

AERODROME GROUND  
MOVEMENT CHART - ICAO

APRON ELEV 6 m

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

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

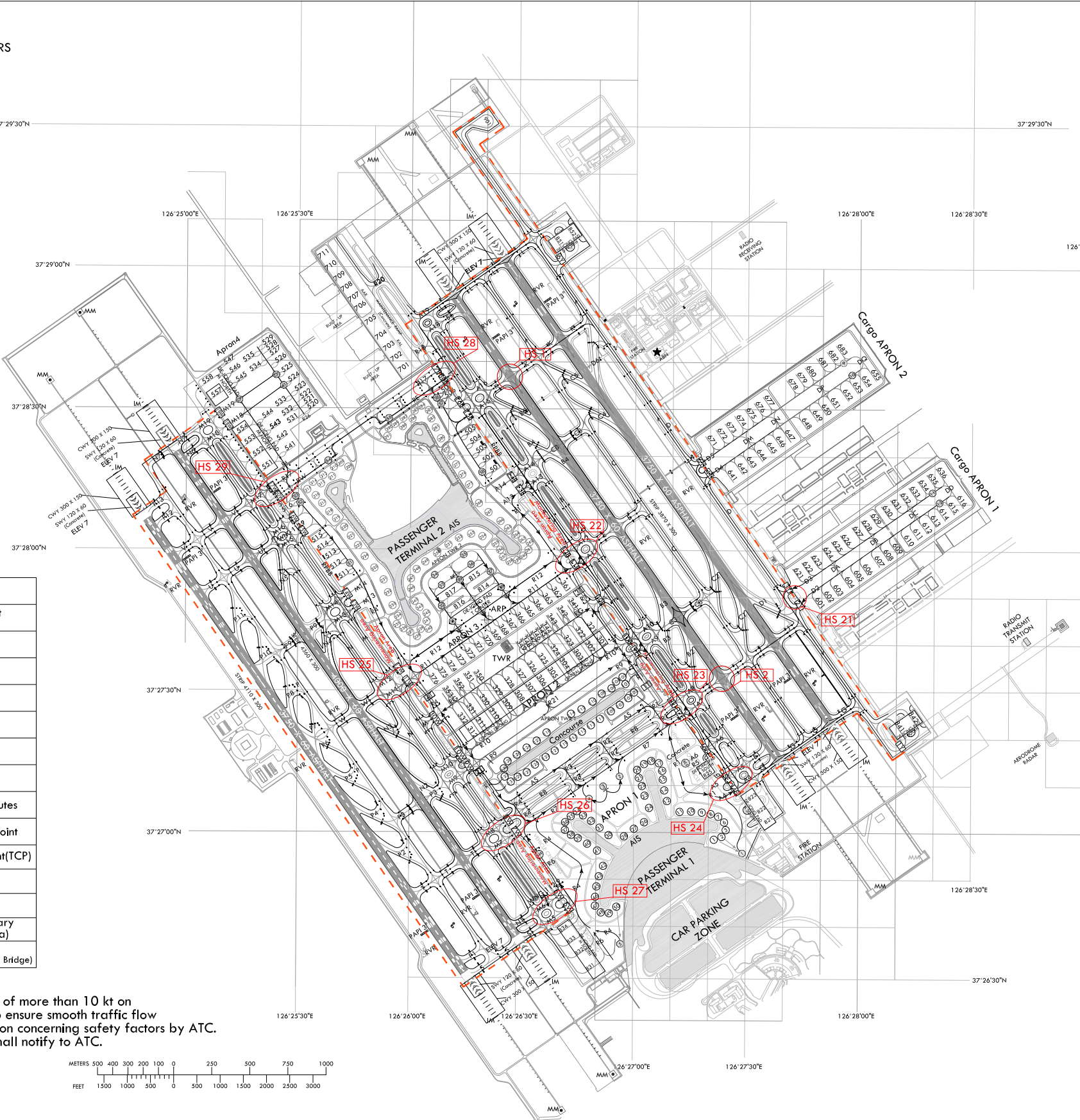
ELEVATIONS AND DIMENSION IN METERS  
BEARINGS ARE MAGNETIC



ANNUAL RATE OF CHANGE  
6' W

LEGEND	
	VOR check-point and frequency
	Stop-bar light
	Holding position
	Taxi lane
	Gate
	Remote stand
	Taxi routes
	De-icing pad taxi routes
	Powered taxi-start point
	Transfer of control point(TCP)
	Open channel
	Hot spot
	ATC service boundary (Maneuvering area)
	RPBB (Remote Passenger Boarding Bridge)

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



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

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

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

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

		SURFACE	WIDTH	STRENGTH
A P R O N	Apron 1, Cargo Apron 1, Maintenance Apron	Concrete	-	PCR 1 300/R/B/X/T
	Apron 2, Cargo Apron 2			PCR 1 160/R/B/X/T
	Apron 3			PCR 1 400/R/B/X/T
	Apron 4			PCR 1 510/R/B/X/T
TWY A, D		Concrete	30 m	PCR 1 300/R/B/X/T
TWY B, C		Asphalt	Shoulder : 15 m - Paved : 12 m - Turfed : 3 m	PCR 1 610/F/B/X/T
TWY M		Concrete	30 m Shoulder : 15 m - Paved : 15 m	PCR 1 160/R/B/X/T
TWY N		Asphalt		PCR 1 290/F/B/X/T
TWY P		Asphalt		PCR 1 370/F/B/X/T

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

Change : Information of strength(PCN → PCR) for apron, TWY and Withdrawal of stop-bar lights(TWYs S, N1, N6, N7).



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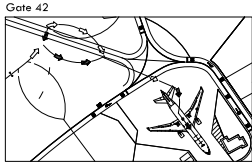
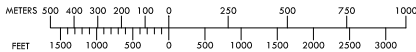
RKSI AD CHART 2-7  
17 OCT 2024  
SEOUL / Incheon Intl  
RWY 15L/R, 33L/R ARRIVAL

ELEVATIONS AND DIMENSION IN METERS  
BEARINGS ARE MAGNETIC



ANNUAL RATE OF CHANGE  
6' W

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



HS 1	AIRCRAFT TAXIING ON TAXIWAY K FROM RUNWAY 33R AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 33L FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 33L WITHOUT ATC AUTHORIZATION.
HS 2	AIRCRAFT TAXIING ON TAXIWAY J FROM RUNWAY 15L AFTER LANDING USE CAUTION WHEN ATC UTILIZES RUNWAY 15R FOR TAKEOFFS. DO NOT CROSS THE HOLDING MARKING FOR RUNWAY 15R WITHOUT ATC AUTHORIZATION.
HS 21~23, 25, 26	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER).
HS 24, 27	USE CAUTION OF CONFUSION ON TAXIWAYS. DO NOT PROCEED TAXIING BEYOND TRANSFER OF CONTROL POINTS WITHOUT CLEARANCE FROM INCHEON APRON OR GROUND(TOWER). AND DO NOT MOVE WHEN SAFETY DISTANCE IS NOT ASSURED.
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Note 1  
All aeroplane will taxi at speeds of more than 10 kt on Taxiways A, B, C, D, M, N or P to ensure smooth traffic flow unless there is exceptional direction concerning safety factors by ATC. And if it is impracticable, pilots shall notify to ATC.

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

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

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

	SURFACE	WIDTH	STRENGTH
APRON	Apron 1, Cargo Apron 1, Maintenance Apron	Concrete	PCR 1 300/R/B/X/T
	Apron 2, Cargo Apron 2		PCR 1 160/R/B/X/T
	Apron 3		PCR 1 400/R/B/X/T
	Apron 4		PCR 1 510/R/B/X/T
TWY A, D	Concrete	30 m Shoulder : 15 m	PCR 1 300/R/B/X/T
TWY B, C	Asphalt	- Paved : 12 m - Turfed : 3 m	PCR 1 610/F/B/X/T
TWY M	Concrete	30 m Shoulder : 15 m - Paved : 15 m	PCR 1 160/R/B/X/T
TWY N	Asphalt		PCR 1 290/F/B/X/T
TWY P	Asphalt		PCR 1 370/F/B/X/T

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Taxiway center line lights on all taxiways  
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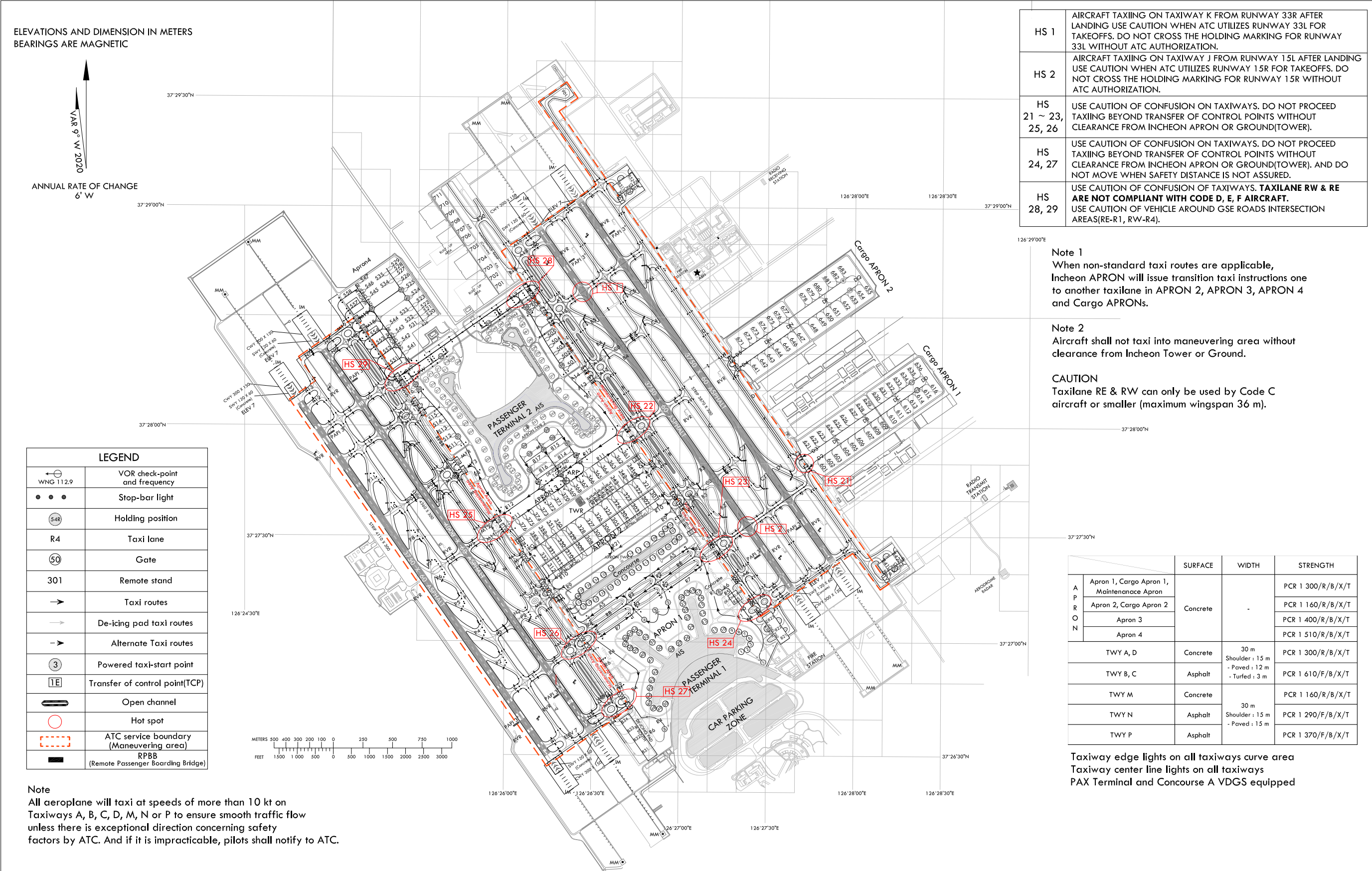


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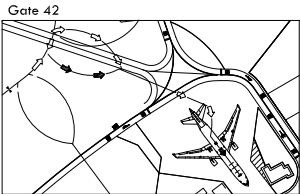
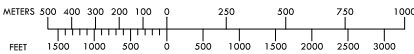
SEOUL / Incheon Intl  
RWY 16L/R, 34L/R ARRIVAL

ELEVATIONS AND DIMENSION IN METERS  
BEARINGS ARE MAGNETIC



ANNUAL RATE OF CHANGE  
6' W

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



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