

AERODROME GROUND  
MOVEMENT 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

HS 1	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 2	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 21 ~ 23	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 and Cargo APRONS

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

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
(3)	Powered taxi-start point
TE	Transfer of control point(TCP)
—	Open Channel
○	Hot Spot
[ ]	ATC service boundary (Maneuvering Area)

Note  
All aeroplane will taxi at speeds of more than 10 kt on  
Taxiways A, B, C, D, M or N 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.



	SURFACE	WIDTH	STRENGTH
APRON	Concrete	-	PCN 86/R/B/X/T
TWY A, D	Concrete	30 m	PCN 86/R/B/X/T
TWY B, C	Asphalt	Shoulder : 1.5 m Paved : 1.2 m Turfed : 3 m	PCN 88/F/B/X/T
TWY M	Concrete	30 m	PCN 85/R/B/W/T
TWY N	Asphalt	Shoulder : 1.5 m Paved : 1.5 m	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

Change : Withdrawal of Stop bar lights.

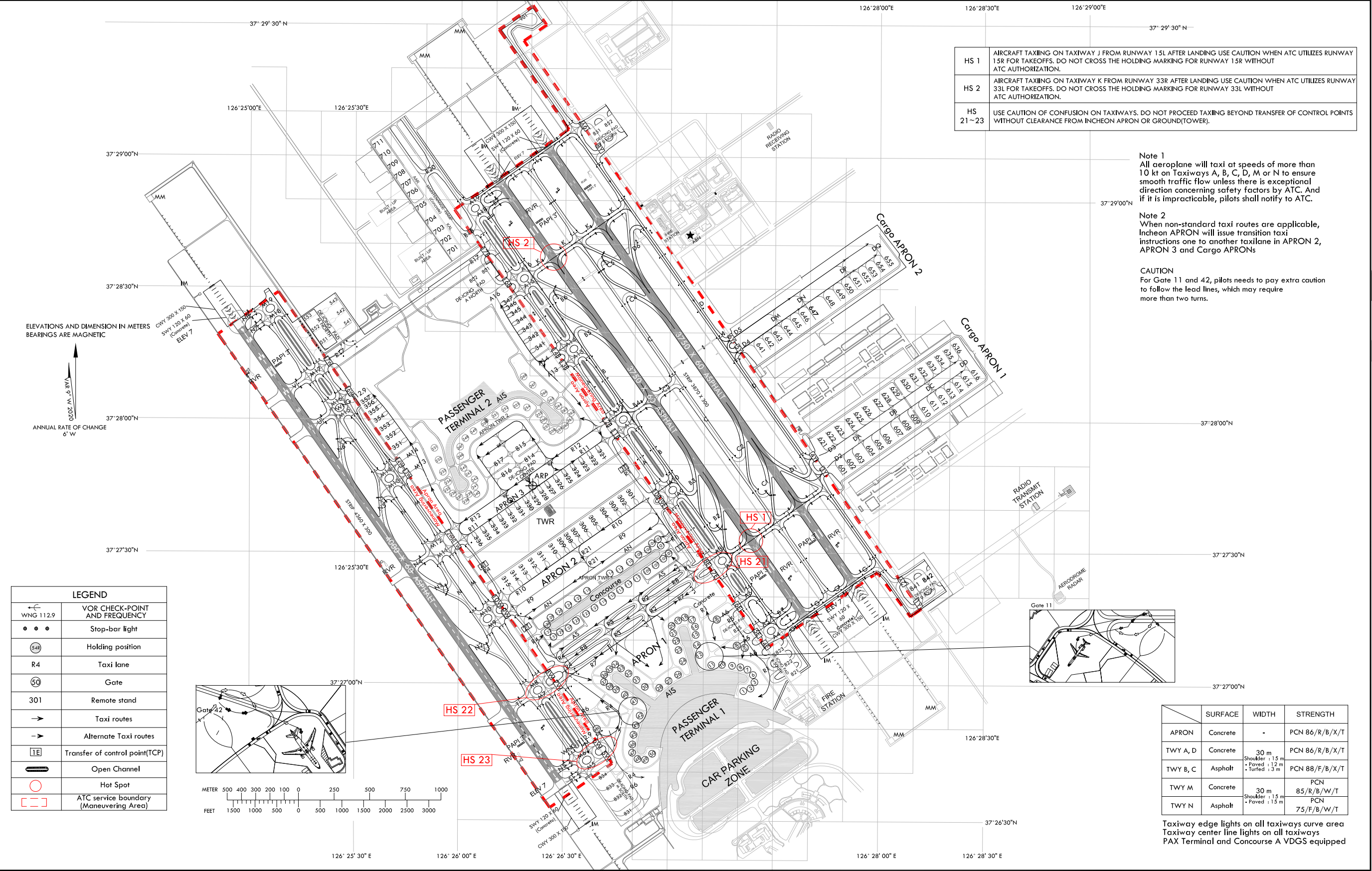


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SEOUL / Incheon Intl  
RWY 15L/R, 33L/R ARRIVAL



Change : Withdrawal of Stop bar lights.

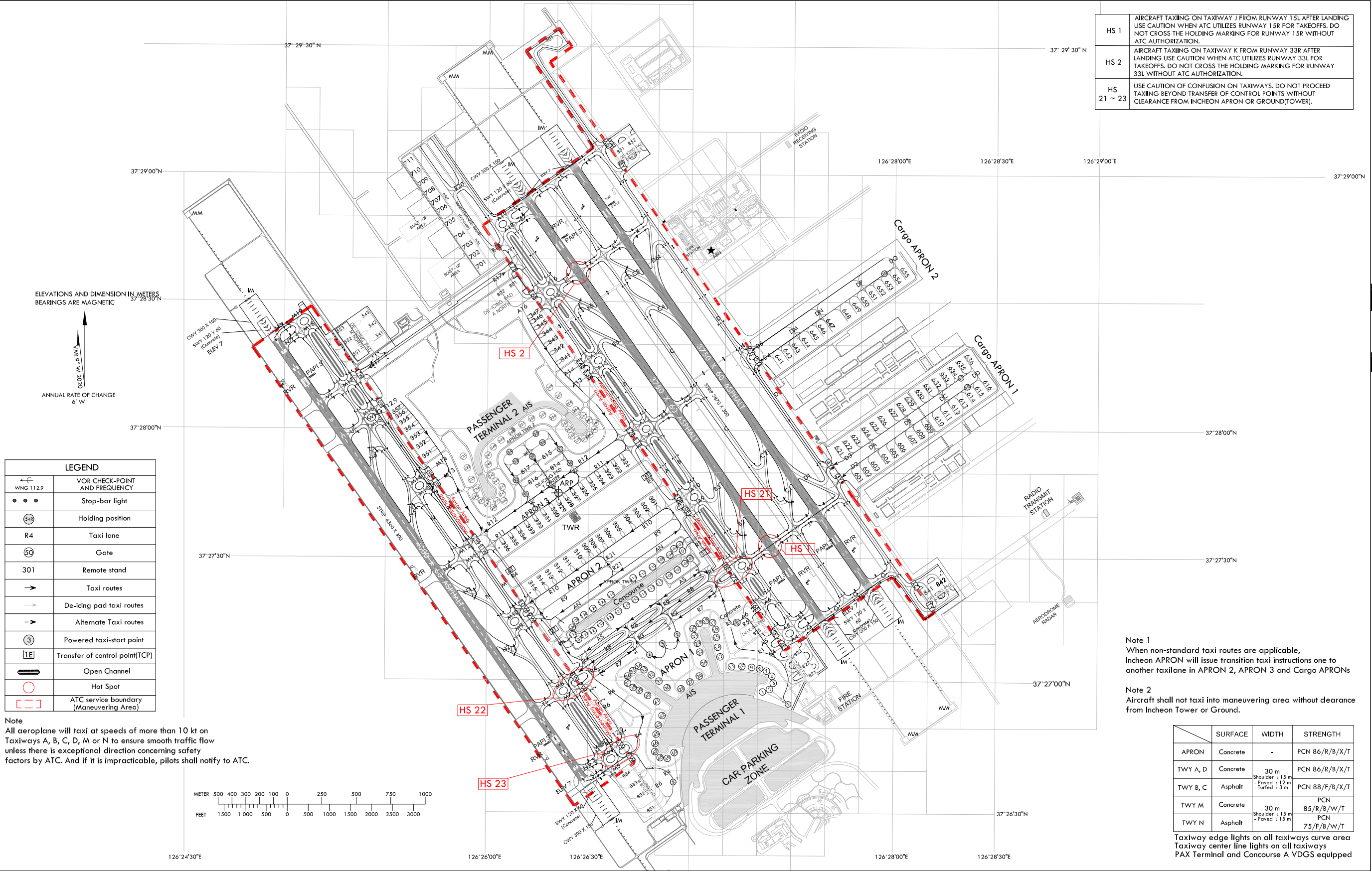


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MOVEMENT CHART - ICAO

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SEOUL / Incheon Intl  
RWY 16, 34 DEPARTURE



HS 1	AIRCRAFT TAXING 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 2	AIRCRAFT TAXING 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 21 ~ 23	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXING 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
(540)	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)

Note  
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TWY A, D	Concrete	30 m Shoulder : 1.5 m Paved : 1.2 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 : 1.5 m Paved : 1.2 m	PCN 85/R/B/W/T
TWY N	Asphalt		PCN 75/F/B/W/T

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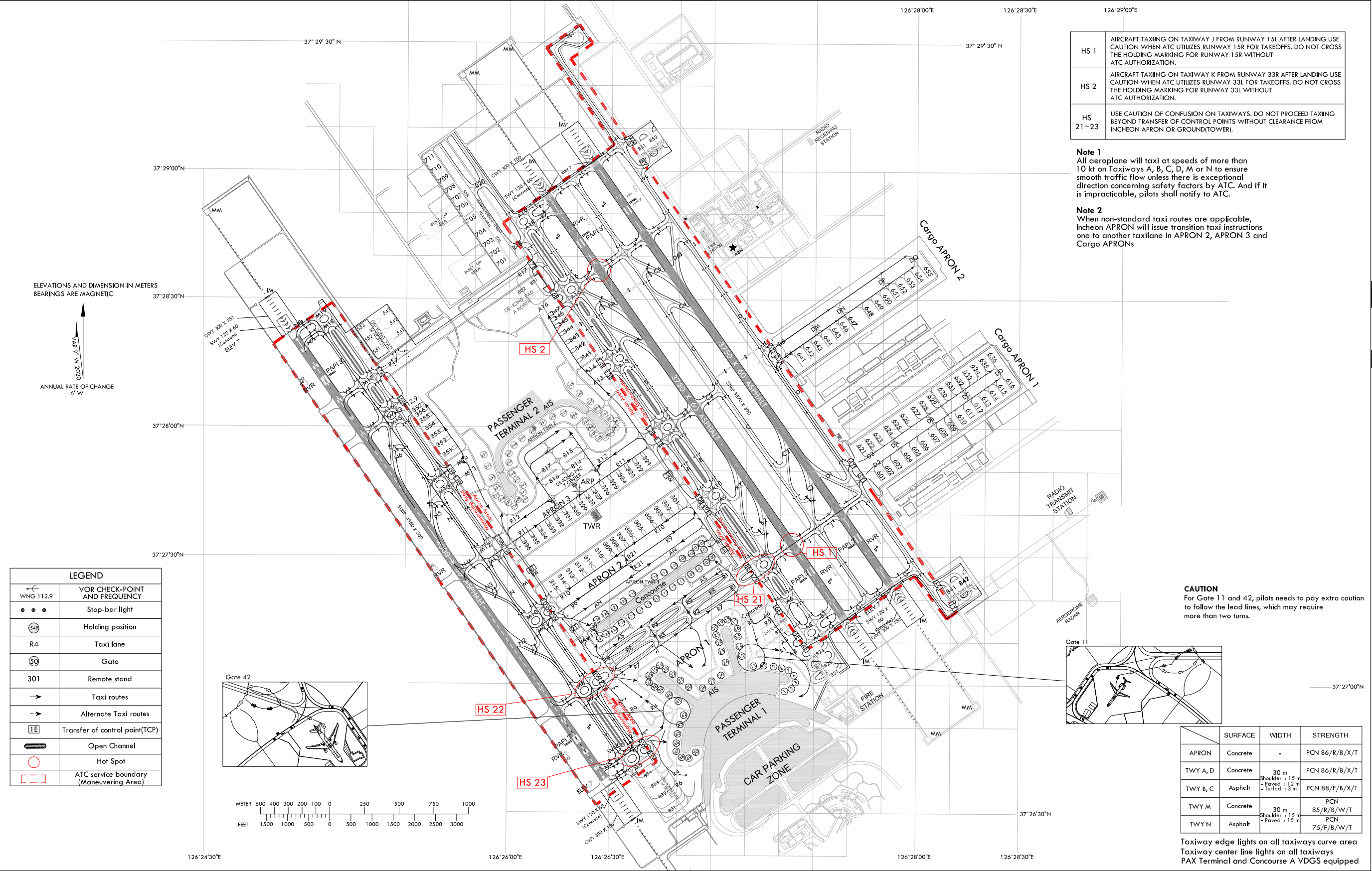


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SEOUL / Incheon Intl  
RWY 16, 34 ARRIVAL



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