

REPUBLIC OF KOREA

AIRAC AIP

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 12/25

13 NOV 2025

AIRAC

AIP AMENDMENT NR 12/25

(Effective : 1600UTC 24 DEC 2025)

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 Incheon INTL Airport

- a) Information of issuance of de/anti-icing operations phase.
- b) Information of hot spot, stop-bar lights, MAG VAR(9° W 2020 → 9° W 2025) and annual rate of change(6' W → 2' W).

1.2 Gimpo INTL Airport

- a) Withdrawal of taxilane NY, ACFT stand NR. 209 and Establishment of taxilane NZ, ACFT stand NR. 40.
- b) Information of north apron, GSE and HS 1, 3, 8.
- c) Information of coordinates for ACFT stands NR. 35~40 and ACFT stands for aircraft type.

1.3 Gimhae INTL Airport

- a) Information of coordinates for ACFT stand NR. 48.

1.4 Gwangju Airport

- a) Information of SID(GWANGJU 5), OBST, MSA and ALT restriction(4 000 → 4 100).
- b) Information of ATC surveillance minimum altitude chart for RKJJ.
- c) Information of IAC(PAR/ASR RWY 04L/R, 22L/R), MSA, TCH, VDA and Establishment of note, missed approach climb rate.

2. PAGE CONTROL

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL II, Part III - AD (Aerodromes) RKSI AD 2-22-2(16 OCT 25) / 2-22-3(16 OCT 25) AD 2-28(16 OCT 25) / 2-28-1(18 SEP 25) AD 2-29(16 OCT 25) / 2-30(16 OCT 25) AD 2-31(16 OCT 25) / 2-32(16 OCT 25) AD CHART 2-1(16 OCT 25) / 2-2(18 SEP 25) AD CHART 2-3(16 OCT 25) / 2-4(16 OCT 25) AD CHART 2-6(16 OCT 25) / 2-7(16 OCT 25) AD CHART 2-8(16 OCT 25) / 2-9(16 OCT 25) AD CHART 2-10(29 MAY 25) / 2-11(29 MAY 25) AD CHART 2-12(29 MAY 25) / 2-13(29 MAY 25) AD CHART 2-14(16 OCT 25) / 2-15(16 OCT 25) AD CHART 2-16(16 OCT 25) / 2-17(16 OCT 25) RKSS AD 2-1(24 JUL 25) / 2-2(16 OCT 25) AD 2-9(24 JUL 25) / 2-10(16 OCT 25) AD 2-10-1(16 OCT 25) / 2-10-2(22 AUG 24) AD 2-15(16 OCT 25) / 2-15-1(16 OCT 25) AD 2-15-2(16 OCT 25) / 2-16(16 OCT 25) AD 2-17(6 FEB 25) / 2-18(16 OCT 25) AD 2-19(16 OCT 25) / 2-20(16 OCT 25) AD 2-21(16 OCT 25) / 2-22(16 OCT 25) AD CHART 2-1(16 OCT 25) / 2-2(24 JUL 25) AD CHART 2-3(16 OCT 25) / 2-4(16 OCT 25) AD CHART 2-5(16 OCT 25) / 2-6(16 OCT 25) RKPK AD CHART 2-3(21 AUG 25) / 2-4(24 JUL 25) AD CHART 2-5(24 JUL 25) / 2-6(24 JUL 25)	VOL II, Part III - AD (Aerodromes) RKSI AD 2-22-2(16 OCT 25) / 2-22-3(13 NOV 25) AD 2-28(13 NOV 25) / 2-28-1(18 SEP 25) AD 2-29(13 NOV 25) / 2-30(13 NOV 25) AD 2-31(13 NOV 25) / 2-32(13 NOV 25) AD CHART 2-1(13 NOV 25) / 2-2(18 SEP 25) AD CHART 2-3(13 NOV 25) / 2-4(16 OCT 25) AD CHART 2-6(13 NOV 25) / 2-7(13 NOV 25) AD CHART 2-8(13 NOV 25) / 2-9(13 NOV 25) AD CHART 2-10(13 NOV 25) / 2-11(13 NOV 25) AD CHART 2-12(13 NOV 25) / 2-13(13 NOV 25) AD CHART 2-14(13 NOV 25) / 2-15(13 NOV 25) AD CHART 2-16(13 NOV 25) / 2-17(13 NOV 25) RKSS AD 2-1(24 JUL 25) / 2-2(13 NOV 25) AD 2-9(24 JUL 25) / 2-10(13 NOV 25) AD 2-10-1(13 NOV 25) / 2-10-2(22 AUG 24) AD 2-15(13 NOV 25) / 2-15-1(13 NOV 25) AD 2-15-2(13 NOV 25) / 2-16(13 NOV 25) AD 2-17(6 FEB 25) / 2-18(13 NOV 25) AD 2-19(13 NOV 25) / 2-20(13 NOV 25) AD 2-21(13 NOV 25) / 2-22(13 NOV 25) AD CHART 2-1(13 NOV 25) / 2-2(24 JUL 25) AD CHART 2-3(13 NOV 25) / 2-4(13 NOV 25) AD CHART 2-5(13 NOV 25) / 2-6(13 NOV 25) RKPK AD CHART 2-3(21 AUG 25) / 2-4(13 NOV 25) AD CHART 2-5(13 NOV 25) / 2-6(13 NOV 25)
VOL III, Part III - AD (Aerodromes) RKJJ AD CHART 2-15(21 AUG 25) / 2-15-1(21 AUG 25) AD CHART 2-19(12 JAN 23) / BLANK AD CHART 2-24(18 SEP 25) / 2-24-1(18 SEP 25) AD CHART 2-25(18 SEP 25) / 2-25-1(18 SEP 25) AD CHART 2-28(18 SEP 25) / 2-28-1(18 SEP 25) AD CHART 2-29(18 SEP 25) / 2-29-1(18 SEP 25) AD CHART 2-33(18 SEP 25) / 2-33-1(18 SEP 25) AD CHART 2-36(18 SEP 25) / 2-36-1(18 SEP 25) AD CHART 2-37(18 SEP 25) / 2-37-1(18 SEP 25)	VOL III, Part III - AD (Aerodromes) RKJJ AD CHART 2-15(13 NOV 25) / 2-15-1(21 AUG 25) AD CHART 2-19(13 NOV 25) / BLANK AD CHART 2-24(13 NOV 25) / 2-24-1(18 SEP 25) AD CHART 2-25(13 NOV 25) / 2-25-1(18 SEP 25) AD CHART 2-28(13 NOV 25) / 2-28-1(18 SEP 25) AD CHART 2-29(13 NOV 25) / 2-29-1(18 SEP 25) AD CHART 2-33(13 NOV 25) / 2-33-1(18 SEP 25) AD CHART 2-36(13 NOV 25) / 2-36-1(18 SEP 25) AD CHART 2-37(13 NOV 25) / 2-37-1(18 SEP 25)

END

- 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.

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 35 to 45 aircraft or more.
ORANGE (Phase 3)	Initiated when number of aircraft in the de-icing queue reaches 110 to 120 aircraft or more.
RED (Phase 4)	Initiated when number of aircraft in the de-icing queue reaches 140 to 150 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

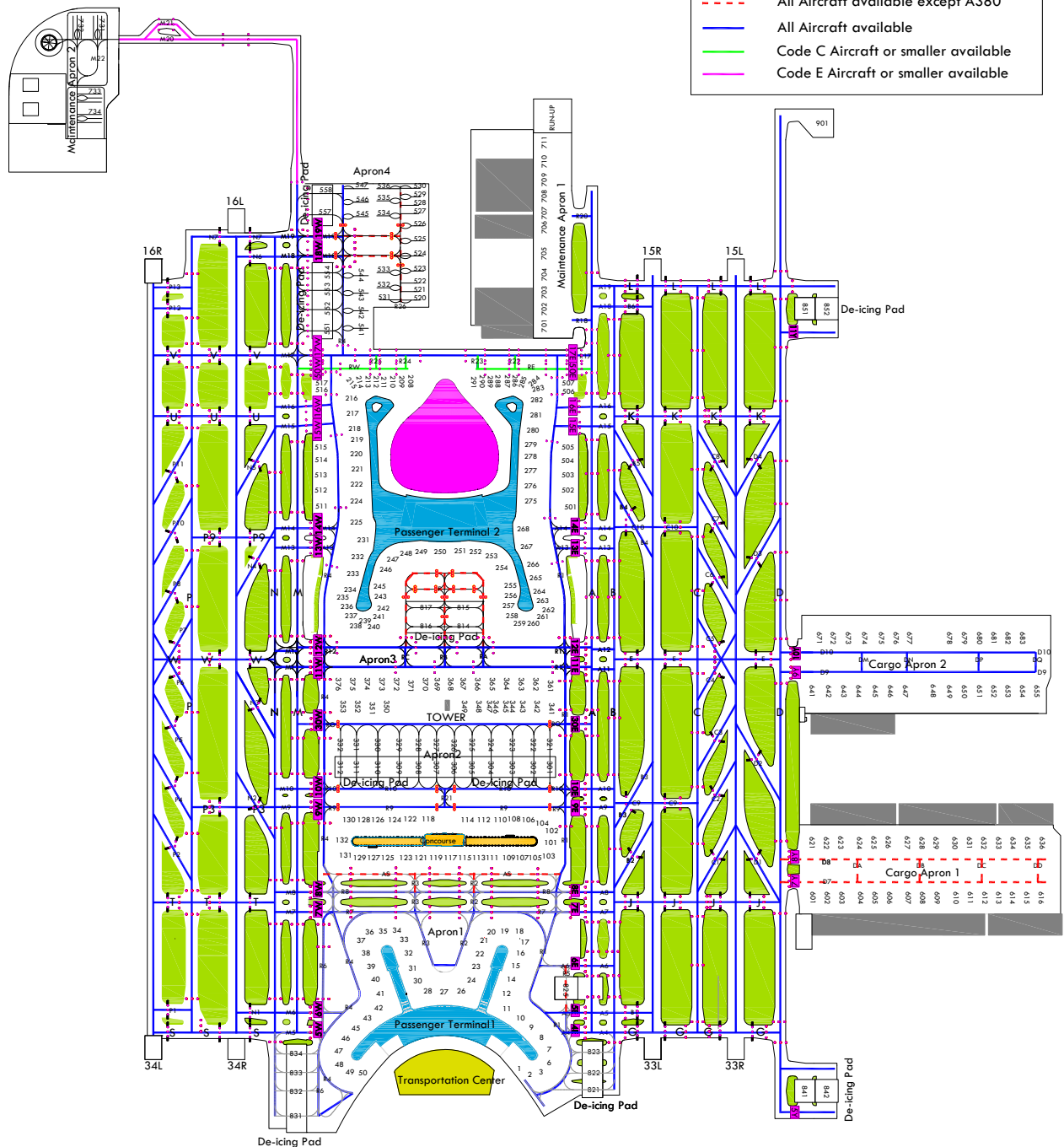
1. De-icing requests and cancellations are possible through A-CDM portal system by AO or via radio communication with Incheon De-icing by flight crew.
2. Engine on de-icing is available on all de-icing pads and ACFT types applicable for engine on de-icing depend on AO or GHA.
3. Technical de-icing (landing 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 issuance of de/anti-icing operations phase.

ICAO Code F Aircraft Taxiing Route

LEGEND

- All Aircraft available except A380
- All Aircraft available
- Code C Aircraft or smaller available
- Code E Aircraft or smaller available



Change : Information of stop-bar lights.

INTENTIONALLY

LEFT

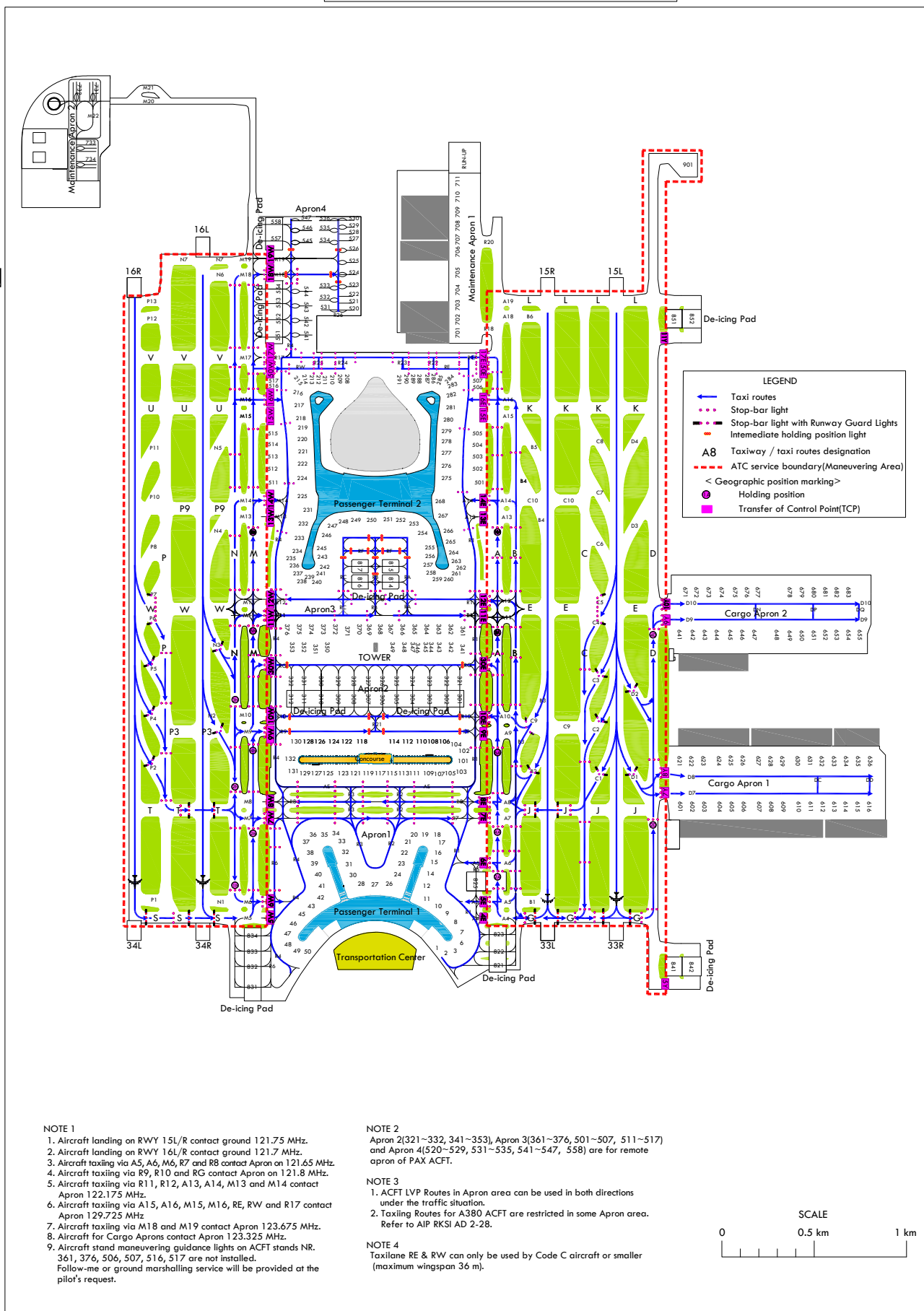
BLANK

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



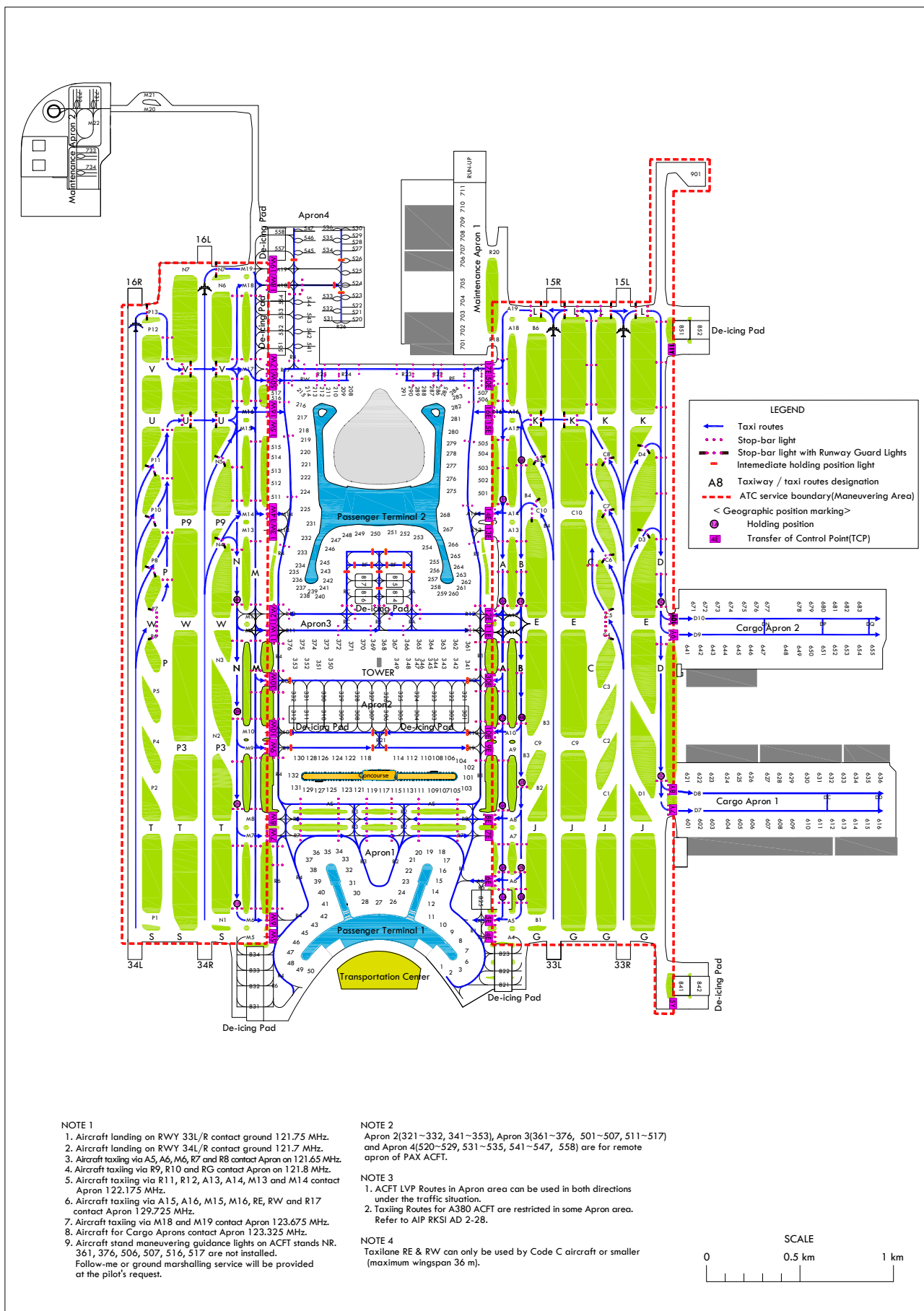
Change : Information of stop-bar lights.

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

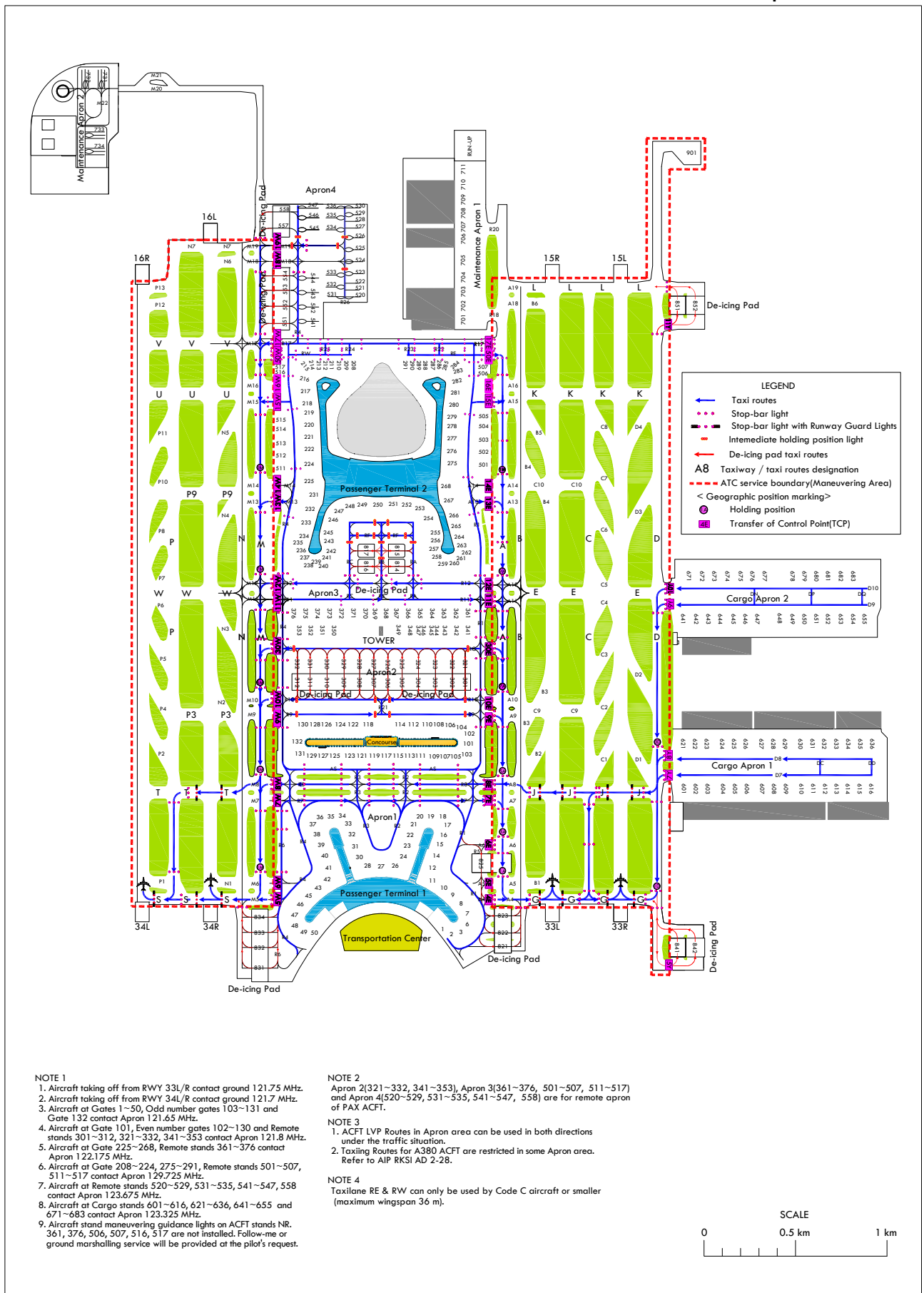


Change : Information of stop-bar lights.

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

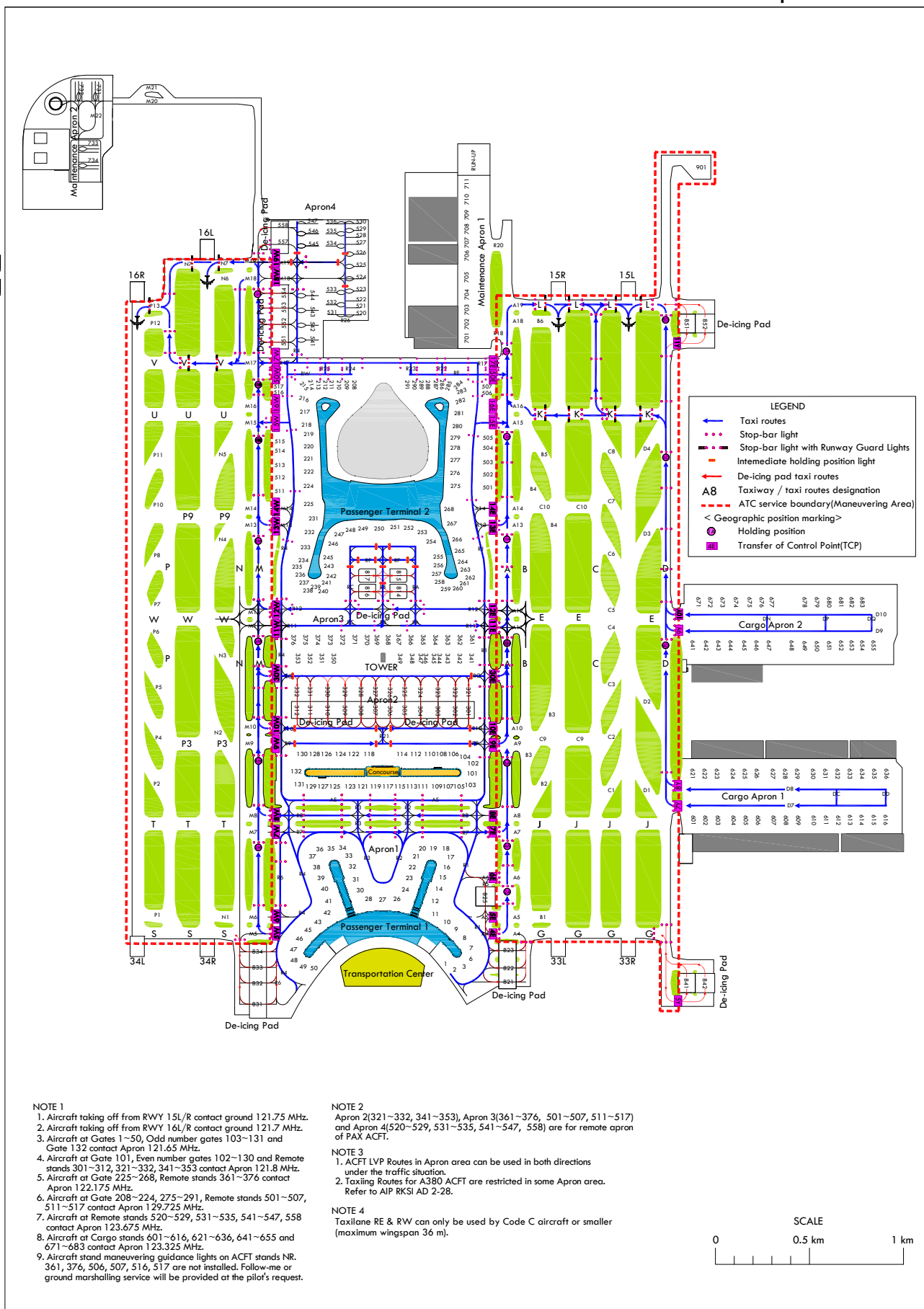
Change : Information of stop-bar lights.

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

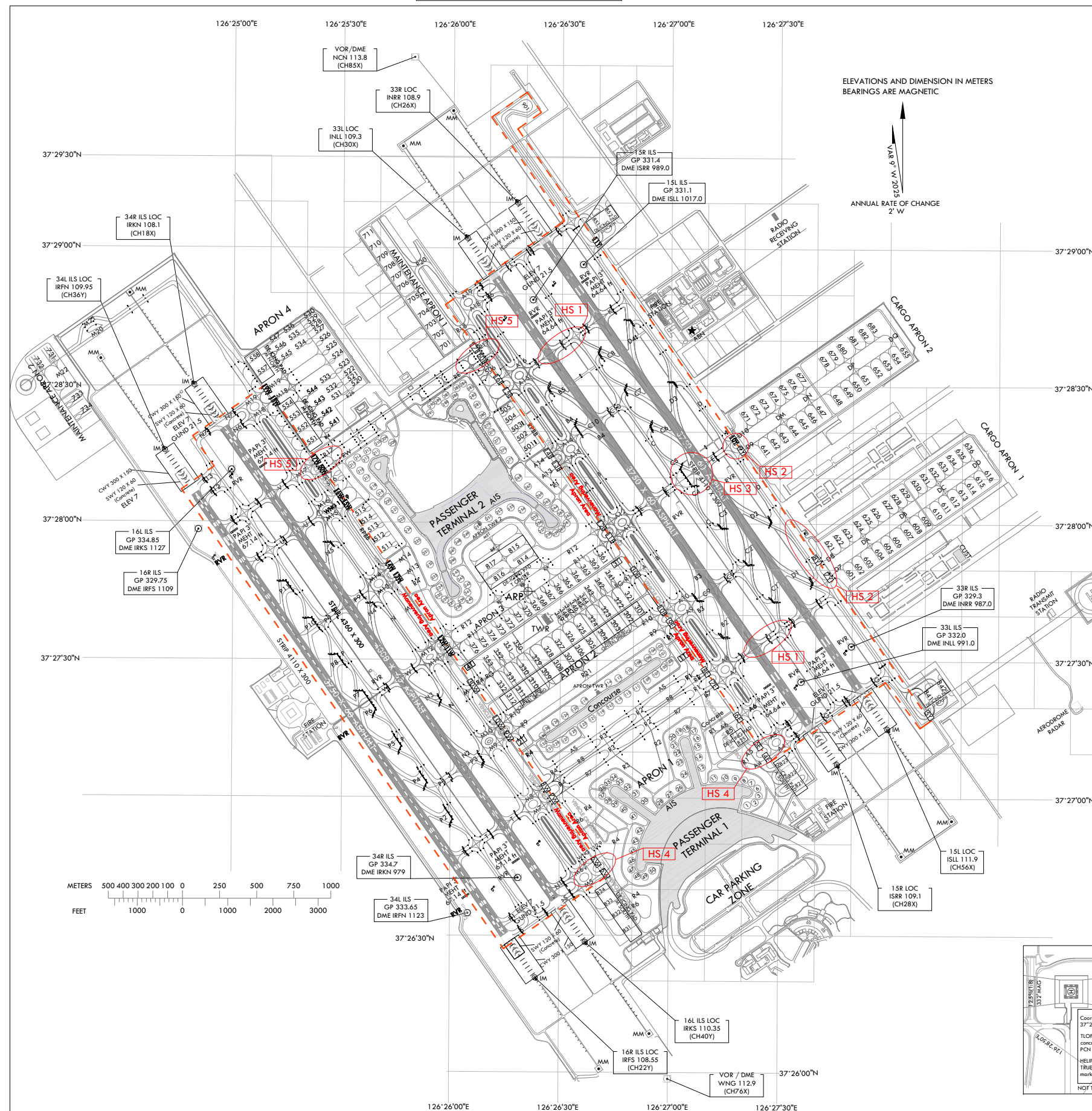


Change : Information of stop-bar lights.

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

SEOUL / Incheon Intl

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 end) 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 end) 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 end) 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 end) 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

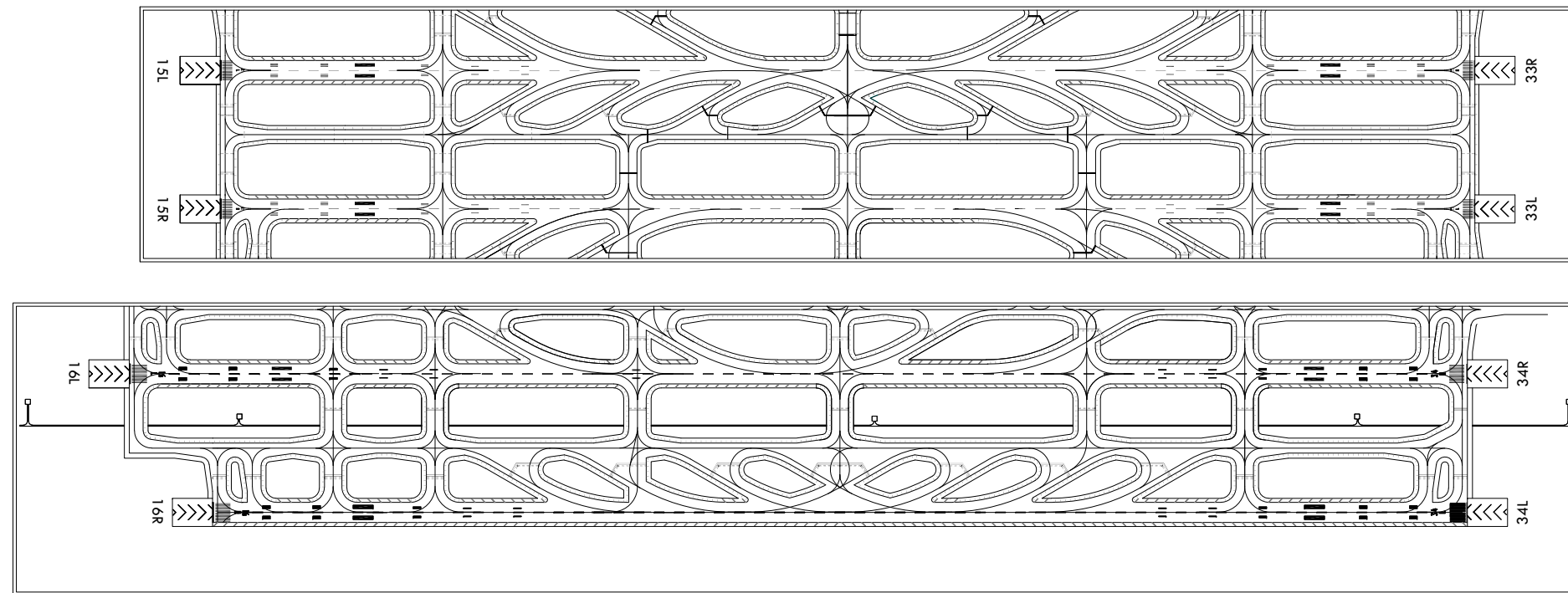
HS 1	CAUTION: RUNWAY INCURSION RISK Do not cross the holding marking for RWY 33L/15R on TWY K or J without ATC clearance. (RWY 33L/15R in use for departure and RWY 33R/15L in use for arrival)
HS 2	CAUTION: POSSIBLE TRAFFIC CONFLICT - Do not proceed taxiing beyond transfer of control points without clearance from INCHEON APRON or GROUND(TOWER). - Runway exit via TWY E after landing on RWY 33R/15L is available only when specifically authorized by ATC before landing.
HS 3	CAUTION: POSSIBLE TRAFFIC CONFLICT - Aircraft vacating RWY 33R/15L to TWY C after landing use caution: C4 and C5 are not available when aircraft is on TWY C-E heading to East. - Runway exit via TWY E after landing on RWY 33R/15L is available only when specifically authorized by ATC.
HS 4	CAUTION: POSSIBLE TRAFFIC CONFLICT Aircraft moving on taxiway R1, R4, R5 and R6 must maintain a safe separation distance with aircraft on A4 or M5. CAUTION: POSSIBLE TAXIWAY CONFUSION Do not proceed taxiing beyond transfer of control points without clearance from INCHEON APRON or GROUND(TOWER).
HS 5	CAUTION: POSSIBLE TAXIWAY CONFUSION Taxilanes RW and RE are not compliant with code D/E/F aircraft. CAUTION: VEHICLE TRAFFIC IN GSE ROADS INTERSECTION AREAS(RE-R1, RW-R4)

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

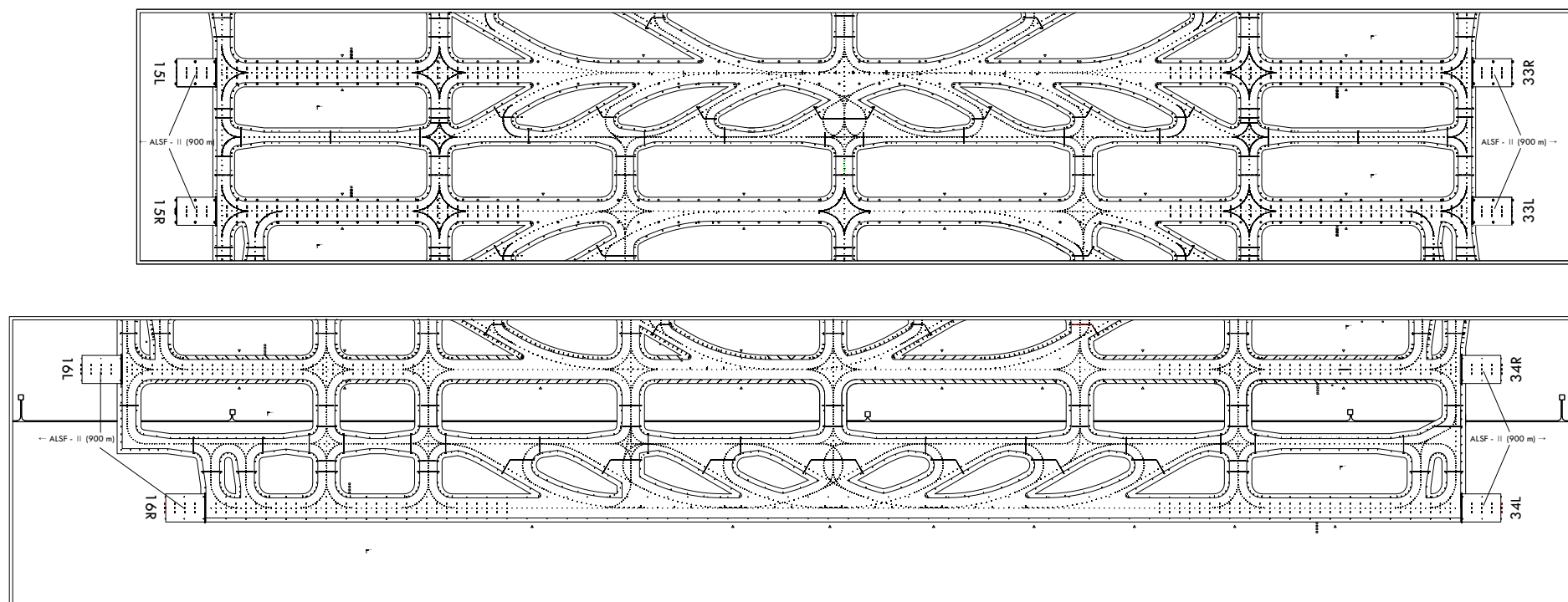
Note
Aircraft shall not taxi into maneuvering area without clearance from
Incheon Tower or Ground.

Change : Information of hot spot, stop-bar lights, MAG VAR(9° W 2020 $\rightarrow$ 9° W 2025) and annual rate of change($6'$ W $\rightarrow$ $2'$ W).

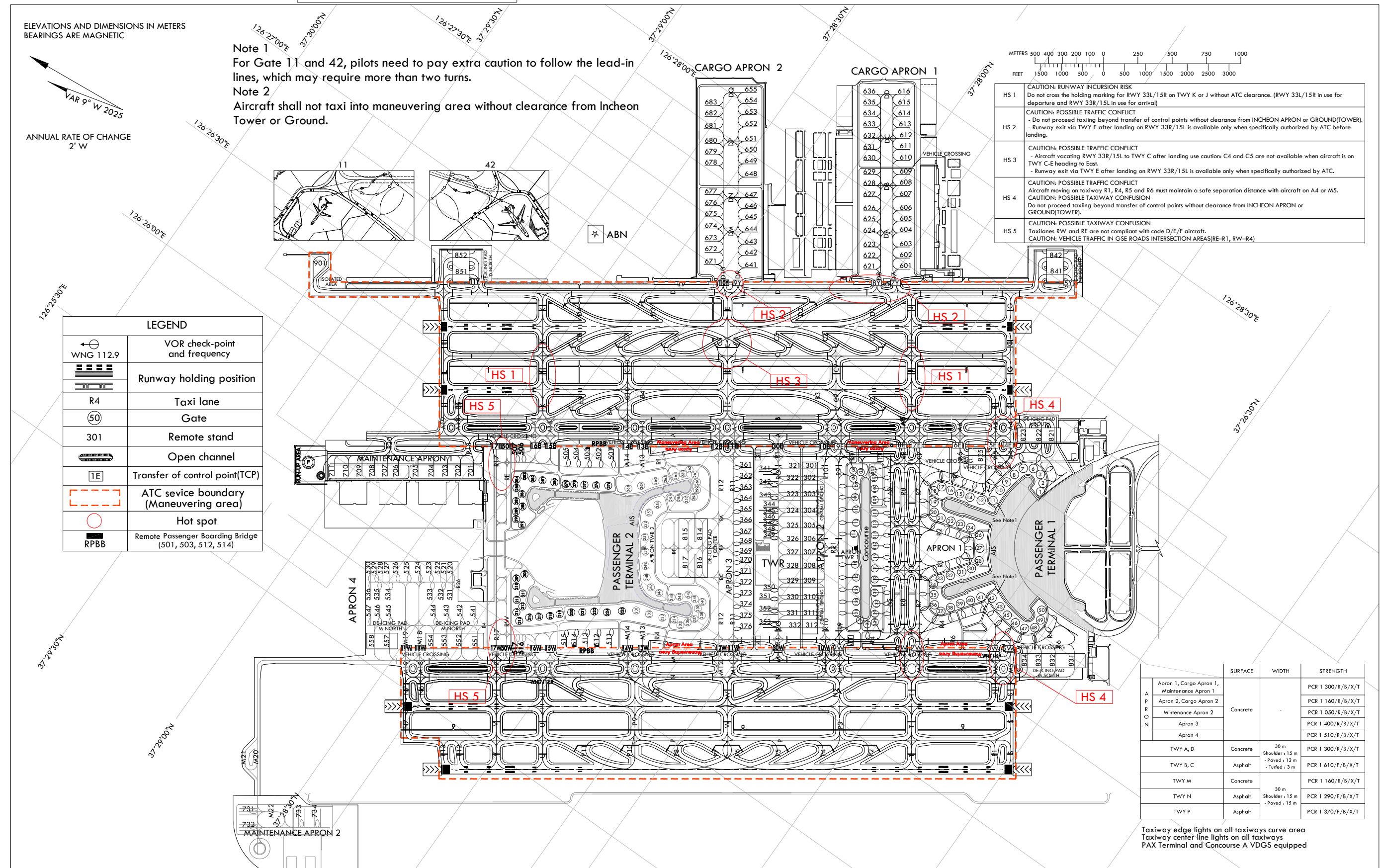
MARKING AIDS RWY 15R/33L, 15L/33R, 16L/34R, 16R/34L AND EXIT TWY



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



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



Change : Information of hot spot, MAG VAR(9° W 2020 $\rightarrow$ 9° W 2025) and annual rate of change($6'$ W $\rightarrow$ $2'$ W).

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

INS COORDINATES FOR AIRCRAFT STANDS				STAND AVAILABILITY
WGS-84	ELEV(AMSL)			
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 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 4

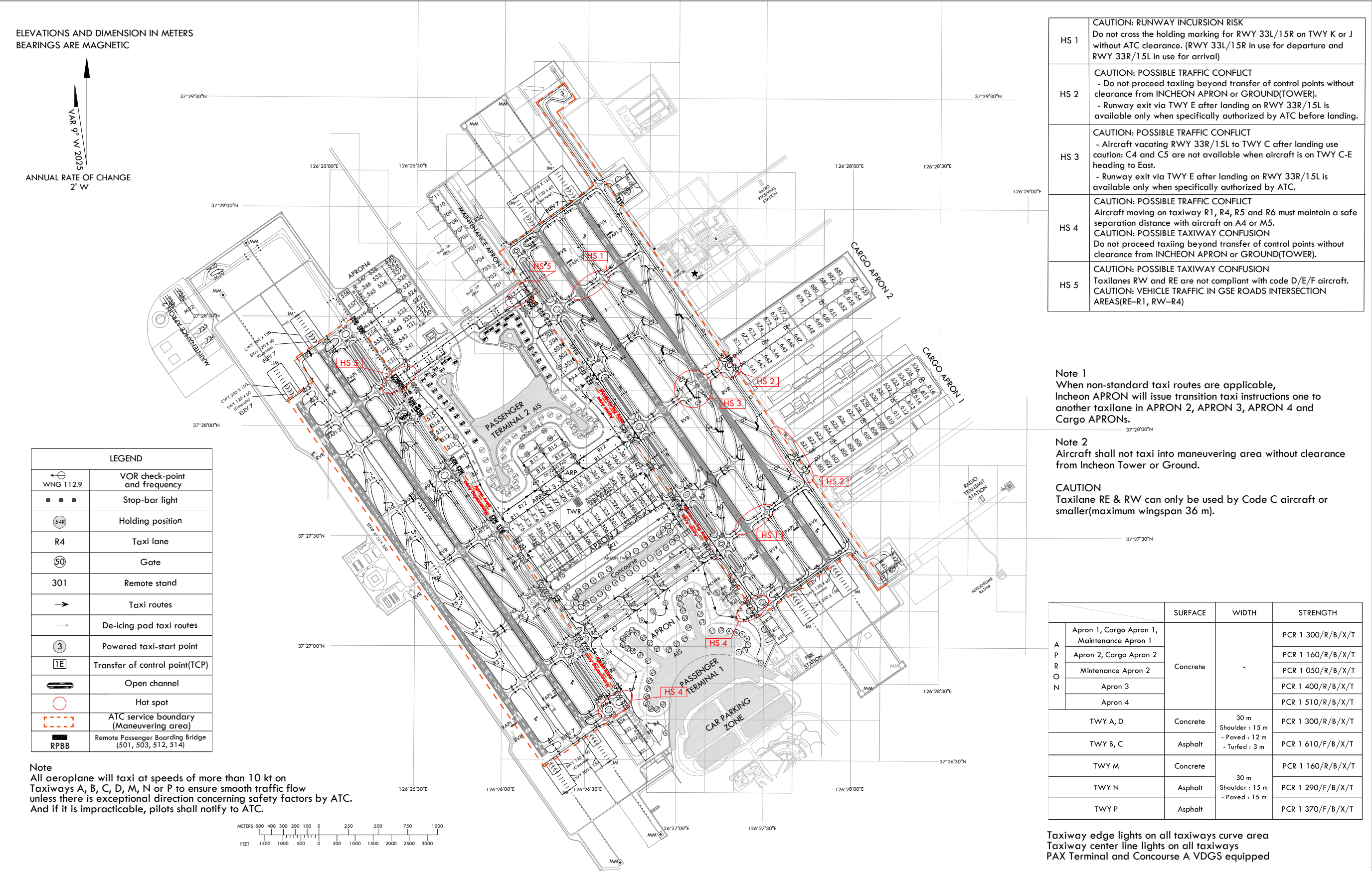
INS COORDINATES FOR AIRCRAFT STANDS				STAND AVAILABILITY
WGS-84	ELEV(AM			

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
	121.8	123.325
		129.725

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



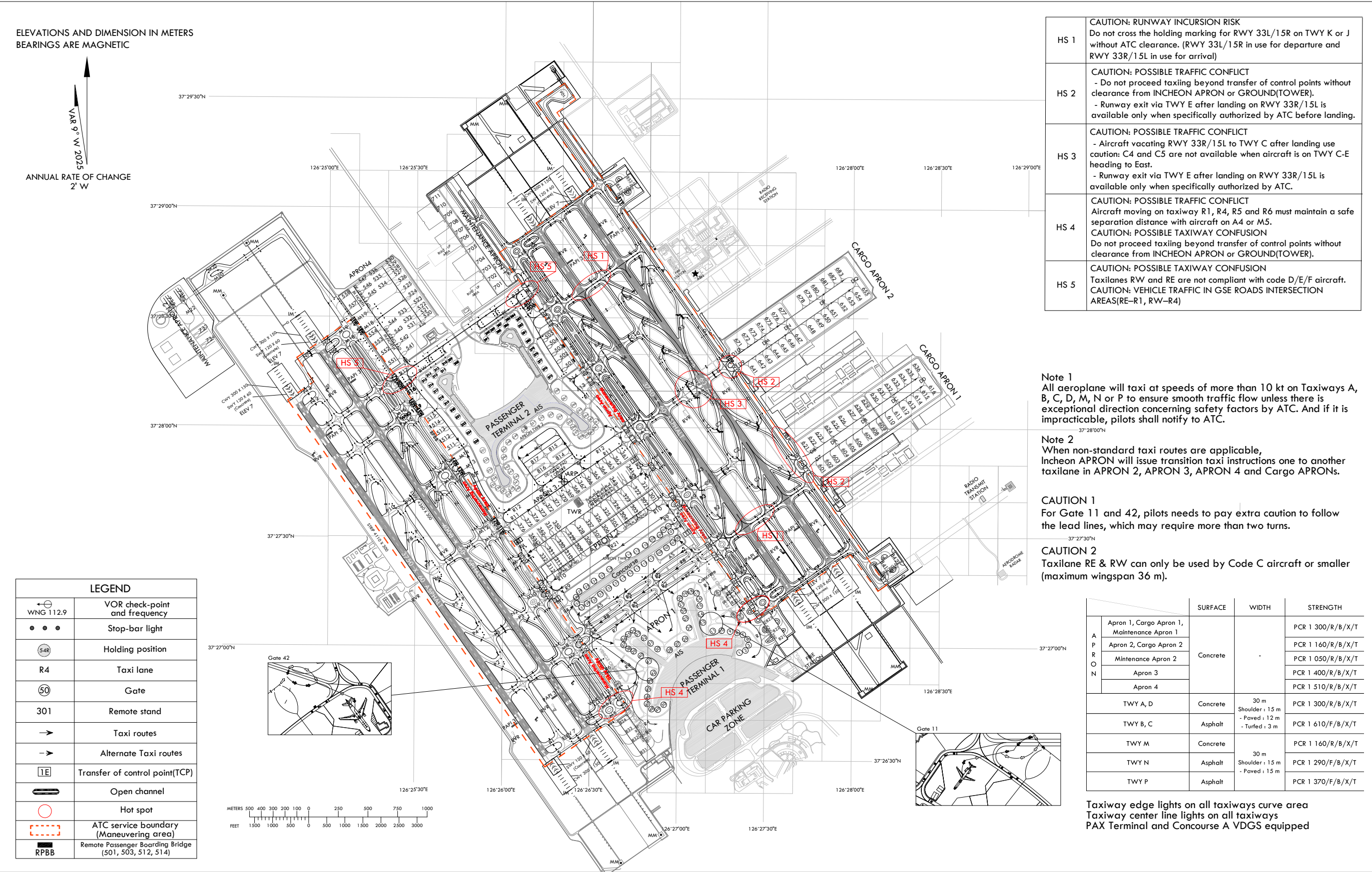
Change : Information of hot spot, stop-bar lights, MAG VAR(9° W 2020 → 9° W 2025) and annual rate of change(6' W → 2' W).

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	129.725

RKSI AD CHART 2-7
13 NOV 2025
SEOUL / Incheon Intl
RWY 15L/R, 33L/R ARRIVAL

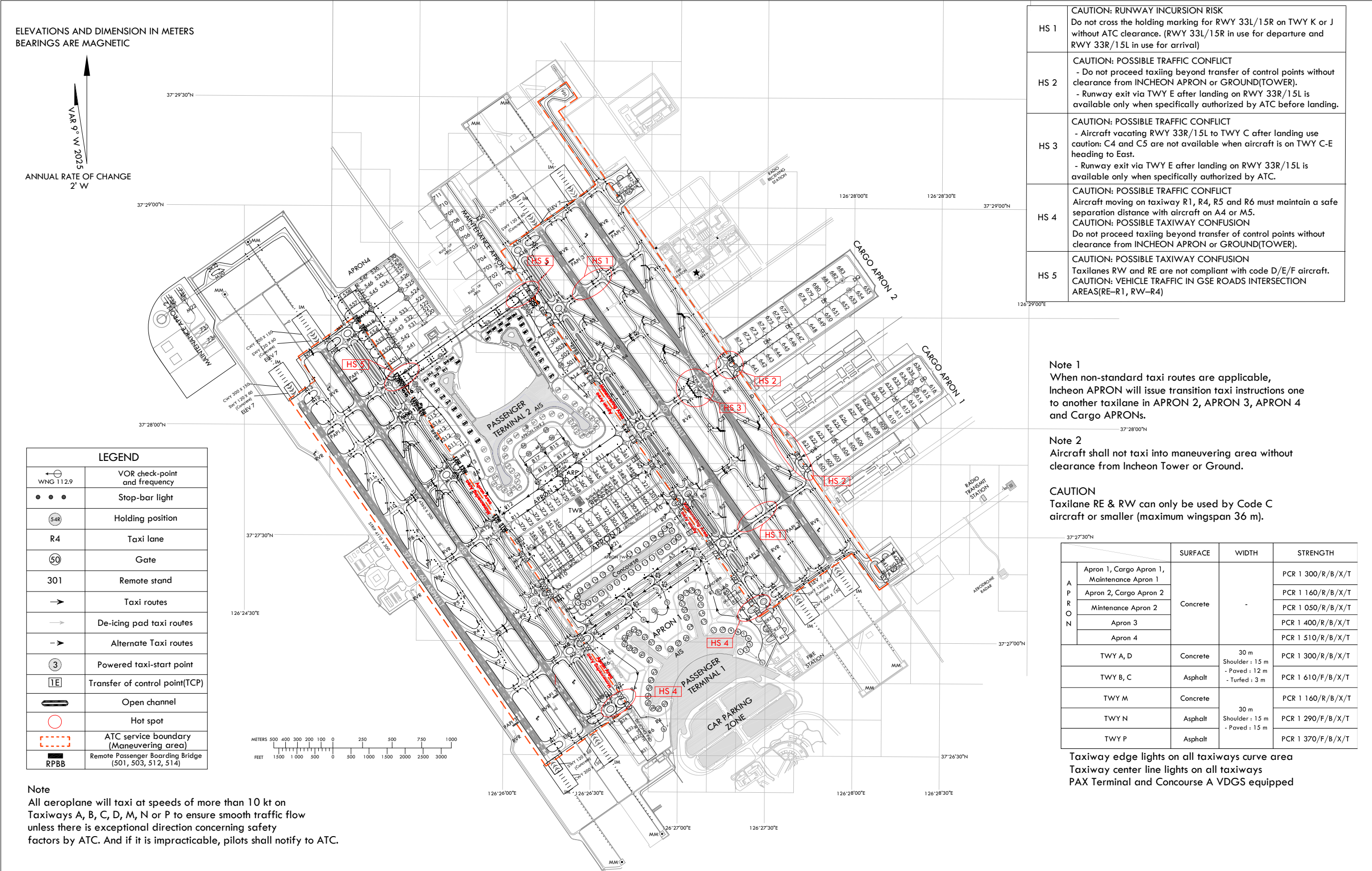


AERODROME GROUND
MOVEMENT CHART - ICAO

APRON ELEV 6 m

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

RKSI AD CHART 2 - 8
13 NOV 2025
SEOUL / Incheon Intl
RWY 16L/R, 34L/R DEPARTURE



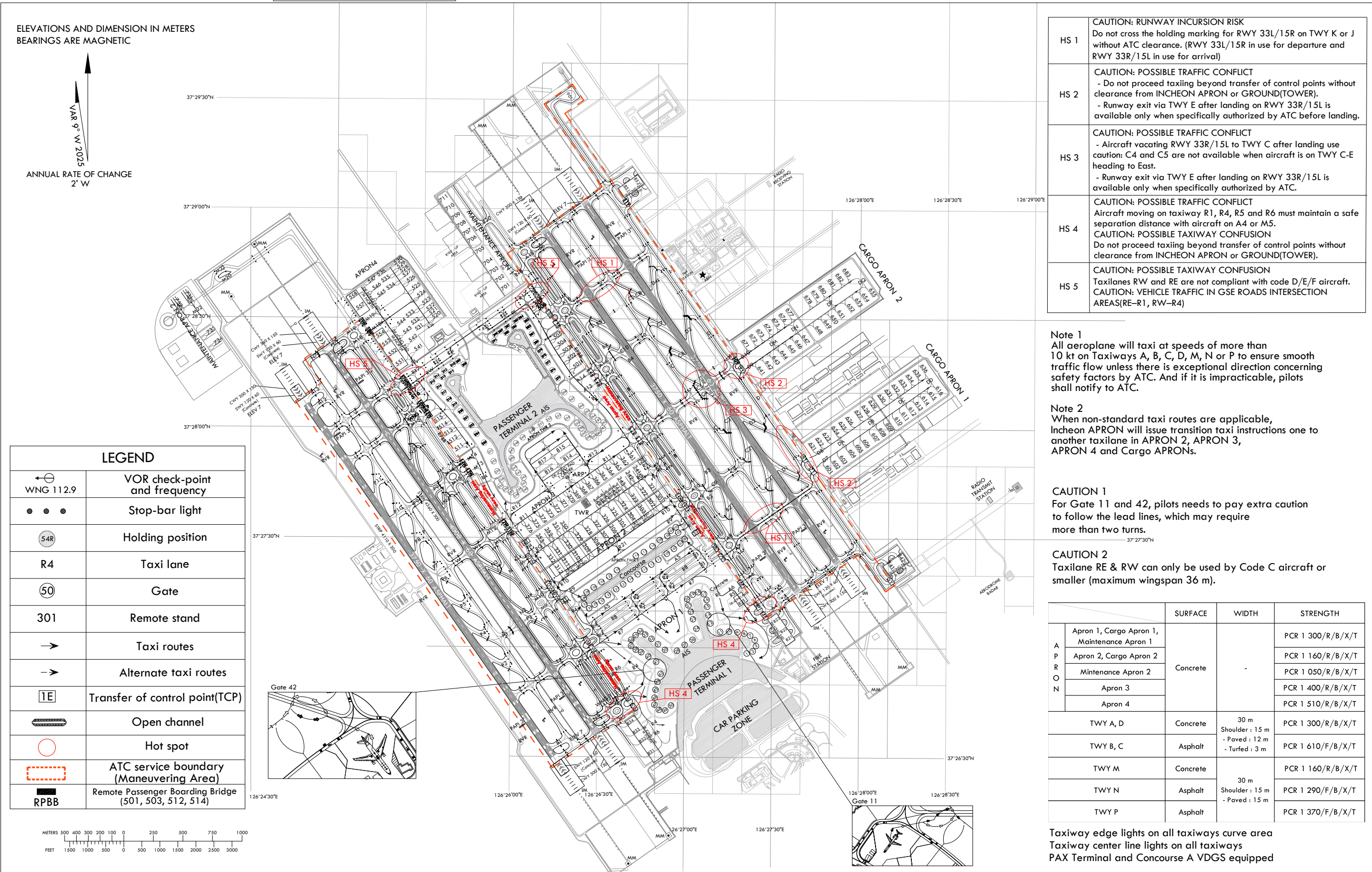
Change : Information of hot spot, stop-bar lights, MAG VAR(9° W 2020 → 9° W 2025) and annual rate of change(6' W → 2' W).

AERODROME GROUND
MOVEMENT CHART - ICAO

APRON ELEV 6 m

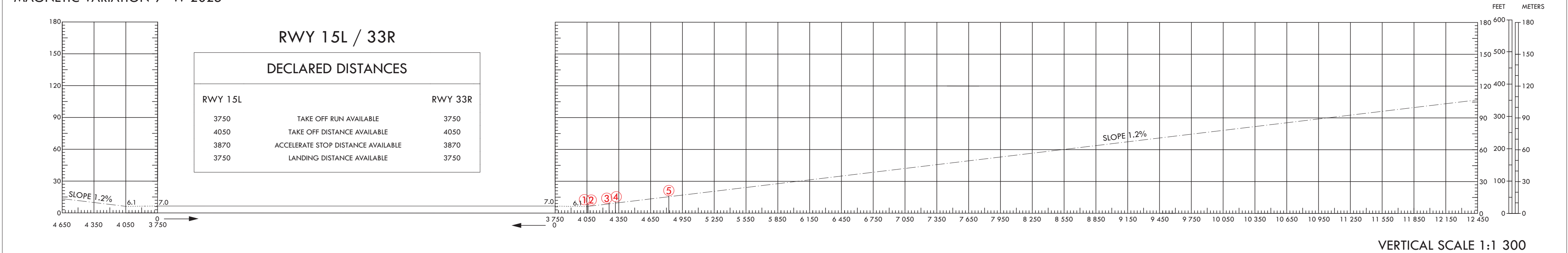
TWR	118.2(E)	118.8(W)
GND	121.75(E)	121.7(W)
APRON	121.65	122.175
	121.8	123.325
		129.725

RKSI AD CHART 2 - 9
13 NOV 2025
SEOUL / Incheon Intl
RWY 16L/R, 34L/R ARRIVAL

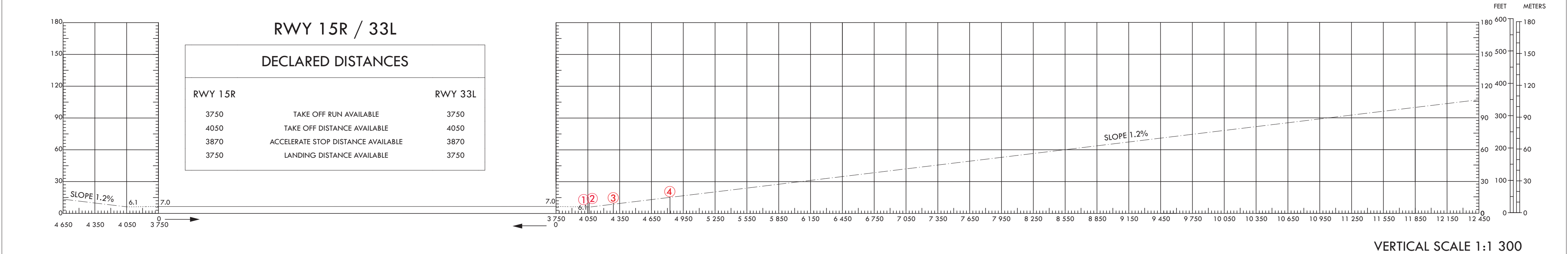


Change : Information of hot spot, stop-bar lights, MAG VAR(9° W 2020 → 9° W 2025) and annual rate of change(6' W → 2' W).

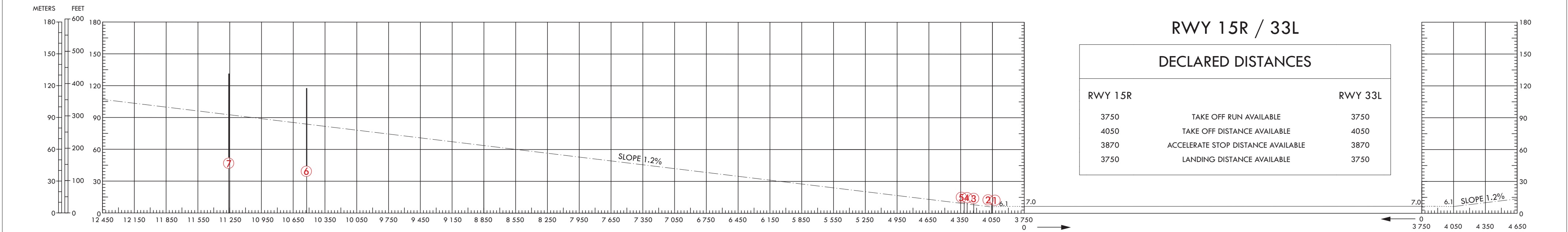
MAGNETIC VARIATION 9° W-2025



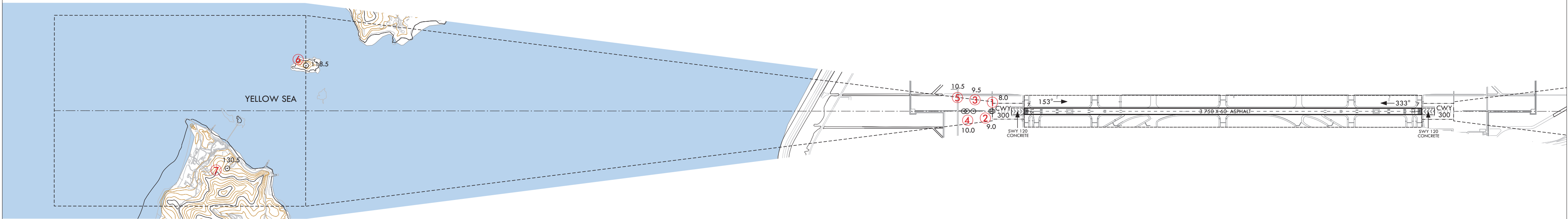
MAGNETIC VARIATION 9° W-2025



MAGNETIC VARIATION 9° W-2025

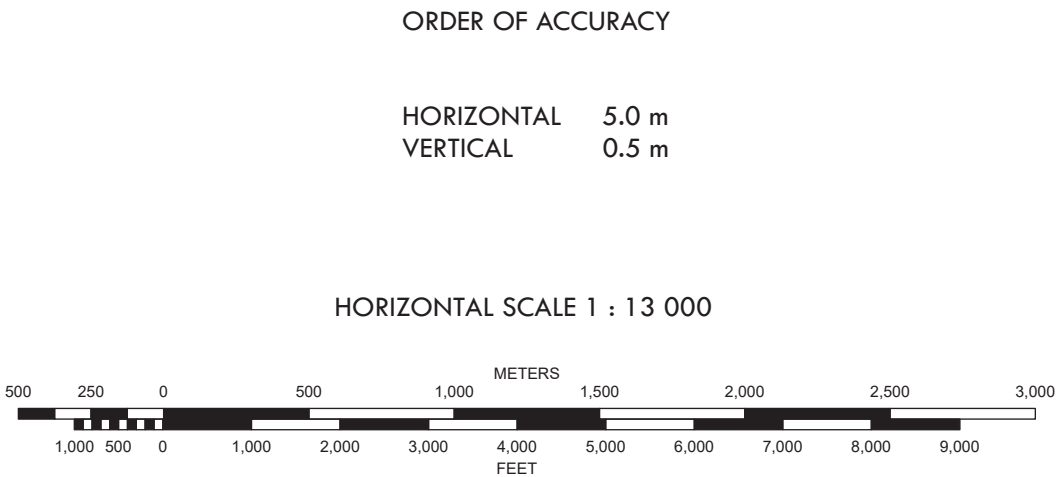


VERTICAL SCALE 1:1 300

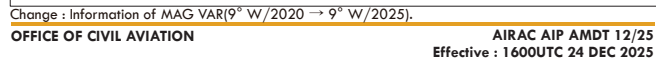


LEGEND		
ITEM	SYMBOL	
	Plan	Profile
Tree or shrub	✳	Identification number
Pole tower spire antenna etc	⊙	
Building or large structure	■	
Railroad	—+—+—+—	
Transmission line or overhead cable	—T—T—T—	
Natural High Point(Peak or Mountain)	●	
Terrain penetrating obstacle plane	⬭	
Stopway(SWY)	┌───┐	
Clearway(CWY)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

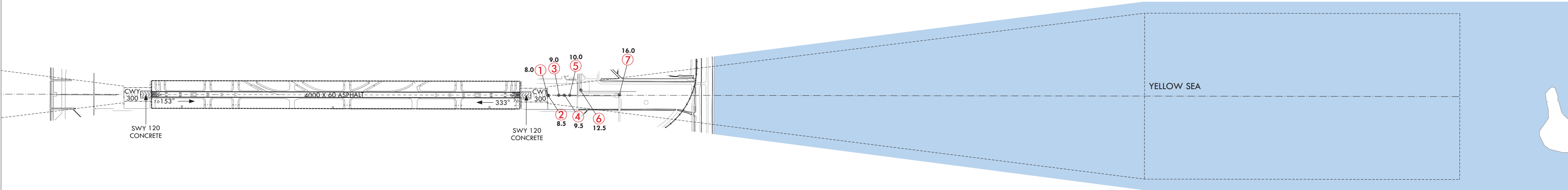
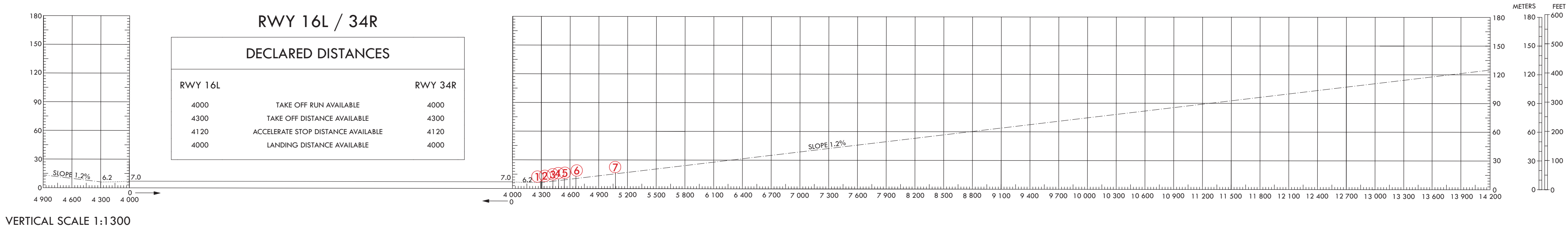
OBSTACLES					
NR	COORDINATES(WGS-84)		ELEV(AMSL)	ITEM	NOTE
1	37°29'02.4"N	126°26'03.8"E	8.0	Light	
2	37°29'02.7"N	126°26'03.5"E	9.0	Antenna	
3	37°29'07.1"N	126°25'59.5"E	9.5	Light	
4	37°29'08.7"N	126°25'58.1"E	10.0	Light	
5	37°29'09.5"N	126°25'57.4"E	10.5	Light	
6	37°32'01.7"N	126°23'45.5"E	119.0	Tower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



AMENDMENT RECORD		
NR.	DATE	ENTERED BY



MAGNETIC VARIATION 9° W-2025



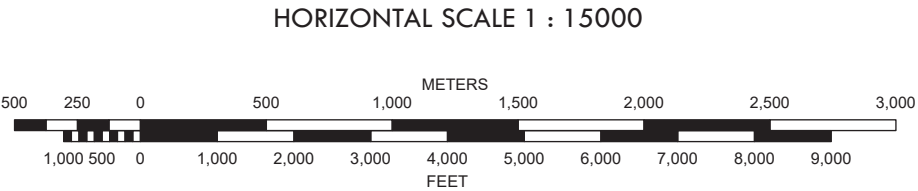
LEGEND		
ITEM	SYMBOL	
	Plan	Profile
Tree or shrub	✳	
Pole tower spire antenna etc	⊙	
Building or large structure	■	
Railroad	—+—+—+—	
Transmission line or overhead cable	—T—T—T—	
Natural High Point(Peak or Mountain)	●	
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

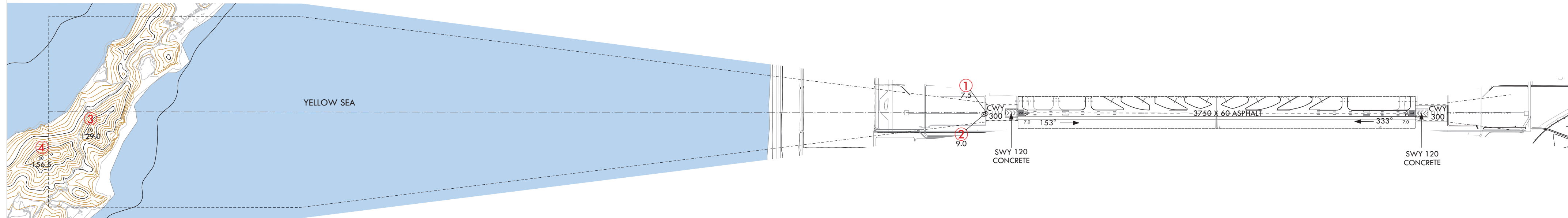
OBSTACLES					
NR	COORDINATES(WGS84)		ELEV(MSL)	ITEM	NOTE
1	37° 26' 28.2 "N	126° 26' 37.3 "E	8.0	Light	
2	37° 26' 28.0 "N	126° 26' 37.5 "E	8.5	Antenna	
3	37° 26' 25.1 "N	126° 26' 40.2 "E	9.0	Light	
4	37° 26' 23.5 "N	126° 26' 41.6 "E	9.5	Light	
5	37° 26' 21.9 "N	126° 26' 43.0 "E	10.0	Light	
6	37° 26'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

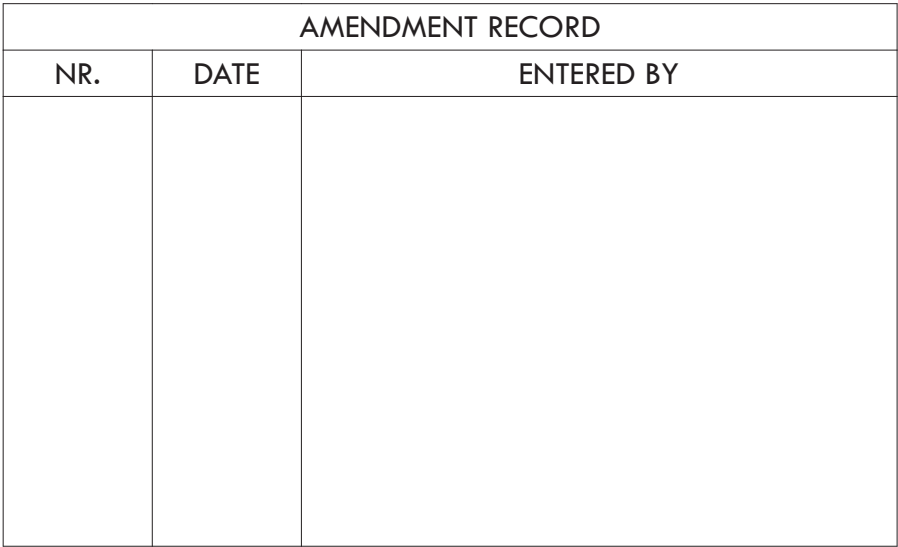
AMENDMENT RECORD		
NR.	DATE	ENTERED BY



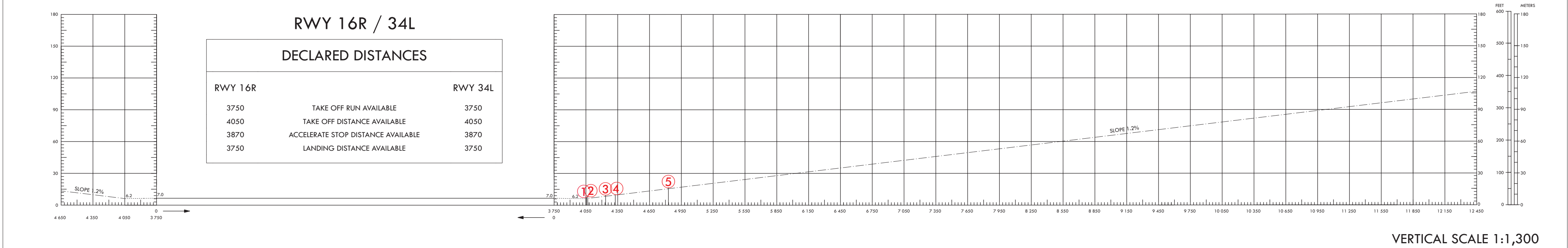


OBSTACLES					
NR	COORDINATES(WGS-84)		ELEV(AMSL)	ITEM	NOTE
1	37°28'15.7"N	126°24'41.1"E	7.5	Light	
2	37°28'16.0"N	126°24'40.8"E	9.0	Antenna	
3	37°31'56.0"N	126°21'16.3"E	129.0	Natural high Point	
4	37°32'03.2"N	126°20'56.5"E	156.5	Mountain	

HORIZONTAL	5.0 m
VERTICAL	0.5 m



MAGNETIC VARIATION 9° W-2025



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 m² 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, NZ, S, W1, W2) 4) Aircraft stands
3	Remarks	Snow clearance information promulgated by SNOWTAM

Change : Withdrawal of taxilane NY and Establishment of taxilane NZ.

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) GP 14L	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
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		
DME 32R	ISKP	1005 MHz (CH 44X)	H24	373256.3N 1264812.9E	30 m	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
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		
DME 32L	IKMO	981 MHz (CH 20X)	H24	373257.2N 1264751.2E	30 m	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
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, NZ, 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 TOLL installed on G2 holding bay.

Change : Withdrawal of taxilane NY and Establishment of taxilane NZ.

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, NZ, 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

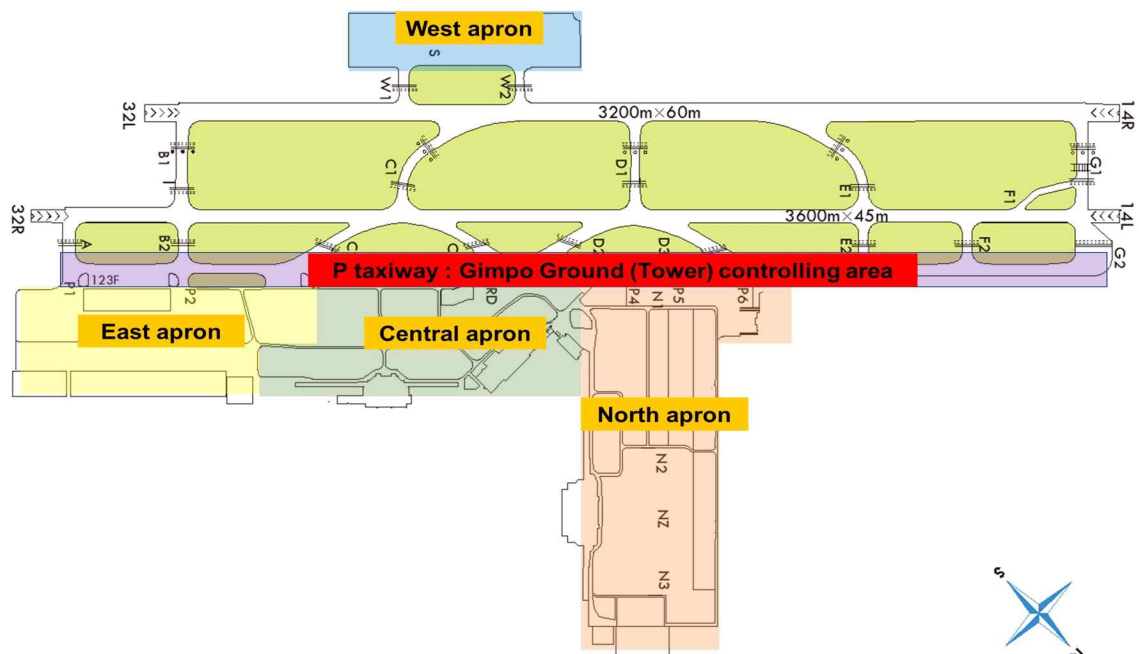
1.10 Flight limitations

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 NY and Establishment of taxilane NZ.

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.

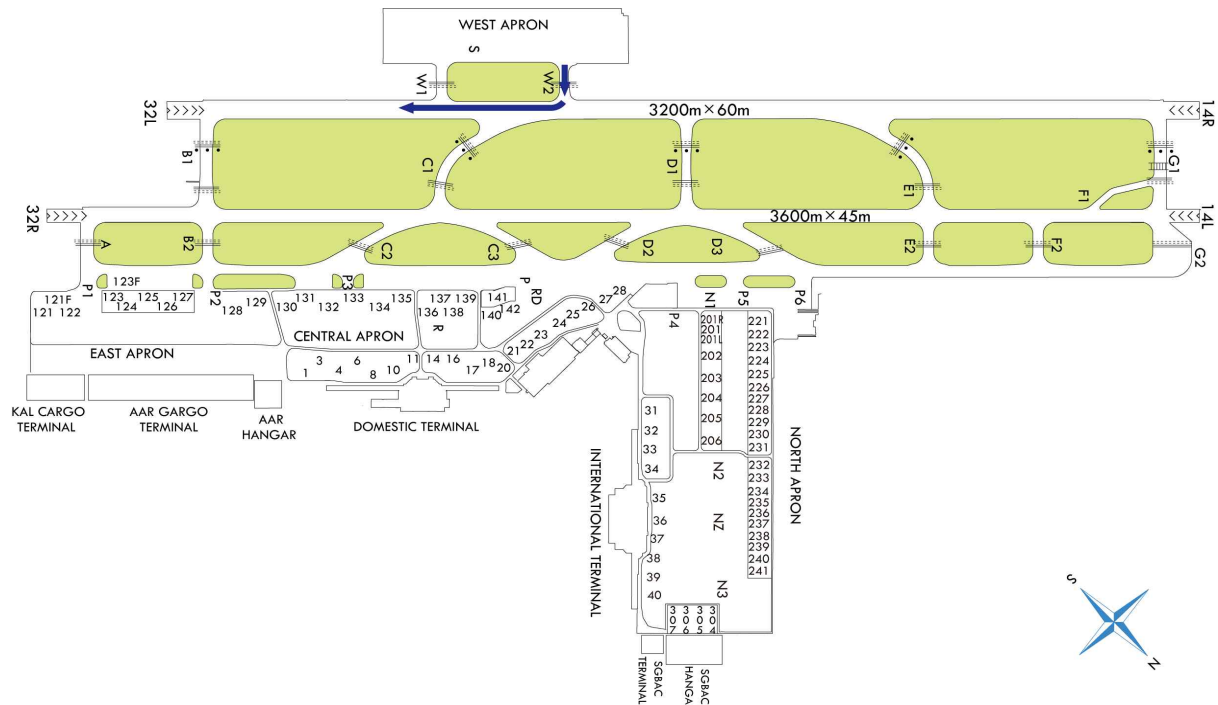
3. Non A-CDM Procedures

- 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).

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

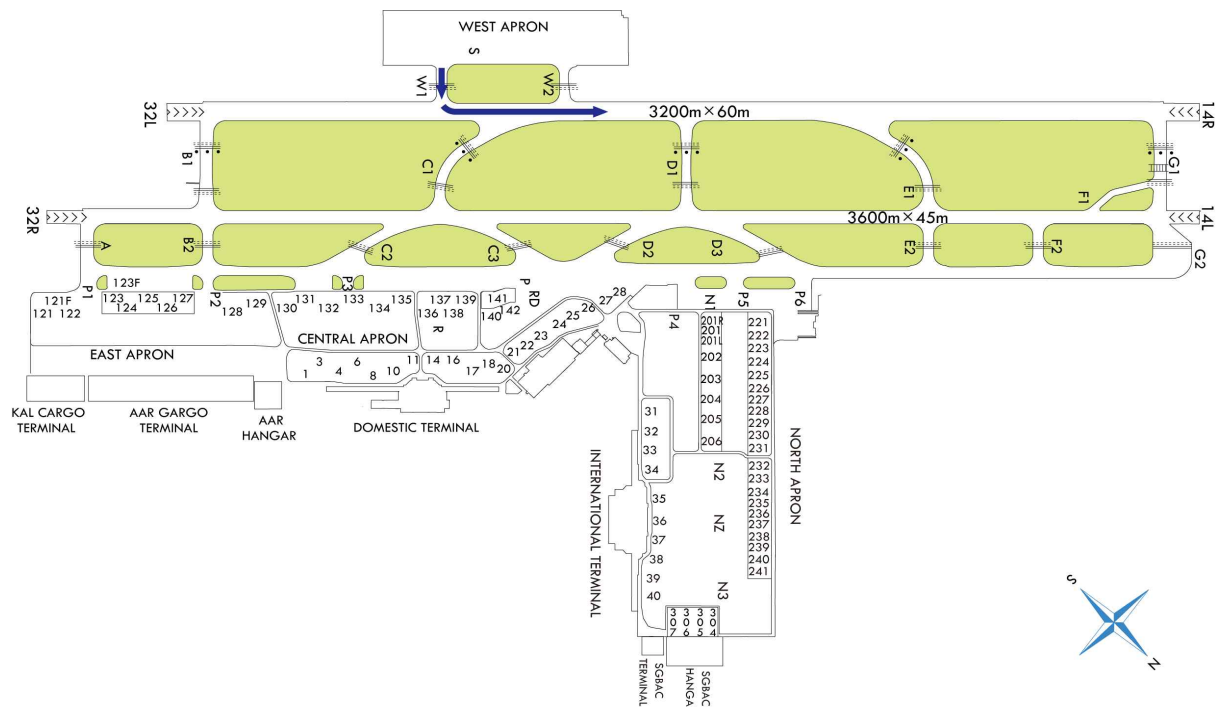
a. Departure

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.

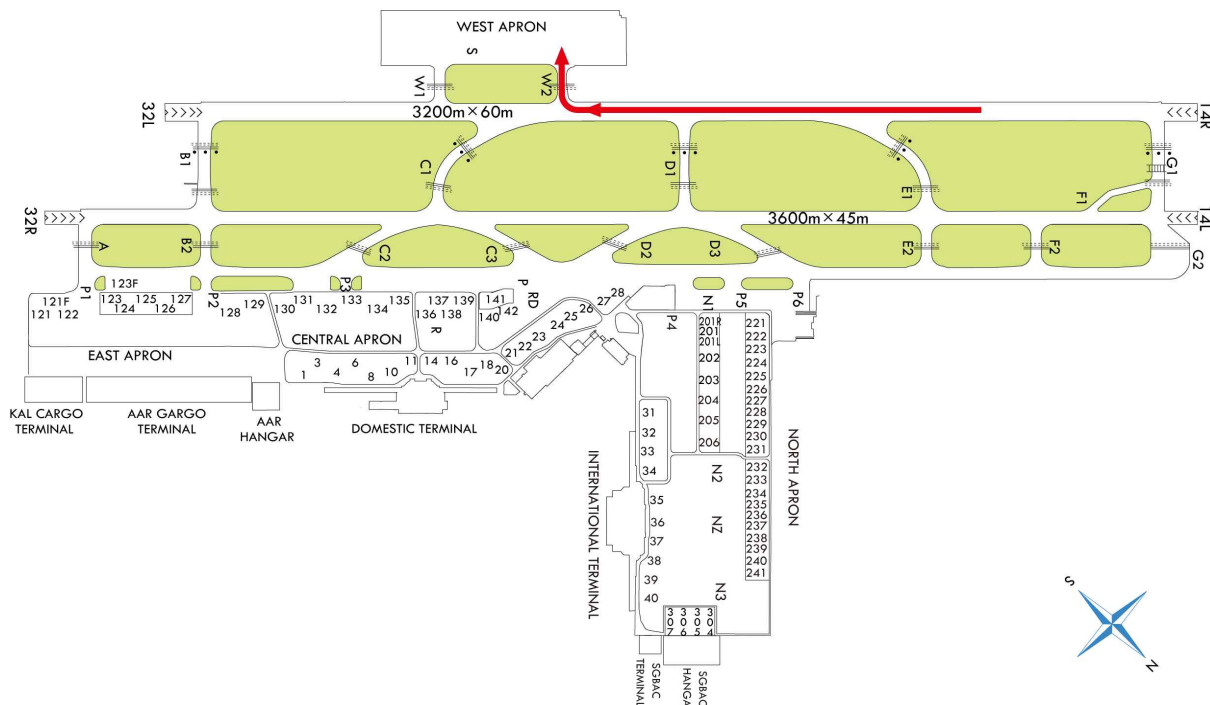
2) RWY 32L/R



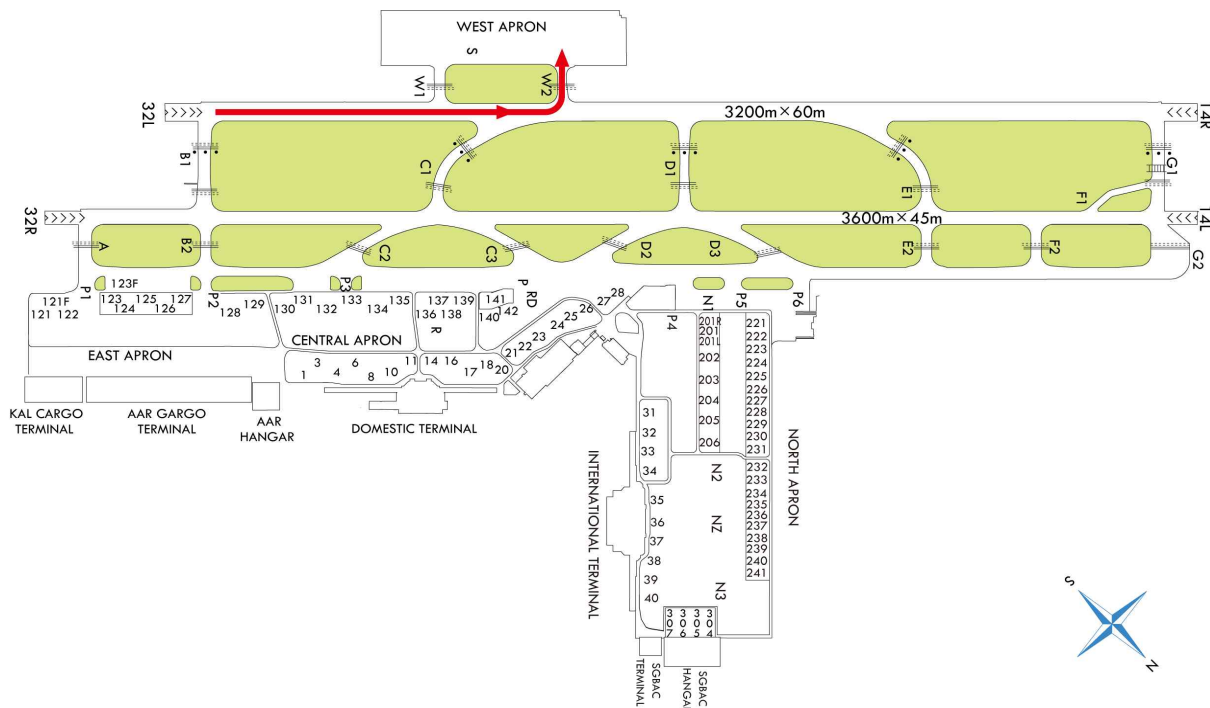
Change : Withdrawal of taxilane NY and ACFT stand NR. 209, Information of GSE, Establishment of taxilane NZ and ACFT stand NR. 40.

b. Arrival

1) RWY 14R

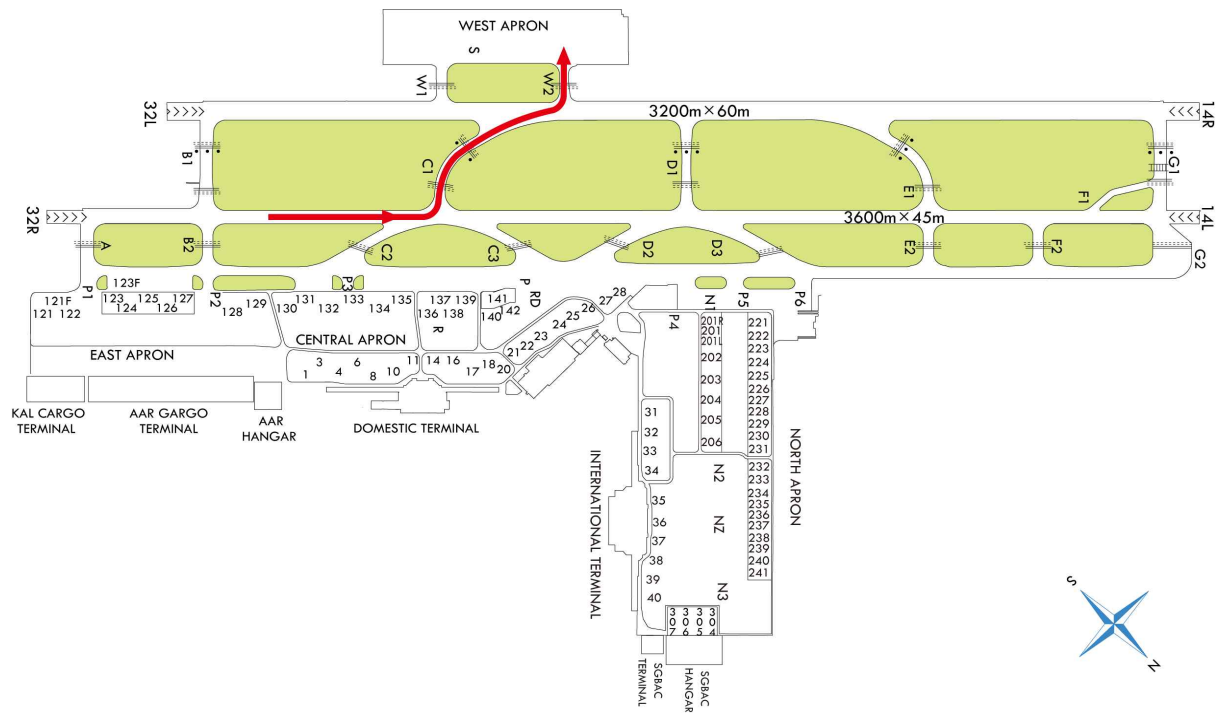


2) RWY 32L

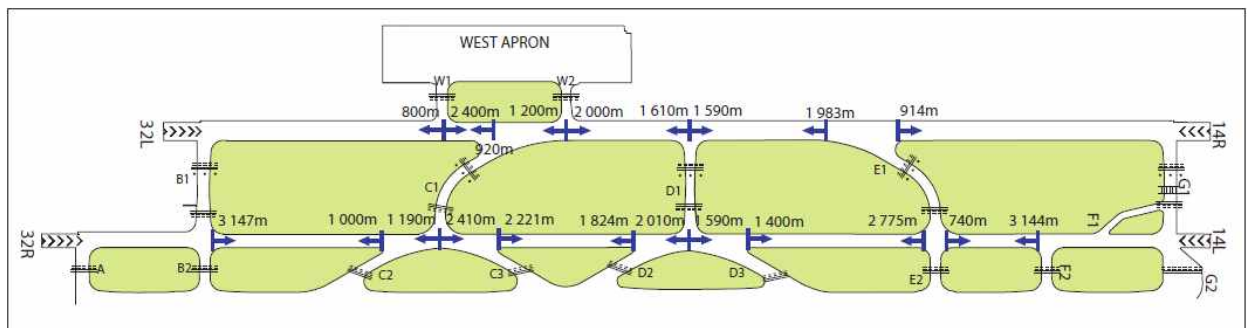


Change : Withdrawal of taxilane NY and ACFT stand NR. 209, Information of GSE, Establishment of taxilane NZ and ACFT stand NR. 40.

3) RWY 32R



6.1 Remainder Distance for Intersection Departure



Change : Withdrawal of taxilane NY and ACFT stand NR. 209, Information of GSE, Establishment of taxilane NZ and ACFT stand NR. 40.

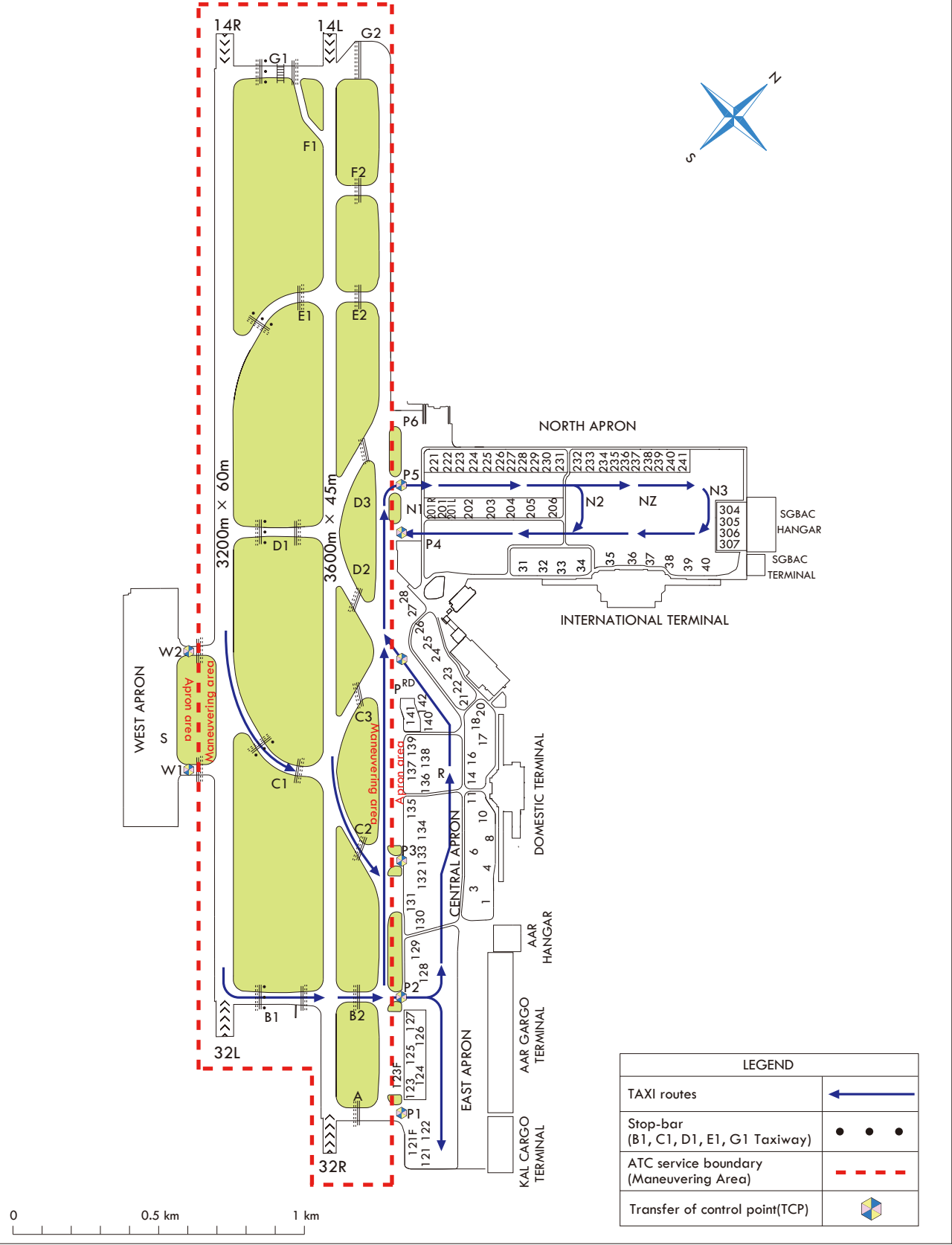
LOW
VISIBILITY
PROCEDURE

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



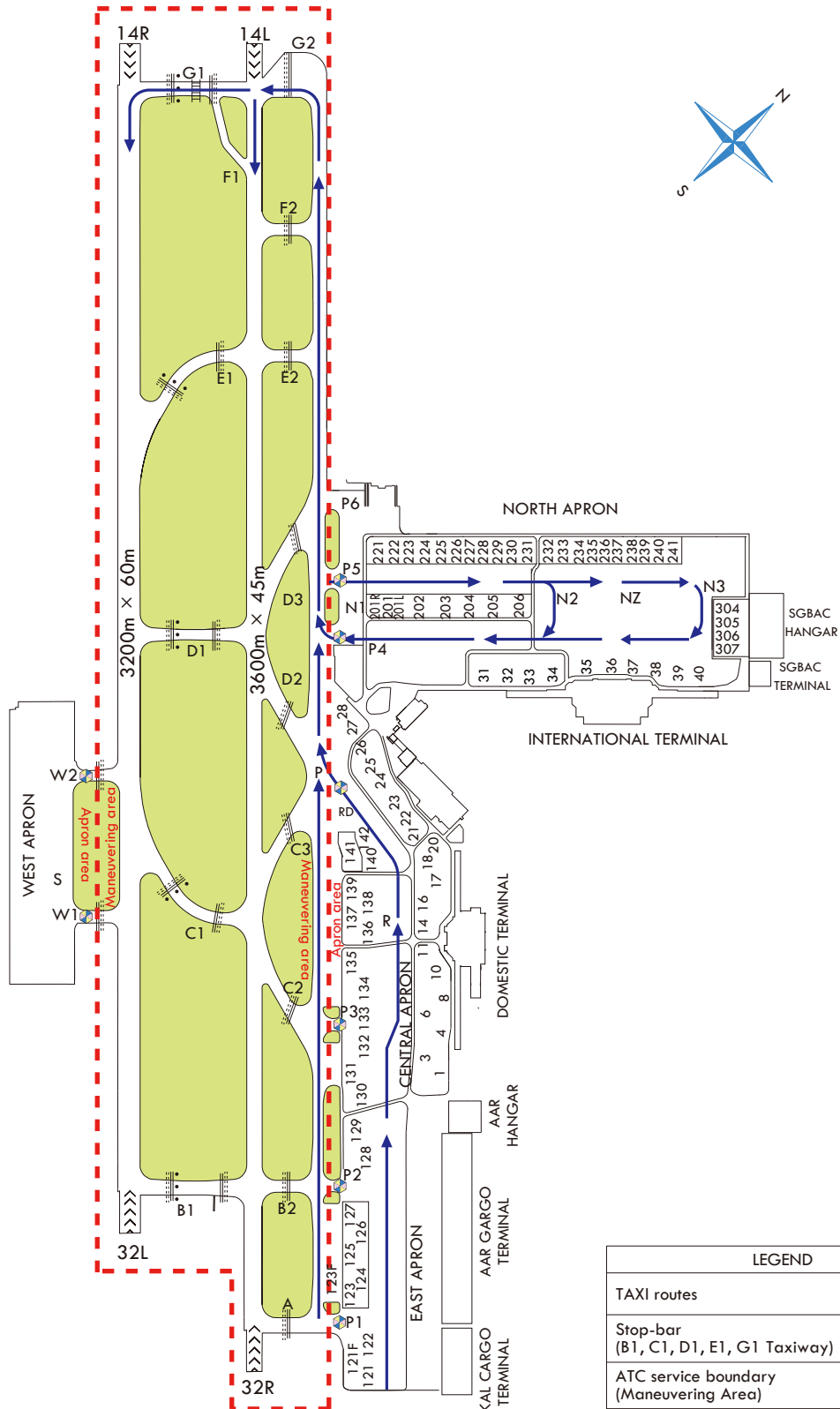
Change : Withdrawal of taxilane NY and ACFT stand NR. 209, Information of GSE, Establishment of taxilane NZ and ACFT stand NR. 40.

INTENTIONALLY

LEFT

BLANK

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



LEGEND	
TAXI routes	
Stop-bar (B1, C1, D1, E1, G1 Taxiway)	
ATC service boundary (Maneuvering Area)	
Transfer of control point(TCP)	

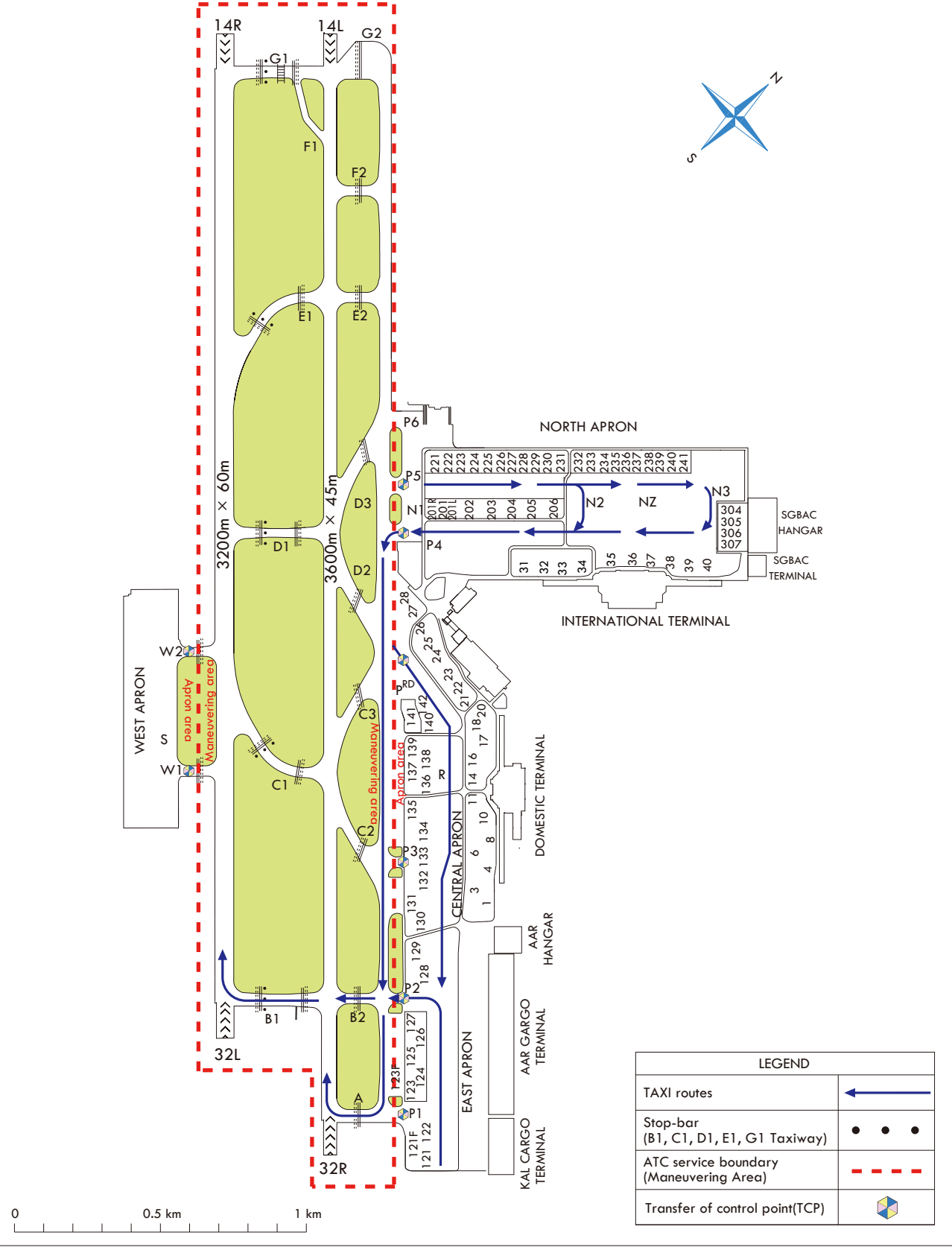
LOW
VISIBILITY
PROCEDURE

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 NY and ACFT stand NR. 209, Information of GSE, Establishment of taxilane NZ and ACFT stand NR. 40.

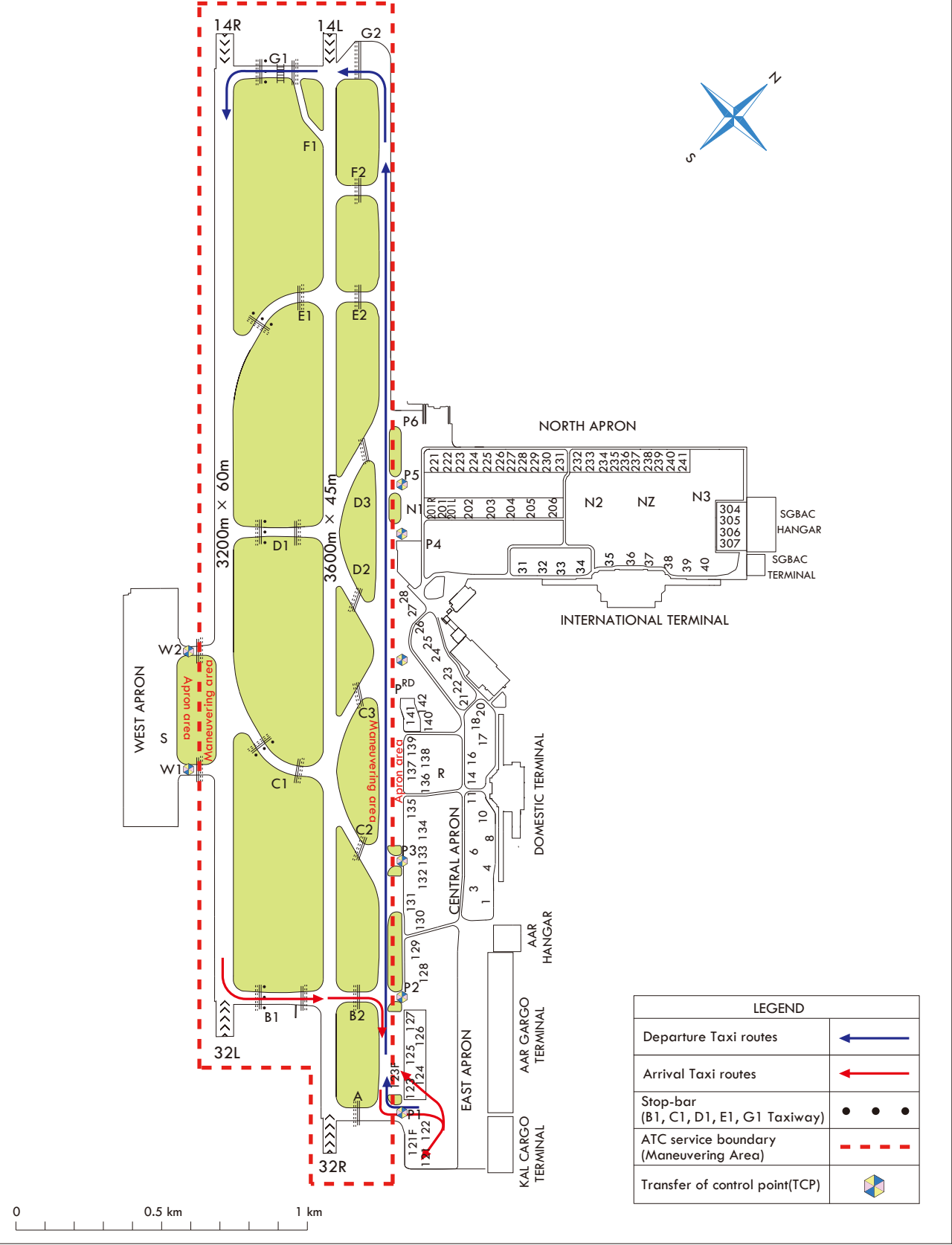
LOW
VISIBILITY
PROCEDURE

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 NY and ACFT stand NR. 209, Information of GSE, Establishment of taxilane NZ and ACFT stand NR. 40.

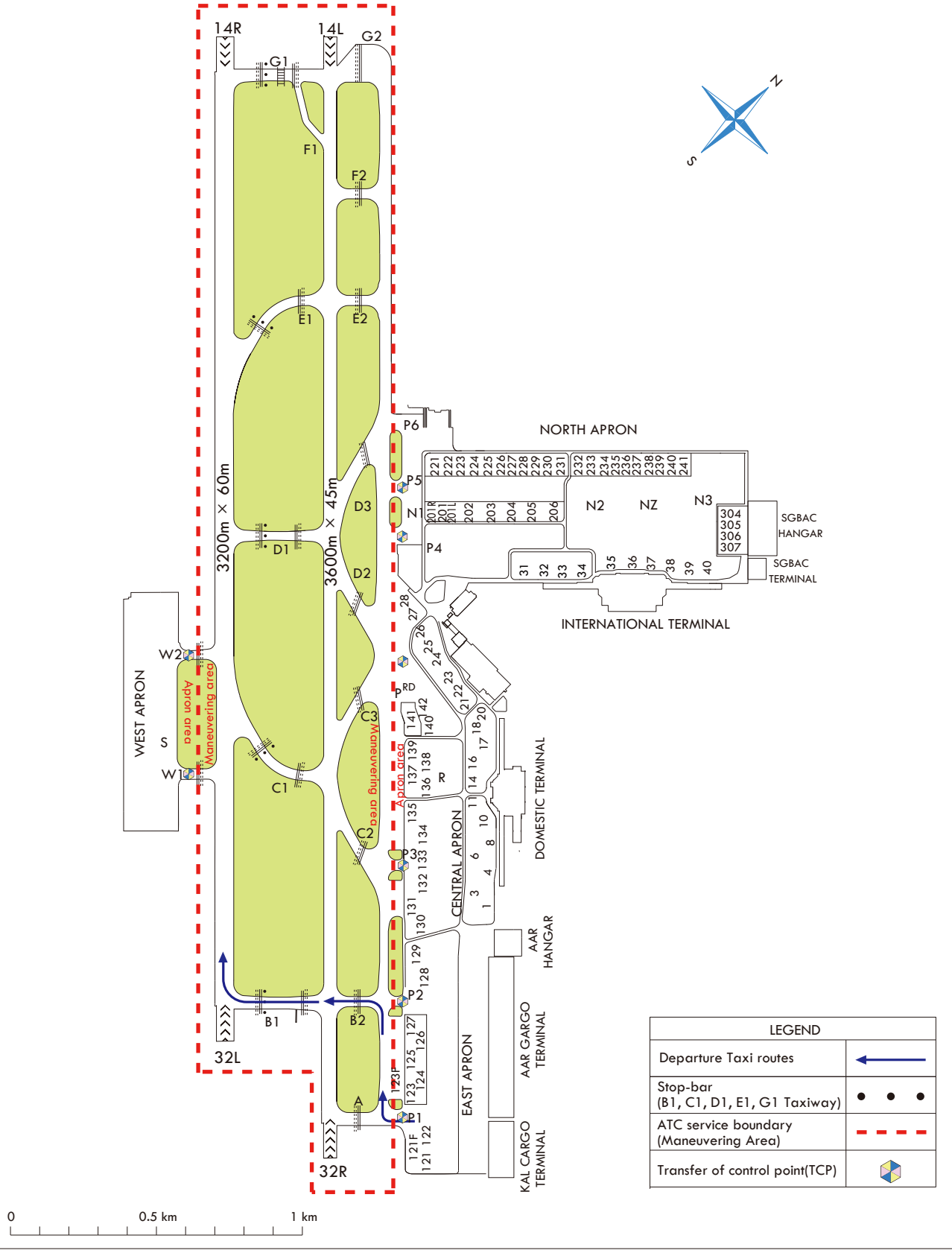
LOW
VISIBILITY
PROCEDURE

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 NY and ACFT stand NR. 209, Information of GSE, Establishment of taxilane NZ and ACFT stand NR. 40.

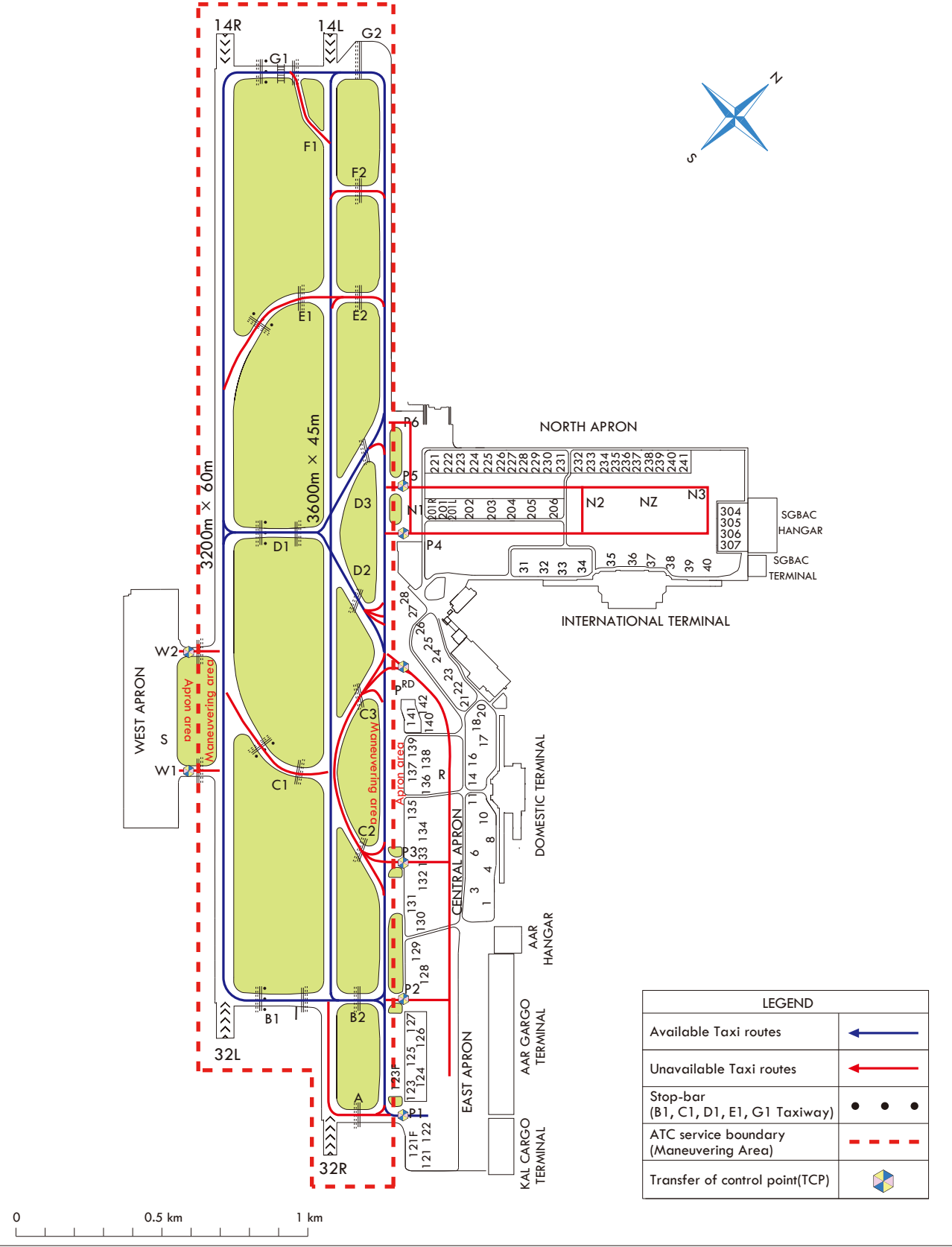
STANDARD
PROCEDURE

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 NY and ACFT stand NR. 209, Information of GSE, Establishment of taxilane NZ and ACFT stand NR. 40.

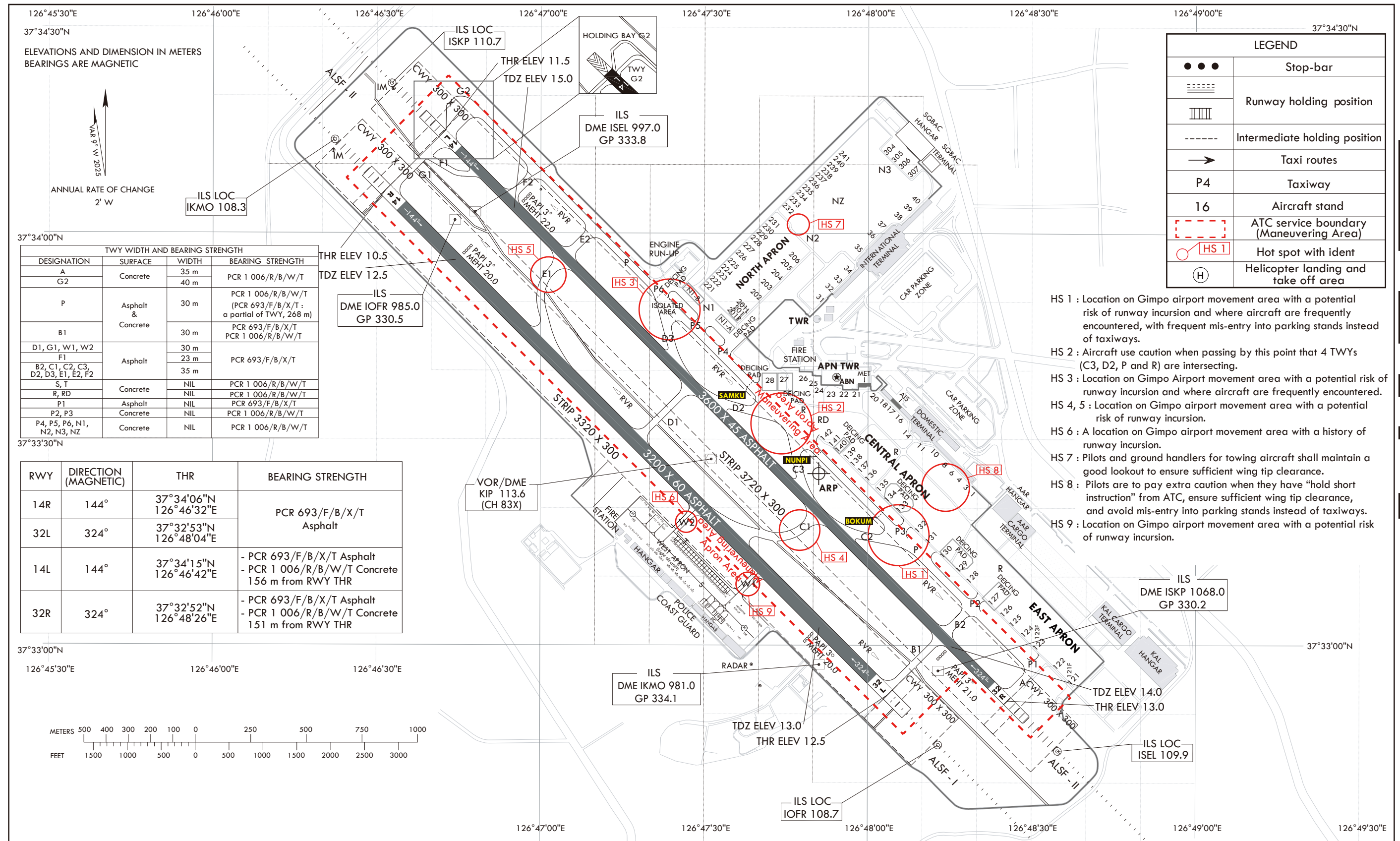
AERODROME CHART - ICAO

37°33'25"N
126°47'51"E

ELEV **18** m

SEOUL / Gimpo INTL

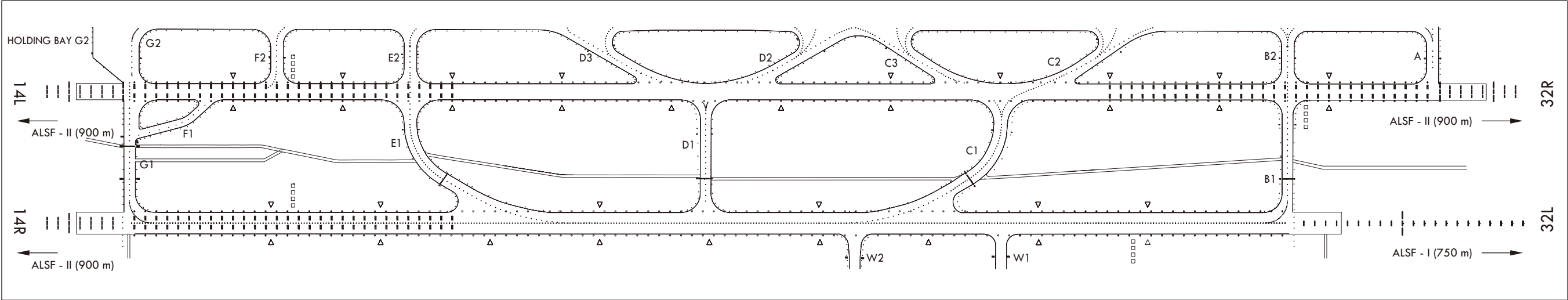
TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

SEOUL / Gimpo INTL

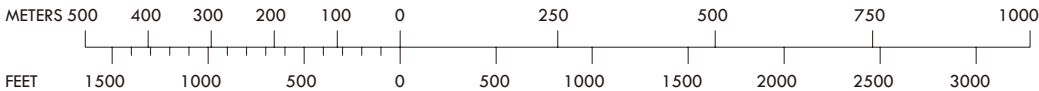
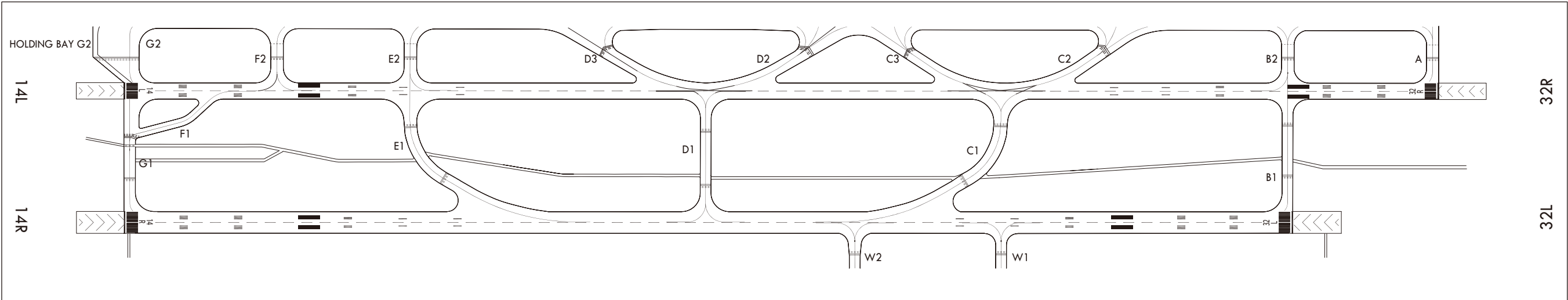
OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 12/25
Effective : 1600UTC 24 DEC 2025

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



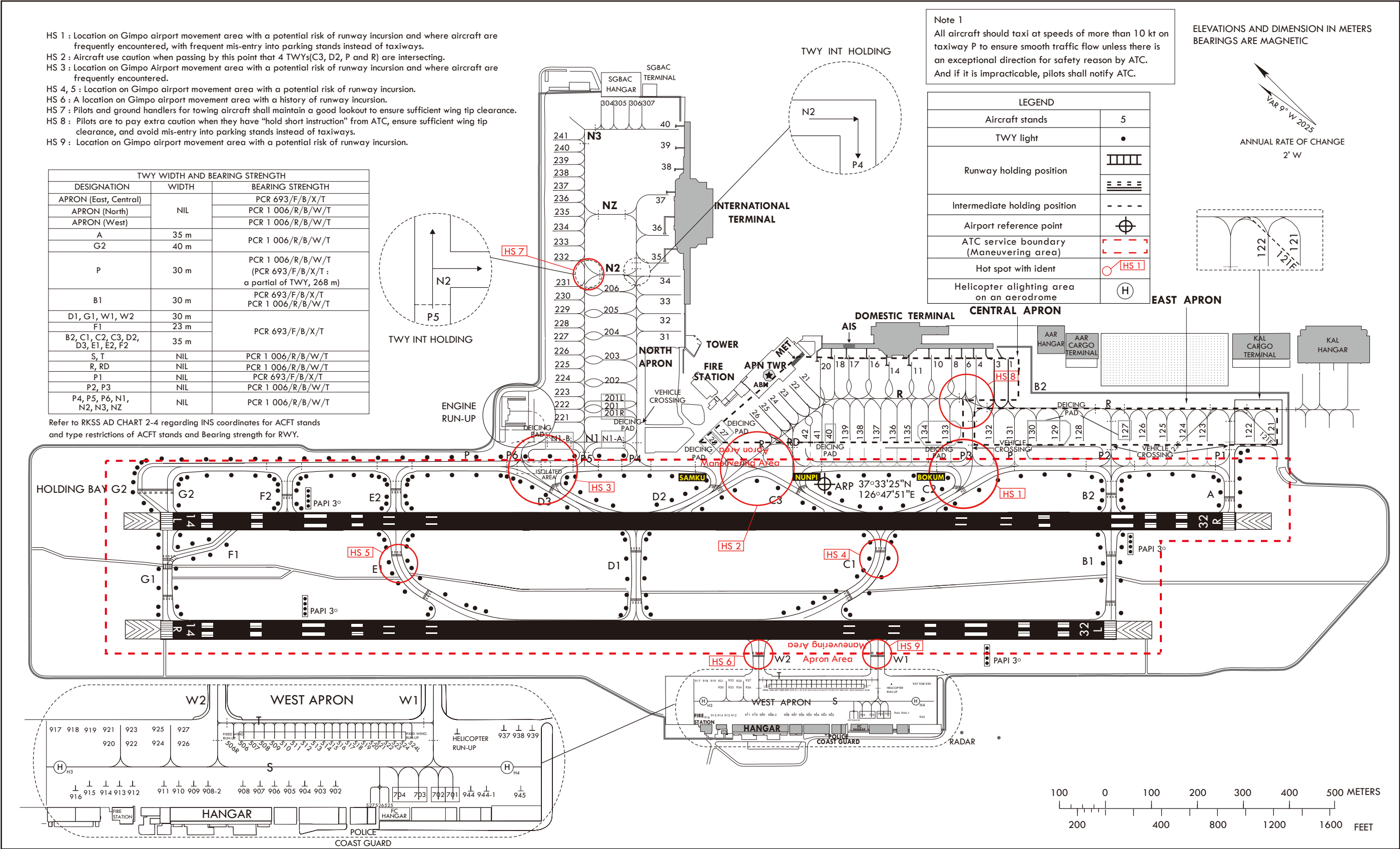
MARKING AIDS RWY 14R/32L AND 14L/32R AND EXIT TWY



AIRCRAFT PARKING/
DOCKING CHART - ICAO

APRON ELEV	
Central Apron	16 m
The Other	13 m

TWR	118.1
GND	121.9
APN	130.875



Change : Information of north apron, taxilane NZ and HS 1, 3, 8.

INS COORDINATES FOR AIRCRAFT STANDS (WGS-84)					
STAND NR	COORDINATES		STAND NR	COORDINATES	
1	37°33'21.66"N	126°48'19.06"E	202	37°33'50.75"N	126°47'39.70"E
3	37°33'22.69"N	126°48'17.76"E	203	37°33'52.36"N	126°47'41.86"E
4	37°33'23.72"N	126°48'16.46"E	204	37°33'54.02"N	126°47'43.95"E
6	37°33'24.75"N	126°48'15.17"E	205	37°33'55.68"N	126°47'46.38"E
8	37°33'26.37"N	126°48'13.90"E	206	37°33'57.40"N	126°47'48.06"E
10	37°33'28.03"N	126°48'11.82"E	209	37°34'04.65"N	126°47'57.17"E
11	37°33'28.80"N	126°48'09.44"E	221	37°33'52.40"N	126°47'30.17"E
14	37°33'30.53"N	126°48'07.28"E	222	37°33'53.40"N	126°47'31.43"E
16	37°33'32.62"N	126°48'06.03"E	223	37°33'54.40"N	126°47'32.68"E
17	37°33'34.16"N	126°48'03.89"E	224	37°33'55.34"N	126°47'34.10"E
18	37°33'35.37"N	126°48'02.21"E	225	37°33'56.34"N	126°47'35.26"E
20	37°33'36.05"N	126°48'00.62"E	226	37°33'57.34"N	126°47'36.51"E
21	37°33'36.23"N	126°47'57.36"E	227	37°33'58.34"N	126°47'37.76"E
22	37°33'36.31"N	126°47'55.39"E	228	37°33'59.33"N	126°47'39.14"E
23	37°33'36.33"N	126°47'53.74"E	229	37°34'00.33"N	126°47'40.27"E
24	37°33'36.41"N	126°47'52.04"E	230	37°34'01.33"N	126°47'41.52"E
25	37°33'36.98"N	126°47'50.47"E	231	37°34'02.33"N	126°47'42.77"E
26	37°33'37.59"N	126°47'48.82"E	232	37°34'04.42"N	126°47'45.40"E
27	37°33'39.32"N	126°47'44.18"E	233	37°34'05.42"N	126°47'46.66"E
28	37°33'39.15"N	126°47'42.44"E	234	37°34'06.46"N	126°47'47.84"E
31	37°33'49.67"N	126°47'49.76"E	235	37°34'07.46"N	126°47'49.97"E
32	37°33'51.06"N	126°47'51.46"E	236	37°34'08.46"N	126°47'50.35"E
33	37°33'52.80"N	126°47'53.65"E	237	37°34'09.46"N	126°47'51.60"E
34	37°33'54.54"N	126°47'55.84"E	238	37°34'10.45"N	126°47'52.85"E
35	37°34'00.77"N	126°48'02.33"E	239	37°34'11.45"N	126°47'54.11"E
36	37°33'59.84"N	126°48'01.16"E	240	37°34'12.45"N	126°47'55.36"E
37	37°33'57.13"N	126°47'57.80"E	241	37°34'13.45"N	126°47'56.61"E
38	37°34'01.89"N	126°48'05.36"E	304	37°34'13.71"N	126°48'05.17"E
39	37°34'03.46"N	126°48'07.50"E	305	37°34'12.14"N	126°48'06.34"E
40	37°34'05.14"N	126°48'09.63"E	306	37°34'11.15"N	126°48'07.76"E
121	37°32'55.01"N	126°48'37.35"E	307	37°34'10.69"N	126°48'08.92"E
121F	37°32'54.94"N	126°48'37.21"E	506	37°33'14.76"N	126°47'24.92"E
122	37°32'56.61"N	126°48'35.34"E	507	37°33'14.32"N	126°47'25.46"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

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

* 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)

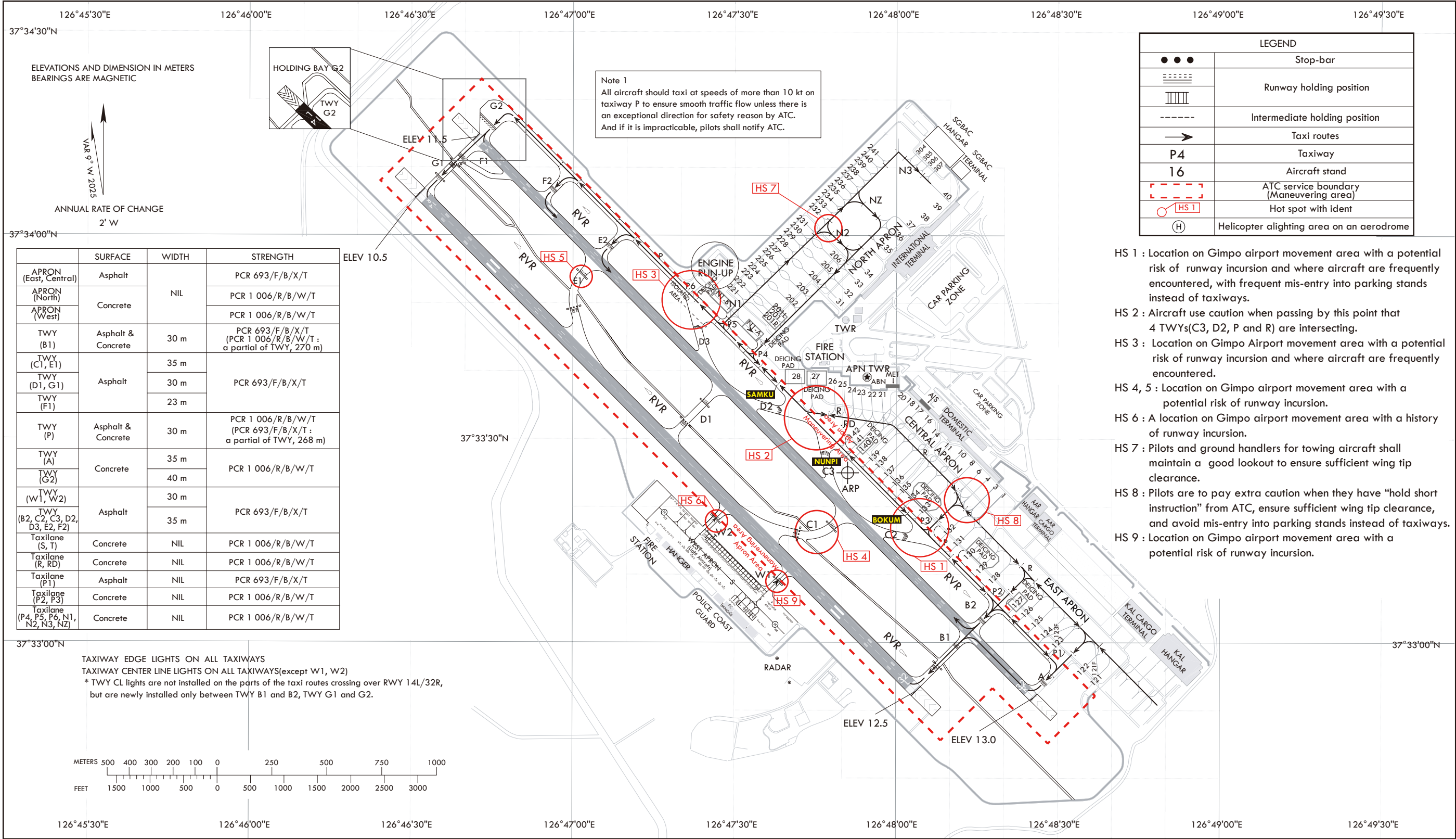
STANDS NUMBER	AIRCRAFT TYPE
121F, 123F	A380-800, B747-8
10, 16, 32, 33, 34, 38, 40, 133, 134	A340-600, B747-400
201, 202, 204, 205, 209	B747-400, B777-300
128, 129, 131, 203	B747-400
35	B747-400, A330
39	B777-300
8	B777-200, A330-300
124, 125	B777-200
132	B747-400, B777-200
121, 17	B777-200, A330-300
14	B767-300, A300-600
126, 130, 137, 206	B767-300
36, 37, 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

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).

TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175



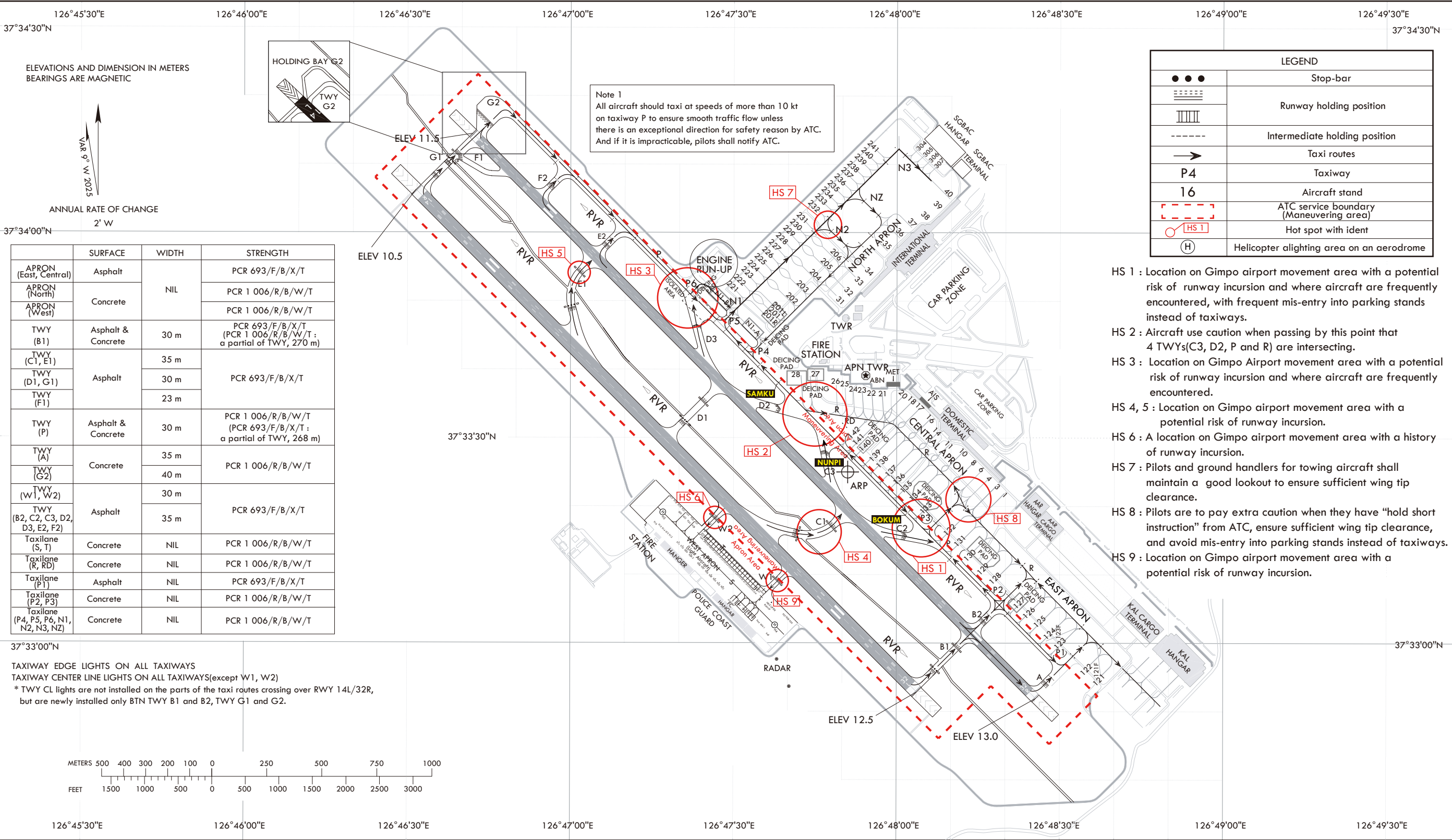
Change : Information of north apron, taxilane NZ and HS 1, 3, 8.

AERODROME GROUND
MOVEMENT CHART - ICAO

CENTRAL APRON ELEV 16 m
THE OTHER APRON ELEV 13 m

TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

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



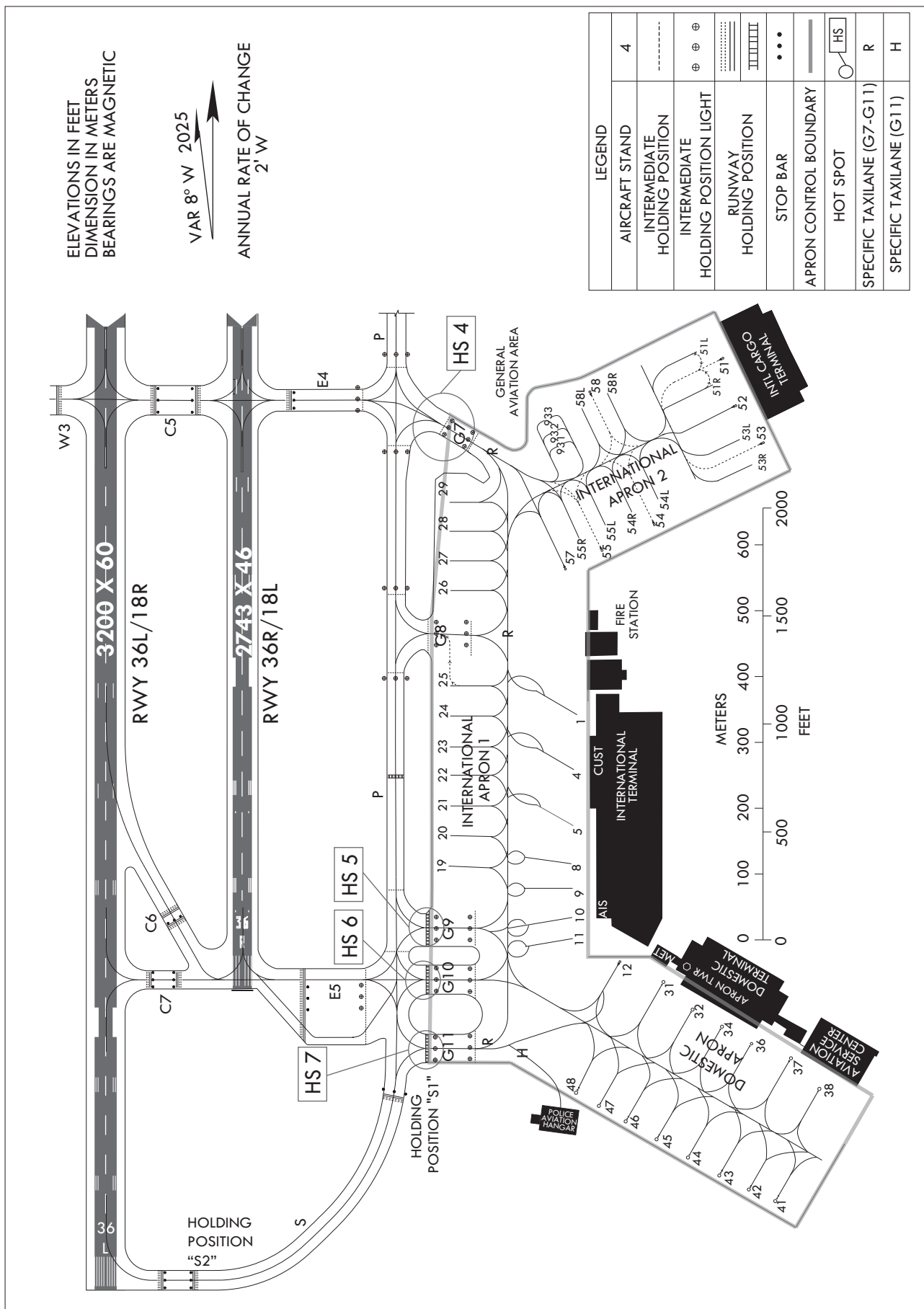
Change : Information of north apron, taxilane NZ and HS 1, 3, 8.

AIRCRAFT PARKING
DOCKING CHART - ICAO

APRON ELEV
8 ft

TWR	118.1	118.450
	233.3	236.6
GND	121.9	275.8
APRON	121.65	317.450

BUSAN/Gimhae INTL



INS COORDINATES FOR AIRCRAFT STANDS(WGS-84)									
1	35°10'25.69"N	128°56'44.55"E	58	35°10'41.49"N	128°56'43.51"E	※ ISOLATED STAND : E1			
4	35°10'22.90"N	128°56'44.89"E	58L	35°10'40.71"N	128°56'43.08"E				
5	35°10'20.12"N	128°56'45.24"E	58R	35°10'41.49"N	128°56'44.56"E				
8	35°10'18.30"N	128°56'45.10"E	931	35°10'38.86"N	128°56'42.15"E				
9	35°10'16.92"N	128°56'45.43"E	932	35°10'39.47"N	128°56'41.69"E				
10	35°10'15.69"N	128°56'45.62"E	933	35°10'40.07"N	128°56'41.22"E				
11	35°10'14.25"N	128°56'46.11"E							
12	35°10'13.59"N	128°56'48.90"E							
19	35°10'17.50"N	128°56'37.69"E							
20	35°10'18.98"N	128°56'37.50"E							
21	35°10'20.46"N	128°56'37.31"E							
22	35°10'21.95"N	128°56'37.12"E							
23	35°10'23.43"N	128°56'36.93"E							
24	35°10'24.92"N	128°56'36.74"E							
25	35°10'26.40"N	128°56'36.54"E							
26	35°10'31.10"N	128°56'36.39"E							
27	35°10'32.55"N	128°56'36.20"E							
28	35°10'34.00"N	128°56'36.01"E							
29	35°10'35.46"N	128°56'35.82"E							
31	35°10'12.79"N	128°56'51.56"E							
32	35°10'11.61"N	128°56'53.51"E							
34	35°10'10.92"N	128°56'55.39"E							
36	35°10'10.21"N	128°56'57.21"E							
37	35°10'09.69"N	128°56'59.68"E							
38	35°10'08.34"N	128°57'01.60"E							
41	35°10'02.85"N	128°56'59.81"E							
42	35°10'03.30"N	128°56'58.18"E							
43	35°10'03.83"N	128°56'56.31"E							
44	35°10'04.56"N	128°56'54.32"E							
45	35°10'05.29"N	128°56'52.33"E							
46	35°10'06.01"N	128°56'50.37"E							
47	35°10'06.62"N	128°56'48.62"E							
48	35°10'07.47"N	128°56'47.16"E							
51	35°10'43.74"N	128°56'50.99"E							
51L	35°10'44.10"N	128°56'49.58"E							
51R	35°10'42.55"N	128°56'50.77"E							
52	35°10'41.51"N	128°56'52.08"E							
53	35°10'39.81"N	128°56'54.00"E							
53L	35°10'40.03"N	128°56'52.71"E							
53R	35°10'38.83"N	128°56'53.63"E							
54	35°10'35.46"N	128°56'48.11"E							
54L	35°10'36.65"N	128°56'48.25"E							
54R	35°10'35.87"N	128°56'46.74"E							
55	35°10'33.92"N	128°56'45.12"E							
55L	35°10'35.10"N	128°56'45.24"E							
55R	35°10'34.33"N	128°56'43.74"E							
57	35°10'32.82"N	128°56'43.03"E							

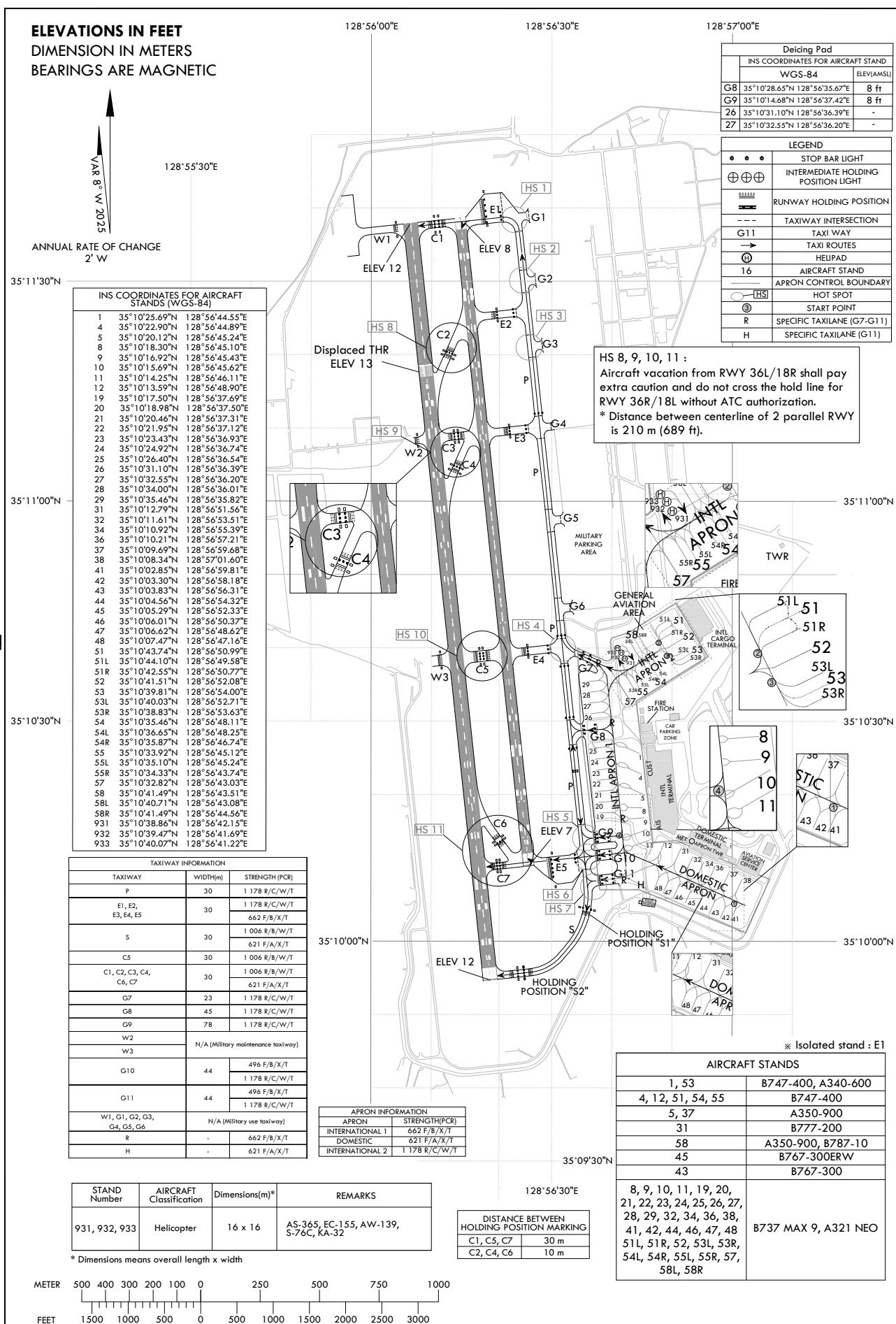
TAXIWAY INFORMATION			AIRCRAFT STANDS		
TAXIWAY	WIDTH(m)	STRENGTH(PCR)			
P	30	1 178 R/C/W/T	1, 53	B747-400, A340-600	
E1, E2, E3, E4, E5	30	1 178 R/C/W/T	4, 12, 51, 54, 55	B747-400	
S	30	662 F/B/X/T	5, 37	A350-900	
		1 006 R/B/W/T	31	B777-200	
		621 F/A/X/T	58	A350-900, B787-10	
C5	30	1 006 R/B/W/T	45	B767-300ERW	
C1, C2, C3, C4, C6, C7	30	1 006 R/B/W/T	43	B767-300	
G7	23	1 178 R/C/W/T	8, 9, 10, 11, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 32, 34, 36, 38, 41, 42, 44, 46, 47, 48, 51L, 51R, 52, 53L, 53R, 54L, 54R, 55L, 55R, 57, 58L, 58R	B737 MAX 9, A321 NEO	
G8	45	1 178 R/C/W/T			
G9	78	1 178 R/C/W/T			
W2		N/A			
W3		(Military maintenance taxiway)			
G10	44	496 F/B/X/T			
		1 178 R/C/W/T			
G11	44	496 F/B/X/T			
		1 178 R/C/W/T			
W1, G1, G2, G3, G4, G5, G6	N/A	(Military use taxiway)			
R	-	662 F/B/X/T	APRON INFORMATION		
H	-	621 F/A/X/T	APRON		STRENGTH(PCR)
			INTERNATIONAL 1	662 F/B/X/T	
			DOMESTIC	621 F/A/X/T	
			INTERNATIONAL 2	1 178 R/C/W/T	

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

* Dimensions means overall length x width.

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

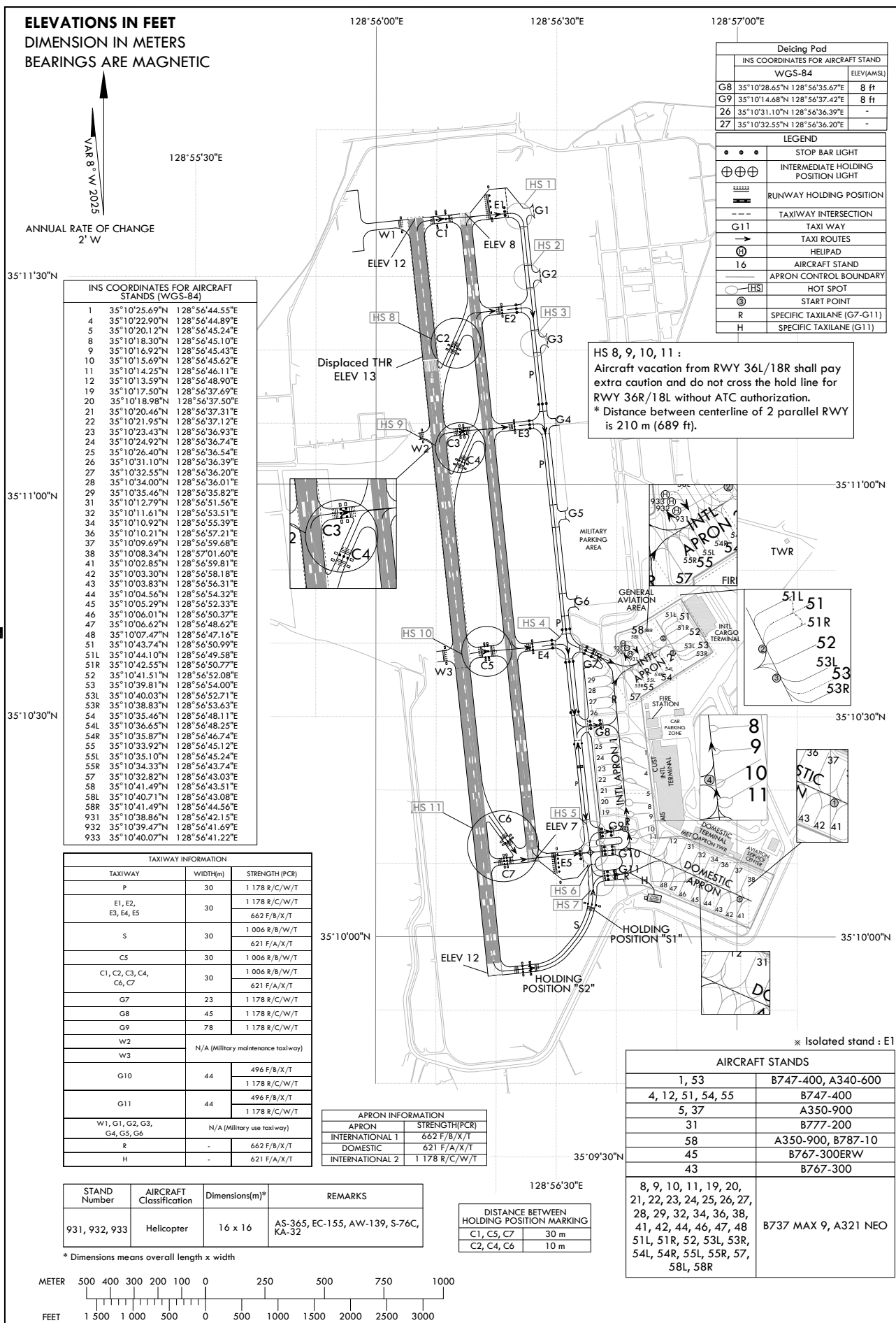
Change : Information of coordinates for ACFT stand NR. 48.

AERODROME GROUND
MOVEMENT CHART - ICAO APRON ELEV 8 ftTWR 118.1 118.450 233.3 236.6
GND 121.9 275.8
APRON 121.65 317.45BUSAN/Gimhae Intl
RWY 36L/R, 18L/R DEPARTURE

AERODROME GROUND
MOVEMENT CHART - ICAO

APRON ELEV 8 ft

TWR	118.1	118.450	233.3	236.6
GND	121.9	275.8		
APRON	121.65	317.45		

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

Change : Information of coordinates for ACFT stand NR. 48.

OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 12/25
Effective : 1600UTC 24 DEC 2025

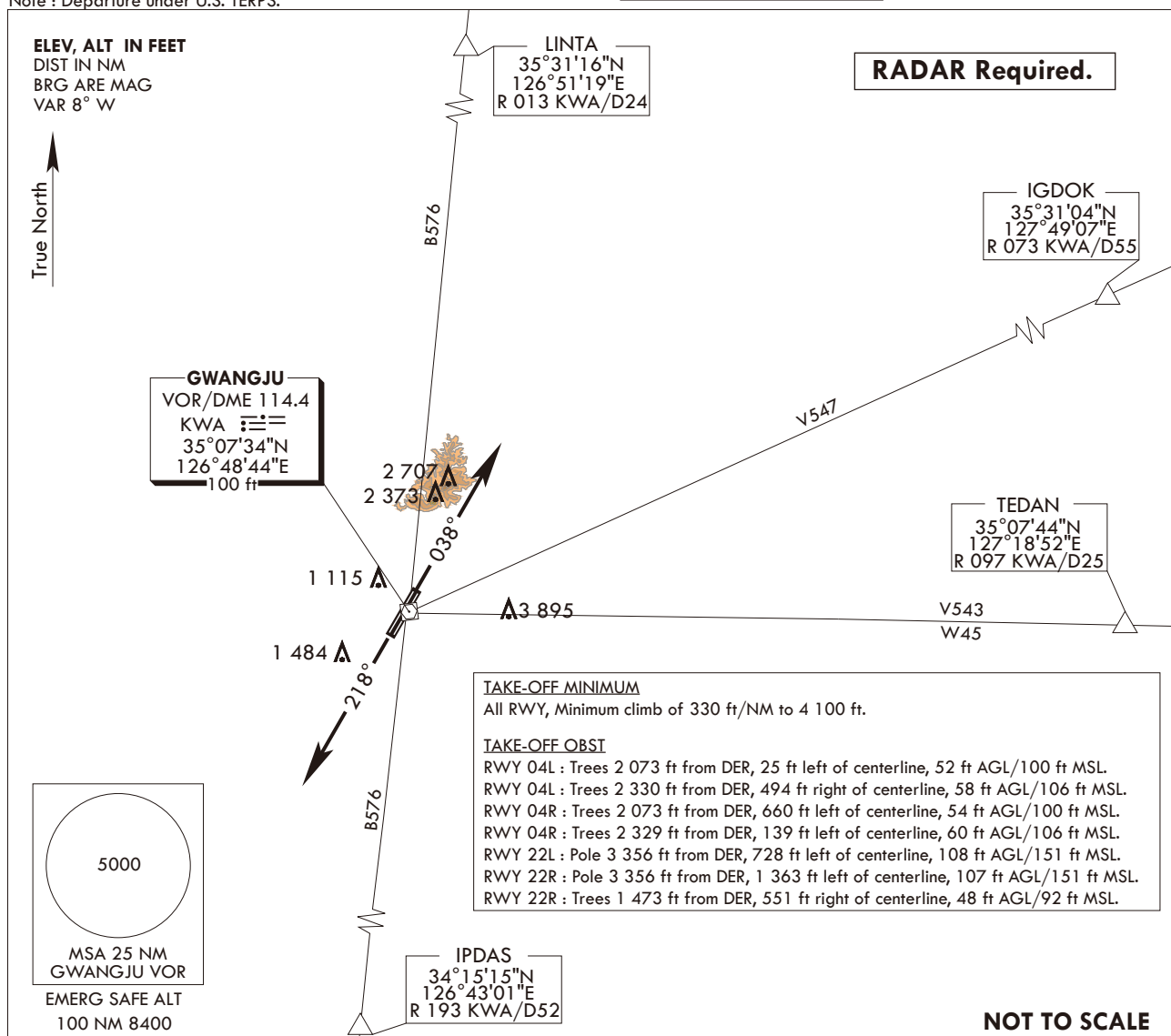
**STANDARD DEPARTURE CHART
INSTRUMENT (SID)**

TRANSITION ALT 14 000
TRANSITION LVL FL 140

GWANGJU DEP 124.0, 124.7
347.2
GWANGJU TWR 118.05
254.6

GWANGJU/Gwangju(RKJJ)
RWY 04L/R, 22L/R
GWANGJU 5

Note : Departure under U.S. TERPS.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 04L/R : Climb HDG 038°, thence.....

TAKE-OFF RWY 22L/R : Climb HDG 218°, thence.....

..... Except radar vectors to intercept filed Enroute fix or Navaid.
Maintain 8 000 ft or assigned altitude(flight level).
Expect filed altitude/flight level within 10 minutes after departure.

LOST COMMUNICATIONS : If radio contact is not established with departure control prior to reaching 4 100 ft, continue climb to 8 000 ft before turning to filed fix/Navaid and proceed filed route and altitude.

Change : Information of SID(GWANGJU 5), OBST, MSA and ALT restriction(4 000 → 4 100).

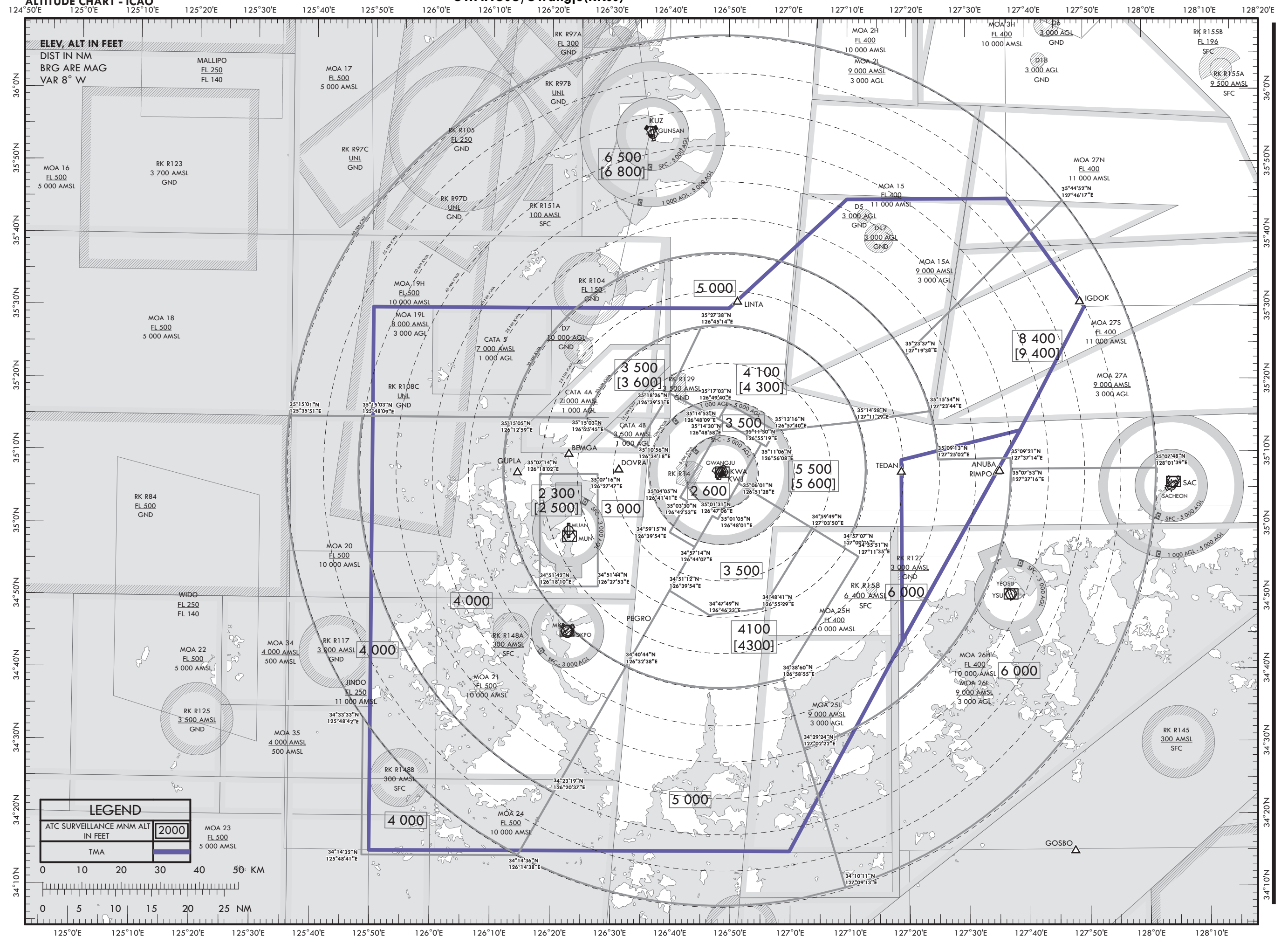
INTENTIONALLY

LEFT

BLANK

GWANGJU/Gwangju(RKJJ)

TMA Gwangju



Change : Information of ATC surveillance minimum altitude chart for RKJJ.

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

OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 12/25
Effective : 1600UTC 24 DEC 2025

**INSTRUMENT
APPROACH
CHART - ICAO**

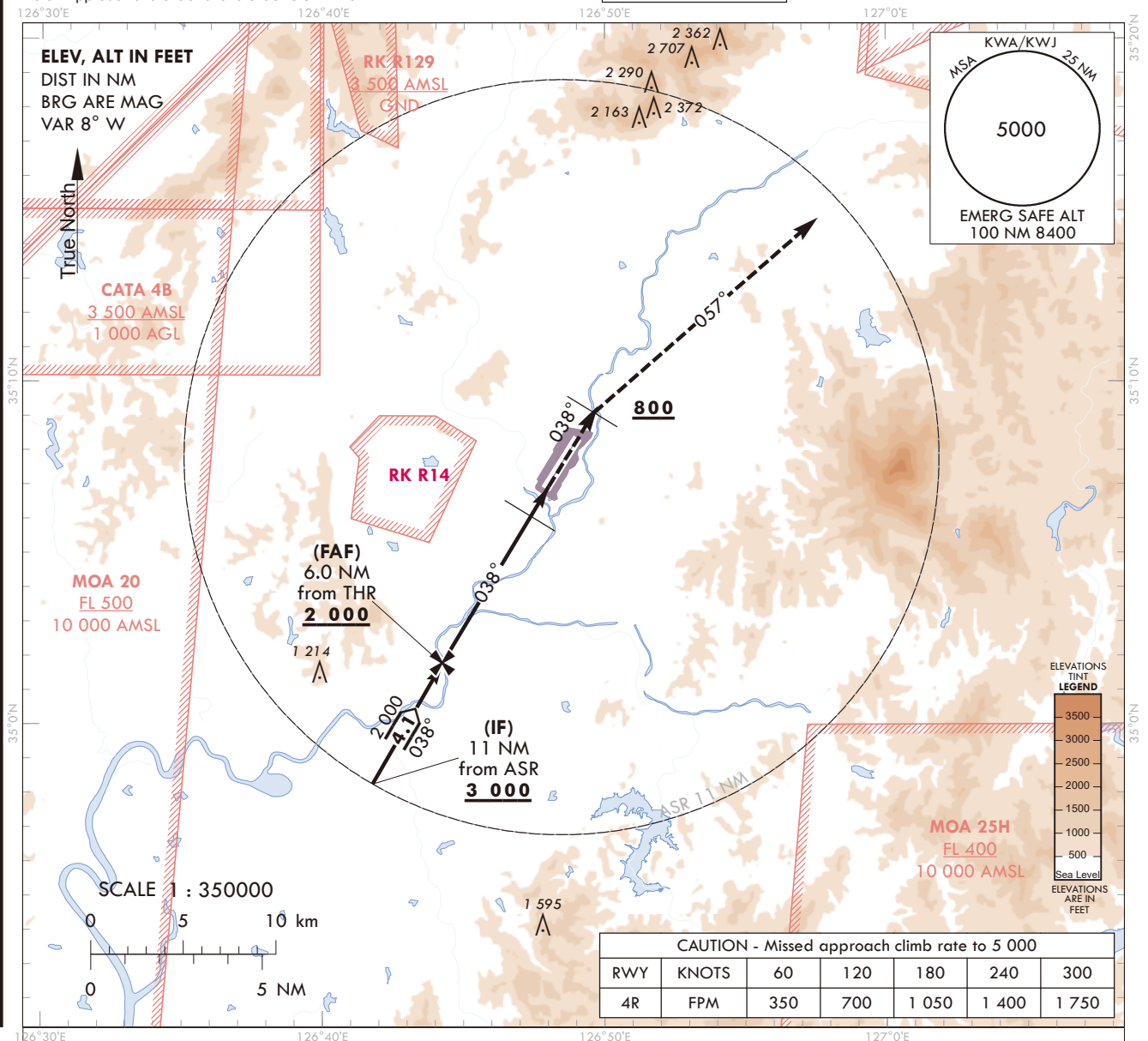
AERODROME ELEV 48 ft
HEIGHTS RELATED TO
THR RWY 04R - ELEV 43 ft
HIGHEST ELEV TDZ 46 ft

GWANGJU APP 130.0
228.9
GWANGJU TWR 118.05
254.6

GWANGJU/Gwangju(RKJJ)

**PAR
RWY 04R**

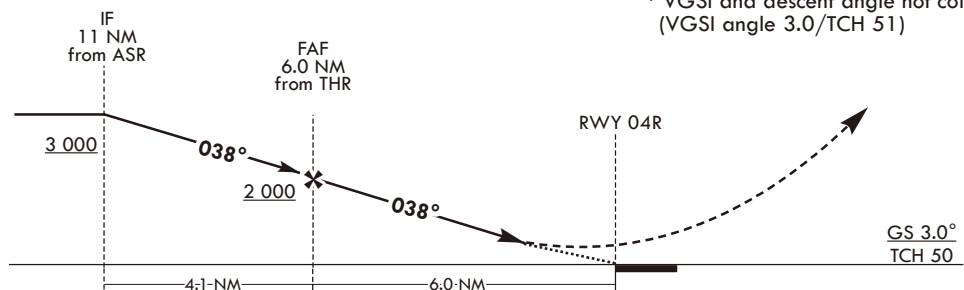
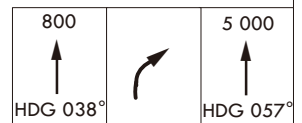
Note : Approach and circle to land under U.S. TERPS.



MISSED APPROACH

Climb HDG 038° to 800 ft, then climbing right turn HDG 057° maintain 5 000 ft and assigned HDG for radar vector.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D	E
S-PAR 04R			246/24	200(200-1/2)	
S-PAR 04R (ALS INOP)			246/40	200(200-3/4)	

* Circling not authorized.

Change : Information of IAC(PAR RWY 04R), MSA, TCH and Establishment of missed approach climb rate.

INTENTIONALLY

LEFT

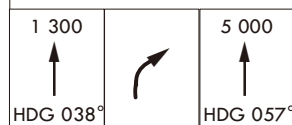
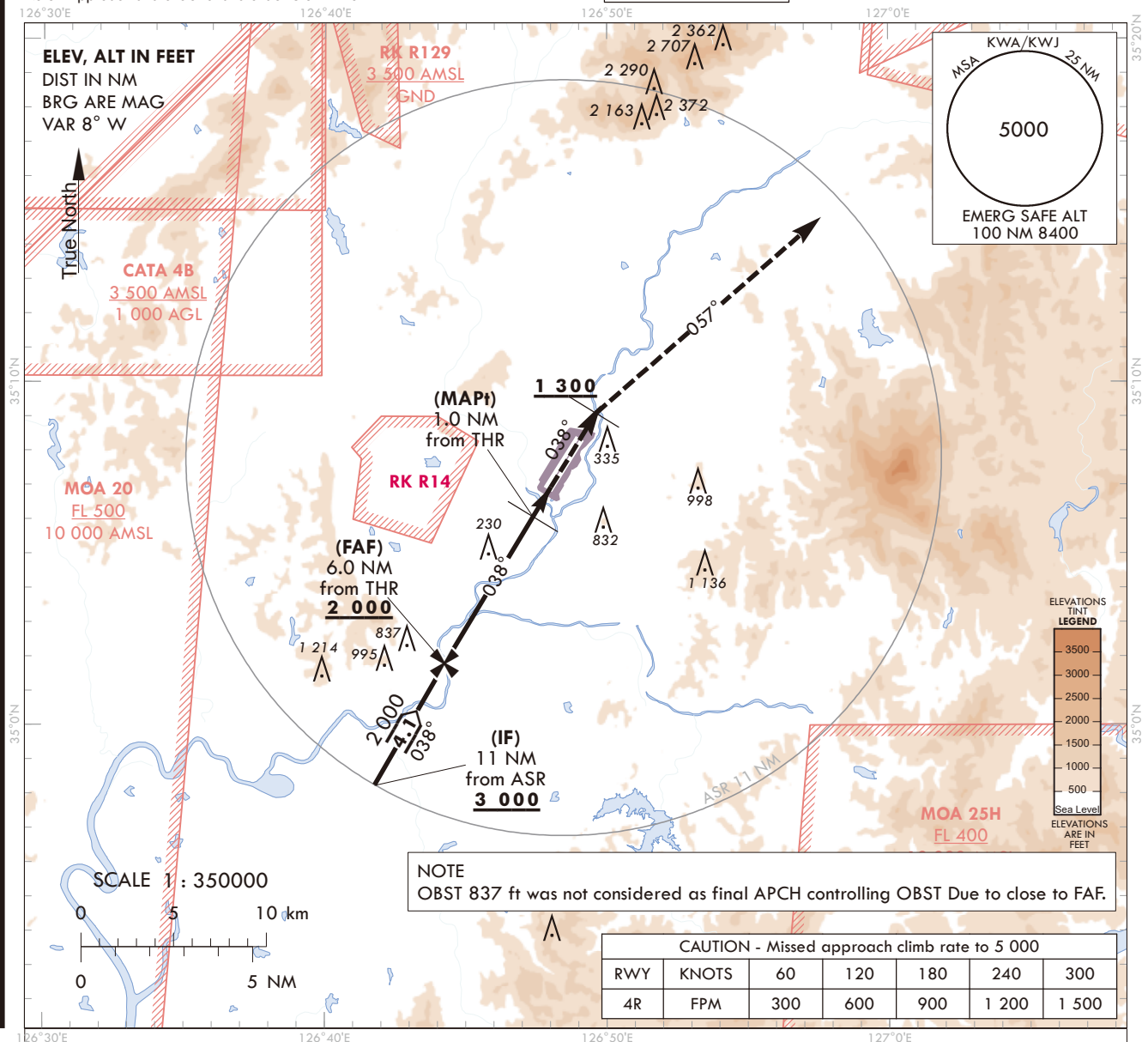
BLANK

INSTRUMENT
APPROACH
CHART - ICAO

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

AERODROME ELEV 48 ft
HEIGHTS RELATED TO
THR RWY 04R - ELEV 43 ft
HIGHEST ELEV TDZ 46 ftGWANGJU APP 130.0
228.9
GWANGJU TWR 118.05
254.6

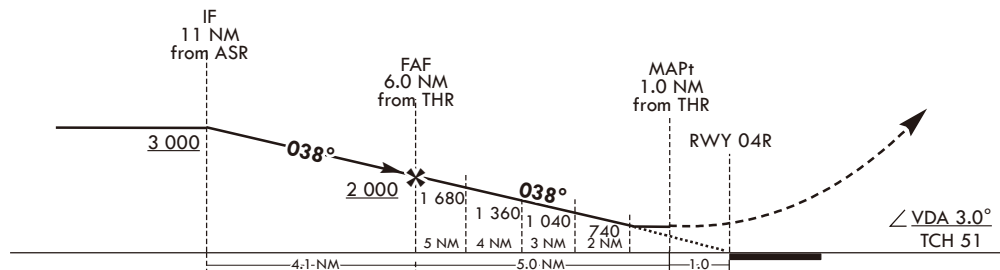
GWANGJU/Gwangju(RKJJ)

ASR
RWY 04R

TRANSITION	ALT	14 000
TRANSITION	LVL	FL 140

MISSSED APPROACH

Climb HDG 038° to 1 300 ft, then climbing right turn HDG 057° maintain 5 000 ft and assigned HDG for radar vector.



CATEGORY	A	B	C	D	E
S-ASR 04R	560/40 514(600-3/4)		560/55 514(600-1)		
S-ASR 04R (ALS INOP)	560/60 514(600-1 1/4)		560-1 3/8 514(600-1 3/8)		
CIRCLING*	720-1 1/4 672(700-1 1/4)	1 140-1 1/2 1 092(1 100-1 1/2)	1 140-3 1 092(1 100-3)	1 380-3 1 332(1 400-3)	1 460-3 1 412(1 500-3)

* Circling not authorized for west of RWY 04-22.

Change : Information of IAC(ASR RWY 04R), MSA, VDA and Establishment of missed approach climb rate.

OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 12/25
Effective : 1600UTC 24 DEC 2025

INTENTIONALLY

LEFT

BLANK

**INSTRUMENT
APPROACH
CHART - ICAO**

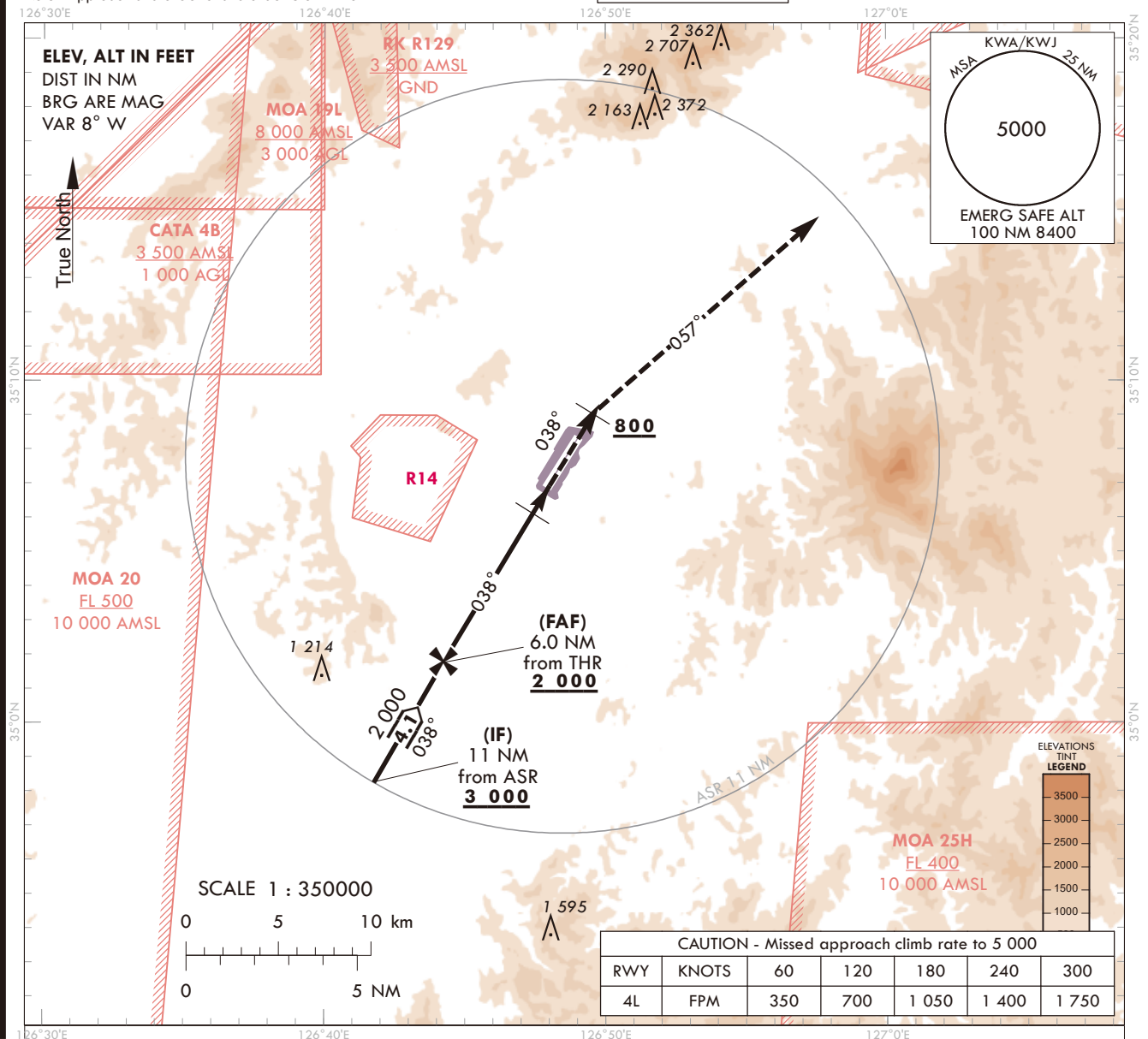
Note : Approach and circle to land under U.S. TERPS.

AERODROME ELEV 48 ft
HEIGHTS RELATED TO
THR RWY 04L - ELEV 44 ft
HIGHEST ELEV TDZ 46 ft

GWANGJU	APP	130.0
		228.9
GWANGJU	TWR	118.05
		254.6

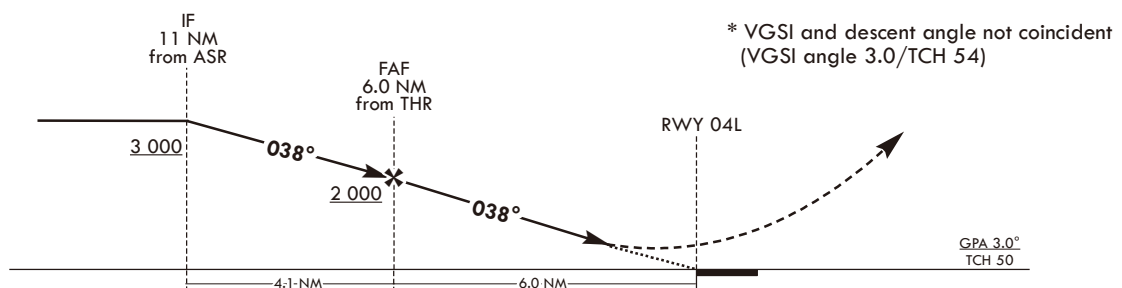
GWANGJU/Gwangju(RKJJ)

**PAR
RWY 04L**



MISSED APPROACH

Climb HDG 038° to 800 ft, then climbing right turn HDG 057° maintain 5 000 ft and assigned HDG for radar vector.



CATEGORY	A	B	C	D	E
S-PAR 04L			246/24	200(200-1/2)	
S-PAR 04L (ALS INOP)			246/40	200(200-3/4)	

* Circling not authorized.

Change : Information of IAC(PAR RWY 04L), MSA and Establishment of missed approach climb rate.

INTENTIONALLY

LEFT

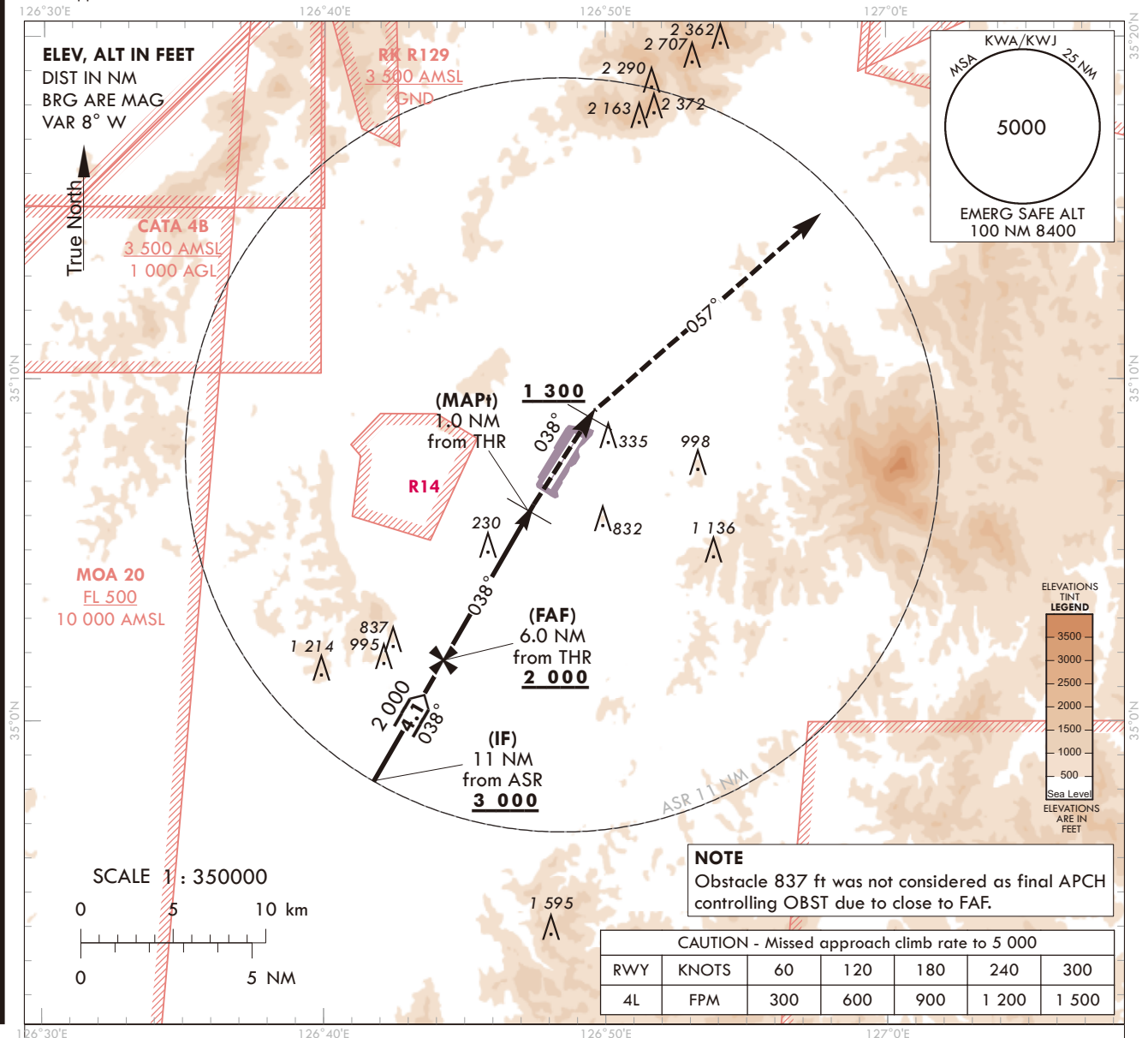
BLANK

INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 48 ft
HEIGHTS RELATED TO
THR RWY 04L - ELEV 44 ft
HIGHEST ELEV TDZ 46 ftGWANGJU APP 130.0
228.9
GWANGJU TWR 118.05
254.6

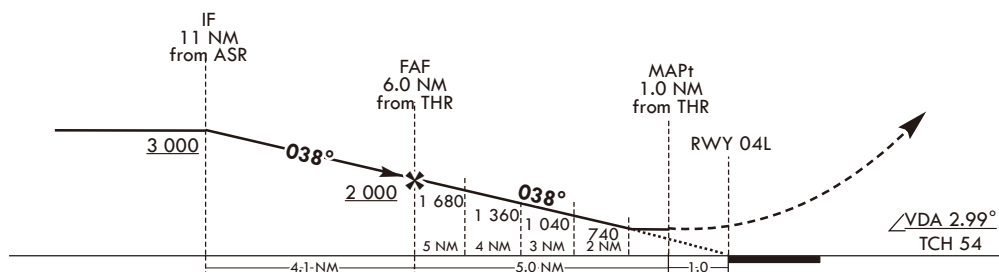
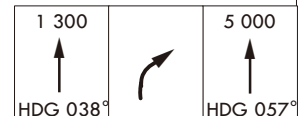
GWANGJU/Gwangju(RKJJ)

ASR
RWY 04L

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



MISSED APPROACH

Climb to 1 300 ft on HDG 038°, then climbing right turn HDG 057°
to 5 000 ft, then expect radar vector.TRANSITION ALT 14 000
TRANSITION LVL FL 140

CATEGORY	A	B	C	D	E
S-ASR 04L	560/40 514(600-3/4)			560/55 514(600-1)	
S-ASR 04L (ALS INOP)	560/60 514(600-1 1/4)			560-1 3/8 514(600-1 3/8)	
CIRCLING*	720-1 1/4 672(700-1 1/4)	1 140-1 1/2 1 092(1 100-1 1/2)	1 140-3 1 092(1 100-3)	1 380-3 1 332(1 400-3)	1 460-3 1 412(1 500-3)

* Circling not authorized for west of RWY 04-22.

Change : Information of IAC(ASR RWY 04L), MSA and Establishment of missed approach climb rate.

INTENTIONALLY

LEFT

BLANK

**INSTRUMENT
APPROACH
CHART - ICAO**

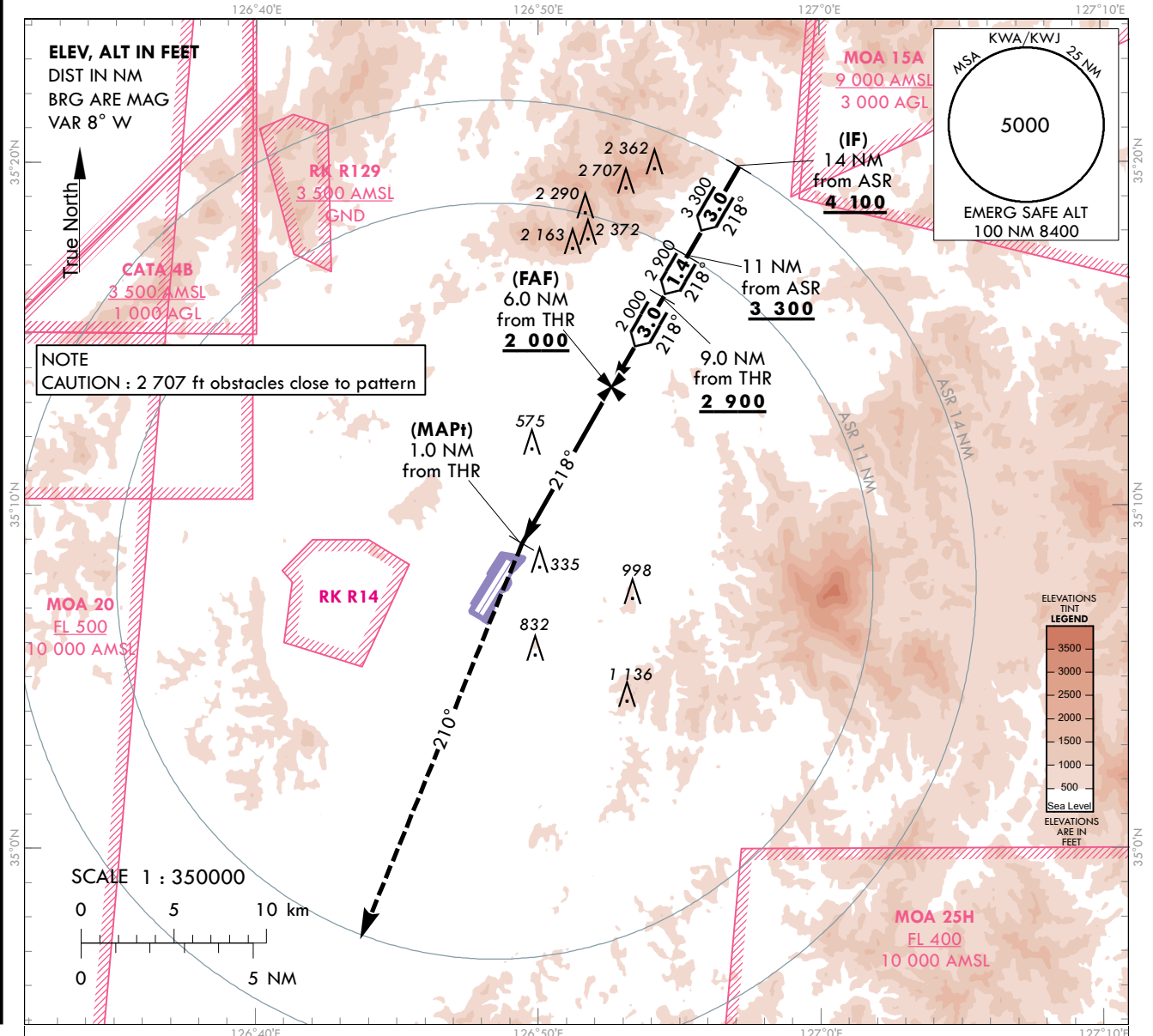
Note : Approach and circle to land under U.S. TERPS.

AERODROME ELEV 48 ft
HEIGHTS RELATED TO
THR RWY 22L - ELEV 46 ft
HIGHEST ELEV TDZ 48 ft

GWANGJU APP 130.0
228.9
GWANGJU TWR 118.05
254.6

GWANGJU/Gwangju(RKJJ)

**ASR
RWY 22L**

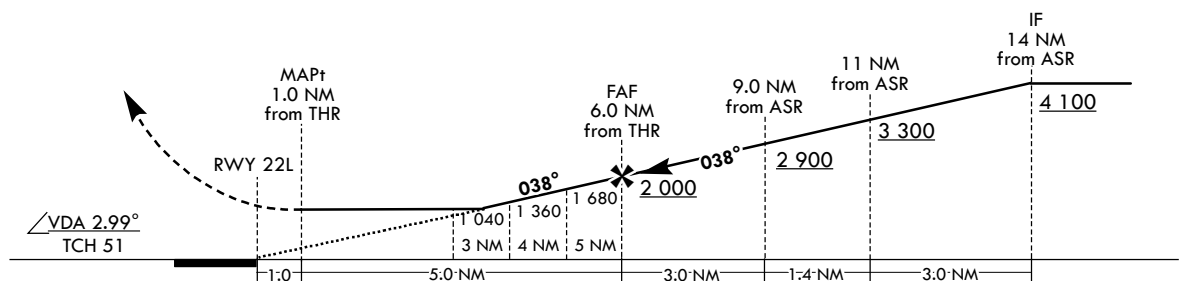


5 000
↑
HDG 210°

MISSED APPROACH

Climb HDG 210° to 5 000 ft, then expect radar vector.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D	E
S-ASR 22L	860/55 812(900-1)		860-2 812(900-2)		
S-ASR 22L (ALS INOP)	860/60 812(900-1 1/4)		860-2 1/2 812(900-2 1/2)		
CIRCLING*	860-1 1/4 812(900-1 1/4)	1 140-1 1/2 1 092(1 100-1 1/2)	1 140-3 1 092(1 100-3)	1 380-3 1 332(1 400-3)	1 460-3 1 412(1 500-3)

* Circling not authorized for west of RWY 22-04

Change : Information of IAC(ASR RWY 22L), MSA and Establishment of note.

INTENTIONALLY

LEFT

BLANK

**INSTRUMENT
APPROACH
CHART - ICAO**

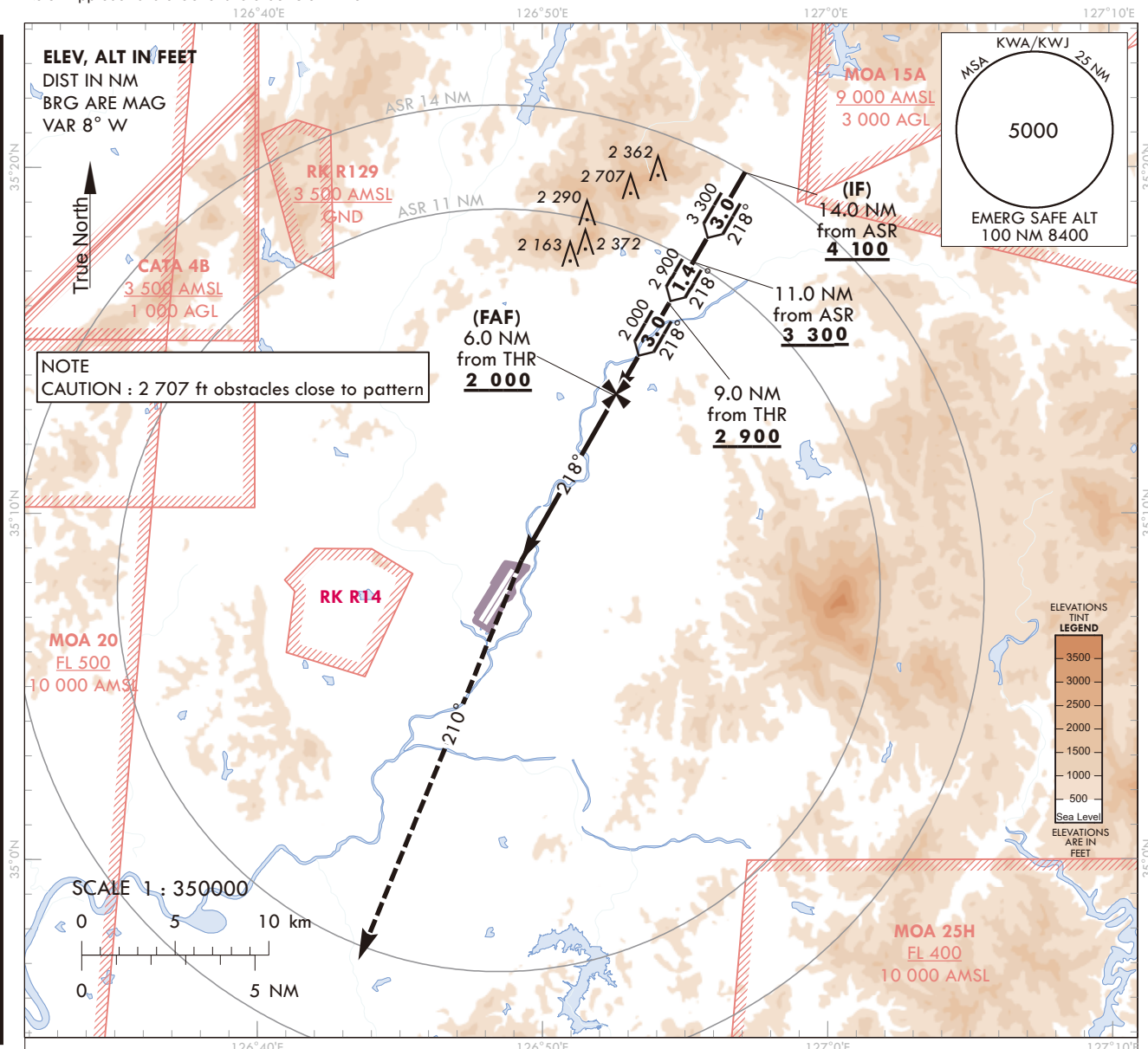
Note : Approach and circle to land under U.S. TERPS.

AERODROME ELEV 48 ft
HEIGHTS RELATED TO
THR RWY 22R - ELEV 48 ft
HIGHEST ELEV TDZ 48 ft

GWANGJU APP	130.0	228.9
	319.2	
GWANGJU TWR	118.05	236.6
	254.6	

GWANGJU/Gwangju(RKJJ)

**PAR
RWY 22R**



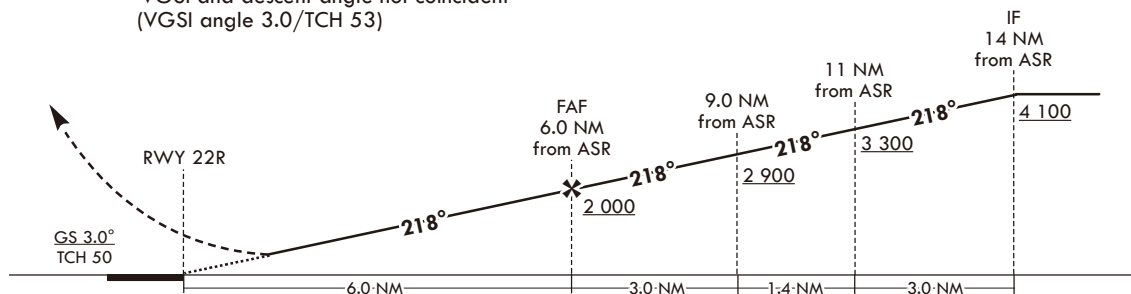
5 000
↑
HDG 210°

MISSED APPROACH

Climb to 5 000 ft HDG 210°, then expect radar vector.

* VGSI and descent angle not coincident
(VGSI angle 3.0°/TCH 53)

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D	E
S-PAR 22R			248/40	200(200-3/4)	

* Circling not authorized.

Change : Information of IAC(PAR RWY 22R), MSA and Establishment of note.

INTENTIONALLY

LEFT

BLANK

**INSTRUMENT
APPROACH
CHART - ICAO**

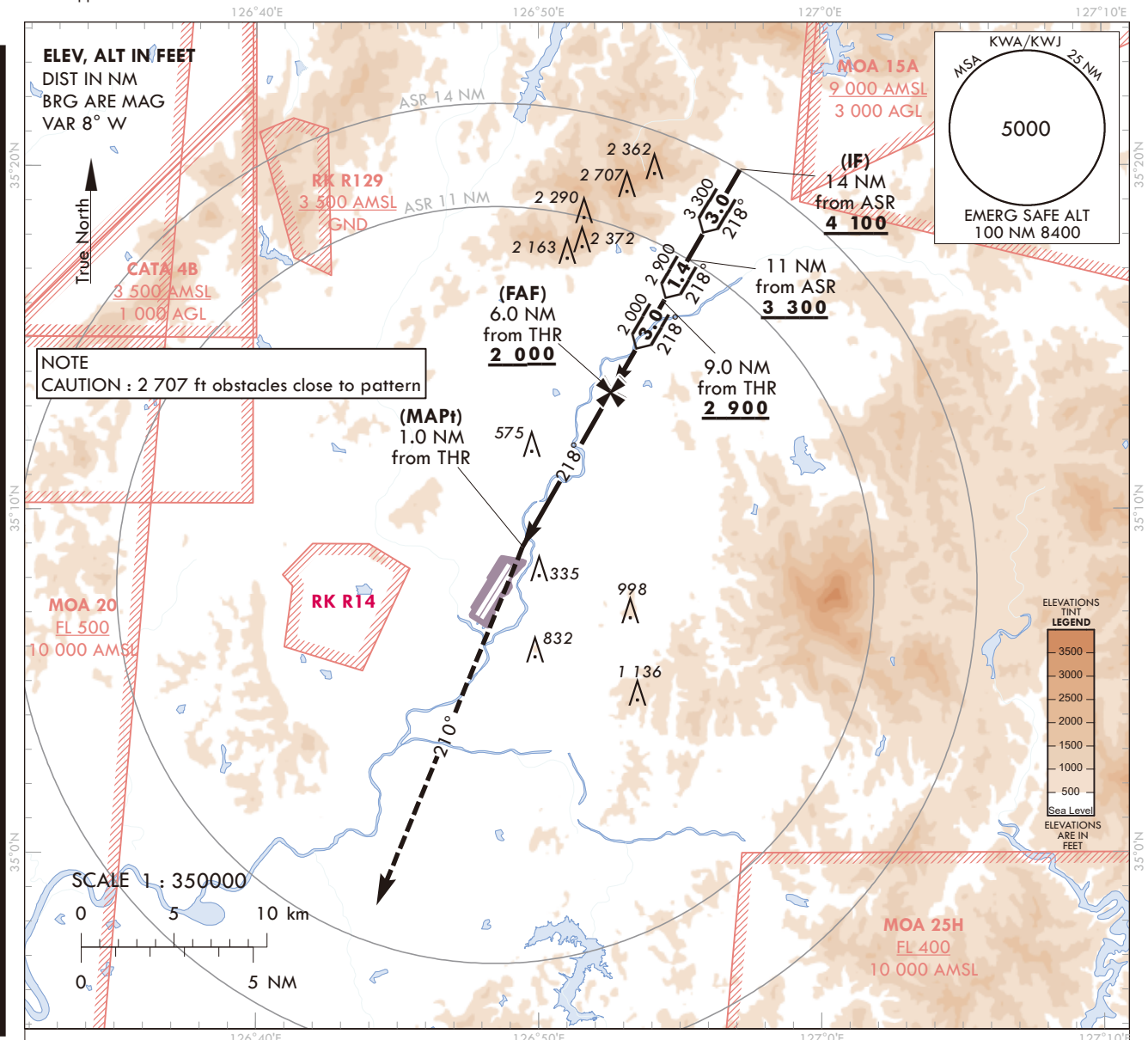
Note : Approach and circle to land under U.S. TERPS.

AERODROME ELEV 48 ft
HEIGHTS RELATED TO
THR RWY 22R - ELEV 48 ft
HIGHEST ELEV TDZ 48 ft

GWANGJU APP	130.0
	228.9
GWANGJU TWR	118.05
	254.6

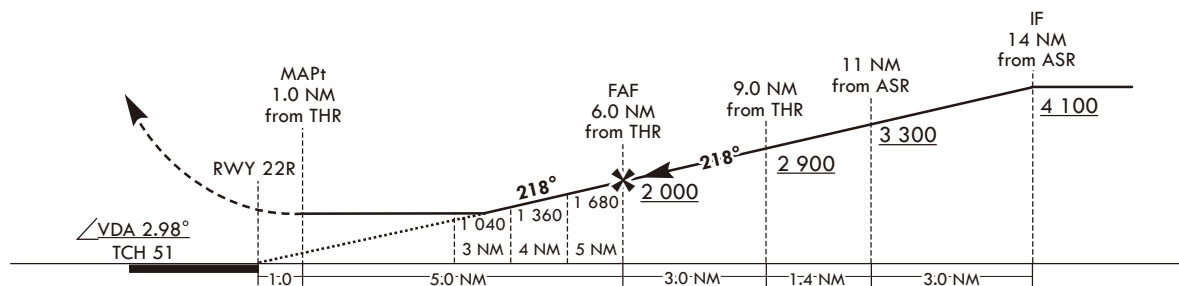
GWANGJU/Gwangju(RKJJ)

**ASR
RWY 22R**



MISSED APPROACH
Climb HDG 210° to 5 000 ft, then expect radar vector.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D	E
S-ASR 22R	860/55 812(900-1)		860-2 812(900-2)		
S-ASR 22R (ALS INOP)	860/60 812(900-1 1/4)		860-2 1/2 812(900-2 1/2)		
CIRCLING*	860-1 1/4 812(900-1 1/4)	1 140-1 1/2 1 092(1 100-1 1/2)	1 140-3 1 092(1 100-3)	1 380-3 1 332(1 400-3)	1 460-3 1 412(1 500-3)

* Circling not authorized for west of RWY 22-04

Change : Information of IAC(ASR RWY 22R), MSA and Establishment of note.

INTENTIONALLY

LEFT

BLANK