

List of pages in this Trip Kit

Trip Kit Index

Airport Information For RKSS

Terminal Charts For RKSS

Revision Letter For Cycle 07-2023

Change Notices

Notebook

General Information

Location: SEOUL KOR
ICAO/IATA: RKSS / GMP
Lat/Long: N37° 33.42', E126° 47.85'
Elevation: 59 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -9:00 = UTC
Magnetic Variation: 9.0° 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: 2059 Z
Sunset: 1007 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: 31.780 Military
ATIS: 126.400
Gimpo Tower: 24.090 Military
Gimpo Tower: 118.100
Gimpo Tower: 118.050
Gimpo Ground: 121.950
Gimpo Ground: 121.900
Gimpo Ramp/Taxi: 131.175
Gimpo Ramp/Taxi: 130.875
Gimpo Ramp/Taxi: 129.525
Gimpo Clearance Delivery: 121.975
Seoul Approach: 121.350
Seoul Approach: 124.700
Seoul Approach: 120.800
Seoul Approach: 124.200
Seoul Approach: 119.750
Seoul Approach: 119.100
Seoul Approach: 119.050
Seoul Departure: 124.800
Seoul Departure: 121.400
Seoul Departure: 35.320 Military
Seoul Departure: 125.150

1. GENERAL

- 1.1. ATIS
 - D-ATIS 126.4
- 1.2. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM
 - 1.2.1. 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.
 - 1.2.2. DEPARTING AIRCRAFT (INCLUDING ACFT THAT REQUIRE DE-ICING)
 - 1.2.2.1. 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.
 - 1.2.2.2. Lining Up
 - Select TA/RA
 - 1.2.3. ARRIVING AIRCRAFT
 - 1.2.3.1. 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.
 - 1.2.3.2. When ACFT is stationary at the parking stand, select OFF or STBY.
 - 1.2.4. INITIAL RADIO CALL PROCEDURES WITH SEOUL APPROACH
 - 1.2.4.1. When instructed to "CONTACT", pilot shall Squawk IDENT and report callsign, aircraft type (including series) and ATIS code.
 - 1.2.4.2. When instructed to "MONITOR or STAND BY FOR", pilot shall Squawk IDENT and keep silent until ATC initiate call.
 - 1.2.5. MISSED APPROACH PROCEDURE WHEN GROUND NAVIGATION AID IS UNSERVICEABLE
 - 1.2.5.1. Rwy 14L/R: Follow published procedure. If unable, climb to 4000', fly Rwy Heading then radar vector.
 - 1.2.5.2. Rwy 32L/R: Follow published procedure. If unable, climb to 4000', fly Rwy Heading then radar vector.
 - 1.2.5.3. Report to ATC about missed approach route (published procedure or Heading/Altitude) when going around.
 - 1.2.5.4. If ATC issue another Heading/Altitude, follow ATC's instruction when going around.
 - 1.2.6. 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.
 - 1.2.7. ACFT NOT EQUIPPED WITH MODE S OR UNSERVICEABLE MODE S TRANSPONDER
 - 1.2.7.1. Departing ACFT:
 - Maintain Mode A+C transponder in the ON position until lining up.
 - 1.2.7.2. Arriving ACFT:
 - Maintain Mode A+C transponder in the ON position and Mode A code assigned by ATC until parking stand.
 - 1.2.7.3. 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.
 - 1.2.7.4. Fully parked on stand:
 - Select OFF or STBY position.

GENERAL

TRIAL OPERATION OF RE-CATEGORIZATION (RECAT) WAKE TURBULENCE SEPARATION MINIMA WITHIN SEOUL TMA

1. INTRODUCTION

As ICAO PANS-ATM revised in November 2020, RECAT wake turbulence separation minima will be used at Seoul TMA (RKSI, RKSS). The RECAT wake turbulence separation minima are based on a grouping of aircraft types into seven groups (A to G).

2. PERIOD

From 1600 UTC 15 DEC 2021 To 1600 UTC 14 DEC 2023.

3. APPLICATION

- (1) Applicable airport : Incheon INTL Airport (RKSI) and Gimpo INTL Airport (RKSS)
- (2) Applicable area : Seoul TMA, Incheon control zone, and Gimpo control zone
- (3) RECAT wake turbulence separation minima are applied for arrival and departure phases, when the aircraft is airborne.
- (4) For take-off phase, time based RECAT wake turbulence separation minima described in ICAO PANS-ATM is not applicable.
- (5) RECAT wake turbulence group designators are described as follows:

RECAT Group	MTOW	Wing Span	Example
GROUP A	299,829lbs (136,000kg) or more	245'(74.68m) <A ≤ 262'(80.0m)	A380
GROUP B		175'(53.34m) <B ≤ 245'(74.68m)	A359, B748, B773
GROUP C		125'(38.1m) <C ≤ 175'(53.34m)	B767, MD11
GROUP D	less than 299,829lbs (136,000kg), but more than 41,006lbs (18,600kg)	105'(32.0m) <D	A320, B737
GROUP E		90'(27.43m) <E ≤ 105'(32.0m)	E190, GLEX
GROUP F		F ≤ 90'(27.43m)	GLF4, CRJ7
GROUP G	41,006lbs (18,600kg) or less	No wing span criterion	C525, C172

- (6) The following separation minima will be provided between the leading aircraft and the succeeding aircraft as specified in 3.(6).a, 3.(6).b or 3.(6).c.

Leading Aircraft Group	Succeeding Aircraft Group	Separation Minima
A	B	4 NM
	C	5 NM
	D	5 NM
	E	6 NM
	F	6 NM
	G	8 NM
B	B	3 NM
	C	4 NM
	D	4 NM
	E	5 NM
	F	5 NM
	G	7 NM
C	D	3 NM
	E	3.5 NM
	F	3.5 NM
	G	6 NM
D	G	4 NM
E	G	4 NM

- a. An aircraft is operating directly behind another aircraft at the same altitude or less than 1000' (305m) below.
- b. Both aircraft are using the same runway, or parallel runways separated by less than 2493' (760m).
- c. An aircraft is crossing behind another aircraft, at the same altitude or less than 1000' (305m) below.

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AIRPORT BRIEFING.

1. GENERAL (CONTD)

1.3. Taxiing speed and power control

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

1.4. Taxi and Ground Movement procedures for North Apron

- 1.4.1. All aircraft on P5 should wait at the waiting point on P5 if N1, N2, N3 or N4 is occupied by any aircraft.
- 1.4.2. Aircraft waiting on N1-A for deicing or for other purposes should stop at the stop line, and a marshal should maintain radio communication with ATC.
- 1.4.3. Standard taxi procedures for north apron
Unless otherwise cleared by ATC, taxi into and out of north apron as follows;

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

Departure

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

Arrival

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

1.5. Taxi and Ground Movement procedures for West Apron

- 1.5.1. All aircraft within the west apron shall be operated in accordance with the following conditions.
 - a. An aircraft operating on the west apron shall not taxi, push-back or tow unless prior authorization has been obtained from Gimpo Apron.
 - b. Park at appropriate stands considering aircraft dimensions specified herein, all aircraft must be parked within the aircraft stand safety lines. Refer to the PARKING STANDS & COORDS (WEST) chart for the details.
 - c. Wheeled helicopters are restricted to ground taxi only.
 - d. When any adjacent stand is occupied, power driven turn of aircraft at the stand is prohibited.
 - e. All stands are restricted to start-up only, and all engine run-up must be performed in designated area only.
 - f. Fixed-wing aircraft must be tied down when parking.
 - g. For helicopters, before commencing movement with self-power at stands (922, 923) adjacent to fixed-wing stand, be sure that fixed-wing aircraft is tied down.

1.5.2. Standard Taxi Procedures

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

a. Departure

1) Fixed-wing aircraft

- a) stand - taxilane S - Twy W1 or W2 - Rwy
- b) stand - taxilane T - Twy W2 - Rwy

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

a. Arrival

1) Fixed-wing aircraft

- a) Rwy - Twy W1 - taxilane S - Twy W2 - taxilane T - stand
- b) Rwy - Twy W2 - taxilane T - stand

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

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GENERAL

4. PILOT PROCEDURES

The application of RECAT wake turbulence separation minima will not affect the pilot procedure mostly. Nothing has changed with regard to flight planning and flight management. As the separation minima will be reduced in most cases, pilots should pay attention to the following points:

- (1) It is important to comply with ATC speed restriction at all times especially on the final approach course. The pilot must inform ATC as soon as possible if the speed cannot be maintained.
- (2) Pilots should report the type of the aircraft (including series) on the initial contact with Seoul Approach.
- (3) It is expected for pilots to vacate the runway expeditiously until the aircraft is completely clear of the runway.
- (4) The wake turbulence designator of the ICAO flight plan does not change. Pilots will continue to fill in the flight plan wake turbulence in item 9 with the ICAO aircraft category, H, M or L and J for SUPER category.
- (5) Pilots should include the word 'SUPER' or 'HEAVY' regarding the type of aircraft ICAO wake turbulence categories on the initial call. The suffix of 'SUPER' or 'HEAVY' has not been changed.
- (6) It is not required for pilots to know their RECAT wake turbulence aircraft group.

5. WAKE TURBULENCE ENCOUNTER REPORT

- (1) In order to conduct the safety assessment for wake turbulence separation minima by RECAT, it is required to collect Wake Turbulence Encounter Reports, and the information contained in the reports would be used only for the purpose of safety assessment.
- (2) Action to be taken by pilot:
When a pilot has encountered wake turbulence, the pilot should submit the Wake Turbulence Encounter Report.

6. REMARK

Any change to the contents of these charts will be notified by NOTAM.

1. GENERAL (CONTD)

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

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

a. Departure (Refer to charts 10-9L, 10-9M)

RWY 14R - 121F/123F - P1 - P - G2 - G1

RWY 32L - 121F/123F - P1 - P - B2 - B1

a. Arrival (Refer to charts 10-9L, 10-9M)

RWY 14R - B1 - B2 - P - P1 - 121F/123F

RWY 32L - G1 - G2 - P - P1 - 121F/123F

2. ARRIVAL

2.1. Landing Procedure

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

a. Recommendation for increase RWY (14R/32L) operation capacity, except for wet or contaminated: recommend to use Rapid Exit Taxiways and fully vacate within 60 seconds after touchdown.

b. If possible, maintain speed at or above 30 KT until reaching Rapid Exit Taxiway "C1" or "E1".

RWY	RET	Taxi Procedure	Distance from Threshold
14R	C1	After landing, vacate via C1 then hold short of RWY 14L. Remain on the Tower frequency.	6397' (1950m)
32L	E1	After landing, vacate via E1 then hold short of RWY 32R. Remain on the Tower frequency.	6512' (1985m)

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

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

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

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

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

2.2. Arrival routes and Transfer of Control Points (TCP)

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

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

2. ARRIVAL (CONTD)

2.2.1. Unless otherwise instructed, aircraft should use the following routes (Contd):

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

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

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

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

3. DEPARTURE

3.1. Ground procedure

3.1.1. Airport Collaborative Decision Making

3.1.1.1. General

- a. A-CDM is a process that allows air traffic controllers, airport operators, aircraft operators (AO), ground handling agents (GHA), pilots and air traffic flow managers to exchange operational information and work together to efficiently manage operations at aerodrome.
- b. Definitions commonly used terms in A-CDM
 - 1) Target Off Block Time (TOBT) - The time that an AO or GHA estimates that an aircraft will be ready, all doors closed, boarding bridge removed, push-back vehicle available and ready to start up/push-back immediately upon reception of clearance from the ATC.
 - 2) Target Start up Approval Time (TSAT) - The time provided by ATC taking into account TOBT, Calculated Take off Time (CTOT) and/or the traffic situation that an aircraft can expect start-up/push-back approval.
- c. The operation of A-CDM at Gimpo airport will be phased due to ATC environment restrictions. TSAT will not be provided to all departure flights. The flights subject to Pre-Departure Sequencing are limited to ATFM regulated flights during first operational phase.

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AIRPORT BRIEFING.

3. DEPARTURE (CONTD)

- 3.1.1. Airport Collaborative Decision Making (Contd)
- 3.1.1.2. A-CDM Procedures
- Gimpo Airport A-CDM portal system will automatically calculate system TOBT for each departure flight taking into account the Estimated In-Block Time/Actual In-Block Time (EIBT/AIBT), Minimum Turnaround Time (MTTT) and Estimated Off Block Time (EOBT).
 - AO or GHA can manually update the system generated TOBT from 90 minutes prior to EOBT.
 - If the prediction of departure readiness (new TOBT) differs more than 5 minutes from the previous TOBT, AO or GHA shall update TOBT.
 - TOBT shall not deviate from EOBT by more than 5 minutes. If TOBT deviate from EOBT by more than 5 minutes, AO or GHA shall update EOBT. When EOBT is updated, TOBT is automatically modified to the value of the new EOBT.
 - TOBT shall be updated through the following channels:
 - A-CDM portal or mobile web (<https://cdm.airport.co.kr>)
 - Flight Information Assistant (FIA) at PBB boarding rooms
 - TOBT information is available through the following channels:
 - A-CDM portal and mobile web
 - FIDS at PBB boarding rooms
 - Radio communication with GHA or AO
 - TSAT will be calculated by taking into account factors such as TOBT, CTOT, Estimated Taxi-Out Time (EXOT) and ATC separation standards etc. Thus the accuracy of TOBT is vital to an optimal TSAT.
- 3.1.1.3. Non A-CDM Procedures
- The Non A-CDM procedure is applicable when TOBT and TSAT references used in A-CDM mode of operations become unavailable due to system issues or maintenance.
 - If unable to refer TOBT through any channels, pilot shall contact Gimpo Delivery (121.975 MHz) for ATC clearance at least 10 minutes prior to ETD (EOBT).
- 3.1.2. Procedures for start-up and push-back
- 3.1.2.1. Pilot shall ensure aircraft is ready for push-back at TOBT.
- 3.1.2.2. Pilot shall maintain communication with the AO / GHA as they are responsible for updating the TOBT. Pilot shall notify the AO / GHA to update the TOBT if it is expected to differ by 5 minutes or more.
- 3.1.2.3. ATC will update TSAT changes if necessary, before push-back. Note that TSAT provided by ATC may not be final and can be revised due to en-route clearance restrictions, ground congestion or flow management.
- 3.1.2.4. Pilot shall contact Gimpo Apron (130.875 MHz) to request engine start-up and push-back and provide the following:
 - Call sign
 - Gate or stand number
 - TSAT (if applicable)
- 3.1.2.5. Pilot shall confirm with ground crews(ground handler, aircraft maintenance) whether there is no hazard to the aircraft starting up. The pilot shall not ask the Gimpo Apron for engine start-up and push-back until its safety check-up is fully confirmed. If there are any elements posing a potential failure, the pilot can ask the Gimpo Apron for push-back only. After moving and standing the aircraft at a safety area, the pilot can ask the engine start-up.
- 3.1.2.6. All aircraft to be taxied within the Apron shall fix their thrusts on an idle. In case of using breakaway thrust, it should be used to a minimum.
- 3.1.2.7. Push-back approval is valid for 1 MIN. Push-back is therefore to begin promptly after approval.
- Push-back for Central & East Apron
 - RWY 14L/R in use
Aircraft will be pushed back to face northwest unless otherwise instructed by ATC.
 - RWY 32R/L in use
Aircraft will be pushed back to face southeast unless otherwise instructed by ATC.
 - Push-back for North Apron
 - Aircraft stand NR. 31 thru 36 will be pushed back to face southwest unless otherwise instructed by ATC.
 - Aircraft stand NR. 37 thru 39, NR. 304 thru 307 will be pushed back to face southeast (tail to N4) unless otherwise instructed by ATC.
 - Aircraft stand NR. 301 thru 303, NR. 221 thru 237 will be pushed back to face northeast unless otherwise instructed by ATC.
 - Gimpo Apron may swap push-back sequence based on TSAT and real-time readiness of aircraft to maximize apron and RWY capacity and to reduce the overall delay of traffic as and when required.
 - If an aircraft have any problem with taxiing right after push-back, the pilot should report to Apron control. And then the pilot will be instructed to return the gate or to move other places to avoid blocking taxilanes.

3. DEPARTURE (CONTD)

3.1.3. Departure routes and Transfer of Control Points (TCP)

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

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

3. DEPARTURE (CONTD)

- 3.1.3.2. Aircraft shall not proceed beyond the TCP without instruction from ATC.
- 3.1.3.3. These operation can be changed by traffic condition, weather condition or any other safety reason.

3.2. 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.

3.2.1. Assignment of Standard Instrument Departure (SID)

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

3. DEPARTURE (CONTD)

3.2.2. Assignment of Standard Terminal Arrival (STAR)

RKSS Rwy	RKSI Rwy	Airway	STAR(Primary)	STAR(Secondary)
14L/R	15L/R, 16L/R	Y644(REBIT)	RNAV REBIT 2U	RNAV LEGAK 1U
	33L/R, 34L/R	Y644(REBIT)	RNAV REBIT 2Z	RNAV LEGAK 1U
	—	Y722(OLMEN)	RNAV OLMEN 2U	
	—	Y685/G585(GUKDO)	RNAV GUKDO 2U	
	—	G597/Y697(KARBU)	RNAV KARBU 2U	
32L/R	33L/R, 34L/R	Y644(REBIT)	RNAV REBIT 2T	RNAV LEGAK 1T
	15L/R, 16L/R	Y644(REBIT)	RNAV REBIT 2Q	RNAV LEGAK 1T
	—	Y722(OLMEN)	RNAV OLMEN 2T	
	—	Y685/G585(GUKDO)	RNAV GUKDO 2T	
	—	G597/Y697(KARBU)	RNAV KARBU 2T	

3.3. IFR ATC clearance

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

3.3.1. Aircraft shall contact Clearance Delivery and provide the following information 5 minutes prior to start-up or push-back.

- Aircraft Identification
- Type of aircraft
- Destination
- Proposed flight level
- Gate or stand number
- ATIS code

3.3.2. If aircraft fails to push-back or taxi within 15 minutes after receipt of ATC clearance, pilot should notify ATC except when:

- Start-up or push-back is delayed due to traffic on the ground, or
- Aircraft departure is restricted by means of release time or the same altitude/route separation.

3.4 Speed restriction

3.4.1. All aircraft shall not exceed 250 KT below 10,000' in SEOUL TMA, unless otherwise authorized by ATC. If unable to comply with this speed restriction, state minimum speed acceptable to ATC.

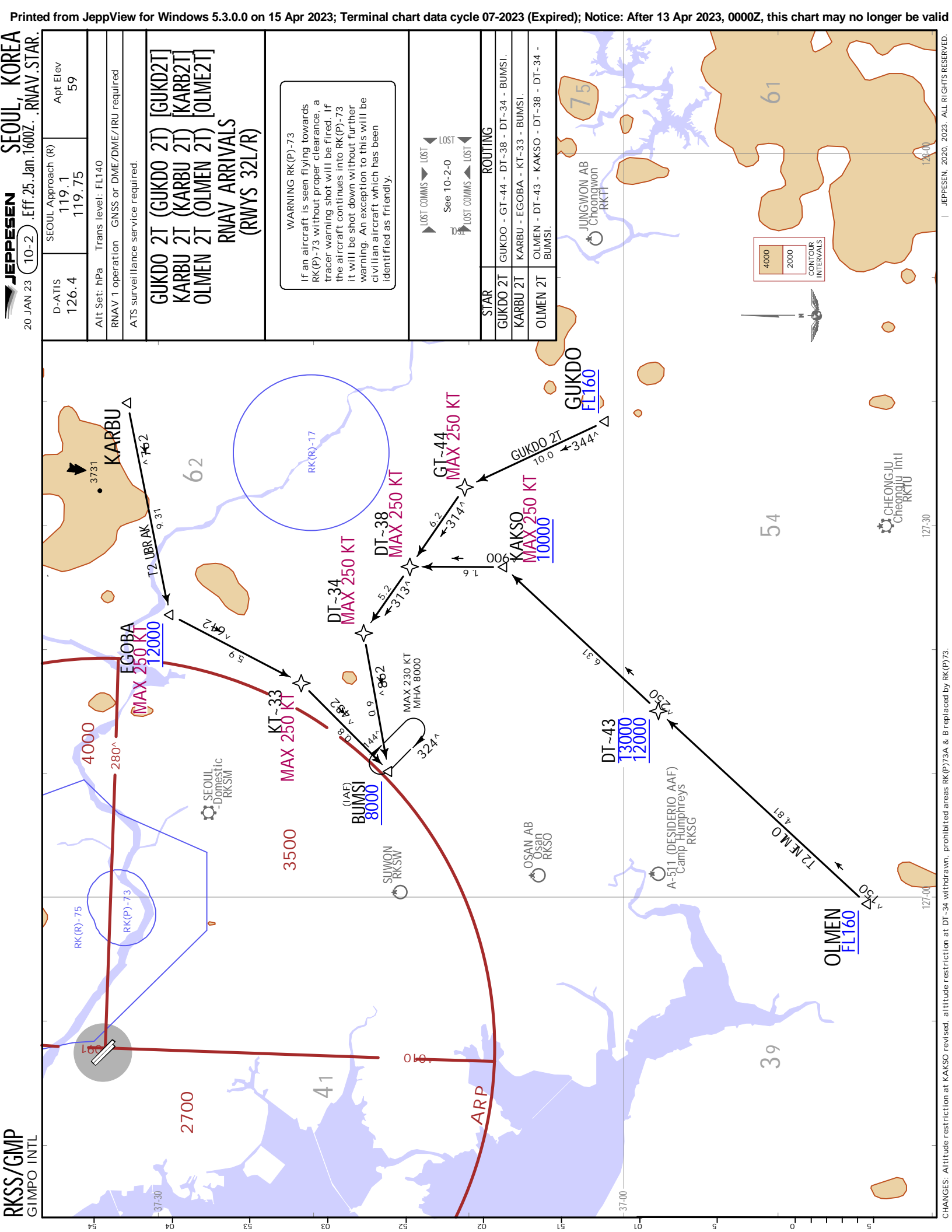
3.4.2. ATC will use "NO ATC SPEED RESTRICTIONS" RTF phraseology to remove MAX 250 KT below 10,000'.

3.4.3. Speed control under radar vector:

- When arriving traffic is being sequenced under radar direction, ATC typically will apply the following speed control:
 - Initial approach phase: 210 KT
 - Base leg/HDG to final approach: 180 KT
 - When established on final approach: 180 KT to 160 KT
 - Thereafter to 7.5 DME: 160 KT
- 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.
- 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 within SEOUL TMA.

JEYPESEN
 20 JAN 23 10-2 .Eff. 25 Jan. 1600Z. .RNAV.S.TAR.

RKSS/GMP
 GIMPO INTL



SEUL Approach (R)		Apt Elev
D-ATIS	119.1	59
	119.75	
Alt Set: hPa Trans level: FL140		
RNAV 1 operation GNSS or DME/DME/IRU required		
ATS surveillance service required.		
GUKDO 2T (GUKDO 2T) [GUKD2T] KARBU 2T (KARBU 2T) [KARB2T] OLIMEN 2T (OLIMEN 2T) [OLME2T] RNAV ARRIVALS (RWYS 32L/R)		
WARNING RK(P)-73 If an aircraft is seen flying towards RK(P)-73 without proper clearance, a tracer warning shot will be fired. If the aircraft continues into RK(P)-73 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		
ROUTING		
STAR	ROUTING	
GUKDO 2T	GUKDO - GT-44 - DT-38 - DT-34 - BUMSI.	
KARBU 2T	KARBU - EGOBA - KT-33 - BUMSI.	
OLIMEN 2T	OLIMEN - DT-43 - KAKSO - DT-38 - DT-34 - BUMSI.	

CHANGES: Altitude restriction at KAKSO revised, altitude restriction at DT-34 withdrawn, prohibited areas RK(P)73A & B replaced by RK(P)73.

RKSS/GMP
GIMPO INTL

 **JEPPESEN**
15 OCT 21 (10-2-0)

SEOUL, KOREA
.STAR.

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-271.

JEYPESEN
 20 JAN 23 (10-2A) .Eff. 25 Jan. 1600Z.
SEOUL, KOREA
.RNAV.STAR

RKSS/GMP
 GIMPO INTL

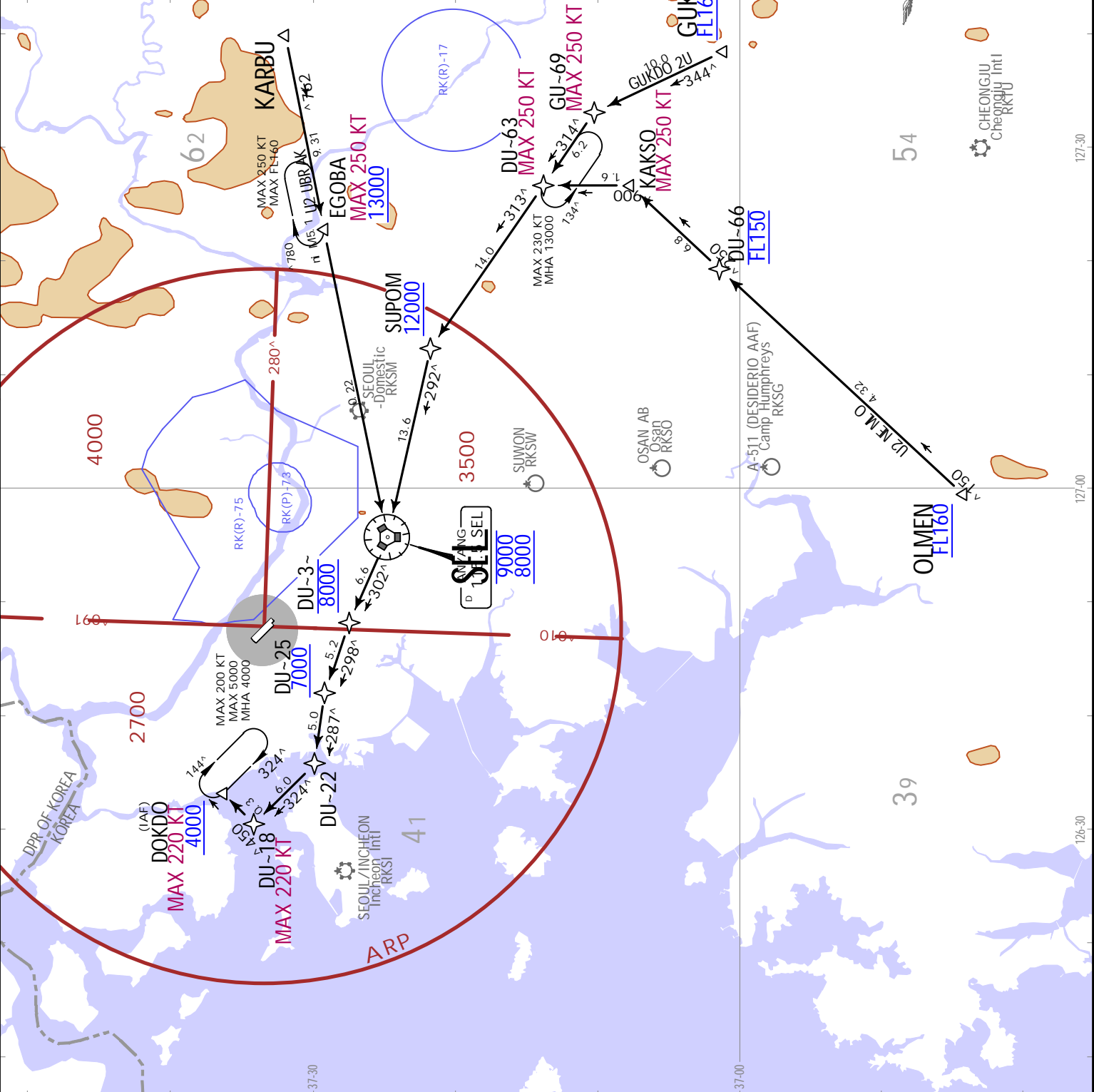
D-ATIS	126.4	SEOUL Approach (R)	Apt Elev	59
Air Set: hPa	119.1 119.75	Trans level: FL140		
RNAV 1 operation	GNSS or DME/DME/IRU required			
ATS surveillance service	required.			

GUKDO 2U (GUKDO 2U) [GUKD2U]
KARBU 2U (KARBU 2U) [KARB2U]
OLMEN 2U (OLMEN 2U) [OLME2U]
RNAV ARRIVALS
(RWYS 14L/R)

WARNING RK(P)-73
 If an aircraft is seen flying towards RK(P)-73 without proper clearance, a tracer warning shot will be fired. If the aircraft continues into RK(P)-73 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

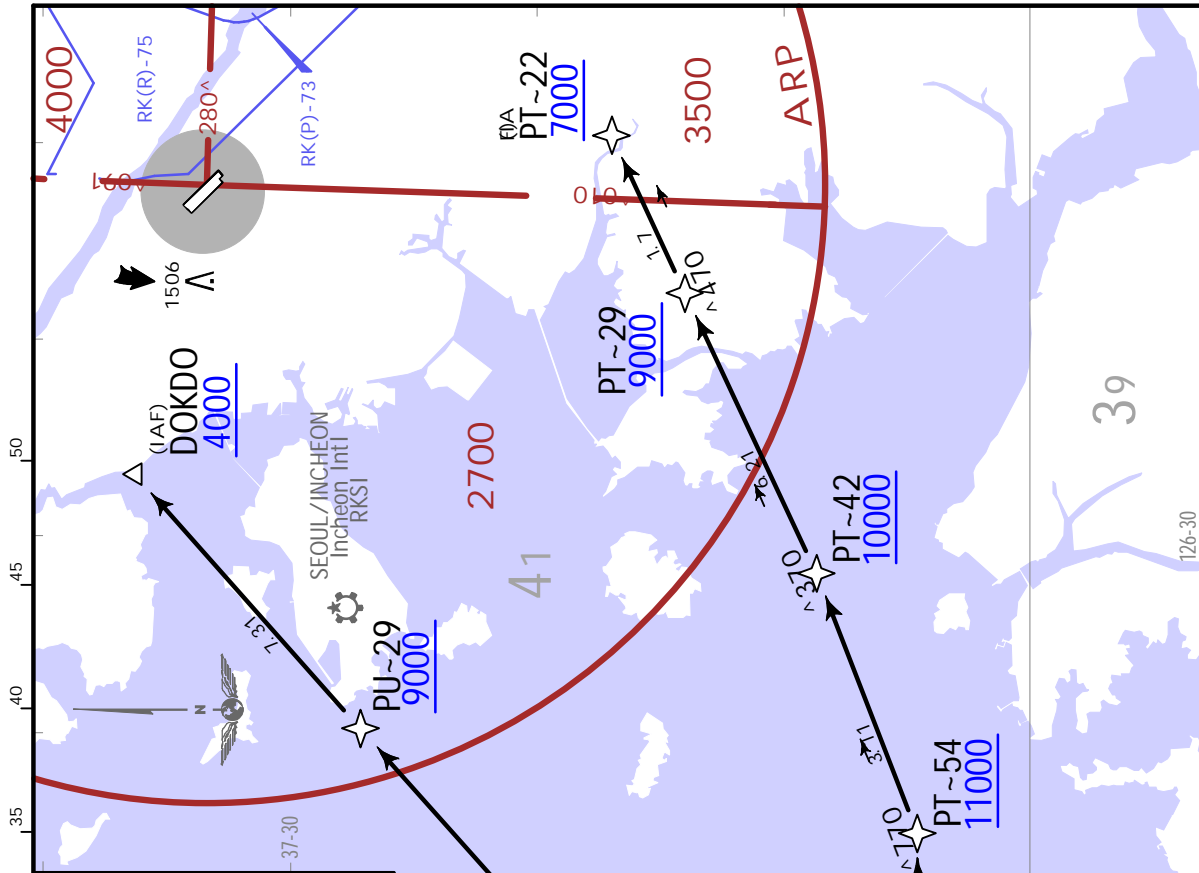
STAR	ROUTING
GUKDO 2U	GUKDO - GU-69 - DU-63 - SUPOM - SEL - DU-3 - DU-25 - DU-22 - DU-18 - DOKDO.
KARBU 2U	KARBU - EGOBA - SEL - DU-3 - DU-25 - DU-22 - DU-18 - DOKDO.
OLMEN 2U	OLMEN - DU-66 - KAKSO - DU-63 - SUPOM - SEL - DU-3 - DU-25 - DU-22 - DU-18 - DOKDO.



RKSS/GMP
GIMPO INTL

JEPPesen
20 JAN 23 (10-2B) .Eff.25.Jan.1600Z.

SEOUL, KOREA
.RNAV.STAR.



D-ATIS 126.4	SEoul Approach (R) 119.1 119.75	Apt Elev 59	Alt Set: hPa Trans level: FL140
RNAV 1 operation		GNSS or DME/DME/IRU required	
1. ATS surveillance service required. 2. These procedures may be instructed by ATC, airspace permitting (on weekends, holidays, etc.).			
LEGAK 1T (LEGAK 1T) [LEGAT1T] LEGAK 1U (LEGAK 1U) [LEGAT1U] RNAV ARRIVALS (ALL RWYS)			

WARNING RK(P)-73
If an aircraft is seen flying towards RK(P)-73 without proper clearance, a tracer warning shot will be fired. If the aircraft continues into RK(P)-73 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 10-2-0

GONAV
179.3
NOT TO SCALE

TRANSITION	
GONAV	GONAV - LEGAK.
STAR	ROUTING
LEGAK 1T	LEGAK - PT-75 - PT-54 - PT-42 - PT-29 - PT-22.
LEGAK 1U	LEGAK - PU-63 - PU-44 - PU-29 - DOKDO.

RKSS/GMP
GIMPO INTL

JEPPESEN
20 JAN 23 **10-2C** .Eff.25.Jan.1600Z.

SEOUL, KOREA
.RNAV.STAR.



D-ATIS 126.4	SEOUL Approach (R) 119.1 119.75	Apt Elev 59
Alt Set: hPa Trans level: FL140		
RNAV 1 operation GNSS or DME/DME/IRU required		
1. ATS surveillance service required. 2. CAUTION: EXPECT to follow RBEBIT 20 when Rwy 15L/R and Rwy 16L/R of RKSI are in use.		

RBEBIT 20 RNAV ARRIVAL
(REBIT 20) [REB12Q]
(RWYS 32L/R)

ROUTING
REBIT - PO-91 - PO-78 - PO-7 - PO-58 - PO-32 - BUMSI.

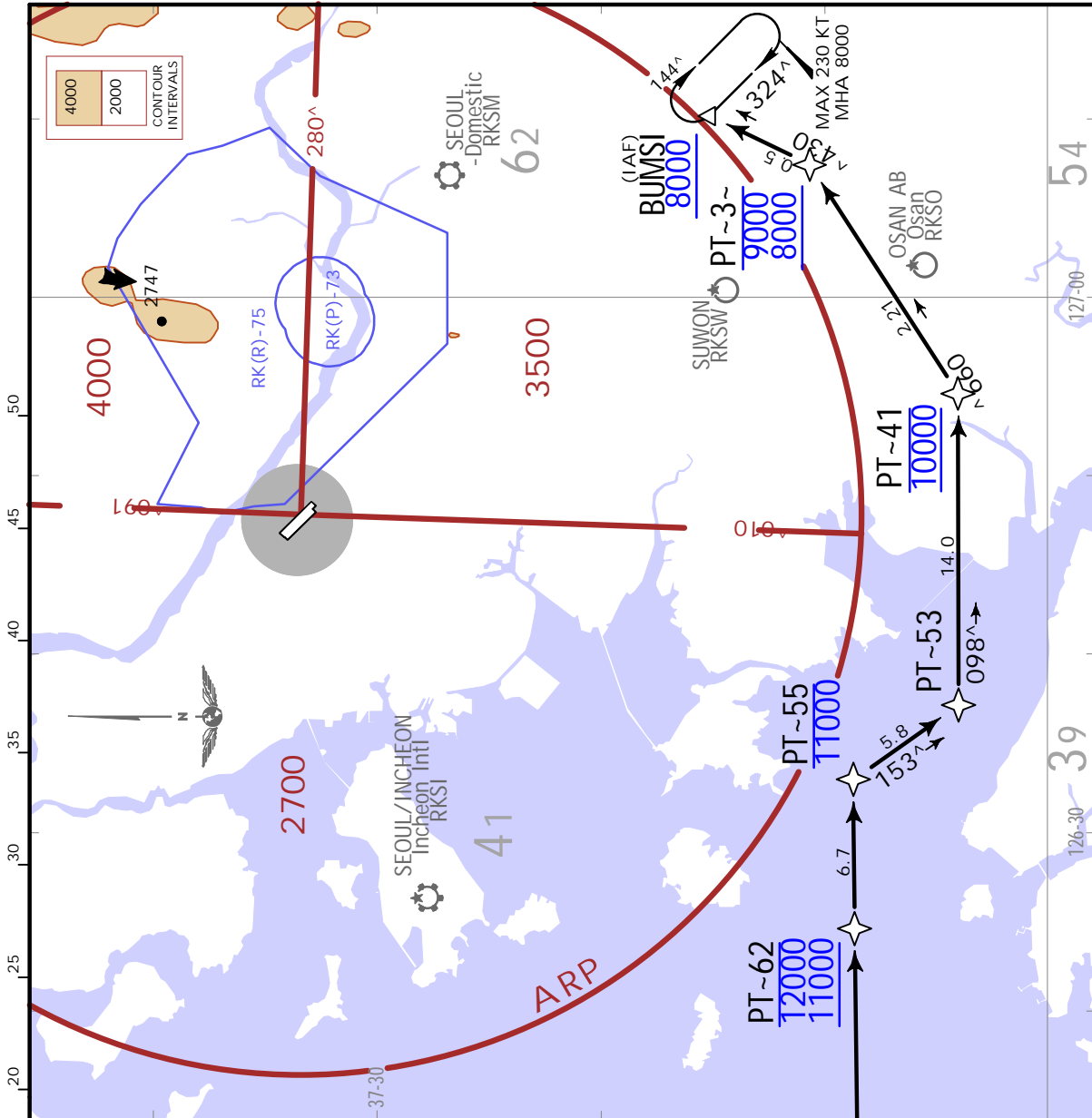
WARNING RK(P)-73
If an aircraft is seen flying towards RK(P)-73 without proper clearance, a tracer warning shot will be fired. If the aircraft continues into RK(P)-73 it will be shot down without further warning. An exception to this will be civilian aircraft which has been identified as friendly.

NOT TO SCALE
REBIT
15.5
112
89
MAX 250 KT
MHA 13000

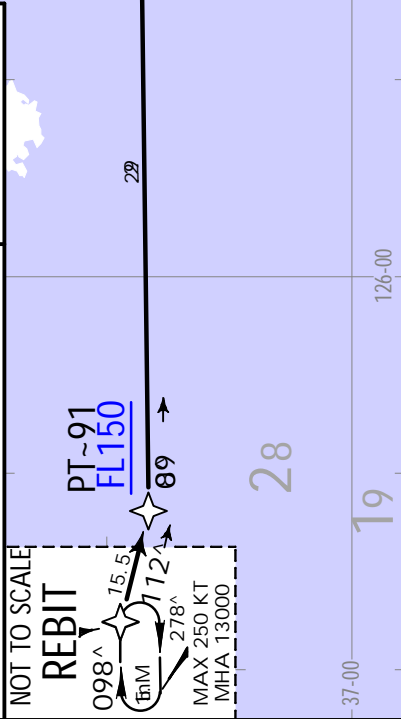
RKSS/GMP
GIMPO INTL

JEPPESEN
20 JAN 23 (10-2D) .Eff.25.Jan.1600Z.

SEOUL, KOREA
.RNAV.STAR.



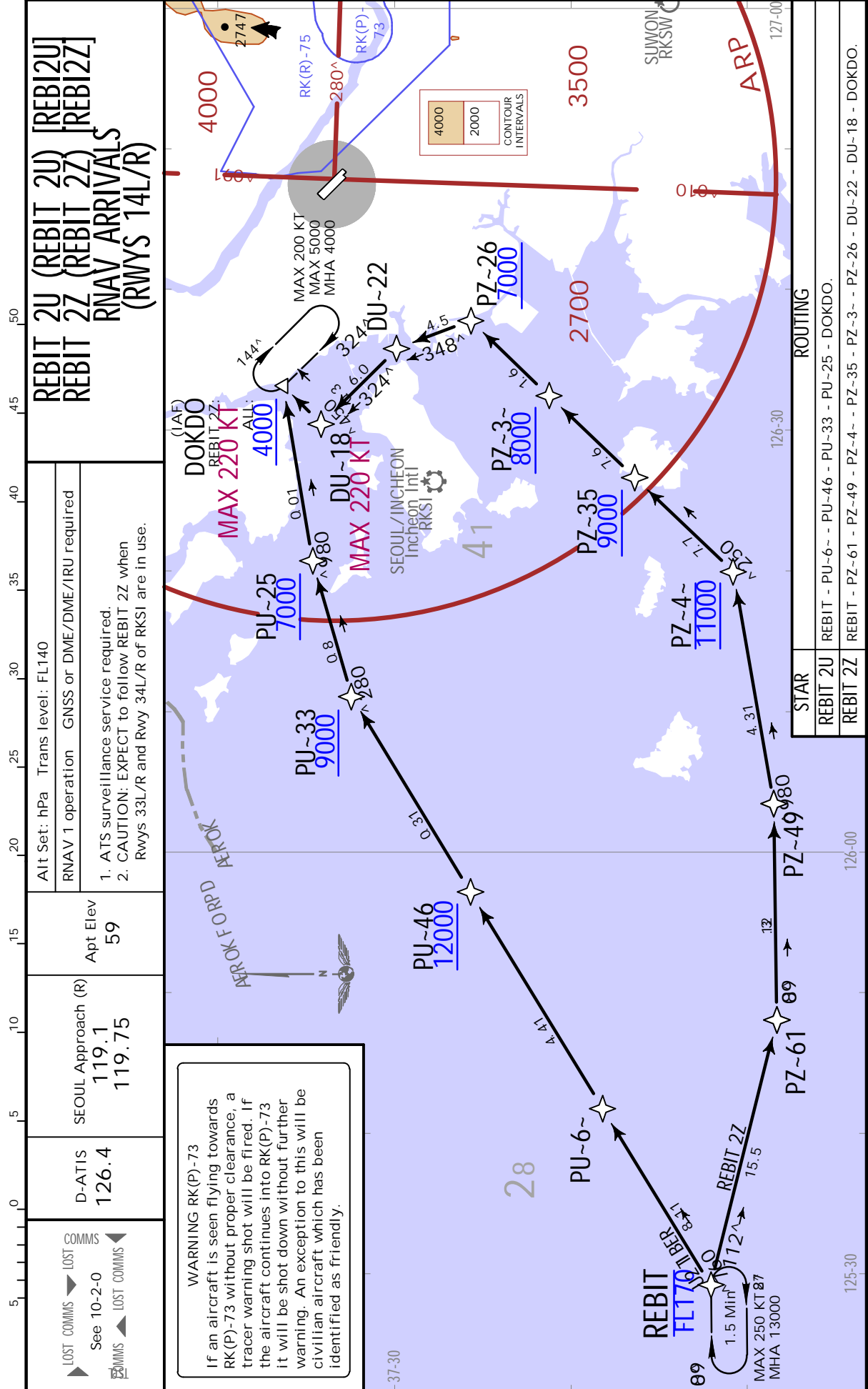
D-ATIS 126.4	SEOUL Approach (R) 119.1 119.75	Apt Elev 59
Alt Set: hPa Trans level: FL140		
RNAV 1 operation GNSS or DME/DME/IRU required		
ATS surveillance service required.		
REBIT 2T RNAV ARRIVAL (REBIT 2T) [REBIT2T] (RWYS 32L/R)		
ROUTING		
REBIT - PT-91 - PT-62 - PT-55 - PT-53 - PT-41 - PT-3 - BUMSI.		
<p>WARNING RK(P)-73 If an aircraft is seen flying towards RK(P)-73 without proper clearance, a tracer warning shot will be fired. If the aircraft continues into RK(P)-73 it will be shot down without further warning. An exception to this will be civilian aircraft which has been identified as friendly.</p>		
<p>▲ LOST COMMS ▼ LOST COMMS See 10-2-0 ◀ LOST COMMS ▶ LOST COMMS</p>		



RKSS/GMP
GIMPO INTL

JEPPESSEN
20 JAN 23 (10-2E) .Eff.25.Jan.1600Z.

SEOUL, KOREA
.RNAV.STAR.



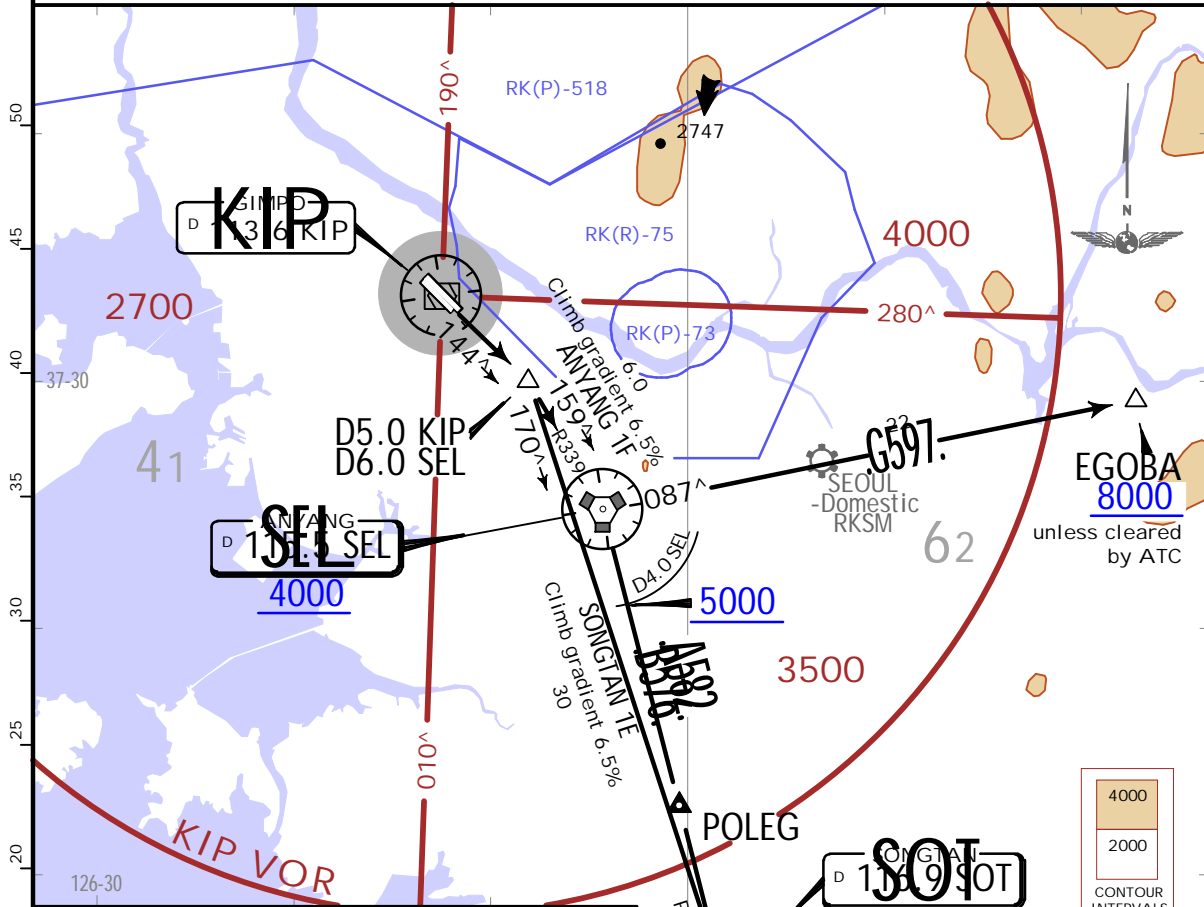
RKSS/GMP
GIMPO INTL

JEPPesen
20 JAN 23 **10-3** .Eff.25.Jan.1600Z.

SEOUL, KOREA
.SID.

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)-518. 2. If unable to comply with flight restrictions, advise ATC well before departure. 3. STEPPED CLIMB: Due to interaction with other routes.
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**ANYANG 1F (SEL 1F), SONGTAN 1E (SOT 1E)
DEPARTURES
(RWYS 14L/R)**



WARNING RK(P)-73
If an aircraft is seen flying towards RK(P)-73 without proper clearance, a tracer warning shot will be fired. If the aircraft continues into RK(P)-73 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 4.4% for avoiding obstacles.

Gnd speed-KT	75	100	150	200	250	300
4.4% V/V (fpm)	334	446	668	891	1114	1337
6.5% V/V (fpm)	494	658	987	1316	1646	1975

SID	INITIAL CLIMB
ANYANG 1F	Direct KIP R144/D5.0 (if KIP VOR not available, climb on runway heading) turn RIGHT to intercept SEL R339 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 R144/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.

RKSS/GMP
GIMPO INTL

 JEPPESEN
22 JUN 12 (10-3-0) .Eff.27.Jun.1600Z.

SEOUL, KOREA
.SID.

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.

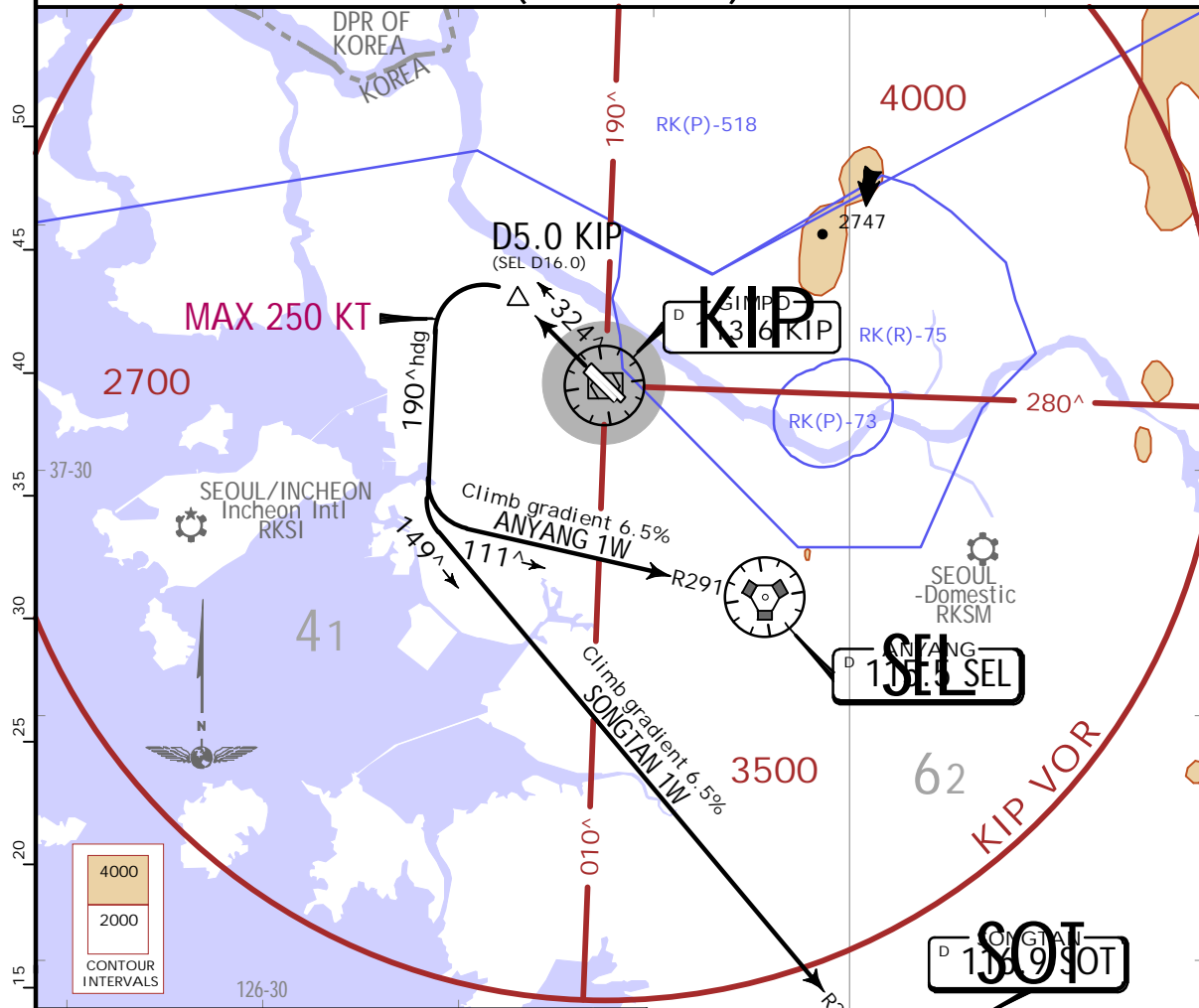
RKSS/GMP
GIMPO INTL

JEPPESEN
20 JAN 23 **(10-3A)** .Eff.25.Jan.1600Z.

SEOUL, KOREA
.SID.

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)-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.
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**ANYANG 1W (SEL 1W), SONGTAN 1W (SOT 1W)
DEPARTURES
(RWYS 32L/R)**



WARNING RK(P)-73
If an aircraft is seen flying towards RK(P)-73 without proper clearance, a tracer warning shot will be fired. If the aircraft continues into RK(P)-73 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 4.8% for avoiding obstacles.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458
6.5% V/V (fpm)	494	658	987	1317	1646	1975

SID	INITIAL CLIMB
ANYANG 1W	Climb on KIP R324 (or Rwy heading) until D5.0 KIP (or D16.0 SEL), then turn LEFT heading 190° to intercept SEL R291 then proceed to SEL VOR. MAINTAIN 4000 until instructed by ATC.
SONGTAN 1W	Climb on KIP R324 (or Rwy heading) until D5.0 KIP (or D16.0 SEL), then turn LEFT heading 190° to intercept SOT R329 then proceed to SOT VOR. MAINTAIN 4000 until instructed by ATC.

JEYPESEN
SEOUL, KOREA
 20 JAN 23 (10-3C) . Eff. 25 Jan. 1600Z. . RNAV . SID.

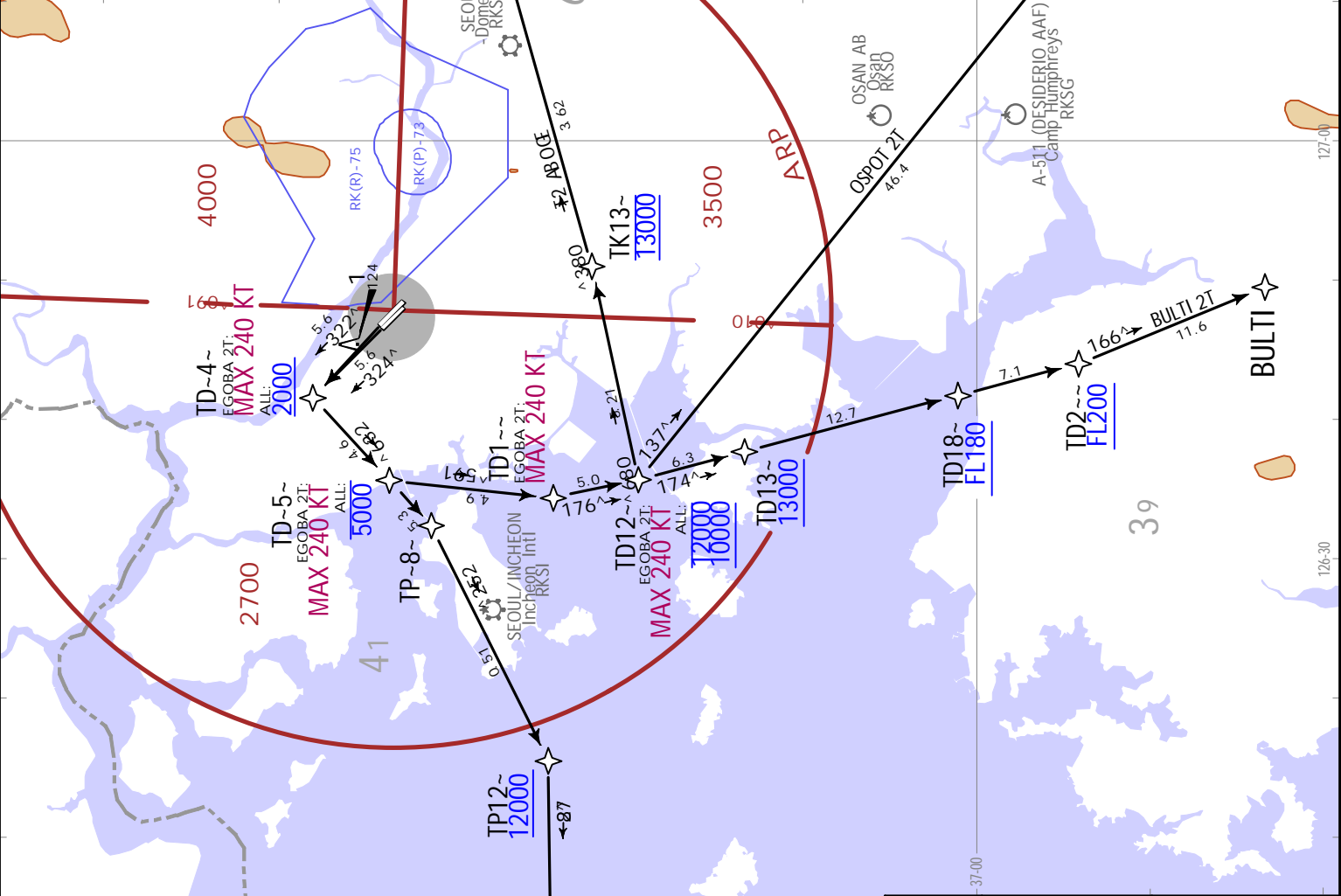
SEoul Departure (R)
 121.4 124.8 125.15
 (Also monitor 121.5)
 Apt Elev 59

Trans alt: 14000
 RNAV 1 operation GNSS or DME/DME/IRU required
 1. ATS surveillance service required.
 2. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.

BULTI 2T (BULTI 2T) [BULTI 2T]
EGOBA 2T (EGOBA 2T) [EGOB2T]
NOPIK 2T (NOPIK 2T) [NOPI2T]
OSPOT 2T (OSPOT 2T) [OSPOT2T]
 RNAV DEPARTURES
 (RWYS 32L/R)

EGOBA FL190
 3731
 SEoul Domestic
 RKSM
 OSAN AB
 RKSO
 A-511 (DESIDERIO AAF)
 Camp Humphreys
 RKSG
 WARNING RK(P)-73
 If an aircraft is seen flying RK(P)-73 without proper clearance, a tracer warning shot will be fired.
 If the aircraft continues into RK(P)-73 it will be shot down without further warning. An exception to this will be civilian aircraft which has been identified as friendly.

RKSS/GMP
GIMPO INTL



4000
 2000
 CONTOUR INTERVALS

LOST COMMS → LOST COMMS
 See 10-3-0
 → LOST COMMS

6.5% climb gradient required until reaching FL170 for ATC purpose.
 Minimum 4.1% climb gradient is required until 1000 for obstacle 1 avoidance.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246
6.5% V/V (fpm)	494	658	987	1317	1646	1975

SID	INITIAL CLIMB
BULTI 2T	TD-4 - TD-5 - TD1 - TD12 - TD13 - TD18 - TD2 - BULTI.
EGOBA 2T	TD-4 - TD-5 - TD1 - TD12 - TD13 - EGOBA.
NOPIK 2T	TD-4 - TD-5 - TP-8 - TP12 - NOPIK.
OSPOT 2T	TD-4 - TD-5 - TD1 - TD12 - OSPOT.

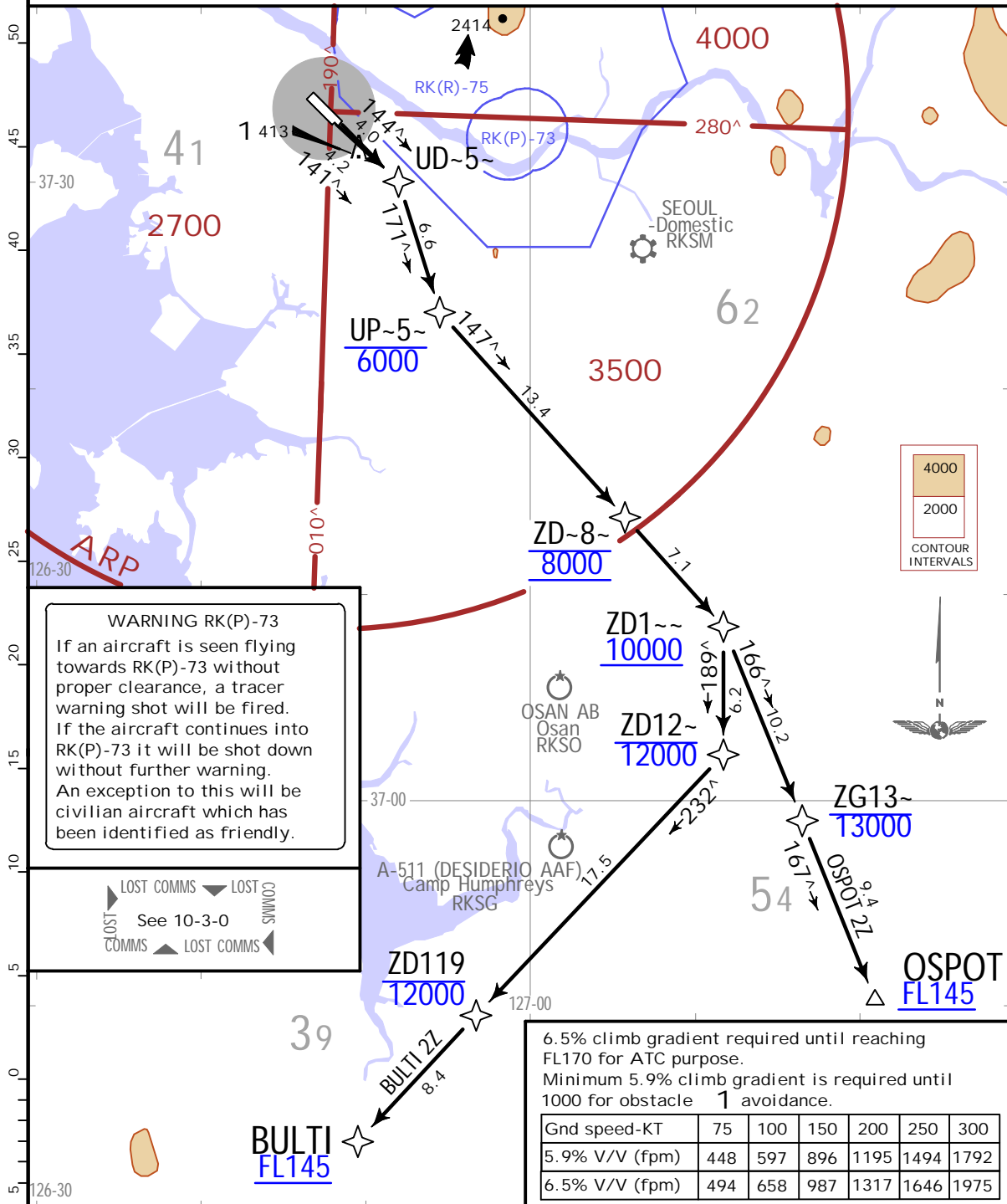
RKSS/GMP
GIMPO INTL

JEPPesen
20 JAN 23 (10-3E) .Eff.25.Jan.1600Z.

SEOUL, KOREA
.RNAV.SID.

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

**BULTI 2Z (BULTI 2Z) [BULT2Z]
OSPOT 2Z (OSPOT 2Z) [OSPO2Z]
RNAV DEPARTURES
(RWYS 14L/R)**



SID	INITIAL CLIMB
BULTI 2Z	UD-5 - UP-5 - ZD-8 - ZD1 - ZD12 - ZD119 - BULTI.
OSPOT 2Z	UD-5 - UP-5 - ZD-8 - ZD1 - ZG13 - OSPOT.

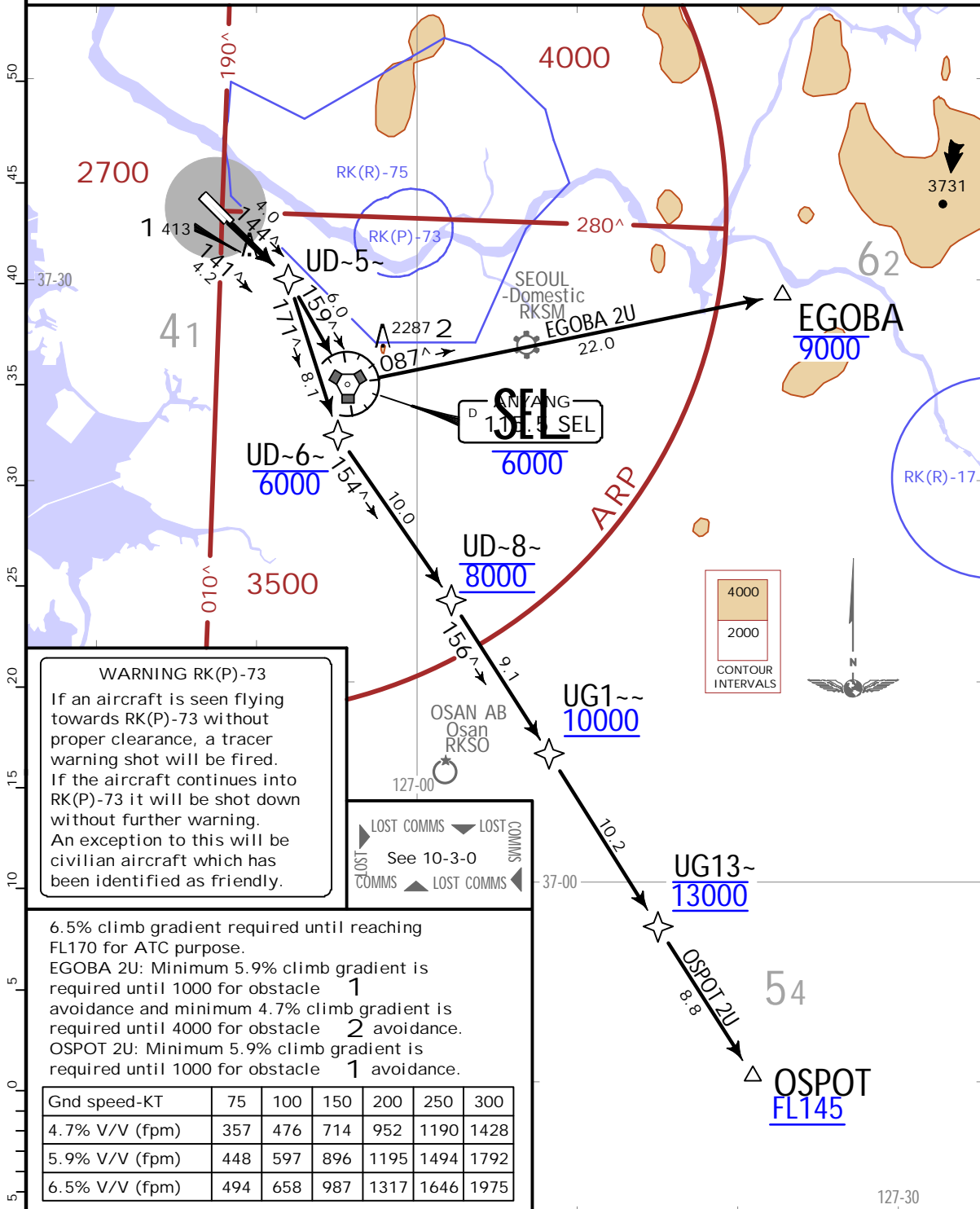
RKSS/GMP
GIMPO INTL

JEPPESEN
20 JAN 23 **(10-3F)** .Eff.25.Jan.1600Z.

SEOUL, KOREA
.RNAV.SID.

SEOUL Departure (R) 121.4 124.8 125.15 (Also monitor 121.5)	Apt Elev 59	Trans alt: 14000 RNAV 1 operation GNSS or DME/DME/IRU required 1. ATS surveillance service required. 2. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.
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**EGOBA 2U (EGOBA 2U) [EGOB2U]
OSPOT 2U (OSPOT 2U) [OSP02U]
RNAV DEPARTURES
(RWYS 14L/R)**

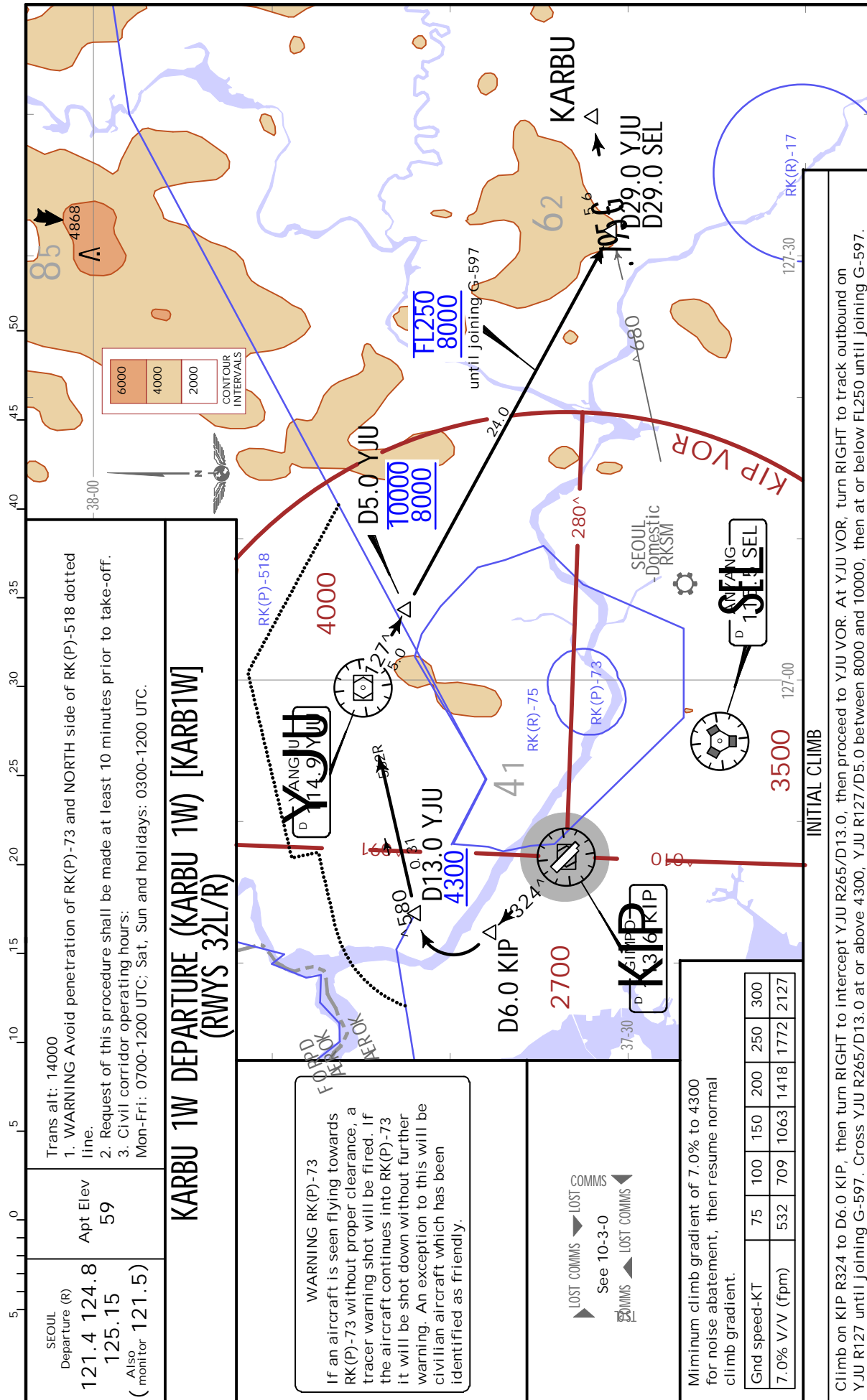


SID	INITIAL CLIMB
EGOBA 2U	UD-5 - SEL VOR - EGOBA.
OSPOT 2U	UD-5 - UD-6 - UD-8 - UG1 - UG13 - OSPOT.

RKSS/GMP
GIMPO INTL

JEPPesen
20 JAN 23 10-3G .Eff.25.Jan.1600Z.

SEOUL, KOREA
.SID.



Trans alt: 14000
1. WARNING Avoid penetration of RK(P)-73 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.

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

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

WARNING RK(P)-73
If an aircraft is seen flying towards RK(P)-73 without proper clearance, a tracer warning shot will be fired. If the aircraft continues into RK(P)-73 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 ←

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

Climb on KIP R324 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 R127 until joining G-597. Cross YJU R265/D13.0 at or above 4300, YJU R127/D5.0 between 8000 and 10000, then at or below FL250 until joining G-597.

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 III 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.
 - 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.
 - 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.

d. Apply Reduced Power/Drag Technique (recommendation) when:

- (1) landing weight and Runway length are enough,
- (2) Runway surface is DRY condition,
- (3) there is no tailwind, pilot can select final landing flaps setting. Apply Final landing flaps setting minimum approved by flight manual.

e. Follow each aircraft's POM procedure for engine reverse after landing:

- (1) Engine reverse system is effective at high speed, so use engine reverse system as soon as touchdown. But pilot can use idle thrust for noise reduction when runway length is enough and runway surface condition is good.
- (2) Pilot must follow restriction of engine reverse system of each aircraft.
- (3) Pilot can use idle reverse until reaching taxi speed. But high reverse thrust under 80 KT is prohibited except in emergency.
- (4) Turn off engine reverse system when vacating runway.

NOISE ABATEMENT PROCEDURES (contd.)

2 Aircraft Operating Procedures (except helicopters)(contd.)

2.3 Visual Flight Rules

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

2.4 ENGINE RUN-UP procedure

- a. Each airline company must make a procedure for prevention of ground accident, and restrict unnecessary RUN-UP for noise reduction, and recommend effective ENGINE RUN-UP.
- b. All aircraft's ENGINE RUN-UP must be executed by each aircraft's qualified staff, and the staff must get approval before ENGINE RUN-UP.
- c. Use ENGINE RUN-UP location designated by airport authority.
- d. Aircraft is recommended to stand toward headwind direction as much as possible, but the aircraft must stand toward headwind direction +/- 30° when wind speed is 10 KT or more.
- e. Ensure ground staff is near the aircraft before engine start and when engine is running, and ensure two ground staff are located left and right side when left and right engines are running.
- f. Follow each aircraft's EMERGENCY PROCEDURE in emergency situation for example fire during engine run-up.
- g. Follow each airline company's procedure for safety matter during engine run-up.

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

These operation hours can be changed depending on weather 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.

OPERATIONAL RESTRICTIONS (SUP 19/22 AIRAC)

1. INTRODUCTION

Some part of P5, some part of N1, P6, N3, N4, N5, aprons (aircraft stands 211 thru 214, 233 thru 237, 301 thru 303) and run-up pad at Gimpo INTL Airport will be closed as follows due to pavement construction.

2. PERIOD

From 1400 UTC 29 DEC 2022 To 1400 UTC 11 JUN 2023.

3. WORKING AREAS

Location		Period	Working Hours
Some part of P5 Some part of N1, P6, N3, N4, N5	Aircraft stands 211 thru 214, 233 thru 237, 301 thru 303	Run-up pad	From 1400 UTC 29 DEC 2022 To 1400 UTC 11 JUN 2023

4. REMARKS

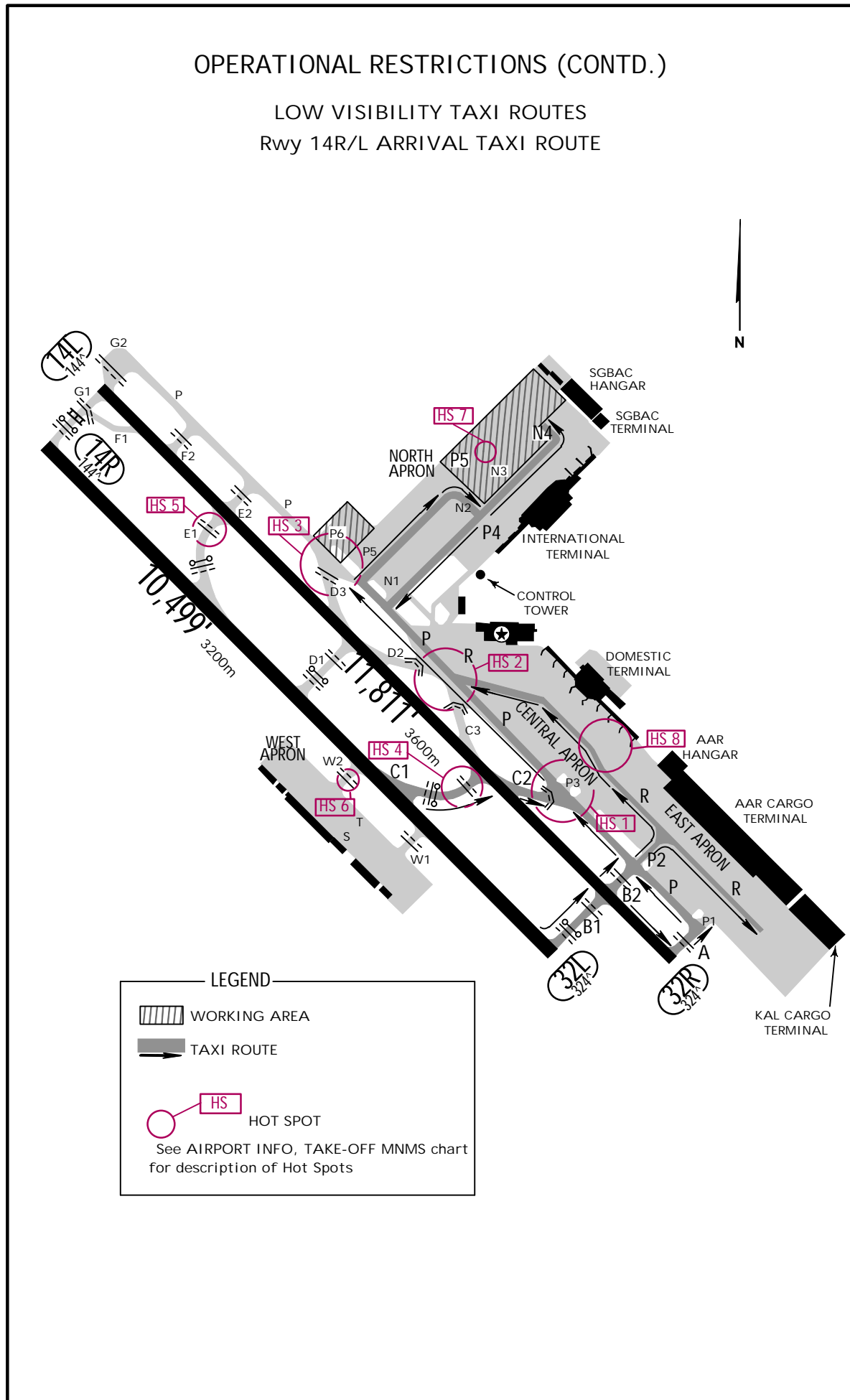
- (1) Safety fences and lights will be installed to indicate the working area.
- (2) Departure procedures

Aircraft Stands	Lead-out Procedures	Phraseology
38, 39 304 thru 307	All aircraft shall be pushed back to face South-East on N2.	Pushback approved to Twy N2

- (3) Any change to the contents of these pages will be notified by NOTAM.

OPERATIONAL RESTRICTIONS (CONTD.)

LOW VISIBILITY TAXI ROUTES Rwy 14R/L ARRIVAL TAXI ROUTE



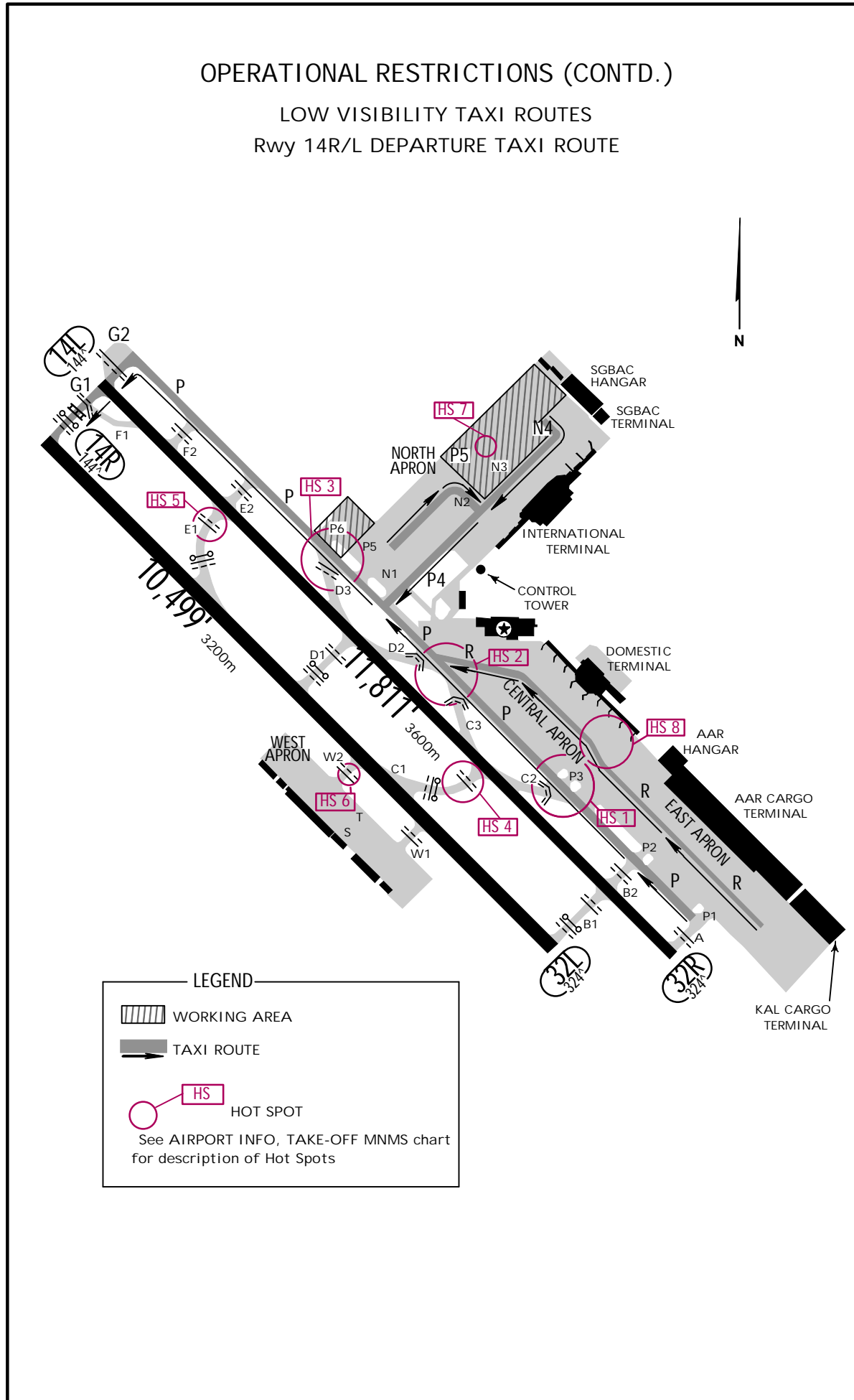
LEGEND

- WORKING AREA
- TAXI ROUTE
- HOT SPOT




See AIRPORT INFO, TAKE-OFF MNMS chart for description of Hot Spots

OPERATIONAL RESTRICTIONS (CONTD.)

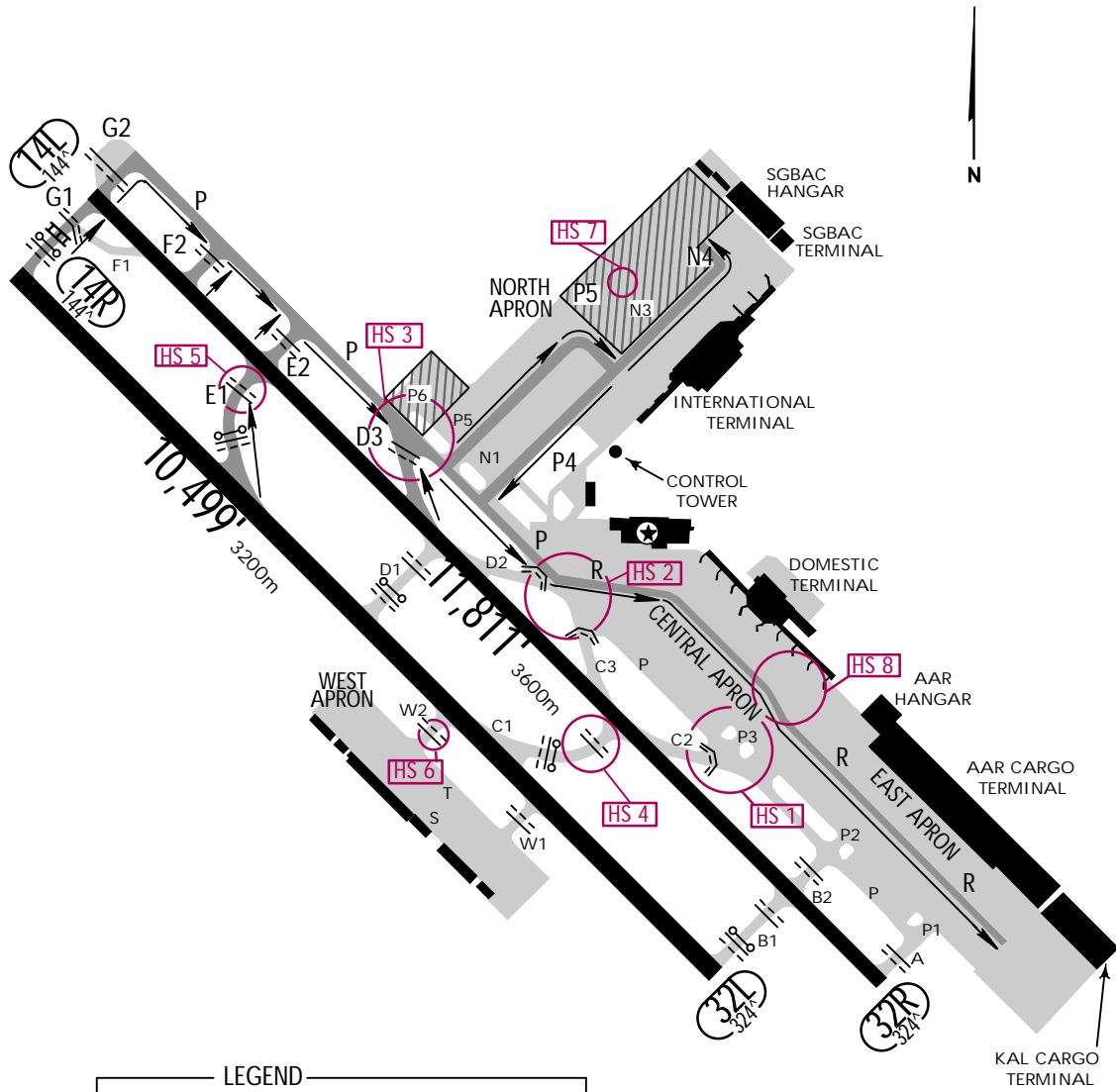
LOW VISIBILITY TAXI ROUTES Rwy 14R/L DEPARTURE TAXI ROUTE






LEGEND

-  WORKING AREA
-  TAXI ROUTE
-  HOT SPOT
See AIRPORT INFO, TAKE-OFF MNMS chart for description of Hot Spots

OPERATIONAL RESTRICTIONS (CONTD.)
LOW VISIBILITY TAXI ROUTES
Rwy 32R/L ARRIVAL TAXI ROUTE

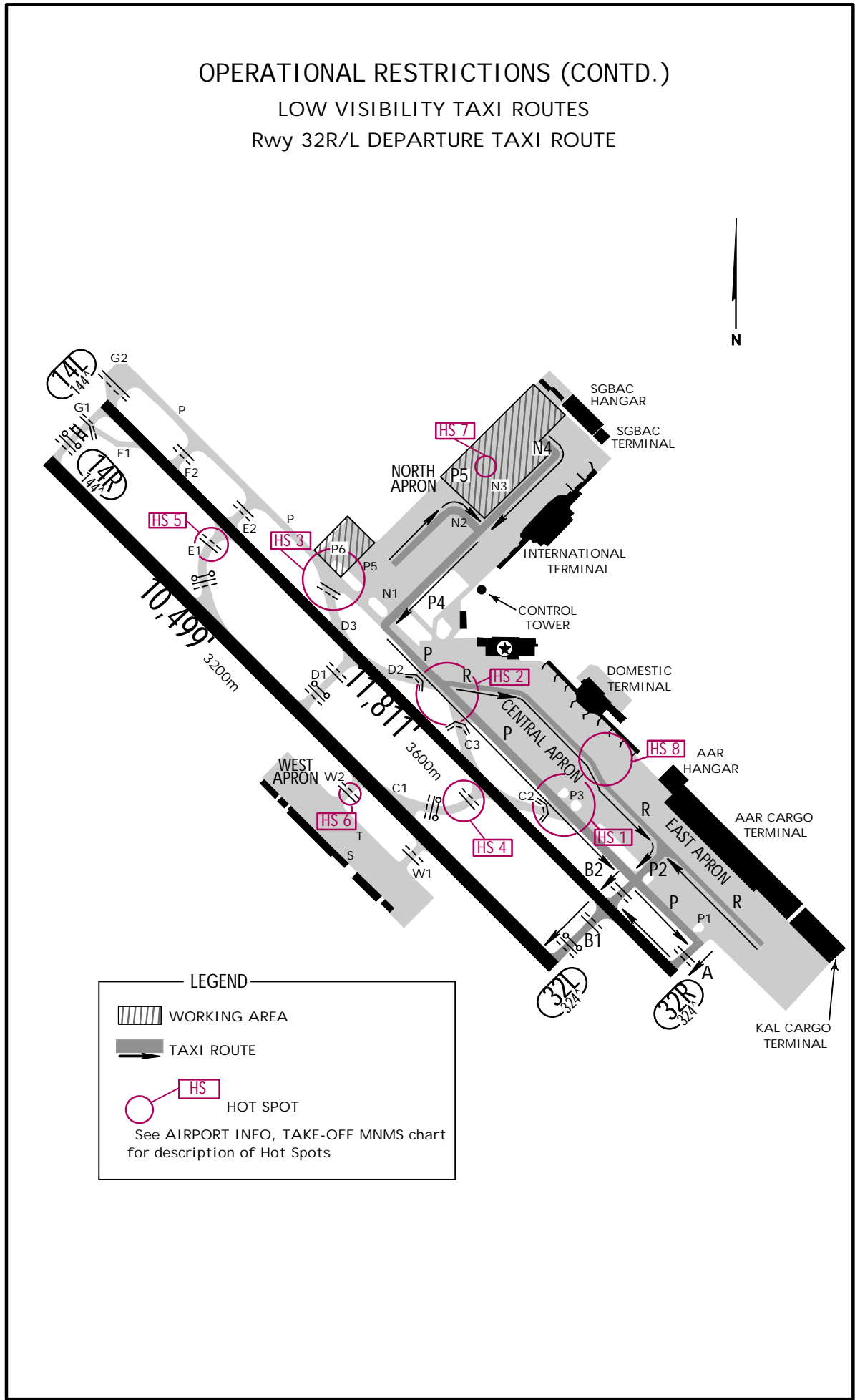


LEGEND




-  WORKING AREA
-  TAXI ROUTE
-  HOT SPOT
See AIRPORT INFO, TAKE-OFF MNMS chart for description of Hot Spots

OPERATIONAL RESTRICTIONS (CONTD.)

LOW VISIBILITY TAXI ROUTES Rwy 32R/L DEPARTURE TAXI ROUTE



LEGEND

-  WORKING AREA
-  TAXI ROUTE
-  HOT SPOT
See AIRPORT INFO, TAKE-OFF MNMS chart for description of Hot Spots

OPERATIONAL RESTRICTIONS
(SUP 3/23)

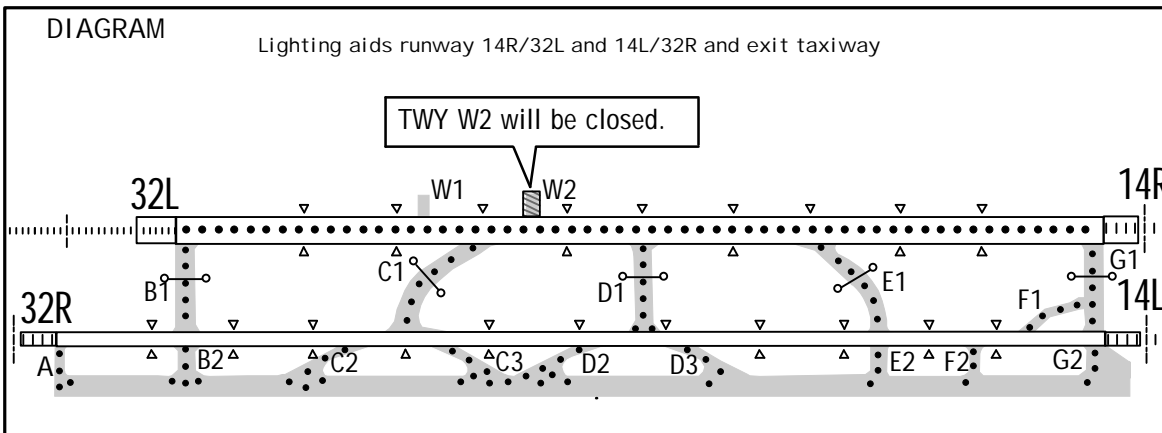
1. INTRODUCTION

TWY W2 at Gimpo INTL Airport will be closed as follows due to construction.

2. PERIOD

From 1400 UTC 23 MAR 2023 To 2100 UTC 4 APR 2023.

3. WORKING AREA



Location	Period	Working Hours
TWY W2	23 MAR 2023 to 4 APR 2023	1400 to 2100 Daily

4. REMARKS

- (1) TWY W2 is closed From 1400 UTC 23 MAR 2023 To 2100 UTC 4 APR 2023 irrespective of working hours.
- (2) During the closed period, markings and lights will be installed to indicate the closed area.
- (3) After termination of the daily scheduled flight, work will begin.
- (4) Any change to the contents of this page will be notified by NOTAM.

RKSS/GMP

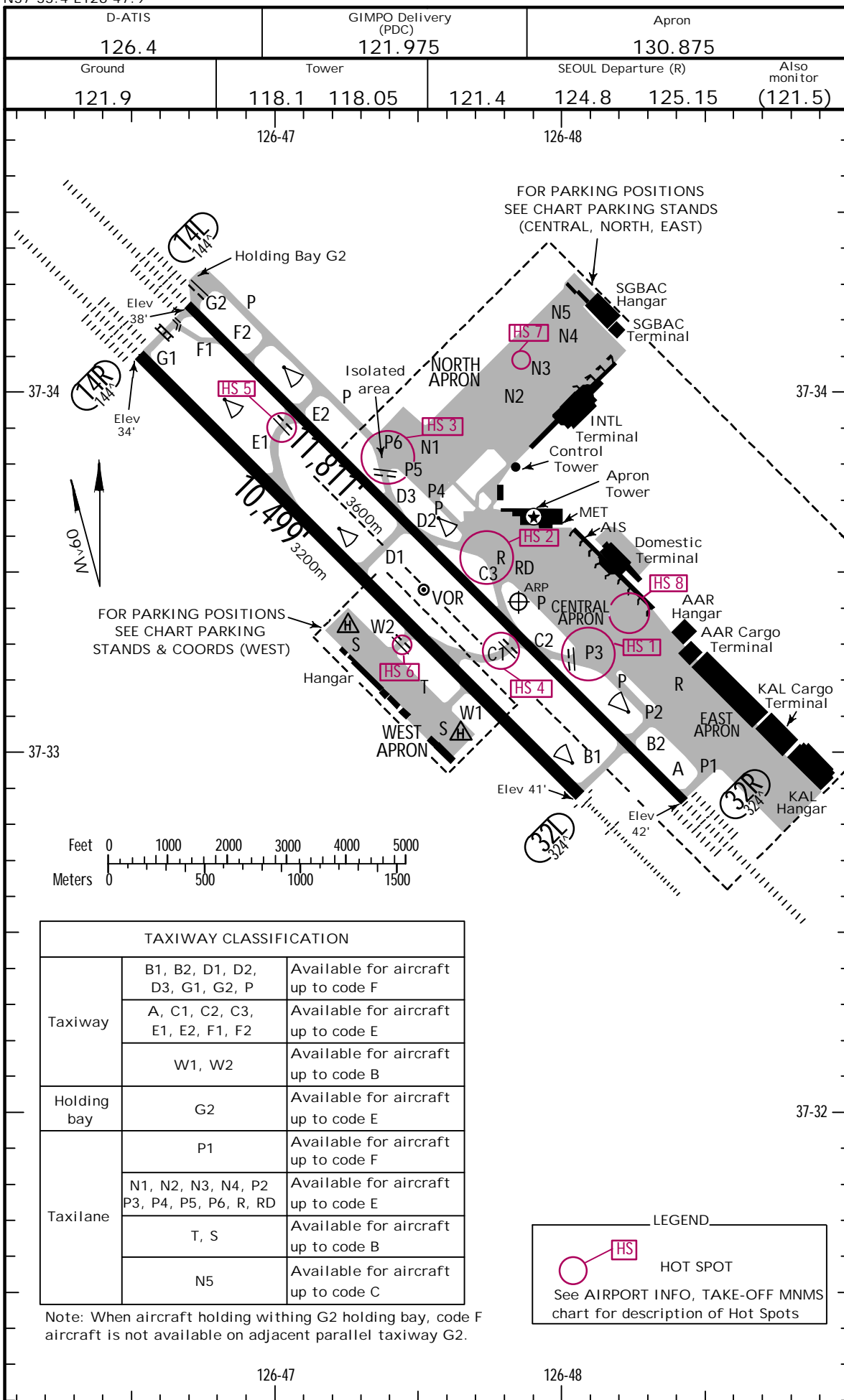
Apt Elev 59
N37 33.4 E126 47.9

JEPPesen

17 FEB 23 (10-9) .Eff.22.Feb.1600Z.

SEOUL, KOREA

GIMPO INTL



TAXIWAY CLASSIFICATION		
Taxiway	B1, B2, D1, D2, D3, G1, G2, P	Available for aircraft up to code F
	A, C1, C2, C3, E1, E2, F1, F2	Available for aircraft up to code E
	W1, W2	Available for aircraft up to code B
Holding bay	G2	Available for aircraft up to code E
Taxilane	P1	Available for aircraft up to code F
	N1, N2, N3, N4, P2, P3, P4, P5, P6, R, RD	Available for aircraft up to code E
	T, S	Available for aircraft up to code B
	N5	Available for aircraft up to code C

Note: When aircraft holding within G2 holding bay, code F aircraft is not available on adjacent parallel taxiway G2.

LEGEND

HS HOT SPOT
See AIRPORT INFO, TAKE-OFF MNMS chart for description of Hot Spots

GENERAL
 Birds in vicinity of airport.
 Any aircraft shall not enter Twy N1 while aircraft F is occupying Twy P.
 Aircraft code F requires Follow me car service and shall comply with the taxi speed limit 17 kt when taxi on part of Twy P from P6 to F2.
 Push-back restriction on aircraft stand 121F: Nose-gear cannot cross over intermediate holding position marking on Twy R behind the aircraft stand 123.
 Push-back restriction on aircraft stand 123F: Nose-gear cannot cross over intermediate holding position marking on Twy R behind the aircraft stand 122.
 The aircraft code F, are not able to take-off or land on Rwy 14L/32R.
 For Radar Minimum Altitudes see Seoul/Incheon, Korea (Incheon Intl).
 All aircraft should taxi at speeds of more than 10 kt on taxiway P to ensure smooth traffic flow unless there is an exceptional direction for safety reason by ATC. If it is impracticable, pilots shall notify ATC.

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

HS1 HS3 Locations on Gimpo airport movement area with a potential risk of runway incursion and where aircraft are frequently encountered.

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

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

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.

HS8 Aircraft shall pay extra caution when passing through this area as it is an area where aircraft are frequently encountered.

ADDITIONAL RUNWAY INFORMATION										
RWY							USABLE LENGTHS		TAKE-OFF	WIDTH
							Threshold	Glide Slope		
14R 1	32L	HIRL (60m)	CL (15m)	ALSF-II	TDZ 2	PAPI-L	RVR	9473' 2887m	3	197' 60m
14L 1	32R	HIRL (60m)	ALSF-II	TDZ	PAPI-L (angle 3.0^)	RVR		10,692' 3259m	3	148' 45m
								10,674' 3253m		

1 Runway grooved except for 512' (156m) from 14L Rwy THR and 495' (151m) from 32R Rwy THR.
 2 Angle 3.0^.
 3 TAKE-OFF RUN AVAILABLE:

<p>RWY 14R:</p> <table style="width: 100%; border-collapse: collapse;"> <tr><td>From Rwy head</td><td style="text-align: right;">10,499' (3200m)</td></tr> <tr><td>Twy E1 int</td><td style="text-align: right;">6506' (1983m)</td></tr> <tr><td>Twy D1 int</td><td style="text-align: right;">5282' (1610m)</td></tr> <tr><td>Twy W2 int</td><td style="text-align: right;">3937' (1200m)</td></tr> <tr><td>Twy C1 int</td><td style="text-align: right;">3018' (920m)</td></tr> <tr><td>Twy W1 int</td><td style="text-align: right;">2625' (800m)</td></tr> </table> <p>RWY 14L:</p> <table style="width: 100%; border-collapse: collapse;"> <tr><td>From Rwy head</td><td style="text-align: right;">11,811' (3600m)</td></tr> <tr><td>Twy F2 int</td><td style="text-align: right;">10,315' (3144m)</td></tr> <tr><td>Twy E2 int</td><td style="text-align: right;">9104' (2775m)</td></tr> <tr><td>Twy D3 int</td><td style="text-align: right;">6594' (2010m)</td></tr> <tr><td>Twy D1 int</td><td style="text-align: right;">6594' (2010m)</td></tr> <tr><td>Twy D2 int</td><td style="text-align: right;">5984' (1824m)</td></tr> <tr><td>Twy C3 int</td><td style="text-align: right;">3904' (1190m)</td></tr> <tr><td>Twy C1 int</td><td style="text-align: right;">3904' (1190m)</td></tr> <tr><td>Twy C2 int</td><td style="text-align: right;">3281' (1000m)</td></tr> </table>	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)	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)	<p>RWY 32L:</p> <table style="width: 100%; border-collapse: collapse;"> <tr><td>From Rwy head</td><td style="text-align: right;">10,499' (3200m)</td></tr> <tr><td>Twy W1 int</td><td style="text-align: right;">7874' (2400m)</td></tr> <tr><td>Twy C1 int</td><td style="text-align: right;">6562' (2000m)</td></tr> <tr><td>Twy W2 int</td><td style="text-align: right;">6562' (2000m)</td></tr> <tr><td>Twy D1 int</td><td style="text-align: right;">5217' (1590m)</td></tr> <tr><td>Twy E1 int</td><td style="text-align: right;">2999' (914m)</td></tr> </table> <p>RWY 32R:</p> <table style="width: 100%; border-collapse: collapse;"> <tr><td>From Rwy head</td><td style="text-align: right;">11,811' (3600m)</td></tr> <tr><td>Twy B2 int</td><td style="text-align: right;">10,325' (3147m)</td></tr> <tr><td>Twy C2 int</td><td style="text-align: right;">7907' (2410m)</td></tr> <tr><td>Twy C1 int</td><td style="text-align: right;">7907' (2410m)</td></tr> <tr><td>Twy C3 int</td><td style="text-align: right;">7287' (2221m)</td></tr> <tr><td>Twy D2 int</td><td style="text-align: right;">5217' (1590m)</td></tr> <tr><td>Twy D1 int</td><td style="text-align: right;">5217' (1590m)</td></tr> <tr><td>Twy D3 int</td><td style="text-align: right;">4593' (1400m)</td></tr> <tr><td>Twy E1 int</td><td style="text-align: right;">2428' (740m)</td></tr> </table>	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)	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)
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.State.	TAKE-OFF						
	Rwy 14R/32L				All Rwys		
	3 RVR Required				RL & CL	2 RL & RCLM	2 RL or RCLM
1	TGS, HIRL, & CL	HIRL & CL	RL & CL				
Multi Engine Aircraft	R/V75m R/V300'	R/V125m R/V400'	R/V150m R/V500'	R/V200m R/V600'	R/V300m R/V1000'	R/V400m R/V1200'	R/V500m R/V1600'

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.

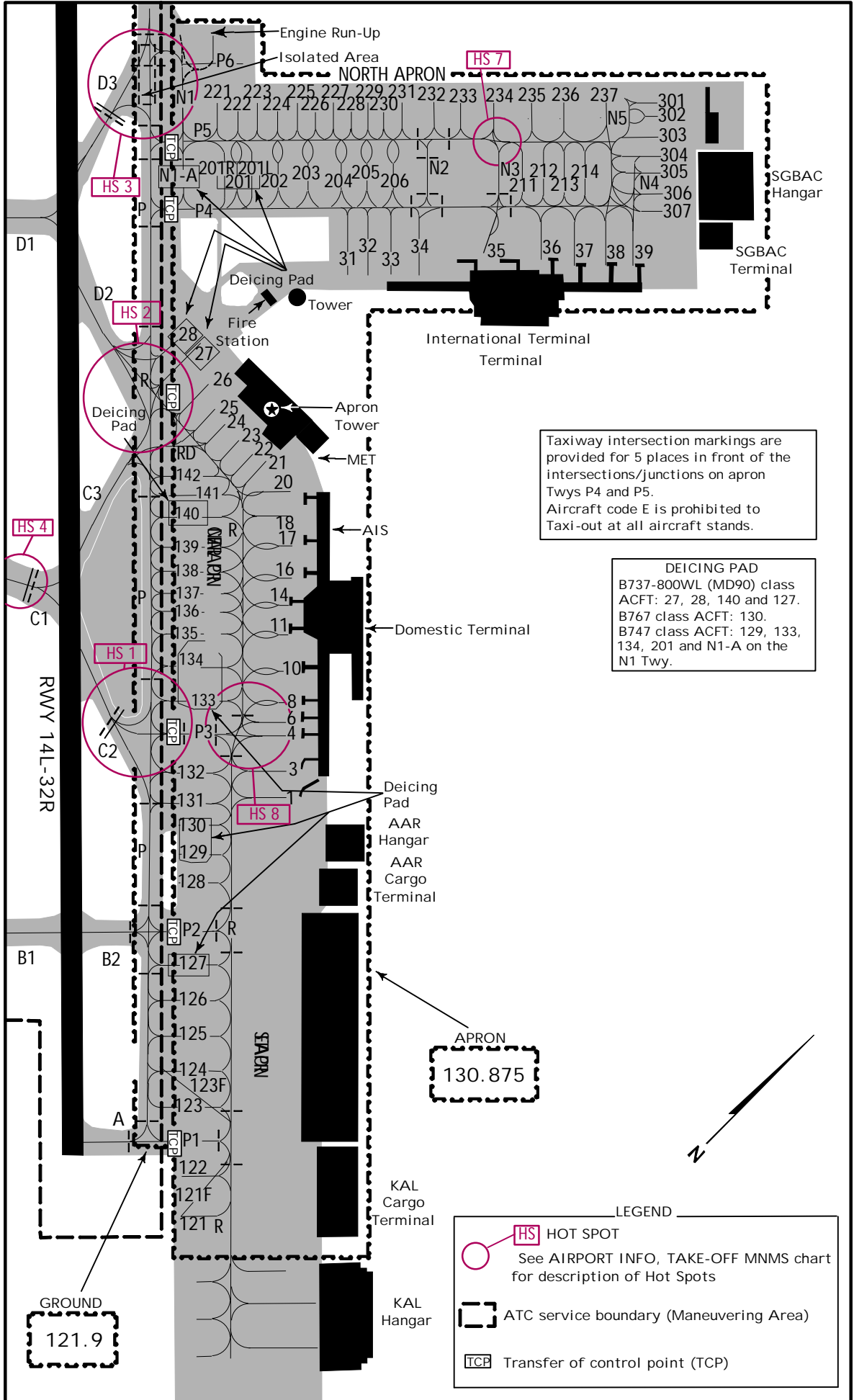
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SEOUL, KOREA

3 FEB 23 10-9B

GIMPO INTL



Taxiway intersection markings are provided for 5 places in front of the intersections/junctions on apron Twys P4 and P5.
 Aircraft code E is prohibited to Taxi-out at all aircraft stands.

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

LEGEND

- HS HOT SPOT
See AIRPORT INFO, TAKE-OFF MNMS chart for description of Hot Spots
- ATC service boundary (Maneuvering Area)
- TCP Transfer of control point (TCP)

RKSS/GMP



SEOUL, KOREA

3 FEB 23 10-9C

GIMPO INTL

PARKING STAND COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
Central Apron		East Apron	
1, 3, 4, 6	N37 33.4 E126 48.3	121, 121F, 122	N37 32.9 E126 48.6
8	N37 33.4 E126 48.2	123, 123F, 124	N37 33.0 E126 48.5
10, 11	N37 33.5 E126 48.2	125 thru 127	N37 33.1 E126 48.4
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	N37 33.8 E126 47.6		
202	N37 33.8 E126 47.7		
203, 204	N37 33.9 E126 47.7		
205	N37 33.9 E126 47.8		
206	N37 34.0 E126 47.8		
211	N37 34.1 E126 47.9		
212 thru 214	N37 34.1 E126 48.0		
221 thru 223	N37 33.9 E126 47.5		
224, 225	N37 33.9 E126 47.6		
226, 227	N37 34.0 E126 47.6		
228 thru 231	N37 34.0 E126 47.7		
232 thru 234	N37 34.1 E126 47.8		
235 thru 237	N37 34.2 E126 47.9		
301, 302	N37 34.3 E126 48.0		
303 thru 307	N37 34.2 E126 48.1		

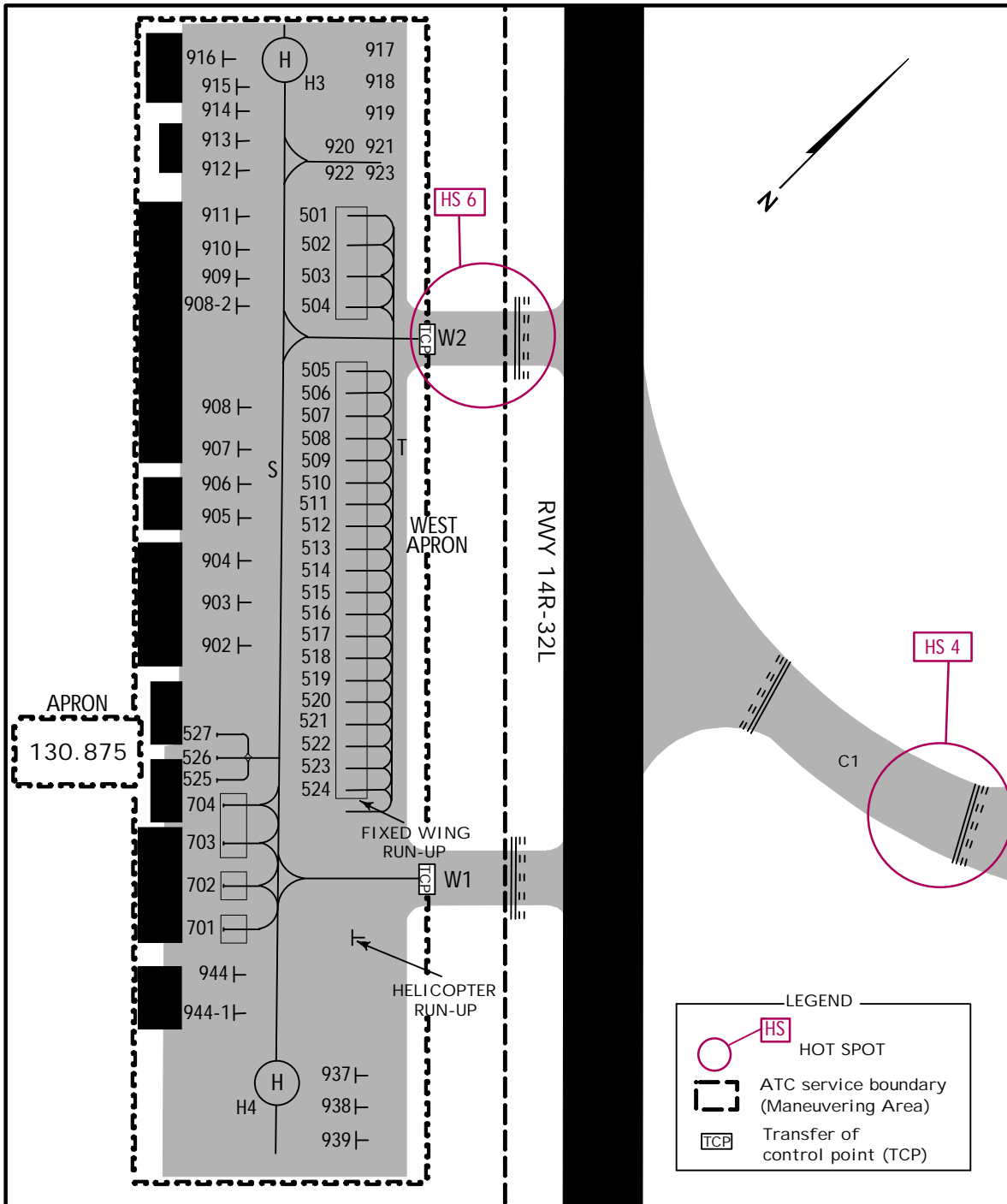
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SEOUL, KOREA

24 JUN 22 10-9D

GIMPO INTL



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		

CAT II/III OPERATIONS

1. General

Gimpo International Airport Rwy 14R has ILS CAT III 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 which are available from Seoul Regional Office of Aviation.
- 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.

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 LOW VIS ARR TAXI ROUTES RWY 14L/R chart).
- 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 LOW VIS DEP TAXI ROUTES RWY 14L/R chart).
Rwy 32L - P, B2, B1 (see LOW VIS DEP TAXI ROUTES RWY 32L/R chart).

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.

Pilots shall perform judgemental oversteering instead of cockpit centerline steering when entering taxilane RD for code letter E aircraft and above.

RKSS/GMP

JEPPESEN

SMGCS

GIMPO INTL

23 DEC 22
Eff. 28 Dec. 1600Z.

10-9G

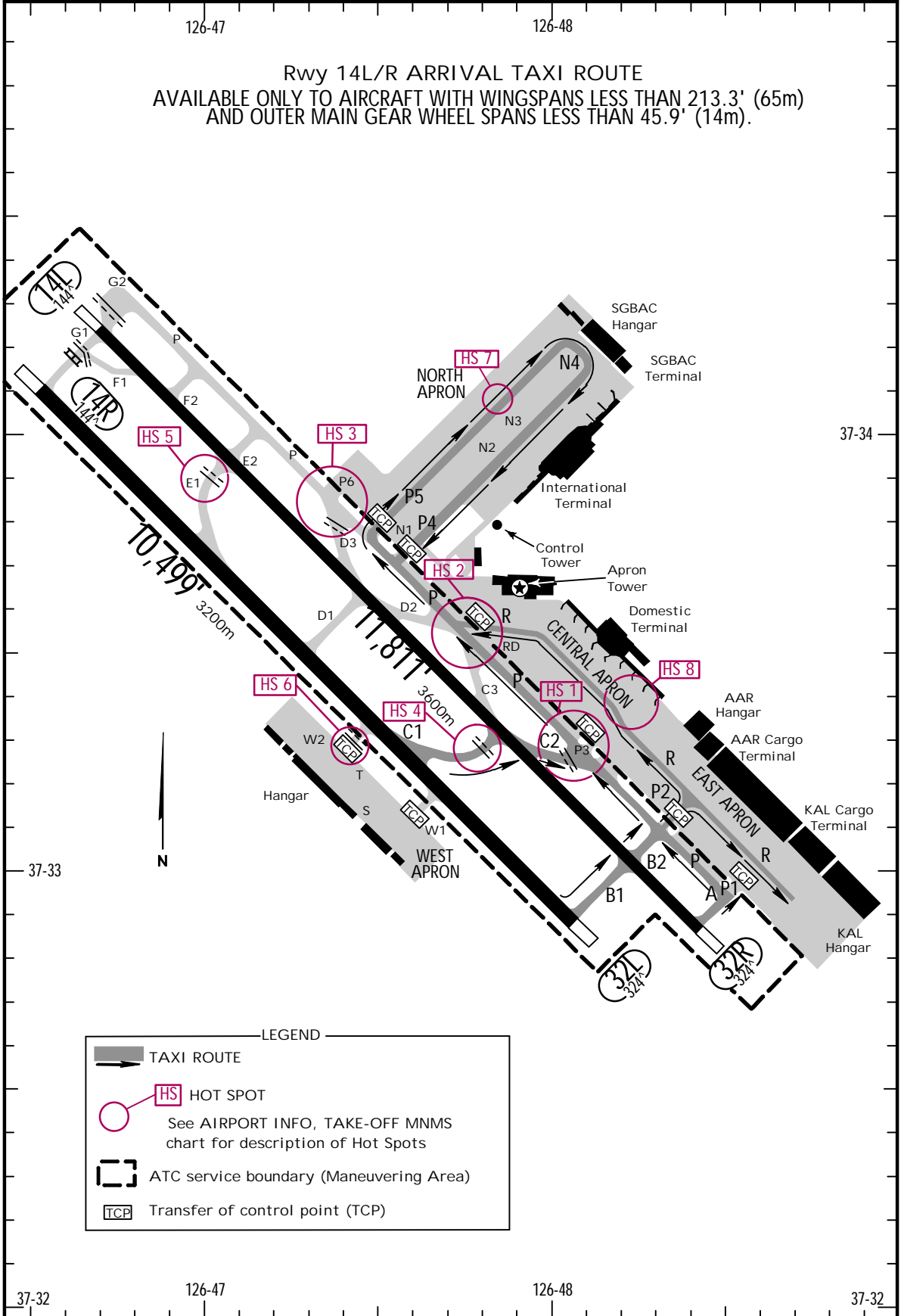
SEOUL, KOREA

LOW VISIBILITY TAXI ROUTES

.Rwy.14L/R.ARRIVAL.

.LESS THAN RVR.550m.

D-ATIS 126.4	GIMPO Delivery (PDC) 121.975	Apron 130.875
Ground 121.9	Tower 118.1 118.05	SEOUL Departure (R) 124.8 125.15
		Also monitor (121.5)



RKSS/GMP

JEPPESEN

GIMPO INTL

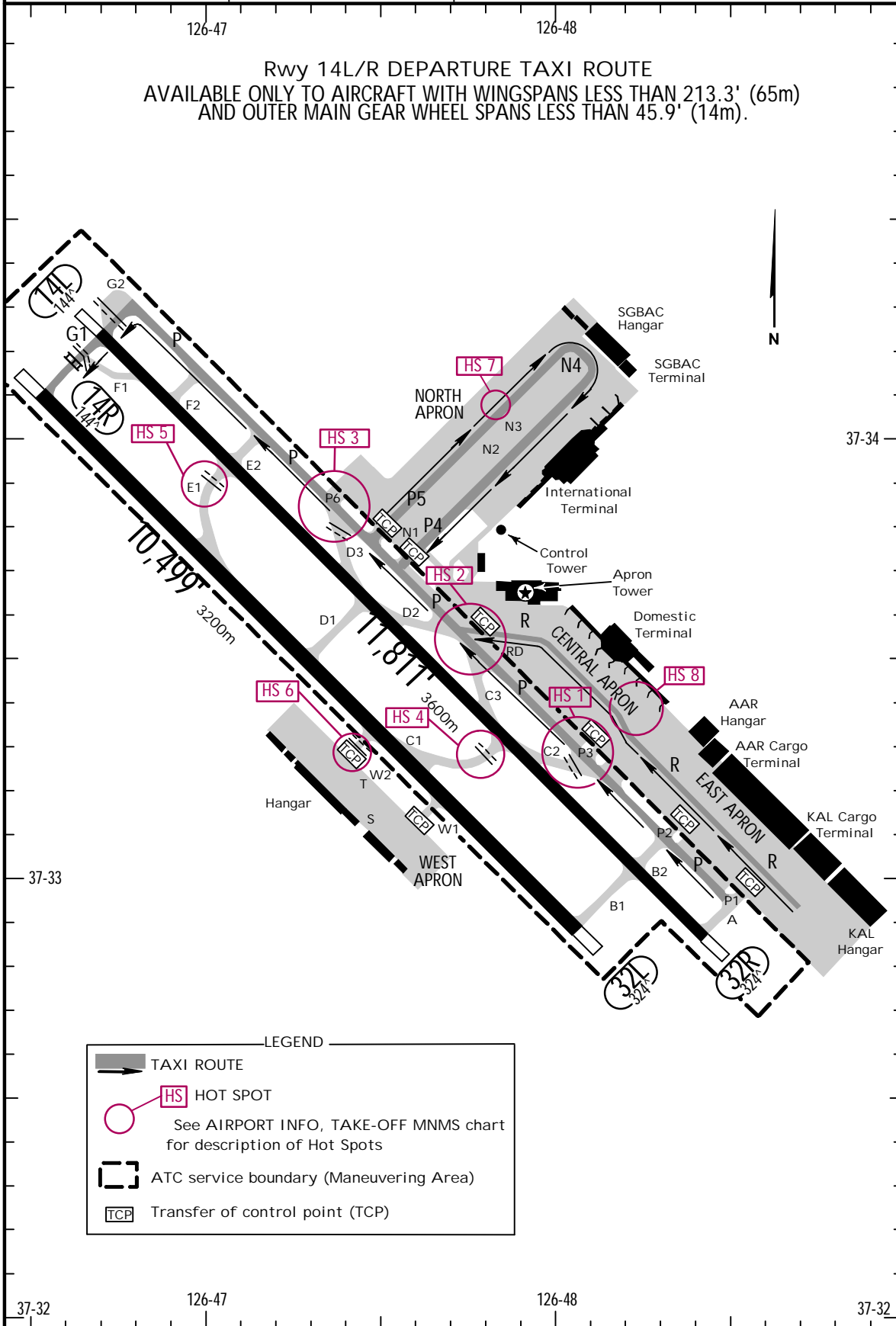
23 DEC 22
Eff. 28 Dec. 1600Z. (10-9H)

SMGCS
SEOUL, KOREA

LOW VISIBILITY TAXI ROUTES
.Rwy. 14L/R DEPARTURE.

.LESS THAN RVR. 550m.

D-ATIS 126.4	GIMPO Delivery (PDC) 121.975	Apron 130.875
Ground 121.9	Tower 118.1 118.05	SEOUL Departure (R) 124.8 125.15
Also monitor (121.5)		



RKSS/GMP

JEPPESEN

SMGCS

GIMPO INTL

23 DEC 22
Eff. 28 Dec. 1600Z. (10-9J)

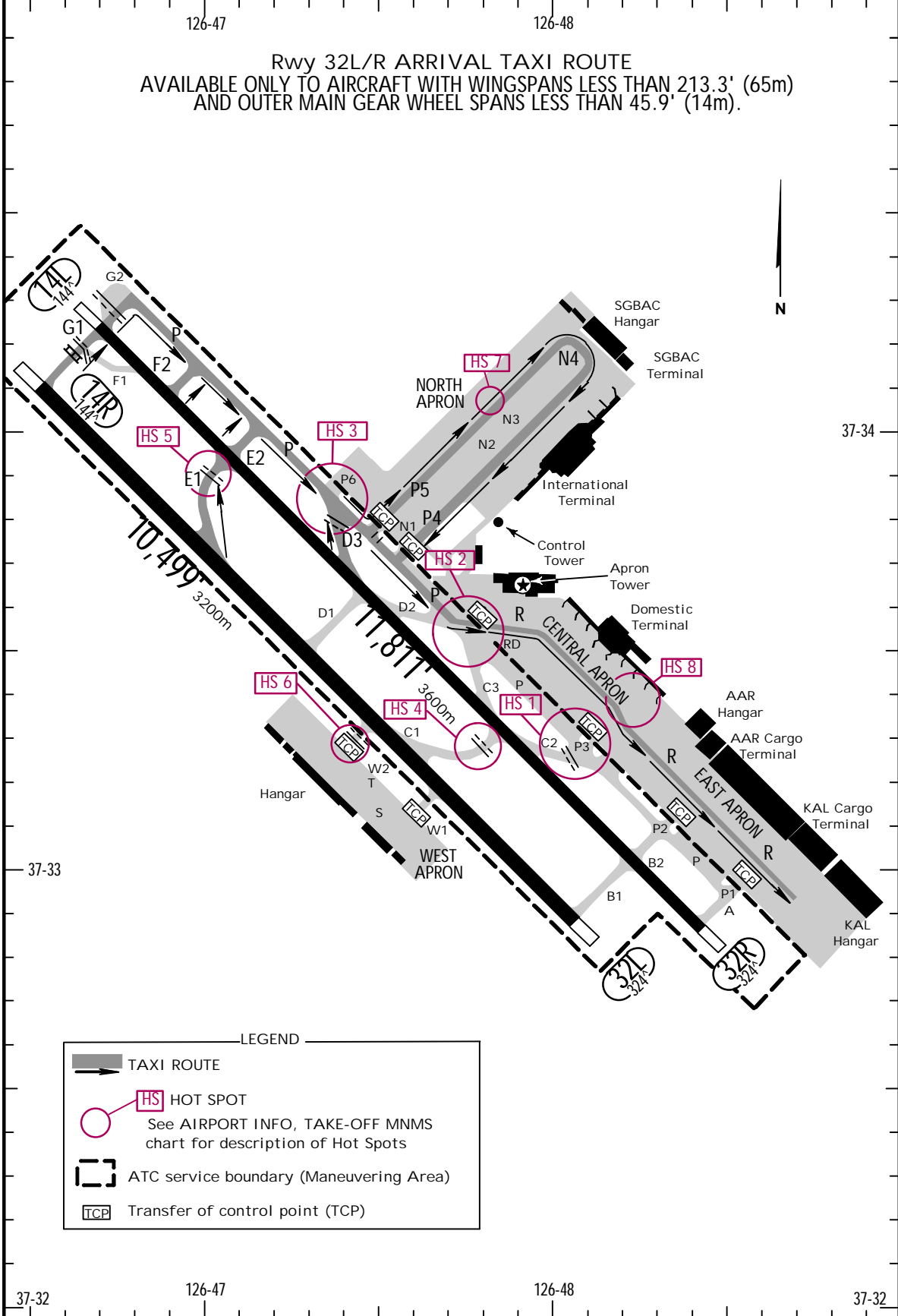
SEOUL, KOREA

LOW VISIBILITY TAXI ROUTES

.LESS THAN RVR.550m.

.Rwy.32L/R.ARRIVAL.

D-ATIS 126.4	GIMPO Delivery (PDC) 121.975	Apron 130.875
Ground 121.9	Tower 118.1 118.05	SEOUL Departure (R) 124.8 125.15
		Also monitor (121.5)



RKSS/GMP

GIMPO INTL

JEPPESEN

23 DEC 22
Eff. 28 Dec. 1600Z.

(10-9K)

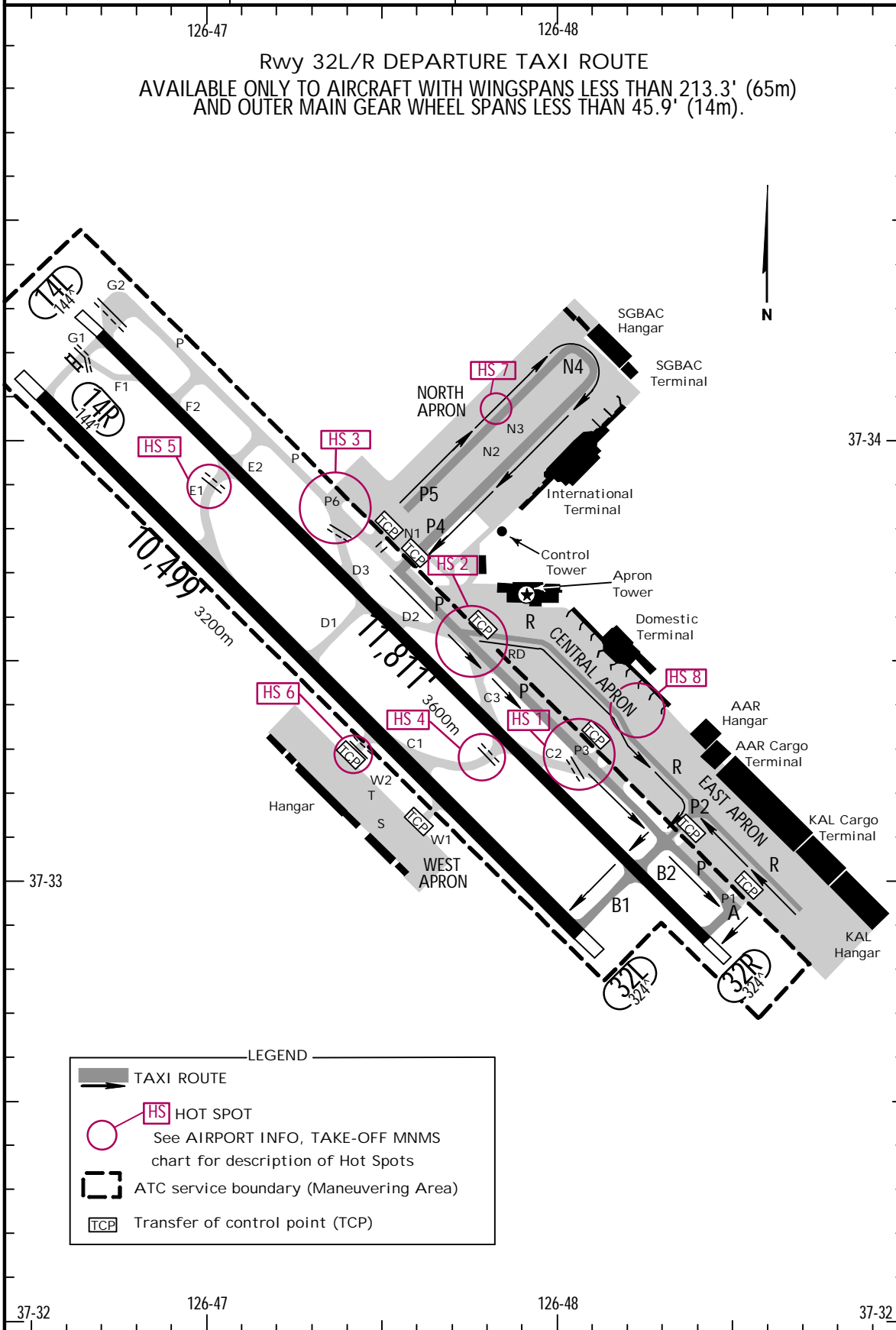
SMGCS
SEOUL, KOREA

LOW VISIBILITY TAXI ROUTES

.Rwy. 32L/R. DEPARTURE.

.LESS THAN RVR. 550m.

D-ATIS 126.4	GIMPO Delivery (PDC) 121.975	Apron 130.875
Ground 121.9	Tower 118.1 118.05	SEOUL Departure (R) 124.8 125.15
		Also monitor (121.5)



RKSS/GMP

JEPPESEN

GIMPO INTL

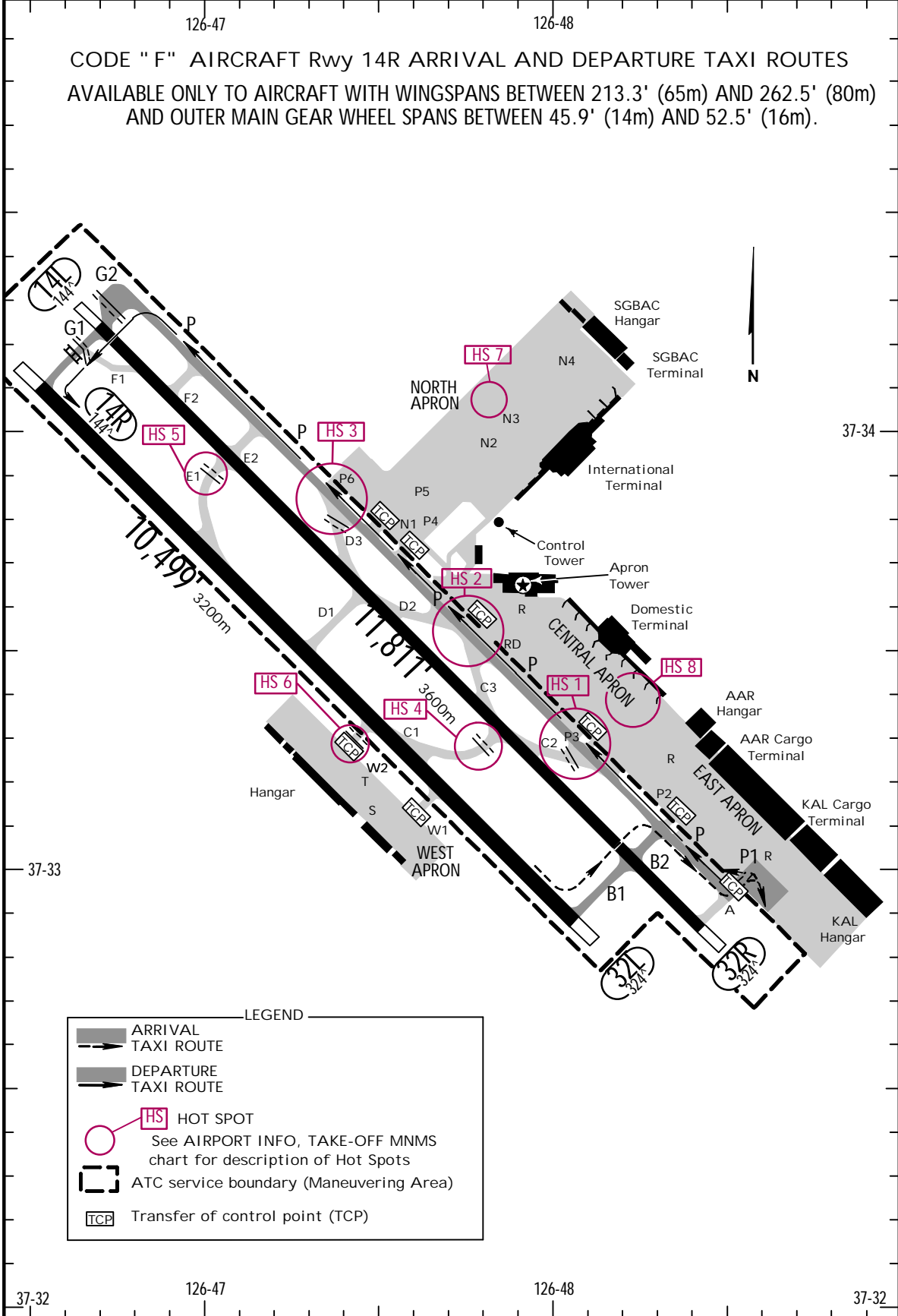
23 DEC 22
Eff. 28 Dec. 1600Z. (10-9L)

SMGCS
SEOUL, KOREA

.LESS THAN RVR. 550m.

LOW VISIBILITY TAXI ROUTES
.Rwy. 14R ARRIVAL/DEPARTURE

D-ATIS 126.4	GIMPO Delivery (PDC) 121.975	Apron 130.875
Ground 121.9	Tower 118.1 118.05	SEOUL Departure (R) 124.8 125.15
		Also monitor (121.5)



RKSS/GMP

JEPPESEN

SMGCS
SEOUL, KOREA

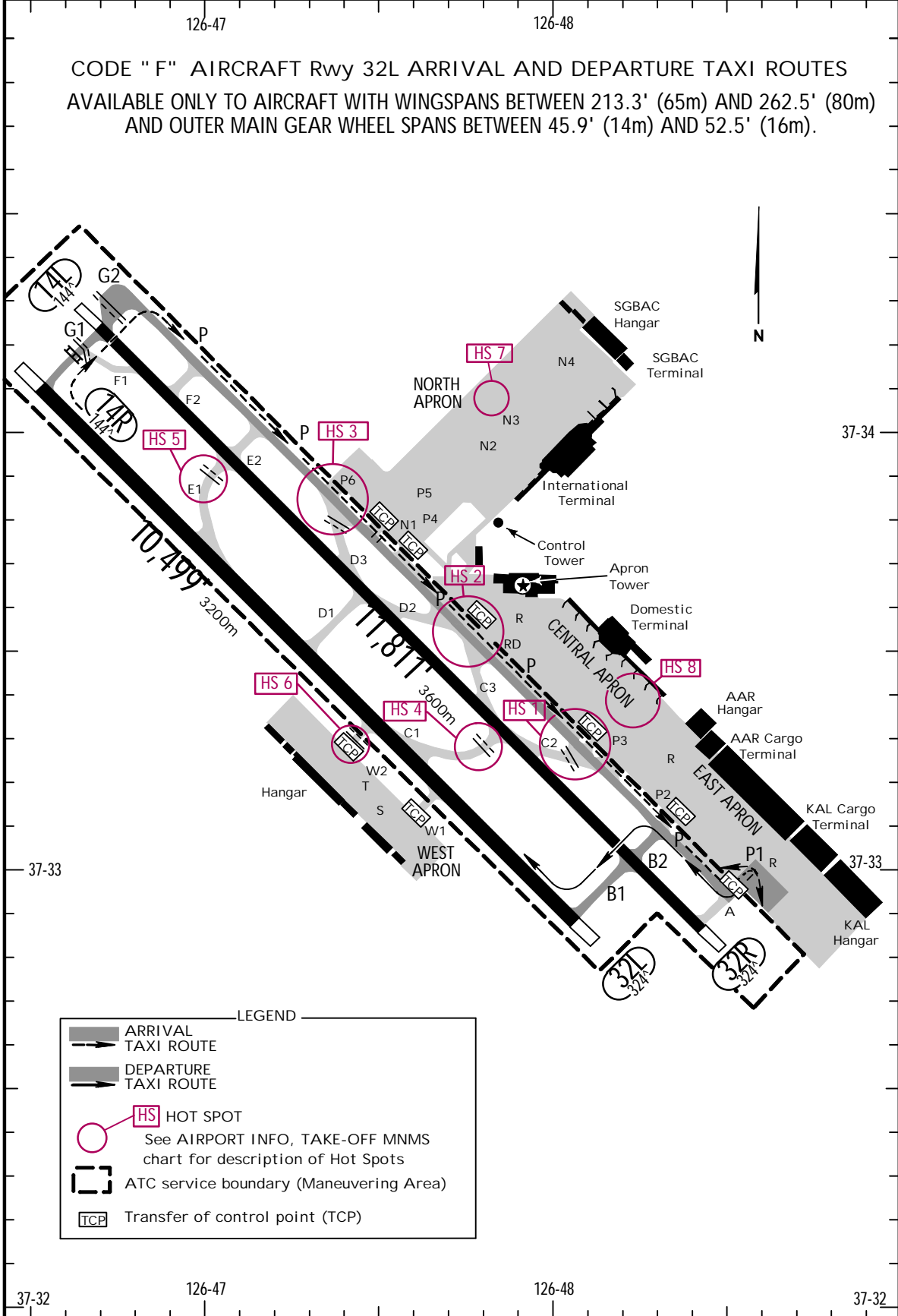
GIMPO INTL

23 DEC 22
Eff. 28 Dec. 1600Z. (10-9M)

LOW VISIBILITY TAXI ROUTES
Rwy. 32L ARRIVAL/DEPARTURE.

LESS THAN RVR. 550m.

D-ATIS 126.4	GIMPO Delivery (PDC) 121.975	Apron 130.875
Ground 121.9	Tower 118.1 118.05	SEOUL Departure (R) 124.8 125.15
Also monitor (121.5)		



RKSS/GMP
GIMPO INTL

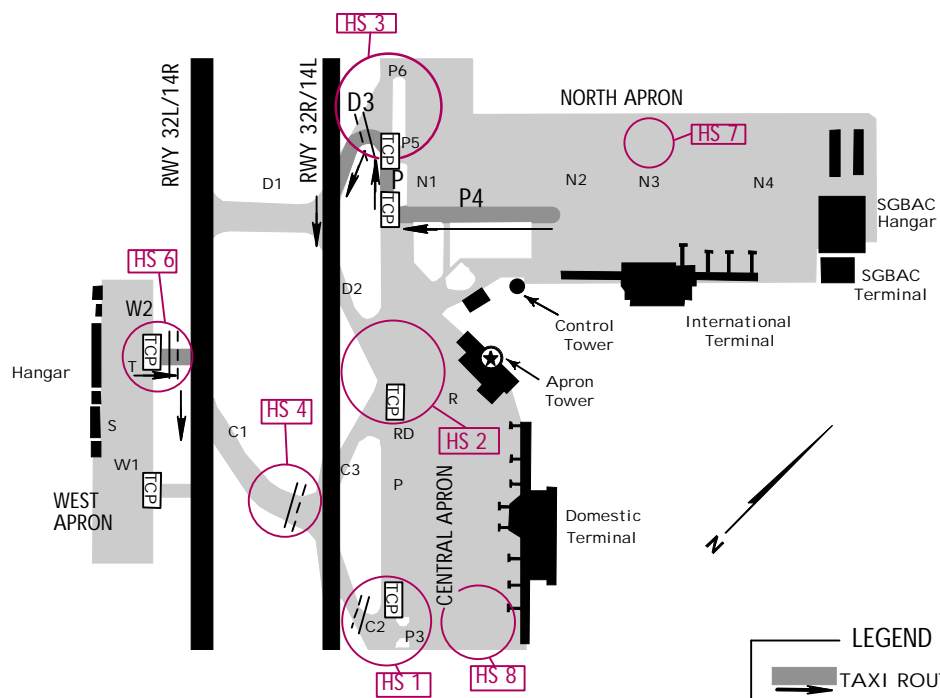
JEPPESEN

SEOUL, KOREA

23 DEC 22
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STANDARD TAXI ROUTES
SINGLE ENGINE FIXED WING ACFT
Rwys.14L/R, .32L/R.DEPARTURE

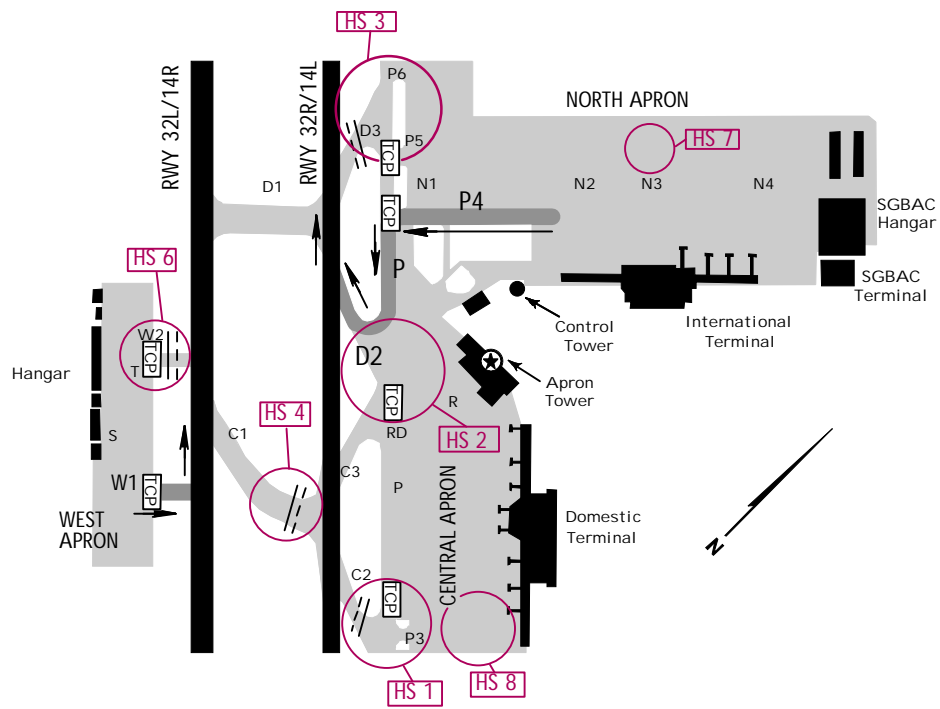
Rwys 14L/R DEPARTURE TAXI ROUTES



LEGEND

- TAXI ROUTE
- HS** HOT SPOT
See AIRPORT INFO, TAKE-OFF MNMS chart for description of Hot Spots
- TCP** Transfer of control point (TCP)

Rwys 32L/R DEPARTURE TAXI ROUTES



RKSS/GMP

JEPPESEN

SEOUL, KOREA

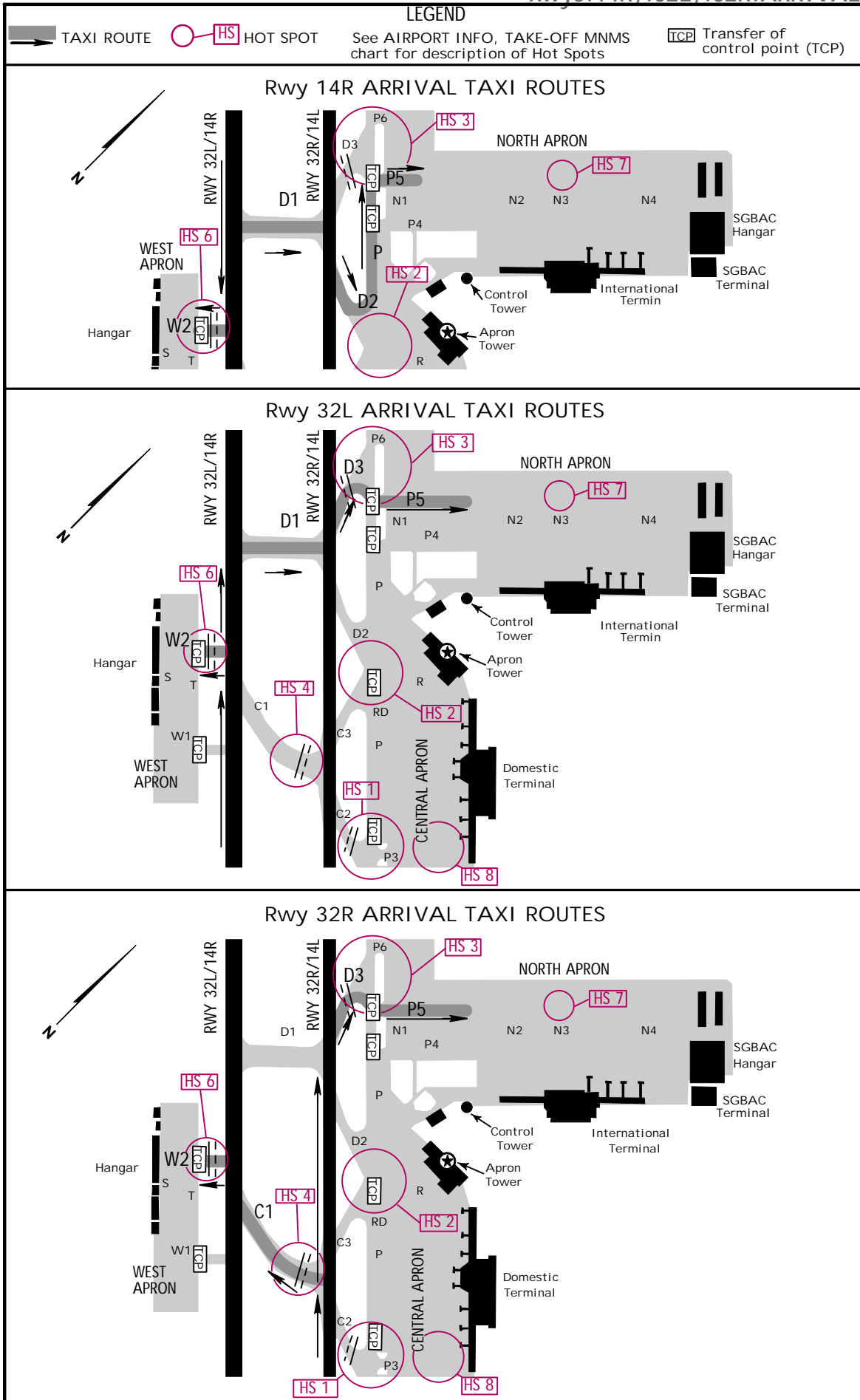
GIMPO INTL

.Eff. 23 DEC 22
.Eff. 28 Dec. 1600Z.

(10-9P1)

STANDARD TAXI ROUTES
SINGLE ENGINE FIXED WING ACFT

Rwys. 14R, 32L, 32R ARRIVAL

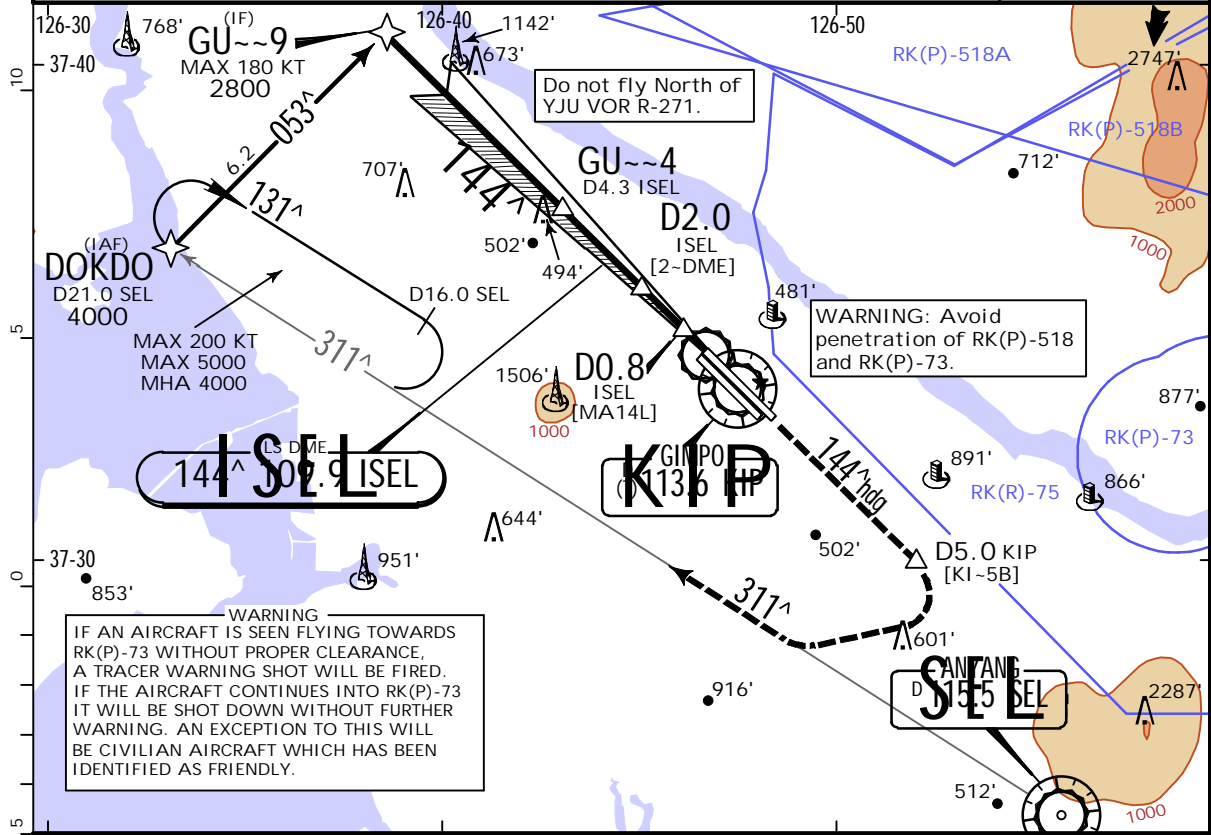


RKSS/GMP
GIMPO INTL

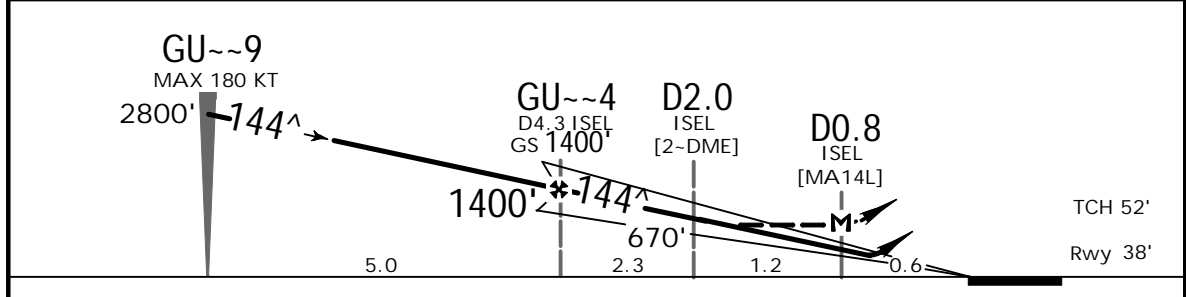
JEPPESSEN
20 JAN 23 (11-1)

SEOUL, KOREA
ILS Z or LOC Z Rwy 14L

D-ATIS 126.4	SEOUL Approach (R) 119.1	119.75 (Also monitor 121.5)	GIMPO Tower 118.1	118.05	Ground 121.9
LOC ISEL 109.9	Final Apch Crs 144 [^]	GU~~4 1400' (1362')	ILS DA(H) 238' (200')	Apt Elev 59' Rwy 38'	<p>MSA ARP</p>
<p>MISSED APCH: Climb to 4000' on heading 144[^] to D5.0 KIP 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 KT.</p>					
<p>Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL140 Trans alt: 14000'</p>					
<p>RNAV 1 operation 1. GNSS or DME/DME/IRU required. 2. ATS surveillance service required. 3. DME required on an ILS/LOC approach. 4. Circling not authorized.</p>					



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



Gnd speed-Kts	70	90	100	120	140	160		4000'	144 [^] hdg	D5.0 KIP	
GS	3.00 [^]	372	478	531	637	743					849
MAP at D0.8 ISEL											

Timing not authorized for defining the MAP.

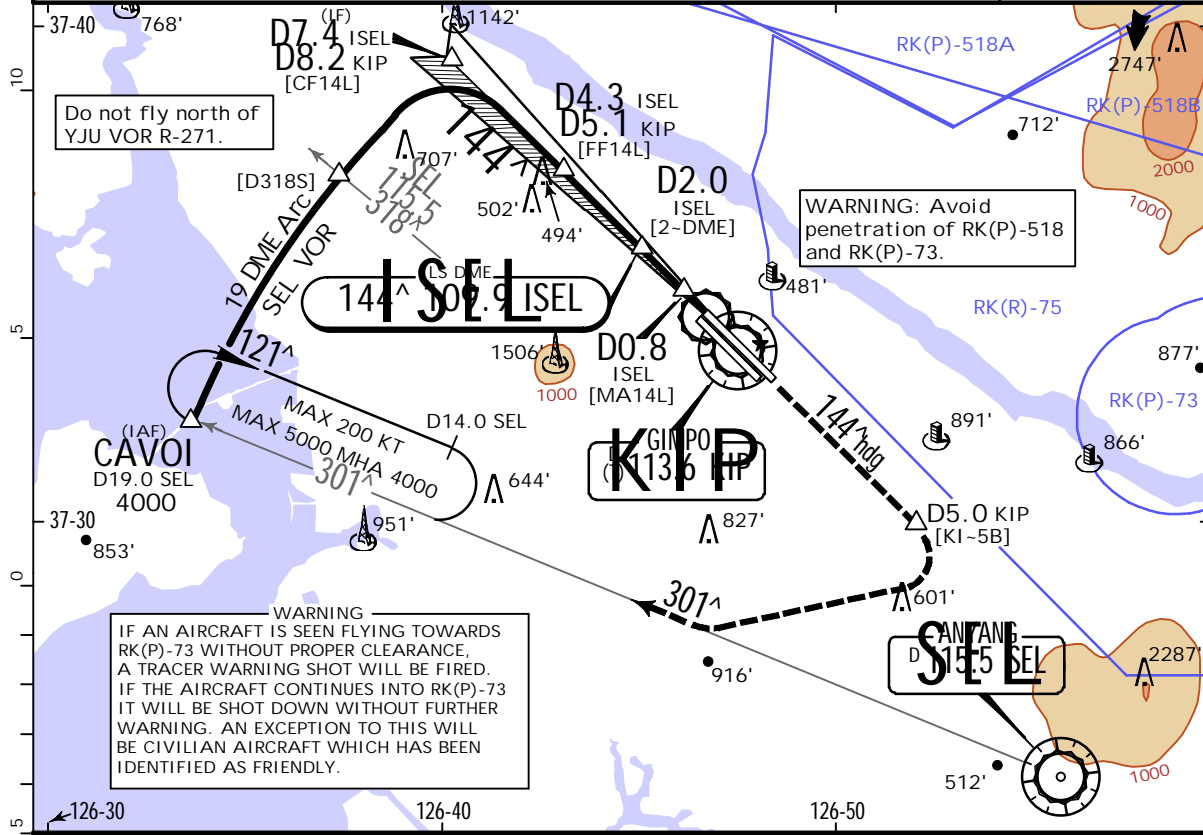
PANS OPS	.State.				STRAIGHT-IN LANDING			
	ILS DA(H) 238' (200')		LOC (GS out) MDA(H) 430' (392')		FULL		ALS out	
	R550m V800m		R/V1200m		R/V1100m		R/V1800m	
	A	B	C	D				

RKSS/GMP GIMPO INTL

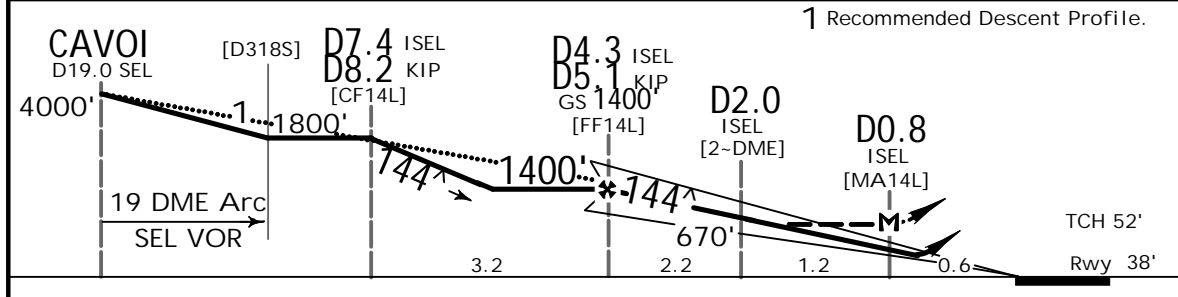
JEPPESSEN
20 JAN 23 (11-2)

SEOUL, KOREA ILS Y or LOC Y Rwy 14L

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 144 [^]	D4.3 ISEL/D5.1 KIP 1400' (1362')	ILS DA(H) 238' (200')	Apt Elev 59' Rwy 38'
MISSED APCH: Climb to 4000' on heading 144 [^] to D5.0 KIP then turn RIGHT to intercept and proceed outbound via SEL VOR R-301 to CAVOI. Hold as published. Missed approach turn limited to a maximum of 220 KT.				
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL140	Trans alt: 14000'	
1. DME required on an ILS/LOC approach. 2. Circling not authorized.				



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



Gnd speed-Kts	70	90	100	120	140	160
GS	3.00 [^]	372	478	531	637	743
MAP at D0.8 ISEL						

Timing not authorized for defining the MAP.

.State.		STRAIGHT-IN LANDING	
ILS DA(H) 238' (200')		LOC (GS out) MDA(H) 430' (392')	
FULL	ALS out	FULL	ALS out

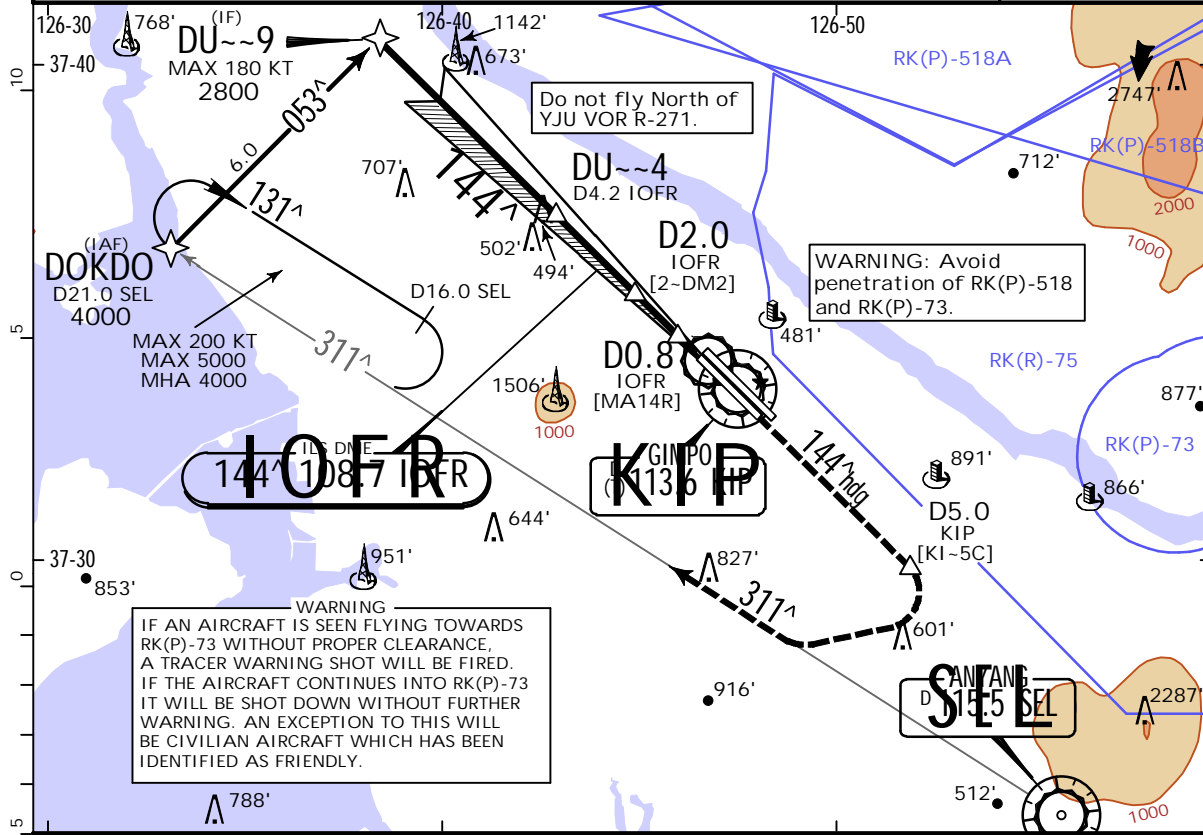
A			
B	R550m	R/V1200m	R/V1100m
C	V800m		
D			

RKSS/GMP
GIMPO INTL

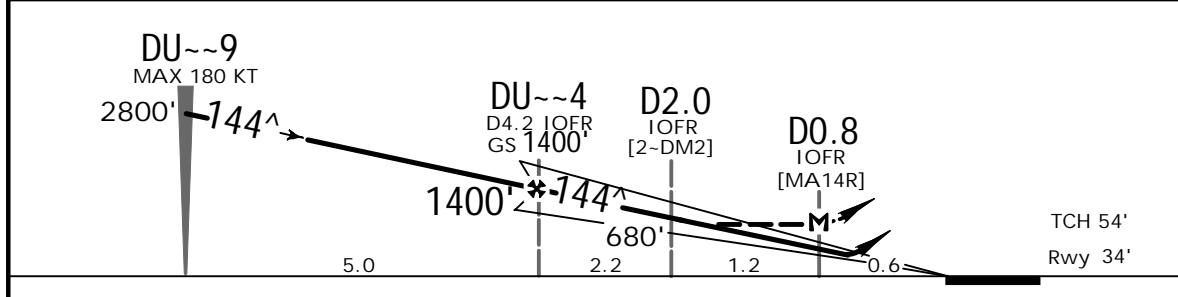
JEPPESSEN
20 JAN 23 (11-3)

SEOUL, KOREA
ILS or LOC Rwy 14R

D-ATIS 126.4	SEOUL Approach (R) 119.1 119.75 (Also monitor 121.5)	GIMPO Tower 118.1 118.05	Ground 121.9
LOC IOFR 108.7	Final Apch Crs 144 [^]	DU~~4 1400' (1366')	ILS DA(H) 234' (200')
MISSED APCH: Climb to 4000' on heading 144 [^] to D5.0 KIP 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 KT.			Apt Elev 59' Rwy 34'
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL140 Trans alt: 14000'			MSA ARP
RNAV 1 operation 1. GNSS or DME/DME/IRU required. 2. ATS surveillance service required. 3. DME required on an ILS/LOC approach. 4. Circling not authorized.			



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



ALS F-II	4000'	144 [^]	D5.0 KIP
PAPI	↑	on	

Timing not authorized for defining the MAP.

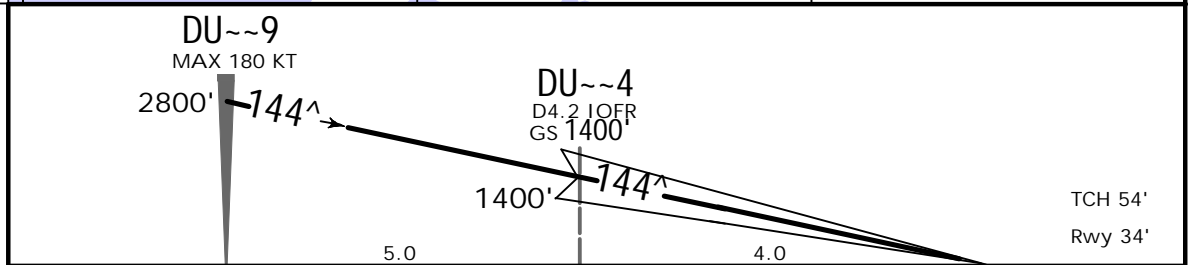
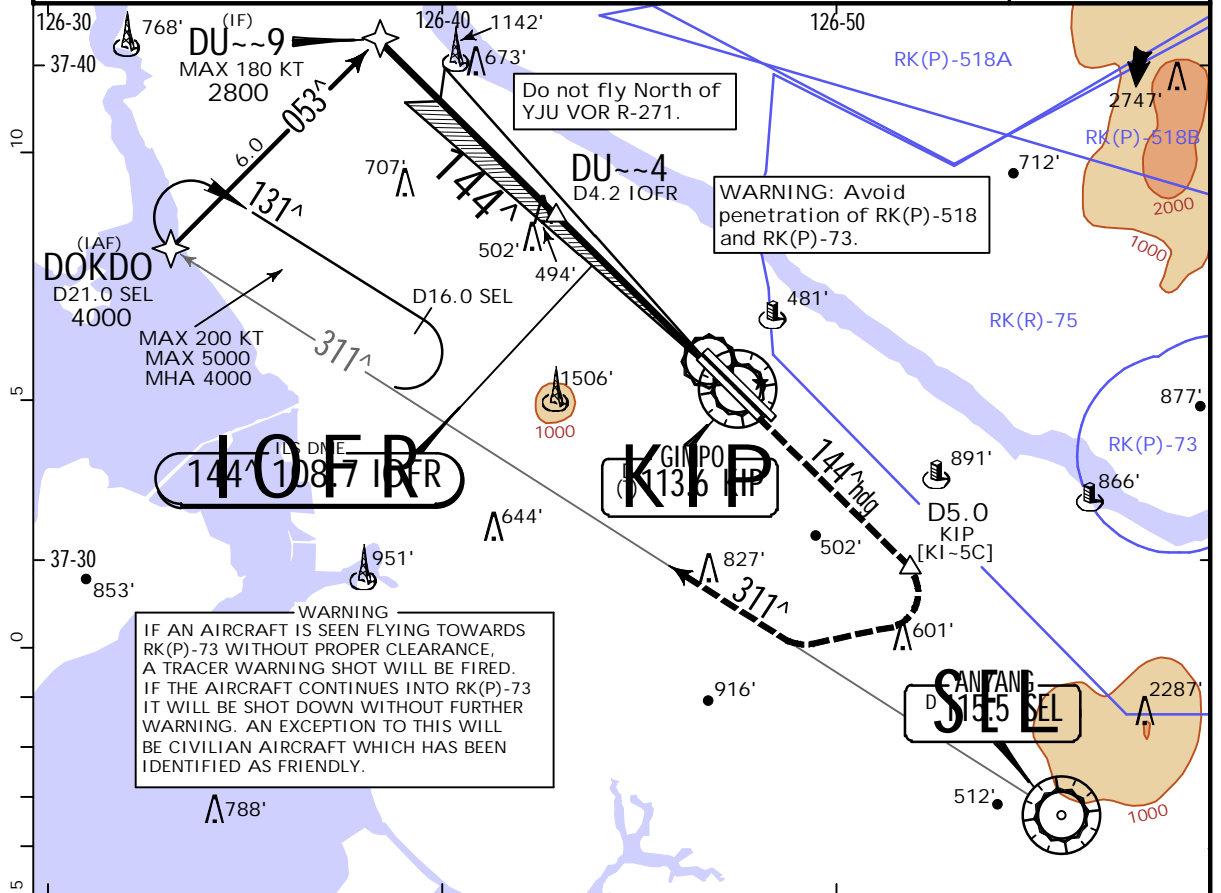
PANS OPS	.State.			
	ILS DA(H) 234' (200')		LOC (GS out) MDA(H) 420' (386')	
	FULL	ALS out	ALS out	ALS out
	A	R550m	R/V1200m	R/V1800m
B	V800m			
C				
D				

RKSS/GMP
GIMPO INTL

JEPPESEN
20 JAN 23 (11-3A)

SEOUL, KOREA
ILS Rwy 14R CAT II & III

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 IFR 108.7	Final Apch Crs 144 [^]	DU~~4 1400' (1366')	CAT III Refer to Minimums	CAT II ILS RA 100' DA(H) 134' (100')
MISSED APCH: Climb to 4000' on heading 144 [^] to D5.0 KIP 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 KT.				<p>MSA ARP</p>
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL140 Trans alt: 14000'				
RNAV 1 operation				
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.				



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	4000' ↑ on	144 [^] hdg	D5.0 KIP
GS	3.00 [^]	372	478	531	637	743				

.State.	CAT III ILS	STRAIGHT-IN LANDING	CAT II ILS RA 100' DA(H) 134' (100')
	1 R75m R125m		2 R300m

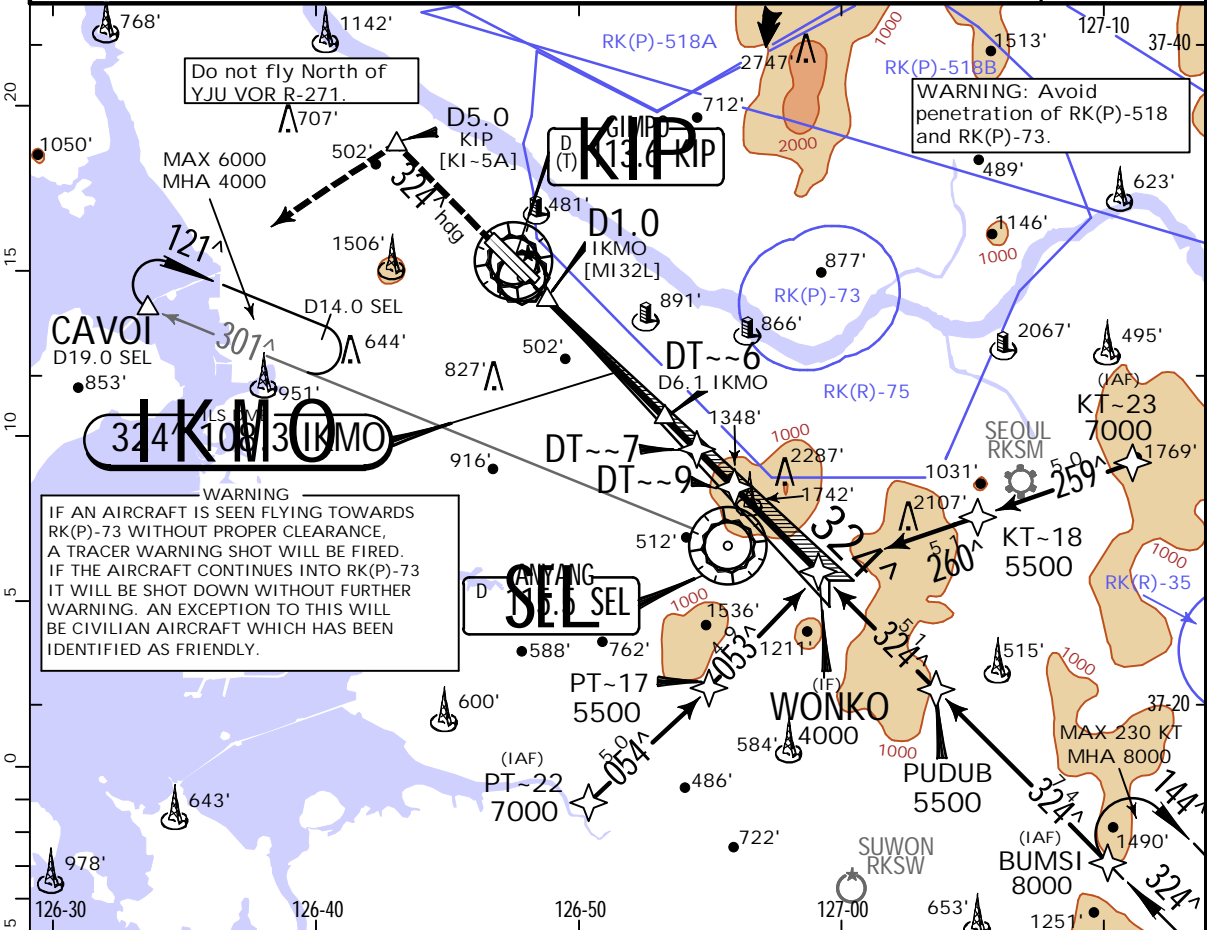
PANS OPS
1 Airplanes using fail-operational system.
2 CAT D airplanes without autoland: R350m.

RKSS/GMP GIMPO INTL

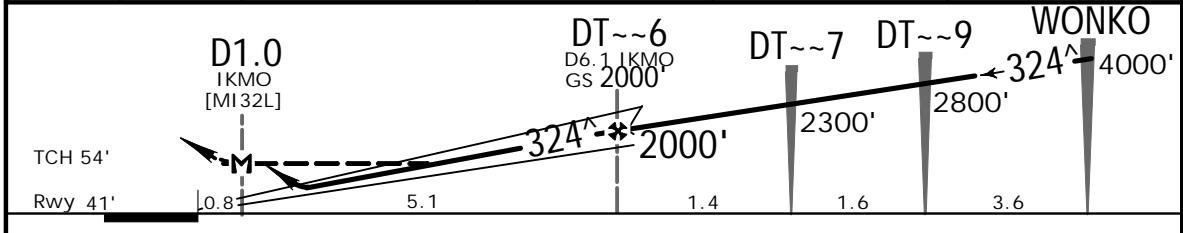
JEPPESSEN
20 JAN 23 (11-4)

SEOUL, KOREA ILS or LOC Rwy 32L

BRIEFING STRIP™	D-ATIS 126.4	SEOUL Approach (R) 119.1 119.75 (Also monitor 121.5)		GIMPO Tower 118.1 118.05		Ground 121.9	
	LOC IKMO 108.3	Final Apch Crs 324 [^]	DT--6 2000' (1959')	ILS DA(H) 241' (200')	Apt Elev 59' Rwy 41'		
	MISSED APCH: After 500', climb on heading 324 [^] to D5.0 KIP VOR. Continue climb to 4000'. Turn LEFT direct to CAVOI. Hold as published. Missed approach turn limited to a maximum of 220 KT.						
	Alt Set: hPa		Rwy Elev: 2 hPa	Trans level: FL140		Trans alt: 14000'	
RNAV 1 operation		1. GNSS or DME/DME/IRU required. 2. ATS surveillance service required.				MSA ARP	
3. DME required on an ILS/LOC approach. 4. Circling not authorized.							



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



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI 500' on 324 [^] D5.0 KIP
GS	3.00 [^]	372	478	531	637	743	
MAP at D1.0 IKMO							

Timing not authorized for defining the MAP.

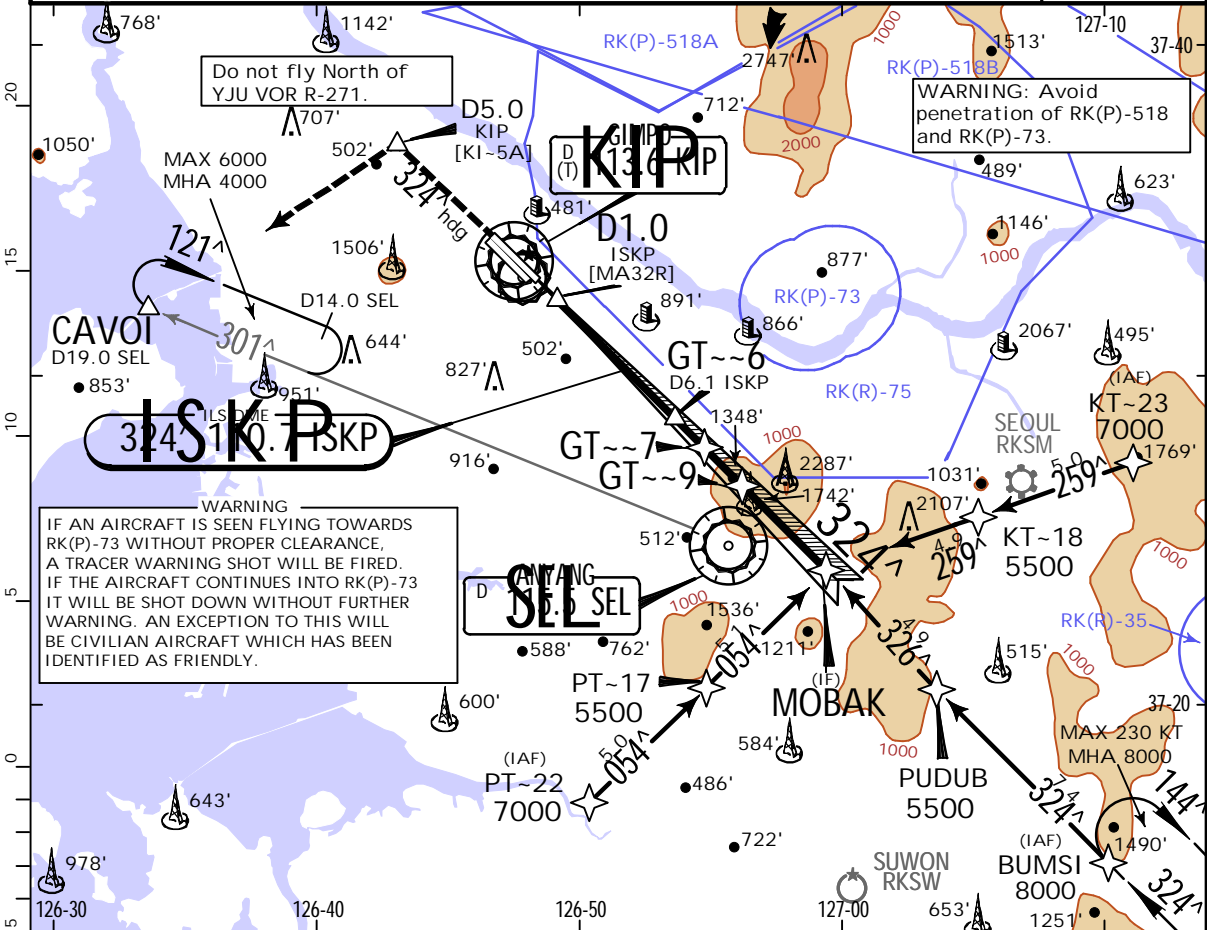
PANS OPS	.State.		STRAIGHT-IN LANDING		LOC (GS out)	
	ILS DA(H) 241' (200')				MDA(H) 740' (699')	
	FULL		ALS out		ALS out	
	A					
B	R550m	R/V1200m	R/V2500m	R/V3200m		
C	V800m					
D						

RKSS/GMP
GIMPO INTL

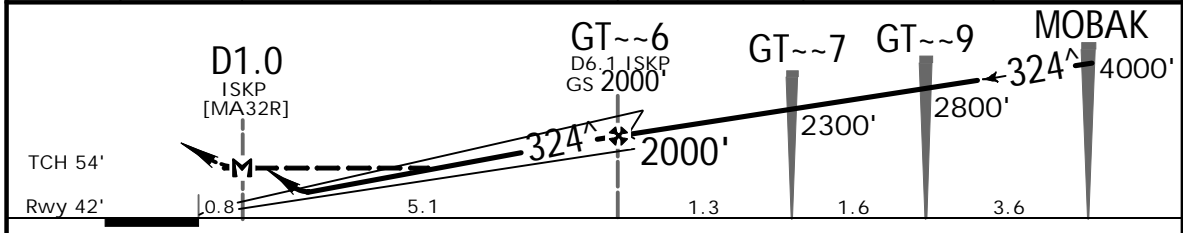
JEPPESEN
20 JAN 23 (11-5)

SEOUL, KOREA
ILS or LOC Rwy 32R

BRIEFING STRIP™	D-ATIS 126.4	SEOUL Approach (R) 119.1 119.75 (Also monitor 121.5)		GIMPO Tower 118.1 118.05		Ground 121.9
	LOC ISKP 110.7	Final Apch Crs 324 [^]	GT--6 2000' (1958')	ILS DA(H) 242' (200')	Apt Elev 59' Rwy 42'	
MISSED APCH: After 500', climb on heading 324 [^] to D5.0 KIP VOR. Continue climb to 4000'. Turn LEFT direct to CAVOI. Hold as published. Missed approach turn limited to a maximum of 220 KT.						
Alt Set: hPa		Rwy Elev: 2 hPa	Trans level: FL140		Trans alt: 14000'	
RNAV 1 operation 1. GNSS or DME/DME/IRU required. 2. ATS surveillance service required. 3. DME required on an ILS/LOC approach. 4. Circling not authorized.						



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
GS	3.00 [^]	372	478	531	637	849
MAP at D1.0 ISKP						
Timing not authorized for defining the MAP.						

.State.	STRAIGHT-IN LANDING		LOC (GS out) MDA(H) 600' (558')
	FULL	ALS out	

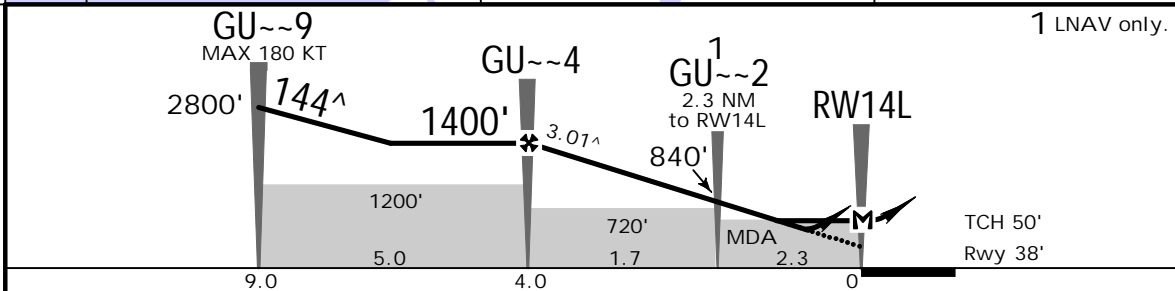
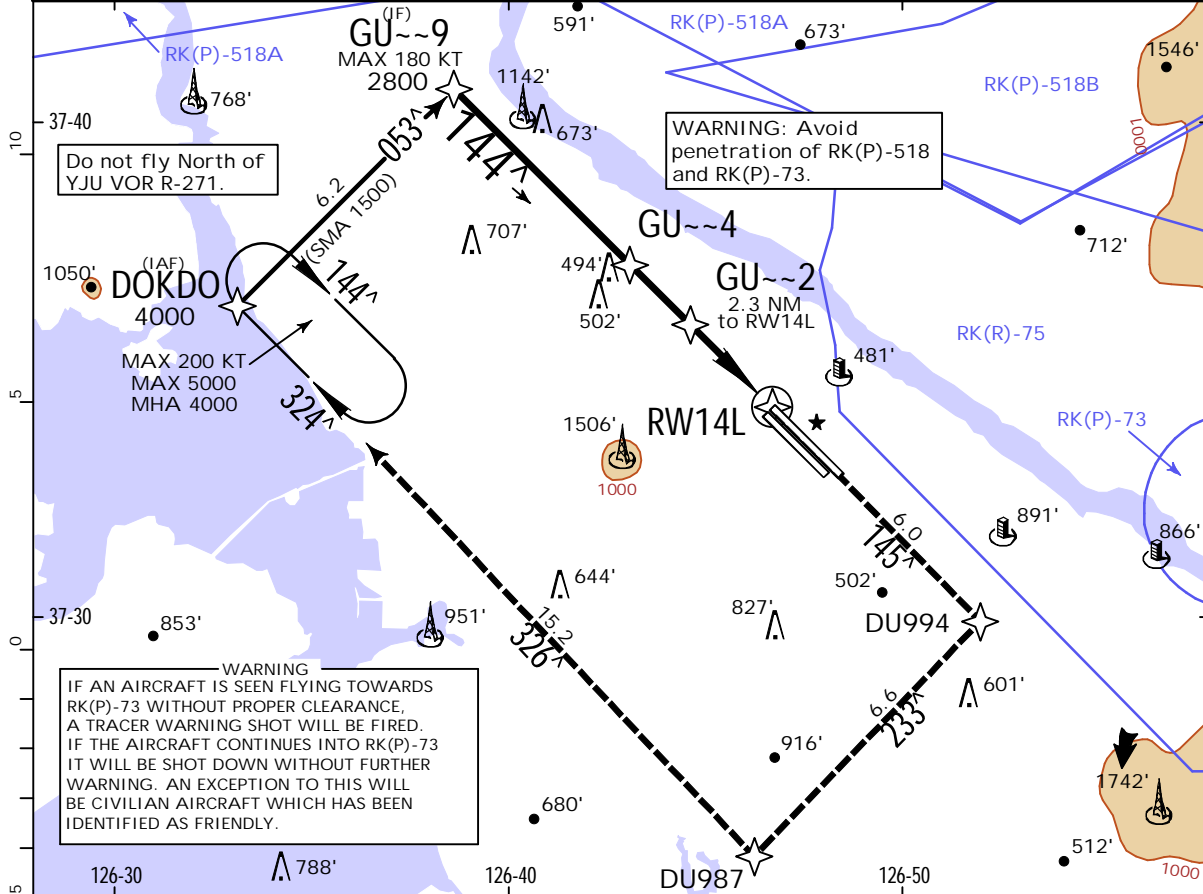
PANS OPS	A			
	B	R550m	R/V1200m	R/V1800m
	C	V800m		
	D			R/V2500m

RKSS/GMP
GIMPO INTL

JEPPESEN
20 JAN 23 (12-1)

SEOUL, KOREA
RNP Rwy 14L

D-ATIS 126.4	SEoul Approach (R) 119.1	119.75	(Also monitor 121.5)	GIMPO Tower 118.1	118.05	Ground 121.9
RNAV	Final Apch Crs 144 [^]	GU~~4 1400' (1362')	LNAV/VNAV DA(H) 450' (412')	Apt Elev 59'	Rwy 38'	<p>MSA ARP</p>
<p>MISSED APCH: Climb to 4000'. Track to DU994, DU987 and DOKDO. Hold as published. Missed approach turn limited to 220 KT maximum.</p>						
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: FL140	Trans alt: 14000'		
RNP Apch RNP 0.30 required						
1. Baro-VNAV not authorized below -20°C. 2. Circling not authorized.						



Gnd speed-Kts	70	90	100	120	140	160		4000'	DU994	
Glide Path Angle	3.01 [^]	373	479	532	639	745				852
MAP at RW14L										

Timing not authorized for defining the MAP.

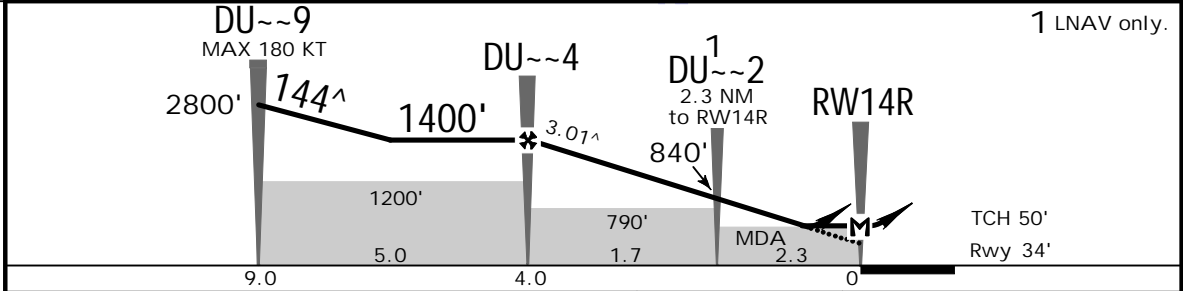
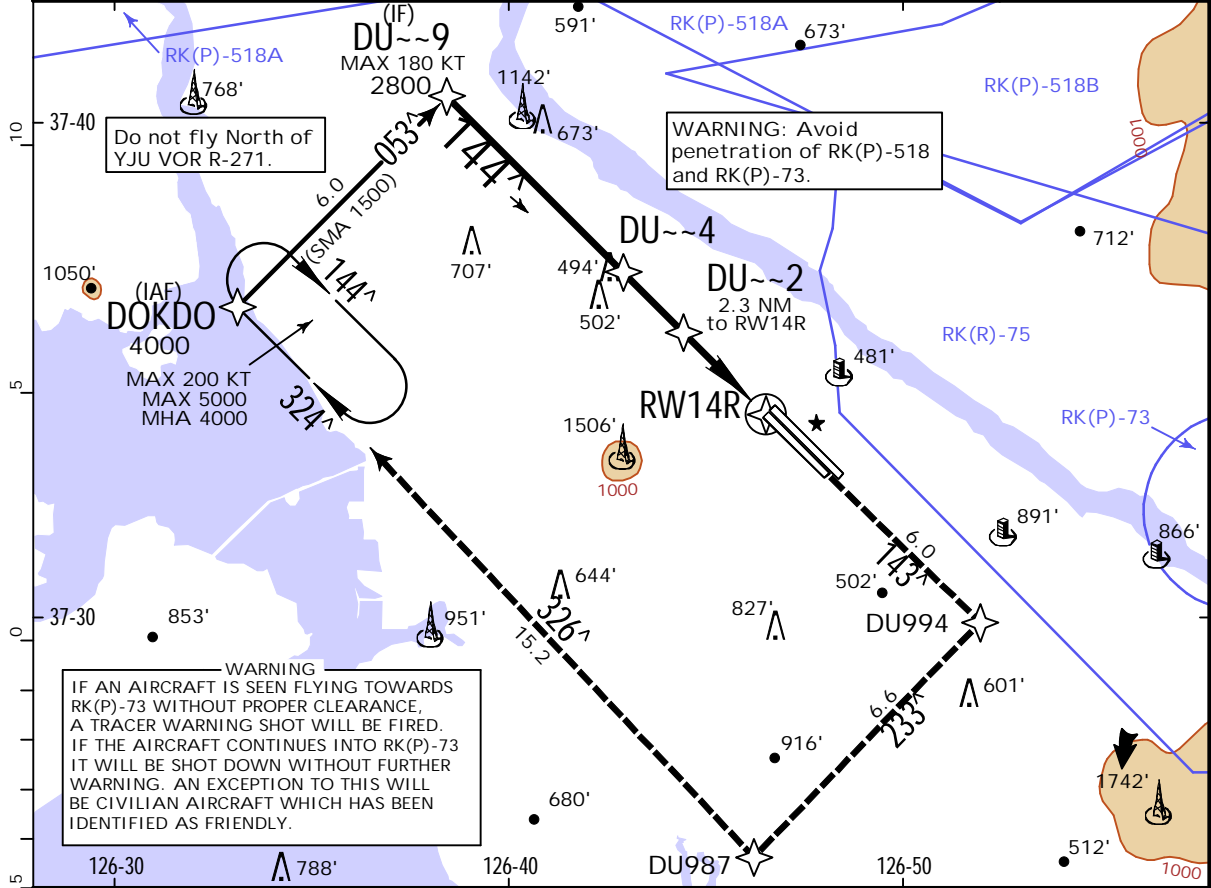
PANS OPS	.State.				STRAIGHT-IN LANDING			
	LNAV/VNAV DA(H) 450' (412')		LNAV MDA(H) 480' (442')		ALS out		ALS out	
	A	R/V1200m	R/V1900m	R/V1400m	R/V2100m			
	B							
C								
D								

RKSS/GMP
GIMPO INTL

JEPPESSEN
20 JAN 23 (12-2)

SEOUL, KOREA
RNP Rwy 14R

D-ATIS 126.4	SEOUL Approach (R) 119.1 119.75 (Also monitor 121.5)		GIMPO Tower 118.1 118.05		Ground 121.9
RNAV	Final Apch Crs 144[^]	DU~~4 1400' (1366')	LNAV/VNAV DA(H) 450' (416')	Apt Elev 59'	Rwy 34'
MISSED APCH: Climb to 4000'. Track to DU994, DU987 and DOKDO. Hold as published. Missed approach turn limited to 220 KT maximum.					<p>MSA ARP</p>
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: FL140	Trans alt: 14000'	
RNP Apch	RNP 0.30 required				
1. Baro-VNAV not authorized below -20°C. 2. Circling not authorized.					



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 	4000' ↑ DU994	
Glide Path Angle	3.01 [^]	373	479	532	639	745			852
MAP at RW14R	Timing not authorized for defining the MAP.								

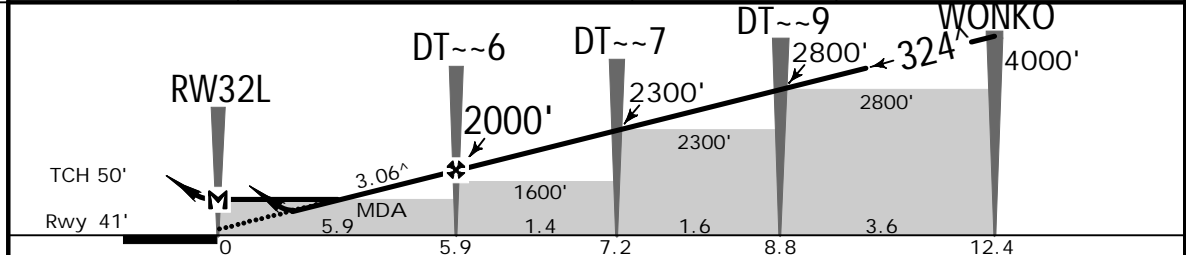
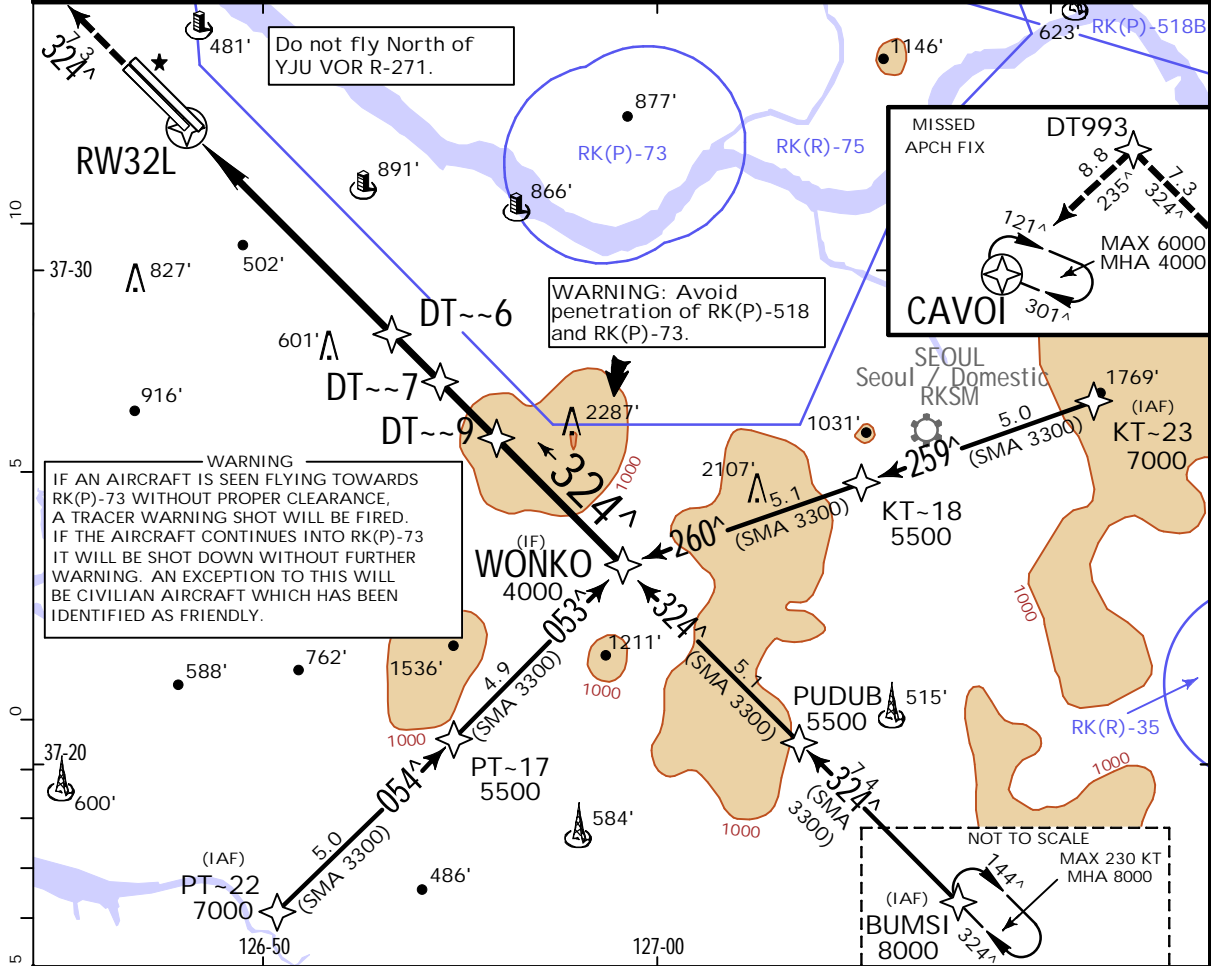
PANS OPS	.State.		STRAIGHT-IN LANDING	
	LNAV/VNAV DA(H) 450' (416')		LNAV MDA(H) 450' (416')	
	ALS out		ALS out	
	A	R/V1200m	R/V1900m	R/V1200m
B				
C				
D				

RKSS/GMP GIMPO INTL

JEPPESSEN
20 JAN 23 (12-3)

SEOUL, KOREA RNP Rwy 32L

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 324 [^]	DT--6 2000' (1959')	LNAV/VNAV DA(H) 610' (569')	Apt Elev 59'	Rwy 41'	
MISSED APCH: Climb to 4000'. Track to DT993 and CAVOI. Hold as published.						
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL140	Trans alt: 14000'			
RNP Apch	RNP 0.30 required					
1. Baro-VNAV not authorized below -20°C or above 45°C. 2. Circling not authorized.						



Gnd speed-Kts	70	90	100	120	140	160		DT993
Glide Path Angle	3.06 [^]	379	487	541	650	758		
MAP at RW32L Timing not authorized for defining the MAP.								

PANS OPS	.State.				STRAIGHT-IN LANDING			
	LNAV/VNAV DA(H) 610' (569')		LNAV MDA(H) 700' (659')		LNAV/VNAV DA(H) 610' (569')		LNAV MDA(H) 700' (659')	
	ALS out		ALS out		ALS out		ALS out	
	A	R/V1900m	R/V2600m	R/V2300m	R/V3000m	R/V1900m	R/V2600m	R/V2300m
B								
C								
D								

RKSS/GMP

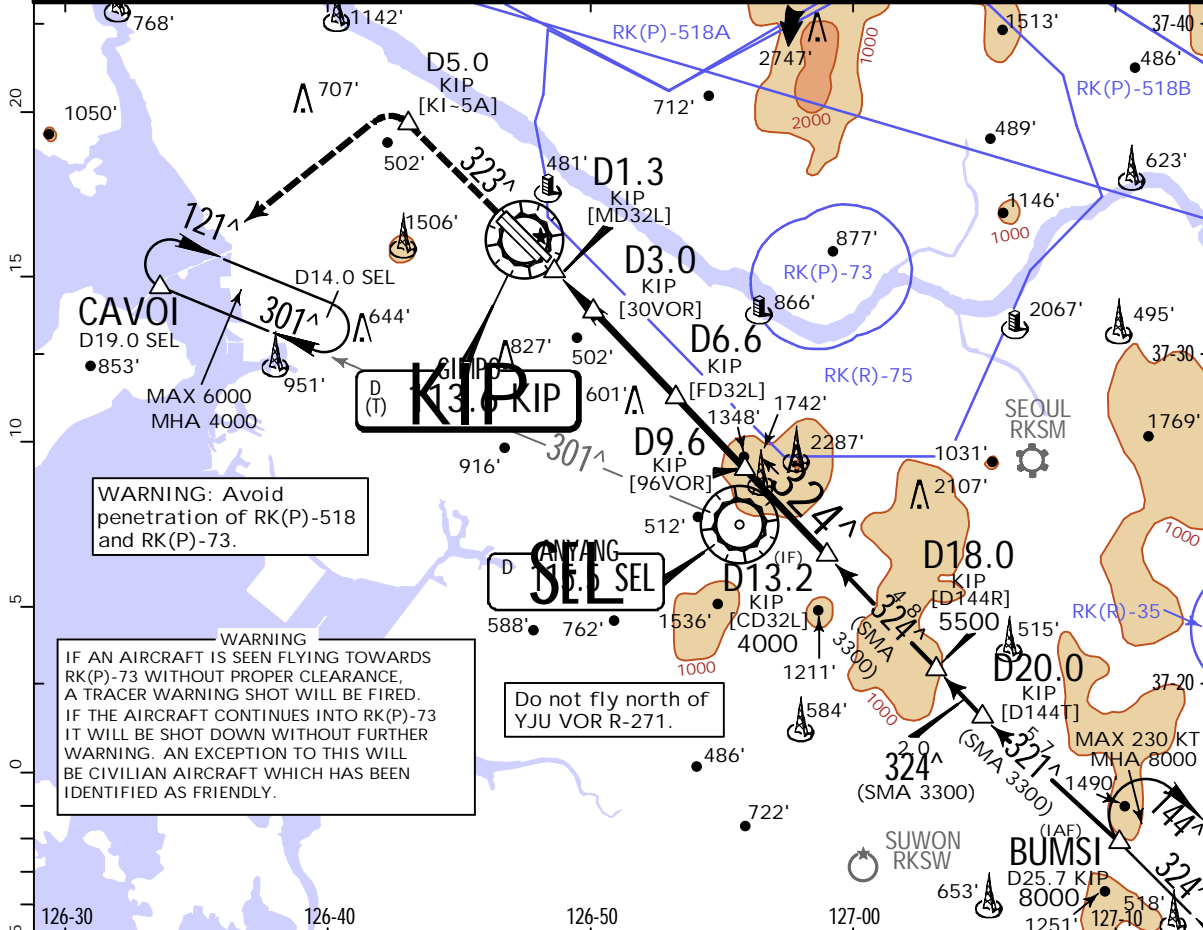
GIMPO INTL

JEPPESSEN
20 JAN 23 (13-1)

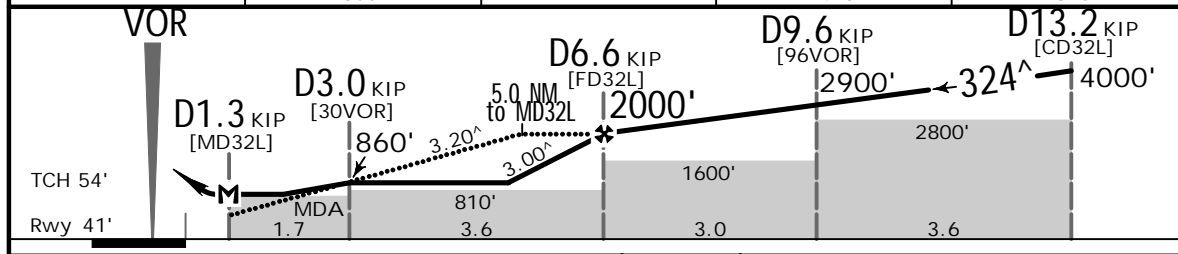
SEOUL, KOREA

VOR Rwy 32L

D-ATIS 126.4	SEOUL Approach (R) 119.1 119.75 (also monitor 121.5)		GIMPO Tower 118.1 118.05		Ground 121.9
VOR KIP 113.6	Final Apch Crs 324 ^Λ	D6.6 KIP 2000' (1959')	MDA(H) 740' (699')	Apt Elev 59' Rwy 41'	
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL140 Trans alt: 14000'					
1. DME required on VOR approach. 2. Circling not authorized.					MSA KIP VOR



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



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

Timing not authorized for defining the MAP.

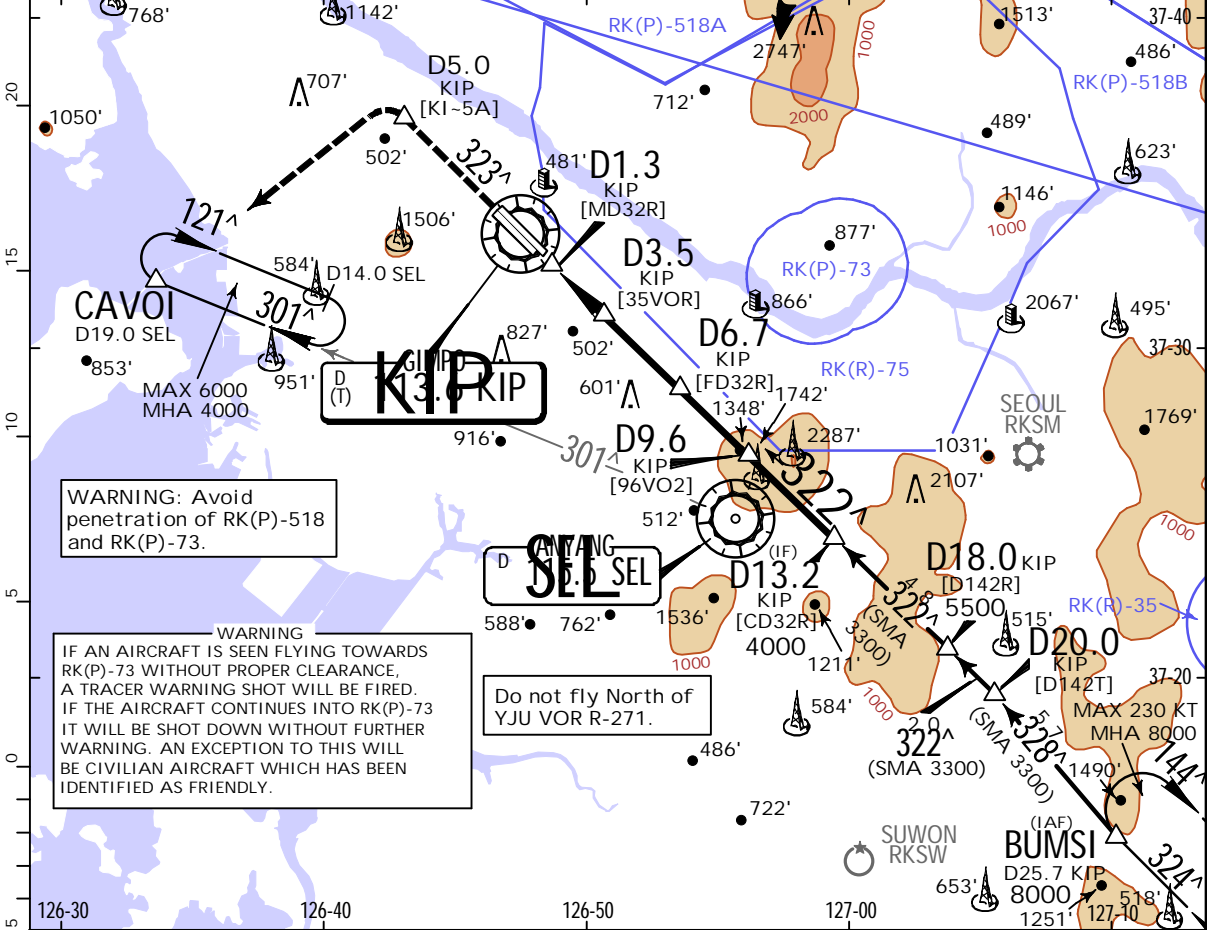
.State.		STRAIGHT-IN LANDING MDA(H) 740' (699')	
		ALS out	
A			
B			
C	R/V2500m		R/V3200m
D			

RKSS/GMP
GIMPO INTL

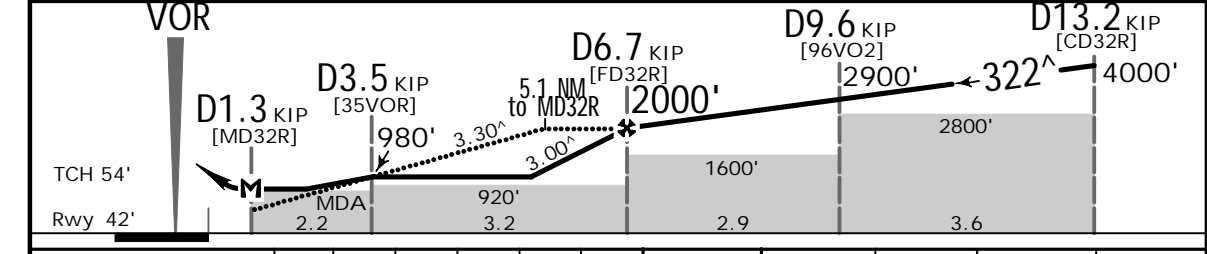
JEPPesen
20 JAN 23 (13-2)

SEOUL, KOREA
VOR Rwy 32R

BRIEFING STRIP™	D-ATIS 126.4	SEOUL Approach (R) 119.1 119.75 (also monitor 121.5)		GIMPO Tower 118.1 118.05		Ground 121.9
	VOR KIP 113.6	Final Apch Crs 322 [^]	D6.7 KIP 2000' (1958')	MDA(H) 740' (698')	Apt Elev 59' Rwy 42'	
MISSED APCH: Climb to 4000' on KIP VOR R-323 to D5.0 KIP, then turn LEFT direct to CAVOI. Hold as published. Missed apch turn limited to 220 KT MAX.						
Alt Set: hPa		Rwy Elev: 2 hPa	Trans level: FL140		Trans alt: 14000'	
1. DME required on VOR approach. 2. Circling not authorized.						MSA KIP VOR



DME KIP	3.0	4.0	5.0	6.0
ALTITUDE	809'	1141'	1460'	1779'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 4000' via 113.6 R-323 D5.0 KIP
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							
Timing not authorized for defining the MAP.							

PANS OPS	.State.		STRAIGHT-IN LANDING	
			MDA(H) 740' (698')	
			ALS out	
	A			
B				
C	R/V2500m		R/V3200m	
D				

RKSI/ICN



SEOUL/INCHEON, KOREA

INCHEON INTL

(ALSO SERVES GIMPO INTL)

20-1R

20 JAN 23

.Eff.25.Jan.1600Z.

.RADAR.MINIMUM.ALTITUDES.

(ALSO SERVES SEOUL DOMESTIC)

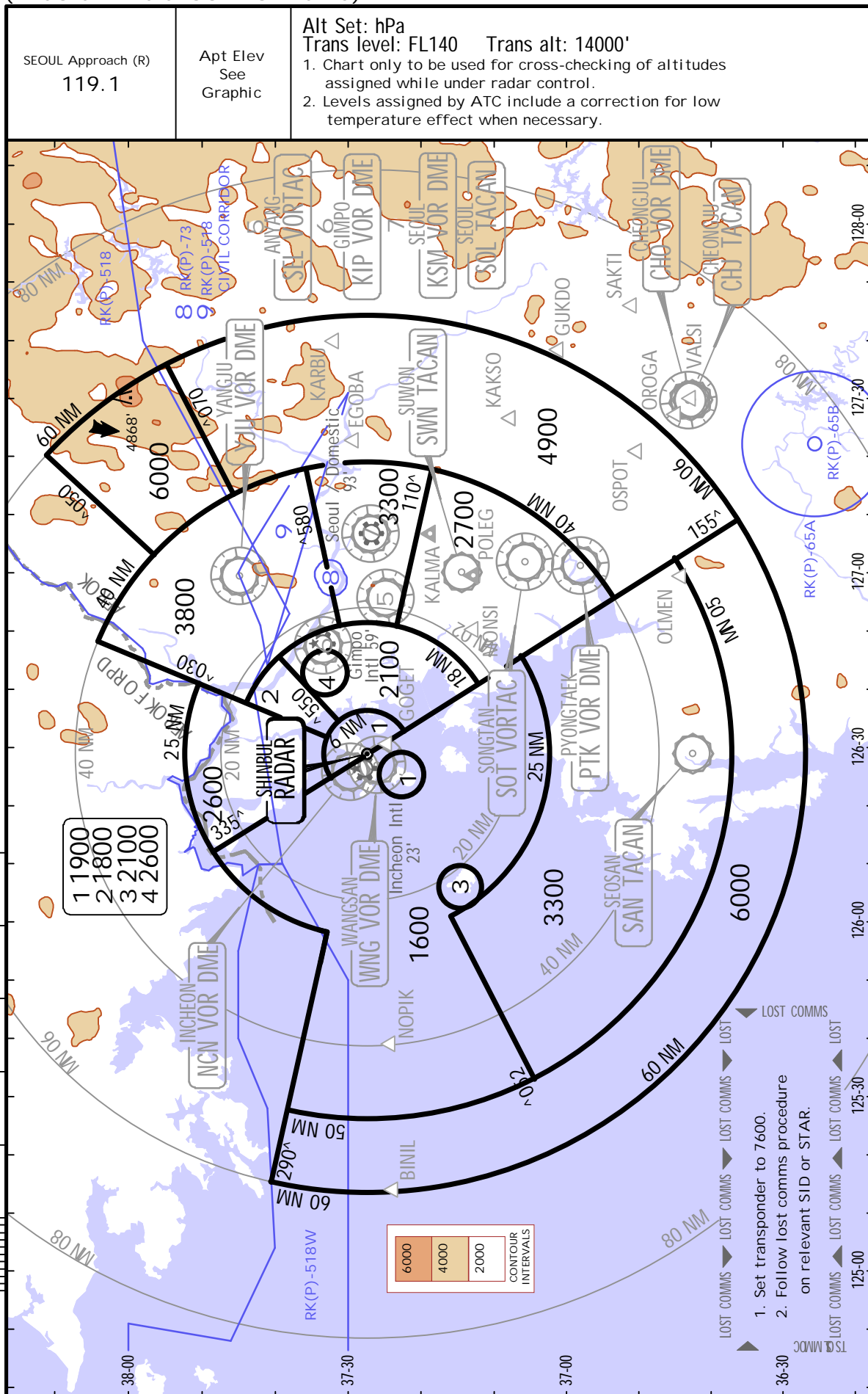


Chart changes since cycle 06-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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SEOUL, (GIMPO INTL - RKSS)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport RKSS