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Ministry of Land, Infrastructure and Transport
 Office of Civil Aviation
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AMENDMENT NR 8/24

22 AUG 2024

AIRAC

AIP AMENDMENT NR 8/24
 (Effective : 1600UTC 2 OCT 2024)

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 General

a) Establishment of RKJG.

1.2 Incheon INTL Airport

a) Information of pushback procedure for ACFT stands NR. 208~209, 210~211, 282, 283R, 288~289, 290~291.

b) Information of hot spot(HS 28, 29) and taxi routes.

c) Information of coordinates for ACFT stands NR. 218, 221, 279, 503, 506~507 and ACFT stand availability for code "F" ACFT.

1.3 Gimpo INTL Airport

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

b) Amended phrases(e-icing → de-icing, contac → contact).

2. PAGE CONTROL

OLD (Pages to be removed)	NEW (Pages to be inserted)
<p>VOL I, Part I - GEN (General)</p> <p>GEN 2.4-1(4 APR 24) / 2.4-2(4 APR 24) GEN 2.4-3(4 APR 24) / 2.4-4(4 APR 24)</p>	<p>VOL I, Part I - GEN (General)</p> <p>GEN 2.4-1(22 AUG 24) / 2.4-2(22 AUG 24) GEN 2.4-3(22 AUG 24) / 2.4-4(22 AUG 24)</p>
<p>VOL II, Part III - AD (Aerodromes)</p> <p>RKSI</p> <p>AD 2-21(27 JUN 24) / 2-21-1(27 JUN 24) AD 2-21-2(27 JUN 24) / 2-21-3(27 JUN 24) AD 2-21-4(27 JUN 24) / 2-21-5(27 JUN 24) AD 2-21-6(27 JUN 24) / 2-21-7(27 JUN 24) AD CHART 2-1(27 JUN 24) / 2-2(21 SEP 23) AD CHART 2-3(27 JUN 24) / 2-4(25 JUL 24) AD CHART 2-5(27 JUN 24) / 2-5-1(27 JUN 24) AD CHART 2-6(27 JUN 24) / 2-7(27 JUN 24) AD CHART 2-8(27 JUN 24) / 2-9(27 JUN 24)</p> <p>RKSS</p> <p>AD 2-9(4 APR 24) / 2-10(4 APR 24) AD 2-10-1(27 JUN 24) / 2-10-2(27 JUN 24)</p> <p>AD 2-13(21 SEP 23) / 2-13-1(21 SEP 23)</p>	<p>VOL II, Part III - AD (Aerodromes)</p> <p>RKSI</p> <p>AD 2-21(22 AUG 24) / 2-21-1(22 AUG 24) AD 2-21-2(22 AUG 24) / 2-21-3(22 AUG 24) AD 2-21-4(22 AUG 24) / 2-21-5(22 AUG 24) AD 2-21-6(22 AUG 24) / 2-21-7(27 JUN 24) AD CHART 2-1(22 AUG 24) / 2-2(21 SEP 23) AD CHART 2-3(22 AUG 24) / 2-4(22 AUG 24) AD CHART 2-5(22 AUG 24) / 2-5-1(27 JUN 24) AD CHART 2-6(22 AUG 24) / 2-7(22 AUG 24) AD CHART 2-8(22 AUG 24) / 2-9(22 AUG 24)</p> <p>RKSS</p> <p>AD 2-9(22 AUG 24) / 2-10(22 AUG 24) AD 2-10-1(22 AUG 24) / 2-10-2(22 AUG 24) AD 2-10-3(22 AUG 24) / 2-10-4(22 AUG 24) AD 2-13(21 SEP 23) / 2-13-1(22 AUG 24)</p>

END

Aircraft Stands	Pushback Procedures	Phraseology
Apron 1		
103	The aircraft shall be pushed back onto taxilane AS to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south on R1
105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127 and 129	The aircraft shall be pushed back onto taxilane AS to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane AS to face west.	Pushback approved to face west
131	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane AS to face west.	Pushback approved to face west
132	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
Apron 2		
101	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
102	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 R9 to face east.	Pushback approved to face east.
104, 106, 108, 110, 112, 114, 118, 122, 124, 126 and 128	The aircraft shall be pushed back onto taxilane R9 to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane R9 to face west.	Pushback approved to face west
130	The aircraft shall be pushed back onto taxilane R9 to face west.	Pushback approved to face west
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north on R4
301	The aircraft shall be pushed back onto taxilane R10 to face east.	Pushback approved to face east
302 to 311 (309A/B, 310A/B, 311A/B)	The aircraft shall be pushed back onto taxilane R10 to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane R10 to face west.	Pushback approved to face west
312	The aircraft shall be pushed back onto taxilane R10 to face west.	Pushback approved to face west
321	The aircraft shall be pushed back onto taxilane RG to face east.	Pushback approved to face east
322 to 331 (329A/B, 330A/B, 331A/B)	The aircraft shall be pushed back onto taxilane RG to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane RG to face west.	Pushback approved to face west
332	The aircraft shall be pushed back onto taxilane RG to face west.	Pushback approved to face west
341, 341R/L	The aircraft shall be pushed back onto taxilane RG to face east.	Pushback approved to face east
342 to 352 (342R/L, 343R/L, 345R, 347R, 352R/L)	The aircraft shall be pushed back onto taxilane RG to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane RG to face west.	Pushback approved to face west
353, 353R/L	The aircraft shall be pushed back onto taxilane RG to face west.	Pushback approved to face west
Apron 3		
208 to 209	The aircraft shall be pushed back onto taxilane RW to face east.	Pushback approved to face east
	The aircraft shall be pushed back to face east until its nosewheel is at spot 54.	Pushback approved to point 54
	The aircraft shall be pushed back onto taxilane R24 to face south.	Pushback approved to face south on R24
208R	The aircraft shall be pushed back onto taxilane R17 to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane R17 to face west.	Pushback approved to face west
210 to 211	The aircraft shall be pushed back onto taxilane RW to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane RW to face west.	Pushback approved to face west
	The aircraft shall be pushed back to face east and then towed forward until its nosewheel is at spot 54.	Pushback approved to point 54
212 to 213	The aircraft shall be pushed back onto taxilane RW to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane RW to face west.	Pushback approved to face west
214 to 215	The aircraft shall be pushed back onto taxilane RW to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane RW to face west.	Pushback approved to face west
	The aircraft shall be pushed back to face north until its nosewheel is at spot 53.	Pushback approved to point 53

Change : Information of pushback procedure for ACFT stands NR. 208~209, 210~211.

Aircraft Stands	Pushback Procedures	Phraseology
214R	The aircraft shall be pushed back to face north until its nosewheel is at spot 53.	Pushback approved to point 53
	The aircraft shall be pushed back onto taxilane R4 until clear of R17 to face south.	Pushback approved to face south
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 52.	Pushback approved to point 52
216	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 53.	Pushback approved to point 53
217 to 218	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
	The aircraft shall be pushed back to face south until its nosewheel is at spot 52.	Pushback approved to point 52
219 to 222 (224L)	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
224 (224R)	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 51.	Pushback approved to point 51
225 to 236 (231R/L, 232R/L)	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
236R	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west
237	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R12.	Pushback approved to blue
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west
238, 239	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R12.	Pushback approved to blue
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west
	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back to face south until its nosewheel is at spot 31 (or 32).	Pushback approved to point 31(32)
239R	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west
	The aircraft shall be pushed back to face south until its nosewheel is at spot 31 (or 32).	Pushback approved to point 31(32)
240	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R12.	Pushback approved to blue
	The aircraft shall be pushed back to face south until its nosewheel is at spot 31 (or 32).	Pushback approved to point 31(32)
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east
241	The aircraft shall be pushed back to face south until its nosewheel is at spot 32.	Pushback approved to point 32
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 31.	Pushback approved to point 31
	The aircraft shall be pushed back to face south until its body is on taxilane RC.	Pushback approved to face south
	The aircraft shall be pushed back onto the stand 816 (or 817) to face west.	Pushback approved to stand 816(817)
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east on R12
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west on R12

Change : Page control.

Aircraft Stands	Pushback Procedures	Phraseology
242	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 31 (or 32).	Pushback approved to point 31(32)
	The aircraft shall be pushed back to face west until its nosewheel is at spot 33.	Pushback approved to point 33
	The aircraft shall be pushed back onto the stand 817 (or 816) to face west.	Pushback approved to stand 817(816)
	The aircraft shall be pushed back onto taxilane RC to face north.	Pushback approved to face north
243, 245	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 32 (or 31).	Pushback approved to point 32(31)
	The aircraft shall be pushed back to face west until its nosewheel is at spot 33 (or 34).	Pushback approved to point 33(34)
	The aircraft shall be pushed back onto taxilane RC to face north.	Pushback approved to face north
	The aircraft shall be pushed back onto the stand 817 to face west.	Pushback approved to stand 817
246	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 32 (or 31).	Pushback approved to point 32(31)
	The aircraft shall be pushed back to face west until its nosewheel is at spot 33 (or 34).	Pushback approved to point 33(34)
	The aircraft shall be pushed back onto taxilane RC to face north.	Pushback approved to face north
247	The aircraft shall be pushed back onto taxilane RC (or RF) to face west.	Pushback approved to face west (face west on RF)
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 32 (or 31).	Pushback approved to point 32(31)
	The aircraft shall be pushed back to face west until its nosewheel is at spot 33 (or 34).	Pushback approved to point 33(34)
	The aircraft shall be pushed back onto taxilane RC (or RB) to face north.	Pushback approved to face north (face north on RB)
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 39.	Pushback approved to point 39
248, 249	The aircraft shall be pushed back onto taxilane RC (or RF) to face west.	Pushback approved to face west (face west on RF)
	The aircraft shall be pushed back to face west until its nosewheel is at spot 33 (or 34).	Pushback approved to point 33(34)
	The aircraft shall be pushed back onto taxilane RC (or RB) to face north.	Pushback approved to face north (face north on RB)
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 39.	Pushback approved to point 39
250	The aircraft shall be pushed back onto taxilane RC (or RF) to face east.	Pushback approved to face east (face east on RF)
	The aircraft shall be pushed back onto taxilane RA (or RF) to face west.	Pushback approved to face west (face west on RF)
	The aircraft shall be pushed back to face west and then towed forward until its nosewheel is at spot 34.	Pushback approved to point 34
	The aircraft shall be pushed back to face east and then towed forward until its nosewheel is at spot 35.	Pushback approved to point 35
	The aircraft shall be pushed back onto taxilane RB to face north.	Pushback approved to face north
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 39.	Pushback approved to point 39
251, 252	The aircraft shall be pushed back onto taxilane RA (or RF) to face east.	Pushback approved to face east (face east on RF)
	The aircraft shall be pushed back to face east and then towed forward until its nosewheel is at spot 35 (or 36).	Pushback approved to point 35(36)
	The aircraft shall be pushed back onto taxilane RA (or RB) to face north.	Pushback approved to face north (face north on RB)
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 39.	Pushback approved to point 39
253	The aircraft shall be pushed back onto taxilane RA (or RF) to face east.	Pushback approved to face east (face east on RF)
	The aircraft shall be pushed back to face east until its nosewheel is at spot 35 (or 36).	Pushback approved to point 35(36)
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 37 (or 38).	Pushback approved to point 37(38)
	The aircraft shall be pushed back onto taxilane RA (or RB) to face north.	Pushback approved to face north (face north on RB)
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 39.	Pushback approved to point 39

Change : Page control.

Aircraft Stands	Pushback Procedures	Phraseology
254	The aircraft shall be pushed back to face east until its nosewheel is at spot 35 (or 36).	Pushback approved to point 35(36)
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 37(or 38).	Pushback approved to point 37(38)
	The aircraft shall be pushed back onto taxilane RA to face north.	Pushback approved to face north
255	The aircraft shall be pushed back to face east until its nosewheel is at spot 35 (or 36).	Pushback approved to point 35(36)
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 37(or 38).	Pushback approved to point 37(38)
	The aircraft shall be pushed back onto taxilane RA to face north.	Pushback approved to face north
	The aircraft shall be pushed back onto the stand 815 to face east.	Pushback approved to stand 815
256	The aircraft shall be pushed back to face east until its nosewheel is at spot 36.	Pushback approved to point 36
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 37 (or 38).	Pushback approved to point 37(38)
	The aircraft shall be pushed back onto the stand 815 (or 814) to face east.	Pushback approved to stand 815(814)
	The aircraft shall be pushed back onto taxilane RA to face north.	Pushback approved to face north
257	The aircraft shall be pushed back to face south until its nosewheel is at spot 37.	Pushback approved to point 37
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 38.	Pushback approved to point 38
	The aircraft shall be pushed back to face south until its body is on taxilane RA.	Pushback approved to face south
	The aircraft shall be pushed back onto the stand 814 (or 815) to face east.	Pushback approved to stand 814(815)
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east on R12
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west on R12
258	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R12.	Pushback approved to blue
	The aircraft shall be pushed back to face south until its nosewheel is at spot 38 (or 37).	Pushback approved to point 38(37)
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west
258R	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west
	The aircraft shall be pushed back to face south until its nosewheel is at spot 38 (or 37).	Pushback approved to point 38(37)
259, 260	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R12.	Pushback approved to blue
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west
	The aircraft shall be pushed back to face south until its nosewheel is at spot 38 (or 37).	Pushback approved to point 38(37)
	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
261	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R12.	Pushback approved to blue
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
261R	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 R12 to face east.	Pushback approved to face east
262 to 268 (266R/L~268R/L)	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

Change : Page control.

Aircraft Stands	Pushback Procedures	Phraseology
275 (275L)	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
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 58.	Pushback approved to point 58
276 to 279 (275R)	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
280 to 281	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
	The aircraft shall be pushed back to face south until its nosewheel is at spot 57.	Pushback approved to point 57
282	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 south and then towed forward until its nosewheel is at spot 57.	Pushback approved to point 57
	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 and then towed forward until its nosewheel is at spot 56.	Pushback approved to point 56
283	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 57.	Pushback approved to point 57
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 56.	Pushback approved to point 56
	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 RE to face east.	Pushback approved to face east
283R	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 57.	Pushback approved to point 57
	The aircraft shall be pushed back to face north until its nosewheel is at spot 56.	Pushback approved to point 56
	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
284 to 285	The aircraft shall be pushed back onto taxilane RE to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane RE to face west.	Pushback approved to face west
	The aircraft shall be pushed back to face north until its nosewheel is at spot 56.	Pushback approved to point 56
286 to 287	The aircraft shall be pushed back onto taxilane RE to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane RE to face west.	Pushback approved to face west
288 to 289	The aircraft shall be pushed back onto taxilane RE to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane RE to face west.	Pushback approved to face west
	The aircraft shall be pushed back to face west and then towed forward until its nosewheel is at spot 55.	Pushback approved to point 55
290 to 291	The aircraft shall be pushed back onto taxilane RE to face west.	Pushback approved to face west
	The aircraft shall be pushed back to face west until its nosewheel is at spot 55.	Pushback approved to point 55
	The aircraft shall be pushed back onto taxilane R23 to face south.	Pushback approved to face south on R23
290R	The aircraft shall be pushed back onto taxilane R17 to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane R17 to face west.	Pushback approved to face west
362 to 375	The aircraft shall be pushed back onto taxilane R11 to face east.	Pushback approved to face east
	The aircraft shall be pushed back onto taxilane R11 to face west.	Pushback approved to face west
361	Pilot shall request start engine then taxi on stand except following aircraft : A320 series, B737 series and A220 series.	-
	The aircraft shall be pushed back onto taxilane R11 to face east.	Pushback approved to face east
376	Pilot shall request start engine then taxi on stand except following aircraft : A320 series, B737 series and A220 series.	-
	The aircraft shall be pushed back onto taxilane R11 to face west.	Pushback approved to face west

Change : Information of pushback procedure for ACFT stands NR. 282, 283R, 288~289, 290~291.

Aircraft Stands	Pushback Procedures	Phraseology
501 (501L/R)	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
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 58.	Pushback approved to point 58
502 to 505	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
506	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
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 56.	Pushback approved to point 56
507	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 and then towed forward until its nosewheel is at spot 57.	Pushback approved to point 57
	The aircraft shall be pushed back onto taxilane RE to face east.	Pushback approved to face east
511 (511L/R)	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 51.	Pushback approved to point 51
512 to 515	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
516	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 53.	Pushback approved to point 53
517	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 52.	Pushback approved to point 52
	The aircraft shall be pushed back onto taxilane RW to face west.	Pushback approved to face west
Apron 4		
520	The aircraft shall be pushed back onto taxilane R26 to face south.	Pushback approved to face south
521 to 524	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 41.	Pushback approved to point 41
	The aircraft shall be pushed back onto taxilane R26 to face south.	Pushback approved to face south
522R	The aircraft shall be pushed back onto taxilane R26 to face south.	Pushback approved to face south
525	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 42.	Pushback approved to point 42
	The aircraft shall be pushed back onto taxilane R26 to face north.	Pushback approved to face north
526 to 528	The aircraft shall be pushed back to face south then towed forward until its nosewheel is at spot 42.	Pushback approved to point 42
	The aircraft shall be pushed back onto taxilane R26 to face north.	Pushback approved to face north
528R, 529	The aircraft shall be pushed back onto taxilane R26 to face north.	Pushback approved to face north
531 to 532	The aircraft shall be pushed back onto taxilane R26 to face south.	Pushback approved to face south
533	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 41.	Pushback approved to point 41
	The aircraft shall be pushed back onto taxilane R26 to face south.	Pushback approved to face south

Change : Page control.

Aircraft Stands	Pushback Procedures	Phraseology
534	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 42.	Pushback approved to point 42
	The aircraft shall be pushed back onto taxilane R26 to face north.	Pushback approved to face north
535	The aircraft shall be pushed back onto taxilane R26 to face north.	Pushback approved to face north
541 to 544	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
545, 547	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 43.	Pushback approved to point 43
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
546	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
551 to 554	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
	Pilot shall taxi on stand when assigned for deicing.	-
557	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 43.	Pushback approved to point 43
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
	Pilot shall taxi on stand when assigned for deicing.	-
558	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
Cargo Apron 1		
601 to 614 621 to 634	The aircraft shall be pushed back onto taxilane D2 or D3 to face west.	Pushback approved
615 to 616	The aircraft shall be pushed back to face west and then towed forward until its nosewheel is at spot 12.	Pushback approved to point 12
635 to 636	The aircraft shall be pushed back to face west and then towed forward until its nosewheel is at spot 11.	Pushback approved to point 11
Cargo Apron 2		
641 to 652 (652R/L)	The aircraft shall be pushed back onto taxilane D4 to face west.	Pushback approved
653 to 655	The aircraft shall be pushed back to face west and then towed forward until its nosewheel is at spot 10.	Pushback approved to point 10
671 to 681	The aircraft shall be pushed back onto taxilane D5 to face west.	Pushback approved
682, 683	The aircraft shall be pushed back to face west and then towed forward until its nosewheel is at spot 9.	Pushback approved to point 9

INTENTIONALLY

LEFT

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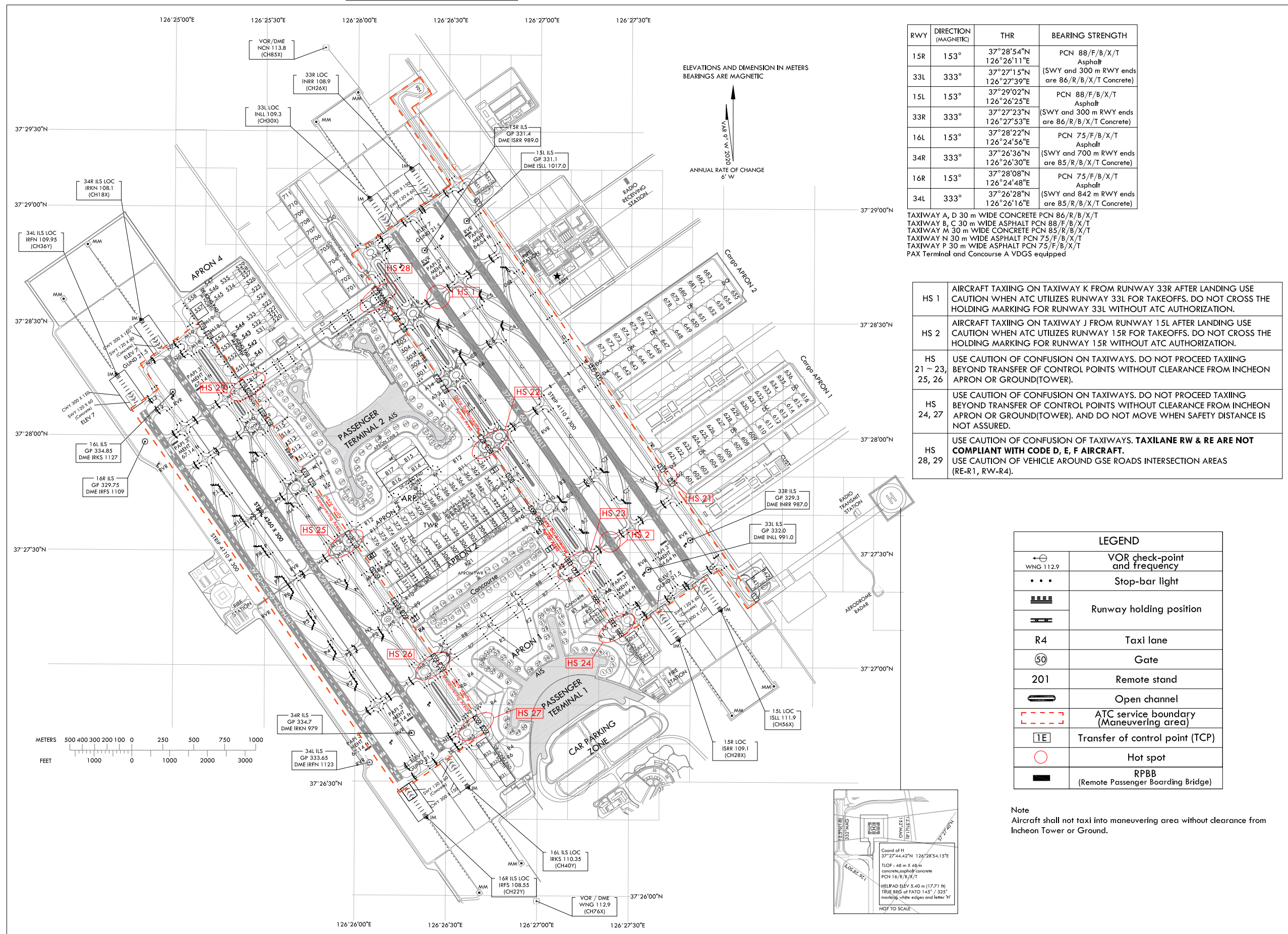
AERODROME
CHART - ICAO

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	129.725

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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

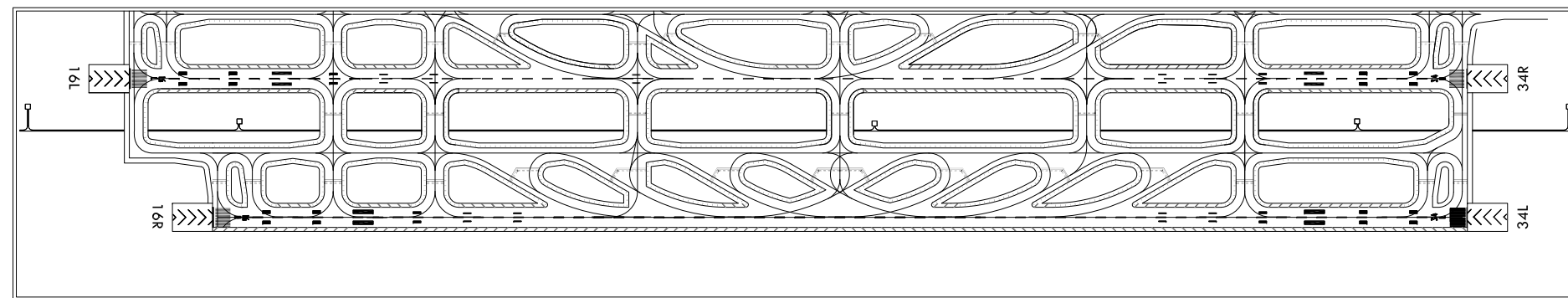
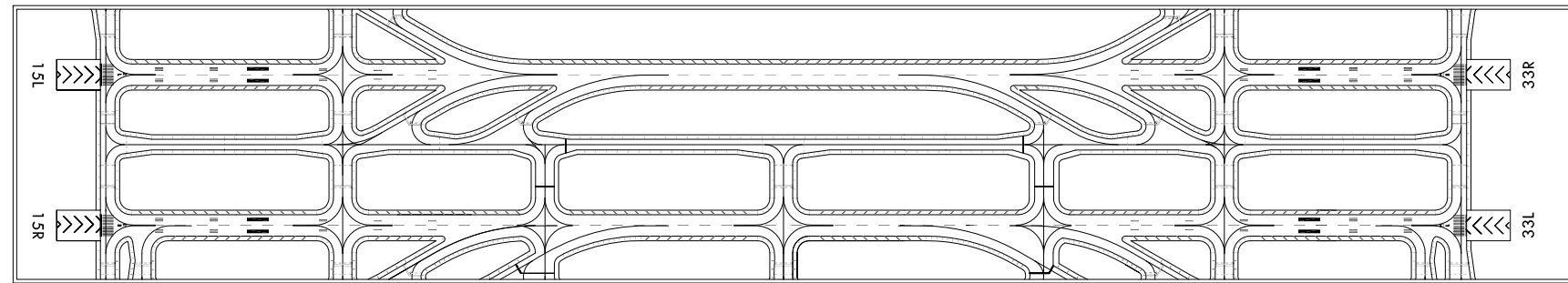
HS 1	AIRCRAFT TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33L WITHOUT ATC AUTHORIZATION.
HS 2	AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 15R WITHOUT ATC AUTHORIZATION.
HS 21 ~ 23, 25, 26	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).
HS 24, 27	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER). AND DO NOT MOVE WHEN SAFETY DISTANCE IS NOT ASSURED.
HS 28, 29	USE CAUTION OF CONFUSION OF TAXIWAYS. TAXILANE RW & RE ARE NOT COMPLIANT WITH CODE D, E, F AIRCRAFT. USE CAUTION OF VEHICLE AROUND GSE ROADS INTERSECTION AREAS (RE-R1, RW-R4).

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

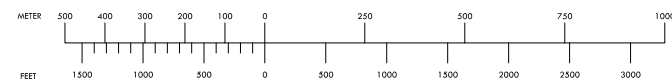
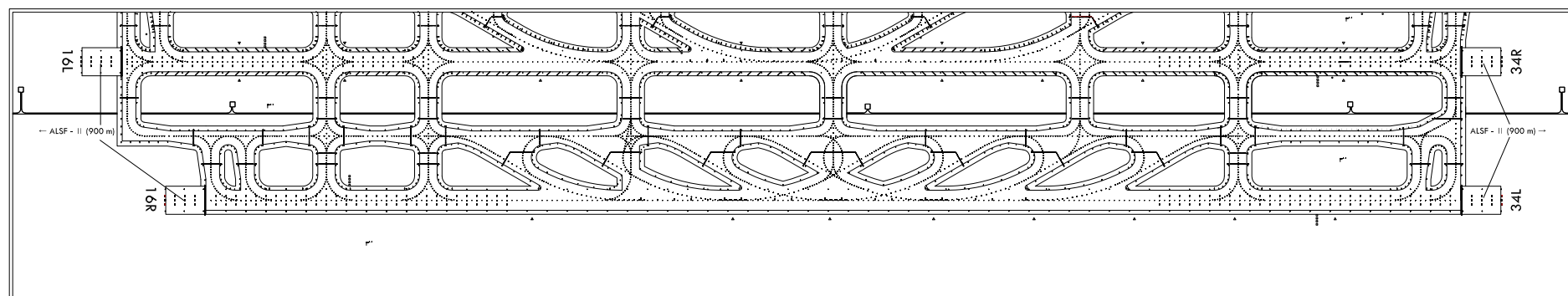
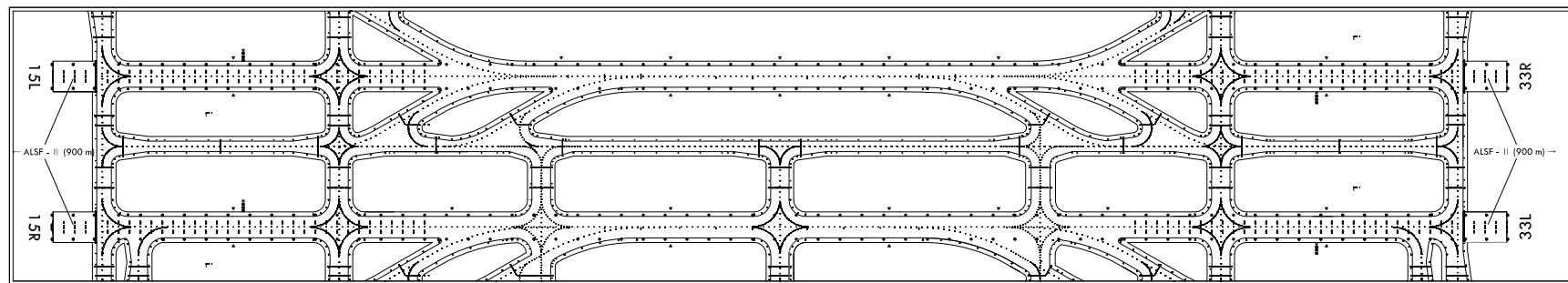
Note
Aircraft shall not taxi into maneuvering area without clearance from Incheon Tower or Ground.

Change : Information of hot spot(HS 28, 29).

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



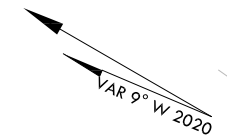
AIRCRAFT PARKING /
DOCKING CHART - ICAO

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	129.725

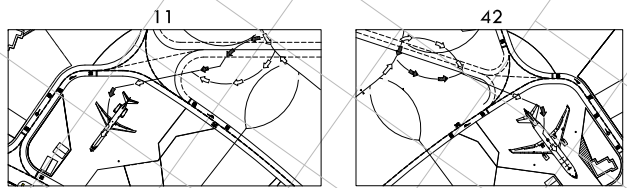
SEOUL / Incheon Intl

ELEVATIONS AND DIMENSIONS IN METERS
BEARINGS ARE MAGNETIC



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.



ABN

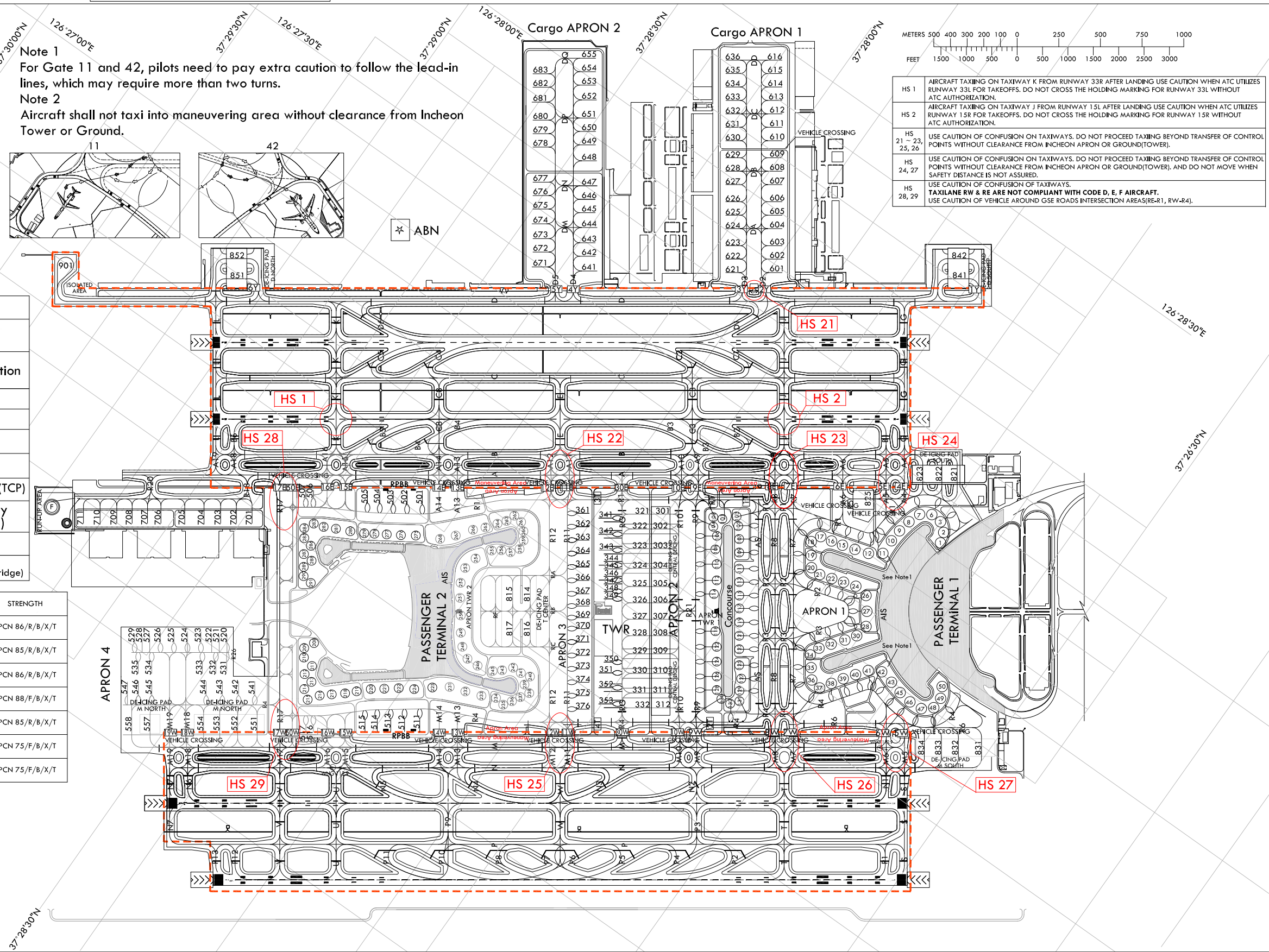


HS 1	AIRCRAFT TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33L WITHOUT ATC AUTHORIZATION.
HS 2	AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 15R WITHOUT ATC AUTHORIZATION.
HS 21-23, 25, 26	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).
HS 24, 27	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER). AND DO NOT MOVE WHEN SAFETY DISTANCE IS NOT ASSURED.
HS 28, 29	USE CAUTION OF CONFUSION OF TAXIWAYS. TAXILANE RW & RE ARE NOT COMPLIANT WITH CODE D, E, F AIRCRAFT. USE CAUTION OF VEHICLE AROUND GSE ROADS INTERSECTION AREA(S)(RE-R1, RW-R4).

LEGEND	
	VOR check-point and frequency
	Runway holding position
	Taxi lane
	Gate
	Remote stand
	Open channel
	Transfer of control point(TCP)
	ATC service boundary (Maneuvering area)
	Hot spot
	RPBB (Remote Passenger Boarding Bridge)

APRON	SURFACE	WIDTH	STRENGTH
Apron 1, 2 Cargo Apron 1 Maintenance Apron	Concrete		PCN 86/R/B/X/T
Apron 3, 4 Cargo Apron 2	Concrete		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		PCN 85/R/B/X/T
TWY N	Asphalt	30 m Shoulder: 15 m - Paved: 15 m	PCN 75/F/B/X/T
TWY P	Asphalt		PCN 75/F/B/X/T

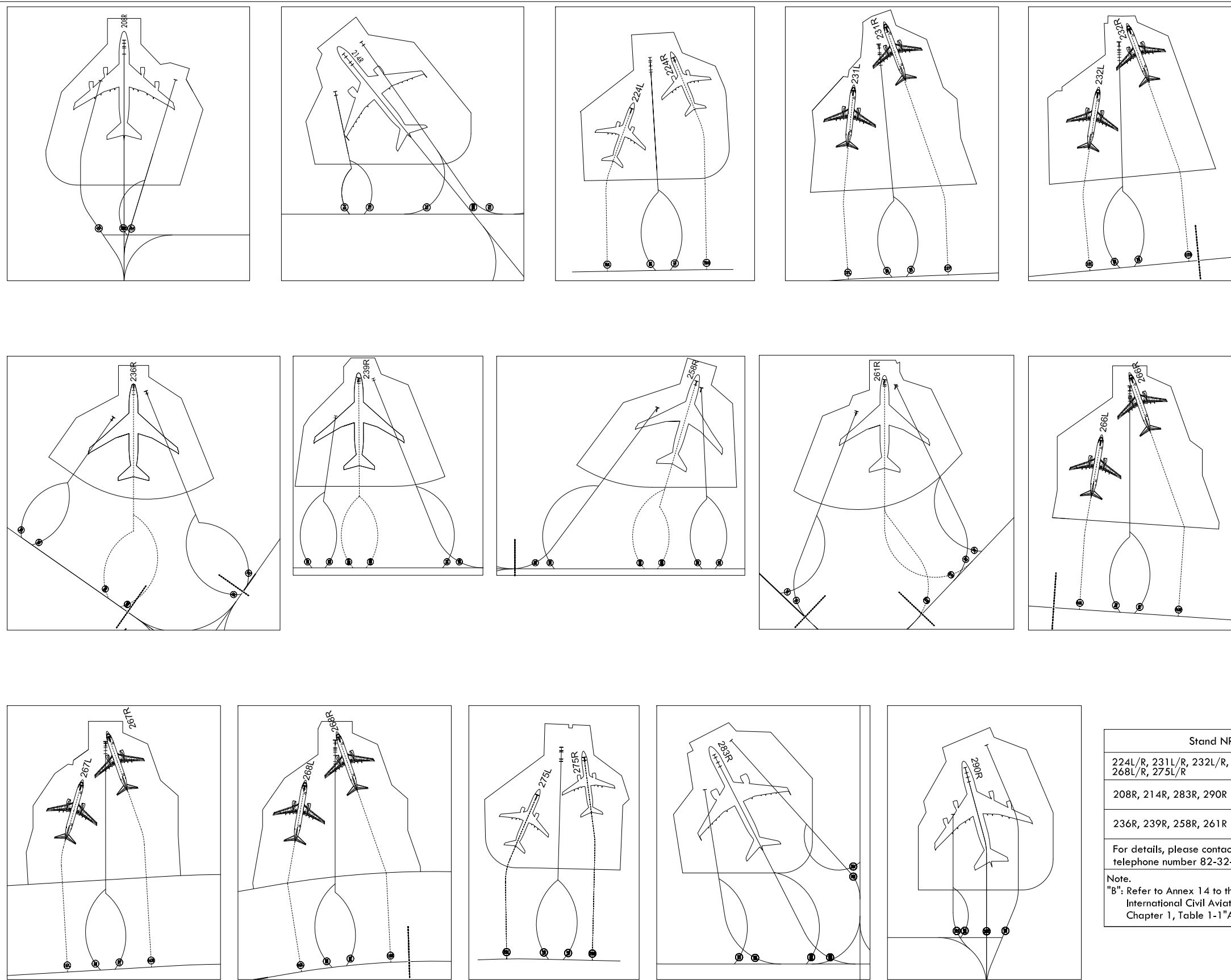
Taxiway edge lights on all taxiways curve area
Taxiway center line lights on all taxiways
PAX Terminal and Concourse A VDGs equipped



Change : Information of hot spot(HS 28, 29).

Apron 1				Apron 2				Apron 3				Apron 4				Cargo Apron 2									
INS COORDINATES FOR AIRCRAFT STANDS				STAND AVAILABILITY	INS COORDINATES FOR AIRCRAFT STANDS				STAND AVAILABILITY	INS COORDINATES FOR AIRCRAFT STANDS				STAND AVAILABILITY	INS COORDINATES FOR AIRCRAFT STANDS				STAND AVAILABILITY						
WGS-84		ELEV(AMSL)			WGS-84		ELEV(AMSL)			WGS-84		ELEV(AMSL)			WGS-84		ELEV(AMSL)			WGS-84		ELEV(AMSL)			
1	37°26'59.01"N	126°27'21.53"E	5 m	C	101	37°27'31.17"N	126°26'57.99"E	5 m	C	242	37°27'46.48"N	126°26'03.41"E	6 m	C, D, E	520	37°28'30.58"N	126°25'33.83"E	5 m	A ~ C	641	37°28'14.44"N	126°27'26.30"E	6 m	A ~ F	
2	37°26'59.38"N	126°27'23.37"E	5 m	C	102	37°27'32.40"N	126°26'56.80"E	6 m	C	243	37°27'48.32"N	126°26'02.55"E	6 m	C	521	37°28'31.54"N	126°25'32.62"E	5 m	A ~ C	642	37°28'16.08"N	126°27'28.84"E	6 m	A ~ E	
3	37°27'00.33"N	126°27'24.14"E	5 m	C, D	104	37°27'31.69"N	126°26'55.45"E	6 m	C, D	245	37°27'48.94"N	126°26'00.76"E	6 m	C	522	37°28'32.61"N	126°25'31.66"E	5 m	A ~ C	643	37°28'17.44"N	126°27'31.24"E	6 m	A ~ E	
6	37°27'01.79"N	126°27'23.98"E	5 m	C, D, E	106	37°27'30.28"N	126°26'54.22"E	5 m	C, D, E, F	246	37°27'51.45"N	126°26'55.22"E	6 m	C, D, E	523	37°28'34.58"N	126°25'31.07"E	5 m	A ~ E	644	37°28'18.80"N	126°27'34.02"E	6 m	A ~ F	
7	37°27'02.98"N	126°27'23.02"E	5 m	C, D, E	108	37°27'29.12"N	126°26'51.63"E	6 m	C, D, E	247	37°27'55.00"N	126°26'59.73"E	6 m	C, D, E	524	37°28'36.50"N	126°25'29.37"E	5 m	A ~ E	645	37°28'20.40"N	126°27'36.55"E	6 m	A ~ E	
8	37°27'03.62"N	126°27'20.95"E	5 m	C, D, E, F	110	37°27'27.40"N	126°26'49.17"E	6 m	C, D, E, F	248	37°27'57.26"N	126°26'02.24"E	6 m	C, D, E	525	37°28'38.42"N	126°25'27.66"E	5 m	A ~ E	646	37°28'21.76"N	126°27'38.96"E	6 m	A ~ E	
9	37°27'03.96"N	126°27'18.19"E	5 m	C, D, E	112	37°27'25.76"N	126°26'46.27"E	6 m	C, D, E, F	249	37°27'58.75"N	126°26'04.92"E	6 m	C, D, E	526	37°28'40.34"N	126°25'25.95"E	5 m	A ~ E	647	37°28'23.13"N	126°27'41.37"E	6 m	A ~ F	
10	37°27'04.12"N	126°27'15.38"E	5 m	C, D, E, F	114	37°27'24.79"N	126°26'43.46"E	6 m	C, D	250	37°27'59.11"N	126°26'07.52"E	6 m	C	527	37°28'41.44"N	126°25'23.81"E	5 m	A ~ C	648	37°28'25.70"N	126°27'45.82"E	6 m	A ~ F	
11	37°27'04.19"N	126°27'12.44"E	5 m	C	118	37°27'20.81"N	126°26'36.98"E	6 m	C, D, E	252	37°28'03.02"N	126°26'12.43"E	6 m	C, D, E	528	37°28'42.51"N	126°25'22.86"E	5 m	A ~ C	649	37°28'27.46"N	126°27'48.57"E	6 m	A ~ E	
12	37°27'06.48"N	126°27'08.52"E	5 m	C, D, E, F	122	37°27'19.02"N	126°26'34.35"E	6 m	C, D, E, F	253	37°28'04.15"N	126°26'11.58"E	6 m	C, D, E	529	37°28'43.71"N	126°25'22.14"E	5 m	A ~ C	650	37°28'28.82"N	126°27'50.97"E	6 m	A ~ E	
14	37°27'09.00"N	126°27'07.74"E	5 m	C, D, E	124	37°27'17.52"N	126°26'31.69"E	5 m	C, D, E	254	37°28'03.39"N	126°26'20.27"E	6 m	C, D, E	531	37°28'46.95"N	126°25'27.30"E	5 m	A ~ C	651	37°28'30.18"N	126°27'53.38"E	6 m	A ~ E	
15	37°27'11.32"N	126°27'07.15"E	5 m	C, D, E, F	126	37°27'16.02"N	126°26'29.04"E	5 m	C, D, E, F	255	37°27'58.59"N	126°26'25.00"E	6 m	C, D, E	532	37°28'48.24"N	126°25'25.51"E	5 m	A ~ E	652	37°28'31.87"N	126°27'56.74"E	6 m	A ~ F	
16	37°27'13.32"N	126°27'07.12"E	5 m	C	128	37°27'15.04"N	126°26'26.25"E	5 m	C, D	256	37°27'58.59"N	126°26'25.00"E	6 m	C, D, E	533	37°28'50.16"N	126°25'23.80"E	5 m	A ~ E	653	37°28'33.51"N	126°27'59.27"E	6 m	A ~ E	
17	37°27'14.82"N	126°27'05.90"E	5 m	C, D, E, F	130	37°27'13.78"N	126°26'24.86"E	5 m	C, D, E	257	37°27'57.32"N	126°26'26.21"E	6 m	C, D, E	534	37°28'51.17"N	126°25'22.14"E	5 m	A ~ E	654	37°28'34.87"N	126°28'01.68"E	6 m	A ~ E	
18	37°27'15.19"N	126°27'04.57"E	5 m	C	321	37°27'42.95"N	126°26'48.77"E	5 m	A ~ C	258	37°27'56.59"N	126°26'27.91"E	5 m	C	535	37°28'52.29"N	126°25'21.56"E	5 m	A ~ E	655	37°28'36.23"N	126°28'04.09"E	6 m	A ~ F	
19	37°27'13.98"N	126°27'02.66"E	5 m	D, E	322	37°27'41.39"N	126°26'46.17"E	5 m	A ~ F	259	37°27'57.47"N	126°26'28.63"E	5 m	C	541	37°28'53.29"N	126°25'20.06"E	5 m	A ~ F	671	37°28'24.41"N	126°27'18.95"E	6 m	A ~ F	
20	37°27'13.32"N	126°27'00.96"E	5 m	C, D	323	37°27'39.40"N	126°26'42.64"E	5 m	A ~ F	260	37°27'58.31"N	126°26'30.31"E	5 m	C	542	37°28'54.17"N	126°25'19.00"E	5 m	A ~ F	672	37°28'25.78"N	126°27'21.75"E	6 m	A ~ E	
21	37°27'11.65"N	126°27'01.52"E	5 m	D, E	324	37°27'37.40"N	126°26'39.11"E	5 m	A ~ F	261	37°27'59.23"N	126°26'31.37"E	5 m	C	543	37°28'56.48"N	126°25'17.94"E	5 m	A ~ F	673	37°28'27.14"N	126°27'24.16"E	6 m	A ~ E	
22	37°27'10.19"N	126°27'02.56"E	5 m	C, D, E	325	37°27'35.57"N	126°26'35.87"E	5 m	A ~ E	262	37°28'00.46"N	126°26'23.80"E	6 m	C, D, E	544	37°28'58.80"N	126°25'16.88"E	5 m	A ~ F	674	37°28'28.78"N	126°27'26.69"E	6 m	A ~ F	
23	37°27'07.88"N	126°27'03.21"E	5 m	C, D, E	326	37°27'33.91"N	126°26'32.92"E	5 m	A ~ E	263	37°28'01.52"N	126°26'29.98"E	6 m	E	545	37°28'59.59"N	126°25'15.99"E	5 m	A ~ E	675	37°28'30.14"N	126°27'29.47"E	6 m	A ~ E	
24	37°27'05.55"N	126°27'04.60"E	5 m	C, D, E	327	37°27'32.24"N	126°26'29.98"E	5 m	A ~ E	264	37°28'02.61"N	126°26'27.99"E	6 m	C, D, E, F	546	37°28'58.51"N	126°25'14.28"E	5 m	A ~ E	676	37°28'31.50"N	126°27'31.88"E	6 m	A ~ E	
26	37°27'01.98"N	126°27'02.98"E	5 m	D, E	328	37°27'30.58"N	126°26'27.03"E	5 m	A ~ E	267	37°28'08.33"N	126°26'19.82"E	6 m	C, D, E, F	547	37°28'59.96"N	126°25'12.77"E	5 m	A ~ C	677	37°28'32.86"N	126°27'34.28"E	6 m	A ~ E	
27	37°27'00.61"N	126°27'00.33"E	5 m	C, D, E	329	37°27'28.75"N	126°26'23.80"E	5 m	A ~ F	268	37°28'10.50"N	126°26'17.17"E	6 m	C, D, E, F	548	37°29'02.32"N	126°25'11.27"E	5 m	A ~ E	678	37°28'36.42"N	126°27'40.58"E	6 m	A ~ E	
28	37°26'58.98"N	126°26'57.90"E	5 m	C, D, E	330	37°27'26.75"N	126°26'20.27"E	5 m	A ~ F	275	37°28'13.44"N	126°26'14.89"E	6 m	C, D, E, F	549	37°29'04.07"N	126°25'10.82"E	5 m	A ~ F	679	37°28'37.78"N	126°27'42.98"E	6 m	A ~ E	
30	37°26'59.02"N	126°26'52.99"E	5 m	C, D, E	331	37°27'24.76"N	126°26'16.74"E	5 m	A ~ F	276	37°28'15.65"N	126°26'13.09"E	6 m	C, D, E	550	37°29'05.71"N	126°25'09.71"E	5 m	A ~ F	680	37°28'39.14"N	126°27'45.41"E	6 m	A ~ E	
31	37°27'00.76"N	126°26'50.75"E	5 m	C, D, E	332	37°27'23.31"N	126°26'14.03"E	5 m	A ~ F	277	37°28'17.62"N	126°26'11.48"E	6 m	C, D, E	551	37°29'07.44"N	126°25'08.74"E	5 m	A ~ F	681	37°28'41.11"N	126°27'48.52"E	6 m	A ~ F	
32	37°27'02.09"N	126°26'48.30"E	5 m	C, D, E	341	37°27'49.32"N	126°26'42.05"E	5 m	A ~ F	278	37°28'19.59"N	126°26'09.88"E	6 m	C, D, E	552	37°29'09.17"N	126°25'07.66"E	5 m	A ~ F	682	37°28'42.48"N	126°27'51.32"E	6 m	A ~ E	
33	37°27'03.49"N	126°26'46.48"E	5 m	C, D, E	342	37°27'47.68"N	126°26'39.15"E	5 m	A ~ F	279	37°28'21.67"N	126°26'09.56"E	6 m	C	553	37°29'10.90"N	126°25'06.59"E	5 m	A ~ F	683	37°28'43.84"N	126°27'53.73"E	6 m	A ~ E	
34	37°27'04.47"N	126°26'44.84"E	5 m	C, D	343	37°27'46.07"N	126°26'36.30"E	5 m	A ~ E	280	37°28'22.92"N	126°26'07.29"E	6 m	C, D, E	554	37°29'12.63"N	126°25'05.52"E	5 m	A ~ F						
35	37°27'03.10"N	126°26'43.40"E	5 m	C, D, E	344	37°27'44.22"N	126°26'34.91"E	5 m	A ~ C	281	37°28'25.07"N	126°26'05.82"E	6 m	C, D, E	555	37°29'14.36"N	126°25'04.45"E	5 m	A ~ F						
36	37°27'01.99"N	126°26'41.98"E	5 m	C, D	345	37°27'43.46"N	126°26'33.57"E	5 m	A ~ C	282	37°28'29.18"N	126°26'04.32"E	6 m	C, D, E	556	37°29'16.09"N	126°25'03.38"E	5 m	A ~ F						
37	37°27'00.42"N	126°26'42.00"E	5 m	C, D	346	37°27'42.70"N	126°26'32.22"E	5 m	A ~ C	283	37°28'29.36"N	126°26'03.73"E	6 m	C, D, E	557	37°29'17.82"N	126°25'02.32"E	5 m	A ~ F						
38	37°26'59.63"N	126°26'43.22"E	5 m	C, D	347	37°27'41.94"N	126°26'29.53"E	5 m	A ~ C	284	37°28'28.21"N	126°26'02.38"E	6 m	C	558	37°29'19.55"N	126°25'01.26"E	5 m	A ~ F						
39	37°26'59.22"N	126°26'45.25"E	5 m	D, E	348	37°27'41.18"N	126°26'29.53"E	5 m	A ~ C	285	37°28'28.84"N	126°26'01.08"E	6 m	C	559	37°29'21.28"N	126°25'00.20"E	5 m	A ~ F						
40	37°26'57.92"N	126°26'47.76"E	5 m	D, E	349	37°27'40.42"N	126°26'28.19"E	5 m	A ~ C	286	37°28'27.06"N	126°25'59.99"E	6 m	C	560	37°29'23.01"N	126°24'59.14"E	5 m	A ~ F						
41	37°26'56.42"N	126°26'50.64"E	5 m	C, D, E	350	37°27'34.01"N	126°26'16.84"E	5 m	A ~ C	287	37°28'26.30"N	126°25'58.63"E	6 m	C	561	37°29'24.74"N	126°24'58.08"E	5 m	A ~ F						
42	37°26'52.80"N	126°26'52.08"E	5 m	C	351	37°27'33.62"N	126°26'14.28"E	5 m	A ~ E	288	37°28'25.52"N	126°25'57.27"E	6 m	C	562	37°29'26.47"N	126°24'57.02"E	5 m	A ~ F						
43	37°26'50.53"N	126°26'51.16"E	5 m	C, D, E, F	352	37°27'32.12"N	126°26'11.63"E	5 m	A ~ F	289	37°28'24.75"N	126°25'55.91"E	6 m	C	563	37°29'28.20"N	126°24'55.96"E	5 m	A ~ F						
45	37°26'48.40"N	126°26'50.48"E	5 m	C, D, E	353	37°27'30.48"N	126°26'08.73"E	5 m	A ~ F	290	37°28'23.40"N	126°25'54.89"E	6 m	C, D, E	564	37°29'29.93"N	126°24'54.90"E	5 m	A ~ F						
46	37°26'46.20"N	126°26'50.12"E	5 m	C, D, E, F						291	37°28'22.00"N	126°25'53.74"E	6 m	C, D, E	565	37°29'31.66"N	126°24'53.84"E	5 m	A ~ F						
47	37°26'44.31"N	126°26'49.97"E	5 m	C, D, E						292	37°28'20.66"N	126°25'52.59"E	6 m	C, D, E	566	37°29'33.39"N	126°24'52.78"E	5 m	A ~ F						
48	37°26'43.08"N	126°26'51.58"E	5 m	C, D, E						293	37°28'19.32"N	126°25'51.44"E	6 m	C, D, E	567	37°29'35.12"N	126°24'51.72"E	5 m	A ~ F						
49	37°26'42.96"N	126°26'53.31"E	5 m	D, E						294	37°28'18.00"N	126°25'50.29"E	6 m	C, D, E	568	37°29'36.85"N	126°24'50.66"E	5 m	A ~ F						

Multiple use stands operation



		INS COORDINATES FOR AIRCRAFT STANDS		
		WGS-84		ELEV(AMSL)
208	R	37°28'16.66"N	126°25'42.97"E	6 m
214	R	37°28'12.93"N	126°25'34.80"E	6 m
224	L	37°27'58.53"N	126°25'47.61"E	6 m
	R	37°27'58.43"N	126°25'49.33"E	6 m
231	L	37°27'53.63"N	126°25'52.33"E	6 m
	R	37°27'53.49"N	126°25'54.22"E	6 m
232	L	37°27'50.70"N	126°25'53.65"E	6 m
	R	37°27'50.51"N	126°25'55.53"E	6 m
236	R	37°27'42.18"N	126°26'00.21"E	6 m
239	R	37°27'43.60"N	126°26'03.66"E	6 m
258	R	37°27'57.53"N	126°26'28.40"E	6 m
261	R	37°27'59.96"N	126°26'30.72"E	6 m
266	L	37°28'06.75"N	126°26'24.13"E	6 m
	R	37°28'06.14"N	126°26'22.44"E	6 m
267	L	37°28'08.58"N	126°26'21.11"E	6 m
	R	37°28'08.28"N	126°26'19.65"E	6 m
268	L	37°28'10.56"N	126°26'18.63"E	6 m
	R	37°28'10.51"N	126°26'17.04"E	6 m
275	L	37°28'13.60"N	126°26'16.27"E	6 m
	R	37°28'21.95"N	126°26'14.76"E	6 m
283	R	37°28'29.09"N	126°26'02.85"E	6 m
290	R	37°28'23.04"N	126°25'55.01"E	6 m

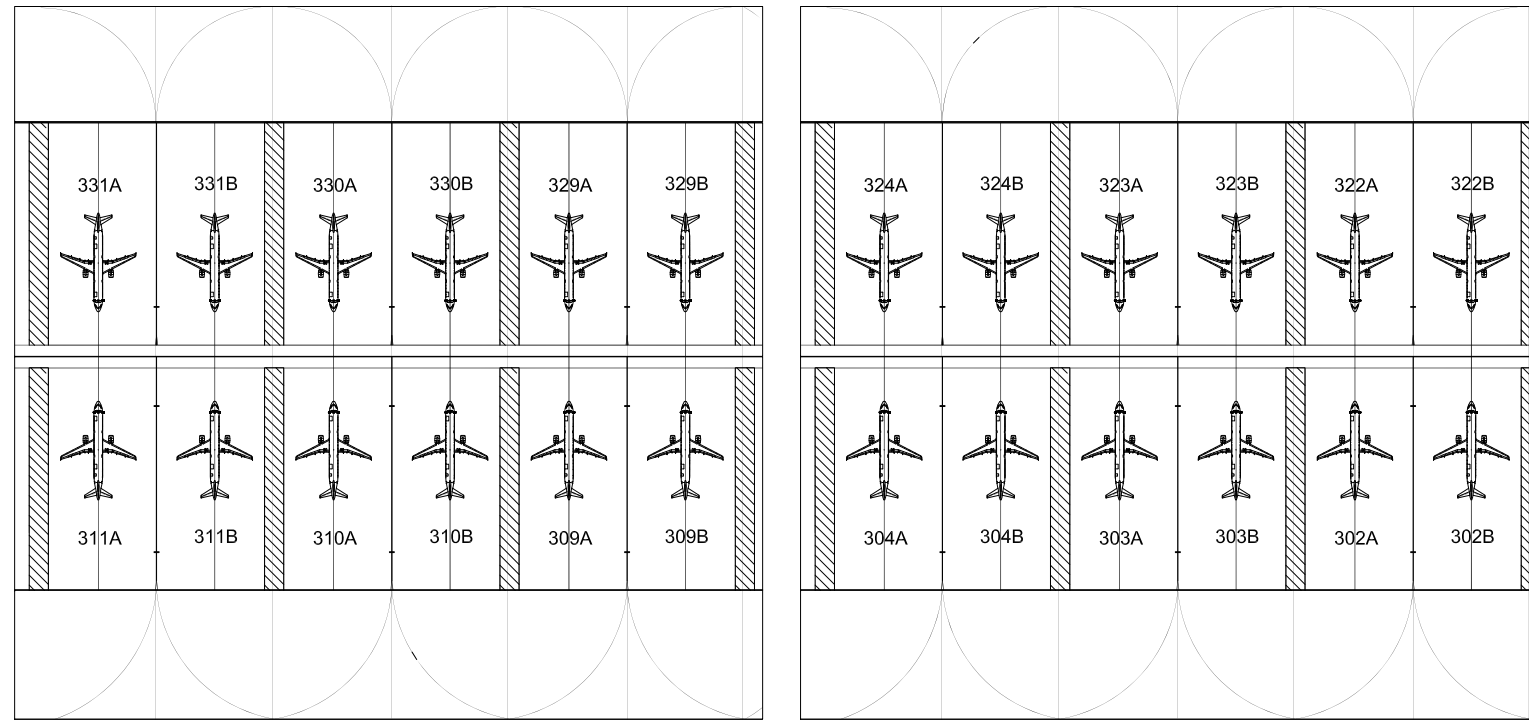
Stand NR.	Availability
224L/R, 231L/R, 232L/R, 266L/R, 267L/R, 268L/R, 275L/R	Available for aircraft up to "C" code.
208R, 214R, 283R, 290R	Available for aircraft up to "E" code.
236R, 239R, 258R, 261R	Available for aircraft up to "F" code.

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

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

Change : Information of ACFT stand availability for code "F" ACFT.

Multiple use stands operation



		INS COORDINATES FOR AIRCRAFT STANDS		
		WGS-84		ELEV(AMSL)
302	A	37°27'39.66"N	126°26'46.39"E	5 m
	B	37°27'40.65"N	126°26'48.14"E	5 m
303	A	37°27'37.67"N	126°26'42.86"E	5 m
	B	37°27'38.66"N	126°26'44.61"E	5 m
304	A	37°27'35.68"N	126°26'39.34"E	5 m
	B	37°27'36.66"N	126°26'41.08"E	5 m
309	A	37°27'27.02"N	126°26'24.02"E	5 m
	B	37°27'28.00"N	126°26'25.77"E	5 m
310	A	37°27'25.03"N	126°26'20.50"E	5 m
	B	37°27'26.02"N	126°26'22.25"E	5 m
311	A	37°27'23.03"N	126°26'16.97"E	5 m
	B	37°27'24.02"N	126°26'18.72"E	5 m
322	A	37°27'40.96"N	126°26'45.24"E	5 m
	B	37°27'41.94"N	126°26'46.99"E	5 m
323	A	37°27'38.96"N	126°26'41.72"E	5 m
	B	37°27'39.95"N	126°26'43.46"E	5 m
324	A	37°27'36.97"N	126°26'38.19"E	5 m
	B	37°27'37.95"N	126°26'39.93"E	5 m
329	A	37°27'28.31"N	126°26'22.88"E	5 m
	B	37°27'29.30"N	126°26'24.62"E	5 m
330	A	37°27'26.32"N	126°26'19.35"E	5 m
	B	37°27'27.31"N	126°26'21.10"E	5 m
331	A	37°27'24.33"N	126°26'15.82"E	5 m
	B	37°27'25.31"N	126°26'17.57"E	5 m

Stand NR.	Availability
302A/B, 303A/B, 304A/B, 309A/B, 310A/B, 311A/B, 322A/B, 323A/B, 324A/B, 329A/B, 330A/B, 331A/B	Available for aircraft up to "C" code.
For details, please contact to confirm with "the Apron Magt. Unit" at the telephone number 82-32-741-2991.	
Note.	Code letter Wing span
"B": Refer to Annex 14 to the Convention on International Civil Aviation, Volume I, Chapter 1, Table 1-1 "Aerodrome reference code".	E 52 m up to but not including 65 m D 36 m up to but not including 52 m C 24 m up to but not including 36 m B 15 m up to but not including 24 m

**AERODROME GROUND
MOVEMENT CHART - ICAO**

APRON ELEV 6 m

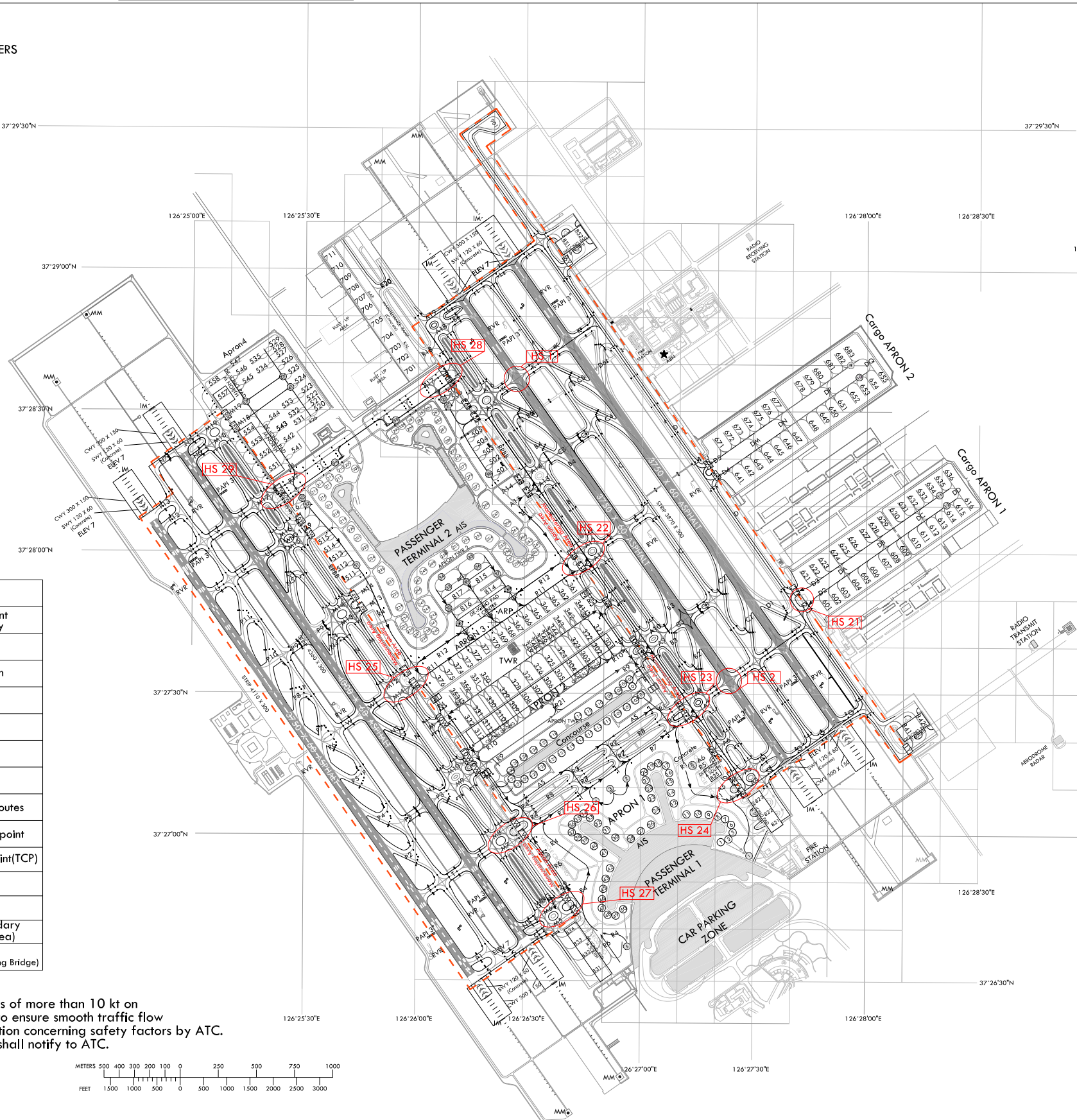
TWR	118.2(E)	118.8(W)
GND	121.75(E)	121.7(W)
APRON	121.65	122.175
	121.8	123.325
		129.725

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

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC



ANNUAL RATE OF CHANGE
6' W



HS 1	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 2	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 21~23, 25, 26	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).
HS 24, 27	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER). AND DO NOT MOVE WHEN SAFETY DISTANCE IS NOT ASSURED.
HS 28, 29	USE CAUTION OF CONFUSION OF TAXIWAYS. TAXILANE RW & RE ARE NOT COMPLIANT WITH CODE D, E, F AIRCRAFT. USE CAUTION OF VEHICLE AROUND GSE ROADS INTERSECTION AREAS(RE-R1, RW-R4).

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.

CAUTION
Taxilane RE & RW can only be used by Code C aircraft or smaller(maximum wingspan 36 m).

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
IE	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.



	SURFACE	WIDTH	STRENGTH
APRON	Concrete	-	PCN 86/R/B/X/T
			PCN 85/R/B/X/T
TWY A, D	Concrete	30 m Shoulder : 15 m	PCN 86/R/B/X/T
TWY B, C	Asphalt	Paved : 12 m Turfed : 3 m	PCN 88/F/B/X/T
TWY M	Concrete	30 m	PCN 85/R/B/X/T
TWY N	Asphalt	Shoulder : 15 m Paved : 15 m	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 : Information of hot spot(HS 28, 29) and taxi routes.

**AERODROME GROUND
MOVEMENT CHART - ICAO** APRON ELEV 6 m

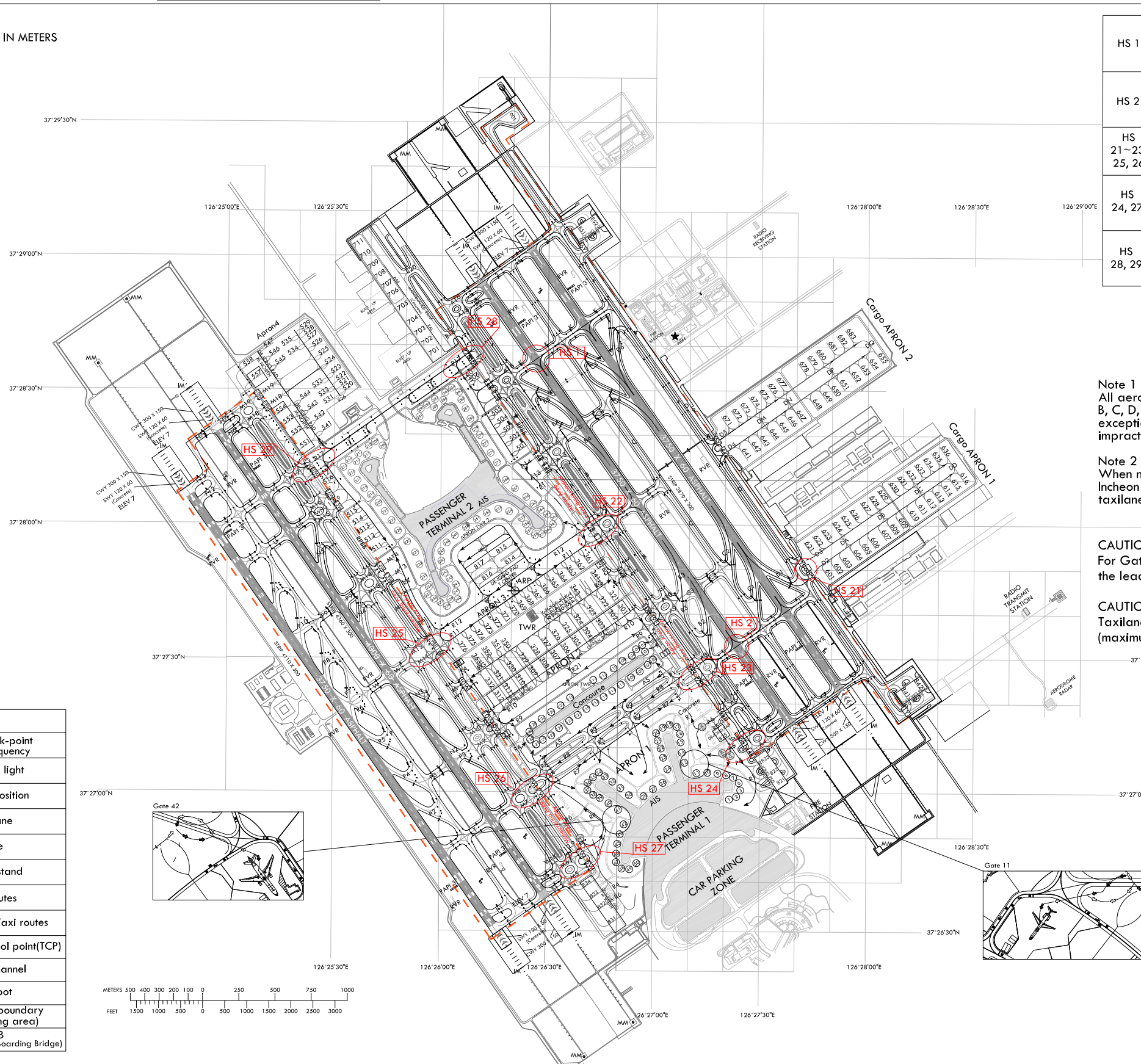
TWR	118.2(E)	118.8(W)
GND	121.75(E)	121.7(W)
APRON	121.65	122.175
	121.8	123.325
		129.725

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

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC



ANNUAL RATE OF CHANGE
6' W



HS 1	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 2	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 21-23, 25, 26	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).
HS 24, 27	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER). AND DO NOT MOVE WHEN SAFETY DISTANCE IS NOT ASSURED.
HS 28, 29	USE CAUTION OF CONFUSION OF TAXIWAYS. TAXILANE RW & RE ARE NOT COMPLIANT WITH CODE D, E, F AIRCRAFT. USE CAUTION OF VEHICLE AROUND GSE ROADS INTERSECTION AREAS(RE-R1, RW-R4).

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 1
For Gate 11 and 42, pilots needs to pay extra caution to follow the lead lines, which may require more than two turns.

CAUTION 2
Taxilane RE & RW can only be used by Code C aircraft or smaller (maximum wingspan 36 m).

LEGEND	
WNG 112.9	VOR check-point and frequency
● ● ●	Stop-bar light
548	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)



APRON	SURFACE	WIDTH	STRENGTH
Apron 1, 2 Cargo Apron 1 Maintenance Apron	Concrete	-	PCN 86/R/B/X/T
Apron 3, 4 Cargo Apron 2	Concrete	-	PCN 85/R/B/X/T
TWY A, D	Concrete	30 m Shoulder: 1.5 m - Paved: 1.2 m - Turfed: 3 m	PCN 86/R/B/X/T
TWY B, C	Asphalt		PCN 88/F/B/X/T
TWY M	Concrete		PCN 85/R/B/X/T
TWY N	Asphalt	30 m Shoulder: 1.5 m - Paved: 1.5 m	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 : Information of hot spot(HS 28, 29) and taxi routes.

**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	129.725

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

HS 1	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 2	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 21 ~ 23, 25, 26	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).
HS 24, 27	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER). AND DO NOT MOVE WHEN SAFETY DISTANCE IS NOT ASSURED.
HS 28, 29	USE CAUTION OF CONFUSION OF TAXIWAYS. TAXILANE RW & RE ARE NOT COMPLIANT WITH CODE D, E, F AIRCRAFT. USE CAUTION OF VEHICLE AROUND GSE ROADS INTERSECTION AREAS(RE-R1, RW-R4).

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.

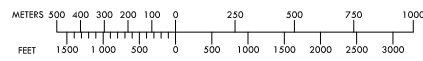
CAUTION
Taxilane RE & RW can only be used by Code C aircraft or smaller (maximum wingspan 36 m).

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

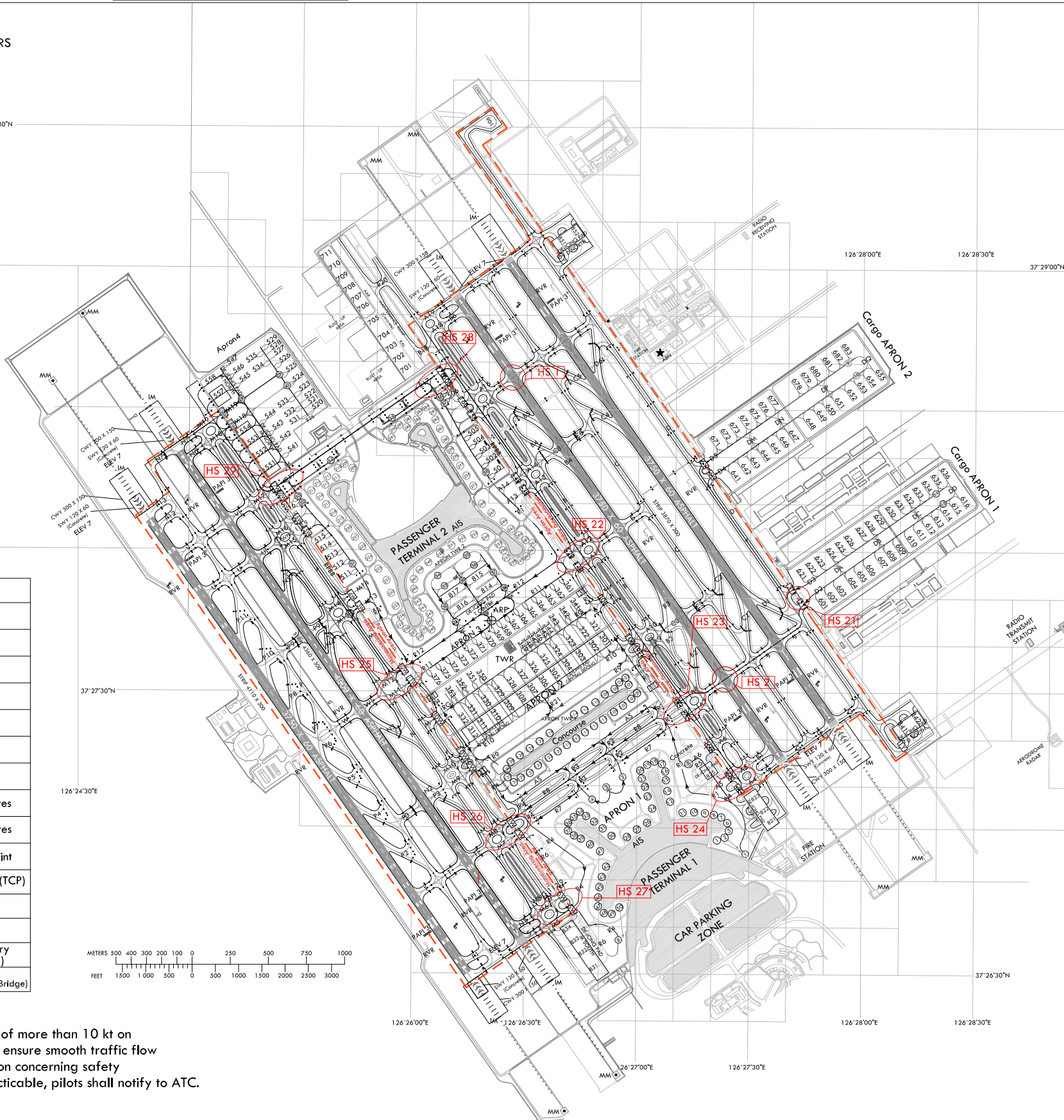


ANNUAL RATE OF CHANGE
6" W

LEGEND	
WNG 112.9	VOR check-point and frequency
•••	Stop-bar light
(54R)	Holding position
R4	Taxi lane
(50)	Gate
301	Remote stand
→	Taxi routes
→	De-icing pad taxi routes
→	Alternate Taxi routes
(3)	Powered taxi-start point
(TE)	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.



	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	Concrete	PCN 85/R/B/X/T
TWY A, D	Concrete	30 m Shoulder: 1.5 m	PCN 86/R/B/X/T
TWY B, C	Asphalt	- Paved: 1.2 m - Turfed: 3 m	PCN 88/F/B/X/T
TWY M	Concrete		PCN 85/R/B/X/T
TWY N	Asphalt	30 m Shoulder: 1.5 m	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 : Information of hot spot(HS 28, 29) and taxi routes.

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
	121.8	123.325
		129.725

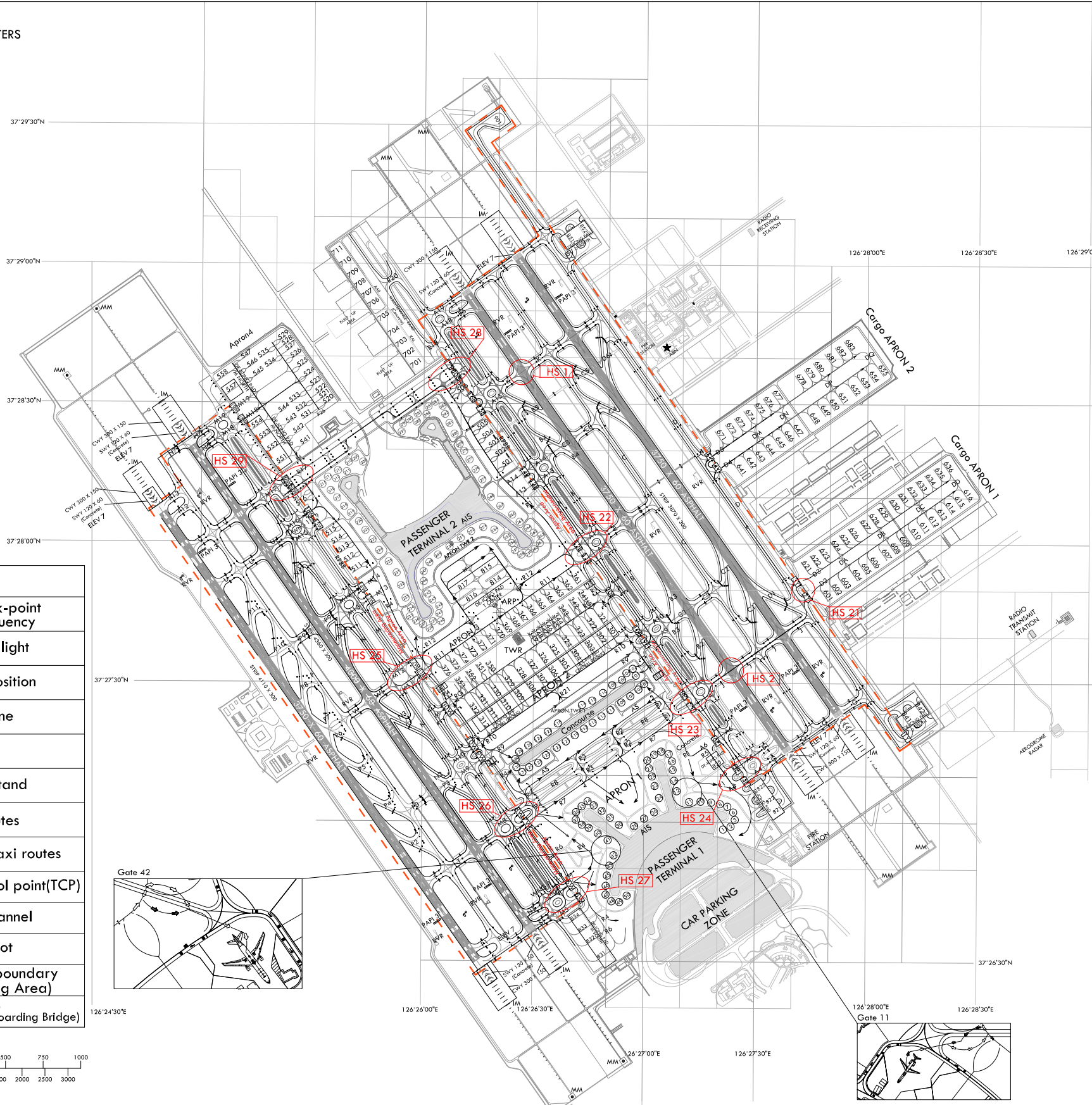
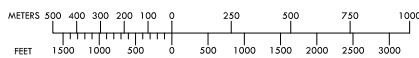
SEOUL / Incheon Intl
RWY 16L/R, 34L/R ARRIVAL

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC



ANNUAL RATE OF CHANGE
6' W

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



HS 1	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 2	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 21~23, 25, 26	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).
HS 24, 27	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER). AND DO NOT MOVE WHEN SAFETY DISTANCE IS NOT ASSURED.
HS 28, 29	USE CAUTION OF CONFUSION OF TAXIWAYS. TAXILANE RW & RE ARE NOT COMPLIANT WITH CODE D, E, F AIRCRAFT. USE CAUTION OF VEHICLE AROUND GSE ROADS INTERSECTION AREAS(RE-R1, RW-R4).

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 1
For Gate 11 and 42, pilots needs to pay extra caution to follow the lead lines, which may require more than two turns.

CAUTION 2
Taxilane RE & RW can only be used by Code C aircraft or smaller (maximum wingspan 36 m).

	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	Concrete	PCN 85/R/B/X/T
TWY A, D	Concrete	30 m	PCN 86/R/B/X/T
TWY B, C	Asphalt	Shoulder : 15 m - Paved : 12 m - Turfed : 3 m	PCN 88/F/B/X/T
TWY M	Concrete	30 m	PCN 85/R/B/X/T
TWY N	Asphalt	Shoulder : 15 m - Paved : 15 m	PCN 75/F/B/X/T
TWY P	Asphalt	Shoulder : 15 m - Paved : 15 m	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 : Information of hot spot(HS 28, 29) and taxi routes.

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
LOC 14L (9° W/2020) ILS CAT I (9° W/2020) GP 14L	ISEL	109.90 MHz	H24	373244.6N 1264834.7E		RWY 14L LOC unusable beyond 12 NM from GP-DME and beyond 10° Left side of the Course not flight check due to RK P518 Scheduled inspection time : Every 2nd THU(1400-1900 UTC) of the month
DME 14L	ISEL	997 MHz (CH 36X)	H24	373403.8N 1264648.1E	30 m	
IM 14L	-	75 MHz	H24	373421.9N 1264632.6E		
LOC 32R (9° W/2020) ILS CAT I (9° W/2020) DME 32R	ISKP	110.70 MHz	H24	373421.7N 1264632.8E		RWY 32R LOC unusable beyond 10° Right side of the Course not flight check due to RK P73 Scheduled inspection time : Every 3rd THU(1400-1900 UTC) of the month
GP 32R	-	330.2 MHz	H24	373256.3N 1264812.9E	30 m	
IM 32R	-	75 MHz	H24	373421.7N 1264632.8E		
LOC 32L (9° W/2020) ILS CAT I (9° W/2020) DME 32L	IKMO	108.30 MHz	H24	373413.4N 1264622.6E		RWY 32L LOC unusable beyond 12° NE side of the course due to RK P73 Scheduled inspection time : Every 4th THU(1400-1900 UTC) of the month
GP 32L	-	334.1 MHz	H24	373257.2N 1264751.2E	30 m	
VOR/DME (Yangju) (9° W/2020)	YJU	114.90 MHz (CH 96X)	H24	374453N 1265928E		
VOR/DME unusable						
<ul style="list-style-type: none"> - RDL 081 clockwise RDL 100 beyond 20 NM not flight check due to RK P518 - RDL 125 clockwise RDL 155 beyond 30 NM due to RK R17 - RDL 155 clockwise RDL 220 not flight check due to RK P73 - RDL 250 clockwise RDL 265 beyond 30 NM not flight check due to RK P518 - RDL 265 clockwise RDL 271 beyond 20 NM not flight check due to RK P518 - RDL 271 clockwise RDL 081 not flight check due to RK P518 						
Scheduled Inspection Time						
<p>ASDE : Every 3rd TUE(0100-0800 UTC) of the month when visibility is at or above 5 km(VMC). MLAT : Every 1st TUE(0100-0800 UTC) of the month. RADAR (PSR, SSR) : Every 2nd, 4th WED (1400-1900 UTC) of the month. SEL(VORTAC) : Every 3rd TUE (1500-2000 UTC) of the month. Yangju(VOR/DME) : Every 2nd WED (1500-2000 UTC) of the month.</p> <p>※ The information of VORTAC SEL see ENR 4.1 for details.</p>						

RKSS AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulations
- 1.1 All aircraft with 2 engines or more(except helicopter) shall fly IFR at Gimpo international Airport for departures and arrivals.
- 1.2 Pilots are strongly required to monitor VHF 121.5 MHz when flying within SEOUL TMA.
- 1.3 Pilot shall exercise extreme caution to avoid penetrating Prohibited Area (RK P518, RK P73, etc) and Special Use Airspace (ACMI, RK R17, etc), especially when flying north of R 280 KIP, R 100 SEL and east of the extended centerline of runway 14/32.
- 1.4 Pilots should always make sure that microphones are not stuck in the transmitting position before transmission in order to prevent frequency blockage (stuck mike) from impairing ATC.
- 1.5 Special Regulations for Use of the Gimpo Airport (RKSS)

Aircraft on international flight may be permitted to use the Gimpo Airport (RKSS) under the following conditions;

1. Aircraft
 - a. Private aircraft which is owned by an enterprise or a person, except the following aircraft;
 - 1) Public charter which is not scheduled,
 - 2) Inclusive tour charter,
 - 3) Aircraft having a seating capacity of more than 50 passengers
 - 4) Aircraft having a maximum payload capacity of 2 721 kg (6 000 lbs) or more,
 - 5) Aircraft carrying commercial goods (including free-of-charge carriage), or
 - 6) State aircraft which is not owned by an enterprise or a person.
 - b. Ferry-flight of an aircraft which is Korean-registered and internationally operating for the purpose of import, maintenance or charter flight support.
2. Restriction

The use of the Gimpo Airport may not be permitted when required for certain reasons, including the shortage of airport capacity, safety or security.
3. Permitted Hours : 2100-1400 UTC, daily
(In other hours, the Incheon International Airport or the other airports should be used.)

1.6 Landing Procedure

1. Landing to RWY(14R/32L)
 - a. Recommendation for increase RWY(14R/32L) operation capacity, except for wet or contaminated : recommend to use Rapid Exit Taxiways and fully vacate within 60 seconds after touchdown.
 - b. If possible, maintain speed at or above 30 kt IAS until reaching Rapid Exit Taxiway "C1" or "E1".

RWY	RET	Taxi Procedure	Distance from Threshold
14R	C1	After landing, vacate via C1 then hold short of RWY 14L. Remain on the TWR frequency.	6 397 ft/1 950 m
32L	E1	After landing, vacate via E1 then hold short of RWY 32R. Remain on the TWR frequency.	6 512 ft/1 985 m

* Note : The Exit of "D1" will be available by pilot's discretion.

2. Landing to RWY(14L/32R)
Unless otherwise cleared by ATC, aircrafts are advised to vacate RWY as follow;

RWY	RET	Taxi Procedure
32R	D3	After landing, vacate via D3.
14L	C2	After landing, vacate via C2.

* If unable to follow the above RWY vacating routes, pilots should notify it to ATC.

1.7 Taxiway Classification

Taxiway	B1, B2, D1, D2, D3, G1, G2, P	Up to code letter "F" available ※ Refer to RKSS AD 2-22
	A, C1, C2, C3, E1, E2, F1, F2	Up to code letter "E" available
	W1, W2	Up to code letter "B" available
Holding bay	G2	Up to code letter "E" available
Taxilane	P1	Up to code letter "F" available
	N1, N2, N3, P2, P3, P4, P5, P6, R, RD	Up to code letter "E" available
	T, S	Up to code letter "B" available

- * NOTE :
- 1) When ACFT holding within G2 holding bay, code F ACFT is not available on adjacent parallel TWY G2.
 - 2) No TOLL installed on G2 holding bay.

Change : Page control.

1.8 Load Limitations

Runway	14R/32L, 14L/32R	None
Taxiway	B1, B2, C1, C2, C3, D1, D2, D3, E1, E2, F1, F2, G1, W1, W2	None
	A, G2, P	B787-900 (Up to 240 413 kg)
Taxilane	P1, P2, P3, P4, P5, P6, N1, N2, N3, R, RD	B787-900 (Up to 240 413 kg)
Apron	East, Central	None
	North	B787-900 (Up to 240 413 kg)

1.9 Parking Stands Confirmation Procedure

All general aviation aircraft (fixed & rotary wing) operator who plans to fly to Gimpo International Airport should contact with airport operator (airside operations team) at least 1 day before the flight (before filing flight plan), to confirm aircraft stand availability.
 Contact : +82-2-2660-2566~7

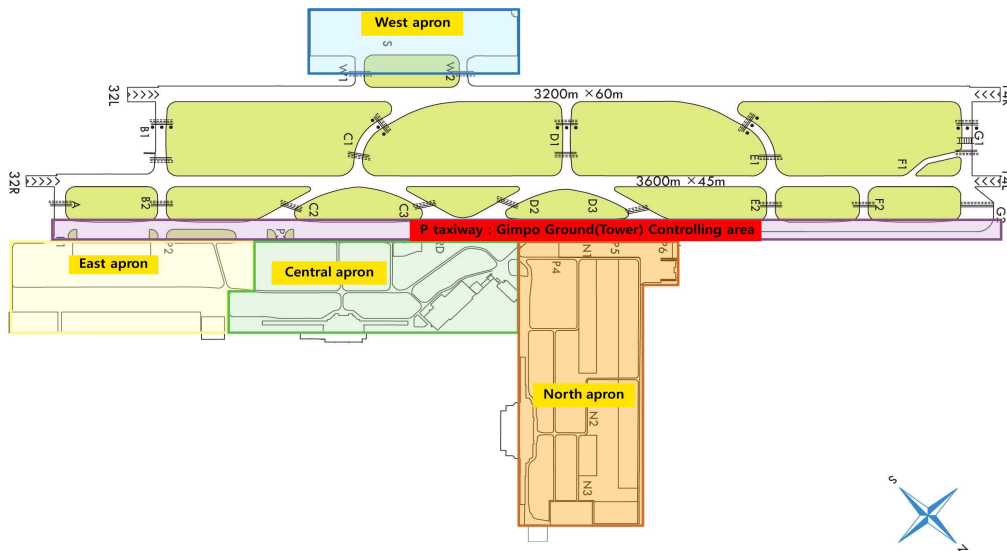
1.10 Flight limitations

- 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.
- 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(항행 안전시설 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 de-icing pads.

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



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.
- 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. Before start-up and push-back

- a. Pilot shall ensure aircraft is ready for push-back at TOBT.
- b. 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.
- c. 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.
- d. Before pilot request engine start-up and push-back, pilot shall check the following from ground crews(ground handler, aircraft maintenance) :
 - 1) Aircraft doors are closed (include cargo door).
 - 2) Boarding bridge (or step car) removed.
 - 3) Push-back vehicle connected and ready to push (applicable when aircraft needs push-back).
 - 4) Connection between pilot and GHA should be maintain, if unable advise Gimpo Apron.
 - 5) Including vehicles on GSE road, there is no hazard to start-up and push-back around the aircraft.

* Note : The pilot shall not ask the Gimpo Apron for 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.

2. Request start-up and push-back

- a. Pilot shall contact Gimpo Apron(130.875 MHz) to request engine start-up and push-back and provide the following :
 - 1) Call sign
 - 2) Gate or stand number
 - 3) TSAT (if applicable)
- b. Push-back approval is valid for 1 MIN. Push-back is therefore to begin promptly after approval.
- c. Push-back for Central & East Apron
Aircraft stands NR. 124~125, NR. 131~134 will be pushed back for code letter "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.
- d. 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 unless otherwise instructed by ATC.
 - 3) Aircraft stands NR. 301~303, NR. 221~241 will be pushed back to face northeast unless otherwise instructed by ATC.
 - 4) Aircraft stands NR. 201~205, 209~211 will be pushed back to face northeast for code letter "E" aircraft unless otherwise instructed by ATC.

3. After start-up and push-back

- a. 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. Especially when all aircraft push back from ACFT stands(NR. 37, 38, 39) and commence taxiing onto taxilane P4 or N3 in North Apron, the pilot shall be taxied with idle power for ground safety.
- b. 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.

4. Others

- a. 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.

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

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.

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(3m) 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. De-icing operations

3.1 General

1. Prior to de-icing, pilot shall notify AO or GHA to submit the de-icing plan on A-CDM portal(acdm.airport.co.kr) at least 10 minutes before TOBT.
2. De-icing requests and cancellations must be made by the flight crew to Gimpo Apron.
3. ACFT shall taxi with its own engine power and maintain radio communication.
4. De-icing should be conducted within each the apron area(East/Central apron, North apron) where ACFT is located.
5. Detailed de-icing procedures are available on KAC website "Gimpo de-icing procedures".

3.2 De-icing pads

1. East apron : 127, 129, 130 pads
2. Central apron : 133, 134, 140, 27, 28 pads
3. North apron : N1-A, N1-B, 201(201L/R) pads

※ Note : Engine on de-icing available on N1-B pad.

Stand	127, 140, 27, 28, 201R, 201L	Up to code letter "C" possible
	130	Up to code letter "D" possible
	129, 133, 134, 201, N1-A, N1-B	Up to code letter "E" possible

3.3 Aircraft de-icing procedures

1. Submit de-icing plan

- a. Pilot shall request to AO or GHA for their intention of de-icing.
- b. AO or GHA shall submit de-icing plan on A-CDM portal and confirm the approval of de-icing plan.
- c. AO or GHA shall notify pilots about assigned de-icing pads and new TOBT.

2. Request for De-icing

- a. Pilot shall get ATC clearance from Gimpo Delivery(121.975 MHz) before request for de-icing to Gimpo De-icing(131.175 MHz).
- b. When ready for push-back, contact Gimpo De-icing on TOBT(± 5 minutes) for de-icing request with the following items.
 - 1) Call sign
 - 2) Stand number
 - 3) Assigned de-icing pad
- c. If unable to request push-back by TOBT within 5 minutes, Push-back sequence and assigned pad can be changed.

3. Taxi to de-icing pad

- a. Contact Gimpo Apron(130.875 MHz) for start up or push-back if instructed by Gimpo De-icing.
- b. Request taxi instruction to assigned de-icing pad.
- c. If de-icing pad is assigned in duplicate with other ACFT, sequence can be adjusted according to the TOBT.

4. Commence de-icing

Maintain radio communication with GHA and monitor Gimpo Apron during de-icing.

5. Complete de-icing

Once de-icing is completed, contact Gimpo Apron for request for engine start up.
(If necessary, request for push-back.)

※ Note :

- a. Flight crews shall monitor appropriate frequency and maintain radio communication, otherwise de-icing sequence can be changed.
- b. This procedure can be changed by Gimpo Apron depending on the volume of de-icing traffic.

Step	FREQ	Call Sign	Procedure
Submit De-icing plan	Company FREQ	-	- Pilot request AO/GHA to submit de-icing plan for assignment of de-icing pad. - AO/GHA submit de-icing plan on A-CDM portal at least 10 minutes before TOBT.
↓		↓	
Receive Information	Company FREQ	-	- Receive assigned de-icing pad and new TOBT from AO/GHA.
↓		↓	
Check ATIS	ATIS 126.4 MHz 317.8 MHz	Gimpo INTL Airport	- Check de-icing frequency(131.175 MHz) via ATIS. - If not mentioned on ATIS, contact 130.875 MHz.
↓		↓	
ATC Clearance	121.975 MHz PDC	Gimpo Delivery	- Get ATC clearance from Gimpo Delivery.
↓		↓	
Request De-icing	131.175 MHz	Gimpo De-icing	- When ready for push-back, contact Gimpo De-icing within ± 5 minutes from TOBT. ex) ABC123, Gate 4, Request De-icing, assigned PAD #99.
↓		↓	
Taxi to De-icing pad and Commence De-icing	130.875 MHz	Gimpo Apron	- Contact Gimpo Apron(130.875 MHz) for start-up or push-back if instructed by Gimpo De-icing. - Request taxi instruction to assigned de-icing pad. - Maintain radio communication with GHA and monitor Gimpo Apron during de-icing.
↓		↓	
Complete De-icing	130.875 MHz	Gimpo Apron	- After completing de-icing, request engine start-up. (If necessary, push back.)

Change : Amended phrases(e-icing → de-icing, contac → contact).