

**STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO**

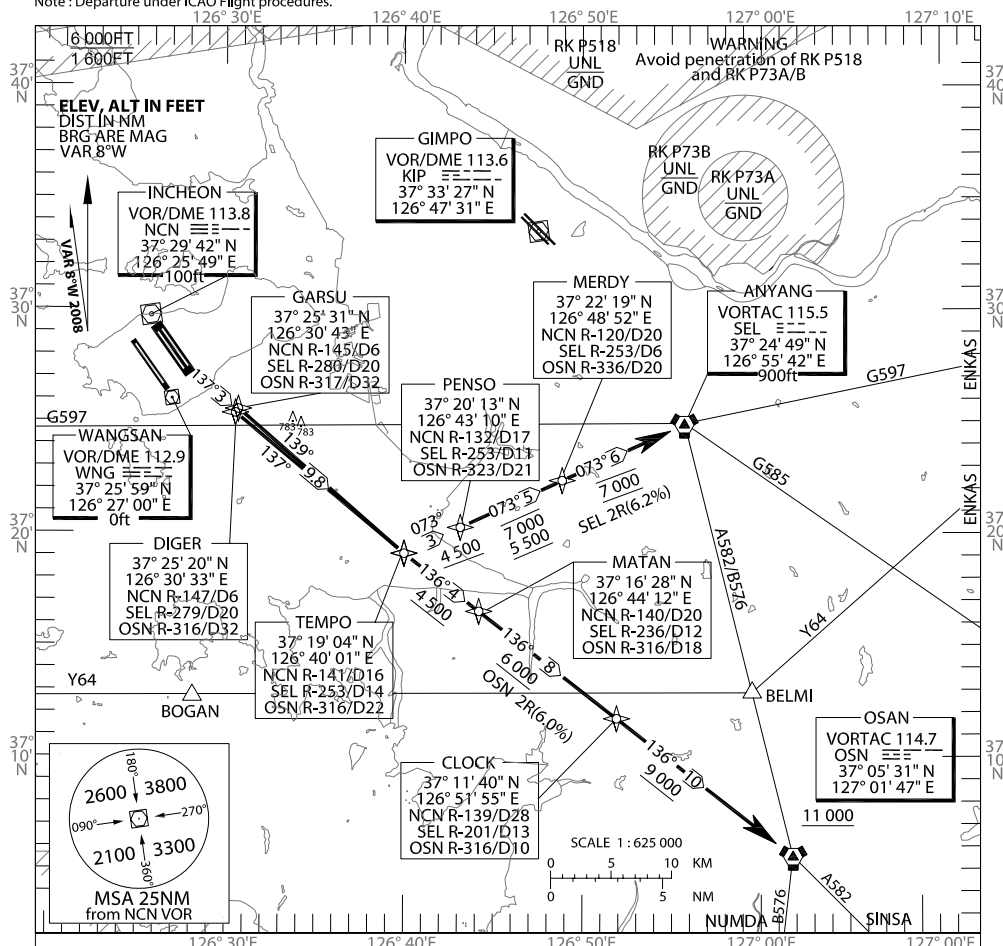
TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL DEP 125.15
124.8
119.05
INCHON TWR 118.2
118.8

SEOUL/Incheon Intl(RKSI)

**RWY 15L/R
RNAV SEL 2R, OSN 2R**

Note : Departure under ICAO Flight procedures.



GENERAL INFORMATION

1. SEL 2R requires at least 6.2% climb gradient until 7000ft for ATC purposes.
2. OSN 2R requires at least 6.0% climb gradient until FL150 for ATC purposes.
3. All of the turns are based on 25 degree bank angle due to airspace restrictions.
4. Flight procedures designed based on the VOR/DME and following RNAV sensors and RNAV system meeting terminal operation and FAA AC 20-130A or AC 20-138A TSO C129a or equivalent.
- VOR/DME(NCN VOR/DME), DME/DME(2DME or more station), GNSS basic receiver(except Class A)

RNAV ANYANG TWO ROMEO

TAKE OFF RWY 15L/R : Fly by DIGER(GARSU), TEMPO, PENSO, MERDY, SEL VORTAC.
Cross PENSO at or above 5500ft, MERDY at 7000ft, then maintain 7000ft unless otherwise cleared by ATC.

RNAV OSAN TWO ROMEO

TAKE OFF RWY 15L/R : Fly by DIGER(GARSU), TEMPO, MATAN, CLOCK, OSN VORTAC.
Cross MATAN at or above 6000ft, CLOCK at or above 9000ft, OSN at or above 11000ft.

Change : DEP FREQ.

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

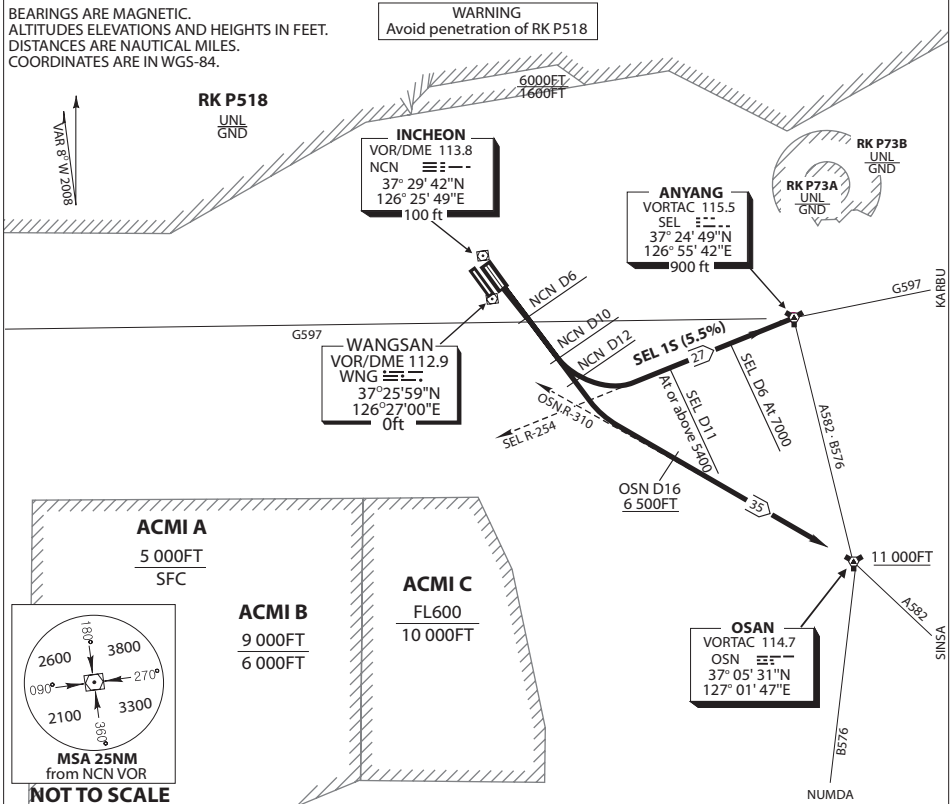
TRANSITION ALT	14,000'
TRANSITION LVL	FL140

SEOUL DEP	125.15
	124.8
	119.05
INCHEON TWR	118.2
	118.8

SEOUL/Incheon INTL

RWY 15L/R
SEL 15, OSN 15

Note : Departure under ICAO Flight Procedures.



GENERAL INFORMATION

- Climb gradient in excess of 3.3% necessary and also strict adherence to climb gradient required for airspace, ATC and noise abatement purposes.
 - SEL 15 minimum climb gradient 5.5% to 7000FT.
 - OSN 15 minimum climb gradient 6% to FL170.
- If unable to comply with flight restrictions, advise ATC well before departure for alternatives.
- Step climb : Due to interaction with other routes, do NOT climb above 7000FT unless cleared by ATC.

SEL(ANYANG) ONE SIERRA DEPARTURE

TAKE OFF RWY 15L : Climb on NCN R-152, thence ...
 TAKE OFF RWY 15R : Climb straight ahead, at NCN D6 turn LEFT onto NCN R-152, thence ...
 at NCN D10 turn LEFT to intercept SEL R-254 and proceed to SEL VORTAC, fly by SEL.
 Cross SEL D11 at or above 5400FT and SEL D6 at 7000FT until instructed by ATC.

OSN(OSAN) ONE SIERRA DEPARTURE

TAKE OFF RWY 15L : Climb on NCN R-152, thence ...
 TAKE OFF RWY 15R : Climb straight ahead, at NCN D6 turn LEFT onto NCN R-152, thence ...
 at NCN D12 turn LEFT to intercept OSN R-310 and proceed OSN VORTAC. At or above 6500FT by OSN D16, at or above 11000FT by OSN VORTAC and at or above FL150 by OSN D8 on A582 or B576. Maintain 7000FT until instructed by ATC.

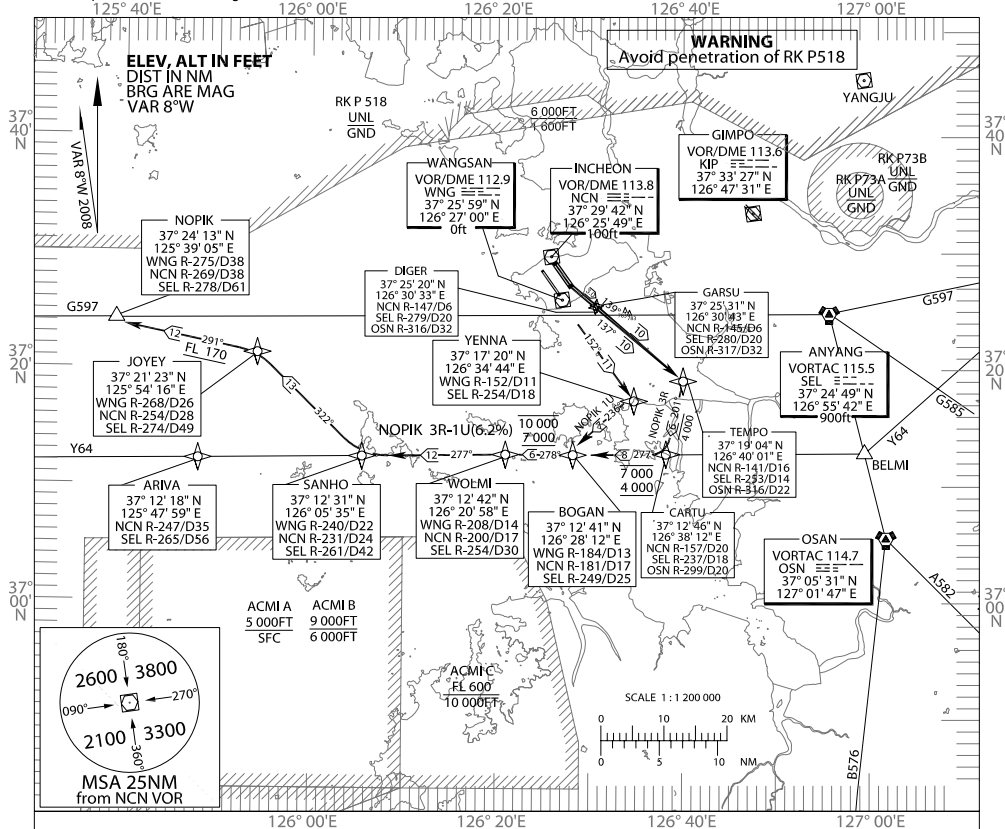
**STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO**

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL DEP 125.15
124.8
119.05
INCHEON TWR 118.2
118.8

SEOUL/Incheon Intl(RKSI)
RWY 15L/R
RNAV - NOPIK 3R
RWY 16
RNAV - NOPIK 1U

Note : Departure under ICAO Flight Procedures.



GENERAL INFORMATION

1. NOPIK 3R / 1U requires at least 6.2% climb gradient until FL170 for ATC purposes and interaction with other routes.
2. All of turns are based on 25 degree bank angle due to airspace restrictions, then when fly-by each way-points, pilot shall use caution not to make so early turn which may cause to reduce aircraft separation.
3. If unable to comply with flight restrictions, request alternatives well before departure and when using alternative departure procedure aircraft may experience delay due to airspace use coordination, traffic volume, and so on.
4. Flight procedures designed based on the following RNAV sensors and RNAV system meeting terminal operation and FAA AC 20-130A or AC 20-138A, TSO C129a or equivalent.
- VOR/DME (NCN VOR/DME), DME/DME(2 DME or more station), GNSS basic receiver(except Class A)

RNAV NOPIK THREE ROMEO DEPARTURE

TAKE OFF RWY 15 L/R : Fly by TEMPO then CARTU, BOGAN, WOLMI, SANHO, JOYEY and NOPIK.
Cross CARTU at or below 4 000FT, BOGAN at between 4 000FT and 7 000FT,
WOLMI at between 7 000FT and 10 000FT, JOYEY at or above FL170
unless otherwise instructed by ATC.

RNAV NOPIK ONE UNIFORM DEPARTURE

TAKE OFF RWY 16 : Fly by YENNA then BOGAN, WOLMI, SANHO, JOYEY and NOPIK.
Cross BOGAN at or below 8 000FT, WOLMI at between 7 000FT and 10 000FT and
JOYEY at or above FL170 unless otherwise instructed by ATC.

Change : DEP FREQ.

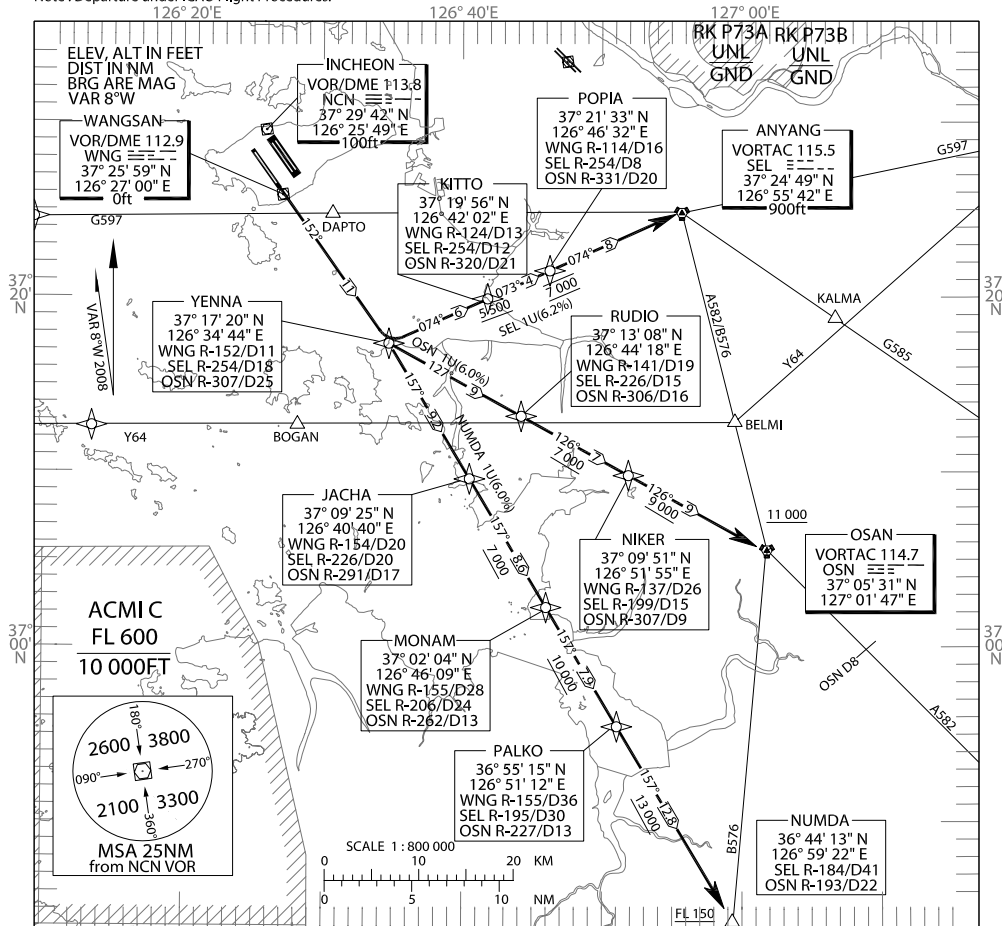
**STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO**

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL DEP 125.15
124.8
119.05
INCHEON TWR 118.2
118.8

**SEOUL/Incheon Intl(RKSI)
RWY 16
RNAV SEL 1U, OSN 1U
RNAV NUMDA 1U**

Note : Departure under ICAO Flight Procedures.



GENERAL INFORMATION

1. SEL 1U requires at least 6.2% climb gradient until 7000ft for ATC purposes.
2. OSN 1U, NUMDA 1U requires at least 6.0% climb gradient until FL150 for ATC purposes.
3. All of the turns are based on 25 degree bank angle due to airspace restriction.
4. Flight procedures designed based on the following RNAV sensors and RNAV system meeting terminal operation and FAA AC 20-130A or AC 20-138A TSO C129a or equivalent.
 - VOR/DME(NCN VOR/DME), DME/DME(2DME or more station), GNSS basic receiver(except Class A)

RNAV ANYANG ONE UNIFORM

TAKE OFF RWY 16 : Fly by YENNA, KITTO, POPIA, SEL VORTAC.
Cross KITTO at or above 5500ft, POPIA at 7000ft, then maintain 7000ft unless otherwise cleared by ATC.

RNAV OSAN ONE UNIFORM

TAKE OFF RWY 16 : Fly by YENNA, RUDIO, NIKER, OSN VORTAC.
Cross RUDIO at or above 7000ft, NIKER at or above 9000ft, OSN at or above 11000ft at or above FL150 8NM south of OSN VORTAC.

RNAV NUMDA ONE UNIFORM

TAKE OFF RWY 16 : Fly by YENNA, JACHA, MONAM, PALKO, NUMDA.
Cross JACHA at or above 7000ft, MONAM at or above 10000ft, PALKO at or above 13000ft, NUMDA at or above FL150.

Change : DEP FREQ.

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

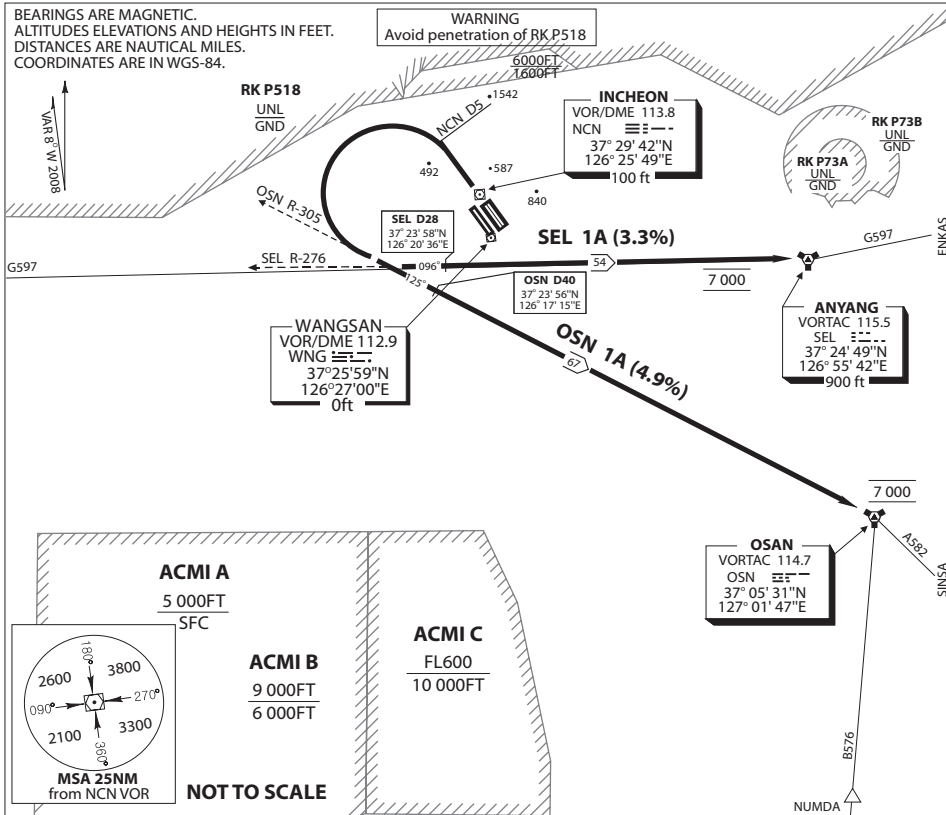
TRANSITION ALT 14,000'
TRANSITION LVL FL140

SEOUL DEP 125.15
124.8
119.05
INCHEON TWR 118.2
118.8

SEOUL/Incheon INTL

RWY 33R/L
SEL 1A, OSN 1A

Note : Departure under ICAO Flight Procedures.



GENERAL INFORMATION

1. Climb gradient in excess of 3.3% necessary for Airspace and ATC purposes.
 - 1.1 OSN 1A minimum climb gradient 4.9% to FL170.
2. After NCN D5, 15 degree bank angle recommended during turn for noise abatement and pilot should use caution not to penetrate prohibited area. (RK P518)
3. If unable to comply with flight restrictions, advise ATC well before departure for alternatives.
4. Step climb : Due to interaction with other routes, do NOT climb above 7000FT unless cleared by ATC.
5. Pilot shall use caution not to make early or lead turn prior to reaching NCN D5.

SEL(ANYANG) ONE ALPHA DEPARTURE

TAKE OFF RWY 33R/L : Climb straight ahead, at NCN D5 turn LEFT to intercept SEL R-276 and cross SEL R-276/ D28 then proceed to SEL VORTAC. Maintain 7000FT until instructed by ATC.

OSN(OSAN) ONE ALPHA DEPARTURE

TAKE OFF RWY 33R/L : Climb straight ahead, at NCN D5 turn LEFT to intercept OSN R-305 and cross OSN R-305/ D40 then proceed to OSN VORTAC. Maintain 7000FT until instructed by ATC.

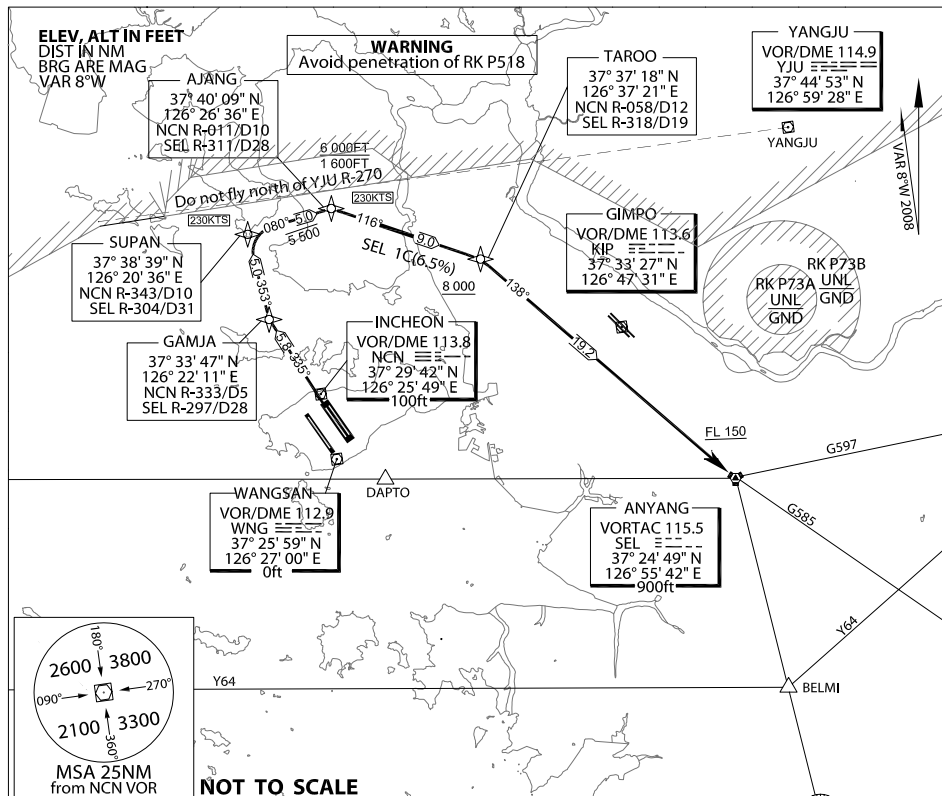
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL DEP	125.15
	124.8
INCHEON TWR	118.2
	118.8

SEOUL/Incheon Intl(RKSI)
RWY 33L/R
RNAV - SEL 1C

Note : Departure under ICAO Flight Procedures.



GENERAL INFORMATION

1. SEL 1C requires at least 6.5% climb gradient until FL 150 for ATC purposes and interaction with other routes.
2. SEL 1C will be available during daytime(2300 ~ 1300 UTC) for noise abatement.
3. All of the turns are based on 25 degrees bank angle due to airspace restrictions, then when fly-by each waypoints, pilot shall use caution not to make so early turn which may cause to reduce aircraft separation.
4. If unable to comply with flight restrictions, request alternatives well before departure and when using alternative departure procedure aircraft may experience delay due to airspace use coordination, traffic volume, and so on.
5. Flight procedures designed based on the VOR/DME and following RNAV sensors and RNAV system meeting terminal operation and FAA AC 20-130A or AC 20-138A., TSO C129a or equivalent.
- VOR/DME(NCN VOR/DME), DME/DME(2 DME or more station), GNSS basic receiver(except Class A).
6. All speed limitations of each fix are MAX SPEED.

RNAV ANYANG(SEL) ONE CHARI DEPARTURE

TAKE OFF RWY 33L/R : Fly by GAMJA then SUPAN, AJANG, TAROO then ANYANG(SEL) VORTAC.
Cross SUPAN at or above 3 800ft, AJANG at 5 500ft, TAROO at or above 8 000ft,
ANYANG(SEL) at or above FL150.

Change : Added speed limitations.

**STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO**

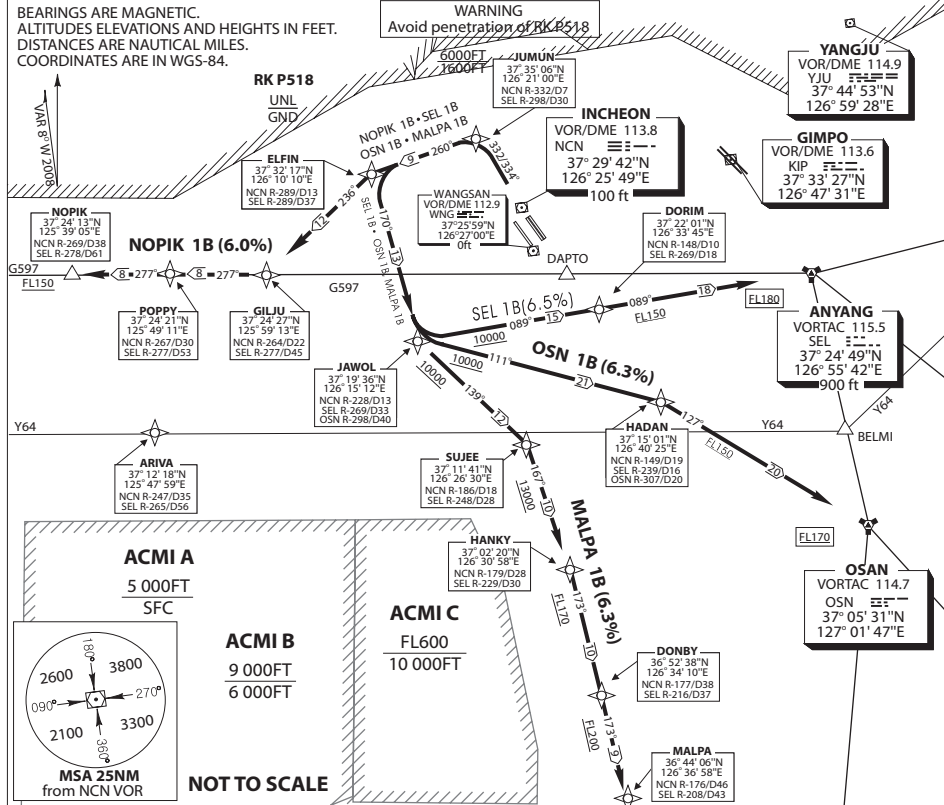
TRANSITION ALT 14,000'
TRANSITION LVL FL140

SEOUL DEP	125.15
	124.8
	119.05
INCHEON TWR	118.2
	118.8

SEOUL/Incheon INTL

**RWY 33L/R
RNAV - NOPIK 1B, SEL 1B
MALPA 1B, OSN 1B**

Note : Departure under ICAO Flight Procedures.



GENERAL INFORMATION

- More than 3.3% climb gradient required for airspace, MEA and ATC purposes.
- NOPIK 1B required 6.0% until FL150, MALPA 1B 6.3% until FL180, OSN 1B 6.3% until 10 000 ft, SEL 1B 6.5% until FL150.
- All of the turns are based on 25 degrees bank angle due to airspace restriction, then when fly-by each waypoints, pilot shall use caution not to make so early turn which may cause to reduce aircraft separation.
- If unable to comply with flight restrictions, request alternatives well before departure and when using alternative departure procedure aircraft may experience delay due to airspace use coordination, traffic volume, and so on.
- Flight procedures designed based on the following RNAV sensors and RNAV system meeting terminal operation and FAA AC 20-130A or AC 20-138A, TSO C129a or equivalent.
- VOR/DME(NCN VOR/DME), DME/DME(2 DME or more station), GNSS basic receiver(except Class A).

RNAV NOPIK ONE BRAVO DEPARTURE

TAKE OFF RWY 33L/R : Fly by JUMUN then ELFIN, GILJU, POPPY, NOPIK. Cross NOPIK at or above FL150.

RNAV MALPA ONE BRAVO DEPARTURE

TAKE OFF RWY 33L/R : Fly by JUMUN then ELFIN, JAWOL, SUJEE, HANKY, DONBY, MALPA.
Cross JAWOL at or above 10 000 ft, SUJEE at or above 13 000 ft,
HANKY at or above FL170, DONBY at or above FL200.

RNAV OSAN(OSN) ONE BRAVO DEPARTURE

TAKE OFF RWY 33L/R : Fly by JUMUN then ELFIN, JAWOL, HADAN, OSN.
Cross JAWOL at or above 10 000 ft, HADAN at or above FL150, OSN at or above FL170.

RNAV ANYANG(SEL) ONE BRAVO DEPARTURE

TAKE OFF RWY 33L/R : Fly by JUMUN then ELFIN, JAWOL, DORIM, SEL.
Cross JAWOL at or above 10 000 ft, DORIM at or above FL150, SEL at or above FL180.

Change : Added description.

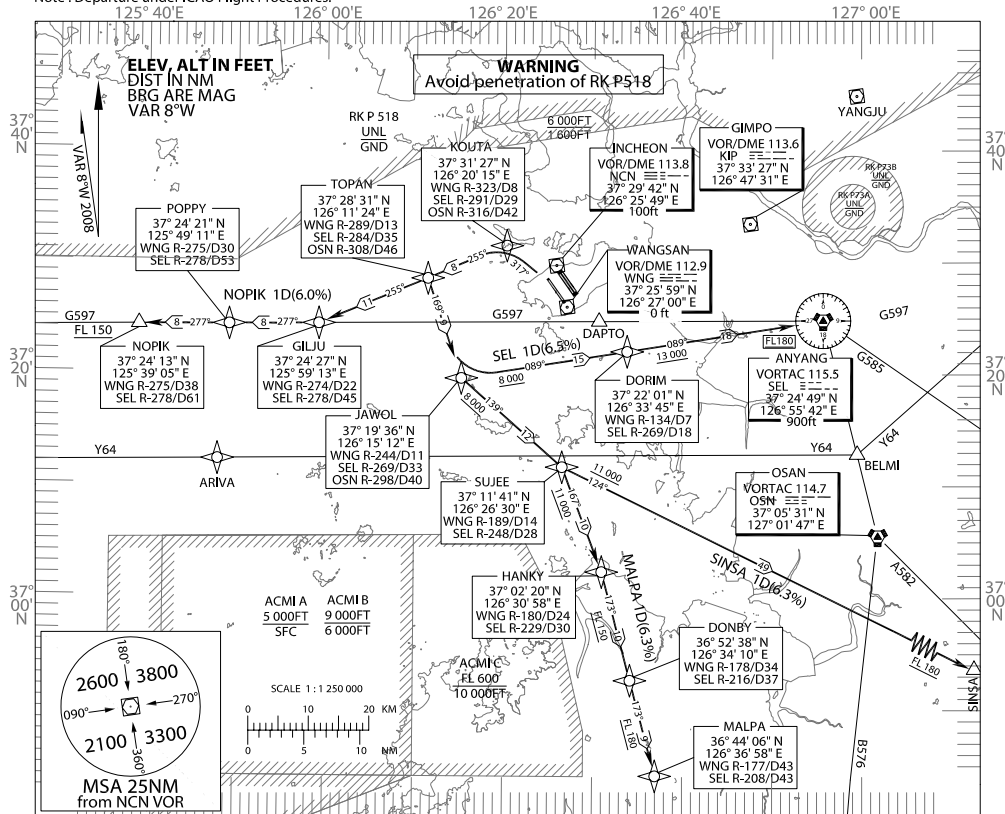
**STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO**

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL DEP 125.15
124.8
119.05
INCHEON TWR 118.2
118.8

SEOUL/Incheon Intl(RKSI)
RWY 34
RNAV - NOPIK 1D, SEL 1D
RNAV - MALPA 1D, SINS A 1D

Note : Departure under ICAO Flight Procedures.



GENERAL INFORMATION

- More than 3.3% climb gradient required for airspace, MEA and ATC purposes.
- NOPIK 1D required 6.0% until FL150, MALPA 1D 6.3% until FL180, SINS A 1D 6.3% until 10 000 ft, SEL 1D 6.5% until FL150.
 - All of the turns are based on 25 degrees bank angle due to airspace restrictions, then when fly-by each waypoints, pilot shall use caution not to make so early turn which may cause to reduce aircraft separation.
 - If unable to comply with flight restrictions, request alternatives well before departure and when using alternative departure procedure aircraft may experience delay due to airspace use coordination, traffic volume, and so on.
 - Flight procedures designed based on the following RNAV sensors and RNAV system meeting terminal operation and FAA AC 20-130A or AC 20-138A, TSO C129a or equivalent.
- VOR/DME(NCN VOR/DME), DME/DME(2 DME or more station), GNSS basic receiver(except Class A).
- RNAV NOPIK ONE DELTA DEPARTURE**
TAKE OFF RWY 34 : Fly by KOUTA then TOPAN, GILJU, POPPY, NOPIK. Cross NOPIK at or above FL150.
- RNAV MALPA ONE DELTA DEPARTURE**
TAKE OFF RWY 34 : Fly by KOUTA then TOPAN, JAWOL, SUJEE, HANKY, DONBY, MALPA.
Cross JAWOL at or above 8 000 ft, SUJEE at or above 11 000 ft,
HANKY at or above FL150, DONBY at or above FL180.
- RNAV SINS A ONE DELTA DEPARTURE**
TAKE OFF RWY 34 : Fly by KOUTA then TOPAN, JAWOL, SUJEE, SINS A.
Cross JAWOL at or above 8 000 ft, SUJEE at or above 11 000 ft,
SINS A at or above FL180.
- RNAV ANYANG(SEL) ONE DELTA DEPARTURE**
TAKE OFF RWY 34 : Fly by KOUTA then TOPAN, JAWOL, DORIM, SEL.
Cross JAWOL at or above 8 000 ft, DORIM at or above 13 000 ft, SEL at or above FL180.

Change : Added description.

**STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO**

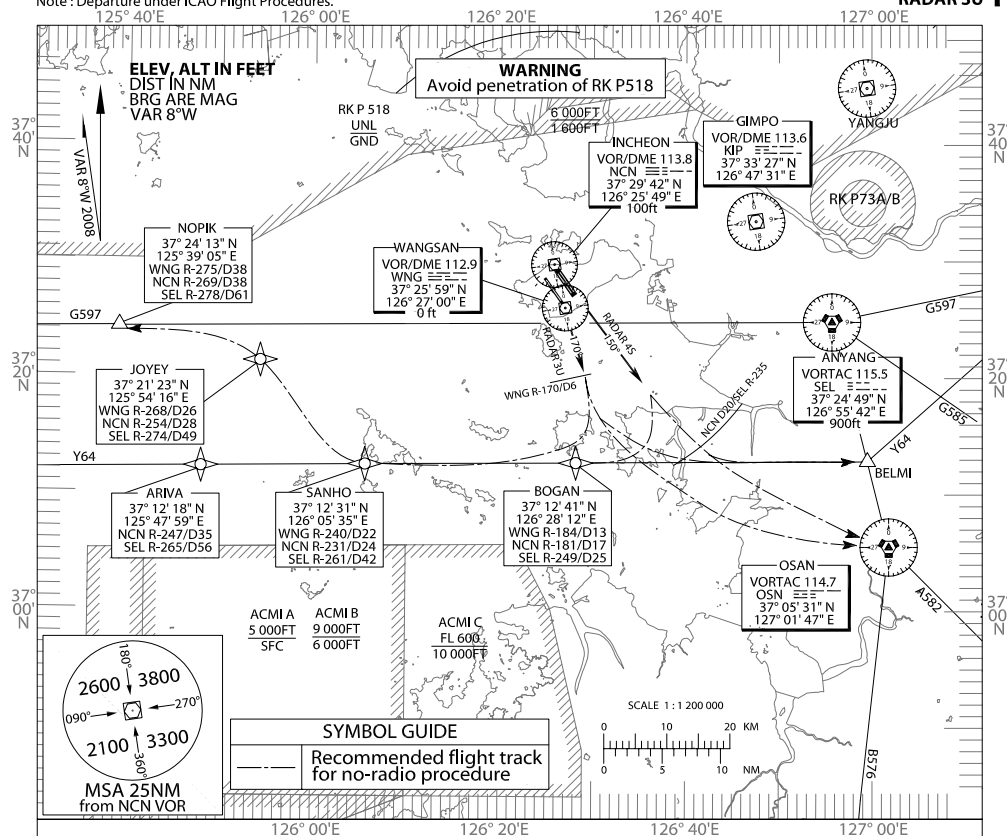
TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL DEP 125.15
124.8
119.05
INCHEON TWR 118.2
118.8

SEOUL/Incheon Intl (RKSI)

RWY 15L/R
RADAR 4S
RWY 16
RADAR 3U

Note : Departure under ICAO Flight Procedures.



GENERAL INFORMATION

- 6.0% climb gradient required until FL150 for ATC and airspace purpose.
- Pilot shall use caution not to penetrate prohibited or restricted areas around airport.
- Aircraft may experience delay due to airspace use coordination, traffic volume, and so on.

RADAR FOUR SIERRA DEPARTURE

TAKE OFF RWY 15L/R: Climb heading 150°, expect radar vector to airway.
Maintain 7 000FT until instructed by ATC.

No radio procedure : If no radio contact with ATC, squawk 7600 , and unless otherwise instructed by ATC, proceed as follows.

- to OSN VORTAC via OSN R-310 for A582, B576
 - to intercept Y64 to BELMI, ENKAS, KARBU for G597
 - to intercept OSN R-294 to NOPIK or proceed direct to BOGAN, SANHO, JOYEY to NOPIK for G597 as appropriate.
- Pilot shall proceed as described above prior to reaching NCN 20 DME or SEL R-236 due to airspace.

RADAR THREE UNIFORM DEPARTURE

TAKE OFF RWY 16 : Climb heading 170°, expect radar vector to airway.
Maintain 7 000FT until instructed by ATC.

No radio procedure : If no radio contact with ATC, squawk 7600, and unless otherwise instructed by ATC proceed as follows.

- to OSN VORTAC via OSN R-307 for A582, B576
 - to intercept Y64 to BELMI, ENKAS, KARBU for G597
 - to intercept OSN R-294 to NOPIK or proceed direct to BOGAN, SANHO, JOYEY to NOPIK for G597 as appropriate.
- Pilot shall proceed as described above prior to reaching WNG 14 DME due to airspace.

Change : New procedure.

CIVIL AVIATION SAFETY AUTHORITY

**AIRAC AIP AMDT 9/08
Effective : 1500UTC 25 SEP 2008**

**STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO**

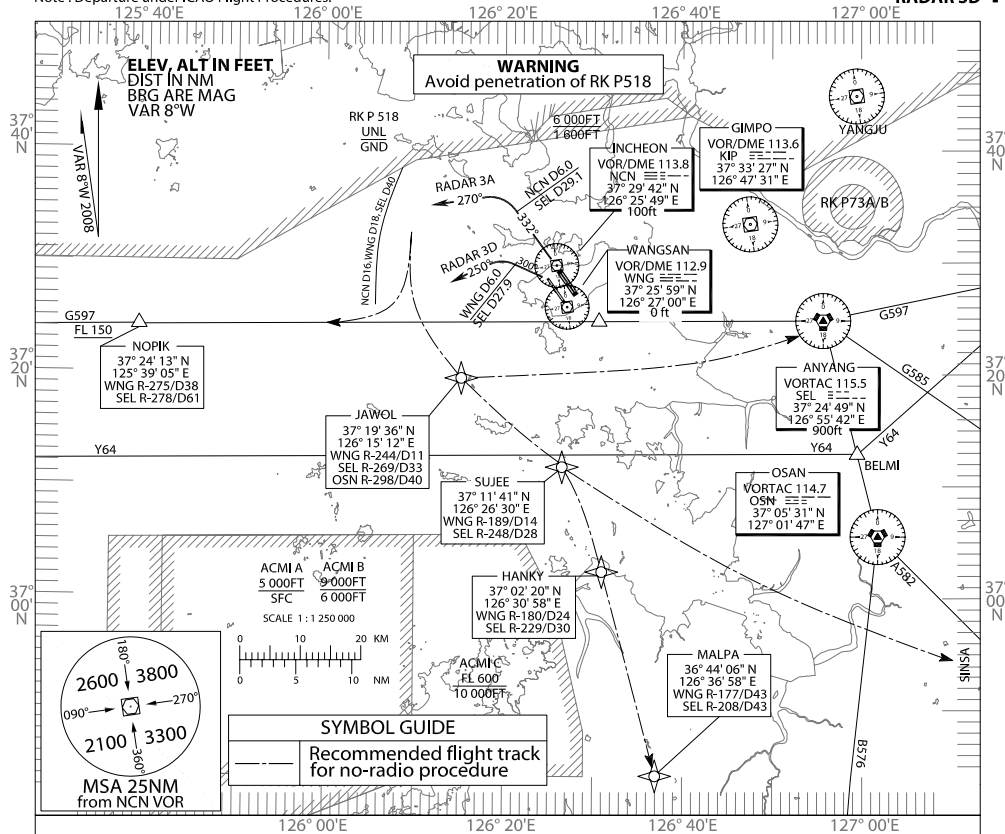
TRANSITION ALT 14 000
TRANSITION LVL FL 140

SEOUL DEP 125.15
124.8
119.05
INCHEON TWR 118.2
118.8

SEOUL/Incheon Intl(RKSI)

RWY 33L/R
RADAR 3A
RWY 34
RADAR 3D

Note : Departure under ICAO Flight Procedures.



GENERAL INFORMATION

- 6.0% climb gradient required until FL150 for ATC and airspace purpose.
- Pilot shall use caution not to penetrate prohibited or restricted areas around airport.
- Aircraft may experience delay due to airspace use coordination, traffic volume, and so on.

RADAR THREE ALPHA DEPARTURE

TAKE OFF RWY 33L/R : Climb on RWY heading until NCN D6.0(SEL 29 DME), turn left heading 270° expect radar vector to airway.

No radio procedure : If no radio contact with ATC, squawk 7600, and unless otherwise instructed by ATC proceed as follows.

- fly south to join SEL R-269 to SEL VORTAC or proceed direct to JAWOL then SEL VORTAC for G597
- fly south to join G597 to NOPIK
- fly south to SUJEE and Sinsa for A582
- fly south to JAWOL, SUJEE, HANKY and MALPA for DADGA via Y51

Pilot shall remain within 16DME of NCN (SEL 40 DME or 17NM from Airport as appropriate) during on heading 270°

RADAR THREE DELTA DEPARTURE

TAKE OFF RWY 34 : Climb heading 300° until WNG D6.0(SEL 27.9 DME), turn left heading 250° expect radar vector to airway. Maintain 3 000FT until instructed by ATC.

No radio procedure : If no radio contact with ATC, squawk 7600, and unless otherwise instructed by ATC proceed as follows.

- fly south to join SEL R-269 to SEL VORTAC or proceed direct to JAWOL then SEL VORTAC for G597
- fly south to join G597 to NOPIK
- fly south to SUJEE and Sinsa for A582
- fly south to JAWOL, SUJEE, HANKY and MALPA for DADGA via Y51

Pilot shall remain within 16DME of NCN (SEL 40 DME or 17NM from Airport as appropriate) during on heading 250°

Change : New procedure.

CIVIL AVIATION SAFETY AUTHORITY

**AIRAC AIP AMDT 9/08
Effective : 1500UTC 25 SEP 2008**