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Ministry of Land, Infrastructure and Transport
Office of Civil Aviation
11, Doum 6-ro, Sejong-si, 30103, Republic of Korea

AMENDMENT NR 5/23

4 MAY 2023

AIRAC

AIP AMENDMENT NR 5/23

(Effective : 1600UTC 14 JUN 2023)

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 Enroute

a) Withdrawal of UA 3(YAGSAN), UA 27(MIAKSAN) and Establishment of UA 46(GYEONGGAKSAN).

1.2 Incheon INTL Airport

a) Information of procedures for start-up and push-back.

b) Establishment of remote passenger boarding bridge.

1.3 Gimpo INTL Airport

a) Information of other cases of taxiing ACFT.

b) Establishment of apron FREQ(131.325 MHz and 131.375 MHz).

c) Establishment of push-back procedure for class E aircraft.

d) Information of taxi and ground movement procedures for north and west apron, item numbers, apron safety management.

e) Amended phrases(toeing → towing, ramp → apron, control tower → Gimpo APN).

f) Establishment of de-icing pad(N1-B) for north apron.

g) Information of de-icing pads, GSE roads, lead in·lead out line, and intermediate holding position.

1.4 Yangyang INTL Airport

a) Information of VFR traffic circuits diagram, Withdrawal of VFR reporting point H, and Establishment of VFR reporting point C, G.

b) Information of VFR in/outbound flow chart, procedures for RWY 15 VFR DEP and RWY 33 VFR ARR, note.

c) Establishment of MOA 31H/31L and wind turbines.

1.5 Sacheon Airport

a) Information of radial for Mt. Geumo(R 245 → R 247) and HDG for missed APCH procedure(063° → 064°, 243° → 244°).

b) Information of RWY direction(063° → 064°, 243° → 244°), MAG VAR(7° W →8° W), radial and heading.

c) Amended WX minima(880/45 → 880/40, 700/45 → 700/40).

2. PAGE CONTROL

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL I, Part II – ENR (Enroute) ENR 5.5-1(12 JAN 23) / 5.5-2(6 APR 23) ENR 6-6(6 APR 23) / 6-7(13 JAN 22)	**VOL I, Part II – ENR (Enroute)** ENR 5.5-1(4 MAY 23) / 5.5-2(4 MAY 23) ENR 6-6(4 MAY 23) / 6-7(13 JAN 22)
VOL II, Part III - AD (Aerodrome) **RKSI** AD 2-18(20 OCT 22) / 2-18-1(20 OCT 22) AD CHART 2-1(9 MAR 23) / 2-2(25 AUG 22) AD CHART 2-3(9 MAR 23) / 2-4(12 JAN 23) AD CHART 2-6(9 MAR 23) / 2-7(9 MAR 23) AD CHART 2-8(9 MAR 23) / 2-9(9 MAR 23) **RKSS** AD 2-3(11 MAR 21) / 2-3-1(11 MAR 21) AD 2-7(17 NOV 22) / 2-8(17 NOV 22) AD 2-10-1(6 APR 23) / 2-10-2(6 APR 23) AD 2-11(25 AUG 22) / 2-12(25 AUG 22) AD 2-12-1(9 FEB 23) / 2-12-2(30 JUN 22) AD 2-13(17 NOV 22) / 2-14(17 NOV 22) AD 2-15(17 NOV 22) / 2-15-1(17 NOV 22) AD 2-15-2(17 NOV 22) / 2-16(17 NOV 22) AD 2-17(17 NOV 22) / 2-18(17 NOV 22) AD 2-19(17 NOV 22) / 2-20(17 NOV 22) AD 2-21(17 NOV 22) / 2-22(17 NOV 22) AD CHART 2-1(6 APR 23) / 2-2(6 APR 23) AD CHART 2-3(6 APR 23) / 2-4(6 APR 23) AD CHART 2-5(6 APR 23) / 2-6(6 APR 23) **RKNY** AD 2-11(28 JUL 22) / 2-12(28 JUL 22) AD 2-12-1(28 JUL 22) / 2-12-2(28 JUL 22) AD CHART 2-18(22 OCT 20) / 2-19(25 OCT 18)	**VOL II, Part III - AD (Aerodrome)** **RKSI** AD 2-18(4 MAY 23) / 2-18-1(20 OCT 22) AD CHART 2-1(4 MAY 23) / 2-2(25 AUG 22) AD CHART 2-3(4 MAY 23) / 2-4(12 JAN 23) AD CHART 2-6(4 MAY 23) / 2-7(4 MAY 23) AD CHART 2-8(4 MAY 23) / 2-9(4 MAY 23) **RKSS** AD 2-3(11 MAR 21) / 2-3-1(4 MAY 23) AD 2-7(17 NOV 22) / 2-8(4 MAY 23) AD 2-10-1(4 MAY 23) / 2-10-2(4 MAY 23) AD 2-11(4 MAY 23) / 2-12(4 MAY 23) AD 2-12-1(4 MAY 23) / 2-12-2(4 MAY 23) AD 2-13(4 MAY 23) / 2-14(17 NOV 22) AD 2-15(4 MAY 23) / 2-15-1(4 MAY 23) AD 2-15-2(4 MAY 23) / 2-16(4 MAY 23) AD 2-17(4 MAY 23) / 2-18(4 MAY 23) AD 2-19(4 MAY 23) / 2-20(4 MAY 23) AD 2-21(4 MAY 23) / 2-22(4 MAY 23) AD CHART 2-1(4 MAY 23) / 2-2(6 APR 23) AD CHART 2-3(4 MAY 23) / 2-4(4 MAY 23) AD CHART 2-5(4 MAY 23) / 2-6(4 MAY 23) **RKNY** AD 2-11(28 JUL 22) / 2-12(4 MAY 23) AD 2-12-1(4 MAY 23) / 2-12-2(28 JUL 22) AD CHART 2-18(4 MAY 23) / 2-19(25 OCT 18)
VOL III, Part III - AD (Aerodrome) **RKPS** AD 2-9(27 SEP 18) / 2-10(22 SEP 22) AD 2-10-1(22 SEP 22) / 2-10-2(20 OCT 22) AD CHART 2-1(17 NOV 22) / 2-2(17 NOV 22) AD CHART 2-3(22 SEP 22) / 2-3-1(30 JUN 22) AD CHART 2-4(15 DEC 22) / 2-4-1(15 DEC 22) AD CHART 2-5(15 DEC 22) / 2-5-1(15 DEC 22) AD CHART 2-7(22 SEP 22) / 2-7-1(29 JUL 21) AD CHART 2-8(22 SEP 22) / 2-8-1(29 JUL 21) AD CHART 2-9(22 SEP 22) / 2-9-1(26 AUG 21) AD CHART 2-10(22 SEP 22) / 2-10-1(29 JUL 21) AD CHART 2-10-2(22 SEP 22) / 2-10-3(29 JUL 21) AD CHART 2-11(22 SEP 22) / 2-11-1(29 JUL 21) AD CHART 2-12(22 SEP 22) / 2-12-1(29 JUL 21)	**VOL III, Part III - AD (Aerodrome)** **RKPS** AD 2-9(27 SEP 18) / 2-10(4 MAY 23) AD 2-10-1(4 MAY 23) / 2-10-2(20 OCT 22) AD CHART 2-1(4 MAY 23) / 2-2(17 NOV 22) AD CHART 2-3(4 MAY 23) / 2-3-1(30 JUN 22) AD CHART 2-4(4 MAY 23) / 2-4-1(15 DEC 22) AD CHART 2-5(4 MAY 23) / 2-5-1(15 DEC 22) AD CHART 2-7(4 MAY 23) / 2-7-1(29 JUL 21) AD CHART 2-8(4 MAY 23) / 2-8-1(29 JUL 21) AD CHART 2-9(4 MAY 23) / 2-9-1(26 AUG 21) AD CHART 2-10(4 MAY 23) / 2-10-1(29 JUL 21) AD CHART 2-10-2(4 MAY 23) / 2-10-3(29 JUL 21) AD CHART 2-11(4 MAY 23) / 2-11-1(29 JUL 21) AD CHART 2-12(4 MAY 23) / 2-12-1(29 JUL 21)

END

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES

1. Ultralight vehicle flight areas
   ※ The entire area within Incheon FIR is designated as Ultralight vehicle flight restricted area except areas listed in the below table.
   ＊ : Unmanned Aerial Vehicles only. ＊＊: Airpark for Light aircraft and Ultralight vehicle exist.

Designation and lateral limits	*Vertical limits*	*Operator/User Tel NR.*	*Remarks and time of ACT*
(UA 2) GUSEONGSAN Circle with radius of 1.8 km(1.0 NM) centered on 354421N 1270027E	500 ft AGL / SFC		
(UA 4) BONGHWASAN Circle with radius of 4.0 km(2.2 NM) centered on 353731N 1290532E	500 ft AGL / SFC		
(UA 5) DEOKDUSAN Circle with radius of 4.5 km(2.4 NM) centered on 352441N 1273157E	500 ft AGL / SFC		
(UA 6) GUMSAN Circle with radius of 2.1 km(1.1 NM) centered on 344411N 1275852E	500 ft AGL / SFC		
(UA 9) YANGPYEONG 373010N 1272300E - 373010N 1273200E - 372700N 1273200E - 372700N 1272300E - to point of origin	500 ft AGL / SFC		
(UA 10) GOCHANG Circle with radius of 4.0 km(2.2 NM) centered on 352311N 1264353E	500 ft AGL / SFC		
(UA 14) GONGJU 363038N 1270033E - 363002N 1270713E - 362604N 1270553E - 362729N 1265750E - to the beginning	500 ft AGL / SFC		
(UA 19) SIHWAHO 371751N 1264215E - 371724N 1265000E - 371430N 1265000E - 371315N 1264628E - 371245N 1264029E - 371244N 1263342E - 371414N 1263319E - to point of origin	500 ft AGL / SFC		
(UA 21) BANG JANG SAN Circle with radius of 3.0 km(1.6 NM) centered on 352658N 1264417E	500 ft AGL / SFC		
(UA 24) GUJOA Circle with radius of 2.8 km(1.5 NM) centered on 332841N 1264922E	500 ft AGL / SFC		
(UA 25) HADONG 350147N 1274325E - 350145N 1274741E - 345915N 1274739E - 345916N 1274324E - to point of origin	500 ft AGL / SFC		
(UA 26) JANG AM SAN 372338N 1282419E - 372410N 1282810E - 372153N 1282610E - 372211N 1282331E - to point of origin	500 ft AGL / SFC		
(UA 28) SEOUNSAN Circle with radius of 2.0 km(1.1 NM) centered on 365550N 1271659E	500 ft AGL / SFC		
(UA 29) OCHON Circle with radius of 2.0 km(1.1 NM) centered on 365711N 1271716E	500 ft AGL / SFC		

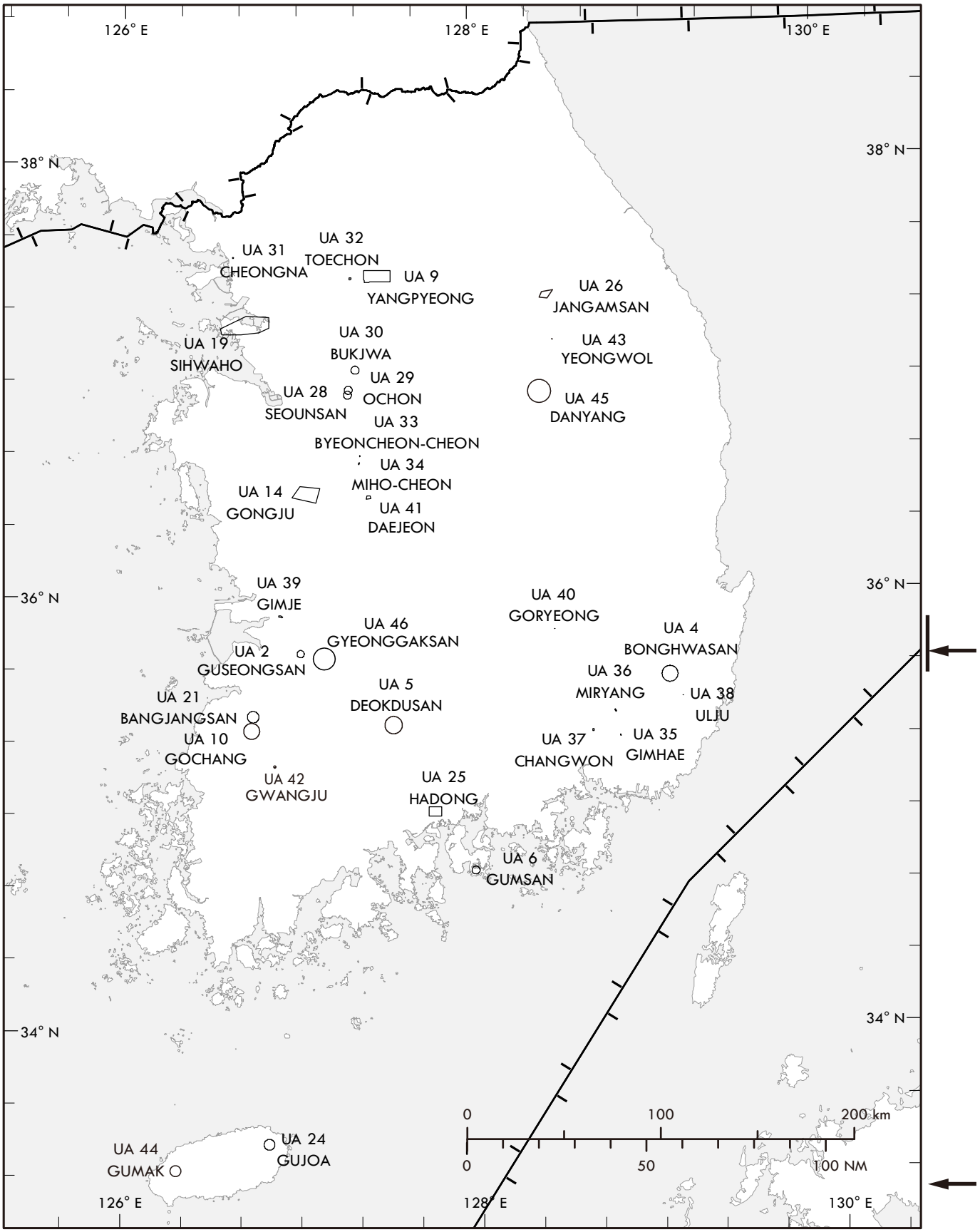
Change : Withdrawal of UA 3(YAGSAN) and UA 27(MIAKSAN).

Designation and lateral limits	*Vertical limits*	*Operator/User Tel NR.*	*Remarks and time of ACT*
(UA 30) BUKJWA Circle with radius of 2.0 km(1.1 NM) centered on 370242N 1271940E	500 ft AGL / SFC		
∗ (UA 31) CHEONGNA 373354N 1263730E - 373400N 1263744E - 373351N 1263750E - 373345N 1263736E - to point of origin	500 ft AGL / SFC		
∗ (UA 32) TOECHON Circle with radius of 0.3 km(0.2 NM) centered on 372800N 1271809E	500 ft AGL / SFC		
∗ (UA 33) BYEONCHEON-CHEON 363904N 1272103E - 363902N 1272111E - 363850N 1272106E - 363852N 1272059E - to point of origin	500 ft AGL / SFC		
∗ (UA 34) MIHO-CHEON 363710N 1272048E - 363705N 1272105E - 363636N 1272049E - 363650N 1272033E - to point of origin	500 ft AGL / SFC		
∗ (UA 35) GIMHAE 352057N 1284815E - 352101N 1284825E - 352047N 1284833E - 352043N 1284823E - to point of origin	500 ft AGL / SFC		
∗ (UA 36) MIRYANG 352801N 1284642E - 352729N 1284714E - 352717N 1284659E - 352750N 1284627E - to point of origin	500 ft AGL / SFC		
∗ (UA 37) CHANGWON 352238N 1283856E - 352238N 1283931E - 352216N 1283931E - 352213N 1283921E - 352213N 1283856E - to point of origin	500 ft AGL / SFC		
∗ (UA 38) ULJU 353129N 1290947E - 353128N 1290957E - 353130N 1291001E - 353126N 1291003E - 353124N 1291001E - 353125N 1290946E - to the beginning	500 ft AGL / SFC		
∗ (UA 39) GIMJE 355435N 1265304E - 355454N 1265257E - 355458N 1265339E - 355437N 1265420E - 355420N 1265408E - 355439N 1265331E - to point of origin	500 ft AGL / SFC		
∗ (UA 40) GORYEONG Circle with radius of 80 m(0.05 NM) centered on 355034N 1282639E	500 ft AGL / SFC		
∗ (UA 41) DAEJEON 362754N 1272326E - 362757N 1272427E - 362710N 1272439E - 362707N 1272306E - to the beginning	500 ft AGL / SFC	DAEJEON CITY TEL : 042-930-4419	Active : 0900-1600 (KST)
∗ (UA 42) GWANGJU Circle with radius of 50 m(0.03 NM) centered on 351318N 1265142E	500 ft AGL / SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED 0800-1800 (KST)
∗ (UA 43) YEONGWOL 371036N 1282739E - 371031N 1282745E - 371029N 1282743E - 371034N 1282737E - to the beginning	500 ft AGL / SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED 0800-1800 (KST)
(UA 44) GUMAK Circle with radius of 1.5 NM centered on 332127N 1261820E	1 900 ft AMSL / SFC	Jeju Paragliding Association TEL : 064-758-2676	Only for Paragliding (Recommended)
(UA 45) DANYANG Circle with radius of 3 NM centered on 365745N 1282242E	500 ft AGL / SFC	Danyang-gun TEL : 043-420-2564	Only for paragliding (Recommended)
(UA 46) GYEONGGAKSAN Circle with radius of 3 NM centered on 354304N 1270836E	500 ft AGL / SFC	Jeonju Paragliding Association TEL : 063-225-2625	Only for paragliding (Recommended)

Change : Establishment of UA 46(GYEONGGAKSAN).

AERIAL SPORTING AND RECREATIONAL ACTIVITIES -INDEX CHART

The entire area within Incheon FIR is designated as Ultralight vehicle flight restricted area except the following areas



Change : Withdrawal of UA 3(YAGSAN), UA 27(MIAKSAN) and Establishment of UA 46(GYEONGGAKSAN).

RADIO FACILITY - INDEX CHART

TO BE DEVELOPED

8. In case of engine start-up with GPU at gates due to APU malfunction or failure, pilot needs to contact INCHEON APRON earlier than TSAT window(± 5 minutes) considering the time required for engine start-up and push-back.

9. All aircraft to be taxied within the Apron shall fix their engine thrusts on an Idle. In case of using breakaway thrust, it should be used to a minimum.

10. Push-back approval is valid for 1 MIN. Push-back is therefore to begin promptly after approval. The push-back procedures of the aircraft within the Apron are as follows. As with most, these procedures shall be kept. However, if any modification of the procedures is required as the case may be, Incheon Apron may give the pilot specific instructions suited for the safety of aircraft movement.

11. The smaller aircraft(business jets) ingress and egress procedures at designated deicing pads shall follow the instructions of Incheon Apron. Deicing pads are self-maneuvering stands (i.e. taxi out with no push-back). In case of M North zone assigned not for deicing, aircraft shall be pushed back for departure.

12. There are several blue lines in Apron 1 and 3
    Locations : Right behind Gates 9, 15, 21, 22, 32, 33, 39, 45, 49 in Apron 1, and 237, 238, 239, 240, 258, 259, 260, 261 in Apron 3.
    The aircraft of those gates shall be pushed back along blue line until their nose-wheels are on the specific taxilane.

13. To avoid delay to other aircraft using 'Apron 1 and 3' area, aircraft should be ready to taxi as soon as the push-back manoeuvre and engine start procedure are completed. The push-back for gate 17, 18, 19, 20, 21, 33, 34, 35, 36 is onto taxilane R7, and for gate 236R, 237, 238, 239, 240, 241, 257, 258, 259, 260, 261, 261R is onto taxilane R12, therefore to avoid delays to other traffic it is essential that the aircraft should be ready to taxi as soon as the push-back manoeuvre is completed. If aircraft are unable to comply with these procedures, pilots shall immediately inform Incheon Apron in order that alternative taxi instructions may be issued to other aircraft.

14. When an aircraft have any problem which can't make it taxi right after push back, the pilot should report to Apron control. And then the pilot will be instructed to return gate or to move other place to avoid blocking taxilanes.

15. Delays may be expected due to other aircraft to push back or to taxi as distances between aircraft gates/stands vary. If push-back is delayed due to apron traffic conditions, TSAT will remain valid even if it exceeds TSAT + 5 minutes. TOBT needs not to be updated for such situations.

16. The following tables describe the procedures for push-back of aircraft from gates with airbridges and stands. Incheon Apron will issue specific instructions to the pilot if it is necessary to expedite traffic movement.
    Most gates and stands have several push-back procedures. Push-back instructions shall be issued including direction (only 4 directions are used) or specific position when necessary. Incheon Apron will issue a push-back instruction according to the use of runway or certain traffic condition.

17. When The aircraft push back onto taxilane R2 or R3 with facing south, the pilot shall be taxied with idle power for ground safety.

18. The aircraft that have been approved for push-back by Incheon Apron must set the Mode A code assigned by ATC prior to push-back.

Change : Information of procedures for start-up and push back.

Aircraft Stands	Pushback Procedures	Phraseology
Apron 1		
1 and 2	The aircraft shall be pushed back to face north along blue line until its nosewheel is at spot 1.	Pushback approved to point 1
3	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
	The aircraft shall be pushed back to face north along blue line until its nosewheel is at spot 1.	Pushback approved to point 1
6	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
	The aircraft shall be pushed back to face south along taxilane R1 until the specific gate position.	Pushback approved to face south abeam gate(number)
7	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
	The aircraft shall be pushed back to face south along taxilane R1 until the specific gate position.	Pushback approved to face south abeam gate(number)
	The aircraft shall be pushed back onto the stand 825 on taxilane R5 to face south.	Pushback approved to stand 825
8	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
	The aircraft shall be pushed back to face north along taxilane R1 until the specific gate position.	Pushback approved to face north abeam gate(number)
	The aircraft shall be pushed back onto the stand 825 on taxilane R5 to face south.	Pushback approved to stand 825
9	The aircraft shall be pushed back to face south along blue line until its nosewheel is at R1.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
	The aircraft shall be pushed back onto the stand 825 on taxilane R5 to face south.	Pushback approved to stand 825
10, 11 and 12	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
14	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R1 to face north until gate 10 to minimize jet blast effect.	Pushback approved to face north
	The aircraft shall be pushed back onto the spot 53R on A6 to face west.	Pushback approved to spot 53Romeo
15	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R1.	Pushback approved to face north
	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto the spot 53R on A6 to face west.	Pushback approved to spot 53Romeo
16	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto the spot 53R on A6 to face west.	Pushback approved to spot 53Romeo

AERODROME CHART - ICAO

37°27'45"N
126°26'21"E

ELEV **7** m

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

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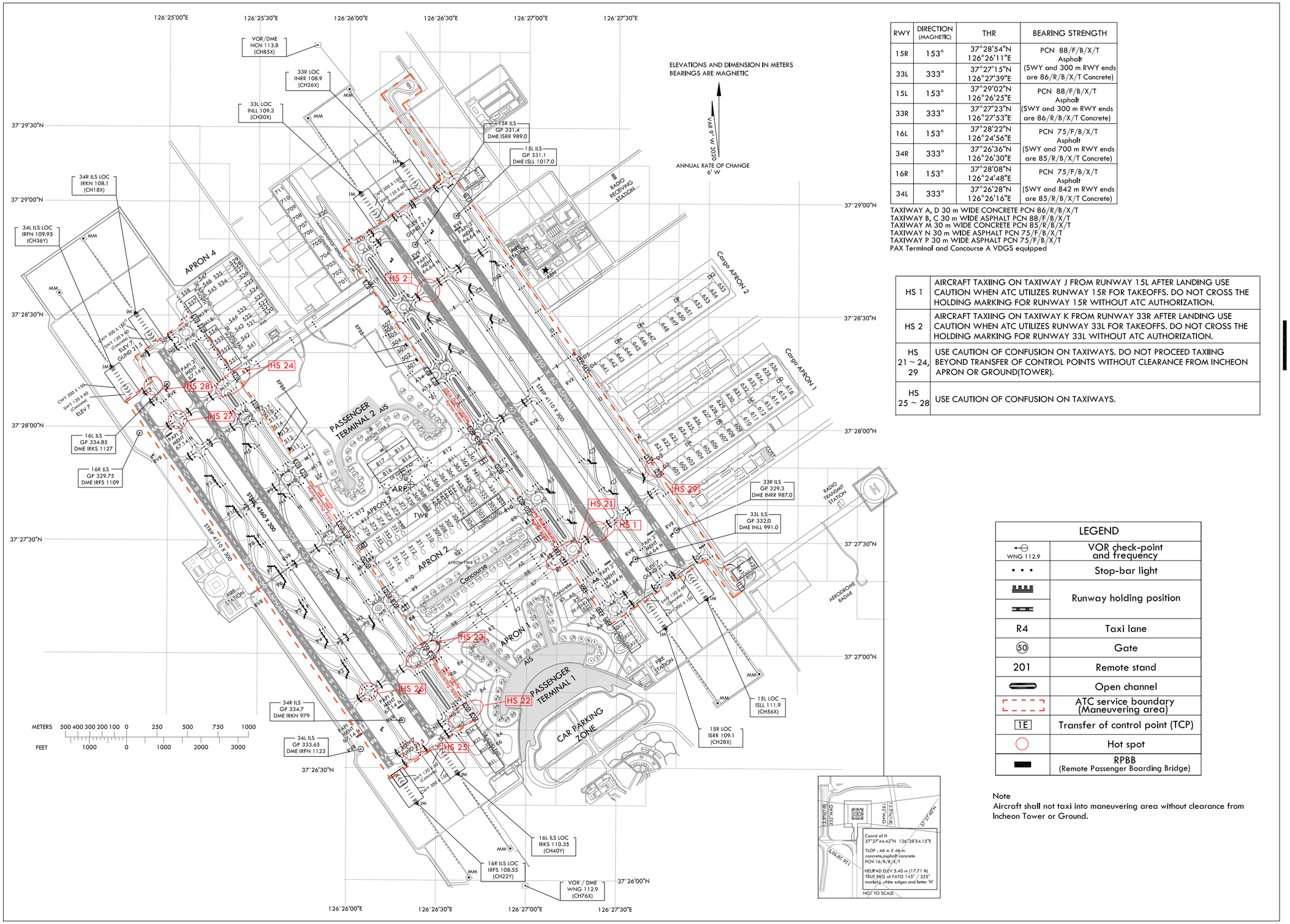


RWY	DIRECTION (MAGNETIC)	THR	BEARING STRENGTH
15R	153°	37°28'54"N 126°26'11"E	PCN 88/F/B/X/T Asphalt (SWY and 300 m RWY ends are 86/R/B/X/T Concrete)
33L	333°	37°27'15"N 126°27'39"E	
15L	153°	37°29'02"N 126°26'25"E	PCN 88/F/B/X/T Asphalt (SWY and 300 m RWY ends are 86/R/B/X/T Concrete)
33R	333°	37°27'23"N 126°27'53"E	
16L	153°	37°28'22"N 126°24'56"E	PCN 75/F/B/X/T Asphalt (SWY and 700 m RWY ends are 85/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	PCN 75/F/B/X/T Asphalt (SWY and 842 m RWY ends are 85/R/B/X/T Concrete)
34L	333°	37°26'28"N 126°26'16"E	

TAXIWAY A, D 30 m WIDE CONCRETE PCN 86/R/B/X/T
TAXIWAY B, C 30 m WIDE ASPHALT PCN 88/F/B/X/T
TAXIWAY M 30 m WIDE CONCRETE PCN 85/R/B/X/T
TAXIWAY N 30 m WIDE ASPHALT PCN 75/F/B/X/T
TAXIWAY P 30 m WIDE ASPHALT PCN 75/F/B/X/T
PAX Terminal and Concourse A VDGS equipped

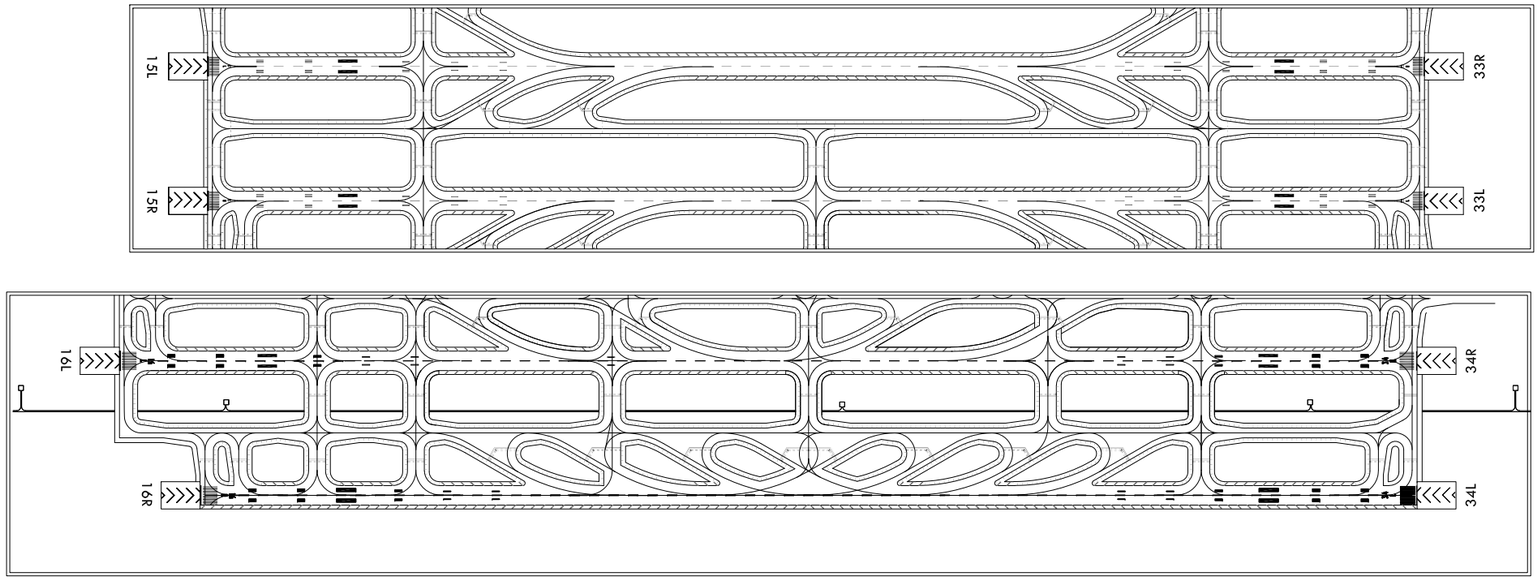
HS 1	AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 15R WITHOUT ATC AUTHORIZATION.
HS 2	AIRCRAFT TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33L WITHOUT ATC AUTHORIZATION.
HS 21 ~ 24, 29	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).
HS 25 ~ 28	USE CAUTION OF CONFUSION ON TAXIWAYS.

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

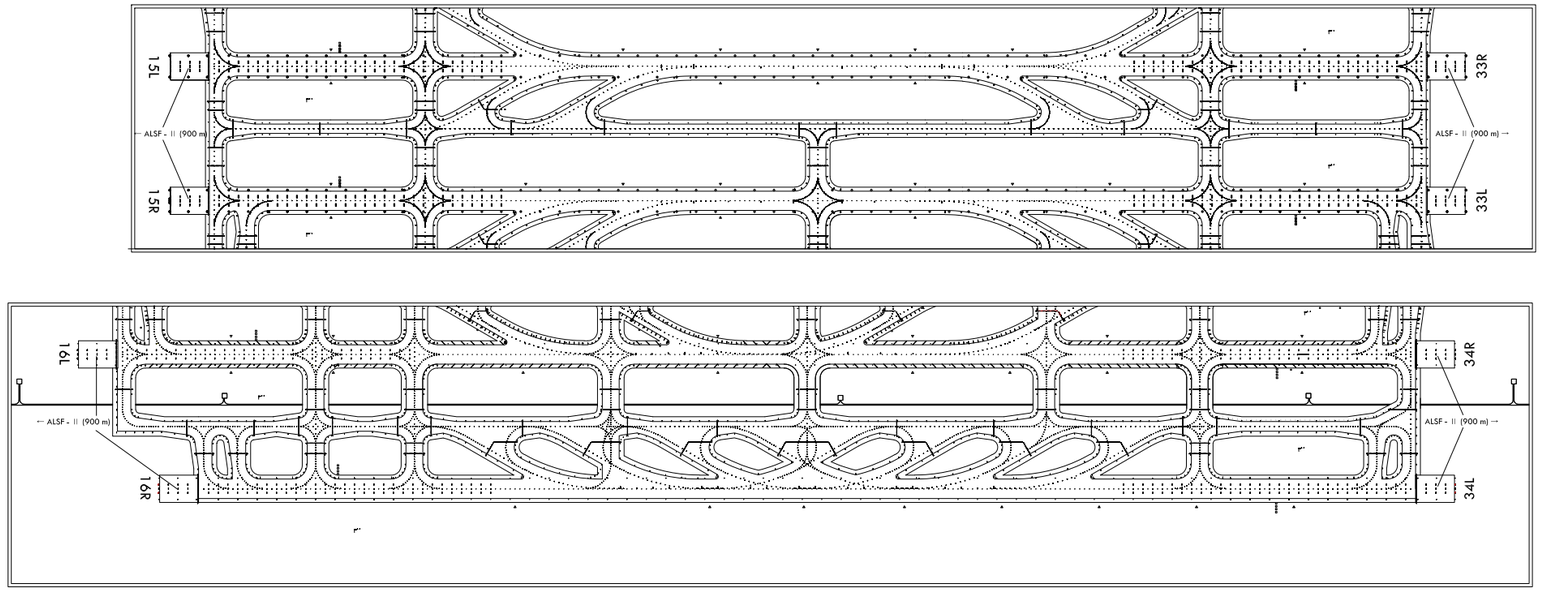
Note
Aircraft shall not taxi into maneuvering area without clearance from Incheon Tower or Ground.

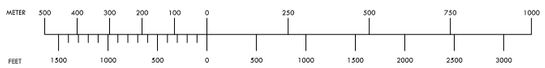
Change : Establishment of remote passenger boarding bridge.

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



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





AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV **6** m

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

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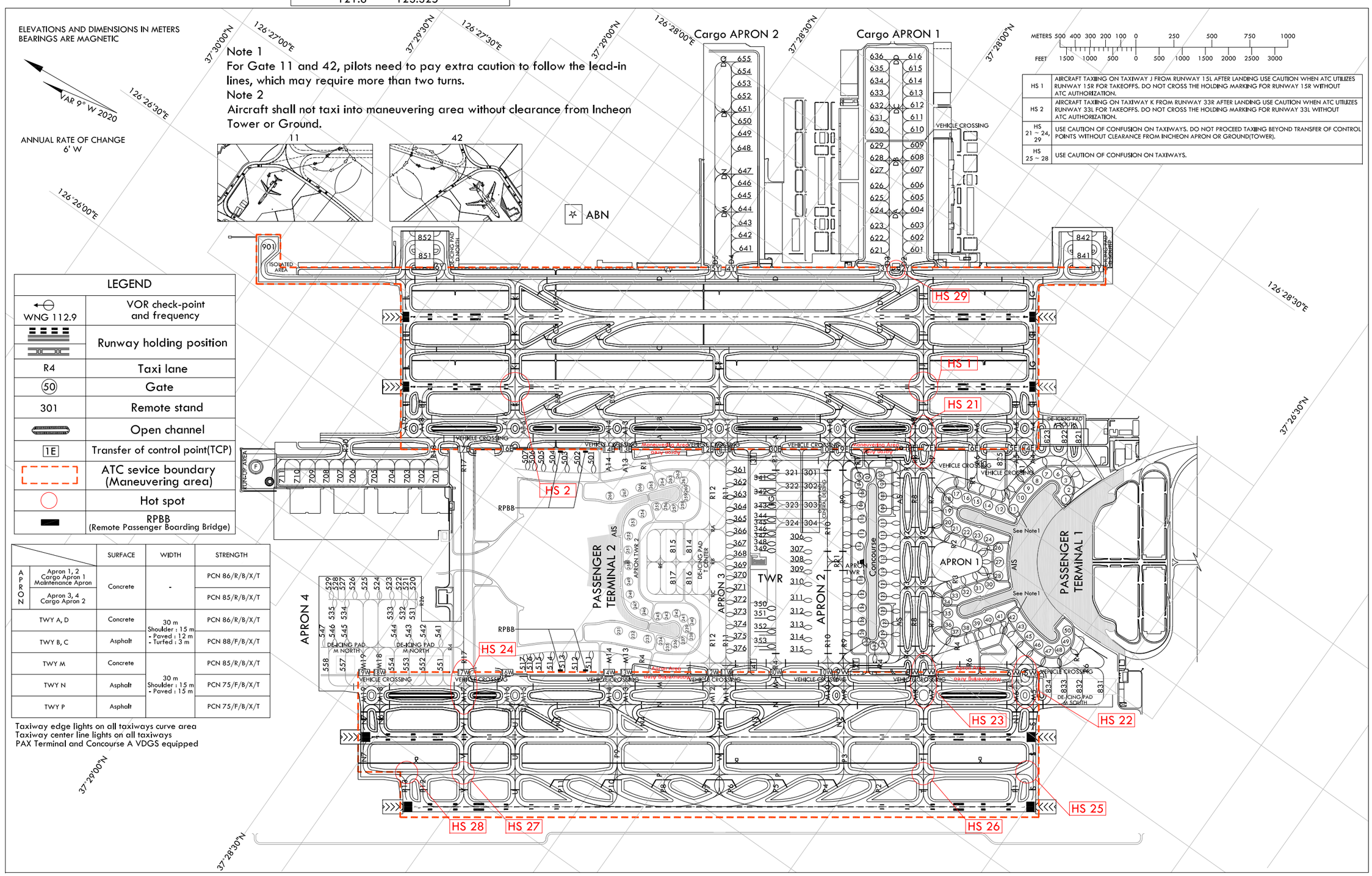
ELEVATIONS AND DIMENSIONS IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2020

ANNUAL RATE OF CHANGE
6' W

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



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

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 ~ 24, 29	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).
HS 25 ~ 28	USE CAUTION OF CONFUSION ON TAXIWAYS.

LEGEND

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

		SURFACE	WIDTH	STRENGTH
APRON	Apron 1, 2 Cargo Apron 1 Maintenance Apron	Concrete	-	PCN 86/R/B/X/T
	Apron 3, 4 Cargo Apron 2			PCN 85/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 - Paved : 15 m	PCN 85/R/B/X/T
TWY N		Asphalt		PCN 75/F/B/X/T
TWY P		Asphalt		PCN 75/F/B/X/T

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

Change : Establishment of remote passenger boarding bridge.

Apron 1

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
1	37°26'59.01"N	126°27'21.53"E	5 m	C
2	37°26'59.38"N	126°27'23.37"E	5 m	C
3	37°27'00.33"N	126°27'24.14"E	5 m	C, D
6	37°27'01.79"N	126°27'23.98"E	5 m	C, D, E
7	37°27'02.98"N	126°27'23.02"E	5 m	C, D, E
8	37°27'03.62"N	126°27'20.95"E	5 m	C, D, E, F
9	37°27'03.96"N	126°27'18.19"E	5 m	C, D, E
10	37°27'04.12"N	126°27'15.38"E	5 m	C, D, E, F
11	37°27'04.19"N	126°27'12.44"E	5 m	C
12	37°27'06.48"N	126°27'08.52"E	5 m	C, D, E, F
14	37°27'09.00"N	126°27'07.74"E	5 m	C, D, E
15	37°27'11.32"N	126°27'07.15"E	5 m	C, D, E, F
16	37°27'13.32"N	126°27'07.12"E	5 m	C
17	37°27'14.82"N	126°27'05.90"E	5 m	C, D, E, F
18	37°27'15.19"N	126°27'04.57"E	5 m	C
19	37°27'13.98"N	126°27'02.66"E	5 m	D, E
20	37°27'13.32"N	126°27'00.96"E	5 m	C, D
21	37°27'11.65"N	126°27'01.52"E	5 m	D, E
22	37°27'10.19"N	126°27'02.56"E	5 m	C, D, E
23	37°27'07.88"N	126°27'03.21"E	5 m	C, D, E
24	37°27'05.55"N	126°27'04.60"E	5 m	C, D, E
26	37°27'01.98"N	126°27'02.98"E	5 m	D, E
27	37°27'00.61"N	126°27'00.33"E	5 m	C, D, E
28	37°26'58.98"N	126°26'57.90"E	5 m	C, D, E
30	37°26'59.02"N	126°26'52.99"E	5 m	C, D, E
31	37°27'00.76"N	126°26'50.75"E	5 m	C, D, E
32	37°27'02.09"N	126°26'48.30"E	5 m	C, D, E
33	37°27'03.49"N	126°26'46.48"E	5 m	C, D, E
34	37°27'04.47"N	126°26'44.84"E	5 m	C, D
35	37°27'03.10"N	126°26'43.40"E	5 m	C, D, E
36	37°27'01.99"N	126°26'41.98"E	5 m	C, D
37	37°27'00.42"N	126°26'42.00"E	5 m	C, D
38	37°26'59.63"N	126°26'43.22"E	5 m	C, D
39	37°26'59.22"N	126°26'45.25"E	5 m	D, E
40	37°26'57.92"N	126°26'47.76"E	5 m	D, E
41	37°26'56.42"N	126°26'50.64"E	5 m	C, D, E
42	37°26'52.80"N	126°26'52.08"E	5 m	C
43	37°26'50.53"N	126°26'51.16"E	5 m	C, D, E, F
45	37°26'48.40"N	126°26'50.48"E	5 m	C, D, E
46	37°26'46.20"N	126°26'50.12"E	5 m	C, D, E, F
47	37°26'44.31"N	126°26'49.97"E	5 m	C, D, E
48	37°26'43.08"N	126°26'51.58"E	5 m	C, D, E
49	37°26'42.96"N	126°26'53.31"E	5 m	D, E
50	37°26'44.24"N	126°26'55.57"E	5 m	C, D, E
103	37°27'29.61"N	126°27'00.02"E	5 m	C, D
105	37°27'28.47"N	126°26'58.60"E	5 m	C, D
107	37°27'27.37"N	126°26'55.96"E	5 m	C, D, E
109	37°27'26.01"N	126°26'53.56"E	5 m	C, D, E
111	37°27'24.37"N	126°26'50.65"E	5 m	C, D, E
113	37°27'23.01"N	126°26'48.25"E	5 m	C, D, E
115	37°27'21.35"N	126°26'46.10"E	5 m	C, D
117	37°27'20.09"N	126°26'43.75"E	5 m	C, D
119	37°27'18.68"N	126°26'41.24"E	5 m	D
121	37°27'17.57"N	126°26'38.62"E	5 m	C, D, E
123	37°27'16.21"N	126°26'36.21"E	5 m	C, D, E
125	37°27'14.44"N	126°26'33.47"E	5 m	C, D, E
127	37°27'12.93"N	126°26'31.20"E	5 m	C, D
129	37°27'11.95"N	126°26'28.78"E	5 m	C, D
131	37°27'10.96"N	126°26'27.53"E	5 m	C, D, E
132	37°27'11.83"N	126°26'26.00"E	5 m	C, D

Apron 2

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
101	37°27'31.17"N	126°26'57.99"E	5 m	C, D
102	37°27'32.40"N	126°26'56.80"E	6 m	C, D
104	37°27'31.69"N	126°26'55.45"E	6 m	C, D
106	37°27'30.28"N	126°26'54.22"E	5 m	C, D, E, F
108	37°27'29.12"N	126°26'51.63"E	6 m	C, D, E
110	37°27'27.40"N	126°26'49.17"E	6 m	C, D, E, F
112	37°27'25.76"N	126°26'46.27"E	6 m	C, D, E, F
114	37°27'24.79"N	126°26'43.46"E	6 m	C, D
118	37°27'20.81"N	126°26'36.98"E	6 m	C, D, E
122	37°27'19.02"N	126°26'34.35"E	6 m	C, D, E, F
124	37°27'17.52"N	126°26'31.69"E	5 m	C, D, E
126	37°27'16.02"N	126°26'29.04"E	5 m	C, D, E, F
128	37°27'15.04"N	126°26'26.25"E	5 m	C, D
130	37°27'13.78"N	126°26'24.86"E	5 m	C, D, E
306	37°27'36.87"N	126°26'34.71"E	5 m	A ~ F
307	37°27'35.39"N	126°26'32.36"E	5 m	A ~ D
308	37°27'34.27"N	126°26'30.39"E	5 m	A ~ D
309	37°27'33.16"N	126°26'28.41"E	5 m	A ~ D
310	37°27'31.88"N	126°26'25.88"E	5 m	A ~ F
311	37°27'30.02"N	126°26'22.80"E	5 m	A ~ E
312	37°27'28.59"N	126°26'20.08"E	5 m	A ~ F
313	37°27'27.02"N	126°26'17.49"E	5 m	A ~ E
314	37°27'25.66"N	126°26'15.08"E	5 m	A ~ E
315	37°27'24.10" N	126°26'13.57"E	5 m	A ~ C
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
341	37°27'49.32" N	126°26'42.05"E	5 m	A ~ F
342	37°27'47.68" 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°26'32.22"E	5 m	A ~ C
347	37°27'41.94" N	126°26'30.88"E	5 m	A ~ C
348	37°27'41.18" N	126°26'29.53"E	5 m	A ~ C
349	37°27'40.42" N	126°26'28.19"E	5 m	A ~ C
350	37°27'34.01" N	126°26'16.84"E	5 m	A ~ C
351	37°27'33.62" N	126°26'14.28"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)	
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°27'48.07"N	126°25'56.43"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
242	37°27'46.48"N	126°26'03.41"E	6 m	C, D, E
243	37°27'48.32"N	126°26'02.55"E	6 m	C
245	37°27'48.94"N	126°26'00.76"E	6 m	C
246	37°27'51.45"N	126°25'59.22"E	6 m	C, D, E
247	37°27'55.00"N	126°25'59.73"E	6 m	C, D, E
248	37°27'57.26"N	126°26'02.24"E	6 m	C, D, E
249	37°27'58.75"N	126°26'04.92"E	6 m	C, D, E
250	37°27'59.11"N	126°26'07.52"E	6 m	C
251	37°28'01.48"N	126°26'09.77"E	6 m	C, D, E
252	37°28'03.02"N	126°26'12.43"E	6 m	C, D, E
253	37°28'04.15"N	126°26'15.83"E	6 m	C, D, E
254	37°28'03.39"N	126°26'20.27"E	6 m	C, D, E
255	37°28'00.46"N	126°26'23.80"E	6 m	C, D, E
256	37°27'58.59"N	126°26'25.00"E	6 m	C, D, E
257	37°27'57.32"N	126°26'26.21"E	6 m	C, D, E
258	37°27'56.59"N	126°26'27.91"E	5 m	C
259	37°27'57.47"N	126°26'28.63"E	5 m	C
260	37°27'58.31"N	126°26'30.31"E	5 m	C
261	37°27'59.23"N	126°26'31.37"E	5 m	C
262	37°28'00.14"N	126°26'30.66"E	6 m	C
263	37°28'01.52"N	126°26'29.98"E	6 m	E
264	37°28'02.61"N	126°26'27.99"E	6 m	C, D, E, F
265	37°28'04.51"N	126°26'25.12"E	6 m	C, D, E, F
266	37°28'06.25"N	126°26'22.61"E	6 m	C, D, E, F
267	37°28'08.33"N	126°26'19.82"E	6 m	C, D, E, F
268	37°28'10.50"N	126°26'17.17"E	6 m	C, D, E, F
361	37°27'51.51"N	126°26'40.93"E	5 m	A ~ C
362	37°27'49.79"N	126°26'39.36"E	5 m	A ~ E
363	37°27'48.43"N	126°26'36.95"E	5 m	A ~ E
364	37°27'47.07"N	126°26'34.54"E	5 m	A ~ E
365	37°27'45.71"N	126°26'32.14"E	5 m	A ~ E
366	37°27'44.35"N	126°26'29.73"E	5 m	A ~ E
367	37°27'42.99"N	126°26'27.32"E	5 m	A ~ E
368	37°27'42.44"N	126°26'24.88"E	5 m	A ~ C
369	37°27'41.09"N	126°25'22.49"E	5 m	A ~ C
370	37°27'39.46"N	126°26'21.08"E	5 m	A ~ E
371	37°27'38.10"N	126°26'18.68"E	5 m	A ~ E
372	37°27'36.74"N	126°26'16.27"E	5 m	A ~ E
373	37°27'35.38"N	126°26'13.86"E	5 m	A ~ E
374	37°27'34.02"N	126°26'11.46"E	5 m	A ~ E
375	37°27'32.66"N	126°26'09.05"E	5 m	A ~ E
376	37°27'32.05"N	126°26'06.50"E	5 m	A ~ C
501	37°28'17.62"N	126°26'24.10"E	5 m	A ~ F
502	37°28'19.80"N	126°26'22.19"E	5 m	A ~ F
503	37°28'21.77"N	126°26'20.43"E	5 m	A ~ E
504	37°28'23.70"N	126°26'18.71"E	5 m	A ~ E
505	37°28'25.47"N	126°26'17.15"E	5 m	A ~ D
506	37°28'26.85"N	126°26'15.84"E	5 m	A ~ C
507	37°28'27.93"N	126°26'14.87"E	5 m	A ~ C
511	37°27'53.23"N	126°25'41.01"E	5 m	A ~ F
512	37°27'55.40"N	126°25'39.08"E	5 m	A ~ F
513	37°27'57.37"N	126°25'37.32"E	5 m	A ~ E
514	37°27'59.30"N	126°25'35.61"E	5 m	A ~ E
515	37°28'01.06"N	126°25'34.03"E	5 m	A ~ D
516	37°28'02.47"N	126°25'32.76"E	5 m	A ~ C
517	37°28'03.55"N	126°25'31.80"E	5 m	A ~ C

Apron 4

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
520	37°28'30.58"N	126°25'33.83"E	5 m	A ~ C
521	37°28'31.54"N	126°25'32.62"E	5 m	A ~ C
522	37°28'32.61"N	126°25'31.66"E	5 m	A ~ C
523	37°28'34.58"N	126°25'31.07"E	5 m	A ~ E
524	37°28'36.50"N	126°25'29.37"E	5 m	A ~ E
525	37°28'38.42"N	126°25'27.66"E	5 m	A ~ E
526	37°28'40.34"N	126°25'25.95"E	5 m	A ~ E
527	37°28'41.44"N	126°25'23.81"E	5 m	A ~ C
528	37°28'42.51"N	126°25'22.86"E	5 m	A ~ C
529	37°28'43.71"N	126°25'22.14"E	5 m	A ~ C
531	37°28'26.95"N	126°25'27.30"E	5 m	A ~ C
532	37°28'28.24"N	126°25'25.51"E	5 m	A ~ E
533	37°28'30.16"N	126°25'23.80"E	5 m	A ~ E
534	37°28'37.38"N	126°25'17.38"E	5 m	A ~ E
535	37°28'39.29"N	126°25'15.67"E	5 m	A ~ E
541	37°28'21.85"N	126°25'29.06"E	5 m	A ~ F
542	37°28'24.17"N	126°25'27.00"E	5 m	A ~ F
543	37°28'26.48"N	126°25'24.94"E	5 m	A ~ F
544	37°28'28.80"N	126°25'22.88"E	5 m	A ~ F
545	37°28'36.59"N	126°25'15.99"E	5 m	A ~ E
546	37°28'38.51"N	126°25'14.28"E	5 m	A ~ E
547	37°28'39.96"N	126°25'12.77"E	5 m	A ~ C
558	37°28'34.40"N	126°25'04.70"E	5 m	A ~ E

Cargo Apron 1

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
601	37°27'47.85"N	126°27'49.55"E	6 m	A ~ E
602	37°27'49.21"N	126°27'51.96"E	6 m	A ~ E
603	37°27'50.57"N	126°27'54.37"E	6 m	A ~ F
604	37°27'52.30"N	126°27'57.44"E	6 m	A ~ F
605	37°27'53.66"N	126°27'59.84"E	6 m	A ~ E
606	37°27'55.02"N	126°28'02.25"E	6 m	A ~ F
607	37°27'56.76"N	126°28'05.32"E	6 m	A ~ F
608	37°27'58.12"N	126°28'07.73"E	6 m	A ~ E
609	37°27'59.48"N	126°28'10.14"E	6 m	A ~ E
610	37°28'01.21"N	126°28'13.21"E	6 m	A ~ E
611	37°28'02.57"N	126°28'15.61"E	6 m	A ~ E
612	37°28'03.93"N	126°28'18.02"E	6 m	A ~ E
613	37°28'05.34"N	126°28'20.38"E	6 m	A ~ E
614	37°28'06.70"N	126°28'22.79"E	6 m	A ~ E
615	37°28'08.06"N	126°28'25.19"E	6 m	A ~ E
616	37°28'09.42"N	126°28'27.60"E	6 m	A ~ F
621	37°27'56.09"N	126°27'42.23"E	6 m	A ~ E
622	37°27'57.44"N	126°27'44.64"E	6 m	A ~ E
623	37°27'58.80"N	126°27'47.05"E	6 m	A ~ F
624	37°28'00.53"N	126°27'50.12"E	6 m	A ~ F
625	37°28'01.89"N	126°27'52.53"E	6 m	A ~ E
626	37°28'03.25"N	126°27'54.93"E	6 m	A ~ F
627	37°28'04.99"N	126°27'58.00"E	6 m	A ~ F
628	37°28'06.35"N	126°28'00.41"E	6 m	A ~ E
629	37°28'07.71"N	126°28'02.82"E	6 m	A ~ F
630	37°28'09.44"N	126°28'05.89"E	6 m	A ~ F
631	37°28'10.80"N	126 28'08.30"E	6 m	A ~ E
632	37°28'12.16"N	126°28'10.70"E	6 m	A ~ E
633	37°28'13.48"N	126°28'13.14"E	6 m	A ~ E
634	37°28'14.84"N	126°28'15.54"E	6 m	A ~ E
635	37°28'16.20"N	126°28'17.95"E	6 m	A ~ E
636	37°28'17.56"N	126°28'20.36"E	6 m	A ~ F

Cargo Apron 2

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
641	37°28'14.44"N	126°27'26.30"E	6 m	A ~ F
642	37°28'16.08"N	126°27'28.84"E	6 m	A ~ E
643	37°28'17.44"N	126°27'31.24"E	6 m	A ~ E
644	37°28'18.80"N	126°27'34.02"E	6 m	A ~ F
645	37°28'20.40"N	126°27'36.55"E	6 m	A ~ E
646	37°28'21.76"N	126°27'38.96"E	6 m	A ~ E
647	37°28'23.13"N	126°27'41.37"E	6 m	A ~ F
648	37°28'25.70"N	126°27'45.82"E	6 m	A ~ F
649	37°28'27.46"N	126°27'48.57"E	6 m	A ~ E
650	37°28'28.82"N	126°27'50.97"E	6 m	A ~ E
651	37°28'30.18"N	126°27'53.38"E	6 m	A ~ E
652	37°28'31.87"N	126°27'56.74"E	6 m	A ~ F
653	37°28'33.51"N	126°27'59.27"E	6 m	A ~ E
654	37°28'34.87"N	126°28'01.68"E	6 m	A ~ E
655	37°28'36.23"N	126°28'04.09"E	6 m	A ~ F

Maintenance Apron

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
701	37°28'38.17"N	126°25'56.92"E	5 m	A ~ F
702	37°28'40.54"N	126°25'55.13"E	5 m	A ~ E
703	37°28'42.79"N	126°25'53.13"E	5 m	A ~ E
704	37°28'45.07"N	126°25'50.82"E	5 m	A ~ F
705	37°28'47.82"N	126°25'48.37"E	5 m	A ~ F
706	37°28'51.33"N	126°25'45.53"E	5 m	A ~ E
707	37°28'53.25"N	126°25'43.82"E	5 m	A ~ E
708	37°28'55.44"N	126°25'41.87"E	5 m	A ~ E
709	37°28'57.64"N	126°25'39.91"E	5 m	A ~ F
710	37°28'59.91"N	126°25'37.61"E	5 m	A ~ F
711	37°29'02.32"N	126°25'35.53"E	5 m	A ~ E

Deicing Apron

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
301	37°27'40.02"N	126°26 51.37"E	5 m	A ~ C
302	37°27'38.47"N	126°26 48.77"E	5 m	A ~ F
303	37°27'36.47"N	126°26 45.24"E	5 m	A ~ F
304	37°27'34.48"N	126°26 41.71"E	5 m	A ~ F
551	37°28'16.56"N	126°25'20.59"E	5 m	A ~ F
552	37°28'19.34"N	126°25'18.11"E	5 m	A ~ F
553	37°28'21.89"N	126°25'15.84"E	5 m	A ~ E
554	37°28'24.21"N	126°25'13.78"E	5 m	A ~ E
557	37°28'31.86"N	126°25'06.97"E	5 m	A ~ F
814	37°27'52.01"N	126°26'20.89"E	6 m	A ~ E
815	37°27'54.52"N	126°26'18.67"E	6 m	A ~ E
816	37°27'47.26"N	126°26'12.48"E	6 m	A ~ E
817	37°27'49.76"N	126°26'10.25"E	5 m	A ~ E
821	37°27'02.96"N	126°27'36.40"E	5 m	A ~ E
822	37°27'05.14"N	126°27'34.46"E	5 m	A ~ E
823	37°27'07.88"N	126°27'32.02"E	5 m	A ~ F
825	37°27'12.58"N	126°27'19.93"E	5 m	A ~ F
831	37°26'30.63"N	126°26'48.42"E	5 m	A ~ F
832	37°26'33.99"N	126°26'45.57"E	5 m	A ~ E
833	37°26'36.43"N	126°26'43.41"E	5 m	A ~ E
834	37°26'38.86"N	126°26'41.24"E	5 m	A ~ E
841	37°27'22.89"N	126°28'10.08"E	6 m	A ~ F
842	37°27'25.06"N	126°28'13.55"E	6 m	A ~ F
851	37°29'06.04"N	126°26'38.35"E	5 m	A ~ F
852	37°29'08.26"N	126°26 41.78"E	5 m	A ~ F

Isolated Security Parking Position

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
901	37°29'32.58"N	126°26'20.52"E	5 m	A ~ F

Run-up Area

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

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.

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **6** m

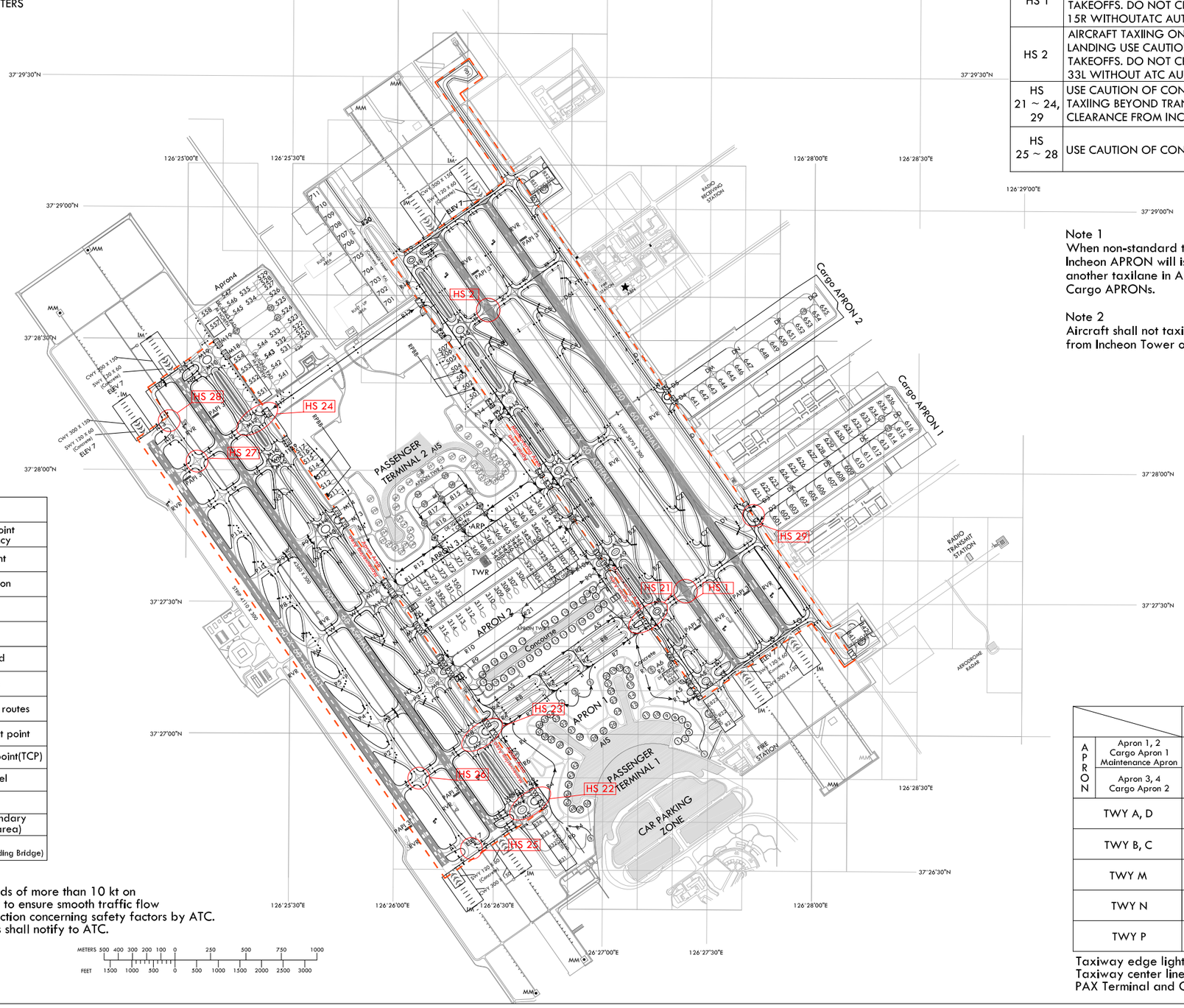
TWR	118.2(E)	118.8(W)	
GND	121.75(E)	121.7(W)	
APRON	121.65	122.175	123.675
	121.8	123.325	

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

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2020

ANNUAL RATE OF CHANGE
6' W



HS 1	AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 15R WITHOUTATC 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 ~ 24, 29	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).
HS 25 ~ 28	USE CAUTION OF CONFUSION ON TAXIWAYS.

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

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

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

Note
All aeroplane will taxi at speeds of more than 10 kt on Taxiways A, B, C, D, M, N or P to ensure smooth traffic flow unless there is exceptional direction concerning safety factors by ATC. And if it is impracticable, pilots shall notify to ATC.

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

		SURFACE	WIDTH	STRENGTH
APRON	Apron 1, 2 Cargo Apron 1 Maintenance Apron	Concrete	-	PCN 86/R/B/X/T
	Apron 3, 4 Cargo Apron 2			PCN 85/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 - Paved : 15 m	PCN 85/R/B/X/T
TWY N		Asphalt		PCN 75/F/B/X/T
TWY P		Asphalt		PCN 75/F/B/X/T

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

Change : Establishment of remote passenger boarding bridge.

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **6** m

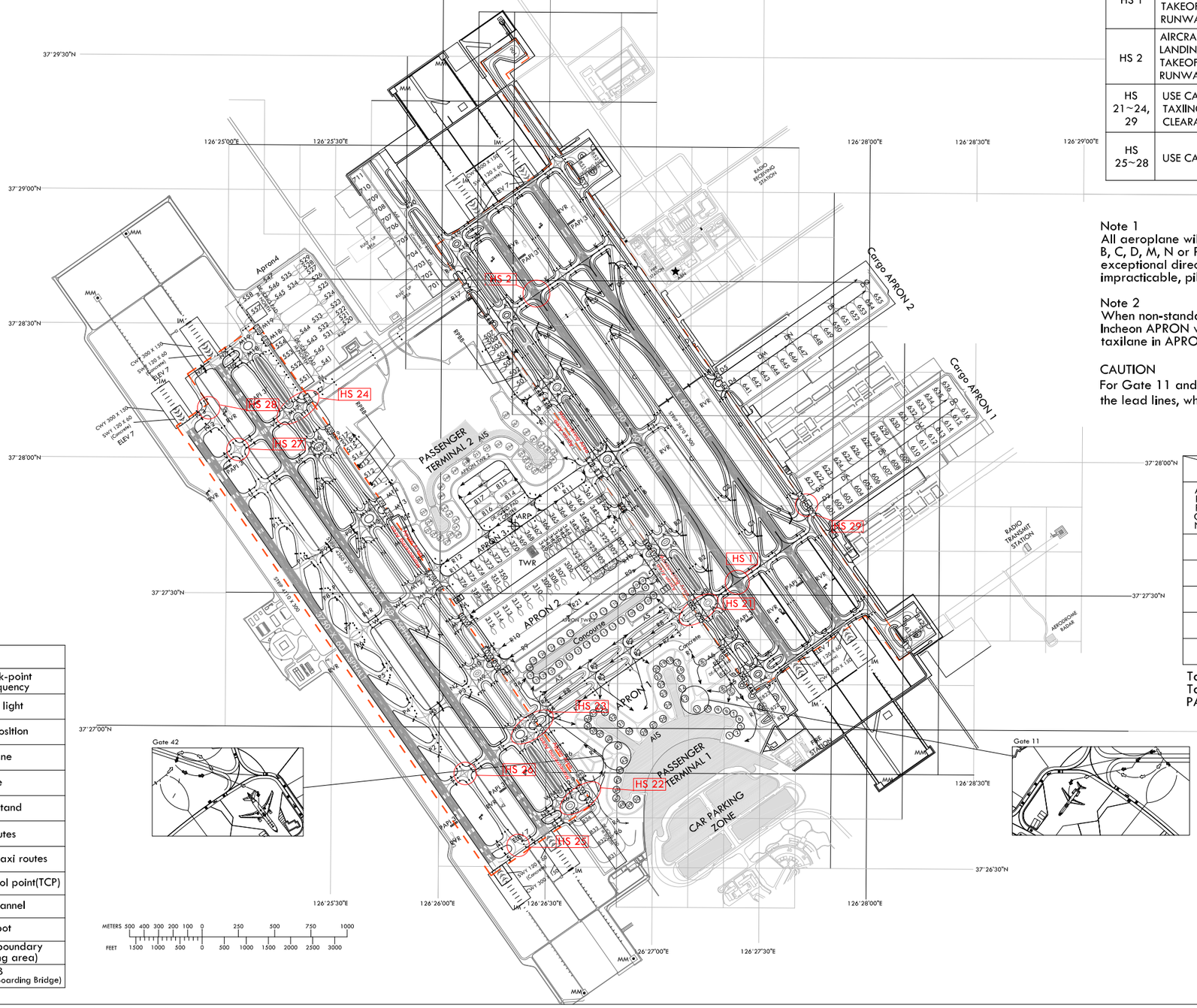
TWR	118.2(E)	118.8(W)	
GND	121.75(E)	121.7(W)	
APRON	121.65	122.175	123.675
	121.8	123.325	

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

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2020

ANNUAL RATE OF CHANGE
6' W



HS 1	AIRCRAFT TAXIING ON TAXIWAY 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 21~24, 29	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).
HS 25~28	USE CAUTION OF CONFUSION ON TAXIWAYS.

Note 1
All aeroplane will taxi at speeds of more than 10 kt on Taxiways A, B, C, D, M, N or P to ensure smooth traffic flow unless there is exceptional direction concerning safety factors by ATC. And if it is impracticable, pilots shall notify to ATC.

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

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

		SURFACE	WIDTH	STRENGTH
APRON	Apron 1, 2 Cargo Apron 1 Maintenace Apron	Concrete	-	PCN 86/R/B/X/T
	Apron 3, 4 Cargo Apron 2			PCN 85/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 - Paved : 15 m	PCN 85/R/B/X/T
TWY N		Asphalt		PCN 75/F/B/X/T
TWY P		Asphalt		PCN 75/F/B/X/T

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

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

Change : Establishment of remote passenger boarding bridge.

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **6** m

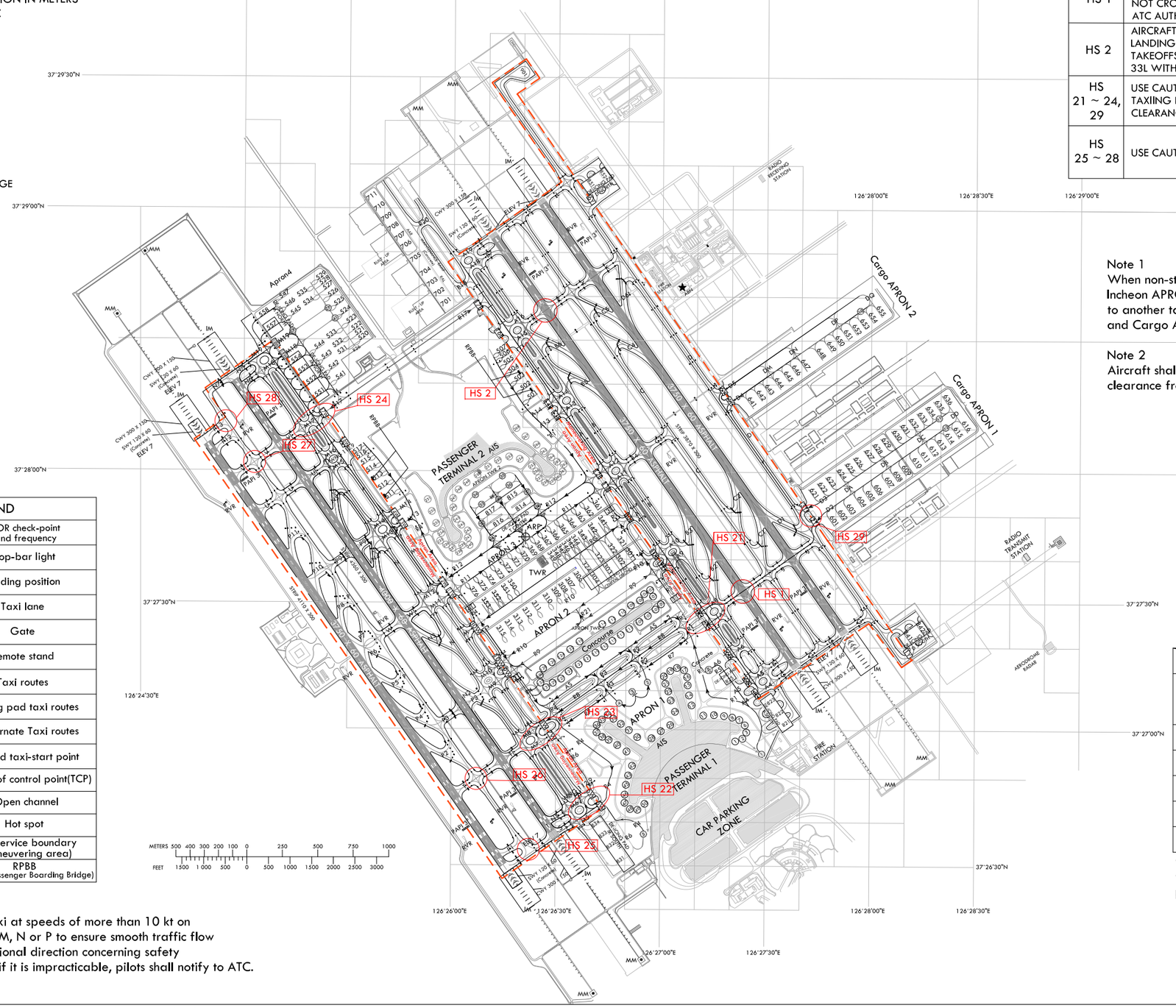
TWR	118.2(E)	118.8(W)	
GND	121.75(E)	121.7(W)	
APRON	121.65	122.175	123.675
	121.8	123.325	

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

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2020

ANNUAL RATE OF CHANGE
6' W



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 ~ 24, 29	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).
HS 25 ~ 28	USE CAUTION OF CONFUSION ON TAXIWAYS.

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

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

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

		SURFACE	WIDTH	STRENGTH
APRON	Apron 1, 2 Cargo Apron 1 Maintenance Apron	Concrete	-	PCN 86/R/B/X/T
	Apron 3, 4 Cargo Apron 2			PCN 85/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 - Paved : 15 m	PCN 85/R/B/X/T
TWY N		Asphalt		PCN 75/F/B/X/T
TWY P		Asphalt		PCN 75/F/B/X/T

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

Note
All aeroplane will taxi at speeds of more than 10 kt on Taxiways A, B, C, D, M, N or P to ensure smooth traffic flow unless there is exceptional direction concerning safety factors by ATC. And if it is impracticable, pilots shall notify to ATC.

Change : Establishment of remote passenger boarding bridge.

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **6** m

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

SEOUL / Incheon Intl
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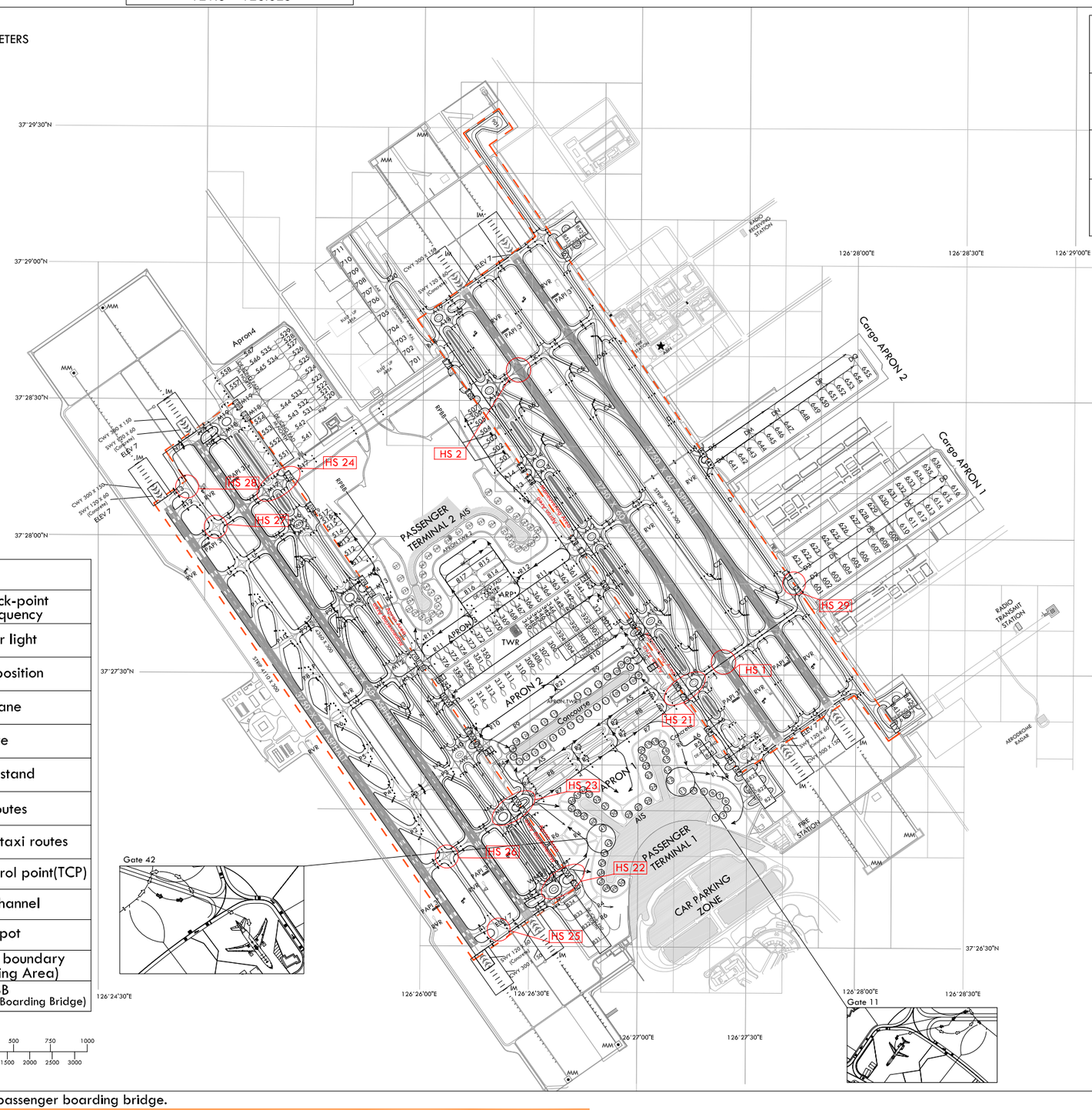


HS 1	AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 15R WITHOUT ATC AUTHORIZATION.
HS 2	AIRCRAFT TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33L WITHOUT ATC AUTHORIZATION.
HS 21~24, 29	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).
HS 25~28	USE CAUTION OF CONFUSION ON TAXIWAYS.

Note 1
All aeroplane will taxi at speeds of more than 10 kt on Taxiways A, B, C, D, M, N or P to ensure smooth traffic flow unless there is exceptional direction concerning safety factors by ATC. And if it is impracticable, pilots shall notify to ATC.

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

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

LEGEND

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

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

		SURFACE	WIDTH	STRENGTH
APRON	Apron 1, 2 Cargo Apron 1 Maintenance Apron	Concrete	-	PCN 86/R/B/X/T
	Apron 3, 4 Cargo Apron 2			PCN 85/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 - Paved : 15 m	PCN 85/R/B/X/T
TWY N		Asphalt		PCN 75/F/B/X/T
TWY P		Asphalt		PCN 75/F/B/X/T

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

Change : Establishment of remote passenger boarding bridge.

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

1	Designation, surface and strength of aprons	Surface - East & Central : Asphalt or Concrete - North & West : Concrete Strengh - East & Central : PCN 74/F/B/X/T - North : PCN 67/R/B/W/T - West : PCN 58/R/B/W/T
2	Designation, width, surface and strength of taxiways	Width - A, B2, C1 - C3, D2, D3, E1, E2, F2 : 35 m - B1, D1, G1, W1, W2, P : 30 m - F1 : 23 m - G2 : 40 m Surface : Asphalt or Concrete Strength - A, G2 : PCN 85/R/B/W/T - P : PCN 74/F/B/X/T(PCN 71/R/B/W/T : 1 096 m from SE TWY end/ 282 m from NW TWY end) - B1 : PCN 74/F/B/X/T(PCN 85/R/B/W/T : a partial of TWY, 270 m) - B2, C1, C2, C3, D1, D2, D3, E1, E2, F1, F2, G1, W1, W2 : PCN 74/F/B/X/T
3	Location and elevation of altimeter checkpoint	Central Apron : 16 m Other Aprons : 13 m
4	VOR check points	VOR : NIL
5	INS check points	INS : Refer to Aircraft Parking & Docking Chart
6	Remarks	NIL

RKSS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of Mode S transponder on the ground	
1.1	General	This system using Mode S transponder improves the accuracy and the reliability of the ground movement monitoring system.
1.2	ACFT equipped with Mode S transponder	ACFT operators shall ensure that Mode S transponders are able to operate when ACFT is on the ground.
1.2.1	Departing ACFT(Including ACFT that require de-icing)	Prior to push-back or taxiing from a parking stand whichever comes first : - Enter, using either FMS mode or transponder control unit, the flight identification as specified in item 7 of the ICAO flight plan(ex. : KAL123, AAR456) or enter in the absence of flight identification, the ACFT registration. - Select XPNDR or its equivalent in relation to specifications on the installed model. - If function is available, select AUTO mode. - Do not select Off or STBY functions. - Set Mode A code assigned by ATC. Lining up - Select TA/RA.
1.2.2	Arriving ACFT	After landing and until the ACFT is stationary at parking stand : - Maintain XPNDR or its equivalent in relation of specification of the installed model. - Do not select OFF and STBY functions. - Maintain Mode A code assigned by ATC. When ACFT is stationary at the parking stand, select OFF or STBY.

1.2.3	Other cases of taxiing ACFT (including towing ACFT)	Select XPNDR or its equivalent in relation to specifications of the installed model. - If function is available, select AUTO mode. Do not select the OFF and STBY function. Set Mode A code to 2000. - If unable, inform Gimpo APN on initial contact.
1.3	ACFT not equipped with Mode S transponder or with an unserviceable Mode S transponder	Departing ACFT : - Maintain Mode A+C transponder in the ON position until lining up. Arriving ACFT : - Maintain Mode A+C transponder in the ON position and Mode A code assigned by ATC until parking stand. Other cases of taxiing ACFT : - Select A+C transponder in the ON position or its equivalent in relation to specifications of the installed model. - Do not select the OFF and STBY function. - Set Mode A code to 2000. Fully parked on stand - Select OFF or STBY position.
2	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	Taxiing guidance signs at all intersections with TWY, RWY and at all holding positions Guide lines at apron Nose-in guidance at aircraft stands Visual docking guidance system : NIL
3	RWY and TWY markings and LGTs	RWY - Lights RWY 14L/32R - Edge, THR, End, TDZ RWY 14R - Edge, THR, End, CL, TDZ RWY 32L - Edge, THR, End, CL - Marking RWY 14L/32R - Designation, THR, TDZ, Center Line, Side Strip, Aiming point marked RWY 14R/32L - Designation, THR, TDZ, Center Line, Side Strip, Aiming point marked TWY - Lights TWY edge lights - All TWY TWY CL lights - All TWY (except : W1, W2, Part of R(P1~NR 121) * TWY CL lights are not installed on the parts of the taxi routes crossing over RWY 14L/32R, but are installed only BTN TWY B1 and B2, TWY G1 and G2, TWY C1 and C2, TWY E1 and E2. - Marking TWY & taxilane centerline marked Holding positions at all TWY/RWY intersections marked
4	Stop bars	Refer to Aerodrome Ground Movement Chart
5	Remarks	NIL

Change : Information of other cases of taxiing ACFT and Amended phrase(toeing → towing).

RKSS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At APN TWR FLG W&G EV 2.5 SEC IBN : NIL H24
2	LDI location and lighting Anemometer location and lighting	LDI : NIL Anemometer : NIL
3	TWY edge and center line lighting	Edge : All TWY Center line : All TWY (except : W1, W2, Part of R(P1~NR. 121)) * TWY CL lights are not installed on the parts of the taxi routes crossing over RWY 14L/32R, but are installed only BTN TWY B1 and B2, TWY G1 and G2, TWY C1 and C2, TWY E1 and E2.
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AD Switch-over time : 1 or 15 SEC according to kind of lights (Complied with ICAO requirements)
5	Remarks	NIL

RKSS AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	NIL
2	TLOF and/or FATO elevation	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True and MAG BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	As directed by ATC

RKSS AD 2.17 ATS AIRSPACE

1	Designation and lateral limit	Gimpo CTR A circle, radius 5 NM centered at (ARP)
2	Vertical limits	SFC to 3 000 ft AMSL
3	Airspace classification	B
4	ATS unit call sign Languages	Gimpo Tower English / Korean
5	Transition altitude	14 000 ft AMSL
6	Operational hours	H24
7	Remarks	NIL

RKSS AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency		Hours of operation	Remarks
1	2	3		4	5
TWR	Gimpo Tower	118.1 MHz* 118.05 MHz** 240.9 MHz*		H24	NIL
GND	Gimpo Ground	121.9 MHz* 121.95 MHz**		H24	NIL
APN	Gimpo Apron	130.875 MHz* 131.175 MHz* 131.325 MHz* 129.525 MHz** 131.375 MHz**		H24	NIL
Delivery	Gimpo Delivery	121.975 MHz**		H24	Digital PDC service Available
ATIS	Gimpo INTL Airport	126.4 MHz** 317.8 MHz*		H24	1. Digital ATIS service Available 2. ATIS telephone service Available (Refer to RKSS AD 2-31 for detail)
APP	Seoul Approach	119.05 MHz** 119.1 MHz* 120.8 MHz** 124.2 MHz**	119.75 MHz** 124.7 MHz* 121.35 MHz* 293.3 MHz**	H24	NIL
VFR		123.25 MHz** 363.8 MHz*	123.8 MHz* 305.7 MHz*		
DEP	Seoul Departure	121.4 MHz** 125.15 MHz**	124.8 MHz* 353.2 MHz*	H24	NIL
EMERG		121.5 MHz*	243.0 MHz**	H24	NIL

Scheduled Inspection Time

* : Every 1st THU(1500-2000 UTC) of the month
** : Every 3rd THU(1500-2000 UTC) of the month

RKSS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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
VOR/DME (9° W/2020)	KIP	113.60 MHz (CH 83X)	H24	373327.1N 1264731.3E	30 m	VOR/DME unusable RDL 331 clockwise RDL 360, RDL 001 clockwise RDL 099 not flight checked RDL 270 clockwise RDL 278 beyond 15 NM below 3 500 ft AMSL RDL 290 clockwise RDL 310 beyond 15 NM due to RK P518 RDL 311 clockwise RDL 330 beyond 12 NM due to RK P518 Scheduled Inspection time : Every 2nd TUE(1500-1800 UTC) of the month
LOC 14R (9° W/2020) ILS CAT II/III (9° W/2020)	IOFR	108.70 MHz	H24	373245.5N 1264812.9E	-	RWY 14R LOC unusable beyond 12 NM FM GP-DME and beyond 10° Left side of the course not flight check due to RK P518 Scheduled Inspection time : Every 1st THU(1400-1900 UTC) of the month
GP 14R	-	330.5 MHz	H24	373401.8N 1264644.0E	-	
DME 14R	IOFR	985 MHz (CH 24X)	H24	373401.9N 1264644.2E	30 m	
IM 14R	-	75 MHz	H24	373413.7N 1264622.1E		

Change : Establishment of apron FREQ(131.325 MHz and 131.375 MHz).

1.10 Flight limitations

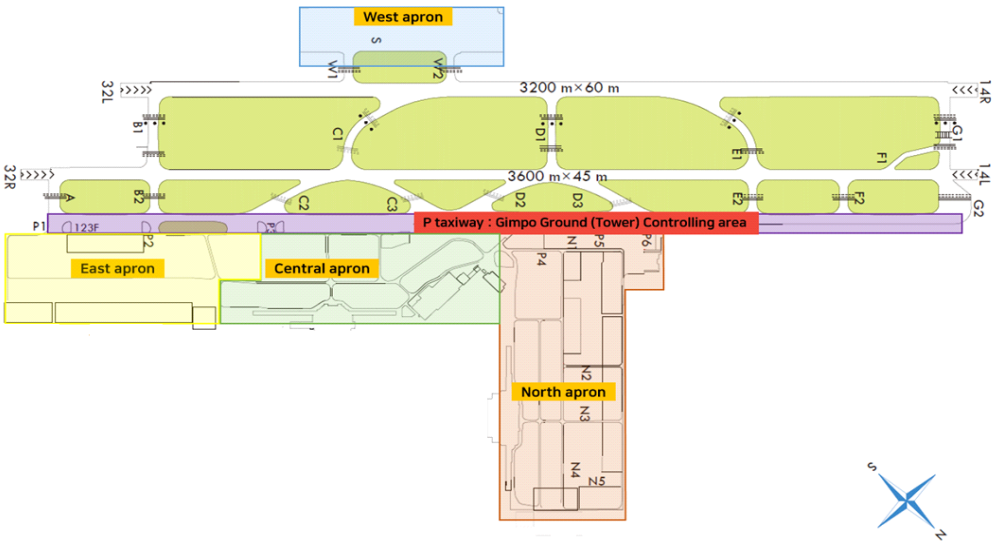
1. All training flights are prohibited at Gimpo Airport, except for turbofan engine aircraft. The deliberate simulation of engine failure is not permitted whilst on approach to or departure from the airport.
터보팬 엔진 장착 항공기를 제외한 모든 훈련비행은 김포공항에서 금지된다. 김포공항으로 접근 또는 출발 시 엔진 failure와 같은 고의적인 모의 훈련은 허가되지 않는다.

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 deicing pads.

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



2. De-icing pads

a. East apron : 127, 129, 130 pads
b. Central apron : 133, 134, 140, 27, 28 pads
c. North apron : N1-A, N1-B, 201, 201L, 201R pads

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.

Change : Information of de-icing pads.

e. TOBT shall be updated through the following channels :

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

f. TOBT information is available through the following channels :

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

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

3. Non A-CDM Procedures

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

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

2.2 Procedures for start-up and push-back

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

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

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

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

a. Call sign
b. Gate or stand number
c. TSAT (if applicable)

5. Pilot shall confirm with ground crews(ground handler, aircraft maintenance) whether there is no hazard to the aircraft starting up. The pilot shall not ask the Gimpo Apron for engine start-up and push-back until its safety check-up is fully confirmed. If there are any elements posing a potential failure, the pilot can ask the Gimpo Apron for push-back only. After moving and standing the aircraft at a safety area, the pilot can ask the engine start-up.

6. All aircraft to be taxied within the Apron shall fix their thrusts on an idle. In case of using breakaway thrust, it should be used to a minimum.

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

a. Push-back for Central & East apron
Aircraft stands NR. 124~125, NR. 131~134 will be pushed back for class E aircraft.

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

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

b. Push-back for North apron

1) Aircraft stands NR. 31~36 will be pushed back to face southwest unless otherwise instructed by ATC.
2) Aircraft stands NR. 37~39, NR. 304~307 will be pushed back to face southeast(tail to N4) unless otherwise instructed by ATC.
3) Aircraft stands NR. 301~303, NR. 221~237 will be pushed back to face northeast unless otherwise instructed by ATC.
4) Aircraft stands NR. 201~206 will be pushed back to face northeast for class E aircraft unless otherwise instructed by ATC.

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

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

2.3 Procedures for vehicles towing aircraft

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

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

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

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

Change : Establishment of push-back procedure for class E aircraft.

2.4 Departure routes and Transfer of Control Points(TCP)

1. Unless otherwise instructed, aircraft should use the following routes :

	Apron	Apron FREQ	Route	TCP	Gate/Stand
RWY 14	Central and East	130.875 MHz 131.175 MHz 131.325 MHz 129.525 MHz 131.375 MHz	P1 → P	P hold line (on P1)	121 to 122
			P2 → P	P hold line (on P2)	123 to 127 (if push-back is required)
			P3 → P	P hold line (on P3)	1 to 4 128 to 130
					131 to 132 (if push-back is required)
			R → P	P hold line (on R)	6 to 26
					133 to 142 (if push-back is required)
			P	Parking Stand	123 to 127 131 to 142
				* ACFT stands NR. 27~28 will be transferred to Gimpo Ground when ready to taxi after completed push-back.	
	North		P4 → P	P hold line (on P4)	All stands (on North Apron)
	West		W2 (CN235 : W1)	RWY hold line on W2 (CN235 : W1)	All stands (on West Apron)
RWY 32	Central and East		P1 → P	P hold line (on P1)	121 to 122
					123 to 127 (if push-back is required)
			P2 → P	P hold line (on P2)	1 to 4 128 to 130
					131 to 132 (if push-back is required)
			P3 → P	P hold line (on P3)	6 to 26
					133 to 142 (if push-back is required)
			P	Parking Stand	123 to 127 131 to 142
				* ACFT stands NR. 27~28 will be transferred to Gimpo Ground when ready to taxi after completed push-back.	
	North		P4 → P	P hold line (on P4)	All stands (on North Apron)
	West		W1	RWY hold line (on W1)	All stands (on West Apron)

2. Aircraft shall not proceed beyond the TCP without instruction from ATC.

3. These operation can be changed by traffic condition, weather condition or any other safety reason.

Change : Establishment of apron FREQ(131.325 MHz and 131.375 MHz).

2.5 Arrival routes and Transfer of Control Points(TCP)

1. Unless otherwise instructed, aircraft should use the following routes :

	Apron	Apron FREQ	Route	TCP	Gate/Stand
RWY 14	Central and East	130.875 MHz 131.175 MHz 131.325 MHz 129.525 MHz 131.375 MHz	C2 → P → P1	P hold line (on P1)	121 to 127
			C2 → P → P2	P hold line (on P2)	1 to 4 128 to 132
			C2 → P3	P hold line (on P3)	6 to 28 133 to 142
	North		C3 → P → P5	P hold line (on P5)	All stands (on North Apron)
	West		W2 (CN235 : W1)	RWY hold line on W2 (CN235 : W1)	All stands (on West Apron)
RWY 32	Central and East		D3(E2) → P → R	P hold line (on R)	6 to 28 133 to 142
			D3(E2) → P → P3	P hold line (on P3)	1 to 4 128 to 132
			D3(E2) → P → P2	P hold line (on P2)	121 to 127
	North		D3(E2) → P → P5	P hold line (on P5)	All stands (on North Apron)
	West		W2 (CN235 : W1)	RWY hold line on W2 (CN235 : W1)	All stands (on West Apron)

2. Aircraft shall not proceed beyond the TCP without instruction from ATC.
   * Note : When RWY 14 in use, aircraft inbound for P1 / P2 / P3 will normally be instructed to hold on P1 / P2 / P3 (hold short of R) after vacating both RWY by Gimpo Ground for smooth RWY operation.

3. These operation can be changed by traffic condition, weather condition or any other safety reason.

2.6 Taxiing speed and power control

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

2. All the class E aircraft including B747 holding on TWY B1 for RWY 32L departure should maintain engine power at ground idle so that the landing traffic on RWY 32R are protected from the jet blast.

Change : Establishment of apron FREQ(131.325 MHz and 131.375 MHz).

2.7 Taxi and Ground Movement procedures for North Apron

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

2. Standard taxi procedures for north apron

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

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

a. Departure

1) Aircraft stands from NR. 31 to 34 proceed to "P" TWY via "P4" TWY.
2) Aircraft stands from NR. 35 to 39, NR. 201 to 206, NR. 211 to 214 and NR. 304 to 307 proceed to "P" TWY via "P4" TWY.
3) Aircraft stands from NR. 221 to 231 proceed to "P" TWY via "N2" and "P4" TWY.
4) Aircraft stands from NR. 232 to 237, NR. 301 to 303 proceed to "P" TWY via "N4" and "P4" TWY.

b. Arrival

1) Aircraft stands from NR. 201 to 206, NR. 211 to 214, NR. 221 to 237 From "P" TWY, proceed to aircraft stand via "P5" TWY.
2) Aircraft stands from NR. 35 to NR. 39, NR. 304 to 307 From "P" TWY, proceed to aircraft stand via "P5" and "N4" TWY.
3) Aircraft stands from NR. 31 to NR. 34 From "P" TWY, proceed to aircraft stand via "P5" and "N3" TWY.
4) Aircraft stands from NR. 301 to NR. 303 From "P" TWY, proceed to aircraft stand via "P5" and "N5" TWY.

2.8 Taxi and Ground Movement Procedures for West Apron

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

a. An aircraft operating on the west apron shall not taxi, push-back or tow unless prior authorization has been obtained from Gimpo Apron.
b. Pilot shall contact Gimpo APN to request engine start-up and provide the following :
   1) Call sign
   2) Stand number
   3) Flight path(South or RWY cross, etc.)
c. Pilot shall contact Gimpo APN (for Arrival) and provide the stand number.
d. Park at appropriate stands considering aircraft dimensions specified herein, all aircraft must be parked within the aircraft stand safety lines.
   Refer to the AIRCRAFT PARKING/DOCKING CHART ICAO for the details.
e. Wheeled helicopters are restricted to ground taxi only.
f. When any adjacent stand is occupied, power driven turn of aircraft at the stand is prohibited.
g. All stands are restricted to start-up only, and all engine run-up must be performed in designated area only.
h. Fixed-wing aircraft must be tied down when parking.
i. For helicopters, before commencing movement with self-power at stands(NR. 922, 923) adjacent to fixed-wing stand, be sure that fixed-wing aircraft is tied down.

2. Standard Taxi Procedures

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

a. Departure

1) Fixed-wing aircraft

a) stand → "S" taxilane → TWY "W1" or "W2" → RWY
b) stand → "T" taxilane → TWY "W2" → RWY

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

b. Arrival

1) Fixed-wing aircraft

a) RWY → TWY "W1" → "S" taxilane → TWY "W2" → "T" taxilane → stand
b) RWY → TWY "W2" → "T" taxilane → stand

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

Change : Information of taxi and ground movement procedures for north and west apron, item numbers.

3. Radio Communication Procedures

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

a. Departure

1) Fixed-wing aircraft shall contact Gimpo Apron(130.875 MHz) on the stand before taxiing and will normally be transferred to Gimpo Tower(118.1 MHz) manually prior to entering TWY "W1" or "W2" for take off.
2) Helicopters shall contact Gimpo Apron(130.875 MHz) on the stand for taxiing and will normally be transferred to Gimpo Tower(118.1 MHz) manually prior to entering "H3" or "H4" for take-off.

b. Arrival

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

4. The use of RUN-UP PAD

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

5. Restrictions

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

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

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

a. Departure (Refer to RKSS AD 2-20, 2-21)

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

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

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

2. Restriction

a. Any Aircraft shall not enter TWY "N1", while "F" aircraft is occupying "P" TWY.
b. "F" aircraft requires Follow me car service and shall comply with the taxi speed limit 17 kt when taxi on part of "P" TWY from "P6" to "F2".
c. Push-back restriction on ACFT stand NR. 121F : Nose-gear cannot cross over intermediate holding position marking on TWY "R" behind the ACFT stand NR. 123.
d. Push-back restriction on ACFT stand NR. 123F : Nose-gear cannot cross over intermediate holding position marking on TWY "R" behind the ACFT stand NR. 122.
e. The aircraft, the code letter "F", are not able to take-off or land on RWY 14L/32R.

Change : Amended phrase(the control tower → Gimpo APN).

2.10 Apron Safety Management

1. Some roadways for GSE(Ground Service Equipment) vehicle crossing P1, P2, P3 taxilane are marked in the form of zipper.

2. Pilots shall give an extra caution to the vehicles during taxiing because there are roadways for vehicle crossing R, P1, P2, P3, P4, P5 taxilane in the apron.

3. Some of Code letter B aircraft stands(NR. 502, 503, 506~514) in West Apron don't provide minimum clearance distance(3 m) from apron safety line to tail of an aircraft. Any vehicle, equipment or person should obtain prior clearance from Gimpo APN.

4. Pilots shall perform judgemental oversteering instead of cockpit centerline steering when entering taxilane RD for code letter E aircraft and above.

5. Pilot shall pay extra caution to the vehicles and other aircraft while taxiing in apron area, especially ensuring enough wing-tip clearance.

2.11 Transponder

Pilots should always operate transponders with XPNDR (and AUTO if available) except for parking ACFT on the stands.

3. School and Training Flights

3.1 'Touch and go', 'Stop and go' and 'Low approach' are not allowed.

3.2 Solo training flight by a student pilot is not allowed within Gimpo control zone which is B airspace.

3.3 Aircraft control and ATC radio communication should be maintained by the instructor.

3.4 Checkride(examination flight for applying the pilot licence) is restricted at Gimpo INTL airport from July 1st, 2015.

4. CAT II/III Operations

4.1 General

Gimpo INTL Airport RWY 14R has ILS CAT III equipments.

Low visibility Procedures are established for operation in a visibility of less than RVR 550 m or a cloud ceiling of less than 60 m (200 ft).

1. Low visibility operations will be initiated by broadcasting "ATC LOW VISIBILITY PROCEDURES ARE IN OPERATION" via ATIS and/or appropriate radio frequencies.

2. Low visibility operations will be terminated by deleting the above mentioned message from ATIS and/or broadcasting "ATC LOW VISIBILITY OPERATIONS ARE TERMINATED" via appropriate frequencies.

4.2 Aircraft operator must obtain the approval from Administrator of Seoul Regional Aviation Administration prior to conducting any low visibility operations at Gimpo INTL Airport.

1. Approval for CAT II/III Operations

a. Aircraft operators and pilots who wish to conduct ILS CAT II/III operations at Gimpo INTL Airport shall conform with certain requirements. Details of these requirements are published in Aviation Safety Act, Article 67 and its Enforcement regulations Article 189, which are available from :

Flight Operations Division
Seoul Regional Office of Aviation
47, Gonghang-ro 424 beon-gil, Jung-gu, Incheon,
22382, Republic of Korea

TEL : 82-32-740-2154~5
FAX : 82-32-740-2159

b. Foreign operators may obtain the approval from Administrator of Seoul Regional Aviation Administration by providing the following information to Administrator of Seoul Regional Aviation Administration.

1) Aircraft type and register number;
2) The Category II/III minima under which they intend to operate; and
3) A copy of the category II/III certification issued by their own category authority.

Change : Amended phrases(ramp → apron, control tower → Gimpo APN) and Information of apron safety management, item numbers.

4.3 Pilots shall be informed when :

1. Meteorological reports preclude ILS CAT I operations;
2. Low Visibility Procedures are in operation;
3. There is any unserviceability in a promulgated facility so that they may amend their minima.

4.4 The separation between the aircraft landing successively on the same runway will not be less than 10 NM.

4.5 When informed the failure of Surface Movement Radar (SMR), pilots should anticipate that considerable spacing between the aircraft may be required.

4.6 Pilots who wish to carry out an ILS CAT II/III approach shall inform Approach Control on their initial contact.

4.7 Special Procedures and Safeguards

General Special procedures and ground safeguards

Special procedures and ground safeguards will be applied during CAT II/III operations to protect the aircraft from operating in low visibility and to avoid interference with the ILS signals in accordance with the provisions of ICAO Doc. 9365 - Manual of All Weather Operations, and the provisions of the Enforcement Regulations of Aviation Act, Article 5 of 186.

1. During Low visibility operations, taxiway centerline lights will be used in conjunction with the stop bar lights as follows :

   a. If the stop bar lights are turned on, the centerline lights beyond the stop bar will be turned off.
   b. If the stop bar lights are turned off, the centerline lights beyond the stop bar will be turned on.

2. Arriving Aircraft

   a. Aircraft shall vacate the runway via the designated exit taxiways as follows :
      RWY 14R - B1, B2, C1, C2, P (Refer to RKSS AD 2-15-1)
   b. 14R/32L runway exits have taxiway center-line lead off lights that are color coded (green/yellow) to indicate the portion of the taxiway that is within the ILS sensitive area.
   c. Pilots are required to make a 'runway vacated' call, when entire aircraft has cleared the ILS critical sensitive areas.

3. Departing Aircraft

   Departing aircraft shall normally enter the runway via the designated taxiways as follows :

   RWY 14R - P, G2, G1
   RWY 32L - P, B2, B1
   Refer to RKSS AD 2-18, 2-19.

4. Follow-me car service

   a. Follow-me service is available to arriving aircraft using RWY 32L/14R when crossing RWY 32R/14L.
      Pilot should make the request to Gimpo Control.
   b. Aircraft shall monitor the Gimpo Ground Control frequencies during taxiing.

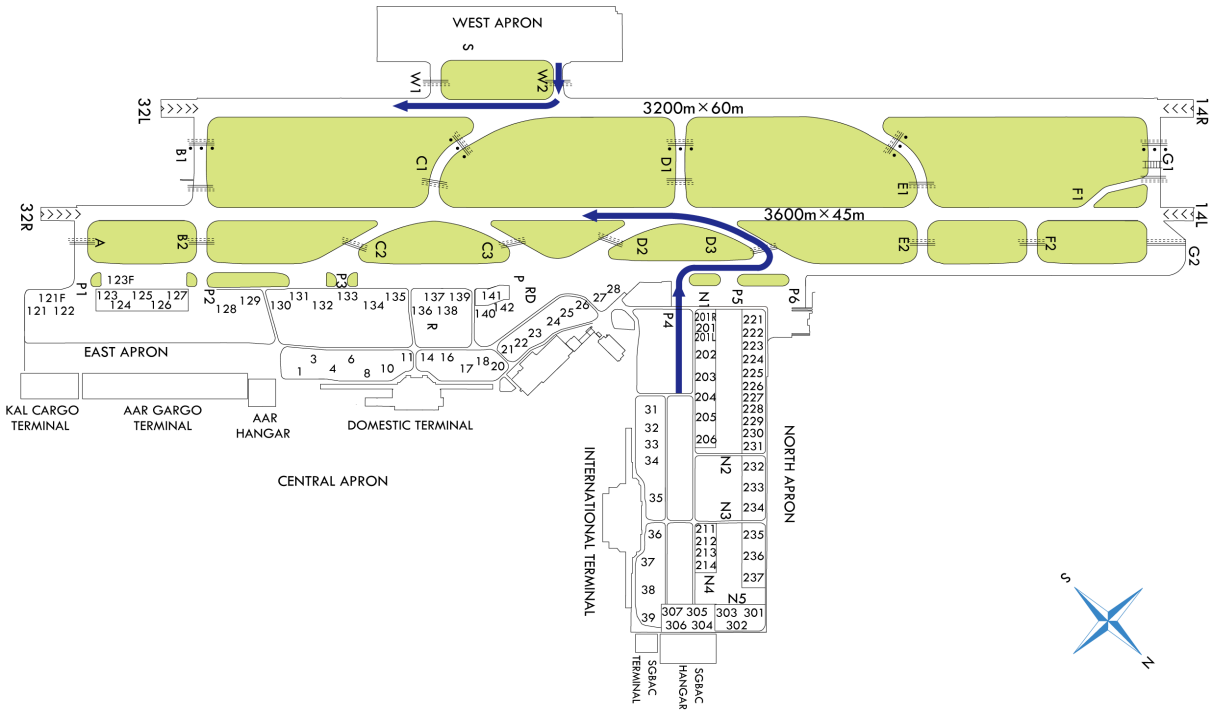
4.8 Practice Approaches

Pilots may carry out the practice of ILS CAT II approach at any time with a prior approval from ATC, but the full safeguarding ground procedures shall not be applied and pilots should anticipate the possibility of ILS signal interference.

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

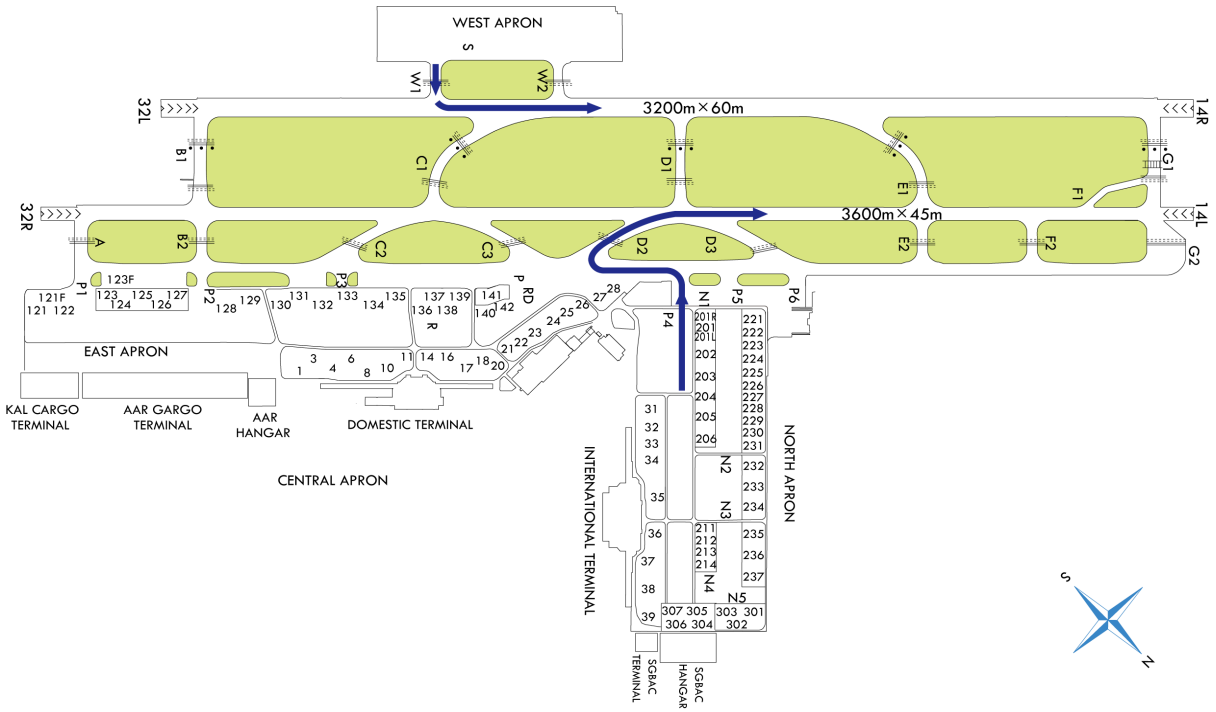
a. Departure

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.

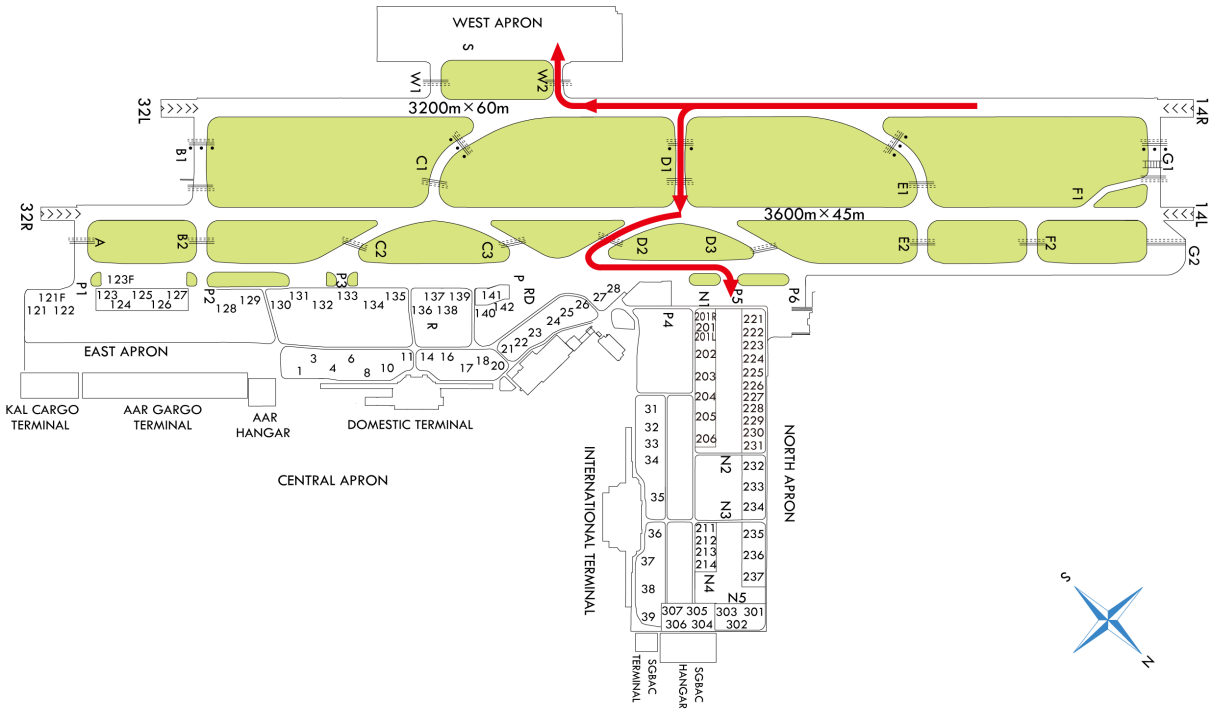
2) RWY 32L/R



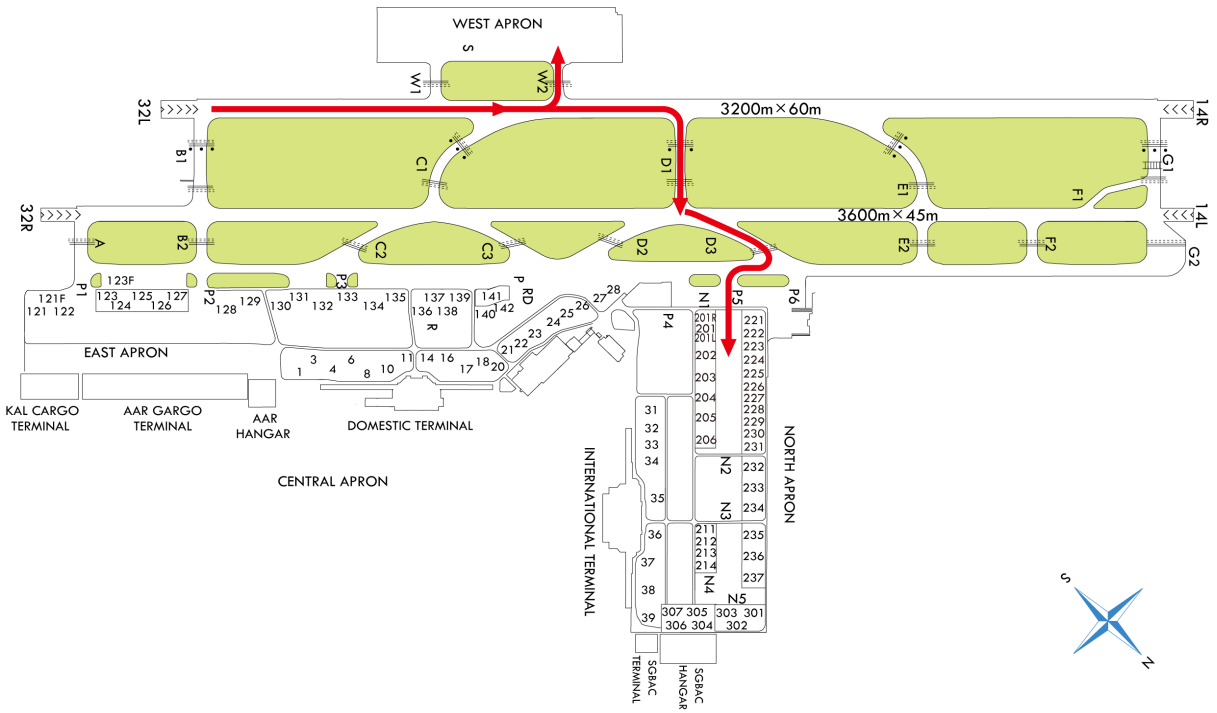
Change : Information of GSE roads.

b. Arrival

1) RWY 14R

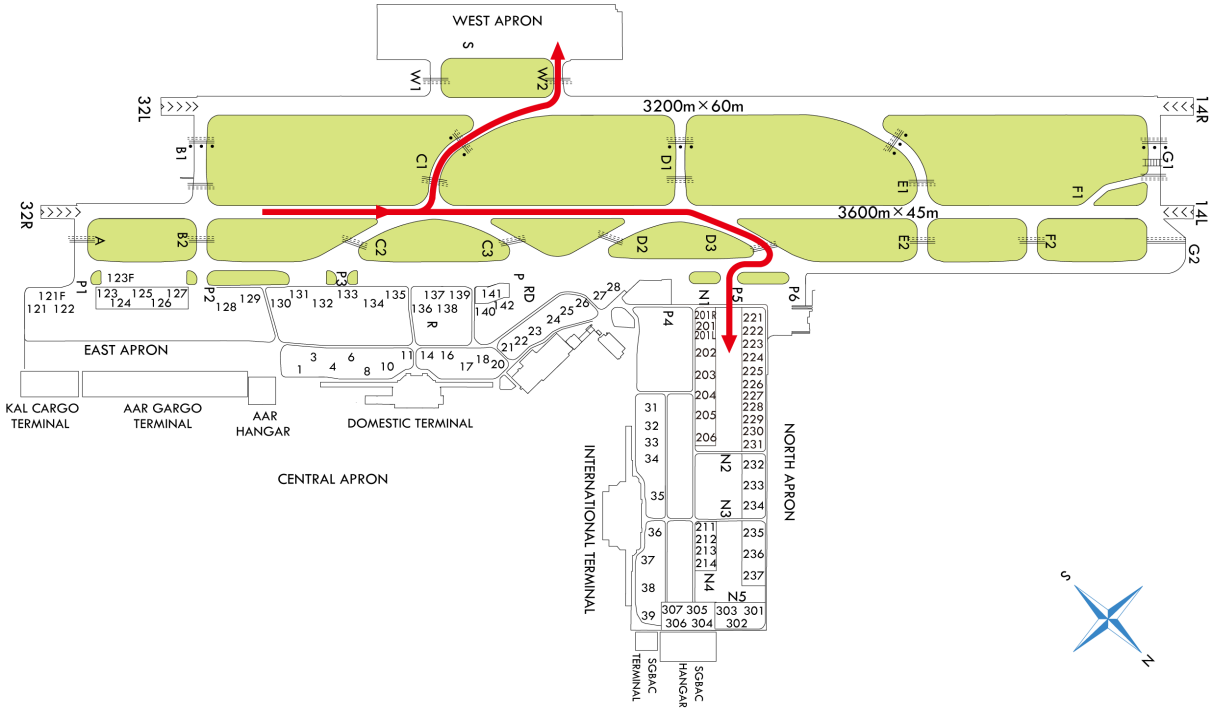


2) RWY 32L

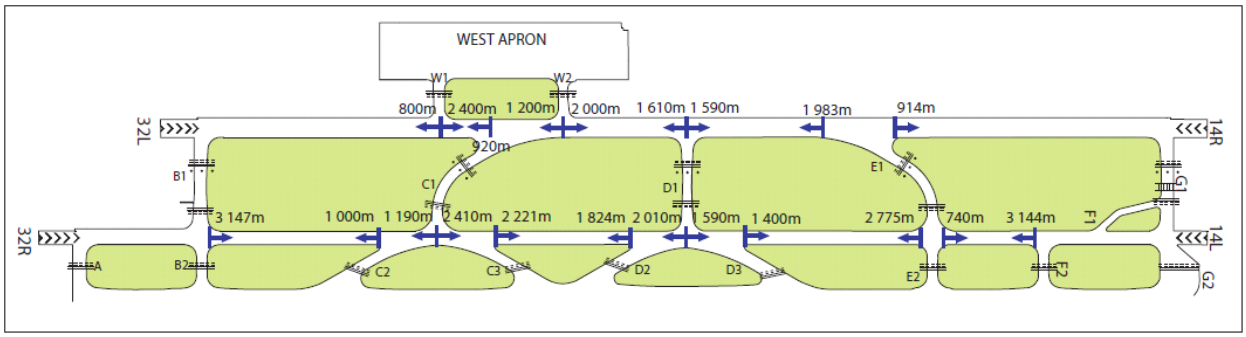


Change : Information of GSE roads.

3) RWY 32R



5.1 Remainder distance for intersection departure



Change : Information of GSE roads.

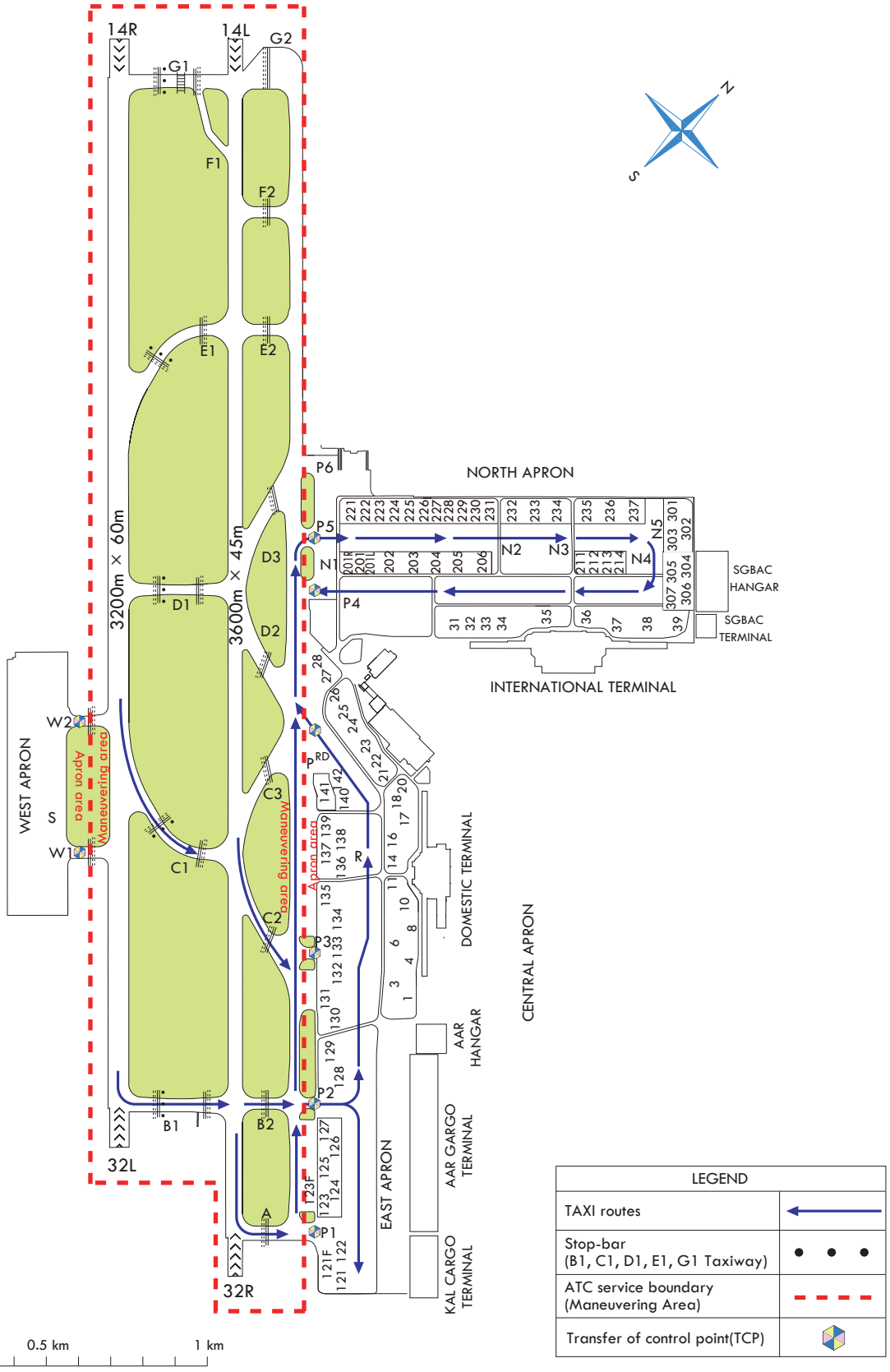
LOW VISIBILITY PROCEDURE

AERODROME ELEV **18** m

GIMPO	TWR	118.1
GIMPO	GND	121.9
GIMPO	APN	130.875

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

NOT AVAILABLE for Code Letter "F" aircraft



Change : Information of GSE roads.

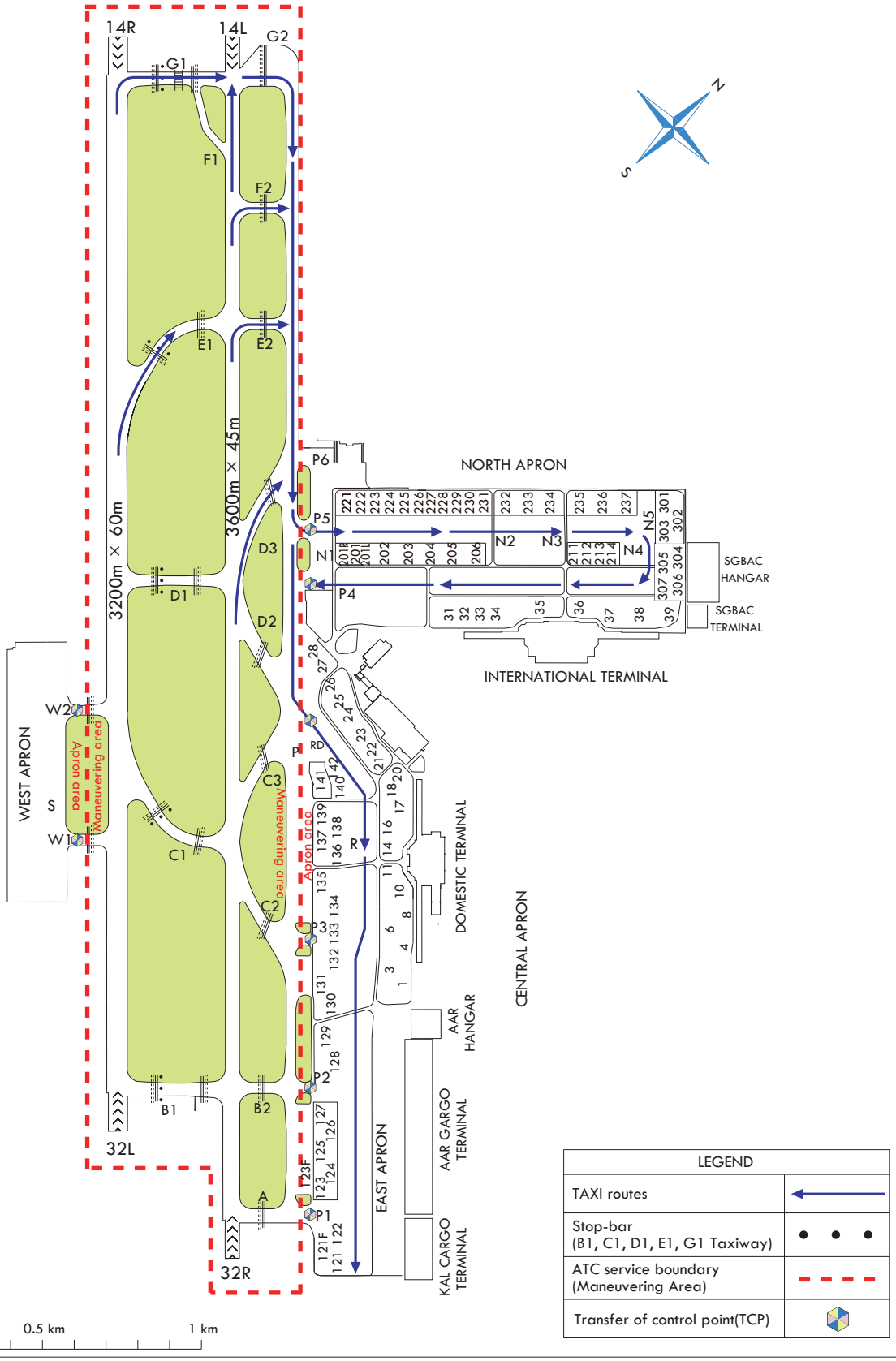
LOW VISIBILITY PROCEDURE

AERODROME ELEV **18** m

GIMPO	TWR	118.1
GIMPO	GND	121.9
GIMPO	APN	130.875

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

NOT AVAILABLE for Code Letter "F" aircraft



Change : Information of GSE roads.

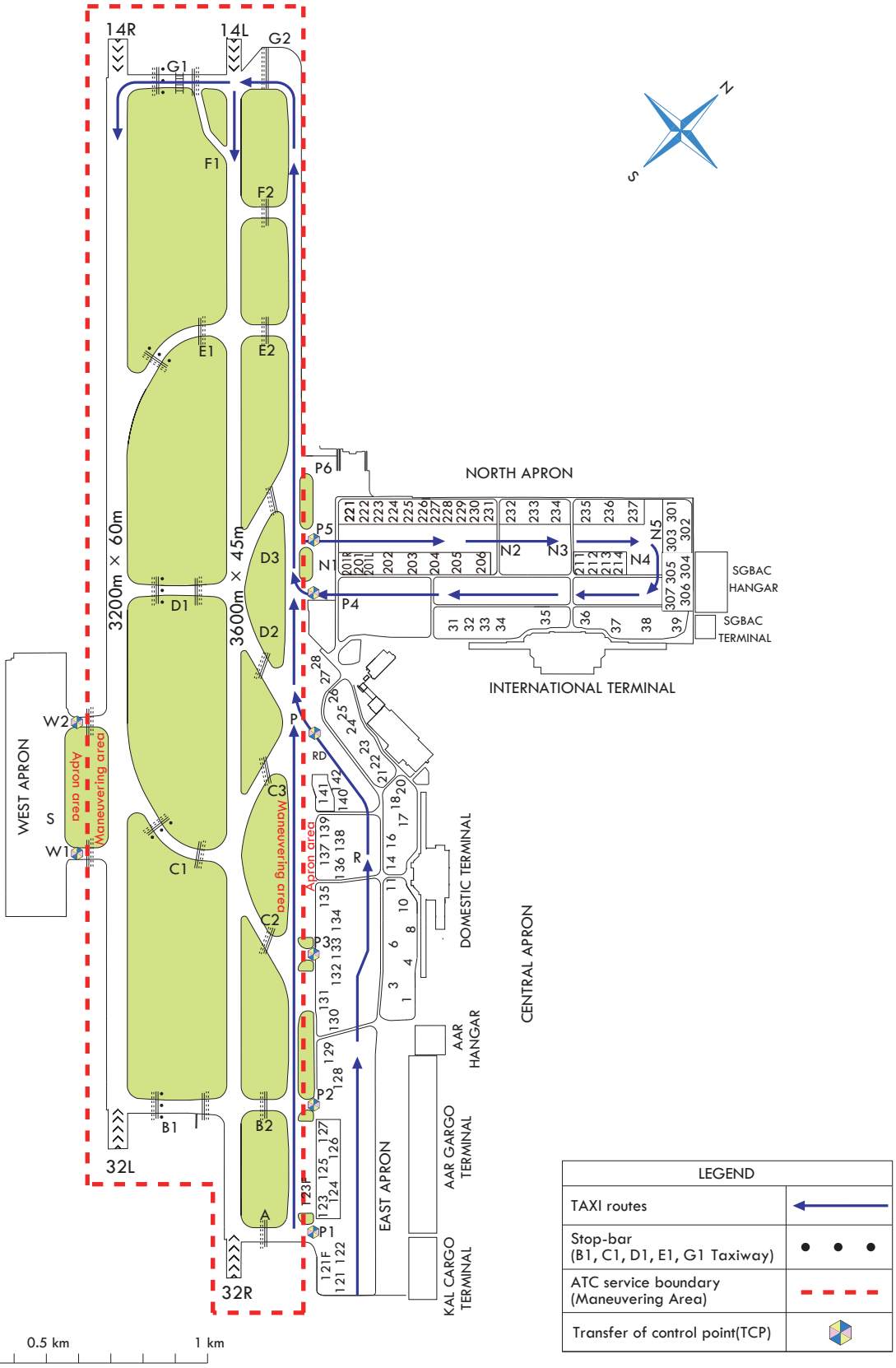
LOW VISIBILITY PROCEDURE

AERODROME ELEV **18** m

GIMPO	TWR	118.1
GIMPO	GND	121.9
GIMPO	APN	130.875

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

NOT AVAILABLE for Code Letter "F" aircraft



Change : Information of GSE roads.

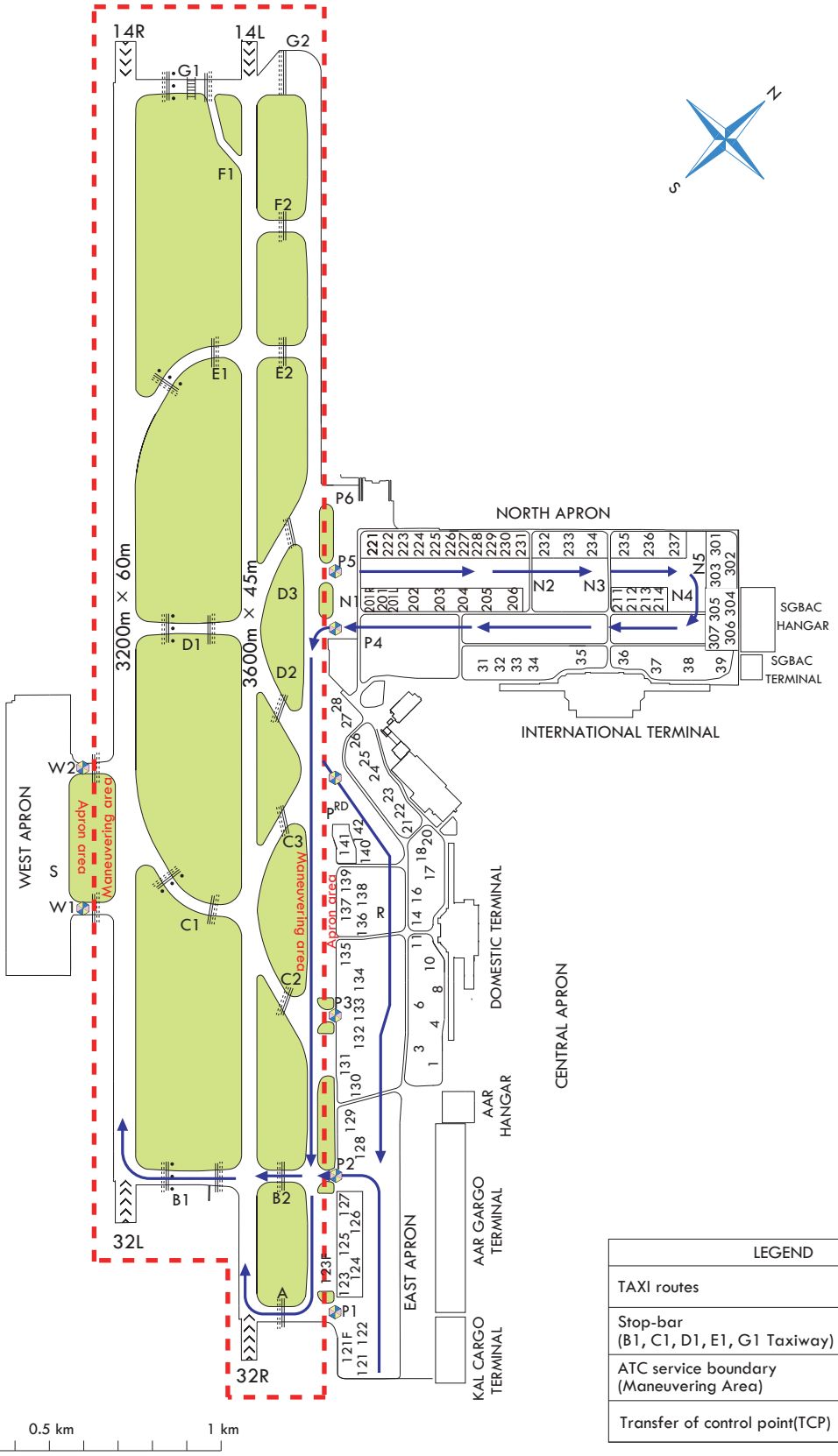
LOW VISIBILITY PROCEDURE

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



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

Change : Information of GSE roads.

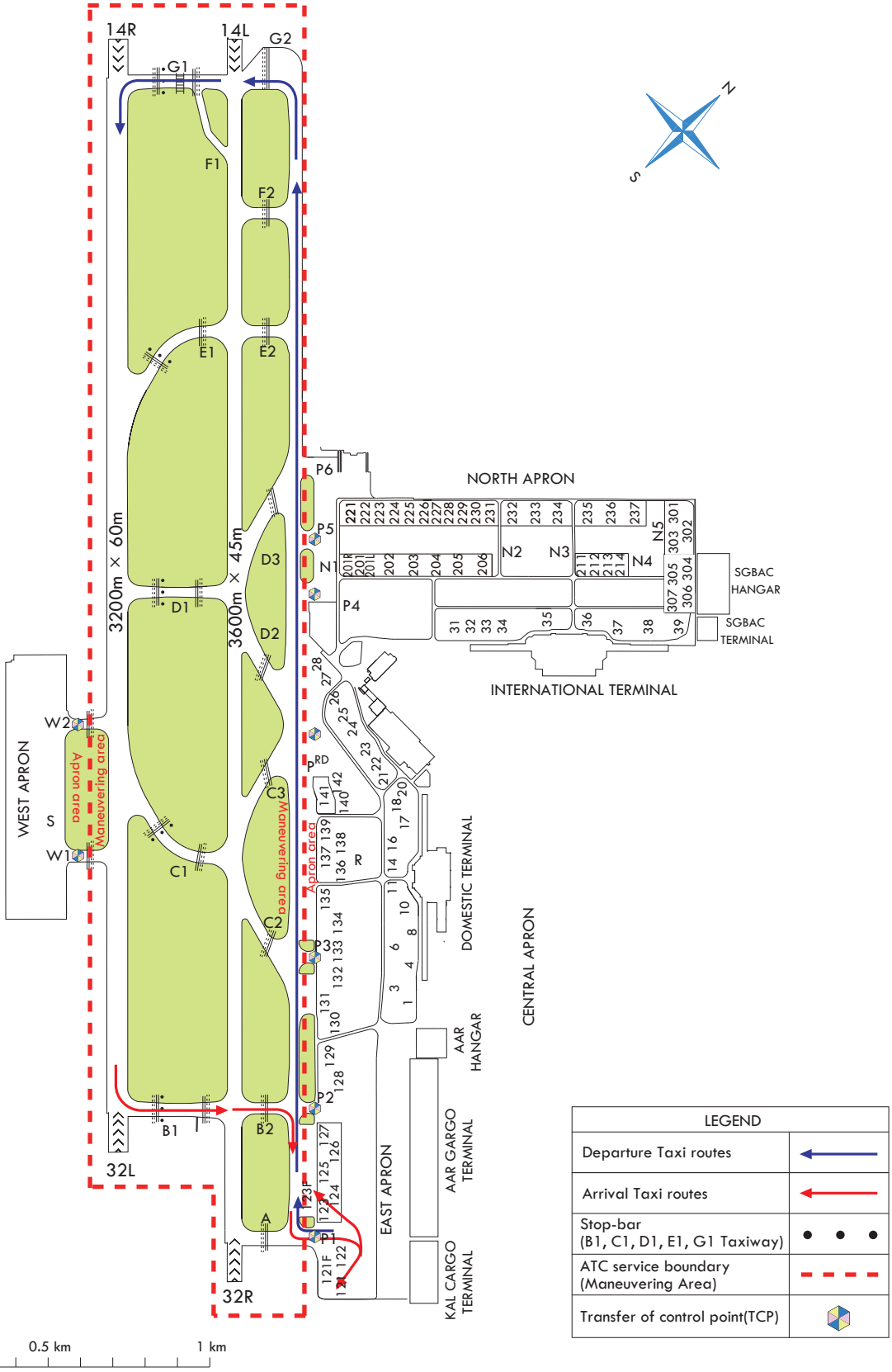
LOW VISIBILITY PROCEDURE

AERODROME ELEV **18** m

GIMPO	TWR	118.1
GIMPO	GND	121.9
GIMPO	APN	130.875

SEOUL/Gimpo INTL
RWY 14R
Standard & SMGCS taxi route

AVAILABLE for Code Letter "F" aircraft



Change : Information of GSE roads.

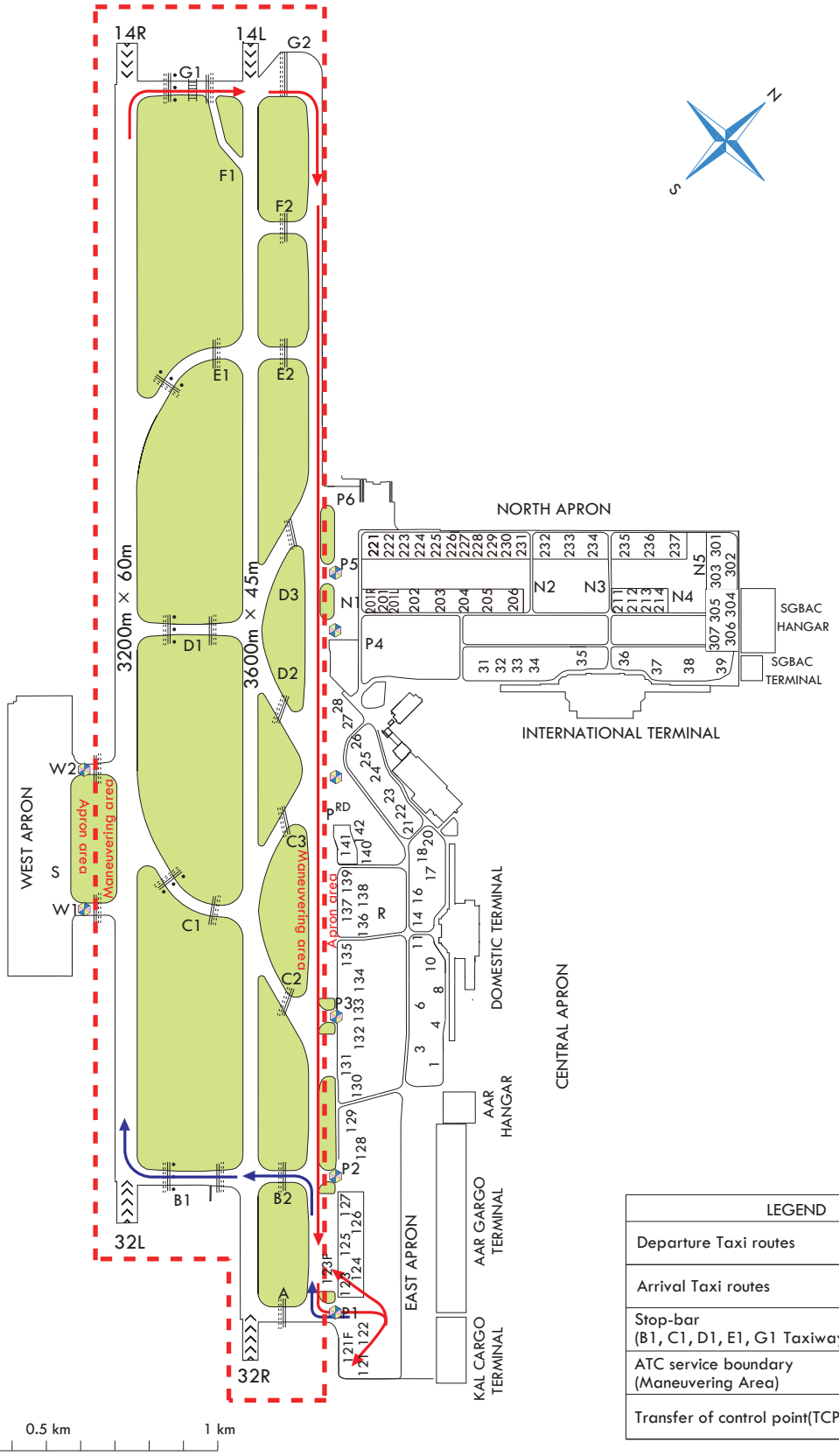
LOW VISIBILITY PROCEDURE

AERODROME ELEV **18** m

GIMPO	TWR	118.1
GIMPO	GND	121.9
GIMPO	APN	130.875

SEOUL/Gimpo INTL
RWY 32L
Standard & SMGCS taxi route

AVAILABLE for Code Letter "F" aircraft



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

Change : Information of GSE roads.

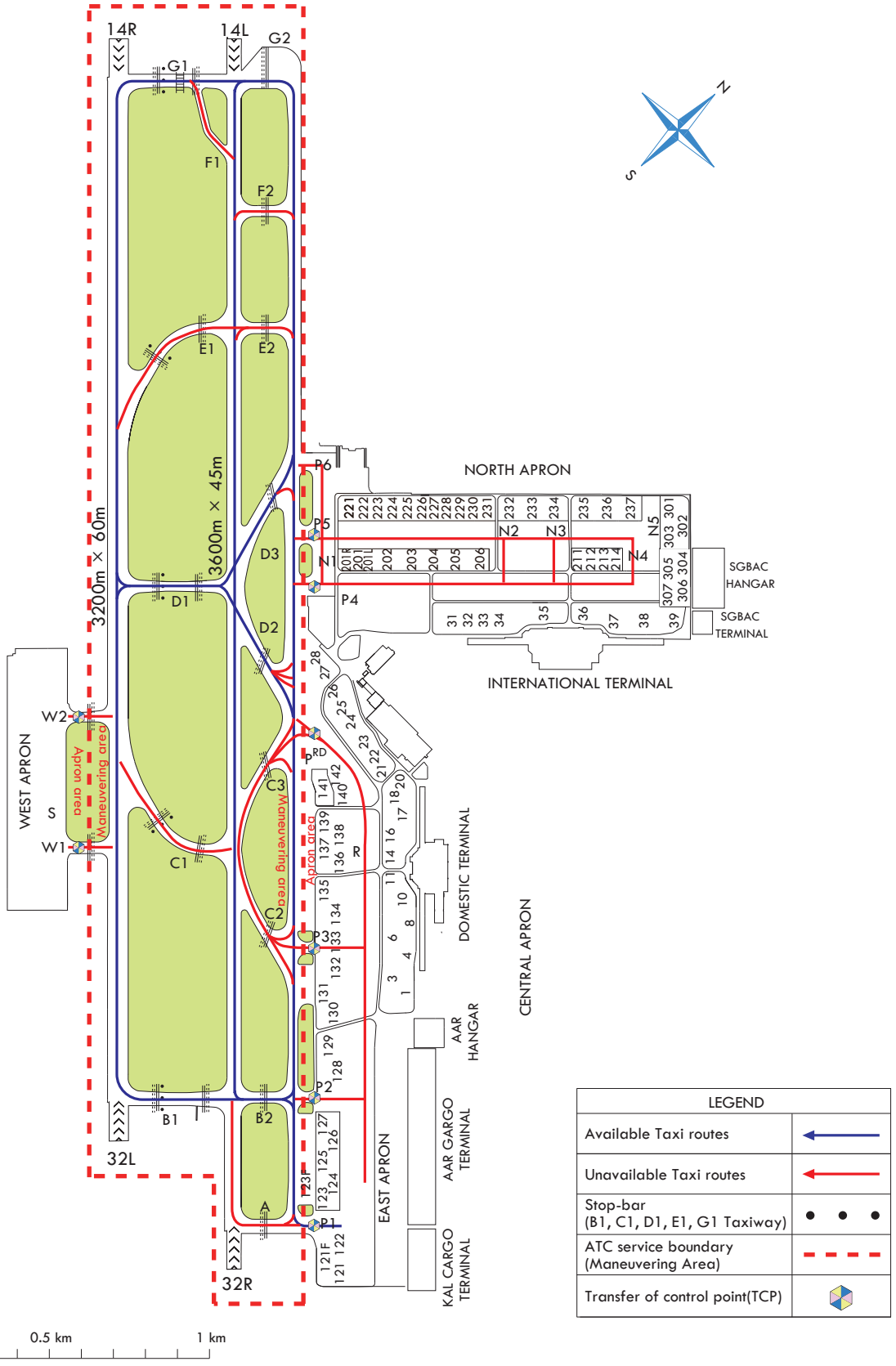
LOW VISIBILITY PROCEDURE

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



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

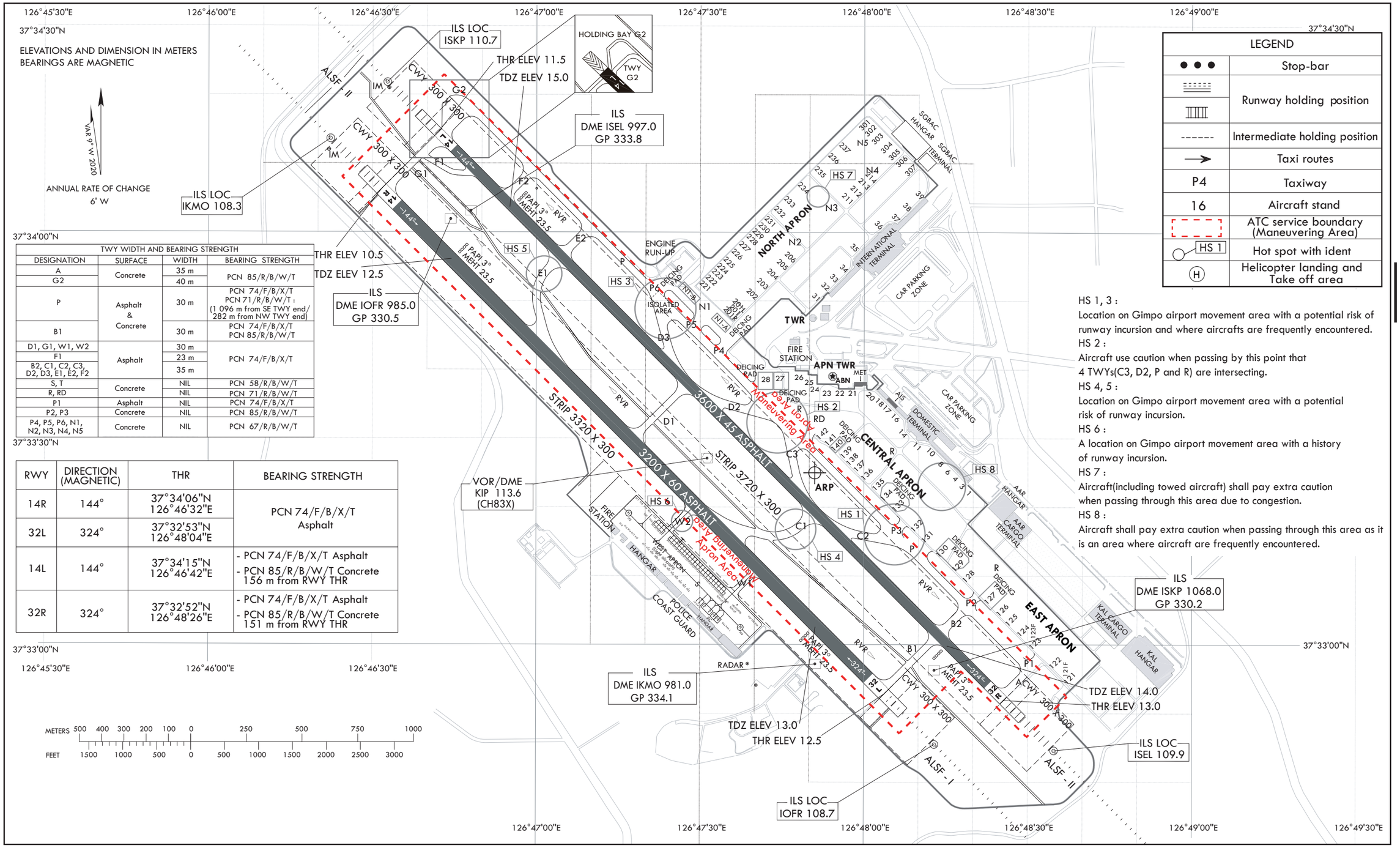
Change : Information of GSE roads.

AERODROME CHART - ICAO

37°33'25"N
126°47'51"E

ELEV **18** m

TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175



TWY WIDTH AND BEARING STRENGTH			
DESIGNATION	SURFACE	WIDTH	BEARING STRENGTH
A	Concrete	35 m	PCN 85/R/B/W/T
G2		40 m	
P	Asphalt & Concrete	30 m	PCN 74/F/B/X/T PCN 71/R/B/W/T : (1 096 m from SE TWY end/ 282 m from NW TWY end)
B1		30 m	PCN 74/F/B/X/T PCN 85/R/B/W/T
D1, G1, W1, W2	Asphalt	30 m	PCN 74/F/B/X/T
F1		23 m	
B2, C1, C2, C3, D2, D3, E1, E2, F2		35 m	
S, T	Concrete	NIL	PCN 58/R/B/W/T
R, RD		NIL	PCN 71/R/B/W/T
P1	Asphalt	NIL	PCN 74/F/B/X/T
P2, P3	Concrete	NIL	PCN 85/R/B/W/T
P4, P5, P6, N1, N2, N3, N4, N5	Concrete	NIL	PCN 67/R/B/W/T

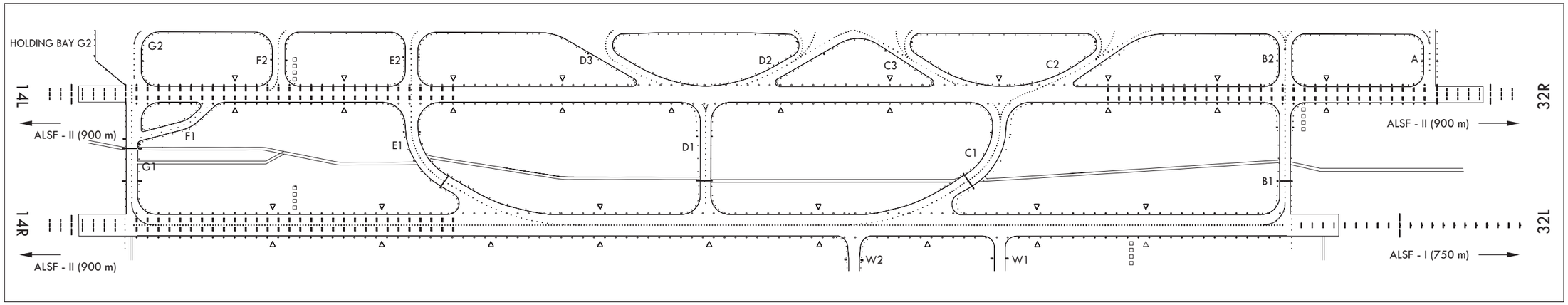
RWY	DIRECTION (MAGNETIC)	THR	BEARING STRENGTH
14R	144°	37°34'06"N 126°46'32"E	PCN 74/F/B/X/T Asphalt
32L	324°	37°32'53"N 126°48'04"E	
14L	144°	37°34'15"N 126°46'42"E	- PCN 74/F/B/X/T Asphalt - PCN 85/R/B/W/T Concrete 156 m from RWY THR
32R	324°	37°32'52"N 126°48'26"E	- PCN 74/F/B/X/T Asphalt - PCN 85/R/B/W/T Concrete 151 m from RWY THR

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

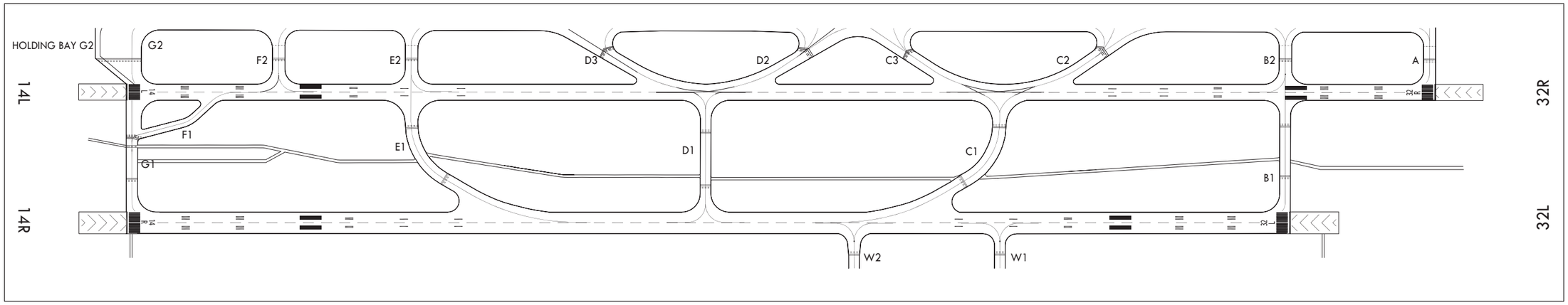
HS 1, 3 :
Location on Gimpo airport movement area with a potential risk of runway incursion and where aircrafts are frequently encountered.
HS 2 :
Aircraft use caution when passing by this point that 4 TWYs(C3, D2, P and R) are intersecting.
HS 4, 5 :
Location on Gimpo airport movement area with a potential risk of runway incursion.
HS 6 :
A location on Gimpo airport movement area with a history of runway incursion.
HS 7 :
Aircraft(including towed aircraft) shall pay extra caution when passing through this area due to congestion.
HS 8 :
Aircraft shall pay extra caution when passing through this area as it is an area where aircraft are frequently encountered.

Change : Establishment of de-icing pad(N1-B) for north apron and Information of GSE roads.

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



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



METERS 500 400 300 200 100 0 250 500 750 1000

FEET 1500 1000 500 0 500 1000 1500 2000 2500 3000

AIRCRAFT PARKING/ DOCKING CHART - ICAO

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

TWR	118.1
GND	121.9
APN	130.875

SEOUL / Gimpo INTL

HS 1, 3 :
Location on Gimpo airport movement area with a potential risk of runway incursion and where aircrafts are frequently encountered.
HS 2 :
Aircraft use caution when passing by this point that 4 TWYs(C3, D2, P and R) are intersecting.
HS 4, 5 :
Location on Gimpo airport movement area with a potential risk of runway incursion.
HS 6 :
A location on Gimpo airport movement area with a history of runway incursion.
HS 7 :
Aircraft(including towed aircraft) shall pay extra caution when passing through this area due to congestion.
HS 8 :
Aircraft shall pay extra caution when passing through this area as it is an area where aircraft are frequently encountered.

TWY WIDTH AND BEARING STRENGTH		
DESIGNATION	WIDTH	BEARING STRENGTH
APRON (East, Central)	NIL	PCN 74/F/B/X/T
APRON (North)		PCN 67/R/B/W/T
APRON (West)		PCN 58/R/B/W/T
A	35 m	PCN 85/R/B/W/T
G2	40 m	
P	30 m	PCN 74/F/B/X/T (PCN 71/R/B/W/T : 1 096 m from SE TWY end/ 282 m from NW TWY end
B1	30 m	PCN 74/F/B/X/T PCN 85/R/B/W/T
D1, G1, W1, W2	30 m	PCN 74/F/B/X/T
F1	23 m	
B2, C1, C2, C3, D2, D3, E1, E2, F2	35 m	
S, T	NIL	PCN 58/R/B/W/T
R, RD	NIL	PCN 71/R/B/W/T
P1	NIL	PCN 74/F/B/X/T
P2, P3	NIL	PCN 85/R/B/W/T
P4, P5, P6, N1, N2, N3, N4, N5	NIL	PCN 67/R/B/W/T

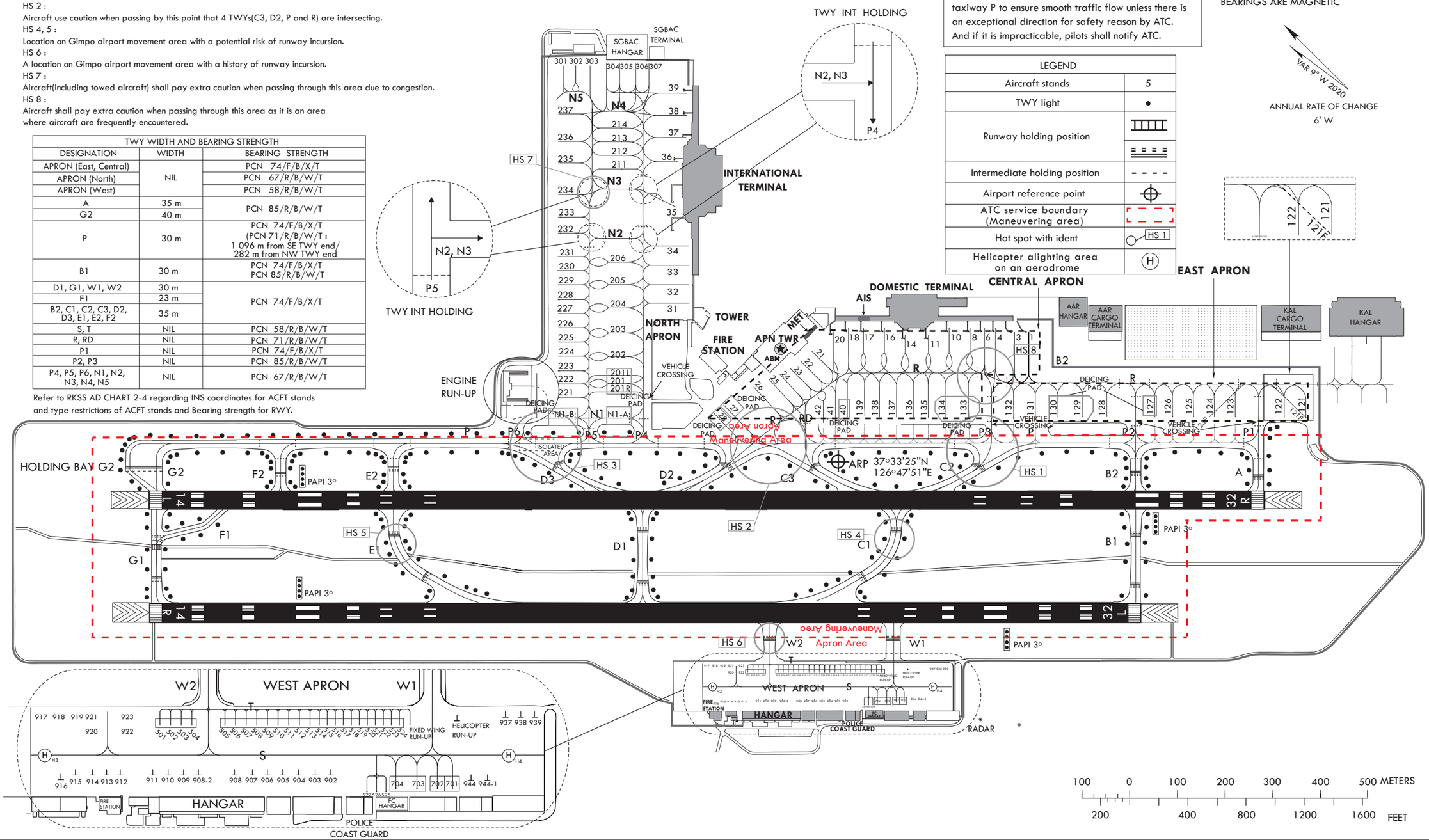
Refer to RKSS AD CHART 2-4 regarding INS coordinates for ACFT stands and type restrictions of ACFT stands and Bearing strength for RWY.

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

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

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

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



Change : Establishment of de-icing pad(N1-B) for north apron and Information of intermediate holding position.

INS COORDINATES FOR AIRCRAFT STANDS (WGS-84)

STAND NR	COORDINATES		STAND NR	COORDINATES		STAND NR	COORDINATES	
1	37°33'21.66"N	126°48'19.06"E	201	37°33'48.61"N	126°47'37.13"E	518	37°33'09.95"N	126°47'30.97"E
3	37°33'22.69"N	126°48'17.76"E	201R	37°33'48.36"N	126°47'36.13"E	519	37°33'09.63"N	126°47'31.38"E
4	37°33'23.72"N	126°48'16.46"E	201L	37°33'49.37"N	126°47'37.40"E	520	37°33'09.31"N	126°47'31.78"E
6	37°33'24.75"N	126°48'15.17"E	202	37°33'50.75"N	126°47'39.70"E	521	37°33'08.99"N	126°47'32.18"E
8	37°33'26.37"N	126°48'13.90"E	203	37°33'52.36"N	126°47'41.86"E	522	37°33'08.67"N	126°47'32.59"E
10	37°33'28.03"N	126°48'11.82"E	204	37°33'54.02"N	126°47'43.95"E	523	37°33'08.35"N	126°47'32.99"E
11	37°33'28.80"N	126°48'09.44"E	205	37°33'55.68"N	126°47'46.38"E	524	37°33'08.03"N	126°47'33.40"E
14	37°33'30.53"N	126°48'07.28"E	206	37°33'57.40"N	126°47'48.06"E	525	37°33'06.49"N	126°47'28.73"E
16	37°33'32.62"N	126°48'06.03"E	211	37°34'04.25"N	126°47'56.71"E	526	37°33'06.81"N	126°47'28.33"E
17	37°33'34.16"N	126°48'03.89"E	212	37°34'05.25"N	126°47'57.95"E	527	37°33'07.13"N	126°47'27.93"E
18	37°33'35.37"N	126°48'02.21"E	213	37°34'06.23"N	126°47'59.19"E	701	37°33'03.90"N	126°47'31.98"E
20	37°33'36.05"N	126°48'00.62"E	214	37°34'07.21"N	126°48'00.43"E	702	37°33'04.60"N	126°47'31.11"E
21	37°33'36.23"N	126°47'57.36"E	221	37°33'52.40"N	126°47'30.17"E	703	37°33'05.48"N	126°47'30.01"E
22	37°33'36.31"N	126°47'55.39"E	222	37°33'53.40"N	126°47'31.43"E	704	37°33'05.99"N	126°47'29.36"E
23	37°33'36.33"N	126°47'53.79"E	223	37°33'54.40"N	126°47'32.68"E	902	37°33'08.85"N	126°47'27.15"E
24	37°33'36.42"N	126°47'52.17"E	224	37°33'55.34"N	126°47'34.10"E	903	37°33'09.51"N	126°47'26.33"E
25	37°33'37.02"N	126°47'50.58"E	225	37°33'56.34"N	126°47'35.26"E	904	37°33'10.17"N	126°47'25.52"E
26	37°33'37.76"N	126°47'48.58"E	226	37°33'57.34"N	126°47'36.51"E	905	37°33'10.82"N	126°47'24.70"E
27	37°33'39.32"N	126°47'44.18"E	227	37°33'58.34"N	126°47'37.76"E	906	37°33'11.48"N	126°47'23.89"E
28	37°33'39.15"N	126°47'42.44"E	228	37°33'59.33"N	126°47'39.14"E	907	37°33'12.14"N	126°47'23.07"E
31	37°33'49.73"N	126°47'49.98"E	229	37°34'00.33"N	126°47'40.27"E	908	37°33'12.80"N	126°47'22.26"E
32	37°33'51.03"N	126°47'51.87"E	230	37°34'01.33"N	126°47'41.52"E	908-2	37°33'14.20"N	126°47'20.50"E
33	37°33'52.72"N	126°47'53.95"E	231	37°34'02.33"N	126°47'42.77"E	909	37°33'14.88"N	126°47'19.66"E
34	37°33'54.43"N	126°47'56.05"E	232	37°34'04.42"N	126°47'45.40"E	910	37°33'15.53"N	126°47'18.85"E
35	37°33'57.10"N	126°47'57.69"E	233	37°34'05.42"N	126°47'46.66"E	911	37°33'16.17"N	126°47'18.04"E
36	37°34'00.77"N	126°48'02.34"E	234	37°34'06.89"N	126°47'48.69"E	912	37°33'17.41"N	126°47'16.36"E
37	37°34'01.89"N	126°48'05.36"E	235	37°34'09.14"N	126°47'51.52"E	913	37°33'18.00"N	126°47'15.62"E
38	37°34'03.46"N	126°48'07.50"E	236	37°34'10.74"N	126°47'53.54"E	914	37°33'18.59"N	126°47'14.88"E
39	37°34'05.14"N	126°48'09.63"E	237	37°34'12.87"N	126°47'56.17"E	915	37°33'19.20"N	126°47'14.12"E
121	37°32'55.01"N	126°48'37.35"E	301	37°34'16.12"N	126°48'01.06"E	916	37°33'19.62"N	126°47'13.19"E
121F	37°32'54.94"N	126°48'37.21"E	302	37°34'15.25"N	126°48'02.15"E	917	37°33'23.13"N	126°47'15.23"E
122	37°32'56.61"N	126°48'35.34"E	303	37°34'14.22"N	126°48'03.43"E	918	37°33'22.39"N	126°47'16.15"E
123	37°33'00.19"N	126°48'30.72"E	304	37°34'13.71"N	126°48'05.17"E	919	37°33'21.66"N	126°47'17.08"E
123F	37°33'01.94"N	126°48'28.35"E	305	37°34'12.14"N	126°48'06.34"E	920	37°33'20.47"N	126°47'17.06"E
124	37°33'01.72"N	126°48'28.74"E	306	37°34'11.15"N	126°48'07.76"E	921	37°33'21.06"N	126°47'17.80"E
125	37°33'03.25"N	126°48'26.78"E	307	37°34'10.69"N	126°48'08.92"E	922	37°33'19.00"N	126°47'18.91"E
126	37°33'04.80"N	126°48'24.83"E	501	37°33'17.86"N	126°47'21.05"E	923	37°33'19.59"N	126°47'19.65"E
127	37°33'06.03"N	126°48'23.26"E	502	37°33'17.43"N	126°47'21.57"E	937	37°33'03.92"N	126°47'39.23"E
128	37°33'09.73"N	126°48'18.72"E	503	37°33'16.99"N	126°47'22.12"E	938	37°33'03.37"N	126°47'39.92"E
129	37°33'11.55"N	126°48'16.44"E	504	37°33'16.57"N	126°47'22.65"E	939	37°33'02.82"N	126°47'40.62"E
130	37°33'13.42"N	126°48'14.14"E	505	37°33'15.19"N	126°47'24.39"E	944	37°33'02.93"N	126°47'34.03"E
131	37°33'14.99"N	126°48'12.01"E	506	37°33'14.76"N	126°47'24.92"E	944-1	37°33'01.85"N	126°47'35.40"E
132	37°33'16.61"N	126°48'10.05"E	507	37°33'14.32"N	126°47'25.46"E			
133	37°33'19.96"N	126°48'05.76"E	508	37°33'13.88"N	126°47'26.01"E			
134	37°33'21.63"N	126°48'03.67"E	509	37°33'13.45"N	126°47'26.56"E			
135	37°33'22.97"N	126°48'02.00"E	510	37°33'13.01"N	126°47'27.11"E			
136	37°33'24.37"N	126°48'00.31"E	511	37°33'12.57"N	126°47'27.66"E			
137	37°33'25.52"N	126°47'58.89"E	512	37°33'12.14"N	126°47'28.20"E			
138	37°33'26.65"N	126°47'57.44"E	513	37°33'11.72"N	126°47'28.75"E			
139	37°33'27.66"N	126°47'56.39"E	514	37°33'11.29"N	126°47'29.28"E			
140	37°33'28.81"N	126°47'54.72"E	515	37°33'10.91"N	126°47'29.76"E			
141	37°33'29.57"N	126°47'53.35"E	516	37°33'10.59"N	126°47'30.16"E			
142	37°33'30.47"N	126°47'52.15"E	517	37°33'10.27"N	126°47'30.57"E			

RWY	DIRECTION (MAGNETIC)	THR (WGS-84)	BEARING STRENGTH
14R	144°	37°34'06"N 126°46'32"E	PCN 74/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	PCN 74/F/B/X/T Asphalt PCN 85/R/B/W/T Concrete 156 m from RWY THR
32R	324°	37°32'52"N 126°48'26"E	PCN 74/F/B/X/T Asphalt PCN 85/R/B/W/T Concrete 151 m from RWY THR
APRONS		East & Central	PCN 74/F/B/X/T
		North	PCN 67/R/B/W/T
		West	PCN 58/R/B/W/T

STANDS NUMBER	AIRCRAFT TYPE
121F, 123F	A380-800, B747-8
10, 16, 32, 33, 34, 37, 39, 133, 134, 237	A340-600, B747-400
201, 202, 204, 205, 206	B747-400, B777-300
128, 129, 131, 203, 235	B747-400
35	B747-400, A330
38	B777-300
8	B777-200, A330-300
124, 125, 236	B777-200
132	B747-400, B777-200
121, 17	B777-200, A330-300
14	B767-300, A300-600
26, 36, 126, 130, 137	B767-300
123, 127, 135, 136, 138, 139	B737-800WL, MD90
211, 212, 213, 214	B737-800W, MD90
201R, 201L, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234	B737-900SSW, A321
21, 22, 23, 24, 25, 31	B737-900, A321-100
4, 6, 11, 18, 20	B737-900, A321-200
1, 3, 122, 302, 303	B737-900
27, 28, 140, 141, 142, 304, 305, 306, 307	B737MAX8, A321NEO
301	GLF4

* "E Class" aircraft is prohibited to Taxi-out at all aircraft stands.
* Aircraft stands NR. 124-126, 131-134, 137, 201-206 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 and 211-214 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.

Aircraft Classification	Stand		Remarks
	Number	Dimensions(m)	
Helicopter	908-2	19×19	BELL214B-1
	902~908, 909~911	17.8×17.8	MI-2
	912~923, 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
	501, 504, 505, 515~527	9×11	C172R
	502	14.4×16	C550
	503, 506~514	13×16	C-208B

* Dimensions means overall length × width

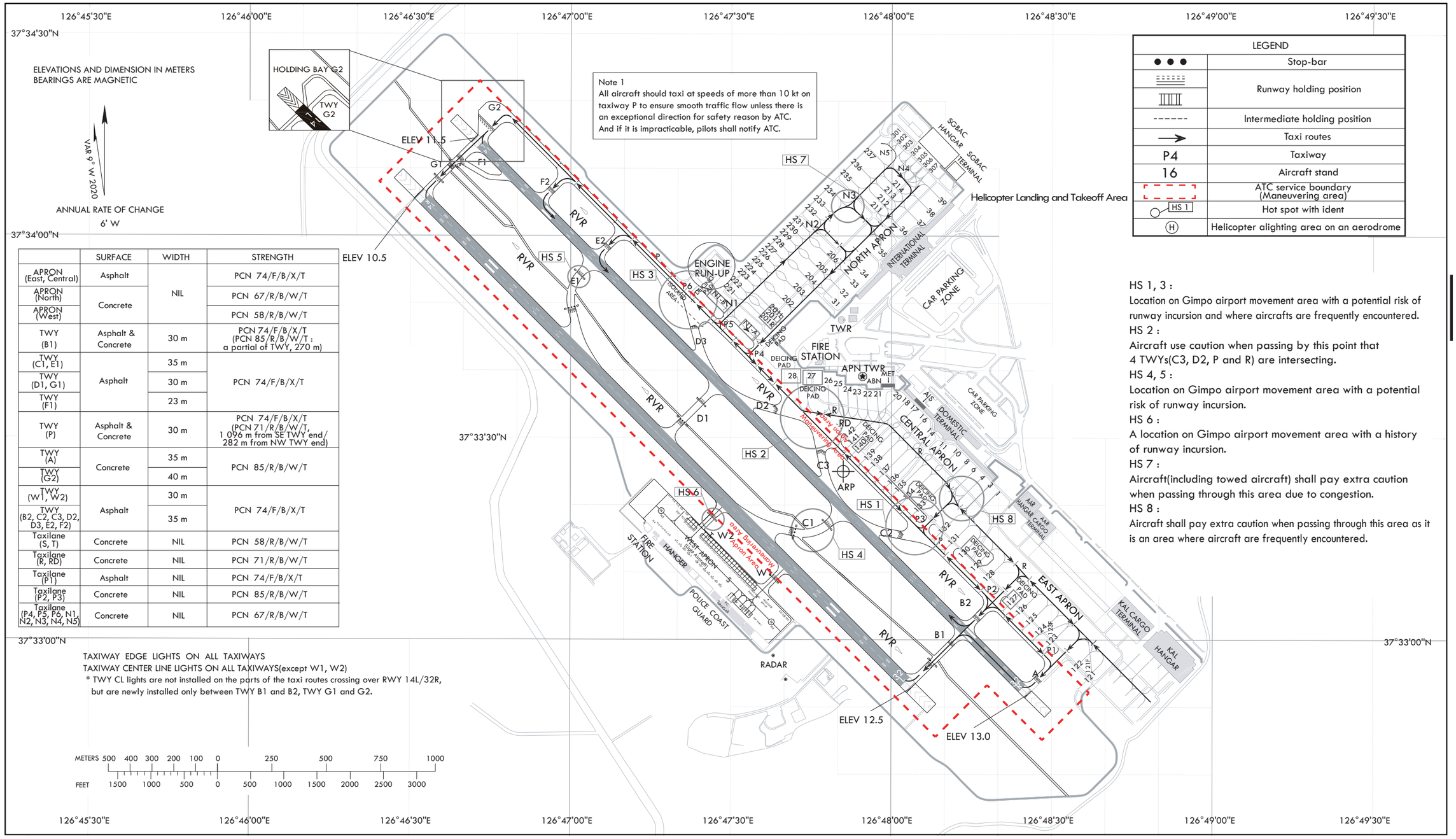
Change : Information of de-icing pads.

AERODROME GROUND MOVEMENT CHART - ICAO

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

TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

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



	SURFACE	WIDTH	STRENGTH
APRON (East, Central)	Asphalt	NIL	PCN 74/F/B/X/T
APRON (North)	Concrete	NIL	PCN 67/R/B/W/T
APRON (West)	Concrete	NIL	PCN 58/R/B/W/T
TWY (B1)	Asphalt & Concrete	30 m	PCN 74/F/B/X/T (PCN 85/R/B/W/T : a partial of TWY, 270 m)
TWY (C1, E1)	Asphalt	35 m	PCN 74/F/B/X/T
TWY (D1, G1)	Asphalt	30 m	PCN 74/F/B/X/T
TWY (F1)	Asphalt	23 m	PCN 74/F/B/X/T
TWY (P)	Asphalt & Concrete	30 m	PCN 74/F/B/X/T (PCN 71/R/B/W/T, 1 096 m from SE TWY end/ 282 m from NW TWY end)
TWY (A)	Concrete	35 m	PCN 85/R/B/W/T
TWY (G2)	Concrete	40 m	PCN 85/R/B/W/T
TWY (W1, W2)	Asphalt	30 m	PCN 74/F/B/X/T
TWY (B2, C2, C3, D2, D3, E2, F2)	Asphalt	35 m	PCN 74/F/B/X/T
Taxilane (S, T)	Concrete	NIL	PCN 58/R/B/W/T
Taxilane (R, RD)	Concrete	NIL	PCN 71/R/B/W/T
Taxilane (P1)	Asphalt	NIL	PCN 74/F/B/X/T
Taxilane (P2, P3)	Concrete	NIL	PCN 85/R/B/W/T
Taxilane (P4, P5, P6, N1, N2, N3, N4, N5)	Concrete	NIL	PCN 67/R/B/W/T

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

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

HS 1, 3 :
Location on Gimpo airport movement area with a potential risk of runway incursion and where aircrafts are frequently encountered.
HS 2 :
Aircraft use caution when passing by this point that 4 TWYs(C3, D2, P and R) are intersecting.
HS 4, 5 :
Location on Gimpo airport movement area with a potential risk of runway incursion.
HS 6 :
A location on Gimpo airport movement area with a history of runway incursion.
HS 7 :
Aircraft(including towed aircraft) shall pay extra caution when passing through this area due to congestion.
HS 8 :
Aircraft shall pay extra caution when passing through this area as it is an area where aircraft are frequently encountered.

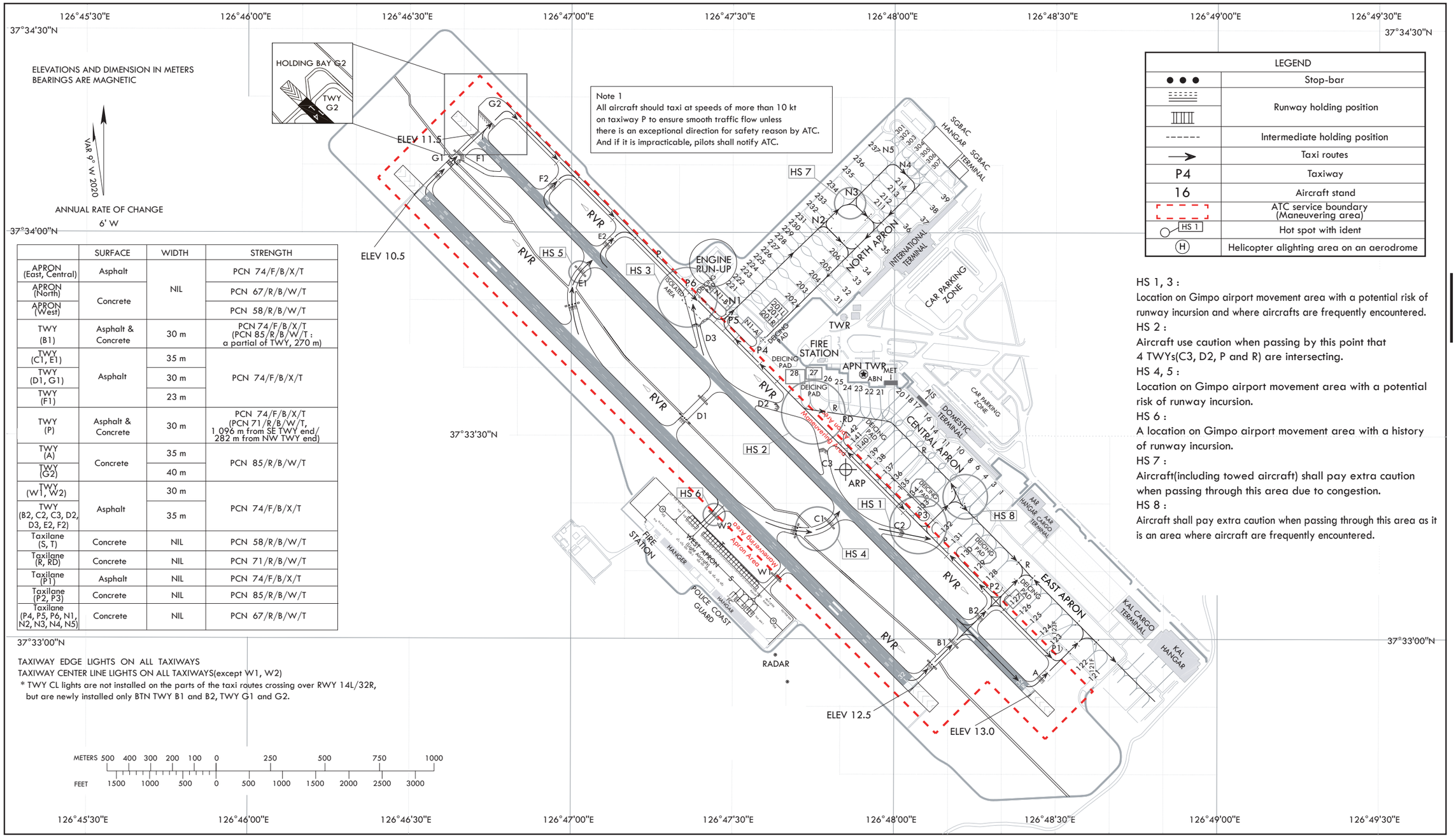
Change : Establishment of de-icing pad(N1-B) and Information of GSE roads, lead in · lead out line, intermediate holding position.

AERODROME GROUND MOVEMENT CHART - ICAO

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

TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

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



	SURFACE	WIDTH	STRENGTH
APRON (East, Central)	Asphalt	NIL	PCN 74/F/B/X/T
APRON (North)	Concrete	NIL	PCN 67/R/B/W/T
APRON (West)	Concrete	NIL	PCN 58/R/B/W/T
TWY (B1)	Asphalt & Concrete	30 m	PCN 74/F/B/X/T (PCN 85/R/B/W/T : a partial of TWY, 270 m)
TWY (C1, E1)	Asphalt	35 m	PCN 74/F/B/X/T
TWY (D1, G1)	Asphalt	30 m	PCN 74/F/B/X/T
TWY (F1)	Asphalt	23 m	PCN 74/F/B/X/T
TWY (P)	Asphalt & Concrete	30 m	PCN 74/F/B/X/T (PCN 71/R/B/W/T, 1 096 m from SE TWY end/ 282 m from NW TWY end)
TWY (A)	Concrete	35 m	PCN 85/R/B/W/T
TWY (G2)	Concrete	40 m	PCN 85/R/B/W/T
TWY (W1, W2)	Asphalt	30 m	PCN 74/F/B/X/T
TWY (B2, C2, C3, D2, D3, E2, F2)	Asphalt	35 m	PCN 74/F/B/X/T
Taxilane (S, T)	Concrete	NIL	PCN 58/R/B/W/T
Taxilane (R, RD)	Concrete	NIL	PCN 71/R/B/W/T
Taxilane (P1)	Asphalt	NIL	PCN 74/F/B/X/T
Taxilane (P2, P3)	Concrete	NIL	PCN 85/R/B/W/T
Taxilane (P4, P5, P6, N1, N2, N3, N4, N5)	Concrete	NIL	PCN 67/R/B/W/T

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

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

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Location on Gimpo airport movement area with a potential risk of runway incursion and where aircrafts are frequently encountered.
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Location on Gimpo airport movement area with a potential risk of runway incursion.
HS 6 :
A location on Gimpo airport movement area with a history of runway incursion.
HS 7 :
Aircraft(including towed aircraft) shall pay extra caution when passing through this area due to congestion.
HS 8 :
Aircraft shall pay extra caution when passing through this area as it is an area where aircraft are frequently encountered.

Change : Establishment of de-icing pad(N1-B) and Information of GSE roads, lead in · lead out line, intermediate holding position.

b. Under Radar Vectoring
- Proceed by the direct route from the point of radio failure to the fix, route, or airway specified in the vector clearance;
- In the absence of an assigned route, proceed by the route that ATC has advised may be expected in a further clearance; or
- In the absence of an assigned route or a route that ATC has advised may be expected in a further clearance, by the route filed in the flight plan; and
- Maintain minimum enroute altitude(MEA) or the altitude/flight level cleared in the last ATC clearance received, whichever is higher, for 20 minutes; then
- Continue the flight with altitude/flight level filed in the flight plan.

B. ARRIVAL

Runway 33 in use

1) Proceed to DUBUN IAF and commence descent and approach as close as possible to the expect further clearance time(EFC) issued by ATC or estimated time of arrival(ETA) filed in the flight plan; and
2) Land, if possible, within 30 minutes after ETA or the last acknowledged EFC or ETA, whichever is later;
3) Circling not authorized west of RWY 15-33.

3.2 VFR

1. VFR flight experiencing radio communication failure shall

a. Helicopter
- Squawk 7600, and
- When able to see light gun signal of control tower, follow that instruction.
- If unable to see light gun signal of control tower, hold over downwind until ETA or for 10 minutes, whichever is longer, then
- Make landing on runway 15/33 in use as appropriate.
- Pilot shall use caution traffic landing and takeoff from/to runway.

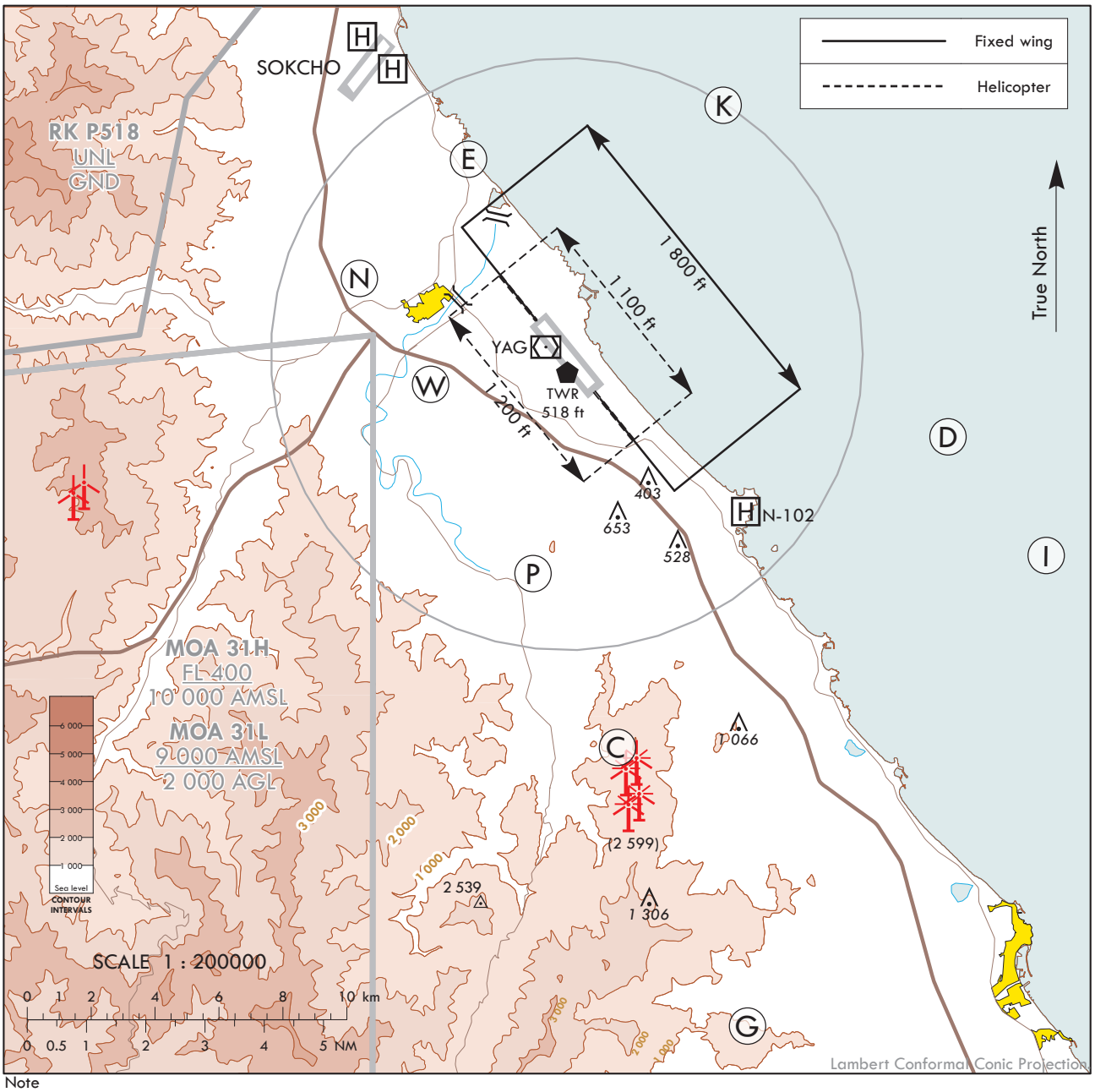
b. Conventional flight
- Squawk 7600, and
- When able to see light gun signal of control tower, follow that instruction.
- If unable to see light gun signal of control tower, hold over down-wind until ETA or for 10 minutes, whichever is longer, then
- Make landing on runway 15/33 in use as appropriate.
- Pilot shall use caution traffic landing and takeoff from/to runway.

4. Take-off Weather Minima

Facilities	RWY	3 RVR REQ			REDL & RCLL	REDL & RCL***	REDL or RCL***	NIL (Day Only)
		TGS*, HIRL & RCLL	HIRL & RCLL	REDL & RCLL				
		RVR / VIS**						
Multi-Engine ACFT	15	-	-	-	-	-	400 m / 1 200 ft	500 m / 1 600 ft
	33	-	-	-	-	-	400 m / 1 200 ft	500 m / 1 600 ft

Note : SIDs are designed in accordance with STANDARDS for FLIGHT PROCEDURE DESIGN.
* With certified TGS(Take-off Guidance System).
** The TDZ RVR/VIS may be assessed by the pilot.
*** For Night Operations at least REDL or RCLL and RENL are available.

VFR Traffic Circuits - Yangyang INTL Airport



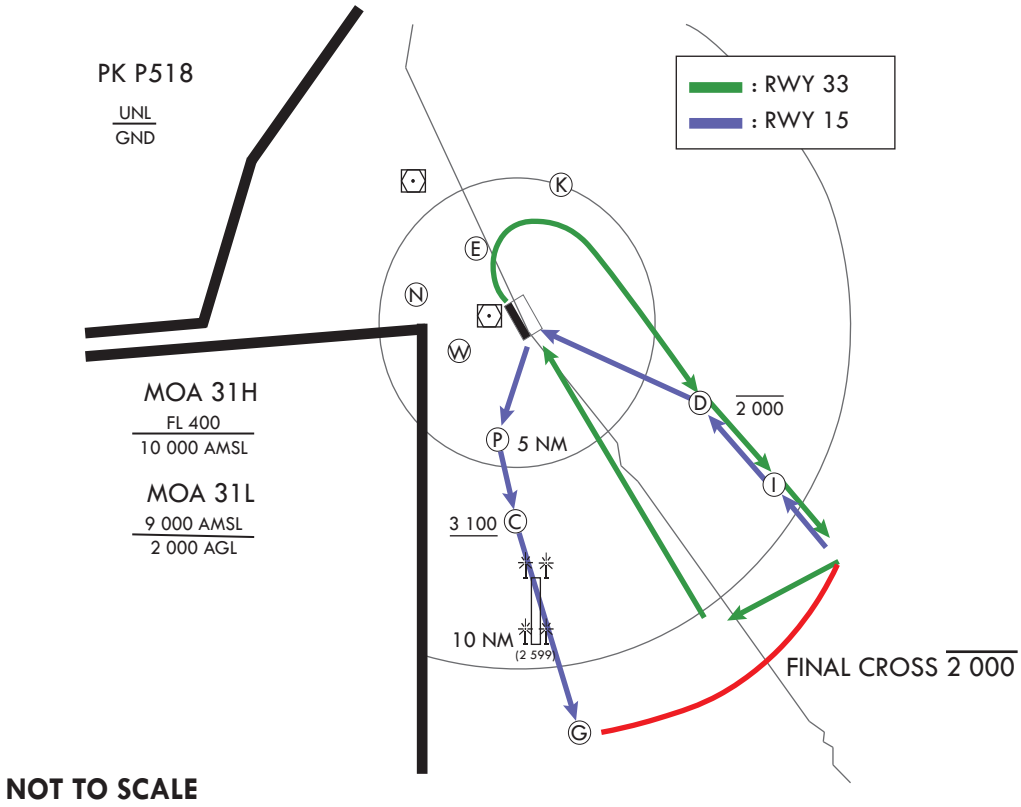
Note
1. The areas specified at the ENR 1.5 holding, approach and departures 2.3 PANS-OPS visual manoeuvering(circling) areas used for obstacles.
2. East traffic pattern altitudes for runways are for CAT H-D.
3. Fixed wing is only available east traffic pattern.

VFR Reporting Point

Reporting Point	Geographical Name	Position	Coordinates(WGS-84)
N	The 95 m hill southwest of Araemal 아랫말 남동쪽 95 고지	3.7 NM NW of airport R 299 YAG/D3.4	380500N 1283544E
W	The 167 m hill north of Sambarijae 삼바리재 북쪽 167 고지	2.3 NM W of airport R 261 YAG/D2.0	380311N 1283715E
P	The 223 m hill east of Dangsandong 당산동 동쪽 223 고지	3.8 NM S of airport R 193 YAG/D3.9	375956N 1283917E
E	Naksan beach 낙산해수욕장	3.6 NM NW of airport R 347 YAG/D3.4	380659N 1283807E
K	4.6 NM East of Naksan Temple 낙산사 동쪽 4.6 마일 해상	5 NM NE of airport R 045 YAG/D5.1	380755N 1284335E
D	4.4 NM East of Gisamunri 기사문리 동쪽 4.4 마일 해상	6.4 NM SE of airport R 111 YAG/D6.8	380216N 1284807E
C	0.5 NM North of wind power plant 풍력발전단지 북쪽 0.5 마일	7.1 NM S of airport R 178 YAG/D7.0	375700N 1284110E
I	4.8 NM East of Kwangjinri 광진리 동쪽 4.8 마일 해상	8.6 NM SE of airport R 121 YAG/D9.0	380015N 1285010E
G	0.5 NM Southeast of Samgyo Reservoir 삼교저수지 남동쪽 0.5 마일	12.2 NM S of airport R 172 YAG/D12.0	375217N 1284353E

Change : Information of VFR traffic circuits diagram, Withdrawal of VFR reporting point H, and Establishment of VFR reporting point C, G.

VFR In/Outbound Flow Chart - Yangyang INTL Airport



RWY 15 VFR ARRIVAL

Contact Yangyang TWR when passing "I" point, then proceed to downwind leg via "D" point.

RWY 15 VFR DEPARTURE

Turn right when passing threshold and proceed to "P" and "C" point. Climb and maintain at or above 3 100 ft before "C" point. If unable, advise ATC, then make right circle and climb over "P" point. Leave "P" point when able to comply with the restriction due to wind power plant area. After passing 0.5 NM of the obstacles, descend VFR to "G". Maintain at or below 2 000 ft when passing 12 DME from YAG, then climb VFR.

RWY 33 VFR ARRIVAL

Contact Yangyang TWR when passing 10 NM final, then proceed to 4 NM on final.

RWY 33 VFR DEPARTURE

Turn right when passing abeam Yangyang bridge and proceed to "D" and "I" point.
Maintain at or below 2 000 ft until 12 DME from YAG, then climb VFR.

Note

Maintain at or below 2 000 ft and use caution IFR inbound traffic when flying across the final course 12 DME away from YAG.
Use caution when flying between "C" and "G" point due to wind power plant area and IFR inbound traffic on final.

Change : Information of VFR in/outbound flow chart, procedures for RWY 15 VFR DEP and RWY 33 VFR ARR, note.

INTENTIONALLY

LEFT

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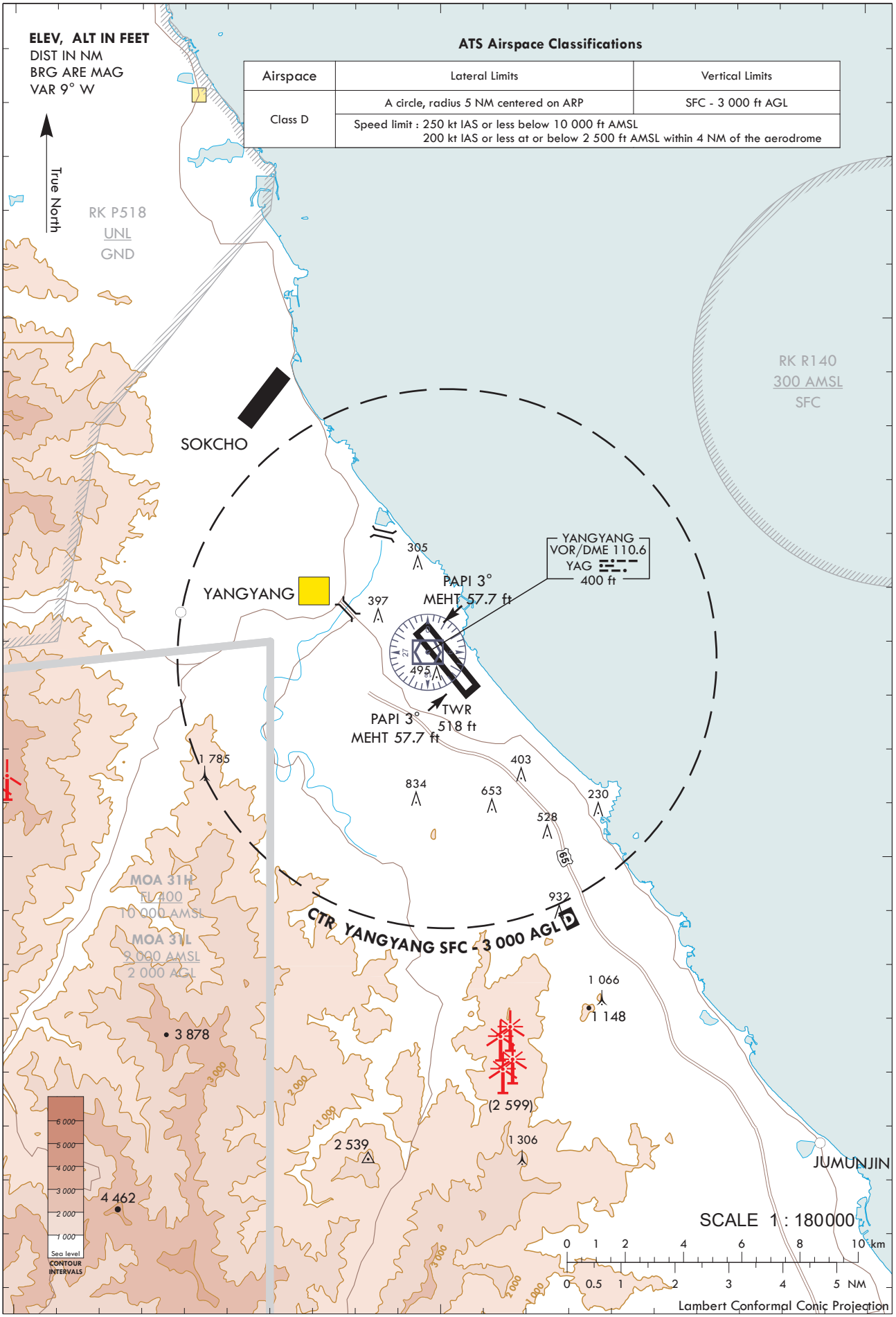
VISUAL APPROACH CHART - ICAO

AD ELEV **241** ft
HEIGHTS RELATED
TO AD ELEV

GANGNEUNG	APP	124.6	304.0
	DEP	124.6	258.4
YANGYANG	TWR	118.85	
		124.375	240.4

YANGYANG/Yangyang

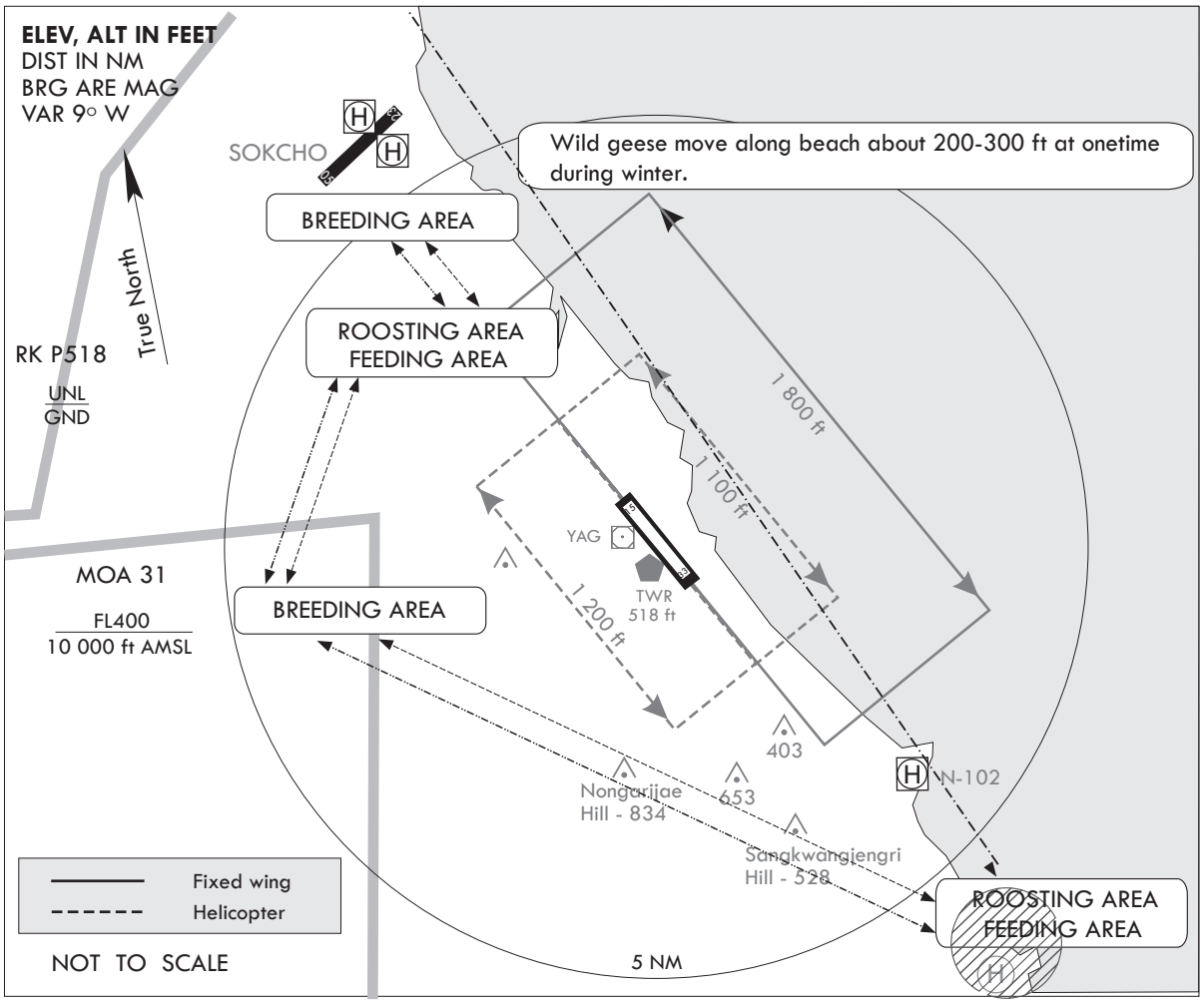


ATS Airspace Classifications

Airspace	Lateral Limits	Vertical Limits
Class D	A circle, radius 5 NM centered on ARP	SFC - 3 000 ft AGL
	Speed limit : 250 kt IAS or less below 10 000 ft AMSL 200 kt IAS or less at or below 2 500 ft AMSL within 4 NM of the aerodrome	

Change : Establishment of MOA 31H/31L and wind turbines.

BIRD CONCENTRATION - YANGYANG INTERNATIONAL



LEGEND

- MOVEMENT ROUTES OF MALLARD
- MOVEMENT ROUTES OF EGRET
- MOVEMENT ONEWAY OF WILD GEESE
- POMAE LAKE

3.2 Pilot shall notify to Sacheon TWR as follows :
a. A call sign and a type of aircraft
b. A reason of dumping
c. Other

4. Sacheon Airport Runway Strip, Runway end safety area is not satisfied with ICAO Safety recommendation at the moment. Therefore, refer to the following advice for the aviation safety. If the value of the surface friction measurements is less than 0.25, refrain from the aircraft operation.

RKPS AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

RKPS AD 2.22 FLIGHT PROCEDURES

1. IFR Procedure

1.1 Refer to Instrument Approach and Departure Charts.

1.2 Circling Approach

a. Circling not authorized in South East of Airport.
b. Circling Area radius for ROC(required obstacle clearance) as follows.

Approach Category	Radius from threshold
A	1.3 NM
B	1.81 NM
C	2.84 NM
D	3.70 NM
E	4.63 NM

1.3 Take-off weather minima

Apply the published take-off weather minima of the Standard Instrument Approach used.

1.4 IFR Departure

a. Standard Instrument Departure(SID) procedures are designed by U.S TREPS (CHG 25).
b. All aircraft - When departing using RWY 24L/R, maintain 35 ft AGL or above over DER.

1.5 Instrument Approach Procedure

a. Instrument Approach procedures are designed by U.S TERPS (CHG 25).
b. When Sacheon Radar is unserviceable, CAT "E" Aircraft can use ONLY HI-TACAN-A Approach.

1.6 PAR Approach

a. RWY 06R
(1) Weather minima

CAT		GS / TCH(ft) / RPI(ft)	DA(ft) / VIS(SM)	HAT(ft)	Ceiling(ft)
A, B, C, D	FULL	3.0° / 51 / 958.24	219 / RVR 3 000 ft VIS 5/8	200	200
	ALS INOP	3.0° / 51 / 958.24	219 / RVR 4 000 ft VIS 3/4	200	200

(2) Missed Approach Procedure : Climb to 4 400 ft via HDG 064° and as directed by ATC.

	Knots	60	120	180	240	300	TO
Rate of Climb	V/V(fpm)	280	560	840	1 120	1 400	4 400

(3) Caution 3 011 ft obstacle(Mt. Geumo) close to the initial segment. Initial segment, ASR 11 NM-(IF), does not meet standard required obstacle clearance 1 000 ft. Mt. Geumo located R 247 SAC/12 DME. Therefore maintain at or above 3 600 ft until crossing 11 DME from SAC.

b. RWY 24L

(1) Weather minima

CAT		GS / TCH(ft) / RPI(ft)	DA(ft) / VIS(SM)	HAT(ft)	Ceiling(ft)
A, B, C, D	FULL	3.0° / 50 / 970.52	527 / 1¾	503	600
	ALS INOP	3.0° / 50 / 970.52	527 / 1¾	503	600

(2) Missed Approach Procedure : Climb to 4 500 ft via HDG 244° to 1 600 ft, then turn left HDG 220° and as directed by ATC.

	Knots	60	120	180	240	300	TO
Rate of Climb	V/V(fpm)	280	560	840	1 120	1 400	3 900

1.7 ASR Approach

a. RWY 06R

(1) Weather minima

CAT		A	B	C	D
Straight-in	FULL	820/45 801(800-⅞)		820-1⅞ 801(800-1⅞)	
	ALS INOP	820/55 801(800-1)	820/60 801(800-1¼)	820-2½ 801(800-2½)	
Circling		820-1 795(800-1)	900/1¼ 875(900-1¼)	1 000-3 975(1 000-3)	

(2) Missed Approach Procedure : Climb to 4 400 ft via HDG 064° and as directed by ATC.

	Knots	60	120	180	240	300	TO
Rate of Climb	V/V(fpm)	240	480	720	960	1 200	4 400

(3) Caution 3 011 ft obstacle(Mt. Geumo) close to the initial segment. Initial segment, ASR 11 NM-(IF), does not meet standard required obstacle clearance 1 000 ft. Mt. Geumo located R 247 SAC/12 DME. Therefore maintain at or above 3 600 ft until crossing 11 DME from SAC.

b. RWY 24L

(1) Weather minima

CAT		A	B	C	D
Straight-in	FULL	1 240/55 1 216(1 300-1)	1 240/60 1 216(1 300-1¼)	1 240-3 1 216(1 300-3)	
	ALS INOP	1 240/60 1 216(1 300-1¼)	1 240-1½ 1 216(1 300-1½)	1 240-3 1 216(1 300-3)	
Circling		1 240-1¼ 1 215(1 300-1¼)	1 240-1½ 1 215(1 300-1½)	1 240-3 1 215(1 300-3)	

(2) Missed Approach Procedure : Climb to 4 500 ft via HDG 244° to 1 600 ft, then turn left HDG 220° and as directed by ATC.

	Knots	60	120	180	240	300	TO
Rate of Climb	V/V(fpm)	220	430	640	850	1 060	4 000

Change : Information of radial for Mt. Geumo(R 245 → R 247) and HDG for missed APCH procedure(063º → 064º, 243º → 244º).

c. RWY 06L

(1) Weather minima

CAT		A	B	C	D
Straight-in	FULL	780/40 763(800-¾)		780-1¾ 763(800-1¾)	
	ALS INOP	780/55 763(800-1)	780/60 763(800-1¼)	780-2½ 763(800-2½)	
Circling		800-1 775(800-1)	900/1¼ 875(900-1¼)	1 000-3 975(1 000-3)	

(2) Missed Approach Procedure : Climb to 4 400 ft via HDG 064° and as directed by ATC.

(3) Caution 3 011 ft obstacle(Mt. Geumo) close to the initial segment. Initial segment, ASR 11 NM-(IF), does not meet standard required obstacle clearance 1 000 ft. Mt. Geumo located R 247 SAC/12 DME. Therefore maintain at or above 3 600 ft until crossing 11 DME from SAC.

d. RWY 24R

(1) Weather minima

CAT		A	B	C	D
Straight-in	FULL	1 220/60 1 201(1 200-1¼)	1 220/1½ 1 201(1 200-1½)	1 220-3 1 201(1 200-3)	
	ALS INOP	1 220/60 1 201(1 200-1¼)	1 220/1½ 1 201(1 200-1½)	1 220-3 1 201(1 200-3)	
Circling		1 220/1¼ 1 195(1 200-1¼)	1 220/1½ 1 195(1 200-1½)	1 220-3 1 195(1 200-3)	

(2) Missed Approach Procedure : Climb to 4 000 ft via HDG 244° to 1 600 ft, then turn left HDG 220° and as directed by ATC.

	Knots	60	120	180	240	300	TO
Rate of Climb	V/V(fpm)	220	440	650	870	1 080	4 000

2. VFR Procedure

2.1 VFR Weather minimum

a. Ground visibility : Not less than 3 SM
b. Flight visibility : Not less than 5 SM
c. Ceiling : At or above 1 600 ft (Jet : 2 100 ft)

2.2 VFR Traffic circuit and VFR Reporting Point : RKPS AD 2-12

2.3 VFR Traffic pattern altitude

a. Helicopter : 500 ft
b. Conventional : 1 100 ft
c. Jet : 1 600 ft

2.4 VFR Flight procedure

a. VFR aircraft shall maintain two way radio communication and contact with Sacheon Approach out of 15 NM.
b. All VFR Flight within Sacheon TMA shall set transponder at 12 plus the last two digits of the call sign.
c. Pilot who has insight runway or airport, follow the instruction of Sacheon Tower.
d. Helicopter VFR Flight procedure for Arrival is as follows.
(1) Get a permission to enter class C airspace from Tower prior to 15 NM.
(2) When VFR Routes enter through North, Maintain at or below 1 000 ft over JIN-YANG HO(A lake), then enter a VFR Traffic Pattern via reporting points ('A' or 'B' point, at or below 500 ft).
(3) When VFR Routes enter through South, Maintain at or below 500 ft, then enter the control zone via reporting points ('C' or 'D' point, at or below 500 ft).

Change : Information of radial for Mt. Geumo(R 245 → R 247) and HDG for missed APCH procedure(063º → 064º, 243º → 244º).

e. Helicopter VFR Flight procedure for Departure is as follows.
(1) Take-off RWY 06
- When a aircraft bound to the South, Maintain at or below 300 ft to Duryang-Reservoir and turn right at outer Duryang-Reservoir, then fly at or below 500 ft within 5 NM radius of Sacheon airport.
- When a aircraft bound to the North, turn left at the end of RWY and maintain at or below 500 ft to JIN-YANG HO(A lake).

(2) Take-off RWY 24
- When a aircraft bound to the South, Maintain at or below 300 ft to Gonyang Bridge and turn left, then fly at or below 500 ft within 5 NM radius of Sacheon airport.
- When a aircraft bound to the North, turn right at the end of RWY, then direct to the destination and maintain at or below 500 ft within 5 NM radius of Sacheon airport.

f. All aircraft passing Sacheon TMA in VFR shall contact with Sacheon Approach prior to 15 NM, and Fly 10 NM outside of Sacheon airport.

3. RADIO COMMUNICATION FAILURE PROCEDURE

3.1 IFR

1. General

- No person may take off unless two-way radio communications can be maintained with the Air Traffic Control.
- On recognition of communication failure during flight, squawk 7600 and if necessary to ensure safe altitude, climb to Minimum Safe Altitude or above to maintain obstacle clearance. Then comply with following procedures.

2. VMC

If the failure occurs in VFR conditions, or if VFR condition are encountered after the failure, each pilot shall continue the flight under VFR and land as soon as practicable (based on the runway in use).

3. IMC

If the failure occurs in IFR conditions, or if paragraph 2 of this section cannot be complied with, each pilot shall continue the flight according to the following :

A. DEPARTURE

a. Under Pilot Navigation

- Runway 06R/06L in use

1) SACHEON 1
Climb HDG 064° to SAC D5 thence,.....
.....Climb to 8 000 ft via the following transition routes.
a) ANUBA TRANSITION : Left turn HDG 310° to cross R 020 SAC and left turn HDG 240° to R 283 SAC and R 283 SAC to ANUBA.
b) SAPDI TRANSITION : Right turn HDG 130° to intercept R 093 SAC and R 093 SAC to SAPDI.
c) TOPAX TRANSITION : Right turn HDG 190° to intercept R 142 SAC and R 142 SAC to TOPAX.
d) GOSBO TRANSITION : Right turn HDG 250° to intercept R 204 SAC and R 204 SAC to GOSBO.
e) ENGOT TRANSITION : Right turn HDG 190º to intercept R 138 SAC and R 138 SAC to ENGOT.
f) POVOR TRANSITION : Right turn HDG 250º to intercept R 207 SAC and R 207 SAC to POVOR.

- Runway 24L/24R in use

2) SACHEON 2
Climb HDG 244° to SAC D5 thence,.....
..... Climb to 8 000 ft via the following transition routes.
a) ANUBA TRANSITION : Right turn HDG 330° to intercept R 283 SAC and R 283 SAC to ANUBA.
b) GOSBO TRANSITION : Left turn HDG 150° to intercept R 204 SAC and R 204 SAC to GOSBO.
c) TOPAX TRANSITION : Left turn HDG 050° to intercept R 142 SAC and R 142 SAC to TOPAX.
d) SAPDI TRANSITION : Left turn HDG 050° to intercept R 093 SAC and R 093 SAC to SAPDI.
e) ENGOT TRANSITION : Left turn HDG 050º to intercept R 138 SAC and R 138 SAC to ENGOT.
f) POVOR TRANSITION : Left turn HDG 150º to intercept R 207 SAC and R 207 SAC to POVOR.

AERODROME CHART - ICAO

35°05'19"N
128°04'14"E

ELEV **25** ft

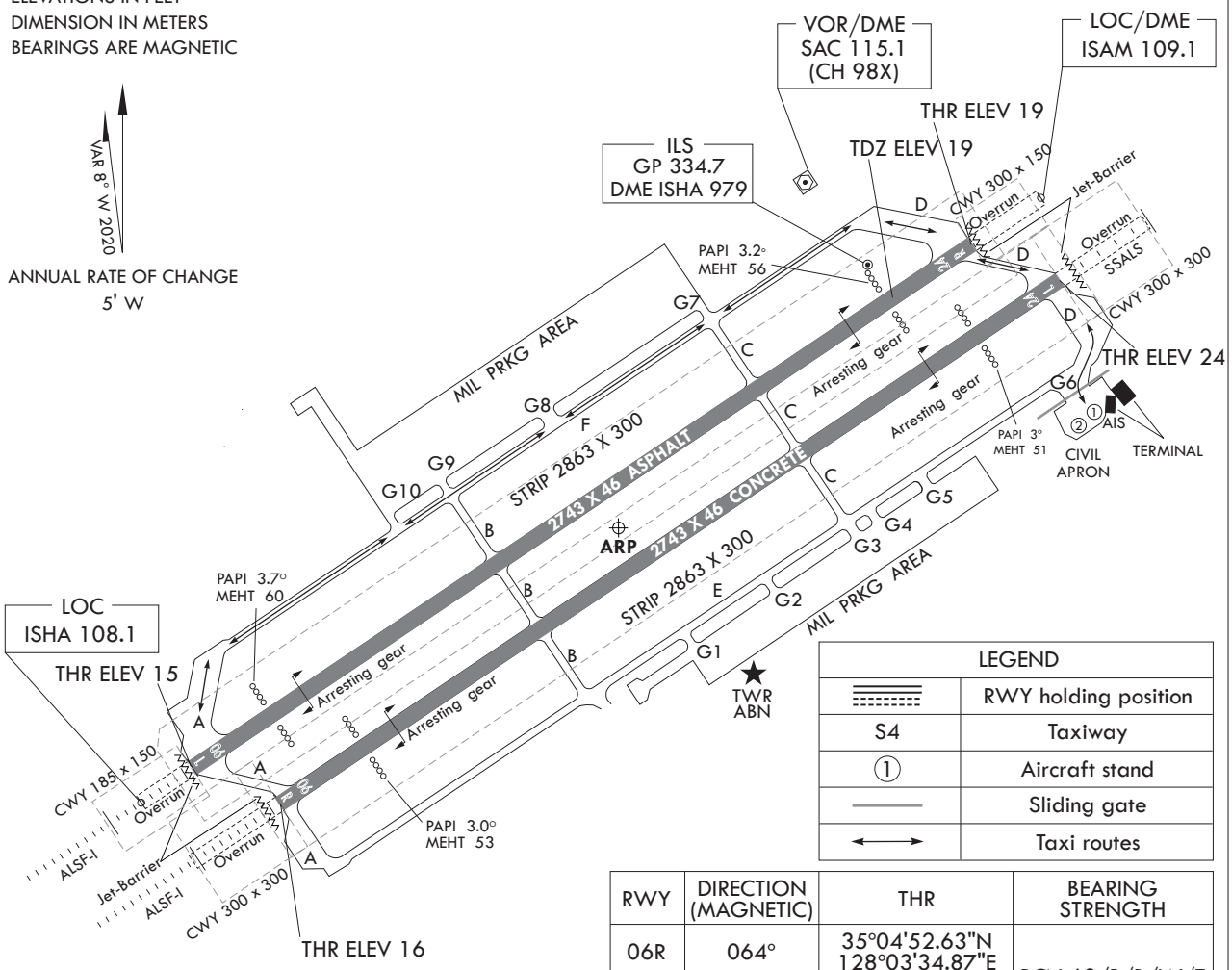
TWR	118.675	236.6
GND	118.675	275.8

SACHEON/Sacheon

ELEVATIONS IN FEET
DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 8° W 2020

ANNUAL RATE OF CHANGE
5' W

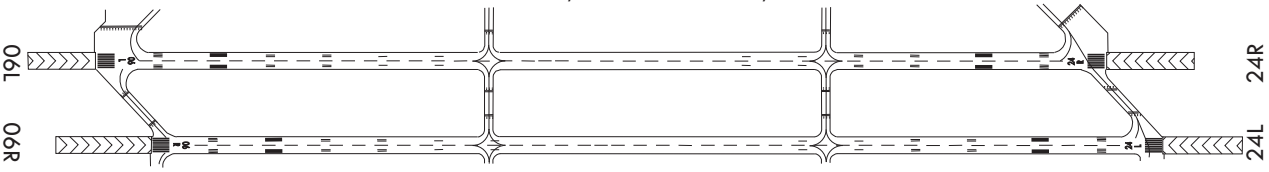


LEGEND	
	RWY holding position
S4	Taxiway
①	Aircraft stand
	Sliding gate
	Taxi routes

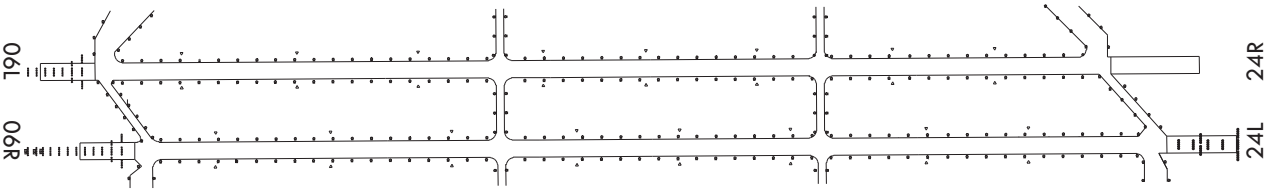
RWY	DIRECTION (MAGNETIC)	THR	BEARING STRENGTH
06R	064°	35°04'52.63"N 128°03'34.87"E	PCN 62/R/B/W/T
24L	244°	35°05'42.93"N 128°05'04.22"E	
06L	064°	35°04'55.95"N 128°03'24.81"E	PCN 70/R/C/X/T
24R	244°	35°05'46.26"N 128°04'54.16"E	

NOT TO SCALE

MARKING AIDS RWY 06L/24R AND 06R/24L AND EXIT TWY



LIGHTING AIDS RWY 06L/24R AND 06R/24L AND EXIT TWY



Change : Information of RWY direction(063° → 064°, 243° → 244°).

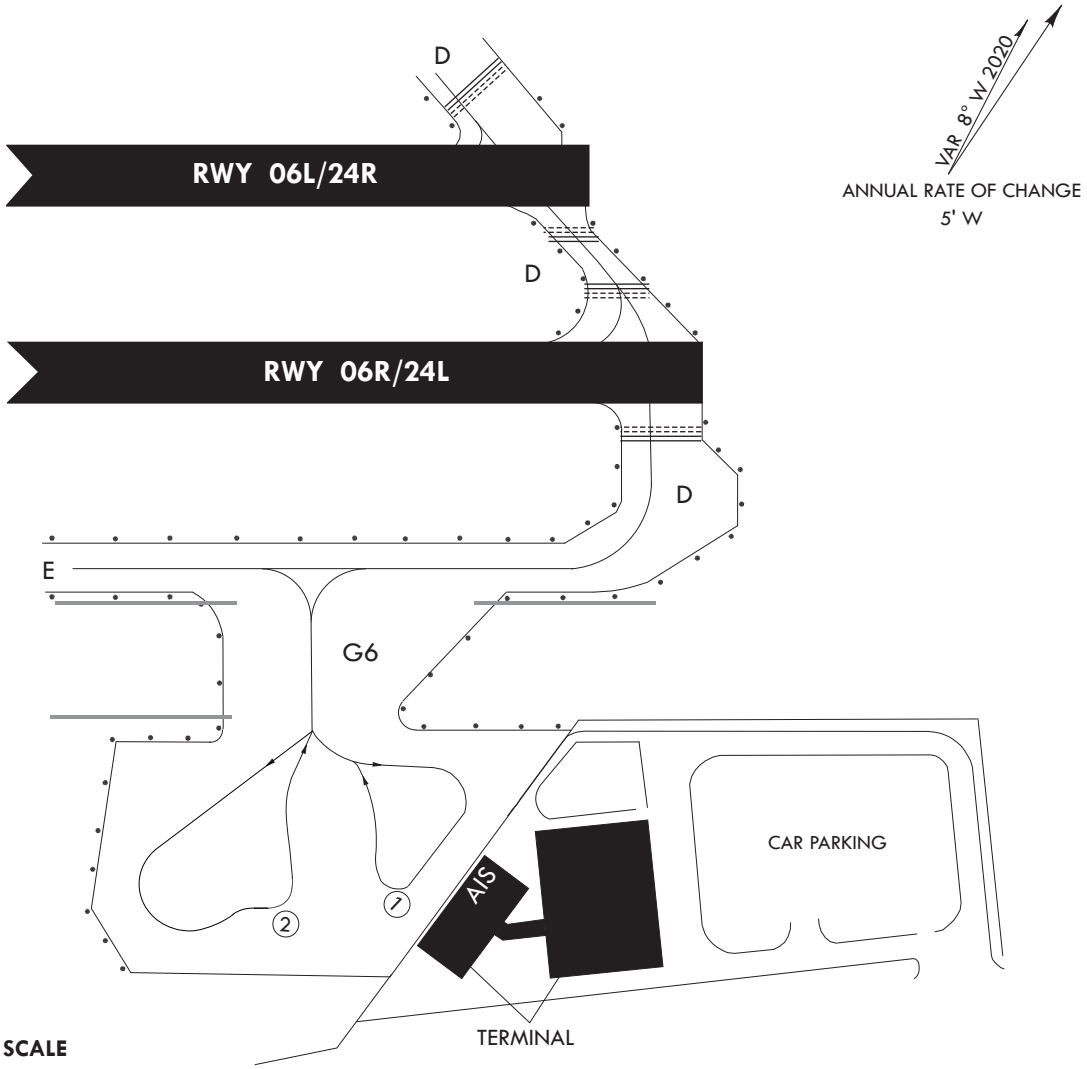
AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
27 ft

TWR	118.675	236.6
GND	118.675	275.8

SACHEON/Sacheon

ELEVATIONS IN FEET
DIMENSION IN METERS
BEARINGS ARE MAGNETIC



NOT TO SCALE

LEGEND	
AIRCRAFT STAND	①
TAXIWAY LIGHT	●
SLIDING GATE	═══
RWY Holding Position	▤

ISOLATED STAND : TWY D(BTN G6 and RWY 06R/24L)

AIRCRAFT STANDS	
1	B737
2	B737

TAXIWAY INFORMATION		
TAXIWAY	WIDTH	STRENGTH
F	23 m	PCN 70/R/C/W/T
A	23 m	PCN 70/R/C/W/T
D	23 m	PCN 70/R/C/W/T
D	23 m	PCN 70/R/C/W/T
D	23 m	PCN 62/R/B/W/T
G6	70 m	PCN 67/F/C/X/T

	INS COORDINATES FOR AIRCRAFT STANDS		
	WGS - 84		ELEV(MSL)
1	35°05'30.70"N	128°05'08.61"E	27 ft
2	35°05'29.60"N	128°05'08.68"E	28 ft

APRON INFORMATION	
STRENGTH	SURFACE
PCN 67/F/C/X/T	ASPHALT

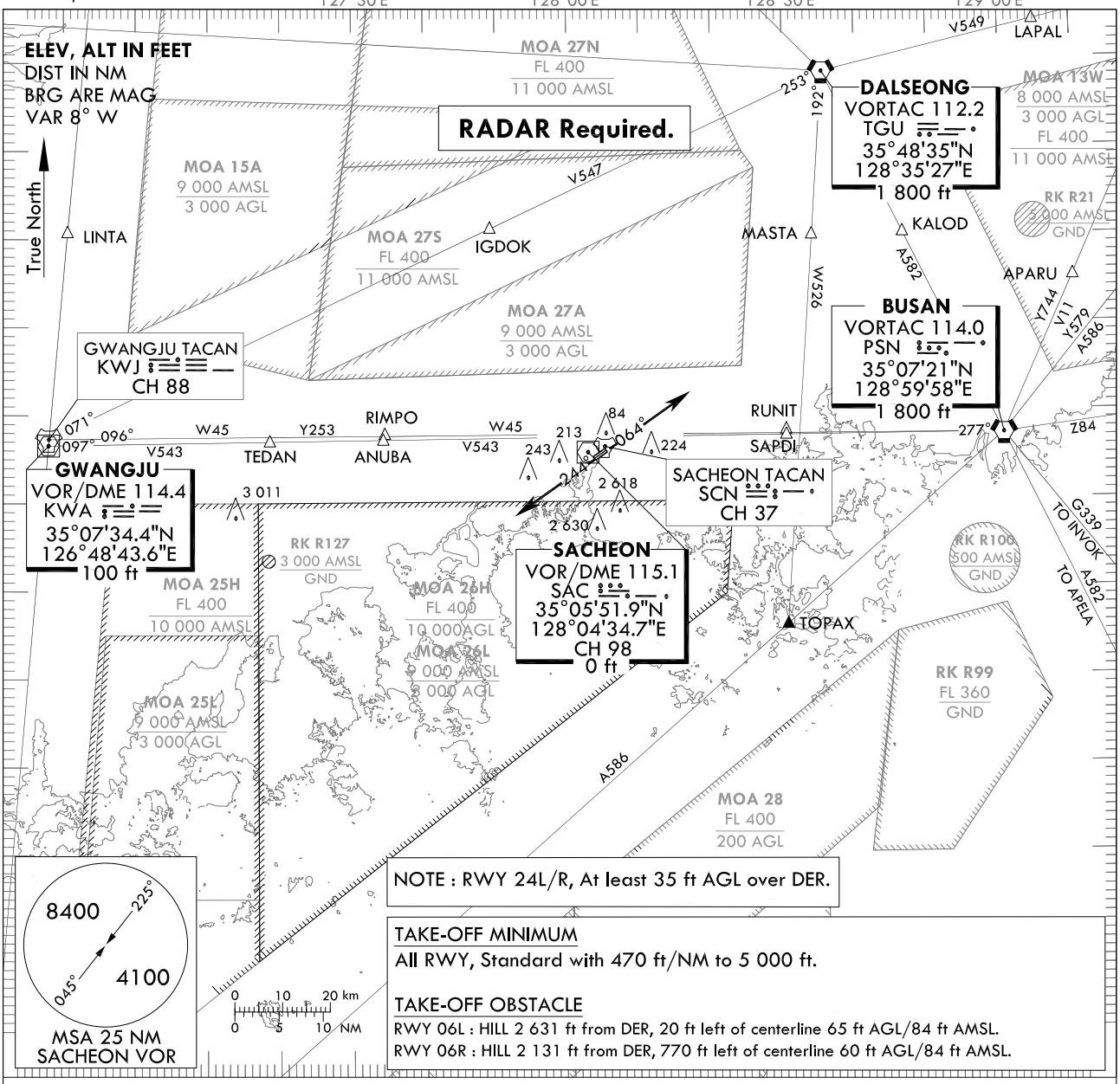
STANDARD DEPARTURE CHART - INSTRUMENT(SID)

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SACHEON DEP 135.4
347.3
SACHEON TWR 118.675
236.6

SACHEON/Sacheon(RKPS)
RWY 06L/R, 24L/R
SACHEON 5

Note : Departures under U.S. TERPS.



NOTE : RWY 24L/R, At least 35 ft AGL over DER.

TAKE-OFF MINIMUM
All RWY, Standard with 470 ft/NM to 5 000 ft.

TAKE-OFF OBSTACLE
RWY 06L : HILL 2 631 ft from DER, 20 ft left of centerline 65 ft AGL/84 ft AMSL.
RWY 06R : HILL 2 131 ft from DER, 770 ft left of centerline 60 ft AGL/84 ft AMSL.

DEPARTURE PROCEDURE DESCRIPTION

ALL AIRCRAFT : Departure climb rate 470 ft/NM to 5 000 ft.

TAKE-OFF RWY 06L/R : Climb HDG 064° or Climb on assigned HDG by ATC.....

TAKE-OFF RWY 24L/R : At least 35 ft AGL over DER, Climb HDG 244° or Climb on assigned HDG by ATC.....

.....Expect radar vector to intercept filed En-route fix or as assigned route by ATC.
Maintain 5 400 ft or assigned altitude(flight level).
Expect filed altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS : If radio contact is not established with departure control prior to reaching 5 000 ft, continue climb to 8 400 ft before turning to filed fix/Navaid and proceed filed route and altitude.

Change : Information of MAG VAR(7° W → 8° W) and heading(063° → 064°, 243°→ 244°).

INTENTIONALLY

LEFT

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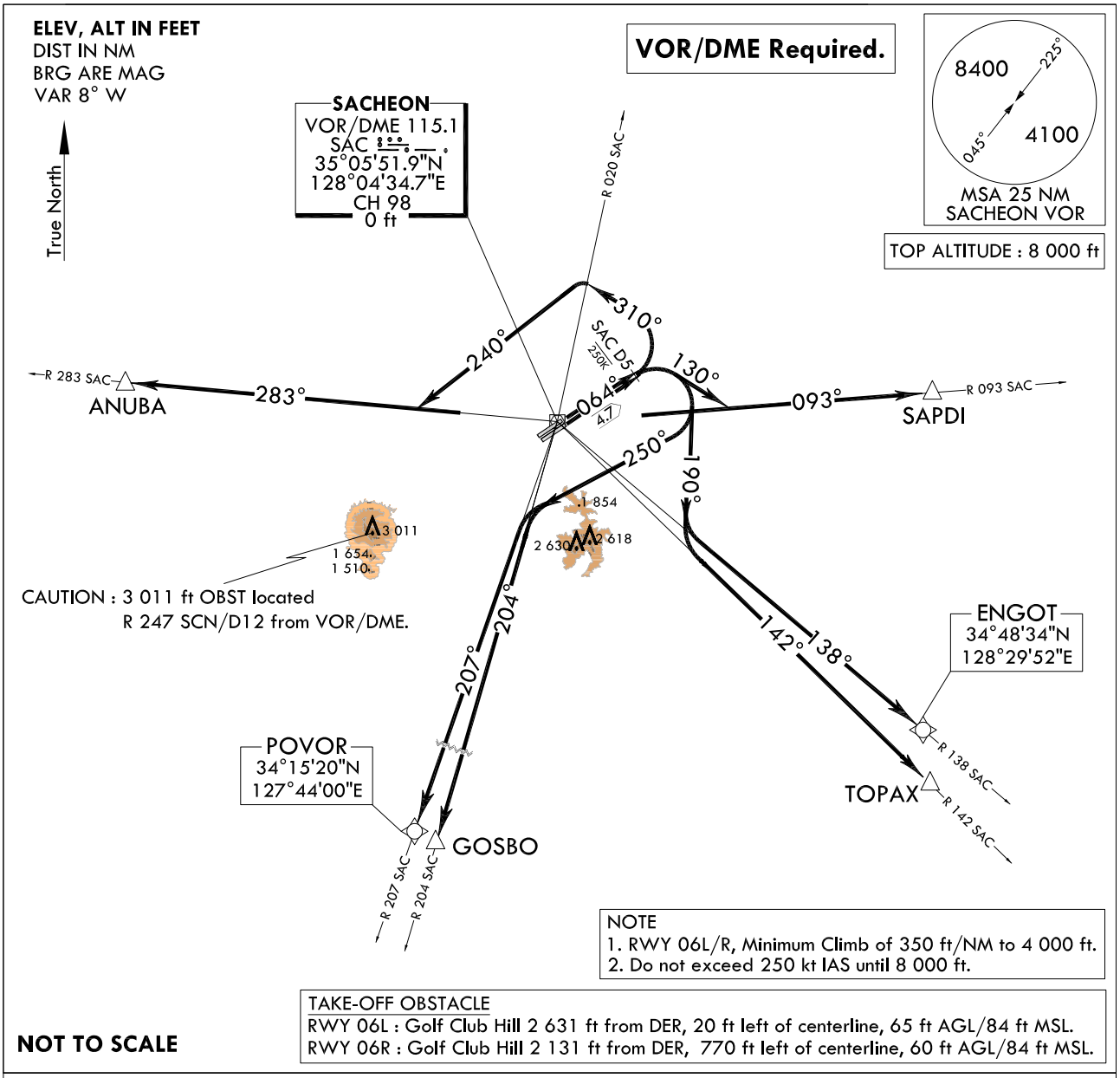
STANDARD DEPARTURE CHART - INSTRUMENT(SID)

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

SACHEON	DEP	135.4 347.3
SACHEON	TWR	118.675 236.6

SACHEON/Sacheon(RKPS)
RWY 06L/R
SACHEON 1

Note : Departures under U.S. TERPS.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 06L/R : Climb HDG 064° to SAC D5 thence,.....
..... Climb to 8 000 ft via the following transition routes.

ANUBA Transition : Left turn HDG 310° to cross R 020 SAC and left turn HDG 240° to R 283 SAC and R 283 SAC to ANUBA.

SAPDI Transition : Right turn HDG 130° to intercept R 093 SAC and R 093 SAC to SAPDI.

TOPAX Transition : Right turn HDG 190° to intercept R 142 SAC and R 142 SAC to TOPAX.

GOSBO Transition : Right turn HDG 250° to intercept R 204 SAC and R 204 SAC to GOSBO.

ENGOT Transirion : Right turn HDG 190° to intercept R 138 SAC and R 138 SAC to ENGOT.

POVOR Transition : Right turn HDG 250° to intercept R 207 SAC and R 207 SAC to POVOR.

Change : Information of MAG VAR(7° W → 8° W) and radial for Mt. Geumo(R 245 → R 247).

INTENTIONALLY

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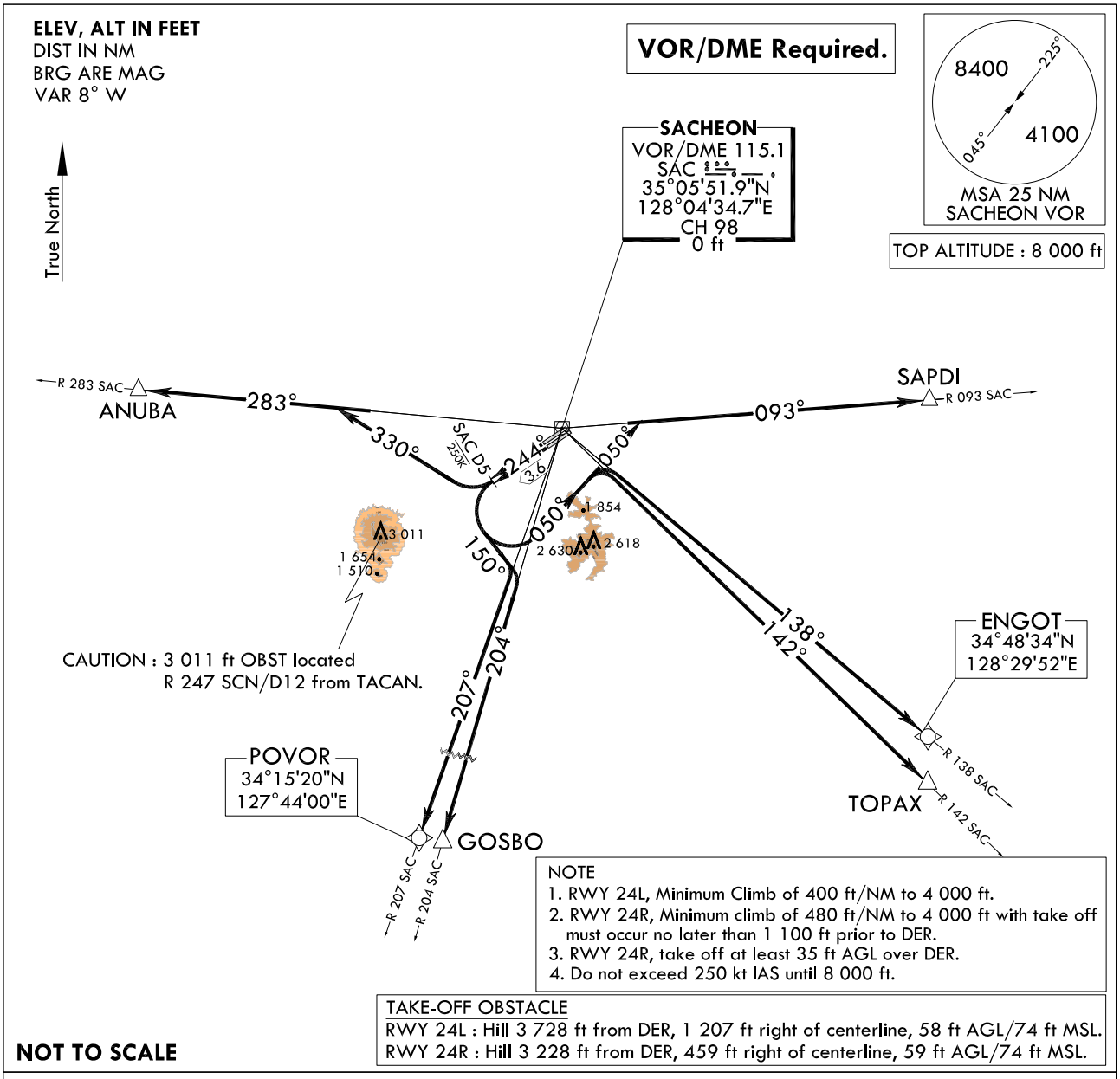
STANDARD DEPARTURE CHART - INSTRUMENT(SID)

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

SACHEON	DEP	135.4 347.3
SACHEON	TWR	118.675 236.6

SACHEON/Sacheon(RKPS)
RWY 24L/R
SACHEON 2

Note : Departures under U.S. TERPS.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 24L/R : Climb HDG 244° to SAC D5 thence,.....
..... Climb to 8 000 ft via the following transition routes.

ANUBA Transition : Right turn HDG 330° to intercept R 283 SAC and R 283 SAC to ANUBA.
GOSBO Transition : Left turn HDG 150° to intercept R 204 SAC and R 204 SAC to GOSBO.
TOPAX Transition : Left turn HDG 050° to intercept R 142 SAC and R 142 SAC to TOPAX.
SAPDI Transition : Left turn HDG 050° to intercept R 093 SAC and R 093 SAC to SAPDI.
ENGOT Transition : Left turn HDG 050° to intercept R 138 SAC and R 138 SAC to ENGOT.
POVOR Transition : Left turn HDG 150° to intercept R 207 SAC and R 207 SAC to POVOR.

Change : Information of MAG VAR(7° W → 8° W) and radial for Mt. Geumo(R 245 → R 247).

INTENTIONALLY

LEFT

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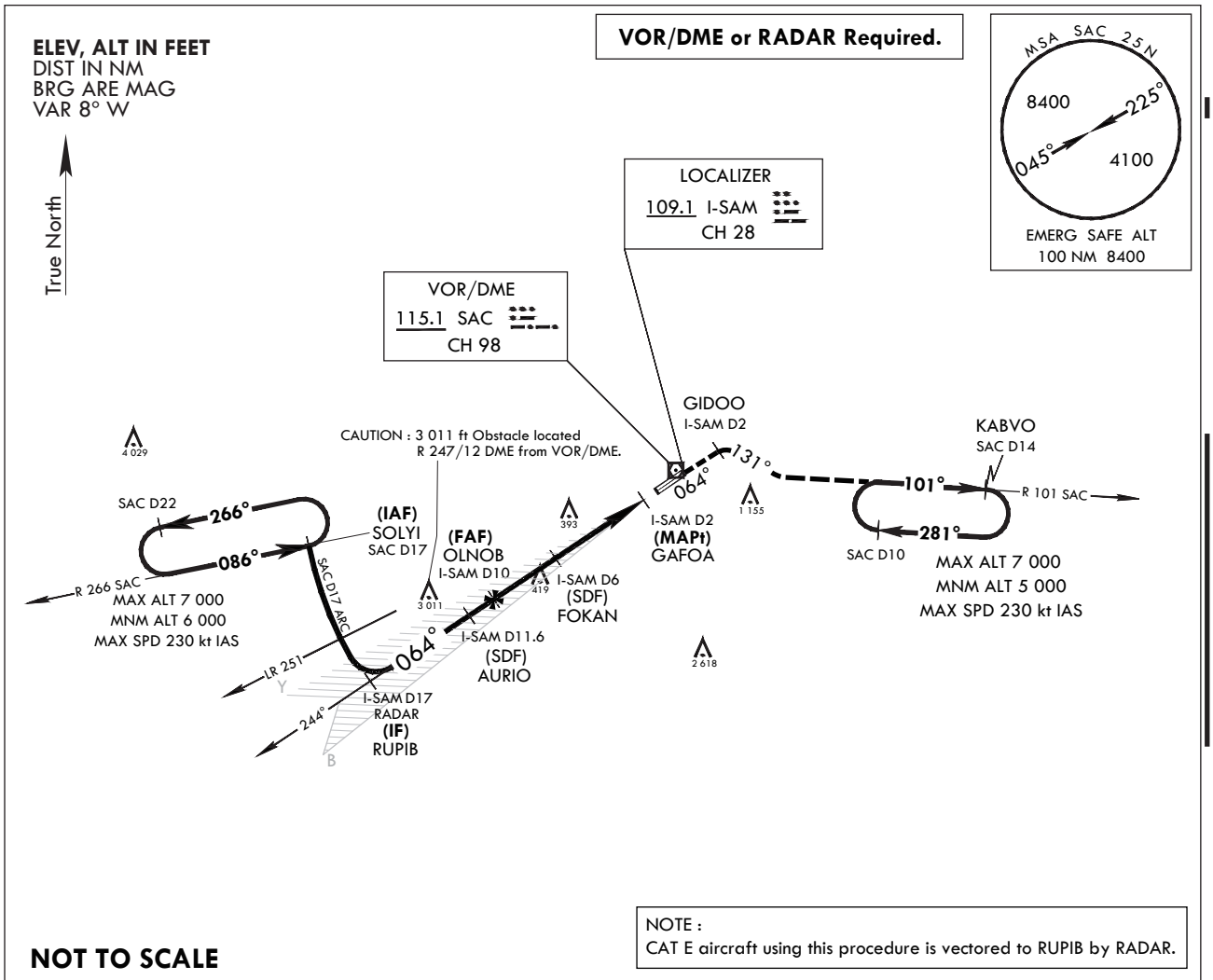
INSTRUMENT APPROACH CHART

AERODROME ELEV 25 ft
HEIGHTS RELATED TO
HIGHTEST ELEV TDZ **17** ft

SACHEON APP	135.4	344.7
SACHEON TWR	118.675	236.6
	305.4	

SACHEON/Sacheon(RKPS)
LOC/DME
RWY 06L



NOTE :
CAT E aircraft using this procedure is vectored to RUPIB by RADAR.

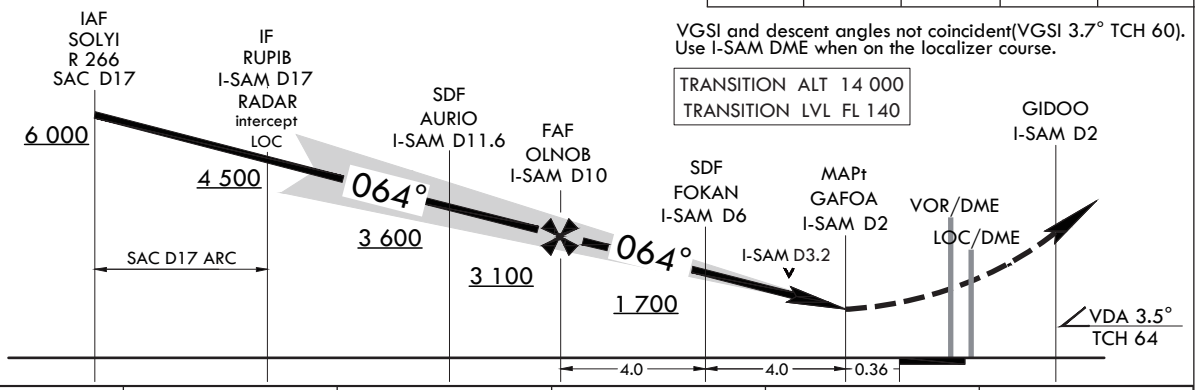
NOT TO SCALE

MISSED APPROACH : Climb to 5 000 ft via HDG 064° to GIDOO, then right turn HDG 131° to intercept R 101 SAC and track on R 101 SAC to KABVO and hold, continue climb-in-hold to 5 000 ft, or as directed by ATC.

5 000 HDG 064°	GIDOO I-SAM D2	HDG 131°	R 101 SAC	KABVO SAC D14

VGSI and descent angles not coincident(VGSI 3.7° TCH 60).
Use I-SAM DME when on the localizer course.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D	E
S-LOC 06L*	**700/40** 683(700-¾)		**700-1½** 683(700-1½)		
CIRCLING **	**800-1** 775(800-1)	**900-1¼** 875(900-1¼)	**1 000-3** 975(1 000-3)		**1 120-3** 1 095(1 100-3)

* When ALS INOP, increase CAT AB RVR to 55 and VIS to 1 mile, CAT CDE VIS to 2 miles.
** Circling is not authorized SE of RWY 06/24.

Change : Information of MAG VAR(7° W → 8° W), radial and heading.

INTENTIONALLY

LEFT

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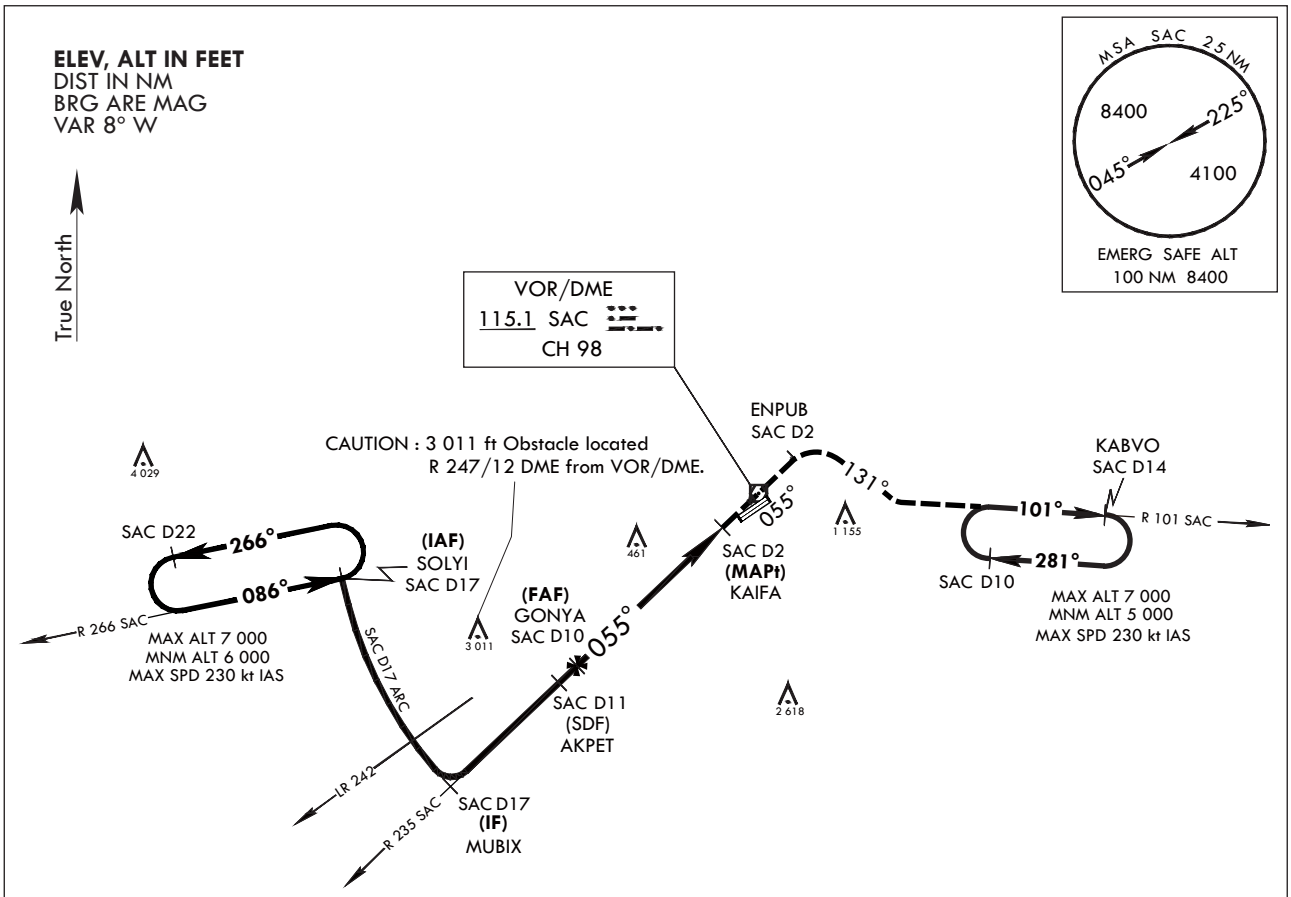
INSTRUMENT APPROACH CHART

AERODROME ELEV 25 ft
HEIGHTS RELATED TO
HIGHTEST ELEV TDZ **17** ft

SACHEON APP	135.4	344.7
SACHEON TWR	118.675	236.6
	305.4	

SACHEON/Sacheon(RKPS)
VOR/DME
RWY 06L



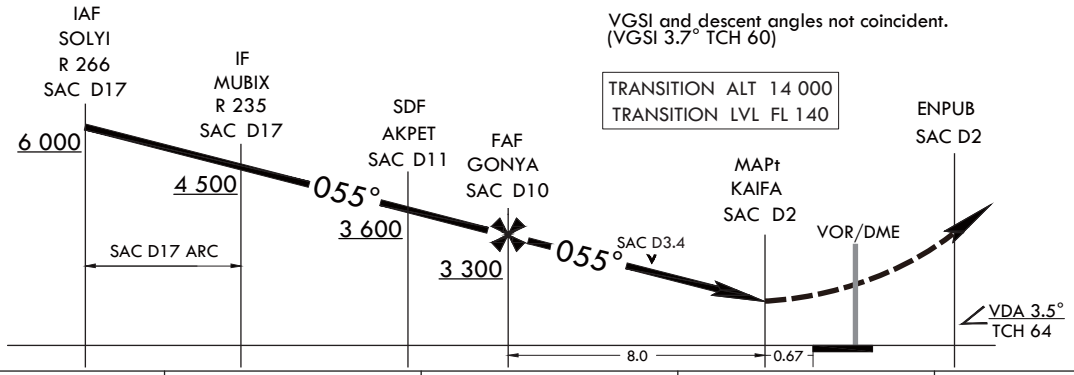
NOT TO SCALE

MISSED APPROACH : Climb to 5 000 ft via track on R 235 SAC to SAC over and track on R 055 SAC to ENPUB, HDG 131° to intercept R 101 SAC and track on R 101 SAC to KABVO and hold, continue climb-in-hold to 5 000 ft.

5 000 R 235 SAC	SAC	ENPUB D2 R 055 SAC	HDG 131°	R 101 SAC	KABVO SAC D14

VGSI and descent angles not coincident.
(VGSI 3.7° TCH 60)

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D
S-VOR 06L*	**880/40**	863(900-⅞)	**880-2**	863(900-2)
CIRCLING**	**880-1¼** 855(900-1¼)	**900-1¼** 875(900-1¼)	**1 000-3**	975(1 000-3)

* When ALS INOP, increase CAT A RVR to 55 and VIS to 1 mile, CAT B RVR to 60 and VIS to 1¼ miles, CAT CD VIS to 2½ miles.
** Circling is not authorized SE of RWY 06/24.

Change : Information of MAG VAR(7° W → 8° W), radial, heading and Amended WX minima(880/45 → 880/40).

INTENTIONALLY

LEFT

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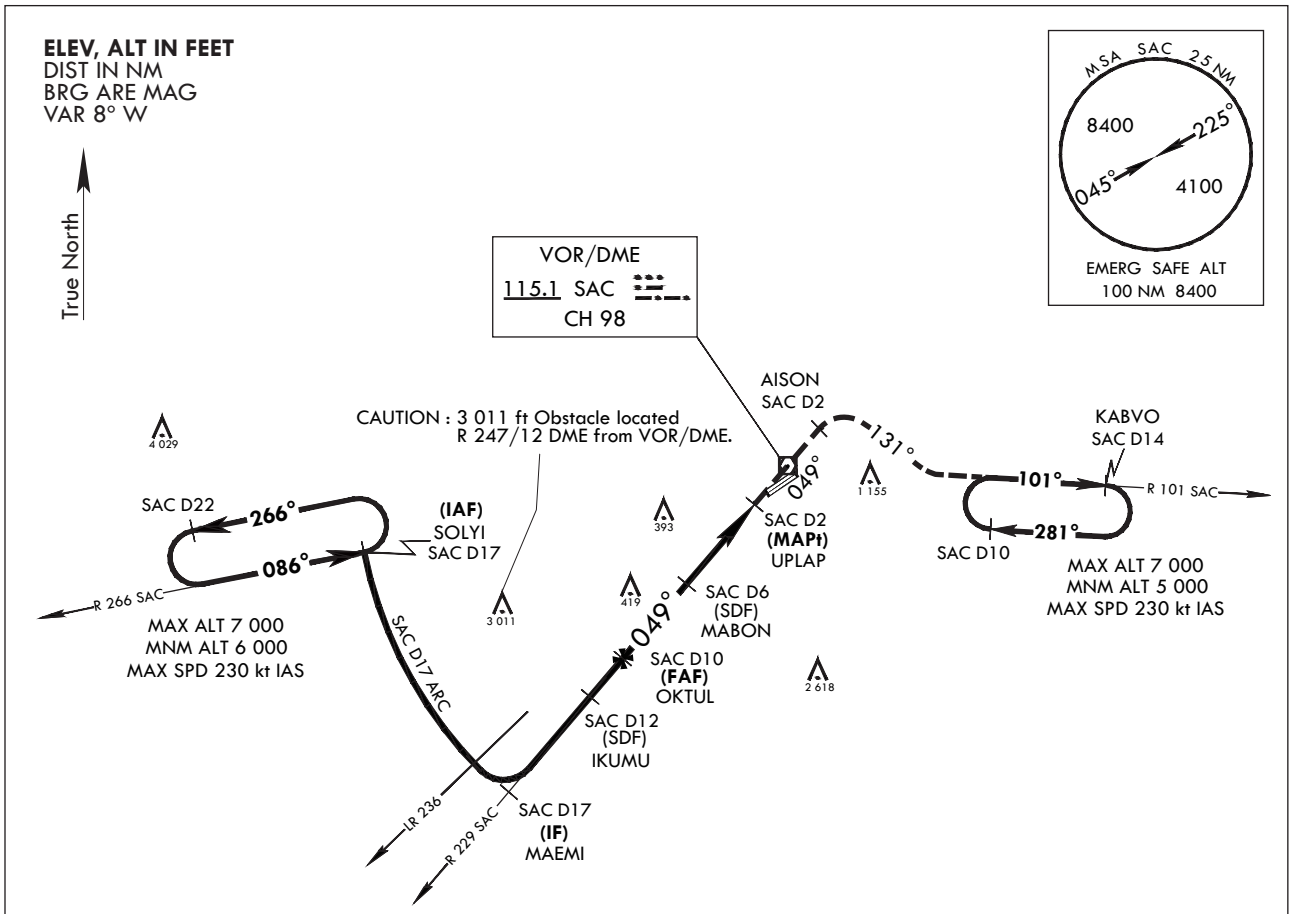
INSTRUMENT APPROACH CHART

AERODROME ELEV 25 ft
HEIGHTS RELATED TO
HIGHTEST ELEV TDZ **19** ft

SACHEON APP	135.4	344.7
SACHEON TWR	118.675	236.6
	305.4	

SACHEON/Sacheon(RKPS)
VOR/DME
RWY 06R

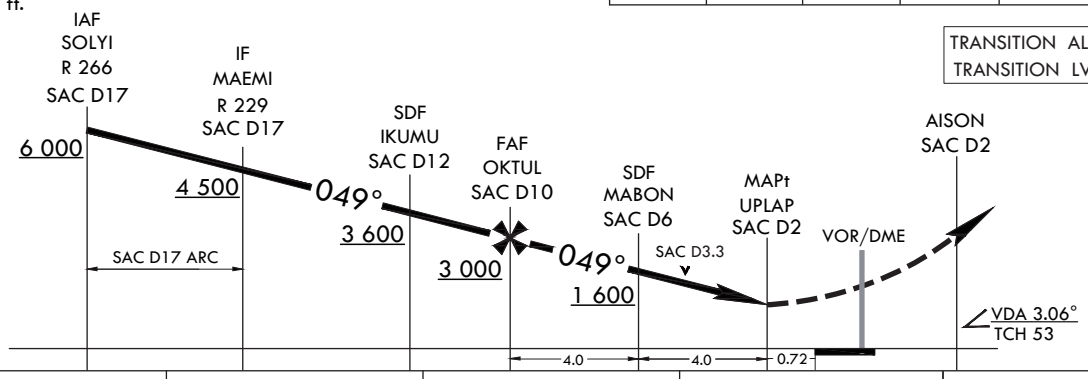


NOT TO SCALE

MISSED APPROACH : Climb to 5 000 ft via track on R 229 SAC to SAC over and track on R 049 SAC to AISON, then right turn HDG 131° to intercept R 101 SAC and track on R 101 SAC to KABVO and hold, continue climb-in-hold to 5 000 ft.

5 000 R 229 SAC	SAC	AISON D2 R 049 SAC	HDG 131°	R 101 SAC	KABVO SAC D14

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D
S-VOR 06R*	**700/40**	681(700-⅞)	**700-1½**	681(700-1½)
CIRCLING**	**800-1** 755(800-1)	**900-1¼** 875(900-1¼)	**1 000-3**	975(1 000-3)

* When ALS INOP, increase CAT AB RVR to 55 and VIS to 1 mile, CAT CD VIS to 2 miles.
** Circling is not authorized SE of RWY 06/24.

Change : Information of MAG VAR(7° W → 8° W), radial, heading and Amended WX minima(700/45 → 700/40).

INTENTIONALLY

LEFT

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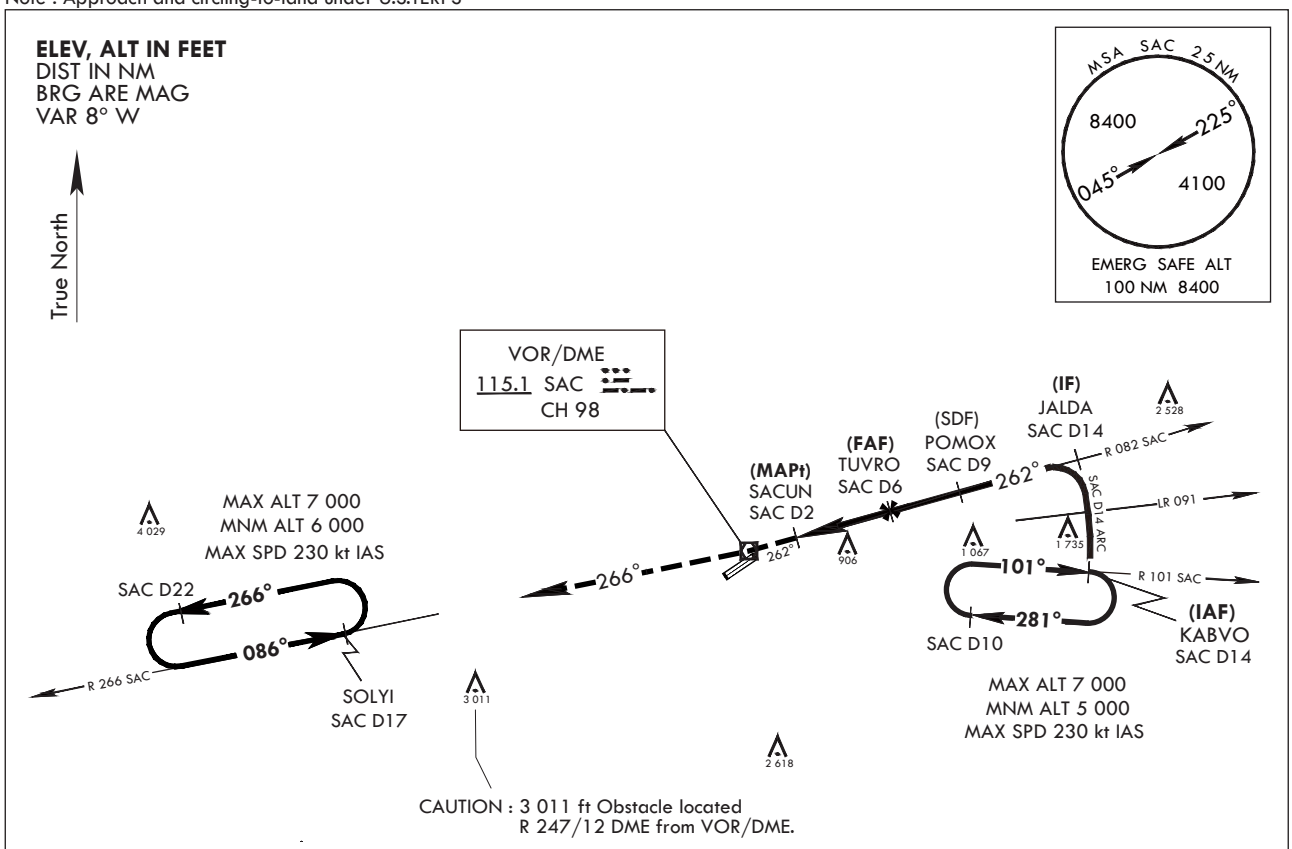
INSTRUMENT APPROACH CHART

AERODROME ELEV 25 ft
HEIGHTS RELATED TO
HIGHTEST ELEV TDZ **24** ft

Note : Approach and circling-to-land under U.S.TERPS

SACHEON APP	135.4	344.7
SACHEON TWR	118.675	236.6
	305.4	

SACHEON/Sacheon(RKPS)
VOR/DME
RWY 24L



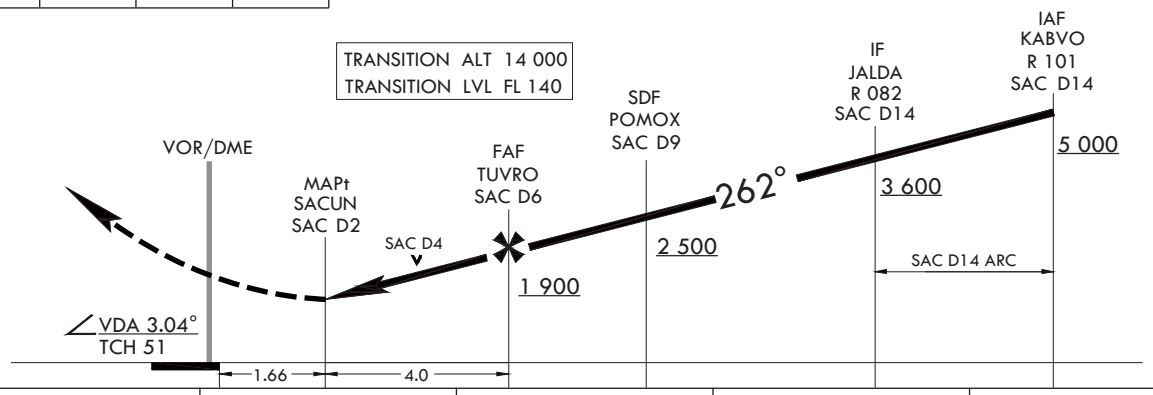
Missed approach obstacle minimum climb rate table

Knots	60	120	180	240	30	TO
V/V(fpm)	210	420	630	830	1 040	4 000

NOT TO SCALE

6 000 HDG 262°	SAC	R 266 SAC	SOLYI SAC D17

MISSED APPROACH : Climb to 6 000 ft via HDG 262° to SAC then track outbound R 266 SAC to SOLYI(R 266 SAC/D17) and hold, continue climb-in-hold to 6 000 ft.



CATEGORY	A	B	C	D
S-VOR 24L	1 220-2 1 196(1 200-2)		1 220-3 1 196(1 200-3)	
CIRCLING *	1 220-2 1 195(1 200-2)		1 220-3 1 195(1 200-3)	

* Circling is not authorized SE of RWY 24/06.

Change : Information of MAG VAR(7° W → 8° W), radial and heading.

INTENTIONALLY

LEFT

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INSTRUMENT APPROACH CHART

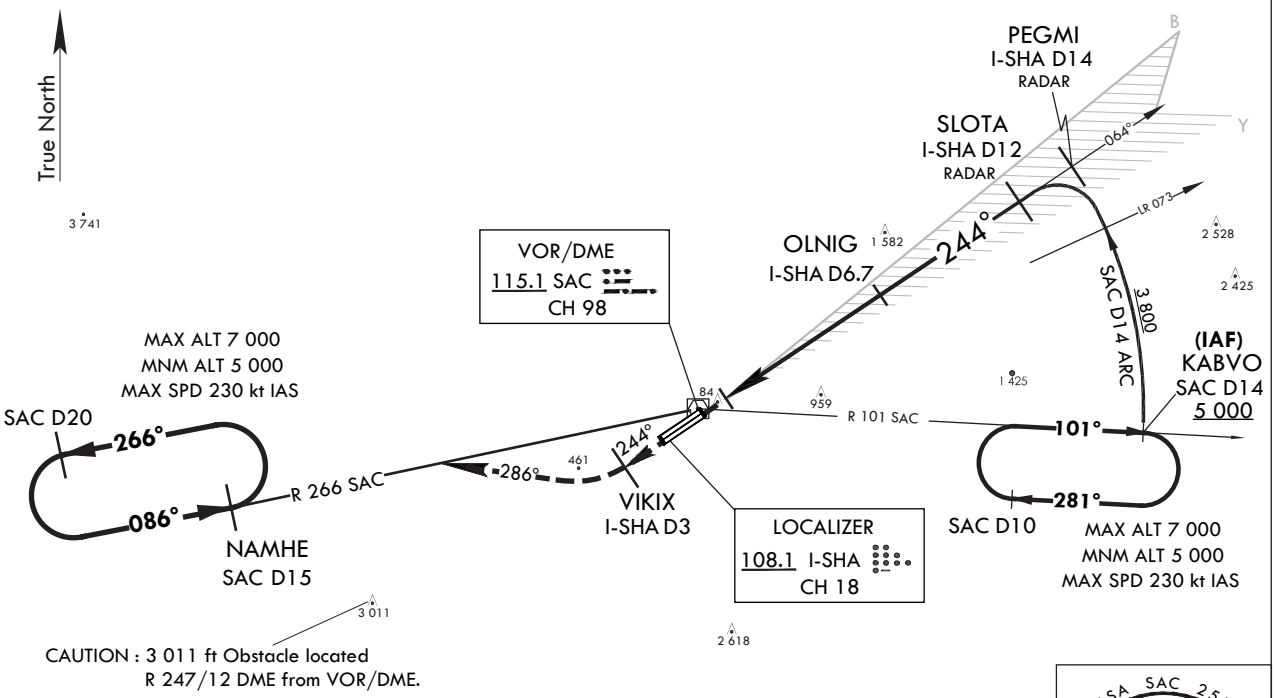
AERODROME ELEV 25 ft
HEIGHTS RELATED TO
HIGHTEST ELEV TDZ **19** ft

SACHEON APP	135.4	344.7
SACHEON TWR	118.675	236.6
	305.4	

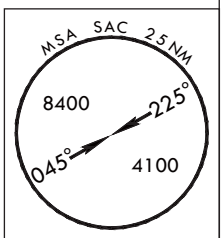
SACHEON/Sacheon(RKPS)
ILS RWY 24R

ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 8° W

RADAR or VOR/DME Required.



CAUTION : 3 011 ft Obstacle located
R 247/12 DME from VOR/DME.



EMERG SAFE ALT
100 NM 8400

NOTE : Initial segment(SAC D14 ARC) N/A for CAT E ACFT.
Expect radar vector to PEGMI.

Missed approach obstacle minimum climb rate table

Knots	60	120	180	240	300	TO
V/V(fpm)	320	630	940	126	1 570	4 000

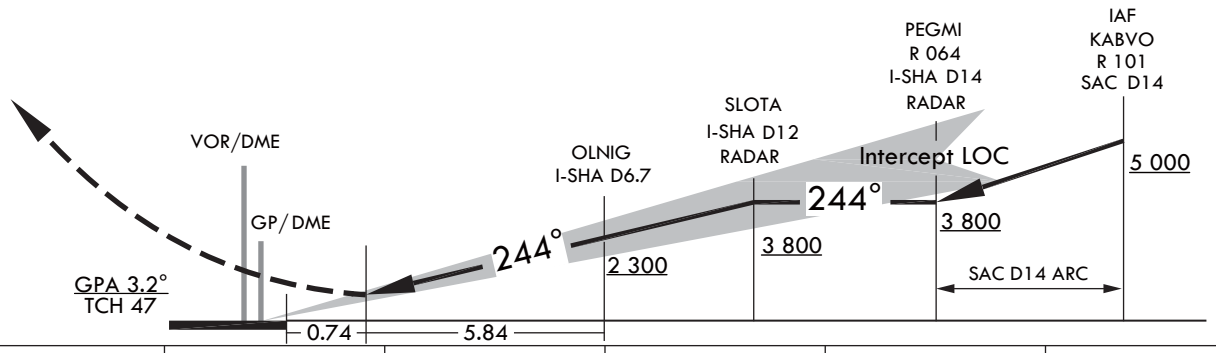
NOT TO SCALE

I-SHA D3		R 266 SAC	SAC D15 6 000
244°	286°		

MISSED APPROACH : Climb to 6 000 ft via HDG 244° to I-SHA D3 then climbing right turn HDG 286°, then track outbound R 266 SAC to NAMHE and hold, continue climb-in-hold to 6 000 ft, or as directed by ATC.

VGSI and descent angles not coincident(VGSI 3.2°/TCH 56).
Use I-SHA DME when on the localizer course.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D	E
S-ILS 24R	317/45		298(300-7/8)		

Change : Information of MAG VAR(7° W → 8° W), radial and heading.

INTENTIONALLY

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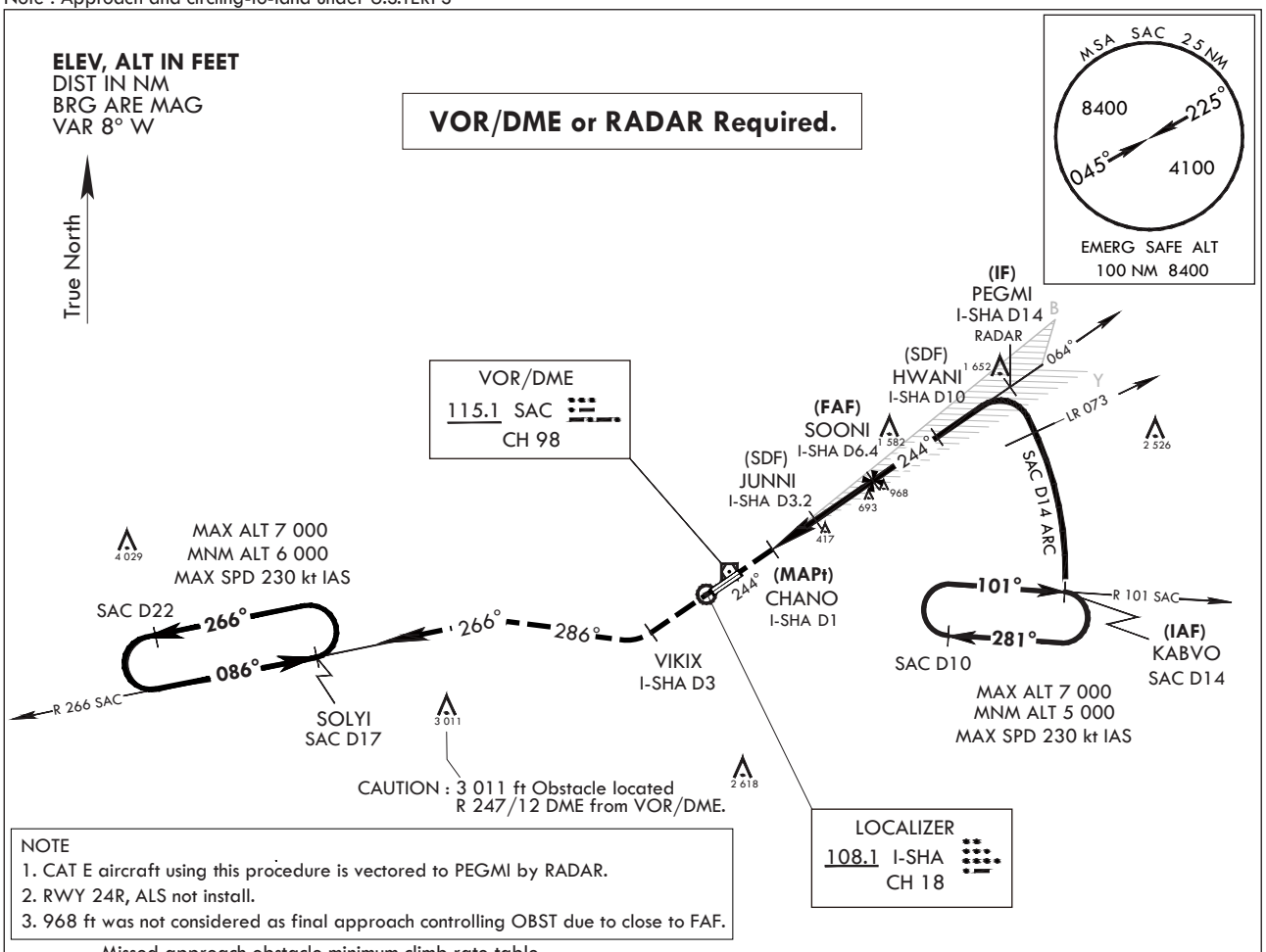
INSTRUMENT APPROACH CHART

AERODROME ELEV 25 ft
HEIGHTS RELATED TO
HIGHTEST ELEV TDZ **19** ft

SACHEON APP	135.4	344.7
SACHEON TWR	118.675	236.6
	305.4	

SACHEON/Sacheon(RKPS)
LOC/DME
RWY 24R

Note : Approach and circling-to-land under U.S.TERPS



NOTE
1. CAT E aircraft using this procedure is vectored to PEGMI by RADAR.
2. RWY 24R, ALS not install.
3. 968 ft was not considered as final approach controlling OBST due to close to FAF.

Missed approach obstacle minimum climb rate table

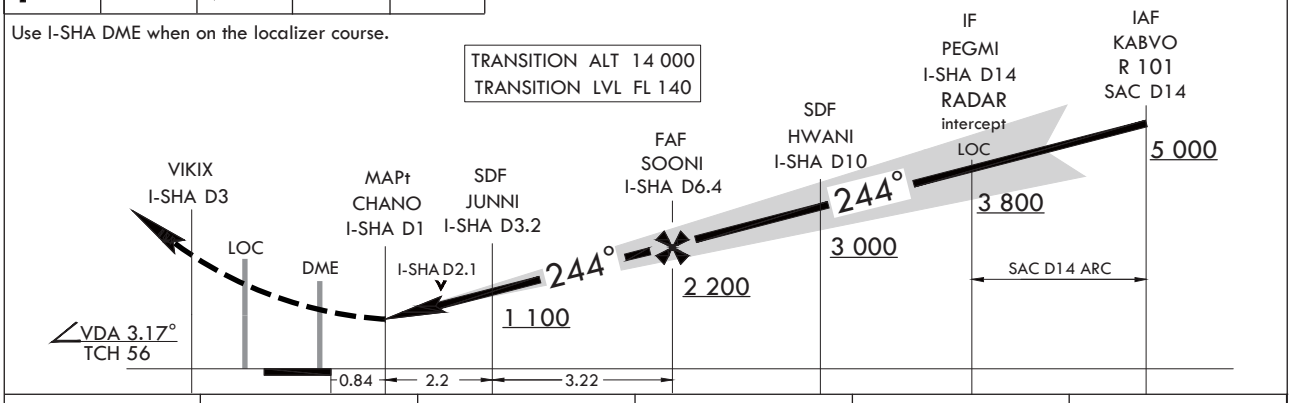
Knots	60	120	180	240	300	TO
V/V(fpm)	270	540	810	1 080	1 350	3 900

NOT TO SCALE

6 000 HDG 244°	VIKIX I-SHA D3	HDG 286°	R 266 SAC	SOLYI SAC D17

MISSED APPROACH : Climb to 6 000 ft via HDG 244° to I-SHA D3 and right turn HDG 286° and track outbound R 266 SAC to SOLYI(R 266 SAC/D17) and hold, continue climb-in-hold to 6 000 ft, or as directed ATC.

Use I-SHA DME when on the localizer course.



CATEGORY	A	B	C	D	E
S-LOC 24R	**740/55** 721(800-1)		**740-2** 721(800-2)		
CIRCLING *	**840-1¼** 815(900-1¼)	**880-1¼** 855(900-1¼)	**1 000-3** 975(1 000-3)	**1 020-3** 995(1 000-3)	**1 120-3** 1 095(1 100-3)

* Circling is not authorized SE of RWY 24/06.

Change : Information of MAG VAR(7° W → 8° W), radial and heading.

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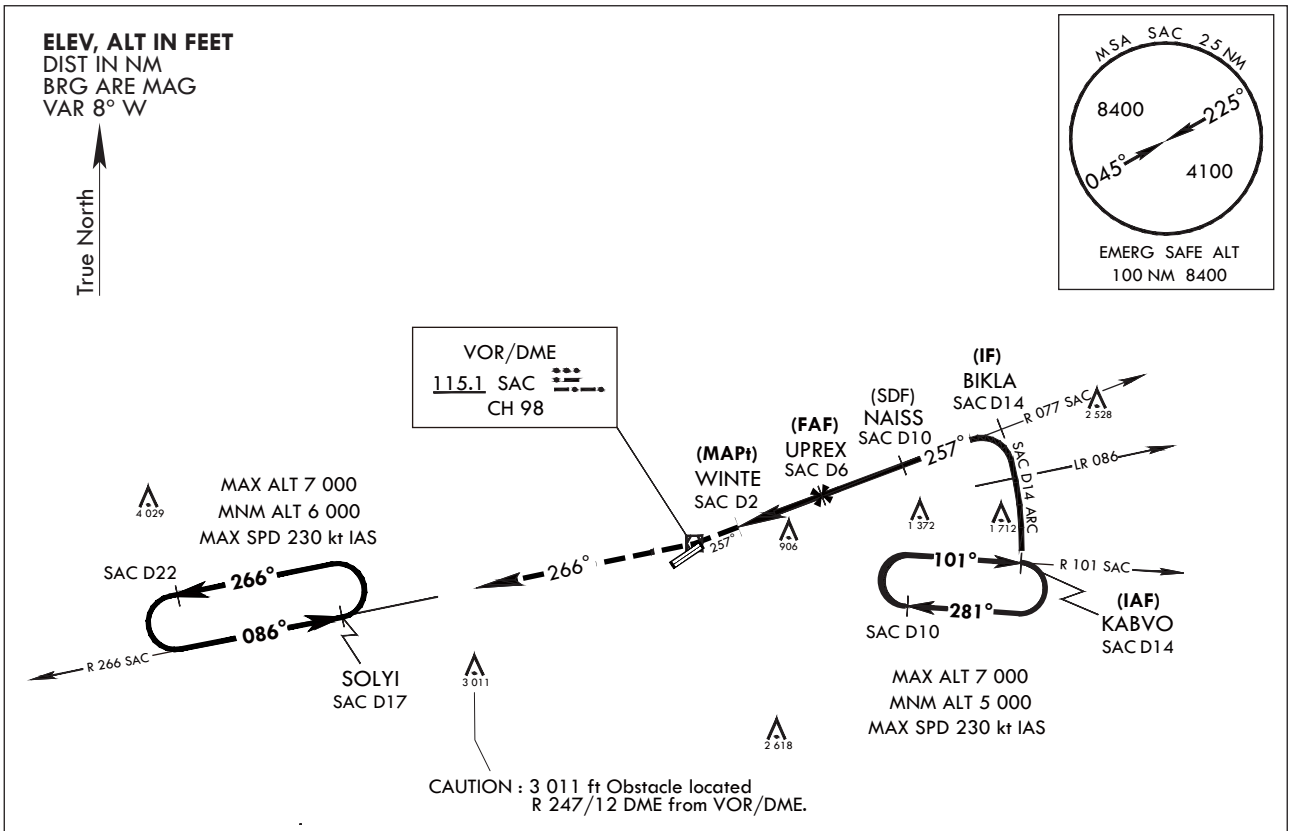
INSTRUMENT APPROACH CHART

AERODROME ELEV 25 ft
HEIGHTS RELATED TO
HIGHTEST ELEV TDZ **19** ft

SACHEON APP	135.4	344.7
SACHEON TWR	118.675	236.6
	305.4	

SACHEON/Sacheon(RKPS)
VOR/DME
RWY 24R



NOTE : RWY 24R, ALS not install.

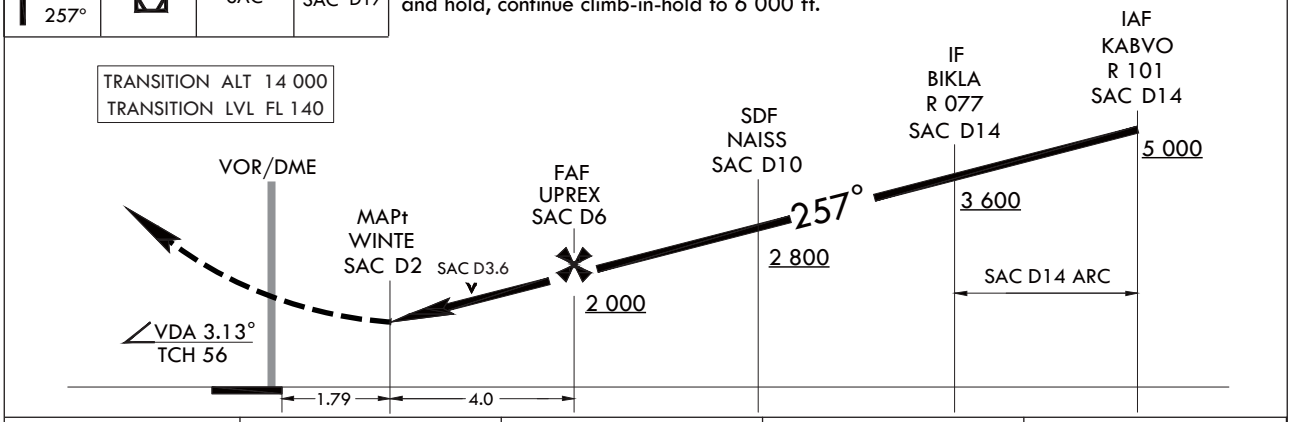
Missed approach obstacle minimum climb rate table

Knots	60	120	180	240	300	TO
V/V(fpm)	210	420	630	830	1 040	4 000

NOT TO SCALE

6 000 HDG 257°	SAC	R 266 SAC	SOLYI SAC D17

MISSED APPROACH : Climb to 6 000 ft via HDG 257° to SAC then track outbound R 266 SAC to SOLYI(R 266 SAC/D17) and hold, continue climb-in-hold to 6 000 ft.



CATEGORY	A	B	C	D
S-VOR 24R	**1 220-2 1/8**	1 201(1 200-2 1/8)	**1 220-3**	1 201(1 200-3)
CIRCLING *	**1 220-2 1/8**	1 195(1 200-2 1/8)	**1 220-3**	1 195(1 200-3)

* Circling is not authorized SE of RWY 24/06.

Change : Information of MAG VAR(7° W → 8° W), radial and heading.

INTENTIONALLY

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