

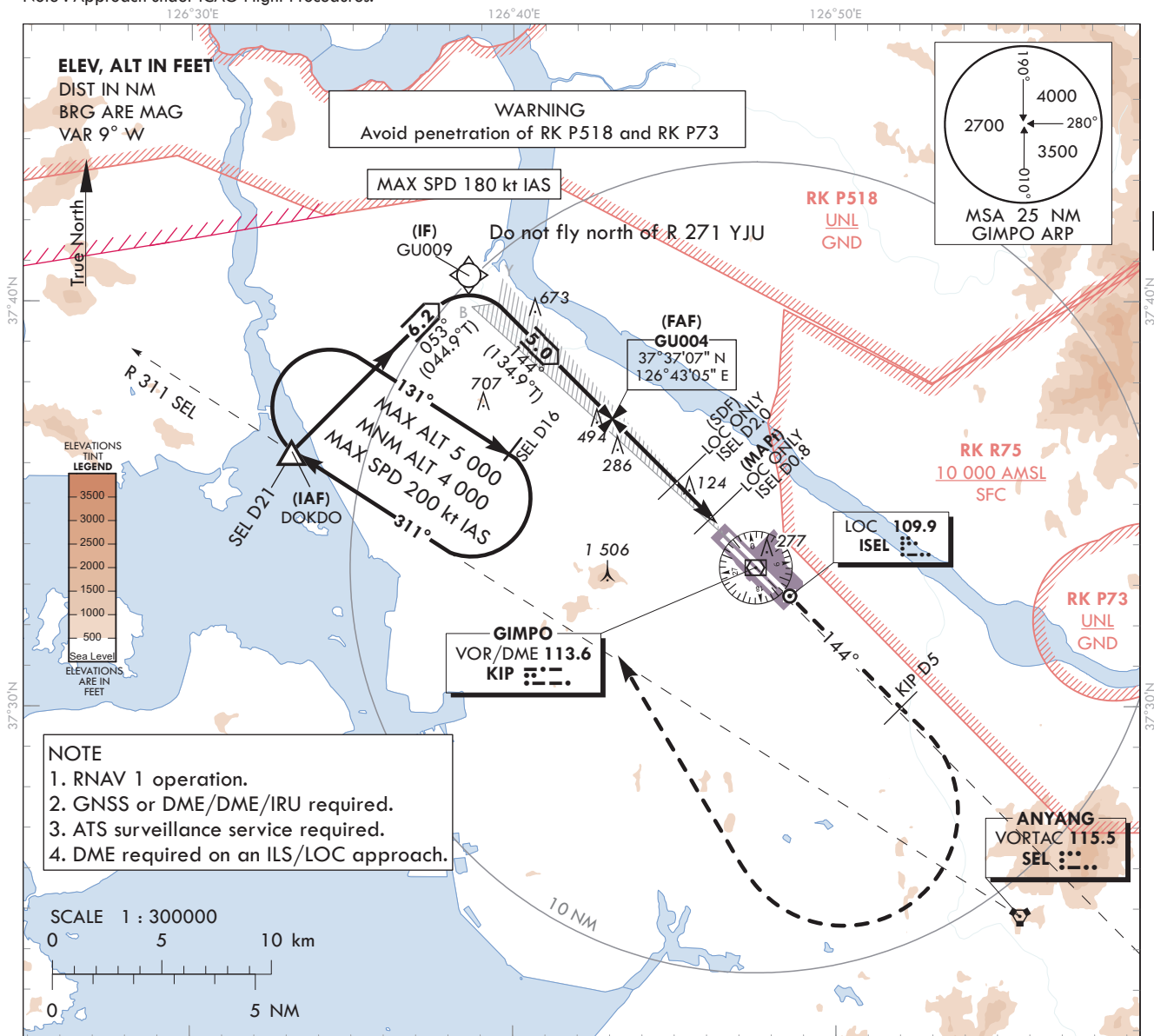
**INSTRUMENT
APPROACH
CHART-ICAO**

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

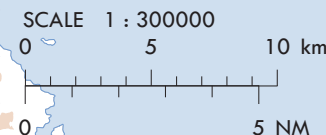
SEOUL APP 119.75
119.1
GIMPO TWR 118.1
118.05

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

Note : Approach under ICAO Flight Procedures.



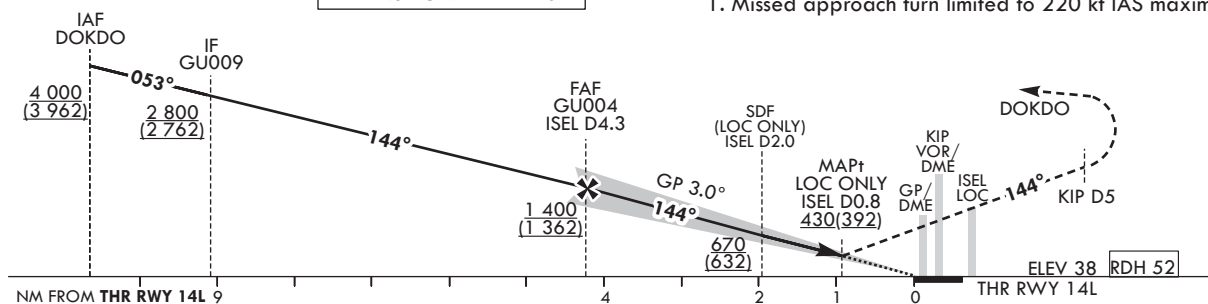
NOTE
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. DME required on an ILS/LOC approach.



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

TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb to 4 000 ft on HDG 144 to KIP D5 then turn right to intercept and proceed via R 311 SEL to DOKDO. Hold as published.
NOTE
1. Missed approach turn limited to 220 kt IAS maximum.



| CATEGORY | | DA(DH)/MDA(MDH) | A | B | C | D |
|-------------|-------|-----------------|--------------|----------------------|---|---|
| Straight-in | CAT-I | FULL | 238 (200) | RVR 550 m, VIS 800 m | | |
| | | ALS INOP | | 1 200 m | | |
| | LOC | FULL | 430 (392) | 1 100 m | | |
| | | ALS INOP | | 1 800 m | | |

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Amended phrase(R 270 YJU → R 271 YJU).

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

AERONAUTICAL DATA TABULATION

| ILS/LOC Z Approach to RWY 14L from DOKDO | | |
|--|--------------------------|------------------------------|
| Fix / Point | | Coordinates |
| DOKDO(IAF) | | 37°36'17.1"N 126°33'07.1"E |
| GU009(IF) | BRG 53.48°/6.20 NM | 37°40'40.0"N 126°38'36.6"E |
| GU004(FAF) | BRG 143.54°/4.30 NM ISEL | 37°37'07.1"N 126°43'04.8"E |
| D2.0 ISEL (SDF LOC ONLY) | BRG 143.54°/2.00 NM ISEL | 37°35'32.2"N 126°45'04.3"E |
| D0.8 ISEL (MAPt LOC ONLY) | BRG 143.54°/0.80 NM ISEL | 37°34'41.1"N 126°46'08.4"E |
| THR RWY 14L | | 37°34'14.55"N 126°46'41.80"E |
| ISEL DME | | 37°34'03.8"N 126°46'48.1"E |
| KIP VOR/DME | | 37°33'27.1"N 126°47'31.3"E |
| D5 KIP | HDG 144 | 37°29'58.1"N 126°52'02.1"E |
| DOKDO | R 311 SEL/21.00 NM | 37°36'17.1"N 126°33'07.1"E |

**INSTRUMENT
APPROACH
CHART - ICAO**

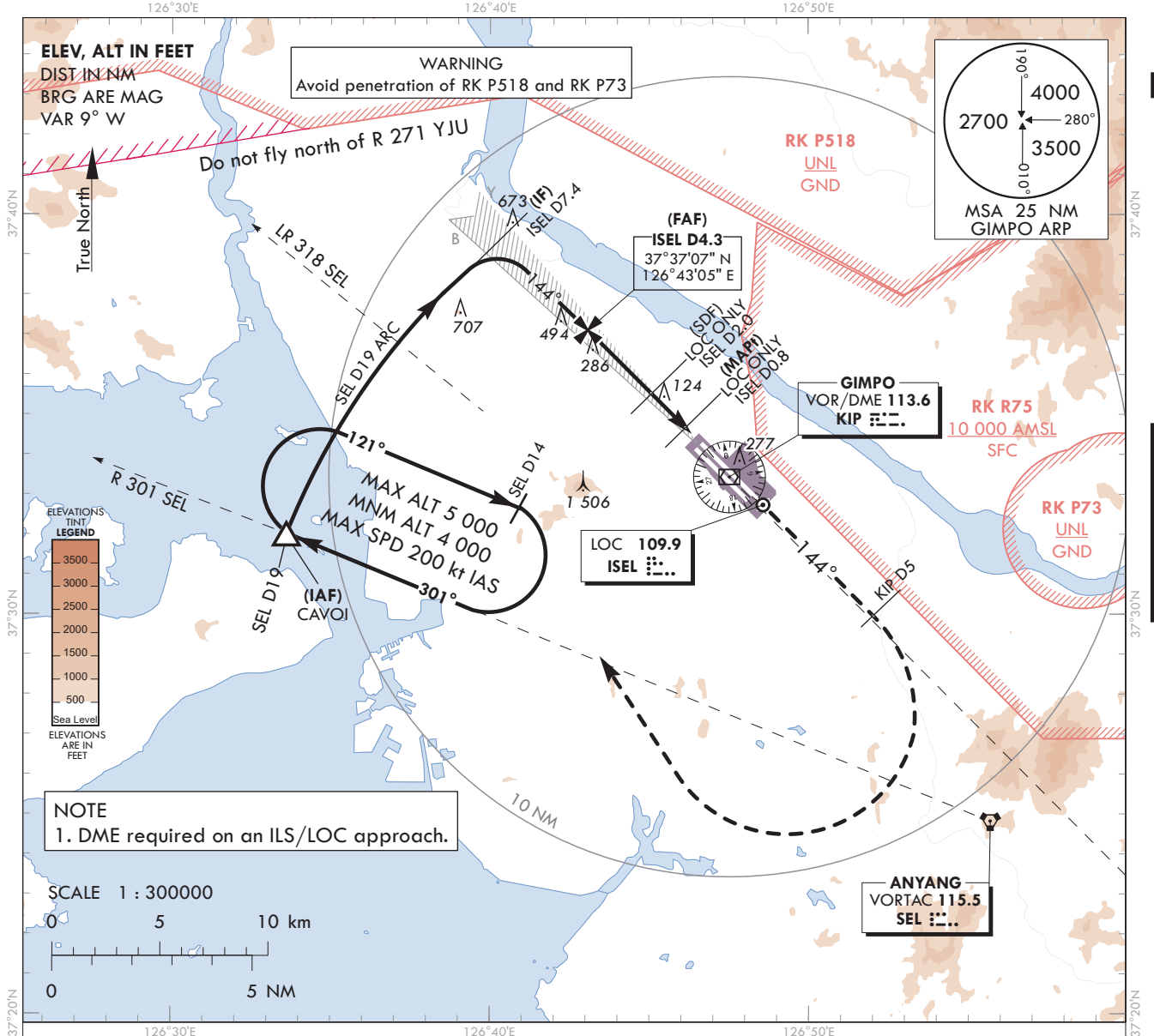
AERODROME ELEV 59 ft
HEIGHTS RELATED TO
THR RWY 14L - ELEV 38 ft

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

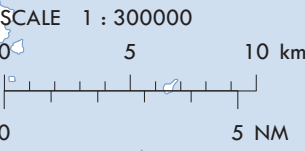
SEOUL/Gimpo Intl(RKSS)

ILS Y or LOC Y RWY 14L

Note : Approach under ICAO Flight Procedures.



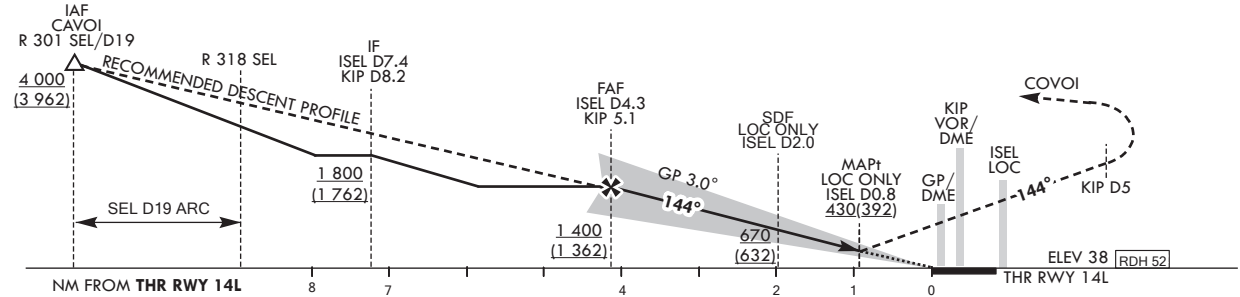
NOTE
1. DME required on an ILS/LOC approach.



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

TRANSITION ALT 14 000
TRANSITION LVL FL 140

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



| CATEGORY | | DA(DH)/MDA(MDH) | A | B | C | D |
|-------------|-------|-----------------|----------------------|---------|---|---|
| Straight-in | CAT-I | FULL | RVR 550 m, VIS 800 m | 1 200 m | | |
| | | ALS INOP | | | | |
| | LOC | FULL | | 1 100 m | | |
| | | ALS INOP | | 1 800 m | | |

MISSED APPROACH
Climb to 4 000 ft on HDG 144 to KIP D5 then turn right to intercept and proceed via R 301 SEL to CAVOI. Hold as published.
* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Information of RK P73.

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

AERONAUTICAL DATA TABULATION

| ILS/LOC Y Approach to RWY 14L from CAVOI | | | |
|--|--------------------------|---------------|----------------|
| Fix / Point | | Coordinates | |
| CAVOI(IAF) | R 301 SEL/19.00 NM SEL | 37°32'02.0"N | 126°33'37.0"E |
| D7.4 ISEL(IF) | BRG 143.54°/7.40 NM ISEL | 37°39'20.6"N | 126°40'16.7"E |
| D4.3 ISEL(FAF) | BRG 143.54°/4.30 NM ISEL | 37°37'07.1"N | 126°43'04.8"E |
| D2.0 ISEL (SDF LOC ONLY) | BRG 143.54°/2.00 NM ISEL | 37°35'32.2"N | 126°45'04.3"E |
| D0.8 ISEL (MAPt LOC ONLY) | BRG 143.54°/0.80 NM ISEL | 37°34'41.1"N | 126°46'08.4"E |
| THR RWY 14L | | 37°34'14.55"N | 126°46'41.80"E |
| ISEL DME | | 37°34'03.8"N | 126°46'48.1"E |
| KIP VOR/DME | | 37°33'27.1"N | 126°47'31.3"E |
| D5 KIP | HDG 144 | 37°29'58.1"N | 126°52'02.1"E |
| CAVOI | R 301 SEL/19.00 NM | 37°32'02.0"N | 126°33'37.0"E |

INSTRUMENT APPROACH CHART-ICAO

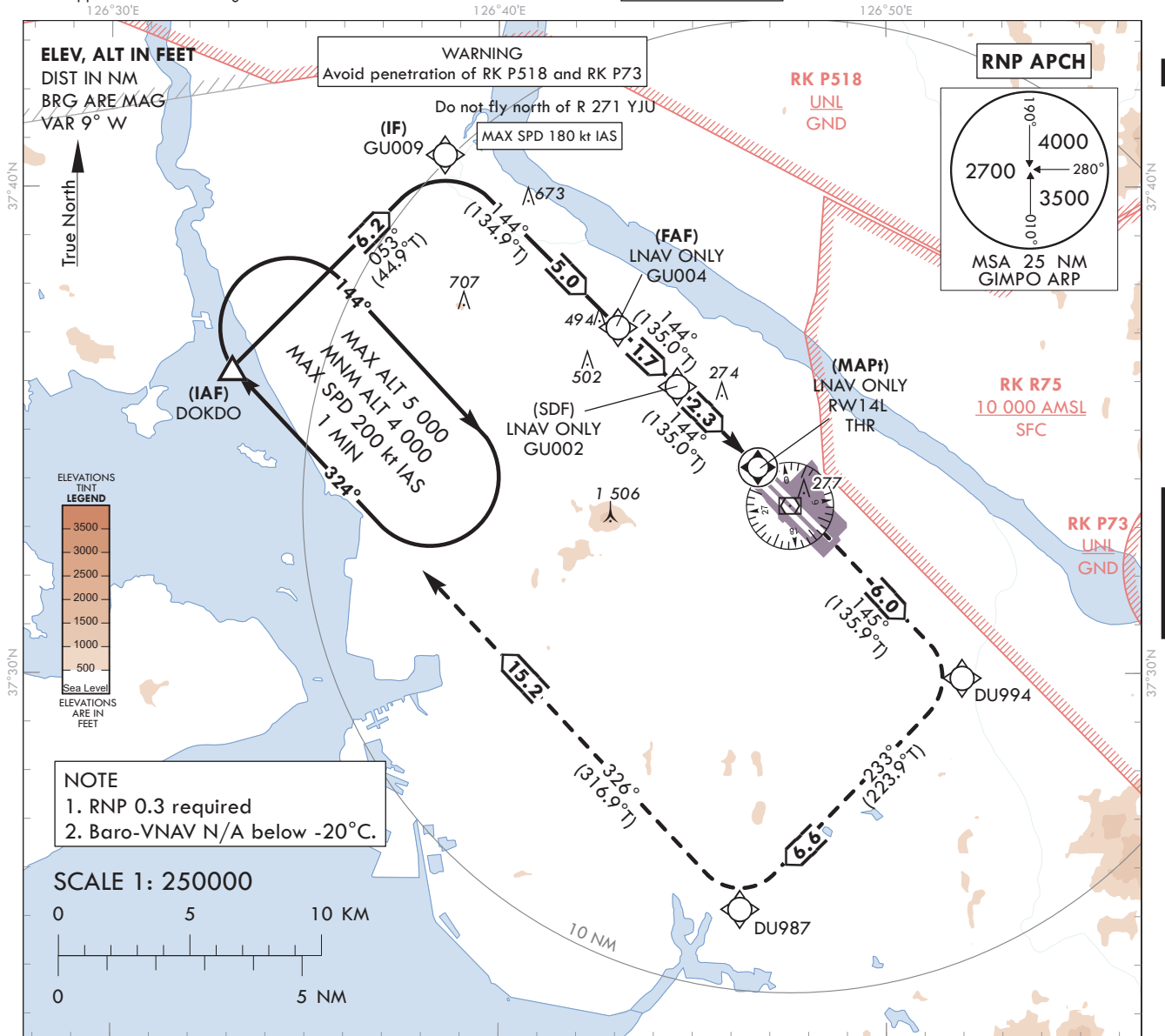
AERODROME ELEV 59 ft
HEIGHTS RELATED TO
THR RWY 14L - ELEV 38 ft

SEOUL APP 119.75
119.1
GIMPO TWR 118.1
118.05

SEOUL/Gimpo Intl(RKSS)

RNP RWY 14L

Note : Approach under ICAO Flight Procedures.



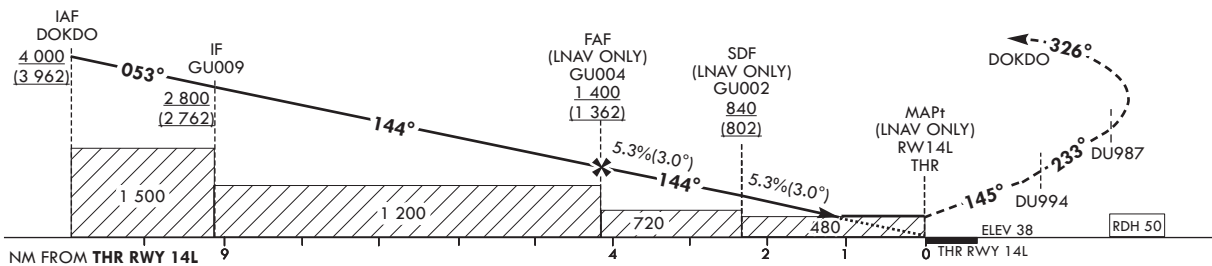
TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH

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

NOTE

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



| CATEGORY | | MDA(H)/DA(H) | A | B | C | D | | | | | | | |
|-----------|----------|--------------|---|---------|---|---|--|---------|-----|-----|-----|-----|-----|
| LNAV | FULL | 480 (442) | | 1 400 m | | | Rate of descent | V/V fpm | 318 | 478 | 637 | 796 | 955 |
| | ALS INOP | | | 2 100 m | | | | | | | | | |
| LNAV/VNAV | FULL | 450 (412) | | 1 200 m | | | *Timing Not authorized for defining MAPt. *Circling Not authorized. | | | | | | |
| | ALS INOP | | | 1 900 m | | | | | | | | | |

Change : Information of RK P73.

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 14L

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

**INSTRUMENT
APPROACH
CHART-ICAO**

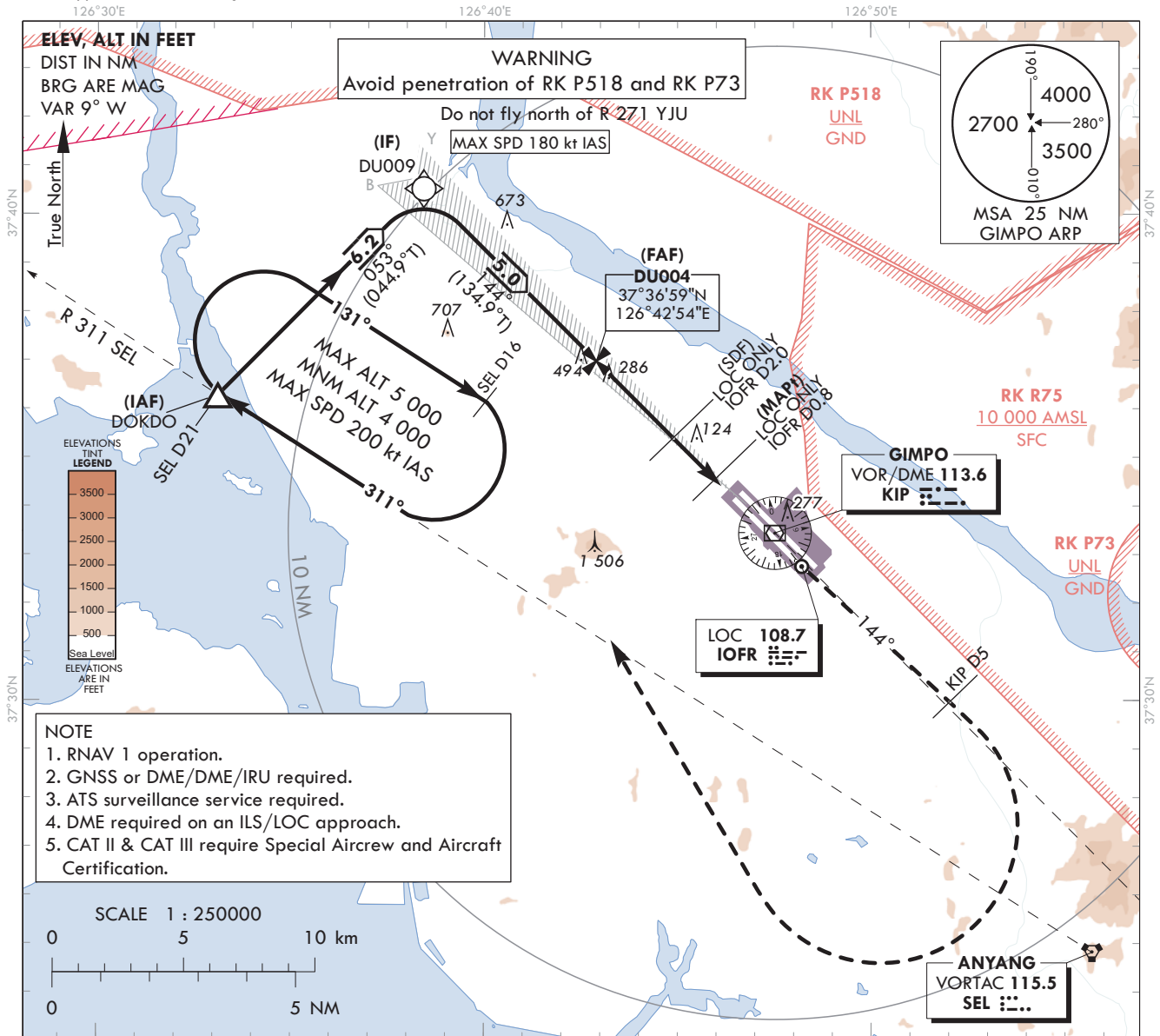
AERODROME ELEV 59 ft
HEIGHTS RELATED TO
THR RWY 14R - ELEV 34 ft

SEOUL APP 119.75
119.1
GIMPO TWR 118.1
118.05

SEOUL/Gimpo Intl(RKSS)

**ILS or LOC RWY 14R
CAT II & III**

Note : Approach under ICAO Flight Procedures.



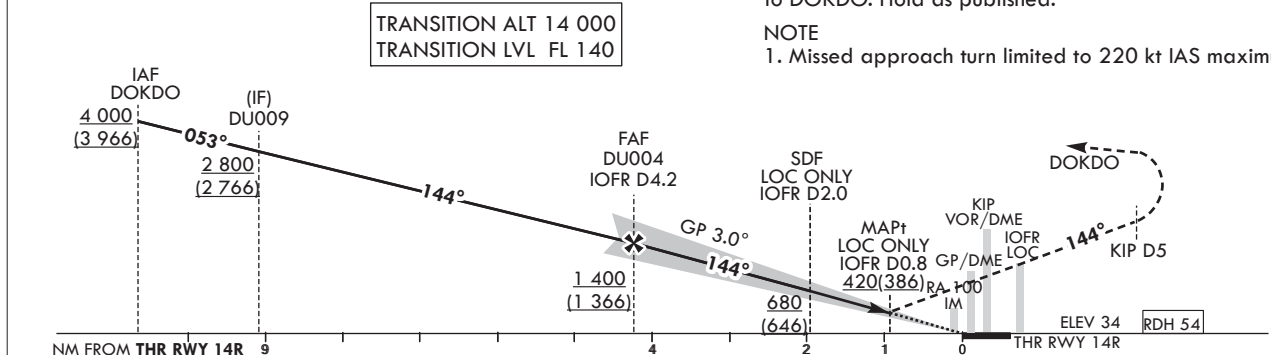
| RECOMMENDED PROFILE | DME IOFR | 4 | 3 | 2 |
|--|----------|------------------|----------------|--------------|
| Final Approach Gradient 5.24%, 318 ft/NM | ALT(HGT) | 1 336 (1 302) | 1 018 (984) | 700 (666) |

MISSED APPROACH

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

NOTE

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



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

1) For CAT D aeroplane conducting and autoland.
2) Aeroplane use Fail-operational system.

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Amended phrase.

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

AERONAUTICAL DATA TABULATION

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

**INSTRUMENT
APPROACH
CHART-ICAO**

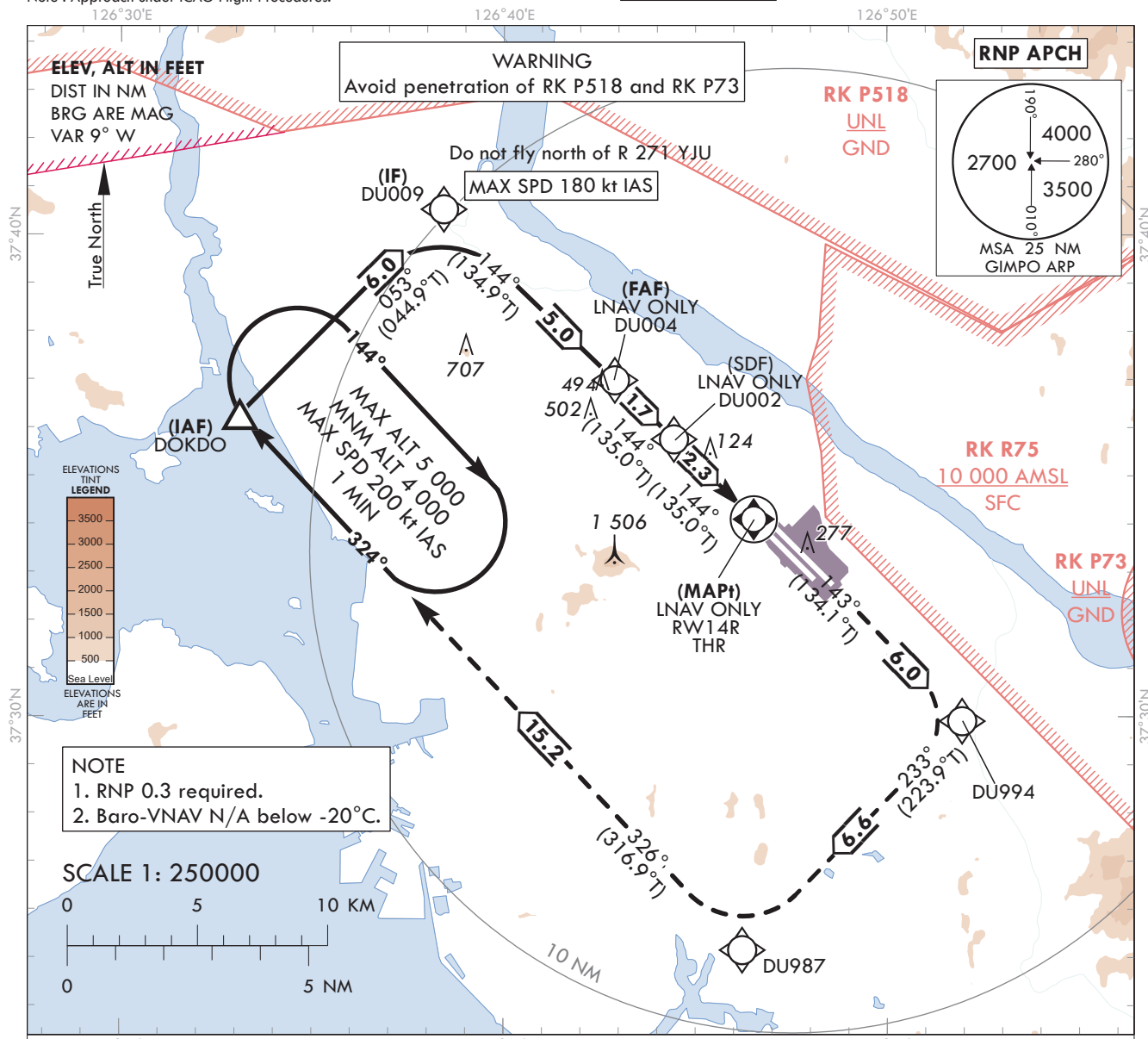
AERODROME ELEV 59 ft
HEIGHTS RELATED TO
THR RWY 14R - ELEV 34 ft

SEOUL APP 119.75
119.1
GIMPO TWR 118.1
118.05

SEOUL/Gimpo Intl(RKSS)

RNP RWY 14R

Note : Approach under ICAO Flight Procedures.



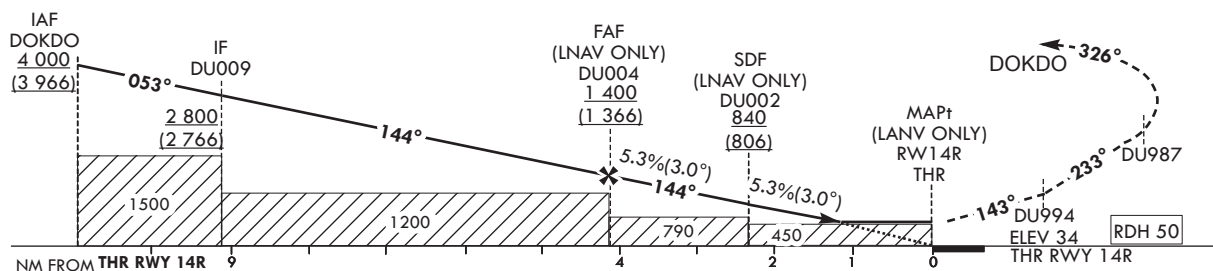
MISSED APPROACH

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

TRANSITION ALT 14 000
TRANSITION LVL FL 140

NOTE

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



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

Change : Information of RK P73.

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 14R

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

**INSTRUMENT
APPROACH
CHART - ICAO**

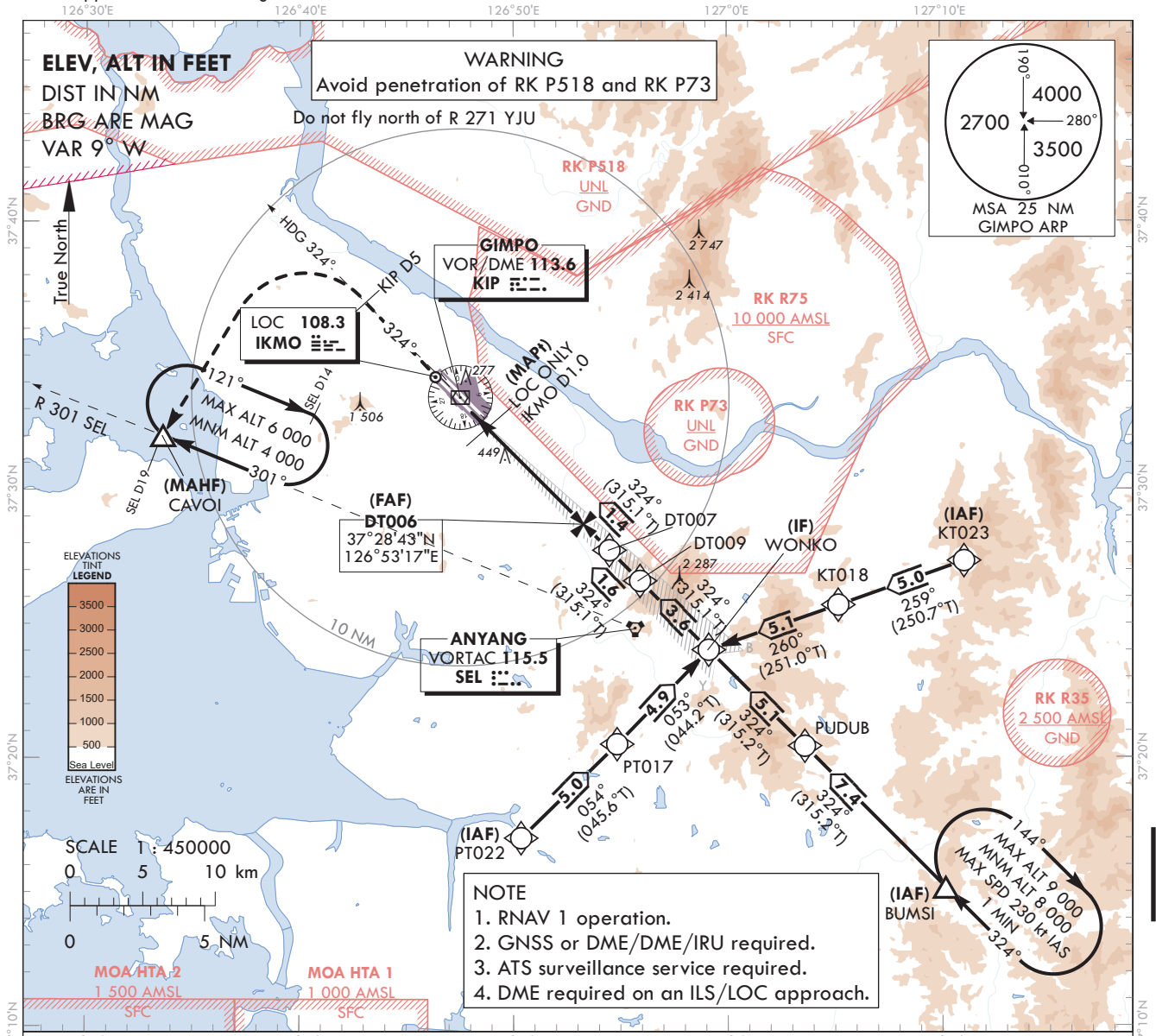
AERODROME ELEV 59 ft
HEIGHTS RELATED TO
THR RWY 32L - ELEV 41 ft

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

SEOUL/Gimpo Intl(RKSS)

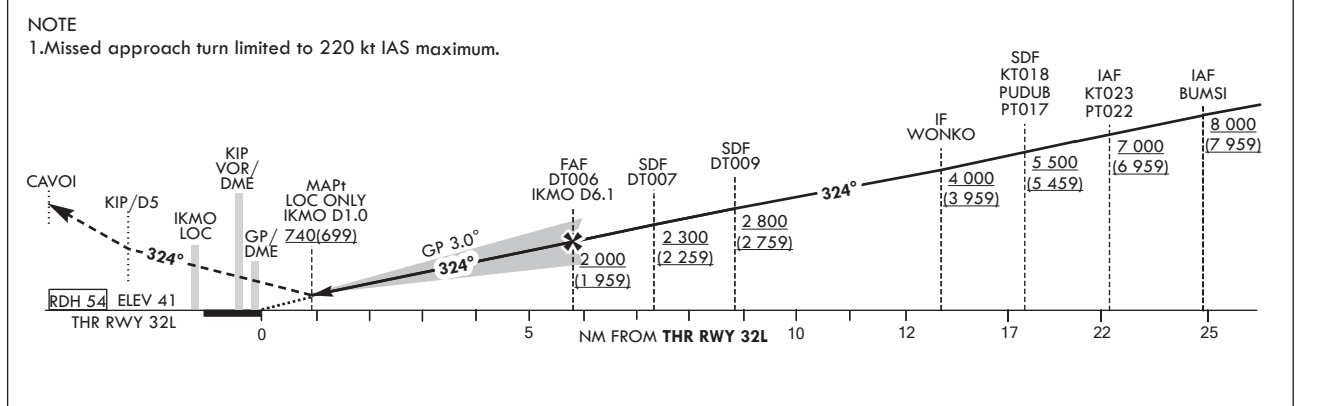
ILS or LOC RWY 32L

Note : Approach under ICAO Flight Procedures.



| RECOMMENDED PROFILE | DME IKMO | 6 | 5 | 4 | 3 |
|--|----------|------------------|------------------|------------------|----------------|
| Final Approach Gradient 5.24%, 318 ft/NM | ALT(HGT) | 1 969 (1 926) | 1 655 (1 614) | 1 328 (1 287) | 1 004 (963) |

TRANSITION ALT 14 000
TRANSITION LVL FL 140



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

Change : Information of ALT restriction for holding procedure.

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

AERONAUTICAL DATA TABULATION

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

INSTRUMENT APPROACH CHART-ICAO

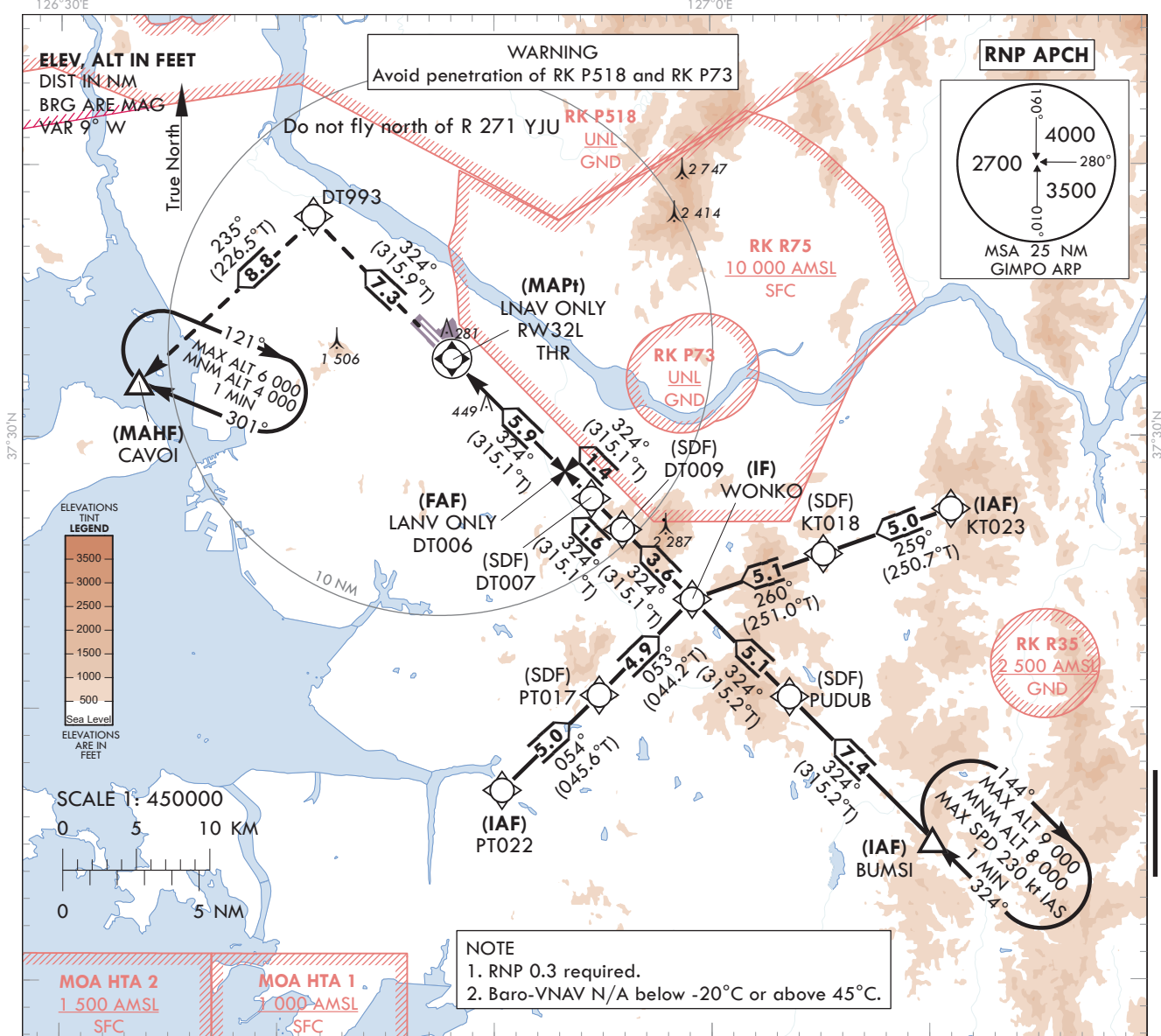
AERODROME ELEV 59 ft
HEIGHTS RELATED TO
THR RWY 32L - ELEV 41 ft

SEOUL APP 119.75
119.1
GIMPO TWR 118.2
118.8

SEOUL/Gimpo Intl(RKSS)

RNP RWY 32L

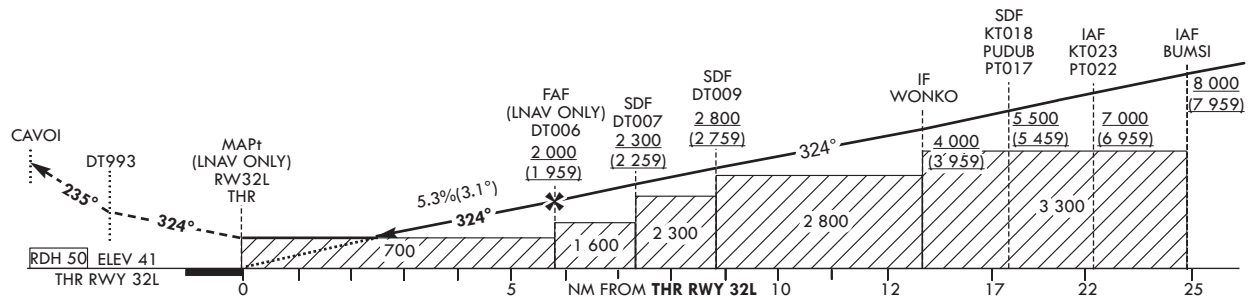
Note : Approach under ICAO Flight Procedures.



MISSED APPROACH

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

TRANSITION ALT 14 000
TRANSITION LVL FL 140



| CATEGORY | | MDA(H)/DA(H) | A | B | C | D | Knots | | | | | | |
|----------|-----------|--------------|--------------|---------|---|---|--|---------|----|----|-----|-----|-----|
| STA | LNAV | FULL | 700 (659) | 2 300 m | | | Rate of descent | V/V fpm | 60 | 90 | 120 | 150 | 180 |
| | | ALS INOP | | 3 000 m | | | | | | | | | |
| | LNAV/VNAV | FULL | 610 (569) | 1 900 m | | | * Timing Not authorized for defining MAPt. * Circling Not authorized. | | | | | | |
| | | ALS INOP | | 2 600 m | | | | | | | | | |

Change : Information of ALT restriction for holding procedure.

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

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

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

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

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

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

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

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

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

HOLDING PROCEDURE

| Holding Identification | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Time (min) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/ RDH | Navigation specification | Remarks |
|------------------------|-----------------|---------------------|----------|------------------------|------------------|---------------|----------------|------------------|---------------|----------------------------|-------------|--------------------------|---------|
| RNP RWY 32L | HM | BUMSI | Y | 324 (315.2) | 1 | 1 | R | -9 000 +8 000 | -230 | 37°15'10.2"N 127°10'09.6"E | - | RNAV 1 | - |
| | HM | CAVOI | Y | 301 (292.2) | 1 | 1 | R | -6 000 +4 000 | - | 37°32'02.0"N 126°33'37.0"E | - | RNAV 1 | - |

Change : Information of ALT restriction for holding procedure.

INSTRUMENT APPROACH CHART-ICAO

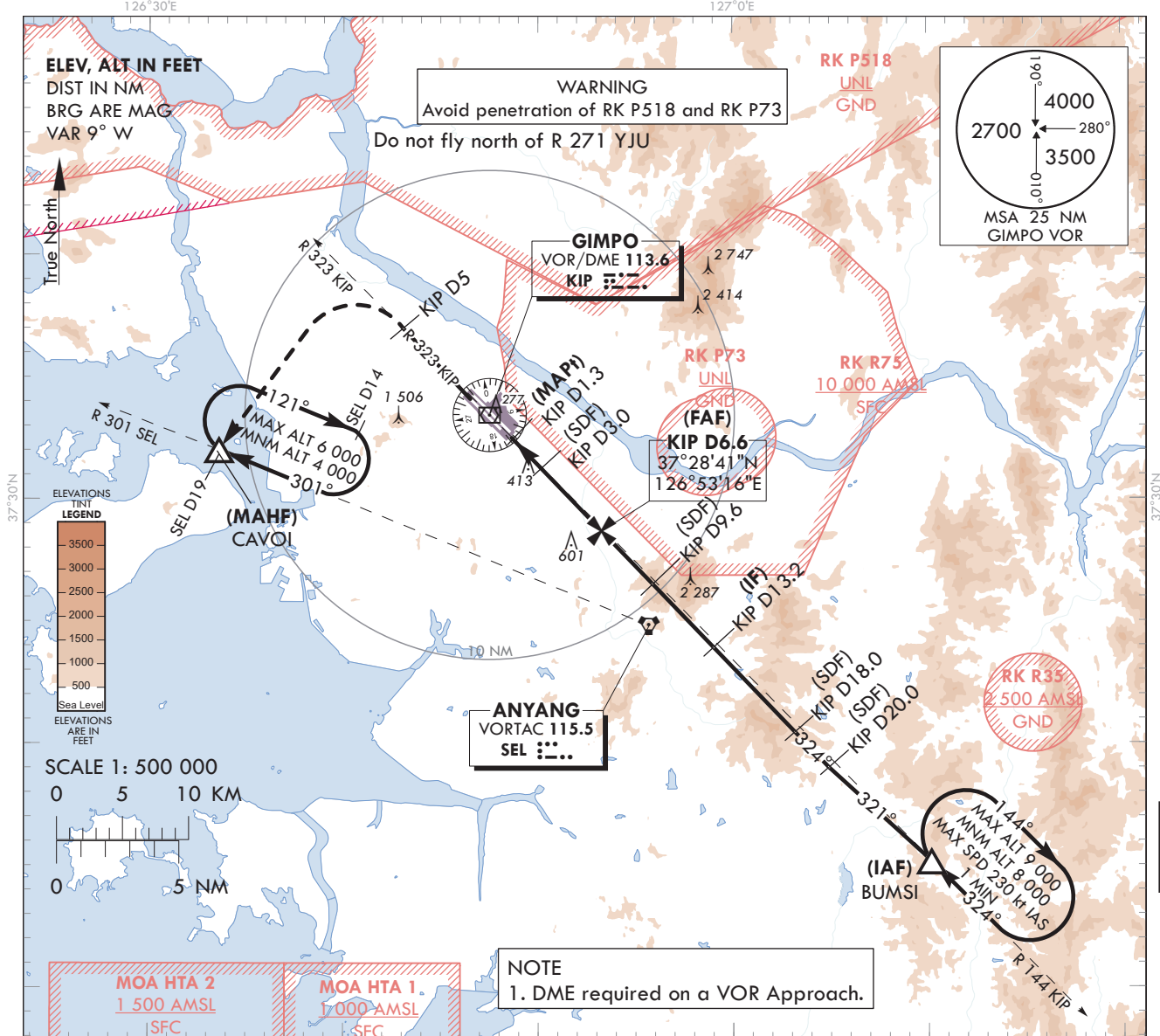
AERODROME ELEV 59 ft
HEIGHTS RELATED TO
THR RWY 32L - ELEV 41 ft

SEOUL APP 119.75
119.1
GIMPO TWR 118.1
118.05

SEOUL/Gimpo Intl(RKSS)

VOR RWY 32L

Note : Approach under ICAO Flight Procedures.



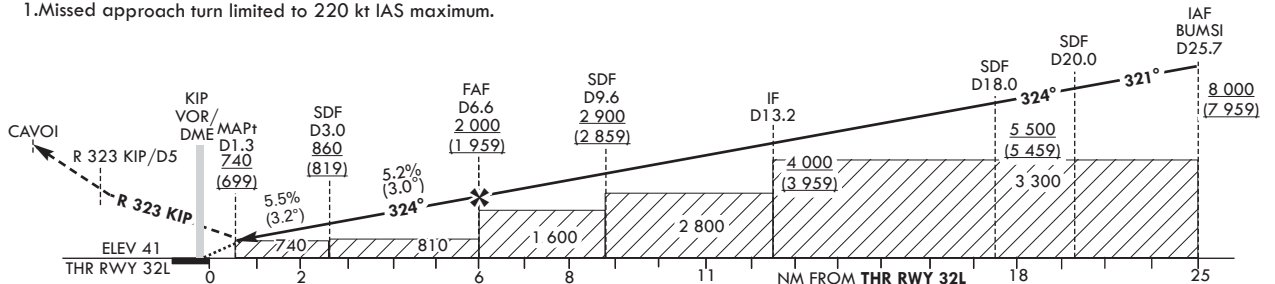
| RECOMMENDED PROFILE | DME KIP | 6 | 5 | 4 | 3 |
|---|----------|--------------|--------------|--------------|----------|
| Final Gradient 5.2%(316.7 ft/NM)to SDF,5.5%(335.7 ft/NM) to THR | ALT(HGT) | 1 810(1 769) | 1 493(1 452) | 1 177(1 136) | 860(819) |

MISSED APPROACH

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

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

TRANSITION ALT 14 000
TRANSITION LVL FL 140



| CATEGORY | MDA(MDH) | A | B | C | D | Knots | | | | | | |
|-------------|----------|--------------|---------|---|---|-----------------|--|-----|-----|-----|-----|-----|
| | | | | | | 60 | 90 | 120 | 150 | 180 | | |
| Straight-in | FULL | 740 (699) | 2 500 m | | | Rate of descent | V/V fpm | 319 | 478 | 637 | 797 | 956 |
| | ALS INOP | | 3 200 m | | | | *Timing Not authorized for defining MAPt. *Circling Not authorized. | | | | | |

Change : Information of ALT restriction for holding procedure.

SEOUL/Gimpo Intl(RKSS)
VOR RWY 32L

AERONAUTICAL DATA TABULATION

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

**INSTRUMENT
APPROACH
CHART - ICAO**

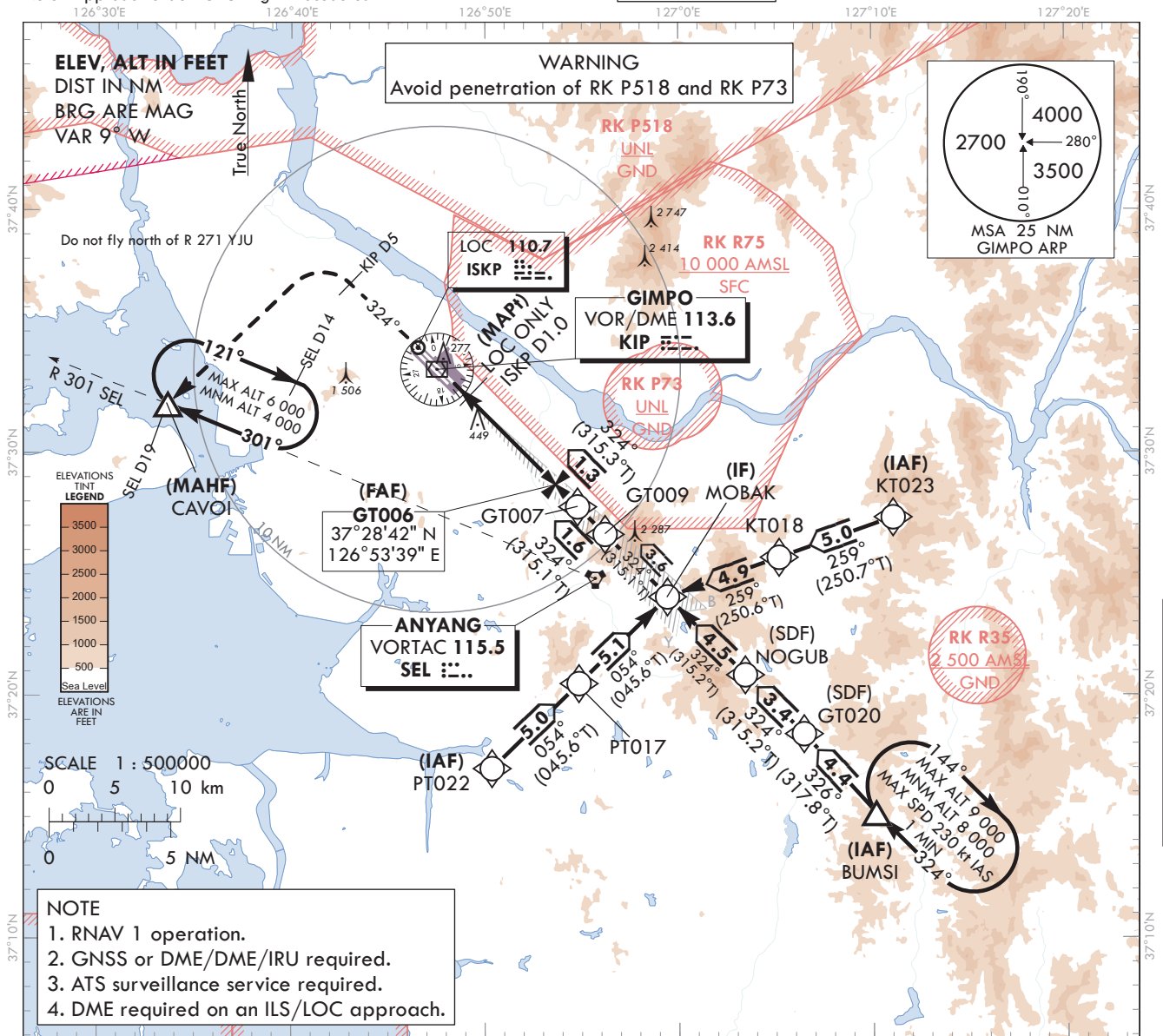
AERODROME ELEV 59 ft
HEIGHTS RELATED TO
THR RWY 32R - ELEV 42 ft

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

SEOUL/Gimpo Intl(RKSS)

ILS or LOC RWY 32R

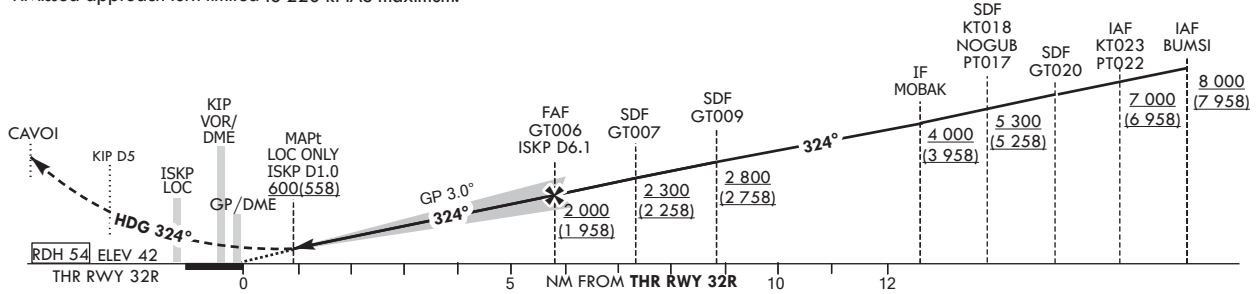
Note : Approach under ICAO Flight Procedures.



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

TRANSITION ALT 14 000
TRANSITION LVL FL 140

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



Change : Information of ALT restriction for holding procedure and Establishment of SDF(NOGUB, GT020).

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

AERONAUTICAL DATA TABULATION

| ILS/LOC Approach to RWY 32R from KT023 to MOBAK(IF) | | |
|---|------------------------------|--|
| Fix / Point | Coordinates | |
| KT023(IAF) | 37°27'20.9"N 127°11'04.4"E | |
| KT018(SDF) BRG 259.29°/5.00 NM | 37°25'41.9"N 127°05'11.1"E | |
| MOBAK(IF) BRG 259.23°/4.87 NM | 37°24'04.7"N 126°59'25.2"E | |
| ILS/LOC Approach to RWY 32R from BUMSI to MOBAK(IF) | | |
| Fix / Point | Coordinates | |
| BUMSI(IAF) | 37°15'10.2"N 127°10'09.6"E | |
| GT020(SDF) BRG 326.37°/4.40 NM | 37°18'25.8"N 127°06'27.1"E | |
| NOGUB(SDF) BRG 323.82°/3.42 NM | 37°20'51.6"N 127°03'25.8"E | |
| MOBAK(IF) BRG 323.79°/4.53 NM | 37°24'04.7"N 126°59'25.2"E | |
| ILS/LOC Approach to RWY 32R from PT022 to MOBAK(IF) | | |
| Fix / Point | Coordinates | |
| PT022(IAF) | 37°17'00.6"N 126°50'21.9"E | |
| PT017(SDF) BRG 54.22°/5.00 NM | 37°20'30.7"N 126°54'50.7"E | |
| MOBAK(IF) BRG 54.26°/5.10 NM | 37°24'04.7"N 126°59'25.2"E | |
| ILS/LOC Approach to RWY 32R from MOBAK(IF) to MAHF | | |
| Fix / Point | Coordinates | |
| GT009(SDF) BRG 323.75°/9.00 NM ISKP | 37°26'39.3"N 126°56'12.2"E | |
| GT007(SDF) BRG 323.75°/7.40 NM ISKP | 37°27'47.4"N 126°54'47.0"E | |
| GT006(FAF) BRG 323.90°/6.10 NM ISKP | 37°28'42.2"N 126°53'38.9"E | |
| D1.0 ISKP (MAPt LOC ONLY) BRG 323.90°/1.00 NM ISKP | 37°32'16.7"N 126°49'09.7"E | |
| THR RWY 32R | 37°32'51.89"N 126°48'25.58"E | |
| ISKP DME | 37°32'56.3"N 126°48'12.9"E | |
| KIP VOR/DME | 37°33'27.1"N 126°47'31.3"E | |
| Climb to 500 ft HDG 324 | - | |
| D5 KIP HDG 324 | 37°36'59.7"N 126°43'04.6"E | |
| CAVOI BRG 222.76°/19.00 NM SEL | 37°32'02.0"N 126°33'37.0"E | |

Change : Establishment of SDF(NOGUB, GT020).

**INSTRUMENT
APPROACH
CHART-ICAO**

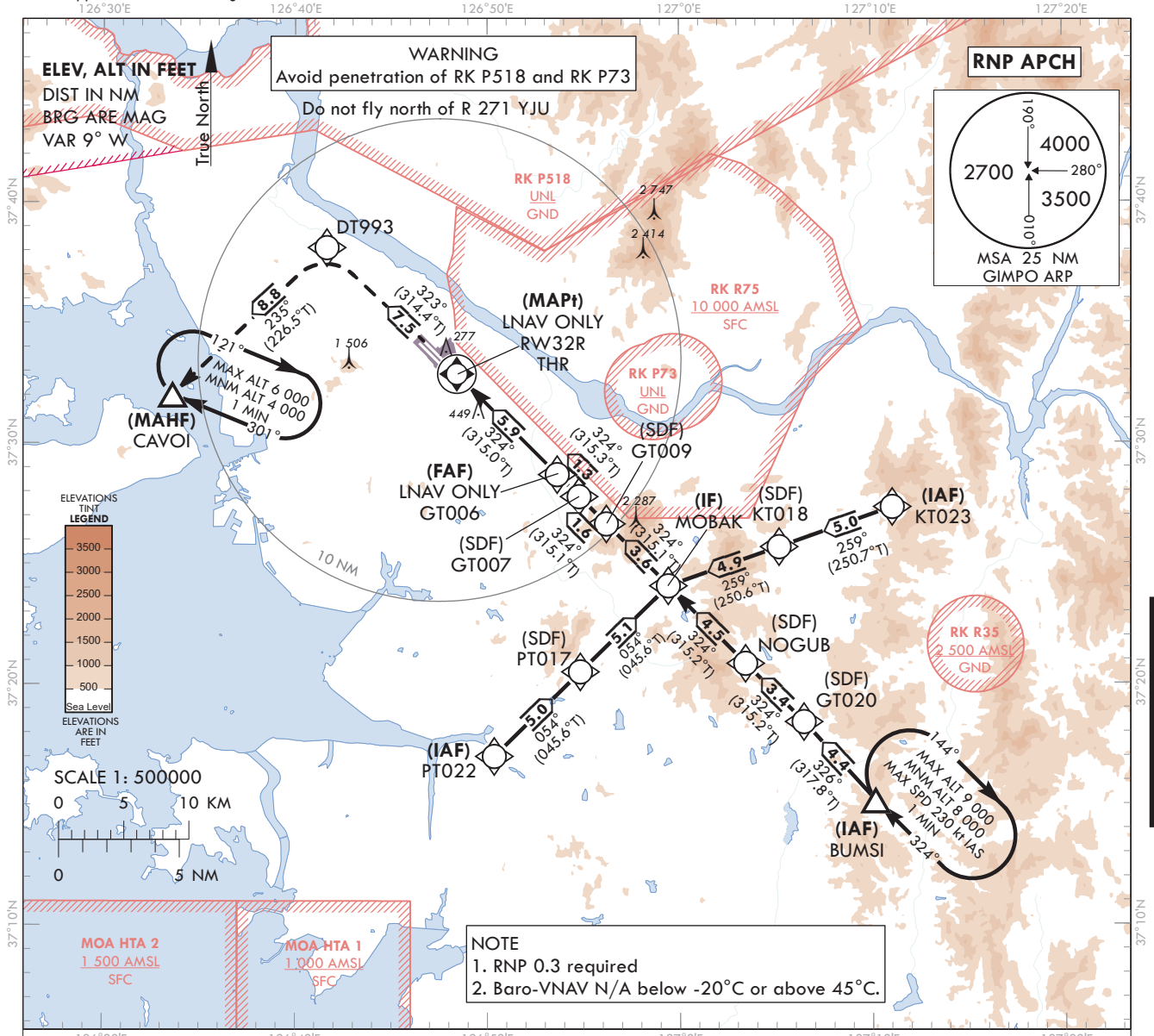
AERODROME ELEV 59 ft
HEIGHTS RELATED TO
THR RWY 32R - ELEV 42 ft

SEOUL APP 119.75
119.1
GIMPO TWR 118.1
118.05

SEOUL/Gimpo Intl(RKSS)

RNP RWY 32R

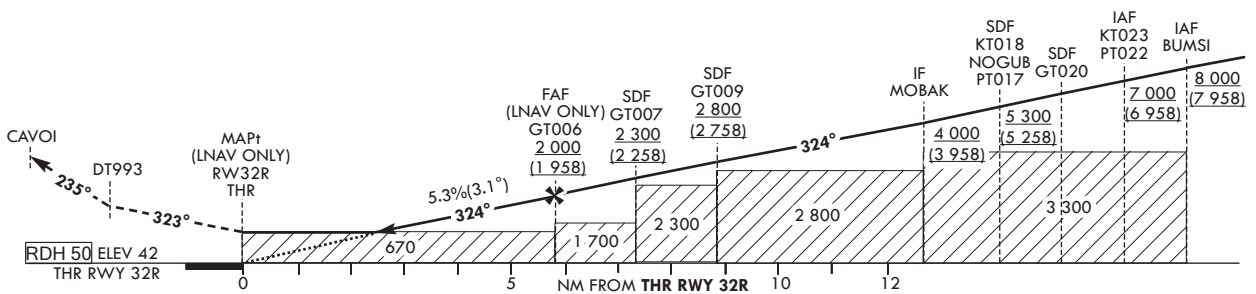
Note : Approach under ICAO Flight Procedures.



MISSED APPROACH

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

TRANSITION ALT 14 000
TRANSITION LVL FL 140



| CATEGORY | | MDA(H)/DA(H) | A | B | C | D | Knots | 60 | 90 | 120 | 150 | 180 |
|----------|-----------|--------------|--------------|---------|---|---|----------------------------|-----|-----|-----|-----|-----|
| STA | LNAV | FULL | 670 (628) | 2 200 m | | | Rate of descent V/V fpm | 325 | 487 | 649 | 812 | 974 |
| | | ALS INOP | | 2 900 m | | | | | | | | |
| | LNAV/VNAV | FULL | 600 (558) | 1 800 m | | | | | | | | |
| | | ALS INOP | | 2 500 m | | | | | | | | |

*Timing Not authorized for defining MAPt.
*Circling Not authorized.

Change : Information of ALT restriction for holding procedure and Establishment of SDF(NOGUB, GT020).

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

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

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/RDH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|---------------------|---------------|----------------|---------------|------------|----------------------------|---------|--------------------------|---------|
| 001 | IF | KT023 | - | - | - | - | +7 000 | - | 37°27'20.9"N 127°11'04.4"E | - | RNP APCH | IAF |
| 002 | TF | KT018 | - | 259 (250.7) | 5.0 | - | +5 300 | - | 37°25'41.9"N 127°05'11.1"E | - | RNP APCH | SDF |
| 003 | TF | MOBAK | - | 259 (250.6) | 4.9 | - | +4 000 | - | 37°24'04.7"N 126°59'25.2"E | - | RNP APCH | IF |

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

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/RDH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|---------------------|---------------|----------------|---------------|------------|----------------------------|---------|--------------------------|---------|
| 001 | IF | BUMSI | - | - | - | - | +8 000 | - | 37°15'10.2"N 127°10'09.6"E | - | RNP APCH | IAF |
| 002 | TF | GT020 | - | 326 (317.8) | 4.4 | - | - | - | 37°18'25.8"N 127°06'27.1"E | - | RNP APCH | SDF |
| 003 | TF | NOGUB | - | 324 (315.2) | 3.4 | - | +5 300 | - | 37°20'51.6"N 127°03'25.8"E | - | RNP APCH | SDF |
| 004 | TF | MOBAK | - | 326 (317.4) | 4.9 | - | +4 000 | - | 37°24'04.7"N 126°59'25.2"E | - | RNP APCH | IF |

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

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/RDH | Navigation specification | Remarks |
|---------------|-----------------|---------------------|----------|---------------------|---------------|----------------|---------------|------------|----------------------------|---------|--------------------------|---------|
| 001 | IF | PT022 | - | - | - | - | +7 000 | - | 37°17'00.6"N 126°50'21.9"E | - | RNP APCH | IAF |
| 002 | TF | PT017 | - | 054 (045.6) | 5.0 | - | +5 300 | - | 37°20'30.7"N 126°54'50.7"E | - | RNP APCH | SDF |
| 003 | TF | MOBAK | - | 054 (045.6) | 5.1 | - | +4 000 | - | 37°24'04.7"N 126°59'25.2"E | - | RNP APCH | IF |

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

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

HOLDING PROCEDURE

| Holding Identification | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(°T) | Time (min) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates | VPA/RDH | Navigation specification | Remarks |
|------------------------|-----------------|---------------------|----------|---------------------|------------|----------------|------------------|------------|----------------------------|---------|--------------------------|---------|
| RNP RWY 32R | HM | BUMSI | Y | 324 (315.2) | 1 | R | -9 000 +8 000 | -230 | 37°15'10.2"N 127°10'09.6"E | - | RNAV 1 | - |
| | HM | CAVOI | Y | 301 (292.2) | 1 | R | -6 000 +4 000 | - | 37°32'02.0"N 126°33'37.0"E | - | RNAV 1 | - |

Change : Information of ALT restriction for holding procedure and Establishment of SDF(NOUB, GT020).

INSTRUMENT APPROACH CHART-ICAO

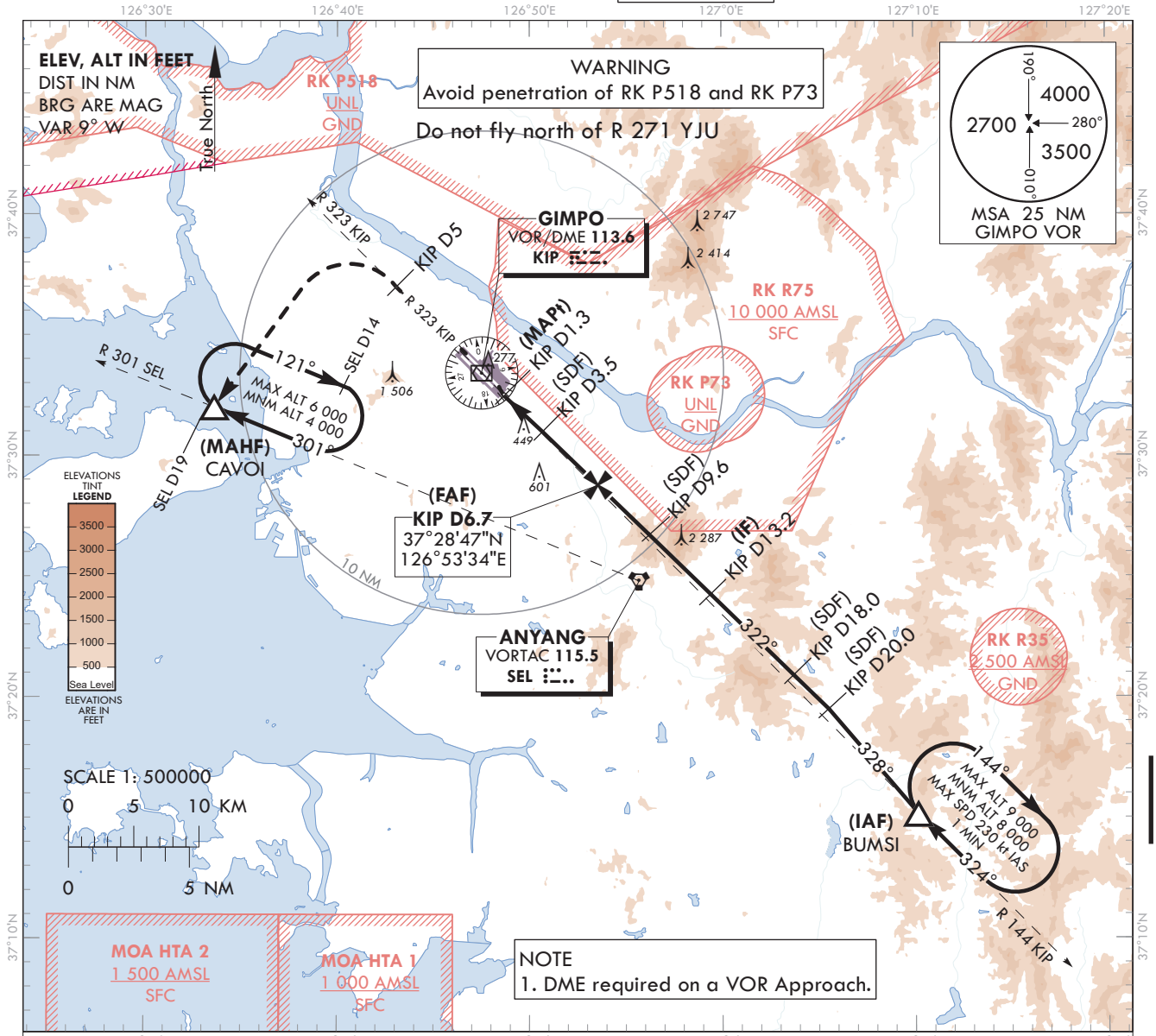
AERODROME ELEV 59 ft
HEIGHTS RELATED TO
THR RWY 32R - ELEV 42 ft

SEOUL APP 119.75
119.1
GIMPO TWR 118.1
118.05

SEOUL/Gimpo Intl(RKSS)

VOR RWY 32R

Note : Approach under ICAO Flight Procedures.

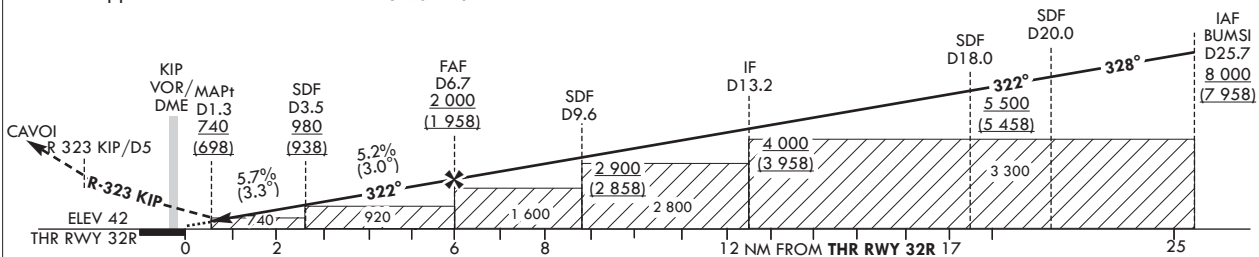


| RECOMMENDED PROFILE | | DME KIP | 6 | 5 | 4 | 3 |
|---|--|----------|------------------|------------------|------------------|--------------|
| Final Gradient 5.2%(318.8 ft/NM) to SDF, 5.7%(345.5 ft/NM) to THR | | ALT(HGT) | 1 779 (1 737) | 1 460 (1 418) | 1 141 (1 399) | 809 (767) |

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

TRANSITION ALT 14 000
TRANSITION LVL FL 140

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



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

Change : Information of ALT restriction for holding procedure.

SEOUL/Gimpo Intl(RKSS)
VOR RWY 32R

AERONAUTICAL DATA TABULATION

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