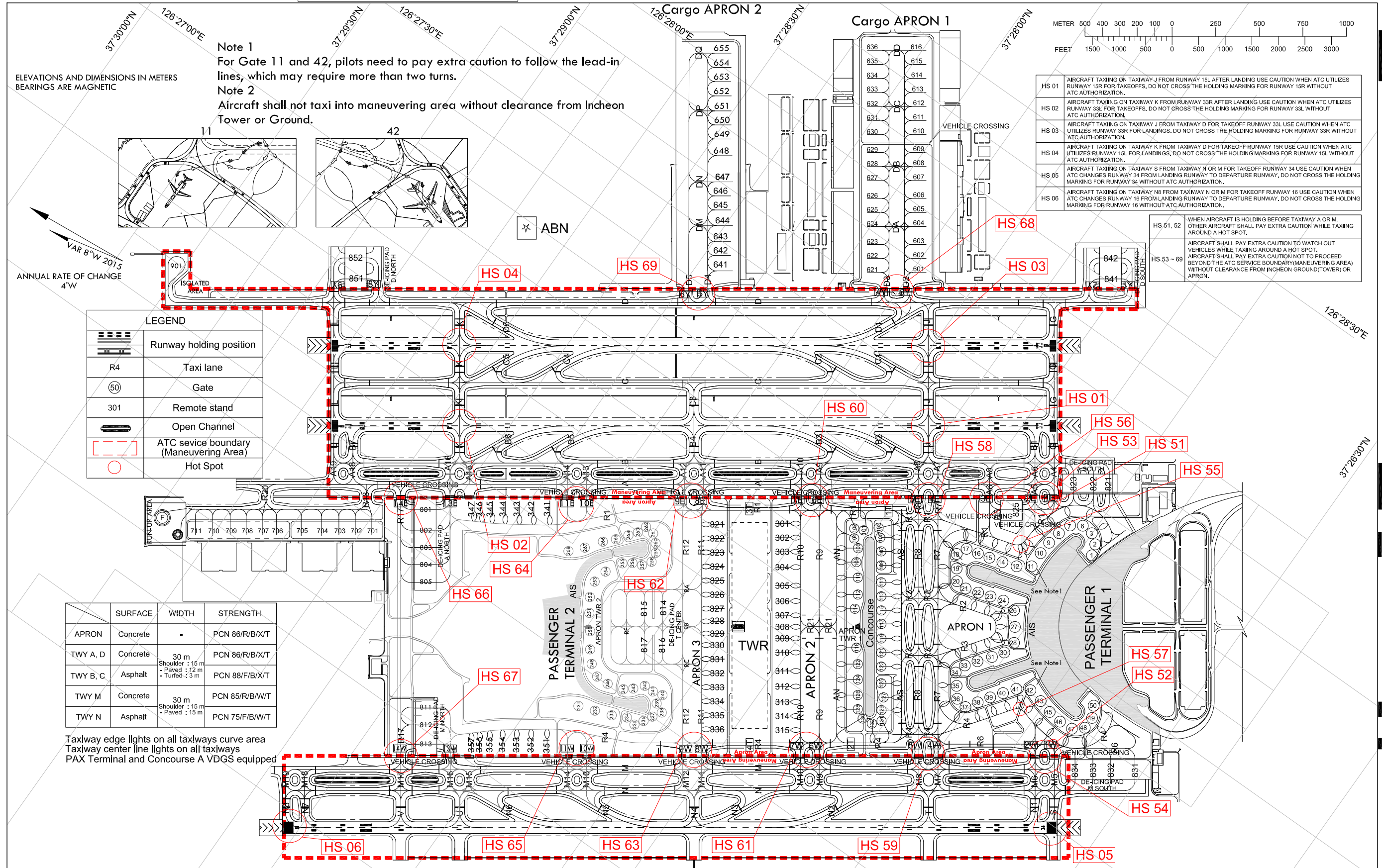


AIRCRAFT PARKING /
DOCKING CHART - ICAO

APRON ELEV 6 m

TWR	118.8	118.2
GND	121.7	121.75
APRON	121.65	122.175 121.8 121.875

SEOUL / Incheon Intl



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.

ELEVATIONS AND DIMENSIONS IN METERS
BEARINGS ARE MAGNETIC

VAR 8°W 2015
ANNUAL RATE OF CHANGE
4°W

LEGEND

	Runway holding position
	Taxi lane
	Gate
	Remote stand
	Open Channel
	ATC service boundary (Maneuvering Area)
	Hot Spot

	SURFACE	WIDTH	STRENGTH
APRON	Concrete	-	PCN 86/R/B/X/T
TWY A, D	Concrete	30 m Shoulder: 15 m - Paved: 12 m - Turfed: 3 m	PCN 86/R/B/X/T
TWY B, C	Asphalt	-	PCN 88/F/B/X/T
TWY M	Concrete	30 m Shoulder: 15 m	PCN 85/R/B/W/T
TWY N	Asphalt	-	PCN 75/F/B/W/T

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

HS 01	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 02	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 03	AIRCRAFT TAXIING ON TAXIWAY J FROM TAXIWAY D FOR TAKEOFF RUNWAY 33L USE CAUTION WHEN ATC UTILIZES RUNWAY 33R FOR LANDINGS, DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33R WITHOUT ATC AUTHORIZATION.
HS 04	AIRCRAFT TAXIING ON TAXIWAY K FROM TAXIWAY D FOR TAKEOFF RUNWAY 15R USE CAUTION WHEN ATC UTILIZES RUNWAY 15L FOR LANDINGS, DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 15L WITHOUT ATC AUTHORIZATION.
HS 05	AIRCRAFT TAXIING ON TAXIWAY S FROM TAXIWAY N OR M FOR TAKEOFF RUNWAY 34 USE CAUTION WHEN ATC CHANGES RUNWAY 34 FROM LANDING RUNWAY TO DEPARTURE RUNWAY, DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 34 WITHOUT ATC AUTHORIZATION.
HS 06	AIRCRAFT TAXIING ON TAXIWAY N8 FROM TAXIWAY N OR M FOR TAKEOFF RUNWAY 16 USE CAUTION WHEN ATC CHANGES RUNWAY 16 FROM LANDING RUNWAY TO DEPARTURE RUNWAY, DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 16 WITHOUT ATC AUTHORIZATION.
HS 51, 52	WHEN AIRCRAFT IS HOLDING BEFORE TAXIWAY A OR M, OTHER AIRCRAFT SHALL PAY EXTRA CAUTION WHILE TAXIING AROUND A HOT SPOT.
HS 53 - 69	AIRCRAFT SHALL PAY EXTRA CAUTION TO WATCH OUT VEHICLES WHILE TAXIING AROUND A HOT SPOT. AIRCRAFT SHALL PAY EXTRA CAUTION NOT TO PROCEED BEYOND THE ATC SERVICE BOUNDARY (MANEUVERING AREA) WITHOUT CLEARANCE FROM INCHON GROUND(TOWER) OR APRON.

Change : Information of HS(51, 52, 55, 57), Establishment of ACFT stand NR. 653~655, Withdrawal of de-icing pad NR. 824.

Apron 1

Apron 2

Apron 3

Cargo Apron 1

Maintenance Apron

Table with multiple columns: Apron 1, Apron 2, Apron 3, Cargo Apron 1, Maintenance Apron, Deicing Apron, Cargo Apron 2, Isolated Security Parking Position, Run-up Area. Columns include INS COORDINATES FOR AIRCRAFT STANDS (WGS-84, ELEV(AMSL)), STAND AVAILABILITY, and STAND.



* Engine Run-up Area : North of Maintenance Apron
** In case of the Run-up area U/S, #803, #804, 14A can be allocated as Temporary run-up areas

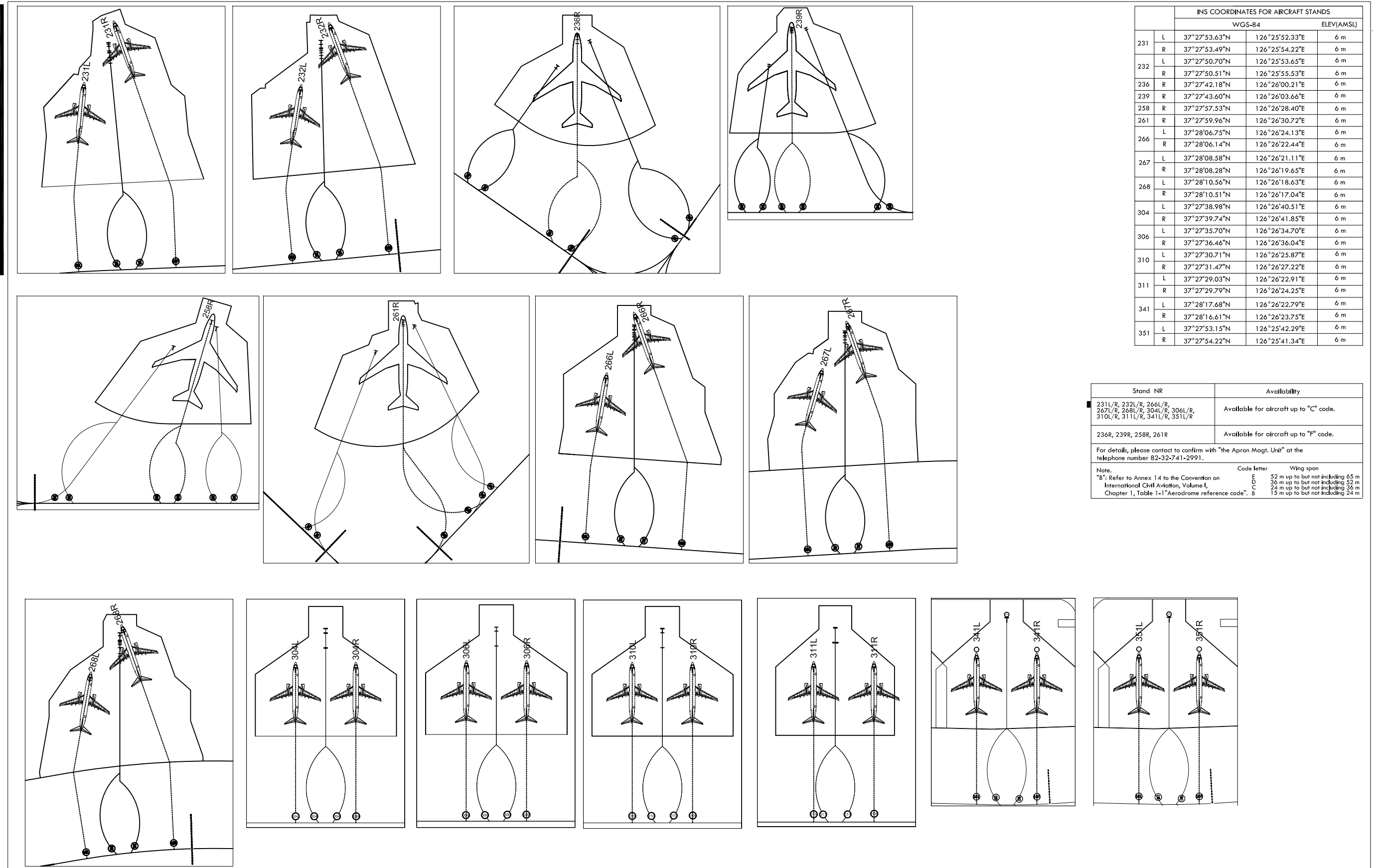
Note : Refer to RKSI AD 2.20, 12. Special notice to ICAO Code F aircraft(A380 & B747-8) operators for ICAO Code F aircraft stands including multiple use stands.

Change : Establishment of ACFT stand NR. 653 ~ 655 and Withdrawal of de-icing pad NR. 824.

OFFICE OF CIVIL AVIATION

AIRAC AIP AMDT 10/19
Effective : 1600UTC 6 NOV 2019

Multiple use stands operation



INS COORDINATES FOR AIRCRAFT STANDS				
		WGS-84		ELEV(AMSL)
231	L	37°27'53.63"N	126°25'52.33"E	6 m
	R	37°27'53.49"N	126°25'54.22"E	6 m
232	L	37°27'50.70"N	126°25'53.65"E	6 m
	R	37°27'50.51"N	126°25'55.53"E	6 m
236	R	37°27'42.18"N	126°26'00.21"E	6 m
239	R	37°27'43.60"N	126°26'03.66"E	6 m
258	R	37°27'57.53"N	126°26'28.40"E	6 m
261	L	37°28'06.75"N	126°26'24.13"E	6 m
	R	37°28'06.14"N	126°26'22.44"E	6 m
267	L	37°28'08.58"N	126°26'21.11"E	6 m
	R	37°28'08.28"N	126°26'19.65"E	6 m
268	L	37°28'10.56"N	126°26'18.63"E	6 m
	R	37°28'10.51"N	126°26'17.04"E	6 m
304	L	37°27'38.98"N	126°26'40.51"E	6 m
	R	37°27'39.74"N	126°26'41.85"E	6 m
306	L	37°27'35.70"N	126°26'34.70"E	6 m
	R	37°27'36.46"N	126°26'36.04"E	6 m
310	L	37°27'30.71"N	126°26'25.87"E	6 m
	R	37°27'31.47"N	126°26'27.22"E	6 m
311	L	37°27'29.03"N	126°26'22.91"E	6 m
	R	37°27'29.79"N	126°26'24.25"E	6 m
341	L	37°28'17.68"N	126°26'22.79"E	6 m
	R	37°28'16.61"N	126°26'23.75"E	6 m
351	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

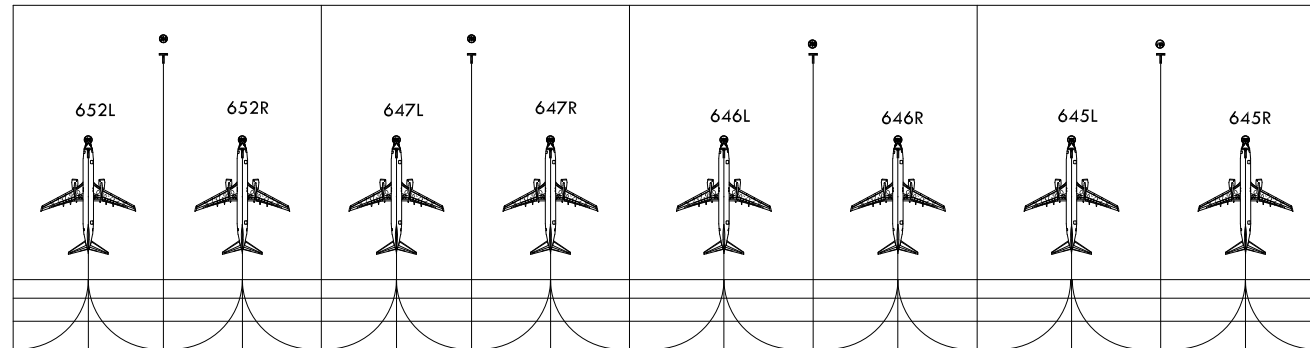
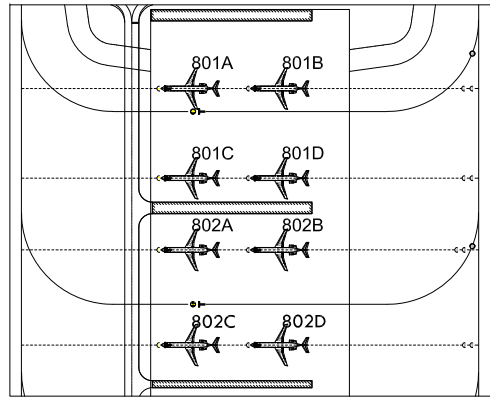
Stand NR	Availability
231L/R, 232L/R, 266L/R, 267L/R, 268L/R, 304L/R, 306L/R, 310L/R, 311L/R, 341L/R, 351L/R	Available for aircraft up to "C" code.
236R, 239R, 258R, 261R	Available for aircraft up to "F" code.

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

Note	Code letter	Wing span
"B": Refer to Annex 14 to the Convention on International Civil Aviation, Volume I, Chapter 1, Table 1-1 "Aerodrome reference code".	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 : Withdrawal of ACFT stand NR. 228.

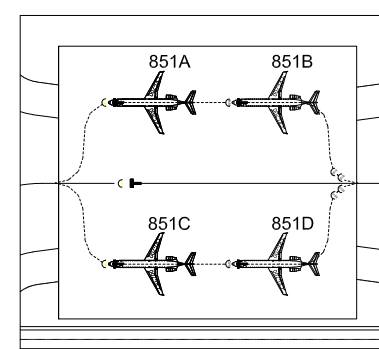
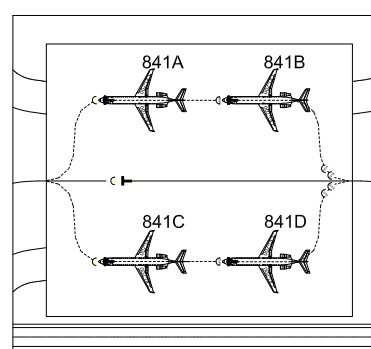
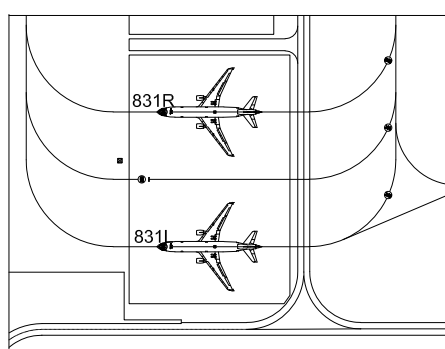
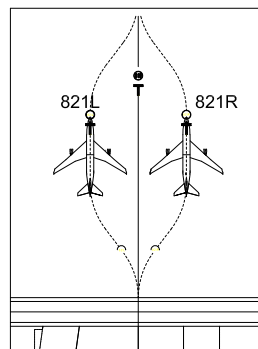
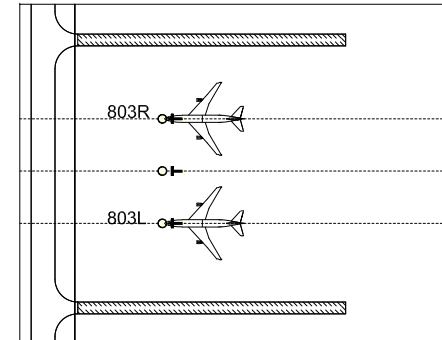
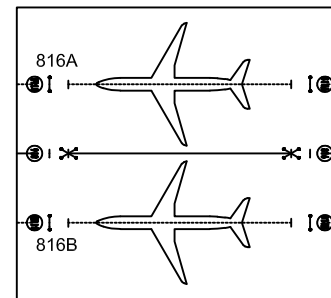
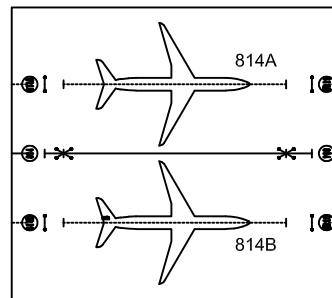
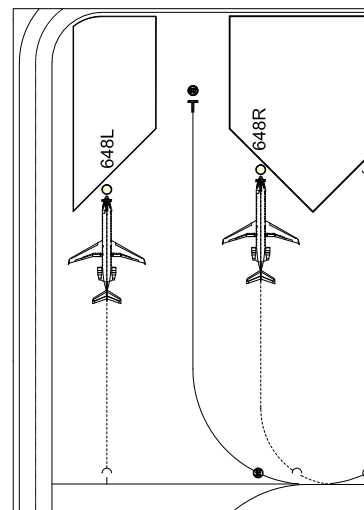
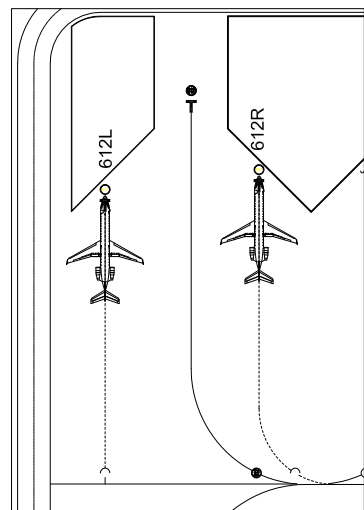
Multiple use stands operation



Stand NR	Availability
612L/R 801A/B/C/D, 802A/B/C/D, 803L/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, 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.

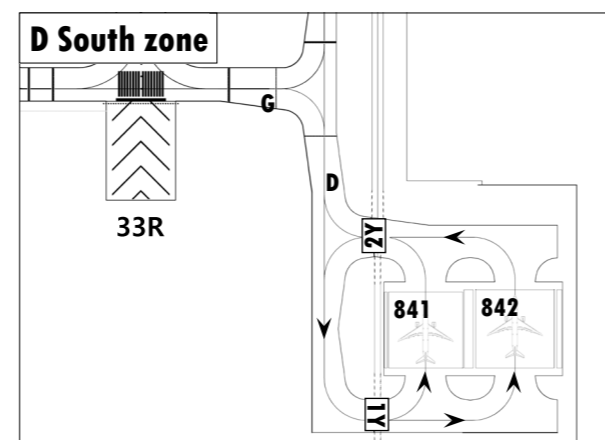
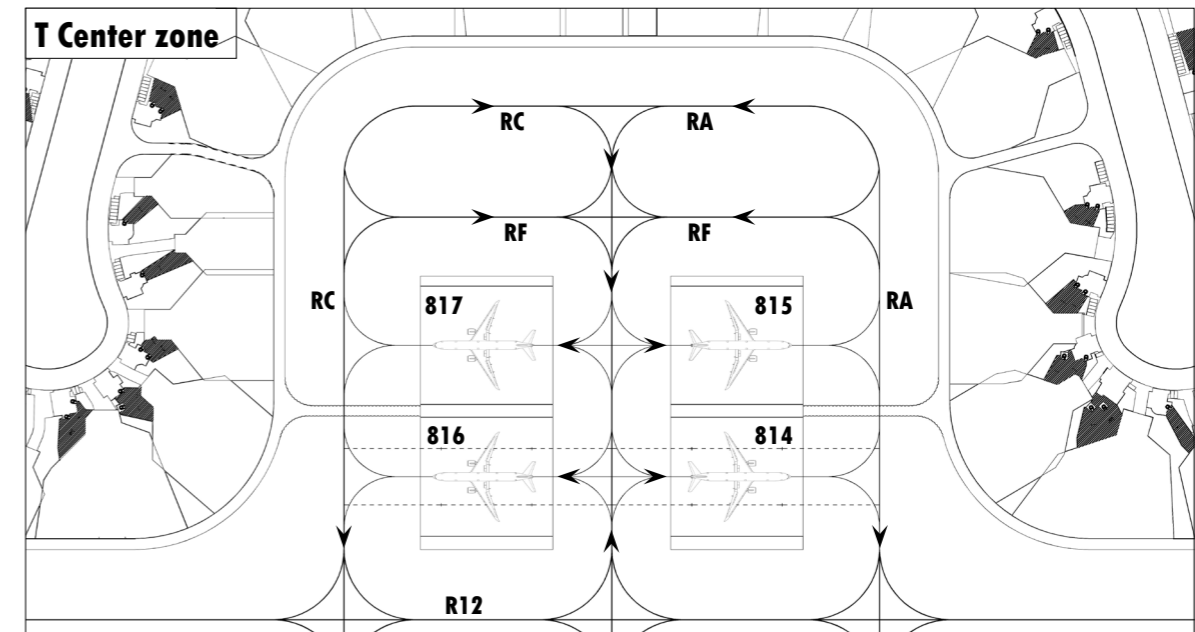
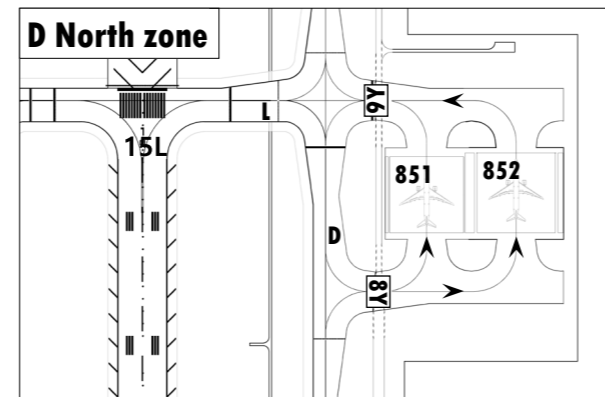
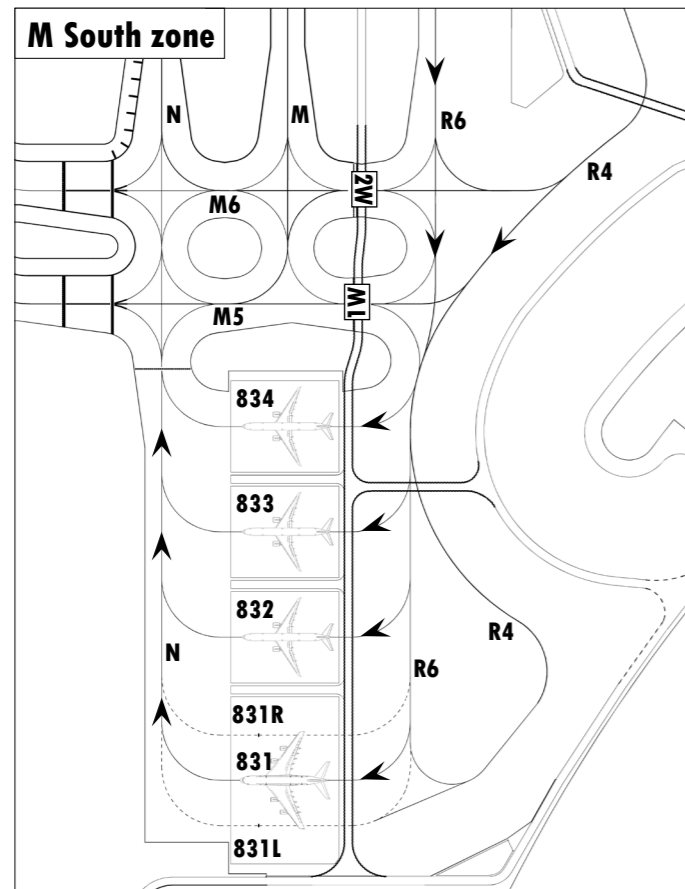
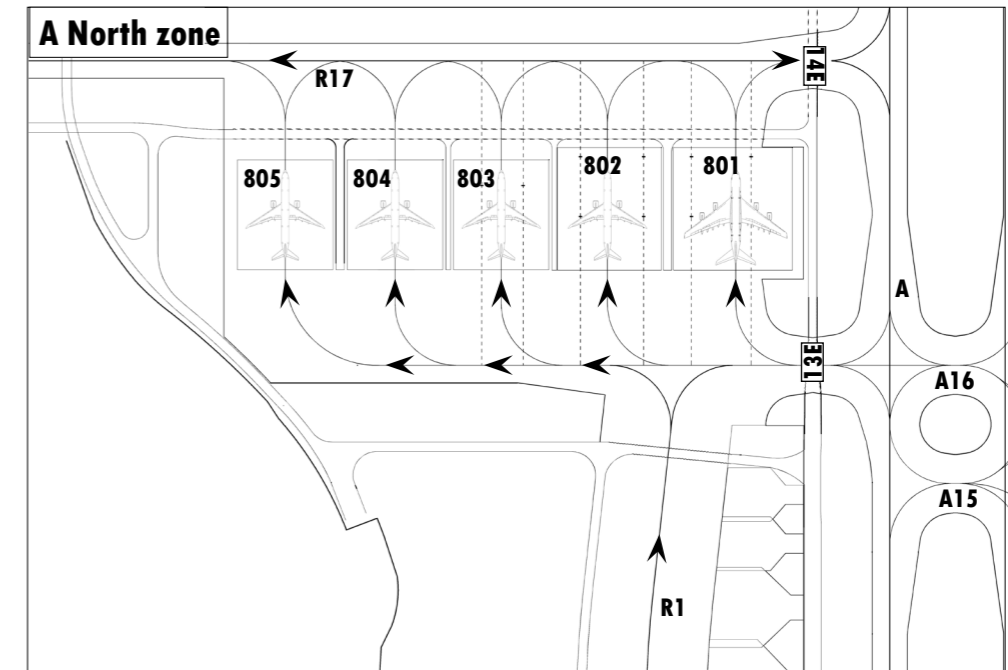
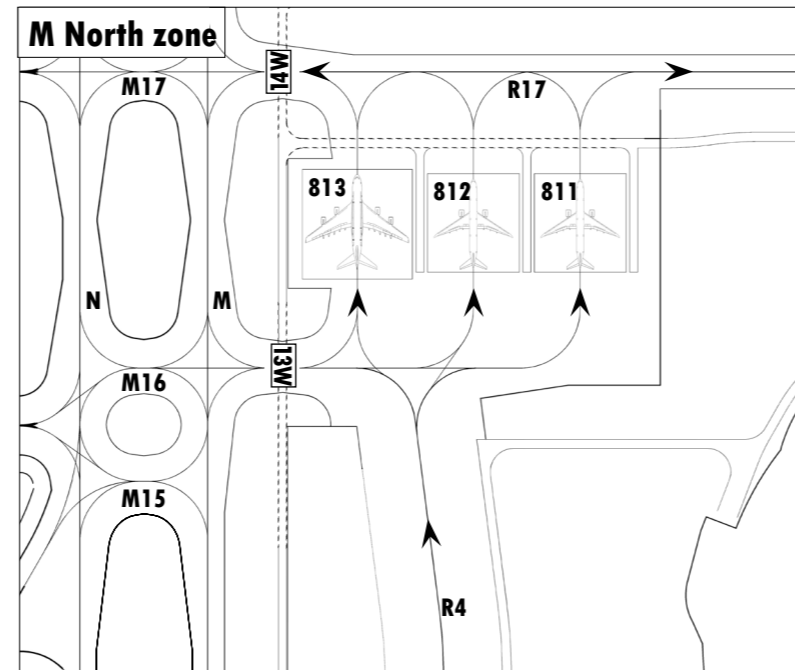
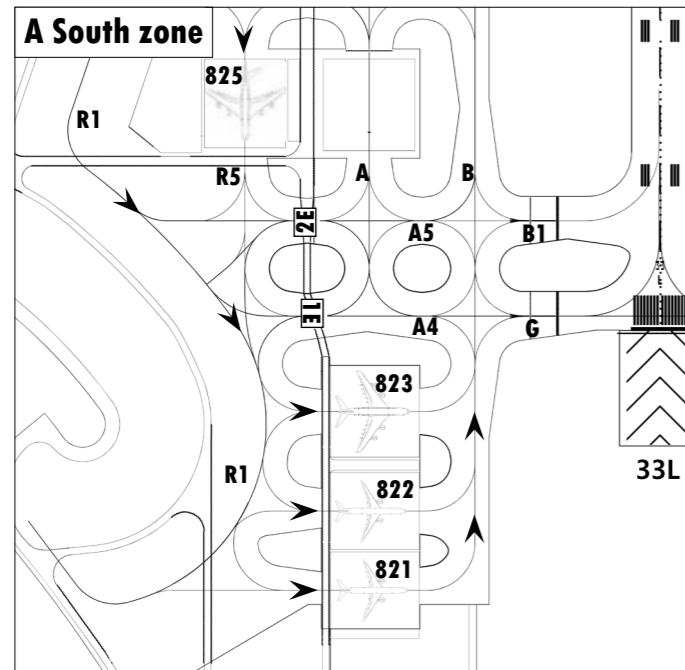
Note.	Code letter	Wing span
"B": Refer to Annex 14 to the Convention on International Civil Aviation, Volume I, Chapter 1, Table 1-1 "Aerodrome reference code".	E	52 m up to but not including 65 m
	D	36 m up to but not including 52 m
	C	24 m up to but not including 36 m
	B	15 m up to but not including 24 m



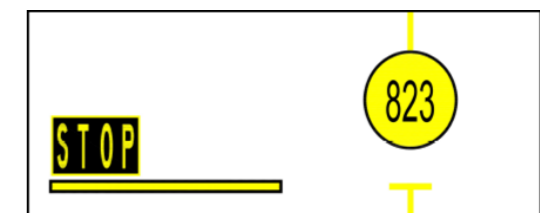
Stand NR	Code letter	INS COORDINATES FOR AIRCRAFT STANDS			ELEV(AMSL)
		WGS-84		Wing span	
		WGS-84	ELEV(AMSL)		
612	L	37°28'05.21"N	126°28'18.18"E	6m	
	R	37°28'04.18"N	126°28'16.78"E	6m	
645	L	37°28'21.42"N	126°27'36.56"E	7m	
	R	37°28'20.73"N	126°27'35.34"E	7m	
646	L	37°28'22.78"N	126°27'38.96"E	7m	
	R	37°28'22.09"N	126°27'37.74"E	7m	
647	L	37°28'24.13"N	126°27'41.35"E	6m	
	R	37°28'23.45"N	126°27'40.15"E	7m	
648	L	37°28'26.59"N	126°27'46.05"E	6m	
	R	37°28'25.86"N	126°27'44.13"E	6m	
652	L	37°28'33.02"N	126°27'56.81"E	6m	
	R	37°28'32.21"N	126°27'55.36"E	6m	
801	A	37°28'34.92"N	126°26'07.33"E	5m	
	B	37°28'33.60"N	126°26'08.50"E	5m	
	C	37°28'33.98"N	126°26'05.67"E	5m	
	D	37°28'32.66"N	126°26'06.84"E	5m	
802	A	37°28'33.23"N	126°26'04.34"E	5m	
	B	37°28'31.91"N	126°26'05.52"E	5m	
	C	37°28'32.24"N	126°26'02.58"E	5m	
	D	37°28'30.91"N	126°26'03.76"E	5m	
803	L	37°28'30.04"N	126°26'00.40"E	5m	
	R	37°28'30.70"N	126°26'01.56"E	5m	
814	A	37°27'52.47"N	126°26'20.28"E	6m	
	B	37°27'51.40"N	126°26'21.24"E	6m	
816	A	37°27'47.86"N	126°26'12.13"E	6m	
	B	37°27'46.79"N	126°26'13.08"E	6m	
821	L	37°27'03.14"N	126°27'35.59"E	5m	
	R	37°27'02.29"N	126°27'36.35"E	5m	
831	L	37°26'29.79"N	126°26'49.74"E	5m	
	R	37°26'31.88"N	126°26'47.88"E	5m	
841	A	37°27'23.62"N	126°28'10.93"E	6m	
	B	37°27'22.41"N	126°28'12.00"E	6m	
	C	37°27'22.50"N	126°28'08.93"E	6m	
	D	37°27'21.29"N	126°28'10.01"E	6m	
851	A	37°29'06.79"N	126°26'39.17"E	5m	
	B	37°29'05.55"N	126°26'40.28"E	5m	
	C	37°29'05.65"N	126°26'37.20"E	5m	
	D	37°29'04.43"N	126°26'38.28"E	5m	

INCHEON DEICING	123.575 (Apron1, Apron2, Cargos), 122.325 (Apron3)
PAD CONTROL	121.875 (AS, MS, DS, DN), 122.175 (TC), 122.325 (AN, MN)
ICE MAN	130.750 (AS), 130.850 (MS), 130.250 (AN), 122.225 (MN, TC)

Deicing zones operation



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 figure on the right)



Change : Information of Deicing and Ice Man frequency and Amended note figure marking.