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Terminal Charts For RKSS
Revision Letter For Cycle 22-2019
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Notebook

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General Information

Location: SEOUL KOR
ICAO/IATA: RKSS / GMP
Lat/Long: N37° 33.4', E126° 47.8'
Elevation: 59 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -9:00 = UTC
Magnetic Variation: 8.0° 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: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Traffic Pattern Altitude: 1059 ft (1000 ft AGL)

Sunrise: 2208 Z
Sunset: 0826 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

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Lighting: Edge, ALS, TDZ

Communication Information

ATIS: 126.400
Gimpo Tower: 118.050
Gimpo Tower: 118.100
Gimpo Ground: 121.950
Gimpo Ground: 121.900
Gimpo Clearance Delivery: 121.975
Seoul Approach: 124.200
Seoul Approach: 119.050
Seoul Approach: 119.100
Seoul Approach: 119.750
Seoul Approach: 119.900
Seoul Approach: 120.800
Seoul Approach: 121.350
Seoul Departure: 125.150
Seoul Departure: 124.800
Seoul Departure: 121.400

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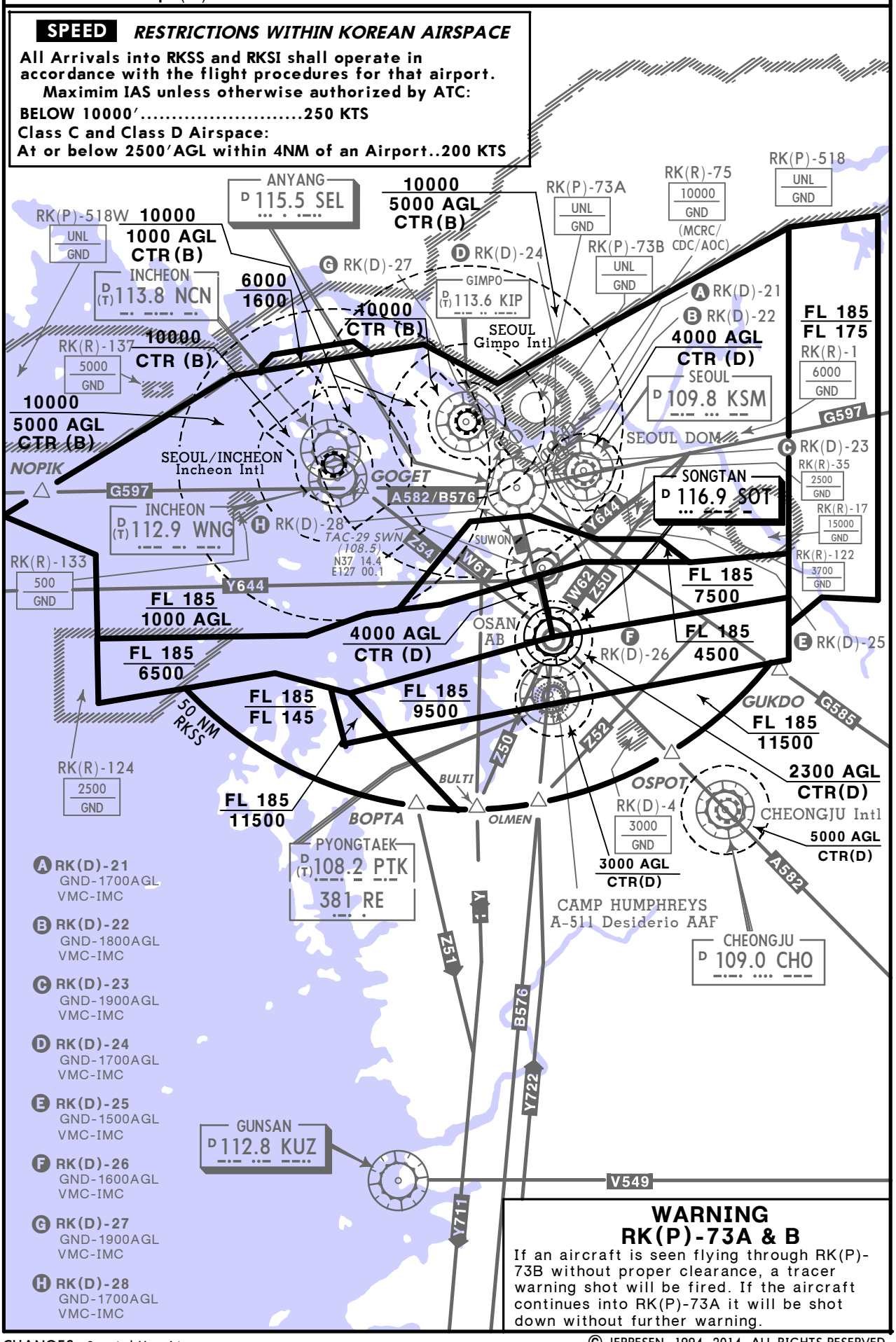
SEOUL TERMINAL CONTROL AREA

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.
Maximim 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



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.

CHANGES: Special Use Airspace.

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GENERAL

1. ATIS

D-ATIS 126.4

2. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

2.1. OPERATION OF MODE S TRANSPONDER WHEN ACFT IS ON THE GROUND

ACFT operators shall ensure that Mode S transponders are able to operate when ACFT is on the ground.

2.2. DEPARTING AIRCRAFT (INCLUDING ACFT THAT REQUIRE DE-ICING)

2.2.1. Prior to push-back or taxiing from a parking stand, whichever comes first:
- Enter using either FMS mode or transponder control unit, the flight identification as specified in item 7 of the ICAO flight plan or in the absence of flight identification enter 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.

2.2.2. Lining Up
- Select TA/RA

2.3. ARRIVING AIRCRAFT

2.3.1. After landing and until the ACFT is stationary at parking stand:
- Maintain XPNDR or its equivalent in relation to specifications of the installed model.
- Do not select OFF and STBY functions.
- Maintain Mode A code assigned by ATC.

2.3.2. When ACFT is stationary at the parking stand, select OFF or STBY.

2.4. OTHER CASES OF TAXIING ACFT (INCLUDING TOWING 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.

2.5. ACFT NOT EQUIPPED WITH MODE S OR UNSERVICEABLE MODE S TRANSPONDER

2.5.1. Departing ACFT:
- Maintain Mode A+C transponder in the ON position until lining up.

2.5.2. Arriving ACFT:
- Maintain Mode A+C transponder in the ON position and Mode A code assigned by ATC until parking stand.

2.5.3. 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.

2.5.4. Fully parked on stand:
- Select OFF or STBY position.

3. USE OF SID/STAR

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. If unable to comply with any restrictions depicted on SID or STAR, pilot shall notify ATC as early as possible. 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.

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GENERAL (CONTD)

4. SPEED RESTRICTION

4.1. 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.

4.2. ATC will use "NO ATC SPEED RESTRICTIONS" RTF phraseology to remove MAX 250 kt IAS below 10 000 ft.

4.3. 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, it 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 within SEOUL TMA.

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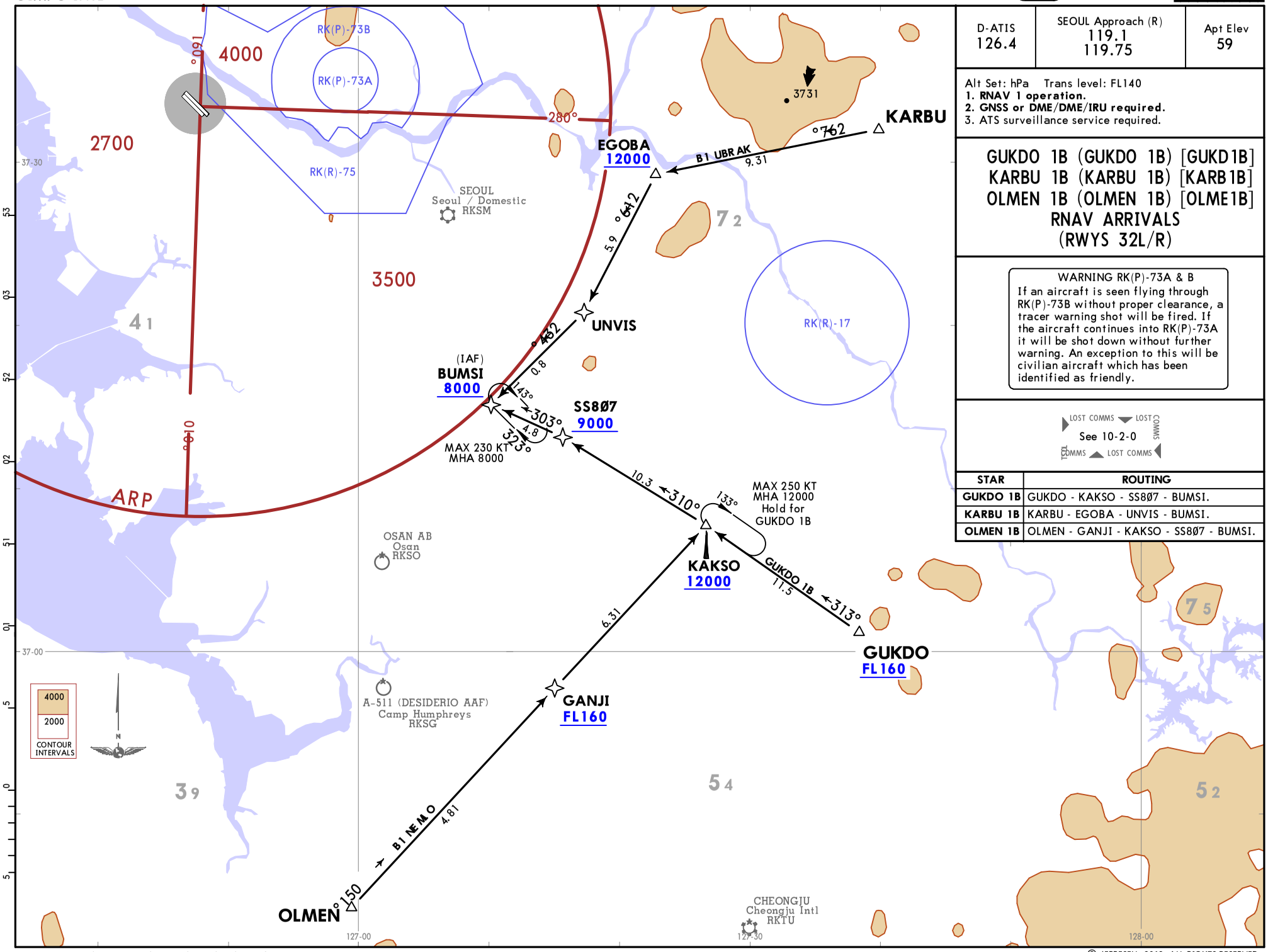

D-ATIS	SEOUL Approach (R)	Apt Elev
126.4	119.1 119.75	59

Alt Set: hPa Trans level: FL140
1. **RNAV 1 operation.**
2. **GNSS or DME/DME/IRU required.**
3. ATS surveillance service required.

GUKDO 1B (GUKDO 1B) [GUKD1B]
KARBU 1B (KARBU 1B) [KARB1B]
OLMEN 1B (OLMEN 1B) [OLME1B]
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.

LOST COMMS ▼ LOST COMMS
See 10-2-0
TOTAL COMMS ▲ LOST COMMS

STAR	ROUTING
GUKDO 1B	GUKDO - KAKSO - SS8Ø7 - BUMSI.
KARBU 1B	KARBU - EGOBA - UNVIS - BUMSI.
OLMEN 1B	OLMEN - GANJI - KAKSO - SS8Ø7 - BUMSI.

CHANGES: Procedures renamed, revised, reindexed, new format.

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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:

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.

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D-ATIS	SEOUL Approach (R)	Apt Elev
126.4	119.1 119.75	59

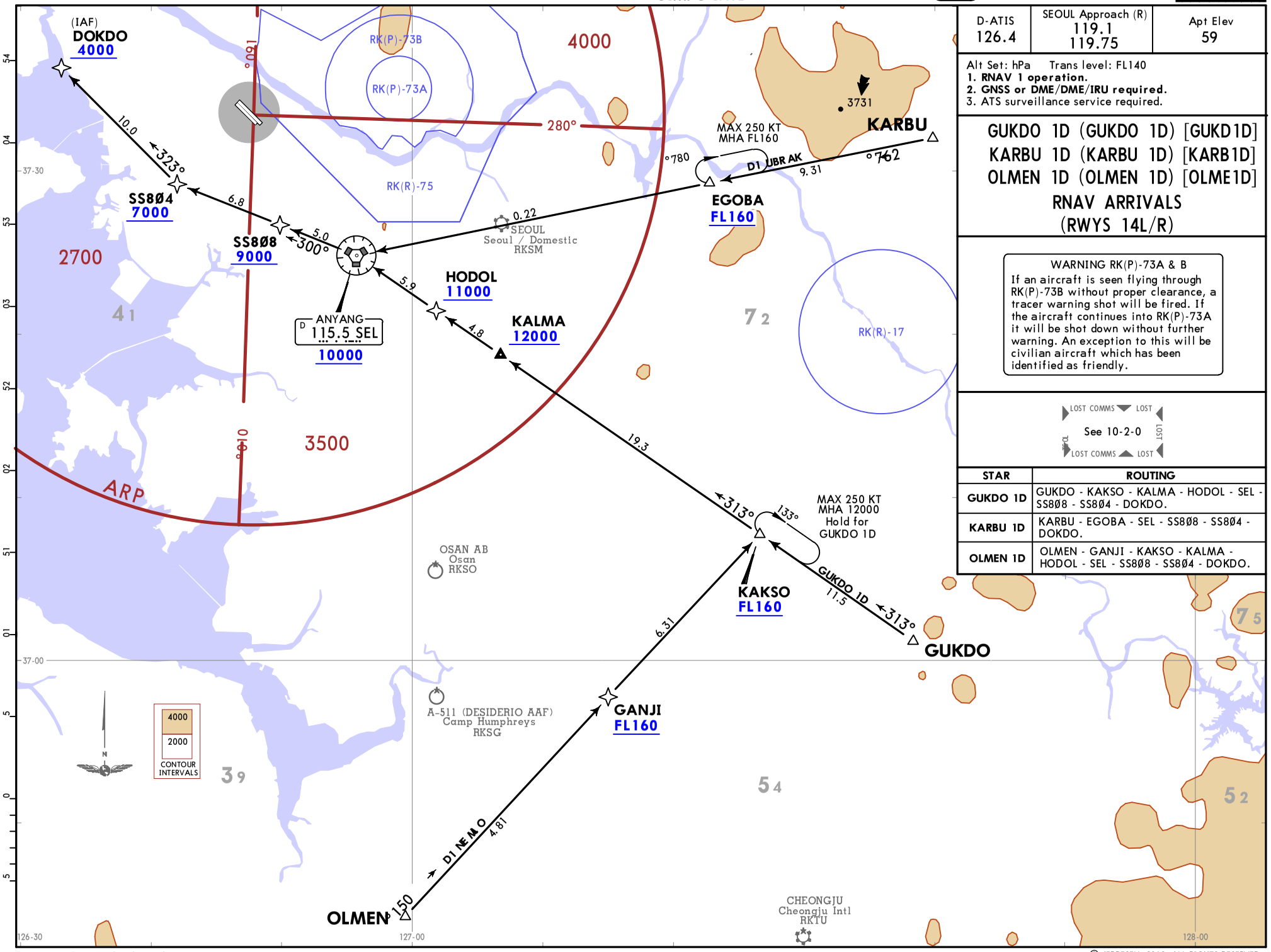
Alt Set: hPa Trans level: FL140
1. **RNAV 1 operation.**
2. **GNSS or DME/DME/IRU required.**
3. ATS surveillance service required.

GUKDO 1D (GUKDO 1D) [GUKD1D]
KARBU 1D (KARBU 1D) [KARB1D]
OLMEN 1D (OLMEN 1D) [OLME1D]
RNAV ARRIVALS
(RWYS 14L/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.

LOST COMMS LOST
See 10-2-0
LOST COMMS LOST

STAR	ROUTING
GUKDO 1D	GUKDO - KAKSO - KALMA - HODOL - SEL - SS8Ø8 - SS8Ø4 - DOKDO.
KARBU 1D	KARBU - EGOBA - SEL - SS8Ø8 - SS8Ø4 - DOKDO.
OLMEN 1D	OLMEN - GANJI - KAKSO - KALMA - HODOL - SEL - SS8Ø8 - SS8Ø4 - DOKDO.



CHANGES: Chart reindexed, new format.

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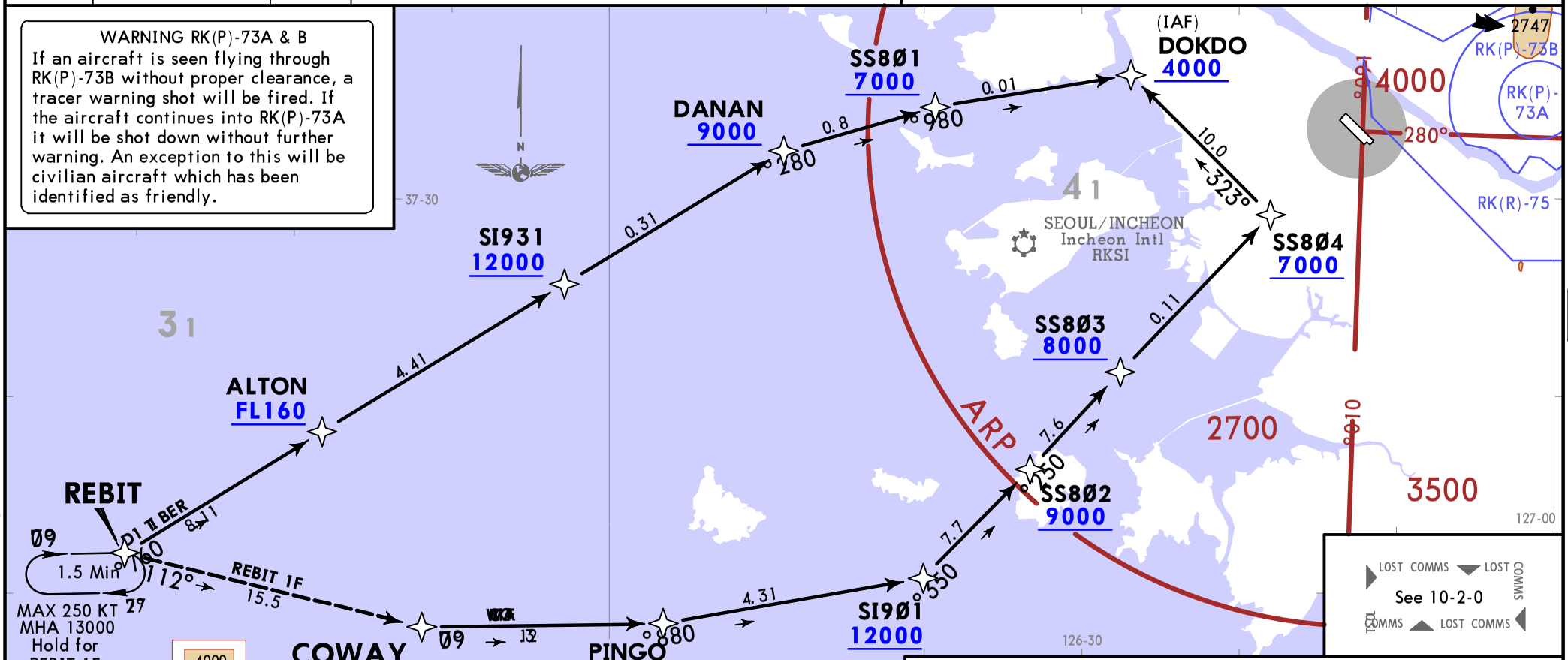
COWAY 1F (COWAY 1F) [COWA1F]
REBIT 1D (REBIT 1D) [REBI1D]
RNAV ARRIVALS
(RWYS 14L/R)

D-ATIS	SEOUL Approach (R)	Apt Elev
126.4	119.1 119.75	59

Alt Set: hPa Trans level: FL140
1. **RNAV 1 operation.**
2. **GNSS or DME/DME/IRU required.**
3. ATS surveillance service required.
4. CAUTION: EXPECT to follow REBIT 1F Transition and COWAY 1F when Rwys 33L/R and Rwy 34 of RKSI are in use.



TRANSITION	
REBIT 1F	REBIT - COWAY.
STAR	**ROUTING**
COWAY 1F	COWAY - PINGO - SI9Ø1 - SS8Ø2 - SS8Ø3 - SS8Ø4 - DOKDO.
REBIT 1D	REBIT - ALTON - SI931 - DANAN - SS8Ø1 - DOKDO.

CHANGES: New format.

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D-ATIS	SEOUL Approach (R)	Apt Elev	Alt Set: hPa Trans level: FL140
126.4	119.1 119.75	59	**1. RNAV 1 operation.** **2. GNSS or DME/DME/IRU required.** 3. ATS surveillance service required.

COWAY 1W RNAV ARRIVAL
(COWAY 1W) [COWA1W]
(RWYS 32L/R)

TRANSITION

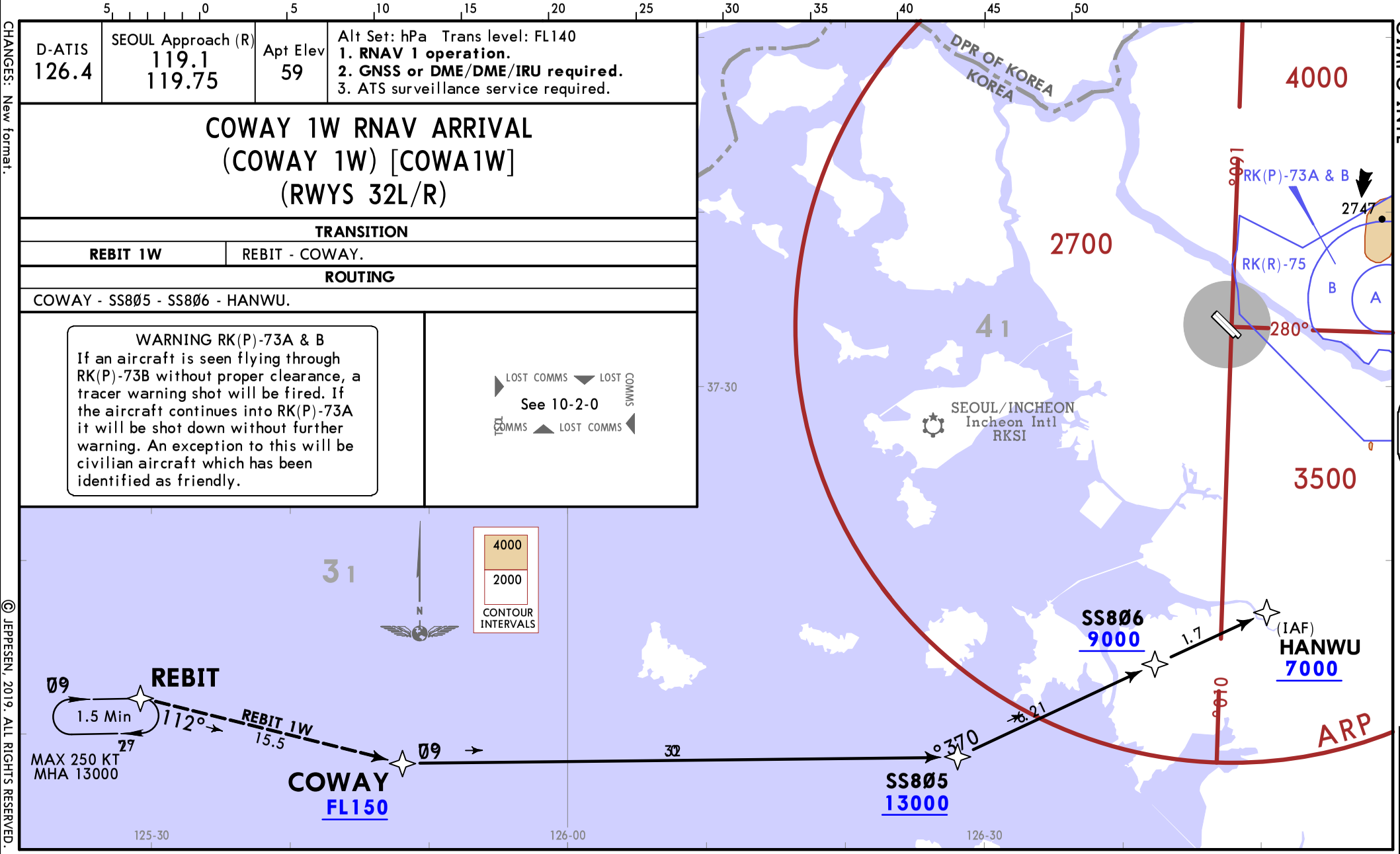
REBIT 1W	REBIT - COWAY.

ROUTING

COWAY - SS8Ø5 - SS8Ø6 - HANWU.

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.

LOST COMMS LOST COMMS
See 10-2-0
LOST COMMS LOST COMMS



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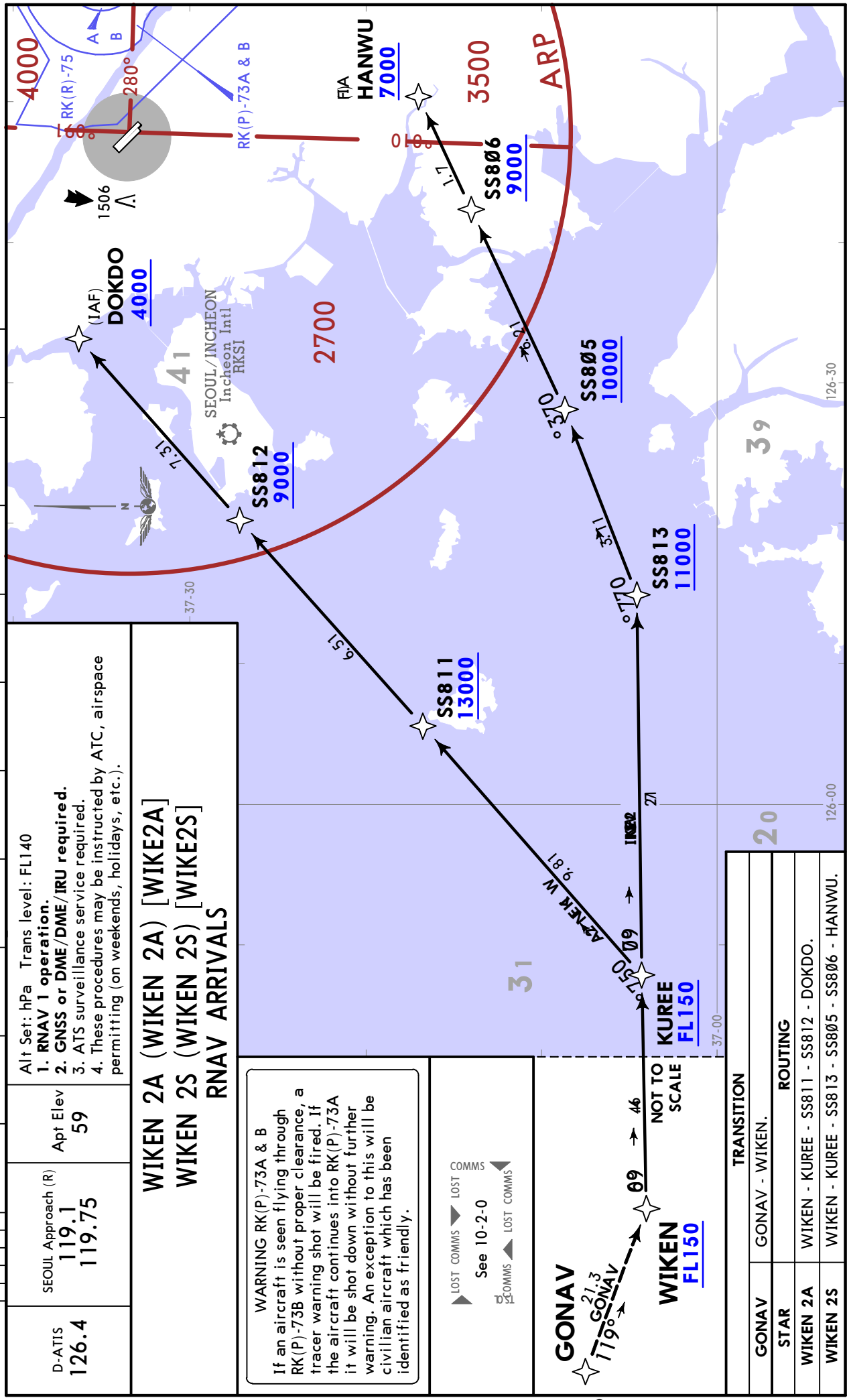

CHANGES: New format.

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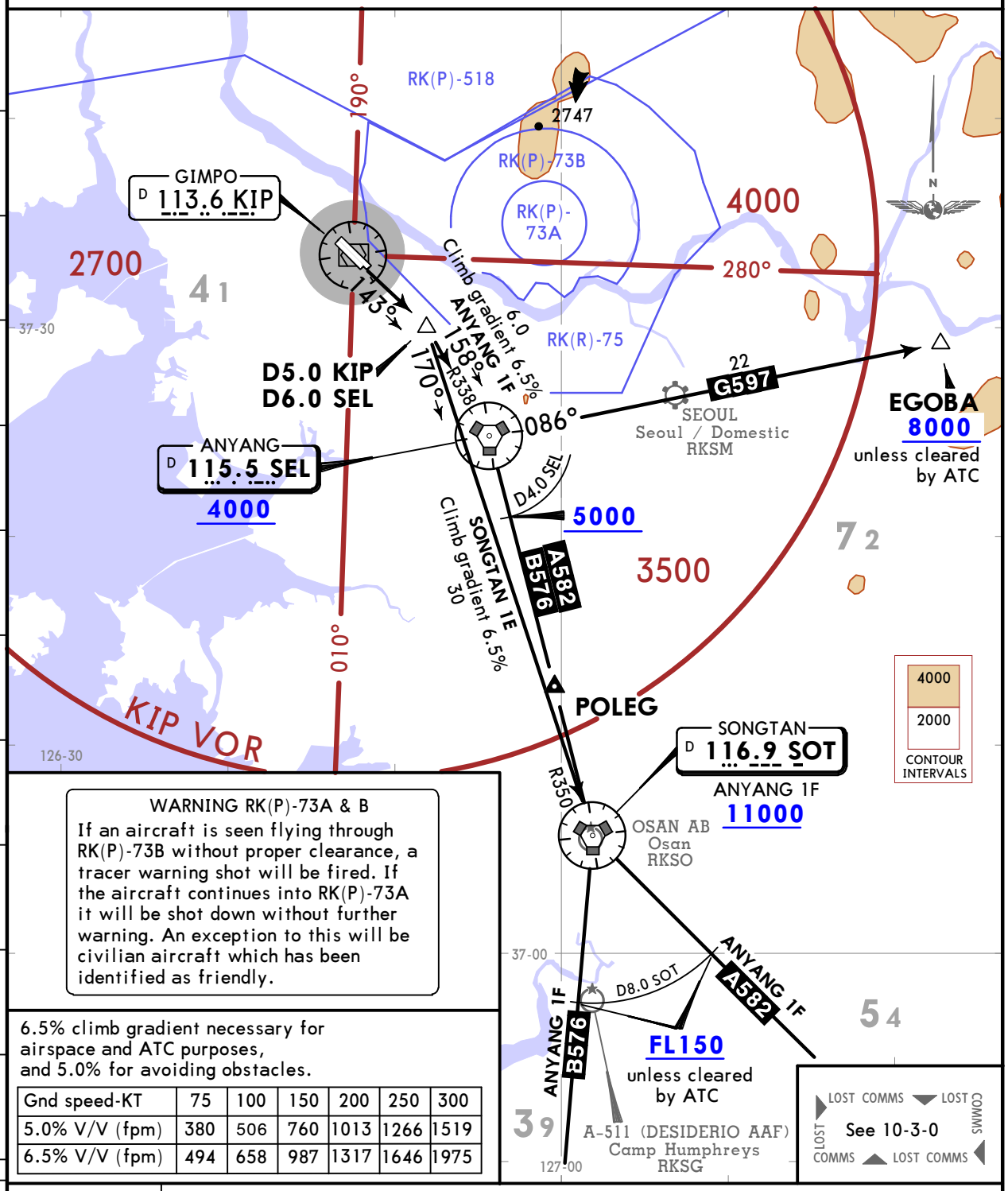
SEOUL Departure (R)	Apt Elev	
121.4 124.8 125.15 (Also monitor 121.5)	59	Trans alt: 14000 1. WARNING Avoid penetration of RK(P)-518. 2. If unable to comply with flight restrictions, advise ATC well before departure. 3. STEPPED CLIMB: Due to interaction with other routes.

ANYANG 1F (SEL 1F), SONGTAN 1E (SOT 1E) DEPARTURES (RWYS 14L/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.

6.5% climb gradient necessary for airspace and ATC purposes, and 5.0% for avoiding obstacles.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.5% V/V (fpm)	494	658	987	1317	1646	1975

SID	INITIAL CLIMB
ANYANG 1F	Direct KIP R143/D5.0 (if KIP VOR not available, climb on runway heading) turn RIGHT to intercept SEL R338 and proceed to SEL VOR, cross SEL VOR at or above 4000. MAINTAIN 6000 until instructed by ATC. For airway B-756 or A-582, cross D4.0 SEL SOUTH at or above 5000, SOT VOR at or above 11000, D8.0 SOT SOUTH at or above FL150 unless cleared by ATC. For airway G-597 cross EGOBA at or above 8000 unless cleared by ATC.
SONGTAN 1E	Direct KIP R143/D5.0 (if KIP VOR not available, climb on runway heading) turn RIGHT to intercept SOT R350 and proceed to SOT VOR. MAINTAIN 6000 until instructed by ATC.

CHANGES: New format.

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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.

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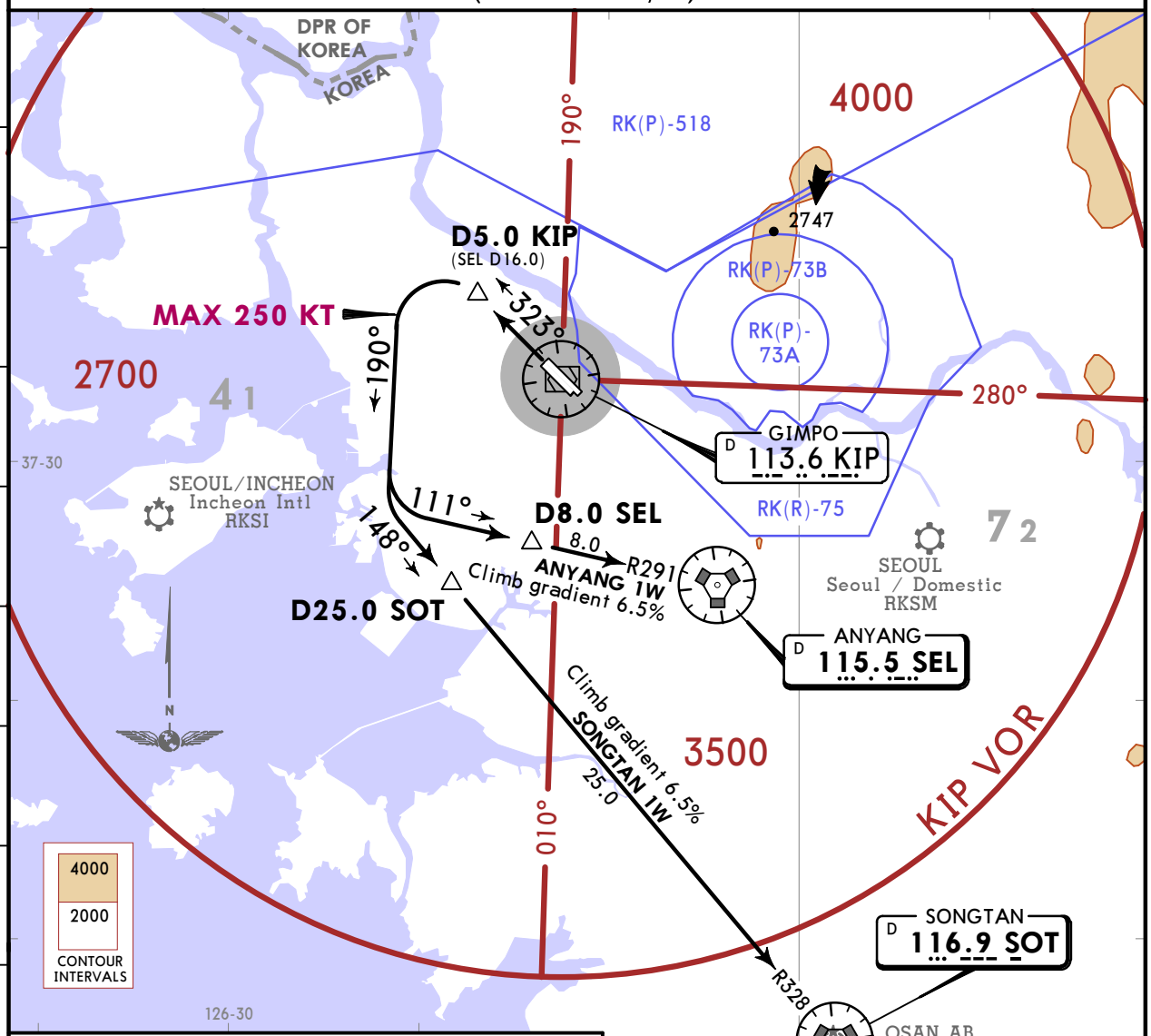
SEOUL Departure (R)	Apt Elev	
121.4 124.8 125.15 (Also monitor 121.5)	59	Trans alt: 14000 1. WARNING Avoid penetration of RK(P)-518 2. If unable to comply with flight restrictions, advise ATC well before departure. 3. STEPPED CLIMB: Due to interaction with other routes. Do not climb above 4000 unless cleared by ATC. 4. All turns based on 25° bank angle due to airspace restriction.

ANYANG 1W (SEL 1W), SONGTAN 1W (SOT 1W) 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.

6.5% 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

SID	INITIAL CLIMB
ANYANG 1W	Climb on KIP R323 to D5.0 KIP, then turn LEFT to intercept SEL R291 and cross SEL R291/D8.0, then proceed to SEL VOR. MAINTAIN 4000 until instructed by ATC.
SONGTAN 1W	Climb on KIP R323 to D5.0 KIP, then turn LEFT to intercept SOT R328 and cross SOT R328/D25.0, then proceed to SOT VOR. MAINTAIN 4000 until instructed by ATC.

CHANGES: New format.

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JEPPESEN
22 MAR 19 (10-3B)

SEOUL, KOREA

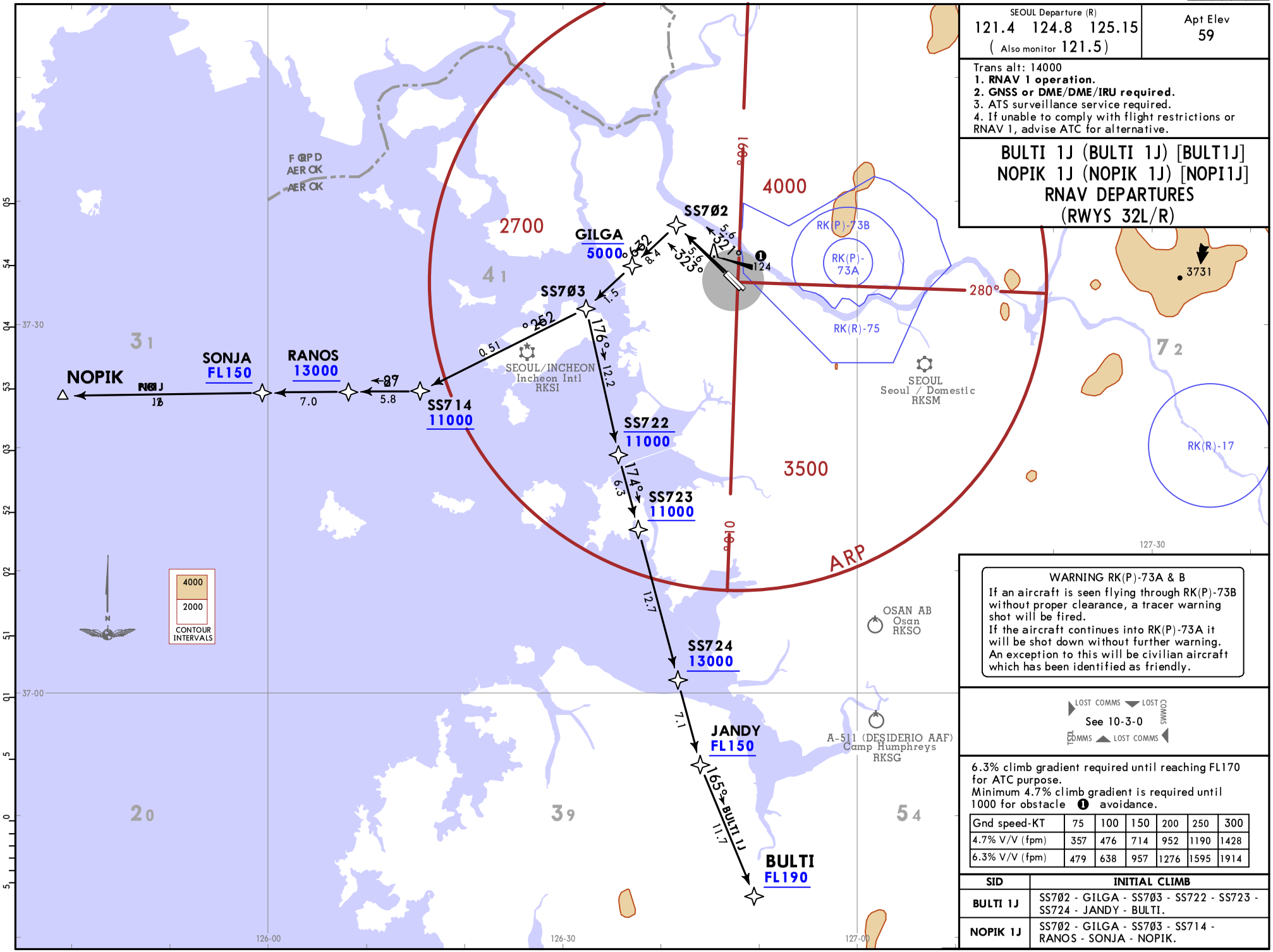
RNAV SID

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

Apt Elev
59

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.

BULTI 1J (BULTI 1J) [BULT1J]
NOPIK 1J (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.

LOST COMMS
See 10-3-0

6.3% climb gradient required until reaching FL170 for ATC purpose.
Minimum 4.7% climb gradient is required until 1000 for obstacle ❶ 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

SID	INITIAL CLIMB
BULTI 1J	SS702 - GILGA - SS703 - SS722 - SS723 - SS724 - JANDY - BULTI.
NOPIK 1J	SS702 - GILGA - SS703 - SS714 - RANOS - SONJA - NOPIK.

CHANGES: New format.

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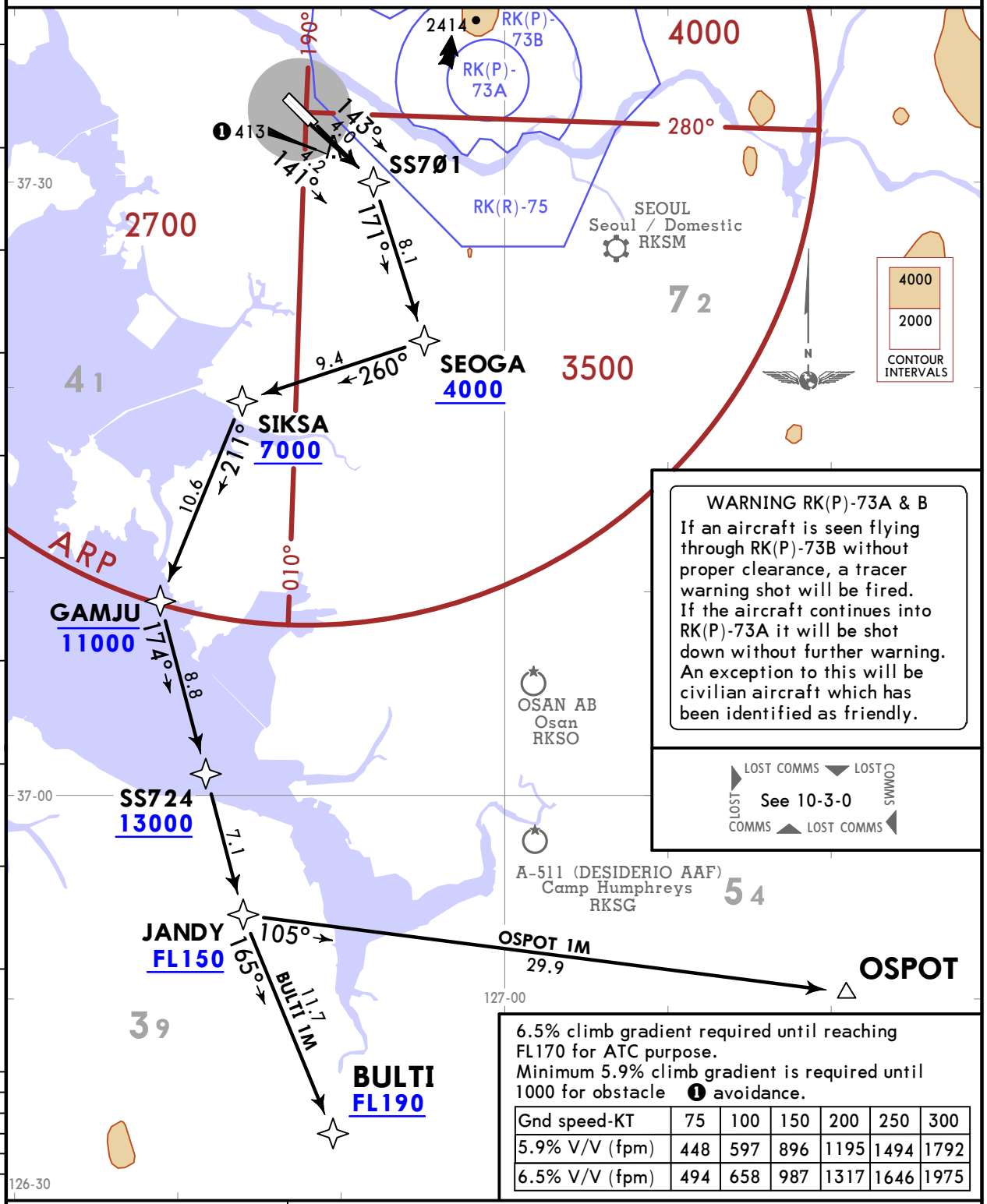
SEOUL Departure (R)	Apt Elev	
121.4 124.8 125.15 (Also monitor 121.5)	59	Trans alt: 14000 **1. RNAV 1 operation.** **2. GNSS or DME/DME/IRU required.** 3. ATS surveillance service required. 4. CAUTION: EXPECT to follow BULTI 1M and OSPOT 1M when Runways 33L/R and 34 of RKSI are in use. 5. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.

BULTI 1M (BULTI 1M) [BULT1M]
OSPOT 1M (OSPOT 1M) [OSPO1M]
RNAV DEPARTURES
(RWYS 14L/R)



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

Gnd speed-KT	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 1M	SS7Ø1 - SEOGA - SIKSA - GAMJU - SS724 - JANDY - BULTI.
OSPOT 1M	SS7Ø1 - SEOGA - SIKSA - GAMJU - SS724 - JANDY - OSPOT.

CHANGES: New format.

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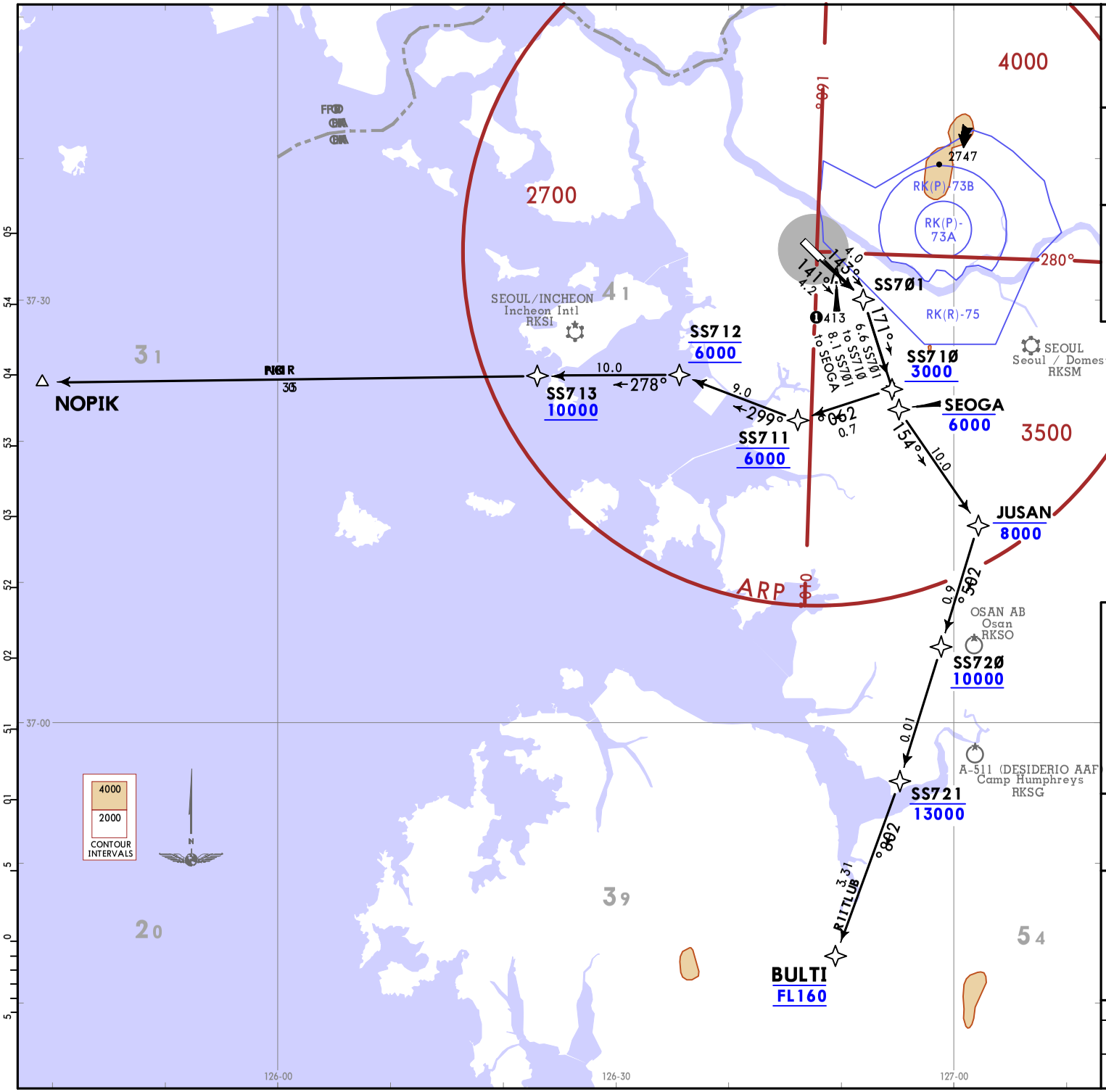
SEOUL, KOREA
RNAV SID



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

Apt Elev
59

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.

BULTI 1R (BULTI 1R) [BULT1R]
NOPIK 1R (NOPIK 1R) [NOPI1R]
RNAV DEPARTURES
(RWYS 14L/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.

LOST COMMS
See 10-3-0

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

Gnd speed-KT	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 1R	SS701 - SEOGA - JUSAN - SS720 - SS721 - BULTI.
NOPIK 1R	SS701 - SS710 - SS711 - SS712 - SS713 - NOPIK.

CHANGES: New format.

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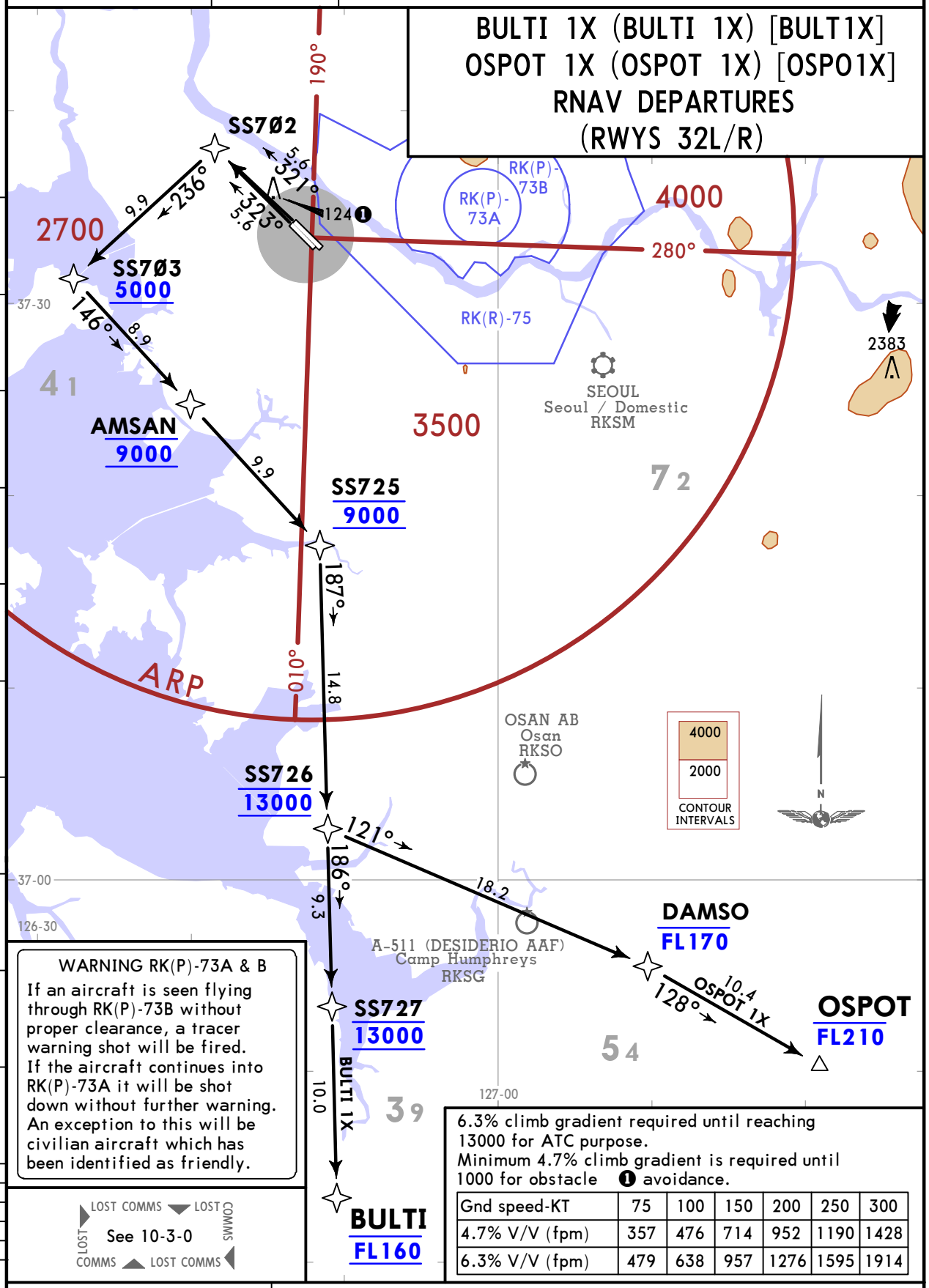
SEOUL Departure (R)	Apt Elev	
121.4 124.8 125.15 (Also monitor 121.5)	59	Trans alt: 14000 **1. RNAV 1 operation.** **2. GNSS or DME/DME/IRU required.** 3. ATS surveillance service required. 4. CAUTION: EXPECT to follow BULTI 1X and OSPOT 1X when Runways 15L/R and 16 of RKSI are in use. 5. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.

BULTI 1X (BULTI 1X) [BULT1X]
OSPOT 1X (OSPOT 1X) [OSPO1X]
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.

LOST COMMS ▼ LOST COMMS
See 10-3-0
LOST COMMS ▲ LOST COMMS

6.3% climb gradient required until reaching 13000 for ATC purpose.
Minimum 4.7% climb gradient is required until 1000 for obstacle ❶ 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

SID	INITIAL CLIMB
BULTI 1X	SS7Ø2 - SS7Ø3 - AMSAN - SS725 - SS726 - SS727 - BULTI.
OSPOT 1X	SS7Ø2 - SS7Ø3 - AMSAN - SS725 - SS726 - DAMSO - OSPOT.

CHANGES: New format.

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

Apt Elev
59

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

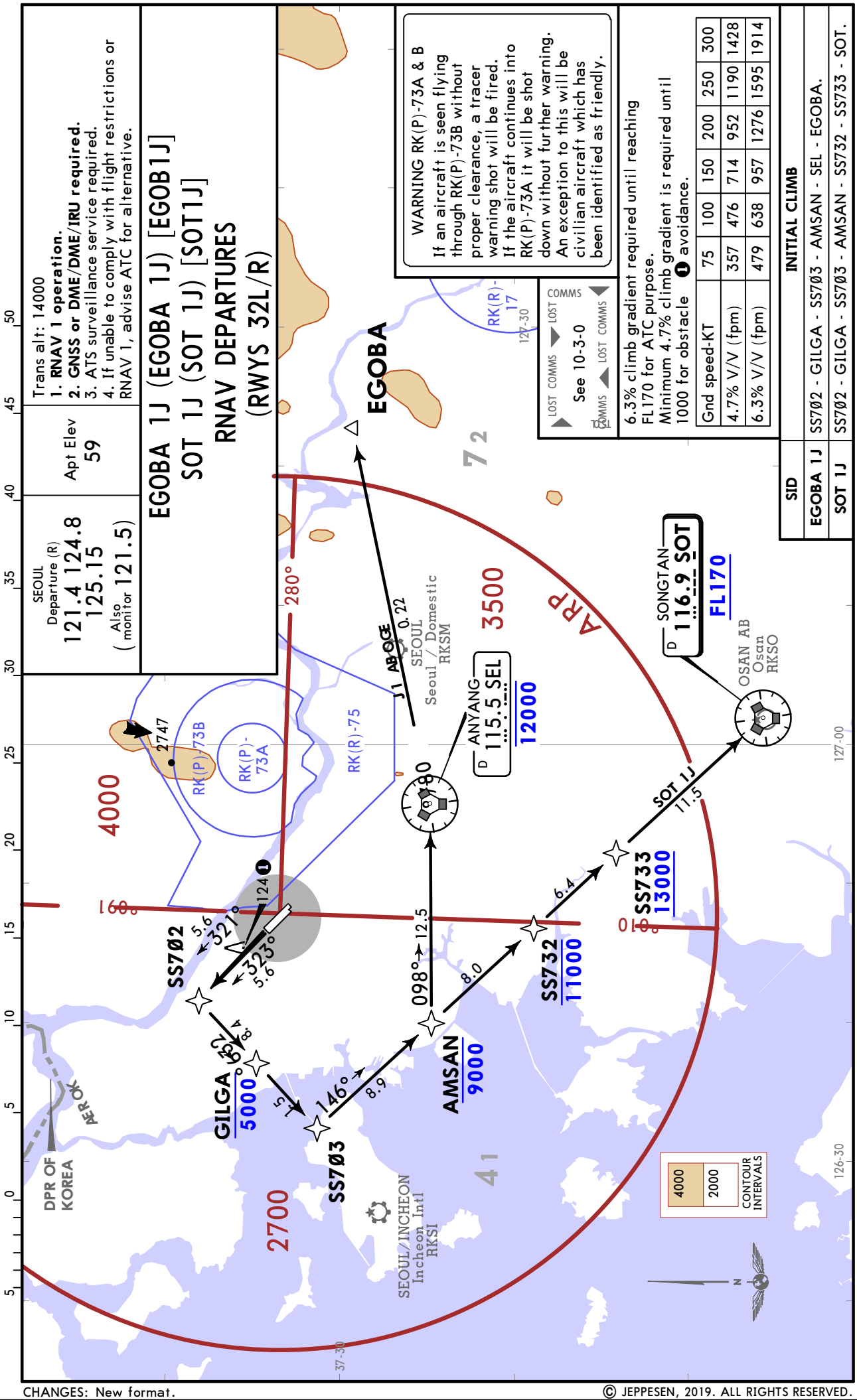
WARNING RK(P)-73A & B
If an aircraft is seen flying through RK(P)-73B without proper clearance, a tracer warning shot will be fired. If the aircraft continues into RK(P)-73A it will be shot down without further warning. An exception to this will be civilian aircraft which has been identified as friendly.

LOST COMMS ▶ ◀ LOST COMMS
See 10-3-0
COMMS ◀ LOST COMMS

6.3% climb gradient required until reaching FL170 for ATC purpose.
Minimum 4.7% climb gradient is required until 1000 for obstacle ❶ 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

SID	INITIAL CLIMB
EGOBA 1J	SS702 - GILGA - SS703 - AMSAN - SEL - EGOBA.
SOT 1J	SS702 - GILGA - SS703 - AMSAN - SS732 - SS733 - SOT.



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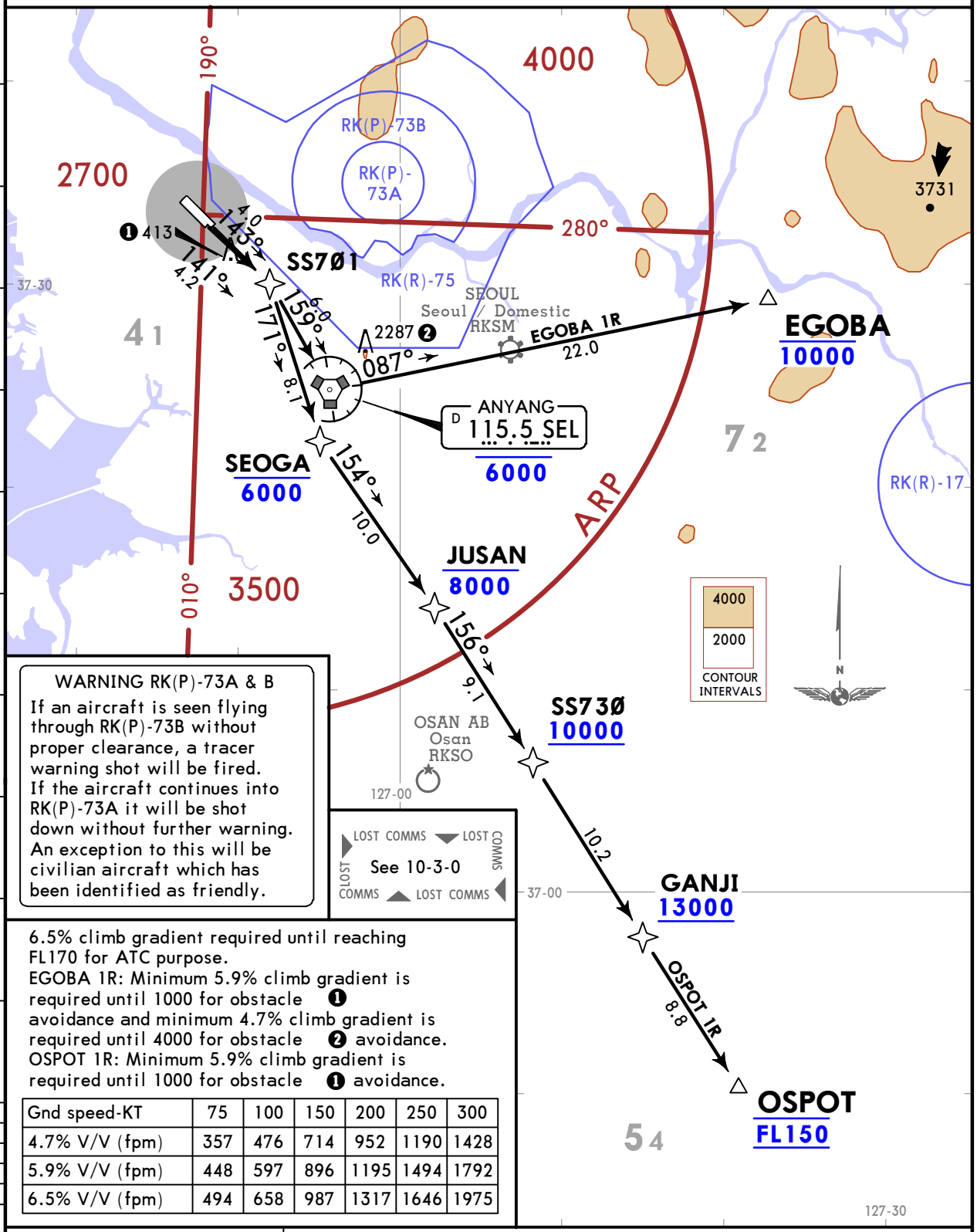
SEOUL Departure (R)	Apt Elev	
121.4 124.8 125.15 (Also monitor 121.5)	59	Trans alt: 14000 **1. RNAV 1 operation.** **2. GNSS or DME/DME/IRU required.** 3. ATS surveillance service required. 4. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.

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

6.5% climb gradient required until reaching FL170 for ATC purpose.
EGOBA 1R: Minimum 5.9% climb gradient is required until 1000 for obstacle ❶ avoidance and minimum 4.7% climb gradient is required until 4000 for obstacle ❷ avoidance.
OSPOT 1R: Minimum 5.9% climb gradient is required until 1000 for obstacle ❶ avoidance.

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

SID	INITIAL CLIMB
EGOBA 1R	SS7Ø1 - SEL - EGOBA.
OSPOT 1R	SS7Ø1 - SEOGA - JUSAN - SS73Ø - GANJI - OSPOT.

CHANGES: New format.

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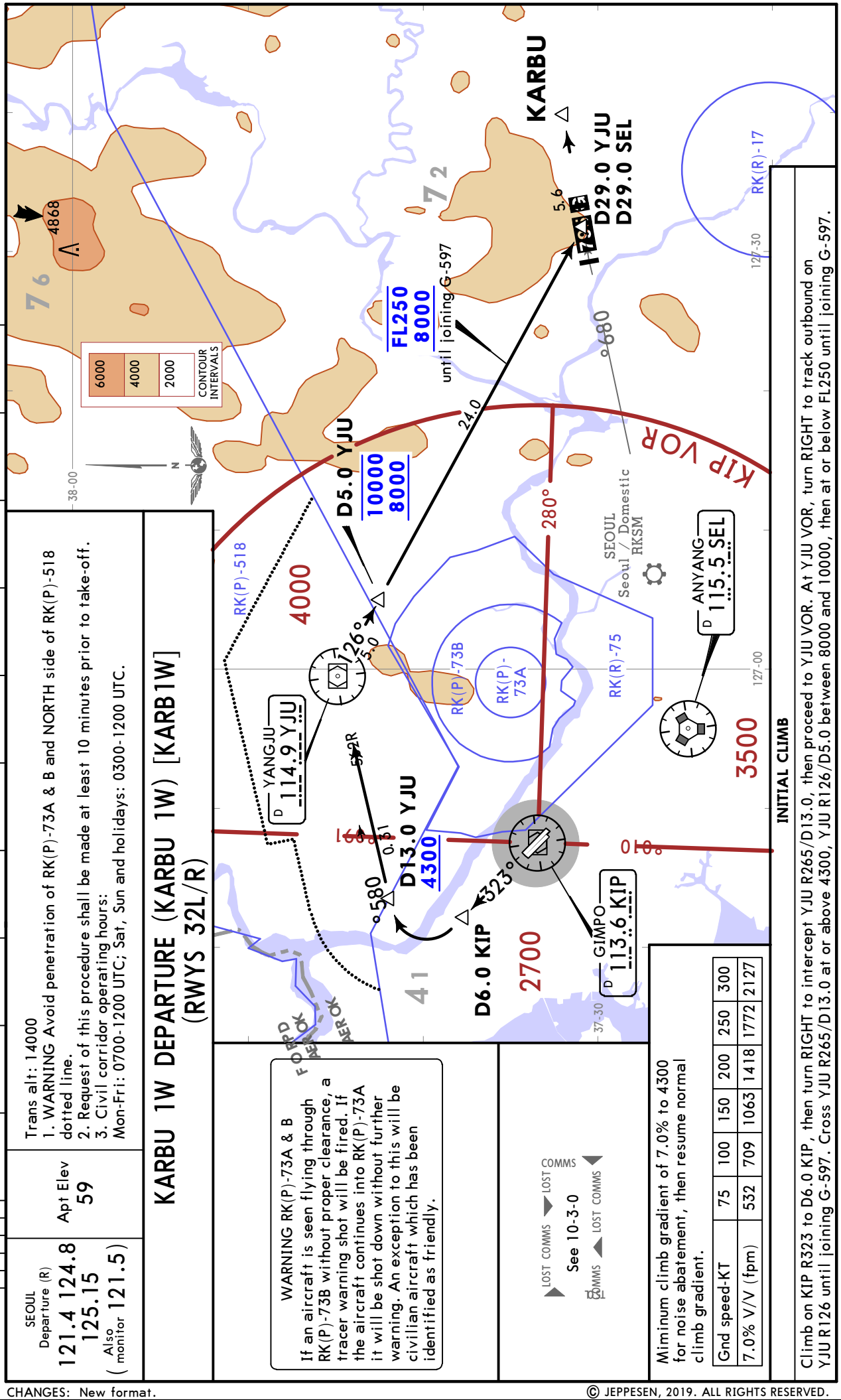
SEOUL Departure (R)
121.4 124.8
125.15
(Also monitor 121.5)

Apt Elev
59

Trans alt: 14000
1. WARNING Avoid penetration of RK(P)-73A & B and NORTH side of RK(P)-518 dotted line.
2. Request of this procedure shall be made at least 10 minutes prior to take-off.
3. Civil corridor operating hours:
Mon-Fri: 0700-1200 UTC; Sat, Sun and holidays: 0300-1200 UTC.

KARBU 1W DEPARTURE (KARBU 1W) [KARB1W]
(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.

LOST COMMS
See 10-3-0

Miminum 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

Climb on KIP R323 to D6.0 KIP, then turn RIGHT to intercept YJU R265/D13.0, then proceed to YJU VOR. At YJU VOR, turn RIGHT to track outbound on YJU R126 until joining G-597. Cross YJU R265/D13.0 at or above 4300, YJU R126/D5.0 between 8000 and 10000, then at or below FL250 until joining G-597.

CHANGES: New format.

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NOISE ABATEMENT PROCEDURES

1. Night Flight Restriction (Curfew) for Noise Abatement

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

1.1. Emergency

a. Aircraft in an emergency condition.
b. Aircraft transporting patients needing emergency medical assistance.
c. Aircraft which need to take-off or land at Gimpo Airport for evacuation from typhoon or heavy snow.

1.2. Special Mission

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

2. Aircraft Operating Procedures (except helicopters)

2.1. Take-off

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

a. Noise Abatement Departure Procedure One (NADP ONE)
- Thrust reduction at 1000′, or 1500′ above airport elevation recommended.

2.2 Approach

a. Delayed Flap Setting Procedures
All arriving aircraft shall apply delayed flap approach procedures as follows:
(1) When Rwy 14 in use:
- After intercepting LOC, lower gear.
- Maintain intermediate flap until FAF (refer to speed restriction note on RKSS 10-9A).
- At FAF, set flaps for landing and establish final approach speed.

(2) When Rwy 32 in use:
- After 7 ILS/DME (8 DME from KIP VOR), lower gear.
- Maintain intermediate flap until FAF (refer to speed restriction note on RKSS 10-9A).
- At FAF, set flaps for landing and establish final approach speed.

b. Aircraft unable to comply with these procedures for any reason should inform ATC.

c. Exceptions:
Approach procedures above need not be complied with by aircraft which have passed the IAF (for Rwy 32) or intercepted the LOC (for Rwy 14) during adverse operating conditions such as:
(1) landing runway is not clear and dry, i.e., it is adversely affected by snow, slush, ice, water or other substances.
(2) conditions when the ceiling is lower than 500′ AGL, or when horizontal visibility is less than 1900m (1 NM).
(3) crosswind component, including gusts, exceeds 15 kts.
(4) tailwind component, including gusts, exceeds 5 kts.
(5) wind shear has been reported or is forecast.

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NOISE ABATEMENT PROCEDURES (contd.)

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 conditions and traffic situations.

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 1400-2100 UTC.

   Aircraft flying along the VFR route for P73 shall maintain at or above 1500′ while in Gimpo Control Zone for noise abatement, and use caution for traffic approaching Rwy 32 at Gimpo Airport.

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OPERATIONAL RESTRICTIONS

1. INTRODUCTION

Some part of taxilane P4 and aircraft stand nr 36, 37, 211, 212, 213, 214 will be closed as follows due to drainage repairs.

2. PERIOD

From 1400 UTC 10 OCT 2019 to 1400 UTC 30 NOV 2019.

3. WORKING AREAS

Closed Area			Period
No.	Taxilane	Stands	
1	P4	Nr 36	From 1400 UTC 30 OCT 2019 to 1400 UTC 20 NOV 2019
2		Nr 37	From 1400 UTC 10 OCT 2019 to 1400 UTC 30 OCT 2019
3		Nr 211	From 1400 UTC 30 OCT 2019 to 1400 UTC 30 NOV 2019
4		Nr 212	From 1400 UTC 10 OCT 2019 to 1400 UTC 30 NOV 2019
5		Nr 213	From 1400 UTC 10 OCT 2019 to 1400 UTC 30 OCT 2019
6		Nr 214	From 1400 UTC 10 OCT 2019 to 1400 UTC 10 NOV 2019

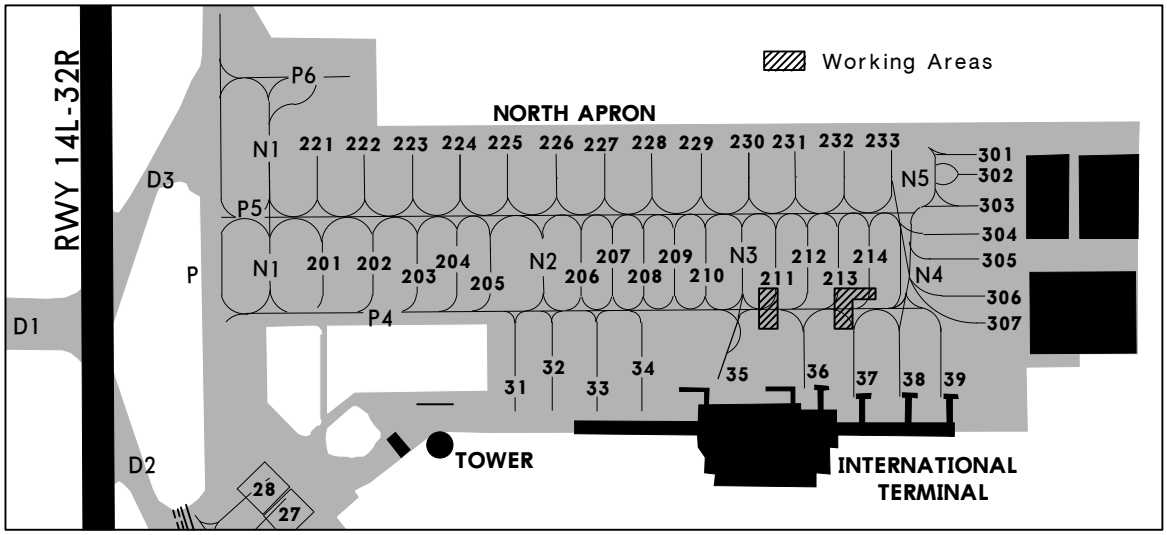
4. REMARKS

(1) During the closed period, Low Visibility Procedures will be changed.
(2) Safety fences and lights will be installed to indicate the working area.
(3) Any change will be notified by NOTAM.
(4) Departure (P4 & P37 closed):

Aircraft stands	Pushback Procedures	Phraseology
35, 36	The aircraft shall be pushed back onto the designated start point on taxilane N3 to face south east.	Pushback approved to N3
38	The aircraft shall be pushed back to face south west and then towed forward until its nosewheel is at the designated start point on taxilane N4.	Pushback approved to N4
39	The aircraft shall be pushed back to face north east and then towed forward until its nosewheel is at the designated start point on taxilane N4.	Pushback approved to N4

(5) Departure (P4 & P36 closed):

Aircraft stands	Pushback Procedures	Phraseology
35	The aircraft shall be pushed back onto the designated start point on taxilane N3 to face south east.	Pushback approved to N3
37, 38 and 39	The aircraft shall be pushed back to face north east and then towed forward until its nosewheel is at the designated start point on taxilane N4.	Pushback approved to N4



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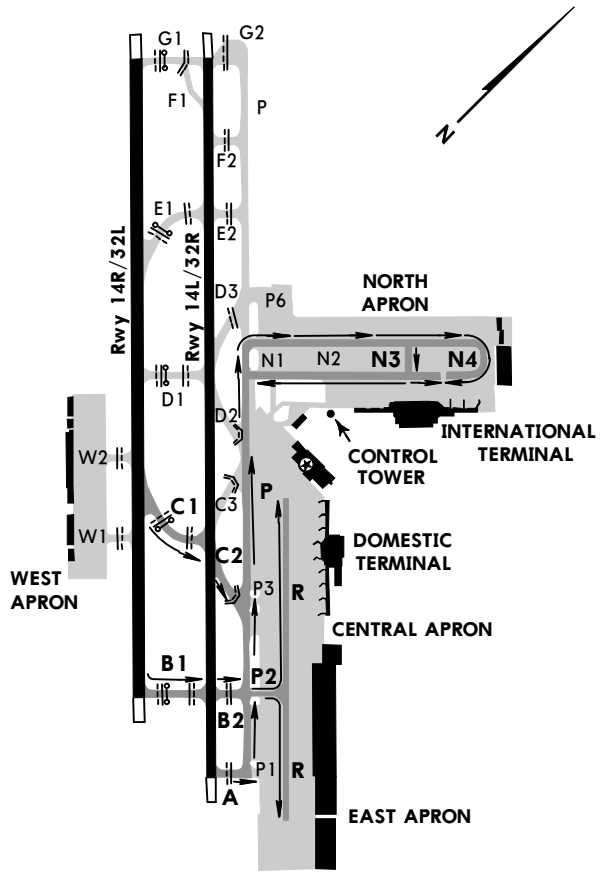
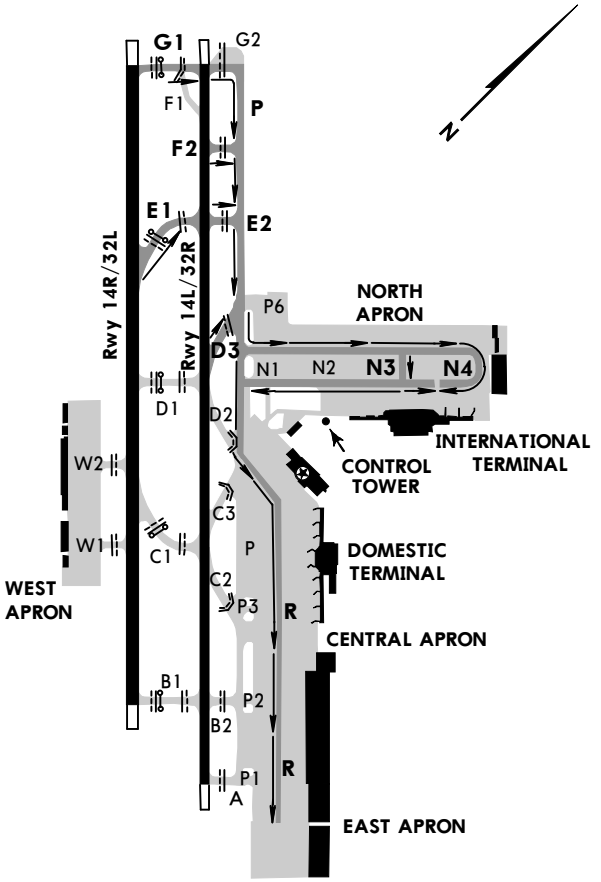
OPERATIONAL RESTRICTIONS (CONTD)

LOW VISIBILITY PROCEDURE: 1400 UTC 10 OCT 2019 - 1400 UTC 30 OCT 2019

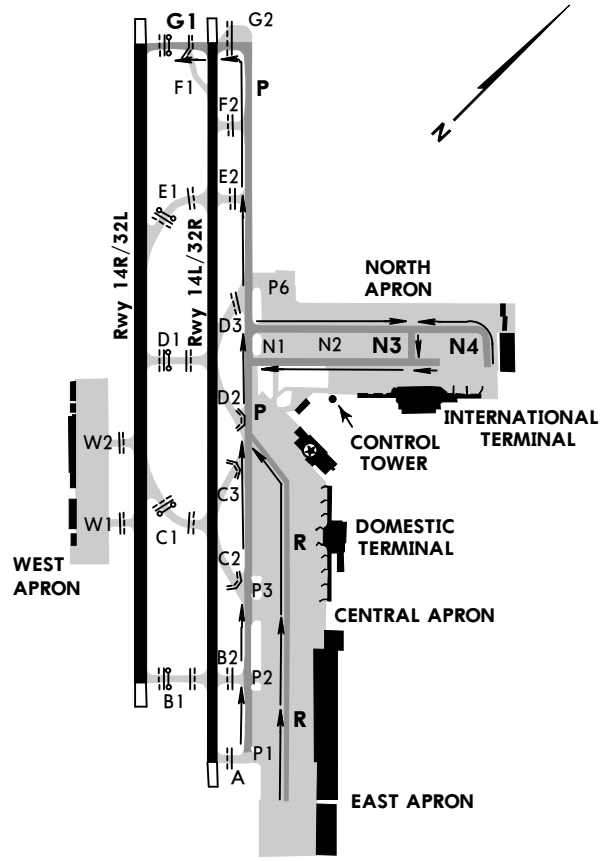
RWY 14R/14L ARRIVAL



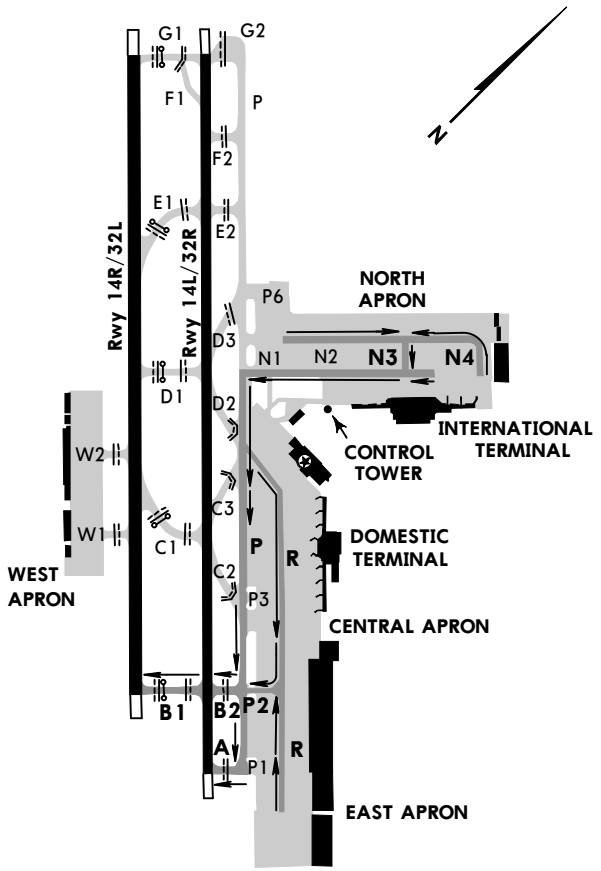
RWY 32R/32L ARRIVAL



RWY 14R/14L DEPARTURE



RWY 32R/32L DEPARTURE



CHANGES: New temporary chart.

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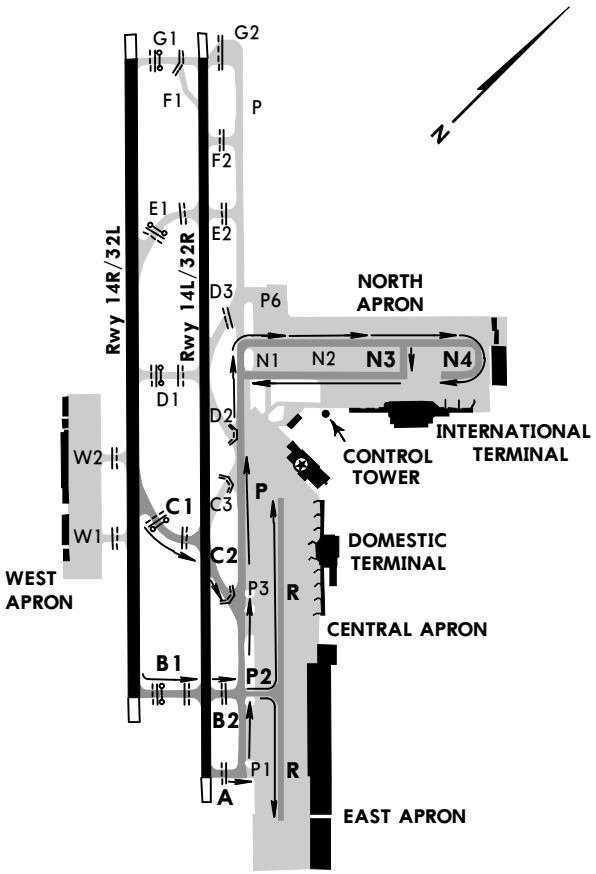
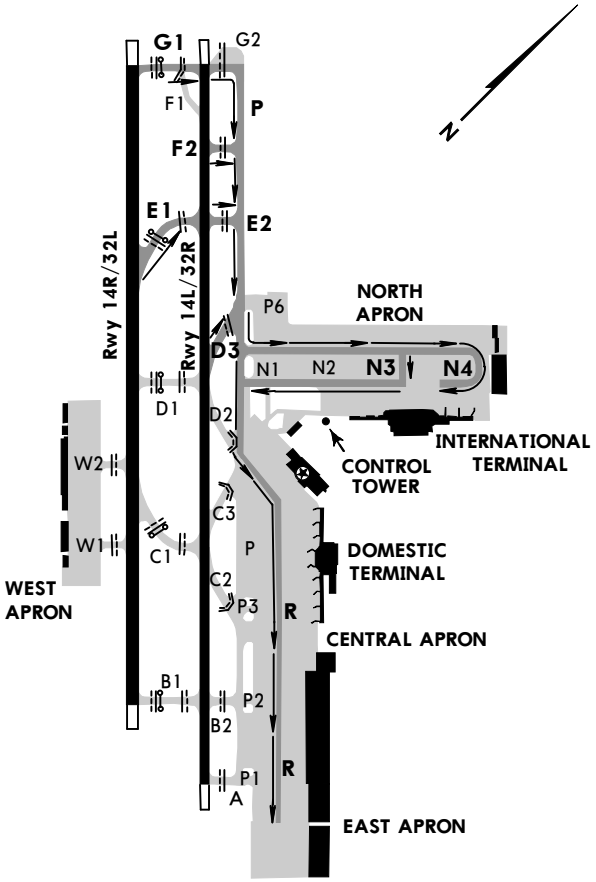
OPERATIONAL RESTRICTIONS (CONTD)

LOW VISIBILITY PROCEDURE: 1400 UTC 30 OCT 2019 - 1400 UTC 20 NOV 2019

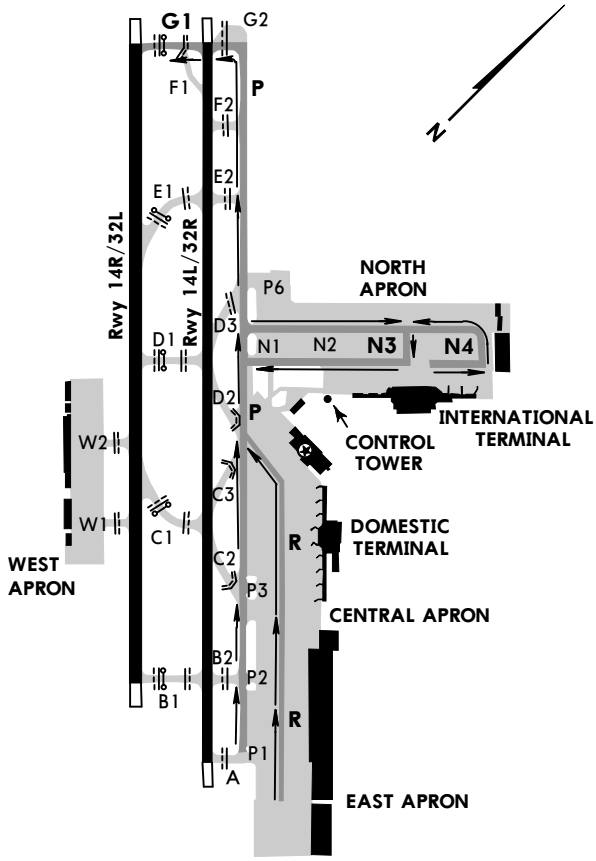
RWY 14R/14L ARRIVAL



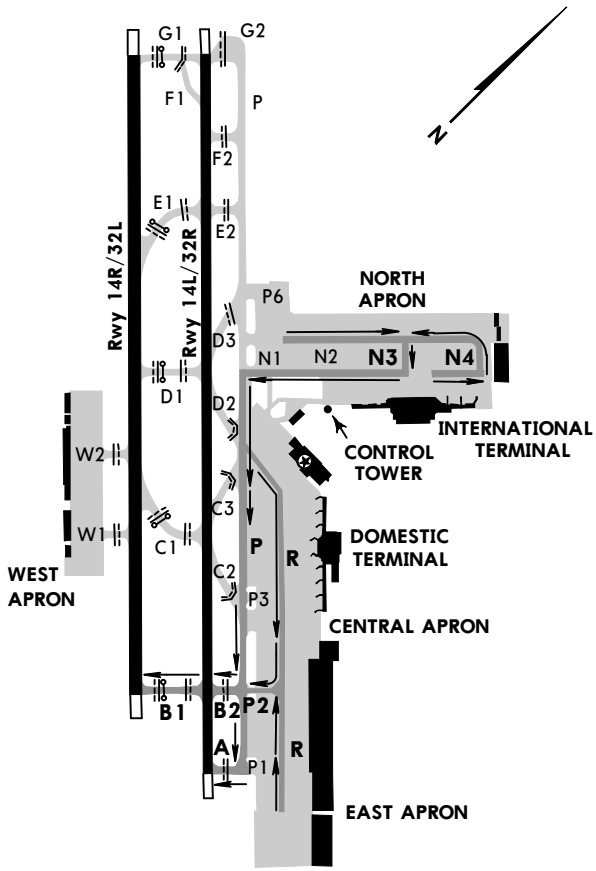
RWY 32R/32L ARRIVAL



RWY 14R/14L DEPARTURE



RWY 32R/32L DEPARTURE



CHANGES: New temporary chart.

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RKSS/GMP

Apt Elev 59′
N37 33.4 E126 47.9

JEPPESEN

4 OCT 19 (10-9) Eff 9 Oct 1600Z

SEOUL, KOREA
GIMPO INTL

D-ATIS	GIMPO Delivery (PDC)	Ground	Tower	SEOUL Departure (R)	Also monitor
126.4	121.975	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.

After landing on Rwy 14R or Rwy 32L, do not change to GND FREQ until vacating both Rwys unless otherwise instructed by 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.

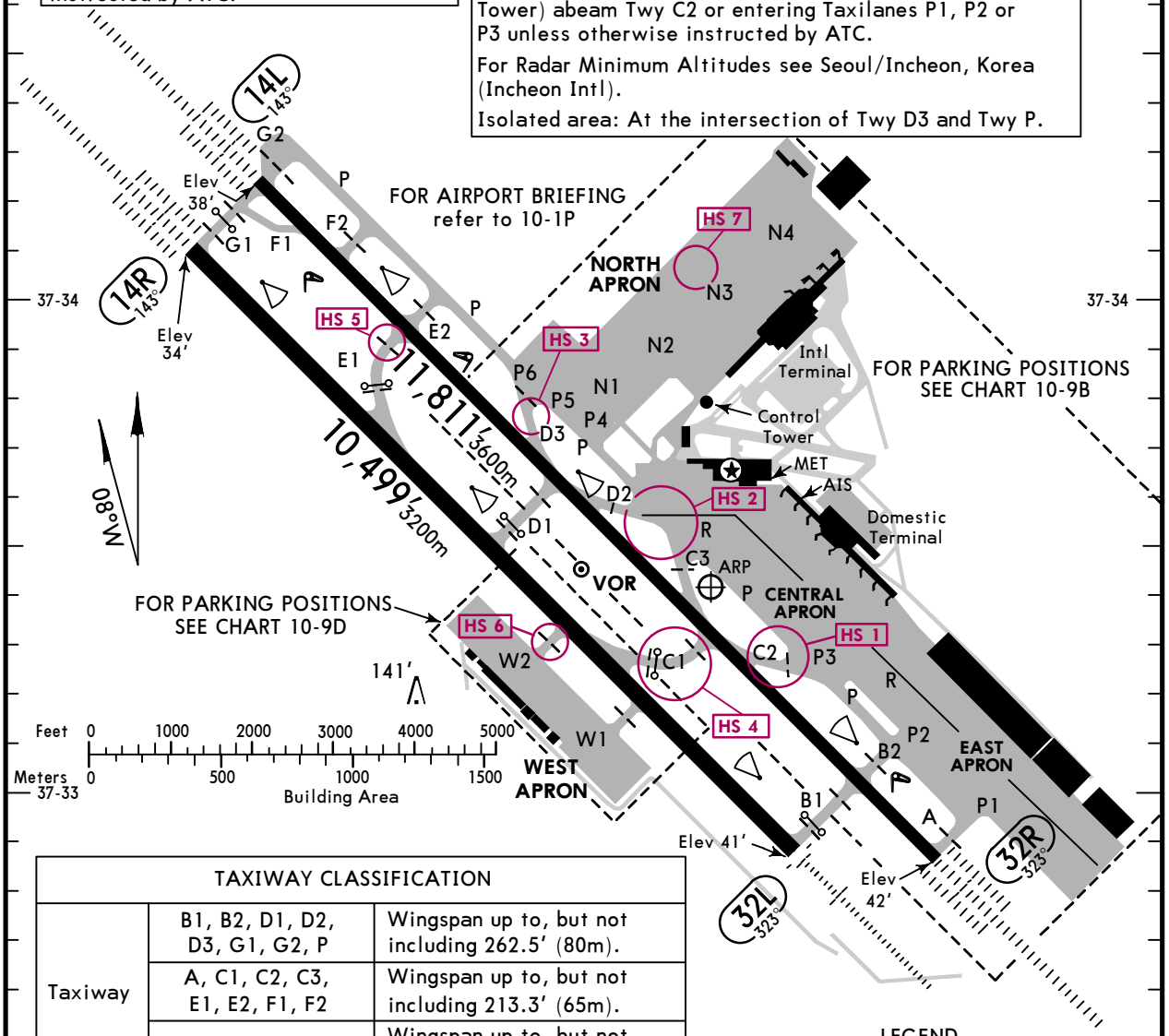
Arriving aircraft shall change from Gimpo Tower to Gimpo Ground when entering Twy P from the runway.

When Rwys 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 Rwys 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.

For Radar Minimum Altitudes see Seoul/Incheon, Korea (Incheon Intl).

Isolated area: At the intersection of Twy D3 and Twy P.



TAXIWAY CLASSIFICATION		
Taxiway	B1, B2, D1, D2, D3, G1, G2, P	Wingspan up to, but not including 262.5′ (80m).
	A, C1, C2, C3, E1, E2, F1, F2	Wingspan up to, but not including 213.3′ (65m).
	W1, W2	Wingspan up to, but not including 78.7′ (24m).
Taxilane	P1	Wingspan up to, but not including 262.5′ (80m).
	N1, N2, N3, N4, P2 P3, P4, P5, P6, R	Wingspan up to, but not including 213.3′ (65m).
	T, S	Wingspan up to, but not including 78.7′ (24m).
	N5	Wingspan up to, but not including 118.1′ (36m).

LEGEND

- – – RUNWAY HOLDING POSITION
- STOP BAR
- HS 1 HOT SPOT

See 10-9A for description of Hot Spots

CHANGES: Note, holding position at Hot Spot 3.

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GENERAL

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.

HOT SPOTS

HS1

For information only, not to be construed as ATC instructions.

HS1 HS3 HS4 HS5 Locations on Gimpo airport movement area with a potential risk of runway incursion.

HS2 Aircraft use caution when passing by this point that 4 taxiways(C3, D2, P and R) are intersecting.

HS6 A location on Gimpo airport movement area with a history of runway incursion.

HS7 Aircraft (including towed aircraft) shall pay extra caution when passing through this area due to congestion.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
14R ❶ 32L	HIRL (60m) CL (15m) ALSF-II TDZ ❷ PAPI-L RVR		9473′ 2887m	❸	197′ 60m
	HIRL (60m) CL (15m) ALSF-I ❷ PAPI-L RVR		9479′ 2889m		
14L ❶ 32R	HIRL (60m) ALSF-II TDZ PAPI-L (angle 3.0°) RVR		10,692′ 3259m	❸	148′ 45m
			10,674′ 3253m		

❶ Runway grooved except for 984′ (300m) inward from each threshold.

❷ Angle 3.0°.

❸ 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

Rwy 14R/32L

Multi Engine Aircraft

3 RVR Required				2 Night Operations		
1 TGS, HIRL, & CL	HIRL & CL	RL & CL	RL & CL	RL & RCL	RL or RCL	NIL (Day Only)
RVR 75m VIS 300′	RVR 125m VIS 400′	RVR 150m VIS 500′	RVR 200m VIS 600′	RVR 300m VIS 1000′	RVR 400m VIS 1200′	RVR 500m VIS 1600′

Rwy 14L/32R

Multi Engine Aircraft

2 Night Operations	
RL or RCL	NIL (Day Only)
RVR 400m VIS 1200′	RVR 500m VIS 1600′

The TDZ RVR/VIS may be assessed by the pilot.
SIDs are designed in accordance with STANDARDS for FLIGHT PROCEDURE DESIGN.

1 With certified TGS (Take-off Guidance System).

2 For Night Operations at least RL or CL and Rwy End Lights are available.

CHANGES: None.

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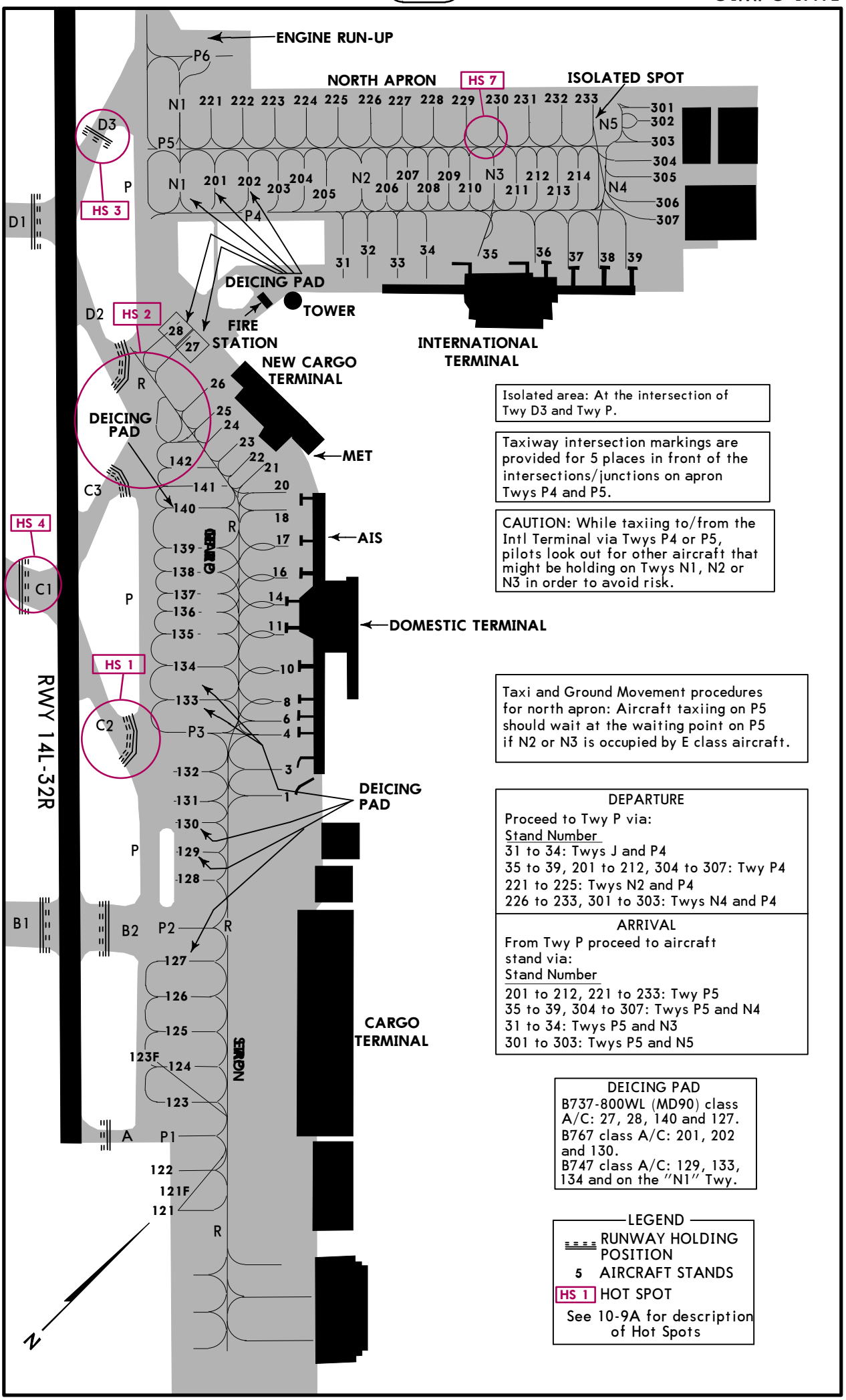

Isolated area: At the intersection of Twy D3 and Twy P.

Taxiway intersection markings are provided for 5 places in front of the intersections/junctions on apron Twys P4 and P5.

CAUTION: While taxiing to/from the Intl Terminal via Twys P4 or P5, pilots look out for other aircraft that might be holding on Twys N1, N2 or N3 in order to avoid risk.

Taxi and Ground Movement procedures for north apron: Aircraft taxiing on P5 should wait at the waiting point on P5 if N2 or N3 is occupied by E class aircraft.

DEPARTURE

Proceed to Twy P via:

Stand Number	
31 to 34:	Twys J and P4
35 to 39, 201 to 212, 304 to 307:	Twy P4
221 to 225:	Twys N2 and P4
226 to 233, 301 to 303:	Twys N4 and P4

ARRIVAL

From Twy P proceed to aircraft stand via:

Stand Number	
201 to 212, 221 to 233:	Twy P5
35 to 39, 304 to 307:	Twys P5 and N4
31 to 34:	Twys P5 and N3
301 to 303:	Twys P5 and N5

DEICING PAD

B737-800WL (MD90) class A/C: 27, 28, 140 and 127.
B767 class A/C: 201, 202 and 130.
B747 class A/C: 129, 133, 134 and on the "N1" Twy.

LEGEND

RUNWAY HOLDING POSITION

5 AIRCRAFT STANDS

HS 1 HOT SPOT

See 10-9A for description of Hot Spots

CHANGES: Hot spot added.

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PARKING STAND COORDINATES

STAND No.	COORDINATES
Central Apron	
1, 3, 4, 6	N37 33.4 E126 48.3
8	N37 33.4 E126 48.2
10, 11	N37 33.5 E126 48.2
14, 16	N37 33.5 E126 48.1
17	N37 33.6 E126 48.1
18, 20, 21	N37 33.6 E126 48.0
22 thru 24	N37 33.6 E126 47.9
25, 26	N37 33.6 E126 47.8
27, 28	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	
31	N37 33.8 E126 47.8
32 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
201, 202	N37 33.8 E126 47.6
203	N37 33.8 E126 47.7
204, 205	N37 33.9 E126 47.7
206	N37 33.9 E126 47.8
207, 208	N37 34.0 E126 47.8
209, 210	N37 34.0 E126 47.9
211	N37 34.1 E126 47.9
212 thru 214	N37 34.1 E126 48.0
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
301, 302	N37 34.3 E126 48.0
303 thru 307	N37 34.2 E126 48.1

STAND No.	COORDINATES
East Apron	
121, 121F, 122	N37 32.9 E126 48.6
123, 123F, 124	N37 33.0 E126 48.5
125 thru 127	N37 33.1 E126 48.4

CHANGES: None.

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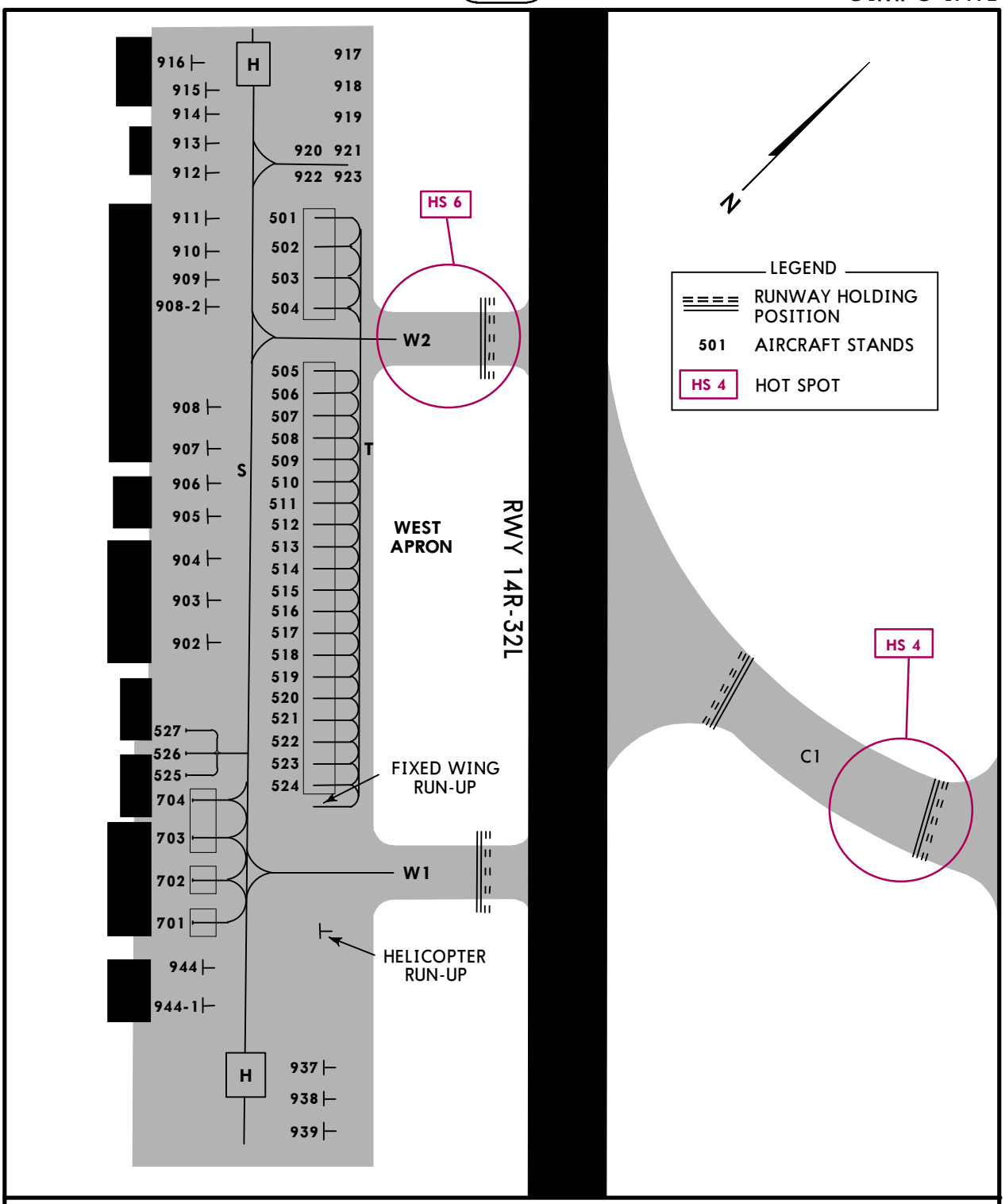

PARKING STAND COORDINATES - West Apron

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 520	N37 33.2 E126 47.5	921	N37 33.4 E126 47.3
521 thru 523	N37 33.1 E126 47.5	922, 923	N37 33.3 E126 47.3
524	N37 33.1 E126 47.6	924, 925	N37 33.2 E126 47.5
525 thru 527	N37 33.1 E126 47.5	926	N37 33.1 E126 47.5
701 thru 704	N37 33.1 E126 47.5	927 thru 929	N37 33.1 E126 47.6
902	N37 33.1 E126 47.5	937, 938	N37 33.1 E126 47.7
903 thru 908	N37 33.2 E126 47.4	939	N37 33.0 E126 47.7
908-2, 909	N37 33.2 E126 47.3	944, 944-1	N37 33.0 E126 47.6
910 thru 913	N37 33.3 E126 47.3		
914 thru 916	N37 33.3 E126 47.2		

CHANGES: Stand 701 added.

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CAT II/III OPERATIONS

1. General

Gimpo International Airport Rwy 14R has ILS CAT IIIB equipment.

Low Visibility Procedures are established for operation in a visibility of less than RVR 550m (1800′) or a cloud ceiling of less than 60m (200′).

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.

2. Approval for CAT II/III Operations

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

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 available from:

Flight Operations Division
Seoul Regional Aviation Administration
47, Gonghang-ro 424 beon-gil, Jung-gu, Incheon,
400-718, Republic of Korea
Tel: 82-32-740-2154/5
Fax: 82-32-740-2159

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

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

3. 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.

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

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

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

4. 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.

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

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

(contd on RKSS 10-9F)

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CAT II/III OPERATIONS (contd)

b. Arriving Aircraft

- Aircraft shall vacate the runway via the designated exit taxiways as follows:
  Rwy 14R - B1, B2, C1, C2, P (see RKSS 10-9G).
- Rwy 14R/32L 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.
- 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 (see RKSS 10-9H).
  Rwy 32L - P, B2, B1 (see RKSS 10-9K).

d. Follow-Me Car Service

- Follow-Me service is available to arriving aircraft using Rwy 32L/14R when crossing Rwy 32R/14L. Pilots should make the request to Gimpo Control.
- Aircraft shall monitor the Gimpo Ground Control frequencies during taxiing.

5. 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.

6. Ramp Safety Management

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

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

Some Code B aircraft stands (502, 503, 506-514) in the West Apron do not provide the minimum clearance distance of 10′ (3m) from the apron safety line to tail of the aircraft. Any vehicle, equipment or person should obtain prior clearance from the Control Tower.

Some Code E aircraft stands (221-232) in the North Apron do not provide the minimum clearance distance of 25′ (7.5m) from the apron safety line to tail of the aircraft. Any vehicle, equipment or person should obtain prior clearance from the Control Tower.

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RKSS/GMP

GIMPO INTL

JEPPESEN

20 SEP 19 (10-9G)

SMGCS

SEOUL, KOREA

LOW VISIBILITY TAXI ROUTES

LESS THAN RVR 550m

Rwy 14L/R ARRIVAL

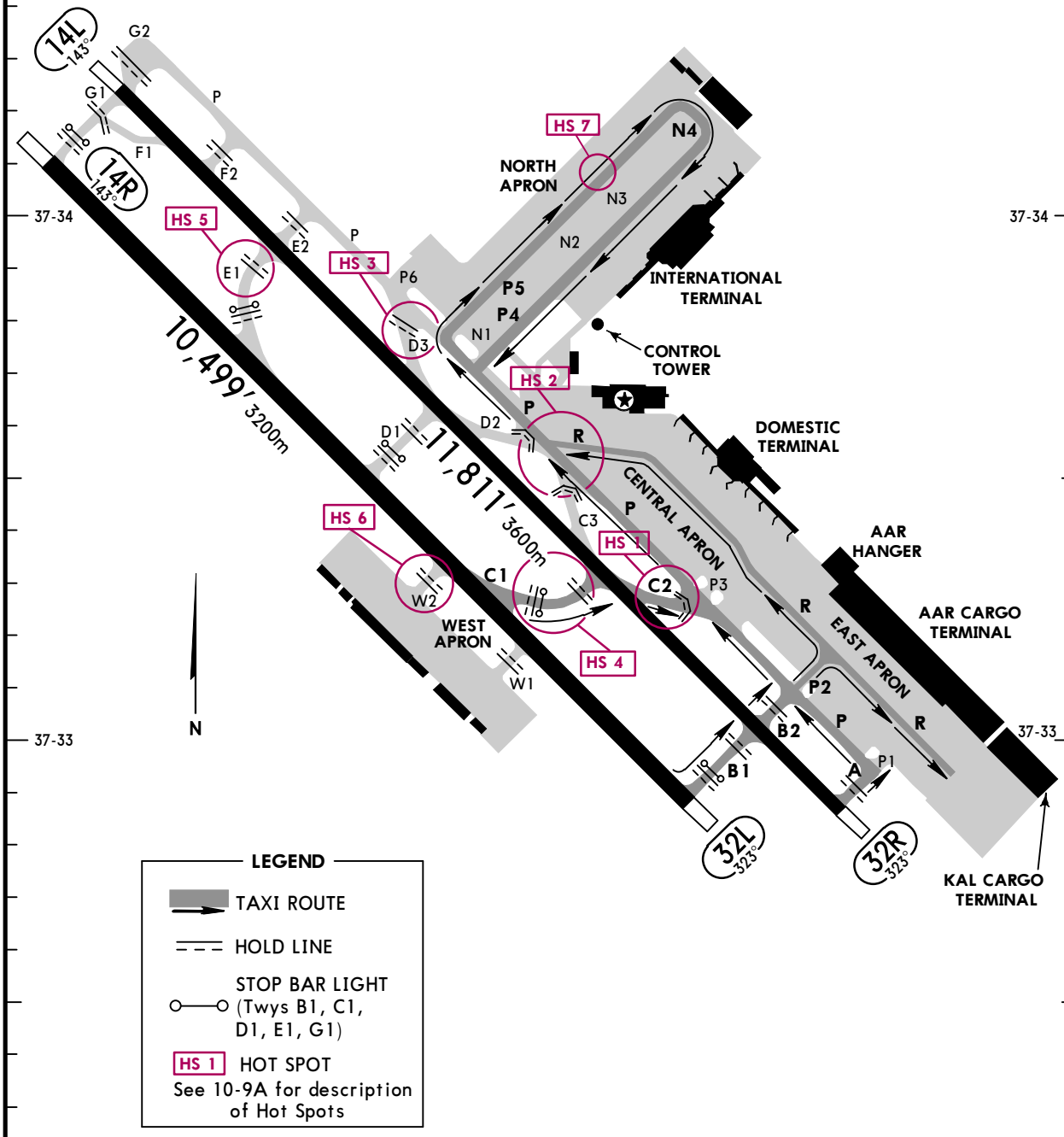
*D-ATIS	GIMPO Delivery (PDC)	Ground		Tower		SEOUL Departure (R)			Also monitor
126.4	121.975	121.9	121.95	118.1	118.05	121.4	124.8	125.15	(121.5)

126-47 126-48

37-35 37-34 37-33 37-32

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).



CHANGES: Hold lines revised.

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RKSS/GMP

GIMPO INTL

JEPPESEN

20 SEP 19

10-9H

SMGCS

SEOUL, KOREA

LOW VISIBILITY TAXI ROUTES

LESS THAN RVR 550m

Rwy 14L/R DEPARTURE

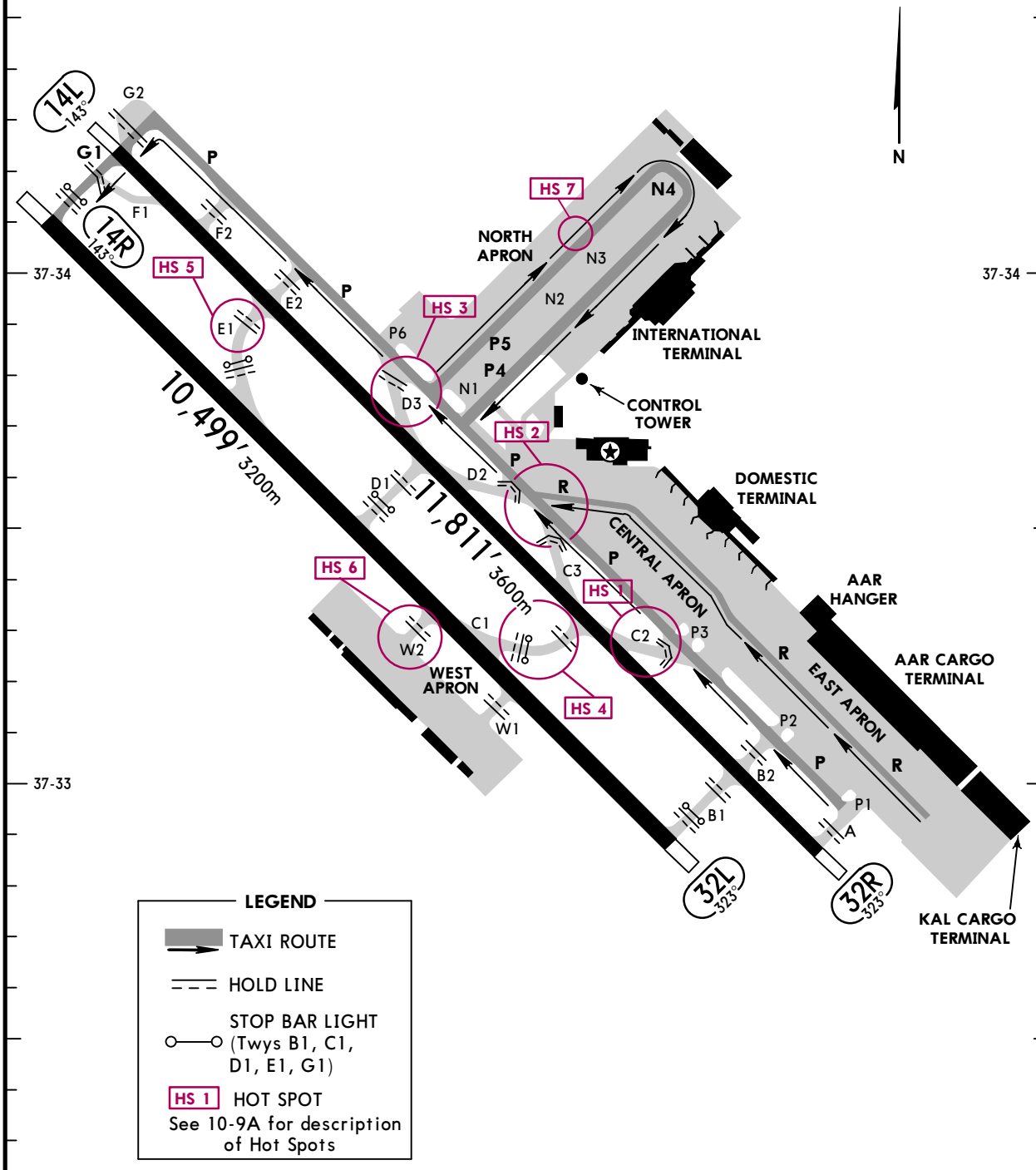
*D-ATIS	GIMPO Delivery (PDC)	Ground		Tower		SEOUL Departure (R)			Also monitor
126.4	121.975	121.9	121.95	118.1	118.05	121.4	124.8	125.15	(121.5)

126-47 126-48

37-35 37-34 37-33 37-32

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).



CHANGES: Hold lines revised.

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RKSS/GMP

GIMPO INTL

JEPPESEN

20 SEP 19

10-9J

SMGCS

SEOUL, KOREA

LOW VISIBILITY TAXI ROUTES

LESS THAN RVR 550m

Rwy 32L/R ARRIVAL

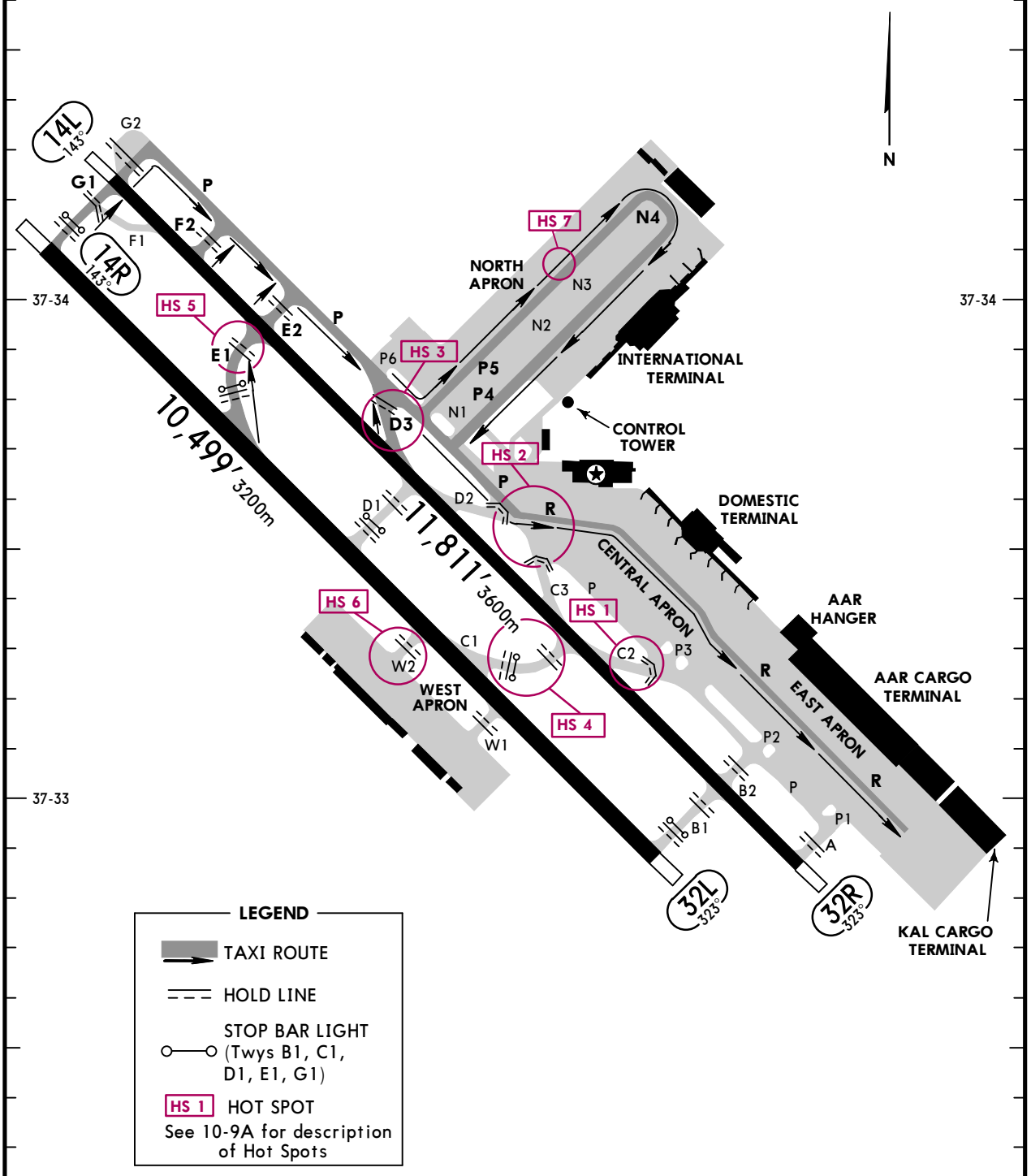
*D-ATIS	GIMPO Delivery (PDC)	Ground		Tower		SEOUL Departure (R)			Also monitor
126.4	121.975	121.9	121.95	118.1	118.05	121.4	124.8	125.15	(121.5)

126-47 126-48

37-35 37-34 37-33 37-32

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).



CHANGES: Hold lines revised.

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RKSS/GMP

GIMPO INTL

JEPPESEN

20 SEP 19 (10-9K)

SMGCS

SEOUL, KOREA

LOW VISIBILITY TAXI ROUTES

LESS THAN RVR 550m

Rwy 32L/R DEPARTURE

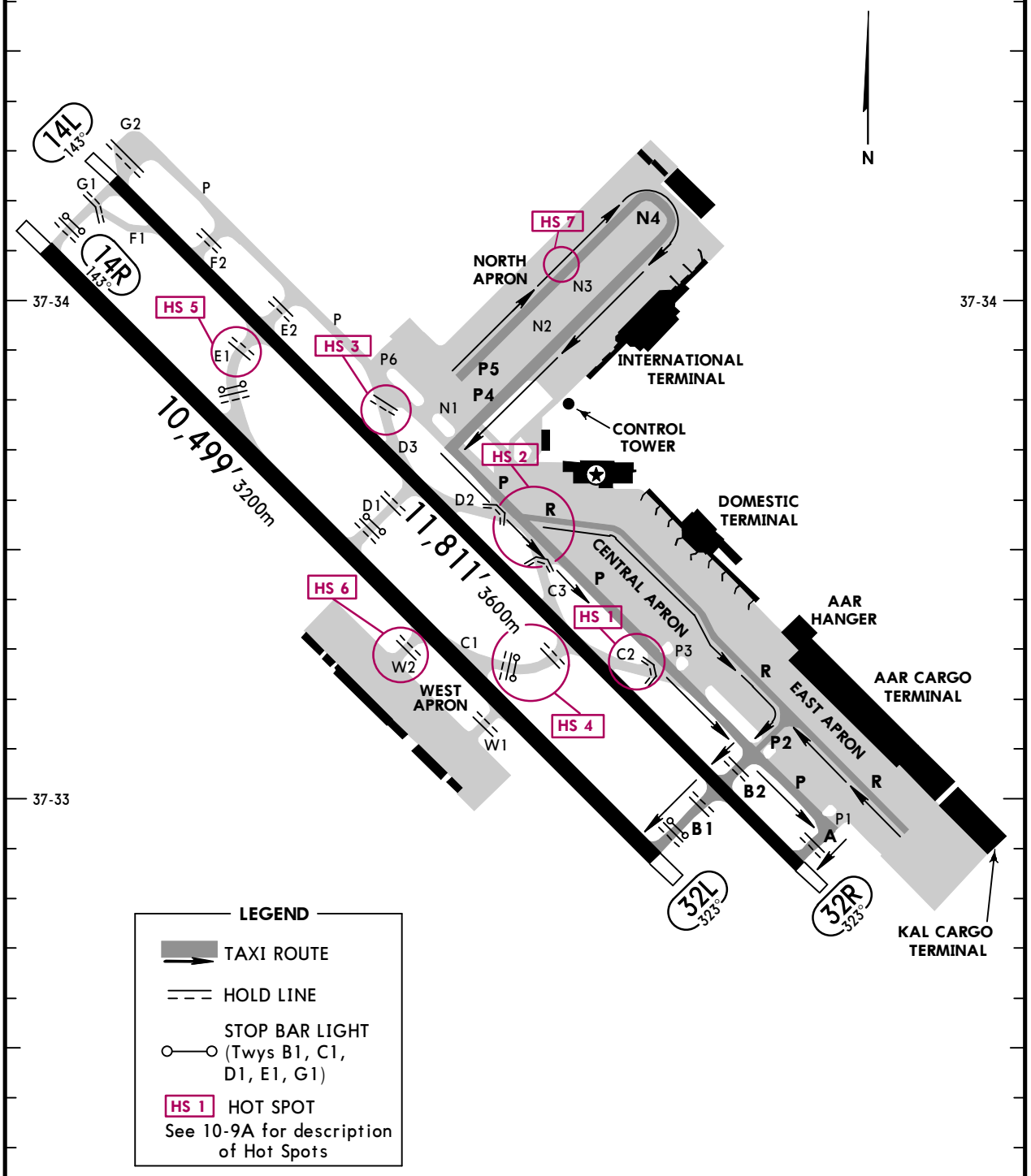
*D-ATIS	GIMPO Delivery (PDC)	Ground		Tower		SEOUL Departure (R)			Also monitor
126.4	121.975	121.9	121.95	118.1	118.05	121.4	124.8	125.15	(121.5)

126-47 126-48

37-35 37-35

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).



37-34 37-34

37-33

37-32 37-32

126-47 126-48

CHANGES: Hold lines revised.

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RKSS/GMP

GIMPO INTL

JEPPESEN

20 SEP 19 (10-9L)

SMGCS

SEOUL, KOREA

LOW VISIBILITY TAXI ROUTES

LESS THAN RVR 550m

Rwy 14R ARRIVAL/DEPARTURE

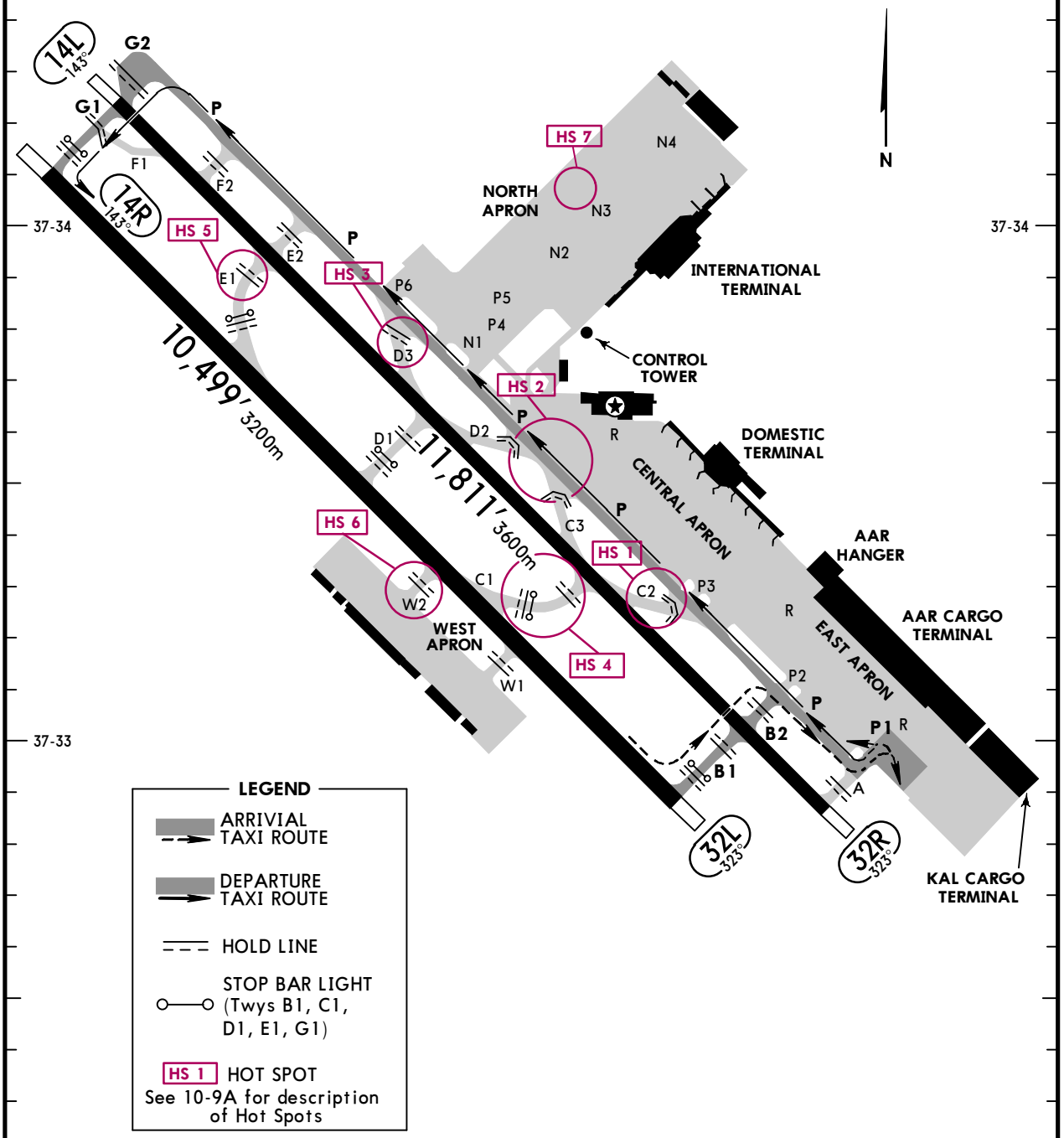
*D-ATIS	GIMPO Delivery (PDC)	Ground	Tower	SEOUL Departure (R)	Also monitor
126.4	121.975	121.9 121.95	118.1 118.05	121.4 124.8 125.15	(121.5)

126-47 126-48

37-35 37-34 37-33 37-32

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).



CHANGES: Hold lines revised.

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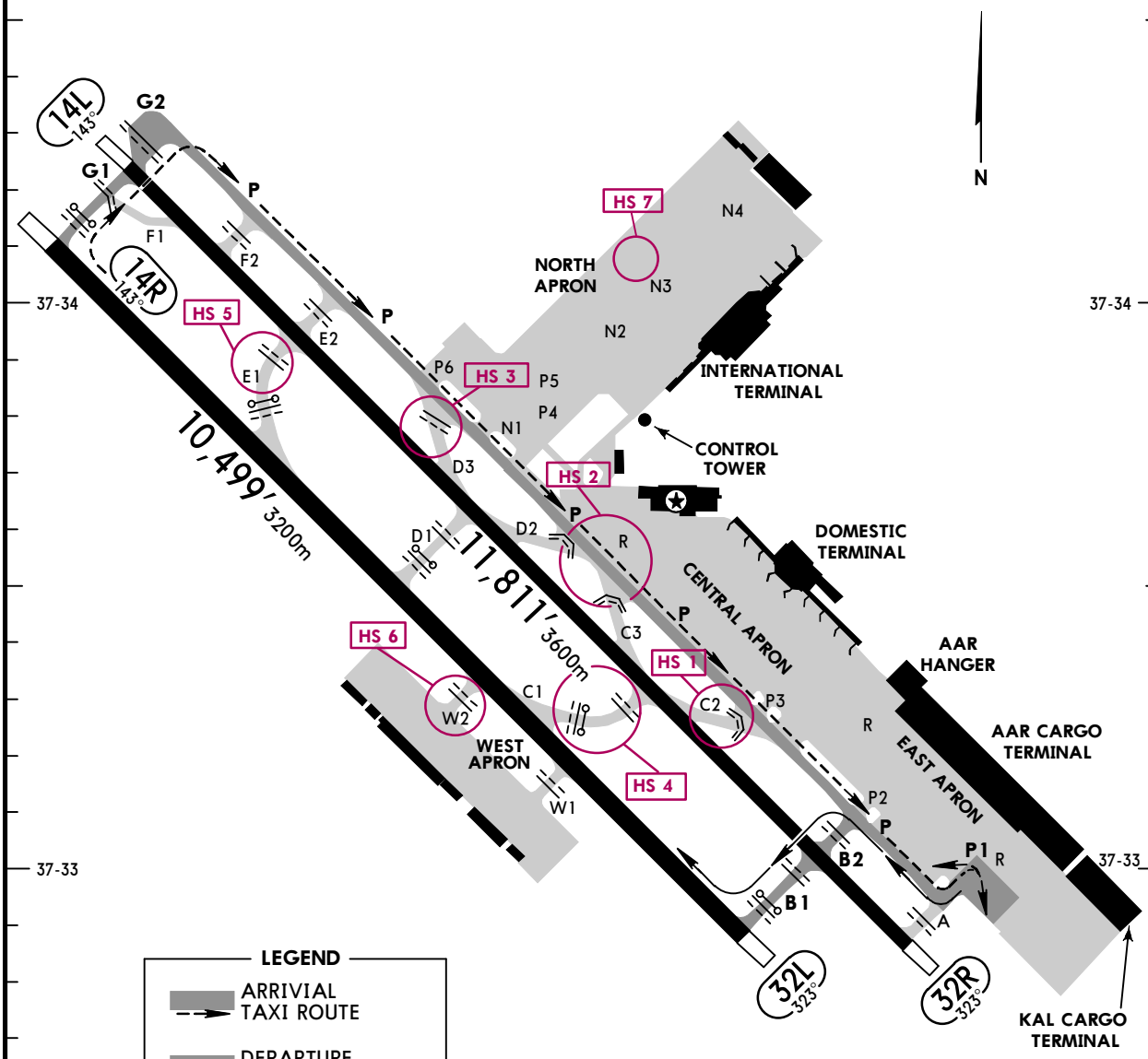
*D-ATIS	GIMPO Delivery (PDC)	Ground		Tower		SEOUL Departure (R)			Also monitor
126.4	121.975	121.9	121.95	118.1	118.05	121.4	124.8	125.15	(121.5)

126-47 126-48
37-35 37-35

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).



126-47 126-48
37-32 37-32

CHANGES: Hold lines revised.

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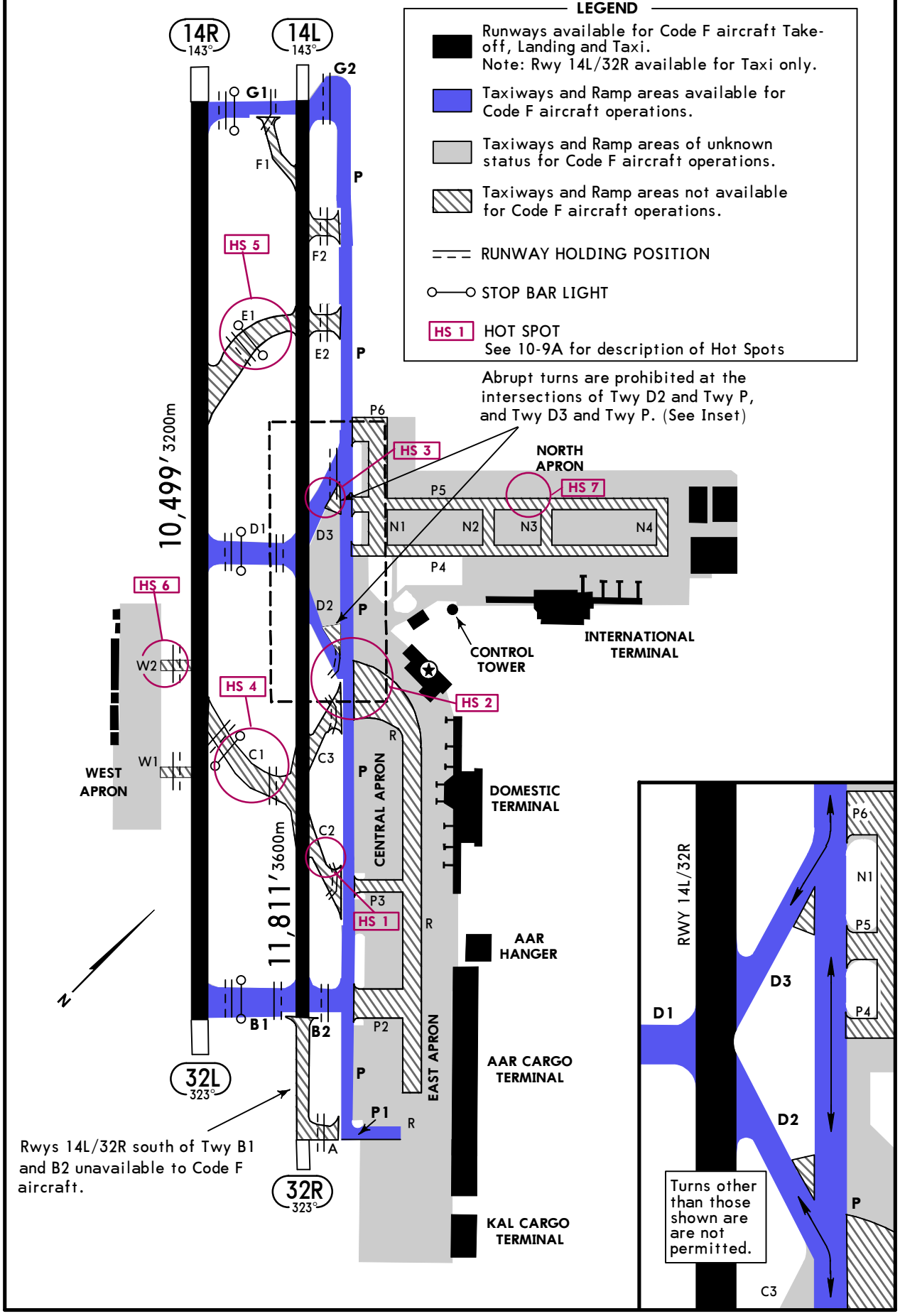
*D-ATIS	GIMPO Delivery (PDC)	Ground		Tower		SEOUL Departure (R)			Also monitor
126.4	121.975	121.9	121.95	118.1	118.05	121.4	124.8	125.15	(121.5)

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).



CHANGES: Chart reissued, holding position at Hot Spot 3 moved.

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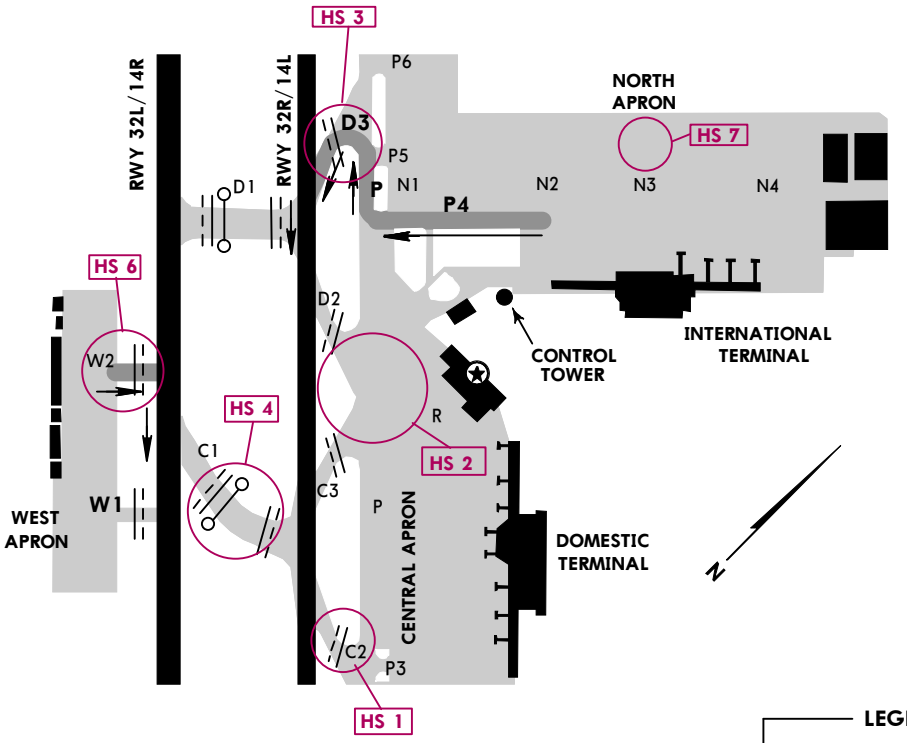
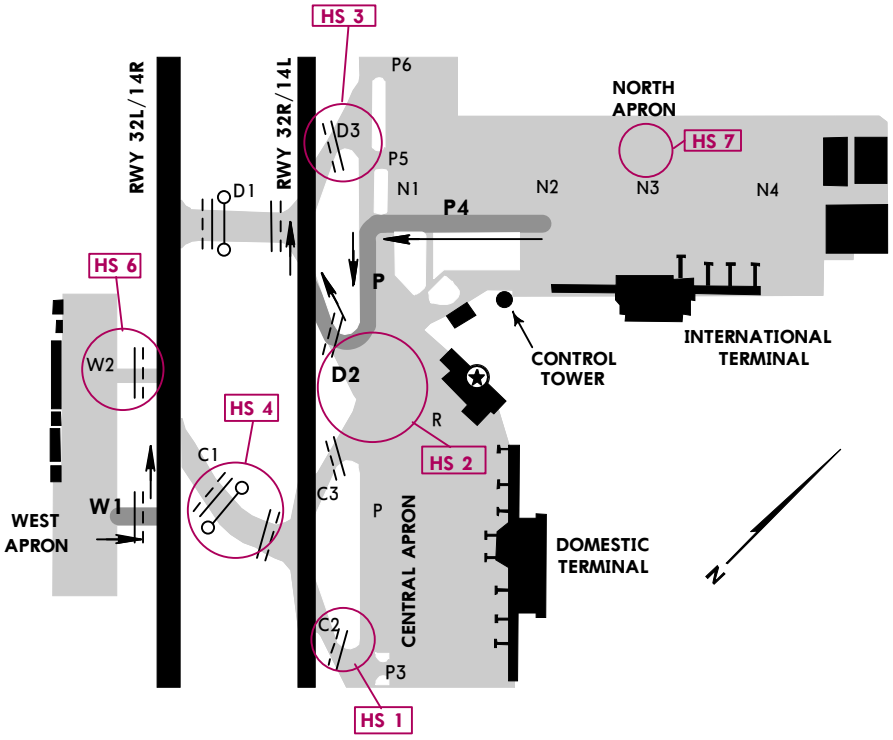
Rwys 14L/R DEPARTURE TAXI ROUTES



LEGEND

- TAXI ROUTE
- HOLD LINE
- STOP BAR LIGHT
- HS 1 HOT SPOT
  See 10-9A for description of Hot Spots

Rwys 32L/R DEPARTURE TAXI ROUTES



CHANGES: Hot spot added.

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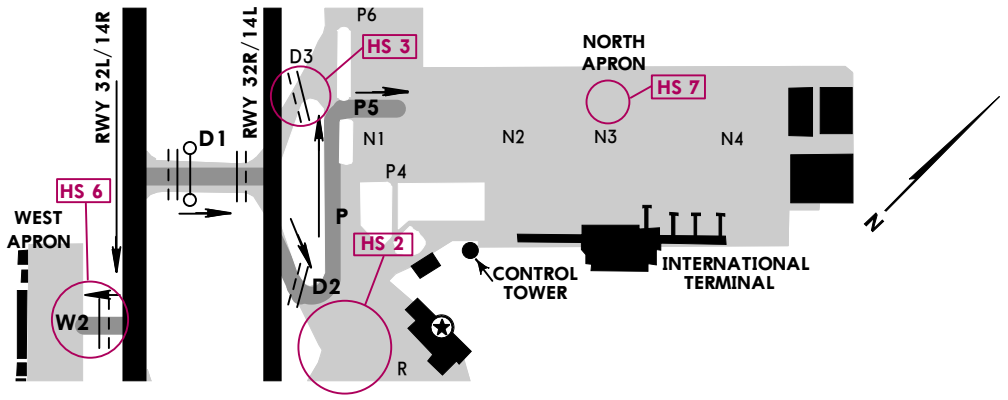
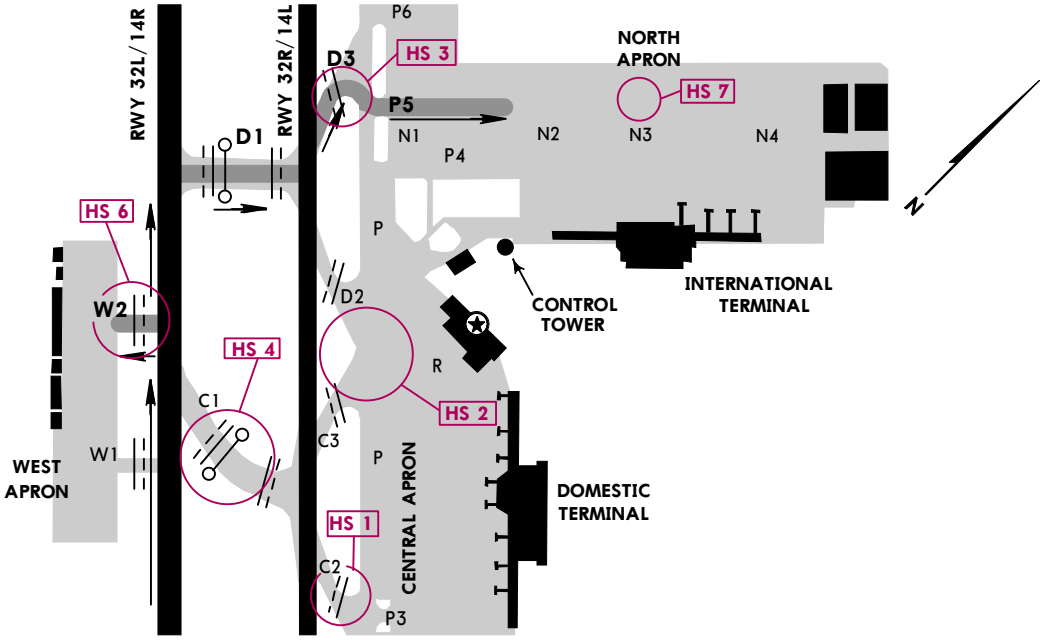
LEGEND

TAXI ROUTE — HOLD LINE — STOP BAR LIGHT — HS 1 HOT SPOT See 10-9A for description of Hot Spots

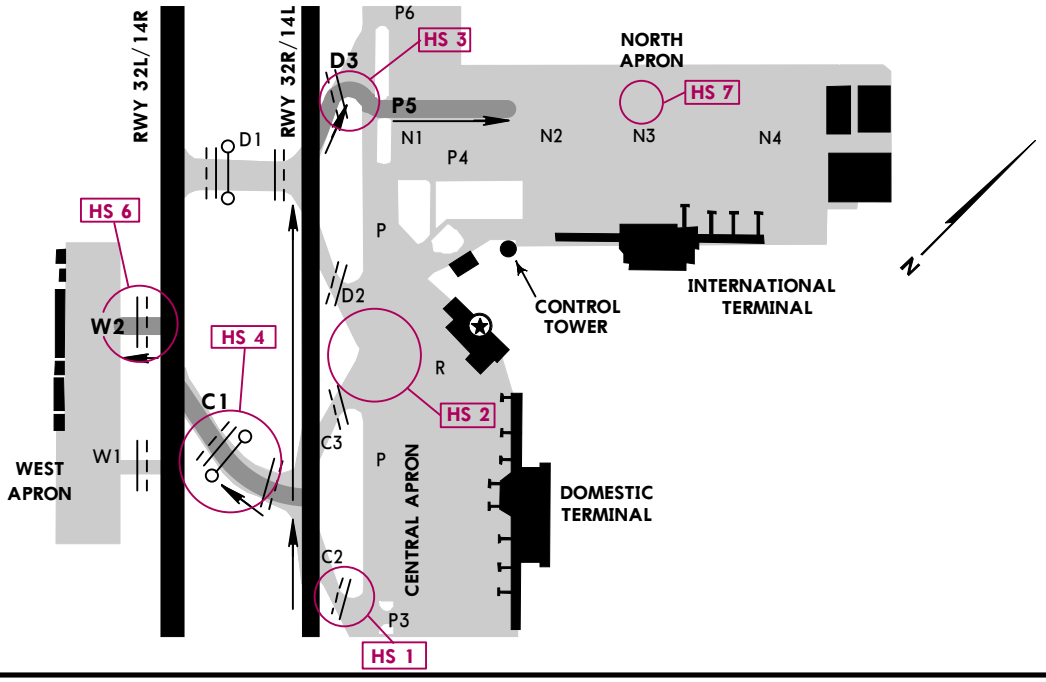
Rwy 14R ARRIVAL TAXI ROUTES



Rwy 32L ARRIVAL TAXI ROUTES



Rwy 32R ARRIVAL TAXI ROUTES



CHANGES: Hot spot added.

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RKSS/GMP
GIMPO INTL

JEPPESEN

11 SEP 15
Eff 16 Sep 1600Z

(11-1)

SEOUL, KOREA
ILS Y or LOC Y Rwy 14L

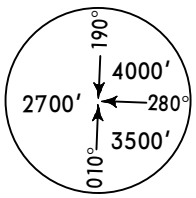
D-ATIS	SEOUL Approach (R)			GIMPO Tower		Ground
126.4	119.1	119.75	(Also monitor 121.5)	118.1	118.05	121.9

BRIEFING STRIP™

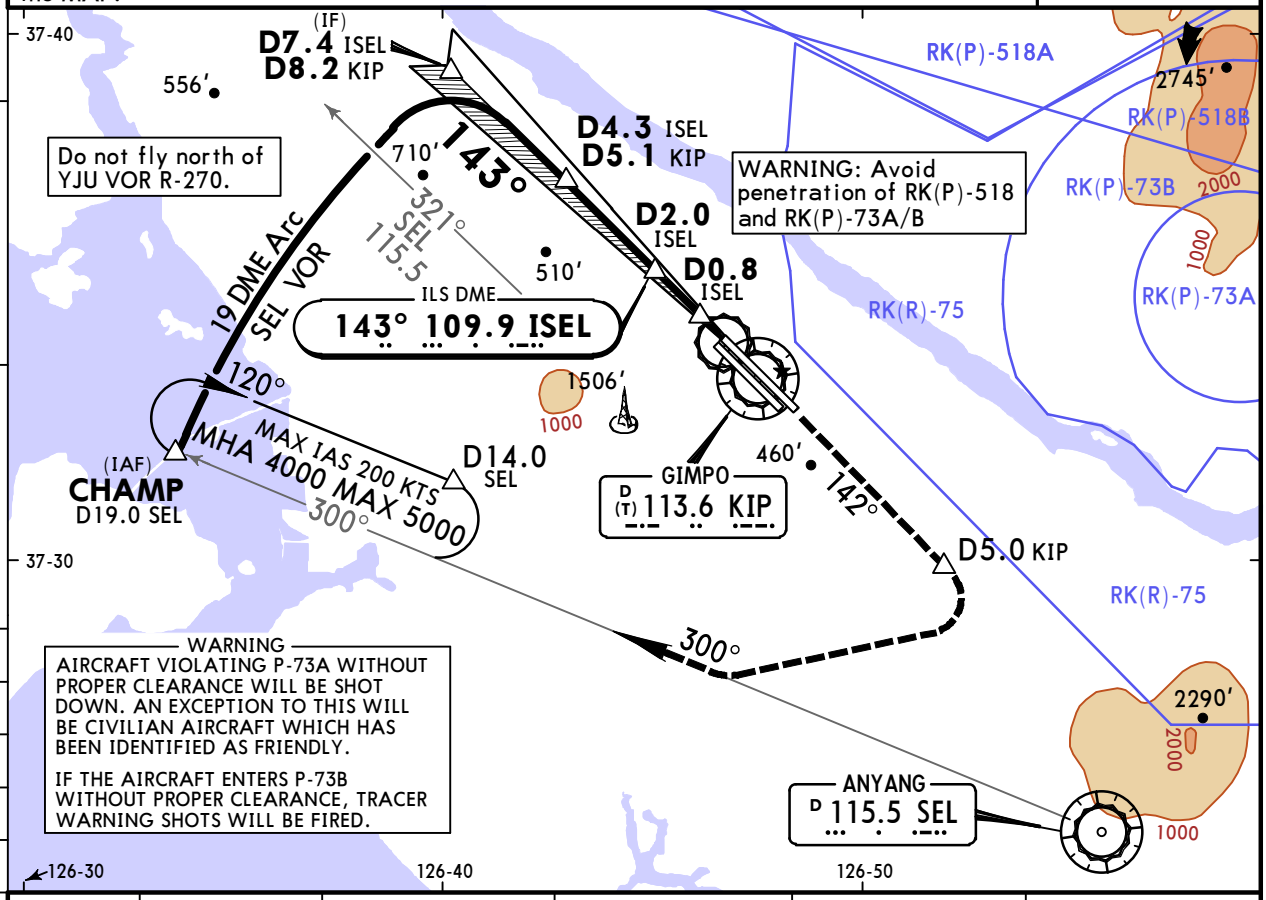
LOC ISEL	Final Apch Crs	GS	ILS DA(H)	Apt Elev 59′
109.9	**143°**	**D4.3 ISEL/D5.1 KIP** **1400′**(1362′)	**238′**(200′)	Rwy 38′

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.

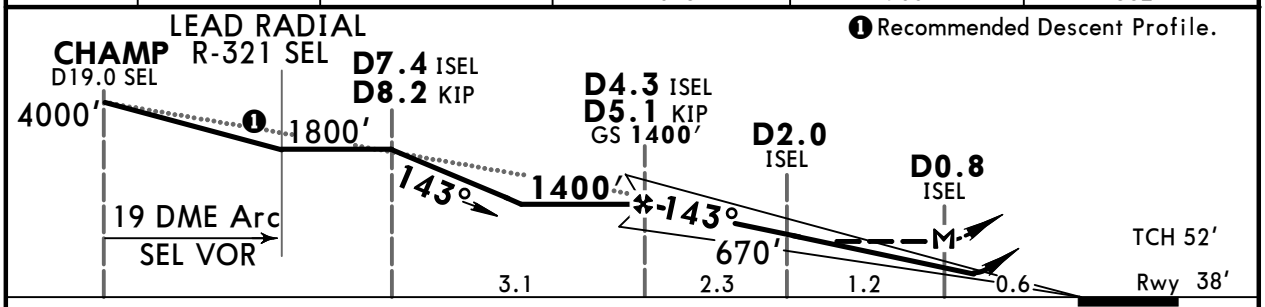
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 140 Trans alt: 14000′
1. DME required on an ILS/LOC approach. 2. Timing not authorized for defining the the MAP.



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
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.8 ISEL							

ALSF-II
PAPI
4000′ on RWY hdg

PANS OPS

	STRAIGHT-IN LANDING RWY 14L				CIRCLE-TO-LAND
	ILS DA(H) 238′(200′)		LOC (GS out) MDA(H) 430′(392′)		
	FULL	ALS out		ALS out	
A	RVR 720m VIS 800m	1200m	1100m	1800m	NOT AUTHORIZED
B					
C					
D			1200m		

CHANGES: Visibilities.

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RKSS/GMP
GIMPO INTL

JEPPESEN

11 SEP 15
Eff 16 Sep 1600Z

(11-2)

SEOUL, ~~KOREA~~

ILS Z or LOC Z Rwy 14L

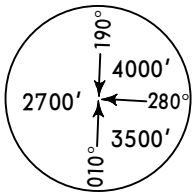
D-ATIS	SEOUL Approach (R)			GIMPO Tower		Ground
126.4	119.1	119.75	(Also monitor 121.5)	118.1	118.05	121.9

BRIEFING STRIP™

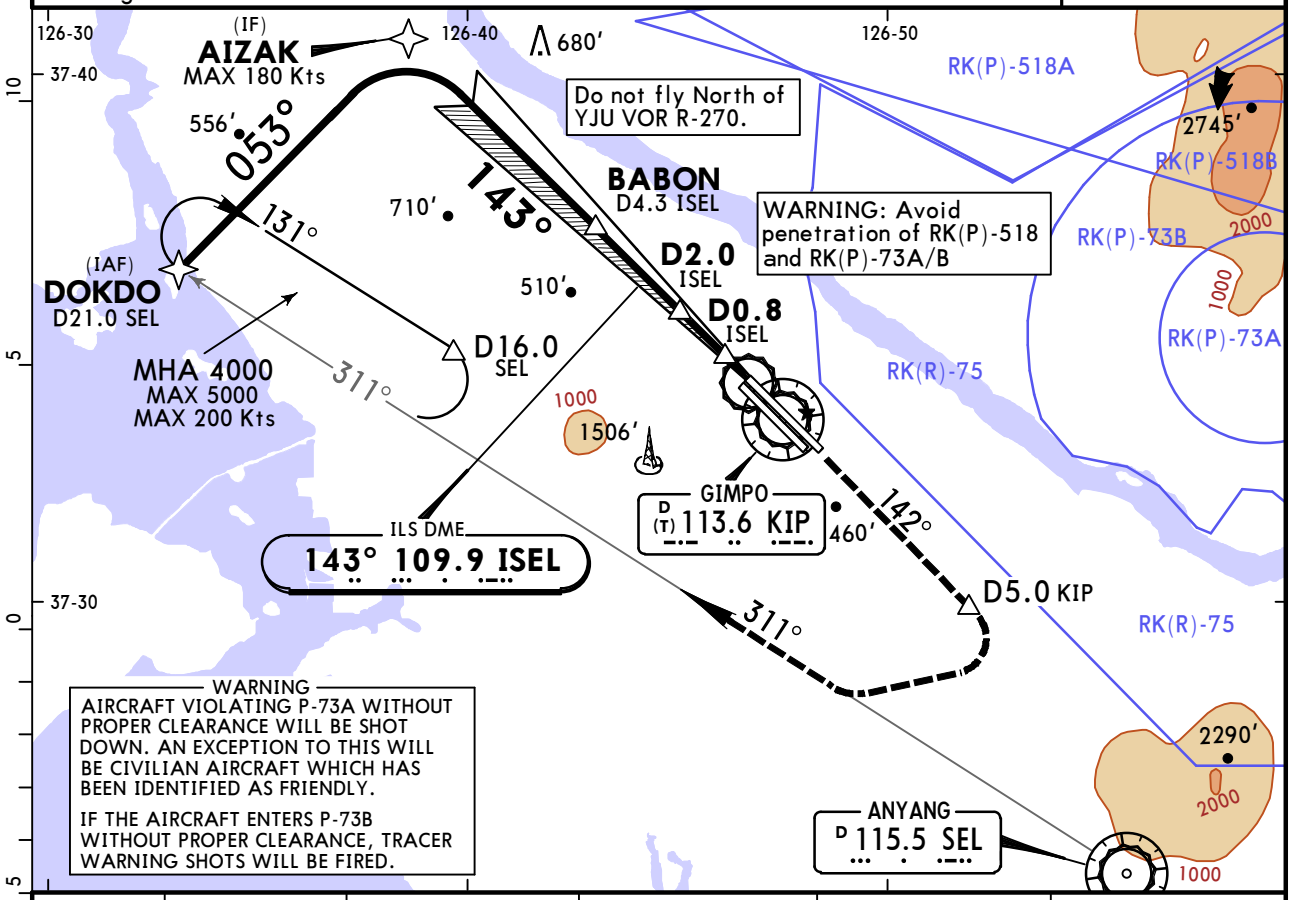
LOC ISEL	Final Apch Crs	GS BABON	ILS DA(H)	Apt Elev 59′ Rwy 38′
109.9	**143°**	**1400′**(1362′)	**238′**(200′)	

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.

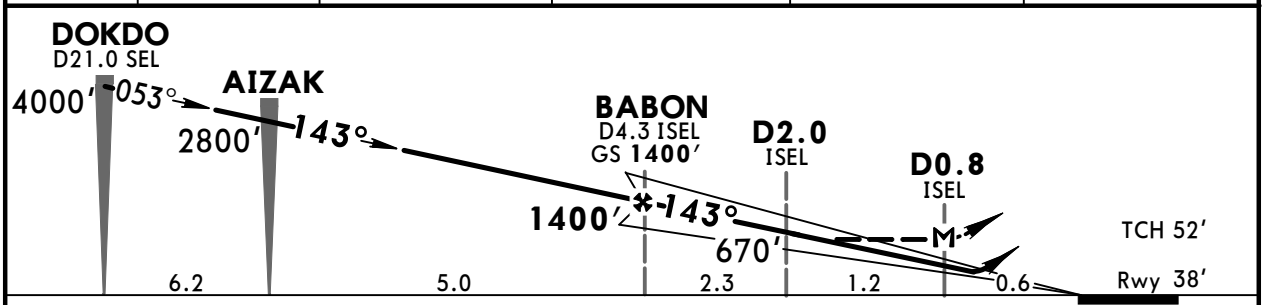
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 140 Trans alt: 14000′
1. GNSS or DME/DME/IRU required. 2. ATS surveillance service required. 3. DME required on an ILS/LOC approach. 4. RNAV 1 operation. 5. Timing not authorized for defining the MAP.



MSA ARP



LOC (GS out)	ISEL 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 ISEL							

ALSF-II PAPI **4000′** on **RWY** hdg

PANS OPS

STRAIGHT-IN LANDING RWY14L	ILS DA(H) 238′(200′) FULL	ILS DA(H) 238′(200′) ALS out	LOC (GS out) MDA(H) 430′(392′)	LOC (GS out) MDA(H) 430′(392′) ALS out	CIRCLE-TO-LAND
A	RVR 720m VIS 800m	1200m	1100m	1800m	NOT AUTHORIZED
B					
C					
D			1200m		

CHANGES: Visibilities.

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RKSS/GMP
GIMPO INTL

JEPPESEN

28 DEC 18 (11-3)

SEOUL, ~~KOREA~~
ILS or LOC Rwy 14R

D-ATIS	SEOUL Approach (R)			GIMPO Tower		Ground
126.4	119.1	119.75	(Also monitor 121.5)	118.1	118.05	121.9

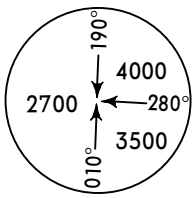
BRIEFING STRIP™

LOC IOFR	Final Apch Crs	GS FONAD	ILS DA(H)	Apt Elev 59′ Rwy 34′
108.7	143°	1400′(1366′)	234′(200′)	

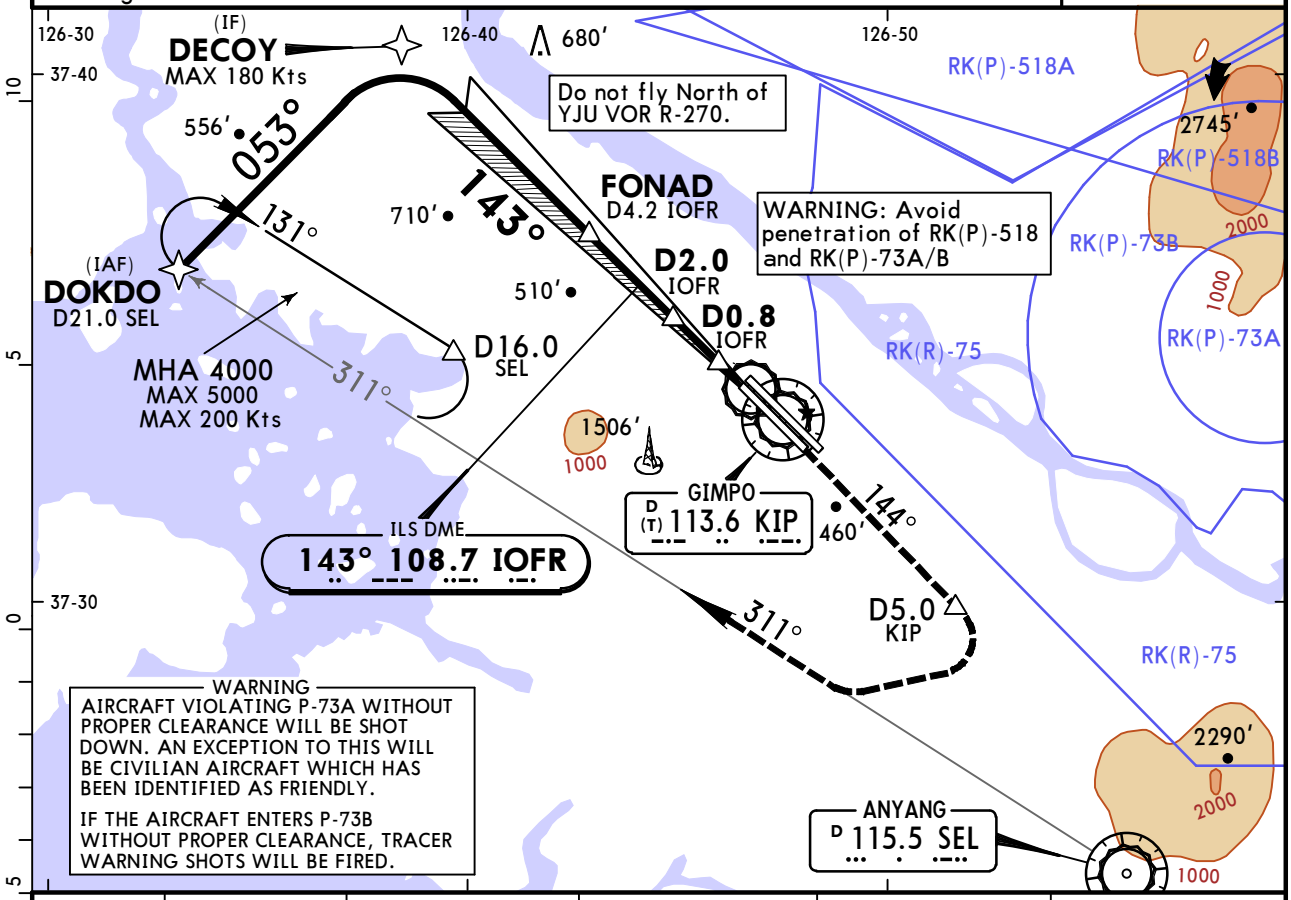
MISSED APCH: Climb to 4000′ on runway heading to D5.0 KIP VOR then turn RIGHT to intercept and proceed outbound via SEL VOR R-311 to DOKDO. Hold as published.
Missed approach turn limited to a maximum of 220 KIAS.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 140 Trans alt: 14000′

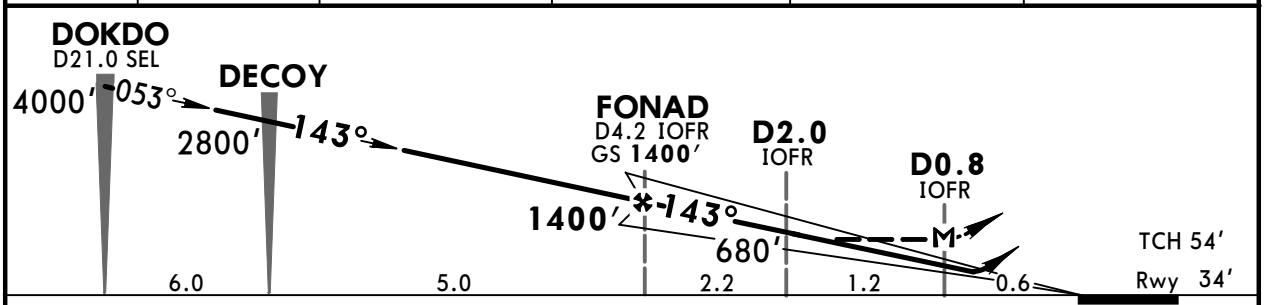
1. GNSS or DME/DME/IRU required. 2. ATS surveillance service required. 3. DME required on an ILS/LOC approach. 4. RNAV 1 operation. 5. Timing not authorized for defining the MAP.



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

PANS OPS

	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	RVR 550m VIS 800m	1200m	1100m	1800m	NOT AUTHORIZED
B					
C					
D			1200m		

CHANGES: None.

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RKSS/GMP
GIMPO INTL

JEPPESEN

28 DEC 18 (11-3A)

SEOUL, ~~KOREA~~

ILS Rwy 14R CAT II & III

D-ATIS	SEOUL Approach (R)			GIMPO Tower		Ground
126.4	119.1	119.75	(Also monitor 121.5)	118.1	118.05	121.9

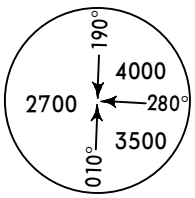
BRIEFING STRIP™

LOC IOFR	Final Apch Crs	GS	CAT IIIA	CAT IIIB	CAT II ILS	
108.7	143°	FONAD 1400′ (1366′)	Refer to Minimums		RA 100′ DA(H) 134′ (100′)	Apt Elev 59′ Rwy 34′

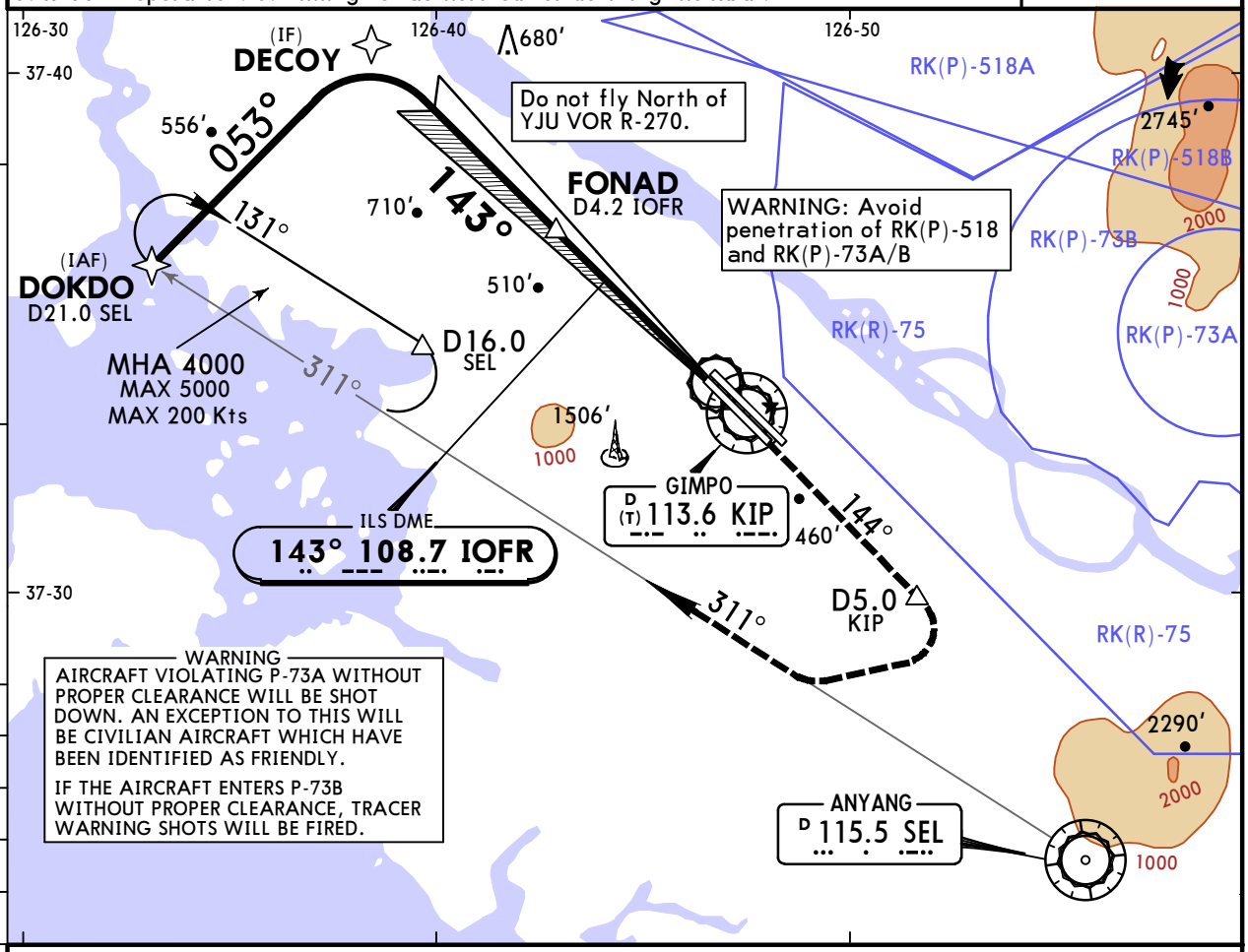
MISSED APCH: Climb to 4000′ on runway heading to D5.0 KIP VOR then turn RIGHT to intercept and proceed outbound via SEL VOR R-311 to DOKDO. Hold as published.
Missed approach turn limited to a maximum of 220 KIAS.

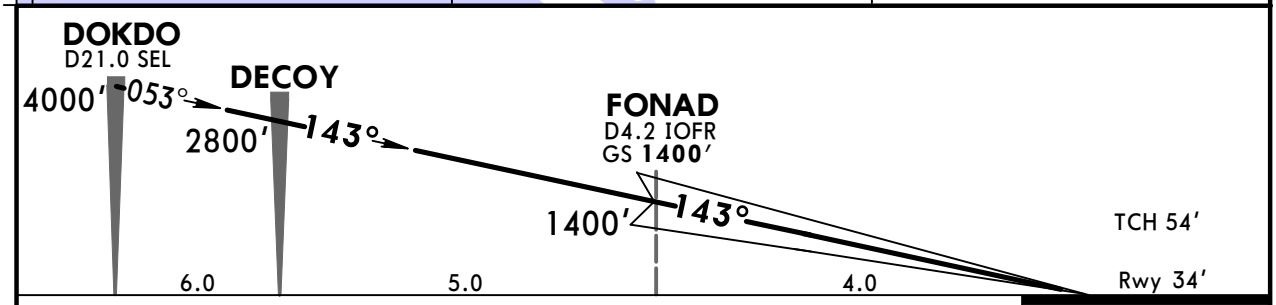
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 140 Trans alt: 14000′

1. Special Aircrew & Aircraft Certification Required. 2. GNSS or DME/DME/IRU required. 3. ATS surveillance service required. 4. DME required on an ILS/LOC approach. 5. RNAV 1 operation. 6. Timing not authorized for defining the MAP.



MSA ARP





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

ALSF-II PAPI 4000′ on RWY hdg

STRAIGHT-IN LANDING RWY14R

PANS OPS	CAT IIIB ILS With use of Fail Operational System	CAT IIIB ILS Without use of Fail Operational System	CAT IIIA ILS	CAT II ILS RA 100′ DA(H) 134′ (100′)
A				
B	RVR 75m	RVR 125m	RVR 175m	[1] RVR 300m
C				
D				

[1] 350m for CAT D/DL airplanes without autoland.

CHANGES: Minimums.

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RKSS/GMP
GIMPO INTL

JEPPESEN

22 MAR 19
Eff 27 Mar 1600Z

(11-4)

SEOUL, ~~KOREA~~
ILS or LOC Rwy 32L

D-ATIS	SEOUL Approach (R)			GIMPO Tower		Ground
126.4	119.1	119.75	(Also monitor 121.5)	118.1	118.05	121.9

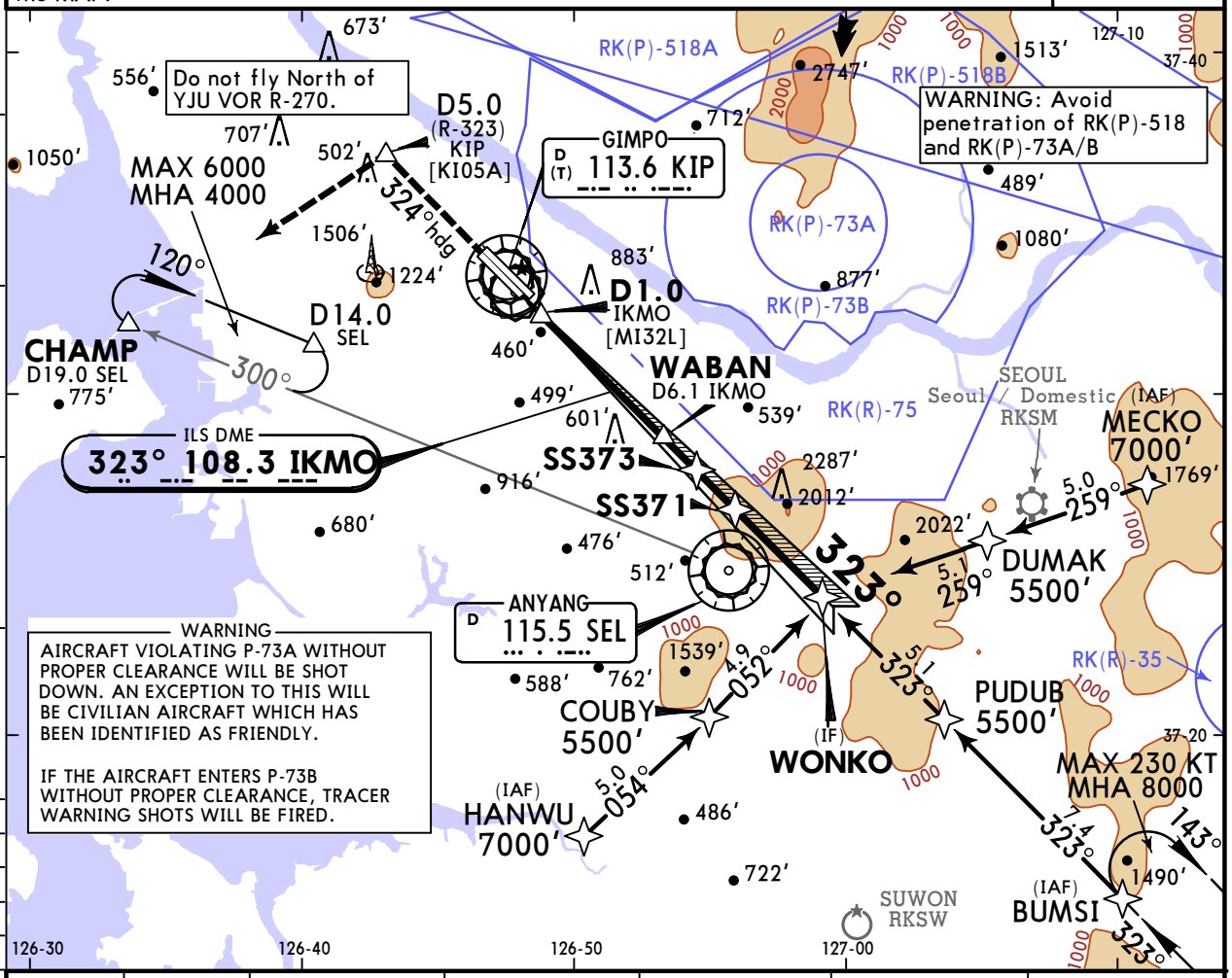
BRIEFING STRIP

LOC IKMO	Final Apch Crs	GS WABAN	ILS DA(H)	Apt Elev 59′
108.3	**323°**	**2000′** (1959′)	**241′** (200′)	Rwy 41′

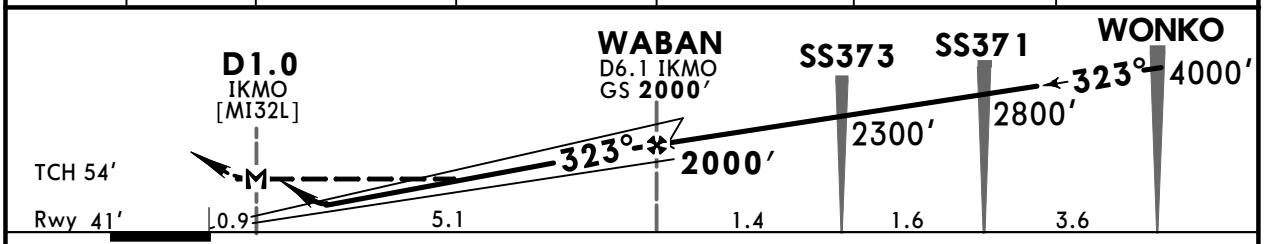
MISSED APCH: After 500′, climb on heading 324° to D5.0 KIP VOR. Continue climb to 4000′. LEFT turn direct to CHAMP. Hold as published.
Missed approach turn limited to a maximum of 220 KT.

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.

MSA ARP: 2700 (190°–010°), 4000 (280°–010°), 3500 (280°–190°)



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
ILS GS	3.00°	372	478	531	637	743	849
MAP at D1.0 IKMO							

ALSF-I PAPI **500′** **324°** hdg **D5.0** KIP

STRAIGHT-IN LANDING RWY **32L**

	ILS DA(H) **241′** (200′) FULL	ILS DA(H) **241′** (200′) ALS out	LOC (GS out) MDA(H) **740′** (699′)	LOC (GS out) MDA(H) **740′** (699′) ALS out
A				
B				
C	RVR 720m VIS 800m	1200m	2500m	3200m
D				

CIRCLE-TO-LAND: A, B, C, D — NOT AUTHORIZED

PANS OPS

CHANGES: Transitions, CNFs, BUMSI holding added.

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RKSS/GMP
GIMPO INTL

JEPPESEN

22 MAR 19
Eff 27 Mar 1600Z

(11-5)

SEOUL, ~~KOREA~~
ILS or LOC Rwy 32R

D-ATIS	SEOUL Approach (R)			GIMPO Tower		Ground
126.4	119.1	119.75	(Also monitor 121.5)	118.1	118.05	121.9

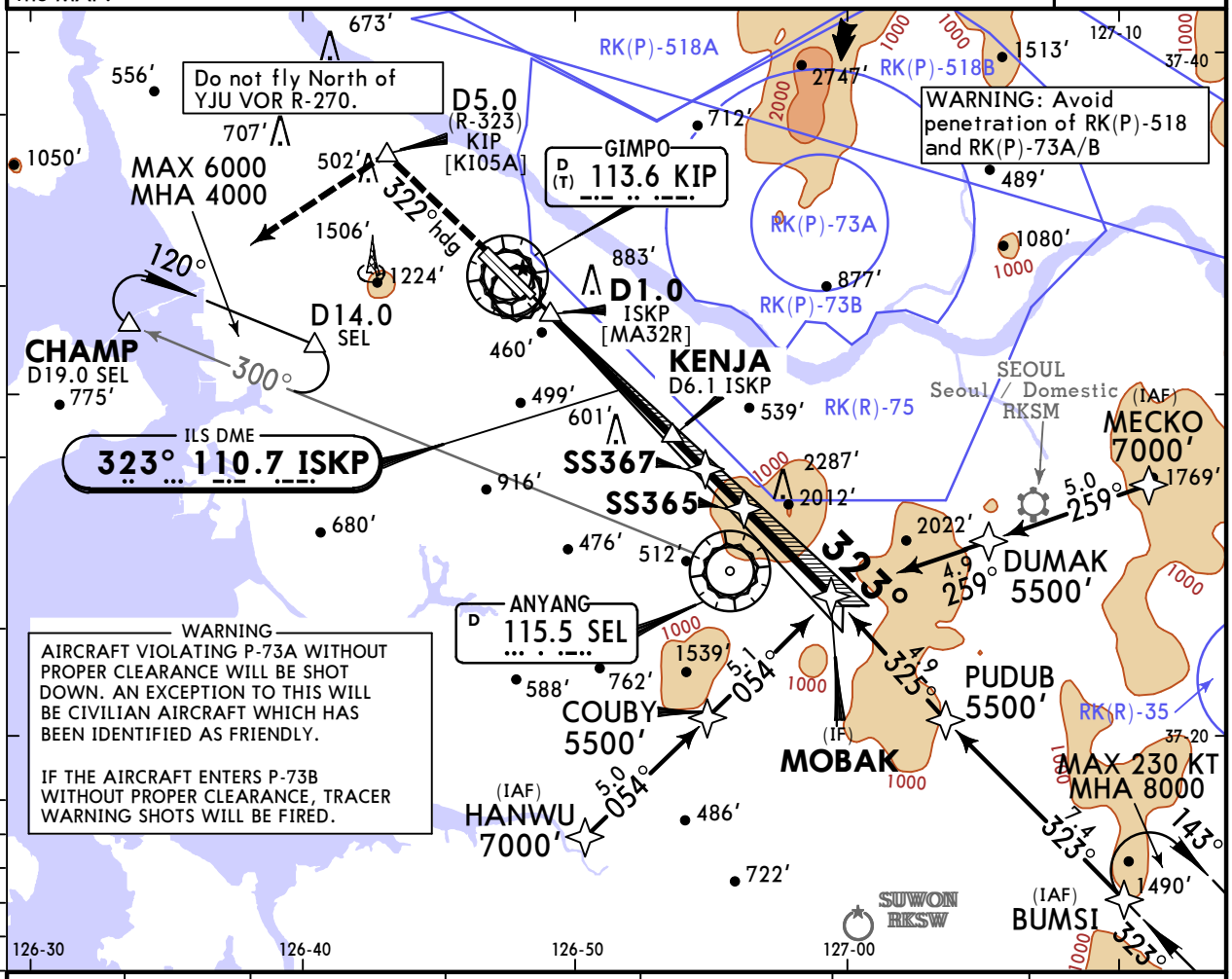
BRIEFING STRIP

LOC ISKP	Final Apch Crs	GS KENJA	ILS DA(H)	Apt Elev 59′
110.7	323°	2000′ (1958′)	242′ (200′)	Rwy 42′

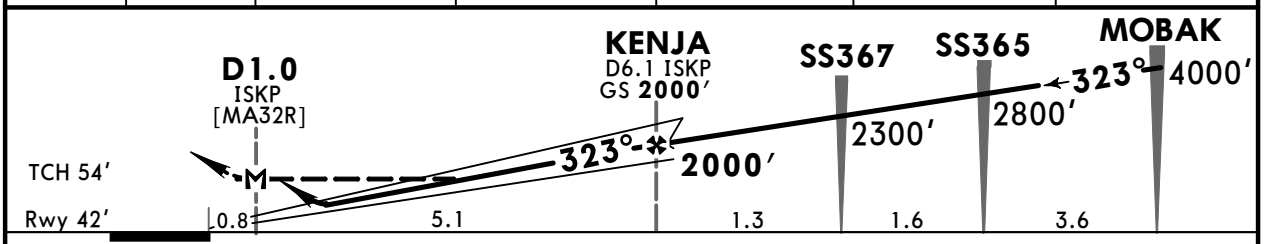
MISSED APCH: After 500′, climb on heading 322° to D5.0 KIP VOR. Continue climb to 4000′. LEFT turn direct to CHAMP. Hold as published.
Missed approach turn limited to a maximum of 220 KT.

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.

MSA ARP: 2700 (190°–280°), 4000 (280°–010°), 3500 (010°–190°)



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
ILS GS	3.00°	372	478	531	637	743	849
MAP at D1.0 ISKP							

ALSF-II, PAPI | 500′ | 322° hdg | D5.0 KIP

PANS OPS	STRAIGHT-IN LANDING RWY 32R				CIRCLE-TO-LAND
	ILS DA(H) 242′ (200′)		LOC (GS out) MDA(H) 600′ (558′)		
	FULL	ALS out		ALS out	
A	RVR 720m VIS 800m	1200m	1800m	2500m	NOT AUTHORIZED
B					
C					
D					

CHANGES: Transitions, CNFs, BUMSI holding added.

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RKSS/GMP
GIMPO INTL

JEPPESEN

9 AUG 19
Eff 14 Aug 1600Z

(12-1)

SEOUL, KOREA
RNP Rwy 14L

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	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 59′
	143°	**BABON** **1400′** (1362′)	**450′** (412′)	Rwy 38′

MISSED APCH: Climb to 4000′. Track to SS395, SS396 and DOKDO. Hold as published. Missed approach turn limited to 220 KT maximum.

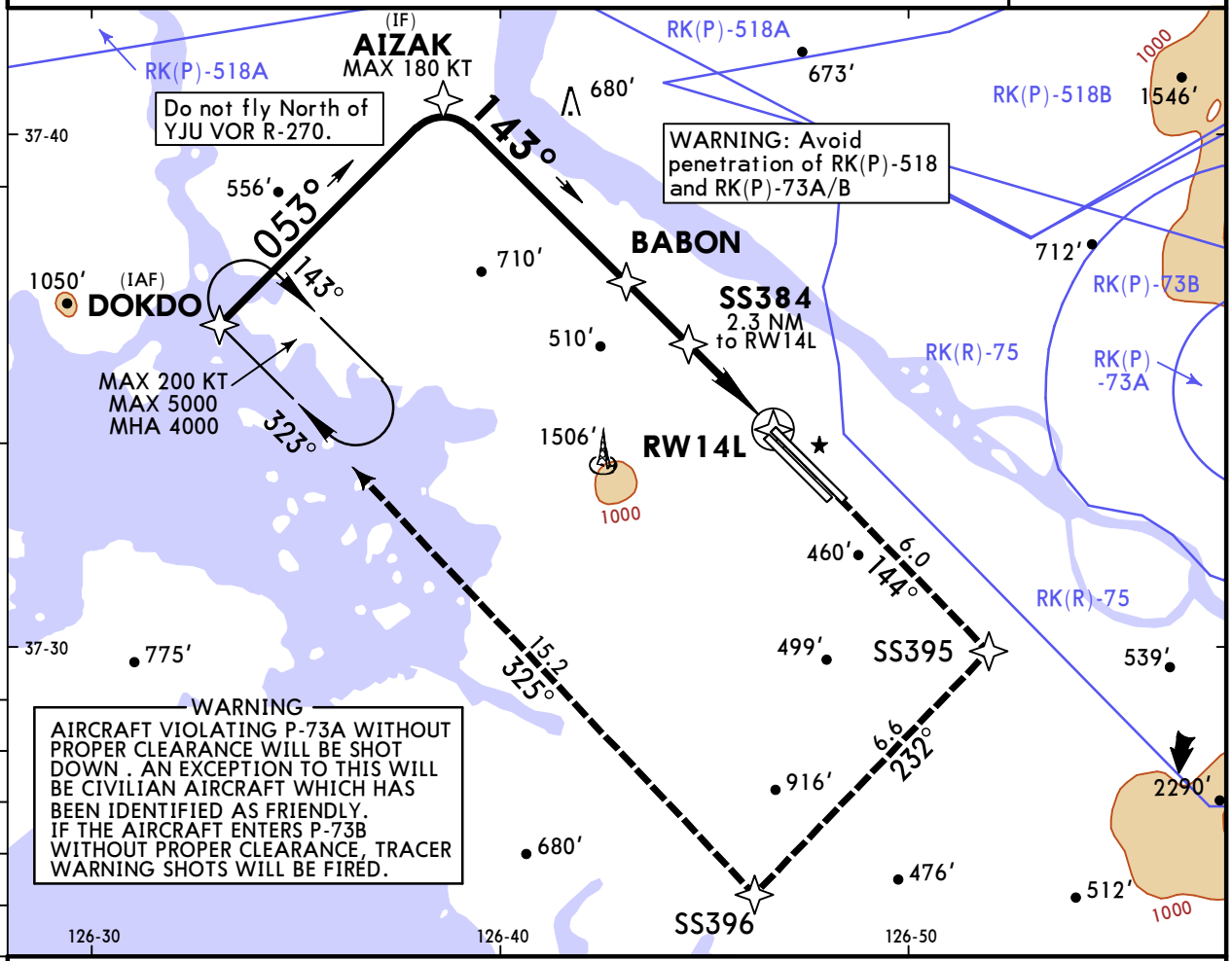
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL 140 | Trans alt: 14000′

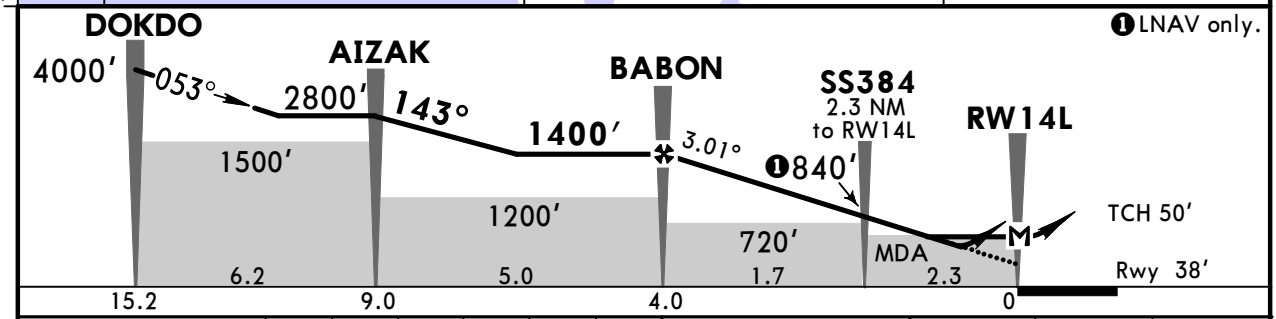
RNP Apch | RNP 0.30 required

1. Baro-VNAV not authorized below -20°C. 2. Timing not authorized for defining the MAP.

MSA ARP: 190° 4000; 280° 3500; 010° 2700

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.01°	373	479	532	639	745	852
MAP at RW14L						

ALSF-II PAPI | 4000′ | SS395

STRAIGHT-IN LANDING RWY 14L				CIRCLE-TO-LAND
LNAV/VNAV DA(H) 450′ (412′)		LNAV MDA(H) 480′ (442′)		
	ALS out		ALS out	
A				A
B				B
C	1200m	1900m	1400m	2100m	C	NOT AUTHORIZED
D				D

PANS OPS

CHANGES: Procedure title, notes.

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RKSS/GMP
GIMPO INTL

JEPPESEN

9 AUG 19
Eff 14 Aug 1600Z

(12-2)

SEOUL, ~~KOREA~~
RNP Rwy 14R

D-ATIS	SEOUL Approach (R)			GIMPO Tower		Ground
126.4	119.1	119.75	(Also monitor 121.5)	118.1	118.05	121.9

BRIEFING STRIP™

RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 59′
	143°	**FONAD** **1400′**(1366′)	**450′**(416′)	Rwy 34′

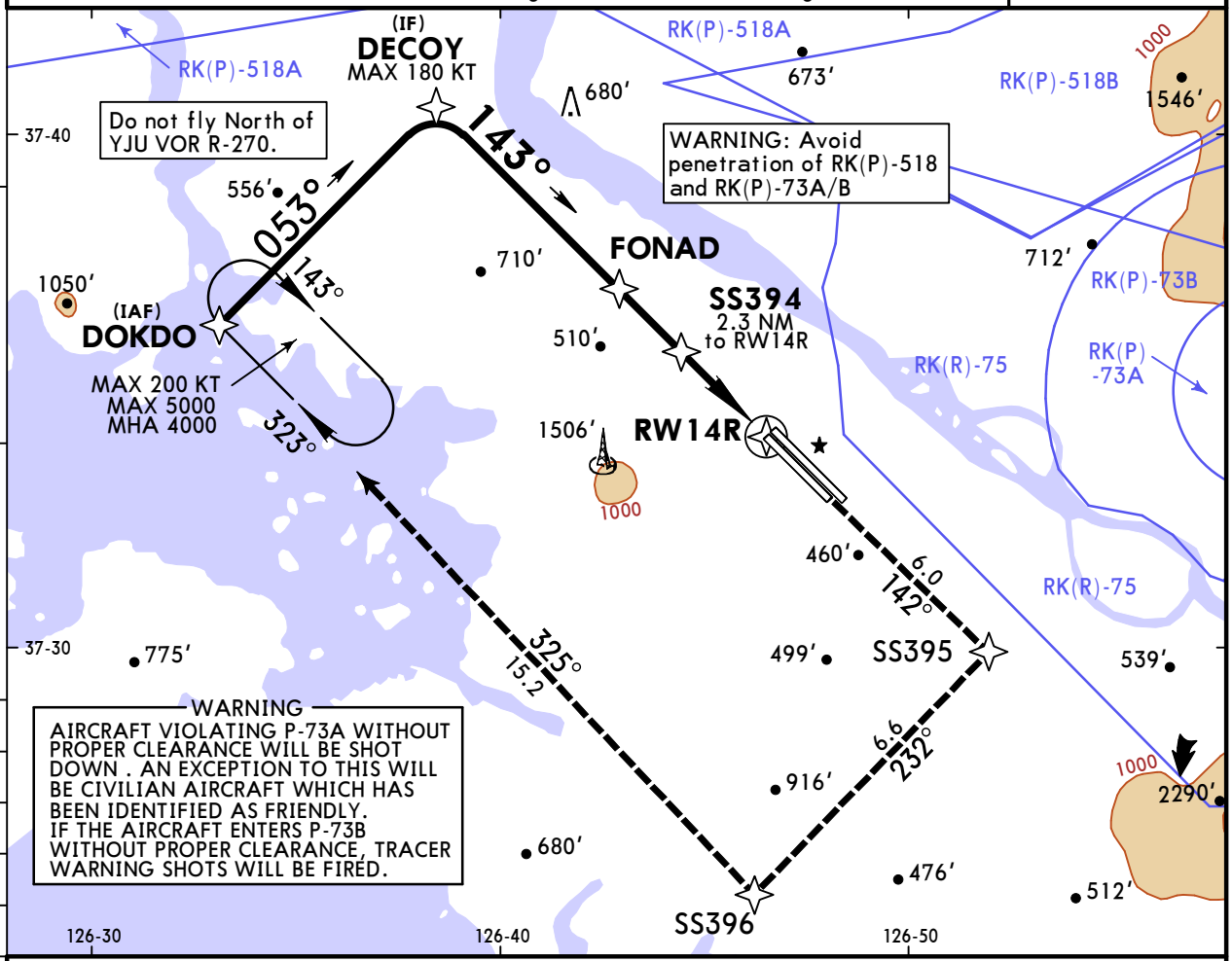
MISSED APCH: Climb to 4000′. Track to SS395, SS396 and DOKDO. Hold as published. Missed approach turn limited to 220 KT maximum.

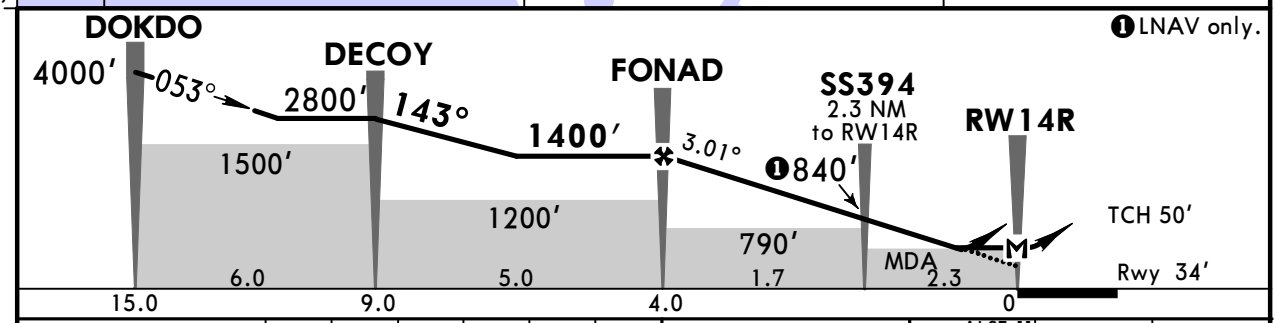
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 140 Trans alt: 14000′

RNP Apch | RNP 0.30 required

1. Baro-VNAV not authorized below -20°C. 2. Timing not authorized for defining the MAP.

MSA ARP: 4000 (190°), 2700 (280°), 3500 (010°)





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.01°	373	479	532	639	745	852
MAP at RW14R						

ALSF-II PAPI **4000′** **SS395**

STRAIGHT-IN LANDING RWY 14R				CIRCLE-TO-LAND
LNAV/VNAV DA(H) **450′**(416′)		**LNAV** MDA(H) **450′**(416′)		
	ALS out		ALS out	
PANS OPS A–D: 1200m	1900m	1200m	1900m	A–D: NOT AUTHORIZED

CHANGES: Procedure title, notes.

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RKSS/GMP
GIMPO INTL

9 AUG 19
Eff 14 Aug 1600Z

JEPPESEN

(12-3)

MISSED APCH CLIMB GRADIENT MIN 4%

SEOUL, ~~KOREA~~
RNP Rwy 32L

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	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 59′
	323°	**WABAN 2000′** (1959′)	**610′** (569′)	Rwy 41′

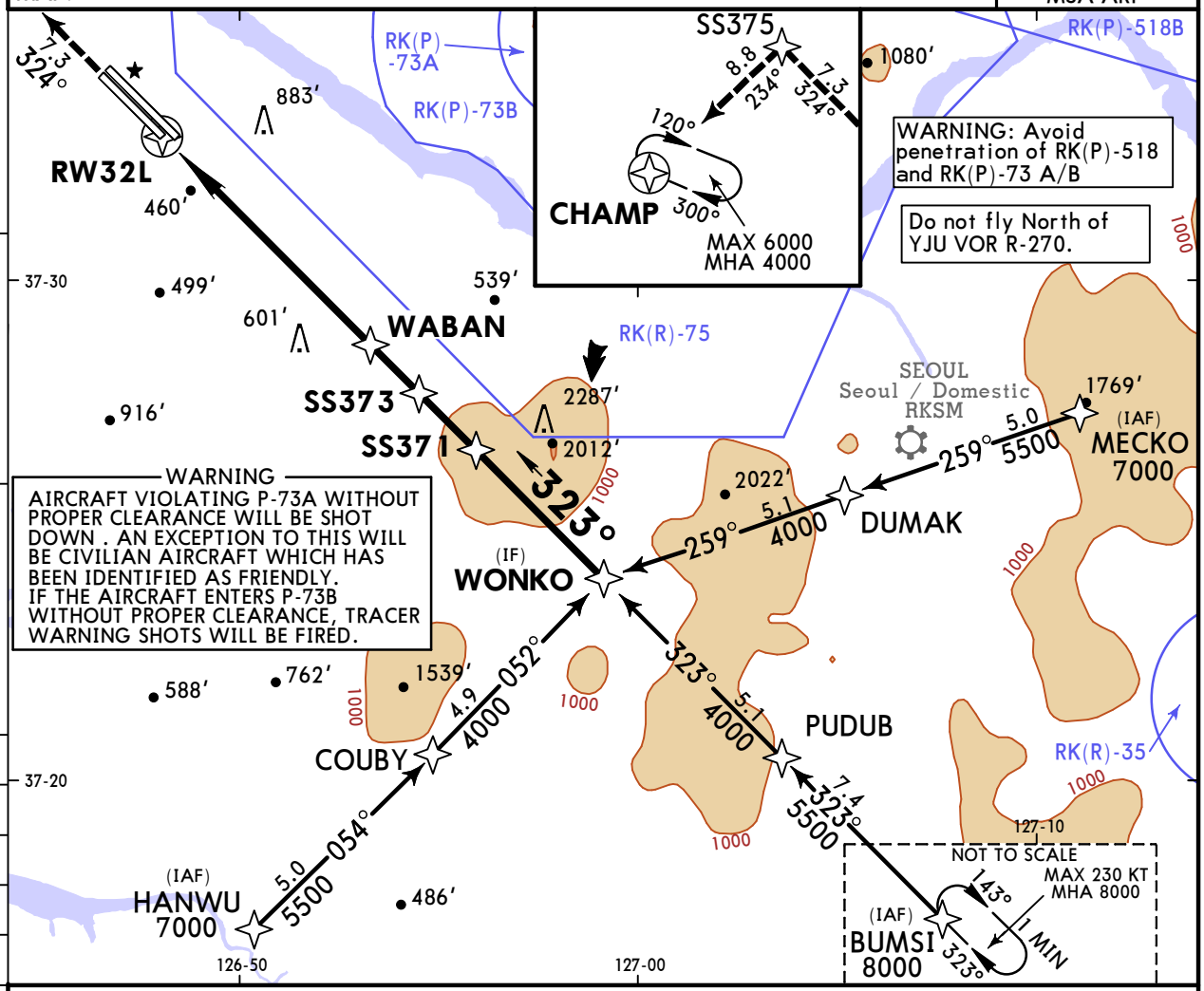
MISSED APCH: Climb to 4000′. Track to SS375 and CHAMP. Hold as published. Minimum 4% missed approach climb gradient is required for ATC purposes.

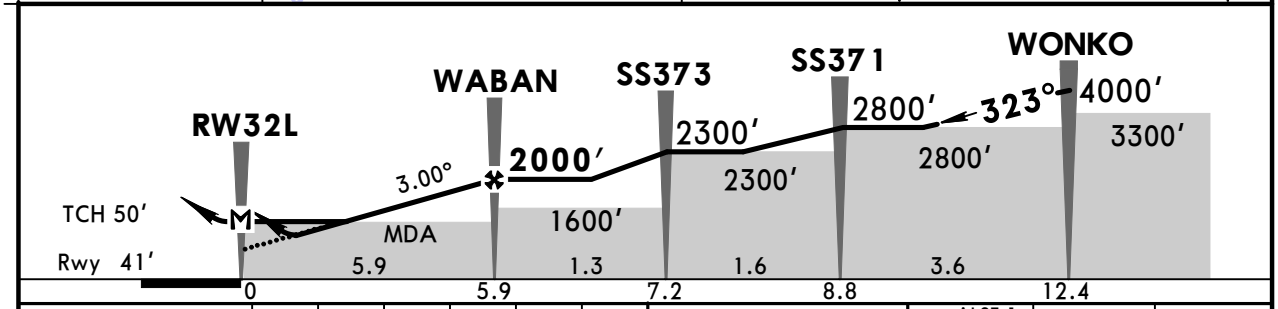
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 140 | Trans alt: 14000′

RNP Apch | RNP 0.30 required

1. Baro-VNAV not authorized below -20°C. 2. Timing not authorized for defining the MAP.

MSA ARP: 190° 4000; 280° 2700; 010° 3500





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RW32L						

ALSF-I | PAPI | **4000′** | **SS375**

STRAIGHT-IN LANDING RWY **32L**				CIRCLE-TO-LAND
Missed apch climb gradient mim 4%				
LNAV/VNAV DA(H) **610′** (569′)		**LNAV** MDA(H) **700′** (659′)		
	ALS out		ALS out	
A	1900m	2600m	2300m	**NOT AUTHORIZED**
B				
C				
D				

PANS OPS

CHANGES: Procedure title, notes.

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RKSS/GMP
GIMPO INTL

9 AUG 19
Eff 14 Aug 1600Z

JEPPESEN

(12-4)

MISSED APCH CLIMB GRADIENT MIN 4%

SEOUL, ~~KOREA~~
RNP Rwy 32R

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	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 59′
	323°	KENJA 2000′ (1958′)	600′ (558′)	Rwy 42′

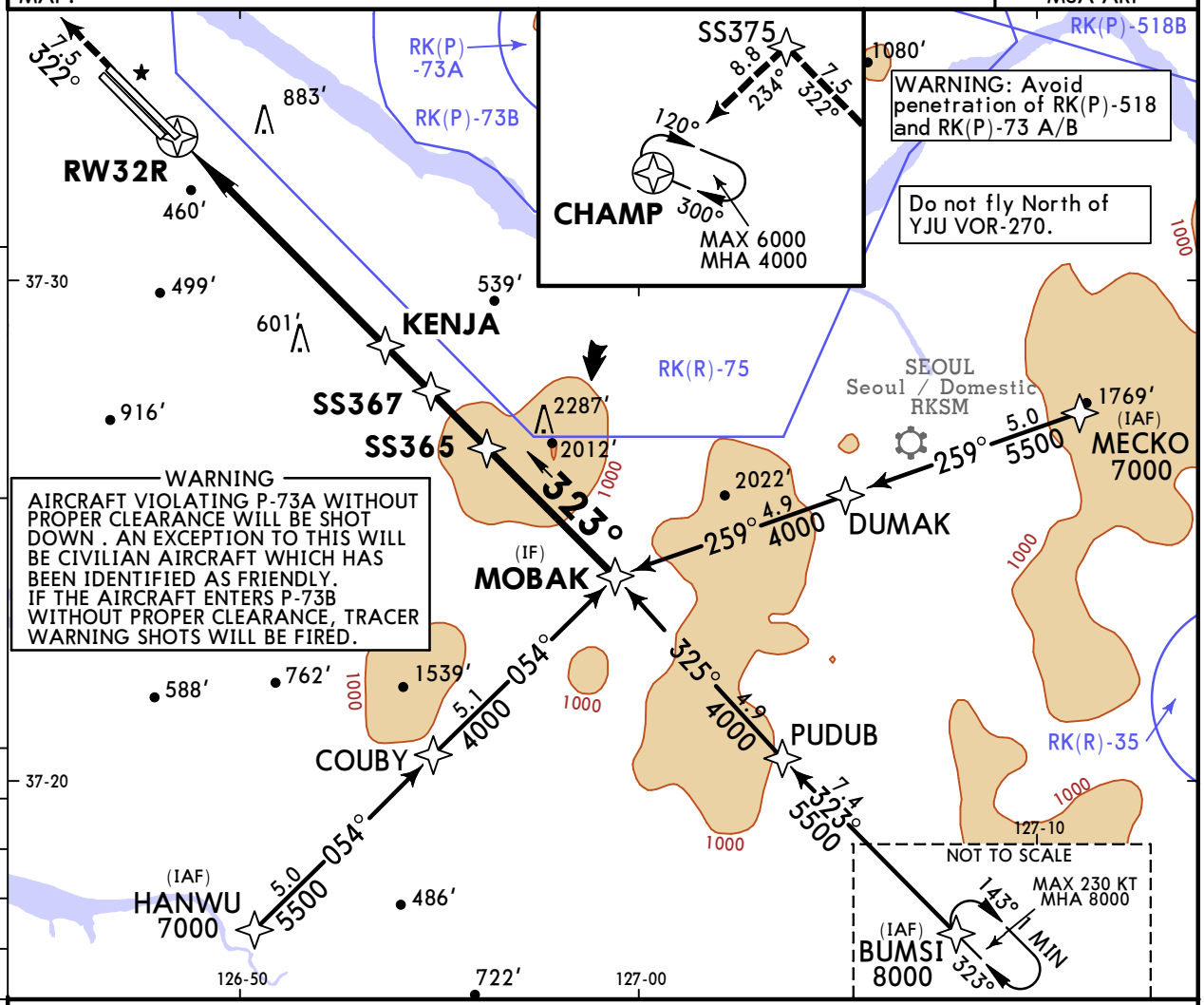
MISSED APCH: Climb to 4000′. Track to SS375 and CHAMP. Hold as published. Minimum 4% missed approach climb gradient is required for ATC purposes.

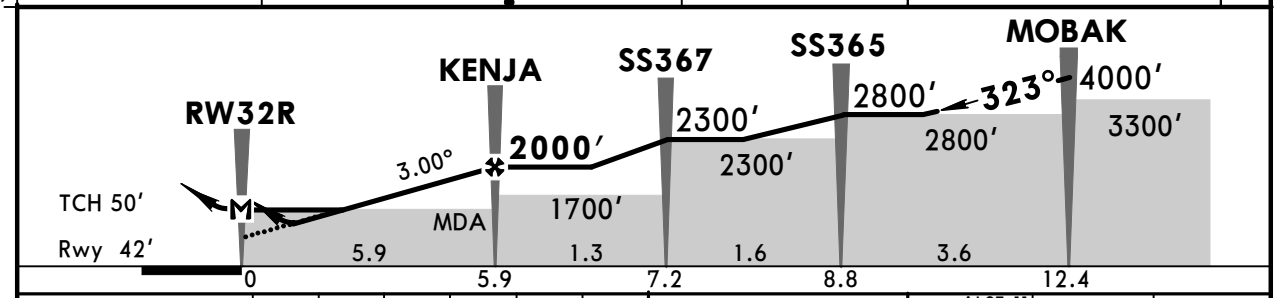
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 140 | Trans alt: 14000′

RNP Apch | RNP 0.30 required

1. Baro-VNAV not authorized below -20°C. 2. Timing not authorized for defining the MAP.

MSA ARP: 190° 4000; 280° 3500; 010° 2700





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW32R							

ALSF-II | PAPI | 4000′ | SS375

STRAIGHT-IN LANDING RWY 32R Missed apch climb gradient mim 4%				CIRCLE-TO-LAND
LNAV/VNAV DA(H) 600′ (558′)		LNAV MDA(H) 670′ (628′)		
	ALS out		ALS out	
1800m	2500m	2200m	2900m	NOT AUTHORIZED

PANS OPS: A, B, C, D

CHANGES: Procedure title, notes.

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RKSS/GMP
GIMPO INTL

JEPPESEN

22 MAR 19
Eff 27 Mar 1600Z

(13-1)

SEOUL, ~~KOREA~~
VOR Rwy 32L

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

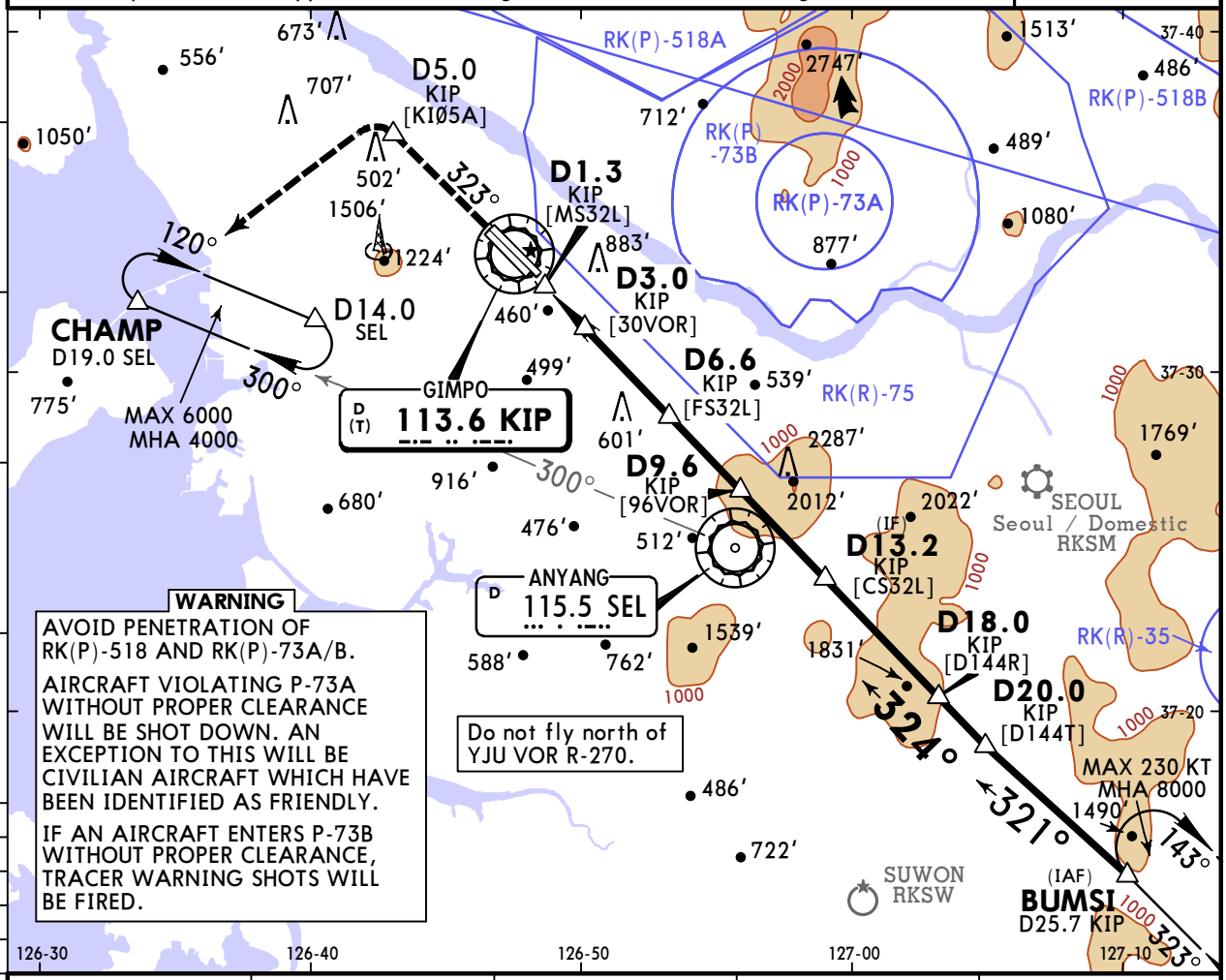
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 59′
KIP **113.6**	**324°**	**D6.6 KIP** **2000′** (1959′)	**740′** (699′)	Rwy 41′

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.

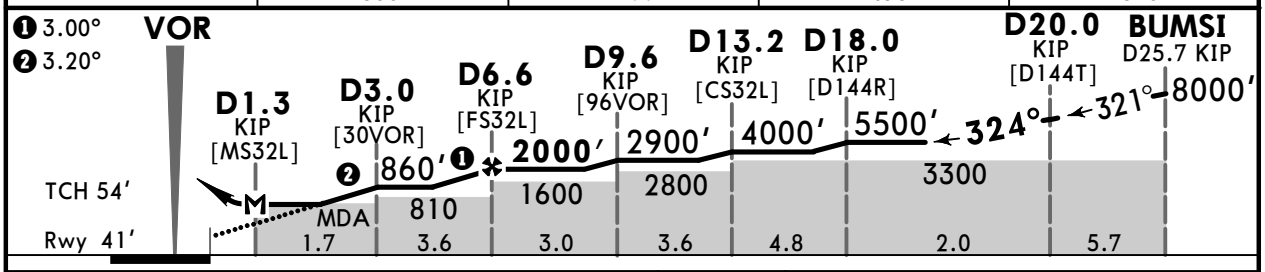
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 140 Trans alt: 14000′

1. DME required on VOR approach. 2. Timing not authorized for defining the MAP.

190° 4000
2700 280°
010° 3500
MSA KIP VOR



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



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
Descent Angle	3.20°	396	510	566	679	793	906
MAP at D1.3 KIP							

ALSF-I
PAPI

4000′ KIP via **113.6 R-323**

D5.0 KIP

PANS OPS

STRAIGHT-IN LANDING RWY **32L** MDA(H) **740′** (699′)			CIRCLE-TO-LAND	
		ALS out		
A	2500m	3200m	A	NOT AUTHORIZED
B			B	
C			C	
D			D	

CHANGES: Holding at BUMSI, CNF's, bearings.

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RKSS/GMP
GIMPO INTL

JEPPESEN

22 MAR 19 (13-2) Eff 27 Mar 1600Z

SEOUL, ~~KOREA~~
VOR Rwy 32R

D-ATIS	SEOUL Approach (R)			GIMPO Tower		Ground
126.4	119.1	119.75	(also monitor 121.5)	118.1	118.05	121.9

BRIEFING STRIP

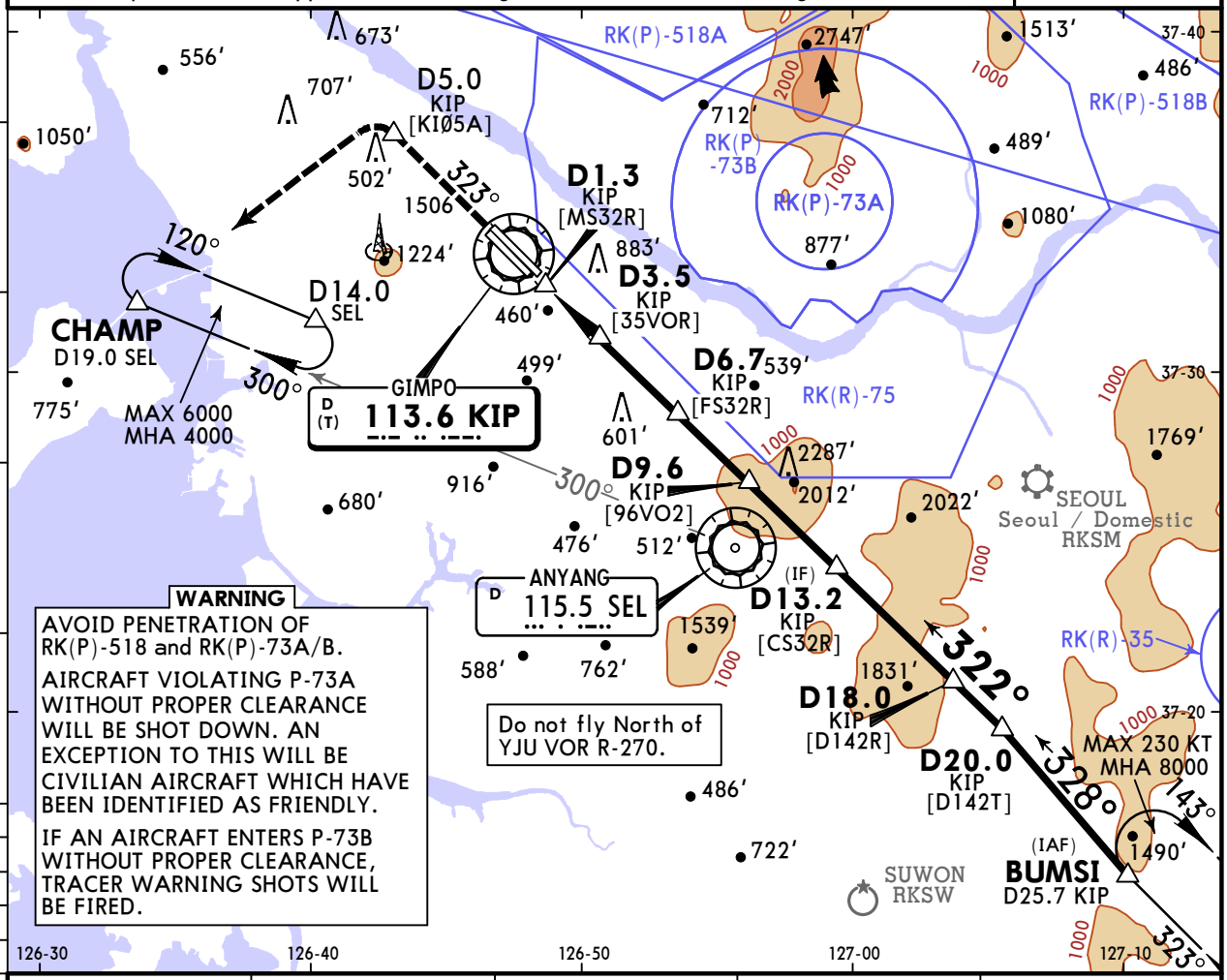
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 59′
KIP 113.6	322°	D6.7 KIP 2000′ (1958′)	740′ (698′)	Rwy 42′

MISSED APCH: Climb to 4000′ on KIP VOR R-323 to D5.0 KIP, then turn LEFT direct to CHAMP. Hold as published.
Missed apch turn limited to 220 KIAS MAX due to airspace restriction.

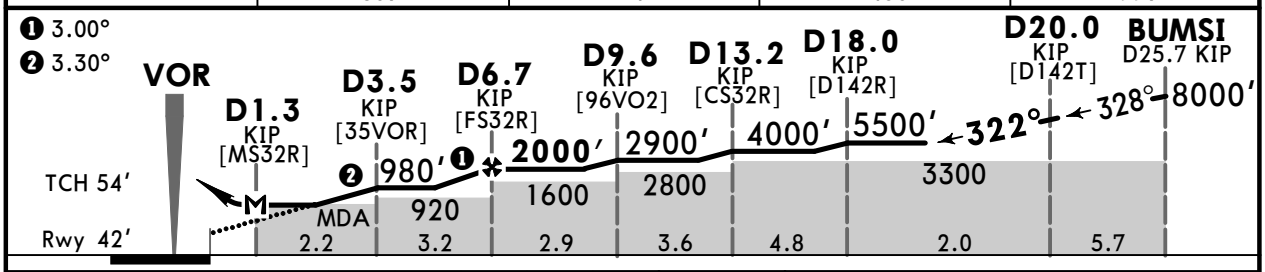
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 140 Trans alt: 14000′

1. DME required on VOR approach. 2. Timing not authorized for defining the MAP.

190° 4000 2700 280° 3500 010°
MSA KIP VOR



DME KIP	3.0	4.0	5.0	6.0
ALT	809′	1141′	1460′	1779′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
Descent Angle	3.30°	409	526	584	701	817	934
MAP at D1.3 KIP							

ALSF-II PAPI 4000′ KIP via 113.6 R-323 D5.0 KIP

PANS OPS

	STRAIGHT-IN LANDING RWY 32R MDA(H) 740′ (698′)		CIRCLE-TO-LAND
		ALS out	
A	2500m	3200m	NOT AUTHORIZED
B			
C			
D			

CHANGES: Holding at BUMSI, CNF's, bearings,

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RKSI/ICN
INCHEON INTL
(ALSO SERVES GIMPO INTL)
(ALSO SERVES SEOUL DOMESTIC)

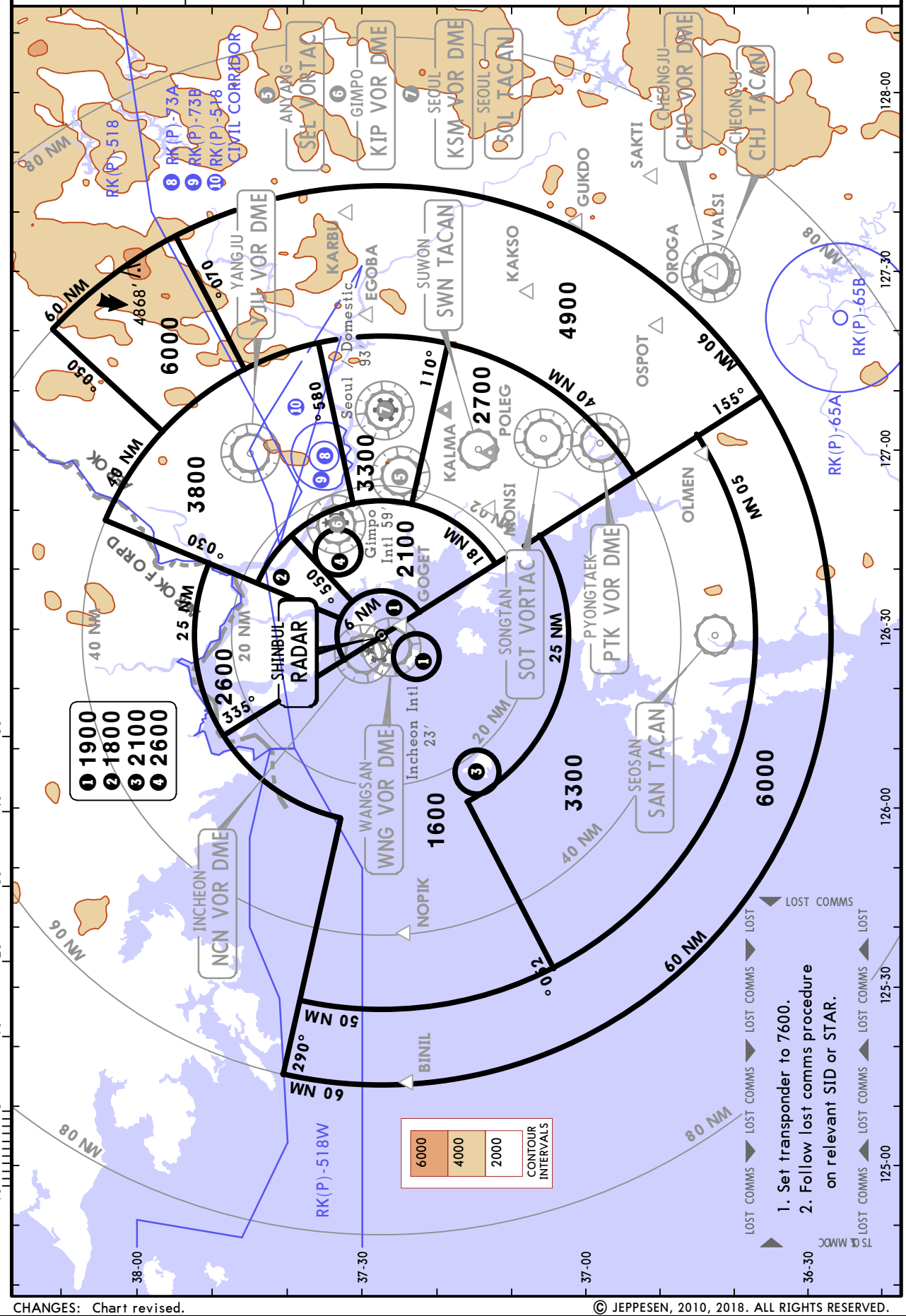
JEPPESEN

9 FEB 18 (20-1R)

SEOUL/INCHEON, ~~KOREA~~

RADAR MINIMUM ALTITUDES

SEOUL Approach (R) 119.1	Apt Elev See Graphic	Alt Set: hPa Trans level: FL140 Trans alt: 14000′ 1. Chart only to be used for cross-checking of altitudes assigned while under radar control. 2. Levels assigned by ATC include a correction for low temperature effect when necessary.



CHANGES: Chart revised.

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Chart changes since cycle 21-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

SEOUL, (GIMPO INTL - RKSS)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport RKSS

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20200430

Temporary obstacle (crane) existing near the Gimpo International Airport From 0000 UTC 6 JUN 2019 To 0900 UTC 30 APR 2020. (1) Tower crane turns on its axis. (2) Obstacle light will be installed on the top of the obstacle. (3) This crane temporarily penetrates the conical surface of RKSS. Crane is located at 37°31'05.90"N 126°51'08.07"E. From 6 JUN 2019 To 31 AUG 2019 and From 1 SEP 2019 To 30 APR 2020. The construction site is located 1640' (500m) from Rwy 32R runway centerline and (5130m) from Rwy 32R THR.