Air Traffic Services Airspace Classification

1. Class A Airspace

a. Definition:

All airways above FL200 up to and including FL600 within Incheon FIR that are designated by the Minister of Construction and Transportation.

b. Operating Rules and Pilot Requirements:

Unless otherwise authorized by the Minister of Construction and Transportation, all pilots must operate their aircraft under

c. Equipment Requirements:

Unless otherwise authorized by the Minister of Construction and Transportation, aircraft must be equipped with radio equipment prescribed by Article 122 of Enforcement Rules of the Aviation Act to operate in Class A airspace. Application of this Equipment Requirements is temporarily waived for military aircraft.

d. Separation Provided:

IFR separation is provided to all aircraft.

e. Service Provided:

Air Traffic Control service is provided to all aircraft.

f. Flight Procedures:

The pilot must contact Incheon ACC on the appropriate frequency prior to entering Class A Airspace and obtain an

ATC clearance and thereafter maintain communications with ATC continuously while in Class A Airspace.

Military VFR aircraft of Republic of Korea will observe the Flight Information Notification procedures specified on the Letter of Agreement between Incheon ACC and the facilities concerned instead of following Class A airspace flight procedures, when the aircraft transit an airway of Class A airspace.

2. Class B Airspace

a. Definition:

Generally, that airspace surrounding the nation's busiest airports /airbases (hereinafter referred to as airports) in terms of IFR operations or passenger enplanements that have an operational control towers and radar approach control; designated by the Minister of Construction and Transportation within Incheon FIR.

Incheon and Gimpo Airports:

The airspace consists of a 5 NM(9.3㎞) radius core surface area centered at the airport that extends from the surface up to and including 10,000 feet MSL, and a 10 NM(18.5㎞) radius shelf area that extends from 1,000 feet above the airport elevation up to and including 10,000 feet MSL, and a 20 NM(27㎞) radius shelf area that extends from 5,000 feet above the airport elevation up to and including 10,000 feet MSL.

b. Operating Rules and Pilot Requirements:

IFR and VFR flights are permitted and no specific pilot certification is required.

c. Equipment Requirements:

Unless otherwise authorized by ATC, aircraft operating within Class B airspace must be equipped with a two-way radio communications equipment and a radar beacon transponder with automatic altitude reporting equipment. Application of these Equipment Requirements is temporarily waived for military aircraft not equipped with a radar beacon transponder with automatic altitude reporting equipment.

d. Separation Provided:

1) IFR and VFR aircraft are separated from all aircraft.
2) No separation services are provided to VFR helicopters from IFR and VFR helicopters.

e. Service Provided:

1) Air Traffic Control service is provided to all aircraft.
2) Traffic advisories and safety alerts services are mandatory provided to all aircraft.
3) Sequencing and separation services from other aircraft are provided to VFR pilots while operating within Class B airspace.
4) If a route of flight for the separation between aircraft is extended beyond Class B airspace, the pilot will be notified when the aircraft leaves or reenters the Class B airspace.
5) Aircraft departing other airports within Class B airspace will receive the same services provided to aircraft departing from an airport designated Class B airspace.

f. Flight Procedures:

1) All aircraft must contact the ATC facility concerned prior to entering Class B Airspace and report their position, altitude, radar beacon code, destination, and then request Class B service and thereafter maintain two-way communications

with ATC while in Class B Airspace. Military VFR aircraft of Republic of Korea will observe the Flight Information Notification procedures specified on the Letter of Agreement between Incheon ACC and the facilities concerned instead of following Class B airspace flight procedures, when the aircraft transit the Class B airspace.

2) Unless otherwise authorized by ATC, a large turbine engine-powered airplane departing or landing an airport within airspace designated as Class B airspace shall operate at or above the designated floors of Class B Airspace while flying within the lateral limits of Class B airspace.
3) VFR aircraft must obtain a clearance to depart from an airport in Class B airspace and advise ATC facility of their intended altitude and route of flight.
4) Aircraft not landing or departing an airport within airspace designated as Class B may obtain an ATC clearance to transit the Class B airspace when the Operating Rules and Pilot Requirements/Equipment Requirements of Class B airspace are met and traffic conditions permit.
5) Unless otherwise authorized by ATC because of aircraft performance limitations, no person may operate an aircraft below 10,000 feet MSL at an indicated airspeed of more than 250 knots. However all aircraft arriving at Incheon and Gimpo airports within the Seoul TMA shall be operated in accordance with each airport's flight procedure.

g. Satellite Airports Operations

1) Aircraft departing at a satellite airport will receive Class B services after they have been radar identified and two-way radio communications have been established with the ATC facility for the Class B airspace.

2) Classic B services to aircraft proceeding inbound to a satellite airport will be discontinued when the aircraft is instructed to contact the ATC facility of the satellite airport.
3) Class D services are provided to aircraft in the airspace where Class B and Class D Airspace overlap.

3. Class C Airspace

a. Definition:

Generally, that airspace surrounding those airports that have a large number of IFR operations or passenger enplanements and that have operational control towers and radar approach control facilities; and designated by the Minister of Construction and Transportation within Incheon FIR .

1) Gwangju, Sacheon, Gimhae, Wonju, Daegu, Yecheon, Gangneung, Jungwon, Seosan, Pohang, Osan, Gunsan, and Jeju Airports:

The airspace consists of a 5 NM(9.3㎞) radius core surface area centered at the airport that extends from the surface up to 5,000 feet above the airport elevation, and a 10 NM(18.5㎞) radius shelf area that extends from 1,000 feet above the airport elevation to 5,000 feet above the airport elevation.

b. Operating Rules and Pilot Requirements:

IFR and VFR flights are permitted and no specific pilot certification is required.

c. Equipment Requirements:

Unless otherwise authorized by ATC, aircraft operating within

Class C airspace must be equipped with a two-way radio and a radar beacon transponder with automatic altitude reporting equipment. Application of this Article is temporarily waived for military aircraft not equipped with a radar beacon transponder with automatic altitude reporting equipment.

d. Separation Provided:

1) Separation is provided to aircraft within the Class C Airspace after two-way radio communications and radar contact are established.
2) IFR aircraft are separated from VFR and other IFR aircraft, and VFR aircraft are separated from IFR aircraft. However, no separation services are provided to VFR helicopters from IFR helicopters.

e. Service Provided:

1) ATC service is provided to IFR aircraft, and separation services from IFR aircraft to VFR aircraft.
2) Arriving sequencing service is provided to all aircraft landing at an airport within Class C Airspace.
3) Traffic information is provided among VFR aircraft, and traffic avoidance advisories are provided upon VFR pilot requests if the controller's workload permits.
4) Unless pilots request the termination of the service, Class C services are provided to the pilots until the aircraft leaves that Class C airspace.

f. Flight Procedures:

1) All aircraft must contact ATC facility prior to entering Class C Airspace and give their position, altitude, radar beacon code, destination, and then request Class C service and a

clearance, and thereafter maintain two-way radio communications while in Class C Airspace.

2) All pilots departing from the airport designated Class C Airspace must contact ATC facility and thereafter maintain two-way radio communications until the aircraft leaves that Class C airspace.

3) Unless otherwise authorized by ATC because of aircraft performance limitations, no person may operate an aircraft below 10,000 feet MSL at an indicated airspeed of more than 250 knots and at or below 2,500 feet above the surface within 4NM of the airports at an indicated airspeed of more than 200 knots.

g. Satellite Airports Operations

1) Aircraft departing at satellite airports will receive Class C services after they have been radar identified and two-way radio communications have been established with the ATC facility.

2) Classic C services to aircraft proceeding inbound to a satellite airport will be discontinued when the aircraft is instructed to contact the ATC facility of the satellite airport.

3) Class D services are provided to aircraft in the airspace where Class C and D Airspace overlap.

4. Class D Airspace

a. Definition:

Generally, that airspace designated by the Minister of Construction and Transportation within Incheon FIR as follows:

1) The airspace consists of a 5 NM(9.3㎞) radius core surface area centered at the airport that extends from the surface up

to 5,000 feet above the airport elevation or the specific upper limits altitude of the airport control zone that have an operational control tower.

Suwon, Seoul, Cheongju, Seongmu, Icheon, Nonsan, Mokpo, Jinhae, Ulsan, Yeosu, Jeongseok, Pyeongtaek, Yangyang airports

2) All airways from 8000 feet MSL up to and including FL200.
3) The airspace other than Class B airspace above 10,000 feet MSL up to and including FL200 within the Seoul TMA.

b. Operating Rules and Pilot Requirements:

IFR and VFR flights are permitted and no specific pilot certification is required.

c. Equipment Requirements:

Unless otherwise authorized by ATC, aircraft operating within Class D airspace must be equipped with a two-way radio and a radar beacon transponder with automatic altitude reporting equipment. Application of this Article is temporarily waived for military aircraft not equipped with a radar beacon transponder with automatic altitude reporting equipment.

d. Separation Provided:

1) Upon establishing two-way radio communications and radar contact, IFR aircraft are separated from VFR and other IFR aircraft
2) No separation services are provided to VFR aircraft.

e. Service Provided:

1) Traffic information in respect of VFR aircraft and ATC service are provided to IFR aircraft, and traffic avoidance

advisories are provided to IFR aircraft upon pilots request.

2) Arriving sequencing service is provided to all aircraft landing at an airport within Class D Airspace.
3) Traffic information in respect of IFR aircraft is provided to VFR aircraft, and traffic avoidance advisories are provided to VFR aircraft upon pilots request.
4) Class D services are provided to the pilots until the aircraft lands at an airport within Class D airspace or leaves the Class D airspace.

f. Flight Procedures:

1) All aircraft must contact ATC facility prior to entering Class D Airspace and give their position, altitude, radar beacon code, destination, and then request Class D service and a clearance, and thereafter maintain two-way radio communications while in Class D Airspace.

   Military VFR aircraft of Republic of Korea will observe the Flight Information Notification procedures specified on the Letter of Agreement among the facilities concerned instead of following Class D airspace flight procedures, when the military VFR aircraft transit the Class D airspace in Seoul TMA or airways of Class D airspace.
2) All pilots departing from the airport designated Class D airspace must contact the ATC facility concerned and thereafter maintain two-way radio communications until the aircraft leaves the Class D airspace.
3) Unless otherwise authorized by ATC, pilots must operate their aircraft under IFR within airways of Class D airspace.
4) Unless otherwise authorized by ATC because of aircraft performance limitations, no person may operate an aircraft below 10,000 feet MSL at an indicated airspeed of more than 250 knots and at or below 2,500 feet above the surface within

4NM of the airports at an indicated airspeed of more than 200 knots.

g. Satellite Airports Operations

ATC services in the airspace where Class D airspace overlap other Class D airspace are provided in accordance with the Letter of Agreement between the facilities concerned.

5. Class E Airspace

a. Definition:

Generally, that controlled airspace designated by the Minister of Construction and Transportation within Incheon FIR that is not Class A, Class B, Class C, or Class D as follows:

1) The airspace that extends from 1,000 feet above the surface or the sea level up to and including FL600 within the entire airspace over the territory(including the land areas and territorial waters) of Republic of Korea.

2) The airspace that extends from 5,500 feet above the sea level up to and including FL600 other than the entire airspace over the territory (including the land areas and territorial waters) of Republic of Korea

b. Operating Rules and Pilot Requirements:

IFR and VFR flights are permitted and no specific pilot certification required.

c. Equipment Requirements:

Though specific equipment is not required, aircraft must be

equipped with an operable two-way radio capable of communicating with ATC.

d. Separation Provided:

1) IFR aircraft are separated from other IFR aircraft.
2) No separation services are provided to VFR aircraft.

e. Service Provided:

1) ATC service is provided to IFR aircraft, traffic information will be provided to VFR aircraft to the extent possible.
2) Traffic information will be provided to VFR aircraft as the controller's workload situation permitting if two-way radio communications have been established.

f. Flight Procedures:

1) IFR aircraft must obtain a clearance from ATC facility prior to entering Class E Airspace and maintain radio communications, and thereafter operate as instructed by ATC.
2) Maintaining two-way radio communications with the ATC facility is not mandatory for military VFR aircraft
3) Unless otherwise authorized by ATC, all pilots maintaining two-way radio communications with ATC facility within the Class E Airspace must operate their aircraft below 10,000 feet MSL at an indicated airspeed of no more than 250 knots.

6. Class F Airspace

a. Definition

Generally, that uncontrolled airspace designated by the Minister of Construction and Transportation above FL600 feet to unlimited within Incheon FIR that is not Class A, Class B,

Class C, Class D, or Class E.

b. Operating Rules and Pilot Requirements

IFR and VFR flights are permitted and no specific pilot certification is required.

c. Separation Provided

1) IFR aircraft are separated from other IFR aircraft as far as practical.
2) No separation services are provided to VFR aircraft.

d. Equipment Requirements

No specific equipment is required.

e. Service Provided

All participating IFR flights receive an air traffic advisory service and all flights receive flight information service if requested.

7. Class G Airspace

a. Definition:

Generally, that uncontrolled airspace designated by the Minister of Construction and Transportation within Incheon FIR that is not Class A, Class B, Class C, Class D, Class E, or Class F as follows:

1) The airspace that extends from the sea level or surface to below 1,000 feet above the surface or the sea level within the entire airspace over the territory(including the land areas and territorial waters) of Republic of Korea.

2) The airspace that extends from the sea level to below 5,500 feet above the sea level other than the entire airspace over the territory(including the land areas and territorial waters) of Republic of Korea.

b. Operating Rules and Pilot Requirements:

IFR and VFR flights are permitted and no specific pilot certification required.

c. Equipment Requirements:

No specific equipment is required.

d. Service Provided:

Flight information service is provided upon pilot request.

Basic VFR Weather Minimums

No person may operate an aircraft under basic VFR when the flight visibility is less, or at a distance from clouds that is less, than that prescribed for the corresponding altitude and class of airspace as following:

Airspace			Flight Visibility	Distance from Clouds
Class A			Not Applicable	Not Applicable
Class B			3 SM(5,000 meters)	Clear of clouds
Class C			3 SM(5,000 meters)	500 feet(150 meters) below 1,000 feet(300 meters) above 2,000 feet(600 meters) horizontal
Class D **Class E** **Class F**	Below 10,000 feet MSL		3 SM(5,000 meters)	500 feet(150 meters) below 1,000 feet(300 meters) above 2,000 feet(600 meters) horizontal
	At or above 10,000 feet MSL		5 SM(8,000 meters)	1,000 feet(300 meters) below 1,000 feet(300 meters) above 1 SM(1,600 meters) horizontal
Class G	At or below 1,200feet AGL	Day	1 SM(1,600 meters)	Clear of clouds
		Night	3 SM(5,000 meters)	500 feet(150미터) below 1,000 feet(300미터) above 2,000 feet(600미터) horizontal
	Above 1,200feet AGL Below 10,000feet MSL	Day	1 SM(1,600 meters)	500 feet(150미터) below 1,000 feet(300미터) above 2,000 feet(600미터) horizontal
		Night	3 SM(5,000 meters)	500 feet(150미터) below 1,000 feet(300미터) above 2,000 feet(600미터) horizontal
	At or above 10,000 feet MSL		5 SM(8,000 meters)	1,000 feet(300미터) below 1,000 feet(300미터) above 1 SM(1,600미터) horizontal