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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 4/26
2 APR 2026

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 General

a) Information of difference from ANNEX 15, DOC 10066, item numbers and Establishment of difference from DOC 8400.
b) Information of telephone number for Jeju APP, Central RCC, SAR asset for Korea Coast Guard.
c) Information of name of authority(headquarters situation room → command center).
d) Information of area of maritime search and rescue regions.
e) Information of landing charges for Gunsan airport and period for airport reduction.

1.2 Incheon INTL Airport

a) Information of rescue equipment.
b) Information of PDU and VDGS(ACFT stands NR 272~291 → ACFT stands NR 275~291, concourse).
c) Information of runway holding positions, RWY directions(153° → 154°, 333° → 334°) and Establishment of OBST NR 266~273.
d) Information of bird migration and concentrations, chart in the vicinity of the airport, item numbers.

1.3 Gimpo INTL Airport

a) Information of procedures for start-up & push-back and item numbers.
b) Information of taxi and ground movement procedures for north apron.
c) Information of bird concentrations and chart in the vicinity of airport.

1.4 Jeju INTL Airport

a) Information of bird concentrations and chart in the vicinity of airport.
b) Information of airspace restrictions(RK R149, RK R150).

1.5 Gimhae INTL Airport

a) Information of bird concentrations and chart in the vicinity of airport.

1.6 Cheongju INTL Airport

a) Information of bird concentrations and chart in the vicinity of airport.

1.7 Yangyang INTL Airport

a) Information of OBST(777 → 602).
b) Information of bird concentrations and chart in the vicinity of airport, item numbers.

1.8 Daegu INTL Airport

a) Information of bird concentrations and chart in the vicinity of airport.

1.9 Muan INTL Airport

a) Information of bird concentrations and chart in the vicinity of airport, and Establishment of remarks.

1.10 Gwangju Airport

a) Information of bird concentrations and chart in the vicinity of airport.

1.11 Gunsan Airport

a) Information of bird concentrations and chart in the vicinity of airport.

1.12 Yeosu Airport

a) Information of operational hours for MET briefing office and hours of service for MET office.
b) Information of bird concentrations and chart in the vicinity of airport.

1.13 Wonju Airport

a) Information of bird concentrations and chart in the vicinity of airport.

1.14 Sacheon Airport

a) Information of bird concentrations and chart in the vicinity of airport.

1.15 Ulsan Airport

a) Information of operational hours for AIS briefing office, ATS reporting office, ATS and ATS communication facilities.
b) Information of bird concentrations and chart in the vicinity of airport.

1.16 Pohang Gyeongju Airport

a) Information of operational hours for AIS briefing office and ATS reporting office.
b) Information of bird concentrations and chart in the vicinity of airport.

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)**	
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GEN 0.4-7(5 MAR 26) / 0.4-8(5 MAR 26)	GEN 0.4-7 / 0.4-8	2 APR 26
GEN 0.4-9(5 MAR 26) / 0.4-10(5 MAR 26)	GEN 0.4-9 / 0.4-10	2 APR 26
GEN 1.7-7(14 NOV 24) / 1.7-8(14 NOV 24)	GEN 1.7-7 / 1.7-8	2 APR 26
GEN 1.7-9(13 NOV 25) / 1.7-10(13 NOV 25)	GEN 1.7-9 / 1.7-10	2 APR 26
GEN 3.3-5(29 JUN 23) / 3.3-6(29 JUN 23)	GEN 3.3-5 / 3.3-6	2 APR 26
GEN 3.6-1(28 JUL 22) / 3.6-2(28 JUL 22)	GEN 3.6-1 / 3.6-2	2 APR 26
GEN 3.6-3(8 FEB 24) / 3.6-4(8 FEB 24)	GEN 3.6-3 / 3.6-4	2 APR 26
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GEN 4.1-7(8 JAN 26) / 4.1-8(8 JAN 26)	GEN 4.1-7 / 4.1-8	2 APR 26
GEN 4.1-9(8 JAN 26) / 4.1-10(8 JAN 26)	GEN 4.1-9 / 4.1-10	2 APR 26

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RKSI	**RKSI**	
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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	-	
27/24	Gimpo AP - Temporary Obstacles Erected	AD	31 MAY 24 / 31 AUG 26	
37/25	Gimpo AP - Temporary Obstacle Erected	AD	14 APR 25 / 30 APR 26	
42/25	Gimpo AP - Temporary Obstacles Erected	AD	30 APR 25 / 31 JUL 26	
60/25	ENR - Temporary Prohibited Area Established	ENR	31 JUL 25 / 31 JUL 26	
66/25	ENR - Temporary Prohibited Areas Established	ENR	31 JUL 25 / 31 JUL 26	
67/25	ENR - Temporary Drone Special Areas Established	ENR	21 AUG 25 / 28 JUL 27	
80/25	Incheon AP - Temporary Obstacles Erected	AD	17 SEP 25 / 30 APR 27	
81/25	Gimpo AP - Temporary Obstacles Erected	AD	17 SEP 25 / 20 AUG 26	
82/25	Gimpo AP - Temporary Obstacles Erected	AD	17 SEP 25 / 30 APR 27	
83/25	Gimpo AP - Temporary Obstacles Erected	AD	17 SEP 25 / 31 JAN 27	
88/25	Incheon AP - Temporary Obstacles Erected	AD	16 OCT 25 / 31 OCT 26	
89/25	Gimpo AP - Temporary Obstacles Erected	AD	31 OCT 25 / 31 MAR 27	
101/25	Gimpo AP - Temporary Obstacles Erected	AD	30 NOV 25 / 31 DEC 27	
109/25	Jeju AP - H-beam Structure Exists	AD	10 DEC 25 / 30 DEC 26	
111/25	Muan AP - Unserviceability of Muan Radar	AD	10 DEC 25 / 31 MAY 26	
1/26	Incheon AP - Temporary Obstacles Erected	AD	8 JAN 26 / 30 SEP 26	
2/26	Gimpo AP - Temporary Obstacles Erected	AD	31 JAN 26 / 31 JAN 28	
3/26	Muan AP - Change of TWY E1 Center Line Marking and Right Edge Marking & Right Edge Light	AD	7 JAN 26 / 30 APR 26	
4/26	Muan AP - 180° Turning Marking on RWY 19	AD	7 JAN 26 / 30 APR 26	
5/26	Muan AP - Temporary Security Fence and Temporary Obstacles Erected	AD	7 JAN 26 / 30 APR 26	
6/26	Ulsan AP - Temporary Obstacles Erected	AD	17 NOV 24 / 31 JUL 26	
15/26	ENR - Temporary Altitude Change of Restricted Areas	ENR	4 FEB 26 / 3 FEB 27	
16/26	ENR - Temporary Restricted Areas Established	ENR	5 FEB 26 / 31 DEC 26	
17/26	Incheon AP - Temporary Facilities Exist	AD	5 FEB 26 / 30 APR 26	
18/26	Incheon AP - Temporary Obstacles Erected	AD	5 FEB 26 / 31 JUL 26	
20/26	Gimpo AP - Temporary Obstacles Erected	AD	4 MAR 26 / 17 FEB 27	
21/26	Jeongseok AP - Concrete Structure Exists	AD	4 MAR 26 / 31 AUG 26	
32/26	Incheon AP - Incheon INTL Airport A-CDM Trial Operation for Phase 2	AD	29 JUN 22 / 17 SEP 26	

2. Current AIRAC AIP Supplement

NR/Year	Subject	AIP Section(s) affected	Period of validity (From/To)	Cancellation record
2/23	ENR - Y722 Traffic Dispersion Operation (Effective : 1600UTC 22 MAR 2023)	ENR	22 MAR 23 / PERM	
43/25	ENR / Incheon AP / Gimpo AP - Unserviceability of SONGTAN VORTAC (Effective : 1600UTC 11 JUN 2025)	ENR / AD	11 JUN 25 / 8 JUL 26	
58/25	Jeju AP - Unserviceability of ILS/DME for RWY 25 (Effective : 1600UTC 6 AUG 2025)	AD	6 AUG 25 / 15 APR 26	
102/25	Incheon AP - Operational Restriction (Effective : 1600UTC 24 DEC 2025)	AD	24 DEC 25 / 12 JAN 27	
103/25	Incheon AP - Aircraft Stand NR. 711 Operational Restriction (Effective : 1600UTC 24 DEC 2025)	AD	19 MAR 25 / 30 JUN 26	
104/25	Gimpo AP - Operational Restrictions (Effective : 1600UTC 24 DEC 2025)	AD	24 DEC 25 / 30 SEP 26	Superseded by 22/26
107/25	Muan AP - Unserviceability of ILS/DME (Effective : 1600UTC 24 DEC 2025)	AD	24 DEC 25 / 15 APR 26	Superseded by 24/26
108/25	Gwangju AP - Unserviceability of ILS/DME for RWY 04R (Effective : 1600UTC 24 DEC 2025)	AD	24 DEC 25 / 16 APR 26	Superseded by 31/26
7/26	Gimhae AP - Unserviceability of ILS/DME for RWY 36R (Effective : 1600UTC 18 FEB 2026)	AD	18 FEB 26 / 5 AUG 26	
8/26	Cheongju AP - Operational Restrictions (Effective : 1600UTC 18 FEB 2026)	AD	19 FEB 26 / 26 OCT 26	
9/26	Muan AP - Construction Work for Runway Extension (Effective : 1600UTC 18 FEB 2026)	AD	18 FEB 26 / 30 APR 26	Superseded by 25/26
10/26	Muan AP - Unserviceability of ALS (Effective : 1600UTC 18 FEB 2026)	AD	18 FEB 26 / 30 APR 26	Superseded by 26/26
11/26	Muan AP - Change of RWY 01/19 Declared Distance (Effective : 1600UTC 18 FEB 2026)	AD	18 FEB 26 / 30 APR 26	Superseded by 27/26
12/26	Muan AP - RWY 19 Threshold Displaced by 300 m (Effective : 1600UTC 18 FEB 2026)	AD	18 FEB 26 / 30 APR 26	Superseded by 28/26
13/26	Muan AP - Temporary Availability of Strip and RESA near RWY 19 THR (Effective : 1600UTC 18 FEB 2026)	AD	18 FEB 26 / 30 APR 26	Superseded by 29/26
14/26	Muan AP - Unserviceability of ALS (Effective : 1600UTC 18 FEB 2026)	AD	18 FEB 26 / 30 APR 26	Superseded by 30/26
19/26	Muan AP - Unserviceability of ILS/DME (Effective : 1600UTC 18 MAR 2026)	AD	18 MAR 26 / 13 MAY 26	Superseded by 34/26
22/26	Gimpo AP - Operational Restrictions (Effective : 1600UTC 15 APR 2026)	AD	15 APR 26 / 30 SEP 26	
23/26	Yangyang AP - Temporary Changes of Standard Departure Chart Instrument(SID) for Yangyang INTL Airport (Effective : 1600UTC 15 APR 2026)	AD	16 APR 26 / 30 APR 26	
24/26	Muan AP - Unserviceability of ILS/DME (Effective : 1600UTC 15 APR 2026)	AD	15 APR 26 / 5 AUG 26	
25/26	Muan AP - Construction Work for Runway Extension (Effective : 1600UTC 15 APR 2026)	AD	15 APR 26 / 30 JUN 26	
26/26	Muan AP - Unserviceability of ALS (Effective : 1600UTC 15 APR 2026)	AD	15 APR 26 / 30 JUN 26	
27/26	Muan AP - Change of RWY 01/19 Declared Distance (Effective : 1600UTC 15 APR 2026)	AD	15 APR 26 / 30 JUN 26	
28/26	Muan AP - RWY 19 Threshold Displaced by 300 m (Effective : 1600UTC 15 APR 2026)	AD	15 APR 26 / 30 JUN 26	
29/26	Muan AP - Temporary Availability of Strip and RESA near RWY 19 THR (Effective : 1600UTC 15 APR 2026)	AD	15 APR 26 / 30 JUN 26	
30/26	Muan AP - Unserviceability of ALS (Effective : 1600UTC 15 APR 2026)	AD	15 APR 26 / 30 JUN 26	
31/26	Gwangju AP - Unserviceability of ILS/DME for RWY 04R (Effective : 1600UTC 15 APR 2026)	AD	15 APR 26 / 8 JUL 26	
33/26	Gimpo AP - Operational Restrictions (Effective : 1600UTC 13 MAY 2026)	AD	1 JUN 26 / 28 AUG 26	
34/26	Muan AP - Unserviceability of ILS/DME (Effective : 1600UTC 13 MAY 2026)	AD	13 MAY 26 / 5 AUG 26	
35/26	Sacheon AP - Unserviceability of SAC VOR/DME (Effective : 1600UTC 13 MAY 2026)	AD	13 MAY 26 / 17 FEB 27	

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Reference	차이점	Difference
Chapter 4 (Obstacle Restriction and Removal)		
4.1.8	대한민국은 진입표면 중 d)부분인 횡적오프셑, 오프셑, 곡선진입에 대하여만 적용하지 아니함.	Only d) is not applicable. The Republic of Korea does not apply lateral offset, offset or curved approach in the provision of "Approach surfaces"
4.1.25 4.1.26 4.1.27 4.1.28 4.1.29	대한민국은 이륙상승표면 대신 진입표면을 적용함.	The Republic of Korea applies the approach surfaces instead of the take-off climb surfaces.
4.2.2	대한민국은 진입, 내부수평, 원추표면 제원은 ICAO 부속서 14, 표4-1 제원보다 세분화 하여 적용함.	The Republic of Korea applies more detailed classification of approach, inner horizontal and conical surfaces than those of ICAO Annex14 Table 4-1.
4.2.3	대한민국은 어떠한 장애물도 진입, 전이표면 위로 돌출하는 것을 허용하지 아니함.	Any objects shall not be permitted above approach or transitional surfaces in the Republic of Korea.
4.2.8	대한민국은 진입, 내부수평, 원추표면 제원은 ICAO 부속서 14, 표4-1 제원보다 세분화 하여 적용함.	The Republic of Korea applies more detailed classification of approach, inner horizontal and conical surfaces than those of ICAO Annex14 Table 4-1.
4.2.9	대한민국은 진입표면에 수평구간이 없음.	The Republic of Korea does not apply horizontal plane in approach surfaces.
4.2.10	대한민국은 어떠한 장애물도 진입, 전이표면 위로 돌출하는 것을 허용하지 아니함.	Any objects shall not be permitted above approach or transitional surfaces in the Republic of Korea.
4.2.11	대한민국은 어떠한 장애물도 진입표면 위로 돌출하는 것을 허용하지 아니함.	Any objects shall not be permitted above approach surfaces in the Republic of Korea.
4.2.16	대한민국은 진입, 내부수평, 원추표면 제원은 ICAO 부속서 14, 표4-1 제원보다 세분화 하여 적용함.	The Republic of Korea applies more detailed classification of approach, inner horizontal and conical surfaces than those of ICAO Annex14 Table 4-1.
4.2.17	대한민국은 진입표면에 수평구간이 없음.	The Republic of Korea does not apply horizontal plane in approach surfaces.
4.2.19	대한민국은 어떠한 장애물도 진입, 전이표면 위로 돌출하는 것을 허용하지 아니함.	Any objects shall not be permitted above approach or transitional surfaces in the Republic of Korea.
4.2.22 4.2.23 4.2.24 4.2.25 4.2.26 4.2.27	대한민국은 이륙상승표면 대신 진입표면을 적용함.	The Republic of Korea applies the approach surfaces instead of the take-off climb surfaces.
4.3.1 4.3.2	대한민국은 장애물제한표면 외측 지역에 150 m를 초과하는 장애물에 대하여 항공 장애등과 주간장애표지를 설치하도록 규정함.	Obstacle lights and markings are required on any objects, which exist beyond the limits of the obstacle limitation surfaces and exceed 150 m above ground elevation.
Chapter 5 (Visual Aids for navigation)		
5.2.2.3	대한민국은 활주로 명칭표지를 18 m로 규정함.	The Republic of Korea requires the length of a runway designation marking to be 18 m.
5.2.3.3	대한민국은 신설되는 활주로 등의 활주로 중심선의 길이와 간격은 30 m로 규정함.	The Republic of Korea requires that the length of each stripe be 30 m.
5.2.4.8	대한민국은 활주로 시단선의 굵기는 3 m로 규정함.	The Republic of Korea requires a transverse stripe to be 3 m wide.

Reference	차이점	Difference
5.2.13.9	대한민국은 선회바 폭은 30 cm로 규정함.	The Republic of Korea requires a turn bar to be 30 cm wide.
5.2.13.11	대한민국은 정렬바 폭은 30 cm로 규정함.	The Republic of Korea requires an alignment bar to be 30 cm wide.
5.2.13.12	대한민국은 정지선 폭은 30 cm로 규정함.	The Republic of Korea requires a stop line to be 30 cm wide.
Chapter 6 (Visual Aids for Denoting Obstacles)		
6.1.1.4	대한민국은 이륙상승표면 대신 진입표면을 적용하며 장애물이 등대인 경우 일정한 광도기준을 충족하면 표시 등을 생략 할 수 있도록 규정함.	The Republic of Korea applies the approach surfaces instead of the take-off climb surfaces. Also, the Republic of Korea requires the marking and/or lighting of obstacles to be omitted where the obstacle is a lighthouse and the lighthouse light is sufficient according to the national criteria.
6.1.1.5	대한민국은 이륙상승표면 대신 진입표면을 적용함.	The Republic of Korea applies the approach surfaces instead of the take-off climb surfaces.
Chapter 9 (Aerodrome operational services)		
9.2.28	대한민국은 구조 또는 소방을 위한 비상대응 시간은 활주로 모든 지점까지 도달하는 시간이 3분을 초과 할 수 없도록 규정함.	According to 9.4.27, the Republic of Korea requires that operational objective of the rescue and fire fighting service be to achieve a response time not exceeding three minutes to any other part of the movement area, in optimum visibility and surface conditions.
9.2.32	대한민국은 구조소방차량이 최초 출동요청을 받은 후 최소 4분 이내에는 현장에 도착하도록 규정함.	According to 9.4.31, the Republic of Korea requires that any vehicles, other than the first responding vehicle(s) as in accordance with 9.2.28, required to deliver the amounts of extinguishing agents shall ensure continuous agent application and shall arrive no more than four minutes from the initial call.
Volume II - Heliports (4th Edition, Amendment 6)		
Chapter 1 to Chapter 6	대한민국에는 국제민간항공용 회전익항공기가 사용하는 헬기장이 없어서 부속서 14 제2권의 기준을 적용하지 아니함.	The Republic of Korea has no heliports to be used by helicopters in international civil aviation.(Annex 14 Vol. II not applicable)

15. ANNEX 15 Aeronautical Information Services (16th Edition, Amendment 44)

Reference	차이점	Difference
NIL		

16. ANNEX 16 Environmental Protection

Reference	차이점	Difference
Volume I - Aircraft Noise (7th Edition, Amendment 11-B) : NIL Volume II - Aircraft Engine Emissions (3rd Edition, Amendment 8) : NIL		

17. ANNEX 17 Security (9th Edition, Amendment 14)

Reference	차이점	Difference
NIL		

18. ANNEX 18 The Safe Transport of Dangerous Goods by Air (4th Edition, Amendment 11)

Reference	차이점	Difference
NIL		

Change : Information of difference from ANNEX 15.

19. ANNEX 19 Safety Management (2nd Edition, Amendment 1)

Reference	차이점	Difference
NIL		

20. PANS-ATM DOC 4444 Air Traffic Management (15th Edition, Amendment 3)

Reference	차이점	Difference
NIL		

21. PANS-OPS DOC 8168 Aircraft Operations

Reference	차이점	Difference
Volume I (5th Edition, Amendment 14) : NIL Volume II (5th Edition, Amendment 13) : NIL		

22. PANS-ABC DOC 8400 ICAO Abbreviations and Codes (9th Edition, Amendment 35)

Reference	차이점	Difference
NIL		

23. PANS-AIM DOC 10066 Aeronautical Information Management (1st Edition, Amendment 4)

Reference	차이점	Difference
Chapter 6		
6.1.4.3	대한민국 내 일시적으로 공역을 제한하는 군사훈련과 관련된 활동은 최소 3일전에 통보하도록 규정함.	At least three days' advance notice is applied only for military activities requiring temporary airspace restriction in the Republic of Korea.

24. PANS-IM DOC 10199 Information Management(1st Edition)

Reference	차이점	Difference
Implementation in progress		

25. REGIONAL SUPPLEMENTARY PROCEDURES(DOC 7030) MID/ASIA

Reference	차이점	Difference
NIL		

26. PANS-MET DOC 10157 Meteorology (1st Edition)

Reference	차이점	Difference
NIL		

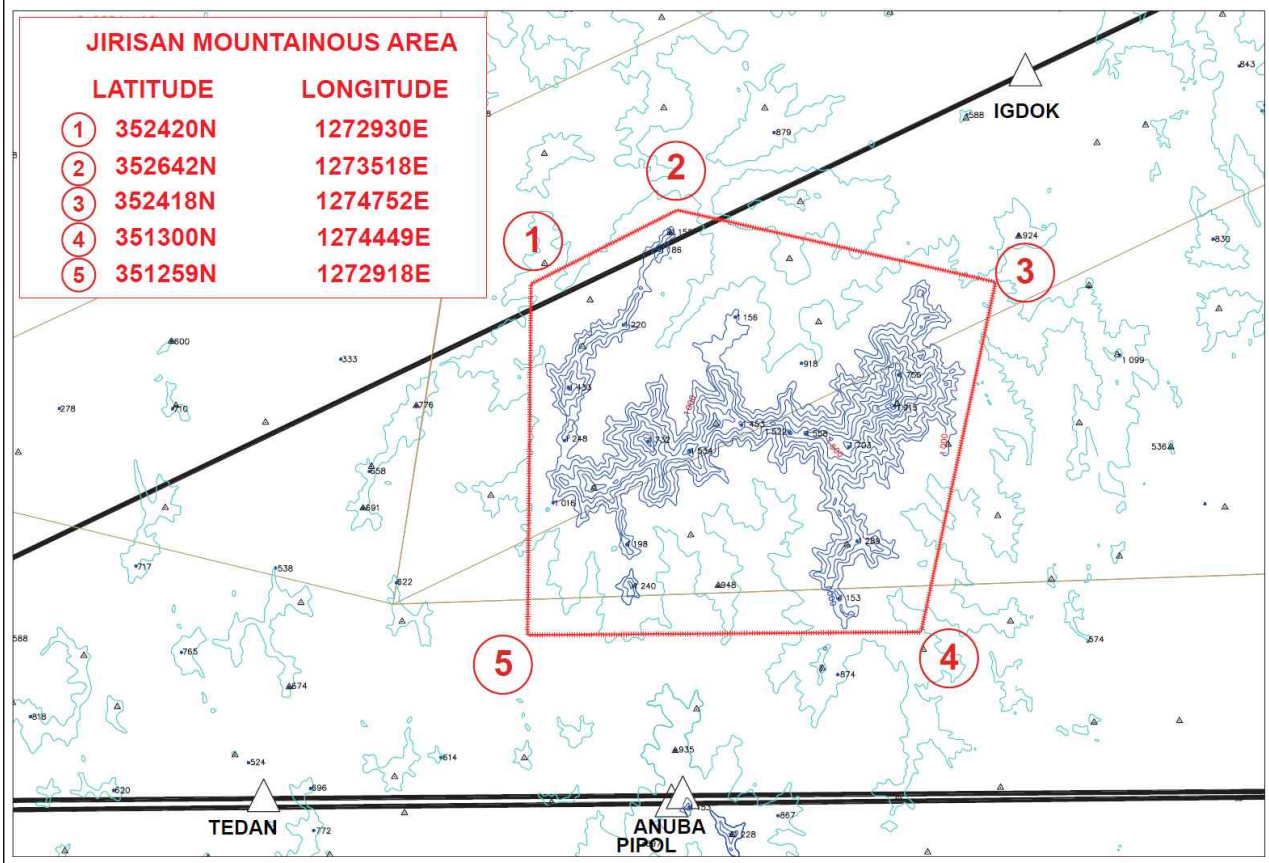
Change : Establishment of difference from DOC 8400, Information of difference from DOC 10066 and item numbers.

INTENTIONALLY

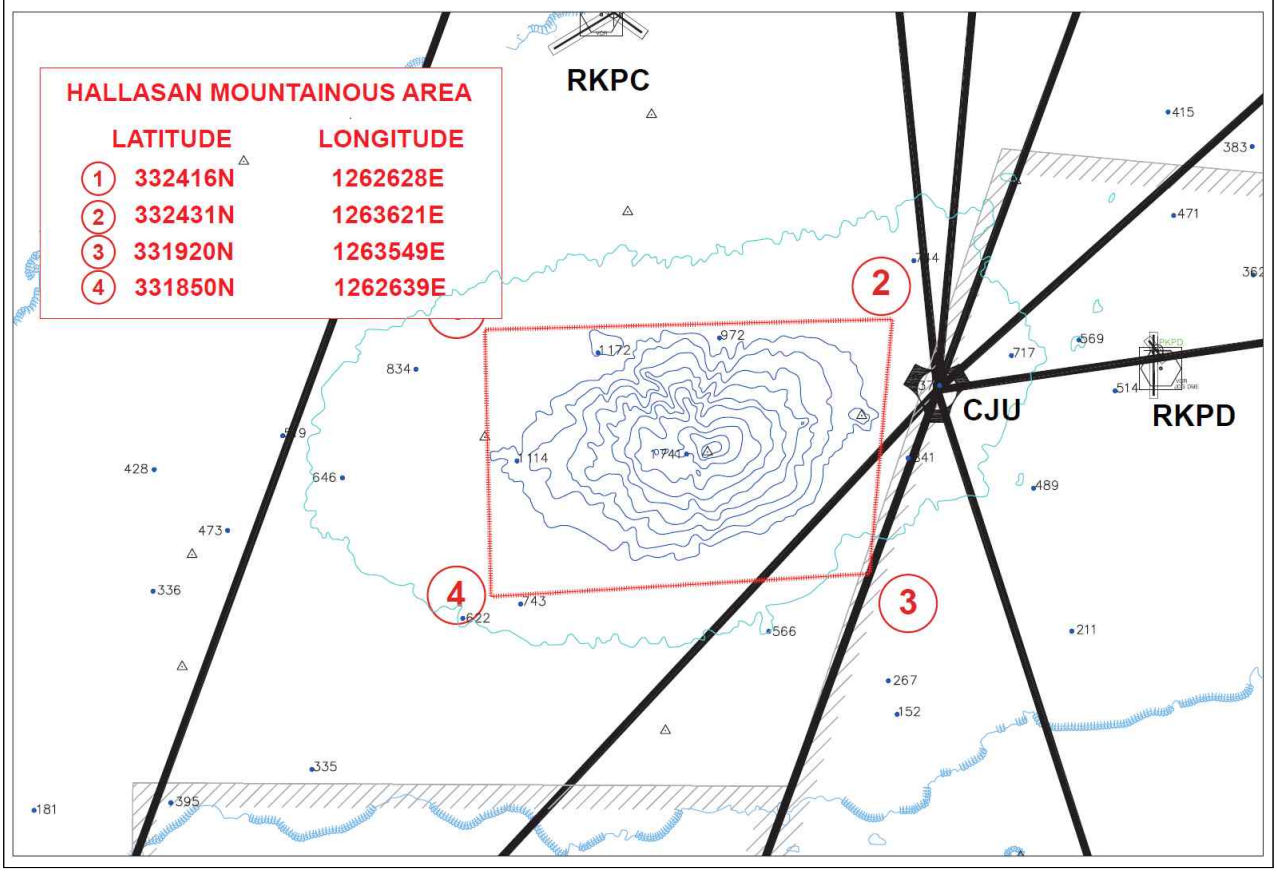
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JIRISAN MOUNTAINOUS AREA



HALLASAN MOUNTAINOUS AREA



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, Repubilc 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	+82-64-797-2148	+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 : Information of telephone number for Jeju APP.

GEN 3.6 SEARCH AND RESCUE SERVICES

1. 책임업무

1.1 대한민국의 수색구조업무는 대한민국 소방청과 해양경찰청이 제공하며, 필수시설 제공의 책임이 있다.

소방청(장비기술국 소방항공과)

(우) 30128 세종특별자치시 정부2청사로 13

전화 : 044-205-7118
팩스 : 044-205-9130
항공고정통신망 : RKTGYRYX
(http://www.nfa.go.kr)

해양경찰청(본청 종합상황실)

(우) 21995 인천광역시 연수구 해돋이로130 해양경찰청

전화 : 032-835-2542
팩스 : 032-858-8182
(http://www.kcg.go.kr)

1.2 수색 및 구조업무에 적용되는 ICAO문서는 다음과 같다.

ICAO 부속서 제12권 - 수색 및 구조
ICAO 부속서 제13권 - 항공기 사고조사
ICAO Doc 7030 - 경보 및 수색구조업무지역 보충절차
ICAO Doc 9731 - 국제항공해양 수색 및 구조 매뉴얼

2. 책임지역

2.1 항공수색구조업무의 책임구역은 「수상구조법 시행규칙」 제3조에 의한 수난구호관할해역과 같으며,「1944년 국제민간항공협약」 부속서 12에 의한 항공수색구조구역을 포함한다.

1. Responsible Service

1.1 The search and rescue service in the Republic of Korea is provided by National Fire Agency(NFA) and the Korea Coast Guard (KCG), which have the responsibility for making the necessary facilities available.

The address of the NFA(Fire Aviation Department) is as follows :

13, Jeongbu 2cheongsa-ro, 30128, Sejong-si,
Republic of Korea

Tel : +82-44-205-7118
Telefax : +82-44-205-9130
AFS : RKTGYRYX
(http://www.nfa.go.kr)

The address of the KCG(COMMAND CENTER) is as follows :

130, Haedoji-ro, Yeonsu-gu, Incheon, 21995,
Republic of Korea

Tel : +82-32-835-2542
Telefax : +82-32-858-8182
(http://www.kcg.go.kr)

1.2 The service is provided in accordance with the provisions contained in the following ICAO documents :

Annex 12 - Search and Rescue
Annex 13 - Aircraft Accident and Incident Investigation
Doc 7030 - Regional Supplementary Procedures for Alerting and Search and Rescue Services
Doc 9731 - International Aeronautical and Maritime Search and Rescue Manual

2. AREA OF RESPONSIBILITY

2.1 The area of responsibility for aeronautical search and rescue service is the same as Maritime Search and Rescue Region referred to in Article 3 of the SAR Ordinance of Ministry of the Republic of Korea, and also include Aeronautical Search and Rescue Region referred to in Annex 12 of the Convention on International Civil Aviation, 1944 as amended.

Change : Information of name of authority(headquarters situation room → command center).

2.2 해상수색구조구역은 다음과 같다.

2.2.1 동해 SRR

a. 4000N 12758E b. 4000N 13500E c. 3720N 13500E
d. 3539N 13118E e. 3539N 12927E

위의 점을 순차적으로 연결한 선 내의 해역 중 외국의 영해를 제외한 해역.

2.2.2 남해 SRR

a. 3539N 12927E b. 3539N 13118E c. 3500N 13000E
d. 3440N 12910E e. 3312N 12805E f. 3315N 12800E
g. 344236N 12800E h. 345620N 1275226E i. 345638N 1275225E

위의 점을 순차적으로 연결한 선 내의 해역 중 외국의 영해를 제외한 해역.

2.2.3 서해 SRR

a. 345638N 1275225E b. 345620N 1275226E c. 344236N 12800E
d. 3315N 12800E e. 3356N 1271330E f. 3356N 12630E
g. 3403N 12630E h. 3403N 12615E i. 3400N 12615E
j. 3214N 12100E k. 361054N 12100E l. 361054N 12536E
m. 3609N 12536E n. 3609N 12601E o. 3606N 12601E
p. 3606N 12627E q. 360221N 12635E r. 355926N 12635E
s. 355926N 1263927E t. 360003N 1264003E u. 360003N 1264324E

위의 점을 순차적으로 연결한 선 내의 해역 중 외국의 영해를 제외한 해역.

2.2.4 중부 SRR

a. 4000N 12150E b. 4000N 12100E c. 361054N 12100E
d. 361054N 12536E e. 3609N 12536E f. 3609N 12601E
g. 3606N 12601E h. 3606N 12627E i. 360221N 12635E
j. 355926N 12635E k. 355926N 1263927E l. 360003N 1264003E
m. 360003N 1264324E

위의 점을 순차적으로 연결한 선 내의 해역 중 외국의 영해를 제외한 해역.

2.2.5 제주 SRR

a. 3214N 12100E b. 3000N 12100E c. 3000N 12525E
d. 3230N 12730E e. 3312N 12805E f. 3315N 12800E
g. 3356N 1271330E h. 3356N 12630E i. 3403N 12630E
j. 3403N 12615E k. 3400N 12615E

위의 점을 순차적으로 연결한 선 내의 해역 중 외국의 영해를 제외한 해역.

3. 업무의 종류

3.1 구조기관 및 구조자산에 대한 상세한 설명은 GEN 3.6-4 페이지에 명시되어 있으며 부가적으로 경찰기관, 상선단, 지방자치단체 및 군기관 등이 필요에 따라 수색 및 구조 활동에 협력할 수 있다. 항공, 해상 및 공공용 통신업무도 수색구조 업무에 사용될 수 있다.

2.2 The area of maritime search and rescue regions are as follows.

2.2.1 East SRR

a. 4000N 12758E b. 4000N 13500E c. 3720N 13500E
d. 3539N 13118E e. 3539N 12927E

The maritime area except for foreign territorial water within a line connection the above points.

2.2.2 South SRR

a. 3539N 12927E b. 3539N 13118E c. 3500N 13000E
d. 3440N 12910E e. 3312N 12805E f. 3315N 12800E
g. 344236N 12800E h. 345620N 1275226E i. 345638N 1275225E

The maritime area except for foreign territorial water within a line connection the above points.

2.2.3 West SRR

a. 345638N 1275225E b. 345620N 1275226E c. 344236N 12800E
d. 3315N 12800E e. 3356N 1271330E f. 3356N 12630E
g. 3403N 12630E h. 3403N 12615E i. 3400N 12615E
j. 3214N 12100E k. 361054N 12100E l. 361054N 12536E
m. 3609N 12536E n. 3609N 12601E o. 3606N 12601E
p. 3606N 12627E q. 360221N 12635E r. 355926N 12635E
s. 355926N 1263927E t. 360003N 1264003E u. 360003N 1264324E

The maritime area except for foreign territorial water within a line connection the above points.

2.2.4 Central SRR

a. 4000N 12150E b. 4000N 12100E c. 361054N 12100E
d. 361054N 12536E e. 3609N 12536E f. 3609N 12601E
g. 3606N 12601E h. 3606N 12627E i. 360221N 12635E
j. 355926N 12635E k. 355926N 1263927E l. 360003N 1264003E
m. 360003N 1264324E

The maritime area except for foreign territorial water within a line connection the above points.

2.2.5 Jeju SRR

a. 3214N 12100E b. 3000N 12100E c. 3000N 12525E
d. 3230N 12730E e. 3312N 12805E f. 3315N 12800E
g. 3356N 1271330E h. 3356N 12630E i. 3403N 12630E
j. 3403N 12615E k. 3400N 12615E

The maritime area except for foreign territorial water within a line connection the above points.

3. TYPES OF SERVICE

3.1 Details of the SAR agencies and SAR assets are given in table on page 3.6-4. In addition various elements of the police organization, the merchant marine, the provincial self-government body and the armed forces are available for SAR missions when required. The Aeronautical, Maritime and public telecommunication service are available to the Search and Rescue Organization.

Change : Information of area of maritime search and rescue regions.

3.2 조난 및 수색구조 활동 시 사용하는 주파수는 다음과 같다.

3.2 In case of distress and SAR operations, the following frequencies are to be used :

국제조난주파수 International Distress Frequencies	500 kHz, 2182 kHz
국제초단파 비상주파수 International VHF emergency Frequency	121.5 MHz
군용 극초단파 비상주파수 Military UHF emergency Frequency	243.0 MHz
수색구조헬기 통제주파수(중앙소방본부) SAR Helicopter Frequency(NEMA)	122.0 MHz, 127.8 MHz

4. 비상위치지시용 무선표지설비(ELT)

4. Emergency Locator Transmitters

4.1 대한민국의 해양경찰청(인천)에 위치한 위성조난통신소(MCC)는 대한민국 수색구조구역 내에서 발생한 ELT신호를 COSPAS/SARSAT 위성으로부터 수신하여 처리한다. MCC는 COSPAS/SARSAT SYSTEM에 의해 수신된 ELT 신호를 구조조정본부 단말기에 전송한다.

4.1 The Mission Control Center(MCC) of the Republic of Korea is located in the KCG Headquarters(Incheon), which transmit the ELT signals on COSPAS/SARSAT System to five Local User Terminals on RCCs.

4.2 대한민국의 수색구조구역내 COSPAS/SARSAT SYSTEM에 의한 ELT 신호감시는 24시간 지속되며, 탐지되는 주파수는 406~406.1 MHz 이다. 대한민국 수색구조구역 내를 운항하는 민간항공기는 406.0~406.1 MHz 주파수로 작동되는 비상위치지시용무선표지설비(ELT)를 장착하여야 한다.

4.2 The MCC monitors ELT signals on COSPAS/SARSAT System throughout the search and rescue region of the Republic of Korea on 24 hours basis and the receiving frequencies are 406~406.1 MHz. In Incheon FIR, all civil airplanes are required to equip 406.0~406.1 MHz ELTs.

4.3 정비 및 시험운영 목적으로 406~406.1 MHz ELT를 작동할 경우 시험운영시간을 위성조난통신소(MCC)에 통보한다.

4.3 Whenever ELT tests are performed, it must be reported to the MCC.

5. 수색구조관련 협정

조난항공기의 수색 또는 사고항공기의 생존자 구조업무에 투입될 외국의 항공기, 장비, 요원의 입국요청은 해양경찰청에 통보하여야 한다.

5. SAR AGREEMENTS

Request for the entry of aircraft, equipment and personnel from other States to engage in search for aircraft in distress of to rescue survivors of aircraft accidents should be transmitted to Korea Coast Guard.

6. 이용조건

인접국 구조조정본부에서 지원요청 시 인접국에 한국의 수색구조 서비스를 제공할 수 있다. 모든 구조시설들은 전문화된 수색구조 기술과 기능을 갖추고 있다.

6. CONDITIONS OF AVAILABILITY

The SAR service and facilities in the Republic of Korea are available to neighbouring states upon request. All facilities are specialized in SAR techniques and functions.

7. 사용절차 및 신호

7. Procedures and Signals Used

7.1 구조조직

항공교통업무기관은 비상상황에 처한 항공기 인지 시 소방청 또는 해양경찰청에 관련 내용을 전파하고, 구조 활동을 지원한다.
조난된 민간항공기의 위치가 육상일 경우 소방청 및 지방자치단체가 조난항공기에 대한 구조책임이 있으며, 해상일 경우는 해양경찰청에 책임이 있다.

7.1 The rescue organization

When ATS facility has reason to believe that an aircraft in a state of emergency, it will alert and notify it to RCC and an ATS facility will support it. When the location of a civil aircraft which has crashed on land is known, NFA and the local governments take responsibility for dealing with the incident.
When crashed on ocean the Korea Coast Guard takes responsibility.

7.2 항공기에 적용되는 절차 및 신호

항공기 사고를 보았거나 또는 조난 호출 및 전문을 청취한 항공기 기장은 ICAO부속서 제12권에 규정되어 있는 절차를 준수하여야 한다.

7.2 Procedures and signals used by aircraft

Procedures for pilot-in-command observing an accident or intercepting distress call and/or message are outlined in the Annex 12 to Convention on International Civil Aviation.

Change : Page control.

7.3 통신

수색 및 구조구역 내의 조난정보 송신 및 수신은 ICAO 부속서 제10권 제2권에 의거하여 취급하여야 한다.
수색 및 구조 활동 시에 사용되는 통신은 Doc 8400에 의거한 부호 및 약어를 사용하여야 한다.

7.3 Communications

Transmission and reception of distress message within the search and rescue area are handled in accordance with Volume II of Annex 10. For communications during search and rescue operations, the Codes and abbreviations published in DOC 8400 are used.

7.4 수색 및 구조신호

수색 및 구조신호는 ICAO부속서 제12권 5장 5.10항에 규정한 신호를 사용한다.

지대공시각신호는 다음과 같다.

생존자가 사용하는 지대공 신호

7.4 Search and Rescue signals

The search and rescue signals to be used are those prescribed in ICAO Annex 12, Chapter 5, para 5.10.

Ground-air visual signal codes are as below :

Ground-air visual signal codes for use by survivors

번호 NR	의미 Message	기호 Code Symbol
1	원조가 필요함. Require assistance.	V
2	의료 원조가 필요함. Require medical assistance.	X
3	아니오 또는 부정. No or Negative.	N
4	예 또는 긍정. Yes or Affirmative.	Y
5	화살표방향으로 진행. Proceeding in this direction.	↑

구조대가 사용하는 지대공 신호

Ground-air visual signal codes for use by rescue party

번호 NR	의미 Message	기호 Code Symbol
1	활동완료 Operation completed.	LLL
2	사람을 모두 발견하였음 We have found all personnel.	LL
3	일부 사람만 발견하였음 We have found only some personnel.	++
4	우리는 더 계속 진행할 수 없음. 기지로 귀환하고 있음 We are not able to continue. Returning to base.	XX
5	두 그룹으로 나누었음. 각각 표시된 방향으로 진행하고 있음 We have divided into two groups. Each proceeding in direction indicated.	⇄
6	항공기가 화살표 방향에 있다는 정보를 입수하였음 Information received that aircraft is in this direction.	→ →
7	발견사항 없음, 수색을 계속할 것임 Nothing found. Will continue to search.	NN

8. 구조조정본부

8. RCC

<table>
<tr><td colspan="2">육상
In-land</td><td>해상
Maritime</td></tr>
<tr><td colspan="2">DAEGU RCC
National wide : 119
(TEL : +82-53-712-1000)</td><td rowspan="11">전국 : 119
National wide : 119

◦ 본청 상황실 : 032-835-2142
◦ KCG HQs : +82-32-835-2142
◦ 동해 RCC : 033-680-2142
◦ East RCC : +82-33-680-2142
◦ 남해 RCC : 051-663-2142
◦ South RCC : +82-51-663-2142
◦ 서해 RCC : 061-288-2142
◦ West RCC : +82-61-288-2142
◦ 제주 RCC : 064-801-2142
◦ Jeju RCC : +82-64-801-2142
◦ 중부 RCC : 032-728-8142
◦ Central RCC : +82-32-728-8142
* 위성조난통신소(MCC) : 032-835-2542
* MCC : +82-32-835-2542</td></tr>
<tr><td colspan="2">RSC</td></tr>
<tr><td>Seoul +82-2-726-2071</td><td>Busan +82-51-760-3155</td></tr>
<tr><td>Daegu +82-53-350-4000</td><td>Incheon +82-32-870-3139</td></tr>
<tr><td>Gwangju +82-62-613-8084</td><td>Daejeon +82-42-270-6106</td></tr>
<tr><td>Ulsan +82-52-229-4600</td><td>Gyeonggi(north) +82-31-230-6623
Gyeonggi(south) +82-31-849-2710</td></tr>
<tr><td>Gangwon +82-33-249-5153</td><td>Chungbuk +82-43-220-4945</td></tr>
<tr><td>Chungnam +82-41-635-3119</td><td>Jeonbuk +82-63-280-3119</td></tr>
<tr><td>Jeonnam +82-61-286-0900</td><td>Gyeongbuk +82-54-880-6432</td></tr>
<tr><td>Gyeongnam +82-55-211-5524</td><td>Changwon +82-55-548-9282</td></tr>
<tr><td>Sejong +82-44-300-8153</td><td>Jeju +82-64-710-2117</td><td></td></tr>
</table>

9. 구조자산

9. SAR Asset

<table>
<tr><th>구 분
SAR Agency</th><th>구 조 자 산
Facilities</th><th>책임지역
Area of Responsibility</th></tr>
<tr><td rowspan="2">소방청
National Fire Agency(NFA)</td><td>EC225, AS365, AS350, Bell-430, Bell-230, Bell-206, BK-117, AW139, KA-32 etc</td><td rowspan="2">육상
In Land</td></tr>
<tr><td>구조팀, 구조차, 구조정, 특수장비 등
SAR Teams, Ambulances, SAR Boat/Ship, Special equipments etc</td></tr>
<tr><td rowspan="2">해양경찰청
Korea Coast Guard</td><td>CL-604, KUH-1CG, KA-32C, AS565MB, C-212, CN-235, AW139, S-92</td><td rowspan="2">해상
On the Sea</td></tr>
<tr><td>경비구난함정, 소방정, 방제정, 공기부양정, RHIB 등
SAR(Patrol) Ship/Boat, Fire-fighting Ship, Oil Recovery Ship, Hovercraft, RHIB etc.</td></tr>
<tr><td>국방부
Ministry of National Defense</td><td>항공기, 구조팀 등
Military Aircrafts, Rescue teams etc</td><td>육상, 해상
Sea & Land</td></tr>
</table>

Change : Information of TEL number for Central RCC and SAR asset for Korea Coast Guard.

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GEN 4. CHARGES FOR AERODROMES AND AIR NAVIGATION SERVICES

GEN 4.1 AERODROME CHARGES

1. 총 칙

다음의 요금은 국토교통부 항공정책실에서 관할하는 모든 공항에 적용되며 이러한 요금에 관한 정보는 당해 공항에서 얻을 수 있다. 별도 협정이 없을 경우에는 모든 공항사용료는 요구시 또는 항공기가 공항을 출발하기 전에 지불한다.

1. General

The charges set out hereunder are apply to Office of Civil Aviation administered aerodromes and information concerning such charges may be obtained at the aerodromes. Unless an alternative arrangement has been made, all-charges for use of the aerodrome are payable by the pilot of the aircraft on demand or before the aircraft departs from the aerodrome.

2. 착륙료

2. Landing Charges

2.1 기 준

당해 항공기의 지정된 최대이륙중량(1 톤 미만은 1 톤으로 계산)

2.1 Basis

Maximum take-off weight(any fraction of 1 ton to be calculated at 1 ton) in the certificate of airworthiness.

2.2 항공기 중량에 따른 톤당 요금

2.2 Landing Charge rates per ton

a. 인천국제공항 (적용일 : 2016. 1. 1)

a. Incheon INTL Airport (Effective : JAN 1, 2016)

₩ (Won : Korean currency)

국제 International	톤당 8 600 원 ₩ 8 600 per ton
국내 Domestic	톤당 3 000 원 ₩ 3 000 per ton
최소요금 Mininmum Charge	150 000 원 ₩ 150 000

b. 김포공항(적용일 : 2014. 2. 1)

b. Gimpo Airport(Effective : FEB 1, 2014)

₩ (Won : Korean currency)

국제 International	100 톤까지 Up to 100 tons	톤당 8 200 원 ₩ 8 200 per ton
	100 톤 초과 200 톤까지 Over 100 tons to 200 tons	820 000 원 + 100 톤 초과톤당 8 000 원 ₩ 820 000 + ₩ 8 000 per ton (Over 100 tons)
	200 톤 초과 Over 200 tons	1 620 000 원 + 200 톤 초과톤당 7 800 원 ₩ 1 620 000 + ₩ 7 800 per ton (Over 200 tons)
	최소요금 Minimum charge	150 000 원 ₩ 150 000
국내 Domestic	50 톤까지 Up to 50 tons	톤당 1 954 원 ₩ 1 954 per ton
	50 톤 초과 100 톤 까지 Over 50 tons to 100 tons	97 700 원 + 50 톤 초과톤당 2 408 원 ₩ 97 700 + ₩ 2 408 per ton (Over 50 tons)
	100 톤 초과 Over 100 tons	218 100 원 + 100 톤 초과톤당 2 968 원 ₩ 218 100 + ₩ 2 968 per ton (Over 100 tons)
	최소요금 Minimum charge	19 540 원 ₩ 19 540

c. 김해, 제주공항(적용일 : 2014. 2. 1)

c. Gimhae, Jeju Airport(Effective : FEB 1, 2014)

₩(Won : Korean currency)

국제 International	50 톤 까지 Up to 50 tons	톤당 5 697 원 ₩ 5 697 per ton
	50 톤 초과 100 톤 까지 Over 50 tons to 100 tons	284 850 원 + 50 톤 초과톤당 6 836 원 ₩ 284 850 + ₩ 6 836 per ton (Over 50 tons)
	100 톤 초과 Over 100 tons	626 650 원 + 100 톤 초과톤당 8 202 원 ₩ 626 650 + ₩ 8 202 per ton (Over 100 tons)
	최소요금 Minimum charge	56 970 원 ₩ 56 970
국내 Domestic	50 톤 까지 Up to 50 tons	톤당 1 954 원 ₩ 1 954 per ton
	50 톤 초과 100 톤 까지 Over 50 tons to 100 tons	97 700 원 + 50 톤 초과톤당 2 408 원 ₩ 97 700 + ₩ 2 408 per ton (Over 50 tons)
	100 톤 초과 Over 100 tons	218 100 원 + 100 톤 초과톤당 2 968 원 ₩ 218 100 + ₩ 2 968 per ton (Over 100 tons)
	최소요금 Minimum charge	19 540 원 ₩ 19 540

d. 기타공항

d. Other Airport

1) 국제

1) International

₩(Won : Korean currency)

50 톤 까지 Up to 50 tons	톤당 4 695 원 ₩ 4 695 per ton
50 톤 초과 100 톤 까지 Over 50 tons to 100 tons	234 750 원 + 50 톤 초과톤당 5 633 원 ₩ 234 750 + ₩ 5 633 per ton (Over 50 tons)
100 톤 초과 Over 100 tons	516 400 원 + 100 톤 초과톤당 6 759 원 ₩ 516 400 + ₩ 6 759 per ton (Over 100 tons)
최소요금 Minimum charge	46 950 원 ₩ 46 950

2) 국내

2) Domestic

- 대구, 울산, 청주, 무안, 광주, 여수, 양양, 포항경주, 사천, 원주공항

- Daegu, Ulsan, Cheongju, Muan, Gwangju, Yeosu, Yangyang, Pohang Gyeongju, Sacheon and Wonju Airport

₩(Won : Korean currency)

50 톤 까지 Up to 50 tons	톤당 1 611 원 ₩ 1 611 per ton
50 톤 초과 100 톤 까지 Over 50 tons to 100 tons	80 550 원 + 50 톤 초과톤당 1 985 원 ₩ 80 550 + ₩ 1 985 per ton (Over 50 tons)
100 톤 초과 Over 100 tons	179 800 원 + 100 톤 초과톤당 2 446 원 ₩ 179 800 + ₩ 2 446 per ton (Over 100 tons)

- 군산공항

- Gunsan Airport

₩(Won : Korean currency)

50 톤 까지 Up to 50 tons	1 000 파운드당 2.73 불 + 톤당 1 611 원 x 10.8% 2.73 USD per 1 000 lbs + ₩ 1 611 per ton x 10.8%
50 톤 초과 100 톤 까지 Over 50 tons to 100 tons	1 000 파운드당 2.73 불 + [80 550 원 + 50 톤 초과톤당 1 985 원] x 10.8% 2.73 USD per 1 000 lbs + [₩ 80 550 + ₩ 1 985 per ton (Over 50 tons)] x 10.8%
100 톤 초과 Over 100 tons	1 000 파운드당 2.73 불 + [179 800 원 + 100 톤 초과톤당 2 446 원] x 10.8% 2.73 USD per 1 000 lbs + [₩ 179 800 + ₩ 2 446 per ton (Over 100 tons)] x 10.8%

※ 국내선 : 부가가치세 포함

※ Domestic charge : V.A.T included

Change : Information of landing charges for Gunsan airport.

2.3 규정

착륙료의 지불은 항공기에 대하여 다음과 같은 권한을 부여한다.

a. 착륙 및 이륙을 위한 공항사용
b. 공항 무선시설 사용
c. 노선에 관한 유용한 모든 정보의 제공
d. 항공기의 유도, 격납 및 계류를 위한 지원업무를 통한 공항직원의 서비스, 항공기에 무선사용권을 부여하는 착륙료에는 운영요금 또는 무선 서비스를 포함치 않는다.

2.4 요금의 지불

a. 인천공항 : 착륙료는 공항 사용 시 지불하거나 또는 인가를 받은 정규사용자는 전월 착륙료를 익월 25일까지 요구에 따라 지불한다.

b. 김포, 김해, 제주 및 기타공항 : 착륙료는 공항 사용시 지불하거나 또는 인가를 받은 정규사용자는 전월 착륙료를 고지일로부터 15일 내 요구에 따라 지불한다.

2.5 할인

a. 김포, 김해, 제주 및 기타공항

1) 신규취항 및 증편시 착륙료 감면

- 공항별, 노선별로 감면조건 및 감면율 상이

* 자세한 사항은 한국공항공사에 문의

2) 공항 감면 : 공항의 여객처리능력 대비 전년도의 공항시설 이용실적이 30 퍼센트 이하인 공항 중 공항시설의 이용을 촉진하기 위하여 사장이 지정한 공항에 착륙 또는 이륙하는 항공기에 대하여 50% 감면
a) 대상공항
- 국제선 : 무안공항, 양양공항
- 국내선 : 무안공항, 양양공항, 울산공항, 여수공항, 포항경주공항, 사천공항
b) 감면기간 : 2026. 1. 1 ~ 12. 31(1년간)

2.3 Rules

The payment of the landing charges shall entitle the aircraft to :

a. The use of the aerodrome for arrival and departure.
b. The use of radio installation at the aerodrome.
c. The supply of all available information as to routes.
d. The services of the aerodrome personnel, if available, for manual assistance in guiding, housing and parking the aircraft. The landing charge, the payment of which entitles the aircraft to the use of the radio, does not include operation charges or charges for radio service in connection with movement.

2.4 Payment of charges

a. Incheon Airport : Landing charges are payable at the time of using the aerodrome, or in the case of approved regular user, by the 25th day of the month following the month in which the charges actually accrued.
b. Gimpo, Gimhae, Jeju and other Airport : Landing charges are payable at the time of using the aerodrome, or in the case of approved regular user, within 15 days of the date of the invoice following the month in which the charges actually accrued.

2.5 Reductions

a. Gimpo, Gimhae, Jeju and other Airports

1) Landing charge exemptions for New Routes and Added Frequencies
- Conditions and rates for exemptions are varied by airports and routes.
* For more detailed information, contact Korea Airports Corporation.

2) Airport reduction : 50% exemption for the aircraft landing or taking off at the airport designated by the president whose use of airport facilities in the previous year is 30% or less to promote the use of the airport facilities.
a) Target Airport
- International : Muan, Yangyang
- Domestic : Muan, Yangyang, Ulsan, Yeosu, Pohang Gyeongju, Sacheon
b) Period : 2026. 1. 1 ~ 12. 31(for a year)

Change : Information of period for airport reduction.

2.6 예외규정

a. 기상악화, 천재·지변 또는 긴급환자의 발생 등 부득이한 사유(정비결함 등 항공사에 책임이 있는 사유를 제외한다. 이하 같다)로 공항을 이륙한 후 2시간 이내에 그 공항으로 다시 돌아오는 항공기

b. 기상악화로 공항에 불시착한 후 목적지 공항(대한민국의 공항에 한한다)을 향하여 이륙하는 항공기. 다만, 불시착한 항공기가 불시착한 공항에서 여객 또는 화물의 일부 또는 전부를 내린 경우는 제외

c. 천재·지변 또는 긴급환자의 발생 등 부득이한 사유로 공항에 불시착한 후 목적지 공항을 향하여 이륙하는 항공기. 다만, 불시착한 항공기가 불시착한 공항에서 여객 또는 화물의 전부를 내린 경우는 제외

d. 외교상의 목적이나 공용에 사용되는 항공기
e. 「항공안전법」 제36조제3항의 규정에 의한 시험비행을 하는 항공기
f. 행정상의 명령에 의하여 착륙 또는 이륙하는 항공기

3. 국제 및 국내여객 공항이용료

3.1 규정

공항이용료는 국제 및 국내공항을 통하여 출국 또는 출발하는 여객에 적용된다.

3.2 예외규정

다음 각목에 해당되는 자는 국제여객 공항이용료를 면제한다.

a. 외교관 여권 소지자
b. 2세미만 어린이, 국외로 입양되는 아동 및 그 호송인

c. 대한민국에 주둔하는 외국의 군인 및 군무원

d. 입국이 불허되거나 거부당한 자로서 출국하는 자

e. 출입국관리법 제46조의 규정에 의한 강제퇴거 대상자 중 국비의 강제퇴거 외국인

f. 공항 통과여객 중 다음의 경우에 해당되어 보세구역을 벗어난 후 출국하는 여객

1) 항공기접속이 불가능하여 불가피하게 당일 또는 그 다음날 출국하는 경우

2) 공항의 폐쇄나 기상관계로 인하여 항공기의 출발이 지연되는 경우
3) 항공기의 고장·납치 또는 긴급환자의 발생 등 부득이한 사유로 불시착한 경우

4) 공항통과여객이 관광을 목적으로 보세구역을 벗어난 후 24시간 이내에 다시 보세구역으로 들어오는 경우

다음 각목에 해당되는 자는 국내여객 공항이용료를 면제한다.

a. 2세 미만의 어린이
b. 정부의 회항명령, 기상악화 또는 천재·지변 등 부득이한 사정으로 인하여 출발지 공항으로 다시 돌아오는 여객과, 목적지 공항이 아닌 공항에 불시착한 후 목적지 공항으로 다시 출발하는 여객

c. 직항노선이 없는 구간(국토교통부장관이 면허한 비직항노선에 한한다)의 여객이 당일(당일 연결 항공편이 없는 경우에는 다음 날의 첫편 항공편을 포함한다)에 한하여 경유공항에서 다시 출발 하는 여객

d. 「출입국관리법」 제 46조에 따른 강제퇴거 대상자 중 국비의 강제퇴거 외국인

2.6 Exceptions

a. Aircraft that return to the departure aerodrome within two hours after take-off due to unavoidable reasons such as bad weather conditions, natural disasters or patients, etc. (except reasons resulting from poor maintenances by airline company)
b. Aircraft that take off to destination aerodromes located in the Republic of Korea after emergency landings due to bad weather conditions. (except when some or all of passengers or cargo are disembarked)
c. Aircraft that take off to the destination aerodromes located in the Republic of Korea after emergency landings due to unavoidable reasons such as natural disasters or patients, etc. (except when all passengers or cargo are disembarked)
d. Aircraft used for diplomatic or official purposes.
e. Aircraft performing flight test under the Aviation Safety Act, Article 36, Para 3.
f. Aircraft landing or taking-off in direct response to an official administrative order.

3. Passenger service charges for international and domestic

3.1 Rules

Service charges are levied on passengers boarding aircraft international and domestic flight.

3.2 Exceptions

The following international passengers are exempted from paying Passenger Service Charge.

a. Holder of diplomatic passport.
b. Children under the age of 2 years. Children who are adopted by foreign residents or the escort for such children.
c. Foreign soldiers or military personnel stationed in the Republic of Korea. (Except Incheon INTL Airport)
d. Person leaving the country because his or her entry has been disallowed or denied.
e. Person subject to forced deportation at the national expense under art. 46 of the immigration Control Law.
f. Transit passengers who leave the customs/ immigration/quarantine area and enter the country under one of the following circumstances;
1) Compelled to leave the country on the same or following day because flight connection is made impossible.
2) Airport is closed of flight departure is delayed due to weather conditions.
3) Emergency landing is made due to an unavoidable reason such as a mechanical or equipment failure, hijacking, or necessity of urgent medical care.
4) After leaving customs / immigration / quarantine area for tour, return within 24 hours.

The following domestic passengers are exempted from paying Passenger Service Charge.

a. Children under the age of 2 years.
b. Passengers returning to the departing airport due to evitable circumstances such as a governmental departure order, bad weather or natural disasters, passengers returning to the destination airport after landing at an airport other than the destination airport.
c. Passenger departing from transit airport on the day (including next day's first flight when there is no connecting flights) who is in section of non-direct flights (Non-direct route should be licensed by the Minister of land, transport admin).
d. Person subject to forced deportation at the national expense under art. 46 of the immigration Control Law.

4.4 요금의 지불

a. 인천국제공항
정류료는 공항 사용시 지불하거나 또는 인가를 받은 정규사용자는 전월 착륙료를 익월 20일까지 요구에 따라 지불한다.

b. 김포, 김해, 제주 및 기타공항 :
일일 요금으로 부과된 정류료는 인가된 정류 사용자의 경우에는 전월의 정류료에 대하여 고지일로부터 15일 내로 지불한다.

4.5 할인

a. 김포, 김해, 제주 및 기타공항(인천국제공항은 제외됨)

1) 신규취항 및 증편시 정류료 감면

- 공항별, 노선별로 감면조건 및 감면율 상이

* 자세한 사항은 한국공항공사에 문의

2) 공항 감면 : 공항의 여객처리능력 대비 전년도의 공항시설 이용실적이 30 퍼센트 이하인 공항(김포, 김해, 제주공항 제외) 중 공항시설의 이용을 촉진하기 위하여 사장이 지정한 공항에 착륙 또는 이륙하는 항공기에 대하여 50% 감면

a) 대상공항
- 국제선 : 무안공항, 양양공항
- 국내선 : 무안공항, 양양공항, 울산공항, 여수공항, 포항경주공항, 사천공항

b) 감면기간 : 2026. 1. 1 ~ 12. 31(1년간)

4.6 예외규정

a. 기상악화, 천재·지변 또는 긴급환자의 발생 등 부득이한 사유(정비결함 등 항공사에 책임이 있는 사유를 제외한다. 이하 같다)로 공항을 이륙한 후 2시간 이내에 그 공항으로 다시 돌아오는 항공기

b. 기상악화로 공항에 불시착한 후 목적지 공항(대한민국의 공항에 한한다)을 향하여 이륙하는 항공기. 다만, 불시착한 항공기가 불시착한 공항에서 여객 또는 화물의 일부 또는 전부를 내린 경우는 제외.

c. 천재·지변 또는 긴급환자의 발생 등 부득이한 사유로 공항에 불시착한 후 목적지 공항을 향하여 이륙하는 항공기. 다만, 불시착한 항공기가 불시착한 공항에서 여객 또는 화물의 전부를 내린 경우는 제외

d. 외교상의 목적이나 공용에 사용되는 항공기
e. 「항공안전법」 제36조제3항의 규정에 의한 시험비행을 하는 항공기
f. 행정상의 명령에 의하여 착륙 또는 이륙하는 항공기

4.4 Payment of charges

a. Incheon INTL Airport
Parking Charges levied are payable at the time of departing the aerodrome, or in the case of approved regular users, by the 20th day of the month following the month in which the charges actually accrued.
b. Gimpo, Gimhae, Jeju and other Airport
Parking charges levied at daily rates are payable in the case of approved regular user, within 15 days of the date of the invoice in which the charges actually accrued.

4.5 Reductions

a. Gimpo, Gimhae, Jeju and other Airport
(Except Incheon INTL Airport)
1) Parking charge exemptions for New Routes and Added Frequencies
- Conditions and rates for exemptions are varied by airports and routes.
* For more detailed information, contact Korea Airports Corporation.

2) Airport reduction : 50% exemption for the aircraft landing or taking off at the airport(expect Gimpo, Gimhae, Jeju) designated by the president whose use of airport facilities in the previous year is 30% or less to promote the use of the airport facilities.
a) Target Airport
- International : Muan, Yangyang
- Domestic : Muan, Yangyang, Ulsan, Yeosu, Pohang Gyeongju, Sacheon
b) Period : 2026. 1. 1 ~ 12. 31(for a year)

4.6 Exceptions

a. Aircraft that return to the departure aerodrome within two hours after take-off due to unavoidable reasons such as bad weather conditions, natural disasters or patients, etc (except reasons resulting from poor maintenances by airline company)
b. Aircraft that take off to destination aerodromes located in the Republic of Korea after emergency landings due to bad weather conditions (except when some or all of passengers or cargo are disembarked)
c. Aircraft that take off to the destination aerodromes located in the Republic of Korea after emergency landings due to unavoidable reasons such as natural disasters or patients, etc (except when all passengers or cargo are disembarked)
d. Aircraft used for diplomatic or official purposes
e. Aircraft performing flight test under the Aviation Safety Act, Article 36, Para. 3
f. Aircraft landing or taking-off in direct response to an official administrative order

Change : Information of period for airport reduction.

5. 조명료

5.1 기준

a. 인천국제공항
이·착륙시로 구분하여 항공기 운항편당 균일요금

b. 김포, 김해, 제주 및 기타공항
이·착륙시로 구분하여 항공기 운항편당 균일요금

5.2 요금

a. 인천국제공항
사용 항공편 당 124 336 원

b. 김포공항(적용일 : 2014. 2. 1)

₩(Won : Korean currency)

International	₩ 106 270 per use
Domestic	₩ 52 015 per use

c. 김해, 제주공항(적용일 : 2014. 2. 1)

₩(Won : Korean currency)

International & Domestic	₩ 52 015 per use

d. 기타공항(적용일 : 2014. 2. 1)

₩(Won : Korean currency)

International & Domestic	₩ 42 867 per use

※ 국내선 : 부가가치세 포함

5.3 규정

조명료는 착륙지역에 조명이 제공되었을 때 이착륙하는 항공기에 부과하며, 조명 제공여부는 관제탑에서 결정하거나 조종사의 요청에 의한다.

5.4 요금의 지불

a. 인천국제공항
조명료는 공항 사용시 지불하거나 또는 인가를 받은 정규사용자는 전월 조명료를 익월 25일까지 요구에 따라 지불한다.

b. 그 외 공항
조명료는 승인된 정규 사용자의 경우에는 전월요금에 대하여 고지일로부터 15일 내로 지불한다.

5. Lighting charges

5.1 Basis

a. Incheon INTL Airport
Flight movement (landing or take-off separately)

b. Gimpo, Gimhae, Jeju and other airport
Flight movement (landing or take-off separately)

5.2 Rate

a. Incheon International Airport
Korean currency ₩ 124 336 per use

b. Gimpo Airport(Effective : FEB 1, 2014)

₩(Won : Korean currency)

International	₩ 106 270 per use
Domestic	₩ 52 015 per use

c. Gimhae, Jeju Airport(Effective : FEB 1, 2014)

₩(Won : Korean currency)

International & Domestic	₩ 52 015 per use

d. Other Airport(Effective : FEB 1, 2014)

₩(Won : Korean currency)

International & Domestic	₩ 42 867 per use

※ Domestic charge : V.A.T. included

5.3 Rules

Lighting Charge shall be levied upon the aircraft taking off or landing, on provision of lighting that shall be determined by Air Traffic Control Tower or the pilot of the aircraft on demand.

5.4 Payment of Charges

a. Incheon INTL Airport
Lighting Charges levied are payable at the time of departing the aerodrome, or in the case of approved regular users, by the 25th day of the month following the month in which the charges actually accrued.

b. Other Airport
Lighting charges levied are payable or, in the case of approved regular users, within 15 days of the date of the invoice in which the charges actually.

5.5 할인

a. 김포, 김해, 제주 및 기타공항(인천국제공항은 제외됨)

1) 신규취항 및 증편시 조명료 감면

- 공항별, 노선별로 감면조건 및 감면율 상이

* 자세한 사항은 한국공항공사에 문의.

2) 공항 감면 : 공항의 여객처리능력 대비 전년도의 공항시설 이용실적이 30 퍼센트 이하인 공항(김포, 김해, 제주공항 제외) 중 공항시설의 이용을 촉진하기 위하여 사장이 지정한 공항에 착륙 또는 이륙하는 항공기에 대하여 50% 감면

a) 대상공항
- 국제선 : 무안공항, 양양공항
- 국내선 : 무안공항, 양양공항, 울산공항, 여수공항, 포항경주공항, 사천공항

b) 감면기간 : 2026. 1. 1 ~ 12. 31(1년간)

5.6 예외규정

a. 기상악화, 천재·지변 또는 긴급환자의 발생 등 부득이한 사유(정비결함 등 항공사에 책임이 있는 사유를 제외한다. 이하 같다)로 공항을 이륙한 후 2시간 이내에 그 공항으로 다시 돌아오는 항공기

b. 기상악화로 공항에 불시착한 후 목적지 공항(대한민국의 공항에 한한다)을 향하여 이륙하는 항공기. 다만, 불시착한 항공기가 불시착한 공항에서 여객 또는 화물의 일부 또는 전부를 내린 경우는 제외

c. 천재·지변 또는 긴급환자의 발생 등 부득이한 사유로 공항에 불시착한 후 목적지 공항을 향하여 이륙하는 항공기. 다만, 불시착한 항공기가 불시착한 공항에서 여객 또는 화물의 전부를 내린 경우는 제외

d. 외교상의 목적이나 공용에 사용되는 항공기

e. 「항공안전법」 제36조제3항의 규정에 의한 시험비행을 하는 항공기

f. 행정상의 명령에 의하여 착륙 또는 이륙하는 항공기

5.5 Reductions

a. Gimpo, Gimhae, Jeju and other Airport (Except Incheon INTL Airport)

1) Lighting charge exemptions for New Routes and Added Frequencies
- Conditions and rates for exemptions are varied by airports and routes.

* For more detailed information, contact Korea Airports Corporation.

2) Airport reduction : 50% exemption for the aircraft landing or taking off at the airport(expect Gimpo, Gimhae, Jeju) designated by the president whose use of designated by the president whose use of airport facilities in the previous year is 30% or less to promote the use of the airport facilities.

a) Target Airport
- International : Muan, Yangyang
- Domestic : Muan, Yangyang, Ulsan, Yeosu, Pohang Gyeongju, Sacheon

b) Period : 2026. 1. 1 ~ 12. 31(for a year)

5.6 Exceptions

a. Aircraft that return to the departure aerodrome within two hours after take-off due to unavoidable reasons such as bad weather conditions, natural disasters or patients, etc (except reasons resulting from poor maintenances by airline company)

b. Aircraft that take off to destination aerodromes located in the Republic of Korea after emergency landings due to bad weather conditions (except when some or all of passengers or cargo are disembarked)

c. Aircraft that take off to the destination aerodromes located in the Republic of Korea after emergency landings due to unavoidable reasons such as natural disasters or patients, etc (except when all passengers or cargo are disembarked)

d. Aircraft used for diplomatic or official purposes

e. Aircraft performing flight test under the Aviation Safety Act, Article 36, Para. 3

f. Aircraft landing or taking-off in direct response to an official administrative order

Change : Information of period for airport reduction.

6. 소음 부담금(인천국제공항은 제외됨)

6.1 기준
항공기 기종별 소음등급은 국제 민간항공조약 부속서 16의 구분에 따라 대한민국 '공항소음방지및소음대책지역지원에관한법률'로 정한다.

6. Noise surcharges(Except Incheon INTL Airport)

6.1 Basis
Aircraft class for noise surcharge determined by the 'Act on the Prevention of Airport Noise and Assistance to Noise Policies Area' according to Annex 16, Volume 1 – ICAO.

6.2 항공기 등급에 대한 소음부담금

6.2 Noise surcharges of the aircraft class

항공기 등급 The aircraft class for noise surcharge	소음값 Noise level(EPNdB)	소음부담금액 Noise surcharge	적용일 effective date
1등급 / Class 1	over 100	당해 항공기 착륙료의 100분의 25에 해당하는 금액 25% of the ordinary landing charge for each flight	'17.12.31. 1500 UTC ~
2등급 / Class 2	more than 97 but not more than 100	당해 항공기 착륙료의 100분의 20에 해당하는 금액 20% of the ordinary landing charge for each flight	
3등급 / Class 3	more than 94 but not more than 97	당해 항공기 착륙료의 100분의 17에 해당하는 금액 17% of the ordinary landing charge for each flight	
4등급 / Class 4	more than 91 but not more than 94	당해 항공기 착륙료의 100분의 14에 해당하는 금액 14% of the ordinary landing charge for each flight	
5등급 / Class 5	91 or less	당해 항공기 착륙료의 100분의 10에 해당하는 금액 10% of the ordinary landing charge for each flight	

* 소음값은 ICAO 부속서 16에 따른 소음적합증명서 등에 기재된 소음값의 평균으로 합니다.
Noise level shall be average value of aircraft noise level provided in noise certificate or equivalent document pursuant to Annex 16 to the Convention on Civil Aviation.

* 소음값을 증명하는 서류 등을 제출하지 않은 경우, 소음부담금은 항공기 착륙료의 25%에 해당하는 금액으로 합니다.
For those aircraft whose documented proof of noise level has not provided, 25%, equivalent to Class 1, of the ordinary landing charge shall be charged.

7. 수하물 처리 시설사용료(인천국제공항)

7.1 기준
항공기의 총 출발여객 수(통과여객 제외)

7.2 요금
출발여객 당 1 895 원

7.3 방식
여객터미널 내 부대시설인 수하물 검색을 위한 X-RAY, 저울 등의 사용에 대해 부과함.

7. Baggage Handling System Facility Charge (Incheon International Airport)

7.1 Basis
Total departing passenger(except transit)

7.2 Rate
Korean currency ₩ 1 895 per departing passenger

7.3 Rules
BHS Facility charge is levied for the use of incidental equipment installed in the passenger terminal like X-RAY and scales that are provided for searching operations of baggage.

8. 탑승교 사용료(인천국제공항)

8.1 기준
항공기 도착 또는 출발 사용 시 각각

8.2 요금
사용 항공편 당 64 433 원

8. Passenger Boarding Bridge Charge(Incheon International Airport)

8.1 Basis
Flight movement (landing or take-off separately)

8.2 Rate
Korean currency ₩ 64 433 per use

AD 2. AERODROMES

RKSI AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKSI - SEOUL / Incheon INTL

RKSI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	372745N 1262621E 295° / 2 357 m from THR 33R
2	Direction and distance from city	264°, 48.7 km from Seoul City Hall 279°, 23.9 km from Incheon City Hall
3	Elevation/Reference temperature	7 m / 30.4°C
4	Geoid undulation at AD ELEV PSN	21 m
5	Magnetic VAR/Annual change	9° W (2025) / 0.04° increasing
6	Aerodrome Operator, Address, Telephone, FAX, AFS	Incheon International Airport Corporation 47, Gonghang-ro 424beon-gil, Jung-gu, Incheon 22382, Republic of Korea TEL : +82-32-741-2601~2 FAX : +82-32-741-2610 AFS : (Terminal 1) RKSIZPZX (Terminal 2) RKSIZPZB
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	Incheon Airport Slot Coordination(IASC) Slots must be obtained prior to commencing operations at RKSI (Level-3 airport). - Slot Request : icnscr@iasc.kr (SSIM format messages only) - General Enquiry : icninfo@iasc.kr * For General/Business Aviation, submit GCR messages to obtain slot clearance. * Details of slot coordination procedures are outlined on the website (www.iasc.kr).

RKSI AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	H24
2	Customs and Immigration	H24
3	Health and Sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	NIL

RKSI AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	All modern facilities handling weights up to 7 000 kg
2	Fuel/oil types	Fuel : Jet A-1 Oil : Turbo Oil 2380, Jet Oil 254, Castrol 5000
3	Fuelling facilities/capacity	a. Jet A1 available by hydrant refueling on passenger, remote, cargo apron, at rate of 1 000 gpm. 27 aircraft can be fueled simultaneously, total amount of storage is 187 353 600 L. b. Hydrant refueling is unserviceable on every 4th Monday (1630-1800 UTC) of the month due to scheduled inspection. Tank lorries are available H24.
4	De-icing facilities	Provide 33 de-icing pads (Refer to Aircraft Parking / Docking Chart)
5	Hangar space for visiting aircraft	Not available
6	Repair facilities for visiting aircraft	Minor repairs without hangar
7	Remarks	NIL

RKSI AD 2.5 PASSENGER FACILITIES

1	Hotels	In Incheon & Seoul city (Transit hotel at passenger terminal)
2	Restaurants	At AD and in the city
3	Transportation	Rail, buses, taxies, rental cars and ferries from the AD
4	Medical facilities	a. First aid emergency medical center in airport b. Ambulance service available c. Hospitals in Incheon city, 20 km away
5	Bank and Post Office	Available at AD
6	Tourist Office	Available at AD
7	Remarks	http://airport.kr

RKSI AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 10
2	Rescue equipment	a. 2 ARFF* vehicles (8 × 8) : Capacity of water (L): 17 000 (2) Capacity of foam (L): 2 400 (2) Foam discharge rate (L/min): 8 000 (2) Capacity of dry chemical powder (kg): 225 (2) Dry chemical powder discharge rate (kg/s): 2.3 (2) b. 5 ARFF* vehicles (6 × 6) : Capacity of water (L): 11 000 (1), 12 000(4) Capacity of foam (L): 1 590 (1), 1 000 (4) Foam discharge rate (L/min): 7 900 (1), 8 000 (4) Capacity of dry chemical powder (kg): 200 (1), 225 (4) Dry chemical powder discharge rate (kg/s): 2.3 (1), 2.5 (4) c. 1 ARFF* vehicles (4 × 4) : Capacity of water (L): 6 200 (1) Capacity of foam (L): 750 (1) Foam discharge rate (L/min): 6 500 (1) Capacity of dry chemical powder (kg): 250 (1) Dry chemical powder discharge rate (kg/s): 2.5 (1) d. 4 Pump vehicles : Capacity of water (L): 4 000 (2), 500 (1), 300(1) Capacity of foam (L): 200 (2) Foam discharge rate (L/min): 2 800 (2) e. 2 Water tank trucks : 12 000 L (2) f. 3 Ambulances g. 1 Rescue truck h. 1 Commanding vehicle i. 1 Aircraft rescue fire-fighting stair vehicle j. 1 Emergency relief

Change : Information of rescue equipment.

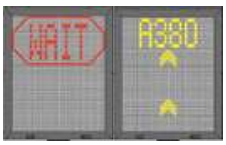
3	Stop Bars and RWY Guard Lights	a. Stop Bar Lights across the taxiway are installed at the runway holding positions, ILS sensitive area holding positions. Stop Bar Lights on Taxiway A, B, C, D are inserted on the intersection taxiway and straight taxiway at intervals of 200 m. Stop Bar Lights on Taxiway M, N, P are inserted on the intersection taxiway. b. Stop Bar Lights consist of in-pavement and elevated red unidirectional fixtures and are installed at 3 m intervals. c. Stop Bars are controlled by ATC and include a system of in-pavement green taxiway centerline lights, lead-on/off lights at the locations where aircraft enter or cross a runway. d. RWY Guard Lights are provided with a pair of yellow flashing lights on both sides of the stop bar installed at either the runway holding positions or ILS sensitive area holding positions.
4	Intermediate Holding Position Lights	a. Intermediate Holding Position Lights consist of in-pavement yellow fixtures installed at the intermediate holding position in the Apron 2, 3, 4 and Cargo Apron 2 areas. b. Intermediate Holding Position Lights are not installed where Stop Bar Lights are installed.
5	A-SMGCS & ASDE	a. A-SMGCS (Advanced Surface Movement Guidance & Control System) A-SMGCS provides Surveillance, Routing, Guidance and Control Functions to ATC. Its operations apply automated routing and lighting systems during night time and daylight time under IFR conditions. When a taxiing route is selected, the corresponding segments of taxiway centerline lights are switched on automatically ahead of the aircraft and are then extinguished immediately after the aircraft passes. All the movement of aircraft including vehicles are strictly required to obey instructions issued by ATC with this system during LVP(Low Visibility Procedures) in operation. b. ASDE (Airport Surface Detection Equipment) ASDE comply with CAT III capabilities of identification, monitoring and alerting information to ATC following : - 360° Radius coverage and ground movement data displaying. - Runway incursion & collisions warnings. - Interfacing capability with ARTS(Automated Terminal Radar System) or A-SMGCS.
6	Remarks	NIL

General explanation of PDU(Pilot Display Unit) _ Passenger Terminal #1 and #2 (#231~#243, #245~#268)



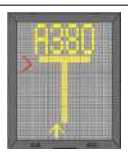
1. It is the laser unit to detect the approaching aircraft.
2. During the docking procedure, it visually represents the guidance information such as aircraft type and remaining distance.
3. It represents the stand centre line. When the laser unit detects the approaching aircraft, this vertical bar is displayed to let the pilot know the correct course.
4. It provides the azimuth guidance information to the pilot. When the aircraft deviates from the stand centre line, this symbol is shown to correct the direction which the arrow symbol points to.
5. It is the symbol of the aircraft.

The VDGS(Visual Docking Guidance System) Docking Procedure _ Passenger Terminal #1 and #2 (#231~#243, #245~#268)



1. The docking preparation

   a. After initializing the docking stand designation, WAIT message will be displayed and then the expected aircraft type displayed continuously on the upper LED of the PDU. At the same time, the lead-in lights installed along the stand centre line will be switched on.
   b. When the aircraft is detected by the laser unit, floating arrow symbol will be displayed on the lower LED of the PDU.



2. The azimuth guidance information

   a. In case the aircraft deviates from the stand centre line, the red arrow symbol will be displayed.



3. The remaining distance information

   a. The remaining distance information will be shown numerically on the upper LED of the PDU with the graphical presentation starting from 30 m before the stop point. At the same time, the aircraft symbol will be shown along the stand centre line displaying on the lower LED of the PDU.
   b. The remaining distance information will be displayed 30 m to 3 m by 1 m step (30, 29,..., and 3 m) and the remaining last 3.0 m will be shown by 0.1 m step (3.0, 2.9,...,0.1, and STOP). Some remaining distance information may not be displayed on the PDU according to the aircraft docking speed.



Change : Withdrawal of PDU and VDGS for concourse.

	4. The STOP information a. It represents that the pilot should stop his aircraft. b. If the aircraft overruns more than 1 m, STOP TOO FAR message will be shown on the upper LED of the PDU. c. The STOP will be displayed when the aircraft deviates too far from the stand centre line or the field operator presses the E-STOP button.
	5. The STOP_SBU/IDFAIL information a. The STOP_SBU/IDFAIL(Emergency stop) will be displayed when system error or approaching aircraft is different actual aircraft type. b. In case STOP_SBU/IDFAIL message is shown on the PDU, the aircraft should be stopped immediately.
	6. The docking completion information When the aircraft has reached the stop point within the tolerance, the OK message will be shown on the upper LED of the PDU.
	7. The BTIME(On block time) Information a. The BTIME message and time will be displayed on the PDU right after changing from STOP to OK message. b. The BTIME(On block time) will be transmitted to the IIS(Integrated Information System).
A-CDM Information on VDGS _ Passenger Terminal #1 and #2 (#231~#243, #245~#268)	
	TOBT and TSAT information is provided on VDGS for push-back waiting aircraft. (Refer to AD 2.20)

Notice for the use of VDGS

1. VDGS service is provided to Passenger Terminal stands NR 1(total 44) and NR 2(total 51). Marshalling service should be provided for any of the following cases;
   a. When VDGS or ASDE is inoperative in case of work in progress, heavy snow, etc.
   b. When a Low Visibility Procedure is in operation.

2. In case the aircraft type displaying on the PDU is different from the actual approaching aircraft type, the pilot should stop his aircraft immediately and notify the Incheon Apron, and then follow the marshaller's instruction.

3. If ID FAIL is displayed on the PDU between the stop point and 15 m prior to the stop point, the pilot should stop his aircraft immediately and notify the Incheon Apron, and then follow the marshaller's instruction.

4. If the ESTOP message is displayed on the PDU, the pilot should stop his aircraft immediately and notify the Incheon Apron, and then follow the marshaller's instruction. For any of the following cases, the field operator should press the emergency stop button.
   a. When the aircraft overruns or is expected to go more than 1 m from the stop point.
   b. In case the pilot does not stop the aircraft immediately, although the aircraft type and the gate number displayed on the PDU differ from the actual aircraft type and gate number.
   c. In case there is any obstacle interrupting the normal docking procedure around the docking area.

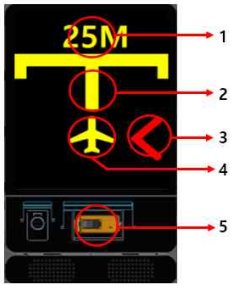
5. In case that the VDGS docking information and the marshaller's instruction are different, the pilot should follow the marshaller's instruction first.

6. When the aircraft reaches about 10 m prior to the stop point, the pilot should decrease the speed as much as the aircraft could be stopped immediately until the STOP message is displayed on the PDU.

7. If the aircraft approaches to the stand in excess of the speed limit, the SLOW message should be displayed on the PDU. The pilot should reduce the speed.

Change : Page control.

General explanation of PDU(Pilot Display Unit) _ Cargo Terminal #1, #2 and Passenger Terminal #2 (#208~#222, #224~#225, #275~#291), Concourse



1. During the docking procedure, it visually represents the guidance information such as aircraft type and remaining distance.
2. It represents the stand centre line. When the laser unit detects the approaching aircraft, this vertical bar is displayed to let the pilot know the correct course.
3. It provides the azimuth guidance information to the pilot. When the aircraft deviates from the stand centre line, this symbol is shown to correct the direction which the arrow symbol points to.
4. It is the symbol of the aircraft.
5. It is the laser until to detect the approaching aircraft.

The VDGS(Visual Docking Guidance System) Docking Procedure _ Cargo Terminal #1, #2 and Passenger Terminal #2 (#208~#222, #224~#225, #275~#291), Concourse



1. The docking preparation

   a. After initializing the docking stand designation, the expected aircraft type is displayed on the upper section of the PDU(Pilot Display Unit) without docking stand number.
   b. When the aircraft is detected by the laser unit, floating aircraft symbol will be displayed on the lower LED of the PDU.







2. The azimuth guidance information

   a. In case the aircraft deviates from the stand centre line, the red arrow symbol will be displayed.

3. The remaining distance information

   a. The remaining distance information will be shown numerically on the upper LED of the PDU with the graphical presentation starting from 30 m before the stop point.
   At the same time, the aircraft symbol will be shown along the stand centre line displaying on the lower LED of the PDU.
   b. The remaining distance information will be displayed 30 m to 3 m by 1 m step(30, 29, ..., and 3 m) and the remaining last 3.0 m will be shown by 0.1 m step(3.0, 2.9, ..., 0.1, and STOP). Some remaining distance information may not be displayed on the PDU according to the aircraft docking speed.



4. The STOP information

   a. It represents that the pilot should stop his aircraft.
   b. If the aircraft overruns more than 1 m, TOO-FAR message will be shown on the upper LED of the PDU.
   c. The E-STOP will be displayed when the aircraft deviates too far from the stand centre line or the field operator presses the E-STOP button.



5. The STOP SBU/ID-FAIL information

   a. The STOP SBU/ID-FAIL(Emergency stop) will be displayed when system error or approaching aircraft is different actual aircraft type.
   b. In STOP SBU/ID-FAIL message is shown on the PDU, the aircraft should be stopped immediately.

Change : Information of PDU and VDGS(ACFT stands NR 272~291 → ACFT stands NR 275~291, concourse).

	6. The docking completion information When the aircraft has reached the stop point within the tolerance, the OK message will be shown on the upper LED of the PDU.
	7. The On block time information a. The On block time message and time will be displayed on the PDU right after changing from STOP to OK message. b. The On block time will be transmitted to the IIS(Integrated Information System).
A-CDM Information on VDGS _ Cargo Terminal and Passenger Terminal #2 (#208～#222, #224～#225, #275~#291), Concourse	
	TOBT, TSAT and CTOT information is provided on VDGS for push-back waiting aircraft.

Notice for the use of VDGS

1. VDGS service is provided to Cargo Terminal stands NR 1(total 32), NR 2(total 15) and Passenger Terminal stands NR 2(total 42). Marshalling service should be provided for any of the following cases;
   a. When VDGS or ASDE is Inoperative In case of work In progress, heavy snow, etc.
   b. When a Low Visibility Procedure is in operation.

2. In case the aircraft type and the stand number displaying on the PDU are different from the actual approaching aircraft type and the actual stand number, the pilot should stop his aircraft immediately and notify the Incheon Apron, and then follow the marshaller's instruction.

3. If ID FAIL is displayed on the PDU between the stop point and 15 m prior to the stop point, the pilot should stop his aircraft immediately and notify the Incheon Apron, and then follow the marshaller's instruction.

4. If the ESTOP message is displayed on the PDU, the pilot should stop his aircraft immediately and notify Incheon Apron, and then follow the instructions of the marshaller. For any of the following cases, the field operator should press the emergency stop button.
   a. When the aircraft overruns or is expected to go more than 1 m from the stop point.
   b. In case the pilot does not stop the aircraft immediately, although the aircraft type and the gate number displayed on the PDU differ from the actual aircraft type and gate number.
   c. In case there is any obstacle interrupting the normal docking procedure around the docking area.

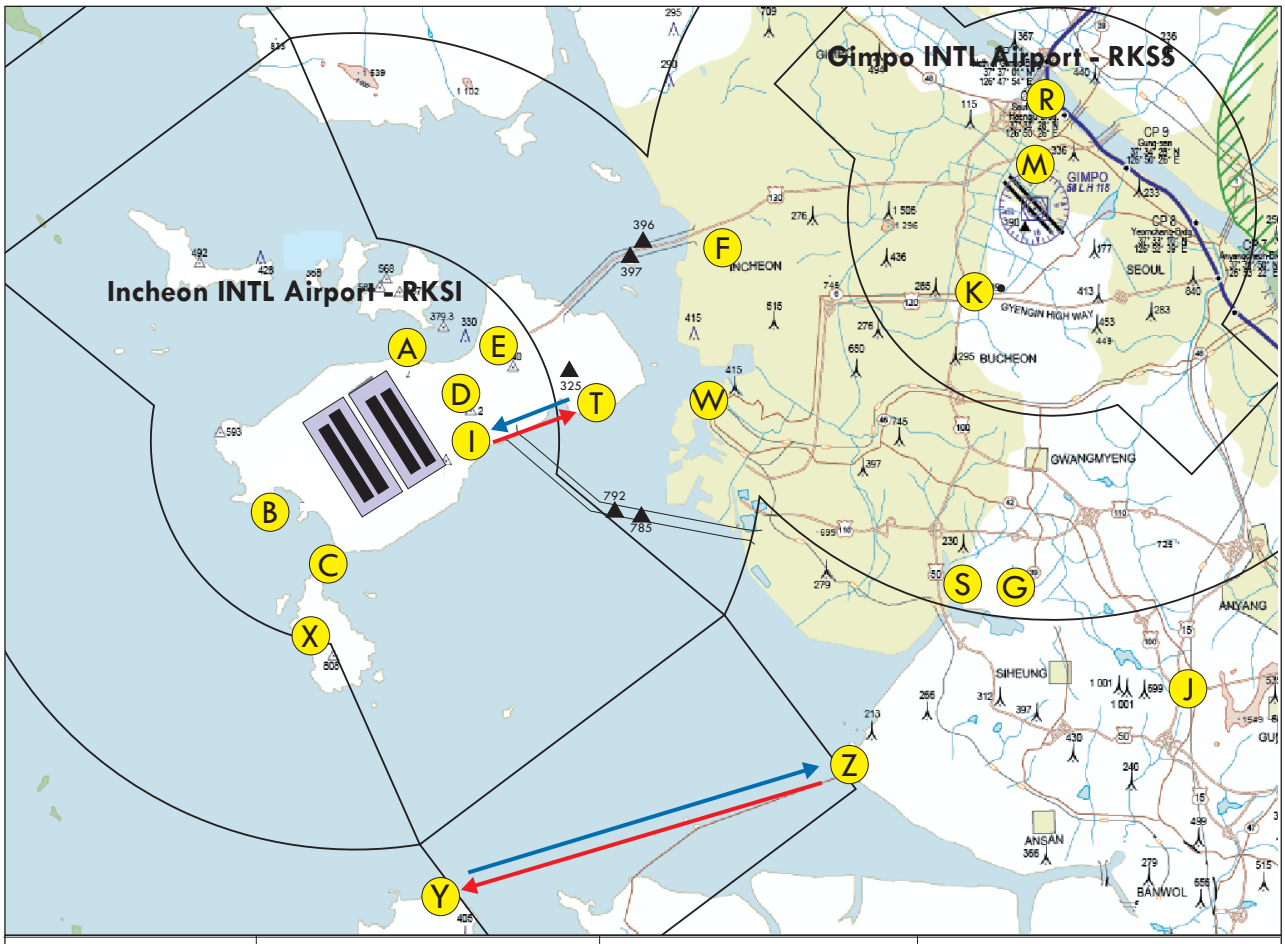
5. In case that the VDGS docking information and the marshaller's instruction are different, the pilot should follow the marshaller's instruction first.

6. When the aircraft reaches about 10 m prior to the stop point, the pilot should decrease the speed as much as the aircraft could be stopped immediately until the STOP message is displayed on the PDU.

7. If the aircraft approaches to the stand in excess of the speed limit, the SLOW message should be displayed on the PDU. The pilot should reduce the speed.

Change : Information of VDGS(ACFT stands NR 272~291 → ACFT stands NR 275~291, concourse).

VFR Reporting Points Information



Reporting Point	Geographical Name	Position	Coordinates(WGS-84)
A	삼목선착장 Sammok Quay	2.3 NM NE of Incheon R 084 NCN/D1.1	372959N 1262713E
B	을왕리 Ulwangri	2.9 NM SW of Incheon R 230 NCN/D3.5	372709N 1262251E
C	잠진도 Jamjindo(Island)	2.9 NM SW of Incheon R 197 NCN/D4.6	372505N 1262451E
D	공항신도시 IC New Airport Town IC	2.7 NM E of Incheon R 112 NCN/D3	372859N 1262924E
E	공항입구 IC Airport Gateway IC	4.0 NM ENE of Incheon R 087 NCN/D4	373021N 1263024E
F	북인천 IC Buk-Incheon IC	10.3 NM NE of Incheon R 076 NCN/D10 R 277 KIP/D8.2	373319N 1263713E
G	생태공원 Eco Park	10.0 NM S of Gimpo R 194 KIP/D9.8	372338N 1264622E
I	신불 IC Sinbul IC	2.3 NM SE of Incheon R 137 NCN/D3.6	372725N 1262923E
J	조남분기점 Jonam JCT	11.7 NM SSE of Gimpo R 169 KIP/D12	372213N 1265206E
K	서운분기점 Kilo(Seoun JCT)	3.0 NM SW of Gimpo R 231 KIP/D3	373125N 1264506E
M	김포공항 북측농경지 North Farmland of Gimpo Airport	0.7 NM NNE of Gimpo R 014 KIP/D0.7	373408N 1264737E
R	전호산 Jeonho Mountain	2.8 NM N of Gimpo R 011 KIP/D2.8	373615N 1264739E
S	소래 Sorae	10.0 NM SSW of Gimpo R 201 KIP/D10	372340N 1264439E
T	송산 Songsan(Hill)	5.7 NM E of Incheon R 106 NCN/D6	372853N 1263319E
W	월미도 Wolmido(Island)	10.9 NM SSE of Gimpo R 248 KIP/D10.8 R 108 NCN/D8.2	372810N 1263553E
X	실미도 Silmido(Island)	4.2 NM SW of Incheon R 207 NCN/D5.8	372415N 1262325E
Y	영흥도 Younghungdo(Island)	10.6 NM S of Incheon R 180 NCN/D12.6	371715N 1262800E
Z	시화방조제 Sihwa Breakwater	14.2 NM SE of Incheon R 137 NCN/D15.7	372000N 1264120E

RKSI AD 2.23 ADDITIONAL INFORMATION

1. Green Area Maintenance within Movement Area

a. Duration: March to November

b. Type of maintenance :

Mowing the lawn, weeding, watering, and blight and harmful insects prevention.

c. Area affected

All green areas within Movement Area.
Maintenance work shall be conducted only when 4 000 m or more of visibility is secured.

1) Area 1
- Dimension : Area of 60 m width from runway edge.
- Working hour : At midnight only when there are few aircraft movements.

2) Area 2
- Dimension : Other green area (including taxiways) except "Area 1".
- Working hour : During the day time only.

d. Remarks

All working vehicles within the maneuvering area shall be under control of Air Traffic Control, and aircraft in operation shall be under precaution.

2. Bird migration and concentrations in the vicinity of the airport

a. Bird migration occurs during spring, autumn and winter periods. The significant bird activity is observed during the following periods : March ~ mid-April(Spring migration), early of September ~ early December(winter migration). Weather conditions may affect bird migration on movements during different periods of the year.

b. Seasonal Variations

1) Spring and Autumn
In this period a large flock of birds, especially shorebirds are resting on the remnant of mudflats at high tide. And at low tide they are moving and scattered to forage their foods. Most of their movement flight is occurred on the ground surface or below about 200 ft AGL.
The population of waders reaches approximately 10 000 at one time in spring. Generally the number of birds is more in spring than autumn but on the contrary in the vicinity of airport bird activity is more frequent in autumn.

2) Winter
Ducks are observed on the pond in winter and the flock size of one site is less than 1 000 individuals. Several flocks of geese are found at the agricultural lands in the vicinity of airport in daytime and sometimes several individuals cross the runway in morning and dusk. Flock sizes at individual sites do not exceed 2 000 individuals. The local movements of ducks and geese in the vicinity of the airport occur at or below approximately 200 ft AGL.

c. In order to reduce the wildlife hazard in the vicinity of runway wildlife control activities are being lasted 24h with shotguns, acoustic devices. Farming, garbage treatment facilities are not permitted on the airport properties.

3. ATIS Telephone Service

a. Hours of operation : H24

b. ARS telephone number : 82-32-743-2676

c. Telephone service is reference only. For the flight operation, use ATIS on the FREQ.
- ARR : 128.4, 230.25 MHz
- DEP : 128.65, 344.2 MHz

4. Light Pole Operation in the vicinity of the airport

a. SKY72 Golf Club and Dream Golf Range (GOLF CLUB & GOLF RANGE)
1) Duration : From April to December
2) Operation time schedule : 1930 ~ 2130 and 1000 ~ 1530 (UTC)

b. Orange Dunes YeongJong Golf Club (GOLF CLUB2)
1) Duration : From April to November
2) Operation time schedule : 1000 ~ 1530 (UTC)

Change : Information of bird migration and concentrations in the vicinity of the airport, item numbers.

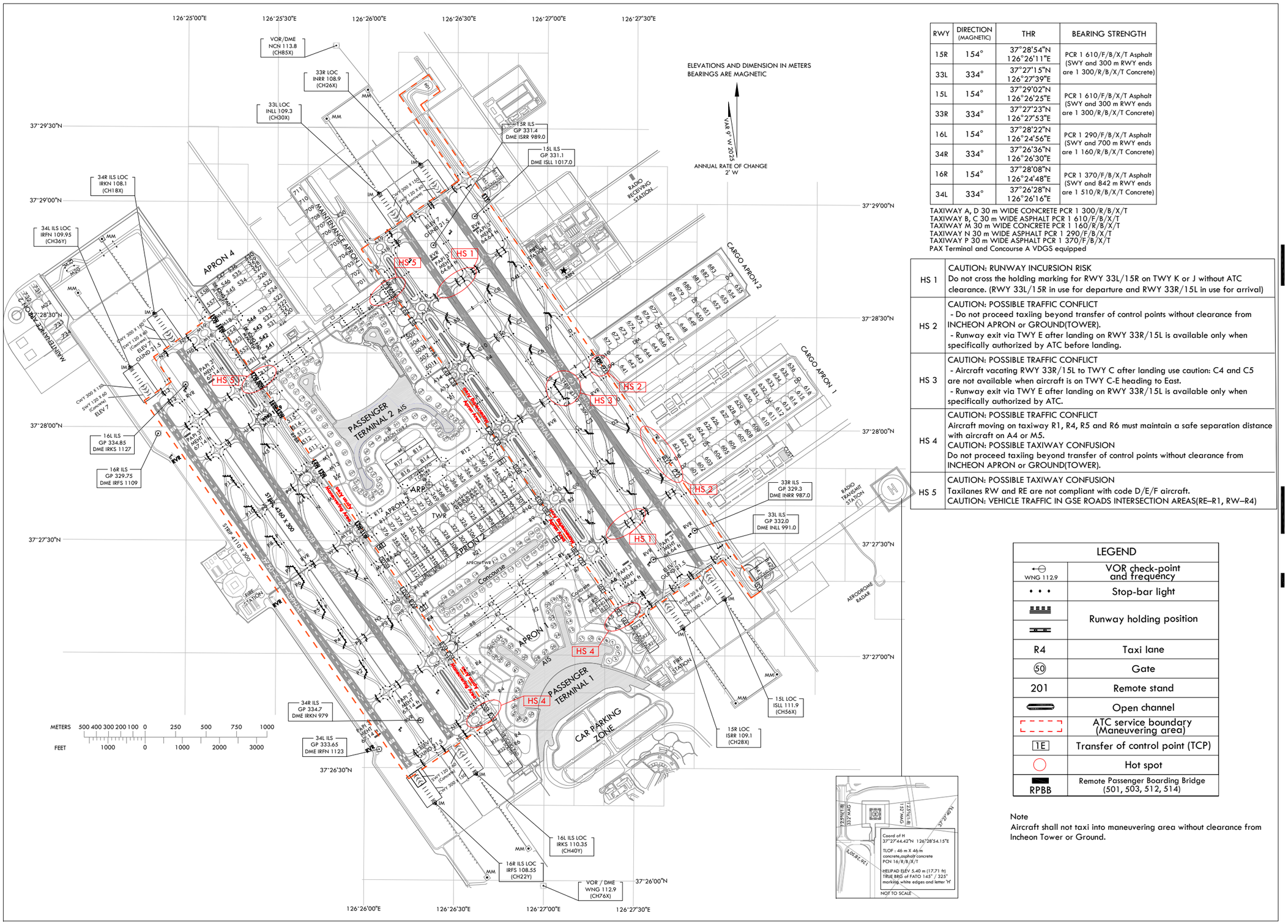
AERODROME CHART - ICAO

37°27'45"N
126°26'21"E

ELEV **7** m

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

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RWY	DIRECTION (MAGNETIC)	THR	BEARING STRENGTH
15R	154°	37°28'54"N 126°26'11"E	PCR 1 610/F/B/X/T Asphalt (SWY and 300 m RWY ends are 1 300/R/B/X/T Concrete)
33L	334°	37°27'15"N 126°27'39"E	
15L	154°	37°29'02"N 126°26'25"E	PCR 1 610/F/B/X/T Asphalt (SWY and 300 m RWY ends are 1 300/R/B/X/T Concrete)
33R	334°	37°27'23"N 126°27'53"E	
16L	154°	37°28'22"N 126°24'56"E	PCR 1 290/F/B/X/T Asphalt (SWY and 700 m RWY ends are 1 160/R/B/X/T Concrete)
34R	334°	37°26'36"N 126°26'30"E	
16R	154°	37°28'08"N 126°24'48"E	PCR 1 370/F/B/X/T Asphalt (SWY and 842 m RWY ends are 1 510/R/B/X/T Concrete)
34L	334°	37°26'28"N 126°26'16"E	

TAXIWAY A, D 30 m WIDE CONCRETE PCR 1 300/R/B/X/T
TAXIWAY B, C 30 m WIDE ASPHALT PCR 1 610/F/B/X/T
TAXIWAY M 30 m WIDE CONCRETE PCR 1 160/R/B/X/T
TAXIWAY N 30 m WIDE ASPHALT PCR 1 290/F/B/X/T
TAXIWAY P 30 m WIDE ASPHALT PCR 1 370/F/B/X/T
PAX Terminal and Concourse A VDGS equipped

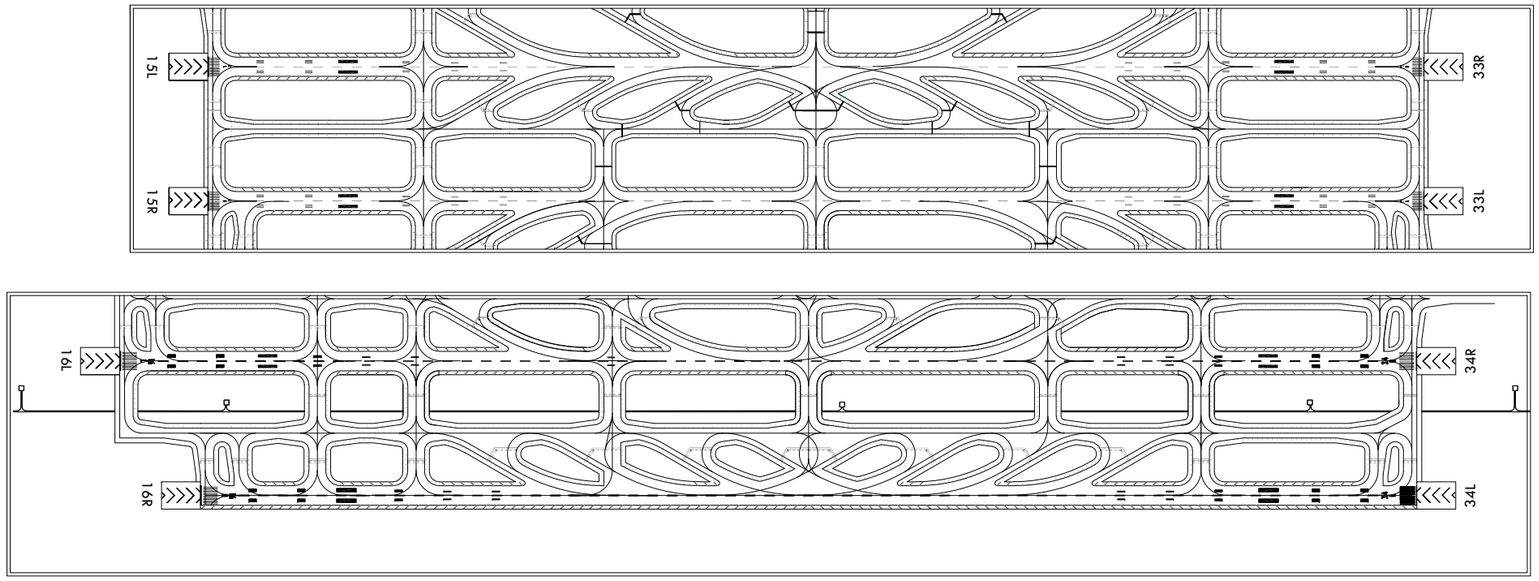
HS 1	CAUTION: RUNWAY INCURSION RISK Do not cross the holding marking for RWY 33L/15R on TWY K or J without ATC clearance. (RWY 33L/15R in use for departure and RWY 33R/15L in use for arrival)
HS 2	CAUTION: POSSIBLE TRAFFIC CONFLICT - Do not proceed taxiing beyond transfer of control points without clearance from INCHEON APRON or GROUND(TOWER). - Runway exit via TWY E after landing on RWY 33R/15L is available only when specifically authorized by ATC before landing.
HS 3	CAUTION: POSSIBLE TRAFFIC CONFLICT - Aircraft vacating RWY 33R/15L to TWY C after landing use caution: C4 and C5 are not available when aircraft is on TWY C-E heading to East. - Runway exit via TWY E after landing on RWY 33R/15L is available only when specifically authorized by ATC.
HS 4	CAUTION: POSSIBLE TRAFFIC CONFLICT Aircraft moving on taxiway R1, R4, R5 and R6 must maintain a safe separation distance with aircraft on A4 or M5. CAUTION: POSSIBLE TAXIWAY CONFUSION Do not proceed taxiing beyond transfer of control points without clearance from INCHEON APRON or GROUND(TOWER).
HS 5	CAUTION: POSSIBLE TAXIWAY CONFUSION Taxilanes RW and RE are not compliant with code D/E/F aircraft. CAUTION: VEHICLE TRAFFIC IN GSE ROADS INTERSECTION AREAS(RE–R1, RW–R4)

LEGEND	
WNG 112.9	VOR check-point and frequency
• • •	Stop-bar light
	Runway holding position
R4	Taxi lane
50	Gate
201	Remote stand
	Open channel
	ATC service boundary (Maneuvering area)
1E	Transfer of control point (TCP)
	Hot spot
RPBB	Remote Passenger Boarding Bridge (501, 503, 512, 514)

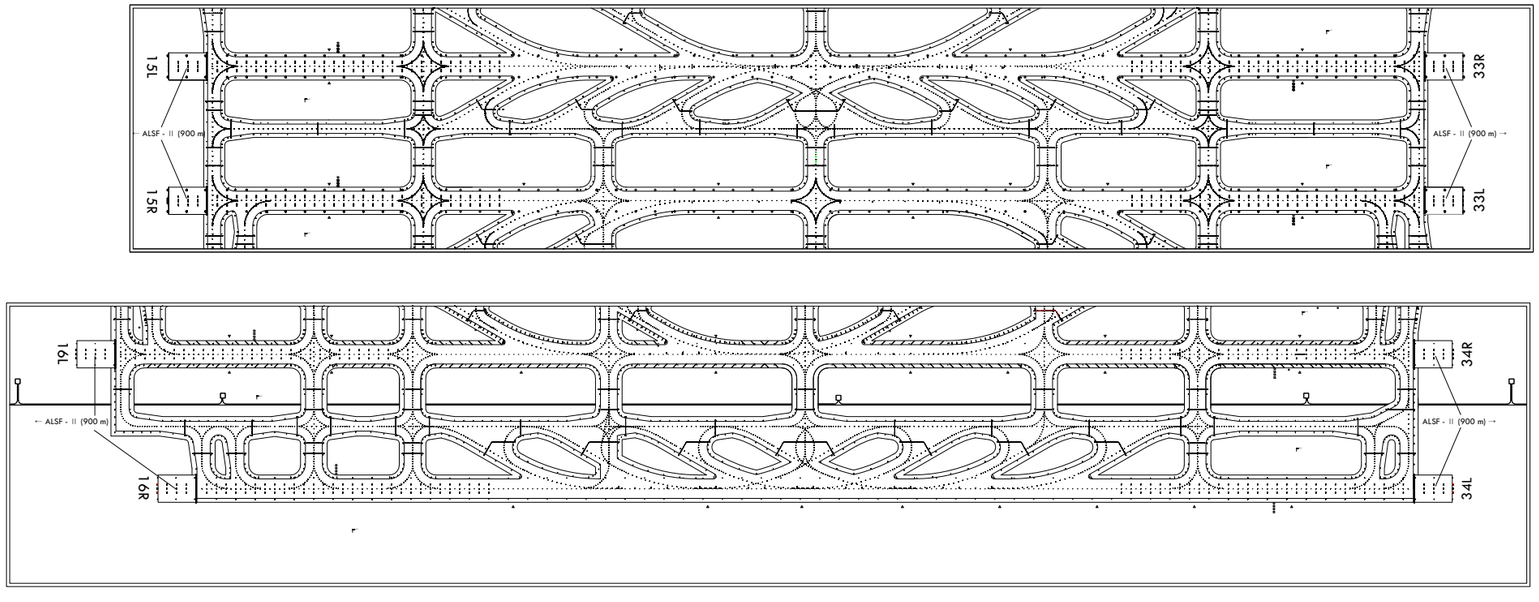
Note
Aircraft shall not taxi into maneuvering area without clearance from Incheon Tower or Ground.

Change : Information of runway holding positions.

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



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



AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV **6** m

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

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ELEVATIONS AND DIMENSIONS IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2025

ANNUAL RATE OF CHANGE
2' W

Note 1
For Gate 11 and 42, pilots need to pay extra caution to follow the lead-in lines, which may require more than two turns.
Note 2
Aircraft shall not taxi into maneuvering area without clearance from Incheon Tower or Ground.

LEGEND	
WNG 112.9	VOR check-point and frequency
	Runway holding position
R4	Taxi lane
50	Gate
301	Remote stand
	Open channel
1E	Transfer of control point(TCP)
	ATC sevice boundary (Maneuvering area)
	Hot spot
RPBB	Remote Passenger Boarding Bridge (501, 503, 512, 514)

HS 1	CAUTION: RUNWAY INCURSION RISK Do not cross the holding marking for RWY 33L/15R on TWY K or J without ATC clearance. (RWY 33L/15R in use for departure and RWY 33R/15L in use for arrival)
HS 2	CAUTION: POSSIBLE TRAFFIC CONFLICT - Do not proceed taxiing beyond transfer of control points without clearance from INCHEON APRON or GROUND(TOWER). - Runway exit via TWY E after landing on RWY 33R/15L is available only when specifically authorized by ATC before landing.
HS 3	CAUTION: POSSIBLE TRAFFIC CONFLICT - Aircraft vacating RWY 33R/15L to TWY C after landing use caution: C4 and C5 are not available when aircraft is on TWY C-E heading to East. - Runway exit via TWY E after landing on RWY 33R/15L is available only when specifically authorized by ATC.
HS 4	CAUTION: POSSIBLE TRAFFIC CONFLICT Aircraft moving on taxiway R1, R4, R5 and R6 must maintain a safe separation distance with aircraft on A4 or M5. CAUTION: POSSIBLE TAXIWAY CONFUSION Do not proceed taxiing beyond transfer of control points without clearance from INCHEON APRON or GROUND(TOWER).
HS 5	CAUTION: POSSIBLE TAXIWAY CONFUSION Taxilanes RW and RE are not compliant with code D/E/F aircraft. CAUTION: VEHICLE TRAFFIC IN GSE ROADS INTERSECTION AREAS(RE–R1, RW–R4)

		SURFACE	WIDTH	STRENGTH
APRON	Apron 1, Cargo Apron 1, Maintenance Apron 1	Concrete	-	PCR 1 300/R/B/X/T
	Apron 2, Cargo Apron 2			PCR 1 160/R/B/X/T
	Mintenance Apron 2			PCR 1 050/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 - Paved : 12 m - Turfed : 3 m	PCR 1 300/R/B/X/T
TWY B, C		Asphalt		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 runway holding positions.

Apron 1

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
1	37°26'58.99"N	126°27'21.50"E	5 m	C
2	37°26'59.37"N	126°27'23.34"E	5 m	C
3	37°27'00.31"N	126°27'24.11"E	5 m	C, D
6	37°27'01.77"N	126°27'23.95"E	5 m	C, D, E
7	37°27'02.95"N	126°27'22.99"E	5 m	C, D, E
8	37°27'03.50"N	126°27'20.88"E	5 m	C, D, E, F
9	37°27'03.93"N	126°27'18.16"E	5 m	C, D, E
10	37°27'04.10"N	126°27'15.34"E	5 m	C, D, E, F
11	37°27'04.16"N	126°27'12.40"E	5 m	C
12	37°27'06.45"N	126°27'08.48"E	5 m	C, D, E, F
14	37°27'08.98"N	126°27'07.70"E	5 m	C, D, E
15	37°27'11.30"N	126°27'07.12"E	5 m	C, D, E, F
16	37°27'13.30"N	126°27'07.09"E	5 m	C
17	37°27'14.77"N	126°27'05.83"E	5 m	C, D, E, F
18	37°27'15.20"N	126°27'04.55"E	5 m	C
19	37°27'13.95"N	126°27'02.63"E	5 m	D, E
20	37°27'13.30"N	126°27'00.94"E	5 m	C, D
21	37°27'11.63"N	126°27'01.50"E	5 m	D, E
22	37°27'10.17"N	126°27'02.54"E	5 m	C, D, E
23	37°27'07.86"N	126°27'03.20"E	5 m	C, D, E
24	37°27'05.53"N	126°27'04.58"E	5 m	C, D, E
26	37°27'01.95"N	126°27'02.96"E	5 m	D, E
27	37°27'00.58"N	126°27'00.31"E	5 m	C, D, E
28	37°26'58.95"N	126°26'57.88"E	5 m	C, D, E
30	37°26'58.99"N	126°26'52.96"E	5 m	C, D, E
31	37°27'00.73"N	126°26'50.72"E	5 m	C, D, E
32	37°27'02.06"N	126°26'48.27"E	5 m	C, D, E
33	37°27'03.46"N	126°26'46.44"E	5 m	C, D, E
34	37°27'04.45"N	126°26'44.82"E	5 m	C, D
35	37°27'03.07"N	126°26'43.38"E	5 m	C, D, E
36	37°27'01.97"N	126°26'41.97"E	5 m	C, D
37	37°27'00.40"N	126°26'41.99"E	5 m	C, D
38	37°26'59.61"N	126°26'43.21"E	5 m	C, D
39	37°26'59.20"N	126°26'45.23"E	5 m	D, E
40	37°26'57.91"N	126°26'47.75"E	5 m	D, E
41	37°26'56.40"N	126°26'50.62"E	5 m	C, D, E
42	37°26'52.78"N	126°26'52.07"E	5 m	C
43	37°26'50.51"N	126°26'51.17"E	5 m	C, D, E, F
45	37°26'48.38"N	126°26'50.47"E	5 m	C, D, E
46	37°26'46.18"N	126°26'50.16"E	5 m	C, D, E, F
47	37°26'44.29"N	126°26'49.95"E	5 m	C, D, E
48	37°26'43.06"N	126°26'51.57"E	5 m	C, D, E
49	37°26'42.94"N	126°26'53.29"E	5 m	D, E
50	37°26'44.23"N	126°26'55.55"E	5 m	C, D, E
103	37°27'29.59"N	126°26'59.99"E	5 m	C
105	37°27'28.46"N	126°26'58.57"E	5 m	C, D
107	37°27'27.35"N	126°26'55.93"E	5 m	C, D, E
109	37°27'25.99"N	126°26'53.53"E	5 m	C, D, E
111	37°27'24.35"N	126°26'50.62"E	5 m	C, D, E
113	37°27'22.99"N	126°26'48.22"E	5 m	C, D, E
115	37°27'21.33"N	126°26'46.07"E	5 m	C, D
117	37°27'20.08"N	126°26'43.72"E	5 m	C, D
119	37°27'18.67"N	126°26'41.21"E	5 m	D
121	37°27'17.55"N	126°26'38.59"E	5 m	C, D, E
123	37°27'16.19"N	126°26'36.18"E	5 m	C, D, E
125	37°27'14.42"N	126°26'33.45"E	5 m	C, D, E
127	37°27'12.91"N	126°26'31.17"E	5 m	C, D
129	37°27'11.78"N	126°26'28.89"E	5 m	C, D
131	37°27'10.77"N	126°26'27.39"E	5 m	C, D, E
132	37°27'11.82"N	126°26'25.99"E	5 m	C, D

Isolated Security Parking Position

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
901	37°29'31.53"N	126°26'21.41"E	5 m	A ~ F

Run-up Area

* Engine Run-up Area : North of Maintenance Apron
** In case of the Run-up area U/S, 14A(North part of TWY A) can be allocated as Temporary run-up area.

Apron 2

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
101	37°27'31.15"N	126°26'57.96"E	5 m	C
102	37°27'32.38"N	126°26'56.77"E	6 m	C
104	37°27'31.66"N	126°26'55.43"E	5 m	C, D
106	37°27'30.25"N	126°26'54.20"E	5 m	C, D, E, F
108	37°27'29.09"N	126°26'51.62"E	6 m	C, D, E
110	37°27'27.37"N	126°26'49.15"E	6 m	C, D, E, F
112	37°27'25.73"N	126°26'46.25"E	6 m	C, D, E, F
114	37°27'24.76"N	126°26'43.44"E	6 m	C, D
118	37°27'20.78"N	126°26'36.96"E	6 m	C, D, E
122	37°27'19.05"N	126°26'34.28"E	6 m	C, D, E, F
124	37°27'17.50"N	126°26'31.68"E	5 m	C, D, E
126	37°27'16.00"N	126°26'29.02"E	6 m	C, D, E, F
128	37°27'15.01"N	126°26'26.23"E	6 m	C, D
130	37°27'13.79"N	126°26'24.76"E	5 m	C, D, E
321	37°27'42.95"N	126°26'48.77"E	5 m	A ~ C
322	37°27'41.39"N	126°26'46.17"E	5 m	A ~ F
323	37°27'39.40"N	126°26'42.64"E	5 m	A ~ F
324	37°27'37.40"N	126°26'39.11"E	5 m	A ~ F
325	37°27'35.57"N	126°26'35.88"E	5 m	A ~ E
326	37°27'33.91"N	126°26'32.93"E	5 m	A ~ E
327	37°27'32.24"N	126°26'29.99"E	5 m	A ~ E
328	37°27'30.58"N	126°26'27.04"E	5 m	A ~ E
329	37°27'28.75"N	126°26'23.81"E	5 m	A ~ F
330	37°27'26.76"N	126°26'20.28"E	5 m	A ~ F
331	37°27'24.76"N	126°26'16.75"E	5 m	A ~ F
332	37°27'23.32"N	126°26'14.04"E	5 m	A ~ C
341	37°27'49.32"N	126°26'42.06"E	5 m	A ~ F
342	37°27'47.67"N	126°26'39.15"E	5 m	A ~ F
343	37°27'46.07"N	126°26'36.30"E	5 m	A ~ E
344	37°27'44.22"N	126°26'34.91"E	5 m	A ~ C
345	37°27'43.46"N	126°26'33.57"E	5 m	A ~ C
346	37°27'42.70"N	126°26'32.23"E	5 m	A ~ C
347	37°27'41.94"N	126°26'30.88"E	6 m	A ~ C
348	37°27'41.18"N	126°26'29.54"E	5 m	A ~ C
349	37°27'40.42"N	126°26'28.20"E	5 m	A ~ C
350	37°27'34.00"N	126°26'16.84"E	5 m	A ~ C
351	37°27'33.63"N	126°26'14.29"E	5 m	A ~ E
352	37°27'32.12"N	126°26'11.63"E	5 m	A ~ F
353	37°27'30.48"N	126°26'08.73"E	5 m	A ~ F

Apron 3

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
208	37°28'17.64"N	126°25'42.86"E	6 m	C
209	37°28'16.72"N	126°25'41.27"E	6 m	C
210	37°28'16.64"N	126°25'39.78"E	6 m	C
211	37°28'15.87"N	126°25'38.41"E	6 m	C
212	37°28'15.10"N	126°25'37.05"E	6 m	C
213	37°28'14.33"N	126°25'35.70"E	6 m	C
214	37°28'13.68"N	126°25'34.41"E	6 m	C
215	37°28'12.52"N	126°25'34.61"E	6 m	C
216	37°28'11.53"N	126°25'36.05"E	6 m	C, D, E
217	37°28'10.02"N	126°25'37.56"E	6 m	C, D ,E
218	37°28'08.39"N	126°25'39.49"E	6 m	C, D, E
219	37°28'06.14"N	126°25'40.41"E	6 m	C
220	37°28'04.94"N	126°25'43.20"E	6 m	C, D, E
221	37°28'03.07"N	126°25'44.99"E	6 m	C, D, E
222	37°28'01.09"N	126°25'46.90"E	6 m	C, D, E
224	37°27'58.84"N	126°25'48.99"E	6 m	C, D, E, F
225	37°27'56.11"N	126°25'51.51"E	6 m	C, D, E, F
231	37°27'53.50"N	126°25'53.73"E	6 m	C, D, E, F
232	37°27'50.63"N	126°25'55.11"E	6 m	C, D, E, F
233	37°27'48.06"N	126°25'56.39"E	6 m	C, D, E, F
234	37°27'45.25"N	126°25'57.65"E	6 m	C, D, E, F
235	37°27'43.43"N	126°25'58.43"E	6 m	C, D, E
236	37°27'41.63"N	126°25'59.34"E	5 m	C
237	37°27'41.95"N	126°26'00.49"E	5 m	C
238	37°27'41.95"N	126°26'02.41"E	5 m	C
239	37°27'42.57"N	126°26'03.75"E	5 m	C
240	37°27'43.84"N	126°26'03.91"E	5 m	C
241	37°27'45.11"N	126°26'04.57"E	6 m	C, D, E

Apron 3

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
242	37°27'46.48"N	126°26'03.41"E	6 m	C, D, E
243	37°27'48.32"N	126°26'02.55"E	6 m	C
245	37°27'48.94"N	126°26'00.76"E	6 m	C
246	37°27'51.45"N	126°25'59.22"E	6 m	C, D, E
247	37°27'55.00"N	126°25'59.73"E	6 m	C, D, E
248	37°27'57.23"N	126°26'02.28"E	6 m	C, D, E
249	37°27'58.69"N	126°26'04.97"E	6 m	C, D, E
250	37°27'59.11"N	126°26'07.52"E	6 m	C
251	37°28'01.43"N	126°26'09.81"E	6 m	C, D, E
252	37°28'02.97"N	126°26'12.47"E	6 m	C, D, E
253	37°28'04.15"N	126°26'15.83"E	6 m	C, D, E
254	37°28'03.39"N	126°26'20.27"E	6 m	C, D, E
255	37°28'00.46"N	126°26'23.80"E	6 m	C, D, E
256	37°27'58.59"N	126°26'25.00"E	6 m	C, D, E
257	37°27'57.32"N	126°26'26.21"E	6 m	C, D, E
258	37°27'56.59"N	126°26'27.91"E	5 m	C
259	37°27'57.47"N	126°26'28.63"E	5 m	C
260	37°27'58.31"N	126°26'30.31"E	5 m	C
261	37°27'59.23"N	126°26'31.37"E	5 m	C
262	37°28'00.16"N	126°26'30.78"E	6 m	C
263	37°28'01.52"N	126°26'29.98"E	6 m	E
264	37°28'02.61"N	126°26'27.99"E	6 m	C, D, E, F
265	37°28'04.51"N	126°26'25.12"E	6 m	C, D, E, F
266	37°28'06.25"N	126°26'22.61"E	6 m	C, D, E, F
267	37°28'08.33"N	126°26'19.82"E	6 m	C, D, E, F
268	37°28'10.50"N	126°26'17.17"E	6 m	C, D, E, F
275	37°28'13.45"N	126°26'14.89"E	6 m	C, D, E, F
276	37°28'15.65"N	126°26'13.10"E	6 m	C, D, E
277	37°28'17.62"N	126°26'11.49"E	6 m	C, D, E
278	37°28'19.60"N	126°26'09.88"E	6 m	C, D, E
279	37°28'21.67"N	126°26'09.56"E	6 m	C
280	37°28'22.93"N	126°26'07.30"E	6 m	C, D, E
281	37°28'25.07"N	126°26'05.83"E	6 m	C, D, E
282	37°28'27.19"N	126°26'04.32"E	6 m	C, D, E
283	37°28'29.36"N	126°26'03.74"E	6 m	C
284	37°28'29.22"N	126°26'02.28"E	6 m	C
285	37°28'28.85"N	126°26'01.09"E	6 m	C
286	37°28'28.07"N	126°25'59.99"E	6 m	C
287	37°28'27.30"N	126°25'58.64"E	6 m	C
288	37°28'26.53"N	126°25'57.27"E	6 m	C
289	37°28'25.76"N	126°25'55.91"E	6 m	C
290	37°28'24.99"N	126°25'54.56"E	6 m	C
291	37°28'23.41"N	126°25'54.89"E	6 m	C
361	37°27'51.21"N	126°26'40.96"E	5 m	A ~ C
362	37°27'49.77"N	126°26'39.34"E	5 m	A ~ E
363	37°27'48.41"N	126°26'36.93"E	5 m	A ~ E
364	37°27'47.05"N	126°26'34.52"E	5 m	A ~ E
365	37°27'45.69"N	126°26'32.12"E	5 m	A ~ E
366	37°27'44.33"N	126°26'29.71"E	5 m	A ~ E
367	37°27'42.96"N	126°26'27.31"E	5 m	A ~ E
368	37°27'42.44"N	126°26'24.88"E	5 m	A ~ C
369	37°27'41.09"N	126°26'22.49"E	5 m	A ~ C
370	37°27'39.44"N	126°26'21.06"E	5 m	A ~ E
371	37°27'38.08"N	126°26'18.66"E	5 m	A ~ E
372	37°27'36.72"N	126°26'16.25"E	5 m	A ~ E
373	37°27'35.36"N	126°26'13.84"E	5 m	A ~ E
374	37°27'34.00"N	126°26'11.44"E	5 m	A ~ E
375	37°27'32.64"N	126°26'09.03"E	5 m	A ~ E
376	37°27'31.89"N	126°26'06.79"E	5 m	A ~ C
501	37°28'17.68"N	126°26'24.20"E	5 m	A ~ F
502	37°28'19.80"N	126°26'22.19"E	5 m	A ~ F
503	37°28'21.77"N	126°26'20.42"E	5 m	A ~ E
504	37°28'23.70"N	126°26'18.71"E	5 m	A ~ E
505	37°28'25.47"N	126°26'17.15"E	5 m	A ~ D
506	37°28'32.85"N	126°26'10.78"E	5 m	A ~ C
507	37°28'33.94"N	126°26'09.81"E	5 m	A ~ C
511	37°27'53.18"N	126°25'40.92"E	5 m	A ~ F
512	37°27'55.40"N	126°25'39.07"E	5 m	A ~ F
513	37°27'57.37"N	126°25'37.32"E	5 m	A ~ E
514	37°27'59.30"N	126°25'35.61"E	5 m	A ~ E
515	37°28'01.06"N	126°25'34.03"E	5 m	A ~ D
516	37°28'08.35"N	126°25'27.44"E	5 m	A ~ C
517	37°28'09.42"N	126°25'26.49"E	5 m	A ~ C

Apron 4

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
520	37°28'30.58"N	126°25'33.83"E	5 m	A ~ C
521	37°28'31.54"N	126°25'32.62"E	5 m	A ~ C
522	37°28'32.61"N	126°25'31.66"E	5 m	A ~ C
523	37°28'34.58"N	126°25'31.07"E	5 m	A ~ E
524	37°28'36.50"N	126°25'29.37"E	5 m	A ~ E
525	37°28'38.42"N	126°25'27.66"E	5 m	A ~ E
526	37°28'40.34"N	126°25'25.95"E	5 m	A ~ E
527	37°28'41.44"N	126°25'23.81"E	5 m	A ~ C
528	37°28'42.51"N	126°25'22.86"E	5 m	A ~ C
529	37°28'43.71"N	126°25'22.14"E	5 m	A ~ C
530	37°28'44.78"N	126°25'21.18"E	5 m	A ~ C
531	37°28'26.95"N	126°25'27.30"E	5 m	A ~ C
532	37°28'28.24"N	126°25'25.51"E	5 m	A ~ E
533	37°28'30.16"N	126°25'23.80"E	5 m	A ~ E
534	37°28'37.38"N	126°25'17.38"E	5 m	A ~ E
535	37°28'39.29"N	126°25'15.67"E	5 m	A ~ E
536	37°28'41.07"N	126°25'14.73"E	5 m	A ~ E
541	37°28'21.85"N	126°25'29.06"E	5 m	A ~ F
542	37°28'24.17"N	126°25'27.00"E	5 m	A ~ F
543	37°28'26.48"N	126°25'24.94"E	5 m	A ~ F
544	37°28'28.80"N	126°25'22.88"E	5 m	A ~ F
545	37°28'36.59"N	126°25'15.99"E	5 m	A ~ E
546	37°28'38.51"N	126°25'14.28"E	5 m	A ~ E
547	37°28'39.96"N	126°25'12.77"E	5 m	A ~ C

Cargo Apron 1

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
601	37°27'47.85"N	126°27'49.51"E	6 m	A ~ E
602	37°27'49.21"N	126°27'51.92"E	6 m	A ~ E
603	37°27'50.57"N	126°27'54.33"E	6 m	A ~ F
604	37°27'52.30"N	126°27'57.39"E	6 m	A ~ F
605	37°27'53.66"N	126°27'59.80"E	6 m	A ~ E
606	37°27'55.02"N	126°28'02.21"E	6 m	A ~ F
607	37°27'56.76"N	126°28'05.28"E	6 m	A ~ F
608	37°27'58.12"N	126°28'07.69"E	6 m	A ~ E
609	37°27'59.47"N	126°28'10.09"E	6 m	A ~ E
610	37°28'01.21"N	126°28'13.17"E	6 m	A ~ E
611	37°28'02.57"N	126°28'15.57"E	6 m	A ~ E
612	37°28'03.93"N	126°28'17.98"E	6 m	A ~ E
613	37°28'05.31"N	126°28'20.37"E	6 m	A ~ E
614	37°28'06.67"N	126°28'22.77"E	6 m	A ~ E
615	37°28'08.03"N	126°28'25.18"E	6 m	A ~ E
616	37°28'09.39"N	126°28'27.59"E	6 m	A ~ F
621	37°27'56.05"N	126°27'42.22"E	6 m	A ~ E
622	37°27'57.41"N	126°27'44.63"E	6 m	A ~ E
623	37°27'58.77"N	126°27'47.03"E	6 m	A ~ F
624	37°28'00.50"N	126°27'50.10"E	6 m	A ~ F
625	37°28'01.86"N	126°27'52.51"E	6 m	A ~ E
626	37°28'03.22"N	126°27'54.92"E	6 m	A ~ F
627	37°28'04.96"N	126°27'57.99"E	6 m	A ~ F
628	37°28'06.32"N	126°28'00.40"E	6 m	A ~ E
629	37°28'07.68"N	126°28'02.80"E	6 m	A ~ F
630	37°28'09.41"N	126°28'05.87"E	6 m	A ~ F
631	37°28'10.77"N	126°28'08.28"E	6 m	A ~ E
632	37°28'12.13"N	126°28'10.69"E	6 m	A ~ E
633	37°28'13.47"N	126°28'13.11"E	6 m	A ~ E
634	37°28'14.83"N	126°28'15.52"E	6 m	A ~ E
635	37°28'16.19"N	126°28'17.93"E	6 m	A ~ E
636	37°28'17.55"N	126°28'20.33"E	6 m	A ~ F

Cargo Apron 2

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
641	37°28'14.41"N	126°27'26.28"E	6 m	A ~ F
642	37°28'16.06"N	126°27'28.81"E	6 m	A ~ E
643	37°28'17.42"N	126°27'31.22"E	6 m	A ~ E
644	37°28'18.78"N	126°27'34.00"E	6 m	A ~ F
645	37°28'20.40"N	126°27'36.55"E	6 m	A ~ E
646	37°28'21.76"N	126°27'38.96"E	6 m	A ~ E
647	37°28'23.13"N	126°27'41.37"E	6 m	A ~ F
648	37°28'25.70"N	126°27'45.82"E	6 m	A ~ F
649	37°28'27.46"N	126°27'48.57"E	6 m	A ~ E

Cargo Apron 2

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
650	37°28'28.82"N	126°27'50.97"E	6 m	A ~ E
651	37°28'30.18"N	126°27'53.38"E	6 m	A ~ E
652	37°28'31.87"N	126°27'56.74"E	6 m	A ~ F
653	37°28'33.51"N	126°27'59.27"E	6 m	A ~ E
654	37°28'34.87"N	126°28'01.68"E	6 m	A ~ E
655	37°28'36.23"N	126°28'04.09"E	6 m	A ~ F
671	37°28'24.41"N	126°27'18.95"E	6 m	A ~ F
672	37°28'25.78"N	126°27'21.75"E	7 m	A ~ E
673	37°28'27.14"N	126°27'24.16"E	7 m	A ~ E
674	37°28'28.78"N	126°27'26.69"E	7 m	A ~ F
675	37°28'30.14"N	126°27'29.47"E	7 m	A ~ E
676	37°28'31.50"N	126°27'31.88"E	7 m	A ~ E
677	37°28'32.86"N	126°27'34.28"E	7 m	A ~ E
678	37°28'36.41"N	126°27'40.58"E	7 m	A ~ E
679	37°28'37.78"N	126°27'42.98"E	7 m	A ~ E
680	37°28'39.14"N	126°27'45.41"E	7 m	A ~ E
681	37°28'41.11"N	126°27'48.52"E	7 m	A ~ F
682	37°28'42.48"N	126°27'51.32"E	7 m	A ~ E
683	37°28'43.84"N	126°27'53.72"E	6 m	A ~ E

Maintenance Apron 1

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
701	37°28'38.16"N	126°25'56.92"E	5 m	A ~ F
702	37°28'40.45"N	126°25'54.99"E	5 m	A ~ E
703	37°28'42.70"N	126°25'52.99"E	5 m	A ~ E
704	37°28'44.98"N	126°25'50.68"E	5 m	A ~ F
705	37°28'47.73"N	126°25'48.22"E	5 m	A ~ F
706	37°28'51.24"N	126°25'45.39"E	5 m	A ~ E
707	37°28'53.16"N	126°25'43.68"E	5 m	A ~ E
708	37°28'55.36"N	126°25'41.74"E	5 m	A ~ E
709	37°28'57.51"N	126°25'39.70"E	5 m	A ~ F
710	37°28'59.83"N	126°25'37.47"E	5 m	A ~ F
711	37°29'02.32"N	126°25'35.53"E	5 m	A ~ E

Maintenance Apron 2

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
731	37°28'37.56"N	126°24'07.74"E	5 m	A ~ F
732	37°28'35.64"N	126°24'04.36"E	5 m	A ~ F
733	37°28'26.99"N	126°24'18.04"E	5 m	A ~ F
734	37°28'24.29"N	126°24'20.44"E	5 m	A ~ F

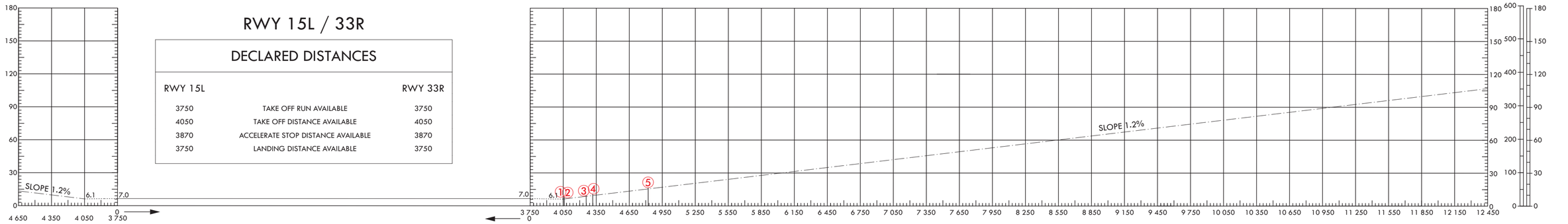
Deicing Apron

	INS COORDINATES FOR AIRCRAFT STANDS			STAND AVAILABILITY
	WGS-84		ELEV(AMSL)	
301	37°27'40.02"N	126°26'51.37"E	5 m	A ~ C
302	37°27'38.47"N	126°26 48.77"E	5 m	A ~ F
303	37°27'36.47"N	126°26 45.24"E	5 m	A ~ F
304	37°27'34.48"N	126°26 41.71"E	5 m	A ~ F
305	37°27'32.65"N	126°26'38.48"E	5 m	A ~ E
306	37°27'30.98"N	126°26'35.54"E	5 m	A ~ E
307	37°27'29.32"N	126°26'32.59"E	5 m	A ~ E
308	37°27'27.65"N	126°26'29.64"E	5 m	A ~ E
309	37°27'25.82"N	126°26'26.41"E	5 m	A ~ F
310	37°27'23.83"N	126°26'22.88"E	5 m	A ~ F
311	37°27'21.84"N	126°26'19.35"E	5 m	A ~ F
312	37°27'20.39"N	126°26'16.64"E	5 m	A ~ C
551	37°28'16.56"N	126°25'20.59"E	5 m	A ~ F
552	37°28'19.34"N	126°25'18.11"E	5 m	A ~ F
553	37°28'21.89"N	126°25'15.84"E	5 m	A ~ E
554	37°28'24.21"N	126°25'13.78"E	5 m	A ~ E
557	37°28'31.86"N	126°25'06.97"E	5 m	A ~ F
558	37°28'34.40"N	126°25'04.70"E	5 m	A ~ E
814	37°27'51.94"N	126°26'20.76"E	5 m	A ~ E
815	37°27'54.44"N	126°26'18.53"E	6 m	A ~ E
816	37°27'47.33"N	126°26'12.61"E	6 m	A ~ E
817	37°27'49.83"N	126°26'10.38"E	6 m	A ~ E
821	37°27'02.98"N	126°27'36.46"E	5 m	A ~ E
822	37°27'05.15"N	126°27'34.49"E	5 m	A ~ E
823	37°27'07.99"N	126°27'32.24"E	5 m	A ~ F
825	37°27'12.54"N	126°27'19.92"E	5 m	A ~ F
831	37°26'30.61"N	126°26'48.39"E	5 m	A ~ F
832	37°26'33.97"N	126°26'45.55"E	5 m	A ~ E
833	37°26'36.40"N	126°26'43.38"E	5 m	A ~ E
834	37°26'38.84"N	126°26'41.22"E	5 m	A ~ E
841	37°27'22.87"N	126°28'10.06"E	6 m	A ~ F
842	37°27'25.04"N	126°28'13.52"E	6 m	A ~ F
851	37°29'06.03"N	126°26'38.32"E	5 m	A ~ F
852	37°29'08.25"N	126°26'41.76"E	5 m	A ~ F

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

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W-2025

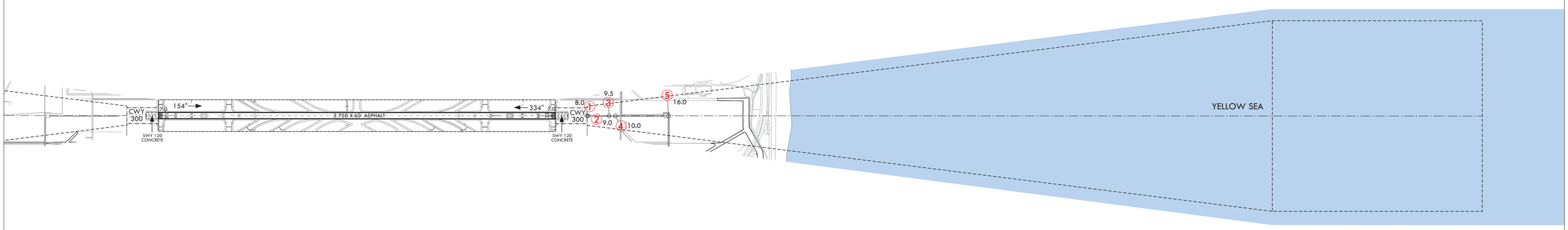


RWY 15L / 33R

DECLARED DISTANCES

RWY 15L		RWY 33R
3750	TAKE OFF RUN AVAILABLE	3750
4050	TAKE OFF DISTANCE AVAILABLE	4050
3870	ACCELERATE STOP DISTANCE AVAILABLE	3870
3750	LANDING DISTANCE AVAILABLE	3750

VERTICAL SCALE 1:1 300



LEGEND

ITEM	SYMBOL Plan	Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Natural High Point(Peak or Mountain)		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

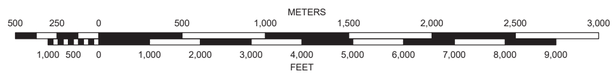
OBSTACLES

NR	COORDINATES(WGS84)	ELEV(MSL)	ITEM	NOTE
1	37°27'15.0 "N 126°27'59.9 "E	8.0	Light	
2	37°27'14.7 "N 126°28'00.1 "E	9.0	Antenna	
3	37°27'09.5 "N 126°28'04.8 "E	9.5	Light	
4	37°27'07.9 "N 126°28'06.2 "E	10.0	Light	
5	37°26'54.6 "N 126°28'18.0 "E	16.0	CCTV	

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 13 000



AMENDMENT RECORD

NR.	DATE	ENTERED BY

Change : Information of RWY direction(153° → 154°, 333° → 334°).

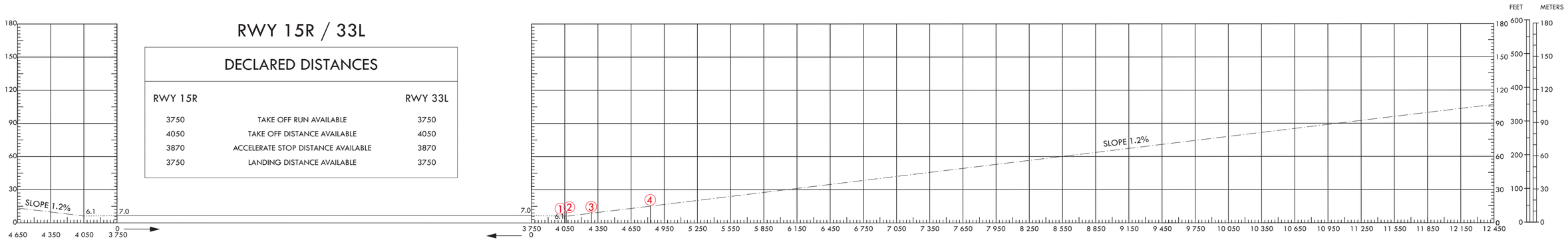
DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W-2025

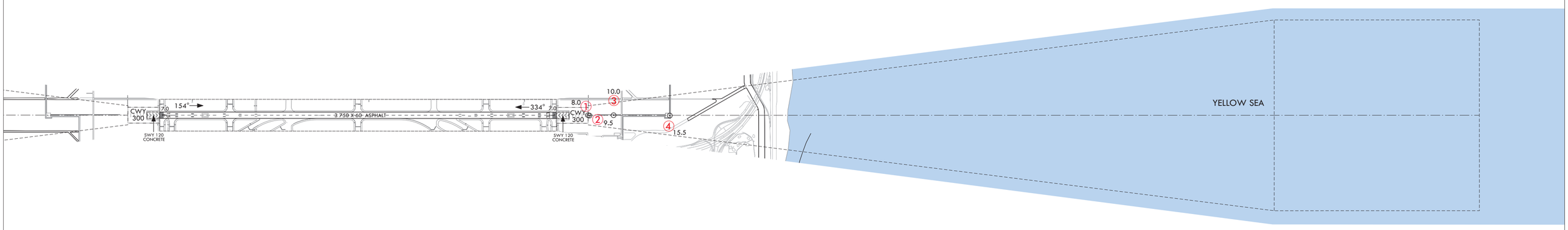
RWY 15R / 33L

DECLARED DISTANCES

RWY 15R		RWY 33L
3750	TAKE OFF RUN AVAILABLE	3750
4050	TAKE OFF DISTANCE AVAILABLE	4050
3870	ACCELERATE STOP DISTANCE AVAILABLE	3870
3750	LANDING DISTANCE AVAILABLE	3750



VERTICAL SCALE 1:1 300



LEGEND

ITEM	SYMBOL Plan	SYMBOL Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Natural High Point(Peak or Mountain)		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

OBSTACLES

NR	COORDINATES(WGS-84)	ELEV(AMSL)	ITEM	NOTE
1	37°27'07.3"N 126°27'46.2"E	8.0	Light	
2	37°27'06.9"N 126°27'46.4"E	9.5	Antenna	
3	37°27'00.9"N 126°27'51.8"E	10.0	Light	
4	37°26'46.8"N 126°28'04.2"E	15.5	CCTV	

HORIZONTAL SCALE 1 : 13 000

METERS
500 250 0 500 1,000 1,500 2,000 2,500 3,000
FEET
1,000 500 0 1,000 2,000 3,000 4,000 5,000 6,000 7,000 8,000 9,000

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

AMENDMENT RECORD

NR.	DATE	ENTERED BY

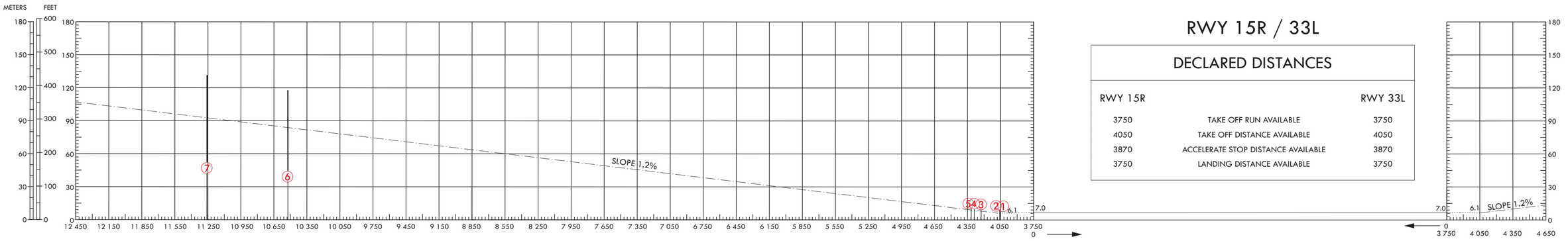
Change : Information of RWY directions(153° → 154°, 333° → 334°).

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

SEOUL / Incheon Intl

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W-2025

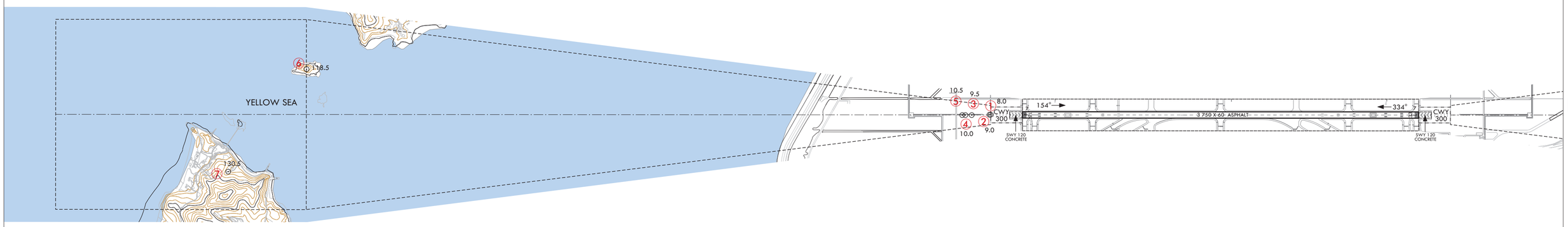


RWY 15R / 33L

DECLARED DISTANCES

RWY 15R		RWY 33L
3750	TAKE OFF RUN AVAILABLE	3750
4050	TAKE OFF DISTANCE AVAILABLE	4050
3870	ACCELERATE STOP DISTANCE AVAILABLE	3870
3750	LANDING DISTANCE AVAILABLE	3750

VERTICAL SCALE 1:1 300



LEGEND

ITEM	SYMBOL Plan	Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Natural High Point(Peak or Mountain)		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

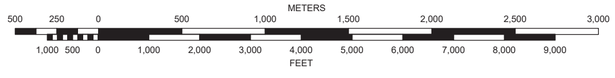
OBSTACLES

NR	COORDINATES(WGS-84)		ELEV(AMSL)	ITEM	NOTE
1	37°29'02.4"N	126°26'03.8"E	8.0	Light	
2	37°29'02.7"N	126°26'03.5"E	9.0	Antenna	
3	37°29'07.1"N	126°25'59.5"E	9.5	Light	
4	37°29'08.7"N	126°25'58.1"E	10.0	Light	
5	37°29'09.5"N	126°25'57.4"E	10.5	Light	
6	37°32'01.7"N	126°23'45.5"E	119.0	Tower	
7	37°32'03.9"N	126°22'55.8"E	130.5	Tower	

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 13 000



AMENDMENT RECORD

NR.	DATE	ENTERED BY

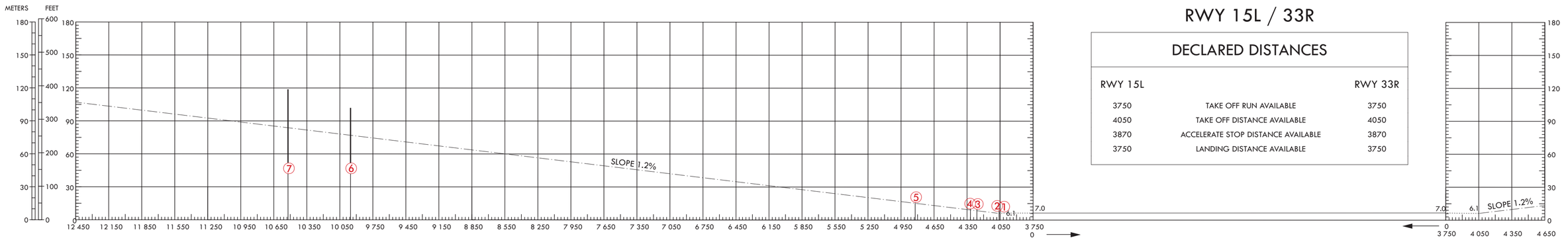
Change - Information of RWY direction(153° → 154°, 333° → 334°).

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

SEOUL / Incheon Intl

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W-2025

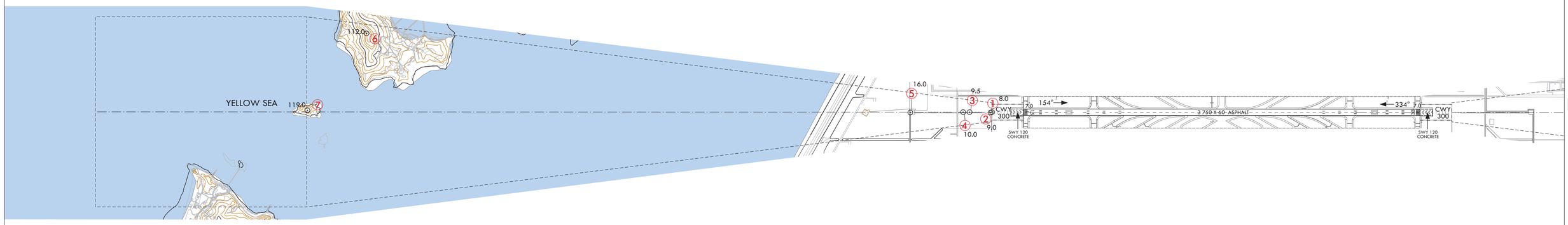


RWY 15L / 33R

DECLARED DISTANCES

RWY 15L		RWY 33R
3750	TAKE OFF RUN AVAILABLE	3750
4050	TAKE OFF DISTANCE AVAILABLE	4050
3870	ACCELERATE STOP DISTANCE AVAILABLE	3870
3750	LANDING DISTANCE AVAILABLE	3750

VERTICAL SCALE 1:1 300



LEGEND

ITEM	SYMBOL Plan	SYMBOL Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Natural High Point(Peak or Mountain)		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

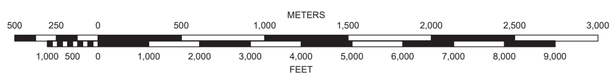
OBSTACLES

NR	COORDINATES(WGS-84)		ELEV(AMSL)	ITEM	NOTE
1	37°29'10.1"N	126°26'17.5"E	8.0	Light	
2	37°29'10.4"N	126°26'17.2"E	9.0	Antenna	
3	37°29'15.7"N	126°26'12.5"E	9.5	Light	
4	37°29'17.3"N	126°26'11.1"E	10.0	Light	
5	37°29'30.5"N	126°25'59.3"E	16.0	CCTV	
6	37°32'00.6"N	126°24'22.9"E	112.0	Tower	
7	37°32'01.7"N	126°23'45.5"E	119.0	Tower	

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 13 000



AMENDMENT RECORD

NR.	DATE	ENTERED BY

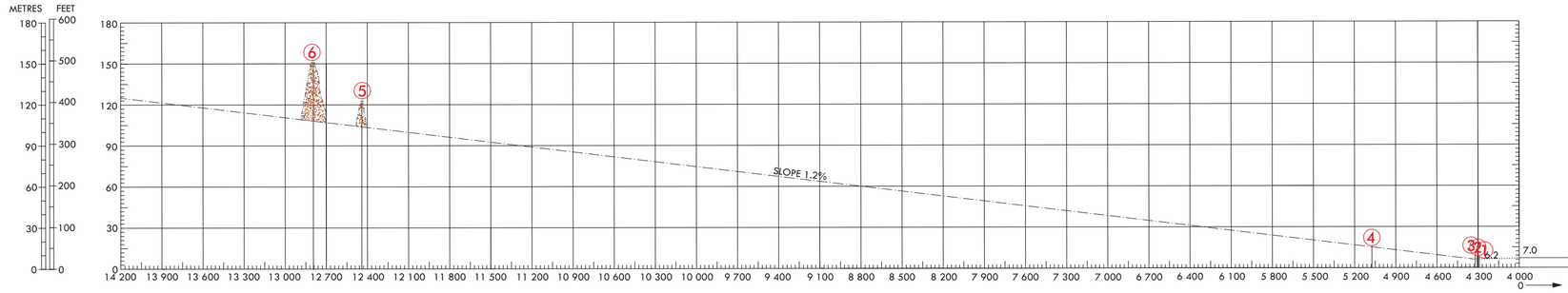
Change : Information of RWY direction(153° → 154°, 333° → 334°).

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

SEOUL / Incheon Intl

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W - 2025

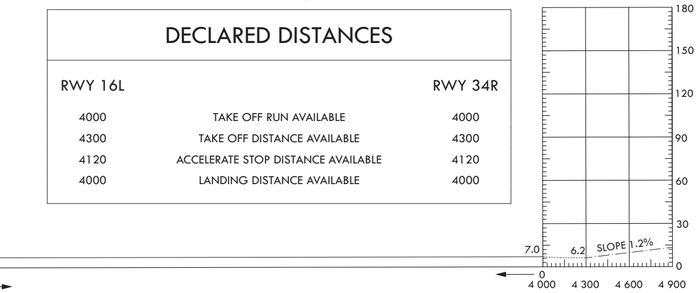


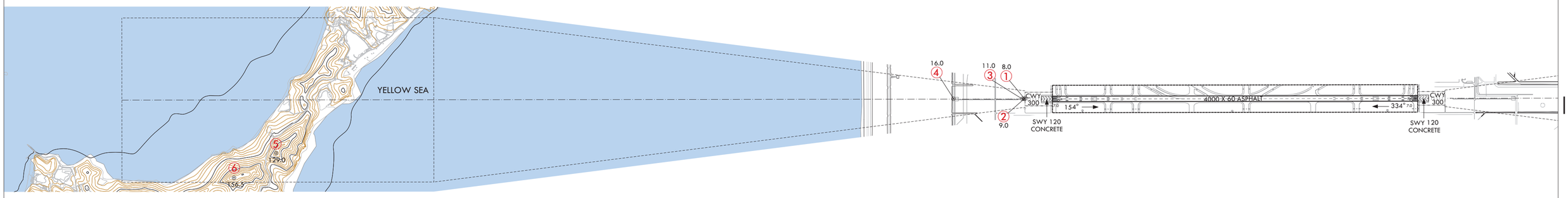
VERTICAL SCALE 1:1500

RWY 16L / 34R

DECLARED DISTANCES

RWY 16L		RWY 34R
4000	TAKE OFF RUN AVAILABLE	4000
4300	TAKE OFF DISTANCE AVAILABLE	4300
4120	ACCELERATE STOP DISTANCE AVAILABLE	4120
4000	LANDING DISTANCE AVAILABLE	4000





LEGEND

ITEM	SYMBOL Plan	Profile
Tree or shrub	✳	Identification number
Pole tower spire antenna etc	⊙	
Building or large structure	■	
Railroad		
Transmission line or overhead cable		
Natural High Point(Peak or Mountain)	●	
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

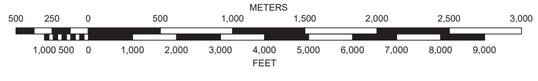
OBSTACLES

NR	COORDINATES(WGS-84)		ELEV(AMSL)	ITEM	NOTE
1	37°28'30.1"N	126°24'48.9"E	8.0	Light	
2	37°28'30.3"N	126°24'48.7"E	9.0	Antenna	
3	37°28'30.8"N	126°24'48.3"E	11.0	Antenna	
4	37°28'50.7"N	126°24'30.6"E	16.0	CCTV	
5	37°31'56.1"N	126°21'16.3"E	129.0	Natural high Point	
6	37°32'03.2"N	126°20'56.5"E	156.5	Natural high Point	

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 15000



AMENDMENT RECORD

NR.	DATE	ENTERED BY

Change : Information of RWY direction(153° → 154°, 333° → 334°).

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

INCHEON / Intl

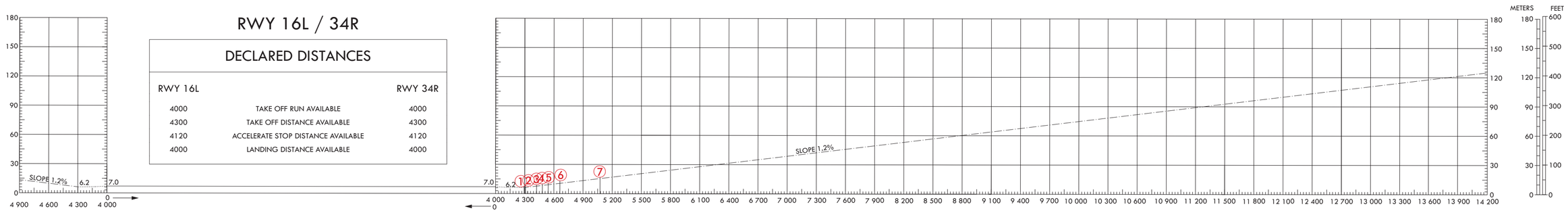
DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W-2025

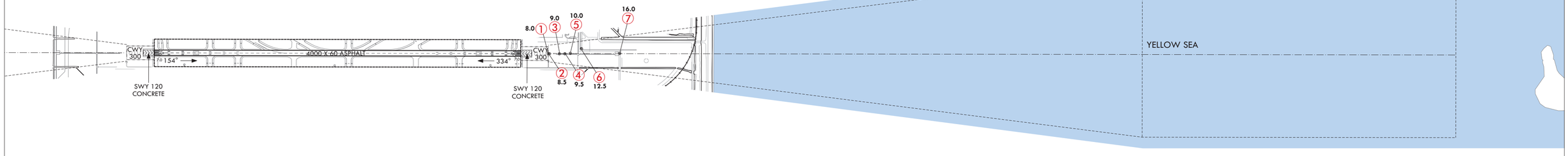
RWY 16L / 34R

DECLARED DISTANCES

RWY 16L		RWY 34R
4000	TAKE OFF RUN AVAILABLE	4000
4300	TAKE OFF DISTANCE AVAILABLE	4300
4120	ACCELERATE STOP DISTANCE AVAILABLE	4120
4000	LANDING DISTANCE AVAILABLE	4000



VERTICAL SCALE 1:1300



LEGEND

ITEM	SYMBOL Plan	SYMBOL Profile
Tree or shrub	✳	Identification number ①
Pole tower spire antenna etc	⊙	
Building or large structure	■	
Railroad	+++++	
Transmission line or overhead cable	T—T—T	
Natural High Point(Peak or Mountain)	●	
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

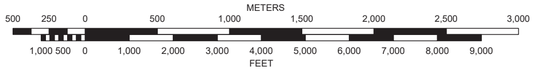
OBSTACLES

NR	COORDINATES(WGS84)	ELEV(MSL)	ITEM	NOTE
1	37° 26' 28.2 "N 126° 26' 37.3 "E	8.0	Light	
2	37° 26' 28.0 "N 126° 26' 37.5 "E	8.5	Antenna	
3	37° 26' 25.1 "N 126° 26' 40.2 "E	9.0	Light	
4	37° 26' 23.5 "N 126° 26' 41.6 "E	9.5	Light	
5	37° 26' 21.9 "N 126° 26' 43.0 "E	10.0	Light	
6	37° 26' 19.9 "N 126° 26' 47.6 "E	12.5	CCTV	
7	37° 26' 07.7 "N 126° 26' 55.7 "E	16.0	CCTV	

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 15000



AMENDMENT RECORD

NR.	DATE	ENTERED BY

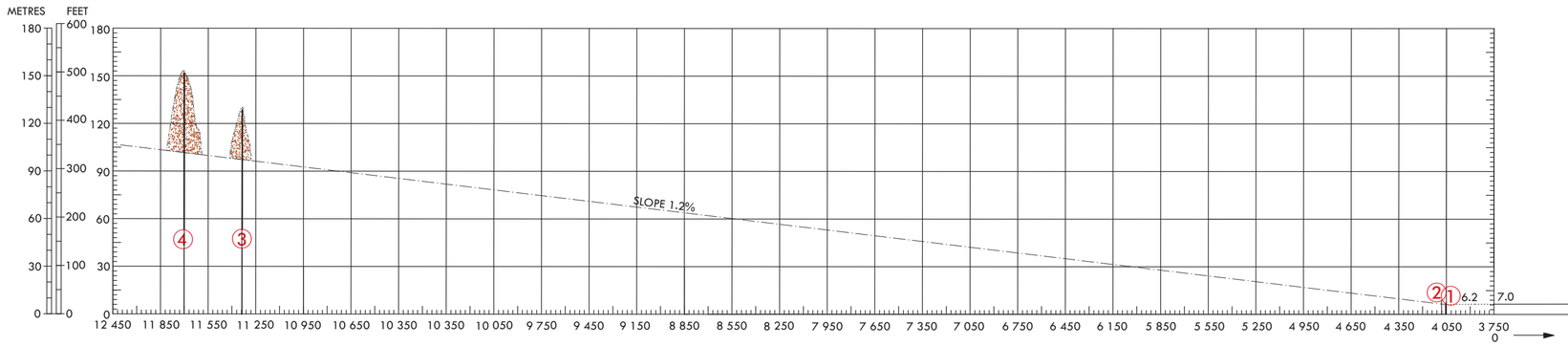
Change : Information of RWY directions(153° → 154°, 333° → 334°).

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

SEOUL / Incheon Intl

DIMENSIONS AND ELEVATIONS IN METERS

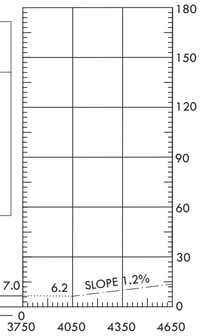
MAGNETIC VARIATION 9° W-2025



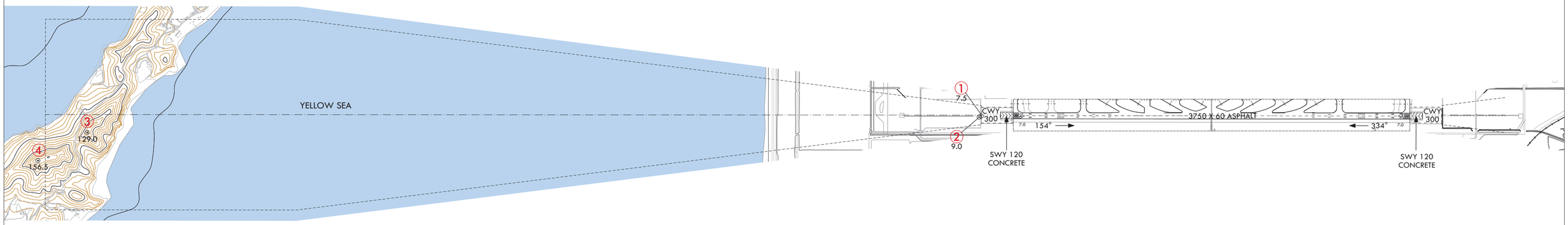
RWY 16R / 34L

DECLARED DISTANCES

RWY 16R		RWY 34L
3750	TAKE OFF RUN AVAILABLE	3750
4050	TAKE OFF DISTANCE AVAILABLE	4050
3870	ACCELERATE STOP DISTANCE AVAILABLE	3870
3750	LANDING DISTANCE AVAILABLE	3750



VERTICAL SCALE 1:1300



LEGEND

ITEM	SYMBOL Plan	Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Natural High Point(Peak or Mountain)		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

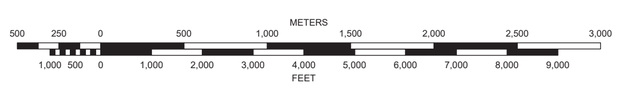
OBSTACLES

NR	COORDINATES(WGS-84)		ELEV(AMSL)	ITEM	NOTE
1	37°28'15.7"N	126°24'41.1"E	7.5	Light	
2	37°28'16.0"N	126°24'40.8"E	9.0	Antenna	
3	37°31'56.0"N	126°21'16.3"E	129.0	Natural high Point	
4	37°32'03.2"N	126°20'56.5"E	156.5	Mountain	

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 13 000



AMENDMENT RECORD

NR.	DATE	ENTERED BY

Change : Information of RWY direction(153° → 154°, 333° → 334°).

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

SEOUL / Incheon Intl

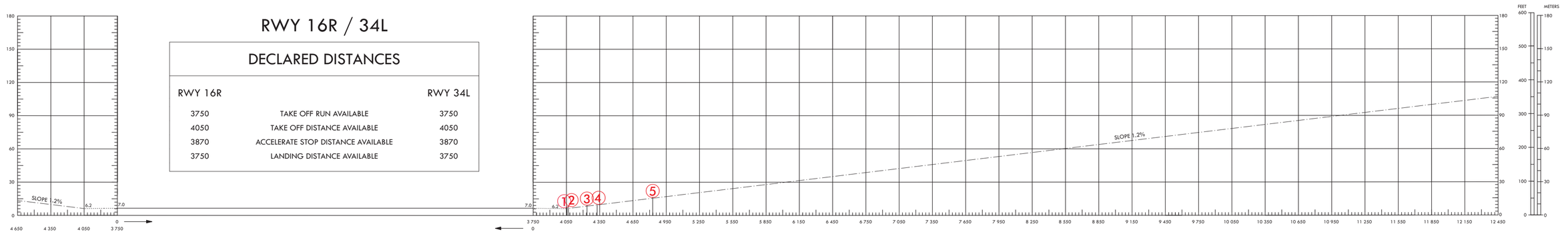
DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W-2025

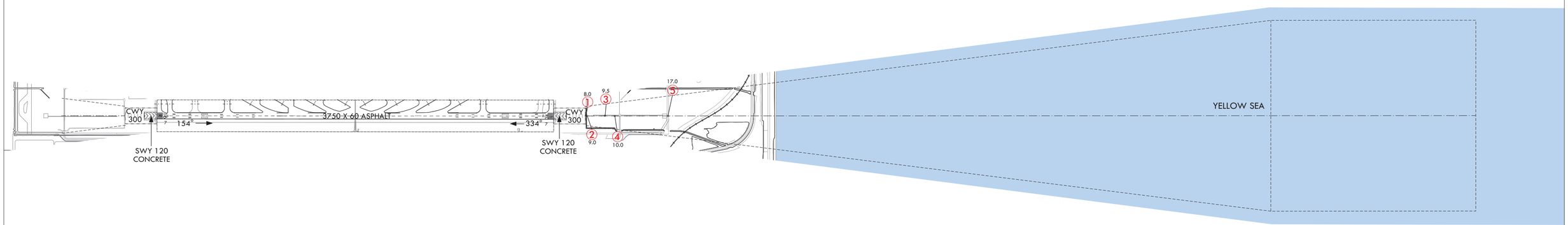
RWY 16R / 34L

DECLARED DISTANCES

RWY 16R		RWY 34L
3750	TAKE OFF RUN AVAILABLE	3750
4050	TAKE OFF DISTANCE AVAILABLE	4050
3870	ACCELERATE STOP DISTANCE AVAILABLE	3870
3750	LANDING DISTANCE AVAILABLE	3750



VERTICAL SCALE 1:1,300



LEGEND

ITEM	SYMBOL Plan	Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Natural High Point(Peak or Mountain)		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

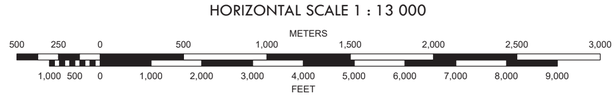
OBSTACLES

NR	COORDINATES(WGS-84)		ELEV(AMSL)	ITEM	NOTE
1	37°26'20.5"N	126°26'23.6"E	8.0	Light	
2	37°26'20.2"N	126°26'23.9"E	9.0	Antenna	
3	37°26'15.7"N	126°26'27.9"E	9.5	Light	
4	37°26'13.2"N	126°26'30.0"E	10.0	Light	
5	37°25'59.9"N	126°26'41.9"E	17.0	CCTV	

ORDER OF ACCURACY

HORIZONTAL	5.0 m
VERTICAL	0.5 m

HORIZONTAL SCALE 1 : 13 000



AMENDMENT RECORD

NR.	DATE	ENTERED BY

Change : Information of RWY direction(153° → 154°, 333° → 334°).

AERODROME OBSTACLE CHART - ICAO
TYPE B

DIMENSIONS AND ELEVATIONS IN METERS

SEOUL / Incheon Intl

AERODROME ELEVATION 7 METERS

CONICAL SURFACE SLOPE 1:20

HORIZONTAL SURFACE

TRANSITIONAL SURFACE 1:7

APPROACH SURFACE 1:40

APPROACH SURFACE 1:50

APPROACH SURFACE 1:50

APPROACH SURFACE 1:40

TRANSITIONAL SURFACE 1:7

TRANSITIONAL SURFACE 1:7

APPROACH SURFACE 1:40

APPROACH SURFACE 1:50

APPROACH SURFACE 1:50

APPROACH SURFACE 1:40

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

HORIZONTAL SCALE 1 : 25000

METERS

300 0 500 1000 1500 2000 2500 3000

1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000

FEET

AMENDMENT RECORD

NR.	DATE	ENTERED BY

LEGEND

ITEM	SYMBOL PLAN	NUMBER
AERODROME REFERENCE POINT 37°27'45"N 126°26'21"E	⊕	
NATURAL HIGH POINT(PEAK OR MOUNTAIN)	●	
POLE, TOWER, PYLON, ANTENNA, ETC	⊙	Identification number
BUILDING OR LARGE STRUCTURE	■	
ROAD		
RAILROAD		
POWER-CABLE	T—T—T-	
MAGNETIC LEVITATION TRAIN RAILROAD		(1)
TERRAIN PENETRATING OBSTACLE PLANE		
CLEARWAY(CWY)		

ORDER OF ACCURACY

HORIZONTAL 5 m
VERTICAL 0.5 m

OBSTACLES

NR	COORDINATES (WGS-84)	ELEV(MSL)	ITEM	NOTE
1	37°30'33.33" 126°28'45.05"	115.5	Pylon	
2	37°30'15.83" 126°29'32.05"	129.5	Pylon	
3	37°27'20.82" 126°28'50.90"	76.0	Pole	
4	37°27'39.34" 126°26'25.85"	106.0	Building	
5	37°27'23.10" 126°26'40.30"	74.0	Building	
6	37°28'00.18" 126°21'42.23"	182.0	Pole	
7	37°27'53.05" 126°21'47.52"	138.0	Pole	
8	37°34'16.06" 126°26'24.39"	57.0	Natural High Point	
9	37°34'27.57" 126°24'34.49"	135.5	Natural High Point	
10	37°34'04.52" 126°24'33.35"	117.0	Natural High Point	
11	37°33'53.81" 126°24'59.26"	139.5	Natural High Point	
12	37°31'43.25" 126°25'26.41"	118.5	Natural High Point	
13	37°31'07.55" 126°25'55.14"	67.5	Natural High Point	
14	37°31'19.80" 126°26'11.99"	83.0	Natural High Point	
15	37°31'29.16" 126°26'44.67"	190.0	Natural High Point	
16	37°31'40.75" 126°26'55.17"	183.5	Natural High Point	
17	37°31'21.96" 126°27'26.58"	152.0	Natural High Point	
18	37°31'12.41" 126°27'37.64"	73.5	Natural High Point	
19	37°27'59.77" 126°22'07.92"	90.0	Natural High Point	
20	37°28'06.16" 126°21'47.65"	144.0	Natural High Point	
21	37°26'37.04" 126°23'10.85"	87.0	Natural High Point	
22	37°27'07.29" 126°22'26.87"	63.5	Natural High Point	
23	37°27'32.31" 126°23'51.20"	61.0	Natural High Point	
24	37°27'44.51" 126°22'28.62"	67.0	Natural High Point	
25	37°33'49.37" 126°25'16.95"	73.5	Natural High Point	
26	37°33'56.75" 126°25'54.76"	76.0	Natural High Point	
27	37°26'46.75" 126°25'34.88"	64.0	Natural High Point	
28	37°27'03.12" 126°24'43.65"	82.0	Natural High Point	
29	37°27'13.54" 126°24'36.98"	68.5	Natural High Point	
30	37°27'12.41" 126°24'06.51"	84.0	Natural High Point	
31	37°26'08.98" 126°24'07.37"	62.5	Natural High Point	
32	37°26'28.21" 126°24'21.53"	65.5	Natural High Point	
33	37°26'33.64" 126°24'44.26"	70.0	Natural High Point	
34	37°26'39.87" 126°25'09.01"	65.0	Natural High Point	
35	37°26'26.43" 126°25'15.41"	60.0	Natural High Point	
36	37°26'42.21" 126°24'58.72"	66.0	Natural High Point	
37	37°26'16.63" 126°25'51.05"	63.5	Natural High Point	
38	37°26'13.31" 126°25'31.20"	64.0	Natural High Point	
39	37°25'06.79" 126°24'50.83"	60.0	Natural High Point	
40	37°27'14.87" 126°28'37.72"	57.5	Natural High Point	
41	37°26'45.49" 126°28'35.29"	57.0	Natural High Point	
42	37°29'27.85" 126°28'29.55"	63.5	Natural High Point	
43	37°29'07.62" 126°29'37.99"	72.5	Natural High Point	
44	37°28'27.77" 126°29'31.53"	85.5	Natural High Point	
45	37°28'49.19" 126°29'14.03"	66.5	Natural High Point	
46	37°29'17.04" 126°31'55.16"	101.0	Building	
47	37°29'16.62" 126°31'52.84"	103.0	Building	
48	37°29'19.50" 126°31'33.06"	97.0	Building	
49	37°29'17.71" 126°31'50.58"	106.0	Building	
50	37°29'19.93" 126°31'49.94"	92.5	Building	
51	37°29'19.51" 126°31'47.26"	108.5	Building	
52	37°29'20.62" 126°31'45.48"	111.5	Building	
53	37°29'22.76" 126°31'44.58"	111.0	Building	
54	37°29'24.69" 126°31'44.88"	105.5	Building	
55	37°29'36.73" 126°30'58.26"	258.0	Pole	
56	37°28'57.68" 126°30'31.19"	58.5	Building	
57	37°28'57.56" 126°30'34.20"	59.5	Building	
58	37°28'53.96" 126°30'27.39"	61.0	Building	
59	37°28'54.58" 126°30'30.12"	61.0	Building	
60	37°28'54.43" 126°30'32.92"	64.5	Building	
61	37°28'52.40" 126°30'28.56"	61.0	Building	
62	37°28'52.25" 126°30'31.38"	61.0	Building	
63	37°28'52.21" 126°30'34.13"	64.5	Building	
64	37°29'26.68" 126°30'26.73"	65.5	Building	
65	37°29'26.77" 126°30'28.77"	69.0	Building	
66	37°29'26.23" 126°30'31.69"	72.5	Building	
67	37°29'22.69" 126°30'36.59"	70.0	Building	
68	37°29'30.02" 126°30'36.65"	77.0	Building	
69	37°29'26.46" 126°30'35.93"	70.5	Building	
70	37°29'33.53" 126°30'35.84"	79.5	Building	
71	37°29'31.47" 126°30'29.63"	66.0	Building	
72	37°29'33.40" 126°30'30.72"	66.5	Building	
73	37°29'31.46" 126°30'33.27"	61.0	Building	
74	37°29'33.07" 126°30'30.78"	72.0	Building	
75	37°29'43.06" 126°30'32.71"	70.0	Building	
76	37°29'44.10" 126°30'30.33"	66.5	Building	
77	37°29'42.09" 126°30'30.97"	65.5	Building	
78	37°29'40.87" 126°30'31.62"	73.0	Building	
79	37°29'41.74" 126°29'37.95"	55.0	Building	
80	37°29'35.09" 126°29'27.06"	55.5	Building	
81	37°32'23.58" 126°27'37.00"	143.5	Natural High Point	
82	37°32'10.85" 126°27'30.46"	119.5	Natural High Point	
83	37°32'06.27" 126°27'39.15"	107.5	Natural High Point	
84	37°31'52.79" 126°28'08.96"	73.0	Natural High Point	
85	37°29'37.00" 126°30'58.81"	261.0	Natural High Point	
86	37°30'34.34" 126°30'19.19"	86.5	Natural High Point	
87	37°30'37.22" 126°30'31.50"	118.5	Natural High Point	
88	37°30'13.27" 126°29'41.10"	104.5	Natural High Point	
89	37°29'03.88" 126°30'01.69"	59.5	Building	
90	37°29'05.53" 126°30'01.82"	59.5	Building	
91	37°29'07.34" 126°30'00.70"	73.0	Building	
92	37°29'06.57" 126°29'58.65"	70.0	Building	
93	37°29'04.64" 126°29'57.39"	61.0	Building	
94	37°29'02.90" 126°29'57.67"	61.0	Building	
95	37°29'01.17" 126°29'58.59"	62.0	Building	
96	37°29'02.32" 126°30'01.24"	62.0	Building	
97	37°29'45.94" 126°30'26.66"	71.0	Building	
98	37°29'41.68" 126°29'30.96"	53.5	Building	
99	37°29'41.26" 126°29'32.52"	54.0	Building	
100	37°29'45.00" 126°30'31.66"	70.0	Building	
101	37°28'56.06" 126°30'34.22"	54.0	Building	
102	37°28'09.16" 126°21'46.79"	137.0	Building	
103	37°29'24.54" 126°29'39.97"	52.0	Building	
104	37°27'54.72" 126°22'13.10"	55.5	Building	
105	37°30'46.06" 126°28'10.85"	61.0	Pylon	
106	37°30'10.46" 126°29'46.50"	95.0	Pylon	
107	37°30'32.10" 126°30'42.59"	90.0	Pole	
108	37°26'26.91" 126°25'55.04"	51.5	Pole	
109	37°27'16.56" 126°28'55.00"	75.5	Pole	
110	37°27'59.88" 126°26'07.52"	101.5	Building	
111	37°29'23.90" 126°30'01.89"	92.5	Building	
112	37°29'26.11" 126°29'58.40"	60.0	Building	
113	37°29'31.83" 126°29'55.84"	69.5	Building	
114	37°29'31.42" 126°29'57.77"	82.0	Building	
115	37°29'38.08" 126°29'54.94"	58.0	Building	
116	37°28'39.29" 126°30'46.34"	73.0	Building	
117	37°28'38.09" 126°30'47.87"	70.0	Building	
118	37°28'37.09" 126°30'49.61"	72.5	Building	
119	37°28'38.89" 126°30'51.29"	72.0	Building	
120	37°28'40.70" 126°30'53.23"	77.5	Building	
121	37°28'41.75" 126°30'51.31"	74.5	Building	
122	37°28'43.10" 126°30'49.61"	77.5	Building	
123	37°28'41.21" 126°30'47.73"	77.5	Building	
124	37°29'17.19" 126°30'09.74"	83.5	Building	
125	37°29'21.04" 126°30'07.71"	81.5	Building	
126	37°29'19.02" 126°30'07.68"	81.0	Building	
127	37°29'15.93" 126°30'05.24"	78.0	Building	
128	37°29'16.69" 126°30'07.69"	80.5	Building	
129	37°29'13.03" 126°29'56.80"	74.5	Building	
130	37°29'11.76" 126°29'56.84"	74.5	Building	
131	37°29'16.29" 126°29'56.26"	74.5	Building	
132	37°29'15.68" 126°29'59.90"	74.5	Building	
133	37°29'14.94" 126°30'02.45"	77.5	Building	
134	37°29'14.02" 126°29'59.34"	71.5	Building	
135	37°29'27.51" 126°29'56.04"	58.5	Building	
136	37°29'25.68" 126°29'59.61"	72.5	Building	
137	37°29'28.50" 126°29'47.71"	65.5	Building	
138	37°29'36.99" 126°29'27.44"	53.0	Building	
139	37°29'26.67" 126°29'51.61"	54.5	Building	
140	37°29'33.67" 126°29'48.69"	76.0	Building	
141	37°29'31.01" 126°29'38.59"	85.5	Building	
142	37°27'20.66" 126°28'49.56"	59.0	Pole	
143	37°27'19.65" 126°28'30.11"	61.5	Pole	
144	37°27'18.79" 126°28'50.99"	62.0	Pole	
145	37°27'18.06" 126°28'51.83"	62.5	Pole	
146	37°27'17.30" 126°28'52.88"	62.5	Pole	
147	37°27'16.56" 126°28'53.63"	62.5	Pole	
148	37°29'24.54" 126°29'57.32"	59.0	Building	
149	37°29'28.69" 126°30'02.98"	108.5	Building	
150	37°28'40.39" 126°30'26.14"	71.5	Building	
151	37°28'41.87" 126°30'25.48"	68.0	Building	
152	37°28'43.35" 126°30'25.40"	74.5	Building	
153	37°28'42.62" 126°30'28.16"	73.5	Building	
154	37°28'43.33" 126°30'28.92"	68.5	Building	
155	37°28'46.14" 126°30'27.08"	71.5	Building	
156	37°28'45.13" 126°30'25.19"	77.0	Building	
157	37°28'47.29" 126°30'23.80"	82.0	Building	
158	37°28'49.00" 126°30'25.43"	77.5	Building	
159	37°28'49.56" 126°30'21.59"	76.5	Building	
160	37°28'48.02" 126°30'19.56"	77.0	Building	
161	37°28'46.16" 126°30'21.14"	77.0	Building	
162	37°28'45.60" 126°30'19.49"	71.5	Building	
163	37°28'45.45" 126°30'17.61"	71.5	Building	
164	37°28'43.91" 126°30'20.69"	71.5	Building	
165	37°28'43.79" 126°30'22.52"	71.5	Building	
166	37°28'42.11" 126°30'23.16"	71.5	Building	
167	37°30'40.57" 126°29'47.70"	64.0	Building	
168	37°29'29.90" 126°30'01.13"	60.5	Building	
169	37°29'25.56" 126°29'52.77"	56.5	Building	
170	37°29'23.28" 126°29'58.14"	75.0	Building	
171	37°29'24.69" 126°29'44.95"	54.5	Building	
172	37°29'22.47" 126°29'36.11"	89.5	Building	
173	37°29'21.50" 126°29'57.45"	86.5	Building	

Change : Information of RWY directions(153° → 154°, 333° → 334°).

AERODROME OBSTACLE CHART - ICAO
TYPE B

DIMENSIONS AND ELEVATIONS IN METERS

SEOUL / Incheon Intl

AERODROME ELEVATION 7 METERS

CONICAL SURFACE SLOPE 1:20

HORIZONTAL SURFACE

TRANSITIONAL SURFACE 1:7

APPROACH SURFACE 1:40

APPROACH SURFACE 1:50

APPROACH SURFACE 1:50

APPROACH SURFACE 1:40

APPROACH SURFACE 1:40

APPROACH SURFACE 1:50

APPROACH SURFACE 1:50

APPROACH SURFACE 1:40

TRANSITIONAL SURFACE 1:7

TRANSITIONAL SURFACE 1:7

TRANSITIONAL SURFACE 1:7

ARP

VAR 6° W 2020
ANNUAL RATE OF CHANGE 8' W

AMENDMENT RECORD		
NR.	DATE	ENTERED BY

LEGEND		
ITEM	SYMBOL PLAN	NUMBER
AERODROME REFERENCE POINT 37°27'45"N 126°26'21"E	⊕	
NATURAL HIGH POINT(PEAK OR MOUNTAIN)	●	
POLE, TOWER, PYLON, ANTENNA, ETC	⊙	Identification number
BUILDING OR LARGE STRUCTURE	■	
ROAD		
RAILROAD		
POWER-CABLE	T—T—T·	
MAGNETIC LEVITATION TRAIN RAILROAD		
TERRAIN PENETRATING OBSTACLE PLANE		
CLEARWAY(CWY)		

ORDER OF ACCURACY

HORIZONTAL 5 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 25000

METERS
300 0 500 1000 1500 2000 2500 3000

1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000
FEET

OBSTACLES

NR	COORDINATES (WGS-84)		ELEV(MSL)	ITEM	NOTE
174	37°29'20.72"	126°29'59.52"	96.0	Building	
175	37°29'19.08"	126°29'57.20"	88.0	Building	
176	37°29'19.03"	126°29'53.80"	81.0	Building	
177	37°29'20.58"	126°29'55.00"	84.0	Building	
178	37°28'50.77"	126°30'07.80"	69.5	Building	
179	37°28'49.39"	126°30'10.56"	69.5	Building	
180	37°28'48.50"	126°30'12.87"	71.5	Building	
181	37°28'47.01"	126°30'15.11"	69.5	Building	
182	37°28'48.45"	126°30'16.39"	69.5	Building	
183	37°28'50.46"	126°30'12.06"	69.5	Building	
184	37°28'51.95"	126°30'09.02"	69.5	Building	
185	37°28'52.69"	126°30'11.33"	69.5	Building	
186	37°28'53.20"	126°30'13.57"	69.5	Building	
187	37°28'51.81"	126°30'15.04"	69.5	Building	
188	37°28'49.51"	126°30'16.05"	69.5	Building	
189	37°28'49.96"	126°30'18.20"	69.5	Building	
190	37°29'26.51"	126°29'46.07"	60.5	Building	
191	37°29'29.46"	126°29'45.10"	52.0	Building	
192	37°26'53.18"	126°25'19.62"	74.5	Pole	
193	37°27'18.59"	126°28'58.06"	70.5	Pole	
194	37°27'16.70"	126°24'23.65"	59.0	Natural High Point	
195	37°27'15.45"	126°24'52.90"	57.5	Natural High Point	
196	37°31'13.49"	126°30'22.91"	108.0	Natural High Point	
197	37°26'33.81"	126°22'25.71"	84.0	Natural High Point	
198	37°27'41.16"	126°24'02.76"	58.0	Natural High Point	
199	37°28'48.68"	126°30'04.70"	60.0	Building	
200	37°28'47.41"	126°30'07.08"	61.0	Building	
201	37°28'46.17"	126°30'09.07"	54.5	Building	
202	37°28'41.17"	126°30'44.01"	77.5	Building	
203	37°28'42.64"	126°30'45.05"	73.5	Building	
204	37°28'43.87"	126°30'47.32"	77.5	Building	
205	37°28'45.53"	126°30'44.42"	77.5	Building	
206	37°28'42.45"	126°30'41.96"	74.5	Building	
207	37°28'43.69"	126°30'40.05"	77.5	Building	
208	37°28'45.10"	126°30'41.10"	79.0	Building	
209	37°28'46.72"	126°30'43.09"	77.5	Building	
210	37°28'48.44"	126°31'51.50"	88.5	Building	
211	37°28'47.86"	126°31'47.54"	88.5	Building	
212	37°28'46.60"	126°31'44.17"	88.5	Building	
213	37°28'46.12"	126°31'41.61"	88.5	Building	
214	37°28'48.23"	126°31'41.16"	85.5	Building	
215	37°28'48.51"	126°31'43.32"	88.5	Building	
216	37°28'49.49"	126°31'46.96"	88.5	Building	
217	37°28'50.38"	126°31'50.83"	92.0	Building	
218	37°28'52.60"	126°31'50.49"	88.5	Building	
219	37°28'52.12"	126°31'48.35"	83.0	Building	
220	37°28'51.84"	126°31'46.13"	85.5	Building	
221	37°28'51.04"	126°31'42.60"	88.5	Building	
222	37°28'50.34"	126°31'40.56"	83.0	Building	
223	37°28'45.19"	126°31'51.68"	89.5	Building	
224	37°28'43.50"	126°31'53.25"	87.0	Building	
225	37°28'41.95"	126°31'56.99"	87.0	Building	
226	37°28'41.25"	126°31'53.83"	87.0	Building	
227	37°28'40.86"	126°31'51.28"	87.0	Building	
228	37°28'42.89"	126°31'50.25"	87.0	Building	
229	37°28'45.12"	126°31'49.81"	89.5	Building	
230	37°29'31.17"	126°30'25.60"	62.0	Building	
231	37°29'34.89"	126°29'56.89"	70.0	Building	
232	37°28'55.64"	126°29'59.88"	57.0	Building	
233	37°28'54.99"	126°30'02.25"	68.5	Building	
234	37°28'53.69"	126°30'04.43"	68.5	Building	
235	37°28'54.83"	126°30'05.41"	71.5	Building	
236	37°28'56.65"	126°30'07.12"	68.5	Building	
237	37°28'58.46"	126°30'09.99"	57.5	Building	
238	37°28'57.95"	126°30'05.26"	71.5	Building	
239	37°29'00.92"	126°30'04.17"	71.5	Building	
240	37°28'59.24"	126°30'02.64"	71.5	Building	
241	37°29'00.24"	126°30'01.30"	71.5	Building	
242	37°28'58.84"	126°29'58.84"	71.5	Building	
243	37°28'57.44"	126°30'00.90"	71.5	Building	
244	37°29'23.44"	126°29'48.71"	58.0	Building	
245	37°29'24.23"	126°29'46.71"	54.5	Building	
246	37°29'20.70"	126°30'17.96"	83.0	Building	
247	37°29'22.79"	126°30'16.99"	83.0	Building	
248	37°29'24.36"	126°30'15.17"	80.0	Building	
249	37°29'24.47"	126°30'12.20"	88.5	Building	
250	37°29'22.95"	126°30'12.21"	88.5	Building	
251	37°29'20.86"	126°30'14.16"	88.5	Building	
252	37°29'19.34"	126°30'14.26"	88.5	Building	
253	37°29'15.01"	126°30'13.73"	75.0	Building	
254	37°29'16.68"	126°30'15.69"	86.0	Building	
255	37°29'17.14"	126°30'17.77"	92.0	Building	
256	37°29'17.80"	126°30'20.81"	83.5	Building	
257	37°29'33.25"	126°29'52.76"	84.5	Building	
258	37°26'39.12"	126°23'06.96"	61.5	Building	
259	37°31'09.34"	126°27'34.32"	56.0	Building	
260	37°26'55.44"	126°25'35.07"	38.0	Pole	
261	37°25'07.94"	126°24'48.82"	54.0	Pole	
262	37°25'09.32"	126°24'47.25"	60.0	Pole	
263	37°27'58.55"	126°21'40.44"	150.0	Pole	
264	37°29'39.01"	126°29'49.04"	58.0	Building	
265	37°29'41.00"	126°29'48.80"	53.0	Building	
266	37° 28' 43.24"	126° 31' 42.64"	92.08	Building	
267	37° 28' 41.59"	126° 31' 43.31"	92.06	Building	
268	37° 28' 39.78"	126° 31' 44.32"	93.03	Building	
269	37° 28' 38.07"	126° 31' 44.92"	94.18	Building	
270	37° 28' 39.17"	126° 31' 47.83"	92.44	Building	
271	37° 28' 40.76"	126° 31' 47.37"	92.12	Building	
272	37° 28' 42.43"	126° 31' 46.70"	92.08	Building	
273	37° 29' 43.96"	126° 29' 45.81"	92.93	Building	

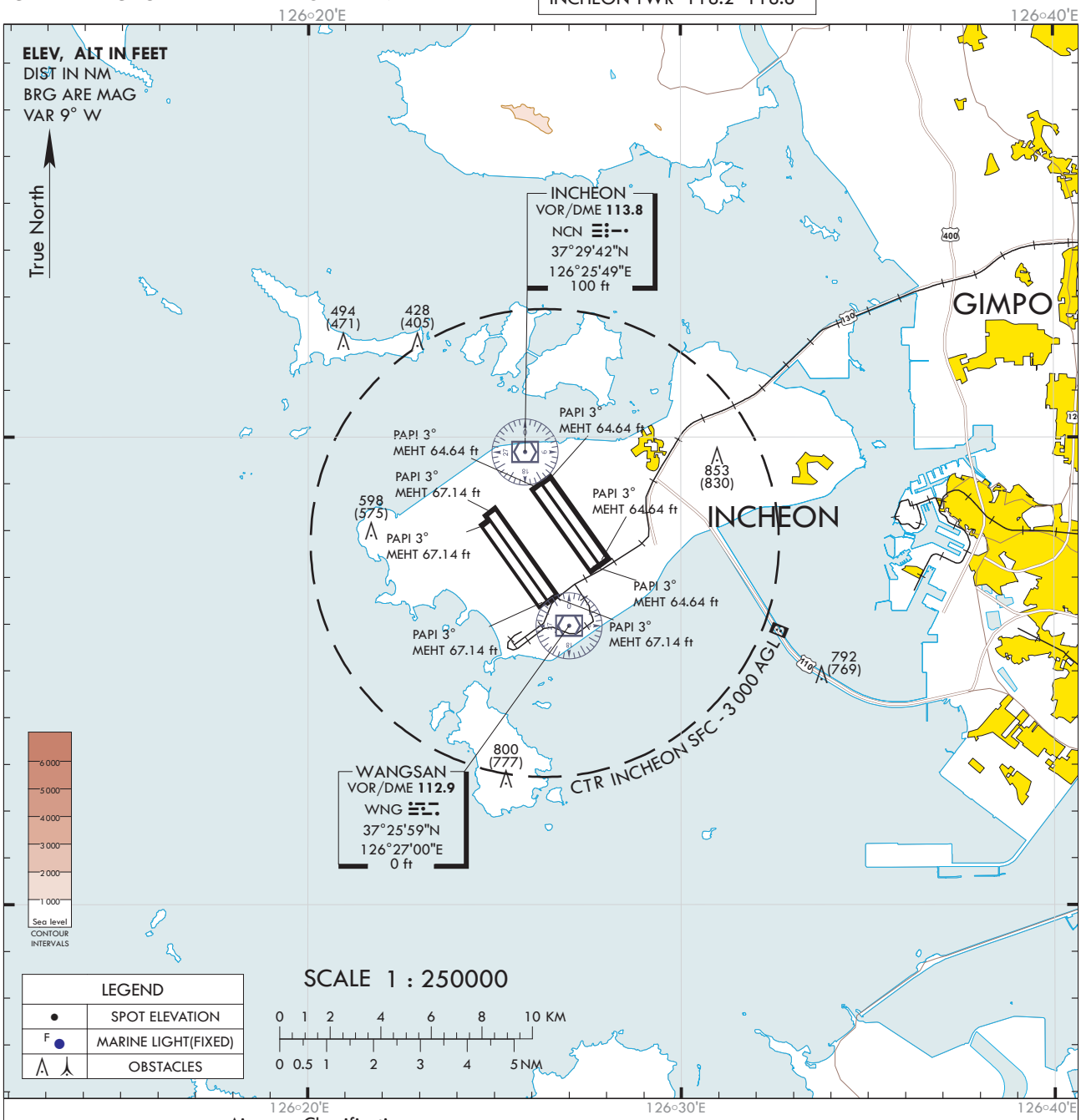
Change : Establishment of OBST NR 266~273 and Information of RWY directions(153° → 154°, 333° → 334°).

VISUAL APPROACH CHART - ICAO

AD ELEV 23 ft
HEIGHTS RELATED TO AD ELEV

SEOUL	APP	119.75	121.35
INCHEON TWR		118.2	118.8

SEOUL/Incheon Intl

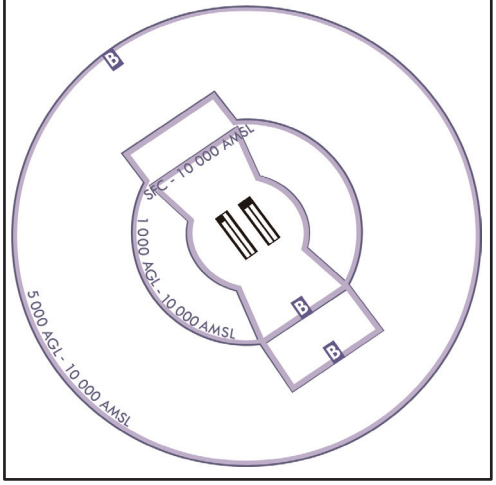


Airspace Classification

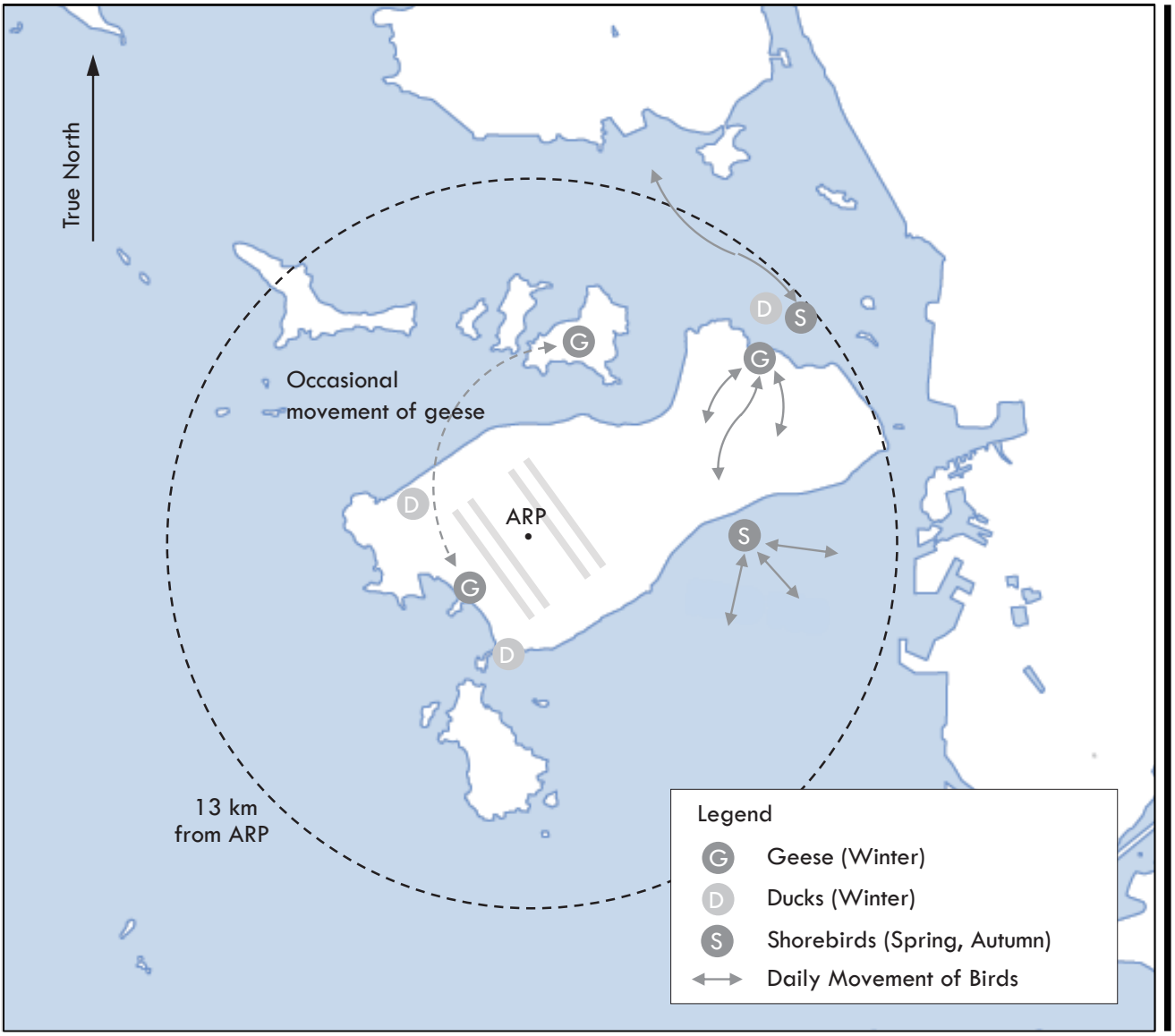
1. Class B : Radius of Incheon airport ARP(372745N 1262621E)
   - Vertical limits
     - Within 5 NM including areas which are extended northbound from 373156N 1261525E - 373721N 1262500E - 373241N 1262713E - 372852N 1262003E - 373156N 1261525E and southbound from 372247N 1262526E - 372654N 1263222E - 372339N 1263710E - 371815N 1262736E - 372247N 1262526E(SFC ~ 10 000 ft AMSL)
     - Within 5 NM - 10 NM 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(1 000 ft AGL ~ 10 000 ft AMSL)
     - Within 10 NM - 20 NM(5 000 ft AGL ~ 10 000 ft AMSL)
       * Class D : Airspace from above 10 000 ft AMSL to FL 200 within Seoul TMA, excluding Class B.
   - Speed limits : 250 kt IAS or less below 10 000 ft AMSL

2. Class E :
   - Vertical limits
     - Controlled Airspace from 1 000 ft above the surface or the sea level to FL 600 and less except Class A, B, C and D.
   - Speed limits : 250 kt IAS or less below 10 000 ft AMSL

<Airspace Classification>



BIRD CONCENTRATION AREAS AND MIGRATION ROUTES



Change : Information of bird concentration chart for RKSI.

2.2 Procedures for Start-up and Push-back

1. Before start-up and push-back

a. Pilot shall ensure aircraft is ready for push-back at TOBT.

b. Pilot shall maintain communication with the AO / GHA as they are responsible for updating the TOBT. Pilot shall notify the AO / GHA to update the TOBT if it is expected to differ by 5 minutes or more.

c. ATC will update TSAT changes if necessary, before push-back. Note that TSAT provided by ATC may not be final and can be revised due to en-route clearance restrictions, ground congestion or flow management.

d. Before pilot request engine start-up and push-back, pilot shall check the following from ground crews(ground handler, aircraft maintenance) :

1) Aircraft doors are closed (include cargo door).
2) Boarding bridge (or step car) removed.
3) Push-back vehicle connected and ready to push (applicable when aircraft needs push-back).
4) Connection between pilot and GHA should be maintain, if unable advise Gimpo Apron.
5) Including vehicles on GSE road, there is no hazard to start-up and push-back around the aircraft.

* Note : The pilot shall not ask the Gimpo Apron for start-up and push-back until its safety check-up is fully confirmed. If there are any elements posing a potential failure, the pilot can ask the Gimpo Apron for push-back only. After moving and standing the aircraft at a safety area, the pilot can ask the engine start up.

2. Request start-up and push-back

a. Pilot shall contact Gimpo Apron(130.875 MHz) to request engine start-up and push-back and provide the following :

1) Call sign
2) Gate or stand number
3) TSAT (if applicable)

b. Push-back approval is valid for 1 MIN. Push-back is therefore to begin promptly after approval.

c. Aircraft of ICAO code letter “D” and above shall be moved by push-back only, and shall not be forward towed at any aircraft stand.

d. Push-back for Central & East Apron

1) RWY 14L/R in use
Aircraft will be pushed back to face northwest unless otherwise instructed by ATC.

2) RWY 32R/L in use
Aircraft will be pushed back to face southeast unless otherwise instructed by ATC.

e. Push-back for North Apron

1) Aircraft stands NR 31~37 will be pushed back to face southwest unless otherwise instructed by ATC.
2) Aircraft stands NR 38~40, NR 304~307 will be pushed back to face southeast unless otherwise instructed by ATC.
3) Aircraft stands NR 221~241 will be pushed back to face northeast unless otherwise instructed by ATC.
4) Aircraft stands NR 201~206 will be pushed back to face northeast unless otherwise instructed by ATC.

3. After start-up and push-back

a. All aircraft to be taxied within the apron shall maintain idle thrust. If breakaway thrust is required, keep it to a minimum. Especially when all aircraft push back from ACFT stands(NR 38, 39, 40) and commence taxiing onto taxilane P4 or N3 in North Apron, the pilot shall be taxied with idle power for ground safety.

b. If an aircraft has any problem taxiing after push-back, the pilot shall report to Gimpo Apron. And then the pilot will be instructed to return the gate or to move other places to avoid blocking taxilanes.

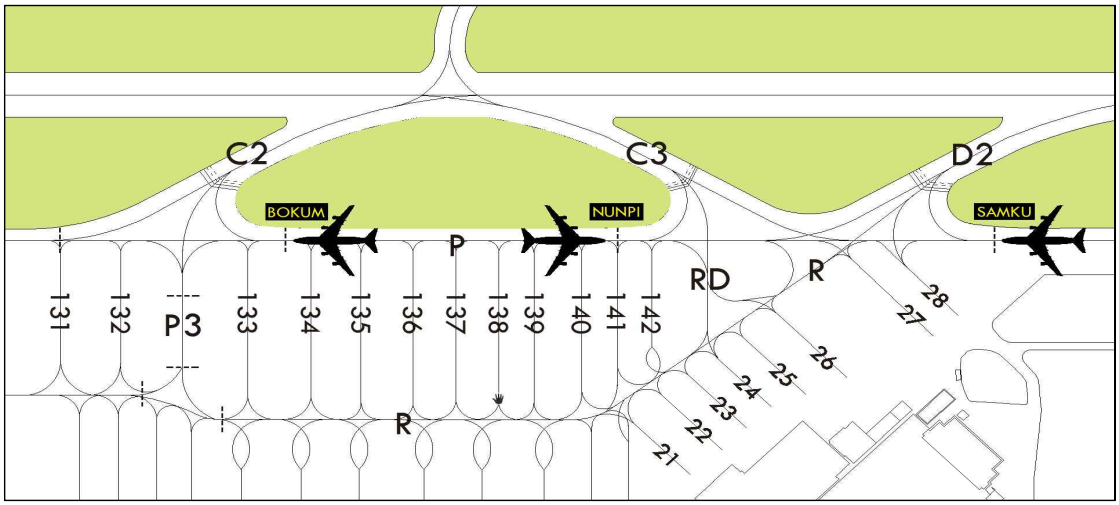
4. Others

a. Gimpo Apron may swap push-back sequence based on TSAT and real-time readiness of aircraft to maximize apron and RWY capacity and to reduce the overall delay of traffic as and when required.

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

2.3 Ground Holding Procedures

1. Each holding point uses a five-letter alphabetical code to identify the specific holding location for ground aircraft on P taxiway.
The specific holding points are illustrated as below. (Refer to AD 2-5 Ground movement charts.)



2. Unless otherwise instructed, aircraft should follow the instructions by ATC as below.

NR.	Holding Point	Name [Pronunciation]	Coordinates	ATC Phraseology	Information sign
①	'P3' taxiway Hold short point	BOKUM [보쿰]	37°33'19"N 126°48'02"E	"Hold short of BOKUM"	
②	'RD' taxiway Hold short point	NUNPI [눈피]	37°33'28"N 126°47'51"E	"Hold short of NUNPI"	
③	'R' taxiway Hold short point	SAMKU [샘쿠]	37°33'38"N 126°47'38"E	"Hold short of SAMKU"	

2.4 Procedures for Vehicles Towing Aircraft

1. Ground crews of vehicles required to tow aircraft should not assume that the ATC is aware that an aircraft is to be towed.
항공기 견인 차량의 운전자는 항공기가 견인되고 있다는 상황을 관제기관이 알고 있다고 가정해서는 안 된다.

2. Ground crews must ensure that the area around the aircraft is clear of vehicles, equipment, and other OBST for safe and smooth aircraft movements. If it is unable to maintain safety distance despite ATC instruction, ground crews must stop immediately and inform ATC.
지상운전자는 항공기의 안전하고 원활한 이동을 위해 차량, 장비 그리고 다른 장애물로부터 항공기 주변의 안전을 확인하여야 한다. 관제기관의 지시에도 불구하고 안전거리가 확보되지 않을 시, 지상운전자는 즉시 견인차량을 멈추고 관제기관에 통보하여야 한다.

3. In order to avoid any confusion, and as an aid to identification, ground crews should state the position and where applicable the operator, of the aircraft to be towed and readback instructions from ATC.
지상운전자는 혼돈을 방지하고 식별을 돕기 위해 위치 및 운영자를 명시하여야 하며, 관제기관의 지시를 복창하여야 한다.

4. The performance and maneuverability of ground vehicles is obviously reduced when towing aircraft and this is taken into account when instructions to such vehicles are issued.
항공기 견인 시, 견인차량의 성능과 기동성이 상당히 떨어지므로 이 사실을 고려하여 해당 차량에게 지시하여야 한다.

2.8 Taxi and Ground Movement Procedures for North Apron

1. Aircraft waiting on N1-A, N1-B for deicing or for other purposes should stop at the stop line, and a marshal should maintain radio communication with ATC.

2. Standard taxi procedures for north apron

Unless otherwise cleared by ATC, taxi into and out of north apron as follows;

〔Caution〕 While taxiing to/from the International Terminal via P4 or P5, pilots should look out for other aircraft that might be holding on taxiway N1, N2, N3 in order to avoid collision risk.

a. Departure

1) Aircraft stands from NR 31 to 40, NR 201 to 206 proceed to "P" TWY via "P4" TWY.
2) Aircraft stands from NR 221 to 231 proceed to "P" TWY via “N2” and "P4" TWY.
3) Aircraft stands from NR 232 to 241 proceed to "P" TWY via “N3” and "P4" TWY.
4) Aircraft stands from NR 304 to 307 proceed to "P" TWY via “N3” and "P4" TWY.

b. Arrival

1) Aircraft stands from NR 201 to 206, NR 221 to 241 proceed to aircraft stand via "P" and "P5" TWY.
2) Aircraft stands from NR 31 to 34 proceed to aircraft stand via "P", "P5" and "N2" TWY.
3) Aircraft stands from NR 35 to 40 proceed to aircraft stand via "P", "P5" and "N3" TWY.
4) Aircraft stands from NR 304 to 307 proceed to aircraft stand via "P", "P5" and "N3" TWY.

2.9 Taxi and Ground Movement Procedures for West Apron

1. All aircraft within the west apron shall be operated in accordance with the following conditions.

a. An aircraft operating on the west apron shall not taxi, push-back or tow unless prior authorization has been obtained from Gimpo Apron.

b. Pilot shall contact Gimpo APN to request engine start-up and provide the following :

1) Call sign
2) Stand number
3) Intention(Departure, Run-up, Maintenance, etc.)
4) Flight path(South or RWY cross, etc.)
5) In case of special missions(emergency, search and rescue, etc.), provide relevant information.

c. Pilot shall contact Gimpo APN (for Arrival) and provide following :

1) Call sign
2) Present position
3) Assigned stand number

d. Park at appropriate stands considering aircraft dimensions specified herein, all aircraft must be parked within the aircraft stand safety lines.
Refer to the AIRCRAFT PARKING/DOCKING CHART ICAO for the details.

e. Wheeled helicopters are restricted to ground taxi only.

f. When any adjacent stand is occupied, power driven turn of aircraft at the stand is prohibited.

g. All stands are restricted to start-up only, and all engine run-up must be performed in designated area only.

h. Fixed-wing aircraft must be tied down when parking.

2. Standard Taxi Procedures

Unless otherwise cleared by ATC, the taxi procedures of the aircraft within the Apron are as follows.

a. Departure

1) Fixed-wing aircraft

a) Stand → S → W1 or W2 → RWY
b) Stand → T → W1 or W2 → RWY

2) Helicopters shall taxi from the stand to H3 or H4 via taxilane S.

b. Arrival

1) Fixed-wing aircraft

a) Aircraft stands from NR 506 to 524 proceed to aircraft stand via W1 or W2 and T taxilane.
b) Aircraft stands from NR 525 to 527, NR 701 to 704 proceed to aircraft stand via W1 or W2 and S taxilane.

2) After landing at H3 or H4, helicopters shall taxi to the stand via taxilane S.

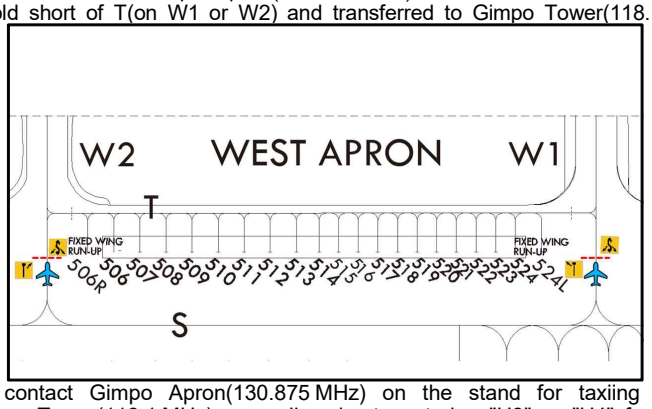
Change : Information of taxi and ground movement procedures for north apron.

3. Radio Communication Procedures

Unless otherwise instructed by ATC, all aircraft should change radio frequency as follows.

a. Departure

1) Fixed-wing aircraft shall contact Gimpo Apron(130.875 MHz) on the stand before taxiing and will normally be instructed to hold short of T(on W1 or W2) and transferred to Gimpo Tower(118.1 MHz) for departure.



2) Helicopters shall contact Gimpo Apron(130.875 MHz) on the stand for taxiing and will normally be transferred to Gimpo Tower(118.1 MHz) manually prior to entering "H3" or "H4" for take-off.

b. Arrival

1) Fixed-wing aircraft will normally be transferred from Gimpo Tower(118.1 MHz) to Gimpo Apron(130.875 MHz) manually just after entering "W1" or "W2" TWY for ground taxi.
2) Helicopters will normally be transferred from Gimpo Tower(118.1 MHz) to Gimpo Apron(130.875 MHz) manually prior to entering the taxilane "S" for taxiing, after landing "H3" or "H4".

4. The use of RUN-UP PAD

a. Locations

1) Fixed-wing aircraft : 506R, 524L
2) Helicopter : Helicopter run-up pad

b. Hour of Operation : Available between 30 minutes after sunrise and 30 minutes before sunset.
c. The use of RUN-UP PAD may be permitted only under prior approval obtained from Gimpo APN.
d. A continuous communication with Gimpo APN shall be maintained while using RUN-UP PAD.
e. No maintenance is permitted on RUN-UP PAD(except compulsory maintenance during RUN-UP).
f. Hover check is not available over RUN-UP PAD.
(But hover check at H3 or H4 will be available under ATC permission below 50 ft.)

5. Restrictions

a. Helicopters should not taxi on TWY "W2" or taxilane "T".
b. Code letter "C" and above aircraft are prohibited for west apron except for CN235 aircraft only. When CN235 aircraft is taxiing to ACFT stands NR 701, 702 through TWY "W1", any helicopter is not allowed to taxi on ACFT stand NR 944 and taxilane "S".
c. Any helicopter must follow the regular operating hours(within 1 HR/MAX) when using spot NR 908-2 and spot NR 909. Layover is not permitted.
d. Any helicopter which are not registered in Gimpo INTL Airport are not allowed to park more than 30 minutes when using ACFT stand NR 912 Layover is not permitted on the stand.

2.10 The code letter "F" aircraft operating procedures for the usage of the alternate airport(RKSS)

1. Taxiing procedures to and from ACFT stands NR 121F and 123F for both standard and low visibility operations are as follows :

a. Departure (Refer to RKSS AD 2-20, 2-22)
RWY 14R - 121F/123F → P1 → P → G2 → G1
RWY 32L - 121F/123F → P1 → P → B2 → B1

b. Arrival (Refer to RKSS AD 2-20, 2-21, 2-22)
RWY 14R - B1 → B2 → P → P1 → 121F/123F
RWY 32L - G1 → G2 → P → P1 → 121F/123F

2. Restriction

a. "F" aircraft requires Follow me car service and shall comply with the taxi speed limit 17 kt or less when taxi on part of "P" TWY from "P6" to "F2".
b. Push-back restriction on ACFT stand NR 121F : Nose-gear cannot cross over intermediate holding position marking on TWY "R" behind the ACFT stand NR 123.
c. Push-back restriction on ACFT stand NR 123F : Nose-gear cannot cross over intermediate holding position marking on TWY "R" behind the ACFT stand NR 122.
d. Aircraft of code letter "F" are not permitted to take off or land on RWY 14L/32R.

RKSS AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of the airport

a. General Bird Information			b. Seasonal Characteristics	c. Other Specifics
Species		Habitat / Bird Flight Path		
Phalacrocoracidae	Great cormorant	See AD Chart 2-41	Arrival period : Year-round * Approx. 1 000 individuals observed	Weight : Approx. 2 109 g Mostly flying at 0-3 500 ft
Anatidae	Tundra bean goose	See AD Chart 2-41	Arrival period : OCT-MAR * Approx. 4 000 individuals observed	Weight : Approx. 2 850 g Flying in flocks Mostly flying at 0-3 500 ft
	Greater white-fronted goose		Arrival period : OCT-MAR * Approx. 4 000 individuals observed	Weight : Approx. 2 620 g Flying in flocks Mostly flying at 0-3 500 ft
	Goose		Arrival period : OCT-MAR * Approx. 3 000 individuals observed	Weight : Approx. 3 687 g Flying in flocks Mostly flying at 0-3 500 ft

2. ATIS Telephone Service

a. Hours of operation : H24
b. ARS telephone number : +82-2-2660-2676
c. Telephone service is reference only. For the flight operation, use ATIS on the FREQ 126.4 MHz, 317.8 MHz.

Change : Information of bird concentrations in the vicinity of airport.

RKSS AD CHART 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO ..... RKSS AD CHART 2-1

Aircraft Parking/Docking Chart - ICAO ..... RKSS AD CHART 2-3

Aerodrome Ground Movement Chart(DEP) - ICAO ..... RKSS AD CHART 2-5
Aerodrome Ground Movement Chart(ARR) - ICAO ..... RKSS AD CHART 2-6

Aerodrome Obstacle Chart - ICAO Type A (RWY 14L/32R) ..... RKSS AD CHART 2-7
Aerodrome Obstacle Chart - ICAO Type A (RWY 14R/32L) ..... RKSS AD CHART 2-8
Aerodrome Obstacle Chart - ICAO Type A (RWY 14R/32L) ..... RKSS AD CHART 2-9
Aerodrome Obstacle Chart - ICAO Type A (RWY 14L/32R) ..... RKSS AD CHART 2-10
Aerodrome Obstacle Chart - ICAO Type B ..... RKSS AD CHART 2-11

Precision Approach Terrain Chart - ICAO ..... RKSS AD CHART 2-12

Area Chart - ICAO (DEP) ..... RKSS AD CHART 2-13

SID - ICAO - RWY 14L/R - RNAV OSPOT 2U, RNAV EGOBA 2U ..... RKSS AD CHART 2-14
SID - ICAO - RWY 14L/R - RNAV NOPIK 2U, RNAV BULTI 2U ..... RKSS AD CHART 2-15
SID - ICAO - RWY 14L/R - RNAV BULTI 2Z, RNAV OSPOT 2Z ..... RKSS AD CHART 2-16
SID - ICAO - RWY 14L/R - SEL 1F, SOT 1E ..... RKSS AD CHART 2-17
SID - ICAO - RWY 32L/R - RNAV NOPIK 2T, RNAV BULTI 2T, RNAV OSPOT 2T RNAV EGOBA 2T ..... RKSS AD CHART 2-18
SID - ICAO - RWY 32L/R - RNAV NOPIK 2Q, RNAV BULTI 2Q, RNAV OSPOT 2Q RNAV EGOBA 2Q ..... RKSS AD CHART 2-19
SID - ICAO - RWY 32L/R - SEL 1W, SOT 1W ..... RKSS AD CHART 2-20
SID - ICAO - RWY 32L/R - KARBU 1W ..... RKSS AD CHART 2-21

Area Chart - ICAO (ARR) ..... RKSS AD CHART 2-22

STAR - ICAO - RWY 14L/R - RNAV OLMEN 2U, RNAV KARBU 2U, RNAV GUKDO 2U ..... RKSS AD CHART 2-23
STAR - ICAO - RWY 14L/R - RNAV REBIT 2U, RNAV REBIT 2Z ..... RKSS AD CHART 2-24
STAR - ICAO - RWY 32L/R - RNAV OLMEN 2T, RNAV GUKDO 2T, RNAV KARBU 2T ..... RKSS AD CHART 2-25
STAR - ICAO - RWY 32L/R - RNAV REBIT 2T ..... RKSS AD CHART 2-26
STAR - ICAO - RWY 32L/R - RNAV REBIT 2Q ..... RKSS AD CHART 2-27
STAR - ICAO - RWY 14L/R, RWY 32L/R - RNAV LEGAK 1U, RNAV LEGAK 1T ..... RKSS AD CHART 2-28

ATC Surveillance Minimum Altitude Chart - ICAO(Refer to RKSI AD CHART 2-50) ..... RKSI AD CHART 2-50

Instrument Approach Chart - ICAO - RWY 14L - ILS Z or LOC Z ..... RKSS AD CHART 2-29
Instrument Approach Chart - ICAO - RWY 14L - ILS Y or LOC Y ..... RKSS AD CHART 2-30
Instrument Approach Chart - ICAO - RWY 14L - RNP ..... RKSS AD CHART 2-31
Instrument Approach Chart - ICAO - RWY 14R - ILS or LOC ..... RKSS AD CHART 2-32
Instrument Approach Chart - ICAO - RWY 14R - RNP ..... RKSS AD CHART 2-33
Instrument Approach Chart - ICAO - RWY 32L - ILS or LOC ..... RKSS AD CHART 2-34
Instrument Approach Chart - ICAO - RWY 32L - RNP ..... RKSS AD CHART 2-35
Instrument Approach Chart - ICAO - RWY 32L - VOR ..... RKSS AD CHART 2-36
Instrument Approach Chart - ICAO - RWY 32R - ILS or LOC ..... RKSS AD CHART 2-37
Instrument Approach Chart - ICAO - RWY 32R - RNP ..... RKSS AD CHART 2-38
Instrument Approach Chart - ICAO - RWY 32R - VOR ..... RKSS AD CHART 2-39

Visual Approach Chart - ICAO ..... RKSS AD CHART 2-40

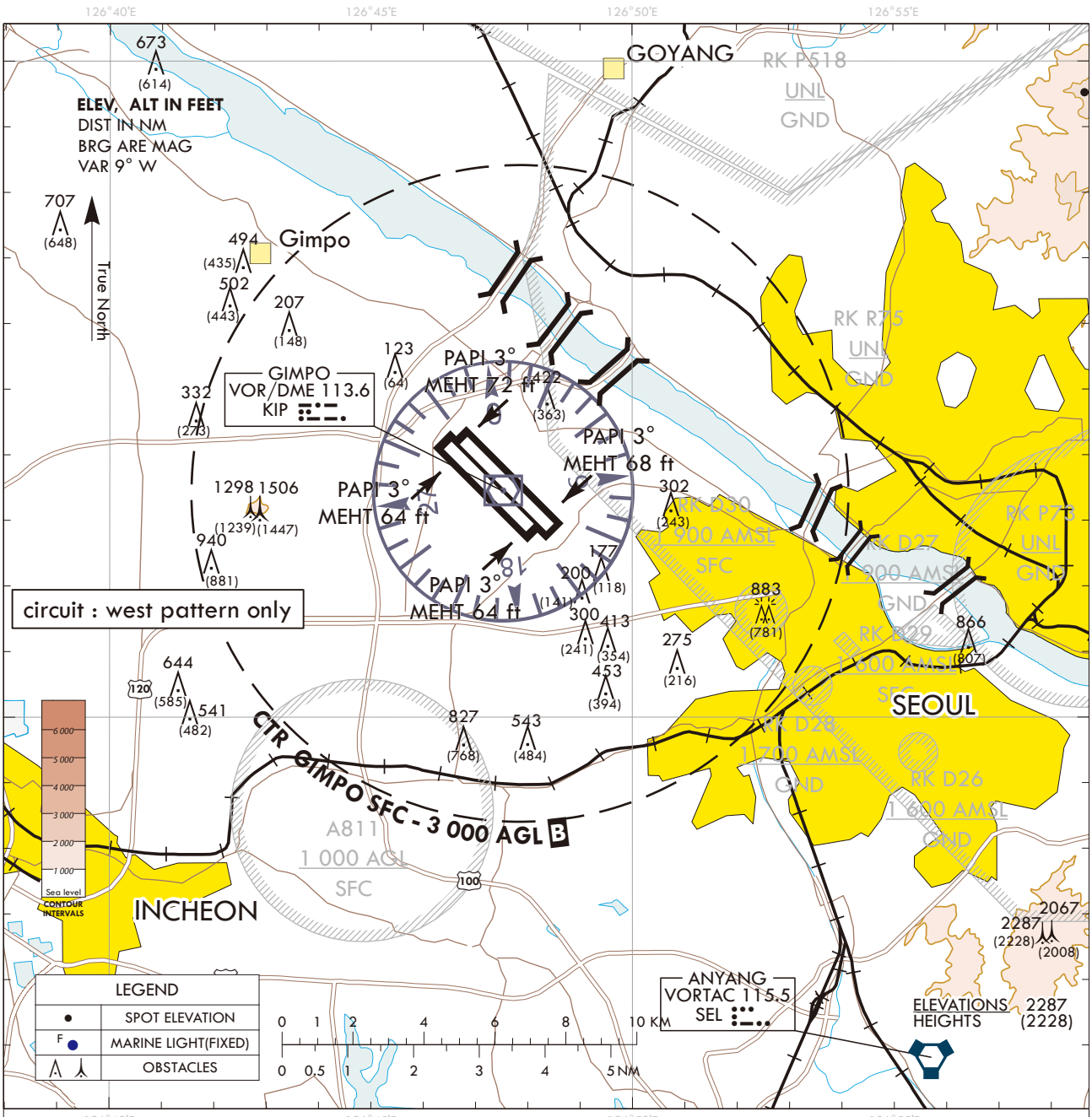
Bird concentrations in the vicinity of the airport ..... RKSS AD CHART 2-41

VISUAL APPROACH CHART - ICAO

AD ELEV : **59** FT
HEIGHTS RELATED
TO AD ELEV

SEOUL	APP	119.75	121.35	119.1	124.7	305.7
	DEP	119.05	125.15	124.8	123.8	363.8
GIMPO	TWR	118.1	118.05	240.9		

SEOUL/Gimpo INTL



ATS airspace Classifications

1. Class B : Radius of Gimpo airports ARP(373325N 1264751E)

o Vertical limits
- Within 5 NM including areas which are extended northbound from 37°36'46"N 126°39'26"E - 37°39'44"N 126°43'10"E - 37°38'03"N 126°45'18"E - 37°34'58"N 126°41'42"E, and southbound from 37°28'40"N 126°49'38"E - 37°30'36"N 126°52'52"E - 37°29'07"N 126°54'44"E - 37°26'52"N 126°51'53"E - 37°36'46"N 126°39'26"E (SFC - 10 000 ft AMSL)
- Within 5 NM - 10 NM(1 000 ft AGL - 10 000 ft AMSL)
- Within 10 NM - 20 NM(5 000 ft AGL - 10 000 ft AMSL)

※ Class D : Airspace from above 10 000 ft AMSL to FL 200 within Seoul TMA, excluding Class B

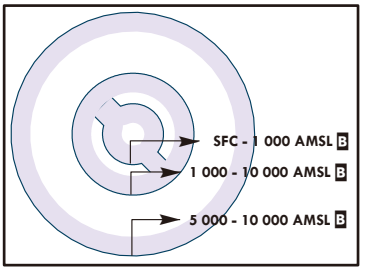
o Speed limits : 250 kt IAS or less below 10 000 ft AMSL

2. Class E :

o Vertical limits
- Controlled Airspace from 1 000 ft above the surface or the sea level to FL 600 and less except Class A, B, C and D

o Speed limits : 250 kt IAS or less below 10 000 ft AMSL

<Airspace Classification>



BIRD CONCENTRATION - VICINITY OF GIMPO INTERNATIONAL AIRPORT



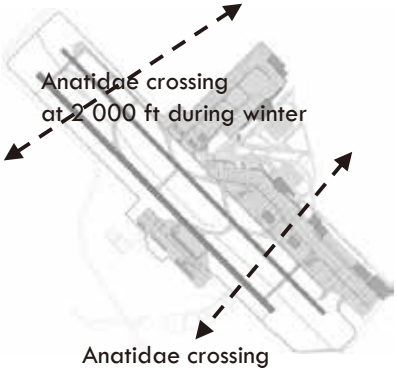
※ Remarks

1. Legend

- Winter Season Concentration Zone
- Summer Season Concentration Zone
- Year-round Concentration Zone
- Bird Flight Path

2. See AIP AD 2.23 for detailed bird information.

3. Bird Flight Information Near the RWY



4. Large Migratory Sites



* Predominant bird species
: Greater white-fronted goose
(Approx. 10 000 individuals observed.)

Change : Information of bird concentration chart for vicinity of RKSS.

RKPC AD 2.23 ADDITIONAL INFORMATION

1. Between 1245 and 1315 UTC, departing aircraft may have priority rather than arriving aircraft due to air traffic flow management.

2. Horizontal surface height differs partially.

3. Bird concentration in the vicinity of the airport

a. General Bird Information			b. Seasonal Characteristics	c. Other Specifics
Species		Habitat / Bird Flight Path		
Family	Species			
Laridae	Crassirostris	See AD Chart 2-33	Arrival period : Year-round * Approx. 4 110 individual observed	Weight : Approx. 561 g Flying in flocks Mostly flying at 0-500 ft, Occasionally between 500 and 3 500ft
	Argentatus	See AD Chart 2-33	Arrival period : OCT-MAR * Approx. 1 203 individual observed	Weight : Approx. 1 085 g Flying in flocks Mostly flying at 0-500 ft, Occasionally between 500 and 3 500 ft
Anatidae	Platyrhynchos	See AD Chart 2-33	Arrival period : OCT-MAR * Approx. 299 individual observed	Weight : Approx. 1 082 g Flying in flocks Mostly flying at 0-3 500 ft, Occasionally above 3 500 ft
	Poecilorhyncha	See AD Chart 2-33	Arrival period : OCT-MAR * Approx. 221 individual observed	Weight : Approx. 1 010.5 g Flying in flocks Mostly flying at 0-3 500 ft, Occasionally above 3 500 ft
Phalacrocoracidae	Carbo	See AD Chart 2-33	Arrival period : Year-round * Approx. 266 individual observed	Weight : Approx. 2 109.5 g Flying in flocks Mostly flying at 0-3 500 ft
	Capillatus	See AD Chart 2-33	Arrival period : Year-round * Approx. 477 individual observed	Weight : Approx. 2 820 g Flying in flocks Mostly flying at 0-3 500 ft
Corvidae	Frugilegus	See AD Chart 2-33	Arrival period : OCT-MAR * Approx. 3 508 individual observed	Weight : Approx. 453.5 g Flying in flocks Mostly flying at 0-500 ft, Occasionally between 500 and 3 500 ft

4. When microburst is detected by LLWAS(low level windshear alert system), a statement will be included on the ATIS broadcast for at least 20 minutes as follows : "MICROBURST ADVISORIES IN EFFECT"

5. ATIS Telephone Services

a. Hours of operation : 2000-1400 UTC
b. ARS telephone number : +82-64-797-2676
c. Telephone service is reference only, For flight operation, use ATIS on the FREQ.
- VHF : 126.8 MHz
- UHF : 239.5 MHz

Change : Information of bird concentration in the vicinity of the airport.

RKPC AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	RKPC AD CHART 2-1
Aircraft Parking/Docking Chart - ICAO	RKPC AD CHART 2-3
Aerodrome Ground Movement Chart (DEP) - ICAO	RKPC AD CHART 2-5
Aerodrome Ground Movement Chart (ARR) - ICAO	RKPC AD CHART 2-6
Aerodrome Ground Movement Chart for Code Letter “F” aircraft(RWY 25) - ICAO	RKPC AD CHART 2-6-1
Aerodrome Ground Movement Chart for Code Letter “F” aircraft(RWY 07) - ICAO	RKPC AD CHART 2-6-2
Aerodrome Obstacle Chart - ICAO Type A	RKPC AD CHART 2-7
Aerodrome Obstacle Chart - ICAO Type A	RKPC AD CHART 2-8
Aerodrome Obstacle Chart - ICAO Type B	RKPC AD CHART 2-9
Precision Approach Terrain Chart - ICAO	RKPC AD CHART 2-10
Area chart - ICAO	RKPC AD CHART 2-11
SID - ICAO - RWY 07 - RNAV KAMIT 2E, RNAV AKPON 1E, RNAV TAMNA 2E, RNAV PANSI 2E, RNAV LIMDI 1E	RKPC AD CHART 2-12
SID - ICAO - RWY 07 - IPDAS 4K, MAKET 4K, TAMNA 2K, CJU 5K	RKPC AD CHART 2-13
SID - ICAO - RWY 25 - RNAV KAMIT 1W, RNAV IPDAS 1W, RNAV AKPON 1W, RNAV TAMNA 3W, RNAV PANSI 2W, RNAV LIMDI 1W	RKPC AD CHART 2-14
SID - ICAO - RWY 25 - CJU 3L, IPDAS 1L	RKPC AD CHART 2-15
SID - ICAO - RWY 31 - RNAV KAMIT 2N, RNAV AKPON 1N	RKPC AD CHART 2-16
SID - ICAO - RWY 07 / RWY 25 / RWY 31 - RADAR 2E, RADAR 3W, RADAR 1N	RKPC AD CHART 2-17
STAR - ICAO - RWY 07 - RNAV DOTOL 2P, RNAV UPGOS 1P, RNAV TAMNA 2P, RNAV TOSAN 2P, RNAV SOSDO 2P, RNAV LIMDI 1P	RKPC AD CHART 2-18
STAR - ICAO - RWY 25 - RNAV DOTOL 2M, RNAV UPGOS 2M, RNAV TAMNA 2M, RNAV TOSAN 2M, RNAV SOSDO 2M, RNAV LIMDI 2M	RKPC AD CHART 2-19
ATC Surveillance Minimum Altitude Chart - ICAO	RKPC AD CHART 2-20
Instrument Approach Chart - ICAO - RWY 07 - ILS Z or LOC Z	RKPC AD CHART 2-21
Instrument Approach Chart - ICAO - RWY 07 - ILS Y or LOC Y	RKPC AD CHART 2-22
Instrument Approach Chart - ICAO - RWY 07 - RNP Z(AR)	RKPC AD CHART 2-23
Instrument Approach Chart - ICAO - RWY 07 - RNP Y	RKPC AD CHART 2-24
Instrument Approach Chart - ICAO - RWY 07 - VOR	RKPC AD CHART 2-25
Instrument Approach Chart - ICAO - RWY 25 - ILS Z or LOC Z	RKPC AD CHART 2-26
Instrument Approach Chart - ICAO - RWY 25 - ILS Y or LOC Y	RKPC AD CHART 2-27
Instrument Approach Chart - ICAO - RWY 25 - RNP Z(AR)	RKPC AD CHART 2-28
Instrument Approach Chart - ICAO - RWY 25 - RNP Y	RKPC AD CHART 2-29
Instrument Approach Chart - ICAO - RWY 25 - VOR	RKPC AD CHART 2-30
Visual Approach Chart - ICAO	RKPC AD CHART 2-31
Bird concentrations in the vicinity of airport	RKPC AD CHART 2-32

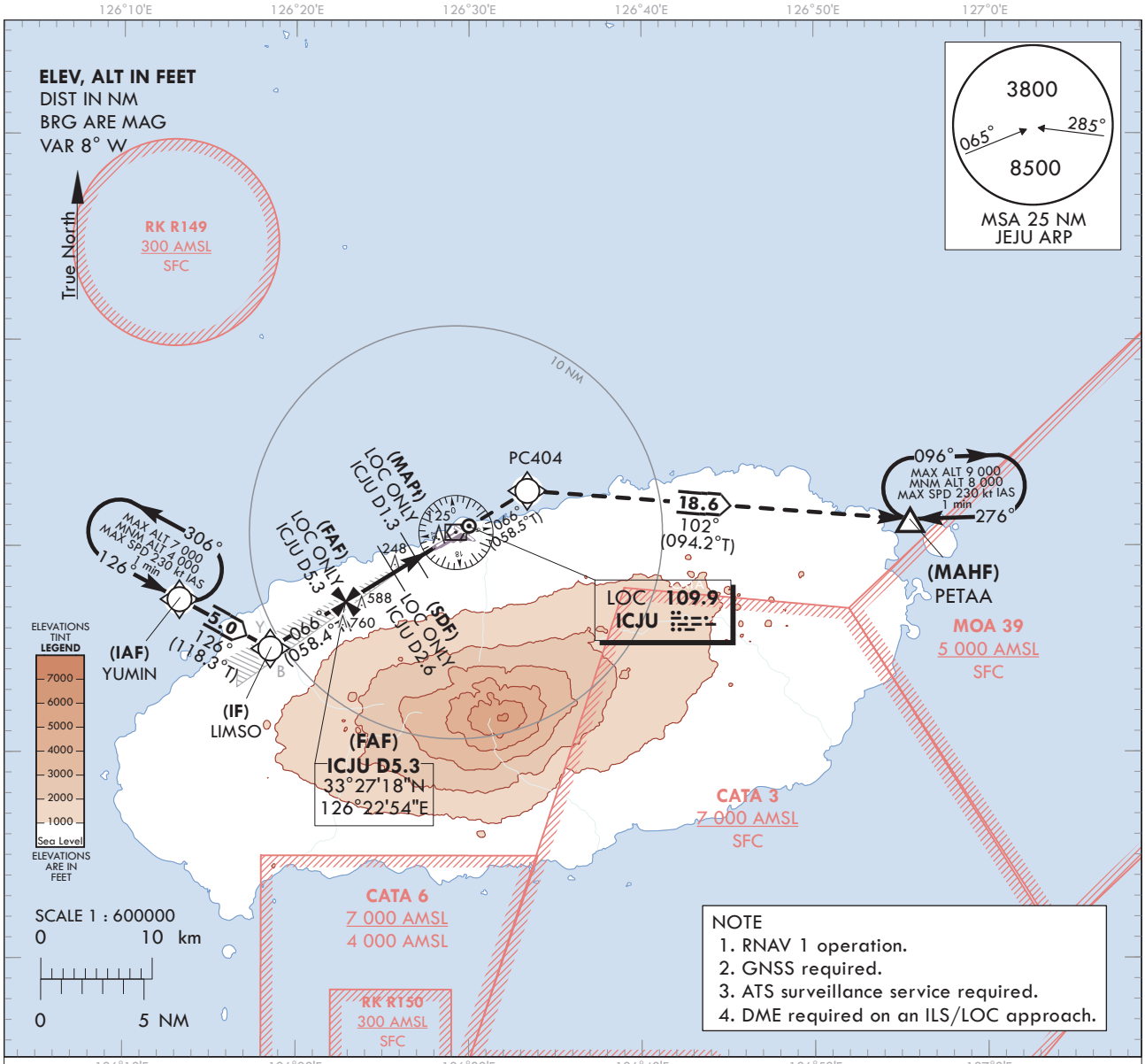
INSTRUMENT APPROACH CHART - ICAO

Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 119 ft
HEIGHTS RELATED TO
THR RWY 07 - ELEV **87** ft

JEJU APP	121.2
	124.05
JEJU TWR	118.2
	118.55

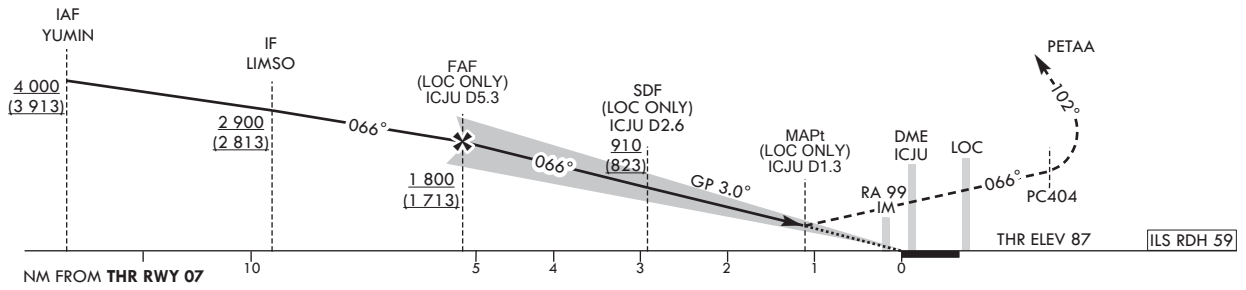
JEJU/Jeju Intl(RKPC)
ILS Z or LOC Z RWY 07
CAT II



RECOMMENDED PROFILE (LOC ONLY)	DME ICJU	5	4	3	2
Final Approach Gradient 5.33%, 324 ft/NM	ALT(HGT)	1 702 (1 615)	1 379 (1 292)	1 055 (968)	731 (644)

MISSED APPROACH
Climb to 8 000 ft on track of 066° to PC404, then RIGHT turn on track of 102° to PETAA and Hold.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



OCA (H)		A	B	C	D	DL
Straight-in Approach	CAT-I	287 (200)				
	LOC	530 (443)				
	CAT-II	187 (100)				

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	318	478	637	796	955

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

Change : Information of airspace restrictions(RK R149, RK R150).

JEJU/Jeju Intl(RKPC)
ILS Z or LOC Z RWY 07
CAT II

AERONAUTICAL DATA TABULATION

ILS Z or LOC Z Approach to RWY 07 from YUMIN(IAF)		
Fix/point		Coordinates
YUMIN(IAF)		33°27'25.7"N 126°13'15.5"E
LIMSO(IF)		33°25'03.0"N 126°18'31.0"E
D5.3 ICJU(FAF LOC only)	BRG 66.15°/5.31 NM ICJU	33°27'18.5"N 126°22'53.6"E
D2.6 ICJU(SDF LOC only)	BRG 66.17°/2.60 NM ICJU	33°28'43.8"N 126°25'39.3"E
D1.3 ICJU(MAPt LOC only)	BRG 66.19°/1.30 NM ICJU	33°29'24.8"N 126°26'58.8"E
THR RWY 07		33°29'59.57"N 126°28'06.50"E
DME ICJU		33°30'09.0"N 126°28'15.7"E
PC404		33°32'42.3"N 126°33'23.4"E
PETAA(MAHF)		33°31'18.0"N 126°55'34.0"E

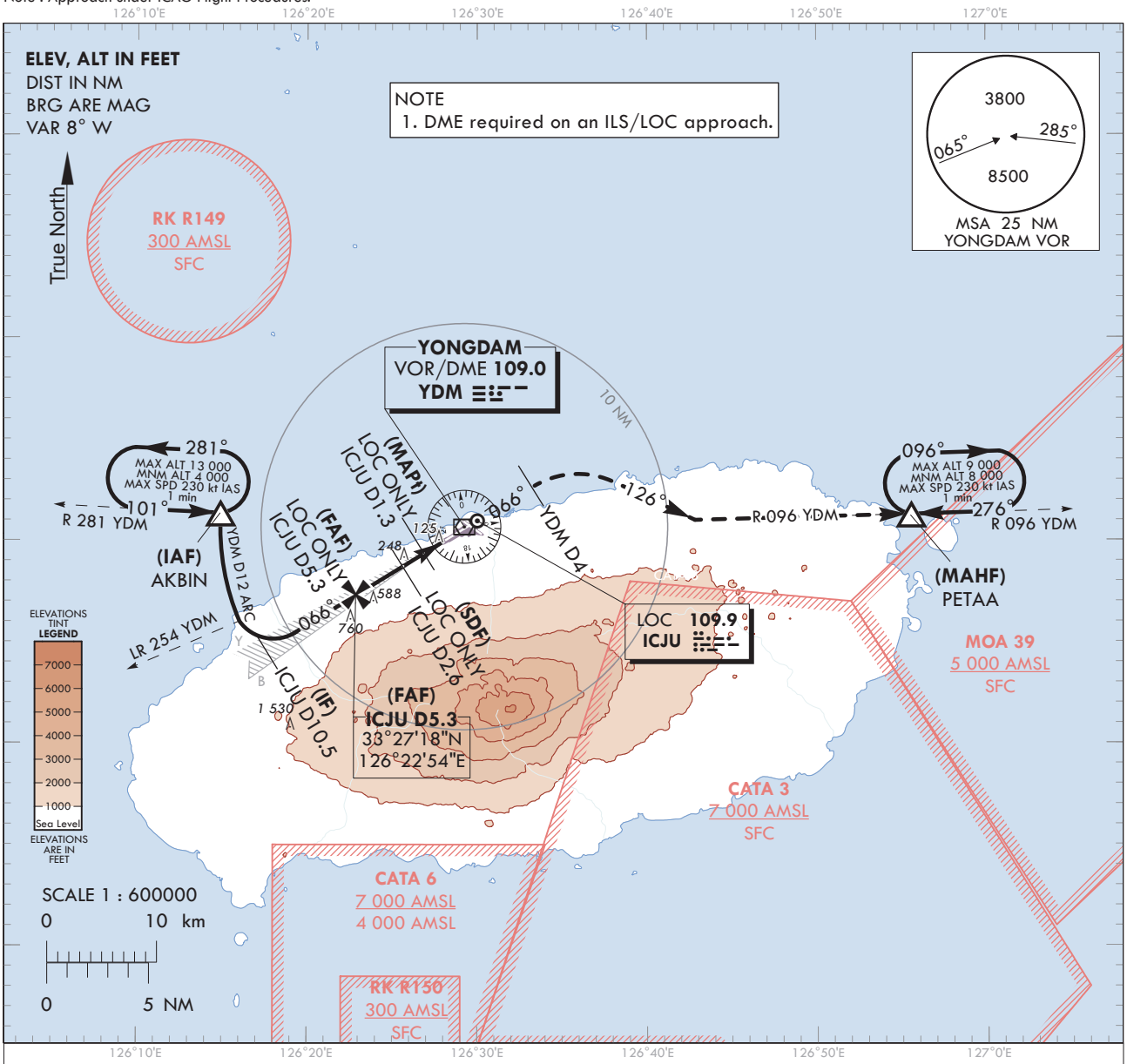
INSTRUMENT APPROACH CHART - ICAO

Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 119 ft
HEIGHTS RELATED TO
THR RWY 07 - ELEV **87** ft

JEJU	APP	121.2 124.05
JEJU	TWR	118.2 118.55

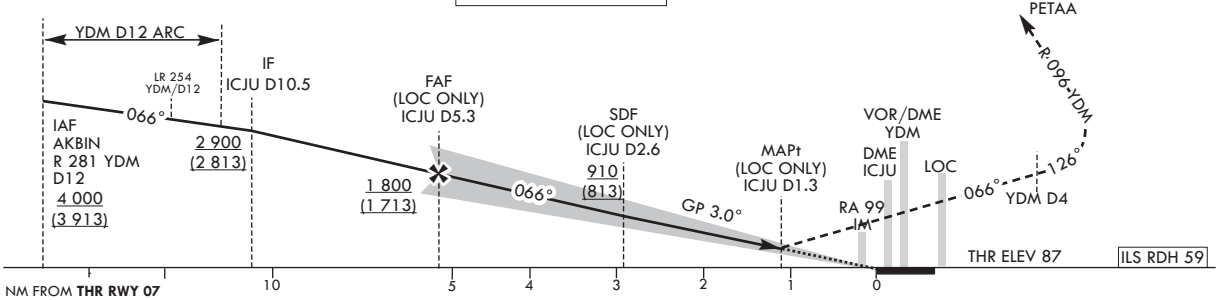
JEJU/Jeju Intl(RKPC)
ILS Y or LOC Y RWY 07
CAT II



RECOMMENDED PROFILE (LOC ONLY)	DME ICJU	5	4	3	2
Final Approach Gradient 5.33%, 324 ft/NM	ALT(HGT)	1 702 (1 615)	1 379 (1 292)	1 055 (968)	731 (644)

MISSED APPROACH
Climb straight ahead untill YDM D4 then RIGHT turn to Intercept R 096 YDM to PETAA and Hold at 8 000 ft.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



OCA (H)		A	B	C	D	DL
Straight-in Approach	CAT-I	287 (200)				
	LOC	530 (443)				
	CAT-II	187 (100)				

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	318	478	637	796	955

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

Change : Information of airspace restrictions(RK R149, RK R150).

JEJU/Jeju Intl(RKPC)
ILS Y or LOC Y RWY 07
CAT II

AERONAUTICAL DATA TABULATION

ILS Y or LOC Y Approach to RWY 07 from AKBIN(IAF)			
Fix/point		Coordinates	
AKBIN(IAF)	12 DME ARC /12.00 NM YDM	33°31'21.5"N	126°14'55.3"E
D10.5 ICJU(IF)	BRG 66.10°/10.50 NM ICJU	33°24'35.0"N	126°17'36.8"E
D5.3 ICJU(FAF LOC only)	BRG 66.15°/5.31 NM ICJU	33°27'18.5"N	126°22'53.6"E
D2.6 ICJU(SDF LOC only)	BRG 66.17°/2.60 NM ICJU	33°28'43.8"N	126°25'39.3"E
D1.3 ICJU(MAPt LOC only)	BRG 66.19°/1.30 NM ICJU	33°29'24.8"N	126°26'58.8"E
THR RWY 07		33°29'59.57"N	126°28'06.50"E
DME ICJU		33°30'09.0"N	126°28'15.7"E
YDM VOR/DME		33°30'41.3"N	126°29'15.3"E
D4.0 YDM	BRG 66.20°/4.00 NM YDM	33°32'42.4"N	126°33'23.4"E
PETAA	BRG 96.03°/22.00 NM YDM	33°31'18.0"N	126°55'34.0"E

INSTRUMENT APPROACH CHART - ICAO

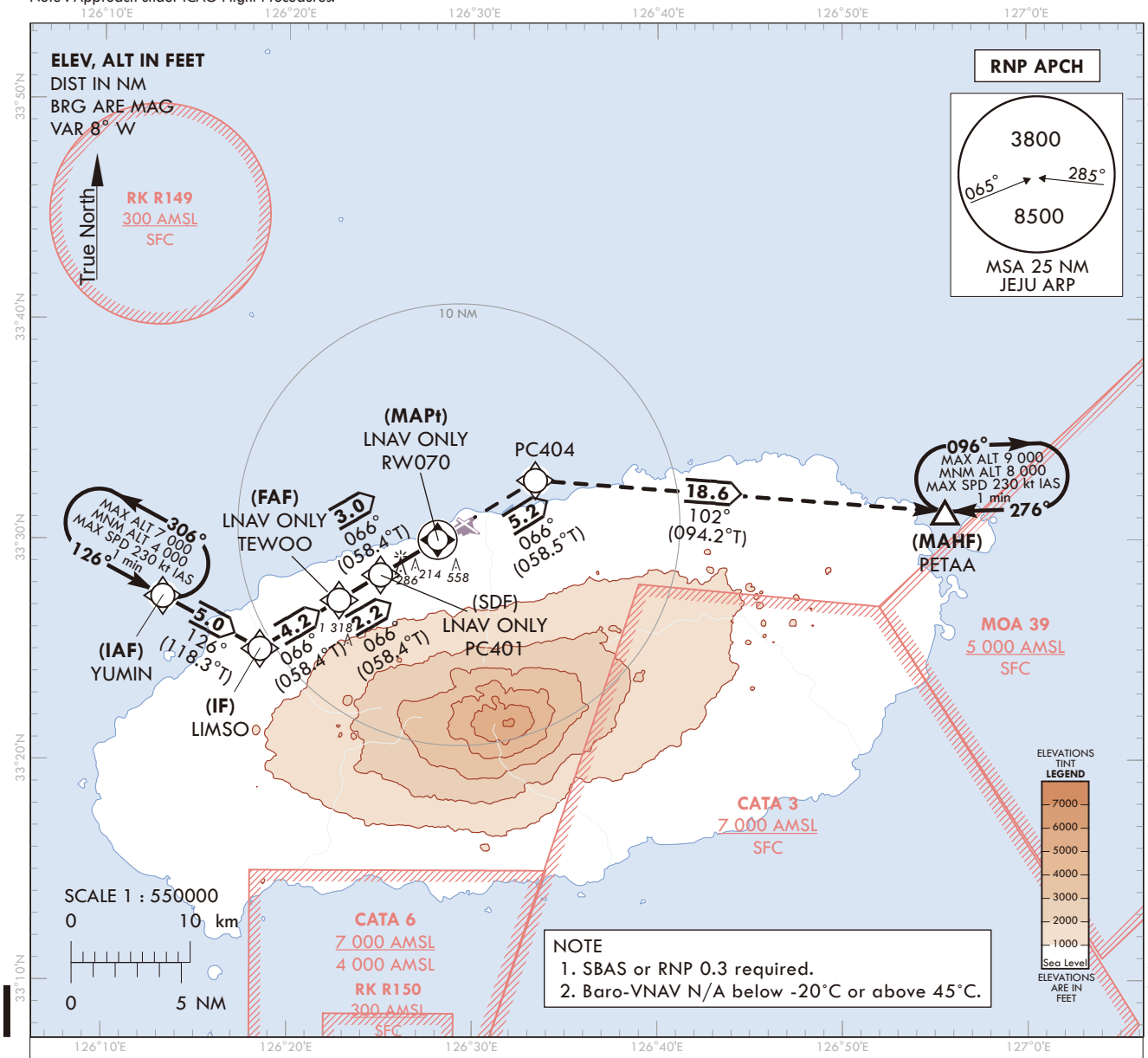
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 119 ft
HEIGHTS RELATED TO
THR RWY 07 - ELEV **87** ft

JEJU APP	121.2 124.05	KASS CH60369
JEJU TWR	118.2 118.55	K07A RDH : 50

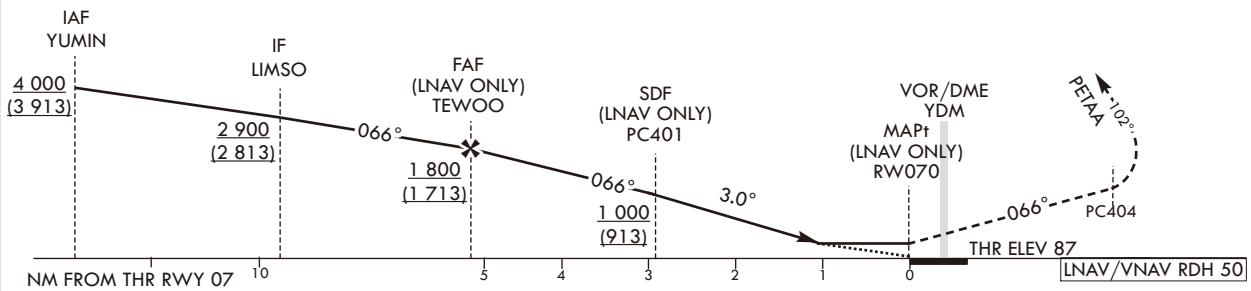
JEJU/Jeju Intl(RKPC)

RNP Y RWY 07



TRANSITION ALT	14 000
TRANSITION LVL	FL 140

MISSED APPROACH
Climb to 8 000 ft on track of 066° to PC404, then RIGHT turn on track of 102° to PETAA and Hold at 8 000 ft.



OCA (H)		A	B	C	D
Straight-in Approach	LPV	430 (343)			
	LNAV/VNAV	560 (473)			
	LNAV	640 (553)			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	318	478	637	796	955

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

Change : Information of airspace restriction(RK R150).

Instrument Approach Procedure Coding Tables

RNP Y RWY 07

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	YUMIN	-	-	-	-	+4 000	-	33°27'25.7"N 126°13'15.5"E	-	RNP APCH	IAF
002	TF	LIMSO	-	126(118.3)	5.0	-	+2 900	-	33°25'03.0"N 126°18'31.0"E	-	RNP APCH	IF
003	TF	TEWOO	-	066(058.4)	4.2	-	+1 800	-	33°27'15.3"N 126°22'47.5"E	-	RNP APCH	FAF(LNAV only)
004	TF	PC401	-	066(058.4)	2.2	-	+1 000	-	33°28'24.5"N 126°25'01.8"E	-	RNP APCH	SDF(LNAV only)
005	TF	RW070	Y	066(058.4)	3.0	-	+640	-	33°29'59.57"N 126°28'06.50"E	-3.00/50	RNP APCH	MAPt(LNAV only)
006	TF	PC404	-	066(058.5)	5.2	-	-	-	33°32'42.3"N 126°33'23.4"E	-	RNP APCH	-
007	TF	PETAA	Y	102(094.2)	18.6	-	-	-	33°31'18.0"N 126°55'34.0"E	-	RNP APCH	-
008	HM	PETAA	Y	276(268.2)	-	R	-9 000 +8 000	-230	33°31'18.0"N 126°55'34.0"E	-	RNP APCH	1 min (Outbound timing)

HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Time (min)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
RNP Y RWY 07	HM	YUMIN	Y	126(118.3)	1.0	L	-7 000 +4 000	-230	33°27'25.7"N 126°13'15.5"E	-	RNAV 1	-

INSTRUMENT APPROACH CHART - ICAO

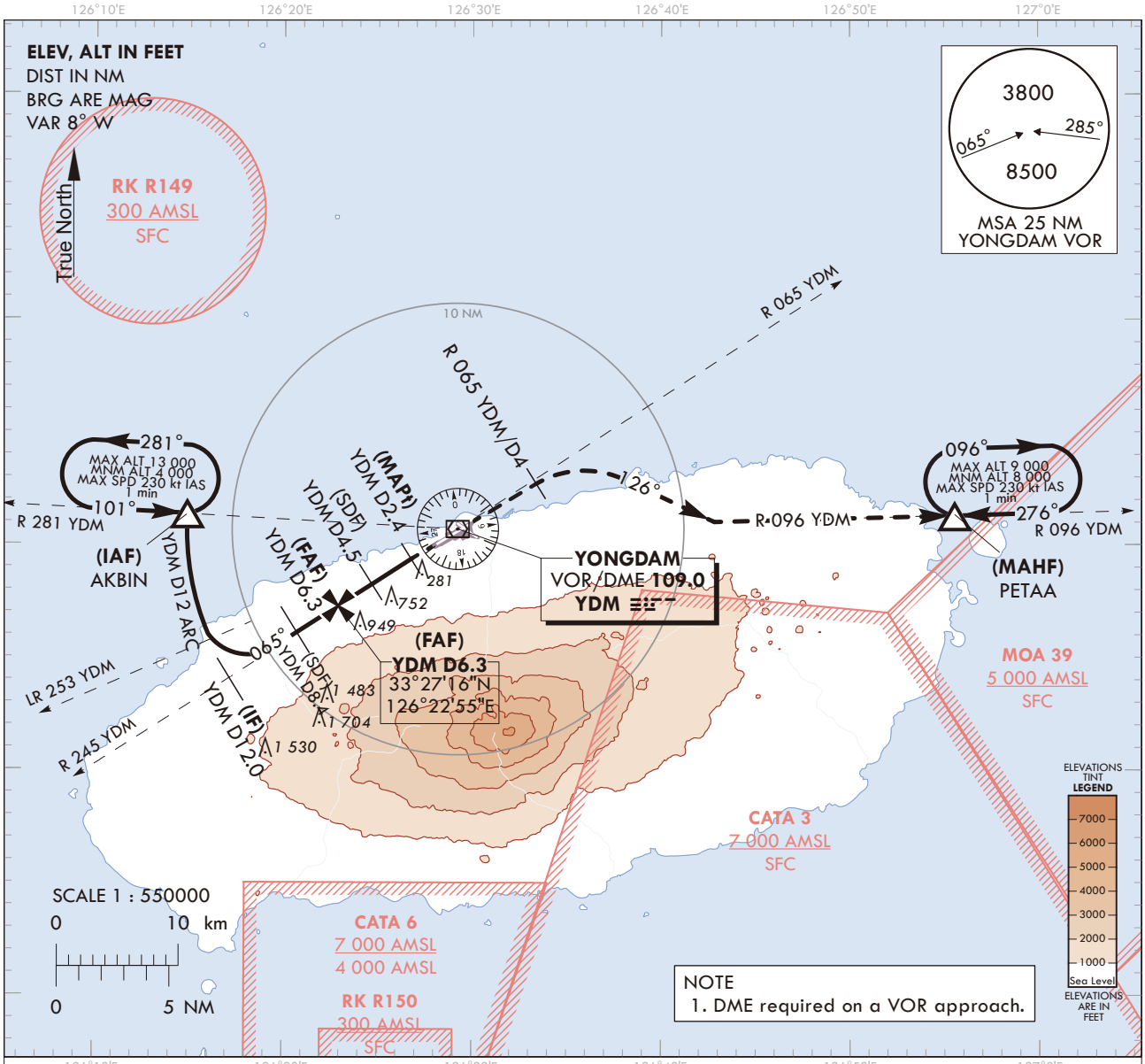
AERODROME ELEV 119 ft
HEIGHTS RELATED TO
THR RWY 07 - ELEV **87** ft

JEJU	APP	121.2 124.05
JEJU	TWR	118.2 118.55

JEJU/Intl(RKPC)

VOR RWY 07

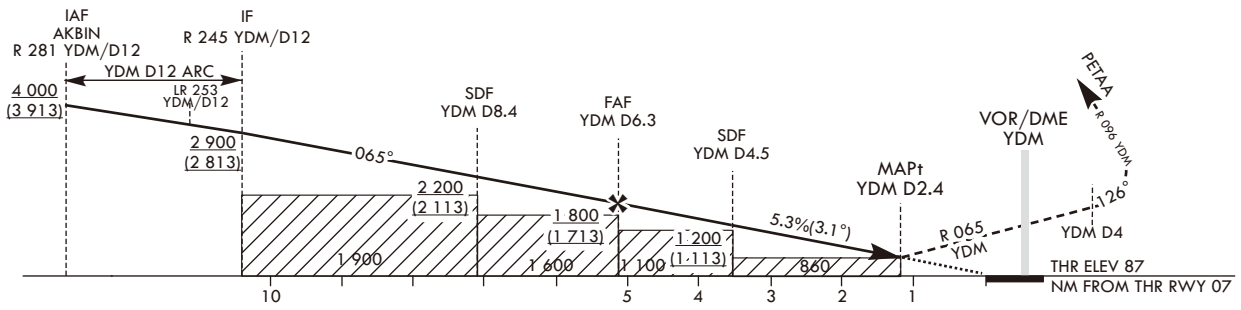
Note : Approach under ICAO Flight Procedures.



RECOMMENDED PROFILE	DME YDM	6	5	4	3.4
Final Approach Gradient 5.3%, 325 ft/NM	ALT(HGT)	1 702 (1 615)	1 377 (1 290)	1 052 (965)	860 (773)

MISSED APPROACH
Climb on R 065 YDM until 4 DME, then Right turn to intercept R 096 YDM to PETAA and Hold at 8 000 ft.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



OCA (H)	A	B	C	D
Straight-in Approach	860 (773)			

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

Change : Information of airspace restrictions(RK R149, RK R150).

AERONAUTICAL DATA TABULATION

VOR Approach to RWY 07 from AKBIN(IAF)			
Fix/point		Coordinates	
AKBIN(IAF)	- 12 DME ARC /12.00 NM YDM	33°31'21.5"N	126°14'55.3"E
D12.0 YDM(IF)	- BRG 64.88°/12.00 NM YDM	33°24'10.5"N	126°17'12.1"E
D8.4 YDM(SDF)	- BRG 64.92°/8.40 NM YDM	33°26'07.9"N	126°20'48.9"E
D6.3 YDM(FAF)	- BRG 64.94°/6.30 NM YDM	33°27'16.3"N	126°22'55.4"E
D4.5 YDM(SDF)	- BRG 64.95°/4.50 NM YDM	33°28'14.9"N	126°24'43.9"E
D2.4 YDM(MAPt)	- BRG 65.66°/2.40 NM YDM	33°29'23.3"N	126°26'50.6"E
THR RWY 07	Final approach descent angle 3.14°(FAF - SDF) / 3.02°(SDF - THR)	33°29'59.57"N	126°28'06.50"E
YDM VOR/DME		33°30'41.3"N	126°29'15.3"E
D4.0 YDM	- BRG 64.99°/4.00 NM YDM	33°32'51.3"N	126°33'16.9"E
PETAA	- BRG 96.03°/22.00 NM YDM	33°31'18.0"N	126°55'34.0"E

INSTRUMENT APPROACH CHART - ICAO

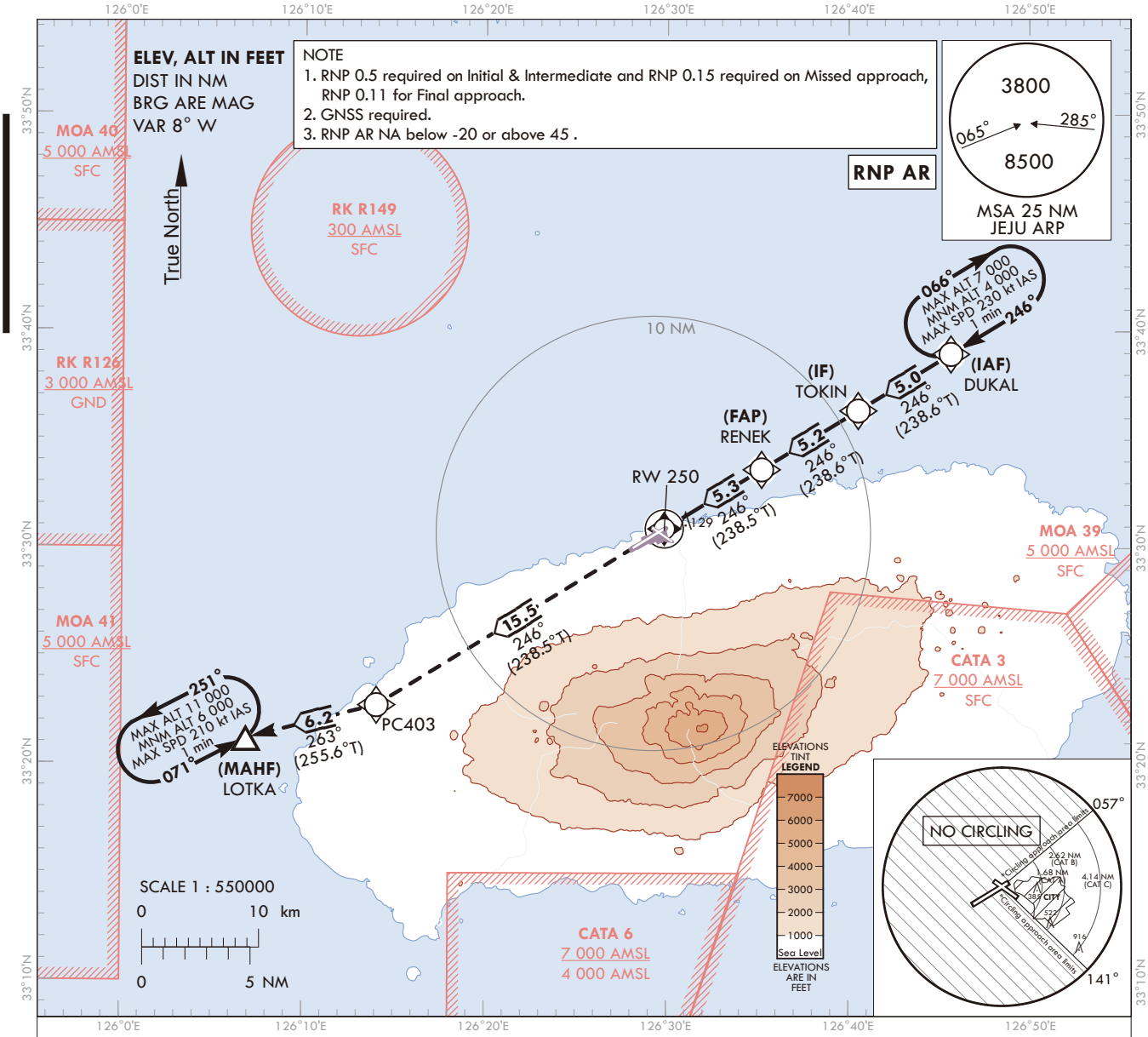
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 119 ft
HEIGHTS RELATED TO
THR RWY 25 - ELEV **76** ft

JEJU	APP	121.2 124.05
JEJU	TWR	118.2 118.55

JEJU/Jeju Intl(RKPC)

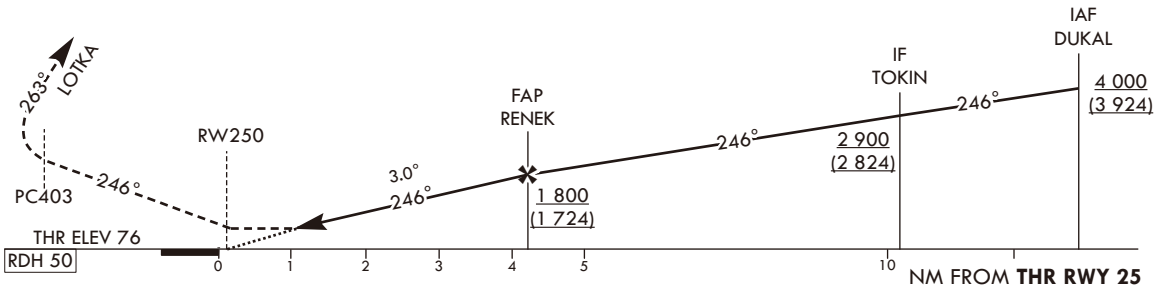
RNP Z RWY 25(AR)



TRANSITION ALT	14 000
TRANSITION LVL	FL 140

MISSED APPROACH

Climb to 6 000 ft on track of 246° to PC403, then RIGHT turn on track of 263° to LOTKA.



OCA (H)		A	B	C	D
Straight-in Approach	RNP 0.11	330 (254)			
Circling		680 (561)	880 (761)	1 370 (1 251)	N/A

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	319	478	637	796	956

* Timing Not authorized for defining MAPt.
* OCH for Circling realated to aerodrome ELEV 119 ft.

Change : Information of airspace restriction(RK R149).

Instrument Approach Procedure Coding Tables

RNP Z RWY 25(AR)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	DUKAL	-	-	-	-	+4 000	-	33°38'58.6"N 126°45'38.8"E	-	RNP 0.5	IAF
002	TF	TOKIN	-	246(238.6)	5.0	-	+2 900	-	33°36'21.9"N 126°40'32.2"E	-	RNP 0.5	IF
003	TF	RENEK	-	246(238.6)	5.2	-	+1 800	-	33°33'38.6"N 126°35'13.1"E	-	RNP 0.11	FAP
004	TF	RW250	Y	246(238.5)	5.3	-	-	-	33°30'53.56"N 126°29'51.51"E	-3.00/50	RNP 0.11	-
005	TF	PC403	-	246(238.5)	15.5	-	-	-	33°22'44.4"N 126°14'03.0"E	-	RNP 0.15	-
006	TF	LOTKA	Y	263(255.6)	6.2	-	-	-	33°21'11.1"N 126°06'52.2"E	-	RNP 0.15	-
007	HM	LOTKA	Y	071(063.2)	-	L	-11 000 +6 000	-210	33°21'11.1"N 126°06'52.2"E	-	RNP 0.15	1 min (Outbound timing)

HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	TIME (min)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
RNP RWY 25	HM	DUKAL	Y	246(238.6)	1.0	R	-7 000 +4 000	-230	33°38'58.6"N 126°45'38.8"E	-	RNP 0.5	-

INSTRUMENT APPROACH CHART - ICAO

Note : Approach under ICAO Flight Procedures.

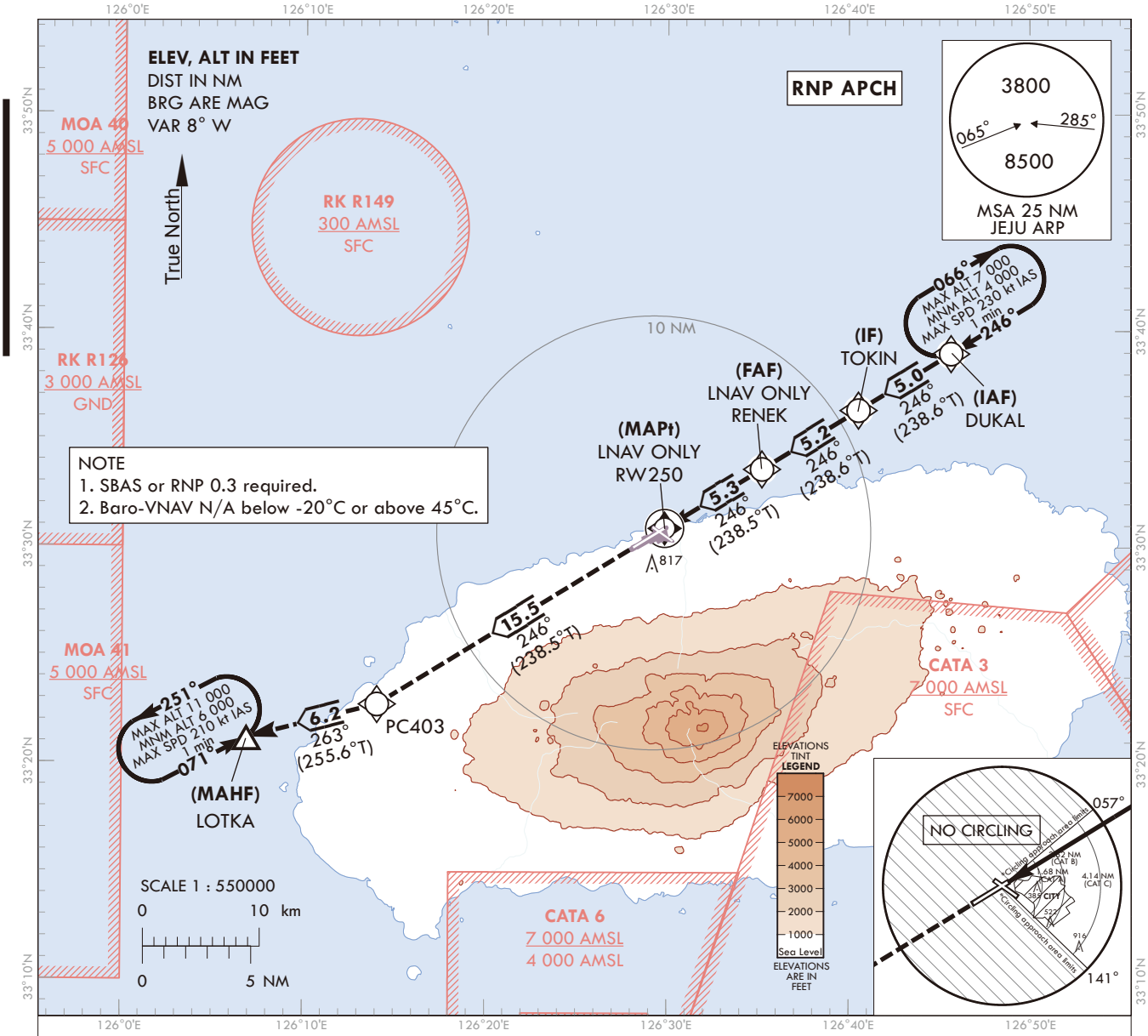
AERODROME ELEV 119 ft
HEIGHTS RELATED TO
THR RWY 25 - ELEV **76** ft

JEJU	APP	121.2
		124.05
JEJU	TWR	118.2
		118.55

KASS
CH86038
K25A
RDH : 50

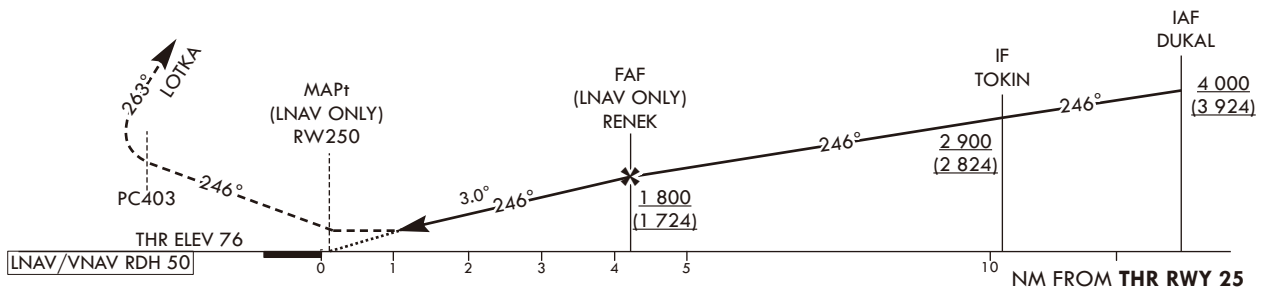
JEJU/Jeju Intl(RKPC)

RNP Y RWY 25



TRANSITION ALT	14 000
TRANSITION LVL	FL 140

MISSED APPROACH
Climb to 6 000 ft on track of 246° to PC403, then RIGHT turn on track of 263° to LOTKA.



OCA (H)		A	B	C	D
Straight-in Approach	LPV	470 (394)			
	LNAV/VNAV	620 (544)			
	LNAV	810 (734)			
Circling		680 (561)	880 (761)	1 370 (1 251)	N/A

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	319	478	637	796	956

* Timing Not authorized for defining MAPt.
* OCH for Circling realated to aerodrome ELEV 119 ft.

Change : Information of airspace restriction(RK R149).

Instrument Approach Procedure Coding Tables

RNP Y RWY 25

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	DUKAL	-	-	-	-	+4 000	-	33°38'58.6"N 126°45'38.8"E	-	RNP APCH	IAF
002	TF	TOKIN	-	246(238.6)	5.0	-	+2 900	-	33°36'21.9"N 126°40'32.2"E	-	RNP APCH	IF
003	TF	RENEK	-	246(238.6)	5.2	-	+1 800	-	33°33'38.6"N 126°35'13.1"E	-	RNP APCH	FAF
004	TF	RW250	Y	246(238.5)	5.3	-	+810	-	33°30'53.56"N 126°29'51.51"E	-3.00/50	RNP APCH	MAPt
005	TF	PC403	-	246(238.5)	15.5	-	-	-	33°22'44.4"N 126°14'03.0"E	-	RNP APCH	-
006	TF	LOTKA	Y	263(255.6)	6.2	-	-	-	33°21'11.1"N 126°06'52.2"E	-	RNP APCH	-
007	HM	LOTKA	Y	071(063.2)	-	L	-11 000 +6 000	-210	33°21'11.1"N 126°06'52.2"E	-	RNP APCH	1 min (Outbound timing)

HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	TIME (min)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
RNP RWY 25	HM	DUKAL	Y	246(238.6)	1.0	R	-7 000 +4 000	-230	33°38'58.6"N 126°45'38.8"E	-	RNAV 1	-

INSTRUMENT APPROACH CHART - ICAO

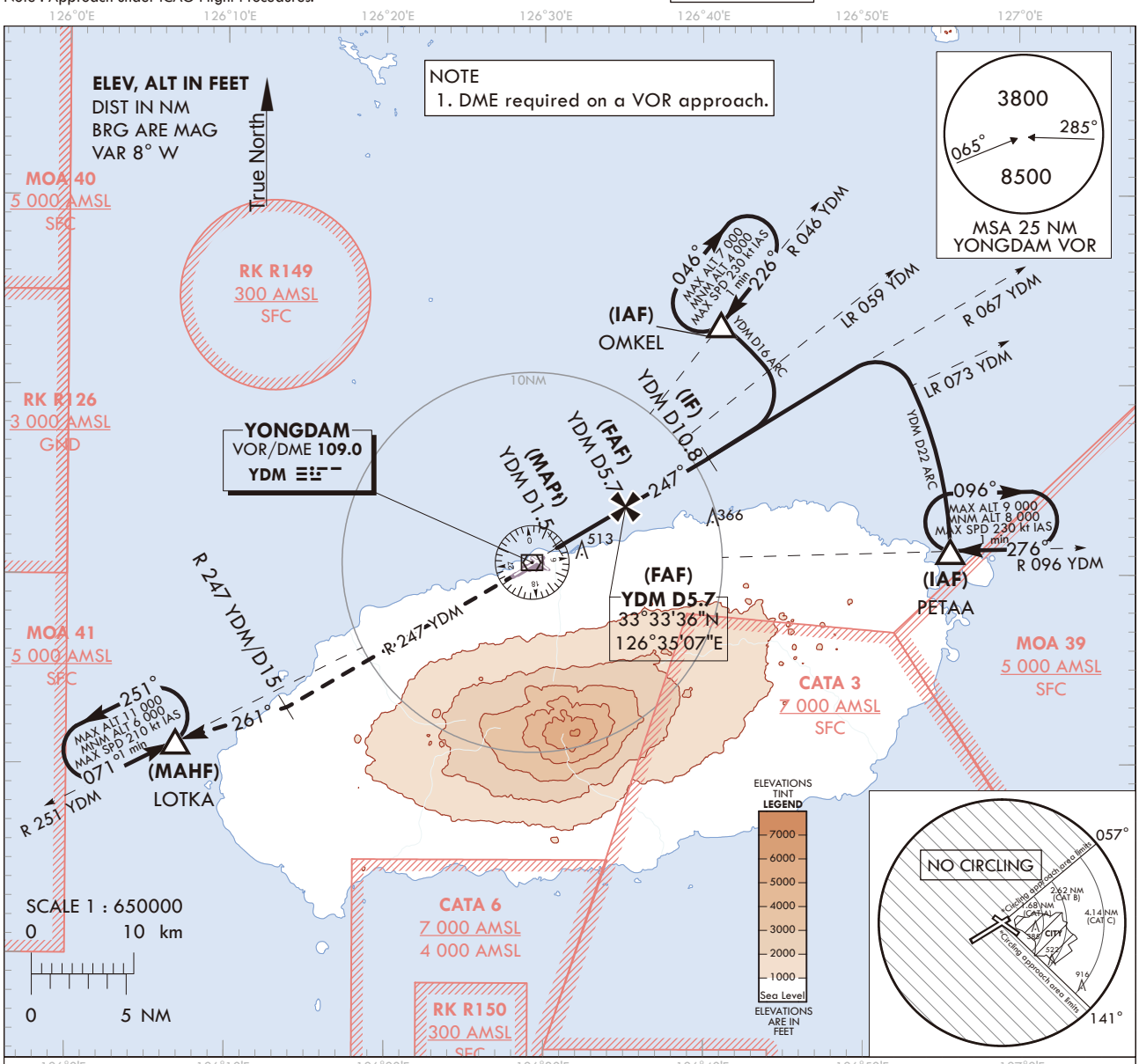
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 119 ft
HEIGHTS RELATED TO
THR RWY 25 - ELEV **76** ft

JEJU APP	121.2
	124.05
JEJU TWR	118.2
	118.55

JEJU/Jeju Intl(RKPC)

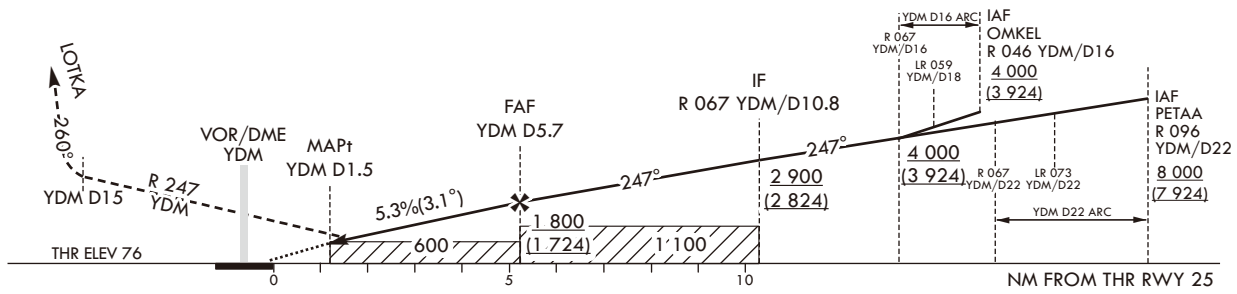
VOR RWY 25



RECOMMENDED PROFILE	DME YDM	5	4	3	2.2
Final Approach Gradient 5.34%, 325 ft/NM	ALT(HGT)	1 573 (1 497)	1 248 (1 172)	924 (848)	664 (588)

MISSED APPROACH
Climb on R 247 YDM until 15 DME, then turn Right HDG 261° to LOTKA and Hold at 6 000 ft.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



OCA (H)	A	B	C	D
Straight-in Approach	600 (524)			
Circling	680 (561)	880 (761)	1 370 (1 251)	N/A

* Timing Not authorized for defining MAPt.
* OCH for Circling realated to aerodrome ELEV 119 ft.

Change : Information of airspace restrictions(RK R149, RK R150).

AERONAUTICAL DATA TABULATION

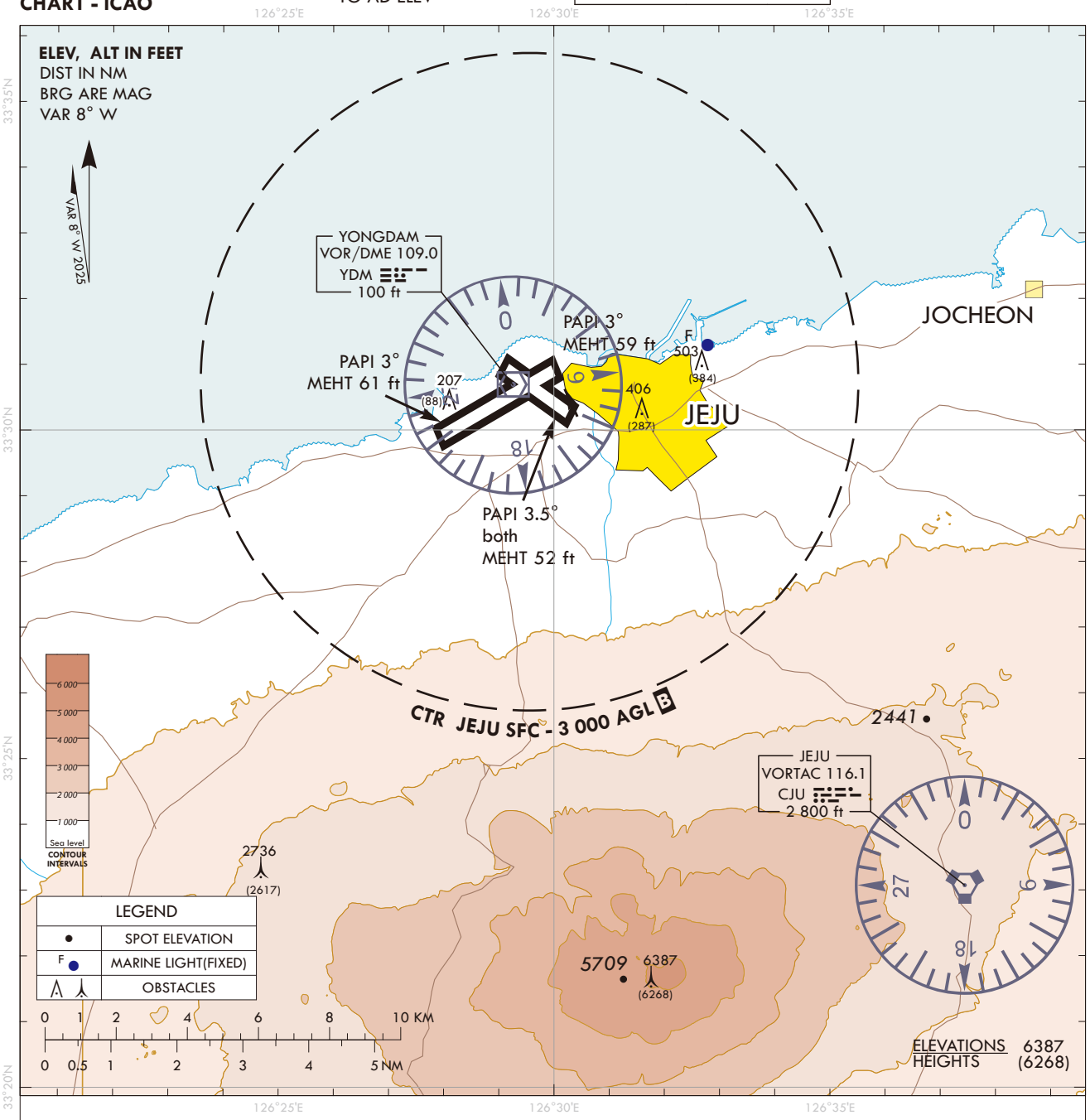
VOR Approach to RWY 25 from OMKEL(IAF) or PETAA(IAF)		
Fix/point		Coordinates
OMKEL(IAF)	- 16 DME ARC/16.00 NM YDM	33°43'16.2"N 126°41'08.0"E
PETAA(IAF)	- 22 DME ARC/22.00 NM YDM	33°31'18.0"N 126°55'34.0"E
D10.8 YDM(IF)	- BRG 247.09°/10.80 NM YDM	33°36'12.8"N 126°40'22.1"E
D5.7 YDM(FAF)	- BRG 247.05°/5.70 NM YDM	33°33'36.4"N 126°35'07.1"E
D1.5 YDM(MAPt)	- BRG 247.01°/1.50 NM YDM	33°31'27.2"N 126°30'47.4"E
THR RWY 25	Final approach descent angle 3.06°	33°30'53.56"N 126°29'51.51"E
YDM VOR/DME		33°30'41.3"N 126°29'15.3"E
D15.0 YDM	- BRG 246.99°/15.00 NM YDM	33°22'59.4"N 126°13'51.7"E
LOTKA	- BRG 260.69°/21.00 NM YDM	33°21'11.1"N 126°06'52.2"E

VISUAL APPROACH CHART - ICAO

AD ELEV 119 ft
HEIGHTS RELATED TO AD ELEV

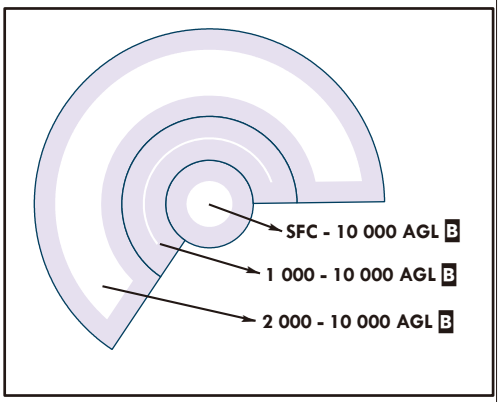
JEJU	APP	121.2	124.05
	DEP	119.225	
	TWR	118.2	118.55

JEJU/jeju Intl



VISUAL APPROACH PROCEDURE

1. Vectors for Visual approach may be initiated by ATC or approved upon pilot request on traffic permitting basis when :
   a. Ceiling : above 500 ft plus MVA
   b. Visibility : Not less than 3 SM
2. Remark : When conducting visual approach RWY 07, all arriving aircraft shall align the final approach course outside YDM 6 DME for noise abatement.



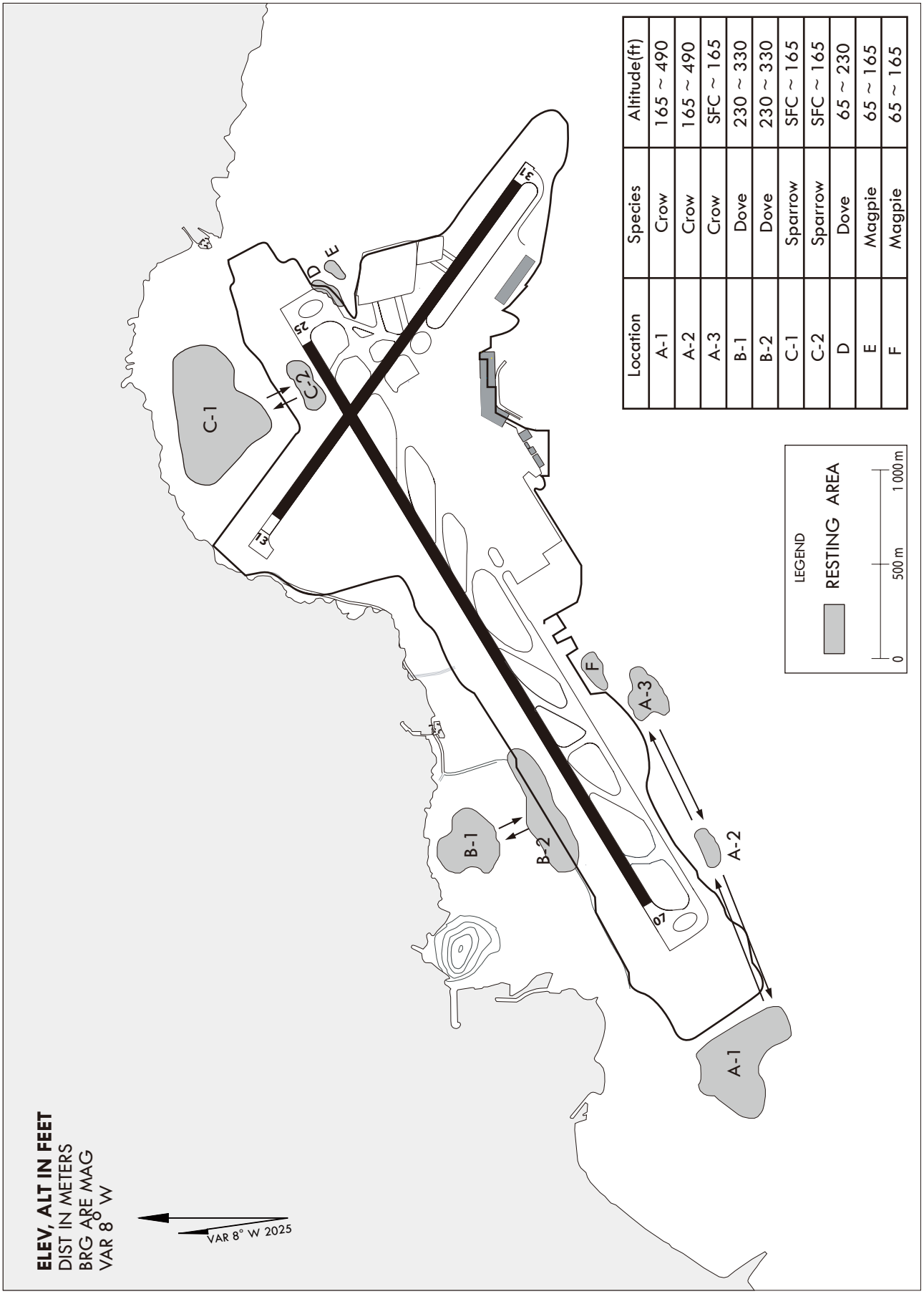
3. ATS airspace : Class B(Refer to ENR 2.2.-1)

INTENTIONALLY

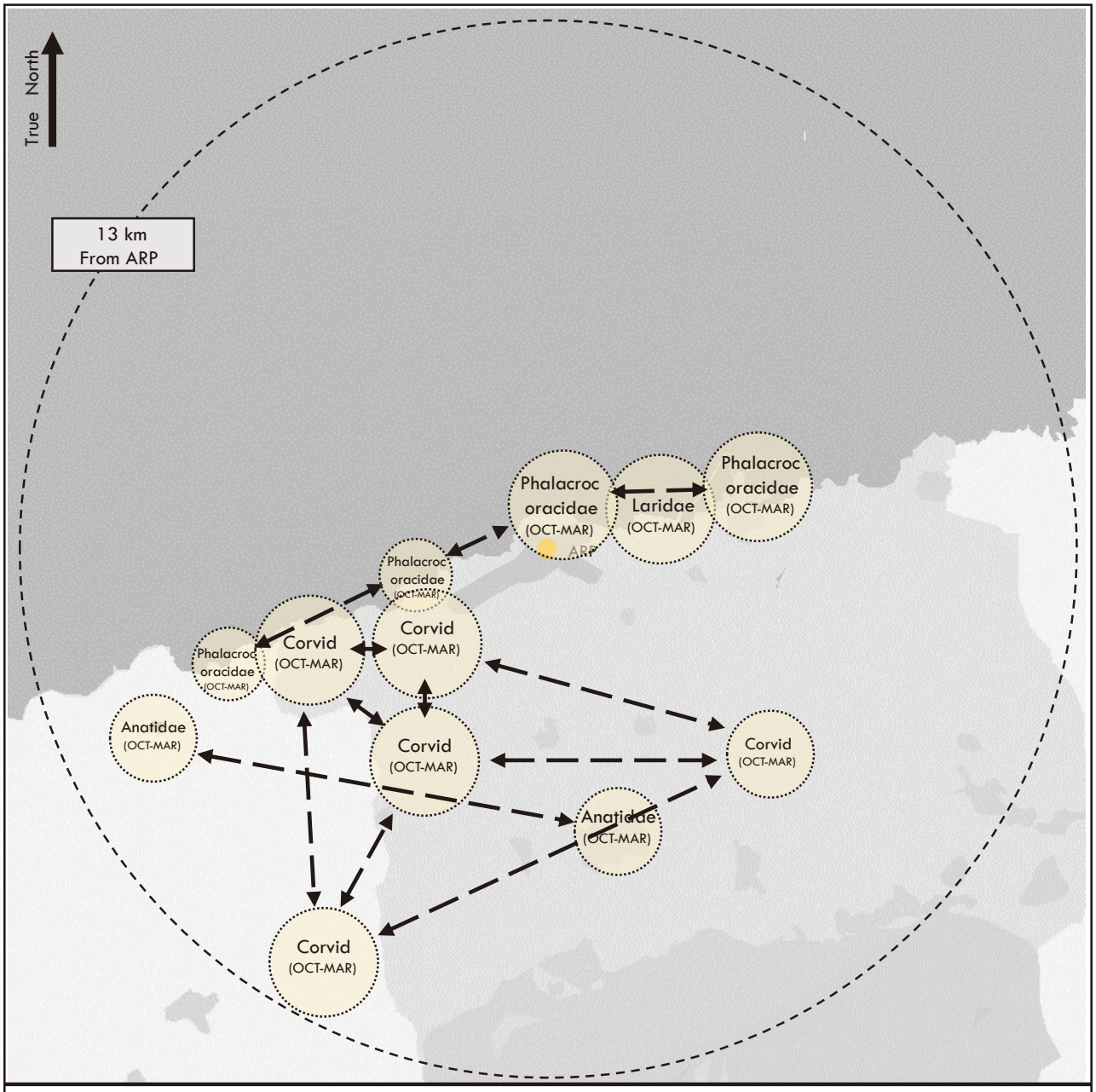
LEFT

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BIRD CONCENTRATION - JEJU INTERNATIONAL AIRPORT



BIRD CONCENTRATION - VICINITY OF JEJU INTERNATIONAL AIRPORT



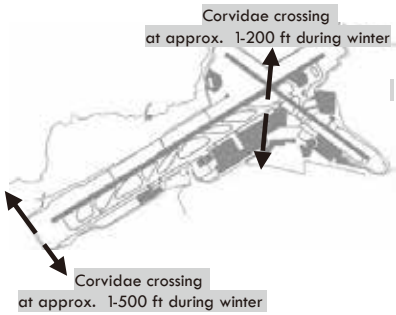
※ Remarks

1. Legend

- Winter Season Concentration Zone
- Summer Season Concentration Zone
- Year-round Concentration Zone
- Bird Flight Path

2. See AIP AD 2.23 for detailed bird information.

3. Bird Flight Information Near the RWY



4. Large Migratory Sites



* Predominant bird species
: None
(Within a 50 km radius of RKPC)

Change : Establishment of bird concentration chart for vicinity of RKPC.

RKPK AD 2.23 ADDITIONAL INFORMATION

1. The characteristics of Gimhae International Airport

a. Topographical

Gimhae International Airport is surrounded by mountains except the South part of the area.

b. Airspace

Pilots are required to keep strict aerial watch for following reasons ;
- Numerous helicopters flying between Jinhae airfield and US army airfield located in Busan city cross south of Gimhae International Airport at any time.
  (When necessary, traffic information and radar service are available at the pilot's request.)
- Several Radio antennas are on the northwest of the airport.

c. Weather

- Due to seasonal wind conditions, RWY 36 is usually used in winter while RWY 18 in summer.
- Being adjacent to the sea, sea fog often occurs.
- When low level clouds much moves in the southwest of airport, the chance of rain gets higher.

d. Bird concentrations in the vicinity of airport

a. General Bird Information			b. Seasonal Characteristics ('26.2)	c. Other Specifics
Species		Habitat / Bird Flight Path		
Family	Species			
Anatidae	Anas platyrhynchos (Mallard)	See AD Chart 2-42	Arrival period : OCT-MAR * Approx. 3 200 individuals observed	Weight : Approx. 1 082 g Flying in flocks Mostly flying at 0-3 500 ft, Occasionally above 3 500 ft
	Tadorna (Common shelduck)	See AD Chart 2-42	Arrival period : OCT-MAR * Approx. 2 100 individuals observed	Weight : Approx. 1 152 g Flying in flocks Mostly flying at 0-3 500 ft, Occasionally above 3 500 ft
	Anas poecilorhyncha (Eastern spot-billed duck)	See AD Chart 2-42	Arrival period : OCT-MAR * Approx. 1 500 individuals observed	Weight : Approx. 1 010.5 g Flying in flocks Mostly flying at 0-3 500 ft, Occasionally above 3 500 ft
	Anser fabalis (Taiga bean goose)	See AD Chart 2-42	Arrival period : OCT-MAR * Approx. 7 400 individuals observed	Weight : Approx. 2 850 g Flying in flocks Mostly flying at 0-5 000 ft, Occasionally above 5 000 ft
	Cygnus (Whooper swan)	See AD Chart 2-42	Arrival period : OCT-MAR * Approx. 2 500 individuals observed	Weight : Approx. 8 945 g Flying in flocks Mostly Flying at 0-5 000 ft, Occasionally above 5 000 ft
Phalacrocoracidae	Phalacrocorax carbo (Great cormorant)	See AD Chart 2-42	Arrival period : Year-round * Approx. 5 600 individuals observed	Weight : Approx. 2 109.5 g Flying in flocks Mostly flying at 0-3 500 ft, Occasionally above 3 500 ft

Change : Information of bird concentrations in the vicinity of airport.

RKPK AD 2.24 CHARTS RELATED TO THE AERODROME

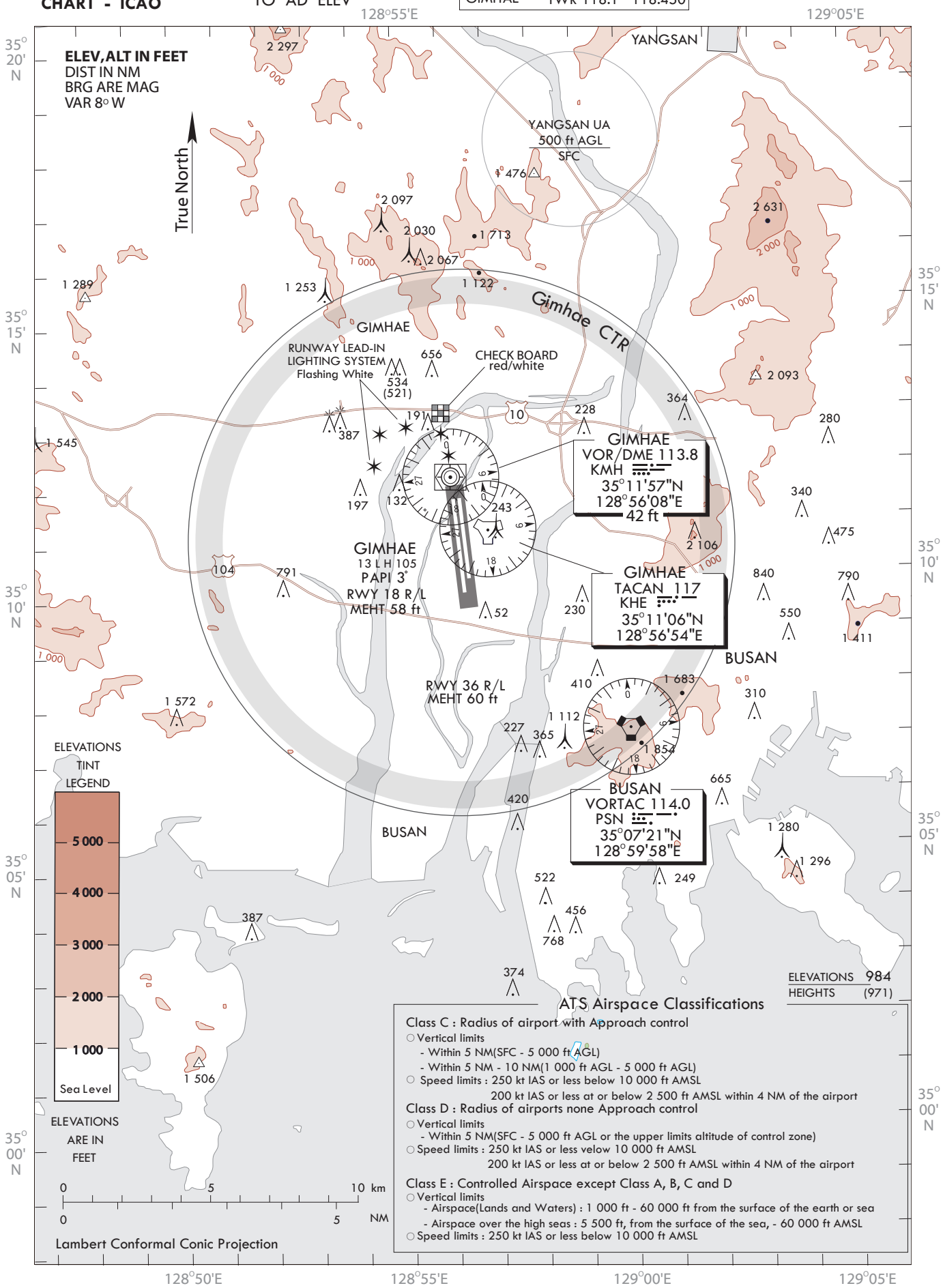
Aerodrome Chart - ICAO	RKPK AD CHART 2-1
Aircraft Parking/Docking Chart - ICAO	RKPK AD CHART 2-3
Aerodrome Ground Movement Chart(DEP) - ICAO	RKPK AD CHART 2-5
Aerodrome Ground Movement Chart(ARR) - ICAO	RKPK AD CHART 2-6
Aerodrome Obstacle Chart - ICAO Type A	RKPK AD CHART 2-7
Aerodrome Obstacle Chart - ICAO Type A	RKPK AD CHART 2-8
Aerodrome Obstacle Chart - ICAO Type A	RKPK AD CHART 2-9
Aerodrome Obstacle Chart - ICAO Type A	RKPK AD CHART 2-10
Aerodrome Obstacle Chart - ICAO Type B	RKPK AD CHART 2-11
Precision Approach Terrain Chart - RWY 36L	RKPK AD CHART 2-12
Area Chart - ICAO	RKPK AD CHART 2-13
SID - RWY 36L/R / RNAV(GNSS) OPONO 3	RKPK AD CHART 2-14
SID - RWY 36L/R / RWY 18L/R - GIMHAE 2	RKPK AD CHART 2-15
SID - RWY 36L/R / BEVSI 3	RKPK AD CHART 2-16
SID - RWY 36L/R / SOORO 2	RKPK AD CHART 2-17
SID - RWY 36L/R / ATLAX 2	RKPK AD CHART 2-18
SID - RWY 18L/R / RNAV(GNSS) BURIM 3	RKPK AD CHART 2-19
SID - RWY 18L/R / ULSUK 3	RKPK AD CHART 2-20
SID - RWY 18L/R / BAHDA 1	RKPK AD CHART 2-21
STAR - RWY 36L/R - RNAV(GNSS) PEDLO 1	RKPK AD CHART 2-22
STAR - RWY 36L/R - RNAV(GNSS) KEVOX 3	RKPK AD CHART 2-23
STAR - RWY 18L/R - RNAV(GNSS) GAYHA 3	RKPK AD CHART 2-24
ATC Surveillance Minimum Altitude Chart - ICAO	RKPK AD CHART 2-25
Instrument Approach Chart - RWY 36L - ILS CAT II	RKPK AD CHART 2-26
Instrument Approach Chart - RWY 36L - ILS Y	RKPK AD CHART 2-27
Instrument Approach Chart - RWY 36L - LOC Y	RKPK AD CHART 2-28
Instrument Approach Chart - RWY 36L - ILS Z	RKPK AD CHART 2-29
Instrument Approach Chart - RWY 36L - LOC Z	RKPK AD CHART 2-30
Instrument Approach Chart - RWY 36L - RNP	RKPK AD CHART 2-31
Instrument Approach Chart - RWY 36L - VOR	RKPK AD CHART 2-32
Instrument Approach Chart - RWY 36R - ILS Y	RKPK AD CHART 2-33
Instrument Approach Chart - RWY 36R - LOC Y	RKPK AD CHART 2-34
Instrument Approach Chart - RWY 36R - ILS Z	RKPK AD CHART 2-35
Instrument Approach Chart - RWY 36R - LOC Z	RKPK AD CHART 2-36
Instrument Approach Chart - RWY 36R - RNP	RKPK AD CHART 2-37
Instrument Approach Chart - RWY 36R - VOR	RKPK AD CHART 2-38
Instrument Approach Chart - RWY 18L/R - VOR - A	RKPK AD CHART 2-39
Instrument Approach Chart - RWY 18L/R - RNP B	RKPK AD CHART 2-40
Visual Approach Chart - ICAO	RKPK AD CHART 2-41
Bird concentrations in the vicinity of airport	RKPK AD CHART 2-42

VISUAL APPROACH CHART - ICAO

AD ELEV **13** ft
HEIGHTS RELATED TO AD ELEV

GIMHAE	APP	125.5	364.0
	DEP	125.5	363.8
GIMHAE	TWR	118.1	118.450

BUSAN/Gimhae



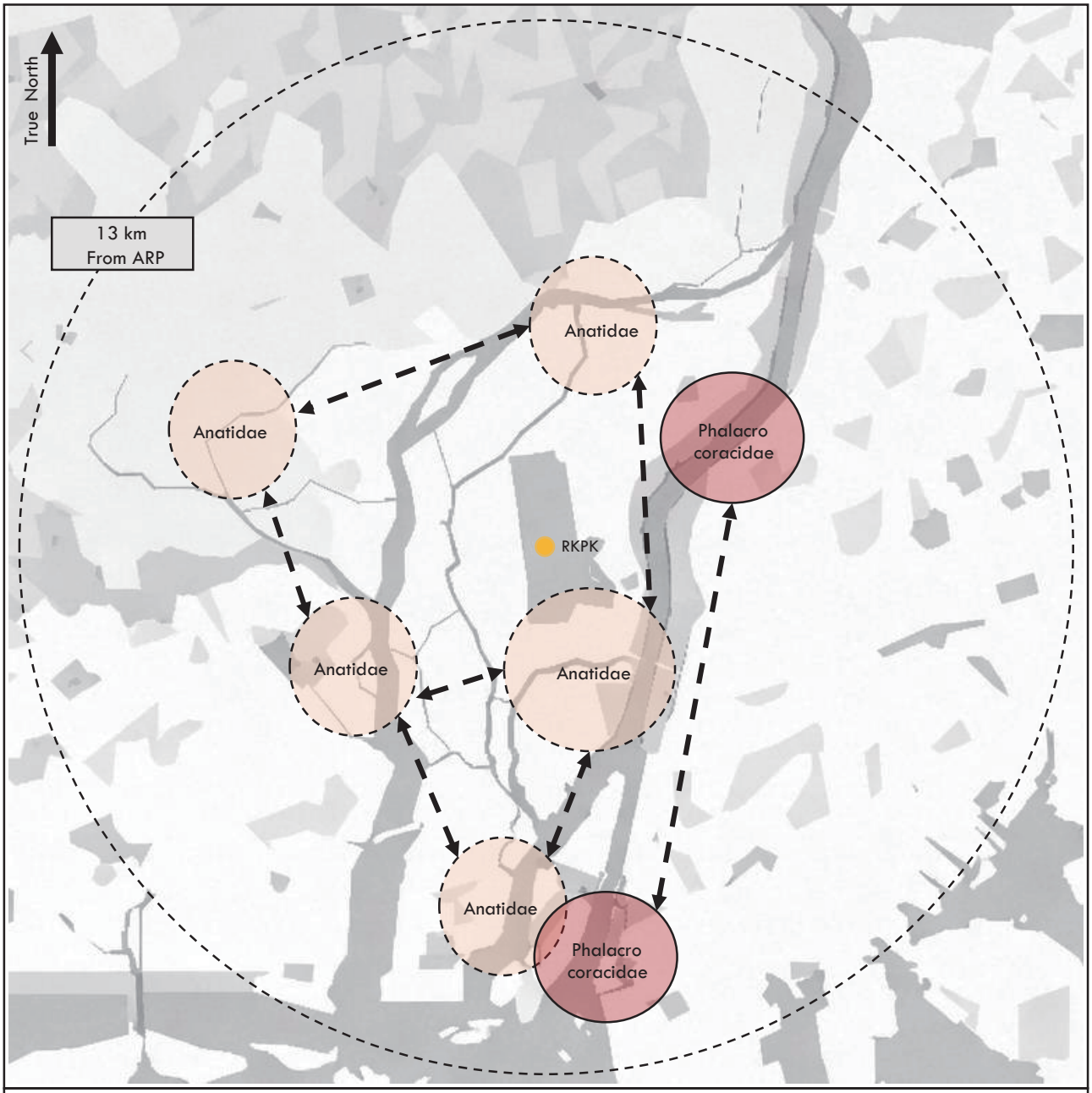
ATS Airspace Classifications

Class C : Radius of airport with Approach control
- Vertical limits
  - Within 5 NM(SFC - 5 000 ft AGL)
  - Within 5 NM - 10 NM(1 000 ft AGL - 5 000 ft AGL)
- Speed limits : 250 kt IAS or less below 10 000 ft AMSL
  200 kt IAS or less at or below 2 500 ft AMSL within 4 NM of the airport

Class D : Radius of airports none Approach control
- Vertical limits
  - Within 5 NM(SFC - 5 000 ft AGL or the upper limits altitude of control zone)
- Speed limits : 250 kt IAS or less velow 10 000 ft AMSL
  200 kt IAS or less at or below 2 500 ft AMSL within 4 NM of the airport

Class E : Controlled Airspace except Class A, B, C and D
- Vertical limits
  - Airspace(Lands and Waters) : 1 000 ft - 60 000 ft from the surface of the earth or sea
  - Airspace over the high seas : 5 500 ft, from the surface of the sea, - 60 000 ft AMSL
- Speed limits : 250 kt IAS or less below 10 000 ft AMSL

BIRD CONCENTRATION - VICINITY OF GIMHAE INTERNATIONAL AIRPORT



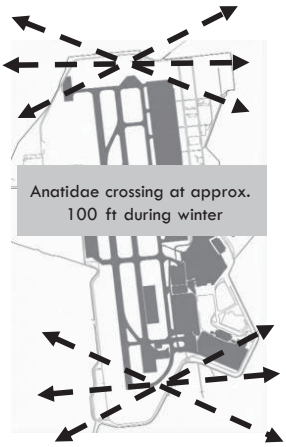
※ Remarks

1. Legend

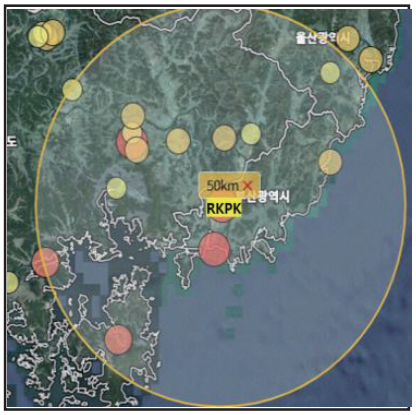
- Winter Season Concentration Zone
- Summer Season Concentration Zone
- Year - round Concentration Zone
- Bird Flight Path

2. See AIP AD 2.23 for detailed bird information.

3. Bird Flight Information Near the RWY



4. Large Migratory Sites



* Predominant bird species : Crassirostris
(Approx. 3 000 individuals observed.)

Change : Information of bird concentration chart for vicinity of RKPK.

RKTU AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of the airport

a. General Bird Information			b.Seasonal Characterstics	c. Other Specifics
Species		Habitat / Bird Flight Path		
Anatidae	Ruddy shelduck	See AD Chart 2-34	Arrival period : OCT-MAR * Approx. 1 000 individuals observed	Weight : Approx. 1 240 g Flying in flocks Mostly at 0-3 500 ft, Occasionally above 3 500 ft
	Mallard			
Phalacrocoracidae	Great cormorant	See AD Chart 2-34	Arrival period : Year-round * Approx. 250 individuals observed	Weight : Approx. 2 110 g Flying in flocks Mostly at 0-3 500 ft, Occasionally above 3 500 ft

Change : Information of bird concentrations in the vicinity of airport.

RKTU AD 2.24 CHARTS RELATED TO THE AERODROME

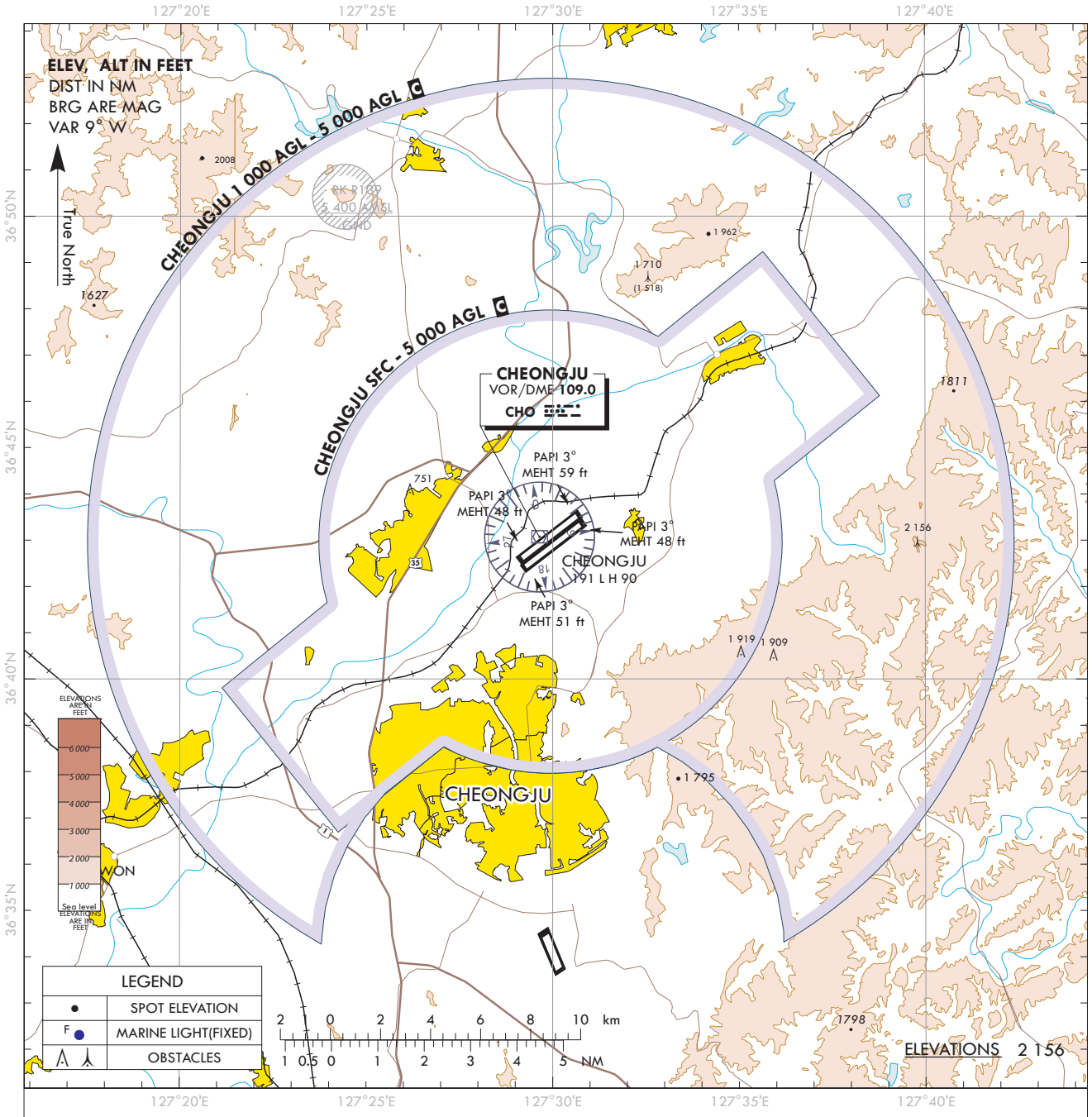
Aerodrome Chart - ICAO	RKTU AD CHART 2-1
Aircraft Parking/Docking Chart - ICAO	RKTU AD CHART 2-3
Aerodrome Ground Movement Chart - ICAO	RKTU AD CHART 2-4
Aerodrome Obstacle Chart - ICAO - Type A	RKTU AD CHART 2-5
Aerodrome Obstacle Chart - ICAO - Type A	RKTU AD CHART 2-6
Aerodrome Obstacle Chart - ICAO - Type A	RKTU AD CHART 2-7
Aerodrome Obstacle Chart - ICAO - Type A	RKTU AD CHART 2-8
Aerodrome Obstacle Chart - ICAO - Type B	RKTU AD CHART 2-9
Area Chart - ICAO	RKTU AD CHART 2-10
SID - RWY 06L - RNAV(GNSS) BUKIL 2	RKTU AD CHART 2-11
SID - RWY 24R - RNAV(GNSS) UPTIL 1	RKTU AD CHART 2-12
SID - RWY 06L/R - CHEONGJU 4	RKTU AD CHART 2-13
SID - RWY 24L/R - CHEONGJU 5	RKTU AD CHART 2-14
SID - RWY 06/24 - CHEONGJU 1D	RKTU AD CHART 2-15
STAR - RWY 06L/24R - MATIZ 1	RKTU AD CHART 2-15-2
ATC Surveillance Minimum Altitude Chart - ICAO	RKTU AD CHART 2-16
Instrument Approach Chart - RWY 06L - RNP	RKTU AD CHART 2-17
Instrument Approach Chart - RWY 06L - ILS Y	RKTU AD CHART 2-18
Instrument Approach Chart - RWY 06R - ILS Y	RKTU AD CHART 2-19
Instrument Approach Chart - RWY 06L - ILS Z	RKTU AD CHART 2-20
Instrument Approach Chart - RWY 06L - LOC Y	RKTU AD CHART 2-21
Instrument Approach Chart - RWY 06R - LOC	RKTU AD CHART 2-22
Instrument Approach Chart - RWY 06L - LOC Z	RKTU AD CHART 2-23
Instrument Approach Chart - RWY 06L - VOR	RKTU AD CHART 2-24
Instrument Approach Chart - RWY 24R - RNP	RKTU AD CHART 2-25
Instrument Approach Chart - RWY 24L - ILS	RKTU AD CHART 2-26
Instrument Approach Chart - RWY 24R - ILS Y	RKTU AD CHART 2-27
Instrument Approach Chart - RWY 24R - ILS Z	RKTU AD CHART 2-28
Instrument Approach Chart - RWY 24L - LOC	RKTU AD CHART 2-29
Instrument Approach Chart - RWY 24R - LOC Y	RKTU AD CHART 2-30
Instrument Approach Chart - RWY 24R - LOC Z	RKTU AD CHART 2-31
Instrument Approach Chart - RWY 24R - VOR	RKTU AD CHART 2-32
Visual Approach Chart - ICAO	RKTU AD CHART 2-33
Bird concentrates in the vicinity of airport	RKTU AD CHART 2-34

VISUAL APPROACH CHART - ICAO

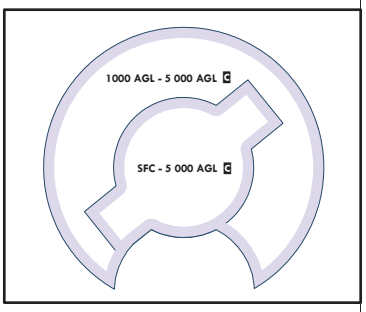
AD ELEV **192** ft
HEIGHTS RELATED TO AD ELEV

JUNGWON	APP	134.0	
	DEP	129.65	
CHEONGJU	TWR	118.7	126.2

CHEONGJU/Cheongju

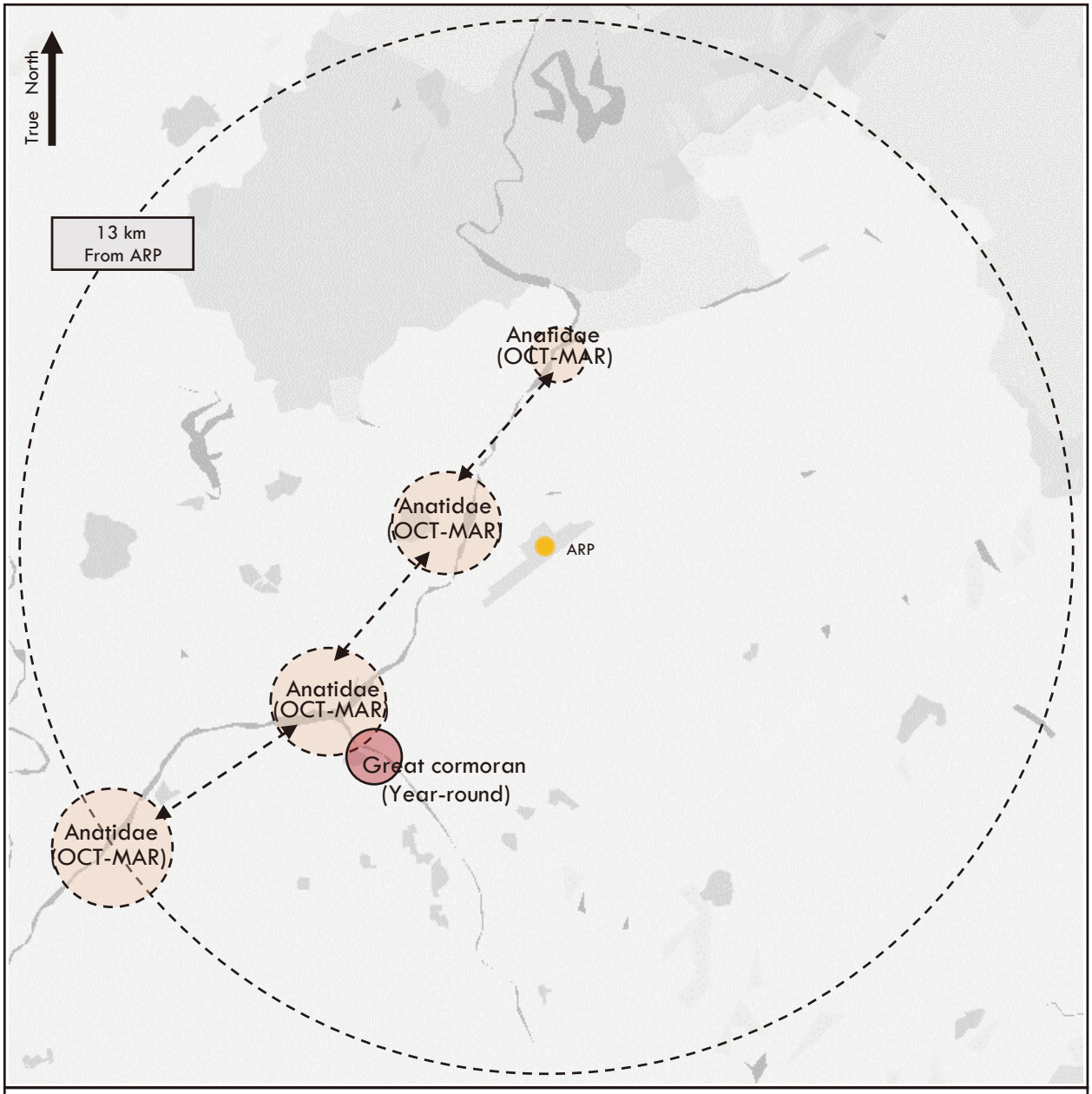


ATS Airspace Classifications



1. Class C : Radius of Cheongju airports
   * Vertical Limits
     - Within 5 NM including areas which are extended southwest-bound from
       364140N 1272357E - 363949N 1272108E -
       363642N 1272415E - 363833N 1272705E
       and northeast-bound from
       364725N 1273250E - 364915N 1273539E -
       364608N 1273847E - 364418N 1273557E (SFC-5 000 ft)
     - 10M Radius of 364259N 1272957E (Excluding the area that overlap with the Seongmu CLASS D)

BIRD CONCENTRATION - VICINITY OF CHEONGJU INTERNATIONAL AIRPORT



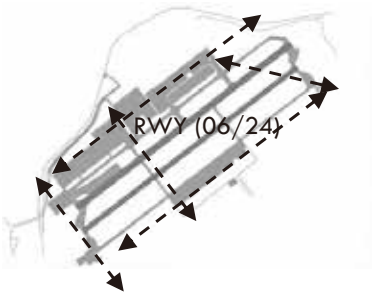
※ Remarks

1. Legend

- Winter Season Concentration Zone
- Summer Season Concentration Zone
- Year-round Concentration Zone
- Bird Flight Path

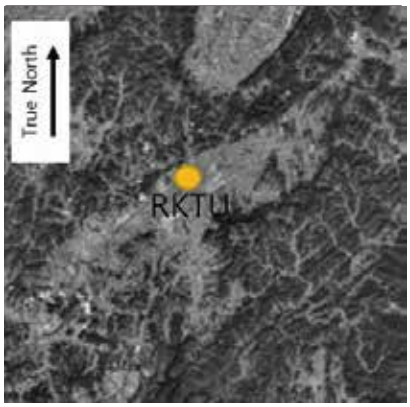
2. See AIP AD 2.23 for detailed bird information.

3. Bird Flight Information Near the RWY



Flocks of Herons crossing at approx. 0-500 ft, year-round

4. Large Migratory Sites



* Predominant bird species : None
(Within a 50 km radius of RKTU)

Change : Information of bird concentration chart for vicinity of RKTU.

b. Under Radar Vectoring
- Proceed by the direct route from the point of radio failure to the fix, route, or airway specified in the vector clearance;
- In the absence of an assigned route, proceed by the route that ATC has advised may be expected in a further clearance; or
- In the absence of an assigned route or a route that ATC has advised may be expected in a further clearance, by the route filed in the flight plan; and
- Maintain minimum enroute altitude(MEA) or the altitude/flight level cleared in the last ATC clearance received, whichever is higher, for 20 minutes; then
- Continue the flight with altitude/flight level filed in the flight plan.

B. ARRIVAL

Runway 33 in use

1) Proceed to DUBUN IAF and commence descent and approach as close as possible to the expect further clearance time(EFC) issued by ATC or estimated time of arrival(ETA) filed in the flight plan; and
2) Land, if possible, within 30 minutes after ETA or the last acknowledged EFC or ETA, whichever is later;
3) Circling not authorized west of RWY 15-33.

3.2 VFR

1. VFR flight experiencing radio communication failure shall

a. Helicopter
- Squawk 7600, and
- When able to see light gun signal of control tower, follow that instruction.
- If unable to see light gun signal of control tower, hold over downwind until ETA or for 10 minutes, whichever is longer, then
- Make landing on runway 15/33 in use as appropriate.
- Pilot shall use caution traffic landing and takeoff from/to runway.

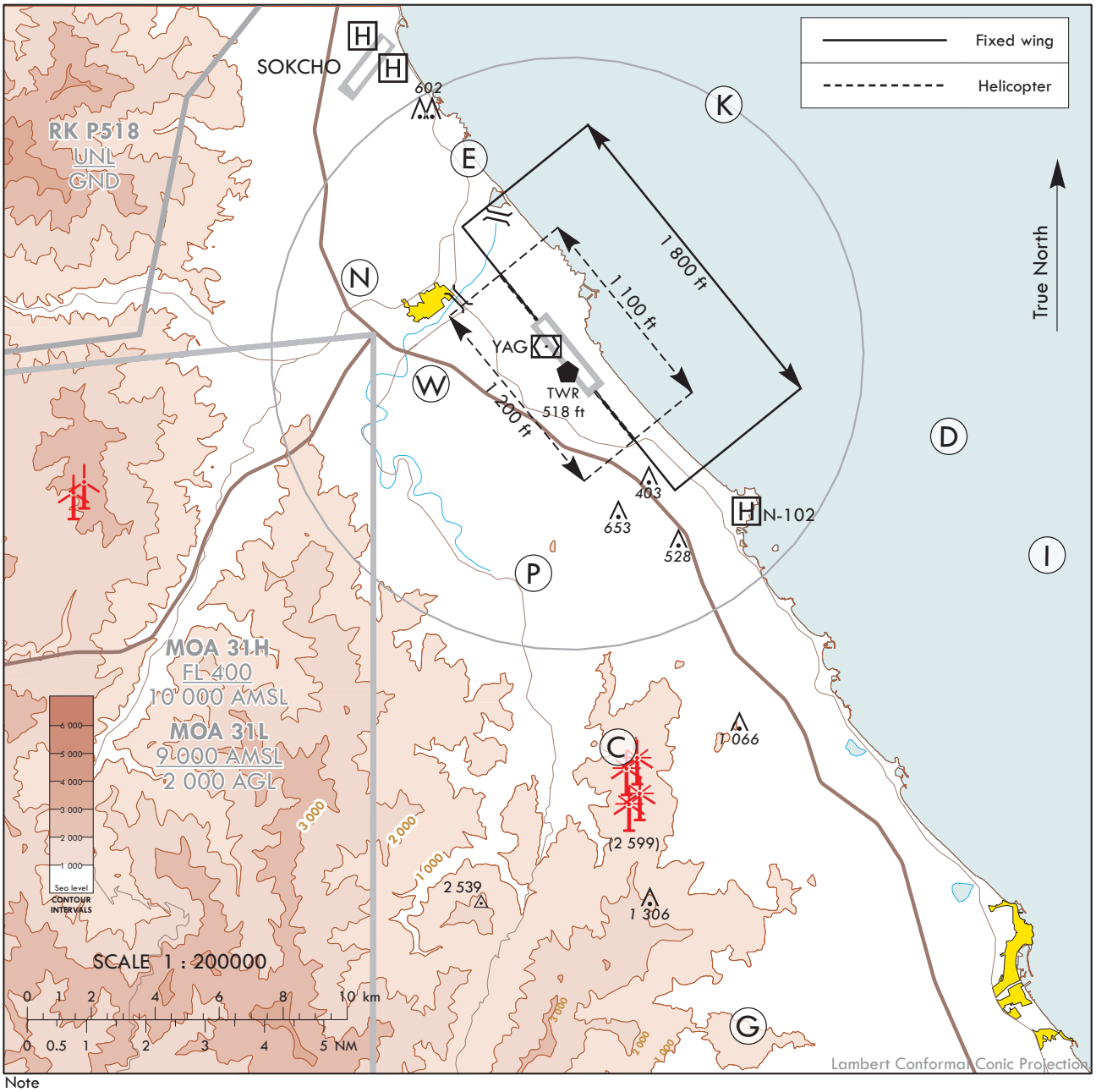
b. Conventional flight
- Squawk 7600, and
- When able to see light gun signal of control tower, follow that instruction.
- If unable to see light gun signal of control tower, hold over down-wind until ETA or for 10 minutes, whichever is longer, then
- Make landing on runway 15/33 in use as appropriate.
- Pilot shall use caution traffic landing and takeoff from/to runway.

4. Take-off Weather Minima

Facilities	RWY	3 RVR REQ			REDL & RCLL	REDL & RCL***	REDL or RCL***	NIL (Day Only)
		TGS*, HIRL & RCLL	HIRL & RCLL	REDL & RCLL				
		RVR / VIS**						
Multi-Engine ACFT	15	-	-	-	-	-	400 m / 1 200 ft	500 m / 1 600 ft
	33	-	-	-	-	-	400 m / 1 200 ft	500 m / 1 600 ft

Note : SIDs are designed in accordance with STANDARDS for FLIGHT PROCEDURE DESIGN.
* With certified TGS(Take-off Guidance System).
** The TDZ RVR/VIS may be assessed by the pilot.
*** For Night Operations at least REDL or RCLL and RENL are available.

VFR Traffic Circuits - Yangyang INTL Airport



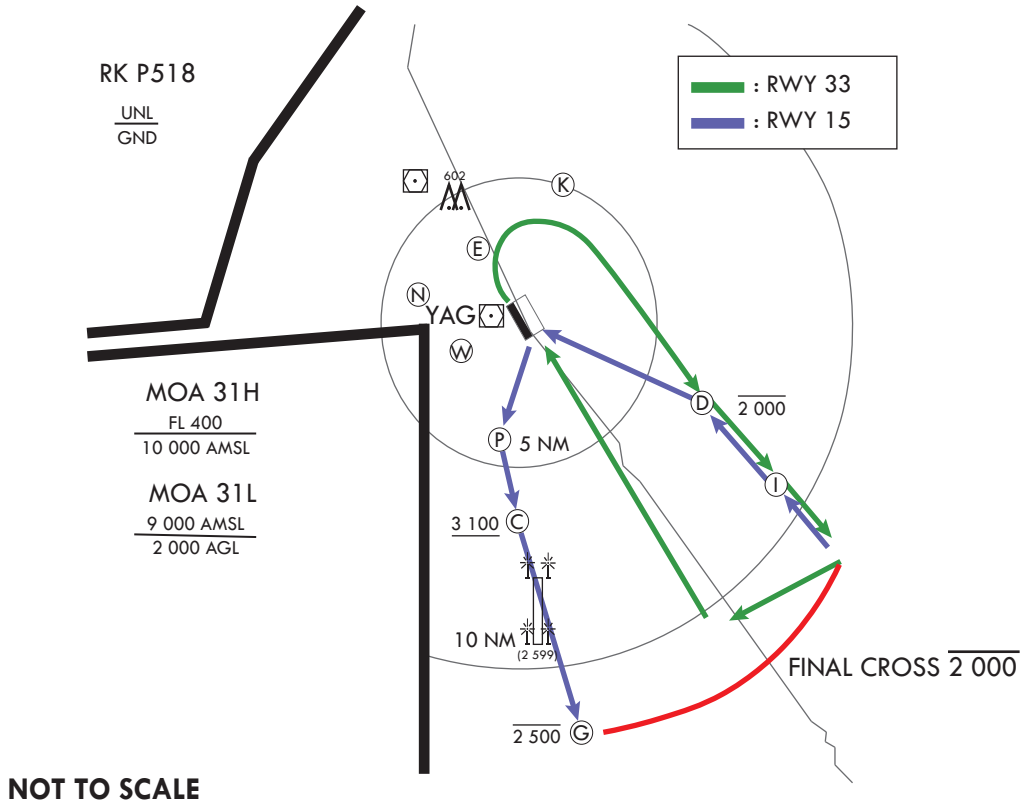
Note
1. The areas specified at the ENR 1.5 holding, approach and departures 2.3 PANS-OPS visual manoeuvering(circling) areas used for obstacles.
2. East traffic pattern altitudes for runways are for CAT H-D.
3. Fixed wing is only available east traffic pattern.

VFR Reporting Point

Reporting Point	Geographical Name	Position	Coordinates(WGS-84)
N	The 95 m hill southeast of Araemal 아랫말 남동쪽 95 고지	3.7 NM NW of airport R 299 YAG/D3.4	380500N 1283544E
W	The 167 m hill north of Sambarijae 삼바리재 북쪽 167 고지	2.3 NM W of airport R 261 YAG/D2.0	380311N 1283715E
P	The 223 m hill east of Dangsandong 당산동 동쪽 223 고지	3.8 NM S of airport R 193 YAG/D3.9	375956N 1283917E
E	Naksan beach 낙산해수욕장	3.6 NM NW of airport R 347 YAG/D3.4	380659N 1283807E
K	4.6 NM east of Naksan Temple 낙산사 동쪽 4.6 마일 해상	5 NM NE of airport R 045 YAG/D5.1	380755N 1284335E
D	4.4 NM east of Gisamunri 기사문리 동쪽 4.4 마일 해상	6.4 NM SE of airport R 111 YAG/D6.8	380216N 1284807E
C	0.5 NM north of wind power plant 풍력발전단지 북쪽 0.5 마일	7.1 NM S of airport R 178 YAG/D7.0	375700N 1284110E
I	4.8 NM east of Kwangjinri 광진리 동쪽 4.8 마일 해상	8.6 NM SE of airport R 121 YAG/D9.0	380015N 1285010E
G	0.5 NM southeast of Samgyo Reservoir 삼교저수지 남동쪽 0.5 마일	12.2 NM S of airport R 172 YAG/D12.0	375217N 1284353E

Change : Information of OBST(777 → 602).

VFR In/Outbound Flow Chart - Yangyang INTL Airport



NOT TO SCALE

RWY 15 VFR ARRIVAL

Contact Yangyang TWR when passing "I" point, then proceed to downwind leg via "D" point.

RWY 15 VFR DEPARTURE

Turn right when passing threshold and proceed to "P" and "C" point. Climb and maintain at or above 3 100 ft before "C" point. If unable, advise ATC, then make right circle and climb over "P" point. Leave "P" point when able to comply with the restriction due to wind power plant area. After passing 0.5 NM of the obstacles, descend VFR to "G" point at or below 2 500 ft. Maintain at or below 2 000 ft when passing 12 DME from YAG, then climb VFR.

RWY 33 VFR ARRIVAL

Contact Yangyang TWR when passing 10 NM final, then proceed to 4 NM on final.

RWY 33 VFR DEPARTURE

Turn right when passing abeam Yangyang bridge and proceed to "D" and "I" point.
Maintain at or below 2 000 ft until 12 DME from YAG, then climb VFR.

Note

Maintain at or below 2 000 ft and use caution IFR inbound traffic when flying across the final course 12 DME away from YAG. Use caution when flying between "C" and "G" point due to wind power plant area and IFR inbound traffic on final.

Change : Information of OBST(777 → 602).

INTENTIONALLY

LEFT

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RKNY AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of the airport

a. General Bird Information			b. Seasonal Characteristics	c. Other Specifics
Species		Habitat / Bird Flight Path		
Laridae	Common gull	See AD CHART 2-19	Arrival Period : OCT-MAR * Approx. 2 230 individuals observed	Weight : Approx. 414 g Flying in flocks Mostly flying at 0-500 ft Occasionally between 500 and 3 500 ft
	Vega gull		Arrival Period : OCT-MAR * Approx. 1 309 individuals observed	Weight : Approx. 1 085 g Flying in flocks Mostly flying at 0-500 ft, Occasionally between 500 and 3 500 ft
Anatidae	Mallard	See AD CHART 2-19	Arrival Period : OCT-MAR * Approx. 244 individuals observed	Weight : Approx. 1 082 g Flying in flocks Mostly flyingat 0-3 500 ft Occasionally above 3 500 ft
	Eastern spot-billed duck		Arrival Period : Year-round * Approx. 229 individuals observed	Weight : Approx. 1 010 g Flying in flocks Mostly flying at 0-3 500 ft Occasionally above 3 500 ft
Phalacrocoracidae	Japanese cormorant	See AD CHART 2-19	Arrival Period : Year-round * Approx. 204 individuals observed	Weight : Approx. 2 820 g Flying in flocks Mostly flying at 0-3 500 ft

d. Remarks

Yangyang Airport is located close to both mountains and the coast. Frequent bird activity (e.g., ducks, gulls, waders and cormorants) is observed at the estuary of the Namdaecheon River, approximately 2 NM north of the airport. Pilots are advised to exercise caution during takeoff and landing due to bird activity.

1) Flocks of ducks and wild geese are sometimes observed flying NW-SE, especially around dawn and dusk in winter. Bird flight heights vary, mostly up to approximately 3 500 ft (1 066 m) AGL.

2) Resident birds (e.g., larks, crows, kestrels, pigeons and magpies) are observed around the airport, including the RWY area.

3) The control tower will inform pilots of bird activity, including position and altitude, when a bird sighting is reported.

4) To reduce the wildlife hazard in the vicinity of the RWY, wildlife control activities are conducted by the airport operator, including use of a shotgun, playback of distress noise (gas cannon and audible alarm) and habitat management. Farming and garbage littering are prohibited on airport property.

Change : Information of bird concentrations in the vicinity of airport and item numbers.

RKNY AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	RKNY AD CHART 2-1
Aircraft Parking/Docking Chart - ICAO	RKNY AD CHART 2-2
Aerodrome Ground Movement Chart - ICAO	RKNY AD CHART 2-3
Aerodrome Obstacle Chart - ICAO Type A	RKNY AD CHART 2-4
Aerodrome Obstacle Chart - ICAO Type A	RKNY AD CHART 2-5
Aerodrome Obstacle Chart - ICAO Type B	RKNY AD CHART 2-6
Area Chart - ICAO	RKNY AD CHART 2-7
SID - ICAO - RWY 15 - RNAV KAE 2E, RNAV BIKSI 2E, RNAV PILIT 2E	RKNY AD CHART 2-8
SID - ICAO - RWY 15 - YAG 2S, YAG 2T	RKNY AD CHART 2-9
SID - ICAO - RWY 33 - RNAV KAE 2N, RNAV BIKSI 2N, RNAV PILIT 2N	RKNY AD CHART 2-10
SID - ICAO - RWY 33 - YAG 2A	RKNY AD CHART 2-11
STAR - ICAO - RWY 33 - RNAV KAE 2H, RNAV BIKSI 2H	RKNY AD CHART 2-12
ATC Surveillance Minimum Altitude Chart - ICAO	RKNY AD CHART 2-13
Instrument Approach Chart - ICAO - RWY33 - ILS or LOC Z	RKNY AD CHART 2-14
Instrument Approach Chart - ICAO - RWY33 - ILS or LOC Y	RKNY AD CHART 2-15
Instrument Approach Chart - ICAO - RWY33 - RNP	RKNY AD CHART 2-16
Instrument Approach Chart - ICAO - RWY33 - VOR	RKNY AD CHART 2-17
Visual Approach Chart - ICAO	RKNY AD CHART 2-18
Bird concentrates in the vicinity of airport	RKNY AD CHART 2-19

RKNY AD 2.25 VISUAL SEGMENT SURFACE(VSS) PENETRATION

NIL

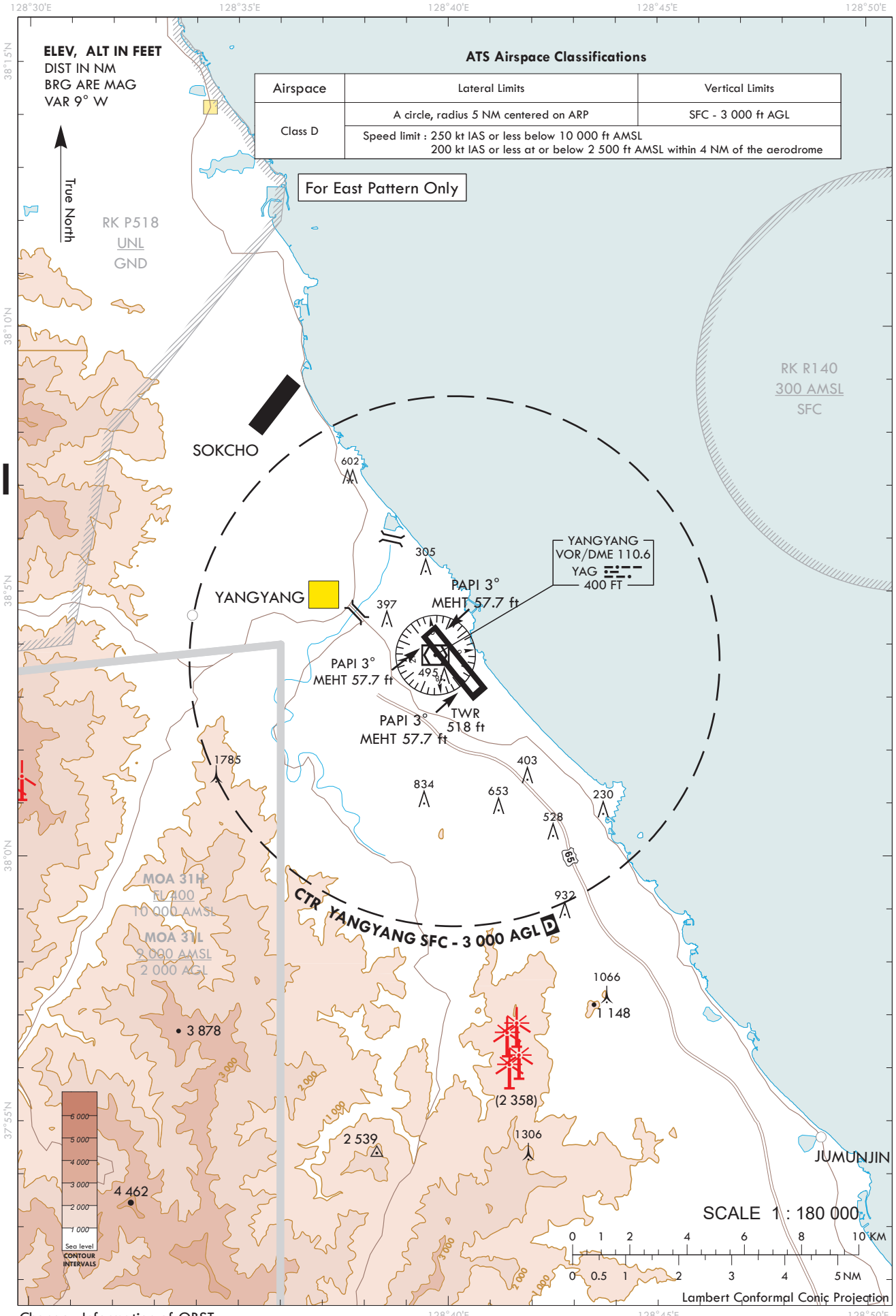
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VISUAL APPROACH CHART - ICAO

AD ELEV **241** ft
HEIGHTS RELATED
TO AD ELEV

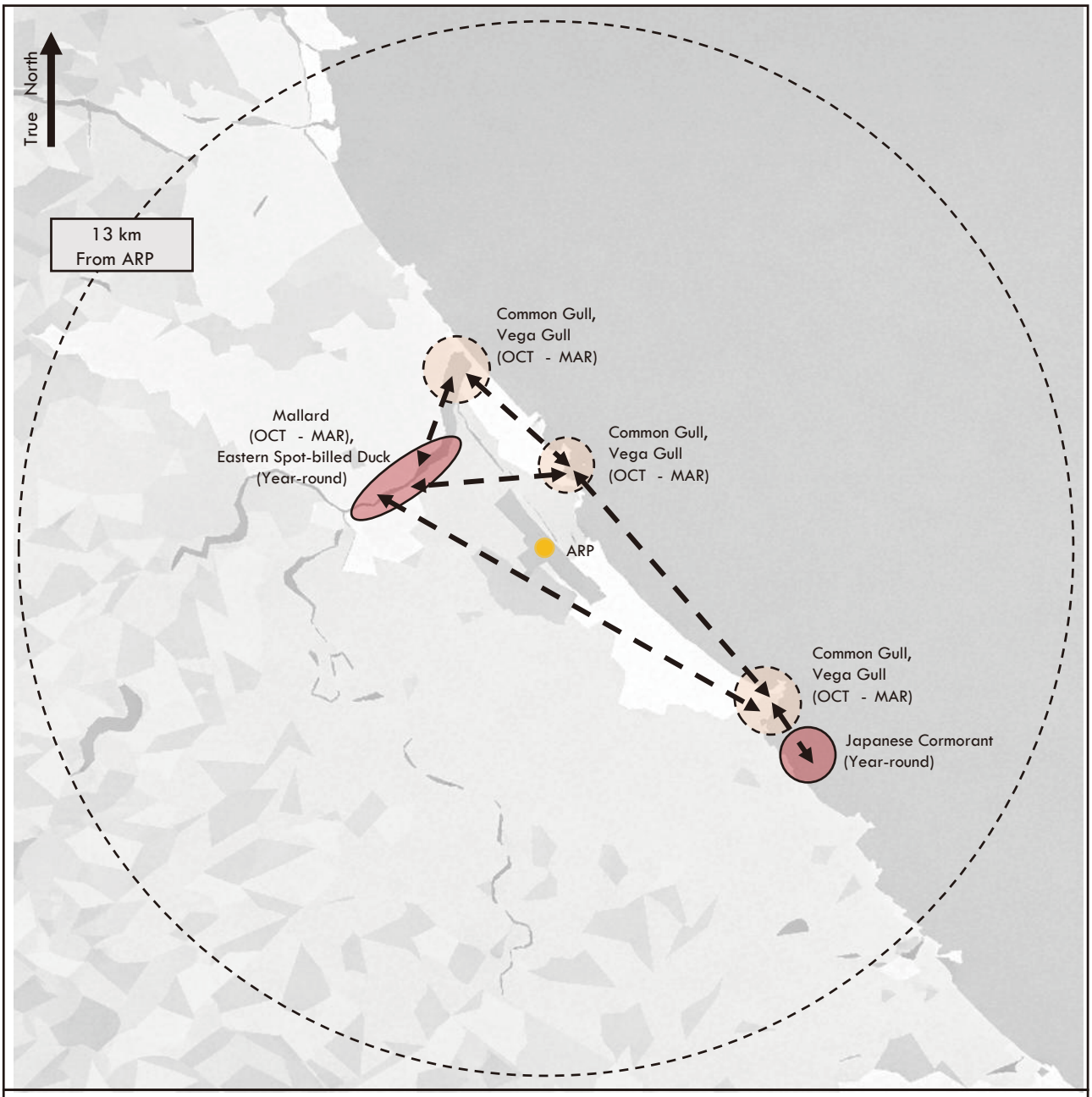
GANGNEUNG	APP	124.6	304.0
	DEP	124.6	258.4
YANGYANG	TWR	118.85	
		124.375	240.4

YANGYANG/Yangyang



Change : Information of OBST.

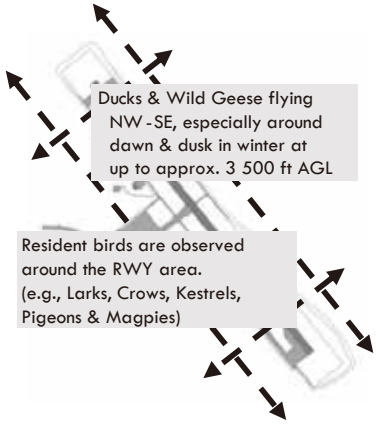
BIRD CONCENTRATION - VICINITY OF YANGYANG INTERNATIONAL AIRPORT



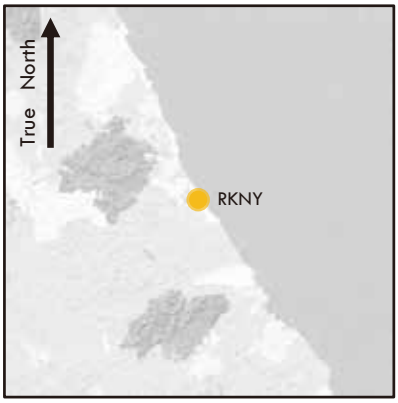
※ Remarks

1. Legend
   - Winter Season Concentration Zone
   - Summer Season Concentration Zone
   - Year-round Concentration Zone
   - Bird Flight Path
2. See AIP AD 2.23 for detailed bird information.

3. Bird Flight Information Near the RWY



4. Large Migratory Sites



* Predominant bird species : None
(Within a 50 km radius of RKNY)

Change : Information of bird concentration chart for vicinity of RKNY.

- Runway 31L/R in use

1) DALSUNG 3 ALPHA

Climb on HDG 312° until cross R 350 TGU, then climbing right turn track outbound on R 345 TGU to 18 DME at or below 7 000 ft. Then turn right and proceed along 18 DME ARC to intercept R 018 TGU 18 DME between 5 000 ft to 9 000 ft. Then climbing right turn inbound on R 018 TGU.

2) DONGCHON 7

Climb on HDG 312° to intercept R 312 DOC, and R 312 DOC to cross 12 DME at or above 6 000 ft.

3) KABAS 1(RNAV)

TAKE-OFF RWY 31R : Climb course 312° to KABAS thence,.....
TAKE-OFF RWY 31L : Climb course 313° to KABAS thence,.....
.....Climb to 9 000 ft or assigned altitude via the following transition routes.
a) BITUX Transition : From KABAS on track 322º to cross VETUP between at or above 6 000 ft and at or below 9 000 ft, then on track 312º to BITUX.
b) OPEDA Transition : From KABAS on track 273º to OPEDA.
c) IGDOK Transition : From KABAS on track 237º to cross TN311 at or above 5 000 ft, then on track 237º to PEDVA and track 254º to IGDOK.
d) MASTA Transition : From KABAS on track 237º to cross TN311 at or above 5 000 ft, then on track 170º to MASTA.
e) KALOD Transition : From KABAS on track 237º to cross TN311 at or above 5 000 ft, then on track 147º to cross TN312 at or above 8 000 ft, then on track 147º to KALOD.
f) LAPAL Transition : From KABAS on track 237º to cross TN311 at or above 5 000 ft, then on track 147º to cross TN312 at or above 8 000 ft, then on track 075º to LAPAL.

b. Under Radar Vectoring

- Proceed by the route from the point of radio failure to the fix, route, or airway specified in the vector clearance. :
- In the absence of an assigned route, proceed by the route that ATC has advised may be expected in a further clearance. : or
- In the absence of an assigned route, or route that ATC has advised may be expected in a further clearance, proceed by the route filed in the flight plan. : and
- Maintain minimum enroute altitude(MEA) or the altitude/flight level cleared in the last ATC clearance received, whichever is higher, for 5 minutes.
- Continue the flight with altitude/flight level filed in the flight plan.

B. ARRIVAL

RWY 31L/R in use

a. in VMC
- The aircraft shall maintain VFR and make an approach to land at RWY 31L.

b. in IMC
- The aircraft shall proceed to UKBAT IAF via TGU and execute ILS/DME RWY 31L or VOR/DME RWY 31L and use caution landing and departing traffic.

RWY 13R/L in use

a. in VMC
- The aircraft shall maintain VFR and make an approach to land at RWY 13R.

b. in IMC
- The aircraft shall proceed to YAWAN IAF and execute ILS/DME RWY 13R, and use caution landing and departing traffic.

4.2 VFR

1. VFR flight which has encountered radio communication failure shall

a. Helicopter

- Squawk 7600, and
- When able to see light gun signal from control tower, follow that instruction.
- If unable to see light gun signal from control tower, hold over downwind until ETA or for 10 minutes, whichever is later, then
- Land on runway in use as filed, and use caution landing and departing traffic.

b. Conventional flight

- Squawk 7600, and
- When able to see light gun signal from control tower, follow that instruction.
- If unable to see light gun signal from control tower, hold over downwind until ETA or for 10 minutes, whichever is later, then
- Land on runway in use as filed, and use caution landing and departing traffic.

RKTN AD 2.23 ADDITIONAL INFORMATION

1. The distance is not sufficient between RWY 13L/31R centerline and TWY E centerline, and between two RWY strips.

2. Bird concentrations in the vicinity of airport

a. General Bird information			b. Seasonal Characteristics	c. Other Specifics
Species		Habitat/ Bird Flight Path		
Anatidae	Tundra bean goose	See AD Chart 2-30	Arrival period : OCT-MAR * Approx. 450 individuals observed	Mostly flying at 0-3 500 ft, Occasionally above 3 500 ft
	Eastern spot-billed duck		Arrival period : Year-round * Approx. 500 individuals observed	Mostly flying at 0-3 500 ft, Occasionally above 3 500 ft
	Mallard		Arrival period : OCT-MAR * Approx. 800 individuals observed	Mostly flying at 0-3 500 ft, Occasionally above 3 500 ft
Phalacrocoracidae	Great cormorant		Arrival period : OCT-MAR * Approx. 400 individuals observed	Mostly flying at 0-3 500 ft

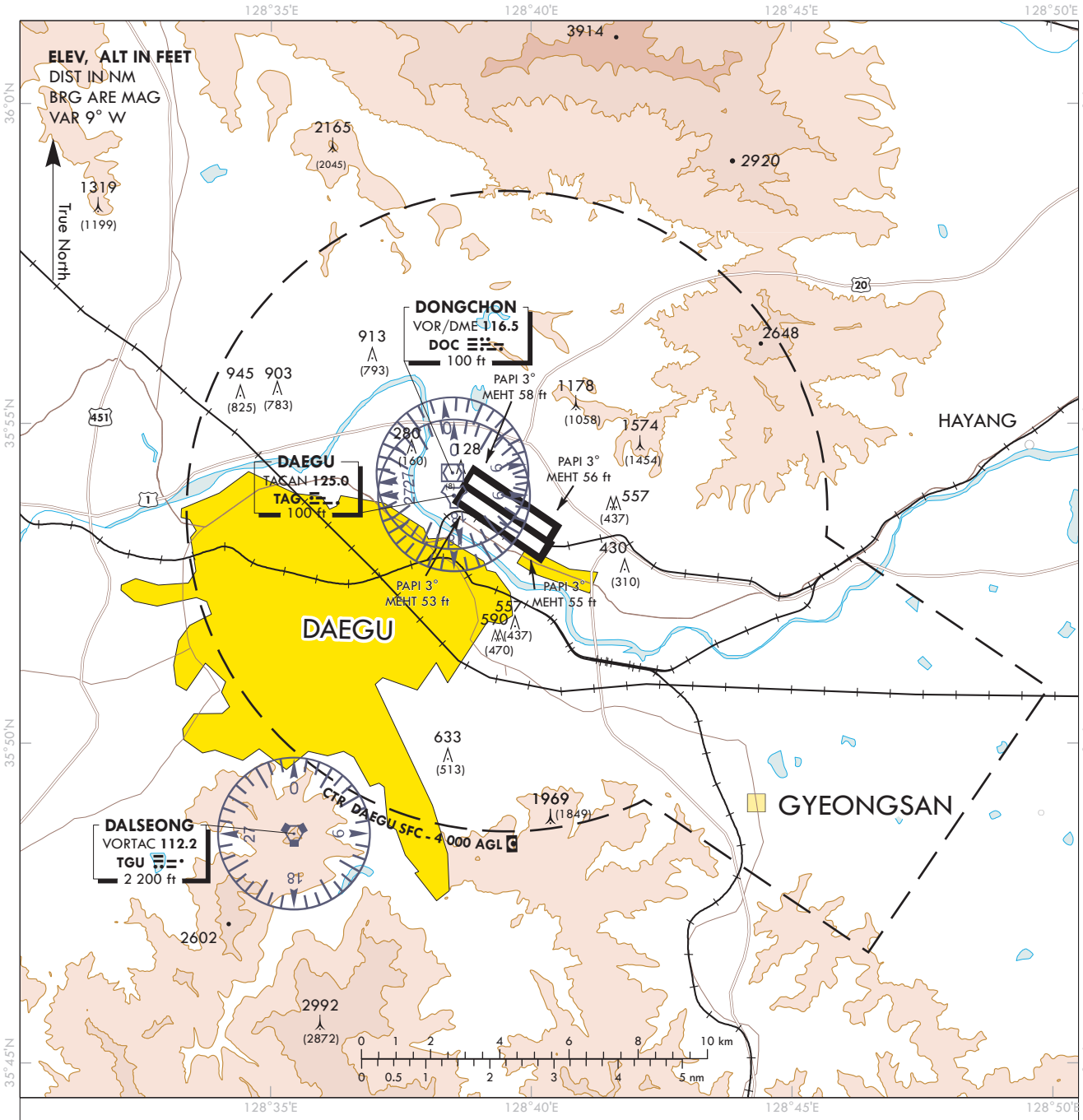
Change : Information of bird concentrations in the vicinity of airport.

VISUAL APPROACH CHART - ICAO

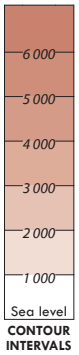
AD ELEV : **120** ft
HEIGHTS RELATED TO AD ELEV

DAEGU	APP	135.9	230.3
	DEP	135.9	230.3
	TWR	126.2	236.6

DAEGU/Daegu

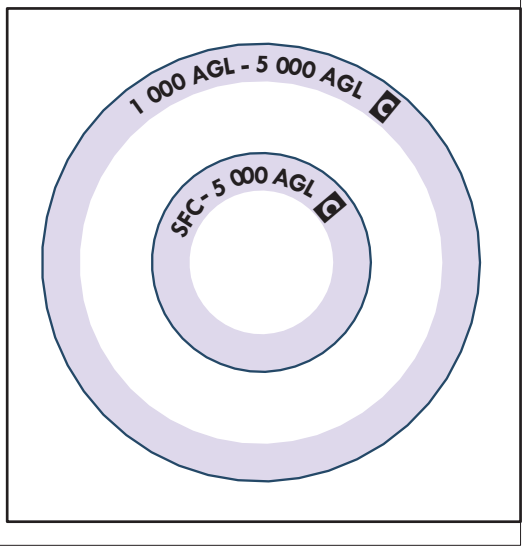


ATS airspace : Class C(Refer to ENR 2.1-10)

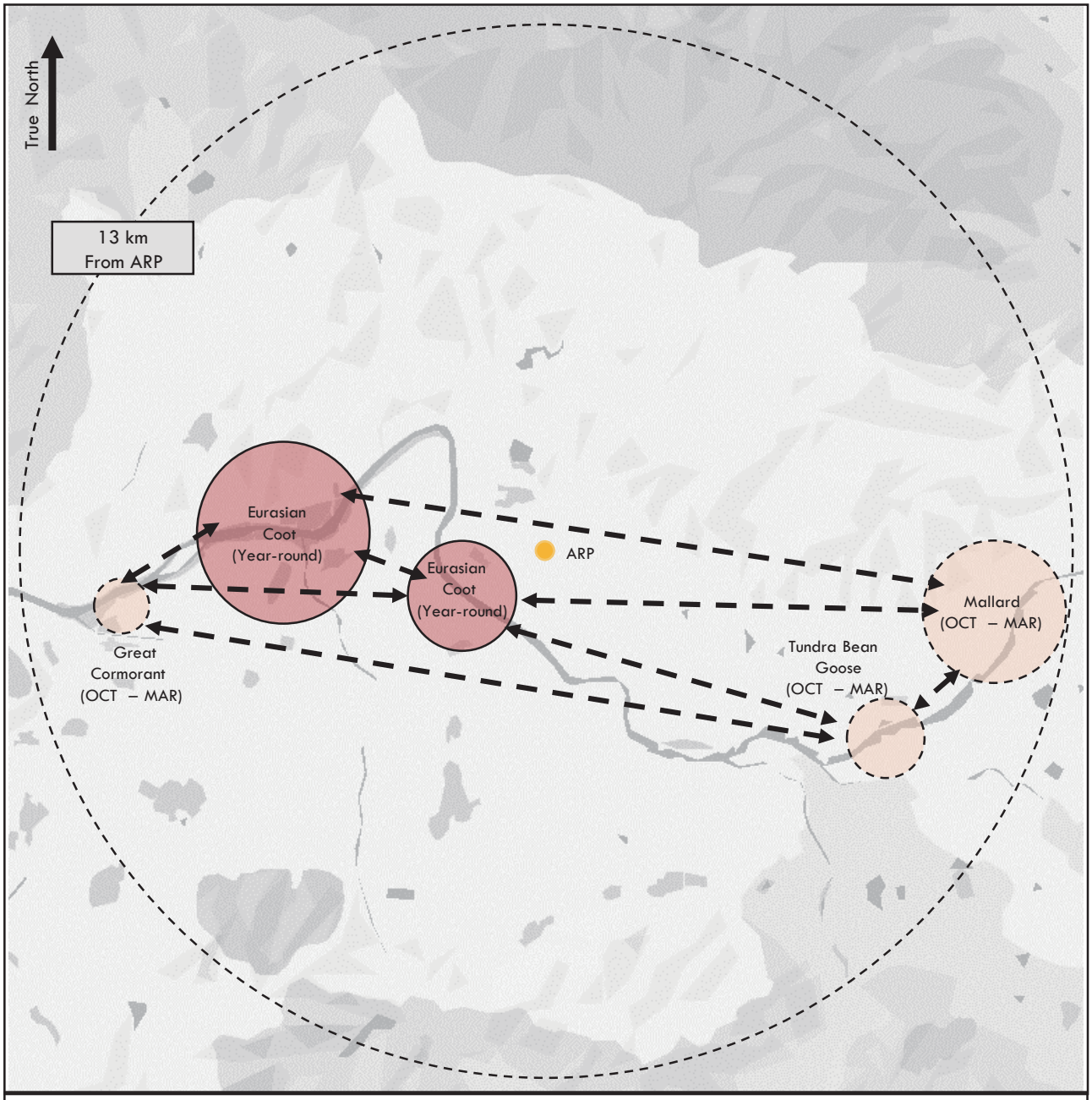


LEGEND	
●	SPOT ELEVATION
F ●	MARINE LIGHT(FIXED)
⩚	OBSTACLES

ELEVATIONS 984
HEIGHTS (864)



BIRD CONCENTRATION - VICINITY OF DAEGU INTERNATIONAL AIRPORT



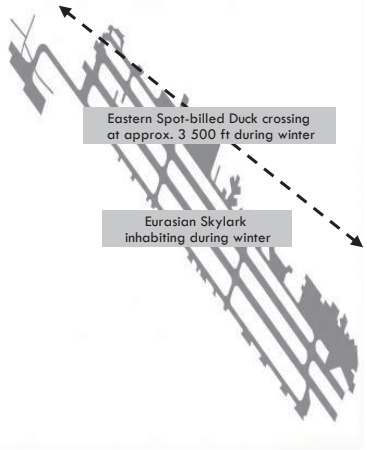
※ Remarks

1. Legend

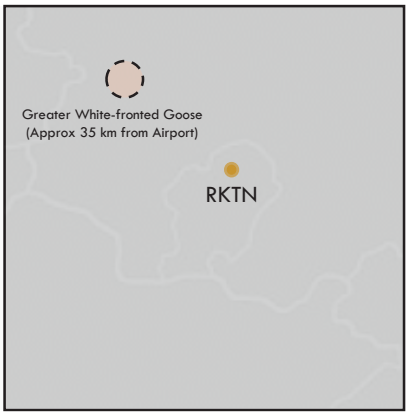
- Winter Season Concentration Zone
- Summer Season Concentration Zone
- Year-round Concentration Zone
- Bird Flight Path

2. See AIP AD 2.23 for detailed bird information.

3. Bird Flight Information Near the RWY



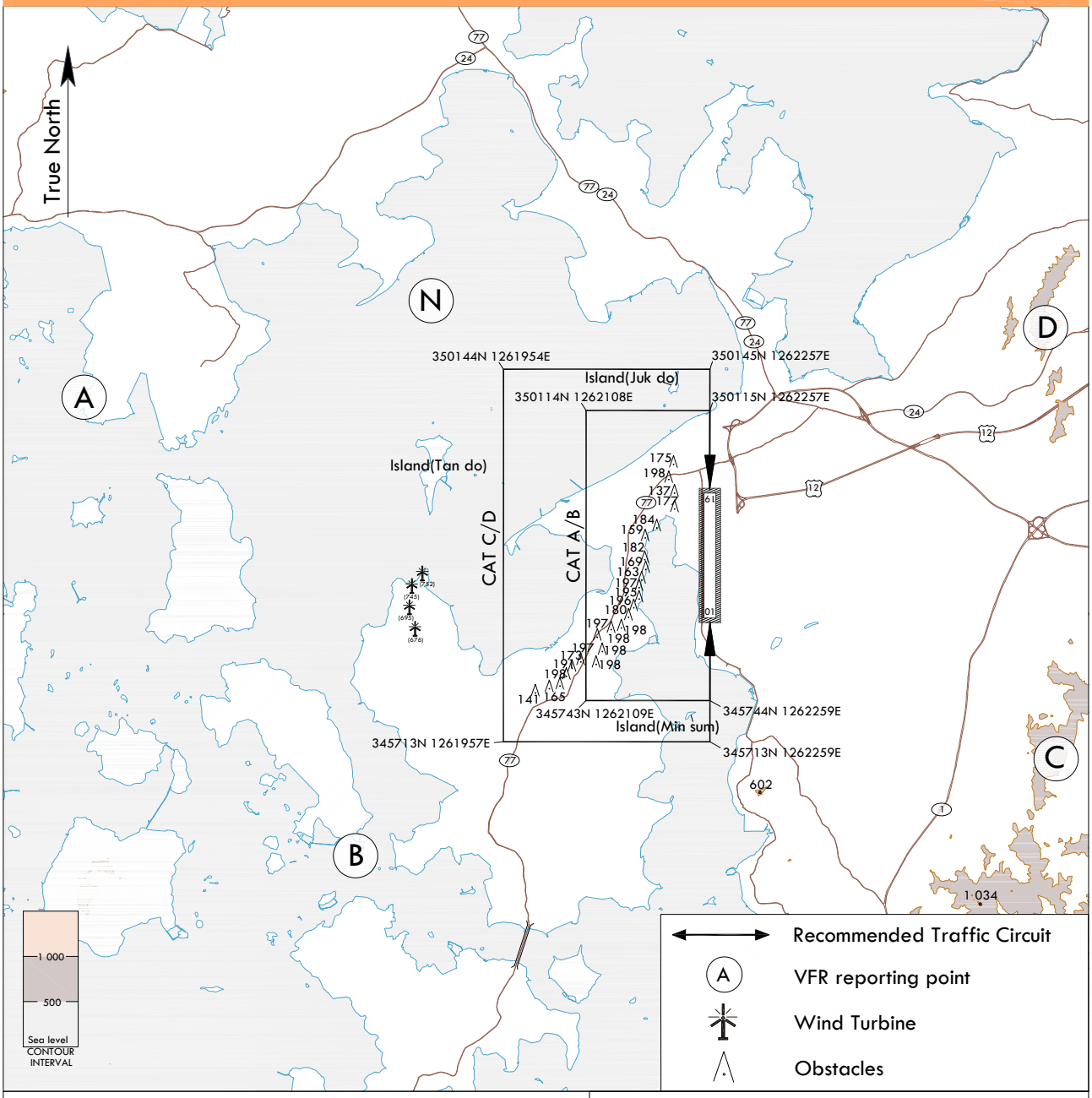
4. Large Migratory Sites



* Predominant bird species
: Greater White-fronted Goose
(Approx. 10 000 individuals observed.)

Change : Information of bird concentration chart for vicinity of RKTN.

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

RKJB AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of airport

a. General Bird Information		Habitat / Bird Flight Path	b. Seasonal Characteristics	c. Other Specifics
Species				
Anatidae	Common shelduck	See AD Chart 2-23	Arrival period : OCT-MAR * Approx. 4 152 individuals observed	Weight : Approx. 1 152 g Flying in flocks Mostly flying at 0-3 500 ft, Occasionally above 3 500 ft

2. Remarks

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.

The activity of some flocks of baikal teal has been infrequently observed in the vicinity of Muan Airport. The habitat of the baikal teal is located approximately 35-50 km to the south of the airport. Increased caution is advised during the migration season(December to February).

Muan International Airport strives to prevent bird strikes by implementing both non-lethal techniques, gas cannons, playback of distress calls and long range acoustic devices, and lethal techniques, live ammunition shooting, during airport operating hours.

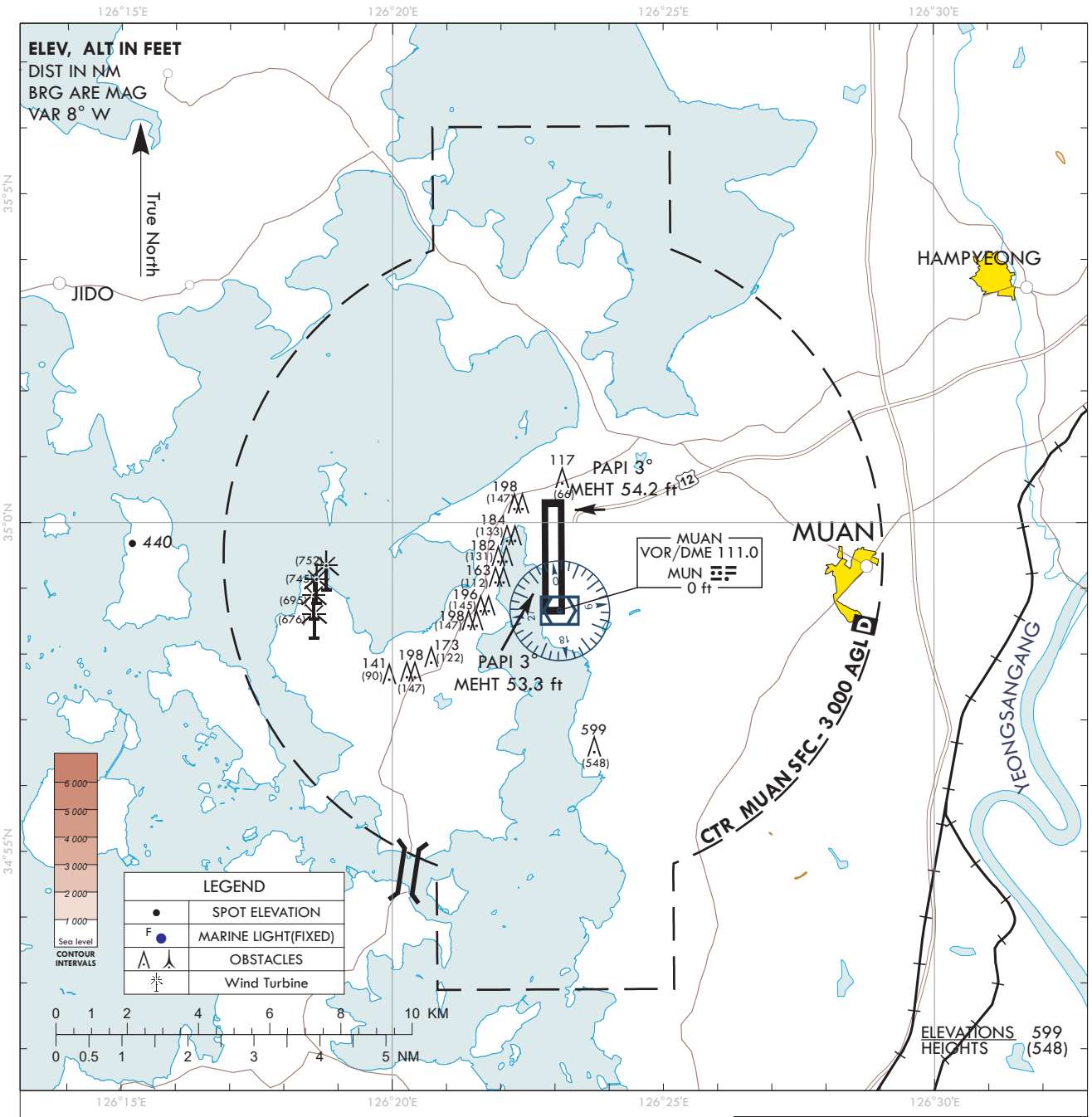
Change : Information of bird concentrations in the vicinity of airport and Establishment of remarks.

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

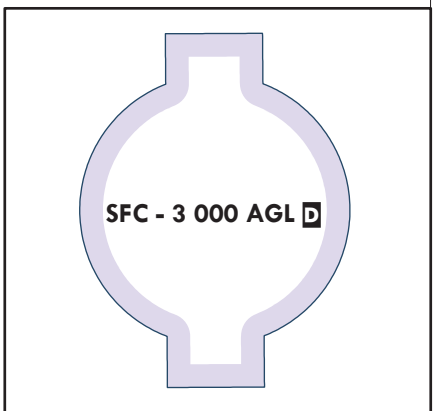
1. Visual approach may be initiated by ATC(Gwangju APP control) or approved upon pilot request on traffic permitting basis when :

   a. Ceiling : At or above 500 ft plus MVA

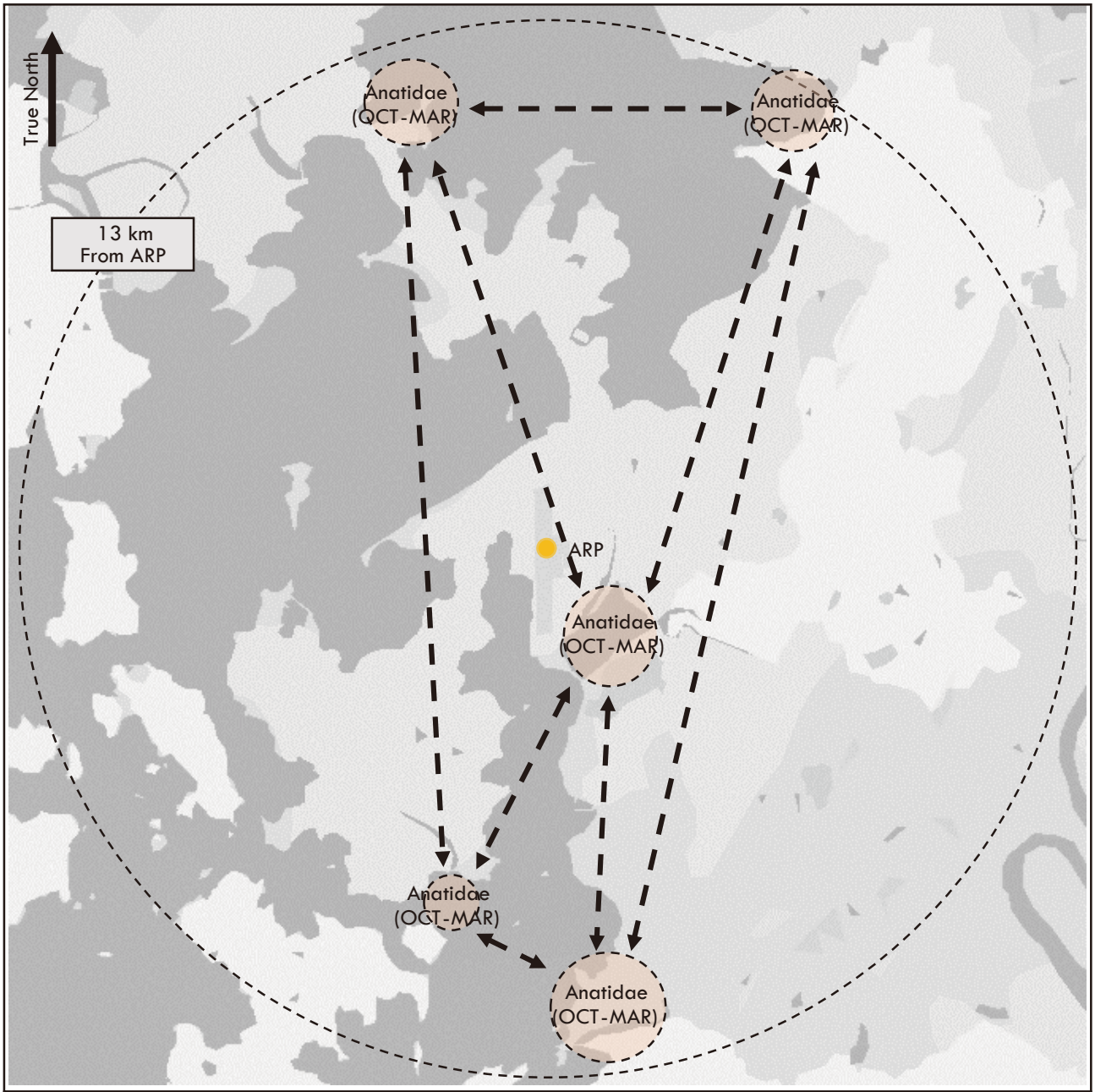
   b. Visibility : Not less than 5 km

   c. circuit : West pattern only

2. ATS airspace : Class D(Refer to ENR 2.1-8)



BIRD CONCENTRATION - VICINITY OF MUAN INTERNATIONAL AIRPORT



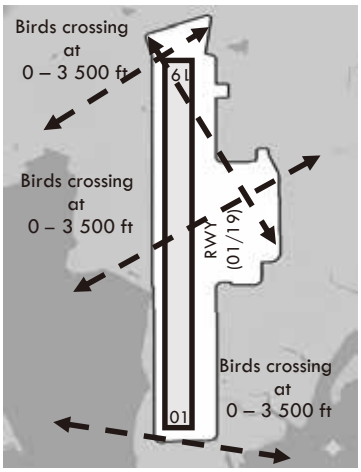
※ Remarks

1. Legend

- Winter Season Concentration Zone
- Summer Season Concentration Zone
- Year-round Concentration Zone
- Bird Flight Path

2. See AIP AD 2.23 for detailed bird information.

3. Bird Activities Crossing RWY



4. Large Migratory Sites



* Predominant bird species : Baikal Teal
(Approx. 10 000 individuals observed.)

Change : Information of bird concentration chart for vicinity of RKJB.

RKJJ AD 2.23 ADDITIONAL INFORMATION

1. Special VFR not Authorized.

2. Bird concentrates in the vicinity of airport

a. General Bird Information			b. Seasonal Characteristics	c. Other Specifics
Species		Habitat / Bird Flight Path		
Anatidae	Mallard	See AD CHART 2.24	Arrival period : OCT-MAR * Approx. 1 279 individuals observed	Weight : Approx. 1 082 g Mostly flying at 0-3 500 ft, Occasionally above 3 500 ft
	Eastern spot-billed duck	See AD CHART 2.24	Arrival period : Year-round (especially OCT-MAR) * Approx. 843 individuals observed	Weight : Approx. 1 011 g Mostly flying at 0-3 500 ft, Occasionally above 3 500 ft
	Common merganser	See AD CHART 2.24	Arrival period : OCT-MAR * Approx. 446 individuals observed	Weight : Approx. 1 471 g Mostly flying at 0-3 500 ft, Occasionally above 3 500 ft
	Tundra bean goose	See AD CHART 2.24	Arrival period : OCT-MAR * Approx. 1 154 individuals observed	Weight : Approx. 2 850 g Mostly flying at 0-3 500 ft, Occasionally above 3 500 ft
Phalacrocoracidae	Great cormorant	See AD CHART 2.24	Arrival period : Year-round * Approx. 618 individuals observed	Weight : Approx. 2 110 g Mostly flying at 0-3 500 ft
Ardeidae	Great egret	See AD CHART 2.24	Arrival period : Year-round * Approx. 214 individuals observed	Weight : Approx. 950 g Mostly flying at 0-500 ft

3. Use extreme caution, field is surrounded by high angle firing range(RK R14).

Change : Information of bird concentrations in the vicinity of airport.

RKJJ AD 2.24 CHART RELATED TO THE AERODROME

Aerodrome Chart - ICAO ..... RKJJ AD CHART 2-1

Aircraft Parking / Docking Chart - ICAO ..... RKJJ AD CHART 2-3

Aerodrome Ground Movement Chart - ICAO ..... RKJJ AD CHART 2-4

Aerodrome Obstacle Chart - ICAO - Type A ..... RKJJ AD CHART 2-5
Aerodrome Obstacle Chart - ICAO - Type A ..... RKJJ AD CHART 2-6
Aerodrome Obstacle Chart - ICAO - Type A ..... RKJJ AD CHART 2-7
Aerodrome Obstacle Chart - ICAO - Type A ..... RKJJ AD CHART 2-8
Aerodrome Obstacle Chart - ICAO - Type B ..... RKJJ AD CHART 2-9

Area Chart - ICAO ..... RKJJ AD CHART 2-10

SID - RWY 04L/R - RNAV LILVI 1 ..... RKJJ AD CHART 2-11
SID - RWY 04L/R - GWANGJU 3 ..... RKJJ AD CHART 2-12
SID - RWY 22L/R - RNAV MARYO 1 ..... RKJJ AD CHART 2-13
SID - RWY 22L/R - GWANGJU 4 ..... RKJJ AD CHART 2-14
SID - RWY 04L/R / RWY 22L/R - GWANGJU 5 ..... RKJJ AD CHART 2-15

STAR - RWY 04L/R - RNAV ARIMU 1 ..... RKJJ AD CHART 2-16
STAR - RWY 04L/R - RNAV XEMIX 1 ..... RKJJ AD CHART 2-17
STAR - RWY 22L/R - RNAV ORUSA 1 ..... RKJJ AD CHART 2-18

ATC Surveillance Minimum Altitude Chart - ICAO ..... RKJJ AD CHART 2-19

Instrument Approach Chart - RWY 04R - ILS/DME ..... RKJJ AD CHART 2-20
Instrument Approach Chart - RWY 04R - LOC/DME ..... RKJJ AD CHART 2-21
Instrument Approach Chart - RWY 04R - RNP ..... RKJJ AD CHART 2-22
Instrument Approach Chart - RWY 04R - VOR/DME ..... RKJJ AD CHART 2-23
Instrument Approach Chart - RWY 04R - PAR ..... RKJJ AD CHART 2-24
Instrument Approach Chart - RWY 04R - ASR ..... RKJJ AD CHART 2-25
Instrument Approach Chart - RWY 04L - RNP ..... RKJJ AD CHART 2-26
Instrument Approach Chart - RWY 04L - VOR/DME ..... RKJJ AD CHART 2-27
Instrument Approach Chart - RWY 04L - PAR ..... RKJJ AD CHART 2-28
Instrument Approach Chart - RWY 04L - ASR ..... RKJJ AD CHART 2-29
Instrument Approach Chart - RWY 22L - LOC/DME ..... RKJJ AD CHART 2-30
Instrument Approach Chart - RWY 22L - RNP ..... RKJJ AD CHART 2-31
Instrument Approach Chart - RWY 22L - VOR/DME ..... RKJJ AD CHART 2-32
Instrument Approach Chart - RWY 22L - ASR ..... RKJJ AD CHART 2-33
Instrument Approach Chart - RWY 22R - RNP ..... RKJJ AD CHART 2-34
Instrument Approach Chart - RWY 22R - VOR/DME ..... RKJJ AD CHART 2-35
Instrument Approach Chart - RWY 22R - PAR ..... RKJJ AD CHART 2-36
Instrument Approach Chart - RWY 22R - ASR ..... RKJJ AD CHART 2-37

Visual Approach Chart - ICAO ..... RKJJ AD CHART 2-38

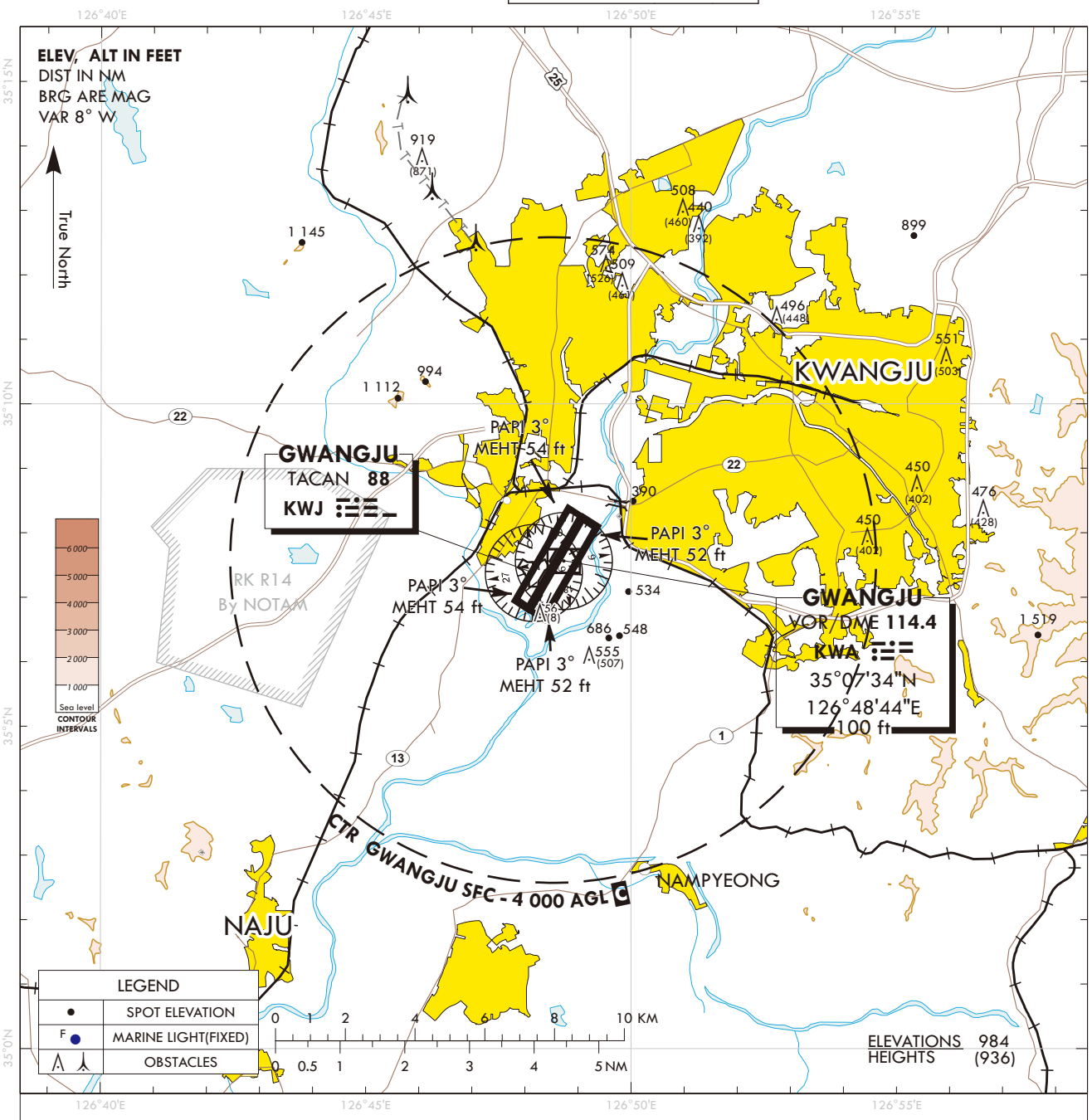
Bird concentrates in the vicinity of airport ..... RKJJ AD CHART 2-39

VISUAL APPROACH CHART - ICAO

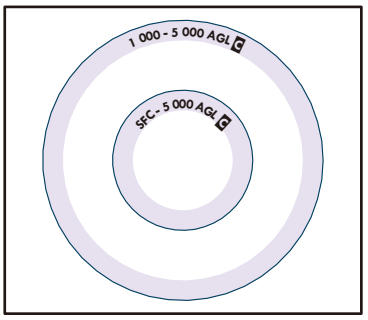
AD ELEV **48** ft
HEIGHTS RELATED TO AD ELEV

GWANGJU	APP	130.0	228.9
	DEP	124.0	347.2
	TWR	118.05	254.6

GWANGJU/Gwangju



ATS Airspace Classifications

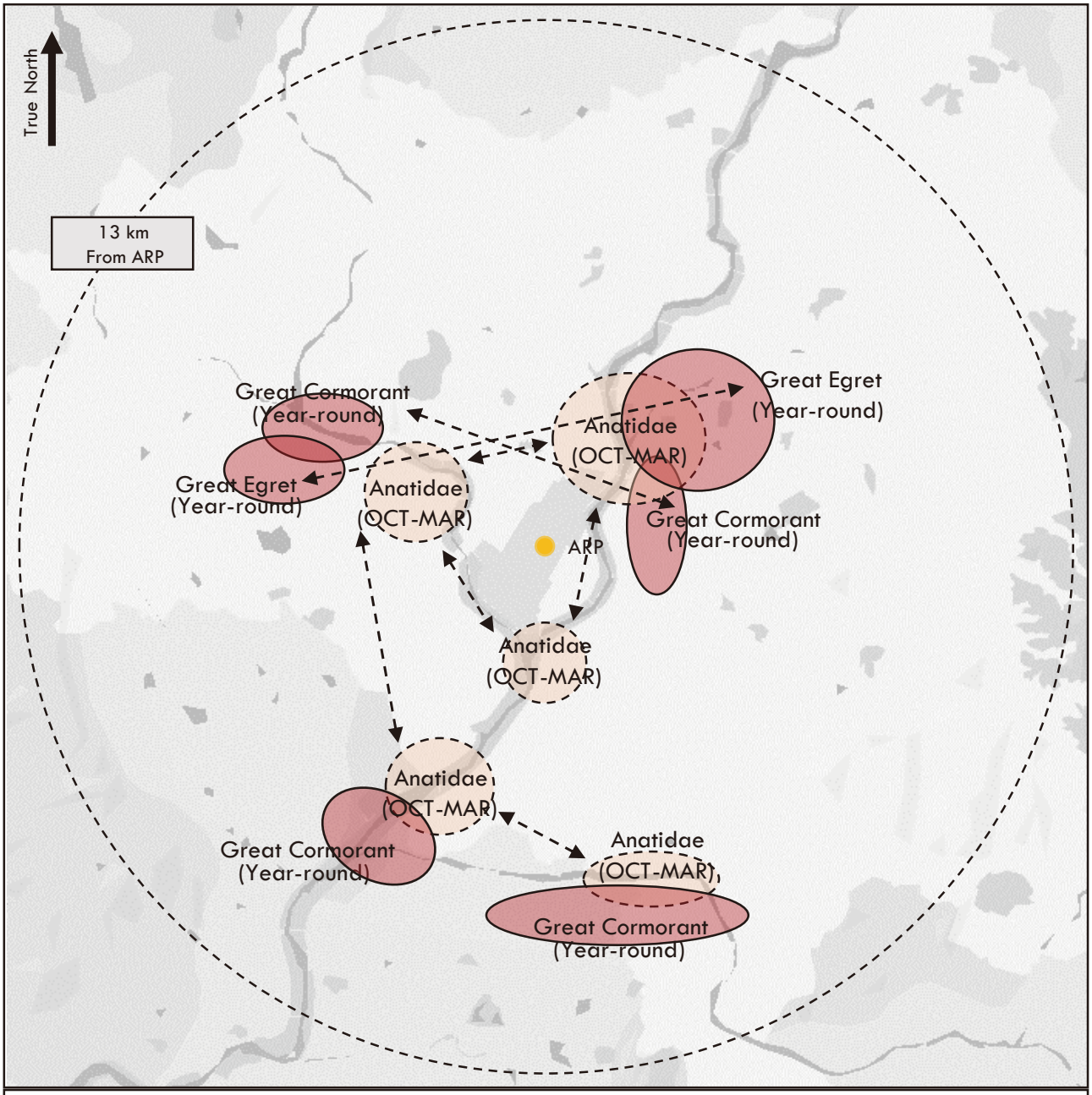


Class C : Radius of airports with Approach Control
- Vertical limits
  a) within 5 NM(SFC - 5 000 ft AGL)
  b) within 5 NM - 10 NM(1 000 ft AMSL - 5 000 ft AGL)
- Speed limits : 250 kt IAS or less below 10 000 ft AMSL
  200 kt IAS or less at or below 2 500 ft AMSL within 4 NM of the airport

Class D : Radius of airports with Approach Control
- Vertical limits
  a) within 5 NM(SFC - 5 000 ft AGL or the upper limits altitude of control zone)
- speed limits : 250 kt IAS or less below 10 000 ft AMSL
  200 kt IAS or less at or below 2 500 ft AMSL within 4 NM of the airport

Class E : Controlled Airspace from 1 000 ft above the surface of the earth to unlimited except Class A, B, C and D
- Vertical limits
  a) Controlled airspace from 1 000 ft above the surface of the earth to unlimited except Class A, B, C and D
- Speed limits : 250 kt IAS or less below 10 000 ft AMSL

BIRD CONCENTRATION - VICINITY OF GWANGJU AIRPORT



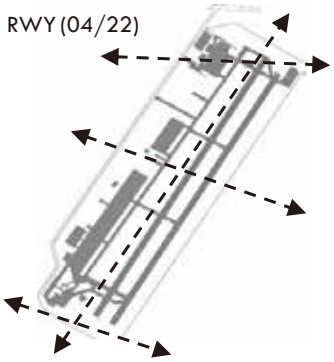
※ Remarks

1. Legend

- Winter Season Concentration Zone
- Summer Season Concentration Zone
- Year-round Concentration Zone
- Bird Flight Path

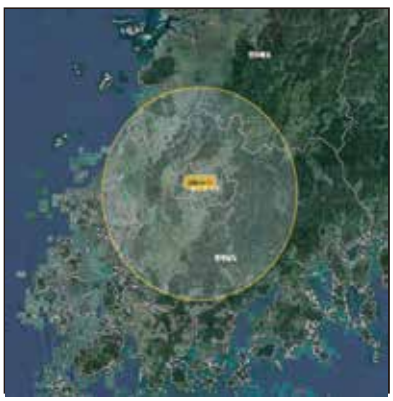
2. See AIP AD 2.23 for detailed bird information.

3. Bird Flight Information Near the RWY



Anatidae crossing at approx. 0 - 3 500 ft during winter.

4. Large Migratory Sites



* Predominant bird species : None
(Within a 50 km radius of RKJJ)

Change : Information of bird concentration chart for vicinity of RKJJ.

RKJK AD 2.22 FLIGHT PROCEDURES

1. RADAR Procedures

1.1 PAR Approaches

a. Weather minima

	RWY	GS/TCH/RPI	CAT	DA/RVR	HAT	CEIL-VIS
PAR	S-36	3.0°/49/944	A, B, C, D, E	228/24	200	(200-½)
	18	Not Installed				

※ *When ALS INOP, increase RVR to 40, VIS to ¾ mile.*

b. Missed Approach Procedures
Climb to 2 400 ft via heading 356° and directed by ATC.

c. Operations
OPR 2300-1400Z DLY EXC SAT, SUN and Korean HOL. Also AVBL during ROKAF 38FG Flying.

2. IFR

2.1 Take-off weather minima

Take-off minimums are defined in 14 CFR Part 91, § 91.175(f) and hereinafter will be referred to as standard take-off minimums.

	ALL RWYs	
	HIRL&RCLL or RCL	Others
	Adequate VIS Ref	STD
1 or 2 ENG	RVR/VIS 500 m	1 600 m
3 or 4 ENG		800 m

2.2 DEPARTURE PROCEDURES

Departure procedures and/or ceiling visibility minimums are established to assist all pilots conducing IFR flight in avoiding obstacles during climb to the minimum enroute altitude. Take-off minimums and departures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in feet AMSL.
- RWY 18 : Climb on track 180° until passing 440 ft AMSL then as directed by ATC.
- RWY 36 : Climb on track 360° until passing 550 ft AMSL then as directed by ATC.
- CAUTION : 95 ft hill 2 026 ft from DER, 982 ft left of centerline.

3. VFR

3.1 VFR weather minimum

a. Visibility : Not less than 5 SM
b. Ceiling : At or above 1 500 ft (jet 2 000 ft)

3.2 Traffic pattern

Rectangular, right traffic RWY 18, left traffic RWY 36. Conventional 1 000 ft, Copter 500 ft-copter approach from East will report to tower over the reservoir. Overhead 1 500 ft. Radar pattern altitude 3 000 ft. Wing fighter type aircraft inbound from VFR report point maintain 2 500 ft until 6 DME for runway 36 or 5 DME for RWY 18, then descend to 1 500 ft. Expect climb out procedure : Maintain 1 000 ft until DER, at 3 DME turn in the shortest direct to 090° climb and maintain 4 000 ft.

4. Radio communication failure procedure

4.1 General

Aircraft should squawk transponder mode 3/A code 7600, monitor approach control(292.65 MHz/124.1 MHz), tower(292.3 MHz/126.5 MHz) and Guard.

4.2 VFR

1. Maintain VFR and proceed to the VFR entry point for the last known active runway.
2. Rock wings on initial until departure end of runway. Turn downwind and configure Aircraft for landing.

4.3 IFR

1. Outside of 25 DME from Gunsan AP. Aircraft shall :

   1) Climb/Descend to 13 000 ft and proceed direct the IAF of the last known active runway.
   2) Hold as published until take off time plus 45 minutes unless otherwise notified.
      Excute the TACAN/ILS approach to the last known active runway.

2. Inside of 25 DME from Gunsan AP, Aircraft shall :

   1) Maintain last assigned altitude or 4 000 ft, whichever is higher.
   2) Intercept the KUZ 15 DME arc.
      When established on a segment of the TACAN approach/localizer, excute the TACAN/ILS approach to the last known active runway.

RKJK AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS IN THE VICINITY OF THE AIRPORT

Feeding of ducks, pigeons, geese, herons, magpies and pheasant groups from the Saemangeum Reclamation Site and the Geumgang Estuary Bank basin west of the airport is frequent.

1	a. General Bird Information			b. Seasonal Characteristics	c. Other Specifics
	Species		Habitat / Bird Flight Path		
	Family Name	Species Name			
2	Anatidae	Common shelduck	RKJK AD Chart 2-11	Arrival period : OCT-MAR *Approx. 15 000 individuals observed	Weight : Approx. 1 152 g Gregarious flight Mostly flying at 0-3 500 ft Occasionally above 3 500 ft
		Mallard		Arrival period : OCT-MAR *Approx. 3 500 individuals observed	Weight : Approx. 1 082 g Gregarious flight Mostly flying at 0-3 500 ft Occasionally above 3 500 ft
		Greater scaup		Arrival period : OCT-MAR *Approx. 4 200 individuals observed	Weight : Approx. 1 006 g Gregarious flight Mostly flying at 0-3 500 ft Occasionally above 3 500 ft
		Greater white-fronted goose		Arrival period : OCT-MAR *Approx. 17 000 individuals observed	Weight : Approx 2 620 g Gregarious flight Mostly flying at 0-3 500 ft Occasionally above 3 500 ft
		Tundra bean goose		Arrival period : OCT-MAR *Approx. 1 500 individuals observed	Weight : Approx. 2 850 g Gregarious flight Mostly flying at 0-3 500 ft Occasionally above 3 500 ft
	Phalacrocoracidae	Great cormorant		Arrival period : Year-round * Approx. 2 000 individuals observed	Weight : Approx. 2 109 g Gregarious flight Mostly flying at 0-3 500 ft
	Haematopodidae	Eurasian oystercatcher		Arrival period : Year-round *Approx. 10 200 individuals observed	Weight : Approx. 526 g Gregarious flight Mostly flying at 0-500 ft

RKJK AD 2.24 CHART RELATED TO THE AERODROME

Aerodrome Chart ····· RKJK AD CHART 2 - 1

Standard Departure Chart (LINTA 1) ····· RKJK AD CHART 2 - 2
Standard Departure Chart (ENTEL 1) ····· RKJK AD CHART 2 - 3
Standard Departure Chart (RNAV PORIX 2) ····· RKJK AD CHART 2 - 4

Instrument Approach Chart (ILS or LOC/DME RWY 18) ····· RKJK AD CHART 2 - 5
Instrument Approach Chart (ILS or LOC/DME RWY 36) ····· RKJK AD CHART 2 - 6
Instrument Approach Chart (TACAN or VOR/DME RWY 18) ····· RKJK AD CHART 2 - 7
Instrument Approach Chart (TACAN or VOR/DME RWY 36) ····· RKJK AD CHART 2 - 8
Instrument Approach Chart (RNP RWY 18) ····· RKJK AD CHART 2 - 9
Instrument Approach Chart (RNP RWY 36) ····· RKJK AD CHART 2 - 10

Bird Concentrates in the Vicinity of Airport ····· RKJK AD CHART 2 - 11

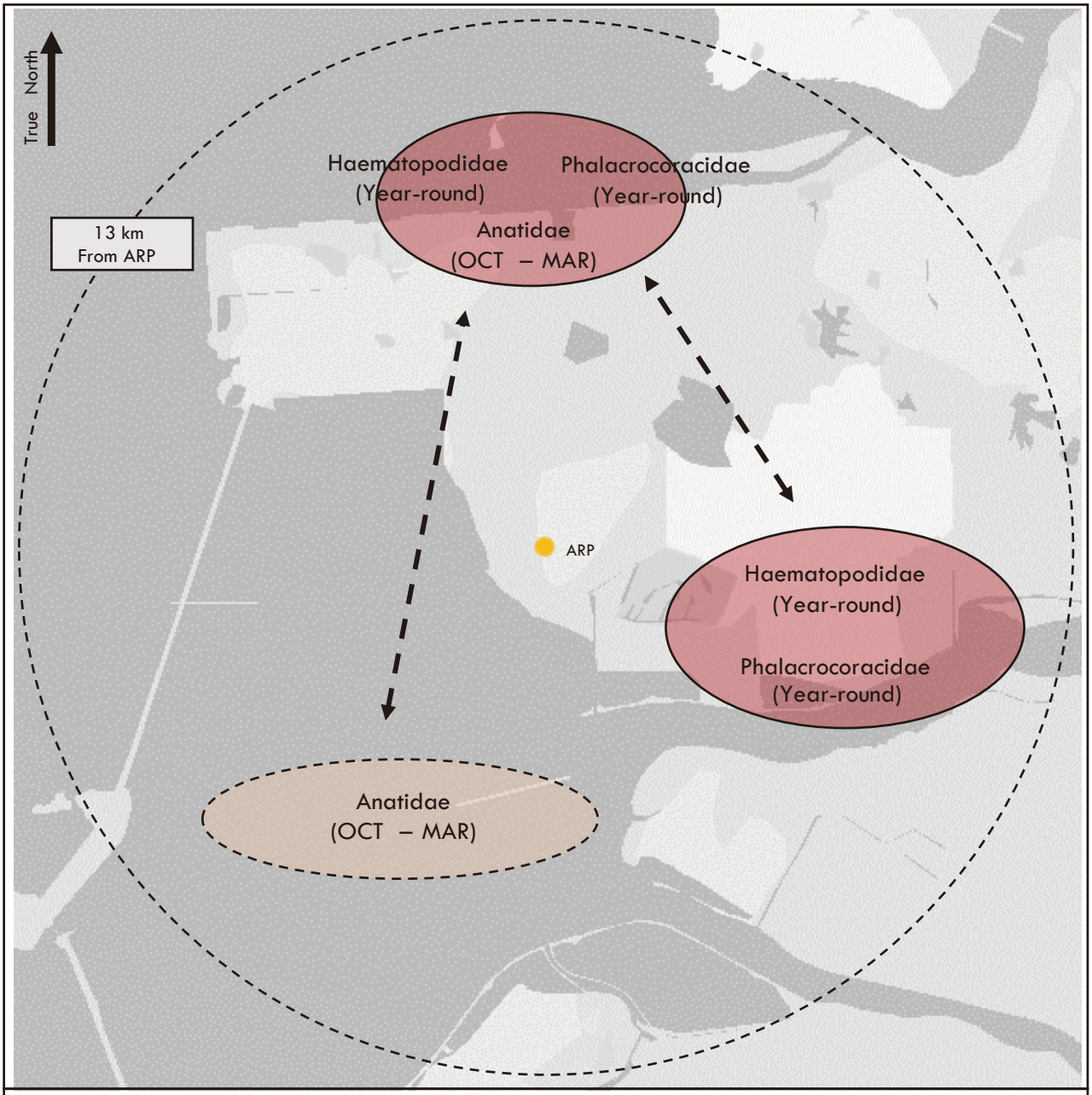
Change : Information of bird concentrations in the vicinity of the airport.

INTENTIONALLY

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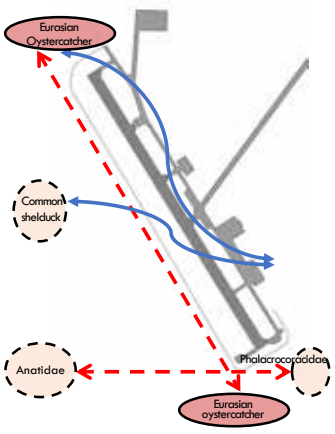
BIRD CONCENTRATION - VICINITY OF GUNSAN AIRPORT



※ Remarks

1. Legend
   - Winter Season Concentration Zone
   - Summer Season Concentration Zone
   - Year-round Concentration Zone
   - Bird Flight Path
2. See AIP AD 2.23 for detailed bird information.

3. Bird Flight Information Near the RWY



4. Large Migratory Sites



* Predominant bird species
: Baikal teal (300 000 individuals observed.)
Great scaup (70 000 individuals observed.)

Change : Information of bird concentration chart for vicinity of RKJK.

INTENTIONALLY

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RKJY AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKJY - YEOSU / Domestic

RKJY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	345032N 1273702E 166° / 1 050 m from THR 17
2	Direction and distance from city	343°, 11 km from Yeosu City Hall
3	Elevation/Reference temperature	16 m / 32.6°C
4	Geoid undulation at the aerodrome elevation	27 m
5	MAG VAR/Annual change	8° W (2025) / 0.041° increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	Korea Airports Corporation(Yeosu Airport) 386, Yeosun-ro, Yulchon-myeon, Yeosu-si, Jeollanam-do, 59606 Republic of Korea TEL : +82-61-689-6331, 6339 Telefax : +82-61-689-6330
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKJY AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2100-1300 UTC
2	Customs and Immigration	NIL
3	Health and Sanitation	NIL
4	AIS Briefing Office	2230-1000 UTC
5	ATS Reporting Office	2230-1000 UTC
6	MET Briefing Office	2200-0900 UTC
7	ATS	2200-1000 UTC
8	Fuelling	NIL
9	Handling	HO
10	Security	HO
11	De-icing	NIL
12	Remarks	Outside these hours services are available on request. (Only passenger flight)

RKJY AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Conveyor belt, various vehicles and equipments
2	Fuel/oil types	NIL
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	NIL
5	Hanger space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

Change : Information of operational hours for MET briefing office.

RKJY AD 2.5 PASSENGER FACILITIES

1	Hotels	In Yeosu & Suncheon city
2	Restaurants	At AD and in the city
3	Transportation	Buses, Taxis, Rental cars from AD
4	Medical facilities	a. Ambulance service available (For 1 patient) b. Hospitals in Yeosu city, 13 km from AD
5	Bank and Post Office	a. Automated teller machine (ATM) available at AD b. Bank and post office in Yeosu & Suncheon city
6	Tourist Office	Available at AD
7	Remarks	https://www.airport.co.kr/yeosu/index.do

RKJY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 7
2	Rescue equipment	a. 2 Chemical fire fighting trucks - Water : 22 000 L - AFFF* : 3 000 L - Dry chemical : 500 kg b. 1 Ambulance car c. 1 Mobile command vehicle
3	Capability for removal of disabled aircraft	Specialized aircraft recovery equipment available for up to and including A321 size aircraft. 100 ton hydraulic recovery jack, 470 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 : +82-61-689-6331, 6334)
4	Remarks	* Aqueous Film Forming Foam(AFFF)

RKJY AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	a. 1 Compact runway jet sweeper b. 1 Dump truck c. 2 Tractors d. 1 Snow plough e. 1 Urea spreader
2	Clearance priorities	a. RWY b. TWY c. Apron and other area
3	Remarks	Snow clearance information promulgated by SNOWTAM

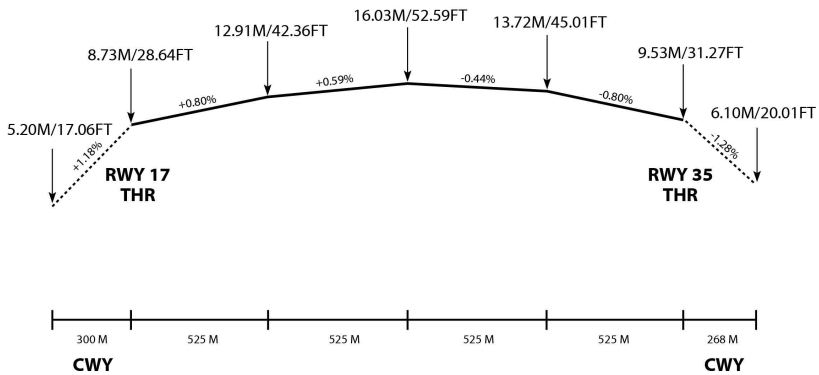
RKJY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Yeosu Airport Weather Station (TEL : +82-61-682-7888, Telefax : +82-61-686-2365)
2	Hours of service MET Office outside hours	2200-0900 UTC Aviation Meteorological Office(TEL : +82-32-222-3030)
3	Office responsible for TAF preparation Periods of validity	Aviation Meteorological Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Trend forecast Interval of issuance	Trend type forecast 1 hour (METAR) and when SPECI reported
5	Briefing/consultation provided	Available by the phone for 24 hours at Yeosu Airport Weather Station or Aviation Meteorological Office Available at the Station for hours of service, if required
6	Flight documentation Language(s) used	Aerodrome forecasts (TAF code form), SIGWX charts, WINTEM charts, SIGMET information in English
7	Charts and other information available for briefing or consultation	Analysis charts(surface and upper air), Prognostic charts, Graphic displays, Significant weather charts(high, medium, low) and other model outputs
8	Supplementary equipment available for providing information	Satellite and Weather radar imageries
9	ATS units provided with information	AIS and TWR
10	Additional information (limitation of service, etc.)	Automated METAR is provided during non-operational hours of the Yeosu Airport Weather Station. All observation data, model outputs and forecasts produced by KMA and WAFS are available at the office through internet link.

RKJY AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations Runway NR	TRUE BRG	Dimension of RWY(m)	Strength(PCR) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid Undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
17	158.03°	2 100 × 45	584/F/C/X/T Asphalt	345103.73N 1273646.77E GUND 27.2 m	THR 8.7 m TDZ 13.7 m
35	338.03°	2 100 × 45	584/F/C/X/T Asphalt	345000.53N 1273717.70E GUND 27.2 m	THR 9.5 m TDZ 14.4 m

7. Slope of RWY



Designations Runway NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)	Location & description of arresting system	OFZ	Remarks
1	8	9	10	11	12	13	14
17	NIL	268 × 150	2 220 × 300	208 × 150	NIL	NIL	The surface of RWY 17/35 is grooved.
35	NIL	300 × 150	2 220 × 300	240 × 150	NIL	NIL	

Change : Information of hours of service for MET office.

RKJY AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
17	2 100	2 368	2 100	2 100	NIL
17	1 500	1 768	1 500	-	Take-off from intersection with TWY A
35	2 100	2 400	2 100	2 100	NIL
35	1 600	1 900	1 600	-	Take-off from intersection with TWY B

RKJY AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Centre Line LGT Length, spacing colour, INTST	RWY edge LGT LEN, Spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN(m) colour	Remarks
1	2	3	4	5	6	7	8	9	10
17	ALSF-I 750 m LIH	Green -	PAPI Left / 3° (17.7 m)	900 m	2 100 m 30 m White/Red LIH	2 100 m 60 m White/Yellow LIH	RED -	-	NIL
35	SSALF 420 m LIH	Green -	PAPI Left / 3° (17.7 m)	NIL	2 100 m 30 m White/Red LIH	2 100 m 60 m White/Yellow LIH	RED -	-	PAPI unusable beyond 7° right side

RKJY AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At the top of TWR Building, FLG W/G EV 2 SEC IBN: NIL As AD operational hours
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer : 350 m from THR 17, 350 m from THR 35 all lighted
3	TWY edge and center line lighting	Edge : All TWY Center line : NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AD Switch-over time : 1 or 15 SEC according to a kind of lights
5	Remarks	NIL

RKJY AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of airport

a. General Bird Information			b. Seasonal Characteristics	c. Other Specifics
Species		Habitat / Bird Flight Path		
Anatidae	Mallard	See AD Chart 2-24	Arrival period : OCT-MAR * Approx. 3 300 individuals observed	Weight : Approx. 1 082 g Flying in flocks Mostly flying at 0-3 500 ft, Occasionally above 3 500 ft
	Greater white-fronted goose	See AD Chart 2-24	Arrival period : OCT-MAR * Approx. 7 200 individuals observed	Weight : Approx. 2 620 g Flying in flocks Mostly flying at 0-3 500 ft, Occasionally above 3 500 ft
	Tundra bean goose	See AD Chart 2-24	Arrival period : OCT-MAR * Approx. 4 300 individuals observed	Weight : Approx. 2 850 g Flying in flocks Mostly flying at 0-3 500 ft, Occasionally above 3 500 ft
Gruidae	Hooded crane	See AD Chart 2-24	Arrival period : OCT-MAR * Approx. 5 600 individuals observed	Weight : Approx. 3 735 g Flying in flocks Mostly flying at 0-500 ft, Occasionally between 500 and 3 500 ft

2. Yeosu and Yulchon industrial complexes

Yeosu and Yulchon industrial complexes are located near the Yeosu Airport. So it is recommended to follow the VFR traffic circuit and altitude when flying by.

a. Yeosu industrial complex includes a facility for storage of liquid petroleum products or petrochemicals. Pilots should pay special attention when approaching RWY 35.

b. Yulchon industrial complex is composed of steel making and electrical power industry.

Change : Information of bird concentrations in the vicinity of airport.

RKJY AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO ..... RKJY AD CHART 2-1

Aircraft Parking/Docking Chart - ICAO ..... RKJY AD CHART 2-3

Aerodrome Obstacle Chart - ICAO Type A ..... RKJY AD CHART 2-5
Aerodrome Obstacle Chart - ICAO Type A ..... RKJY AD CHART 2-6
Aerodrome Obstacle Chart - ICAO Type B ..... RKJY AD CHART 2-7

SID - ICAO - RWY 17 - RNAV ANUBA 1M, RNAV POVOR 1M, RNAV TEDAN 1M ..... RKJY AD CHART 2-8
SID - ICAO - RWY 17 - ANUBA 5S, GOSBO 4S ..... RKJY AD CHART 2-9
SID - ICAO - RWY 35 - RNAV POVOR 1R, RNAV POVOR 6R, RNAV ANUBA 1R, RNAV TEDAN 1R ..... RKJY AD CHART 2-10
SID - ICAO - RWY 35 - ANUBA 5N, GOSBO 5N ..... RKJY AD CHART 2-11

STAR - ICAO - RWY17 - RNAV TEDAN 1D, RNAV NISAV 1D, RNAV TEDAN 1E ..... RKJY AD CHART 2-12
STAR - ICAO - RWY35 - RNAV TEDAN 3C, RNAV NISAV 1C ..... RKJY AD CHART 2-13

ATC Surveillance Minimum Altitude Chart - ICAO ..... RKJY AD CHART 2-14

Instrument Approach Chart - ICAO - RWY17 - ILS Y or LOC Y ..... RKJY AD CHART 2-15
Instrument Approach Chart - ICAO - RWY17 - ILS Z or LOC Z ..... RKJY AD CHART 2-16
Instrument Approach Chart - ICAO - RWY17 - RNP ..... RKJY AD CHART 2-17
Instrument Approach Chart - ICAO - RWY17 - VOR ..... RKJY AD CHART 2-18
Instrument Approach Chart - ICAO - RWY35 - ILS Y or LOC Y ..... RKJY AD CHART 2-19
Instrument Approach Chart - ICAO - RWY35 - ILS Z or LOC Z ..... RKJY AD CHART 2-20
Instrument Approach Chart - ICAO - RWY35 - RNP ..... RKJY AD CHART 2-21
Instrument Approach Chart - ICAO - RWY35 - VOR ..... RKJY AD CHART 2-22

Visual Approach Chart - ICAO ..... RKJY AD CHART 2-23

Bird concentrations in the vicinity of the airport ..... RKJY AD CHART 2-24

RKJY AD 2.25 VISUAL SEGMENT SURFACE(VSS) PENETRATION

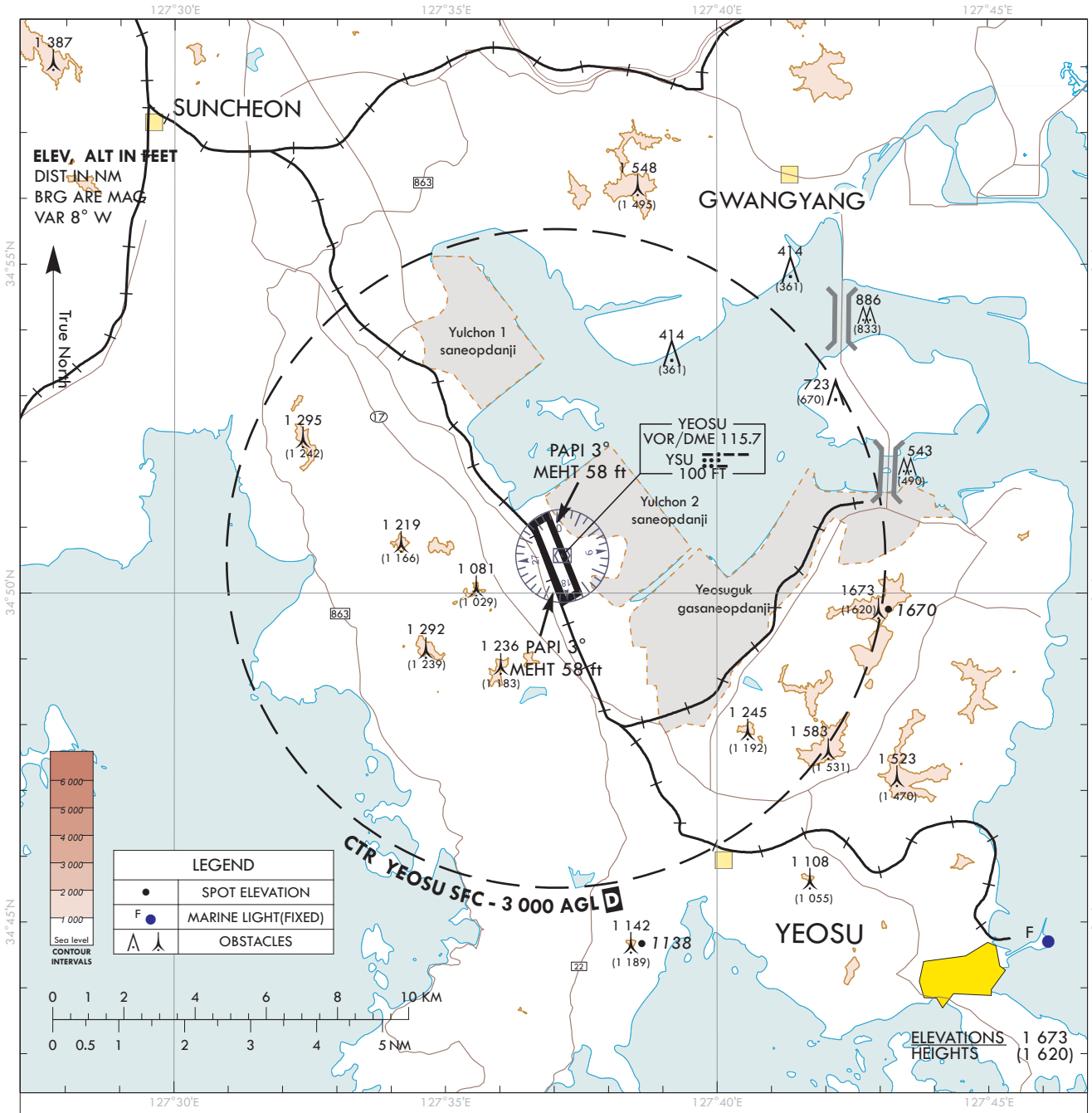
NIL

VISUAL APPROACH CHART - ICAO

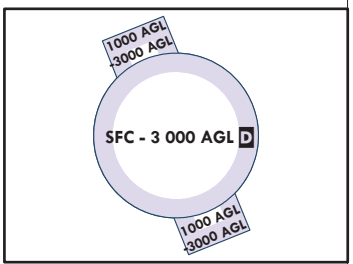
AD ELEV **53** ft
HEIGHTS RELATED
TO AD ELEV

SACHEON	APP	135.4
YEOSU	TWR	122.5
		240.9

YEOSU/Yeosu



ATS Airspace Classifications

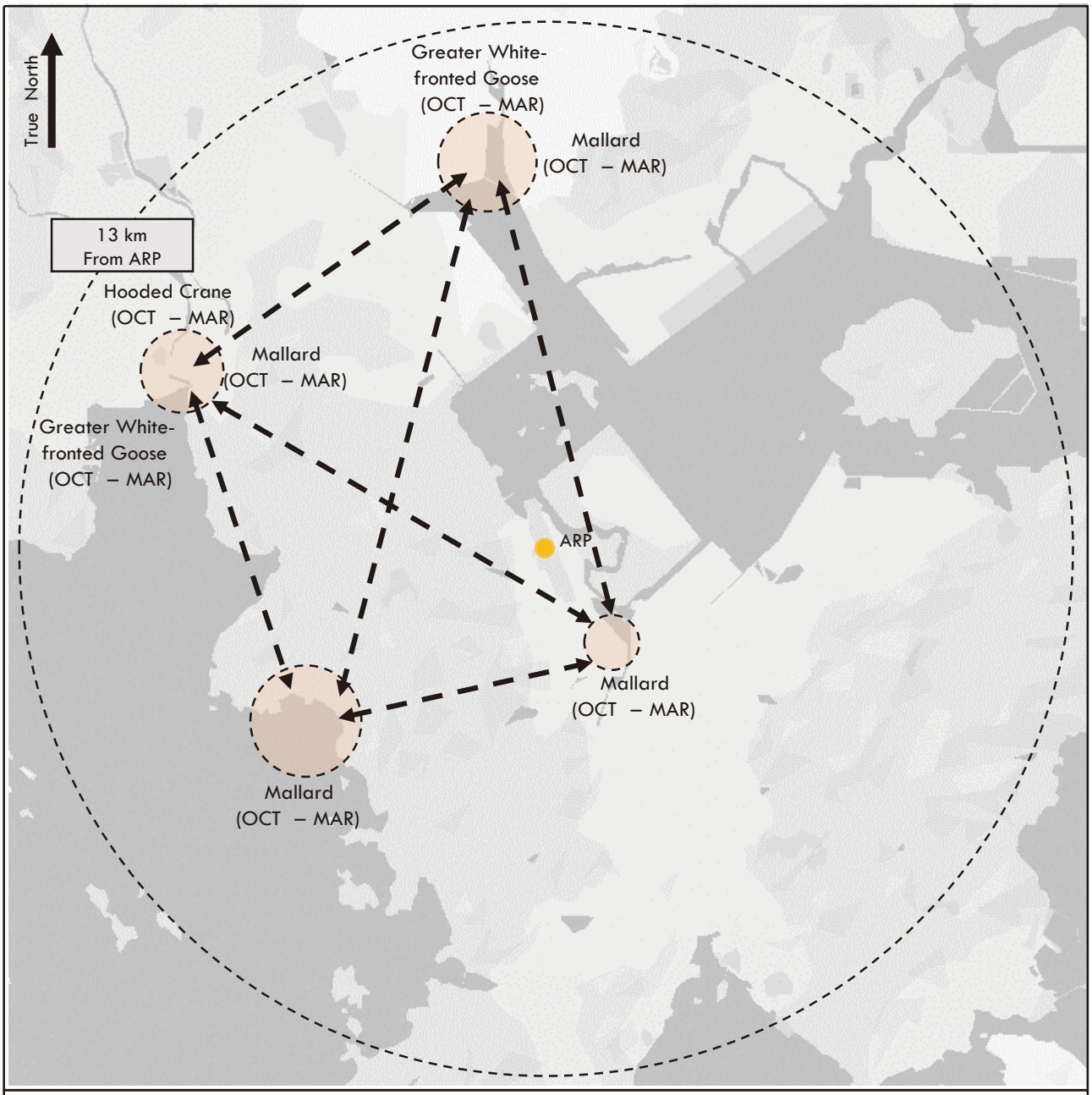


1. Class D : Radius of Yeosu Airport ARP(345032N 1273702E)
   Vertical limits
   - Within 5 NM (SFC – 3 000 ft AGL)
   - And including areas which are extended northbound from 345402N 1273242E – 345617N 1273136E – 345747N 1273606E – 345533N 1273712E and southbound from 344532N 1273652E – 344317N 1273758E – 344447N 1274228E – 344702N 1274122E (1 000 ft AGL ~ 3 000 ft AGL)

   Speed limits : 250 kt IAS or less below 10 000 ft AMSL
   200 kt IAS or less at or below 2 500 ft AMSL within 4 NM of the airport
2. Class E :
   Vertical limits
   - Controlled Airspace from 1 000 ft above the surface or the sea level to FL 600 and less except Class A, B, C and D.

   Speed limits : 250 kt IAS or less below 10 000 ft AMSL

BIRD CONCENTRATION - VICINITY OF YEOSU AIRPORT



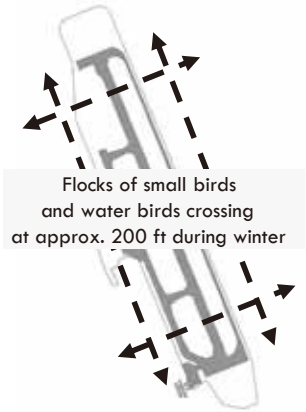
※ Remarks

1. Legend

- Winter Season Concentration Zone
- Summer Season Concentration Zone
- Year-round Concentration Zone
- Bird Flight Path

2. See AIP AD 2.23 for detailed bird information.

3. Bird Flight Information Near the RWY



4. Large Migratory Sites

NIL

* Predominant bird species : NIL

Change : Information of bird concentration chart for vicinity of RKJY.

RKNW AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of the airport

a. General Bird Information			b. Seasonal Characteristics	c. Other Specifics
Species		Habitat / Bird Flight Path		
Anatidae	Eastern spot-billed duck	See AD Chart 2-17	Arrival period : Year-round * Approx. 2 142 individuals observed	Weight : Approx. 1 010 g Flying in flocks Mostly flying at 0-3 500 ft, Occasionally above 3 500 ft
	Mallard	See AD Chart 2-17	Arrival period : OCT-MAR * Approx. 1 122 individuals observed	Weight : Approx. 1 082 g Flying in flocks Mostly flying at 0-3 500 ft, Occasionally above 3 500 ft

RKNW AD 2.24 CHART RELATED TO THE AERODROME

Aerodrome Chart ····· RKNW AD CHART 2-1

Aircraft Parking/Docking Chart ····· RKNW AD CHART 2-2

SID - RWY 03 - CHISE 1 ····· RKNW AD CHART 2-3
SID - RWY 21 - WONJU 7 ····· RKNW AD CHART 2-4
SID - RWY 03 / RWY 21 - WONJU 1D ····· RKNW AD CHART 2-5
SID - RWY 03 - RNAV(GNSS) IKILA 1 ····· RKNW AD CHART 2-6
SID - RWY 21 - RNAV(GNSS) SANUV 2 ····· RKNW AD CHART 2-7

STAR - RWY 03 - RNAV(GNSS) GANAM 1 ····· RKNW AD CHART 2-8
STAR - RWY 21 - RNAV(GNSS) GANAM 2 ····· RKNW AD CHART 2-9

Instrument Approach Chart - RWY 21 - RNP ····· RKNW AD CHART 2-10
Instrument Approach Chart - RWY 03 - RNP ····· RKNW AD CHART 2-11
Instrument Approach Chart - VOR/DME A ····· RKNW AD CHART 2-12
Instrument Approach Chart - RWY 21 - ILS ····· RKNW AD CHART 2-13
Instrument Approach Chart - RWY 21 - LOC/DME ····· RKNW AD CHART 2-14
Instrument Approach Chart - RWY 03 - ILS Y ····· RKNW AD CHART 2-15
Instrument Approach Chart - RWY 03 - LOC/DME Y ····· RKNW AD CHART 2-16

Bird concentrates in the vicinity of airport ····· RKNW AD CHART 2-17

RKNW AD 2.25 VISUAL SEGMENT SURFACE(VSS) PENETRATION

NIL

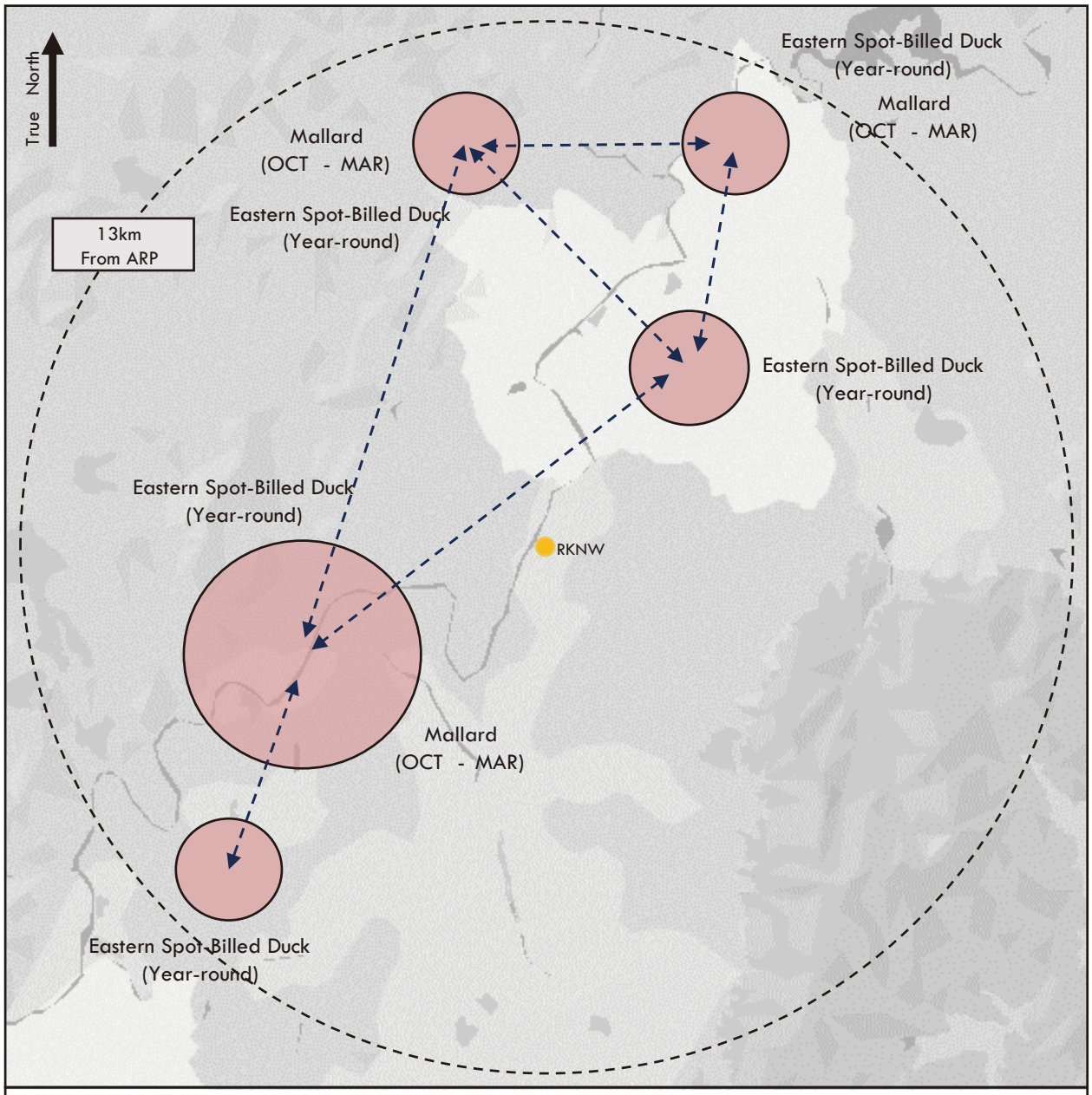
Change : Information of bird concentrations in the vicinity of the airport.

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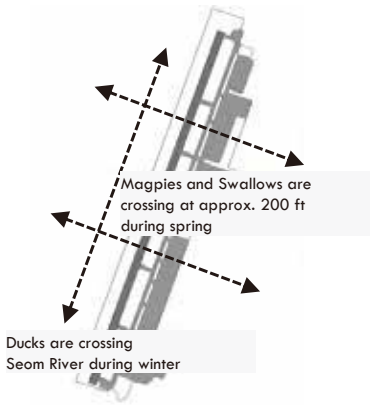
BIRD CONCENTRATION - VICINITY OF WONJU AIRPORT



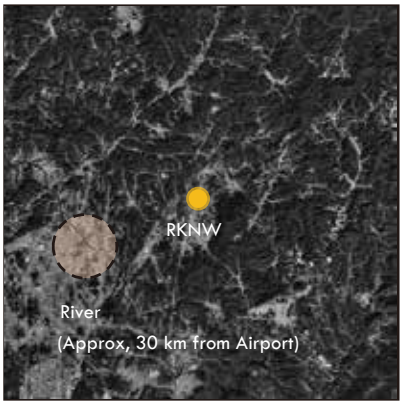
※ Remarks

1. Legend
   - Winter Season Concentration Zone
   - Summer Season Concentration Zone
   - Year-round Concentration Zone
   - Bird Flight Path
2. See AIP AD 2.23 for detailed bird information

3. Bird Flight Information Near the RWY



4. Large Migratory Sites



* Predominant bird species
: Baikal teal
(Approx. 70 000 individuals observed.)

Change : Information of bird concentration chart for vicinity of RKNW.

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RKPS AD 2.23 ADDITIONAL INFORMATION

1. CAUTION

a. Instrument student flight training in progress(All aircraft use extreme caution)

- HR : 2300-0900 UTC
- Area : Within 15 NM of aerodrome
- Altitude : Between 2 000 ft and 10 000 ft

b. Bird concentrations in the vicinity of airport

a. General Bird Information			b. Seasonal Characteristics	c. Other Specifics
Species		Habitat / Bird Flight Path		
Family	Species			
Anatidae	Eastern spot-billed duck	See AD Chart 2-30	Arrival period : Year-round, OCT-MAR * Approx. 757 individuals observed	Weight : Approx. 1 010.5 g Flying in flocks Mostly flying at 0-3 500 ft, Occasionally above 3 500 ft
	Mallard	See AD Chart 2-30	Arrival period : OCT-MAR * Approx. 865 individuals observed	Weight : Approx. 1 082 g Flying in flocks Mostly flying at 0-3 500 ft, Occasionally above 3 500 ft
	Common merganser	See AD Chart 2-30	Arrival period : OCT-MAR * Approx. 344 individuals observed	Weight : Approx. 1 470.5 g Flying in flocks Mostly flying at 0-3 500 ft, Occasionally above 3 500 ft
Phalacrocoracidae	Great cormorant	See AD Chart 2-30	Arrival period : Year-round * Approx. 424 individuals observed	Weight : Approx. 2 109.5 g Flying in flocks Mostly flying at 0-3 500 ft
Ardeidae	Grey heron	See AD Chart 2-30	Arrival period : Year-round, APR-SEP * Approx. 118 individuals observed	Weight : Approx. 1 443 g Flying in flocks Mostly flying at 0-500 ft
Accipitridae	Cinereous vulture	See AD Chart 2-30	Arrival period : OCT-MAR * Approx. 142 individuals observed	Weight : Approx. 9 625 g Mostly flying at 0-3 500 ft

The area around Sacheon Airport is close to the seaside and is composed of wide farmland, so the activities of birds are frequent.

The pilots shall be careful of bird strikes.

- During one hour to two hours after daily sunrise, from January until March, and from October to December, the flock of mallards fly from resting area (approximately 1~2 km to the threshold of RWY 06L) to feeding area(farmlands, waterway or airport).
  Also, from April until September in every year, birds which are mainly white-plumed egret and grey heron move from resting area(mountains which are located in approximately 4 km far away from airport) to feeding area(vicinity of airport). In particular, flocks of eastern cattle egrets (approximately 10-50 birds) are frequently observed within the airport area from sunrise to sunset, mainly from September to late October. The initial occurrence period varies each year and is generally observed from June to July.
  Besides, resident birds, such as magpie and skylark, sparrow, move in and out agricultural area near airport.

- The activity altitude of birds is from 0 to 500 ft(150 m). Also, before daily sunset, when returning to the resting area activities of the birds occur above the same way during one hour or two hours.

- Air traffic control tower shall offer pilots information about the birds's movement and estimated activity altitude.

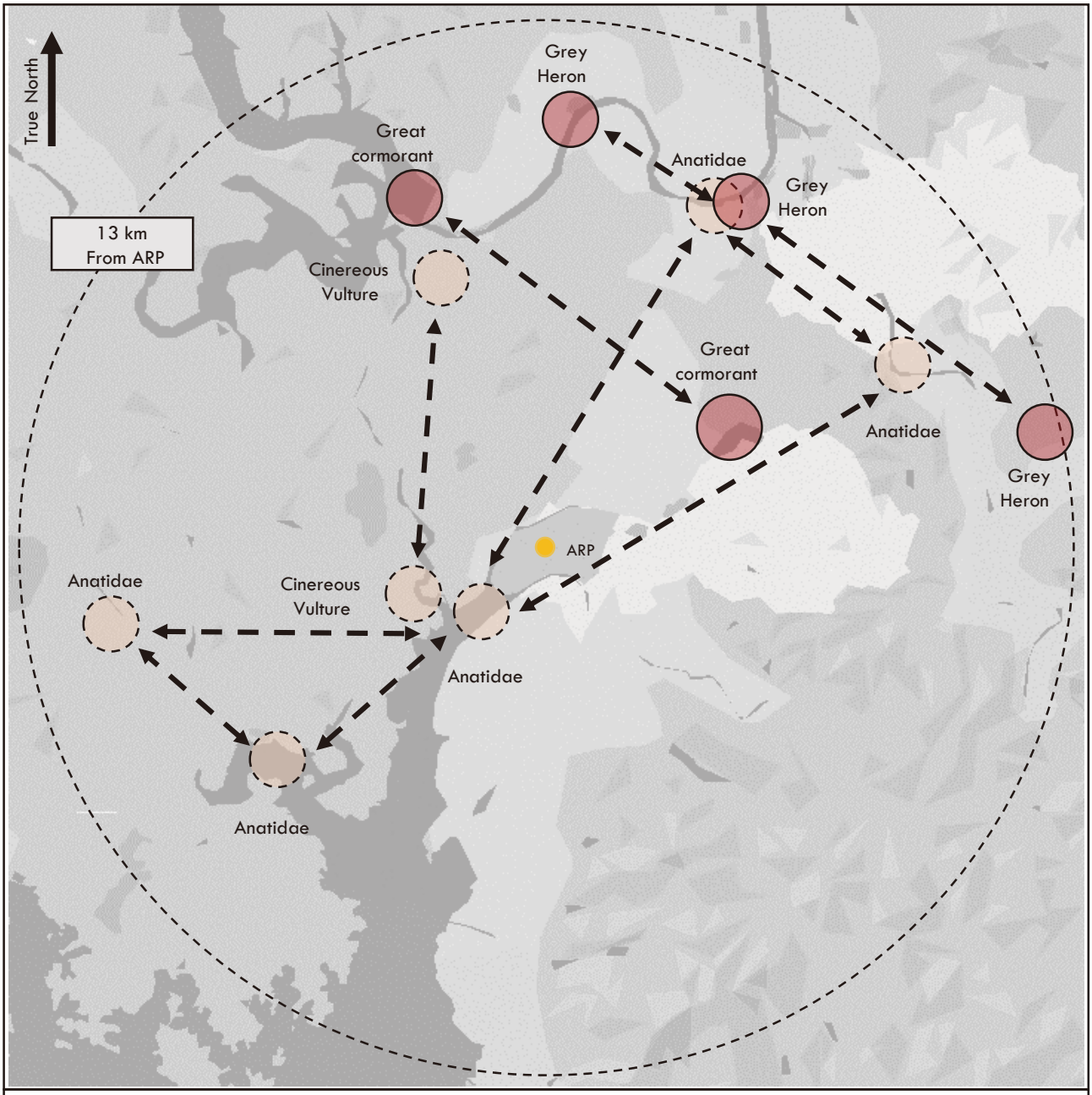
- Furthermore, preventive activities against bird strikes, such as playing the spasmodic distress signal, operating explosive sounds using by gas, and firing a gun by member of B.A.T(Bird Alert Team) which scare birds away, shall be carried out.
  Also, it is difficult to completely remove the bird strike risk, but the measures for eliminating resting or feeding area of birds is being taken in the airport boundary. On the properties of airport farming, garbage treatment facilities are not permitted.

Change : Information of bird concentrations in the vicinity of airport.

RKPS AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	RKPS AD CHART 2-1
Aircraft Parking/Docking Chart - ICAO	RKPS AD CHART 2-2
SID - RWY 06L/R, RWY 24L/R - SACHEON 5	RKPS AD CHART 2-3
SID - RWY 06L/R - RNAV VONDU 1	RKPS AD CHART 2-4
SID - RWY 06L/R - SACHEON 1	RKPS AD CHART 2-5
SID - RWY 24L/R - RNAV AKLOG 1	RKPS AD CHART 2-6
SID - RWY 24L/R - SACHEON 2	RKPS AD CHART 2-7
STAR - RWY 06L/R - RNAV SOLYI 1	RKPS AD CHART 2-8
STAR - RWY 06L/R - RNAV VIBOR 1	RKPS AD CHART 2-9
STAR - RWY 24L/R - RNAV KABVO 1	RKPS AD CHART 2-10
STAR - RWY 24L/R - RNAV NOBOP 1	RKPS AD CHART 2-11
ATC Surveillance Minimum Altitude Chart - ICAO	RKPS AD CHART 2-12
Instrument Approach Chart - RWY 06L - LOC	RKPS AD CHART 2-13
Instrument Approach Chart - RWY 06L - RNP	RKPS AD CHART 2-14
Instrument Approach Chart - RWY 06L - VOR	RKPS AD CHART 2-15
Instrument Approach Chart - RWY 06L - ASR	RKPS AD CHART 2-16
Instrument Approach Chart - RWY 06R - RNP	RKPS AD CHART 2-17
Instrument Approach Chart - RWY 06R - VOR	RKPS AD CHART 2-18
Instrument Approach Chart - RWY 06R - PAR	RKPS AD CHART 2-19
Instrument Approach Chart - RWY 06R - ASR	RKPS AD CHART 2-20
Instrument Approach Chart - RWY 24R - ILS	RKPS AD CHART 2-21
Instrument Approach Chart - RWY 24R - LOC	RKPS AD CHART 2-22
Instrument Approach Chart - RWY 24R - RNP	RKPS AD CHART 2-23
Instrument Approach Chart - RWY 24R - VOR	RKPS AD CHART 2-24
Instrument Approach Chart - RWY 24R - ASR	RKPS AD CHART 2-25
Instrument Approach Chart - RWY 24L - RNP	RKPS AD CHART 2-26
Instrument Approach Chart - RWY 24L - VOR	RKPS AD CHART 2-27
Instrument Approach Chart - RWY 24L - PAR	RKPS AD CHART 2-28
Instrument Approach Chart - RWY 24L - ASR	RKPS AD CHART 2-29
Bird Concentrations in the vicinity of aerodrome	RKPS AD CHART 2-30

BIRD CONCENTRATION - VICINITY OF SACHEON AIRPORT



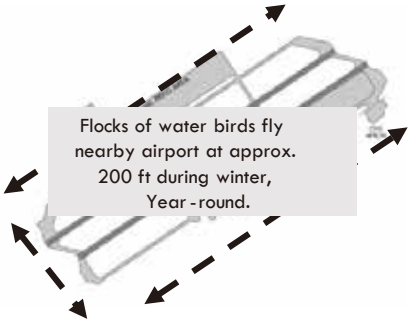
※ Remarks

1. Legend

- Winter Season Concentration Zone
- Summer Season Concentration Zone
- Year-round Concentration Zone
- Bird Flight Path

2. See AIP AD 2.23 for detailed bird information.

3. Bird Flight Information Near the RWY



4. Large Migratory Sites



* Predominant bird species : None
(Approx. 10 000 individuals observed.)

Change : Information of bird concentration chart for vicinity of RKPS.

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RKPU AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKPU - ULSAN / Ulsan Domestic

RKPU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	353536N 1292108E 181° / 1 020 m from THR 18
2	Direction and distance from city	039°, 7 km from Ulsan City Hall
3	Elevation/Reference temperature	13 m / 32°C
4	Geoid undulation at AD ELEV PSN	30 m
5	MAG VAR/Annual change	9° W (2025) / 0.041° increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	Korea Airports Corporation(Ulsan Airport) 1103, Saneop-ro, Buk-gu, Ulsan, 44238, Republic of Korea TEL : +82-52-219-6382, 6338~9 Telefax : +82-52-219-6300, 6388
7	Type of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKPU AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2100-1300 UTC
2	Customs and Immigration	NIL
3	Health and Sanitation	NIL
4	AIS Briefing Office	2250-1210 UTC
5	ATS Reporting Office	2250-1210 UTC
6	MET Briefing Office	H24
7	ATS	2220-1210 UTC
8	Fuelling	NIL
9	Handling	HO
10	Security	HO
11	De-icing	HO
12	Remarks	Outside these hours services are available under the pre-coordination (Only passenger flight) Operating hours may vary in accordance with summer and winter flight schedules. Refer to AD 2.3, AD 2.17 and AD 2.18 for details.

RKPU AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Conveyor belt, various vehicles and equipment
2	Fuel/oil type	NIL
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	Available. See AD chart for location (ACFT stand NR. 1).
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

Change : Information of operational hours for AIS briefing office, ATS reporting office and ATS.

RKPU AD 2.5 PASSENGER FACILITIES

1	Hotels	In Ulsan city
2	Restaurants	60 Seats, light food services available at AD
3	Transportation	Buses, Taxis and rental cars available at AD
4	Medical Facilities	Ambulance services available Hospitals in Ulsan city
5	Bank and Post Office	Bank and Post office available in the vicinity of AD
6	Tourist Office	Available at AD
7	Remarks	http://www.airport.co.kr/mbs/ulsan/

RKPU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	CAT 7
2	Rescue equipment	- 2 Chemical fire fighting trucks - 1 Ambulance car - Water : 22 000 L - AFFF : 3 200 L - Dry chemical : 500 kg
3	Capability for removal of disabled aircraft	Specialized aircraft recovery equipment available for up to and including B737-900 size aircraft. The usable equipment list which is 50 ton hydraulic recovery jack, 50 ton crane and other accessory equipment can be provided by airlines. Korea Airports Corporation is the co-ordinator for the removal of disabled aircraft and can be reached at Airport Duty manager. (TEL : +82-52-219-6312)
4	Remarks	NIL

RKPU AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	a. 1 Compact runway jet sweeper (working width : about 5.6 m) b. 1 Multi purpose snowplough (working width : about 3.2 m) c. 1 Thawing material spreader d. 1 De-icing cart
2	Clearance priorities	1. RWY 18/36, TWY B and Apron (ACFT stands NR. 1, 2, 3) 2. TWY A and Apron (ACFT stand NR. 4)
3	Remarks	NIL

RKPU AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Designation, Apron surface and strength	a. Surface : Asphalt b. Strength : PCR 377/F/A/X/T
2	Designation, Taxiway width, surface and strength	a. Width : 30 m b. Surface : Asphalt c. Strength - "A" : PCR 377/F/A/X/T - "B" : PCR 377/F/A/X/T
3	Altimeter checkpoint location and elevation	Location : At apron Elevation : 9 m
4	VOR checkpoints	NIL
5	INS checkpoint	See AD chart
6	Remarks	NIL

RKPU AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
36	2 000	2 000	2 000	2 000	NIL
36	984	984	984	-	Take-off from intersection with TWY A
36	1 104	1 104	1 104	-	Take-off from intersection with TWY B
18	2 000	2 200	2 000	2 000	NIL
18	1 047	1 247	1 047	-	Take-off from intersection with TWY A
18	927	1 127	927	-	Take-off from intersection with TWY B

RKPU AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Center line LGT Length, Spacing Colour, INTST	RWY edge LGT LEN, Spacing Colour INTST	RWY End LGT Colour WBAR	SWY LGT LEN(m) Colour	Remarks
1	2	3	4	5	6	7	8	9	10
18	SSALF 330 m LIH	Green -	PAPI Left/3.8° (59 ft)	Simple TDZ LGT	NIL	2 000 m 60 m White, LIH	RED -	NIL	NIL
36	ALSF-1 720 m LIH	Green -	PAPI Left/3° (56 ft)	NIL	NIL	2 000 m 60 m White, LIH	RED -	NIL	NIL

Simple TDZ LGT
- Simple touchdown zone lights located each two on both side of the runway centerline are installed 622.8 m from the threshold of RWY 18.

RWY 18 PAPI Restrictions
- PAPI unusable beyond 10° right side due to angular coverage.
- PAPI unusable beyond 7° left side due to OBST.

RKPU AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At tower building, FLG W/G EV 2.5 SEC IBN : NIL As AD operational hours
2	LDI location and LGT Anemometer location and LGT	LDI : NIL Anemometer : NIL
3	TWY edge and center line lighting	a. Edge : All TWY b. Center line : NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AD Switch-over time : 15 SEC
5	Remarks	NIL

RKPU AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	-
2	TLOF and/or FATO elevation m/ft	-
3	TLOF and FATO area dimensions, surface, strength, marking	-
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	Remarks	As directed by ATC

RKPU AD 2.17 ATS AIRSPACE

1	Designation and lateral limit	Ulsan CTR A circle, 5 NM radius centered at ARP
2	Vertical limits	SFC to 3 000 ft AGL
3	Airspace classification	D
4	ATS unit call sign Languages	Ulsan Tower English / Korean
5	Transition altitude	14 000 ft AMSL
6	Operational hours	2200-1230 UTC
7	Remarks	Refer to ENR 2.1-9, RKPU Visual Approach Chart to identify Class D airspace.

RKPU AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
APP	Pohang Approach	124.25 MHz 120.2 MHz 232.4 MHz	H24	NIL
	Ulsan Arrival	119.250 MHz 317.525 MHz	2220-1130 UTC	
TWR	Ulsan Tower	118.75 MHz 236.6 MHz 225.55 MHz	2220-1210 UTC	
GND	Ulsan Ground	121.75 MHz	2220-1210 UTC	Digital PDC service available
ATIS	Ulsan Airport	127.625 MHz 233.55 MHz	2220-1210 UTC	Digital ATIS service available
EMERG		121.5 MHz 243.0 MHz	2220-1210 UTC	

Scheduled Inspection Time
- APP(124.25 MHz, 232.4 MHz, 119.250 MHz, 317.525 MHz), TWR, GND, ATIS, EMERG
  : Every 1st WED(1400-2000 UTC) of the month.

Change : Information of operational hours for ATS communication facilities.

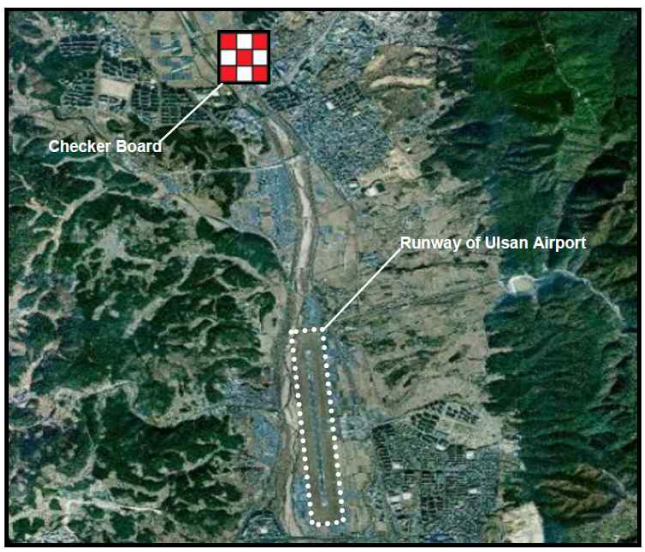
RKPU AD 2.23 ADDITIONAL INFORMATION

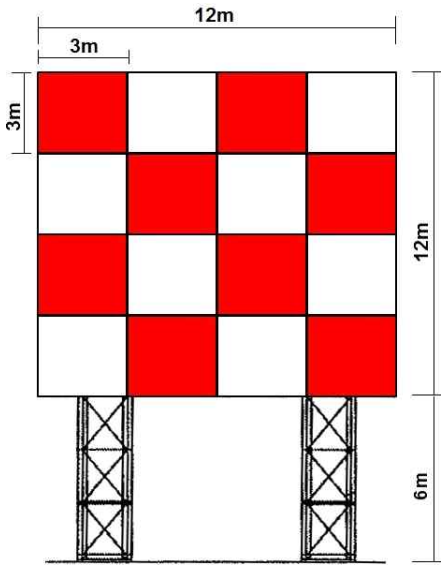
1. Bird concentrations in the vicinity of airport

a. General Bird Information			b. Seasonal Characteristics	c. Other Specifics
Species		Habitat / Bird Flight Path		
Anatidae	Eastern spot-billed duck	See AD Chart 2-20	Arrival period : Year-round * Approx. 620 individuals observed	Weight : Approx. 1 010 g Flying in flocks Mostly flying at 0-3 500 ft, Occasionally above 3 500 ft
	Mallard	See AD Chart 2-20	Arrival period : OCT-MAR * Approx. 375 individuals observed	Weight : Approx. 1 082 g Flying in flocks Mostly flying at 0-3 500 ft, Occasionally above 3 500 ft
Laridae	Vega gull	See AD Chart 2-20	Arrival period : OCT-MAR * Approx. 765 individuals observed	Weight : Approx. 1 085 g Flying in flocks Mostly flying at 0-500 ft, Occasionally between 500 and 3 500 ft
Corvdiae	Rook	See AD Chart 2-20	Arrival period : OCT-MAR * Approx. 42 862 individuals observed	Weight : Approx. 453 g Flying in flocks Mostly flying at 0-3 500 ft, Occasionally above 3 500 ft

2. Horizontal Surface height differs partially.

3. Checker Board for Visual reference point
- Checker Board for Visual reference point to assist approach procedure to RWY 18
- Location : 3.6 km from THR RWY 18
- Coordinates : 353803.7N 1292038.3E
- Board Size : 12 m x 12 m (total height : 18 m)
- Board Color : White/Red(Cross Stripes)
- Lights
  a. Type : LED band type(Cross Stripes)
  b. Luminous intensity : 180 cd/m
  c. Color : White
  d. Operation time schedule : Continuously during AD operational hours
- Diagram





Change : Information of bird concentrations in the vicinity of airport and item numbers.

RKPU AD 2.24 CHART RELATED TO THE AERODROME

Aerodrome Chart ..... RKPU AD CHART 2-1

Aerodrome Obstacle Chart - ICAO Type A ..... RKPU AD CHART 2-3
Aerodrome Obstacle Chart - ICAO Type A ..... RKPU AD CHART 2-4
Aerodrome Obstacle Chart - ICAO Type B ..... RKPU AD CHART 2-5

SID - ICAO - RWY 18 - RNAV KPO 1M, RNAV APARU 1M ..... RKPU AD CHART 2-6
SID - ICAO - RWY 18 - KPO 7S, APARU 7S, KPO 1A ..... RKPU AD CHART 2-7
SID - ICAO - RWY 36 - RNAV KPO 1R, RNAV APARU 1R ..... RKPU AD CHART 2-8
SID - ICAO - RWY 36 - KPO 8N, APARU 1A, APARU 8N ..... RKPU AD CHART 2-9

STAR - ICAO - RWY 18 - RNAV LAPAL 2D, RNAV APARU 2D ..... RKPU AD CHART 2-10
STAR - ICAO - RWY 36 - RNAV LAPAL 2C, RNAV APARU 2C ..... RKPU AD CHART 2-11

ATC Surveillance Minimum Altitude Chart - ICAO(Refer to RKTH AD CHART 2-10) ..... RKTH AD CHART 2-10

Instrument Approach Chart – RWY 18 - RNP Y ..... RKPU AD CHART 2-12
Instrument Approach Chart – RWY 18 - RNP Z(AR) ..... RKPU AD CHART 2-13
Instrument Approach Chart – RWY 18 - VOR ..... RKPU AD CHART 2-14
Instrument Approach Chart – RWY 36 - ILS Y or LOC Y ..... RKPU AD CHART 2-15
Instrument Approach Chart – RWY 36 - ILS Z or LOC Z ..... RKPU AD CHART 2-16
Instrument Approach Chart – RWY 36 - RNP ..... RKPU AD CHART 2-17
Instrument Approach Chart – RWY 36 - VOR ..... RKPU AD CHART 2-18

Visual Approach Chart ..... RKPU AD CHART 2-19

Bird concentrations in the vicinity of the airport ..... RKPU AD CHART 2-20

RKPU AD 2.25 VISUAL SEGMENT SURFACE(VSS) PENETRATION

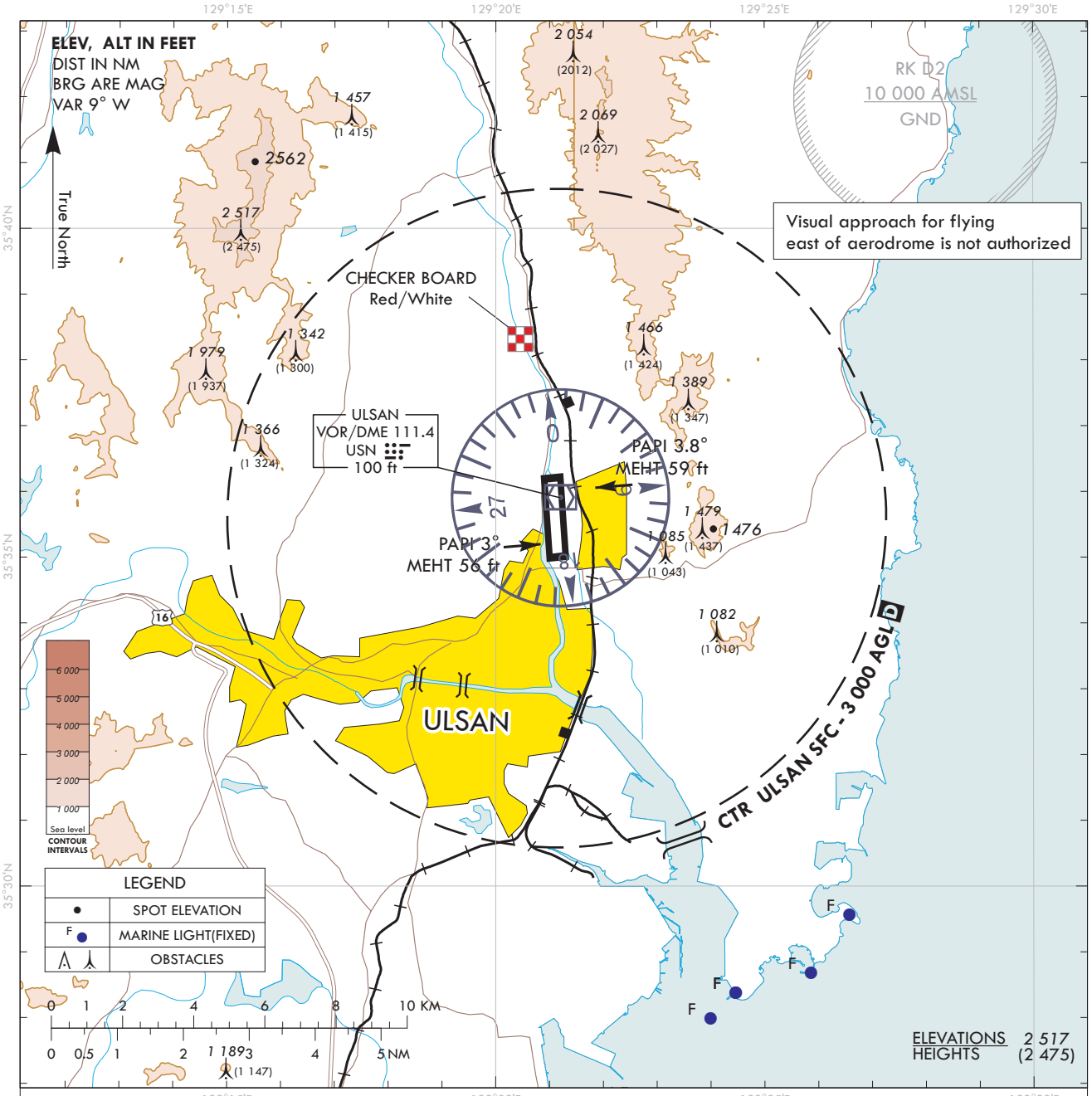
NIL

VISUAL APPROACH CHART - ICAO

AD ELEV **42** ft
HEIGHTS RELATED TO AD ELEV

POHANG	APP	124.25
		120.2
ULSAN	TWR	118.75

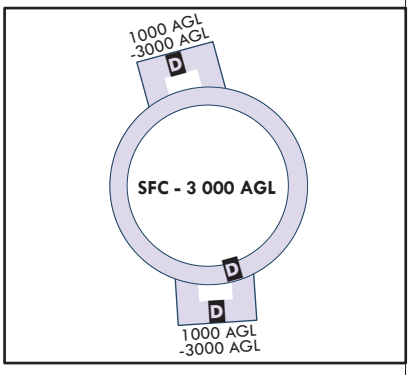
ULSAN/Ulsan



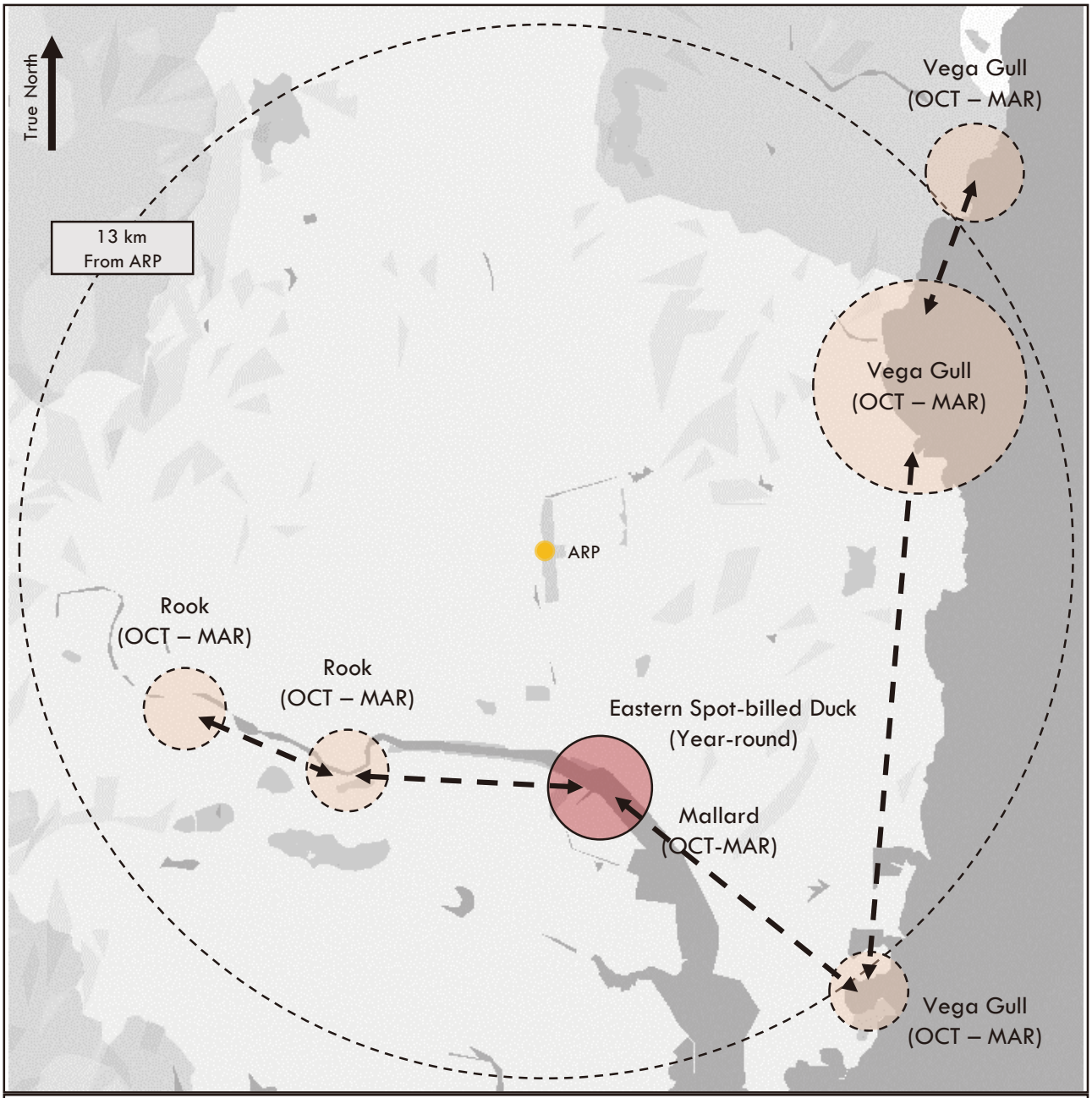
ATS Airspace Classifications

1. Class D : Radius of Ulsan Airport ARP (353536N 1292108E)
   a. Vertical limits
      - Within 5 NM (GND - 3 000 ft AGL)
      - Including areas which are extended northbound from
        353936N 1291725E - 354153N 1291639E - 354256N 1292124E
        - 354032N 1292212E, and southbound from
        353054N 1291903E - 352829N 1291915E - 352845N 1292408E
        - 353110N 1292356E(1 000 ft AGL - 3 000 ft AGL)

   b. Speed limits
      - 250 kt IAS or less below 10 000 ft AMSL
      - 200 kt IAS or less at or below 2 500 ft AMSL within 4 NM of the airport



BIRD CONCENTRATION - VICINITY OF ULSAN AIPORT



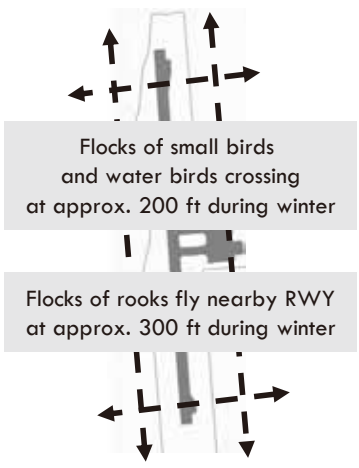
※ Remarks

1. Legend

- Winter Season Concentration Zone
- Summer Season Concentration Zone
- Year-round Concentration Zone
- Bird Flight Path

2. See AIP AD 2.23 for detailed bird information.

3. Bird Flight Information Near the RWY



4. Large Migratory Sites



* Predominant bird species : Rook
(Approx. 40 000 individuals observed.)

Change : Information of bird concentration chart for vicinity of RKPU.

RKTH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKTH - POHANG GYEONGJU/Domestic

RKTH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	355916N 1292507E 98° / 908 m from THR 10	
2	Direction and distance from city	125°, 8 km from Pohang City Hall	
3	Elevation/Reference temperature	23 m / 31.3°C	
4	Geoid undulation at AD ELEV PSN	29 m	
5	MAG VAR/Annual change	9° W (2025) / 0.040° Increasing	
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	KAC	Korea Airports Corporation(Pohang Gyeongju Airport) 18, Ilwol-ro, Donghae-myeon, Nam-gu, Pohang-si, Gyeongsangbuk-do, 37926, Republic of Korea TEL : +82-54-289-7314 Telefax : +82-54-289-7366 AFS : RKTHZPZX
		ROKN	Republic of Korea Navy(ROKN) Naval Air Command
7	Type of traffic permitted(IFR/VFR)	IFR/VFR	
8	Remarks	NIL	

RKTH AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2200-1300 UTC
2	Customs and Immigration	NIL
3	Health and Sanitation	NIL
4	AIS Briefing Office	0000-1120 UTC
5	ATS Reporting Office(ARO)	0000-1120 UTC
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	HO
12	Remarks	NIL

RKTH AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	NIL
2	Fuel/oil types	JP-8, 0-128(Available by agreement with ROKN)
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	One de-icing pad (Aircraft stand NR. 4) (See Aircraft Parking/Docking Chart)
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

Change : Information of operational hours for AIS briefing office and ATS reporting office.

RKTH AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotel in Pohang city
2	Restaurants	Yes
3	Transportation	Buses, taxis, and rental cars
4	Medical facilities	Hospitals in Pohang city, 11 km
5	Bank and Post Office	NIL
6	Tourist Office	HO
7	Remarks	http://www.airport.co.kr/mbs/pohang/

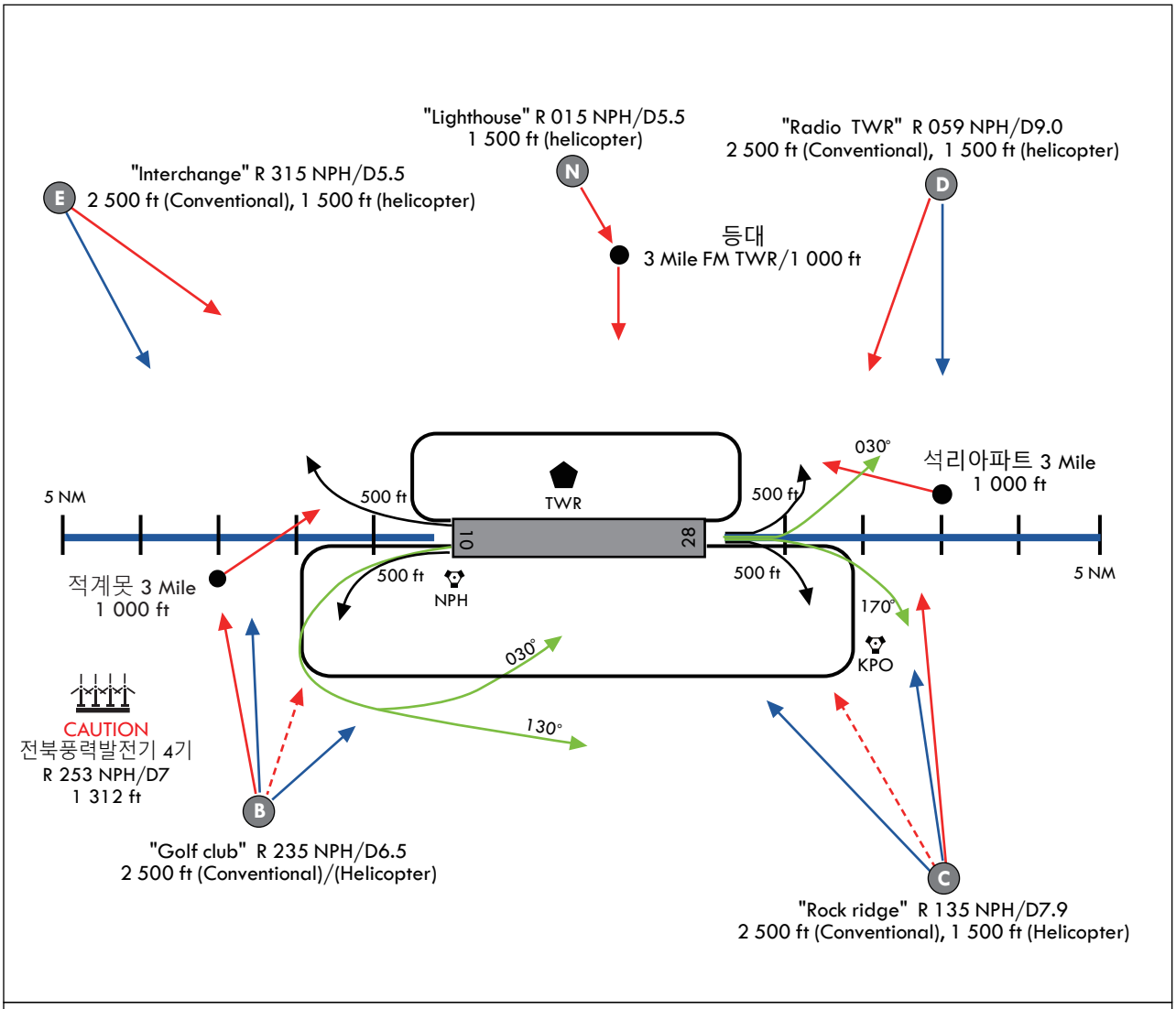
RKTH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 7
2	Rescue equipment	a. 4 Chemical crash rescue & fire fighting trucks - Total capacity · Water : 17 678 L · AFFF : 3 100 L · Dry chemical : 280 kg b. 3 Supplementary water tank trucks : Total capacity 19 500 L c. 1 Rescue truck d. 1 Ambulance
3	Capability for removal of disabled aircraft	Specialized aircraft recovery equipment available for up to and including B737-800 size aircraft. 270 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 : +82-54-289-7312~7317)
4	Remarks	NIL

RKTH AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	a. ROKN* : 4 Dump trucks b. KAC** : 1 Multipurpose snow removal truck, 1 Tractor, 1 Snow plough, 1 Thawing material spreader
2	Clearance priorities	a. RWY 10/28 b. TWY c. Apron
3	Remarks	Snow clearance information promulgated by SNOWTAM * Republic of Korea Navy(ROKN) ** Korea Airports Corporation(KAC)

Arrival and Departure Procedures for VFR Traffic



LEGEND

VFR CHECK POINT

회전익 항공기 북쪽 장주진입 경유지점

Conventional Approach route

Conventional Departure route

Helicopter Approach route

Helicopter Approach route
(NO traffic in S pattern)

Helicopter Departure route

Reporting Point	Position	Coordinates
"B" Point	R 235 NPH/D6.5	355438N 1291851E
"C" Point	R 135 NPH/D7.9	355407N 1293154E
"D" Point	R 059 NPH/D9	360456N 1293306E
"E" Point	R 315 NPH/D5.5	360230N 1291920E
"N" Point	R 015 NPH/D5.5	360434N 1292505E

RKTH AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of airport

a. General Bird Information			b. Seasonal Characteristics	c. Other Specifics
Species		Habitat/ Bird Flight Path		
Laridae	Vega gull	See AD Chart 2-18	Arrival period : OCT-MAR * Approx. 1 800 individuals observed	Weight : Approx. 1 085 g Flying in flocks Mostly flying at 0-500 ft, Occasionally between 500 and 3 500 ft
	Common gull		Arrival period : OCT-MAR * Approx. 2 500 individuals observed	Weight : Approx. 580 g Flying in flocks Mostly flying at 0-500 ft, Occasionally between 500 and 3 500 ft
Anatidae	Mallard		Arrival period : OCT-MAR * Approx. 1 500 individuals observed	Weight : Approx. 1 082 g Flying in flocks Mostly flying at 0-3 500 ft, Occasionally above 3 500 ft
	Eastern spot-billed duck		Arrival period : Year-round * Approx. 760 individuals observed	Weight : Approx. 1 011 g Flying in flocks Mostly flying at 0-3 500 ft, Occasionally above 3 500 ft
	Tundra bean goose		Arrival period : OCT-MAR * Approx. 800 individuals observed	Weight : Approx. 2 850 g Flying in flocks Mostly flying at 0-3 500 ft, Occasionally above 3 500 ft
	Greater White-fronted goose		Arrival period : OCT-MAR * Approx. 300 individuals observed	Weight : Approx. 2 620 g Flying in flocks Mostly flying at 0-3 500 ft, Occasionally above 3 500 ft
Phalacrocoracidae	Great cormorant		Arrival period : Year-round * Approx. 1 200 individuals observed	Weight : Approx. 2 110 g Flying in flocks Mostly flying at 0-3 500 ft

Change : Information of bird concentrations in the vicinity of airport.

RKTH AD 2.24 CHART RELATED TO THE AERODROME

Aerodrome Chart - ICAO ..... RKTH AD CHART 2-1

Area Chart - ICAO ..... RKTH AD CHART 2-2

SID - RWY 10 - POHANG 3 ..... RKTH AD CHART 2-3
SID - RWY 10 - POHANG 5 ..... RKTH AD CHART 2-4
SID - RWY 10 - RNAV(GNSS) DORTI 1 ..... RKTH AD CHART 2-5
SID - RWY 28 - POHANG 4 ..... RKTH AD CHART 2-6
SID - RWY 28 - RNAV(GNSS) MARMI 1 ..... RKTH AD CHART 2-7

STAR - RWY 10 - RNAV(GNSS) EMTIK 1 ..... RKTH AD CHART 2-8
STAR - RWY 28 - RNAV(GNSS) PUDEN 1 ..... RKTH AD CHART 2-9

ATC Surveillance Minimum Altitude Chart - ICAO ..... RKTH AD CHART 2-10

Instrument Approach Chart - RWY 10 - LOC/DME ..... RKTH AD CHART 2-11
Instrument Approach Chart - RWY 10 - VOR/DME or TACAN ..... RKTH AD CHART 2-12
Instrument Approach Chart - RWY 10 - RNP Y ..... RKTH AD CHART 2-13
Instrument Approach Chart - RWY 10 - RNP Z(AR) ..... RKTH AD CHART 2-14
Instrument Approach Chart - RWY 28 - VOR/DME or TACAN ..... RKTH AD CHART 2-15
Instrument Approach Chart - RWY 28 - RNP Y ..... RKTH AD CHART 2-16
Instrument Approach Chart - RWY 28 - RNP Z(AR) ..... RKTH AD CHART 2-17

Bird concentrations in the vicinity of aerodrome ..... RKTH AD CHART 2-18

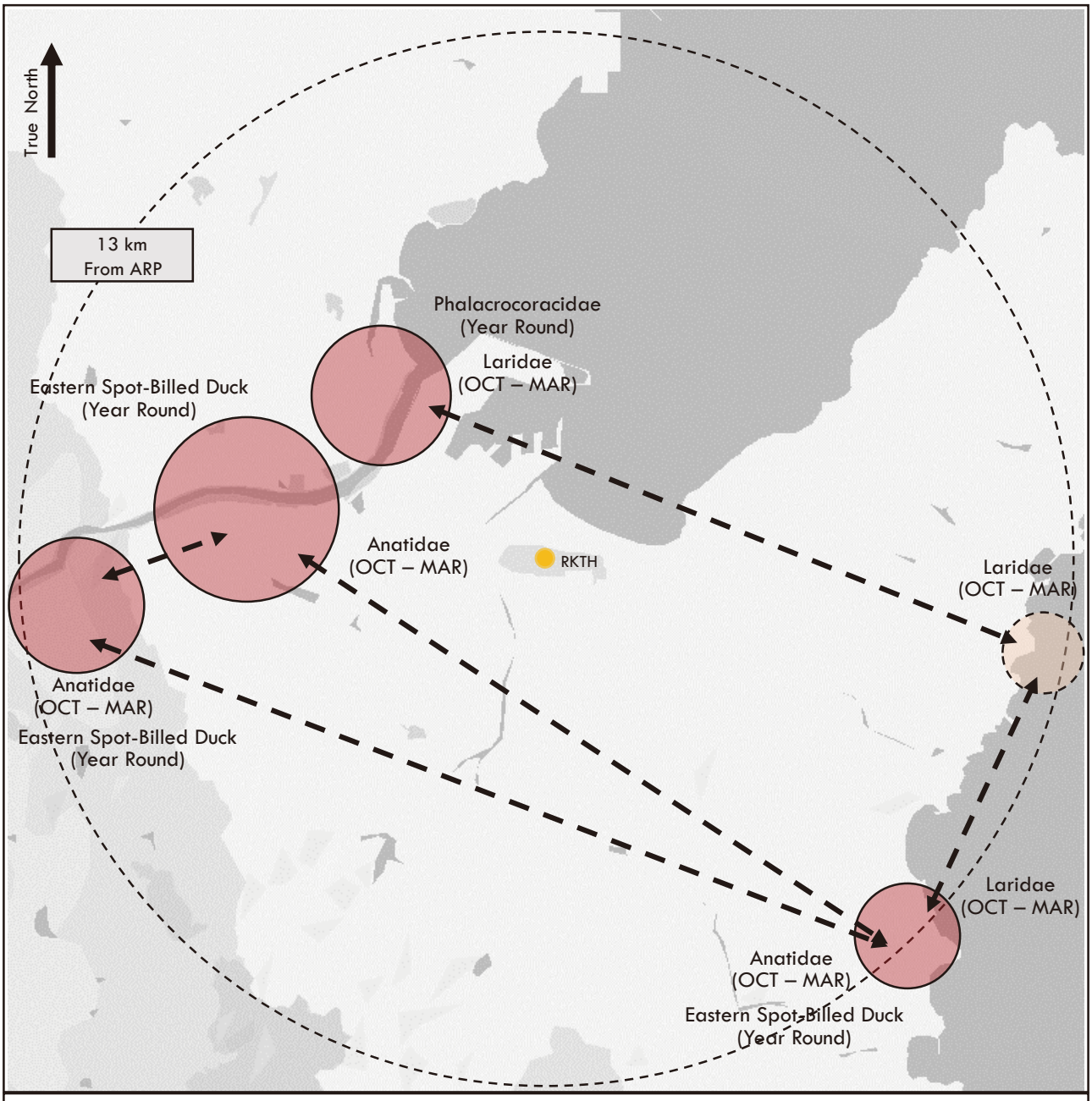
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BIRD CONCENTRATION - VICINITY OF POHANG GYEONGJU AIRPORT



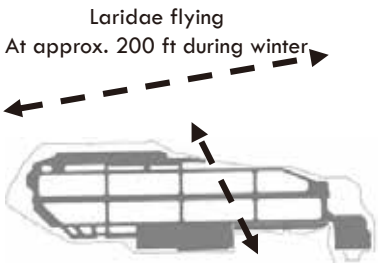
※ Remarks

1. Legend

- Winter Season Concentration Zone
- Summer Season Concentration Zone
- Year-round Concentration Zone
- Bird Flight Path

2. See AIP AD 2.23 for detailed bird information.

3. Bird Flight Information Near the RWY



4. Large Migratory Sites



* Predominant bird species : None
(Within a 50 km radius of RKTH)

Change : Information of bird concentration chart for vicinity of RKTH.

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