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General Information

Location: Seoul/Incheon Kor
IATA Code: ICN
Lat/Long: N37° 27.7' E126° 26.3'
Elevation: 23 ft

Airport Use: Public
Magnetic Variation: 8.0°W

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 2249 Z
Sunset: 0830 Z,

Runway Information

Runway: 15L
Length x Width: 12303 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 23 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 394 ft

Runway: 15R
Length x Width: 12303 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 23 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 394 ft

Runway: 16
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 23 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 394 ft

Runway: 33L
Length x Width: 12303 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 23 ft

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Lighting: Edge, ALS, Centerline, TDZ
Stopway: 394 ft

Runway: 33R
Length x Width: 12303 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 23 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 394 ft

Runway: 34
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 23 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 394 ft

Communication Information

ATIS 128.2
ATIS 128.65
ATIS 128.4
Incheon Tower 118.8
Incheon Tower 118.275
Incheon Tower 118.2
Incheon Ground Control 121.75
Incheon Ground Control 121.7
Incheon Ground Control 118.75
Incheon Ramp/Taxi Control 121.875
Incheon Ramp/Taxi Control 121.8
Incheon Ramp/Taxi Control 121.65
Incheon Ramp/Taxi Control 121.625
Incheon Clearance Delivery 121.6
Incheon Clearance Delivery 118.75
Seoul Approach Control 128.8
Seoul Approach Control 124.2
Seoul Approach Control 123.8
Seoul Approach Control 123.25
Seoul Approach Control 121.35
Seoul Approach Control 120.8
Seoul Approach Control 119.9
Seoul Approach Control 119.75
Seoul Approach Control 119.1 Secondary
Seoul Approach Control 119.05
Seoul Departure Control 125.15
Seoul Departure Control 124.8
Seoul Departure Control 121.4

GENERAL

ASSIGNMENT OF STAR OR SID

This information will help pilots during preflight planning to select a STAR or SID. It may be changed if necessary due to ATC purposes, weather, ground conditions and traffic volume.

1. Assignment of Standard Terminal Arrival (STAR)
   a. Passenger flight/cargo flight

Time (UTC)	Airway	Runway	STAR (PRIMARY/SECONDARY)
00:00-24:00	G-597 (KARBU)	15L/R, 16	KARBU ONE NOVEMBER RNAV/ ANYANG TWO ECHO RNAV
		33L/R, 34	KARBU ONE PAPA RNAV/ BIKSI ONE MIKE RNAV *
	G-585 (GUKDO)	15L/R, 16	GUKDO ONE NOVEMBER RNAV/ ANYANG TWO ECHO RNAV
		33L/R, 34	GUKDO ONE PAPA RNAV/ YECHEON ONE MIKE RNAV *
	Y-644 (REBIT)	15L/R, 16	REBIT ONE NOVEMBER RNAV
	Y-644 (COWAY/GONAV)	33L/R, 34	COWAY ONE PAPA RNAV/ COWAY ONE ALPHA RNAV/ GONAV TWO MIKE RNAV *
	Y-722 (OLMEN)	15L/R, 16	OLMEN ONE NOVEMBER RNAV
		33L/R, 34	OLMEN ONE PAPA RNAV/ MAKSA ONE MIKE RNAV *

* These procedures are operated only 1400-1900 UTC (see 20-1P2 for details).
** Cargo Flight will be preferentially assigned to RWY 15L/R & 33L/R

2. Assignment of Standard Instrument Departure (SID)
   a. Passenger flight

Time (UTC)	Airway	Runway	SID (PRIMARY/SECONDARY)
00:00-12:00	G-597 (KARBU)	15L/R	EGOBA ONE KILO RNAV
		33L/R	EGOBA ONE GOLF RNAV
	G-597 (BINIL)	16	BINIL ONE SIERRA RNAV
	G-597 (NOPIK)	34	NOPIK ONE YANKEE RNAV
	A-582 (OSPOT)	15L/R	OSPOT ONE KILO RNAV
		33L/R	OSPOT ONE GOLF RNAV
	Y-711 (BOPTA)	16	BOPTA ONE SIERRA RNAV
		34	BOPTA ONE YANKEE RNAV
12:00-24:00	G-597 (KARBU)	15L/R	EGOBA ONE KILO RNAV
		33L/R	EGOBA ONE LIMA RNAV
	G-597 (BINIL)	15L/R	BINIL ONE KILO RNAV
	G-597 (NOPIK)	33L/R	NOPIK ONE LIMA RNAV
	A-582 (OSPOT)	15L/R	OSPOT ONE KILO RNAV
		33L/R	OSPOT ONE LIMA RNAV
	Y-711 (BOPTA)	15L/R	BOPTA ONE KILO RNAV
		33L/R	BOPTA ONE LIMA RNAV

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GENERAL

ASSIGNMENT OF STAR OR SID (CONTD)

b. Cargo flight

Time (UTC)	Airway	Runway	SID (PRIMARY/SECONDARY)
00:00-12:00	G-597 (KARBU)	15L/R	EGOBA ONE KILO RNAV
		33L/R	EGOBA ONE GOLF RNAV
	G-597 (BINIL)	15L/R	BINIL ONE KILO RNAV
	G-597 (NOPIK)	33L/R	NOPIK ONE LIMA RNAV
	A-582 (OSPOT)	15L/R	OSPOT ONE KILO RNAV
		33L/R	OSPOT ONE GOLF RNAV
	Y-711 (BOPTA)	15L/R	BOPTA ONE KILO RNAV
		33L/R	BOPTA ONE LIMA RNAV
12:00-24:00	G-597 (KARBU)	15L/R	EGOBA ONE KILO RNAV
		33L/R	EGOBA ONE LIMA RNAV
	G-597 (BINIL)	15L/R	BINIL ONE KILO RNAV
	G-597 (NOPIK)	33L/R	NOPIK ONE LIMA RNAV
	A-582 (OSPOT)	15L/R	OSPOT ONE KILO RNAV
		33L/R	OSPOT ONE LIMA RNAV
	Y-711 (BOPTA)	15L/R	BOPTA ONE KILO RNAV
		33L/R	BOPTA ONE LIMA RNAV

When runway 33 is in use from 13:00 to 21:00, ATC will issue RADAR departures as follows; On departure fly heading 280° then EXPECT RADAR vectors to join the airway.

3. Pilot shall be cautious of the following things.

a. If an aircraft is unable to follow any instrument flight procedure after considering requirements for aircraft equipments, restrictions (climb rate, altitude restrictions and so on) on STAR or SID, pilot shall request the alternative procedure (before departure for SID) to ATC.

b. Altitude restrictions are established based on obstacle clearance, airspace, letter of agreement between air traffic control facilities including ones in adjacent FIRs. So if aircraft report it can not follow some restrictions after airborne it may create significant negative impact on aviation safety. In case aircraft can not meet any requirement or follow restriction after airborne, it may be dealt as violation of regulations.

c. Compliance with level/altitude restriction on SID or STAR which includes level/altitude restrictions

1) Pilot must always comply with the level/altitude restrictions as published unless such restrictions are explicitly cancelled by ATC.
2) After ATC clears intermediate level/altitude with SID or STAR designator and ATC re-clears higher or lower than initially cleared level/altitude, pilot must comply with all level/altitude restrictions on SID or STAR (including minimum altitudes based on terrain clearance) unless ATC cancel such restrictions explicitly.

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ARRIVAL

CDO (Continuous Descent Operation) PROCEDURE INCHEON AD

1. The CDO procedures are in place for all aircraft flying on Y644, Y722, G585 and G597 inbound to Incheon International Airport to ensure efficient arrival and approach operation as far as possible during specified time.

   a. Operation time : 1400 - 1900 UTC
   b. Available RWY: 33 L/R
   c. Available procedures: BIKSI 1M, CUN 1M, MAKSA 1M, GONAV 2M

2. ATC instructions

   Incheon ACC will instruct the aircraft to perform CDO when it enters Incheon FIR, as follows:

   - Phraseology
     Controller: (Call sign), Cleared CUN (Yecheon) 1M arrival. Speed & descent at pilot's discretion (Report leaving)

   *The above instruction (Phraseology) may be changed if necessary.

3. Pilots should report ATC when leaving the altitude of the Top of Descent (TOD).

   - Phraseology
     Pilot: Incheon control, (Call sign), Now leaving

   *Reference point of descending: PULUN (IAF) at 7,000'.

4. Pilots may maintain the ECON (Economical) SPEED on the FMS, unless ATC advises otherwise.

5. If the CDO procedure is not possible due to an emergency, weather conditions and traffic, an alternate instruction will be issued by ATC or pilots can request it.

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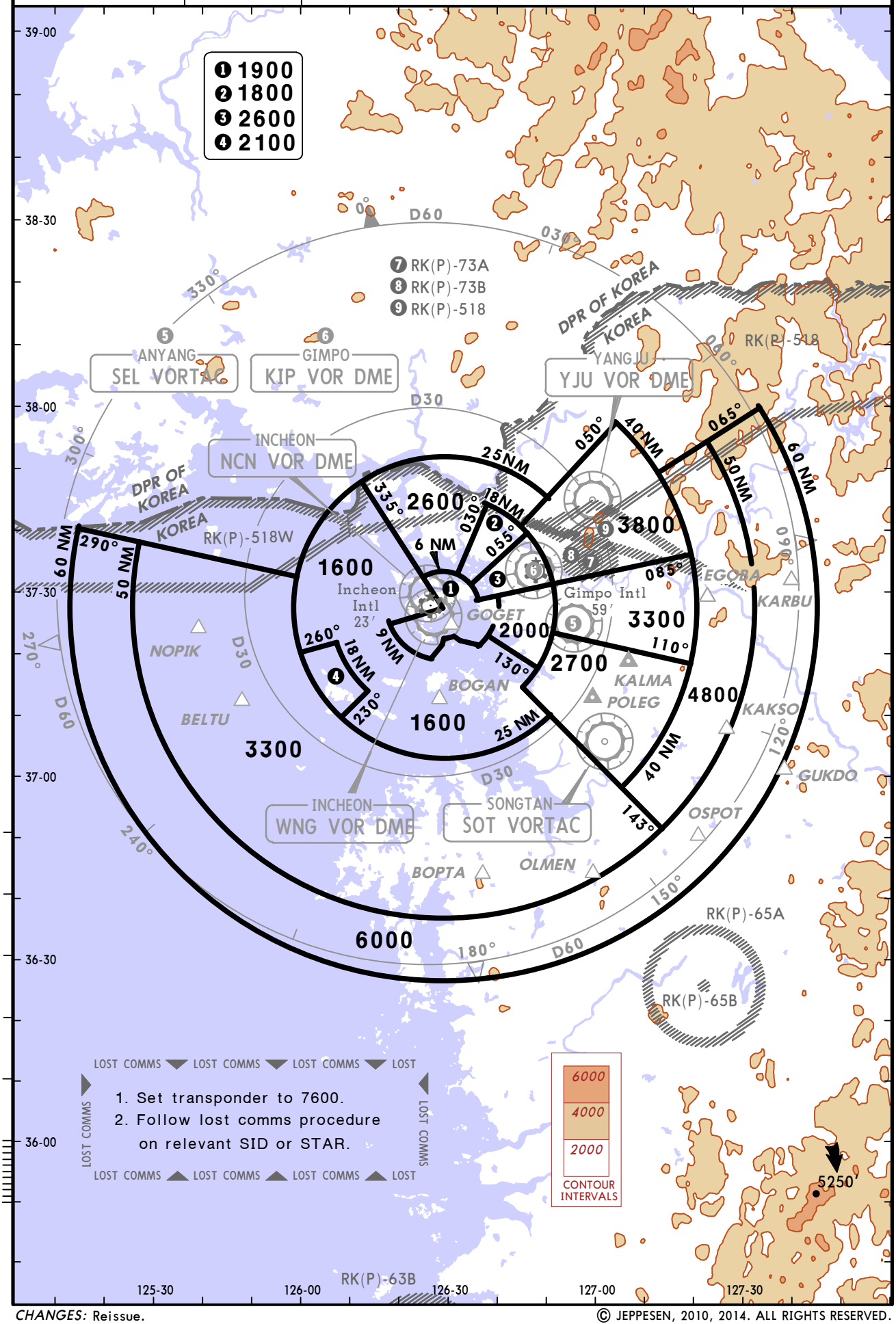
SEOUL Approach (R) 119.1	*Apt Elev See Graphic*	Alt Set: hPa Trans level: FL140 Trans alt: 14000′ 1. Chart only to be used for cross-checking of altitudes assigned while under radar control. 2. Levels assigned by ATC include a correction for low temperature effect when necessary.



CHANGES: Reissue.

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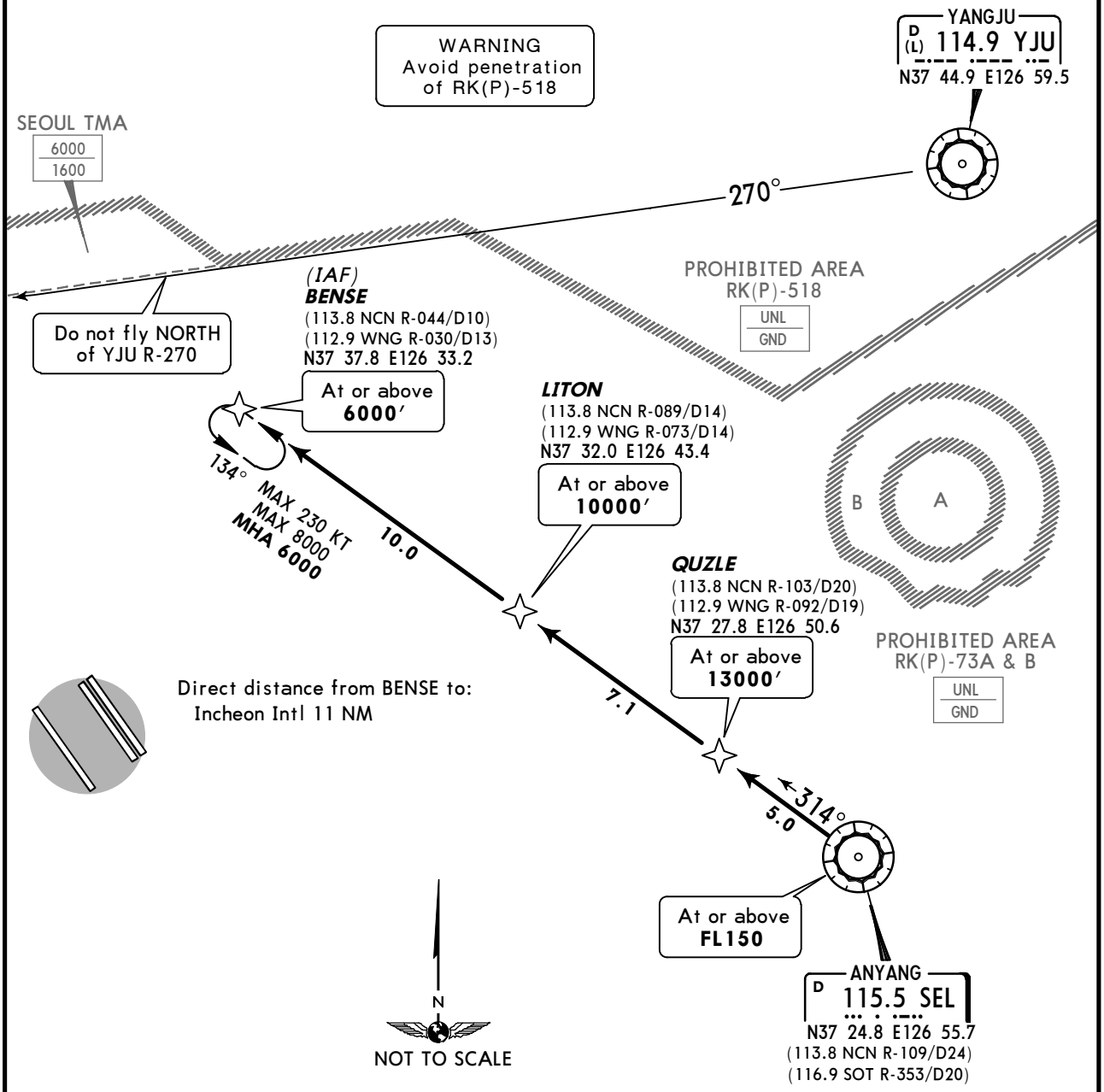
D-ATIS	Apt Elev	
128.4 128.2	23′	Alt set: hPa Trans level: FL140 Trans alt: 14000′ **1. RNAV 1 operation.** **2. GNSS or DME/DME/IRU required.** 3. ATS surveillance service required.

180° 2600′ 3800′ 270° 090° 2100′ 3300′ 360°
MSA ARP

ANYANG TWO ECHO (SEL 2E) RNAV ARRIVAL
(RWYS 15L/R)



LOST COMMS LOST COMMS LOST COMMS LOST COMMS

AIRSPACE RESTRICTIONS
See 20-2-0

ROUTING

SEL - QUZLE - LITON - BENSE.

CHANGES: None.

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RADIO COMMUNICATION FAILURE PROCEDURE

In VMCs:

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

Procedure for VFR flights

VFR flight which has encountered radio communication failure shall:

1) Squawk 7600, and
2) If able to see the light gun signal from control tower, follow that instruction.
3) If unable to see the light gun signal from control tower, hold over downwind for RWY 16/34, 15L/33R until ETA or for 10 minutes, whichever is longer; then
4) Land on RWY 16/34, 15L/33R or H1/H2 in use as appropriate.

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

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 (see 20-02 for Assignment of 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 15L/33R without delay. If runway 15L/33R is closed, start approach to runway 15R/33L or runway 16/34.

No fly area:
The aircraft shall not fly NORTH of YJU R-270.

AIRSPACE RESTRICTIONS

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

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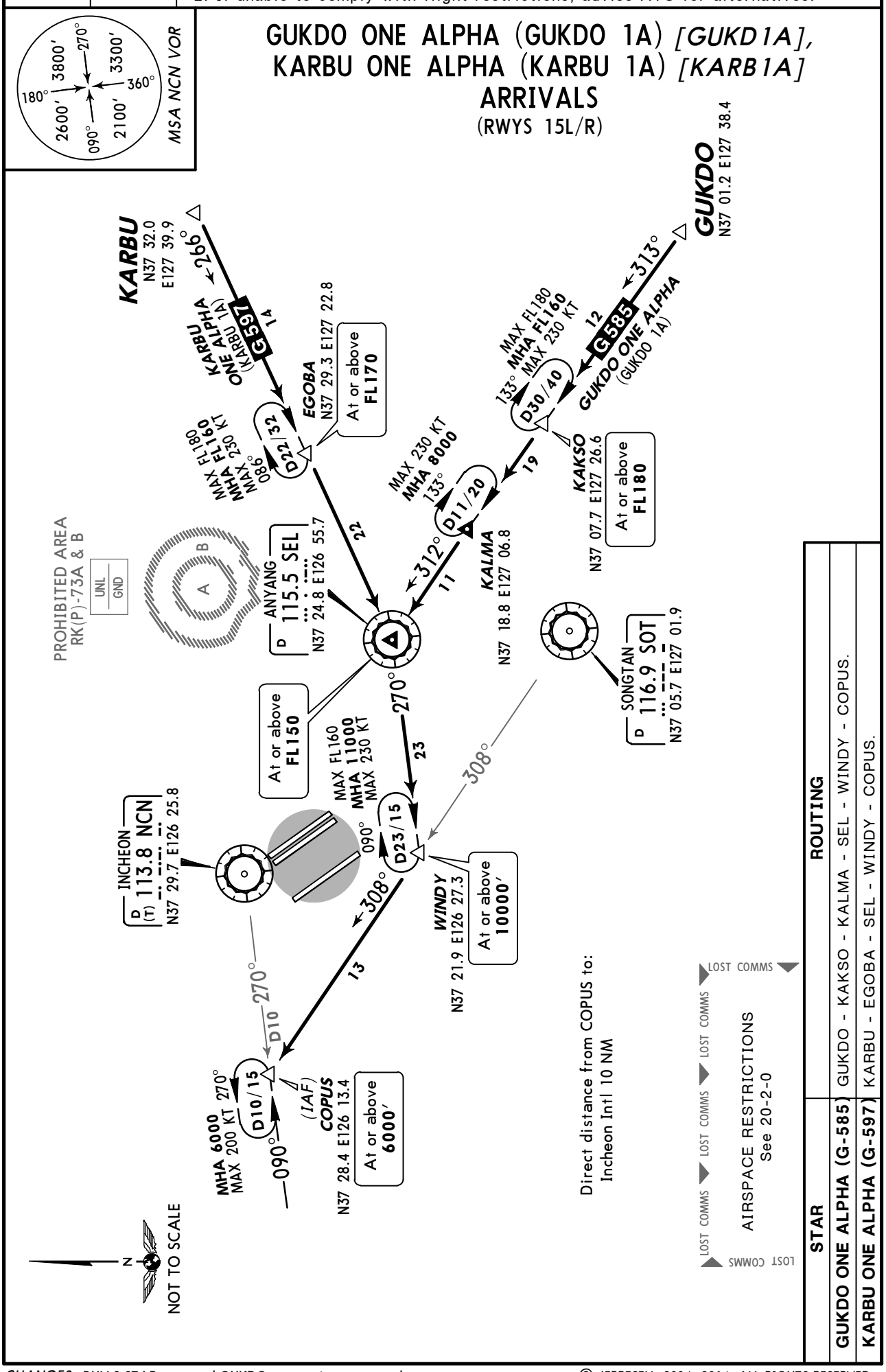
D-ATIS	Apt Elev
128.4 128.2	23′

Alt set: hPa Trans level: FL140 Trans alt: 14000′

1. For profile descent with clearance "Descend via the (STAR name and number) arrival", pilots should commence descent after passing the first fix/waypoint of each arrival.
2. If unable to comply with flight restrictions, advise ATC for alternatives.

GUKDO ONE ALPHA (GUKDO 1A) *[GUKD1A]*, KARBU ONE ALPHA (KARBU 1A) *[KARB1A]* ARRIVALS

(RWYS 15L/R)



STAR	ROUTING
GUKDO ONE ALPHA (G-585)	GUKDO - KAKSO - KALMA - SEL - WINDY - COPUS.
KARBU ONE ALPHA (G-597)	KARBU - EGOBA - SEL - WINDY - COPUS.

CHANGES: BULLS STAR renamed GUKDO, waypoints renamed.

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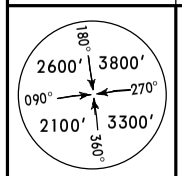
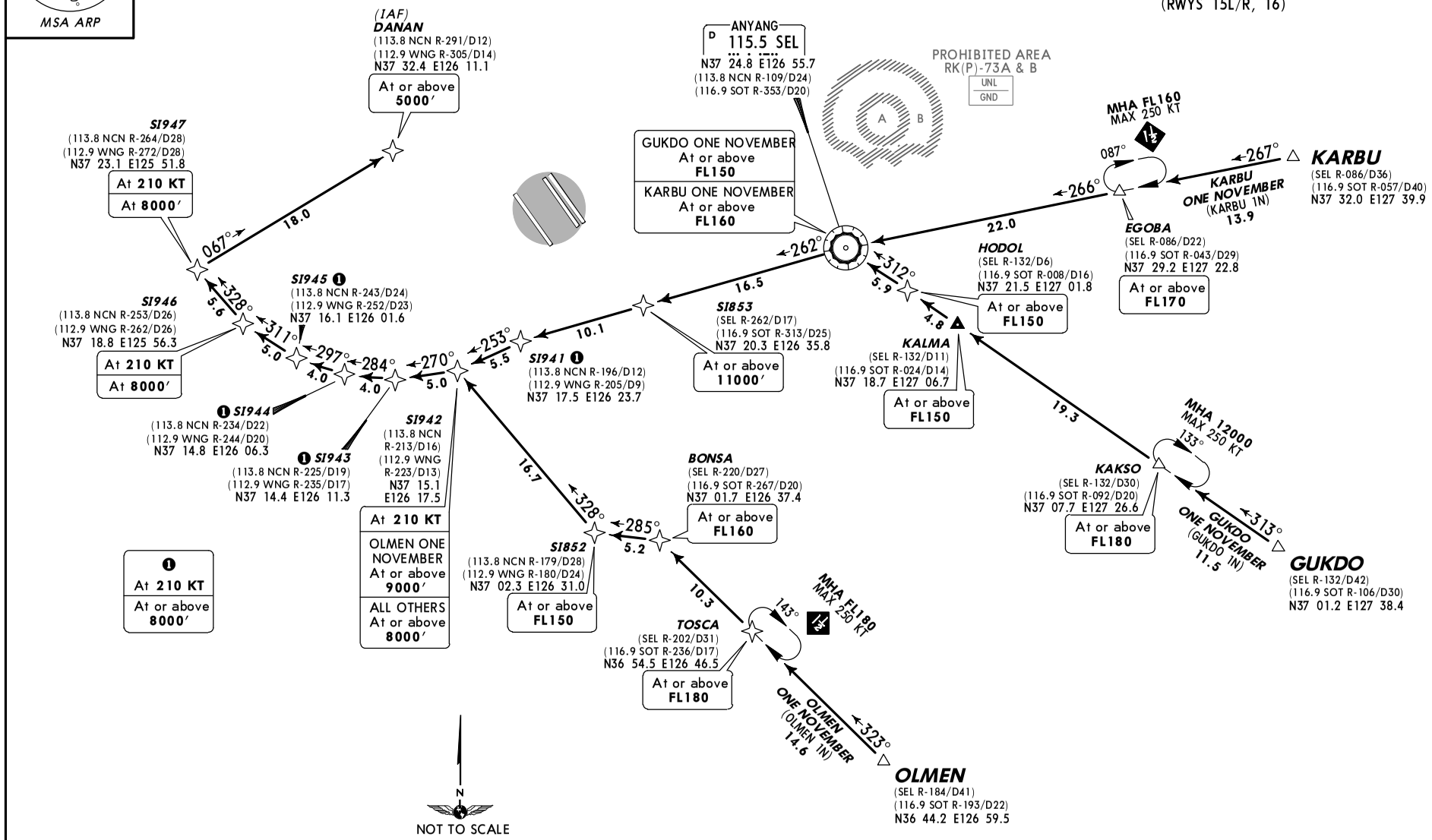
D-ATIS	Apt Elev		
128.4 128.2	23′	Alt Set: hPa Trans level: FL140 Trans alt: 14000′	**1. RNAV 1 operation. 2. GNSS or DME/DME/IRU required.** 3. ATS surveillance service required. 4. From SI941 to DANAN: All turns should be flown at 210 KT. If unable to comply with flight restriction, advise ATC.



Direct distance from DANAN to:
Incheon Intl 13 NM

GUKDO ONE NOVEMBER (GUKDO 1N) *[GUKD1N]*, KARBU ONE NOVEMBER (KARBU 1N) *[KARB1N]*, OLMEN ONE NOVEMBER (OLMEN 1N) *[OLME1N]* RNAV ARRIVALS

(RWYS 15L/R, 16)



STAR	ROUTING
GUKDO ONE NOVEMBER	GUKDO - KAKSO - KALMA - HODOL - SEL - SI853 - SI941 - SI942 - SI943 - SI944 - SI945 - SI946 - SI947 - DANAN.
KARBU ONE NOVEMBER	KARBU - EGOBA - SEL - SI853 - SI941 - SI942 - SI943 - SI944 - SI945 - SI946 - SI947 - DANAN.
OLMEN ONE NOVEMBER	OLMEN - TOSCA - BONSA - SI852 - SI942 - SI943 - SI944 - SI945 - SI946 - SI947 - DANAN.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

AIRSPACE RESTRICTIONS
See 20-2-0

CHANGES: BULLS STAR renamed GUKDO, waypoints renamed.

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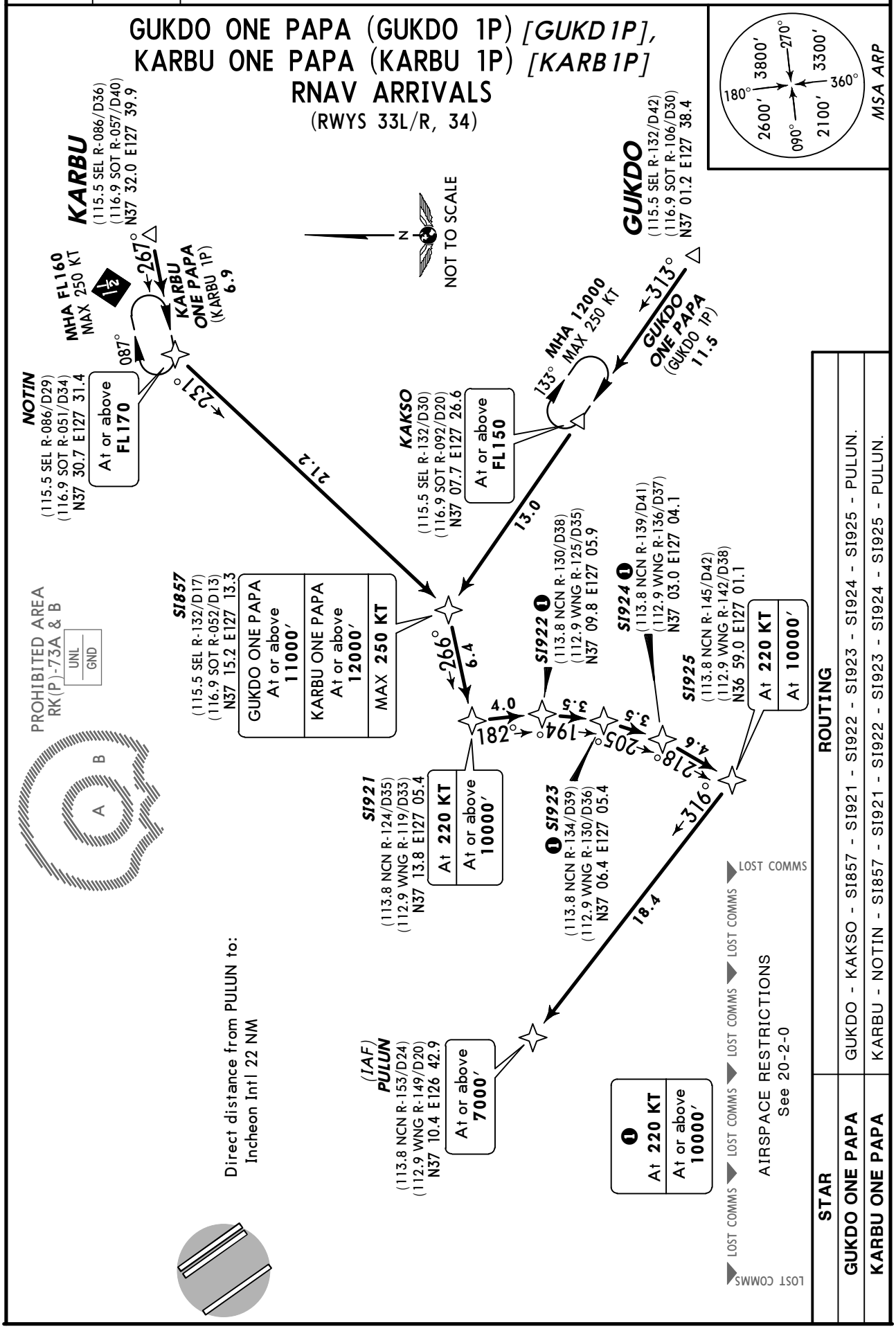
D-ATIS	Apt Elev	
128.4 128.2	23′	Alt set: hPa Trans level: FL140 Trans alt: 14000′ **1. RNAV 1 operation.** **2. GNSS or DME/DME/IRU required.** 3. ATS surveillance service required. 4. From SI921 to PULUN: All turns should be flown at 220 KT and bank angle 25 degrees. If unable to comply with flight restrictions, advise ATC.

GUKDO ONE PAPA (GUKDO 1P) *[GUKD1P]*, KARBU ONE PAPA (KARBU 1P) *[KARB1P]* RNAV ARRIVALS

(RWYS 33L/R, 34)



CHANGES: BULLS STAR renamed GUKDO, waypoint renamed.

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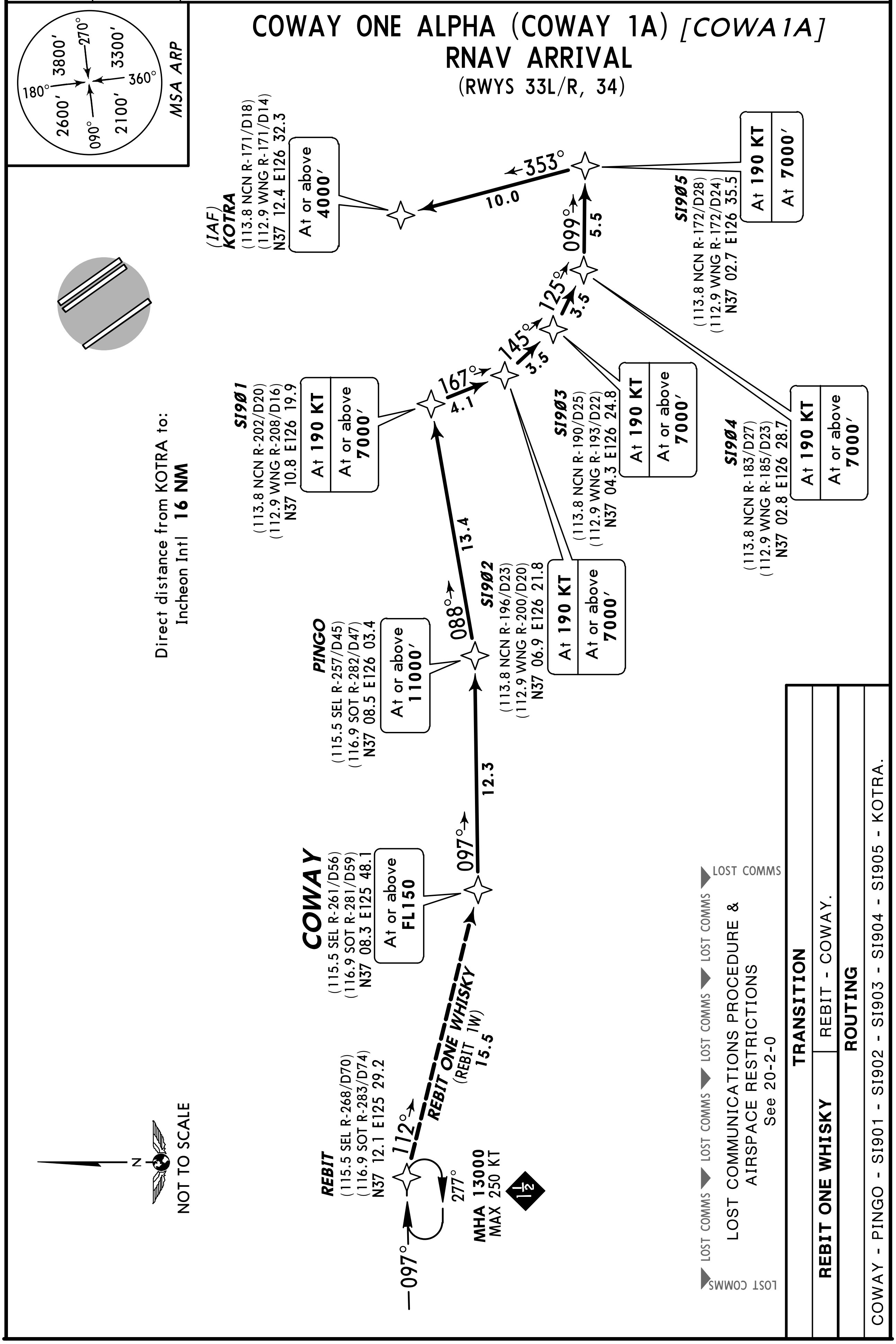
D-ATIS	Apt Elev	
128.4 128.2	23'	Alt set: hPa Trans level: FL140 Trans alt: 14000' **1. RNAV 1 operation.** **2. GNSS or DME/DME/IRU required.** 3. ATS surveillance service required. 4. From SI901 to KOTRA: All turns should be flown at 190 KT. If unable to comply with flight restriction, advise ATC.

COWAY ONE ALPHA (COWAY 1A) *[COWA1A]*
RNAV ARRIVAL
(RWYS 33L/R, 34)



CHANGES: Crossing restriction at REBIT removed.

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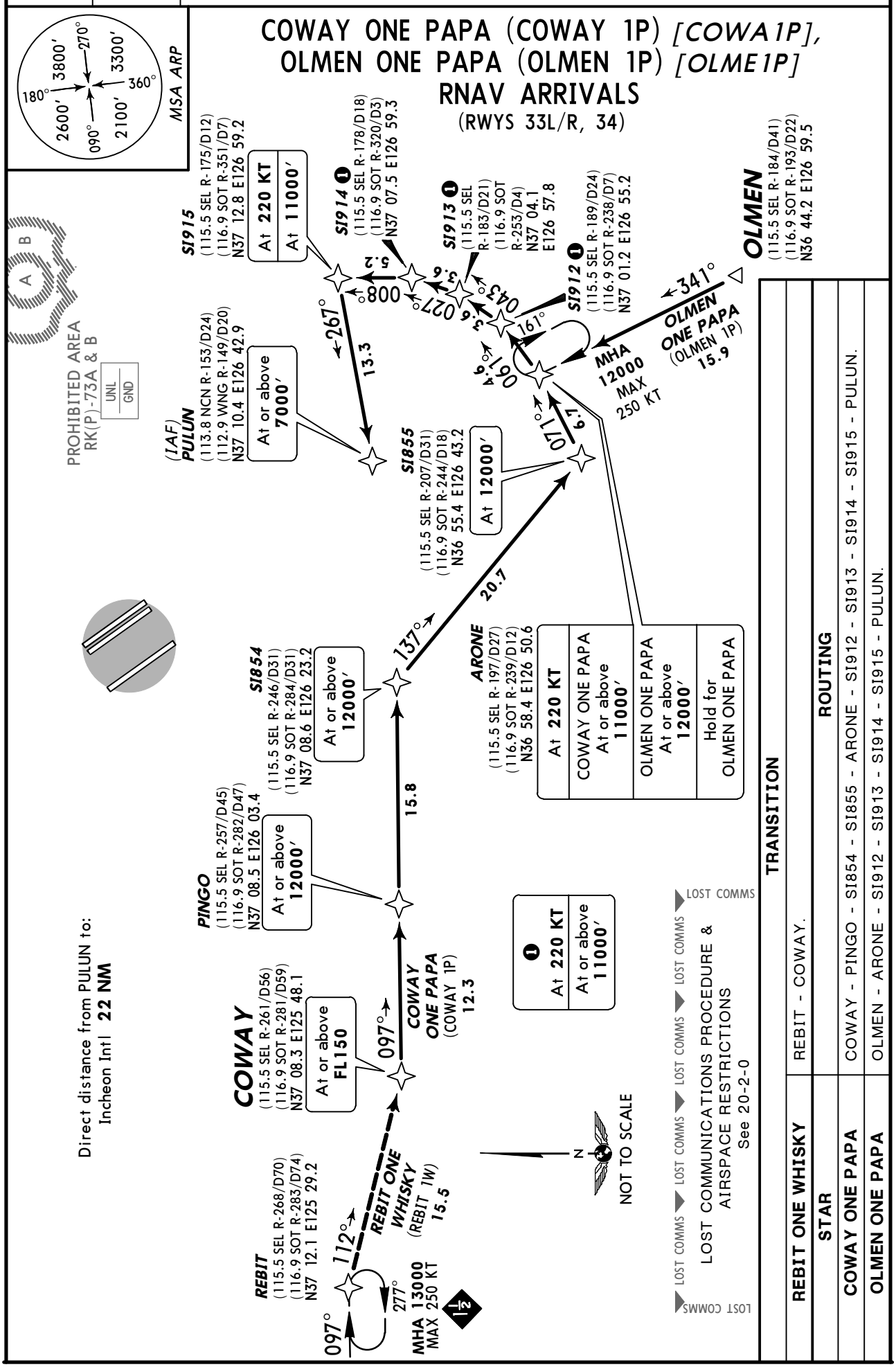
D-ATIS	Apt Elev
128.4 128.2	23′

Alt set: hPa Trans level: FL140 Trans alt: 14000′
1. GNSS or DME/DME/IRU required. 2. RNAV 1 operation.
3. ATS surveillance service required. 4. From ARONE to PULUN: All turns should be flown at 220 KT and bank angle 25 degrees. If unable to comply with flight restrictions, advise ATC.

COWAY ONE PAPA (COWAY 1P) *[COWA1P]*, OLMEN ONE PAPA (OLMEN 1P) *[OLME1P]* RNAV ARRIVALS

(RWYS 33L/R, 34)



CHANGES: Crossing restrictions at REBIT and OLMEN removed.

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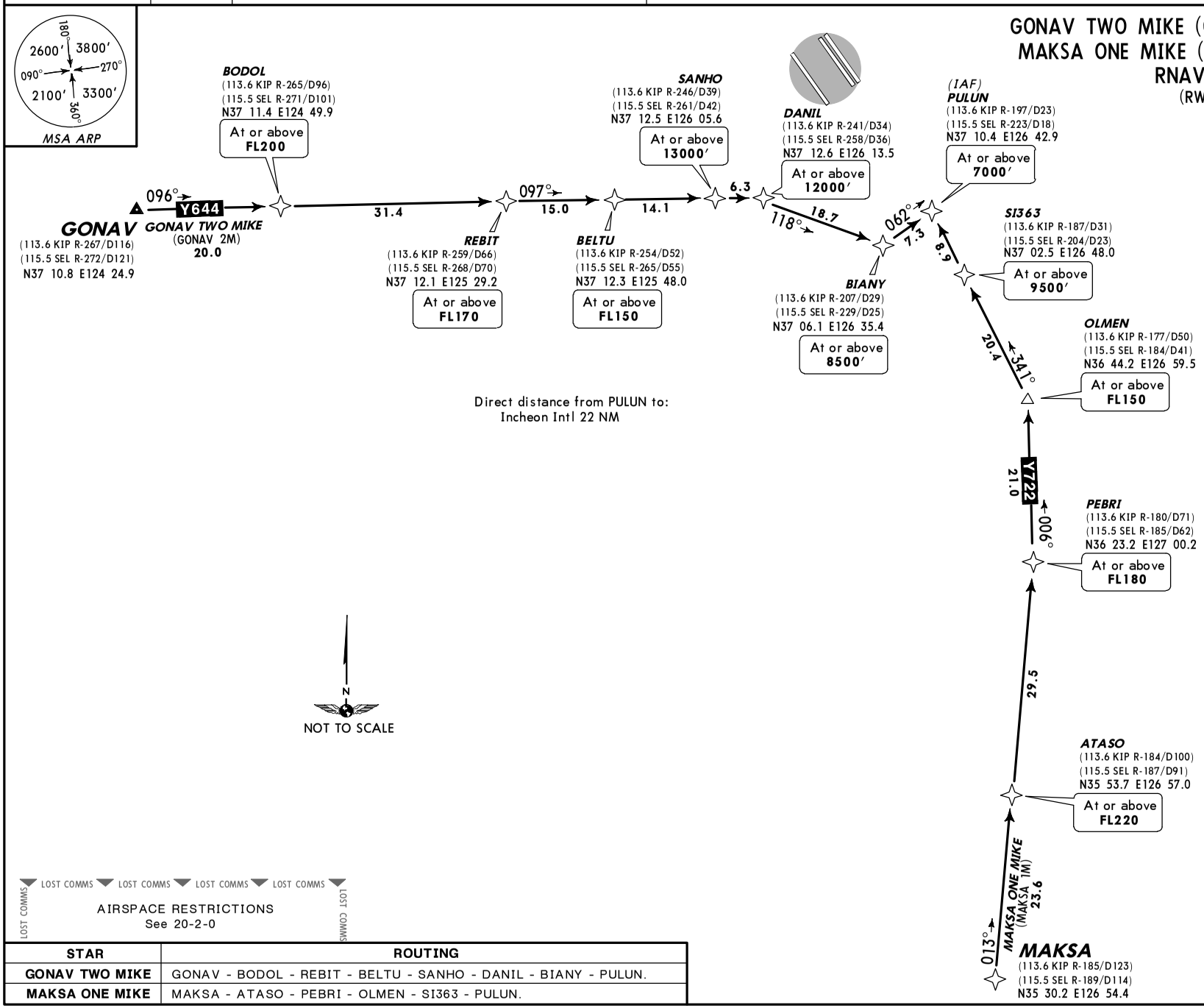
D-ATIS	Apt Elev		
128.2 128.4	23′	Alt Set: hPa Trans level: FL140 Trans alt: 14000′	**1. RNAV 1 operation. 2. GNSS or DME/DME/IRU required.** 3. ATS surveillance service required. 4. Operation time: 1400-1900 UTC. 5. Speed and descent at pilot's discretion. 6. These procedures are developed based upon CDO (Continuous Descent Operations) concept. 7. Pilot should report ATC when leaving the altitude of the Top of Descent (TOD). 8. If the CDO procedure is not possible due to an emergency, weather condition and traffic an alternate instruction will be issued by ATC or pilot can request it. 9. See 20-1P for the details of CDO procedure.

GONAV TWO MIKE (GONAV 2M) *[GONA2M]*, MAKSA ONE MIKE (MAKSA 1M) *[MAKS1M]* RNAV ARRIVALS

(RWYS 33L/R)



STAR	ROUTING
GONAV TWO MIKE	GONAV - BODOL - REBIT - BELTU - SANHO - DANIL - BIANY - PULUN.
MAKSA ONE MIKE	MAKSA - ATASO - PEBRI - OLMEN - SI363 - PULUN.

CHANGES: ARIVA renamed BELTU, formations added.

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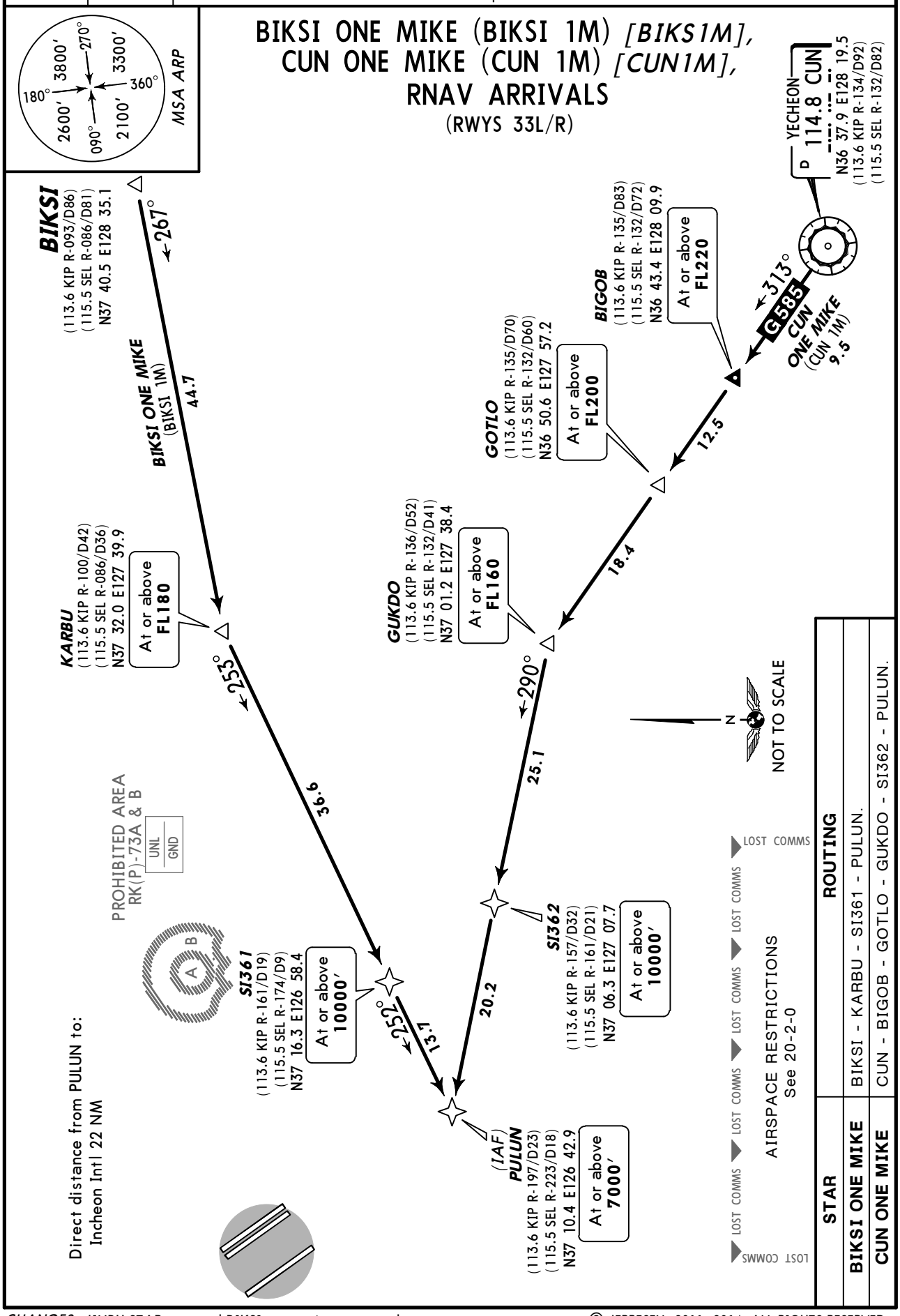
D-ATIS	Apt Elev
128.4 128.2	23′

Alt set: hPa Trans level: FL140 Trans alt: 14000′

1. RNAV 1 operation. 2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required. 4. Operation time: 1400-1900 UTC.
5. Speed and descent at pilot's discretion. 6. These procedures are developed based upon CDO (Continuous Descent Operations) concept. 7. Pilot should report ATC when leaving the altitude of the Top of Descent (TOD). 8. If the CDO procedure is not possible due to an emergency, weather condition and traffic an alternate instruction will be issued by ATC or pilot can request it.
9. See 20-1P for the details of CDO procedure.

BIKSI ONE MIKE (BIKSI 1M) *[BIKS1M]*, CUN ONE MIKE (CUN 1M) *[CUN1M]*, RNAV ARRIVALS

(RWYS 33L/R)



STAR	ROUTING
BIKSI ONE MIKE	BIKSI - KARBU - SI361 - PULUN.
CUN ONE MIKE	CUN - BIGOB - GOTLO - GUKDO - SI362 - PULUN.

CHANGES: JINBU STAR renamed BIKSI, waypoints renamed.

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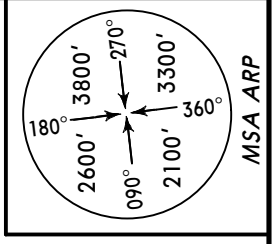
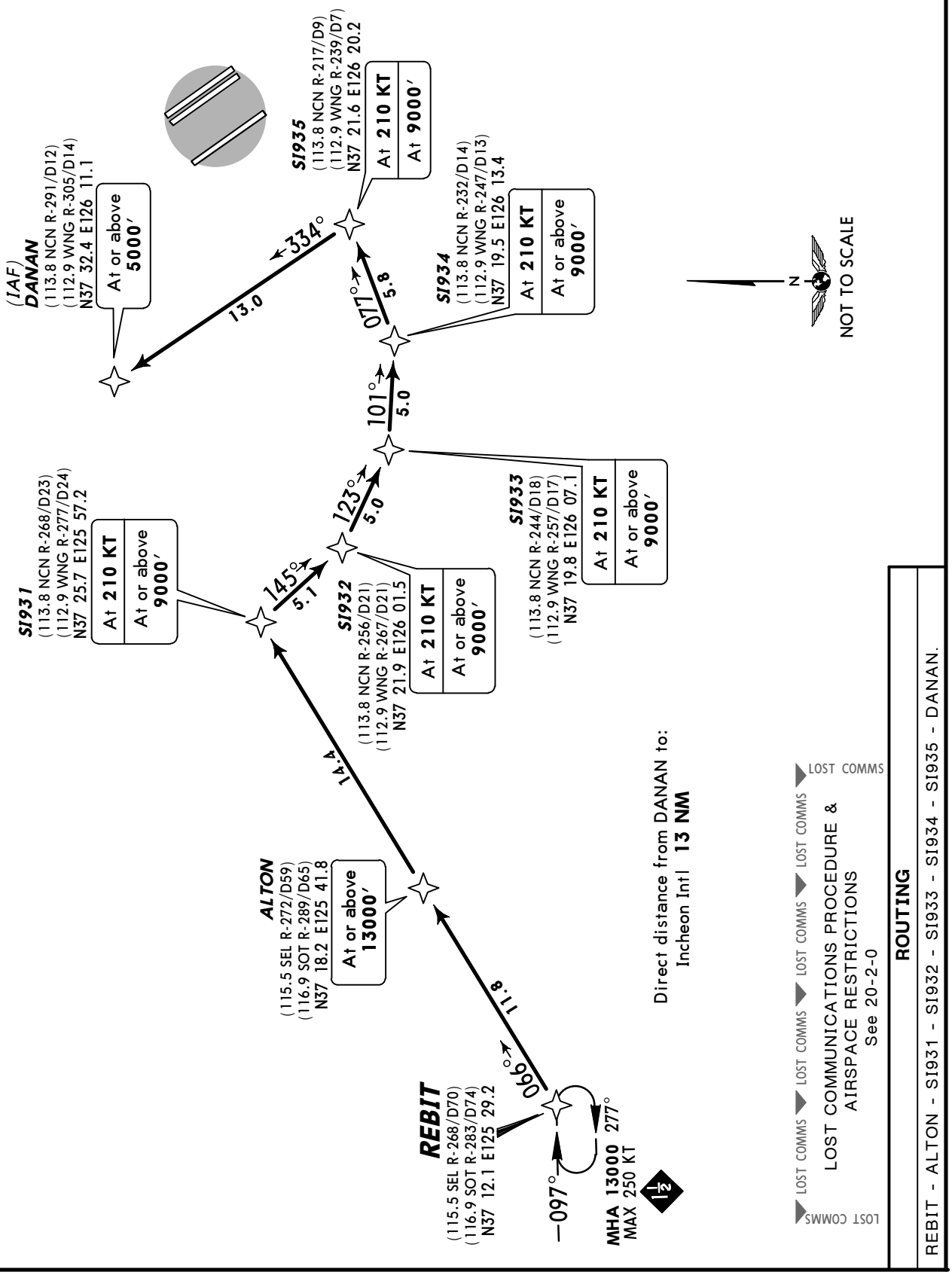
D-ATIS	Apt Elev	
128.4 128.2	23′	Alt set: hPa Trans level: FL140 Trans alt: 14000′ **1. RNAV 1 operation.** **2. GNSS or DME/DME/IRU required.** 3. ATS surveillance service required. 4. From SI931 to DANAN: All turns should be flown at 210 KT. If unable to comply with flight restrictions, advise ATC.

REBIT ONE NOVEMBER (REBIT 1N) *[REBI1N]*
RNAV ARRIVAL
(RWYS 15L/R, 16)





CHANGES: Crossing restriction at REBIT removed.

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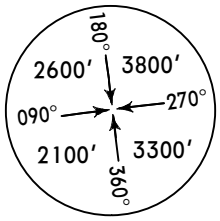
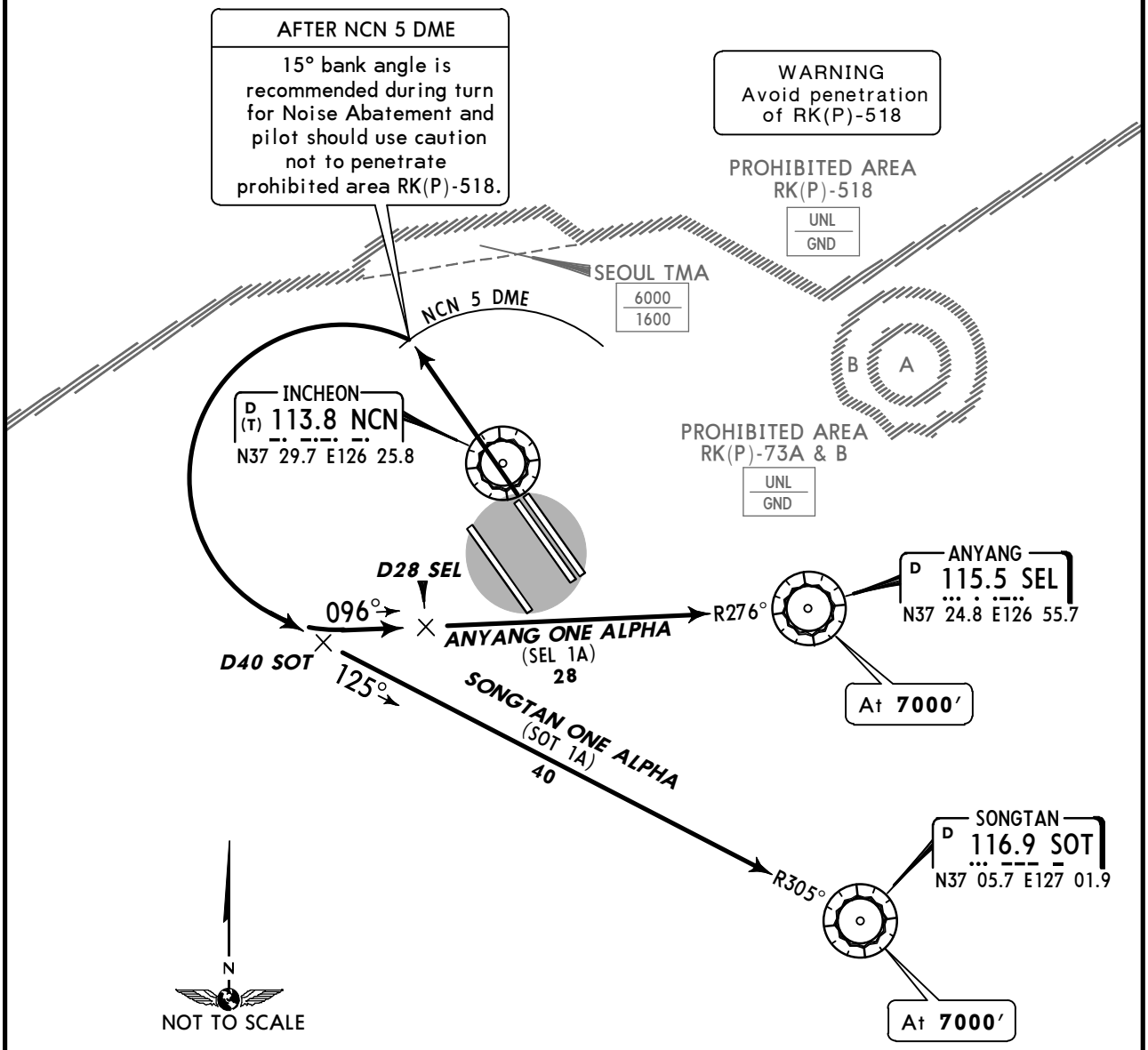
SEOUL Departure (R)	Apt Elev	
121.4 124.8 125.15	23′	Trans level: FL140 Trans alt: 14000′ 1. If unable to comply with flight restrictions, advise ATC well before departure for alternatives. 2. Step Climb: Due to interaction with other routes, DO NOT climb above 7000′ unless cleared by ATC. 3. Pilot shall use caution not to make early or lead turn prior to reaching NCN 5 DME.



MSA NCN VOR

ANYANG ONE ALPHA (SEL 1A)[SEL1A], SONGTAN ONE ALPHA (SOT 1A)[SOT1A] DEPARTURES

(RWYS 33L/R)



SONGTAN ONE ALPHA: Minimum climb gradient 4.9% to FL170 for airspace and ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489

LOST COMMS LOST COMMS LOST COMMS
LOST COMMUNICATIONS PROCEDURE & AIRSPACE RESTRICTIONS
See 20-3-0
LOST COMMS

SID	INITIAL CLIMB	ALTITUDE
ANYANG ONE ALPHA	Climb straight ahead, at NCN 5 DME turn LEFT to intercept SEL R-276. Cross SEL R-276/D28 then proceed to SEL.	MAINTAIN 7000′ until instructed by ATC.
SONGTAN ONE ALPHA	Climb straight ahead, at NCN 5 DME turn LEFT to intercept SOT R-305. Cross SOT R-305/D40, then proceed to SOT.	

CHANGES: None.

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RADIO COMMUNICATION FAILURE PROCEDURE

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

Procedure for VFR flights
VFR flight which has encountered radio communication failure shall:
1) Squawk 7600, and
2) If able to see the light gun signal from control tower, follow that instruction.
3) If unable to see the light gun signal from control tower, hold over downwind for RWY 16/34, 15L/33R until ETA or for 10 minutes, whichever is longer; then
4) Land on RWY 16/34, 15L/33R or H1/H2 in use as appropriate.

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

DEPARTURE AIRCRAFT

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.

RADAR THREE ALPHA
No radio procedure: If no radio contact with ATC, squawk 7600, and unless otherwise instructed by ATC proceed as follows.
1) Fly SOUTH to join SEL R-269 to SEL or proceed direct to JAWOL then SEL for G-597.
2) Fly SOUTH to join G-597 to NOPIK.
3) Fly SOUTH to SUJEE and OSPOT for A-582.
4) Fly SOUTH to JAWOL, SUJEE, HANKY and BOPTA for RINBO via Y-51.
Pilot shall remain within NCN 16 DME (SEL 40 DME or 17 NM from airport as appropriate) during on heading 270°.

RADAR THREE DELTA
No radio procedure: If no radio contact with ATC, squawk 7600, and unless otherwise instructed by ATC proceed as follows.
1) Fly SOUTH to join SEL R-269 to SEL or proceed direct to JAWOL then SEL for G-597.
2) Fly SOUTH to join G-597 to NOPIK.
3) Fly SOUTH to SUJEE and OSPOT for A-582.
4) Fly SOUTH to JAWOL, SUJEE, HANKY and BOPTA for RINBO via Y-51.
Pilot shall remain within NCN 16 DME (SEL 40 DME or 17 NM from airport as appropriate) during on heading 250°.

RADAR FOUR SIERRA
No radio procedure: If no radio contact with ATC, squawk 7600, and unless otherwise instructed by ATC proceed as follows.
1) To SOT via SOT R-310 for A-582, B-576.
2) To intercept Y-644 to POLEG, EGOBA, KARBU for G-597.
3) To intercept SOT R-294 to NOPIK or proceed direct to BOGAN, SANHO, JOYEY to NOPIK for G-597 as appropriate.
Pilot shall proceed as described above prior to reaching NCN 20 DME or SEL R-235 due to airspace.

RADAR THREE UNIFORM
No radio procedure: If no radio contact with ATC, squawk 7600, and unless otherwise instructed by ATC proceed as follows.
1) To SOT via SOT R-307 for A-582, B-576.
2) To intercept Y-644 to POLEG, EGOBA, KARBU for G-597.
3) To intercept SOT R-294 to NOPIK or proceed direct to BOGAN, SANHO, JOYEY to NOPIK for G-597 as appropriate.
Pilot shall proceed as described above prior to reaching WNG 14 DME due to airspace.

AIRSPACE RESTRICTIONS

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

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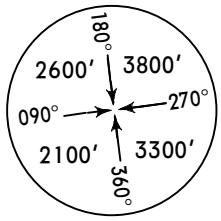
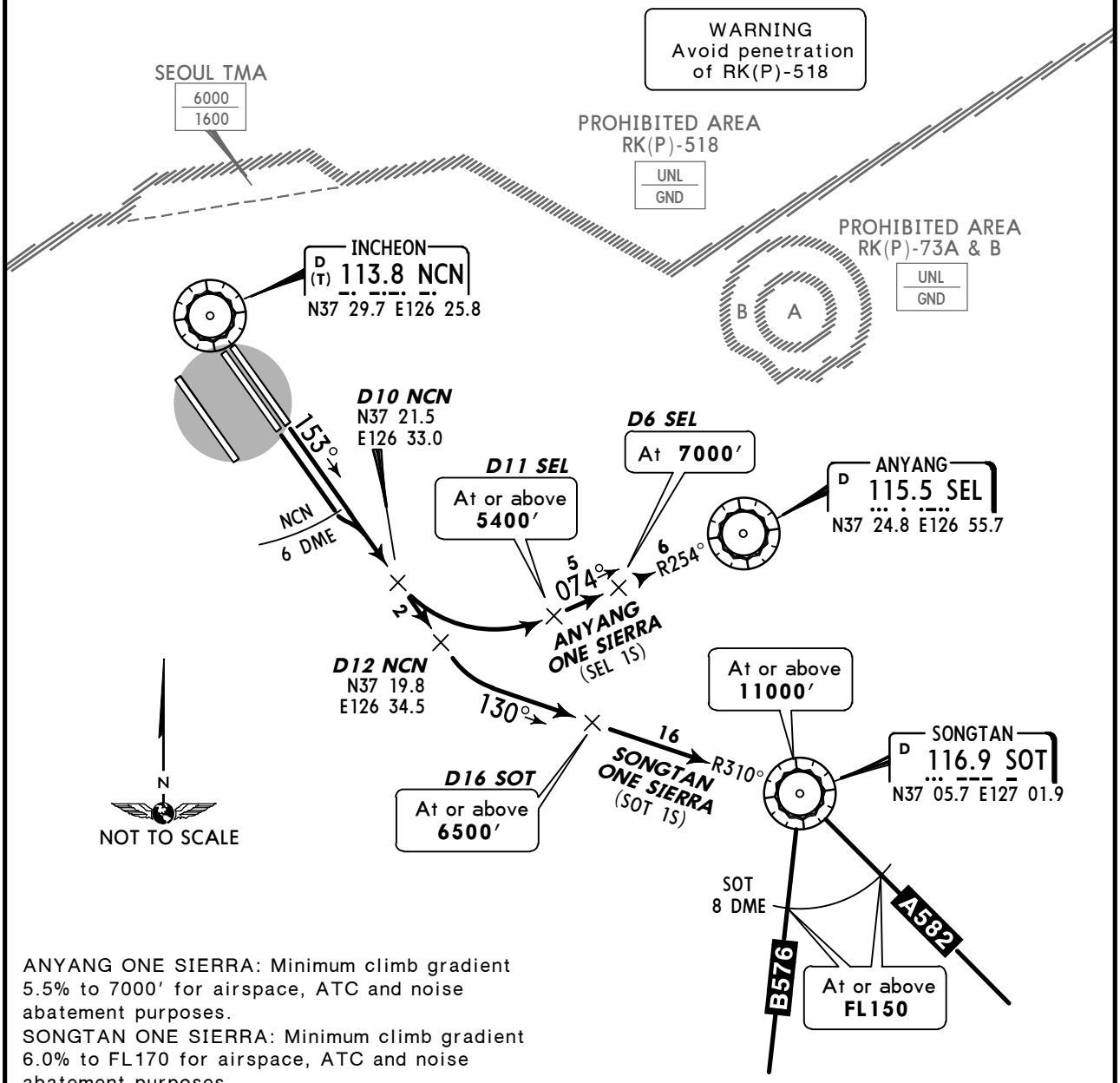
SEOUL Departure (R)	Apt Elev	
121.4 124.8 125.15	23′	Trans level: FL140 Trans alt: 14000′ 1. If unable to comply with flight restrictions, advise ATC well before departure for alternatives. 2. Step Climb: Due to interaction with other routes, DO NOT climb above 7000′ unless cleared by ATC.



MSA NCN VOR

ANYANG ONE SIERRA (SEL 1S)[SEL1S], SONGTAN ONE SIERRA (SOT 1S)[SOT1S] DEPARTURES
(RWYS 15L/R)



ANYANG ONE SIERRA: Minimum climb gradient 5.5% to 7000′ for airspace, ATC and noise abatement purposes.
SONGTAN ONE SIERRA: Minimum climb gradient 6.0% to FL170 for airspace, ATC and noise abatement purposes.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.0% V/V (fpm)	456	608	911	1215	1519	1823

LOST COMMS LOST COMMS LOST COMMS
LOST COMMUNICATIONS PROCEDURE & AIRSPACE RESTRICTIONS
See 20-3-0
LOST COMMS LOST COMMS

SID	RWY	INITIAL CLIMB	ALTITUDE
ANYANG ONE SIERRA	15L	Climb on NCN R-153, at D10 NCN turn LEFT to intercept SEL R-254 and proceed to SEL, fly-by SEL.	MAINTAIN 7000′ until instructed by ATC
	15R	Climb straight ahead, at NCN 6 DME turn LEFT onto NCN R-153, at D10 NCN turn LEFT to intercept SEL R-254 and proceed to SEL, fly by SEL.	
SONGTAN ONE SIERRA	15L	Climb on NCN R-153, at D12 NCN turn LEFT to intercept SOT R-310 and proceed to SOT.	
	15R	Climb straight ahead, at NCN 6 DME turn LEFT onto NCN R-153, at D12 NCN turn LEFT to intercept SOT R-310 and proceed to SOT.	

CHANGES: Procedures revised.

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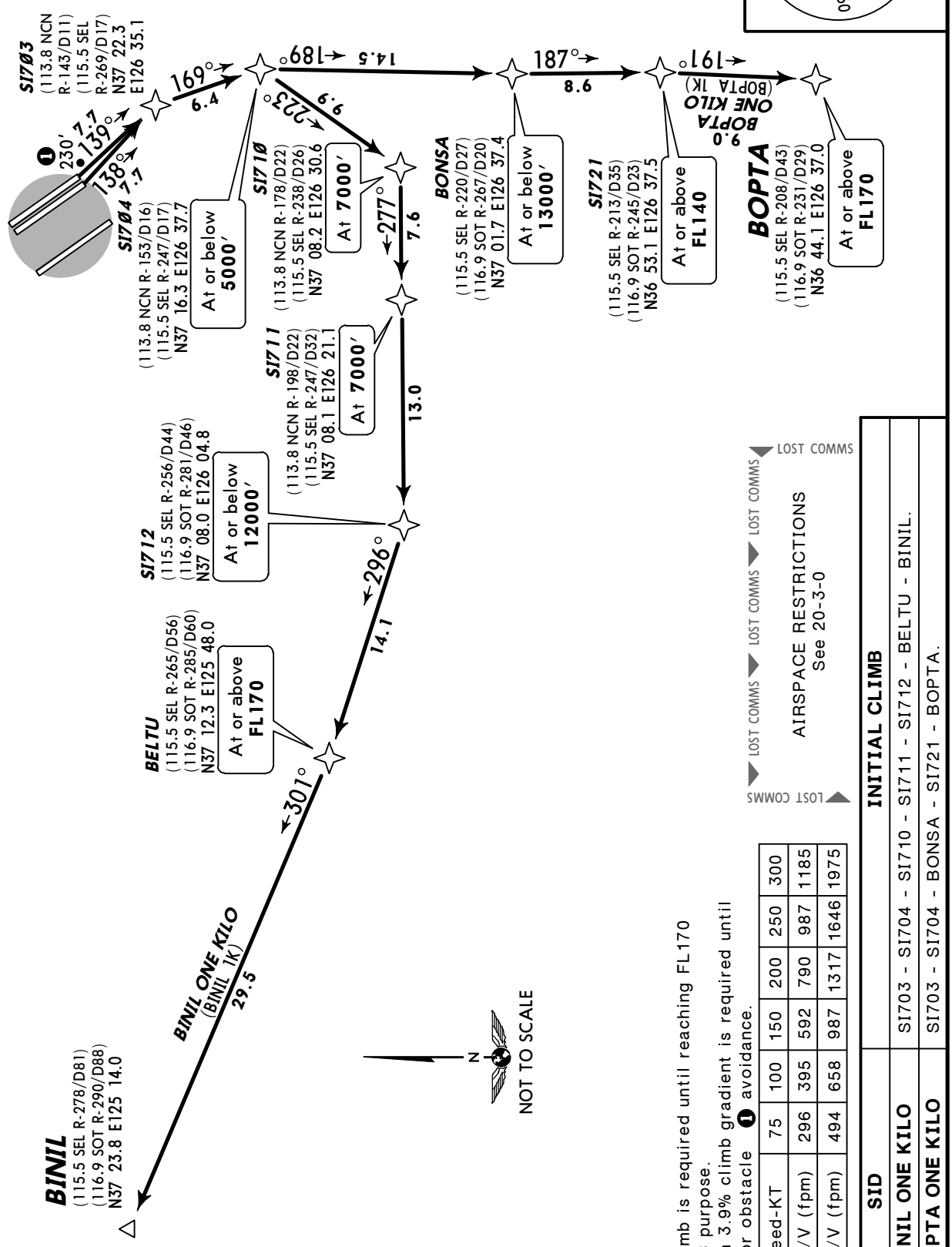
SEOUL Departure (R)	Apt Elev	
121.4 124.8 125.15	23′	Trans level: FL140 Trans alt: 14000′ **1. RNAV 1 operation.** **2. GNSS or DME/DME/IRU required.** 3. ATS surveillance service required. 4. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.

BINIL ONE KILO (BINIL 1K) *[BINI1K]*, BOPTA ONE KILO (BOPTA 1K) *[BOPT1K]* RNAV DEPARTURES

(RWYS 15L/R)



6.5% climb is required until reaching FL170 for ATC purpose.
Minimum 3.9% climb gradient is required until 1000′ for obstacle ❶ avoidance.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
6.5% V/V (fpm)	494	658	987	1317	1646	1975

SID	INITIAL CLIMB
BINIL ONE KILO	SI703 - SI704 - SI710 - SI711 - SI712 - BELTU - BINIL.
BOPTA ONE KILO	SI703 - SI704 - BONSA - SI721 - BOPTA.

CHANGES: MALPA SID renamed BOPTA, waypoints renamed.

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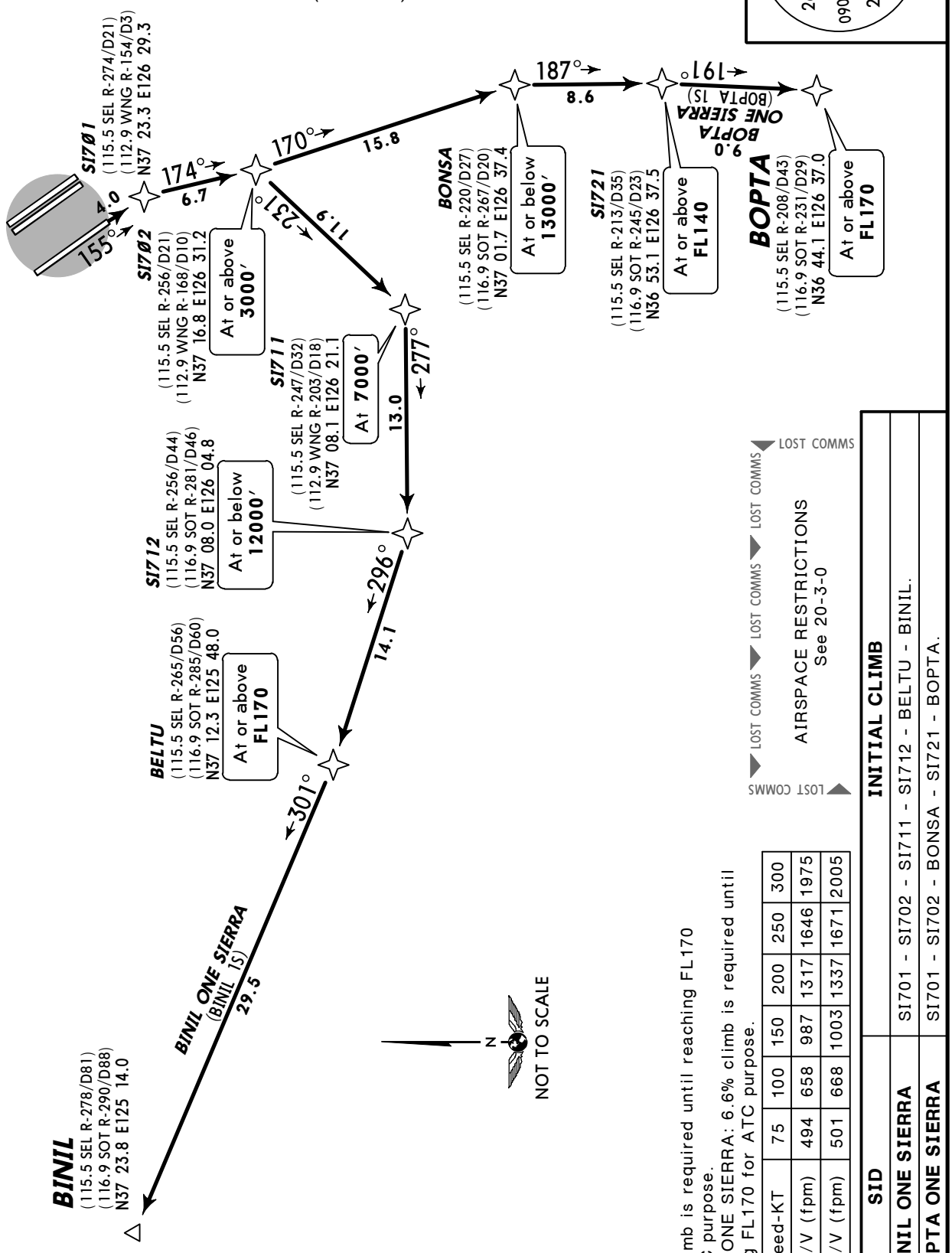
SEOUL Departure (R)	Apt Elev	
121.4 124.8 125.15	23′	Trans level: FL140 Trans alt: 14000′ **1. RNAV 1 operation.** **2. GNSS or DME/DME/IRU required.** 3. ATS surveillance service required. 4. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.

BINIL ONE SIERRA (BINIL 1S) *[BINI1S]*, BOPTA ONE SIERRA (BOPTA 1S) *[BOPT1S]* RNAV DEPARTURES

(RWY 16)



6.5% climb is required until reaching FL170 for ATC purpose.
BOPTA ONE SIERRA: 6.6% climb is required until reaching FL170 for ATC purpose.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

SID	INITIAL CLIMB
BINIL ONE SIERRA	SI701 - SI702 - SI711 - SI712 - BELTU - BINIL.
BOPTA ONE SIERRA	SI701 - SI702 - BONSA - SI721 - BOPTA.

CHANGES: MALPA SID renamed BOPTA, waypoints renamed.

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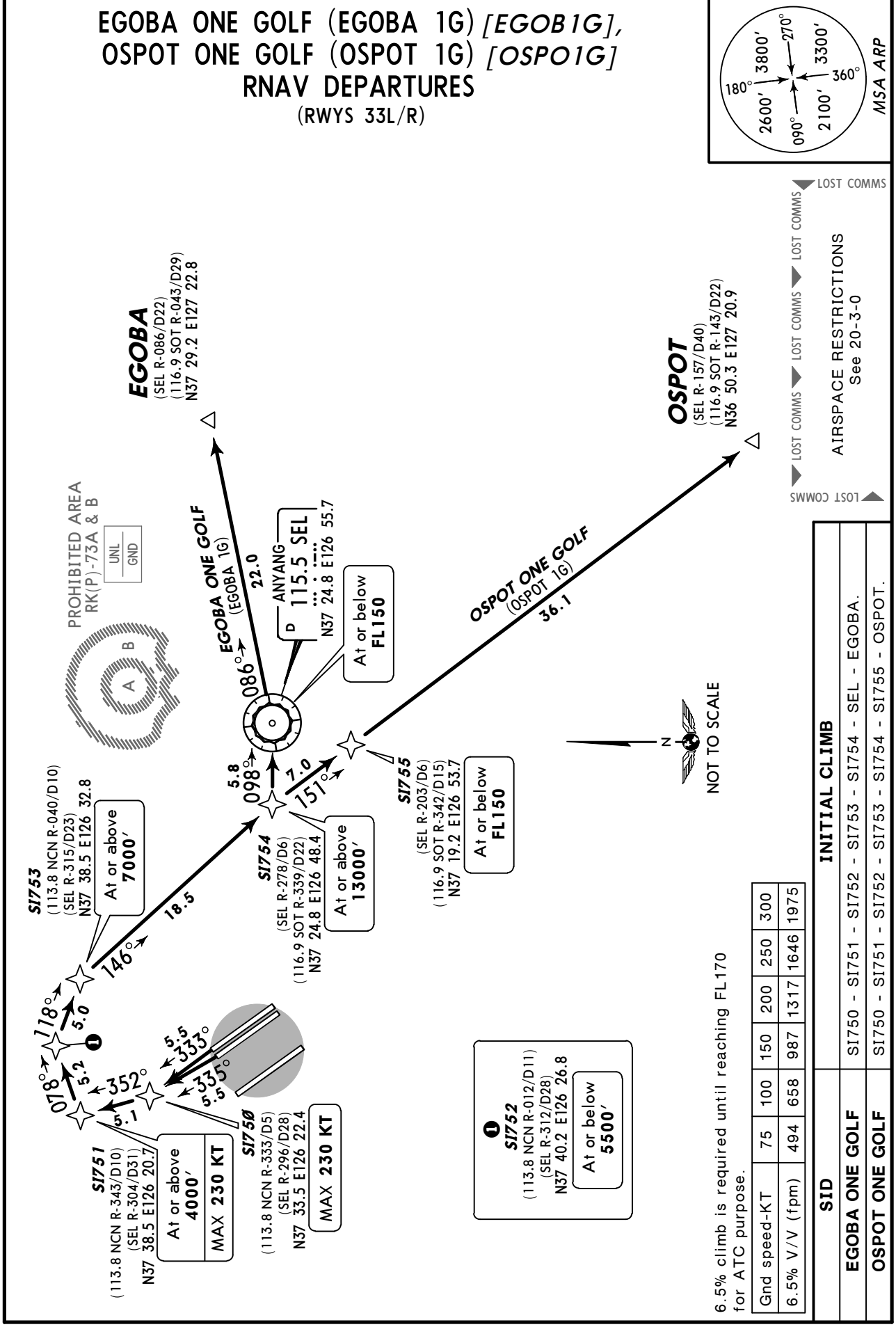
SEOUL Departure (R)	Apt Elev	
121.4 124.8 125.15	23′	Trans level: FL140 Trans alt: 14000′ **1. RNAV 1 operation.** **2. GNSS or DME/DME/IRU required.** 3. ATS surveillance service required. 4. Departure turns are limited to maximum of 230 KT until SI751. 5. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.

EGOBA ONE GOLF (EGOBA 1G) *[EGOB1G]*, OSPOT ONE GOLF (OSPOT 1G) *[OSPO1G]* RNAV DEPARTURES

(RWYS 33L/R)



6.5% climb is required until reaching FL170 for ATC purpose.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975

SID	INITIAL CLIMB
EGOBA ONE GOLF	SI750 - SI751 - SI752 - SI753 - SI754 - SEL - EGOBA.
OSPOT ONE GOLF	SI750 - SI751 - SI752 - SI753 - SI754 - SI755 - OSPOT.

CHANGES: ENKAS SID renamed EGOBA, waypoint renamed.

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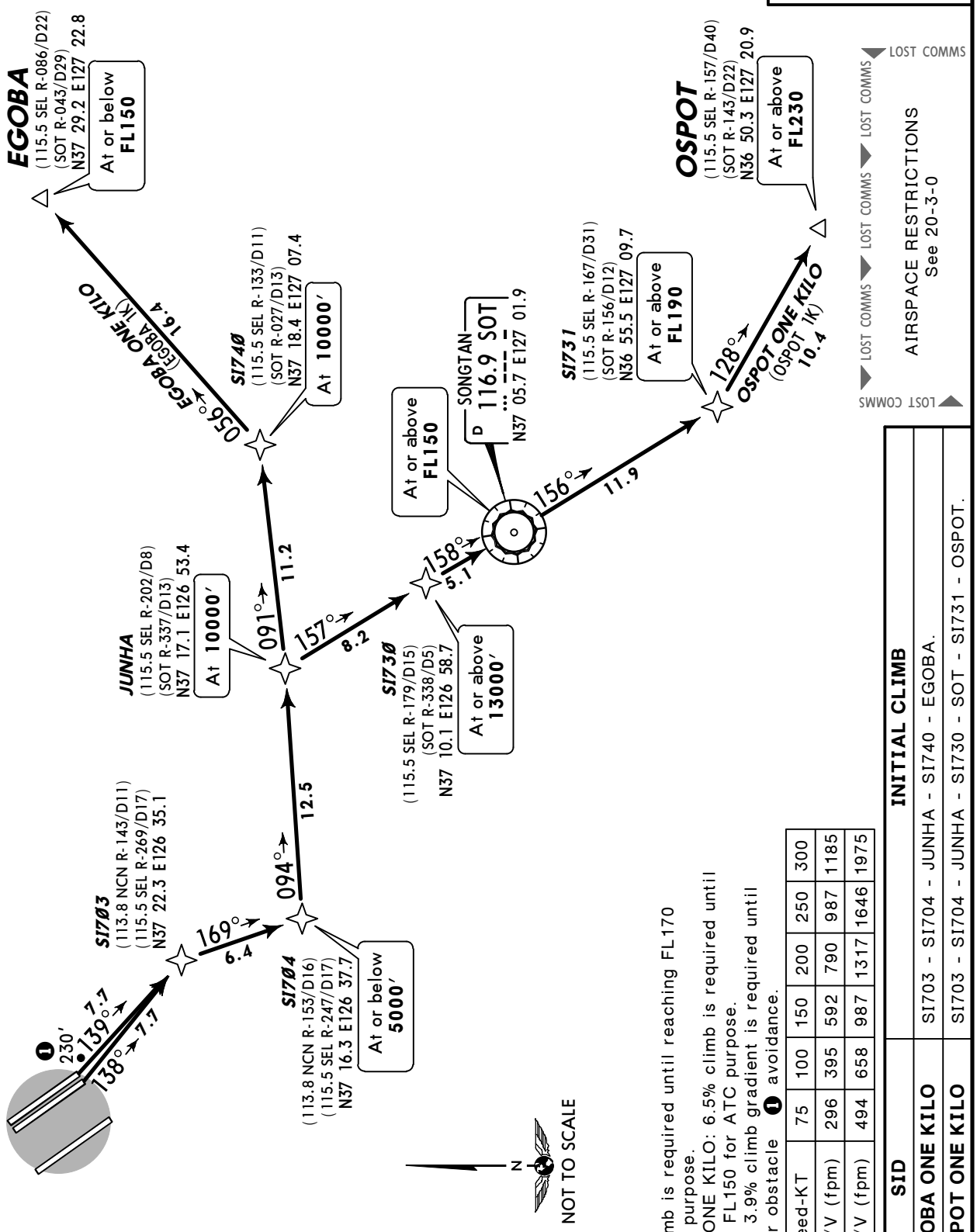
SEOUL Departure (R)	Apt Elev	
121.4 124.8 125.15	23′	Trans level: FL140 Trans alt: 14000′ **1. RNAV 1 operation.** **2. GNSS or DME/DME/IRU required.** 3. ATS surveillance service required. 4. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.

EGOBA ONE KILO (EGOBA 1K) *[EGOB1K]*, OSPOT ONE KILO (OSPOT 1K) *[OSPO1K]* RNAV DEPARTURES

(RWYS 15L/R)



6.5% climb is required until reaching FL170 for ATC purpose.
EGOBA ONE KILO: 6.5% climb is required until reaching FL150 for ATC purpose.
Minimum 3.9% climb gradient is required until 1000′ for obstacle ❶ avoidance.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
6.5% V/V (fpm)	494	658	987	1317	1646	1975

SID	INITIAL CLIMB
EGOBA ONE KILO	SI703 - SI704 - JUNHA - SI740 - EGOBA.
OSPOT ONE KILO	SI703 - SI704 - JUNHA - SI730 - SOT - SI731 - OSPOT.

CHANGES: ENKAS SID renamed EGOBA, waypoint renamed.

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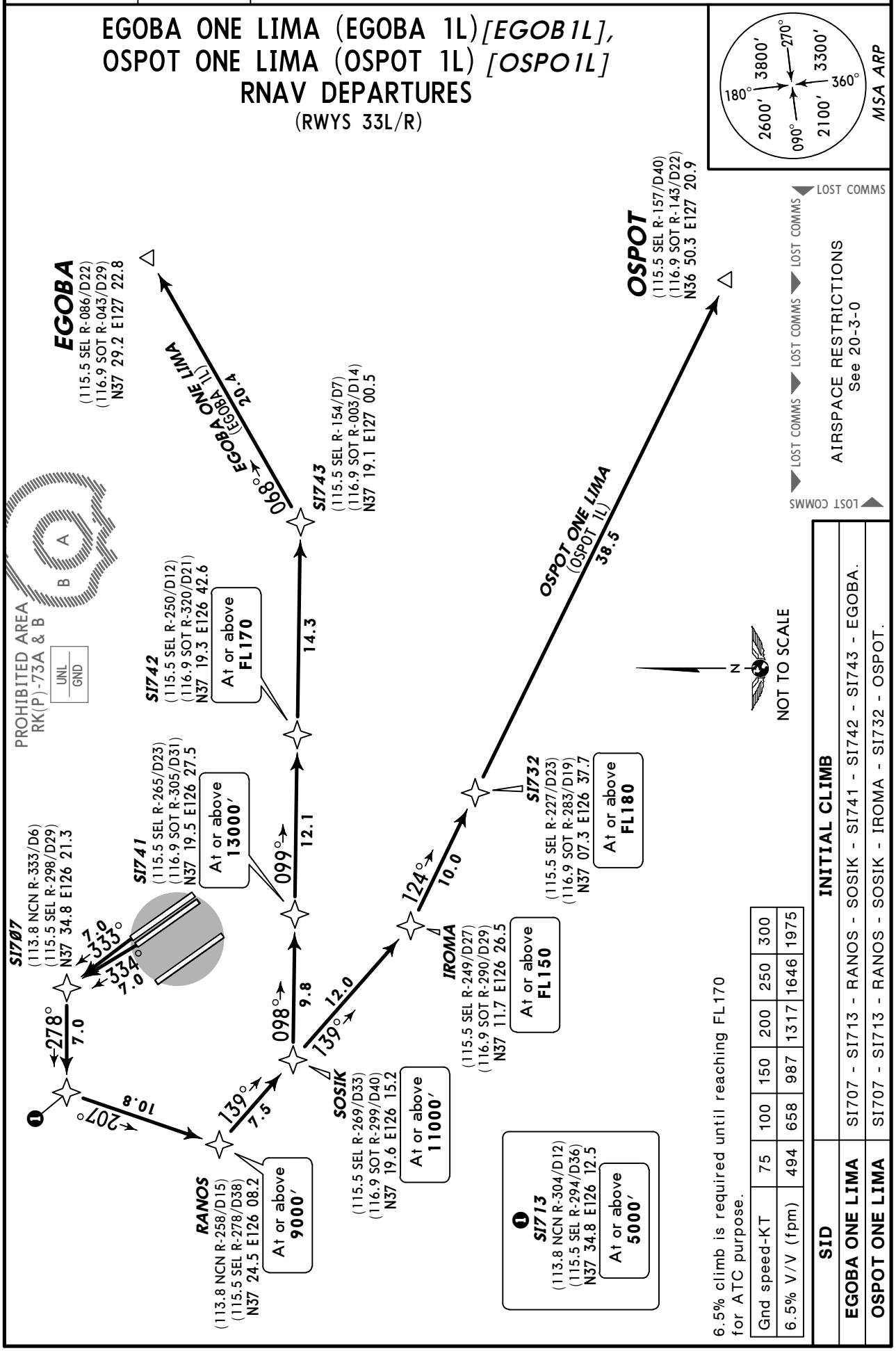
SEOUL Departure (R)	Apt Elev	
121.4 124.8 125.15	23′	Trans level: FL140 Trans alt: 14000′ **1. RNAV 1 operation.** **2. GNSS or DME/DME/IRU required.** 3. ATS surveillance service required. 4. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.

EGOBA ONE LIMA (EGOBA 1L) *[EGOB1L]*, OSPOT ONE LIMA (OSPOT 1L) *[OSPO1L]* RNAV DEPARTURES

(RWYS 33L/R)



6.5% climb is required until reaching FL170 for ATC purpose.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975

SID	INITIAL CLIMB
EGOBA ONE LIMA	SI707 - SI713 - RANOS - SOSIK - SI741 - SI742 - SI743 - EGOBA.
OSPOT ONE LIMA	SI707 - SI713 - RANOS - SOSIK - IROMA - SI732 - OSPOT.

CHANGES: ENKAS SID renamed EGOBA, waypoint renamed.

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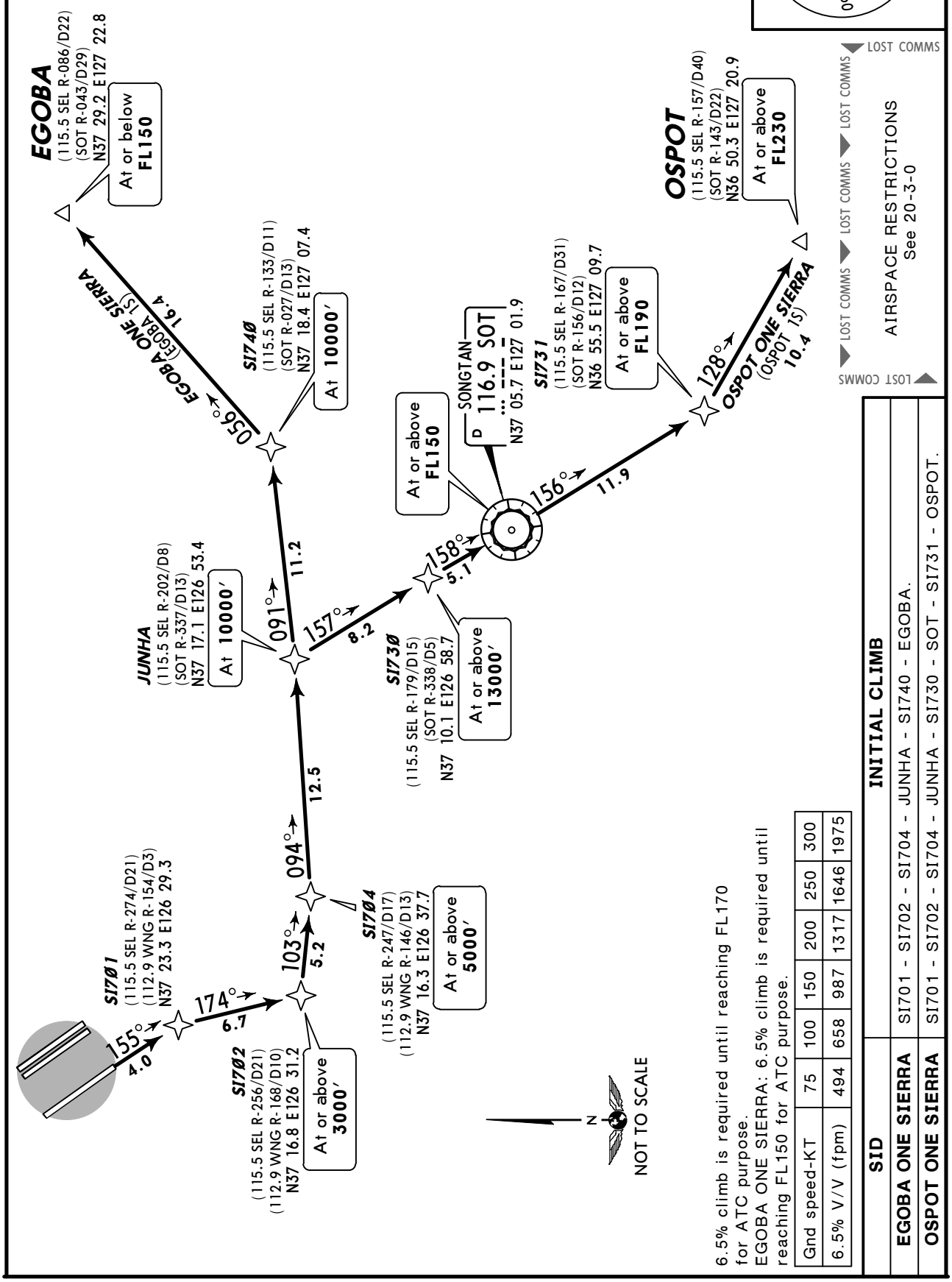
SEOUL Departure (R)	Apt Elev	
121.4 124.8 125.15	23′	Trans level: FL140 Trans alt: 14000′ **1. RNAV 1 operation.** **2. GNSS or DME/DME/IRU required.** 3. ATS surveillance service required. 4. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.

EGOBA ONE SIERRA (EGOBA 1S) *[EGOB1S]*, OSPOT ONE SIERRA (OSPOT 1S) *[OSPO1S]* RNAV DEPARTURES

(RWY 16)



6.5% climb is required until reaching FL170 for ATC purpose.
EGOBA ONE SIERRA: 6.5% climb is required until reaching FL150 for ATC purpose.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975

SID	INITIAL CLIMB
EGOBA ONE SIERRA	SI701 - SI702 - SI704 - JUNHA - SI740 - EGOBA.
OSPOT ONE SIERRA	SI701 - SI702 - SI704 - JUNHA - SI730 - SOT - SI731 - OSPOT.

CHANGES: ENKAS SID renamed EGOBA, waypoint renamed.

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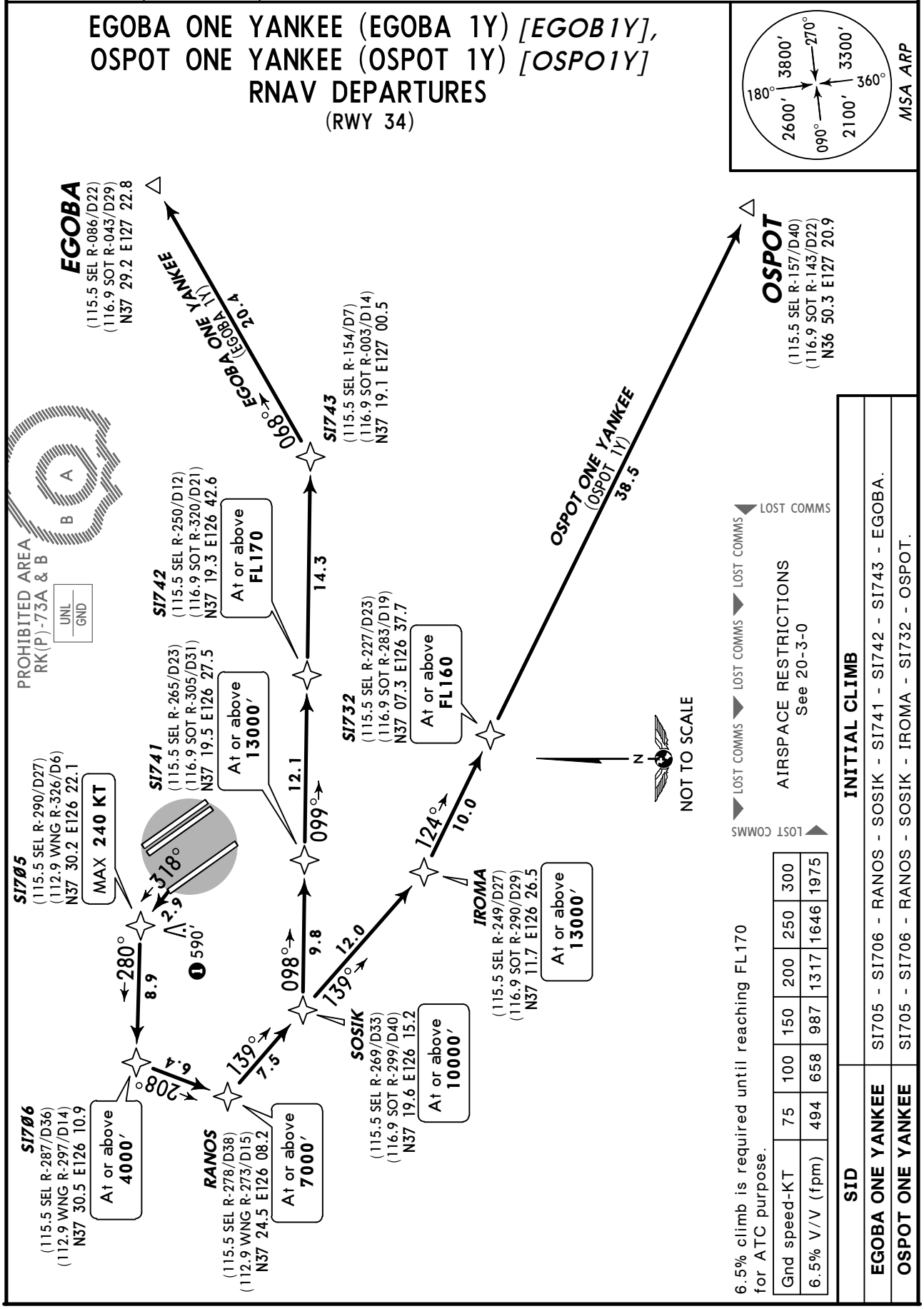
SEOUL Departure (R)	Apt Elev	
121.4 124.8 125.15	23′	Trans level: FL140 Trans alt: 14000′ **1. RNAV 1 operation.** **2. GNSS or DME/DME/IRU required.** 3. ATS surveillance service required. 4. Departure turn is limited to maximum of 240 KT and turning bank angle based on 20° until SI705. 5. Do not start turn before DER due to obstacle avoidance (obstacle ❶ LEFT of runway). 6. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.

EGOBA ONE YANKEE (EGOBA 1Y) *[EGOB1Y]*, OSPOT ONE YANKEE (OSPOT 1Y) *[OSPO1Y]* RNAV DEPARTURES

(RWY 34)



CHANGES: ENKAS SID renamed EGOBA, waypoint renamed.

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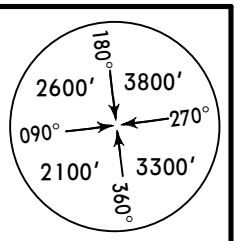
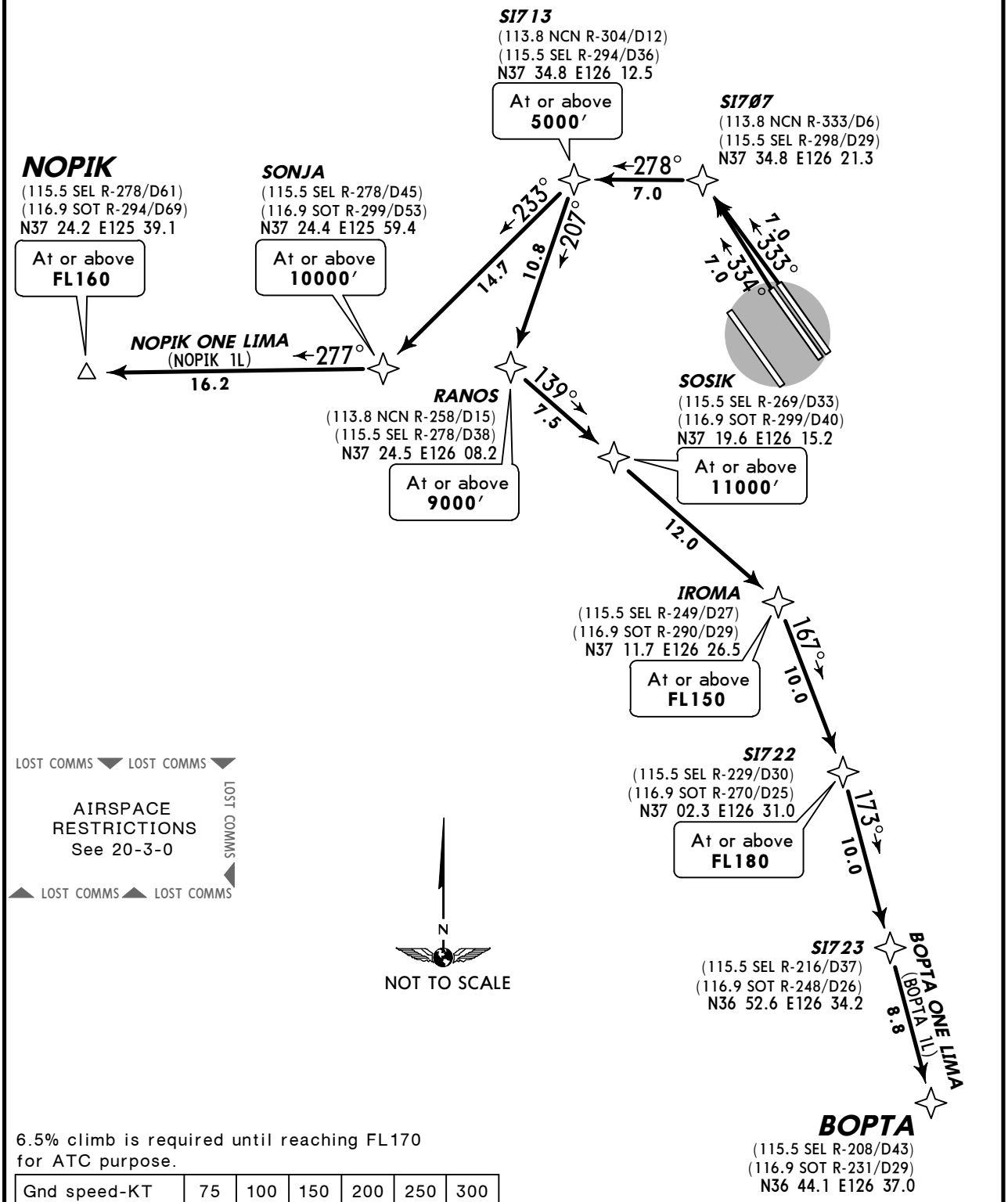
SEOUL Departure (R)	Apt Elev	
121.4 124.8 125.15	23′	Trans level: FL140 Trans alt: 14000′ **1. RNAV 1 operation.** **2. GNSS or DME/DME/IRU required.** 3. ATS surveillance service required. 4. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.



BOPTA ONE LIMA (BOPTA 1L) *[BOPT1L]*, NOPIK ONE LIMA (NOPIK 1L) *[NOPI1L]* RNAV DEPARTURES

(RWYS 33L/R)



6.5% climb is required until reaching FL170 for ATC purpose.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975

SID	INITIAL CLIMB
BOPTA ONE LIMA	SI707 - SI713 - RANOS - SOSIK - IROMA - SI722 - SI723 - BOPTA.
NOPIK ONE LIMA	SI707 - SI713 - SONJA - NOPIK.

CHANGES: MALPA SID renamed BOPTA, waypoint renamed.

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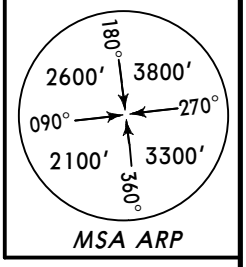
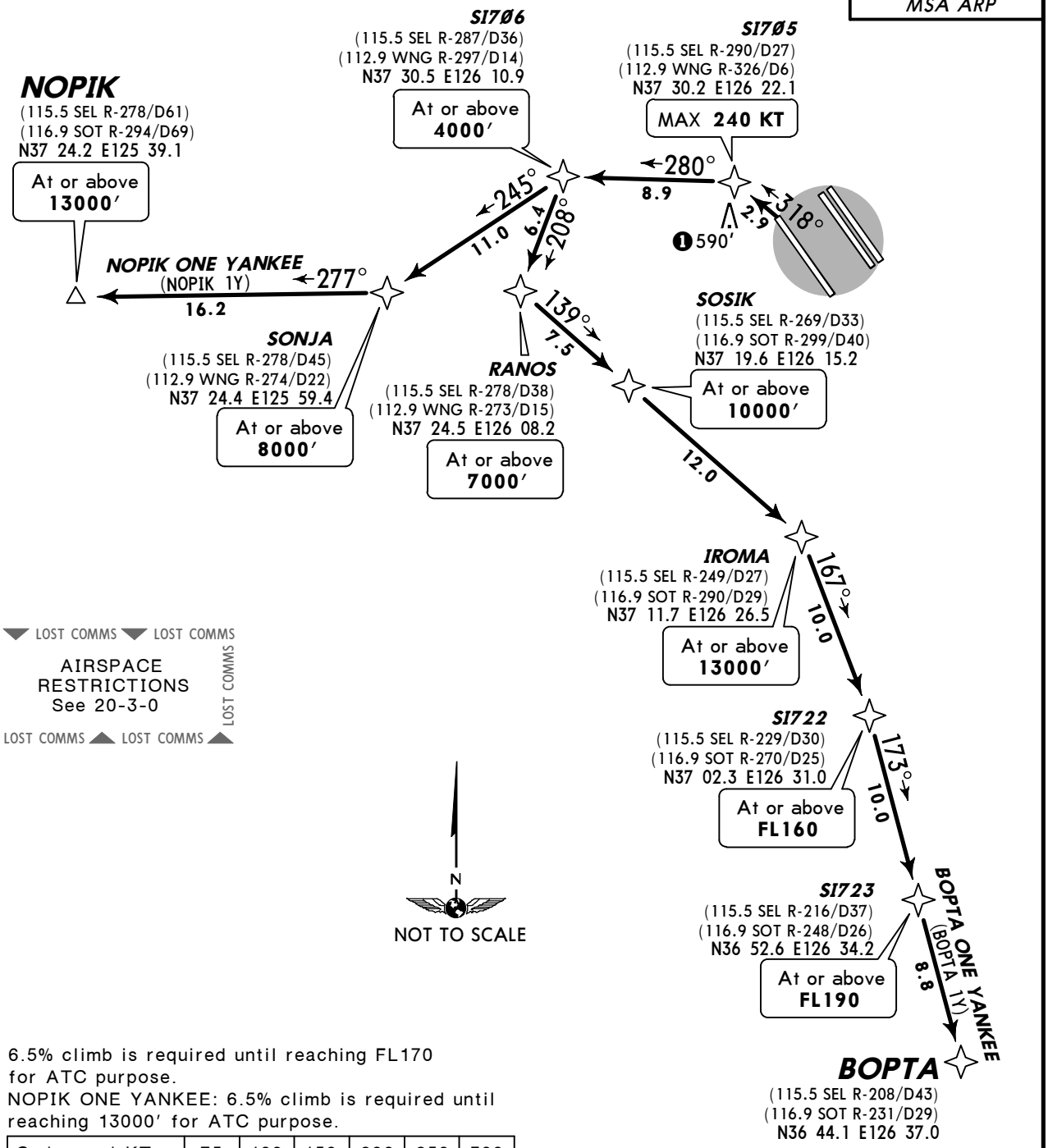
SEOUL Departure (R)	Apt Elev	
121.4 124.8 125.15	23′	Trans level: FL140 Trans alt: 14000′ **1. RNAV 1 operation.** **2. GNSS or DME/DME/IRU required.** 3. ATS surveillance service required. 4. Departure turn is limited to maximum of 240 KT and turning bank angle based on 20° until SI705. 5. Do not start turn before DER due to obstacle avoidance (obstacle ❶ LEFT of runway). 6. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.

BOPTA ONE YANKEE (BOPTA 1Y) *[BOPT1Y]*, NOPIK ONE YANKEE (NOPIK 1Y) *[NOPI1Y]* RNAV DEPARTURES

(RWY 34)





6.5% climb is required until reaching FL170 for ATC purpose.
NOPIK ONE YANKEE: 6.5% climb is required until reaching 13000′ for ATC purpose.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975

SID	INITIAL CLIMB
BOPTA ONE YANKEE	SI705 - SI706 - RANOS - SOSIK - IROMA - SI722 - SI723 - BOPTA.
NOPIK ONE YANKEE	SI705 - SI706 - SONJA - NOPIK.

CHANGES: MALPA SID renamed BOPTA, waypoint renamed.

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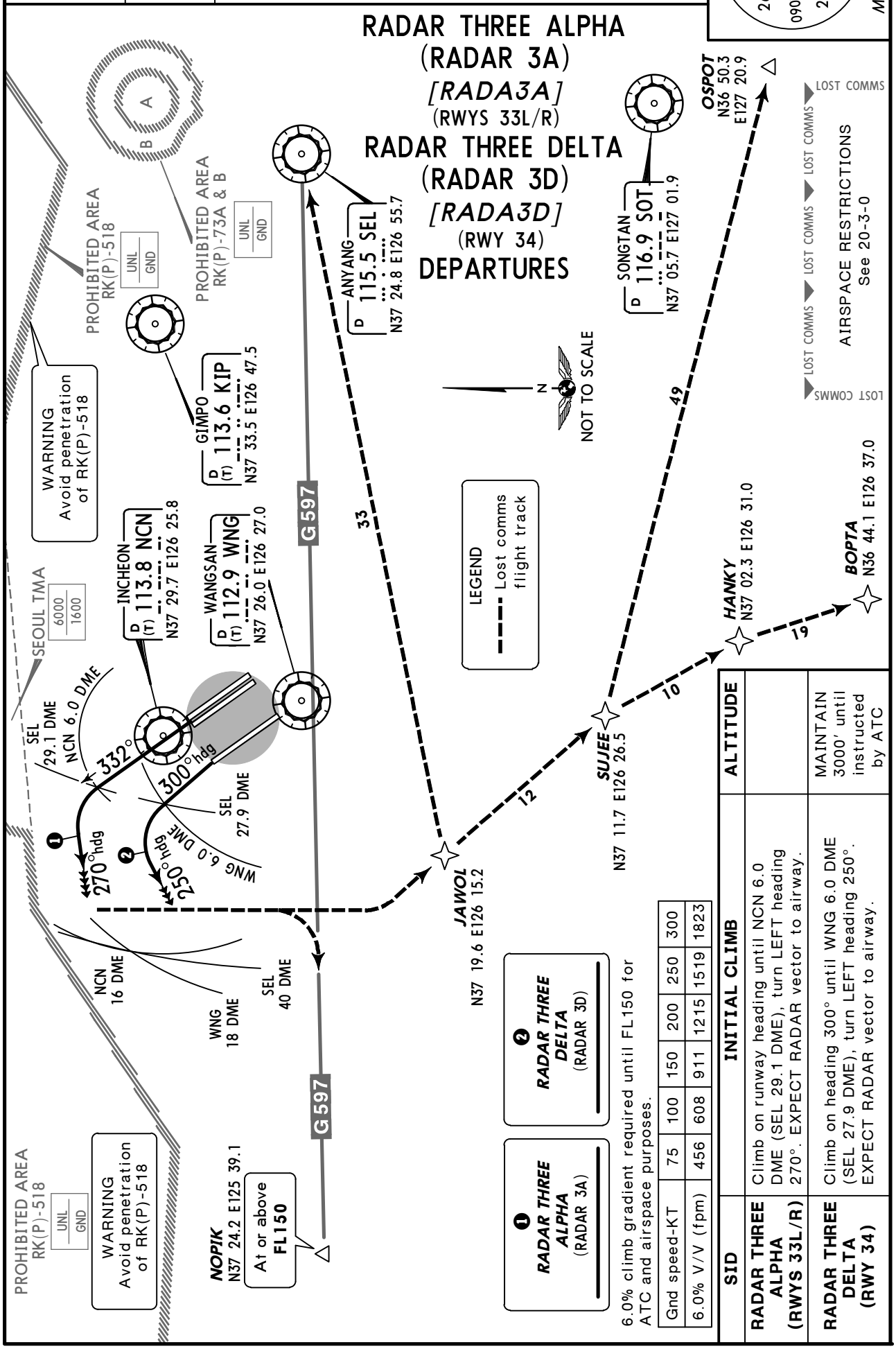
SEOUL Departure (R)	Apt Elev	
121.4 124.8 125.15	23′	Trans level: FL140 Trans alt: 14000′ 1. Pilot shall use caution not to penetrate prohibited or restricted areas around airport. 2. Aircraft may experience delay due to airspace use coordination, traffic volume, and so on.



6.0% climb gradient required until FL150 for ATC and airspace purposes.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

SID	INITIAL CLIMB	ALTITUDE
RADAR THREE ALPHA (RWYS 33L/R)	Climb on runway heading until NCN 6.0 DME (SEL 29.1 DME), turn LEFT heading 270°. EXPECT RADAR vector to airway.	
RADAR THREE DELTA (RWY 34)	Climb on heading 300° until WNG 6.0 DME (SEL 27.9 DME), turn LEFT heading 250°. EXPECT RADAR vector to airway.	MAINTAIN 3000′ until instructed by ATC

CHANGES: MALPA renamed BOPTA.

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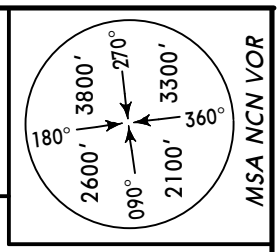
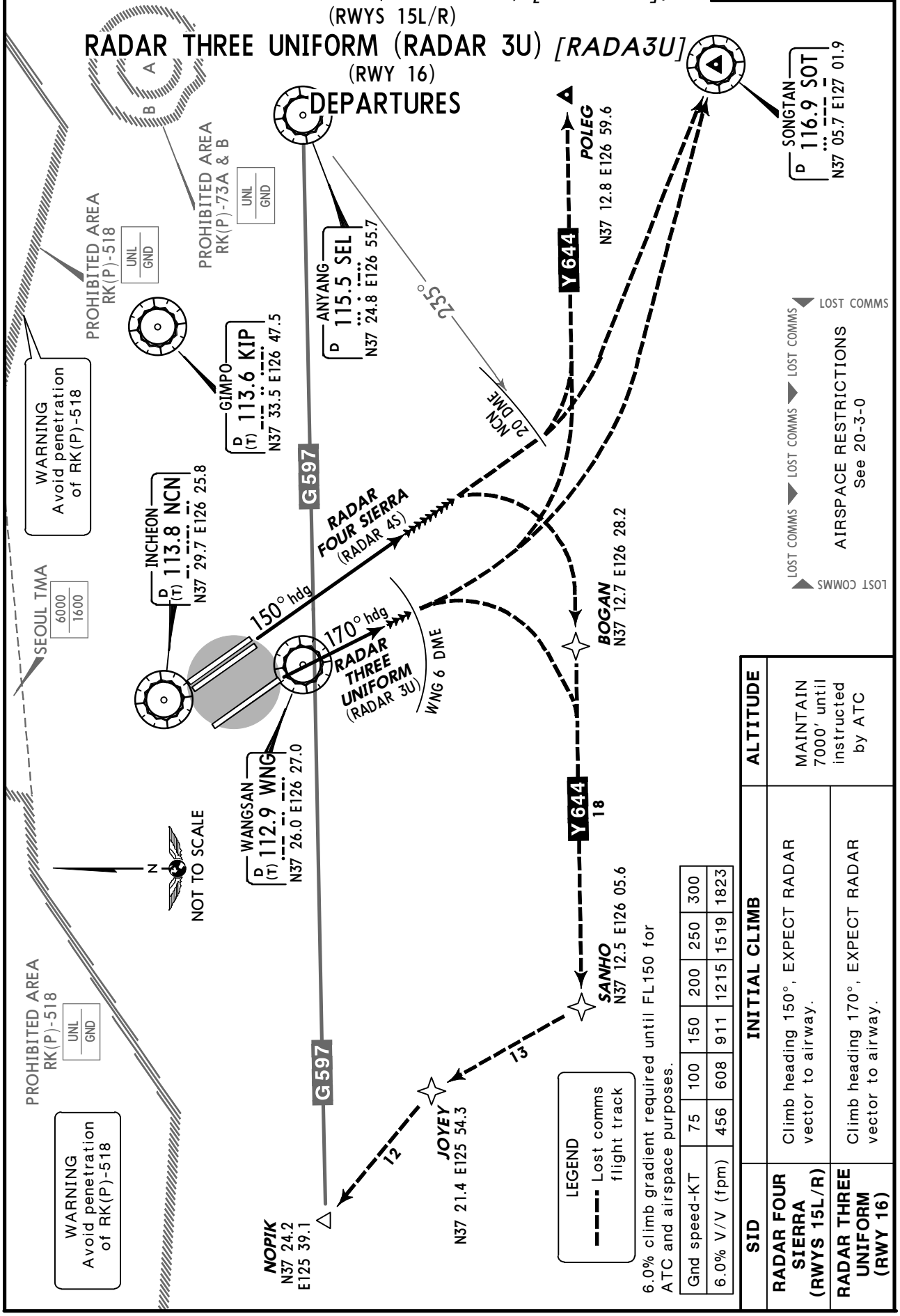
SEOUL Departure (R)	Apt Elev	
121.4 124.8 125.15	23′	Trans level: FL140 Trans alt: 14000′ 1. Pilot shall use caution not to penetrate prohibited or restricted areas around airport. 2. Aircraft may experience delay due to airspace use coordination, traffic volume, and so on.



RADAR FOUR SIERRA (RADAR 4S) *[RADA4S]*, (RWYS 15L/R)
RADAR THREE UNIFORM (RADAR 3U) *[RADA3U]* (RWY 16)



6.0% climb gradient required until FL150 for ATC and airspace purposes.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

SID	INITIAL CLIMB	ALTITUDE
RADAR FOUR SIERRA (RWYS 15L/R)	Climb heading 150°, EXPECT RADAR vector to airway.	MAINTAIN 7000′ until instructed by ATC
RADAR THREE UNIFORM (RWY 16)	Climb heading 170°, EXPECT RADAR vector to airway.	

CHANGES: Airway Y-64 renamed Y-644.

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NOISE ABATEMENT PROCEDURES

Local Time minus 9 HOURS = UTC

AIRCRAFT OPERATING PROCEDURES
(except helicopters)

TAKE-OFF

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

1. Runway 33 L/R, 34:
   -Noise Abatement Departure Procedure ONE (NADP ONE)
   - Thrust reduction at 1500 ft above aerodrome elevation recommended.
2. Runway 15 L/R, 16:
   -Noise Abatement Departure Procedure TWO (NADP TWO)
   - Acceleration at 1000 ft above aerodrome elevation recommended.

RESTRICTED USE OF RUNWAY 34/16

Take-off and landing on Runway 34/16 will not be allowed from 1200 to 0000 UTC, except emergency aircraft, weather, ground conditions and traffic volume.

AUXILIARY POWER UNITS (APUs)

1. At Passenger docking stands:
   -Primarily the stationary airport pneumatic and electrical service units shall be used.
   -Alternatively the airport owned mobile units shall be used.
2. At other stands:
   -The airport owned mobile units shall be used.
3. Airborne APUs shall only be started:
   -To start engine, the earliest 30 minutes before off-block time; however wide fuselage aircraft are permitted to use APU 60 minutes prior to scheduled departure time.
   -If maintenance work on the aircraft makes it unavoidable; in that case the service period shall be kept as short as possible.
   -If the airport owned units are not available or unserviceable for specific aircraft types; in that case the airborne APUs shall be started at the earliest 60 minutes before off-block time and be kept in operation not more than 30 minutes after the on-block time.

Note: In particular cases the Airport Corporation may permit longer service periods for APUs after the on-block time.
-Airport Corporation Telephone: 032-741-2458/9.
-INCHEON RAMP CONTROL: 121.65 Mhz, 121.8 Mhz, 121.875 Mhz.

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D-ATIS		ACARS D-ATIS PDC	INCHEON Delivery		Ramp			
128.65	128.2		121.6	118.75	121.65	121.87	121.8	121.62

Ground			Tower			SEOUL Departure (R)		
118.75	121.7	121.75	118.2	118.27	118.8	121.4	124.8	125.15

Speed Control

All arriving aircraft (except CAT A, B and helicopters) shall maintain 160 kts IAS or greater until speed limitation point for each runway in table below.

RUNWAY	*SPEED LIMITATION POINT*
RWY 15L	8 DME from ISLL
RWY 15R	8 DME from ISRR
RWY 16	6 DME from IRKS
RWY 33L	8 DME from INLL
RWY 33R	8 DME from INRR
RWY 34	6 DME from IRKN

Aircraft unable to comply with the speed restriction shall advise ATC and state the acceptable speed.

GROUND MOVEMENT HOT SPOTS

HS

RUNWAY EFFICIENT USE PROGRAM

All aircraft should vacate the appropriate runway via the following 'Rapid Exit Taxiways' after landing, unless otherwise cleared or instructed by ATC.

Acft proceeding to...	Runway	via Taxiway
Passenger Terminal after landing:	33R	C4
	33L	B5
	15L	C2
	15R	B3
	16	N3
	34	N5
Cargo Terminal after landing:	33R	D6
	15L	D1

The above procedures are not applied when one of the following adverse conditions exist:

a. A runway is adversely contaminated whenever standing water, ice, snow, slush or other substances are present.
b. Low visibility procedures (LVP) are in operation, or
c. The crosswind component including gust exceeds 15 kts, or
d. The tailwind component including gust exceeds 5 kts, or
e. Wind shear has been reported, or
f. Any other abnormal condition of aircraft, airport or ATC system exists.

In case of inability to comply with the above procedures, notify ATC of the reason including intended taxiway to be used, as soon as practical.

To reduce departure runway occupancy time, pilots are recommended to comply with the following procedures:

a. Notify ATC that you need extra time to ready aircraft for takeoff or additional departure spacing well before departure. This is to assist ATC in sequencing traffic and reduce unexpected delay on the ground.
b. React promptly to takeoff clearance and line up without delay when cleared, by minimizing checks on the runway.
c. With exception of intersection departures, a conditional line up clearance to follow another departing aircraft means that you can proceed past the holding position. The second aircraft should be entering the runway as soon as the first commences its take off roll and ATC will use the following phraseology when they give a conditional line up clearance: "Behind (departing aircraft type) Line up Runway (runway designation)".

If you receive take off clearance prior to reaching the notified line up position, ATC expects you to take off immediately from your current position.

FOR DEPARTURE/ARRIVAL ROUTES/PARKING FOR RWYS 15L/R AND 33L/R, SEE 20-9B AND 20-9C1.

FOR DEPARTURE/ARRIVAL ROUTES/PARKING FOR RWY 16/34, SEE 20-9C AND 20-9C2.

FOR PARKING STAND COORDINATES, SEE 20-9D AND 20-9E.

PREFERENTIAL RUNWAY SYSTEM

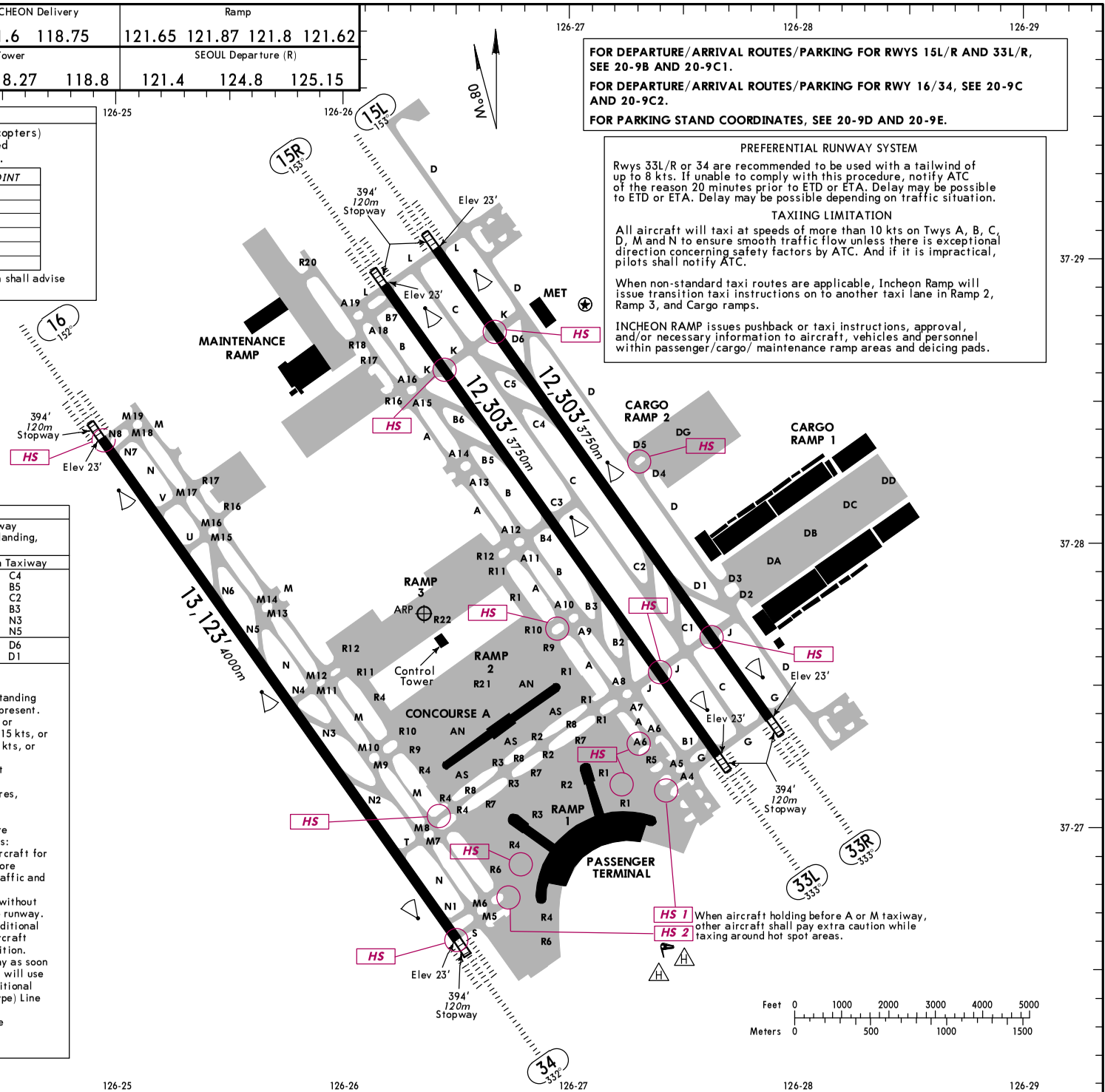
Rwys 33L/R or 34 are recommended to be used with a tailwind of up to 8 kts. If unable to comply with this procedure, notify ATC of the reason 20 minutes prior to ETD or ETA. Delay may be possible to ETD or ETA. Delay may be possible depending on traffic situation.

TAXIING LIMITATION

All aircraft will taxi at speeds of more than 10 kts on Twys A, B, C, D, M and N to ensure smooth traffic flow unless there is exceptional direction concerning safety factors by ATC. And if it is impractical, pilots shall notify ATC.

When non-standard taxi routes are applicable, Incheon Ramp will issue transition taxi instructions on to another taxi lane in Ramp 2, Ramp 3, and Cargo ramps.

INCHEON RAMP issues pushback or taxi instructions, approval, and/or necessary information to aircraft, vehicles and personnel within passenger/cargo/ maintenance ramp areas and deicing pads.



CHANGES: Hot spots added, Twy DG added, mag var, north deice pad modified.

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GENERAL

Pilots shall exercise extreme caution to avoid penetrating prohibited areas (P-518, P-73A/B, etc), and Special Use Airspace (ACMI, R-17, etc), especially when flying north of NCN VOR R-270 and R-080 around Incheon Intl Airport.

High speed taxiways grooved.

Birds in vicinity of airport.

The use of idle reverse thrust is strongly recommended, consistent with safe operating procedures.

Inbound cargo aircraft to Incheon Intl Airport are required to advise Seoul Approach that they are cargo operators.

CAT I OPERATIONS: Pilots are warned that during ILS CAT I operations to Rwys 15L and 33R, aircraft may experience glidepath signal fluctuations or interference caused by aircraft taxiing in the vicinity of the glidepath aerial. Pilots should therefore closely monitor their ILS approach profile and rate of descent.

IFR ATC CLEARANCE: The following procedures are established for all turbojet departures from Incheon Intl Airport:

IFR ATC clearance may be obtained by Voice RTF, or datalink Departure Clearance Service (DCL) via SITA or ARINC 623.

Pilots should request ATC clearance from Clearance Delivery not more than 15 minutes prior to EOBT with the following information:

a. Aircraft Identification
b. Type of Aircraft
c. Destination
d. Proposed flight level (for enroute separation)
e. Gate or stand number
f. ATIS code.

In cases where ATC clearance is received via DCL, pilots should follow restrictions in the remarks of ATC clearance and acknowledge them within 5 minutes.

Pilots shall check the validity of ATC clearance with Clearance Delivery if pushback or engine start-up is not exercised within 10 minutes after receiving ATC clearance (except for an ATC delay). Otherwise, ATC clearances already issued may be cancelled without notification, due to the flow of traffic.

VISUAL APPROACH AND SEPARATION: A Visual Approach may be initiated by ATC or approved upon pilot request on a traffic-permitting basis when the weather is as follows:

a. Ceiling: at or above 2500'; b. Visibility: not less than 5 km.

Visual separation may be applied as follows:

a. Traffic between arrivals or departures or arrival and departure on the runway or near the airport.
b. Weather conditions: 1. Ceiling: at or above 2500'; 2. Visibility: not less than 5 km.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
15R 33L	HIRL (30m) ❶CL ALSF-II REIL TDZ ❷PAPI-L grooved RVR		11,312' *3448m* 11,312' *3448m*		197' *60m*
❶ White 15m. ❷ Angle 3.0°.					
15L 33R	HIRL (60m) ❸CL ALSF-II REIL TDZ ❹PAPI-L grooved RVR		11,312' *3448m* 11,319' *3450m*		197' *60m*
❸ White 15m. ❹ Angle 3.0°.					
16 34	HIRL (60m) ❺CL ALSF-II REIL TDZ ❻PAPI-L grooved RVR		12,080' *3682m* 12,070' *3679m*		197' *60m*
❺ White 15m. ❻ Angle 3.0°.					

TAKE-OFF

	All Rwys			
	AIR CARRIER			
	3 RVR Required		HIRL & CL or RCLM	Other
	❶ TGS, HIRL, CL & RCLM	HIRL, CL & RCLM		
2 Eng	RVR *75m*	❷ RVR *150m*	RVR *500m* VIS *500m*	❸ *1600m*
3 & 4 Eng				*800m*

❶ With certified TGS (Take-off Guidance System).
❷ When mid-point RVR is not available, apply RVR 350m.
❸ 1 & 2 Eng.

CHANGES: None.

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SEOUL/INCHEON, KOREA
Rwys 15L/R, 33L/R ARRIVAL ROUTES/PARKING

CAUTION: For Gates 11 and 42, pilots need to pay extra caution to follow the lead lines, which may require more than two turns.

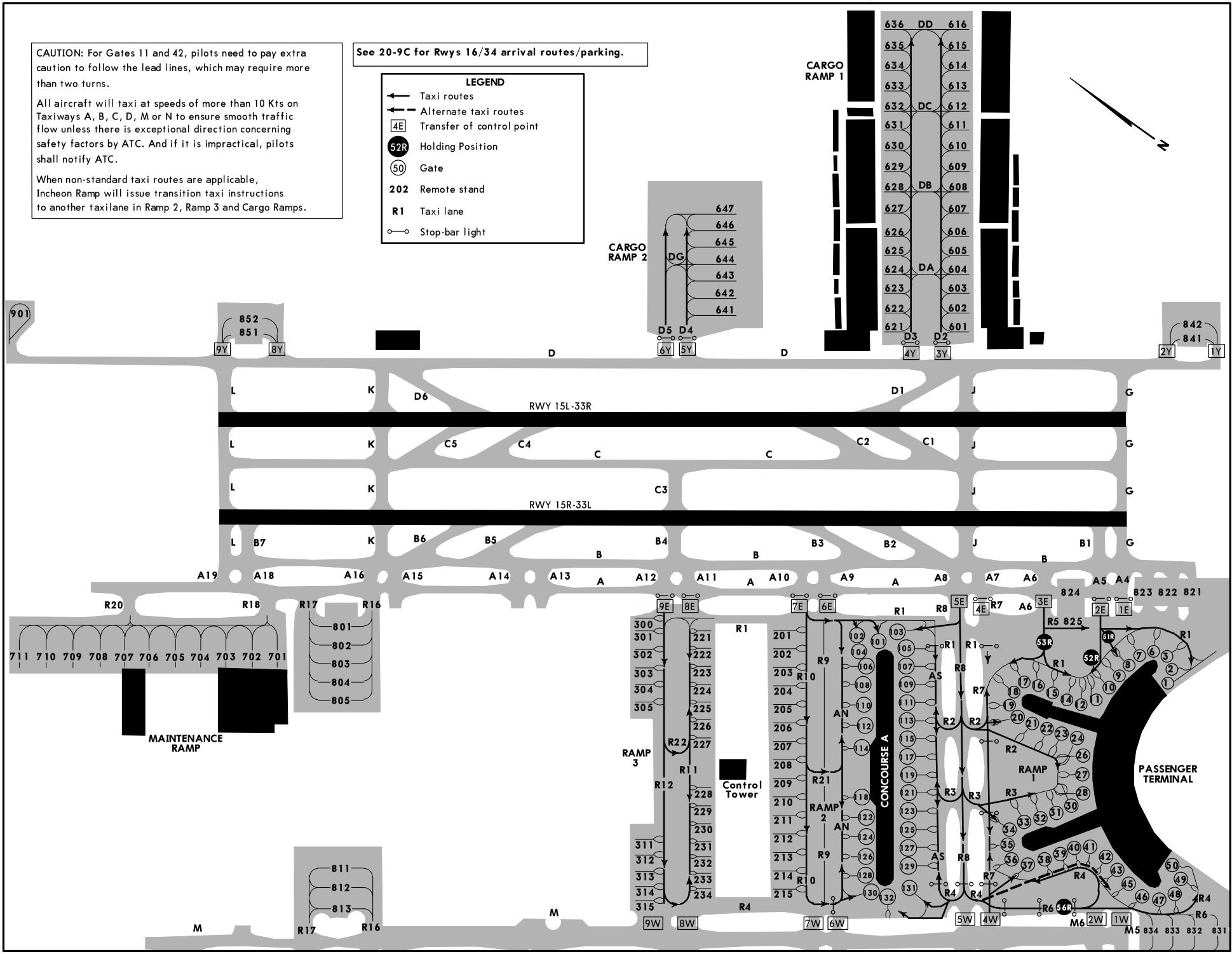
All aircraft will taxi at speeds of more than 10 Kts on Taxiways A, B, C, D, M or N to ensure smooth traffic flow unless there is exceptional direction concerning safety factors by ATC. And if it is impractical, pilots shall notify ATC.

When non-standard taxi routes are applicable, Incheon Ramp will issue transition taxi instructions to another taxilane in Ramp 2, Ramp 3 and Cargo Ramps.

See 20-9C for Rwys 16/34 arrival routes/parking.

LEGEND

- Taxi routes
- Alternate taxi routes
- 4E Transfer of control point
- 52R Holding Position
- 50 Gate
- 202 Remote stand
- R1 Taxi lane
- Stop-bar light



CHANGES: Taxiway depiction for Cargo Ramps 1 & 2.

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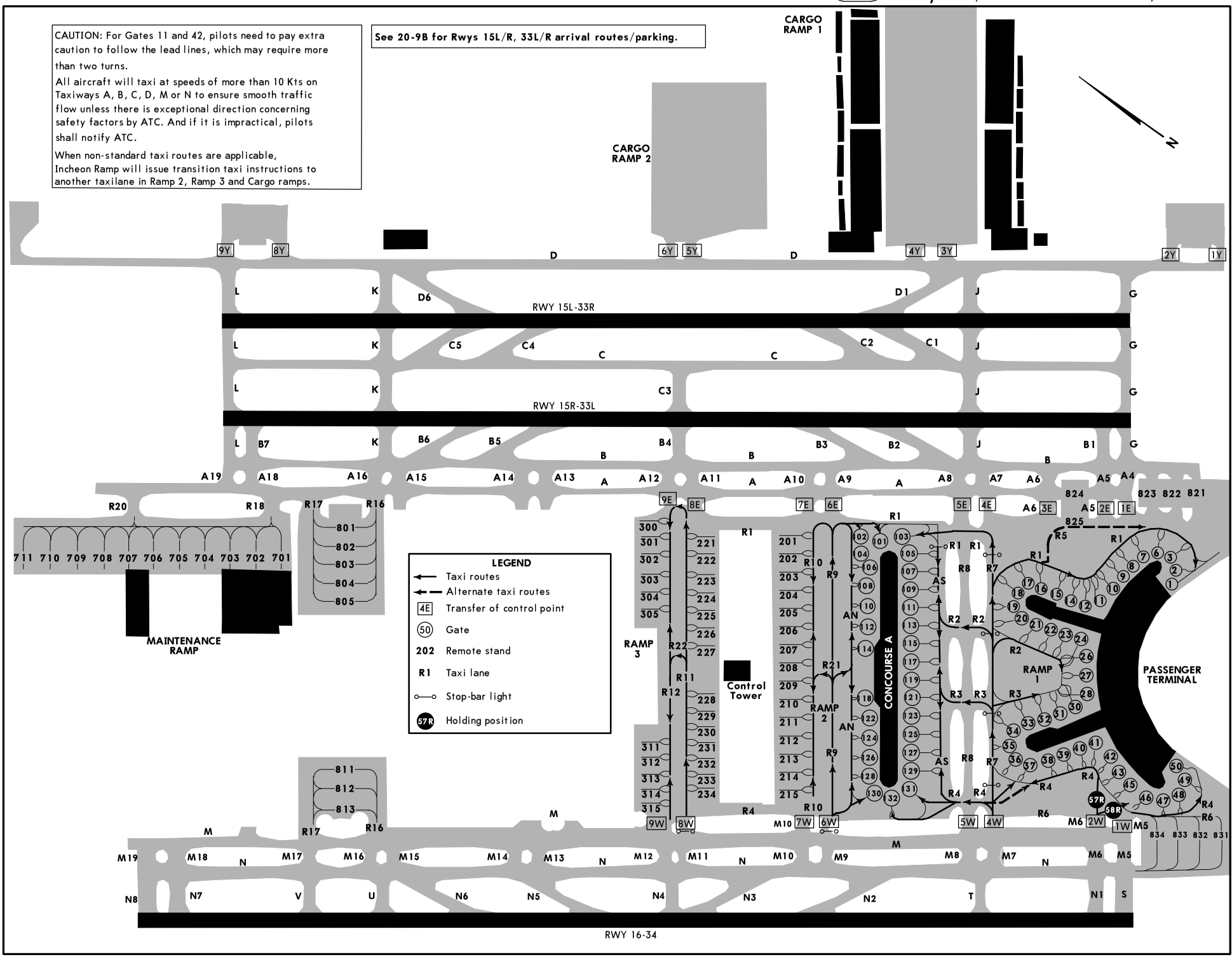
CAUTION: For Gates 11 and 42, pilots need to pay extra caution to follow the lead lines, which may require more than two turns.

All aircraft will taxi at speeds of more than 10 Kts on Taxiways A, B, C, D, M or N to ensure smooth traffic flow unless there is exceptional direction concerning safety factors by ATC. And if it is impractical, pilots shall notify ATC.

When non-standard taxi routes are applicable, Incheon Ramp will issue transition taxi instructions to another taxilane in Ramp 2, Ramp 3 and Cargo ramps.

See 20-9B for Rwys 15L/R, 33L/R arrival routes/parking.



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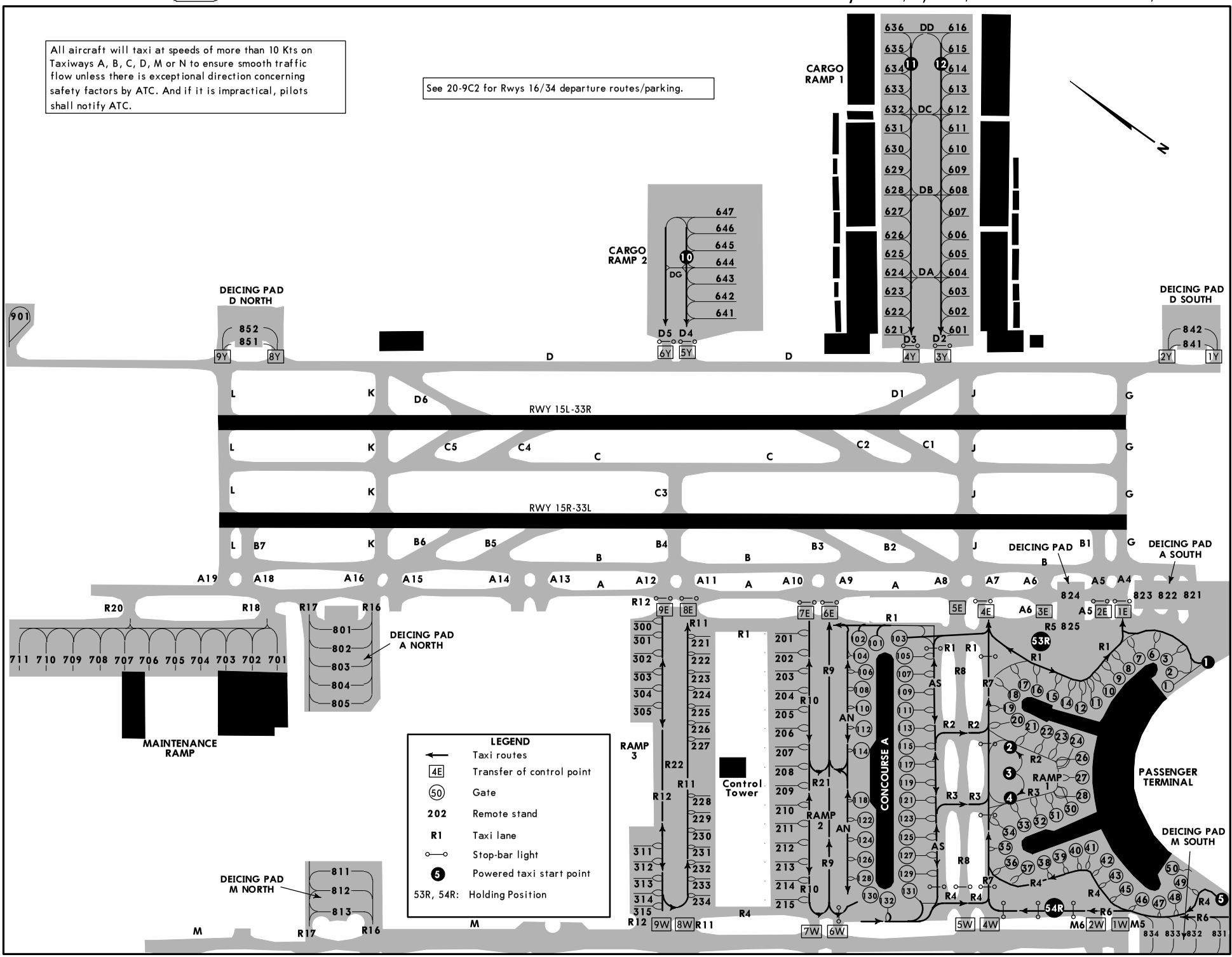
SEOUL/INCHEON, KOREA
Rwys 15L/R, 33L/R DEPARTURE ROUTES/PARKING

All aircraft will taxi at speeds of more than 10 Kts on Taxiways A, B, C, D, M or N to ensure smooth traffic flow unless there is exceptional direction concerning safety factors by ATC. And if it is impractical, pilots shall notify ATC.

See 20-9C2 for Rwys 16/34 departure routes/parking.



CHANGES: Taxiway depiction for Cargo Ramps 1 & 2.

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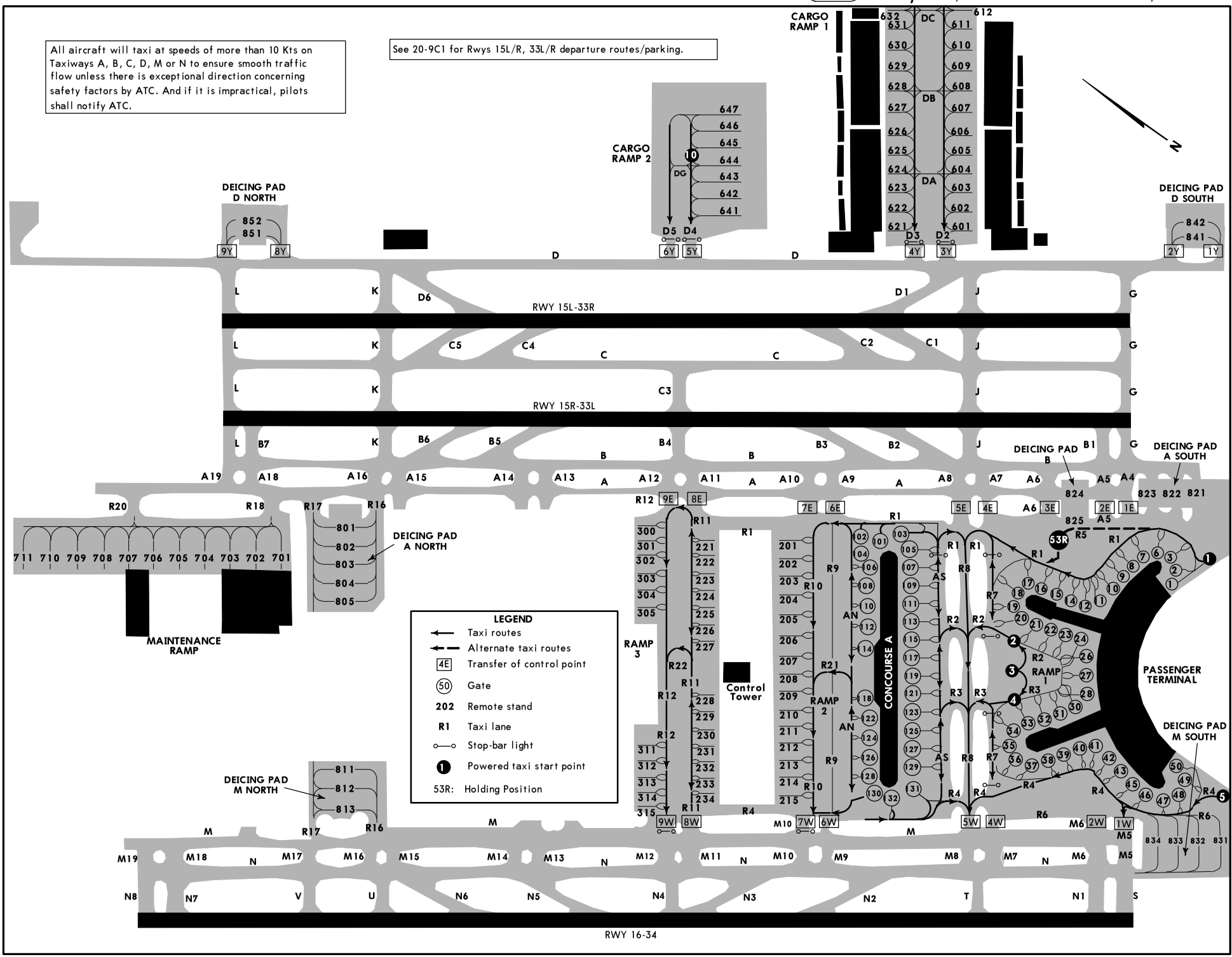
All aircraft will taxi at speeds of more than 10 Kts on Taxiways A, B, C, D, M or N to ensure smooth traffic flow unless there is exceptional direction concerning safety factors by ATC. And if it is impractical, pilots shall notify ATC.

See 20-9C1 for Rwys 15L/R, 33L/R departure routes/parking.



CHANGES: Taxiway depiction for Cargo Ramp 1 & 2.

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PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV
Ramp 1		
1, 2, 3, 6, 7	N37 27.0 E126 27.4	16′
8 thru 10	N37 27.1 E126 27.3	16′
11	N37 27.1 E126 27.2	16′
12	N37 27.1 E126 27.1	16′
14 thru 17	N37 27.2 E126 27.1	16′
18	N37 27.3 E126 27.1	16′
19 thru 22	N37 27.2 E126 27.0	16′
23, 24	N37 27.1 E126 27.1	16′
26 thru 28	N37 27.0 E126 27.0	16′
30	N37 27.0 E126 26.9	16′
31, 32	N37 27.0 E126 26.8	16′
33	N37 27.1 E126 26.8	16′
34, 35	N37 27.1 E126 26.7	16′
36 thru 38	N37 27.0 E126 26.7	16′
39, 40	N37 27.0 E126 26.8	16′
41	N37 26.9 E126 26.8	16′
42	N37 26.9 E126 26.9	16′
43	N37 26.8 E126 26.9	16′
45, 46	N37 26.8 E126 26.8	16′
47	N37 26.7 E126 26.8	16′
48 thru 50	N37 26.7 E126 26.9	16′
103, 105	N37 27.5 E126 27.0	16′
107	N37 27.5 E126 26.9	16′
109	N37 27.4 E126 26.9	16′
111, 113, 115	N37 27.4 E126 26.8	16′
117, 119	N37 27.3 E126 26.7	16′
121, 123	N37 27.3 E126 26.6	16′
125	N37 27.2 E126 26.6	16′
127, 129, 131	N37 27.2 E126 26.5	16′
132	N37 27.2 E126 26.4	16′

STAND No.	COORDINATES	ELEV
Ramp 2, 3		
101	N37 27.5 E126 27.0	16′
102, 104	N37 27.5 E126 26.9	20′
106	N37 27.5 E126 26.9	16′
108	N37 27.5 E126 26.9	20′
110	N37 27.5 E126 26.8	20′
112	N37 27.4 E126 26.8	20′
114	N37 27.4 E126 26.7	20′
118, 122	N37 27.3 E126 26.6	20′
124, 126	N37 27.3 E126 26.5	16′
128	N37 27.3 E126 26.4	16′
130	N37 27.2 E126 26.4	16′
201, 202	N37 27.7 E126 26.8	16′
203, 204	N37 27.7 E126 26.7	16′
205, 206	N37 27.6 E126 26.6	16′
207,208,209	N37 27.6 E126 26.5	16′
210, 211	N37 27.5 E126 26.4	16′
212, 213	N37 27.5 E126 26.3	16′
214	N37 27.4 E126 26.3	16′
215	N37 27.4 E126 26.2	16′
221	N37 27.9 E126 26.7	16′
222	N37 27.8 E126 26.7	16′
223, 224	N37 27.8 E126 26.6	16′
225	N37 27.8 E126 26.5	16′
226, 227	N37 27.7 E126 26.5	16′
228	N37 27.7 E126 26.4	16′
229, 230	N37 27.6 E126 26.3	16′
231, 232	N37 27.6 E126 26.2	16′
233	N37 27.5 E126 26.2	16′
234	N37 27.5 E126 26.1	16′
300, 301	N37 28.0 E126 26.6	16′
302	N37 28.0 E126 26.5	16′
303, 304	N37 27.9 E126 26.5	16′
305	N37 27.9 E126 26.4	16′
311, 312	N37 27.7 E126 26.1	16′
313, 314	N37 27.7 E126 26.0	16′
315	N37 27.6 E126 26.0	16′

STAND No.	STAND AVAILABILITY
1, 2, 11, 16, 18, 42	Available for aircraft "C" code.
3, 20, 34, 36 thru 38 101 thru 105, 114, 115, 117 127 thru 129, 132	Available for aircraft "C" or "D" codes.
119	Available for aircraft "D" code.
19, 21, 26, 39, 40, 49	Available for aircraft "D" or "E" codes.
6 thru 9, 12, 14, 15, 22 thru 24, 27, 28, 30 thru 33 35, 41, 45 thru 48, 50, 107 thru 109, 111, 113, 118, 121 123 thru 125, 130, 131	Available for aircraft "C", "D" or "E" codes.
10, 17, 43, 106, 110, 112, 122, 126	Available for aircraft "C", "D", "E" or "F" codes.
201 thru 215, 221 thru 234 300 thru 305 311 thru 315	Stands 201, 215, 221, 234, 300, 315 are available up to "C" code. Stands 207 thru 209 are available up to "D" code. Stands 202, 203, 205, 211, 213, 214, 222 thru 233, 301 thru 305 311 thru 314, are available up to "E" code. Stands 204, 206, 210, and 212 are available up to "F" code.

Note: Refer to 20-9Q5 and 20-9Q6 Special Notice to A380 & B747-8 Operators for Code "F" and multiple use stands.

CHANGES: Stands 42, 43 available aircraft codes.

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PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV
Cargo Ramp 1		
601	N37 27.8 E126 27.8	20′
602, 603	N37 27.8 E126 27.9	20′
604 thru 606	N37 27.9 E126 28.0	20′
607	N37 27.9 E126 28.1	20′
608	N37 28.0 E126 28.1	20′
609, 610	N37 28.0 E126 28.2	20′
611	N37 28.0 E126 28.3	20′
612, 613	N37 28.1 E126 28.3	20′
614, 615	N37 28.1 E126 28.4	20′
616	N37 28.2 E126 28.5	20′
621	N37 27.9 E126 27.7	20′
622	N37 28.0 E126 27.7	20′
623, 624	N37 28.0 E126 27.8	20′
625	N37 28.0 E126 27.9	20′
626	N37 28.1 E126 27.9	20′
627 thru 629	N37 28.1 E126 28.0	20′
630, 631	N37 28.2 E126 28.1	20′
632, 633	N37 28.2 E126 28.2	20′
634	N37 28.2 E126 28.3	20′
635, 636	N37 28.3 E126 28.3	20′
Cargo Ramp 2		
641	N37 28.2 E126 27.4	20′
642, 643	N37 28.3 E126 27.5	20′
644	N37 28.3 E126 27.6	20′
645	N37 28.4 E126 27.6	20′
646, 647	N37 28.4 E126 27.7	20′

STAND No.	COORDINATES	ELEV
Maintenance Ramp		
701	N37 28.6 E126 26.0	16′
702, 703	N37 28.7 E126 25.9	16′
704, 705	N37 28.8 E126 25.8	16′
706	N37 28.9 E126 25.8	16′
707, 708	N37 28.9 E126 25.7	16′
709	N37 29.0 E126 25.7	16′
710, 711	N37 29.0 E126 25.6	16′
Deicing Pads		
801	N37 28.6 E126 26.1	16′
802	N37 28.5 E126 26.1	16′
803, 804	N37 28.5 E126 26.0	16′
805	N37 28.5 E126 25.9	16′
811	N37 28.2 E126 25.6	16′
812	N37 28.2 E126 25.5	16′
813	N37 28.2 E126 25.4	16′
821	N37 27.0 E126 27.6	16′
822	N37 27.1 E126 27.6	16′
823	N37 27.1 E126 27.5	16′
824	N37 27.3 E126 27.4	16′
825	N37 27.2 E126 27.3	16′
831	N37 26.5 E126 26.8	16′
832	N37 26.6 E126 26.8	16′
833, 834	N37 26.6 E126 26.7	16′
841, 842	N37 27.4 E126 28.2	20′
851	N37 29.1 E126 26.6	16′
852	N37 29.1 E126 26.7	16′
Isolated Security Parking Position		
901	N37 29.5 E126 26.3	16′

STAND No.	STAND AVAILABILITY
601 thru 616 621 thru 636 641 thru 647	Stands 603, 604, 606, 607, 623, 624, 626, 627, 641 and 644 are available up to "F" code. The other stands are available up to "E" code.
701 thru 711	Stands 702, 703, 706 thru 709, 711 are available up to "E" code. Stands 701, 704, 705 and 710 are available up to "F" code.
801 thru 805 811 thru 813 821 thru 825 831 thru 834 841, 842 851, 852	Stands 801, 813, 823, 824, 831, 842, 852 are available up to "F" code. The other stands are available up to "E" code.
901	Available up to "F" code.

Note: Refer to 20-9Q5 and 20-9Q6 Special Notice to A380 & B747-8 Operators for Code "F" and multiple use stands.

CHANGES: Run up pads stands removed.

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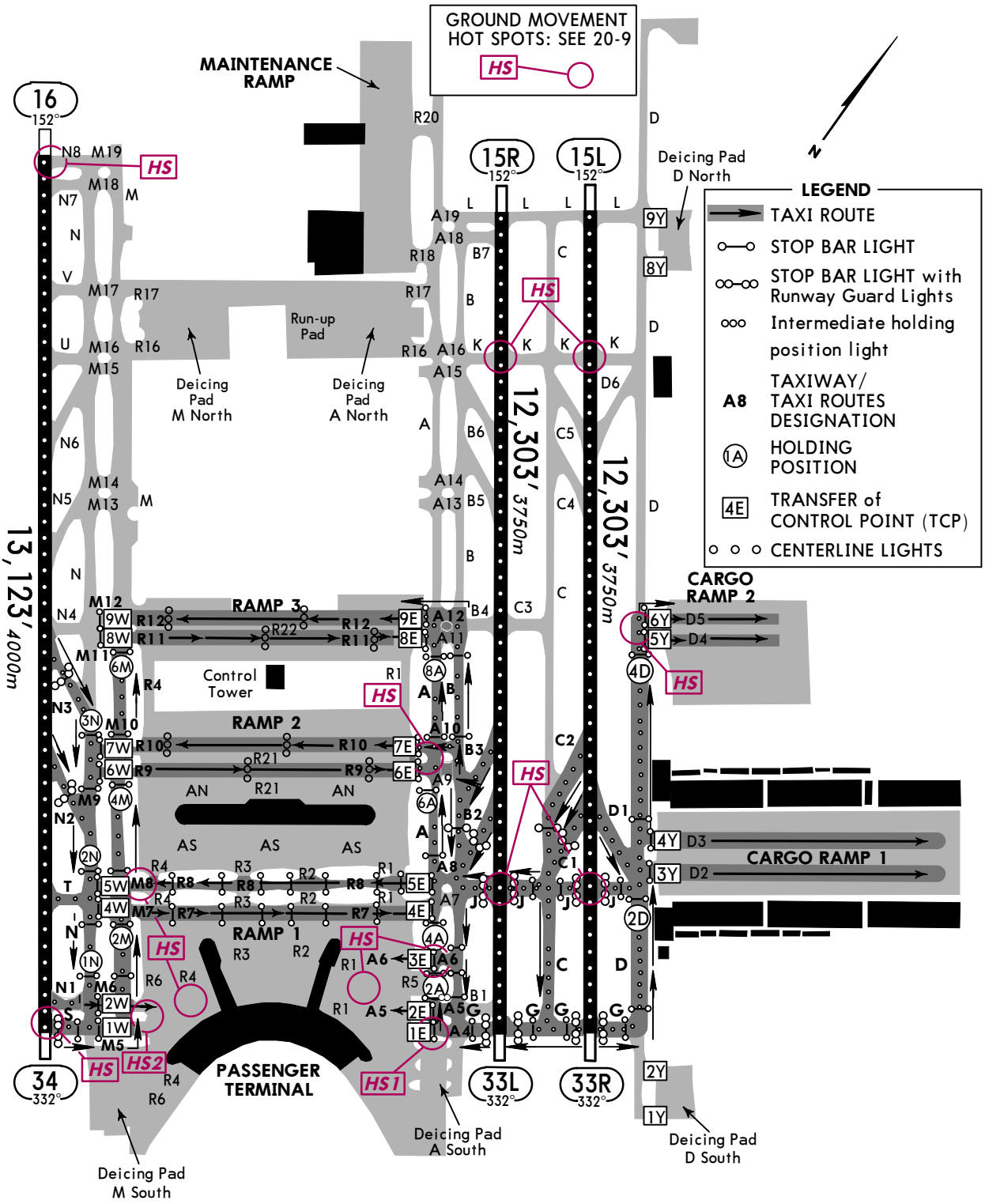
D-ATIS	ACARS D-ATIS PDC	INCHEON Delivery	Ramp
128.65 128.2		121.6 118.75	121.65 121.87 121.8 121.62

Ground	Tower	SEOUL Departure (R)
118.75 121.7 121.75	118.2 118.27 118.8	121.4 124.8 125.15

Rwys 15L/R, 16 ARRIVAL TAXI ROUTE

NOTE 1
1. Aircraft landing on Rwy 15L/R contact Ground 121.75.
2. Aircraft landing on Rwy 16 contact Ground 121.7.
3. Aircraft taxiing via A5, A6, M6, R7 and R8 contact Ramp on 121.65.
4. Aircraft taxiing via R9, R10, R11 and R12 contact Ramp on 121.8.
5. Aircraft for Cargo Ramps contact Ramp on 121.87.
6. Aircraft stand maneuvering guidance lights are not installed on Stands 201, 215, 221, 234, 300, 315. Follow-me or ground marshalling service will be provided at the pilot's request.

NOTE 2
Ramp 2 (201-215) and Ramp 3 are for remote parking of passenger aircraft.



CHANGES: Hot Spots added, Legend, Runway Guard Lights.

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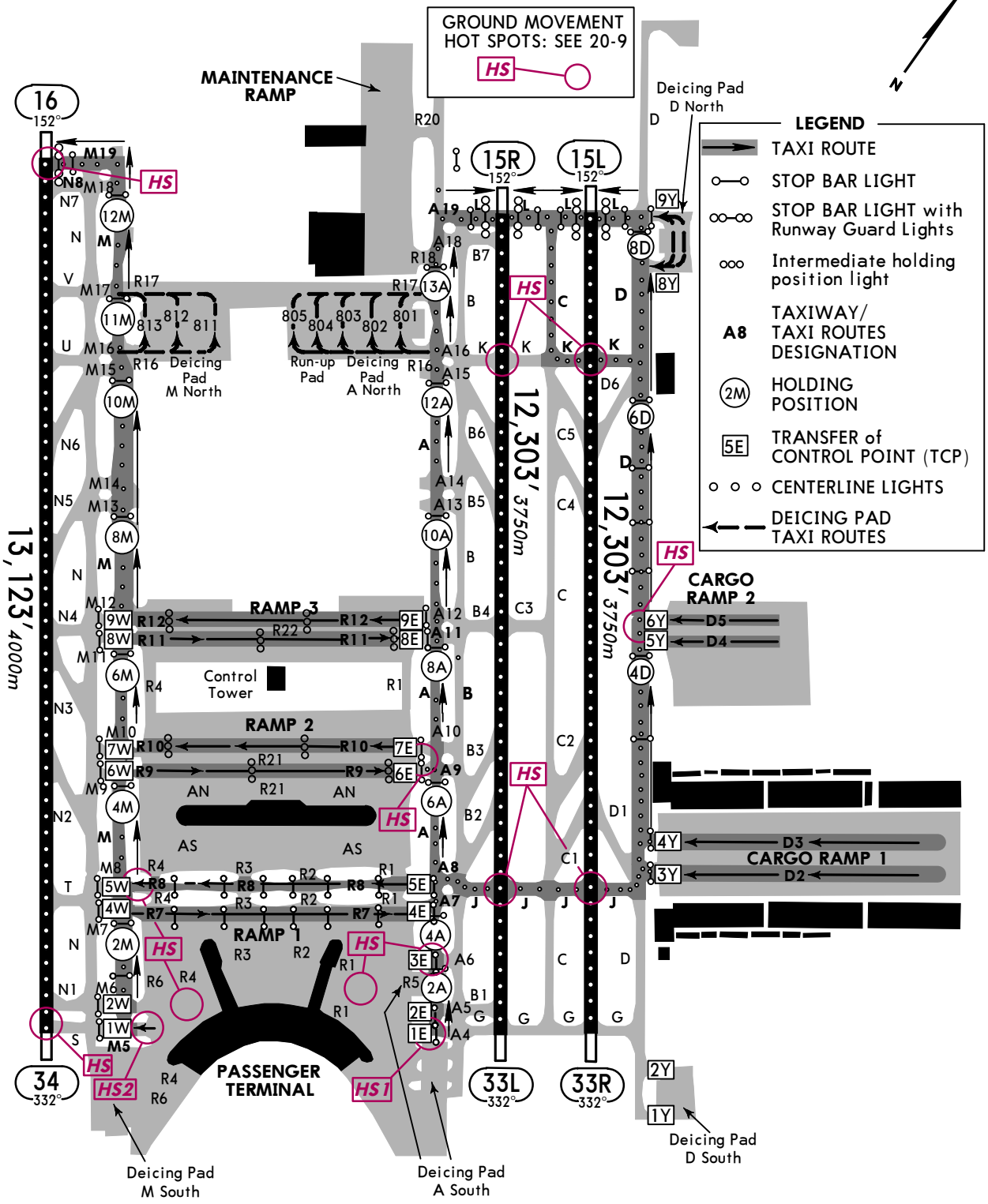
D-ATIS	ACARS D-ATIS PDC	INCHEON Delivery	Ramp
128.65 128.2		121.6 118.75	121.65 121.87 121.8 121.62

Ground	Tower	SEOUL Departure (R)
118.75 121.7 121.75	118.2 118.27 118.8	121.4 124.8 125.15

Rwys 15L/R, 16 DEPARTURE TAXI ROUTE

NOTE 1
1. Aircraft taking off from Rwy 15L/R contact Ground 121.75.
2. Aircraft taking off from Rwy 16 contact Ground 121.7.
3. Aircraft at Gates 1-50, odd number Gates 103-131 and Gate 132 contact Ramp on 121.65.
4. Aircraft at Gate 101, even number Gates 102-130 and Remote stands 201-215, 221-234, 301-314 contact Ramp on 121.8.
5. Aircraft at Cargo stands 601-616, 621-636 and 641-644 contact Ramp on 121.87.
6. Aircraft stand maneuvering guidance lights are not installed on Stands 201, 215, 221, 234. Follow-me or ground marshalling service will be provided at the pilot's request.

NOTE 2
Ramp 2 (201-215) and Ramp 3 are for remote parking of passenger aircraft.



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D-ATIS	ACARS D-ATIS PDC	INCHEON Delivery	Ramp
128.65 128.2		121.6 118.75	121.65 121.87 121.8 121.62

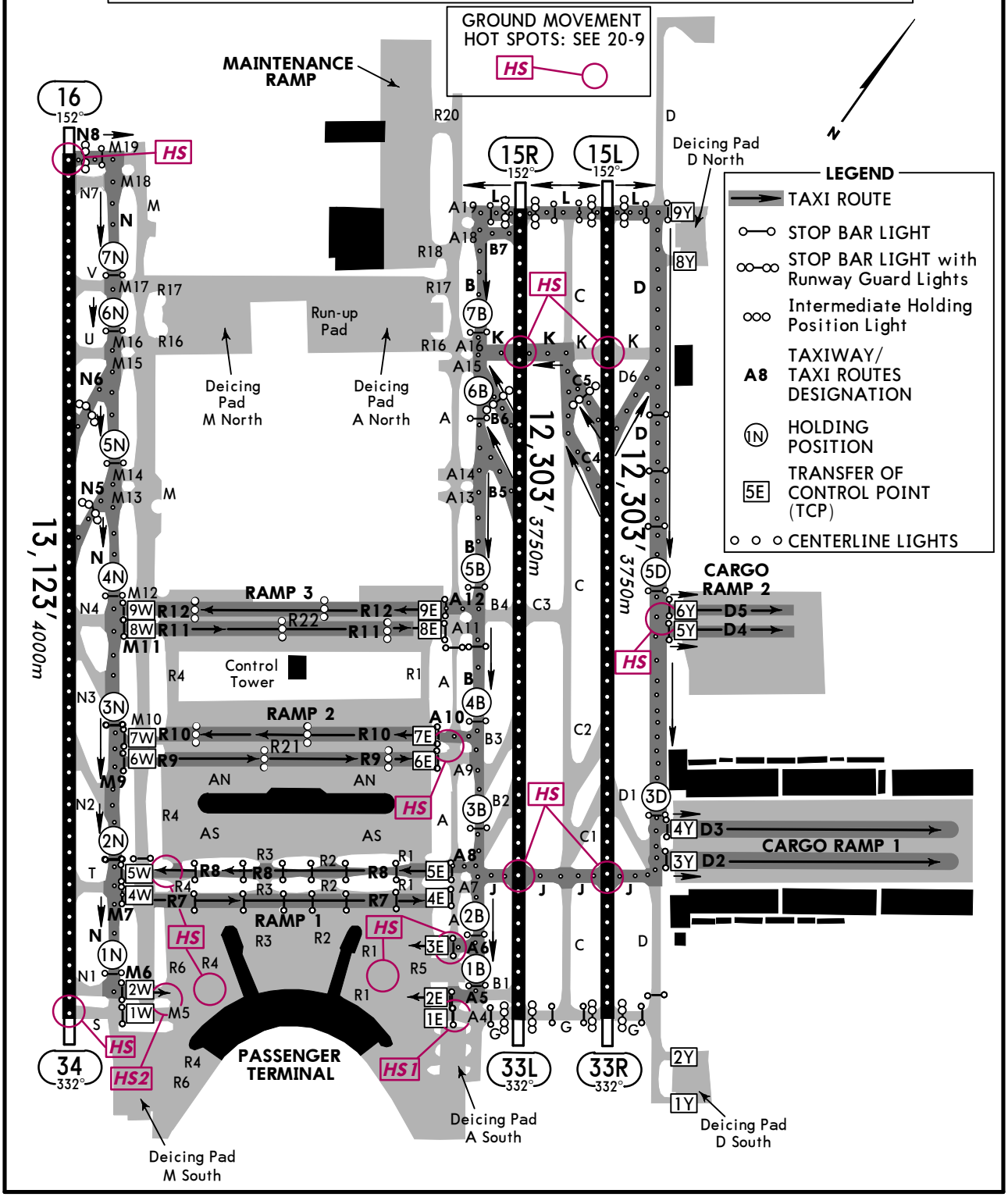
Ground	Tower	SEOUL Departure (R)
118.75 121.7 121.75	118.2 118.27 118.8	121.4 124.8 125.15

Rwys 33L/R, 34 ARRIVAL TAXI ROUTE

NOTE 1
1. Aircraft landing on Rwy 33L/R contact Ground 121.75.
2. Aircraft landing on Rwy 34 contact Ground 121.7.
3. Aircraft taxiing via A5, A6, M6, R7 and R8 contact Ramp on 121.65.
4. Aircraft taxiing via R9, R10, R11 and R12 contact Ramp on 121.8.
5. Aircraft for Cargo Ramps contact Ramp on 121.87.
6. Aircraft stand maneuvering guidance lights are not installed on stands 201, 215, 221, 234, 300 and 315. Follow-me or ground marshalling service will be provided at the pilot's request.

NOTE 2
Ramp 2 (201-215) and Ramp 3 are for remote parking of passenger aircraft.

NOTE 3
Airbus A380 should taxi via N8, M19, M for Rwy 34 Arrival under LVP unless there is exceptional direction by ATC.



CHANGES: Hot Spots added, Legend, Runway Guard Lights.

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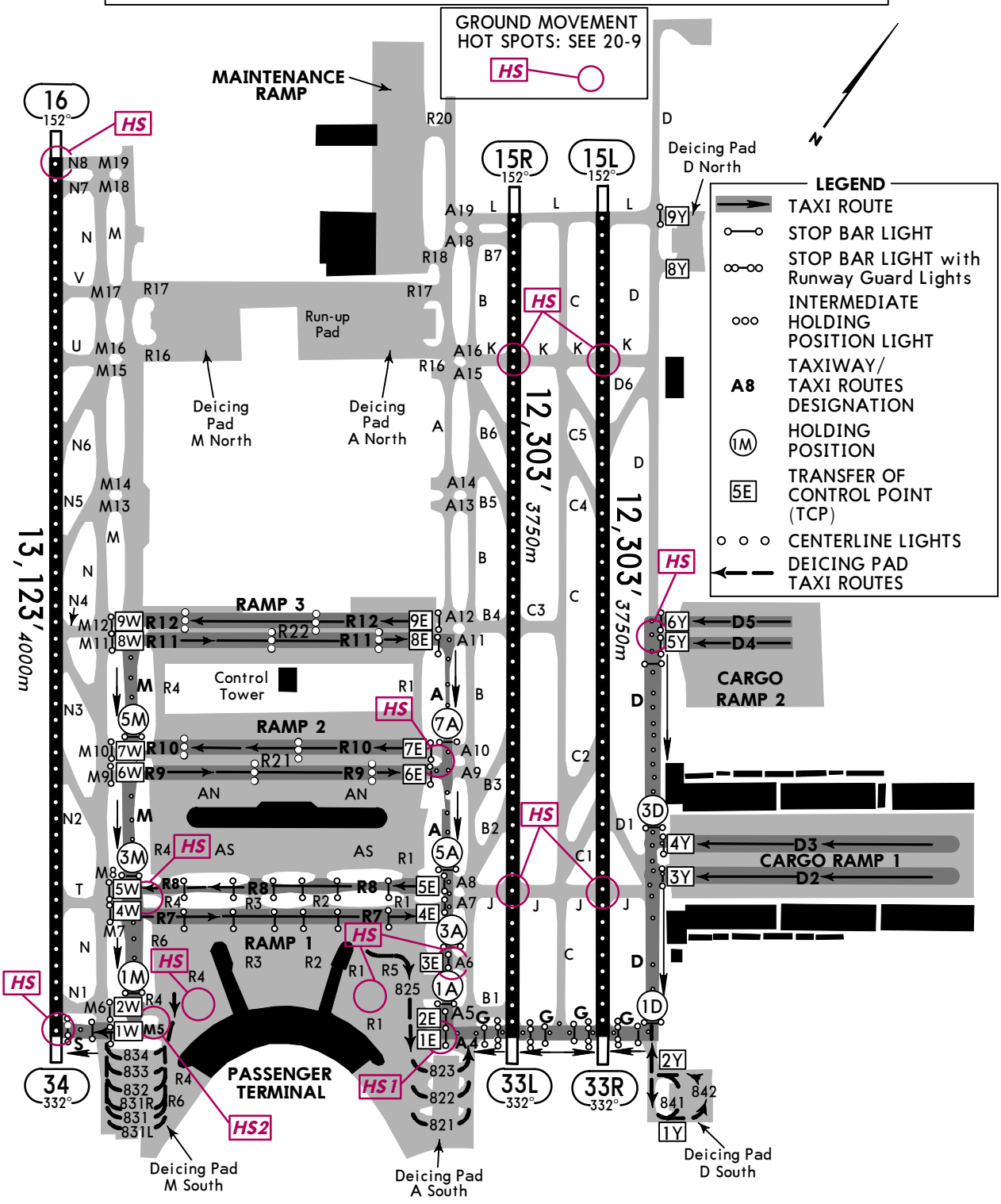
D-ATIS		ACARS D-ATIS PDC	INCHEON Delivery		Ramp			
128.65	128.2		121.6	118.75	121.65	121.87	121.8	121.62

Ground			Tower			SEOUL Departure (R)		
118.75	121.7	121.75	118.2	118.27	118.8	121.4	124.8	125.15

Rwys 33L/R, 34 DEPARTURE TAXI ROUTE

NOTE 1
1. Aircraft taking off from Rwy 33L/R contact Ground 121.75.
2. Aircraft taking off from Rwy 34 contact Ground 121.7.
3. Aircraft at Gates 1-50, odd number Gates 103-131 and Gate 132 contact Ramp on 121.65.
4. Aircraft at Gate 101, even number Gates 102-130 and Remote stands 201-215, 221-234, 301-314 contact Ramp on 121.8.
5. Aircraft at Cargo stands 601-616, 621-636 and 641-644 contact Ramp on 121.87.
6. Aircraft stand maneuvering guidance lights are not installed on Stands 201, 215, 221, 234, 300 and 315. Follow-me or ground marshalling service will be provided at the pilot's request.

NOTE 2
Ramp 2 (201-215) and Ramp 3 are for remote parking of passenger aircraft.



CHANGES: Hot Spots added, Legend, Runway Guard Lights.

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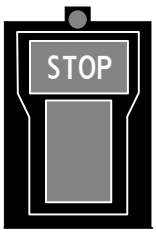
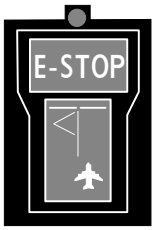
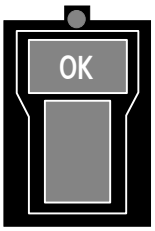
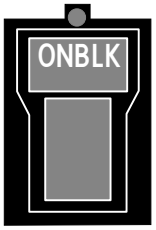
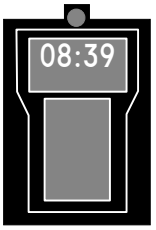
VISUAL DOCKING GUIDANCE SYSTEM

An automated guide-in system known as the Visual Docking Guidance System (VDGS) is installed at all passenger terminal stands and Concourse A stands. The display features of the VDGS are as follows:

	**Displaying Stop Information To Aircraft** 1. Indicates the aircraft must stop. 2. If the aircraft overruns the stop position by more than 2m, STOP TOO FAR will be shown on the Pilot Display Unit (PDU).
	**E-STOP Display** If the aircraft is deviating too far from the guidance line, the Passenger Boarding Bridge (PBB) operator or ground/ service personnel may activate the E-STOP switch attached to the Manual Control Board (MCB). E-STOP will display on the PDU.
	**Docking Completion Information** When the stopped aircraft is correctly positioned on the stand, the message OK shall be shown on the display.
 	**On Block Information** The correct time the aircraft completed the docking procedure will be displayed on the PDU and transmitted to Flight Information Systems (FIS). ***NOTE:*** *VDGS service is provided only at Passenger Terminal stands (total 44) and Concourse A stands (total 30). Marshalling service will be provided in the following cases:* *1. when VDGS or ASDE is inoperative;* *2. when Low Visibility Procedures are in operation;* *3. for aircraft types IL62, IL76, IL96, and TU204;*

If the aircraft type or gate number are in conflict with the actual aircraft type or gate number, the pilot should stop the aircraft immediately and either follow the instructions of the ground marshaller or contact Incheon Ramp.

If the pilot judges that the docking procedure should be nearly complete and the Pilot Display Unit (PDU) still displays the gate number and aircraft type, the pilot should stop the aircraft immediately, notify Incheon Ramp, or follow the ground marshaller's instructions.

If the 'E-STOP' is displayed on the PDU, the pilot should stop the aircraft immediately, notify Incheon Ramp, or follow the ground marshaller's signals. Emergency stop buttons are inside and on the lower column of the passenger boarding bridge (PBB).

If the VDGS information and the ground marshaller's signals are different, the pilot should follow the marshaller's instructions.

When the aircraft reaches about 5m from the stop point, the pilot should decrease the speed to which the aircraft could be stopped immediately on the PDU displaying 'STOP'.

If the aircraft approaches with a speed over a certain limit at concourse A stands, the "SLOW" sign will be displayed on the PDU. The pilot should reduce speed.

CHANGES: None.

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AIRCRAFT PUSHBACK PROCEDURES

Aircraft Stands	Pushback Procedures	Phraseology
Ramp 1		
Gates 1 and 2	The aircraft shall be pushed back to face north along blue line until its nosewheel is at spot 1.	Pushback approved to red 1.
Gate 3	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north.
	The aircraft shall be pushed back to face north along blue line until its nosewheel is at spot 1.	Pushback approved to red 1.
Gate 6	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north.
	The aircraft shall be pushed back to face south along taxilane R1 until the specific gate position.	Pushback approved to face south abeam gate (number).
Gate 7	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north.
	The aircraft shall be pushed back to face south along taxilane R1 until the specific gate position.	Pushback approved to face south abeam gate (number).
	The aircraft shall be pushed back onto stand 825 on taxilane R5 to face south.	Pushback approved to stand 825.
Gate 8	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south.
	The aircraft shall be pushed back to face north along taxilane R1 until the specific gate postition.	Pushback approved to face north abeam gate (number).
	The aircraft shall be pushed back onto stand 825 on taxilane R5 to face south.	Pushback approved to stand 825.
Gate 9	The aircraft shall be pushed back to face south along blue line until its nosewheel is at R1.	Pushback approved to face south.
	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north.
	The aircraft shall be pushed back onto stand 825 on taxilane R5 to face south.	Pushback approved to stand 825.
Gates 10, 11 and 12	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south.
	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north.
Gate 14	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south.
	The aircraft shall be pushed back onto taxilane R1 to face north until gate 10 to minimize jet blast effect.	Pushback approved to face north.
	The aircraft shall be pushed back onto spot 53R on A6 to face west.	Pushback approved to spot 53R.
Gate 15	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R1.	Pushback approved to face north.
	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south.
	The aircraft shall be pushed back onto spot 53R on A6 to face west.	Pushback approved to spot 53R.
Gate 16	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north.
	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south.
	The aircraft shall be pushed back onto spot 53R on A6 to face west.	Pushback approved to spot 53R.
Gate 17	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north.
	The aircraft shall be pushed back onto taxilane R7 to face east.	Pushback approved to face east on R7.
	The aircraft shall be pushed back onto spot 53R on A6 to face west.	Pushback approved to spot 53R.
Gate 18	The aircraft shall be pushed back onto taxilane R7 to face east.	Pushback approved to face east.
	The aircraft shall be pushed back onto taxilane R7 to face west.	Pushback approved to face west.
	The aircraft shall be pushed back to face north along taxilane R1 until the specific gate postition.	Pushback approved to face north on R1 abeam gate (number).

CHANGES: Text.

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Aircraft Stands	Pushback Procedures	Phraseology
Gate 19	The aircraft shall be pushed back onto taxilane R7 to face east.	Pushback approved to face east.
	The aircraft shall be pushed back onto taxilane R7 to face west.	Pushback approved to face west.
	The aircraft shall be pushed back to face north along taxilane R1 until the specific gate position.	Pushback approved to face north on R1 abeam gate (number).
	The aircraft shall be pushed back to face north along taxilane R2 until the specific gate position.	Pushback approved to face north on R2 abeam gate (number).
Gate 20	The aircraft shall be pushed back onto taxilane R7 to face east.	Pushback approved to face east.
	The aircraft shall be pushed back onto taxilane R7 to face west.	Pushback approved to face west.
	The aircraft shall be pushed back to face north along taxilane R2 until the specific gate position.	Pushback approved to face north on R2 abeam gate (number).
Gate 21	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R2.	Pushback approved to blue.
	The aircraft shall be pushed back to face north until its body is on taxilane R2.	Pushback approved to face north on R2.
	The aircraft shall be pushed back onto taxilane R7 to face east.	Pushback approved to face east on R7.
	The aircraft shall be pushed back onto taxilane R7 to face west.	Pushback approved to face west on R7.
Gate 22	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R2.	Pushback approved to blue.
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 2.	Pushback approved to red 2.
Gates 23, 24 and 26	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 2.	Pushback approved to red 2.
	The aircraft shall be pushed back to face south along blue line until its nosewheel is at spot 3.	Pushback approved to red 3.
	The aircraft shall be pushed back to face south along taxilane R2 until the specific gate number.	Pushback approved to face south on R2 [abeam gate (number)].
Gate 27	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 2.	Pushback approved to red 2.
	The aircraft shall be pushed back to face south along blue line until its nosewheel is at spot 3.	Pushback approved to red 3.
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 4.	Pushback approved to red 4.
	The aircraft shall be pushed back to face south along taxilane R2 until the specific gate number.	Pushback approved to face south on R2 [abeam gate (number)].
	The aircraft shall be pushed back to face south along taxilane R3 until the specific gate number.	Pushback approved to face south on R3 [abeam gate (number)].
Gates 28, 30 and 31	The aircraft shall be pushed back to face south along blue line until its nosewheel is at spot 3.	Pushback approved to red 3.
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 4.	Pushback approved to red 4.
	The aircraft shall be pushed back to face south along taxilane R3 until the specific gate number.	Pushback approved to face south on R3 [abeam gate (number)].

CHANGES: Procedures added.

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Aircraft Stands	Pushback Procedures	Phraseology
Gate 32	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R3.	Pushback approved to blue.
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 4.	Pushback approved to red 4.
Gate 33	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R3.	Pushback approved to blue.
	The aircraft shall be pushed back to face north until its body is on taxilane R3.	Pushback approved to face north on R3.
	The aircraft shall be pushed back onto taxilane R7 to face east.	Pushback approved to face east on R7.
	The aircraft shall be pushed back onto taxilane R7 to face west.	Pushback approved to face west on R7.
Gate 34	The aircraft shall be pushed back onto taxilane R7 to face east.	Pushback approved to face east.
	The aircraft shall be pushed back onto taxilane R7 to face west.	Pushback approved to face west.
	The aircraft shall be pushed back to face north along taxilane R3 until the specific gate position.	Pushback approved to face north on R3 abeam gate (number).
Gate 35	The aircraft shall be pushed back onto taxilane R7 to face east.	Pushback approved to face east.
	The aircraft shall be pushed back onto taxilane R7 to face west.	Pushback approved to face west.
	The aircraft shall be pushed back to face north along taxilane R3 until the specific gate position.	Pushback approved to face north on R3 abeam gate (number).
	The aircraft shall be pushed back to face north along taxilane R4 until the specific gate position.	Pushback approved to face north on R4 abeam gate (number).
Gate 36	The aircraft shall be pushed back onto taxilane R7 to face east.	Pushback approved to face east.
	The aircraft shall be pushed back onto taxilane R7 to face west.	Pushback approved to face west.
	The aircraft shall be pushed back to face north along taxilane R4 until the specific gate position.	Pushback approved to face north on R4 abeam gate (number).
Gate 37	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north.
	The aircraft shall be pushed back onto taxilane R7 to face west.	Pushback approved to face west on R7.
Gate 38	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south.
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north.
Gate 39	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south.
	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R4.	Pushback approved to face north.
Gates 40, 41, 42 and 43	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south.
	The aircraft shall be pushed back onto taxilane R4 to face north. Aircraft of Gate 40 shall be pushed back to face north until Gate 43 to minimize jet blast effect.	Pushback approved to face north.

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Aircraft Stands	Pushback Procedures	Phraseology
Gate 45	The aircraft shall be pushed back to face south along blue line until its nosewheel is at R4.	Pushback approved to face south.
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north.
Gate 46	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south.
	The aircraft shall be pushed back to face north along taxilane R4 until the specific gate position.	Pushback approved to face north abeam gate (number).
Gates 47 and 48	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north.
	The aircraft shall be pushed back to face south along taxilane R4 until the specific gate position.	Pushback approved to face south abeam gate (number).
	The aircraft shall be pushed back to face south along taxilane R6.	Pushback approved to face south on R6.
Gate 49	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north.
	The aircraft shall be pushed back along blue line until its nosewheel is at spot 5.	Pushback approved to red 5.
Gate 50	The aircraft shall be pushed back along blue line until its nosewheel is at spot 5.	Pushback approved to red 5.
Gates 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127 and 129	The aircraft shall be pushed back onto taxilane AS to face east.	Pushback approved to face east.
	The aircraft shall be pushed back onto taxilane AS to face west.	Pushback approved to face west.
Gates 131 and 132	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south.
RAMP 2		
Gates 101 and 102	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north.
Gates 104, 106, 108, 110, 112, 114, 118, 122, 124, 126, 128 and 130	The aircraft shall be pushed back onto taxilane AN to face east.	Pushback approved to face east.
	The aircraft shall be pushed back onto taxilane AN to face west.	Pushback approved to face west.
Gates 110, 112, 122 and 126	The aircraft of Code 'F' shall be pushed back onto taxilane R9 to face east.	Pushback approved to face east on R9.
	The aircraft of Code 'F' shall be pushed back onto taxilane R9 to face west.	Pushback approved to face west on R9.
Gates 202 to 214	The aircraft shall be pushed back onto taxilane R10 to face east.	Pushback approved to face east.
	The aircraft shall be pushed back onto taxilane R10 to face west.	Pushback approved to face west.
Gates 201 and 215	The aircraft shall be taxied as instructed by Incheon Ramp Control.	
RAMP 3		
Gates 222 to 233, 300 to 305, 311 to 315	The aircraft shall be pushed back onto taxilane R11 or R12 to face east.	Pushback approved to face east.
	The aircraft shall be pushed back onto taxilane R11 or R12 to face west.	Pushback approved to face west.
Gates 221 and 234	The aircraft shall be taxied as instructed by Incheon Ramp Control.	

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Aircraft Stands	Pushback Procedures	Phraseology
Cargo Ramp 1		
Cargo stands 601 to 614, 621 to 634	The aircraft shall be pushed back onto taxilane D2 or D3 to face west.	Pushback approved.
Cargo stands 615 and 616	The aircraft shall be pushed back to face west and then towed forward until its nosewheel is at spot 12.	Pushback approved to red 12.
Cargo stands 635 and 636	The aircraft shall be pushed back to face west and then towed forward until its nosewheel is at spot 11.	Pushback approved to red 11.
Cargo Ramp 2		
Cargo stands 641 and 644	The aircraft shall be pushed back onto taxilane D4 to face west.	Pushback approved.
Cargo stands 645 and 647	The aircraft shall be pushed back to face west and then towed forward until its nosewheel is at spot 10.	Pushback approved to red 10.

Notes:

- Smaller aircraft (business jets) ingress and egress procedures at aircraft stand 612 and at designated deicing pad shall follow the instructions of INCHEON RAMP. Deicing pads are self-maneuvering stands (i.e. taxi out with no pushback).
- There are several blue lines in Ramp 1. Locations: Right behind Gates 9, 15, 21, 22, 32, 33, 39 and 45. Aircraft at those gates shall be pushed back along blue line until their nosewheels are on the specific taxilane.
- To avoid delays to other aircraft using 'Ramp 1' area, aircraft should be ready to taxi as soon as the pushback maneuver and engine start procedures are completed. The pushback for Gates 17, 18, 19, 20, 21, 33, 34, 35, and 36 is to taxilane R7, therefore to avoid delays to other traffic it is essential that the aircraft be ready to taxi as soon as the pushback maneuver is completed. If aircraft are unable to comply with these procedures, pilots shall immediately inform INCHEON RAMP in order that alternative taxi instructions may be issued to other aircraft.
- When an aircraft has any problem taxiing right after push back, the pilot should report to ramp control. The pilot will be instructed to return to gate or move to another place to avoid blocking taxilanes.
- Delays may be expected due to other aircraft in pushback or taxi as distances between aircraft gates/stands vary.
- Charts 20-9L thru 20-9Q describe the procedures for pushback of aircraft from gates with airbridges and stands. Incheon Ramp will issue specific instructions to the pilot if it is necessary to expedite traffic movement. Most gates and stands have several pushback procedures. Pushback instructions shall be issued including direction (only 4 directions are used) or specific position when necessary. Incheon Ramp will issue a pushback instruction according to the use of runway or certain traffic condition.
- When the aircraft is pushed back onto taxilane R2 or R3 facing south, the pilot shall be taxied with idle power for ground safety.

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ARRIVAL/DEPARTURE ROUTES and TRANSFER OF CONTROL POINTS (TCP)

Taxi routes for departure runway 15R, 33L from cargo apron.

To protect GP signals of ILS of RWY 15L and 33R, expect taxi routes for departure from cargo apron as follows unless otherwise instructed by ATC.

a. Departure RWY 15R:
Cargo apron - Taxiway D - K - C - L to RWY 15R

b. Departure RWY 33L:
Cargo apron - Taxiway D - J - C - G to RWY 33L

Transfer Control Points (TCPs): Unless otherwise instructed, aircraft should use the following routes:

Ramp	Ramp FREQ	Route	TCP	Gate/Stand
Ramp 1 (Arrival)	121.65 MHz	A5 - R1 A6 - R1 R7 -R1	2E 3E 4W	1 to 17
		R7 R8	4W 5E	18 to 36
		M6 - R4 R7 - R4 (R6) R8 - R4 (R6)	2W 4W 5E	37 to 50
		R7 R8	4W 5E	103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 132
Ramp 1 (Departure)	121.65 MHz	R1 - A4 R1 - R7 R1 - R8	1E 4E 5W	1 to 17
		R7 R8	4E 5W	18 to 36
		R4 - M5 R4 (R6) - R7 R4 (R6) - R8	1W 4E 5W	37 to 50
		R7 R8	4E 5W	103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 132
Ramp 2 (Arrival)	121.8 MHz	R9 R10	6W 7E	101, 102, 104, 106, 108, 110, 112, 114, 118, 122, 124, 126, 128, 130
				201 to 215
Ramp 2 (Departure)		R9 R10	6E 7W	101, 102, 104, 106, 108, 110, 112, 114, 118, 122, 124, 126, 128, 130
				201 to 215
Ramp 3 (Arrival)		R11 R12	8W 9E	221 to 234, 300 to 305 311 to 315
Ramp 3 (Departure)		R11 R12	8E 9W	221 to 234, 300 to 305 311 to 315
Cargo Ramp 1 (Arrival and Departure)	121.87 MHz	D2 D3	3Y 4Y	601 to 616 621 to 636
Cargo Ramp 2 (Arrivial and Departure)		D4 D5	5Y 6Y	641 to 647
Deicing Zone (D South - Arrival)		——	1Y	841 and 842
Deicing Zone (D South - Departure)		——	2Y	841 and 842
Deicing Zone (D North - Arrival)		——	8Y	851 and 852
Deicing Zone (D North - Departure)		——	9Y	851 and 852

Remarks:
Arrival and departure routes in ramp areas will be issued in detail according to runway in use and traffic movement condition by INCHEON RAMP.

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ARRIVAL/DEPARTURE ROUTES and TRANSFER OF CONTROL POINTS (TCP)(cont.)

Departure /Arrival Routes and Transfer of Control Points (TCP)

1. Aircraft will normally be transferred to INCHEON GROUND (Departure) or INCHEON RAMP (Arrival) prior to the TCP. Unless otherwise directed, aircraft may automatically contact INCHEON GROUND (RAMP) at the TCP.
2. Aircraft shall not proceed beyond the TCP without clearance from INCHEON GROUND (departure) or INCHEON RAMP (Arrival).

CAT II / III Operations

General

Incheon International Airport RWY 15L, RWY 15R, RWY 16, RWY 33L, RWY 33R and RWY 34 have ILS CAT III B equipment. Low Visibility Procedures are established for operation in a visibility of less than RVR 550m or a cloud ceiling of less than 200' (60m) or less.

a. Low visibility operations will be initiated by broadcasting "ATC LOW VISIBILITY PROCEDURES ARE IN OPERATION" via ATIS and/or appropriate radio frequencies.
b. Low visibility operations will be terminated by deleting the above mentioned message from ATIS and/or broadcasting "ATC LOW VISIBILITY OPERATIONS ARE TERMINATED" via appropriate frequencies.

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

a. Approval for CAT II/III Operations

1. Aircraft operators and pilots who wish to conduct ILS CAT II/III operations at Incheon International Airport shall conform with certain requirements. Details of these requirements are published in Aviation Act, Article 54 and its Enforcement Regulations Article 189, which are available from:
   Flight Operations Division
   Seoul Regional Aviation Administration
   2850 Unseo-dong, Jung-gu, Incheon
   400-718, Republic of Korea
   Tel : 82-32-740-2154 / 5
   Fax : 82-32-740-2159

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

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

Pilots shall be informed when:

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

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

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

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

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Special Procedures and Safeguards CAT II/III Continued

General Special Procedures and Ground Safeguards

Special procedures and ground safeguards will be applied during CAT II/III operations to protect aircraft from operating in low visibility and to avoid interference with the ILS signals in accordance with the provisions of ICAO Doc. 9365 - Manual of All Weather Operations, and the provisions of the Enforcement Regulations of Aviation Act, Article 210-8.

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

b. Restrictions of application on CAT-II/III holding positions: TWY G or TWY L
   1. When RWY 15L for landing and RWY 15R for departure are in use at the same time, CAT-II/III holding positions on TWY G and L are not applied.
   2. When RWY 33L for departure and RWY 33R for landing are in use at the same time, CAT-II/III holding positions on TWY L and G are not applied.

c. Arriving Aircraft
   1. Aircraft shall vacate the runway via the designated exit taxiways as follows; Other exit taxiways will not be lit.

      RWY 15L - C2, C1, D1 or G
      RWY 15R - B3, B2 or G
      RWY 33L - B5, B6 or L
      RWY 33R - C4, C5, D6 or L
      RWY 16 - N2, N3 or S
      RWY 34 - N5, N6 or N8

      Refer to RKSI 20-9F and 20-9H
   2. All runway exits have taxiway center-line lead off lights that are color coded (green/yellow) to indicate that portion of the taxiway that is within the ILS sensitive area.
   3. Pilots are required to make a 'runway vacated' call giving due allowance for the size of the aircraft to ensure that the entire aircraft has vacated the ILS critical sensitive areas.

d. Departing Aircraft

   Departing aircraft shall normally enter the runway via the designated taxiways as follows:

      RWY 15L or RWY 15R - A to L or D to L
      RWY 33L or RWY 33R - A to G or D to G
      RWY 16 - M to N8
      RWY 34 - M to S

      Refer to RKSI 20-9J and 20-9G

Practice Approaches

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

Ramp Safety Management

a. All GSE (Ground Service Equipment) vehicle roadways crossing taxiways or taxi lanes are marked in the form of zipper.

b. Pilots shall pay extra caution to the vehicles while taxiing in ramp areas.

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De-icing Operations

Ice Phase Notification

Ice Phase	Application of Phase
Phase 1 (Blue)	Delays expected less than 50 minutes
Phase 2 (Yellow)	Delays expected 50 minutes through 80 minutes
Phase 3 (Orange)	Delays expected 80 minutes through 120 minutes
Phase 4 (Red)	Delays expected more than 120 minutes

De-icing Zones and Pads

De-icing pad assignments will be made as pad-group.
1. A South (A/S) zone: 821, 822, 823, 824, 825 pads
2. A North (A/N) zone: 801, 802, 803, 804, 805 pads
3. M South (M/S) zone: 831, 832, 833, 834 pads
4. M North (M/N) zone: 811, 812, 813 pads
5. D South (D/S) zone: 841, 842 pads
6. D North (D/N) zone: 851, 852 pads

De-icing Operational Procedures

FREQ	Call Sign	Procedure
128.65 (ATIS)	Incheon INTL Airport	-Acknowledge "Ice Phase" by ATIS
↓ 121.62	Incheon De-icing	-Contact when ready for pushback -Advise "Aircraft De-icing Required" -De-icing zones assignment
↓ 121.65 (Ramp 1) 121.8 (Ramp 2/3, Cargo Ramps)	Incheon Ramp	-Pushback & taxi to De-ice zones
↓ 121.87	Pad Control	-Enter the pad and De-ice
↓ 121.6	Incheon Delivery	-Get ATC Clearance after De-icing
↓ 121.87	Pad Control	-Re-contact Pad Control -Report start engine and taxi to the TCP

NOTE 1: The de-icing pad will be appropriately assigned by Incheon Ramp or Pad Control when aircraft approaches the de-icing zone.
NOTE 2: Flight Crews shall monitor and maintain radio contact, otherwise re-sequenced as a result of no response to 3 successive calls.
NOTE 3: These procedures can be changed by Incheon Ramp according to the volume of de-icing traffic.

Gate Hold Procedures

Gate hold procedures will be used in order to hold aircraft at the gate whenever departure delays exceed or are expected to exceed 15 minutes due to inclement weather or abnormal conditions at Incheon International Airport.

1. The procedure will come into effect upon issuing the advisory of "Gate Hold Procedures in Effect" through an appropriate frequency or ATIS broadcast.
2. Pilot shall contact Clearance Delivery for ATC clearance five (5) minutes prior to being ready for pushback.
3. After receiving ATC clearance, the pilot shall contact INCHEON RAMP frequency and continuously monitor the frequency.
4. To ensure efficiency and avoid unnecessary departure delays, pilots shall make engine start-up or pushback requests from INCHEON RAMP only when they are actually ready to do so.
5. When operationally beneficial, Incheon Ramp will issue an expected engine start-up by using the following phraseology "Expect engine start (time)".
6. Pilots must monitor Incheon Ramp frequency for update information as the delay changes.
7. Although the sequence of departure will be maintained in accordance with initial call-up, the priority of departure is subject to change according to the release time that should be kept for the purpose of airport operations, or the slot time allocated to a specified aircraft.
8. Failure to respond to two successive calls may cause the readjustment of departure sequence.
9. Gate hold procedures will be terminated by issuing the advisory of "Gate Hold Procedures are terminated" through an appropriate frequency or ATIS broadcast.

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RKSI/ICN
INCHEON INTL

JEPPESEN

15 AUG 14 (21-1)

SEOUL/INCHEON, KOREA
ILS or LOC Rwy 15L

D-ATIS	SEOUL Approach (R)	INCHEON Tower	Ground
128.4 128.2	119.1 119.75	118.2 118.8	118.75 121.75 121.7

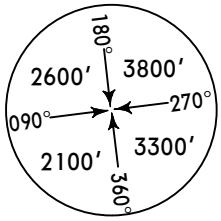
BRIEFING STRIP™

LOC ISLL	Final Apch Crs	GS DULAK	ILS DA(H)	Apt Elev / Rwy 15L
111.9	153°	1600′ (1577′)	223′ (200′)	23′ / 23′

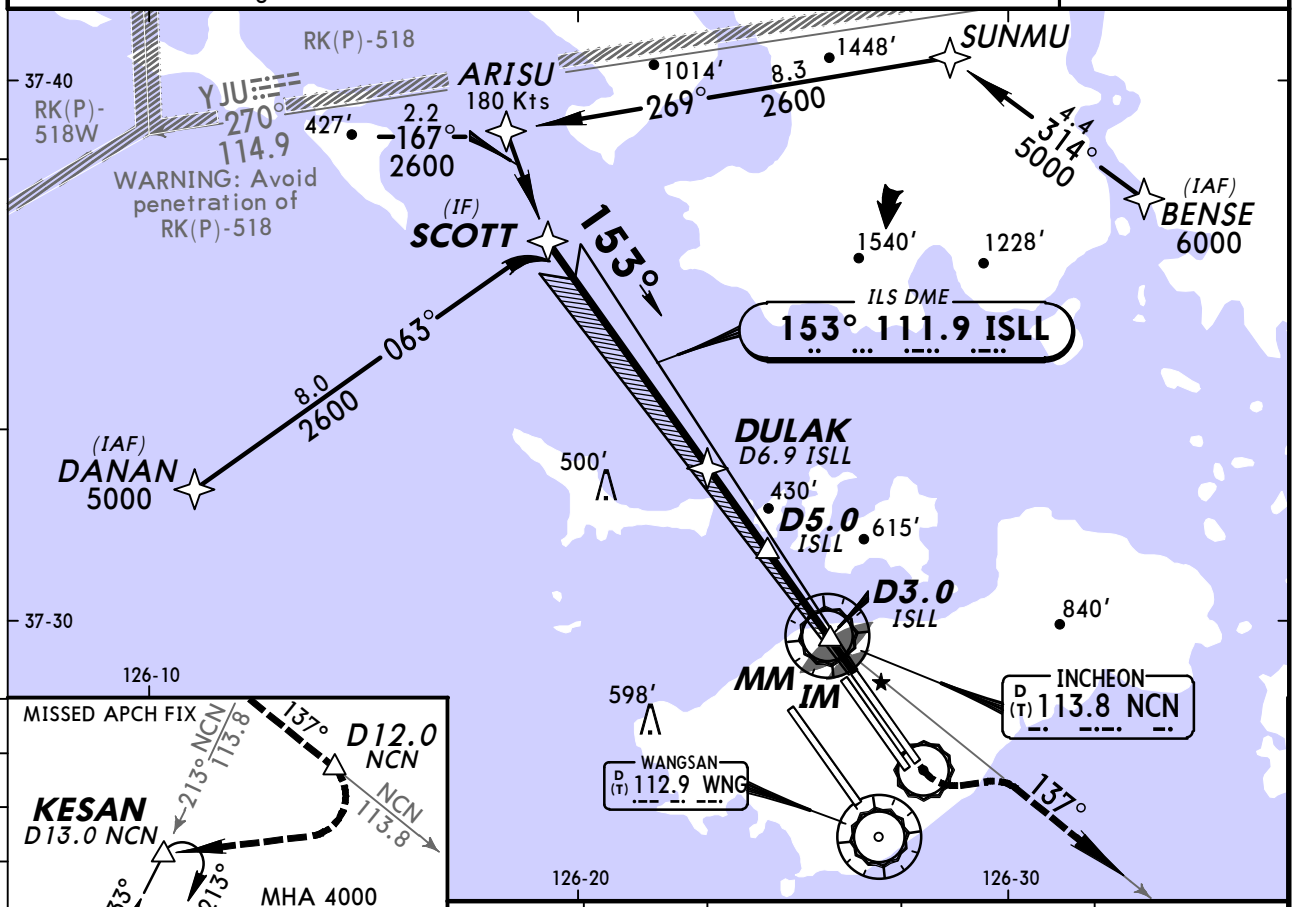
MISSED APCH: Climb to 520′ on Rwy heading then turn LEFT to intercept and follow NCN VOR R-137 to D12.0 NCN, continue climb to 4000′ RIGHT turn direct to KESAN. Hold as published.

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

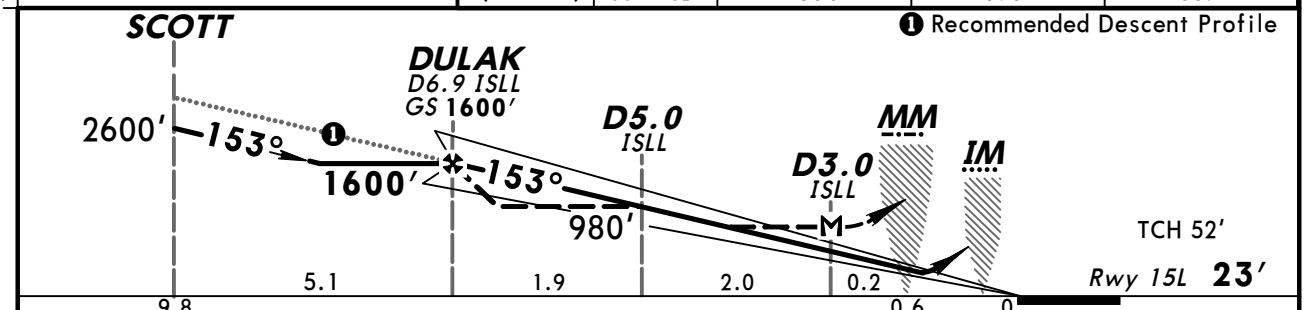
1. GNSS or DME/DME/IRU required. 2. ATS surveillance service required. 3. DME required on an ILS/LOC approach. 4. Do not fly north of YJU VOR R-270. 5. RNAV 1 operation. 6. Simultaneous approach authorized with ILS Rwy 15L/R and 16. 7. Timing not authorized for defining MAP.



MSA ARP



LOC (GS out)	ISLL DME	6.0	5.0	4.0
	ALTITUDE	1304′	979′	657′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	372	478	531	637	743	849
MAP at D3.0 ISLL						

ALSF-II
REIL
PAPI

520′ on RWY hdg

PANS OPS

	STRAIGHT-IN LANDING RWY 15L					CIRCLE-TO-LAND
	ILS DA(H) 223′ (200′)			❶ LOC (GS out) MDA(H) 340′ (317′)		
	FULL	TDZ or CL out	ALS out		ALS out	
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	800m	1600m	NA
B						
C						
D				1200m		

❶ Not authorized during simultaneous operations.

CHANGES: Note.

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D-ATIS		SEOUL Approach (R)		INCHEON Tower		Ground		
128.4	128.2	119.1	119.75	118.2	118.8	118.75	121.75	121.7

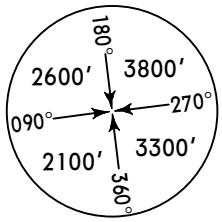
BRIEFING STRIP

LOC	Final	GS	CAT IIIB	CAT IIIA	CAT II ILS	
ISLL 111.9	Apch Crs 153°	DULAK 1600′ (1577′)	Refer to Minimums		RA 106′ DA(H) 123′ (100′)	Apt Elev 23′ Rwy 15L 23′

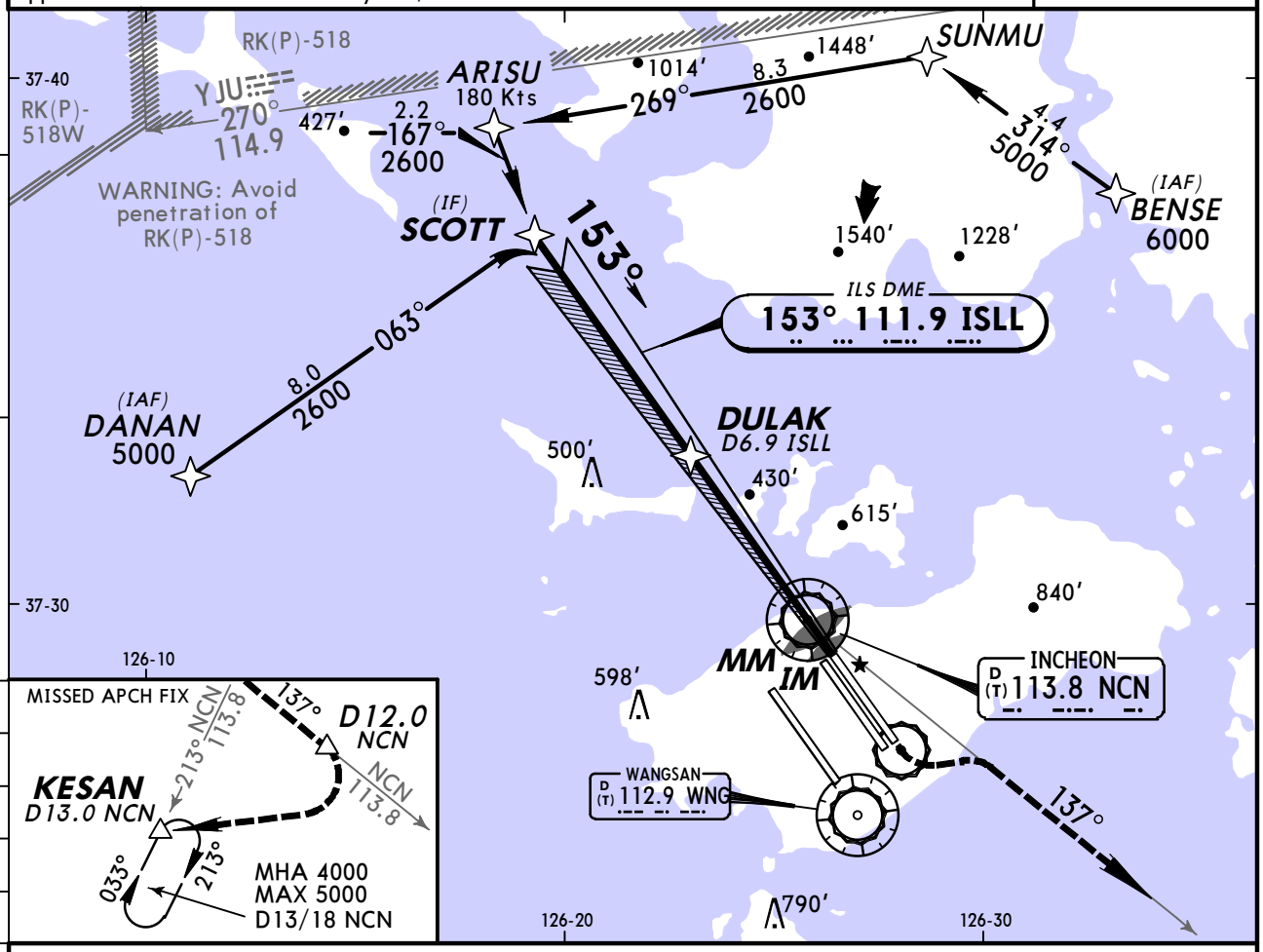
MISSED APCH: Climb to 520′ on Rwy heading then turn LEFT to intercept and follow NCN VOR R-137 to D12.0 NCN, continue climb to 4000′ RIGHT turn direct to KESAN. Hold as published.

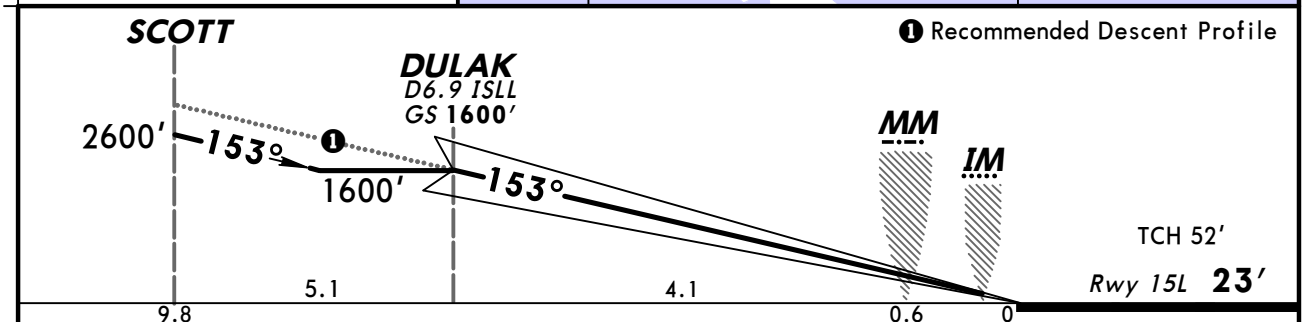
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 140 Trans alt: 14000′

1. Special Aircrew & Aircraft Certification required. 2. GNSS or DME/DME/IRU required. 3. ATS surveillance service required. 4. DME required on an ILS/LOC appoach. 5. Do not fly north of YJU VOR R-270. 6. RNAV 1 operation. 7. Simultaneous approach authorized with ILS Rwy 15L/R and 16.



MSA ARP





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

ALSF-II
REIL
PAPI
520′ on RWY hdg

STRAIGHT-IN LANDING RWY 15L

PANS OPS

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 106′ DA(H) 123′ (100′)
RVR 75m	RVR 175m	RVR 300m

CHANGES: Note.

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RKSI/ICN
INCHEON INTL

JEPPESEN

25 APR 14 (21-2)

SEOUL/INCHEON, KOREA
ILS or LOC Rwy 15R

D-ATIS	SEOUL Approach (R)	INCHEON Tower	Ground
128.4 128.2	119.1 119.75	118.2 118.8	118.75 121.75 121.7

BRIEFING STRIP™

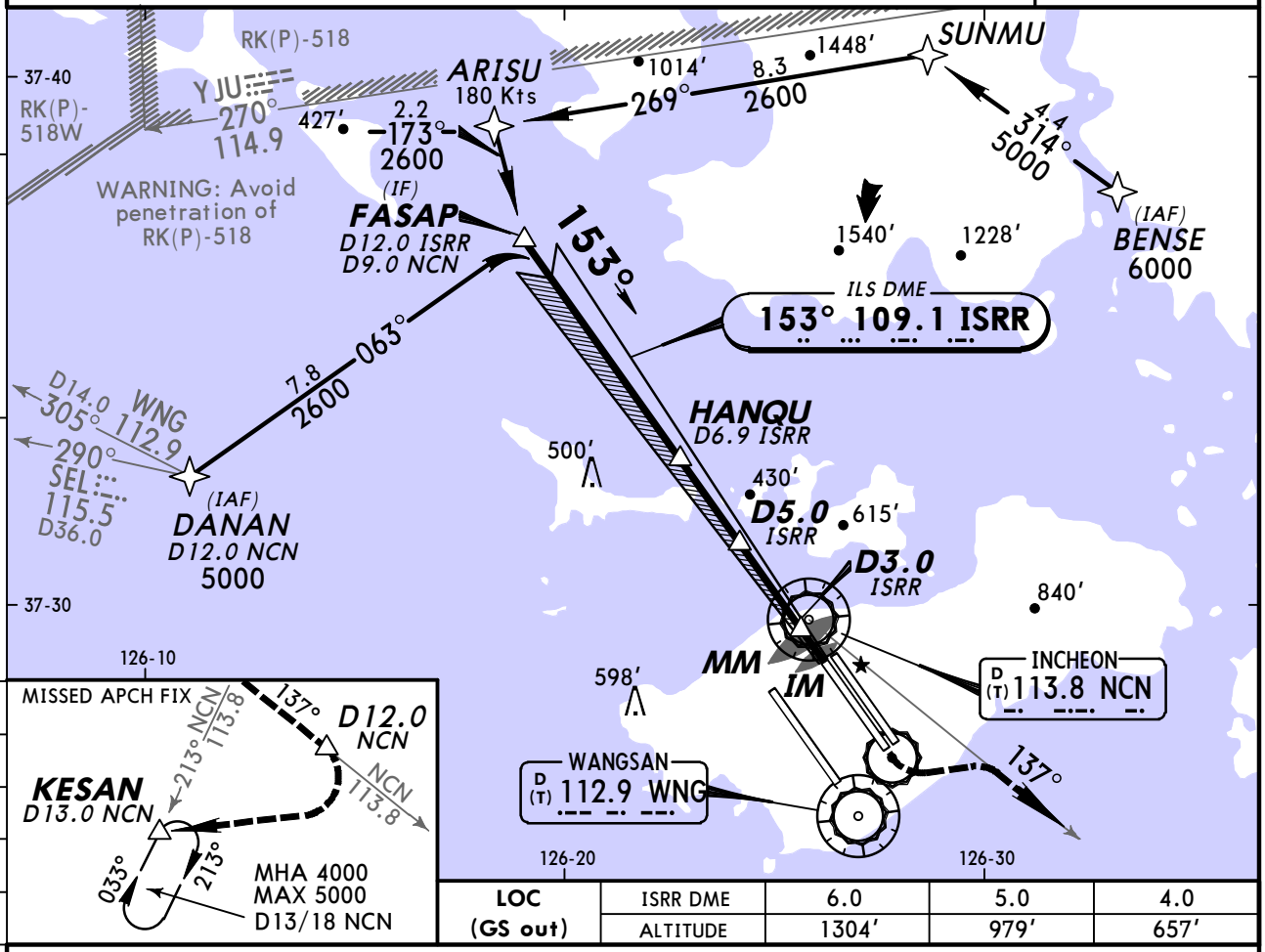
LOC ISRR	Final Apch Crs	GS HANQU	ILS DA(H)	Apt Elev / Rwy 15R
109.1	153°	1600′ (1577′)	223′ (200′)	Apt Elev 23′ / Rwy 15R 23′

MISSED APCH: Climb to 520′ on Rwy heading then turn LEFT to intercept and follow NCN VOR R-137 to D12.0 NCN, continue climb to 4000′ RIGHT turn direct to KESAN. Hold as published.

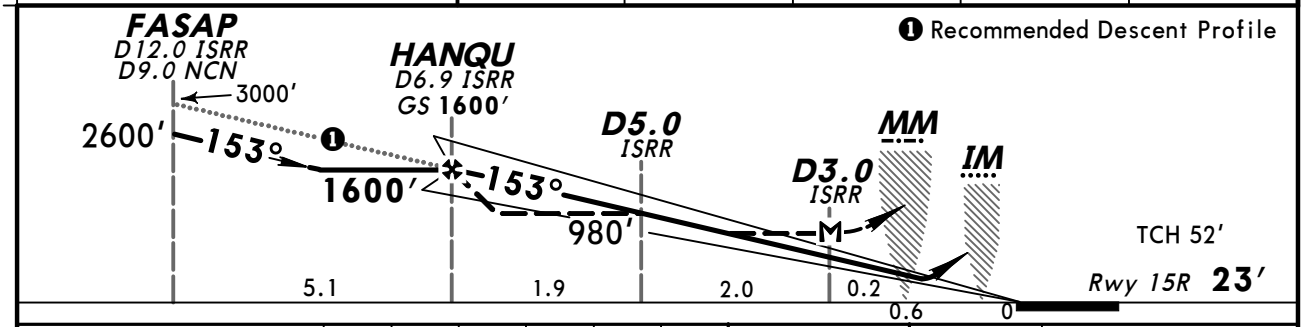
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 140 Trans alt: 14000′

1. GNSS or DME/DME/IRU required. 2. ATS surveillance service required. 3. DME required on an ILS/LOC approach. 4. Do not fly north of YJU VOR R-270. 5. RNAV 1 operation. 6. Simultaneous approach authorized with Rwy 16. 7. Timing not authorized for defining MAP.

MSA ARP
180° 2600′ 3800′ 270° 090° 2100′ 3300′ 360°



LOC (GS out)				
	ISRR DME	6.0	5.0	4.0
	ALTITUDE	1304′	979′	657′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	372	478	531	637	743	849
MAP at D3.0 ISRR						

ALSF-II REIL PAPI 520′ on RWY hdg

PANS OPS

STRAIGHT-IN LANDING RWY 15R					CIRCLE-TO-LAND
ILS DA(H) 223′ (200′)			❶ LOC (GS out) MDA(H) 340′ (317′)		
FULL	TDZ or CL out	ALS out		ALS out	
A RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	800m	1600m	A NA
B					B
C					C
D			1200m		D

❶ Not authorized during simultaneous operations.

CHANGES: Notes.

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RKSI/ICN

INCHEON INTL

JEPPESEN

25 APR 14 (21-2A)

SEOUL/INCHEON, KOREA

ILS Rwy 15R
CAT II & III

D-ATIS	SEOUL Approach (R)	INCHEON Tower	Ground
128.4 128.2	119.1 119.75	118.2 118.8	118.75 121.75 121.7

BRIEFING STRIP

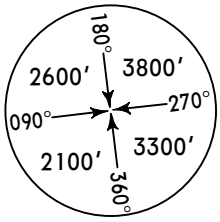
LOC	Final Apch Crs	GS	CAT IIIB	CAT IIIA	CAT II ILS	
ISRR 109.1	153°	HANQU 1600′ (1577′)	Refer to Minimums		RA 106′ DA(H) 123′ (100′)	Apt Elev 23′ Rwy 15R 23′

MISSED APCH: Climb to 520′ on Rwy heading then turn LEFT to intercept and follow NCN VOR R-137 to D12.0 NCN, continue climb to 4000′ RIGHT turn direct to KESAN. Hold as published.

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

1. Special Aircrew & Aircraft Certification Required.

2. GNSS or DME/DME/IRU required. 3. ATS surveillance service required. 4. DME required on an ILS/LOC approach. 5. Do not fly north of YJU VOR R-270. 6. RNAV 1 operation. 7. Simultaneous approach authorized with Rwy 16.



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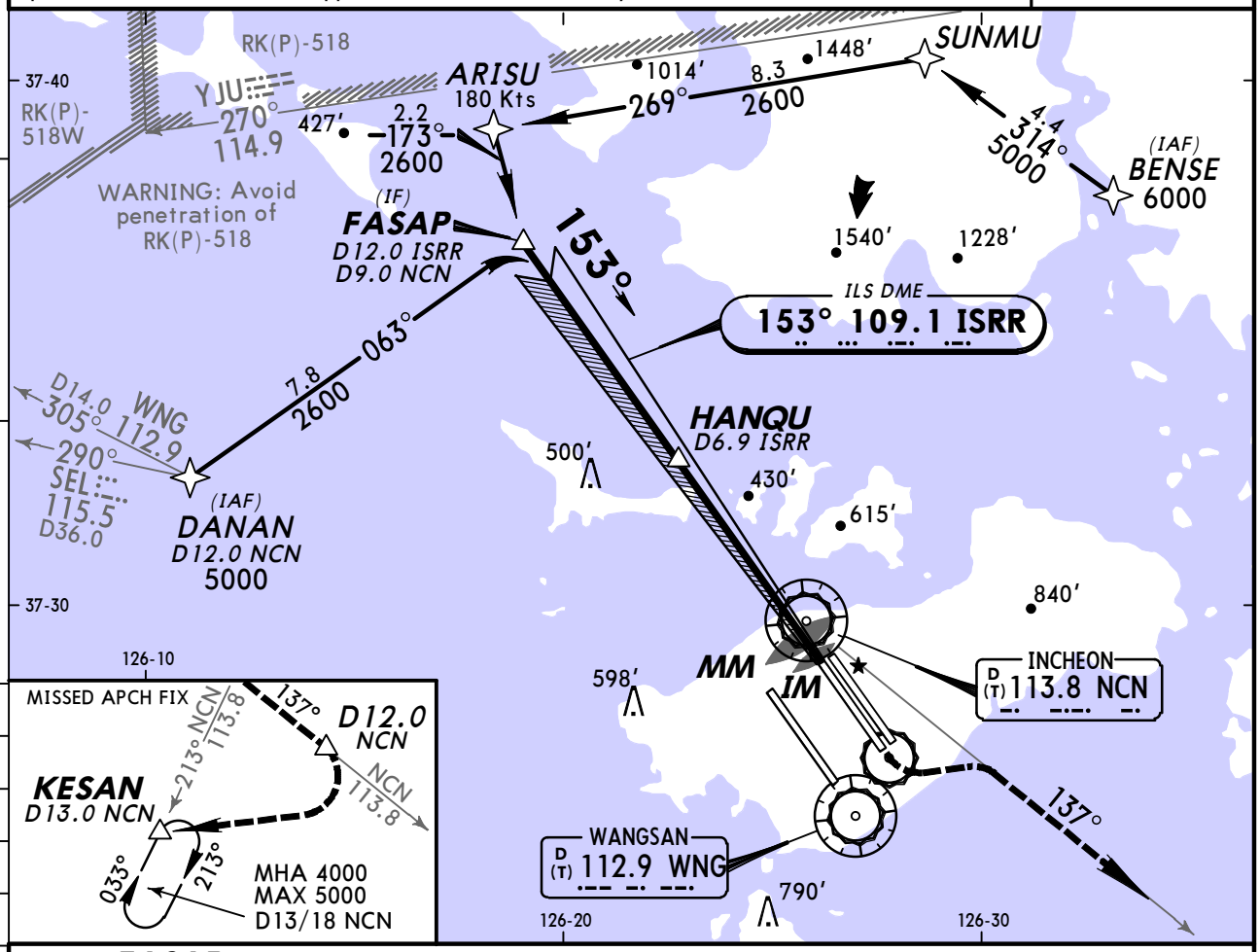

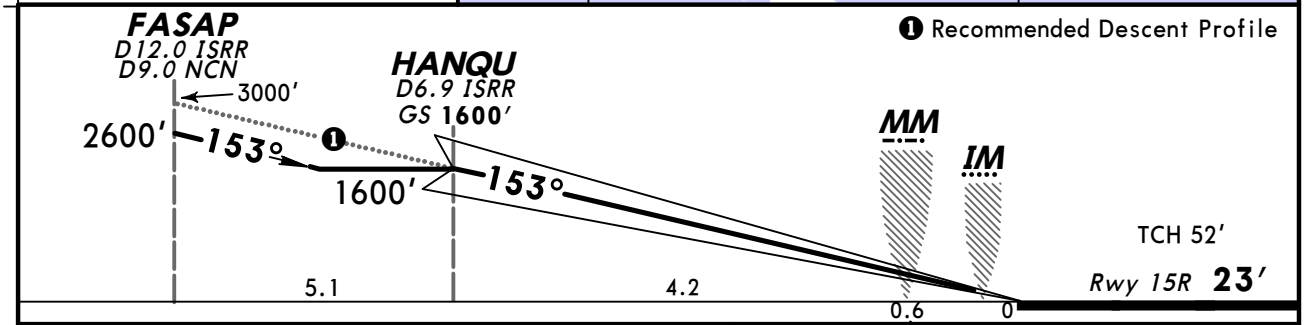

Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
REIL
PAPI

520′ on RWY hdg

STRAIGHT-IN LANDING RWY **15R**

PANS OPS

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 106′ DA(H) 123′ (100′)
RVR 75m	RVR 175m	RVR 300m

CHANGES: Notes.

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RKSI/ICN
INCHEON INTL

JEPPESEN
25 APR 14 (21-3)

SEOUL/INCHEON, KOREA
ILS or LOC Rwy 16

D-ATIS	SEOUL Approach (R)	INCHEON Tower	Ground
128.4 128.2	119.1 119.75	118.2 118.8	118.75 121.75 121.7

BRIEFING STRIP ™

LOC IRKS	Final Apch Crs	Minimum Alt VOFHA	ILS DA(H) (CONDITIONAL)	Apt Elev 23′ Rwy 16 23′
110.35	153°	1600′ (1577′)	223′ (200′)	

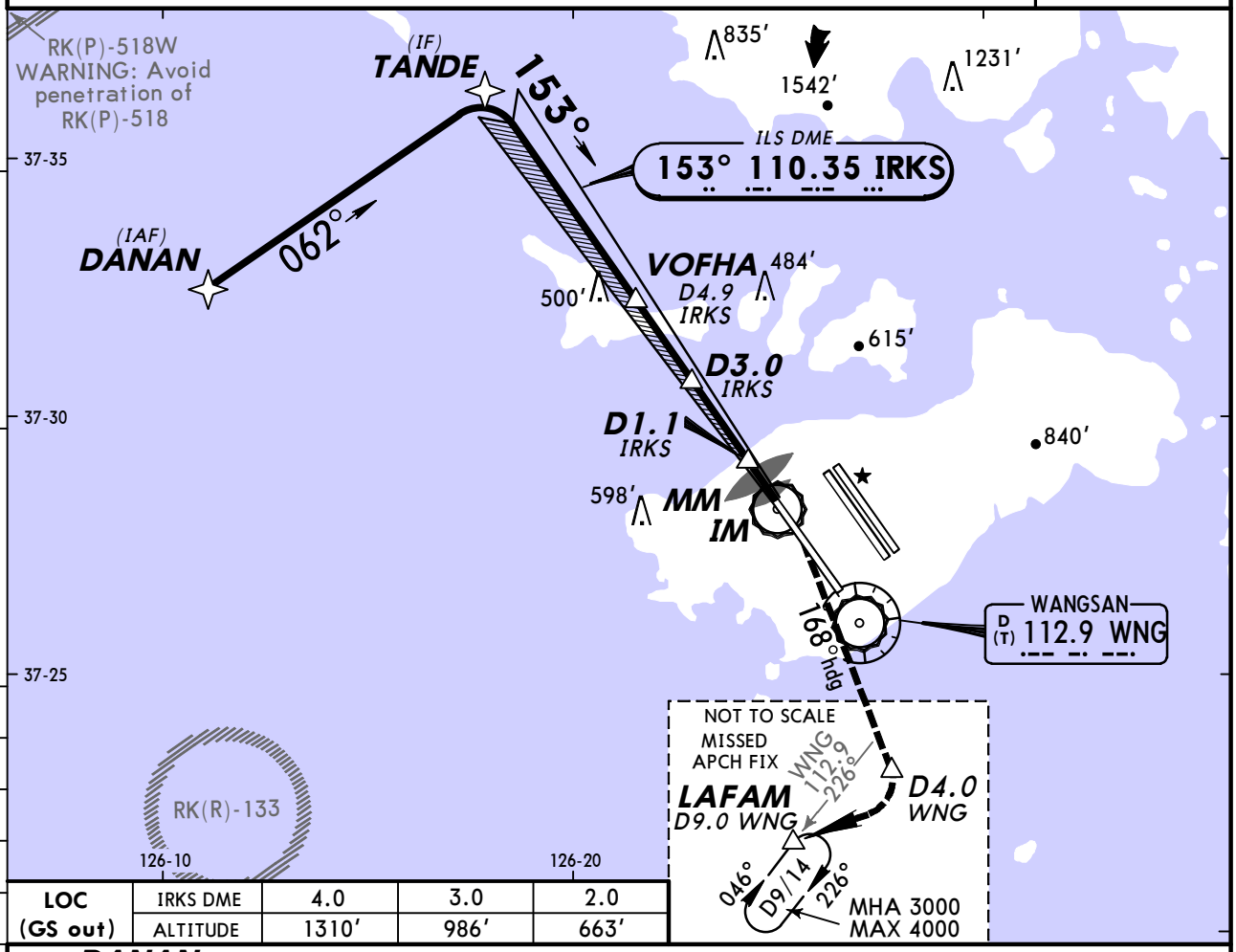
MISSED APCH: Climb to 500′ on Rwy heading, then RIGHT turn on heading 168° to D4.0 WNG, continue climb to 3000′ RIGHT turn direct to LAFAM. Hold as published. Missed approach turn limited to 210 Kts maximum.

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

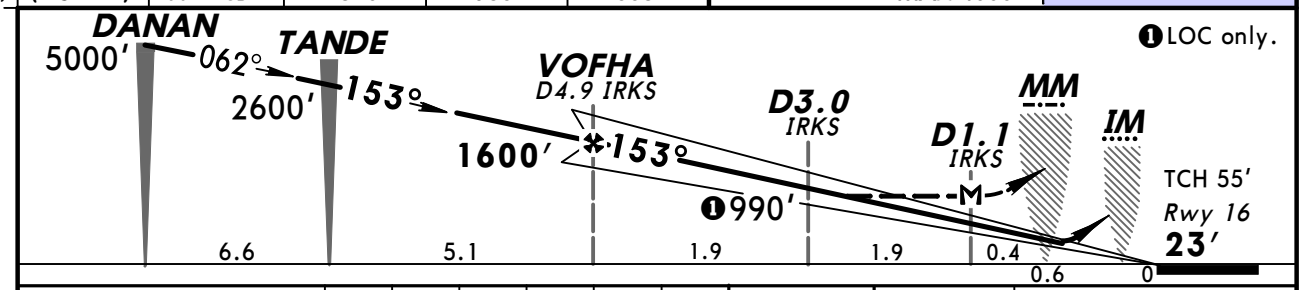
1. GNSS or DME/DME/IRU required. 2. ATS surveillance service required. 3. DME required on an ILS/LOC approach. 4. Do not fly north of YJU VOR R-270. 5. RNAV 1 operation. 6. Simultaneous approach authorized with Rwys 15R/L. 7. Timing not authorized for defining MAP.

180° 2600′ 3800′ 270° 090° 2100′ 3300′ 360°

MSA ARP



LOC (GS out)	IRKS DME	4.0	3.0	2.0
	ALTITUDE	1310′	986′	663′



❶ LOC only.

Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	372	478	531	637	743	849
MAP at D1.1 IRKS						

ALSF-II REIL PAPI 500′ on Rwy hdg

PANS OPS

STRAIGHT-IN LANDING RWY 16	ILS Missed APCH climb gradient mim 4.0% to 3000′ DA(H) 223′ (200′)			Missed APCH climb gradient mim 2.5% to 3000′ DA(H) 436′ (413′)		❶ LOC (GS out) MDA(H) 380′ (357′)		CIRCLE-TO-LAND
	FULL	TDZ or CL out	ALS out	FULL	TDZ or CL out	ALS out	ALS out	
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	1600m		2400m	1600m 2400m	A NA
B								B
C				2000m		2800m		C
D				2400m		3200m	2000m 2800m	D

❶ Not authorized during simultaneous operations.

CHANGES: Notes.

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RKSI/ICN

INCHEON INTL

JEPPESEN

25 APR 14

21-3A

MISSED APCH CLIMB GRADIENT
MIM 4.0% TO 3000′

SEOUL/INCHEON, KOREA
ILS Rwy 16
CAT II & III

D-ATIS	SEOUL Approach (R)	INCHEON Tower	Ground
128.4 128.2	119.1 119.75	118.2 118.8	118.75 121.75 121.7

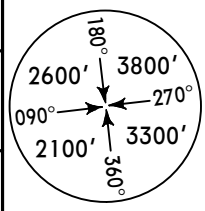
BRIEFING STRIP ™

LOC IRKS	Final Apch Crs	Minimum Alt	CAT IIIB / CAT IIIA	CAT II ILS	Apt Elev / Rwy 16
110.35	153°	VOFHA 1600′ (1577′)	Refer to Minimums	RA 105′ DA(H) 123′ (100′)	23′ / 23′

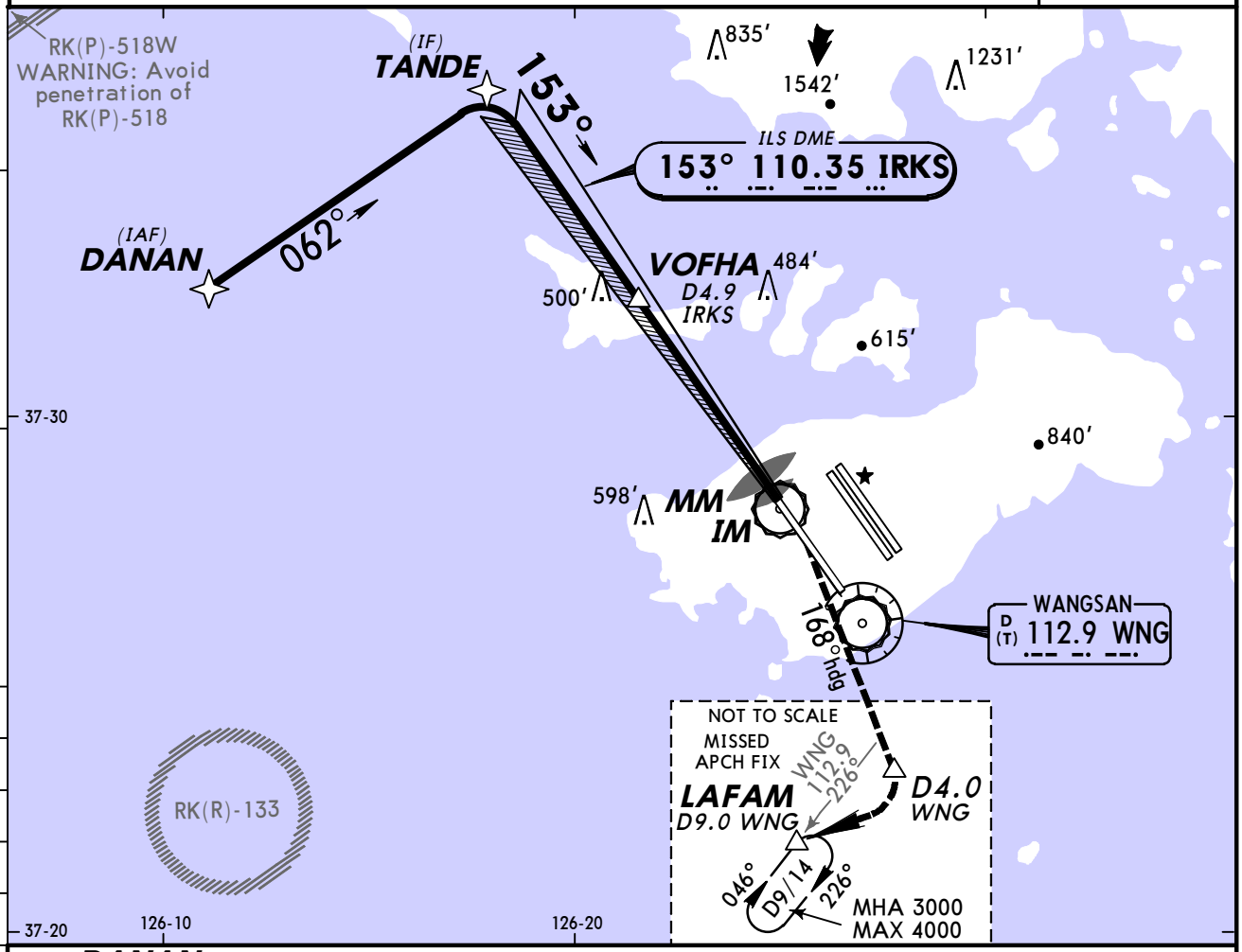
MISSED APCH: Climb to 500′ on Rwy heading, then RIGHT turn on heading 168° to D4.0 WNG, continue climb to 3000′ RIGHT turn direct to LAFAM. Hold as published. Missed approach turn limited to 210 Kts maximum.

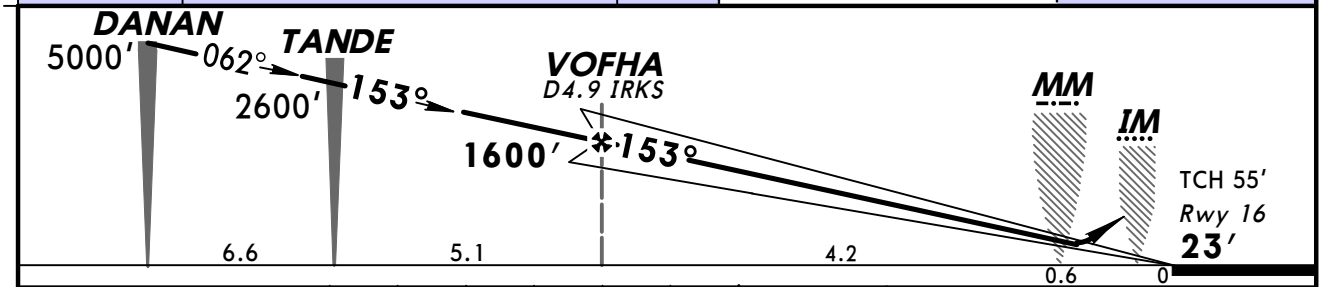
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 140 Trans alt: 14000′

1. Special Aircrew & Acft Certification Required. 2. GNSS or DME/DME/IRU required. 3. ATS surveillance service required. 4. DME required on an ILS approach. 5. Do not fly north of YJU VOR R-270. 6. RNAV 1 operation. 7. Simultaneous approach authorized with Rwys 15R/L.



MSA ARP





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

ALSF-II
REIL
PAPI

500′ on Rwy hdg

STRAIGHT-IN LANDING RWY **16**

Missed APCH climb gradient mim 4.0% to 3000′

PANS OPS

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 105′ DA(H) 123′ (100′)
RVR 75m	RVR 175m	RVR 300m

CHANGES: Notes.

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RKSI/ICN
INCHEON INTL

JEPPESEN

25 APR 14 (21-4)

SEOUL/INCHEON, KOREA
ILS or LOC Rwy 33L

BRIEFING STRIP ™

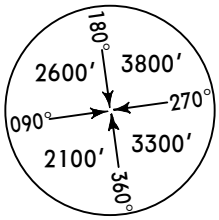
D-ATIS	SEOUL Approach (R)	INCHEON Tower	Ground
128.4 128.2	119.1 119.75	118.2 118.8	118.75 121.75 121.7

LOC INLL	Final Apch Crs	GS SUMIN	ILS DA(H) (CONDITIONAL)	Apt Elev / Rwy 33L
109.3	333°	2600′ (2577′)	223′ (200′)	23′ / 23′

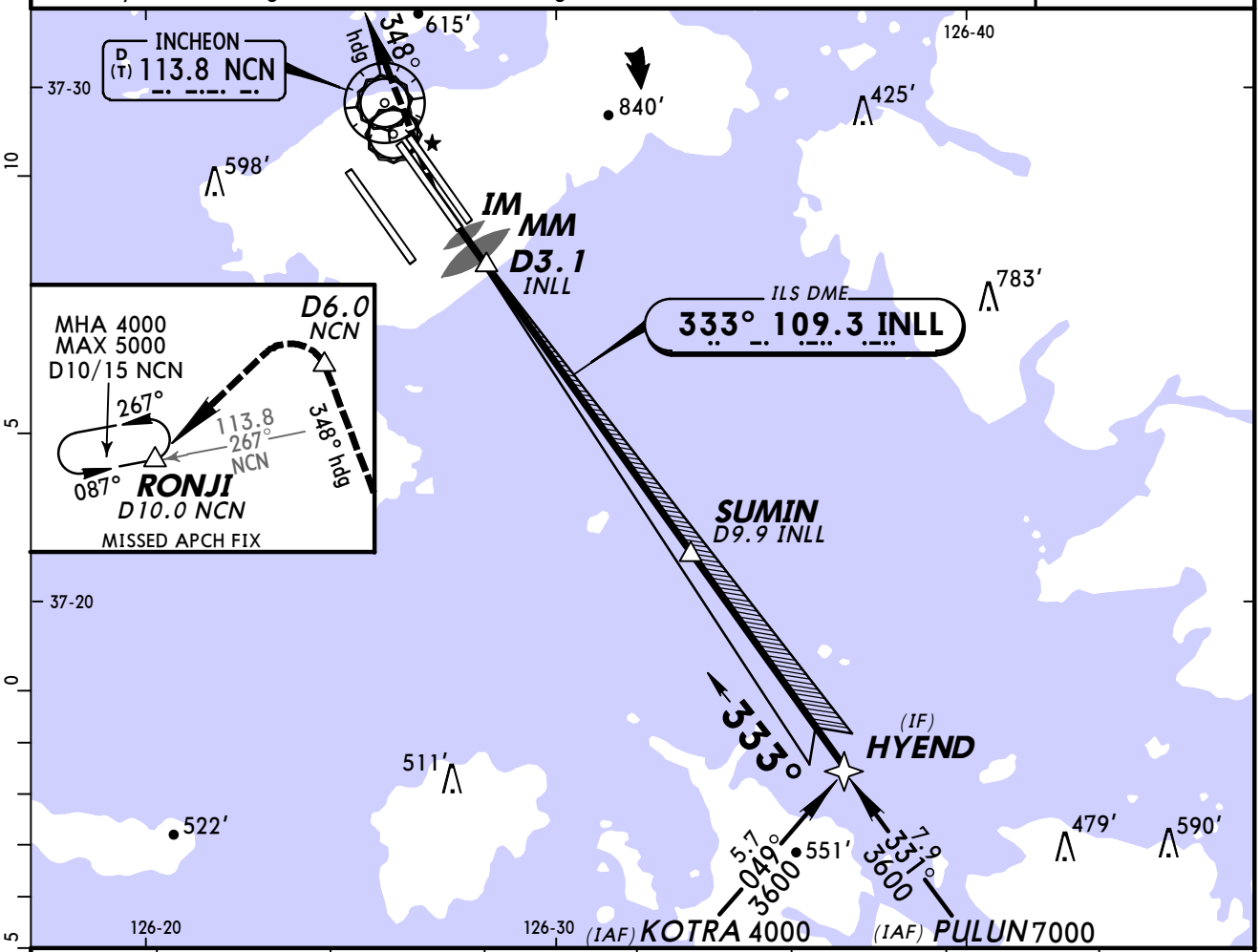
MISSED APCH: Climb to 500′ on Rwy heading then turn RIGHT on heading 348° to D6.0 NCN, continue climb to 4000′ LEFT turn direct to RONJI. Hold as published. Missed approach turns limited to maximum of 210 Kts.

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

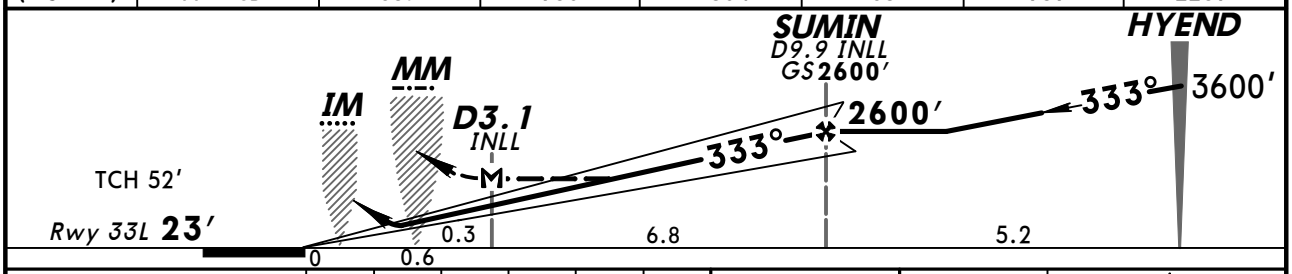
1. GNSS or DME/DME/IRU required. 2. ATS surveillance service required.
3. DME required on an ILS/LOC approach. 4. WARNING: Avoid penetration of RK P518.
5. Do not fly north of YJU R-270. 6. RNAV 1 operation. 7. Simultaneous approach authorized with Rwy 34. 8. Timing not authorized for defining the MAP.



MSA ARP



LOC (GS out)	INLL DME	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	657′	980′	1304′	1631′	1959′	2289′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	372	478	531	637	743	849
MAP at D3.1 INLL						

ALSF-II
REIL
PAPI

500′ on RWY hdg

STRAIGHT-IN LANDING RWY 33L — ILS

	Missed APCH climb gradient mim 4.0% to 2000′ DA(H) 223′(200′)			Missed APCH climb gradient mim 2.5% to 4000′ DA(H) 455′(432′)		1 LOC (GS out) MDA(H) 430′(407′)		CIRCLE-TO-LAND
	FULL	TDZ or CL out	ALS out	FULL	TDZ or CL out	ALS out	ALS out	
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	1600m		2400m	1600m 2400m	NA
B								
C				2000m		2800m	2000m 2800m	
D				2400m		3200m	2400m 3200m	

PANS OPS

1 Not authorized during simultaneous operations.

CHANGES: Notes.

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RKSI/ICN
INCHEON INTL

JEPPESEN

25 APR 14 (21-4A)

SEOUL/INCHEON, KOREA
MISSED APCH CLIMB GRADIENT MIN 4.0% TO 2000′

ILS Rwy 33L CAT II & III

BRIEFING STRIP ™

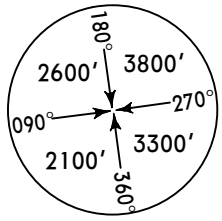
D-ATIS	SEOUL Approach (R)	INCHEON Tower	Ground
128.4 128.2	119.1 119.75	118.2 118.8	118.75 121.75 121.7

LOC	Final Apch Crs	GS	CAT IIIB	CAT IIIA	CAT II ILS	
INLL 109.3	333°	SUMIN 2600′(2577′)	Refer to Minimums		RA 106′ DA(H) 123′(100′)	Apt Elev 23′ Rwy 33L 23′

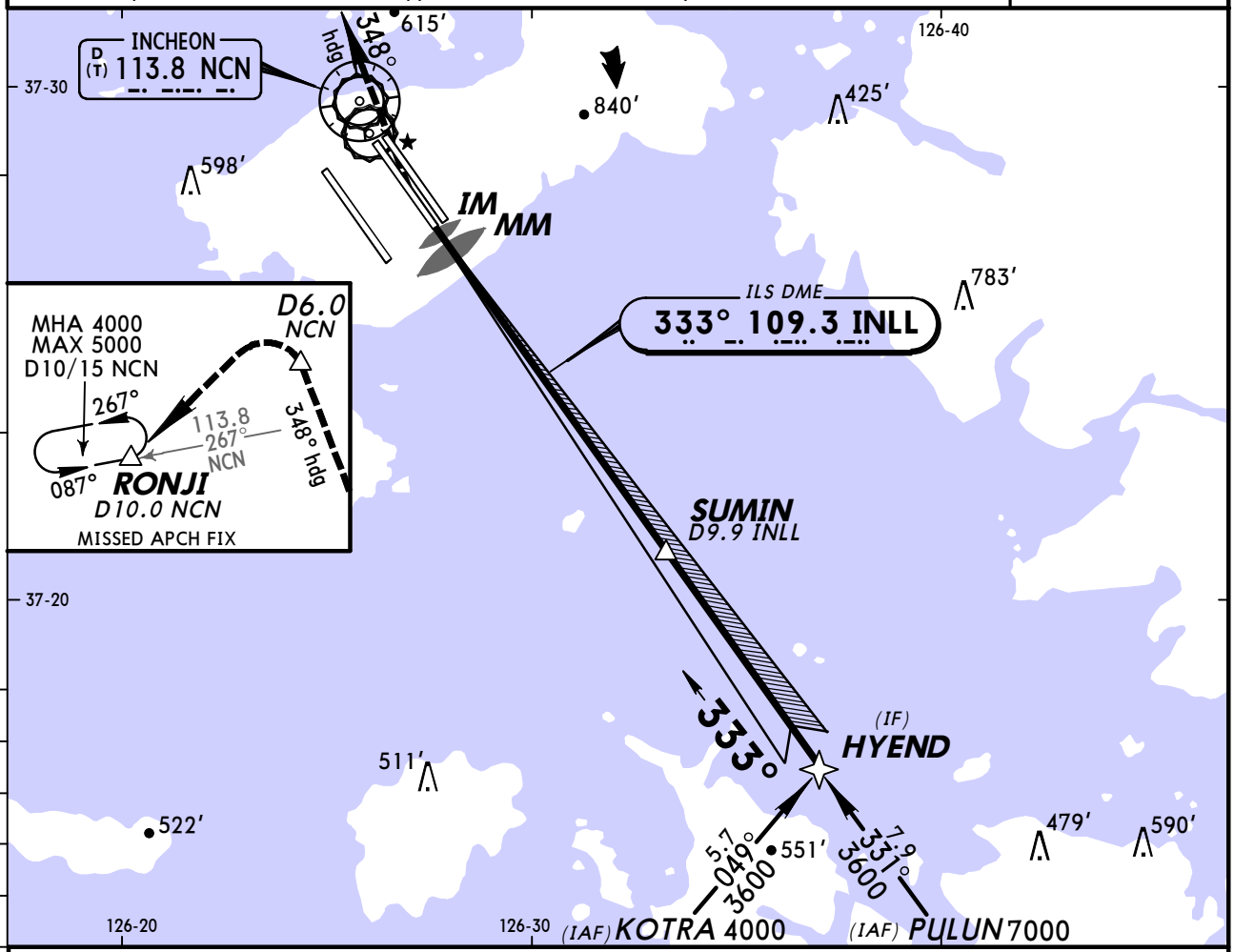
MISSED APCH: Climb to 500′ on Rwy heading then turn RIGHT on heading 348° to D6.0 NCN, continue climb to 4000′ LEFT turn direct to RONJI. Hold as published. Missed approach turns limited to maximum of 210 Kts.

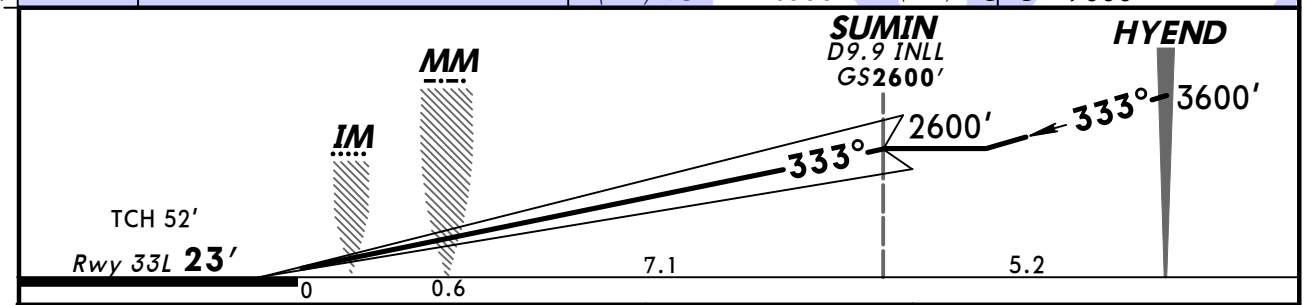
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 140 Trans alt: 14000′

1. Special Aircrew & Aircraft Certification Required. 2. GNSS or DME/DME/IRU required. 3. ATS surveillance service required. 4. DME required on an ILS/LOC approach. 5. WARNING: Avoid penetration of RK P518. 6. Do not fly north of YJU R-270. 7. RNAV 1 operation. 8. Simultaneous approach authorized with Rwy 34.



MSA ARP





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

ALSF-II REIL PAPI 500′ on RWY hdg

PANS OPS

STRAIGHT-IN LANDING RWY 33L

CAT IIIB ILS	CAT IIIA ILS	Missed APCH climb gradient mim 4.0% to 2000′ CAT II ILS RA 106′ DA(H) 123′(100′)
RVR 75m	RVR 175m	RVR 300m

CHANGES: Notes.

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RKSI/ICN
INCHEON INTL

JEPPESEN
25 APR 14 (21-5)

SEOUL/INCHEON, KOREA
ILS or LOC Rwy 33R

D-ATIS	SEOUL Approach (R)	INCHEON Tower	Ground
128.4 128.2	119.1 119.75	118.2 118.8	118.75 121.75 121.7

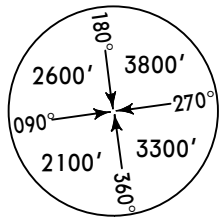
BRIEFING STRIP ™

LOC	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 23′
INRR 108.9	333°	JISUN 2600′ (2577′)	223′ (200′)	Rwy 33R 23′

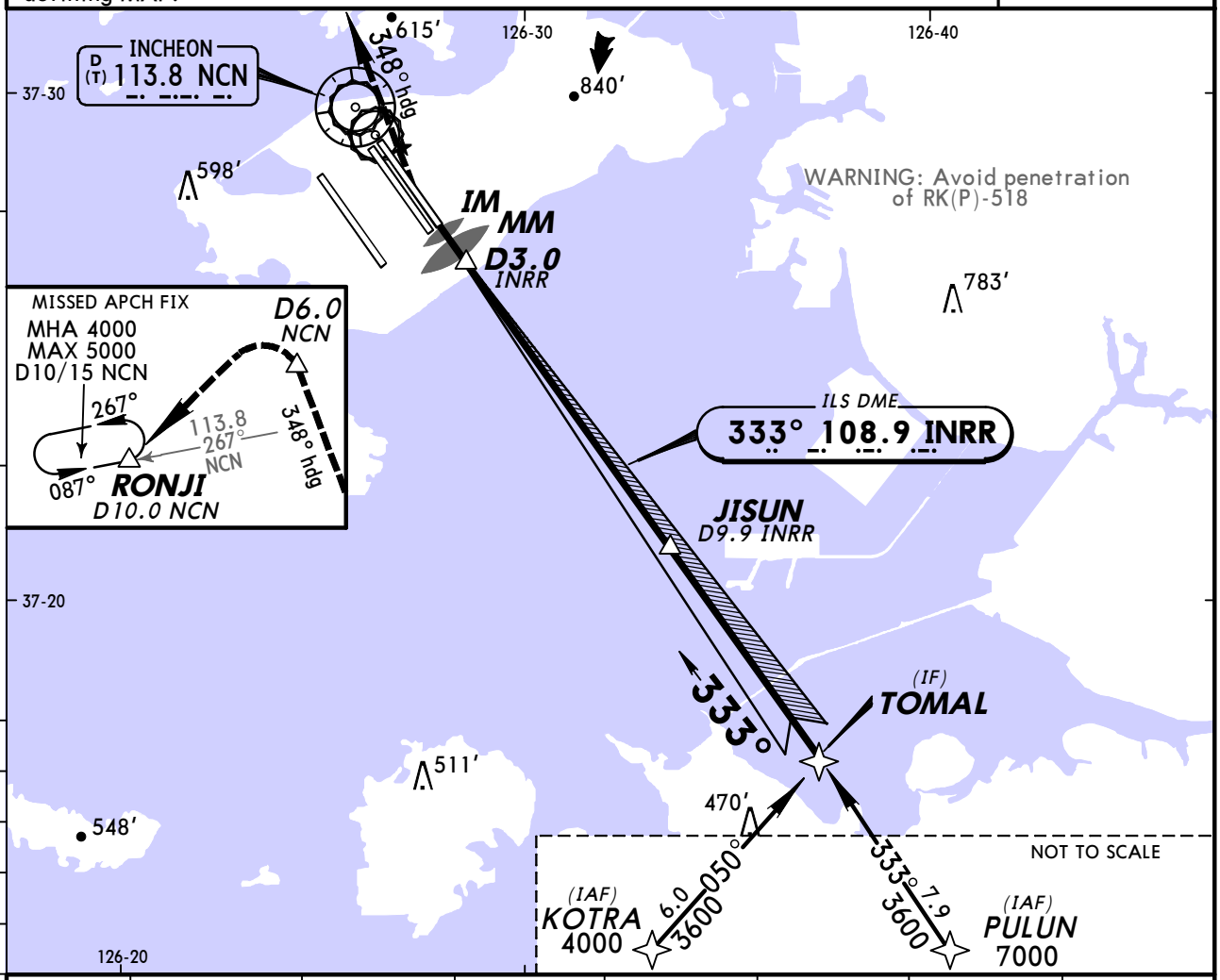
MISSED APCH: Climb to 500′ on Rwy heading then RIGHT turn on 348° hdg to D6.0 NCN, continue climb to 4000′ LEFT turn direct to RONJI. Hold as published. Missed approach turns limited to 210 Kts maximum.

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

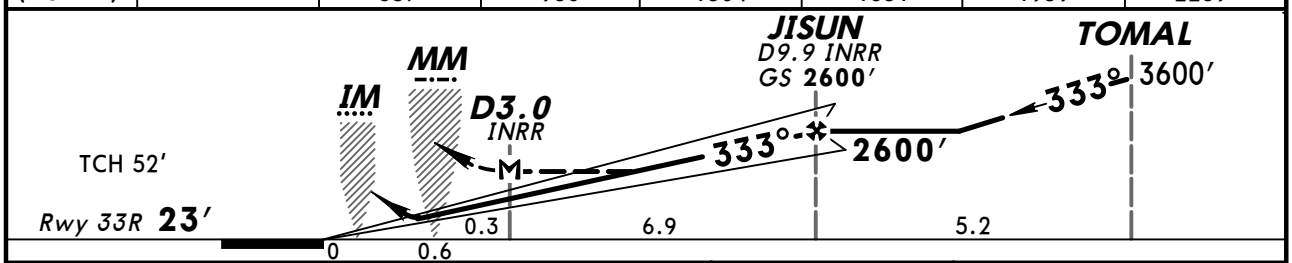
1. GNSS or DME DME/IRU required. 2. ATS surveillance service required. 3. DME required on ILS/LOC approach. 4. Do not fly north of YJU VOR R-270. 5. RNAV 1 operation. 6. Simultaneous approach athorized with Rwy 34. 7. Timing not authorized for defining MAP.



MSA ARP



LOC (GS out)	INRR DME	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	657′	980′	1304′	1631′	1959′	2289′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	372	478	531	637	743	849
MAP at D3.0 INRR						

ALSF-II
REIL
PAPI

500′ on RWY hdg

PANS OPS

STRAIGHT-IN LANDING RWY 33R

	ILS Missed APCH climb gradient mim 4.0% to 2000′ DA(H) 223′(200′)			ILS Missed APCH climb gradient mim 2.5% to 4000′ DA(H) 461′(438′)		1 LOC (GS out) MDA(H) 430′(407′)		CIRCLE-TO-LAND
	FULL	TDZ or CL out	ALS out	FULL	ALS out		ALS out	
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	1600m	2400m	1600m	2400m	NA
B								
C				2000m	2800m	2000m	2800m	
D				2400m	3200m	2400m	3200m	

1 Not authorized during simultaneous operations.

CHANGES: Notes.

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RKSI/ICN
INCHEON INTL

JEPPESEN

25 APR 14 (21-5A)

MISSED APCH CLIMB GRADIENT MIM 4.0% TO 2000′

SEOUL/INCHEON, KOREA
ILS Rwy 33R
CAT II & III

BRIEFING STRIP ™

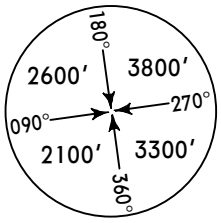
D-ATIS		SEOUL Approach (R)		INCHEON Tower		Ground		
128.4	128.2	119.1	119.75	118.2	118.8	118.75	121.75	121.7

LOC	Final	GS	CAT IIIB	CAT IIIA	CAT II ILS	
INRR 108.9	Apch Crs 333°	JISUN 2600′(2577′)	Refer to Minimums		RA 106′ DA(H) 123′(100′)	Apt Elev 23′ Rwy 33R 23′

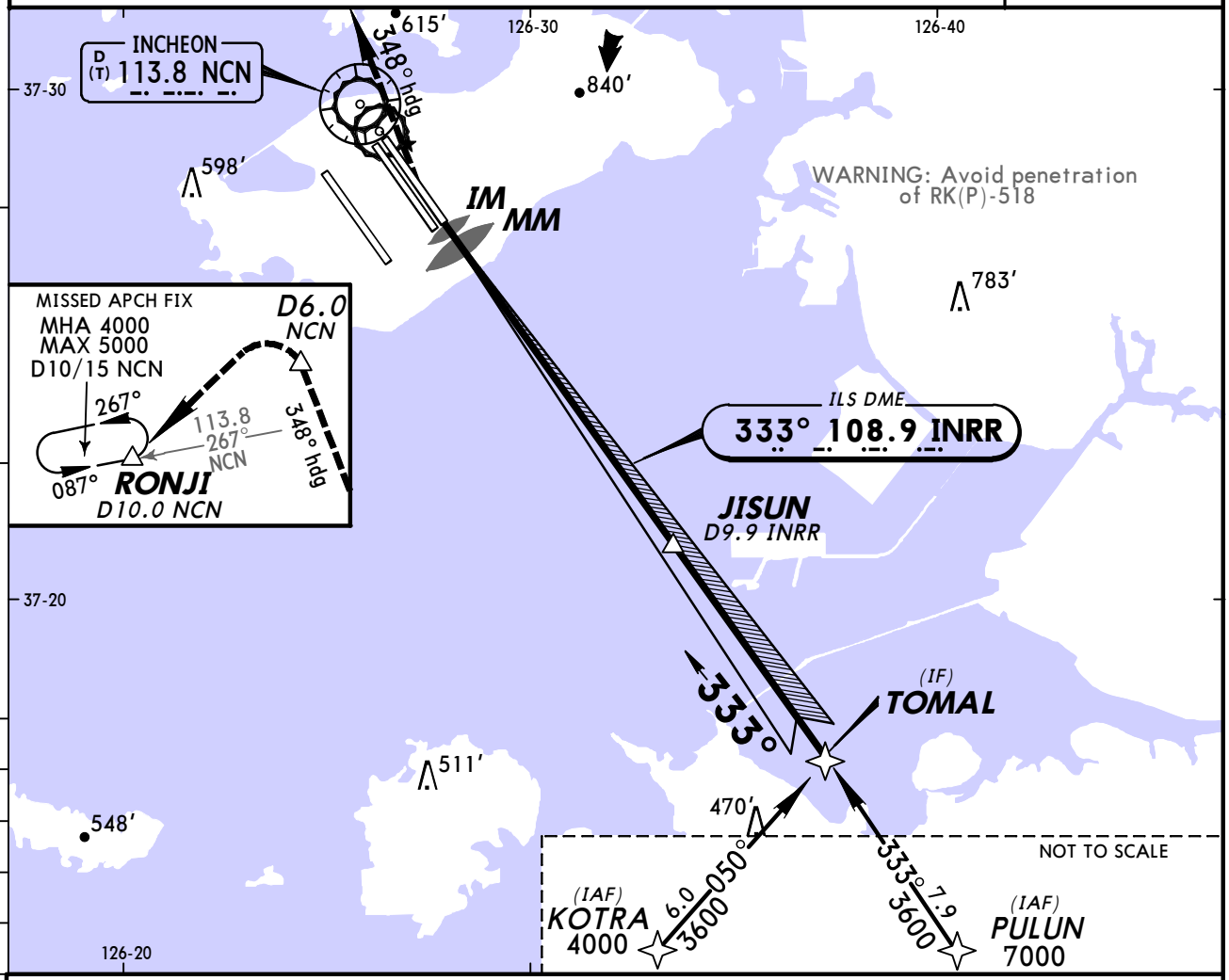
MISSED APCH: Climb to 500′ on Rwy heading then RIGHT turn on 348° hdg to D6.0 NCN, continue climb to 4000′ LEFT turn direct to RONJI. Hold as published. Missed approach turns limited to 210 Kts maximum.

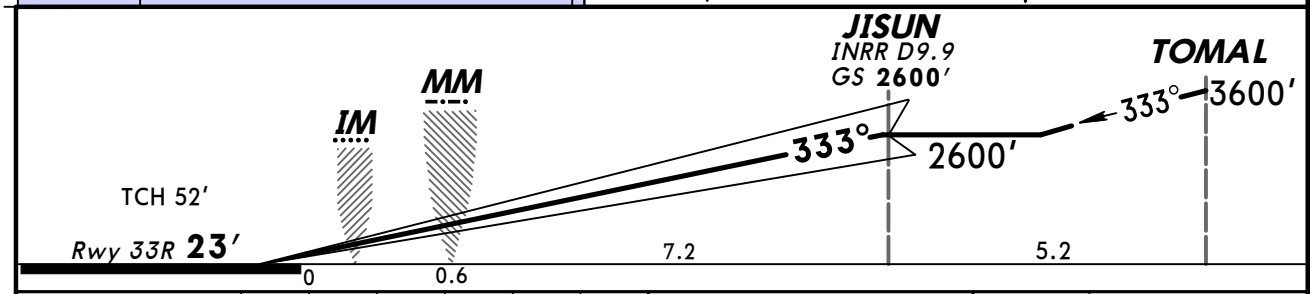
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 140 Trans alt: 14000′

1. Special Aircrew & Aircraft Certification Required. 2. GNSS OR DME/DME/IRU required. 3. ATS surveillance service required. 4. DME required on ILS/LOC approach. 5. Do not fly north of YJU VOR R-270. 6. RNAV 1 operation. 7. Simultaneous approach authorized with Rwy 34.



MSA ARP





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

ALSF-II
REIL
PAPI

500′ on RWY hdg

PANS OPS

STRAIGHT-IN LANDING RWY 33R
Missed APCH climb gradient mim 4.0% to 2000′

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 106′ DA(H) 123′(100′)
RVR 75m	RVR 175m	RVR 300m

CHANGES: Notes.

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BRIEFING STRIP TM

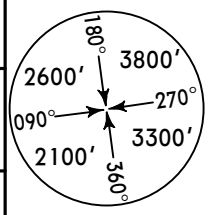
D-ATIS		SEOUL Approach (R)		INCHEON Tower		Ground		
128.4	128.2	119.1	119.75	118.2	118.8	118.75	121.75	121.7

LOC IRKN	Final Apch Crs	GS HOKEY	ILS DA(H) (CONDITIONAL)	Apt Elev 23′
108.1	333°	1600′ (1577′)	223′ (200′)	Rwy 34 23′

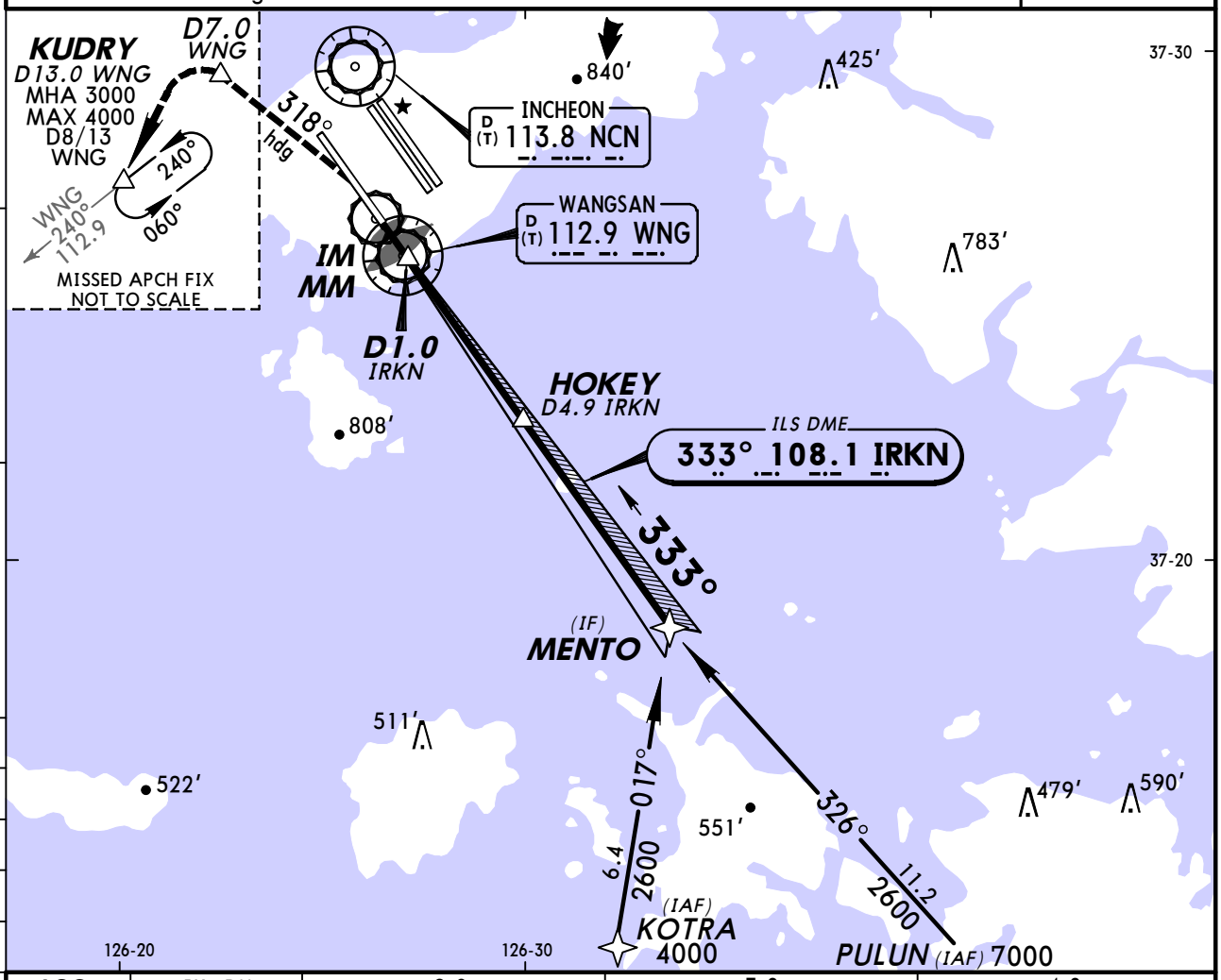
MISSED APCH: Climb to 500′ on Rwy heading then turn LEFT on 318° heading to D7.0 WNG, continue climb to 3000′ LEFT turn DIRECT to KUDRY. Hold as published. Missed approach turn limited to 210 Kts maximum.

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

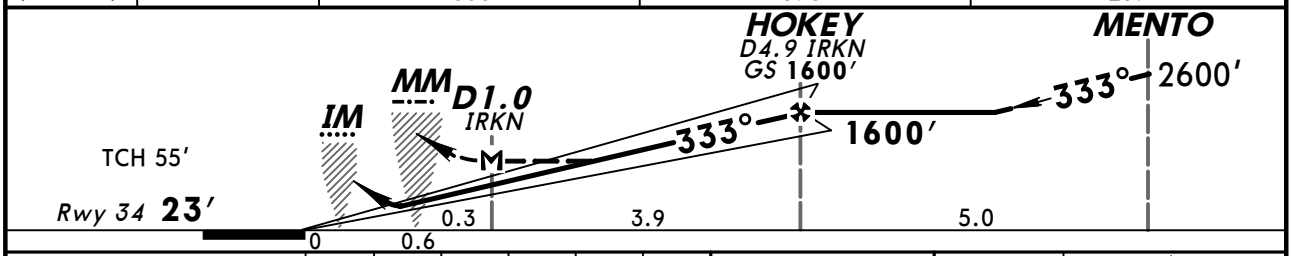
1. GNSS or DME/DME/IRU required. 2. ATS surveillance service required. 3. DME required on an ILS/LOC approach. 4. Do not fly north of YJU VOR R-270. 5. RNAV 1 operation. 6. Simultaneous approach authorized with Rwys 33R/L. 7. Timing not authorized for defining the MAP.



MSA ARP



LOC (GS out)	IRKN DME	2.0	3.0	4.0
	ALTITUDE	660′	978′	1297′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	372	478	531	637	743	849
MAP at D1.0 IRKN						

ALSF-II
REIL
PAPI

500′ on RWY hdg

PANS OPS

	STRAIGHT-IN LANDING RWY 34								CIRCLE-TO-LAND
	Missed APCH climb gradient mim 3.0% to 1000′ ILS DA(H) 223′ (200′)			Missed APCH climb gradient mim 2.5% to 3000′ ILS DA(H) 251′ (228′)			Not authorized during simultaneous operations. LOC (GS out) MDA(H) 380′ (357′)		
	FULL	TDZ or CL out	ALS out	FULL	TDZ or CL out	ALS out		ALS out	
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	1600m	2400m	NA
B									
C									
D							2000m	2800m	

CHANGES: Notes.

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RKSI/ICN
INCHEON INTL

JEPPESEN

25 APR 14 (21-6A)

MISSED APCH CLIMB GRADIENT MIM 3.0% TO 1000′

SEOUL/INCHEON, KOREA
ILS Rwy 34
CAT II & III

BRIEFING STRIP ™

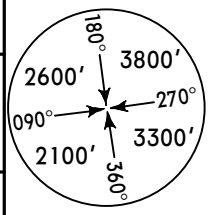
D-ATIS		SEOUL Approach (R)		INCHEON Tower		Ground		
128.4	128.2	119.1	119.75	118.2	118.8	118.75	121.75	121.7

LOC IRKN 108.1	Final Apch Crs 333°	GS HOKEY 1600′ (1577′)	CAT IIIB Refer to Minimums	CAT IIIA	CAT II ILS RA 105′ DA(H) 123′ (100′)	Apt Elev 23′ Rwy 34 23′

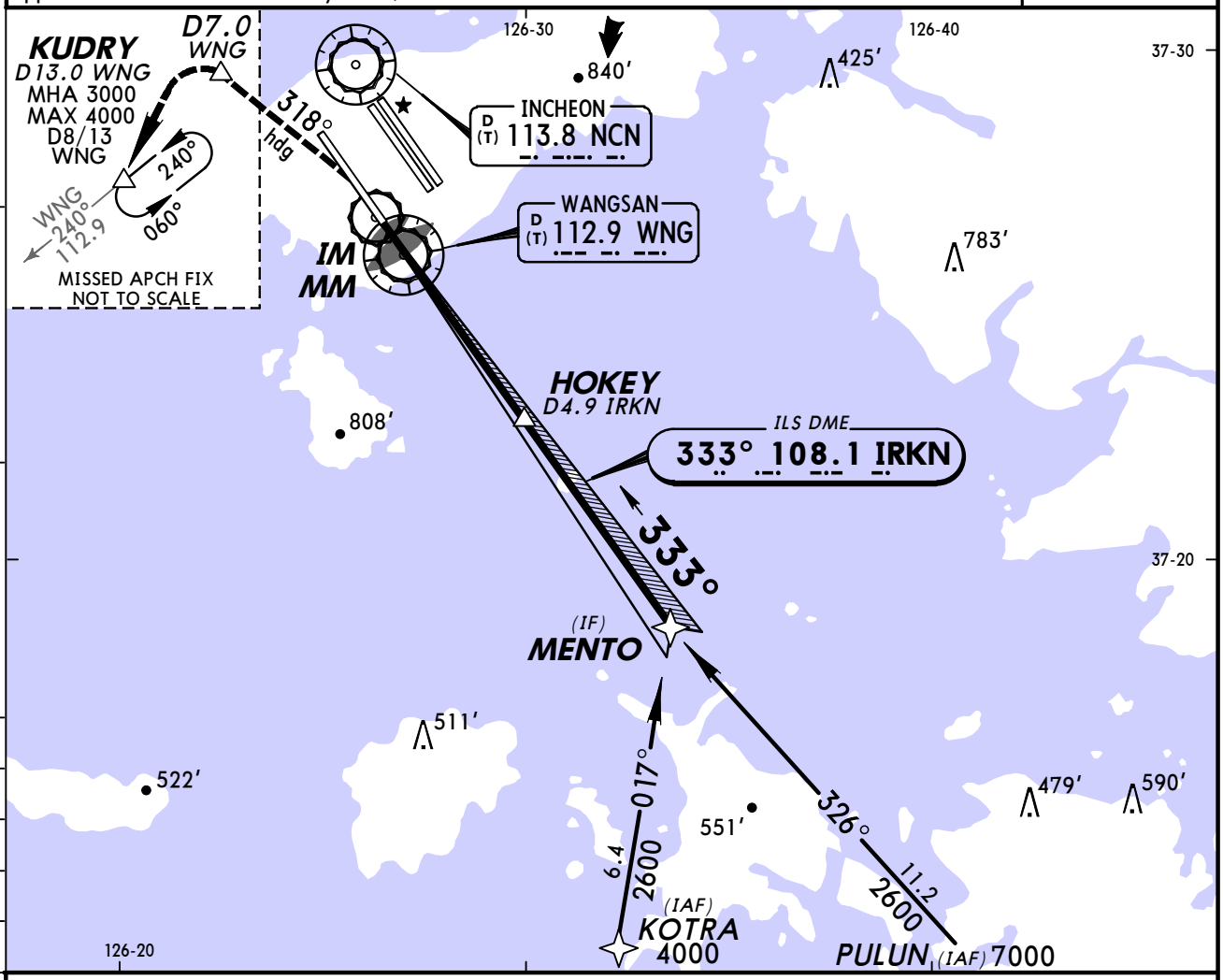
MISSED APCH: Climb to 500′ on Rwy heading then turn LEFT on 318° heading to D7.0 WNG, continue climb to 3000′ LEFT turn DIRECT to KUDRY. Hold as published.
Missed approach turn limited to 210 Kts maximum.

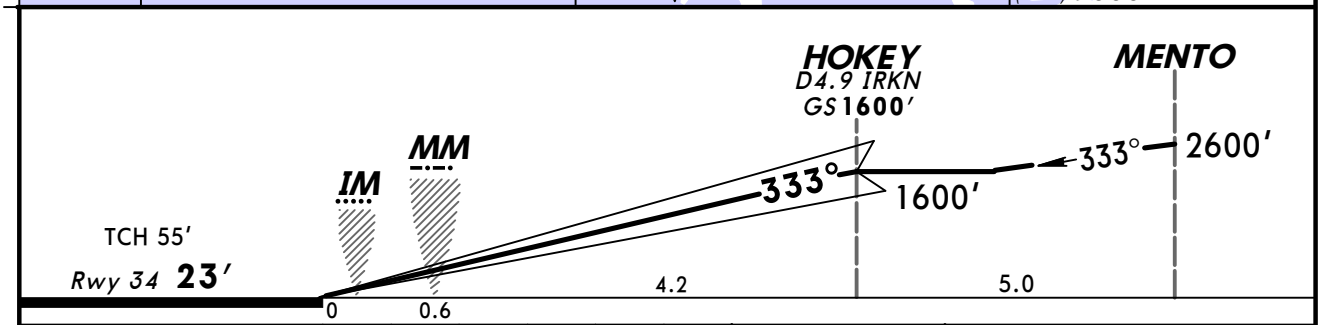
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 140 Trans alt: 14000′

1. Special Aircrew & Aircraft Certification Required. 2. GNSS or DME/DME/IRU required. 3. ATS surveillance service required. 4. DME required on an ILS/LOC approach. 5. Do not fly north of YJU VOR R-270. 6. RNAV 1 operation. 7. Simultaneous approach authorized with Rwys 33R/L.



MSA ARP





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

ALSF-II REIL PAPI 500′ on RWY hdg

PANS OPS

STRAIGHT-IN LANDING RWY 34
Missed APCH climb gradient mim 3.0% to 1000′

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 105′ DA(H) 123′ (100′)
RVR 75m	RVR 175m	RVR 300m

CHANGES: Notes.

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RKSI/ICN
INCHEON INTL

JEPPESEN

27 APR 12 (22-1) Eff 02 May 1600Z

SEOUL/INCHEON, KOREA
RNAV (GNSS) Rwy 15L

BRIEFING STRIP TM

D-ATIS	SEOUL Approach (R)	INCHEON Tower	Ground
128.4 128.2	119.1 119.75	118.2 118.8	118.75 121.75 121.7

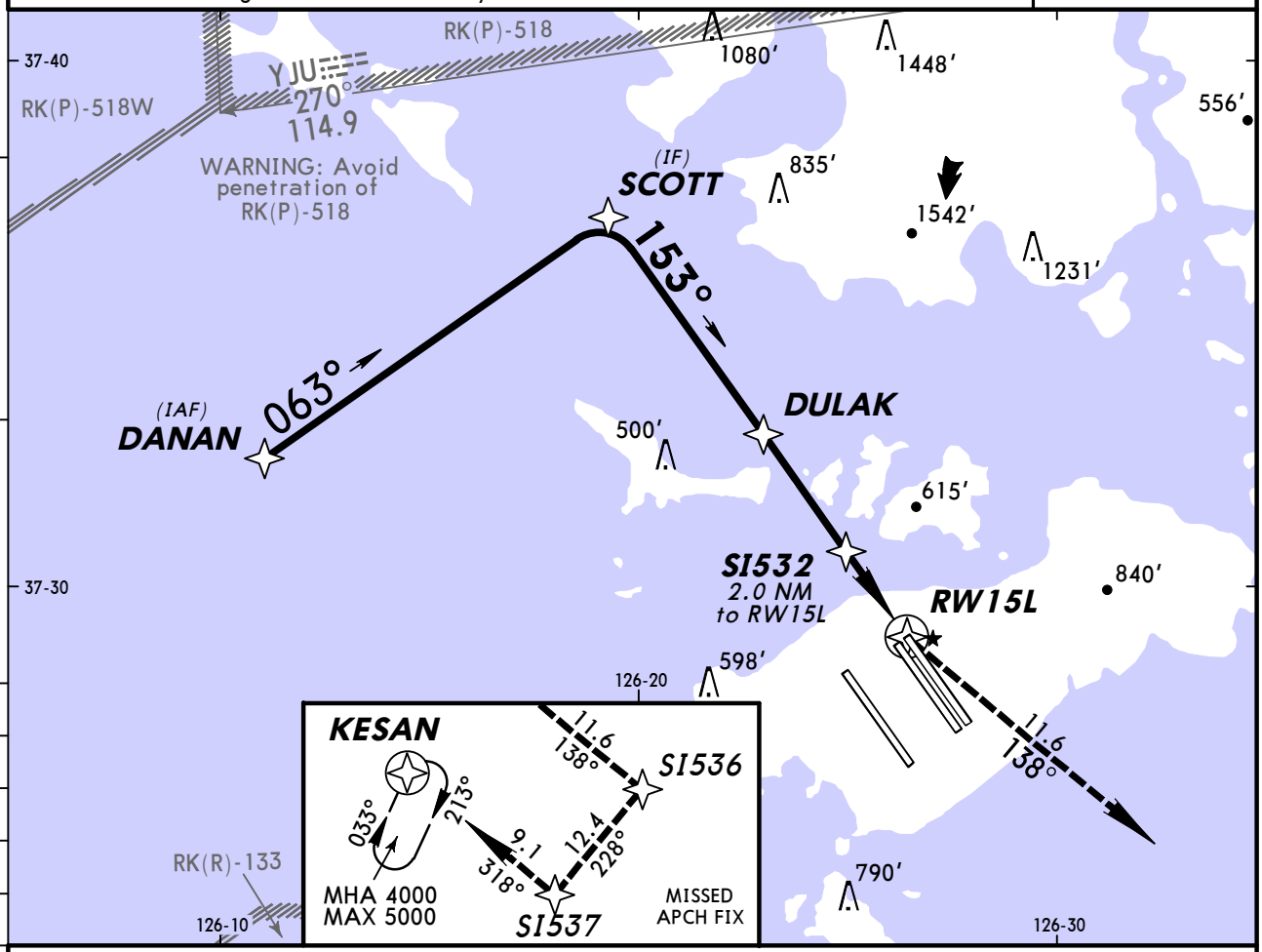
RNAV	Final Apch Crs	Mandatory Alt	LNAV/VNAV DA(H)	Apt Elev 23′
	153°	DULAK 1600′ (1577′)	380′ (357′)	Rwy 15L 23′

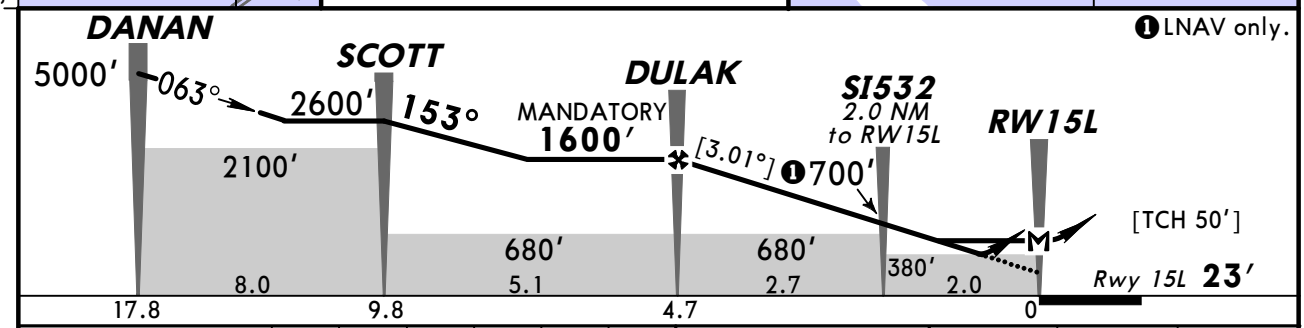
MISSED APCH: Climb to 4000′. Track to SI536, SI537 and KESAN. Hold as published.

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

1. RNP 0.30 required. 2. Baro-VNAV not authorized below -20°C (-4° F). 3. Timing not authorized for defining the MAP. 4. Do not fly north of YJU VOR R-270.

MSA ARP: 180° 3800′; 270° 3300′; 360° 2100′; 090° 2600′





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.01°]	373	479	532	639	745	852
MAP at RW15L						

REIL PAPI ALSF-II 4000′ SI536

STRAIGHT-IN LANDING RWY 15L

	LNAV/VNAV DA(H) 380′ (357′)		LNAV MDA(H) 450′ (427′)	
		ALS out		ALS out
A	1600m	2400m	1600m	2400m
B				
C			2000m	2800m
D	2000m	2800m	2400m	3200m

CIRCLE-TO-LAND: NOT AUTHORIZED

PANS OPS 4

CHANGES: New procedure.

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RKSI/ICN
INCHEON INTL

JEPPESEN

27 APR 12 (22-2) Eff 02 May 1600Z

SEOUL/INCHEON, KOREA
RNAV (GNSS) Rwy 15R

BRIEFING STRIP TM

D-ATIS	SEOUL Approach (R)	INCHEON Tower	Ground
128.4 128.2	119.1 119.75	118.2 118.8	118.75 121.75 121.7

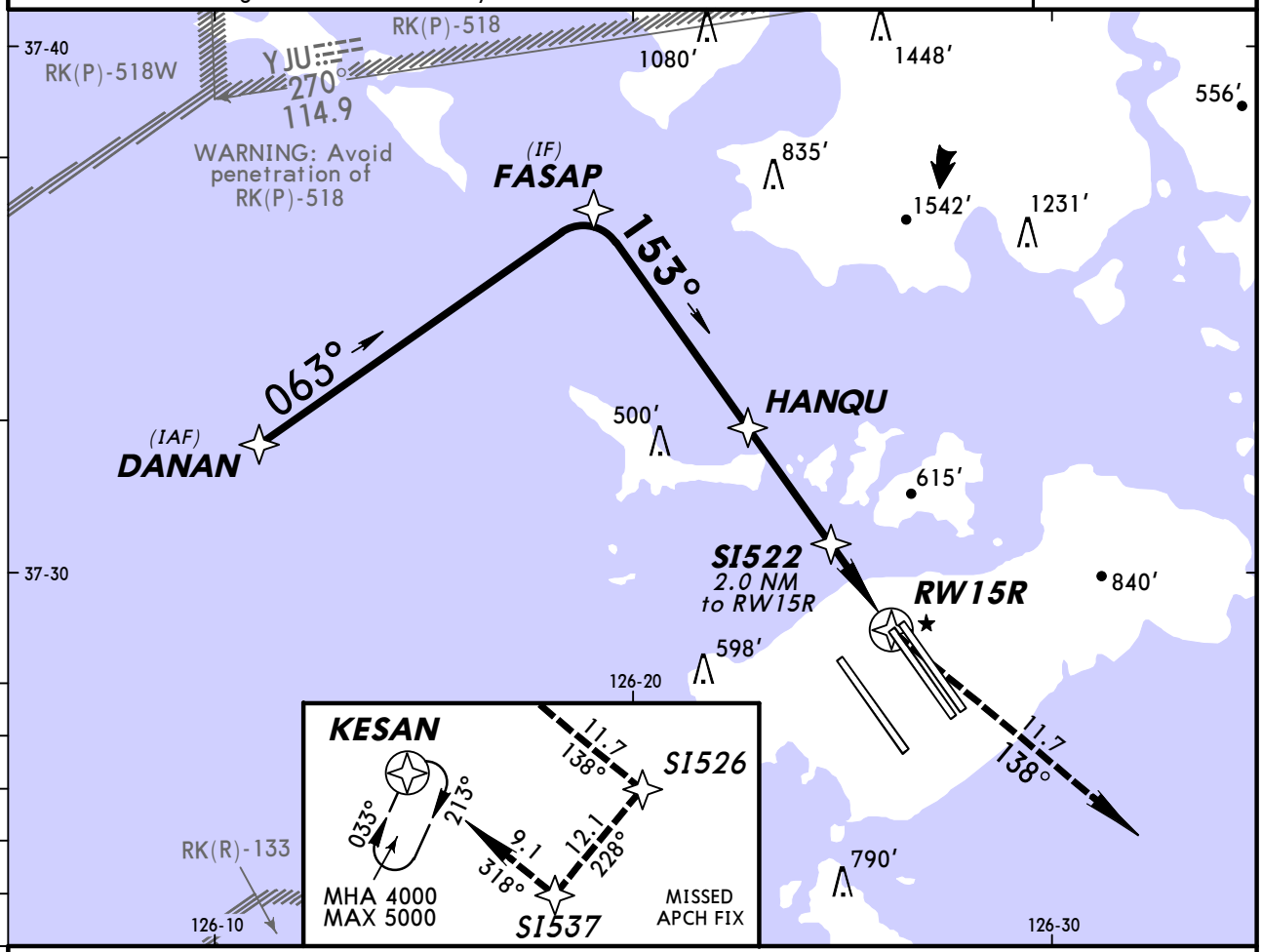
RNAV	Final Apch Crs	Mandatory Alt	LNAV/VNAV DA(H)	Apt Elev 23′
	153°	HANQU 1600′ (1577′)	410′ (387′)	Rwy 15R 23′

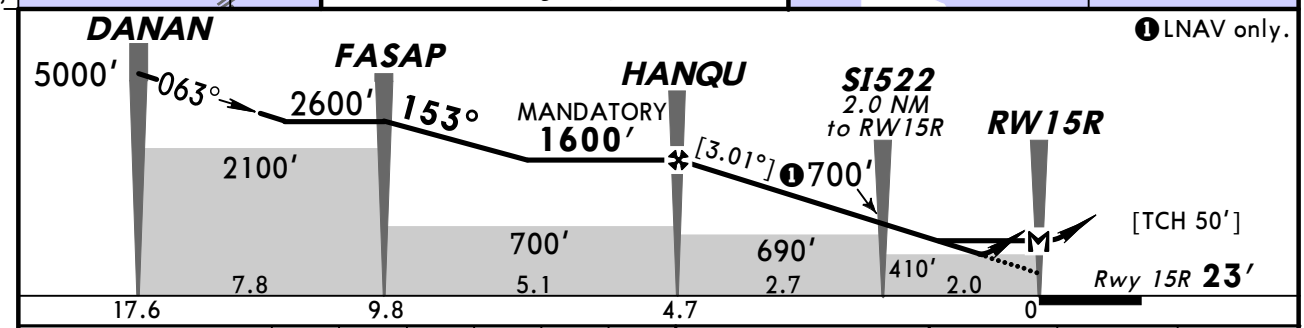
MISSED APCH: Climb to 4000′. Track to SI526, SI537 and KESAN. Hold as published.

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

1. RNP 0.30 required. 2. Baro-VNAV not authorized below -20°C (-4° F). 3. Timing not authorized for defining the MAP. 4. Do not fly north of YJU VOR R-270.

MSA ARP: 180° 3800′; 270° 3300′; 360° 2600′; 090° 2100′





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.01°]	373	479	532	639	745	852
MAP at RW15R						

REIL PAPI ALSF-II 4000′ SI526

PANS OPS 4

	STRAIGHT-IN LANDING RWY 15R				CIRCLE-TO-LAND
	LNAV/VNAV DA(H) 410′ (387′)		LNAV MDA(H) 470′ (447′)		
		ALS out		ALS out	
A	1600m	2400m	1600m	2400m	NOT AUTHORIZED
B					
C			2000m	2800m	
D	2000m	2800m	2400m	3200m	

CHANGES: New procedure.

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RKSI/ICN
INCHEON INTL

JEPPESEN

27 APR 12 (22-3) Eff 02 May 1600Z

SEOUL/INCHEON, KOREA
RNAV (GNSS) Rwy 16

BRIEFING STRIP TM

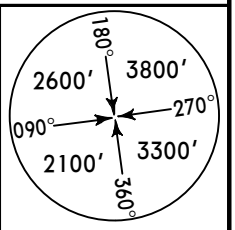
D-ATIS	SEOUL Approach (R)	INCHEON Tower	Ground
128.4 128.2	119.1 119.75	118.2 118.8	118.75 121.75 121.7

RNAV	Final Apch Crs	Mandatory Alt	LNAV/VNAV DA(H)	Apt Elev 23′
	153°	VOFHA 1600′ (1577′)	390′ (367′)	Rwy 16 23′

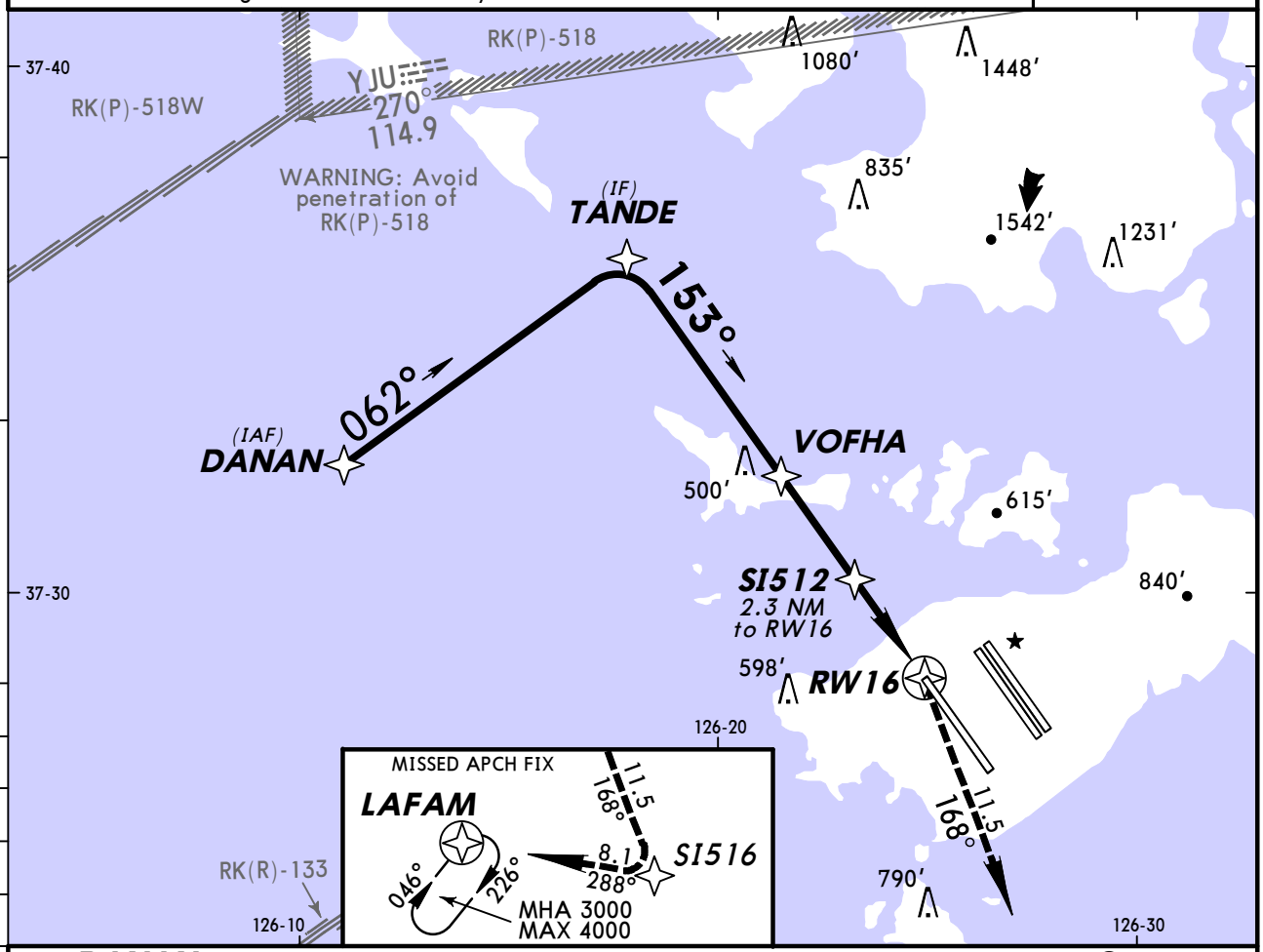
MISSED APCH: Climb to 3000′. Track to SI516 and LAFAM. Hold as published. Missed approach turn limited to 240 Kts maximum.

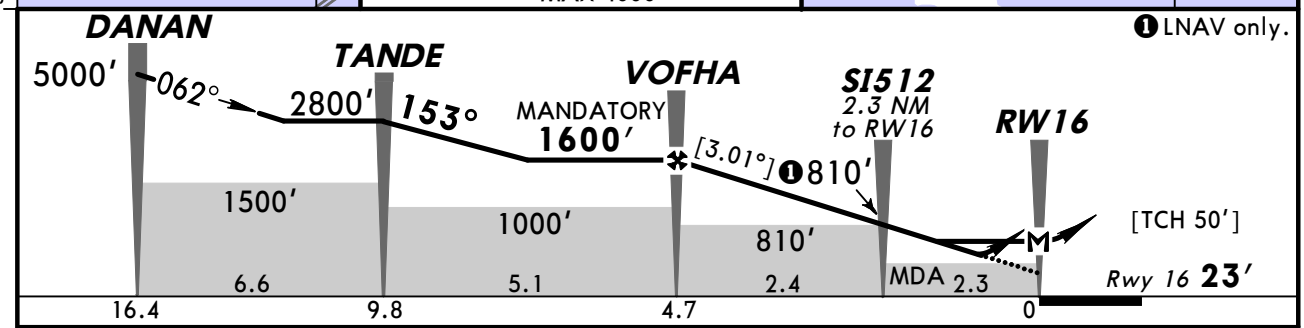
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 140 Trans alt: 14000′

1. RNP 0.30 required. 2. Baro-VNAV not authorized below -20°C (-4° F). 3. Timing not authorized for defining the MAP. 4. Do not fly north of YJU VOR R-270.



MSA ARP





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.01°]	373	479	532	639	745	852
MAP at RW16						

REIL PAPI ALSF-II 3000′ SI516

STRAIGHT-IN LANDING RWY 16					CIRCLE-TO-LAND
	LNAV/VNAV DA(H) 390′ (367′)		LNAV MDA(H) 460′ (437′)		
		ALS out		ALS out	
A	1600m	2400m	1600m	2400m	NOT AUTHORIZED
B					
C			2000m	2800m	
D	2000m	2800m	2400m	3200m	

PANS OPS 4

CHANGES: New procedure.

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RKSI/ICN INCHEON INTL

27 APR 12 — Eff 02 May 1600Z — 22-4

JEPPESEN

MISSED APCH MIM CLIMB GRADIENT 3.0%

SEOUL/INCHEON, KOREA RNAV (GNSS) Rwy 33L

D-ATIS	SEOUL Approach (R)	INCHEON Tower	Ground
128.4 128.2	119.1 119.75	118.2 118.8	118.75 121.75 121.7

RNAV	Final Apch Crs	Mandatory Alt	LNAV/VNAV DA(H)	Apt Elev 23′
	333°	KADAK 1600′ (1577′)	460′ (437′)	Rwy 33L 23′

MISSED APCH: Climb to 4000′. Track to SI566, SI577 and RONJI. Hold as published. **Missed approach mim climb gradient 3%.**

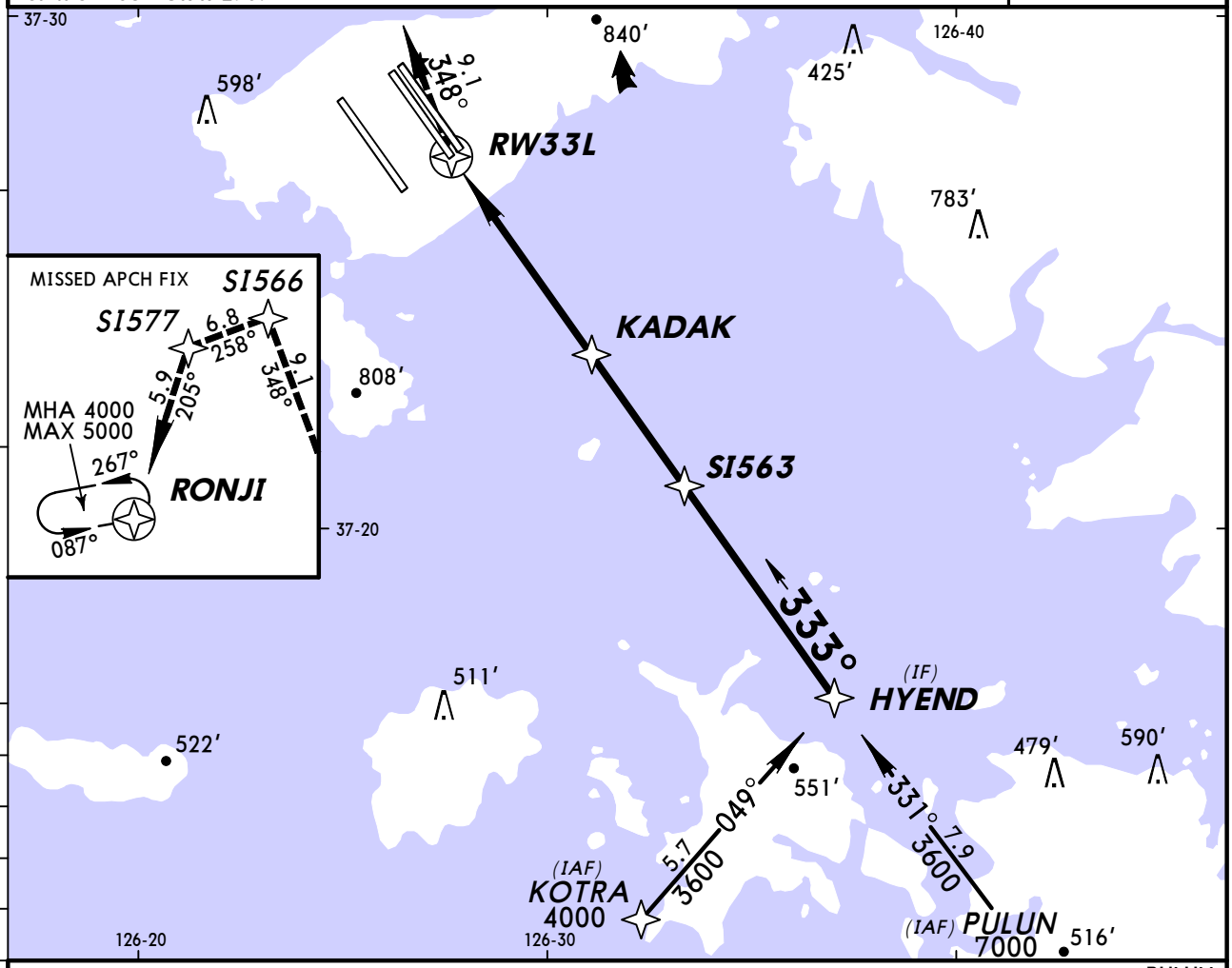
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 140 Trans alt: 14000′

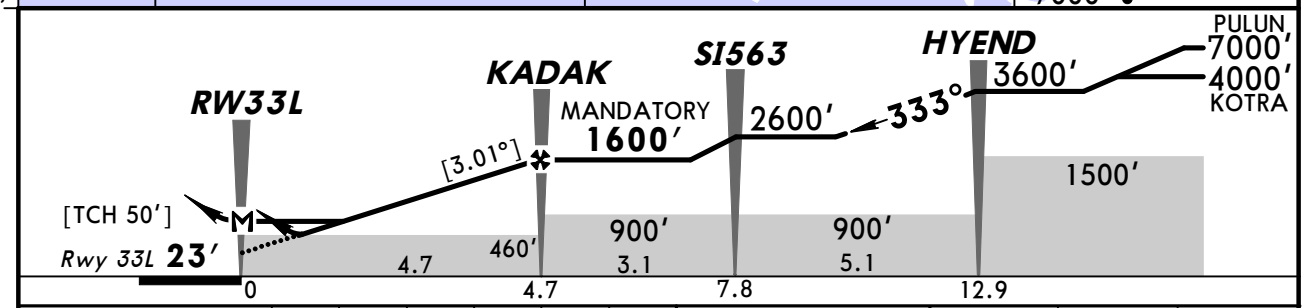
1. RNP 0.30 required. 2. WARNING: Avoid penetration of RK(P)-518. 3. Baro-VNAV not authorized below -20°C (-4° F). 4. Timing not authorized for defining the MAP. 5. Do not fly north of YJU VOR R-270.

180° 2600′ 3800′ 270° 090° 2100′ 3300′ 360°

MSA ARP

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.01°]	373	479	532	639	745	852
MAP at RW33L						

ALSF-II REIL PAPI 4000′ SI566

PANS OPS 4

	STRAIGHT-IN LANDING RWY 33L — MISSED APCH MIM CLIMB GRADIENT 3.0%				CIRCLE-TO-LAND
	LNAV/VNAV DA(H) 460′ (437′)		LNAV MDA(H) 510′ (487′)		
		ALS out		ALS out	
A	1600m	2400m	1600m	2400m	NOT AUTHORIZED
B					
C	2000m	2800m	2000m	2800m	
D	2400m	3200m	2800m	3600m	

CHANGES: New procedure.

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RKSI/ICN INCHEON INTL

27 APR 12 **Eff 02 May 1600Z** (22-5)

JEPPESEN

MISSED APCH MIM CLIMB GRADIENT 3.0%

SEOUL/INCHEON, KOREA RNAV (GNSS) Rwy 33R

BRIEFING STRIP™

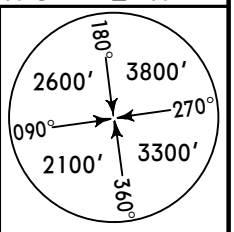
D-ATIS	SEOUL Approach (R)	INCHEON Tower	Ground
128.4 128.2	119.1 119.75	118.2 118.8	118.75 121.75 121.7

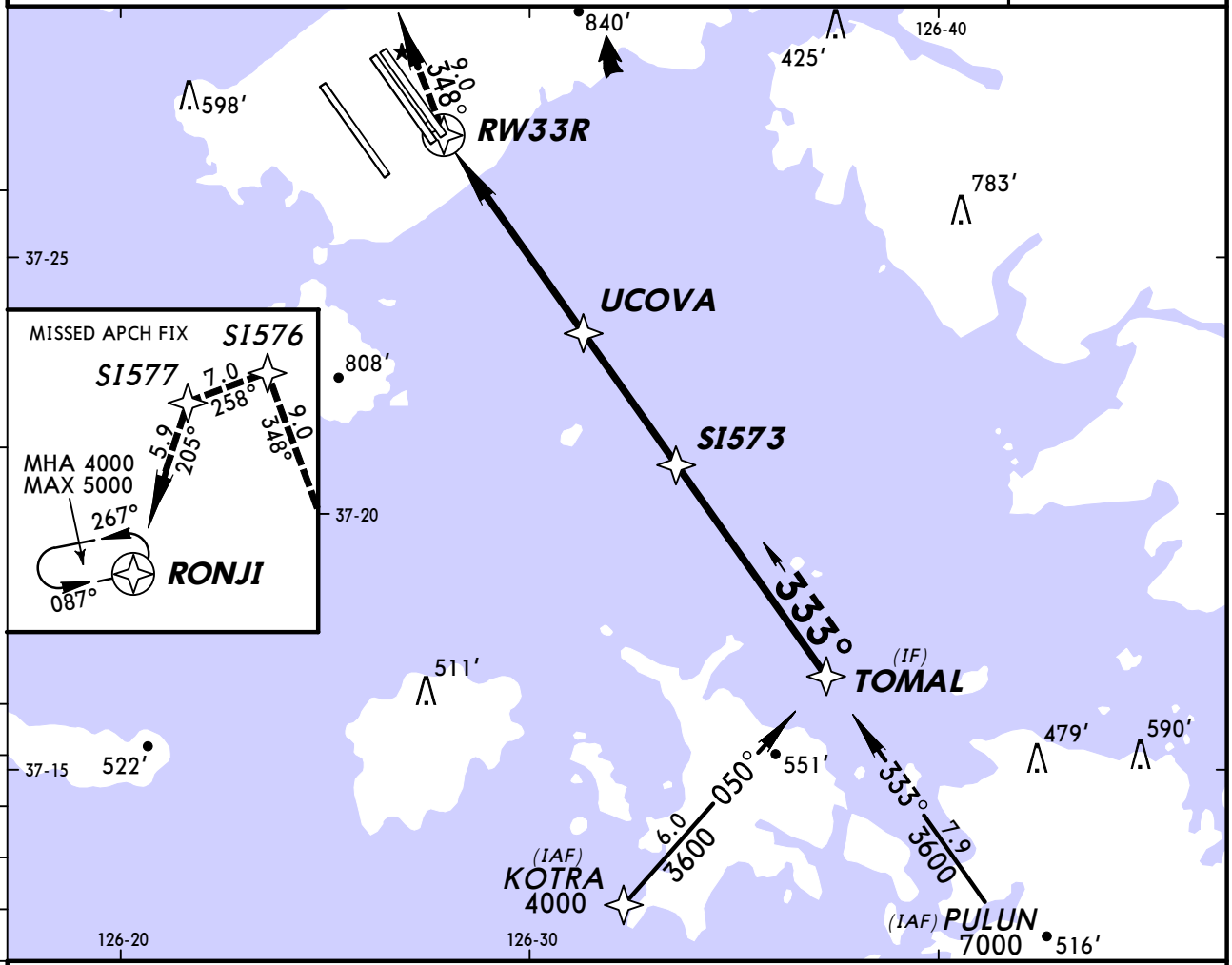
RNAV	Final Apch Crs	Mandatory Alt	LNAV/VNAV DA(H)	Apt Elev 23′
	333°	UCOVA 1600′ (1577′)	430′ (407′)	Rwy 33R 23′

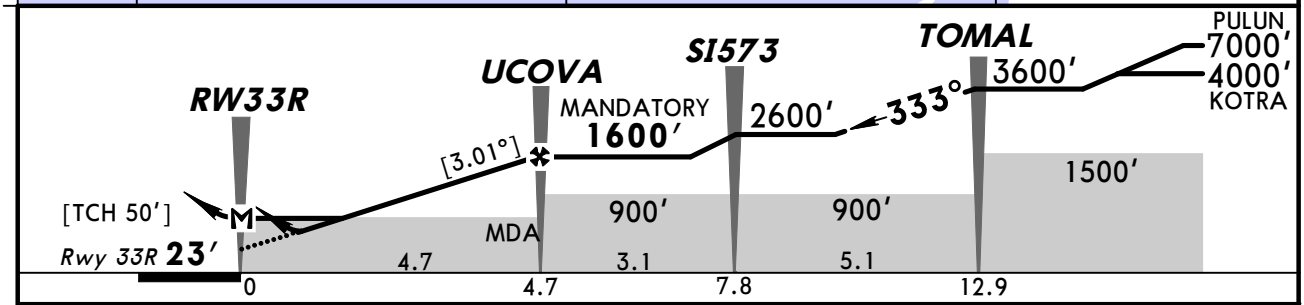
MISSED APCH: Climb to 4000′. Track to SI576, SI577 and RONJI. Hold as published. **Missed approach mim climb gradient 3%.**

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

1. RNP 0.30 required. 2. WARNING: Avoid penetration of RK(P)-518. 3. Baro-VNAV not authorized below -20°C (-4° F). 4. Timing not authorized for defining the MAP. 5. Do not fly north of YJU VOR R-270.







Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.01°]	373	479	532	639	745	852
MAP at RW33R						

REIL PAPI ALSF-II 4000′ SI576

PANS OPS 4

	STRAIGHT-IN LANDING RWY 33R MISSED APCH MIM CLIMB GRADIENT 3.0%				CIRCLE-TO-LAND
	LNAV/VNAV DA(H) 430′ (407′)		LNAV MDA(H) 480′ (457′)		
		ALS out		ALS out	
A	1600m	2400m	1600m	2400m	NOT AUTHORIZED
B					
C	2000m	2800m	2000m	2800m	
D	2400m	3200m	2400m	3200m	

CHANGES: New procedure.

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RKSI/ICN
INCHEON INTL

27 APR 12
Eff 02 May 1600Z

JEPPESEN

22-6

SEOUL/INCHEON, KOREA
RNAV (GNSS) Rwy 34

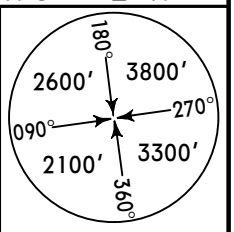
D-ATIS	SEOUL Approach (R)	INCHEON Tower	Ground
128.4 128.2	119.1 119.75	118.2 118.8	118.75 121.75 121.7

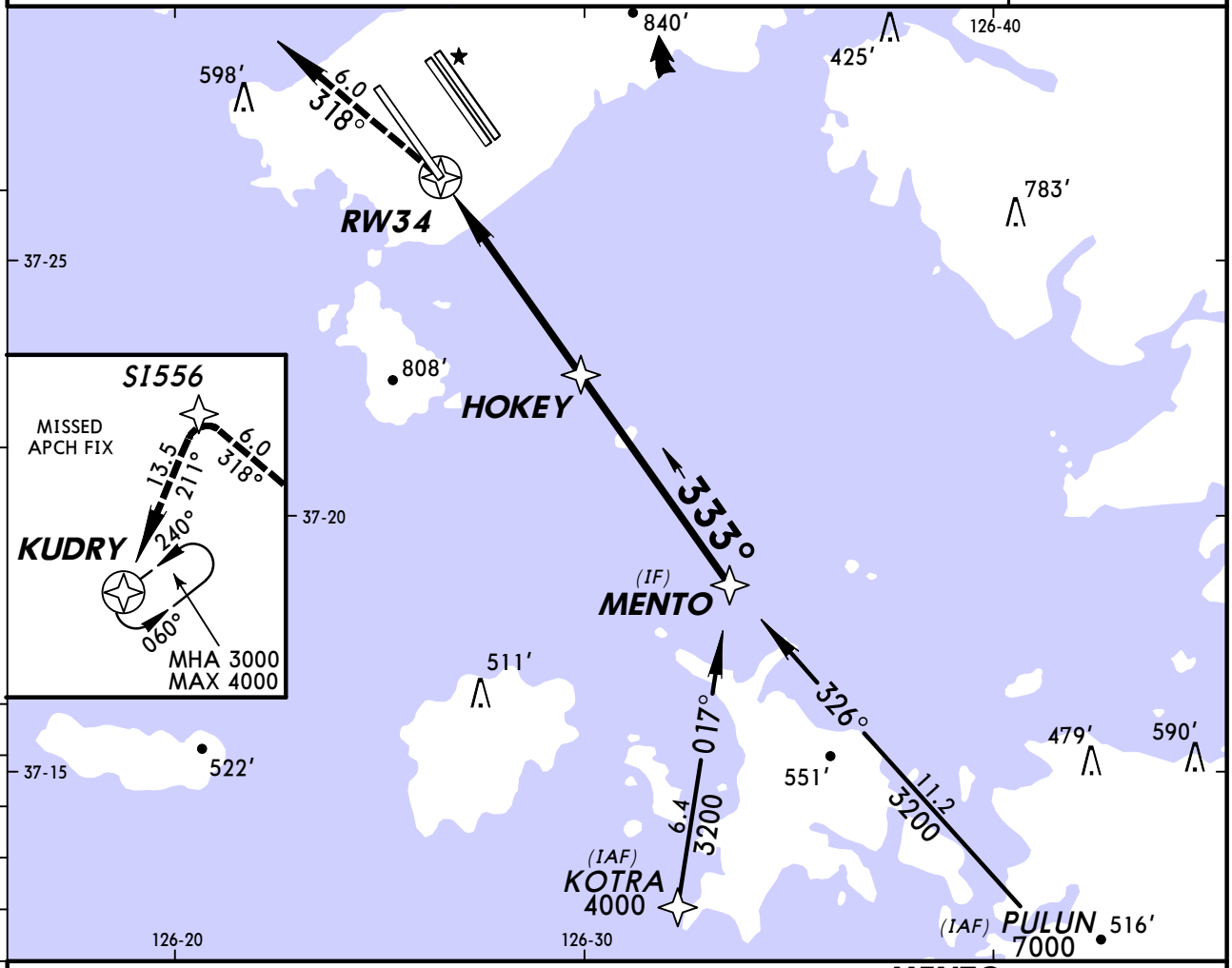
RNAV	Final Apch Crs	Mandatory Alt HOKEY	LNAV/VNAV DA(H)	Apt Elev 23′
	333°	1600′ (1577′)	500′ (477′)	Rwy 34 23′

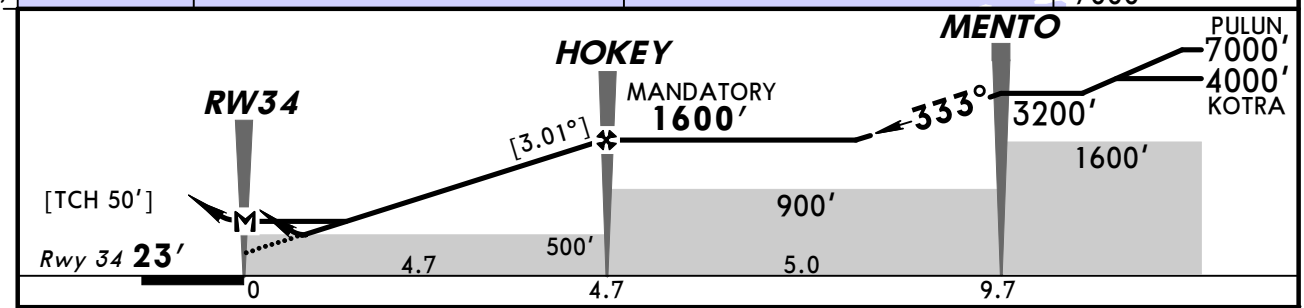
MISSED APCH: Climb to 3000′. Track to SI556, KUDRY. Hold as published. Missed approach turn limited to 220 Kts maximum.

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

1. RNP 0.30 required. 2. WARNING: Avoid penetration of RK(P)-518. 3. Baro-VNAV not authorized below -20°C (-4° F). 4. Timing not authorized for defining the MAP. 5. Do not fly north of YJU VOR R-270.







Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.01°]	373	479	532	639	745	852
MAP at RW34						

REIL
PAPI
ALSF-II

3000′

SI556

STRAIGHT-IN LANDING RWY 34					CIRCLE-TO-LAND
	LNAV/VNAV DA(H) 500′ (477′)		LNAV MDA(H) 510′ (487′)		
		ALS out		ALS out	
A	1600m	2400m	1600m	2400m	NOT AUTHORIZED
B					
C	2000m	2800m	2000m	2800m	
D	2800m	3600m	2800m	3600m	

PANS OPS 4

CHANGES: New procedure.

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BRIEFING STRIP ™

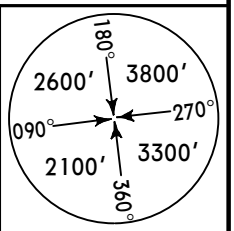
D-ATIS		SEOUL Approach (R)		INCHEON Tower		Ground		
128.4	128.2	119.1	119.75	118.2	118.8	118.75	121.75	121.7

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 23′
NCN 113.8	152°	D4.3 1700′ (1677′)	460′ (437′)	Rwy 15L 23′

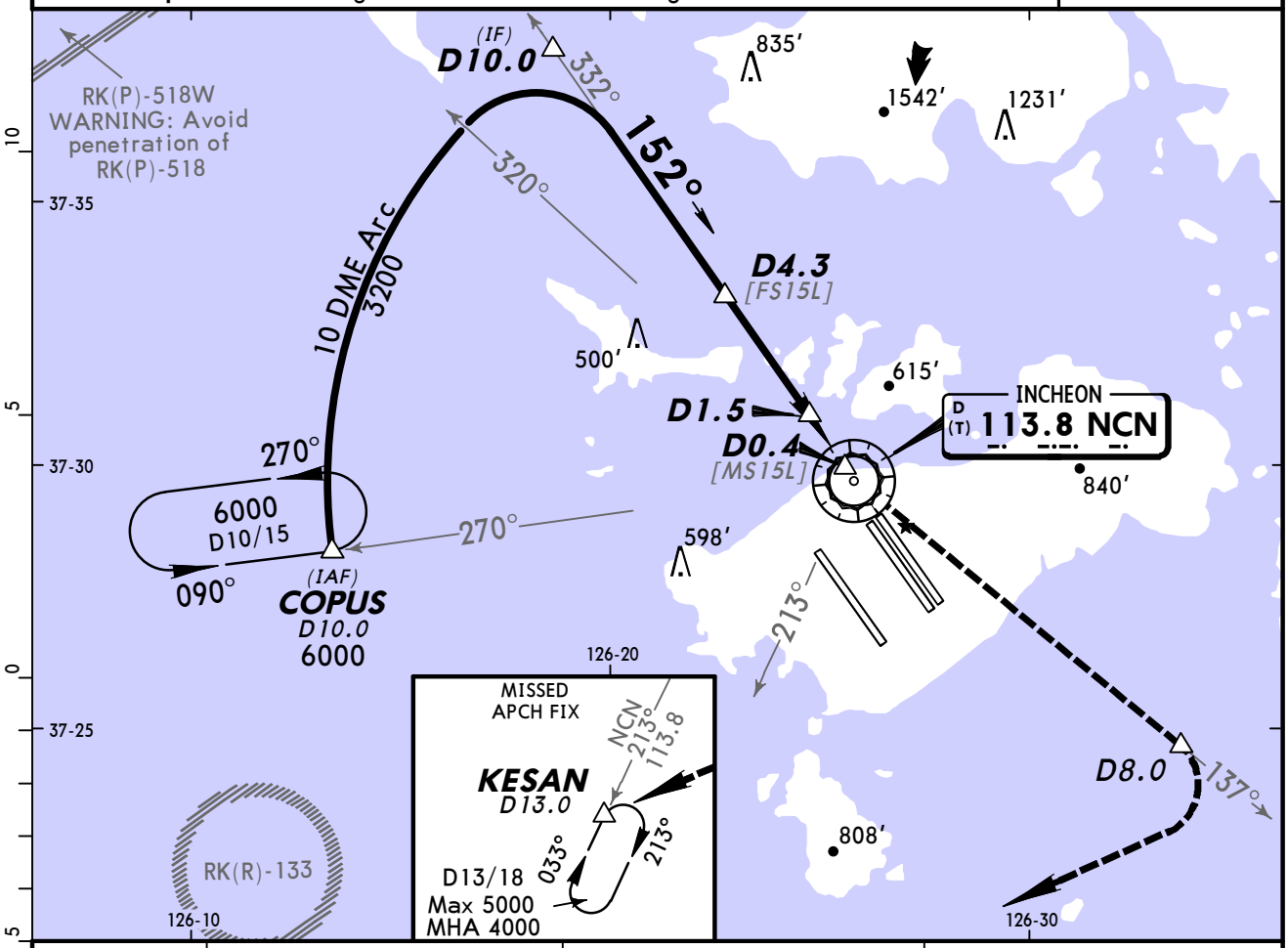
MISSED APCH: Climb to 4000′ via NCN VOR then LEFT turn on NCN R-137 to D8.0 and turn RIGHT direct to KESAN. Hold as published.

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

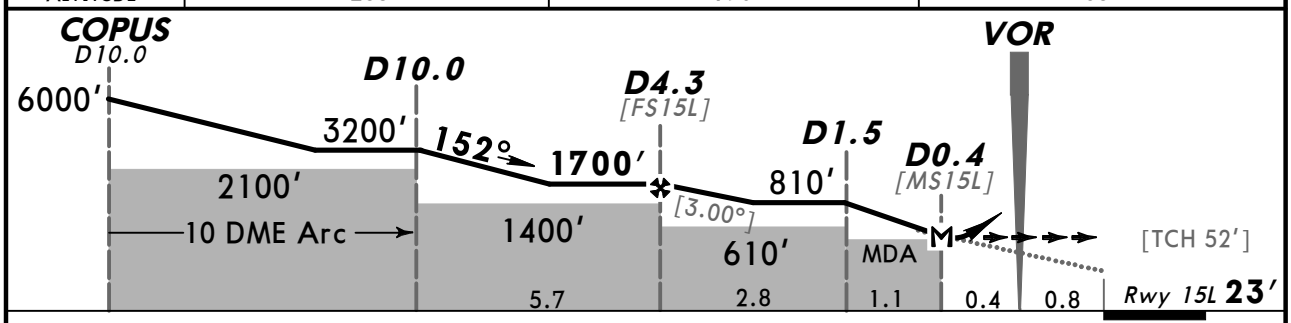
1. **DME Required.** 2. Timing not authorized for defining MAPt.



MSA NCN VOR



NCN DME	3.0	2.0	1.0
ALTITUDE	1283′	970′	651′



Gnd speed-Kts		70	90	100	120	140	160
Descent Gradient FAF-D1.5	5.2%	369	474	527	632	737	843
Descent Gradient D1.5-Thr	5.3%	376	483	537	644	751	859
Descent Angle	[3.00°]	372	478	531	637	743	849
MAP at D0.4							

ALSF-II
REIL
PAPI

4000′ via NCN 113.8

STRAIGHT-IN LANDING RWY 15L		CIRCLE-TO-LAND
MDA(H) 460′ (437′)		
	ALS out	

PANS OPS 4

A	1600m	2400m	A	NA
B			B	
C	2000m	2800m	C	
D	2400m	3200m	D	

CHANGES: Breifing strip.

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RKSI/ICN
INCHEON INTL

JEPPESEN
6 JUL 12 (23-2)

SEOUL/INCHEON, KOREA
VOR Rwy 33R

D-ATIS		SEOUL Approach (R)		INCHEON Tower		Ground		
128.4	128.2	119.1	119.75	118.2	118.8	118.75	121.75	121.7

BRIEFING STRIP ™

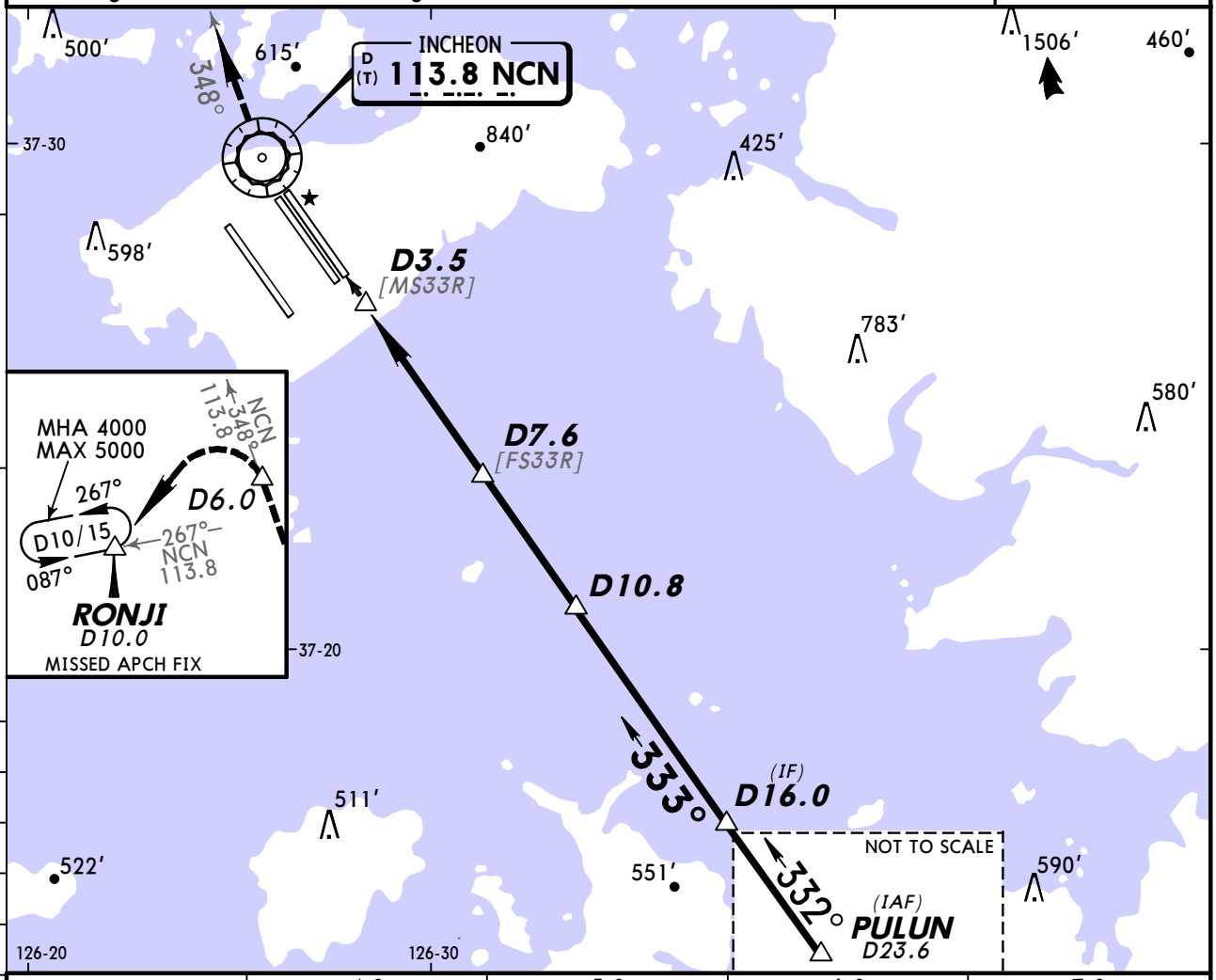
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 23′
NCN 113.8	333°	D7.6 1600′ (1577′)	500′ (477′)	Rwy 33R 23′

MISSED APCH: Climb to 4000′ via NCN VOR then RIGHT turn on NCN R-348 to D6.0 and turn LEFT direct to RONJI. Hold as published.

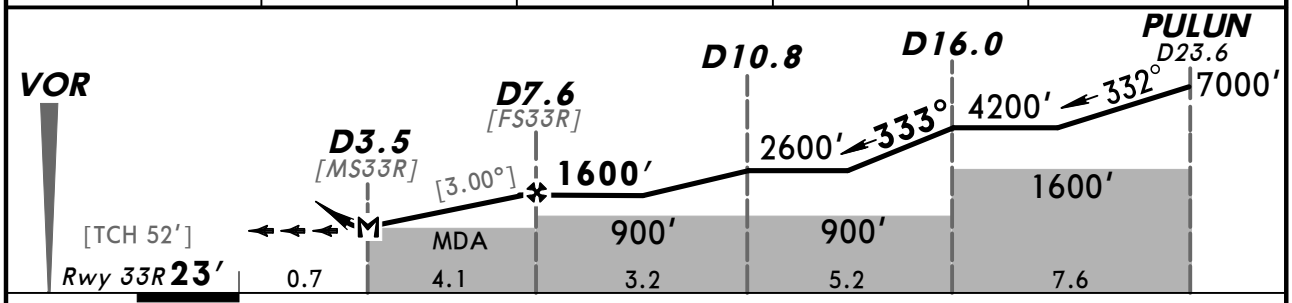
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 140 Trans alt: 14000′

1. **DME Required.** 2. WARNING: Avoid penetration of RK(P)-518.
3. Timing not authorized for defining MAP.

MSA NCN VOR: 180° 3800′; 270° 3300′; 360° 2100′; 090° 2600′



NCN DME	4.0	5.0	6.0	7.0
ALTITUDE	447′	767′	1087′	1407′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.3% or Descent Angle [3.00°]	372	478	531	637	743	849
MAP at D3.5						

ALSF-II, REIL, PAPI

4000′ via NCN 113.8

STRAIGHT-IN LANDING RWY 33R		CIRCLE-TO-LAND
MDA(H) 500′ (477′)		
	ALS out	

PANS OPS 4

A	1600m	2400m	A	NA
B			B	
C	2000m	2800m	C	
D	2800m	3600m	D	

CHANGES: D7.6 altitude.

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BRIEFING STRIP

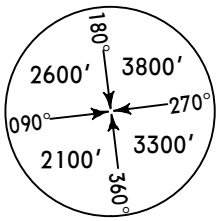
D-ATIS		SEOUL Approach (R)		INCHEON Tower		Ground		
128.4	128.2	119.1	119.75	118.2	118.8	118.75	121.75	121.7

NAVAIDS- Refer to Planview	Final Apch Crs 152°	No FAF	CEIL-VIS 2500′-8 km	Apt Elev 23′

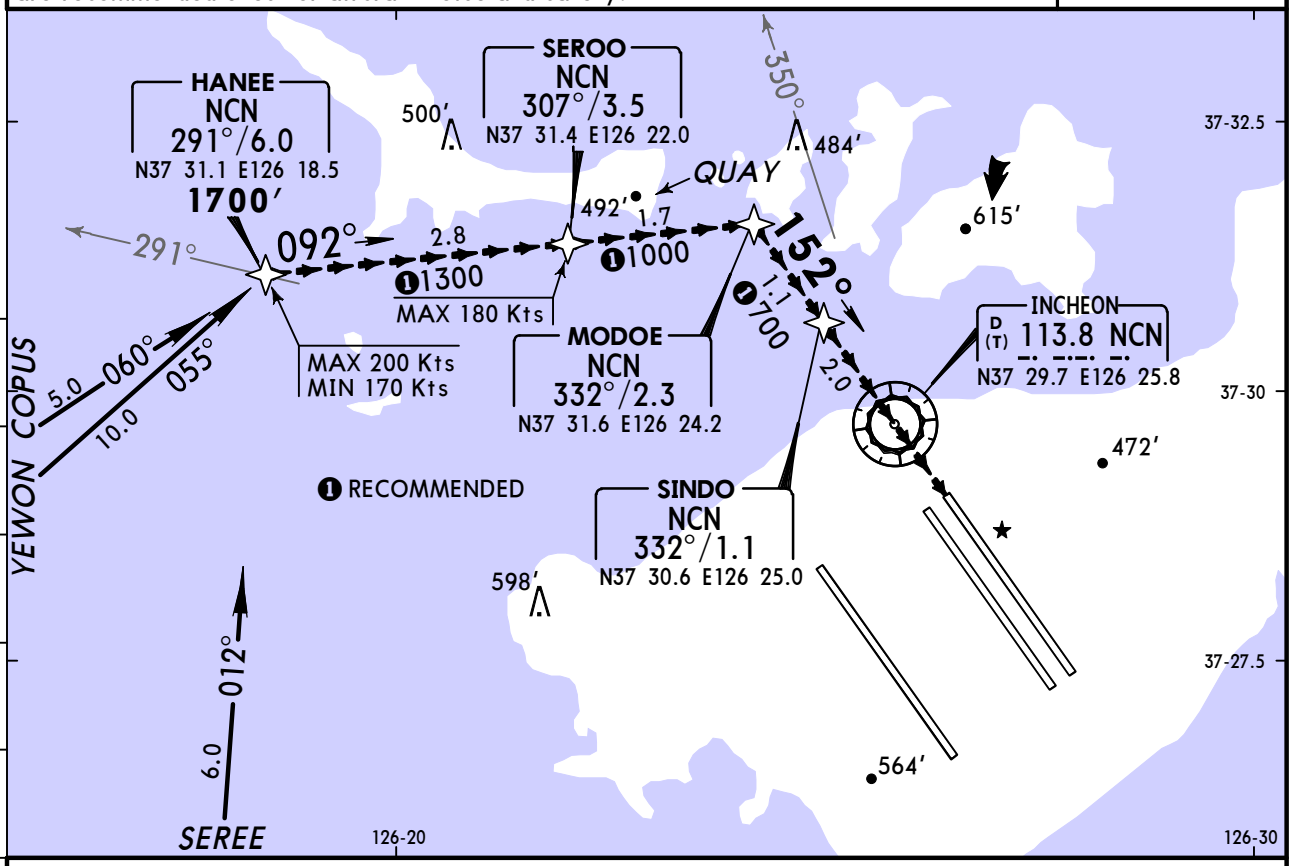
MISSED APCH: No missed approach procedure.

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

1. RADAR required. 2. Prior written authorization from ATC division required. 3. Aircraft shall use caution not to fly over islands and east of NCN R350 due to obstacles and aircraft noise. 4. Altitude at HANEE is minimum altitude and the others are recommended ones for aircraft noise and safety.



MSA NCN VOR



VISUAL APPROACH

GO-AROUND PROCEDURE: In the event of a go-around, after passing SINDO climb on Rwy heading to 3000′ as practical as possible or as directed by ATC.

GENERAL INFORMATION

- RNAV is lateral guidance reference only and if unable to maintain visual contact with preceding aircraft or visual references, maintain 1700′ and report ATC as practical as possible.
  *For RNAV arrival procedure designed on the RNAV 1 Specification.
- NON-RNAV equipped aircraft may fly this procedure by referencing visual references.
- When closely spaced parallel visual approach is in progress, aircraft will not be authorized to overtake another aircraft flying on or onto the adjacent final approach course.

ALSF-II
REIL
PAPI

PANS OPS 4

WEATHER MINIMUMS

Ceiling **2500′**-VIS **8 km**

CHANGES: General Information text.

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BRIEFING STRIP

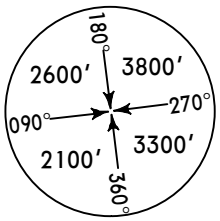
D-ATIS		SEOUL Approach (R)		INCHEON Tower		Ground		
128.4	128.2	119.1	119.75	118.2	118.8	118.75	121.75	121.7

NAVAIDS- Refer to Planview	Final Apch Crs 152°	No FAF	CEIL-VIS 2500′-8 km	Apt Elev 23′

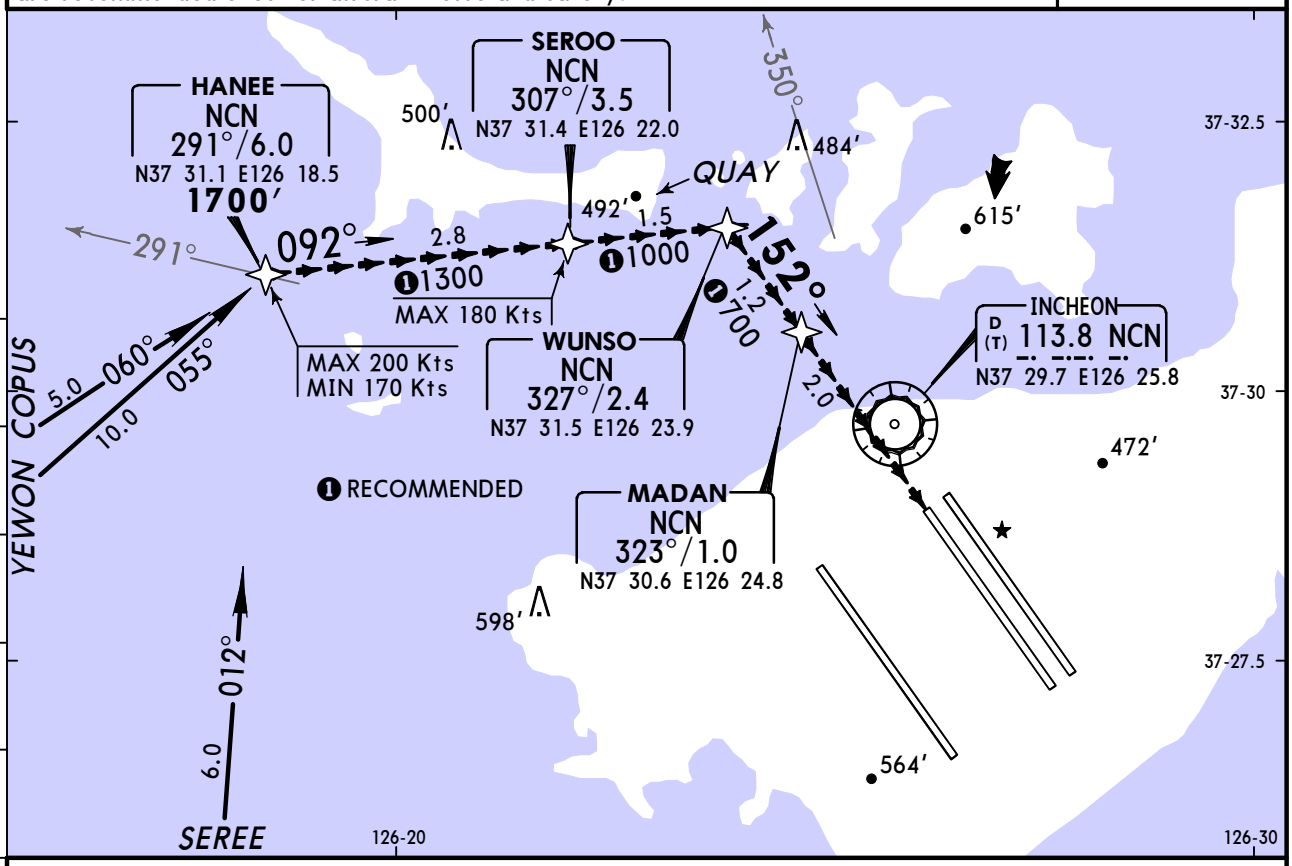
MISSED APCH: No missed approach procedure.

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

1. RADAR required. 2. Prior written authorization from ATC division required. 3. Aircraft shall use caution not to fly over islands and east of NCN R350 due to obstacles and aircraft noise. 4. Altitude at HANEE is minimum altitude and the others are recommended ones for aircraft noise and safety.



MSA NCN VOR



VISUAL APPROACH

GO-AROUND PROCEDURE: In the event of a go-around, after passing MADAN climb on Rwy heading to 3000′ as practical as possible or as directed by ATC.

GENERAL INFORMATION

- RNAV is lateral guidance reference only and if unable to maintain visual contact with preceding aircraft or visual references, maintain 1700′ and report ATC as practical as possible.
  *For RNAV arrival procedure designed on the RNAV 1 Specification.
- NON-RNAV equipped aircraft may fly this procedure by referencing visual references.
- When closely spaced parallel visual approach is in progress, aircraft will not be authorized to overtake another aircraft flying on or onto the adjacent final approach course.

ALSF-II
REIL
PAPI

PANS OPS 4

WEATHER MINIMUMS

Ceiling **2500′**-VIS **8 km**

CHANGES: General Information text.

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JeppView for Windows

Chart changes since cycle 26-2014

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

SEOUL/INCHEON, (INCHEON INTL - RKSI)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport RKSI

Type: Terminal
Effectivity: Temporary
Begin Date: 20140528
End Date: 20150819

The ILS/DMEs for RWY 15R/33L will be unserviceable due to replacement as follows from 1600UTC 28 MAY 2014 To 1559UTC 19 AUG 2015. RWY 15R/33L will be available for only departure during the replacement period. During the replacement period, (21-2) ILS or LOC Rwy 15R, (21-2A) ILS Rwy 15R CAT II&III, (21-4) ILS or LOC Rwy 33L, (21-4A) ILS Rwy 33L CAT II&III will not be available. Replacement works will not occur at the whole work area, but at a separated area on a daily basis. Workers will follow ATC instruction to ensure aircraft safety. Any relevant change will be notified through NOTAM. RWY 15R/33L will be available for only departure during the replacement period.

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Scheduled Preventive Maintenance Time: Rwy 15R/33L: Every 3 days from the 1st day of the month (1300-1900UTC) (for example May 1, 4, 7, 10... etc.). Rwy 15L/33R: Every 3 days from the 2nd day of the month (1300-1900UTC) (for example May 2, 5, 8, 11... etc.). Rwy 16/34: Every 3 days from the 3rd day of the month (1300-1900UTC) (for example May 3, 6, 9, 12... etc.). During the Scheduled Preventive Maintenance Time Take-offs and landings are prohibited, but ground maneuvering is allowed under ATC instructions.

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

A 30 minute prior request is required to use the closed runway for take-offs and landings. ILS Scheduled Inspection Time: Rwy 15R/33L: Every 3 days from the 1st day of the month (1400-1800UTC) (for example May 1, 4, 7, 10...etc.). Rwy 15L/33R: Every 3 days from the 2nd day of the month (1400-1800UTC) (for example May 2, 5, 8, 11...etc.). Rwy 16/34: Every 3 days from the 3rd day of the month (1400-1800UTC) (for example May 3, 6, 9, 12...etc.). ILS is unserviceable during the scheduled inspection time. A 30 minute prior request is required to use ILS.