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Airport Information For RKSS

Terminal Charts For RKSS

Revision Letter For Cycle 01-2015

Change Notices

Notebook

General Information

Location: Seoul Kor
IATA Code: GMP
Lat/Long: N37° 33.4' E126° 47.8'
Elevation: 59 ft

Airport Use: Public
Magnetic Variation: 8.1°W

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine, Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1000 ft AGL

Sunrise: 2248 Z
Sunset: 0829 Z,

Runway Information

Runway: 14L
Length x Width: 11811 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 50 ft
Lighting: Edge, ALS, TDZ

Runway: 14R
Length x Width: 10499 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 41 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 32L
Length x Width: 10499 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 42 ft
Lighting: Edge, ALS, Centerline

Runway: 32R
Length x Width: 11811 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 45 ft
Lighting: Edge, ALS, TDZ

Communication Information

- ATIS 126.4
- Gimpo Tower 118.1
- Gimpo Tower 118.05
- Gimpo Ground Control 121.95
- Gimpo Ground Control 121.9
- Gimpo Intl Clearance Delivery 125.85
- Seoul Approach Control 121.4
- Seoul Approach Control 119.9
- Seoul Approach Control 119.75
- Seoul Departure Control 125.15
- Seoul Departure Control 124.8
- Seoul Departure Control 121.4
- Seoul Departure Control 119.05
- Gimpo Radio 1790.4
- Gimpo Radio 1330.3
- Gimpo Radio 1330.0
- Gimpo Radio 890.3
- Gimpo Radio 653.2
- Gimpo Radio 300.4
- Gimpo Radio 127.1
- Brickwall Operations 120.0 Military

SEOUL TERMINAL CONTROL AREA

Seoul App (R) 119.05 119.1 119.75 119.9 120.8 121.35 124.2 128.8
Seoul Dep (R) 121.4 124.8 125.15

SPEED RESTRICTIONS WITHIN KOREAN AIRSPACE

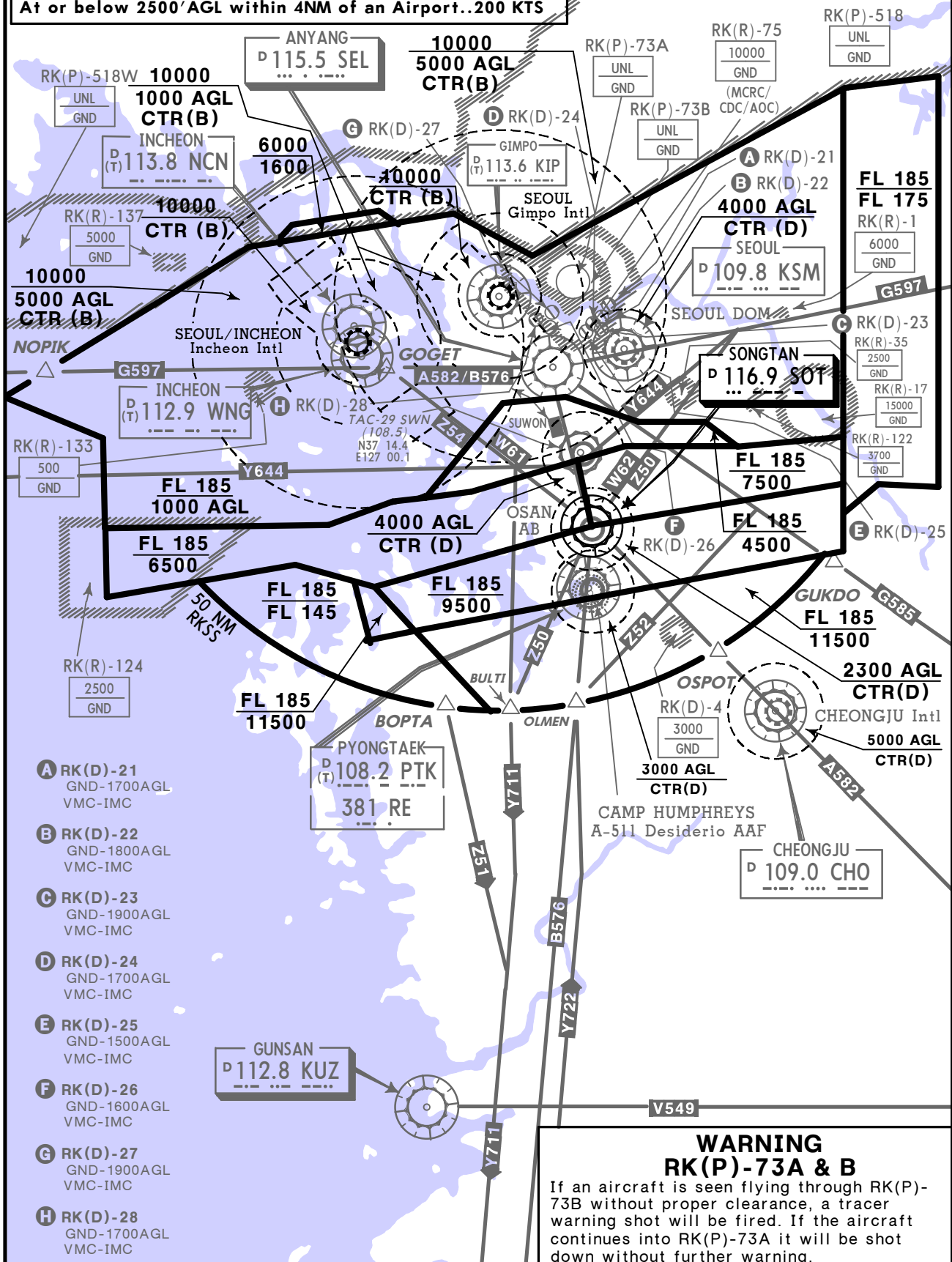
All Arrivals into RKSS and RKSI shall operate in accordance with the flight procedures for that airport.

Maximum IAS unless otherwise authorized by ATC:

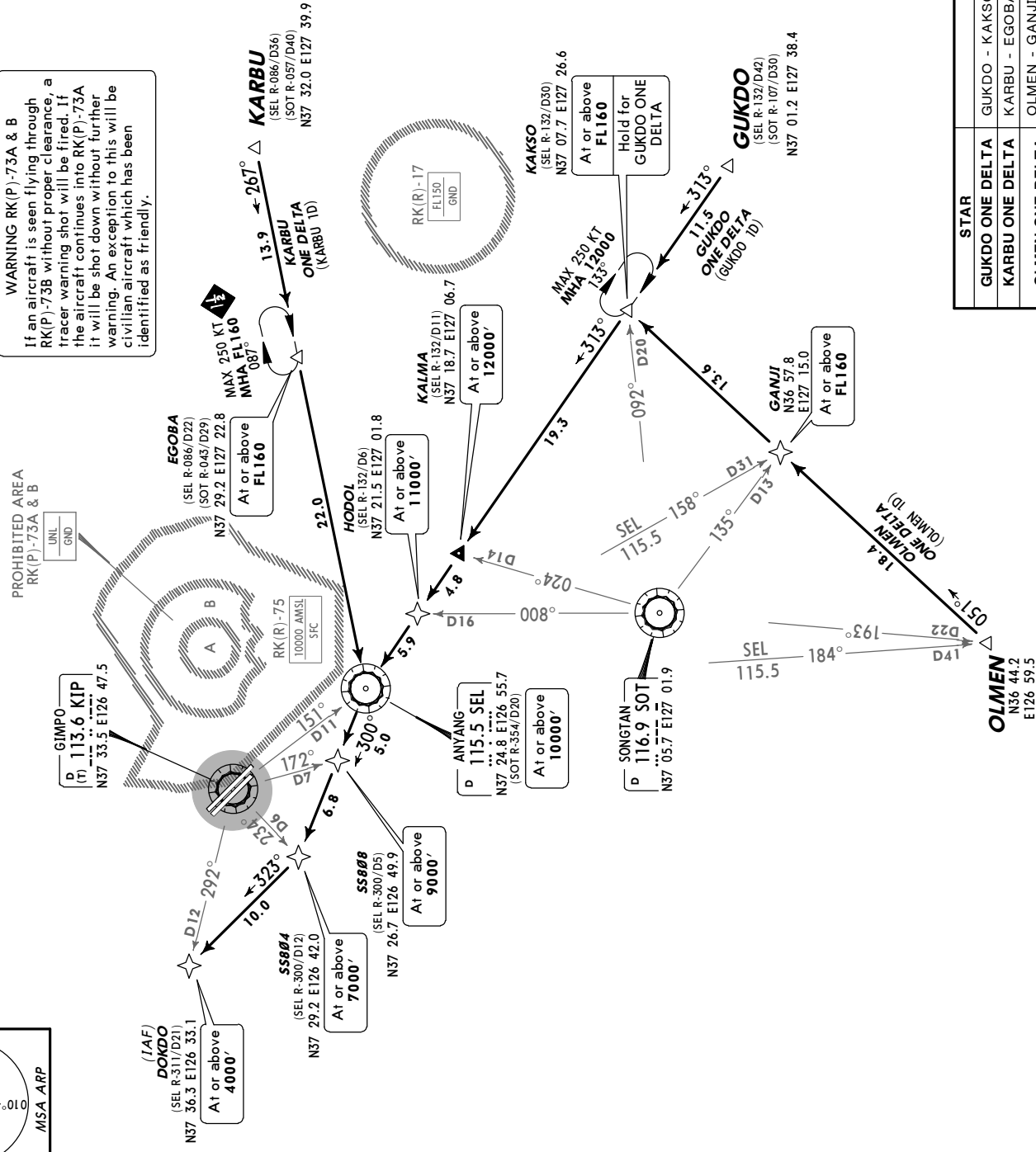
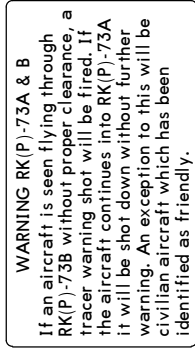
BELOW 10000'.....250 KTS

Class C and Class D Airspace:

At or below 2500'AGL within 4NM of an Airport..200 KTS



*D-ATIS	126.4	SEOUL Approach (R)	119.1	Apt E/ev
			119.75	59'



See 10-2-0

STAR	ROUTING
GUKDO ONE DELTA	GUKDO - KAKSO - KALMA - HODOL - SEL - SS808 - SS804 - DOKDO.
KARBU ONE DELTA	KARBU - EGOBA - SEL - SS808 - SS804 - DOKDO.
OLMEN ONE DELTA	OLMEN - GANJI - KAKSO - KALMA - HODOL - SEL - SS808 - SS804 - DOKDO.

RADIO COMMUNICATION FAILURE PROCEDURE

In VMCs:

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

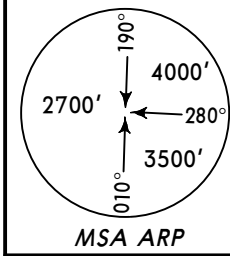
In IMCs or when conditions are such that it does not appear likely that the pilot will complete the flight in accordance with above paragraph:

ARRIVAL AIRCRAFT

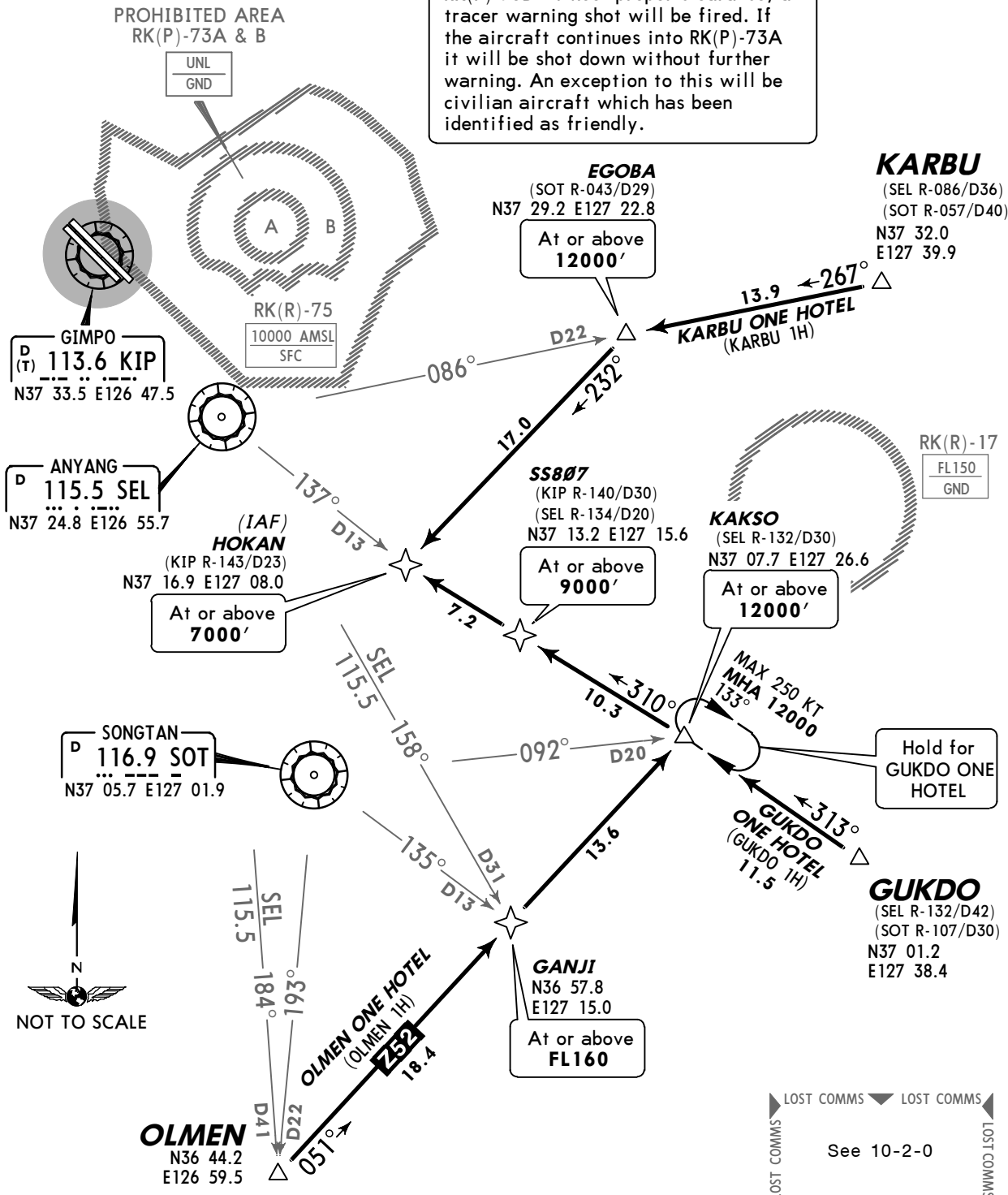
- 1) Squawk 7600.
 - 2) Follow the STAR issued by ATC. When being vectored or having been directed by ATC, proceed in the most direct manner possible to join the STAR no later than the next significant point. Then commence descent as filed.
 - 3) Start approach to the assigned runway without delay.
 - 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 YJU R-270.

*D-ATIS 126.4	SEOUL Approach (R) 119.1 119.75	Apt Elev 59'	Alt Set: hPa Trans level: FL140 Trans alt: 14000' 1. RNAV 1 operation. 2. GNSS or DME/DME/IRU required. 3. ATS surveillance service required.
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**GUKDO ONE HOTEL (GUKDO 1H)[GUKD1H],
KARBU ONE HOTEL (KARBU 1H)[KARB1H],
OLMEN ONE HOTEL (OLMEN 1H)[OLME1H]**
RNAV ARRIVALS
(RWYS 32L/R)



WARNING RK(P)-73A & B
If an aircraft is seen flying through RK(P)-73B without proper clearance, a tracer warning shot will be fired. If the aircraft continues into RK(P)-73A it will be shot down without further warning. An exception to this will be civilian aircraft which has been identified as friendly.



STAR	ROUTING
GUUKDO ONE HOTEL	GUUKDO - KAKSO - SS807 - HOKAN.
KARBU ONE HOTEL	KARBU - EGOBA - HOKAN.
OLMEN ONE HOTEL	OLMEN - GANJI - KAKSO - SS807 - HOKAN.

*D-ATIS
126.4

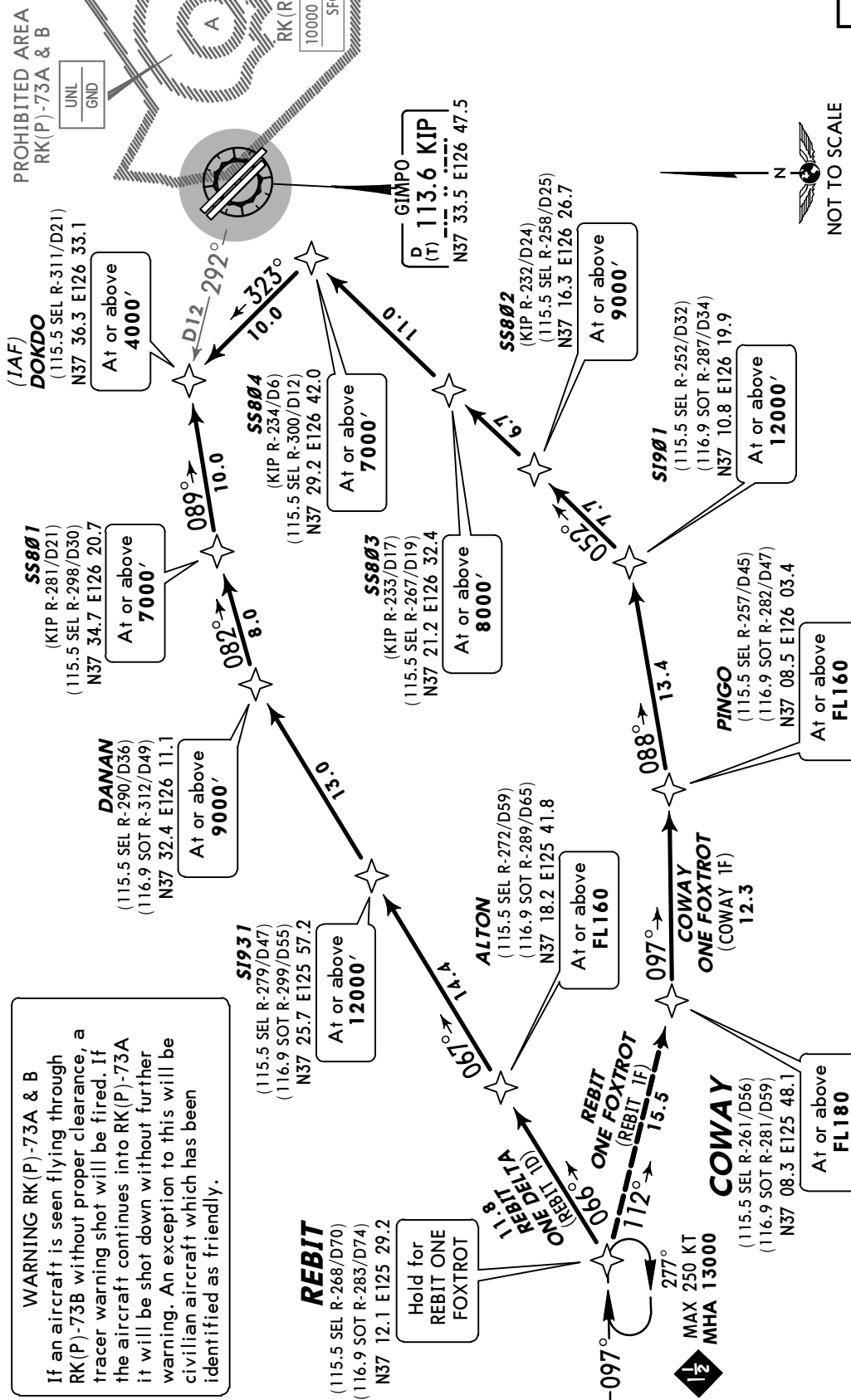
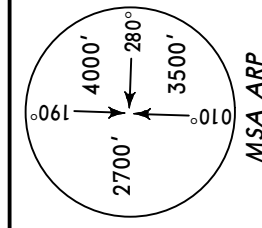
SEOUL Approach (R)
119.1
119.75

Apt Elev
59'

Alt Set: hPa Trans level: FL140 Trans alt: 14000'

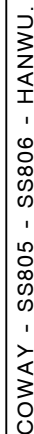
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. CAUTION: EXPECT to follow REBIT ONE FOXTROT Transition and COWAY ONE FOXTROT when Rwy 33L/R and Rwy 34 of RKSI are in use.

COWAY ONE FOXTROT (COWAY 1F) [COWA1F],
REBIT ONE DELTA (REBIT 1D) [REBI1D]
RNAV ARRIVALS
(RWYS 14L/R)



1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.

(RWYS 32L/R)



If an aircraft is seen flying through RK(P)-73B without proper clearance, a tracer warning shot will be fired. If the aircraft continues into RK(P)-73A it will be shot down without further warning. An exception to this will be civilian aircraft which has been identified as friendly.

MAX 250 KT
MHA 13000

3

277°

MAX 250 KT

MHA 13000

2.

F

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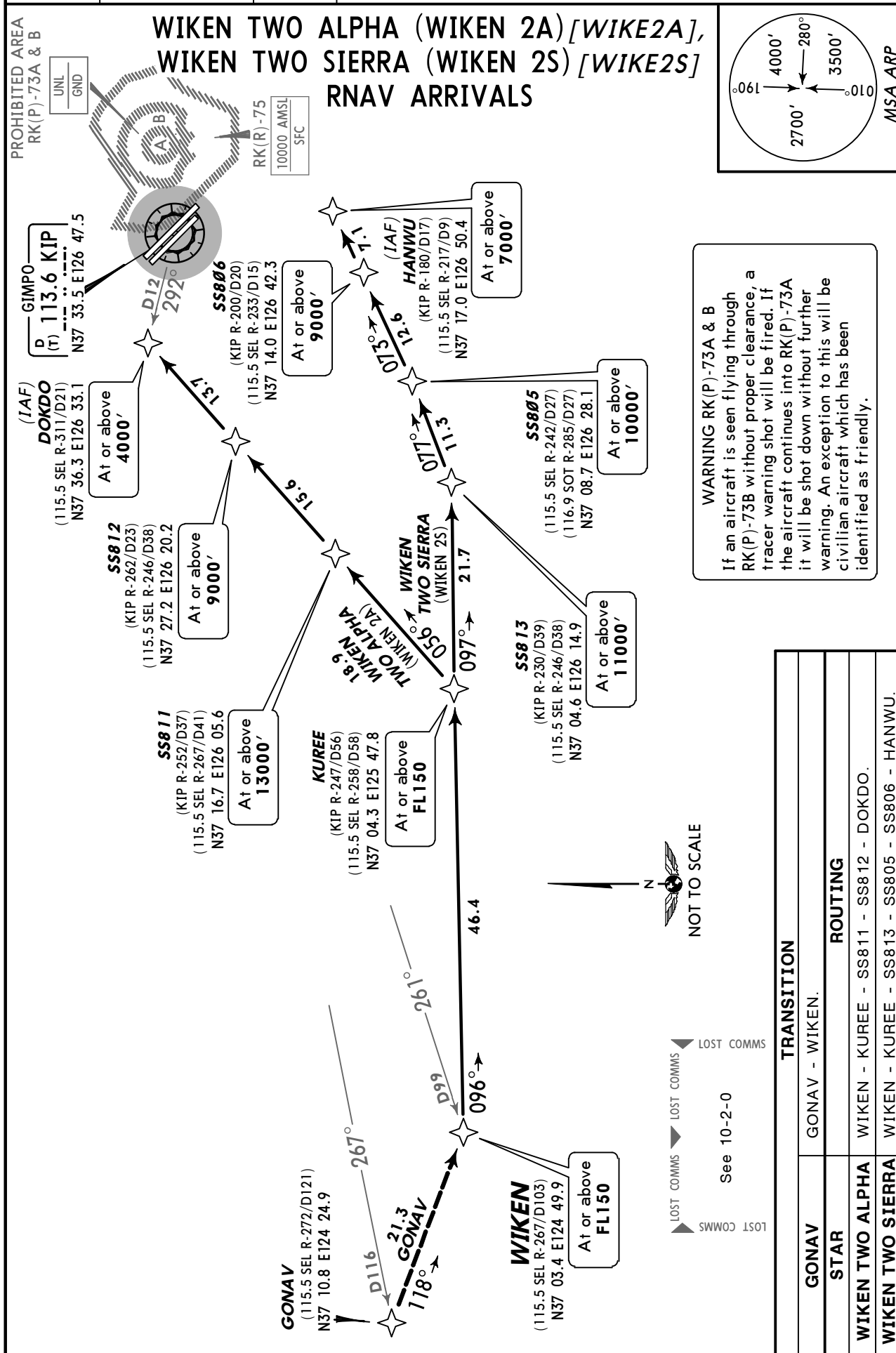
THE ONE WHO

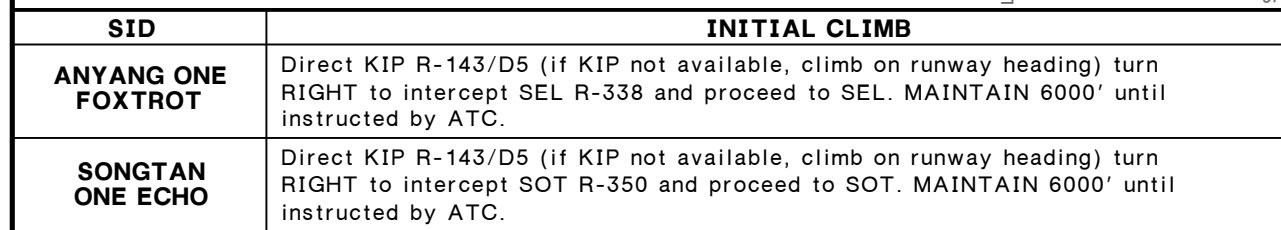
- SS805 -

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*D-ATIS 126.4	SEOUL Approach (R) 119.1 119.75	Apt Elev 59'	Alt Set: hPa Trans level: FL140 Trans alt: 14000' 1. RNAV 1 operation. 2. GNSS or DME/DME/IRU required. 3. ATS surveillance service required. 4. These procedures may be instructed by ATC, airspace permitting (on weekends, holidays, etc.).
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RADIO COMMUNICATION FAILURE PROCEDURE

In VMCs:

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

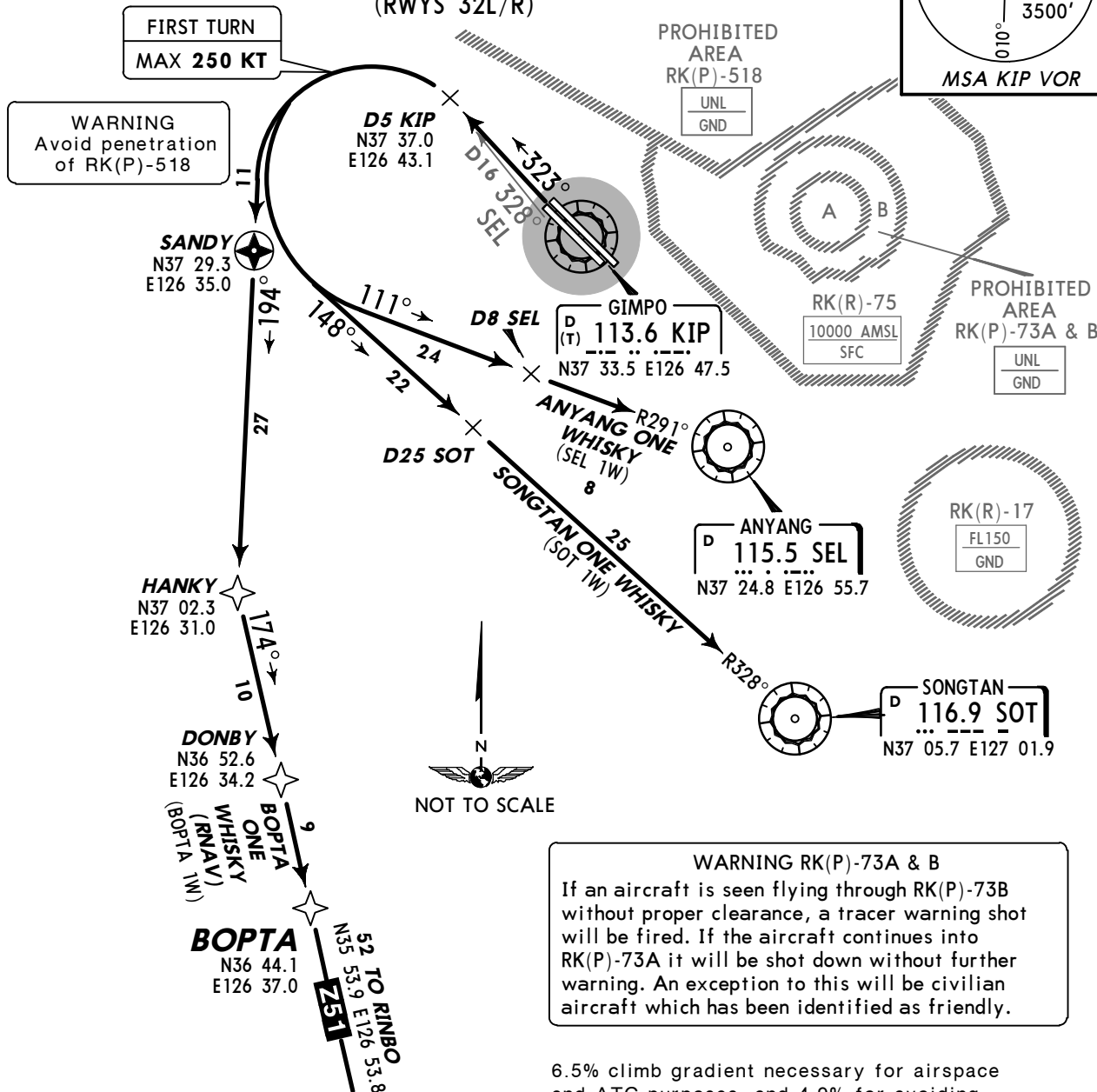
In IMCs or when conditions are such that it does not appear likely that the pilot will complete the flight in accordance with above paragraph:

DEPARTURE

- 1) Squawk 7600.
- 2) **MAINTAIN** the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 minutes following:
 - i) The time the transponder is set to Code 7600; or
 - ii) 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.

SEOUL Departure (R) 121.4 124.8 125.15 (Also monitor 121.5)	Apt Elev 59'	Trans level: FL140 Trans alt: 14000' 1. If unable to comply with flight restrictions, advise ATC well before departure. 2. BOPTA ONE WHISKY will be used only when Incheon (RKSI) RWY 33 in use. 3. STEPPED CLIMB: Due to interaction with other routes. Do not climb above 4000' unless cleared by ATC. 4. All turns based on 25° bank angle due to airspace restriction.
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**ANYANG ONE WHISKY (SEL 1W) [SEL 1W],
BOPTA ONE WHISKY (BOPTA 1W) [BOPT1W] RNAV,
SONGTAN ONE WHISKY (SOT 1W) [SOT1W] DEPARTURES**
(RWYS 32L/R)



6.5% climb gradient necessary for airspace and ATC purposes, and 4.9% for avoiding obstacles.

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489
6.5% V/V (fpm)	494	658	987	1317	1646	1975

INITIAL CLIMB		ALTITUDE
Climb on KIP R-323 to D5 KIP.		MAINTAIN 4000' until instructed by ATC.
SID	ROUTING	
ANYANG ONE WHISKY	From D5 KIP, turn LEFT to intercept SEL R-291 and cross SEL R-291/D8, then proceed to SEL.	
BOPTA ONE WHISKY (RNAV)	From D5 KIP, turn LEFT to fly over SANDY, to HANKY, to DONBY, to BOPTA, then via Z-51 to RINBO, then B-576.	
SONGTAN ONE WHISKY	From D5 KIP, turn LEFT to intercept SOT R-328 and cross SOT R-328/D25, then proceed to SOT.	

10-3B

Eff 5 Mar 16007

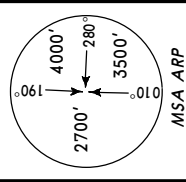
SEOUL

121.4 124.8

Apt Elev

Trans level: FL140 Trans alt: 14000

1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. If unable to comply with flight restrictions, advise ATIS.



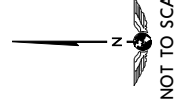
WARNING
Avoid penetration of BK(P)-51



BULTI ONE JULIET
(BULTI 1J) [BULTI1J],
NOPIK ONE JULIET
(NOPIK 1J) [NOPI1J]
RNAV DEPARTURES
(RWYS 32L/R)

WARNING RK(P)-73A & B

If an aircraft is seen flying through RK(P)-73B without proper clearance, a tracer warning shot will be fired. If the aircraft continues into RK(P)-73A it will be shot down without further warning. An exception to this will be civilian aircraft which has been identified as friendly.



6.3% climb gradient required until reaching FL170 for ATC purpose. Minimum 4.7% climb gradient is required until 1000' for obstacle **1** avoidance.

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428
6.3% V/V (fpm)	479	638	957	1276	1595	1914

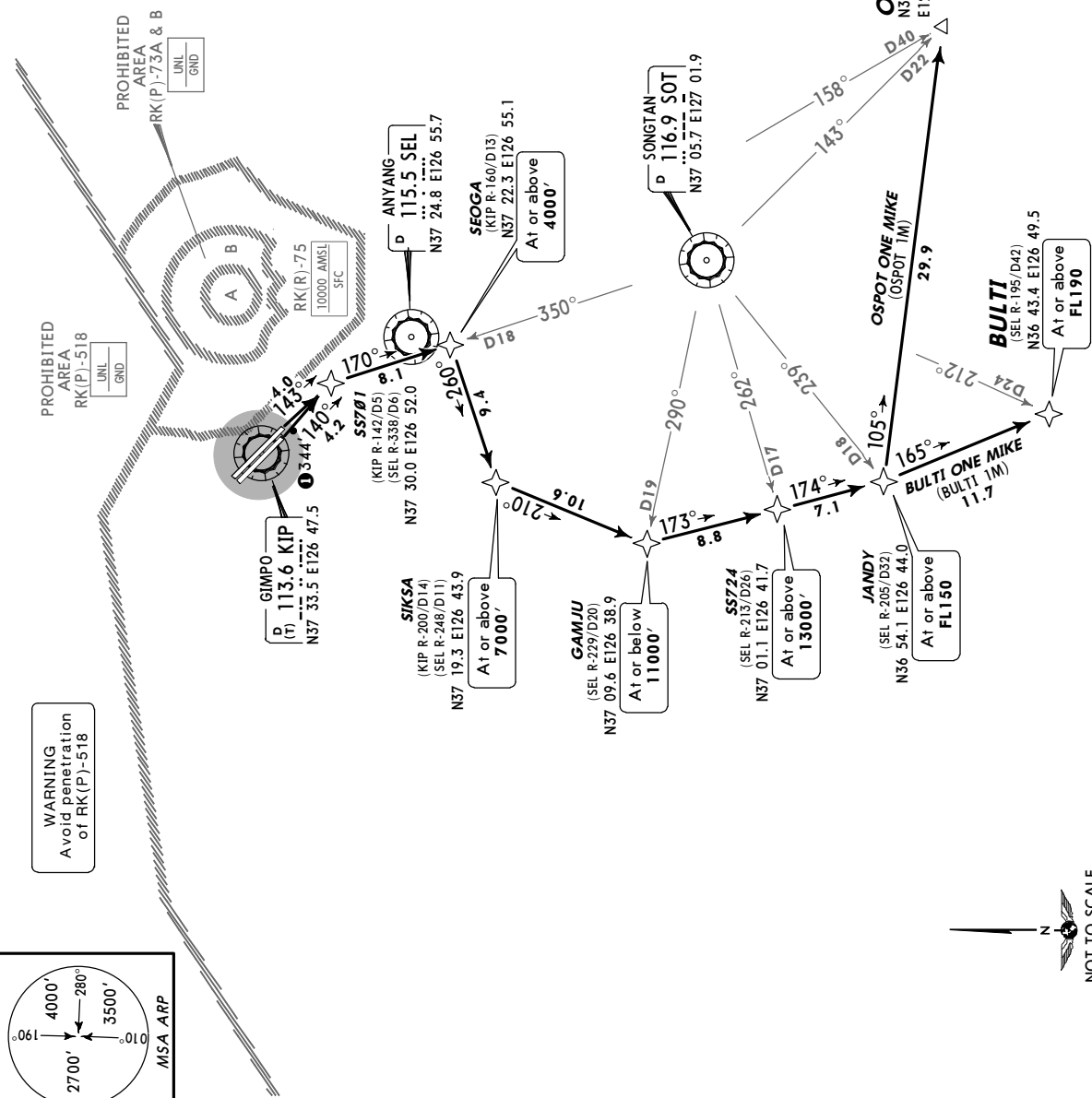
See 10-3-0

SID		INITIAL CLIMB
BUL TI ONE	JULIET	SS702 - GILGA - SS703 - SS722 - SS723 - SS724 - JANDY - BULTI.
NOPIK ONE	JULIET	SS702 - GILGA - SS703 - SS714 - RANOS - SONJA - NOPIK.

CHANGES: Restricted areas RK-75 C & D removed RK-75 added

Trans level: FL140 Trans alt: 14000'

WARNING
Avoid penetration
of RK(P)-518



NOT TO SCALE

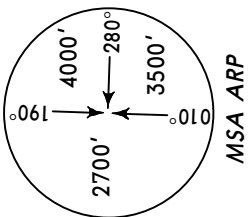
6.5% climb gradient required until reaching FL170 for ATC purpose.
Minimum 5.9% climb gradient is required until 1000' for obstacle **1** avoidance.

Gnd speed-KT	Temperature					
	75	100	150	200	250	300
5.9% V/V (fpm)	448	597	896	1195	1494	1792
6.5% V/V (fpm)	494	658	987	1317	1646	1975

SID	INITIAL CLIMB
BULTI ONE MIKE	SST01 - SEOGA - SIKSA - GAMJU - SST24 - JANDY - BULTI.
OSPOT ONE MIKE	SST01 - SEOGA - SIKSA - GAMJU - SST24 - JANDY OSPOT

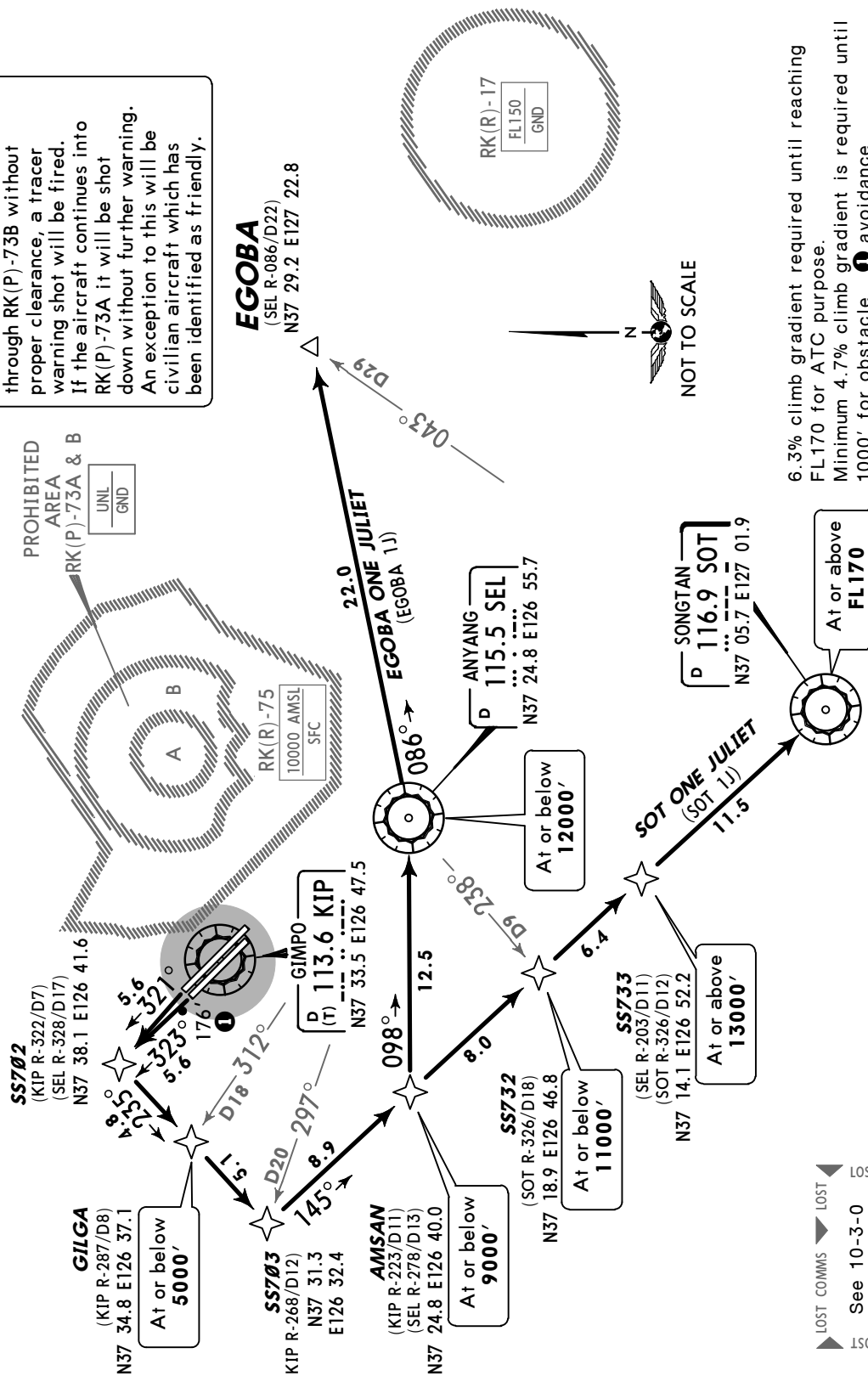
Trans level: FL140 Trans alt: 14000'

- 1. RNAV 1 operation.**
- 2. GNSS or DME/DME/IRU required.**
3. ATS surveillance service required.
4. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.



EGOBA ONE JULIET (EGOBA 1J) [*EGOB1J*],
 SOT ONE JULIET (SOT 1J) [*SOT1J*]
 RNAV DEPARTURES
 (RWYS 32L/R)

WARNING RK(P)-73A & B
If an aircraft is seen flying through RK(P)-73B without proper clearance, a tracer warning shot will be fired. If the aircraft continues into RK(P)-73A it will be shot down without further warning. An exception to this will be civilian aircraft which has been identified as friendly.



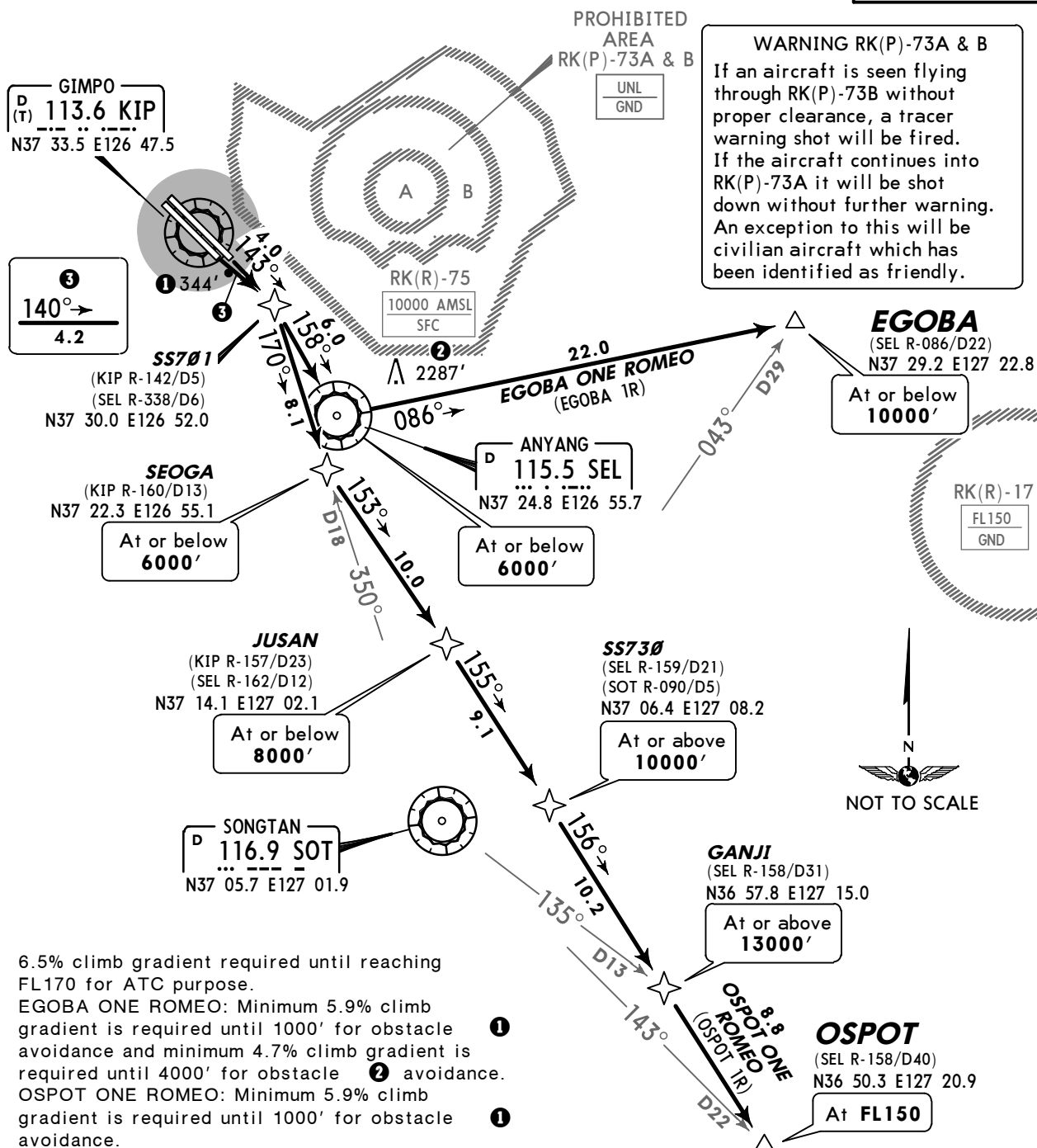
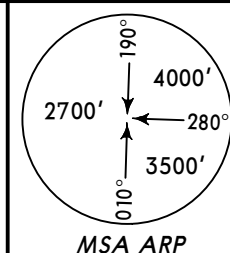
Test	75	100	150	200	250	300
Gnd speed-KT						
4.7% V/V (fpm)	357	476	714	952	1190	1428
6.3% V/V (fpm)	479	638	957	1276	1595	1914

SID	INITIAL CLIMB
EGOBA ONE JULIET	SS702 - GILGA - SS703 - AMSAN - SEL - EGOBA.
SOT ONE JULIET	SS702 - GILGA - SS703 - AMSAN - SS732 - SS733 - SOT.

SEOUL
Departure (R)
121.4 124.8
125.15
(Also monitor 121.5)Apt Elev
59'

Trans level: FL140 Trans alt: 14000'

1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.

EGOBA ONE ROMEO (EGOBA 1R) [EGOB1R],
OSPOT ONE ROMEO (OSPOT 1R) [OSPO1R]
RNAV DEPARTURES
(RWYS 14L/R)

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428
5.9% V/V (fpm)	448	597	896	1195	1494	1792
6.5% V/V (fpm)	494	658	987	1317	1646	1975

LOST COMMS
See 10-3-0
LOST

SID

INITIAL CLIMB

EGOBA ONE ROMEO

SS701 - SEL - EGOBA.

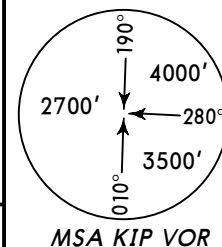
OSPOT ONE ROMEO

SS701 - SEOGA - JUSAN - SS730 - GANJI - OSPOT.

SEOUL
Departure (R)
121.4
124.8
125.15
(Also monitor **121.5**)

Apt Elev
59'

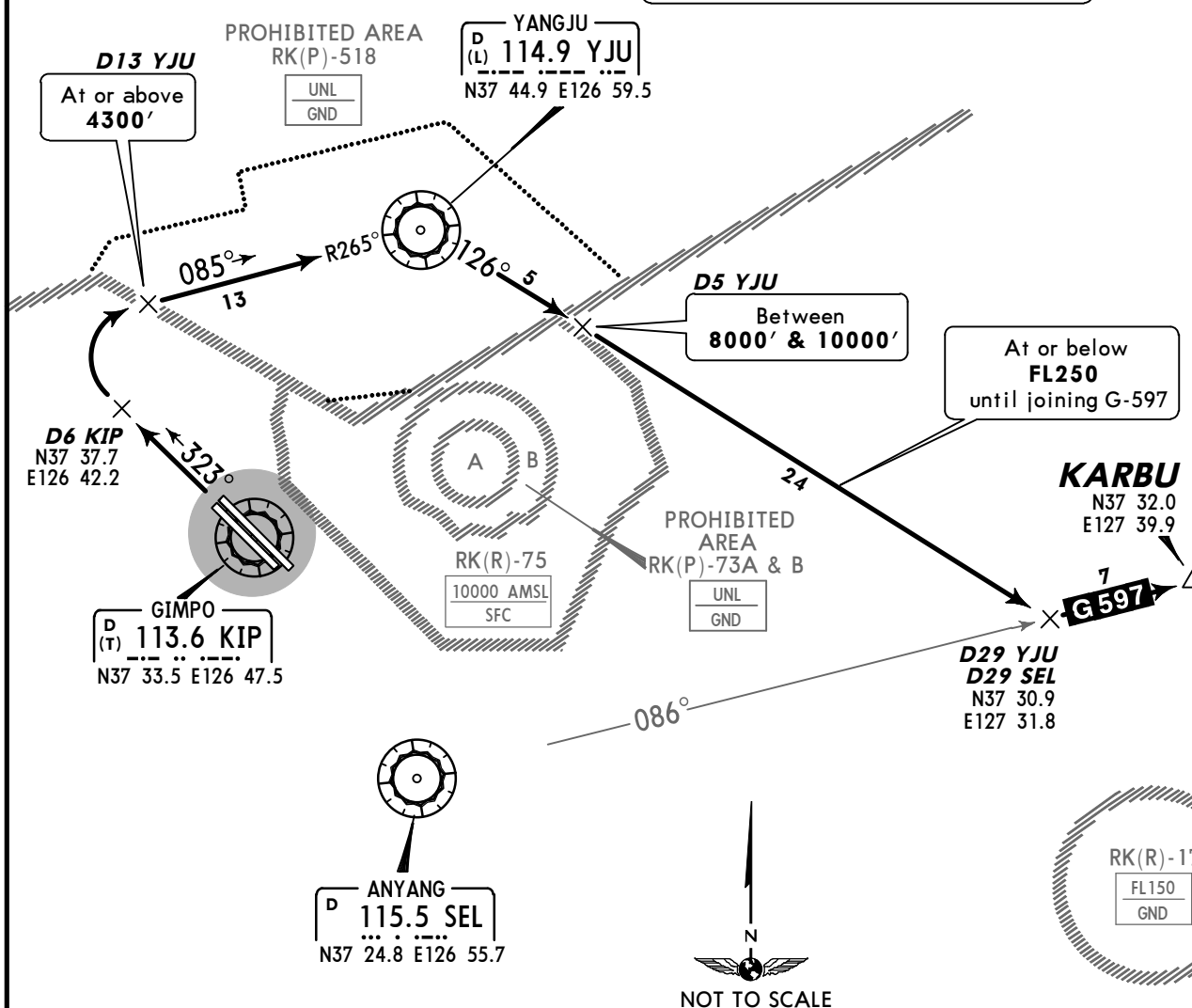
Trans level: FL140 Trans alt: 14000'
1. Request of this procedure shall be made at least 10 minutes prior to take-off.
2. Civil corridor operating hours:
Mon-Fri: 0700-1200 UTC;
Sat, Sun and holidays: 0300-1200 UTC.



KARBU ONE WHISKY (KARBU 1W) DEPARTURE
[KARB1W]
(RWYS 32L/R)

WARNING
Avoid penetration of RK(P)-73A & B and NORTH side of RK(P)-518 dotted line

WARNING RK(P)-73A & B
If an aircraft is seen flying through RK(P)-73B without proper clearance, a tracer warning shot will be fired. If the aircraft continues into RK(P)-73A it will be shot down without further warning. An exception to this will be civilian aircraft which has been identified as friendly.



Minimum climb gradient of 7.0% to 4300' for noise abatement, then resume normal climb gradient.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

LOST COMMS
See 10-3-0
LOST COMMS

INITIAL CLIMB

Climb on KIP R-323 to D6 KIP, then turn RIGHT to intercept YJU R-265/D13, then proceed to YJU. At YJU, turn RIGHT to track outbound on YJU R-126 until joining G-597.

NOISE ABATEMENT PROCEDURES

Night Flight Restriction (Curfew) for noise abatement.

All take-offs and landings are restricted from 1400 UTC to 2100 UTC, except in the following;

1. Emergency:

- a. Aircraft in an emergency condition.
- b. Aircraft which transport patients who need emergency medical assistance.
- c. Aircraft which need to take-off or land at Gimpo airport for typhoon evacuation.

2. Special Mission:

- a. Aircraft engaged in search and rescue operations.
- b. Aircraft used for national purposes designated by the relevant authorities.

3. Others:

- a. Arriving passenger aircraft delayed by abnormal conditions(adverse weather condition, closed runway, etc) at Gimpo airport or,
- b. Returning passenger aircraft diverted to any alternate airport within the INCHEON FIR where customs, immigration, quarantine and other services are not available.

**AIRCRAFT OPERATING PROCEDURES
(Except Helicopters)****Take off:**

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

- 1. Noise Abatement Department Procedure ONE (NADP ONE)
 - Thrust reduction at 1000 ft or 1500 ft above aerodrome elevation recommended.

Approach:**1. Delayed Flap Setting Procedures**

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

- a. When Rwy 14 in use;
 - After intercepting LOC, lower gear.
 - Maintain intermediate flap until FAF.
 - * Refer to speed restriction note on Jeppesen 10-9A.
 - At FAF, set flaps for landing and establish final approach speed.
- b. When Rwy 32 in use;
 - After 7 ILS/DME(8 DME from KIP), lower gear.
 - Maintain intermediate flap until FAF.
 - * Refer to speed restriction note on Jeppesen 10-9A.
 - At FAF, set flaps for landing and establish final approach speed.

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

2. Exceptions

The above procedures shall not be required after IAF (for Rwy 32) or intercept LOC (for Rwy 14) in adverse operating conditions such as:

- 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 AGL, or when the horizontal visibility is less than 1.9km (1 NM);
- c. When the crosswind component, including gusts, exceeds 15 kts;
- d. When the tailwind component, including gusts, exceeds 5 kts; and
- e. When wind shear has been reported or forecast.

22 JUN 12

10-4A

EFF 27 Jun 1600Z

SEOUL, KOREA
GIMPO INTL

NOISE ABATEMENT PROCEDURES (CONT'D)

Preferential Runway System:

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

2. Rwy 32 Operation Hours:

Operation Hours	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-offs are not available for all runways except in an unavoidable case for traffic flow or other reasons.

Run-up checks and idle power checks are allowed from 1400 UTC to 2100 UTC.

Aircraft flying along the VFR route for P73 shall maintain at or above 1500 ft while in Gimpo control zone for noise abatement, and use caution for traffic approaching Runway 32 at Gimpo airport.

OPERATIONAL RESTRICTIONS ON RUNWAY AND TAXIWAY**1. INTRODUCTION**

Runways and taxiways will be closed due to pavement repairs as follows from 1400 UTC 10 Apr 2014 to 2100 UTC 8 Aug 2014.

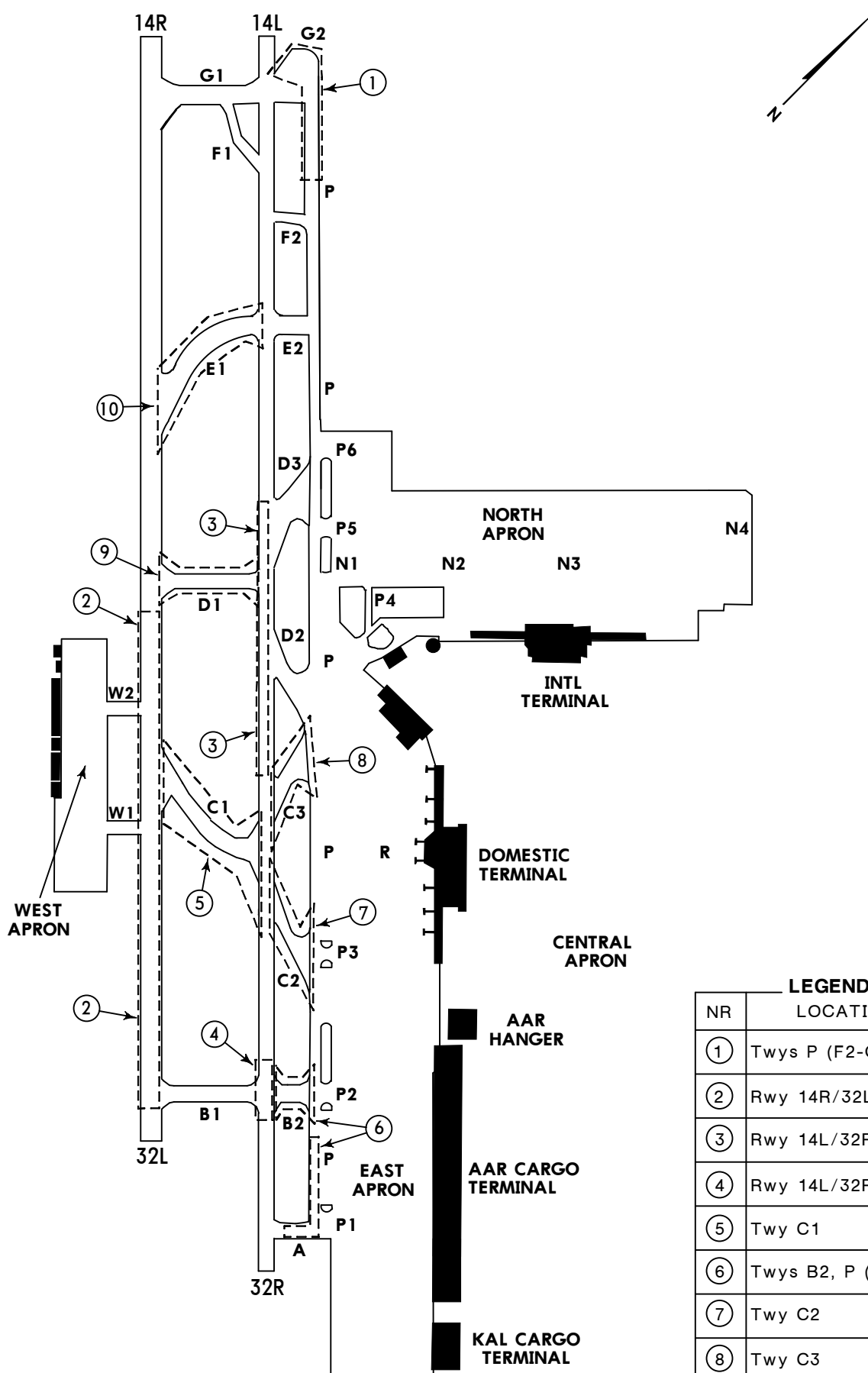
2. WORK AREAS

See 10-8A for construction diagram.

NR	Location	Period (2014)	Number of Days	Daily Work Hours (UTC)
①	Twys P (F2-G2), G2	10 Apr - 16 Apr	7	1400 - 2100
②	Rwy 14R/32L	17 Apr - 24 May	38	1100 - 2330
③	Rwy 14L/32R	25 May - 2 Jun	9	1400 - 2100
④	Rwy 14L/32R	3 Jun - 4 Jun	2	1400 - 2100
⑤	Twy C1	5 Jun - 17 Jun	13	1400 - 2100
⑥	Twys B2, P (A-B2)	18 Jun - 25 Jun	8	1400 - 2100
⑦	Twy C2	26 Jun - 7 Jul	12	1400 - 2330
⑧	Twy C3	8 Jul - 21 Jul	14	1400 - 2330
⑨	Twy D1	22 Jul - 2 Aug	12	1400 - 2100
⑩	Twy E1	3 Aug - 8 Aug	6	1400 - 2100

3. REMARKS

- Runway closing time can be changed by ATC instructions depending on circumstances such as low visibility and emergencies.
- Any change to the contents of this page will be notified through NOTAM.

OPERATIONAL RESTRICTIONS ON RUNWAY AND TAXIWAY**LEGEND**

NR	LOCATION
①	Twys P (F2-G2), G2
②	Rwy 14R/32L
③	Rwy 14L/32R
④	Rwy 14L/32R
⑤	Twy C1
⑥	Twys B2, P (A-B2)
⑦	Twy C2
⑧	Twy C3
⑨	Twy D1
⑩	Twy E1

*D-ATIS	GIMPO Delivery (PDC)	Ground		Tower		SEOUL Departure (R)			Also monitor
126.4	125.85	121.9	121.95	118.1	118.05	121.4	124.8	125.15	(121.5)

Aircraft shall not enter Twy N1 while an aircraft with wingspan greater than 213.3' (65m) is occupying Twy P.

Take-off and landing Rwy 14L/32R shall be restricted while A380 aircraft is occupying Twy P.

Aircraft with wingspan greater than 213.3' (65m) are not able to take-off or land on Rwy 14L/32R.

All aircraft shall taxi at 10 kts or greater on Twy P unless otherwise directed by ATC. Aircraft unable to comply shall notify ATC.

Unless otherwise cleared by ATC, aircraft are advised to vacate the runway as follows:

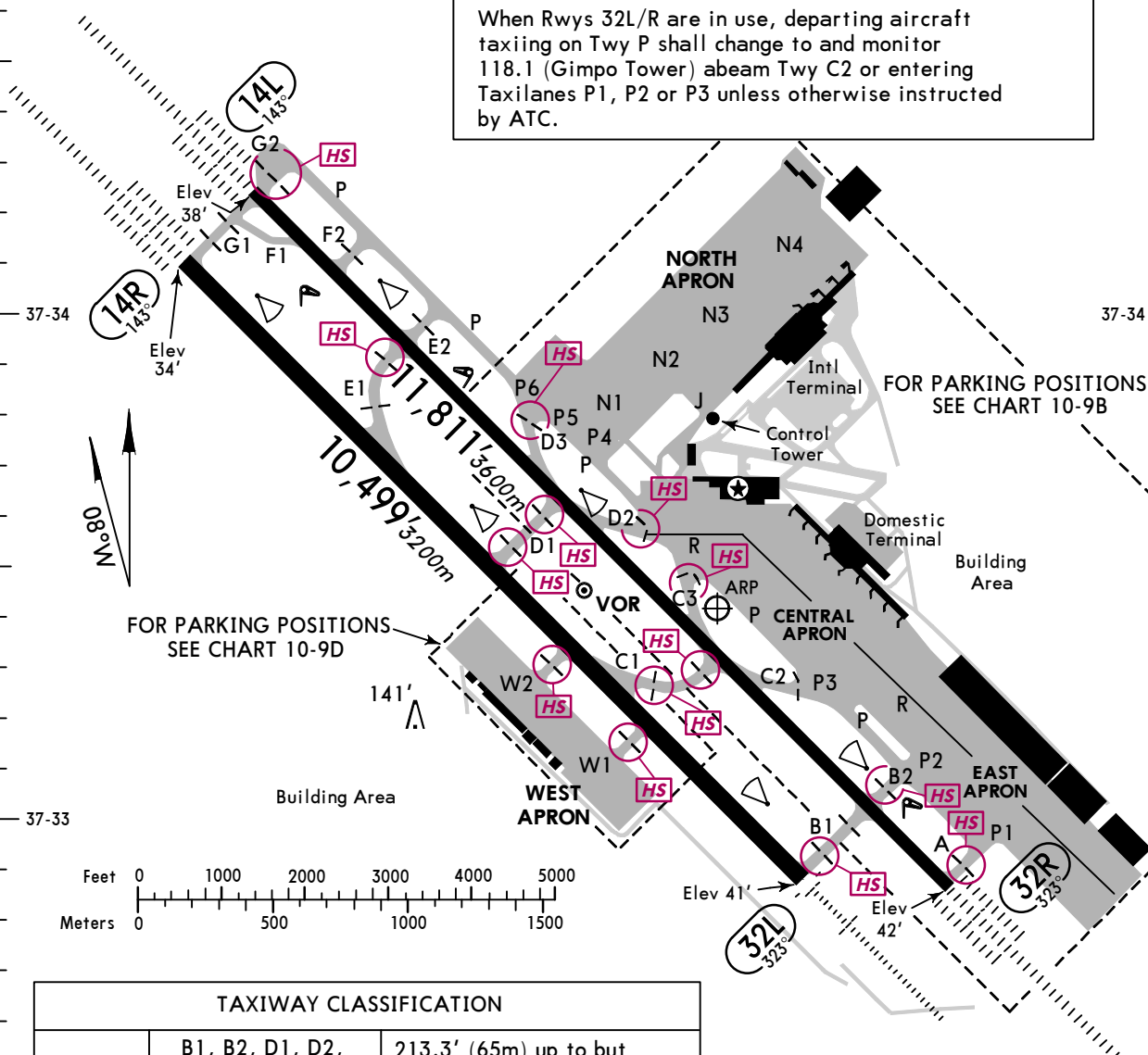
- aircraft landing on Rwy 32R vacate runway via D3
- aircraft landing on Rwy 32L vacate runway via E1
- aircraft landing on Rwy 14R vacate runway via C1
- aircraft landing on Rwy 14L vacate runway via C2

If unable to follow the above runway vacating routes, pilots should notify ATC.

Arriving aircraft shall change from Gimpo Tower to Gimpo Ground when entering Twy P from the runway.

When Rwy 14L/R are in use, departing aircraft taxiing on Twy P shall change to and monitor 118.1 (Gimpo Tower) abeam Twy E2 unless otherwise instructed by ATC.

When Rwy 32L/R are in use, departing aircraft taxiing on Twy P shall change to and monitor 118.1 (Gimpo Tower) abeam Twy C2 or entering Taxilanes P1, P2 or P3 unless otherwise instructed by ATC.



TAXIWAY CLASSIFICATION

Taxiway	B1, B2, D1, D2, D3, G1, G2, P	213.3' (65m) up to but not including 262.5' (80m).
	A, C1, C2, C3, E1, E2, F1, F2	170.6' (52m) up to but not including 213.3' (65m).
	W1, W2	49.2' (15m) up to but not including 78.7' (24m).
Taxilane	P1	213.3' (65m) up to but not including 262.5' (80m).
	N1, N2, N3, N4, P2, P3, P4, P5, P6, R	170.6' (52m) up to but not including 213.3' (65m).
	J	49.2' (15m) up to but not including 78.7' (24m).

LEGEND

-- RUNWAY HOLDING POSITION

○ HS HOT SPOT

GENERAL

All landings and take-offs are restricted from 1400-2100Z except for emergency.

Birds in vicinity of airport.

All arriving aircraft (except CAT A, B and Helicopter) shall maintain 160 Kts IAS or greater until 7.5 DME from KIP VOR. Aircraft unable to comply with the speed restriction shall advise ATC and state the acceptable speed.

ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION						USABLE LENGTHS		TAKE-OFF	WIDTH
RWY						Threshold	Glide Slope		
14R ① 32L	HIRL (60m) CL (15m) ALSF-II TDZ ② PAPI-L RVR						9472' 2887m	③	197' 60m
	HIRL (60m) CL (15m) ALSF-I ② PAPI-L RVR						9469' 2886m		
14L ① 32R	HIRL (60m) ALSF-II TDZ PAPI-L (angle 3.0°) RVR						10,692' 3259m	③	148' 45m
							10,673' 3253m		

① Runway grooved except for 984' (300m) inward from each threshold.

② Angle 3.0°.

③ TAKE-OFF RUN AVAILABLE:

RWY 14R

From Rwy head	10,499' (3200m)
Twy E1 int	6506' (1983m)
Twy D1 int	5282' (1610m)
Twy W2 int	3937' (1200m)
Twy C1 int	3018' (920m)
Twy W1 int	2625' (800m)

RWY 32L

From Rwy head	10,499' (3200m)
Twy W1 int	7874' (2400m)
Twy C1 int	6562' (2000m)
Twy W2 int	6562' (2000m)
Twy D1 int	5217' (1590m)
Twy E1 int	2999' (914m)

RWY 14L

From Rwy head	11,811' (3600m)
Twy F2 int	10,315' (3144m)
Twy E2 int	9104' (2775m)
Twy D3 int	6594' (2010m)
Twy D1 int	6594' (2010m)
Twy D2 int	5984' (1824m)
Twy C3 int	3904' (1190m)
Twy C1 int	3904' (1190m)
Twy C2 int	3281' (1000m)

RWY 32R

From Rwy head	11,811' (3600m)
Twy B2 int	10,325' (3147m)
Twy C2 int	7907' (2410m)
Twy C1 int	7907' (2410m)
Twy C3 int	7287' (2221m)
Twy D2 int	5217' (1590m)
Twy D1 int	5217' (1590m)
Twy D3 int	4593' (1400m)
Twy E1 int	2428' (740m)

TAKE-OFF

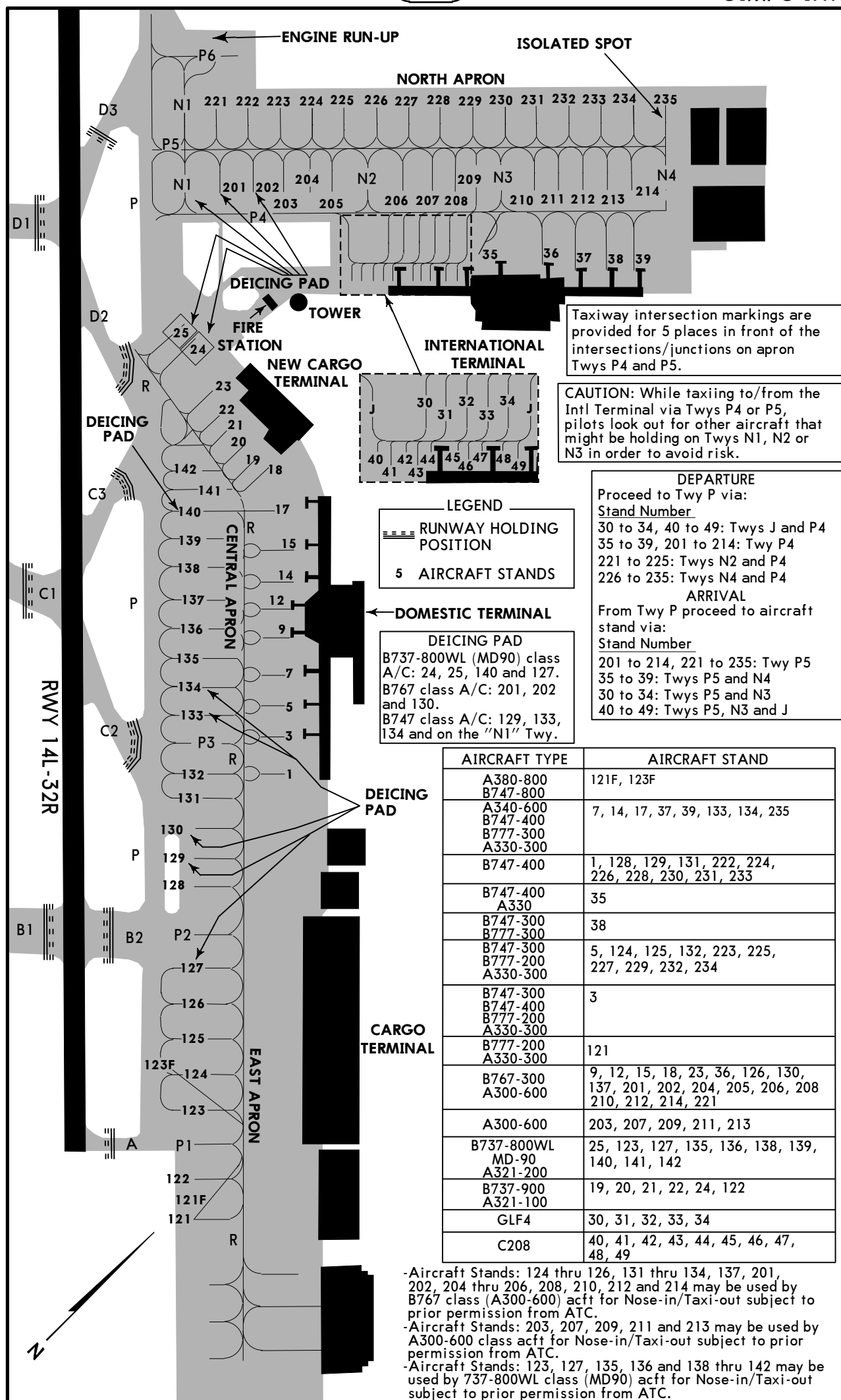
	All Rwys			
	HIRL, CL & RCLM and 3 RVR required.	HIRL & CL or RCLM	Other	
2 Eng	TDZ RVR 175m	② 550m	1 & 2 Eng	1600m
3 & 4 Eng	① Mid RVR 175m Rollout RVR 175m		3 & 4 Eng	800m

① When mid-point RVR is not available, apply RVR 350m.

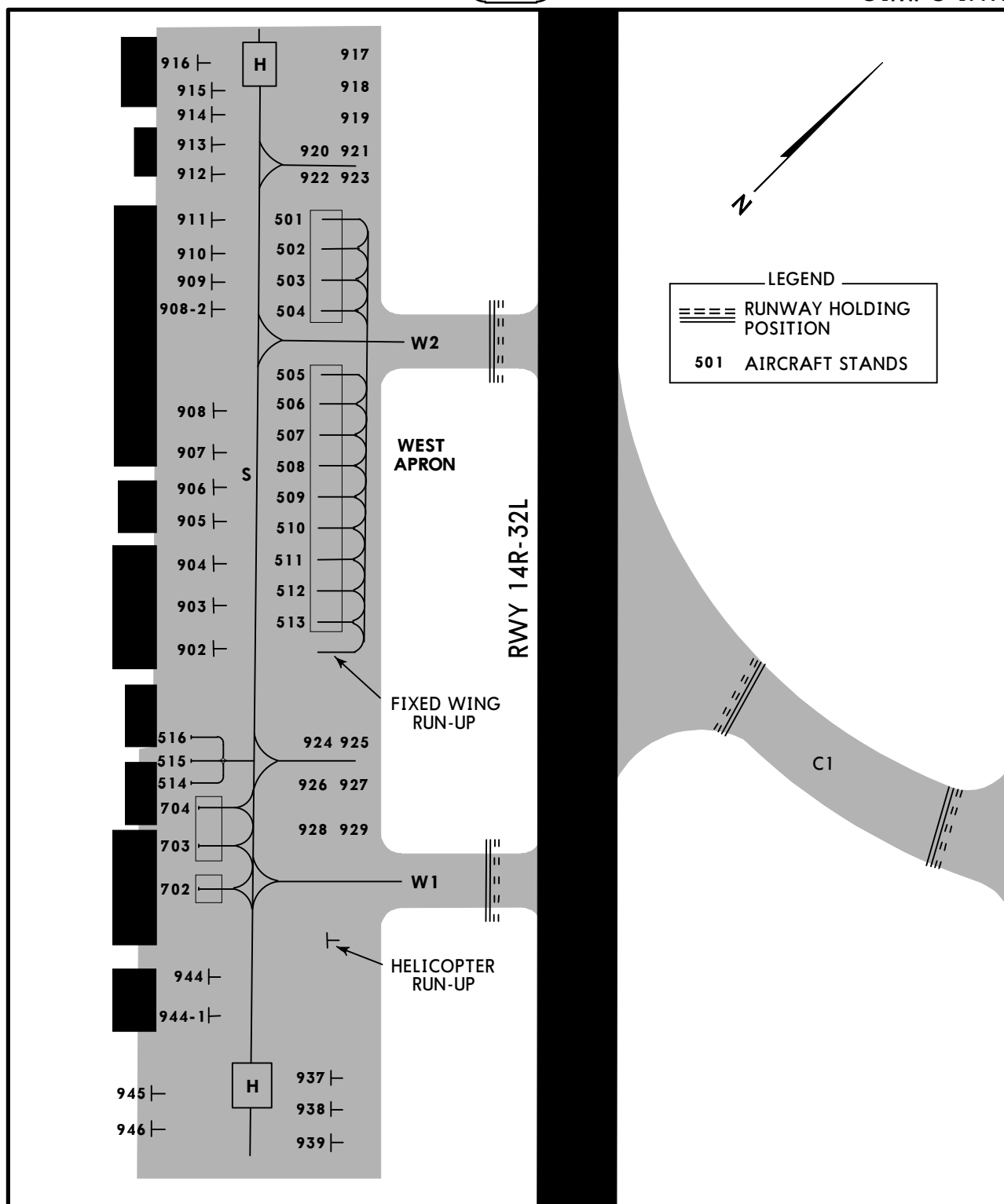
② Rwy 14R/32L, RVR/VIS is 500m.

FOR FILING AS ALTERNATE

	Precision	Non-Precision
A	600' - 3200m	800' - 3200m
B		
C		
D		



PARKING STAND COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
Central Apron		East Apron	
1, 3	N37 33.4 E126 48.3	121, 121F, 122	N37 32.9 E126 48.6
5	N37 33.4 E126 48.2	123, 123F, 124	N37 33.0 E126 48.5
7, 9	N37 33.5 E126 48.2	125 thru 127	N37 33.1 E126 48.4
12, 14	N37 33.5 E126 48.1		
15	N37 33.6 E126 48.1		
17, 18	N37 33.6 E126 48.0		
19 thru 21	N37 33.6 E126 47.9		
22, 23	N37 33.6 E126 47.8		
24, 25	N37 33.7 E126 47.7		
127	N37 33.1 E126 48.4		
128, 129	N37 33.2 E126 48.3		
130, 131	N37 33.2 E126 48.2		
132	N37 33.3 E126 48.2		
133	N37 33.3 E126 48.1		
134	N37 33.4 E126 48.1		
135 thru 138	N37 33.4 E126 48.0		
139 thru 142	N37 33.5 E126 47.9		
North Apron			
30	N37 33.9 E126 47.8		
31 thru 34	N37 33.9 E126 47.9		
35, 36	N37 34.0 E126 48.0		
37	N37 34.0 E126 48.1		
38	N37 34.1 E126 48.1		
39	N37 34.1 E126 48.2		
40, 41	N37 33.8 E126 47.8		
42, 43	N37 33.8 E126 47.9		
44 thru 49	N37 33.9 E126 47.9		
201, 202	N37 33.8 E126 47.6		
203	N37 33.8 E126 47.7		
204, 205	N37 33.9 E126 47.7		
206 thru 208	N37 34.0 E126 47.8		
209	N37 34.0 E126 47.9		
210	N37 34.1 E126 47.9		
211 thru 213	N37 34.1 E126 48.0		
214	N37 34.2 E126 48.1		
221, 222	N37 33.9 E126 47.5		
223, 224	N37 33.9 E126 47.6		
225	N37 34.0 E126 47.6		
226, 227	N37 34.0 E126 47.7		
228	N37 34.1 E126 47.7		
229, 230	N37 34.1 E126 47.8		
231 thru 233	N37 34.2 E126 47.9		
234	N37 34.2 E126 48.0		
235	N37 34.3 E126 48.0		



PARKING STAND COORDINATES - West Apron

STAND No.	COORDINATES	STAND No.	COORDINATES
501 thru 505	N37 33.3 E126 47.4	917 thru 919	N37 33.4 E126 47.3
506 thru 509	N37 33.2 E126 47.4	920	N37 33.3 E126 47.3
510 thru 513	N37 33.2 E126 47.5	921	N37 33.4 E126 47.3
514 thru 516	N37 33.1 E126 47.5	922, 923	N37 33.3 E126 47.3
702 thru 704	N37 33.1 E126 47.5	924, 925	N37 33.2 E126 47.5
902	N37 33.1 E126 47.5	926	N37 33.1 E126 47.5
903 thru 908	N37 33.2 E126 47.4	927 thru 929	N37 33.1 E126 47.6
908-2, 909	N37 33.2 E126 47.3	937, 938	N37 33.1 E126 47.7
910 thru 913	N37 33.3 E126 47.3	939	N37 33.0 E126 47.7
914 thru 916	N37 33.3 E126 47.2	944, 944-1, 945, 946	N37 33.0 E126 47.6

CAT II/III OPERATIONS

General

Gimpo International Airport RWY 14R has ILS CAT II/IIIa equipment.

Low Visibility Procedures are established for operation in a visibility of less than RVR 500m or a cloud ceiling of less than 60m (200FT).

- a. Low visibility operations will be initiated by broadcasting 'ATC LOW VISIBILITY PROCEDURES ARE IN OPERATION' via ATIS and/or appropriate radio frequencies.
- b. 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.

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

a. Approval for CAT II/III Operations

1. 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 Act, Article 54 and its Enforcement regulations Article 189, which are available from:

Flight Operations Division
Seoul Regional Aviation Administration
2850 Unseo-dong, Jung-gu, Incheon
400-718, Republic of Korea
Tel: 82-32-740-2154, 5
Fax: 82-32-740-2159

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

Pilots shall be informed when:

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

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

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

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

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 provision of the Enforcement Regulations of Aviation Act, Article 5 of 186.

- a. During low visibility operations, taxiway centerline lights will be used in conjunction with the stop bar lights as follows:
 1. If the stop bar lights are turned on, the centerline lights beyond the stop bar will be turned off.
 2. If the stop bar lights are turned off, the centerline lights beyond the stop bar will be turned on.

b. Arriving Aircraft

1. Aircraft shall vacate the runway via the designated exit taxiways as follows:

RWY 14R - B1, B2, C1, C2, P

Refer to RKSS 10-9G

2. 14R/32L runway exits have taxiway centerline lead off lights that are color coded (green/yellow) to indicate the portion of the taxiway that is within the ILS sensitive area.

3. Pilots are required to make a 'runway vacated' call when the entire aircraft has cleared the ILS critical sensitive areas.

c. 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 10-9H and 10-9K

d. Follow-me car service

1. 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.

2. Aircraft shall monitor the Gimpo Ground Control frequencies during taxiing.

Practice Approaches

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

Ramp Safety Management

Some roadways for GSE (Ground Service Equipment) vehicles crossing P1, P2, P3 taxilanes are marked in the form of a zipper.

Pilots shall give extra caution to the vehicles during taxiing because there are roadways for vehicle crossing R, P1, P2, P3, P4, P5 taxilanes in the ramp.

Some Code "A" aircraft stands (502, 503, 506-512) in the West Apron do not provide minimum clearance distance 10'(3m) from the apron safety line to the tail of an aircraft. Any vehicle, equipment, or person should obtain prior clearance from the Control Tower.

Some Code "E" aircraft stands (221-234) in the North Apron do not provide minimum clearance distance 25'(7.5m) from the apron safety line to the tail of an aircraft. Any vehicle, equipment, or person should obtain prior clearance from the Control Tower.

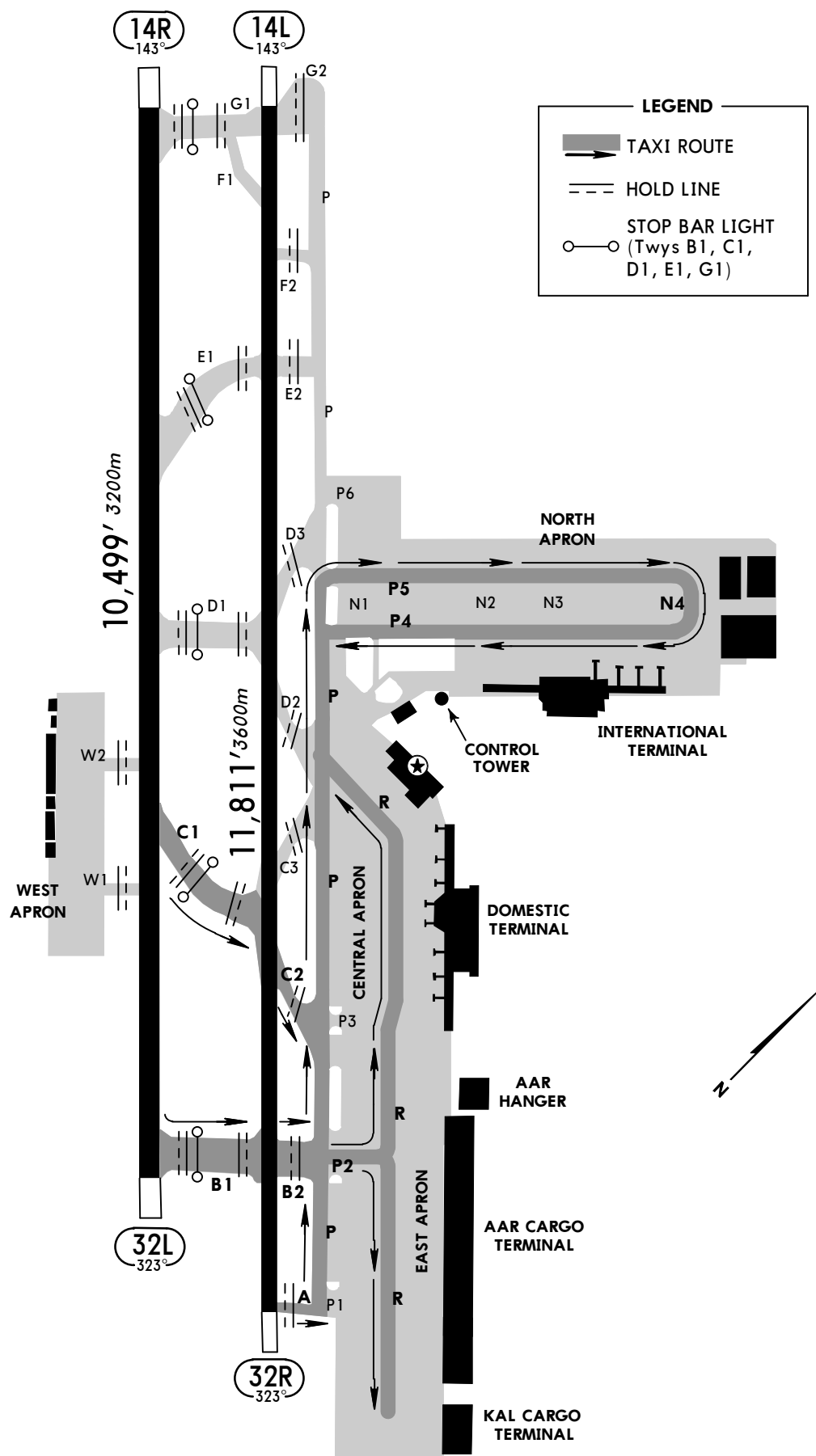
LESS THAN RVR 550m

Rwy 14L/R ARRIVAL

*D-ATIS	GIMPO Delivery (PDC)	Ground		Tower		SEOUL Departure (R)			Also monitor
126.4	125.85	121.9	121.95	118.1	118.05	121.4	124.8	125.15	(121.5)

Rwy 14L/R ARRIVAL TAXI ROUTE

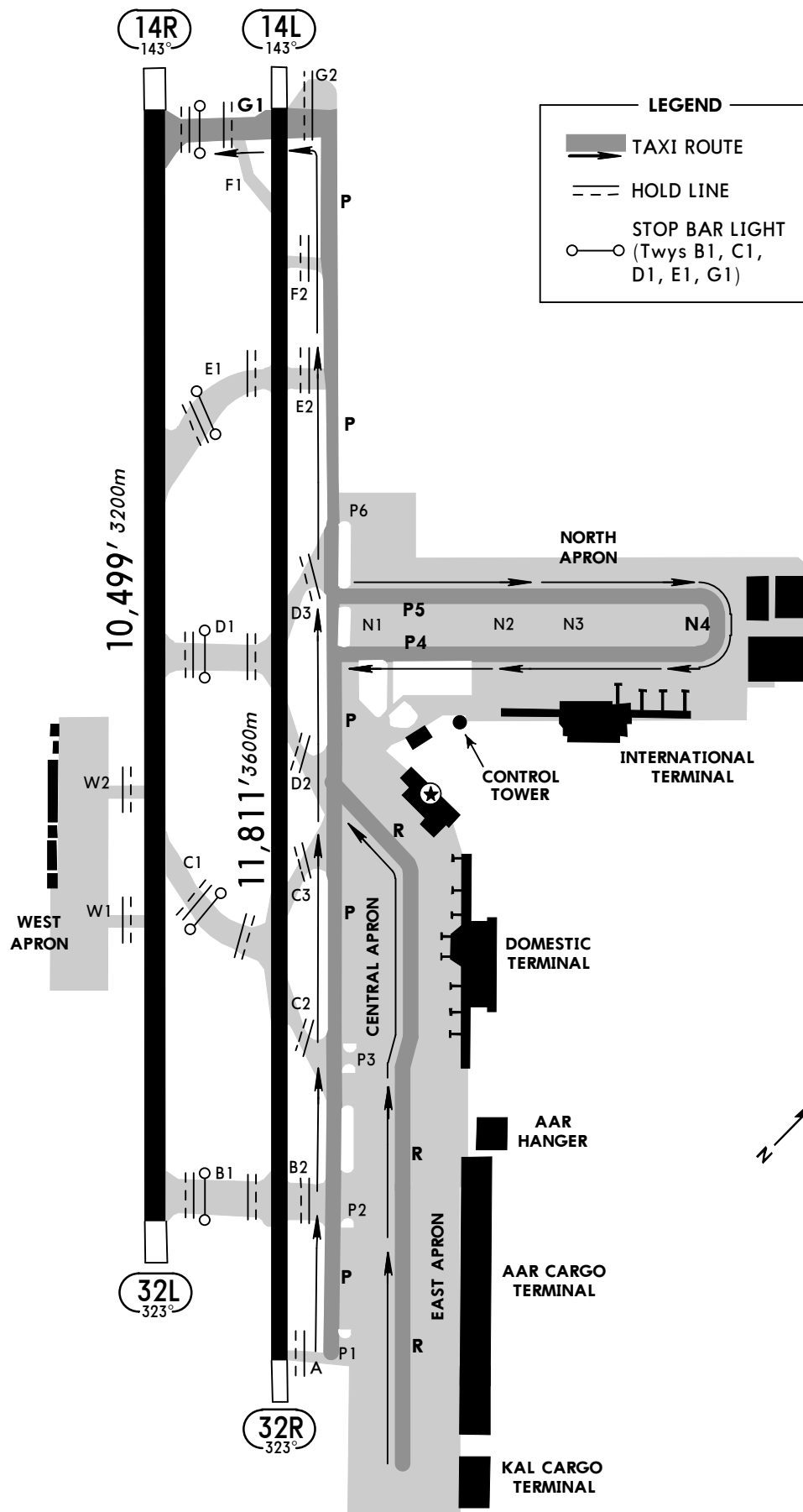
AVAILABLE ONLY TO AIRCRAFT WITH WINGSPANS LESS THAN 213.3' (65m)
AND OUTER MAIN GEAR WHEEL SPANS LESS THAN 45.9' (14m).



*D-ATIS	GIMPO Delivery (PDC)	Ground		Tower		SEOUL Departure (R)			Also monitor
126.4	125.85	121.9	121.95	118.1	118.05	121.4	124.8	125.15	(121.5)

Rwy 14L/R DEPARTURE TAXI ROUTE

AVAILABLE ONLY TO AIRCRAFT WITH WINGSPANS LESS THAN 213.3' (65m)
AND OUTER MAIN GEAR WHEEL SPANS LESS THAN 45.9' (14m).



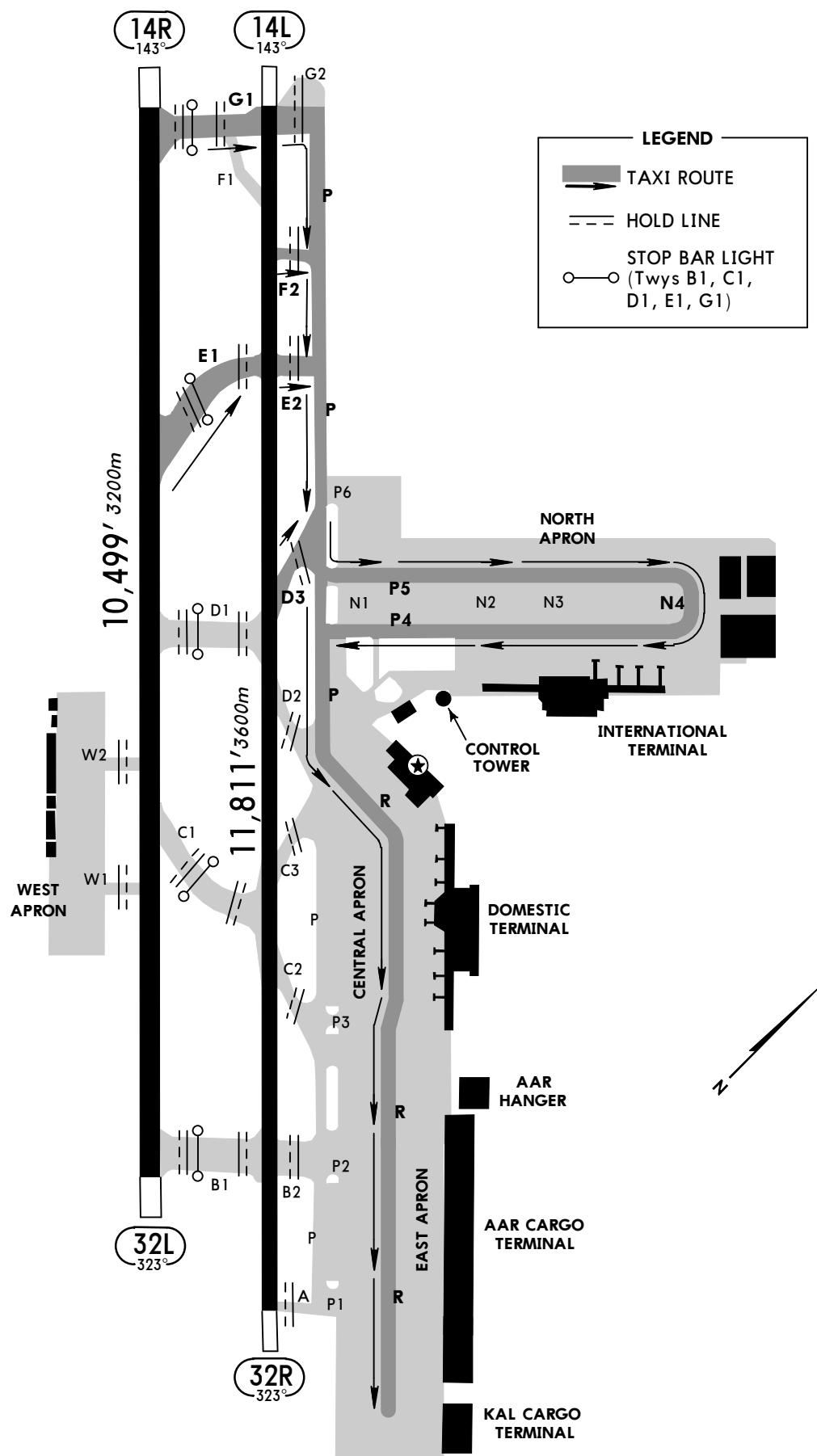
LESS THAN RVR 550m

Rwy 32L/R ARRIVAL

*D-ATIS	GIMPO Delivery (PDC)	Ground		Tower		SEOUL Departure (R)				Also monitor
126.4	125.85	121.9	121.95	118.1	118.05	121.4	124.8	125.15	(121.5)	

Rwy 32L/R ARRIVAL TAXI ROUTE

**AVAILABLE ONLY TO AIRCRAFT WITH WINGSPANS LESS THAN 213.3' (65m)
AND OUTER MAIN GEAR WHEEL SPANS LESS THAN 45.9' (14m).**



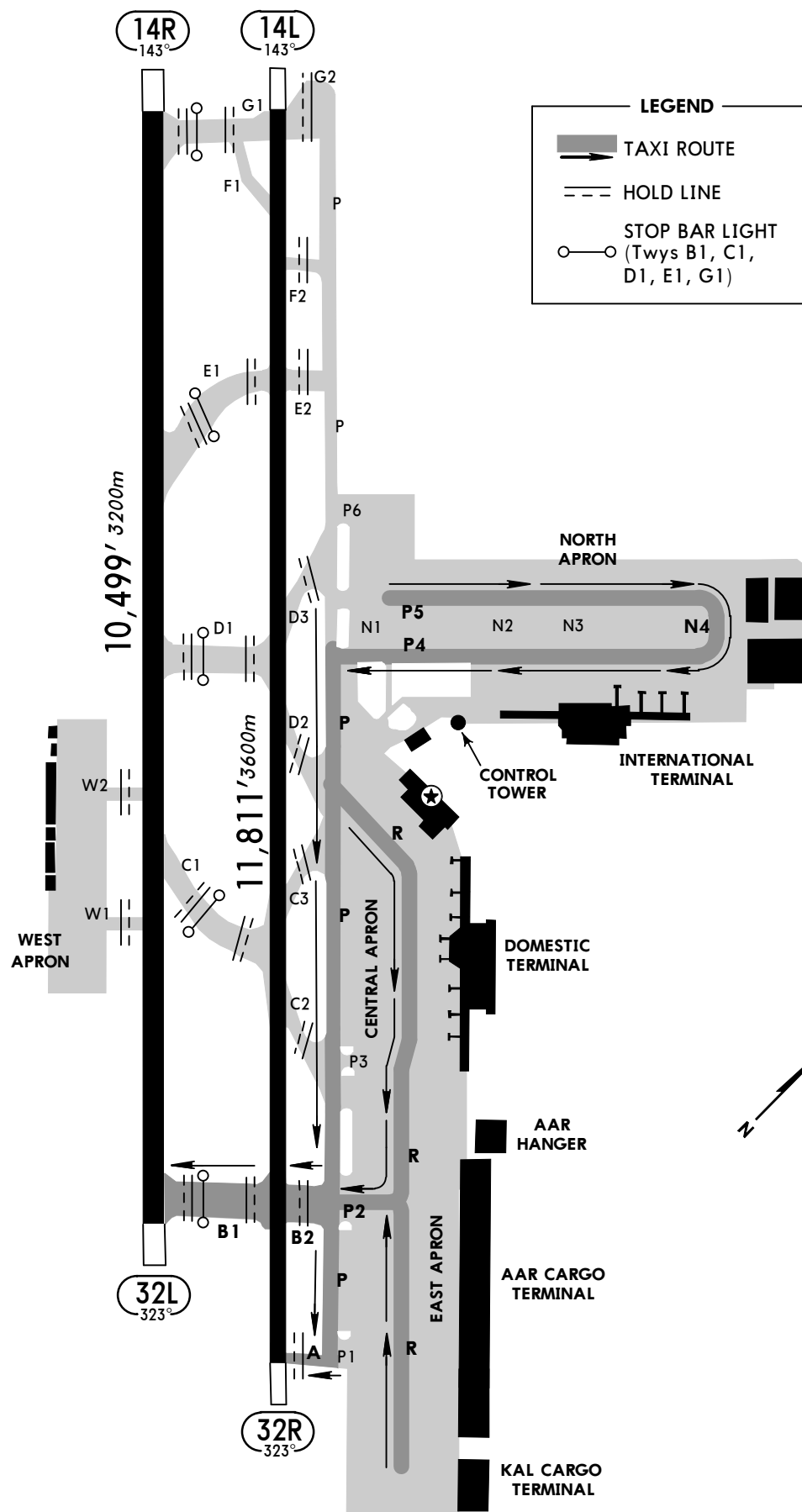
LESS THAN RVR 550m

Rwy 32L/R DEPARTURE

*D-ATIS	GIMPO Delivery (PDC)	Ground		Tower		SEOUL Departure (R)				Also monitor
126.4	125.85	121.9	121.95	118.1	118.05	121.4	124.8	125.15	(121.5)	

Rwy 32L/R DEPARTURE TAXI ROUTE

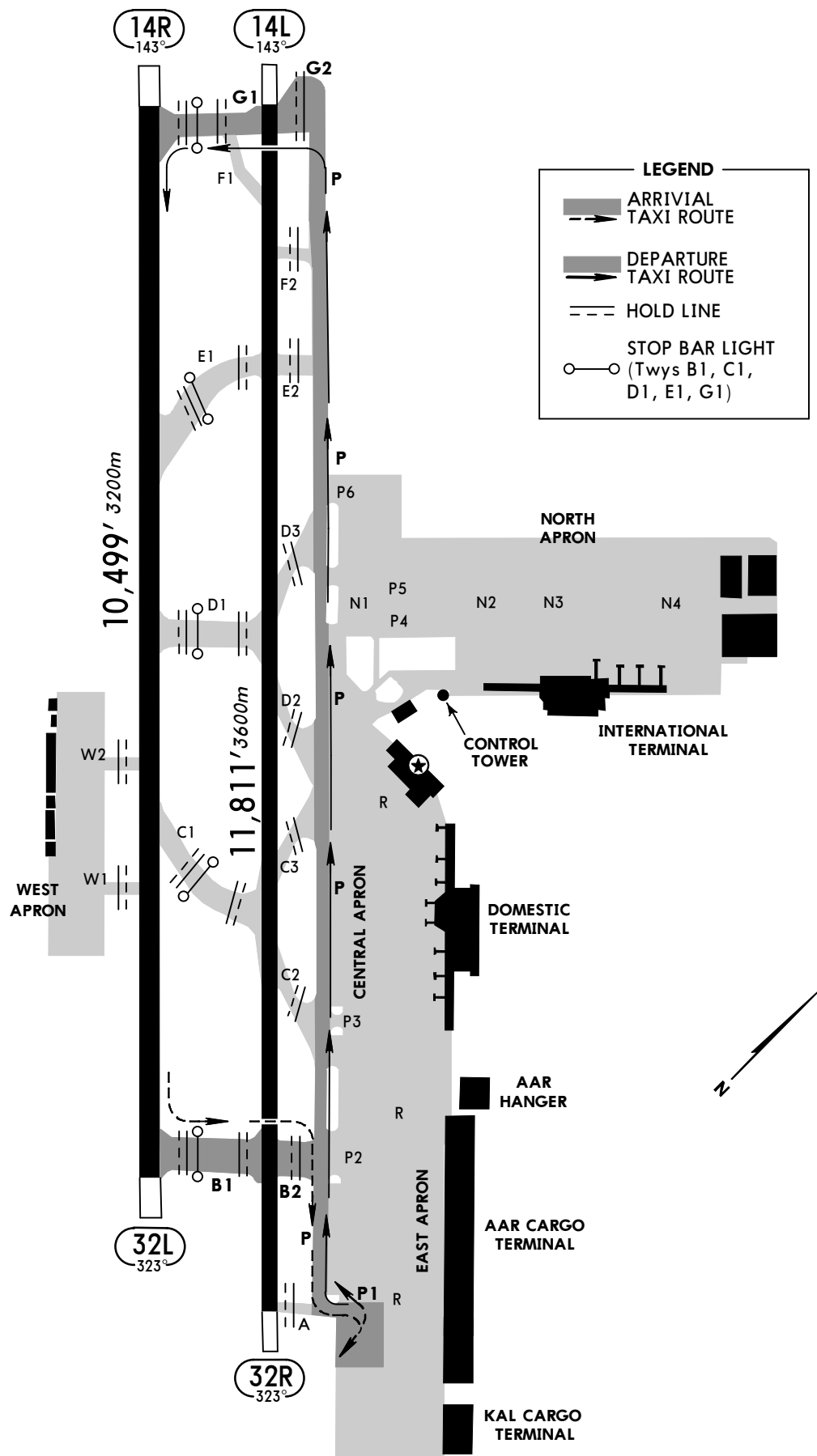
**AVAILABLE ONLY TO AIRCRAFT WITH WINGSPANS LESS THAN 213.3' (65m)
AND OUTER MAIN GEAR WHEEL SPANS LESS THAN 45.9' (14m).**



*D-ATIS	GIMPO Delivery (PDC)	Ground		Tower		SEOUL Departure (R)			Also monitor
126.4	125.85	121.9	121.95	118.1	118.05	121.4	124.8	125.15	(121.5)

CODE "F" AIRCRAFT Rwy 14R ARRIVAL AND DEPARTURE TAXI ROUTES

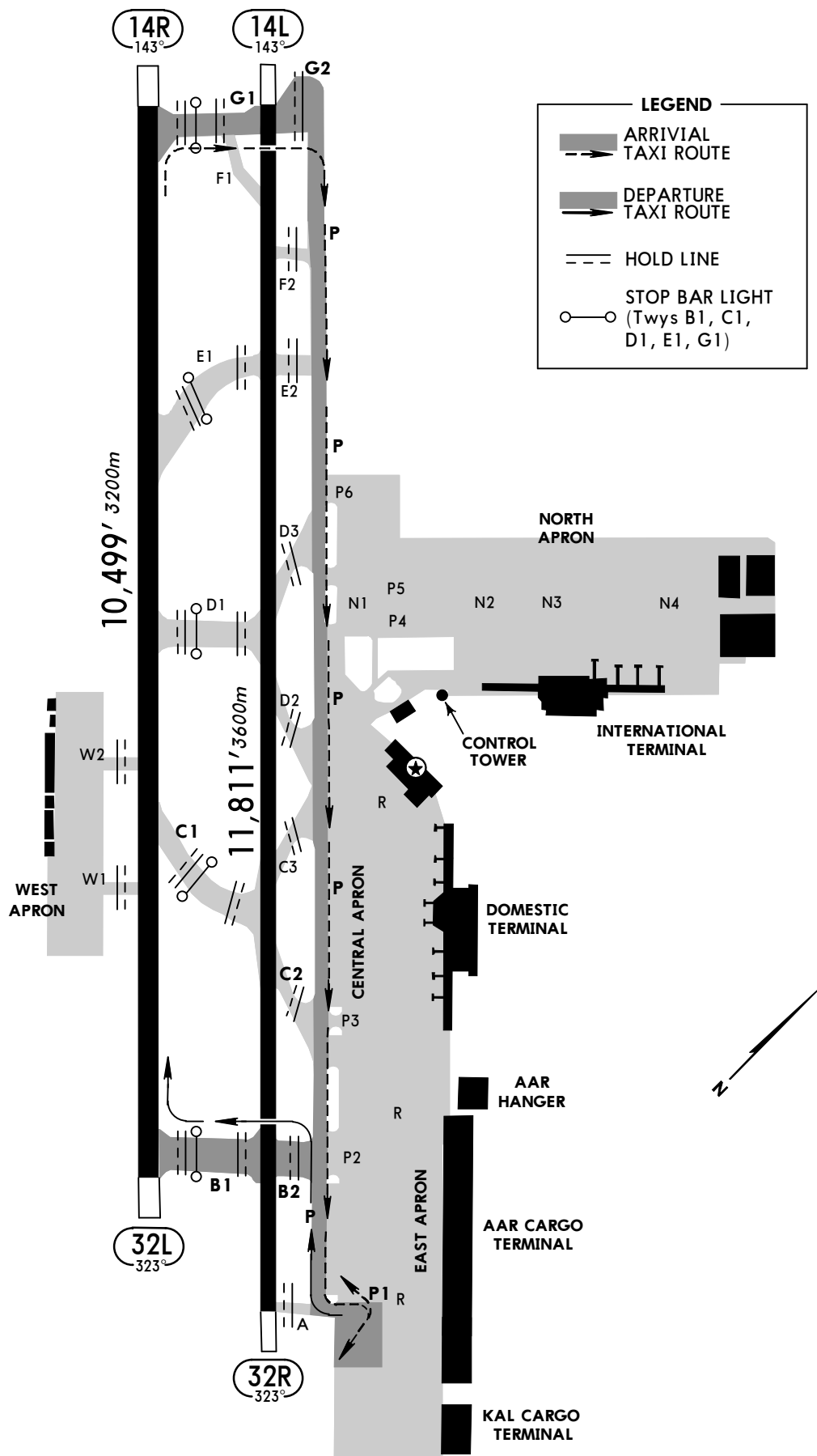
AVAILABLE ONLY TO AIRCRAFT WITH WINGSPANS BETWEEN 213.3' (65m) AND 262.5' (80m)
AND OUTER MAIN GEAR WHEEL SPANS BETWEEN 45.9' (14m) AND 52.5' (16m).



*D-ATIS	GIMPO Delivery (PDC)	Ground		Tower		SEOUL Departure (R)			Also monitor
126.4	125.85	121.9	121.95	118.1	118.05	121.4	124.8	125.15	(121.5)

CODE "F" AIRCRAFT Rwy 32L ARRIVAL AND DEPARTURE TAXI ROUTES

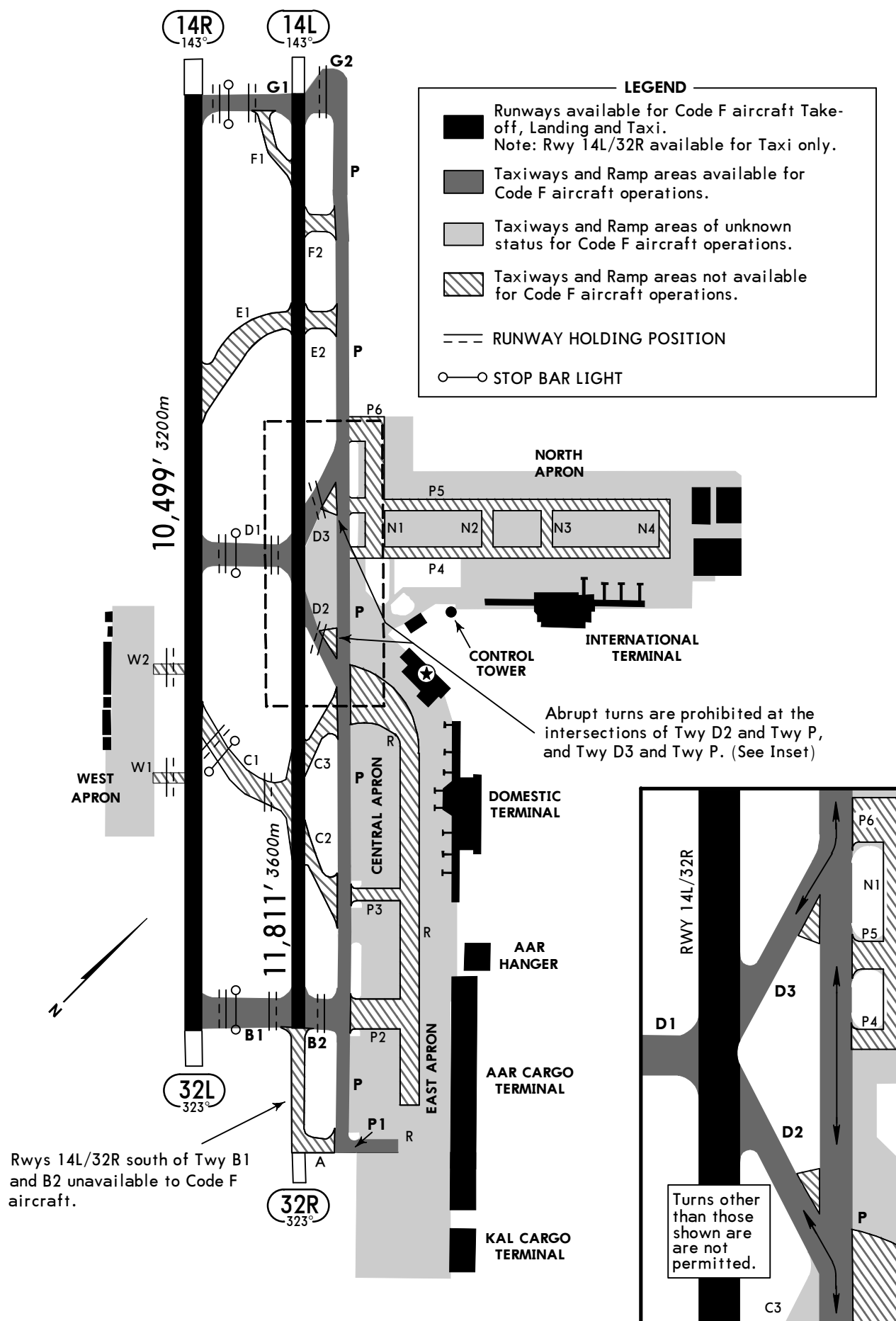
AVAILABLE ONLY TO AIRCRAFT WITH WINGSPANS BETWEEN 213.3' (65m) AND 262.5' (80m)
AND OUTER MAIN GEAR WHEEL SPANS BETWEEN 45.9' (14m) AND 52.5' (16m).



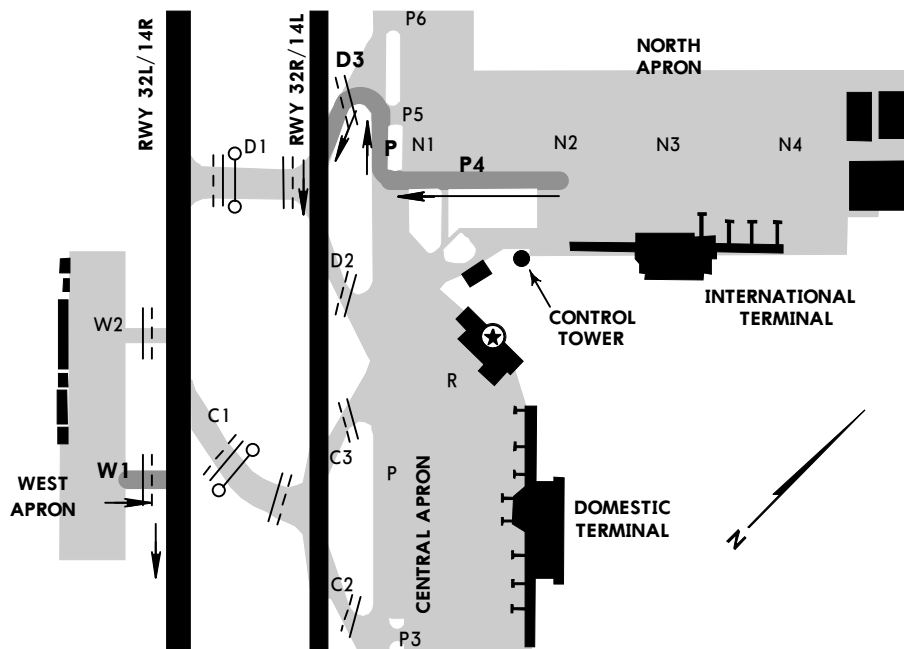
*D-ATIS	GIMPO Delivery (PDC)	Ground		Tower		SEOUL Departure (R)			Also monitor
126.4	125.85	121.9	121.95	118.1	118.05	121.4	124.8	125.15	(121.5)

CODE "F" AIRCRAFT AVAILABLE TAXI ROUTES

AVAILABLE ONLY TO AIRCRAFT WITH WINGSPANS BETWEEN 213.3' (65m) AND 262.5' (80m)
AND OUTER MAIN GEAR WHEEL SPANS BETWEEN 45.9' (14m) AND 52.5' (16m).



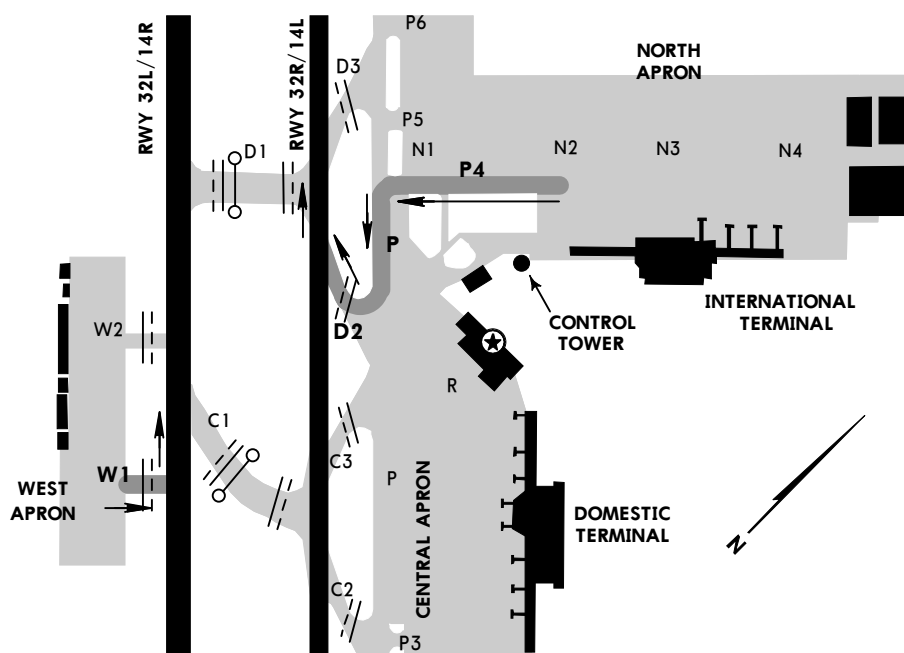
Rwys 14L/R DEPARTURE TAXI ROUTES

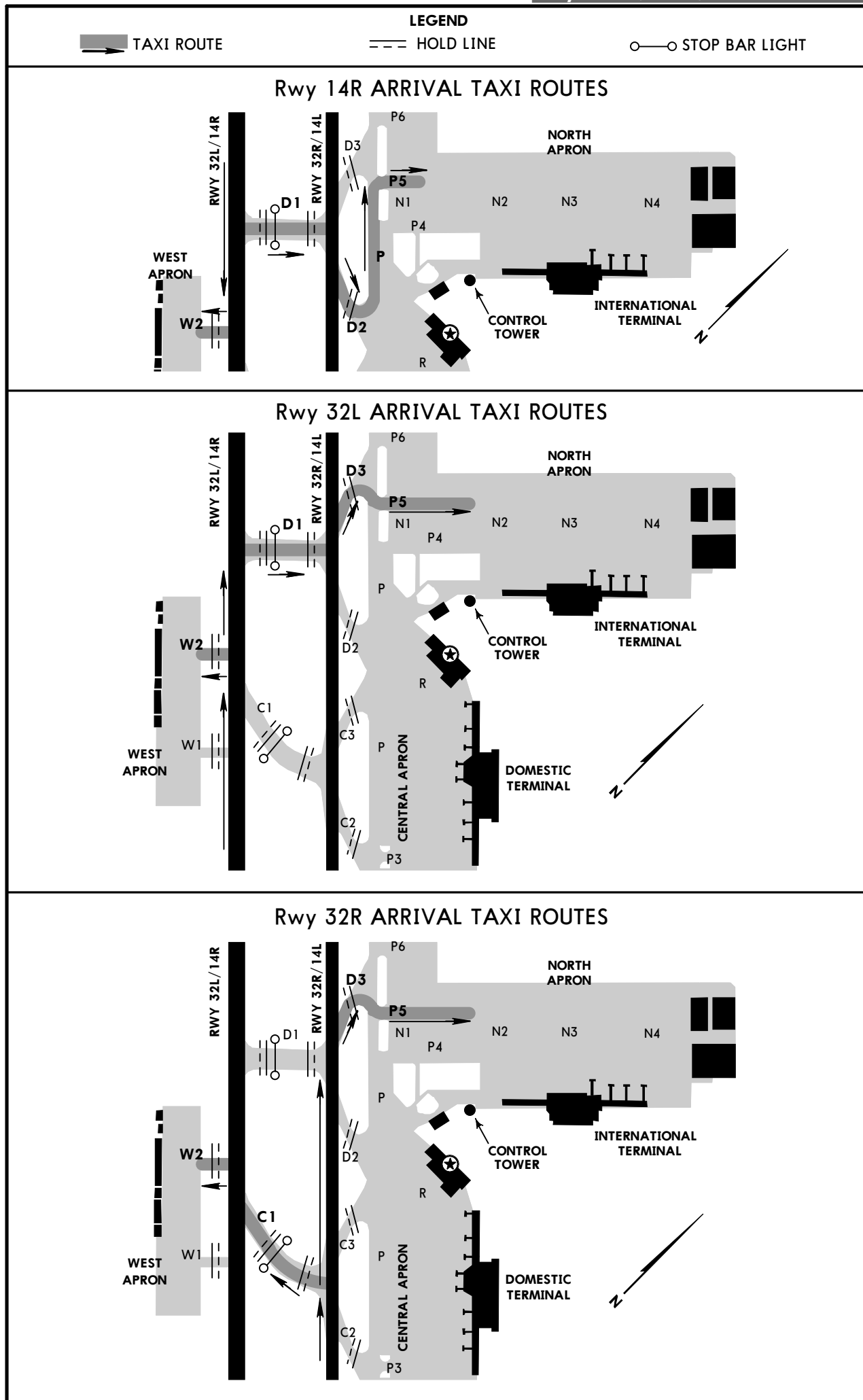


LEGEND

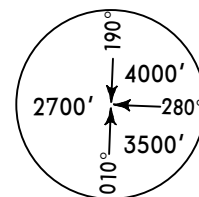
- TAXI ROUTE
- HOLD LINE
- STOP BAR LIGHT

Rwys 32L/R DEPARTURE TAXI ROUTES

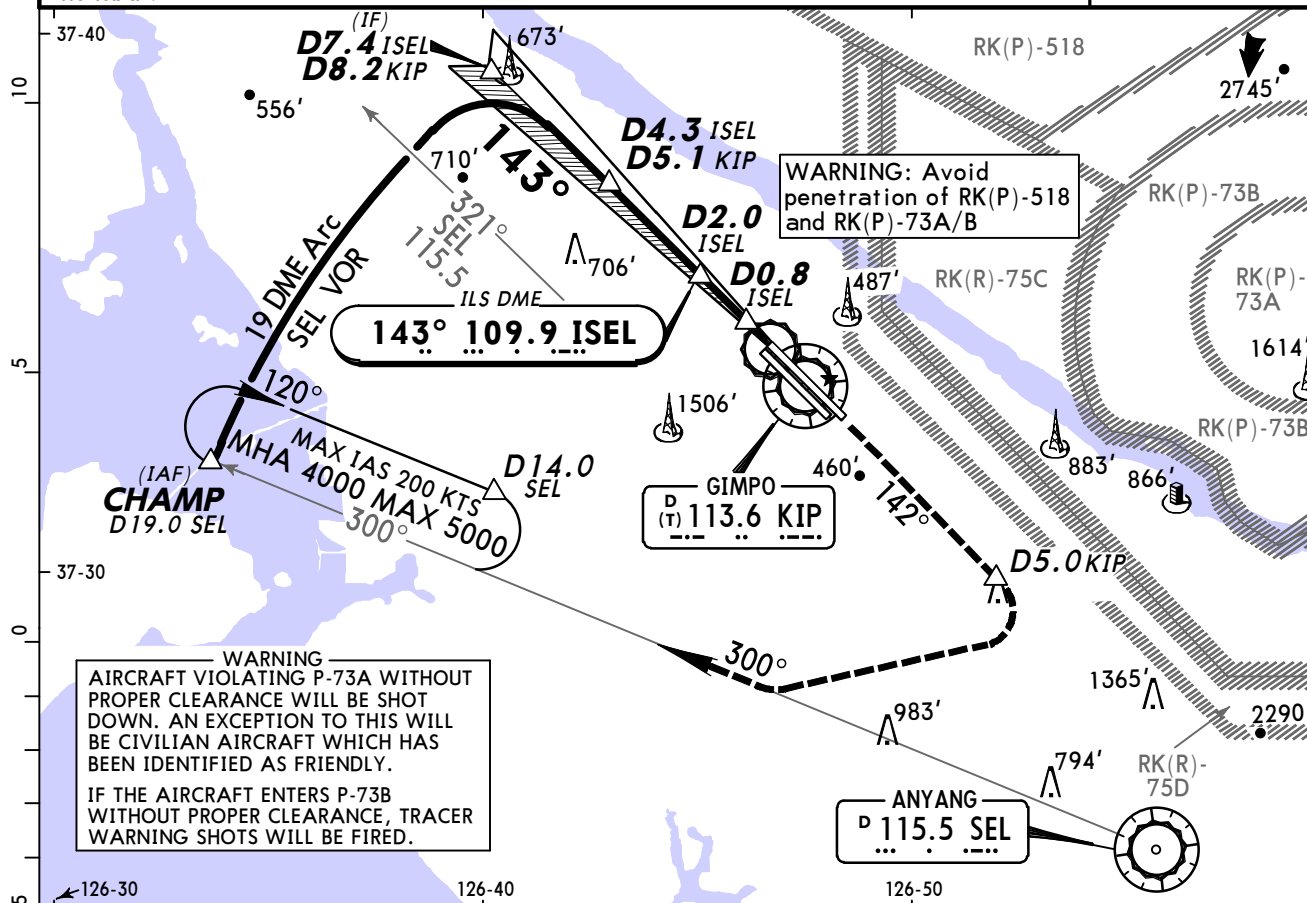




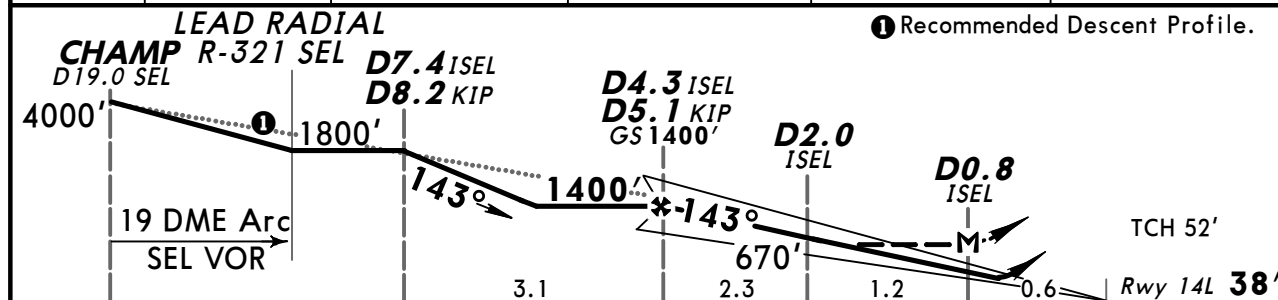
*D-ATIS 126.4	119.1	SEOUL Approach (R) 119.75 (Also monitor 121.5)	GIMPO Tower 118.1 118.05	Ground 121.9
LOC ISEL 109.9	Final Apch Crs 143°	GS D4.3 ISEL/D5.1 KIP 1400' (1362')	ILS DA(H) 238' (200')	Apt Elev 59' Rwy 14L 38'
MISSED APCH: Climb to 4000' on runway heading to D5.0 KIP VOR then turn RIGHT to intercept and proceed outbound via SEL VOR R-300 to CHAMP. Hold as published. Missed approach turn limited to a maximum of 220 KIAS.				
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 140 Trans alt: 14000' 1. DME required on an ILS/LOC approach. 2. Timing not authorized for defining the MAP.				



MSA ARP



LOC (GS out)	ISEL DME	4.0	3.0	2.0	1.0
	ALTITUDE	1336'	1018'	700'	382'



Gnd speed-Kts	70	90	100	120	140	160			ALSF-II			
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	PAPI		4000' on RWY		
MAP at D0.8 ISEL										hdg		

STRAIGHT-IN LANDING RWY14L				CIRCLE-TO-LAND			
ILS DA(H) 238' (200')		LOC (GS out) MDA(H) 430' (392')					
FULL	ALS out		ALS out				
A				A			
B				B			
C	RVR 720m VIS 800m	1200m		C			
D				D			

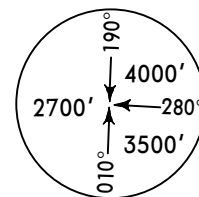
BRIEFING STRIP™



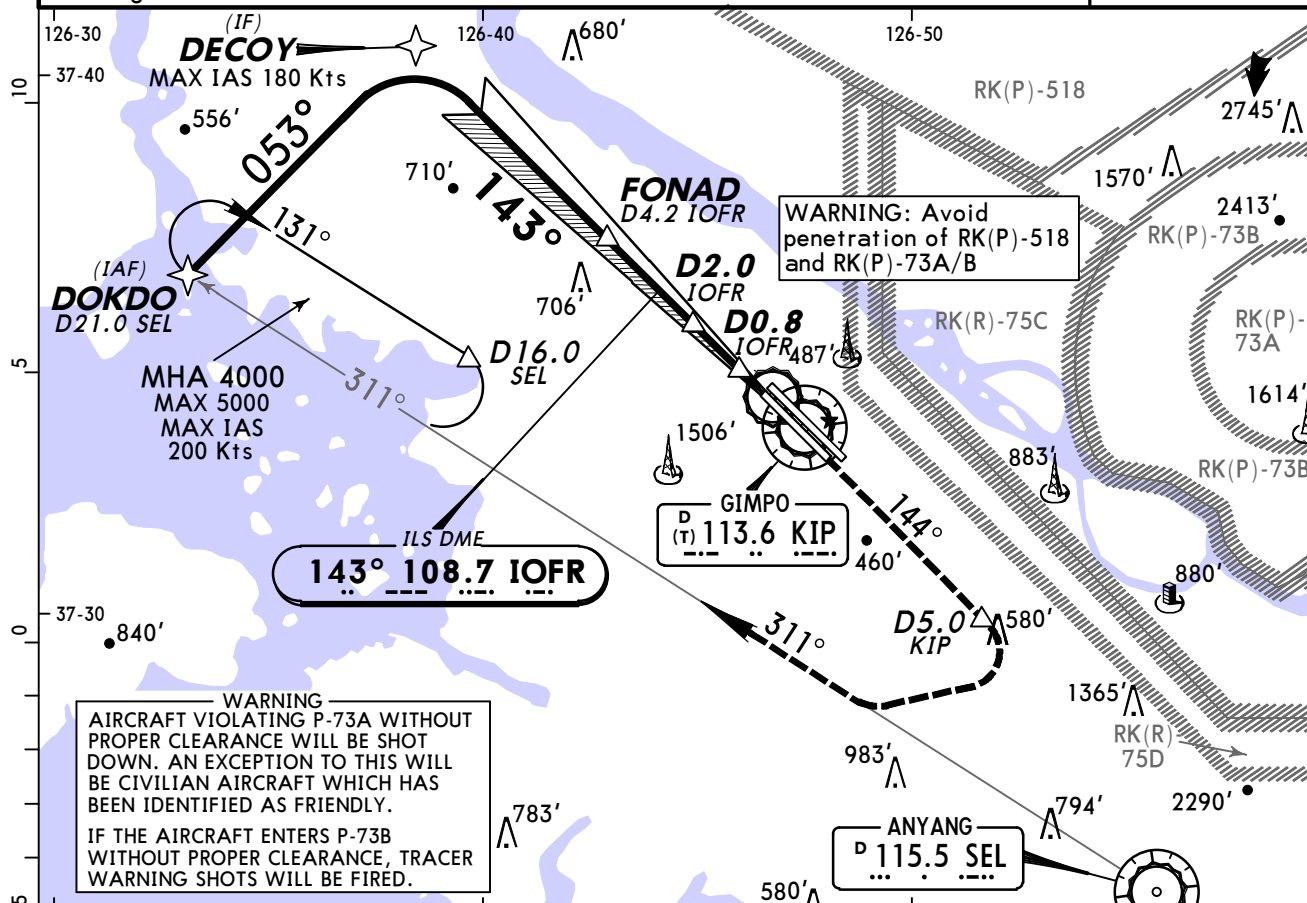
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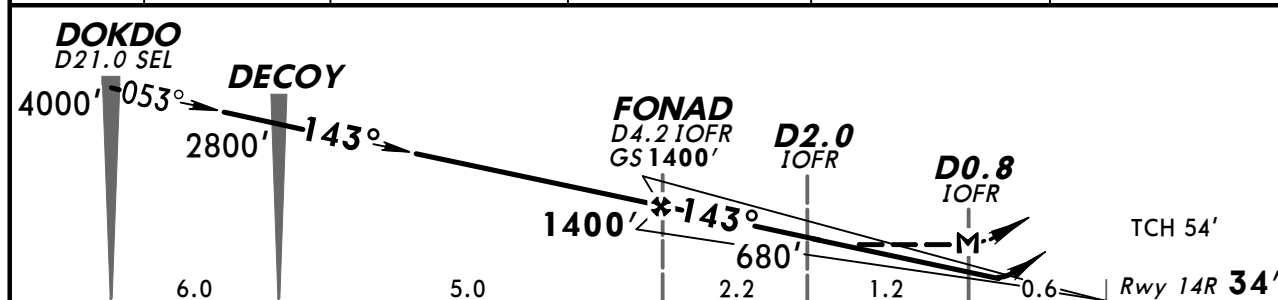
*D-ATIS 126.4	119.1	SEOUL Approach (R) 119.75 (Also monitor 121.5)	GIMPO Tower 118.1 118.05	Ground 121.9
LOC IOFR 108.7	Final Apch Crs 143°	GS FONAD 1400' (1366')	ILS DA(H) 234' (200')	Apt Elev 59' Rwy 14R 34'
MISSED APCH: Climb to 4000' on runway heading to D5.0 KIP VOR then turn RIGHT to intercept and proceed outbound via SEL VOR R-311 to DOKDO. Hold as published. Missed approach turn limited to a maximum of 220 KIAS.				
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 140 Trans alt: 14000' 1. GNSS or DME DME/IRU required. 2. ATS surveillance service required. 3. DME required on an ILS/LOC approach. 4. RNAV 1 operation. 5. Timing not authorized for defining the MAP.				



MSA ARP



LOC (GS out)	IOFR DME	4.0	3.0	2.0	1.0
	ALTITUDE	1336'	1018'	700'	382'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.8 IOFR						

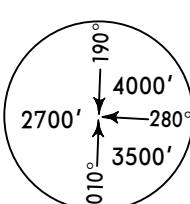
ALSF-II

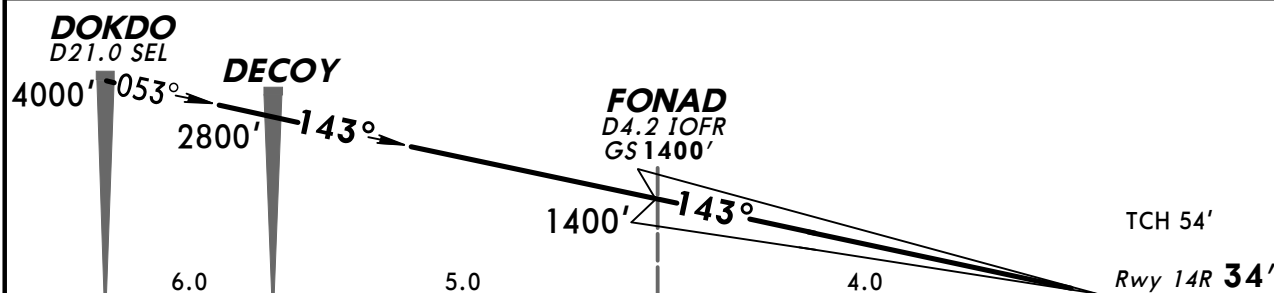
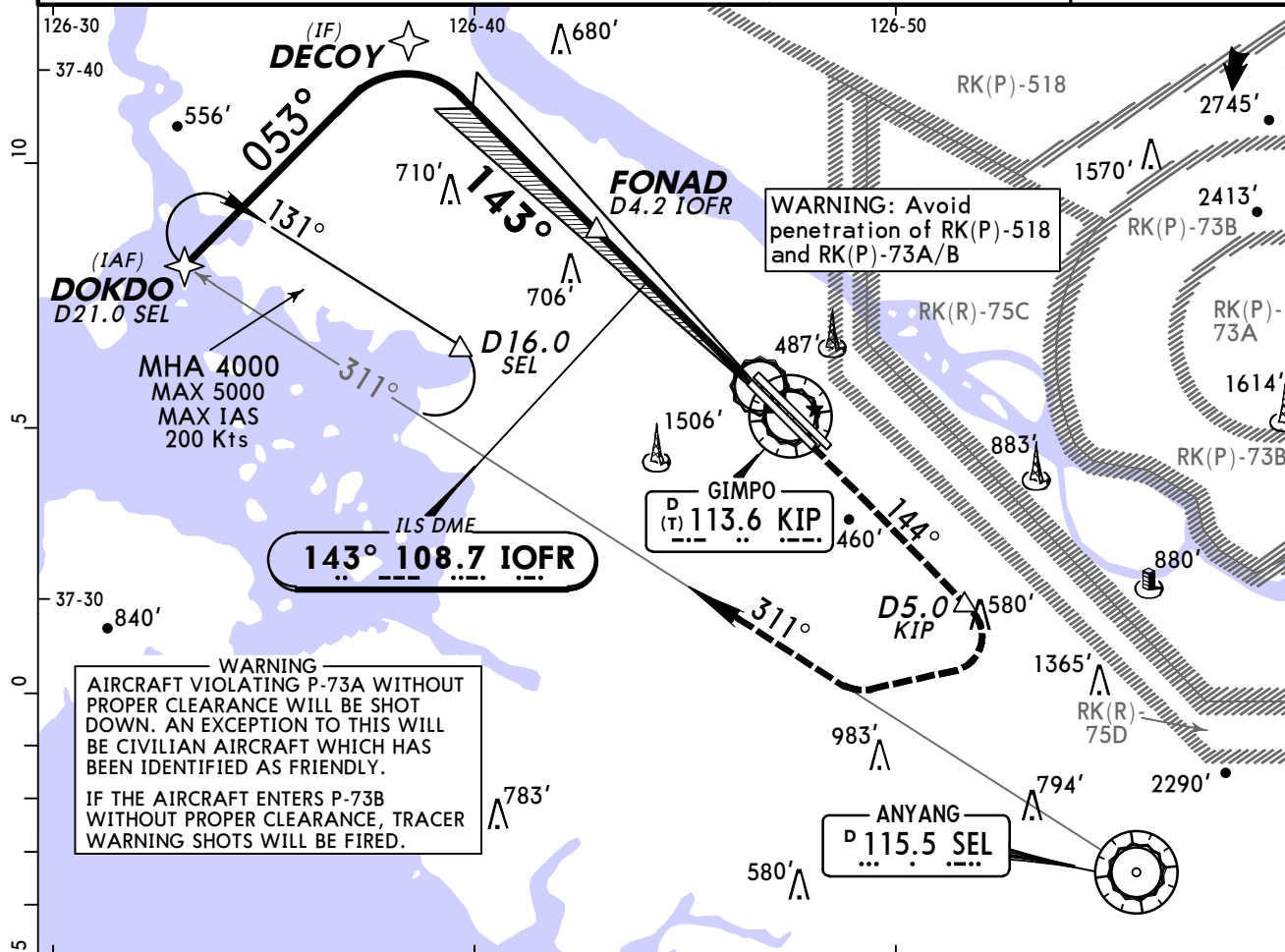
PAPI

4000' on RWY hdg

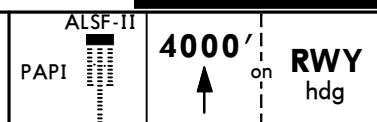
STRAIGHT-IN LANDING RWY14R				CIRCLE-TO-LAND			
ILS DA(H) 234' (200')		LOC (GS out) MDA(H) 420' (386')					
FULL	ALS out		ALS out				
A				A			
B				B			
C	RVR 550m VIS 800m	1200m		C			
D				D			

BRIEFING STRIP™

*D-ATIS 126.4		119.1	SEOUL Approach (R) 119.75 (Also monitor 121.5)		GIMPO Tower 118.1 118.05		Ground 121.9
LOC IOFR 108.7	Final Apch Crs 143°	GS FONAD 1400' (1366')	CAT IIIA Refer to Minimums	CAT II ILS RA 100' DA(H) 134' (100')	Apt Elev 59' Rwy 14R 34'	 MSA ARP	
MISSED APCH: Climb to 4000' on runway heading to D5.0 KIP VOR then turn RIGHT to intercept and proceed outbound via SEL VOR R-311 to DOKDO. Hold as published.							
Missed approach turn limited to a maximum of 220 KIAS.							
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 140 Trans alt: 14000'							
1. Special Aircrew & Aircraft Certification Required. 2. GNSS or DME DME/IRU required. 3. ATS surveillance service required. 3. DME required on an ILS/LOC approach. 4. RNAV 1 operation. 5. Timing not authorized for defining the MAP.							



<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>GS</i> 3.00°	372	478	531	637	743	849



STRAIGHT-IN LANDING RWY14R

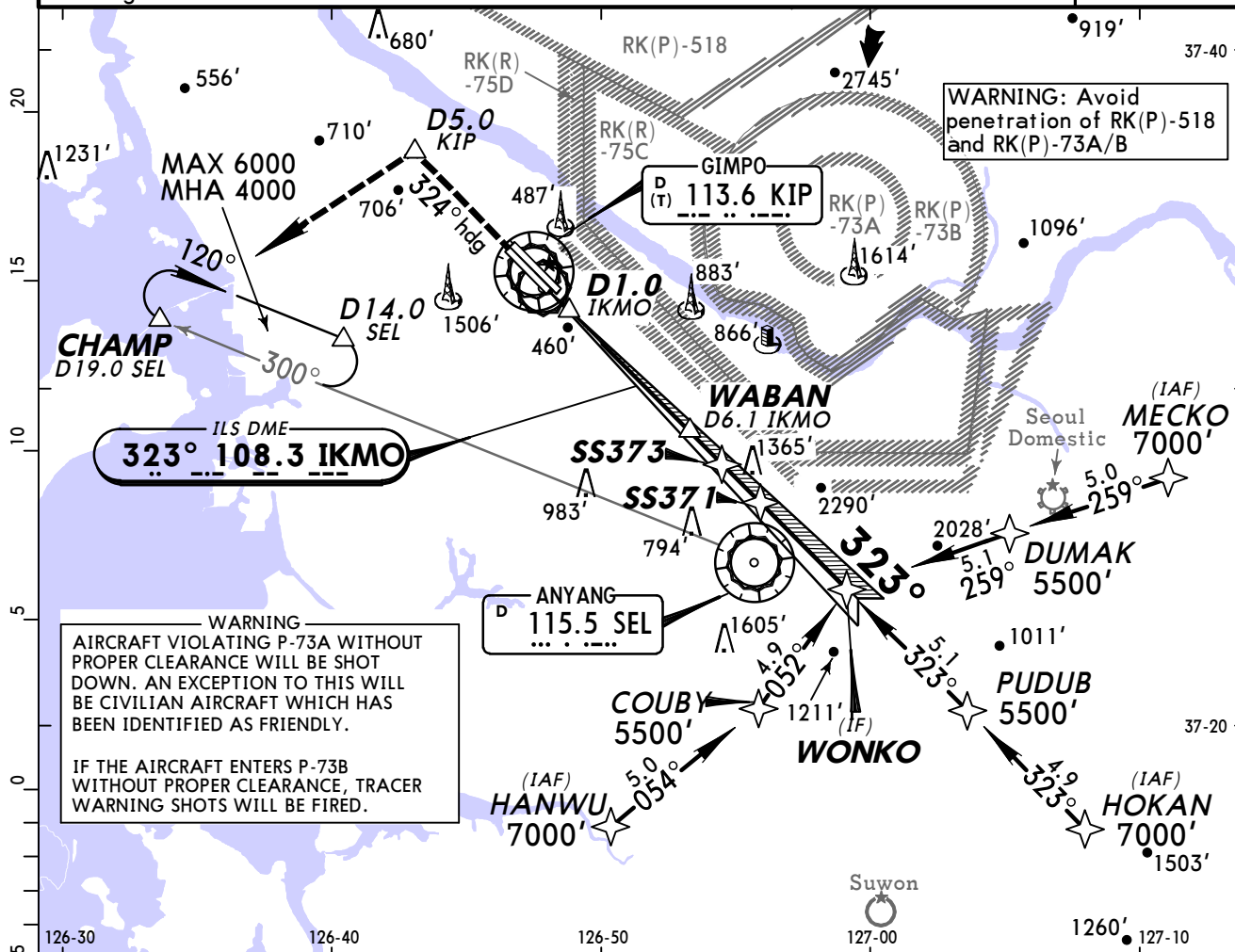
CAT IIIA ILS

CAT II ILS
RA 100'
DA(H) **134'** (100')

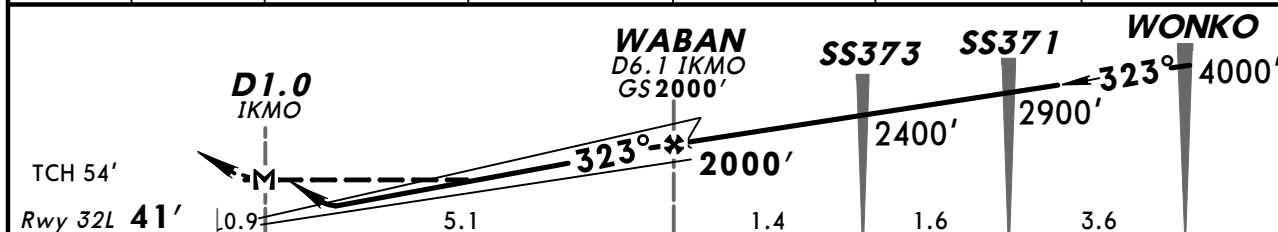
PANS OPS 4

A	NA	RVR 300m
B		
C	RVR 175m	
D		

*D-ATIS 126.4	SEOUL Approach (R) 119.1	Also monitor 119.75 (121.5)	GIMPO Tower 118.1	118.05	Ground 121.9
LOC IKMO 108.3	Final Apch Crs 323°	GS WABAN 2000' (1959')	ILS DA(H) 241' (200')	Apt Elev 59' Rwy 32L 41'	
MISSED APCH: After 500', climb on heading 324° to D5.0 KIP VOR. Continue climb to 4000'. LEFT turn direct to CHAMP. Hold as published. Missed approach turn limited to a maximum of 220 KIAs.					
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 140 Trans alt: 14000' 1. GNSS or DME DME/IRU required. 2. ATS surveillance service required. 3. DME required on an ILS/LOC approach. 4. RNAV 1 operation. 5. Timing not authorized for defining the MAP.					



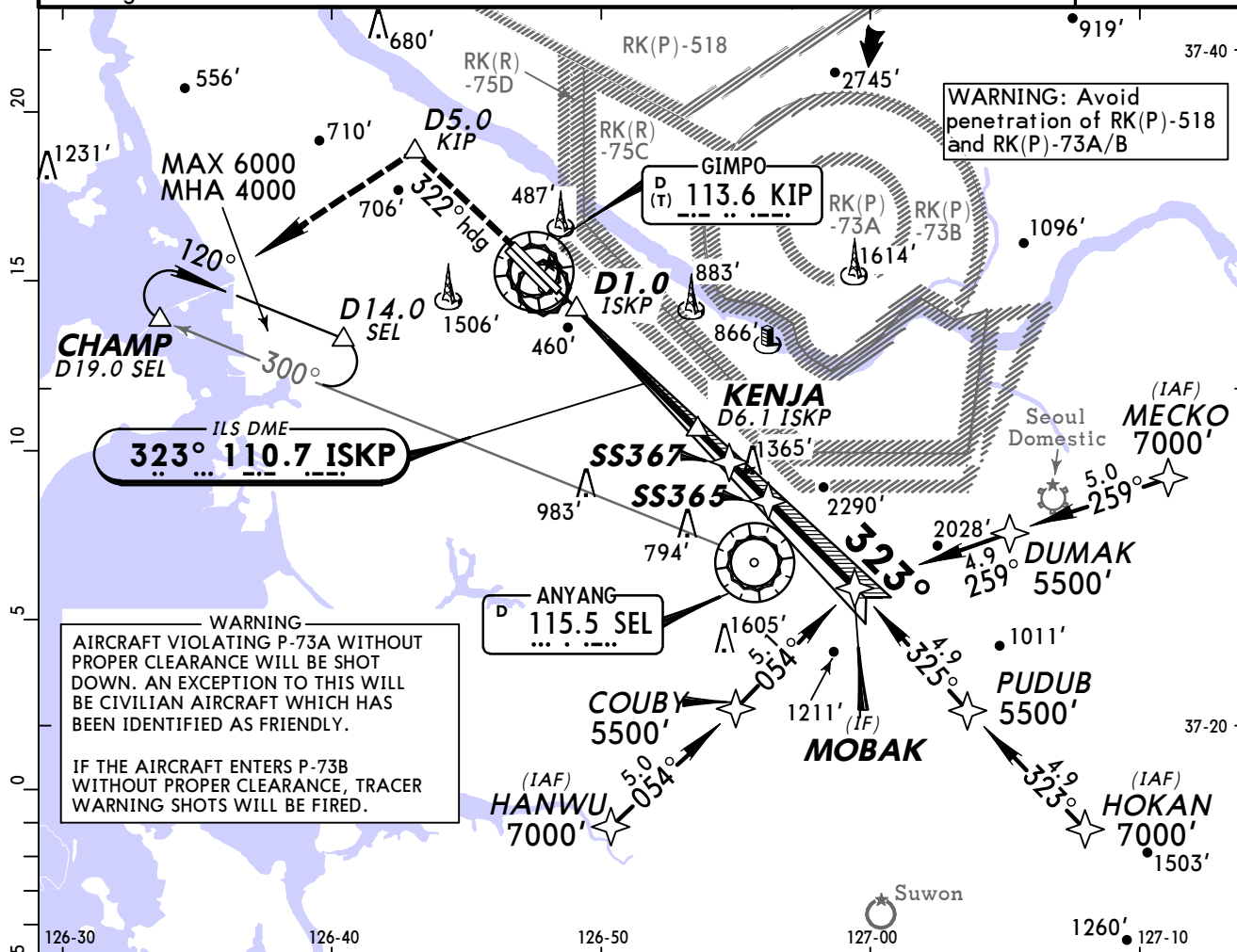
LOC (GS out)	IKMO DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	681'	1004'	1328'	1655'	1969'



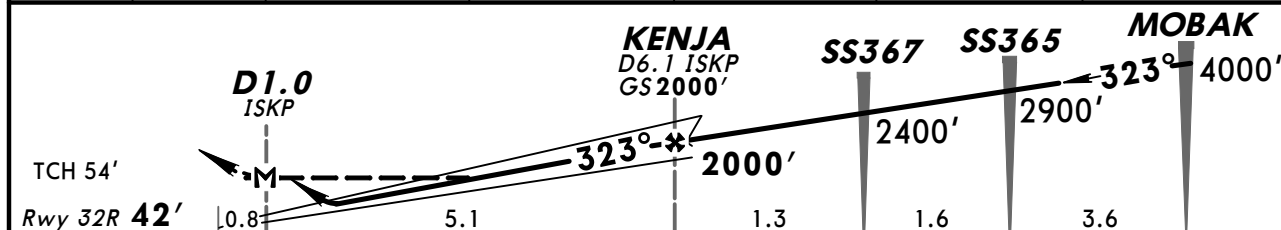
Gnd speed-Kts	70	90	100	120	140	160	ALS-F-I	324° hdg	D5.0 KIP
ILS GS	3.00°	372	478	531	637	743	849	500'	
MAP at D1.0 IKMO									

STRAIGHT-IN LANDING RWY 32L				CIRCLE-TO-LAND	
ILS DA(H) 241' (200')		LOC (GS out) MDA(H) 740' (699')			
FULL	ALS out		ALS out		
A				A	NOT AUTHORIZED
B				B	
C	RVR 720m VIS 800m	1200m		C	
D				D	

*D-ATIS 126.4	SEOUL Approach (R) 119.1	(Also monitor 121.5)	GIMPO Tower 118.1	118.05	Ground 121.9
LOC ISKP 110.7	Final Apch Crs 323°	GS KENJA 2000' (1958')	ILS DA(H) 242' (200')	Apt Elev 59' Rwy 32R 42'	
MISSED APCH: After 500', climb on heading 322° to D5.0 KIP VOR. Continue climb to 4000'. LEFT turn direct to CHAMP. Hold as published. Missed approach turn limited to a maximum of 220 KIAs.					
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 140 Trans alt: 14000' 1. GNSS or DME/IRU required. 2. ATS surveillance service required. 3. DME required on an ILS/LOC approach. 4. RNAV 1 operation. 5. Timing not authorized for defining the MAP.					MSA ARP



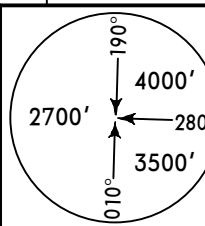
LOC (GS out)	ISKP DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	682'	1005'	1330'	1656'	1968'

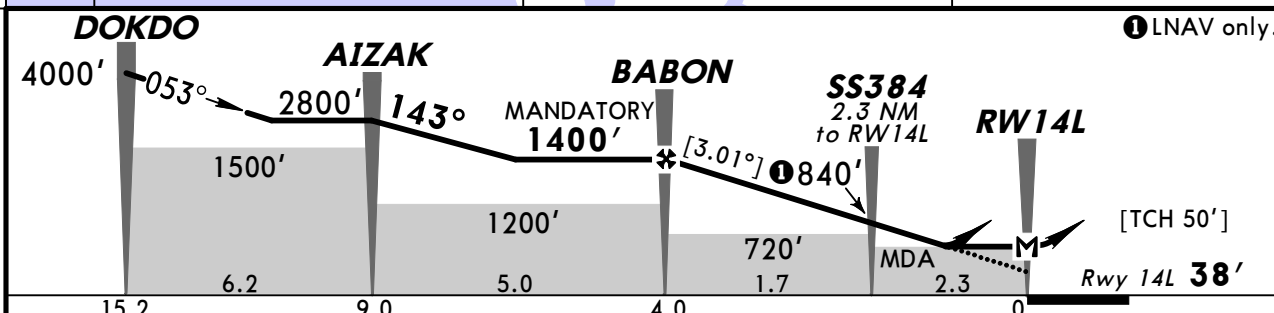
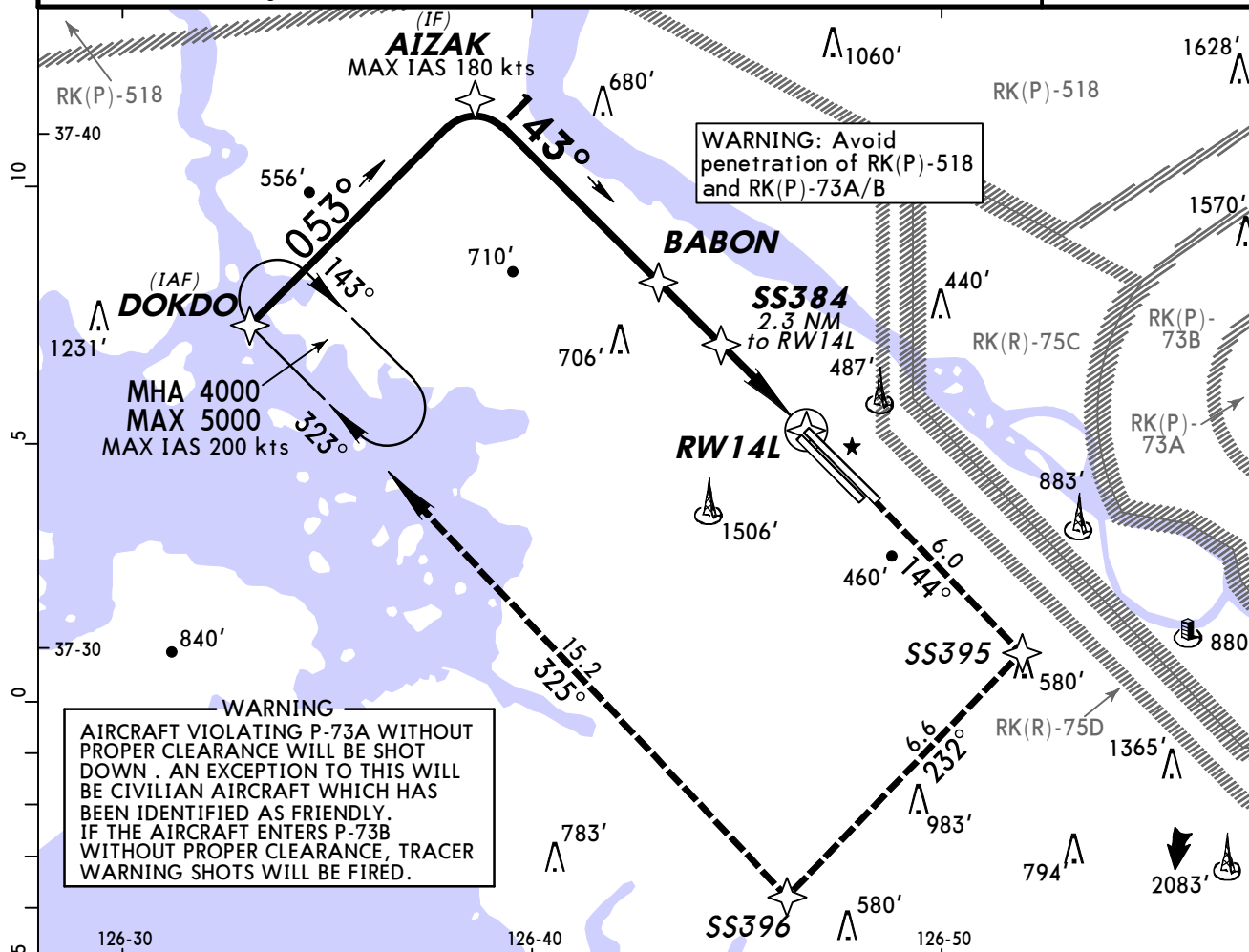


Gnd speed-Kts	70	90	100	120	140	160		ALSF-II		322°	D5.0
ILS GS	3.00°	372	478	531	637	743	849	PAPI	500'	hdg	KIP
MAP at D1.0 ISKP											

STRAIGHT-IN LANDING RWY 32R				CIRCLE-TO-LAND	
ILS		LOC (GS out)			
DA(H) 242' (200')		MDA(H) 600' (558')			
FULL	ALS out		ALS out		
A				A	NOT AUTHORIZED
B				B	
C	RVR 720m VIS 800m	1200m		C	
D				D	

BRIEFING STRIP™

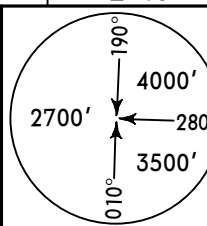
*D-ATIS	SEOUL Approach (R)			GIMPO Tower		Ground
126.4	119.1	119.75	(Also monitor 121.5)	118.1	118.05	121.9
RNAV	Final Apch Crs 143°	Mandatory Alt BABON 1400' (1362')	LNAV/VNAV DA(H) 510' (472')	Apt Elev 59' Rwy 14L 38'		
MISSED APCH: Climb to 4000'. Track to SS395, SS396 and DOKDO. Hold as published. Missed approach turn limited to 220 KIAS maximum.						
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 140 Trans alt: 14000' 1. RNP 0.30 required. 2. Baro-VNAV not authorized below -20°C (-4° F). 3. Timing not authorized for defining the MAP.						
						MSA ARP

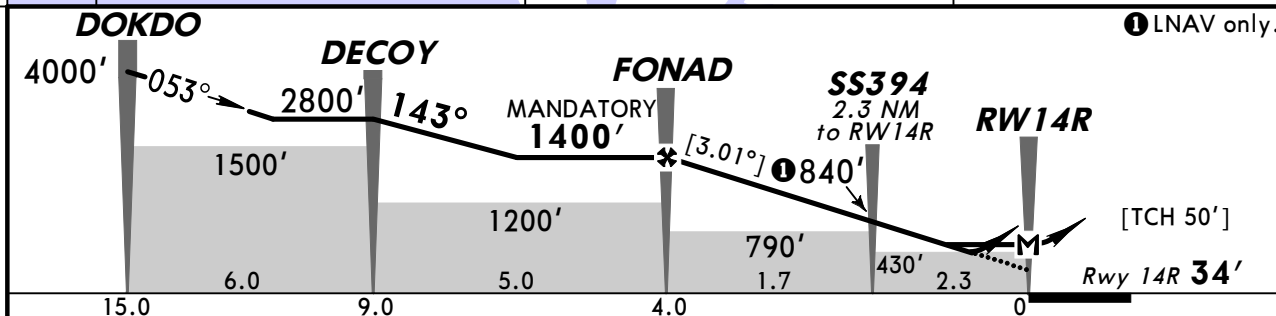
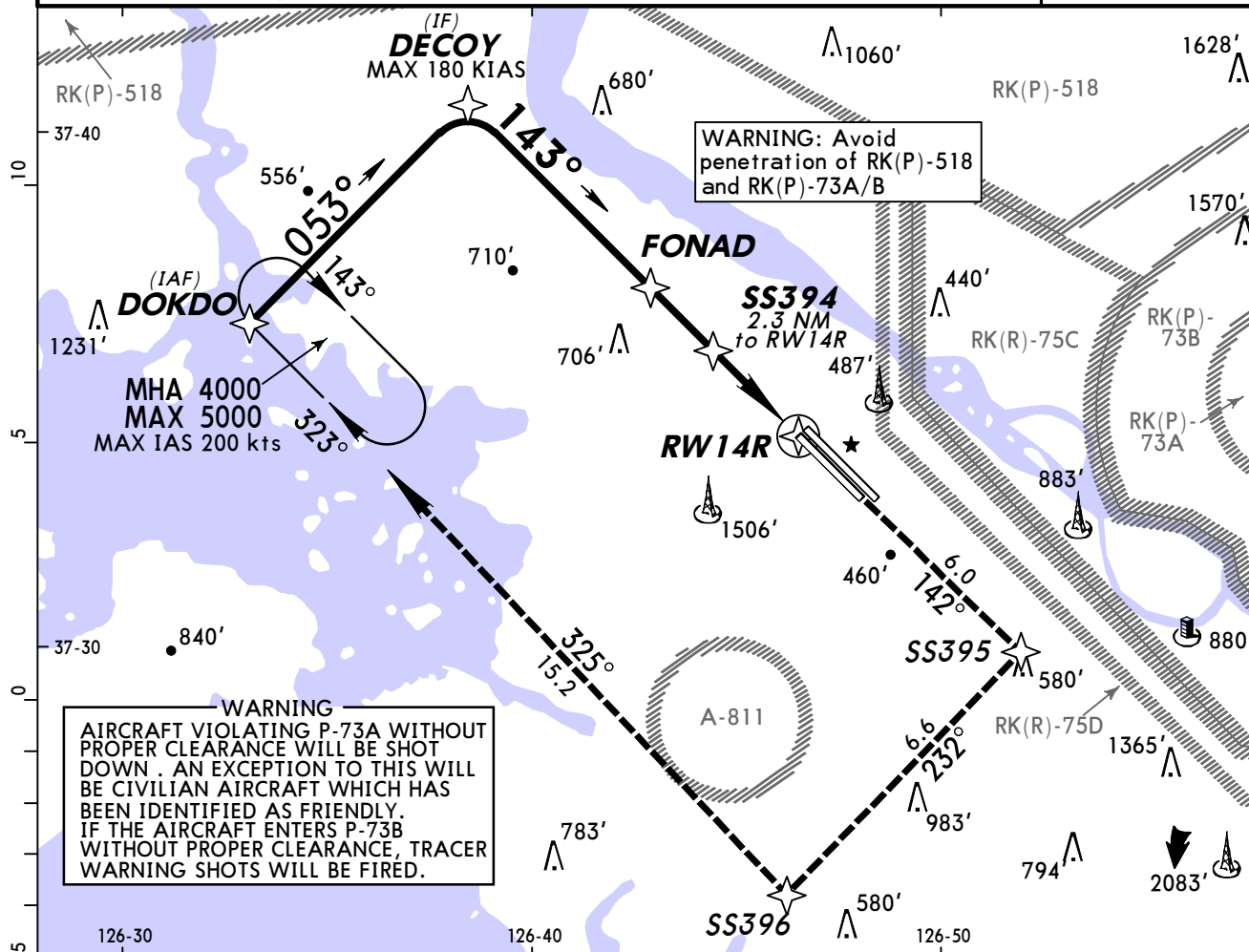


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 4000' ↑ SS395	
Descent Angle [3.01°]	373	479	532	639	745	852		
MAP at RW14L								

STRAIGHT-IN LANDING RWY 14L					CIRCLE-TO-LAND	
LNAV/VNAV DA(H) 510' (472')			LNAV MDA(H) 510' (472')		NOT AUTHORIZED	
		ALS out		ALS out		
A	1600m	2400m	1600m	2400m		
B						
C	2000m	2800m	2000m	2800m	C	
D	2800m	3600m	2800m	3600m	D	

BRIEFING STRIP™

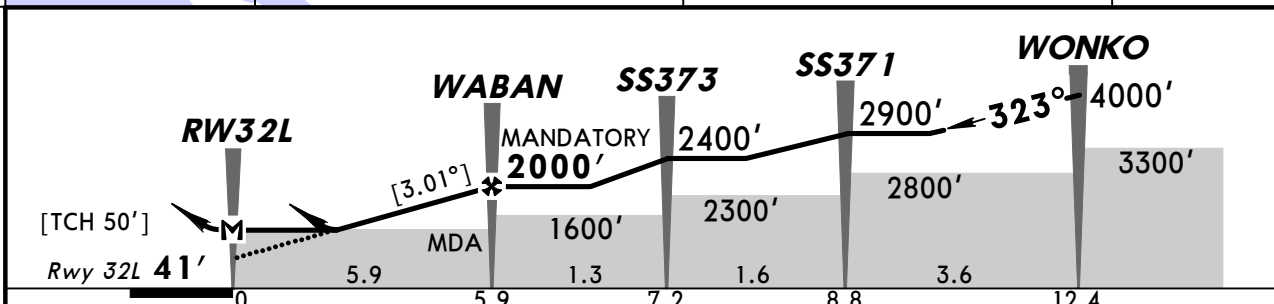
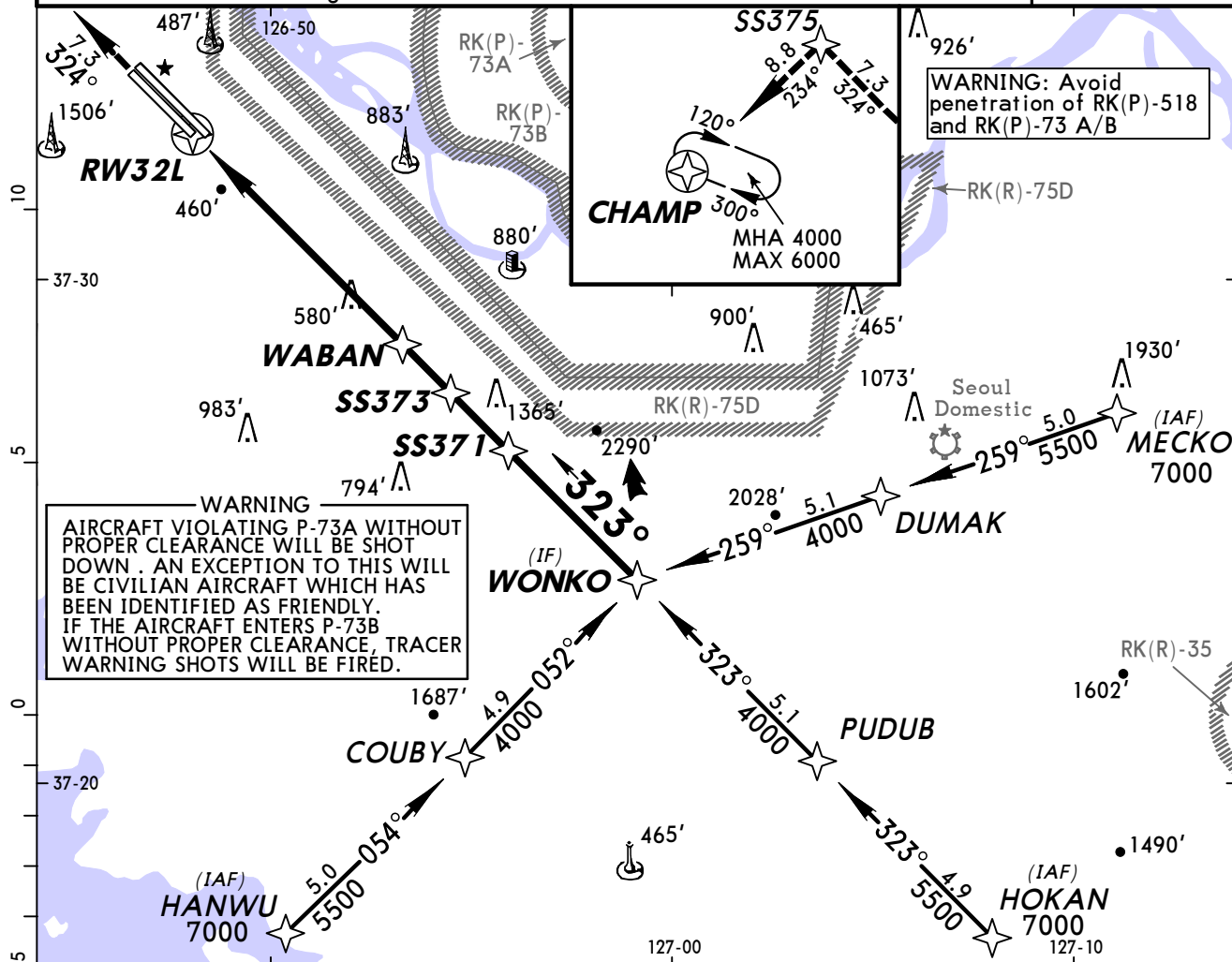
*D-ATIS	SEOUL Approach (R)			GIMPO Tower		Ground
126.4	119.1	119.75	(Also monitor 121.5)	118.1	118.05	121.9
RNAV	Final Apch Crs 143°	Mandatory Alt FONAD 1400' (1366')	LNAV/VNAV DA(H) 360' (326')	Apt Elev 59' Rwy 14R 34'		
MISSED APCH: Climb to 4000'. Track to SS395, SS396 and DOKDO. Hold as published. Missed approach turn limited to 220 KIAS maximum.						
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 140 Trans alt: 14000' 1. RNP 0.30 required. 2. Baro-VNAV not authorized below -20°C (-4° F). 3. Timing not authorized for defining the MAP.						
						MSA ARP



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 4000' ↑ SS395
Descent Angle [3.01°]	373	479	532	639	745	852	
MAP at RW14R							

STRAIGHT-IN LANDING RWY 14R					CIRCLE-TO-LAND		
LNAV/VNAV DA(H) 360' (326')			LNAV MDA(H) 450' (416')		NOT AUTHORIZED		
		ALS out					ALS out
A	1600m	2400m	1600m	2400m			A
B			2000m	2800m	B		
C			2000m	3200m	C		
D	2000m	2800m	2400m	3200m	D		

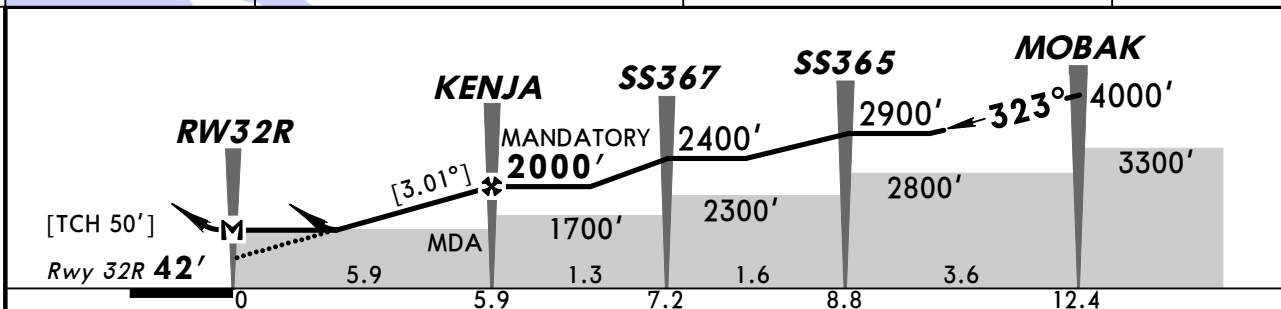
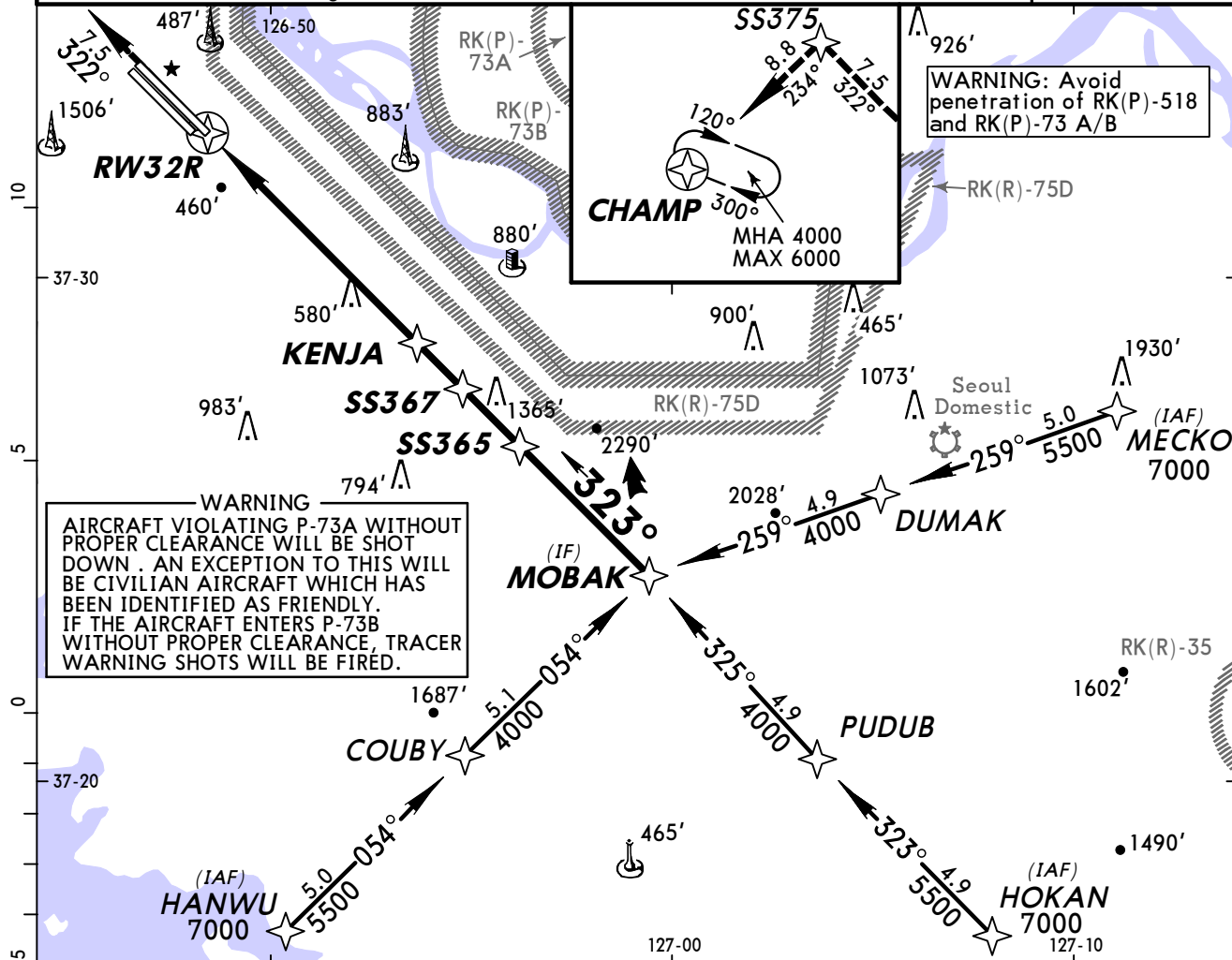
*D-ATIS 126.4	119.1	SEOUL Approach (R) 119.75 (Also monitor 121.5)	GIMPO Tower 118.1 118.05	Ground 121.9
RNAV	Final Apch Crs 323°	Mandatory Alt WABAN 2000' (1959')	LNAV/VNAV DA(H) 740' (699')	Apt Elev 59' Rwy 32L 41'
MISSSED APCH: Climb to 4000'. Track to SS375 and CHAMP. Hold as published. Minimum 4% missed approach climb gradient is required for ATC purposes.				
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 140 Trans alt: 14000' 1. RNP 0.30 required. 2. Baro-VNAV not authorized below -20°C (-4°F). 3. Timing not authorized for defining the MAP.				



Gnd speed-Kts	70	90	100	120	140	160	ALS F-I	4000'	SS375
Descent Angle [3.01°]	373	479	532	639	745	852	PAPI	↑	
MAP at RW32L									

STRAIGHT-IN LANDING RWY 32L				CIRCLE-TO-LAND			
LNAV/VNAV				LNAV			
DA(H) 740' (699')				MDA(H) 740' (699')			
		ALS out				ALS out	
A	1600m	2400m		A	1600m	2400m	NOT AUTHORIZED
B				B			
C	3200m	4000m		C	3200m	4000m	
D	3600m	4400m		D	3600m	4400m	

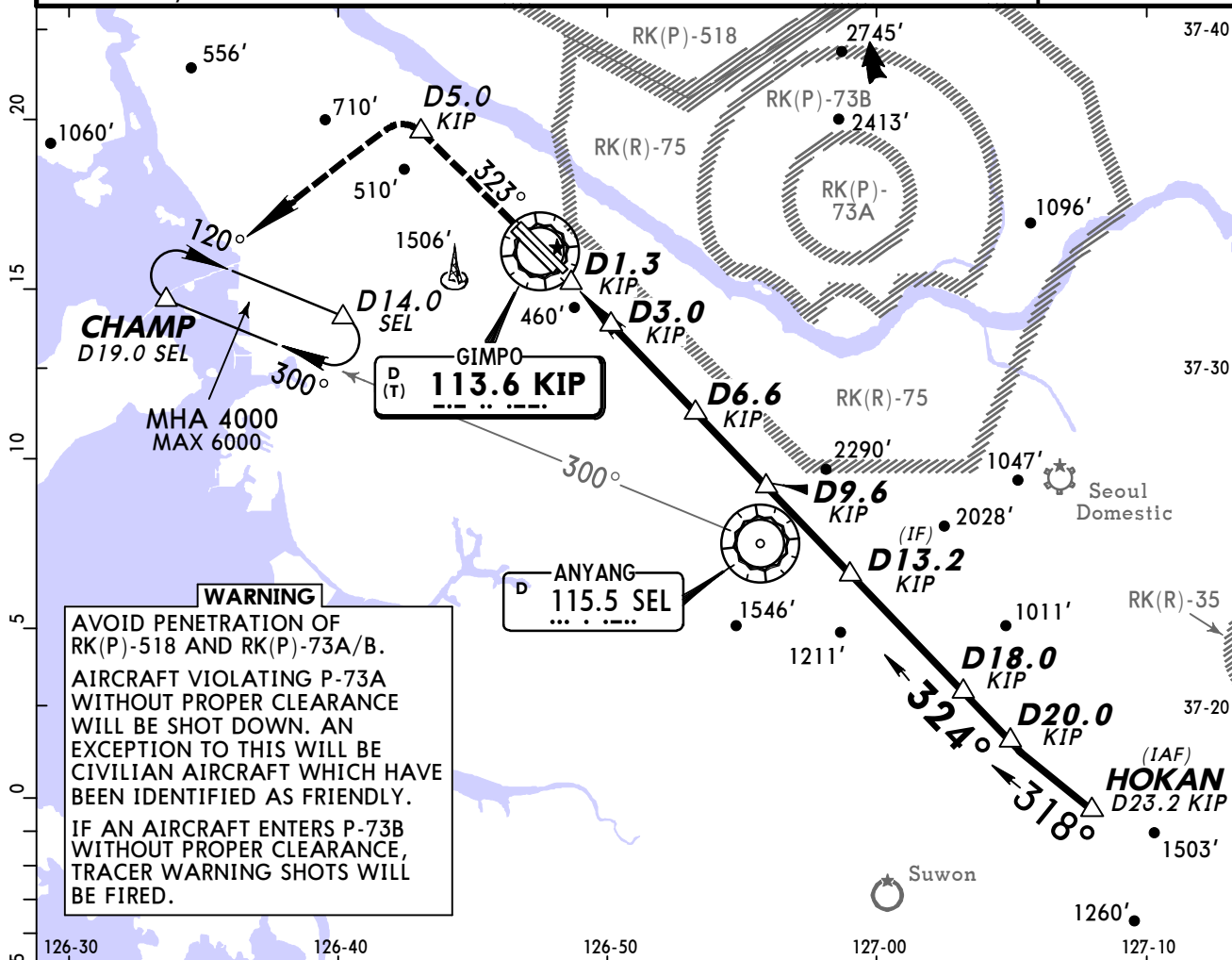
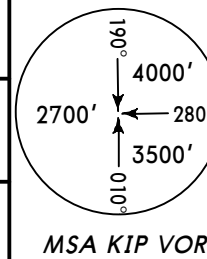
*D-ATIS 126.4	119.1	SEOUL Approach (R) 119.75 (Also monitor 121.5)	GIMPO Tower 118.1 118.05	Ground 121.9
RNAV	Final Apch Crs 323°	Mandatory Alt KENJA 2000' (1958')	LNAV/VNAV DA(H) 710' (668')	Apt Elev 59' Rwy 32R 42'
MISSSED APCH: Climb to 4000'. Track to SS375 and CHAMP. Hold as published. Minimum 4% missed approach climb gradient is required for ATC purposes.				
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 140 Trans alt: 14000' 1. RNP 0.30 required. 2. Baro-VNAV not authorized below -20°C (-4°F). 3. Timing not authorized for defining the MAP.				



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 4000' ↑ SS375
Descent Angle [3.01°]	373	479	532	639	745	852	
MAP at RW32R							

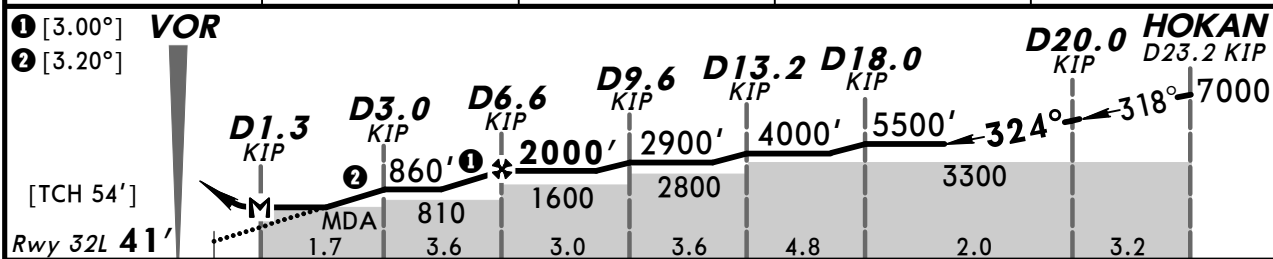
STRAIGHT-IN LANDING RWY 32R				CIRCLE-TO-LAND	
Missed apch climb gradient mim 4%					
LNAV/VNAV		LNAV			
DA(H) 710' (668')		MDA(H) 710' (668')			
	ALS out		ALS out		
A	1600m	2400m	1600m	A	NOT AUTHORIZED
B				B	
C	2800m	3600m	2800m	C	
D	3200m	4000m	3200m	D	

*D-ATIS 126.4	119.1	SEOUL Approach (R) 119.75 (also monitor 121.5)	GIMPO Tower 118.1 118.05	Ground 121.9
VOR KIP 113.6	Final Apch Crs 324°	Minimum Alt D6.6 KIP 2000' (1959')	MDA(H) 740' (699')	Apt Elev 59' Rwy 32L 41'
MISSED APCH: Climb to 4000' on KIP VOR R-323 to D5.0 KIP, then turn LEFT direct to CHAMP. Hold as published. Missed approach turn limited to 220 KIAS MAX due to airspace restriction.				
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 140 Trans alt: 14000' 1. DME required on VOR approach. 2. Timing not authorized for defining the MAP. 3. Do not fly north of YJU VOR R-270.				



WARNING
 AVOID PENETRATION OF
 RK(P)-518 AND RK(P)-73A/B.
 AIRCRAFT VIOLATING P-73A
 WITHOUT PROPER CLEARANCE
 WILL BE SHOT DOWN. AN
 EXCEPTION TO THIS WILL BE
 CIVILIAN AIRCRAFT WHICH HAVE
 BEEN IDENTIFIED AS FRIENDLY.
 IF AN AIRCRAFT ENTERS P-73B
 WITHOUT PROPER CLEARANCE,
 TRACER WARNING SHOTS WILL
 BE FIRED.

DME KIP	3.0	4.0	5.0	6.0
ALT	860'	1177'	1493'	1810'



Gnd speed-Kts	70	90	100	120	140	160	ALS-I	4000'	KIP	D5.0
Descent Angle [3.00°]	372	478	531	637	743	849	PAPI	↑	via 113.6	KIP
Descent Angle [3.20°]	396	510	566	679	793	906			R-323	KIP

STRAIGHT-IN LANDING RWY 32L MDA(H) 740' (699')						CIRCLE-TO-LAND					
ALS out											
A	RVR 1600m					A	NOT AUTHORIZED				
B	CMV 3200m					B					
C	CMV 3600m					C					
D						D					

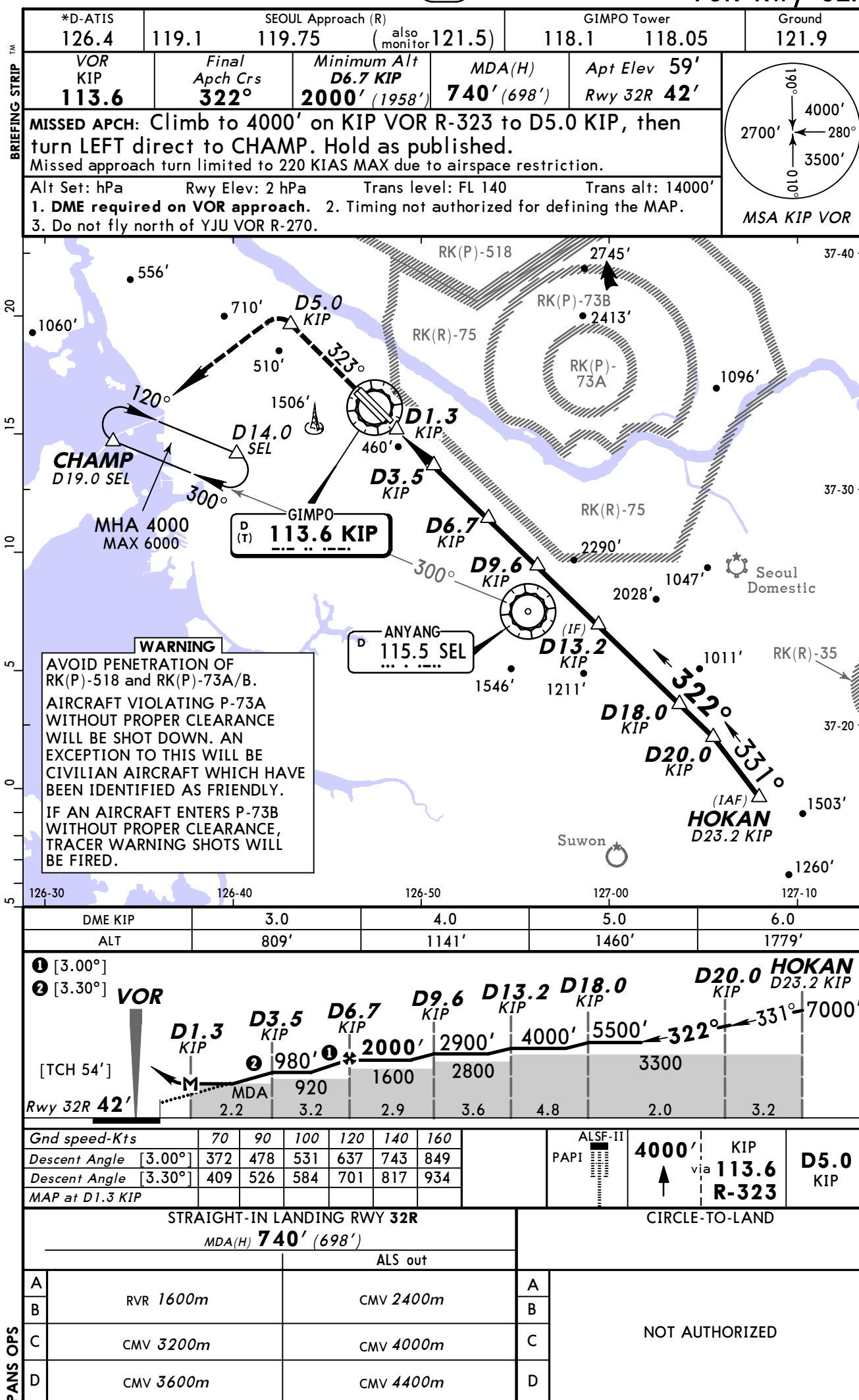


Chart changes since cycle 26-2014

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
SEOUL, (GIMPO INTL - RKSS)				
REV	PARKING STANDS & COORDS (...)	10-9D	05 Dec 2014	10 Dec 2014

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport RKSS

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Add planview note to all apch procedures: Do not fly North of YJU VOR R-270.