REPUBLIC OF KOREA

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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 avaiability 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 \rightarrow de-icing, contac \rightarrow contact).

2. PAGE CONTROL

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

END

GEN 2.4 LOCATION INDICATORS

- 이 지명 약어는 항공기 운항에 관련된 비행장, 통신소, 시설의 지명을 약어로 표시하여 항공고정업무에 사용한다. 보통 이 약어는 메시지의 송신 및 수신처를 간략한 문자로서 표시함으로 송수신처의 식별을 용이하게 하는데 사용되고 또한 항공고시보에 있어서 지명을 식별하는데 사용한다.
 - * 항공고정통신망 주소가 배정되지 않은 지명부호

ENCODE		
지 명	약 어	
가납리	RKRA*	
가평	RKRK*	
강릉	RKNN*	
거제(삼성중공업)	RKPI*	
계룡대(기상전대)	RKTF	
고흥	RKJG*	
과천(정부청사)	RKBA*	
광양(포스코)	RKJS*	
광주(삼성전자)	RKJE*	
광주공항	RKJJ	
구미(삼성전자)	RKTV*	
국토교통부	RKSL	
군산(해양경찰)	RKJD*	
군산공항	RKJK	
금왕	RKUK*	
기계(경북 119)	RKTJ*	
김포(한국타임즈항공)	RKBU*	
김포국제공항	RKSS	
김해국제공항	RKPK	
남양헬기장	RKSN*	
남항진(강릉)	RKNH*	
논산	RKUL*	
달성(중앙119)	RKTG*	
대구 ACC	RKDA	
대구국제공항	RKTN	
대전(헬리코리아)	RKDJ	
덕소	RKRD*	
덕송(중앙119)	RKSH*	
<u> </u>	RKDD*	
_ <u>¬ ᅩ</u> _ 마산(삼성병원)	RKPH*	
모슬포	RKPM*	
<u> </u>	RKJM*	
 무안국제공항	RKJB	
발안	RKSD*	
_ <u> </u>		
백당도 백령도(공군 Site)	RKSE*	
복당도(공군 Site) 봉덕(미8군)	RKDE*	
- 동덕(미8군) - 봉명		
- * * * * * * * * * * * * * * * * * * *	RKBY*	
- 무평 - 사천공항		
사신증왕 서산	RKPS	
	RKTP*	
서울	RKSM*	
성무	RKTE*	
속초	RKND*	
송산리	RKSX*	
수색	RKRS*	
수원	RKSW*	

ENCODE		
지 명	약 어	
수원(KBS)	RKBW*	
아주대학교의료원	RKBG*	
안동	RKTD*	
양구	RKMG*	
양산	RKPY*	
양양국제공항	RKNY	
양재(HEL)	RKBD*	
양주 신산리	RKRF*	
양평(광탄)	RKRG*	
여수공항	RKJY	
여의도(KBS)	RKBS*	
영암	RKJA*	
영암(신한에어)	RKJW*	
영종도(해양경찰)	RKRE*	
영천	RKUY*	
예산(UI 헬리제트)	RKDB*	
예천	RKTY*	
오산	RKSO*	
옥포	RKPO*	
왜관(미8군)	RKDC*	
용인	RKRY*	
용인(에버랜드)	RKBP*	
울릉도	RKDU*	
울산공항	RKPU	
울진(산림항공)	RKTK*	
울진비행장	RKTL*	
<u> </u>	RKTW*	
원광대학병원	RKJC*	
원주공항	RKNW	
의왕(현대자동차)	RKBF*	
이동	RKRI*	
이천	RKRN*	
익산	RKJI*	
인천 ACC	RKRR	
인천국제공항	RKSI	
일원동(삼성병원)	RKBI*	
잠실(한강공원)	RKSJ*	
장수(전북119)	RKJF*	
전주	RKJU*	
정석(대한항공)	RKPD	
제주국제공항	RKPC	
제주용강(산림항공)	RKPF*	
조치원	RKUC*	
중원	RKTI*	
지정(원주)	RKNK*	
진천	RKUJ*	
진해	RKPE*	

ENCODE			
지 명	약 어		
천안(단국대)	RKDH*		
청양(HEL)	RKTB*		
청원	RKTC*		
청주국제공항	RKTU		
청풍수상비행장	RKTM*		
춘천(신북리)	RKMS*		
출강(울산소방)	RKPL*		
충주(중앙119)	RKUA*		
태안	RKTA		
파주	RKRP*		
평택(미8군)	RKSG*		
포승	RKBN*		
포천	RKRO*		
포항(포스코)	RKTS*		
포항경주공항	RKTH		
하남	RKRC*		
학포(강원소방 양양항공대)	RKNS*		
한강 노들섬(HEL)	RKBJ*		
함양	RKPA*		
합천(경남소방)	RKPB*		
해양경찰청 수색구조	RKBB		
해운대(부산소방)	RKPP*		
현리	RKMA*		
홍천	RKMB*		
화순(중앙119)	RKJH*		
환동해(강원119)	RKNE*		
횡성(강원소방 횡성항공대)	RKMC*		

Change: Establishment of RKJG.

GEN 2.4 LOCATION INDICATORS

- 1. Location indicators are used in the aeronautical fixed service to indicate in code form the place name of an aerodrome, communication station, or facility ralated to air navigation. They are used in address, origin and text sections of a message part, and also for identification of the location in a NOTAM.
 - * Location indicators which are assigned to locations to which messages can not be addressed over the AFTN.

ENCODE	
Location	Indicator
Andong	RKTD*
Baengnyeongdo(Coast)	RKSE*
Baengnyeongdo(Site)	RKSP*
Balan	RKSD*
Bongdeok(8th USA,HEL)	RKDE*
Bongmyeong	RKBY*
Bupyeong	RKRB*
Cheonan Dankookdae	RKDH*
Cheongju INTL	RKTU
Cheongpung	RKTM*
Cheongwon	RKTC*
Cheongyang(HEL)	RKTB*
Chulgang(Ulsan 119)	RKPL*
Chuncheon(Sinbuk)	RKMS*
Chungju(HEL)	RKUA*
Daegu ACC	RKDA
Daegu INTL	RKTN
Daejeon	RKDJ
Dalseong(119)	RKTG*
Deokso	RKRD*
Deoksong	RKSH*
Desiderio AAF(8th USA)	RKSG*
Dokdo	RKDD*
	RKRA*
Ganapri	RKNN*
Gangneung	
Gapyeong	RKRK*
Geoje SHI	RKPI*
Geumwang	RKUK*
Gigye(HEL)	RKTJ*
Gimhae INTL	RKPK
Gimpo INTL	RKSS
Gimpo Times Aerospace	RKBU*
Goheung	RKJG*
Gumi SEC	RKTV*
Gunsan	RKJK
Gunsan(Korea Coast Guard)	RKJD*
Gwacheon Gov.	RKBA*
Gwangju	RKJJ
Gwangju SEC	RKJE*
Gwangyang POSCO	RKJS*
Gyeryongdae	RKTF
Haeundae(Busan 119)	RKPP*
Hakpo	RKNS*
Hamyang	RKPA*
Hanam	RKRC*
Hangang Nodeul Island(HEL)	RKBJ*
Hapcheon(Gyeongnam 119)	RKPB*

ENCODE Location Indicat Hoengseong(119) RKMC Hongcheon RKMB Hwandonghae(HEL) RKNE Hwasun(HEL) RKJH	*
Hoengseong(119) RKMC Hongcheon RKMB Hwandonghae(HEL) RKNE Hwasun(HEL) RKJH	*
Hongcheon RKMB Hwandonghae(HEL) RKNE Hwasun(HEL) RKJH	
Hwandonghae(HEL) RKNE Hwasun(HEL) RKJH	i"
Hwasun(HEL) RKJH'	4
Hyeonri RKMA	
Icheon RKRN	
Idong RKRI*	
Iksan RKJI*	
Ilwondong SMC RKBI*	
Incheon INTL RKSI	
Incheon ACC RKRR	
Jamsil(Hangang Park) RKSJ*	r
Jangsu(HEL) RKJF*	
Jeju INTL RKPC	
Jeju yonggang(HEL) RKPF	*
Jeongseok RKPD	
Jeonju RKJU'	ł .
Jijeong RKNK	*
Jincheon RKUJ*	t
Jinhae RKPE	*
Jochiwon RKUC	*
Jungwon RKTI*	
Korea Search/Rescue RKBB	
Masan SMC RKPH	*
Mokpo RKJM	
MOLIT RKSL	
Moseulpo RKPM	*
Muan INTL RKJB	
Namhangjin RKNH	*
Namyang(Heliport) RKSN	
Nonsan RKUL	
Okpo RKPO Osan RKSO	
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Pohang Gyeongju RKTH	
Pohang(POSCO) RKTS	
Poseung RKBN	*
Sacheon RKPS	
Seongmu RKTE	
Seosan RKTP	
Seoul RKSM	
Sokcho RKND	
Songsanri RKSX	*
Susaek RKRS	*
Suwon RKSW	/*
Suwon AUMC(HEL) RKBG	*

ENCODE	
Location	Indicator
Suwon KBS	RKBW*
Taean	RKTA
Uiwang(HEL)	RKBF*
Uljin	RKTL*
Uljin(HEL)	RKTK*
Ulleungdo	RKDU*
Ulsan	RKPU
Ungcheon	RKTW*
Waegwan(8th USA,HEL)	RKDC*
Wonju	RKNW
Wonkwang(HEL)	RKJC*
Yanggu	RKMG*
Yangjae(HEL)	RKBD*
Yangju Sinsanri	RKRF*
Yangpyeong	RKRG*
Yangsan	RKPY*
Yangyang INTL	RKNY
Yecheon	RKTY*
Yeongam	RKIT RKJA*
Yeongam(Shinhan)	RKJW*
	RKUY*
Yeongcheon	
Yeongjong	RKRE*
Yeosu	RKJY
Yeouido KBS	RKBS*
Yesan(UI Helijet)	RKDB*
Yongin	RKRY*
Yongin Everland	RKBP*

Change: Establishment of RKJG.

GEN 2.4 - 3 22 AUG 2024

DECODE		
Indicator	Location	
RKBA*	과천(정부청사)	
RKBB	해양경찰청 수색구조	
RKBD*	양재(HEL)	
RKBF*	의왕(현대자동차)	
RKBG*	아주대학교의료원	
RKBI*	일원동(삼성병원)	
RKBJ*	한강 노들섬(HEL)	
	포승	
RKBN*		
RKBP*	용인(에버랜드)	
RKBS*	여의도(KBS)	
RKBU*	김포(한국타임즈항공)	
RKBW*	수원(KBS)	
RKBY*	봉 명	
RKDA	대구ACC	
RKDB*	예산(UI 헬리제트)	
RKDC*	왜관(미8군)	
RKDD*	독도	
RKDE*	봉덕(미8군)	
RKDH*	천안(단국대)	
RKDJ	대전(헬리코리아)	
RKDU*	울릉도	
RKJA*	영암	
RKJB	무안국제공항	
RKJC*	원광대학병원	
RKJD*	군산(해양경찰)	
RKJE*	광주(삼성전자)	
RKJF*	장수(전북119)	
RKJG*	고흥	
RKJH*	화순(중앙119)	
RKJI*	익산	
RKJJ	광주공항	
RKJK	군산공항	
RKJM*	목포공항	
RKJS*	광양(포스코)	
RKJU*	전주	
RKJW*	영암(신한에어)	
RKJY	여수공항	
RKMA*	현리	
RKMB*	홍천	
RKMC*	횡성(강원소방 횡성항공대)	
RKMG*	양구	
RKMS*	· 춘천(신북리)	
	속초	
RKND*		
RKNE*	환동해(강원119)	
RKNH*	남항진(강릉) 지정(원주)	
RKNK*	(,	
RKNN*	강릉	

DECODE	
Indicator	Location
RKNS*	학포(강원소방 양양항공대)
RKNW	원주공항
RKNY	양양국제공항
RKPA*	함양
RKPB*	합천(경남소방)
RKPC	제주국제공항
RKPD	정석(대한항공)
RKPE*	진해
RKPF*	제주용강(산림항공)
RKPH*	마산(삼상병원)
RKPI*	거제(삼성중공업)
RKPK	김해국제공항
RKPL*	출강(울산소방)
RKPM*	모슬포
RKPO*	옥포(대우조선해양)
RKPP*	해운대(부산소방)
RKPS	사천공항
RKPU	울산공항
RKPY*	양산
RKRA*	가납리
RKRB*	부평
RKRC*	하남
RKRD*	덕소
RKRE*	영종도(해양경찰)
RKRF*	양주 신산리
RKRG*	양평(광탄)
RKRI*	이동
RKRK*	가평
RKRN*	이천
RKRO*	포천
RKRP*	파주
RKRR	인천 ACC
RKRS*	수색
RKRY*	<u> </u>
RKSD*	발안
RKSE*	르년 백령도
RKSG*	평택(미8군)
RKSH*	덕송(중앙119)
RKSI	인천국제공항
RKSJ*	작실(한강공원)
RKSL	국토교통부
RKSM*	서울
RKSN*	시물 남양헬기장
RKSO*	오산
RKSP*	박령도(공군 Site)
RKSS	핵당도(중군 Site) 김포국제공항
RKSW*	검포국제공앙 수원
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DECODE		
Indicator	Location	
RKSX*	송산리	
RKTA	태안	
RKTB*	청양(HEL)	
RKTC*	청원	
RKTD*	안동	
RKTE*	성무	
RKTF	계룡대(기상전대)	
RKTG*	달성(중앙119)	
RKTH	포항경주공항	
RKTI*	중원	
RKTJ*	기계(경북 119)	
RKTK*	울진(산림항공)	
RKTL*	울진비행장	
RKTM*	청풍수상비행장	
RKTN	대구국제공항	
RKTP*	서산	
RKTS*	포항(포스코)	
RKTU	청주국제공항	
RKTV*	구미(삼성전자)	
RKTW*	응천	
RKTY*	예천	
RKUA*	중주(중앙119)	
RKUC*	조치원	
RKUJ*	 진천	
RKUK*	금왕	
RKUL*	논산	
RKUY*	영천 영천	
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Change: Establishment of RKJG.

GEN 2.4 - 4 22 AUG 2024

	DECODE
Indicator	Location
RKBA*	Gwacheon Gov.
RKBB	Korea Search/Rescue
RKBD*	Yangjae(HEL)
RKBF*	Uiwang(HEL)
RKBG*	Suwon AUMC(HEL)
RKBI*	Ilwondong SMC
RKBJ*	Hangang Nodeul Island(HEL)
RKBN*	Poseung
RKBP*	Yongin Everland
RKBS*	Yeouido KBS
RKBU*	Gimpo Times Aerospace
RKBW*	Suwon KBS
RKBY*	Bongmyeong
RKDA	Daegu ACC
RKDB*	Yesan(UI Helijet)
RKDC*	Waegwan(8th USA,HEL)
RKDD*	Dokdo
RKDE*	Bongdeok(8th USA,HEL)
RKDH*	Cheonan Dankookdae
RKDJ	Daejeon
RKDU*	Ulleungdo
RKJA*	Yeongam
RKJB	Muan INTL
RKJC*	Wonkwang(HEL)
RKJD*	Gunsan(Korea Coast Guard)
RKJE*	Gwangju SEC
RKJF*	Jangsu(HEL)
RKJG*	Goheung
RKJH*	Hwasun(HEL)
RKJI*	Iksan
RKJJ	Gwangju
RKJK	Gunsan
RKJM*	Mokpo
RKJS*	Gwangyang POSCO
RKJU*	Jeonju
RKJW*	Yeongam(Shinhan)
RKJY	Yeosu
RKMA*	Hyeonri
RKMB*	Hongcheon
RKMC*	
RKMG*	Hoengseong(119) Yanggu
RKMS*	
RKND*	Chuncheon(Sinbuk)
	Sokcho
RKNE*	Hwandonghae(HEL)
RKNH*	Namhangjin
RKNK*	Jijeong
RKNN*	Gangneung

	DECODE
Indicator	Location
RKNS*	Hakpo
RKNW	Wonju
RKNY	Yangyang INTL
RKPA*	Hamyang
RKPB*	Hapcheon(Gyeongnam 119)
RKPC	Jeju INTL
RKPD	Jeongseok
RKPE*	Jinhae
RKPF*	Jeju yonggang(HEL)
RKPH*	Masan SMC
RKPI*	Geoje SHI
RKPK	Gimhae INTL
RKPL*	Chulgang(Ulsan 119)
RKPM*	Moseulpo
RKPO*	Okpo
RKPP*	Haeundae(Busan 119)
RKPS	Sacheon
RKPU	Ulsan
RKPY*	Yangsan
RKRA*	Ganapri
RKRB*	Bupyeong
RKRC*	Hanam
RKRD*	Deokso
RKRE*	Yeongjong
RKRF*	Yangju Sinsanri
RKRG*	Yangpyeong
RKRI*	Idong
RKRK*	Gapyeong
RKRN*	Icheon
RKRO*	Pocheon
RKRP*	Paju
RKRR	Incheon ACC
RKRS*	Susaek
RKRY*	Yongin
RKSD*	Balan
RKSE*	Baengnyeongdo(Coast)
RKSG*	Desiderio AAF(8th USA)
RKSH*	Deoksong
RKSI	Incheon INTL
RKSJ*	
RKSL	Jamsil(Hangang Park)
	MOLIT
RKSM*	Seoul
RKSN*	Namyang(Heliport)
RKSO*	Osan
RKSP*	Baengnyeongdo(Site)
RKSS	Gimpo INTL
RKSW*	Suwon

	DECODE
Indicator	Location
RKSX*	Songsanri
RKTA	Taean
RKTB*	Cheongyang(HEL)
RKTC*	Cheongwon
RKTD*	
	Andong
RKTE*	Seongmu
RKTF	Gyeryongdae
RKTG*	Dalseong(119)
RKTH	Pohang Gyeongju
RKTI*	Jungwon
RKTJ*	Gigye(HEL)
RKTK*	Uljin(HEL)
RKTL*	Uljin
RKTM*	Cheongpung
RKTN	Daegu INTL
RKTP*	Seosan
RKTS*	Pohang(POSCO)
RKTU	Cheongju INTL
RKTV*	Gumi SEC
RKTW*	Ungcheon
RKTY*	Yecheon
RKUA*	Chungju(HEL)
RKUC*	Jochiwon
RKUJ*	Jincheon
RKUK*	Geumwang
RKUL*	Nonsan
RKUY*	Yeongcheon
	3

Change: Establishment of RKJG.

	Pushback Procedures	Phraseology
Apron 1		
400	The aircraft shall be pushed back onto taxilane AS to face east.	Pushback approved to face east
103	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south on R
105, 107, 109, 111, 113,	The aircraft shall be pushed back onto taxilane AS to face east.	Pushback approved to face east
115, 117, 119, 121, 123, 125, 127 and 129	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
422	The aircraft shall be pushed back onto taxilane AS to face west. The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face west Pushback approved to face south
132	The another shall be pushed basic one taxinate 144 to lace south.	Tachback approved to face south
Apron 2	The circumstant and the standard hards and the standard hards are standard to the standard hards and the standard hards are standard to the standard hards are standard hards are standard to the standard hards are standard to the standard hards are stand	Double of a constant
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,	The aircraft shall be pushed back onto taxilane R9 to face east.	Pushback approved to face east
110, 112, 114, 118, 122, 124, 126 and 128	The aircraft shall be pushed back onto taxilane R9 to face west.	Pushback approved to face west
120	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 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	The aircraft shall be pushed back onto taxilane R10 to face east.	Pushback approved to face east
(309A/B, 310A/B, 311A/B)	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,	The aircraft shall be pushed back onto taxilane RG to face east.	Pushback approved to face east
331A/B)	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
332 341, 341R/L	The aircraft shall be pushed back onto taxilane RG to face west. The aircraft shall be pushed back onto taxilane RG to face east.	Pushback approved to face west Pushback approved to face east
341, 341R/L 342 to 352	·	• •
341, 341R/L	The aircraft shall be pushed back onto taxilane RG to face east.	Pushback approved to face east
341, 341R/L 342 to 352 (342R/L, 343R/L, 345R, 347R,	The aircraft shall be pushed back onto taxilane RG to face east. The aircraft shall be pushed back onto taxilane RG to face east.	Pushback approved to face east Pushback approved to face east
341, 341R/L 342 to 352 (342R/L, 343R/L, 345R, 347R, 352R/L)	The aircraft shall be pushed back onto taxilane RG to face east. The aircraft shall be pushed back onto taxilane RG to face east. The aircraft shall be pushed back onto taxilane RG to face west.	Pushback approved to face east Pushback approved to face east Pushback approved to face west
341, 341R/L 342 to 352 (342R/L, 343R/L, 345R, 347R, 352R/L) 353, 353R/L	The aircraft shall be pushed back onto taxilane RG to face east. The aircraft shall be pushed back onto taxilane RG to face east. The aircraft shall be pushed back onto taxilane RG to face west.	Pushback approved to face east Pushback approved to face east Pushback approved to face west Pushback approved to face west
341, 341R/L 342 to 352 (342R/L, 343R/L, 345R, 347R, 352R/L) 353, 353R/L	The aircraft shall be pushed back onto taxilane RG to face east. The aircraft shall be pushed back onto taxilane RG to face east. The aircraft shall be pushed back onto taxilane RG to face west. The aircraft shall be pushed back onto taxilane RG to face west.	Pushback approved to face east Pushback approved to face east Pushback approved to face west
341, 341R/L 342 to 352 (342R/L, 343R/L, 345R, 347R, 352R/L) 353, 353R/L Apron 3	The aircraft shall be pushed back onto taxilane RG to face east. The aircraft shall be pushed back onto taxilane RG to face east. The aircraft shall be pushed back onto taxilane RG to face west. The aircraft shall be pushed back onto taxilane RG to face west. The aircraft shall be pushed back onto taxilane RW to face east. The aircraft shall be pushed back to face east until its nosewheel is at spot 54. The aircraft shall be pushed back onto taxilane R24 to face south.	Pushback approved to face east Pushback approved to face east Pushback approved to face west Pushback approved to face west Pushback approved to face east Pushback approved to point 54 Pushback approved to face south on R2
341, 341R/L 342 to 352 (342R/L, 343R/L, 345R, 347R, 352R/L) 353, 353R/L Apron 3	The aircraft shall be pushed back onto taxilane RG to face east. The aircraft shall be pushed back onto taxilane RG to face east. The aircraft shall be pushed back onto taxilane RG to face west. The aircraft shall be pushed back onto taxilane RG to face west. The aircraft shall be pushed back onto taxilane RW to face east. The aircraft shall be pushed back to face east until its nosewheel is at spot 54. The aircraft shall be pushed back onto taxilane R24 to face south. The aircraft shall be pushed back onto taxilane R17 to face east.	Pushback approved to face east Pushback approved to face east Pushback approved to face west Pushback approved to face west Pushback approved to face east Pushback approved to point 54 Pushback approved to face south on R2 Pushback approved to face east
341, 341R/L 342 to 352 (342R/L, 343R/L, 345R, 347R, 352R/L) 353, 353R/L Apron 3 208 to 209	The aircraft shall be pushed back onto taxilane RG to face east. The aircraft shall be pushed back onto taxilane RG to face east. The aircraft shall be pushed back onto taxilane RG to face west. The aircraft shall be pushed back onto taxilane RG to face west. The aircraft shall be pushed back onto taxilane RW to face east. The aircraft shall be pushed back to face east until its nosewheel is at spot 54. The aircraft shall be pushed back onto taxilane R24 to face south. The aircraft shall be pushed back onto taxilane R17 to face east. The aircraft shall be pushed back onto taxilane R17 to face west.	Pushback approved to face east Pushback approved to face east Pushback approved to face west Pushback approved to face west Pushback approved to face east Pushback approved to point 54 Pushback approved to face south on R2 Pushback approved to face east Pushback approved to face west
341, 341R/L 342 to 352 (342R/L, 343R/L, 345R, 347R, 352R/L) 353, 353R/L Apron 3 208 to 209	The aircraft shall be pushed back onto taxilane RG to face east. The aircraft shall be pushed back onto taxilane RG to face east. The aircraft shall be pushed back onto taxilane RG to face west. The aircraft shall be pushed back onto taxilane RG to face west. The aircraft shall be pushed back onto taxilane RW to face east. The aircraft shall be pushed back to face east until its nosewheel is at spot 54. The aircraft shall be pushed back onto taxilane R24 to face south. The aircraft shall be pushed back onto taxilane R17 to face east. The aircraft shall be pushed back onto taxilane R17 to face west. The aircraft shall be pushed back onto taxilane R17 to face east. The aircraft shall be pushed back onto taxilane R17 to face east.	Pushback approved to face east Pushback approved to face east Pushback approved to face west Pushback approved to face west Pushback approved to face east Pushback approved to point 54 Pushback approved to face south on R2 Pushback approved to face east Pushback approved to face east Pushback approved to face east Pushback approved to face west Pushback approved to face east
341, 341R/L 342 to 352 (342R/L, 343R/L, 345R, 347R, 352R/L) 353, 353R/L Apron 3 208 to 209	The aircraft shall be pushed back onto taxilane RG to face east. The aircraft shall be pushed back onto taxilane RG to face east. The aircraft shall be pushed back onto taxilane RG to face west. The aircraft shall be pushed back onto taxilane RG to face west. The aircraft shall be pushed back onto taxilane RW to face east. The aircraft shall be pushed back to face east until its nosewheel is at spot 54. The aircraft shall be pushed back onto taxilane R24 to face south. The aircraft shall be pushed back onto taxilane R17 to face east. The aircraft shall be pushed back onto taxilane R17 to face west. The aircraft shall be pushed back onto taxilane RW to face east. The aircraft shall be pushed back onto taxilane RW to face west. The aircraft shall be pushed back onto taxilane RW to face west. The aircraft shall be pushed back onto taxilane RW to face west.	Pushback approved to face east Pushback approved to face east Pushback approved to face west Pushback approved to face west Pushback approved to face east Pushback approved to point 54 Pushback approved to face south on R2 Pushback approved to face east Pushback approved to face west
341, 341R/L 342 to 352 (342R/L, 343R/L, 345R, 347R, 352R/L) 353, 353R/L Apron 3 208 to 209 208R	The aircraft shall be pushed back onto taxilane RG to face east. The aircraft shall be pushed back onto taxilane RG to face east. The aircraft shall be pushed back onto taxilane RG to face west. The aircraft shall be pushed back onto taxilane RG to face west. The aircraft shall be pushed back onto taxilane RW to face east. The aircraft shall be pushed back to face east until its nosewheel is at spot 54. The aircraft shall be pushed back onto taxilane R24 to face south. The aircraft shall be pushed back onto taxilane R17 to face east. The aircraft shall be pushed back onto taxilane R17 to face west. The aircraft shall be pushed back onto taxilane RW to face east. The aircraft shall be pushed back onto taxilane RW to face west. The aircraft shall be pushed back onto taxilane RW 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 face east Pushback approved to face east Pushback approved to face west Pushback approved to face west Pushback approved to face east Pushback approved to face south on R2 Pushback approved to face east Pushback approved to face east Pushback approved to face west
341, 341R/L 342 to 352 (342R/L, 343R/L, 345R, 347R, 352R/L) 353, 353R/L Apron 3 208 to 209 208R	The aircraft shall be pushed back onto taxilane RG to face east. The aircraft shall be pushed back onto taxilane RG to face east. The aircraft shall be pushed back onto taxilane RG to face west. The aircraft shall be pushed back onto taxilane RG to face west. The aircraft shall be pushed back onto taxilane RW to face east. The aircraft shall be pushed back to face east until its nosewheel is at spot 54. The aircraft shall be pushed back onto taxilane R24 to face south. The aircraft shall be pushed back onto taxilane R17 to face east. The aircraft shall be pushed back onto taxilane R17 to face west. The aircraft shall be pushed back onto taxilane RW to face east. The aircraft shall be pushed back onto taxilane RW to face east. The aircraft shall be pushed back onto taxilane RW to face west. The aircraft shall be pushed back to face east and then towed forward until its nosewheel is at spot 54. The aircraft shall be pushed back onto taxilane RW to face east.	Pushback approved to face east Pushback approved to face east Pushback approved to face west Pushback approved to face west Pushback approved to face east Pushback approved to point 54 Pushback approved to face south on R2 Pushback approved to face east Pushback approved to face west Pushback approved to point 54 Pushback approved to face west Pushback approved to face west Pushback approved to face west
341, 341R/L 342 to 352 (342R/L, 343R/L, 345R, 347R, 352R/L) 353, 353R/L Apron 3 208 to 209 208R 210 to 211	The aircraft shall be pushed back onto taxilane RG to face east. The aircraft shall be pushed back onto taxilane RG to face east. The aircraft shall be pushed back onto taxilane RG to face west. The aircraft shall be pushed back onto taxilane RG to face west. The aircraft shall be pushed back onto taxilane RW to face east. The aircraft shall be pushed back onto taxilane RW to face east. The aircraft shall be pushed back onto taxilane R24 to face south. The aircraft shall be pushed back onto taxilane R17 to face east. The aircraft shall be pushed back onto taxilane R17 to face west. The aircraft shall be pushed back onto taxilane RW to face east. The aircraft shall be pushed back onto taxilane RW to face east. The aircraft shall be pushed back onto taxilane RW to face west. The aircraft shall be pushed back to face east and then towed forward until its nosewheel is at spot 54. The aircraft shall be pushed back onto taxilane RW to face east. The aircraft shall be pushed back onto taxilane RW to face east.	Pushback approved to face east Pushback approved to face east Pushback approved to face west Pushback approved to face west Pushback approved to face east Pushback approved to point 54 Pushback approved to face south on R2 Pushback approved to face east Pushback approved to face west Pushback approved to point 54 Pushback approved to face west Pushback approved to face west Pushback approved to face west
341, 341R/L 342 to 352 (342R/L, 343R/L, 345R, 347R, 352R/L) 353, 353R/L Apron 3 208 to 209 208R 210 to 211	The aircraft shall be pushed back onto taxilane RG to face east. The aircraft shall be pushed back onto taxilane RG to face east. The aircraft shall be pushed back onto taxilane RG to face west. The aircraft shall be pushed back onto taxilane RG to face west. The aircraft shall be pushed back onto taxilane RW to face east. The aircraft shall be pushed back to face east until its nosewheel is at spot 54. The aircraft shall be pushed back onto taxilane R24 to face south. The aircraft shall be pushed back onto taxilane R17 to face east. The aircraft shall be pushed back onto taxilane R17 to face west. The aircraft shall be pushed back onto taxilane RW to face east. The aircraft shall be pushed back onto taxilane RW to face east. The aircraft shall be pushed back onto taxilane RW to face west. The aircraft shall be pushed back to face east and then towed forward until its nosewheel is at spot 54. The aircraft shall be pushed back onto taxilane RW to face east.	Pushback approved to face east Pushback approved to face east Pushback approved to face west Pushback approved to face west Pushback approved to face east Pushback approved to point 54 Pushback approved to face south on R2 Pushback approved to face east Pushback approved to face west Pushback approved to point 54 Pushback approved to face west Pushback approved to face west Pushback approved to face west

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

Aircraft Stands	Pushback Procedures	Phraseology
	The aircraft shall be pushed back to face north until its nosewheel is at spot 53.	Pushback approved to point 53
214R	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
	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
216	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
	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
217 to 218	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	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
(224L)	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
224	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
(224R)	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	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
(231R/L, 232R/L)	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
0005	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
236R	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
237	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
	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
238, 239	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)
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east
239R	The aircraft shall be pushed back onto taxilane R12 to face west. The aircraft shall be pushed back to face south until its	Pushback approved to face west Pushback approved to point 31(32)
	nosewheel is at spot 31 (or 32).	r defiber approved to point 31(32)
	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R12.	Pushback approved to blue
240	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
	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
241	The aircraft shall be pushed back to face south until its body is on taxilane RC.	Pushback approved to face south
24 I	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 R1

Change : Page control.

Aircraft Stands	Pushback Procedures	Phraseology
	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)
242	The aircraft shall be pushed back to face west until its nosewheel is at spot 33.	Pushback approved to point 33
272	The aircraft shall be pushed back onto the stand 817 (or 816) to face west.	Pushback approved to stand 817(810
	The aircraft shall be pushed back onto taxilane RC 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 32 (or 31).	Pushback approved to point 32(31)
243, 245	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. The aircraft shall be pushed back onto the stand 817 to face	Pushback approved to face north Pushback approved to stand 817
	west.	Pushback approved to stand 617
	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)
246	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 taxilane RC (or RF) to face west.	Pushback approved to face we (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)
247	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 no (face north on RB)
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 39. The aircraft shall be pushed back onto taxilane RC (or RF) to	Pushback approved to point 39 Pushback approved to face w
	face west.	(face west on RF)
248, 249	The aircraft shall be pushed back to face west until its nosewheel is at spot 33 (or 34).	Pushback approved to point 33(34)
240, 249	The aircraft shall be pushed back onto taxilane RC (or RB) to face north.	Pushback approved to face no (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
	The aircraft shall be pushed back onto taxilane RC (or RF) to face east.	Pushback approved to face expression (face east on RF)
	The aircraft shall be pushed back onto taxilane RA (or RF) to face west.	Pushback approved to face w (face west on RF)
250	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
	The aircraft shall be pushed back onto taxilane RA (or RF) to face east.	Pushback approved to face e (face east on RF)
251, 252	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 no (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
	The aircraft shall be pushed back onto taxilane RA (or RF) to face east.	Pushback approved to face ex (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)
253	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 no (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
	The aircraft shall be pushed back to face east until its nosewheel is at spot 35 (or 36).	Pushback approved to point 35(36)
254	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 to face east until its nosewheel is at spot 35 (or 36).	Pushback approved to point 35(36)
255	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
	The aircraft shall be pushed back to face east until its nosewheel is at spot 36.	Pushback approved to point 36
256	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)
200	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
	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
257	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
	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R12.	Pushback approved to blue
258	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
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east
0505	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west
258R	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 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
259, 260	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west
200, 200	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
	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R12.	Pushback approved to blue
261	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
	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 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. The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face south Pushback approved to face north
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Change : Page control.

The aircraft shall be pushed back onto taxilane R1 to face south. The aircraft shall be pushed back onto taxilane R1 to face north. The aircraft shall be pushed back onto taxilane R1 to face south. The aircraft shall be pushed back onto taxilane R1 to face south. The aircraft shall be pushed back onto taxilane R1 to face north. The aircraft shall be pushed back onto taxilane R1 to face south. The aircraft shall be pushed back onto taxilane R1 to face south. The aircraft shall be pushed back onto taxilane R1 to face north. The aircraft shall be pushed back onto taxilane R1 to face north. The aircraft shall be pushed back onto taxilane R1 to face south. The aircraft shall be pushed back onto taxilane R1 to face south. The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 57. The aircraft shall be pushed back onto taxilane R1 to face north. The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 56. The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 57. The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 57. The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 57. The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 56. The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face south Pushback approved to face north Pushback approved to point 58 Pushback approved to face south Pushback approved to face north Pushback approved to face south Pushback approved to face south Pushback approved to face north Pushback approved to point 57 Pushback approved to point 57 Pushback approved to point 57 Pushback approved to point 56 Pushback approved to point 57 Pushback approved to point 56
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orward until its nosewheel is at spot 56. The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
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The aircraft shall be nushed back onto taxilane RF to face east	
The direction of the position back of the taxillation (12 to 1400 cast.	Pushback approved to face east
The aircraft shall be pushed back to face south and then towed orward 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
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
	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 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
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 s at spot 55.	Pushback approved to point 55
·	Pushback approved to face south R23
<u> </u>	Pushback approved to face east
The aircraft shall be pushed back onto taxilane R17 to face west.	Pushback approved to face west
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
Pilot shall request start engine then taxi on stand except following aircraft: A320 series, B737 series and A220 series.	-
<u> </u>	Pushback approved to face east
Pilot shall request start engine then taxi on stand except following aircraft: A320 series, B737 series and A220 series.	Pushback approved to face west
	The aircraft shall be pushed back onto taxilane RE to face east. The aircraft shall be pushed back onto taxilane RE to face east. The aircraft shall be pushed back onto taxilane RE to face east. The aircraft shall be pushed back onto taxilane RE to face east. The aircraft shall be pushed back onto taxilane RE to face east. The aircraft shall be pushed back onto taxilane RE to face east. The aircraft shall be pushed back onto taxilane RE to face east. The aircraft shall be pushed back onto taxilane RE to face east. The aircraft shall be pushed back onto taxilane RE to face east. The aircraft shall be pushed back onto taxilane RE to face east. The aircraft shall be pushed back onto taxilane RE to face east. The aircraft shall be pushed back onto taxilane RE to face west. The aircraft shall be pushed back onto taxilane RE to face west. The aircraft shall be pushed back onto taxilane RE to face west. The aircraft shall be pushed back onto taxilane RE to face west. The aircraft shall be pushed back onto taxilane RE to face west. The aircraft shall be pushed back onto taxilane RE to face west. The aircraft shall be pushed back onto taxilane RE to face east. The aircraft shall be pushed back onto taxilane RE to face east. The aircraft shall be pushed back onto taxilane RE TO face east. The aircraft shall be pushed back onto taxilane RE TO face east. The aircraft shall be pushed back onto taxilane RE TO face east. The aircraft shall be pushed back onto taxilane RE TO face east. The aircraft shall be pushed back onto taxilane RE TO face east. The aircraft shall be pushed back onto taxilane RE TO face east. The aircraft shall be pushed back onto taxilane RE TO face east. The aircraft shall be pushed back onto taxilane RE TO face east. The aircraft shall be pushed back onto taxilane RE TO face east. The aircraft shall be pushed back onto taxilane RE TO face east. The aircraft shall be pushed back onto taxilane RE TO face east. The aircraft shall be pushed back onto taxilane RE TO face east. The aircraft shall be pushed ba

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

	Pushback Procedures	Phraseology
	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
501 (501L/R)	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
(0012,11)	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
302 10 303	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south
506	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
	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north
507	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
	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
511 (5141 (B)	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
(511L/R)	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
540 4 545	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
512 to 515	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
516	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
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north
517	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
	The aircraft shall be pushed back to face north and then towed	Pushback approved to point 41
521 to 524	forward until its nosewheel is at spot 41.	The second deprecion to point 1.
521 to 524	forward until its nosewheel is at spot 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
	The aircraft shall be pushed back onto taxilane R26 to face south. The aircraft shall be pushed back onto taxilane R26 to face south. The aircraft shall be pushed back to face south and then towed	Pushback approved to face south Pushback approved to face south
522R 525	The aircraft shall be pushed back onto taxilane R26 to face south. The aircraft shall be pushed back onto taxilane R26 to face south. The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 42.	Pushback approved to face south Pushback approved to face south Pushback approved to point 42
522R	The aircraft shall be pushed back onto taxilane R26 to face south. The aircraft shall be pushed back onto taxilane R26 to face south. The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 42. The aircraft shall be pushed back onto taxilane R26 to face north. The aircraft shall be pushed back to face south then towed	Pushback approved to face south Pushback approved to face south Pushback approved to point 42 Pushback approved to face north
522R 525 526 to 528	The aircraft shall be pushed back onto taxilane R26 to face south. The aircraft shall be pushed back onto taxilane R26 to face south. The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 42. The aircraft shall be pushed back onto taxilane R26 to face north. The aircraft shall be pushed back to face south then towed forward until its nosewheel is at spot 42.	Pushback approved to face south Pushback approved to face south Pushback approved to point 42 Pushback approved to face north Pushback approved to point 42
522R 525 526 to 528 528R, 529	The aircraft shall be pushed back onto taxilane R26 to face south. The aircraft shall be pushed back onto taxilane R26 to face south. The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 42. The aircraft shall be pushed back onto taxilane R26 to face north. The aircraft shall be pushed back to face south then towed forward until its nosewheel is at spot 42. The aircraft shall be pushed back onto taxilane R26 to face north.	Pushback approved to face south Pushback approved to face south Pushback approved to point 42 Pushback approved to face north Pushback approved to point 42 Pushback approved to face north
522R 525 526 to 528	The aircraft shall be pushed back onto taxilane R26 to face south. The aircraft shall be pushed back onto taxilane R26 to face south. The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 42. The aircraft shall be pushed back onto taxilane R26 to face north. The aircraft shall be pushed back to face south then towed forward until its nosewheel is at spot 42. The aircraft shall be pushed back onto taxilane R26 to face north. The aircraft shall be pushed back onto taxilane R26 to face north.	Pushback approved to face south Pushback approved to face south Pushback approved to point 42 Pushback approved to face north Pushback approved to point 42 Pushback approved to face north Pushback approved to face north

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
554	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
	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south
551 to 554	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.	-
	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
557	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
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AIRAC AIP AMDT 8/24 OFFICE OF CIVIL AVIATION Effective: 1600UTC 2 OCT 2024 A I P
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OFFICE OF CIVIL AVIATION AIRAC AIP AMDT 6/24

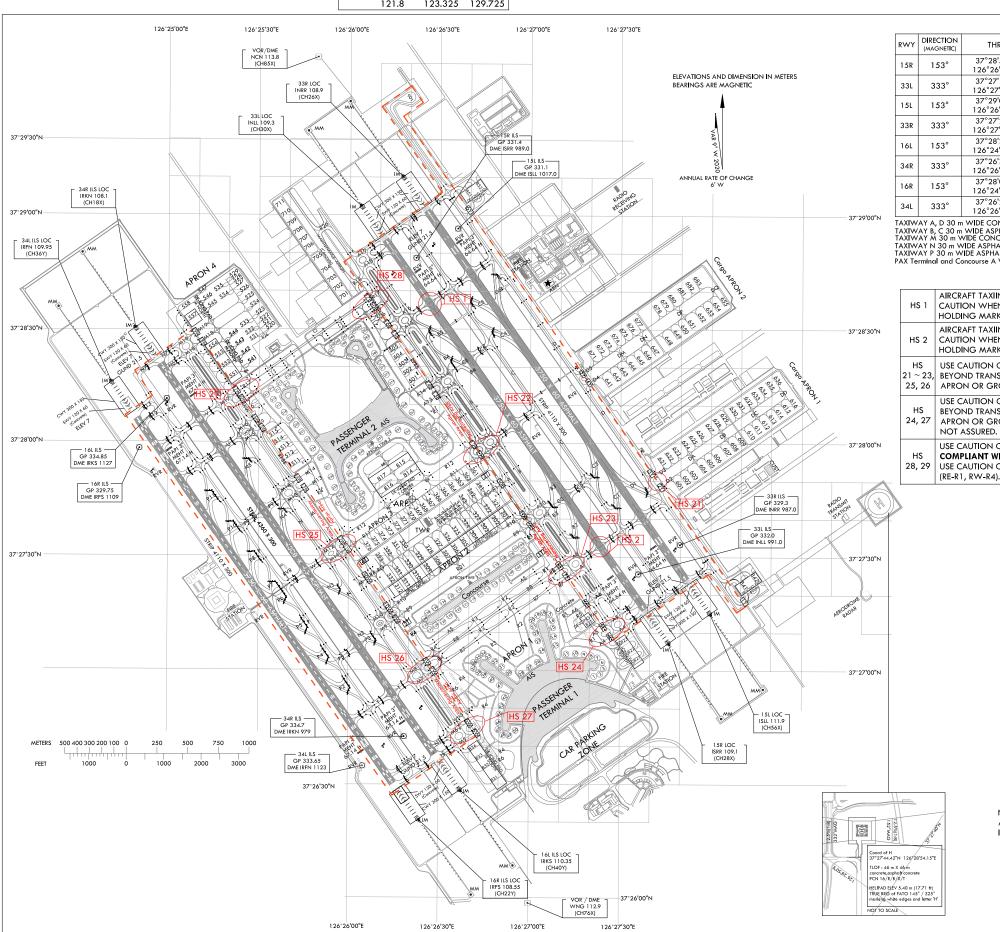
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AERODROME **CHART - ICAO**

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

SEOUL / Incheon Intl



RWY	DIRECTION (MAGNETIC)	THR	BEARING STRENGTH
1 <i>5</i> R	153°	37°28'54"N 126°26'11"E	PCN 88/F/B/X/T Aspha l t
33L	333°	37°27'15"N 126°27'39"E	(SWY and 300 m RWY ends are 86/R/B/X/T Concrete)
15L	153°	37°29'02"N 126°26'25"E	PCN 88/F/B/X/T Asphalt
33R	333°	37°27'23"N 126°27'53"E	(SWY and 300 m RWY ends are $86/R/B/X/T$ Concrete)
16L	153°	37°28'22"N 126°24'56"E	PCN 75/F/B/X/T Asphalt
34R	333°	37°26'36"N 126°26'30"E	(SWY and 700 m RWY ends are 85/R/B/X/T Concrete)
16R	153°	37°28'08"N 126°24'48"E	PCN 75/F/B/X/T Asphalt
34L	333°	37°26'28"N 126°26'16"E	(SWY and 842 m RWY ends are 85/R/B/X/T Concrete)

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	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

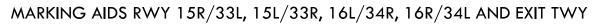
USE CAUTION OF CONFUSION OF TAXIWAYS. TAXILANE RW & RE ARE NOT COMPLIANT WITH CODE D, E, F AIRCRAFT.
USE CAUTION OF VEHICLE AROUND GSE ROADS INTERSECTION AREAS (RE-R1, RW-R4).

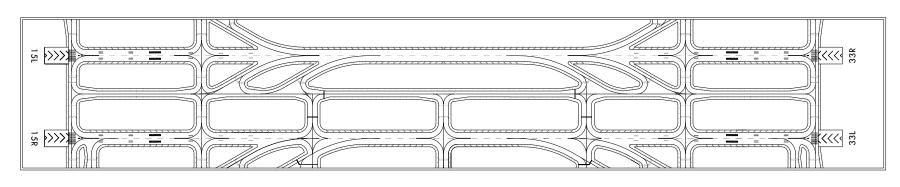
LEGEND									
← WNG 112.9	VOR check-point and frequency								
	Stop-bar light								
	Runway holding position								
	Konway holaling position								
R4	Taxi lane								
50	Gate								
201	Remote stand								
	Open channel								
	ATC service boundary (Maneuvering area)								
1E	Transfer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

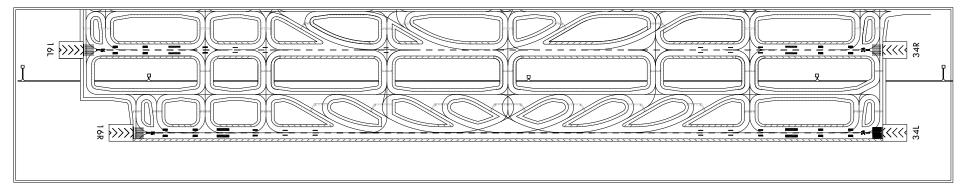
Aircraft shall not taxi into maneuvering area without clearance from

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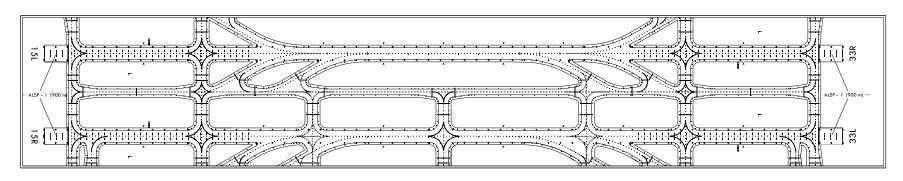
LIGHTING AND MARKING CHART

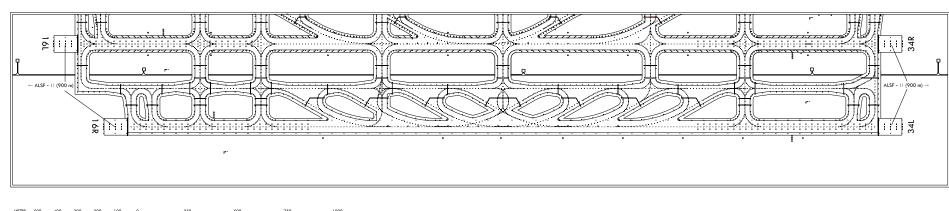






LIGHTING AIDS RWY 15R/33L, 15L/33R, 16L/34R, 16R/34L AND EXIT TWY



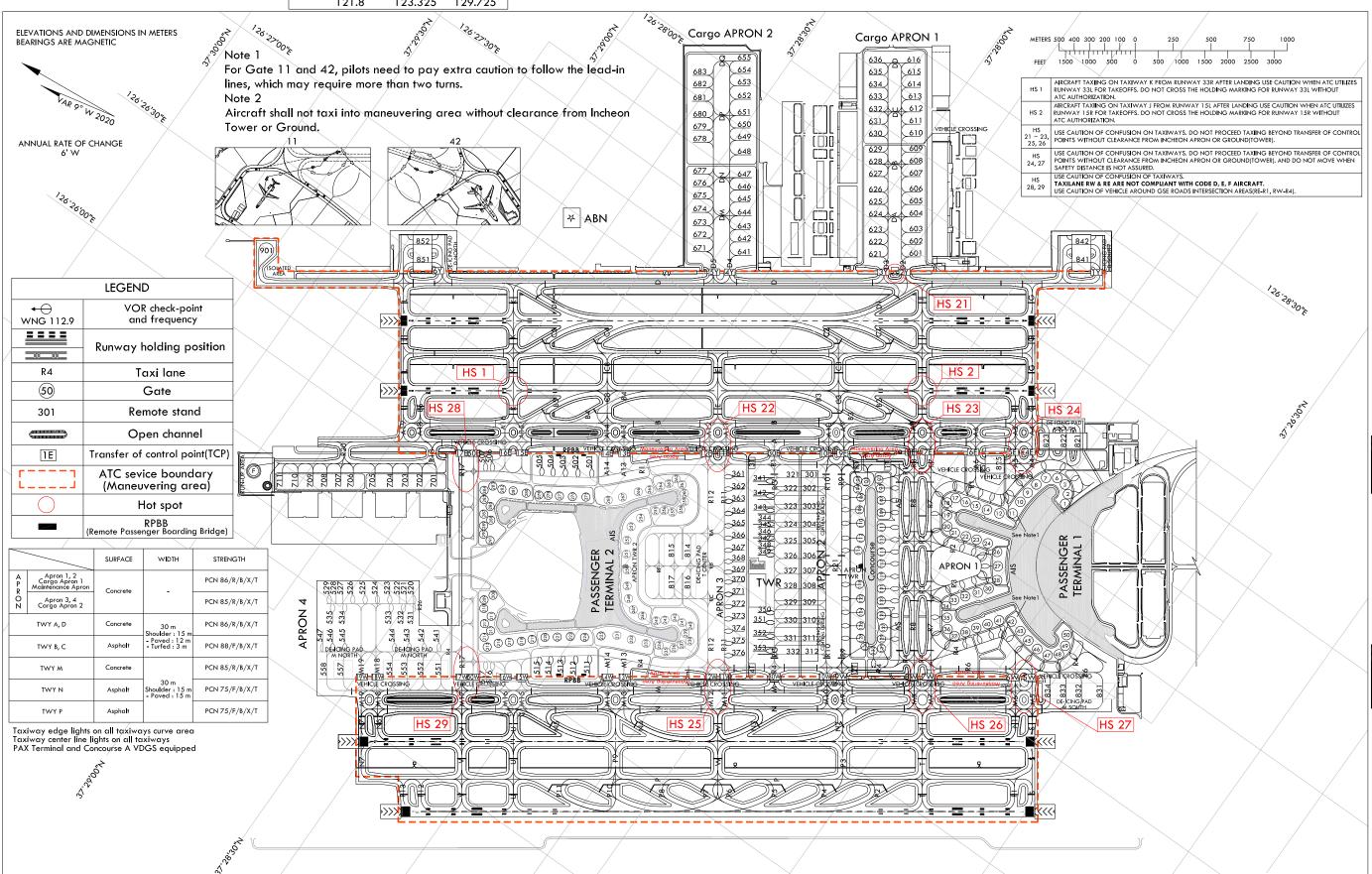


AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV 6 m

TWR 118.2(E) 118.8(W)
GND 121.75(E) 121.7(W)
APRON 121.65 122.175 123.675
121.8 123.325 129.725

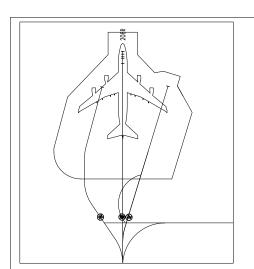
SEOUL / Incheon Intl

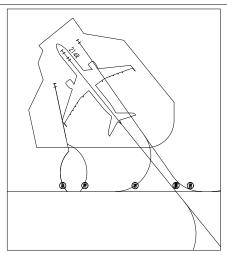


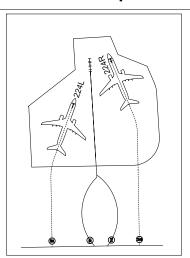
Apron 1Apron 2						Apron 3				Apron 4				Cargo Apron 2										
		IATES FOR AIRCRAFT STAN	_	STAND AVAILABILITY			IATES FOR AIRCRAFT STAND		STAND			ATES FOR AIRCRAFT STAN		STAND		INS COORDINATES FOR			STAND AVAILABILITY			ATES FOR AIRCRAFT STA		STAND AVAILABILITY
1	37°26'59.01"N	3S-84 126°27'21.53"E	ELEV(AMSL) 5 m	C	101	WG: 37°27'31.17"N	S-84 126°26'57.99"E	ELEV(AMSL) 5 m	AVAILABILITY	242	WG 37°27'46.48"N	5-84 126°26'03.41"E	6 m	C, D, E	500	WGS-84 37°28'30.58"N 126	6°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	С	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	520 521		6°25'32.62"E	5 m	A ~ C	642 643	37°28'16.08" N 37°28'17.44" N	126°27'28.84"E 126°27'31.24"E	6 m	A ~ E 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	245 246	37°27'48.94"N 37°27'51.45"N	1 26°26'00.76"E 1 26°25'59.22"E	6 m	C C, D, E	522		6°25'31.66"E	5 m	A ~ C	644 645	37°28'18.80" N 37°28'20.40" N	126°27'34.02"E 126°27'36.55"E	6 m 6 m	A ~ F A ~ E
6 7	37°27'01.79"N	126°27'23.98"E	5 m	C, D, E	106 108	37°27'30.28"N 37°27'29.12"N	126°26'54.22"E 126°26'51.63"E	5 m 6 m	C, D, E, F C, D, E	247	37°27'55.00"N	126°25'59.73"E	6 m	C, D, E	523		6°25'31.07"E	5 m	A ~ E	646 647	37°28'21.76" N 37°28'23.13" N	126°27'38.96"E 126°27'41.37"E	6 m	A ~ E A ~ F
8	37°27'02.98"N 37°27'03.62"N	126°27'23.02"E 126°27'20.95"E	5 m	C, D, E C, D, E, F	110	37°27'27.40"N	126°26'49.17"E	6 m	C, D, E, F	248 249	37°27'57.26"N 37°27'58.75"N	126°26'02.24"E 126°26'04.92"E	6 m	C, D, E C, D, E	524 525		6°25'29.37"E 6°25'27.66"E	5 m	A ~ E A ~ E	648 649	37°28'25.70" N 37°28'27.46" N	126°27'45.82"E 126°27'48.57"E	6 m 6 m	A ~ F 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	250	37°27'59.11"N	126°26'07.52"E	6 m	С	526		6°25'25.95"E	5 m	A ~ E	650 651	37°28'28.82" N 37°28'30.18" N	1 26° 27' 50.97" E 1 26° 27' 53.38" E	6 m	A ~ E A ~ E
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	251 252	37°28'01.48"N 37°28'03.02"N	126°26'09.77"E 126°26'12.43"E	6 m	C, D, E C, D, E	527		6°25'23.81"E	5 m	A ~ C	652 653	37°28'31.87" N 37°28'33.51" N	126°27'56.74"E 126°27'59.27"E	6 m 6 m	A ~ F A ~ E
11	37°27'04.19"N 37°27'06.48"N	126°27'12.44"E	5 m	C	118 122	37°27'20.81"N 37°27'19.02"N	126°26'36.98"E 126°26'34.35"E	6 m 6 m	C, D, E C, D, E, F	253	37°28'04.15"N	126°26'15.83"E	6 m	C, D, E	528 529		6°25'22.86"E 6°25'22.14"E	5 m	A ~ C A ~ C	654 655	37°28'34.87" N 37°28'36.23" N	126°28'01.68"E 126°28'04.09"E	6 m	A ~ E A ~ F
14	37°27'09.00"N	126°27'08.52"E 126°27'07.74"E	5 m	C, D, E, F C, D, E	124	37°27'17.52"N	126°26'31.69"E	5 m	C, D, E	254 255	37°28'03.39"N 37°28'00.46"N	126°26'20.27"E 126°26'23.80"E	6 m	C, D, E C, D, E	531		6°25'27.30"E	5 m	A ~ C	671 672	37°28'24.41" N 37°28'25.78" N	126°27'18.95"E 126°27'21.75"E	6 m	A ~ F 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	256	37°27'58.59"N	126°26'25.00"E	6 m	C, D, E	532		6°25'25.51"E	5 m	A ~ E	673 674	37°28'27.14" N 37°28'28.78" N	126°27'24.16"E 126°27'26.69"E	6 m	A ~ E A ~ F
16	37°27'13.32"N	126°27'07.12"E	5 m	С	128	37°27'15.04"N	126°26'26.25"E	5 m	C, D	257 258	37°27'57.32"N 37°27'56.59"N	126°26'26.21"E 126°26'27.91"E	6 m	C, D, E C	533 534		6°25'23.80"E 6°25'17.38"E	5 m	A ~ E A ~ E	675 676	37°28'30.14" N 37°28'31.50" N	126°27'29.47"E 126°27'31.88"E	6 m	A ~ E A ~ E
17	37°27'14.82"N 37°27'15.19"N	126°27'05.90"E	5 m	C, D, E, F	130 321	37°27'13.78"N 37°27'42.95"N	126°26'24.86"E 126°26'48.77"E	5 m	C, D, E A ~ C	259	37°27'57.47"N	126°26'28.63"E	5 m	С	535		6°25'15.67"E	5 m	A~E	677 678	37°28'32.86" N 37°28'36.42" N	126°27'34.28"E 126°27'40.58"E	6 m	A ~ E A ~ E
18	37°27'13.19 N	126°27'04.57"E 126°27'02.66"E	5 m	C D, E	321	37°27'41.39"N	126°26'46.17"E	5 m	A~F	260 261	37°27'58.31"N 37°27'59.23"N	126°26'30.31"E 126°26'31.37"E	5 m	C C	541	37°28'21.85"N 126	6°25'29.06"E	5 m	A ~ F	679 680	37°28'37.78" N 37°28'39.14" N	126°27'42.98"E 126°27'45.41"E	6 m	A ~ E A ~ E
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	262	37°28'00.14"N	126°26'30.66"E	6 m	c	542		6°25'27.00"E	5 m	A ~ F	681 682	37°28'41.11"N 37°28'42.48"N	126°27'48.52"E 126°27'51.32"E	6 m	A ~ F 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	263	37°28'01.52"N	126°26'29.98"E	6 m	E C, D, E, F	543 544		6°25'24.94"E 6°25'22.88"E	5 m	A ~ F A ~ F	683	37°28'43.84" N	126°27'53.73"E	6 m	Ã~Ē
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	264 265	37°28'02.61"N 37°28'04.51"N	126°26'27.99"E 126°26'25.12"E	6 m	C, D, E, F	545		6°25'15.99"E	5 m	A ~ E		A A			
23 24	37°27'07.88"N 37°27'05.55"N	126°27'03.21"E 126°27'04.60"E	5 m	C, D, E C, D, E	326 327	37°27'33.91"N 37°27'32.24"N	126°26'32.92"E 126°26'29.98"E	5 m	A ~ E A ~ E	266	37°28'06.25"N	126°26'22.61"E	6 m	C, D, E, F	546		6°25'14.28"E	5 m	A ~ E		Mai	ntenance Ap	ron	
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		6°25'12.77"E 6°25'04.70"E	5 m	A ~ C A ~ E		INS COORDIN	ATES FOR AIRCRAFT STA	ANDS	STAND
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	558	37 28 34.40 N 120	6 23 04.70 E	5 m	A E		W	GS-84	ELEV(AMSL)	AVAILABILITY
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 C, D, E						701	37°28'38.17"N	126°25'56.92"E	5 m	A ~ F
30	37°26'59.02"N	126°26'52.99"E	5 m	C, D, E C, D, E	331	37°27'24.76"N	126°26'16.74"E	5 m 5 m	A ~ F A ~ C	276 277	37°28'15.65"N 37°28'17.62"N	126°26'13.09"E 126°26'11.48"E	6 m	C, D, E		Carg	o Apron 1	1		702 703	37°28'40.54"N 37°28'42.79"N	126°25'55.13"E 126°25'53.13"E	5 m	A ~ E A ~ E
32	37°27'00.76"N 37°27'02.09"N	126°26'50.75"E 126°26'48.30"E	5 m	C, D, E	332 341	37°27'23.31"N 37°27'49.32" N	126°26'14.03"E 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						704	37°28'45.07"N	126°25'50.82"E	5 m	A ~ F
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	279 280	37°28'21.67"N 37°28'22.92"N	126°26'09.56"E 126°26'07.29"E	6 m	C C, D, E		INS COORDINATES FOR			STAND AVAILABILITY	705	37°28'47.82"N	126°25'48.37"E	5 m	A ~ F
34	37°27'04.47"N	126°26'44.84"E	5 m	C, D	343 344	37°27'46.07" N 37°27'44.22" N	126°26'36.30"E 126°26'34.91"E	5 m	A~E A~C	281	37°28'25.07"N	126°26'05.82"E	6 m	C, D, E	601	WGS-84 37°27'47.85"N 126°:	27'49.55"E	ELEV(AMSL) 6 m	A ~ E	706 707	37°28'51.33"N 37°28'53.25"N	126°25'45.53"E 126°25'43.82"E	5 m	A ~ E A ~ E
35	37°27'03.10"N	126°26'43.40"E	5 m	C, D, E	345	37°27'43.46" N	126°26'33.57"E	5 m	A ~ C	282	37°28'29.18"N 37°28'29.36"N	126°26'04.32"E 126°26'03.73"E	6 m	C, D, E	602		27'51.96"E	6 m	A~E	708	37°28'55.44"N	126°25'41.87"E	5 m	A~E
36	37°27'01.99"N 37°27'00.42"N	126°26'41.98"E 126°26'42.00"E	5 m	C, D C, D	346 347	37°27'42.70" N 37°27'41.94" N	126°26'32.22"E 126°26'30.88"E	5 m 5 m	A ~ C A ~ C	283 284	37°28'28.21"N	126°26'02.28"E	6 m	C, D, E C	603	37°27'50.57"N 126°:	27'54.37"E	6 m	A ~ F	709	37°28'57.64"N	126°25'39.91"E	5 m	A ~ F
37	37°26'59.63"N	126°26'43.22"E	5 m	C, D	347	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	С	604		27'57.44"E	6 m	A ~ F	710 711	37°28'59.91"N 37°29'02.32"N	126°25'37.61"E 126°25'35.53"E	5 m	A ~ F
39	37°26'59.22"N	126°26'45.25"E	5 m	D, E	349	37°27'40.42" N	126°26'28.19"E 126°26'16.84"E	5 m	A ~ C A ~ C	286 287	37°28'27.06"N 37°28'26.30"N	126°25'59.99"E 126°25'58.63"E	6 m	С	605		27'59.84"E 28'02.25"E	6 m 6 m	A ~ E A ~ F		37 29 02.32 N	120 23 33.33 E	3 m	A ∼ E
40	37°26'57.92"N	126°26'47.76"E	5 m	D, E	350 351	37°27'34.01" N 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	С	607		28'05.32"E	6 m	A~F		D	eicing Apro	า	
41	37°26'56.42"N	126°26'50.64"E	5 m	C, D, E	352	37°27'32.12" N	126°26'11.63"E 126°26'08.73"E	5 m	A ~ F A ~ F	289 290	37°28'24.75"N 37°28'24.99"N	126°25'55.91"E 126°25'54.55"E	6 m	C C, D, E	608		28'07.73"E	6 m	A ~ E			3 1		
42	37°26'52.80"N 37°26'50.53"N	126°26'52.08"E 126°26'51.16"E	5 m	C C, D, E, F	353	37°27'30.48" N		3111	A~F	291	37°28'23.40"N	126°25'54.89"E	6 m	С	609		28'10.14"E	6 m	A ~ E			TES FOR AIRCRAFT STA		STAND
45	37°26'48.40"N	126°26'50.48"E	5 m	C, D, E			Apron 3			361 362	37°27'51.51"N 37°27'49.79"N	126°26'40.93"E 126°26'39.36"E	5 m	A ~ C A ~ E	610		28'13.21"E 28'15.61"E	6 m 6 m	A ~ E A ~ E	301	WG 37°27'40.02"N	S-84 126°26'51.37"E	5 m	AVAILABILITY A ~ C
46	37°26'46.20"N	126°26'50.12"E	5 m	C, D, E, F						363	37°27'48.43"N	126°26'36.95"E	5 m	A ~ E	612		28'18.02"E	6 m	A~E	302	37°27'38.47"N	126°26 48.77"E	5 m	A ~ F
47 48	37°26'44.31"N	126°26'49.97"E	5 m	C, D, E C, D, E		INS COORDIN	IATES FOR AIRCRAFT STAND	S ELEV(AMSL)	STAND AVAILABILITY	364	37°27'47.07"N	126°26'34.54"E	5 m	A ~ E	613		28'20.38"E	6 m	A ~ E	303 304	37°27'36.47"N 37°27'34.48"N	126°26 45.24"E 126°26 41.71"E	5 m	A ~ F A ~ F
49	37°26'43.08"N 37°26'42.96"N	126°26'51.58"E 126°26'53.31"E	5 m	D, E	208	37°28'17.64"N	126°25'42.85"E	6 m	С	365	37°27'45.71"N	126°26'32.14"E	5 m	A ~ E A ~ E	614	37°28'06.70"N 126°	28'22.79"E	6 m	A ~ E	305	37°27'32.64"N	126°26'38.47"E	5 m	A ~ E
50	37°26'44.24"N	126°26'55.57"E	5 m	C, D, E	209	37°28'16.72"N	126°25'41.26"E	6 m	c	366 367	37°27'44.35"N 37°27'42.99"N	126°26'29.73"E 126°26'27.32"E	5 m	A~E	615		28'25.19"E	6 m	A ~ E	306 307	37°27'30.98"N 37°27'29.32"N	126°26'35.53"E 126°26'32.58"E	5 m	A ~ E
					210 211	37°28'16.63"N 37°28'15.86"N	1 26°25'39.77"E 1 26°25'38.41"E	6 m	c c	368	37°27'42.44"N	126°26'24.88"E	5 m	A ~ C	616		28'27.60"E 27'42.23"E	6 m	A ~ F A ~ E	308	37°27'27.66"N	126°26'29.64"E	5 m	A ~ E A ~ E
103	37°27'29.61"N 37°27'28.47"N	126°27'00.02"E 126°26'58.60"E	5 m	C, D	212	37°28'15.09"N	126°25'37.05"E	6 m	c	369 370	37°27'41.09"N	126°26'22.49"E	5 m	A ~ C A ~ E	622		27'44.64"E	6 m	A ~ E	309 310	37°27'25.83"N 37°27'23.83"N	126°26'26.40"E	5 m 5 m	A ~ F A ~ F
105	37°27'27.37"N	126°26'55.96"E	5 m	C, D, E	213 214	37°28'14.33"N 37°28'13.68"N	126°25'35.70"E 126°25'34.41"E	6 m 6 m	c c	370	37°27'39.46"N 37°27'38.10"N	126°26'21.08"E 126°26'18.68"E	5 m	A~E A~E	623		27'47.05"E	ó m	A ~ F	311	37°27'21.83"N	126°26'22.87"E 126°26'19.34"E	5 m	A~F
109	37°27'26.01"N	126°26'53.56"E	5 m	C, D, E	215	37°28'12.51"N	126°25'34.60"E	6 m	c	372	37°27'36.74"N	126°26'16.27"E	5 m	A ~ E	624		27'50.12"E	6 m	A ~ F	312 551	37°27'20.39"N 37°28'16.56"N	126°26'16.64"E 126°25'20.59"E	5 m 5 m	A ~ C A ~ F
111	37°27'24.37"N	126°26'50.65"E	5 m	C, D, E	216 217	37°28'11.52"N 37°28'10.01"N	1 26°25'36.04"E 1 26°25'37.55"E	6 m 6 m	C, D, E C, D ,E	373	37°27'35.38"N	126°26'13.86"E	5 m	A ~ E	625 626		27'52.53"E 27'54.93"E	6 m 6 m	A ~ E A ~ F	552	37°28'19.34"N	126°25'18.11"E	5 m	A~F
113	37°27'23.01"N	126°26'48.25"E	5 m	C, D, E C, D	217	37°28'08.38"N	126°25'39.48"E	6 m	C, D, E	374	37°27'34.02"N	126°26'11.46"E	5 m	A ~ E A ~ E	627		27 54.93 E 27'58.00"E	6 m	A ~ F	553 554	37°28'21.89"N 37°28'24.21"N	126°25'15.84"E 126°25'13.78"E	5 m 5 m	A ~ E A ~ E
115	37°27'21.35"N 37°27'20.09"N	126°26'46.10"E 126°26'43.75"E	5 m	C, D	219 220	37°28'06.14"N 37°28'04.93"N	126°25'40.40"E 126°25'43.19"E	6 m 6 m	C	375 376	37°27'32.66"N 37°27'32.05"N	1 26° 26'09.05"E 1 26° 26'06.50"E	5 m	A~C	628		28'00.41"E	6 m	A ~ E	557	37°28'31.86"N	126°25'06.97"E	5 m	A ~ F
119	37°27'18.68"N	126°26'41.24"E	5 m	D	220	37°28'03.06"N	126°25'44.99"E	6 m	C, D, E C, D, E	501	37°28'17.62" N	126°26'24.10"E	5 m	A ~ F	629		28'02.82"E	6 m	A ~ F	814 815	37°27'52.01"N 37°27'54.52"N	126°26'20.89"E 126°26'18.67"E	6 m	A ~ E A ~ E
121	37°27'17.57"N	126°26'38.62"E	5 m	C, D, E	222	37°28'01.08"N	126°25'46.89"E	6 m	C, D, E	502 503	37°28'19.80" N 37°28'21.77" N	126°26'22.19"E 126°26'20.42"E	5 m	A ~ F A ~ E	630		28'05.89"E	6 m	A ~ F A ~ F	816	37°27'47.26"N	126°26'12.48"E	6 m	A ~ E
123	37°27'16.21"N	126°26'36.21"E	5 m	C, D, E	224 225	37°27'58.83"N 37°27'56.10"N	126°25'48.98"E 126°25'51.51"E	6 m 6 m	C, D, E, F C, D, E, F	504	37°28'23.70" N	126°26'18.71"E	5 m	A ~ E	631 632		28'08.30"E '28'10.70"E	6 m 6 m	A ~ E A ~ E	81 <i>7</i> 821	37°27'49.76"N 37°27'02.96"N	126°26'10.25"E 126°27'36.40"E	5 m	A ~ E A ~ E
125 127	37°27'14.44"N 37°27'12.93"N	126°26'33.47"E 126°26'31.20"E	5 m	C, D, E C, D	231	37°27'53.50"N	1 26°25'53.73"E	6 m	C, D, E, F	505	37°28'25.47" N	126°26'17.15"E	5 m	A ~ D	633		28'13.14"E	6 m	A ~ E	822	37°27'05.14"N	126°27'34.46"E	5 m	A ~ E
127	37°27'11.95"N	126°26'28.78"E	5 m	C, D	232 233	37°27'50.63"N 37°27'48.07"N	126°25'55.11"E 126°25'56.43"E	6 m 6 m	C, D, E, F C, D, E, F	506 507	37°28'32.85" N 37°28'33.93" N	126°26'10.78"E 126°26'09.81"E	5 m	A ~ C A ~ C	634	37°28'14.84"N 126°	28'15.54"E	6 m	A ~ E	823 825	37°27'07.88"N 37°27'12.58"N	126°27'32.02"E 126°27'19.93"E	5 m	A ~ F A ~ F
131	37°27'10.96"N	126°26'27.53"E	5 m	C, D, E	234	37°27'45.25"N	126°25'57.65"E	6 m	C, D, E, F	511	37°27'53.23" N	126°25'41.01"E	5 m	A ~ F	635		28'17.95"E	6 m	A ~ E	831	37°26'30.63"N	126°26'48.42"E	5 m	A ~ F
132	37°27'11.83"N	126°26'26.00"E	5 m	C, D	235 236	37°27'43.43"N 37°27'41.63"N	126°25'58.43"E 126°25'59.34"E	5 m	C, D, E C	512 513	37°27'55.40" N 37°27'57.37" N	126°25'39.08"E 126°25'37.32"E	5 m	A ~ F A ~ E	636	37°28'17.56"N 126°:	'28'20.36"E	6 m	A ~ F	832 833	37°26'33.99"N 37°26'36.43"N	126°26'45.57"E 126°26'43.41"E	5 m 5 m	A ~ E A ~ E
					237 238	37°27'41.95"N 37°27'41.95"N	126°26'00.49"E 126°26'02.41"E	5 m 5 m	c c	514	37°27'59.30" N	126°25'35.61"E	5 m	A ~ E		Isolated Securi	ity Darkin	a Pasi	tion	834	37°26'38.86"N	126°26'41.24"E	5 m	A~E
	F	Run-up Area			239 240	37°27'42.57"N	1 26° 26' 03.75" E	5 m 5 m	c	515 516	37°28'01.06" N 37°28'08.35" N	126°25'34.03"E 126°25'27.44"E	5 m	A ~ D A ~ C		isoluled Secur	iry Furkin	IS FOSI		841 842	37°27'22.89"N 37°27'25.06"N	126°28'10.08"E 126°28'13.55"E	ó m	A ~ F
*					241	37°27'43.84"N 37°27'45.11"N	126°26'03.91"E 126°26'04.57"E	6 m	C, D, E	517	37°28'09.42" N	126°25'26.49"E	5 m	A ~ C		INS COORDINATES	S FOR AIRCRAFT S	STANDS	STAND	851	37°29'06.04"N	126°26'38.35"E	6 m 5 m	A ~ F A ~ F
** In case		tenance Apron 14A(North part of TWY A) can be a ll oc	ated as		I										WGS-84		ELEV(AMSL)	1	852	37°29'08.26"N	126°26 41.78"E	5 m	A ~ F
Tempor	rary run-up area.														901	37°29'32.58"N 126'	°26'20.52"E	5 m	A ~ F					

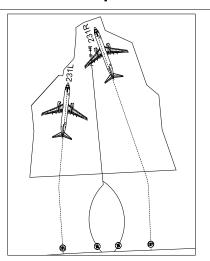
Note: Refer to RKSI AD 2.20, 12. Special notice to ICAO Code F aircraft(A380 & B747-8) operators for ICAO Code F aircraft stands including multiple use stands.

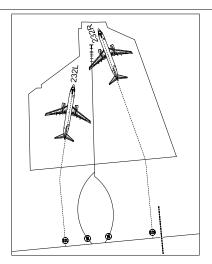
Multiple use stands operation



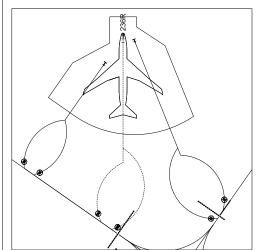


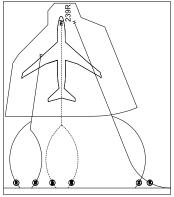


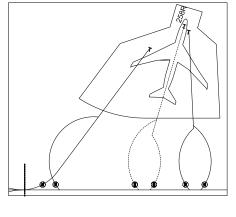


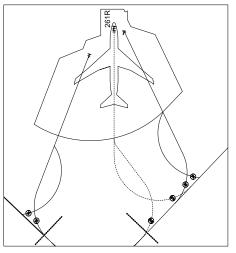


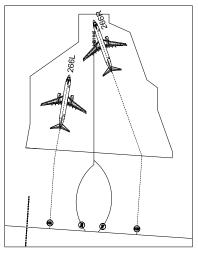
		INS COORDINA	STANDS	
		WG	S-84	ELEV(AMSL)
208	R	37°28'16.66"N	126°25'42.97"E	6 m
214	R	37°28'12.93"N	126°25'34.80"E	6 m
224	L	37°27'58.53"N	126°25'47.61"E	6 m
224	R	37°27'58.43"N	126°25'49.33"E	6 m
231	L	37°27'53.63"N	126°25'52.33"E	6 m
231	R	37°27'53.49"N	126°25'54.22"E	6 m
232	ш	37°27'50.70"N	126°25'53.65"E	6 m
232	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
200	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
267	R	37°28'08.28"N	126°26'19.65"E	6 m
240	L	37°28'10.56"N	126°26'18.63"E	6 m
268	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
2/3	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

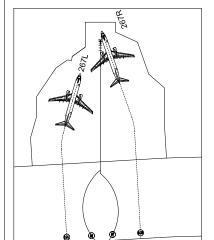


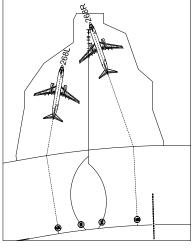


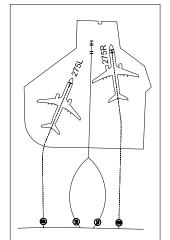


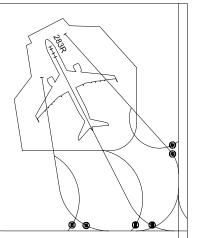


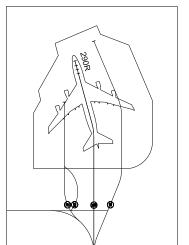












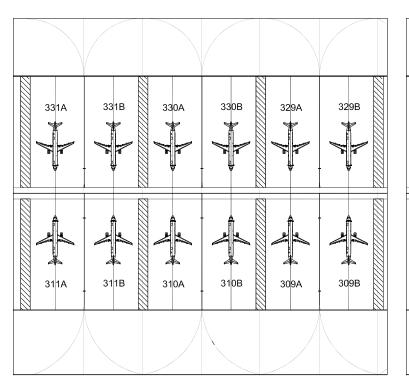
Stand NR.	Availability
224L/R, 231L/R, 232L/R, 266L/R, 267L/R, 268L/R, 275L/R	Available for aircraft up to "C" code.
208R, 214R, 283R, 290R	Available for aircraft up to "E" code.
236R, 239R, 258R, 261R	Available for aircraft up to "F" code.

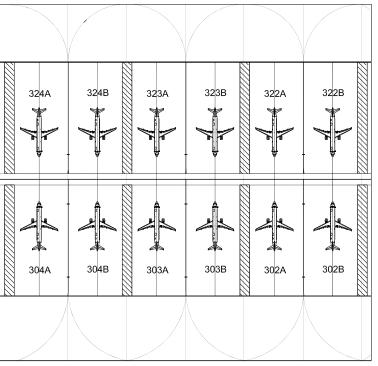
For details, please contact to confirm with "the Apron Magt. Unit" at the telephone number 82-32-741-2991.

	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 cod	E D C de". B	52~m up to but not including $65~m$ $36~m$ up to but not including $52~m$ $24~m$ up to but not including $36~m$ $15~m$ up to but not including $24~m$

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

Multiple use stands operation





		INS COORDIN.	ATES FOR AIRCRAFT	SIANDS
		wo	ELEV(AMSL	
302	Α	37°27'39.66"N	126°26'46.39"E	5 m
302	В	37°27'40.65"N	126°26'48.14"E	5 m
303	Α	37°27'37.67"N	126°26'42.86"E	5 m
303	В	37°27'38.66"N	126°26'44.61"E	5 m
20.4	Α	37°27'35.68"N	126°26'39.34"E	5 m
304	В	37°27'36.66"N	126°26'41.08"E	5 m
200	Α	37°27'27.02"N	126°26'24.02"E	5 m
309	В	37°27'28.00"N	126°26'25.77"E	5 m
010	Α	37°27'25.03"N	126°26'20.50"E	5 m
310	В	37°27'26.02"N	126°26'22.25"E	5 m
311 A B	Α	37°27'23.03"N	126°26'16.97"E	5 m
	В	37°27'24.02"N	126°26'18.72"E	5 m
	Α	37°27'40.96"N	126°26'45.24"E	5 m
322	B 37°27'26.02"N A 37°27'23.03"N B 37°27'24.02"N	126°26'46.99"E	5 m	
	Α	37°27'38.96"N	126°26'41.72"E	5 m
323	В	37°27'39.95"N	126°26'43.46"E	5 m
	Α	37°27'36.97"N	126°26'38.19"E	5 m
324	В	37°27'37.95"N	126°26'39.93"E	5 m
	Α	37°27'28.31"N	126°26'22.88"E	5 m
329	В	37°27'29.30"N	126°26'24.62"E	5 m
	Α	37°27'26.32"N	126°26'19.35"E	5 m
330	В	37°27'27.31"N	126°26'21.10"E	5 m
	Α	37°27'24.33"N	126°26'15.82"E	5 m
331	В	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.
"B": Refer to Annex 14 to the Convention on

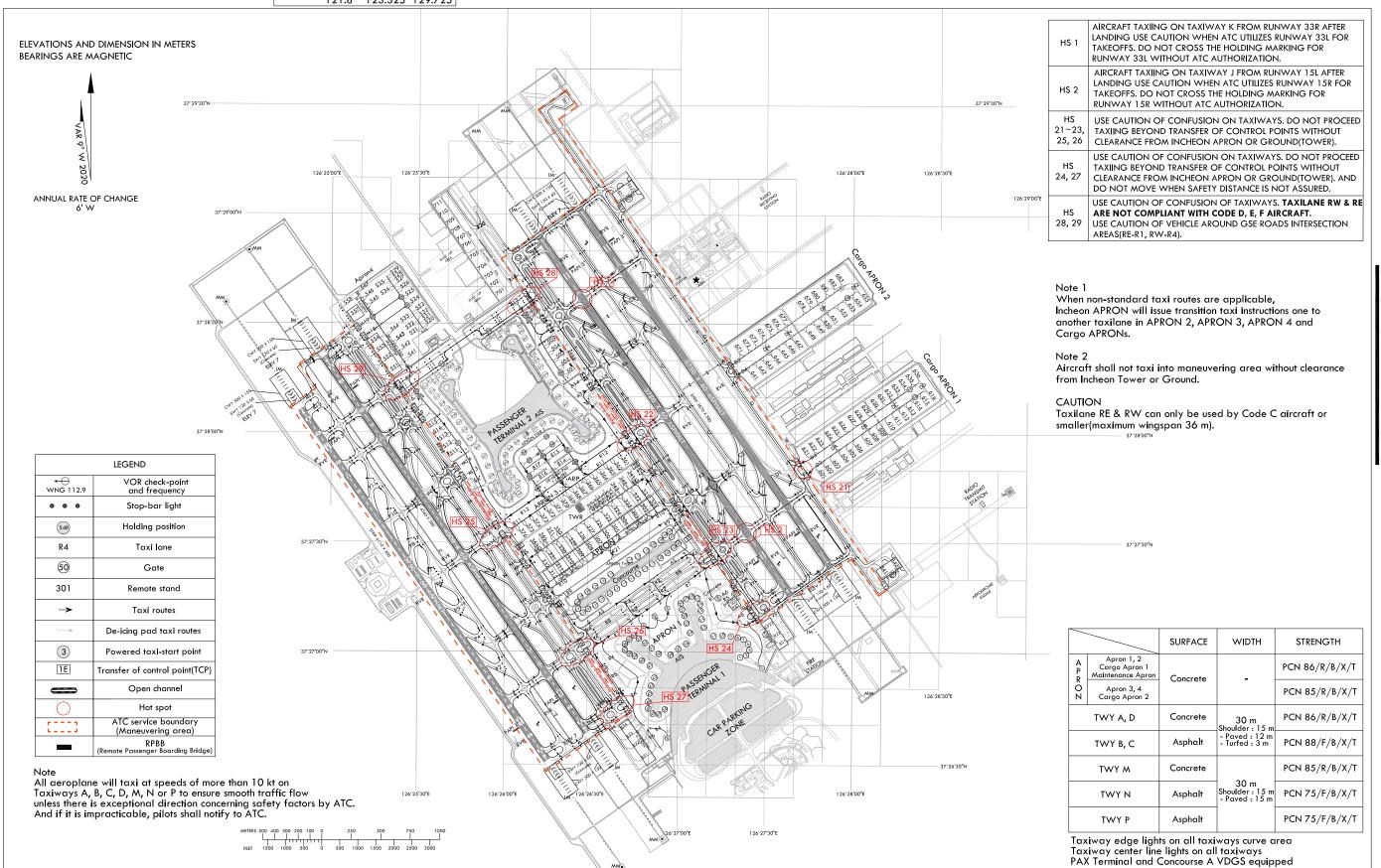
52 m up to but not including 65 m 36 m up to but not including 52 m 24 m up to but not including 36 m 15 m up to but not including 24 m International Civil Aviation, Volume I,
Chapter 1, Table 1-1"Aerodrome reference code".

AERODROME GROUND

MOVEMENT CHART - ICAO APRON ELEV 6 m

118.2(E) 118.8(W) TWR GND 121.75(E) 121.7(W) **APRON** 121.65 122.175 123.675 121.8 123.325 129.725

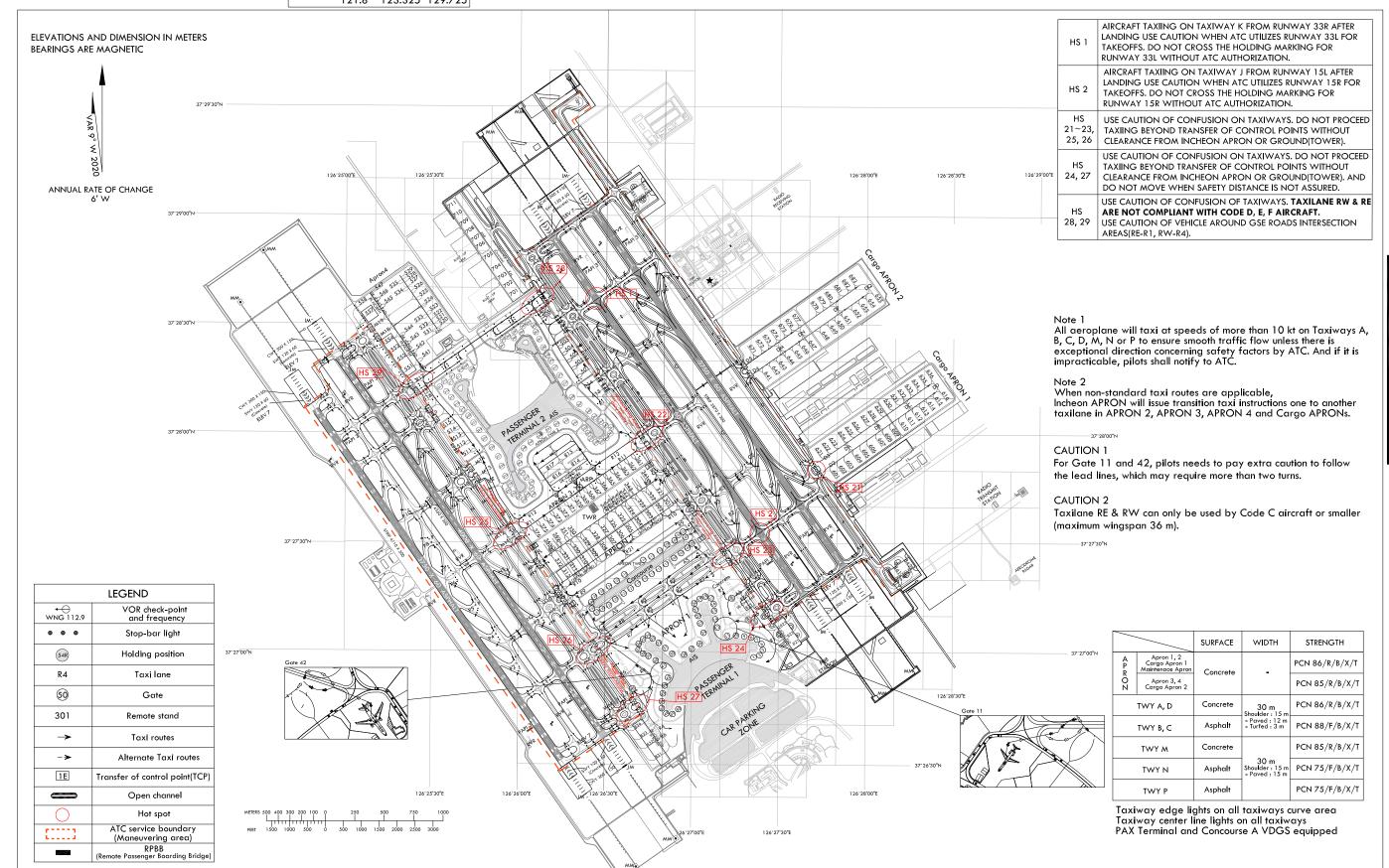
SEOUL / Incheon Intl RWY 15L/R, 33L/R DEPARTURE



AERODROME GROUND MOVEMENT CHART - ICAO APRON ELEV 6 m

TWR 118.2(E) 118.8(W) GND 121.75(E) 121.7(W) 121.65 122.175 123.675 APRON 121.8 123.325 129.725

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

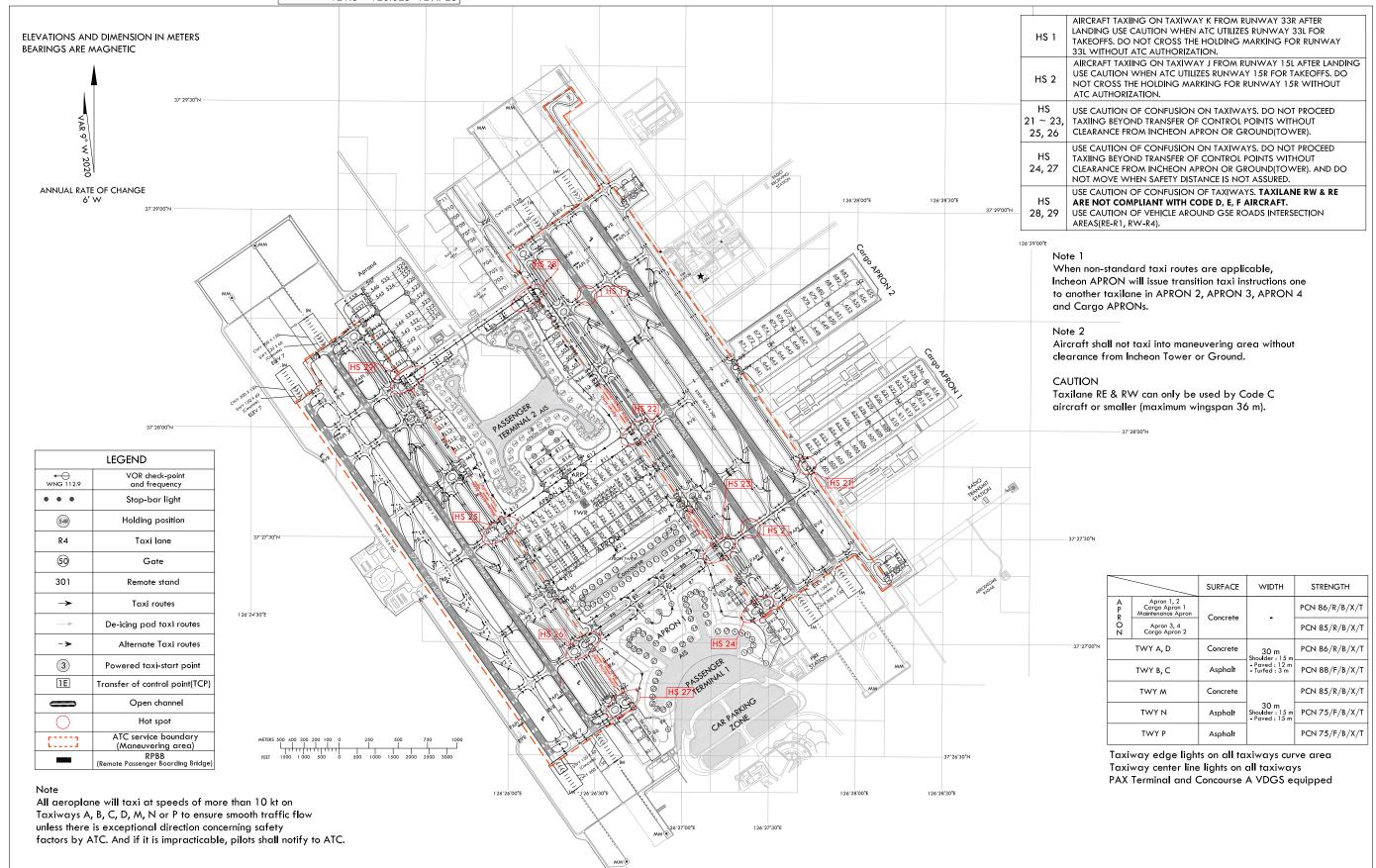


Change: Information of hot spot(HS 28, 29) and taxi routes.

AERODROME GROUND MOVEMENT CHART - ICAO APRON ELEV 6 m

TWR 118.2(E) 118.8(W) GND 121.75(E) 121.7(W) 121.65 122.175 123.675 **APRON** 121.8 123.325 129.725

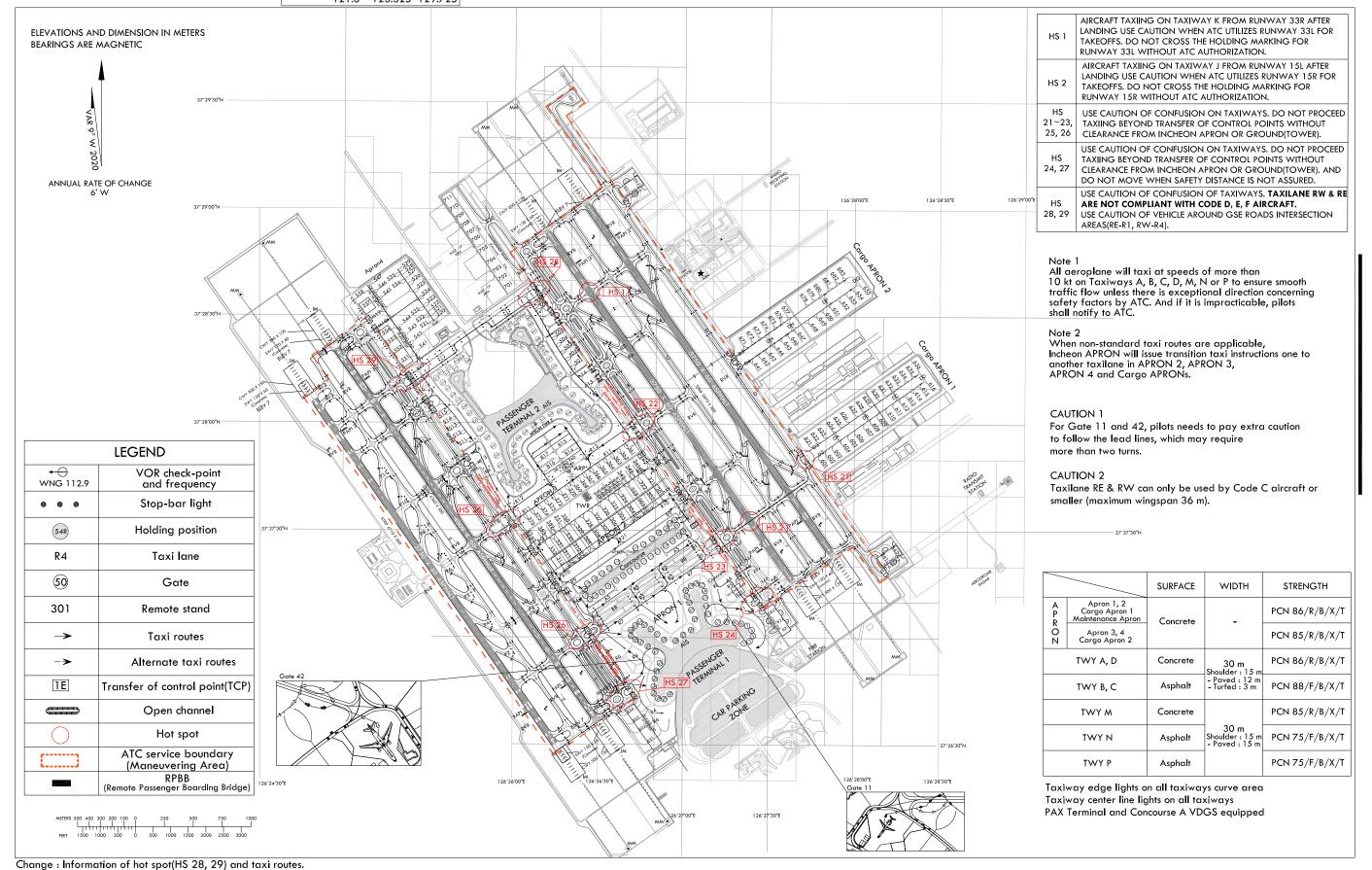
SEOUL / Incheon Intl RWY 16L/R, 34L/R DEPARTURE



AERODROME GROUND MOVEMENT CHART - ICAO APRON ELEV 6 m

118.2(E) 118.8(W) GND 121.75(E) 121.7(W) 121.65 122.175 123.675 APRON 121.8 123.325 129.725

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



RKSS AD 2 - 9 22 AUG 2024

Type of aid, MAG VAR,				Position of transmitting	Elevation of DME	
Type of supported OPS	ID	Frequency	Hours of operation	antenna coordinates	transmitting antenna	Remarks
1	2	3	4	5	6	7
LOC 14L (9° W/2020) ILS CAT I (9° W/2020)	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
GP 14L	-	333.8 MHz	H24	373403.9N 1264648.2E		Scheduled inspection time :
DME 14L	ISEL	997 MHz (CH 36X)	H24	373403.8N 1264648.1E	30 m	Every 2nd THU(1400-1900 UTC) of the month
IM 14L	-	75 MHz	H24	373421.9N 1264632.6E		
LOC 32R (9° W/2020) ILS CAT I (9° W/2020)	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
DME 32R	ISKP	1005 MHz (CH 44X)	H24	373256.3N 1264812.9E	30 m	Scheduled inspection time: Every 3rd THU(1400-1900 UTC) of the
GP 32R	-	330.2 MHz	H24	373256.4N 1264813.1E		month
IM 32R	-	75 MHz	H24	373244.5N 1264834.9E		
LOC 32L (9° W/2020) ILS CAT I (9° W/2020)	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:
DME 32L	IKMO	981 MHz (CH 20X)	H24	373257.2N 1264751.2E	30 m	Every 4th THU(1400-1900 UTC) of the month
GP 32L		334.1 MHz	H24	373257.3N 1264751.2E		
VOR/DME (Yangju) (9° W/2020)	YJU	114.90 MHz (CH 96X)	H24	374453N 1265928E		VOR/DME unusable RDL 081 clockwise RDL 100 beyond 20 NN not flight check due to RK P518 RDL 125 clockwise RDL 155 beyond 30 NN due to RK R17 RDL 155 clockwise RDL 220 not flight check due to RK P73 RDL 250 clockwise RDL 265 beyond 30 NN not flight check due to RK P518 RDL 265 clockwise RDL 271 beyond 20 NN not flight check due to RK P518 RDL 271 clockwise RDL 081 not flight check due to RK P518

Scheduled Inspection Time

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.

* The information of VORTAC SEL see ENR 4.1 for details.

Change: Page control.

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.
- 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. 1.3
- Pilots should always make sure that microphones are not stuck in the transmitting position before transmission 1.4 in order to prevent frequency blockage (stuck mike) from impairing ATC.
- Special Regulations for Use of the Gimpo Airport (RKSS) 15

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,
 - 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.)

- 16 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

	B1, B2, D1, D2, D3, G1, G2, P	Up to code letter "F" available
Taxiway	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
	P1	Up to code letter "F" available
Taxilane	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:

2) No TCLL installed on G2 holding bay.

Change: Page control.

When ACFT holding within G2 holding bay, code F ACFT is not available on adjacent parallel TWY G2.

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)
Aprop	East, Central	None
Apron	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

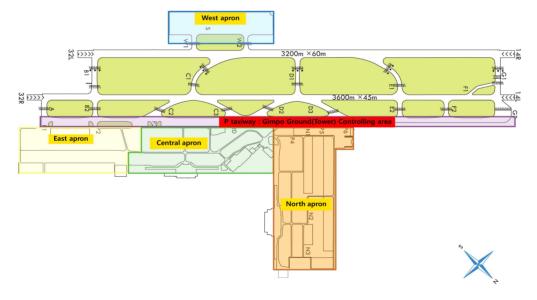
1.10 Flight limitations

- 1. All training flights are prohibited at Gimpo Airport, except for turbofan engine aircraft. The deliberate simulation of engine failure is not permitted whilst on approach to or departure from the airport. 터보팬 엔진 장착 항공기를 제외한 모든 훈련비행은 김포공항에서 금지된다. 김포공항으로 접근 또는 출발 시엔진 failure와 같은 고의적인 모의 훈련은 허가되지 않는다.
- 2. The use of this airport by light sports aircraft, ultra-light vehicles(except ultra-light vehicles operating by KAC(Korea Airports Corporation) for air navigation aids inspection) and lighter than air is prohibited. 경량항공기, 초경량비행장치(항행안전시설 점검을 위하여 한국공항공사가 운용하는 초경량비행장치는 제외) 및 기구의 사용은 김포공항에서 금지된다.

1.11 Apron control services

Gimpo Apron issues push-back or taxi instructions, approval, and/or necessary information to aircraft, vehicles and personnel within Apron areas(Central, East, North, West Apron) and de-icing pads.

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



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A I P
Republic of Korea

RKSS AD 2 - 10 - 2
22 AUG 2024

2. Ground Procedure

2.1 Airport Collaborative Decision Making

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).

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A I P Republic of Korea RKSS AD 2 - 10 - 3 22 AUG 2024

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.

A I P

Republic of Korea

RKSS AD 2 - 10 - 4

22 AUG 2024

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.

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AIP **RKSS AD 2 - 13** Republic of Korea 21 SEP 2023

2.10 Apron Safety Management

- 1. Some roadways for GSE(Ground Service Equipment) vehicle crossing P1, P2, P3 taxilane are marked in the form of zipper.
- 2. Pilots shall give an extra caution to the vehicles during taxiing because there are roadways for vehicle crossing R, P1, P2, P3, P4, P5 taxilane in the apron.
- 3. Some of Code letter B aircraft stands(NR. 502, 503, 506~514) in West Apron don't provide minimum clearance distance(3 m) from apron safety line to tail of an aircraft. Any vehicle, equipment or person should obtain prior clearance from Gimpo APN.
- 4. Pilots shall perform judgemental oversteering instead of cockpit centerline steering when entering taxilane RD for code letter E aircraft and above.
- 5. Pilot shall pay extra caution to the vehicles and other aircraft while taxiing in apron area, especially ensuring enough wing-tip clearance

2.11 Transponder

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

- 3. 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".
- 32 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.

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

Aircraft de-icing procedures 3.3

- 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.

OFFICE OF CIVIL AVIATION Effective: 1600UTC 1 NOV 2023 A I P
Republic of Korea

RKSS AD 2 - 13 - 1
22 AUG 2024

- 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.
<u></u> ↓			
Receive Information	Company FREQ	-	- Receive assigned de-icing pad and new TOBT from AO/GHA.
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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.
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ATC Clearance	121.975 MHz PDC	Gimpo Delivery	- Get ATC clearance from Gimpo Delivery.
<u> </u>			
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.
<u> </u>		\downarrow	
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.
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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 \rightarrow de-icing, contac \rightarrow contact).