

RKSS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKSS - SEOUL / GIMPO International

RKSS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	373325N 1264751E 328° / 1 327 m from THR 32R
2	Direction and distance from city	275°, 16 km from Seoul City Hall
3	Elevation/Reference temperature	18 m / 30.8 °C
4	Geoid undulation at the AD ELEV PSN	23 m
5	MAG VAR/Annual change	9° W (2020) / 0.093° increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	Korea Airports Corporation(Gimpo International Airport) 76, Haneul-gil, Gangseo-gu, Seoul, 07505, Republic of Korea TEL : +82-2-2660-4218, 2566~7 Telefax : +82-2-2660-2842, 2575 AFS : RKSSZPZX
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKSS AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2100-1400 UTC*
2	Customs and Immigration	HO
3	Health and Sanitation	HO
4	AIS Briefing Office	H24
5	ATS Reporting Office	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	H24
12	Remarks	* Take-off and landing is restricted from 1400 UTC to 2100 UTC due to noise abatement, except the conditions described in RKSS AD 2.21 item 1.1 and 1.2.

RKSS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	All modern facilities
2	Fuel/oil types	Fuel : Aviation Turbin Fuel (Jet A-1) Aviation Gasolin (AV-gas 100LL) Oil : Turbo Oil 2 380/2 389, Jet Oil 254
3	Fuelling facilities/capacity	Jet A-1 available by hydrant refueling on passenger, remote, cargo apron, at rate of 1 000 gpm. 10 aircraft can be fueled simultaneously, total amount of storage is 35 771 000 L. No limitations at any time service available.
4	De-icing facilities	Available (Refer to Aircraft Parking / Docking Chart)
5	Hangar space for visiting aircraft	Business aircraft hangar : 4 for class "C" aircraft
6	Repair facilities for visiting aircraft	Major and minor repairs by arrangement
7	Remarks	NIL

RKSS AD 2.5 PASSENGER FACILITIES

1	Hotels	In Seoul city
2	Restaurants	At AD and in the city
3	Transportation	Buses, taxis, subway and rental cars from the AD
4	Medical facilities	a. Ambulance service available b. Hospitals near the AD within 18 km
5	Bank and Post Office	Available at AD
6	Tourist Office	Available at AD
7	Remarks	https://www.airport.co.kr/gimpo/

RKSS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	AD Category for fire fighting : CAT 10
2	Rescue equipment	<ul style="list-style-type: none"> a. 2 ARFF* vehicles : A capacity of 12 000 L water(each), 1 500 L AFFF**(each), Foam discharge rate 6 000 L/min (each), with dry chemical powder 250 kg(each) b. 1 ARFF* vehicle : 15 000 L water, 2 200 L AFFF**, Foam discharge rate 6 000 L/min, with dry chemical powder 250 kg c. 1 ARFF* vehicle : 11 000 L water, 1 400 L AFFF**, Foam discharge rate 6 000 L/min, with dry chemical powder 250 kg d. 1 Supplementary water tank truck : capacity 12 000 L e. 1 Rescue vehicle f. 1 Ambulance g. 1 Commanding vehicle <p>* ARFF (Aircraft Rescue and Fire Fighting) ** AFFF (Aqueous Film Forming Foam)</p>
3	Capability for removal of disabled aircraft	<ul style="list-style-type: none"> a. Specialized aircraft recovery equipment available for up to B747-8 size aircraft. b. 1 & 3 pole recovery jacks, 470 ton mobile crane including other accessory equipment can be provided by airlines and agencies. c. Korea airports Corporation is the coordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (TEL : 82-2-2660-4217)
4	Remarks	<p>Aviation Fire-Fighting training facility</p> <ul style="list-style-type: none"> a. Location <ul style="list-style-type: none"> - 389-9 Sangya dong Gyeong-gu Incheon - 400 m from the airport boundary close to the beginning tip of RWY 14R b. Plotage 8 947 m² c. Two model aircraft for training

RKSS AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Type of clearing equipment	<ul style="list-style-type: none"> a. 5 Towed runway jet sweepers(working width : about 8.0 m) b. 7 Compact runway jet sweepers(working width : about 5.6 m) c. 2 Snow blowers(working width : about 2.5 m) d. 3 Dry material spreaders e. 1 Liquid material spreader
2	Clearance priorities	<ul style="list-style-type: none"> a. First <ul style="list-style-type: none"> 1) RWY 14R/32L and 14L/32R 2) Rapid exit taxiways(C1, E1, C2) 3) TWYs (P, A, B1, B2, E2, G1, G2) 4) Apron taxilanes (RD, R, P1, P2, P3, P4) 5) De-icing Pad b. Second <ul style="list-style-type: none"> 1) Rapid exit taxiways (C3, D2, D3) 2) TWYs (D1, F1, F2) 3) Apron Taxilanes (P5, N2, N3, N4, N5, S, W1, W2) 4) Aircraft stands
3	Remarks	Snow clearance information promulgated by SNOWTAM

Change : Establishment of taxilane RD.

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

1	Designation, Surface and strength of aprons	<p>Surface</p> <ul style="list-style-type: none"> - East & Central : Asphalt or Concrete - North & West : Concrete <p>Strength</p> <ul style="list-style-type: none"> - East & Central : PCN 74/F/B/X/T - North : PCN 67/R/B/W/T - West : PCN 58/R/B/W/T
2	Designation, Width, surface and strength of taxiways	<p>Width</p> <ul style="list-style-type: none"> - A, B2, C1 - C3, D2, D3, E1, E2, F2 : 35 m - B1, D1, G1, W1, W2, P : 30 m - F1 : 23 m - G2 : 40 m <p>Surface : Asphalt or Concrete</p> <p>Strength</p> <ul style="list-style-type: none"> - A, G2 : PCN 85/R/B/W/T - P : PCN 74/F/B/X/T(PCN 71/R/B/W/T: 1 096 m from SE TWY end/ 282 m from NW TWY end) - B1 : PCN 74/F/B/X/T(PCN 85/R/B/W/T : a partial of TWY, 270 m) - B2, C1, C2, C3, D1, D2, D3, E1, E2, F1, F2, G1, W1, W2 : PCN 74/F/B/X/T
3	Location and elevation of altimeter checkpoint	<p>Central Apron : 16 m</p> <p>Other Aprons : 13 m</p>
4	VOR check points	VOR: NIL
5	INS check points	INS: Refer to Aircraft Parking & Docking Chart
6	Remarks	NIL

RKSS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of Mode S transponder on the ground	
1.1	General	This system using Mode S transponder improves the accuracy and the reliability of the ground movement monitoring system
1.2	ACFT equipped with Mode S transponder	ACFT operators shall ensure that Mode S transponders are able to operate when ACFT is on the ground
1.2.1	Departing ACFT(Including ACFT that require de-icing)	<p>Prior to push-back or taxiing from a parking stand whichever comes first:</p> <ul style="list-style-type: none"> - Enter, using either FMS mode or transponder control unit, the flight identification as specified in item 7 of the ICAO flight plan(ex.: KAL123, AAR456) or enter in the absence of flight identification, the ACFT registration. - Select XPNDR or its equivalent in relation to specifications on the installed model. - If function is available, select AUTO mode. - Do not select OFF or STBY functions. - Set Mode A code assigned by ATC. <p>Lining up</p> <ul style="list-style-type: none"> - select TA/RA
1.2.2	Arriving ACFT	<p>After landing and until the ACFT is stationary at parking stand:</p> <ul style="list-style-type: none"> - Maintain XPNDR or its equivalent in relation of specification of the installed model. - Do not select OFF and STBY functions. - Maintain Mode A code assigned by ATC <p>When ACFT is stationary at the parking stand, select OFF or STBY.</p>

Change : Information of strength(PCN) of TWYs.

1.2.3	Other cases of taxiing ACFT(including toeing ACFT)	Select XPNDR or its equivalent in relation to specifications of the installed model. - If function is available, select AUTO mode. Do not select the OFF and STBY function. Set Mode A code to 2000
1.3	ACFT not equipped with Mode S transponder or with an unserviceable Mode S transponder	Departing ACFT: - Maintain Mode A+C transponder in the ON position until lining up. Arriving ACFT: - Maintain Mode A+C transponder in the ON position and Mode A code assigned by ATC until parking stand. Other cases of taxiing ACFT: - Select A+C transponder in the ON position or its equivalent in relation to specifications of the installed model. - Do not select the OFF and STBY function. - Set Mode A code to 2000 Fully parked on stand - Select OFF or STBY position
2	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	Taxiing guidance signs at all intersections with TWY, RWY and at all holding positions. Guide lines at apron. Nose-in guidance at aircraft stands. Visual docking guidance system : NIL
3	RWY and TWY markings and LGTs	RWY - Lights RWY 14L/32R - Edge, THR, End, TDZ RWY 14R - Edge, THR, End, CL, TDZ RWY 32L - Edge, THR, End, CL - Marking RWY 14L/32R - Designation, THR, TDZ, Center Line, Side Strip, Aiming point marked RWY 14R/32L - Designation, THR, TDZ, Center Line, Side Strip, Aiming point marked. TWY - Lights TWY edge lights - All TWY TWY CL lights - All TWY (except : W1, W2, Part of R(P1~NR 121) * TWY CL lights are not installed on the parts of the taxi routes crossing over RWY 14L/32R, but are installed only BTN TWY B1 and B2, TWY G1 and G2, TWY C1 and C2, TWY E1 and E2. - Marking TWY & taxilane centerline marked Holding positions at all TWY/RWY intersections marked
4	Stop bars	Refer to Aerodrome Ground Movement Chart
5	Remarks	NIL

RKSS AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
RKSSOB001	Mt. Gwanak(Electric Tower)	372642.5N 1265750.5E	2 287 ft/2 228 ft	LGTD	32L/R APCH
RKSSOB002	Mt. Samsung(North Peak)	372652.0N 1265551.4E	1 348 ft/1 289 ft	NIL	14L/R TKOF
RKSSOB003	BLDG. Sinturi	373046.2N 1265112.9E	283 ft/224 ft	NIL	
RKSSOB004	Mt. Samsung(South Peak)	372609.4N 1265621.8E	1 578 ft/1 519 ft	NIL	
RKSSOB005	Mt. Samsung(Transmitting Tower)	372559.6N 1265629.3E	1 742 ft/1 683 ft	LGTD	
RKSSOB006	BLDG. Yangcheon Middle School	373110.6N 1264932.9E	413 ft/354 ft	NIL	
RKSSOB007	BLDG. Gwangyeong girl's High School	373217.0N 1264924.4E	180 ft/121 ft	NIL	
RKSSOB008	Temple(Daegaksa)	373028.8N 1264929.5E	453 ft/394 ft	NIL	
RKSSOB009	BLDG. Mokdong	373138.2N 1265232.7E	891 ft/832 ft	LGTD	
RKSSOB010	Mt. Jangneong	373658.6N 1264233.1E	493 ft/434 ft	NIL	14L/R APCH
RKSSOB011	Hill. Daejun	373522.9N 1264527.5E	123 ft/64 ft	NIL	32L/R TKOF
RKSSOB012	Mt. Gaeyang (Transmitting Tower)	373311.0N 1264252.6E	1 506 ft/1 447 ft	LGTD	
RKSSOB013	Mt. Gahyun	373732.9N 1263902.6E	706 ft/647 ft	NIL	
RKSSOB014	HF antenna	373311.0N 1264706.0E	103 ft/44 ft	LTGD	32L/14R APCH
In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL	NIL	NIL	NIL	NIL	NIL

RKSS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Gimpo Airport Weather Office · TEL : +82-2-2664-0365 · FAX : +82-2-2664-0366
2	Hours of service MET Office outside hours	24 hours -
3	Office responsible for TAF preparation Periods of validity	Gimpo Airport Weather 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 at the office for 24 hours, 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 and other model outputs
8	Supplementary equipment available for providing information	Satellite and Weather radar imageries
9	ATS units provided with information	FIC, TWR and APP
10	Additional information	All observation data, model outputs and forecasts produced by KMA and WAWS are available at the Office through Internet link.

Change : Establishment of AD OBST information in area 3.

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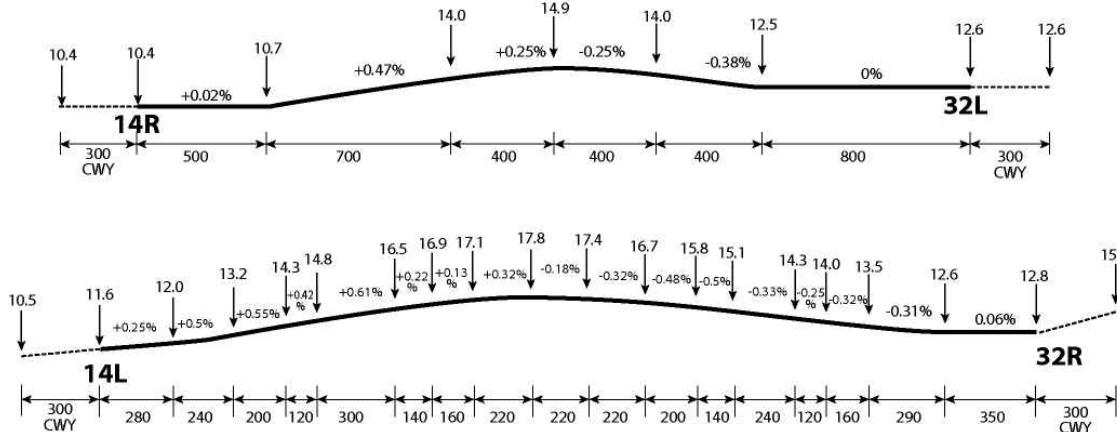
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RKSS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations		Dimension of RWY(m)	Strength(PCN) 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		
Runway NR	True bearing						
1	2	3	4	5	6		
14R	135.00°	3 200 × 60	74/F/B/X/T Asphalt	373406.19N 1264631.60E 373252.83N 1264803.71E GUND 22.9 m	THR 10.4 m/34.1 ft TDZ 12.6 m/41.3 ft		
32L	315.02°	3 200 × 60	74/F/B/X/T Asphalt	373252.83N 1264803.71E 373406.19N 1264631.60E GUND 22.9 m	THR 12.6 m/41.3 ft TDZ 12.9 m/42.3 ft		
14L	135.01°	3 600 × 45	- 74/F/B/X/T Asphalt - 85/R/B/W/T Concrete (156 m from RWY THR)	373414.55N 1264641.80E 373251.89N 1264825.58E GUND 22.9 m	THR 11.6 m/38.0 ft TDZ 15.1 m/49.5 ft		
32R	315.03°	3 600 × 45	- 74/F/B/X/T Asphalt - 85/R/B/W/T Concrete (151 m from RWY THR)	373251.89N 1264825.58E 373414.55N 1264641.80E GUND 23.0 m	THR 12.8 m/41.9 ft TDZ 13.8 m/45.2 ft		

7. Slope of RWY-SWY



SWY dimensions(m)	CWY dimensions(m)	Strip dimensions(m)	RESA dimensions(m)	Location & description of arresting system	OFZ
8	9	10	11	12	13
NIL	300 × 300 300 × 300	3 320 × 300	259 × 150 250 × 150	NIL	Conforms to the standards specified in ANNEX 14, Chapter 4.
NIL	300 × 300 300 × 300	3 720 × 300	260 × 150 255 × 150	NIL	

14. Remarks

- a. The surface of RWY 14R/32L and 14L/32R are grooved.
(Except 156 m from 14L RWY THR and 151 m from 32R RWY THR)
- b. Due to each different level on RWY, ACFT may not be sighted on opposite ends of the RWY.

RKSS AD 2.13 DECLARED DISTANCES

RWY Designator	TO RA (m)	TO DA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
14L	3 600	3 900	3 600	3 600	Take-off from intersection with TWY G2
14L	3 144	3 444	3 144	—	Take-off from intersection with TWY F2
14L	2 775	3 075	2 775	—	Take-off from intersection with TWY E2
14L	2 010	2 310	2 010	—	Take-off from intersection with TWY D3
14L	2 010	2 310	2 010	—	Take-off from intersection with TWY D1
14L	1 824	2 124	1 824	—	Take-off from intersection with TWY D2
14L	1 190	1 490	1 190	—	Take-off from intersection with TWY C3
14L	1 190	1 490	1 190	—	Take-off from intersection with TWY C1
14L	1 000	1 300	1 000	—	Take-off from intersection with TWY C2
32R	3 600	3 900	3 600	3 600	Take-off from intersection with TWY A
32R	3 147	3 447	3 147	—	Take-off from intersection with TWY B2
32R	2 410	2 710	2 410	—	Take-off from intersection with TWY C2
32R	2 410	2 710	2 410	—	Take-off from intersection with TWY C1
32R	2 221	2 521	2 221	—	Take-off from intersection with TWY C3
32R	1 590	1 890	1 590	—	Take-off from intersection with TWY D2
32R	1 590	1 890	1 590	—	Take-off from intersection with TWY D1
32R	1 400	1 700	1 400	—	Take-off from intersection with TWY D3
32R	740	1 040	740	—	Take-off from intersection with TWY E1
14R	3 200	3 500	3 200	3 200	Take-off from intersection with TWY G1
14R	1 983	2 283	1 983	—	Take-off from intersection with TWY E1
14R	1 610	1 910	1 610	—	Take-off from intersection with TWY D1
14R	1 200	1 500	1 200	—	Take-off from intersection with TWY W2
14R	920	1 220	920	—	Take-off from intersection with TWY C1
14R	800	1 100	800	—	Take-off from intersection with TWY W1
32L	3 200	3 500	3 200	3 200	Take-off from intersection with TWY B1
32L	2 400	2 700	2 400	—	Take-off from intersection with TWY W1
32L	2 000	2 300	2 000	—	Take-off from intersection with TWY C1
32L	2 000	2 300	2 000	—	Take-off from intersection with TWY W2
32L	1 590	1 890	1 590	—	Take-off from intersection with TWY D1
32L	914	1 214	914	—	Take-off from intersection with TWY E1

RKSS AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	APCH LEN INTST	THR LGT type	THR LGT Colour	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Center Line LGT Length, Spacing	RWY edge LGT LEN, Spacing	RWY End LGT Colour	SWY LGT LEN(m) Colour	Remarks
1	2	3	4	5	6	7	8	9	10	
32R	ALSF-II 900 m LIH	Green —	PAPI Left/3° (67.6 ft)	900 m	NIL	3 600 m 60 m White/Yellow LIH	Red —	NIL	NIL	
14L	ALSF-II 900 m LIH	Green —	PAPI Left/3° (71.9 ft)	900 m	NIL	3 600 m 60 m White/Yellow LIH	Red —	NIL	NIL	
32L	ALSF-I 750 m LIH	Green —	PAPI Left/3° (64.3 ft)	NIL	3 200 m 15 m White/Red LIH	3 200 m 60 m White/Yellow LIH	Red —	NIL	NIL	
14R	ALSF-II 900 m LIH	Green —	PAPI Left/3° (64.3 ft)	900 m	3 200 m 15 m White/Red LIH	3 200 m 60 m White/Yellow LIH	Red —	NIL	NIL	

Change : Information of approach and RWY lighting(PAPI MEHT).

RKSS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At APN TWR FLG W&G EV 2.5 SEC IBN : NIL H24
2	LDI location and lighting Anemometer location and lighting	LDI : NIL Anemometer : NIL
3	TWY edge and center line lighting	Edge : All TWY Center line : All TWY (except : W1, W2, Part of R(P1~NR. 121)) * TWY CL lights are not installed on the parts of the taxi routes crossing over RWY 14L/32R, but are installed only BTN TWY B1 and B2, TWY G1 and G2, TWY C1 and C2, TWY E1 and E2.
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AD Switch-over time : 1 or 15 SEC according to kind of lights (Complied with ICAO requirements)
5	Remarks	NIL

RKSS AD 2.16 HELICOPTER LANDING AREA

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

RKSS AD 2.17 ATS AIRSPACE

1	Designation and lateral limit	Gimpo CTR; A circle, radius 5 NM centered at (ARP)
2	Vertical limits	SFC to 3 000 ft AMSL
3	Airspace classification	B
4	ATS unit call sign Languages	Gimpo Tower English / Korean
5	Transition altitude	14 000 ft AMSL
6	Operational hours	H24
7	Remarks	NIL

Change : Information of vertical limits(AGL → AMSL).

RKSS AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks	
1	2	3	4	5	
TWR	Gimpo Tower	118.1 MHz* 118.05 MHz** 240.9 MHz*	H24	NIL	
GND	Gimpo Ground	121.9 MHz* 121.95 MHz**	H24	NIL	
APN	Gimpo Apron	130.875 MHz* 131.175 MHz* 129.525 MHz**	H24	NIL	
Delivery	Gimpo Delivery	121.975 MHz**	H24	Digital PDC service Available	
ATIS	Gimpo INTL Airport	126.4 MHz** 317.8 MHz*	H24	1. Digital ATIS service Available 2. ATIS telephone service Available (Refer to RKSS AD 2-31 for detail)	
APP	Seoul Approach	119.05 MHz** 119.1 MHz* 120.8 MHz** 124.2 MHz**	119.75 MHz** 124.7 MHz* 121.35 MHz* 293.3 MHz**	H24	NIL
VFR		123.25 MHz** 363.8 MHz*	123.8 MHz* 305.7 MHz*		
DEP	Seoul Departure	121.4 MHz** 125.15 MHz**	124.8 MHz* 353.2 MHz*	H24	NIL
EMERG		121.5 MHz*	243.0 MHz**	H24	NIL
Scheduled Inspection Time					
- * : Every 1st THU(1500-2000 UTC) of the month					
- ** : Every 3rd THU(1500-2000 UTC) of the month					

RKSS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of supported OPS	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME (9° W/2020)	KIP	113.60 MHz (CH 83X)	H24	373327.1N 1264731.3E	30 m	VOR/DME unusable RDL 331 clockwise RDL 360, RDL 001 clockwise RDL 099 not flight checked RDL 270 clockwise RDL 278 beyond 15 NM below 3 500 ft AMSL RDL 290 clockwise RDL 310 beyond 15 NM due to RK P518 RDL 311 clockwise RDL 330 beyond 12 NM due to RK P518 Scheduled Inspection time : Every 2nd TUE(1500-1800 UTC) of the month
LOC 14R (9° W/2020) ILS CAT II/III (9° W/2020)	IOFR	108.70 MHz	H24	373245.5N 1264812.9E	-	 RWY 14R LOC unusable beyond 12 NM FM GP-DME and beyond 10° Left side of the course not flight check due to RK P518
GP 14R	-	330.5 MHz	H24	373401.8N 1264644.0E	-	Scheduled Inspection time : Every 1st THU(1400-1900 UTC) of the month
DME 14R	IOFR	985 MHz (CH 24X)	H24	373401.9N 1264644.2E	30 m	
IM 14R	-	75 MHz	H24	373413.7N 1264622.1E		

Type of aid, MAG VAR, Type of supported OPS	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
LOC 14L (9° W/2020) ILS CAT I (9° W/2020)	ISEL	109.90 MHz	H24	373244.6N 1264834.7E		RWY 14L LOC unusable beyond 12 NM from GP-DME and beyond 10° Left side of the Course not flight check due to RK P518
GP 14L	-	333.8 MHz	H24	373403.9N 1264648.2E		Scheduled inspection time : Every 2nd THU(1400-1900 UTC) of the month
DME 14L	ISEL	997 MHz (CH 36X)	H24	373403.8N 1264648.1E	30 m	
IM 14L	-	75 MHz	H24	373421.9N 1264632.6E		
LOC 32R (9° W/2020) ILS CAT I (9° W/2020)	ISKP	110.70 MHz	H24	373421.7N 1264632.8E		RWY 32R LOC unusable beyond 10° Right side of the Course not flight check due to RK P73A/B
DME 32R	ISKP	1005 MHz (CH 44X)	H24	373256.3N 1264812.9E	30 m	Scheduled inspection time : Every 3rd THU(1400-1900 UTC) of the month
GP 32R	-	330.2 MHz	H24	373256.4N 1264813.1E		
IM 32R	-	75 MHz	H24	373244.5N 1264834.9E		
LOC 32L (9° W/2020) ILS CAT I (9° W/2020)	IKMO	108.30 MHz	H24	373413.4N 1264622.6E		RWY 32L LOC unusable beyond 12° NE side of the course due to RK P73
DME 32L	IKMO	981 MHz (CH 20X)	H24	373257.2N 1264751.2E	30 m	Scheduled inspection time : Every 4th THU(1400-1900 UTC) of the month
GP 32L		334.1 MHz	H24	373257.3N 1264751.2E		
VOR/DME (Yangju) (9° W/2020)	YJU	114.90 MHz (CH 96X)	H24	374453N 1265928E		VOR/DME unusable - RDL 081 clockwise RDL 100 beyond 20 NM not flight check due to RK P518 - RDL 125 clockwise RDL 155 beyond 30 NM due to RK R17 - RDL 155 clockwise RDL 220 not flight check due to RK P73A/73B - RDL 250 clockwise RDL 265 beyond 30 NM not flight check due to RK P518 - RDL 265 clockwise RDL 271 beyond 20 NM not flight check due to RK P518 - RDL 271 clockwise RDL 081 not flight check due to RK P518
Scheduled Inspection Time						
ASDE : Every 3rd TUE(0100-0800 UTC) of the month when visibility is at or above 5 km(VMC).						
RADAR (PSR, SSR) : Every 2nd, 4th WED (1400-1900 UTC) of the month.						
SEL(VORTAC) : Every 3rd TUE (1500-2000 UTC) of the month.						
Yangju(VOR/DME) : Every 2nd WED (1500-2000 UTC) of the month.						
※ The information of VORTAC SEL see ENR 4.1 for details.						

RKSS AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulations
 - 1.1 All aircraft with 2 engines or more(except helicopter) shall fly IFR at Gimpo international Airport for departures and arrivals.
 - 1.2 Pilots are strongly required to monitor VHF 121.5 MHz when flying within SEOUL TMA.
 - 1.3 Pilot shall exercise extreme caution to avoid penetrating Prohibited Area (P518, P73A/B, etc) and Special Use Airspace (ACMI, R17, etc), especially when flying north of R 280 KIP, R 100 SEL and east of the extended centerline of runway 14/32.
 - 1.4 Pilots should always make sure that microphones are not stuck in the transmitting position before transmission in order to prevent frequency blockage (stuck mike) from impairing ATC.
 - 1.5 Special Regulations for Use of the Gimpo Airport (RKSS)

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

1. Aircraft

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

2. Restriction

The use of the Gimpo Airport may not be permitted when required for certain reasons, including the shortage of airport capacity, safety or security.

3. Permitted Hours : 2100-1400 UTC, daily (In other hours, the Incheon International Airport or the other airports should be used.)

1.6 Landing Procedure

1. Landing to RWY(14R/32L)

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

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

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

2. Landing to RWY(14L/32R)

Unless otherwise cleared by ATC, aircrafts are advised to vacate RWY as follow;

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

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

1.7 Taxiway Classification

Taxiway	B1, B2, D1, D2, D3, G1, G2, P	Up to code letter "F" available ※ Refer to RKSS AD 2-22
	A, C1, C2, C3, E1, E2, F1, F2	Up to code letter "E" available
	W1, W2	Up to code letter "B" available
Holding bay	G2	Up to code letter "E" available
Taxilane	P1	Up to code letter "F" available
	N1, N2, N3, N4, P2, P3, P4, P5, P6, R, RD	Up to code letter "E" available
	T, S	Up to code letter "B" available
	N5	Up to code letter "C" available

* NOTE :

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

1.8 Load Limitations

Runway	14R/32L, 14L/32R	None
Taxiway	B1, B2, C1, C2, C3, D1, D2, D3, E1, E2, F1, F2, G1, W1, W2	None
	A, G2, P	B787-900 (Up to 240 413 kg)
Taxilane	P1, P2, P3, P4, P5, P6, N1, N2, N3, N4, N5, R, RD	B787-900 (Up to 240 413 kg)
Apron	East, Central	None
	North	B787-900 (Up to 240 413 kg)

1.9 Parking Stands Confirmation Procedure

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

Change : Establishment of G2 holding bay and NOTE.

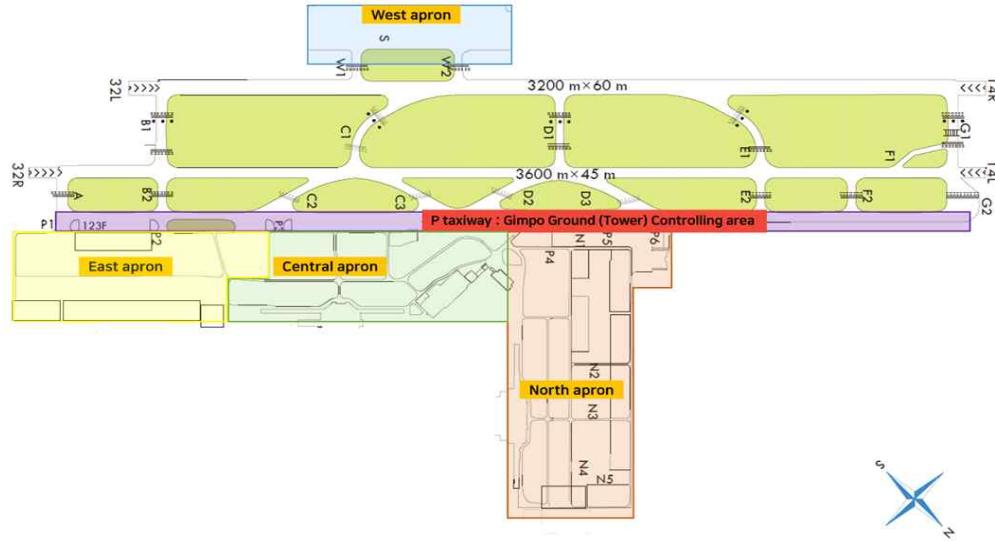
1.10 Flight limitations

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

1.11 Apron control services

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

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



2. De-icing aprons and pads

De-icing pads assignment will be made as pad-apron.

- a. East apron : 127, 129, 130 pads
- b. Central apron : 133, 134, 140, 27, 28 pads
- c. North apron : N1-A, 201 pads

2. Ground Procedure

2.1 Airport Collaborative Decision Making

1. General

- a. A-CDM is a process that allows air traffic controllers, airport operators, aircraft operators(AO), ground handling agents(GHA), pilots and air traffic flow managers to exchange operational information and work together to efficiently manage operations at aerodrome.

b. Definitions commonly used terms in A-CDM

- 1) Target Off Block Time(TOBT) - The time that an AO or GHA estimates that an aircraft will be ready, all doors closed, boarding bridge removed, push-back vehicle available and ready to start up/push-back immediately upon reception of clearance from the ATC.
- 2) Target Start up Approval Time(TSAT) - The time provided by ATC taking into account TOBT, Calculated Take off Time(CTOT) and/or the traffic situation that an aircraft can expect start-up/push-back approval.
- c. The operation of A-CDM at Gimpo airport will be phased due to ATC environment restrictions. TSAT will not be provided to all departure flights. The flights subject to Pre-Departure Sequencing are limited to ATFM regulated flights during first operational phase.

2. A-CDM Procedures

- a. Gimpo Airport A-CDM portal system will automatically calculate system TOBT for each departure flight taking into account the Estimated In-Block Time/Actual In-Block Time(EIBT/AIBT), Minimum Turnaround Time(MTTT) and Estimated Off Block Time(EOBT).
- b. AO or GHA can manually update the system generated TOBT from 90 minutes prior to EOBT.
- c. If the prediction of departure readiness (new TOBT) differs more than 5 minutes from the previous TOBT, AO or GHA shall update TOBT.
- d. TOBT shall not deviate from EOBT by more than 5 minutes. If TOBT deviates from EOBT by more than 5 minutes, AO or GHA shall update EOBT. When EOBT is updated, TOBT is automatically modified to the value of the new EOBT.

Change : Information of flight limitations.

- e. TOBT shall be updated through the following channels :
 - 1) A-CDM portal or mobile web (<https://cdm.airport.co.kr>)
 - 2) Flight Information Assistant(FIA) at PBB boarding rooms
 - f. TOBT information is available through the following channels :
 - 1) A-CDM portal and mobile web
 - 2) FIDS at PBB boarding rooms
 - 3) Radio communication with GHA or AO
 - g. TSAT will be calculated by taking into account factors such as TOBT, CTOT, Estimated Taxi-Out Time(EXOT) and ATC separation standards etc. Thus the accuracy of TOBT is vital to an optimal TSAT.
3. Non A-CDM Procedures
- a. The Non A-CDM procedure is applicable when TOBT and TSAT references used in A-CDM mode of operations become unavailable due to system issues or maintenance.
 - b. If unable to refer TOBT through any channels, pilot shall contact Gimpo Delivery(121.975 MHz) for ATC clearance at least 10 minutes prior to ETD(EOBT).
- 2.2 Procedures for start-up and push-back
- 1. Pilot shall ensure aircraft is ready for push-back at TOBT.
 - 2. 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.
 - 3. 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.
 - 4. Pilot shall contact Gimpo Apron(130.875 MHz) to request engine start-up and push-back and provide the following :
 - a. Call sign
 - b. Gate or stand number
 - c. TSAT (if applicable)
 - 5. Pilot shall confirm with ground crews(ground handler, aircraft maintenance) whether there is no hazard to the aircraft starting up. The pilot shall not ask the Gimpo Apron for engine 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.
 - 6. All aircraft to be taxied within the Apron shall fix their thrusts on an idle. In case of using breakaway thrust, it should be used to a minimum.
 - 7. Push-back approval is valid for 1 MIN. Push-back is therefore to begin promptly after approval.
 - a. 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.
 - b. Push-back for North apron
 - 1) Aircraft stands NR. 31~36 will be pushed back to face southwest unless otherwise instructed by ATC.
 - 2) Aircraft stands NR. 37~39, NR. 304~307 will be pushed back to face southeast(tail to N4) unless otherwise instructed by ATC.
 - 3) Aircraft stands NR. 301~303, NR. 221~237 will be pushed back to face northeast unless otherwise instructed by ATC.
 - 8. 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.
 - 9. If an aircraft have any problem with taxiing right after push-back, the pilot should report to Apron control. And then the pilot will be instructed to return the gate or to move other places to avoid blocking taxilanes.
- 2.3 Procedures for vehicles towing aircraft
- 1. Ground crews of vehicles required to tow aircraft should not assume that the ATC is aware that an aircraft is to be towed. 항공기 견인 차량의 운전자는 항공기가 견인되고 있다는 상황을 관제기관이 알고 있다고 가정해서는 안 된다.
 - 2. Ground crews must ensure that the area around the aircraft is clear of vehicles, equipment, and other OBST for safe and smooth aircraft movements. If it is unable to maintain safety distance despite ATC instruction, ground crews must stop immediately and inform ATC.
지상운전자는 항공기의 안전하고 원활한 이동을 위해 차량, 장비 그리고 다른 장애물로부터 항공기 주변의 안전을 확인하여야 한다. 관제기관의 지시에도 불구하고 안전거리가 확보되지 않을 시, 지상운전자는 즉시 견인차량을 멈추고 관제기관에 통보하여야 한다.
 - 3. In order to avoid any confusion, and as an aid to identification, ground crews should state the position and where applicable the operator, of the aircraft to be towed and readback instructions from ATC.
지상운전자는 혼돈을 방지하고 식별을 돋기 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.

2.4 Departure routes and Transfer of Control Points(TCP)

1. Unless otherwise instructed, aircraft should use the following routes :

	Apron	Apron FREQ	Route	TCP	Gate/Stand	
RWY 14	Central and East	130.875 MHz 131.175 MHz 129.525 MHz	P1 → P	P hold line (on P1)	121 to 122	
			P2 → P	P hold line (on P2)	123 to 127 (if push-back is required)	
			P3 → P	P hold line (on P3)	1 to 4 128 to 130	
					131 to 132 (if push-back is required)	
			R → P	P hold line (on R)	6 to 26	
					133 to 142 (if push-back is required)	
	North		P	Parking Stand	123 to 127 131 to 142	
				* ACFT stands NR. 27~28 will be transferred to Gimpo Ground when ready to taxi after completed push-back.		
	West		P4 → P	P hold line (on P4)	All stands (on North Apron)	
			W2 (CN235 : W1)	RWY hold line on W2 (CN235 : W1)	All stands (on West Apron)	
RWY 32	Central and East	130.875 MHz 131.175 MHz 129.525 MHz	P1 → P	P hold line (on P1)	121 to 122	
					123 to 127 (if push-back is required)	
			P2 → P	P hold line (on P2)	1 to 4 128 to 130	
					131 to 132 (if push-back is required)	
			P3 → P	P hold line (on P3)	6 to 26	
					133 to 142 (if push-back is required)	
	North		P	Parking Stand	123 to 127 131 to 142	
				* ACFT stands NR. 27~28 will be transferred to Gimpo Ground when ready to taxi after completed push-back.		
	West		P4 → P	P hold line (on P4)	All stands (on North Apron)	
			W1	RWY hold line (on W1)	All stands (on West Apron)	

2. Aircraft shall not proceed beyond the TCP without instruction from ATC.

3. These operation can be changed by traffic condition, weather condition or any other safety reason.

Change : Withdrawal of radio frequency change and Information of item numbers.

2.5 Arrival routes and Transfer of Control Points(TCP)

- Unless otherwise instructed, aircraft should use the following routes :

	Apron	Apron FREQ	Route	TCP	Gate/Stand
RWY 14	Central and East	130.875 MHz 131.175 MHz 129.525 MHz	C2 → P → P1	P hold line (on P1)	121 to 127
			C2 → P → P2	P hold line (on P2)	1 to 4 128 to 132
			C2 → P3	P hold line (on P3)	6 to 28 133 to 142
	North		C3 → P → P5	P hold line (on P5)	All stands (on North Apron)
	West		W2 (CN235 : W1)	RWY hold line on W2 (CN235 : W1)	All stands (on West Apron)
RWY 32	Central and East	130.875 MHz 131.175 MHz 129.525 MHz	D3(E2) → P → R	P hold line (on R)	6 to 28 133 to 142
			D3(E2) → P → P3	P hold line (on P3)	1 to 4 128 to 132
			D3(E2) → P → P2	P hold line (on P2)	121 to 127
	North		D3(E2) → P → P5	P hold line (on P5)	All stands (on North Apron)
	West		W2 (CN235 : W1)	RWY hold line on W2 (CN235 : W1)	All stands (on West Apron)

- Aircraft shall not proceed beyond the TCP without instruction from ATC.

* Note : When RWY 14 in use, aircraft inbound for P1 / P2 / P3 will normally be instructed to hold on P1 / P2 / P3 (hold short of R) after vacating both RWY by Gimpo Ground for smooth RWY operation.

- These operation can be changed by traffic condition, weather condition or any other safety reason.

2.6 Taxiing speed and power control

- All aircraft should taxi at speeds of more than 10 kt IAS on Taxiway P to ensure smooth traffic flow unless there is an exceptional direction for safety reason by ATC. And if it is impracticable, pilots shall notify ATC.
- All the class E aircraft including B747 holding on TWY B1 for RWY 32L departure should maintain engine power at ground idle so that the landing traffic on RWY 32R are protected from the jet blast.

2.7 Taxi and Ground Movement procedures for North Apron

1. All Aircraft on P5 should wait at the waiting point on P5 if N1, N2, N3 or N4 is occupied by any aircraft.
2. Aircraft waiting on N1-A for deicing or for other purposes should stop at the stop line, and a marshal should maintain radio communication with ATC.
3. 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 and N3 in order to avoid collision risk.

Departure

- a. Aircraft stands from NR. 31 to 34 proceed to "P" TWY via "P4" TWY.
- b. Aircraft stands from NR. 35 to 39, NR. 201 to 206, NR. 211 to 214 and NR. 304 to 307 proceed to "P" TWY via "P4" TWY.
- c. Aircraft stands from NR. 221 to 231 proceed to "P" TWY via "N2" and "P4" TWY.
- d. Aircraft stands from NR. 232 to 237, NR. 301 to 303 proceed to "P" TWY via "N4" and "P4" TWY.

Arrival

- a. Aircraft stands from NR. 201 to 206, NR. 211 to 214, NR. 221 to 237 From "P" TWY, proceed to aircraft stand via "P5" TWY.
- b. Aircraft stands from NR. 35 to NR. 39, NR. 304 to 307 From "P" TWY, proceed to aircraft stand via "P5" and "N4" TWY.
- c. Aircraft stands from NR. 31 to NR. 34 From "P" TWY, proceed to aircraft stand via "P5" and "N3" TWY.
- d. Aircraft stands from NR. 301 to NR. 303 From "P" TWY, proceed to aircraft stand via "P5" and "N5" TWY.

2.8 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. 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.
- c. Wheeled helicopters are restricted to ground taxi only.
- d. When any adjacent stand is occupied, power driven turn of aircraft at the stand is prohibited.
- e. All stands are restricted to start-up only, and all engine run-up must be performed in designated area only.
- f. Fixed-wing aircraft must be tied down when parking.
- g. For helicopters, before commencing movement with self-power at stands(NR. 922, 923) adjacent to fixed-wing stand, be sure that fixed-wing aircraft is tied down.

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" taxilane → TWY "W1" or "W2" → RWY
- b) stand → "T" taxilane → TWY "W2" → RWY

2) For helicopter, proceed from the stand to H3 or H4 via "S" taxilane.

b. Arrival

1) Fixed-wing aircraft

- a) RWY → TWY "W1" → "S" taxilane → TWY "W2" → "T" taxilane → stand
- b) RWY → TWY "W2" → "T" taxilane → stand

2) For helicopter, after landing at H3 or H4, proceed to the stand via "S" taxilane.

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 transferred to Gimpo Tower(118.1 MHz) manually prior to entering TWY "W1" or "W2" for take off.
- 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. Hour of Operation : Available between 30 minutes after sunrise and 30 minutes before sunset.
- b. The use of RUN-UP PAD may be permitted only under prior approval obtained from the control tower.
- c. A continuous communication with the control tower shall be maintained while using RUN-UP PAD.
- d. No maintenance is permitted on RUN-UP PAD(except compulsory maintenance during RUN-UP).
- e. 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. Any helicopter is not allowed to taxi on Taxiway "W2" and taxilane "T".
- b. 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.
- c. 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.

2.9 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, 2-21)

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)

RWY 14R - B1 → B2 → P → P1 → 121F/123F
RWY 32L - G1 → G2 → P → P1 → 121F/123F

2. Restriction

- a. Any Aircraft shall not enter TWY "N1", while "F" aircraft is occupying "P" TWY.
- b. "F" aircraft requires Follow me car service and shall comply with the taxi speed limit 17 kt when taxi on part of "P" TWY from "P6" to "F2".
- c. 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.
- d. 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.
- e. The aircraft, the code letter "F", are not able to take-off or land on RWY 14L/32R.

2.10 Ramp Safety Management

1. Some roadways for GSE(Ground Service Equipment) vehicle crossing P1, P2, P3 taxilane are marked in the form of zipper.
2. Pilots shall give an extra caution to the vehicles during taxiing because there are roadways for vehicle crossing R, P1, P2, P3, P4, P5 taxilane in the ramp.
3. Some of Code letter B aircraft stands(NR. 502, 503, 506~514) in West Apron don't provide minimum clearance distance(3 m) from apron safety line to tail of an aircraft. Any vehicle, equipment or person should obtain prior clearance from control tower.
4. Some of Code letter E aircraft stands(NR. 221~232) in North Apron do not provide minimum clearance distance(7.5 m) from apron safety line to tail of an aircraft. Any vehicle, equipment or person should obtain prior clearance from control tower.
5. Pilots shall perform judgemental oversteering instead of cockpit centerline steering when entering taxilane RD for code letter E aircraft and above.

2.11 Transponder

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

3. School and Training Flights

- 3.1 'Touch and go', 'Stop and go' and 'Low approach' are not allowed.
- 3.2 Solo training flight by a student pilot is not allowed within Gimpo control zone which is B airspace.
- 3.3 Aircraft control and ATC radio communication should be maintained by the instructor.
- 3.4 Checkride(examination flight for applying the pilot licence) is restricted at Gimpo airport from July 1st, 2015.

4. CAT II/III Operations

4.1 General

Gimpo International Airport RWY 14R has ILS CAT III equipments.

Low visibility Procedures are established for operation in a visibility of less than RVR 550 m or a cloud ceiling of less than 60 m (200 ft).

1. Low visibility operations will be initiated by broadcasting "ATC LOW VISIBILITY PROCEDURES ARE IN OPERATION" via ATIS and/or appropriate radio frequencies.
2. Low visibility operations will be terminated by deleting the above mentioned message from ATIS and/or broadcasting "ATC LOW VISIBILITY OPERATIONS ARE TERMINATED" via appropriate frequencies.

4.2 Aircraft operator must obtain the approval from Administrator of Seoul Regional Aviation Administration prior to conducting any low visibility operations at Gimpo International Airport.

1. Approval for CAT II/III Operations

- a. Aircraft operators and pilots who wish to conduct ILS CAT II/III operations at Gimpo International Airport shall conform with certain requirements. Details of these requirements are published in Aviation Safety Act, Article 67 and its Enforcement regulations Article 189, which are available from :

Flight Operations Division
Seoul Regional Office of Aviation
47, Gonghang-ro 424 beon-gil, Jung-gu, Incheon,
22382, Republic of Korea

Tel : 82-32-740-2154, 5
Fax : 82-32-740-2159

- b. Foreign operators may obtain the approval from Administrator of Seoul Regional Aviation Administration by providing the following information to Administrator of Seoul Regional Aviation Administration.

- 1) Aircraft type and register number;
- 2) The Category II/III minima under which they intend to operate; and
- 3) A copy of the category II/III certification issued by their own category authority.

4.3 Pilots shall be informed when:

1. Meteorological reports preclude ILS CAT I operations;
2. Low Visibility Procedures are in operation;
3. There is any unserviceability in a promulgated facility so that they may amend their minima.

4.4 The separation between the aircraft landing successively on the same runway will not be less than 10 NM.

4.5 When informed the failure of Surface Movement Radar (SMR), pilots should anticipate that considerable spacing between the aircraft may be required.

4.6 Pilots who wish to carry out an ILS CAT II/III approach shall inform Approach Control on their initial contact.

4.7 Special Procedures and Safeguards

General Special procedures and ground safeguards

Special procedures and ground safeguards will be applied during CAT II/III operations to protect the aircraft from operating in low visibility and to avoid interference with the ILS signals in accordance with the provisions of ICAO Doc. 9365 - Manual of All Weather Operations, and the provisions of the Enforcement Regulations of Aviation Act, Article 5 of 186.

1. During Low visibility operations, taxiway centerline lights will be used in conjunction with the stop bar lights as follows :

- a. If the stop bar lights are turned on, the centerline lights beyond the stop bar will be turned off.
- b. If the stop bar lights are turned off, the centerline lights beyond the stop bar will be turned on.

2. Arriving Aircraft

a. Aircraft shall vacate the runway via the designated exit taxiways as follows :
RWY 14R - B1, B2, C1, C2, P (Refer to RKSS AD 2-15-1)

b. 14R/32L runway exits have taxiway center-line lead off lights that are color coded (green/yellow) to indicate the portion of the taxiway that is within the ILS sensitive area.
c. Pilots are required to make a 'runway vacated' call, when entire aircraft has cleared the ILS critical sensitive areas.

3. Departing Aircraft

Departing aircraft shall normally enter the runway via the designated taxiways as follows :

RWY 14R - P, G2, G1

RWY 32L - P, B2, B1

Refer to RKSS AD 2-18, 2-19

4. Follow-me car service

- a. Follow-me service is available to arriving aircraft using RWY 32L/14R when crossing RWY 32R/14L.
Pilot should make the request to Gimpo Control.
- b. Aircraft shall monitor the Gimpo Ground Control frequencies during taxiing.

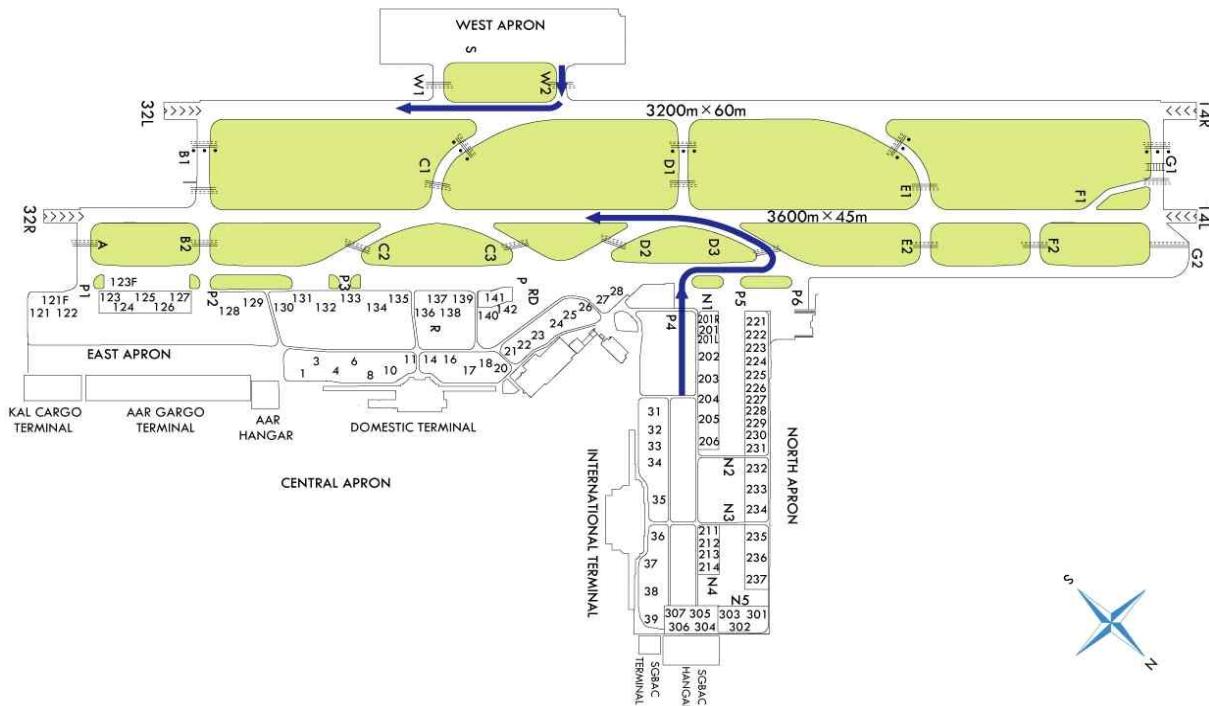
4.8 Practice Approaches

Pilots may carry out the practice of ILS CAT II approach at any time with a prior approval from ATC, but the full safeguarding ground procedures shall not be applied and pilots should anticipate the possibility of ILS signal interference.

5. The standard taxi routes for the fixed wing aircraft which has less than 2 engines :

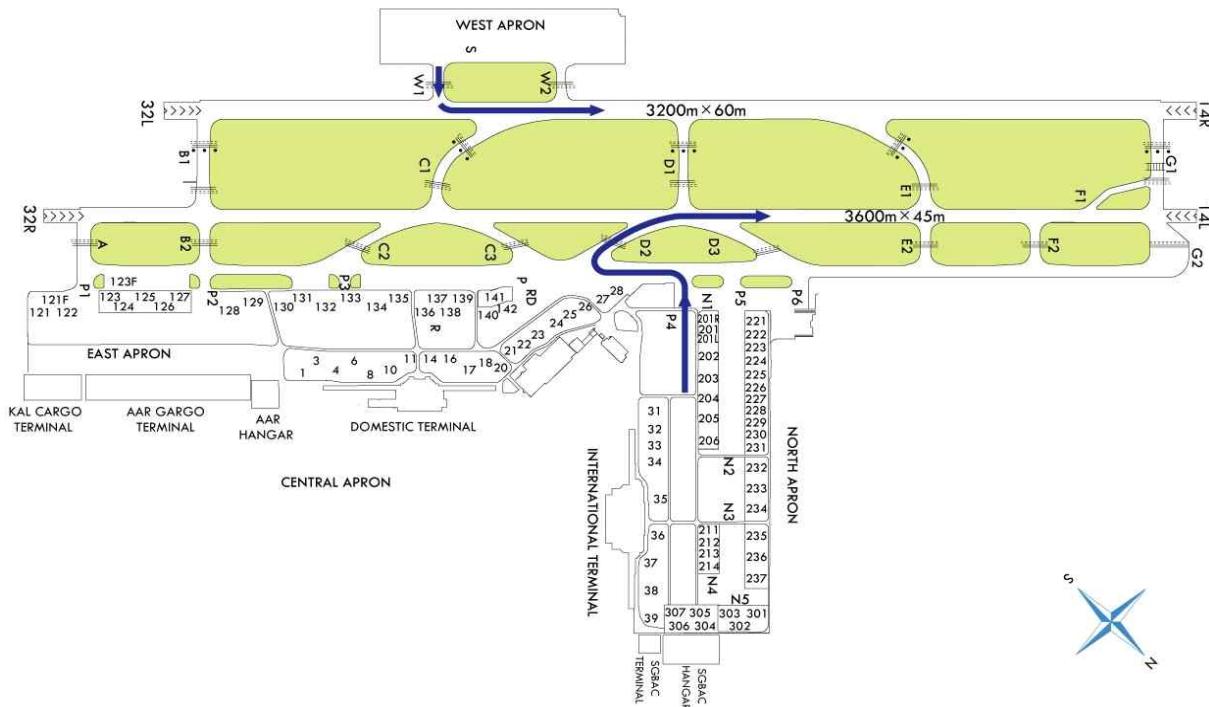
a. Departure

1) RWY 14L/R



Remark : When reaching safety altitude, the departing aircraft shall make a right turn before reaching the residential area for noise abatement.

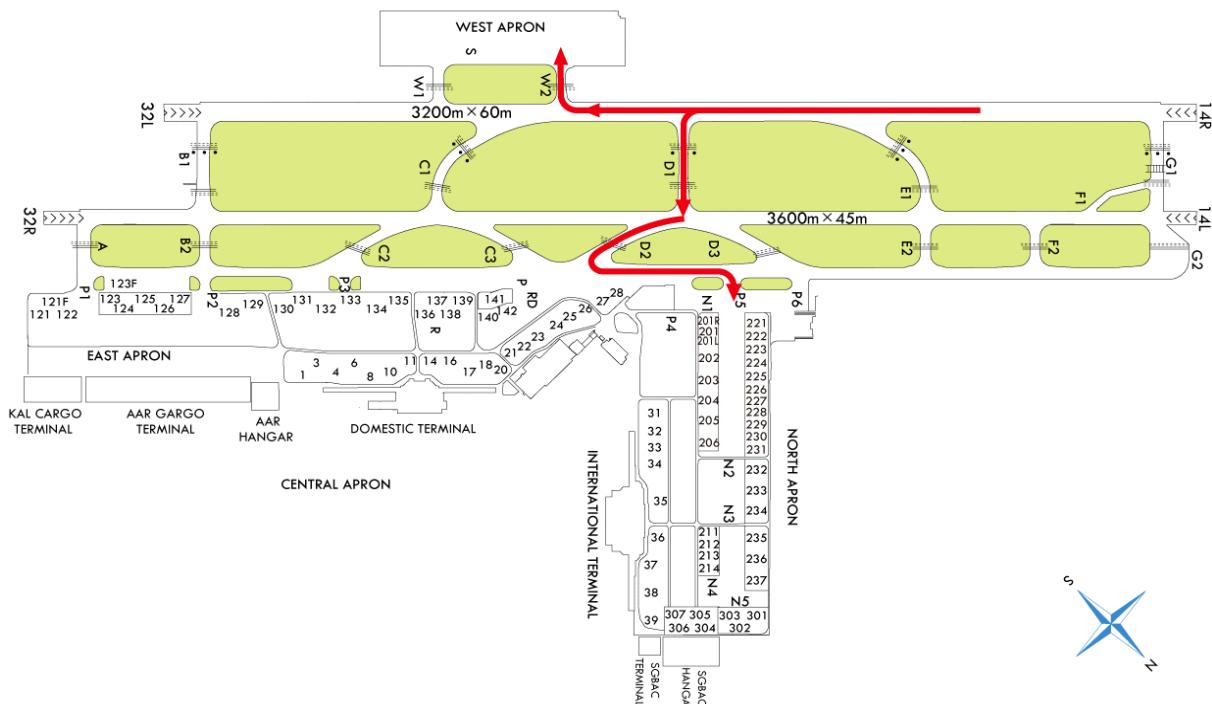
2) RWY 32L/R



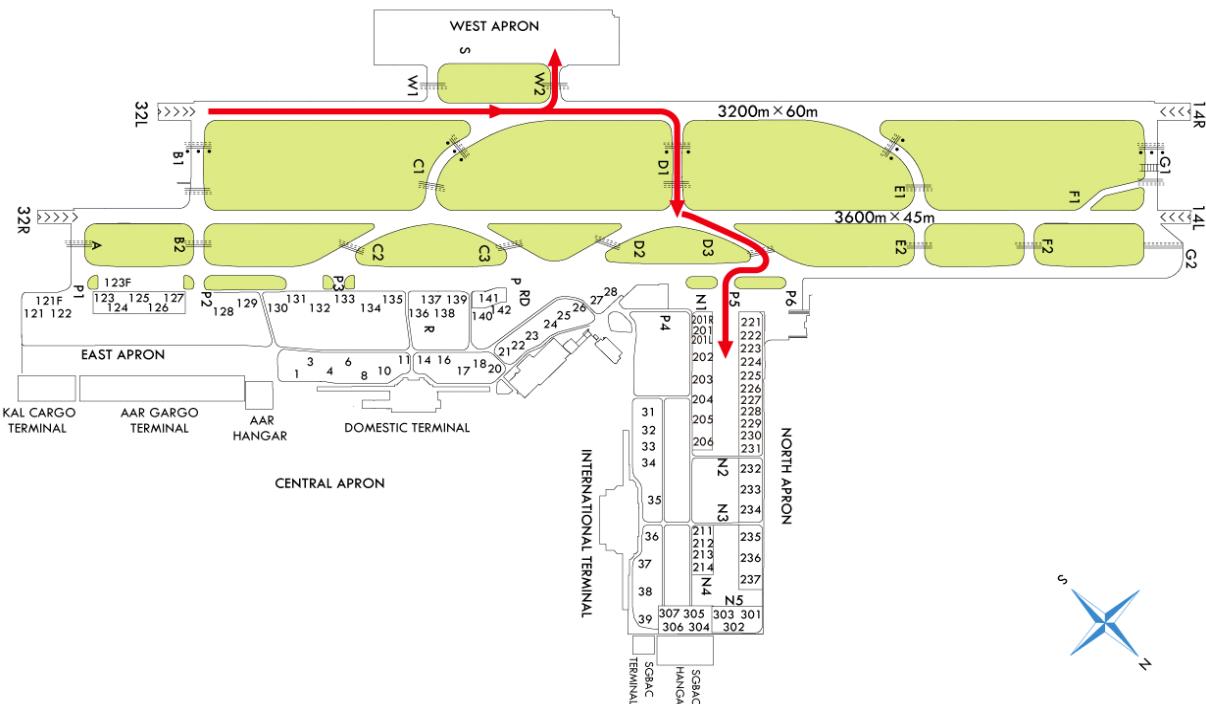
Change : Establishment of taxilane RD and Information of GSE road, ACFT stands for north apron.

b. Arrival

1) RWY 14R

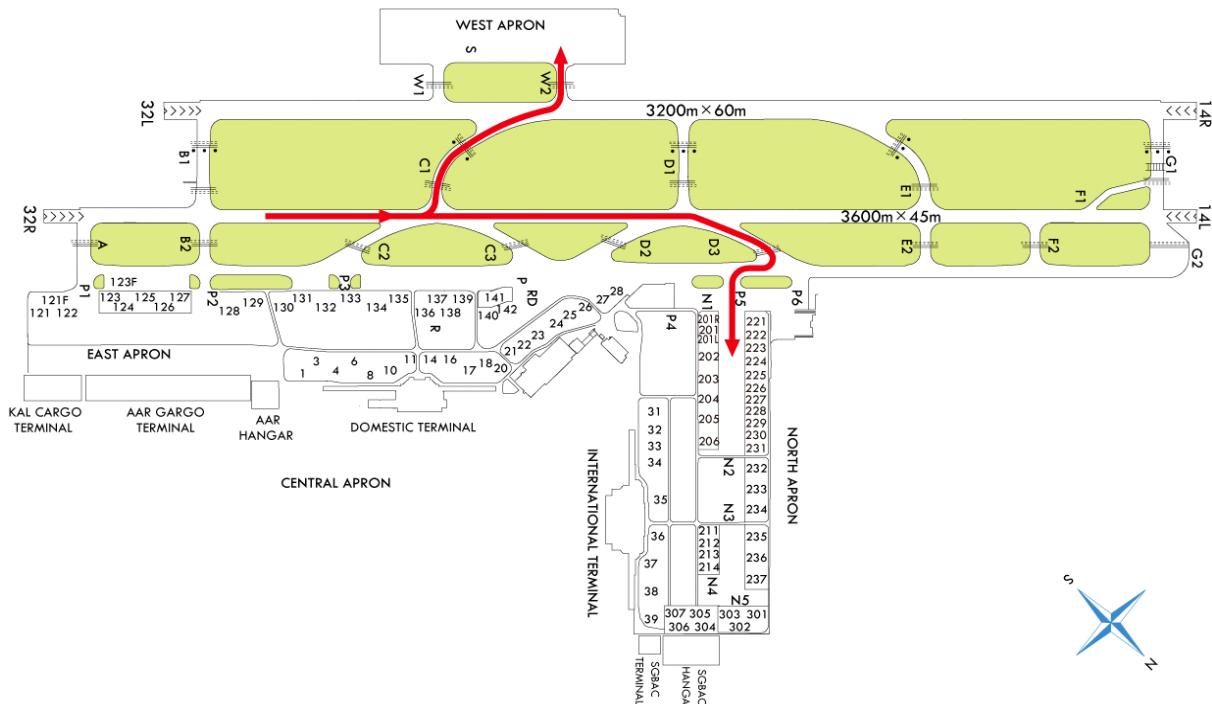


2) RWY 32L

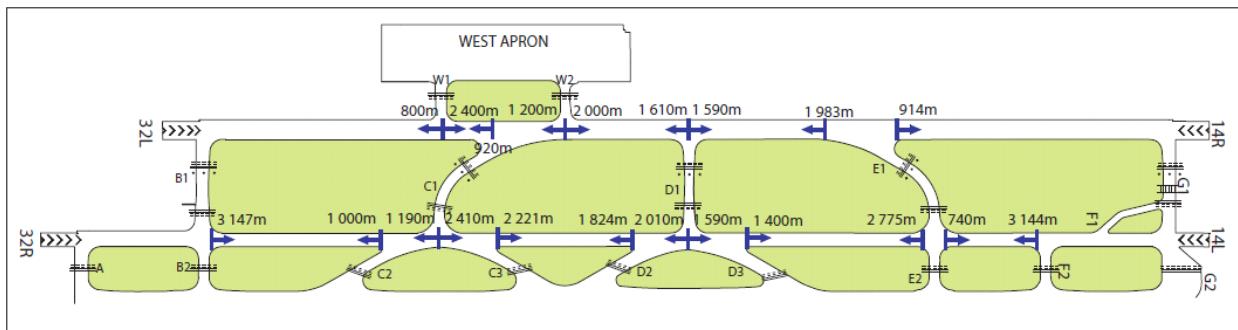


Change : Establishment of taxilane RD and Information of GSE road, ACFT stands for north apron.

3) RWY 32R



5.1 Remainder distance for intersection departure



Change : Establishment of taxilane RD and Information of GSE road, ACFT stands for north apron.

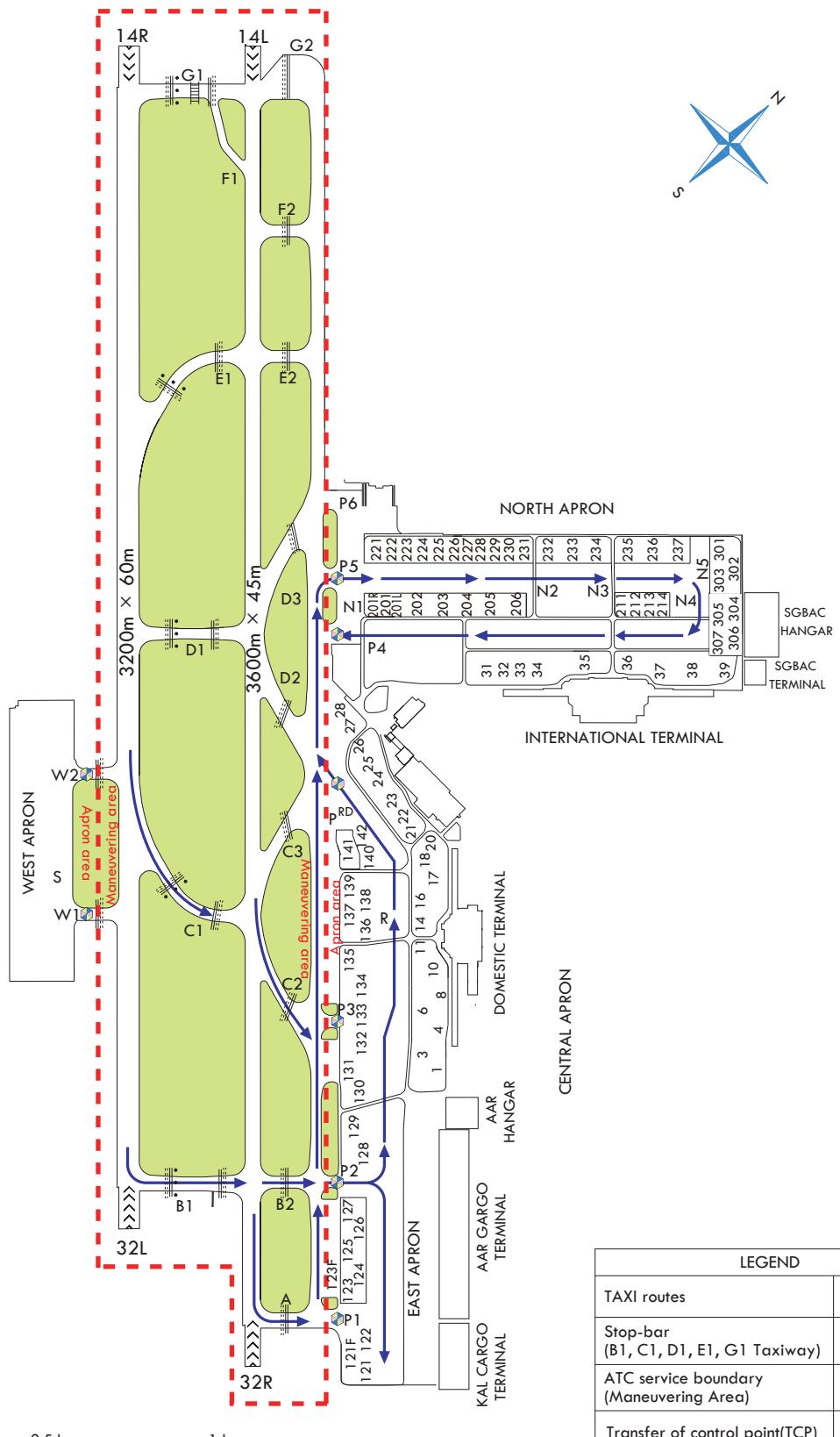
LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 18 m

GIMPO	TWR	118.1
GIMPO	GND	121.9
GIMPO	APN	130.875

SEOUL/Gimpo INTL
RWY 14R/L
SMGCS - Arrival taxi route

NOT AVAILABLE for Code Letter "F" aircraft



Change : Establishment of taxilane RD and Information of GSE road, ACFT stands for north apron.

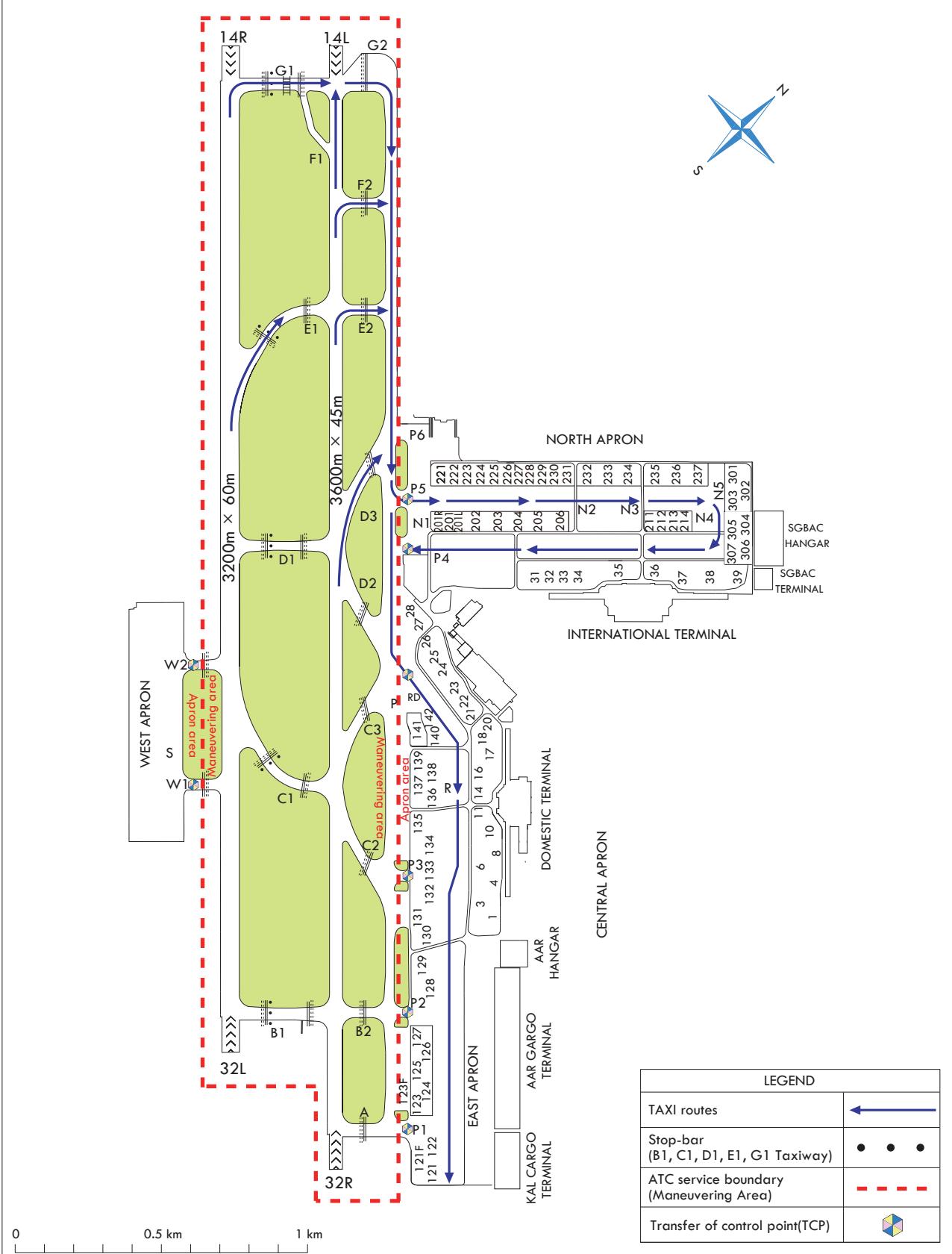
LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 18 m

GIMPO	TWR	118.1
GIMPO	GND	121.9
GIMPO	APN	130.875

SEOUL/Gimpo INTL
RWY 32R/L
SMGCS - Arrival taxi route

NOT AVAILABLE for Code Letter "F" aircraft



Change : Establishment of taxilane RD and Information of GSE road, ACFT stands for north apron.

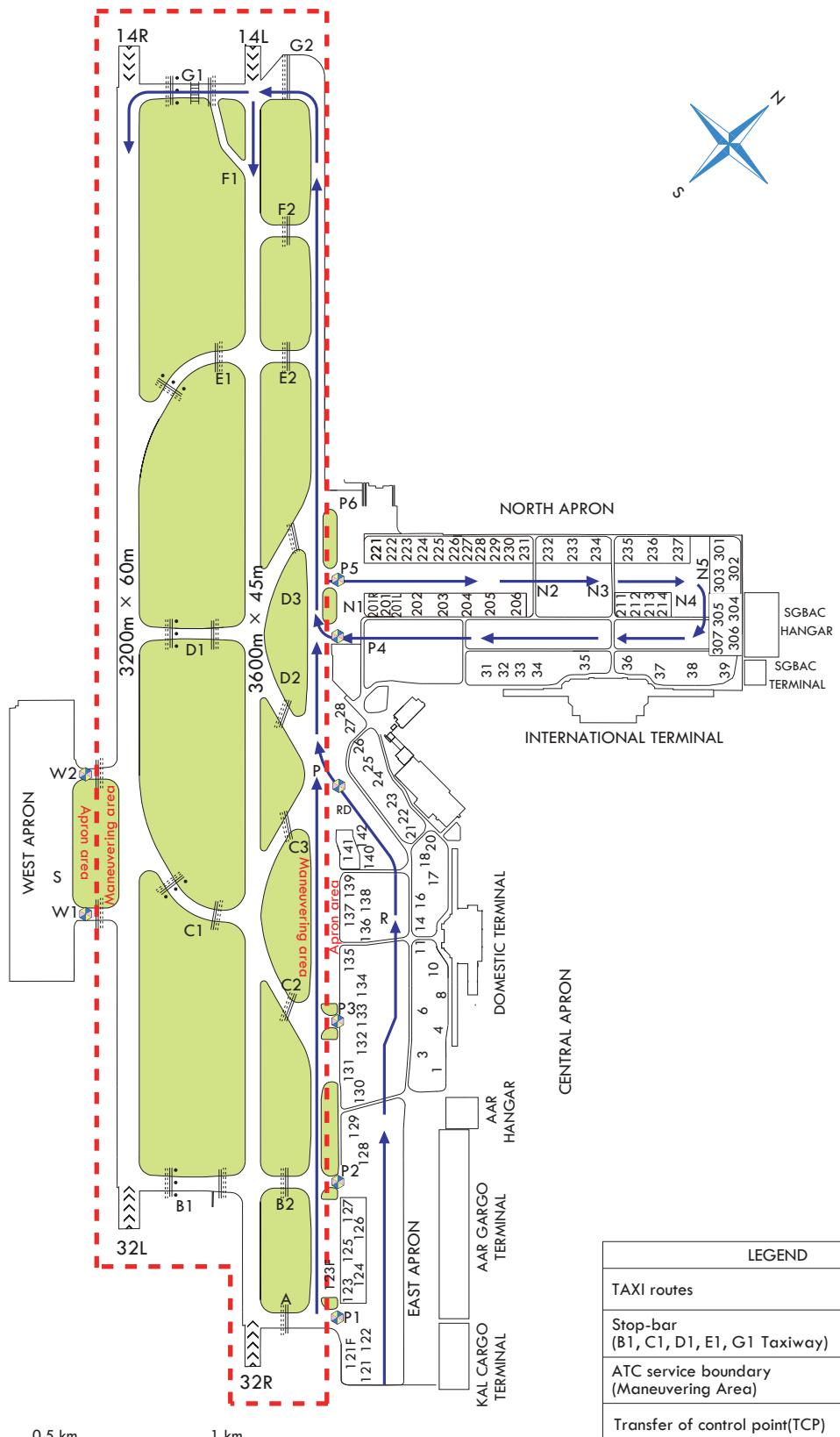
LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 18 m

GIMPO TWR 118.1
GIMPO GND 121.9
GIMPO APN 130.875

SEOUL/Gimpo INTL
RWY 14R/L
SMGCS - Departure taxi route

NOT AVAILABLE for Code Letter "F" aircraft



Change : Establishment of taxilane RD and Information of GSE road, ACFT stands for north apron.

LOW
VISIBILITY
PROCEDURE

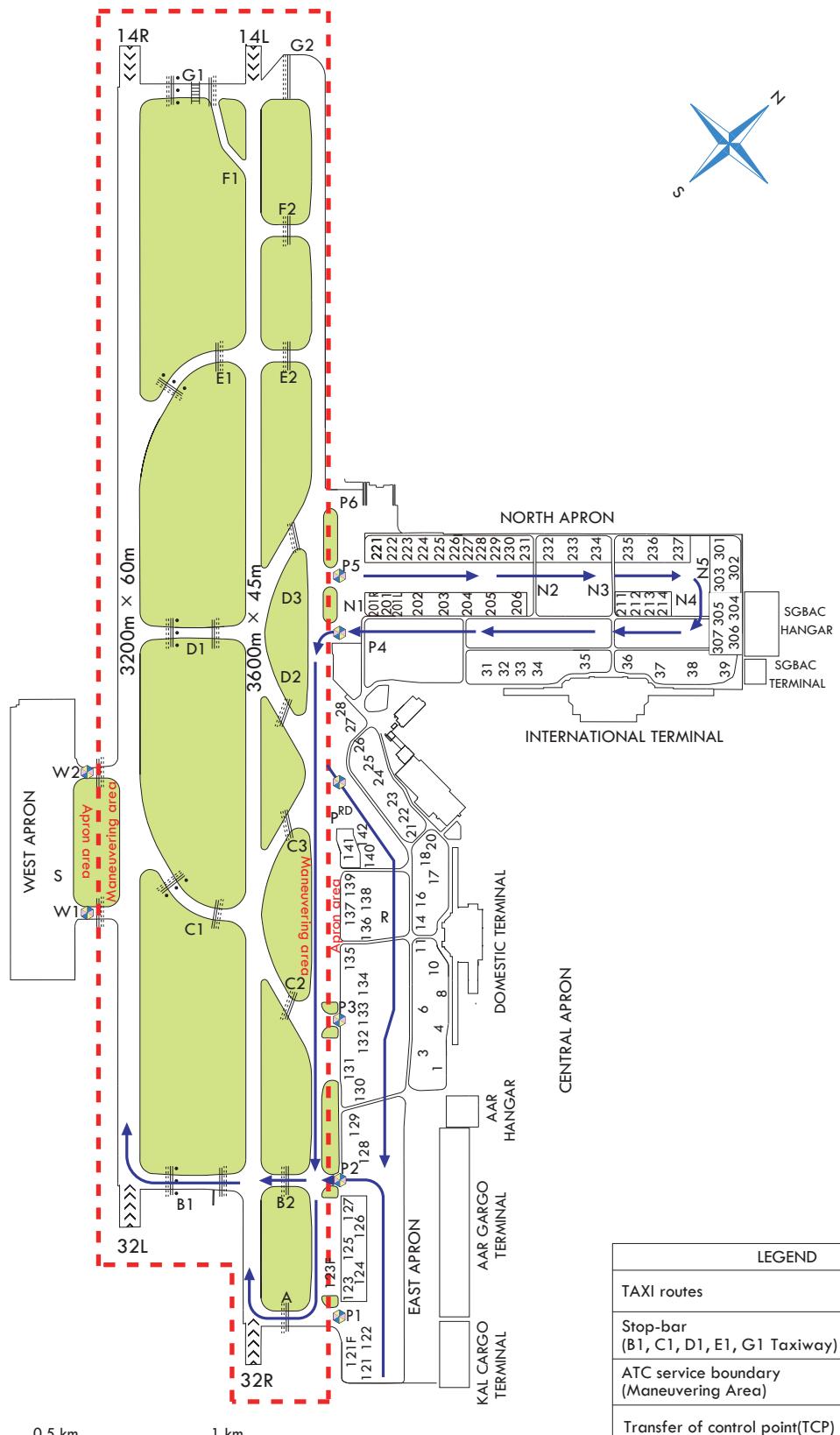
AERODROME ELEV 18 m

GIMPO	TWR	118.1
GIMPO	GND	121.9
GIMPO	APN	130.875

SEOUL/Gimpo INTL
RWY 32R/L

SMGCS - Departure taxi route

NOT AVAILABLE for Code Letter "F" aircraft



Change : Establishment of taxilane RD and Information of GSE road, ACFT stands for north apron.

LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 18 m

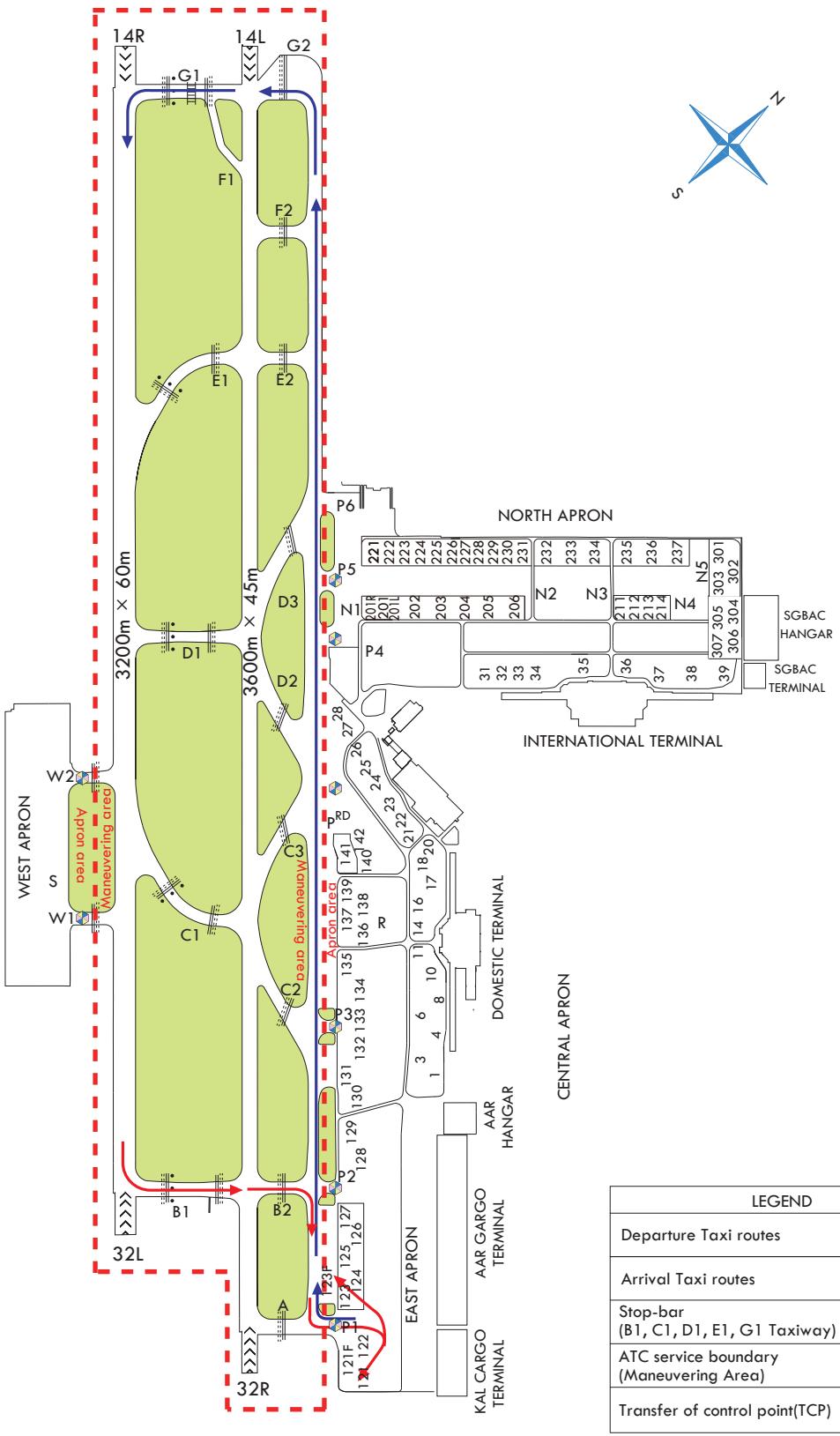
GIMPO	TWR	118.1
GIMPO	GND	121.9
GIMPO	APN	130.875

SEOUL/Gimpo INTL

RWY 14R

Standard & SMGCS taxi route

AVAILABLE for Code Letter "F" aircraft



Change : Establishment of taxilane RD and Information of GSE road, ACFT stands for north apron.

LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 18 m

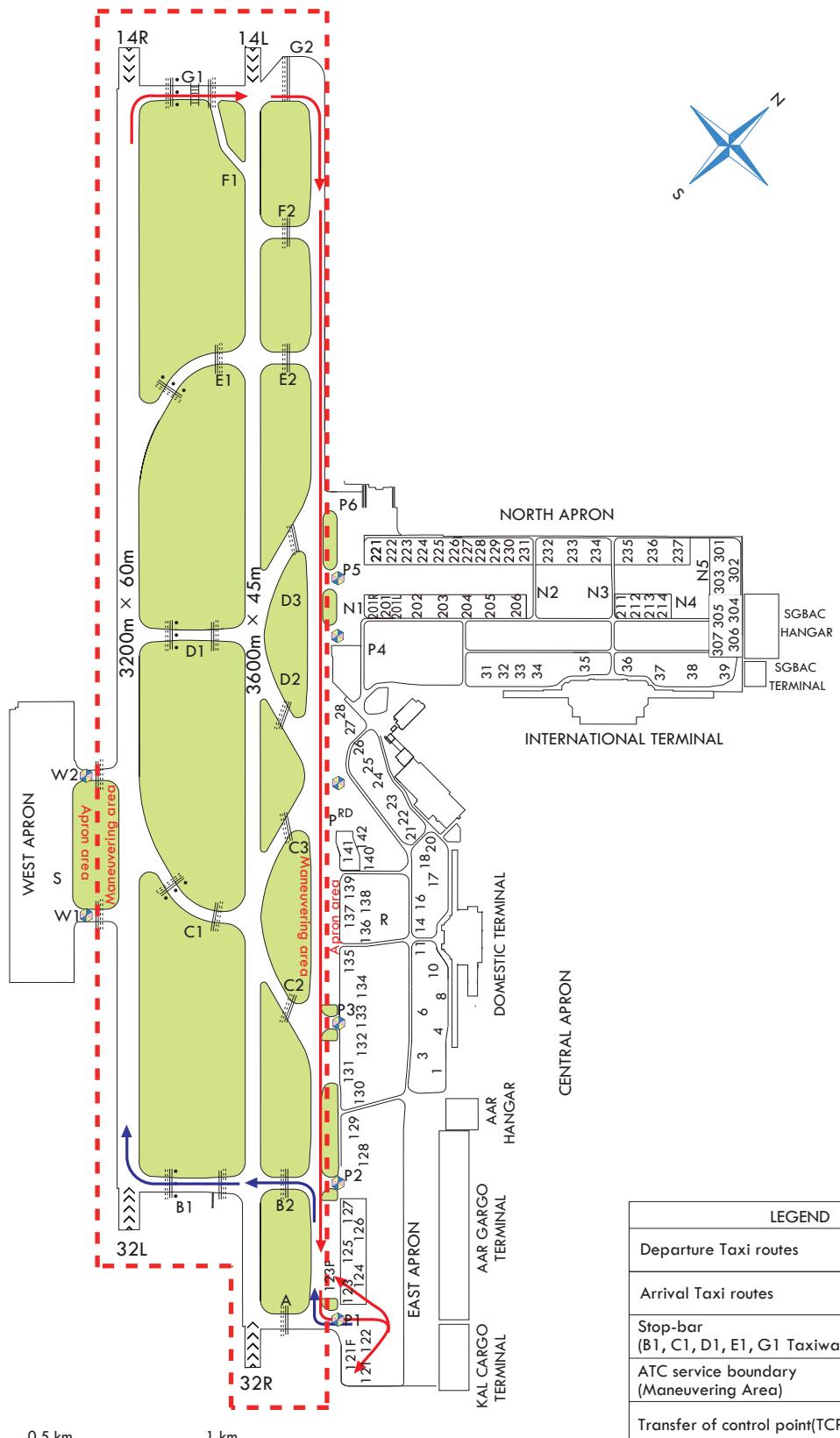
GIMPO	TWR	118.1
GIMPO	GND	121.9
GIMPO	APN	130.875

SEOUL/Gimpo INTL

RWY 32L

Standard & SMGCS taxi route

AVAILABLE for Code Letter "F" aircraft



Change : Establishment of taxilane RD and Information of GSE road, ACFT stands for north apron.

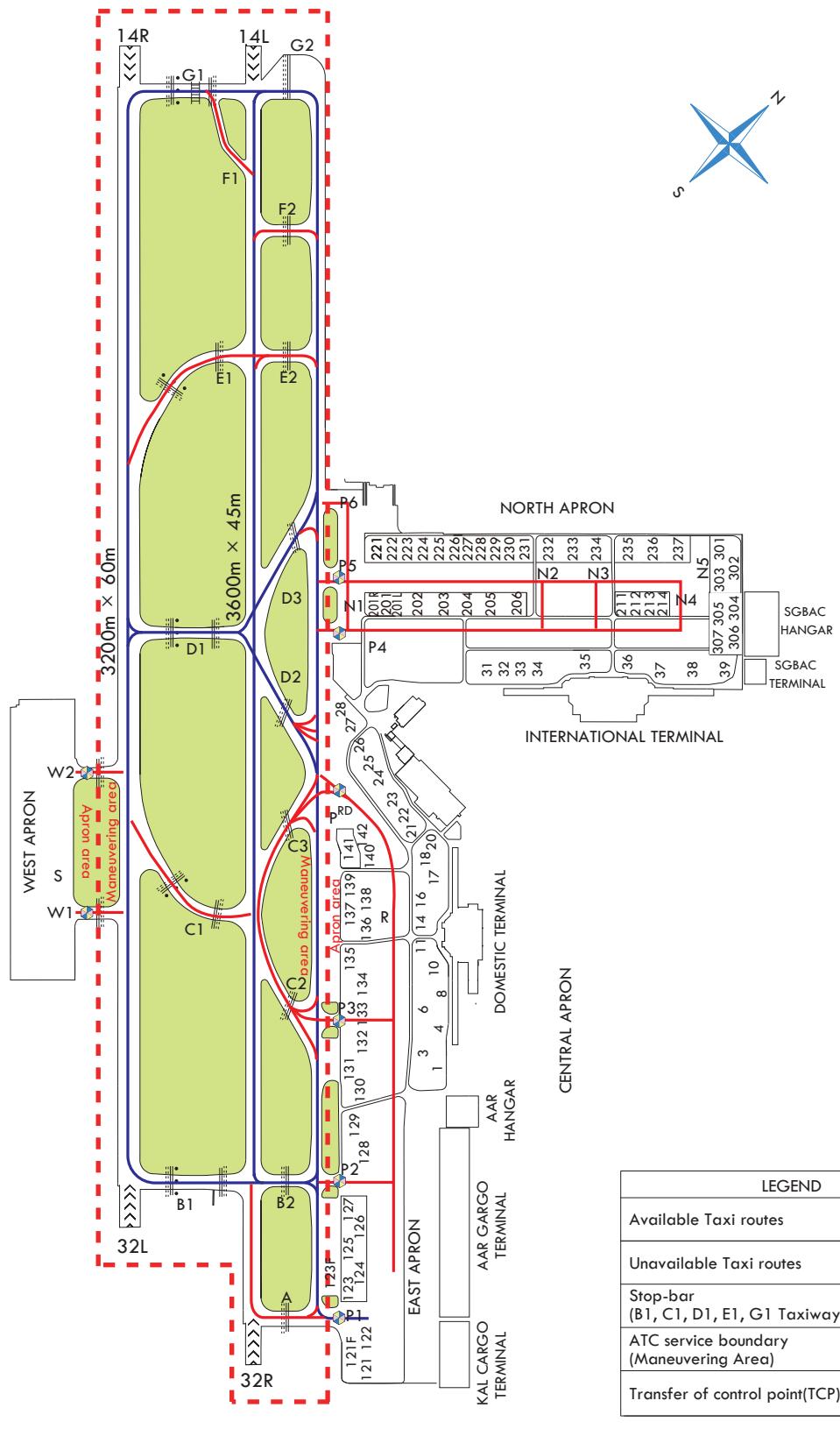
LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 18 m

GIMPO	TWR	118.1
GIMPO	GND	121.9
GIMPO	APN	130.875

SEOUL/Gimpo INTL
"F" aircraft Available taxi route

AVAILABLE for Code Letter "F" aircraft



Change : Establishment of taxilane RD and Information of GSE road, ACFT stands for north apron.

RKSS AD 2.21 NOISE ABATEMENT PROCEDURES

1. Night Flight Restriction (Curfew) for noise abatement

All take-off and landing are restricted from 1400 UTC to 2100 UTC (for flight with the purpose of training, take-off is restricted from 0900 UTC to 2100 UTC, landing is restricted from 1100 UTC to 2100 UTC), except in the following;

1.1 Emergency

1. Aircraft in emergency condition.
2. Aircraft which transports the patient who needs emergency medical assistance.
3. Aircraft which needs to take off or land Gimpo airport for evacuation from typhoon or heavy snow.

1.2 Special Mission

1. Aircraft engaged in search and rescue operation.
2. Aircraft used for national purposes designated by the relevant authorities.

2. Aircraft Operating Procedures (except helicopter)

2.1 Take off

All departing aircraft should apply ICAO PANS-OPS (Doc 8168) Volume III Noise Abatement Take-off Climb Procedure as follows;

1. Noise Abatement Departure Procedure ONE (NADP ONE)
- Thrust reduction at 1 000 ft or 1 500 ft above aerodrome elevation recommended.

2.2 Approach

1. Delayed Flap Setting Procedures

All arriving aircraft shall apply delayed flap approach procedure as follows;

- a. When runway 14 in use :
- After intercepting LOC, lower gear.
- Maintain intermediate flap until FAF.
※ Refer to AD 2.22.1.2 Speed Restriction.
- At FAF, set flaps for landing and establish final approach speed.
- b. When runway 32 in use :
- After 7 ILS/DME(8 DME from KIP), lower gear.
- Maintain intermediate flap until FAF.
※ Refer to AD 2.22.1.2 Speed Restriction.
- At FAF, set flaps for landing and establish final approach speed.

2. Aircraft unable to comply with this procedure for any reason should inform ATC.

3. Exception

Procedures described in the provisions 1 and 2 need not be complied with, for aircraft who have passed the IAF(for RWY 32) or intercepted the LOC(for RWY 14) in adverse operating conditions such as the following :

- a. If the runway is not clear and dry, i.e. it is adversely affected by snow, slush, ice, water or other substances;
 - b. In conditions when the ceiling is lower than 500 ft above AGL, or when the horizontal visibility is less than 1 900 m;
 - c. When the cross-wind component, including gusts, exceeds 15 kt;
 - d. When the tail-wind component, including gusts, exceeds 5 kt;
 - e. When wind shear has been reported or forecasted.
4. Apply Reduced Power/Drag Technique (recommendation) when
 - a. Landing Weight and Runway length are enough,
 - b. Runway surface is DRY condition,
 - c. When there is no tailwind, pilot can select final landing flaps setting. Apply Final landing flaps setting minimum approved by flight manual.
 5. Follow each aircraft's POM procedure for engine reverse after landing
 - a. Engine reverse system is effective at high speed, so use engine reverse system as soon as touchdown. But pilot can use idle thrust for noise reduction when runway length is enough and runway surface condition is good.
 - b. Pilot must follow restriction of engine reverse system of each aircraft.
 - c. Pilot can use idle reverse until reaching taxi speed. But high reverse thrust under 80 kt is prohibited except in emergency.
 - d. Turn off engine reverse system when vacating runway.

2.3 Visual Flight Rules

Use MINIMUM DRAG/POWER APPROACH for NOISE LEVEL in VFR.

2.4 ENGINE RUN-UP procedure

1. Each airline company must make a procedure for prevention of ground accident, and restrict unnecessary RUN-UP for noise reduction, and recommend effective ENGINE RUN-UP.
2. All aircraft's ENGINE RUN-UP must be executed by each aircraft's qualificated staff, and the staff must get approval before ENGINE RUN-UP.
3. Use ENGINE RUN-UP location designated by airport authority.
4. Aircraft is recommended to stand toward headwind direction as much as possible, but the aircraft must stand toward headwind direction $\pm 30^\circ$ when wind speed is 10 knot or more.
5. Ensure ground staff is near the aircraft before engine start and when engine is running, and ensure two ground staff are located left and right side when left and right engines are running.
6. Follow each aircraft's EMERGENCY PROCEDURE in emergency situation for example fire during engine run-up.
7. Follow each airline company's procedure for safety matter during engine run-up.

2.5 RWY Operations

1. When RWY 14 in use
 - a. Take-off : RWY 14L
 - b. Landing : RWY 14R

2. RWY 32 Operation Hours

Operation Hours(UTC)	For Departure	For Landing
2100-2359	32R	32L
0000-0259	32L	32R
0300-0559	32R	32L
0600-0859	32L	32R
0900-1159	32R	32L
1200-1459	32L	32R

* These operation hours can be changed depending on weather condition and traffic situation.

3. Intersection take-off is not available on all runways except in an unavoidable case for traffic flow or other reasons.

2.6 Run up checks and idle power check are not allowed from 1400 UTC to 2100 UTC.

2.7 Aircraft flying along the VFR route for P73 shall maintain at or above 1 500 ft while in GIMPO control zone for noise abatement, and use caution for traffic approaching runway 32 at Gimpo airport.

RKSS AD 2.22 FLIGHT PROCEDURES

1. IFR

1.1 IFR ATC CLEARANCE

The following procedures are established for all turbo jet departures from Gimpo International Airport :

1. Aircraft shall contact Clearance Delivery and provide the following information 5 minutes prior to start-up or push-back.
 - a. Aircraft Identification
 - b. Type of aircraft
 - c. Destination
 - d. Proposed flight level
 - e. Gate or stand number
 - f. ATIS code
2. If aircraft fails to push back or taxi within 15 minutes after receipt of ATC clearance, pilot should notify ATC except when :
 - a. Start-up or push-back is delayed due to traffic on the ground, or
 - b. Aircraft departure is restricted by means of release time or the same altitude/route separation.

1.2 SPEED RESTRICTION

1. All aircraft shall not exceed 250 kt IAS below 10 000 ft in SEOUL TMA, unless otherwise authorized by ATC. If unable to comply with this speed restriction, state minimum speed acceptable to ATC.
2. ATC will use "NO ATC SPEED RESTRICTIONS" RTF phraseology to remove MAX 250 kt IAS below 10 000 ft.
3. Speed control under radar vector :
 - a. When arriving traffic is being sequenced under radar direction, ATC typically will apply the following speed control :
 - Initial approach phase : 210 kt IAS
 - Base leg/HDG to final approach : 180 kt IAS
 - When established on final approach : 180 kt to 160 kt IAS
 - Thereafter to 7.5 DME : 160 kt IAS

- b. These speed restrictions are essential for smooth and safe operations at high traffic loads. If an aircraft does not comply with these speed instructions, the aircraft may have to be excluded from the planned approach sequence.
- c. When ATC use "RESUME NORMAL SPEED" RTF phraseology, it means that the previously issued speed restriction by ATC is cancelled and a pilot can resume an aircraft's preferred speed. Pilot shall note that it does not mean the removal of MAX 250 kt IAS with in SEOUL TMA.

1.3 Fuel Dumping Area

Fuel Dumping Area is established within SEOUL TMA as follows.

1. AREA : A circle with a radius of 5 NM centered on R 264 NCN/D22, R 278 SEL/D45

2. ALTITUDE : At or above 6 000 ft

3. Area/altitude may be changed by pilot request, traffic condition or any other safety reason.

1.4 Visual Approach

Visual Approach may be initiated by ATC or approved upon pilot request on traffic permitting basis when;

1. Ceiling : at or above 1 000 ft (reported weather by the airport)

2. Visibility : not less than 5 km (3 SM)

3. Circuit : west pattern only

1.5 Use of SID / STAR

1. Pilot shall note that adherence to SID / STAR level restrictions are critical for aircraft separation in SEOUL TMA. For ATC separation, pilots are strongly encouraged to check whether he or she can comply with level restrictions of SID(before airborne) / STAR(before passing subsequent waypoint) or not.
2. If unable to comply with any restrictions depicted on SID or STAR, pilot shall notify ATC as early as possible.
3. To eliminate safety risk due to a mismatch between ATC and pilot expectations, ATC will provide aircraft with explicit indications with regard to what is expected in terms of speed and level at all times using "CANCEL (LEVEL/SPEED) RESTRICTIONS" or "COMPLY WITH (LEVEL/SPEED) RESTRICTIONS" RTF phraseology.

1.5.1 Assignment of Standard Instrument Departure(SID)

RKSS RWY	RKSI RWY	AIRWAY	SID(PRIMARY)	SID(SECONDARY)
14L/R	15L/R, 16L/R	G597/Y679(NOPIK)	RNAV NOPIK 2U	SEL 1F
		Y711(BULTI)	RNAV BULTI 2U	SOT 1E
		Y782/A582(OSPOT)	RNAV OSPOT 2U	SOT 1E
		G597/Y697(EGOBA)	RNAV EGOBA 2U	SEL 1F
	33L/R, 34L/R	G597/Y697(NOPIK)	RNAV NOPIK 2U	SEL 1F
		Y711(BULTI)	RNAV BULTI 2Z	SOT 1E
		Y782/A582(OSPOT)	RNAV OSPOT 2Z	SOT 1E
		G597/Y697(EGOBA)	RNAV EGOBA 2U	SEL 1F
32L/R	33L/R, 34L/R	G597/Y697(NOPIK)	RNAV NOPIK 2T	SEL 1W
		Y711(BULTI)	RNAV BULTI 2T	SOT 1W
		Y782/A582(OSPOT)	RNAV OSPOT 2T	SOT 1W
		G597/Y697(EGOBA)	RNAV EGOBA 2T	SEL 1W, KARBU 1W
	15L/R, 16L/R	G597/Y697(NOPIK)	RNAV NOPIK 2Q	SEL 1W
		Y711(BULTI)	RNAV BULTI 2Q	SOT 1W
		Y782/A582(OSPOT)	RNAV OSPOT 2Q	SOT 1W
		G597/Y697(EGOBA)	RNAV EGOBA 2Q	SEL 1W, KARBU 1W

1.5.2 Assignment of Standard Terminal Arrival(STAR)

RKSS RWY	RKSI RWY	AIRWAY	STAR(PRIMARY)	STAR(SECONDARY)
14L/R	15L/R, 16L/R	Y644(REBIT)	RNAV REBIT 2U	RNAV LEGAK 1U
	33L/R, 34L/R	Y644(REBIT)	RNAV REBIT 2Z	RNAV LEGAK 1U
	-	Y722(OLMEN)	RNAV OLMEN 2U	
	-	Y685/G585(GUKDO)	RNAV GUKDO 2U	
	-	G597/Y697(KARBU)	RNAV KARBU 2U	
32L/R	33L/R, 34L/R	Y644(REBIT)	RNAV REBIT 2T	RNAV LEGAK 1T
	15L/R, 16L/R	Y644(REBIT)	RNAV REBIT 2Q	RNAV LEGAK 1T
	-	Y722(OLMEN)	RNAV OLMEN 2T	
	-	Y685/G585(GUKDO)	RNAV GUKDO 2T	
	-	G597/Y697(KARBU)	RNAV KARBU 2T	

Change : Amended index number(a, b, c → 1, 2, 3).

1.6 Initial Radio Call Procedures with SEOUL APPROACH

1. When instructed to "CONTACT", pilot shall Squawk IDENT and report callsign, ACFT type(including series) and ATIS code.

e.g.) "Seoul Approach, ABC123, Boeing 738, information 'A'."

2. When instructed to "MONITOR or STAND BY FOR", pilot shall Squawk IDENT and keep silent until ATC initiate call.

1.7 Missed approach procedure when ground navigation aid is Unserviceable

1. RWY 14L/R : Follow published procedure. If unable, climb to 4 000 ft, fly RWY HDG then radar vector.

2. RWY 32L/R : Follow published procedure. If unable, climb to 4 000 ft, fly RWY HDG then radar vector.

3. Report to ATC about missed approach route(published procedure or HDG/ALT) when going around.

4. If ATC issue another HDG/ALT, follow ATC's instruction when going around.

2. VFR

2.1 VFR PROCEDURE

1. VFR Weather minima

- a. Ground Visibility : Not less than 5 km
- b. Ceiling : at or above 450 m (1 500 ft)

※ School and Training Flights

Ceiling : at or above 610 m(2 000 ft)

2. VFR Traffic Circuit : Refer to Page RKSS AD 2-29

3. VFR Reporting point : Refer to Page RKSS AD 2-30

4. VFR Circuit Altitude

- a. Helicopter : 1 000 ft
- b. Conventional : 1 000 ft

5. VFR Flight procedure

- a. VFR aircraft shall maintain two way radio communication and get permission prior to entering Class B airspace from Seoul Approach Control except

- 1) when landing and departing within Gimpo Control Zone via VFR reporting points.
- 2) for transiting through Gimpo Control Zone.

- b. VFR Aircraft shall pass "K" at or above 2 000 ft unless otherwise when cleared or instructed by ATC or when necessary for safety or hazardous in-flight weather condition.

- c. Aircraft is required to use traffic circuit for each runway in use.

- d. "F" and "W" are radio transfer points between Gimpo and Incheon control zone.

- e. As practical as possible, pilot should avoid congested areas, hospitals and schools.

6. Fixed Wing VFR Procedures

Departure

- a. After departing from RWY 14, pass the RWY end and reach the safe altitude, then fly the following routes;

- 1) For SOUTH bound : Turn right then proceed to K for the next VFR reporting point or for further ATC instructions. Cross K at or above 2 000 ft.

- 2) For NORTHEAST bound : Turn right then proceed to K for further ATC instructions. Pass K at or above 2 000 ft.

- b. After departing from RWY 32, pass the RWY end and reach the safe altitude, then fly the following routes;

- 1) For SOUTH bound : After take-off, turn left then proceed to K for the next VFR reporting point for further ATC instructions. Cross K at or above 2 000 ft.

- 2) For NORTHEAST bound : After take-off, maintain RWY heading then turn right when ATC gives instruction.

Arrival

- a. Inbound from SOUTH : Proceed to K via a VFR reporting point or as instructed by ATC, then fly the following route. Cross K at or above 3 000 ft;

- 1) When RWY 14 in use : Enter into the right-hand pattern at 1 000 ft then land on RWY 14L/R as instructed by ATC.

- 2) When RWY 32 in use : Enter into the left-hand pattern at 1 000 ft then land on RWY 32L/R as instructed by ATC.

- b. Inbound from NORTH : Enter into N or R then climb to 3 000 ft as instructed by ATC. Proceed to K via KIP.

- 1) When RWY 14 in use : Enter into the right-hand pattern at 1 000 ft then land on RWY 14L/R as instructed by ATC.

- 2) When RWY 32 in use : Enter into the left-hand pattern at 1 000 ft then land on RWY 32L/R as instructed by ATC.

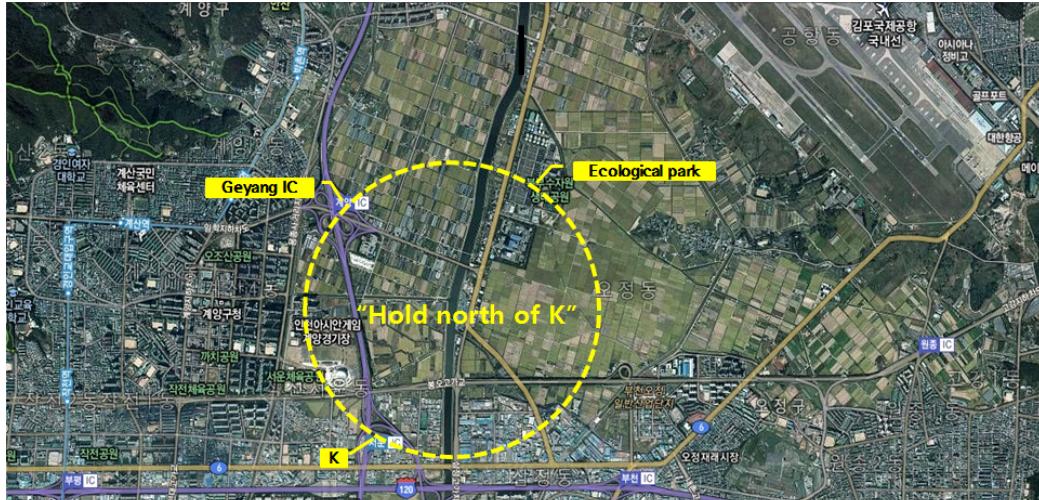
Holding

- a. When ATC clears "Hold north of K", pilots shall fly connecting "K" - Geyang IC (R 256 KIP/D2.2, 373238N 1264455E) - Bucheon city northern water resources ecological park (R 255 KIP/D1.5, 373239N 1264603E) maintaining at or above 2 000 ft as instructed by ATC.

※ CAUTION : Use caution not to fly beyond the line of 1.5 NM west of RWY 32L/14R in order to protect the VFR traffic circuits.

- b. This holding procedure may only be permitted when
1) Day time
2) VMC
3) Aircraft type : C-172

* When radio communication failure, all VFR flights shall follow 3.1.1.
(Refer to page AD 2-27, Radio communication failure procedure)



7. Helicopter VFR Procedures

Departure

- a. From H4 : After take-off, maintain RWY heading and reach safe altitude, then fly the following procedures;
 - 1) For SOUTH bound : After take-off, turn right then proceed to and cross K at 2 000 ft for the next VFR reporting point or for further ATC instructions.
 - 2) For NORTHEAST bound : After take-off, cross RWY as instructed by ATC then proceed to M then N for further ATC instructions.
- b. From H3 : After take-off, maintain RWY heading and reach safe altitude, then fly the following procedures;
 - 1) For SOUTH bound : After take-off, turn left then proceed to and cross K at 2 000 ft for the next VFR reporting point or for further ATC instructions.
 - 2) For NORTHEAST bound : Cross RWY as instructed by ATC then proceed to M and N for further ATC instructions.

Arrival

- a. Inbound from SOUTH : Proceed to K via a VFR reporting point or as instructed by ATC, then fly the following routes. Cross K at 2 500 ft;
 - 1) When RWY 14 in use : Enter into the right-hand pattern at 1 000 ft then land on H3 as instructed by ATC.
 - 2) When RWY 32 in use : Enter into the left-hand pattern at 1 000 ft then land on H4 as instructed by ATC.
* When tailwind is less than 5 knots, ATC will instruct otherwise for noise abatement.
- b. Inbound from NORTHEAST : Enter into and cross N at 1 000 ft. Cross M as instructed by ATC at or below 300 ft. Cross RWY with ATC instruction then land on H3 or H4.

2.2 Special VFR

1. Special VFR flight for taking off or landing may only be permitted when

- a. The ground visibility is at least 1 500 m.
 - b. If ground visibility is not reported, the flight visibility is at least 1 500 m.

2. For Special VFR operations, the pilot shall :

- a. Get a clearance from ATC.
 - b. Stay clear of clouds.
 - c. Fly only within control zone as cleared by ATC.
 - d. Maintain visual reference with surface or water.
 - e. Maintain at least 1 500 m of flight visibility.

* At night(between sunset and sunrise), the pilot must have an instrument rating and the aircraft must be equipped for IFR flight under Aviation Act.(Except for helicopters)

3. Radio communication failure procedure

3.1 In VMCs:

1. Squawk 7600
2. Continue to fly in VMC.
3. Land at nearest suitable aerodrome.

3.1.1 Procedure for VFR Flights

1. Squawk 7600. Proceed and cross "K" at 2 000 ft; and
2. Follow "Hold north of K" procedure at 2 000 ft (refer to Page AD 2-26, Holding); and
3. When able to see the light gun signal from the control tower during holding follow that instruction; or
4. When unable to see the light gun signal from the control tower continue holding, until ETA or for 10 minutes, whichever is later; then
5. Land on RWY 14R/32L or H3/H4 in use as appropriate.

3.2 In IMCs or when conditions are such that it does not appear likely that the pilot will complete the flight in accordance with 3.1:

3.2.1 DEPARTURE AIRCRAFT

1. Squawk 7600
2. Maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 minutes following:
 - a. the time the transponder is set to Code 7600; or
 - b. the time the last assigned level or minimum flight altitude is reached;
 whichever is later and thereafter adjust level and speed in accordance with the filed flight plan;
3. When being vectored or having been directed by ATC, proceed in the most direct manner possible to rejoin the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude;

3.2.2 ARRIVAL AIRCRAFT

1. Squawk 7600
2. Follow the STAR issued by ATC. When being vectored or having been directed by ATC, proceed in the most direct manner possible to join the STAR no later than the next significant point. Then commence descent as filed.
3. Start approach to the assigned runway without delay.
4. If no specific runway for landing has been assigned, start approach to runway 14R or 32R without delay.

* No fly area : The aircraft shall not fly north of R 271 YJU.

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	14R	75 m / 300 ft	125 m / 400 ft	150 m / 500 ft	200 m / 600 ft	300 m / 1 000 ft	400 m / 1 200 ft	500 m / 1 600 ft
	32L	75 m / 300 ft	125 m / 400 ft	150 m / 500 ft	200 m / 600 ft	300 m / 1 000 ft	400 m / 1 200 ft	500 m / 1 600 ft
	14L	-	-	-	-	-	400 m / 1 200 ft	500 m / 1 600 ft
	32R	-	-	-	-	-	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).

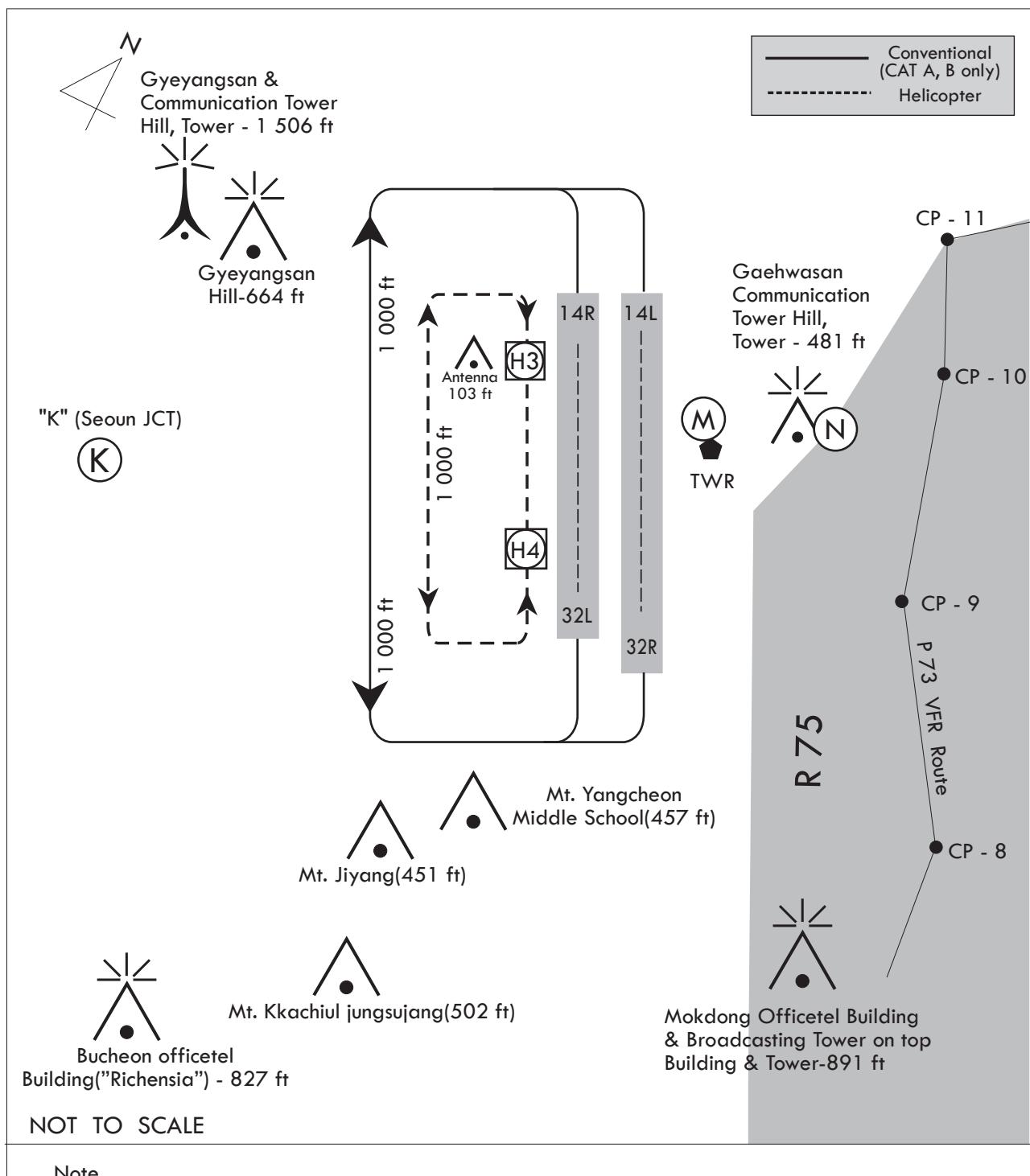
** The TDZ RVR/VIS may be assessed by the pilot.

*** For Night Operations at least REDL or RCLL and RENL are available.

5. Flight procedures construction criteria

Flight procedures are based on guidance contained in the 5th edition of ICAO Doc 8168 - Procedures for Air Navigation Services - Aircraft Operations (PANS-OPS).

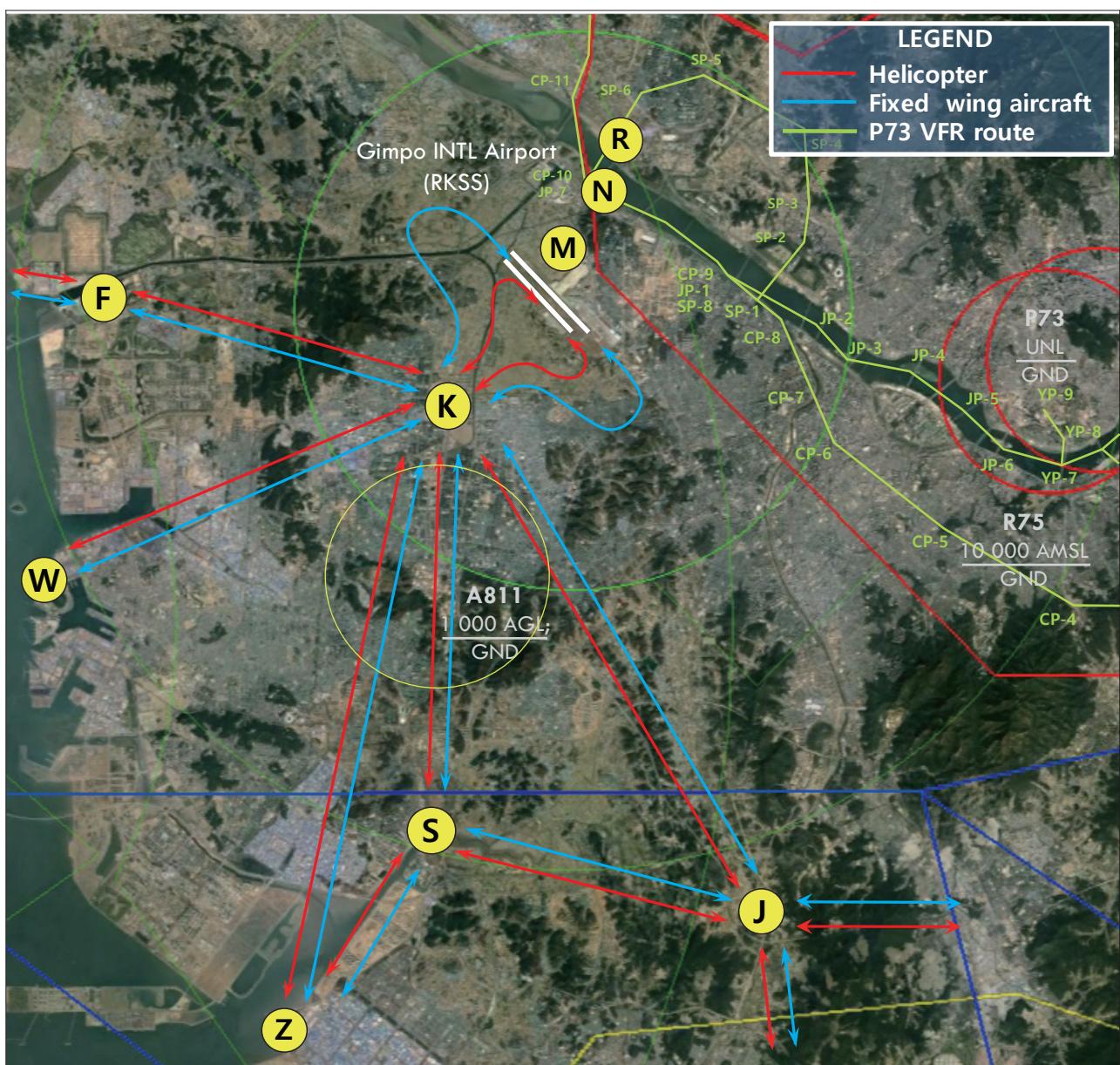
VFR Traffic Circuits - Gimpo INTL Airport



Note

1. Obstacle protected areas for these traffic patterns conform with the areas at the ENR 1.5 Holding, Approach and Departure Procedures' 2.4 PANS-OPS Visual Manoeuvering Areas.
2. All Helicopters (VFR or SVFR) Arriving and departing at H3 in Gimpo Airport should avoid the HF antenna(103 ft).
3. When a helicopter holds over 'M' point, maintain altitude at or below 300 ft.

VFR REPORTING POINTS INFORMATION



Reporting Point	Geographical Name	Position	Coordinates(WGS-84)
F	북인천 IC(Buk-Incheon IC)	10.3 NM NE of Incheon (R 277 KIP/D8.2)	373319N 1263713E
J	조남JCT(Jonam JCT)	11.7 NM SSE of Gimpo (R 169 KIP/D12)	372213N 1265206E
K	서운분기점(Seoun JCT)	3.0 NM SW of Gimpo (R 231 KIP/D3)	373125N 1264506E
M	김포공항북측농경지 (North farmland of Gimpo airport)	0.7 NM NNE of Gimpo (R 014 KIP/D0.7)	373408N 1264737E
N	개화산(Gaehwa Hill)	1.7 NM NNE of Gimpo (R 028 KIP/D1.7)	373505N 1264817E
R	행주대교(Hangju Bridge)	2.9 NM NNE of Gimpo (R 029 KIP/D2.9)	373610N 1264849E
S	소래(Sorae)	10.0 NM SSW of Gimpo (R 201 KIP/D10)	372340N 1264439E
W	월미도(Wolmido)	10.9 NM WSW of Gimpo (R 248 KIP/D10.8)	372810N 1263553E
Z	시화방조제(Sihwa Breakwater)	14.2 NM SW of Gimpo (R 200 KIP/D14.3)	372000N 1264120E

Change : Information of RK P73.

RKSS AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of the airport

a. Summer and Autumn

White Heron appears from July to October, which is migrant. They build nests randomly on any field around the airport. Due to the resting and feeding activity, the flock activity in the aerodrome occurs from sunrise to sunset. Careful attention is needed during landing approach and take-off.

b. Winter

Between October and March of the coming year, migrant birds (mainly wild geese and ducks) build nests on Han river downstream (24 km north from RWY 14). The flock's main activity apt to occur around the Gul-po stream close to the RWY 14R and 14L area. Some part of the flock enter into the aerodrome for resting and feeding about an hour before sunrise till sunset. The flock size of one route is approximately 1 000 individuals. Sometimes the flock flies across the middle of the runways for their group movement in the daytime. The flying height varies from 200 ft to 1 000 ft.

c. Intense activities of sedentary birds (pigeons and magpies) and seasonal activity of various migrants(wild geese, ducks, white heron and etc..) take place around the runways and the airport boundary during landing and take-off procedures.

d. Also, Aerodrome operator estimates the bird activities and hazard to inform control tower of the possible hazard. Then the tower directly warns the aircraft pilots of the hazard. Dispersal activities for the birdstrike prevention performed by the aerodrome control team include random playback of distress noise (AV-alarm and Gas canon), elimination of the wildlife hazard using firearms and environmental control such as prohibiting wide farming activity.

2. ATIS Telephone Service

a. Hours of operation : 2000-1400 UTC

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.

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	RKSS AD CHART 2-18
RNAV EGOBA 2T	
SID - ICAO - RWY 32L/R - RNAV NOPIK 2Q, RNAV BULTI 2Q, RNAV OSPOT 2Q	RKSS AD CHART 2-19
RNAV EGOBA 2Q	
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

Change : Information of procedure names(1U → 2U, 1Z → 2Z, 1T → 2T, 1Q → 2Q).