Fukuoka FIR) : FL 250, FL 290, FL 310, FL 390
- Westbound(From Fukuoka FIR To Shanghai FIR) : FL 240, FL 280, FL 300, FL 400

* Eastbound from SADLI to ONIKU is only for Non-approval of RNAV 2. Any aircraft approved for RNAV 2 operation should use Y590.

G585/Y685 (SEL - KPO) :
- Only flying westbound from KPO to SEL on G585/Y685 is authorized except ACFT departing from RKTY or RKTI.
- Aircraft flying eastbound from SEL to KPO at or above 11 000 ft on G585/Y685 shall get PPR 24 hours before from Incheon/Daegu ACC.
- No PPR is needed at or below 10 000 ft.

G597/Y697 (AGAVO - LANAT) :
- Only flying westbound from SEL to AGAVO on G597/Y697 is authorized. (Unless otherwise assigned by ATC, flying eastbound in this airway shall not be used)
- Aircraft flying eastbound from AGAVO to SEL on G597 shall get PPR 24-hours before from Daegu ACC.
- Only flying westbound from LANAT to KAE on G597 shall get 24HRs PPR from Daegu ACC.

L512 (TENAS-ANDOL)
After ANDOL, MEA is FL290, see AIP JAPAN

V11/Y744 (PSN-PILIT) :
- 11 000 ft to FL240,at or above FL280 will be blocked.
- At or above 11 000 ft, required 15 days PPR from Air Traffic Management Office.

Date of aeronautical infomation 16 OCT 2025 Isogonic information 9 JUL 2025

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50-12, Maeyeo-ro 1-gil, Dong-gu, Deagu 41059, REPUBLIC OF KOREA.

"Topographic data is derived from NGII(Natilonal Geographic Infomation Institute)'s 1:5,000 Digital Map"

3	Capability for removal of disabled aircraft	a. Specialized aircraft recovery equipment(six 30 ton, two 40 ton Pneumatic lifting bags and inflation equipment), Four 100 ton hydraulic recovery jacks, one set of tethering equipment and other accessory equipment available for up to B747 size aircraft can be provided by IIAC, airlines and agencies. b. Coordinator : Emergency Management Center (+82-32-741-2961)
4	Remarks	* ARFF (Aircraft Rescue and Fire-fighting)

RKSI AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	a. 28 Towed runway jet sweeper(working width : up to 8.61 m) b. 28 Compact runway jet sweeper(working width : up to 5.5 m) c. 7 Snow blower(working width : up to 2.5 m) d. 8 Liquid material sprayers(working width : up to 24 m) e. 7 Solid material spreader(working width : up to 5 m) f. 6 Snow plow(working width : up to 3.2 m)
2	Clearance priorities	a. First 1) RWY 15R/33L, 16L/34R 2) TWY B, D, N 3) Rapid exit taxiways(B2~B5, N2~N5) and right angle taxiways (G, J, K, L, S, A4, A5, A7~A16, RG, A19, N7, M5, M7~M17) 4) Apron taxilanes(R1~R12, AS, RA~RC, R17, R21~R25, RG, RE, RW, D7~D10, DA, DC, DM, DP) 5) De-icing Pad b. Second 1) RWY 15L/33R, 16R/34L 2) TWY A, C, M, P 3) Rapid exit taxiways and right angle taxiways connecting RWY 15L/33R, 16R/34L or TWY A, C, M, P 4) Apron taxilanes(RF, M18, M19, R26, DB, DD, DN, DQ) c. Third Other areas except the first and second
3	Remarks	NIL

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

1	Designation, Apron(Ramp) surface and strength	a. Apron1 : Concrete PCR 1 300/R/B/X/T b. Apron2 : Concrete PCR 1 160/R/B/X/T c. Apron3 : Concrete PCR 1 400/R/B/X/T d. Apron4 : Concrete PCR 1 510/R/B/X/T e. Cargo Apron1 : Concrete PCR 1 300/R/B/X/T f. Cargo Apron2 : Concrete PCR 1 160/R/B/X/T g. Maintenance Apron1 : Concrete PCR 1 300/R/B/X/T h. Maintenance Apron2 : Concrete PCR 1 050/R/B/X/T
2	Designation, Taxiway width, surface and strength	Taxiway width, surface and strength : a. Width : 30 m * Noted that the width of TWY M varies between 23 and 30 m. - Shoulder of TWY A/B/C/D : 15 m (Paved 12 m, Turfed 3 m) - Shoulder of TWY M/N/P : 15 m (Paved) b. Surface : Asphalt, Concrete c. Strength TWY A, D : Concrete PCR 1 300/R/B/X/T TWY B, C : Asphalt PCR 1 610/F/B/X/T TWY M : Concrete PCR 1 160/R/B/X/T TWY N : Asphalt PCR 1 290/F/B/X/T TWY P : Asphalt PCR 1 370/F/B/X/T
3	Altimeter check location and elevation	Every specified stands (Refer to Aircraft Parking / Docking Chart)
4	VOR check point	See AD Chart
5	INS check points	INS Checkpoints : Every specified stand (Refer to Aircraft Parking / Docking Chart)
6	Remarks	NIL

Change : Establishment of maintenance apron 2 and Information of TWY width.

RKSI AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of Mode S transponder on the ground	
1.1	General	This system using Mode S transponder improves the accuracy and the reliability of the ground movement monitoring system.
1.2	ACFT equipped with Mode S transponder	ACFT operators shall ensure that Mode S transponders are able to operate when ACFT is on the ground.
1.2.1	Departing ACFT	Prior to push-back or taxiing from a parking stand whichever comes first : - Enter, using either FMS mode or transponder control unit, the flight identification as specified in item 7 of the ICAO flight plan(ex. KAL123, AAR 456) or enter in the absence of flight identification, the ACFT registration. - Select XPNDR or its equivalent in relation to specifications on the installed model. - If function is available, select AUTO mode. - Do not select Off or SDBY functions. - Set Mode A code assigned by ATC. Lining up - Select TA/RA.
	Arriving ACFT	After landing and until the ACFT is stationary at parking stand : - Maintain XPNDR or its equivalent in relation of specification of the installed model. - Do not select OFF and SDBY functions. - Maintain Mode A code assigned by ATC. When ACFT is stationary at the parking stand, select OFF or SDBY.
	Other cases of taxiing ACFT	- Select XPNDR or its equivalent in relation to specifications of the installed model. - If function is available, select AUTO mode. - Do not select the OFF and SDBY function. - Set Mode A code to 2000.
1.3	ACFT not equipped with Mode S transponder or with an unserviceable Mode S transponder	Departing ACFT : - Maintain Mode A+C transponder in the ON position until lining up. Arriving ACFT : - Maintain Mode A+C transponder in the ON position and Mode A code assigned by ATC until parking stand. Other cases of taxiing ACFT : - Select A+C transponder in the ON position or its equivalent in relation to specifications of the installed model. - Do not select the OFF and SDBY function. - Set Mode A code to 2000. Fully parked on stand : - Select OFF or SDBY position.
2	RWY and TWY marking and LGT	a. Runway 1) Lights - Edge lights are installed at 60 m intervals on all runways. - Centerline lights are installed at 15 m intervals on all runways. 2) Markings Runway edges, Touchdown zones, Aiming points and Center line b. Taxiway 1) Lights - Edge lights are installed at 15 m intervals on all TWY curved areas and 60 m intervals of markers are in the rest of areas. - Centerline Lights are installed at 3.75~7.5 m intervals on all TWY curved areas and 15 m intervals in the rest of areas. - Aircraft stand maneuvering guidance lights (SMGL) are installed to facilitate the positioning of the aircraft at the stand (Passenger Apron and Concourse). The lights to delineate the lead-in are spaced with not more than 7.5 m intervals in the curves and 15 m intervals on the straight sections. 2) Markings - TWY & taxilane centerline markings are marked with a yellow solid line on the black base on all specified taxiways designated as the SMGCS (Surface Movement Guidance & Control System) taxiway routes. - Holding position markings are installed on TWY D, G, L, N1, N6, N7 and S for ILS sensitive area in the form of trapezoid as recommended by ICAO (Annex 14). - Geographic position markings are located on the TWYs and Apron Areas and are used to identify the location of taxiing aircraft or vehicles during low visibility conditions. In conjunction with use of ASDE, they provide geographic position of A/C and vehicles if ASDE is unserviceable. 3) Signs - ILS Taxi-holding position signs are marked as "CAT II/III". - Runway holding position lines and signs installed on taxiways G, B1, B6, L, S, N1, N6, N7, P1, P12 and P13 substitute for the ILS sensitive area taxi-holding position.

RKSI AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulations

1.1 Pilots are strongly required to monitor VHF 121.5 MHz when flying within SEOUL TMA.

1.2 Pilots shall exercise extreme caution to avoid penetrating Prohibited Area (P518, P73A/B, etc) or Special Use Airspace (ACMI, R17, etc), especially when flying north of R 270 and R 080 NCN around Incheon INTL Airport. (Refer to RKSI AD 2.19 Radio Navigation and landing Aids.)

1.3 Pilots should always make sure that microphones are not stuck in the transmitting position before transmission in order to prevent frequency blockage (stuck mike) from impairing ATC.

1.4 High Intensity Runway Operation(HIRO)
HIRO will be in force when runway surface condition is dry and adverse weather condition is not present. When HIRO are in force, ATC will inform via ATIS(Phrase : High Intensity Runway Operation in force. Minimum Runway Occupancy Time required) or RTF.

1.4.1 Landing Procedures

a. During HIRO in force, pilots are strongly requested to use the following preferred rapid exit taxiways or vacate the landing runway within 60 SEC of timeframe. Aircraft unable to comply with these procedures should notify ATC as early as possible.

b. Pilots are encouraged to apply proper deceleration technique take into account the following distance information of rapid exit taxiway to avoid decelerating to taxi speed on midpoint of landing runway and minimize runway occupancy time.

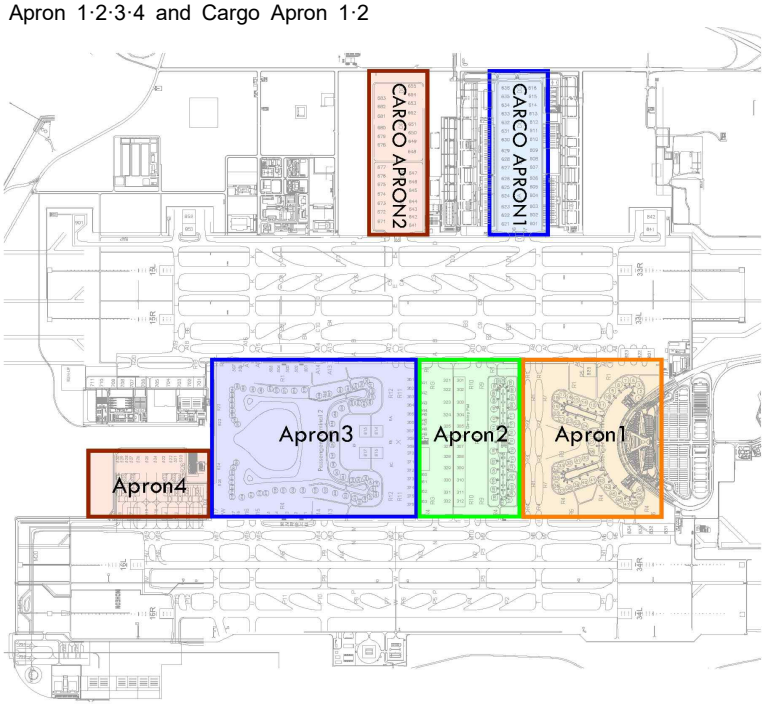
RWY	Rapid Exit Taxiway	Distance from Threshold
15L	**C4**	5 249 ft / 1 600 m
	C3	6 397 ft / 1 950 m
	D2(to cargo apron 1, 2)	6 725 ft / 2 050 m
	C2	7 381 ft / 2 250 m
	C1, D1(to cargo apron 1, 2)	8 418 ft / 2 566 m
15R	**B3**	7 381 ft / 2 250 m
	B2	8 418 ft / 2 566 m
33L	**B4**	7 381 ft / 2 250 m
	B5	8 418 ft / 2 566 m
33R	**C5**	5 249 ft / 1 600 m
	C6	6 397 ft / 1 950 m
	D3	6 725 ft / 2 050 m
	C7	7 381 ft / 2 250 m
	C8, D4(to cargo apron 1, 2)	8 418 ft / 2 566 m
16L	**N3**	6 725 ft / 2 050 m
	N2	8 366 ft / 2 550 m
34R	**N4**	6 725 ft / 2 050 m
	N5	8 366 ft / 2 550 m
16R	**P6**	5 249 ft / 1 600 m
	P5	6 233 ft / 1 900 m
	P4	7 218 ft / 2 200 m
	P2	8 202 ft / 2 500 m
34L	**P7**	5 249 ft / 1 600 m
	P8	6 233 ft / 1 900 m
	P10	7 218 ft / 2 200 m
	P11	8 202 ft / 2 500 m

Note 1 : Preferred rapid exit taxiways are in bold and underlined.
Note 2 : The design speed of all RET is 50 kt.
Note 3 : Runway exit signs(C2, C3, C4, C5, C6, C7, S, P2, P4, P5, P8, P10, P13, W) are installed close to the appropriate taxiway exits in lieu of the ICAO standards.

c. After landing, aircraft are not to stop on rapid exit taxiway to awaiting instructions from ATC but should continue taxi via the following taxi procedures, unless otherwise instructed by ATC.

RWY	Preferred RET	Standard Taxi Procedures
15L	C4	During HIRO in force, any landing aircraft to Apron 1·2·3·4 should continue taxi to TWY J then hold short of RWY 15R on TWY J. Remain on the TWR FREQ. (refer SMGCS - Arrival Taxi Route Chart)
	D2	During HIRO in force, any landing aircraft to Cargo Apron 1·2 should continue taxi via TWY D to appropriate Transfer of Control Point(TCP) of parking gate/stand. (refer SMGCS – Arrival Taxi Route Chart)
15R	B3	During HIRO in force, any landing aircraft to Apron 1·2·3·4 should continue taxi via TWY B to appropriate Transfer of Control Point(TCP) of parking gate/stand. Remain on the TWR FREQ. (refer SMGCS - Arrival Taxi Route Chart)
33L	B4	During HIRO in force, any landing aircraft to Apron 1·2·3·4 should continue taxi via TWY B to appropriate Transfer of Control Point(TCP) of parking gate/stand. (refer SMGCS - Arrival Taxi Route Chart)
33R	C5	During HIRO in force, any landing aircraft to Apron 1·2·3·4 should continue taxi to TWY K then hold short of RWY 33L on TWY K. Remain on the TWR FREQ. (refer SMGCS - Arrival Taxi Route Chart)
	D3	During HIRO in force, any landing aircraft to Cargo Apron 1·2 should continue taxi via TWY D to appropriate Transfer of Control Point(TCP) of parking gate/stand. (refer SMGCS – Arrival Taxi Route Chart)
16L	N3	During HIRO in force, all landing aircraft should continue taxi via TWY N to appropriate Transfer of Control Point(TCP) of parking gate/stand. (refer SMGCS - Arrival Taxi Route Chart)
34R	N4	During HIRO in force, all landing aircraft should continue taxi via TWY N to appropriate Transfer of Control Point(TCP) of parking gate/stand. (refer SMGCS - Arrival Taxi Route Chart)
16R	P6	During HIRO in force, all landing aircraft should continue taxi to TWY T then hold short of RWY 16L on TWY T. Remain on the TWR FREQ. (refer SMGCS - Arrival Taxi Route Chart)
34L	P7	During HIRO in force, all landing aircraft should continue taxi to TWY U then hold short of RWY 34R on TWY U. Remain on the TWR FREQ. (refer SMGCS - Arrival Taxi Route Chart)

d. Diagram of Apron 1·2·3·4 and Cargo Apron 1·2



Change : Information of diagram of Apron 1·2·3·4 and Cargo Apron 1·2.

1.4.3 Departure Sequence

a. Departures will normally be cleared in the order in which they are ready for take-off(First Come, First Served), however deviations may be made from this principle to facilitate the maximum number of departures with the least average delay considering following factors:

(1) Types of aircraft and their relative performance;
(2) Routes to be followed after take-off
(3) Any specified minimum departure interval between take-off
(4) Need to apply wake turbulence separation minima;
(5) Aircraft which should be afforded priority; and
(6) Aircraft subject to ATFM requirements

b. For aircraft subject to ATFM requirements, it is the responsibility of the pilot and the operator to ensure that the aircraft is ready to taxi in time to meet any required departure time, bearing in mind that once a departure sequence is established on the taxiway system, it can be difficult, and sometimes impossible, to change the order.

1.5 Preferential RWY System

The runway 33L/R or 34L/R is recommended to be in use to the extent of 8 kts tailwind. If unable to comply with this procedure, notify ATC of the reason 20 minutes prior to ETD or ETA. Delay may be possible depend on traffic situation.

1.6 Inbound Cargo Aircrafts(using Cargo Apron) to Incheon Airport are required to advise Seoul Approach for runway assignment that you are a “cargo”.

1.7 Runway operation information

Time(UTC)	Departure	Arrival
0000~2359	15R/33L, 16L/34R	15L/33R, 16R/34L

※ The above times and runways in use may be changed if necessary due to ATC purposes, scheduled preventive maintenance time, weather, ground conditions and traffic volume.

1.8 Flight limitations

1. The use of this airport for training purpose is prohibited. The deliberate simulation of engine failure is not permitted whilst on approach to or departure from the airport.

2. The use of this airport by light sports aircraft, ultra-light vehicles and lighter than air is prohibited.

2. Apron control services

Incheon Apron issues push-back or taxi instructions, approval, and/or necessary information to aircraft, vehicles and personnel within Apron areas(Apron 1·2·3·4, Cargo Apron 1·2 and Maintenance Apron 1·2) and de-icing pads.

2.1. Transponder

Pilots should always operate transponders with XPDR(and AUTO if available) except for fully parking aircraft on stand.

3. Ground Movement

3.1 Airport Collaborative Decision Making(A-CDM)

1. General

a. A-CDM is a process that allows air traffic controllers, airport operators, aircraft operators(AO), ground handling agents(GHA), pilots and air traffic flow managers to exchange operational information and work together to efficiently manage operations at aerodrome.

b. Definitions Commonly Used Terms in A-CDM.

(1) Target Off Block Time(TOBT) - The time that an AO or GHA estimates that an aircraft will be ready, all doors closed, boarding bridge removed, push-back vehicle available and ready to start up / push-back immediately upon reception of clearance from the ATC.

(2) Target Start up Approval Time(TSAT) - The time provided by ATC taking into account TOBT, Calculated Take-Off Time(CTOT) and/or the traffic situation that an aircraft can expect startup / push-back approval.

c. The operation of A-CDM at Incheon Airport will be phased due to ATC environmental restrictions. TSAT will not be provided to all departure flights. The flights subject to Pre-Departure Sequencing are limited to ATFM regulated flights during first operational phase.

d. TSAT will not be provided to the aircraft in de-icing operation.

e. TOBT and TSAT will be displayed on VDGS in UTC for the improvement of A-CDM operation.

Change : Establishment of maintenance apron 2.

2. A-CDM Procedures

a. Incheon Airport A-CDM Portal System will automatically calculate system TOBT for each departure flight taking into account the Estimated In-Block Time/Actual In-Block Time(EIBT/AIBT), Minimum Turnaround Time(MTTT) and Estimated Off Block Time(EOBT).

b. AO or GHA can manually update the system generated TOBT from 90 minutes prior to EOBT.

c. If the prediction of departure readiness (new TOBT) differs more than 5 minutes from the previous TOBT, AO or GHA shall update TOBT.

d. TOBT shall not deviate from EOBT by more than 15 minutes. If TOBT deviates from EOBT by more than 15 minutes, AO has to initiate an delay message. When EOBT is modified, TOBT is automatically modified to the value of EOBT.

e. TOBT shall be updated through the following channels:
(1) A-CDM portal and mobile web; or
(2) Flight Information Assistant(FIA) at PBB boarding rooms

f. TOBT information is available through the following channels:
(1) A-CDM portal and mobile web; or
(2) Flight Information Assistant(FIA) at PBB boarding rooms; or
(3) Visual Docking Guidance System(VDGS); or
(4) Radio communication with AO or GHA

g. TSAT will be calculated by taking into account factors such as TOBT, CTOT, Estimated Taxi-Out Time(EXOT) and ATC separation standards etc. Thus the accuracy of TOBT is vital to an optimal TSAT.

h. AO or GHA are strongly encouraged to update TOBT as soon as any expected delay to the aircraft readiness for push-back is made available to avoid unnecessary hold-ups.

i. TSAT information is available through the following channels:
(1) A-CDM portal and mobile web; or
(2) Flight Information Assistant(FIA) at PBB boarding rooms; or
(3) Visual Docking Guidance System(VDGS); or
(4) Radio communication with GHA or AO; or
(5) INCHEON APRON (in case VDGS is unserviceable)

3. Non A-CDM Procedures

a. The non A-CDM procedure is applicable when TOBT and TSAT references used in A-CDM mode of operations become unavailable due to system issues or maintenance.

b. If unable to refer TOBT through any channels, pilot shall contact INCHEON DELIVERY for ATC clearance via voice RTF or Data-link Departure Clearance Service(DCL) from EOBT -10 minutes.

3.2 Procedures for start-up and push back

1. Pilot shall ensure aircraft is ready for push-back at TOBT.

2. Pilot shall maintain communication with the AO / GHA as they are responsible for updating the TOBT. Pilot shall notify the AO / GHA to update the TOBT if it is expected to differ by 5 minutes or more.

3. ATC clearance can be requested via voice RTF or Data-link Departure Clearance Service(DCL) from TOBT -10 minutes to +5 minutes.

4. ATC will update TSAT changes if any, before push-back. Note that TSAT displayed on VDGS may not be final and can be revised due to en-route clearance restrictions, ground congestion or flow management.

5. Pilot with TSAT shall contact INCHEON APRON to request engine start-up and push-back within 5 minutes of TSAT after obtaining ATC clearance. Pilot without TSAT shall contact INCHEON APRON after obtaining ATC clearance when ready for start-up and push-back. The pilot provide the following:
(1) Call sign
(2) Gate/Stand number
(3) TSAT (If applicable)

6. INCHEON APRON may swap push-back sequencing based on TSAT and real-time readiness of aircraft to maximise apron and runway capacity and to reduce the overall delay to traffic as and when required.

7. If a flight is unable to commence push-back by TSAT +5 minutes due to the aircraft being unready, ATC clearance and TSAT will be cancelled. Pilot must notify the AO / GHA to update the TOBT for a new TSAT before requesting for a new ATC clearance. This also applies to aircraft returning back to blocks after push-back.

3.5 Follow the Greens(FtGs) procedures at Incheon INTL Airport

3.5.1 “Follow the Greens” procedures at Incheon INTL Airport is operated to provide pilots with individual visual guidance(green taxiway centerline lights and red stop bar lights) while taxiing during day and night operations as well as during periods of low visibility.

3.5.2 Aircraft taxiing on maneuvering and apron area will be guided by dedicated individual green taxiway centerline lights in front of the aircraft.

3.5.3 ATC or Apron control will use the phraseology “Follow the Greens.....” when issuing a clearance to pilots to taxi along the directional guidance provided by the green taxiway centerline lights to clearance limit(runway holding point or transfer of control point/TCP or stop bar lights or specific points.)

3.5.4 When instructed to follow the greens by ATC or Apron control, pilots are reminded of the extreme importance of maintaining a careful lookout and are at all times responsible wing tip clearance.

3.5.5 When instructed to follow the greens by ATC or Apron control, pilots shall not taxi ahead if there is no green lights or red stop bar lights are ahead.

3.5.6 Pilots and drivers shall enter/cross the runway or taxiway only when both the following conditions are met.
The crew have
a. received positive ATC or Apron control clearance to enter/cross the runway or taxiway, and
b. observed that the red stop bar lights are turned off.

3.5.7 In the apron area, when Apron control instructs a pilot to hold at a specific point, the pilot must stop at that position even if the green centerline lights are illuminated.

3.5.8 When more than one aircraft taxi closely toward the common intersection, it is possible to see more than one directional guidance ahead because the end of proceeding green lights segment is still remaining.

3.5.9 When more than one directional guidance are provided ahead or hard to see the guidance due to reflection of sunlight, pilots shall stop and ask ATC or Apron control for onward clearance before taxiing.

3.5.10 When more than one aircraft taxi toward the common intersection, ATC or Apron control will continue turning on the green lights to give priority to first aircraft. Second aircraft will be instructed “GIVE WAY TO...../FOLLOW.....” or provided turning on the red stop bar lights.

3.5.11 When ATC or Apron control wants to terminate the “Follow the Greens”, ATC or Apron control will revert to directional guidance by taxiway information or mandatory signs/markings. In this case, pilots shall navigate their taxi route with reference to signs/markings on taxiway.

Change : Information of follow the greens(FtGs) procedures and item numbers.

4. De-icing operations

4.1 Issuance of de/anti-icing operations phase

Phase	Application of phase
BLUE (Phase 1)	Initiated when snow begins and de-icing request are received.
YELLOW (Phase 2)	Initiated when number of aircraft in the de-icing queue reaches 45 aircraft or more.
ORANGE (Phase 3)	Initiated when number of aircraft in the de-icing queue reaches 80 aircraft or more.
RED (Phase 4)	Initiated when number of aircraft in the de-icing queue reaches 120 aircraft or more.

Note : The de/anti-icing operation phase may be adjusted depending on de-icing capacity or prevailing traffic conditions.

4.2 De-icing zones and pads

De-icing pads assignment will be made as pad-group.

1. A South zone : 821, 822, 823, 825 pads
2. M South zone : 831, 832, 833, 834 pads
3. M North zone : 551, 552, 553, 554, 557, 558 pads
4. T Center zone : 814, 815, 816, 817 pads
5. Central De-icing zone : 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312 pads
6. D South zone : 841, 842 pads
7. D North zone : 851, 852 pads

4.3 De-icing operational procedures

1. De-icing requests and cancellations are possible through A-CDM portal system by AO or via radio communication with Incheon De-icing by flight crew.
2. Engine on de-icing is available on all de-icing pads and ACFT types applicable for engine on de-icing depend on AO or GHA.
3. Technical de-icing (landing gear, brakes, inside LE- or TE-flaps, under wing, engine inlets, fan blades and sensors/ static ports/ pitot probes) should be performed by engine off.
4. For safety and GHA's operational reasons(weather conditions, etc.), engine off de-icing can be applied.
5. On the de-icing pads ACFT shall hold abeam the stop line which indicates the cockpit stop position or follow the advice of the marshaller.
6. Aircrew shall control the throttle carefully, avoiding the exhausted gas causing damage to support personnel and equipment, when aircraft exit the de-icing stands.
7. During the engine on de-icing, aircrew shall keep the engine idle and set the brake. ACFT hold position until Pad Control give the taxi instruction.
8. The detailed de-icing procedures are given on the 'Incheon International Airport Pilot De-icing Guide'. The guide is available for download on the official website(www.airport.kr/co_en/4415/subview.do).

Change : Information of de-icing operations and de-icing pad(ACFT stand NR. 558).

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 107.5 m 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

B747-8, 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.

	Unavailable Taxiing Routes	
	B747-8	A380
Apron 1	-	AS, R5
Apron 3	-	RF
		Parts of RA, RB, RC (Except the routes between R11 and R12)
	RE, RW, R22, R23, R24, R25 available for aircraft up to ICAO Code C	
Apron 4	-	R26
	-	M18, M19(R4 ~ R26 routes)
Cargo Apron 1	-	D7, D8
Maintenance Apron	Parts of M, M21, M22 available for aircraft up to ICAO code E	

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 : Information of taxiing routes on aprons.

	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	○	○	-

	Stand NR.	Code F ACFT		Restriction
		A380	B747-8	
De-icing Apron	302	○	○	-
	303	○	○	-
	304	○	○	-
	309	○	○	-
	310	○	○	-
	311	○	○	-
	551	○	○	-
	552	○	○	-
	557	○	○	-
	823	○	○	-
	825	-	○	-
	831	○	○	-
	841	-	○	-
	842	○	○	-
	851	-	○	-
	852	○	○	-
Maintenance Apron 1	701	○	○	-
	704	○	○	-
	705	○	○	-
	709	○	○	-
	710	○	○	-
Maintenance Apron 2	731	○	○	-
	732	○	○	-
	733	○	○	-
	734	○	○	-

11.6 ICAO Code F aircraft entering or leaving the maintenance apron 1 shall be towed at a speed less than 5 kt.

12. Transfer of control between aprons

12.1 Transfer of control point in apron 1, 2 and 3

Aircraft taxiing from apron 1 to apron 2(or from apron 2 to apron 1), or from apron 2 to apron 3(or from apron 3 to apron 2) will change the frequency when approaching the transfer of control point below.

Apron	Position	TCP (Transfer of Control Point)
Apron 1 ↔ Apron 2	Gate 103	1T
	Gate 130	2T
Apron 2 ↔ Apron 3	between ACFT stands NR. 341 & 361	3T
	between ACFT stands NR. 353 & 376	4T

Refer to RKSI AD CHART 2-1, 2-3, 2-6, 2-7, 2-8, 2-9 for the position in detail.

Change : Establishment of maintenance apron 2, Amended table and Information of special notice to ICAO Code F aircraft operations.

13. Reduced Runway Separation Minima(RRSM)

Reduced Runway Separation Minima(RRSM) will be applied between a departing aircraft and a succeeding landing aircraft or between two successive landing aircraft.

a. RRSM will be applied when the following conditions exist :

(1) Visibility of at least 5 km and ceiling not lower than 1 000 ft;
(2) During the hours of daylight from 30 minutes after local sunrise to 30 minutes before local sunset;
(3) No unfavorable surface wind conditions
(including turbulence, wind shear, or significant tailwind(greater than 5 knots), etc);
(4) The braking action shall not be adversely affected by runway contaminants;
(5) The second aircraft will be able to see the first aircraft clearly and continuously until it is clear of runway.

b. Landing clearance may be issued to an arriving aircraft while the runway is still occupied provided that there is reasonable assurance that the following separation distance will exist when the arriving aircraft crosses the runway threshold. :

(1) Landing following Landing

Preceding aircraft has landed and has passed at least 2 400 m from the threshold of the landing runway, is in motion and will vacate the runway without backtracking;

(2) Landing following Departure

Preceding aircraft is/will be airborne and has passed at least 2 400 m from the threshold of the landing runway.

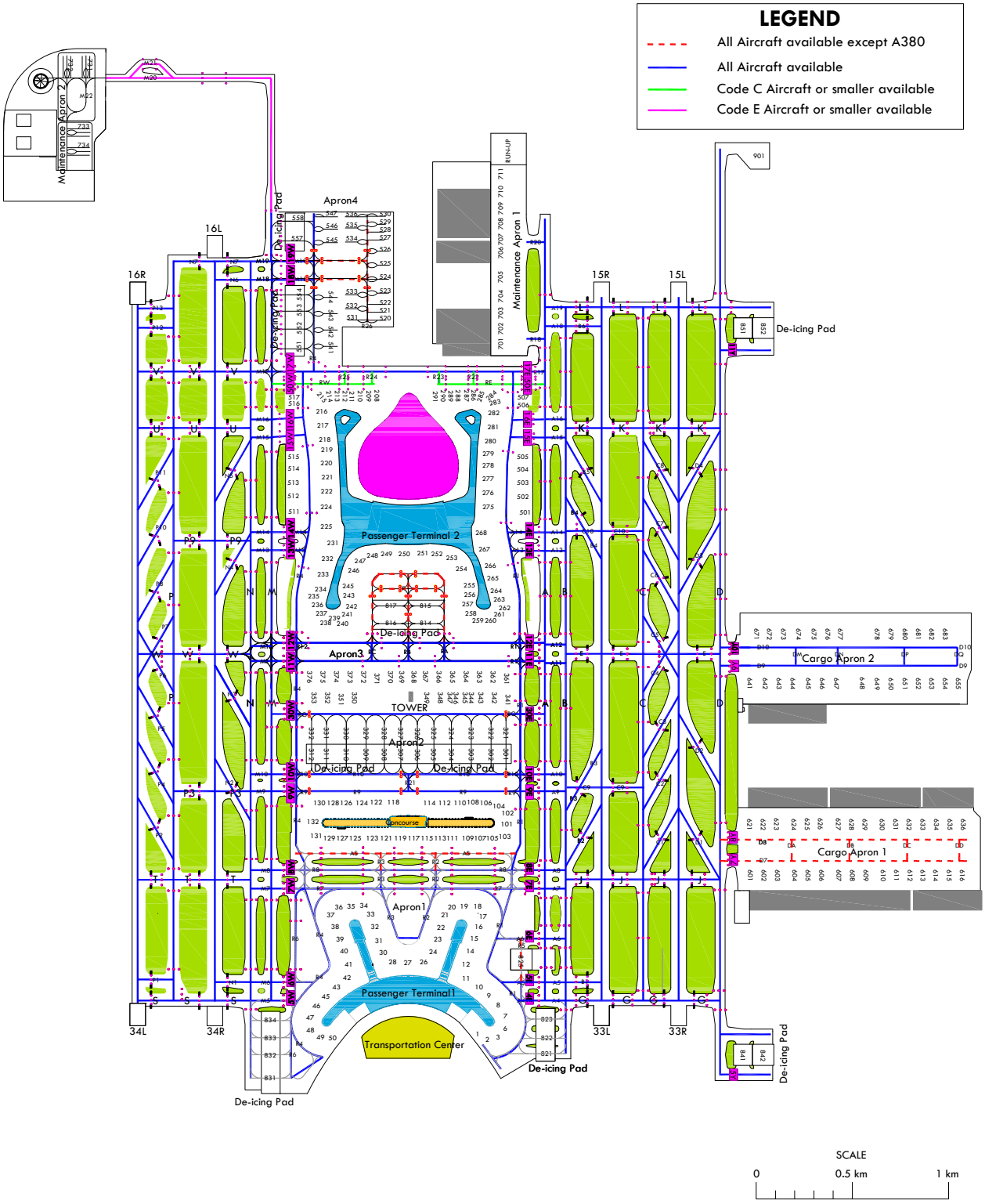
c. ATC will provide traffic information when issuing the landing clearance. The following ICAO standard phraseology examples will be used :

- “(Call sign), PRECEDING B747 VACATING RUNWAY/ABOUT TO VACATE/LANDING ROLL, CLEARED TO LAND.”
- “(Call sign), DEPARTING A321 AHEAD ABOUT TO ROTATE, CLEARED TO LAND.”

14. Restriction on the taxilane R17 over bridge

1. All aircraft shall taxi at speed of less than 15 kt on Taxilane bridge R17 (Taxilane R17 over bridge) to ensure safe movement.
2. ICAO Code C and D aircraft could be restricted for taxiing on the bridge R17 during 60 ~ 70 kt of wind speed.
3. All aircraft could be restricted for taxiing on the bridge R17 during not less than 70 kt of wind speed.

ICAO Code F Aircraft Taxiing Route



Change : Establishment of maintenance apron 2, code E ACFT available taxiing route and Information of de-icing pad, TWYs.

INTENTIONALLY

LEFT

BLANK

LOW VISIBILITY PROCEDURE

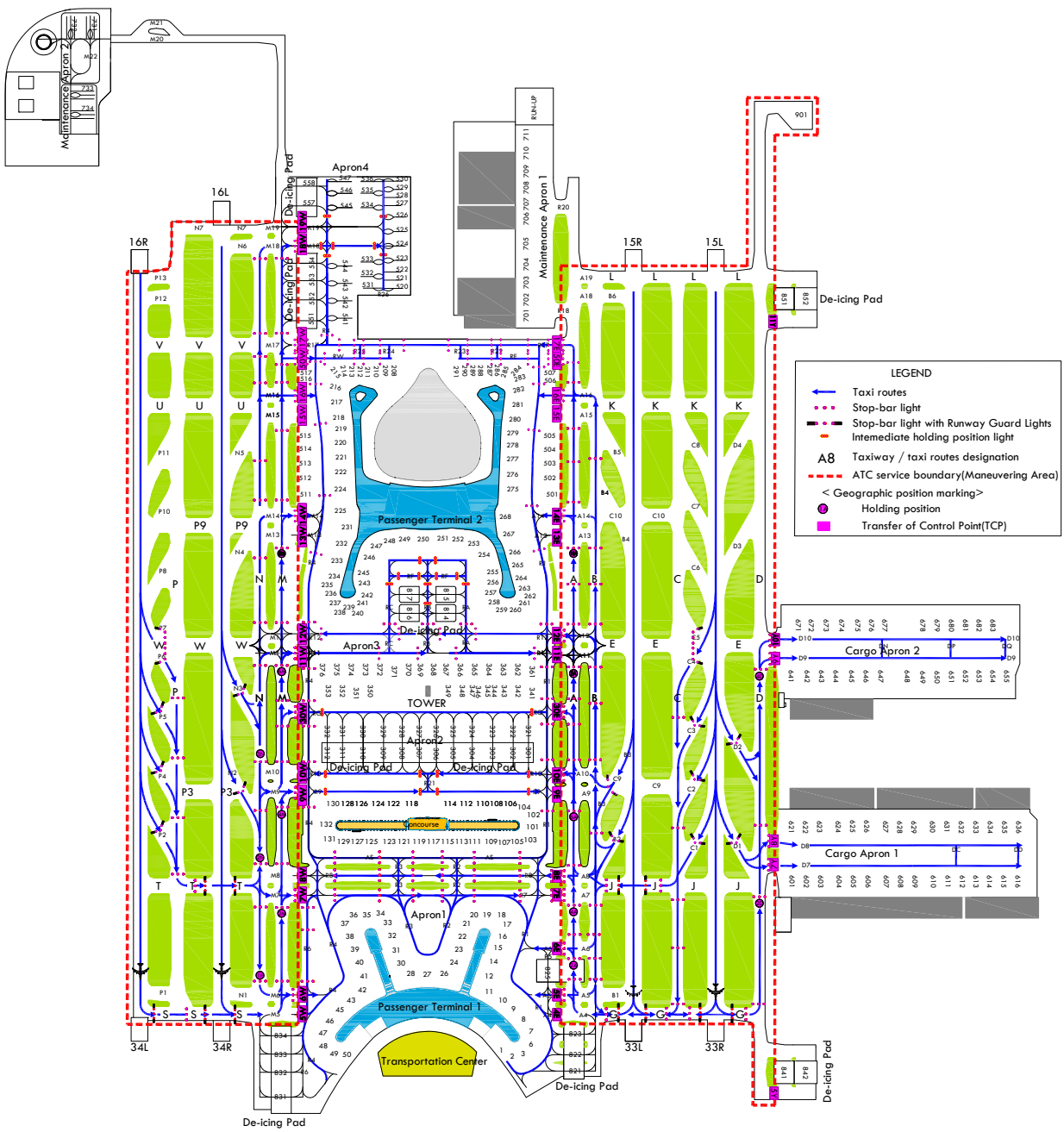
AERODROME ELEV **7** m

GND CONTROL	121.75(E)	121.7(W)	
APRON CONTROL	121.65	122.175	123.675
	121.8	123.325	129.725

SEOUL/Incheon Intl(RKSI)

RWY 15L/R, 16L/R

SMGCS - Arrival Taxi Route



NOTE 1
1. Aircraft landing on RWY 15L/R contact ground 121.75 MHz.
2. Aircraft landing on RWY 16L/R contact ground 121.7 MHz.
3. Aircraft taxiing via A5, A6, M6, R7 and R8 contact Apron on 121.65 MHz.
4. Aircraft taxiing via R9, R10 and RG contact Apron on 121.8 MHz.
5. Aircraft taxiing via R11, R12, A13, A14, M13 and M14 contact Apron 122.175 MHz.
6. Aircraft taxiing via A15, A16, M15, M16, RE, RW and R17 contact Apron 129.725 MHz
7. Aircraft taxiing via M18 and M19 contact Apron 123.675 MHz.
8. Aircraft for Cargo Aprons contact Apron 123.325 MHz.
9. Aircraft stand maneuvering guidance lights on ACFT stands NR. 361, 376, 506, 507, 516, 517 are not installed. Follow-me or ground marshalling service will be provided at the pilot's request.

NOTE 2
Apron 2(321~332, 341~353), Apron 3(361~376, 501~507, 511~517) and Apron 4(520~529, 531~535, 541~547, 558) are for remote apron of PAX ACFT.

NOTE 3
1. ACFT LVP Routes in Apron area can be used in both directions under the traffic situation.
2. Taxiing Routes for A380 ACFT are restricted in some Apron area. Refer to AIP RKSI AD 2-28.

NOTE 4
Taxilane RE & RW can only be used by Code C aircraft or smaller (maximum wingspan 36 m).

SCALE
0 0.5 km 1 km

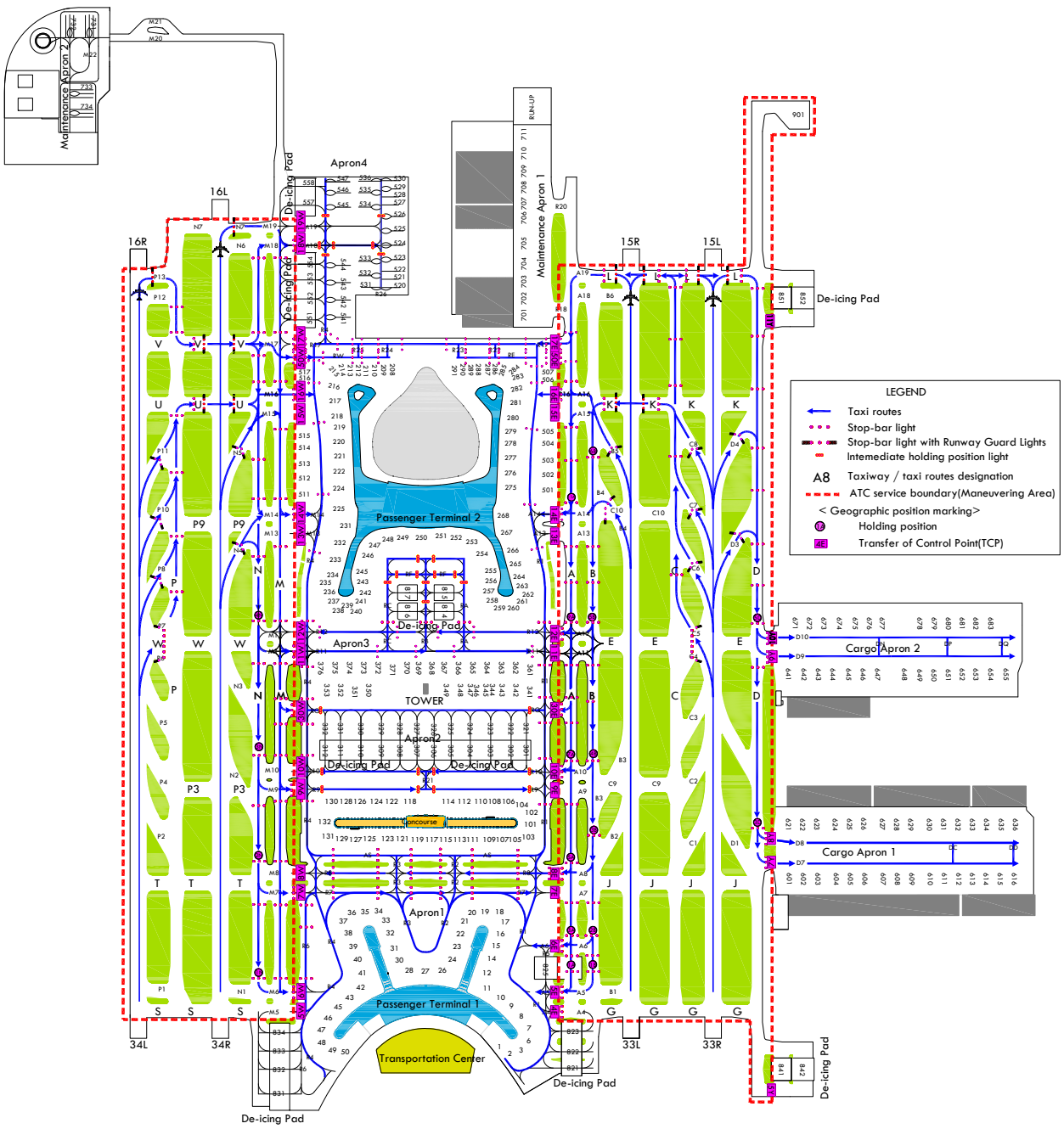
Change : Establishment of maintenance apron 2 and Information of de-icing pad(ACFT stand NR. 558), TWYs.

LOW VISIBILITY PROCEDURE

AERODROME ELEV **7** m

GND CONTROL	121.75(E)	121.7(W)	
APRON CONTROL	121.65	122.175	123.675
	121.8	123.325	129.725

SEOUL/Incheon Intl(RKSI)
RWY 33L/R, 34L/R
SMGCS - Arrival Taxi Route



NOTE 1
1. Aircraft landing on RWY 33L/R contact ground 121.75 MHz.
2. Aircraft landing on RWY 34L/R contact ground 121.7 MHz.
3. Aircraft taxiing via A5, A6, M6, R7 and R8 contact Apron on 121.65 MHz.
4. Aircraft taxiing via R9, R10 and RG contact Apron on 121.8 MHz.
5. Aircraft taxiing via R11, R12, A13, A14, M13 and M14 contact Apron 122.175 MHz.
6. Aircraft taxiing via A15, A16, M15, M16, RE, RW and R17 contact Apron 129.725 MHz.
7. Aircraft taxiing via M18 and M19 contact Apron 123.675 MHz.
8. Aircraft for Cargo Aprons contact Apron 123.325 MHz.
9. Aircraft stand maneuvering guidance lights on ACFT stands NR. 361, 376, 506, 507, 516, 517 are not installed. Follow-me or ground marshalling service will be provided at the pilot's request.

NOTE 2
Apron 2(321~332, 341~353), Apron 3(361~376, 501~507, 511~517) and Apron 4(520~529, 531~535, 541~547, 558) are for remote apron of PAX ACFT.

NOTE 3
1. ACFT LVP Routes in Apron area can be used in both directions under the traffic situation.
2. Taxiing Routes for A380 ACFT are restricted in some Apron area. Refer to AIP RKSI AD 2-28.

NOTE 4
Taxilane RE & RW can only be used by Code C aircraft or smaller (maximum wingspan 36 m).

SCALE
0 0.5 km 1 km

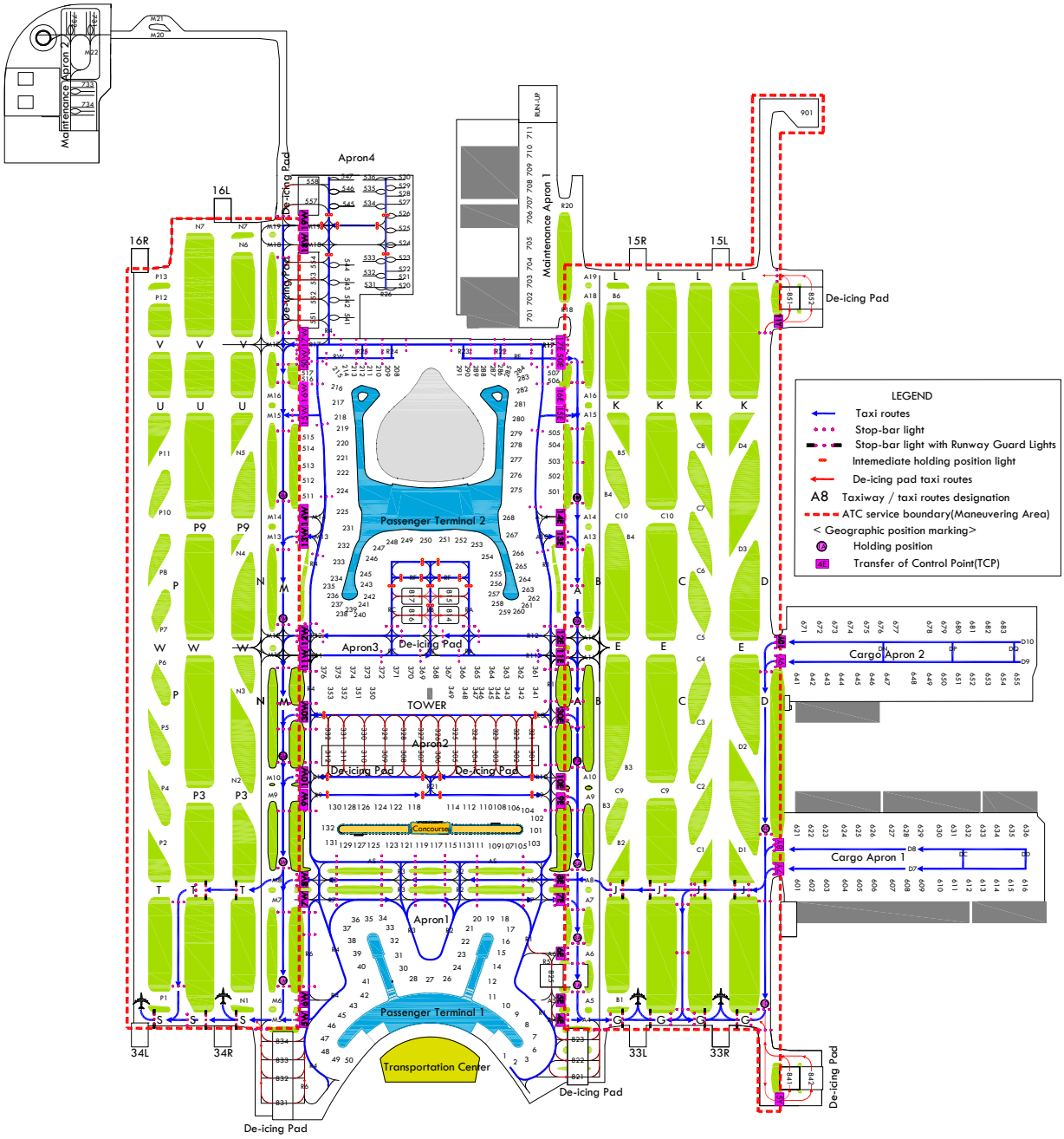
Change : Establishment of maintenance apron 2 and Information of de-icing pad(ACFT stand NR. 558), TWYs.

LOW VISIBILITY PROCEDURE

AERODROME ELEV **7** m

GND CONTROL	121.75(E)	121.7(W)	
APRON CONTROL	121.65	122.175	123.675
	121.8	123.325	129.725

SEOUL/Incheon Intl(RKSI)
RWY 33L/R, 34L/R
SMGCS - Departure Taxi Route



NOTE 1
1. Aircraft taking off from RWY 33L/R contact ground 121.75 MHz.
2. Aircraft taking off from RWY 34L/R contact ground 121.7 MHz.
3. Aircraft at Gates 1~50, Odd number gates 103~131 and Gate 132 contact Apron 121.65 MHz.
4. Aircraft at Gate 101, Even number gates 102~130 and Remote stands 301~312, 321~332, 341~353 contact Apron 121.8 MHz.
5. Aircraft at Gate 225~268, Remote stands 361~376 contact Apron 122.175 MHz.
6. Aircraft at Gate 208~224, 275~291, Remote stands 501~507, 511~517 contact Apron 129.725 MHz.
7. Aircraft at Remote stands 520~529, 531~535, 541~547, 558 contact Apron 123.675 MHz.
8. Aircraft at Cargo stands 601~616, 621~636, 641~655 and 671~683 contact Apron 123.325 MHz.
9. Aircraft stand maneuvering guidance lights on ACFT stands NR. 361, 376, 506, 507, 516, 517 are not installed. Follow-me or ground marshalling service will be provided at the pilot's request.

NOTE 2
Apron 2(321~332, 341~353), Apron 3(361~376, 501~507, 511~517) and Apron 4(520~529, 531~535, 541~547, 558) are for remote apron of PAX ACFT.

NOTE 3
1. ACFT LVP Routes in Apron area can be used in both directions under the traffic situation.
2. Taxiing Routes for A380 ACFT are restricted in some Apron area. Refer to AIP RKSI AD 2-28.

NOTE 4
Taxilane RE & RW can only be used by Code C aircraft or smaller (maximum wingspan 36 m).

SCALE
0 0.5 km 1 km

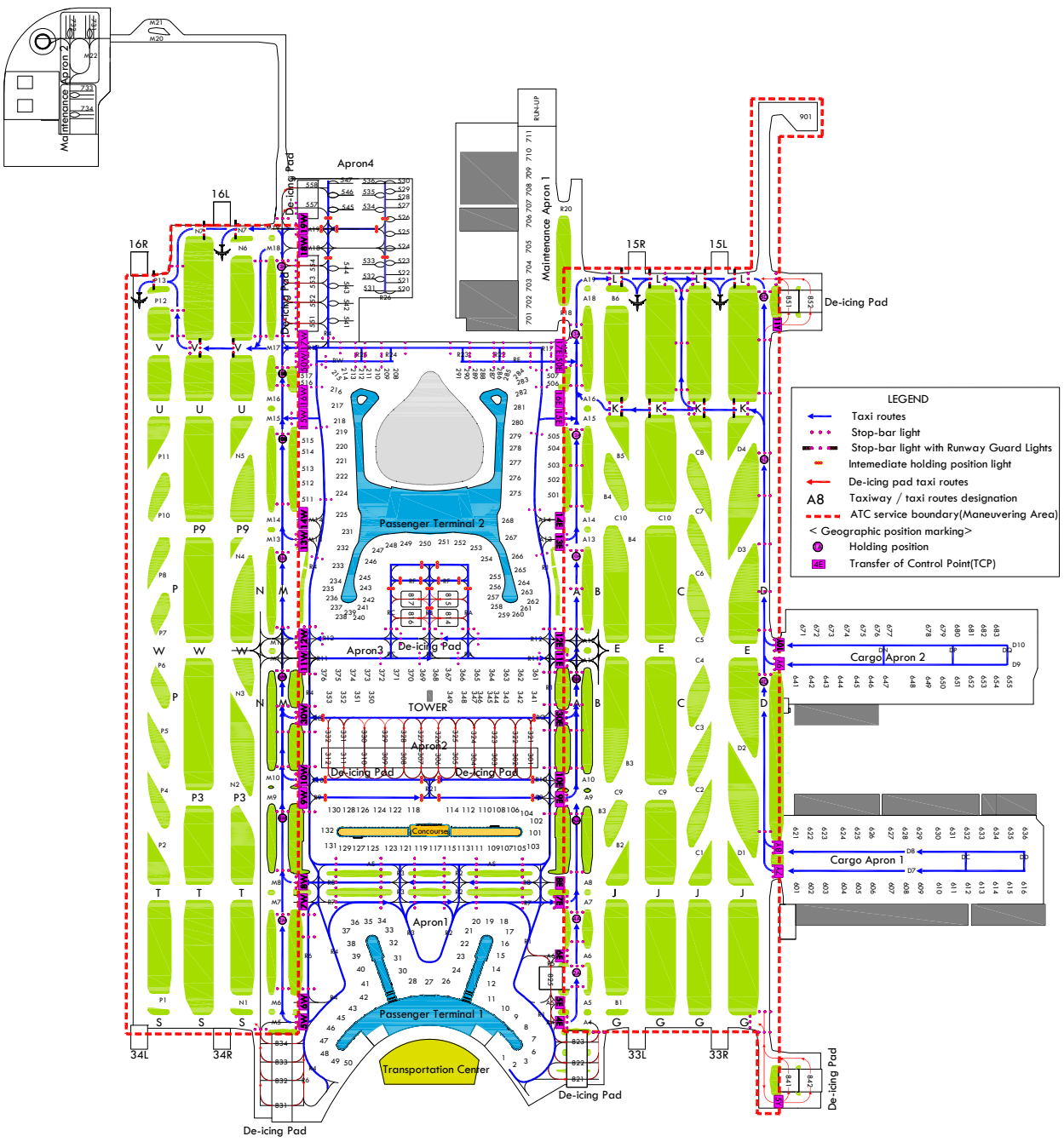
Change : Establishment of maintenance apron 2 and Information of de-icing pad(ACFT stand NR. 558), TWYs.

LOW VISIBILITY PROCEDURE

AERODROME ELEV **7** m

GND CONTROL	121.75(E)	121.7(W)	
APRON CONTROL	121.65	122.175	123.675
	121.8	123.325	129.725

SEOUL/Incheon Intl(RKSI)
RWY 15L/R, 16L/R
SMGCS - Departure Taxi Route



NOTE 1
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4. Aircraft at Gate 101, Even number gates 102~130 and Remote stands 301~312, 321~332, 341~353 contact Apron 121.8 MHz.
5. Aircraft at Gate 225~268, Remote stands 361~376 contact Apron 122.175 MHz.
6. Aircraft at Gate 208~224, 275~291, Remote stands 501~507, 511~517 contact Apron 129.725 MHz.
7. Aircraft at Remote stands 520~529, 531~535, 541~547, 558 contact Apron 123.675 MHz.
8. Aircraft at Cargo stands 601~616, 621~636, 641~655 and 671~683 contact Apron 123.325 MHz.
9. Aircraft stand maneuvering guidance lights on ACFT stands NR. 361, 376, 506, 507, 516, 517 are not installed. Follow-me or ground marshalling service will be provided at the pilot's request.

NOTE 2
Apron 2(321~332, 341~353), Apron 3(361~376, 501~507, 511~517) and Apron 4(520~529, 531~535, 541~547, 558) are for remote apron of PAX ACFT.

NOTE 3
1. ACFT LVP Routes in Apron area can be used in both directions under the traffic situation.
2. Taxiing Routes for A380 ACFT are restricted in some Apron area. Refer to AIP RKSI AD 2-28.

NOTE 4
Taxilane RE & RW can only be used by Code C aircraft or smaller (maximum wingspan 36 m).

SCALE
0 0.5 km 1 km

Change : Establishment of maintenance apron 2 and Information of de-icing pad(ACFT stand NR. 558), TWYs.

RKSI AD 2.21 NOISE ABATEMENT PROCEDURES

1. Aircraft Operating Procedures(except helicopters)

1.1 Take off

All departing aircraft should apply ICAO PANS-OPS (Doc 8168) Volume III Noise Abatement Take-off Climb Procedures as follows :

1. Runway 33L/R, 34R/L :

- Noise Abatement Departure Procedure ONE (NADP ONE)
  a. Thrust reduction at 1 500 ft above aerodrome elevation recommended.

2. Runway 15L/R, 16L/R :

Noise Abatement Departure Procedure ONE or TWO (NADP ONE or NADP TWO)
a. NADP ONE : Thrust reduction at 1 500 ft above aerodrome elevation recommended
b. NADP TWO : Acceleration at 1 000 ft above aerodrome elevation recommended
c. For noise abatement and CO_2 reduction using a NADP TWO is recommended. If for safety reasons (prevention of bird strike), compliance with the recommended procedure is not possible, NADP ONE may be used.

1.2 AUXILIARY POWER UNITS(APUs)

At Passenger docking stands, primarily the stationary airport pneumatic and electrical service units shall be used. Alternatively the airport owned mobile units shall be used.
At other stands, the airport owned mobile units shall be used.

Airborne APUs shall only be started;

- to start engine, the earliest 30 minutes before off-block time; however wide fuselage aircraft are permitted to use APU 60 minutes prior to scheduled departure time.
- if maintenance work on the aircraft makes it unavoidable; in that case the service period shall be kept as short as possible;
- if the Airport owned units are not available or unserviceable for specific aircraft types; in that case the airborne APUs shall be started at the earliest 60 minutes before off-block time and be kept in operation not more than 30 minutes after the on-block time.

In particular cases the Airport Corporation may permit longer service periods for APUs after the on-block time.

- Airport Corporation Telephone : 032-741-2458～9.
- INCHEON APRON CONTROL : 121.65 MHz, 122.175 MHz, 121.8 MHz, 123.325 MHz, 123.675 MHz, 129.725 MHz

RKSI AD 2.22 FLIGHT PROCEDURES

1. IFR Procedure

1.1 IFR ATC Clearance

The following procedures are established for all turbo jet departures from Incheon International Airport :

1. IFR ATC clearance may be obtained by Voice RTF or datalink Departure clearance Service(DCL)(via ARINC (623)).

2. Pilot shall contact INCHEON DELIVERY via voice RTF or Data-link Departure Clearance Service(DCL) from TOBT -10 minutes(in case of NON A-CDM, EOBT -10 minutes) to +5 minutes and report the following information. If initial call takes to place too early, Clearance Delivery will ask the pilot to call again at TOBT -10 minutes. In case of DCL, reject message will be received. (refer RKSI AD 2.20 3.1 A-CDM)

   a. Aircraft identification
   b. Destination
   c. Gate or stand number
   d. ATIS code

3. In cases where ATC clearance is received via DCL, Pilot should follow restrictions in the remarks of ATC Clearance and acknowledge them within 5 minutes.

4. If unable to commence push-back by TSAT +5 minutes(flight with TSAT) or within 10 minutes after receiving ATC clearance(flight without TSAT) due to the aircraft being unready, ATC clearance will be cancelled. Pilot shall contact again INCHEON DELIVERY for clearances. (Refer RKSI AD 2.20 3.2)

1.2 Speed Restrictions

1. All aircraft shall not exceed 250 kt IAS below 10 000 ft in SEOUL TMA, unless otherwise authorized by ATC. If unable to comply with this speed restriction, state minimum speed acceptable to ATC.

2. ATC will use “NO ATC SPEED RESTRICTIONS” RTF phraseology to remove MAX 250 kt IAS below 10 000 ft.

3. speed control under radar vector :

   a. When arriving traffic is being sequenced under radar direction, ATC typically will apply the following speed control :

      - Initial approach phase : 210 kt IAS
      - Base leg/HDG to final approach : 180 kt IAS
      - When established on final approach : 180 kt to 160 kt IAS
      - Thereafter to 5 DME : 160 kt IAS

   b. These speed restrictions are essential for smooth and safe operations at high traffic loads. If an aircraft does not comply with these speed instructions, the aircraft may have to be excluded from the planned approach sequence.

   c. When ATC use “RESUME NORMAL SPEED“ RTF phraseology, it means that the previously issued speed restriction by ATC is cancelled and a pilot can resume an aircraft’s preferred speed. Pilot shall note that it does not mean the removal of MAX 250 kt IAS within SEOUL TMA.

1.3 Fuel Dumping Area

Fuel Dumping Area is established within SEOUL TMA as follows :

1. AREA
   BELTU(37°12'18"N 125°47'59"E) : Inbound HDG 097, Left turns, 1 MIN leg
   (ATC instruction : Hold west of BELTU, on HDG 097, 1 MIN leg, left turns)

   SI123(37°12'28"N 126°02'24"E) : Inbound HDG 097, Left turns, 1 MIN leg
   (ATC instruction : Hold west of SI123, on HDG 097, 1 MIN leg, left turns)

   SI456(37°15'06"N 125°52'55"E, NCN R 250/D31) : Inbound HDG 070, Left turns, 1 MIN leg
   (ATC instruction : Hold southwest of SI456, on HDG 070, 1 MIN leg, left turns)

2. ALTITUDE : At or above 6 000 ft

3. SPEED : 230 kt IAS or less

4. Area/Altitude may be changed by pilot request, traffic condition or any other safety reason.

1.4 Visual approach and Independent Visual Approach(IVA)

1. Visual approach may be initiated by ATC or approved upon pilot request on traffic permitting basis when weather as follows;

   a. Ceiling : At or above 2 500 ft
   b. Visibility : Not less than 5 km

2. Independent Visual Approach(IVA) will be used at Incheon International Airport(IIA). This procedure requires accurate and consistent application of the pilot procedures and responsibilities.

   a. Application
      1) IVA will be used during parallel runway operations when the visibility is not less than 5 km and the ceiling is at or above 2 500 ft.
      2) IVA will be initiated by ATC when the pilot reports visual runway and/or preceding aircraft while turning to the final or flying on the localizer course.
      3) Pilots will be notified by ATIS or RTF using the phrase. “EXPECT ILS APPROACH THEN INDEPENDENT VISUAL APPROACH WHEN VISUAL.”

Change : Information of name of fuel dumping area(PY036 → SI123, PY044 → SI456).

AERODROME CHART - ICAO

37°27'45"N
126°26'21"E

ELEV **7** m

TWR	118.2(E)	118.8(W)	
GND	121.75(E)	121.7(W)	
APRON	121.65	122.175	123.675
	121.8	123.325	129.725

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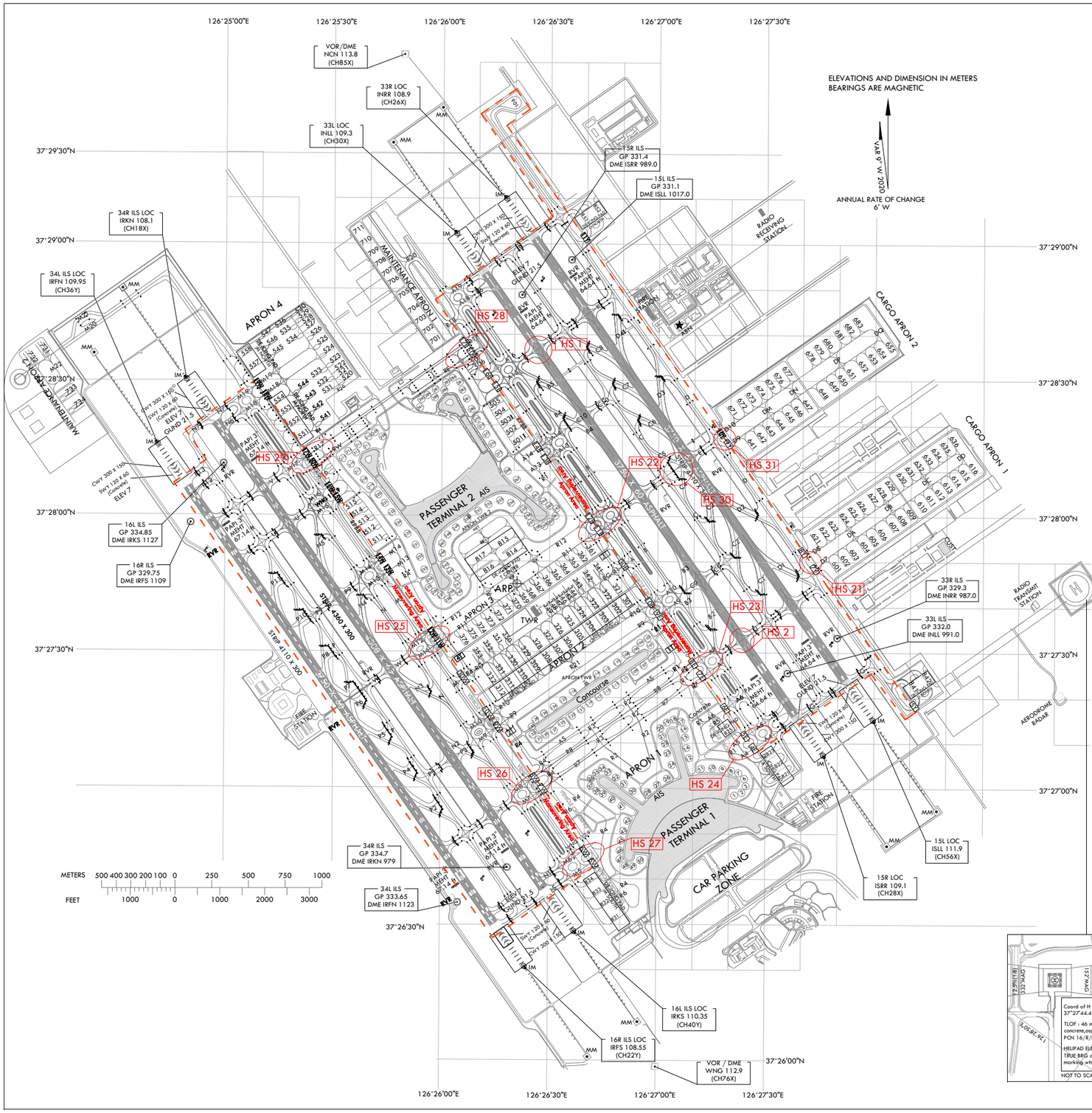


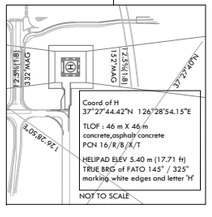
RWY	DIRECTION (MAGNETIC)	THR	BEARING STRENGTH
15R	153°	37°28'54"N 126°26'11"E	PCR 1 610/F/B/X/T Asphalt (SWY and 300 m RWY ends are 1 300/R/B/X/T Concrete)
33L	333°	37°27'15"N 126°27'39"E	
15L	153°	37°29'02"N 126°26'25"E	PCR 1 610/F/B/X/T Asphalt (SWY and 300 m RWY ends are 1 300/R/B/X/T Concrete)
33R	333°	37°27'23"N 126°27'53"E	
16L	153°	37°28'22"N 126°24'56"E	PCR 1 290/F/B/X/T Asphalt (SWY and 700 m RWY ends are 1 160/R/B/X/T Concrete)
34R	333°	37°26'36"N 126°26'30"E	
16R	153°	37°28'08"N 126°24'48"E	PCR 1 370/F/B/X/T Asphalt (SWY and 842 m RWY ends are 1 510/R/B/X/T Concrete)
34L	333°	37°26'28"N 126°26'16"E	

TAXIWAY A, D 30 m WIDE CONCRETE PCR 1 300/R/B/X/T
TAXIWAY B, C 30 m WIDE ASPHALT PCR 1 610/F/B/X/T
TAXIWAY M 30 m WIDE CONCRETE PCR 1 160/R/B/X/T
TAXIWAY N 30 m WIDE ASPHALT PCR 1 290/F/B/X/T
TAXIWAY P 30 m WIDE ASPHALT PCR 1 370/F/B/X/T
PAX Terminal and Concourse A VDGS equipped

HS 1	AIRCRAFT TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33L WITHOUT ATC AUTHORIZATION.
HS 2	AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 15R WITHOUT ATC AUTHORIZATION.
HS 21 ~ 23, 25, 26	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).
HS 24, 27	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER). AND DO NOT MOVE WHEN SAFETY DISTANCE IS NOT ASSURED.
HS 28, 29	USE CAUTION OF CONFUSION OF TAXIWAYS. TAXILANE RW & RE ARE NOT COMPLIANT WITH CODE D, E, F AIRCRAFT. USE CAUTION OF VEHICLE AROUND GSE ROADS INTERSECTION AREAS(RE-R1, RW-R4).
HS 30	AIRCRAFT VACATING ON RUNWAY 33R/15L TO TAXIWAY C AFTER LANDING USE CAUTION C4, C5 NOT AVAILABLE WHEN AIRCRAFT ON TAXIWAY C-E.
HS 31	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).

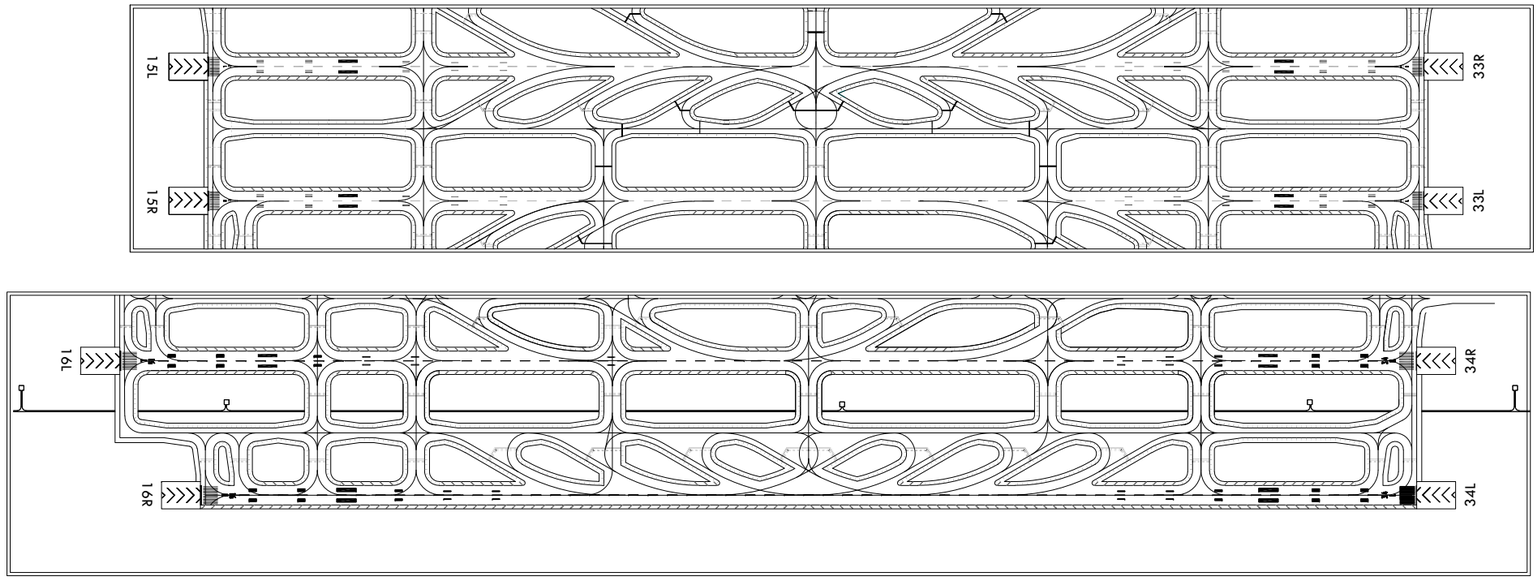
LEGEND	
WNG 112.9	VOR check-point and frequency
• • •	Stop-bar light
	Runway holding position
R4	Taxi lane
50	Gate
201	Remote stand
	Open channel
	ATC service boundary (Maneuvering area)
1E	Transfer of control point (TCP)
	Hot spot
RPBB	Remote Passenger Boarding Bridge (501, 503, 512, 514)

Note
Aircraft shall not taxi into maneuvering area without clearance from Incheon Tower or Ground.

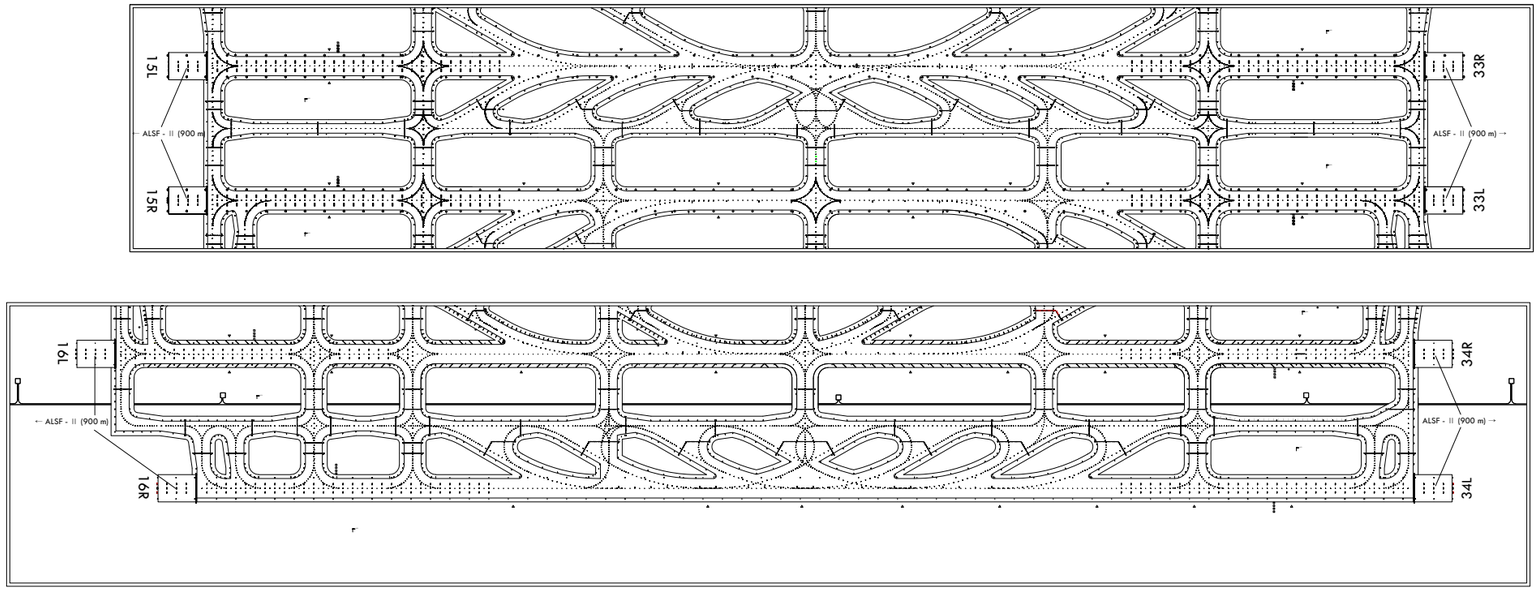


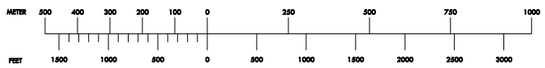
Change : Establishment of maintenance apron 2 and Information of de-icing pad(ACFT stand NR. 558), TWYs.

MARKING AIDS RWY 15R/33L, 15L/33R, 16L/34R, 16R/34L AND EXIT TWY



LIGHTING AIDS RWY 15R/33L, 15L/33R, 16L/34R, 16R/34L AND EXIT TWY





AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV **6** m

TWR	118.2(E)	118.8(W)	
GND	121.75(E)	121.7(W)	
APRON	121.65	122.175	123.675
	121.8	123.325	129.725

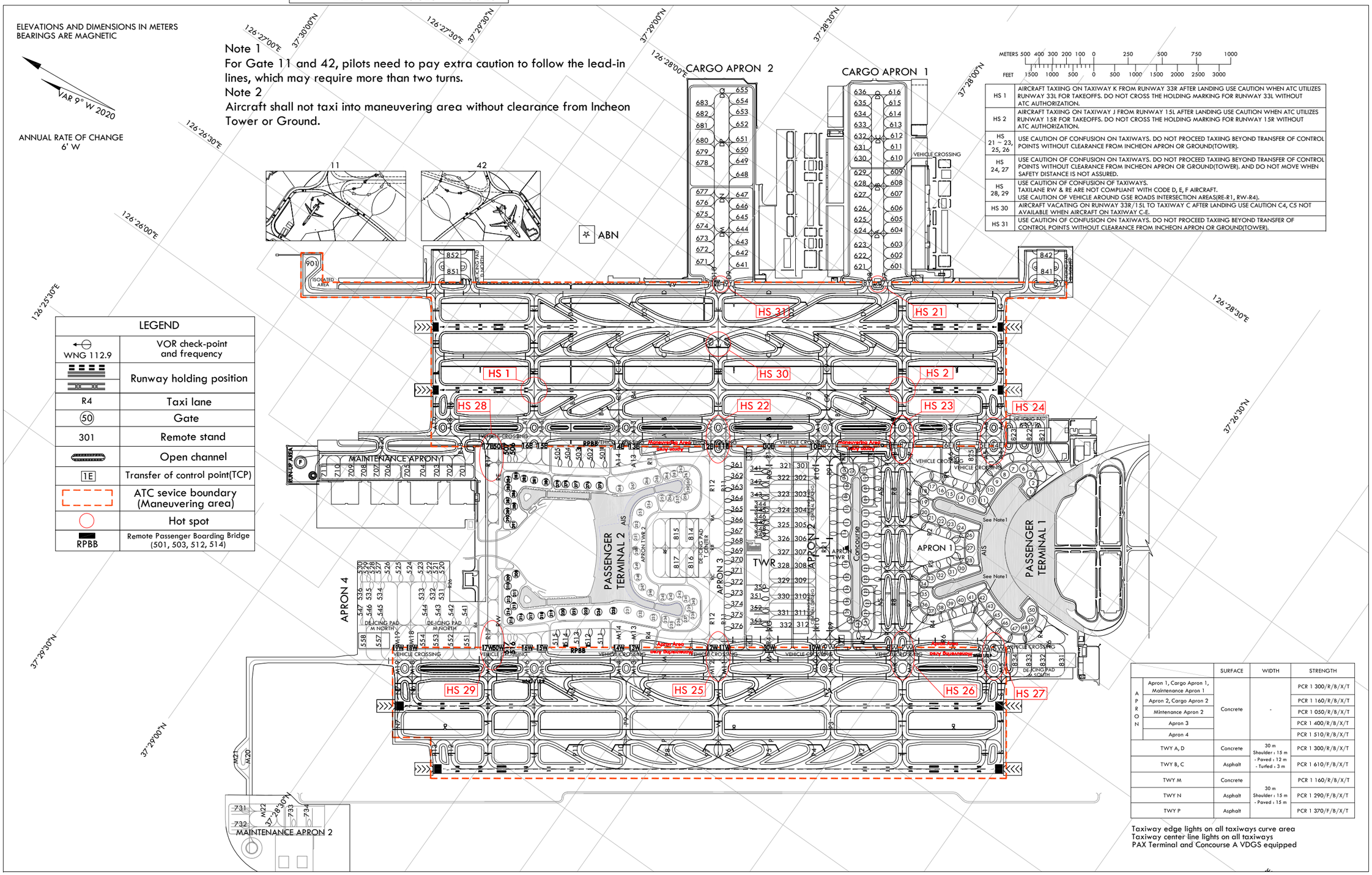
SEOUL / Incheon Intl

ELEVATIONS AND DIMENSIONS IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2020

ANNUAL RATE OF CHANGE
6' W

Note 1
For Gate 11 and 42, pilots need to pay extra caution to follow the lead-in lines, which may require more than two turns.
Note 2
Aircraft shall not taxi into maneuvering area without clearance from Incheon Tower or Ground.



HS 1	AIRCRAFT TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33L WITHOUT ATC AUTHORIZATION.
HS 2	AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 15R WITHOUT ATC AUTHORIZATION.
HS 21 ~ 23, 25, 26	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).
HS 24, 27	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER). AND DO NOT MOVE WHEN SAFETY DISTANCE IS NOT ASSURED.
HS 28, 29	USE CAUTION OF CONFUSION OF TAXIWAYS. TAXILANE RW & RE ARE NOT COMPLIANT WITH CODE D, E, F AIRCRAFT. USE CAUTION OF VEHICLE AROUND GSE ROADS INTERSECTION AREAS(RE-R1, RW-R4).
HS 30	AIRCRAFT VACATING ON RUNWAY 33R/15L TO TAXIWAY C AFTER LANDING USE CAUTION C4, C5 NOT AVAILABLE WHEN AIRCRAFT ON TAXIWAY C-E.
HS 31	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).

LEGEND

WNG 112.9	VOR check-point and frequency
	Runway holding position
R4	Taxi lane
50	Gate
301	Remote stand
	Open channel
1E	Transfer of control point(TCP)
	ATC sevice boundary (Maneuvering area)
	Hot spot
RPBB	Remote Passenger Boarding Bridge (501, 503, 512, 514)

		SURFACE	WIDTH	STRENGTH
APRON	Apron 1, Cargo Apron 1, Maintenance Apron 1	Concrete	-	PCR 1 300/R/B/X/T
	Apron 2, Cargo Apron 2			PCR 1 160/R/B/X/T
	Mintenance Apron 2			PCR 1 050/R/B/X/T
	Apron 3			PCR 1 400/R/B/X/T
	Apron 4			PCR 1 510/R/B/X/T
TWY A, D		Concrete	30 m Shoulder : 15 m - Paved : 12 m - Turfed : 3 m	PCR 1 300/R/B/X/T
TWY B, C		Asphalt		PCR 1 610/F/B/X/T
TWY M		Concrete	30 m Shoulder : 15 m - Paved : 15 m	PCR 1 160/R/B/X/T
TWY N		Asphalt		PCR 1 290/F/B/X/T
TWY P		Asphalt		PCR 1 370/F/B/X/T

Taxiway edge lights on all taxiways curve area
Taxiway center line lights on all taxiways
PAX Terminal and Concourse A VDGS equipped

Change : Establishment of maintenance apron 2 and Information of de-icing pad(ACFT stand NR. 558), TWYs.

Apron 1

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
1	37°26'58.99"N	126°27'21.50"E	5 m	C
2	37°26'59.37"N	126°27'23.34"E	5 m	C
3	37°27'00.31"N	126°27'24.11"E	5 m	C, D
6	37°27'01.77"N	126°27'23.95"E	5 m	C, D, E
7	37°27'02.95"N	126°27'22.99"E	5 m	C, D, E
8	37°27'03.50"N	126°27'20.88"E	5 m	C, D, E, F
9	37°27'03.93"N	126°27'18.16"E	5 m	C, D, E
10	37°27'04.10"N	126°27'15.34"E	5 m	C, D, E, F
11	37°27'04.16"N	126°27'12.40"E	5 m	C
12	37°27'06.45"N	126°27'08.48"E	5 m	C, D, E, F
14	37°27'08.98"N	126°27'07.70"E	5 m	C, D, E
15	37°27'11.30"N	126°27'07.12"E	5 m	C, D, E, F
16	37°27'13.30"N	126°27'07.09"E	5 m	C
17	37°27'14.77"N	126°27'05.83"E	5 m	C, D, E, F
18	37°27'15.20"N	126°27'04.55"E	5 m	C
19	37°27'13.95"N	126°27'02.63"E	5 m	D, E
20	37°27'13.30"N	126°27'00.94"E	5 m	C, D
21	37°27'11.63"N	126°27'01.50"E	5 m	D, E
22	37°27'10.17"N	126°27'02.54"E	5 m	C, D, E
23	37°27'07.86"N	126°27'03.20"E	5 m	C, D, E
24	37°27'05.53"N	126°27'04.58"E	5 m	C, D, E
26	37°27'01.95"N	126°27'02.96"E	5 m	D, E
27	37°27'00.58"N	126°27'00.31"E	5 m	C, D, E
28	37°26'58.95"N	126°26'57.88"E	5 m	C, D, E
30	37°26'58.99"N	126°26'52.96"E	5 m	C, D, E
31	37°27'00.73"N	126°26'50.72"E	5 m	C, D, E
32	37°27'02.06"N	126°26'48.27"E	5 m	C, D, E
33	37°27'03.46"N	126°26'46.44"E	5 m	C, D, E
34	37°27'04.45"N	126°26'44.82"E	5 m	C, D
35	37°27'03.07"N	126°26'43.38"E	5 m	C, D, E
36	37°27'01.97"N	126°26'41.97"E	5 m	C, D
37	37°27'00.40"N	126°26'41.99"E	5 m	C, D
38	37°26'59.61"N	126°26'43.21"E	5 m	C, D
39	37°26'59.20"N	126°26'45.23"E	5 m	D, E
40	37°26'57.91"N	126°26'47.75"E	5 m	D, E
41	37°26'56.40"N	126°26'50.62"E	5 m	C, D, E
42	37°26'52.78"N	126°26'52.07"E	5 m	C
43	37°26'50.51"N	126°26'51.17"E	5 m	C, D, E, F
45	37°26'48.38"N	126°26'50.47"E	5 m	C, D, E
46	37°26'46.18"N	126°26'50.16"E	5 m	C, D, E, F
47	37°26'44.29"N	126°26'49.95"E	5 m	C, D, E
48	37°26'43.06"N	126°26'51.57"E	5 m	C, D, E
49	37°26'42.94"N	126°26'53.29"E	5 m	D, E
50	37°26'44.23"N	126°26'55.55"E	5 m	C, D, E
103	37°27'29.59"N	126°26'59.99"E	5 m	C
105	37°27'28.46"N	126°26'58.57"E	5 m	C, D
107	37°27'27.35"N	126°26'55.93"E	5 m	C, D, E
109	37°27'25.99"N	126°26'53.53"E	5 m	C, D, E
111	37°27'24.35"N	126°26'50.62"E	5 m	C, D, E
113	37°27'22.99"N	126°26'48.22"E	5 m	C, D, E
115	37°27'21.33"N	126°26'46.07"E	5 m	C, D
117	37°27'20.08"N	126°26'43.72"E	5 m	C, D
119	37°27'18.67"N	126°26'41.21"E	5 m	D
121	37°27'17.55"N	126°26'38.59"E	5 m	C, D, E
123	37°27'16.19"N	126°26'36.18"E	5 m	C, D, E
125	37°27'14.42"N	126°26'33.45"E	5 m	C, D, E
127	37°27'12.91"N	126°26'31.17"E	5 m	C, D
129	37°27'11.78"N	126°26'28.89"E	5 m	C, D
131	37°27'10.77"N	126°26'27.39"E	5 m	C, D, E
132	37°27'11.82"N	126°26'25.99"E	5 m	C, D

Isolated Security Parking Position

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
901	37°29'31.53"N	126°26'21.41"E	5 m	A ~ F

Run-up Area

* Engine Run-up Area : North of Maintenance Apron
** In case of the Run-up area U/S, 14A(North part of TWY A) can be allocated as Temporary run-up area.

Apron 2

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
101	37°27'31.15"N	126°26'57.96"E	5 m	C
102	37°27'32.38"N	126°26'56.77"E	6 m	C
104	37°27'31.66"N	126°26'55.43"E	5 m	C, D
106	37°27'30.25"N	126°26'54.20"E	5 m	C, D, E, F
108	37°27'29.09"N	126°26'51.62"E	6 m	C, D, E
110	37°27'27.37"N	126°26'49.15"E	6 m	C, D, E, F
112	37°27'25.73"N	126°26'46.25"E	6 m	C, D, E, F
114	37°27'24.76"N	126°26'43.44"E	6 m	C, D
118	37°27'20.78"N	126°26'36.96"E	6 m	C, D, E
122	37°27'19.05"N	126°26'34.28"E	6 m	C, D, E, F
124	37°27'17.50"N	126°26'31.68"E	5 m	C, D, E
126	37°27'16.00"N	126°26'29.02"E	6 m	C, D, E, F
128	37°27'15.01"N	126°26'26.23"E	6 m	C, D
130	37°27'13.79"N	126°26'24.76"E	5 m	C, D, E
321	37°27'42.95"N	126°26'48.77"E	5 m	A ~ C
322	37°27'41.39"N	126°26'46.17"E	5 m	A ~ F
323	37°27'39.40"N	126°26'42.64"E	5 m	A ~ F
324	37°27'37.40"N	126°26'39.11"E	5 m	A ~ F
325	37°27'35.57"N	126°26'35.88"E	5 m	A ~ E
326	37°27'33.91"N	126°26'32.93"E	5 m	A ~ E
327	37°27'32.24"N	126°26'29.99"E	5 m	A ~ E
328	37°27'30.58"N	126°26'27.04"E	5 m	A ~ E
329	37°27'28.75"N	126°26'23.81"E	5 m	A ~ F
330	37°27'26.76"N	126°26'20.28"E	5 m	A ~ F
331	37°27'24.76"N	126°26'16.75"E	5 m	A ~ F
332	37°27'23.32"N	126°26'14.04"E	5 m	A ~ C
341	37°27'49.32"N	126°26'42.06"E	5 m	A ~ F
342	37°27'47.67"N	126°26'39.15"E	5 m	A ~ F
343	37°27'46.07"N	126°26'36.30"E	5 m	A ~ E
344	37°27'44.22"N	126°26'34.91"E	5 m	A ~ C
345	37°27'43.46"N	126°26'33.57"E	5 m	A ~ C
346	37°27'42.70"N	126°26'32.23"E	5 m	A ~ C
347	37°27'41.94"N	126°26'30.88"E	6 m	A ~ C
348	37°27'41.18"N	126°26'29.54"E	5 m	A ~ C
349	37°27'40.42"N	126°26'28.20"E	5 m	A ~ C
350	37°27'34.00"N	126°26'16.84"E	5 m	A ~ C
351	37°27'33.63"N	126°26'14.29"E	5 m	A ~ E
352	37°27'32.12"N	126°26'11.63"E	5 m	A ~ F
353	37°27'30.48"N	126°26'08.73"E	5 m	A ~ F

Apron 3

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
208	37°28'17.64"N	126°25'42.86"E	6 m	C
209	37°28'16.72"N	126°25'41.27"E	6 m	C
210	37°28'16.64"N	126°25'39.78"E	6 m	C
211	37°28'15.87"N	126°25'38.41"E	6 m	C
212	37°28'15.10"N	126°25'37.05"E	6 m	C
213	37°28'14.33"N	126°25'35.70"E	6 m	C
214	37°28'13.68"N	126°25'34.41"E	6 m	C
215	37°28'12.52"N	126°25'34.61"E	6 m	C
216	37°28'11.53"N	126°25'36.05"E	6 m	C, D, E
217	37°28'10.02"N	126°25'37.56"E	6 m	C, D ,E
218	37°28'08.39"N	126°25'39.49"E	6 m	C, D, E
219	37°28'06.14"N	126°25'40.41"E	6 m	C
220	37°28'04.94"N	126°25'43.20"E	6 m	C, D, E
221	37°28'03.07"N	126°25'44.99"E	6 m	C, D, E
222	37°28'01.09"N	126°25'46.90"E	6 m	C, D, E
224	37°27'58.84"N	126°25'48.99"E	6 m	C, D, E, F
225	37°27'56.11"N	126°25'51.51"E	6 m	C, D, E, F
231	37°27'53.50"N	126°25'53.73"E	6 m	C, D, E, F
232	37°27'50.63"N	126°25'55.11"E	6 m	C, D, E, F
233	37°27'48.06"N	126°25'56.39"E	6 m	C, D, E, F
234	37°27'45.25"N	126°25'57.65"E	6 m	C, D, E, F
235	37°27'43.43"N	126°25'58.43"E	6 m	C, D, E
236	37°27'41.63"N	126°25'59.34"E	5 m	C
237	37°27'41.95"N	126°26'00.49"E	5 m	C
238	37°27'41.95"N	126°26'02.41"E	5 m	C
239	37°27'42.57"N	126°26'03.75"E	5 m	C
240	37°27'43.84"N	126°26'03.91"E	5 m	C
241	37°27'45.11"N	126°26'04.57"E	6 m	C, D, E

Apron 3

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
242	37°27'46.48"N	126°26'03.41"E	6 m	C, D, E
243	37°27'48.32"N	126°26'02.55"E	6 m	C
245	37°27'48.94"N	126°26'00.76"E	6 m	C
246	37°27'51.45"N	126°25'59.22"E	6 m	C, D, E
247	37°27'55.00"N	126°25'59.73"E	6 m	C, D, E
248	37°27'57.23"N	126°26'02.28"E	6 m	C, D, E
249	37°27'58.69"N	126°26'04.97"E	6 m	C, D, E
250	37°27'59.11"N	126°26'07.52"E	6 m	C
251	37°28'01.43"N	126°26'09.81"E	6 m	C, D, E
252	37°28'02.97"N	126°26'12.47"E	6 m	C, D, E
253	37°28'04.15"N	126°26'15.83"E	6 m	C, D, E
254	37°28'03.39"N	126°26'20.27"E	6 m	C, D, E
255	37°28'00.46"N	126°26'23.80"E	6 m	C, D, E
256	37°27'58.59"N	126°26'25.00"E	6 m	C, D, E
257	37°27'57.32"N	126°26'26.21"E	6 m	C, D, E
258	37°27'56.59"N	126°26'27.91"E	5 m	C
259	37°27'57.47"N	126°26'28.63"E	5 m	C
260	37°27'58.31"N	126°26'30.31"E	5 m	C
261	37°27'59.23"N	126°26'31.37"E	5 m	C
262	37°28'00.16"N	126°26'30.78"E	6 m	C
263	37°28'01.52"N	126°26'29.98"E	6 m	E
264	37°28'02.61"N	126°26'27.99"E	6 m	C, D, E, F
265	37°28'04.51"N	126°26'25.12"E	6 m	C, D, E, F
266	37°28'06.25"N	126°26'22.61"E	6 m	C, D, E, F
267	37°28'08.33"N	126°26'19.82"E	6 m	C, D, E, F
268	37°28'10.50"N	126°26'17.17"E	6 m	C, D, E, F
275	37°28'13.45"N	126°26'14.89"E	6 m	C, D, E, F
276	37°28'15.65"N	126°26'13.10"E	6 m	C, D, E
277	37°28'17.62"N	126°26'11.49"E	6 m	C, D, E
278	37°28'19.60"N	126°26'09.88"E	6 m	C, D, E
279	37°28'21.67"N	126°26'09.56"E	6 m	C
280	37°28'22.93"N	126°26'07.30"E	6 m	C, D, E
281	37°28'25.07"N	126°26'05.83"E	6 m	C, D, E
282	37°28'27.19"N	126°26'04.32"E	6 m	C, D, E
283	37°28'29.36"N	126°26'03.74"E	6 m	C
284	37°28'29.22"N	126°26'02.28"E	6 m	C
285	37°28'28.85"N	126°26'01.09"E	6 m	C
286	37°28'28.07"N	126°25'59.99"E	6 m	C
287	37°28'27.30"N	126°25'58.64"E	6 m	C
288	37°28'26.53"N	126°25'57.27"E	6 m	C
289	37°28'25.76"N	126°25'55.91"E	6 m	C
290	37°28'24.99"N	126°25'54.56"E	6 m	C
291	37°28'23.41"N	126°25'54.89"E	6 m	C
361	37°27'51.21"N	126°26'40.96"E	5 m	A ~ C
362	37°27'49.77"N	126°26'39.34"E	5 m	A ~ E
363	37°27'48.41"N	126°26'36.93"E	5 m	A ~ E
364	37°27'47.05"N	126°26'34.52"E	5 m	A ~ E
365	37°27'45.69"N	126°26'32.12"E	5 m	A ~ E
366	37°27'44.33"N	126°26'29.71"E	5 m	A ~ E
367	37°27'42.96"N	126°26'27.31"E	5 m	A ~ E
368	37°27'42.44"N	126°26'24.88"E	5 m	A ~ C
369	37°27'41.09"N	126°26'22.49"E	5 m	A ~ C
370	37°27'39.44"N	126°26'21.06"E	5 m	A ~ E
371	37°27'38.08"N	126°26'18.66"E	5 m	A ~ E
372	37°27'36.72"N	126°26'16.25"E	5 m	A ~ E
373	37°27'35.36"N	126°26'13.84"E	5 m	A ~ E
374	37°27'34.00"N	126°26'11.44"E	5 m	A ~ E
375	37°27'32.64"N	126°26'09.03"E	5 m	A ~ E
376	37°27'31.89"N	126°26'06.79"E	5 m	A ~ C
501	37°28'17.68"N	126°26'24.20"E	5 m	A ~ F
502	37°28'19.80"N	126°26'22.19"E	5 m	A ~ F
503	37°28'21.77"N	126°26'20.42"E	5 m	A ~ E
504	37°28'23.70"N	126°26'18.71"E	5 m	A ~ E
505	37°28'25.47"N	126°26'17.15"E	5 m	A ~ D
506	37°28'32.85"N	126°26'10.78"E	5 m	A ~ C
507	37°28'33.94"N	126°26'09.81"E	5 m	A ~ C
511	37°27'53.18"N	126°25'40.92"E	5 m	A ~ F
512	37°27'55.40"N	126°25'39.07"E	5 m	A ~ F
513	37°27'57.37"N	126°25'37.32"E	5 m	A ~ E
514	37°27'59.30"N	126°25'35.61"E	5 m	A ~ E
515	37°28'01.06"N	126°25'34.03"E	5 m	A ~ D
516	37°28'08.35"N	126°25'27.44"E	5 m	A ~ C
517	37°28'09.42"N	126°25'26.49"E	5 m	A ~ C

Note : Refer to RKSI AD 2.20, 12. Special notice to ICAO Code F aircraft(A380 & B747-8) operators for ICAO Code F aircraft stands including multiple use stands.

Apron 4

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
520	37°28'30.58"N	126°25'33.83"E	5 m	A ~ C
521	37°28'31.54"N	126°25'32.62"E	5 m	A ~ C
522	37°28'32.61"N	126°25'31.66"E	5 m	A ~ C
523	37°28'34.58"N	126°25'31.07"E	5 m	A ~ E
524	37°28'36.50"N	126°25'29.37"E	5 m	A ~ E
525	37°28'38.42"N	126°25'27.66"E	5 m	A ~ E
526	37°28'40.34"N	126°25'25.95"E	5 m	A ~ E
527	37°28'41.44"N	126°25'23.81"E	5 m	A ~ C
528	37°28'42.51"N	126°25'22.86"E	5 m	A ~ C
529	37°28'43.71"N	126°25'22.14"E	5 m	A ~ C
530	37°28'44.78"N	126°25'21.18"E	5 m	A ~ C
531	37°28'26.95"N	126°25'27.30"E	5 m	A ~ C
532	37°28'28.24"N	126°25'25.51"E	5 m	A ~ E
533	37°28'30.16"N	126°25'23.80"E	5 m	A ~ E
534	37°28'37.38"N	126°25'17.38"E	5 m	A ~ E
535	37°28'39.29"N	126°25'15.67"E	5 m	A ~ E
536	37°28'41.07"N	126°25'14.73"E	5 m	A ~ E
541	37°28'21.85"N	126°25'29.06"E	5 m	A ~ F
542	37°28'24.17"N	126°25'27.00"E	5 m	A ~ F
543	37°28'26.48"N	126°25'24.94"E	5 m	A ~ F
544	37°28'28.80"N	126°25'22.88"E	5 m	A ~ F
545	37°28'36.59"N	126°25'15.99"E	5 m	A ~ E
546	37°28'38.51"N	126°25'14.28"E	5 m	A ~ E
547	37°28'39.96"N	126°25'12.77"E	5 m	A ~ C

Cargo Apron 1

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
601	37°27'47.85"N	126°27'49.51"E	6 m	A ~ E
602	37°27'49.21"N	126°27'51.92"E	6 m	A ~ E
603	37°27'50.57"N	126°27'54.33"E	6 m	A ~ F
604	37°27'52.30"N	126°27'57.39"E	6 m	A ~ F
605	37°27'53.66"N	126°27'59.80"E	6 m	A ~ E
606	37°27'55.02"N	126°28'02.21"E	6 m	A ~ F
607	37°27'56.76"N	126°28'05.28"E	6 m	A ~ F
608	37°27'58.12"N	126°28'07.69"E	6 m	A ~ E
609	37°27'59.47"N	126°28'10.09"E	6 m	A ~ E
610	37°28'01.21"N	126°28'13.17"E	6 m	A ~ E
611	37°28'02.57"N	126°28'15.57"E	6 m	A ~ E
612	37°28'03.93"N	126°28'17.98"E	6 m	A ~ E
613	37°28'05.31"N	126°28'20.37"E	6 m	A ~ E
614	37°28'06.67"N	126°28'22.77"E	6 m	A ~ E
615	37°28'08.03"N	126°28'25.18"E	6 m	A ~ E
616	37°28'09.39"N	126°28'27.59"E	6 m	A ~ F
621	37°27'56.05"N	126°27'42.22"E	6 m	A ~ E
622	37°27'57.41"N	126°27'44.63"E	6 m	A ~ E
623	37°27'58.77"N	126°27'47.03"E	6 m	A ~ F
624	37°28'00.50"N	126°27'50.10"E	6 m	A ~ F
625	37°28'01.86"N	126°27'52.51"E	6 m	A ~ E
626	37°28'03.22"N	126°27'54.92"E	6 m	A ~ F
627	37°28'04.96"N	126°27'57.99"E	6 m	A ~ F
628	37°28'06.32"N	126°28'00.40"E	6 m	A ~ E
629	37°28'07.68"N	126°28'02.80"E	6 m	A ~ F
630	37°28'09.41"N	126°28'05.87"E	6 m	A ~ F
631	37°28'10.77"N	126°28'08.28"E	6 m	A ~ E
632	37°28'12.13"N	126°28'10.69"E	6 m	A ~ E
633	37°28'13.47"N	126°28'13.11"E	6 m	A ~ E
634	37°28'14.83"N	126°28'15.52"E	6 m	A ~ E
635	37°28'16.19"N	126°28'17.93"E	6 m	A ~ E
636	37°28'17.55"N	126°28'20.33"E	6 m	A ~ F

Cargo Apron 2

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
641	37°28'14.41"N	126°27'26.28"E	6 m	A ~ F
642	37°28'16.06"N	126°27'28.81"E	6 m	A ~ E
643	37°28'17.42"N	126°27'31.22"E	6 m	A ~ E
644	37°28'18.78"N	126°27'34.00"E	6 m	A ~ F
645	37°28'20.40"N	126°27'36.55"E	6 m	A ~ E
646	37°28'21.76"N	126°27'38.96"E	6 m	A ~ E
647	37°28'23.13"N	126°27'41.37"E	6 m	A ~ F
648	37°28'25.70"N	126°27'45.82"E	6 m	A ~ F
649	37°28'27.46"N	126°27'48.57"E	6 m	A ~ E

Cargo Apron 2

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
650	37°28'28.82"N	126°27'50.97"E	6 m	A ~ E
651	37°28'30.18"N	126°27'53.38"E	6 m	A ~ E
652	37°28'31.87"N	126°27'56.74"E	6 m	A ~ F
653	37°28'33.51"N	126°27'59.27"E	6 m	A ~ E
654	37°28'34.87"N	126°28'01.68"E	6 m	A ~ E
655	37°28'36.23"N	126°28'04.09"E	6 m	A ~ F
671	37°28'24.41"N	126°27'18.95"E	6 m	A ~ F
672	37°28'25.78"N	126°27'21.75"E	7 m	A ~ E
673	37°28'27.14"N	126°27'24.16"E	7 m	A ~ E
674	37°28'28.78"N	126°27'26.69"E	7 m	A ~ F
675	37°28'30.14"N	126°27'29.47"E	7 m	A ~ E
676	37°28'31.50"N	126°27'31.88"E	7 m	A ~ E
677	37°28'32.86"N	126°27'34.28"E	7 m	A ~ E
678	37°28'36.41"N	126°27'40.58"E	7 m	A ~ E
679	37°28'37.78"N	126°27'42.98"E	7 m	A ~ E
680	37°28'39.14"N	126°27'45.41"E	7 m	A ~ E
681	37°28'41.11"N	126°27'48.52"E	7 m	A ~ F
682	37°28'42.48"N	126°27'51.32"E	7 m	A ~ E
683	37°28'43.84"N	126°27'53.72"E	6 m	A ~ E

Maintenance Apron 1

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
701	37°28'38.16"N	126°25'56.92"E	5 m	A ~ F
702	37°28'40.45"N	126°25'54.99"E	5 m	A ~ E
703	37°28'42.70"N	126°25'52.99"E	5 m	A ~ E
704	37°28'44.98"N	126°25'50.68"E	5 m	A ~ F
705	37°28'47.73"N	126°25'48.22"E	5 m	A ~ F
706	37°28'51.24"N	126°25'45.39"E	5 m	A ~ E
707	37°28'53.16"N	126°25'43.68"E	5 m	A ~ E
708	37°28'55.36"N	126°25'41.74"E	5 m	A ~ E
709	37°28'57.51"N	126°25'39.70"E	5 m	A ~ F
710	37°28'59.83"N	126°25'37.47"E	5 m	A ~ F
711	37°29'02.32"N	126°25'35.53"E	5 m	A ~ E

Maintenance Apron 2

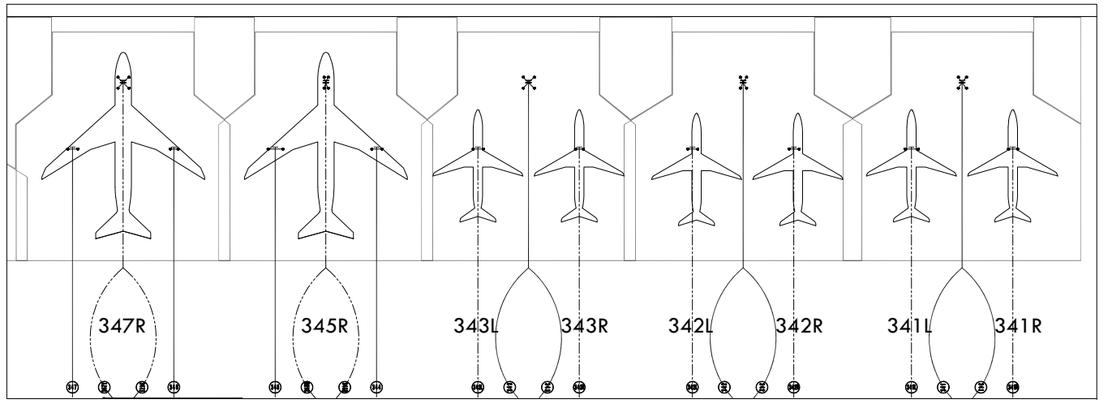
	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
731	37°28'37.56"N	126°24'07.74"E	5 m	A ~ F
732	37°28'35.64"N	126°24'04.36"E	5 m	A ~ F
733	37°28'26.99"N	126°24'18.04"E	5 m	A ~ F
734	37°28'24.29"N	126°24'20.44"E	5 m	A ~ F

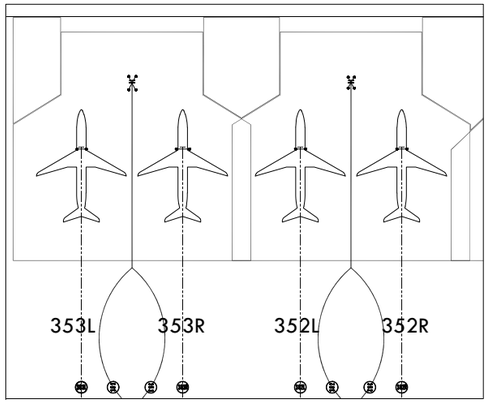
Deicing Apron

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
301	37°27'40.02"N	126°26'51.37"E	5 m	A ~ C
302	37°27'38.47"N	126°26 48.77"E	5 m	A ~ F
303	37°27'36.47"N	126°26 45.24"E	5 m	A ~ F
304	37°27'34.48"N	126°26 41.71"E	5 m	A ~ F
305	37°27'32.65"N	126°26'38.48"E	5 m	A ~ E
306	37°27'30.98"N	126°26'35.54"E	5 m	A ~ E
307	37°27'29.32"N	126°26'32.59"E	5 m	A ~ E
308	37°27'27.65"N	126°26'29.64"E	5 m	A ~ E
309	37°27'25.82"N	126°26'26.41"E	5 m	A ~ F
310	37°27'23.83"N	126°26'22.88"E	5 m	A ~ F
311	37°27'21.84"N	126°26'19.35"E	5 m	A ~ F
312	37°27'20.39"N	126°26'16.64"E	5 m	A ~ C
551	37°28'16.56"N	126°25'20.59"E	5 m	A ~ F
552	37°28'19.34"N	126°25'18.11"E	5 m	A ~ F
553	37°28'21.89"N	126°25'15.84"E	5 m	A ~ E
554	37°28'24.21"N	126°25'13.78"E	5 m	A ~ E
557	37°28'31.86"N	126°25'06.97"E	5 m	A ~ F
558	37°28'34.40"N	126°25'04.70"E	5 m	A ~ E
814	37°27'51.94"N	126°26'20.76"E	5 m	A ~ E
815	37°27'54.44"N	126°26'18.53"E	6 m	A ~ E
816	37°27'47.33"N	126°26'12.61"E	6 m	A ~ E
817	37°27'49.83"N	126°26'10.38"E	6 m	A ~ E
821	37°27'02.98"N	126°27'36.46"E	5 m	A ~ E
822	37°27'05.15"N	126°27'34.49"E	5 m	A ~ E
823	37°27'07.99"N	126°27'32.24"E	5 m	A ~ F
825	37°27'12.54"N	126°27'19.92"E	5 m	A ~ F
831	37°26'30.61"N	126°26'48.39"E	5 m	A ~ F
832	37°26'33.97"N	126°26'45.55"E	5 m	A ~ E
833	37°26'36.40"N	126°26'43.38"E	5 m	A ~ E
834	37°26'38.84"N	126°26'41.22"E	5 m	A ~ E
841	37°27'22.87"N	126°28'10.06"E	6 m	A ~ F
842	37°27'25.04"N	126°28'13.52"E	6 m	A ~ F
851	37°29'06.03"N	126°26'38.32"E	5 m	A ~ F
852	37°29'08.25"N	126°26'41.76"E	5 m	A ~ F

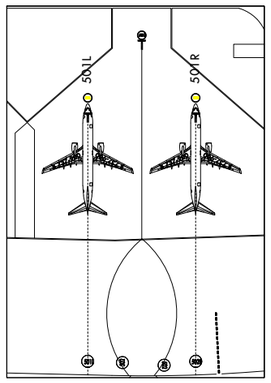
Change : Establishment of maintenance apron 2(ACFT stands NR. 731~734) and Information of de-icing pad(ACFT stand NR. 558).

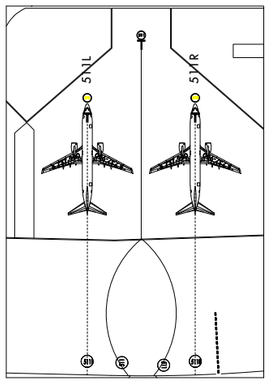
Multiple use stands operation

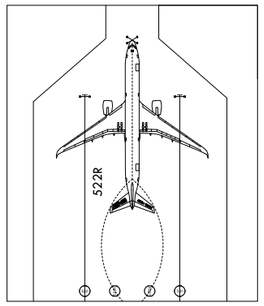


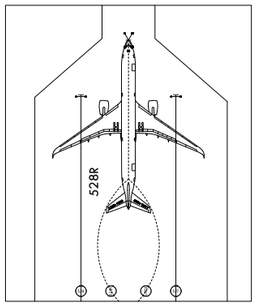


		INS COORDINATES FOR AIRCRAFT STANDS		
		WGS-84		ELEV(AMSL)
341	L	37°27'48.23"N	126°26'42.01"E	5 m
	R	37°27'48.99"N	126°26'43.35"E	5 m
342	L	37°27'46.59"N	126°26'39.10"E	5 m
	R	37°27'47.35"N	126°26'40.45"E	5 m
343	L	37°27'44.98"N	126°26'36.26"E	5 m
	R	37°27'45.74"N	126°26'37.60"E	5 m
345	R	37°27'44.55"N	126°26'33.61"E	5 m
347	R	37°27'43.03"N	126°26'30.93"E	5 m
352	L	37°27'31.04"N	126°26'11.59"E	5 m
	R	37°27'31.80"N	126°26'12.93"E	5 m
353	L	37°27'29.39"N	126°26'08.68"E	5 m
	R	37°27'30.15"N	126°26'10.03"E	5 m
501	L	37°28'17.70"N	126°26'22.82"E	5 m
	R	37°28'16.63"N	126°26'23.77"E	5 m
511	L	37°27'53.15"N	126°25'42.29"E	6 m
	R	37°27'54.22"N	126°25'41.34"E	6 m
522	R	37°28'32.51"N	126°25'32.91"E	5 m
528	R	37°28'42.41"N	126°25'24.10"E	5 m
541	L	37°28'22.33"N	126°25'28.47"E	5 m
	R	37°28'21.26"N	126°25'29.42"E	5 m
542	L	37°28'24.64"N	126°25'26.41"E	5 m
	R	37°28'23.57"N	126°25'27.36"E	5 m
543	L	37°28'26.96"N	126°25'24.35"E	5 m
	R	37°28'25.88"N	126°25'25.30"E	5 m
544	L	37°28'29.27"N	126°25'22.29"E	5 m
	R	37°28'28.20"N	126°25'23.24"E	5 m
551	A	37°28'17.29"N	126°25'20.03"E	5 m
	B	37°28'15.90"N	126°25'21.27"E	5 m
552	A	37°28'20.07"N	126°25'17.55"E	5 m
	B	37°28'18.68"N	126°25'18.79"E	5 m
557	A	37°28'32.59"N	126°25'06.41"E	5 m
	B	37°28'31.20"N	126°25'07.65"E	5 m





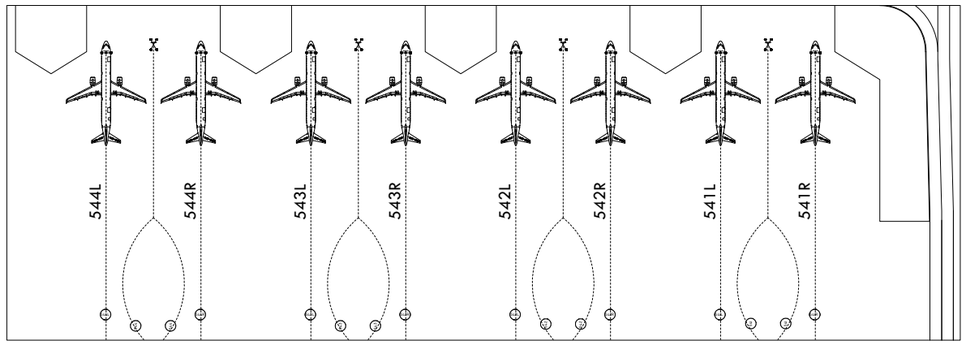


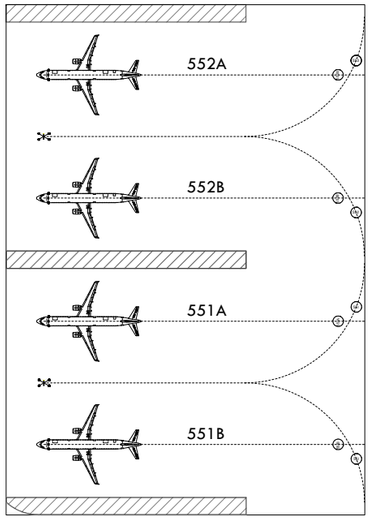


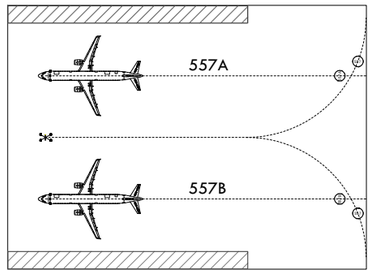
Stand NR.	Availability
341L/R, 342L/R, 343L/R, 352L/R, 353L/R, 501L/R, 511L/R, 541L/R, 542L/R, 543L/R, 544L/R, 551A/B, 552A/B, 557A/B	Available for aircraft up to "C" code.
345R, 347R, 522R, 528R	Available for aircraft up to "E" code.
For details, please contact to confirm with "the Apron Magt. Unit" at the telephone number 82-32-741-2991.	

Note.
"B": Refer to Annex 14 to the Convention on International Civil Aviation, Volume I, Chapter 1, Table 1-1"Aerodrome reference code".

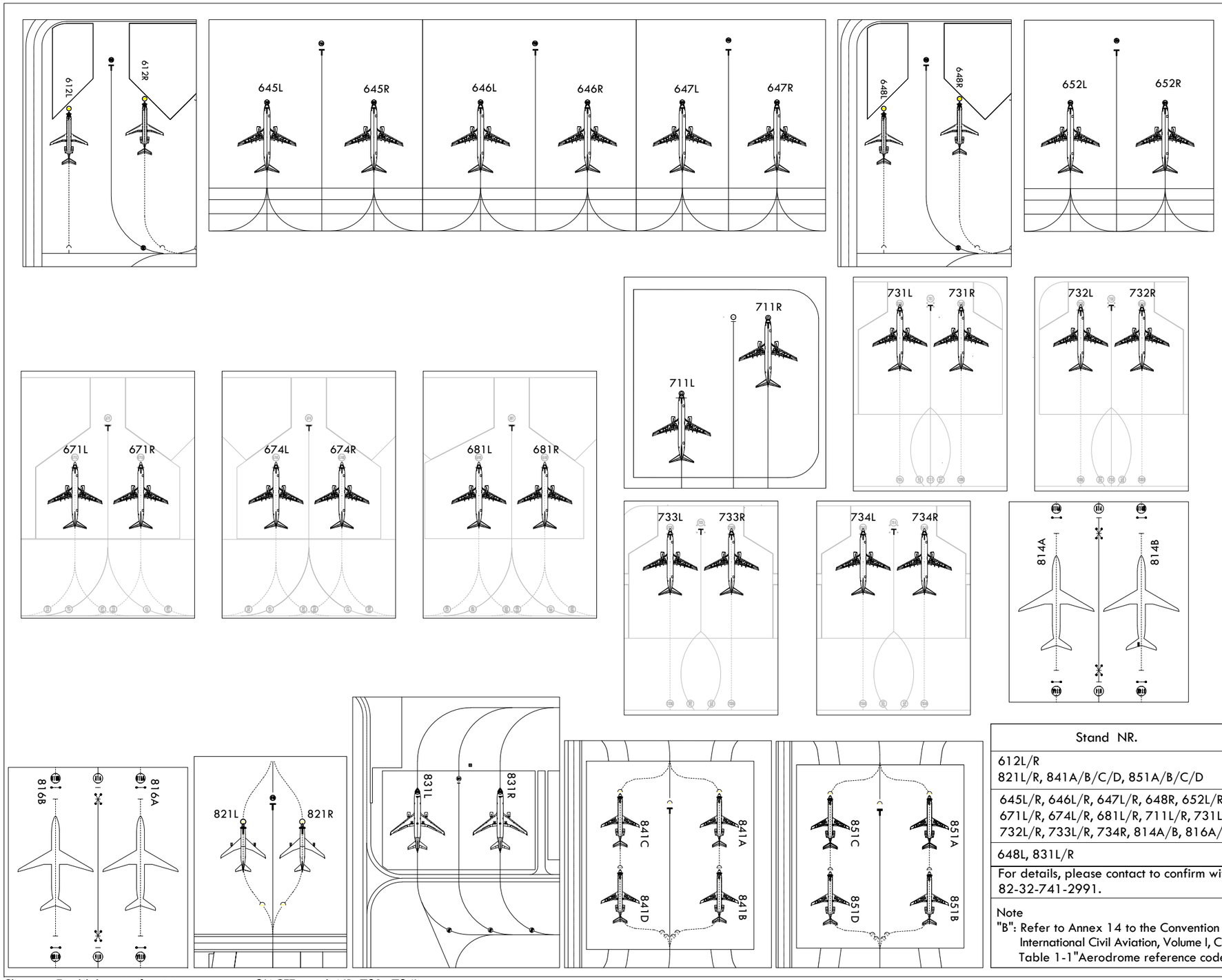
Code letter	Wing span
E	52 m up to but not including 65 m
D	36 m up to but not including 52 m
C	24 m up to but not including 36 m
B	15 m up to but not including 24 m







Multiple use stands operation



		INS COORDINATES FOR AIRCRAFT STANDS		
		WGS-84		ELEV(AMSL)
612	L	37°28'05.19"N	126°28'18.16"E	6 m
	R	37°28'04.32"N	126°28'16.61"E	6 m
645	L	37°28'21.42"N	126°27'36.56"E	7 m
	R	37°28'20.73"N	126°27'35.34"E	7 m
646	L	37°28'22.78"N	126°27'38.97"E	7 m
	R	37°28'22.09"N	126°27'37.74"E	7 m
647	L	37°28'24.13"N	126°27'41.36"E	6 m
	R	37°28'23.45"N	126°27'40.15"E	7 m
648	L	37°28'26.59"N	126°27'46.05"E	6 m
	R	37°28'25.86"N	126°27'44.13"E	6 m
652	L	37°28'33.02"N	126°27'56.80"E	6 m
	R	37°28'32.20"N	126°27'55.36"E	6 m
671	L	37°28'23.26"N	126°27'18.89"E	6 m
	R	37°28'24.08"N	126°27'20.33"E	7 m
674	L	37°28'27.63"N	126°27'26.63"E	7 m
	R	37°28'28.45"N	126°27'28.07"E	7 m
681	L	37°28'39.96"N	126°27'48.46"E	7 m
	R	37°28'40.78"N	126°27'49.90"E	7 m
711	L	37°29'02.35"N	126°25'37.29"E	5 m
	R	37°29'02.75"N	126°25'35.16"E	5 m
731	L	37°28'37.09"N	126°24'07.15"E	5 m
	R	37°28'37.85"N	126°24'08.49"E	5 m
732	L	37°28'35.17"N	126°24'03.76"E	5 m
	R	37°28'35.93"N	126°24'05.11"E	5 m
733	L	37°28'27.47"N	126°24'17.45"E	5 m
	R	37°28'26.39"N	126°24'18.40"E	5 m
734	L	37°28'24.77"N	126°24'19.85"E	5 m
	R	37°28'23.70"N	126°24'20.80"E	5 m
814	A	37°27'52.47"N	126°26'20.28"E	6 m
	B	37°27'51.40"N	126°26'21.24"E	6 m
816	A	37°27'47.86"N	126°26'12.13"E	6 m
	B	37°27'46.79"N	126°26'13.08"E	6 m
821	L	37°27'03.17"N	126°27'35.67"E	5 m
	R	37°27'02.31"N	126°27'36.42"E	5 m
831	L	37°26'29.80"N	126°26'49.74"E	5 m
	R	37°26'31.89"N	126°26'47.88"E	5 m
841	A	37°27'23.61"N	126°28'10.90"E	6 m
	B	37°27'22.39"N	126°28'11.98"E	6 m
	C	37°27'22.48"N	126°28'08.91"E	6 m
	D	37°27'21.26"N	126°28'09.99"E	6 m
851	A	37°29'06.77"N	126°26'39.15"E	5 m
	B	37°29'05.55"N	126°26'40.24"E	5 m
	C	37°29'05.64"N	126°26'37.16"E	5 m
	D	37°29'04.43"N	126°26'38.25"E	5 m

Stand NR.	Availability
612L/R 821L/R, 841A/B/C/D, 851A/B/C/D	Available for all aircraft up to "B" code. [length(overall) up to 32.5 m]
645L/R, 646L/R, 647L/R, 648R, 652L/R, 671L/R, 674L/R, 681L/R, 711L/R, 731L/R, 732L/R, 733L/R, 734R, 814A/B, 816A/B	Available for aircraft up to "C" code.
648L, 831L/R	Available for aircraft up to "D" code.

For details, please contact to confirm with "the Apron Magt. Unit" at the telephone number 82-32-741-2991.

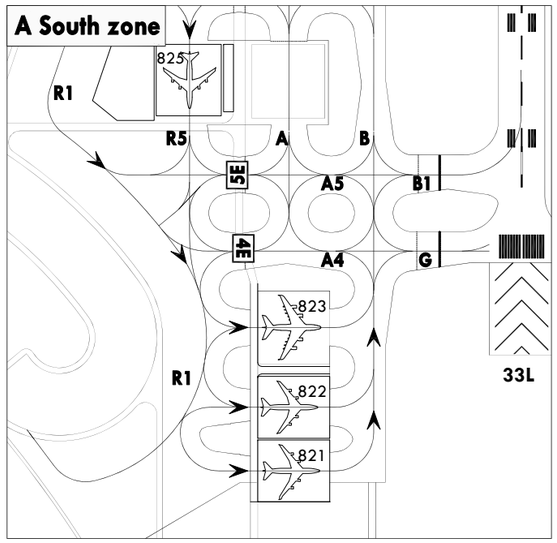
Note
"B": Refer to Annex 14 to the Convention on International Civil Aviation, Volume I, Chapter 1, Table 1-1"Aerodrome reference code".

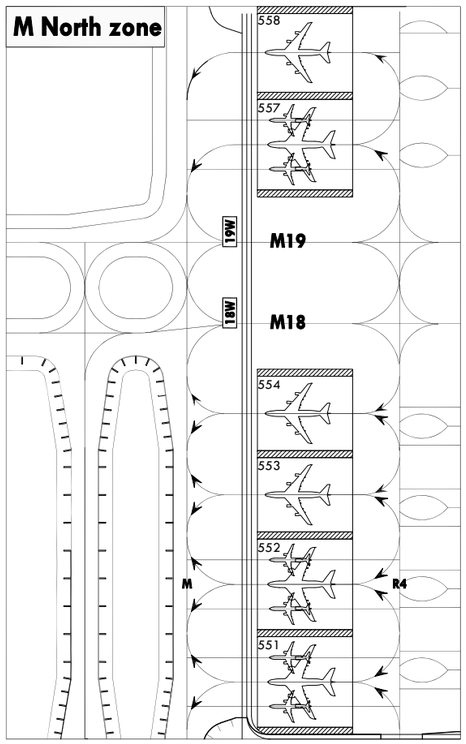
Code letter	Wing span
E	52 m up to but not including 65 m
D	36 m up to but not including 52 m
C	24 m up to but not including 36 m
B	15 m up to but not including 24 m

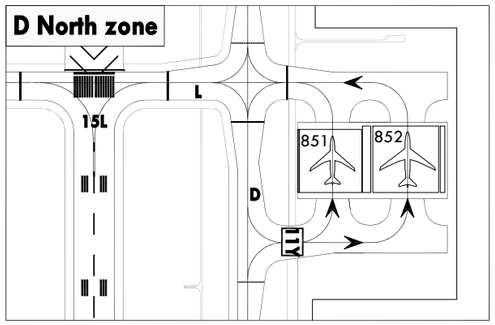
Change : Establishment of maintenance apron 2(ACFT stands NR. 731~734).

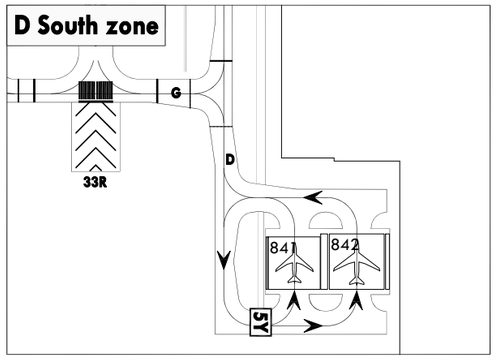
Deicing zones operation

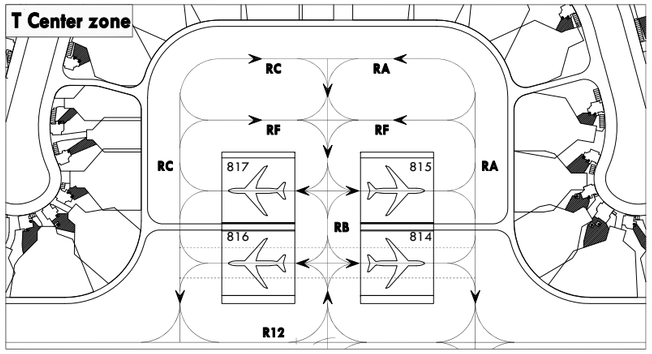
INCHEON DEICING	122.225	123.575	
PAD CONTROL	122.175	122.325	123.325
ICE MAN	130.250	130.750	130.850



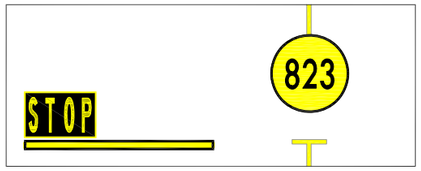


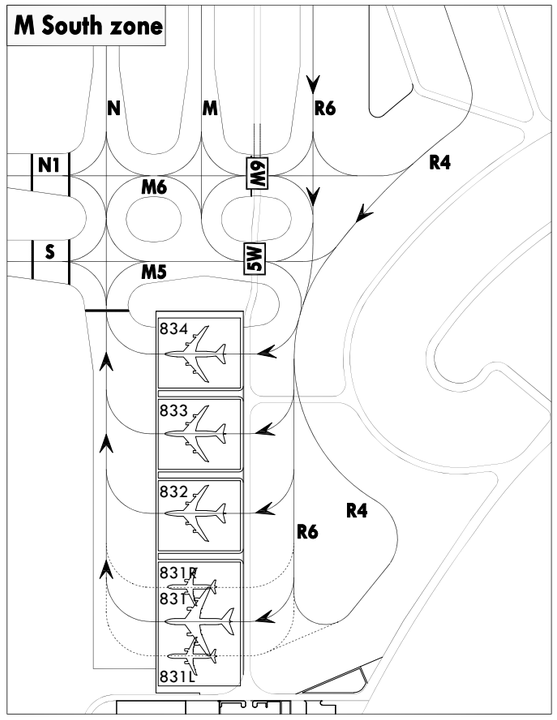


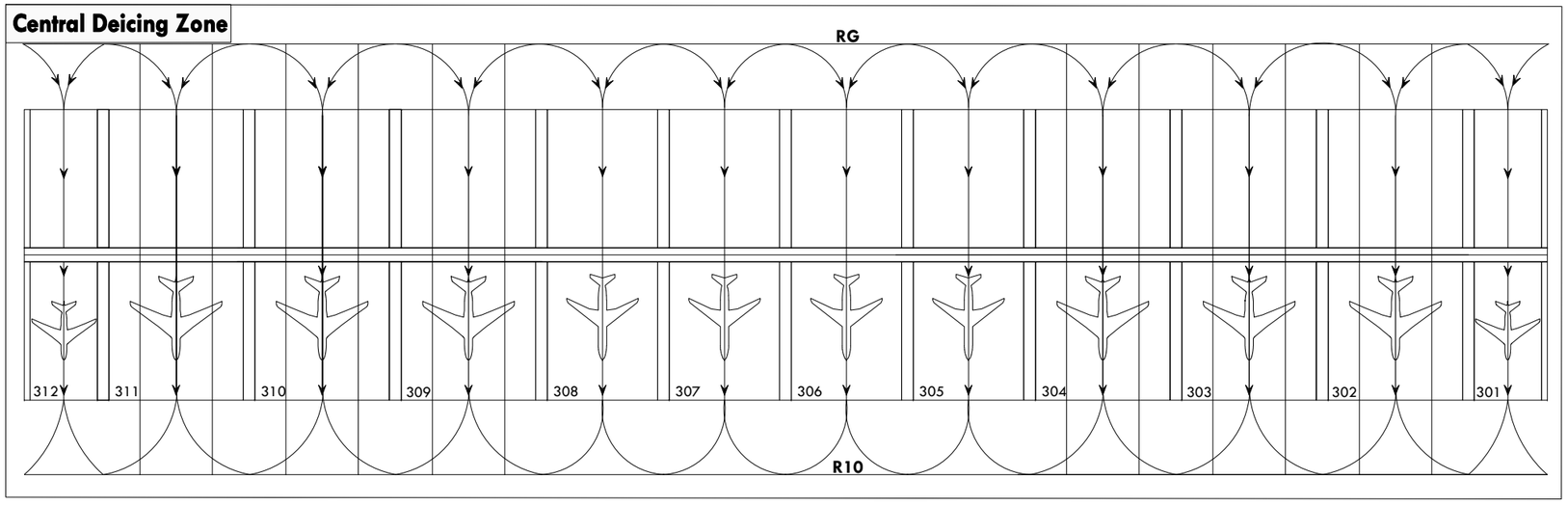




Note >
The Pilot stop line marking is located on all deicing pads to help stop without marshalling, where the transverse bar indicates the cockpit stop position. (See the figure below.)







Change : Information of de-icing pad(ACFT stand NR. 558).

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **6** m

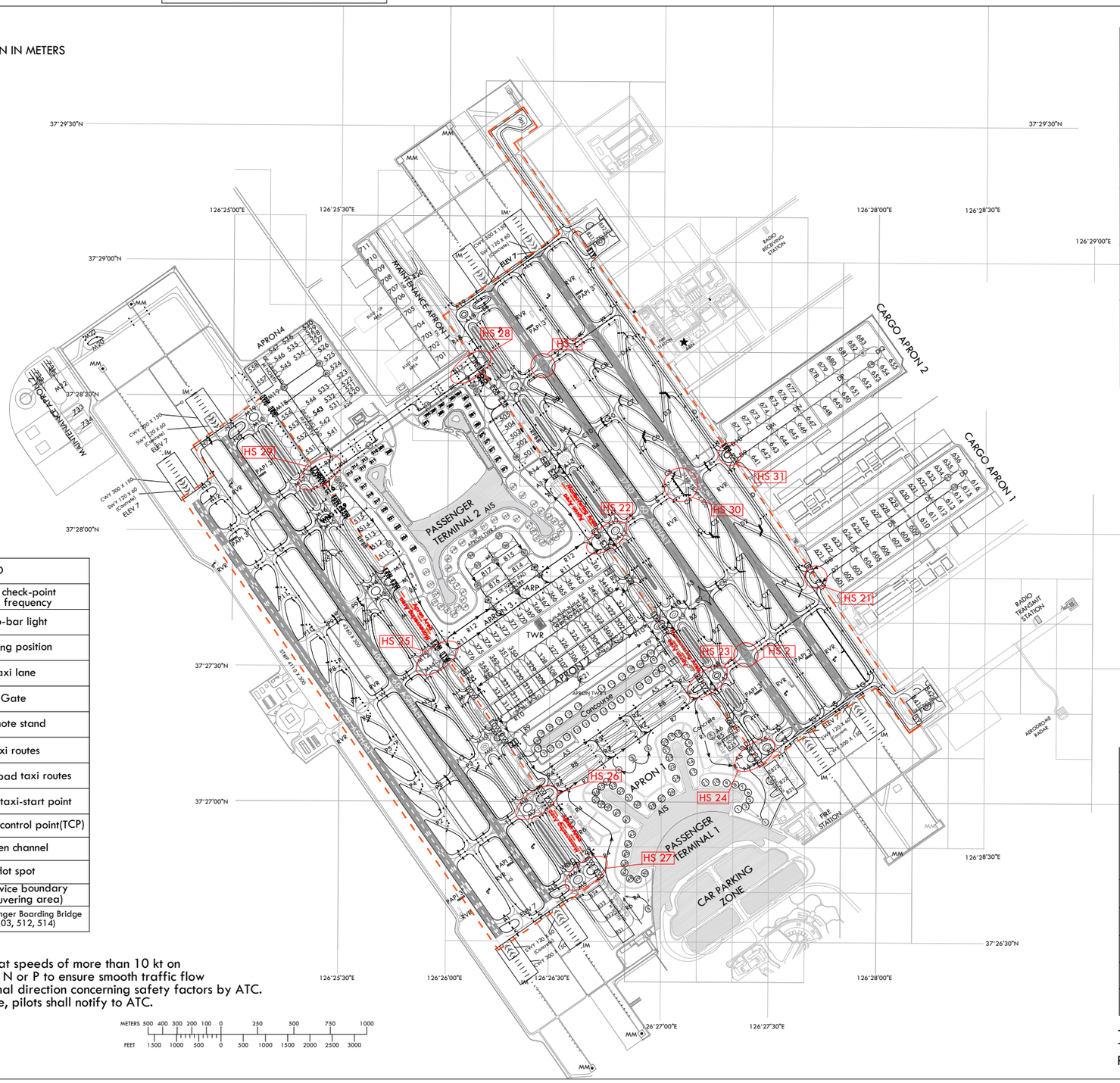
TWR	118.2(E)	118.8(W)	
GND	121.75(E)	121.7(W)	
APRON	121.65	122.175	123.675
	121.8	123.325	129.725

SEOUL / Incheon Intl
RWY 15L/R, 33L/R DEPARTURE

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2020

ANNUAL RATE OF CHANGE
6' W



HS 1	AIRCRAFT TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33L WITHOUT ATC AUTHORIZATION.
HS 2	AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 15R WITHOUT ATC AUTHORIZATION.
HS 21~23, 25, 26	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).
HS 24, 27	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER). AND DO NOT MOVE WHEN SAFETY DISTANCE IS NOT ASSURED.
HS 28, 29	USE CAUTION OF CONFUSION OF TAXIWAYS. TAXILANE RW & RE ARE NOT COMPLIANT WITH CODE D, E, F AIRCRAFT. USE CAUTION OF VEHICLE AROUND GSE ROADS INTERSECTION AREAS(RE-R1, RW-R4).
HS 30	AIRCRAFT VACATING ON RUNWAY 33R/15L TO TAXIWAY C AFTER LANDING USE CAUTION C4, C5 NOT AVAILABLE WHEN AIRCRAFT ON TAXIWAY C-E.
HS 31	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).

Note 1
When non-standard taxi routes are applicable,
Incheon APRON will issue transition taxi instructions one to another taxilane in APRON 2, APRON 3, APRON 4 and Cargo APRONs.

Note 2
Aircraft shall not taxi into maneuvering area without clearance from Incheon Tower or Ground.

CAUTION
Taxilane RE & RW can only be used by Code C aircraft or smaller(maximum wingspan 36 m).

LEGEND	
WNG 112.9	VOR check-point and frequency
	Stop-bar light
54R	Holding position
R4	Taxi lane
50	Gate
301	Remote stand
	Taxi routes
	De-icing pad taxi routes
3	Powered taxi-start point
1E	Transfer of control point(TCP)
	Open channel
	Hot spot
	ATC service boundary (Maneuvering area)
RPBB	Remote Passenger Boarding Bridge (501, 503, 512, 514)

Note
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.

METERS 500 400 300 200 100 0 250 500 750 1000
FEET 1500 1000 500 0 500 1000 1500 2000 2500 3000

		SURFACE	WIDTH	STRENGTH
APRON	Apron 1, Cargo Apron 1, Maintenance Apron 1	Concrete	-	PCR 1 300/R/B/X/T
	Apron 2, Cargo Apron 2			PCR 1 160/R/B/X/T
	Mintenance Apron 2			PCR 1 050/R/B/X/T
	Apron 3			PCR 1 400/R/B/X/T
	Apron 4			PCR 1 510/R/B/X/T
TWY A, D		Concrete	30 m Shoulder : 15 m - Paved : 12 m - Turfed : 3 m	PCR 1 300/R/B/X/T
TWY B, C		Asphalt		PCR 1 610/F/B/X/T
TWY M		Concrete	30 m Shoulder : 15 m - Paved : 15 m	PCR 1 160/R/B/X/T
TWY N		Asphalt		PCR 1 290/F/B/X/T
TWY P		Asphalt		PCR 1 370/F/B/X/T

Taxiway edge lights on all taxiways curve area
Taxiway center line lights on all taxiways
PAX Terminal and Concourse A VDGS equipped

Change : Establishment of maintenance apron 2 and Information of de-icing pad(ACFT stand NR. 558), TWYs.

AERODROME GROUND MOVEMENT CHART - ICAO

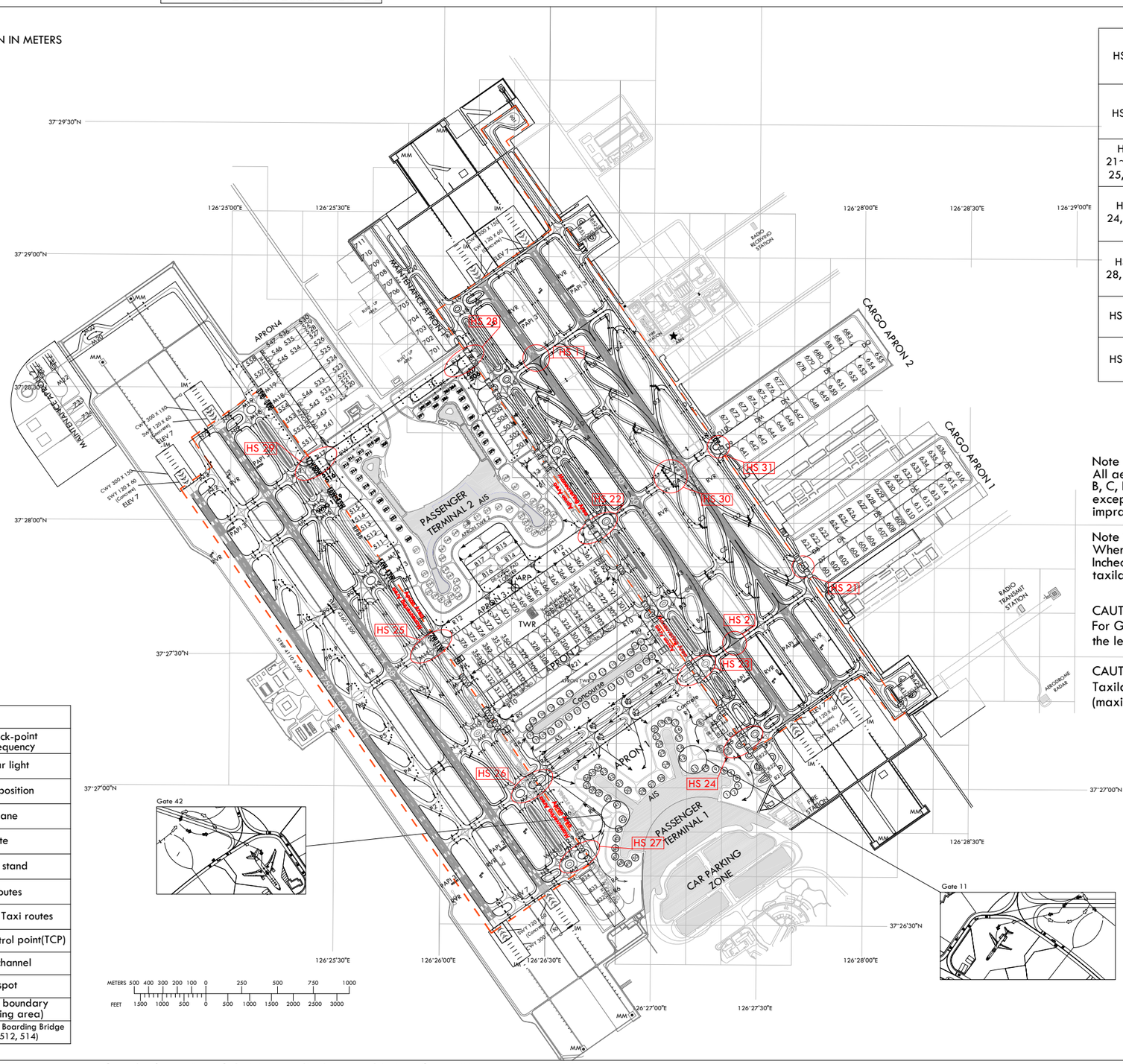
APRON ELEV **6** m

TWR	118.2(E)	118.8(W)	
GND	121.75(E)	121.7(W)	
APRON	121.65	122.175	123.675
	121.8	123.325	129.725

SEOUL / Incheon Intl
RWY 15L/R, 33L/R ARRIVAL

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2020
ANNUAL RATE OF CHANGE 6' W



HS 1	AIRCRAFT TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33L WITHOUT ATC AUTHORIZATION.
HS 2	AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 15R WITHOUT ATC AUTHORIZATION.
HS 21~23, 25, 26	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).
HS 24, 27	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER). AND DO NOT MOVE WHEN SAFETY DISTANCE IS NOT ASSURED.
HS 28, 29	USE CAUTION OF CONFUSION OF TAXIWAYS. TAXILANE RW & RE ARE NOT COMPLIANT WITH CODE D, E, F AIRCRAFT. USE CAUTION OF VEHICLE AROUND GSE ROADS INTERSECTION AREAS(RE-R1, RW-R4).
HS 30	AIRCRAFT VACATING ON RUNWAY 33R/15L TO TAXIWAY C AFTER LANDING USE CAUTION C4, C5 NOT AVAILABLE WHEN AIRCRAFT ON TAXIWAY C-E.
HS 31	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).

Note 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.

Note 2
When non-standard taxi routes are applicable,
Incheon APRON will issue transition taxi instructions one to another taxilane in APRON 2, APRON 3, APRON 4 and Cargo APRONs.

CAUTION 1
For Gate 11 and 42, pilots needs to pay extra caution to follow the lead lines, which may require more than two turns.

CAUTION 2
Taxilane RE & RW can only be used by Code C aircraft or smaller (maximum wingspan 36 m).

LEGEND	
WNG 112.9	VOR check-point and frequency
● ● ●	Stop-bar light
54R	Holding position
R4	Taxi lane
50	Gate
301	Remote stand
→	Taxi routes
→	Alternate Taxi routes
1E	Transfer of control point(TCP)
	Open channel
	Hot spot
	ATC service boundary (Maneuvering area)
RPBB	Remote Passenger Boarding Bridge (501, 503, 512, 514)

		SURFACE	WIDTH	STRENGTH
APRON	Apron 1, Cargo Apron 1, Maintenance Apron 1	Concrete	-	PCR 1 300/R/B/X/T
	Apron 2, Cargo Apron 2			PCR 1 160/R/B/X/T
	Mintenance Apron 2			PCR 1 050/R/B/X/T
	Apron 3			PCR 1 400/R/B/X/T
	Apron 4			PCR 1 510/R/B/X/T
TWY A, D		Concrete	30 m Shoulder : 15 m - Paved : 12 m - Turfed : 3 m	PCR 1 300/R/B/X/T
TWY B, C		Asphalt		PCR 1 610/F/B/X/T
TWY M		Concrete	30 m Shoulder : 15 m - Paved : 15 m	PCR 1 160/R/B/X/T
TWY N		Asphalt		PCR 1 290/F/B/X/T
TWY P		Asphalt		PCR 1 370/F/B/X/T

Taxiway edge lights on all taxiways curve area
Taxiway center line lights on all taxiways
PAX Terminal and Concourse A VDGS equipped

Change : Establishment of maintenance apron 2 and Information of de-icing pad(ACFT stand NR. 558), TWYs.

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **6** m

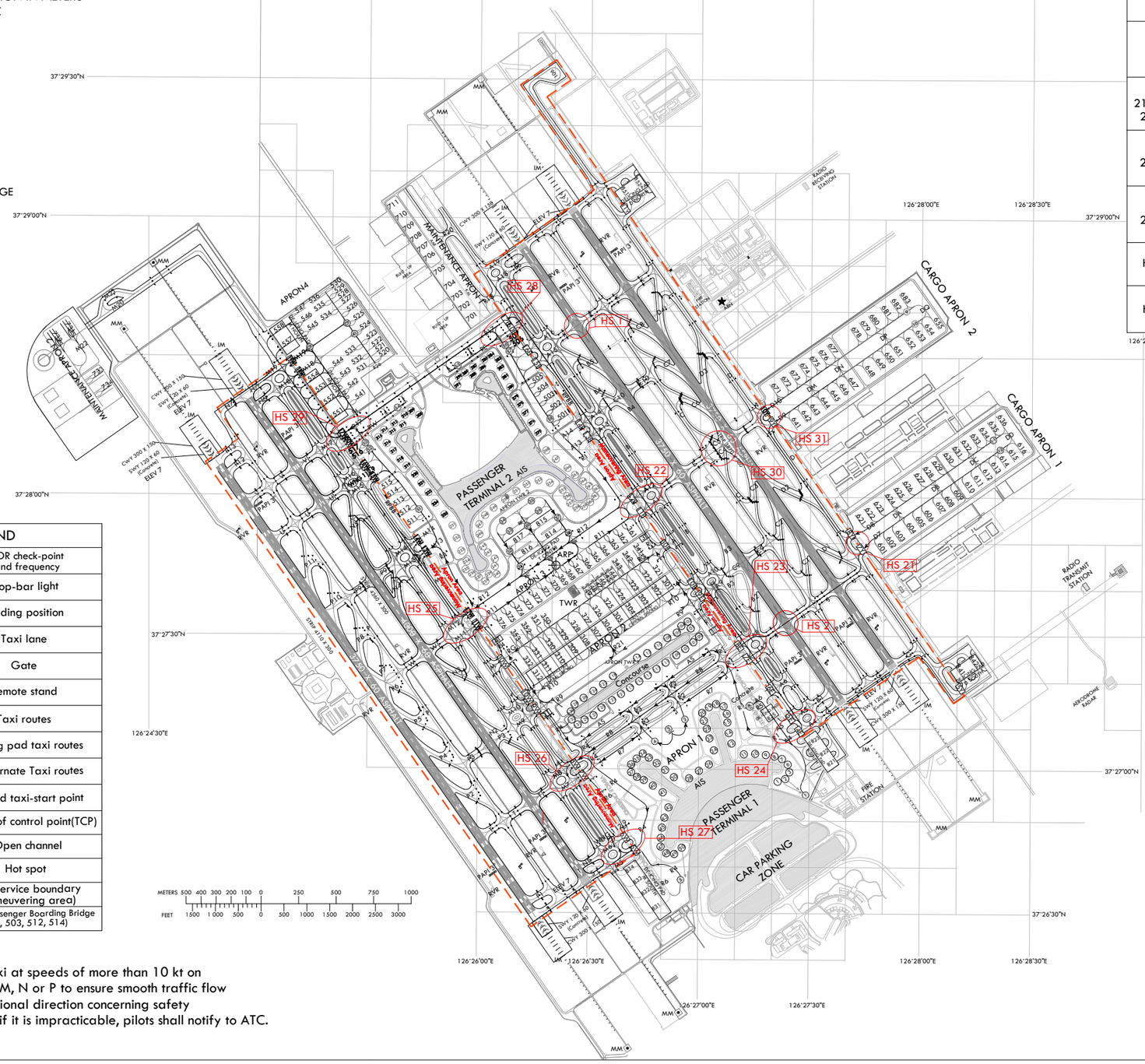
TWR	118.2(E)	118.8(W)	
GND	121.75(E)	121.7(W)	
APRON	121.65	122.175	123.675
	121.8	123.325	129.725

SEOUL / Incheon Intl
RWY 16L/R, 34L/R DEPARTURE

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2020

ANNUAL RATE OF CHANGE
6' W



LEGEND	
WNG 112.9	VOR check-point and frequency
	Stop-bar light
54R	Holding position
R4	Taxi lane
50	Gate
301	Remote stand
	Taxi routes
	De-icing pad taxi routes
	Alternate Taxi routes
3	Powered taxi-start point
1E	Transfer of control point(TCP)
	Open channel
	Hot spot
	ATC service boundary (Maneuvering area)
RPBB	Remote Passenger Boarding Bridge (501, 503, 512, 514)

HS 1	AIRCRAFT TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33L WITHOUT ATC AUTHORIZATION.
HS 2	AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 15R WITHOUT ATC AUTHORIZATION.
HS 21 ~ 23, 25, 26	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).
HS 24, 27	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER). AND DO NOT MOVE WHEN SAFETY DISTANCE IS NOT ASSURED.
HS 28, 29	USE CAUTION OF CONFUSION OF TAXIWAYS. TAXILANE RW & RE ARE NOT COMPLIANT WITH CODE D, E, F AIRCRAFT. USE CAUTION OF VEHICLE AROUND GSE ROADS INTERSECTION AREAS(RE-R1, RW-R4).
HS 30	AIRCRAFT VACATING ON RUNWAY 33R/15L TO TAXIWAY C AFTER LANDING USE CAUTION C4, C5 NOT AVAILABLE WHEN AIRCRAFT ON TAXIWAY C-E.
HS 31	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).

Note 1
When non-standard taxi routes are applicable, Incheon APRON will issue transition taxi instructions one to another taxilane in APRON 2, APRON 3, APRON 4 and Cargo APRONs.

Note 2
Aircraft shall not taxi into maneuvering area without clearance from Incheon Tower or Ground.

CAUTION
Taxilane RE & RW can only be used by Code C aircraft or smaller (maximum wingspan 36 m).

		SURFACE	WIDTH	STRENGTH
APRON	Apron 1, Cargo Apron 1, Maintenance Apron 1	Concrete	-	PCR 1 300/R/B/X/T
	Apron 2, Cargo Apron 2			PCR 1 160/R/B/X/T
	Mintenance Apron 2			PCR 1 050/R/B/X/T
	Apron 3			PCR 1 400/R/B/X/T
	Apron 4			PCR 1 510/R/B/X/T
TWY A, D		Concrete	30 m Shoulder : 15 m - Paved : 12 m - Turfed : 3 m	PCR 1 300/R/B/X/T
TWY B, C		Asphalt		PCR 1 610/F/B/X/T
TWY M		Concrete	30 m Shoulder : 15 m - Paved : 15 m	PCR 1 160/R/B/X/T
TWY N		Asphalt		PCR 1 290/F/B/X/T
TWY P		Asphalt		PCR 1 370/F/B/X/T

Taxiway edge lights on all taxiways curve area
Taxiway center line lights on all taxiways
PAX Terminal and Concourse A VDGS equipped

Note
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.

Change : Establishment of maintenance apron 2 and Information of de-icing pad(ACFT stand NR. 558), TWYs.

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **6** m

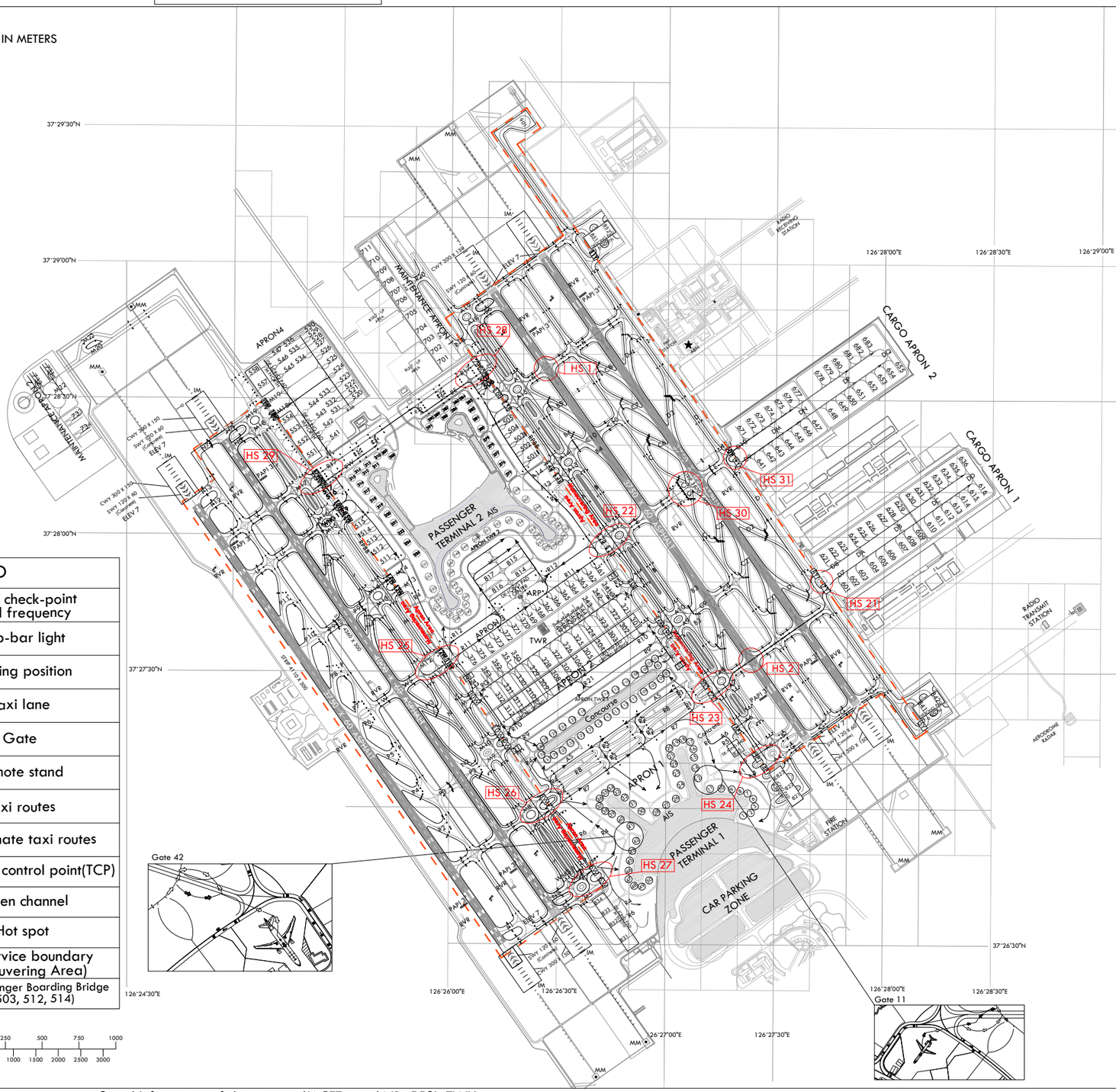
TWR	118.2(E)	118.8(W)	
GND	121.75(E)	121.7(W)	
APRON	121.65	122.175	123.675
	121.8	123.325	129.725

SEOUL / Incheon Intl
RWY 16L/R, 34L/R ARRIVAL

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2020

ANNUAL RATE OF CHANGE
6' W



HS 1	AIRCRAFT TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33L WITHOUT ATC AUTHORIZATION.
HS 2	AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 15R WITHOUT ATC AUTHORIZATION.
HS 21~23, 25, 26	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).
HS 24, 27	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER). AND DO NOT MOVE WHEN SAFETY DISTANCE IS NOT ASSURED.
HS 28, 29	USE CAUTION OF CONFUSION OF TAXIWAYS. TAXILANE RW & RE ARE NOT COMPLIANT WITH CODE D, E, F AIRCRAFT. USE CAUTION OF VEHICLE AROUND GSE ROADS INTERSECTION AREAS(RE-R1, RW-R4).
HS 30	AIRCRAFT VACATING ON RUNWAY 33R/15L TO TAXIWAY C AFTER LANDING USE CAUTION C4, C5 NOT AVAILABLE WHEN AIRCRAFT ON TAXIWAY C-E.
HS 31	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).

Note 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.

Note 2
When non-standard taxi routes are applicable, Incheon APRON will issue transition taxi instructions one to another taxilane in APRON 2, APRON 3, APRON 4 and Cargo APRONs.

CAUTION 1
For Gate 11 and 42, pilots needs to pay extra caution to follow the lead lines, which may require more than two turns.

CAUTION 2
Taxilane RE & RW can only be used by Code C aircraft or smaller (maximum wingspan 36 m).

LEGEND

WNG 112.9	VOR check-point and frequency
● ● ●	Stop-bar light
54R	Holding position
R4	Taxi lane
50	Gate
301	Remote stand
→	Taxi routes
→	Alternate taxi routes
1E	Transfer of control point(TCP)
	Open channel
	Hot spot
	ATC service boundary (Maneuvering Area)
RPBB	Remote Passenger Boarding Bridge (501, 503, 512, 514)

METERS 500 400 300 200 100 0 250 500 750 1000
FEET 1500 1000 500 0 500 1000 1500 2000 2500 3000

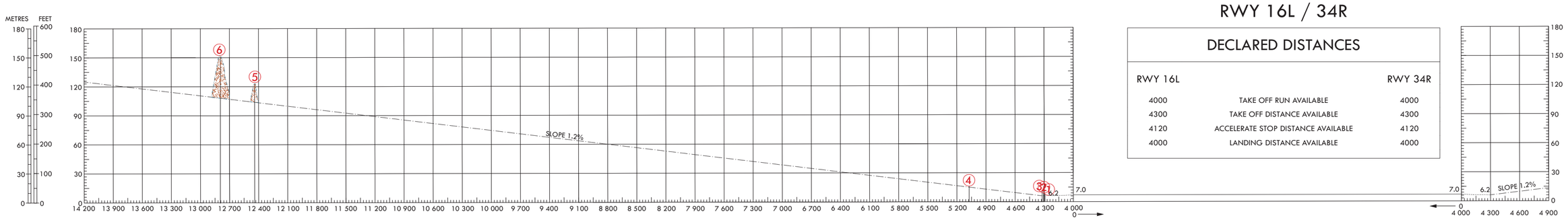
		SURFACE	WIDTH	STRENGTH
APRON	Apron 1, Cargo Apron 1, Maintenance Apron 1	Concrete	-	PCR 1 300/R/B/X/T
	Apron 2, Cargo Apron 2			PCR 1 160/R/B/X/T
	Mintenance Apron 2			PCR 1 050/R/B/X/T
	Apron 3			PCR 1 400/R/B/X/T
	Apron 4			PCR 1 510/R/B/X/T
TWY A, D		Concrete	30 m Shoulder : 15 m - Paved : 12 m - Turfed : 3 m	PCR 1 300/R/B/X/T
TWY B, C		Asphalt		PCR 1 610/F/B/X/T
TWY M		Concrete	30 m Shoulder : 15 m - Paved : 15 m	PCR 1 160/R/B/X/T
TWY N		Asphalt		PCR 1 290/F/B/X/T
TWY P		Asphalt		PCR 1 370/F/B/X/T

Taxiway edge lights on all taxiways curve area
Taxiway center line lights on all taxiways
PAX Terminal and Concourse A VDGS equipped

Change : Establishment of maintenance apron 2 and Information of de-icing pad(ACFT stand NR. 558), TWYs.

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W - 2020

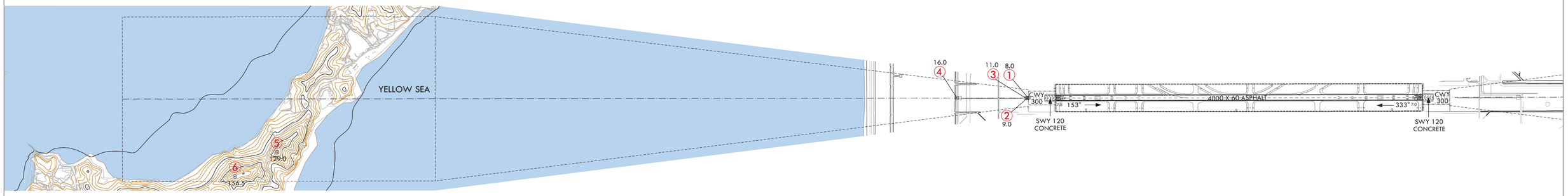


VERTICAL SCALE 1:1500

RWY 16L / 34R

DECLARED DISTANCES

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



LEGEND

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

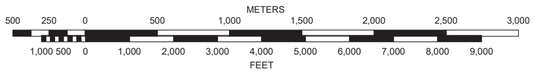
OBSTACLES

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

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 15000



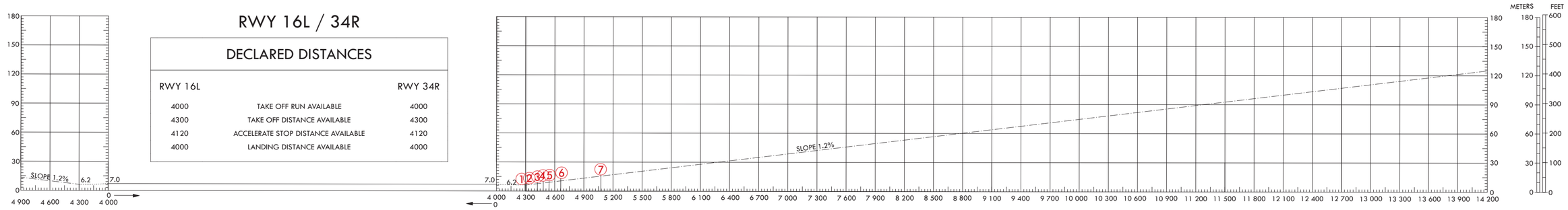
AMENDMENT RECORD

NR.	DATE	ENTERED BY

Change : Establishment of maintenance apron 2 and Information of TWYs.

DIMENSIONS AND ELEVATIONS IN METERS

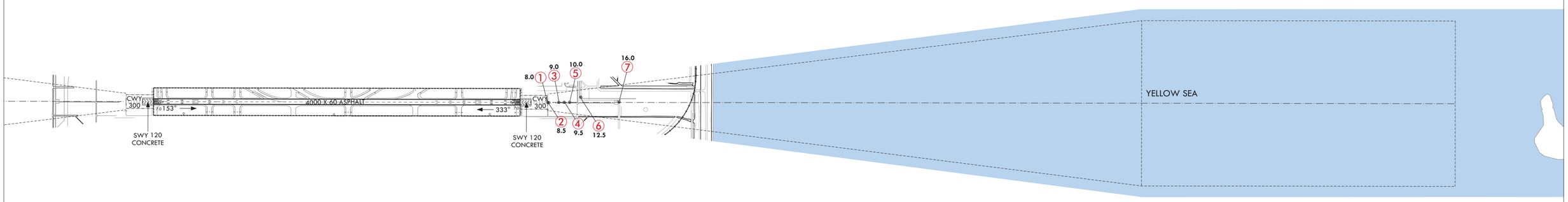
MAGNETIC VARIATION 9° W-2020



VERTICAL SCALE 1:1300

DECLARED DISTANCES

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



LEGEND

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

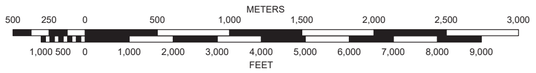
OBSTACLES

NR	COORDINATES(WGS84)	ELEV(MSL)	ITEM	NOTE
1	37° 26' 28.2 "N 126° 26' 37.3 "E	8.0	Light	
2	37° 26' 28.0 "N 126° 26' 37.5 "E	8.5	Antenna	
3	37° 26' 25.1 "N 126° 26' 40.2 "E	9.0	Light	
4	37° 26' 23.5 "N 126° 26' 41.6 "E	9.5	Light	
5	37° 26' 21.9 "N 126° 26' 43.0 "E	10.0	Light	
6	37° 26' 19.9 "N 126° 26' 47.6 "E	12.5	CCTV	
7	37° 26' 07.7 "N 126° 26' 55.7 "E	16.0	CCTV	

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 15000



AMENDMENT RECORD

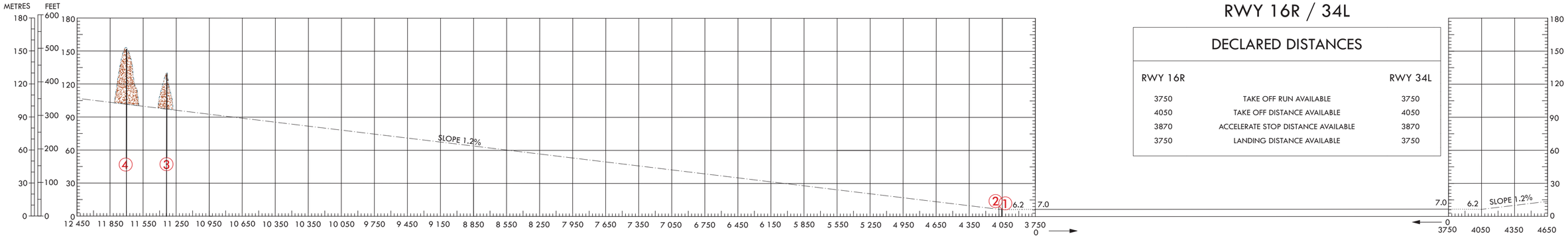
NR.	DATE	ENTERED BY

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

SEOUL / Incheon Intl

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W-2020

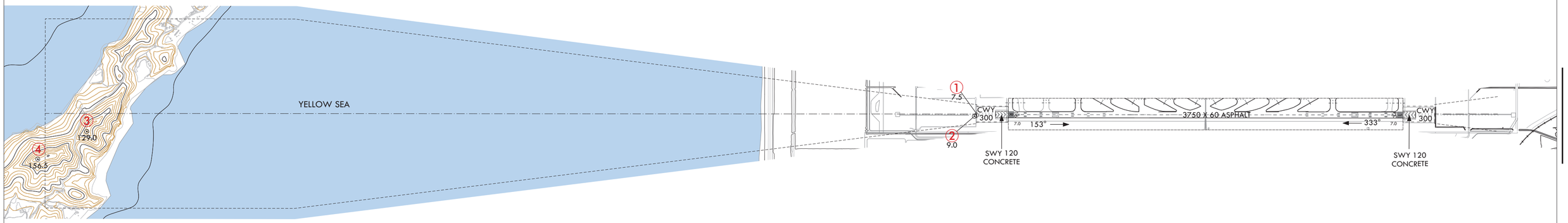


VERTICAL SCALE 1:1300

RWY 16R / 34L

DECLARED DISTANCES

RWY 16R		RWY 34L
3750	TAKE OFF RUN AVAILABLE	3750
4050	TAKE OFF DISTANCE AVAILABLE	4050
3870	ACCELERATE STOP DISTANCE AVAILABLE	3870
3750	LANDING DISTANCE AVAILABLE	3750



LEGEND

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

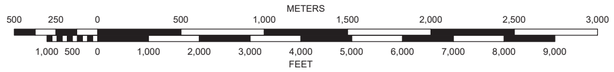
OBSTACLES

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

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 13 000



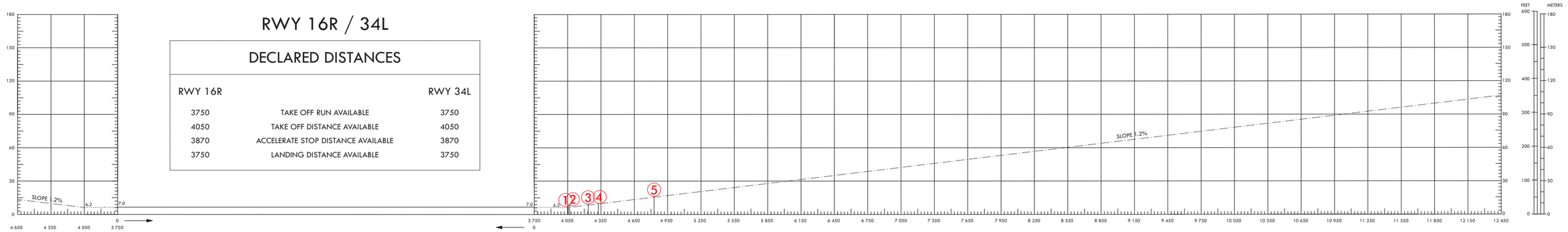
AMENDMENT RECORD

NR.	DATE	ENTERED BY

Change : Establishment of maintenance apron 2 and Information of TWYs.

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W-2020

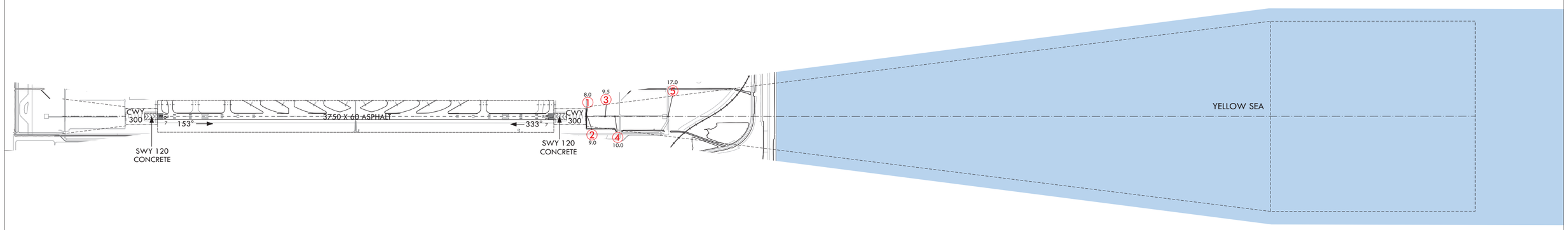


RWY 16R / 34L

DECLARED DISTANCES

RWY 16R		RWY 34L
3750	TAKE OFF RUN AVAILABLE	3750
4050	TAKE OFF DISTANCE AVAILABLE	4050
3870	ACCELERATE STOP DISTANCE AVAILABLE	3870
3750	LANDING DISTANCE AVAILABLE	3750

VERTICAL SCALE 1:1,300



LEGEND

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

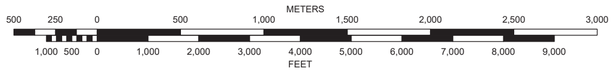
OBSTACLES

NR	COORDINATES(WGS-84)		ELEV(AMSL)	ITEM	NOTE
1	37°26'20.5"N	126°26'23.6"E	8.0	Light	
2	37°26'20.2"N	126°26'23.9"E	9.0	Antenna	
3	37°26'15.7"N	126°26'27.9"E	9.5	Light	
4	37°26'13.2"N	126°26'30.0"E	10.0	Light	
5	37°25'59.9"N	126°26'41.9"E	17.0	CCTV	

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 13 000



AMENDMENT RECORD

NR.	DATE	ENTERED BY

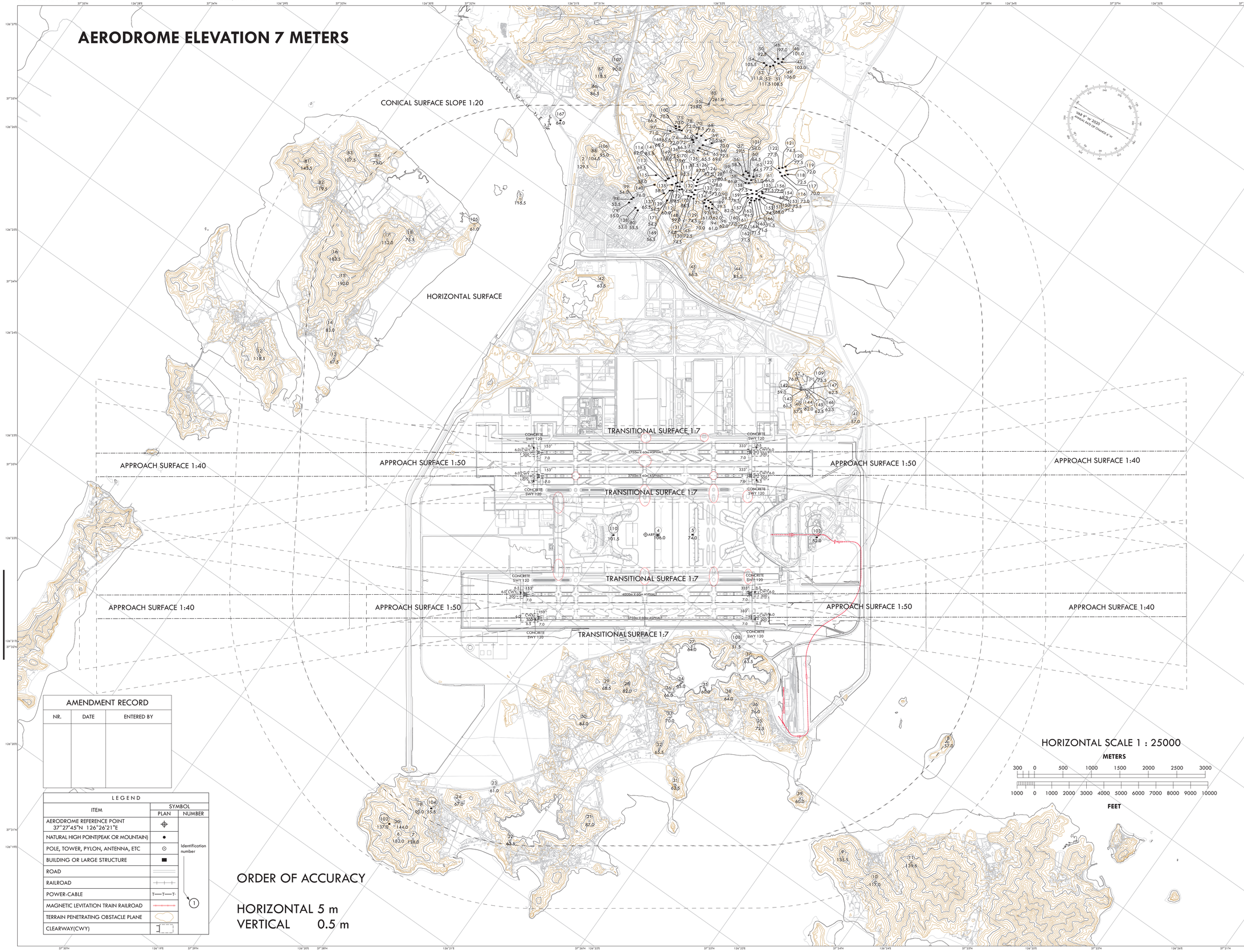
Change : Establishment of maintenance apron 2 and Information of TWYs.

AERODROME OBSTACLE CHART - ICAO
TYPE B

SEOUL / Incheon Intl

DIMENSIONS AND ELEVATIONS IN METERS

AERODROME ELEVATION 7 METERS



AMENDMENT RECORD

NR.	DATE	ENTERED BY

LEGEND

ITEM	SYMBOL PLAN	SYMBOL NUMBER
AERODROME REFERENCE POINT 37°27'45"N 126°26'21"E		
NATURAL HIGH POINT(PEAK OR MOUNTAIN)		
POLE, TOWER, PYLON, ANTENNA, ETC		Identification number
BUILDING OR LARGE STRUCTURE		
ROAD		
RAILROAD		
POWER-CABLE	T—T—T·	
MAGNETIC LEVITATION TRAIN RAILROAD		
TERRAIN PENETRATING OBSTACLE PLANE		
CLEARWAY(CWY)		

ORDER OF ACCURACY

HORIZONTAL 5 m
VERTICAL 0.5 m

OBSTACLES

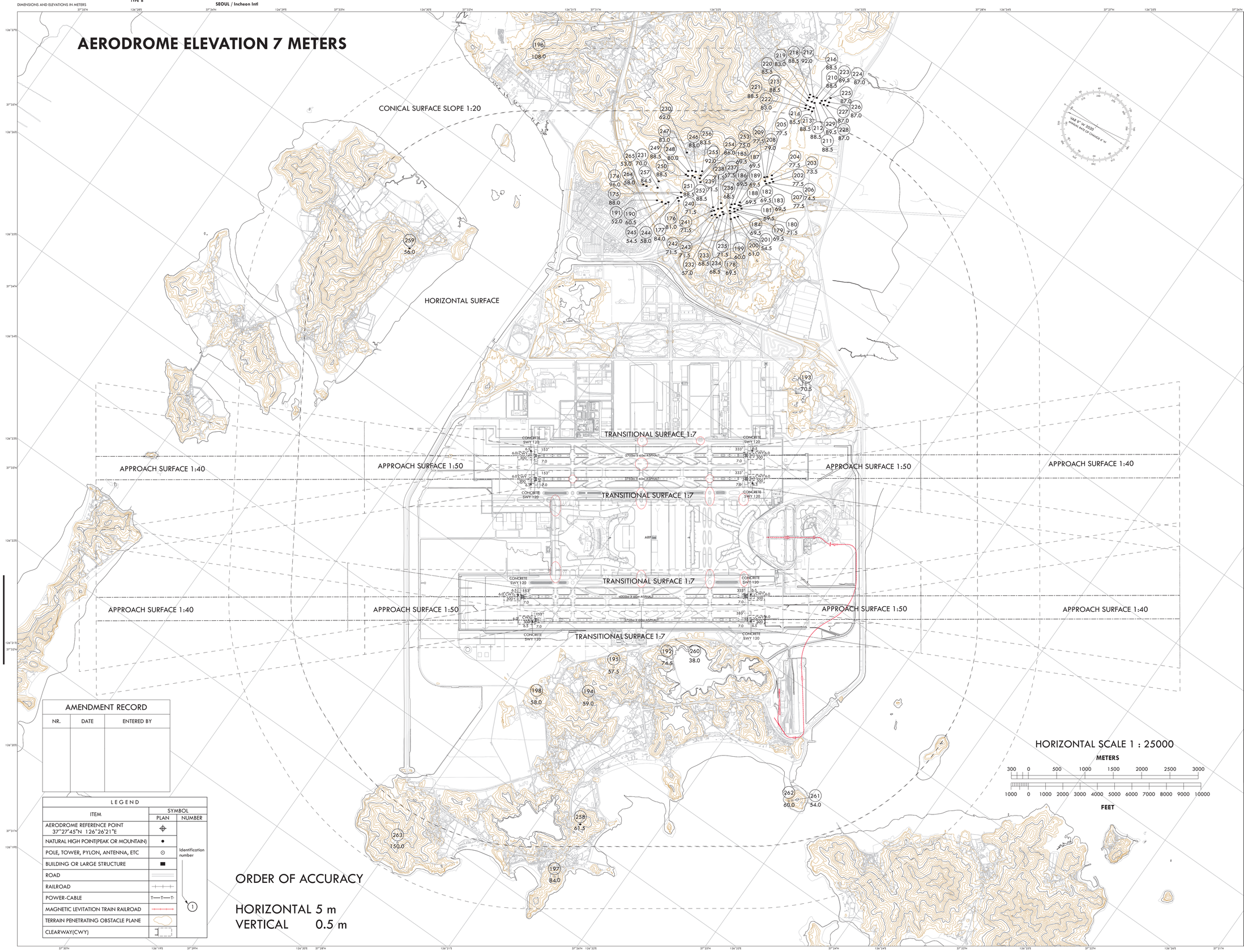
NR	COORDINATES (WGS-84)		ELEV(MSL)	ITEM	NOTE
1	37°30'33.33"	126°28'45.05"	115.5	Pylon	
2	37°30'15.83"	126°29'32.05"	129.5	Pylon	
3	37°27'20.82"	126°28'50.90"	76.0	Pole	
4	37°27'39.34"	126°26'25.85"	106.0	Building	
5	37°27'23.10"	126°26'40.30"	74.0	Building	
6	37°28'00.18"	126°21'42.23"	182.0	Pole	
7	37°27'53.05"	126°21'47.52"	138.0	Pole	
8	37°24'16.06"	126°26'24.39"	57.0	Natural High Point	
9	37°24'27.57"	126°24'34.49"	135.5	Natural High Point	
10	37°24'04.52"	126°24'33.35"	117.0	Natural High Point	
11	37°23'53.81"	126°24'59.26"	139.5	Natural High Point	
12	37°31'43.25"	126°25'26.41"	118.5	Natural High Point	
13	37°31'07.55"	126°25'55.14"	67.5	Natural High Point	
14	37°31'19.80"	126°26'11.99"	83.0	Natural High Point	
15	37°31'29.16"	126°26'44.67"	190.0	Natural High Point	
16	37°31'40.75"	126°26'55.17"	183.5	Natural High Point	
17	37°31'21.96"	126°27'26.38"	152.0	Natural High Point	
18	37°31'12.41"	126°27'37.64"	73.5	Natural High Point	
19	37°27'59.77"	126°22'07.92"	90.0	Natural High Point	
20	37°28'06.16"	126°21'47.65"	144.0	Natural High Point	
21	37°26'37.04"	126°23'10.85"	87.0	Natural High Point	
22	37°27'07.29"	126°22'26.87"	63.5	Natural High Point	
23	37°27'32.31"	126°22'51.20"	61.0	Natural High Point	
24	37°27'44.51"	126°22'28.62"	67.0	Natural High Point	
25	37°25'49.37"	126°25'16.95"	73.5	Natural High Point	
26	37°25'56.75"	126°25'24.76"	76.0	Natural High Point	
27	37°26'46.75"	126°25'34.88"	64.0	Natural High Point	
28	37°27'03.12"	126°24'43.65"	82.0	Natural High Point	
29	37°27'13.54"	126°24'36.98"	68.5	Natural High Point	
30	37°27'12.41"	126°24'06.51"	84.0	Natural High Point	
31	37°26'08.98"	126°24'07.37"	62.5	Natural High Point	
32	37°26'28.21"	126°24'01.53"	65.5	Natural High Point	
33	37°26'33.64"	126°24'44.26"	70.0	Natural High Point	
34	37°26'39.87"	126°25'09.01"	65.0	Natural High Point	
35	37°26'26.43"	126°25'15.41"	60.0	Natural High Point	
36	37°26'42.21"	126°24'38.72"	66.0	Natural High Point	
37	37°26'16.63"	126°25'51.05"	63.5	Natural High Point	
38	37°26'13.31"	126°25'21.20"	64.0	Natural High Point	
39	37°25'06.79"	126°24'50.83"	60.0	Natural High Point	
40	37°27'14.87"	126°28'37.72"	57.5	Natural High Point	
41	37°26'45.49"	126°28'35.29"	57.0	Natural High Point	
42	37°29'27.85"	126°28'29.55"	63.5	Natural High Point	
43	37°29'07.62"	126°29'37.99"	72.5	Natural High Point	
44	37°28'27.77"	126°29'31.53"	85.5	Natural High Point	
45	37°28'49.19"	126°29'14.03"	66.5	Natural High Point	
46	37°29'17.04"	126°31'55.16"	101.0	Building	
47	37°29'16.62"	126°31'52.84"	103.0	Building	
48	37°29'19.50"	126°31'53.06"	97.0	Building	
49	37°29'17.71"	126°31'50.58"	106.0	Building	
50	37°29'19.93"	126°31'49.94"	92.5	Building	
51	37°29'19.51"	126°31'47.26"	108.5	Building	
52	37°29'20.62"	126°31'45.48"	111.5	Building	
53	37°29'22.76"	126°31'44.58"	111.0	Building	
54	37°29'24.69"	126°31'44.88"	105.5	Building	
55	37°29'36.73"	126°30'58.26"	258.0	Pole	
56	37°28'57.68"	126°30'31.19"	58.5	Building	
57	37°28'57.56"	126°30'34.20"	59.5	Building	
58	37°28'53.96"	126°30'27.39"	61.0	Building	
59	37°28'54.58"	126°30'30.12"	61.0	Building	
60	37°28'54.43"	126°30'32.92"	64.5	Building	
61	37°28'52.40"	126°30'28.56"	61.0	Building	
62	37°28'52.25"	126°30'31.38"	61.0	Building	
63	37°28'52.21"	126°30'34.13"	64.5	Building	
64	37°29'26.68"	126°30'26.73"	65.5	Building	
65	37°29'26.77"	126°30'28.77"	69.0	Building	
66	37°29'26.23"	126°30'31.69"	72.5	Building	
67	37°29'22.69"	126°30'36.59"	70.0	Building	
68	37°29'30.02"	126°30'36.65"	77.0	Building	
69	37°29'26.46"	126°30'35.93"	70.5	Building	
70	37°29'32.53"	126°30'35.84"	79.5	Building	
71	37°29'31.49"	126°30'39.63"	66.0	Building	
72	37°29'32.40"	126°30'30.72"	66.5	Building	
73	37°29'31.46"	126°30'33.27"	61.0	Building	
74	37°29'33.07"	126°30'30.78"	72.0	Building	
75	37°29'43.06"	126°30'32.71"	70.0	Building	
76	37°29'44.10"	126°30'33.33"	66.5	Building	
77	37°29'42.09"	126°30'30.97"	65.5	Building	
78	37°29'40.87"	126°30'31.62"	73.0	Building	
79	37°29'41.74"	126°29'37.95"	55.0	Building	
80	37°29'35.09"	126°29'27.06"	55.5	Building	
81	37°32'23.58"	126°27'37.00"	143.5	Natural High Point	
82	37°32'10.05"	126°27'30.46"	119.5	Natural High Point	
83	37°32'06.27"	126°27'59.15"	107.5	Natural High Point	
84	37°31'52.79"	126°28'08.96"	73.0	Natural High Point	
85	37°29'37.00"	126°30'58.81"	261.0	Natural High Point	
86	37°30'34.34"	126°30'19.19"	86.5	Natural High Point	
87	37°30'37.22"	126°30'31.50"	118.5	Natural High Point	
88	37°30'13.27"	126°29'41.10"	104.5	Natural High Point	
89	37°29'03.88"	126°30'01.69"	59.5	Building	
90	37°29'05.53"	126°30'01.82"	59.5	Building	
91	37°29'07.34"	126°30'00.70"	73.0	Building	
92	37°29'06.57"	126°29'58.65"	70.0	Building	
93	37°29'04.64"	126°29'57.39"	61.0	Building	
94	37°29'02.90"	126°29'57.62"	61.0	Building	
95	37°29'01.17"	126°29'58.59"	62.0	Building	
96	37°29'02.32"	126°30'01.24"	62.0	Building	
97	37°29'45.94"	126°30'26.66"	71.0	Building	
98	37°29'41.68"	126°29'30.96"	53.5	Building	
99	37°29'41.26"	126°29'32.52"	54.0	Building	
100	37°29'45.00"	126°30'31.66"	70.0	Building	
101	37°28'56.06"	126°30'34.22"	54.0	Building	
102	37°28'09.16"	126°21'46.79"	137.0	Building	
103	37°26'24.54"	126°29'29.97"	52.0	Building	
104	37°27'54.72"	126°22'13.10"	55.5	Building	
105	37°30'46.06"	126°28'10.85"	61.0	Pylon	
106	37°30'10.46"	126°29'46.50"	95.0	Pylon	
107	37°30'32.10"	126°30'42.59"	90.0	Pole	
108	37°26'26.91"	126°25'55.04"	51.5	Pole	
109	37°27'16.56"	126°28'55.00"	75.5	Pole	
110	37°27'59.88"	126°26'07.52"	101.5	Building	
111	37°29'23.90"	126°30'01.89"	92.5	Building	
112	37°29'26.11"	126°29'58.40"	60.0	Building	
113	37°29'51.83"	126°29'55.84"	69.5	Building	
114	37°29'31.42"	126°29'57.77"	82.0	Building	
115	37°29'38.08"	126°29'54.94"	58.0	Building	
116	37°28'39.29"	126°30'46.34"	73.0	Building	
117	37°28'38.09"	126°30'47.87"	70.0	Building	
118	37°28'37.09"	126°30'49.61"	72.5	Building	
119	37°28'38.89"	126°30'51.29"	72.0	Building	
120	37°28'40.70"	126°30'53.23"	77.5	Building	
121	37°28'41.75"	126°30'51.31"	74.5	Building	
122	37°28'43.10"	126°30'49.61"	77.5	Building	
123	37°28'41.21"	126°30'47.73"	77.5	Building	
124	37°29'17.19"	126°30'09.74"	83.5	Building	
125	37°29'21.04"	126°30'07.71"	81.5	Building	
126	37°29'19.02"	126°30'07.68"	81.0	Building	
127	37°29'15.93"	126°30'05.24"	78.0	Building	
128	37°29'16.69"	126°30'07.69"	80.5	Building	
129	37°29'13.03"	126°29'56.80"	74.5	Building	
130	37°29'14.76"	126°29'56.84"	74.5	Building	
131	37°29'16.29"	126°29'56.26"	74.5	Building	
132	37°29'15.68"	126°29'59.90"	74.5	Building	
133	37°29'14.94"	126°30'02.45"	77.5	Building	
134	37°29'14.02"	126°29'59.34"	71.5	Building	
135	37°29'27.51"	126°29'56.04"	58.5	Building	
136	37°29'25.68"	126°29'59.61"	72.5	Building	
137	37°29'28.50"	126°29'47.71"	65.5	Building	
138	37°29'36.99"	126°29'27.44"	53.0	Building	
139	37°29'26.67"	126°29'51.61"	54.5	Building	
140	37°29'35.67"	126°29'48.69"	76.0	Building	
141	37°29'31.01"	126°29'58.57"	85.5	Building	
142	37°27'20.66"	126°28'49.56"	59.0	Pole	
143	37°27'19.65"	126°28'50.11"	61.5	Pole	
144	37°27'18.79"	126°28'50.99"	62.0	Pole	
145	37°27'18.06"	126°28'51.83"	62.5	Pole	
146	37°27'17.30"	126°28'52.88"	62.5	Pole	
147	37°27'16.56"	126°28'53.63"	62.5	Pole	
148	37°29'24.54"	126°29'57.32"	59.0	Building	
149	37°29'28.69"	126°30'02.98"	108.5	Building	
150	37°28'40.33"	126°30'36.14"	71.5	Building	
151	37°28'41.87"	126°30'25.48"	68.0	Building	
152	37°28'43.35"	126°30'25.40"	74.5	Building	
153	37°28'42.62"	126°30'28.16"	73.5	Building	
154	37°28'43.33"	126°30'28.92"	68.5	Building	
155	37°28'46.14"	126°30'27.08"	71.5	Building	
156	37°28'45.13"	126°30'25.19"	77.0	Building	
157	37°28'47.29"	126°30'23.80"	82.0	Building	
158	37°28'49.00"	126°30'25.43"	77.5	Building	
159	37°28'49.56"	126°30'21.59"	76.5	Building	
160	37°28'48.02"	126°30'19.56"	77.0	Building	
161	37°28'46.16"	126°30'21.14"	77.0	Building	
162	37°28'45.60"	126°30'19.49"	71.5	Building	
163	37°28'45.45"	126°30'17.61"	71.5	Building	
164	37°28'43.91"	126°30'20.69"	71.5	Building	
165	37°28'43.79"	126°30'22.52"	71.5	Building	
166	37°28'42.11"	126°30'23.16"	71.5	Building	
167	37°30'40.57"	126°29'47.70"	64.0	Building	
168	37°29'29.90"	126°30'01.13"	60.5	Building	
169	37°29'25.56"	126°29'52.77"	56.5	Building	
170	37°29'23.28"	126°29'58.14"	75.0	Building	
171	37°29'24.69"	126°29'44.95"	54.5	Building	
172	37°29'22.47"	126°29'36.11"	89.5	Building	
173	37°29'21.50"	126°29'57.45"	86.5	Building	

AERODROME OBSTACLE CHART - ICAO
TYPE B

DIMENSIONS AND ELEVATIONS IN METERS

SEOUL / Incheon Intl

AERODROME ELEVATION 7 METERS



OBSTACLES

NR	COORDINATES (WGS-84)		ELEV(MSL)	ITEM	NOTE
174	37°29'20.72"	126°29'59.52"	96.0	Building	
175	37°29'19.08"	126°29'57.20"	88.0	Building	
176	37°29'19.03"	126°29'53.80"	81.0	Building	
177	37°29'20.58"	126°29'55.00"	84.0	Building	
178	37°28'50.77"	126°30'07.80"	69.5	Building	
179	37°28'49.39"	126°30'10.56"	69.5	Building	
180	37°28'48.50"	126°30'12.87"	71.5	Building	
181	37°28'47.01"	126°30'15.11"	69.5	Building	
182	37°28'48.45"	126°30'16.39"	69.5	Building	
183	37°28'50.46"	126°30'12.06"	69.5	Building	
184	37°28'51.95"	126°30'09.02"	69.5	Building	
185	37°28'52.69"	126°30'11.33"	69.5	Building	
186	37°28'53.20"	126°30'13.57"	69.5	Building	
187	37°28'51.81"	126°30'15.04"	69.5	Building	
188	37°28'49.51"	126°30'16.05"	69.5	Building	
189	37°28'49.96"	126°30'18.20"	69.5	Building	
190	37°29'26.51"	126°29'46.07"	60.5	Building	
191	37°29'29.46"	126°29'45.10"	52.0	Building	
192	37°26'53.18"	126°25'19.62"	74.5	Pole	
193	37°27'18.59"	126°28'58.06"	70.5	Pole	
194	37°27'16.70"	126°24'23.65"	59.0	Natural High Point	
195	37°27'15.45"	126°24'52.90"	57.5	Natural High Point	
196	37°31'13.49"	126°30'22.91"	108.0	Natural High Point	
197	37°26'33.81"	126°22'25.71"	84.0	Natural High Point	
198	37°27'41.16"	126°24'02.76"	58.0	Natural High Point	
199	37°28'48.68"	126°30'04.70"	60.0	Building	
200	37°28'47.41"	126°30'07.08"	61.0	Building	
201	37°28'46.17"	126°30'09.07"	54.5	Building	
202	37°28'41.17"	126°30'44.01"	77.5	Building	
203	37°28'42.64"	126°30'45.05"	73.5	Building	
204	37°28'43.87"	126°30'47.32"	77.5	Building	
205	37°28'45.53"	126°30'44.42"	77.5	Building	
206	37°28'42.45"	126°30'41.96"	74.5	Building	
207	37°28'43.69"	126°30'40.05"	77.5	Building	
208	37°28'45.10"	126°30'41.10"	79.0	Building	
209	37°28'46.72"	126°30'43.09"	77.5	Building	
210	37°28'48.44"	126°31'51.50"	88.5	Building	
211	37°28'47.86"	126°31'47.54"	88.5	Building	
212	37°28'46.60"	126°31'44.17"	88.5	Building	
213	37°28'46.12"	126°31'41.61"	88.5	Building	
214	37°28'48.23"	126°31'41.16"	85.5	Building	
215	37°28'48.51"	126°31'43.32"	88.5	Building	
216	37°28'49.49"	126°31'46.96"	88.5	Building	
217	37°28'50.38"	126°31'50.83"	92.0	Building	
218	37°28'52.60"	126°31'50.49"	88.5	Building	
219	37°28'52.12"	126°31'48.35"	83.0	Building	
220	37°28'51.84"	126°31'46.13"	85.5	Building	
221	37°28'51.04"	126°31'42.60"	88.5	Building	
222	37°28'50.34"	126°31'40.56"	83.0	Building	
223	37°28'45.19"	126°31'51.68"	89.5	Building	
224	37°28'43.50"	126°31'53.25"	87.0	Building	
225	37°28'41.95"	126°31'56.99"	87.0	Building	
226	37°28'41.25"	126°31'53.83"	87.0	Building	
227	37°28'40.86"	126°31'51.28"	87.0	Building	
228	37°28'42.89"	126°31'50.25"	87.0	Building	
229	37°28'45.12"	126°31'49.81"	89.5	Building	
230	37°29'31.17"	126°30'25.60"	62.0	Building	
231	37°29'34.89"	126°29'56.89"	70.0	Building	
232	37°28'55.64"	126°29'59.88"	57.0	Building	
233	37°28'54.99"	126°30'02.25"	68.5	Building	
234	37°28'53.69"	126°30'04.43"	68.5	Building	
235	37°28'54.83"	126°30'05.41"	71.5	Building	
236	37°28'56.65"	126°30'07.12"	68.5	Building	
237	37°28'58.46"	126°30'09.99"	57.5	Building	
238	37°28'57.95"	126°30'05.26"	71.5	Building	
239	37°29'00.92"	126°30'04.17"	71.5	Building	
240	37°28'59.24"	126°30'02.64"	71.5	Building	
241	37°29'00.24"	126°30'01.30"	71.5	Building	
242	37°28'58.84"	126°29'58.84"	71.5	Building	
243	37°28'57.44"	126°30'00.90"	71.5	Building	
244	37°29'23.44"	126°29'48.71"	58.0	Building	
245	37°29'24.23"	126°29'46.71"	54.5	Building	
246	37°29'20.70"	126°30'17.96"	83.0	Building	
247	37°29'22.79"	126°30'16.99"	83.0	Building	
248	37°29'24.36"	126°30'15.17"	80.0	Building	
249	37°29'24.47"	126°30'12.20"	88.5	Building	
250	37°29'22.95"	126°30'12.21"	88.5	Building	
251	37°29'20.86"	126°30'14.16"	88.5	Building	
252	37°29'19.34"	126°30'14.26"	88.5	Building	
253	37°29'15.01"	126°30'13.73"	75.0	Building	
254	37°29'16.68"	126°30'15.69"	86.0	Building	
255	37°29'17.14"	126°30'17.77"	92.0	Building	
256	37°29'17.80"	126°30'20.81"	83.5	Building	
257	37°29'33.25"	126°29'52.76"	84.5	Building	
258	37°26'39.12"	126°23'06.96"	61.5	Building	
259	37°31'09.34"	126°27'34.32"	56.0	Building	
260	37°26'55.44"	126°25'35.07"	38.0	Pole	
261	37°25'07.94"	126°24'48.82"	54.0	Pole	
262	37°25'09.32"	126°24'47.25"	60.0	Pole	
263	37°27'58.55"	126°21'40.44"	150.0	Pole	
264	37°29'39.01"	126°29'49.04"	58.0	Building	
265	37°29'41.00"	126°29'48.80"	53.0	Building	

AMENDMENT RECORD

NR.	DATE	ENTERED BY

LEGEND

ITEM	SYMBOL PLAN	SYMBOL NUMBER
AERODROME REFERENCE POINT 37°27'45"N 126°26'21"E	⌖	
NATURAL HIGH POINT(PEAK OR MOUNTAIN)	●	
POLE, TOWER, PYLON, ANTENNA, ETC	⊙	Identification number
BUILDING OR LARGE STRUCTURE	■	
ROAD		
RAILROAD		
POWER-CABLE	T—T—T·	
MAGNETIC LEVITATION TRAIN RAILROAD		①
TERRAIN PENETRATING OBSTACLE PLANE		
CLEARWAY(CWY)		

ORDER OF ACCURACY

HORIZONTAL 5 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 25000

METERS

300 0 500 1000 1500 2000 2500 3000

1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000

FEET

RKSS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKSS - SEOUL / GIMPO International

RKSS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	373325N 1264751E 328° / 1 327 m from THR 32R
2	Direction and distance from city	275°, 16 km from Seoul City Hall
3	Elevation/Reference temperature	18 m / 31.8 °C
4	Geoid undulation at the AD ELEV PSN	23 m
5	MAG VAR/Annual change	9° W (2025) / 0.039° increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	Korea Airports Corporation(Gimpo International Airport) 76, Haneul-gil, Gangseo-gu, Seoul, 07505, Republic of Korea TEL : +82-2-2660-4218, 2566~7 Telefax : +82-2-2660-2842, 2575 AFS : RKSSZPZX
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKSS AD 2.3 OPERATIONAL HOURS

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

RKSS AD 2.4 HANDLING SERVICES AND FACILITIES

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

RKSS AD 2.5 PASSENGER FACILITIES

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

RKSS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

RKSS AD 2.7 SEASONAL AVAILABILITY-CLEARING

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

Change : Withdrawal of taxilane NX.

Type of aid, MAG VAR, Type of supported OPS	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
LOC 14L (9° W/2025) ILS CAT I (9° W/2025)	ISEL	109.90 MHz	H24	373244.6N 1264834.7E		RWY 14L LOC unusable beyond 12 NM from GP-DME and beyond 10° Left side of the Course not flight check due to RK P518 **Scheduled inspection time :** Every 2nd THU(1400-1900 UTC) of the month
GP 14L	-	333.8 MHz	H24	373403.9N 1264648.2E		
DME 14L	ISEL	997 MHz (CH 36X)	H24	373403.8N 1264648.1E	30 m	
IM 14L	-	75 MHz	H24	373421.9N 1264632.6E		
LOC 32R (9° W/2025) ILS CAT I (9° W/2025)	ISKP	110.70 MHz	H24	373421.7N 1264632.8E		RWY 32R LOC unusable beyond 10° Right side of the Course not flight check due to RK P73 **Scheduled inspection time :** Every 3rd THU(1400-1900 UTC) of the month
DME 32R	ISKP	1005 MHz (CH 44X)	H24	373256.3N 1264812.9E	30 m	
GP 32R	-	330.2 MHz	H24	373256.4N 1264813.1E		
IM 32R	-	75 MHz	H24	373244.5N 1264834.9E		
LOC 32L (9° W/2025) ILS CAT I (9° W/2025)	IKMO	108.30 MHz	H24	373413.4N 1264622.6E		RWY 32L LOC unusable beyond 12° NE side of the course due to RK P73 **Scheduled inspection time :** Every 4th THU(1400-1900 UTC) of the month
DME 32L	IKMO	981 MHz (CH 20X)	H24	373257.2N 1264751.2E	30 m	
GP 32L		334.1 MHz	H24	373257.3N 1264751.2E		
VOR/DME (Yangju) (9° W/2025)	YJU	114.90 MHz (CH 96X)	H24	374453N 1265928E		**VOR/DME unusable** - RDL 081 clockwise RDL 100 beyond 20 NM not flight check due to RK P518 - RDL 125 clockwise RDL 155 beyond 30 NM due to RK R17 - RDL 155 clockwise RDL 220 not flight check due to RK P73 - RDL 250 clockwise RDL 265 beyond 30 NM not flight check due to RK P518 - RDL 265 clockwise RDL 271 beyond 20 NM not flight check due to RK P518 - RDL 271 clockwise RDL 081 not flight check due to RK P518

Scheduled Inspection Time

ASDE : Every 3rd TUE(0100-0800 UTC) of the month when visibility is at or above 5 km(VMC).
MLAT : Every 1st TUE(0100-0800 UTC) of the month.
RADAR (PSR, SSR) : Every 2nd, 4th WED (1400-1900 UTC) of the month.
SEL(VORTAC) : Every 3rd TUE (1500-2000 UTC) of the month.
Yangju(VOR/DME) : Every 2nd WED (1500-2000 UTC) of the month.

※ The information of VORTAC SEL see ENR 4.1 for details.

RKSS AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulations

1.1 All aircraft with 2 engines or more (except helicopter) shall fly IFR at Gimpo international Airport for departures and arrivals.

1.2 Pilots are strongly required to monitor VHF 121.5 MHz when flying within SEOUL TMA.

1.3 Pilot shall exercise extreme caution to avoid penetrating Prohibited Area (RK P518, RK P73, etc) and Special Use Airspace (ACMI, RK R17, etc), especially when flying north of R 280 KIP, R 100 SEL and east of the extended centerline of runway 14/32.

1.4 Pilots should always make sure that microphones are not stuck in the transmitting position before transmission in order to prevent frequency blockage (stuck mike) from impairing ATC.

1.5 Special Regulations for Use of the Gimpo Airport (RKSS)

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

1. Aircraft

a. Private aircraft which is owned by an enterprise or a person, except the following aircraft;
1) Public charter which is not scheduled,
2) Inclusive tour charter,
3) Aircraft having a seating capacity of more than 50 passengers,
4) Aircraft having a maximum payload capacity of 2 721 kg (6 000 lbs) or more,
5) Aircraft carrying commercial goods (including free-of-charge carriage), or
6) State aircraft which is not owned by an enterprise or a person.

b. Ferry-flight of an aircraft which is Korean-registered and internationally operating for the purpose of import, maintenance or charter flight support.

2. Restriction

The use of the Gimpo Airport may not be permitted when required for certain reasons, including the shortage of airport capacity, safety or security.

3. Permitted Hours : 2100-1400 UTC, daily
(In other hours, the Incheon International Airport or the other airports should be used.)

1.6 Landing Procedure

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

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

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

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

2. Landing to RWY(14L/32R)
Unless otherwise cleared by ATC, aircraft are advised to vacate RWY as follow;

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

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

1.7 Taxiway Classification

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

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

Change : Withdrawal of taxilane NX.

1.8 Load Limitations

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

1.9 Parking Stands Confirmation Procedure

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

1.10 Flight limitations

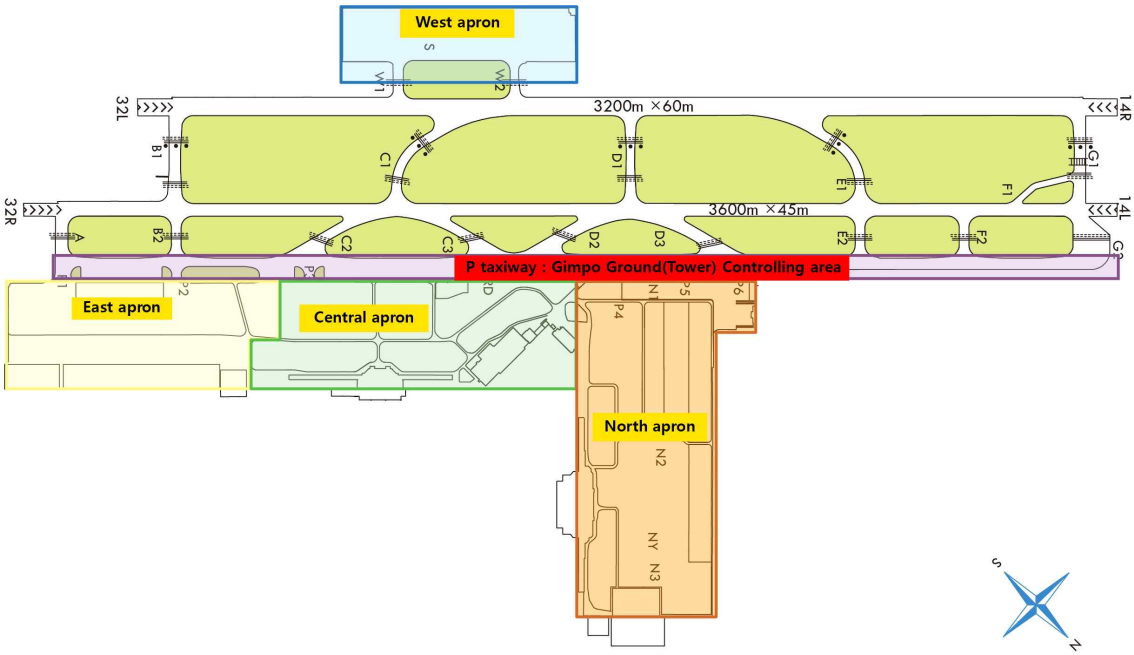
1. All training flights are prohibited at Gimpo Airport, except for turbofan engine aircraft. The deliberate simulation of engine failure is not permitted whilst on approach to or departure from the airport.
터보팬 엔진 장착 항공기를 제외한 모든 훈련비행은 김포공항에서 금지된다. 김포공항으로 접근 또는 출발 시 엔진 failure와 같은 고의적인 모의 훈련은 허가되지 않는다.

2. The use of this airport by light sports aircraft, ultra-light vehicles(except ultra-light vehicles operating by KAC(Korea Airports Corporation) for air navigation aids inspection) and lighter than air is prohibited.
경량항공기, 초경량비행장치(항행안전시설 점검을 위하여 한국공항공사가 운용하는 초경량비행장치는 제외) 및 기구의 사용은 김포공항에서 금지된다.

1.11 Apron control services

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

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



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

2. Ground Procedure

2.1 Airport Collaborative Decision Making

1. General

a. A-CDM is a process that allows air traffic controllers, airport operators, aircraft operators(AO), ground handling agents(GHA), pilots and air traffic flow managers to exchange operational information and work together to efficiently manage operations at aerodrome.

b. Definitions commonly used terms in A-CDM

1) Target Off Block Time(TOBT) - The time that an AO or GHA estimates that an aircraft will be ready, all doors closed, boarding bridge removed, push-back vehicle available and ready to start up/push-back immediately upon reception of clearance from the ATC.
2) Target Start up Approval Time(TSAT) - The time provided by ATC taking into account TOBT, Calculated Take off Time(CTOT) and/or the traffic situation that an aircraft can expect start-up/push-back approval.

c. The operation of A-CDM at Gimpo airport will be phased due to ATC environment restrictions. TSAT will not be provided to all departure flights. The flights subject to Pre-Departure Sequencing are limited to ATFM regulated flights during first operational phase.

2. A-CDM Procedures

a. Gimpo Airport A-CDM portal system will automatically calculate system TOBT for each departure flight taking into account the Estimated In-Block Time/Actual In-Block Time(EIBT/AIBT), Minimum Turnaround Time(MTTT) and Estimated Off Block Time(EOBT).

b. AO or GHA can manually update the system generated TOBT from 90 minutes prior to EOBT.

c. If the prediction of departure readiness (new TOBT) differs more than 5 minutes from the previous TOBT, AO or GHA shall update TOBT.

d. TOBT shall not deviate from EOBT by more than 5 minutes. If TOBT deviate from EOBT by more than 5 minutes, AO or GHA shall update EOBT. When EOBT is updated, TOBT is automatically modified to the value of the new EOBT.

e. TOBT shall be updated through the following channels :

1) A-CDM portal or mobile web (https://cdm.airport.co.kr)
2) Flight Information Assistant(FIA) at PBB boarding rooms

f. TOBT information is available through the following channels :

1) A-CDM portal and mobile web
2) FIDS at PBB boarding rooms
3) Radio communication with GHA or AO

g. TSAT will be calculated by taking into account factors such as TOBT, CTOT, Estimated Taxi-Out Time(EXOT) and ATC separation standards etc. Thus the accuracy of TOBT is vital to an optimal TSAT.

3. Non A-CDM Procedures

a. The Non A-CDM procedure is applicable when TOBT and TSAT references used in A-CDM mode of operations become unavailable due to system issues or maintenance.

b. If unable to refer TOBT through any channels, pilot shall contact Gimpo Delivery(121.975 MHz) for ATC clearance at least 10 minutes prior to ETD(EOBT).

2.2 Procedures for Start-up and Push-back

1. Before start-up and push-back

a. Pilot shall ensure aircraft is ready for push-back at TOBT.

b. Pilot shall maintain communication with the AO / GHA as they are responsible for updating the TOBT. Pilot shall notify the AO / GHA to update the TOBT if it is expected to differ by 5 minutes or more.

c. ATC will update TSAT changes if necessary, before push-back. Note that TSAT provided by ATC may not be final and can be revised due to en-route clearance restrictions, ground congestion or flow management.

d. Before pilot request engine start-up and push-back, pilot shall check the following from ground crews(ground handler, aircraft maintenance) :

1) Aircraft doors are closed (include cargo door).
2) Boarding bridge (or step car) removed.
3) Push-back vehicle connected and ready to push (applicable when aircraft needs push-back).
4) Connection between pilot and GHA should be maintain, if unable advise Gimpo Apron.
5) Including vehicles on GSE road, there is no hazard to start-up and push-back around the aircraft.

* Note : The pilot shall not ask the Gimpo Apron for start-up and push-back until its safety check-up is fully confirmed. If there are any elements posing a potential failure, the pilot can ask the Gimpo Apron for push-back only. After moving and standing the aircraft at a safety area, the pilot can ask the engine start up.

2. Request start-up and push-back

a. Pilot shall contact Gimpo Apron(130.875 MHz) to request engine start-up and push-back and provide the following :

1) Call sign
2) Gate or stand number
3) TSAT (if applicable)

b. Push-back approval is valid for 1 MIN. Push-back is therefore to begin promptly after approval.

c. Push-back for Central & East Apron
Aircraft stands NR. 124~125, NR. 131~134 will be pushed back for code letter “D” and above aircraft.

1) RWY 14L/R in use
Aircraft will be pushed back to face northwest unless otherwise instructed by ATC.

2) RWY 32R/L in use
Aircraft will be pushed back to face southeast unless otherwise instructed by ATC.

d. Push-back for North Apron

1) Aircraft stands NR. 31~36 will be pushed back to face southwest unless otherwise instructed by ATC.
2) Aircraft stands NR. 37~39, NR. 304~307 will be pushed back to face southeast unless otherwise instructed by ATC.
3) Aircraft stands NR. 221~241 will be pushed back to face northeast unless otherwise instructed by ATC.
4) Aircraft stands NR. 201~205, 209 will be pushed back to face northeast for code letter “D” and above aircraft unless otherwise instructed by ATC.

3. After start-up and push-back

a. All aircraft to be taxied within the apron shall fix their thrusts on an idle. In case of using breakaway thrust, it should be used to a minimum. Especially when all aircraft push back from ACFT stands(NR. 37, 38, 39) and commence taxiing onto taxilane P4 or N3 in North Apron, the pilot shall be taxied with idle power for ground safety.

b. If an aircraft have any problem with taxiing right after push-back, the pilot should report to Apron control. And then the pilot will be instructed to return the gate or to move other places to avoid blocking taxilanes.

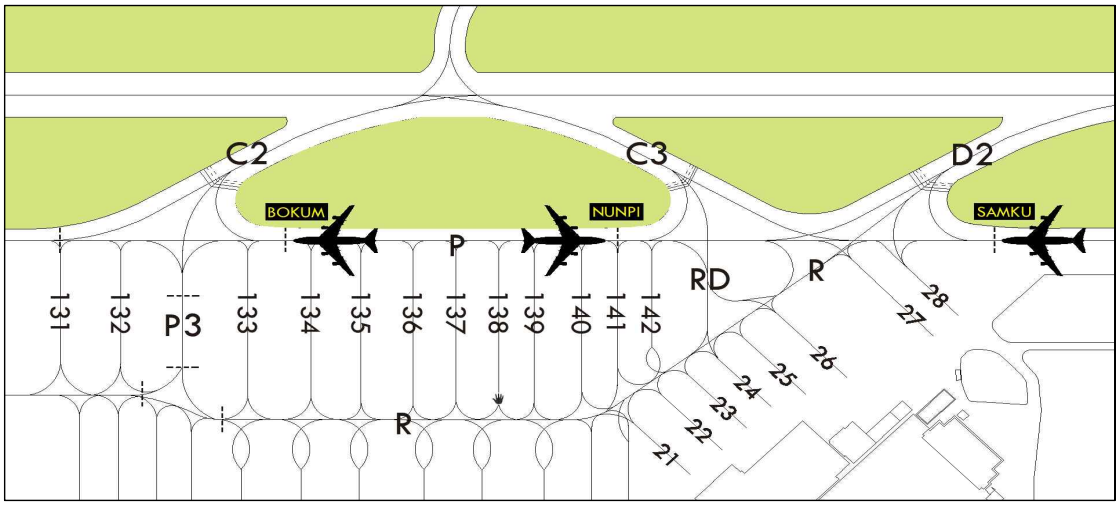
4. Others

a. Gimpo Apron may swap push-back sequence based on TSAT and real-time readiness of aircraft to maximize apron and RWY capacity and to reduce the overall delay of traffic as and when required.

Change : Information of push-back procedure for central, east and north apron.

2.3 Ground Holding Procedures

1. Each holding point uses a five-letter alphabetical code to identify the specific holding location for ground aircrafts on P taxiway.
   The specific holding points are illustrated as below. (Refer to AD 2-5 Ground movement charts.)



2. Unless otherwise instructed, aircraft should follow the instructions by ATC as below.

NR.	Holding Point	Name [Pronunciation]	Coordinates	ATC Phraseology	Information sign
①	'P3' taxiway Hold short point	BOKUM [보쿰]	37°33'19"N 126°48'02"E	"Hold short of BOKUM"	←P3 P-BOKUM C2↘
②	'RD' taxiway Hold short point	NUNPI [눈피]	37°33'28"N 126°47'51"E	"Hold short of NUNPI"	↙C3 P-NUNPI RD→
③	'R' taxiway Hold short point	SAMKU [샘쿠]	37°33'38"N 126°47'38"E	"Hold short of SAMKU"	↖R P-SAMKU / P-SAMKU D2↘

2.4 Procedures for Vehicles Towing Aircraft

1. Ground crews of vehicles required to tow aircraft should not assume that the ATC is aware that an aircraft is to be towed.
   항공기 견인 차량의 운전자는 항공기가 견인되고 있다는 상황을 관제기관이 알고 있다고 가정해서는 안 된다.

2. Ground crews must ensure that the area around the aircraft is clear of vehicles, equipment, and other OBST for safe and smooth aircraft movements. If it is unable to maintain safety distance despite ATC instruction, ground crews must stop immediately and inform ATC.
   지상운전자는 항공기의 안전하고 원활한 이동을 위해 차량, 장비 그리고 다른 장애물로부터 항공기 주변의 안전을 확인하여야 한다. 관제기관의 지시에도 불구하고 안전거리가 확보되지 않을 시, 지상운전자는 즉시 견인차량을 멈추고 관제기관에 통보하여야 한다.

3. In order to avoid any confusion, and as an aid to identification, ground crews should state the position and where applicable the operator, of the aircraft to be towed and readback instructions from ATC.
   지상운전자는 혼돈을 방지하고 식별을 돕기 위해 위치 및 운영자를 명시하여야 하며, 관제기관의 지시를 복창하여야 한다.

4. The performance and maneuverability of ground vehicles is obviously reduced when towing aircraft and this is taken into account when instructions to such vehicles are issued.
   항공기 견인 시, 견인차량의 성능과 기동성이 상당히 떨어지므로 이 사실을 고려하여 해당 차량에게 지시하여야 한다.

2.8 Taxi and Ground Movement Procedures for North Apron

1. Aircraft waiting on N1-A, N1-B for deicing or for other purposes should stop at the stop line, and a marshal should maintain radio communication with ATC.

2. Standard taxi procedures for north apron

Unless otherwise cleared by ATC, taxi into and out of north apron as follows;

〔Caution〕 While taxiing to/from the International Terminal via P4 or P5, pilots should look out for other aircraft that might be holding on taxiway N1, N2, N3 and NY in order to avoid collision risk.

a. Departure

1) Aircraft stands from NR. 31 to 39, NR. 201 to 209 proceed to "P" TWY via "P4" TWY.
2) Aircraft stands from NR. 221 to 231 proceed to "P" TWY via “N2” and "P4" TWY.
3) Aircraft stands from NR. 232 to 241 proceed to "P" TWY via “N3” and "P4" TWY.
4) Aircraft stands from NR. 304 to 307 proceed to "P" TWY via “N3” and "P4" TWY.

b. Arrival

1) Aircraft stands from NR. 201 to 209, NR. 221 to 241 proceed to aircraft stand via "P" and "P5" TWY.
2) Aircraft stands from NR. 31 to 34 proceed to aircraft stand via "P", "P5" and "N2" TWY.
3) Aircraft stands from NR. 35 to 39 proceed to aircraft stand via "P", "P5" and "N3" TWY.
4) Aircraft stands from NR. 304 to 307 proceed to aircraft stand via "P", "P5" and "N3" TWY.

2.9 Taxi and Ground Movement Procedures for West Apron

1. All aircraft within the west apron shall be operated in accordance with the following conditions.

a. An aircraft operating on the west apron shall not taxi, push-back or tow unless prior authorization has been obtained from Gimpo Apron.

b. Pilot shall contact Gimpo APN to request engine start-up and provide the following :

1) Call sign
2) Stand number
3) Intention(Departure, Run-up, Maintenance, etc.)
4) Flight path(South or RWY cross, etc.)
5) In case of special missions(emergency, search and rescue, etc.), provide relevant information.

c. Pilot shall contact Gimpo APN (for Arrival) and provide following :

1) Call sign
2) Present position
3) Assigned stand number

d. Park at appropriate stands considering aircraft dimensions specified herein, all aircraft must be parked within the aircraft stand safety lines.
Refer to the AIRCRAFT PARKING/DOCKING CHART ICAO for the details.

e. Wheeled helicopters are restricted to ground taxi only.

f. When any adjacent stand is occupied, power driven turn of aircraft at the stand is prohibited.

g. All stands are restricted to start-up only, and all engine run-up must be performed in designated area only.

h. Fixed-wing aircraft must be tied down when parking.

2. Standard Taxi Procedures

Unless otherwise cleared by ATC, the taxi procedures of the aircraft within the Apron are as follows.

a. Departure

1) Fixed-wing aircraft

a) Stand → S → W1 or W2 → RWY
b) Stand → T → W1 or W2 → RWY

2) For helicopter, proceed from the stand to H3 or H4 via S taxilane.

b. Arrival

1) Fixed-wing aircraft

a) Aircraft stands from NR. 506 to 524 proceed to aircraft stand via W1 or W2 and T taxilane.
b) Aircraft stands from NR. 525 to 527, NR. 701 to 704 proceed to aircraft stand via W1 or W2 and S taxilane.

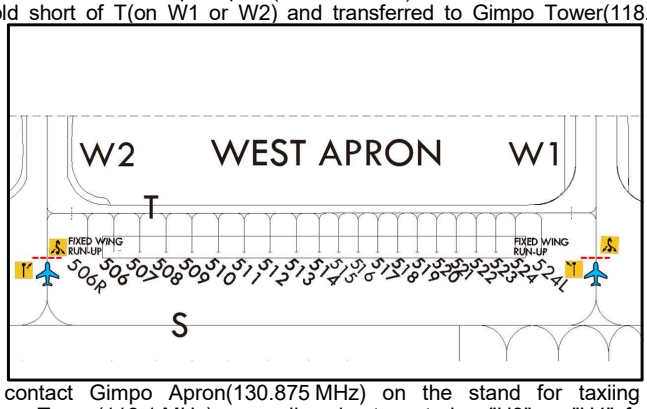
2) For helicopter, after landing at H3 or H4, proceed to the stand via S taxilane.

3. Radio Communication Procedures

Unless otherwise instructed by ATC, all aircraft should change radio frequency as follows.

a. Departure

1) Fixed-wing aircraft shall contact Gimpo Apron(130.875 MHz) on the stand before taxiing and will normally be instructed to hold short of T(on W1 or W2) and transferred to Gimpo Tower(118.1 MHz) for departure.



2) Helicopters shall contact Gimpo Apron(130.875 MHz) on the stand for taxiing and will normally be transferred to Gimpo Tower(118.1 MHz) manually prior to entering "H3" or "H4" for take-off.

b. Arrival

1) Fixed-wing aircraft will normally be transferred from Gimpo Tower(118.1 MHz) to Gimpo Apron(130.875 MHz) manually just after entering "W1" or "W2" TWY for ground taxi.
2) Helicopters will normally be transferred from Gimpo Tower(118.1 MHz) to Gimpo Apron(130.875 MHz) manually prior to entering the taxilane "S" for taxiing, after landing "H3" or "H4".

4. The use of RUN-UP PAD

a. Locations

1) Fixed-wing aircraft : 506R, 524L
2) Helicopter : Helicopter run-up pad

b. Hour of Operation : Available between 30 minutes after sunrise and 30 minutes before sunset.
c. The use of RUN-UP PAD may be permitted only under prior approval obtained from Gimpo APN.
d. A continuous communication with Gimpo APN shall be maintained while using RUN-UP PAD.
e. No maintenance is permitted on RUN-UP PAD(except compulsory maintenance during RUN-UP).
f. Hover check is not available over RUN-UP PAD.
(But hover check at H3 or H4 will be available under ATC permission below 50 ft.)

5. Restrictions

a. Any helicopter is not allowed to taxi on Taxiway "W2" and taxilane "T".
b. Any helicopter must follow the regular operating hours(within 1 HR/MAX) when using spot NR. 908-2 and spot NR. 909. Layover is not permitted.
c. Any helicopter which are not registered in Gimpo INTL Airport are not allowed to park more than 30 minutes when using ACFT stand NR. 912. Layover is not permitted on the stand.

2.10 The code letter "F" aircraft operating procedures for the usage of the alternate airport(RKSS)

1. Taxiing procedures to and from ACFT stands NR. 121F and 123F for both standard and low visibility operations are as follows :

a. Departure (Refer to RKSS AD 2-20, 2-22)

RWY 14R - 121F/123F → P1 → P → G2 → G1
RWY 32L - 121F/123F → P1 → P → B2 → B1

b. Arrival (Refer to RKSS AD 2-20, 2-21, 2-22)

RWY 14R - B1 → B2 → P → P1 → 121F/123F
RWY 32L - G1 → G2 → P → P1 → 121F/123F

2. Restriction

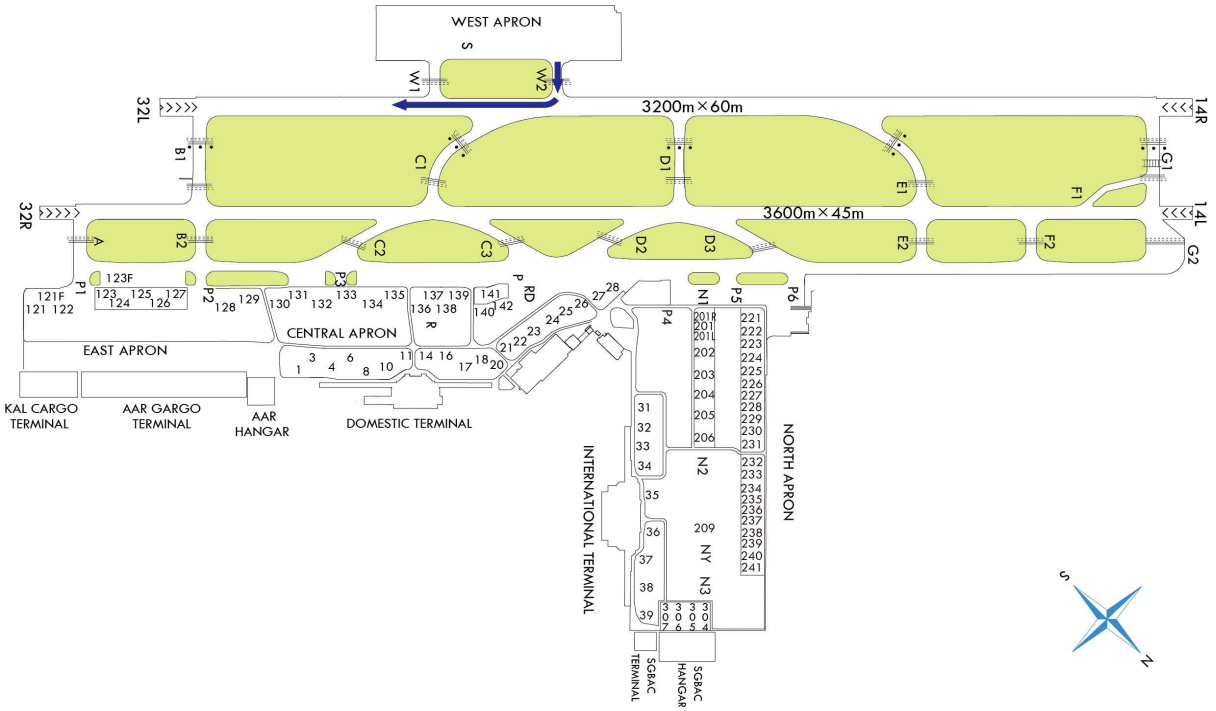
a. "F" aircraft requires Follow me car service and shall comply with the taxi speed limit 17 kt or less when taxi on part of "P" TWY from "P6" to "F2".
b. Push-back restriction on ACFT stand NR. 121F : Nose-gear cannot cross over intermediate holding position marking on TWY "R" behind the ACFT stand NR. 123.
c. Push-back restriction on ACFT stand NR. 123F : Nose-gear cannot cross over intermediate holding position marking on TWY "R" behind the ACFT stand NR. 122.
d. The aircraft, the code letter "F", are not able to take-off or land on RWY 14L/32R.

Change : Information of restriction for the code letter "F" aircraft operating procedures and item numbers.

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

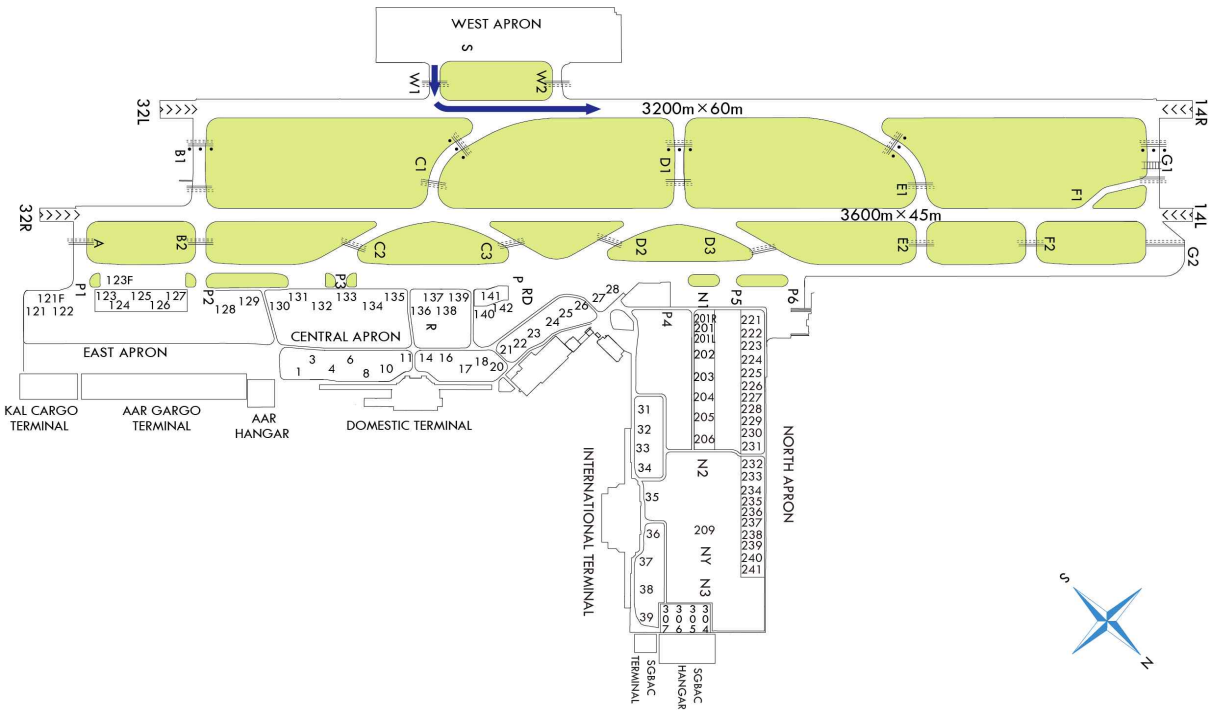
a. Departure

1) RWY 14L/R



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

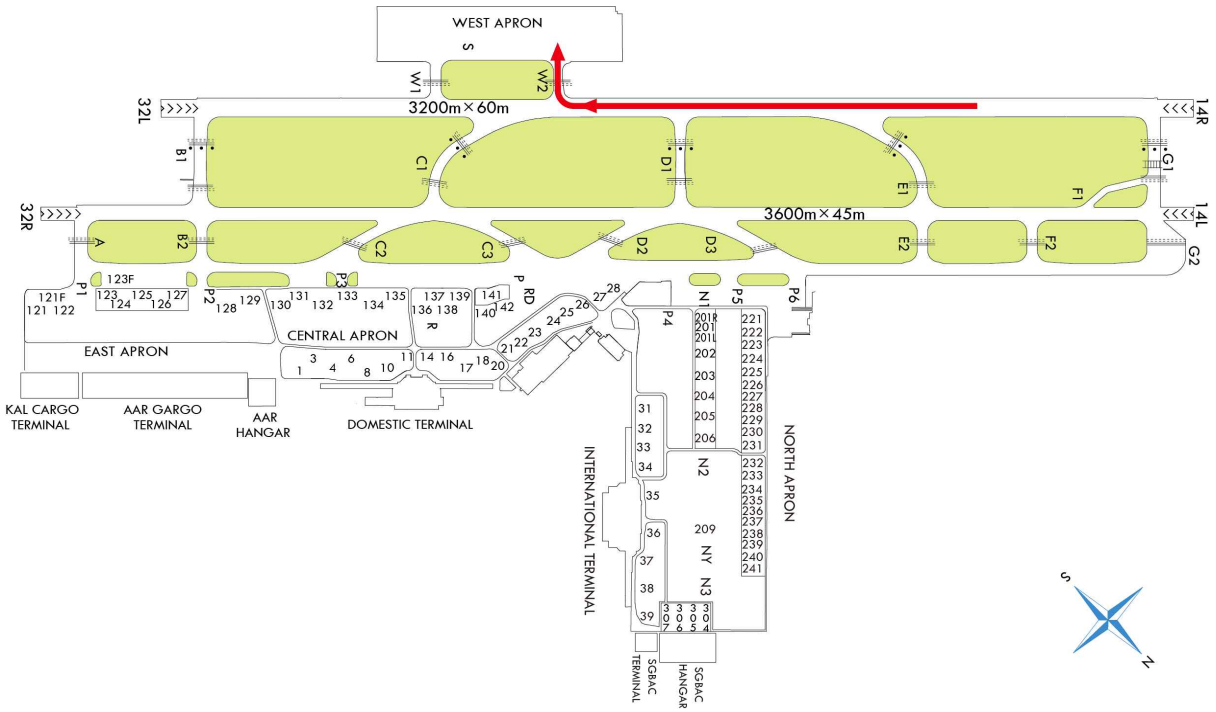
2) RWY 32L/R



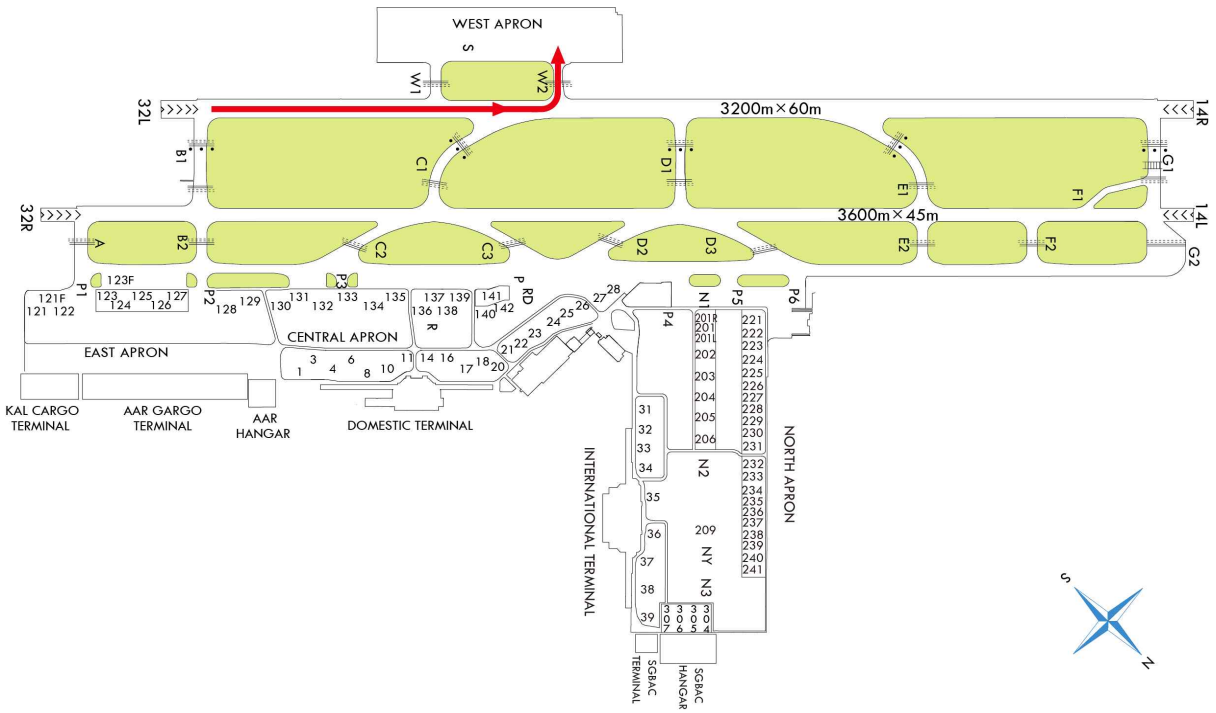
Change : Withdrawal of taxilane NX and Information of GSE road, ACFT stands NR. 201(L/R)~203.

b. Arrival

1) RWY 14R

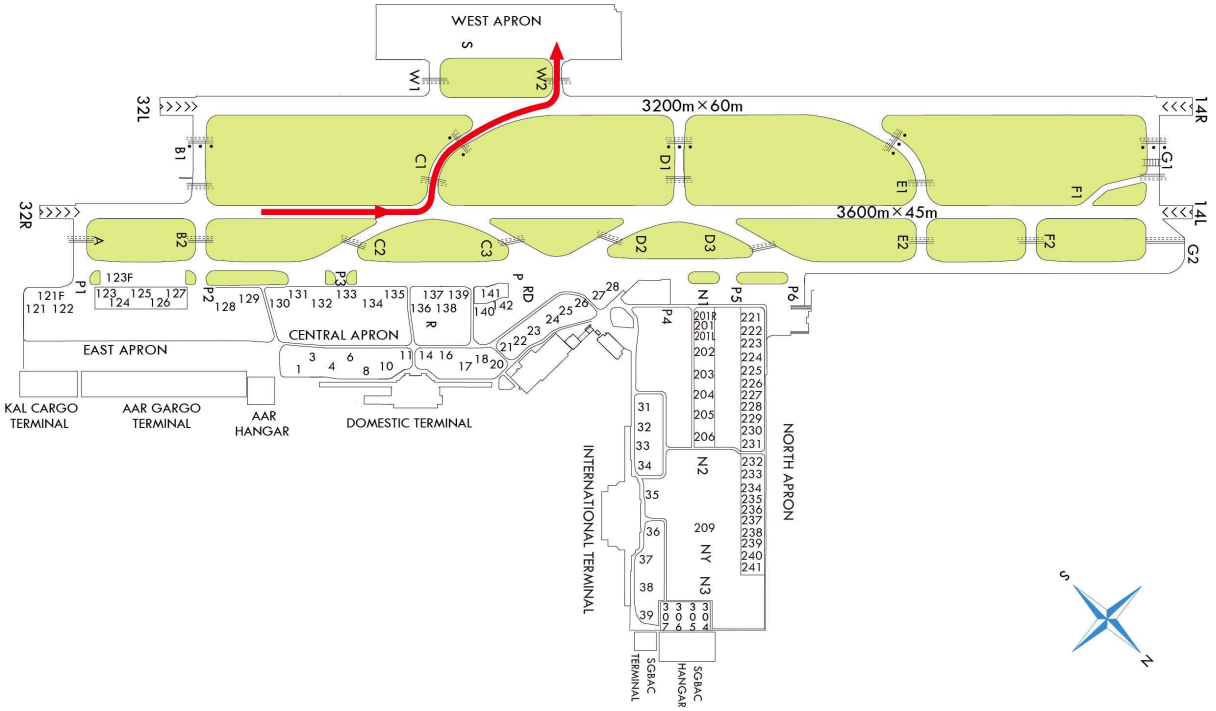


2) RWY 32L

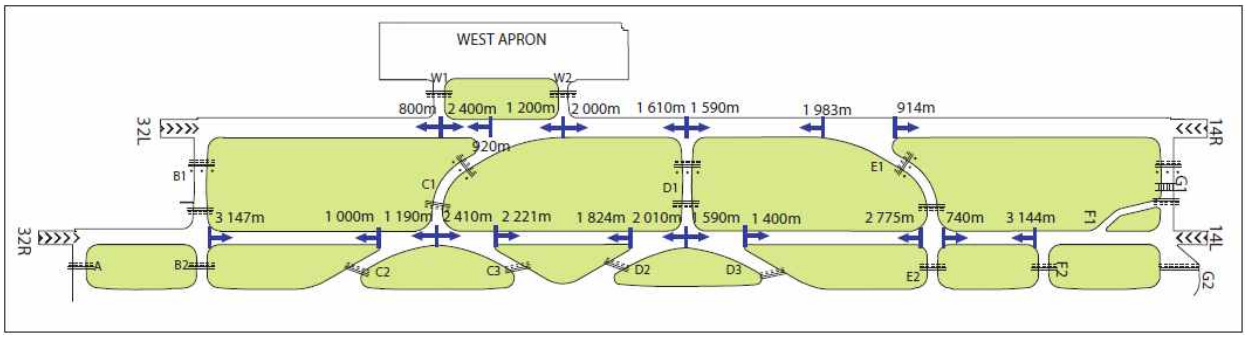


Change : Withdrawal of taxilane NX and Information of GSE road, ACFT stands NR. 201(L/R)~203.

3) RWY 32R



6.1 Remainder Distance for Intersection Departure



Change : Withdrawal of taxilane NX and Information of GSE road, ACFT stands NR. 201(L/R)~203.

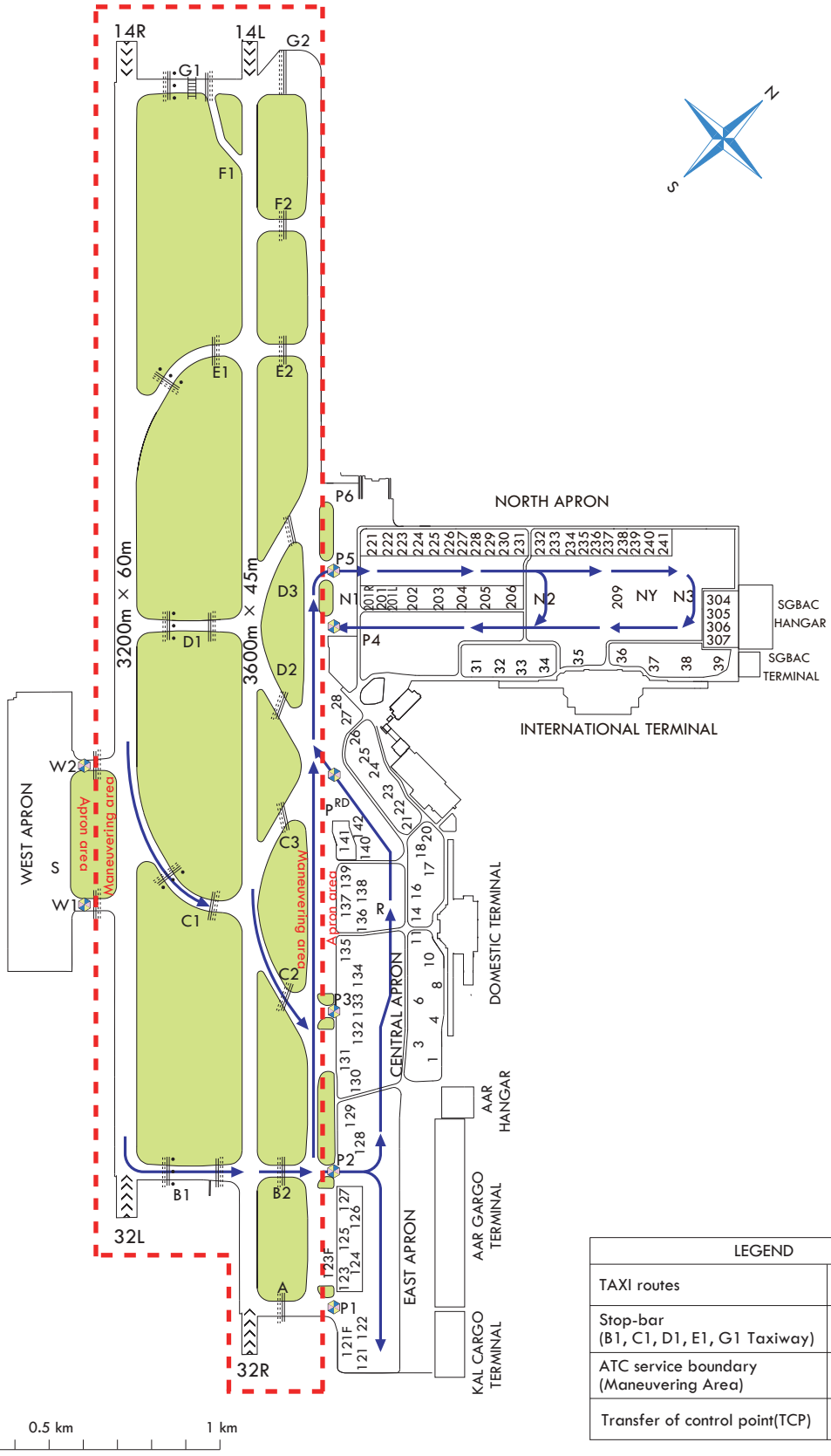
LOW VISIBILITY PROCEDURE

AERODROME ELEV **18** m

GIMPO	TWR	118.1
GIMPO	GND	121.9
GIMPO	APN	130.875

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

NOT AVAILABLE for Code Letter "F" aircraft



Change : Withdrawal of taxilane NX and Information of GSE road, ACFT stands NR. 201(L/R)~203.

INTENTIONALLY

LEFT

BLANK

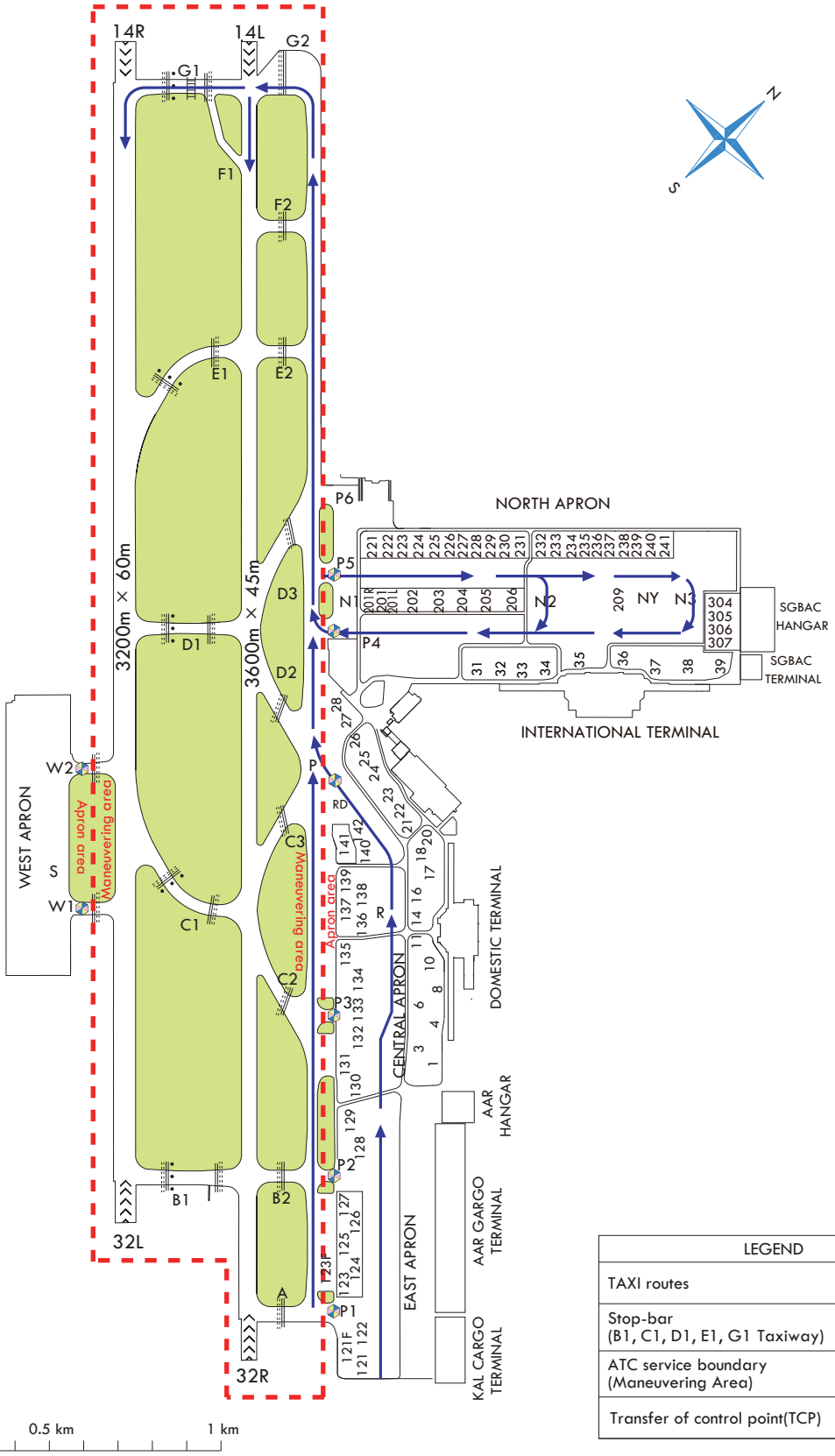
LOW VISIBILITY PROCEDURE

AERODROME ELEV **18** m

GIMPO	TWR	118.1
GIMPO	GND	121.9
GIMPO	APN	130.875

SEOUL/Gimpo INTL
RWY 14R/L
SMGCS - Departure taxi route

NOT AVAILABLE for Code Letter "F" aircraft



Change : Withdrawal of taxilane NX and Information of GSE road, ACFT stands NR. 201(L/R)~203.

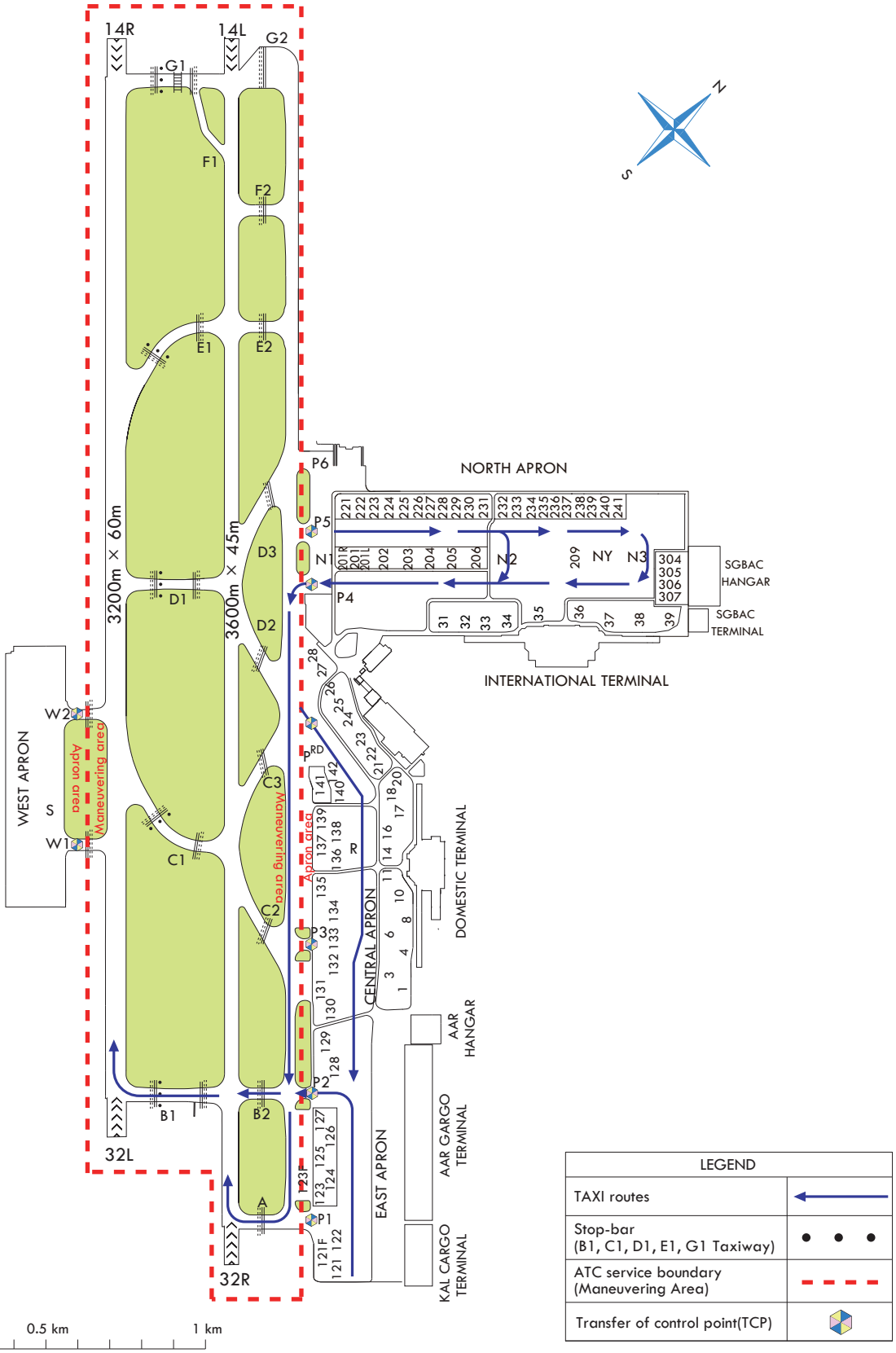
LOW VISIBILITY PROCEDURE

AERODROME ELEV **18** m

GIMPO	TWR	118.1
GIMPO	GND	121.9
GIMPO	APN	130.875

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

NOT AVAILABLE for Code Letter "F" aircraft



Change : Withdrawal of taxilane NX and Information of GSE road, ACFT stands NR. 201(L/R)~203.

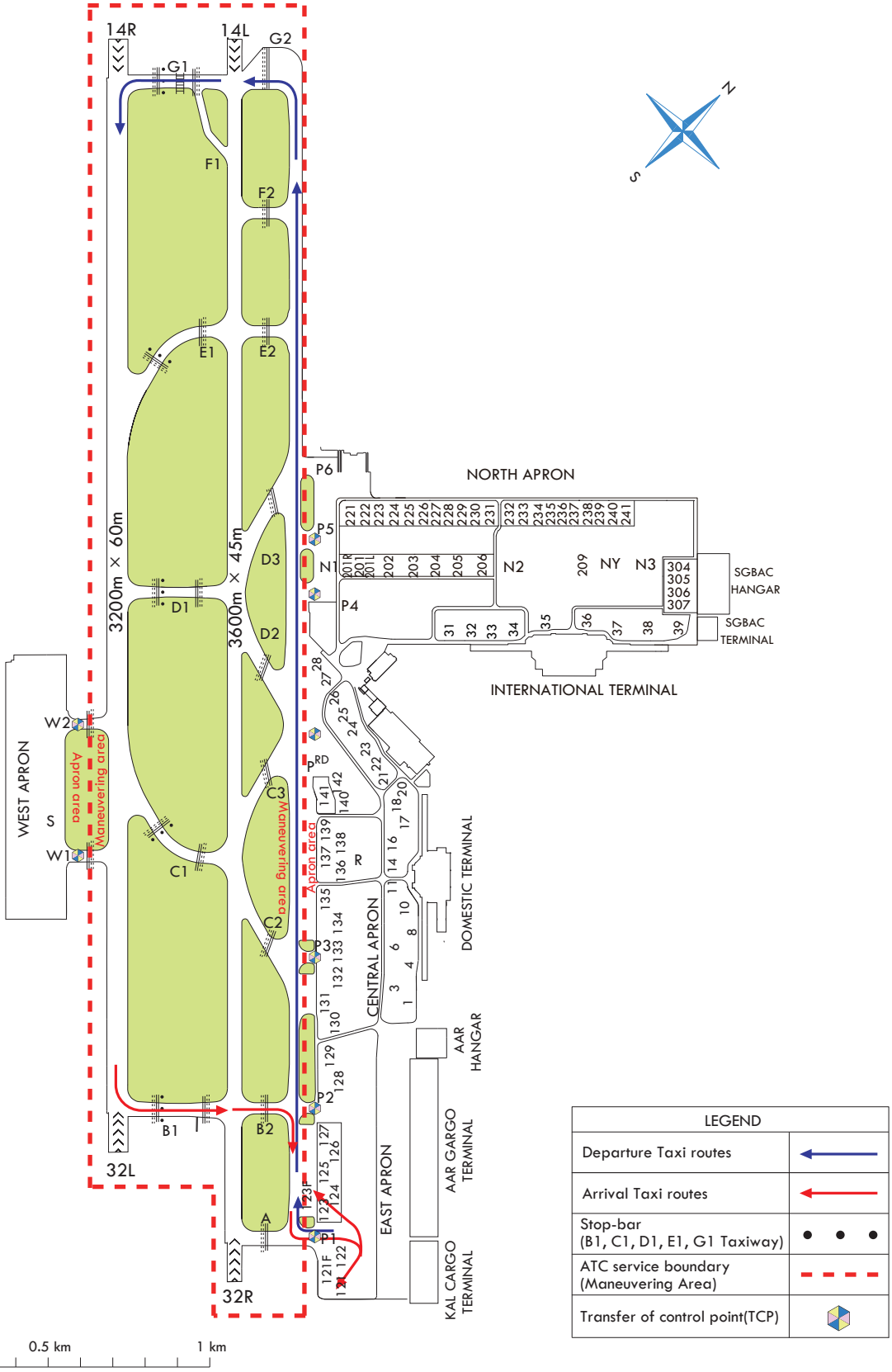
LOW VISIBILITY PROCEDURE

AERODROME ELEV **18** m

GIMPO	TWR	118.1
GIMPO	GND	121.9
GIMPO	APN	130.875

SEOUL/Gimpo INTL
RWY 14R
SMGCS taxi route

AVAILABLE for Code Letter "F" aircraft



Change : Withdrawal of taxilane NX and Information of GSE road, ACFT stands NR. 201(L/R)~203.

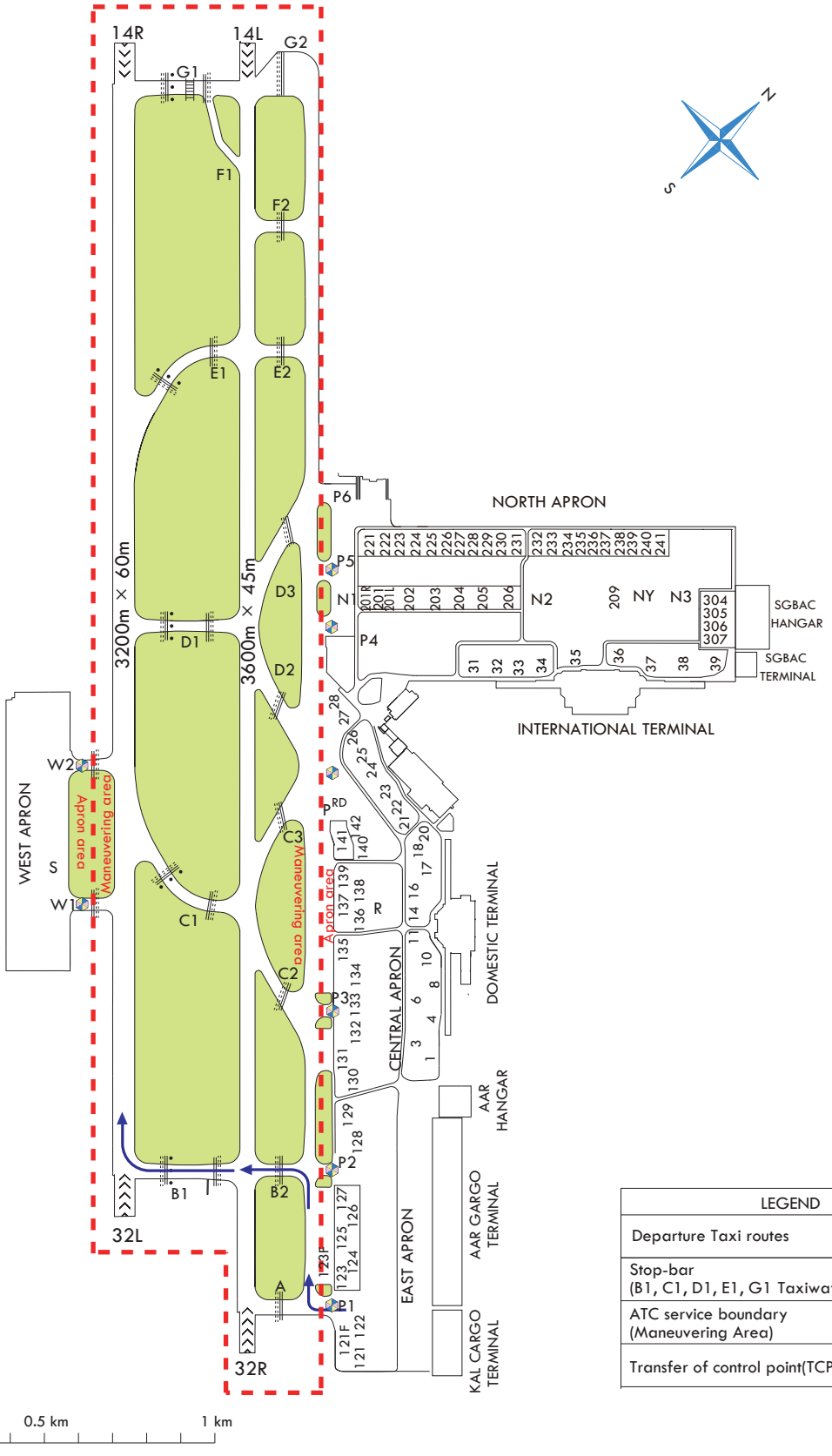
LOW VISIBILITY PROCEDURE

AERODROME ELEV **18** m

GIMPO	TWR	118.1
GIMPO	GND	121.9
GIMPO	APN	130.875

SEOUL/Gimpo INTL
RWY 32L
SMGCS taxi route

AVAILABLE for Code Letter "F" aircraft



Change : Withdrawal of taxilane NX and Information of GSE road, ACFT stands NR. 201(L/R)~203.

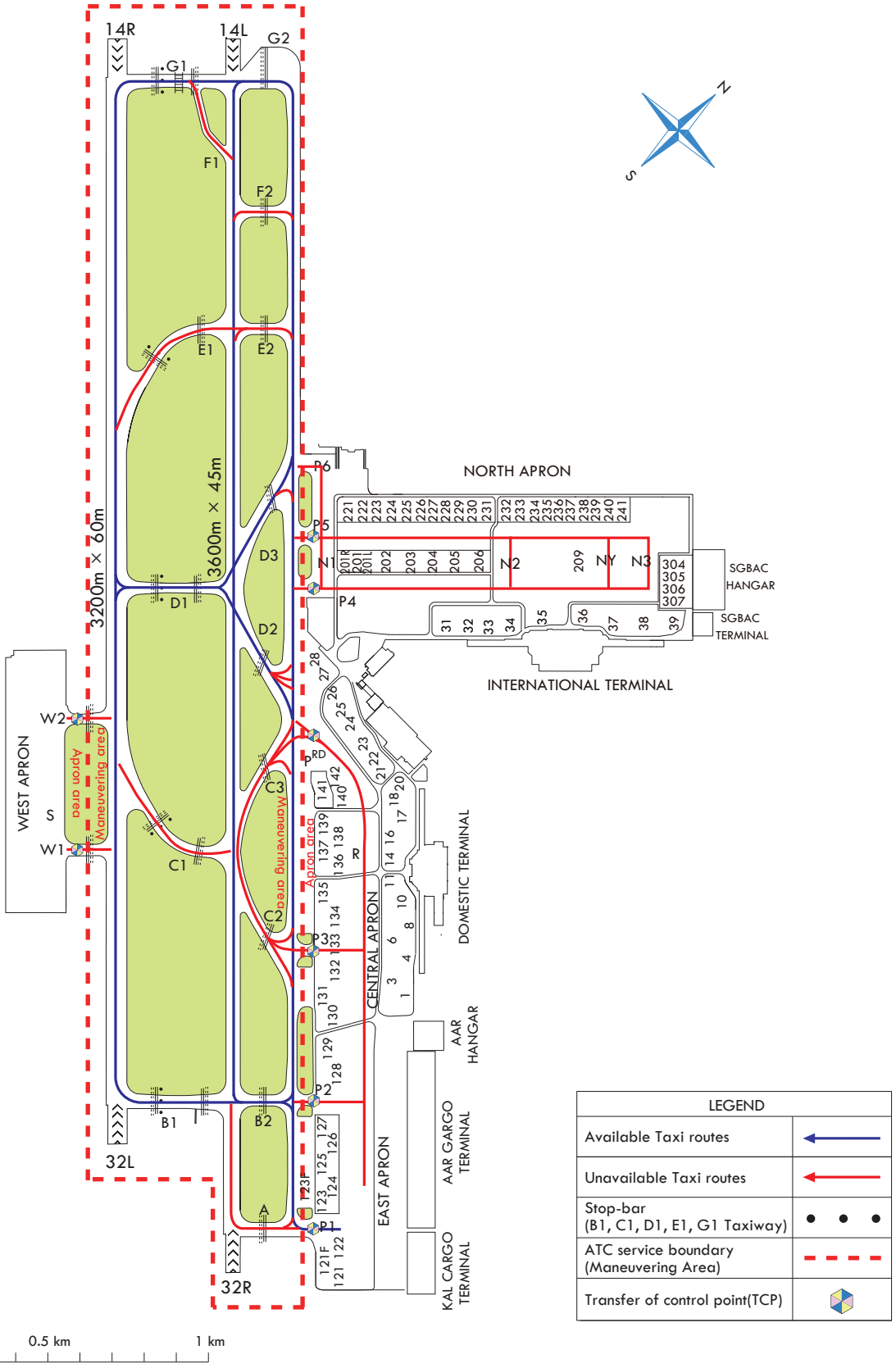
STANDARD PROCEDURE

AERODROME ELEV **18** m

GIMPO	TWR	118.1
GIMPO	GND	121.9
GIMPO	APN	130.875

SEOUL/Gimpo INTL
"F" aircraft Available taxi route

AVAILABLE for Code Letter "F" aircraft



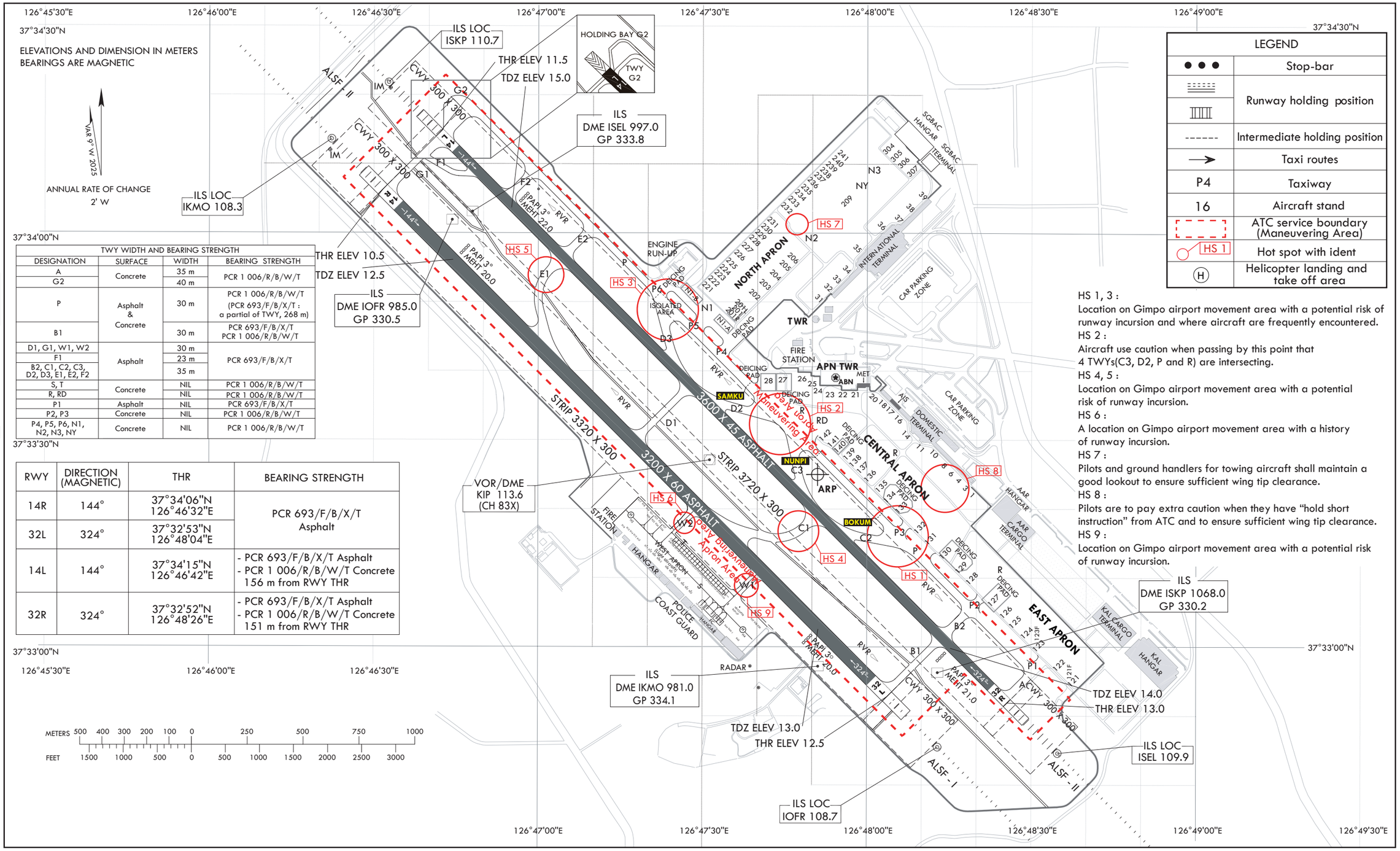
Change : Withdrawal of taxilane NX and Information of GSE road, ACFT stands NR. 201(L/R)~203.

AERODROME CHART - ICAO

37°33'25"N
126°47'51"E

ELEV **18** m

TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175



TWY WIDTH AND BEARING STRENGTH			
DESIGNATION	SURFACE	WIDTH	BEARING STRENGTH
A	Concrete	35 m	PCR 1 006/R/B/W/T
G2		40 m	
P	Asphalt & Concrete	30 m	PCR 1 006/R/B/W/T (PCR 693/F/B/X/T : a partial of TWY, 268 m)
B1		30 m	PCR 693/F/B/X/T PCR 1 006/R/B/W/T
D1, G1, W1, W2	Asphalt	30 m	PCR 693/F/B/X/T
F1		23 m	
B2, C1, C2, C3, D2, D3, E1, E2, F2		35 m	
S, T	Concrete	NIL	PCR 1 006/R/B/W/T
R, RD		NIL	PCR 1 006/R/B/W/T
P1	Asphalt	NIL	PCR 693/F/B/X/T
P2, P3	Concrete	NIL	PCR 1 006/R/B/W/T
P4, P5, P6, N1, N2, N3, NY	Concrete	NIL	PCR 1 006/R/B/W/T

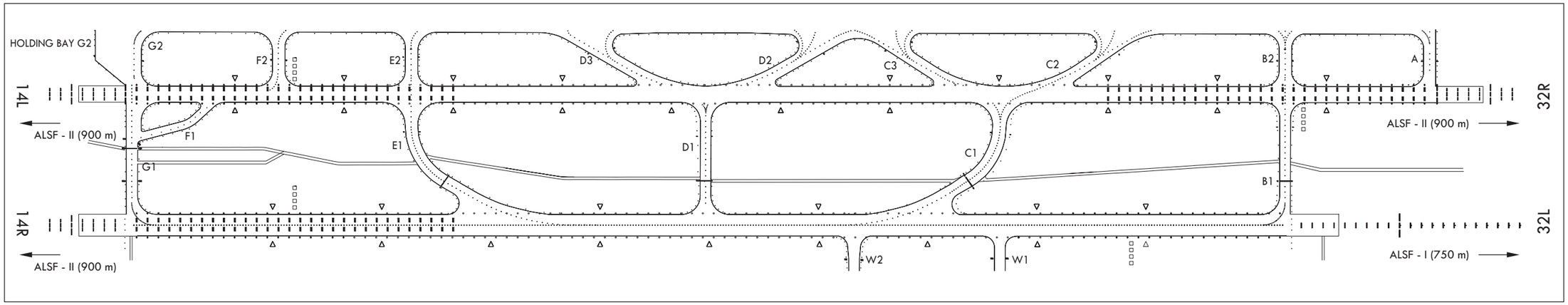
RWY	DIRECTION (MAGNETIC)	THR	BEARING STRENGTH
14R	144°	37°34'06"N 126°46'32"E	PCR 693/F/B/X/T Asphalt
32L	324°	37°32'53"N 126°48'04"E	
14L	144°	37°34'15"N 126°46'42"E	- PCR 693/F/B/X/T Asphalt - PCR 1 006/R/B/W/T Concrete 156 m from RWY THR
32R	324°	37°32'52"N 126°48'26"E	- PCR 693/F/B/X/T Asphalt - PCR 1 006/R/B/W/T Concrete 151 m from RWY THR

LEGEND	
● ● ●	Stop-bar
	Runway holding position
------	Intermediate holding position
→	Taxi routes
P4	Taxiway
16	Aircraft stand
	ATC service boundary (Maneuvering Area)
HS 1	Hot spot with ident
(H)	Helicopter landing and take off area

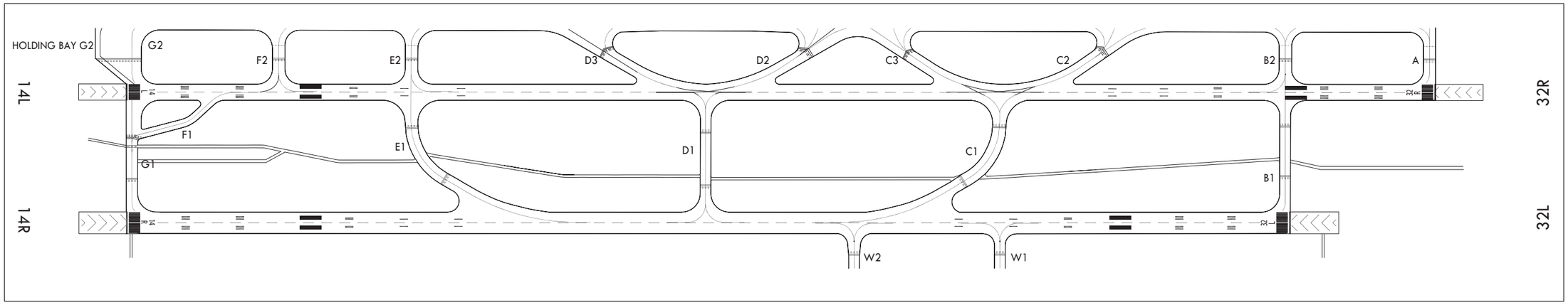
HS 1, 3 :
Location on Gimpo airport movement area with a potential risk of runway incursion and where aircraft are frequently encountered.
HS 2 :
Aircraft use caution when passing by this point that 4 TWYs(C3, D2, P and R) are intersecting.
HS 4, 5 :
Location on Gimpo airport movement area with a potential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

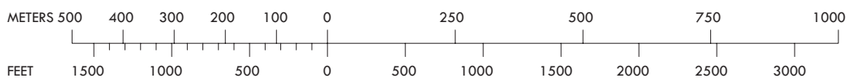
Change : Withdrawal of taxilane NX and Information of GSE road, ACFT stands NR. 201(L/R)~203.

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



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





AIRCRAFT PARKING/ DOCKING CHART - ICAO

SEOUL / Gimpo INTL

APRON ELEV	
Central Apron	**16** m
The Other	**13** m

TWR	118.1
GND	121.9
APN	130.875

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

TWY WIDTH AND BEARING STRENGTH		
DESIGNATION	WIDTH	BEARING STRENGTH
APRON (East, Central)	NIL	PCR 693/F/B/X/T
APRON (North)		PCR 1 006/R/B/W/T
APRON (West)		PCR 1 006/R/B/W/T
A	35 m	PCR 1 006/R/B/W/T
G2	40 m	
P	30 m	PCR 1 006/R/B/W/T (PCR 693/F/B/X/T : a partial of TWY, 268 m)
B1	30 m	PCR 693/F/B/X/T PCR 1 006/R/B/W/T
D1, G1, W1, W2	30 m	PCR 693/F/B/X/T
F1	23 m	
B2, C1, C2, C3, D2, D3, E1, E2, F2	35 m	
S, T	NIL	PCR 1 006/R/B/W/T
R, RD	NIL	PCR 1 006/R/B/W/T
P1	NIL	PCR 693/F/B/X/T
P2, P3	NIL	PCR 1 006/R/B/W/T
P4, P5, P6, N1, N2, N3, NY	NIL	PCR 1 006/R/B/W/T

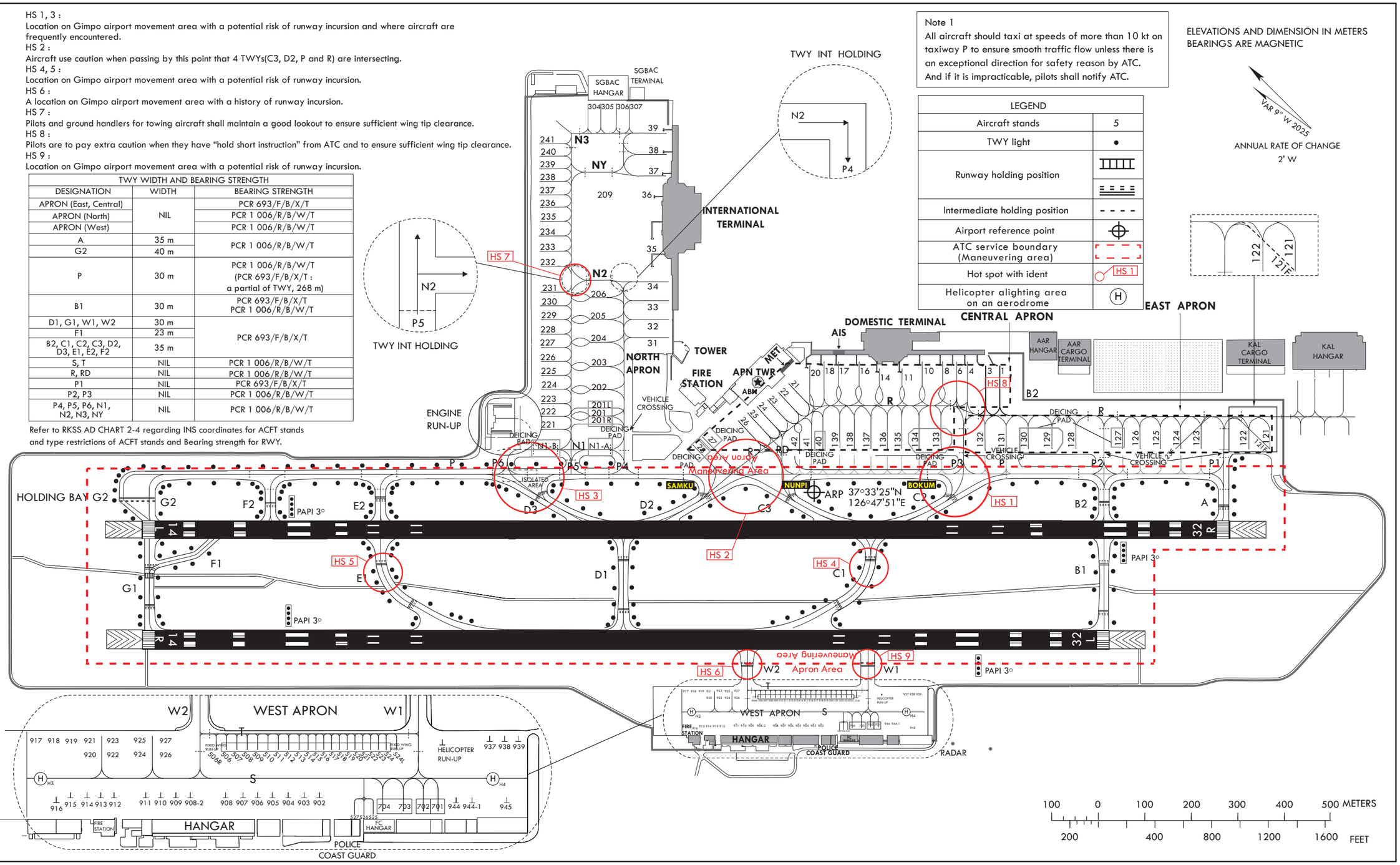
Refer to RKSS AD CHART 2-4 regarding INS coordinates for ACFT stands and type restrictions of ACFT stands and Bearing strength for RWY.

Note 1
All aircraft should taxi at speeds of more than 10 kt on taxiway P to ensure smooth traffic flow unless there is an exceptional direction for safety reason by ATC. And if it is impracticable, pilots shall notify ATC.

LEGEND	
Aircraft stands	5
TWY light	●
Runway holding position	
Intermediate holding position	
Airport reference point	
ATC service boundary (Maneuvering area)	
Hot spot with ident	HS 1
Helicopter alighting area on an aerodrome	H

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2025
ANNUAL RATE OF CHANGE
2' W



Change : Withdrawal of taxilane NX and Information of taxilane, ACFT stands NR. 201(L/R)~203.

INS COORDINATES FOR AIRCRAFT STANDS (WGS-84)

STAND NR	COORDINATES		STAND NR	COORDINATES		STAND NR	COORDINATES	
1	37°33'21.66"N	126°48'19.06"E	203	37°33'52.36"N	126°47'41.86"E	903	37°33'09.51"N	126°47'26.33"E
3	37°33'22.69"N	126°48'17.76"E	204	37°33'54.02"N	126°47'43.95"E	904	37°33'10.17"N	126°47'25.52"E
4	37°33'23.72"N	126°48'16.46"E	205	37°33'55.68"N	126°47'46.38"E	905	37°33'10.82"N	126°47'24.70"E
6	37°33'24.75"N	126°48'15.17"E	206	37°33'57.40"N	126°47'48.06"E	906	37°33'11.48"N	126°47'23.89"E
8	37°33'26.37"N	126°48'13.90"E	209	37°34'04.65"N	126°47'57.17"E	907	37°33'12.14"N	126°47'23.07"E
10	37°33'28.03"N	126°48'11.82"E	221	37°33'52.40"N	126°47'30.17"E	908	37°33'12.80"N	126°47'22.26"E
11	37°33'28.80"N	126°48'09.44"E	222	37°33'53.40"N	126°47'31.43"E	908-2	37°33'14.20"N	126°47'20.50"E
14	37°33'30.53"N	126°48'07.28"E	223	37°33'54.40"N	126°47'32.68"E	909	37°33'14.88"N	126°47'19.66"E
16	37°33'32.62"N	126°48'06.03"E	224	37°33'55.34"N	126°47'34.10"E	910	37°33'15.53"N	126°47'18.85"E
17	37°33'34.16"N	126°48'03.89"E	225	37°33'56.34"N	126°47'35.26"E	911	37°33'16.17"N	126°47'18.04"E
18	37°33'35.37"N	126°48'02.21"E	226	37°33'57.34"N	126°47'36.51"E	912	37°33'17.41"N	126°47'16.36"E
20	37°33'36.05"N	126°48'00.62"E	227	37°33'58.34"N	126°47'37.76"E	913	37°33'18.00"N	126°47'15.62"E
21	37°33'36.23"N	126°47'57.36"E	228	37°33'59.33"N	126°47'39.14"E	914	37°33'18.59"N	126°47'14.88"E
22	37°33'36.31"N	126°47'55.39"E	229	37°34'00.33"N	126°47'40.27"E	915	37°33'19.20"N	126°47'14.12"E
23	37°33'36.33"N	126°47'53.74"E	230	37°34'01.33"N	126°47'41.52"E	916	37°33'19.62"N	126°47'13.19"E
24	37°33'36.41"N	126°47'52.04"E	231	37°34'02.33"N	126°47'42.77"E	917	37°33'22.94"N	126°47'15.24"E
25	37°33'36.98"N	126°47'50.47"E	232	37°34'04.42"N	126°47'45.40"E	918	37°33'22.21"N	126°47'16.17"E
26	37°33'37.59"N	126°47'48.82"E	233	37°34'05.42"N	126°47'46.66"E	919	37°33'21.48"N	126°47'17.09"E
27	37°33'39.32"N	126°47'44.18"E	234	37°34'06.46"N	126°47'47.84"E	920	37°33'20.29"N	126°47'17.07"E
28	37°33'39.15"N	126°47'42.44"E	235	37°34'07.46"N	126°47'49.97"E	921	37°33'20.88"N	126°47'17.82"E
31	37°33'49.67"N	126°47'49.76"E	236	37°34'08.46"N	126°47'50.35"E	922	37°33'19.02"N	126°47'18.68"E
32	37°33'51.06"N	126°47'51.46"E	237	37°34'09.46"N	126°47'51.60"E	923	37°33'19.61"N	126°47'19.41"E
33	37°33'52.80"N	126°47'53.65"E	238	37°34'10.45"N	126°47'52.85"E	924	37°33'18.14"N	126°47'19.81"E
34	37°33'54.54"N	126°47'55.84"E	239	37°34'11.45"N	126°47'54.11"E	925	37°33'18.72"N	126°47'20.53"E
35	37°33'57.10"N	126°47'57.69"E	240	37°34'12.45"N	126°47'55.36"E	926	37°33'16.88"N	126°47'21.38"E
36	37°34'00.77"N	126°48'02.34"E	241	37°34'13.45"N	126°47'56.61"E	927	37°33'17.46"N	126°47'22.11"E
37	37°34'01.89"N	126°48'05.36"E	304	37°34'13.71"N	126°48'05.17"E	937	37°33'03.92"N	126°47'39.23"E
38	37°34'03.46"N	126°48'07.50"E	305	37°34'12.14"N	126°48'06.34"E	938	37°33'03.37"N	126°47'39.92"E
39	37°34'05.14"N	126°48'09.63"E	306	37°34'11.15"N	126°48'07.76"E	939	37°33'02.82"N	126°47'40.62"E
121	37°32'55.01"N	126°48'37.35"E	307	37°34'10.69"N	126°48'08.92"E	944	37°33'02.93"N	126°47'34.03"E
121F	37°32'54.94"N	126°48'37.21"E	506	37°33'14.76"N	126°47'24.92"E	944-1	37°33'01.85"N	126°47'35.40"E
122	37°32'56.61"N	126°48'35.34"E	507	37°33'14.32"N	126°47'25.46"E	945	37°33'00.76"N	126°47'36.74"E
123	37°33'00.19"N	126°48'30.72"E	508	37°33'13.88"N	126°47'26.01"E			
123F	37°33'01.94"N	126°48'28.35"E	509	37°33'13.45"N	126°47'26.56"E			
124	37°33'01.72"N	126°48'28.74"E	510	37°33'13.01"N	126°47'27.11"E			
125	37°33'03.25"N	126°48'26.78"E	511	37°33'12.57"N	126°47'27.66"E			
126	37°33'04.80"N	126°48'24.83"E	512	37°33'12.14"N	126°47'28.20"E			
127	37°33'06.03"N	126°48'23.26"E	513	37°33'11.72"N	126°47'28.75"E			
128	37°33'09.73"N	126°48'18.72"E	514	37°33'11.29"N	126°47'29.28"E			
129	37°33'11.55"N	126°48'16.44"E	515	37°33'10.91"N	126°47'29.76"E			
130	37°33'13.42"N	126°48'14.14"E	516	37°33'10.59"N	126°47'30.16"E			
131	37°33'14.99"N	126°48'12.01"E	517	37°33'10.27"N	126°47'30.57"E			
132	37°33'16.61"N	126°48'10.05"E	518	37°33'09.95"N	126°47'30.97"E			
133	37°33'19.96"N	126°48'05.76"E	519	37°33'09.63"N	126°47'31.38"E			
134	37°33'21.63"N	126°48'03.67"E	520	37°33'09.31"N	126°47'31.78"E			
135	37°33'22.97"N	126°48'02.00"E	521	37°33'08.99"N	126°47'32.18"E			
136	37°33'24.37"N	126°48'00.31"E	522	37°33'08.67"N	126°47'32.59"E			
137	37°33'25.52"N	126°47'58.89"E	523	37°33'08.35"N	126°47'32.99"E			
138	37°33'26.65"N	126°47'57.44"E	524	37°33'08.03"N	126°47'33.40"E			
139	37°33'27.66"N	126°47'56.39"E	525	37°33'06.65"N	126°47'28.93"E			
140	37°33'28.81"N	126°47'54.72"E	526	37°33'06.97"N	126°47'28.53"E			
141	37°33'29.57"N	126°47'53.35"E	527	37°33'07.29"N	126°47'28.13"E			
142	37°33'30.47"N	126°47'52.15"E	701	37°33'04.09"N	126°47'32.21"E			
201	37°33'48.61"N	126°47'37.13"E	702	37°33'04.79"N	126°47'31.35"E			
201R	37°33'48.36"N	126°47'36.13"E	703	37°33'05.63"N	126°47'30.20"E			
201L	37°33'49.37"N	126°47'37.40"E	704	37°33'06.15"N	126°47'29.56"E			
202	37°33'50.75"N	126°47'39.70"E	902	37°33'08.81"N	126°47'27.24"E			

RWY	DIRECTION (MAGNETIC)	THR (WGS-84)	BEARING STRENGTH
14R	144°	37°34'06"N 126°46'32"E	PCR 693/F/B/X/T Asphalt
32L	324°	37°32'53"N 126°48'04"E	
14L	144°	37°34'15"N 126°46'42"E	- PCR 693/F/B/X/T Asphalt - PCR 1 006/R/B/W/T Concrete (156 m from RWY THR)
32R	324°	37°32'52"N 126°48'26"E	- PCR 693/F/B/X/T Asphalt - PCR 1 006/R/B/W/T Concrete (151 m from RWY THR)
APRONS		East & Central	PCR 693/F/B/X/T
		North	PCR 1 006/R/B/W/T
		West	PCR 1 006/R/B/W/T

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

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

Aircraft Classification	Stand		Remarks
	Number	Dimensions(m)	
Helicopter	908-2, 902, 945	19×19	BELL214B-1
	903~908, 909~911	17.8×17.8	MI-2
	912~927, 944, 944-1	16×16	KA32-T
	937~939	15×15	EC-155B1
Fixed-wing	701, 702	25.8×21.4	CN235
	703, 704	20.86×19.61	CL-605
	515~527	9×11	C172R
	506~514	13×16	C-208B

* Dimensions means overall length × width
* Any Fixed-wing aircraft of wingspan exceed 16 m is prohibited to use Fixed-wing run up pad(524L/506R).

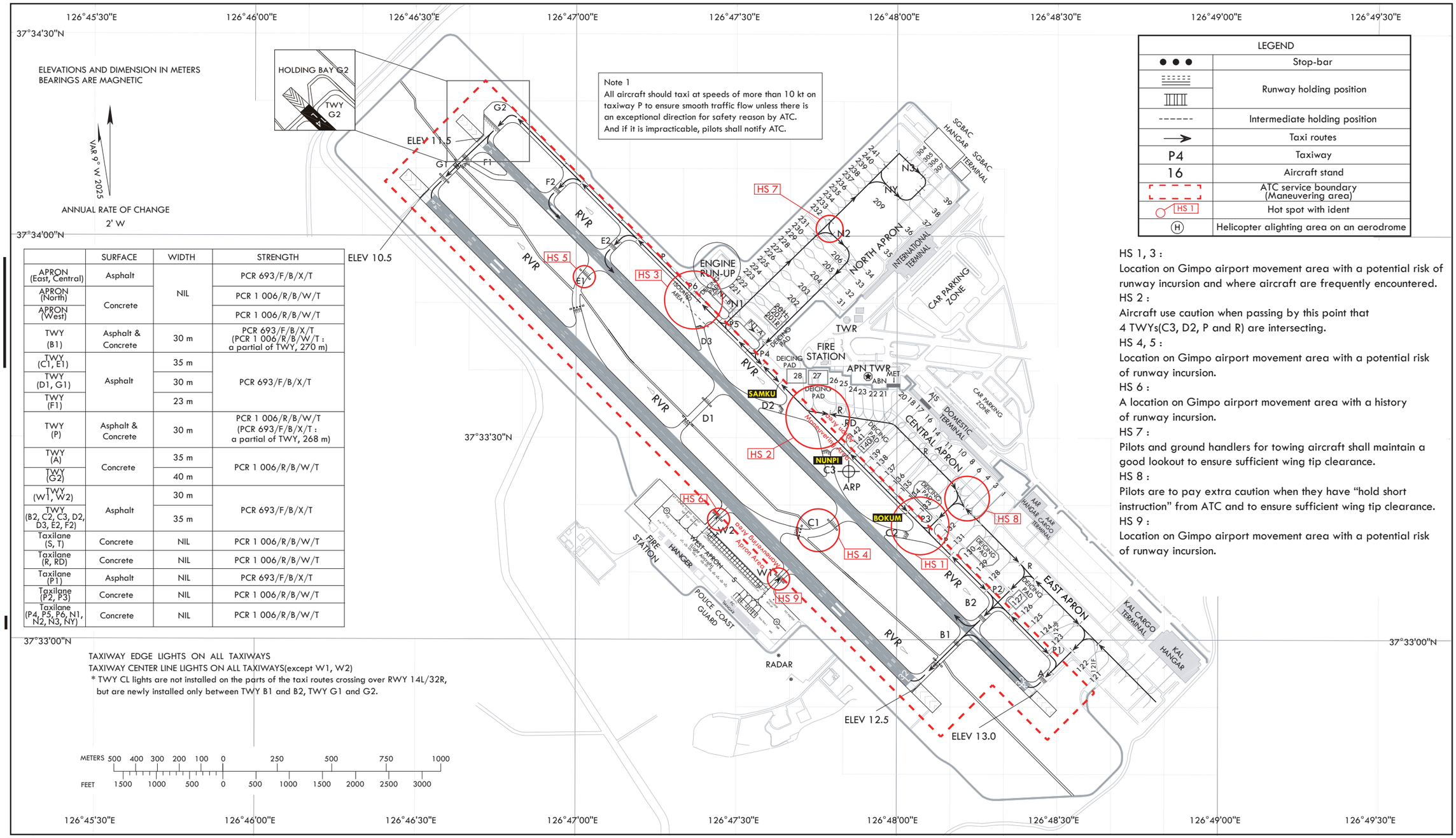
Change : Information of remarks for code letter "D" and above aircraft.

AERODROME GROUND MOVEMENT CHART - ICAO

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

TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

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



	SURFACE	WIDTH	STRENGTH
APRON (East, Central)	Asphalt	NIL	PCR 693/F/B/X/T
APRON (North)	Concrete		PCR 1 006/R/B/W/T
APRON (West)			PCR 1 006/R/B/W/T
TWY (B1)	Asphalt & Concrete	30 m	PCR 693/F/B/X/T (PCR 1 006/R/B/W/T : a partial of TWY, 270 m)
TWY (C1, E1)	Asphalt	35 m	PCR 693/F/B/X/T
TWY (D1, G1)		30 m	
TWY (F1)		23 m	
TWY (P)	Asphalt & Concrete	30 m	PCR 1 006/R/B/W/T (PCR 693/F/B/X/T : a partial of TWY, 268 m)
TWY (A)	Concrete	35 m	PCR 1 006/R/B/W/T
TWY (G2)		40 m	
TWY (W1, W2)	Asphalt	30 m	PCR 693/F/B/X/T
TWY (B2, C2, C3, D2, D3, E2, F2)		35 m	
Taxilane (S, T)	Concrete	NIL	PCR 1 006/R/B/W/T
Taxilane (R, RD)	Concrete	NIL	PCR 1 006/R/B/W/T
Taxilane (P1)	Asphalt	NIL	PCR 693/F/B/X/T
Taxilane (P2, P3)	Concrete	NIL	PCR 1 006/R/B/W/T
Taxilane (P4, P5, P6, N1, N2, N3, NY)	Concrete	NIL	PCR 1 006/R/B/W/T

TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS
TAXIWAY CENTER LINE LIGHTS ON ALL TAXIWAYS(except W1, W2)
* TWY CL lights are not installed on the parts of the taxi routes crossing over RWY 14L/32R, but are newly installed only between TWY B1 and B2, TWY G1 and G2.

LEGEND	
● ● ●	Stop-bar
	Runway holding position
------	Intermediate holding position
→	Taxi routes
P4	Taxiway
16	Aircraft stand
	ATC service boundary (Maneuvering area)
HS 1	Hot spot with ident
Ⓗ	Helicopter alighting area on an aerodrome

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

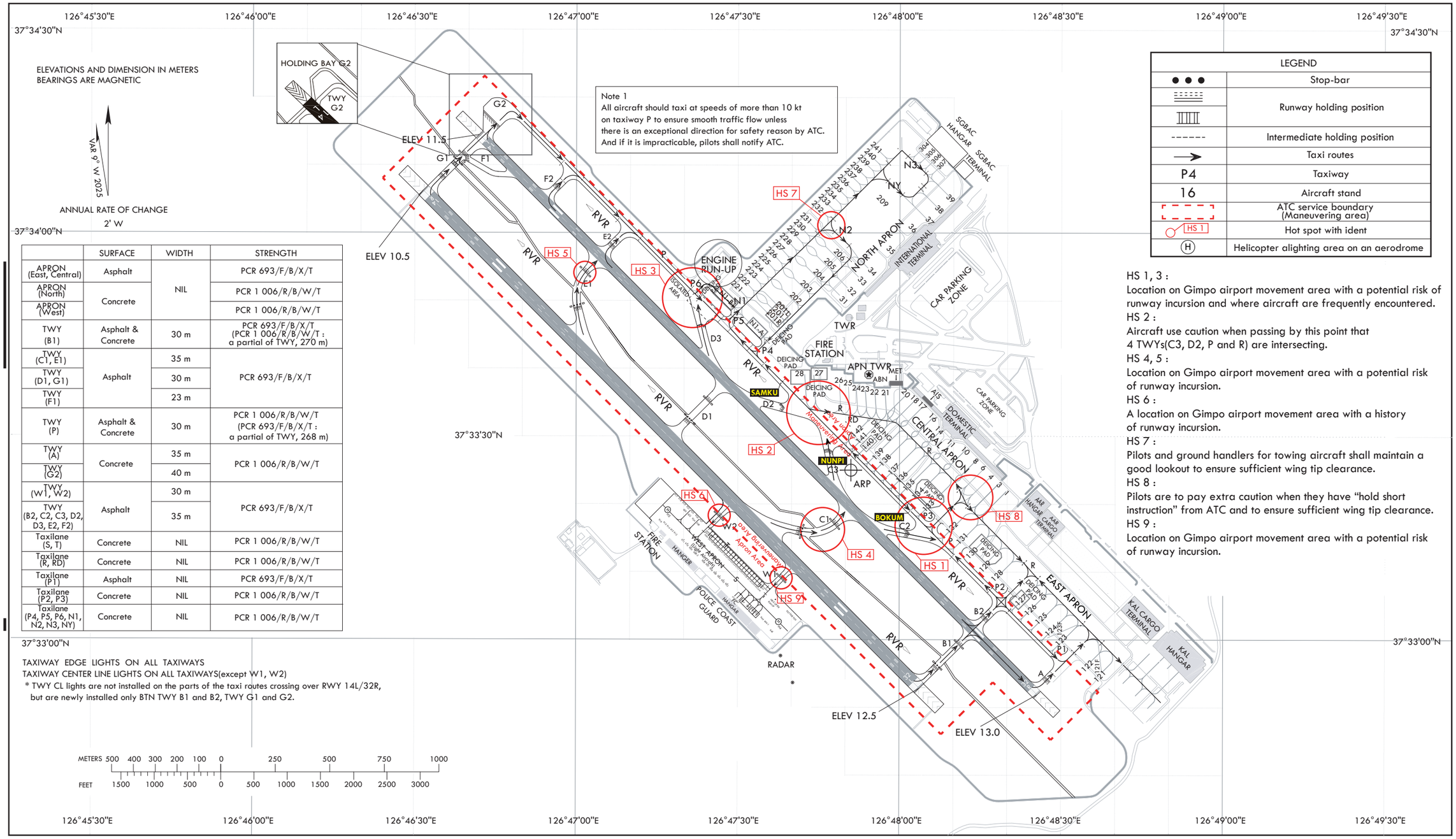
Change : Withdrawal of taxilane NX and Information of GSE road, taxilane, ACFT stands NR. 201(L/R)~203.

AERODROME GROUND MOVEMENT CHART - ICAO

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

TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

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



	SURFACE	WIDTH	STRENGTH
APRON (East, Central)	Asphalt	NIL	PCR 693/F/B/X/T
APRON (North)	Concrete	NIL	PCR 1 006/R/B/W/T
APRON (West)	Concrete	NIL	PCR 1 006/R/B/W/T
TWY (B1)	Asphalt & Concrete	30 m	PCR 693/F/B/X/T (PCR 1 006/R/B/W/T : a partial of TWY, 270 m)
TWY (C1, E1)	Asphalt	35 m	PCR 693/F/B/X/T
TWY (D1, G1)	Asphalt	30 m	PCR 693/F/B/X/T
TWY (F1)	Asphalt	23 m	PCR 693/F/B/X/T
TWY (P)	Asphalt & Concrete	30 m	PCR 1 006/R/B/W/T (PCR 693/F/B/X/T : a partial of TWY, 268 m)
TWY (A)	Concrete	35 m	PCR 1 006/R/B/W/T
TWY (G2)	Concrete	40 m	PCR 1 006/R/B/W/T
TWY (W1, W2)	Asphalt	30 m	PCR 693/F/B/X/T
TWY (B2, C2, C3, D2, D3, E2, F2)	Asphalt	35 m	PCR 693/F/B/X/T
Taxilane (S, T)	Concrete	NIL	PCR 1 006/R/B/W/T
Taxilane (R, RD)	Concrete	NIL	PCR 1 006/R/B/W/T
Taxilane (P1)	Asphalt	NIL	PCR 693/F/B/X/T
Taxilane (P2, P3)	Concrete	NIL	PCR 1 006/R/B/W/T
Taxilane (P4, P5, P6, N1, N2, N3, NY)	Concrete	NIL	PCR 1 006/R/B/W/T

TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS
TAXIWAY CENTER LINE LIGHTS ON ALL TAXIWAYS(except W1, W2)
* TWY CL lights are not installed on the parts of the taxi routes crossing over RWY 14L/32R, but are newly installed only BTN TWY B1 and B2, TWY G1 and G2.

LEGEND	
● ● ●	Stop-bar
	Runway holding position
------	Intermediate holding position
→	Taxi routes
P4	Taxiway
16	Aircraft stand
	ATC service boundary (Maneuvering area)
HS 1	Hot spot with ident
Ⓗ	Helicopter alighting area on an aerodrome

HS 1, 3 :
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Pilots are to pay extra caution when they have "hold short instruction" from ATC and to ensure sufficient wing tip clearance.
HS 9 :
Location on Gimpo airport movement area with a potential risk of runway incursion.

Change : Withdrawal of taxilane NX and Information of GSE road, taxilane, ACFT stands NR. 201(L/R)~203.

RKPK 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
RKPKOB001	Tree	350930.1N 1285620.9E	57 ft/	NIL	36L/R APCH 18L/R TKOF
RKPKOB002	Natural High Point	351438.3N 1285331.0E	1 077 ft/	NIL	
RKPKOB003	Natural High Point	351516.5N 1285320.4E	1 312 ft/	NIL	
RKPKOB004	Natural High Point	350430.2N 1285800.9E	590 ft/	NIL	
RKPKOB005	Natural High Point	350357.2N 1285808.9E	768 ft/	NIL	
RKPKOB006	Natural High Point	351455.9N 1285523.8E	1 333 ft/	NIL	
RKPKOB007	Natural High Point	350701.7N 1285825.4E	1 115 ft/	NIL	
RKPKOB008	Natural High Point	351100.3N 1290118.8E	2 107 ft/	NIL	
RKPKOB009	Antenna	350924.5N 1285643.1E	73 ft/	NIL	
RKPKOB010	Natural High Point	350700.7N 1285832.8E	1 377 ft/	NIL	
RKPKOB011	Natural High Point	351455.9N 1285523.8E	1 345 ft/	NIL	18L/R APCH 36L/R TKOF
RKPKOB012	Natural High Point	351140.2N 1285405.8E	197 ft/	NIL	In 18L/R circling area and at AD
RKPKOB013	Natural High Point	351353.9N 1285541.9E	656 ft/	NIL	
RKPKOB014	Natural High Point	351148.9N 1285457.1E	132 ft/	NIL	
RKPKOB015	Building	351414.0N 1285445.9E	520 ft/	NIL	
RKPKOB016	Building	351414.0N 1285443.5E	533 ft/	LGTD/FLG W	

In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL					

Remarks

1. Obstacles
   - RWY supervisor Units are east side of RWY 36R/18L.
   - MA-1A Aircraft Arresting Nets are located at RWY 36R/18L threshold (AGL 1.0 m).
   - Aircraft Braking System Equipment Shelters are located at 528 m from the RWY 36R threshold, 714 m from the RWY 18L threshold and each side of the RWY, 83 m from the center line (AGL 2.7 m).
   - Aircraft Braking System Arresting Cable Banks are located on 528 m from the RWY 36R threshold and 714 m from the RWY 18L threshold (AGL 0.4 m).
   - Military fence is located 130 m west side of RWY 36L Center line and 1 950 ~ 2 210 m from the RWY threshold, (AGL 2.7 m).

2. Caution
   - Mountainous area in the north of airport : Refer to Instrument Approach Charts.
   - RESA for RWY 36R(located near the threshold of RWY 18L) is 236 m, which is 4 m shorter than the recommended length of 240 m.

Change : Establishment of RKPKOB015~016.

INTENTIONALLY

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RKPK AD 2.21 NOISE ABATEMENT PROCEDURES

1. Night Flight Restriction (Curfew) for noise abatement

All civil aircraft take-off and landing are restricted from 1400 UTC to 2100 UTC. For a dispensation to be granted, the following criteria would need to be satisfied in exceptional circumstances for an aircraft to operate during the curfew. Any applications for dispensation will be considered for 1.2 and 1.4 between 1400 UTC and 1430 UTC for the flight scheduled to depart from the airport before the start of the curfew period. 1.5 may be considered between 1400 UTC and 1500 UTC for stranded passengers due to natural disasters such as heavy snow, heavy rain, or strong winds.

1.1 According to Article 234(1) stipulated in the Ministerial Regulation of Republic of Korea, aircraft undergoing emergency (including illegal interference acts) or suspected such situation considering the situation.

1.2 Deboarding of emergency patients in the aircraft departing from, or landing on the airport.

1.3 Arriving or departing aircraft used for national event.

1.4 Re-screening of passengers and/or baggage for aviation security purpose.

1.5 Flights that have requested operational approval by 1200 UTC may operate until 1500 UTC during the curfew period, subject to prior coordination with BROA(Busan Regional Office of Aviation).
(However, cases involving large-scale national disasters shall be subject to separate consultation and coordination.)

2. Aircraft Operating Procedures (except helicopter)

2.1 Take off

1. NADP 1(RWY 36)

All departing aircraft should apply ICAO PANS-OPS(Doc 8168) Volume I Noise Abatement Departure Procedures ONE(NADP ONE).

a. Thrust Reduction at 1 500 ft above aerodrome elevation is recommended.

b. Whenever practicable, all departing aircraft should climb with the aircraft's certified maximum climb gradient until reaching 3 000 ft AGL.

2.2 Approach

For noise abatement using a delayed/reduced flap setting landing procedure is recommended. However use of this procedure is subject to captain's decision and safety prevail at all times.

1. Delayed/Reduced flap setting approach

All arriving aircraft shall apply the Delayed/Reduced flap setting approach as follows;

a. After intercepting Localizer course, lower gear.

b. While making ILS RWY 36L/R approach;
- Maintain an intermediate flap until FAF.
- At FAF, set a flap for landing.

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

Change : Withdrawal of noise abatement procedure for circling approach RWY 18L/R.

2.4 Exemption

1. Aircraft unable to comply with the procedures described in paragraph 2.1, 2.2 and 2.3 above for any reason should inform ATC.

2. Aircraft need not to be complied with the procedures described in paragraph 2.1, 2.2 and 2.3 above in adverse operating conditions such as;

a. If the runway is not clear and dry. i.e. it is adversely affected by, snow, slush, ice, water or other substances;
b. In conditions when the ceiling is lower than 500 ft, or when the horizontal visibility is less than 1 900 m.
c. When the cross-wind component, including gusts, exceeds 15 kt.
d. When the tailwind component, including gusts, exceeds 5 kt.
e. When the wind shear has been reported or forecast, or thunderstorms are expected to affect the approach.

3. Runway Operation

1. Preferential runway

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

2. Intersection Take-off

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

4. Operational Limitations

1. Engine run-up tests

a. Engine start is permitted in the apron areas only. However, the power setting(s) shall not exceed idle thrust.

RKPK AD 2.22 FLIGHT PROCEDURES

1. IFR Procedure

1.1 Take-off weather minima

<table>
<tr><td rowspan="3">ENG</td><td colspan="2">RWY 18L/R</td><td colspan="2">RWY 36L/R</td><td colspan="3">For filling as Alternate</td></tr>
<tr><td colspan="4"></td><td colspan="2">Precision</td><td>Non-precision</td></tr>
<tr><td colspan="4">Ceiling(ft) / RVR(m)</td><td colspan="3">Ceiling(ft) - Visibility(m)</td></tr>
<tr><td>1</td><td colspan="4" rowspan="4">100 ft / 350 m</td><td>A</td><td rowspan="4">600 ft - 3 200 m</td><td rowspan="3">800 ft - 3 200 m</td></tr>
<tr><td>2</td><td>B</td></tr>
<tr><td>3</td><td>C</td></tr>
<tr><td>4</td><td>D</td><td>1 100 ft - 4 800 m</td></tr>
</table>

1.2 Fuel dumping area

1. Area : A circle, radius 3 NM centered at R 100 PSN/16 DME

2. Altitude

   a. IFR aircraft : 6 000 ft AMSL
   b. VFR aircraft : 4 000 ft AMSL

1.3 Speed restrictions

1. All aircraft shall not exceed 250 kt IAS below 10 000 ft AMSL in GIMHAE TMA, unless otherwise authorized by ATC. If the minimum safe speed is greater than 250 kt IAS, the aircraft may maintain the minimum safe speed without ATC authorization.

2. When ILS RWY 36L/R approach in use, civil aircraft should comply with following speed restrictions. if not to comply with speed restrictions, ATC may instruct speed restrictions.
   a. Initial approach phase : 220 kt IAS
   b. Base leg/Heading to final approach : 180 kt IAS
   c. Established on final approach to FAF : 180 kt IAS to 160 kt IAS

3. When ATC use “NO [ATC] SPEED RESTRICTIONS” RTF phraseology, pilot shall note that all speed control restrictions are cancelled and preferred speed may be flown without any speed restrictions.

4. When ATC use “RESUME NORMAL SPEED” RTF phraseology, pilot shall note that the previously issued speed restriction by ATC is cancelled but comply with GIMHAE TMA speed restriction(MAX 250 kt IAS below 10 000 ft).

Change : Page control.

2. VFR Procedure

1. VFR weather minimum

a. Ground visibility : Not less than 3 SM
b. Flight visibility : Not less than 5 SM
c. Ceiling : At or above 2 500 ft

2. VFR weather minimum for special mission helicopter

a. Ground visibility : 2 SM
b. Ceiling : 1 000 ft
c. Wind : 25 kts

3. VFR Pattern Altitude

a. Helicopter : 600 ft, But 500 ft for separation from aircraft
b. Conventional : 1 000 ft
c. Jet : 1 500 ft

4. Special VFR

a. In Gimhae international airport, a special VFR operation is not applied to all aircraft.

3. Radar Procedure

3.1 PAR Approach

1. RWY 36L(Straight-in)

CAT	GS / TCH(ft) / RPI(ft)	DA(ft) / VIS(m)	DH(ft)	Ceiling(ft)
A, B	3.0° / 57 / 1 070	213 / RVR 550 VIS 800	200	200
C, D		213 / RVR 730 VIS 800	200	200
When TDZ/CL INOP, Increase CAT A, B RVR to 730 m. When ALS INOP, VIS 1 200 m and RVR to 1 220 m.				

a. MISSED APCH PROCEDURES
- At DH climb HDG 310 to 4 300 ft and directed by ATC.
- Missed APCH climb rate exceed 340 ft/NM.

4. RADIO COMMUNICATION FAILURE PROCEDURE

4.1 IFR

1. General

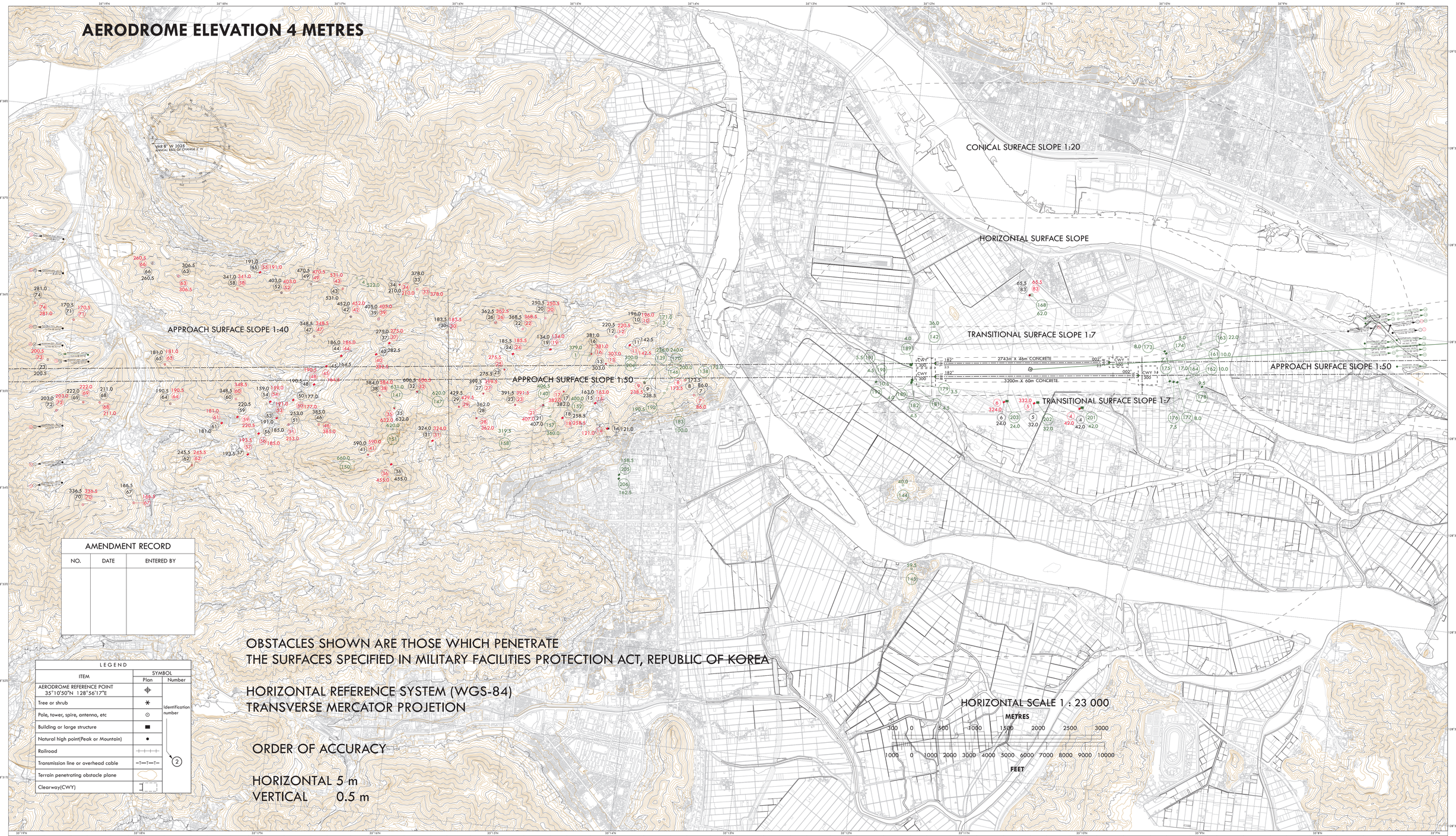
- No person may take off unless two-way radio communications can be maintained with the Air Traffic Control.

- On recognition of communication failure during flight, squawk 7600 and if necessary to ensure safe altitude, climb to Minimum Safe Altitude or above to maintain obstacle clearance. Then comply with following procedure.

2. VFR condition

If the failure to radio communication occurs in VFR conditions, or if VFR conditions are encountered after the failure, a pilot shall continue the flight under VFR and land as soon as practicable based on the runway in use.

DIMENSIONS AND ELEVATIONS IN METRES



AMENDMENT RECORD		
NO.	DATE	ENTERED BY

LEGEND		
ITEM	SYMBOL	
	Plan	Number
AERODROME REFERENCE POINT 35°10'50"N 128°56'17"E	⌖	
Tree or shrub	✳	
Pole, tower, spire, antenna, etc	⊙	Identification number
Building or large structure	■	
Natural high point(Peak or Mountain)	●	
Railroad	+++++	
Transmission line or overhead cable	–T–T–T–	
Terrain penetrating obstacle plane		
Clearway(CWY)		

OBSTACLES

NO	COORDINATES(WGS-84)	ELEV(AMSL)	ITEM	NOTE
C1	35°07'42.35" 128°58'02.82"	183.5	natural high point	
C2	35°07'57.13" 128°58'08.93"	233.5	natural high point	
C3	35°04'30.21" 128°58'01.00"	166.5	natural high point	
C4	35°10'22.87" 128°55'5.37"	42.0	building	
C5	35°10'46.30" 128°55'6.11"	32.0	building	
C6	35°11'01.75" 128°55'5.05"	24.0	building	
C7	35°13'39.95" 128°53'59.98"	86.0	natural high point	
C8	35°13'45.27" 128°55'48.71"	173.5	natural high point	
C9	35°14'05.74" 128°55'44.44"	238.5	natural high point	
C10	35°14'10.72" 128°56'17.68"	196.0	natural high point	
C11	35°14'15.19" 128°56'07.01"	142.5	building	
C12	35°14'22.60" 128°56'11.49"	220.5	natural high point	
C13	35°14'26.39" 128°55'53.95"	303.0	tree	
C14	35°14'32.05" 128°55'13.89"	121.0	building	
C15	35°14'39.79" 128°55'28.92"	163.0	building	
C16	35°14'34.33" 128°55'33.1"	381.0	tree	
C17	35°14'46.50" 128°55'6.11"	382.0	tree	
C18	35°14'45.76" 128°55'17.68"	258.5	building	
C19	35°14'55.37" 128°55'19.48"	134.0	building	
C20	35°14'59.63" 128°56'18.48"	250.5	natural high point	

NO	COORDINATES(WGS-84)	ELEV(AMSL)	ITEM	NOTE
C21	35°14'56.29" 128°55'24.42"	407.0	tree	
C22	35°15'10.52" 128°56'10.43"	368.5	natural high point	
C23	35°15'10.55" 128°55'22.75"	391.5	tree	
C24	35°15'14.28" 128°55'54.30"	185.5	building	
C25	35°15'17.80" 128°55'44.05"	275.5	tree	
C26	35°15'24.70" 128°56'13.21"	362.5	natural high point	
C27	35°15'27.30" 128°55'27.79"	399.5	tree	
C28	35°15'29.57" 128°55'12.17"	362.0	tree	
C29	35°15'39.06" 128°55'18.15"	429.5	tree	
C30	35°15'48.66" 128°56'03.76"	183.5	natural high point	
C31	35°15'50.80" 128°54'55.60"	324.0	building	
C32	35°16'01.15" 128°55'24.88"	606.5	tree	
C33	35°16'06.31" 128°56'28.53"	378.0	natural high point	
C34	35°16'15.49" 128°56'30.26"	210.0	tree	
C35	35°16'11.89" 128°55'13.13"	632.0	tree	
C36	35°16'10.60" 128°54'38.18"	455.0	building	
C37	35°16'17.74" 128°55'33.37"	275.0	building	
C38	35°16'19.99" 128°55'20.35"	584.0	tree	
C39	35°16'24.45" 128°56'07.64"	405.0	natural high point	
C40	35°16'33.00" 128°55'09.02"	348.5	natural high point	

NO	COORDINATES(WGS-84)	ELEV(AMSL)	ITEM	NOTE
C41	35°16'22.89" 128°54'42.66"	590.0	tree	
C42	35°16'38.76" 128°55'07.36"	452.0	natural high point	
C43	35°16'44.23" 128°56'24.16"	531.0	natural high point	
C44	35°16'41.60" 128°55'42.45"	186.0	building	
C45	35°16'48.64" 128°55'25.05"	164.5	building	
C46	35°16'49.50" 128°55'48.39"	385.0	natural high point	
C47	35°16'56.38" 128°55'28.84"	348.5	natural high point	
C48	35°16'53.97" 128°55'22.92"	190.5	building	
C49	35°17'00.66" 128°56'25.02"	470.5	natural high point	
C50	35°17'03.78" 128°55'2.03"	177.0	building	
C51	35°17'04.88" 128°56'46.48"	253.0	natural high point	
C52	35°17'15.24" 128°56'17.88"	403.0	natural high point	
C53	35°17'11.31" 128°54'59.77"	191.0	building	
C54	35°17'15.36" 128°55'09.33"	159.0	building	
C55	35°17'27.19" 128°56'29.23"	191.0	building	
C56	35°17'19.72" 128°54'48.99"	95.0	building	
C57	35°17'24.13" 128°55'35.97"	193.5	building	
C58	35°17'37.93" 128°56'17.59"	341.0	natural high point	
C59	35°17'31.32" 128°54'57.99"	220.5	building	
C60	35°17'33.03" 128°55'09.02"	348.5	natural high point	

NO	COORDINATES(WGS-84)	ELEV(AMSL)	ITEM	NOTE
C61	35°17'39.04" 128°54'53.24"	181.0	building	
C62	35°17'52.03" 128°54'25.16"	245.5	natural high point	
C63	35°17'08.60" 128°56'21.83"	306.5	natural high point	
C64	35°17'06.19" 128°55'02.06"	190.5	natural high point	
C65	35°18'11.02" 128°55'26.07"	181.0	natural high point	
C66	35°18'22.61" 128°56'28.24"	260.5	natural high point	
C67	35°18'19.73" 128°55'38.17"	166.5	tower	
C68	35°18'42.23" 128°54'58.37"	211.0	tower	
C69	35°18'50.37" 128°54'57.58"	222.0	natural high point	
C70	35°18'45.37" 128°53'33.85"	336.5	natural high point	
C71	35°18'59.77" 128°55'48.21"	170.5	tower	
C72	35°19'03.89" 128°54'50.84"	203.0	natural high point	
C73	35°19'10.87" 128°52'1.80"	200.5	natural high point	
C74	35°19'20.29" 128°53'56.23"	281.0	natural high point	
C75	35°19'30.32" 128°56'40.61"	285.5	natural high point	
C76	35°19'23.73" 128°53'58.81"	266.0	natural high point	
C77	35°19'28.22" 128°54'11.93"	270.5	natural high point	
C78	35°19'35.98" 128°55'18.15"	433.5	natural high point	
C79	35°19'49.04" 128°56'39.40"	262.5	natural high point	
C80	35°19'43.18" 128°54'33.52"	432.5	natural high point	

NO	COORDINATES(WGS-84)	ELEV(AMSL)	ITEM	NOTE
C81	35°19'52.05" 128°56'16.41"	188.5	natural high point	
C82	35°19'51.66" 128°55'27.29"	424.0	natural high point	
C83	35°10'34.06" 128°57'02.90"	65.5	natural high point	
H1	35°14'25.01" 128°55'38.15"	379.0	natural high point	
H2	35°19'44.81" 128°53'20.26"	463.0	natural high point	
H3	35°14'02.98" 128°56'22.33"	171.0	etc	
H4	35°18'37.60" 128°56'31.66"	522.0	etc	
H5	35°03'37.15" 128°58'08.93"	234.0	natural high point	
H6	35°03'41.91" 128°57'33.75"	89.0	etc	
H7	35°04'10.10" 128°57'40.85"	155.0	etc	
H8	35°09'26.60" 128°41'39.60"	817.0	etc	
H9	35°14'05.92" 128°54'48.84"	236.0	etc	
H10	35°14'33.86" 128°52'3.79"	406.5	etc	
H11	35°14'11.75" 128°51'3.82"	631.0	natural high point	
H12	35°11'41.12" 128°56'37.43"	36.0	natural high point	
H13	35°12'3.73" 128°53'8.81"	266.0	natural high point	
H14	35°12'8.28" 128°54'11.93"	270.5	natural high point	
H15	35°12'5.61" 128°52'41.27"	200.0	etc	
H16	35°12'6.29" 128°56'39.40"	262.5	natural high point	
H17	35°09'41.56" 128°56'35.18"	8.0	building	
H18	35°09'38.36" 128°56'18.23"	7.5	building	

NO	COORDINATES(WGS-84)	ELEV(AMSL)	ITEM	NOTE
H19	35°10'11.31" 128°55'00.17"	620.0	etc	
H20	35°10'33.23" 128°55'22.99"	400.0	etc	
H21	35°10'42.89" 128°58'03.26"	200.0	etc	
H22	35°03'53.36" 128°58'06.56"	220.0	etc	
H23	35°10'20.21" 128°58'00.9"	180.0	etc	
H24	35°10'22.87" 128°55'57.77"	360.0	etc	
H25	35°11'33.21" 128°55'37.71"	319.5	etc	
H26	35°13'50.48" 128°55'33.61"	100.0	natural high point	
H27	35°11'30.58" 128°56'12.86"	4.0	building	
H28	35°11'30.78" 128°56'12.05"	4.5	building	
H29	35°02'23.20" 128°41'8.00"	649.0	etc	
H30	35°09'24.48" 128°56'43.10"	22.0	etc	
H31	35°09'20.10" 128°56'20.90"	17.0	tree	
H32	35°03'32.76" 128°57'19.84"	112.0	chimney	
H33	35°10'54.05" 128°57'02.88"	62.0	etc	
H34	35°08'31.13" 128°56'31.40"	39.0	tower	
H35	35°10'22.87" 128°55'5.37"	42.0	building	
H36	35°09'41.56" 128°56'35.18"	8.0	building	
H37	35°10'11.74" 128°55'55.03"	24.0	building	
H38	35°10'38.36" 128°56'18.23"	7.5	building	

NO	COORDINATES(WGS-84)	ELEV(AMSL)	ITEM	NOTE
H39	35°10'38.39" 128°56'18.08"	7.5	building	
H205	35°14'14.03" 128°54'45.92"	158.5	building	
H206	35°14'13.99" 128°54'43.52"	162.5	building	
A1	35°03'42.35" 128°58'02.62"	183.5	natural high point	
A2	35°03'37.13" 128°58'08.93"	233.5	natural high point	
A3	35°04'30.21" 128°58'01.00"	166.5	natural high point	
A4	35°10'22.87" 128°55'5.37"	42.0	building	
A5	35°10'46.30" 128°55'6.11"	332.0	building	
A6	35°11'01.75" 128°55'5.05"	324.0	building	
A7	35°13'39.95" 128°53'59.98"	86.0	natural high point	
A8	35°13'45.27" 128°55'48.71"	173.5	natural high point	
A9	35°14'05.74" 128°55'44.44"	238.5	natural high point	
A10	35°14'10.72" 128°56'17.68"	196.0	natural high point	
A11	35°14'15.19" 128°56'07.01"	142.5	building	
A12	35°14'22.60" 128°56'11.49"	220.5	natural high point	
A13	35°14'26.39" 128°55'53.95"	303.0	tree	
A14	35°14'32.05" 128°55'13.89"	121.0	building	
A15	35°14'39.79" 128°55'28.92"	163.0	building	
A16	35°14'34.33" 128°55'33.21"	381.0	tree	
A17	35°14'46.50" 128°55'34.14"	382.0	tree	
A18	35°14'45.76" 128°55'17.68"	258.5	building	

NO	COORDINATES(WGS-84)	ELEV(AMSL)	ITEM	NOTE
A19	35°14'55.37" 128°55'19.48"	134.0	building	
A20	35°14'59.63" 128°56'18.48"	250.5	natural high point	
A21	35°14'56.29" 128°55'24.42"	407.0	tree	
A22	35°15'10.52" 128°56'10.43"	368.5	natural high point	
A23	35°15'10.55" 128°55'22.75"	391.5	tree	
A24	35°15'14.28" 128°55'54.30"	185.5	building	
A25	35°15'17.80" 128°55'44.05"	275.5	tree	
A26	35°15'24.70" 128°56'13.21"	362.5	natural high point	
A27	35°15'27.30" 128°55'27.79"	399.5	tree	
A28	35°15'29.57" 128°55'12.17"	362.0	tree	
A29	35°15'39.06" 128°55'18.15"	429.5	tree	
A30	35°15'48.66" 128°56'03.76"	183.5	natural high point	
A31	35°15'50.80" 128°54'55.60"	324.0	building	
A32	35°16'01.15" 128°55'24.88"	606.5	tree	
A33	35°16'06.31" 128°56'28.53"	378.0	natural high point	
A34	35°16'15.49" 128°56'30.26"	210.0	tree	
A35	35°16'11.89" 128°55'13.13"	632.0	tree	
A36	35°16'10.60" 128°54'38.18"	455.0	building	
A37	35°16'17.74" 128°55'33.37"	275.0	building	
A38	35°16'19.99" 128°55'20.35"	584.0	tree	

NO	COORDINATES(WGS-84)	ELEV(AMSL)	ITEM	NOTE
A39	35°16'24.45" 128°56'07.64"	405.0	natural high point	
A40	35°16'33.00" 128°55'45.55"	282.5	building	
A41	35°16'22.89" 128°54'42.66"	590.0	tree	
A42	35°16'38.76" 128°56'07.36"	452.0	natural high point	
A43	35°16'44.23" 128°56'24.16"	531.0	natural high point	
A44	35°16'41.60" 128°55'42.45"	186.0	building	
A45	35°16'48.64" 128°55'25.05"	164.5	building	
A46	35°16'49.50" 128°54'58.39"	385.0	natural high point	
A47	35°16'56.38" 128°55'28.84"	348.5	natural high point	
A48	35°16'53.97" 128°55'22.92"	190.5	building	
A49	35°17'00.66" 128°56'25.02"	470.5	natural high point	
A50	35°17'03.78" 128°55'2.03"	177.0	building	
A51	35°17'04.88" 128°56'46.48"	253.0	natural high point	
A52	35°17'15.24" 128°56'17.88"	403.0	natural high point	
A53	35°17'11.31" 128°54'59.77"	191.0	building	
A54	35°17'15.36" 128°55'09.33"	159.0	building	
A55	35°17'27.19" 128°56'29.23"	191.0	building	
A56	35°17'19.72" 128°54'48.99"	185.0	building	
A57	35°17'24.13" 128°55'35.37"	193.5	building	
A58	35°17'37.93" 128°56'17.59"	341.0	natural high point	

NO	COORDINATES(WGS-84)	ELEV(AMSL)	ITEM	NOTE
A59	35°17'31.32" 128°54'57.99"	220.5	building	
A60	35°17'33.03" 128°55'09.02"	348.5	natural high point	
A61	35°17'39.04" 128°54'53.24"	181.0	building	
A62	35°17'52.03" 128°54'25.16"	245.5	natural high point	
A63	35°18'08.60" 128°56'21.83"	306.5	natural high point	
A64	35°18'06.19" 128°55'02.06"	190.5	natural high point	
A65	35°18'11.02" 128°55'26.07"	181.0	natural high point	
A66	35°18'22.61" 128°56'28.24"	260.5	natural high point	
A67	35°18'19.73" 128°55'38.17"	166.5	tower	
A68	35°18'42.23" 128°54'58.37"	211.0	tower	
A69	35°18'50.37" 128°54'57.58"	222.0	natural high point	
A70	35°18'45.37" 128°53'33.85"	336.5	natural high point	
A71	35°18'59.77" 128°55'48.21"	170.5	tower	
A72	35°19'03.89" 128°54'50.84"	203.0	natural high point	
A73	35°19'10.87" 128°52'1.80"	200.5	natural high point	
A74	35°19'20.29" 128°53'56.23"	281.0	natural high point	
A75	35°19'30.32" 128°56'40.61"	285.5	natural high point	
A76	35°19'25.73" 128°53'58.81"	266.0	natural high point	
A77	35°19'28.22" 128°54'11.93"	270.5	natural high point	
A78	35°19'35.98" 128°55'18.15"	433.5	natural high point	

NO	COORDINATES(WGS-84)	ELEV(AMSL)	ITEM	NOTE
A79	35°19'49.04" 128°56'39.40"	262.5	natural high point	
A80	35°19'43.18" 128°56'33.52"	432.5	natural high point	
A81	35°19'52.05" 128°56'16.41"	188.5	natural high point	
A82	35°19'51.66" 128°55'27.29"	424.0	natural high point	
A83	35°10'34.06" 128°55'02.90"	65.5	building	

Change : Establishment of OBST NR. M205~M206.

INSTRUMENT APPROACH CHART

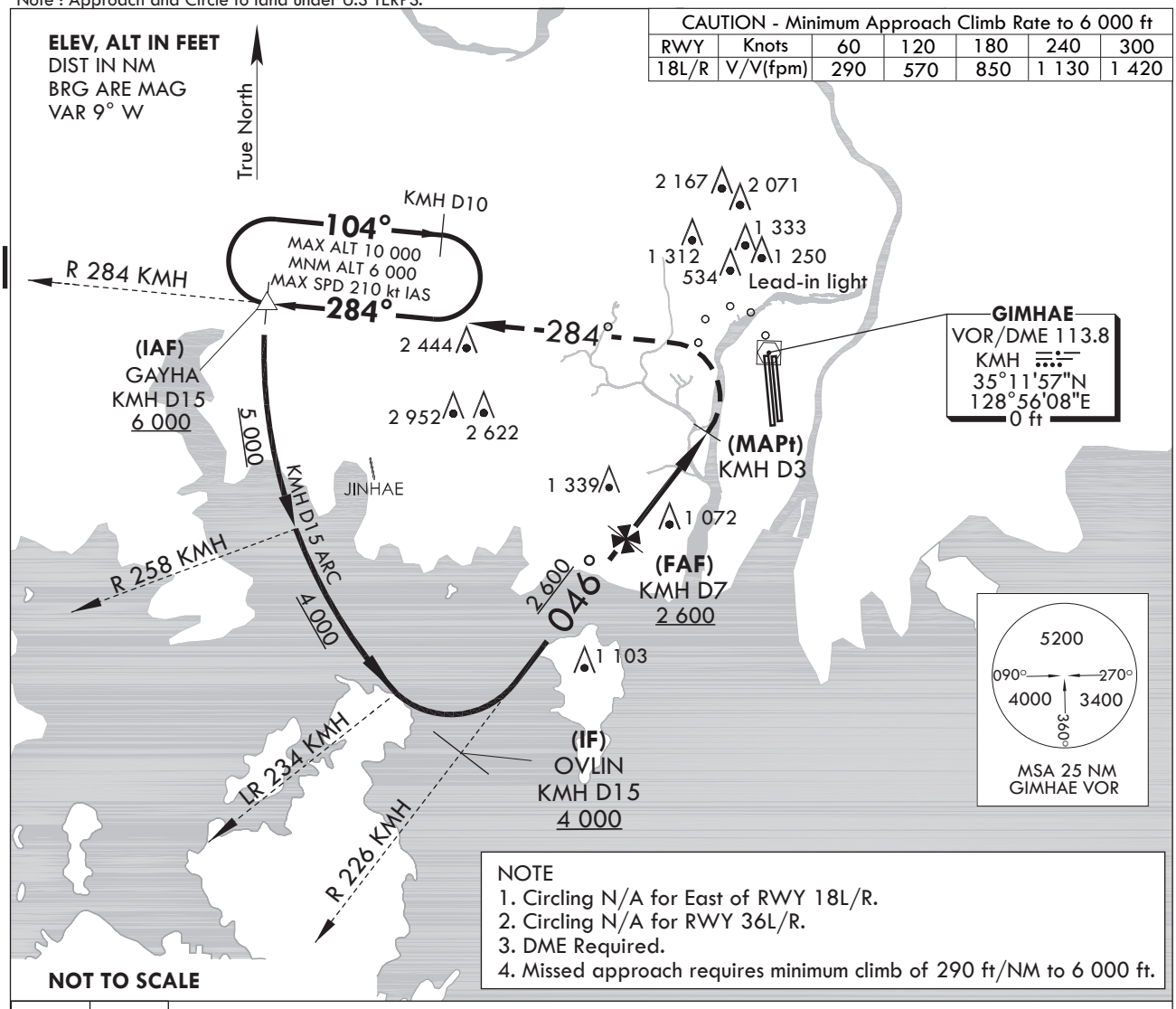
AERODROME ELEV 13 ft
HEIGHTS RELATED TO
THR RWY 18L - ELEV **8** ft
THR RWY 18R - ELEV **13** ft

GIMHAE APP	125.5	364.0
GIMHAE TWR	118.1	233.3
	118.450	236.6

BUSAN/Gimhae Intl(RKPK)
VOR - A
RWY 18L/R

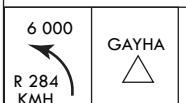
Note : Approach and Circle to land under U.S TERPS.

CAUTION - Minimum Approach Climb Rate to 6 000 ft						
RWY	Knots	60	120	180	240	300
18L/R	V/V(fpm)	290	570	850	1 130	1 420



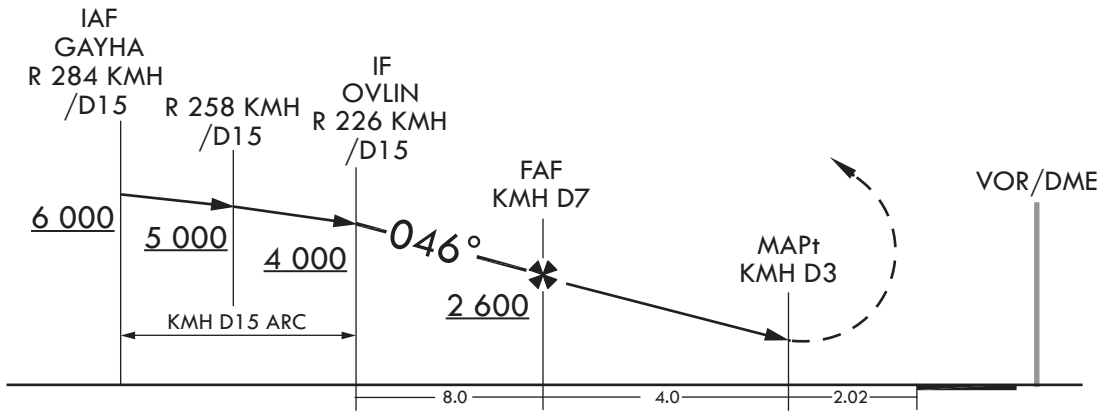
NOTE
1. Circling N/A for East of RWY 18L/R.
2. Circling N/A for RWY 36L/R.
3. DME Required.
4. Missed approach requires minimum climb of 290 ft/NM to 6 000 ft.

NOT TO SCALE



TRANSITION	ALT	14 000
TRANSITION	LVL	FL 140

MISSED APPROACH
Climb to 6 000 ft via left turn to intercept R 284 KMH then R 284 KMH to GAYHA and hold.



CATEGORY	A	B	C	D
CIRCLING (C)	1 700 - 3	1 687(1 700 - 3)		

Change : Establishment of OBST(534).

INTENTIONALLY

LEFT

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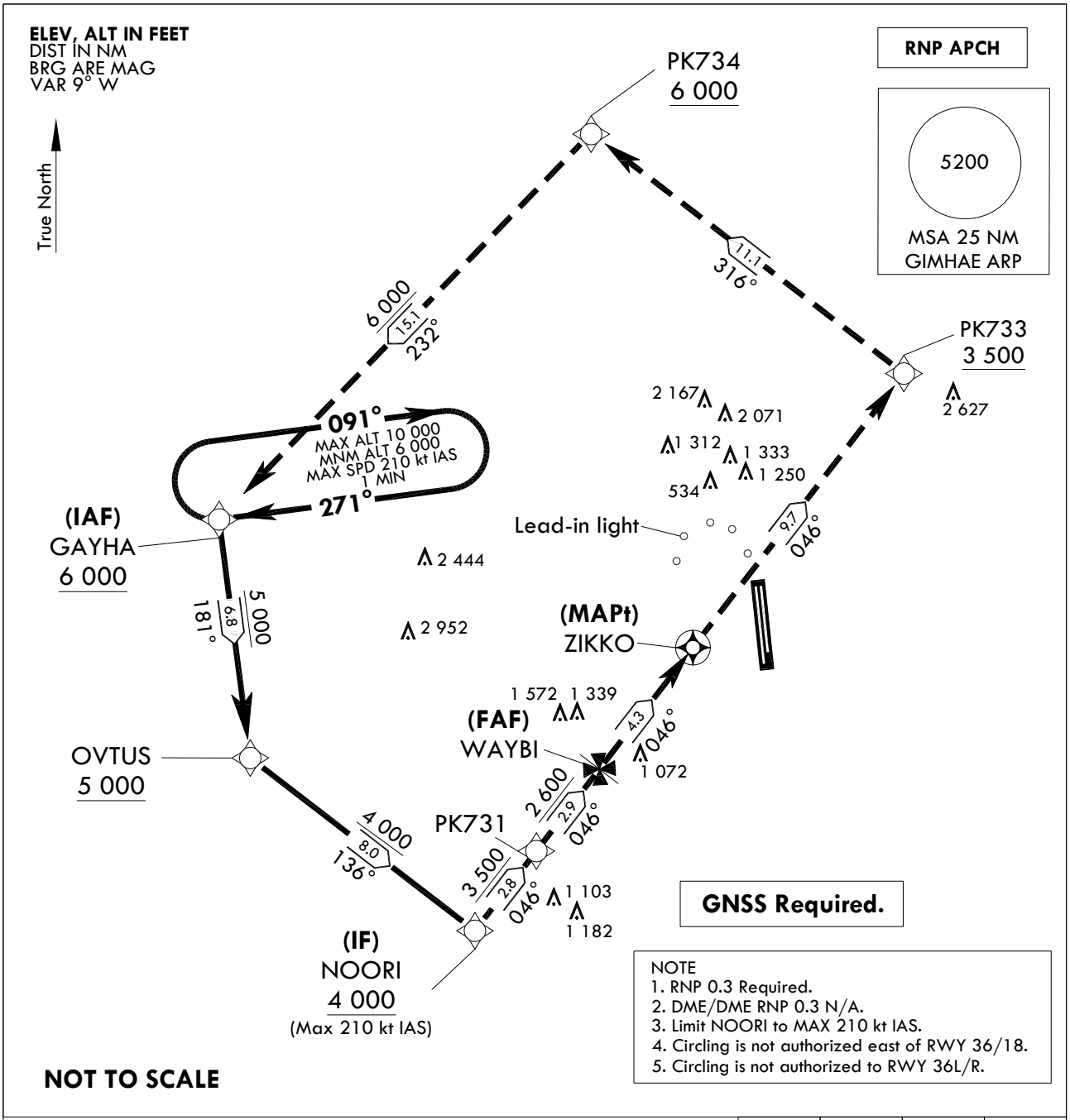
INSTRUMENT APPROACH CHART

AERODROME ELEV 13 ft

GIMHAE	APP	125.5	364.0
GIMHAE	TWR	118.1	118.45
		233.3	236.6

BUSAN/Gimhae Intl(RKPK)
RNP B RWY 18L/R

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

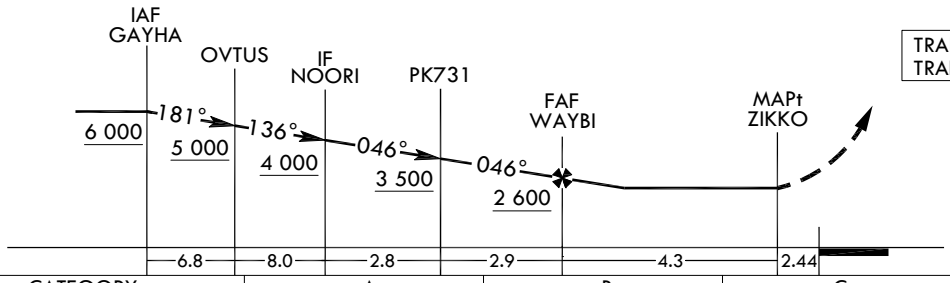


MISSED APPROACH

Climb to 6 000 ft via track 046° to cross PK733 at or above 3 500 ft, then track 316° to cross PK734 at or above 6 000 ft, then track 232° to cross GAYHA at or above 6 000 ft and hold.

6 000	PK733	PK734 6 000	GAYHA 6 000
↑	TR 046°	TR 316°	TR 232°

TRANSITION	ALT	14 000
TRANSITION	LVL	FL 140



CATEGORY	A	B	C	D
LNAV/VNAV	N/A			
LNAV	N/A			
C CIRCLING	1 700-3 1 687(1 700-3)			

Change : Establishment of OBST(534).

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP B RWY 18L/R

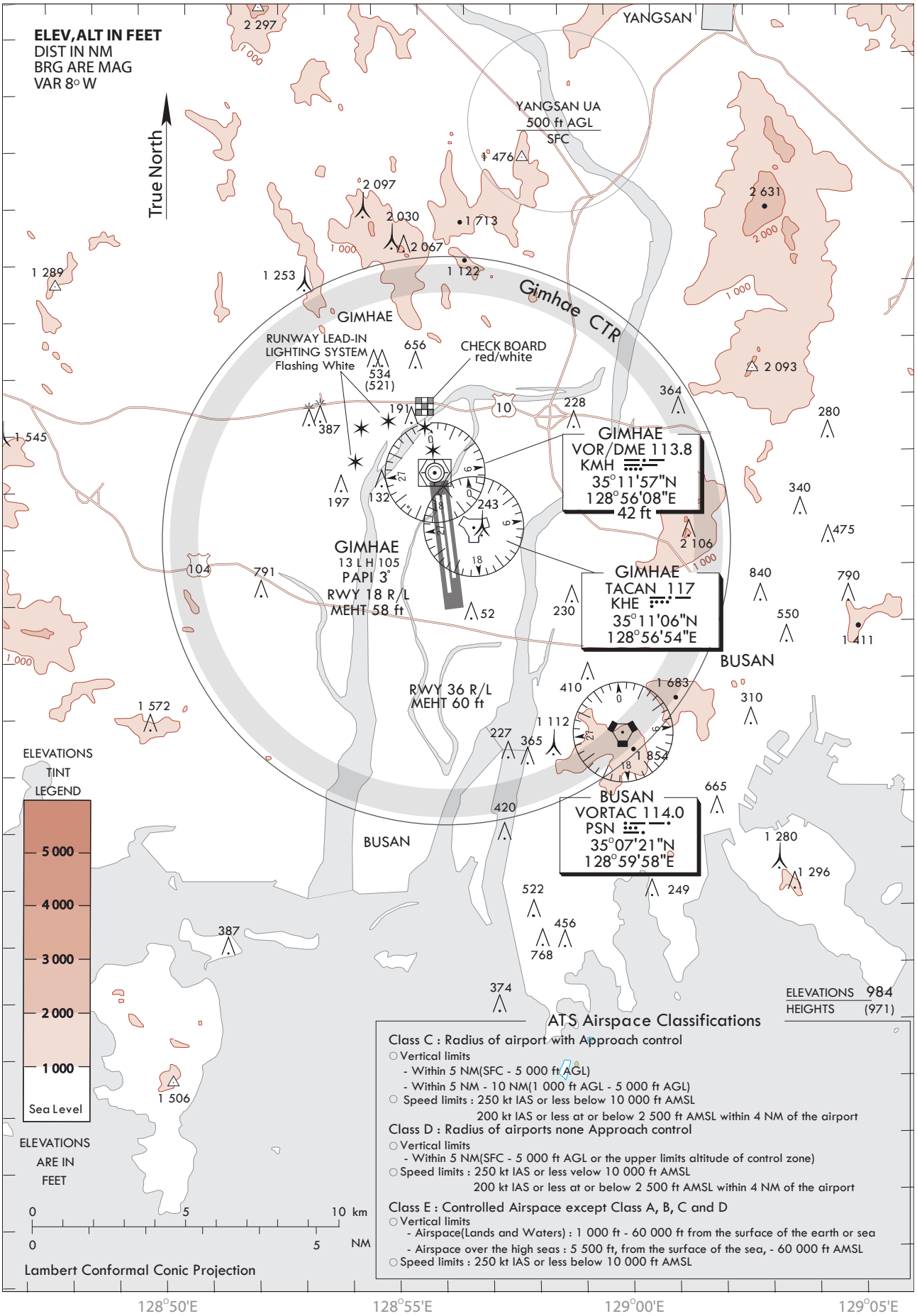
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	TF	GAYHA	-	-	-	-	+6 000	-	35°13'22.4"N 128°37'54.4"E	-	RNP APCH	IAF
002	TF	OVTUS	-	180.88(172.36)	6.75	-	+5 000	-	35°06'40.3"N 128°39'00.0"E	-	RNP APCH	-
003	TF	NOORI	-	135.89(127.37)	7.95	-	+4 000	-210	35°01'50.0"N 128°46'41.8"E	-	RNP APCH	IF
004	TF	PK731	-	045.96(037.44)	2.82	-	+3 500	-	35°04'04.7"N 128°48'47.2"E	-	RNP APCH	-
005	TF	WAYBI	-	045.98(037.46)	2.9	-	+2 600	-	35°06'23.0"N 128°50'56.2"E	-	RNP APCH	FAF
006	TF	ZIKKO	Y	046.00(037.48)	4.3	-	+1 700	-	35°09'48.1"N 128°54'07.8"E	-	RNP APCH	MAPt
007	TF	PK733	-	046.03(037.51)	9.7	-	+3 500	-	35°17'30.5"N 129°01'20.9"E	-	RNP APCH	-
008	TF	PK734	-	316.10(307.58)	11.07	-	+6 000	-	35°24'15.6"N 128°50'37.2"E	-	RNP APCH	-
009	TF	GAYHA	-	232.33(223.81)	15.05	-	+6 000	-	35°13'22.4"N 128°37'54.4"E	-	RNP APCH	-
010	HM	GAYHA	-	271.05(262.53)	-	R	-10 000 +6 000	-210	35°13'22.4"N 128°37'54.4"E	-	-	1 min (Inbound timing)

VISUAL APPROACH CHART - ICAO

AD ELEV **13** ft
HEIGHTS RELATED TO AD ELEV

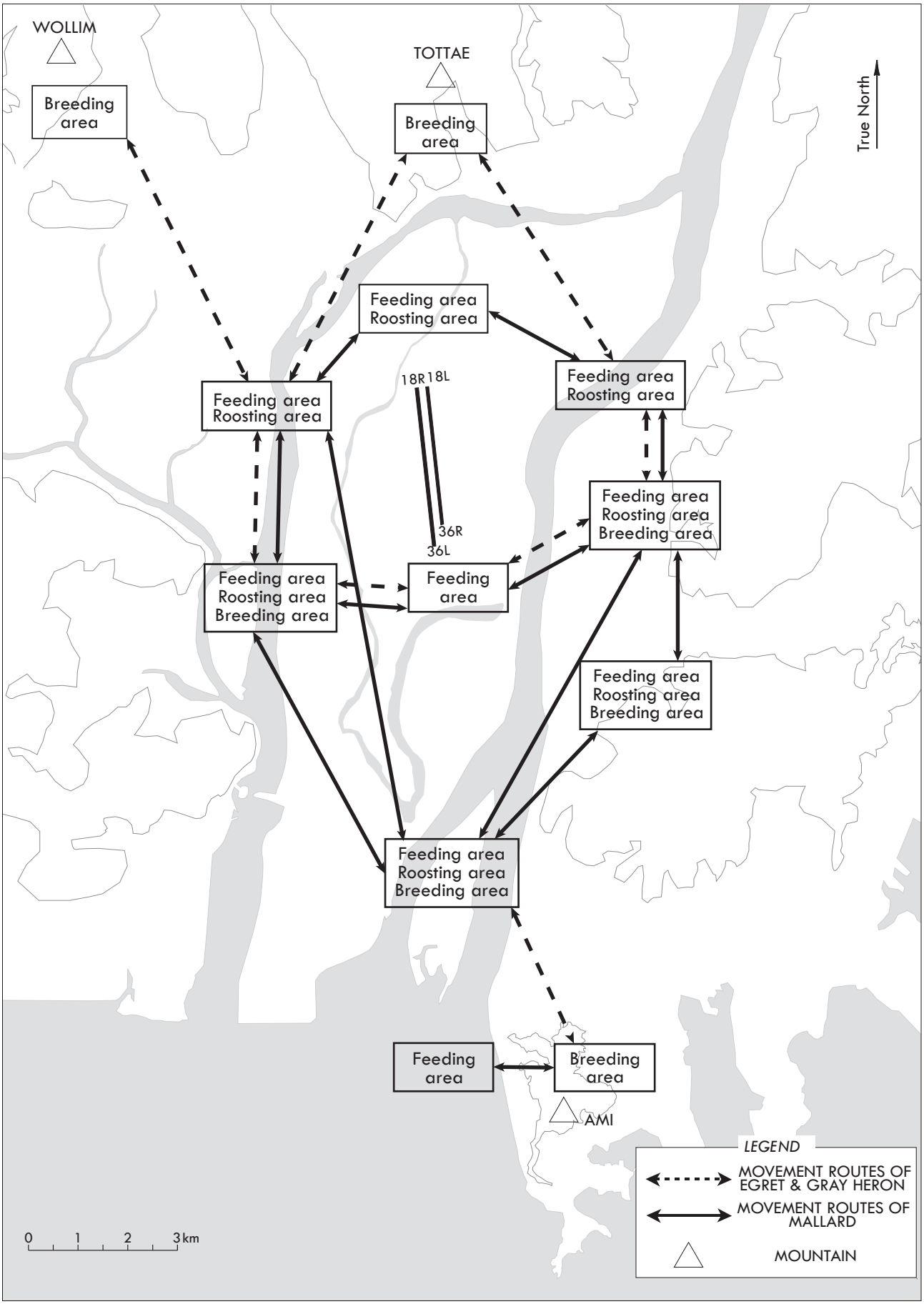
GIMHAE	APP	125.5	364.0
	DEP	125.5	363.8
GIMHAE	TWR	118.1	118.450

BUSAN/Gimhae



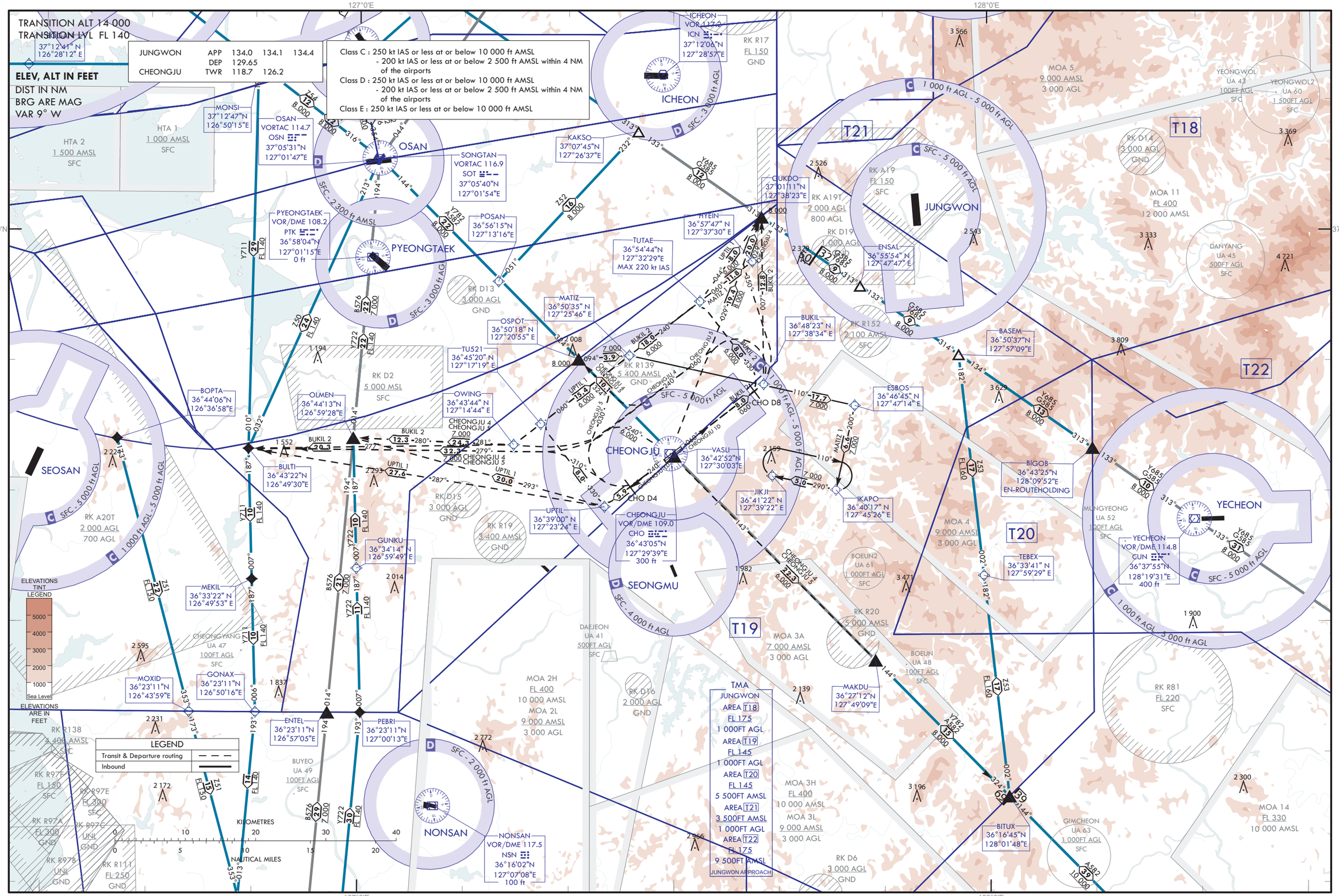
Change : Establishment of OBST(534).

BIRD CONCENTRATION - GIMHAE INTERNATIONAL



AREA CHART - ICAO

TMA JUNGWON(Cheongju Airport)



Change : Information of ATS airspace classification for Cheongju Airport(class D → class C).

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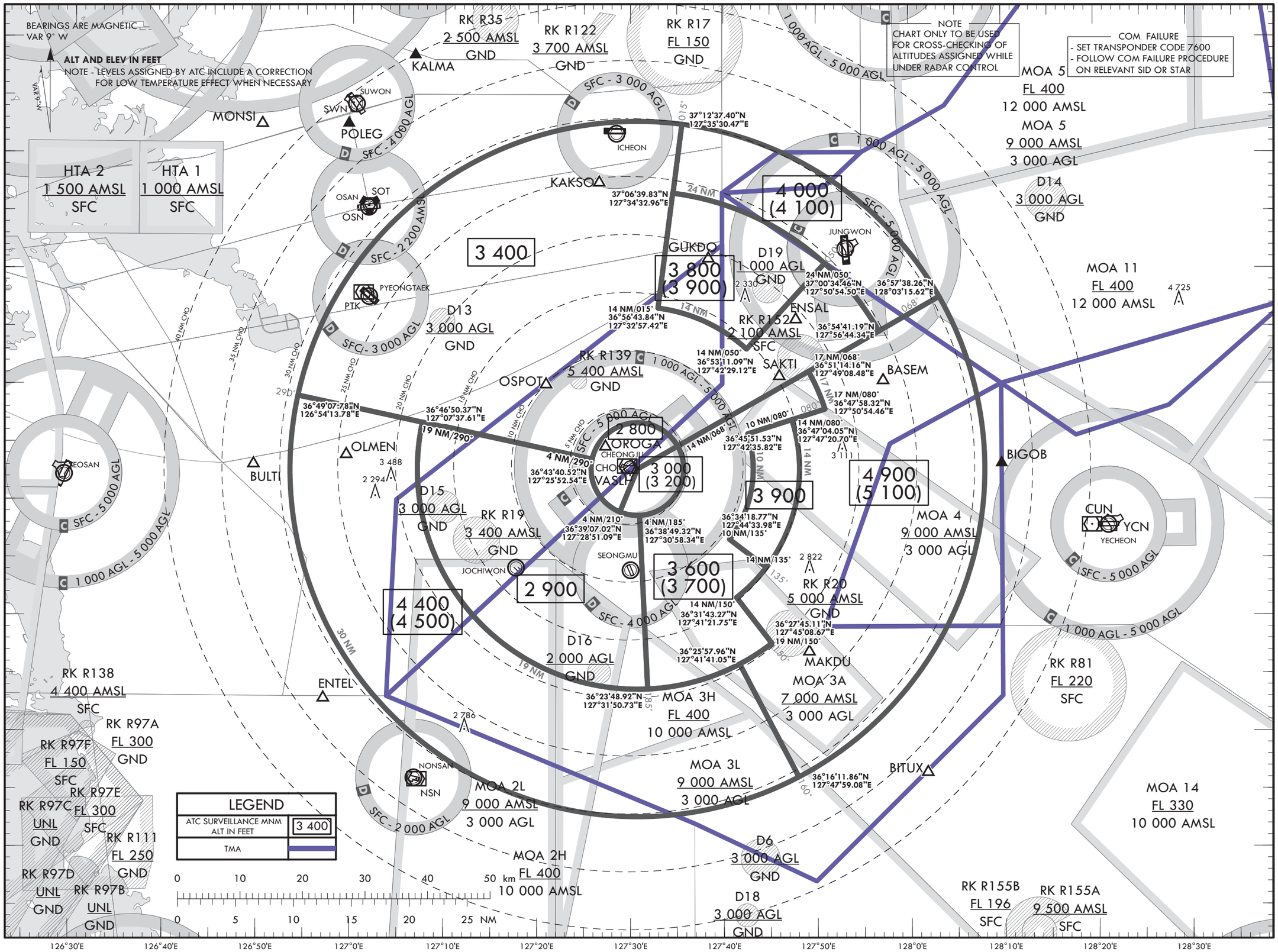
REPUBLIC OF KOREA

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AERODROME ELEV 2 031 ft
TRANSITION ALT 14 000 ft

APP 134

CHEONGJU/Cheongju Intl(RKTU)



Change : Information of ATS airspace classification for Cheongju Airport(class D → class C).

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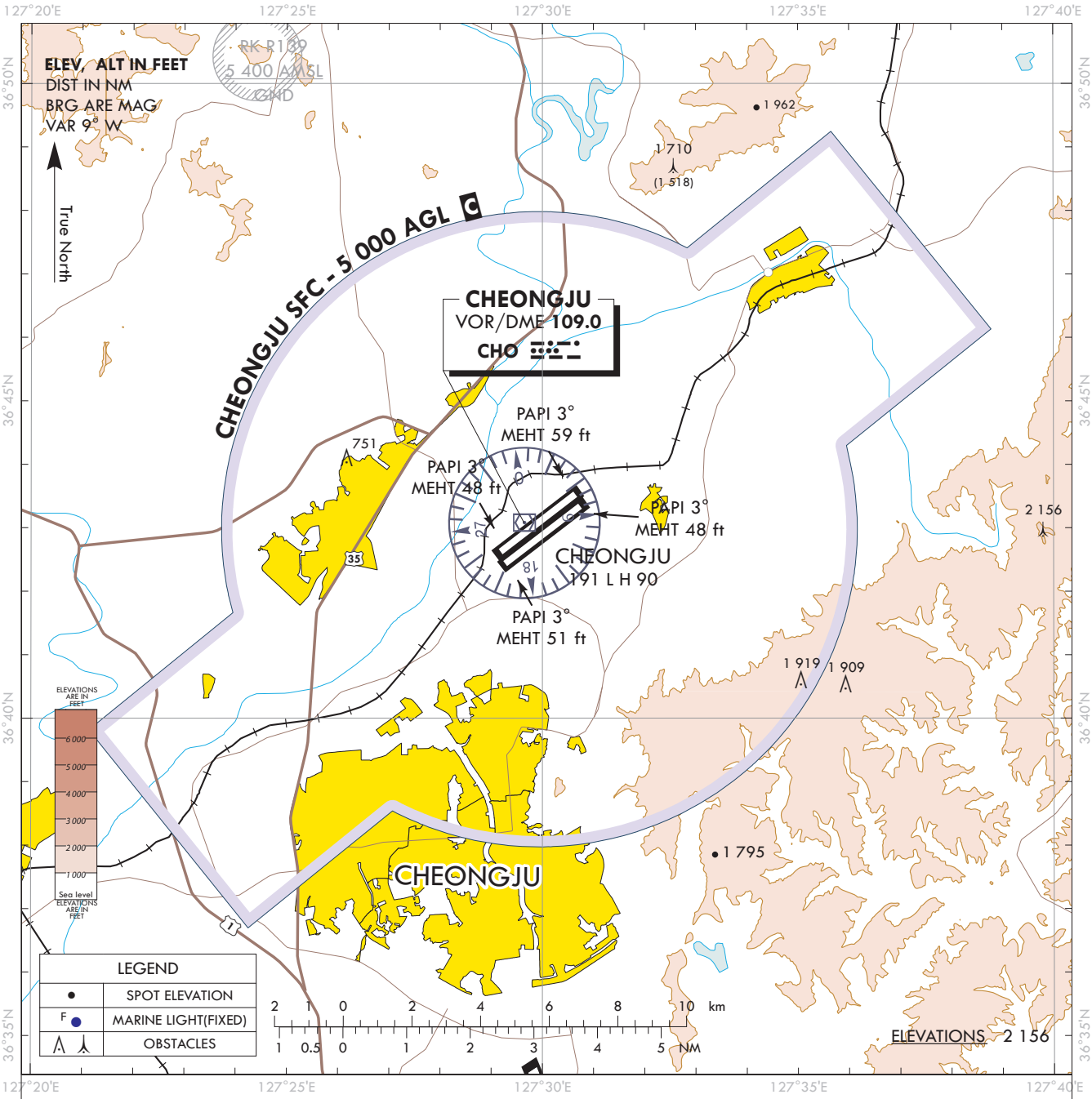
REPUBLIC OF KOREA

VISUAL APPROACH CHART - ICAO

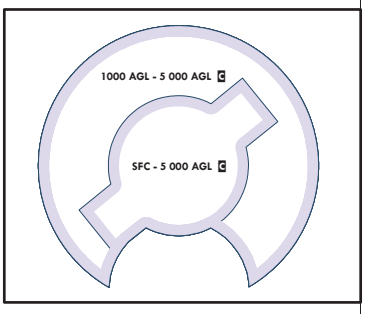
AD ELEV **192** ft
HEIGHTS RELATED TO AD ELEV

JUNGWON	APP	134.0	
	DEP	129.65	
CHEONGJU	TWR	118.7	126.2

CHEONGJU/Cheongju

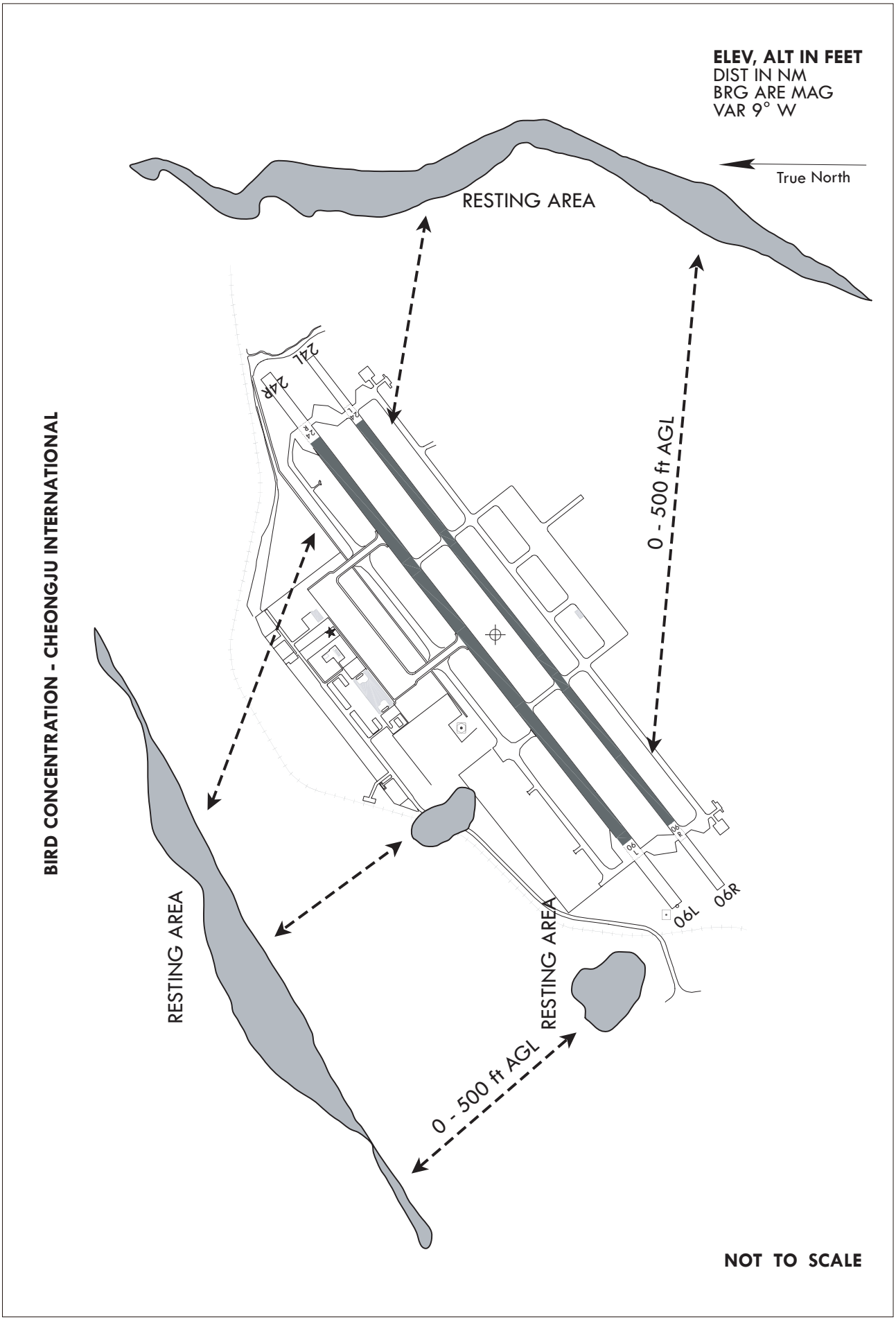


ATS Airspace Classifications



1. Class C : Radius of Cheongju airports
   * Vertical Limits
     - Within 5 NM including areas which are extended southwest-bound from
       364140N 1272357E - 363949N 1272108E -
       363642N 1272415E - 363833N 1272705E
       and northeast-bound from
       364725N 1273250E - 364915N 1273539E -
       364608N 1273847E - 364418N 1273557E (SFC-5 000 ft)
   * Speed Limits : 250 kts IAS or less below 10 000 ft AMSL
     200 kts IAS or less at or below 2 500 ft AMSL within 4 NM of the airport.

Change : Information of ATS airspace classification for Cheongju Airport(class D → class C).


BIRD CONCENTRATION - CHEONGJU INTERNATIONAL
ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 9° W
True North
RESTING AREA
RESTING AREA
RESTING AREA
0 - 500 ft AGL
0 - 500 ft AGL
24L
24R
06L
06R
NOT TO SCALE

RKNW AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of the airport

Bird habitat located along SEOM river west of the airport. Intense activity of flocks of wild duck and heron takes place frequently during sunrise and sunset. Height varies from 0 - 2 000 ft AGL.

RKNW AD 2.24 CHART RELATED TO THE AERODROME

RKNW AD 2.25 VISUAL SEGMENT SURFACE(VSS) PENETRATION

NIL

Change : Withdrawal of SID for RWY 21(RNAV(GNSS) SANUV 2).

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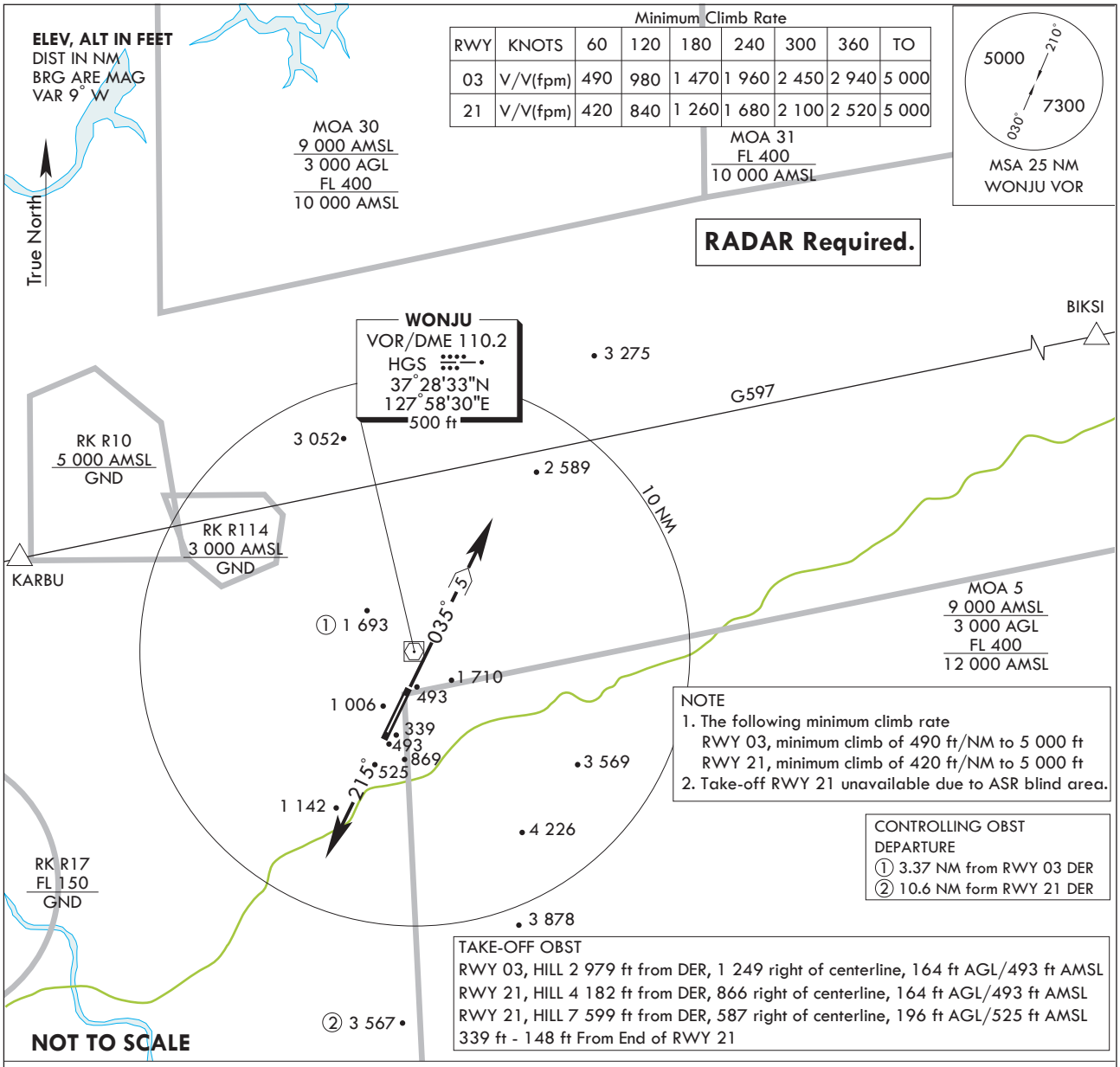
STANDARD DEPARTURE CHART INSTRUMENT(SID)

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

WONJU	DEP	130.2	
		268.5	
WONJU	TWR	265.5	118.325
		236.6	126.2

WONJU/Wonju(RKNW)
RWY 03/21
WONJU 1D

Note : Departure under U.S. TERPS.



Minimum Climb Rate

RWY	KNOTS	60	120	180	240	300	360	TO
03	V/V(fpm)	490	980	1 470	1 960	2 450	2 940	5 000
21	V/V(fpm)	420	840	1 260	1 680	2 100	2 520	5 000

NOTE
1. The following minimum climb rate
   RWY 03, minimum climb of 490 ft/NM to 5 000 ft
   RWY 21, minimum climb of 420 ft/NM to 5 000 ft
2. Take-off RWY 21 unavailable due to ASR blind area.

CONTROLLING OBST
DEPARTURE
① 3.37 NM from RWY 03 DER
② 10.6 NM form RWY 21 DER

TAKE-OFF OBST
RWY 03, HILL 2 979 ft from DER, 1 249 right of centerline, 164 ft AGL/493 ft AMSL
RWY 21, HILL 4 182 ft from DER, 866 right of centerline, 164 ft AGL/493 ft AMSL
RWY 21, HILL 7 599 ft from DER, 587 right of centerline, 196 ft AGL/525 ft AMSL
339 ft - 148 ft From End of RWY 21

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 03 : Climb HDG 035° to 5 NM, Thence.....

TAKE-OFF RWY 21 : Climb HDG 215°, Thence.....
..... Expect radar vectors to intercept filed altitude/filed Enroute fix or Navaid. Maintain 7 000 ft or assigned altitude(flight level). Expect filed altitude/flight level 10 minute after departure.

LOST COMMUNICATIONS : If radio contact is not established with departure control prior to reaching 5 000 ft, continue climb to 7 000 ft before turning to filed fix/Navaid and proceed filed route and altitude.

Change : Establishment of note for ASR blind area and Information of item number.

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Change : Withdrawal of SID for RWY 21(RNAV(GNSS) SANUV 2).

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Change : Withdrawal of SID for RWY 21(RNAV(GNSS) SANUV 2).

RKPU AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Nosewheel guidelines on taxiways and apron
2	RWY and TWY markings and LGT	a. RWY - Light : Edge, THR and End - Marking : Designation, THR, TDZ, CL, side stripe and aiming point b. TWY - Light : Edge - Marking : TWY & taxilane centerline and holding positions
3	Stop bars	NIL
4	Remarks	NIL

RKPU 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
RKPUOB001	Natural High Point	354005.0N 1292136.1E	1 339 ft/	NIL	36/APCH 18/TKOF
RKPUOB002	Natural High Point	353941.7N 1292144.6E	1 113 ft/	NIL	
RKPUOB003	Natural High Point	353811.0N 1291931.3E	424 ft/	NIL	
RKPUOB004	Natural High Point	353931.0N 1291916.2E	964 ft/	NIL	
RKPUOB005	Natural High Point	354225.3N 1292053.9E	1 774 ft/	NIL	
RKPUOB006	Natural High Point	354806.3N 1292043.1E	2 444 ft/	NIL	
RKPUOB007	Natural High Point	353839.7N 1291841.2E	785 ft/	NIL	
RKPUOB008	Building	353425.1N 1292056.2E	169 ft/	NIL	
RKPUOB009	Pylon	353318.2N 1292158.7E	346 ft/	NIL	
RKPUOB010	Pylon	353230.9N 1292128.2E	427 ft/	NIL	
RKPUOB011	Natural High Point	353526.7N 1292350.7E	1 480 ft/	NIL	18/APCH 36/TKOF
RKPUOB012	Natural High Point	353521.6N 1292249.6E	850 ft/	NIL	
RKPUOB013	Pylon	352842.8N 1292218.5E	623 ft/	NIL	
RKUPOB014	Pylon	352928.3N 1292148.5E	446 ft/	NIL	
RKPUOB015	Pylon	352621.6N 1291917.2E	724 ft/	NIL	
RKPUOB016	Pylon	352517.5N 1291932.5E	878 ft/	NIL	
RKPUOB017	Natural High Point	353958.6N 1291515.1E	2 517 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					

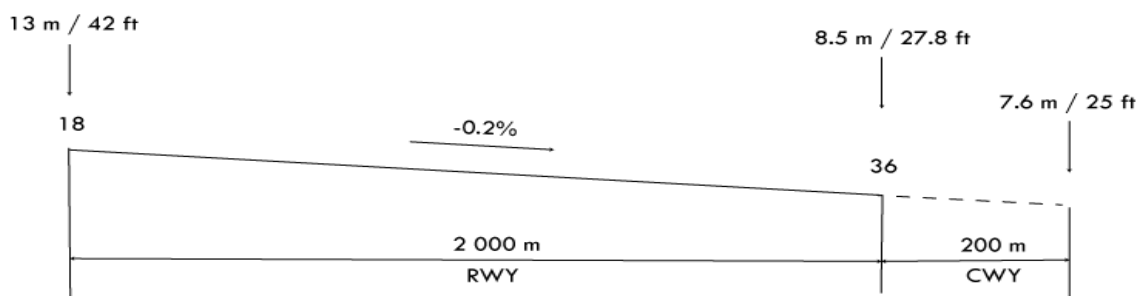
RKPU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Ulsan Airport Weather Office (TEL : +82-52-289-0365, Telefax : +82-52-288-2392)
2	Hours of service MET Office outside hours	24 hours
3	Office responsible for TAF preparation Periods of validity	Ulsan Airport Weather Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Trend forecast Interval of issuance	Trend type forecast 1 hour (METAR) and when SPECI reported
5	Briefing/consultation provided	Available by the phone for 24 hours Available at the Office for 24 hours, if required
6	Flight documentation Language(s) used	Aerodrome forecasts (TAF code form), SIGWX charts, WINTEM 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, Significant weather charts(high, medium, low) and other model outputs
8	Supplementary equipment available for providing information	Satellite and Weather radar imageries
9	ATS units provided with information	TWR and AIS Office
10	Additional information (limitation of service, etc.)	Automated METAR is provided during non-operational hours of the aerodrome. All observation data, model outputs and forecasts produced by KMA and WAFS are available at the office through internet link.

RKPU AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations Runway NR	TRUE BRG	Dimension of RWY(m)	Strength(PCR) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
18	176.10°	2 000 × 45	PCR 377/F/A/X/T Asphalt	353608.89N 1292103.54E GUND 30 m	THR 13 m / 42 ft
36	356.10°	2 000 × 45	PCR 377/F/A/X/T Asphalt	353504.15N 1292108.95E GUND 29.9 m	THR 8.5 m / 27.8 ft TDZ 10.4 m / 34.1 ft

7. Slope of RWY



Designations Runway NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)	Location & description of arresting system	OFZ	Remarks
1	8	9	10	11	12	13	14
18	NIL	200 × 250	2 120 x 202~280	173 x 90	NIL	NIL	The width of strip does not meet criteria in Annex 14. The surface of RWY 18/36 is grooved.
36	NIL	NIL		90 × 90	NIL	YES	

Change : Information of strip dimensions(191~280 → 202~280).

AERODROME CHART - ICAO

35°35'36"N
129°21'08"E

ELEV **13** m / **42** ft

TWR	118.75
GND	121.75

ULSAN / Ulsan

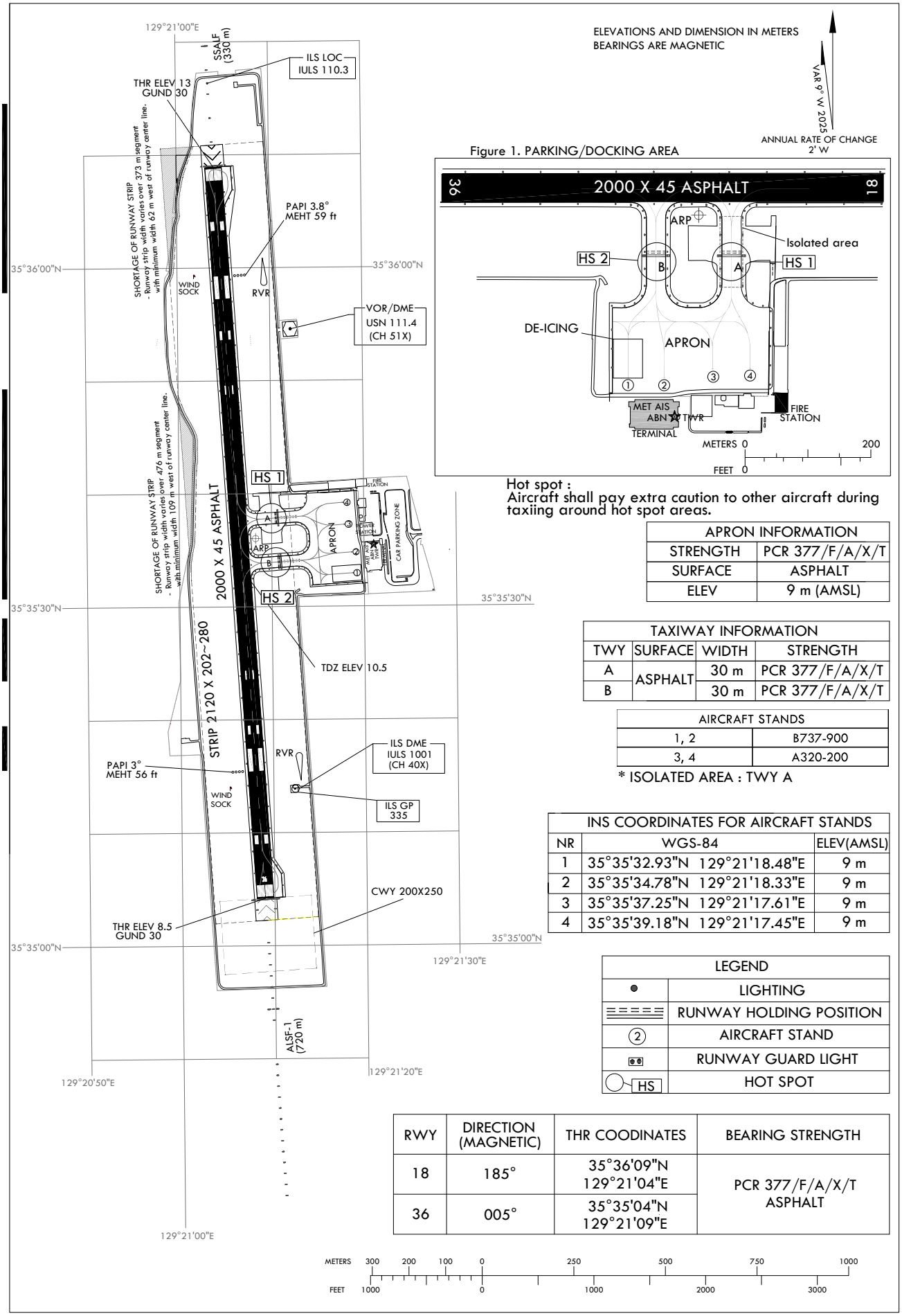


Figure 1. PARKING/DOCKING AREA

Hot spot :
Aircraft shall pay extra caution to other aircraft during taxiing around hot spot areas.

APRON INFORMATION	
STRENGTH	PCR 377/F/A/X/T
SURFACE	ASPHALT
ELEV	9 m (AMSL)

TAXIWAY INFORMATION			
TWY	SURFACE	WIDTH	STRENGTH
A	ASPHALT	30 m	PCR 377/F/A/X/T
B		30 m	PCR 377/F/A/X/T

AIRCRAFT STANDS	
1, 2	B737-900
3, 4	A320-200

* ISOLATED AREA : TWY A

INS COORDINATES FOR AIRCRAFT STANDS			
NR	WGS-84		ELEV(AMSL)
1	35°35'32.93"N	129°21'18.48"E	9 m
2	35°35'34.78"N	129°21'18.33"E	9 m
3	35°35'37.25"N	129°21'17.61"E	9 m
4	35°35'39.18"N	129°21'17.45"E	9 m

LEGEND	
●	LIGHTING
≡≡≡≡≡	RUNWAY HOLDING POSITION
②	AIRCRAFT STAND
⊞	RUNWAY GUARD LIGHT
HS	HOT SPOT

RWY	DIRECTION (MAGNETIC)	THR COODINATES	BEARING STRENGTH
18	185°	35°36'09"N 129°21'04"E	PCR 377/F/A/X/T ASPHALT
36	005°	35°35'04"N 129°21'09"E	

Change : Information of strip dimensions, ACFT stands and Establishment of shortage of RWY strip.

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