

**INSTRUMENT  
APPROACH  
CHART - ICAO**

**AERODROME ELEV 59 ft**  
**HEIGHTS RELATED TO**  
**THR RWY 14L - ELEV 38 ft**

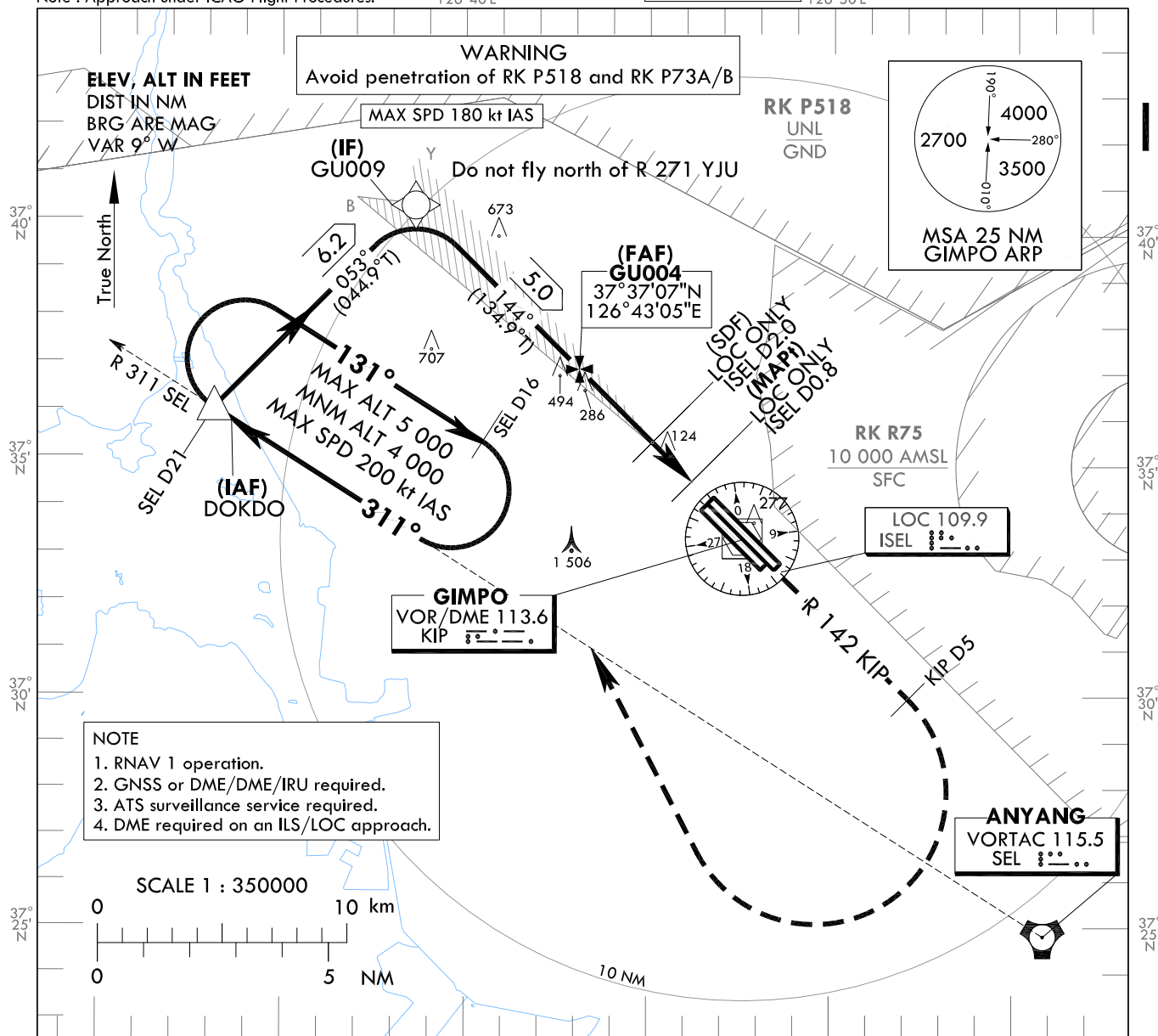
SEOUL APP 119.75  
119.1  
GIMPO TWR 118.1  
118.05

**SEOUL/Gimpo Intl(RKSS)**  
**ILS Z or LOC Z RWY 14L**

Note : Approach under ICAO Flight Procedures.

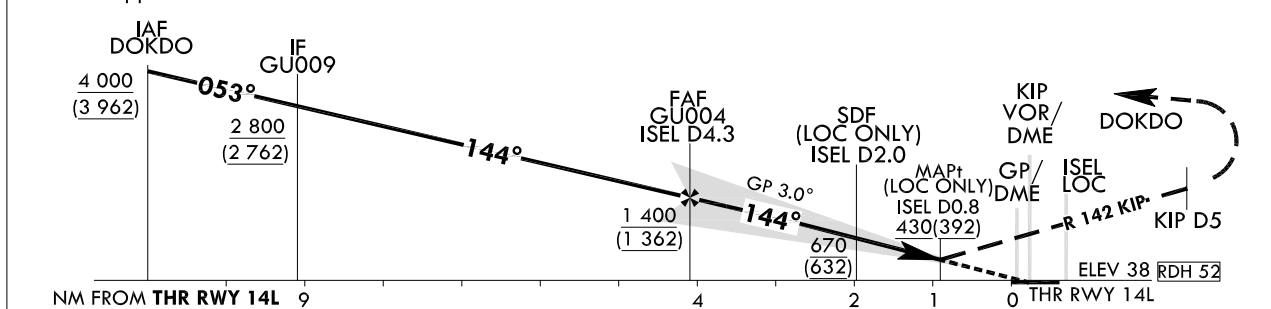
126°40'E

126°50'E



| RECOMMENDED PROFILE                      | DME ISEL | 4                | 3              | 2            | TRANSITION ALT 14 000<br>TRANSITION LVL FL 140 |
|------------------------------------------|----------|------------------|----------------|--------------|------------------------------------------------|
| Final Approach Gradient 5.24%, 318 ft/NM | ALT(HGT) | 1 336<br>(1 298) | 1 018<br>(980) | 700<br>(662) |                                                |

NOTE  
1. Missed approach turn limited to 220 kt IAS maximum.



| CATEGORY    |       |          | DA(DH)/MDA(MDH) | A                    | B | C | D | MISSED APPROACH                                                                                                                     |
|-------------|-------|----------|-----------------|----------------------|---|---|---|-------------------------------------------------------------------------------------------------------------------------------------|
| Straight-in | CAT-I | FULL     | 238             | RVR 550 m, VIS 800 m |   |   |   | Climb to 4 000 ft on RWY HDG to R 142 KIP/D5 then turn right to intercept and proceed via R 311 SEL to DOKDO.<br>Hold as published. |
|             |       | ALS INOP | (200)           | 1 200 m              |   |   |   |                                                                                                                                     |
|             | LOC   | FULL     | 430             | 1 100 m              |   |   |   | * Timing Not authorized for defining MAPt.                                                                                          |
|             |       | ALS INOP | (392)           | 1 800 m              |   |   |   | * Circling Not authorized.                                                                                                          |

Change : Information of MSA(2600, 3900 → 2700, 4000).

SEOUL/Gimpo Intl(RKSS)  
ILS Z or LOC Z RWY 14L

## AERONAUTICAL DATA TABULATION

| ILS/LOC Z Approach to RWY 14L from DOKDO |                          |                              |
|------------------------------------------|--------------------------|------------------------------|
| Fix / Point                              |                          | Coordinates                  |
| DOKDO(IAF)                               |                          | 37°36'17.1"N 126°33'07.1"E   |
| GU009(IF)                                | BRG 53.48°/6.20 NM       | 37°40'40.0"N 126°38'36.6"E   |
| GU004(FAF)                               | BRG 143.54°/4.30 NM ISEL | 37°37'07.1"N 126°43'04.8"E   |
| D2.0 ISEL<br>(SDF LOC ONLY)              | BRG 143.54°/2.00 NM ISEL | 37°35'32.2"N 126°45'04.3"E   |
| D0.8 ISEL<br>(MAPt LOC ONLY)             | BRG 143.54°/0.80 NM ISEL | 37°34'41.1"N 126°46'08.4"E   |
| THR RWY 14L                              |                          | 37°34'14.55"N 126°46'41.80"E |
| ISEL DME                                 |                          | 37°34'03.8"N 126°46'48.1"E   |
| KIP VOR/DME                              |                          | 37°33'27.1"N 126°47'31.3"E   |
| D5 KIP                                   | R 142 KIP/5.00 NM        | 37°29'58.1"N 126°52'02.1"E   |
| DOKDO                                    | R 311 SEL/21.00 NM       | 37°36'17.1"N 126°33'07.1"E   |

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**AERODROME ELEV 59 ft**  
HEIGHTS RELATED TO  
THR RWY 14L - ELEV 38 ft

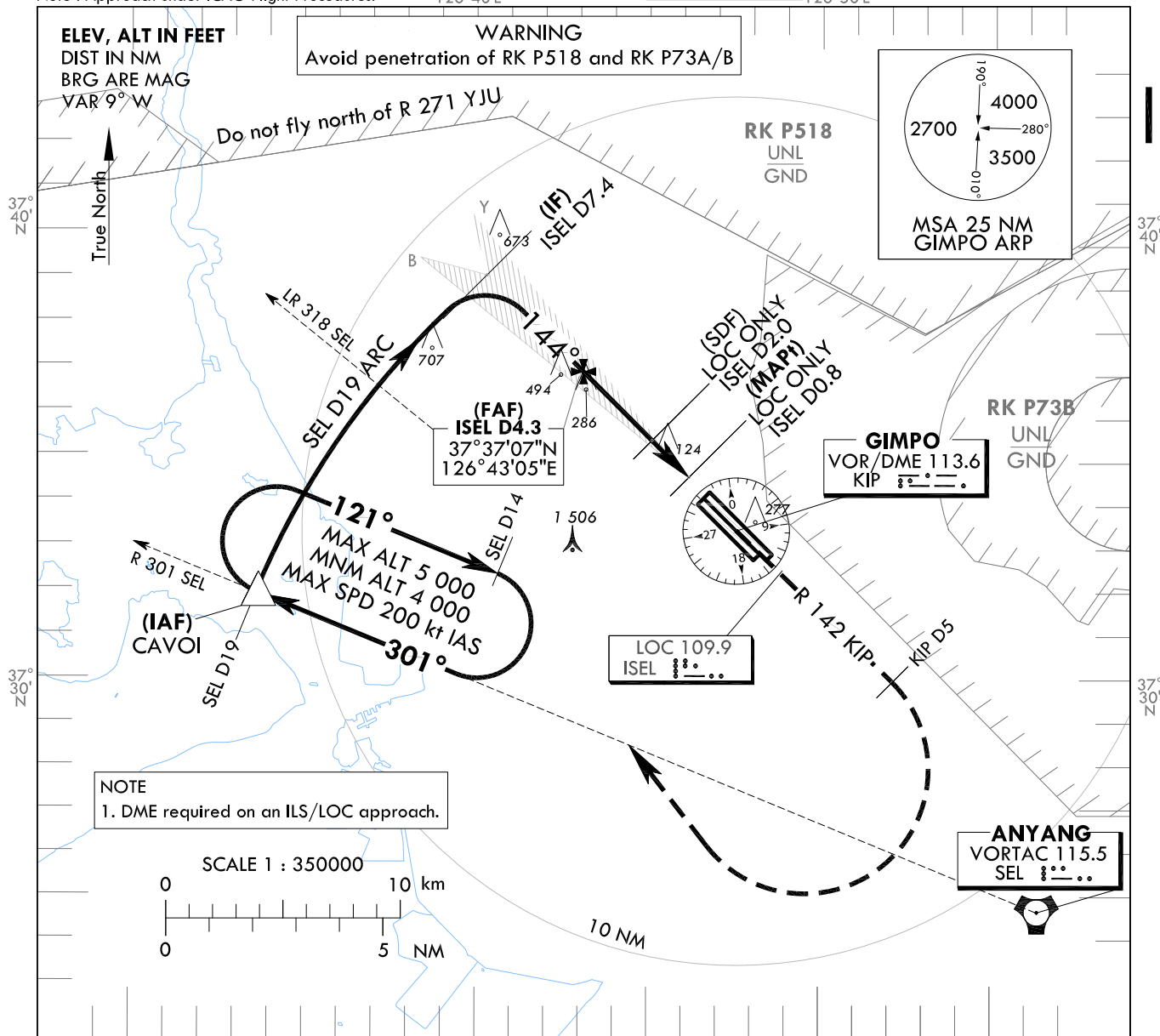
SEOUL APP 119.75  
119.1  
GIMPO TWR 118.1  
118.05

**SEOUL/Gimpo Intl(RKSS)  
ILS Y or LOC Y RWY 14L**

Note : Approach under ICAO Flight Procedures.

126°40'E

126°50'E

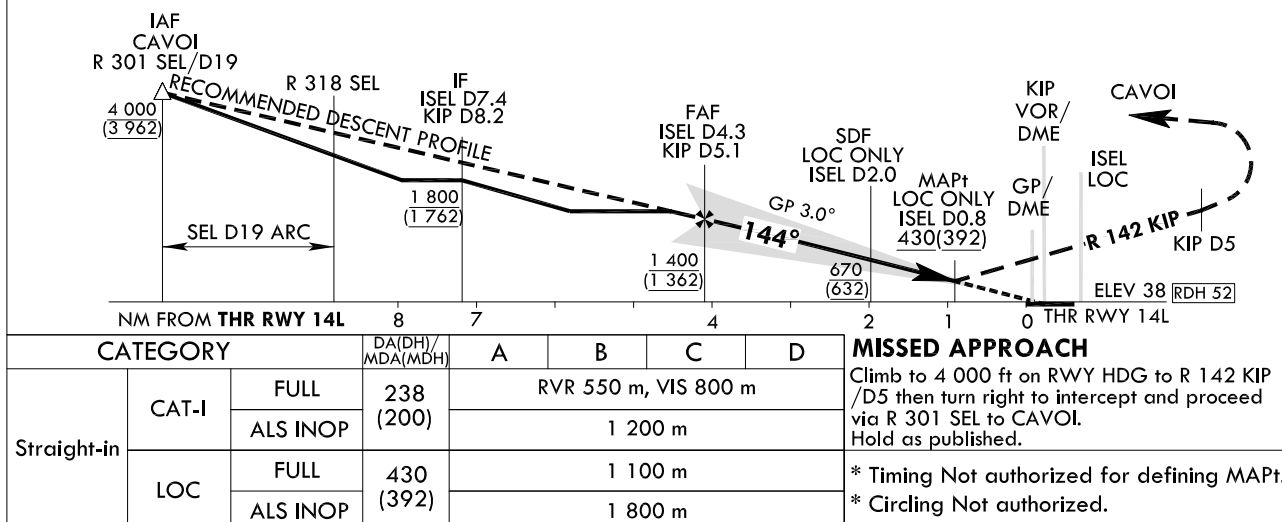


| RECOMMENDED PROFILE                      | DME ISEL | 4                | 3              | 2            |
|------------------------------------------|----------|------------------|----------------|--------------|
| Final Approach Gradient 5.24%, 318 ft/NM | ALT(HGT) | 1 336<br>(1 298) | 1 018<br>(980) | 700<br>(662) |

TRANSITION ALT 14 000  
TRANSITION LVL FL 140

**NOTE**

1. Missed approach turn limited to 220 kt IAS maximum.



Change : Information of MSA(2600, 3900 → 2700, 4000).

SEOUL/Gimpo Intl(RKSS)  
ILS Y or LOC Y RWY 14L

## AERONAUTICAL DATA TABULATION

| ILS/LOC Y Approach to RWY 14L from CAVOI |                          |               |                |
|------------------------------------------|--------------------------|---------------|----------------|
| Fix / Point                              |                          | Coordinates   |                |
| CAVOI(IAF)                               | R 301 SEL/19.00 NM SEL   | 37°32'02.0"N  | 126°33'37.0"E  |
| D7.4 ISEL(IF)                            | BRG 143.54°/7.40 NM ISEL | 37°39'20.6"N  | 126°40'16.7"E  |
| D4.3 ISEL(FAF)                           | BRG 143.54°/4.30 NM ISEL | 37°37'07.1"N  | 126°43'04.8"E  |
| D2.0 ISEL<br>(SDF LOC ONLY)              | BRG 143.54°/2.00 NM ISEL | 37°35'32.2"N  | 126°45'04.3"E  |
| D0.8 ISEL<br>(MAPt LOC ONLY)             | BRG 143.54°/0.80 NM ISEL | 37°34'41.1"N  | 126°46'08.4"E  |
| THR RWY 14L                              |                          | 37°34'14.55"N | 126°46'41.80"E |
| ISEL DME                                 |                          | 37°34'03.8"N  | 126°46'48.1"E  |
| KIP VOR/DME                              |                          | 37°33'27.1"N  | 126°47'31.3"E  |
| D5 KIP                                   | R 142 KIP/5.00 NM        | 37°29'58.1"N  | 126°52'02.1"E  |
| CAVOI                                    | R 301 SEL/19.00 NM       | 37°32'02.0"N  | 126°33'37.0"E  |

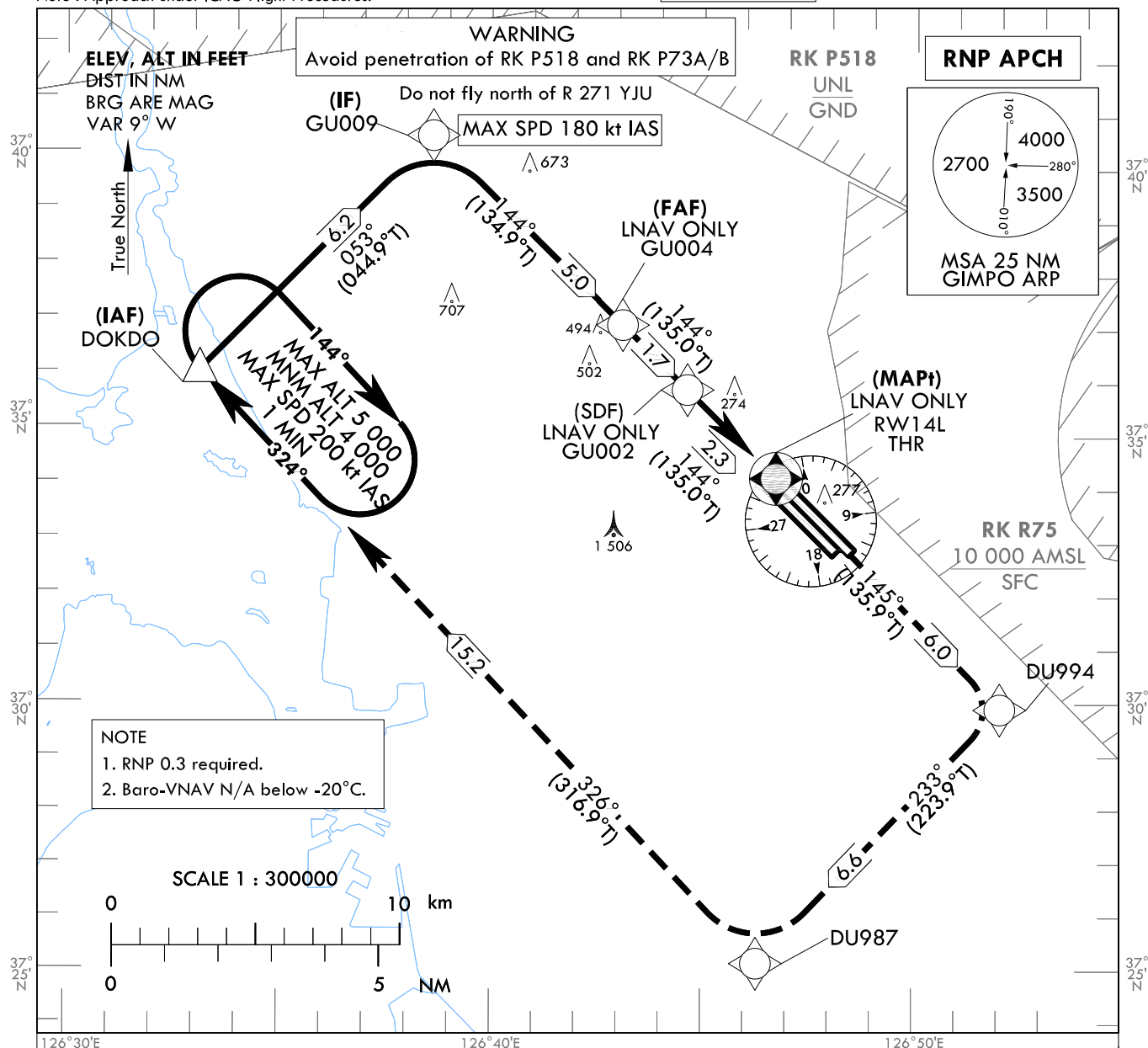
**INSTRUMENT  
APPROACH  
CHART - ICAO**

**AERODROME ELEV 59 ft**  
HEIGHTS RELATED TO  
THR RWY 14L - ELEV 38 ft

SEOUL APP 119.75  
119.1  
GIMPO TWR 118.1  
118.05

**SEOUL/Gimpo Intl(RKSS)**  
**RNP RWY 14L**

Note : Approach under ICAO Flight Procedures.



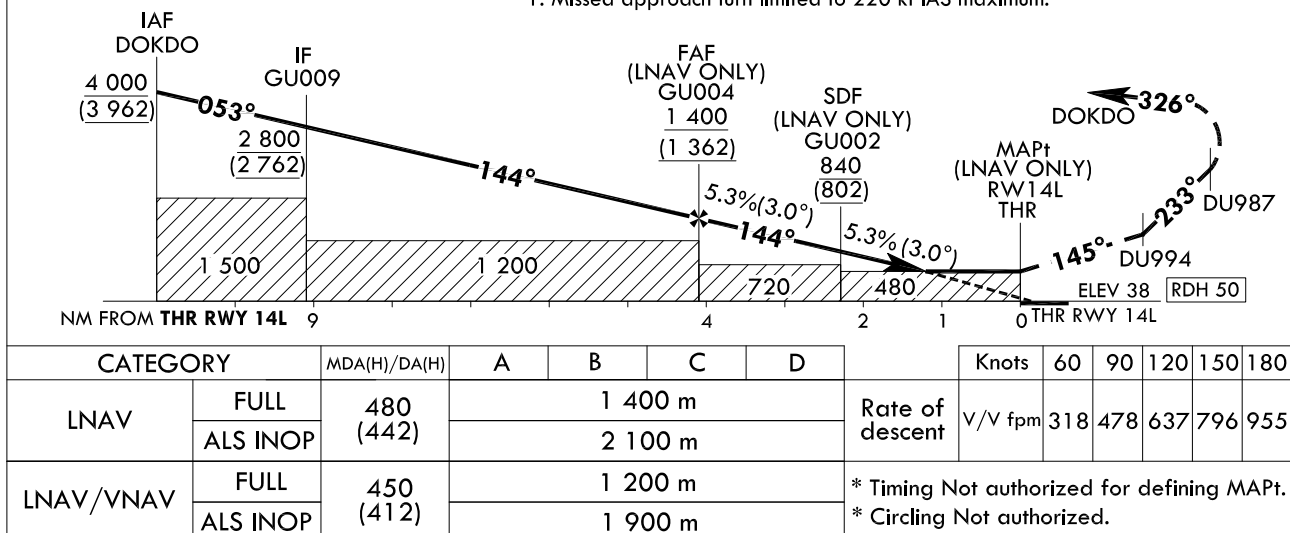
TRANSITION ALT 14 000  
TRANSITION LVL FL 140

**MISSED APPROACH**

Climb to 4 000 ft. Track to DU994, DU987 and DOKDO. Hold as published.

**NOTE**

1. Missed approach turn limited to 220 kt IAS maximum.



Change : Information of MSA(2600, 3900 → 2700, 4000).

SEOUL/Gimpo Intl(RKSS)  
RNP RWY 14L

## AERONAUTICAL DATA TABULATION

## Instrument Approach Procedure Coding Tables

RNP RWY 14L

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track<br>°M(°T) | Distance<br>(NM) | Turn direction | Altitude<br>(ft) | Speed<br>(kt) | Coordinates                  | VPA/<br>TCH | Navigation specification | Remarks                               |
|---------------|-----------------|---------------------|----------|------------------------|------------------|----------------|------------------|---------------|------------------------------|-------------|--------------------------|---------------------------------------|
| 001           | IF              | DOKDO               | -        | -                      | -                | -              | +4 000           | -             | 37°36'17.1"N 126°33'07.1"E   | -           | RNP APCH                 | IAF                                   |
| 002           | TF              | GU009               | -        | 053 (044.9)            | 6.2              | -              | +2 800           | -180          | 37°40'40.0"N 126°38'36.6"E   | -           | RNP APCH                 | IF                                    |
| 003           | TF              | GU004               | -        | 144 (134.9)            | 5.0              | -              | +1 400           | -             | 37°37'07.1"N 126°43'04.8"E   | -           | RNP APCH                 | FAF                                   |
| 004           | TF              | GU002               | -        | 144 (135.0)            | 1.7              | -              | +840             | -             | 37°35'54.2"N 126°44'36.6"E   | -           | RNP APCH                 | SDF                                   |
| 005           | TF              | RW14L               | Y        | 144 (135.0)            | 2.3              | -              | +480             | -             | 37°34'14.55"N 126°46'41.80"E | -3.01/50    | RNP APCH                 | MAPt                                  |
| 006           | TF              | DU994               | -        | 145 (135.9)            | 6.0              | -              | -                | -             | 37°29'54.5"N 126°51'57.6"E   | -           | RNP APCH                 | -                                     |
| 007           | TF              | DU987               | -        | 233 (223.9)            | 6.6              | -              | -                | -220          | 37°25'09.3"N 126°46'13.6"E   | -           | RNP APCH                 | -                                     |
| 008           | TF              | DOKDO               | Y        | 326 (316.9)            | 15.2             | -              | +4 000           | -220          | 37°36'17.1"N 126°33'07.1"E   | -           | RNP APCH                 | -                                     |
| 009           | HM              | DOKDO               | Y        | 324 (314.9)            | -                | R              | -5 000<br>+4 000 | -200          | 37°36'17.1"N 126°33'07.1"E   | -           | RNP APCH                 | <sup>1</sup> min<br>(Outbound timing) |

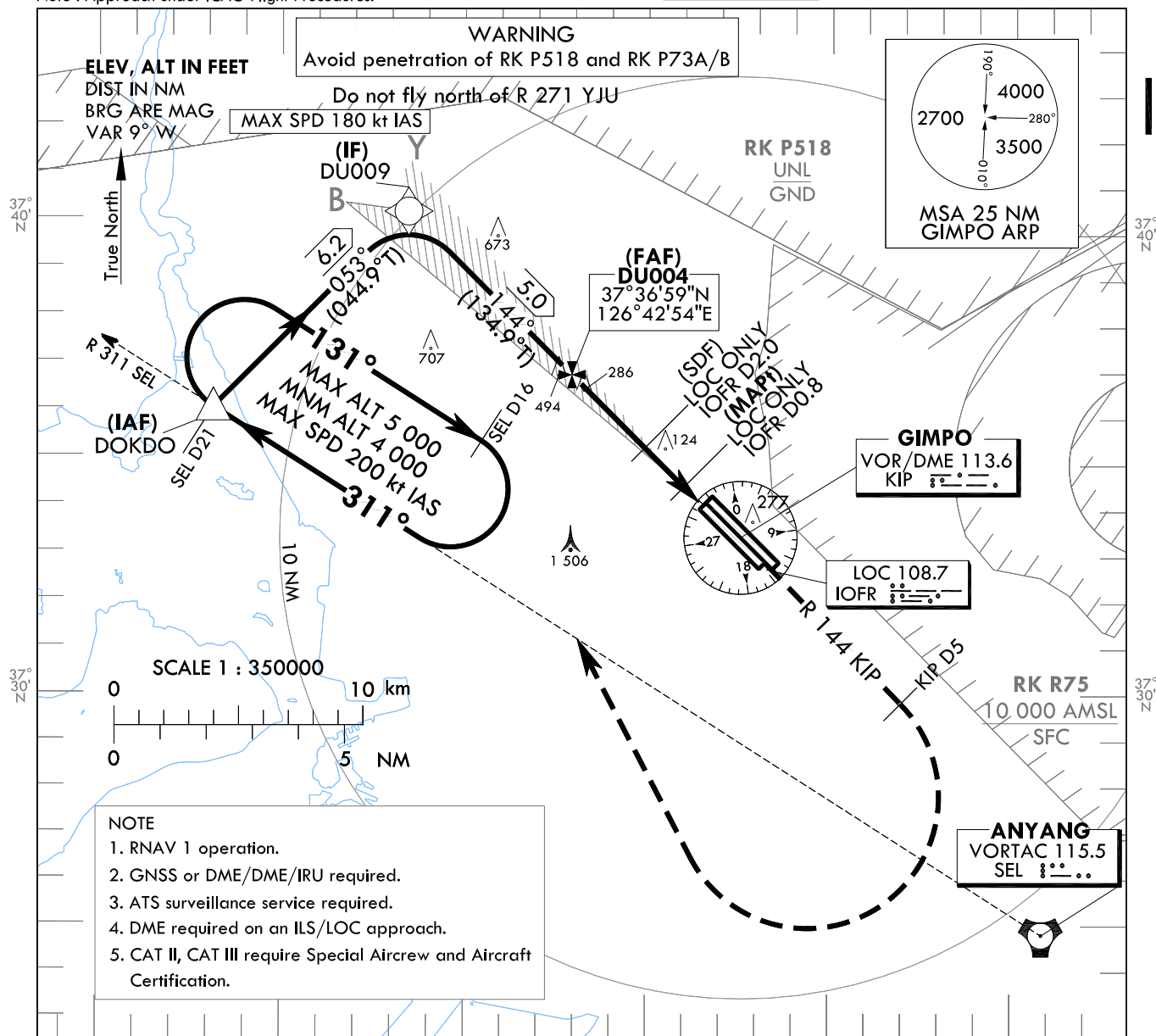
**INSTRUMENT  
APPROACH  
CHART - ICAO**

**AERODROME ELEV 59 ft**  
HEIGHTS RELATED TO  
THR RWY 14R - ELEV 34 ft

SEOUL APP 119.75  
119.1  
GIMPO TWR 118.1  
118.05

**SEOUL/Gimpo Intl(RKSS)**  
**ILS or LOC RWY 14R**  
**CAT II & III**

Note : Approach under ICAO Flight Procedures.

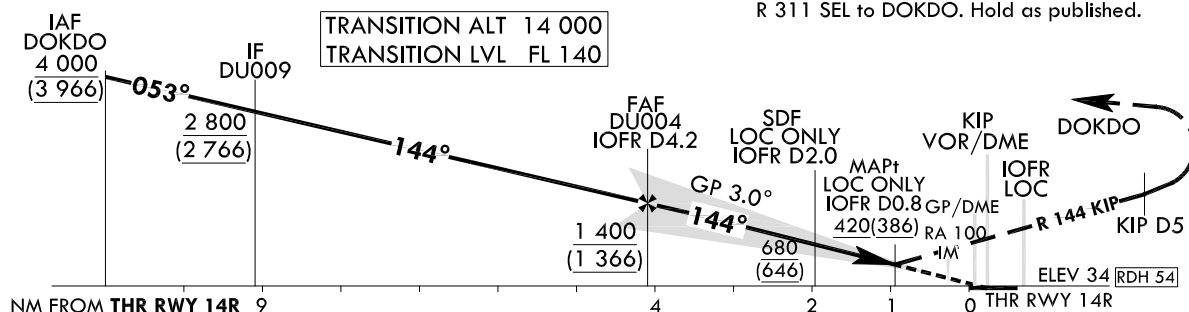


126°30'E 126°40'E 126°50'E

| RECOMMENDED PROFILE                      | DME IOFR | 4                | 3              | 2            |
|------------------------------------------|----------|------------------|----------------|--------------|
| Final Approach Gradient 5.24%, 318 ft/NM | ALT(HGT) | 1 336<br>(1 302) | 1 018<br>(984) | 700<br>(666) |

**MISSED APPROACH**

Climb to 4 000 ft on RWY HDG to R 144 KIP/D5 then turn right to intercept and proceed via R 311 SEL to DOKDO. Hold as published.



| CATEGORY    |         |          | DA(DH)/<br>MDA(MDH) | A                        | B | C | D                         |
|-------------|---------|----------|---------------------|--------------------------|---|---|---------------------------|
| Straight-in | CAT-I   | FULL     | 234                 | RVR 550 m, VIS 800 m     |   |   |                           |
|             |         | ALS INOP | (200)               | 1 200 m                  |   |   |                           |
|             | LOC     | FULL     | 420                 | 1 100 m                  |   |   |                           |
|             |         | ALS INOP | (386)               | 1 800 m                  |   |   |                           |
|             | CAT II  |          | 134(100)            | 300 m                    |   |   | 300 m <sup>1</sup> /350 m |
|             | CAT III |          | -                   | 75 m <sup>2</sup> /125 m |   |   |                           |

**NOTE**

1. Missed approach turn limited to 220 kt IAS maximum.
- 2) For CAT D aeroplane conducting an autoland.
- 3) Aeroplane use Fail-operational system.
- \* Timing Not authorized for defining MAPt.
- \* Circling Not authorized.

Change : Information of MSA(2600, 3900 → 2700, 4000).

SEOUL/Gimpo Intl(RKSS)  
ILS or LOC RWY 14R  
CAT II & III

## AERONAUTICAL DATA TABULATION

| ILS/LOC Approach to RWY 14R from DOKDO |                          |                              |
|----------------------------------------|--------------------------|------------------------------|
| Fix / Point                            |                          | Coordinates                  |
| DOKDO(IAF)                             |                          | 37°36'17.1"N 126°33'07.1"E   |
| DU009(IF)                              | BRG 53.48°/6.00 NM       | 37°40'31.8"N 126°38'26.2"E   |
| DU004(FAF)                             | BRG 143.53°/4.20 NM IOFR | 37°36'59.0"N 126°42'54.3"E   |
| D2.0 IOFR<br>(SDF LOC ONLY)            | BRG 143.53°/2.00 NM IOFR | 37°35'23.9"N 126°44'53.9"E   |
| D0.8 IOFR<br>(MAPt LOC ONLY)           | BRG 143.53°/0.80 NM IOFR | 37°34'32.9"N 126°45'58.1"E   |
| THR RWY 14R                            |                          | 37°34'06.19"N 126°46'31.60"E |
| IOFR DME                               |                          | 37°34'01.9"N 126°46'44.2"E   |
| KIP VOR/DME                            |                          | 37°33'27.1"N 126°47'31.3"E   |
| D5 KIP                                 | R 144 KIP/5.00 NM        | 37°29'50.7"N 126°51'52.7"E   |
| DOKDO                                  | R 311 SEL/21.00 NM       | 37°36'17.1"N 126°33'07.1"E   |

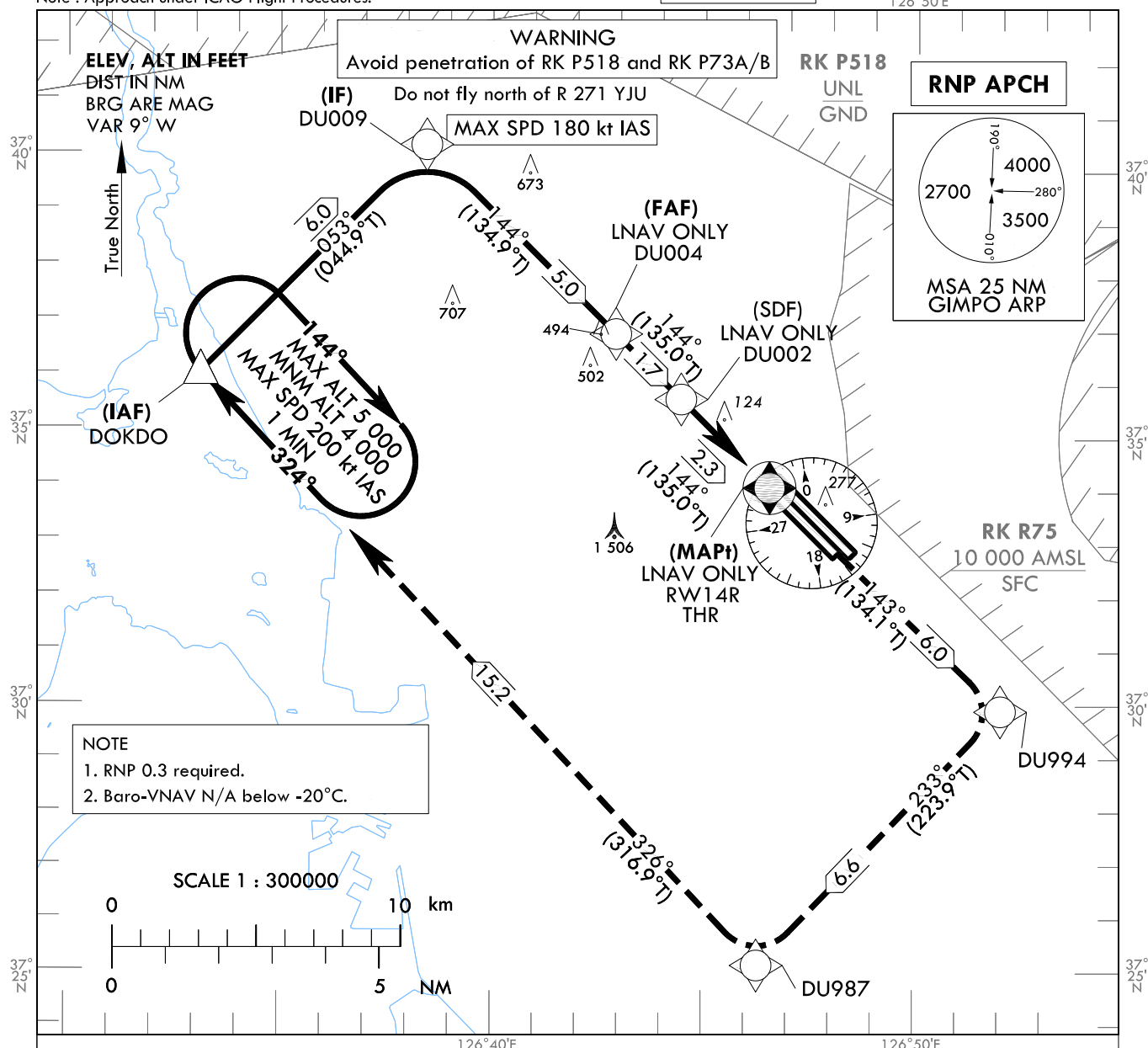
**INSTRUMENT  
APPROACH  
CHART - ICAO**

**AERODROME ELEV 59 ft**  
HEIGHTS RELATED TO  
THR RWY 14R - ELEV 34 ft

SEOUL APP 119.75  
119.1  
GIMPO TWR 118.1  
118.05

**SEOUL/Gimpo Intl(RKSS)  
RNP RWY 14R**

Note : Approach under ICAO Flight Procedures.



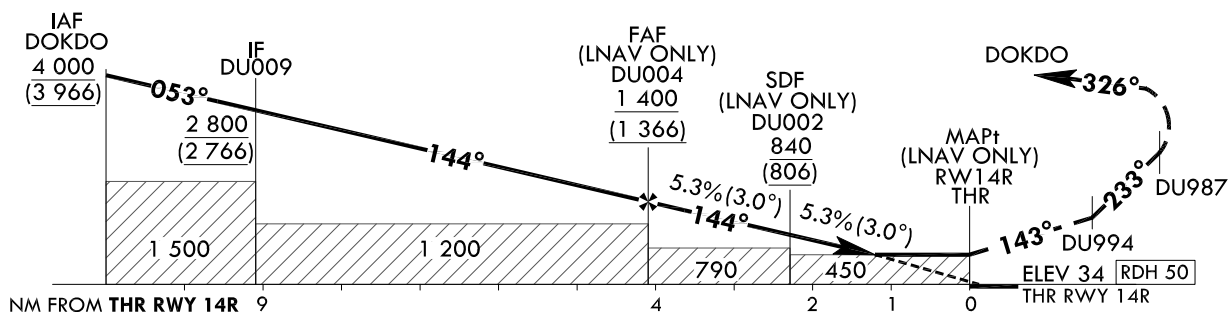
**MISSED APPROACH**

Climb to 4 000 ft. Track to DU994, DU987 and DOKDO. Hold as published.

NOTE

1. Missed approach turn limited to 220 kt IAS maximum.

TRANSITION ALT 14 000  
TRANSITION LVL FL 140



| CATEGORY  |          | MDA(H)/DA(H) | A       | B | C | D |                                                                          | Knots   | 60  | 90  | 120 | 150 | 180 |
|-----------|----------|--------------|---------|---|---|---|--------------------------------------------------------------------------|---------|-----|-----|-----|-----|-----|
| LNAV      | FULL     | 450<br>(416) | 1 200 m |   |   |   | Rate of<br>descent                                                       | V/V fpm | 318 | 478 | 637 | 796 | 955 |
|           | ALS INOP |              | 1 900 m |   |   |   |                                                                          |         |     |     |     |     |     |
| LNAV/VNAV | FULL     | 450<br>(416) | 1 200 m |   |   |   | * Timing Not authorized for defining MAPt.<br>* Circling Not authorized. |         |     |     |     |     |     |
|           | ALS INOP |              | 1 900 m |   |   |   |                                                                          |         |     |     |     |     |     |

Change : Information of MSA(2600, 3900 → 2700, 4000).

SEOUL/Gimpo Intl(RKSS)  
RNP RWY 14R

## AERONAUTICAL DATA TABULATION

## Instrument Approach Procedure Coding Tables

RNP RWY 14R

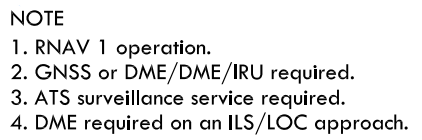
| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track<br>°M(°T) | Distance<br>(NM) | Turn direction | Altitude<br>(ft) | Speed<br>(kt) | Coordinates                  | VPA/<br>TCH | Navigation specification | Remarks                               |
|---------------|-----------------|---------------------|----------|------------------------|------------------|----------------|------------------|---------------|------------------------------|-------------|--------------------------|---------------------------------------|
| 001           | IF              | DOKDO               | -        | -                      | -                | -              | +4 000           | -             | 37°36'17.1"N 126°33'07.1"E   | -           | RNP APCH                 | IAF                                   |
| 002           | TF              | DU009               | -        | 053 (044.9)            | 6.0              | -              | +2 800           | -180          | 37°40'31.8"N 126°38'26.2"E   | -           | RNP APCH                 | IF                                    |
| 003           | TF              | DU004               | -        | 144 (134.9)            | 5.0              | -              | +1 400           | -             | 37°36'59.0"N 126°42'54.3"E   | -           | RNP APCH                 | FAF                                   |
| 004           | TF              | DU002               | -        | 144 (135.0)            | 1.7              | -              | +840             | -             | 37°35'45.6"N 126°44'26.6"E   | -           | RNP APCH                 | SDF                                   |
| 005           | TF              | RW14R               | Y        | 144 (135.0)            | 2.3              | -              | +450             | -             | 37°34'06.19"N 126°46'31.60"E | -3.01 / 50  | RNP APCH                 | MAPt                                  |
| 006           | TF              | DU994               | -        | 143 (134.1)            | 6.0              | -              | -                | -             | 37°29'54.5"N 126°51'57.6"E   | -           | RNP APCH                 | -                                     |
| 007           | TF              | DU987               | -        | 233 (223.9)            | 6.6              | -              | -                | -220          | 37°25'09.3"N 126°46'13.6"E   | -           | RNP APCH                 | -                                     |
| 008           | TF              | DOKDO               | Y        | 326 (316.9)            | 15.2             | -              | +4 000           | -220          | 37°36'17.1"N 126°33'07.1"E   | -           | RNP APCH                 | -                                     |
| 009           | HM              | DOKDO               | Y        | 324 (314.9)            | -                | R              | -5 000<br>+4 000 | -200          | 37°36'17.1"N 126°33'07.1"E   | -           | RNP APCH                 | <sup>1</sup> min<br>(Outbound timing) |

**AERODROME ELEV 59 ft**  
HEIGHTS RELATED TO  
THR RWY 32L - ELEV **41 ft**

|       |     |        |
|-------|-----|--------|
| SEOUL | APP | 119.75 |
|       |     | 119.1  |
| GIMPO | TWR | 118.1  |
|       |     | 118.05 |

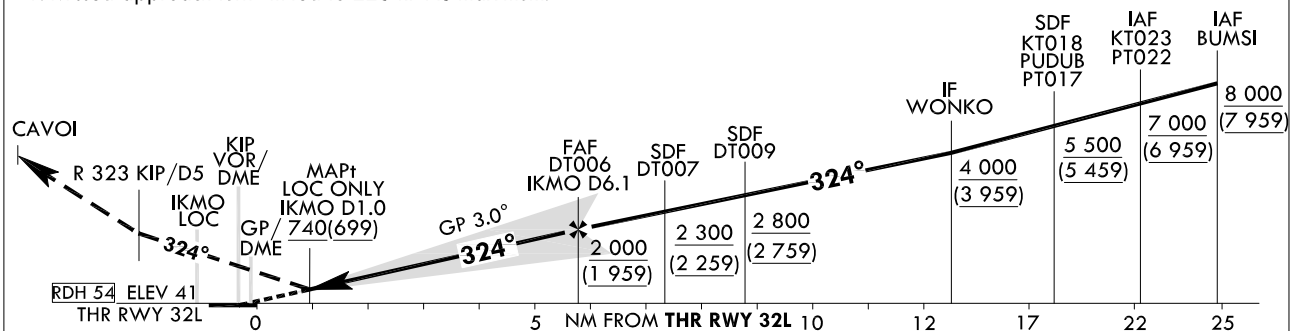
**SEOUL/Gimpo Intl(RKSS)**  
**ILS or LOC RWY 32L**

Note : Approach under ICAO Flight Procedures.



|                |        |
|----------------|--------|
| TRANSITION ALT | 14 000 |
| TRANSITION LVL | FL 140 |

NOTE  
1. Missed approach turn limited to 220 kt IAS maximum.



| CATEGORY    |       |          | DA(DH)/<br>MDA(MDH) | A                    | B | C | D | <b>MISSED APPROACH</b><br>After 500 ft, Climb on HDG 324° to R 323 KIP/D5. Continue climb to 4 000 ft. Turn left direct to CAVOL. Hold as published.<br><br>* Timing Not authorized for defining MAPt.<br>* Circling Not authorized. |
|-------------|-------|----------|---------------------|----------------------|---|---|---|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Straight-in | CAT-I | FULL     | 241<br>(200)        | RVR 550 m, VIS 800 m |   |   |   |                                                                                                                                                                                                                                      |
|             |       | ALS INOP |                     | 1 200 m              |   |   |   |                                                                                                                                                                                                                                      |
|             | LOC   | FULL     | 740<br>(699)        | 2 500 m              |   |   |   |                                                                                                                                                                                                                                      |
|             |       | ALS INOP |                     | 3 200 m              |   |   |   |                                                                                                                                                                                                                                      |

Change : Information of MSA(2600, 3900 → 2700, 4000).

SEOUL/Gimpo Intl(RKSS)  
ILS or LOC RWY 32L

## AERONAUTICAL DATA TABULATION

| ILS/LOC Approach to RWY 32L from KT023 to WONKO(IF) |                          |                              |
|-----------------------------------------------------|--------------------------|------------------------------|
| Fix / Point                                         |                          | Coordinates                  |
| KT023(IAF)                                          |                          | 37°27'20.9"N 127°11'04.4"E   |
| KT018(SDF)                                          | BRG 259.29°/5.00 NM      | 37°25'41.9"N 127°05'11.1"E   |
| WONKO(IF)                                           | BRG 259.60°/5.10 NM      | 37°24'02.0"N 126°59'08.0"E   |
| ILS/LOC Approach to RWY 32L from BUMSI to WONKO(IF) |                          |                              |
| Fix / Point                                         |                          | Coordinates                  |
| BUMSI(IAF)                                          |                          | 37°15'10.2"N 127°10'09.6"E   |
| PUDUB(SDF)                                          | BRG 323.86°/7.42 NM      | 37°20'26.5"N 127°03'36.6"E   |
| WONKO(IF)                                           | BRG 323.79°/5.06 NM      | 37°24'02.0"N 126°59'08.0"E   |
| ILS/LOC Approach to RWY 32L from PT022 to WONKO(IF) |                          |                              |
| Fix / Point                                         |                          | Coordinates                  |
| PT022(IAF)                                          |                          | 37°17'00.6"N 126°50'21.9"E   |
| PT017(SDF)                                          | BRG 54.22°/5.00 NM       | 37°20'30.7"N 126°54'50.7"E   |
| WONKO(IF)                                           | BRG 52.77°/4.90 NM       | 37°24'02.0"N 126°59'08.0"E   |
| ILS/LOC Approach to RWY 32L from WONKO(IF) to MAHF  |                          |                              |
| Fix / Point                                         |                          | Coordinates                  |
| DT009(SDF)                                          | BRG 323.72°/9.10 NM IKMO | 37°26'36.1"N 126°55'55.6"E   |
| DT007(SDF)                                          | BRG 323.72°/7.50 NM IKMO | 37°27'44.9"N 126°54'29.5"E   |
| DT006(FAF)                                          | BRG 323.72°/6.10 NM IKMO | 37°28'42.9"N 126°53'17.0"E   |
| D1.0 IKMO<br>(MAPt LOC ONLY)                        | BRG 323.72°/1.00 NM IKMO | 37°32'17.6"N 126°48'48.0"E   |
| THR RWY 32L                                         |                          | 37°32'52.83"N 126°48'03.71"E |
| IKMO DME                                            |                          | 37°32'57.4"N 126°47'51.3"E   |
| KIP VOR/DME                                         |                          | 37°33'27.1"N 126°47'31.3"E   |
| Climb to 500 ft                                     | HDG 324                  | -                            |
| D5 KIP                                              | R 323 KIP/5.00 NM        | 37°36'59.7"N 126°43'04.6"E   |
| CAVOI                                               | BRG 223.11°/19.00 NM SEL | 37°32'02.0"N 126°33'37.0"E   |

**INSTRUMENT  
APPROACH  
CHART - ICAO**

**AERODROME ELEV 59 ft**  
HEIGHTS RELATED TO  
THR RWY 32L - ELEV 41 ft

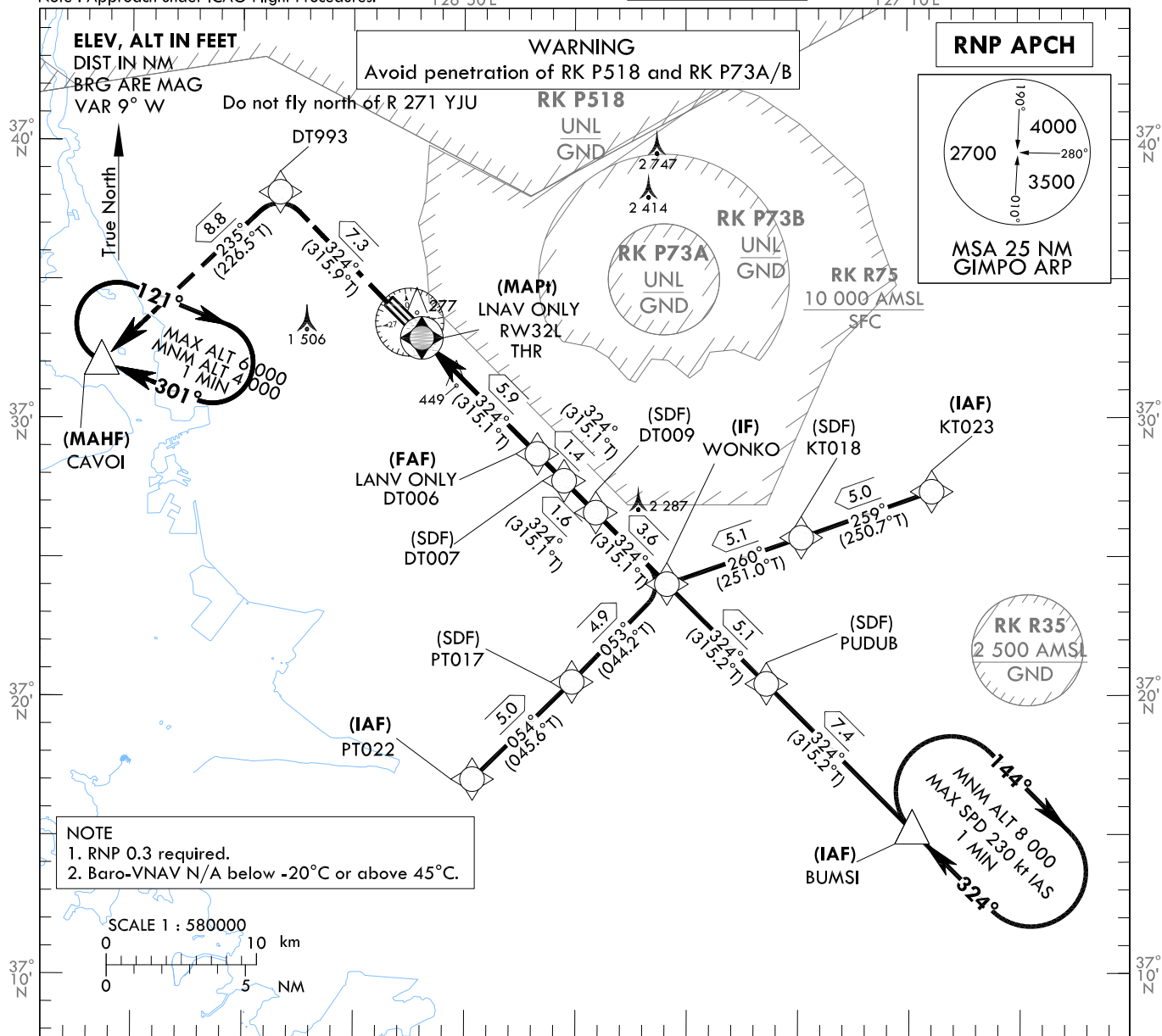
SEOUL APP 119.75  
119.1  
GIMPO TWR 118.2  
118.8

**SEOUL/Gimpo Intl(RKSS)**  
**RNP RWY 32L**

Note : Approach under ICAO Flight Procedures.

126°50'E

127°10'E



**MISSED APPROACH**

Climb to 4 000 ft. Track to DT993 and CAVOI.  
Hold as published.

**TRANSITION ALT 14 000**  
**TRANSITION LVL FL 140**

|                                                                                                                                                                                                                                                                                                                                                                                                                           |           |          |              |         |   |   |   |                                                                          |         |    |    |     |     |     |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|----------|--------------|---------|---|---|---|--------------------------------------------------------------------------|---------|----|----|-----|-----|-----|
| <p>CAVOI<br/>DT993<br/>MAPt (LNAV ONLY) RW32L THR<br/>FAF (LNAV ONLY) DT006<br/>SDF DT007<br/>SDF DT009<br/>IF WONKO<br/>SDF KT018 PUDUB PT017<br/>IAF KT023 PT022<br/>IAF BUMSI</p> <p>RDH 50 ELEV 41<br/>THR RWY 32L</p> <p>0 5 NM FROM THR RWY 32L 10 12 17 22 25</p> <p>324° 5.3% (3.1°) 324° 324°</p> <p>700 1 600 2 300 2 800 4 000 5 500 7 000 8 000<br/>(659) (2 259) (2 759) (3 959) (5 459) (6 959) (7 959)</p> |           |          |              |         |   |   |   |                                                                          |         |    |    |     |     |     |
| CATEGORY                                                                                                                                                                                                                                                                                                                                                                                                                  |           |          | MDA(H)/DA(H) | A       | B | C | D | Knots                                                                    |         |    |    |     |     |     |
| STA                                                                                                                                                                                                                                                                                                                                                                                                                       | LNAV      | FULL     | 700<br>(659) | 2 300 m |   |   |   | Rate of descent                                                          | V/V fpm | 60 | 90 | 120 | 150 | 180 |
|                                                                                                                                                                                                                                                                                                                                                                                                                           |           | ALS INOP | 3 000 m      |         |   |   |   |                                                                          |         |    |    |     |     |     |
|                                                                                                                                                                                                                                                                                                                                                                                                                           | LNAV/VNAV | FULL     | 610<br>(569) | 1 900 m |   |   |   | * Timing Not authorized for defining MAPt.<br>* Circling Not authorized. |         |    |    |     |     |     |
|                                                                                                                                                                                                                                                                                                                                                                                                                           |           | ALS INOP | 2 600 m      |         |   |   |   |                                                                          |         |    |    |     |     |     |

Change : Information of MSA(2600, 3900 → 2700, 4000).

SEOUL/Gimpo Intl(RKSS)  
RNP RWY 32L

## AERONAUTICAL DATA TABULATION

## Instrument Approach Procedure Coding Tables

RNP RWY 32L - via KT023 to WONKO(IF)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates                | VPA/RDH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|---------------------|---------------|----------------|---------------|------------|----------------------------|---------|--------------------------|---------|
| 001           | IF              | KT023               | -        | -                   | -             | -              | +7 000        | -          | 37°27'20.9"N 127°11'04.4"E | -       | RNP APCH                 | IAF     |
| 002           | TF              | KT018               | -        | 259 (250.7)         | 5.0           | -              | +5 500        | -          | 37°25'41.9"N 127°05'11.1"E | -       | RNP APCH                 | SDF     |
| 003           | TF              | WONKO               | -        | 260 (251.0)         | 5.1           | -              | +4 000        | -          | 37°24'02.0"N 126°59'08.0"E | -       | RNP APCH                 | IF      |

RNP RWY 32L - via BUMSI to WONKO(IF)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates                | VPA/RDH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|---------------------|---------------|----------------|---------------|------------|----------------------------|---------|--------------------------|---------|
| 001           | IF              | BUMSI               | -        | -                   | -             | -              | +8 000        | -          | 37°15'10.2"N 127°10'09.6"E | -       | RNP APCH                 | IAF     |
| 002           | TF              | PUDU8               | -        | 324 (315.2)         | 7.4           | -              | +5 500        | -          | 37°20'26.5"N 127°03'36.6"E | -       | RNP APCH                 | SDF     |
| 003           | TF              | WONKO               | -        | 324 (315.2)         | 5.1           | -              | +4 000        | -          | 37°24'02.0"N 126°59'08.0"E | -       | RNP APCH                 | IF      |

RNP RWY 32L - via PT022 to WONKO(IF)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates                | VPA/RDH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|---------------------|---------------|----------------|---------------|------------|----------------------------|---------|--------------------------|---------|
| 001           | IF              | PT022               | -        | -                   | -             | -              | +7 000        | -          | 37°17'00.6"N 126°50'21.9"E | -       | RNP APCH                 | IAF     |
| 002           | TF              | PT017               | -        | 054 (045.6)         | 5.0           | -              | +5 500        | -          | 37°20'30.7"N 126°54'50.7"E | -       | RNP APCH                 | SDF     |
| 003           | TF              | WONKO               | -        | 053 (044.2)         | 4.9           | -              | +4 000        | -          | 37°24'02.0"N 126°59'08.0"E | -       | RNP APCH                 | IF      |

RNP RWY 32L - via WONKO(IF) to MAHF

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates                  | VPA/RDH  | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|---------------------|---------------|----------------|---------------|------------|------------------------------|----------|--------------------------|---------|
| 003           | TF              | WONKO               | -        | -                   | -             | -              | +4 000        | -          | 37°24'02.0"N 126°59'08.0"E   | -        | RNP APCH                 | IF      |
| 004           | TF              | DT009               | -        | 324 (315.1)         | 3.6           | -              | +2 800        | -          | 37°26'36.1"N 126°55'55.6"E   | -        | RNP APCH                 | SDF     |
| 005           | TF              | DT007               | -        | 324 (315.1)         | 1.6           | -              | +2 300        | -          | 37°27'44.9"N 126°54'29.5"E   | -        | RNP APCH                 | SDF     |
| 006           | TF              | DT006               | -        | 324 (315.1)         | 1.4           | -              | +2 000        | -          | 37°28'42.9"N 126°53'17.0"E   | -        | RNP APCH                 | FAF     |
| 007           | TF              | RW32L               | Y        | 324 (315.1)         | 5.9           | -              | +700          | -          | 37°32'52.83"N 126°48'03.71"E | -3.06/50 | RNP APCH                 | MAPt    |
| 008           | TF              | DT993               | -        | 324 (315.9)         | 7.3           | -              | -             | -          | 37°38'07.5"N 126°41'39.6"E   | -        | RNP APCH                 | -       |
| 009           | TF              | CAVOI               | Y        | 235 (226.5)         | 8.8           | -              | +4 000        | -          | 37°32'02.0"N 126°33'37.0"E   | -        | RNP APCH                 | -       |

## HOLDING PROCEDURE

| Holding Identification | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Time (min) | Turn direction | Altitude (ft)    | Speed (kt) | Coordinates                | VPA/RDH | Navigation specification | Remarks |
|------------------------|-----------------|---------------------|----------|---------------------|------------|----------------|------------------|------------|----------------------------|---------|--------------------------|---------|
| RNP RWY 32L            | HM              | BUMSI               | Y        | 324 (315.2)         | 1          | R              | +8 000           | -230       | 37°15'10.2"N 127°10'09.6"E | -       | RNAV 1                   | -       |
|                        | HM              | CAVOI               | Y        | 301 (292.2)         | 1          | R              | -6 000<br>+4 000 | -          | 37°32'02.0"N 126°33'37.0"E | -       | RNAV 1                   | -       |

**INSTRUMENT  
APPROACH  
CHART - ICAO**

**AERODROME ELEV 59 ft**  
HEIGHTS RELATED TO  
THR RWY 32L - ELEV 41 ft

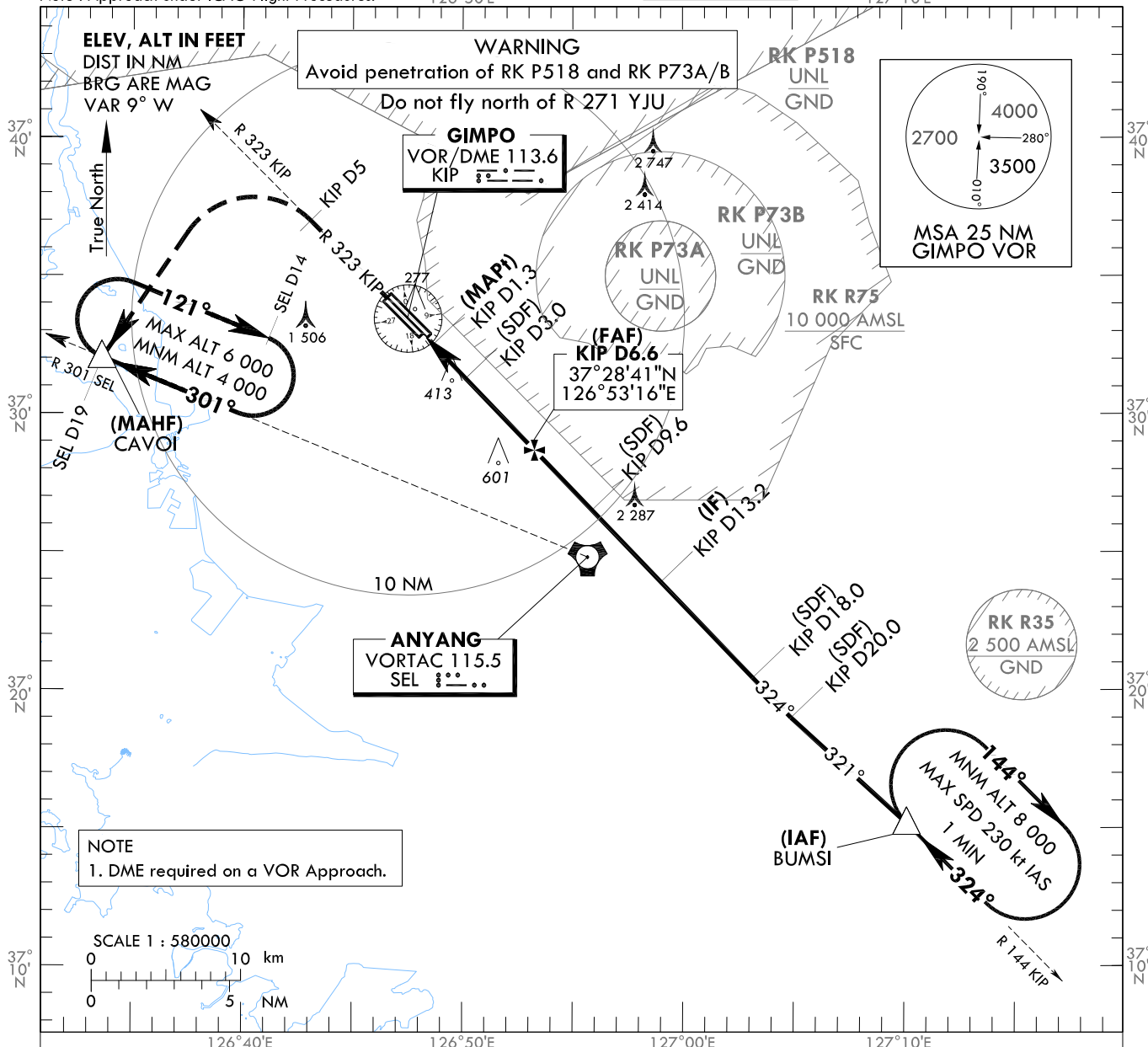
SEOUL APP 119.75  
119.1  
GIMPO TWR 118.1  
118.05

**SEOUL/Gimpo Intl(RKSS)  
VOR RWY 32L**

Note : Approach under ICAO Flight Procedures.

126°50'E

127°10'E



| RECOMMENDED PROFILE                                               |  |  |  |  | DME KIP  | 6            | 5            | 4            | 3        |
|-------------------------------------------------------------------|--|--|--|--|----------|--------------|--------------|--------------|----------|
| Final Gradient 5.2%(316.7 ft/NM) to SDF, 5.5%(335.7 ft/NM) to THR |  |  |  |  | ALT(HGT) | 1 810(1 769) | 1 493(1 452) | 1 177(1 136) | 860(819) |

MISSED APPROACH

Climb to 4 000 ft on R 323 KIP to 5 DME then turn left direct to CAVOI.  
Hold as published.

NOTE

1. Missed approach turn limited to 220 kt IAS maximum.

TRANSITION ALT 14 000  
TRANSITION LVL FL 140

CAVOI

R 323 KIP/D5

R 323 KIP

ELEV 41

THR RWY 32L

0

2

6

8

11

NM FROM

THR RWY 32L

18

25

MAPt  
D1.3  
740  
(699)

SDF  
D3.0  
860  
(819)

5.5%  
(3.2°)

5.2%  
(3.0°)

FAF  
D6.6  
2 000  
(1 959)

SDF  
D9.6  
2 900  
(2 859)

IF  
D13.2  
4 000  
(3 959)

SDF  
D18.0  
5 500  
(5 459)

SDF  
D20.0

IAF  
BUMSI  
D25.7  
8 000  
(7 959)

324°

321°

740

810

1 600

2 800

3 300

| CATEGORY    |          | MDA(MDH)     | A       | B | C | D | Knots           |                                                                          |     |     |     |     |     |
|-------------|----------|--------------|---------|---|---|---|-----------------|--------------------------------------------------------------------------|-----|-----|-----|-----|-----|
| Straight-in | FULL     | 740<br>(699) | 2 500 m |   |   |   | Rate of descent | V/V fpm                                                                  | 319 | 478 | 637 | 797 | 956 |
|             | ALS INOP |              | 3 200 m |   |   |   |                 | * Timing Not authorized for defining MAPt.<br>* Circling Not authorized. |     |     |     |     |     |

Change : Information of MSA(2600, 3900 → 2700, 4000).

SEOUL/Gimpo Intl(RKSS)  
VOR RWY 32L

## AERONAUTICAL DATA TABULATION

| VOR Approach to RWY 32L from BUMSI |                                                                   |               |                |
|------------------------------------|-------------------------------------------------------------------|---------------|----------------|
| Fix / Point                        |                                                                   | Coordinates   |                |
| BUMSI(IAF)                         |                                                                   | 37°15'10.2"N  | 127°10'09.6"E  |
| D20 KIP(SDF)                       | BRG 320.65°/5.68 NM                                               | 37°19'00.4"N  | 127°04'54.7"E  |
| D18 KIP(SDF)                       | BRG 324.48°/18.00 NM KIP                                          | 37°20'27.2"N  | 127°03'10.7"E  |
| D13.2 KIP(IF)                      | BRG 324.48°/13.20 NM KIP                                          | 37°23'55.4"N  | 126°59'00.7"E  |
| D9.6 KIP(SDF)                      | BRG 324.48°/9.60 NM KIP                                           | 37°26'31.4"N  | 126°55'52.9"E  |
| D6.6 KIP(FAF)                      | BRG 324.48°/6.60 NM KIP                                           | 37°28'41.4"N  | 126°53'16.3"E  |
| D3.0 KIP(SDF)                      | BRG 324.48°/3.00 NM KIP                                           | 37°31'17.3"N  | 126°50'08.2"E  |
| D1.3 KIP(MAPt)                     | BRG 324.48°/1.30 NM KIP                                           | 37°32'30.8"N  | 126°48'39.2"E  |
| THR RWY 32L                        | Final approach descent angle<br>2.98°(FAF - SDF)/3.16°(SDF - THR) | 37°32'52.83"N | 126°48'03.71"E |
| KIP VOR/DME                        |                                                                   | 37°33'27.1"N  | 126°47'31.3"E  |
| D5 KIP                             | R 323 KIP/5.00 NM                                                 | 37°36'59.7"N  | 126°43'04.6"E  |
| CAVOI                              | BRG 223.11°/19.00 NM SEL                                          | 37°32'02.0"N  | 126°33'37.0"E  |

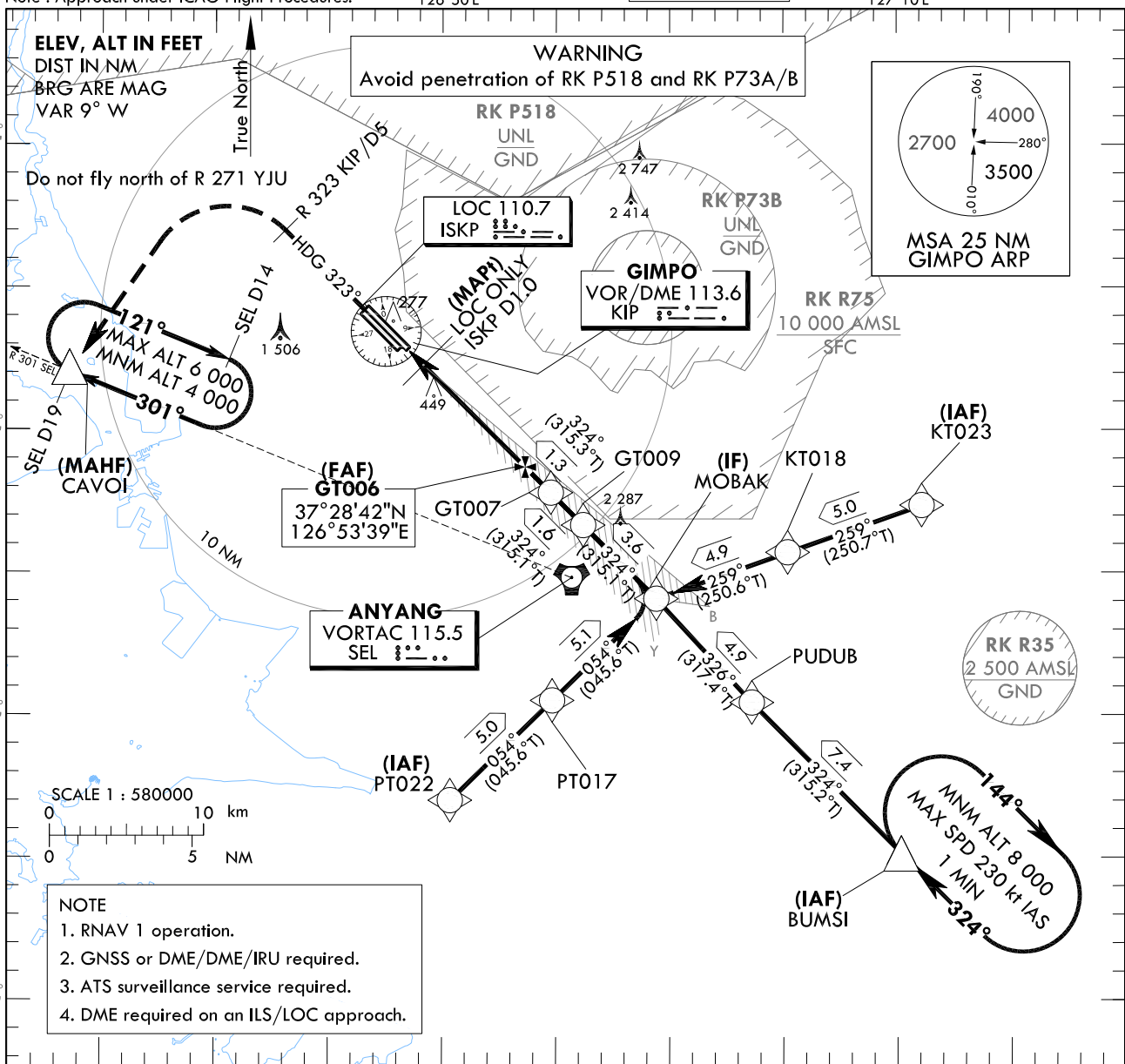
**INSTRUMENT  
APPROACH  
CHART - ICAO**

**AERODROME ELEV 59 ft**  
HEIGHTS RELATED TO  
THR RWY 32R - ELEV 42 ft

SEOUL APP 119.75  
119.1  
GIMPO TWR 118.1  
118.05

**SEOUL/Gimpo Intl(RKSS)  
ILS or LOC RWY 32R**

Note : Approach under ICAO Flight Procedures.

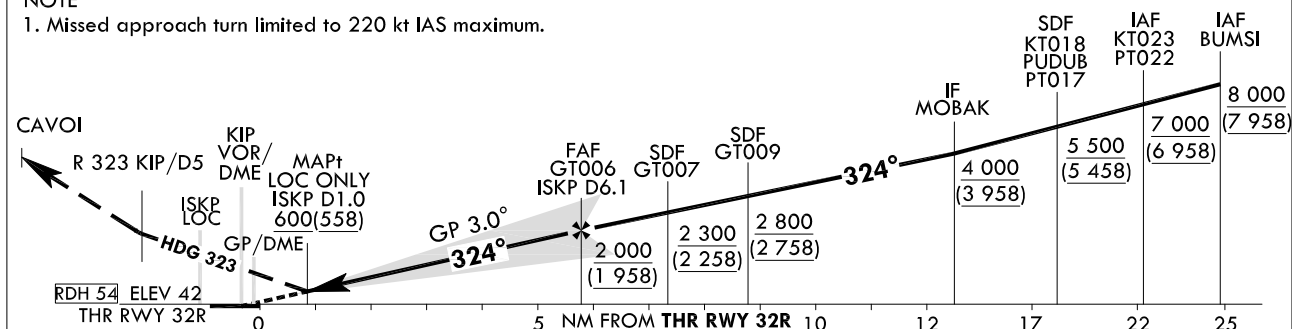


| RECOMMENDED PROFILE                      |  | DME ISKP | 6                | 5                | 4                | 3              | 2            |
|------------------------------------------|--|----------|------------------|------------------|------------------|----------------|--------------|
| Final Approach Gradient 5.24%, 318 ft/NM |  | ALT(HGT) | 1 968<br>(1 926) | 1 656<br>(1 614) | 1 330<br>(1 288) | 1 005<br>(963) | 682<br>(640) |

TRANSITION ALT 14 000  
TRANSITION LVL FL 140

**NOTE**

1. Missed approach turn limited to 220 kt IAS maximum.



| CATEGORY    |       |          | DA(DH)/MDA(MDH) | A                    | B | C | D | <b>MISSED APPROACH</b><br>After 500 ft, Climb on HDG 323° to R 323 KIP/D5. Continue climb to 4 000 ft. Turn left direct to CAVOI. Hold as published.<br><br>* Timing Not authorized for defining MAPt.<br>* Circling Not authorized. |
|-------------|-------|----------|-----------------|----------------------|---|---|---|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Straight-in | CAT-I | FULL     | 242 (200)       | RVR 550 m, VIS 800 m |   |   |   |                                                                                                                                                                                                                                      |
|             |       | ALS INOP |                 | 1 200 m              |   |   |   |                                                                                                                                                                                                                                      |
|             | LOC   | FULL     | 600 (558)       | 1 800 m              |   |   |   |                                                                                                                                                                                                                                      |
|             |       | ALS INOP |                 | 2 500 m              |   |   |   |                                                                                                                                                                                                                                      |

Change : Information of MSA(2600, 3900 → 2700, 4000).

SEOUL/Gimpo Intl(RKSS)  
ILS or LOC RWY 32R

## AERONAUTICAL DATA TABULATION

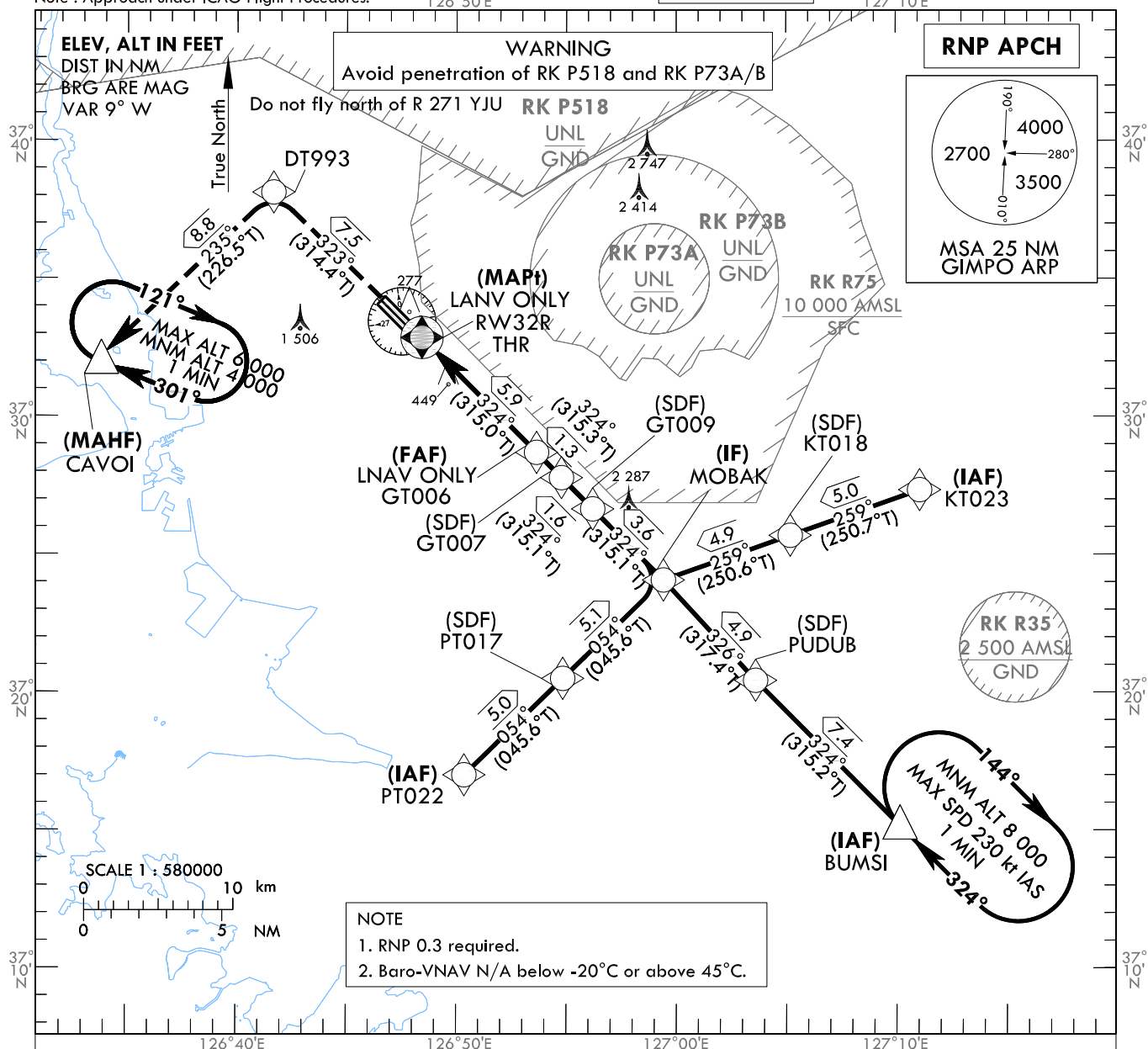
| ILS/LOC Approach to RWY 32R from KT023 to MOBAK(IF) |                          |               |                |
|-----------------------------------------------------|--------------------------|---------------|----------------|
| Fix / Point                                         |                          | Coordinates   |                |
| KT023(IAF)                                          |                          | 37°27'20.9"N  | 127°11'04.4"E  |
| KT018(SDF)                                          | BRG 259.29°/5.00 NM      | 37°25'41.9"N  | 127°05'11.1"E  |
| MOBAK(IF)                                           | BRG 259.23°/4.87 NM      | 37°24'04.7"N  | 126°59'25.2"E  |
| ILS/LOC Approach to RWY 32R from BUMSI to MOBAK(IF) |                          |               |                |
| Fix / Point                                         |                          | Coordinates   |                |
| BUMSI(IAF)                                          |                          | 37°15'10.2"N  | 127°10'09.6"E  |
| PUDUB(SDF)                                          | BRG 323.86°/7.42 NM      | 37°20'26.5"N  | 127°03'36.6"E  |
| MOBAK(IF)                                           | BRG 326.03°/4.93 NM      | 37°24'04.7"N  | 126°59'25.2"E  |
| ILS/LOC Approach to RWY 32R from PT022 to MOBAK(IF) |                          |               |                |
| Fix / Point                                         |                          | Coordinates   |                |
| PT022(IAF)                                          |                          | 37°17'00.6"N  | 126°50'21.9"E  |
| PT017(SDF)                                          | BRG 54.22°/5.00 NM       | 37°20'30.7"N  | 126°54'50.7"E  |
| MOBAK(IF)                                           | BRG 54.26°/5.10 NM       | 37°24'04.7"N  | 126°59'25.2"E  |
| ILS/LOC Approach to RWY 32R from MOBAK(IF) to MAHF  |                          |               |                |
| Fix / Point                                         |                          | Coordinates   |                |
| GT009(SDF)                                          | BRG 323.75°/9.00 NM ISKP | 37°26'39.3"N  | 126°56'12.2"E  |
| GT007(SDF)                                          | BRG 323.75°/7.40 NM ISKP | 37°27'47.4"N  | 126°54'47.0"E  |
| GT006(FAF)                                          | BRG 323.90°/6.10 NM ISKP | 37°28'42.2"N  | 126°53'38.9"E  |
| D1.0 ISKP<br>(MAPt LOC ONLY)                        | BRG 323.90°/1.00 NM ISKP | 37°32'16.7"N  | 126°49'09.7"E  |
| THR RWY 32R                                         |                          | 37°32'51.89"N | 126°48'25.58"E |
| ISKP DME                                            |                          | 37°32'56.3"N  | 126°48'12.9"E  |
| KIP VOR/DME                                         |                          | 37°33'27.1"N  | 126°47'31.3"E  |
| Climb to 500 ft                                     | HDG 323                  | -             |                |
| D5 KIP                                              | R 323 KIP/5.00 NM        | 37°36'59.7"N  | 126°43'04.6"E  |
| CAVOI                                               | BRG 222.76°/19.00 NM SEL | 37°32'02.0"N  | 126°33'37.0"E  |

**AERODROME ELEV 59 ft**  
HEIGHTS RELATED TO  
THR RWY 32R - ELEV **42 ft**

|       |     |        |
|-------|-----|--------|
| SEOUL | APP | 119.75 |
|       |     | 119.1  |
| GIMPO | TWR | 118.1  |
|       |     | 118.05 |

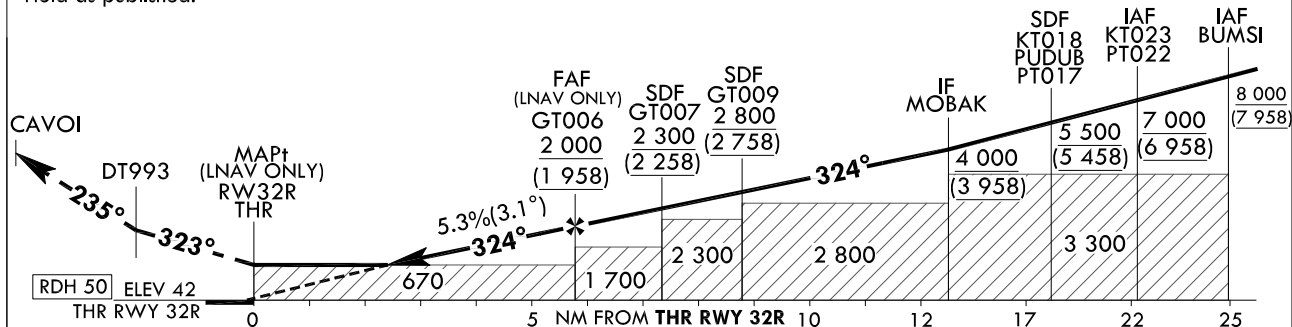
SEOUL/Gimpo Intl(RKSS)  
RNP RWY 32R

Note : Approach under ICAO Flight Procedures.



Climb to 4 000 ft. Track to DT993 and CAVOI.  
Hold as published.

|                |        |
|----------------|--------|
| TRANSITION ALT | 14 000 |
| TRANSITION LVL | FL 140 |



| CATEGORY |           |          | MDA(H)/DA(H) | A       | B | C | D |                                                                          | Knots   | 60  | 90  | 120 | 150 | 180 |
|----------|-----------|----------|--------------|---------|---|---|---|--------------------------------------------------------------------------|---------|-----|-----|-----|-----|-----|
| STA      | LNAV      | FULL     | 670<br>(628) | 2 200 m |   |   |   | Rate of<br>descent                                                       | V/V fpm | 325 | 487 | 649 | 812 | 974 |
|          |           | ALS INOP |              | 2 900 m |   |   |   |                                                                          |         |     |     |     |     |     |
|          | LNAV/VNAV | FULL     | 600<br>(558) | 1 800 m |   |   |   | * Timing Not authorized for defining MAPt.<br>* Circling Not authorized. |         |     |     |     |     |     |
|          |           | ALS INOP |              | 2 500 m |   |   |   |                                                                          |         |     |     |     |     |     |

Change : Information of MSA(2600, 3900 → 2700, 4000).

SEOUL/Gimpo Intl(RKSS)  
RNP RWY 32R

## AERONAUTICAL DATA TABULATION

## Instrument Approach Procedure Coding Tables

## RNP RWY 32R - via KT023 to MOBAK(IF)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates                | VPA/RDH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|---------------------|---------------|----------------|---------------|------------|----------------------------|---------|--------------------------|---------|
| 001           | IF              | KT023               | -        | -                   | -             | -              | +7 000        | -          | 37°27'20.9"N 127°11'04.4"E | -       | RNP APCH                 | IAF     |
| 002           | TF              | KT018               | -        | 259 (250.7)         | 5.0           | -              | +5 500        | -          | 37°25'41.9"N 127°05'11.1"E | -       | RNP APCH                 | SDF     |
| 003           | TF              | MOBAK               | -        | 259 (250.6)         | 4.9           | -              | +4 000        | -          | 37°24'04.7"N 126°59'25.2"E | -       | RNP APCH                 | IF      |

## RNP RWY 32R - via BUMSI to MOBAK(IF)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates                | VPA/RDH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|---------------------|---------------|----------------|---------------|------------|----------------------------|---------|--------------------------|---------|
| 001           | IF              | BUMSI               | -        | -                   | -             | -              | +8 000        | -          | 37°15'10.2"N 127°10'09.6"E | -       | RNP APCH                 | IAF     |
| 002           | TF              | PUDUB               | -        | 324 (315.2)         | 7.4           | -              | +5 500        | -          | 37°20'26.5"N 127°03'36.6"E | -       | RNP APCH                 | SDF     |
| 003           | TF              | MOBAK               | -        | 326 (317.4)         | 4.9           | -              | +4 000        | -          | 37°24'04.7"N 126°59'25.2"E | -       | RNP APCH                 | IF      |

## RNP RWY 32R - via PT022 to MOBAK(IF)

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates                | VPA/RDH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|---------------------|---------------|----------------|---------------|------------|----------------------------|---------|--------------------------|---------|
| 001           | IF              | PT022               | -        | -                   | -             | -              | +7 000        | -          | 37°17'00.6"N 126°50'21.9"E | -       | RNP APCH                 | IAF     |
| 002           | TF              | PT017               | -        | 054 (045.6)         | 5.0           | -              | +5 500        | -          | 37°20'30.7"N 126°54'50.7"E | -       | RNP APCH                 | SDF     |
| 003           | TF              | MOBAK               | -        | 054 (045.6)         | 5.1           | -              | +4 000        | -          | 37°24'04.7"N 126°59'25.2"E | -       | RNP APCH                 | IF      |

## RNP RWY 32R - via MOBAK(IF) to MAHF

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates                  | VPA/RDH  | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|---------------------|---------------|----------------|---------------|------------|------------------------------|----------|--------------------------|---------|
| 003           | TF              | MOBAK               | -        | -                   | -             | -              | +4 000        | -          | 37°24'04.7"N 126°59'25.2"E   | -        | RNP APCH                 | IF      |
| 004           | TF              | GT009               | -        | 324 (315.1)         | 3.6           | -              | +2 800        | -          | 37°26'39.3"N 126°56'12.2"E   | -        | RNP APCH                 | SDF     |
| 005           | TF              | GT007               | -        | 324 (315.1)         | 1.6           | -              | +2 300        | -          | 37°27'47.4"N 126°54'47.0"E   | -        | RNP APCH                 | SDF     |
| 006           | TF              | GT006               | -        | 324 (315.3)         | 1.3           | -              | +2 000        | -          | 37°28'42.2"N 126°53'38.9"E   | -        | RNP APCH                 | FAF     |
| 007           | TF              | RW32R               | Y        | 324 (315.0)         | 5.9           | -              | +670          | -          | 37°32'51.89"N 126°48'25.58"E | -3.06/50 | RNP APCH                 | MAPt    |
| 008           | TF              | DT993               | -        | 323 (314.4)         | 7.5           | -              | -             | -          | 37°38'07.5"N 126°41'39.6"E   | -        | RNP APCH                 | -       |
| 009           | TF              | CAVOI               | Y        | 235 (226.5)         | 8.8           | -              | +4 000        | -          | 37°32'02.0"N 126°33'37.0"E   | -        | RNP APCH                 | -       |

## HOLDING PROCEDURE

| Holding Identification | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Time (min) | Turn direction | Altitude (ft)    | Speed (kt) | Coordinates                | VPA/RDH | Navigation specification | Remarks |
|------------------------|-----------------|---------------------|----------|---------------------|------------|----------------|------------------|------------|----------------------------|---------|--------------------------|---------|
| RNP RWY 32R            | HM              | BUMSI               | Y        | 324 (315.2)         | 1          | R              | +8 000           | -230       | 37°15'10.2"N 127°10'09.6"E | -       | RNAV 1                   | -       |
|                        | HM              | CAVOI               | Y        | 301 (292.2)         | 1          | R              | -6 000<br>+4 000 | -          | 37°32'02.0"N 126°33'37.0"E | -       | RNAV 1                   | -       |

**INSTRUMENT  
APPROACH  
CHART - ICAO**

**AERODROME ELEV 59 ft**  
HEIGHTS RELATED TO  
THR RWY 32R - ELEV 42 ft

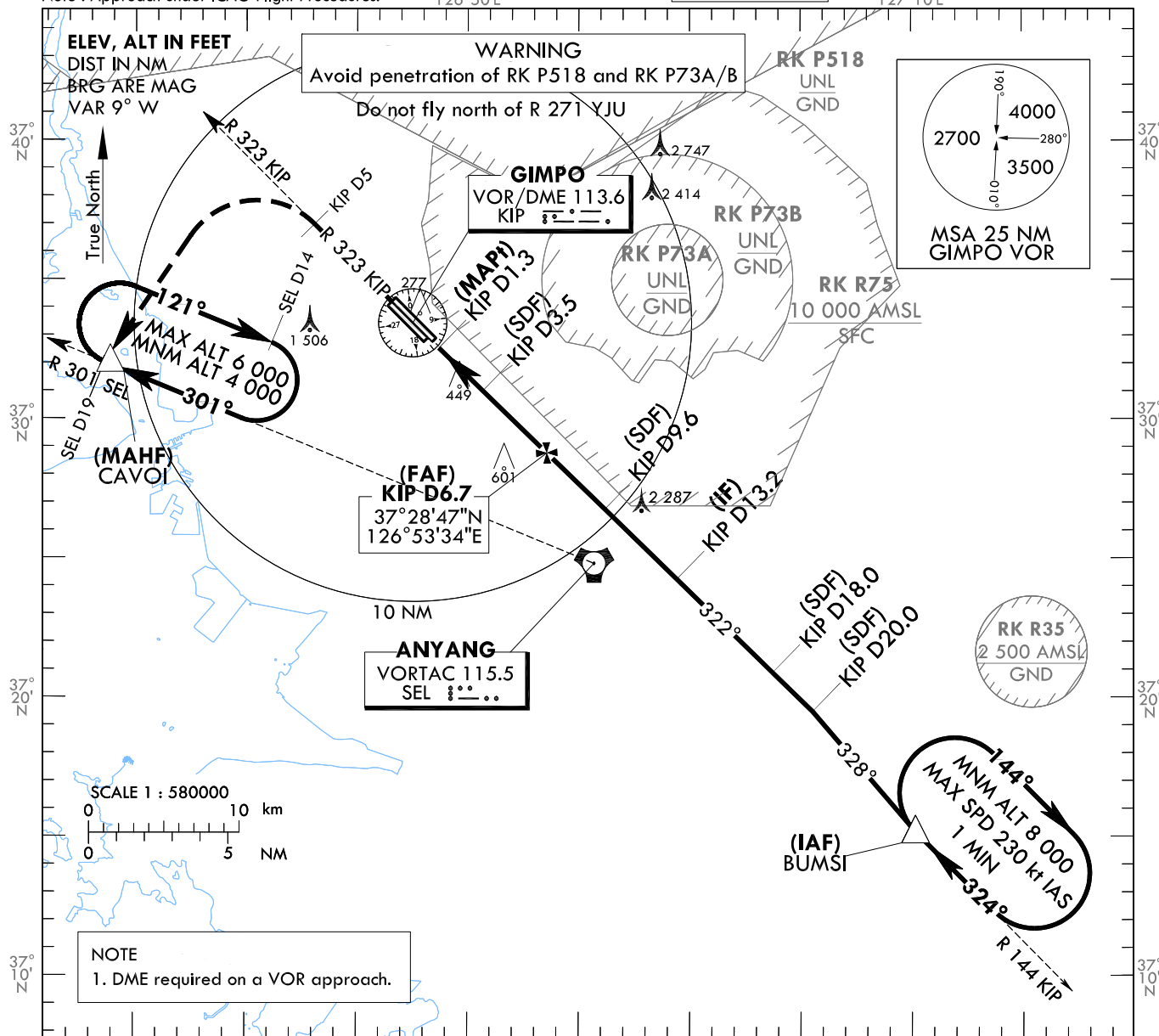
SEOUL APP 119.75  
119.1  
GIMPO TWR 118.1  
118.05

**SEOUL/Gimpo Intl(RKSS)  
VOR RWY 32R**

Note : Approach under ICAO Flight Procedures.

126°50'E

127°10'E



| RECOMMENDED PROFILE                                               |  | DME KIP  | 6                | 5                | 4                | 3            |
|-------------------------------------------------------------------|--|----------|------------------|------------------|------------------|--------------|
| Final Gradient 5.2%(318.8 ft/NM) to SDF, 5.7%(345.5 ft/NM) to THR |  | ALT(HGT) | 1 779<br>(1 737) | 1 460<br>(1 418) | 1 141<br>(1 399) | 809<br>(767) |

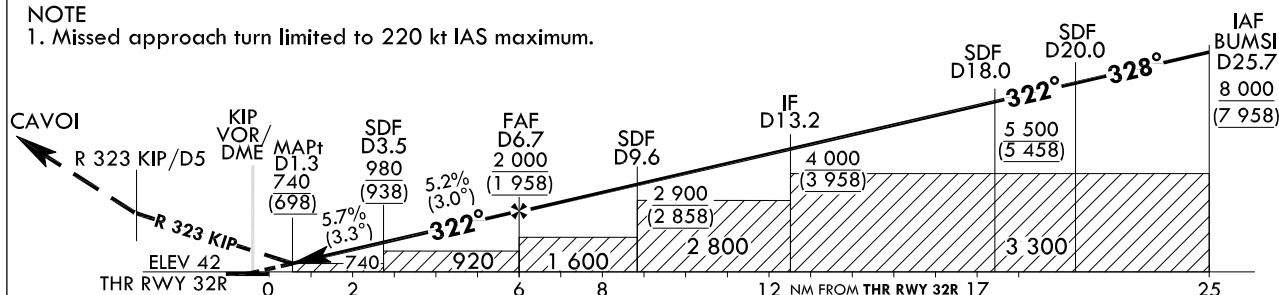
**MISSED APPROACH**

Climb to 4 000 ft on R 323 KIP to 5 DME then turn left direct to CAVOI.  
Hold as published.

TRANSITION ALT 14 000  
TRANSITION LVL FL 140

**NOTE**

1. Missed approach turn limited to 220 kt IAS maximum.



| CATEGORY    |          | MDA(MDH)     | A       | B | C | D |                                                                          | Knots   | 60  | 90  | 120 | 150 | 180 |
|-------------|----------|--------------|---------|---|---|---|--------------------------------------------------------------------------|---------|-----|-----|-----|-----|-----|
| Straight-in | FULL     | 740<br>(698) | 2 500 m |   |   |   | Rate of descent                                                          | V/V fpm | 331 | 486 | 661 | 827 | 992 |
|             | ALS INOP |              | 3 200 m |   |   |   | * Timing Not authorized for defining MAPt.<br>* Circling Not authorized. |         |     |     |     |     |     |

Change : Information of MSA(2600, 3900 → 2700, 4000).

SEOUL/Gimpo Intl(RKSS)  
VOR RWY 32R

## AERONAUTICAL DATA TABULATION

| VOR Approach to RWY 32R from BUMSI |                                                                   |                              |
|------------------------------------|-------------------------------------------------------------------|------------------------------|
| Fix / Point                        |                                                                   | Coordinates                  |
| BUMSI(IAF)                         |                                                                   | 37°15'10.2"N 127°10'09.6"E   |
| D20 KIP(SDF)                       | BRG 327.70°/5.69 NM                                               | 37°19'29.9"N 127°05'32.0"E   |
| D18 KIP(SDF)                       | BRG 322.48°/18.00 NM KIP                                          | 37°20'53.8"N 127°03'44.2"E   |
| D13.2 KIP(IF)                      | BRG 322.48°/13.20 NM KIP                                          | 37°24'15.2"N 126°59'25.7"E   |
| D9.6 KIP(SDF)                      | BRG 322.48°/9.60 NM KIP                                           | 37°26'45.9"N 126°56'11.2"E   |
| D6.7 KIP(FAF)                      | BRG 322.48°/6.70 NM KIP                                           | 37°28'47.0"N 126°53'34.1"E   |
| D3.5 KIP(SDF)                      | BRG 322.48°/3.50 NM KIP                                           | 37°31'00.8"N 126°50'40.9"E   |
| D1.3 KIP(MAPt)                     | BRG 322.48°/1.30 NM KIP                                           | 37°32'32.8"N 126°48'41.7"E   |
| THR RWY 32R                        | Final approach descent angle<br>3.00°(FAF - SDF)/3.25°(SDF - THR) | 37°32'51.89"N 126°48'25.58"E |
| KIP VOR/DME                        |                                                                   | 37°33'27.1"N 126°47'31.3"E   |
| D5 KIP                             | R 323 KIP/5.00 NM                                                 | 37°36'59.7"N 126°43'04.6"E   |
| CAVOI                              | BRG 223.11°/19.00 NM SEL                                          | 37°32'02.0"N 126°33'37.0"E   |