

REPUBLIC OF KOREA

AIP

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Ministry of Land, Infrastructure and Transport
Office of Civil Aviation

11, Doum 6-ro, Sejong-si, 30103, Republic of Korea

AMENDMENT NR 7/23

29 JUN 2023

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 General

- a) Information of telephone number and e-mail of authorities.
- b) Information of Daegu ACC, Incheon ACC, Daegu FIC and telefax number for Incheon ACC.
- c) Withdrawal of Incheon FIC.

1.2 Enroute

- a) Amended phrase(500 ft → 5 500 ft).
- b) Withdrawal of Incheon FIC and Information of telephone number for Daegu FIC.
- c) Withdrawal of Bessel datum for APELA, RUGMA, SAMDO, ATOTI, INVOK, SAPRA, AGAVO and LANAT.

1.3 Aerodrome

- a) Information of telephone number for GoheungMan aircraft airfield.

1.4 Gimpo INTL Airport

- a) Information of hot spot.

1.5 Daegu INTL Airport

- a) Information of restaurants and rescue equipment.

1.6 Muan INTL Airport

- a) Information of aerodrome operator, address, telephone and telefax number.
- b) Information of AD ELEV datum, legend for wind turbine and MEHT.

1.7 Ulsan Airport

- a) Information of AD ELEV datum.

1.8 Uljin Airport

- a) Information of AD ELEV datum.

2. PAGE CONTROL

2.1 Replace the old sheets with new one as follows;

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL I, Part I - GEN (General)	VOL I, Part I - GEN (General)
GEN 0.3-1(1 JUN 23) / 0.3-2(1 JUN 23)	GEN 0.3-1 / 0.3-2 29 JUN 23
GEN 0.4-1(12 JUL 23) / 0.4-2(12 JUL 23)	GEN 0.4-1 / 0.4-2 9 AUG 23
GEN 0.4-3(12 JUL 23) / 0.4-4(12 JUL 23)	GEN 0.4-3 / 0.4-4 9 AUG 23
GEN 0.4-5(12 JUL 23) / 0.4-6(12 JUL 23)	GEN 0.4-5 / 0.4-6 9 AUG 23
GEN 0.4-7(12 JUL 23) / 0.4-8(12 JUL 23)	GEN 0.4-7 / 0.4-8 9 AUG 23
GEN 0.4-9(12 JUL 23) / 0.4-10(12 JUL 23)	GEN 0.4-9 / 0.4-10 9 AUG 23
GEN 3.1-1(2 JUN 22) / 3.1-2(13 JAN 22)	GEN 3.1-1 / 3.1-2 29 JUN 23
GEN 3.3-1(13 JAN 22) / 3.3-2(13 JAN 22)	GEN 3.3-1 / 3.3-2 29 JUN 23
GEN 3.3-5(27 SEP 18) / 3.3-6(27 SEP 18)	GEN 3.3-5 / 3.3-6 29 JUN 23

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL I, Part II - ENR (Enroute) ENR 1.4-7(28 JUL 22) / 1.4-8(28 JUL 22) ENR 1.10-1(28 JAN 21) / 1.10-2(1 AUG 19) ENR 1.11-1(22 SEP 22) / 1.11-2(22 SEP 22) ENR 2.1-1(9 FEB 23) / 2.1-2(9 FEB 23) ENR 3.1-1(6 APR 23) / 3.1-2(6 APR 23) ENR 3.1-3(9 FEB 23) / 3.1-4(9 FEB 23) ENR 3.1-5(9 FEB 23) / 3.1-6(9 FEB 23) ENR 3.1-7(9 FEB 23) / 3.1-8(9 FEB 23)	VOL I, Part II - ENR (Enroute) ENR 1.4-7 / 1.4-8 29 JUN 23 ENR 1.10-1 / 1.10-2 29 JUN 23 ENR 1.11-1 / 1.11-2 29 JUN 23 ENR 2.1-1 / 2.1-2 29 JUN 23 ENR 3.1-1 / 3.1-2 29 JUN 23 ENR 3.1-3 / 3.1-4 29 JUN 23 ENR 3.1-5 / 3.1-6 29 JUN 23 ENR 3.1-7 / 3.1-8 29 JUN 23
VOL II, Part III - AD (Aerodrome) AD 1.5-1(17 DEC 20) / 1.5-2(17 DEC 20) RKSS AD CHART 2-1(4 MAY 23) / 2-2(6 APR 23) AD CHART 2-3(4 MAY 23) / 2-4(4 MAY 23) AD CHART 2-5(4 MAY 23) / 2-6(4 MAY 23)	VOL II, Part III - AD (Aerodrome) AD 1.5-1 / 1.5-2 29 JUN 23 RKSS AD CHART 2-1 / 2-2 29 JUN 23 AD CHART 2-3 / 2-4 29 JUN 23 AD CHART 2-5 / 2-6 29 JUN 23
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END

GEN 0.3 RECORD OF AIP SUPPLEMENT

1. Current AIP Supplement

NR/Year	Subject	AIP Section(s) affected	Period of validity (From/To)	Cancellation record
23/10	Requirement for Overflight Permission	GEN	-	
12/21	ENR - Temporary Prohibited Areas Established	ENR	-	
15/21	Incheon AP - Temporary Obstacle Erected	AD	30 JUN 21 / 31 DEC 23	
16/22	Gimpo AP - Temporary Obstacles Erected	AD	4 MAY 22 / 31 AUG 23	
23/22	Gimhae AP - TWY W1 Closed due to Suspension of Operation	AD	29 JUN 22 / 29 JUN 23	
28/22	Ulsan AP - Temporary Obstacles Erected	AD	24 AUG 22 / 31 AUG 23	
30/22	Ulsan AP - Temporary Obstacle Erected	AD	13 AUG 22 / 30 JUN 23	
32/22	ENR - Temporary Restricted Areas Established	ENR	1 JAN 23 / 31 DEC 23	
34/22	Incheon AP - Temporary Obstacle Erected	AD	14 DEC 22 / 31 OCT 24	
35/22	Incheon AP - Temporary Obstacle Erected	AD	14 DEC 22 / 31 DEC 23	
37/22	Incheon AP, Gimpo AP - Trial Operation of Re-categorization(RECAT) Wake Turbulence Separation Minima within Seoul TMA	AD	15 DEC 21 / 14 DEC 23	
2/23	Incheon AP - Temporary Obstacle Erected	AD	8 FEB 23 / 31 DEC 25	
4/23	Ulsan AP - Temporary Obstacles Erected	AD	1 SEP 22 / 31 AUG 23	
5/23	Incheon AP - RWY 15R/33L and TWYs Closed due to Construction	AD	25 JAN 23 / 9 AUG 23	
6/23	Incheon AP - Construction Work for Passenger Terminal 2 Extension	AD	31 MAY 23 / 30 OCT 24	
7/23	Incheon AP - Incheon INTL Airport A-CDM Trial Operation for Phase 2	AD	29 JUN 22 / 1 MAY 24	
8/23	Gimpo AP - Temporary Obstacles Erected	AD	31 MAY 23 / 30 SEP 25	
9/23	Ulsan AP - Temporary Obstacles Erected	AD	19 MAY 23 / 31 AUG 24	
10/23	Incheon AP - Temporary Obstacles Erected	AD	28 JUN 23 / 30 JUL 24	

2. Current AIRAC AIP Supplement

NR/Year	Subject	AIP Section(s) affected	Period of validity (From/To)	Cancellation record
1/23	Ulsan AP - Unserviceability of UJN VORTAC	AD	22 FEB 23 / 9 AUG 23	
2/23	ENR - Y722 Traffic Dispersion Operation	ENR	22 MAR 23 / PERM	
4/23	ENR / Yangyang AP - Unserviceability of GANGWON VORTAC	ENR / AD	19 APR 23 / 1 NOV 23	
5/23	ENR - KSLV II(Korea Space Launch Vehicle II) Launch	ENR	10 MAY 23 / 29 JUN 23	
8/23	Gimpo AP - Operational Restrictions	AD	19 APR 23 / 28 SEP 23	
9/23	Jeju AP - Operational Restrictions - Code Letter 'F' Aircraft Operation	AD	19 APR 23 / 11 NOV 23	
10/23	Jeju AP - Operational Restrictions - Take-off Weather Minima Change	AD	19 APR 23 / 11 NOV 23	
11/23	Jeju AP - Temporary Obstacle Erected	AD	1 MAY 23 / 11 AUG 24	
12/23	Muan AP - Unserviceability of ILS/DME	AD	19 APR 23 / 12 JUL 23	
13/23	Yeosu AP - Unserviceability of ILS/DME	AD	19 APR 23 / 1 NOV 23	
15/23	Gimpo AP - Operational Restrictions	AD	14 JUN 23 / 27 DEC 23	
16/23	Pohang Gyeongju AP - Unserviceability of LOC/DME	AD	12 JUL 23 / 29 NOV 23	
17/23	Incheon AP - RWY 15L/33R and TWYs Closed due to Construction	AD	9 AUG 23 / 31 MAR 24	
18/23	Incheon AP - Unserviceability of ILS/DMEs	AD	9 AUG 23 / 27 NOV 24	

GEN 0.4 CHECKLIST OF AIP PAGES

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		CHART 2 - 20-1	27 SEP 18	CHART 2 - 21-1	29 JUN 23	CHART 2 - 20-1	26 AUG 21
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CHART 2 - 6	13 JAN 22	CHART 2 - 4-1	21 NOV 19	CHART 2 - 34	3 JUN 21	CHART 2 - 5-1	2 JUN 22
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CHART 2 - 4	22 SEP 22	CHART 2 - 4	2 JUN 22
CHART 2 - 5	4 MAY 23	CHART 2 - 4-1	2 JUN 22
CHART 2 - 6	4 MAY 23	CHART 2 - 5	2 JUN 22
CHART 2 - 7	22 SEP 22	CHART 2 - 5-1	2 JUN 22
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CHART 2 - 9-1	22 SEP 22	CHART 2 - 8	2 JUN 22
CHART 2 - 10	22 SEP 22	CHART 2 - 8-1	2 JUN 22
CHART 2 - 10-1	22 SEP 22	CHART 2 - 9	2 JUN 22
CHART 2 - 11	22 SEP 22	CHART 2 - 9-1	2 JUN 22
CHART 2 - 11-1	22 SEP 22	CHART 2 - 10	16 DEC 21
CHART 2 - 12	22 SEP 22	CHART 2 - 10-1	16 DEC 21
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CHART 2 - 15-1	22 SEP 22	CHART 2 - 14	15 DEC 22
CHART 2 - 16	22 SEP 22	CHART 2 - 14-1	15 DEC 22
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CHART 2 - 20-1	15 DEC 22		
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CHART 2 - 21-1	29 JUN 23		
CHART 2 - 22	15 DEC 22		
CHART 2 - 22-1	15 DEC 22		
CHART 2 - 23	15 DEC 22		
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CHART 2 - 24	15 DEC 22		
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GEN 3. SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

1. 책임기관

1.1 대한민국 국토교통부 항공교통본부는 GEN 3.1.2항에 기술된 바와 같이 책임구역내에서 국제 및 국내 항공항행의 안전성, 정규성 및 효율성을 위해 필요한 정보의 흐름을 보장하기 위한 항공정보업무를 담당한다. 항공정보업무기관은 아래와 같이 항공정보업무 본부, 국제항공고시보취급소, 중앙항공정보실 및 비행장에 설치된 항공정보실로 구성된다.

1.2 항공정보업무 본부

항공교통본부

(우) 41059 대구광역시 동구 매여로1길 50-12

전화 : 053-668-0283, 0284

팩스 : 053-668-0277

E-mail : aisd@korea.kr

항공고정통신망 : RKRRYNYX

1.3 국제항공고시보 취급소

국제항공고시보취급소

(우) 41059 대구광역시 동구 매여로 1길 50-12

전화 : 053-668-0446

팩스 : 053-668-0442

전자우편 : kornof@korea.kr

항공고정통신망 : RKRRYNYX

Website : http://aim.koca.go.kr

1.4 비행장 항공정보실

1. Responsible Service

1.1 The Aeronautical Information Service, which forms part of the Republic of Korea, Air Traffic Management Office (ATMO), Ministry of Land, Infrastructure and Transport, ensures the flow of information necessary for the safety, regularity and efficiency of international and national air navigation within the area of its responsibility as indicated under GEN 3.1.2. It consists of AIS Headquarters, International NOTAM Office(NOF), AIS center and AIS units established at aerodromes as listed below.

1.2 AIS Headquarters

Air Traffic Management Office(ATMO)
Ministry of Land Infrastructure and Transport

50-12, Maeyeo-ro 1-gil, Dong-gu, Daegu, 41059,
Republic of Korea

TEL : +82-53-668-0283, 0284

Telefax : +82-53-668-0277

E-mail : aisd@korea.kr

AFS : RKRRYNYX

1.3 International NOTAM office (NOF)

International NOTAM office

50-12, 1-gil, maeyeo-ro, Dong-gu, Daegu 41059,
Republic of Korea

TEL : +82-53-668-0446

Telefax : +82-53-668-0442

E-mail : kornof@korea.kr

AFS : RKRRYNYX

Website : http://aim.koca.go.kr

1.4 Aerodrome AIS units

SEOUL/Incheon International 인천국제공항	Incheon airport AIS office 인천공항 항공정보실	GUNSAN 군산공항	Gunsan airport AIS office 군산공항 항공정보실
SEOUL/Gimpo International 김포국제공항	Gimpo airport AIS office 김포공항 항공정보실	YEOSU 여수공항	Yeosu airport AIS office 여수공항 항공정보실
JEJU/International 제주국제공항	Jeju airport AIS office 제주공항 항공정보실	WONJU 원주공항	Wonju airport AIS office 원주공항 항공정보실
BUSAN/Gimhae International 김해국제공항	Gimhae airport AIS office 김해공항 항공정보소	POHANG GYEONGJU 포항경주공항	Pohang Gyeongju airport AIS office 포항경주공항 항공정보실
CHEONGJU/International 청주국제공항	Cheongju airport AIS office 청주공항 항공정보실	SACHEON 사천공항	Sacheon airport AIS office 사천공항 항공정보실
YANGYANG/International 양양국제공항	Yangyang airport AIS office 양양공항 항공정보실	ULSAN 울산공항	Ulsan airport AIS office 울산공항 항공정보실
DAEGU/International 대구국제공항	Daegu airport AIS office 대구공항 항공정보실	ULJIN 울진비행장	Uljin airport AIS office 울진비행장 항공정보실
MUAN/International 무안국제공항	Muan airport AIS office 무안공항 항공정보실	JEJU/Jeongseok 정석비행장	Jeongseok airport AIS office 정석비행장 항공정보실
Gwangju 광주공항	Gwangju airport AIS office 광주공항 항공정보실		

*각 항공정보실 운영시간은 공항별 AD 2.3을 참조

* See AD 2.3 for the operational hours of each AD AIS office

국제민간항공조약 부속서 15(항공정보업무)에 수록된 규정에 따라 항공정보업무가 제공된다.

The service is provided in accordance with the provisions contained in Annex 15 - Aeronautical Information Services.



2. 책임구역

항공정보업무기관은 대한민국 전 영토와 인천 비행정보구역 내 공해 상공의 공역에 대하여 정보의 수집 및 전파를 담당한다.

3. 항공정보 발간물

3.1 항공정보는 다음과 같은 요소로 구성된 종합항공정보집의 형태로 제공한다.

- 항공정보간행물
- 항공정보간행물 수정판
- 항공정보간행물 보충판
- 항공고시보 및 비행전정보게시
- 항공정보회람
- 유효 항공고시보 대조표 및 목록

항공고시보 및 월간 유효 항공고시보 대조표는 항공고정통신망을 사용하여 발행되며 비행전 정보게시는 각 공항 항공정보실 또는 웹사이트에서 이용할 수 있다. 그 외의 발간물들은 우편(유효 항공고시보 목록의 경우 우편 또는 전자우편)으로 발송된다.

3.2 항공정보간행물

항공정보간행물은 항공항행에 필수적인 영구적인 항공정보 및 장기간 지속되는 일시적인 변경사항의 교환을 위한 국제기준을 충족하기 위하여 제정된 항공관련 기본발간물이다.

대한민국 항공정보간행물은 세 권으로 발간된다.

항공정보간행물은 국제 및 국내 사업용 또는 자가용 항공기 운항에 사용하기 위하여 영문과 국문을 병용한 가제형식으로 발간된다.

3.3 항공정보간행물 수정판

항공정보간행물 수정판은 가제 형식으로 발간되며 다음과 같은 2가지 종류의 수정판으로 발행된다.

- 항공정보간행물 정기 수정판. 정기적인 간격(GEN 0.1 참조)으로 발행되며 엷은 파란색 표지를 사용하며 지정된 발간일을 기준으로 항공정보간행물에 대한 영구적인 변경사항을 수록
- 항공정보간행물 AIRAC 수정판. AIRAC 체계에 따라 발행되며 AIRAC이라는 약어를 표시한 분홍색 표지를 사용하며 지정된 AIRAC 발효일자를 기준으로 항공정보간행물에 대한 운영상 중요한 영구적인 변경사항을 수록

수정판에 의해 영향을 받는 주제에 관한 간략한 설명이 항공정보간행물 수정판 표지에 표기된다. 재 인쇄된 항공정보간행물 페이지에 포함된 새로운 정보에 대해서는 주석을 달거나 변경/추가된 사항의 좌측 또는 우측 여백(또는 바로 좌측 또는 우측에 맞닿게)에 수직선을 표기하여 나타낸다.

2. Area of responsibility

The Aeronautical Information Service is responsible for the collection and dissemination of information for the entire territory of the Republic of Korea, and for the airspace over the high seas encompassed by the INCHEON Flight Information Region.

3. Aeronautical publications

3.1 The aeronautical information is provided in the form of the Integrated Aeronautical Information Package consisting of the following elements :

- Aeronautical Information Publication (AIP);
- Amendment service to the AIP (AIP AMDT);
- Supplement to the AIP (AIP SUP);
- NOTAM and Pre-flight Information Bulletins (PIB);
- Aeronautical Information Circulars (AIC); and
- Checklists and lists of valid NOTAM.

NOTAM and the related monthly checklists are issued via the Aeronautical Fixed Service (AFS), while PIB are made available at aerodrome AIS units or website. All other elements of the package are distributed by air mail(for the lists of valid NOTAM by airmail or e-mail).

3.2 Aeronautical Information Publication (AIP)

The AIP is the basic aviation document intended primarily to satisfy international requirements for the exchange of permanent aeronautical information and long duration temporary changes essential for air navigation.

AIP Republic of Korea is published in three(3) volumes.

The AIP is published in a loose-leaf form with bilingual text (English and Korean) for use in international and domestic operations, whether the flight is a commercial or a private one.

3.3 Amendment service to the AIP (AIP AMDT)

Amendments to the AIP are made by means of replacement sheets. Two types of AIP AMDT are produced :

- Regular AIP Amendment (AIP AMDT), issued in accordance with the established regular interval (ref. GEN 0.1) and identified by a light blue cover sheet, incorporates permanent changes into the AIP on the indicated publication date; and
- AIRAC AIP Amendment (AIRAC AIP AMDT), issued in accordance with the AIRAC system and identified by a pink cover sheet and the acronym -AIRAC, incorporates operationally significant permanent changes into the AIP on the indicated AIRAC effective date.

A brief description of the subjects affected by the amendment is given on the AIP Amendment cover sheet. New information included on the reprinted AIP pages is annotated or identified by a vertical line in the left or the right margin (or immediately to the left or the right) of the change/addition.

GEN 3.3 AIR TRAFFIC SERVICES

1. 책임기관

국내 및 국제 민간항공에 제공되는 항공교통업무의 책임
기구는 국토교통부 항공정책실이다.

국토교통부 항공정책실

(우) 30103 세종특별자치시 도움6로 11

전화 : 044-201-4304

팩스 : 044-201-5631

항공고정통신망 : RKSLYAYX

Website : <http://www.molit.go.kr>

2. 적용범위

항공교통업무는 인천 비행정보구역 전 지역에서 제공한다.

3. 항공교통업무

인천 비행정보구역내의 항공교통업무는 국토교통부 항공
정책실에서 제공한다. 다만, 군용비행장은 한국군 또는 주
한미군이 제공한다.

3.1 항공교통관제업무는

- 항공로상;
- 관제구역;
- 접근관제구역;
- 비행장 관제권에서 행하여진다.

3.2 대구ACC 및 인천ACC는 인천 비행정보구역 내 관할
관제구역에서의 항공로 교통관제업무, 비행정보업무 및
경보업무를 제공하며 국토교통부 항공교통본부에서 운영
하고 있다.

3.3 대구FIC는 인천 비행정보구역 내의 비행정보업무(관제
구역 제외) 및 국제민간항공기구 부속서 11 5.1에 따라
경보업무 총괄업무를 제공하며, 국토교통부 항공교통
본부에서 운영하고 있다.

3.4 인천 비행정보구역 내를 비행하는 모든 항공기는 항공
안전법 제 51조 및 동법 시행규칙 제107조의 규정에 의
한 Mode 3/A 4096개의 Code와 자동고도보고가 가능한
Mode-C Transponder 등을 장착하여야 한다.

4. 운영자와 ATS간의 협조

운영자와 ATS간의 협조사항은 국제민간항공조약 부속서
제11권 2. 15장을 적용한다.

1. Responsible Authority

The authority responsible for the overall administration of
air traffic services provided for both domestic and
international civil aviation is the Ministry of Land,
Infrastructure and Transport, Office of Civil Aviation.

Office of Civil Aviation

Ministry of Land, Infrastructure and Transport

11, Doum 6-ro, Sejong-si, 30103 Republic of Korea

TEL : +82-44-201-4304

Telefax : +82-44-201-5631

AFS : RKSLYAYX

Website : <http://www.molit.go.kr>

2. Area of responsibility

Air traffic services are provided for the entire area of
Incheon FIR.

3. Type of services

Air traffic services in the Incheon FIR are provided by
the Ministry of Land, Infrastructure and Transport, Office
of Civil Aviation. In the case of military aerodromes, their
control services are provided by the ROK Forces and
US Forces.

3.1 Air traffic control service is provided in

- on airways ATS routes;
- in controlled airspace;
- in terminal control area; and
- in aerodrome control zone.

3.2 Daegu Area Control Center and Incheon Area Control
Center are operated by Air Traffic Management
Office(ATMO), Ministry of Land, Infrastructure and
Transport, and is responsible for providing area control
service, flight information service, alerting service within
Incheon FIR.

3.3 DAEGU Flight Information Center is operated by Air
Traffic Management Office(ATMO), Ministry of Land,
Infrastructure and Transport and is responsible for flight
information service(Only uncontrolled airspace) and
central point of alerting service in accordance with
ICAO Annex 11 within Incheon FIR.

3.4 All aircraft flying within Incheon FIR are required to be
equipped with and operated an operable radar beacon
transponder having a combined Mode 3/A 4096 code
and Mode-C automated altitude reporting capability and
other radio equipment pursuant to Article 51 of the
Aviation Safety Act and Article 107 of the Regulation of
the Aviation Safety Act.

4. Co-ordination Between the Operator and ATS

Co-ordination between operator and ATS is affected in
accordance with ICAO Annex 11, Chapter 2.15.



5. 최저비행고도

5.1 최저안전고도

- a. 항공기는 이륙 또는 착륙하는 경우를 제외하고는 국토교통부령이 정한 고도 아래에서 비행하여서는 안된다. 다만, 국토교통부장관의 허가를 받은 경우와 항공기의 사고, 재난 및 기타의 사고로 인한 사람 등의 탐색 또는 구조 등을 위하여 긴급하게 운항하는 경우에는 그러하지 아니하다(항공안전법 제68조 및 제69조 제1항). 이 규정에 의하여 긴급하게 운항하는 항공기의 종류 및 운항의 절차 등에 관하여 필요한 사항은 국토교통부령으로 정한다.

- b. 항공안전법 제68조의 규정에 의하여 그 고도아래에서 항공기의 비행이 금지되는 고도(이하 "최저안전고도"라 한다)는 다음 각 호의 1과 같다(항공안전법 시행규칙 제199조).

- (1) 시계비행방식에 의하여 비행하는 항공기에 있어서는 비행 중 동력장치가 정지한 경우에 지상 또는 수상의 사람이나 물건을 위태롭게 하지 아니하고 착륙할 수 있는 고도와 다음 각목의 1에서 정하는 고도 중 더 높은 고도.

- (a) 사람 또는 건축물이 밀집하고 있는 지역의 상공에 있어서는 당해항공기를 중심으로 하여 수평거리 600미터 범위안의 지역에 있는 가장 높은 장애물의 상단에서 300미터(1천 피트)의 고도.
(b) 사람 또는 건축물이 밀집하지 아니한 지역과 넓은 수면의 상공에 있어서는 지상 또는 수상의 사람 또는 물건의 상단에서 150미터(500 피트)의 고도.

- (c) (a) 및 (b) 외의 지역에 있어서는 지표 또는 수면에서 150미터(500 피트)의 고도.

- (2) 계기비행방식에 의하여 비행하는 항공기에 있어서는 국토교통부장관이 정하여 고시하는 고도.

- c. 항공안전법 제68조 단서의 규정에 의하여 최저비행고도 아래에서 비행하고자 하는 경우 다음 각 호의 사항을 기재한 비행허가신청서를 지방항공청장에게 제출하여 허가를 얻어야 한다(항공안전법 시행규칙 제199조).

- (1) 성명 및 주소
(2) 항공기의 형식 및 등록번호
(3) 비행계획의 개요(비행의 목적, 일시, 경로 및 고도를 기재할 것)
(4) 최저비행고도 아래에서 비행을 하는 이유
(5) 조종사의 성명 및 자격
(6) 동승자의 성명 및 동승의 목적
(7) 그밖에 참고가 될 사항

5.2 다른 최저비행고도(MEA, MRA 및 MSA 등)는 AD와 ENR에 수록하고 있음.

5. Minimum Flight Altitude

5.1 Minimum Safety Altitude

- a. Except in the case where the aircraft takes off or lands, no aircraft shall make a flight below it as prescribed by the Ordinance of the Ministry of Land, Infrastructure and Transport. This provision shall not apply in the case where the Minister of Land, Infrastructure and Transport permits it and where the aircraft flies for any emergency operation for search, rescue, etc. of persons, etc. due to accident, disaster or other mischance of the aircraft(Aviation Safety Act, Article 68 and Article 69, para 1).

- b. Pursuant to Article 68 of Aviation Safety Act, an altitude at which aircraft is prohibited from flying below it (hereinafter referred to as the "minimum safe altitude") shall be one of the following items (Enforcement Regulation of Aviation Safety Act, Article 199).

- (1) For aircraft engaged in visual flight rules, higher of either the altitude at which the aircraft shall not endanger people or goods on land or water when the power-equipment stop during flight and land safely or one of the following altitudes.

- (a) Altitude of 300 meter (1 000 ft) above the top of the tallest obstacle in a 600 meter radius of the aircraft concerned in the sky above the areas where people or building structures are densely concentrated.
(b) Altitude of 150 meter (500 ft) above the top of people or structures on land or water surface in sky above the areas where people and building structures are not densely concentrated and the areas of wide water surfaces.

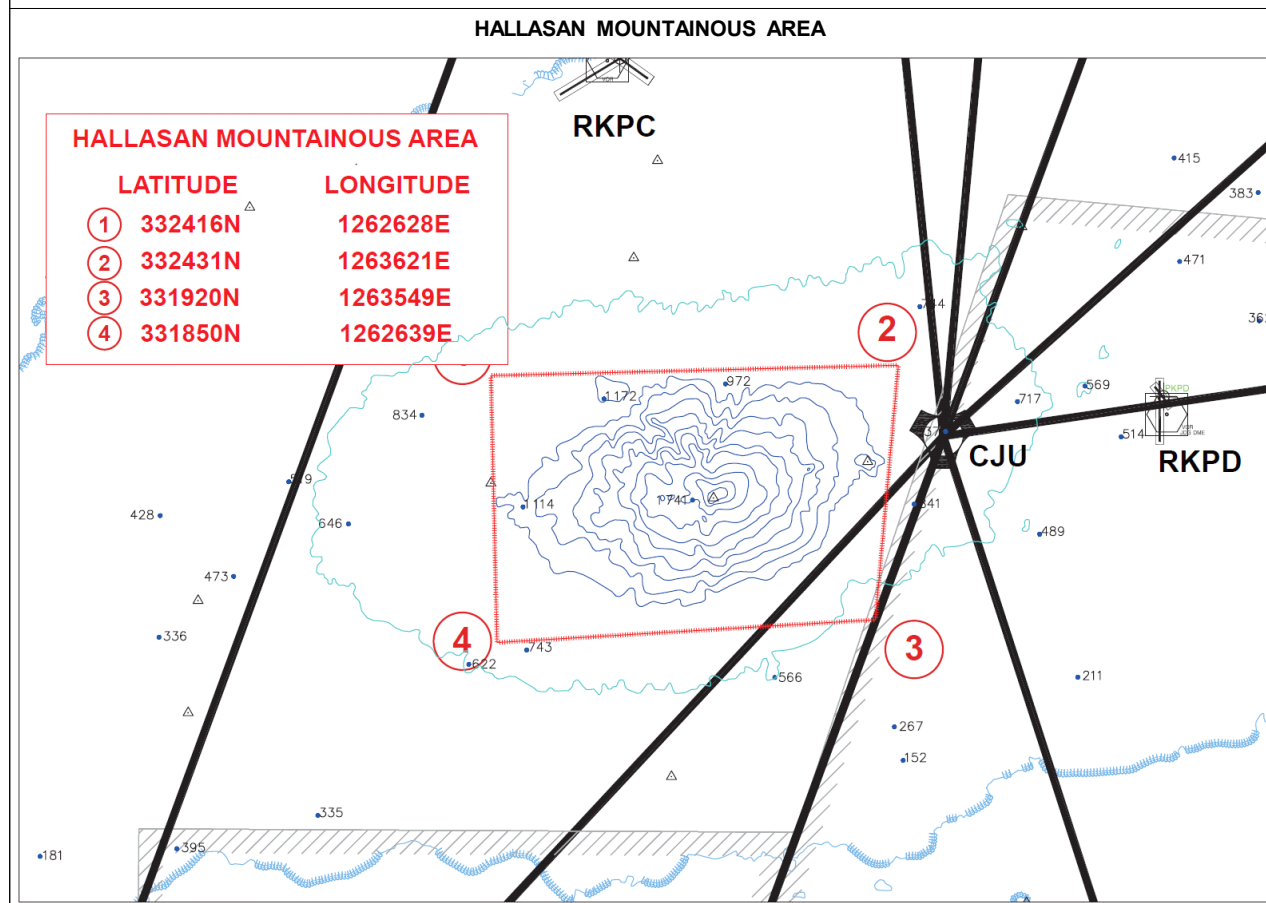
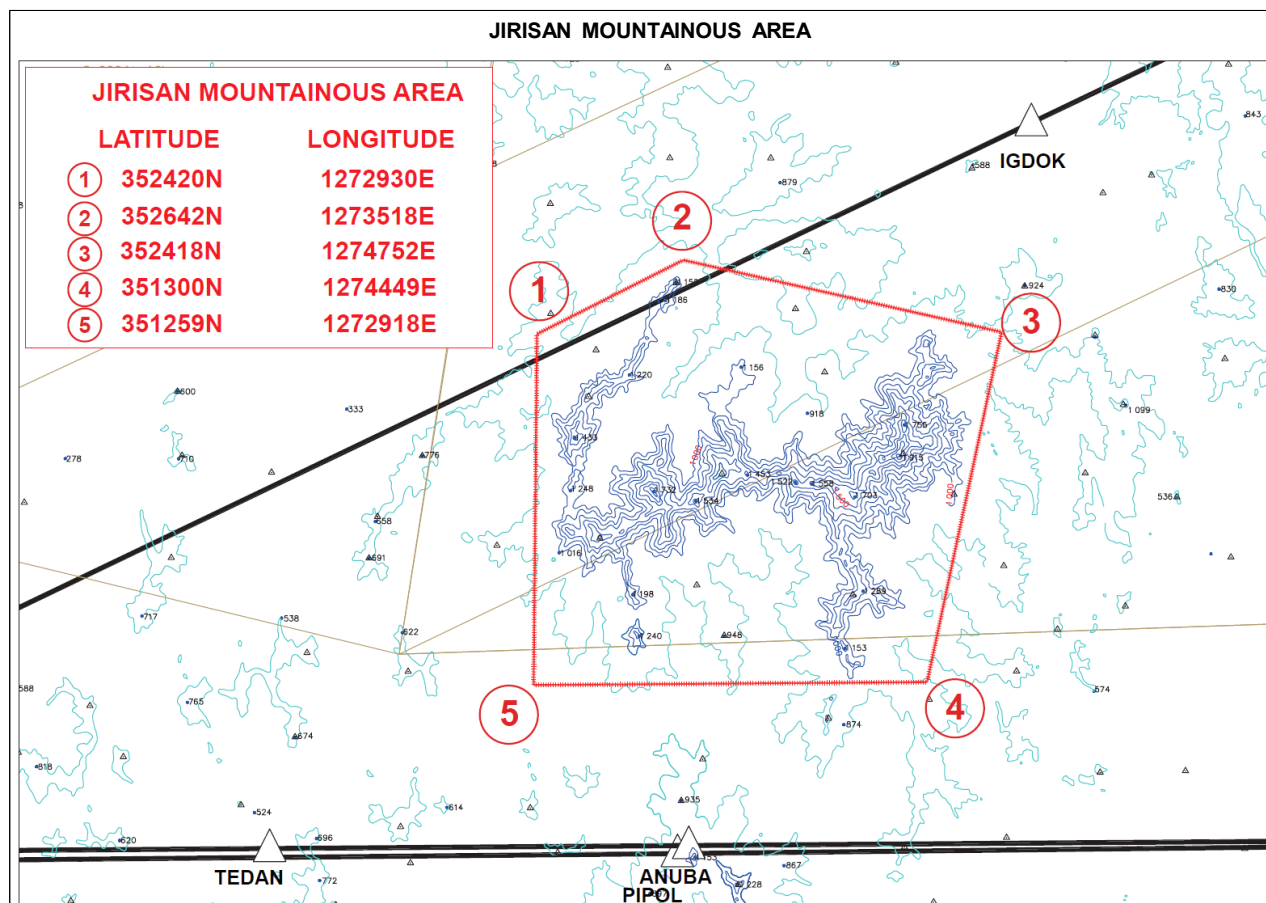
- (c) Altitude of 150 meter (500 ft) above land or water surface in areas other than as referred to in items (a) and (b).

- (2) Altitude determined by the Minister of Land, Infrastructure and Transport for the aircraft engaged in instrument flight rules.

- c. Any person who wishes to fly below the minimum flight altitude under the Article 68 of the Aviation Safety Act, shall submit the Application for Flight Approval with each of the following items recorded to the Administrator of Regional Office of Aviation and get the approval(Enforcement Regulation of Aviation Safety Act, Article 199) :

- (1) Name and address
(2) Aircraft type, nationality and registration mark
(3) Summary of flight plan (purpose, date and time, course, and altitude shall be recorded)
(4) Reason for flying below the minimum flight altitude
(5) Names and qualification of pilots
(6) Names of accompanying persons and purpose of accompaniment
(7) Other items that may be useful

5.2 Details of other Minimum Flight Altitudes(MEA, MRA and MSA etc.) appear in the AD and ENR sections.



6. ATS 기관의 주소 목록

6. ATS Units Address List

기관명칭 Name	우편주소 Postal Address	전화번호 Tel NR	팩스번호 Telefax NR	항공고정통신망 AFS
항공교통본부 (대구ACC/FIC) Air Traffic Management Office (DaeguACC/FIC)	(우) 41059 대구광역시 동구 매여로1길 50-12(상매동) 50-12, Maeyeo-ro 1gil, Dong-gu, Daegu (Sang Mae Dong) 41059, Republic of Korea	+82-53-668-0244	+82-53-668-0276	RKDAZQZX
인천항공교통관제소 (인천ACC) Incheon Air Traffic Control Regional Office (ACC)	(우) 22382 인천광역시 중구 공항로 272 인천국제공항 우체국 사서함 26호 P.O Box 26, Incheon Airport Post Office 272, Gonghang-ro, Jung-gu, Incheon 22382 Republic of Korea	+82-32-880-0288	+82-32-889-2381	RKRRZQZX
서울접근관제소 Seoul APP	(우) 22382 인천광역시 중구 424번길 공항로 47 서울지방항공청 Seoul Regional Office of Aviation, 47, Gonghang-ro, 424 Beon-gil, Jung-gu, Incheon 22382 Republic of Korea	+82-32-740-2561~2	+82-32-740-2259	RKSIZAZX
김해접근관제실 Gimhae APP	(우) 46723 부산광역시 강서구 공항진입로 108 부산지방항공청 Busan Regional Office of Aviation, 108, Gonghangjinip-ro, Gangseo-gu Busan 46723 Republic of Korea	+82-51-974-2291~2	+82-51-974-2250	RKPKZAZX
제주접근관제소 Jeju APP	(우) 63115 제주특별자치도 제주시 공항로 2 제주지방항공청 Jeju Regional Office of Aviation, 2, Gonghang-ro, Jeju-si, Jeju Special-Governing Province 63115 Republic of Korea	+82-64-797-1680~2	+82-64-797-1683	RKPCZAZX
다른 ATS기관의 주소목록은 AD와 ENR에 수록하고 있음. Details of other ATS Units contact numbers and addresses appear in the AD and ENR sections.				

Change : Withdrawal of Incheon FIC and Information of telefax number for Incheon ACC.

- (4) 항공기가 D등급 공역으로 설정된 공항에 착륙하거나, 항공기가 D등급 공역을 떠날 때까지 D등급 공역에서의 제공업무가 지속된다.

바. 비행절차

- (1) D등급 공역 내로 들어가는 모든 항공기는 진입전에 관할 ATC 기관과 무선교신이 이루어져야 하고 항공기 위치, 고도, 레이더 비컨코드, 목적지를 알리고 D등급 업무를 요청하여 허가를 받아야 하며 D등급 공역 내에서 비행하는 동안에는 계속 무선교신을 유지하여야 한다. 다만 한국군 소속 VFR 항공기가 서울접근관제구역 내 D등급 공역을 통과하거나 항공로의 D등급 공역을 횡단할 때에는, D등급 공역 절차를 준수하는 대신 관계기관간 합의서에 명시된 비행정보 통보절차에 의한다.
- (2) D등급 공역으로 설정된 공항에서 이륙하는 항공기는 관할 ATC 기관과 D등급 공역을 벗어날 때까지 무선교신을 유지하여야 한다.
- (3) 관할 ATC 기관의 허가가 없는 한 D등급 공역 중 항공로비행은 계기비행방식에 의한다.
- (4) D등급 공역 내에서 비행하는 모든 항공기는 평균 해면 10 000 피트 미만의 고도에서는 지시대기속도 250 노트 이하로 비행하여야 하며, 공항반경 4 NM 내의 지표면으로부터 2 500 피트 이하의 고도에서는 지시대기속도 200 노트 이하로 비행하여야 한다. 다만 항공기 성능상 이에 따를 수 없는 경우, 관할 ATC 기관의 허가를 얻어 비행할 경우에는 그러하지 아니하다.

사. 인접공항 운영

D등급 공역과 D등급 공역이 중복되는 공역에서의 업무제공은 관할 ATC 기관간 합의서에 의한다.

2.5 E 등급 - 관제공역

가. 정의

인천비행정보구역 중 A, B, C 및 D등급 공역 이외의 관제공역으로서, 영공(영토 및 영해 상공)에서는 해면 또는 지표면으로부터 1 000 피트 이상 평균해면 60 000 피트 이하, 공해상에서는 해면에서 5 500 피트 이상 평균해면 60 000 피트 이하의 국토교통부장관이 공고한 공역이다.

나. 비행요건

IFR 및 VFR 운항이 모두 가능하며, 조종사에게 특별한 자격이 요구되지는 않는다.

다. 무선설비

특히 구비해야 할 장비가 요구되지 않지만, ATC 기관과 교신할 수 있도록 항공기는 송수신 무선통신기를 구비해야 한다.

- (4) Class D Airspace services are provided to the pilots until the aircraft lands at an airport within Class D Airspace or leaves the Class D Airspace.

f. Flight Procedures

- (1) All aircraft must contact the ATC facility prior to entering Class D Airspace and give their position, altitude, radar beacon code, destination, and then request Class D service and a clearance, and thereafter maintain two-way radio communications while in Class D Airspace. Military VFR aircraft of Republic of Korea will observe the Flight Information Notification procedures specified on the Letter of Agreement among the facilities concerned instead of following Class B airspace flight procedures, when the military VFR aircraft transit the Class D Airspace in Seoul TMA or airways of Class D Airspace.
- (2) All pilots departing from the airport designated Class D Airspace must contact the ATC facility concerned and thereafter maintain two-way radio communications until the aircraft leaves the Class D Airspace.
- (3) Unless otherwise authorized by ATC, pilots must operate their aircraft under IFR within airways of Class D airspace.
- (4) Unless otherwise authorized by ATC because of aircraft performance limitations, no person may operate an aircraft below 10 000 ft AMSL at an indicated airspeed of more than 250 knots and at or below 2 500 ft above the surface within 4 NM of the airports at an indicated airspeed of more than 200 knots.

g. Satellite Airports Operations

ATC services in the airspace where Class D Airspace overlap other Class D Airspace are provided in accordance with the Letter of Agreement between the facilities concerned.

2.5 Class E - Controlled Airspace

a. Definition

Generally, that controlled airspace designated by the Minister of Land, Infrastructure and Transport within Incheon FIR that is not Class A, Class B, Class C, or Class D as follows :

- (1) The airspace that extends from 1 000 ft above the surface or the sea level up to and including FL 600 within the entire airspace over the territory(including the land areas and territorial waters) of Republic of Korea.
- (2) The airspace that extends from 5 500 ft above the sea level up to and including FL 600 other than the entire airspace over the territory (including the land areas and territorial waters) of Republic of Korea.

b. Operating Rules and Pilot Requirements

IFR and VFR flights are permitted and no specific pilot certification is required.

c. Equipment Requirements

Though specific equipment is not required, aircraft must be equipped with an operable two-way radio capable of communicating with ATC.

Change : Amended phrase(500 ft → 5 500 ft).



- 라. 항공기 분리
(1) IFR 항공기는 다른 IFR 항공기로부터 분리업무를 제공받는다.
(2) VFR 항공기에게는 분리업무가 제공되지 않는다.
- 마. 제공업무
(1) IFR 항공기에게 ATC 업무가 제공되며, 가능한 범위 내에서 VFR 항공기에 대한 교통정보를 제공한다.
(2) 무선교신을 하고 있다면 업무 여건이 허락되는 범위 내에서 VFR 항공기에게 교통정보를 제공해 줄 수 있다.
- 바. 비행절차
(1) IFR 항공기는 E등급 공역에 들어가기 전에 해당 관제기관으로부터 ATC 허가를 받아야 하며, 관할 ATC 기관과 무선교신을 유지하면서 ATC 기관의 관제지시를 따라 비행하여야 한다.
(2) VFR 항공기는 ATC 기관과 무선교신을 의무적으로 유지할 필요가 없으나, 민간 항공기는 예외로 한다.
(3) E등급 공역 내에서 ATC 기관과 무선교신을 유지하면서 비행하는 모든 항공기는 관할 ATC 기관의 허가가 없는 한, 평균해면 10 000 피트 미만의 고도에서는 지시대기속도(IAS) 250 노트 이하로 비행하여야 한다.

2.6 F 등급 - 삭제

2.7 G 등급 - 비관제공역

- 가. 정의
인천비행정보구역 중 A, B, C, D, E 등급 이외의 비관제공역으로, 영공(영토 및 영해 상공)에서는 해면 또는 지표면으로부터 1 000 피트 미만, 공해상에서는 해면에서 5 500 피트 미만과 평균해면 60 000 피트 초과 의 국토교통부장관이 공고한 공역이다.
- 나. 비행요건
IFR 및 VFR 운항이 모두 가능하며, 조종사에게 특별한 자격이 요구되지 않는다.
- 다. 무선설비
구비해야 할 장비가 특별히 요구되지 않는다.
- 라. 제공 업무
조종사 요구시 모든 항공기에게 비행정보 업무만 제공된다.

- d. Separation Provided
(1) IFR aircraft are separated from other IFR aircraft.
(2) No separation services are provided to VFR aircraft.
- e. Service Provided
(1) ATC service is provided to IFR aircraft, and traffic information will be provided to VFR aircraft to the extent possible.
(2) Traffic information will be provided to VFR aircraft as the controller's workload situation permitting if two-way radio communications have been established.
- f. Flight Procedures
(1) IFR aircraft must obtain a clearance from ATC facility prior to entering Class E Airspace and maintain radio communications, and thereafter operate as instructed by ATC.
(2) Maintaining two-way radio communications with ATC facility is not mandatory for military VFR aircraft.
(3) Unless otherwise authorized by ATC, all pilots maintaining two-way radio communications with ATC facility within the Class E Airspace must operate their aircraft below 10 000 ft AMSL at an indicated airspeed of no more than 250 knots.

2.6 Class F - Deleted.

2.7 Class G - Uncontrolled Airspace

- a. Definition
Generally, that uncontrolled airspace designated by the Minister of Land, Infrastructure and Transport within Incheon FIR that is not Class A, Class B, Class C, Class D, or Class E as follows :
- (1) The airspace that extends from the sea level or surface to below 1 000 ft above the surface or the sea level within the entire airspace over the territory(including the land areas and territorial waters) of Republic of Korea.
(2) The airspace that extends from the sea level to below 5 500 ft above the sea level other than the entire airspace over the territory(including the land areas and territorial waters) of Republic of Korea.
(3) The airspace above FL 600 to unlimited.
- b. Operating Rules and Pilot Requirements
IFR and VFR flights are permitted and no specific pilot certification is required.
- c. Equipment Requirements
No specific equipment is required.
- d. Service Provided
Flight information service is provided upon pilot request.

ENR 1.10 FLIGHT PLANNING

1. 비행계획서의 제출절차

1.1 비행계획 제출기준

인천 FIR을 통과하거나 인천 FIR 내에서 비행하려는 모든 항공기는 ICAO 비행계획양식을 사용하여 위성항법 시설(GNSS), RNAV, RNP, 성능기반항행(PBN), 데이터링크, 자동종속감시시설-방송(ADS-B), 자동종속감시시설-계약(ADS-C)과 같은 항행장비의 기능과 기법을 설명하는 비행계획을 제출해야 한다.

1.2 비행계획 제출시간 및 장소

인천 FIR 내에서 출발하는 항공기는 출발예정시간으로부터 최소 1시간 전에 비행계획을 인근 공항 항공정보실 또는 군 기지운항실에 제출하여야 하며, 제출된 비행계획은 항공교통본부(대구 비행정보실)에 통보하여야 한다.

인천 FIR 내로 비행하고자 하는 항공기는 FIR 경계선 통과 최소 1시간 전에 항공교통본부(대구 비행정보실)에 비행계획을 제출하여야 한다.

항공교통본부
대구 비행정보실
전화 : 053-668-0433, 0435
팩스 : 053-668-0441
항공고정통신망 : RKRRZQZX

1.3 방어시계비행

1.3.1 한국방공식별구역 경계선을 통과하는 시계비행을 방어 시계비행이라 하며, 비행계획서에는 한국방공식별구역 내의 경로, 고도와 경계선 예정시간이 포함되어야 한다.

1.3.2 인천비행정보구역으로 입항하는 시계비행 항공기는 경계선 통과 예정 20분 전까지 통과예정시간을 보고해야 한다. 인천비행정보구역 경계선으로부터 20분 이내의 지점에서 이륙하는 시계비행 항공기는 이륙 전에 통과 예정시간을 보고하여야 한다.

2. 반복비행계획서 절차

2.1 일반사항

반복비행계획서의 이용은 국내선에 한한다.

2.2 반복비행계획서 제출

2.2.1 반복비행계획서는 항공교통본부에 제출되어야 한다.

전화 : 053-668-0256
팩스 : 053-668-0277

2.2.2 반복비행계획서는 ICAO 비행 계획 양식(Doc 4444 부록2)에 따라 작성하여야 한다.

2.2.3 최초의 전체 반복비행계획서 목록과 그 후의 계절별 반복비행계획서 목록은 발효되기 최소한 2주전에 제출되어야 한다.

1. Procedure for the submission of a flight plan

1.1 Requirement for the submission of a flight plan

Any aircraft intending to conduct flight within, or via Incheon FIR shall file a flight plan that addresses functionalities and technologies of air navigation such as global navigation satellite system(GNSS), area navigation(RNAV), required navigation performance(RNP), performance-based navigation(PBN), data links, the automatic dependent surveillance-broadcast(ADS-B) and Automatic dependent surveillance-contract(ADS-C) using ICAO flight plan form.

1.2 Time and place of submission

Any aircraft departing from Incheon FIR shall submit a flight plan to the adjacent aerodrome AIS or military base operations at least one (1) hour prior to departure, and the filed flight plan shall be informed to AIR TRAFFIC MANAGEMENT OFFICE, MOLIT(DAEGU FIC). Any aircraft crossing into Incheon FIR shall submit a flight plan to AIR TRAFFIC MANAGEMENT OFFICE, MOLIT(DAEGU FIC) at least one (1) hour before the aircraft is estimated to reach the intended boundary point of entry into the FIR.

AIR TRAFFIC MANAGEMENT OFFICE
DAEGU FIC
TEL : +82-53-668-0433, 0435
FAX : +82-53-668-0441
AFS : RKRRZQZX

1.3 DVFR

1.3.1 The VFR flights crossing Korea ADIZ boundary are designated as DVFR and the related flight plans should include their route, altitude within Korea ADIZ and estimated time to the boundary.

1.3.2 The VFR flights to enter the Incheon FIR should report estimated time over FIR at least 20 minutes prior to crossing the boundary. The VFR flights departing from the point where it takes less than 20 minutes flying time from the boundary should report estimated time to cross the FIR before take off.

2. Repetitive flight plan system

2.1 General

The use of RPLs shall be only for domestic flight.

2.2 Submission of RPLs by operators

2.2.1 RPLs shall be submitted to the Air Traffic Management Officer.
TEL : +82-53-668-0256
Telefax : +82-53-668-0277

2.2.2 An RPL shall be completed using the format in accordance with ICAO Doc 4444, Appendix 2.

2.2.3 Initial submission of complete RPL listings and any subsequent seasonal RPL listings shall be made at least 2 weeks prior to the RPL becoming effective.



2.3 반복비행계획목록의 변경

2.3.1 영구적인 성격의 변경

새로운 비행편의 삽입과 현 비행편의 삭제 또는 수정과 관련한 영구적인 성격의 변경사항은 수정목록의 형태로 제출되어야 한다. 이러한 수정목록은 변경사항이 발효되기 최소 6일 전에 제출되어야 한다.

2.3.2 일시적인 성격의 변경

- a. 항공기 형식, 후방난기류범주, 순항속도 및 순항고도와 관련하여 다시 발생하지 않는 일시적인 성격의 변경은 각 비행편에 대해 출발 30분 이전에 가능한 신속히 출발비행장을 관할하는 비행정보실에 통보하여야 한다. 순항고도의 변경에 관해서는 항공교통업무기관과의 최초 교신 시 무선통신으로 통보할 수 있다.
- b. 항공기 식별부호, 출발비행장, 비행로 및 목적비행장의 갑작스런 변경이 발생하였을 경우, 해당일의 반복비행계획은 취소되어야 하며 개별적으로 비행계획이 제출되어야 한다.
- c. 반복비행계획으로 제출된 특정비행편이 비행계획에 명시된 이동개시시간 보다 30분 이상 지연될 것이라고 운영자가 판단할 경우 출발비행장을 관할하는 항공교통업무(ATS)기관에 즉시 통보하여야 한다.

3. 비행계획의 변경

제출된 비행계획이 IFR 비행인 경우 이동 개시 예정시간을 30분을 초과하여 지연되거나 또는 VFR 비행인 경우 1시간 이상 지연될 때에는 비행계획을 수정하거나 새로운 비행계획을 제출하고 기 제출된 비행계획은 취소하여야 한다.

변경 사항을 통보할 시간적 여유가 없을 경우, 출발 후 IFR 비행은 관할 관제 기관에 통보해야 한다. VFR 비행은 무선 주파수 126.90 MHz, 135.725 MHz, 250.80 MHz, 258.50 MHz 또는 317.550 MHz를 이용하여 대구 비행정보실에 통보해야 하며, 교신이 불가능 할 경우 인접 관제기관에 통보하고 비행 계획 변경을 통보 받은 관제기관은 대구 비행정보실로 통보하여야 한다.

2.3 Changes to RPL listings

2.3.1 Changes of permanent nature

Changes of a permanent nature involving the inclusion of new flights and the deletion or modification of currently listed flights shall be submitted in the form of amendment listings. These listings shall be submitted at least 6 days prior to the change becoming effective.

2.3.2 Changes of a temporary nature

- a. Changes of a temporary, non-recurring nature relating to RPLs concerning aircraft type and wake turbulence category, speed and/or cruising level shall be notified for each individual flight as early as possible and not later than 30 minutes before departure to the Aerodrome FIS concerned responsible for the departure aerodrome, a change of cruising level only may be notified by radiotelephony on initial contact with the ATS unit.
- b. In case of an incidental change in the aircraft identification, the departure aerodrome, the route and/or the destination aerodrome, the RPL shall be cancelled for the day concerned and individual flight plan shall be submitted.
- c. Whenever it is expected by the operator that a specific flight, for which an RPL has been submitted, is likely to encounter a delay of 30 minutes or more in excess of off-block time stated in that flight plan, the ATS unit responsible for the departure aerodrome shall be notified immediately.

3. Changes to the submitted flight plan

When 30 minutes delay for IFR flight or one hour delay for VFR flight occurs, the flight plan shall be changed or cancelled and new flight plan shall be submitted to ATS units.

When there is not enough time to report significant changes, IFR flight shall report to the controlling ATC unit and VFR flight shall report to DAEGU FIC using 126.90 MHz, 135.725 MHz, 250.80 MHz, 258.50 MHz or 317.550 MHz after departure.

If it is unable to contact DAEGU FIC, such changes shall be reported to the nearest ATS unit, and the ATS unit received those changes shall inform DAEGU FIC of such information.

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

1. 인천 비행정보구역을 비행하려는 교통에 관한 비행계획전 문은 정확한 중계와 전달을 위하여, 관련된 출발공항 및 목적공항과 인천 비행정보구역의 항공고정통신망 주소로 송신되어야 하며, 각 항공고정통신망 주소는 다음과 같다.

1. Flight plan message relating to traffic to intend a flight within the Incheon FIR, shall be addressed to departure and destination airports and Incheon FIR, in order to warrant correct relay and delivery, and AFTN addresses are as follows :

Category of flight (IFR, VFR) 비행방식 (계기비행, 시계비행)	Departure or Destination Airport (출발 또는 목적 공항)	Message address 전문 주소
IFR / VFR 계기비행 / 시계비행	RKSI (INCHEON AP / 인천공항)	RKSIZPZX
	RKSS (GIMPO AP / 김포공항)	RKSSZPZX
	RKPC (JEJU AP / 제주공항)	RKPCZPZX
	RKPK (GIMHAE AP / 김해공항)	RKPKZPZX
	RKNY (YANGYANG AP / 양양공항)	RKNYZPZX
	RKTU (CHEONGJU AP / 청주공항)	RKTUZPZX
	RKTN (DAEGU AP / 대구공항)	RKTNZPZX
	RKJB (MUAN AP / 무안공항)	RKJBZPZX
	RKJJ (GWANGJU AP / 광주공항)	RKJJZPZX
	RKJK (GUNSAN AP / 군산공항)	RKJKZPZX
	RKJY (YEOSU AP / 여수공항)	RKJYZPZX
	RKNW (WONJU AP / 원주공항)	RKNWZPZX
	RKPS (SACHEON AP / 사천공항)	RKPSZPZX
	RKPU (ULSAN AP / 울산공항)	RKPUZPZX
	RKSM (SEOUL AP / 서울공항)	RKSMZPZX
	RKTH (POHANG GYEONGJU AP / 포항경주공항)	RKTHZPZX
IFR / VFR 계기비행 / 시계비행	RKTL (ULJIN AD / 울진공항)	RKTLZPZX
	RKPD (JEONGSEOK AD / 정석공항)	RKPDZPZX
	RKRR (Incheon Flight Information Region / 인천 비행정보구역)	RKRRZQZX



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ENR 2. AIR TRAFFIC SERVICE AIRSPACE

ENR 2.1 FIR, UIR, TMA AND CTA

1.1 FLIGHT INFORMATION REGION (FIR)

Name Lateral limits Vertical limits Class of airspace	Unit Providing Service	Call sign Languages Hours of service	Frequencies(MHz) Purpose	Remarks
1	2	3	4	5
Incheon FIR 3800N 12400E - 3800N 12451E - along the Northern Limit Line and Military Demarcation Line to 3838N 12822E - 3838N 13339E - 3800N 13300E - 3730N 13300E - 3440N 12910E - 3230N 12730E - 3230N 12650E - 3000N 12525E - 3000N 12400E UNL GND Class A, B, C, D, E, G	Incheon ACC	Incheon Control English H24	126.175, 134.375, 317.85, 335.55 / Gunsan East Sector 132.15, 123.55, 263.15, 272.60 / Gunsan West Sector 123.725, 124.50, 241.80, 275.40 / Gwangju East Sector 120.725, 128.30, 263.90, 272.75 / Gwangju West Sector 124.525, 132.425, 255.40, 348.10, 233.50* / Jeju North Sector 133.425, 134.15, 234.35, 234.65 / Jeju South High Sector 125.725, 132.825, 128.375, 232.95, 233.15 / Jeju South Low Sector COMMON(Gunsan East, Gunsan West, Gwangju East, Gwangju West, Jeju North, Jeju South High, Jeju South Low) : 132.20, 355.50 121.50, 243.00/EMERG	* For ACC contingency use only
	Daegu ACC	Daegu Control English H24	132.80, 118.925, 290.60, 335.45, 317.35* / West-sea North Sector 128.70, 120.525, 270.50, 263.60, 317.35* / West-sea South Sector 122.25, 125.925*, 263.35, 263.85* / East-sea Area Sector 134.175, 123.65*, 272.40, 233.60* / Gangneung Area Sector 120.575, 119.375*, 119.325*, 254.70, 335.75* / Pohang Area Sector 125.375, 125.775*, 124.575*, 234.15, 317.35*, 335.50* / Daegu Area Sector 128.175, 128.325, 122.75, 262.75, 335.50, 275.20* / Namhae Area Sector COMMON(West-sea north, West-sea south, East-sea Area, Gangneung Area, Pohang Area, Daegu Area, Namhae Area) : 122.75, 262.75 121.50, 243.00/EMERG	
	Daegu FIC	Daegu Information English H24	126.90, 135.725, 250.80, 258.50, 317.55, 121.50, 243.00/EMERG	
	Seoul Radio	Seoul Radio English H24	127.10 3004 kHz, 6532 kHz, 8903 kHz, 13300 kHz, 13303 kHz, 17904 kHz	

Change : Withdrawal of Incheon FIC.

1.2 UPPER INFORMATION REGION (UIR) - NIL

1.3 TERMINAL CONTROL AREA (TMA)

Name Lateral limits Vertical limits Class of airspace	Unit Providing Service	Call Sign Languages Area and conditions of use Hours of Service	Frequencies/ Purpose	Remarks
1	2	3	4	5
Seoul Terminal Control Area T 01 372110N 1253253E - 373910N 1260953E - 374310N 1264052E - 373810N 1265252E - 375810N 1273952E - 371619N 1273952E - 371510N 1272352E - 371810N 1271852E - 371810N 1270852E - 372110N 1265752E - 372025N 1264822E - 370855N 1263637E - 370831N 1263143E - 370538N 1262158E - 370517N 1254809E - 371610N 1254753E - 372110N 1253253E FL 185 1 000 ft AGL ⁽¹⁾ Class B, D, E	Seoul APP	Seoul Approach English H24	119.05 119.10 119.75 124.70 120.80 121.35 121.40 123.25 123.80 124.20 124.80 125.15 293.30 305.70 353.20 363.80 121.50 243.00	Class B : Incheon 5 NM(9.3 km) radius of 372745N 1262621E including areas which are extended northbound from 373156N 1261525E - 373721N 1262500E - 373241N 1262713E - 372852N 1262003E - 373156N 1261525E and southbound from 372247N 1262526E - 372654N 1263222E - 372339N 1263710E - 371815N 1262736E - 372247N 1262526E area 10 000 ft AMSL GND
T 02 375810N 1273952E - 380010N 1275452E - 371010N 1275452E - 371010N 1274552E - 370640N 1273952E - 375810N 1273952E FL 185 FL 175 Class D				5-10 NM(18.5 km) radius of 372745N 1262621E including areas which are extended northbound from 373454N 1261246E - 374019N 1262221E - 373721N 1262500E - 373156N 1261525E - 373454N 1261246E and southbound from 371815N 1262736E - 372339N 1263710E - 371917N 1264102E - 371353N 1263128E - 371815N 1262736E area 10 000 ft AMSL 1 000 ft AGL
T 03 372025N 1264822E - 372110N 1265752E - 371810N 1270852E - 371810N 1271852E - 371510N 1272352E - 371510N 1270652E - 370939N 1264334E - 370855N 1263637E - 372025N 1264822E FL 185 4 500 ft AMSL Class B, D, E				10-20 NM radius of 372745N 1262621E 10 000 ft AMSL 5 000 ft AGL
T 04 370517N 1254809E - 370538N 1262158E - 370831N 1263143E - 370939N 1264334E - 371333N 1265937E - 370531N 1270147E - 365810N 1262852E - 370050N 1261652E - 365652N 1254823E - 370517N 1254809E FL 185 6 500 ft AMSL Class D, E				Gimpo 5 NM radius of 373325N 1264751E including areas which are extended northbound from 373646N 1263926E - 373944N 1264310E - 373803N 1264518E - 373458N 1264142E - 373646N 1263926E and southbound from 372840N 1264938E - 373036N 1265252E - 372907N 1265444E - 372652N 1265153E - 372840N 1264938E area 10 000 ft AMSL GND
T 05 371333N 1265937E - 371510N 1270652E - 371510N 1272352E - 371619N 1273952E - 371039N 1273952E - 370531N 1270147E - 371333N 1265937E FL 185 7 500 ft AMSL Class D, E				5-10 NM radius of 373325N 1264751E 10 000 ft AMSL 1 000 ft AGL 10-20 NM radius of 373325N 1264751E 10 000 ft AMSL 5 000 ft AGL

ENR 3. ATS ROUTES

ENR 3.1 CONVENTIONAL NAVIGATION ROUTES

3.1.1 INTERNATIONAL ATS ROUTES

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG↑/↓ VOR RDL DIST (COP)	Upper limits Lower limits or Minimum altitude(MOCA) ft AMSL or FL Airspace classification	Lateral limits NM	Direction of cruising levels		Remarks Controlling unit channel Logon address
				Odd	Even	
1	2	3	4	5		6
A582						
△ ANYANG VORTAC(SEL) 372449N 1265542E	174° 354°	UNL 4 500 (3 400)	10	↓		Daegu ACC FREQ : 132.80 MHz 118.925 MHz 122.75 MHz ¹⁾ 1) Common frequency
△ POLEG 371249N 1265935E	174° 354°	Class A, D, G				Airspace Classification Class A : Above FL 200 - FL 600 Class D : MEA - FL 200 Class G : Above FL 600 - UNL
△ SONGTAN VORTAC(SOT) 370540N 1270154E	7.4					
▲ OSPOT 365018N 1272055E	144° 324° 21.6	UNL 8 000 (3 300)				
▲ VASLI 364252N 1273003E	144° 324° 10.4	Class A, D, G				Daegu ACC FREQ : 125.375 MHz 125.775 MHz 124.575 MHz 122.75 MHz ²⁾ 2) Common frequency
▲ MAKDU 362712N 1274909E	144° 324° 21.9	UNL 8 000 (4 300)				
	(69/39)	Class A, D, G				
▲ BITUX 361645N 1280148E	144° 324° 14.6	UNL 8 000 (4 400)				Airspace Classification Class A : Above FL 200 - FL 600 Class D : MEA - FL 200 Class G : Above FL 600 - UNL
	144° 324° 39.2	Class A, D, G				
△ DALSEONG VORTAC(TGU) 354835N 1283527E	162° 342°	UNL 6 000 (5 400)				
▲ KALOD 353012N 1284626E	162° 342° 20.4	Class A, D, G				
△ BUSAN VORTAC(PSN) 350721N 1285958E	25.4					
	162° 342° 26.6	UNL 4 000 (3 000)				
▲ APELA(FIR BDRY) 344323N 1291400E		Class A, D, G			↑	
INCHEON FIR FUKUOKA FIR						

Change : Withdrawal of Bessel datum for APELA.

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG ↑ / ↓ VOR RDL DIST (COP)	Upper limits Lower limits or Minimum altitude(MOCA) ft AMSL or FL Airspace classification		Lateral limits NM	Direction of cruising levels		Remarks Controlling unit channel Logon address
					Odd	Even	
1	2	3		4	5		6
A586*							Daegu ACC FREQ : 122.25 MHz 134.175 MHz 120.575 MHz 125.925 MHz 122.75 MHz¹⁾ 1) Common frequency Airspace Classification refer to ENR 3.1-1 Daegu ACC FREQ : 125.375 MHz 124.575 MHz 122.75 MHz²⁾ 2) Common frequency Airspace Classification refer to ENR 3.1-1 Daegu ACC FREQ : 128.175 MHz 128.325 MHz 122.75 MHz³⁾ 3) Common frequency Airspace Classification refer to ENR 3.1-1 Incheon ACC FREQ : 124.525 MHz 132.425 MHz 132.20 MHz⁴⁾ 4) Common frequency Airspace Classification refer to ENR 3.1-1 ※ The cruising levels from CJU to RUGMA are even levels due to operational reasons. ※ The cruising levels from RUGMA to CJU are odd levels due to operational reasons.
△ TENAS 373820N 1313427E	227° 047°	UNL FL 310(4 600) Class A, G		10		↓	
△ AGSUS 364521N 1304044E	68.1						
▲ DABIK 361743N 1301143E	228° 048°	UNL FL 310(1 500) Class A, G					
▲ BULGA 355609N 1294924E	36.2						
▲ BEDOM 352513N 1291754E	228° 048°	UNL FL 310(2 900) Class A, G					
△ BUSAN VORTAC(PSN) 350721N 1285958E	40.2						
	228° 047°	UNL FL 310(4 000) Class A, G					
△ OMOTU 350033N 1285022E	23.1						
	237° 057°	(79/78)	UNL** 11 000	10 000 8 000(3 500) Class D			
	10.4			10 000 8 000(3 200) Class D			
	237° 057°			10 000 8 000(2 800) Class D			
▲ TOPAX 344555N 1282952E	22.3			10 000 8 000(2 000) Class D			
▲ GOSBO 341517N 1274734E	46.4			10 000 9 000(8 700) Class D			
	237° 056°			10 000 8 000(1 500) Class D			
▲ MAKET 335452N 1271953E	30.7			10 000 9 000(8 700) Class D			
△ ATINA 334320N 1270423E	17.3			10 000 9 000(8 700) Class D			
△ MANOL 333629N 1265514E	236° 056°						
△ JEJU VORTAC(CJU) 332305N 1263727E	10.3						
	235° 055°	UNL 9 000(8 700) Class A, D, G					
▲ TOSAN 330012N 1264619E	20.0	UNL 9 000(1 500) Class A, D, G					
▲ RUGMA(FIR BDRY) 323012N 1265753E	24.0						
	169° 349°						
	31.5				↑		
INCHEON FIR							
FUKUOKA FIR							

TENAS-PSN CDR1 Operational hour(UTC) - Weekdays : 1100-2200 - SAT: 2200 on the preceding until 2400 on the Saturday
- SUN : 0000-2200 - Holiday : 1100 on the preceding until 2200 on the holiday. Rest of A586-PERM. See ENR 1.1-1.2.

* A586(PSN-CJU) is only used for Non-RNAV aircraft. Any aircraft approved for RNAV operations should use Y571 or Y572.
** Any aircraft planning to operate above 10 000 ft between PSN and CJU must coordinate with Daegu ACC before flight planning.

Change : Withdrawal of Bessel datum for RUGMA.

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG↑/↓ VOR RDL DIST (COP)	Upper limits Lower limits or Minimum altitude(MOCA) ft AMSL or FL Airspace classification	Lateral limits NM	Direction of cruising levels		Remarks Controlling unit channel Logon address
				Odd	Even	
1	2	3	4	5		6
FUKUOKA FIR						
INCHEON FIR						
A593 ▲ ONIKU(FIR BDRY) 321142N 1263917E	263° 082°	UNL FL 240 (1 500) Class A, G	50		↓	Incheon ACC FREQ : (At or above FL 335) 133.425 MHz 134.15 MHz 132.20 MHz ¹⁾ (Below FL 335) 125.725 MHz 132.825 MHz 128.375 MHz 132.20 MHz ¹⁾ 1) Common frequency Airspace Classification refer to ENR 3.1-1 ※ Eastbound from SADLI to ONIKU is only for Non-approval of RNAV 2. Any aircraft approved for RNAV 2 operation should use Y590.
△ NIRAT 320354N 1260329E	31.4					
△ PONIK 320021N 1254659E	263° 083°					
▲ SADLI 314948N 1250000E	14.5					
	262° 082°					
▲ LAMEN(FIR BDRY) 313636N 1240000E	41.4				↓	
	263° 082°					
	52.8			↑		
INCHEON FIR						
SHANGHAI FIR						
1. Delegation The responsibility of Air Traffic Services in the scope below within Incheon FIR is delegated to Shanghai ACC. - Horizontal scope : 320229N 1240000E - 321540N 1250000E - 312356N 1250000E - 311043N 1240000E - Vertical scope : FL 240 through FL 410 inclusive 2. Flight Level Allocation Scheme (FLAS) (1) The west of SADLI - Eastbound : FL 250, FL 270, FL 290, FL 310, FL 330, FL 350, FL 370, FL 390, FL 410 - Westbound : FL 240, FL 260, FL 280, FL 300, FL 320, FL 340, FL 360, FL 380, FL 400 (2) The east of SADLI - Eastbound(From Shanghai FIR To Fukuoka FIR) : FL 250, FL 290, FL 310, FL 390 - Westbound(From Fukuoka FIR To Shanghai FIR) : FL 240, FL 280, FL 300, FL 400						
A595 △ JEJU VORTAC(CJU) 332305N 1263727E	089° 269°	UNL 9 000 (8 700) Class A, D, G	8	↓		Incheon ACC FREQ : 124.525 MHz 132.425 MHz 132.20 MHz ²⁾ 2) Common frequency Airspace Classification refer to ENR 3.1-1
▲ TAMNA 332815N 1271953E	35.9					
▲ SAMDO(FIR BDRY) 333503N 1281857E	089° 270°	UNL 9 000 (1 500) Class A, D, G			↑	Daegu ACC FREQ : 128.175 MHz 128.325 MHz 122.75 MHz ³⁾ 3) Common frequency Airspace Classification refer to ENR 3.1-1
	49.8					
INCHEON FIR						
FUKUOKA FIR						

Change : Withdrawal of Bessel datum for SAMDO.

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG↑/↓ VOR RDL DIST (COP)	Upper limits Lower limits or Minimum altitude(MOCA) ft AMSL or FL Airspace classification	Lateral limits NM	Direction of cruising levels		Remarks Controlling unit channel Logon address
				Odd	Even	
1	2	3	4	5		6
PYONGYANG FIR						
INCHEON FIR						
B332						Daegu ACC
▲ KANSU(FIR BDRY) 383800N 1322830E	180° 360°	UNL FL 200 (1 500) Class A, G	50	↓		FREQ : 122.25 MHz 125.925 MHz 122.75 MHz ¹⁾ 1) Common frequency Airspace Classification refer to ENR 3.1-1
△ PALDU 375813N 1323625E	40.2 180° 360°					
△ SABET 373829N 1324019E	19.9 180° 360°					
▲ IGRAS(FIR BDRY) 371846N 1324411E	19.9					
INCHEON FIR						
FUKUOKA FIR						
B467						
△ GANGWON VORTAC(KAE) 374203N 1284514E	100° 280°	UNL 8 000 (7 100)	10	↓		Daegu ACC FREQ : 122.25 MHz 134.175 MHz 125.925 MHz 122.75 MHz ²⁾ 2) Common frequency Airspace Classification refer to ENR 3.1-1
▲ NOMEX 374112N 1294441E	47.2	Class A, D, G				
	100° 280°	UNL 8 000 (1 500)				
△ BUSKO 374033N 1301610E	25.0	Class A, D, G				
	100° 281°	UNL 8 000 (4 600)	50			
△ TENAS 373820N 1313427E	62.2	Class A, D, G				
	044° 224°	UNL FL 200 (1 500)				
△ MALSO 375440N 1314904E	20.0 044° 225°	Class A, G				
▲ KANSU(FIR BDRY) 383800N 1322830E	53.3					
INCHEON FIR						
PYONGYANG FIR						

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG↑/↓ VOR RDL DIST (COP)	Upper limits Lower limits or Minimum altitude(MOCA) ft AMSL or FL		Lateral limits NM	Direction of cruising levels		Remarks Controlling unit channel Logon address				
		Airspace classification			Odd	Even					
1	2	3		4	5		6				
B576*							Daegu ACC FREQ : 132.80 MHz 128.70 MHz 122.75 MHz ¹⁾ 1) Common frequency Airspace Classification refer to ENR 3.1-1				
△ ANYANG VORTAC(SEL) 372449N 1265542E	174° 354°	<u>UNL</u>		10		↓	Incheon ACC FREQ : 126.175 MHz 134.375 MHz 132.20 MHz ²⁾ 2) Common frequency Airspace Classification refer to ENR 3.1-1 * Note B576 is only used for Non-RNAV aircraft. Any aircraft approved for RNAV operations should use Y711 or Y722.				
△ POLEG 371249N 1265935E	12.4	4 500 (3 400)									
△ SONGTAN VORTAC(SOT) 370540N 1270154E	174° 354°	Class A, D, G									
▲ OLMEN 364413N 1265928E	7.4		(2 800)								
▲ ENTEL 362311N 1265705E	194° 014°	13 000 7 000	(3 600)								
△ RINBO 355352N 1265349E	21.1	Class D	(3 100)								
▲ LINTA 353116N 1265119E	194° 013°	UNL** FL 140	(3 400)								
△ GWANGJU VOR(KWA) 350734N 1264844E	29.4	Class A, D, G	(4 700)								
▲ IPDAS 341515N 1264301E	193° 013°										
△ JEJU VORTAC(CJU)	23.8										
332305N 1263727E	193° 012°	13 000 8 000 (4 700)				↑	Incheon ACC FREQ : 123.725 MHz 124.50 MHz 132.20 MHz ³⁾ 3) Common frequency Airspace Classification refer to ENR 3.1-1				
▲ SOSDO 330012N 1262735E	52.5	Class D	UNL** FL 140								
△ SAMLO 323223N 1261536E	193° 012°	13 000 9 000 (8 700)									
△ NIRAT 320354N 1260329E	52.3	Class D									
△ ELGEP 314653N 1255617E	207° 027°	<u>UNL</u>									
▲ TESIM 313526N 1255128E	24.3	9 000 (8 700)									
▲ ATOTI(FIR BDRY) 300013N 1251154E	207° 027°	Class A, D, G									
INCHEON FIR FUKUOKA FIR	207° 027°										
											Incheon ACC FREQ : (At or above FL 335) 133.425 MHz 132.425 MHz 132.20 MHz ⁵⁾ (below FL 335) 125.725 MHz 132.825 MHz 128.375 MHz 132.20 MHz ⁵⁾ 5) Common frequency Airspace Classification refer to ENR 3.1-1
NAVAID(DME) GAP : Between 44 NM from KWA and 55 NM from SOT, below 10 000 ft AMSL, request to controller is required to get distance information.											

Change : Withdrawal of Bessel datum for ATOTI.

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG↑/↓ VOR RDL DIST (COP)	Upper limits Lower limits or Minimum altitude(MOCA) ft AMSL or FL Airspace classification	Lateral limits NM	Direction of cruising levels		Remarks Controlling unit channel Logon address
				Odd	Even	
1	2	3	4	5		6
G339 △ BUSAN VORTAC(PSN) 350721N 1285958E ▲ INVOK(FIR BDRY) 344719N 1291923E INCHEON FIR FUKUOKA FIR						
	149° 330° 25.6	UNL 10 000 (3 400) Class A, D, G	8	↓		Daegu ACC FREQ : 125.375 MHz 125.775 MHz 124.575 MHz 122.75 MHz ¹⁾ 1) Common frequency
					↑	Airspace Classification refer to ENR 3.1-1

Change : Withdrawal of Bessel datum for INVOK.

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG↑/↓ VOR RDL DIST (COP)	Upper limits Lower limits or Minimum altitude(MOCA) ft AMSL or FL		Lateral limits NM	Direction of cruising levels		Remarks Controlling unit channel Logon address
		Airspace classification			Odd	Even	
1	2	3		4	5		6
G585							Daegu ACC
△ ANYANG VORTAC(SEL) 372449N 1265542E	133° 313° 10.7		UNL 8 000 (3 400) Class A, D, G	8	↓		FREQ : 132.80 MHz 128.70 MHz 118.925 MHz 120.525 MHz 122.75 MHz ¹⁾ 1) Common frequency Only flying westbound from KPO to SEL on G585 is authorized except ACFT departing from RKTY or RKTl. Aircraft flying eastbound from SEL to KPO at or above 11 000 ft on G585 shall get PPR 24 hours before from Daegu ACC. No PPR is needed at or below 10 000 ft. Airspace Classification refer to ENR 3.1-1
△ KALMA 371845N 1270645E							
△ KAKSO 370745N 1272637E	133° 313° 11.5	(50/32)	UNL 8 000 (3 600) Class A, D, G				
▲ GUKDO 370111N 1273823E							
△ ENSAL 365554N 1274747E	133° 314° 9.2		UNL 8 000 (4 000) Class A, D, G				Daegu ACC FREQ : 120.575 MHz 119.357 MHz 134.375 MHz 122.75 MHz ²⁾ 2) Common frequency Only flying westbound from KPO to SEL on G585 is authorized except ACFT departing from RKTY or RKTl. Aircraft flying eastbound from SEL to KPO at or above 11 000 ft on G585 shall get PPR 24 hours before from Incheon/Daegu ACC. No PPR is needed at or below 10 000 ft. Airspace Classification refer to ENR 3.1-1
△ BASEM 365037N 1275710E							
▲ BIGOB 364325N 1280952E	134° 314° 9.5		UNL 8 000 (4 900) Class A, D, G				
△ YECHEON VOR(CUN) 363755N 1281931E							
△ ELAPI 362014N 1285051E	133° 314° 37.3	(34/34)	UNL 8 000 (3 900) Class A, D, G				
△ POHANG VORTAC(KPO) 355838N 1292828E							
▲ BULGA 355609N 1294924E	107° 287° 44.4		UNL 8 000 (3 500) Class A, D, G				
▲ SAPRA(FIR BDRY) 354926N 1304325E							
INCHEON FIR							
FUKUOKA FIR							

Change : Withdrawal of Bessel datum for SAPRA.

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG ↑/↓ VOR RDL DIST (COP)	Upper limits Lower limits or Minimum altitude(MOCA) ft AMSL or FL Airspace classification	Lateral limits NM	Direction of cruising levels		Remarks Controlling unit channel Logon address
				Odd	Even	
1	2	3	4	5		6
SHANGHAI FIR						
INCHEON FIR						
G597						Daegu ACC
▲ AGAVO(FIR BDRY) 371010N 1235953E	096° 276°	UNL FL 150 (1 500) Class A, D, G	10			FREQ : 128.70 MHz 132.80 MHz 122.75 MHz ¹⁾ 1) Common frequency
△ GONAV 371048N 1242453E	20.0					Westbound(SEL-AGAVO) FL 400, FL 380, FL 360, FL 340, FL 320, FL 300, FL 280, FL 260, FL 240, FL 220, FL 200.
▲ DANTI 371806N 1243929E	066° 246°					* Note G597 is only for Non-RNAV aircraft. Any aircraft approved for RNAV operations should use Y697.
△ ANSIM 372323N 1245009E	13.8					Only flying westbound from SEL to AGAVO on G597 is authorized. (Unless otherwise assigned by ATC, flying eastbound in this airway shall not be used.)
▲ BINIL 372349N 1251359E	066° 247°					Aircraft flying eastbound from AGAVO to SEL on G597 shall get PPR 24 hours before from Incheon ACC.
▲ NOPIK 372412N 1253905E	10.0					REF. ENR 3.1-9 for the detailed altitude conversion procedures.
△ GOGET 372442N 1263036E	097° 277°	UNL 8 000 (2 200) Class A, D, G				
▲ ANYANG VORTAC(SEL) 372449N 1265542E	19.0					
△ EGOBA 372915N 1272246E	097° 278°	UNL 8 000 (3 400) Class A, D, G				
▲ KARBU 373159N 1273952E	20.0					
▲ TORUS 373625N 1280807E	087° 267°	UNL 7 500 (3 500) Class A, D, G				
▲ BIKSI 374032N 1283504E	22.0					
△ GANGWON VORTAC(KAE) 374203N 1284514E	087° 267°	UNL 7 500 (5 100) Class A, D, G				
▲ PILIT 372631N 1291731E	13.9					
▲ NIMUS 371210N 1294656E	087° 268°	UNL 7 500 (5 600) Class A, D, G				
△ AGSUS 364521N 1304044E	22.9					
▲ LANAT(FIR BDRY) 362224N 1312542E	087° 268°	UNL 7 500 (7 100) Class A, D, G				
	21.8					
	088° 268°	UNL 7 500 (7 100) Class A, D, G				
	8.2					
	130° 310°	UNL 8 000 (7 100) Class A, D, G				
	30.0					
	130° 310°	UNL 9 000 (3 100) Class A, D, G				
	27.5					
	130° 311°	UNL 9 000 (1 500) Class A, D and G				
	50.8					
	131° 311°					
	42.9					
INCHEON FIR						
FUKUOKA FIR						

Change : Withdrawal of Bessel datum for AGAVO and LANAT.

AD 1.5 STATUS OF CERTIFICATION OF AERODROME

Aerodrome name Location indicator	Date of certification	Validity of certification	Remarks
1	2	3	4
SEOUL/Incheon Intl. RKSI	26 NOV 2003	-	Certified by CASA
	Renewal : 17 SEP 2010		Certified by MLTM
SEOUL/Gimpo Intl. RKSS	25 NOV 2003	-	Certified by CASA
	Renewal : 26 NOV 2010		Certified by MLTM
JEJU/Intl. RKPC	24 NOV 2003	-	Certified by CASA
	Renewal : 18 OCT 2010		Certified by MLTM
BUSAN/Gimhae Intl. RKKP	24 NOV 2003	-	Certified by CASA Joint civil/military operation
	Renewal : 13 OCT 2010		Certified by MLTM Joint civil/military operation
CHEONGJU/Intl. RKTU	25 NOV 2003	-	Certified by CASA Joint civil/military operation
	Renewal : 16 DEC 2010		Certified by MLTM Joint civil/military operation
YANGYANG/Intl. RKNY	24 NOV 2003	-	Certified by CASA
	Renewal : 23 DEC 2010		Certified by MLTM
	Renewal : 29 AUG 2013		Certified by MOLIT
DAEGU/Intl. RKTN	25 NOV 2003	-	Certified by CASA Joint civil/military operation
	Renewal : 27 DEC 2010		Certified by MLTM Joint civil/military operation
MUAN/Intl. RKJB	7 NOV 2007	-	Certified by CASA
	Renewal : 24 DEC 2010		Certified by MLTM
GWANGJU RKJJ	25 NOV 2003	-	Certified by CASA Joint civil/military operation
	Renewal : 23 DEC 2010		Certified by MLTM Joint civil/military operation
GUNSAN RKJK	Not certified		Joint civil/military operation
YEOSU RKJY	5 APR 2012		Certified by MLTM
WONJU RKNW	Not certified		Joint civil/military operation
SACHEON RKPS	Not certified		Joint civil/military operation
ULSAN RKPU	Not certified		
SEOUL(MIL AD) RKSM*	Not certified		
ULJIN RKTL	Not certified		
JEJU/Jeongseok RKPD	Not certified		
- In column 3, the dash(-) indicates that the certificate does not have an end of validity; the certificate is perpetual. - The location indicators marked with an asterisk(*) cannot be used in the address component of AFS messages. - The Republic of Korea defines "Aerodrome Certificate" in ICAO Annex 14 as "Airport Operating Certificate". The term "Airport" is used for "Aerodrome" which is defined in ICAO Annex 14. CASA : Civil Aviation Safety Authority MLTM : Ministry of Land, Transport and Maritime Affairs MOLIT : Ministry of Land, Infrastructure and Transport			

AD 1.6 STATUS OF AIRFIELD

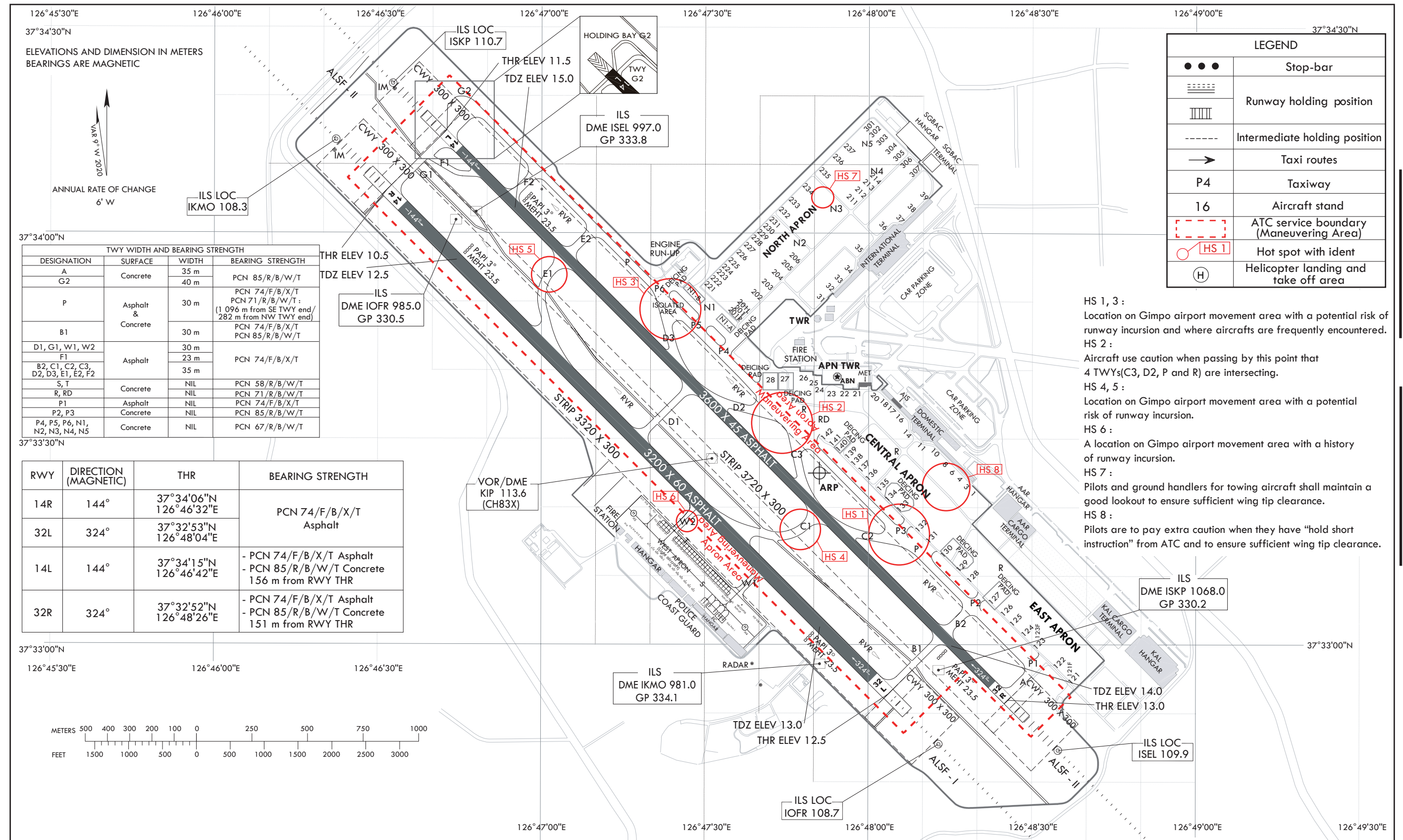
Airfield name	Coordinates	RWY			Management Agency	Telephone
		Dimension of RWY(m)	Direction	Surface of RWY		
Donghae Machinery & Aviation Airfield	363116N 1265610E	200 × 8	120/300	asphalt	Donghae Aviation School	+82-41-851-1500
Mujigae Sesang Airfield	373430N 1270848E	225 × 35	310/130	unpaved	MujigaeSesang (echorainbow)	+82-2-458-0803
Seung-jin Aviation Airfield	371322N 1273630E	240 × 16	26/08	asphalt	Seung-jin Aviation school	+82-10-2241-8248
Hapcheon Aviation School Airfield	353257N 1280704E	340 × 10	050/230	grass	Hapcheon-gun	+82-55-930-3383
Haman Light Aviation Aircraft Airfield	351954N 1282312E	250 × 10	090/270	grass	Haman-gun	+82-55-584-2133
Jangseong LSA Airfield	351643.1N 1264522.4E	340 × 10	040/220	grass	Hanyang Aviation co.LTD	+82-61-392-2676 +82-10-7168-5184
GoheungMan Aircraft Airfield	343640N 1271221E	700 × 24	020/200	asphalt	Goheung-gun	+82-61-830-5213
Naju Light Aviation Aircraft Airfield	350132N 1264422E	275 × 10	170/350	unpaved	Korea unfortunate juvenile guidance association	+82-10-2634-2676
Backun LSA Airfield	345912N 1265314E	340 × 10	030/210	grass	Backun Aviation co.LTD	+82-61-337-4140 +82-10-7155-2689
Damyang Airfield	352034N 1270148E	200 × 10	010/190	unpaved	Damyang Air	+82-61-381-6230
Yeongam Airfield	344157N 1263101E	850 × 20	330/150	asphalt	Shinhan Air co.LTD	+82-10-4866-4001

Change : Information of telephone number for GoheungMan aircraft airfield.

37°33'25"N
126°47'51"E

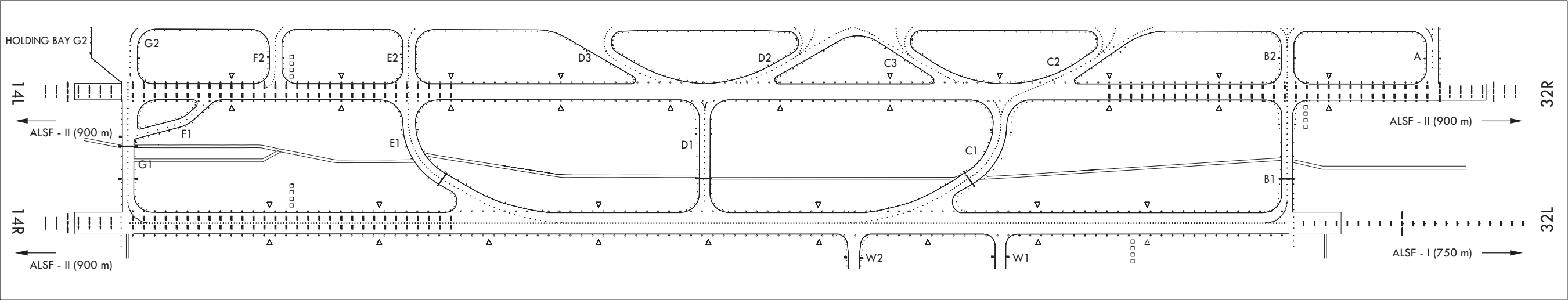
ELEV **18** m

TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

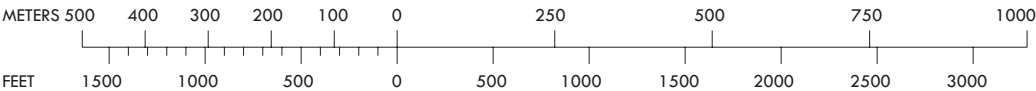
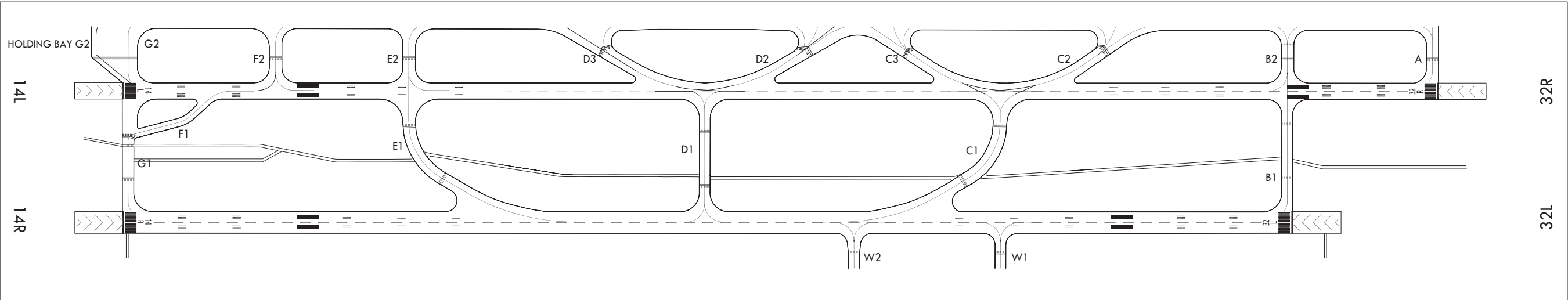


OFFICE OF CIVIL AVIATION

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



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



AIRCRAFT PARKING/
DOCKING CHART - ICAO

APRON ELEV	
Central Apron	16 m
The Other	13 m

TWR	118.1
GND	121.9
APN	130.875

- HS 1, 3 :
Location on Gimpo airport movement area with a potential risk of runway incursion and where aircrafts are frequently encountered.
- HS 2 :
Aircraft use caution when passing by this point that 4 TWYs(C3, D2, P and R) are intersecting.
- HS 4, 5 :
Location on Gimpo airport movement area with a potential risk of runway incursion.
- HS 6 :
A location on Gimpo airport movement area with a history of runway incursion.
- HS 7 :
Pilots and ground handlers for towing aircraft shall maintain a good lookout to ensure sufficient wing tip clearance.
- HS 8 :
Pilots are to pay extra caution when they have "hold short instruction" from ATC and to ensure sufficient wing tip clearance.

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

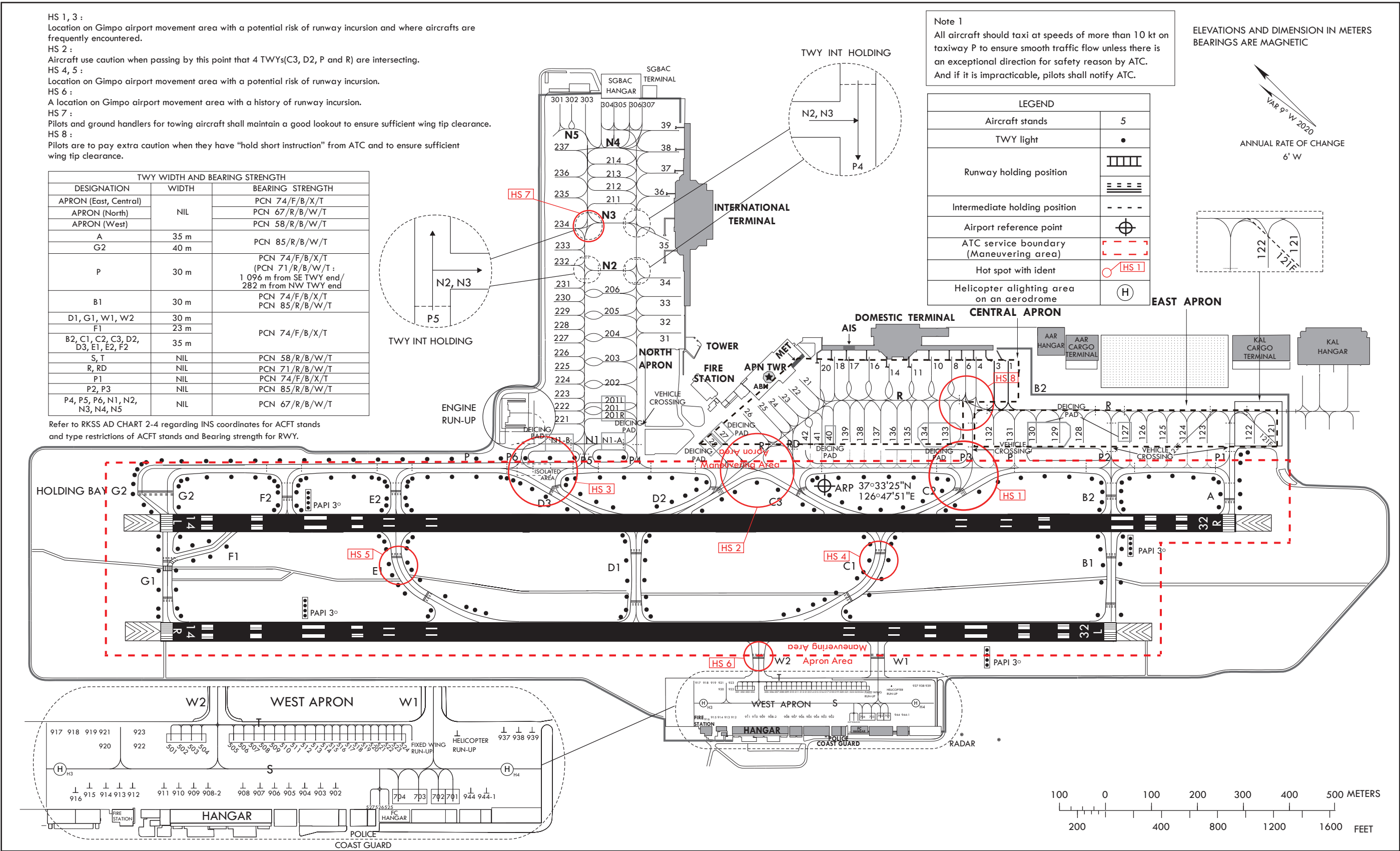
Refer to RKSS AD CHART 2-4 regarding INS coordinates for ACFT stands and type restrictions of ACFT stands and Bearing strength for RWY.

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

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

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

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



Change : Information of hot spot.

INS COORDINATES FOR AIRCRAFT STANDS (WGS-84)					
STAND NR	COORDINATES		STAND NR	COORDINATES	
1	37°33'21.66"N	126°48'19.06"E	201	37°33'48.61"N	126°47'37.13"E
3	37°33'22.69"N	126°48'17.76"E	201R	37°33'48.36"N	126°47'36.13"E
4	37°33'23.72"N	126°48'16.46"E	201L	37°33'49.37"N	126°47'37.40"E
6	37°33'24.75"N	126°48'15.17"E	202	37°33'50.75"N	126°47'39.70"E
8	37°33'26.37"N	126°48'13.90"E	203	37°33'52.36"N	126°47'41.86"E
10	37°33'28.03"N	126°48'11.82"E	204	37°33'54.02"N	126°47'43.95"E
11	37°33'28.80"N	126°48'09.44"E	205	37°33'55.68"N	126°47'46.38"E
14	37°33'30.53"N	126°48'07.28"E	206	37°33'57.40"N	126°47'48.06"E
16	37°33'32.62"N	126°48'06.03"E	211	37°34'04.25"N	126°47'56.71"E
17	37°33'34.16"N	126°48'03.89"E	212	37°34'05.25"N	126°47'57.95"E
18	37°33'35.37"N	126°48'02.21"E	213	37°34'06.23"N	126°47'59.19"E
20	37°33'36.05"N	126°48'00.62"E	214	37°34'07.21"N	126°48'00.43"E
21	37°33'36.23"N	126°47'57.36"E	221	37°33'52.40"N	126°47'30.17"E
22	37°33'36.31"N	126°47'55.39"E	222	37°33'53.40"N	126°47'31.43"E
23	37°33'36.33"N	126°47'53.79"E	223	37°33'54.40"N	126°47'32.68"E
24	37°33'36.42"N	126°47'52.17"E	224	37°33'55.34"N	126°47'34.10"E
25	37°33'37.02"N	126°47'50.58"E	225	37°33'56.34"N	126°47'35.26"E
26	37°33'37.76"N	126°47'48.58"E	226	37°33'57.34"N	126°47'36.51"E
27	37°33'39.32"N	126°47'44.18"E	227	37°33'58.34"N	126°47'37.76"E
28	37°33'39.15"N	126°47'42.44"E	228	37°33'59.33"N	126°47'39.14"E
31	37°33'49.73"N	126°47'49.98"E	229	37°34'00.33"N	126°47'40.27"E
32	37°33'51.03"N	126°47'51.87"E	230	37°34'01.33"N	126°47'41.52"E
33	37°33'52.72"N	126°47'53.95"E	231	37°34'02.33"N	126°47'42.77"E
34	37°33'54.43"N	126°47'56.05"E	232	37°34'04.42"N	126°47'45.40"E
35	37°33'57.10"N	126°47'57.69"E	233	37°34'05.42"N	126°47'46.66"E
36	37°34'00.77"N	126°48'02.34"E	234	37°34'06.89"N	126°47'48.69"E
37	37°34'01.89"N	126°48'05.36"E	235	37°34'09.14"N	126°47'51.52"E
38	37°34'03.46"N	126°48'07.50"E	236	37°34'10.74"N	126°47'53.54"E
39	37°34'05.14"N	126°48'09.63"E	237	37°34'12.87"N	126°47'56.17"E
121	37°32'55.01"N	126°48'37.35"E	301	37°34'16.12"N	126°48'01.06"E
121F	37°32'54.94"N	126°48'37.21"E	302	37°34'15.25"N	126°48'02.15"E
122	37°32'56.61"N	126°48'35.34"E	303	37°34'14.22"N	126°48'03.43"E
123	37°33'00.19"N	126°48'30.72"E	304	37°34'13.71"N	126°48'05.17"E
123F	37°33'01.94"N	126°48'28.35"E	305	37°34'12.14"N	126°48'06.34"E
124	37°33'01.72"N	126°48'28.74"E	306	37°34'11.15"N	126°48'07.76"E
125	37°33'03.25"N	126°48'26.78"E	307	37°34'10.69"N	126°48'08.92"E
126	37°33'04.80"N	126°48'24.83"E	501	37°33'17.86"N	126°47'21.05"E
127	37°33'06.03"N	126°48'23.26"E	502	37°33'17.43"N	126°47'21.57"E
128	37°33'09.73"N	126°48'18.72"E	503	37°33'16.99"N	126°47'22.12"E
129	37°33'11.55"N	126°48'16.44"E	504	37°33'16.57"N	126°47'22.65"E
130	37°33'13.42"N	126°48'14.14"E	505	37°33'15.19"N	126°47'24.39"E
131	37°33'14.99"N	126°48'12.01"E	506	37°33'14.76"N	126°47'24.92"E
132	37°33'16.61"N	126°48'10.05"E	507	37°33'14.32"N	126°47'25.46"E
133	37°33'19.96"N	126°48'05.76"E	508	37°33'13.88"N	126°47'26.01"E
134	37°33'21.63"N	126°48'03.67"E	509	37°33'13.45"N	126°47'26.56"E
135	37°33'22.97"N	126°48'02.00"E	510	37°33'13.01"N	126°47'27.11"E
136	37°33'24.37"N	126°48'00.31"E	511	37°33'12.57"N	126°47'27.66"E
137	37°33'25.52"N	126°47'58.89"E	512	37°33'12.14"N	126°47'28.20"E
138	37°33'26.65"N	126°47'57.44"E	513	37°33'11.72"N	126°47'28.75"E
139	37°33'27.66"N	126°47'56.39"E	514	37°33'11.29"N	126°47'29.28"E
140	37°33'28.81"N	126°47'54.72"E	515	37°33'10.91"N	126°47'29.76"E
141	37°33'29.57"N	126°47'53.35"E	516	37°33'10.59"N	126°47'30.16"E
142	37°33'30.47"N	126°47'52.15"E	517	37°33'10.27"N	126°47'30.57"E

RWY	DIRECTION (MAGNETIC)	THR (WGS-84)	BEARING STRENGTH	STANDS NUMBER	AIRCRAFT TYPE
14R	144°	37°34'06"N 126°46'32"E	PCN 74/F/B/X/T Asphalt	121F, 123F	A380-800, B747-8
32L	324°	37°32'53"N 126°48'04"E		10, 16, 32, 33, 34, 37, 39, 133, 134, 237	A340-600, B747-400
14L	144°	37°34'15"N 126°46'42"E	PCN 74/F/B/X/T Asphalt PCN 85/R/B/W/T Concrete 156 m from RWY THR	201, 202, 204, 205, 206	B747-400, B777-300
32R	324°	37°32'52"N 126°48'26"E	PCN 74/F/B/X/T Asphalt PCN 85/R/B/W/T Concrete 151 m from RWY THR	128, 129, 131, 203, 235	B747-400
APRONS		East & Central	PCN 74/F/B/X/T	35	B747-400, A330
		North	PCN 67/R/B/W/T	38	B777-300
		West	PCN 58/R/B/W/T	8	B777-200, A330-300
				124, 125, 236	B777-200
				132	B747-400, B777-200
				121, 17	B777-200, A330-300
				14	B767-300, A300-600
				26, 36, 126, 130, 137	B767-300
				123, 127, 135, 136, 138, 139	B737-800WL, MD90
				211, 212, 213, 214	B737-800W, MD90
				201R, 201L, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234	B737-900SSW, A321
				21, 22, 23, 24, 25, 31	B737-900, A321-100
				4, 6, 11, 18, 20	B737-900, A321-200
				1, 3, 122, 302, 303	B737-900
				27, 28, 140, 141, 142, 304, 305, 306, 307	B737MAX8, A321NEO
				301	GLF4

- * "E Class" aircraft is prohibited to Taxi-out at all aircraft stands.
- * Aircraft stands NR. 124-126, 131-134, 137, 201-206 may be used by B767 class (A300-600) ACFT for Nose-in/Taxi-out subject to prior permission from ATC.
- * Aircraft stands NR. 123, 127, 135, 136, 138-142 and 211-214 may be used by B737-800WL class (MD-90) ACFT for Nose-in/Taxi-out subject to prior permission from ATC.
- * Taxiway intersection markings are provided for 5 places in front of the intersections / junctions on apron taxiway P4 and P5.
- * Isolated area : At the intersection of TWY D3 and TWY P.
- * De-icing pad : B737-800WL(MD-90) class ACFT - 27, 28, 140, 127 and 201L/R
B767 class ACFT - 130
B747 class ACFT - 129, 133, 134, 201 and N1-A, N1-B on the "N1" TWY
- * Engine Run-up : Front of "P6" TWY.

Aircraft Classification	Stand		Remarks
	Number	Dimensions(m)	
Helicopter	908-2	19×19	BELL214B-1
	902~908, 909~911	17.8×17.8	MI-2
	912~923, 944, 944-1	16×16	KA32-T
	937~939	15×15	EC-155B1
Fixed-wing	701, 702	25.8×21.4	CN235
	703, 704	20.86×19.61	CL-605
	501, 504, 505, 515~527	9×11	C172R
	502	14.4×16	C550
	503, 506~514	13×16	C-208B

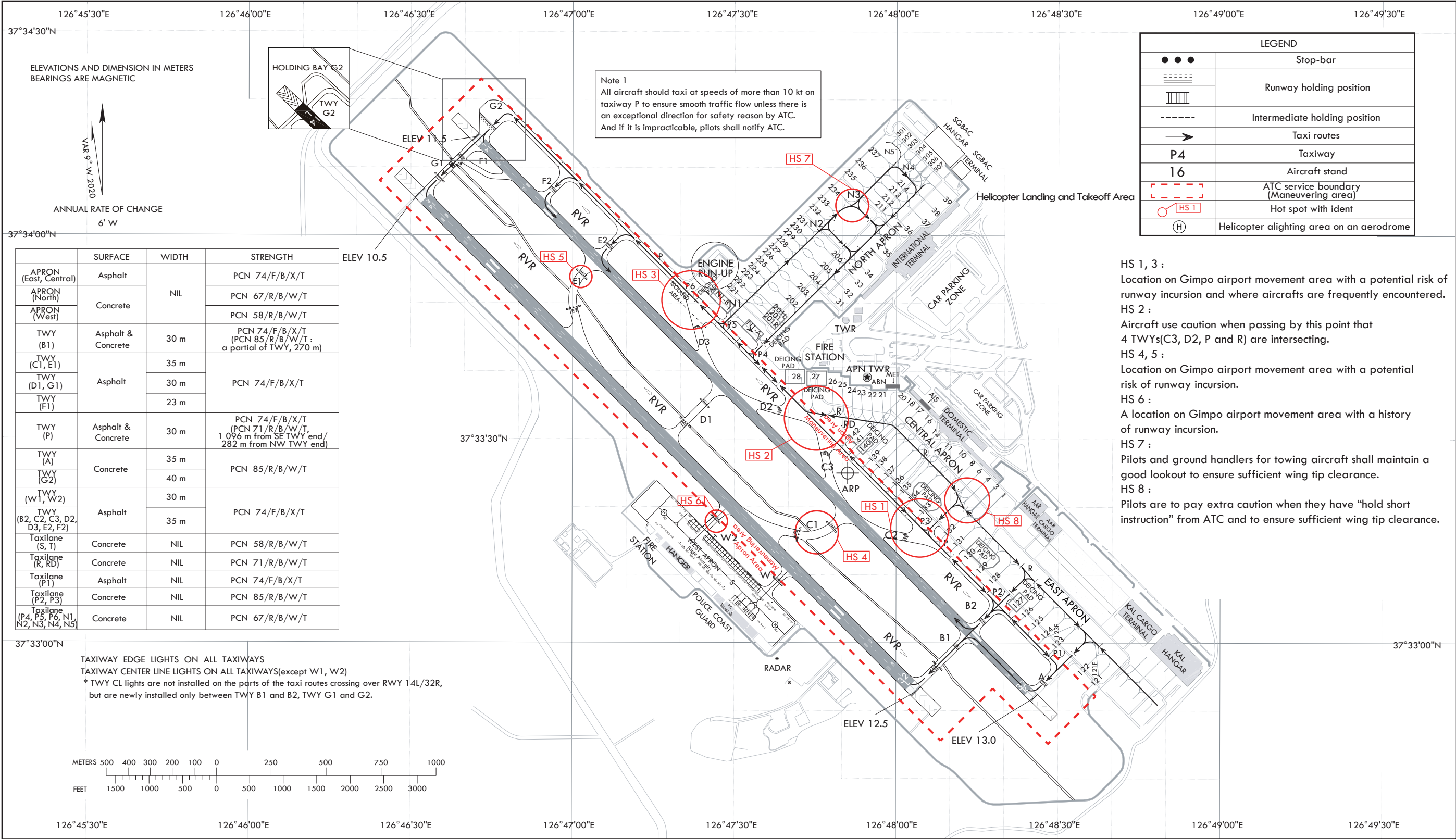
* Dimensions means overall length × width

AERODROME GROUND
MOVEMENT CHART - ICAO

CENTRAL APRON ELEV 16 m
THE OTHER APRON ELEV 13 m

TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

RKSS AD CHART 2 - 5
29 JUN 2023
SEOUL / Gimpo INTL
RWY 14L/32R
RWY 14R/32L DEPARTURE



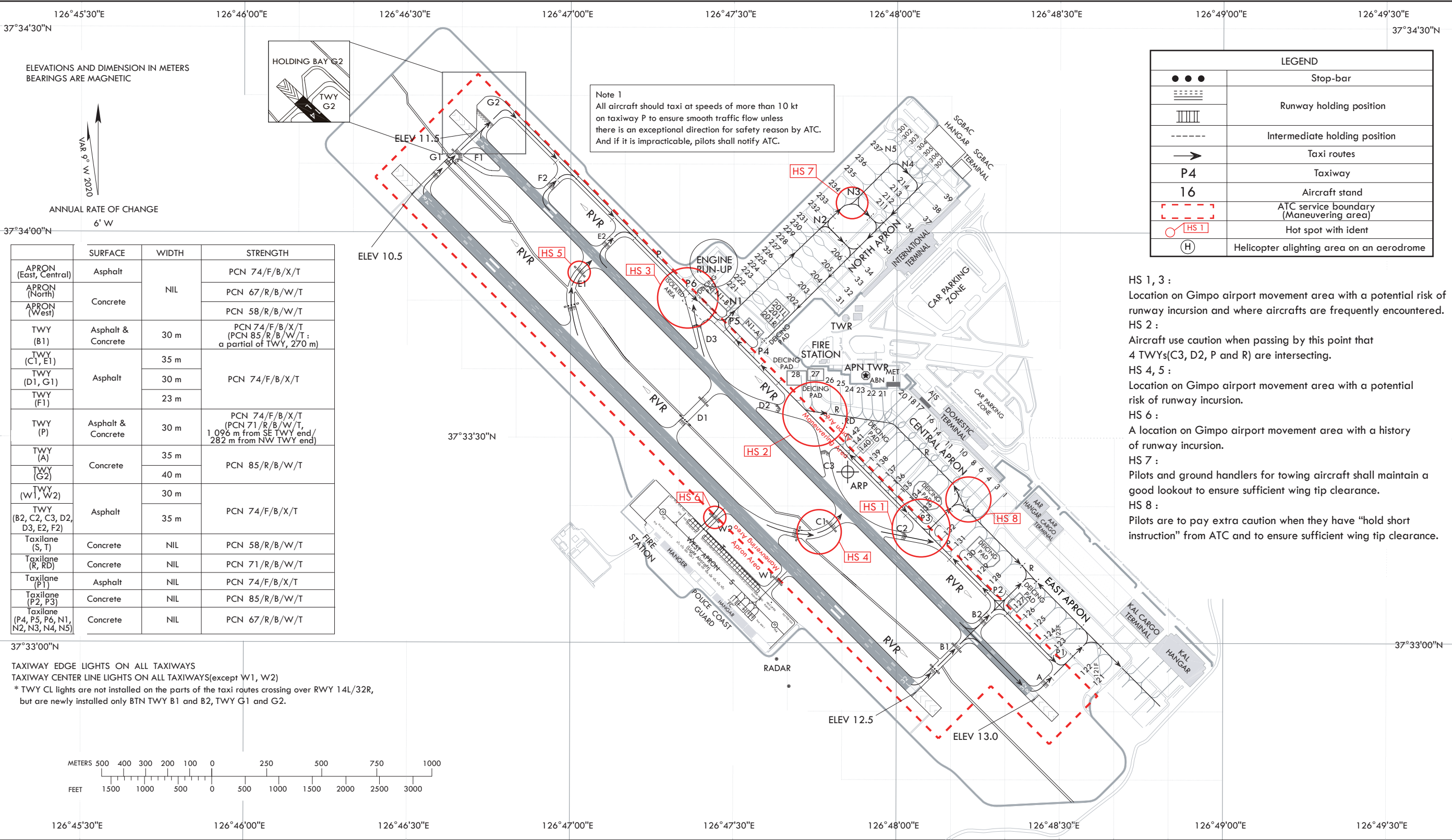
Change : Information of hot spot.

AERODROME GROUND
MOVEMENT CHART - ICAO

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

TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

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



HS 1, 3 :
Location on Gimpo airport movement area with a potential risk of runway incursion and where aircrafts are frequently encountered.

HS 2 :
Aircraft use caution when passing by this point that 4 TWYs(C3, D2, P and R) are intersecting.

HS 4, 5 :
Location on Gimpo airport movement area with a potential risk of runway incursion.

HS 6 :
A location on Gimpo airport movement area with a history of runway incursion.

HS 7 :
Pilots and ground handlers for towing aircraft shall maintain a good lookout to ensure sufficient wing tip clearance.

HS 8 :
Pilots are to pay extra caution when they have "hold short instruction" from ATC and to ensure sufficient wing tip clearance.

Change : Information of hot spot.

RKTN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKTN - DAEGU / Daegu International

RKTN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	355339N 1283932E 315° / 1 377 m from THR 31L
2	Direction and distance from city	072°, 4.8 km from Daegu City Hall
3	Elevation/Reference temperature	120 ft / 32.5 °C
4	Geoid undulation at AD ELEV PSN	93 ft
5	MAG VAR/Annual change	8° W(2020) / 0.09° increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	Daegu Airport Branch (Busan Regional Office of Aviation) 221, Gonghang-ro, Dong-gu, Daegu, 41052 Republic of Korea TEL : +82-53-980-5203, 5204 Telefax : +82-53-982-4154 AFS : RKTNPZPX
7	Type of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	Military Air Base

RKTN AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2000-1500 UTC
2	Customs and Immigration	HO
3	Health and Sanitation	HO
4	AIS Briefing Office	HO
5	ATS Reporting Office	HO
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	HO
12	Remarks	- Airport Quiet Hour : 1500-2000 UTC daily During the Quiet HR, unsurpassed ENG runs and nonessential ACFT OPS are prohibited, except civil airlines authorized by ROKAF - Unable to divert at these HR(2000-2300, 1200-1500), EXC EMERG and prior permission ACFT

RKTN AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Up to 46 tones handling possible
2	Fuel/oil type	JET-A1
3	Fuelling facilities/capacity	Elevated storage tank 3 unit/total 900 000 L, 3 fuel tanks with 300 000 L. Refueling available by trucks.
4	De-icing facilities	One de-icing pad(Only under aircraft code letter "C") See Aircraft Parking/Docking Chart
5	Hanger space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

RKTN AD 2.5 PASSENGER FACILITIES

1	Hotels	Near AD and in the city
2	Restaurants	At AD and in the city
3	Transportation	Buses, Taxis, and rental cars from AD
4	Medical Facilities	PATIMA Hospital near the AD (about 2.1 km)
5	Bank and Post Office	Bank available at AD
6	Tourist Office	Available at AD
7	Remarks	http://www.airport.co.kr/daegu

RKTN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 7
2	Rescue equipment	a. ROKAF* : - 6 Chemical crash rescue & fire fighting trucks - Total capacity Water : 30 000 L AFFF** : 3 800 L - 1 Rescue Truck - 4 Ambulance car b. KAC*** : NIL
3	Capability for removal of disable aircraft	Specialized aircraft recovery equipment available for up to A300-600 size aircraft. 1 & 3 pole recovery jacks, 330 ton mobile crane including other accessory equipment can be provided by airlines and agencies. Korea airports Corporation is the coordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (TEL : +82-53-980-5331)
4	Remarks	* ROKAF : Republic of Korea Air Force ** AFFF : Aqueous Film Forming Foam *** KAC : Korea Airports Corporation

RKTN AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	a. ROKAF* : 3 SE-88(snow heat blower), 7 Snow ploughs and 3 Snow masters, 2 Graders b. KAC** : 1 Multipurpose snow removal truck, 1 Tractor
2	Clearance priorities	1. RWY 13R/31L 2. TWY : F1, F, E, D3, D2, D1, A3, A2, A1, C3, C2, C1 3. Other areas
3	Remarks	Snow clearance information promulgated by SNOWTAM * ROKAF : Republic of Korea Air Force ** KAC : Korea Airports Corporation

Change : Information of restaurants and rescue equipment.

RKJB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKJB - MUAN / Muan International

RKJB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	345929N 1262258E 180° / 1 402 m from THR 19
2	Direction and distance from city	254°, 46 km from GwangJu City Hall 004°, 20 km from Mokpo City Hall
3	Elevation/Reference temperature	16 m / 31.5 °C
4	Geoid undulation at the aerodrome elevation	24 m
5	MAG VAR/Annual change	8° W (2020) / 0.094° increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	Korea Airports Corporation(Muan International Airport) 970-260 Gonghang-ro, Mangun-myeon, Muan-gun, Jeollanam-do, 58533, Republic of Korea TEL : +82-61-455-2401~3 Telefax : +82-61-455-2496, 2353 AFS : RKJBZPXZ
7	Type of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKJB AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	H24
2	Customs and Immigration	HO
3	Health and Sanitation	HO
4	AIS Briefing Office	H24
5	ATS Reporting Office	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fueling	HO
9	Handling	HO
10	Security	HO
11	De-Icing	HO
12	Remarks	- Take-off and landing is restricted from 1200 UTC to 2300 UTC due to noise abatement(except passenger flights). - CAT D and E ACFT OPR is available under the pre-coordination due to ground handling service facilities. TEL : +82-61-455-2333

RKJB AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Baggage Handling service and trucks
2	Fuel/oil types	Fuel : Aviation Turbine Fuel(Jet A-1) Aviation Gasoline (AV-gas 100LL) Oil : Turbo oil 2 380, 15W50, 5W30
3	Fueling facilities/capacity	Refueling available by trucks Jet A-1 : Elevated storage tank 3 units (total 1 470 000 L, 3 fuel tanks with 390 000 L) Av-gas 100LL : storage tank 1 unit(75 000 L)
4	De-Icing facilities	Available. See AD chart for location.
5	Hanger space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

Change : Information of aerodrome operator, address, telephone and telefax number.

RKJB AD 2.5 PASSENGER FACILITIES

1	Hotels	Near the AD and in the city(Mokpo & Gwangju)
2	Restaurants	At AD and in the city(Mokpo & Gwangju)
3	Transportation	Buses, Taxis and rental cars available at AD
4	Medical facilities	a. Ambulance service available b. Hospitals in the city(Mokpo & Gwangju)
5	Bank and Post Office	Bank available at AD
6	Tourist Office	Available at AD
7	Remarks	https://www.airport.co.kr/muan/

RKJB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	CAT 9
2	Rescue equipment	a. 3 Chemical Fire fighting trucks (Total capacity : 33 000 L water, 4 200 L *AFFF and 750 kg dry chemical) b. 1 Ambulance c. 1 Mobile command vehicle
3	Capability for removal of disabled aircraft	Specialized aircraft recovery equipment available for up to and including B747-400 size aircraft. 100 ton hydraulic recovery jack, 300 ton crane and other accessory equipment can be provided by airlines and agencies. Korea Airports Corporation is the co-ordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (TEL : +82-61-455-2331)
4	Remarks	*AFFF: Aqueous Film Forming Foam

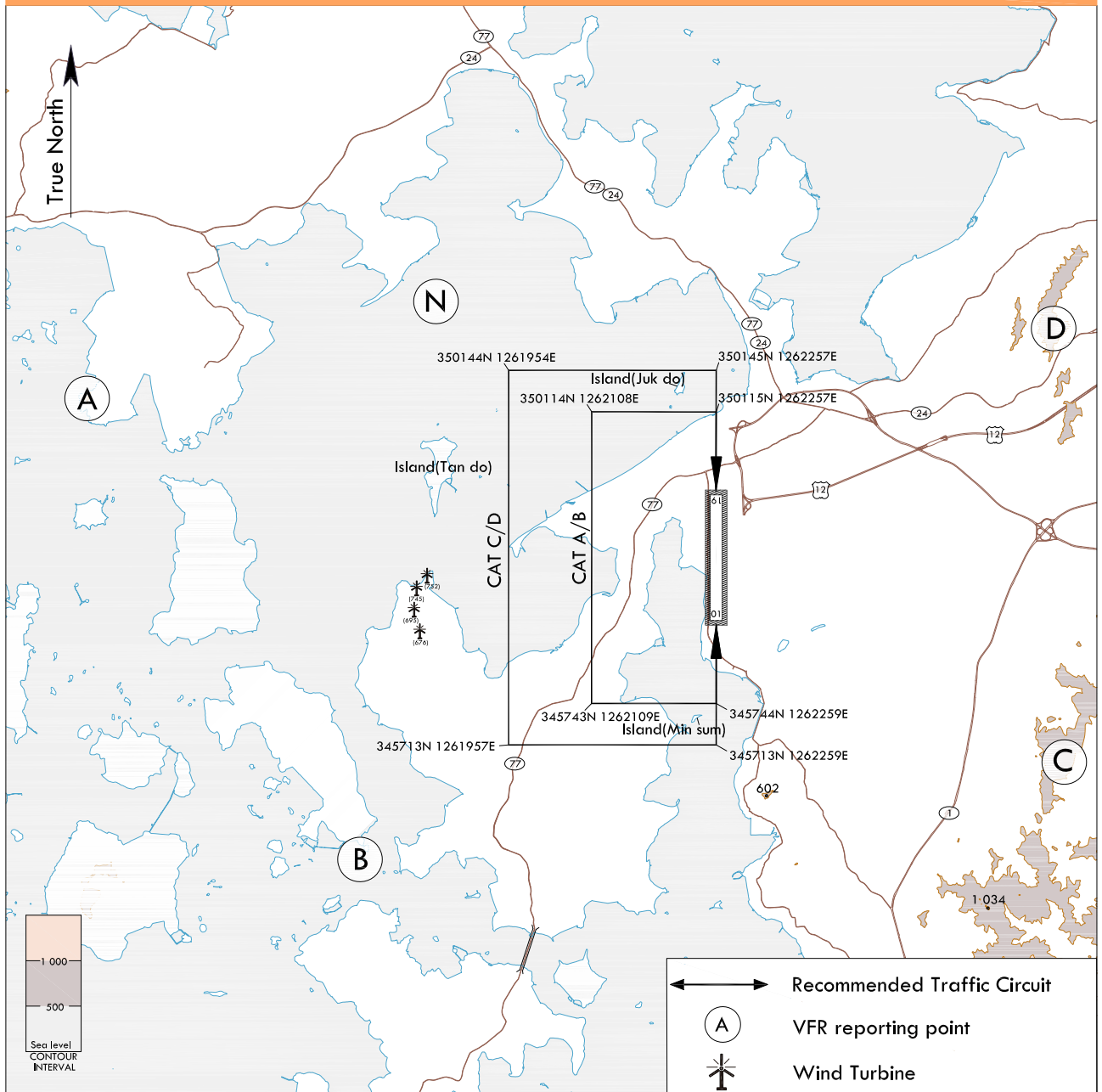
RKJB AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Type of clearing equipment	a. 1 Towed Runway Jet Sweeper b. 2 Compact Runway Jet Sweepers c. 1 Multi purpose Snow Removal Truck d. 1 Snow Blower e. 1 Dump Truck f. 1 Tractor
2	Clearance priorities	a. First 1) RWY 2) TWY(E1, E3, P, A1) 3) Apron taxilanes b. Second 1) TWY(E2, A2) 2) Apron and Other area
3	Remarks	Snow clearance information promulgated by SNOWTAM.

RKJB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS / POSITION DATA

1	Designation, Surface and strength of aprons	ACFT stands NR. 1 ~ 6, 31 ~ 74 - Surface : Concrete - Strength : PCN 81/R/C/W/T		
2	Designation, Taxiway width, surface and strength	TWY	WIDTH	Strength and Surface
		P	23 m	PCN 81/R/C/W/T Concrete
		E1	28 m	
		E2	33 m	
		E3	28 m	
		A1	39 m	
		A2	40 m	
		R	23 m	PCN 32/R/C/W/T Concrete
		G	23 m	
3	Location and elevation of altimeter checkpoint	Location : At Apron Elevation : 12 m		
4	VOR check points	VOR : See AD chart		
5	INS check points	INS : See Aircraft Parking & Docking Chart		
6	Remarks	Nil		

VFR Traffic Circuits - Muan



* NOTE

1. All VFR flight operation within MUAN control zone shall maintain two way communication with MUAN TWR.
2. Pilots are encouraged to use the recommended VFR traffic circuit for traffic flow, noise abatement, obstacle avoidance. However, helicopter should fly within CAT-A recommended traffic circuit at 700 ft AMSL.
3. The use of the recommended VFR traffic circuit does not alter the responsibility of each pilot to see and avoid other aircraft, obstacle.
4. When conducting a holding at "N" point, pilots are recommended to hold south.
5. All ACFT shall fly over Wind power plant area at or above 1 300 ft AMSL.

VFR Traffic Circuit Altitude

Category	A	B	C	D
Altitude	1 300 ft AMSL		1 800 ft AMSL	

Reporting Point	Goegraphical Name	Position	Coordinates
A	Taeyido(태이도)	R 297 MUN/D8.1	350118.6N 1261344.7E
B	Daesikdo(대식도)	R 245 MUN/D5.2	345549.0N 1261747.0E
C	Mahyeopsan(마협산)	R 120 MUN/D4.4	345702.6N 1262805.2E
D	Gambangsan(감방산)	R 056 MUN/D5.3	350216.4N 1262753.9E
N	Wado(와도)	R 326 MUN/D5.3	350234.0N 1261848.0E

Change : Information of legend for wind turbine.

RKJB AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of airport
 The seashore and wetland are situated near Muan International Airport, and the seashore and wetland provide good nesting habitat for both resident birds such as Black-billed Magpie, Ring-necked Pheasant, Rufous Turtle Dove, Tree Sparrow, Mew Gull and migratory birds such as Mallard, Gray Heron, Egret, House Swallow. Mallards inhabit around the airport during winter season, normally October to March. Mallards are active during the morning time and evening time, and they are flying at high altitude. Gray Heron and Egret inhabit during summer season, normally August to September, and they are active during the daytime. Most of resident birds are active during the daytime and fly at low altitude.
 Muan International Airport strives to prevent bird strikes by implementing both non-lethal techniques, gas cannons and playback of distress calls, and lethal techniques, live ammunition shooting, during airport operating hours.

RKJB AD 2.24 CHART RELATED TO THE AERODROME

Aerodrome Chart - ICAO	RKJB AD CHART 2-1
Aircraft Parking/Docking Chart - ICAO	RKJB AD CHART 2-3
Aerodrome Ground Movement Chart - ICAO(ARR/DEP)	RKJB AD CHART 2-4
Aerodrome Obstacle Chart - ICAO - Type A	RKJB AD CHART 2-5
Aerodrome Obstacle Chart - ICAO - Type B	RKJB AD CHART 2-6
SID - ICAO - RWY 01 - RNAV MAKSA 1N, RNAV DOTOL 1N	RKJB AD CHART 2-7
SID - ICAO - RWY 01 - KWA 3N	RKJB AD CHART 2-8
SID - ICAO - RWY 19 - RNAV MAKSA 1S, RNAV MAKSA 6S, RNAV DOTOL 1S	RKJB AD CHART 2-9
SID - ICAO - RWY 19 - KWA 3S, IPDAS 3S	RKJB AD CHART 2-10
STAR - ICAO - RWY 01 - RNAV MANGI 2C, RNAV MANGI 2H, RNAV KAMIT 2C	RKJB AD CHART 2-11
STAR - ICAO - RWY 19 - RNAV MANGI 1D, RNAV SAMUL 1D, RNAV KAMIT 1D	RKJB AD CHART 2-12
ATC Surveillance Minimum Altitude Chart - ICAO	RKJB AD CHART 2-13
Instrument Approach Chart - ICAO - RWY 01 - ILS Y or LOC Y	RKJB AD CHART 2-14
Instrument Approach Chart - ICAO - RWY 01 - ILS Z or LOC Z	RKJB AD CHART 2-15
Instrument Approach Chart - ICAO - RWY 01 - RNP	RKJB AD CHART 2-16
Instrument Approach Chart - ICAO - RWY 01 - VOR	RKJB AD CHART 2-17
Instrument Approach Chart - ICAO - RWY 19 - ILS Y or LOC Y	RKJB AD CHART 2-18
Instrument Approach Chart - ICAO - RWY 19 - ILS Z or LOC Z	RKJB AD CHART 2-19
Instrument Approach Chart - ICAO - RWY 19 - RNP	RKJB AD CHART 2-20
Instrument Approach Chart - ICAO - RWY 19 - VOR	RKJB AD CHART 2-21
Visual Approach Chart - ICAO	RKJB AD CHART 2-22
Bird concentrates in the vicinity of airport	RKJB AD CHART 2-23

**INSTRUMENT
APPROACH
CHART - ICAO**

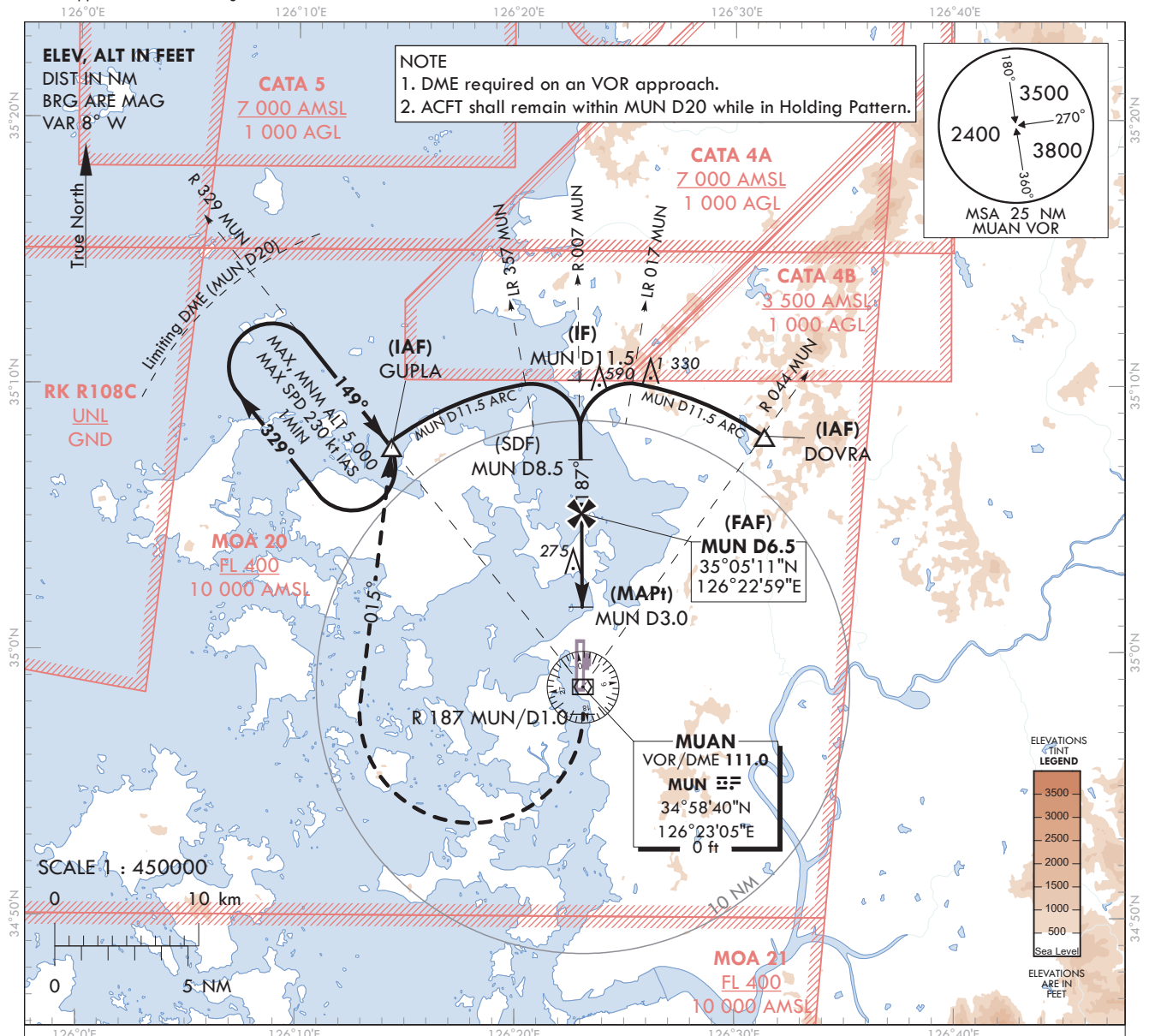
Note : Approach under ICAO Flight Procedure.

AERODROME ELEV 51 ft
HEIGHTS RELATED TO AD ELEV

GWANGJU APP	120.475	130.0
	228.9	265.5
MUAN TWR	118.25	118.85

MUAN/Muan Intl(RKJB)

VOR RWY 19

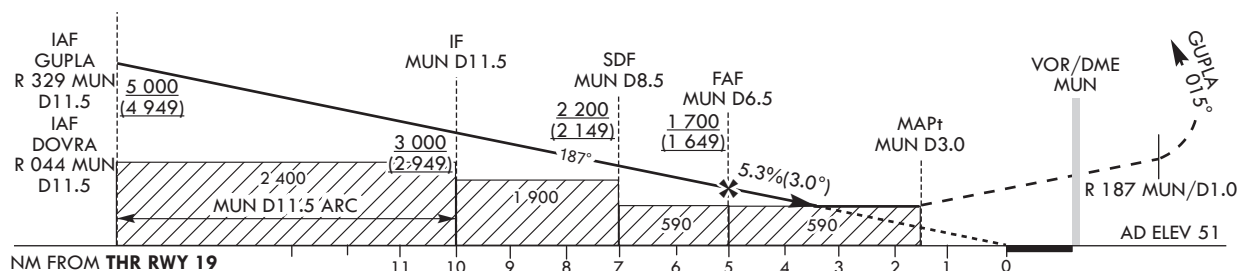


RECOMMENDED PROFILE	DME MUN	6	5	4	3.1
Final Approach Gradient 5.35%, 325 ft/NM	ALT(HGT)	1 538 (1 487)	1 214 (1 163)	889 (838)	590 (539)

MISSED APPROACH

Climb on R 187 MUN/D1.0, then turn right HDG 015° to GUPLA and Hold at 5 000 ft.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	MDA/(MDH)	A	B	C	D	Rate of descent	Knots	60	90	120	150	180
STA	FULL	590 (539)	2 100 m				V/V fpm	325	487	649	811	974
	ALS INOP		2 800 m									

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

Change : Information of AD ELEV datum.

MUAN/Muan Intl(RKJB)
VOR RWY 19

AERONAUTICAL DATA TABULATION

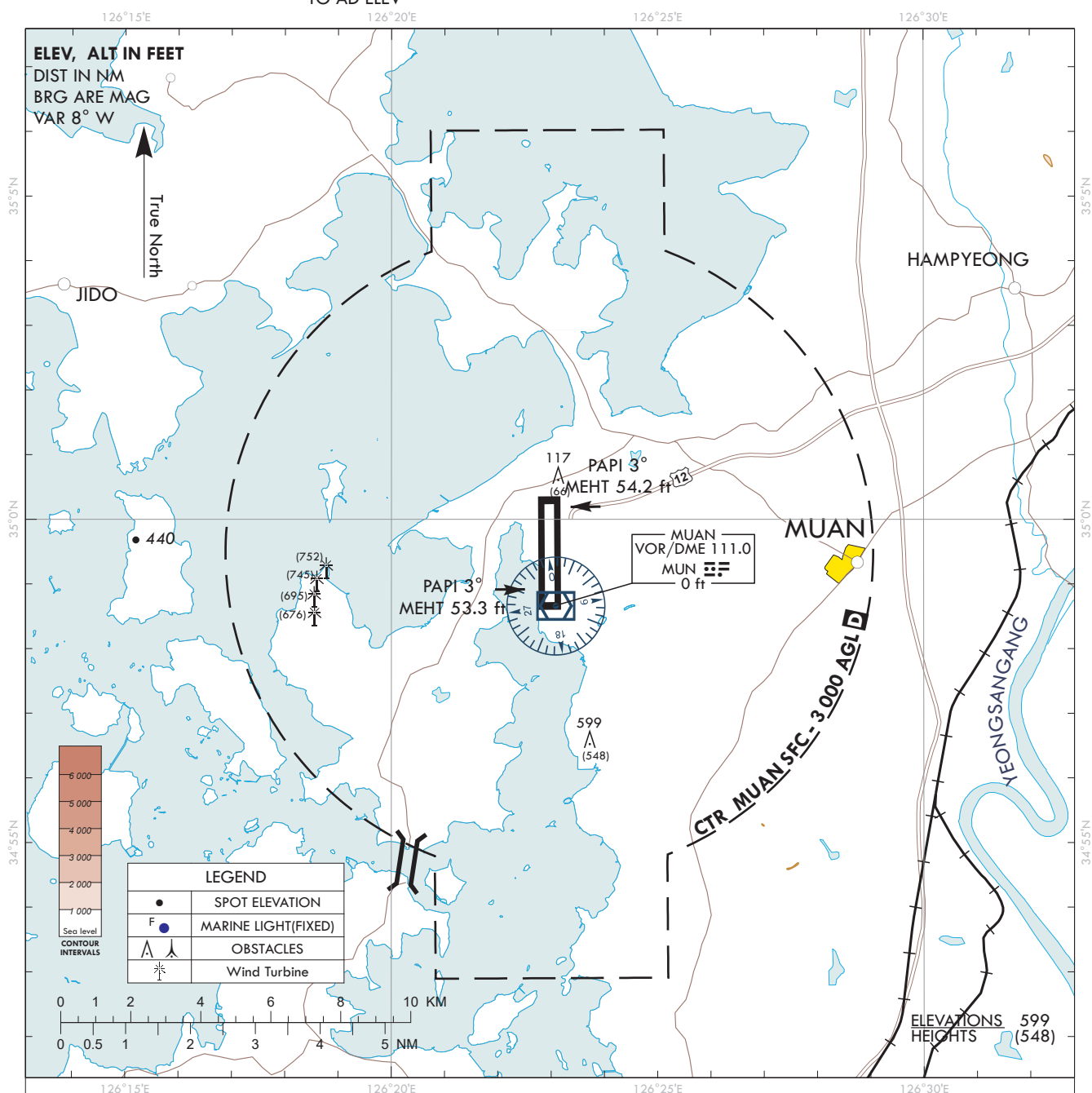
VOR Approach to RWY 19 from GUPLA or DOVRA			
Fix/point		Coordinates	
GUPLA(IAF)	R 329 MUN /11.5 NM MUN	35°07'37.8"N	126°14'18.1"E
DOVRA(IAF)	R 044 MUN /11.5 NM MUN	35°07'57.8"N	126°31'22.0"E
D11.5 MUN(IF)	R 007 MUN/11.5 NM MUN	35°10'11.0"N	126°22'53.2"E
D8.5 MUN(SDF)	R 007 MUN/8.5 NM MUN	35°07'13.6"N	126°22'56.3"E
D6.5 MUN(FAF)	R 007 MUN/6.5 NM MUN	35°05'10.6"N	126°22'59.5"E
D3.0 MUN(MAPt)	R 007 MUN/3.0 NM MUN	35°01'40.2"N	126°23'02.2"E
THR RWY 19	Final approach descent angle 3.06°	35°00'14.49"N	126°22'57.82"E
MUN VOR/DME		34°58'40.0"N	126°23'05.4"E
D1.0 MUN	R 187 MUN /1.0 NM MUN	34°57'39.9"N	126°23'06.3"E
GUPLA	HDG 014.75/11.5 NM MUN	35°07'37.8"N	126°14'18.1"E

**VISUAL
APPROACH
CHART - ICAO**

AD ELEV 51 ft
HEIGHTS RELATED
TO AD ELEV

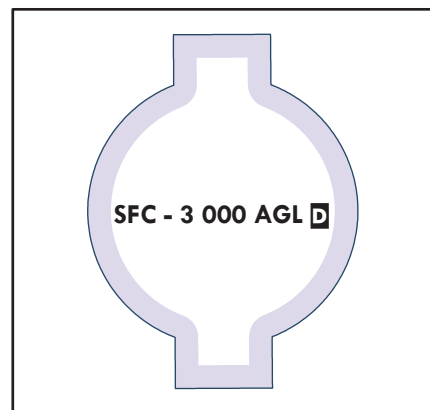
GWANGJU	APP	120.475	130.0
		228.9	265.5
MUAN	TWR	118.25	118.85

MUAN/Muan



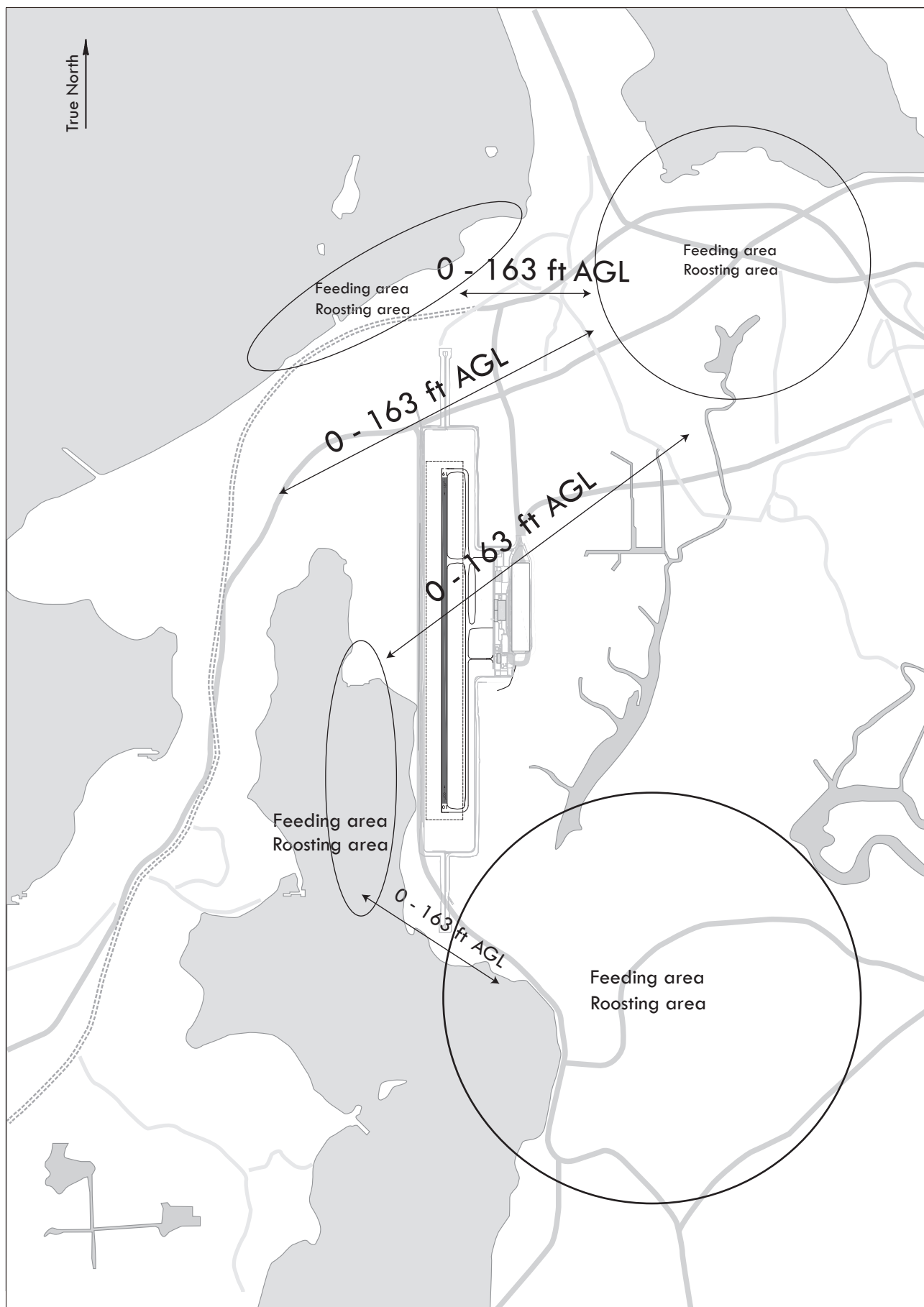
VISUAL APPROACH PROCEDURE

- Visual approach may be initiated by ATC(Gwangju APP control) or approved upon pilot request on traffic permitting basis when :
 - Ceiling : At or above 500 ft plus MVA
 - Visibility : Not less than 5 km
 - circuit : West pattern only
- ATS airspace : Class D(Refer to ENR 2.1-8)



Change : Information of legend for wind turbine and MEHT.

BIRD CONCENTRATION - MUAN INTERNATIONAL



**INSTRUMENT
APPROACH
CHART**

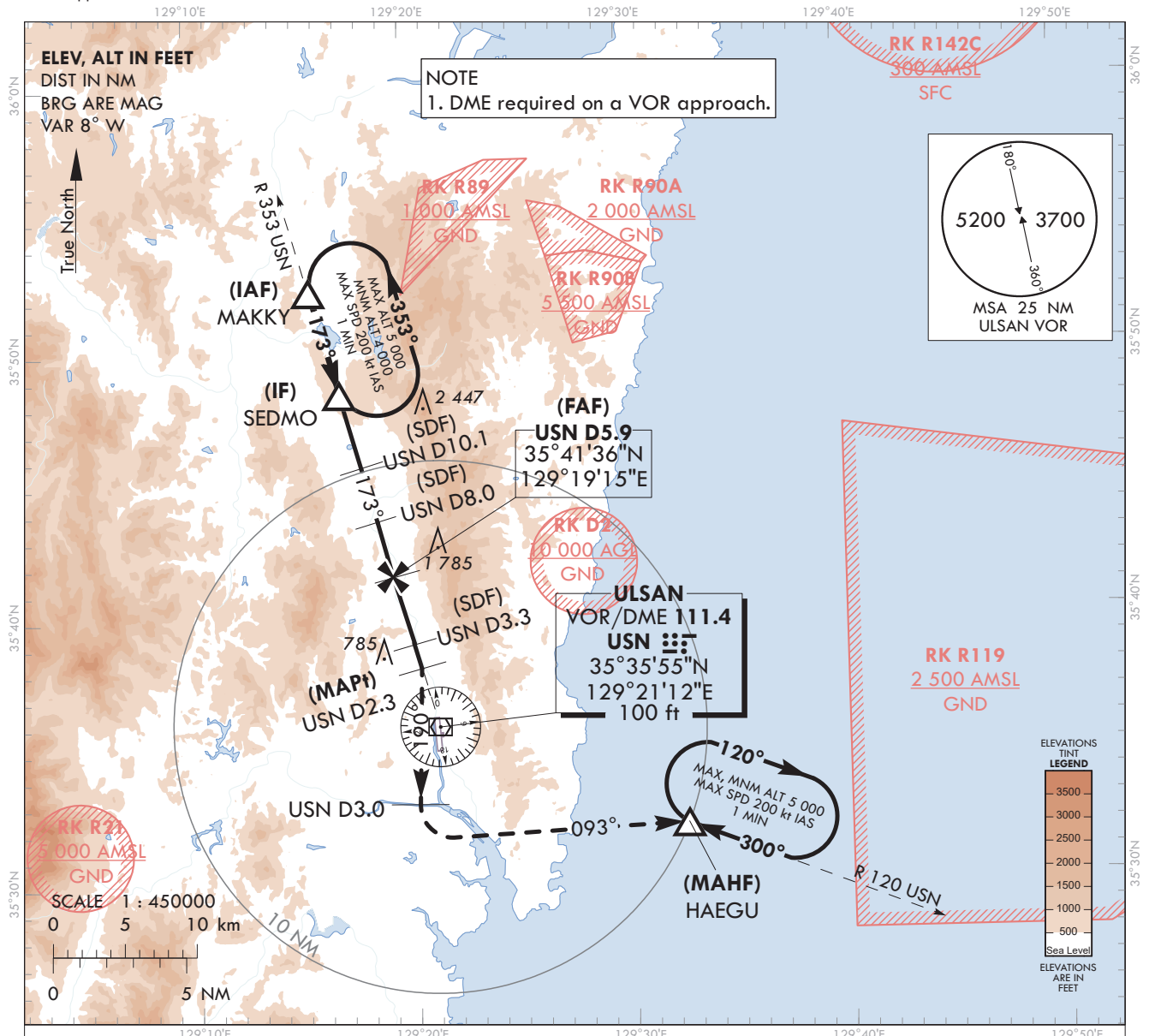
Note : Approach Under U.S. TERPS.

AERODROME ELEV 42 ft
HEIGHTS RELATED TO AD ELEV

POHANG	APP	124.25
		120.2
ULSAN	TWR	118.75

ULSAN/Ulsan(RKPU)

VOR RWY 18



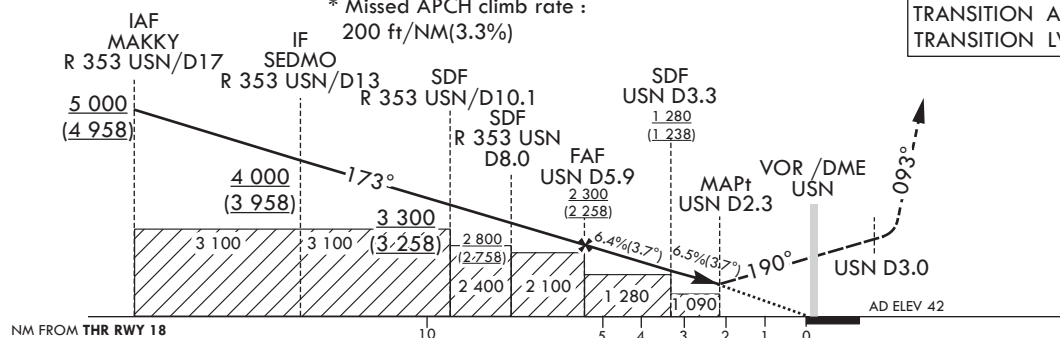
MISSED APPROACH

Climb on HDG 190° to USN 3 DME,
then LEFT turn direct to HAEGU
and Hold at 5 000 ft.

RECOMMENDED PROFILE (FAA)	DME USN	5	4	3	2.8
Final Approach Gradient 6.45%, 392 ft/NM	ALT (HGT)	1 947 (1 906)	1 556 (1 514)	1 164 (1 122)	1 080 (1 038)

* Missed APCH climb rate :
200 ft/NM (3.3%)

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	MDA (MDH)	A	B	C	D	Knots	60	90	120	150	180
STA	FULL	1 090 (1 048)	3 600 m	4 600 m	N/A	Rate of descent V/V fpm	392	588	784	980	1 175
	ALS INOP		4 000 m	4 900 m	N/A		* Timing Not authorized for defining MAPt. * Circling Not authorized.				

Change : Information of AD ELEV datum.

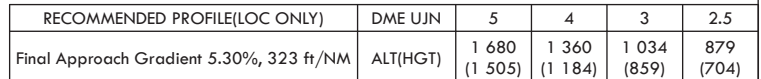
ULSAN/Ulsan(RKPU)
VOR RWY 18

AERONAUTICAL DATA TABULATION

VOR Approach to RWY 18 from MAKKY		
Fix/point		Coordinates
MAKKY(IAF)	R 353 USN / 17.00 NM USN	35°52'18.8"N 129°15'35.8"E
SEDMO(IF)	BRG 172.64° / 13.00 NM USN	35°48'27.1"N 129°16'55.0"E
D10.1 USN(SDF)	BRG 172.64° / 10.10 NM USN	35°45'39.1"N 129°17'51.8"E
D8.0 USN(SDF)	BRG 172.64° / 8.00 NM USN	35°43'37.6"N 129°18'33.5"E
D5.9 USN(FAF)	BRG 172.64° / 5.90 NM USN	35°41'36.0"N 129°19'15.1"E
D3.3 USN(SDF)	BRG 172.64° / 3.28 NM USN	35°39'04.4"N 129°20'07.0"E
D2.3 USN(MAPt)	BRG 172.64° / 2.26 NM USN	35°38'05.4"N 129°20'27.1"E
THR RWY 18	Final approach descent angle 3.67°(FAF-SDF) / 3.71°(SDF-THR)	35°36'08.89"N 129°21'03.54"E
USN VOR/DME		35°35'54.6"N 129°21'11.8"E
D3.0 USN	BRG 190.62° / 3.00 NM USN	35°33'01.3"N 129°20'11.6"E
HAEGU	BRG 93.43° / 10.00 NM USN	35°32'06.7"N 129°32'32.3"E

VOR RWY 17

ULJIN	ARR	120.875
		317.65
ULJIN	TWR	118.55
		317.45

[illegible]

								Knots	60	90	120	150	180
CATEGORY		MDA(H)	A	B	C	D	Rate of descent	V/V fpm	323	485	646	808	970
STA	FULL	940 (765)	3 200 m				* Timing NOT authorized for defining the MAPt.						
	ALS INOP		3 600 m				* Circling not authorized.						

AIP AMDT 7/23

ULJIN/Uijin(RKTL)
VOR RWY 17

AERONAUTICAL DATA TABULATION

VOR Approach to RWY 17 from ALDON(IAF)		
	Fix/Point	Coordinates
ALDON(IAF)	R 040 UJN/ 12.00 NM UJN	36°56'46.3"N 129°35'23.0"E
D12.0 UJN(IF)	BRG 180.27° / 12.00 NM UJN	36°58'28.9"N 129°25'22.0"E
D6.0 UJN(FAF)	BRG 180.27° / 6.00 NM UJN	36°52'32.1"N 129°26'24.4"E
D4.0 UJN(SDF)	BRG 180.27° / 4.00 NM UJN	36°50'33.0"N 129°26'45.4"E
D2.2 UJN(MAPt)	BRG 180.27° / 2.20 NM UJN	36°48'45.7"N 129°27'04.1"E
THR RWY 17	Final approach descent angle 3.01°(FAF-SDF) / 3.06°(SDF-THR)	36°47'05.09"N 129°27'31.62"E
UJN VORTAC		36°46'35.2"N 129°27'26.9"E
D3 UJN	R 170 UJN/ 3.00 NM UJN	36°43'44.4"N 129°28'38.6"E
BANYA	R 130 UJN/ 12.00 NM UJN	36°40'12.4"N 129°40'05.8"E