JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: SEOUL/INCHEON KOR
ICAO/IATA: RKSI / ICN
Lat/Long: N37° 27.75', E126° 26.35'
Elevation: 23 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -9:00 = UTC
Magnetic Variation: 9.0° W

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

Sunrise: 2015 Z
Sunset: 1049 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: 16L
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 23 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 394 ft

Runway: 16R
Length x Width: 12303 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
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: 34L
Length x Width: 12303 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 23 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 394 ft

Runway: 34R
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: 128.400 Arrival Service
ATIS: 128.650 Departure Service
ATIS: 128.200 Secondary
ATIS: 34.420 Departure Service Military
ATIS: 23.025 Arrival Service Military
Incheon Tower: 118.800
Incheon Tower: 118.275
Incheon Tower: 118.200
Incheon Tower: 23.180 Military
Incheon Ground: 121.925
Incheon Ground: 121.875
Incheon Ground: 22.690 Military
Incheon Ground: 121.700
Incheon Ground: 121.750
Incheon Apron Ramp/Taxi: 121.650
Incheon Apron Ramp/Taxi: 121.800
Incheon Apron Ramp/Taxi: 122.175
Incheon Apron Ramp/Taxi: 123.675
Incheon Apron Ramp/Taxi: 123.575
Incheon Apron Ramp/Taxi: 123.325
Incheon Apron Ramp/Taxi: 122.225
Incheon Apron Ramp/Taxi: 122.325

Incheon Clearance Delivery: 26.920 Military
Incheon Clearance Delivery: 121.600
Incheon Clearance Delivery: 121.875
Seoul Approach: 120.800
Seoul Approach: 124.700
Seoul Approach: 124.200
Seoul Approach: 119.750
Seoul Approach: 119.100
Seoul Approach: 119.050
Seoul Approach: 29.330 Military
Seoul Approach: 121.350
Seoul Departure: 125.150
Seoul Departure: 35.320 Military
Seoul Departure: 121.400
Seoul Departure: 124.800
Pad Control Operations: 122.175
Incheon De-Icing Operations: 123.575
Pad Control Operations: 123.325
Ice Man Operations: 129.725
Pad Control Operations: 122.325
Incheon De-Icing Operations: 122.225
Ice Man Operations: 130.850
Ice Man Operations: 130.750
Ice Man Operations: 130.250
Daegu ACC: 132.800
Incheon ACC: 126.175 RCO

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 or traffic volume.

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

TIME (UTC)	AIRWAY	RUNWAY	STAR (PRIMARY/SECONDARY)
0000-2400	G-597 (KARBU)	15L/R, 16L/R	KARBU TWO HOTEL RNAV/ KARBU TWO CHARLIE RNAV
		33L/R, 34L/R	KARBU TWO ECHO RNAV/ BIKSI TWO MIKE RNAV *
	G-585 (GUKDO)	15L/R, 16L/R	GUKDO TWO HOTEL RNAV/ GUKDO TWO CHARLIE RNAV
		33L/R, 34L/R	GUKDO TWO ECHO RNAV/ CUN (YECHEON) TWO MIKE RNAV *
	Y-644 (REBIT)	15L/R, 16L/R	REBIT TWO HOTEL RNAV
	Y-644 (COWAY/GONAV)	33L/R, 34L/R	REBIT TWO ALPHA RNAV/ GONAV THREE MIKE RNAV *
	Y-722 (OLMEN)	15L/R, 16L/R	OLMEN TWO HOTEL RNAV/ OLMEN TWO CHARLIE RNAV
		33L/R, 34L/R	OLMEN TWO ECHO RNAV/ MAKSA TWO MIKE RNAV *

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

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

TIME (UTC)	AIRWAY	RUNWAY	SID (PRIMARY/SECONDARY)
0000-2400	G-597 (KARBU)	15L/R	EGOBA TWO CHARLIE RNAV
		16L/R	EGOBA TWO HOTEL RNAV
		33L/R	EGOBA TWO ECHO RNAV/ EGOBA TWO ALPHA RNAV
		34L/R	EGOBA TWO YANKEE RNAV
	G-597 (BINIL)	15L/R	BINIL TWO CHARLIE RNAV
		16L/R	BINIL TWO HOTEL RNAV
	G-597 (NOPIK)	33L/R	NOPIK TWO ALPHA RNAV
		34L/R	NOPIK TWO YANKEE RNAV
	A-582 (OSPOT)	15L/R	OSPOT TWO CHARLIE RNAV
		16L/R	OSPOT TWO HOTEL RNAV
		33L/R	OSPOT TWO ECHO RNAV/ OSPOT TWO ALPHA RNAV
		34L/R	OSPOT TWO YANKEE RNAV
	Y-711 (BOPTA)	15L/R	BOPTA TWO CHARLIE RNAV
		16L/R	BOPTA TWO HOTEL RNAV
		33L/R	BOPTA TWO ALPHA RNAV
		34L/R	BOPTA TWO YANKEE RNAV

GENERAL

ASSIGNMENT OF STAR OR SID (contd)

3. Use of SID/STAR

a. Pilot shall note that adherence to SID/STAR level restrictions are critical for aircraft separation in SEOUL TMA. For ATC separation, pilots are strongly encouraged to check whether he or she can comply with level restrictions of SID(before airborne)/ STAR(before passing subsequent waypoint) or not.

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

c. To eliminate safety risk due to a mismatch between ATC and pilot expectations, ATC will provide aircraft with explicit indications with regard to what is expected in terms of speed and level at all times using "CANCEL (LEVEL/SPEED) RESTRICTIONS" or "COMPLY WITH (LEVEL/SPEED) RESTRICTIONS" RTF phraseology.

USE OF MODE S TRANSPONDER ON THE GROUND

GENERAL. This system using Mode S transponder improves the accuracy and reliability of the Ground Movement Monitoring System. All operators having aircraft equipped with Mode S transponders shall ensure Mode S transponders are operative when aircraft are on the ground.

DEPARTING AIRCRAFT. Prior to pushback or taxiing from a parking stand (whichever comes first):

-Enter, using either FMS mode or transponder control unit, the Flight Identification as specified in Item 7 of the ICAO Flight Plan, or in the absence of Flight Identification, enter the Aircraft Registration.
-Select XPNDR, or its equivalent, on installed transponder equipment.
-If function is available, select AUTO mode. Do not select OFF or SDBY functions.
-Set Mode A code as assigned by ATC. When lining up select TA/RA.

ARRIVING AIRCRAFT. After landing and until the aircraft is stationary at a parking stand:

-Maintain XPNDR, or its equivalent, on installed transponder equipment.
-Do not select OFF or SDBY functions. Maintain Mode A code assigned by ATC.
-When aircraft is stationary at the parking stand, select OFF or SDBY.

OTHER CASES OF TAXIING AIRCRAFT. Select XPNDR, or its equivalent, on installed transponder equipment. Select AUTO mode if available. Do not select OFF or SDBY functions. Set Mode A code to 2000.

AIRCRAFT NOT EQUIPPED WITH MODE S TRANSPONDER OR TRANSPONDER UNSERVICEABLE.

DEPARTING AIRCRAFT. Maintain Mode A+C transponder in the ON position until lining up.
ARRIVING AIRCRAFT. Maintain Mode A+C transponder in the ON position and Mode A code as assigned by ATC until parking stand.
OTHER CASES OF TAXIING AIRCRAFT. Select Mode A+C transponder in the ON position, or equivalent, on installed transponder. Do not select OFF or SDBY functions. Set Mode A code to 2000. When fully parked on stand, select OFF or SDBY position.

ARRIVAL

CDO (Continuous Descent Operation) PROCEDURE FOR INCHEON AD

1. The CDO procedures are in place for all aircraft flying on Y644, Y722, G585 (Y685) and G597 (Y697) 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, 34L/R
   c. Available procedures: BIKSI 2M, CUN 2M, MAKSA 2M, GONAV 3M

2. ATC instructions
   Incheon or Daegu ACC will instruct the aircraft to perform CDO when it enters Incheon FIR, as follows:
   - Phraseology
     Controller: (Call sign), Cleared CUN (Yecheon) 2M arrival. Descend via STAR to 7000.
   *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: ENPIL (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.

Initial Radio Call Procedures with SEOUL APPROACH

1. When instructed to 'CONTACT', pilot shall Squawk IDENT and report callsign, aircraft type (including series) and ATIS code.

2. When instructed to 'MONITOR or STAND BY FOR', pilot shall Squawk IDENT and keep silent until ATC initiate call.

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

Missed approach procedure when ground navigation aid is unserviceable

1. RWY 15L/R: Follow published procedure. If unable, climb to 3 000′, after passing 520′ fly HDG 100 then radar vector.
2. RWY 16L/R: Follow published procedure. If unable, climb to 3 000′, after passing 500′ fly HDG 190 then radar vector.
3. RWY 33L/R: Follow published procedure. If unable, climb to 3 000′, after passing 500′ fly HDG 010 then radar vector.
4. RWY 34L/R: Follow published procedure. If unable, climb to 3 000′, after passing 500′ fly HDG 280 then radar vector.
5. Report to ATC about missed approach route (published procedure or HDG/ALT) when going around.
6. If ATC issue another HDG/ALT, follow ATC's instruction when going around.

ARRIVAL

CAT II / III OPERATIONS

General

Incheon International Airport RWY 15L, RWY 15R, RWY 16L, RWY 16R, RWY 33L, RWY 33R, RWY 34L and RWY 34R have ILS CAT III 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 Safety Act, Article 67 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.

ARRIVAL

Special Procedures and Safeguards

General Special Procedures and Ground Safeguards

Special procedures and ground safeguards will be applied during CAT II/III operations to protect 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 - B4, B5 or L
      RWY 33R - C4, C5, D6 or L
      RWY 16L - N3, N2 or S
      RWY 16R - P6, P5, P4, P2 or S
      RWY 34R - N4, N5 or N7
      RWY 34L - P7, P8, P10, P11 or P13
      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: A - L or D - L
      RWY 15R: A - L, D - L, D - K - C - L
      RWY 33L: A - G, D - G, D - J - C - G
      RWY 33R: A - G, D - G
      RWY 16L: M - N7
      RWY 16R: M - V - P - P13, M - N7 - P - P13,
      RWY 34R: M - S
      RWY 34L: M - S, M - T - P - 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.

Apron 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 apron areas.

DEPARTURE

INTERSECTION DEPARTURE

The take-off runway available distances for intersection departures are as follows:

RWY	Take-off from intersection with TWY:	Take-Off Runway Available
15R	-	**3750m / 12,303 ft**
	❶ B6	3560m / 11680 ft
	❶ K	3000m / 9843 ft
	B5	2550m / 8366 ft
	B4	2250m / 7382 ft
	C8	2460m / 8071 ft
33L	-	**3750m / 12,303 ft**
	❶ B1	3560m / 11680 ft
	❶ J	3000m / 9843 ft
	B2	2550m / 8366 ft
	B3	2250m / 7382 ft
	C3	2520m / 8268 ft
15L	-	**3750m / 12,303ft**
	❶ K	3000m / 9843 ft
	D6	2550m / 8366 ft
33R	-	**3750m / 12,303 ft**
	❶ J	3000m / 9843 ft
	D1	2550m / 8366 ft
16L	-	**4000m / 13,123 ft**
	❶ N6	3810m / 12,500 ft
	❶ V	3314m / 10,873 ft
	❶ U	3009m / 9872ft
	N5	2550m / 8366 ft
	P9	2404m / 7887 ft
	N4	2050m / 6726 ft
	W	1799m / 5902 ft
34R	-	**4000m / 13,123 ft**
	❶ N1	3810m / 12,500 ft
	❶ T	3259m / 10,692 ft
	P3	2786m / 9140 ft
	N2	2550m / 8366 ft
	N3	2049m / 6722 ft
	W	2049m / 6722 ft
16R	-	**3750m / 12,303 ft**
	❶ P12	3555m / 11,663 ft
	❶ V	3314m / 10,873 ft
	❶ U	3009m / 9872 ft
	P11	2500m / 8202 ft
	P10	2200m / 7218 ft
	P8	1900m / 6234 ft
	P7	1600m / 5249 ft
	W	1875m / 6152 ft
34L	-	**3750m / 12,303 ft**
	❶ P1	3555m / 11,663 ft
	❶ T	3009m / 9872 ft
	P2	2500m / 8202 ft
	P4	2200m / 7218 ft
	P5	1900m / 6234 ft
	P6	1600m / 5249 ft
	W	1875m / 6152 ft

❶ Entry Point for Intersection departure.

Note:
Intersection departure may be initiated by pilot or ATC and approved by ATC considering traffic and enroute separation. ATC may change departure sequence for the purposes of traffic flow management.

DEPARTURE

AIRCRAFT PUSHBACK PROCEDURES

Aircraft Stands	Pushback Procedures	Phraseology
Apron 1		
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 point 1.
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 point 1.
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).
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.
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.
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.
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.
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.
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.
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.
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.

DEPARTURE

AIRCRAFT PUSHBACK PROCEDURES (CONTD)

Aircraft Stands	Pushback Procedures	Phraseology
Apron 1		
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 position.	Pushback approved to face north on R1 abeam gate (number).
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 its nosewheel is at spot 2.	Pushback approved to point 2.
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 its nosewheel is at spot 2.	Pushback approved to point 2.
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.
	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.
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 point 2.
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 point 2.
	The aircraft shall be pushed back to face south along blue line until its nosewheel is at spot 3.	Pushback approved to point 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)].
27	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 2.	Pushback approved to point 2.
	The aircraft shall be pushed back to face south along blue line until its nosewheel is at spot 3.	Pushback approved to point 3.
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 4.	Pushback approved to point 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)].

DEPARTURE

AIRCRAFT PUSHBACK PROCEDURES (CONTD)

Aircraft Stands	Pushback Procedures	Phraseology
Apron 1		
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 point 3.
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 4.	Pushback approved to point 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)].
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 point 4.
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.
	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.
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 its nosewheel is at spot 4.	Pushback approved to point 4.
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 its nosewheel is at spot 4.	Pushback approved to point 4.
	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).
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).
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.
	The aircraft shall be pushed back onto taxilane R6 to face north.	Pushback approved to face north on R6.
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.

DEPARTURE

AIRCRAFT PUSHBACK PROCEDURES (CONTD)

Aircraft Stands	Pushback Procedures	Phraseology
Apron 1		
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.
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.
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.
	The aircraft shall be pushed back onto taxilane R6 to face south.	Pushback approved to face south on R6.
46	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.
	The aircraft shall be pushed back onto taxilane R6 to face south.	Pushback approved to face south on R6.
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.
49	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R4.	Pushback approved to face north.
	The aircraft shall be pushed back along blue line until its nosewheel is at spot 5.	Pushback approved to point 5.
50	The aircraft shall be pushed back along blue line until its nosewheel is at spot 5.	Pushback approved to point 5.
103	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 R1 to face south.	Pushback approved to face south on R1.
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.
131	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 AS to face west.	Pushback approved to face west.
132	The aircraft shall be pushed back onto taxilane R4 to face south.	Pushback approved to face south.

DEPARTURE

AIRCRAFT PUSHBACK PROCEDURES (CONTD)

Aircraft Stands	Pushback Procedures	Phraseology
Apron 2		
101	The aircraft shall be pushed back onto taxilane R1 to face north.	Pushback approved to face north.
102	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 R9 to face east.	Pushback approved to face east.
104, 106, 108, 110, 112, 114, 118, 122, 124, 126 and 128	The aircraft shall be pushed back onto taxilane R9 to face east.	Pushback approved to face east.
	The aircraft shall be pushed back onto taxilane R9 to face west.	Pushback approved to face west.
130	The aircraft shall be pushed back onto taxilane R9 to face west.	Pushback approved to face west.
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north on R4.
302 to 304	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.
306 to 314	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.
301	The aircraft shall be pushed back onto taxilane R10 to face east.	Pushback approved to face east.
302 to 311 (309A/B, 310A/B, 311A/B)	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.
312	The aircraft shall be pushed back onto taxilane R10 to face west.	Pushback approved to face west.
321	The aircraft shall be pushed back onto taxilane RG to face east.	Pushback approved to face east.
322 to 331 (329A/B, 330A/B, 331A/B)	The aircraft shall be pushed back onto taxilane RG to face east.	Pushback approved to face east.
	The aircraft shall be pushed back onto taxilane RG to face west.	Pushback approved to face west.
332	The aircraft shall be pushed back onto taxilane RG to face west.	Pushback approved to face west.
341, 341R/L	The aircraft shall be pushed back onto taxilane RG to face east.	Pushback approved to face east.
342 to 352 (342R/L, 343R/L, 345R, 347R, 352R/L)	The aircraft shall be pushed back onto taxilane RG to face east.	Pushback approved to face east.
	The aircraft shall be pushed back onto taxilane RG to face west.	Pushback approved to face west.
353, 353R/L	The aircraft shall be pushed back onto taxilane RG to face west.	Pushback approved to face west.
Apron 3		
231 to 236 (231R/L, 232R/L)	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.
236R	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 R12 to face west.	Pushback approved to face west.
237	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 R12.	Pushback approved to blue
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west.

DEPARTURE

AIRCRAFT PUSHBACK PROCEDURES (CONTD)

Aircraft Stands	Pushback Procedures	Phraseology
Apron 3		
238, 239	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R12.	Pushback approved to blue.
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east.
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west.
	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 south until its nosewheel is at spot 31 (or 32).	Pushback approved to point 31 (32).
239R	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east.
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west.
	The aircraft shall be pushed back to face south until its nosewheel is at spot 31 (or 32).	Pushback approved to point 31 (32).
240	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R12.	Pushback approved to blue.
	The aircraft shall be pushed back to face south until its nosewheel is at spot 31 (or 32).	Pushback approved to point 31 (32).
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east.
241	The aircraft shall be pushed back to face south until its nosewheel is at spot 32.	Pushback approved to point 32.
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 31.	Pushback approved to point 31.
	The aircraft shall be pushed back to face south until its body is on taxilane RC.	Pushback approved to face south.
	The aircraft shall be pushed back onto the stand 816 (or 817) to face west.	Pushback approved to stand 816 (817).
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east on R12.
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west on R12.
242	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 31 (or 32).	Pushback approved to point 31 (32).
	The aircraft shall be pushed back to face west until its nosewheel is at spot 33.	Pushback approved to point 33.
	The aircraft shall be pushed back onto the stand 817 (or 816) to face west.	Pushback approved to stand 817 (816).
	The aircraft shall be pushed back onto taxilane RC to face north.	Pushback approved to face north.
243, 245	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 32 (or 31).	Pushback approved to point 32 (31).
	The aircraft shall be pushed back to face west until its nosewheel is at spot 33 (or 34).	Pushback approved to point 33 (34).
	The aircraft shall be pushed back onto taxilane RC to face north.	Pushback approved to face north.
	The aircraft shall be pushed back onto the stand 817 to face west.	Pushback approved to stand 817.
246	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 32 (or 31).	Pushback approved to point 32 (31).
	The aircraft shall be pushed back to face west until its nosewheel is at spot 33 (or 34).	Pushback approved to point 33 (34).
	The aircraft shall be pushed back onto taxilane RC to face north.	Pushback approved to face north.

DEPARTURE

AIRCRAFT PUSHBACK PROCEDURES (CONTD)

Aircraft Stands	Pushback Procedures	Phraseology
Apron 3		
247	The aircraft shall be pushed back onto taxilane RC (or RF) to face west.	Pushback approved to face west (face west on RF).
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 32 (or 31).	Pushback approved to point 32 (31).
	The aircraft shall be pushed back to face west until its nosewheel is at spot 33 (or 34).	Pushback approved to point 33 (34).
	The aircraft shall be pushed back onto taxilane RC (or RB) to face north.	Pushback approved to face north (face north on RB).
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 39.	Pushback approved to point 39.
248, 249	The aircraft shall be pushed back onto taxilane RC (or RF) to face west.	Pushback approved to face west (face west on RF).
	The aircraft shall be pushed back to face west until its nosewheel is at spot 33 (or 34).	Pushback approved to point 33 (34).
	The aircraft shall be pushed back onto taxilane RC (or RB) to face north.	Pushback approved to face north (face north on RB).
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 39.	Pushback approved to point 39.
250	The aircraft shall be pushed back onto taxilane RC (or RF) to face east.	Pushback approved to face east (face east on RF).
	The aircraft shall be pushed back onto taxilane RA (or RF) to face west.	Pushback approved to face west (face west on RF).
	The aircraft shall be pushed back to face west and then towed forward until its nosewheel is at spot 34.	Pushback approved to point 34.
	The aircraft shall be pushed back to face east and then towed forward until its nosewheel is at spot 35.	Pushback approved to point 35.
	The aircraft shall be pushed back onto taxilane RB to face north.	Pushback approved to face north.
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 39.	Pushback approved to point 39.
251, 252	The aircraft shall be pushed back onto taxilane RA (or RF) to face east.	Pushback approved to face east (face east on RF).
	The aircraft shall be pushed back to face east and then towed forward until its nosewheel is at spot 35 (or 36).	Pushback approved to point 35 (36).
	The aircraft shall be pushed back onto taxilane RA (or RB) to face north.	Pushback approved to face north (face north on RB).
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 39.	Pushback approved to point 39.
253	The aircraft shall be pushed back onto taxilane RA (or RF) to face east.	Pushback approved to face east (face east on RF).
	The aircraft shall be pushed back to face east until its nosewheel is at spot 35 (or 36).	Pushback approved to point 35 (36).
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 37 (or 38).	Pushback approved to point 37 (38).
	The aircraft shall be pushed back onto taxilane RA (or RB) to face north.	Pushback approved to face north (face north on RB).
	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 39.	Pushback approved to point 39.
254	The aircraft shall be pushed back to face east until its nosewheel is at spot 35 (or 36).	Pushback approved to point 35 (36).
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 37 (or 38).	Pushback approved to point 37 (38).
	The aircraft shall be pushed back onto taxilane RA to face north.	Pushback approved to face north.

DEPARTURE

AIRCRAFT PUSHBACK PROCEDURES (CONTD)

Aircraft Stands	Pushback Procedures	Phraseology
Apron 3		
255	The aircraft shall be pushed back to face east until its nosewheel is at spot 35 (or 36).	Pushback approved to point 35 (36).
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 37 (or 38).	Pushback approved to point 37 (38).
	The aircraft shall be pushed back onto taxilane RA to face north.	Pushback approved to face north.
	The aircraft shall be pushed back onto the stand 815 to face east.	Pushback approved to stand 815.
256	The aircraft shall be pushed back to face east until its nosewheel is at spot 36.	Pushback approved to point 36.
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 37 (or 38).	Pushback approved to point 37 (38).
	The aircraft shall be pushed back onto the stand 815 (or 814) to face east.	Pushback approved to stand 815 (814).
	The aircraft shall be pushed back onto taxilane RA to face north.	Pushback approved to face north.
257	The aircraft shall be pushed back to face south until its nosewheel is at spot 37.	Pushback approved to point 37.
	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 38.	Pushback approved to point 38.
	The aircraft shall be pushed back to face south until its body is on taxilane RA.	Pushback approved to face south.
	The aircraft shall be pushed back onto the stand 814 (or 815) to face east.	Pushback approved to stand 814 (815).
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east on R12.
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west on R12.
258	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R12.	Pushback approved to blue
	The aircraft shall be pushed back to face south until its nosewheel is at spot 38 (or 37).	Pushback approved to point 38 (37).
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west.
258R	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east.
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west.
	The aircraft shall be pushed back to face south until its nosewheel is at spot 38 (or 37).	Pushback approved to point 38 (37).
259, 260	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R12.	Pushback approved to blue
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east.
	The aircraft shall be pushed back onto taxilane R12 to face west.	Pushback approved to face west.
	The aircraft shall be pushed back to face south until its nosewheel is at spot 38 (or 37).	Pushback approved to point 38 (37).
	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south.

DEPARTURE

AIRCRAFT PUSHBACK PROCEDURES (CONTD)

Aircraft Stands	Pushback Procedures	Phraseology
Apron 3		
261	The aircraft shall be pushed back to face north along blue line until its nosewheel is at R12.	Pushback approved to blue.
	The aircraft shall be pushed back onto taxilane R12 to face east.	Pushback approved to face east.
	The aircraft shall be pushed back onto taxilane R1 to face south.	Pushback approved to face south.
261R	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 R12 to face east.	Pushback approved to face east.
262 to 268 (266R/L - 268R/L)	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.
362 to 375	The aircraft shall be pushed back onto taxilane R11 to face east.	Pushback approved to face east.
	The aircraft shall be pushed back onto taxilane R11 to face west.	Pushback approved to face west.
361	Pilot shall request start engine then taxi on stand except following aircraft: A320 series, B737 series and A220 series.	———
	The aircraft shall be pushed back onto taxilane R11 to face east.	Pushback approved to face east.
376	Pilot shall request start engine then taxi on stand except following aircraft: A320 series, B737 series and A220 series.	———
	The aircraft shall be pushed back onto taxilane R11 to face west.	Pushback approved to face west.
501 to 507	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.
511 to 517	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.
Apron 4		
520	The aircraft shall be pushed back onto taxilane R26 to face south.	Pushback approved to face south.
521 to 524	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 41.	Pushback approved to point 41.
	The aircraft shall be pushed back onto taxilane R26 to face south.	Pushback approved to face south.
522R	The aircraft shall be pushed back onto taxilane R26 to face south.	Pushback approved to face south.
525	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 42.	Pushback approved to point 42.
	The aircraft shall be pushed back onto taxilane R26 to face north.	Pushback approved to face north.
526 to 528	The aircraft shall be pushed back to face south then towed forward until its nosewheel is at spot 42.	Pushback approved to point 42.
	The aircraft shall be pushed back onto taxilane R26 to face north.	Pushback approved to face north.
528R, 529	The aircraft shall be pushed back onto taxilane R26 to face north.	Pushback approved to face north.

DEPARTURE

AIRCRAFT PUSHBACK PROCEDURES (CONTD)

Aircraft Stands	Pushback Procedures	Phraseology
Apron 4		
531 to 532	The aircraft shall be pushed back onto taxilane R26 to face south.	Pushback approved to face south.
533	The aircraft shall be pushed back to face north and then towed forward until its nosewheel is at spot 41.	Pushback approved to point 41.
	The aircraft shall be pushed back onto taxilane R26 to face south.	Pushback approved to face south.
534	The aircraft shall be pushed back to face south then towed forward until its nosewheel is at spot 42.	Pushback approved to point 42.
	The aircraft shall be pushed back onto taxilane R26 to face north.	Pushback approved to face north.
535	The aircraft shall be pushed back onto taxilane R26 to face north.	Pushback approved to face north.
541 to 544	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.
545, 547	The aircraft shall be pushed back to face south then towed forward until its nosewheel is at spot 43.	Pushback approved to point 43.
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north.
546	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north.
551 to 554	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.
	Pilot shall taxi on stand when assigned for deicing.	———
557	The aircraft shall be pushed back to face south and then towed forward until its nosewheel is at spot 43.	Pushback approved to point 43.
	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north.
	Pilot shall taxi on stand when assigned for deicing.	———
558	The aircraft shall be pushed back onto taxilane R4 to face north.	Pushback approved to face north.
Cargo Apron 1		
601 to 614 621 to 634	The aircraft shall be pushed back onto taxilane D2 or D3 to face west.	Pushback approved
615 to 616	The aircraft shall be pushed back to face west and then towed forward until its nosewheel is at spot 12.	Pushback approved to point 12.
635 to 636	The aircraft shall be pushed back to face west and then towed forward until its nosewheel is at spot 11.	Pushback approved to point 11.

DEPARTURE

AIRCRAFT PUSHBACK PROCEDURES (CONTD)

Aircraft Stands	Pushback Procedures	Phraseology
Cargo Apron 2		
641 to 652 (652R/L)	The aircraft shall be pushed back onto taxilane D4 to face west.	Pushback approved
653 to 655	The aircraft shall be pushed back to face west and then towed forward until its nosewheel is at spot 10.	Pushback approved to point 10.
671 to 681	The aircraft shall be pushed back onto taxilane D5 to face west.	Pushback approved
682, 683	The aircraft shall be pushed back to face west and then towed forward until its nosewheel is at spot 9.	Pushback approved to point 9.

RUNWAY

1. HIGH INTENSITY RUNWAY OPERATION (HIRO)

HIRO will be in force when runway surface condition is dry and adverse weather condition is not present. When HIRO are in force, ATC will inform via ATIS (Phrase: High Intensity Runway Operation in force. Minimum Runway Occupancy Time required) or RTF.

1.1 LANDING PROCEDURES

a. During HIRO in force, pilots are strongly requested to use the following preferred rapid exit taxiways or vacate the landing runway within 60 seconds of timeframe. Aircraft unable to comply with these procedures should notify ATC as early as possible.

b. Pilots are encouraged to apply proper deceleration technique take into account the following distance information of rapid exit taxiway to avoid decelerating to taxi speed on midpoint of landing runway and minimize runway occupancy time.

RUNWAY	Rapid Exit Taxiway	DISTANCE FROM THRESHOLD
15L	**C2**	7381 ft / 2250m
	C1, **D1** (to cargo apron 1, 2)	8418 ft / 2566m
15R	**B3**	7381 ft / 2250m
	B2	8418 ft / 2566m
33L	**B4**	7381 ft / 2250m
	B5	8418 ft / 2566m
33R	**C4**	7381 ft / 2250m
	C5, **D6** (to cargo apron 1, 2)	8418 ft / 2566m
16L	**N3**	6725 ft / 2050m
	N2	8366 ft / 2550m
34R	**N4**	6725 ft / 2050m
	N5	8366 ft / 2550m
16R	**P6**	5249 ft / 1600m
	P5	6233 ft / 1900m
	P4	7218 ft / 2200m
	P2	8202 ft / 2500m
34L	**P7**	5249 ft / 1600m
	P8	6233 ft / 1900m
	P10	7218 ft / 2200m
	P11	8202 ft / 2500m

Note 1: Preferred rapid exit taxiways are in bold and underlined

Note 2: The design speed of all rapid exit taxiways (RET) is 50 kt.

c. After landing, aircraft are not to stop on rapid exit taxiway to awaiting instructions from ATC but should continue taxi via the following taxi procedures, unless otherwise instructed by ATC.

RUNWAY	Preferred RET	Standard Taxi Procedures
15L	C2	During HIRO in force, any landing aircraft to Apron 1, 2, 3, 4 should continue taxi to TWY J then hold short of RWY 15R on TWY J. Remain on TWR FREQ. (refer 20-9B)
	D1	During HIRO in force, any landing aircraft to Cargo Apron 1, 2 should continue taxi via TWY D to appropriate Transfer of Control Point (TCP) of parking gate/stand. (refer 20-9B)
15R	B3	During HIRO in force, any landing aircraft to Apron 1, 2, 3, 4 should continue taxi via TWY B to appropriate Transfer of Control Point (TCP) of parking gate/stand. Remain on TWR FREQ. (refer 20-9B)
33L	B4	During HIRO in force, any landing aircraft to Apron 1, 2, 3, 4 should continue taxi via TWY B to appropriate Transfer of Control Point (TCP) of parking gate/stand. (refer 20-9B)
33R	C4	During HIRO in force, any landing aircraft to Apron 1, 2, 3, 4 should continue taxi to TWY K then hold short of RWY 33L on TWY K. Remain on the TWR FREQ. (refer 20-9B)
	D6	During HIRO in force, any landing aircraft to Cargo Apron 1, 2 should continue taxi via TWY D to appropriate Transfer of Control Point (TCP) of parking gate/stand. (refer 20-9B)

RUNWAY

RUNWAY	Preferred RET	Standard Taxi Procedures
16L	N3	During HIRO in force, all landing aircraft should continue taxi via TWY N to appropriate Transfer of Control Point (TCP) of parking gate/stand. (refer 20-9C)
34R	N4	During HIRO in force, all landing aircraft should continue taxi via TWY N to appropriate Transfer of Control Point (TCP) of parking gate/stand. (refer 20-9C)
16R	P6	During HIRO in force, all landing aircraft should continue taxi to TWY T then hold short of RWY 16L on TWY T. Remain on the TWR FREQ. (refer 20-9C)
34L	P7	During HIRO in force, all landing aircraft should continue taxi to TWY U then hold short of RWY 34R on TWY U. Remain on the TWR FREQ. (refer 20-9C)

1.2 DEPARTURE PROCEDURES

a. Pilots are strongly encouraged to check the availability of intersection departure before start-up. Declared distance for intersection departure are detailed on chart 20-1P5. For the purpose of performance calculations the standard intersection departure points are:
RWY 15R - B6 / K
RWY 33L - B1 / J
RWY 16L - N6 / V / U
RWY 34R - N1 / T

b. Intersection departures may be initiated by ATC to expedite traffic flow. Pilots must advise ATC if they are not able to comply with this request to prevent additional delay or sequence change.

1. HIGH INTENSITY RUNWAY OPERATION (HIRO) (contd)

1.2 DEPARTURE PROCEDURES (contd)

c. ATC will consider all aircrafts at the RWY holding point as able to commence line-up and take-off roll immediately on receiving clearance from ATC, unless otherwise instructed. Pilots should note that ATC expects pre-departure cockpit checks to be completed prior to entering the runway and take-off checks that must be made on the runway are kept to the minimum required. Pilots not ready when reaching the RWY holding point shall advise ATC as early as possible before reaching to RWY holding point.

d. When line-up or take-off clearance is issued, ATC will expect and has planned on seeing movement within 10 seconds.

e. Normally ATC will apply ICAO wake vortex separation minima between successive departures. If more separation than prescribed minima is required, pilot shall notify ATC before entering the RWY.

1.3 DEPARTURE SEQUENCE

a. Departures will normally be cleared in the order in which they are ready for take-off (First Come, First Served), however deviations may be made from this principle to facilitate the maximum number of departures with the least average delay considering following factors:
(1) Types of aircraft and their relative performance;
(2) Routes to be followed after take-off
(3) Any specified minimum departure interval between take-off
(4) Need to apply wake turbulence separation minima;
(5) Aircraft which should be afforded priority; and
(6) Aircraft subject to ATFM requirements

b. For aircraft subject to ATFM requirements, it is the responsibility of the pilot and the operator to ensure that the aircraft is ready to taxi in time to meet any required departure time, bearing in mind that once a departure sequence is established on the taxiway system, it can be difficult, and sometimes impossible, to change the order.

1.4 Preferential RWY System

The runway 33L/R or 34L/R is recommended to be in use to the extent of 8 kts tailwind. If unable to comply with this procedure, notify ATC of the reason 20 minutes prior to ETD or ETA. Delay may be possible depending on traffic situation.

2. REDUCED RUNWAY SEPARATION MINIMA (RRSM)

Reduced Runway Separation Minima (RRSM) will be applied between a departing aircraft and a succeeding landing aircraft or between two successive landing aircraft.

a. RRSM will be applied when the following conditions exist:
(1) Visibility of at least 5 km and ceiling not lower than 1000 ft;
(2) During daylight hours from 30 minutes local after sunrise to 30 minutes before local sunset;
(3) No unfavorable surface wind conditions (including significant tailwind/turbulence or wind-shear etc.);
(4) The braking action shall not be adversely affected by runway contaminants;
(5) The second aircraft will be able to see the first aircraft clearly and continuously until it is clear of runway

RUNWAY

2. REDUCED RUNWAY SEPARATION MINIMA (RRSM) (contd)

b. Landing clearance may be issued to an arriving aircraft while the runway is still occupied provided that there is reasonable assurance that the following separation distance will exist when the arriving aircraft crosses the runway threshold:

(1) Landing following Landing

Preceding aircraft has landed and has passed at least 7874ft (2400m) from the threshold of the landing runway, is in motion and will vacate the runway without backtracking;

(2) Landing follwing Departure

Preceding aircraft is/will be airborne and has passed at least 7874ft (2400m) from the threshold of the landing runway

c. ATC will provide traffic information when issuing the landing clearance. The following ICAO standard phraseology examples will be used:

-'(Call sign), PRECEDING B747 VACATING RUNWAY/ABOUT TO VACATE/LANDING ROLL, CLEARED TO LAND.'

-'(Call sign), DEPARTING A321 AHEAD ABOUT TO ROTATE, CLEARED TO LAND.'

3. SPEED RESTRICTIONS

a. All aircraft shall not exceed 250 kt IAS below 10000 ft in SEOUL TMA, unless otherwise authorized by ATC. If unable to comply with this speed restriction, state minimum speed acceptable to ATC.

b. ATC will use 'NO ATC SPEED RESTRICTIONS' RTF phraseology to remove MAX 250 kt IAS below 10000 ft.

c. Speed control under radar vector:

c1. When arriving traffic is being sequenced under radar direction, ATC typically will apply the following speed control:

(1) Initial approach phase: 210 kt IAS

(2) Base leg/Heading to final approach: 180 kt IAS

(3) When established on final approach: 180 kt - 160 kt IAS

(4) Thereafter to 5 DME: 160 kt IAS

c2. These speed restrictions are essential for smooth and safe operations at high traffic loads. If an aircraft does not comply with these speed instructions, the aircraft may have to be excluded from the planned approach sequence.

c3. When ATC use 'RESUME NORMAL SPEED' RTF phraseology, it means that the previously issued speed restriction by ATC is cancelled and a pilot can resume an aircraft's preferred speed. Pilot shall note that it does not mean the removal of MAX 250 kt IAS within SEOUL TMA.

4. SCHEDULED PREVENTIVE MAINTENANCE TIME

a. Rwy:

- 16R/34L: Every 3 days from the 1st day of the month (1500-1900 UTC)
- 15R/33L and 15L/33R: Every 3 days from the 2nd day of the month (1500-1900 UTC)
- 16L/34R: Every 3 days from the 3rd day of the month (1500-1900 UTC)

b. During the Scheduled Preventive Maintenance Time take-offs and landings are prohibited. Ground maneuvering is allowed under ATC instructions.

c. A 30 minutes prior request is required to use the closed runway for take-offs and landings.

5. SCHEDULED ILS INSPECTION TIME

a. Rwy:

- 16R/34L: Every 3 days from the 1st day of the month (1500-1900 UTC)
- 15R/33L and 15L/33R: Every 3 days from the 2nd day of the month (1500-1900 UTC)
- 16L/34R: Every 3 days from the 3rd day of the month (1500-1900 UTC)

b. ILS is unserviceable during the scheduled inspection time.

c. A 30 minutes prior request is required to use ILS.

INCHEON AIRPORT COLLABORATIVE DECISION MAKING(A-CDM) OPERATION

1. General

a. A-CDM is a process that allows air traffic controllers, airport operators, aircraft operators (AO), ground handling agents(GHA), pilots and air traffic flow managers to exchange operational information and work together to efficiently manage operations at aerodrome.

b. Definitions Commonly Used Terms in A-CDM

(1) Target Off Block Time(TOBT) - The time that an Aircraft Operator(AO) or Ground Handler(GH) estimates that an aircraft will be ready, all doors closed, boarding bridge removed, push back vehicle available and ready to start up /push back immediately upon reception of clearance from the ATC.

(2) Target Start up Approval Time(TSAT) - The time provided by ATC taking into account TOBT, Calculated Take-Off Time(CTOT) and/or the traffic situation that an aircraft can expect start up / push back approval.

c. The operation of A-CDM at Incheon Airport will be phased due to ATC environmental restrictions. TSAT will not be provided to all departure flights. The flights subject to Pre-Departure Sequencing are limited to ATFM regulated flights during first operational phase.

d. TSAT will not be provided to the aircraft in de-icing operation.

e. TOBT and TSAT will be displayed on VDGS in UTC for the improvement of A-CDM operation.

2. A-CDM Procedures

a. Incheon Airport A-CDM Portal System will automatically calculate system TOBT for each departure flight taking into account the Estimated In-Block Time/ Actual In-Block Time(EIBT/AIBT), Minimum Turnaround Time(MTTT) and Estimated Off Block Time(EOBT).

b. AO or GHA can manually update the system generated TOBT from 90 minutes prior to EOBT.

c. If the prediction of departure readiness (new TOBT) differs more than 5 minutes from the previous TOBT, AO or GHA shall update TOBT.

d. TOBT shall not deviate from EOBT by more than 15 minutes. If TOBT deviates from EOBT by more than 15 minutes, AO has to initiate a delay message. When EOBT is modified, TOBT is automatically modified to the value of EOBT.

e. TOBT shall be updated through the following channels:

(1) A-CDM portal and mobile web; or

(2) Flight Information Assistant (FIA) at PBB boarding rooms

f. TOBT information is available through the following channels:

(1) A-CDM portal and mobile web; or

(2) Flight Information Assistant (FIA) at PBB boarding rooms; or

(3) Visual Docking Guidance System(VDGS); or

(4) Radio communication with AO or GHA.

g. TSAT will be calculated by taking into account factors such as TOBT, CTOT, Estimated Taxi-Out Time(EXOT) and ATC separation standards etc. Thus the accuracy of TOBT is vital to an optimal TSAT.

h. AO or GHA are strongly encouraged to update TOBT as soon as any expected delay to the aircraft readiness for push-back is made available to avoid unnecessary hold-ups.

i. TSAT information is available through the following channels:

(1) A-CDM portal and mobile web; or

(2) Flight Information Assistant (FIA) at PBB boarding rooms; or

(3) Visual Docking Guidance System(VDGS); or

(4) Radio communication with GHA or AO; or

(5) INCHEON APRON (in case VDGS is unserviceable)

3. Non A-CDM Procedures

a. The non A-CDM procedure is applicable when TOBT and TSAT references used in A-CDM mode of operations become unavailable due to system issues or maintenance.

b. If unable to refer TOBT through any channels, pilot shall contact INCHEON DELIVERY for ATC clearance via voice RTF or Data-link Departure Clearance Service (DCL) from EOBT -10 minutes.

INCHEON AIRPORT COLLABORATIVE DECISION MAKING(A-CDM) OPERATION (CONTD)

4. Procedures for start-up and push back

1. Pilot shall ensure aircraft is ready for push-back at TOBT.
2. Pilot shall maintain communication with the AO / GHA as they are responsible for updating the TOBT. Pilot shall notify the AO / GHA to update the TOBT if it is expected to differ by 5 minutes or more.
3. ATC clearance can be requested via voice RTF or Data-link Departure Clearance Service (DCL) from TOBT -10 minutes to +5 minutes.
4. ATC will update TSAT changes if any, before push-back. Note that TSAT displayed on VDGS may not be final and can be revised due to en-route clearance restrictions, ground congestion or flow management.
5. Pilot with TSAT shall contact INCHEON APRON to request engine start-up and push-back within 5 minutes of TSAT after obtaining ATC clearance. Pilot without TSAT shall contact INCHEON APRON after obtaining ATC clearance when ready for start-up and push-back. The pilot provide the following:
   (1) Call sign
   (2) Gate/Stand number
   (3) TSAT (If applicable)
6. INCHEON APRON may swap push-back sequencing based on TSAT and real-time readiness of aircraft to maximise apron and runway capacity and to reduce the overall delay to traffic as and when required.
7. If a flight is unable to commence push-back by TSAT + 5 minutes due to the aircraft being unready, ATC clearance and TSAT will be cancelled. Pilot must notify the AO / GHA to update the TOBT for a new TSAT before requesting for a new ATC clearance. This also applies to aircraft returning back to blocks after push-back.
8. In case of engine start-up with GPU at gates due to APU malfunction or failure, pilot needs to contact INCHEON APRON earlier than TSAT window(+/-5 minutes) considering the time required for engine start-up and push-back.
9. All aircraft to be taxied within the Apron shall set their engine thrusts to idle. In case of using breakaway thrust, it should be minimized, especially when commencing taxiing from stands 814 thru 817 and starting points 33 thru 36 in Apron 3 for ground safety.
10. Push-back approval is valid for 1 minute. Push-back is therefore to begin promptly after approval. The push-back procedures of the aircraft within the Apron are as follows. As with most, these procedures shall be kept. However, if any modification of the procedures is required as the case may be, Incheon Apron may give the pilot specific instructions suited for the safety of aircraft movement.
11. The smaller aircraft (business jets) ingress and egress procedures at designated deicing pads shall follow the instructions of Incheon Apron. Deicing pads are self-maneuvering stands (i.e. taxi out with no push-back). In case of M North zone assigned not for deicing, aircraft shall be pushed back for departure.
12. There are several blue lines in Apron 1 and 3
    Locations : Right behind Gates 9, 15, 21, 22, 32, 33, 39, 45, 49 in Apron 1, and 237, 238, 239, 240, 258, 259, 260, 261 in Apron 3.
    The aircraft of those gates shall be pushed back along blue line until their nose-wheels are on the specific taxilane.
13. To avoid delay to other aircraft using 'Apron 1 and 3' area, aircraft should be ready to taxi as soon as the push-back manoeuvre and engine start procedure are completed. The push-back for gate 17, 18, 19, 20, 21, 33, 34, 35, 36 is onto taxilane R7, and for gate 236R, 237, 238, 239, 240, 241, 257, 258, 259, 260, 261, 261R is onto taxilane R12, therefore to avoid delays to other traffic it is essential that the aircraft should be ready to taxi as soon as the push-back manoeuvre is completed. If aircraft are unable to comply with these procedures, pilots shall immediately inform Incheon Apron in order that alternative taxi instructions may be issued to other aircraft.
14. When an aircraft have any problem which can't make it taxi right after push back, the pilot should report to Apron control. And then pilot will be instructed to return to gate or to move to other place to avoid blocking taxilanes.
15. Delays may be expected due to other aircraft to pushback or to taxi as distances between aircraft gates/stands vary. If push-back is delayed due to apron traffic conditions, TSAT will remain valid even if it exceeds TSAT + 5 minutes. TOBT needs not to be updated for such situations.
16. The following tables describe the procedures for pushback of aircraft from gates with airbridges and stands. Incheon Apron 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 Apron will issue a pushback instruction according to the use of runway or certain traffic condition.
17. When the aircraft push back onto taxilane R2 or R3 with facing south, the pilot shall be taxied with idle power for ground safety.
18. The aircraft that have been approved for push-back by Incheon Apron must set the Mode A code assigned by ATC prior to push-back.
19. The pilots and vehicle operators should look out all directions as they are instructed by the Incheon Apron and also obey emergency stop instruction given by any team member.
20. The aircraft that are moving after stopping at 4E and 5W must move with minimum power.

FOLLOW THE GREENS (FtGs)

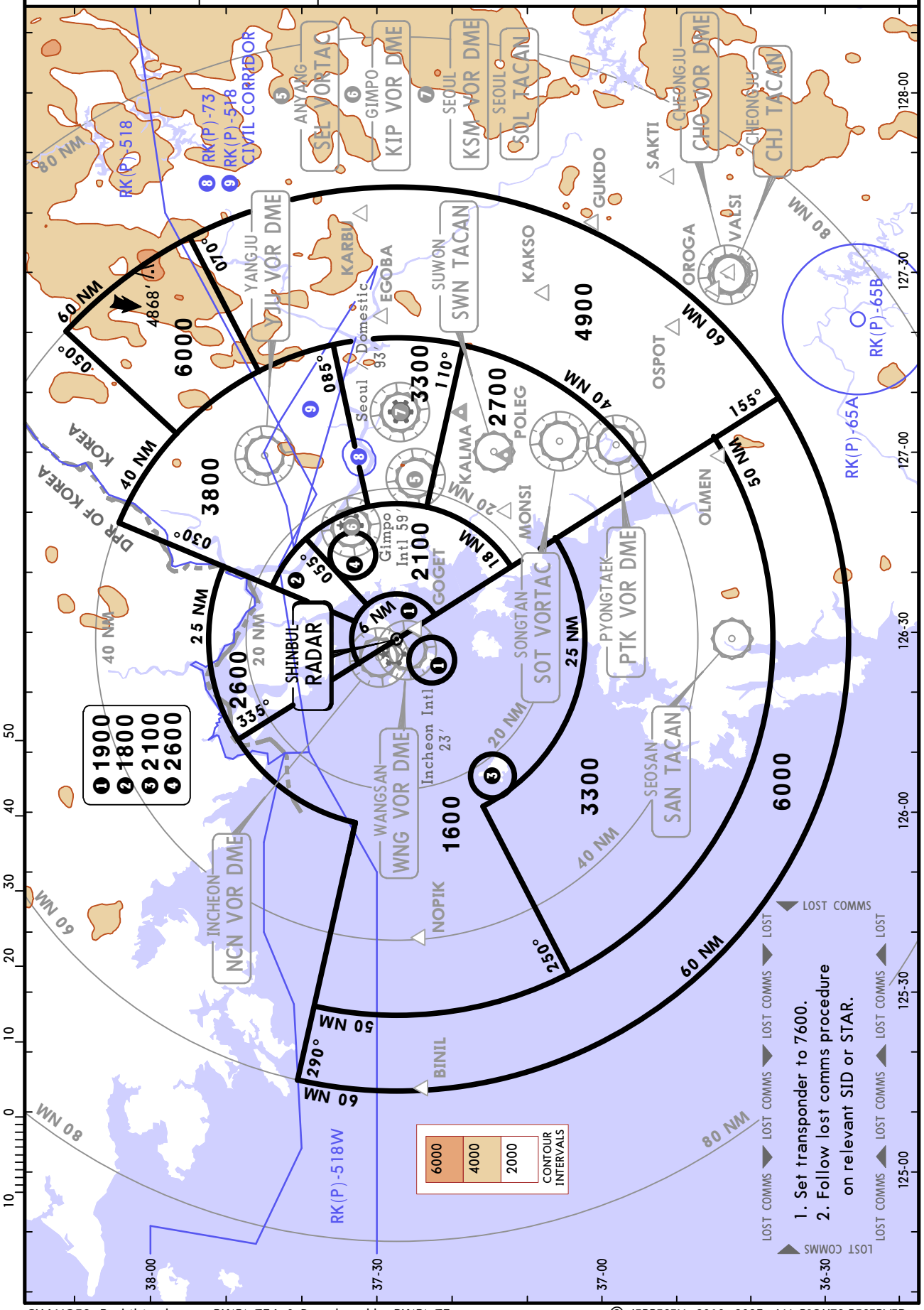
1. ''Follow the Greens'' procedures at Incheon INTL Airport is operated to provide pilots with individual visual guidance (green taxiway centerline lights and red Stop bar lights) while taxiing during day and night operations as well as during periods of low visibility.
2. Aircraft taxing on maneuvering area (runway and main parallel taxiways) will be guided by dedicated individual green taxiway centerline lights in front of the aircraft.
3. ATC will use the phraseology ''Follow the Greens.....'' when issuing a clearance to pilots to taxi along the directional guidance provided by the green taxiway centerline lights to clearance limit (runway holding point or transfer of control point/TCP or stop bar lights).
4. When instructed to follow the greens by ATC, pilots are reminded of the extreme importance of maintaining a careful lookout and are at all times responsible wing tip clearance.
5. When instructed to follow the greens by ATC, pilots shall not taxi ahead if there is no green lights or red Stop bar lights are ahead.
6. Pilots and drivers shall enter/cross the runway or taxiway only when both the following conditions are met.
   The crew have:
   a. received positive ATC clearance to enter/cross the runway or taxiway, and
   b. observed that the red Stop bar lights are turned off.
7. When more than one aircraft taxi closely toward the common intersection, it is possible to see more than one directional guidance ahead because the end of proceeding green lights segment is still remaining.
8. When more than one directional guidance are provided ahead or hard to see the guidance due to reflection of sunlight, pilots shall stop and ask ATC for onward clearance before taxing.
9. When more than one aircraft taxi toward the common intersection, ATC will continue turning on the green lights to give priority to first aircraft. Second aircraft will be instructed ''GIVE WAY TO...../FOLLOW.....'' or provided turning on the red Stop bar lights.
10. When ATC wants to terminate the ''Follow the Greens'', ATC will revert to directional guidance by taxiway information or mandatory signs/markings. In this case, pilots shall navigate their taxi route with reference to signs/markings on taxiway.
11. Arriving aircraft taxiing into cargo apron 1 and 2 will not be instructed to follow the greens by apron controller because green taxiway centerline lights may not be provided for continuous guidance to each aircraft stand.
12. Aircraft taxiing onto or from deicing pads can be guided by aircraft stand maneuvering guidance lights (yellow lights) along with green taxiway centerline lights. Furthermore, aircraft stand maneuvering guidance lights are not provided in cargo apron 1 and 2.

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

JEPPESEN
20-1R
20 JAN 23
Eff 25 Jan 1600Z

SEOUL/INCHEON, KOREA
RADAR MINIMUM ALTITUDES

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



CHANGES: Prohibited areas RK(P)-73A & B replaced by RK(P)-73.

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 16R/34L, 15L/33R until ETA or for 10 minutes, whichever is longer; then
4) Land on RWY 16R/34L, 15L/33R or H 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 20-1P 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 16R/34L.

No fly area:
Aircraft shall not fly NORTH of YJU R-271, except for simultaneous approaches to RWYs 15L/R.

AIRSPACE RESTRICTIONS

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

CHANGES: Prohibited areas RK(P)-73A & B replaced by RK(P)-73.

SEOUL/INCHEON, KOREA

RNAV STAR

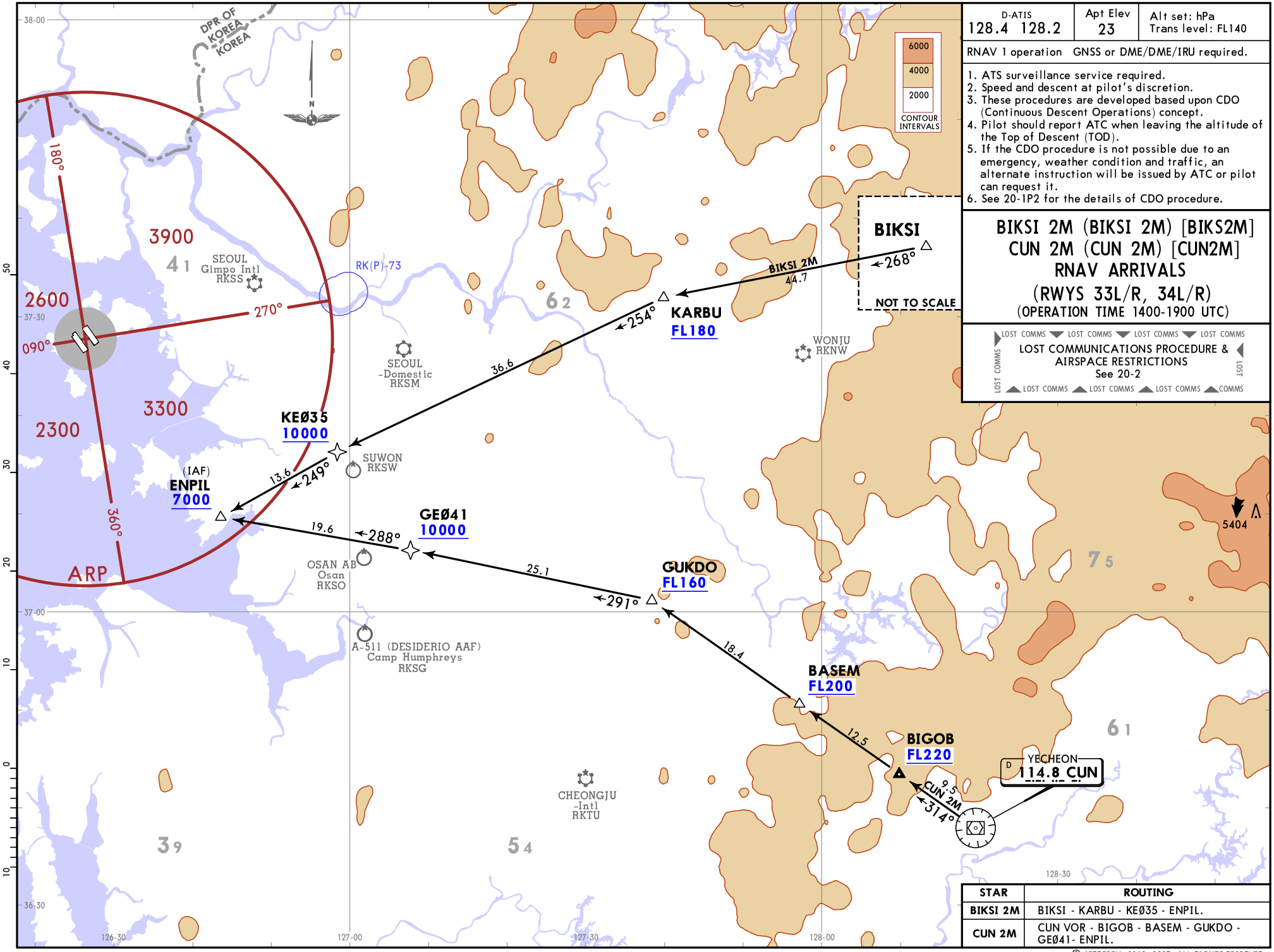
D-ATIS	Apt Elev	Alt set: hPa
128.4 128.2	23	Trans level: FL140

RNAV 1 operation GNSS or DME/DME/IRU required.

1. ATS surveillance service required.
2. Speed and descent at pilot's discretion.
3. These procedures are developed based upon CDO (Continuous Descent Operations) concept.
4. Pilot should report ATC when leaving the altitude of the Top of Descent (TOD).
5. 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.
6. See 20-1P2 for the details of CDO procedure.

BIKSI 2M (BIKSI 2M) [BIKS2M]
CUN 2M (CUN 2M) [CUN2M]
RNAV ARRIVALS
(RWYS 33L/R, 34L/R)
(OPERATION TIME 1400-1900 UTC)

LOST COMMS PROCEDURE & AIRSPACE RESTRICTIONS
See 20-2



STAR	ROUTING
BIKSI 2M	BIKSI - KARBU - KEØ35 - ENPIL.
CUN 2M	CUN VOR - BIGOB - BASEM - GUKDO - GEØ41- ENPIL.

CHANGES: Prohibited areas RK(P)-73A & B replaced by RK(P)-73.

D-ATIS	Apt Elev	Alt set: hPa
128.4 128.2	23	Trans level: FL140

1. RNAV 1 operation. 2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. Speed and descent at pilot's discretion.
5. These procedures are developed based upon CDO (Continuous Descent Operations) concept.
6. Pilot should report ATC when leaving the altitude of the Top of Descent (TOD).
7. 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.
8. See 20-1P2 for the details of CDO procedure.

GONAV 3M (GONAV 3M) [GONA3M]
MAKSA 2M (MAKSA 2M) [MAKS2M]
RNAV ARRIVALS
(RWYS 33L/R, 34L/R)
(OPERATION TIME 1400-1900 UTC)

GONAV
GONAV 3M
097° 20.0
BODOL
FL200
31.4
REBIT
FL170
15.0
BELTU
FL150
14.1
PE054
13000
6.3
098°
PE048
12000
119°
18.7
PE029
8500
ARP
070°
7.4
343°
8.0
(IAF)
ENPIL
7000
DE030
9500
20.4
342°
OLMEN
FL150
21.0
007°
PEBRI
FL180
29.5
ATASO
FL220
MAKSA 2M
23.6
013°
MAKSA

2600
3900
2300
3300
090°
180°
270°
360°

SEOUL Gimpo Intl RKSS
OSAN AB Osan RKSO
A-511 (DESIDERIO AAF) Camp Humphreys RKSG
CHEONGJU -Intl RKTU
GUNSAN Kunsan Ab RKJK

6000
4000
2000
CONTOUR INTERVALS

5234

LOST COMMS
LOST COMMS PROCEDURE & AIRSPACE RESTRICTIONS
See 20-2

STAR	ROUTING
GONAV 3M	GONAV - BODOL - REBIT - BELTU - PE054 - PE048 - PE029 - ENPIL.
MAKSA 2M	MAKSA - ATASO - PEBRI - OLMEN - DE030 - ENPIL.

CHANGES: None.

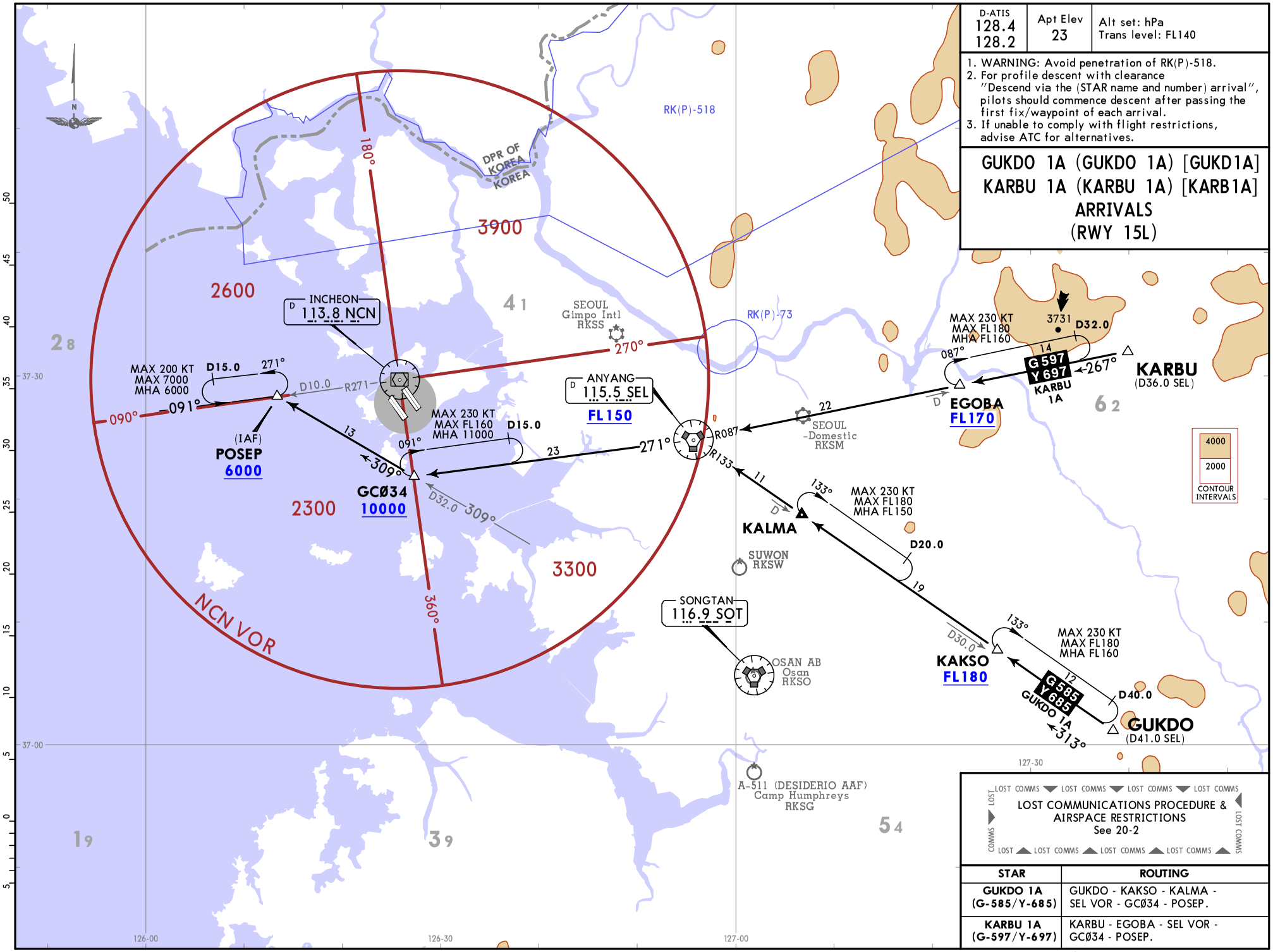
SEOUL/INCHEON, KOREA

STAR

D-ATIS	Apt Elev	
128.4 128.2	23	Alt set: hPa Trans level: FL140

1. WARNING: Avoid penetration of RK(P)-518.
2. 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.
3. If unable to comply with flight restrictions, advise ATC for alternatives.

GUKDO 1A (GUKDO 1A) [GUKD1A]
KARBU 1A (KARBU 1A) [KARB1A]
ARRIVALS
(RWY 15L)



STAR	ROUTING
GUKDO 1A (G-585/Y-685)	GUKDO - KAKSO - KALMA - SEL VOR - GCØ34 - POSEP.
KARBU 1A (G-597/Y-697)	KARBU - EGOBA - SEL VOR - GCØ34 - POSEP.

CHANGES: Altitude restrictions at holdings over KALMA & POSEP.

D-ATIS	Apt Elev
128.4 128.2	23

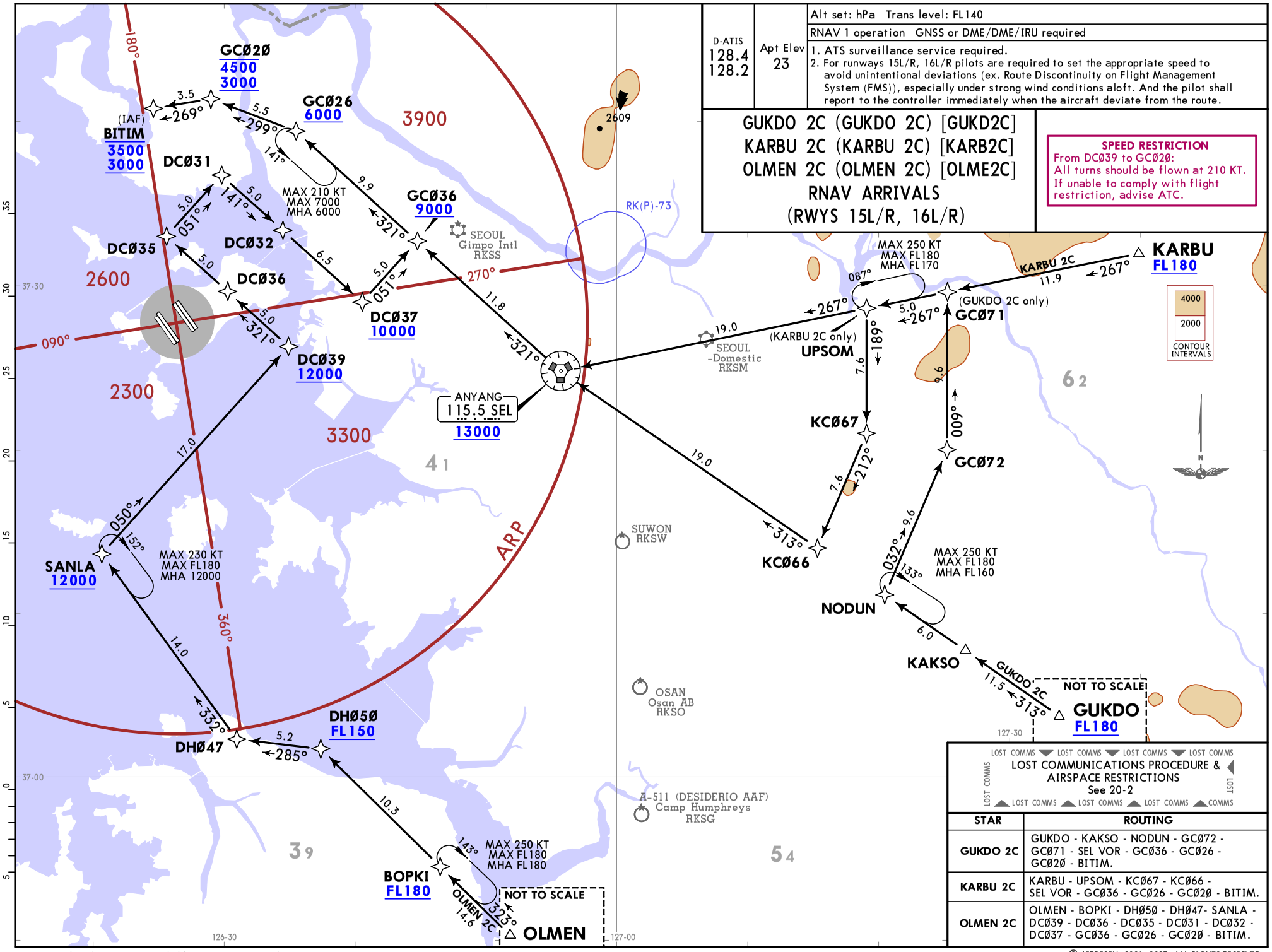
Alt set: hPa Trans level: FL140

RNAV 1 operation GNSS or DME/DME/IRU required

1. ATS surveillance service required.
2. For runways 15L/R, 16L/R pilots are required to set the appropriate speed to avoid unintentional deviations (ex. Route Discontinuity on Flight Management System (FMS)), especially under strong wind conditions aloft. And the pilot shall report to the controller immediately when the aircraft deviate from the route.

GUKDO 2C (GUKDO 2C) [GUKD2C]
KARBU 2C (KARBU 2C) [KARB2C]
OLMEN 2C (OLMEN 2C) [OLME2C]
RNAV ARRIVALS
(RWYS 15L/R, 16L/R)

SPEED RESTRICTION
From DCØ39 to GCØ2Ø:
All turns should be flown at 210 KT.
If unable to comply with flight restriction, advise ATC.



LOST COMMS PROCEDURE & AIRSPACE RESTRICTIONS
See 20-2

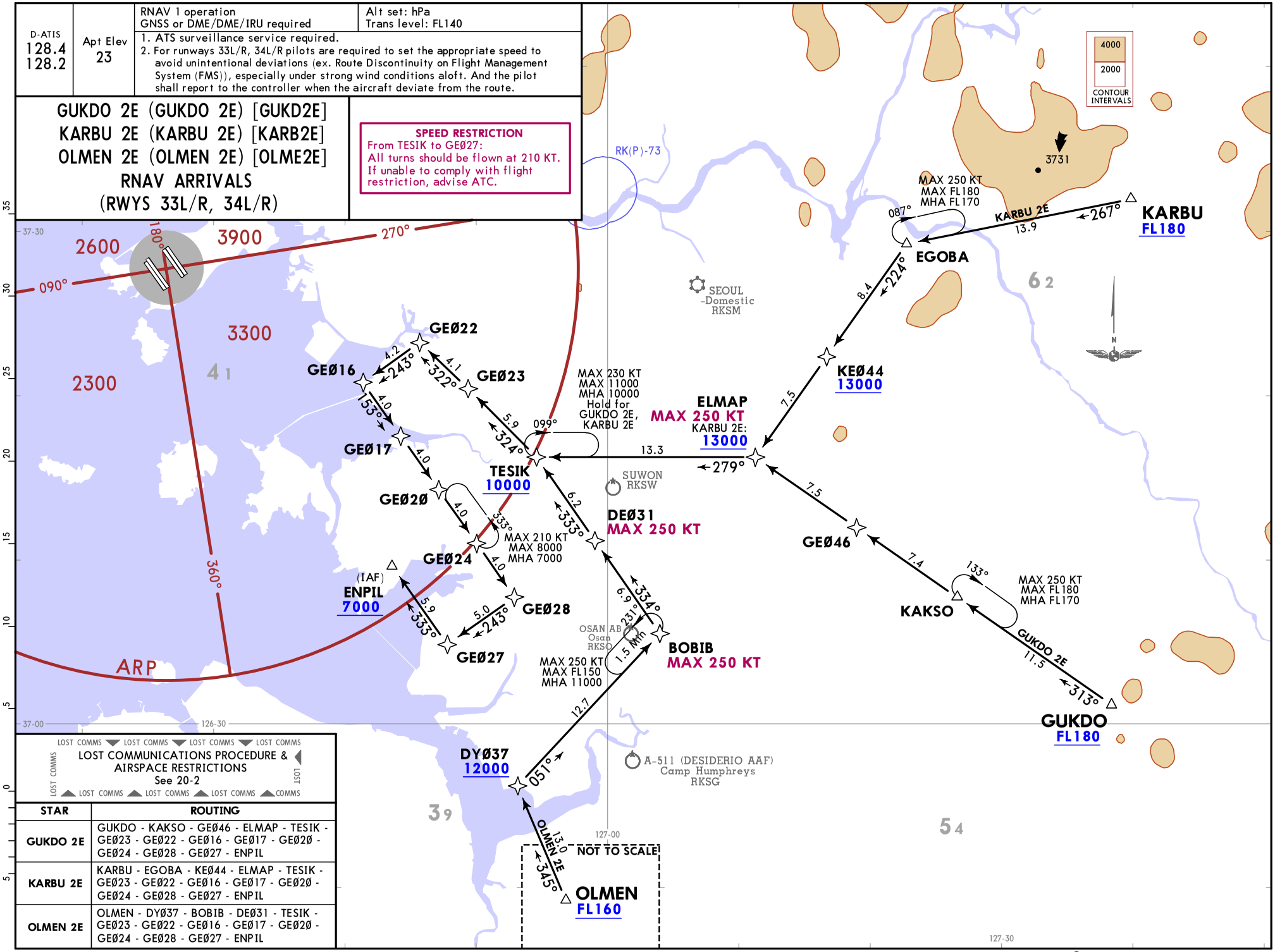
STAR	ROUTING
GUKDO 2C	GUKDO - KAKSO - NODUN - GCØ72 - GCØ71 - SEL VOR - GCØ36 - GCØ26 - GCØ2Ø - BITIM.
KARBU 2C	KARBU - UPSOM - KCØ67 - KCØ66 - SEL VOR - GCØ36 - GCØ26 - GCØ2Ø - BITIM.
OLMEN 2C	OLMEN - BOPKI - DHØ5Ø - DHØ47- SANLA - DCØ39 - DCØ36 - DCØ35 - DCØ31 - DCØ32 - DCØ37 - GCØ36 - GCØ26 - GCØ2Ø - BITIM.

CHANGES: Altitude restrictions at holdings over BOPKI, GCØ26, NODUN, SANLA & UPSOM.

D-ATIS	Apt Elev	RNAV 1 operation GNSS or DME/DME/IRU required	Alt set: hPa Trans level: FL140
128.4 128.2	23	1. ATS surveillance service required. 2. For runways 33L/R, 34L/R pilots are required to set the appropriate speed to avoid unintentional deviations (ex. Route Discontinuity on Flight Management System (FMS)), especially under strong wind conditions aloft. And the pilot shall report to the controller when the aircraft deviate from the route.	

GUKDO 2E (GUKDO 2E) [GUKD2E]
KARBU 2E (KARBU 2E) [KARB2E]
OLMEN 2E (OLMEN 2E) [OLME2E]
RNAV ARRIVALS
(RWYS 33L/R, 34L/R)

SPEED RESTRICTION
From TESIK to GEØ27:
All turns should be flown at 210 KT.
If unable to comply with flight restriction, advise ATC.



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
LOST COMMUNICATIONS PROCEDURE & AIRSPACE RESTRICTIONS
See 20-2
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ COMMS

STAR	ROUTING
GUKDO 2E	GUKDO - KAKSO - GEØ46 - ELMAP - TESIK - GEØ23 - GEØ22 - GEØ16 - GEØ17 - GEØ2Ø - GEØ24 - GEØ28 - GEØ27 - ENPIL
KARBU 2E	KARBU - EGOBA - KEØ44 - ELMAP - TESIK - GEØ23 - GEØ22 - GEØ16 - GEØ17 - GEØ2Ø - GEØ24 - GEØ28 - GEØ27 - ENPIL
OLMEN 2E	OLMEN - DYØ37 - BOBIB - DEØ31 - TESIK - GEØ23 - GEØ22 - GEØ16 - GEØ17 - GEØ2Ø - GEØ24 - GEØ28 - GEØ27 - ENPIL

CHANGES: Altitude restrictions for holdings over BOBIB, EGOBA, GEØ24, KAKSO & TESIK.

D-ATIS	Apt Elev	
128.4 128.2	23	Alt set: hPa Trans level: FL140 RNAV 1 operation GNSS or DME/DME/IRU required 1. ATS surveillance service required. 2. For runways 15L/R, 16L/R pilots are required to set the appropriate speed to avoid unintentional deviations (ex. Route Discontinuity on Flight Management System (FMS)), especially under strong wind conditions aloft. And the pilot shall report to the controller immediately when the aircraft deviate from the route.

GUKDO 2H (GUKDO 2H) [GUKD2H]
KARBU 2H (KARBU 2H) [KARB2H]
RNAV ARRIVALS
(RWYS 15L/R, 16L/R)

SPEED RESTRICTION
From POMIM to DHØ17:
All turns should be flown at 210 KT.
If unable to comply with flight restriction, advise ATC.

(IAF)
MUNAN
RWYS 15L/R: 3000
RWYS 16L/R: 2000
1600

MAX 210 KT
MAX 3000
MHA 1600

DHØ28 DHØ21 DHØ17 DHØ22 DHØ20 DHØ29 DHØ24 DHØ23 DHØ30 DHØ27 POMIM 3000 DHØ34 SANLA GHØ34 12000

ANYANG
115.5 SEL
13000

SEOUL Gimpo Intl RKSS
SEOUL -Domestic RKSM
RK(P)-73
SUWON RKSW
OSAN AB Osan RKSO
A-511 (DESIDERIO AAF Camp Humphreys RKSG

(KARBU 2H only)
UPSOM
MAX 250 KT
MAX FL180
MHA FL170
KCØ67 KCØ66
GCØ71 GCØ72
KARBU FL180
NODUN
MAX 250 KT
MAX FL180
MHA FL160
KAKSO
GUKDO FL180

NOT TO SCALE

CONTOUR INTERVALS 4000 2000

LOST COMMUNICATIONS PROCEDURE & AIRSPACE RESTRICTIONS
See 20-2

STAR	ROUTING
GUKDO 2H	GUKDO - KAKSO - NODUN - GCØ72 - GCØ71 - SEL VOR - GHØ34- SANLA - DHØ34 - POMIM - DHØ30 - DHØ29 - DHØ28 - DHØ21 - DHØ22 - DHØ24 - DHØ27- DHØ23 - DHØ20 - DHØ17- MUNAN.
KARBU 2H	KARBU - UPSOM - KCØ67 - KCØ66 - SEL VOR- GHØ34 - SANLA - DHØ34 - POMIM - DHØ30 - DHØ29 - DHØ28 - DHØ21 - DHØ22 - DHØ24 - DHØ27 - DHØ23 - DHØ20 - DHØ17- MUNAN.

CHANGES: Altitude restrictions at holdings over MUNAN, NODUN & UPSOM.

D-ATIS	Apt Elev
128.4 128.2	23

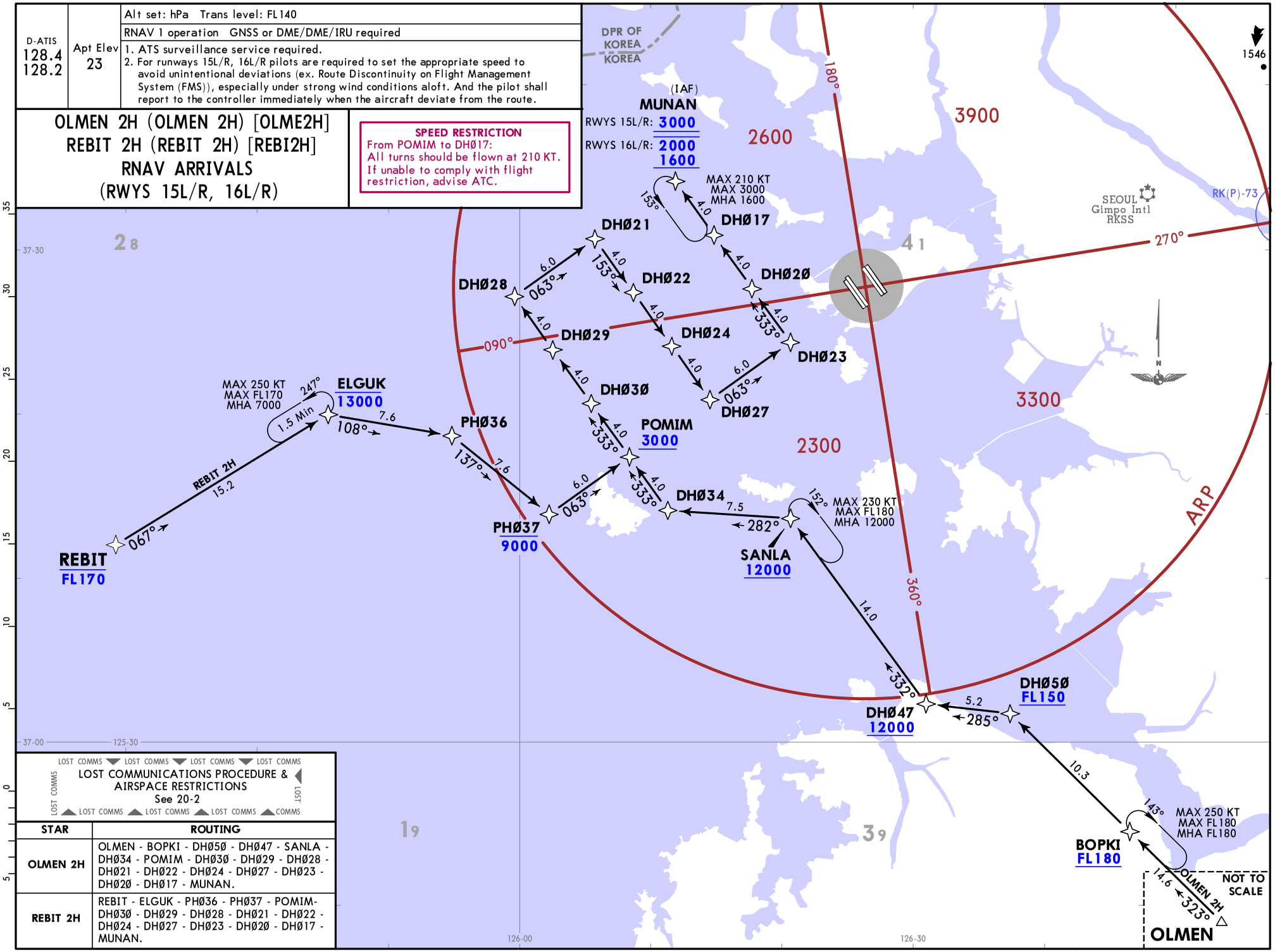
Alt set: hPa Trans level: FL140

RNAV 1 operation GNSS or DME/DME/IRU required

1. ATS surveillance service required.
2. For runways 15L/R, 16L/R pilots are required to set the appropriate speed to avoid unintentional deviations (ex. Route Discontinuity on Flight Management System (FMS)), especially under strong wind conditions aloft. And the pilot shall report to the controller immediately when the aircraft deviate from the route.

OLMEN 2H (OLMEN 2H) [OLME2H]
REBIT 2H (REBIT 2H) [REBI2H]
RNAV ARRIVALS
(RWYS 15L/R, 16L/R)

SPEED RESTRICTION
From POMIM to DHØ17:
All turns should be flown at 210 KT.
If unable to comply with flight restriction, advise ATC.



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
LOST COMMUNICATIONS PROCEDURE & AIRSPACE RESTRICTIONS
See 20-2
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ COMMS

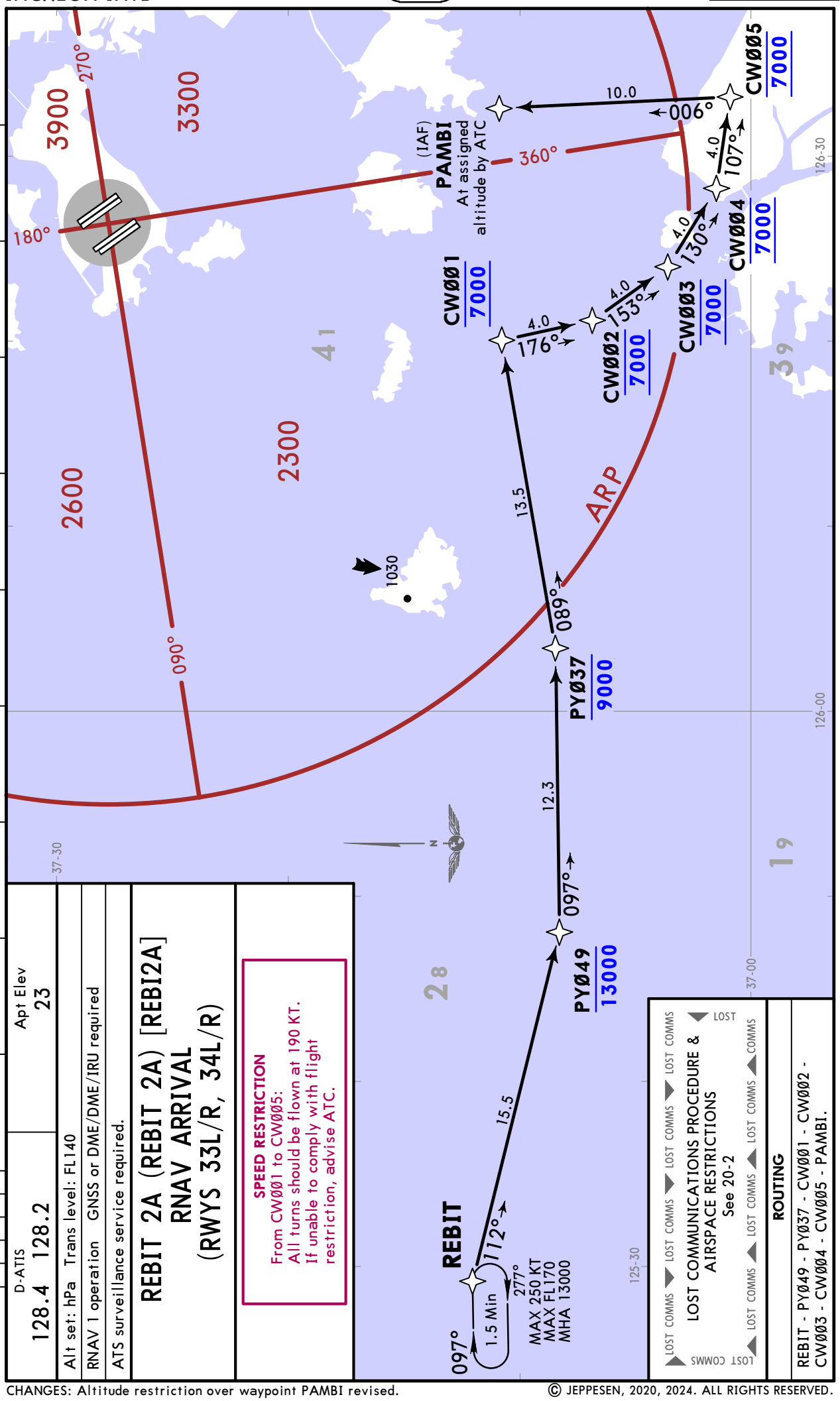
STAR	ROUTING
OLMEN 2H	OLMEN - BOPKI - DHØ5Ø - DHØ47 - SANLA - DHØ34 - POMIM - DHØ3Ø - DHØ29 - DHØ28 - DHØ21 - DHØ22 - DHØ24 - DHØ27 - DHØ23 - DHØ2Ø - DHØ17 - MUNAN.
REBIT 2H	REBIT - ELGUK - PHØ36 - PHØ37 - POMIM- DHØ3Ø - DHØ29 - DHØ28 - DHØ21 - DHØ22 - DHØ24 - DHØ27 - DHØ23 - DHØ2Ø - DHØ17 - MUNAN.

CHANGES: None.

RKSI/ICN
INCHEON INTL

JEPPESEN
24 MAY 24 (20-2H)

SEOUL/INCHEON, KOREA
RNAV STAR



D-ATIS
128.4 128.2

Apt Elev
23

Alt set: hPa Trans level: FL140

RNAV 1 operation GNSS or DME/DME/IRU required

ATS surveillance service required.

REBIT 2A (REBIT 2A) [REBI2A]
RNAV ARRIVAL
(RWYS 33L/R, 34L/R)

SPEED RESTRICTION
From CW001 to CW005:
All turns should be flown at 190 KT.
If unable to comply with flight restriction, advise ATC.

LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST

LOST COMMUNICATIONS PROCEDURE & AIRSPACE RESTRICTIONS
See 20-2

ROUTING

REBIT - PY049 - PY037 - CW001 - CW002 - CW003 - CW004 - CW005 - PAMBI.

CHANGES: Altitude restriction over waypoint PAMBI revised.

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 16R/34L, 15L/33R until ETA or for 10 minutes, whichever is longer; then
4) Land on RWY 16R/34L, 15L/33R or H 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 3A
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 VOR or proceed direct to YD10Ø then SEL VOR for G-597.
2) Fly SOUTH to join G-597 to NOPIK.
3) Fly SOUTH to YD10Ø, YD13Ø and OSPOT for A-582.
4) Fly SOUTH to YD10Ø, YD13Ø, YD16Ø, YD19Ø and BOPTA for BEDES via Z-51.
Pilot shall remain within D16.0 NCN (D40 SEL or 17 NM from airport as appropriate) while on heading 270°.

RADAR 3D
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 VOR or proceed direct to YD10Ø then SEL VOR for G-597.
2) Fly SOUTH to join G-597 to NOPIK.
3) Fly SOUTH to YD10Ø, YD13Ø and OSPOT for A-582.
4) Fly SOUTH to YD10Ø, YD13Ø, YD16Ø, YD19Ø and BOPTA for BEDES via Z-51.
Pilot shall remain within D16.0 NCN (D40 SEL or 17 NM from airport as appropriate) while on heading 250°.

RADAR 5S
No radio procedure: If no radio contact with ATC, squawk 7600, and unless otherwise instructed by ATC proceed as follows.
1) To SOT VOR via SOT R-315 for A-582, B-576.
2) To intercept Y-644 to POLEG, EGOBA, KARBU for G-597
3) To intercept SOT R-290 to BINIL or proceed direct to HP10Ø, HP12Ø, BELTU to BINIL for G-597 as appropriate.
Pilot shall proceed as described above prior to reaching D20 NCN or SEL R-235 or D16 WNG or D19 SOT due to airspace.

RADAR 3U
No radio procedure: If no radio contact with ATC, squawk 7600, and unless otherwise instructed by ATC proceed as follows.
1) To SOT VOR 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-290 to BINIL or proceed direct to HP10Ø, HP12Ø, BELTU to BINIL for G-597 as appropriate.
Pilot shall proceed as described above prior to reaching D14 WNG or SEL R-250 or D17 NCN or SOT R-300 due to airspace.

AIRSPACE RESTRICTIONS

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

CHANGES: Prohibited areas RK(P)-73A & B replaced by RK(P)-73.

SEOUL/INCHEON, KOREA

SEOUL Departure (R)	Apt Elev	Trans alt: 14000
121.4 124.8 125.15	23	

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 D5.0 NCN.
4. After D5.0 NCN, 15° bank angle recommended during turn for noise abatement and pilot should use caution not to penetrate prohibited area (RK(P)-518).

ANYANG 2A (SEL 2A)
SONGTAN 1A (SOT 1A)
DEPARTURES
(RWYS 33L/R)

WARNING
Avoid penetration of RK(P)-518

DPR OF KOREA
KOREA

RK(P)-518

SEOUL TMA
6000
1600

3900
2600
3300
2300

180°
270°
090°
360°

D5.0 NCN

INCHEON
D 113.8 NCN

SEOUL
Gimpo Intl
RKSS

RK(P)-73

ANYANG
D 115.5 SEL
7000

SEOUL
-Domestic
RKSM

D28.0 SEL
098°
ANYANG 2A
28.0
R278

D40.0 SOT
125°
SONGTAN 1A
40.0

SONGTAN
116.9 SOT
7000

R305

OSAN AB
Osan
RKSO

NCN VOR

4000
2000
CONTOUR INTERVALS

2609

41
62
39

37-30
37-00
126-30
127-00
127-30

SONGTAN 1A: 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 COMMUNICATIONS PROCEDURE & AIRSPACE RESTRICTIONS
See 20-3

SID	INITIAL CLIMB	ALTITUDE
ANYANG 2A	Climb straight ahead, at D5.0 NCN turn LEFT to intercept SEL R278. Cross SEL R278/D28.0 SEL, then proceed to SEL VOR.	MAINTAIN 7000 until instructed by ATC.
SONGTAN 1A	Climb straight ahead, at D5.0 NCN turn LEFT to intercept SOT R305. Cross SOT R305/D40.0 SOT, then proceed to SOT VOR.	

CHANGES: Prohibited areas RK(P)-73A & B replaced by RK(P)-73.

ANYANG 1S (SEL 1S)
SONGTAN 1S (SOT 1S)
DEPARTURES
(RWYS 15L/R)

SEOUL Departure (R)
121.4
124.8
125.15

Apt Elev
23

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.

LOST COMMUNICATIONS PROCEDURE & AIRSPACE RESTRICTIONS
See 20-3

WARNING
Avoid penetration of RK(P)-518

INCHEON
D 113.8 NCN

ANYANG
D 115.5 SEL

SONGTAN
D 116.9 SOT

D6.0 NCN
D10.0 NCN
D12.0 NCN
D11.0 SEL 5400
D6.0 SEL 7000
D16.0 SOT 6500
ANYANG 1S
SONGTAN 1S
153°
074°
130°
R254
R310
2.0
5.0
6.0
16.0
11000
FL150
D8.0 SOT
A582
B576
180°
270°
090°
360°
NCN V OR

SEOUL TMA
6000
1600

RK(P)-518
RK(P)-73
DPR OF KOREA
KOREA

SEOUL Gimpo Intl RKSS
SEOUL -Domestic RKSM
OSAN AB Osan RKSO
A-511 (DESIDERIO AAF) Camp Humphreys RKSG

2600
3900
3300
2300

CONTOUR INTERVALS
4000
2000

ANYANG 1S: Minimum climb gradient 5.5% to 7000 for airspace, ATC and noise abatement purposes.
SONGTAN 1S: 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

SID	RWY	INITIAL CLIMB	ALTITUDE
ANYANG 1S	15L	Climb on NCN R153, at D10.0 NCN turn LEFT to intercept SEL R254 and proceed to SEL VOR, fly-by SEL VOR. Cross D11.0 SEL at or above 5400 and D6.0 SEL at 7000 until instructed by ATC.	MAINTAIN 7000 until instructed by ATC
	15R	Climb straight ahead, at D6.0 NCN turn LEFT onto NCN R153, at D10.0 NCN turn LEFT to intercept SEL R254 and proceed to SEL VOR, fly by SEL VOR. Cross D11.0 SEL at or above 5400 and D6.0 SEL at 7000 until instructed by ATC.	
SONGTAN 1S	15L	Climb on NCN R153, at D12.0 NCN turn LEFT to intercept SOT R310 and proceed to SOT VOR. At or above 6500 by D16.0 SOT, at or above 11000 by SOT VOR and at or above FL150 by D8.0 SOT on A-582 or B-576	
	15R	Climb straight ahead, at D6.0 NCN turn LEFT onto NCN R153, at D12.0 NCN turn LEFT to intercept SOT R310 and proceed to SOT VOR. At or above 6500 by D16.0 SOT, at or above 11000 by SOT VOR and at or above FL150 by D8.0 SOT on A-582 or B-576	

CHANGES: Prohibited areas RK(P)-73A & B replaced by RK(P)-73.

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

BINIL 2C (BINIL 2C) [BINI2C]
BOPTA 2C (BOPTA 2C) [BOPT2C]
RNAV DEPARTURES
(RWYS 15L/R)

BINIL
BINIL 2C
29.5
302°
BELTU
FL170
14.1
296°
HP120
12000
13.0
HP100
10000
7.6
278°
CP100
10000
9000
360°
ARP
090°
180°
270°
2600
3900
2300
3300
184 ❶
140°
7.7
138°
7.7
CG050
5000
169°
9.4
CG100
10000
224°
9.9
190°
8.8
CD120
13000
9000
5.7
HD130
13000
188°
9.8
HD140
14000
191°
9.0
BOPTA 2C
BOPTA
FL170
28
41
19
39
4000
2000
CONTOUR INTERVALS

LOST COMMUNICATIONS PROCEDURE & AIRSPACE RESTRICTIONS
See 20-3

❷ Close-in obstacles

RWY 15L: Light Tower 110 height, 0.3 NM from DER.

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

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246
6.5% V/V (fpm)	494	658	987	1316	1646	1975

SID	INITIAL CLIMB
BINIL 2C	CG050 - CG100 - CP100 - HP100 - HP120 - BELTU - BINIL.
BOPTA 2C	CG050 - CG100 - CD120 - HD130 - HD140 - BOPTA.

CHANGES: Altitude restriction at CP100.

RKSI/ICN
INCHEON INTL

JEPPESEN

30 SEP 22 (20-3D) Eff 5 Oct 1600Z

SEOUL/INCHEON, KOREA
RNAV SID

SEOUL Departure (R)
121.4 124.8 125.15

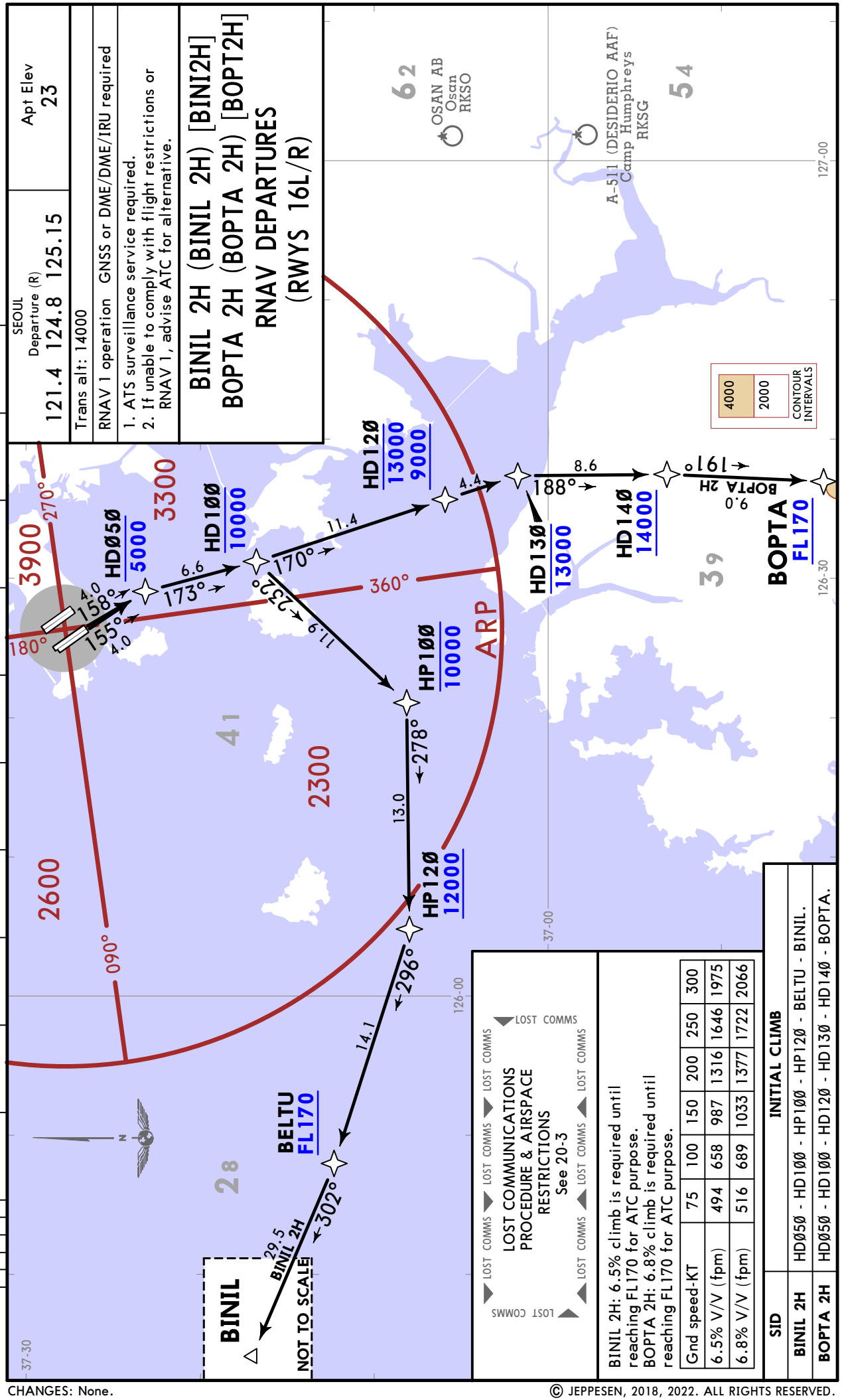
Apt Elev 23

Trans alt: 14000

RNAV 1 operation GNSS or DME/DME/IRU required

1. ATS surveillance service required.
2. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.

BINIL 2H (BINIL 2H) [BINI2H]
BOPTA 2H (BOPTA 2H) [BOPT2H]
RNAV DEPARTURES
(RWYS 16L/R)



BINIL 2H: 6.5% climb is required until reaching FL170 for ATC purpose.
BOPTA 2H: 6.8% climb is required until reaching FL170 for ATC purpose.

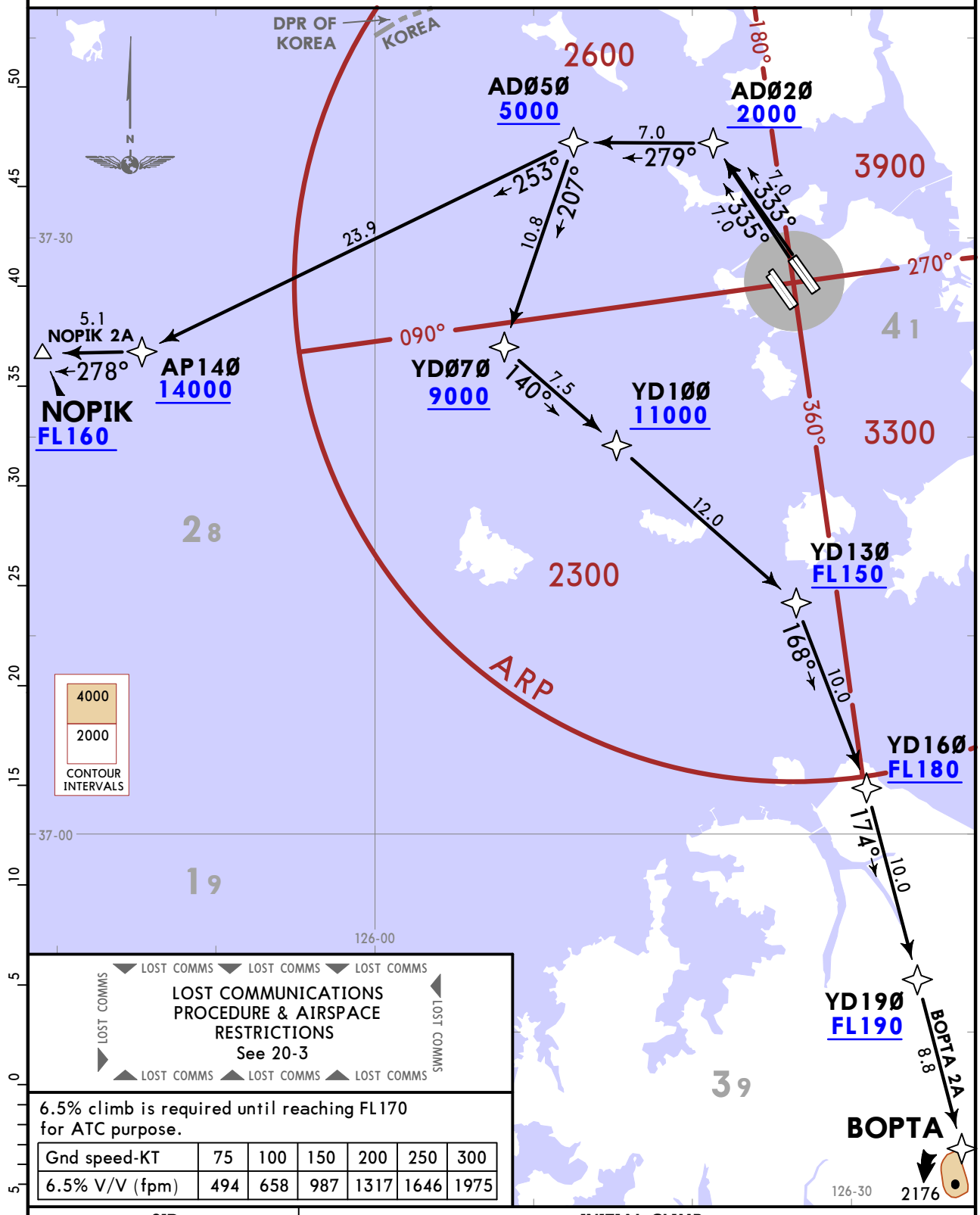
Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1316	1646	1975
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

SID	INITIAL CLIMB
BINIL 2H	HD050 - HD100 - HP100 - HP120 - BELTU - BINIL.
BOPTA 2H	HD050 - HD100 - HD120 - HD130 - HD140 - BOPTA.

CHANGES: None.

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

BOPTA 2A (BOPTA 2A) [BOPT2A]
NOPIK 2A (NOPIK 2A) [NOPI2A]
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

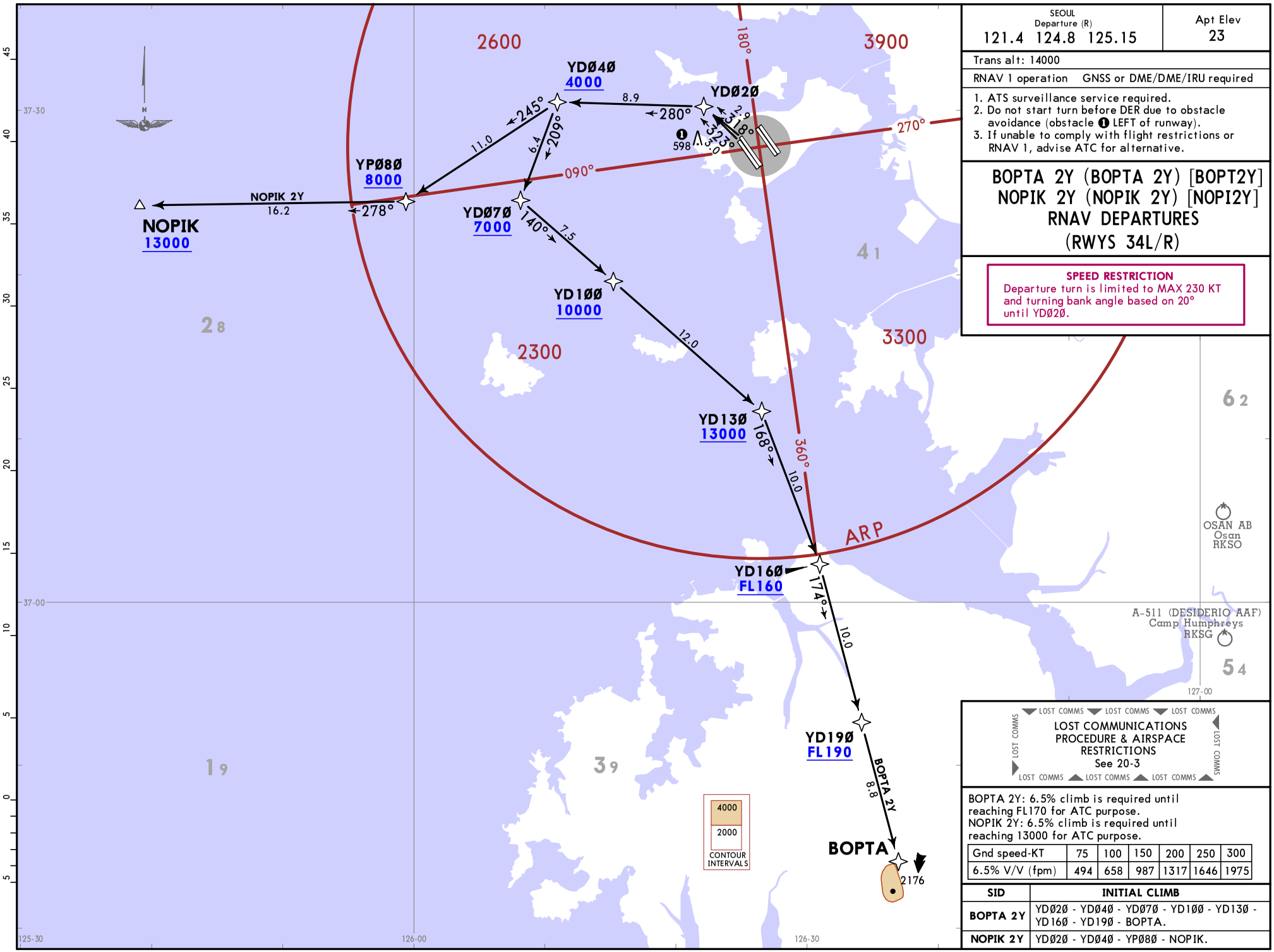
SID	INITIAL CLIMB
BOPTA 2A	ADØ2Ø - ADØ5Ø - YDØ7Ø - YD1ØØ - YD13Ø - YD16Ø - YD19Ø - BOPTA.
NOPIK 2A	ADØ2Ø - ADØ5Ø - AP14Ø - NOPIK.

CHANGES: Altitude restriction over BOPTA withdrawn.

SEOUL/INCHEON, KOREA

Eff 25 Jan 1600Z

RNAV SID



SEOUL Departure (R)	Apt Elev
121.4 124.8 125.15	23

Trans alt: 14000

RNAV 1 operation GNSS or DME/DME/IRU required

1. ATS surveillance service required.
2. Do not start turn before DER due to obstacle avoidance (obstacle ❶ LEFT of runway).
3. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.

BOPTA 2Y (BOPTA 2Y) [BOPT2Y]
NOPIK 2Y (NOPIK 2Y) [NOPI2Y]
RNAV DEPARTURES
(RWYS 34L/R)

SPEED RESTRICTION
Departure turn is limited to MAX 230 KT and turning bank angle based on 20° until YDØ2Ø.

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

BOPTA 2Y: 6.5% climb is required until reaching FL170 for ATC purpose.
NOPIK 2Y: 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 2Y	YDØ2Ø - YDØ4Ø - YDØ7Ø - YD1ØØ - YD13Ø - YD16Ø - YD19Ø - BOPTA.
NOPIK 2Y	YDØ2Ø - YDØ4Ø - YPØ8Ø - NOPIK.

CHANGES: Altitude restriction over BOPTA withdrawn.

RKSI/ICN
INCHEON INTL

JEPPESEN

20 JAN 23 (20-3G) Eff 25 Jan 1600Z

SEOUL/INCHEON, KOREA
RNAV SID

EGOBA 2A (EGOBA 2A) [EGOB2A]
OSPOT 2A (OSPO2A) [OSPO2A]
RNAV DEPARTURES
(RWYS 33L/R)

Trans alt: 14000

RNAV 1 operation GNSS or DME/DME/IRU required

1. ATS surveillance service required.
2. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.

Apt Elev 23

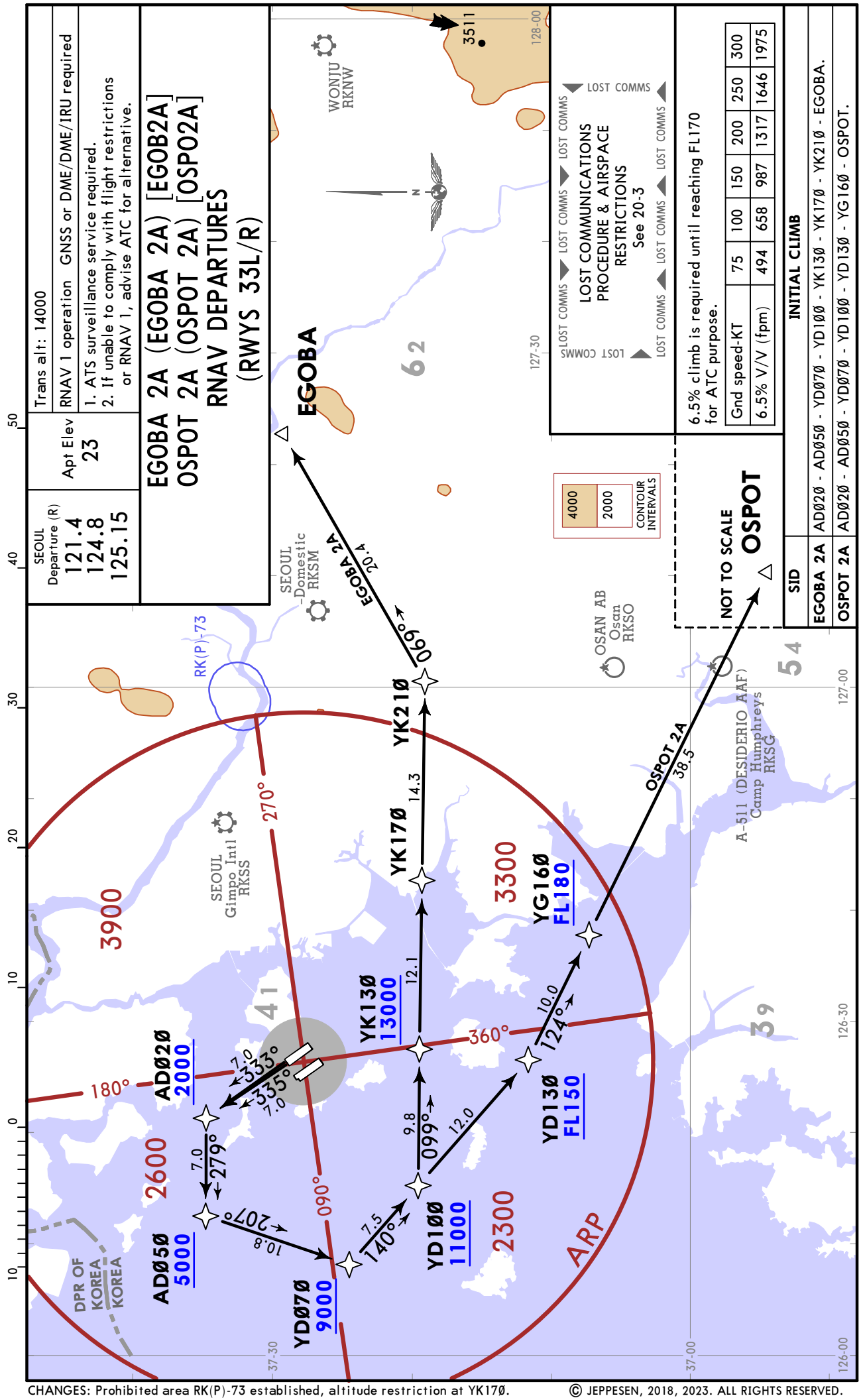
SEOUL Departure (R)
121.4
124.8
125.15

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

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 2A	AD020 - AD050 - YD070 - YD100 - YK130 - YK170 - YK210 - EGOBA.
OSPOT 2A	AD020 - AD050 - YD070 - YD100 - YD130 - YG160 - OSPOT.



CHANGES: Prohibited area RK(P)-73 established, altitude restriction at YK170.

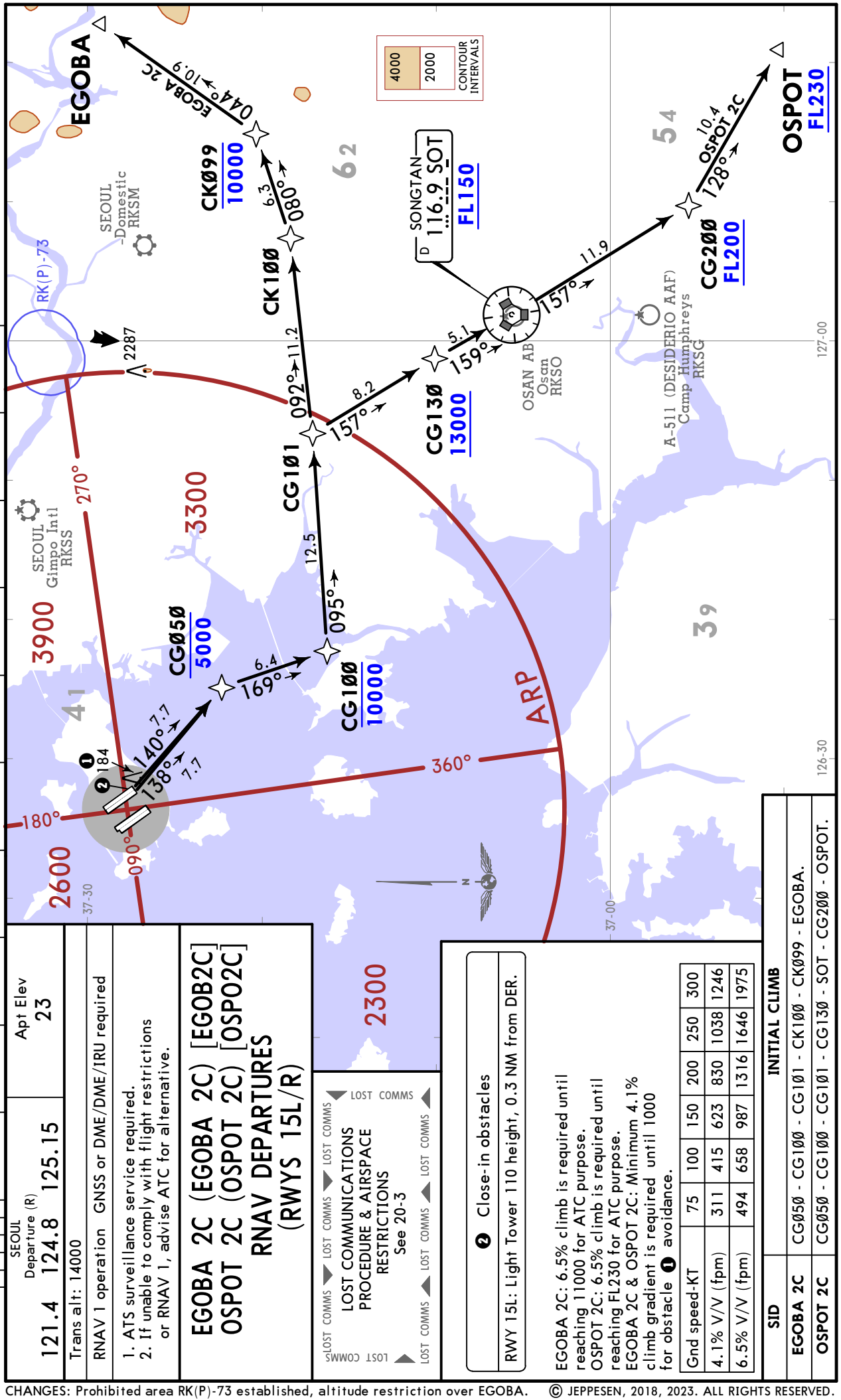
RKSI/ICN
INCHEON INTL

JEPPESEN

20 JAN 23 | 20-3H | Eff 25 Jan 1600Z

SEOUL/INCHEON, KOREA

RNAV SID



SEOUL
Departure (R)
121.4 124.8 125.15

Apt Elev
23

Trans alt: 14000

RNAV 1 operation GNSS or DME/DME/IRU required

1. ATS surveillance service required.
2. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.

EGOBA 2C (EGOBA 2C) [EGOB2C]
OSPOT 2C (OSPOT 2C) [OSPO2C]
RNAV DEPARTURES
(RWYS 15L/R)

LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS

LOST COMMUNICATIONS
PROCEDURE & AIRSPACE
RESTRICTIONS
See 20-3

❷ Close-in obstacles

RWY 15L: Light Tower 110 height, 0.3 NM from DER.

EGOBA 2C: 6.5% climb is required until reaching 11000 for ATC purpose.
OSPOT 2C: 6.5% climb is required until reaching FL230 for ATC purpose.
EGOBA 2C & OSPOT 2C: Minimum 4.1% climb gradient is required until 1000 for obstacle ❶ avoidance.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246
6.5% V/V (fpm)	494	658	987	1316	1646	1975

SID	INITIAL CLIMB
EGOBA 2C	CG050 - CG100 - CG101 - CK100 - CK099 - EGOBA.
OSPOT 2C	CG050 - CG100 - CG101 - CG130 - SOT - CG200 - OSPOT.

CHANGES: Prohibited area RK(P)-73 established, altitude restriction over EGOBA.

RKSI/ICN
INCHEON INTL

JEPPESEN

20 JAN 23 (20-3J) Eff 25 Jan 1600Z

SEOUL/INCHEON, KOREA
RNAV SID

EGOBA 2E (EGOBA 2E) [EGOB2E]
OSPOT 2E (OSPOT 2E) [OSPO2E]
RNAV DEPARTURES
(RWYS 33L/R)

Trans alt: 14000

RNAV 1 operation GNSS or DME/DME/IRU required

1. ATS surveillance service required.
2. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.

Apt Elev 23

SEOUL Departure (R)
121.4
124.8
125.15

SPEED RESTRICTION
Departure turns are limited to MAX 230 KT until EG04Ø.

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

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

CONTOUR INTERVALS 4000 2000

SID	INITIAL CLIMB
EGOBA 2E	EGØ2Ø - EGØ4Ø - EGØ55 - EGØ7Ø - EG14Ø - SEL - EGOBA.
OSPOT 2E	EGØ2Ø - EGØ4Ø - EGØ55 - EGØ7Ø - EG14Ø - EG16Ø - OSPOT.

NOT TO SCALE

EGOBA FL210

EGOBA 2E 22.0

087°

ANYANG 115.5 SEL FL160

OSPOT 2E 36.1

OSPOT FL210

SEOUL -Domestic RKSM

SEOUL Gimpo Intl RKSS

RK(P)-73

DPR OF KOREA

KOREA

ARR

EG16Ø FL160

EG14Ø 14000

5.8 098° 7.0 151°

18.5 146°

EGØ7Ø 7000 3900

EGØ55 5500

5.0 119°

5.2 079°

5.1 353°

EGØ4Ø 4000

EGØ2Ø

5.5 333°

5.5 336°

2600 3300 2300

180° 270° 360° 090°

3731

CHANGES: Prohibited areas RK(P)-73A & B replaced by RK(P)-73.

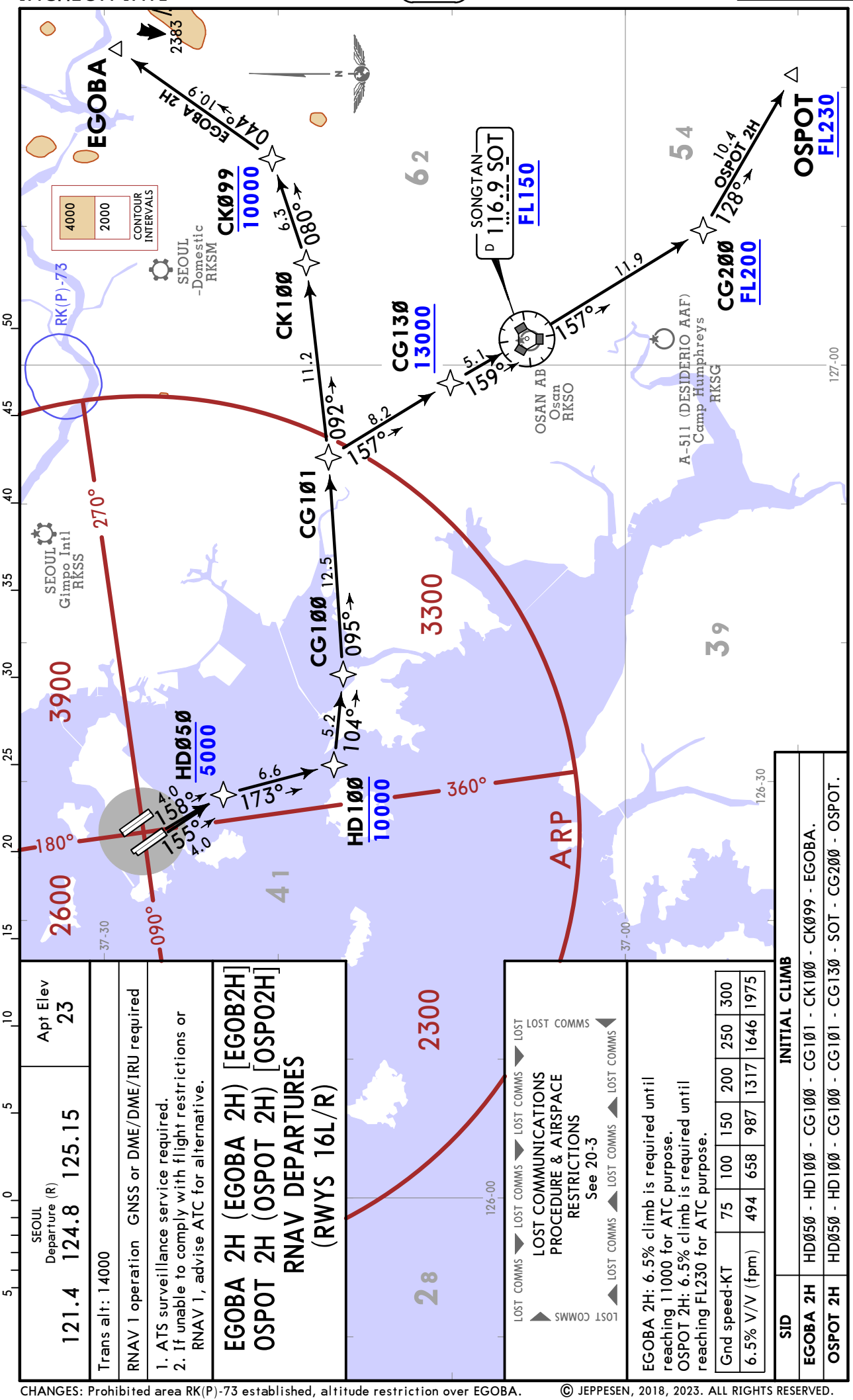
RKSI/ICN
INCHEON INTL

JEPPESEN

20 JAN 23 (20-3K) Eff 25 Jan 1600Z

SEOUL/INCHEON, KOREA

RNAV SID



SEOUL Departure (R)
121.4 124.8 125.15

Apt Elev 23

Trans alt: 14000

RNAV 1 operation GNSS or DME/DME/IRU required

1. ATS surveillance service required.
2. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.

EGOBA 2H (EGOB2H) [EGOB2H]
OSPOT 2H (OSPO2H) [OSPO2H]
RNAV DEPARTURES
(RWYS 16L/R)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

LOST COMMUNICATIONS
PROCEDURE & AIRSPACE
RESTRICTIONS
See 20-3

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

EGOBA 2H: 6.5% climb is required until reaching 11000 for ATC purpose.
OSPOT 2H: 6.5% climb is required until reaching FL230 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 2H	HD050 - HD100 - CG100 - CG101 - CK100 - CK099 - EGOBA.
OSPOT 2H	HD050 - HD100 - CG100 - CG101 - CG130 - SOT - CG200 - OSPOT.

CHANGES: Prohibited area RK(P)-73 established, altitude restriction over EGOBA.

SEOUL/INCHEON, KOREA

Eff 25 Jan 1600Z

RNAV SID

SEOUL Departure (R)
121.4
124.8
125.15

Apt Elev
23

Trans alt: 14000

RNAV 1 operation GNSS or DME/DME/IRU required

1. ATS surveillance service required.
2. Do not start turn before DER due to obstacle avoidance (obstacle ❶ LEFT of runway).
3. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.

EGOBA 2Y (EGOBA 2Y) [EGOB2Y]
OSPOT 2Y (OSPOT 2Y) [OSPO2Y]
RNAV DEPARTURES
(RWYS 34L/R)

DPR OF KOREA
KOREA

2600
3900
4 1
2300
3300
6 2
3 9
5 4

180°
270°
090°
360°

YD04Ø
4000
8.9
280°
YD02Ø
2.9
318°
323°
3.0
598
6.4
209°
YD07Ø
7000
140°
7.5
YD1ØØ
10000
099°
9.8
YK13Ø
13000
12.1
YK17Ø
14.3
069°
YK21Ø
EGOBA 2Y
20.4
EGOBA
12.0
YD13Ø
13000
124°
10.0
YG16Ø
FL160
OSPOT 2Y
38.5
OSPOT

SEOUL
Gimpo Intl
RKSS

SEOUL
-Domestic
RKSM

RK(P)-73

2609

OSAN AB
Osan
RKSO

A-511 (DESIDERIO AAF)
Camp Humphreys
RKSG

ARP

4000
2000
CONTOUR INTERVALS

SPEED RESTRICTION
Departure turn is limited to MAX 230 KT and turning bank angle based on 20° until YD02Ø.

LOST COMMUNICATIONS PROCEDURE & AIRSPACE RESTRICTIONS
See 20-3

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 2Y	YD02Ø - YD04Ø - YD07Ø - YD1ØØ - YK13Ø - YK17Ø - YK21Ø - EGOBA.
OSPOT 2Y	YD02Ø - YD04Ø - YD07Ø - YD1ØØ - YD13Ø - YG16Ø - OSPOT.

CHANGES: Prohibited areas RK(P)-73A & B replaced by RK(P)-73, altitude restriction at YK17Ø withdrawn.

SEOUL Departure (R)	Apt Elev	Trans alt: 14000
121.4 124.8 125.15	23	

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 3A (RADAR 3A) [RADA3A]
RADAR 3D (RADAR 3D) [RADA3D]
DEPARTURES
(RWYS 33L/R, 34L/R)

WARNING
Avoid penetration of RK(P)-518

PYONGYANG ZKKP FIR
INCHEON RKRR FIR

RK(P)-518

RK(P)-518W

RK(P)-73

DPR OF KOREA

KOREA

SEOUL TMA
6000
1600

SEOUL Gimpo Intl RKSS

SEOUL -Domestic RKSM

OSAN AB Osan RKSO

A-511 (DESIDERIO AAF) Camp Humphreys RKSG

CHEONGJU -Intl RKTU

2383

2600

3900

3300

2300

NCN VOR

180°

270°

090°

360°

333°

D16 NCN

D18 WNG

D43 SOT

D29.1 SEL

D6.0 NCN

D9.6 WNG

D4 NCN

D40 SEL

D27.9 SEL

D6.0 WNG

D41 SOT

RADAR 3A
270° hdg

RADAR 3D
300 hdg
250° hdg

INCHEON
D 113.8 NCN

WANGSAN
D 112.9 WNG

ANYANG
115.5 SEL

NOPIK
FL150

G597

G597

32.7

YD1ØØ

12.0

YD13Ø

10.0

YD16Ø

48.5

10.0

YD19Ø

8.8

OSPOT

BOPTA

LEGEND
Lost comms flight track

4000
2000
CONTOUR INTERVALS

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
LOST COMMS ◀ LOST COMMS ▶ LOST COMMS
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

LOST COMMUNICATIONS PROCEDURE & AIRSPACE RESTRICTIONS
See 20-3

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	RWY	INITIAL CLIMB	ALTITUDE
RADAR 3A	33L/R	Climb on runway heading until D6.0 NCN (D29.1 SEL or D9.6 WNG or D43 SOT), turn LEFT heading 270°. EXPECT RADAR vector to airway.	
RADAR 3D	34L/R	Climb on heading 300° until D6.0 WNG (D27.9 SEL or D4 NCN or D41 SOT), turn LEFT heading 250°. EXPECT RADAR vector to airway.	MAINTAIN 3000 until instructed by ATC

CHANGES: Prohibited areas RK(P)-73A & B replaced by RK(P)-73.

SEOUL/INCHEON, KOREA

SEOUL Departure (R)	Apt Elev	Trans alt: 14000
121.4 124.8 125.15	23	

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 5S (RADAR 5S) [RADA5S]
RADAR 3U (RADAR 3U) [RADA3U]
DEPARTURES
(RWYS 15L/R, 16L/R)

BINIL
BELTU
HP12Ø
HP1ØØ
MONSI
7.5
POLEG
SONGTAN
116.9 SOT
BULTI
OLMEN
INCHEON
113.8 NCN
WANGSAN
112.9 WNG
ANYANG
115.5 SEL
SEOUL TMA
6000
1600
NCN VOR
PYONGYANG ZKKP FIR
INCHEON RKRR FIR
DPR OF KOREA
KOREA
RK(P)-518
WARNING
Avoid penetration of RK(P)-518
RK(P)-518W
RK(P)-73
SEOUL Gimpo Intl RKSS
SEOUL -Domestic RKSM
SUWON RKSW
OSAN AB Osan RKSO
A-511 (DESIDERIO AAF) Camp Humphreys RKSG
2609
3900
3300
2600
2300
090°
180°
270°
360°
139° hdg
138° hdg
170° hdg
169° hdg
RADAR 5S
RADAR 3U
D20 NCN/ D16 WNG/ D19 SOT
D14 WNG/ D17 NCN
235°
250°
300°
G597
Y644
W61
Z54
G585
Y685
W62
Z50
A582
Y711
B576
Y722
Z52
4000
2000
CONTOUR INTERVALS

LOST COMMUNICATIONS PROCEDURE & AIRSPACE RESTRICTIONS
See 20-3

LEGEND
Lost comms flight track

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	RWY	INITIAL CLIMB	ALTITUDE
RADAR 5S	15L	Climb heading 139°, EXPECT RADAR vector to airway.	MAINTAIN 7000 until instructed by ATC
	15R	Climb heading 138°, EXPECT RADAR vector to airway.	
RADAR 3U	16L	Climb heading 170°, EXPECT RADAR vector to airway.	
	16R	Climb heading 169°, EXPECT RADAR vector to airway.	

CHANGES: Prohibited areas RK(P)-73A & B replaced by RK(P)-73.

NOISE ABATEMENT

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, 34L/R:
   - Noise Abatement Departure Procedure ONE (NADP ONE)
   a. Thrust reduction at 1500 ft above aerodrome elevation recommended.
2. Runway 15 L/R, 16L/R:
   - Noise Abatement Departure Procedure ONE or TWO (NADP ONE or NADP TWO)
   a. NADP ONE: Thrust reduction at 1500 ft above aerodrome elevation recommended.
   b. NADP TWO: Acceleration at 1000 ft above aerodrome elevation recommended.
   c. For noise abatement and CO2 reduction using a NADP TWO is recommended. If for safety reasons (prevention of bird strike), compliance with the recommended procedure is not possible, NADP ONE may be used.

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 APRON CONTROL: 121.65 Mhz, 122.175 Mhz, 121.8 Mhz, 123.325 Mhz, 123.675 Mhz

CONSTRUCTION WORK FOR PASSENGER TERMINAL 2 EXTENSION (SUP 6/23)

1. INTRODUCTION

Construction work for passenger terminal 2 extension will be conducted as follows.
Aircraft stands 268 and 268R are not available for parking due to the construction work (only aircraft stand 268L is under normal operation).

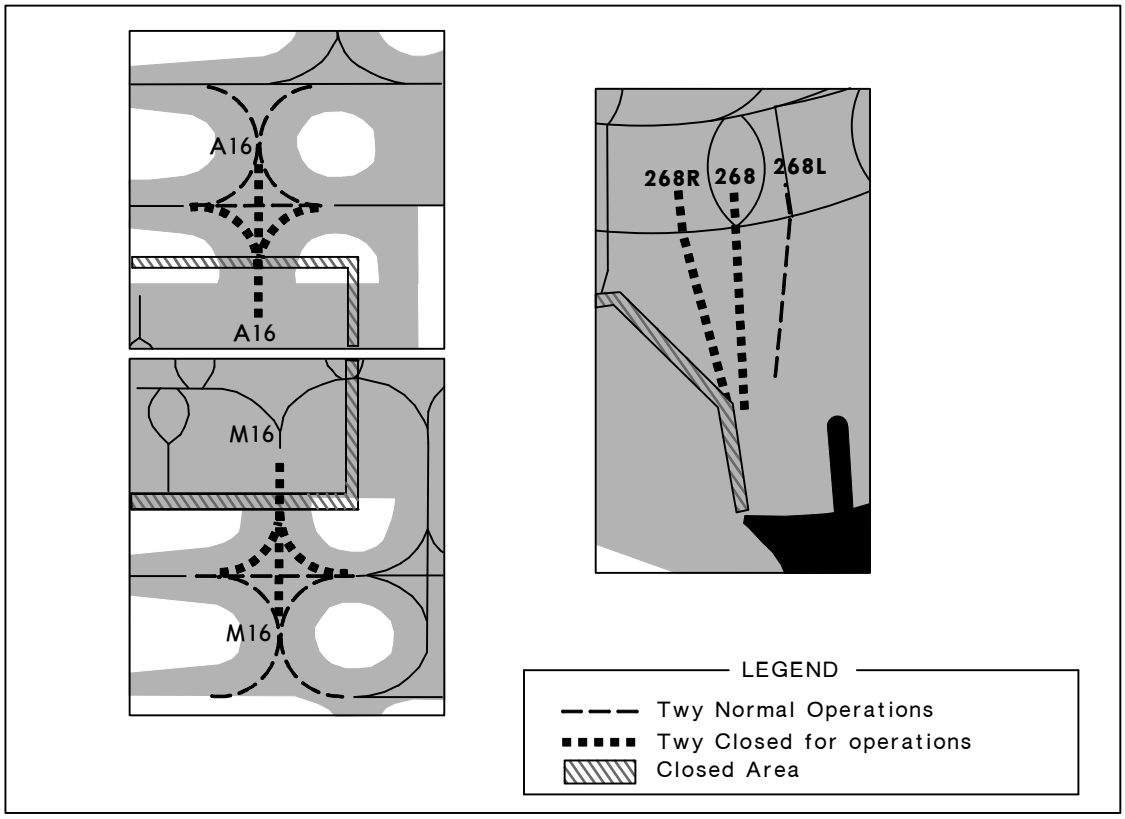
2. PERIOD

From 1500 UTC 31 MAY 2023 to 1600 UTC 30 OCT 2024.

3. REMARKS

1. Safety fence will be installed to indicate the working areas.
2. Works will be conducted by equipments and vehicles in the area as shown in the diagram.
3. This work has no effect on Rwy and Twy normal operations in maneuvering area. Exceptionally, it is unable for aircraft to taxi into or from apron via M16 and A16.
4. Each crane penetrates obstacle limitation surface (horizontal surface) and turns on its axis (radius max. 164′(50m))
5. During work period, pilots should exercise caution and follow ATC′s instruction when taxiing aircraft near the working area.
6. Any change to the contents of this page will be notified by NOTAM.

4. DIAGRAM



CHANGES: Reindex.

RWY 15L/33R AND TWYS CLOSED DUE TO CONSTRUCTION (SUP 03/24 AIRAC)

1. INTRODUCTION

(1) Rwy 15L/33R will be closed due to pavement construction.
(2) Some parts of Twy C will be closed due to pavement construction.

2. CLOSED AREAS & PERIOD

(Refer to Rwy 15L/33R and Twy closed charts series)

Closed Areas		Period (UTC)
A	Rwy 15L/33R between Twy J and K * No effect on Twy J and K operation.	From 1600 UTC 1 NOV 2023 To 1600 UTC 12 JUN 2024
	Twy C between Twy J and K	
	Rapid exit Twy C1, C2, C4, C5	
	Rapid exit Twy D1, D6	
B	Rwy 15L/33R below Twy J	
	Twy G between Twy C and D * No effect on Twy C and D operation.	
C	Rwy 15L/33R between Twy K and L * No effect on Twy K and L operation.	From 1600 UTC 21 FEB 2024 To 1600 UTC 12 JUN 2024

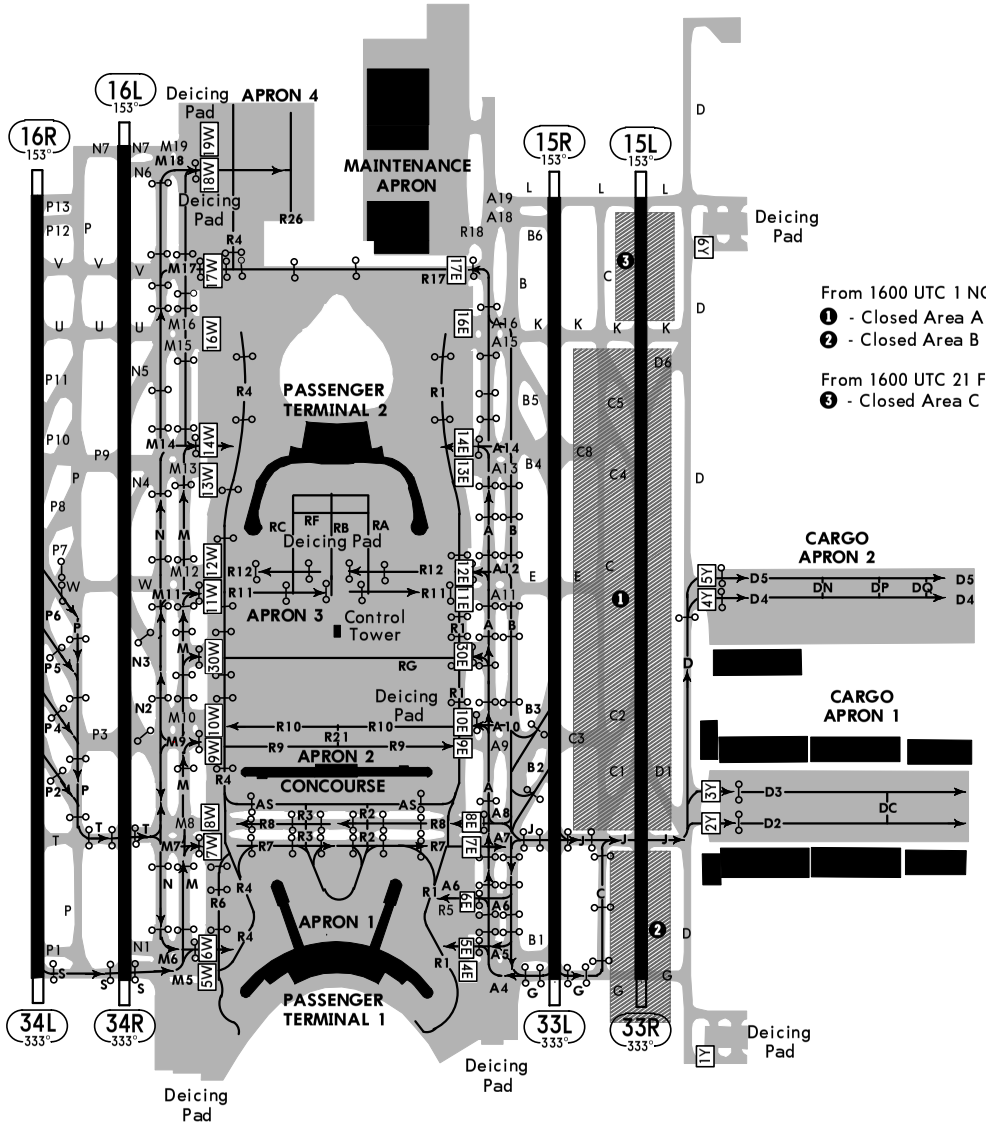
3. REMARKS

(1) Rwy 15L/33R and Twys will be closed as shown in the charts.
(2) Unserviceability lights and frangible barriers will be installed on the closed area.
(3) All lights including Rwy center line lights, Rwy edge lights, Rwy touchdown lights, Approach lighting system for Rwy 15L/33R will be unserviceable.
(4) Some parts of standard taxi routes (arrival and departure taxi routes charts) and low visibility procedures (low visibility taxi routes charts) will be temporarily changed due to the construction.
(5) Temporary taxi routes may be changed by the ATC instruction.
(6) Twy center line lights, Twy edge lights, Stop bar lights and taxiway guidance sign for the closed areas will not be operated.
(7) Works by equipment and vehicles will be conducted in the working area as shown in the charts.
(8) Closed runway lighting is operated From 0800 To 2300 UTC at the thresholds of Rwy 33R.
(9) Any change to the contents of these pages will be notified by NOTAM.

CHANGES: Closed area C added.

TEMPORARY TAXI ROUTES

Arrival for Rwy 15L/R, 16L/R and SMGCS - Arrival for Rwy 15L/R, 16L/R



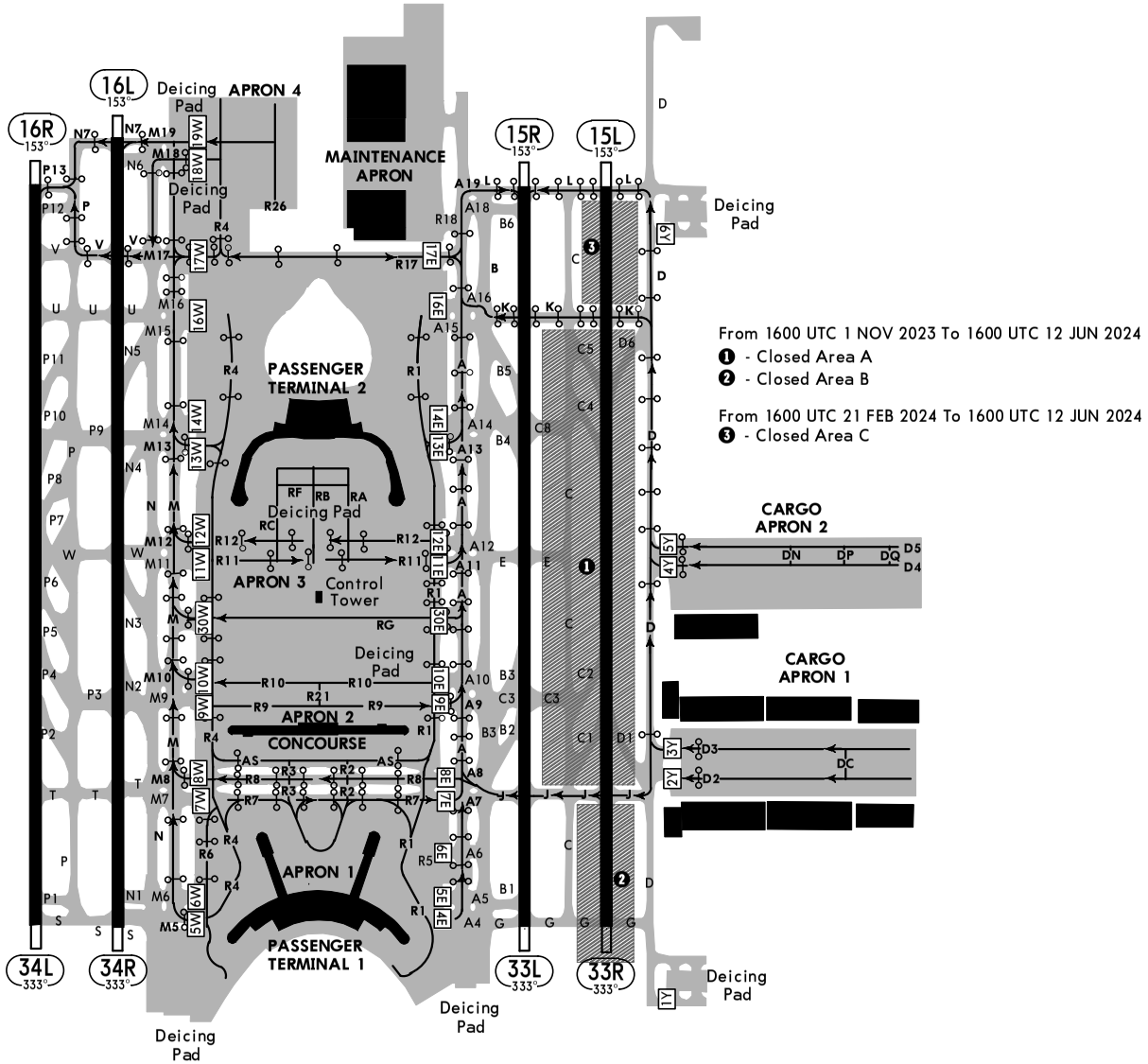
LEGEND

- CLOSED AREA
- TAXI ROUTE
- STOP BAR LIGHT
- A8 TAXIWAY/ TAXI ROUTES DESIGNATION
- 5E TRANSFER OF CONTROL POINT

CHANGES: Closed area C added.

TEMPORARY TAXI ROUTES

Departure for Rwy 15L/R, 16L/R and SMGCS - Departure for Rwy 15L/R, 16L/R



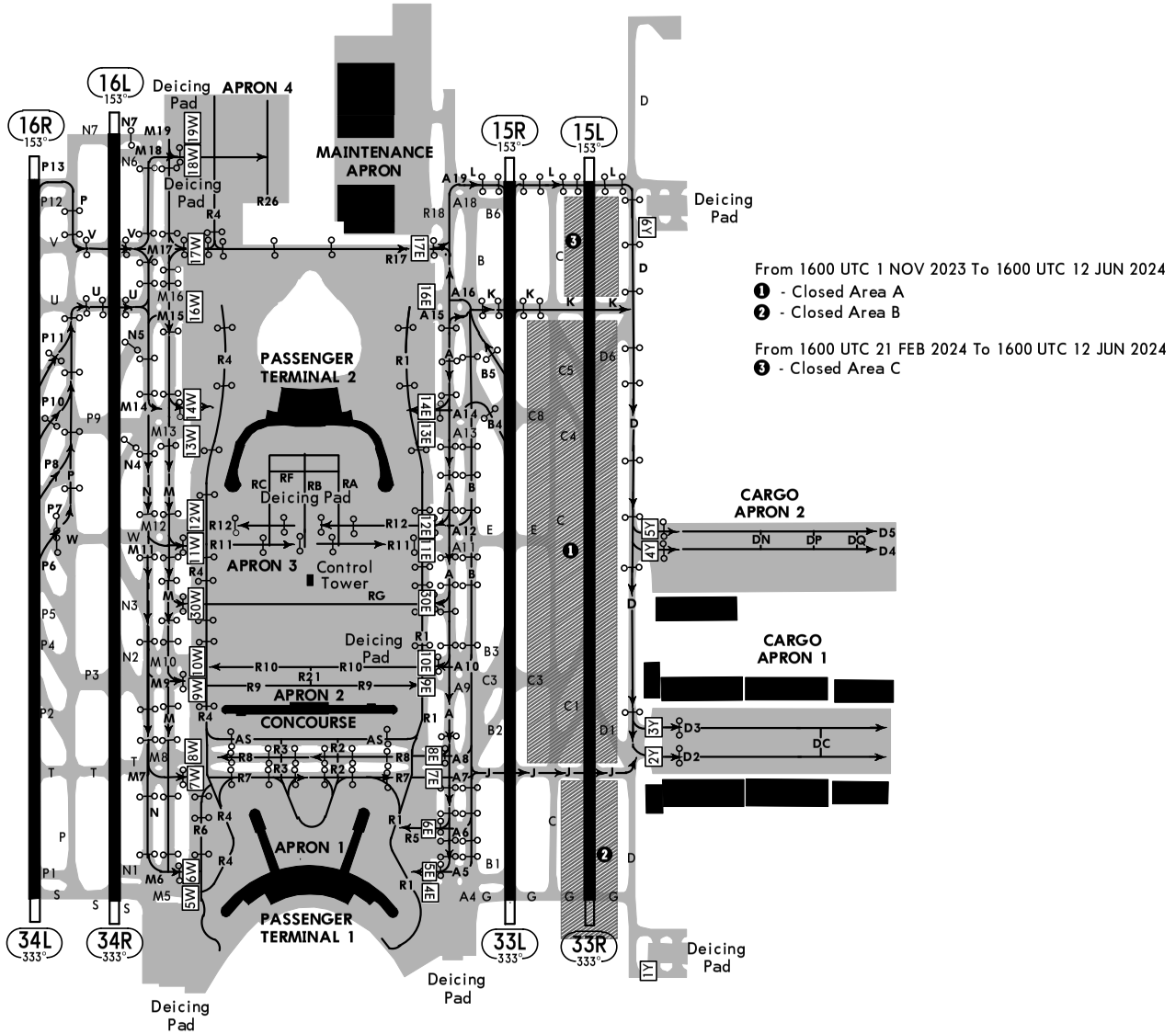
LEGEND

- CLOSED AREA
- TAXI ROUTE
- STOP BAR LIGHT
- A8 TAXIWAY/ TAXI ROUTES DESIGNATION
- 5E TRANSFER OF CONTROL POINT

CHANGES: Closed area C added.

TEMPORARY TAXI ROUTES

Arrival for Rwy 33L/R, 34L/R and SMGCS - Arrival for Rwy 33L/R, 34L/R



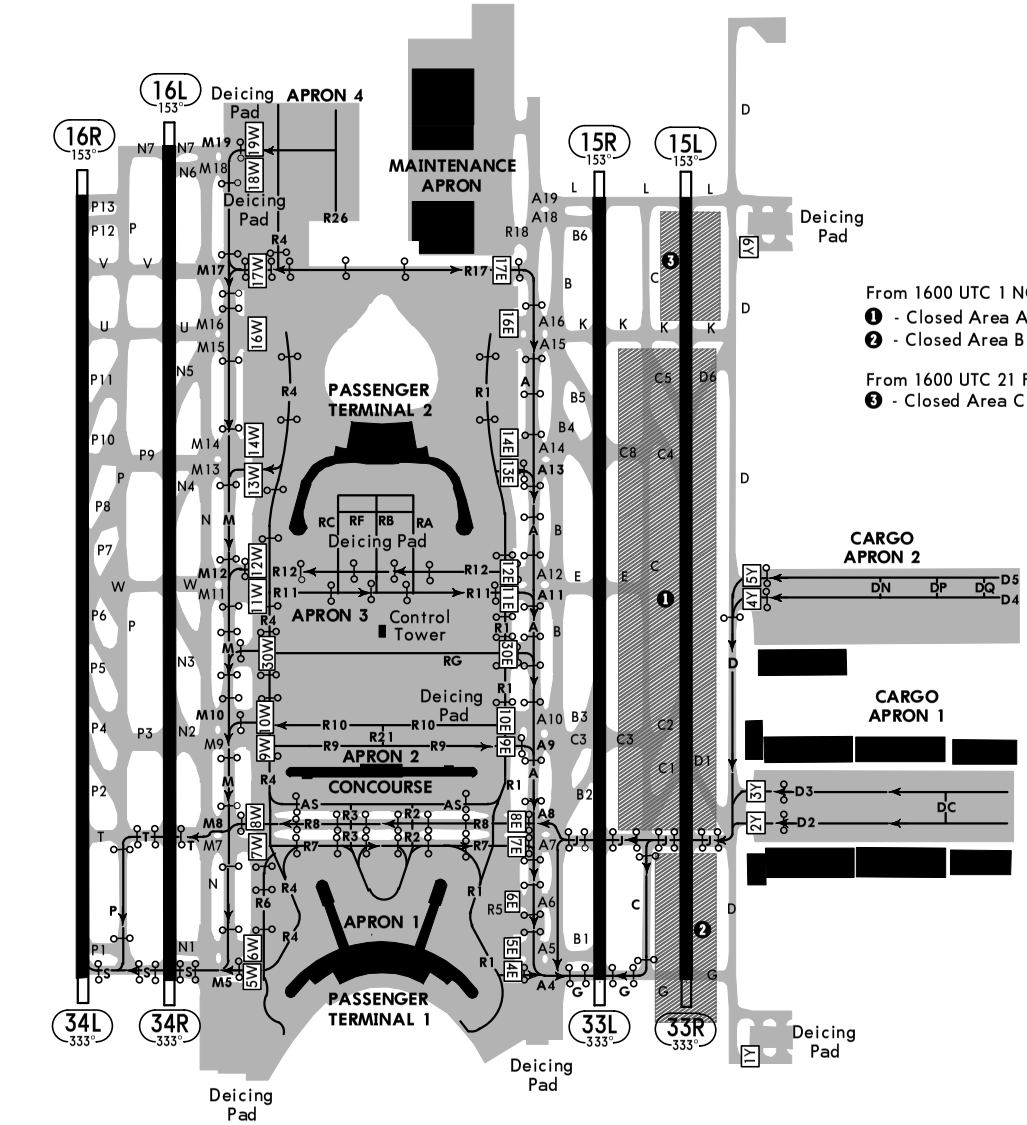
LEGEND

- CLOSED AREA
- TAXI ROUTE
- STOP BAR LIGHT
- A8 TAXIWAY/ TAXI ROUTES DESIGNATION
- 5E TRANSFER OF CONTROL POINT

CHANGES: Closed area C added.

TEMPORARY TAXI ROUTES

Departure for Rwy 33L/R, 34L/R and SMGCS - Departure for Rwy 33L/R, 34L/R



LEGEND

- CLOSED AREA
- TAXI ROUTE
- STOP BAR LIGHT
- A8 TAXIWAY/ TAXI ROUTES DESIGNATION
- 5E TRANSFER OF CONTROL POINT

CHANGES: Closed area C added.

TRIAL OPERATION OF RE-CATEGORIZATION (RECAT) WAKE TURBULENCE SEPARATION MINIMA WITHIN SEOUL TMA (SUP 021/23)

1. INTRODUCTION

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

2. PERIOD

From 1600 UTC 15 DEC 2021 To 1600 UTC 14 DEC 2024.

3. APPLICATION

(1) Applicable airport : Incheon INTL Airport (RKSI) and Gimpo INTL Airport (RKSS)

(2) Applicable area : Seoul TMA, Incheon control zone, and Gimpo control zone

(3) RECAT wake turbulence separation minima are applied for arrival and departure phases, when the aircraft is airborne.

(4) For take-off phase, time based RECAT wake turbulence separation minima described in ICAO PANS-ATM is not applicable.

(5) RECAT wake turbulence group designators are described as follows:

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

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

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

a. An aircraft is operating directly behind another aircraft at the same altitude or less than 1000'(305m) below.

b. Both aircraft are using the same runway, or parallel runways separated by less than 2493' (760m).

c. An aircraft is crossing behind another aircraft, at the same altitude or less than 1000'(305m) below.

CHANGES: Chart reindex, period.

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

4. PILOT PROCEDURES

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

(1) It is important to comply with ATC speed restriction at all times especially on the final approach course. The pilot must inform ATC as soon as possible if the speed cannot be maintained.

(2) Pilots should report the type of the aircraft (including series) on the initial contact with Seoul Approach.

(3) It is expected for pilots to vacate the runway expeditiously until the aircraft is completely clear of the runway.

(4) The wake turbulence designator of the ICAO flight plan does not change. Pilots will continue to fill in the flight plan wake turbulence in item 9 with the ICAO aircraft category, H, M or L and J for SUPER category.

(5) Pilots should include the word 'SUPER' or 'HEAVY' regarding the type of aircraft ICAO wake turbulence categories on the initial call. The suffix of 'SUPER' or 'HEAVY' has not been changed.

(6) It is not required for pilots to know their RECAT wake turbulence aircraft group.

5. WAKE TURBULENCE ENCOUNTER REPORT

(1) In order to conduct the safety assessment for wake turbulence separation minima by RECAT, it is required to collect Wake Turbulence Encounter Reports, and the information contained in the reports would be used only for the purpose of safety assessment.

(2) Action to be taken by pilot:
When a pilot has encountered wake turbulence, the pilot should submit the Wake Turbulence Encounter Report.

6. REMARK

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

INCHEON INTERNATIONAL AIRPORT A-CDM TRIAL OPERATION FOR PHASE 2 (SUP 16/24)

1. INTRODUCTION

(1) A-CDM is a process that allows air traffic controllers, airport operators, aircraft operators (AO), ground handling agents (GHA), pilots and air traffic flow managers to exchange operational information and work together to efficiently manage operations at aerodrome. A-CDM involves sharing of accurate and timely information amongst airport partners through airport systems and implementing a set of operational procedures and automated processes.

(2) During A-CDM phase 1 trial operation, flights subject to A-CDM pre-departure sequencing were limited to ATFM regulated flights due to limited pre-departure sequencer (departure manager) function.

(3) Pre-departure sequencer (departure manager) has been upgraded to implement pre-departure sequence to all departure flights, and hence A-CDM phase 2 trial operation will be implemented based on Incheon International A-CDM implementation plan.

(4) The phase 2 trial operation will be introduced in 3 progressive steps to allow all airport partners to be involved an opportunity to review and refine their workflow process and relevant hardware system, especially pre-departure sequencer, prior to actual implementation.

(5) The purpose of these charts is to provide information on the Incheon A-CDM system and operational procedures, and to detail the timings of the planned Incheon A-CDM trial operation for phase 2 and the required actions by pilots, aircraft operators (AO) and ground handling agents (GHA).

2. A-CDM PHASE 2 TRIAL OPERATION PROGRESSIVE STEPS

(1) STEP 1 - From 1600 UTC 29 JUN 2022 To 1600 UTC 29 JUN 2023

a. Aircraft operators (AO) and ground handling agents (GHA) are required to access Incheon A-CDM system and input manual TOBT based on A-CDM pre-departure procedures paragraphs 3.(1) to 3.(2) below.

(2) STEP 2 - From 1600 UTC 29 JUN 2022 To 0900 UTC 3 JUN 2024

a. Aircraft operators (AO) and ground handling agents (GHA) are required to access Incheon A-CDM system and input manual TOBT based on A-CDM pre-departure procedures paragraphs 3.(1) to 3.(2) below.

b. Pre-departure sequencer will be installed in ATC system and Site-Acceptance-Test will be done.

c. ATC will validate TTOT/TSAT calculation accuracy and check ATC HMI function using actual TOBT.

d. ATC can issue TSAT to departure flights only in a specific time zone based on A-CDM pre-departure procedures paragraphs below.

e. If ATC issue TSAT to all departure flights, the specific time zone will be noticed to aircraft operator (AO) and ground handling agents (GHA) through the following channels:

(a) A-CDM portal system; and
(b) Automatic Terminal Information Services (ATIS)

f. AO, GHA and pilot shall comply with TSAT and A-CDM pre-departure procedures paragraphs below.

(3) STEP 3 - From 0900 UTC 3 JUN 2024 To 1600 UTC 28 JUL 2024

a. Aircraft operators (AO) and ground handling agents (GHA) are required to access Incheon A-CDM system and input manual TOBT based on A-CDM pre-departure procedures paragraphs below.

b. ATC will issue TSAT to all departure flights based on A-CDM pre-departure procedures paragraphs below.

c. AO, GHA and pilot shall comply with TSAT and A-CDM pre-departure procedures paragraphs below.

d. Airport performance indicator (TOBT accuracy, TSAT compliance and departure punctuality, etc.) will be monitored.

3. A-CDM PRE-DEPARTURE SEQUENCE PROCEDURES

(1) Flight plan discrepancy check

a. In order to receive TSAT, flight data in Airport Operational Database (AODB) and ATC flight plan shall be identical. AO are required to manage flight data identical on those two systems.
Note - Call-sign, EOBT, DOF, ADES, ADEP items are used to match TOBT message with ATC flight plan in pre-departure sequencer.

(2) Target Off-Block Time (TOBT)

a. Incheon airport A-CDM portal system will automatically calculate system TOBT for each departure flight taking into account the Estimated In-Block Time/Actual In-Block Time (EIBT/AIBT), Minimum Turnaround Time (MTTT) and Estimated Off Block Time (EOBT). AO or GHA may refer this system generated TOBT when input TOBT.

b. AO or GHA are required to confirm or update the system generated TOBT from 90 minutes to 40 minutes prior to TOBT. TOBT which is confirmed or updated will be applied to pre-departure sequencing to calculate TSAT.

c. If the prediction of departure readiness (new TOBT) differs more than 5 minutes (plus or minus) from the previous TOBT, AO or GHA shall update TOBT.

CHANGES: A-CDM phase 2.

INCHEON INTERNATIONAL AIRPORT A-CDM TRIAL OPERATION FOR PHASE 2 (CONTD)

(2) Target Off-Block Time (TOBT) (contd.)

d. TOBT shall not deviate from EOBT by more than 15 minutes. If TOBT deviates from EOBT by more than 15 minutes, AO has to initiate an delay/change message via AFTN. When EOBT is modified, TOBT is automatically modified to the value of EOBT. In this case, AO or GHA has to reconfirm TOBT to apply to pre-departure sequencing.
Note- If a flight is applied with CTOT, TOBT can be confirmed or updated regardless of EOBT.

e. TOBT can be corrected as often as required up until the time the TSAT is issued (30 minutes prior to TOBT).

f. The accuracy of TBOT is vital to an optimal TSAT. Thus AO or GHA are strongly encouraged to update TOBT as soon as any expected delay to the aircraft readiness for push-back is made available to avoid unnecessary hold-ups.

g. After TSAT has been issued, TOBT may be corrected up to three times for stable TSAT operation. For the forth time update, TOBT has to be deleted and a new one has to be entered. In this case, TSAT may be delayed as TSAT slot is lost in pre-departure sequencing list.

h. If AO wants to delay the passenger boarding start time due to gap between TOBT and TSAT caused by CTOT, traffic congestion, etc., TOBT has to be updated with the latest time.

i. If it is impossible to take-off due to RVR minima or adverse weather condition, unable to predict the ground handling time, etc., TOBT must be deleted or updated with delayed time. And TOBT must be re-submitted whenever aircraft ready is predictable.

j. TOBT shall be updated through the following channels:
(a) A-CDM portal and mobile APP; or
(b) Flight Information Assistant (FIA) at PBB boarding rooms; or
(c) A-CDM operation center

k. TOBT information is available through the following channels:
(a) A-CDM portal and mobile APP; or
(b) Flight Information Assistant (FIA) at PBB boarding rooms; or
(c) Visual Docking Guidance System (VDGS); or
(d) Radio communication with AO or GHA

l. AO or GHA are required to provide TOBT to pilot in case VDGS is unserviceable or in cargo apron/remote stand.

(3) Target Start-up Approval Time (TSAT) - without de-icing

a. Pilot shall ensure aircraft is ready for push-back within 5 minutes of TOBT. If it is expected to differ by 5 minutes or more, pilot shall notify the AO or GHA to update TOBT.

b. TSAT will be issued at TOBT -30 minutes.

c. If the operation situation changes, Departure Manager (D-MAN) can update the TSAT already issued. AO or GHA has to monitor TSAT continuously before Actual Off-Block Time (AOBT).

d. If TSAT is not issued at TOBT -30 minutes, AO or GHA has to take measures to make flight plan data of A-CDM portal system and ATC system identical.

e. If TSAT cannot be complied with because the new TOBT is updated later than TSAT, new TSAT will be issued.

f. If new TOBT is earlier than TSAT, TSAT may be improved only when free TSAT is available not affecting other flights TSAT.

g. TSAT information is available through the following channels:
(a) A-CDM portal system; or
(b) Flight Information Assistant (FIA) at PBB boarding rooms; or
(c) Visual Docking Guidance System (VDGS); or
(d) Radio communication with GHA or AO; or
(e) Incheon Apron (in case VDGS is unserviceable.)

h. AO or GHA are required to provide TSAT to pilot in case CDGS is unserviceable or in cargo apron/remote stand.

(4) Target Start-up Approval Time (TSAT) - regulated flight

a. If a flight applied with CTOT is expected to be unable to comply with CTOT or TSAT due to AO or GHA internal issue, AO or GHA are required to consult with ATCC to get a new CTOT.

b. If a flight applied with CTOT is expected to be unable to comply with CTOT or TSAT due to ATC issue, ATC will update TTOT/TSAT with new CTOT through consultation with ATCC.

c. When a flight applied with CTOT cannot comply with TSAT but can comply CTOT, pilot shall notify ATC of this situation. In this case, the estimated push-back time may be notified specifically.
Note - When D-MAN receives CTOT, D-MAN calculate TSAT without considering TOBT. For this reason, TSAT may be earlier than TOBT.

d. When TSAT is issued by ATC not by D-MAN, TSAT may be earlier time than TOBT or may not be updated as TOBT updated. AO or pilot are required to notify ATC in the following cases:
(a) If TSAT cannot be complied with due to TSAT earlier than TOBT.
(b) If TSAT is not updated even though updating TOBT later than TSAT.

INCHEON INTERNATIONAL AIRPORT A-CDM TRIAL OPERATION FOR PHASE 2 (CONTD)

(5) ATC clearance, start-up and push-back procedures

a. Pilot shall request ATC clearance from Incheon Delivery via RTF or DCL within TOBT -10 minutes to +5 minutes. If pilot do not request ATC clearance by TOBT +5 minutes, ATC will cancel TOBT and TSAT will be canceled. AO or GHA shall re-enter TOBT to receive TSAT.

b. Pilot shall request push-back from Incheon Apron within TSAT +/-5 minutes. If pilot do not request push-back by TSAT +5 minutes, ATC will cancel TOBT and TSAT will be cancelled. AO or GHA shall re-enter TOBT to receive TSAT.

c. Taxi clearance must be requested at roll-out positions by TSAT +10 minutes.

(6) De-icing and A-CDM

a. Incheon INTL Airport starts to implement trial operation for the de-icing milestones in A-CDM program with D-MAN indicating start/end times and duration of de-icing from winter 2023/2024.

b. If de-icing is required, AO or GHA has to request de-icing 40 minutes prior to TOBT through A-CDM portal system or mobile APP. As soon as the request for de-icing is received, Incheon De-icing will allocate remote de-icing zone. The pilot shall ensure aircraft is ready for push-back at TOBT. If pilot does not request push-back for de-icing within 5 minutes of TOBT, the order of pre-assigned de-icing can be changed.

c. Whenever a flight has been flagged for de-icing, TSAT will be generated based on Estimated de-icing Pad In Time(EPIT) taking into account the taxi time to the pad +a standard queueing time. During trial operation for the de-icing milestones (2023/2024), airport operator will validate TSAT for de-icing milestones accuracy so TSAT will be not shared to stake holders through channels (3.(3).g).

d. Estimated End of De-icing Time(EEZT) is a calculated element, derived from Estimated Commence of De-icing Time(ECZT) + Estimated De-Icing Time(EDIT). An update of EEZT is needed by GHA after the Actual de-icing Pad In Time(APIT) occurs with Integrated Information System(IIS) or mobile APP.

e. (Engine off) Once de-icing is completed, contact Incheon delivery to get ATC clearance. Report "Engine off de-icing and de-icing completed".
(Engine on) Once de-icing is started, contact Incheon delivery to get ATC clearance. Report "Engine on de-icing and de-icing started".

f. Cancellation of de-icing request is only possible through communication with the pilot and Incheon De-icing. When de-icing is requested again after cancellation, the process as described above has to be initiated again.

g. For details on de-icing and de-icing procedures, refer to DEICING charts (20-9M1 thru 20-9M4).

(7) Non A-CDM procedures

a. The non A-CDM procedures are applicable when A-CDM cannot be operated normally due to system issue or maitenance as follows:
(a) If AO or GHA is unable to submit TOBT in any channels;
(b) If Departure Manager (D-MAN) and Integrated Information System (IIS) cannot exchange TOBT and TSAT due to IIS system issues;
(c) If Departure Manager (D-MAN) has system issues;
(d) When switching from D-MAN main system to a back-up system.

b. Except paragraph 3.(6).a above, even if non A-CDM procedures are being applied, when it is available to input TOBT, AO or GHA are required enter TOBT continuously for prompt transition to normal operation.

c. When non A-CDM mode, the following procedures are applied for requesting ATC clearance and push-back.
(a) ATC clearance can be requested via voice RTF or Data-link Departure Clearance Service (DCL) from EOBT -10 minutes.
(b) The sequence of departure of take-off is determined by ATC.
(c) If a flight is unable to commence push-back within 10 minutes after receiving ATC clearance due to the aircraft being unready, ATC clearance and TSAT will be cancelled.

4. REMARKS

(1) During trial operation for phase 2, TSAT will be provided to all departure flights only when Departure Manager (D-MAN) system operates normally.

(2) Only TOBT which is confirmed or updated by AO or GHA will be applied to pre-departure sequencing for calculating TSAT.

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

INCHEON INTL AIRPORT VDGS TRIAL OPERATION FOR CARGO TERMINAL (SUP 02/24)

1. INTRODUCTION

VDGS trial operation for cargo terminal.

2. PERIOD

From 1600 UTC 10 JAN 2024 To 0900 UTC 30 JUN 2024.

3. TRIAL OPERATION AREAS

3.1. Cargo terminal 1: ACFT stands NR. 601 thru 616, 621 thru 636

3.2. Cargo terminal 2: ACFT stands NR. 641 thru 655

4. REMARKS

4.1. The information provided from VDGS is docking information (remaining distance, left and right deviation, etc.), A-CDM (TOBT, TSAT, CTOT) and weather information (low visibility, lightning information).

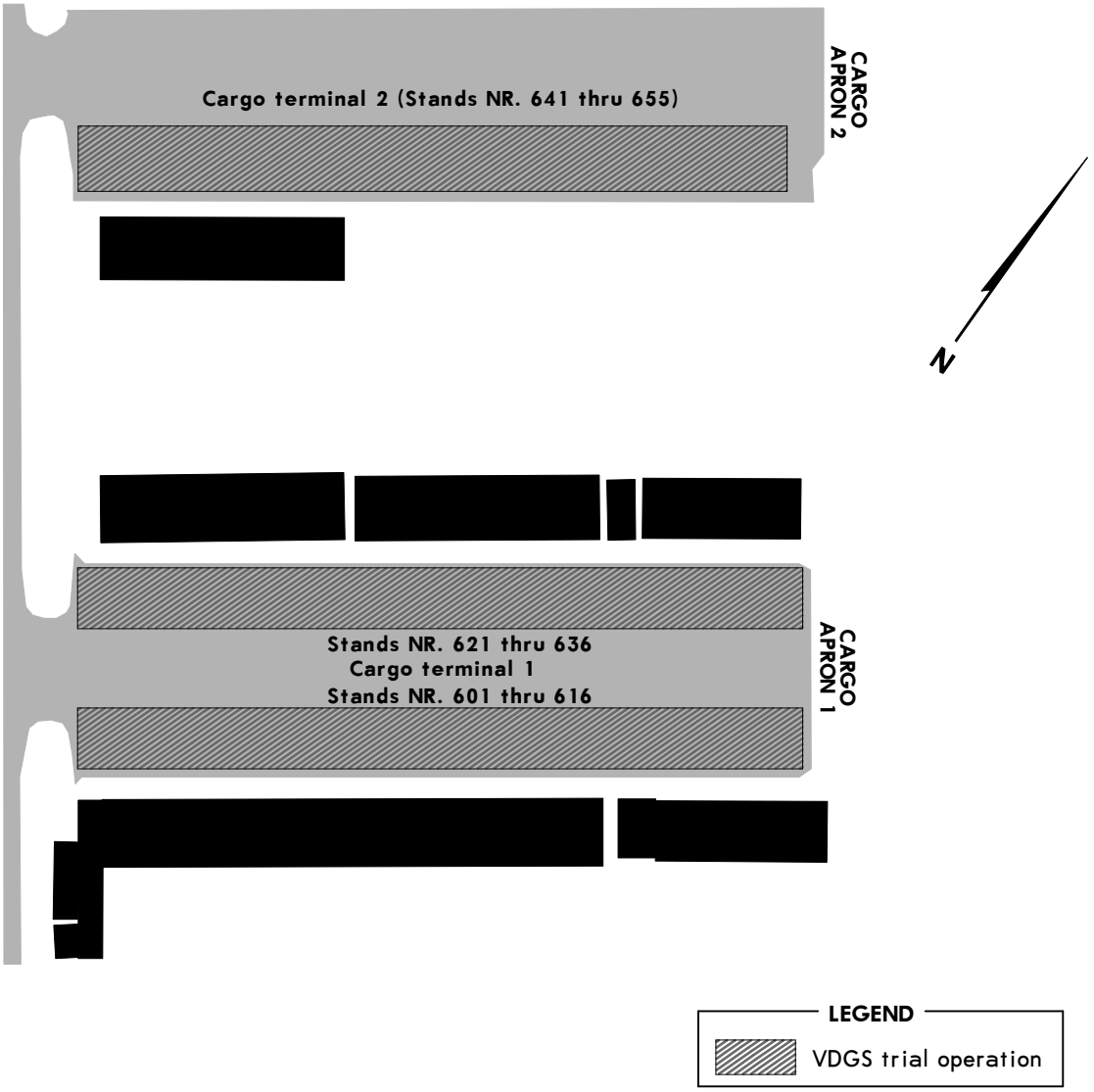
4.2. During the trial operation period, the aircraft shall be guided by the marshaller as usual, and the VDGS display information shall be used as an auxiliary facility.

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

CHANGES: New temporary chart.

INCHEON INTL AIRPORT VDGS TRIAL OPERATION FOR CARGO TERMINAL (CONTD)

5. DIAGRAM



CHANGES: New temporary chart.

INCHEON INTL AIRPORT OPERATIONAL RESTRICTION OF CARGO APRON 1 (SUP 15/24)

1. INTRODUCTION

Some part of taxilane D2 and ACFT stands 607 thru 612 will be closed due to pavement construction as follows.

2. PERIOD

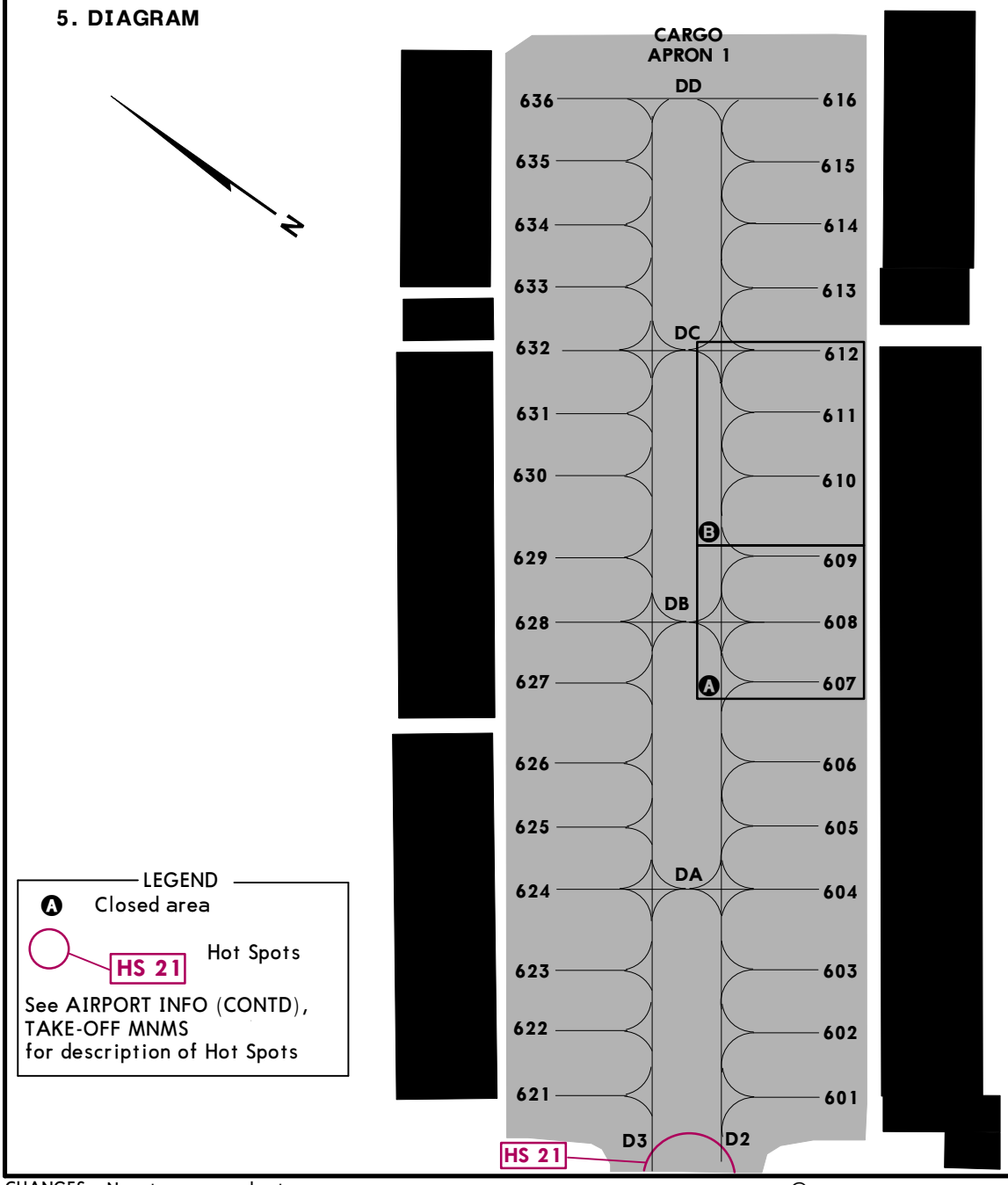
From 0900 UTC 04 APR 2024 To 0900 UTC 20 AUG 2024.

Position			Period	Remarks (ACFT Stand Availability)
Nr	Taxilane	ACFT Stands		
A	Some part of D2	607, 608, 609	From 0900 UTC 4 APR 2024 To 0900 UTC 31 JUL 2024	606 will be up to code letter "E" ACFT
B		610, 611, 612	From 2300 UTC 30 APR 2024 To 0900 UTC 20 AUG 2024	609 and 613 will be up to code letter "D" ACFT

4. REMARKS

(1) Works by equipment and vehicles will be conducted in the areas as shown in diagram.
(2) Safety fence will be installed to indicate the working areas.
(3) Equipments and vehicles do not penetrate obstacle limitation surfaces.
(4) During working period, pilots should exercise caution and follow ATC's instruction when taxiing and push-back near the working areas.
(5) Any changes to the contents of this chart will be notified by NOTAM.

5. DIAGRAM



CHANGES: New temporary chart.

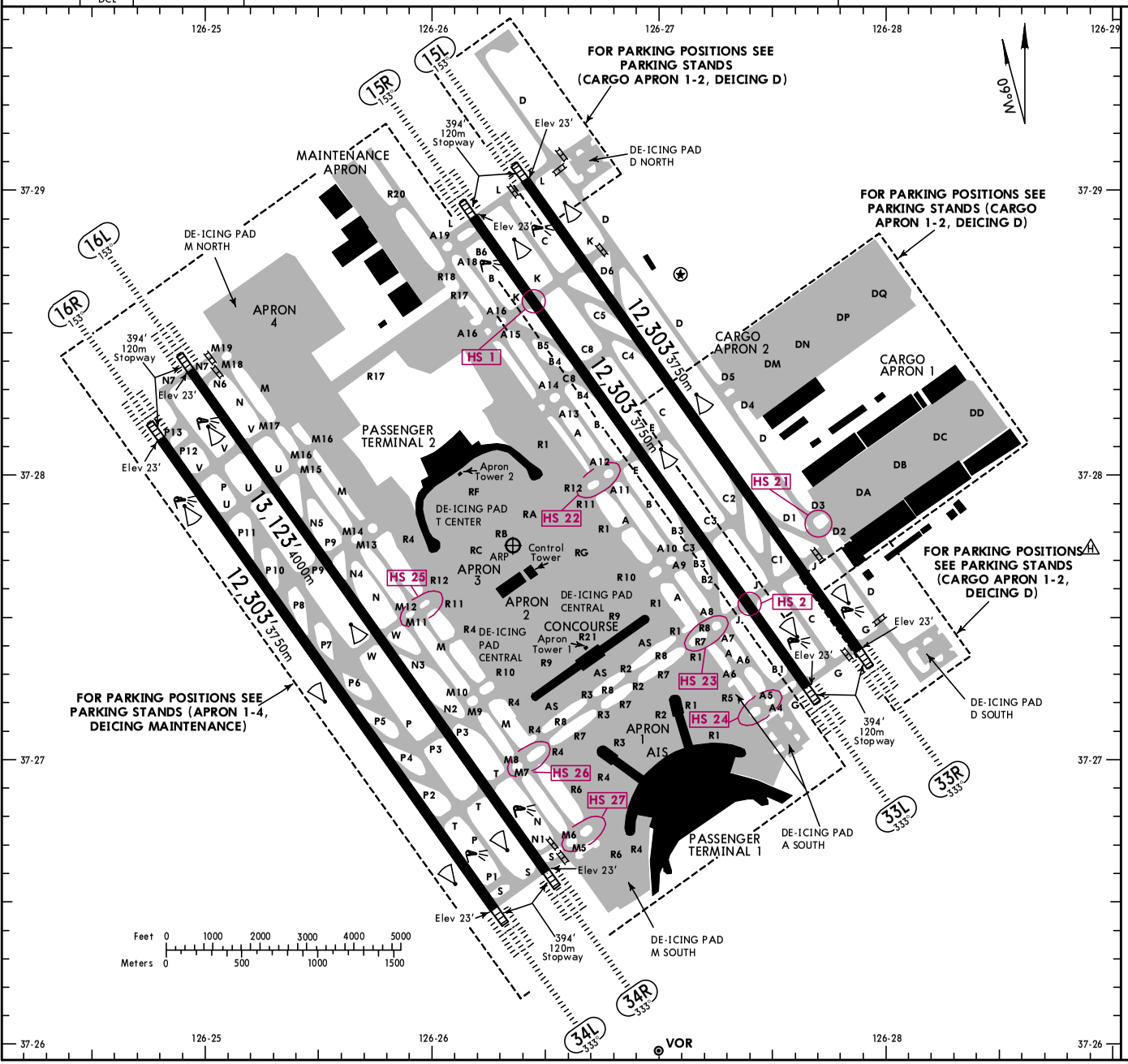
RKSI/ICN

Apt Elev **23'**
N37 27.8 E126 26.4

JEPPESEN
26 APR 24 (20-9)

SEOUL/INCHEON, KOREA
INCHEON INTL

D-ATIS Departure	ACARS D-ATIS PDC DCL	INCHEON Delivery	Apron	Ground	Tower	SEOUL Departure (R)
128.65		121.6	121.65 121.8 122.175 122.225 122.325 123.325 123.575 123.675	WEST (W): Rwy 16L/R, 34L/R EAST (E): Rwy 15L/R, 33L/R 121.7 121.75	WEST (W): Rwy 16L/R, 34L/R EAST (E): Rwy 15L/R, 33L/R 118.8 118.2	121.4 124.8 125.15



HOT SPOTS

HS

See AIRPORT INFO (CONTD), TAKE-OFF MNMS

OPERATIONAL NOTES

PREFERENTIAL RUNWAY SYSTEM

Rwys 33L/R or 34L/R are recommended to be used with a tailwind of up to 8 KT. 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 KT on Twys A, B, C, D, M, N or P 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 Apron will issue transition taxi instructions on to another taxi lane in Apron 2, Apron 3, Apron 4 and Cargo aprons.

INCHEON APRON issues pushback or taxi instructions, approval, and/or necessary information to aircraft, vehicles and personnel within apron areas (Apron 1, 2, 3, 4, Cargo Apron 1, 2 and Maintenance Apron) and deicing pads.

RESTRICTION ON TAXILANE R17 OVER BRIDGE

1. All aircraft shall taxi at speed of less than 15 KT on Taxilane bridge R17 (Taxilane R-17 over bridge) to ensure safe movement.
2. ICAO Code C and D aircraft could be restricted for taxiing on the bridge R17 during 60 - 70 KT of wind speed.
3. All aircraft could be restricted for taxiing on the bridge R17 during not less than 70 KT of wind speed.

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

FOR DEPARTURE/ARRIVAL ROUTES FOR RWY 16L/R AND 34L/R, SEE 20-9C AND 20-9E.

FOR PARKING STANDS AND COORDINATES, SEE 20-9A1 thru 20-9A4.

CHANGES: Runway 15L indent moved.

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.
Rapid exit taxiways are grooved.
Birds in vicinity of airport.
Passenger Terminal and Concourse VDGS (Visual Docking Guidance System) equipped.
Inbound cargo aircraft to Incheon Intl Airport are required to advise Seoul Approach that they are cargo operators. **See Airport Briefing pages.**

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 decent.
CAT I taxi routes are the same as CAT II/III taxi routes, refer to low visibility procedure charts (20-9F to 20-9J).

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

1. IFR ATC clearance may be obtained by Voice RTF or datalink Departure Clearance Service (DCL) (via ARINC (623)).
2. Pilot shall contact INCHEON DELIVERY via voice RTF or Data-link Departure Clearance Service(DCL) from TOBT -10 minutes (in case of NON A-CDM, EOBT -10 minutes) to +5 minutes and report the following information. If initial call takes to place too early, Clearance Delivery will ask the pilot to call again at TOBT -10 minutes.
   In case of DCL, reject message will be received. **See Airport Briefing pages.**
   a. Aircraft Identification
   b. Destination
   c. Gate or stand number
   d. ATIS code.
3. 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.
4. If unable to commence push-back by TSAT + 5 minutes(flight with TSAT) or within 10 minutes after receiving ATC clearance (flight without TSAT) due to the aircraft being unready, ATC clearance will be cancelled. Pilot shall contact again INCHEON DELIVERY for clearances (See 20-9L to 20-9L9).

VISUAL APPROACH AND INDEPENDENT VISUAL APPROACH (IVA): A Visual approach may be initiated by ATC or approved upon pilot request on a traffic permitting basis when the weather as follows:
a. Ceiling: at or above 2500'
b. Visibility: not less than 5 km.

Independent Visual Approach(IVA) will be used at Incheon International Airport(IIA). This procedure requires accurate and consistent application of the pilot procedures and responsibilities.

a. Application
   1. IVA will be used during parallel runway operations when the visibility is not less than 5 km and the ceiling is at or above 2 500'.
   2. IVA will be initiated by ATC when the pilot reports visual runway and/or preceding aircraft while turning to the final or flying on the localizer course.
   3. Pilots will be notified by ATIS or RTF using the phrase. ''EXPECT ILS APPROACH THEN INDEPENDENT VISUAL APPROACH WHEN VISUAL.''

b. ATC Procedures
   1. ATC will give IVA expectation and assigned RWY to the flight crew at initial contact. If no objection, ATC will consider that has been accepted.
   2. ATC will provide standard surveillance separation until cleared for an independent visual approach or visual separation applied.
   3. ATC will allow the aircraft to intercept the extended centerline of the landing runway at an angle of not greater than 30 degrees.
   4. ATC will use ''CLEARED INDEPENDENT VISUAL APPROACH'' phraseology when issued approach clearance.
   5. If preceding aircraft type is SUPER(e.g. A380), IVA clearance will not be issued to succeeding aircraft.
   6. After IVA clearance is issued or visual separation is applied, ATC will not apply any other type of separation with aircraft on the adjacent final approach course.
   7. If necessary, ATC will inform traffic information of other relevant aircraft on adjacent final approach course.

c. Pilot procedures
   1. Fly accurate assigned heading to final and do not pass through assigned runway extended centerline, unless otherwise instructed by ATC
   2. Other aircraft will be operating on the adjacent approach.
   3. Accurately track the extended runway centerline.
   4. After received final radar heading at an angle of not greater than 30 degrees, pilots shall intercept the localizer of landing RWY unless previously instructed to cross extended centerline when radio contact is temporarily impossible(e.g. radio failure, congestion or blocked).
   5. Report preceding aircraft and/or RWY in sight as soon as possible.
   6. If a pilot does not report visual preceding aircraft, RWY or adjacent aircraft, the controller may vector the aircraft away from the final approach for sequencing for a dependent parallel approach.
   7. Comply with speed restriction(160 kt to 5 NM from THR). If unable to comply with speed restriction, inform ATC immediately.
   8. Do not intentionally deviate from final approach course. Pilots are strongly recommended to track on normal instrument approach course until landing.
   9. In the event of deviation from final approach course, maintain own separation from aircraft on adjacent final approach course.
   10. When avoiding action is initiated, advise ATC immediately.
   11. Pilots should commence an ILS missed approach procedure of the assigned RWY in case of a go-around.

ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
15R 33L	HIRL (60m) CL(15m) PAPI-L(Angle 3.0°)	❶ ALSF-II	TDZ	grooved RVR		11,313' 3448m 11,311' 3448m		197' 60m
15L 33R	HIRL (60m) CL(15m) PAPI-L(Angle 3.0°)	❶ ALSF-II	TDZ	grooved RVR		11,313' 3448m 11,313' 3448m		197' 60m
16L 34R	HIRL (60m) CL(15m) PAPI-L(Angle 3.0°)	❶ ALSF-II	TDZ	grooved RVR		12,079' 3682m 12,069' 3679m		197' 60m
16R 34L	HIRL (60m) CL(15m) PAPI-L(Angle 3.0°)	❶ ALSF-II	TDZ	grooved RVR		11,251' 3429m 11,256' 3431m		197' 60m

❶ length 900m

HOT SPOTS

HS

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

HS 1 Aircraft taxiing on Twy K from Rwy 33R after landing use caution when ATC utilizes Rwy 33L for takeoffs. Do not cross the holding marking for Rwy 33L without ATC authorization.

HS 2 Aircraft taxiing on Twy J from Rwy 15L after landing use caution when ATC utilizes Rwy 15R for takeoffs. Do not cross the holding marking for Rwy 15R without ATC authorization.

HS 21 — HS 23, HS 25 HS 26 Use caution of confusion on taxiways. Do not proceed taxiing beyond transfer of control points without clearance from Incheon Apron or Ground (Tower).

HS 24 HS 27 Use caution of confusion on taxiways. Do not proceed taxiing beyond transfer of control points without clearance from Incheon Apron or Ground (Tower). And do not move when safety distance is not assured.

State	TAKE-OFF						
	3 RVR Required			RL & CL	❷ RL & RCLM	❷ RL or RCLM	NIL (Day Only)
	❶ TGS, HIRL, & CL	HIRL & CL	RL & CL				
Multi Engine Aircraft	R/V75m R/V300'	R/V125m R/V400'	R/V150m R/V500'	R/V200m R/V600'	R/V300m R/V1000'	R/V400m R/V1200'	R/V500m R/V1600'

The TDZ RVR/VIS may be assessed by the pilot.
SIDs are designed in accordance with STANDARDS for FLIGHT PROCEDURE DESIGN.
❶ TGS (Take-off Guidance System).
❷ For Night Operations at least RL or CL and Rwy End Lights are available.

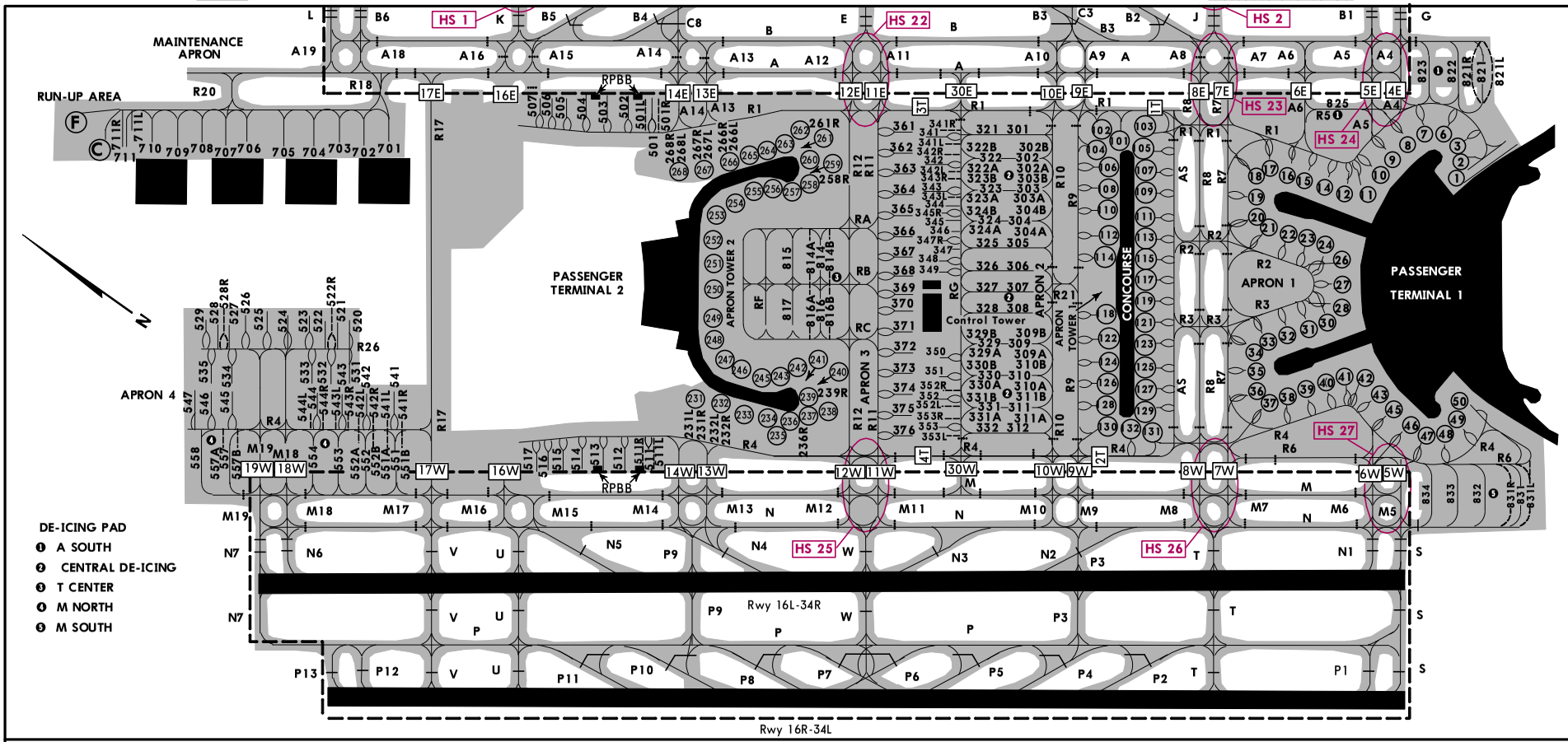
CHANGES: None.

SEOUL/INCHEON, KOREA

INCHEON INTL

15 MAR 24

Eff 20 Mar 1600Z



HOT SPOTS

HS

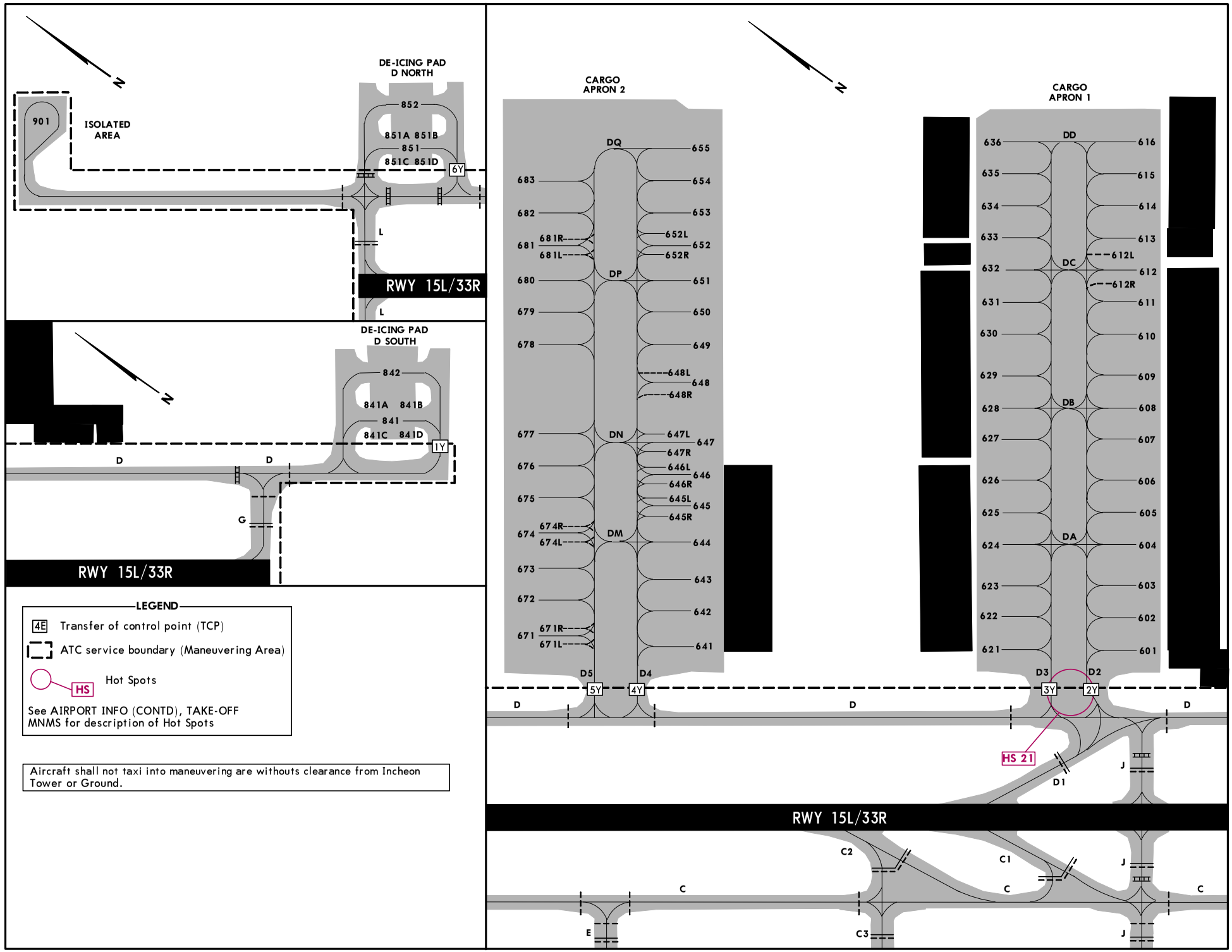
See AIRPORT INFO (CONTD), TAKE-OFF MNMS for description of Hot Spots

LEGEND

- R1 Taxi lane
- (50) Gate
- 4E Transfer of control point (TCP)
- 202 Remote stand
- ATC service boundary (Maneuvering Area)
- RPBB (Remote Passenger Boarding Bridge)
- Runway-holding position
- Intermediate holding position

For Gates 11 and 42, pilots need to pay extra caution to follow the lead- in lines, which may require more than two turns.
Aircraft shall not taxi into maneuvering are withouts clearance from Incheon Tower or Ground.

CHANGES: None.



CHANGES: Cargo Apron 2 extended, parking stands 671 - 683 added.

PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV
Apron 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′
Apron 2		
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′
321, 322	N37 27.7 E126 26.8	16′
323, 323B	N37 27.7 E126 26.7	16′
323A, 324, 324B	N37 27.6 E126 26.7	16′
324A, 325	N37 27.6 E126 26.6	16′
326	N37 27.6 E126 26.5	16′
327, 328	N37 27.5 E126 26.5	16′
329	N37 27.5 E126 26.4	16′
330A, 330	N37 27.4 E126 26.3	16′
330B	N37 27.5 E126 26.4	16′
331	N37 27.4 E126 26.3	16′
332	N37 27.4 E126 26.2	16′
341R	N37 27.8 E126 26.7	20′
341	N37 27.8 E126 26.7	16′
341L	N37 27.8 E126 26.7	20′
342R	N37 27.8 E126 26.7	20′
342	N37 27.8 E126 26.7	16′
342L	N37 27.8 E126 26.7	20′
343R	N37 27.8 E126 26.6	20′
343	N37 27.8 E126 26.6	16′
343L	N37 27.7 E126 26.6	20′
344, 345	N37 27.7 E126 26.6	16′
345R	N37 27.7 E126 26.6	20′
346	N37 27.7 E126 26.5	16′
347R	N37 27.7 E126 26.5	20′
347 thru 349	N37 27.7 E126 26.5	16′
350	N37 27.6 E126 26.3	16′
351	N37 27.6 E126 26.2	16′
352	N37 27.5 E126 26.2	16′
353	N37 27.5 E126 26.1	16′
Apron 3		
231	N37 27.9 E126 25.9	20′
232, 233	N37 27.8 E126 25.9	20′
234	N37 27.8 E126 26.0	20′
235	N37 27.7 E126 26.0	20′
236	N37 27.7 E126 26.0	16′
236R	N37 27.7 E126 26.0	20′
237, 238	N37 27.7 E126 26.0	16′
239	N37 27.7 E126 26.1	16′
239R	N37 27.7 E126 26.1	20′
240	N37 27.7 E126 26.1	16′
241, 242	N37 27.8 E126 26.1	20′
243, 245	N37 27.8 E126 26.0	20′
246, 247	N37 27.9 E126 26.0	20′
248	N37 28.0 E126 26.0	20′
249, 250	N37 28.0 E126 26.1	20′
251	N37 28.0 E126 26.2	20′
252	N37 28.1 E126 26.2	20′
253, 254	N37 28.1 E126 26.3	20′
255 thru 257	N37 28.0 E126 26.4	20′
258	N37 27.9 E126 26.5	16′
258R	N37 28.0 E126 26.5	20′
259 thru 261	N37 28.0 E126 26.5	16′
261R thru 264	N37 28.0 E126 26.5	20′
265 thru 267L	N37 28.1 E126 26.4	20′
267, 267R	N37 28.1 E126 26.3	20′
268	N37 28.2 E126 26.3	20′
361	N37 27.9 E126 26.7	16′
362	N37 27.8 E126 26.7	16′
363, 364	N37 27.8 E126 26.6	16′
365	N37 27.8 E126 26.5	16′
366, 367	N37 27.7 E126 26.5	16′
368 thru 370	N37 27.7 E126 26.4	16′
371, 372	N37 27.6 E126 26.3	16′
373, 374	N37 27.6 E126 26.2	16′
375	N37 27.5 E126 26.2	16′
376	N37 27.5 E126 26.1	16′

Run-up Area

1. Engine Run-up Area: North of Maintenance Apron.
2. In case of run-up area unusable, temporary run-up area 14A (North part of twy A) can be allocated.
3. 122.175 Mhz shall be monitored during engine performance check in temporary run-up areas.

CHANGES: None.

PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV
Apron 3		
501L	N37 28.3 E126 26.4	20′
501	N37 28.3 E126 26.4	16′
501R	N37 28.3 E126 26.4	20′
502	N37 28.3 E126 26.4	16′
503 thru 506	N37 28.4 E126 26.3	16′
507	N37 28.5 E126 26.2	16′
511L	N37 27.9 E126 25.7	20′
511	N37 27.9 E126 25.7	16′
511R	N37 27.9 E126 25.7	20′
512	N37 27.9 E126 25.7	16′
513 thru 515	N37 28.0 E126 25.6	16′
516	N37 28.0 E126 25.5	16′
517	N37 28.1 E126 25.5	16′
Apron 4		
520	N37 28.5 E126 25.6	16′
521, 522	N37 28.5 E126 25.5	16′
523, 524, 525	N37 28.6 E126 25.5	16′
526 thru 529	N37 28.7 E126 25.4	16′
531, 541, 542, 542R	N37 28.4 E126 25.5	16′
532, 533, 544	N37 28.5 E126 25.4	16′
534, 545	N37 28.6 E126 25.3	16′
535	N37 28.7 E126 25.3	16′
542L, 543	N37 28.4 E126 25.4	16′
546	N37 28.6 E126 25.2	16′
547	N37 28.7 E126 25.2	16′
558	N37 28.6 E126 25.1	16′
Cargo Apron 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′
612L thru 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′

STAND No.	COORDINATES	ELEV
Cargo Apron 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′
645L	N37 28.4 E126 27.6	23′
645	N37 28.3 E126 27.6	20′
645R	N37 28.3 E126 27.6	23′
646L	N37 28.4 E126 27.6	23′
646	N37 28.4 E126 27.6	20′
646R	N37 28.4 E126 27.6	23′
647L, 647	N37 28.4 E126 27.7	20′
647R	N37 28.4 E126 27.7	23′
648L, 648	N37 28.4 E126 27.8	20′
648R	N37 28.4 E126 27.7	20′
649, 650	N37 28.5 E126 27.8	20′
651	N37 28.5 E126 27.9	20′
652L	N37 28.6 E126 27.9	20′
652, 652R	N37 28.5 E126 27.9	20′
653, 654	N37 28.6 E126 28.0	20′
655	N37 28.6 E126 28.1	20′
671	N37 28.4 E126 27.3	20′
672	N37 28.4 E126 27.4	20′
673, 674, 674L	N37 28.5 E126 27.4	20′
674R, 675, 676	N37 28.5 E126 27.5	20′
677	N37 28.5 E126 27.6	20′
678, 679	N37 28.6 E126 27.7	20′
680, 681	N37 28.7 E126 27.8	20′
682, 683	N37 28.7 E126 27.9	20′
Maintenance Apron		
701	N37 28.6 E126 25.9	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 thru 711R	N37 29.0 E126 25.6	16′
DE-ICING APRONS		
Central De-icing Zone		
301	N37 27.7 E126 26.9	16′
302A, 302B	N37 27.7 E126 26.8	16′
302, 303	N37 27.6 E126 26.8	16′
303A thru 304B	N37 27.6 E126 26.7	16′
305, 306	N37 27.5 E126 26.6	16′
307, 308	N37 27.5 E126 26.5	16′
309	N37 27.5 E126 26.4	16′
310A	N37 27.4 E126 26.3	16′
310, 310B	N37 27.4 E126 26.4	16′
311, 312	N37 27.4 E126 26.3	16′

Run-up Area

1. Engine Run-up Area: North of Maintenance Apron.
2. In case of run-up area unusable, temporary run-up area 14A (North part of twy A) can be allocated.
3. 122.175 Mhz shall be monitored during engine performance check in temporary run-up areas.

CHANGES: Stands 671-683 at Cargo Apron 2 added, stand 301 coords updated.

PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
M North Zone					
551, 551A	N37 28.3 E126 25.3	16′			
551B	N37 28.3 E126 25.4	16′			
552 thru 552B	N37 28.3 E126 25.3	16′			
553	N37 28.4 E126 25.3	16′			
554	N37 28.4 E126 25.2	16′			
557 thru 557B	N37 28.5 E126 25.1	16′			
T Center Zone					
814, 814A	N37 27.9 E126 26.3	20′			
814B	N37 27.9 E126 26.4	20′			
815	N37 27.9 E126 26.3	20′			
816 thru 816B	N37 27.8 E126 26.2	20′			
817	N37 27.8 E126 26.2	16′			
A South Zone					
821L	N37 27.1 E126 27.6	16′			
821, 821R	N37 27.0 E126 27.6	16′			
822	N37 27.1 E126 27.6	16′			
823	N37 27.1 E126 27.5	16′			
825	N37 27.2 E126 27.3	16′			
M South Zone					
831L thru 831R	N37 26.5 E126 26.8	16′			
832	N37 26.6 E126 26.8	16′			
833, 834	N37 26.6 E126 26.7	16′			
D South Zone					
841 thru 841B	N37 27.4 E126 28.2	20′			
841C	N37 27.4 E126 28.1	20′			
841D, 842	N37 27.4 E126 28.2	20′			
D North Zone					
851	N37 29.1 E126 26.6	16′			
851A, 851B	N37 29.1 E126 26.7	16′			
851C, 851D	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′			

Run-up Area

1. Engine Run-up Area: North of Maintenance Apron.
2. In case of run-up area unusable, temporary run-up area 14A (North part of twy A) can be allocated.
3. 122.175 Mhz shall be monitored during engine performance check in temporary run-up areas.

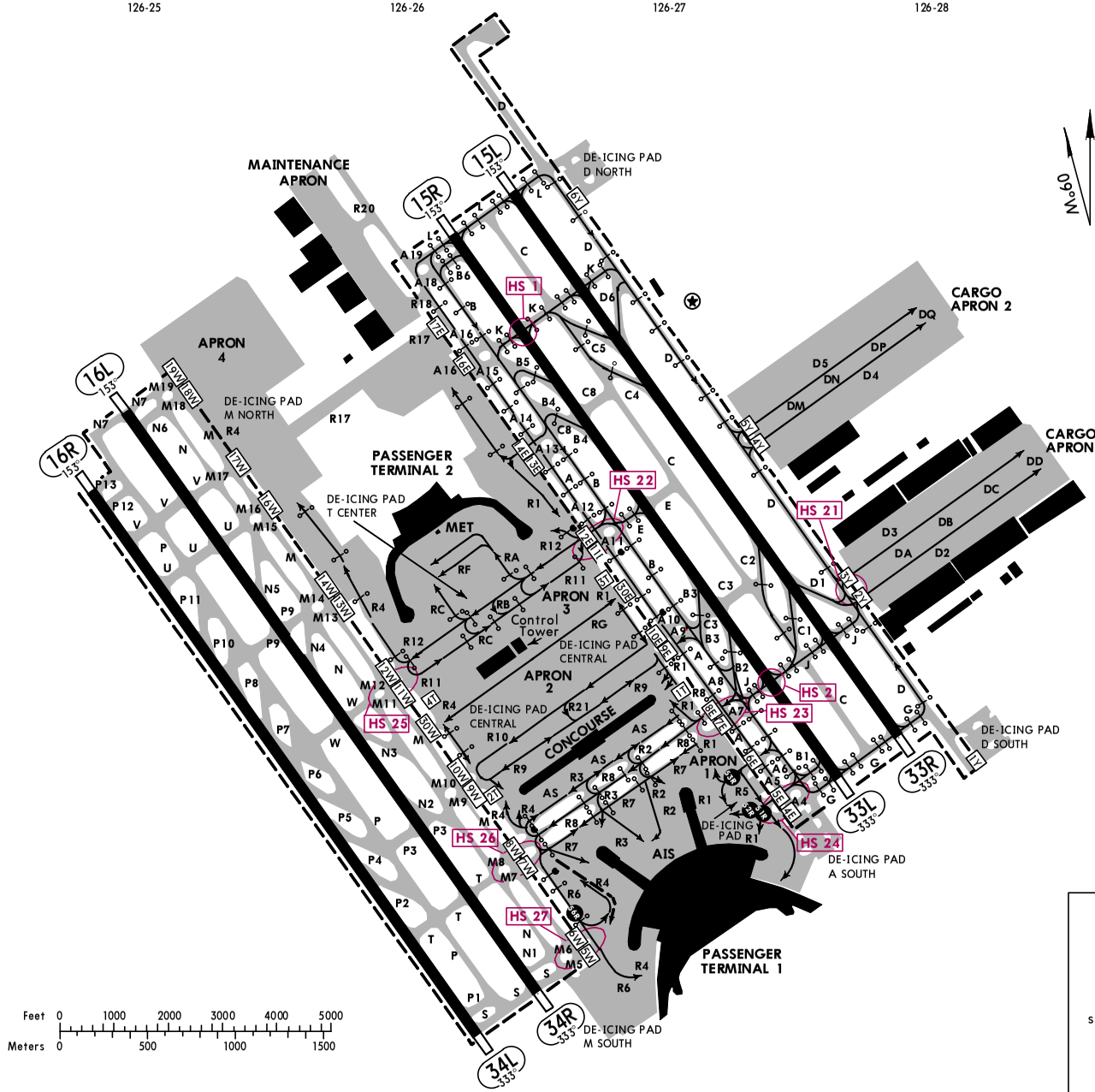
CHANGES: None.

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

D-ATIS Departure	ACARS D-ATIS PDC DCL	INCHEON Delivery	Apron			Ground		Tower		SEOUL Departure (R)		
128.65		121.6	121.65	121.8		WEST (W): Rwy 16L/R, 34L/R	EAST (E): Rwy 15L/R, 33L/R	WEST (W): Rwy 16L/R, 34L/R	EAST (E): Rwy 15L/R, 33L/R	121.4	124.8	125.15
			122.175	123.325	123.675	121.7	121.75	118.8	118.2			

126-25 126-26 126-27 126-28 126-29 126-30
37-29 37-28 37-27 37-26

See 20-9C for Rwys 16L/R and 34L/R arrival routes.



LEGEND
- Taxi routes
- Alternate taxi routes
- 4E Transfer of control point
- 52R Holding Position
- R1 Taxi lane
- Stop-bar light
- ATC service boundary

HOT SPOTS

HS

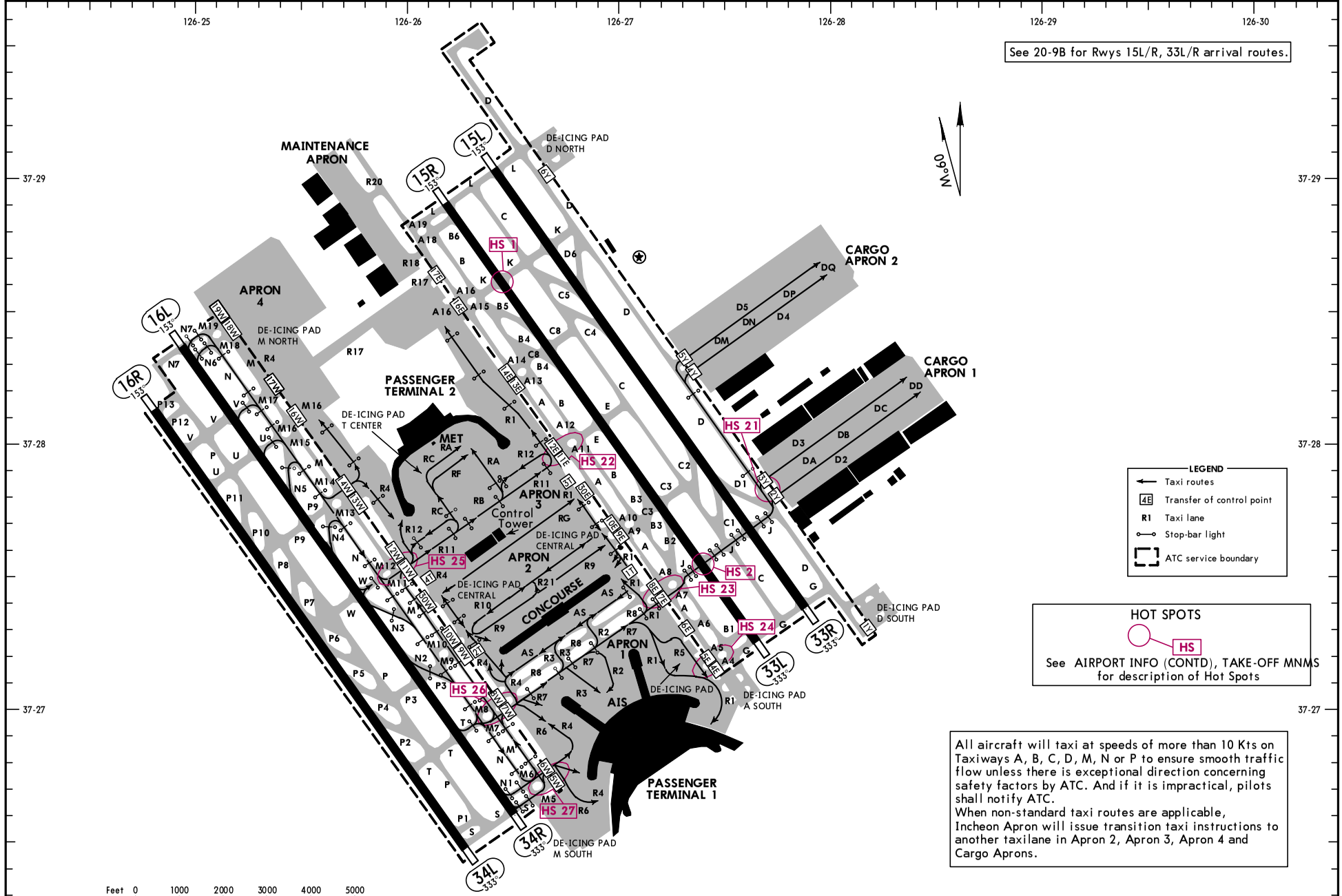
See AIRPORT INFO (CONTD), TAKE-OFF MNMS for description of Hot Spots

All aircraft will taxi at speeds of more than 10 KT on Taxiways A, B, C, D, M, N or P 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 Apron will issue transition taxi instructions to another taxilane in Apron 2, Apron 3, Apron 4 and Cargo Aprons.

CHANGES: Cargo Apron 2 extended.

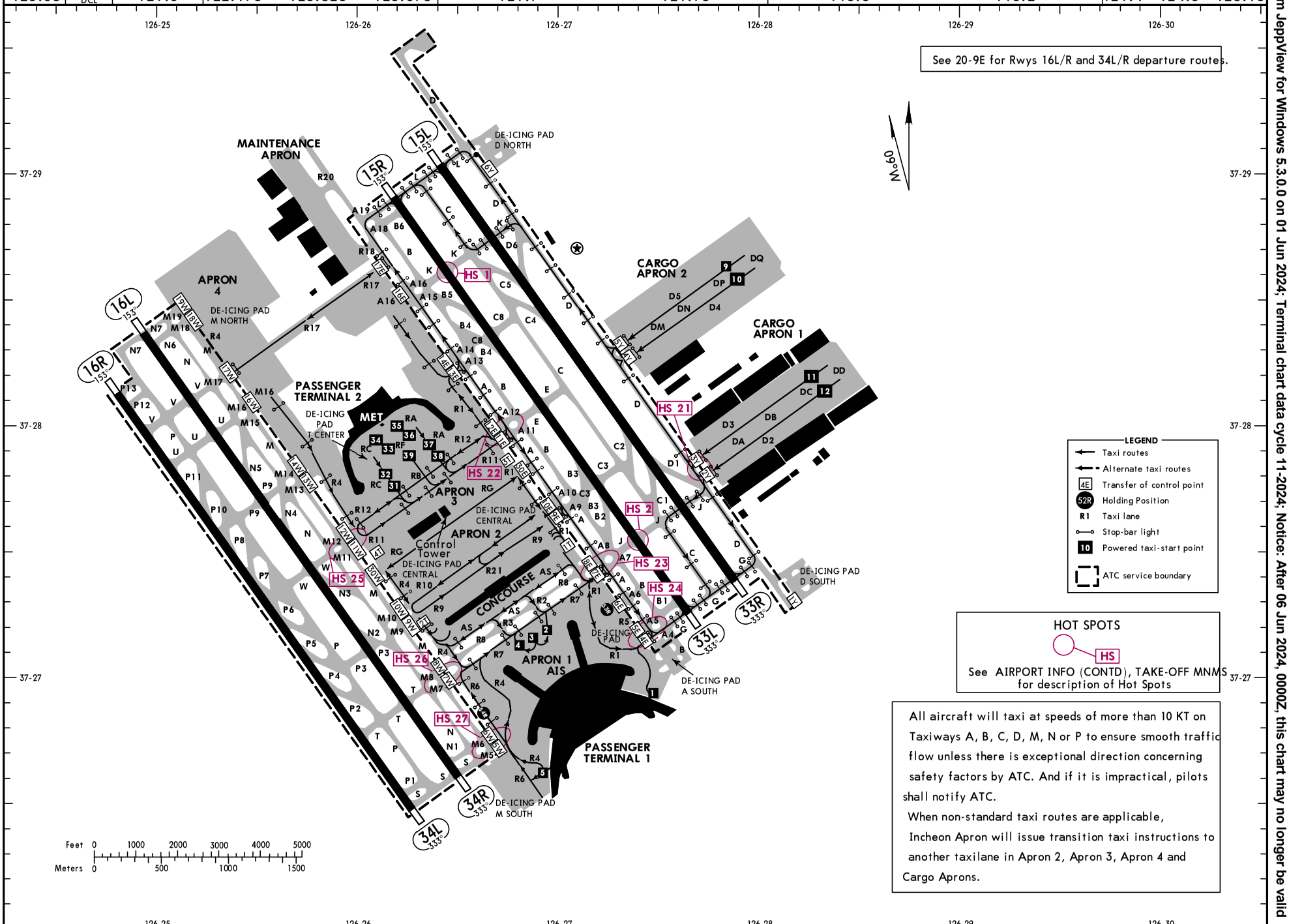
D-ATIS Departure	ACARS D-ATIS PDC DCL	INCHEON Delivery	Apron	Ground WEST (W): Rwy 16L/R, 34L/R	Ground EAST (E): Rwy 15L/R, 33L/R	Tower WEST (W): Rwy 16L/R, 34L/R	Tower EAST (E): Rwy 15L/R, 33L/R	SEOUL Departure (R)
128.65		121.6	121.65 121.8 122.175 123.325 123.675	121.7	121.75	118.8	118.2	121.4 124.8 125.15



CHANGES: Cargo Apron 2 extended.

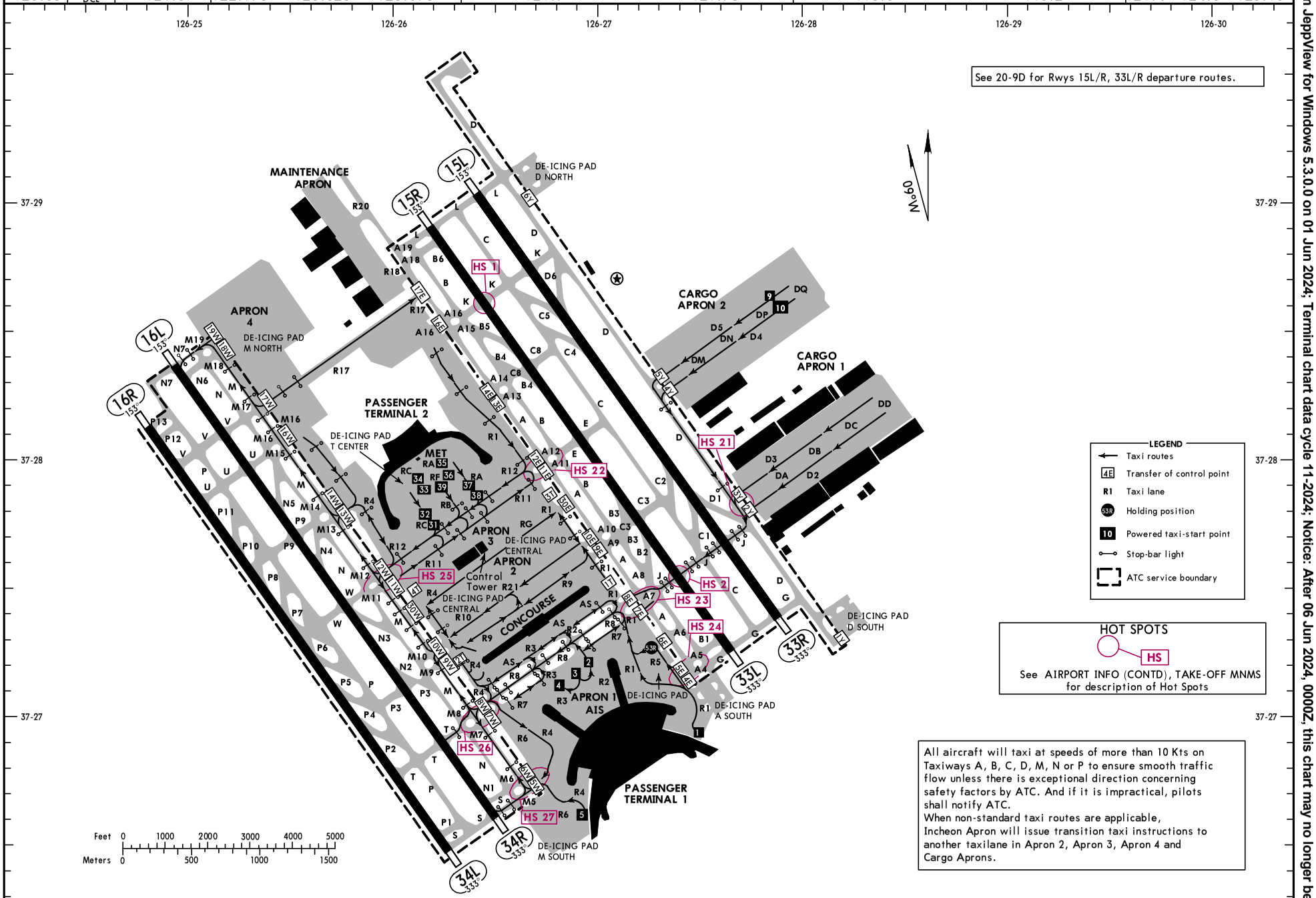
SEOUL/INCHEON, KOREA
Rwys 15L/R, 33L/R DEPARTURE ROUTES

D-ATIS Departure	ACARS D-ATIS PDC DCL	INCHEON Delivery	Apron	Ground	Tower	SEOUL Departure (R)
128.65		121.6	121.65 122.175 123.325 121.8 123.675	WEST (W): Rwy 16L/R, 34L/R 121.7 EAST (E): Rwy 15L/R, 33L/R 121.75	WEST (W): Rwy 16L/R, 34L/R 118.8 EAST (E): Rwy 15L/R, 33L/R 118.2	121.4 124.8 125.15



CHANGES: Cargo Apron 2 extended.

D-ATIS Departure	ACARS D-ATIS PDC DCL	INCHEON Delivery	Apron	Ground		Tower		SEOUL Departure (R)
128.65		121.6	121.65 121.8 122.175 123.325 123.675	WEST (W): Rwy 16L/R, 34L/R 121.7	EAST (E): Rwy 15L/R, 33L/R 121.75	WEST (W): Rwy 16L/R, 34L/R 118.8	EAST (E): Rwy 15L/R, 33L/R 118.2	121.4 124.8 125.15



CHANGES: Cargo Apron 2 extended.

15 MAR 24
Eff 20 Mar 1600Z

SEOUL/INCHEON, KOREA

LOW VISIBILITY TAXI ROUTES

SMGCS

D-ATIS Departure	ACARS D-ATIS PDC DCL	INCHEON Delivery	Apron			Ground		Tower		SEOUL Departure (R)		
128.65		121.6	122.175	121.65 123.325	121.8 123.675	WEST (W): Rwy 16L/R, 34L/R 121.7	EAST (E): Rwy 15L/R, 33L/R 121.75	WEST (W): Rwy 16L/R, 34L/R 118.8	EAST (E): Rwy 15L/R, 33L/R 118.2	121.4	124.8	125.15

126-23 126-24 126-25 126-26 126-27 126-28 126-29

37-29 37-28 37-27

Rwys 15L/R, 16L/R ARRIVAL TAXI ROUTE

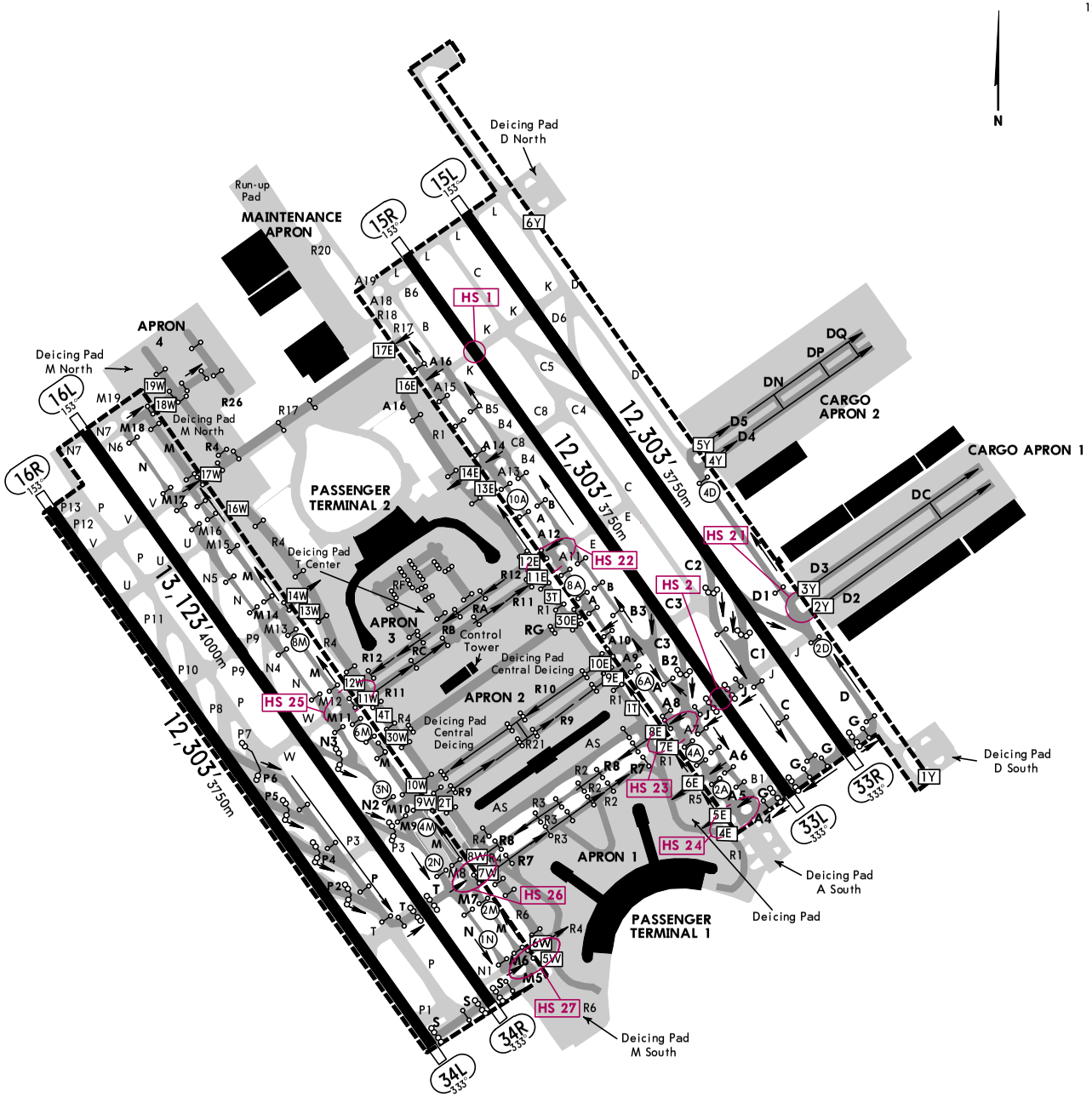
NOTE 1
1. Aircraft landing on Rwy 15L/R contact Ground 121.75.
2. Aircraft landing on Rwy 16L/R contact Ground 121.7.
3. Aircraft taxiing via A5, A6, M6, R7 and R8 contact Apron on 121.65.
4. Aircraft taxiing via R9, R10 and RG contact Apron on 121.8.
5. Aircraft taxiing via R11, R12, A13, A14, A16, M13, M14, M16 and R17 contact Apron 122.175.
6. Aircraft taxiing via M18 and M19 contact Apron on 123.675.
7. Aircraft for Cargo Aprons contact Apron on 123.325.
8. Aircraft stand maneuvering guidance lights on stands 361, 376, 506, 507, 516, 517 are not installed. Follow-me or ground marshalling service will be provided at the pilot's request.

NOTE 2
Apron 2 (321-332, 341-353), Apron 3 (361-376, 501-507, 511-517) and Apron 4 (520-529, 531-535, 541-547, 558) are for remote apron of passenger acft.

NOTE 3
1. ACFT LVP Routes in Apron area can be used in both directions under the traffic situation.
2. Taxiing routes for A380 ACFT are restricted in some Apron areas. Refer to 20-9L thru 20-9L2 SPCL NOTICE TO A380 & B747-8 OPRS chart.

LEGEND
- TAXI ROUTE
- STOP BAR LIGHT
- STOP BAR LIGHT with Runway Guard Lights
- Intermediate holding position light
- A8 TAXIWAY/ TAXI ROUTES DESIGNATION
- 1A HOLDING POSITION
- 4E TRANSFER of CONTROL POINT (TCP)
- ATC SERVICE BOUNDARY (Maneuvering Area)

FOR HOT SPOTS SEE AIRPORT INFO (CONTD), TAKE-OFF MNMS CHART
HS



CHANGES: Cargo Apron 2 extended, Note 2.

D-ATIS Departure	ACARS D-ATIS PDC DCL	INCHEON Delivery	Apron			Ground		Tower		SEOUL Departure (R)		
128.65		121.6	122.175	121.65 / 123.325	121.8 / 123.675	WEST (W): Rwy 16L/R, 34L/R 121.7	EAST (E): Rwy 15L/R, 33L/R 121.75	WEST (W): Rwy 16L/R, 34L/R 118.8	EAST (E): Rwy 15L/R, 33L/R 118.2	121.4	124.8	125.15

Rwys 15L/R, 16L/R DEPARTURE TAXI ROUTE

NOTE 1
1. Aircraft taking off from Rwy 15L/R contact Ground 121.75.
2. Aircraft taking off from Rwy 16L/R contact Ground 121.7.
3. Aircraft at Gates 1-50, odd number Gates 103-131 and Gate 132 contact Apron on 121.65.
4. Aircraft at Gate 101, even number Gates 102-130 and Remote stands 301-312, 321-332, 341-353 contact Apron on 121.8.
5. Aircraft at Gate 231-268, Remote stands 361-376, 501-507, 511-517 contact Apron 122.175.
6. Aircraft at Remote stands 520-529, 531-535, 541-547, 558 contact Apron at 123.675.
7. Aircraft at Cargo stands 601-616, 621-636 and 641-655 contact Apron on 123.325.
8. Aircraft stand maneuvering guidance lights on stands 361, 376, 506, 507 516, 517 are not installed. Follow-me or ground marshalling service will be provided at the pilot's request.

NOTE 2
Apron 2 (321-332, 341-353), Apron 3 (361-376, 501-507, 511-517) and Apron 4 (520-259, 531-535, 541-547, 558) are for remote apron of passenger acft.

NOTE 3
1. ACFT LVP Routes in Apron area can be used in both directions under the traffic situation.
2. Taxiing routes for A380 ACFT are restricted in some Apron areas. Refer to 20-9L thru 20-9L2 SPCL NOTICE TO A380 & B747-8 OPRS chart.

LEGEND
- TAXI ROUTE
- STOP BAR LIGHT
- STOP BAR LIGHT with Runway Guard Lights
- Intermediate holding position light
- A8 TAXIWAY/ TAXI ROUTES DESIGNATION
- (2M) HOLDING POSITION
- [5E] TRANSFER of CONTROL POINT (TCP)
- DEICING PAD TAXI ROUTES
- ATC SERVICE BOUNDARY (Maneuvering Area)

FOR HOT SPOTS SEE AIRPORT INFO (CONTD), TAKE-OFF MNMS CHART
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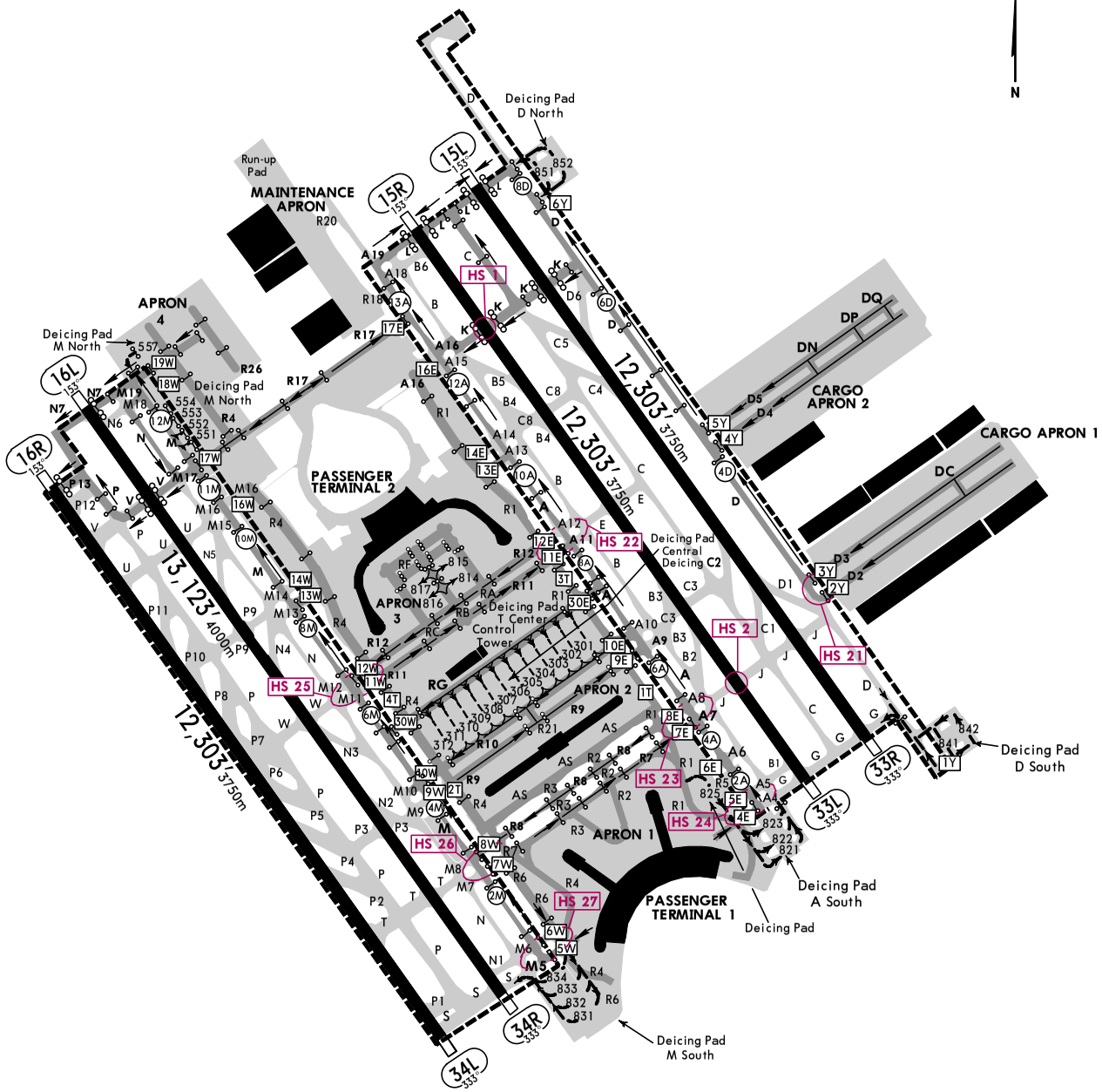


RKSI/ICN JEPPESEN
INCHEON INTL (20-9H)
LESS THAN RVR 550m

SMGCS
15 MAR 24
Eff 20 Mar 1600Z
SEOUL/INCHEON, KOREA
LOW VISIBILITY TAXI ROUTES

D-ATIS Departure	ACARS D-ATIS PDC DCL	INCHEON Delivery	Apron			Ground		Tower		SEOUL Departure (R)		
128.65		121.6	122.175	121.65 123.325	121.8 123.675	WEST (W): Rwy 16L/R, 34L/R 121.7	EAST (E): Rwy 15L/R, 33L/R 121.75	WEST (W): Rwy 16L/R, 34L/R 118.8	EAST (E): Rwy 15L/R, 33L/R 118.2	121.4	124.8	125.15

126-23 126-24 126-25 126-26 126-27 126-28 126-29

37-29 37-28 37-27

Rwys 33L/R, 34L/R ARRIVAL TAXI ROUTE

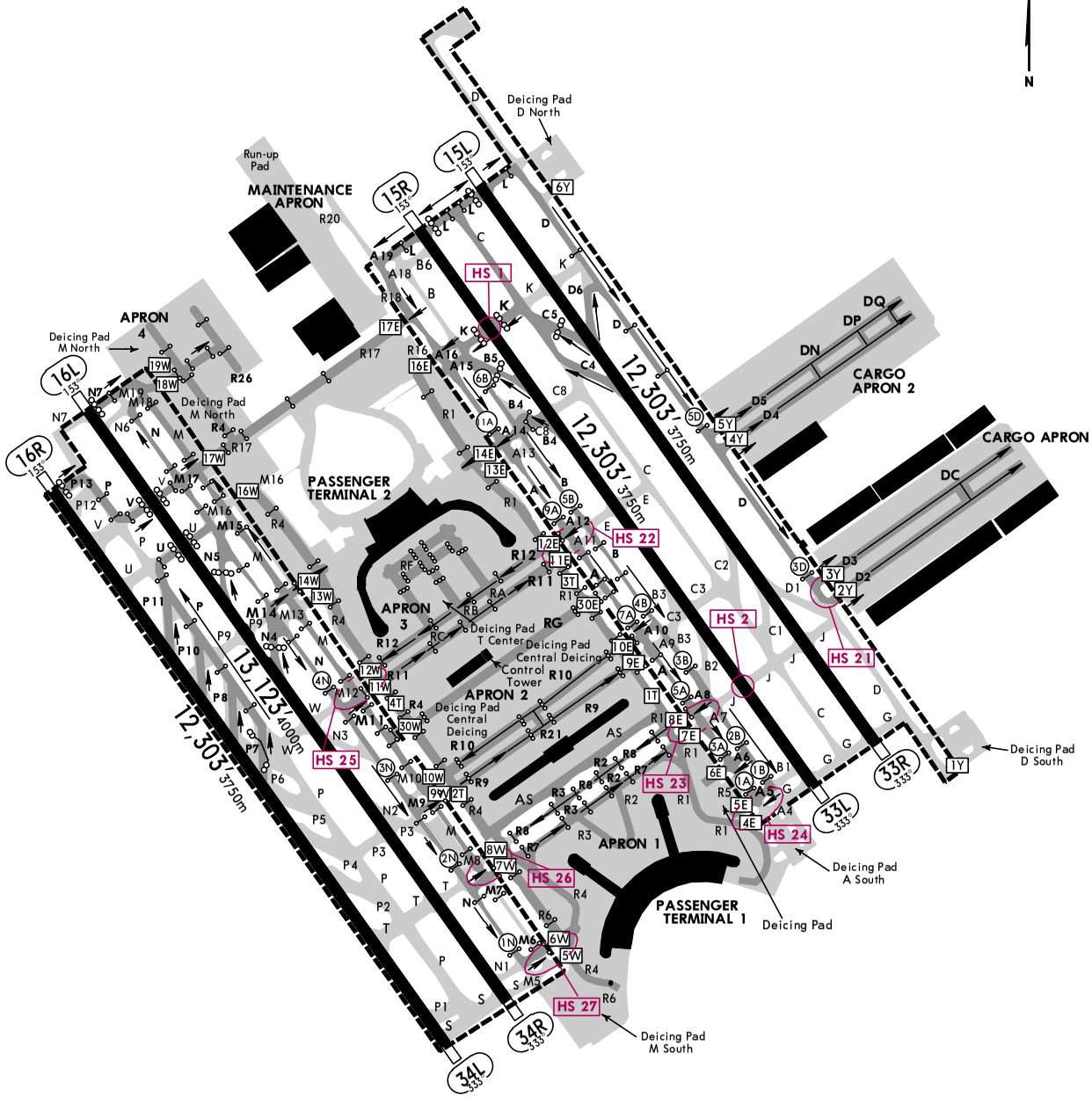
NOTE 1
1. Aircraft landing on Rwy 33L/R contact Ground 121.75.
2. Aircraft landing on Rwy 34L/R contact Ground 121.7.
3. Aircraft taxiing via A5, A6, M6, R7 and R8 contact Apron on 121.65.
4. Aircraft taxiing via R9, R10 and RG contact Apron on 121.8.
5. Aircraft taxiing via R11, R12, A13, A14, A16, M13, M14, M16 and R17 contact Apron 122.175.
6. Aircraft taxiing via M18 and M19 contact Apron on 123.675.
7. Aircraft for Cargo Aprons contact Apron on 123.325.
8. Aircraft stand maneuvering guidance lights on stands 361, 376, 506, 507, 516 517 are not installed. Follow-me or ground marshalling service will be provided at the pilot's requsest.

NOTE 2
Apron 2 (321-332, 341-353), Apron 3 (361-376, 501-507, 511-517) and Apron 4 (520-529, 531-535, 541-547, 558) are for remote apron of passenger acft.

NOTE 3
1. ACFT LVP Routes in Apron area can be used in both directions under the traffic situation.
2. Taxiing routes for A380 ACFT are restricted in some Apron areas. Refer to 20-9L thru 20-9L2 SPCL NOTICE TO A380 & B747-8 OPRS chart.

LEGEND
- TAXI ROUTE
- STOP BAR LIGHT
- STOP BAR LIGHT with Runway Guard Lights
- Intermediate Holding Position Light
- A8 TAXIWAY/ TAXI ROUTES DESIGNATION
- (1N) HOLDING POSITION
- 5E TRANSFER OF CONTROL POINT (TCP)
- ATC SERVICE BOUNDARY (Maneuvering Area)

FOR HOT SPOTS SEE AIRPORT INFO (CONTD), TAKE-OFF MNMS CHART
HS



CHANGES: Cargo Apron 2 extended, Note 2.

D-ATIS Departure	ACARS D-ATIS PDC DCL	INCHEON Delivery	Apron			Ground		Tower		SEOUL Departure (R)		
128.65		121.6	121.65	121.8		WEST (W): Rwy 16L/R, 34L/R	EAST (E): Rwy 15L/R, 33L/R	WEST (W): Rwy 16L/R, 34L/R	EAST (E): Rwy 15L/R, 33L/R	121.4	124.8	125.15
			122.175	123.325	123.675	121.7	121.75	118.8	118.2			

Rwys 33L/R, 34L/R DEPARTURE TAXI ROUTE

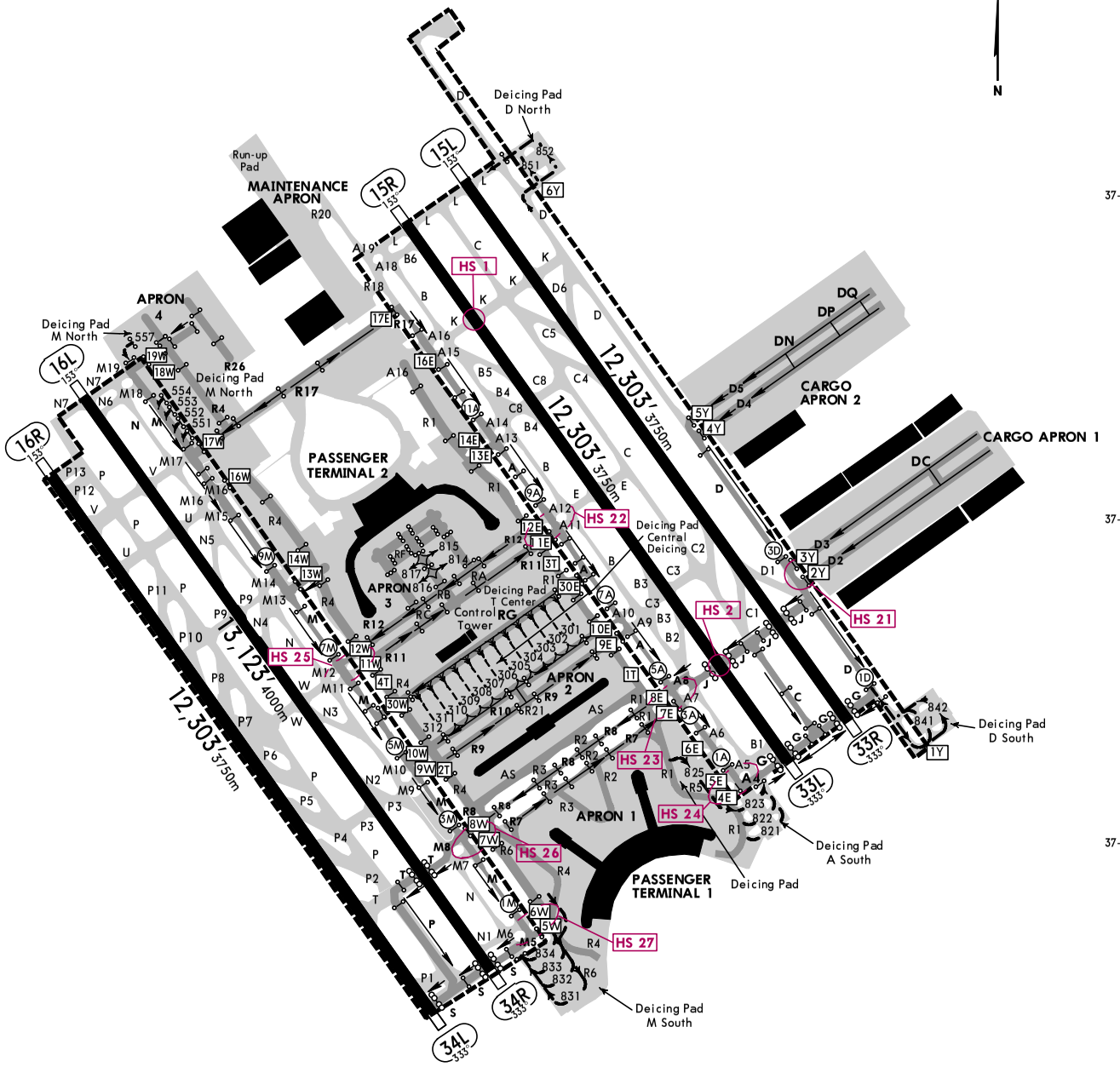
NOTE 1
1. Aircraft taking off from Rwy 33L/R contact Ground 121.75.
2. Aircraft taking off from Rwy 34L/R contact Ground 121.7.
3. Aircraft at Gates 1-50, odd number Gates 103-131 and Gate 132 contact Apron on 121.65.
4. Aircraft at Gate 101, even number Gates 102-130 and Remote stands 301-312, 321-332, 341-353 contact Apron 121.8.
5. Aircraft at Gate 231-268, Remote stands stands 361-376, 501-507, 511-517 contact Apron 122.175.
6. Aircraft at Remote stands 520-529, 531-535, 541-547, 558 contact Apron 123.675.
7. Aircraft at Cargo stands 601-616, 621-636 and 641-655 contact Apron on 123.325.
8. Aircraft stand maneuvering guidance lights on stands 361, 376, 506, 507 516, 517 are not installed. Follow-me or ground marshalling service will be provided at the pilot's request.

NOTE 2
Apron 2 (321-332, 341-353), Apron 3 (361-376, 501-507, 511-517) and Apron 4 (520-529, 531-535, 541-547, 558) are for remote apron of passenger acft.

NOTE 3
1. ACFT LVP Routes in Apron area can be used in both directions under the traffic situation.
2. Taxiing routes for A380 ACFT are restricted in some Apron areas. Refer to 20-9L thru 20-9L2 SPCL NOTICE TO A380 & B747-8 OPRS chart.

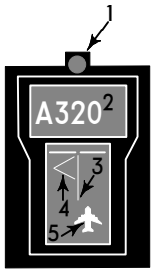
LEGEND
- TAXI ROUTE
- STOP BAR LIGHT
- STOP BAR LIGHT with Runway Guard Lights
- INTERMEDIATE HOLDING POSITION LIGHT
- A8 TAXIWAY/ TAXI ROUTES DESIGNATION
- (2M) HOLDING POSITION
- 5E TRANSFER of CONTROL POINT (TCP)
- DEICING PAD TAXI ROUTES
- ATC SERVICE BOUNDARY (Maneuvering Area)

FOR HOT SPOTS SEE AIRPORT INFO (CONTD), TAKE-OFF MNMS CHART
HS



CHANGES: Cargo Apron 2 extended, Note 2.

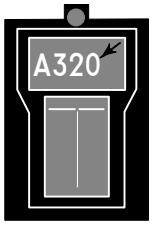
VISUAL DOCKING GUIDANCE SYSTEM-CONCOURSE



General explanation of PDU (Pilot Display Unit) Concourse

1. It is the camera to detect the approaching aircraft.
2. During the docking procedure, it visually represents the guidance information such as aircraft type and remaining distance.
3. It represents the stand centre line. When the camera detects the approaching aircraft, this vertical bar is displayed to let the pilot know the correct course.
4. It provides the azimuth guidance information to the pilot. When the aircraft deviates from the stand centre line, this symbol is shown to correct the direction which the arrow symbol points to.
5. It is the symbol of the aircraft.

VDGS (Visual Docking Guidance System) Docking Procedure Concourse

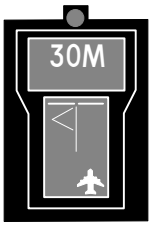


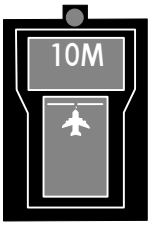
1. Docking Preparation

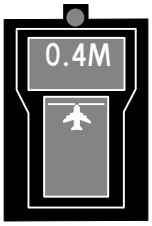
a. After initializing the docking stand designation, the the expected aircraft type and the stand number will be alternatively displayed on the upper LCD of the PDU. At the same time, the lead-in lights installed along the stand centre line will be switched on.

2. Azimuth Guidance Information

a. When the aircraft is detected by the camera, azimuth guidance information will be provided on the lower LCD of the PDU. In case the aircraft deviates from the stand centre line, the arrow symbol will be displayed.



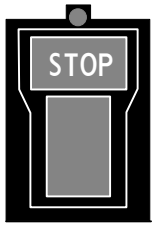




3. Remaining Distance Information

a. The remaining distance information will be shown numerically on the upper LCD of the PDU with the graphical presentation starting from 30 m before the stop point. At the same time, the aircraft symbol will be shown along the centre line displaying on the lower LCD of the PDU.

b. The remaining distance information will be displayed 30m to 20m by 5m step (30, 25, and 20m), 20m to 10m by 2m step (20, 18, 16, 14, 12, and 10m), 10m to 1m by 1m step (10, 9, 8, 7, 6, 5, 4, 3, 2, and 1m), and the remaining last 1m will be shown by 0.2m step (1, 0.8, 0.6, 0.4, 0.2, and STOP). Some remaining distance information may not be displayed on the PDU according to the aircraft docking speed.



4. Stop Information

a. It represents that the pilot should stop his aircraft.

b. If the aircraft overruns the stop position by more than 7′(2m), STOP TOO FAR will be shown on the upper LCD of the PDU.

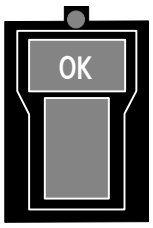
5. E-STOP Information

a. The ESTOP (Emergency stop) will be displayed when the aircraft deviates too far from the stand centre line or the field operator presses the E-STOP button.

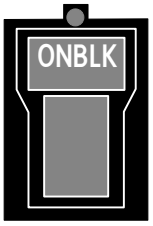
b. In case ESTOP message is shown on the PDU, the aircraft should be stopped immediately.

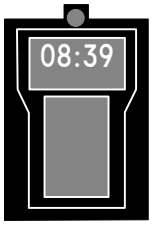
CHANGES: None.

VISUAL DOCKING GUIDANCE SYSTEM-CONCOURSE



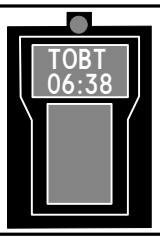
6. Docking Completion Information
When the aircraft has reached the stop point within the tolerance, the OK message will be shown on the upper LCD of the PDU.

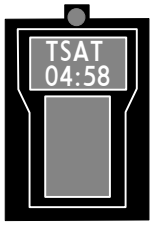




7. On Block Information
a. The ONBLK (On block) message and time will be displayed on the PDU right after changing from STOP to OK message.
b. The On Block time will be transmitted to the IIS (Integrated Information System)

A-CDM Information on VDGS (Visual Docking Guidance System) - Concourse





TOBT or TSAT information is provided on VDGS for push-back waiting aircraft.

Notice for the use of VDGS

1. VDGS service is provided to Concourse stands (30 stands in total). Marshalling service should be provided for any of the following cases:
   a. When VDGS or ASDE is inoperative in case of work in progress, heavy snow, etc.
   b. When a Low Visibility Procedure is in operation.
   c. When Aircraft types are IL62, IL76, IL96, TU204, B789, B748, A359, B781, 7M8, A339, A32N and A32Q.
2. In case the aircraft type and the stand number displaying on the PDU are different from the actual approaching aircraft type and the actual stand number, the pilot should stop his aircraft immediately and notify the Incheon Apron, and then follow the marshaller's instruction.
3. If the stand number and aircraft type are still displayed alternately on the PDU until the aircraft approaches to 33'(10m) prior to the stop point, the pilot should stop his aircraft immediately and notify Incheon Apron, and then follow the marshaller's instruction.
4. If the 'E-STOP' is displayed on the PDU, the pilot should stop the aircraft immediately and notify Incheon Apron, and then follow the marshaller's instruction. For any of the following cases, the field operator should press the emergency stop button.
   a. When the aircraft overruns or is expected to go more than 3'(1m) from stop point.
   b. In case the pilot does not stop the aircraft immediately, although the aircraft type and the gate numer displayed on the PDU differ from the actual aircraft type and gate number.
   c. In case there is any obstacle interrupting the normal docking procedure around the docking area.

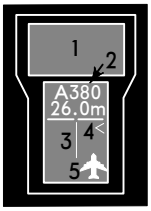
CHANGES: Aircraft types revised.

VISUAL DOCKING GUIDANCE SYSTEM-CONCOURSE

Notice for the use of VDGS (contd.)

5. In case that the VDGS docking information and the marshaller's instruction are different, the pilot should follow the marshaller's instruction first.
6. When the aircraft reaches about 33'(10m) prior to the stop point, the pilot should decrease the speed as much as the aircraft could be stopped immediately until the STOP or ESTOP message is displayed on the PDU.
7. If the aircraft approaches to the stand in excess of the speed limit in Concourse, the SLOW message should be displayed on the PDU. The pilot should reduce speed.

VISUAL DOCKING GUIDANCE SYSTEM-TERMINAL



General explanation of PDU (Pilot Display Unit) Passenger Terminal #1 and #2

1. It is the laser unit to detect the approaching aircraft.
2. During the docking procedure, it visually represents the guidance information such as aircraft type and remaining distance
3. It represents the stand center line. When the laser unit detects the approaching aircraft, this vertical bar is displayed to let the pilot know the correct course.
4. It provides the azimuth guidance information to the pilot. When the aircraft deviates from the stand center line, this symbol is shown to correct the direction which the arrow symbol points to.
5. It is the symbol of the aircraft.

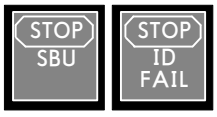
VDGS (Visual Docking Guidance System) Docking Procedure Passenger Terminal #1 and #2

1. Docking Preparation
a. After initializing the docking stand designation, WAIT message will be displayed and then the expected aircraft type displayed continuously on the upper LED of the PDU. At the same time, the lead-in lights installed along the stand center line will be switched on.
b. When the aircraft is detected by the laser unit, floating arrow symbol will be displayed on the lower LED of the PDU.

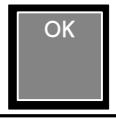
2. The azimuth guidance information
a. In case the aircraft deviates from the stand center line, the red arrow symbol will be displayed.

3. The Remaining Distance Information
a. The remaining distance information will be shown numerically on the upper LED of the PDU with the graphical presentation starting from 30 m before the stop point. At the same time, the aircraft symbol will be shown along the center line displaying on the lower LED of the PDU.
b. The remaining distance information will be displayed 30m to 3m by 1m step (30, 29, and 3m), and the remaining last 3m will be shown by 0.1m step (3.0, 2.9,... 0.1, and STOP). Some remaining distance information may not be displayed on the PDU according to the aircraft docking speed.

4. The STOP Information
a. It represents that the pilot should stop his aircraft.
b. If the aircraft overruns more than 3'(1m), STOP TOO FAR message will be shown on the upper LED of the PDU.
c. The STOP will be displayed if the aircraft deviates too far from the stand center line or the field operator presses the E-STOP button.



5. The STOP - SBU/ID FAIL Information
a. The STOP - SBU/ID FAIL (Emergency Stop) will be displayed when system error or approaching aircraft is different actual aircraft type.
b. In case STOP - SBU/ID FAIL message is shown on the PDU, the aircraft should be stopped immediately.



6. The Docking Completion Information
When the aircraft has reached the stop point within the tolerance, the OK message will be shown on the upper LED of the PDU.

CHANGES: None.

VDGS (Visual Docking Guidance System) Docking Procedure Passenger Terminal #1 and #2

7. The BTIME (On Block Time) Information
 a. The BTIME message and time will be displayed on the PDU right after changing from STOP to OK message.
b. The BTIME (On Block time) will be transmitted to the IIS (Intergrated Information System).

A-CDM Information on VDGS (Visual Docking Guidance System) - Concourse Passenger Terminal #1 and #2

TOBT and TSAT information is provided on VDGS for push-back waiting aircraft.

Notice for the use of VDGS

1. VDGS service is provided to Passenger Terminal 1 stands (44 stands in total) and Passenger Terminal 2 stands (51 stands in total). Marshalling service should be provided for any of the following cases:
   a. When VDGS or ASDE is inoperative in case of work in progress, heavy snow, etc.
   b. When a Low Visibility Procedure is in operation.
2. In case the aircraft type displaying on the PDU is different from the actual approaching aircraft type, the pilot should stop his aircraft immediately and notify the Incheon Apron, and then follow the marshaller's instruction.
3. If ID FAIL is displayed on the PDU between the stop point and 49'(15m) prior to the stop point, the pilot should stop his aircraft immediately and notify the Incheon Apron, and follow the marshaller's instruction.
4. If the ESTOP message is displayed on the PDU, the pilot should stop his aircraft immediately and notify the Incheon Apron, and then follow the marshaller's instruction. For any of the following cases, the field operator should press the emergency stop button.
   a. When the acft overruns or is expected to go more than 3'(1m) from the stop point.
   b. In case the pilot does not stop the aircraft immediately, although the acft type and the gate number displayed on the PDU differ from the actual aircraft type and gate number.
   c. In case there is any obstacle interrupting the normal docking procedure around the docking area.
5. In case that the VDGS docking information and the marshaller's instruction are different, the pilot should follow the marshaller's instruction first.
6. When the aircraft reaches about 33'(10m) prior to the stop point, the pilot should decrease the speed as much as the aircraft could be stopped immediately until the STOP message is displayed on the PDU.
7. If the aircraft approaches to the stand in excess of the speed limit, the SLOW message should be displayed on the PDU. The pilot should reduce the speed.

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

Unless otherwise instructed, aircraft should use the following routes:

Apron	Apron FREQ	Route	TCP	Gate/Stand
Apron 1 (Arrival)	121.65 MHz	A5 - R1	5E	1 to 12
		A6 - R1	6E	14 to 17
		R7 -R1	7W	1 to 17
		R7 R8	7W 8E	18 to 36
		R7 - R4 (R6)	7W	37 to 42
		M6 - R4	6W	43 to 50
		R8 - R4 (R6)	8E	37 to 50
		R7 R8	7W 8E	103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 132
Apron 1 (Departure)	121.65 MHz	R1 - A4 R1 - R7 R1 - R8	4E 7E 8W	1 to 17
		R7 R8	7E 8W	18 to 36
		R4 - M5 R4 (R6) - R7 R4 (R6) - R8	5W 7E 8W	37 to 50
		R7 R8	7E 8W	103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 132
Apron 2 (Arrival)	121.8 MHz	R9 R10	9W 10E	101, 102, 104, 106, 108, 110, 112, 114, 118, 122, 124, 126, 128, 130
				301 to 312
		RG	30W 30E	321 to 332 341 to 353
Apron 2 (Departure)		R9 R10	9E 10W	101, 102, 104, 106, 108, 110, 112, 114, 118, 122, 124, 126, 128, 130
				301 to 312
		RG	30E 30W	321 to 332 341 to 353
Apron 3 (Arrival)	122.175 MHz	R11-R1 A14-R1	11W 14E	262 to 268 501 to 507
		R12-R4 M14-R4	12E 14W	229 to 236 511 to 517
		R11 R12	11W 12E	237 to 261 361 to 376
Apron 3 (Departure)		R1-R11 R1-R12 R1-A13(A16)	11E 12W 13E(16E)	262 to 268
		R1-A13(A16) R1-R12	13E(16E) 12W	501 to 507
		R4-R11 R4-R12 R4-M13(M16)	11E 12W 13W(16W)	229 to 236
		R4-R11 R4-M13(M16)	11E 13W(16W)	511 to 517
		R11 R12	11E 12W	237 to 261 361 to 376
Apron 4 (Arrival)	123.675 MHz	R17-R4 M18	17E 18W	520 to 529, 531 to 535, 541 to 547, 551 to 554, 557 to 558
Apron 4 (Departure)		R4-R17 M19	17E (17W) 19W	520 to 529, 531 to 535, 541 to 547, 551 to 554, 557 to 558
Cargo Apron 1 (Arrival and Departure)	123.325 MHz	D2 D3	2Y 3Y	601 to 616 621 to 636
Cargo Apron 2 (Arrivial and Departure)		D4 D5	4Y 5Y	641 to 655 671 to 683

Remarks:

Arrival and departure routes in apron areas will be issued in detail according to runway in use and traffic movement condition by INCHEON APRON.

(Arrival/Departure Routes and Transfer of Control Points continued on 20-9M1)

CHANGES: Stands 671-683 on Cargo Apron 2 added.

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

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

Transfer of Control Between Aprons

Transfer of Control Point in Apron 1, 2, and 3
Aircraft taxiing from Apron 1 to Apron 2 (or from Apron 2 to Apron 1), or from Apron 2 to Apron 3 (or from Apron 3 to Apron 2) will change the frequency when approaching the transfer of control point below.

Apron	Position	TCP (Transfer of Control Point)
Apron 1-Apron 2	Gate 103	1T
	Gate 130	2T
Apron 2-Apron 3	between ACFT stands 341 & 361	3T
	between ACFT stands 353 & 376	4T

De-icing Operations

De/anti-icing Phase Notification

De/Anti-icing Phase	Application of Phase It is estimated that the average time between aircraft Estimated Off-Block TIme and being airborne will:
Phase 1 (Blue)	be less than 60 minutes
Phase 2 (Yellow)	range from 60 minutes to 119 minutes
Phase 3 (Orange)	range from 120 minutes to 239 minutes
Phase 4 (Red)	be at or above 240 minutes

De-icing Zones and Pads

De-icing pad assignments will be made as pad-group.
1. A South zone: 821, 822, 823, 825 pads
2. M South zone: 831, 832, 833, 834 pads
3. M North zone: 551, 552, 553, 554, 557 pads
4. T Center zone: 814, 815, 816, 817 pads
5. Central De-icing zone: 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312 pads
6. D South zone: 841, 842 pads
7. D North zone: 851, 852 pads

De-icing Operational Procedures

1. De-icing requests and cancellations must be made by the flight crew to Incheon De-icing.
2. Aircraft types applicable for engine on de-icing:

Airbus	A318,A319,A320,A321, A330,A350,A220,A380
Boeing	B737,B757,B767,B777,B787,B747

3. Technical de-icing (landing gear, brakes, inside LE- or TE-flaps, under wing, engine inlets, fan blades and sensors/ static ports/ pitot probes) should be performed by Engine off.
4. On the de-icing pads ACFT shall hold abeam the stop line which indicates the cockpit stop position or follow advice of the marshaller.
5. Aircrew shall control the throttle carefully, avoiding the exhausted gas causing damage to support personnel and equipment, when aircraft exit the de-icing stands.
6. During the engine on de-icing, aircrew shall keep the engine idle and set the brake. ACFT hold position until Pad control give the taxi instruction.

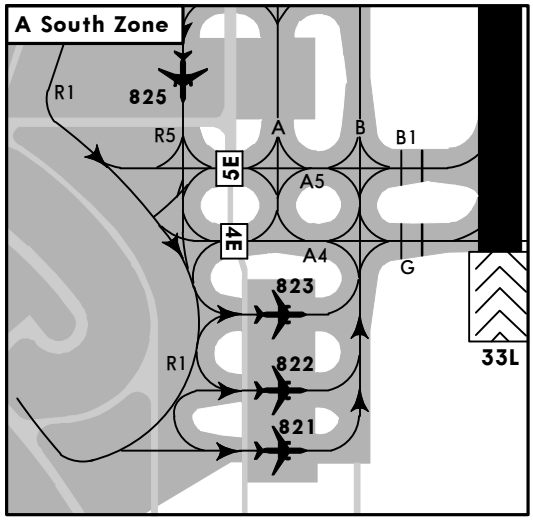
De-icing Operations (contd.)

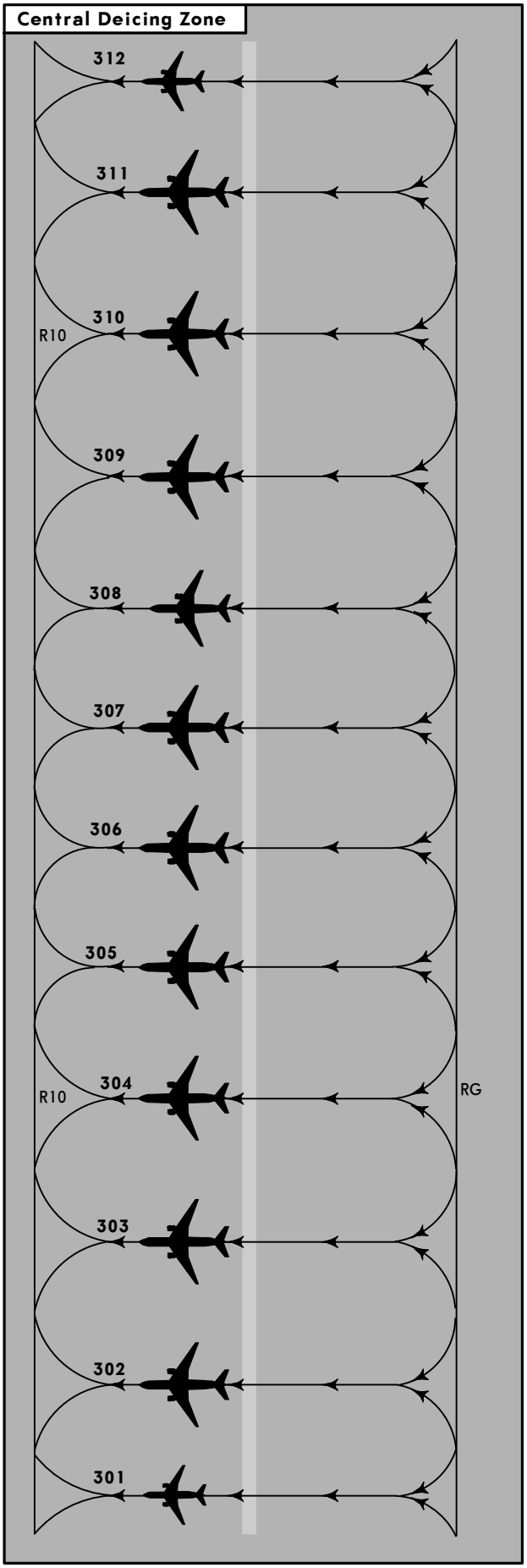
FREQ	Call Sign	Procedure
128.65, 344.2 (ATIS)	Incheon INTL Airport	-Acknowledge "De/Anti-icing Phase" by ATIS
123.575 (Apron 1, Apron 2, Cargos) 122.225 (Apron 3, 4)	Incheon De-icing	-Contact when ready for pushback -Advise "Aircraft De-icing required and Engine On/Off De-icing" -De-icing zones assignment
121.65 (Apron 1) 121.8 (Apron 2, Cargos) 122.175 (Apron 3) 123.675 (Apron 4)	Incheon Apron	-Set Mode A code to 2000 -Select XPNDR or AUTO -Pushback & taxi to De-icing zones
123.325 (A South zone, M South zone, D South/North zone) 122.175 (T Center zone) 122.325 (Central De-icing zone, M North zone)	Pad Control	-De-icing pads assignment. -Taxi to De-icing pads.
130.750 (A South zone) 130.850 (M South zone) 130.250 (T Center zone, Central De-icing zone) 129.725 (M North zone)	Ice Man	-Enter the pad and report the brake set to Ice Man. Monitor Ice Man until De-icing is completed. -Do not shut down engines until instructed by Ice Man for ground safety.
121.6	Incheon Delivery	-(Engine Off) Once De-icing is completed, Contact Incheon delivery to get ATC clearance. Report "Engine Off De-icing and De-icing completed" when initial contact with Incheon delivery by voice or DCL. Monitor Ice Man. -(Engine On) Once De-icing is started, Contact Incheon delivery to get ATC clearance. Report "Engine On De-icing and De-icing started" when initial contact with Incheon delivery by voice or DCL. Monitor Ice Man. -Set Mode A assigned by ATC -Select XPNDR or AUTO
130.750 (A South zone) 130.850 (M South zone) 130.250 (T Center zone, Central De-icing zone) 129.725 (M North zone)	Ice Man	-Re-contact Ice Man and Report start engine and ready to taxi.
123.325 (A South zones, M South zone, Central De-icing zone, D South/North zone) 122.175 (T Center zone) 122.325 (M North zones)	Pad Control	- Taxi out from De-icing pads.

NOTE 1: The de-icing pad will be appropriately assigned by Incheon Apron 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 Apron according to the volume of de-icing traffic.
NOTE 4: Flight crews need extra caution when entering and leaving the de-icing pad, since there are GSE roads in front of or behind the de-icing pad.

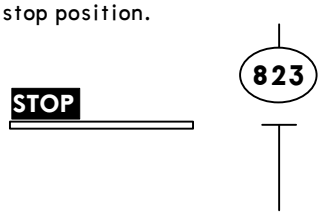
De-icing Operations (contd.)

De-icing Zones Operation





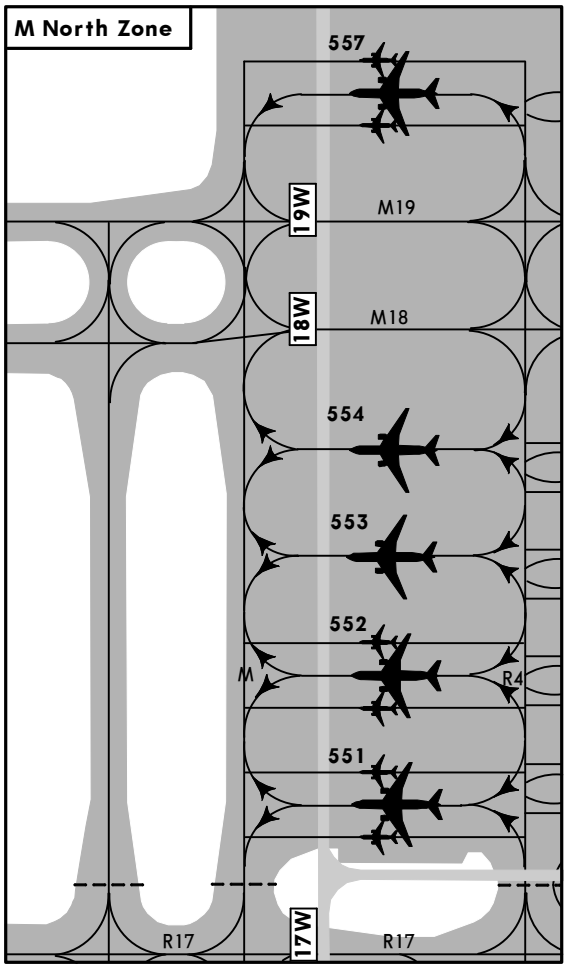
The pilot stop line marking is located on all deicing pads to help stop without marshalling, where the transverse bar indicates the cockpit stop position.

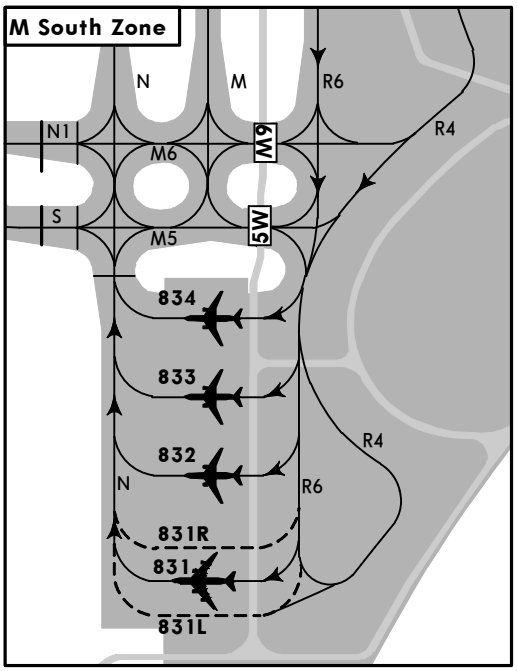


CHANGES: Central Deicing Zone.

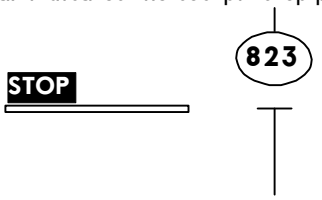
De-icing Operations (contd.)

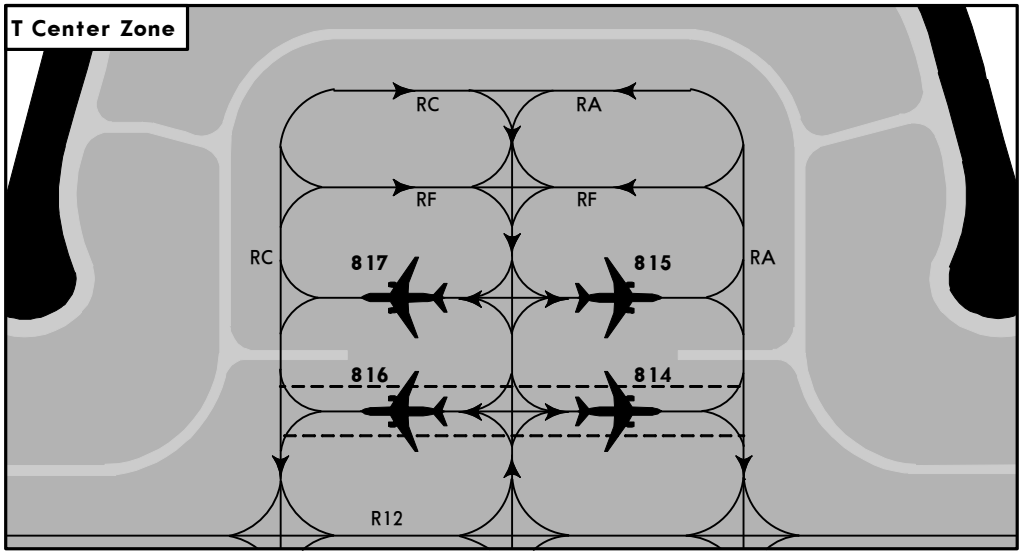
De-icing Zones Operation

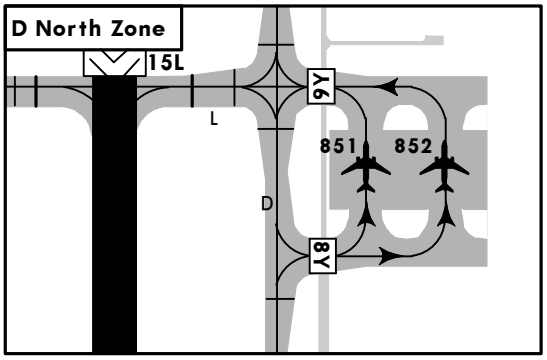


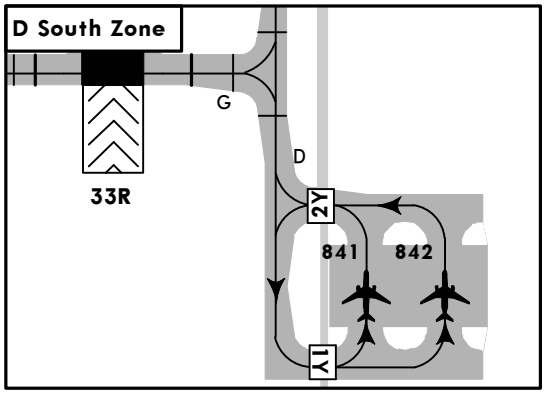


The pilot stop line marking is located on all deicing pads to help stop without marshalling, where the transverse bar indicates the cockpit stop position.









Implementation of Cargo Taxi Routes from Cargo Apron at Incheon International Airport

1. TAXI ROUTES FROM CARGO APRON

1.1 Departure runway from cargo apron is depended on traffic situation to optimize traffic flow. ATC may change departure runway for purposes of traffic flow management.

1.2 Taxi routes for departure runway 15R, 33L from cargo apron to protect GP signals of ILS of RWY 15L and 33R are expected as follows unless otherwise instructed by ATC.

Route	Taxi Route Details
Route for Rwy 15R Departure	CGO APRON → Turn RIGHT on **D** → Turn LEFT onto **K** → → Hold at Holding Point **Rwy 15L** on Twy **K** → Turn RIGHT on **C** → → Turn LEFT on **L** → Hold at Holding Point **Rwy 15R**
Route for Rwy 33L Departure	CGO APRON → Turn LEFT on **D** → Turn RIGHT onto **J** → → Hold at Holding Point **Rwy 33R** on Twy **J** → Turn LEFT on **C** → → Turn RIGHT on **G** → Hold at Holding Point **Rwy 33L**

1.3 Taxi routes for departure runway 16L, 34R from cargo apron to optimize traffic flow are expected as follows unless otherwise instructed by ATC.

Route	Taxi Route Details
Route for Rwy 16L Departure	CGO APRON → Turn RIGHT on **D** → Turn LEFT onto **K** → → Hold at Holding Point **Rwy 15L** on Twy **K** → Turn RIGHT onto **A16** → → Turn RIGHT on **A** → Turn LEFT onto **R17** → **R17** → Turn RIGHT on **M** → **M19** → Hold at Holding Point **Rwy 16L**
Route for Rwy 34R Departure	CGO APRON → Turn LEFT on **D** → Turn RIGHT onto **J** → → Hold at Holding Point **Rwy 33R** on Twy **J** → **A8** → **R8** → → Turn LEFT on **M** → **M5** → Hold at Holding Point **Rwy 34R**

CHANGES: Arrival routes and operational procedures removed.

D-ATIS Departure	ACARS D-ATIS PDC DCL	INCHEON Delivery	Apron	Ground	Tower	SEOUL Departure (R)
128.65		121.6	121.65 121.8 122.175 122.225 122.325 123.325 123.575 123.675	WEST (W): Rwy 16L/R, 34L/R 121.7 EAST (E): Rwy 15L/R, 33L/R 121.75	WEST (W): Rwy 16L/R, 34L/R 118.8 EAST (E): Rwy 15L/R, 33L/R 118.2	121.4 124.8 125.15

126-23 126-24 126-25 126-26 126-27 126-28 126-29

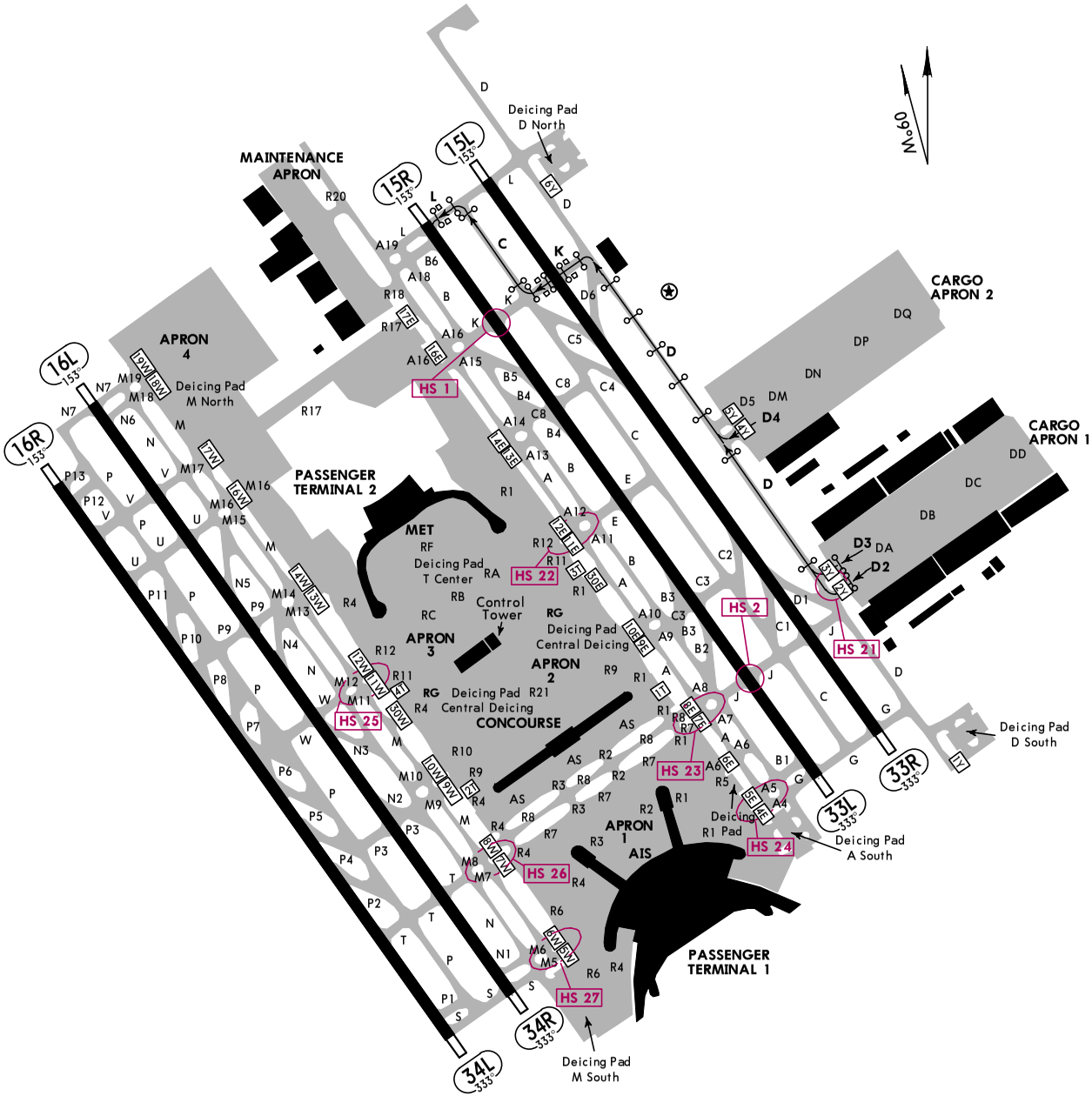
37-29 37-28 37-27

CARGO TRANSITION 15R

LEGEND

- STANDARD TAXI ROUTE (STR) FOR CARGO FLIGHTS
- STOP BAR
- GUARD LIGHTS/STOP BAR

HOT SPOTS
HS
See AIRPORT INFO (CONTD), TAKE-OFF MNMS for description of Hot Spots



Feet 0 1000 2000 3000 4000 5000
Meters 0 500 1000 1500

CHANGES: Cargo Apron 2 extended.

D-ATIS Departure	ACARS D-ATIS PDC DCL	INCHEON Delivery	Apron	Ground	Tower	SEOUL Departure (R)
128.65		121.6	121.65 121.8 122.175 122.225 122.325 123.325 123.575 123.675	WEST (W): Rwy 16L/R, 34L/R 121.7 EAST (E): Rwy 15L/R, 33L/R 121.75	WEST (W): Rwy 16L/R, 34L/R 118.8 EAST (E): Rwy 15L/R, 33L/R 118.2	121.4 124.8 125.15

126-23 126-24 126-25 126-26 126-27 126-28 126-29

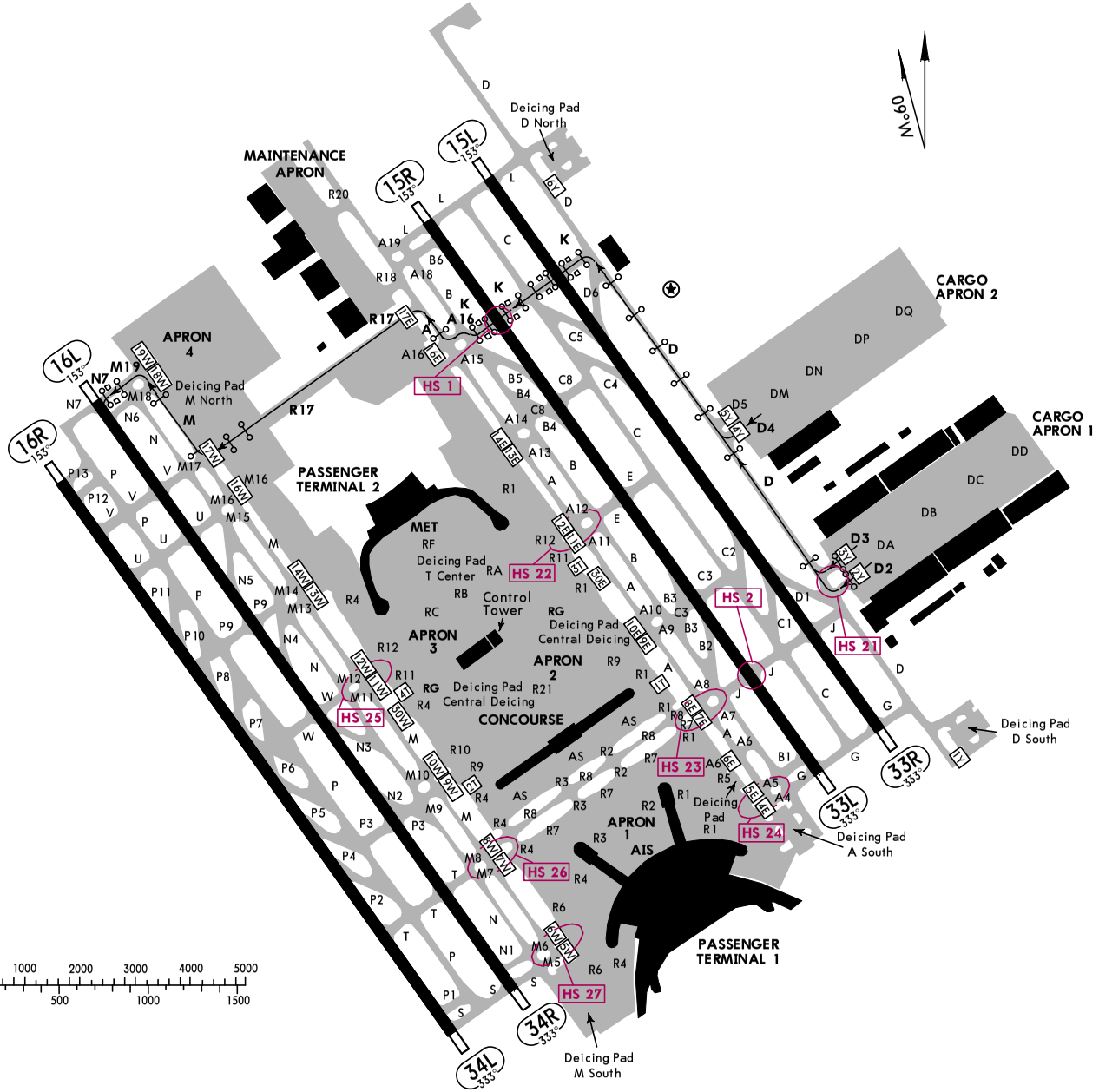
37-29 37-28 37-27

CARGO TRANSITION 16L

LEGEND

- STANDARD TAXI ROUTE (STR) FOR CARGO FLIGHTS
- STOP BAR
- GUARD LIGHTS/STOP BAR

HOT SPOTS
HS
See AIRPORT INFO (CONTD), TAKE-OFF MNMS for description of Hot Spots



CHANGES: Cargo Apron 2 extended.

D-ATIS Departure	ACARS D-ATIS PDC DCL	INCHEON Delivery	Apron	Ground	Tower	SEOUL Departure (R)
128.65		121.6	121.65 121.8 122.175 122.225 122.325 123.325 123.575 123.675	WEST (W): Rwy 16L/R, 34L/R 121.7 EAST (E): Rwy 15L/R, 33L/R 121.75	WEST (W): Rwy 16L/R, 34L/R 118.8 EAST (E): Rwy 15L/R, 33L/R 118.2	121.4 124.8 125.15

126-23 126-24 126-25 126-26 126-27 126-28 126-29

37-29 37-28 37-27

CARGO TRANSITION 33L

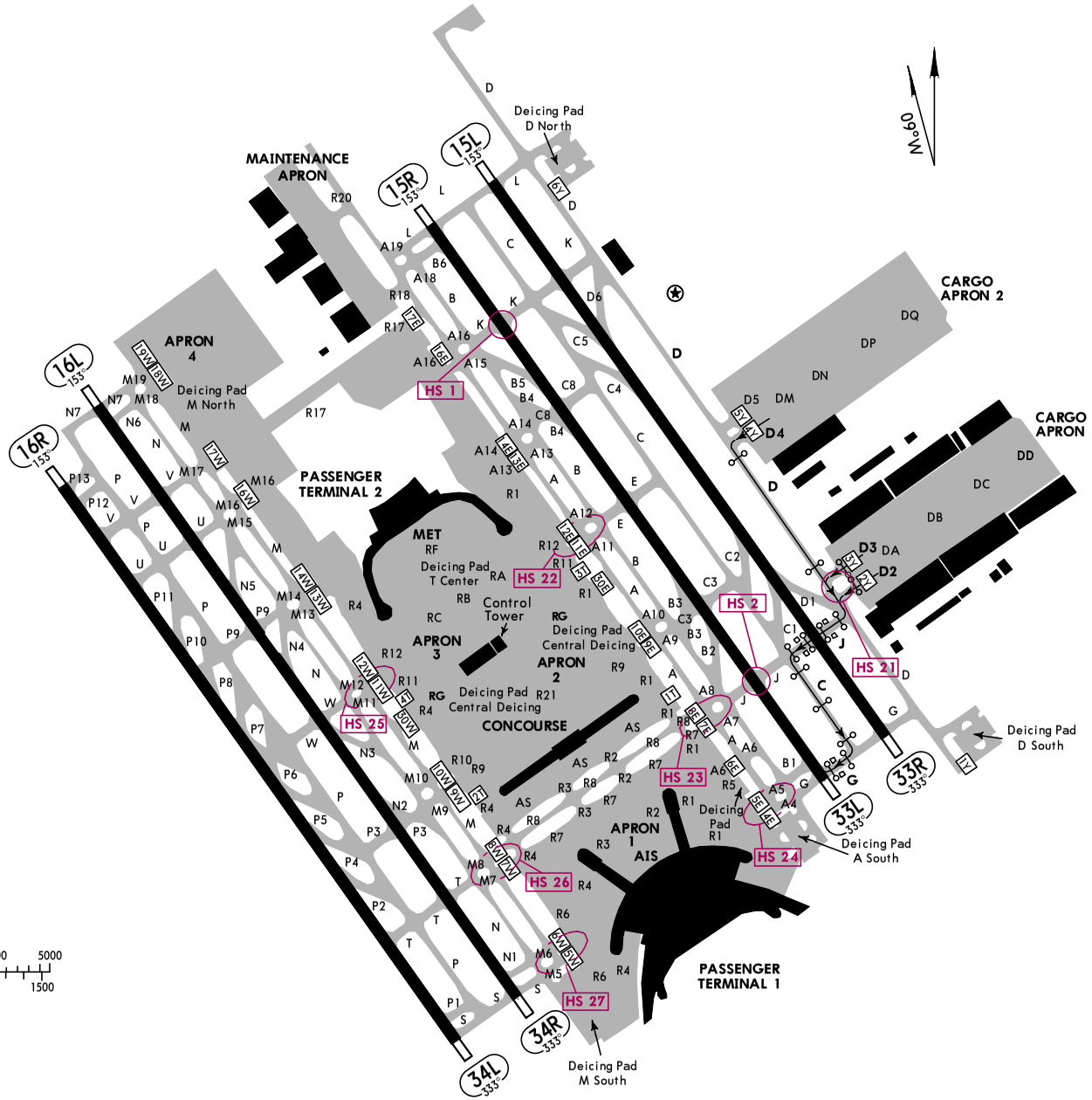
LEGEND

- STANDARD TAXI ROUTE (STR) FOR CARGO FLIGHTS
- STOP BAR
- GUARD LIGHTS/STOP BAR

HOT SPOTS

HS

See AIRPORT INFO (CONTD), TAKE-OFF MNMS for description of Hot Spots



Feet 0 1000 2000 3000 4000 5000
Meters 0 500 1000 1500

CHANGES: Cargo Apron 2 extended.

D-ATIS Departure	ACARS D-ATIS PDC DCL	INCHEON Delivery	Apron	Ground	Tower	SEOUL Departure (R)
128.65		121.6	121.65 121.8 122.175 122.225 122.325 123.325 123.575 123.675	WEST (W): Rwy 16L/R, 34L/R 121.7 EAST (E): Rwy 15L/R, 33L/R 121.75	WEST (W): Rwy 16L/R, 34L/R 118.8 EAST (E): Rwy 15L/R, 33L/R 118.2	121.4 124.8 125.15

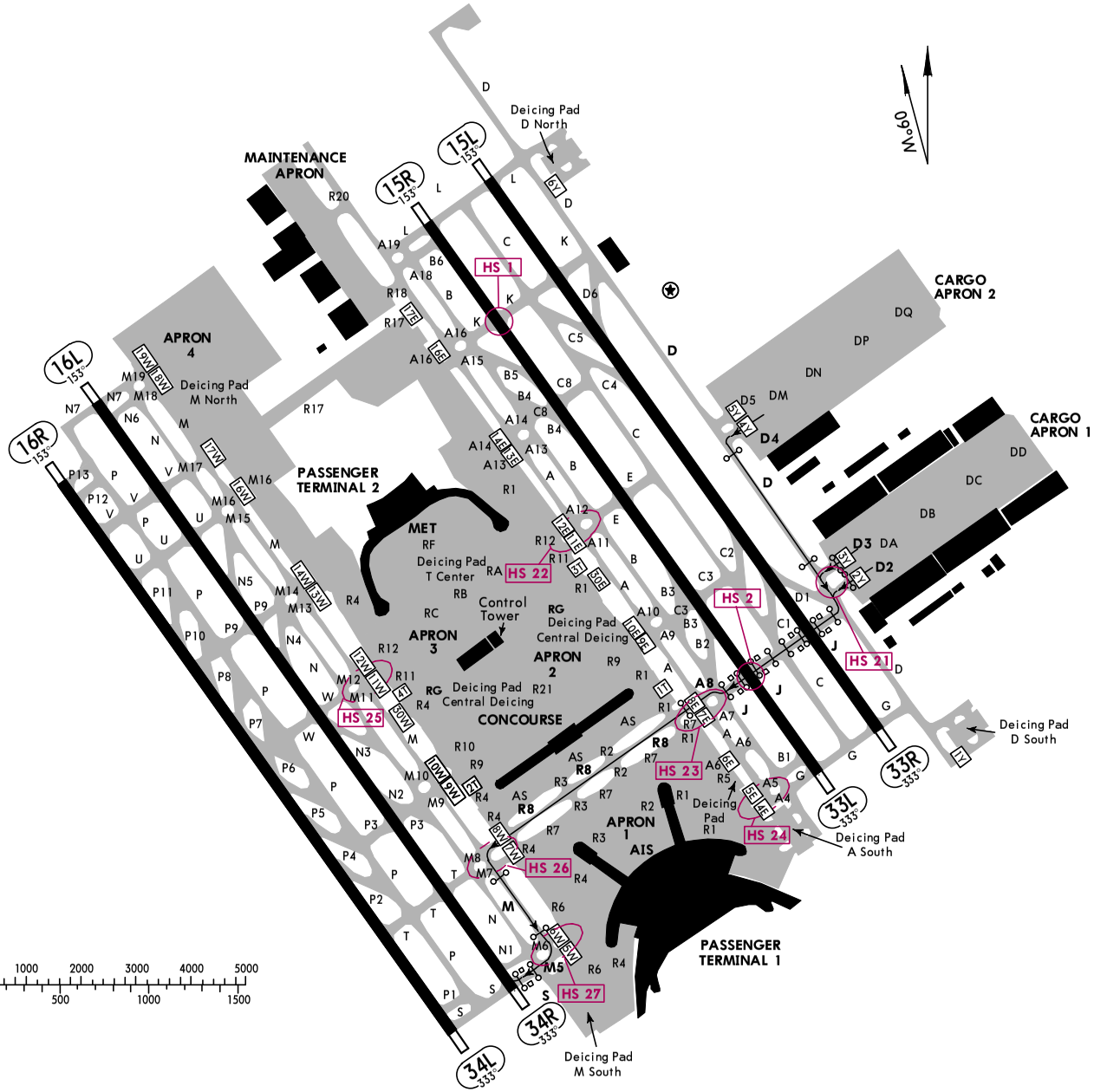
126-23 126-24 126-25 126-26 126-27 126-28 126-29

37-29 37-28 37-27

CARGO TRANSITION 34R

LEGEND
- STANDARD TAXI ROUTE (STR) FOR CARGO FLIGHTS
- STOP BAR
- GUARD LIGHTS/STOP BAR

HOT SPOTS
HS
See AIRPORT INFO (CONTD), TAKE-OFF MNMS for description of Hot Spots



CHANGES: Cargo Apron 2 extended.

RKSI/ICN
INCHEON INTL

JEPPESEN

19 JAN 24
Eff 24 Jan 1600Z

21-1

SEOUL/INCHEON, KOREA
ILS Z or LOC Z Rwy 15L

D-ATIS	SEOUL Approach (R)	INCHEON Tower		Ground	
		WEST Rwy 16L/R, 34L/R	EAST Rwy 15L/R, 33L/R	WEST Rwy 16L/R, 34L/R	EAST Rwy 15L/R, 33L/R
128.4 128.2	119.75 121.35	118.8	118.2	121.7	121.75

BRIEFING STRIP

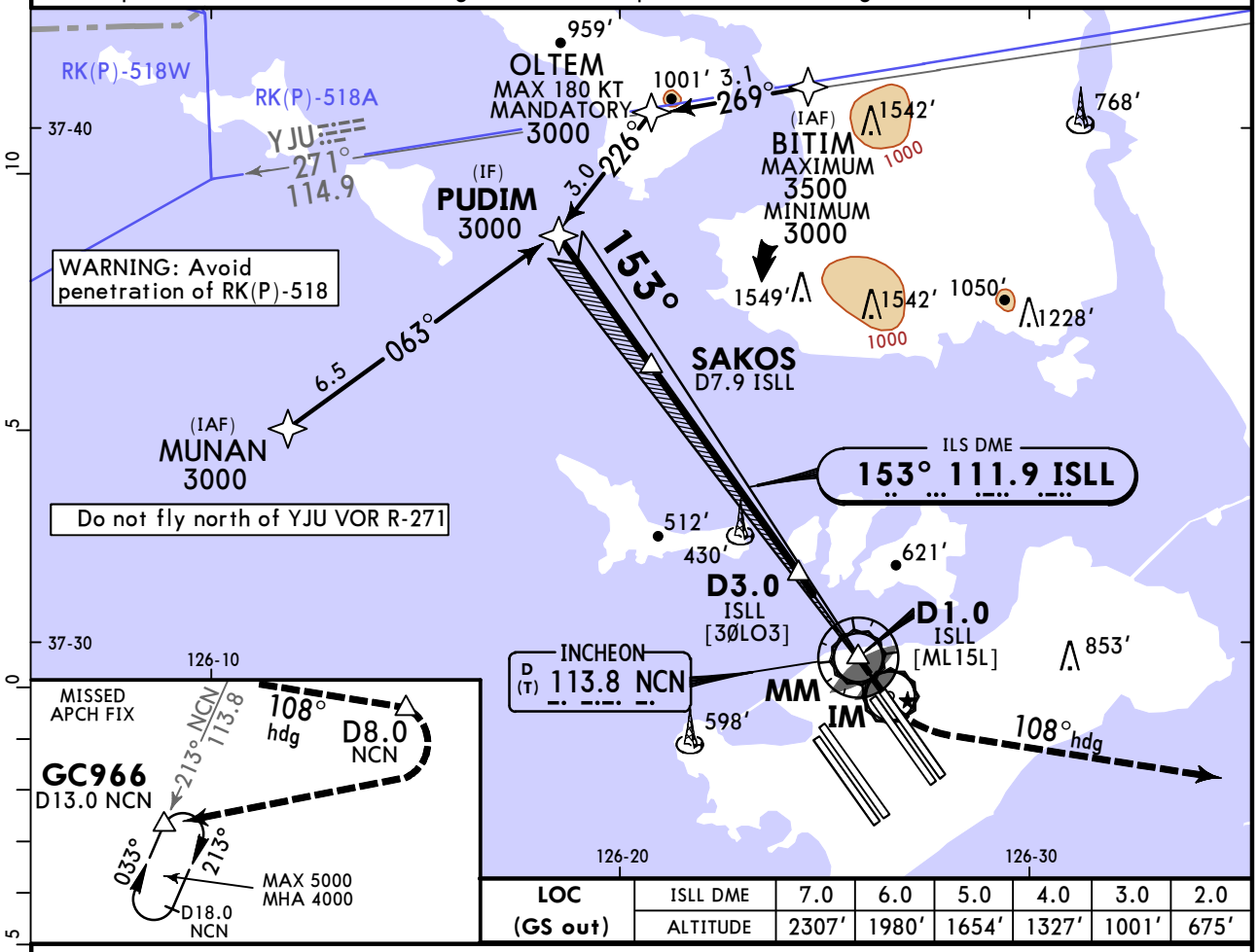
LOC ISLL	Final Apch Crs	SAKOS	ILS DA(H)	Apt Elev 23′
111.9	153°	2600′ (2577′)	223′ (200′)	Rwy 23′

MSA ARP: 180° 2600 3900 270° 090° 2300 3300 360°

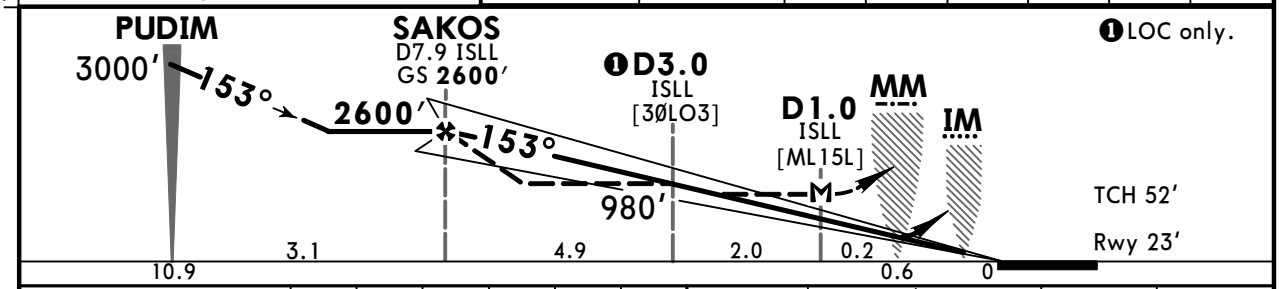
MISSED APCH: Fly Rwy heading, climb to 4000′. At 720′, turn LEFT heading 108°. At D8.0 NCN, turn RIGHT direct to GC966. Hold as published. Do not turn before passing MAP.

RNAV 1 operation | Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

1. GNSS or DME/DME/IRU required. 2. ATS surveillance service required. 3. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy. 4. Simultaneous approach authorized with Rwy 16L/R. 5. LOC procedure not authorized during simultaneous operations. 6. Circling not authorized.



LOC (GS out)	ISLL DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2307′	1980′	1654′	1327′	1001′	675′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.07°	380	489	543	652	760	869
MAP at D1.0 ISLL							

Timing not authorized for defining the MAP.

ALSF-II | PAPI | 720′ on Rwy hdg | LT | 108° hdg

State — STRAIGHT-IN LANDING

PANS OPS

	ILS DA(H) 223′ (200′)		LOC (GS out) MDA(H) 380′ (357′)	
		ALS out		ALS out
A	R550m V800m	R/V1200m	R/V900m	R/V1600m
B				
C				
D				

CHANGES: Missed apch, recommended altitudes, minimums.

RKSI/ICN
INCHEON INTL

19 JAN 24
Eff 24 Jan 1600Z

JEPPESEN
21-1A

SEOUL/INCHEON, KOREA
ILS Z Rwy 15L CAT II & III

D-ATIS	SEOUL Approach (R)	INCHEON Tower		Ground	
		WEST Rwy 16L/R, 34L/R	EAST Rwy 15L/R, 33L/R	WEST Rwy 16L/R, 34L/R	EAST Rwy 15L/R, 33L/R
128.4 128.2	119.75 121.35	118.8	118.2	121.7	121.75

BRIEFING STRIP

LOC ISLL	Final Apch Crs	SAKOS	CAT III	CAT II ILS	Apt Elev 23′
111.9	153°	2600′(2577′)	Refer to Minimums	RA 110′ DA(H) 123′(100′)	Rwy 23′

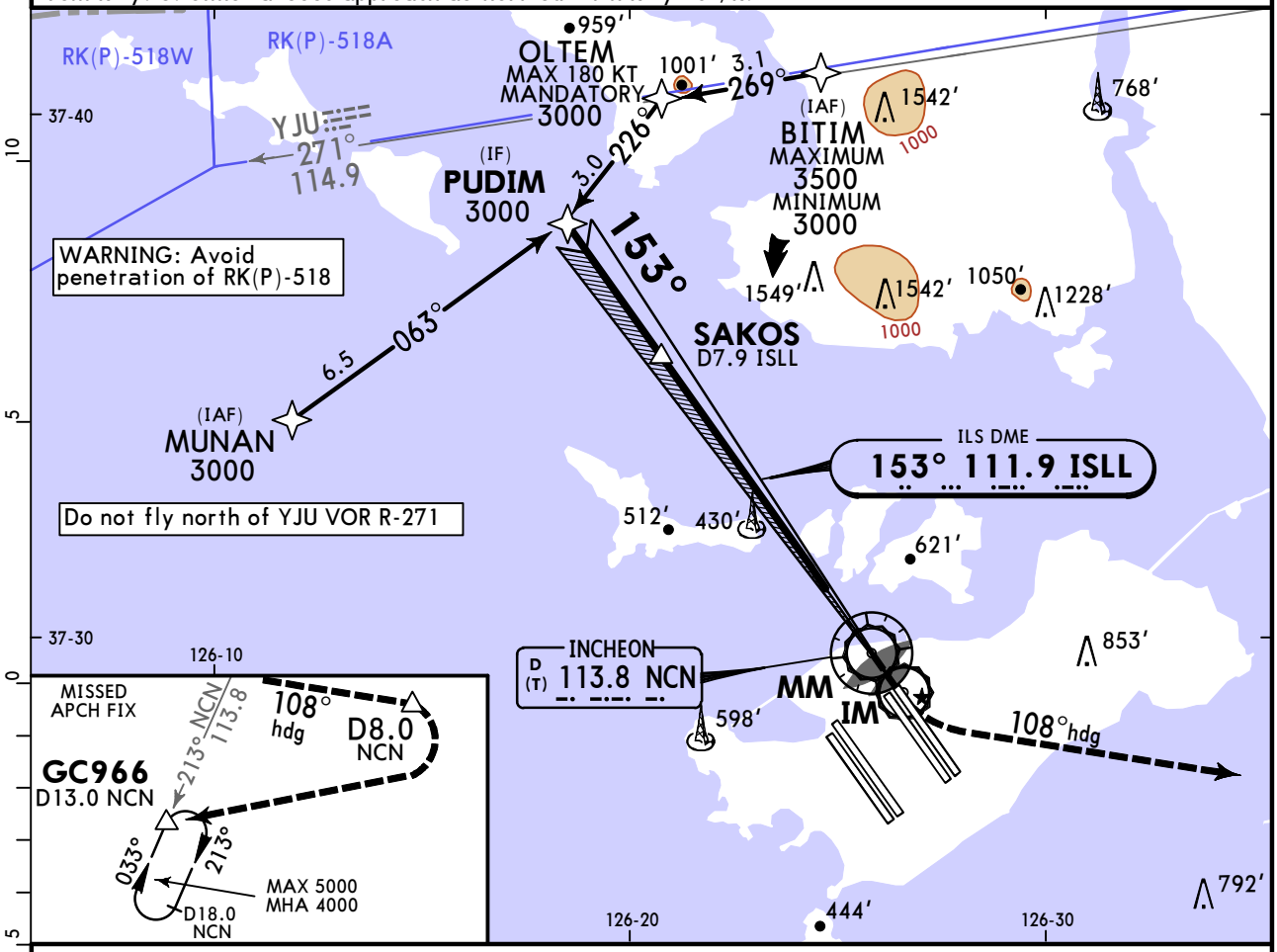
MISSED APCH: Fly Rwy heading, climb to 4000′. At 720′, turn LEFT heading 108°. At D8.0 NCN, turn RIGHT direct to GC966. Hold as published.

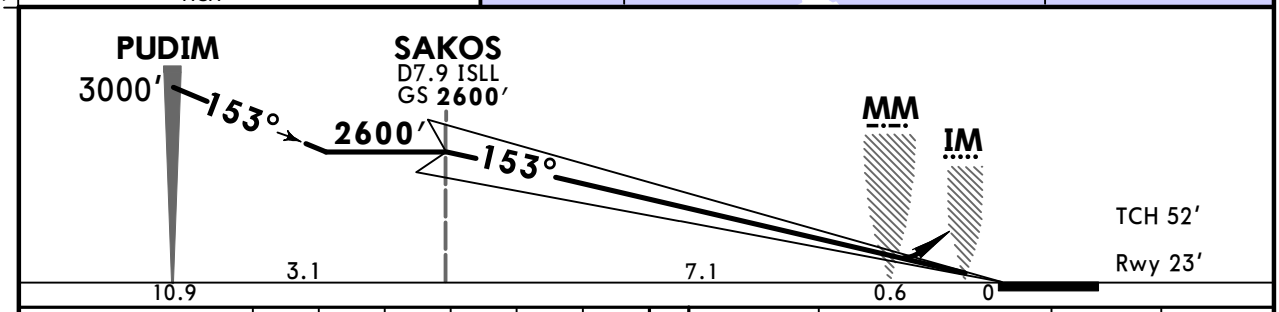
MSA ARP: 180°–2600 3900 270°–3300 360°–2300 090°

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

RNAV 1 operation

1. Special Aircrew & Aircraft Certification required. 2. GNSS or DME/DME/IRU required. 3. ATS surveillance service required. 4. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy. 5. Simultaneous approach authorized with Rwy 16L/R.





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

ALSF-II | PAPI | 720′ on Rwy hdg | LT | 108° hdg

State

STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	RA 110′ DA(H) 123′(100′)
1 R75m R125m	2 R300m

PANS OPS

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

CHANGES: Missed apch.

RKSI/ICN
INCHEON INTL

19 JAN 24
Eff 24 Jan 1600Z

JEPPESEN
21-2

SEOUL/INCHEON, KOREA
ILS Y or LOC Y Rwy 15L

D-ATIS	SEOUL Approach (R)	INCHEON Tower		Ground	
		WEST Rwy 16L/R, 34L/R	EAST Rwy 15L/R, 33L/R	WEST Rwy 16L/R, 34L/R	EAST Rwy 15L/R, 33L/R
128.4 128.2	119.75 121.35	118.8	118.2	121.7	121.75

BRIEFING STRIP™

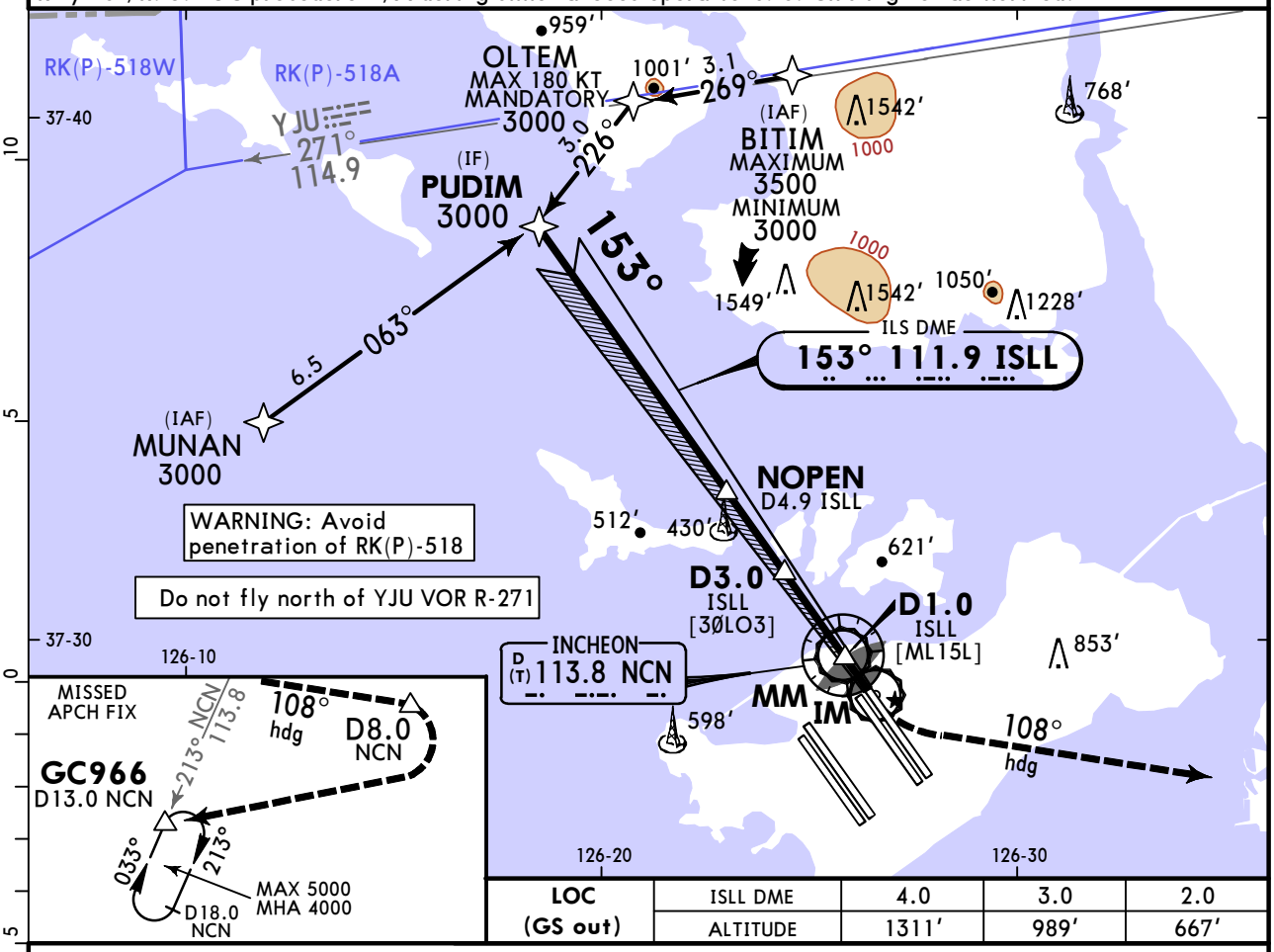
LOC ISLL	Final Apch Crs	NOPEN	ILS DA(H)	Apt Elev 23′
111.9	153°	1600′(1577′)	223′(200′)	Rwy 23′

MISSED APCH: Fly Rwy heading, climb to 4000′. At 720′, turn LEFT heading 108°. At D8.0 NCN, turn RIGHT direct to GC966. Hold as published. Do not turn before passing MAP.

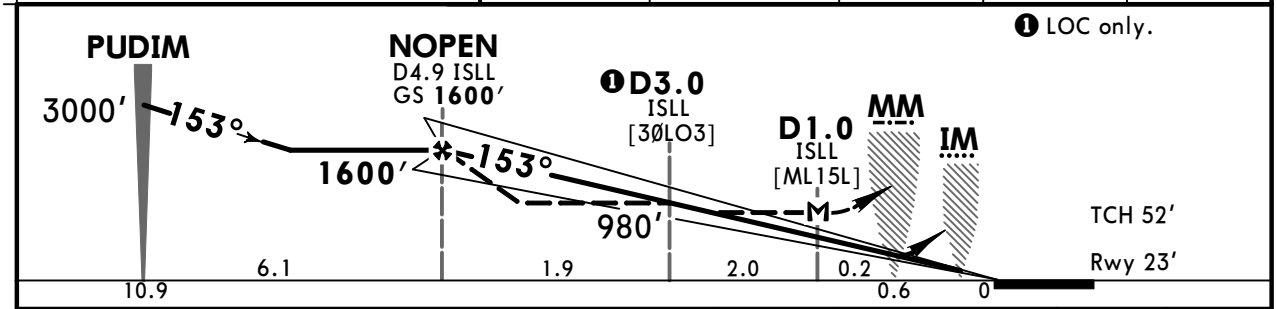
MSA ARP: 2600 (090°–180°), 3900 (180°–270°), 3300 (270°–360°), 2300 (360°–090°)

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

RNAV 1 operation. 1. GNSS or DME/DME/IRU required. 2. ATS surveillance service required. 3. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy. 4. Simultaneous approach authorized with Rwy 16L/R. 5. LOC procedure N/A during simultaneous operations. 6. Circling not authorized.



LOC (GS out)	ISLL DME	4.0	3.0	2.0
	ALTITUDE	1311′	989′	667′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.03°	375	482	536	643	750	858
MAP at D1.0 ISLL							

Timing not authorized for defining the MAP.

ALSF-II / PAPI | 720′ on Rwy | hdg | LT | 108° hdg

State — STRAIGHT-IN LANDING

PANS OPS

	ILS DA(H) 223′(200′)		LOC (GS out) MDA(H) 380′(357′)	
		ALS out		ALS out
A	R550m V800m	R/V1200m	R/V900m	R/V1600m
B				
C				
D				

CHANGES: Missed apch, recommended altitude, minimums.

RKSI/ICN
INCHEON INTL

19 JAN 24
Eff 24 Jan 1600Z

JEPPESEN
21-2A

SEOUL/INCHEON, KOREA
ILS Y Rwy 15L CAT II & III

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwy 16L/R, 34L/R	INCHEON Tower EAST Rwy 15L/R, 33L/R	Ground WEST Rwy 16L/R, 34L/R	Ground EAST Rwy 15L/R, 33L/R
128.4 128.2	119.75 121.35	118.8	118.2	121.7	121.75

BRIEFING STRIP

LOC ISLL	Final Apch Crs	NOPEN	CAT III	CAT II ILS	Apt Elev 23′
111.9	153°	1600′ (1577′)	Refer to Minimums	RA 110′ DA(H) 123′ (100′)	Rwy 23′

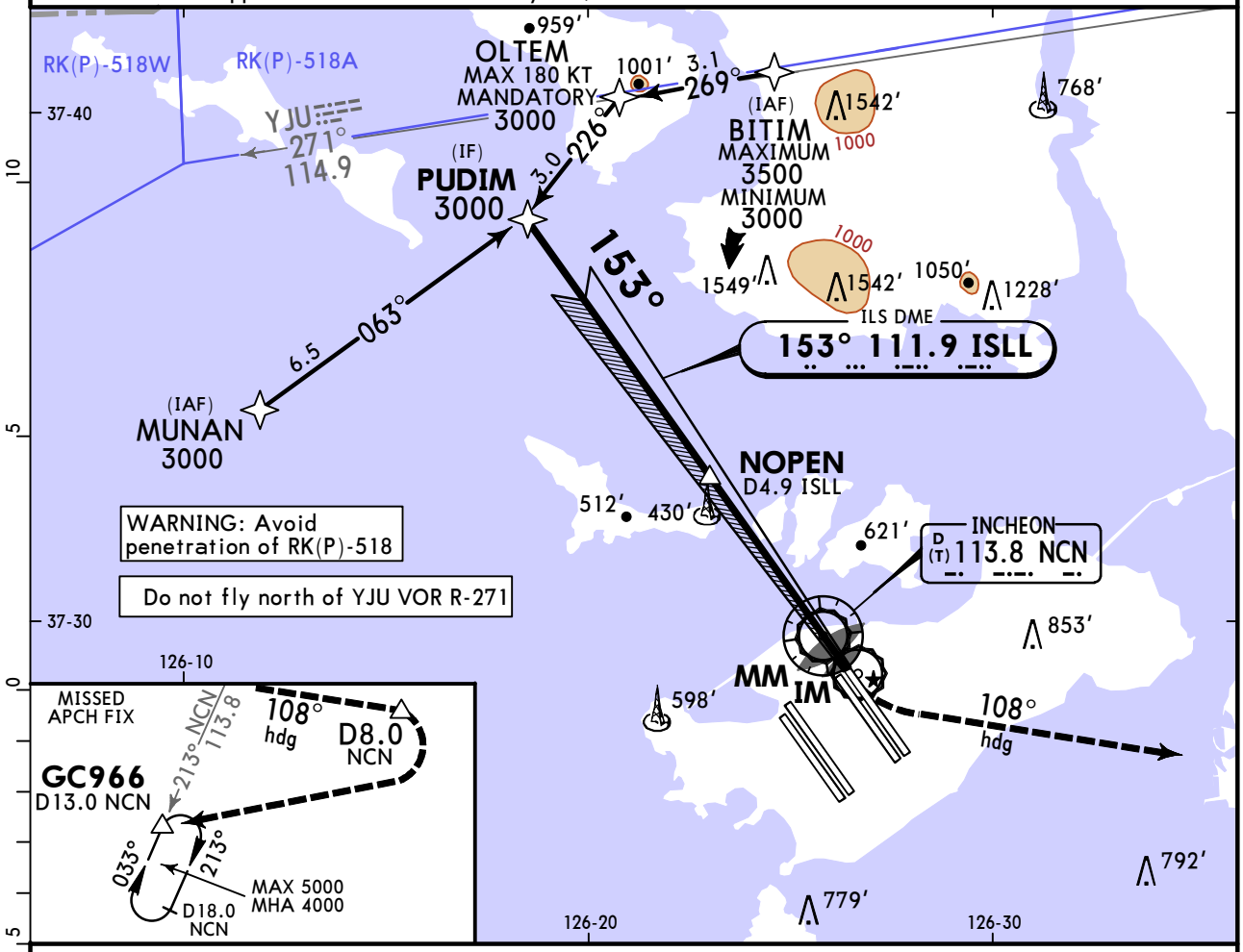
MISSED APCH: Fly Rwy heading, climb to 4000′. At 720′, turn LEFT heading 108°. At D8.0 NCN, turn RIGHT direct to GC966. Hold as published.

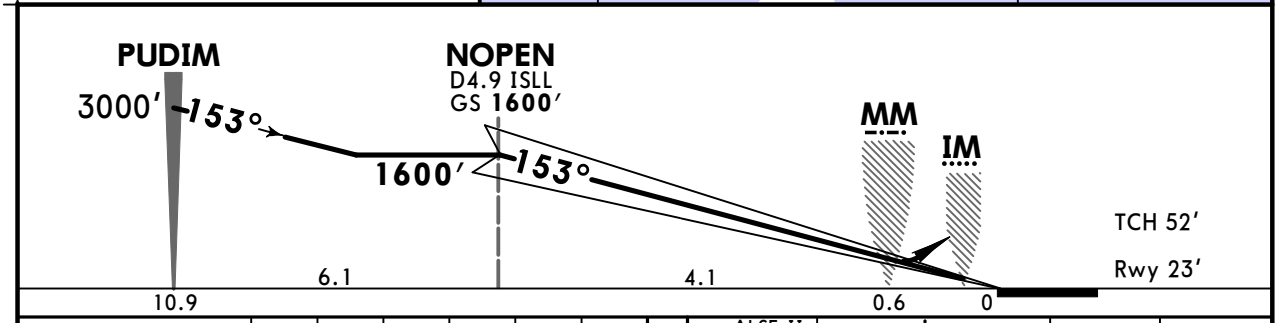
MSA ARP: 180° 2600 3900 270° 090° 3300 2300 360°

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

RNAV 1 operation

1. Special Aircrew & Acft Certification required. 2. GNSS or DME/DME/IRU required. 3. ATS surveillance service required. 4. Min speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy. 5. Simultaneous approach authorized with Rwy 16L/R.





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

ALSF-II | PAPI | 720′ on Rwy hdg | LT | 108° hdg

PANS OPS

State — STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS RA 110′ DA(H) 123′ (100′)
1 R75m R125m	2 R300m

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

CHANGES: Missed apch.

RKSI/ICN
INCHEON INTL

19 JAN 24
Eff 24 Jan 1600Z

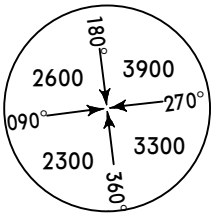
JEPPESEN
21-3

SEOUL/INCHEON, KOREA
ILS Z or LOC Z Rwy 15R

D-ATIS	SEOUL Approach (R)	INCHEON Tower		Ground	
		WEST Rwy 16L/R, 34L/R	EAST Rwy 15L/R, 33L/R	WEST Rwy 16L/R, 34L/R	EAST Rwy 15L/R, 33L/R
128.4 128.2	119.75 121.35	118.8	118.2	121.7	121.75

BRIEFING STRIP™

LOC ISRR	Final Apch Crs	ANBOG	ILS DA(H)	Apt Elev 23′
109.1	153°	2600′ (2577′)	223′ (200′)	Rwy 23′

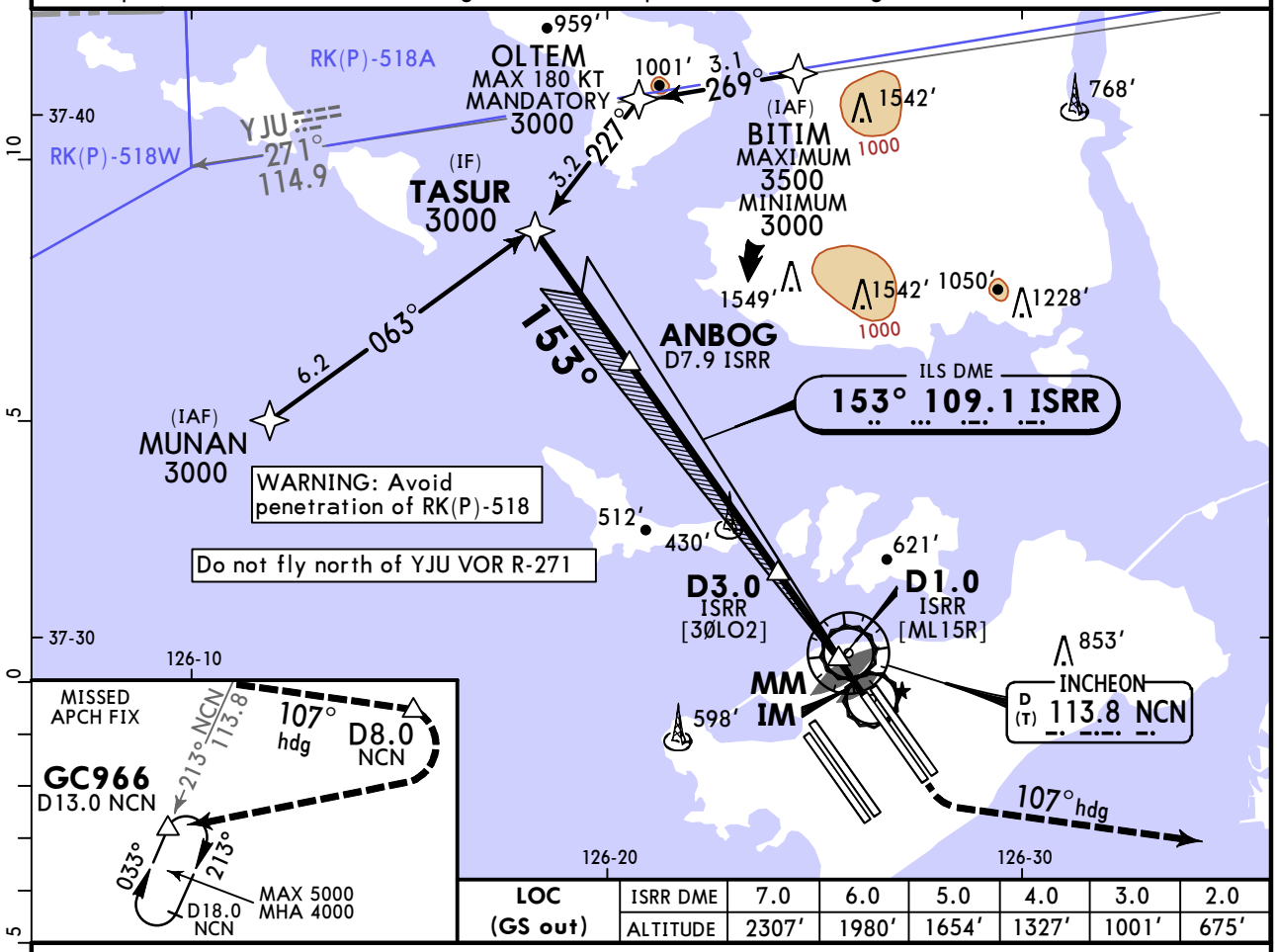


MSA ARP

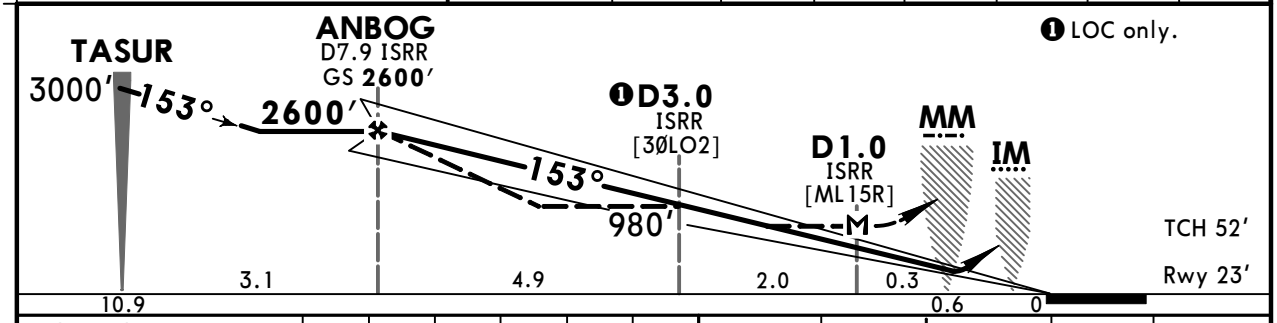
MISSED APCH: Fly Rwy heading, climb to 4000′. At 720′, turn LEFT heading 107°. At D8.0 NCN, turn RIGHT direct to GC966. Hold as published.
Do not turn before passing MAP.

RNAV 1 operation	Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL140	Trans alt: 14000′

1. GNSS or DME/DME/IRU required. 2. ATS surveillance service required. 3. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy. 4. Simultaneous approach authorized with Rwy 16L/R. 5. LOC procedure not authorized during simultaneous operations. 6. Circling not authorized.



LOC (GS out)	ISRR DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2307′	1980′	1654′	1327′	1001′	675′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.07°	380	489	543	652	760	869
MAP at D1.0 ISRR							

Timing not authorized for defining the MAP.

ALSF-II
PAPI
720′ on Rwy hdg
LT
107° hdg

State STRAIGHT-IN LANDING

PANS OPS	ILS DA(H) 223′ (200′) ALS out	LOC (GS out) MDA(H) 380′ (357′) ALS out
A	R550m V800m	R/V1200m
B		
C	R/V900m	R/V1600m
D		

CHANGES: Missed apch, CNF, recommended altitude, minimums.

RKSI/ICN
INCHEON INTL

19 JAN 24
Eff 24 Jan 1600Z

JEPPESEN
21-3A

SEOUL/INCHEON, KOREA
ILS Z Rwy 15R CAT II & III

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwy 16L/R, 34L/R	INCHEON Tower EAST Rwy 15L/R, 33L/R	Ground WEST Rwy 16L/R, 34L/R	Ground EAST Rwy 15L/R, 33L/R
128.4 128.2	119.75 121.35	118.8	118.2	121.7	121.75

BRIEFING STRIP™

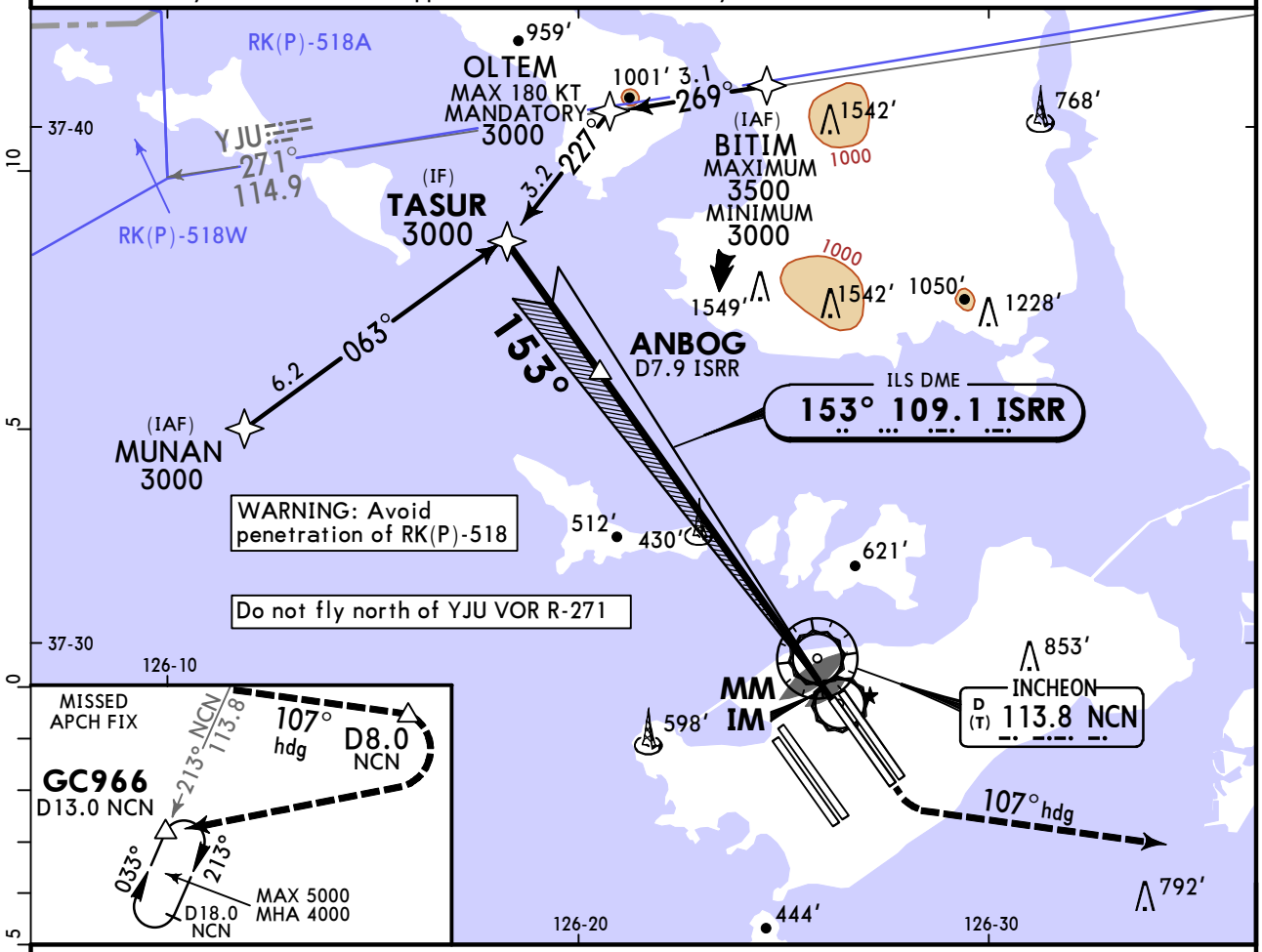
LOC ISRR	Final Apch Crs	ANBOG	CAT III	CAT II ILS	Apt Elev 23′
109.1	153°	2600′ (2577′)	Refer to Minimums	RA 106′ DA(H) 123′ (100′)	Rwy 23′

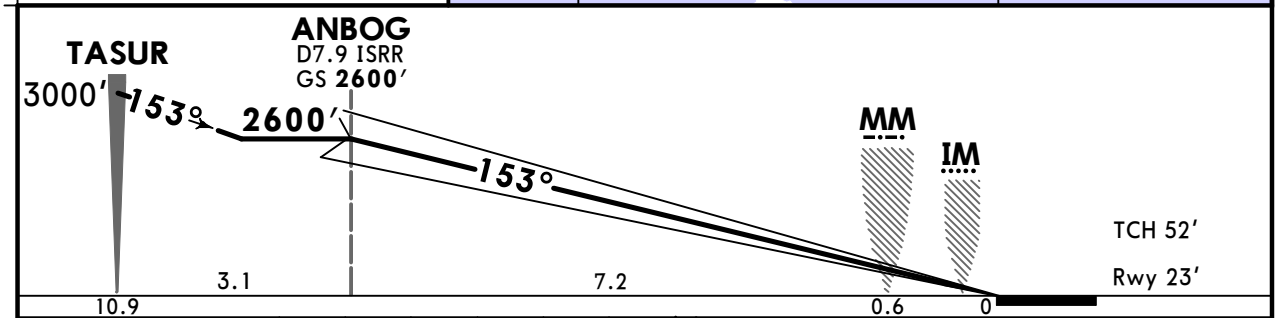
MISSED APCH: Fly Rwy heading, climb to 4000′. At 720′, turn LEFT heading 107°. At D8.0 NCN, turn RIGHT direct to GC966. Hold as published.

MSA ARP: 180° 2600 3900 270° 090° 2300 3300 360°

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

RNAV 1 operation | 1. Special Aircrew & Aircraft Certification required. 2. GNSS or DME/DME/IRU required. 3. ATS surveillance service required. 4. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy. 5. Simultaneous approach authorized with Rwy 16L/R.





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

ALSF-II | PAPI | 720′ on Rwy hdg | LT | 107° hdg

State — STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS RA 106′ DA(H) 123′ (100′)
1 R75m R125m	2 R300m

PANS OPS

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

CHANGES: Missed apch.

RKSI/ICN
INCHEON INTL

19 JAN 24
Eff 24 Jan 1600Z

JEPPESEN
21-4

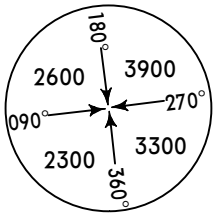
SEOUL/INCHEON, KOREA
ILS Y or LOC Y Rwy 15R

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwy 16L/R, 34L/R	INCHEON Tower EAST Rwy 15L/R, 33L/R	Ground WEST Rwy 16L/R, 34L/R	Ground EAST Rwy 15L/R, 33L/R
128.4 128.2	119.75 121.35	118.8	118.2	121.7	121.75

BRIEFING STRIP™

LOC ISRR	Final Apch Crs	UPROR	ILS DA(H)	Apt Elev 23′
109.1	153°	1600′ (1577′)	223′ (200′)	Rwy 23′

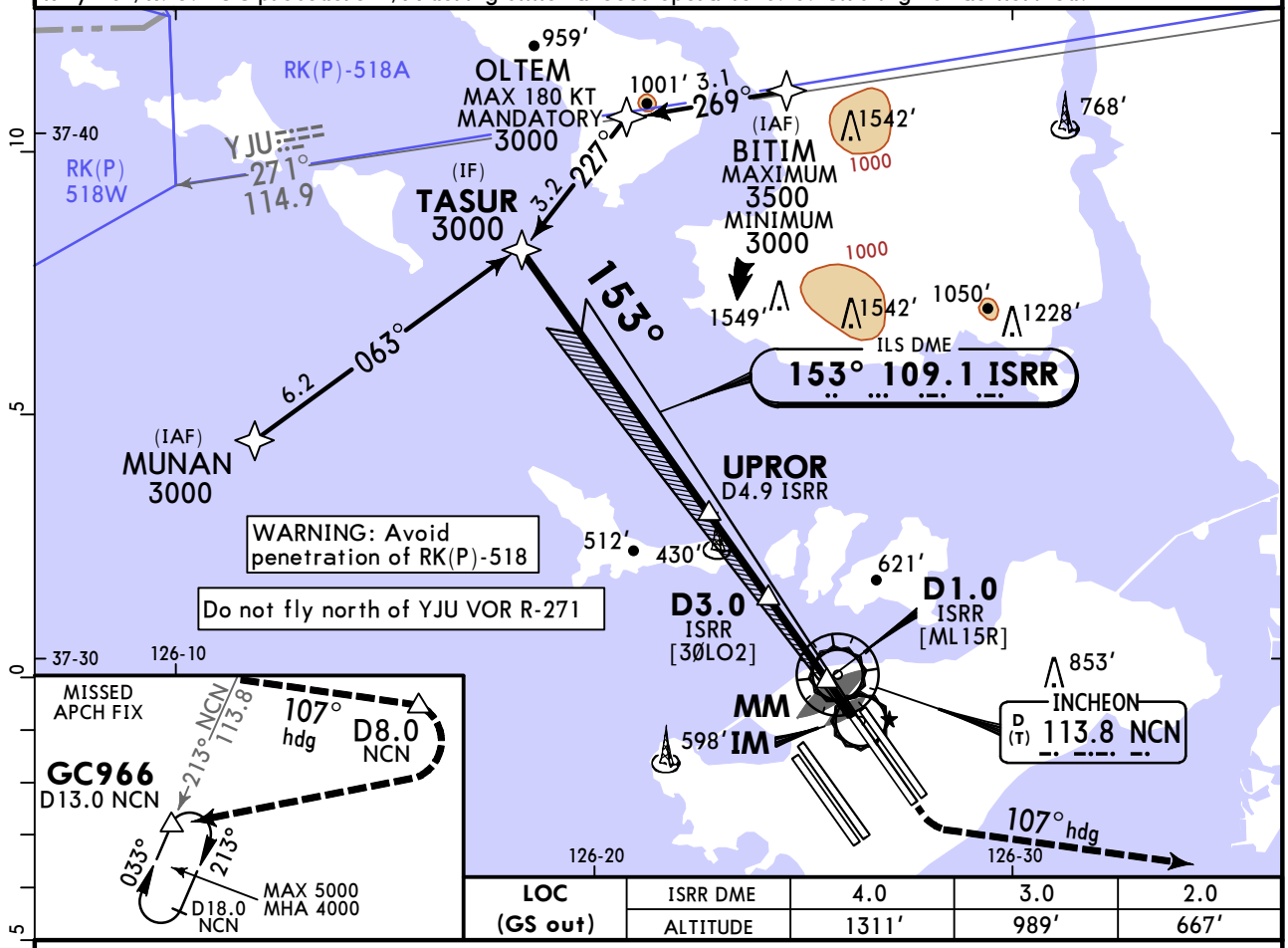
MISSED APCH: Fly Rwy heading, climb to 4000′. At 720′, turn LEFT heading 107°. At D8.0 NCN, turn RIGHT direct to GC966. Hold as published.
Do not turn before passing MAP.



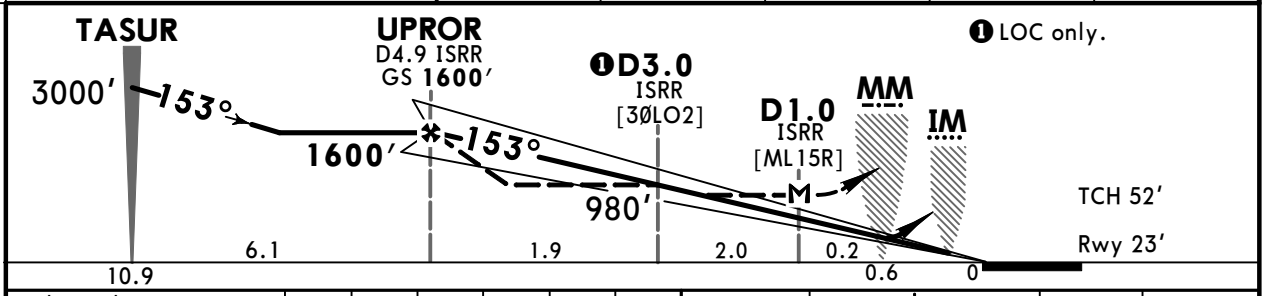
MSA ARP

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

RNAV 1 operation | 1. GNSS or DME/DME/IRU required. 2. ATS surveillance service required. 3. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy. 4. Simultaneous approach authorized with Rwy 16L/R. 5. LOC procedure N/A during simultaneous operations. 6. Circling not authorized.



LOC (GS out)	ISRR DME	4.0	3.0	2.0
	ALTITUDE	1311′	989′	667′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.03°	375	482	536	643	750	858
MAP at D1.0 ISRR							

Timing not authorized for defining the MAP.

ALSF-II
PAPI
720′ on Rwy hdg
LT
107° hdg

State STRAIGHT-IN LANDING

	ILS DA(H) 223′ (200′)		LOC (GS out) MDA(H) 380′ (357′)	
		ALS out		ALS out
A B C D	R550m V800m	R/V1200m	R/V900m	R/V1600m

PANS OPS

CHANGES: Missed apch, CNF, recommended altitude, minimums.

RKSI/ICN
INCHEON INTL

19 JAN 24
Eff 24 Jan 1600Z

JEPPESEN

21-4A

SEOUL/INCHEON, KOREA
ILS Y Rwy 15R CAT II & III

D-ATIS	SEOUL Approach (R)	INCHEON Tower		Ground	
		WEST Rwy 16L/R, 34L/R	EAST Rwy 15L/R, 33L/R	WEST Rwy 16L/R, 34L/R	EAST Rwy 15L/R, 33L/R
128.4 128.2	119.75 121.35	118.8	118.2	121.7	121.75

BRIEFING STRIP

LOC ISRR	Final Apch Crs	UPROR	CAT III	CAT II ILS	Apt Elev 23′
109.1	153°	1600′ (1577′)	Refer to Minimums	RA 106′ DA(H) 123′ (100′)	Rwy 23′

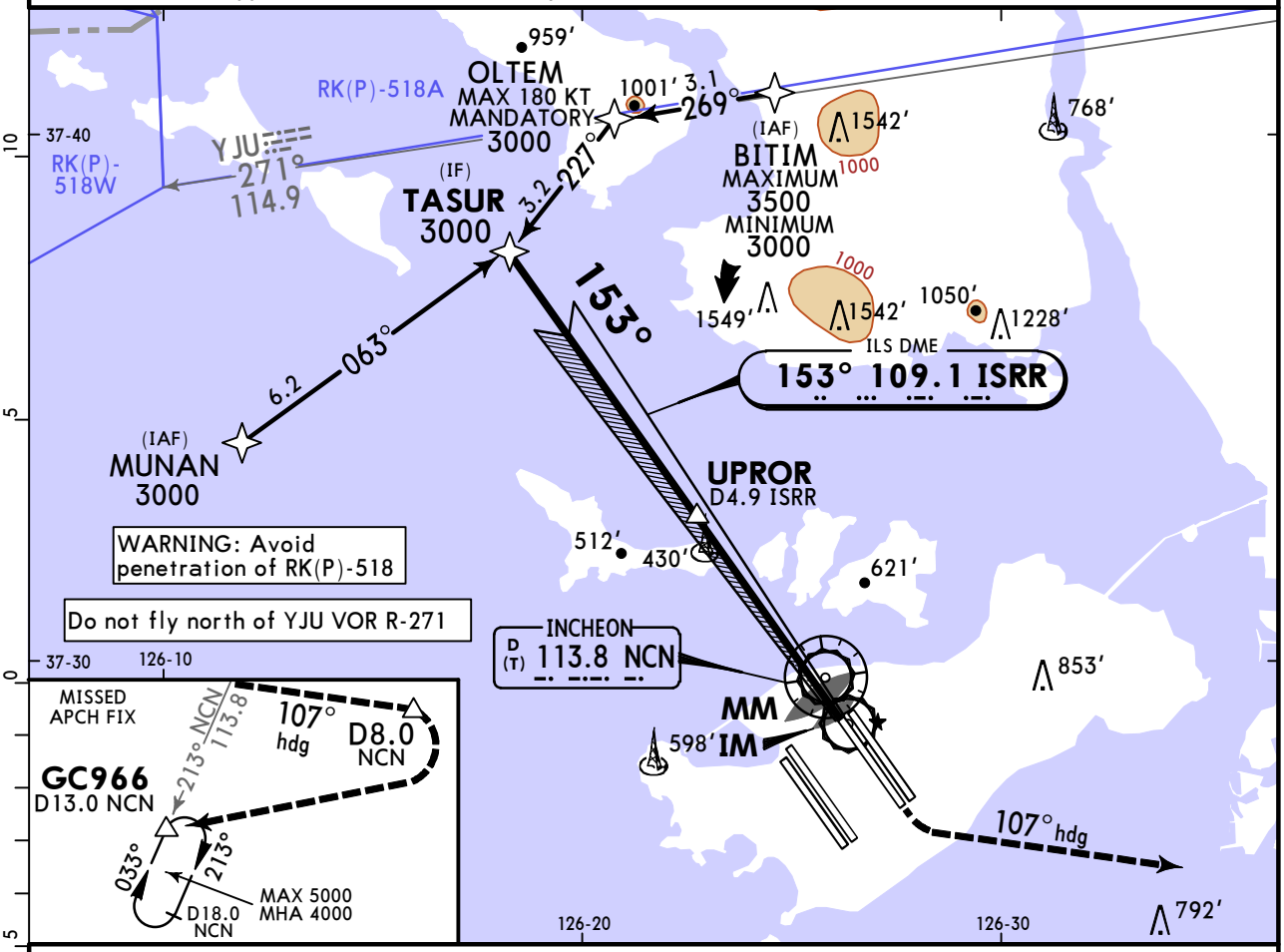
MISSED APCH: Fly Rwy heading, climb to 4000′. At 720′, turn LEFT heading 107°. At D8.0 NCN, turn RIGHT direct to GC966. Hold as published.

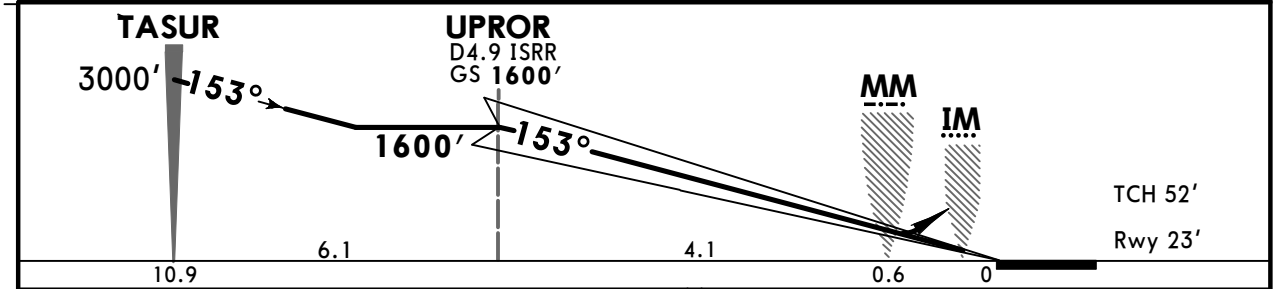
MSA ARP: 180° 2600 3900 270° 090° 2300 3300 360°

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

RNAV 1 operation

1. Special Aircrew & Aircraft Certification required. 2. GNSS or DME/DME/IRU required. 3. ATS surveillance service required. 4. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy. 5. Simultaneous approach authorized with Rwy 16L/R.





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

ALSF-II | PAPI | 720′ on Rwy | hdg | LT | 107° hdg

PANS OPS

State — STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS RA 106′ DA(H) 123′ (100′)
1 R75m R125m	2 R300m

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

CHANGES: Missed apch.

RKSI/ICN
INCHEON INTL

JEPPESEN

15 MAR 24 (21-5) Eff 20 Mar 1600Z

SEOUL/INCHEON, KOREA
ILS or LOC Rwy 16L

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST	INCHEON Tower EAST	Ground WEST	Ground EAST
128.4 128.2	119.75 121.35	Rwy 16L/R, 34L/R 118.8	Rwy 15L/R, 33L/R 118.2	Rwy 16L/R, 34L/R 121.7	Rwy 15L/R, 33L/R 121.75

BRIEFING STRIP

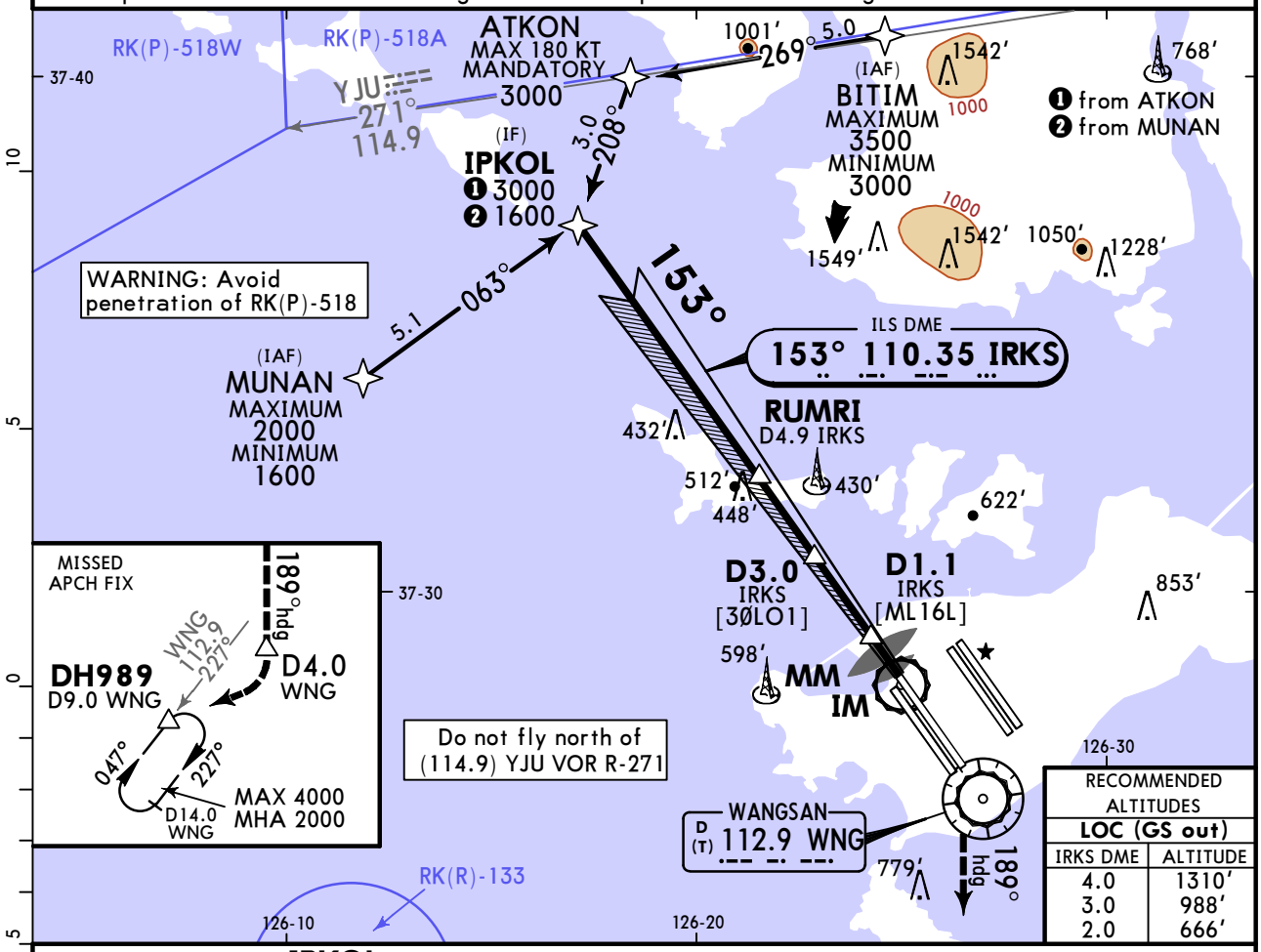
LOC IRKS	Final Apch Crs	RUMRI	ILS DA(H) Refer to Minimums	Apt Elev 23′ Rwy 23′
110.35	153°	1600′ (1577′)		

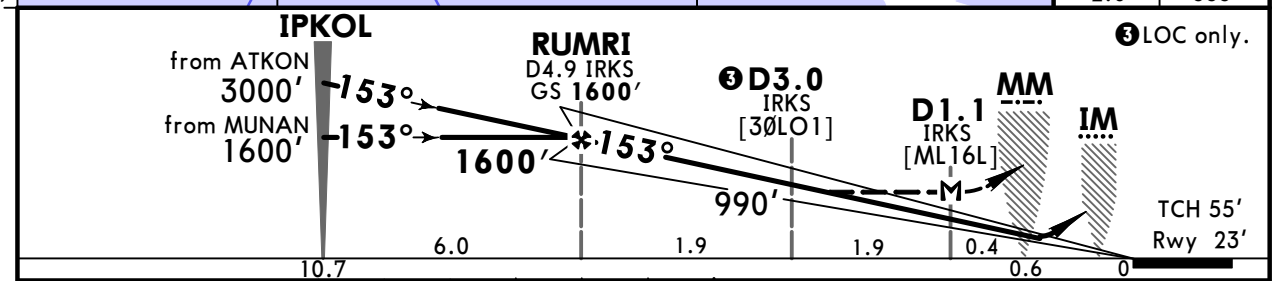
MISSED APCH: Fly Rwy heading, climb to 2000′. At 500′, turn RIGHT heading 189°. At D4.0 WNG, turn RIGHT direct to DH989. Hold as published. Do not turn before passing MAP. Missed approach turn limited to 210 KT maximum. Refer to minimums for missed apch climb gradient.

MSA ARP: 180° 2600 3900 270° 090° 2300 3300 360°

RNAV 1 operation	Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL140	Trans alt: 14000′

1. GNSS or DME/DME/IRU required. 2. ATS surveillance service required. 3. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy threshold. 4. Simultaneous approach authorized with Rwy 15L/R. 5. LOC procedure not authorized during simultaneous operations. 6. Circling not authorized.





Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.03°	375	482	536	643	750	868
MAP at D1.1 IRKS							

Timing not authorized for defining the MAP.

ALSF-II
PAPI
500′ on Rwy hdg
RT
189° hdg

State

	ILS	STRAIGHT-IN LANDING		LOC (GS out)	
	Missed apch requires min climb of 4.0% (244′/NM) to 2000′ DA(H) 223′ (200′)	Missed apch requires min climb of 2.5% (152′/NM) to 2000′ DA(H) 460′ (437′)		Missed apch requires min climb of 2.5% (152′/NM) to 2000′ MDA(H) 410′ (387′)	
	ALS out	ALS out		ALS out	
A B C D	R550m V800m	R/V1200m	R/V1300m	R/V2000m	R/V1100m	R/V1800m

PANS OPS

CHANGES: Notes, holding.

RKSI/ICN
INCHEON INTL

15 MAR 24
Eff 20 Mar 1600Z

JEPPESEN
21-5A

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

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwy 16L/R, 34L/R	INCHEON Tower EAST Rwy 15L/R, 33L/R	Ground WEST Rwy 16L/R, 34L/R	Ground EAST Rwy 15L/R, 33L/R
128.4 128.2	119.75 121.35	118.8	118.2	121.7	121.75

BRIEFING STRIP

LOC IRKS 110.35	Final Apch Crs 153°	RUMRI 1600′ (1577′)	CAT III Refer to Minimums	CAT II ILS RA 105′ DA(H) 123′ (100′)	Apt Elev 23′ Rwy 23′

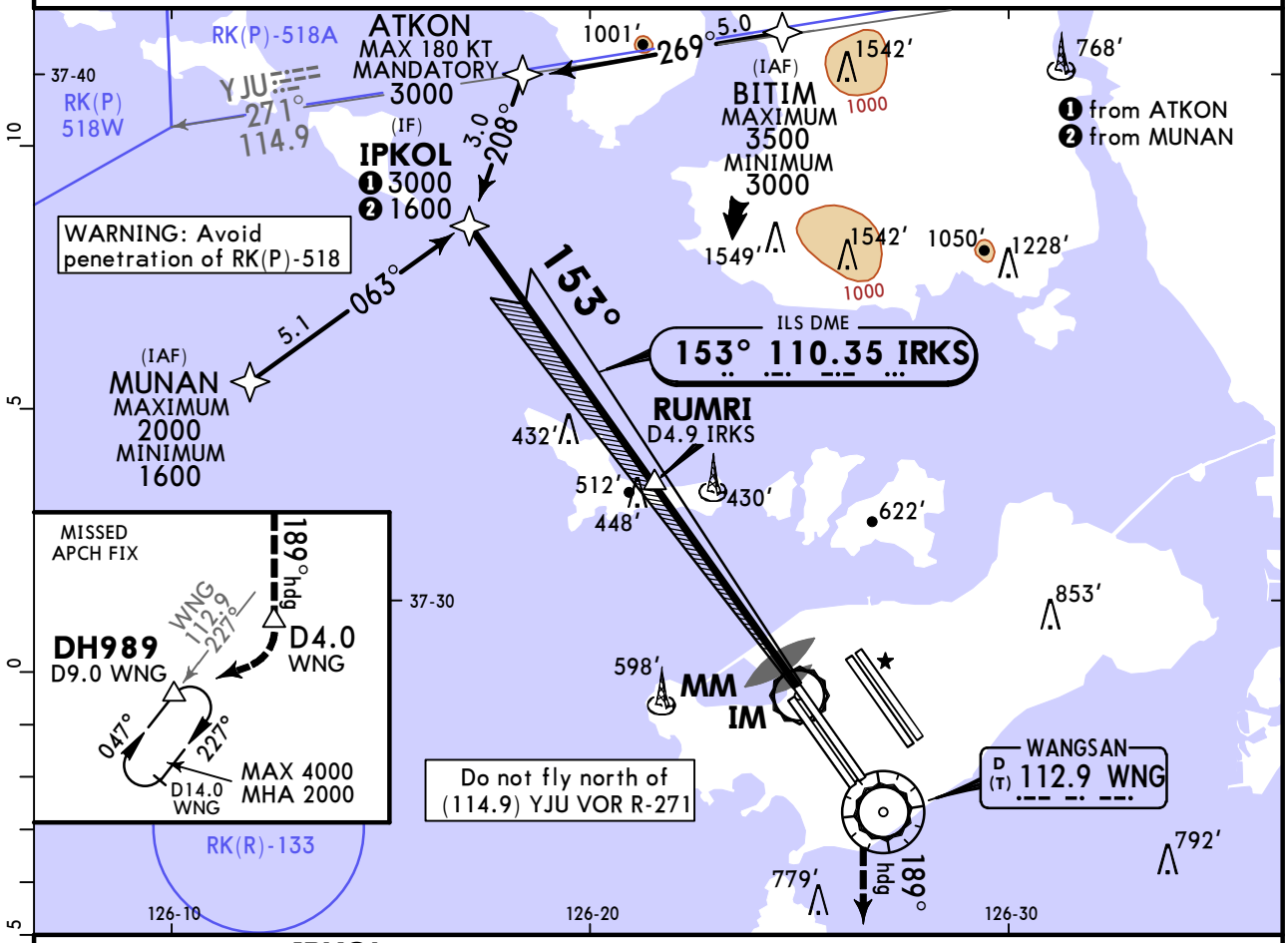
MISSED APCH: Fly Rwy heading, climb to 2000′. At 500′, turn RIGHT heading 189°. At D4.0 WNG, turn RIGHT direct to DH989. Hold as published. Missed approach turn limited to 210 KT maximum. Refer to minimums for missed apch climb gradient.

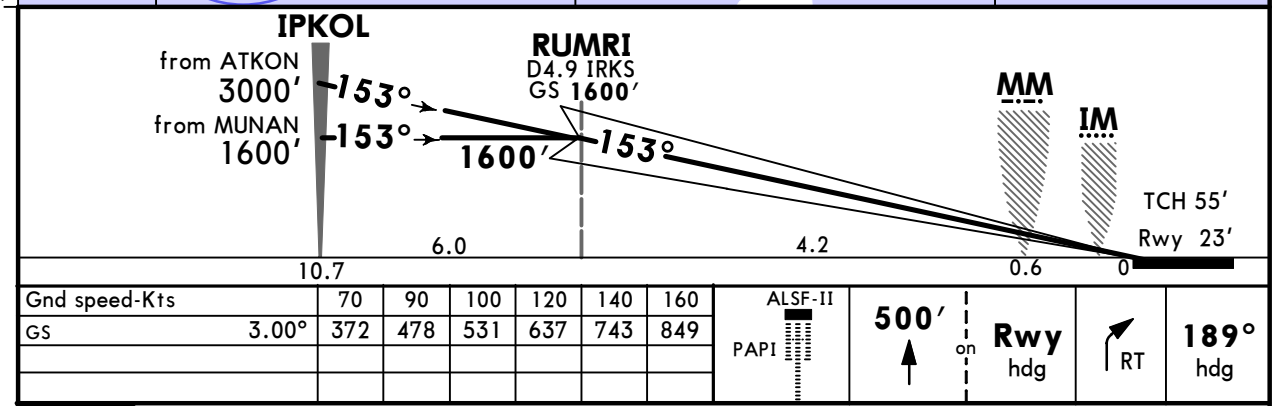
MSA ARP: 2600 (180°–090°), 3900 (090°–180°), 3300 (180°–270°), 2300 (270°–360°)

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

RNAV 1 operation

1. Special Aircrew & Aircraft Certification required. 2. GNSS or DME/DME/IRU required. 3. ATS surveillance service required. 4. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy threshold. 5. Simultaneous approach authorized with Rwy 15L/R.





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

ALSF-II / PAPI | 500′ on Rwy hdg | RT | 189° hdg

State — STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	Missed apch requires min climb of 4.0% (244′/NM) to 2000′ RA 105′ DA(H) 123′ (100′)
1 R75m R125m	2 R300m

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

PANS OPS

CHANGES: Notes, holding.

RKSI/ICN
INCHEON INTL

JEPPESEN

15 MAR 24 (21-6) Eff 20 Mar 1600Z

SEOUL/INCHEON, KOREA
ILS or LOC Rwy 16R

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwy 16L/R, 34L/R	INCHEON Tower EAST Rwy 15L/R, 33L/R	Ground WEST Rwy 16L/R, 34L/R	Ground EAST Rwy 15L/R, 33L/R
128.4 128.2	119.75 121.35	118.8	118.2	121.7	121.75

BRIEFING STRIP

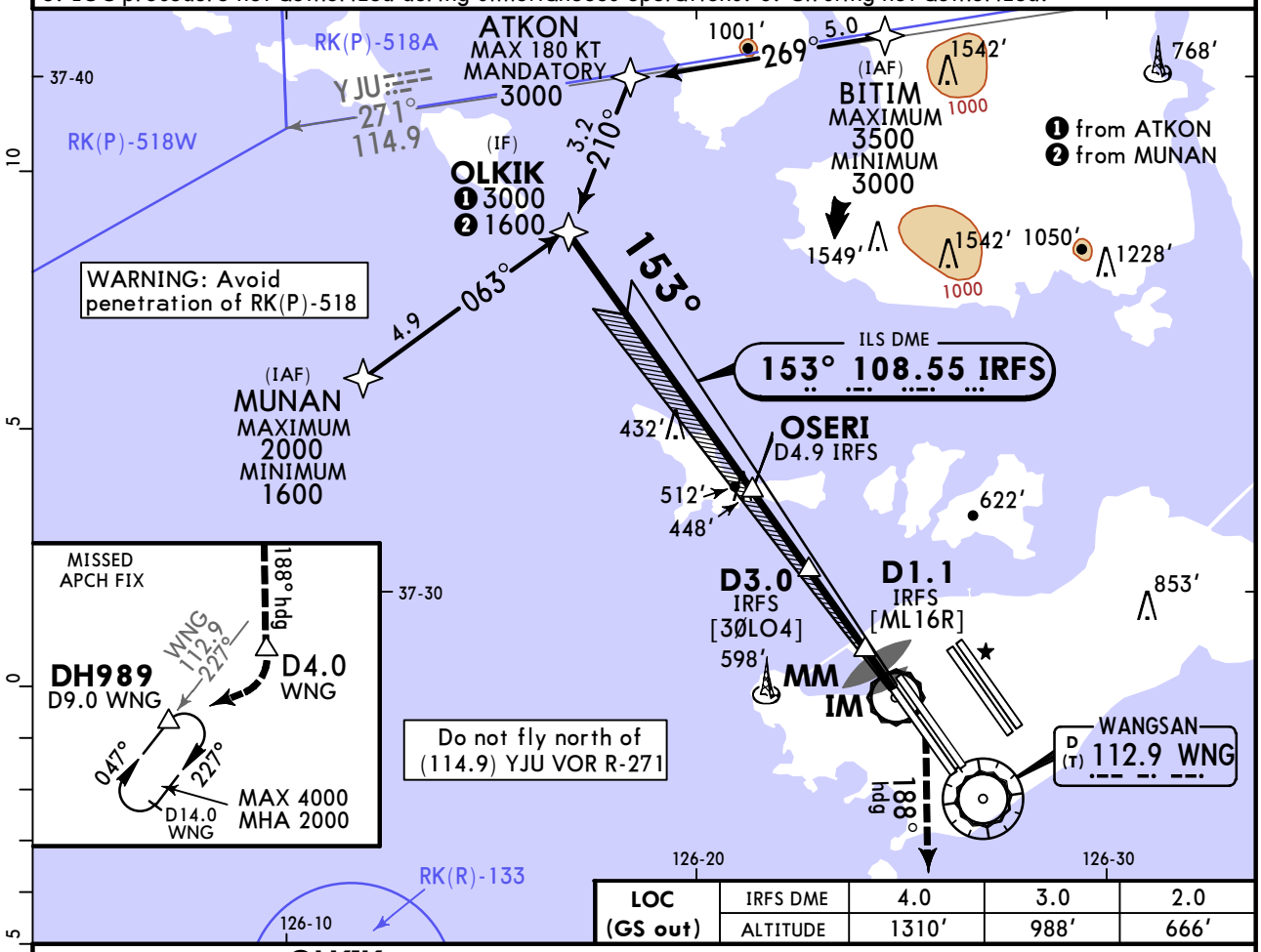
LOC IRFS	Final Apch Crs	OSERI	ILS DA(H) Refer to Minimums	Apt Elev 23′ Rwy 23′
108.55	153°	1600′ (1577′)		

MISSED APCH: Fly Rwy heading, climb to 2000′. At 500′, turn RIGHT heading 188°. At D4.0 WNG, turn RIGHT direct to DH989. Hold as published. Do not turn before passing MAP. Missed approach turn limited to 210 KT maximum. Refer to minimums for missed apch climb gradient.

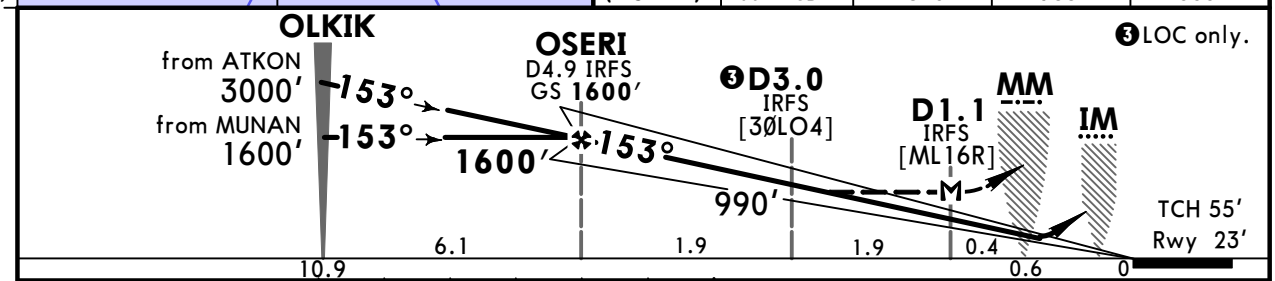
MSA ARP: 180° 3900 270° 3300 360° 2300 090° 2600

RNAV 1 operation	Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL140	Trans alt: 14000′

1. GNSS or DME/DME/IRU required. 2. ATS surveillance service required. 3. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy threshold. 4. Simultaneous approach authorized with Rwy 15L/R. 5. LOC procedure not authorized during simultaneous operations. 6. Circling not authorized.



LOC (GS out)	IRFS DME	4.0	3.0	2.0
	ALTITUDE	1310′	988′	666′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.03°	375	482	536	643	750	868
MAP at D1.1 IRFS							

Timing not authorized for defining the MAP.

ALSF-II
PAPI

500′ on Rwy hdg — RT — 188° hdg

State

	ILS	STRAIGHT-IN LANDING	LOC (GS out)
	Missed apch requires min climb of 4.0% (244′/NM) to 2000′ DA(H) 223′ (200′)	Missed apch requires min climb of 2.5% (152′/NM) to 2000′ DA(H) 460′ (437′)	Missed apch requires min climb of 2.5% (152′/NM) to 2000′ MDA(H) 410′ (387′)
	ALS out	ALS out	ALS out
PANS OPS A, B, C, D	R550m V800m	R/V1200m	R/V1300m	R/V2000m	R/V1100m	R/V1800m

CHANGES: Notes, holding.

RKSI/ICN
INCHEON INTL

15 MAR 24
Eff 20 Mar 1600Z

JEPPESEN
21-6A

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

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwy 16L/R, 34L/R	INCHEON Tower EAST Rwy 15L/R, 33L/R	Ground WEST Rwy 16L/R, 34L/R	Ground EAST Rwy 15L/R, 33L/R
128.4 128.2	119.75 121.35	118.8	118.2	121.7	121.75

LOC IRFS	Final Apch Crs	OSERI	CAT III	CAT II ILS	Apt Elev 23′
108.55	153°	1600′ (1577′)	Refer to Minimums	RA 105′ DA(H) 123′(100′)	Rwy 23′

MISSED APCH: Fly Rwy heading, climb to 2000′. At 500′, turn RIGHT heading 188°. At D4.0 WNG, turn RIGHT direct to DH989. Hold as published. Missed approach turn limited to 210 KT maximum. Refer to minimums for missed apch climb gradient.

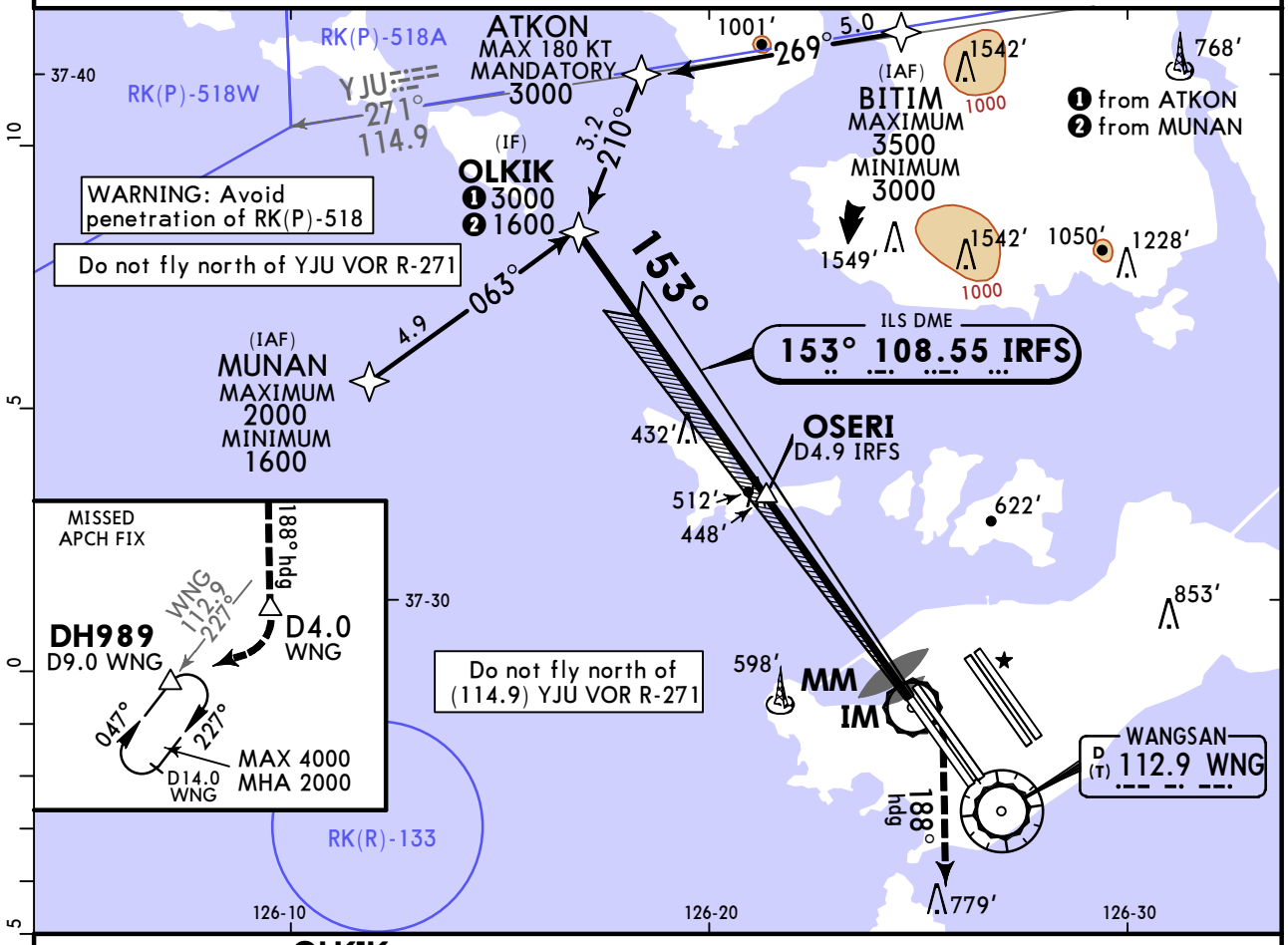
MSA ARP: 2600 (180°–090°), 3900 (090°–270°), 2300 (270°–360°), 3300 (360°–180°)

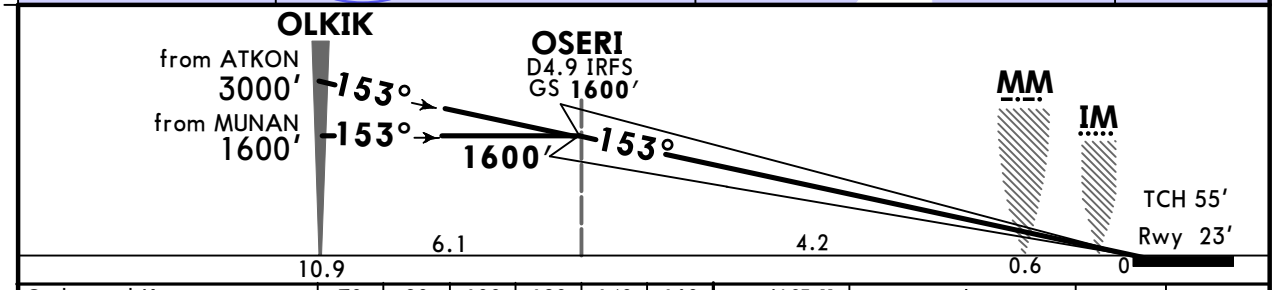
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

RNAV 1 operation

1. Special Aircrew & Aircraft Certification required. 2. GNSS or DME/DME/IRU required. 3. ATS surveillance service required. 4. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy threshold. 5. Simultaneous approach authorized with Rwy 15L/R.

BRIEFING STRIP ™





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

ALSF-II / PAPI — 500′ on Rwy hdg — RT — 188° hdg

State

STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	Missed apch requires min climb of 4.0% (244′/NM) to 2000′ RA 105′ DA(H) 123′(100′)
1 R75m R125m	2 R300m

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

PANS OPS

CHANGES: Notes, holding.

RKSI/ICN
INCHEON INTL

JEPPESEN

19 JAN 24 (21-7) Eff 24 Jan 1600Z

SEOUL/INCHEON, KOREA
ILS or LOC Rwy 33L

BRIEFING STRIP

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

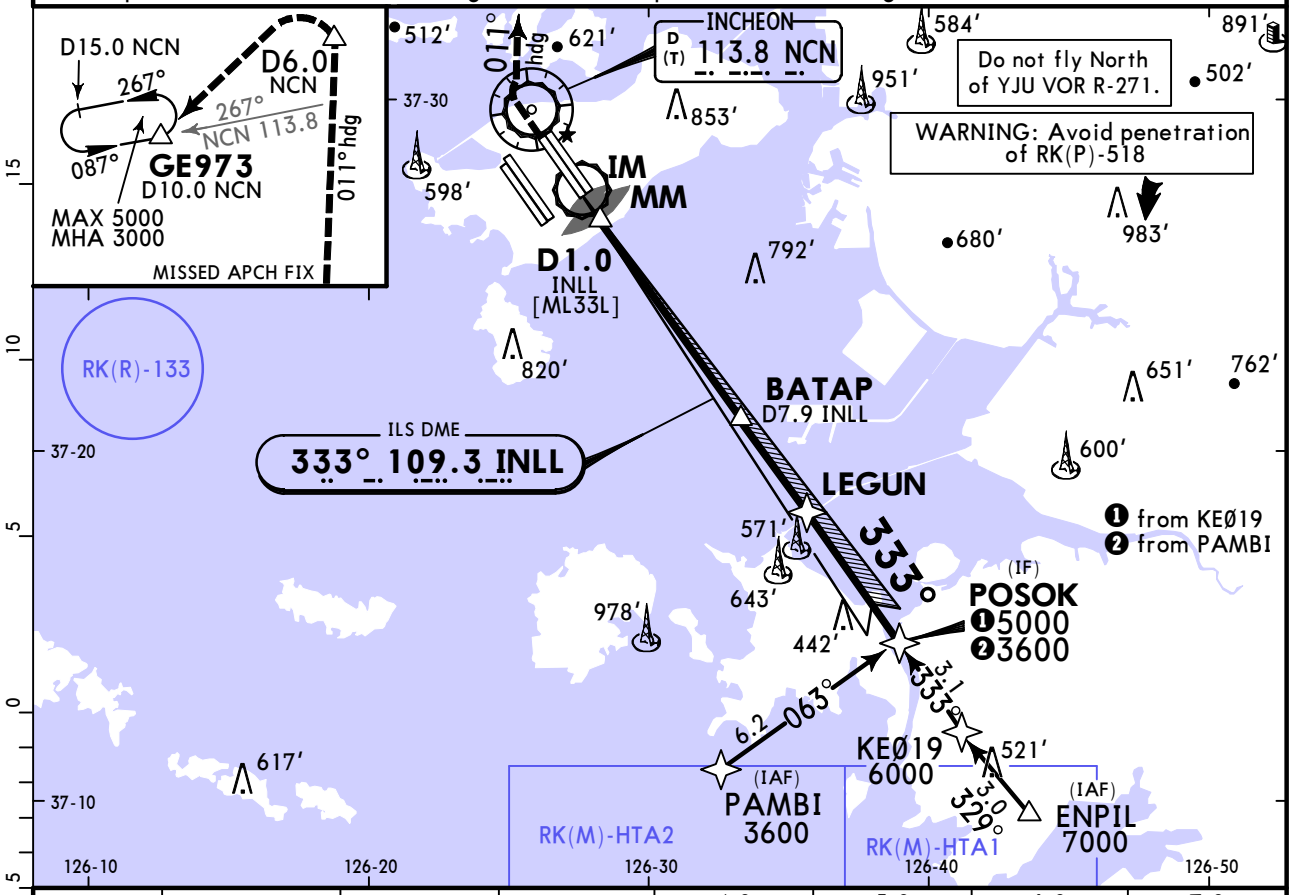
LOC INLL	Final Apch Crs	BATAP	ILS DA(H)	Apt Elev 23′
109.3	333°	2600′ (2577′)	Refer to Minimums	Rwy 23′

MISSED APCH: Fly Rwy heading, climb to 3000′. At 500′, turn RIGHT heading 011°. At D6.0 NCN, turn LEFT direct to GE973. Hold as published. Do not turn before passing MAP. Missed apch turn limited to MAX 210 KT. Refer to minimums for missed apch climb gradient.

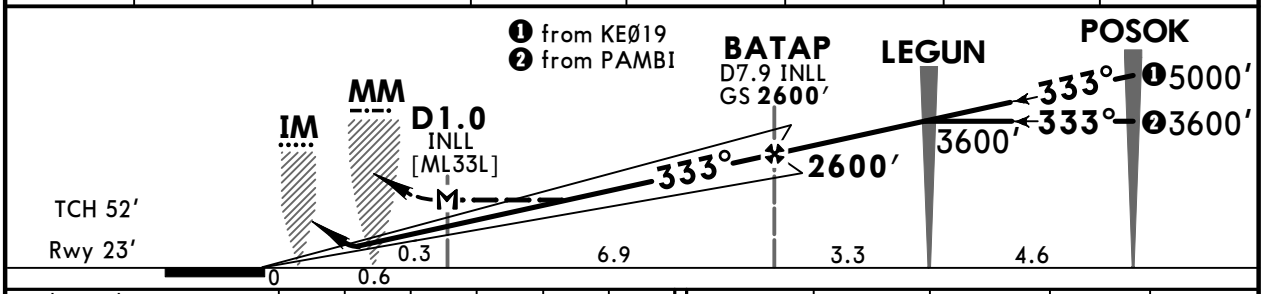
MSA ARP: 180° 3900 / 270° 3300 / 360° 2300 / 090° 2600

RNAV 1 operation	Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL140	Trans alt: 14000′

1. GNSS or DME/DME/IRU required. 2. ATS surveillance service required. 3. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy. 4. Simultaneous approach authorized with Rwy 34L/R. 5. LOC procedure not authorized during simultaneous operations. 6. Circling not authorized.



LOC (GS out)	INLL DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	675′	1001′	1327′	1654′	1980′	2306′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.07°	380	489	543	652	760	869
MAP at D1.0 INLL							

Timing not authorized for defining the MAP.

ALSF-II / PAPI	500′	Rwy hdg	RT	011° hdg

State

STRAIGHT-IN LANDING

	ILS: Missed apch climb gradient min 4.0% (244′/NM) to 2000′, DA(H) 223′ (200′)	ILS ALS out	ILS: Missed apch climb gradient min 2.5% (152′/NM) to 3000′, DA(H) 461′ (438′)	ILS ALS out	LOC (GS out): Missed apch climb gradient min 2.5% (152′/NM) to 3000′, MDA(H) 440′ (417′)	LOC (GS out) ALS out
A, B, C, D	R550m V800m	R/V1200m	R/V1300m	R/V2000m	R/V1200m	R/V1900m

PANS OPS

CHANGES: Missed apch, recommended altitudes.

RKSI/ICN
INCHEON INTL

19 JAN 24
Eff 24 Jan 1600Z

JEPPESEN
21-7A

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

BRIEFING STRIP

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

LOC INLL	Final Apch Crs	BATAP	CAT III	CAT II ILS	Apt Elev 23′ / Rwy 23′
109.3	333°	2600′ (2577′)	Refer to Minimums	RA 106′ DA(H) 123′ (100′)	

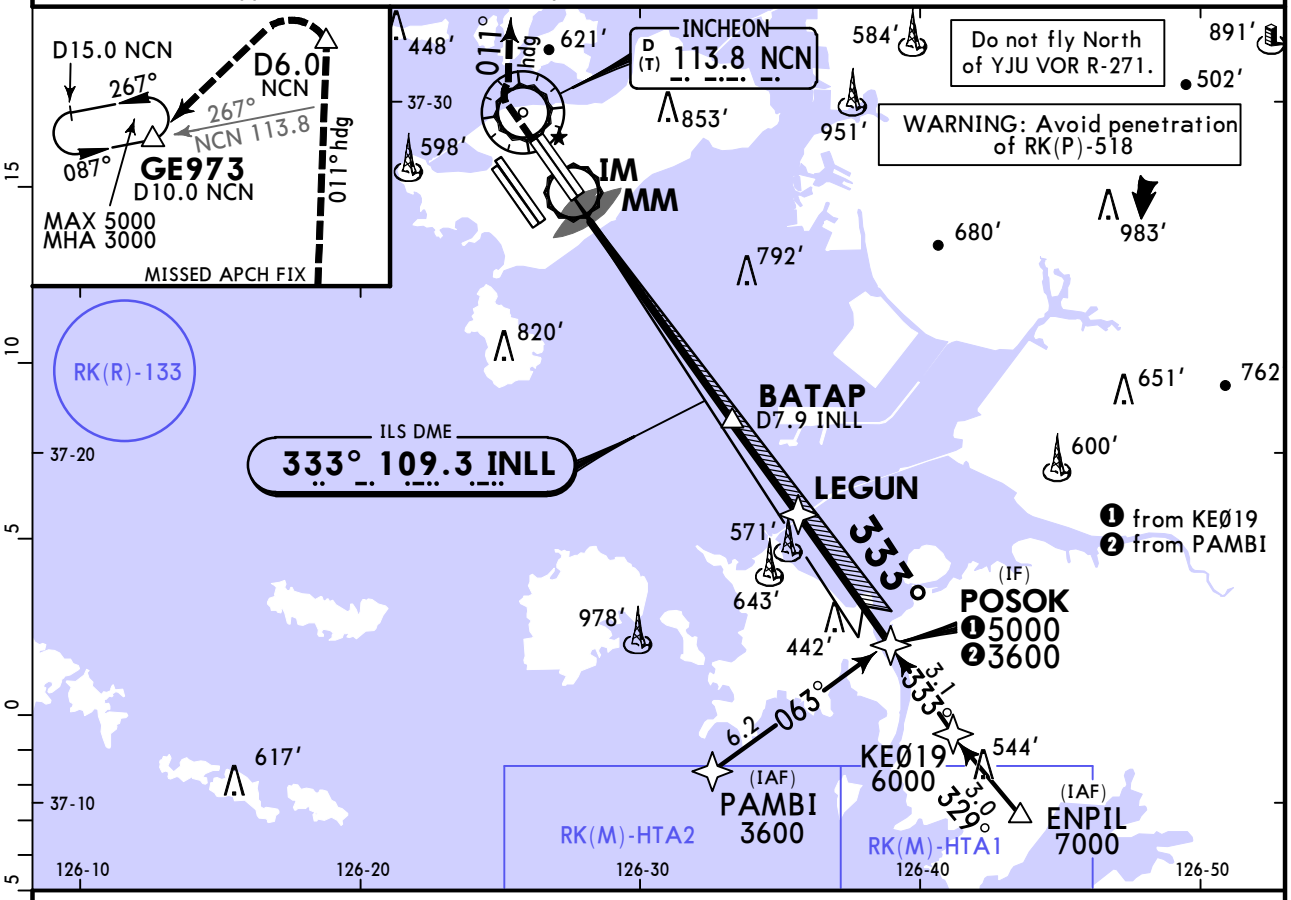
MISSED APCH: Fly Rwy heading, climb to 3000′. At 500′, turn RIGHT heading 011°. At D6.0 NCN, turn LEFT direct to GE973. Hold as published. Missed apch turn limited to MAX 210 KT.
Refer to minimums for missed apch climb gradient.

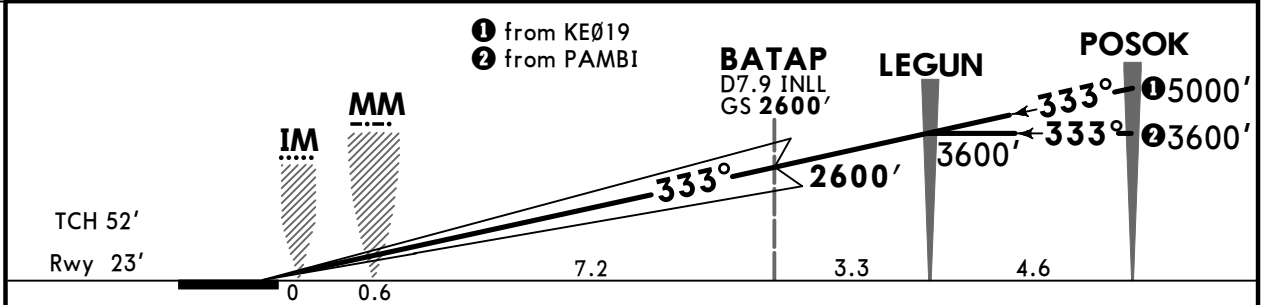
MSA ARP: 180° 3900 / 270° 3300 / 360° 2300 / 090° 2600

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

RNAV 1 operation

1. Special Aircrew & Aircraft Certification required. 2. GNSS or DME/DME/IRU required. 3. ATS surveillance service required. 4. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy. 5. Simultaneous approach authorized with Rwy 34L/R.





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

ALSF-II / PAPI | 500′ | Rwy hdg | RT | 011° hdg

State

STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	Missed apch climb gradient min 4.0% (244′/NM) to 2000′ RA 106′ DA(H) 123′ (100′)
❶ R75m R125m	❷ R300m

PANS OPS

❶ Airplanes using fail-operational system. ❷ CAT D without autoland: R350m.

CHANGES: Missed apch.

RKSI/ICN
INCHEON INTL

JEPPESEN

19 JAN 24 (21-8) Eff 24 Jan 1600Z

SEOUL/INCHEON, KOREA
ILS or LOC Rwy 33R

BRIEFING STRIP

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

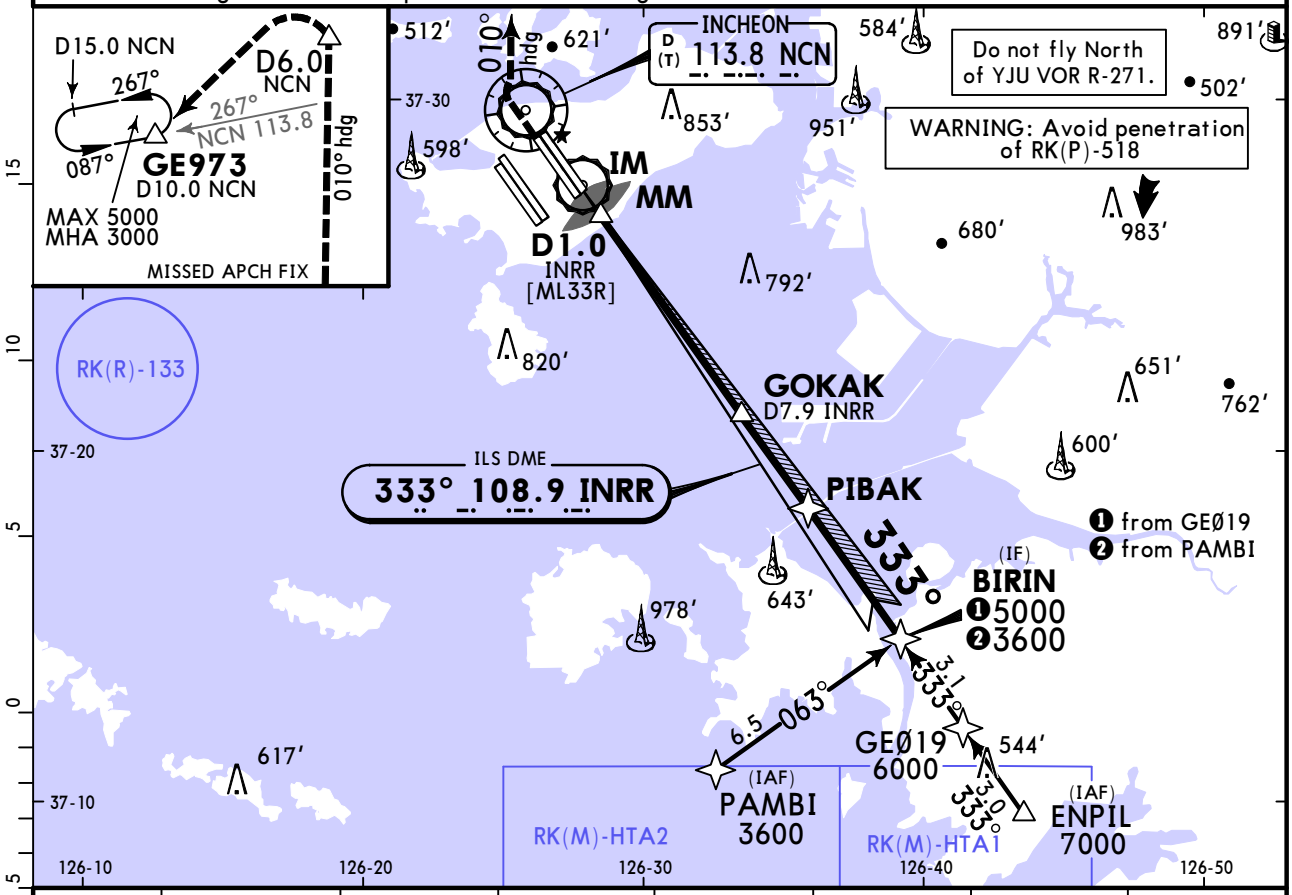
LOC INRR	Final Apch Crs	GOKAK	ILS DA(H)	Apt Elev 23′
108.9	333°	2600′ (2577′)	Refer to Minimums	Rwy 23′

MISSED APCH: Fly Rwy heading, climb to 3000′. At 500′, turn RIGHT heading 010°. At D6.0 NCN, turn LEFT direct to GE973. Hold as published. Do not turn before passing MAP. Missed apch turn limited to MAX 210 KT. Refer to minimums for missed apch climb gradient.

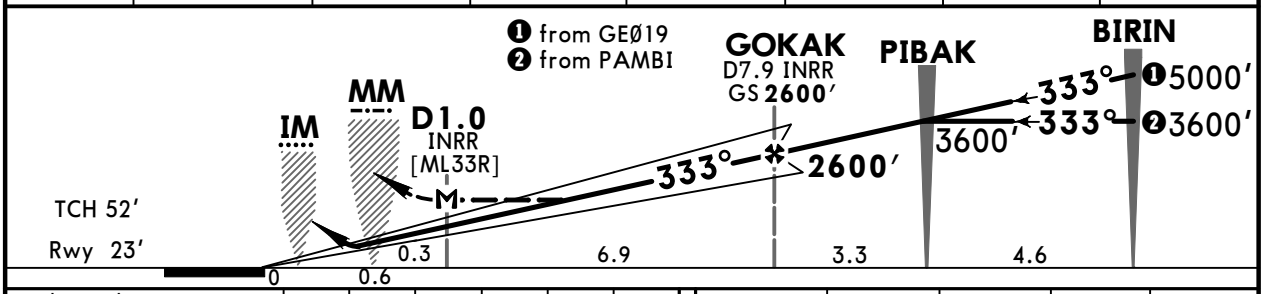
MSA ARP: 180° 2600 3900 270° 090° 2300 3300 360°

RNAV 1 operation | Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

1.GNSS or DME/DME/IRU required. 2.ATS surveillance service required. 3.Minimum speed 160 KT before 5NM 180 KT before 8 NM from Rwy. 4.Simultaneous approach authorized with Rwy 34L/R. 5. LOC procedure not authorized during simultaneous operations. 6.Circling not authorized.



LOC (GS out)	INRR DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	675′	1001′	1327′	1654′	1980′	2306′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.07°	380	489	543	652	760	869
MAP at D1.0 INRR							

Timing not authorized for defining the MAP.

ALSF-II | PAPI | 500′ | Rwy hdg | RT | 010° hdg

State — STRAIGHT-IN LANDING

	ILS		LOC (GS out)	
	Missed apch climb gradient min 4.0% (244′/NM) to 2000′ DA(H) 223′ (200′)		Missed apch climb gradient min 2.5% (152′/NM) to 3000′ DA(H) 461′ (438′)		Missed apch climb gradient min 2.5% (152′/NM) to 3000′ MDA(H) 440′ (417′)	
		ALS out		ALS out		ALS out
A B C D	R550m V800m	R/V1200m	R/V1300m	R/V2000m	R/V1200m	R/V1900m

PANS OPS

CHANGES: Missed apch, recommended altitudes.

RKSI/ICN
INCHEON INTL

19 JAN 24
Eff 24 Jan 1600Z

JEPPESEN
21-8A

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

BRIEFING STRIP

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

LOC INRR	Final Apch Crs	GOKAK	CAT III	CAT II ILS	Apt Elev / Rwy
108.9	333°	2600′ (2577′)	Refer to Minimums	RA 106′ DA(H) 123′ (100′)	Apt Elev 23′ Rwy 23′

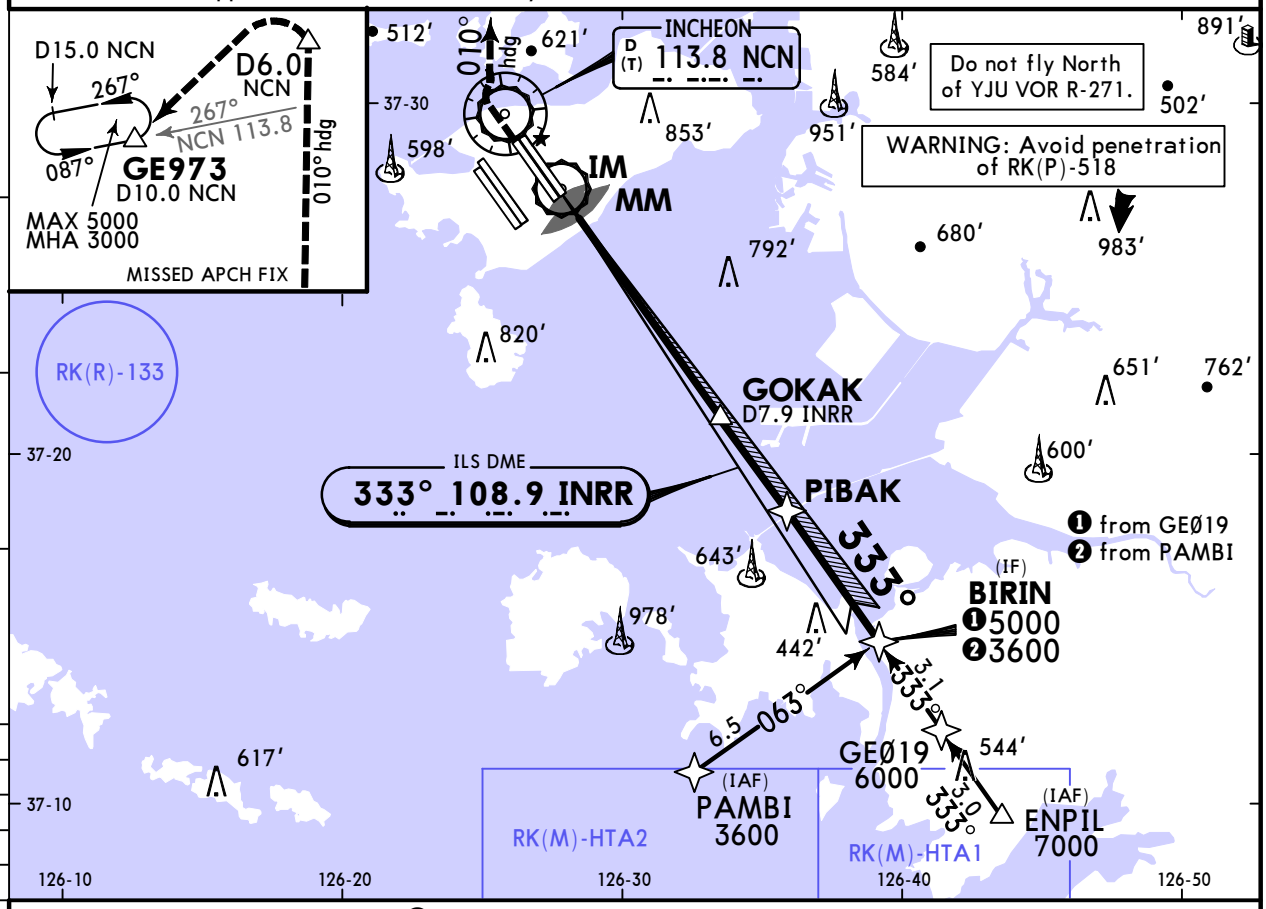
MISSED APCH: Fly Rwy heading, climb to 3000′. At 500′, turn RIGHT heading 010°. At D6.0 NCN, turn LEFT direct to GE973. Hold as published. Missed apch turn limited to MAX 210 KT.
Refer to minimums for missed apch climb gradient.

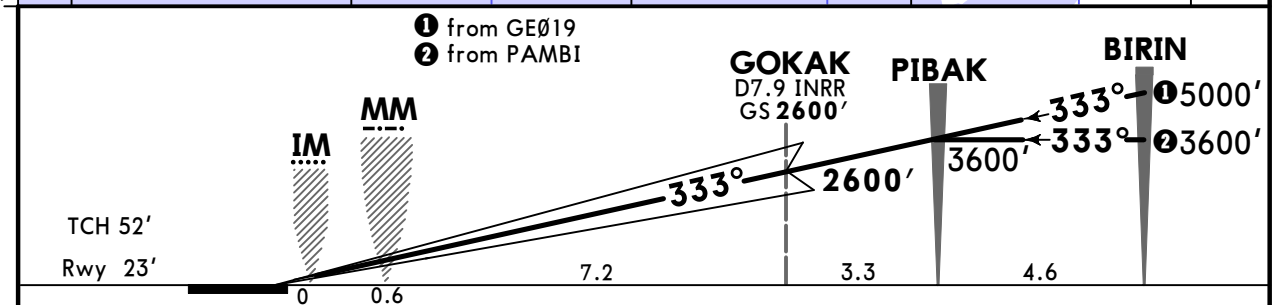
MSA ARP: 180° 3900 270° 3300 360° 2300 090° 2600

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

RNAV 1 operation

1. Special Aircrew & Acft Certification Required. 2. GNSS or DME/DME/IRU required. 3. ATS surveillance service required. 4. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy. 5. Simultaneous approach authorized with Rwy 34L/R.





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

ALSF-II | PAPI | 500′ | Rwy hdg | RT | 010° hdg

State

STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	Missed apch climb gradient min 4.0% (244′/NM) to 2000′ RA 106′ DA(H) 123′ (100′)
1 R75m R125m	2 R300m

PANS OPS

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

CHANGES: Missed apch.

RKSI/ICN
INCHEON INTL

JEPPESEN
19 JAN 24
Eff 24 Jan 1600Z
21-9

SEOUL/INCHEON, KOREA
ILS or LOC Rwy 34L

BRIEFING STRIP

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

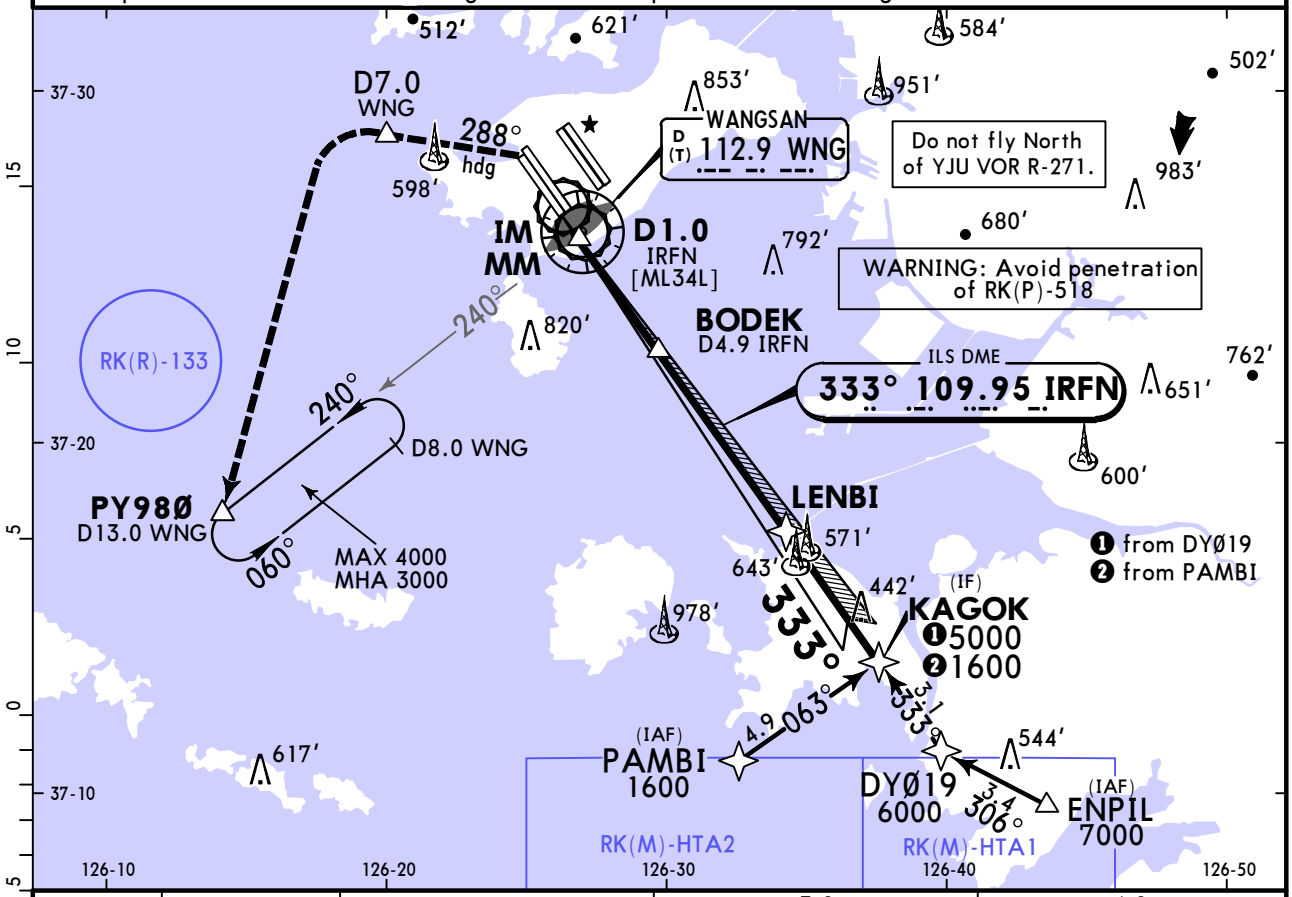
LOC IRFN	Final Apch Crs	BODEK	ILS DA(H)	Apt Elev 23′
109.95	333°	1600′(1577′)	Refer to Minimums	Rwy 23′

MISSED APCH: Fly Rwy heading, climb to 3000′. At 500′, turn LEFT heading 288°. At D7.0 WNG, turn LEFT direct to PY98Ø. Hold as published. Do not turn before passing MAP. Missed apch turn limited to MAX 210 KT. Refer to minimums for missed apch climb gradient.

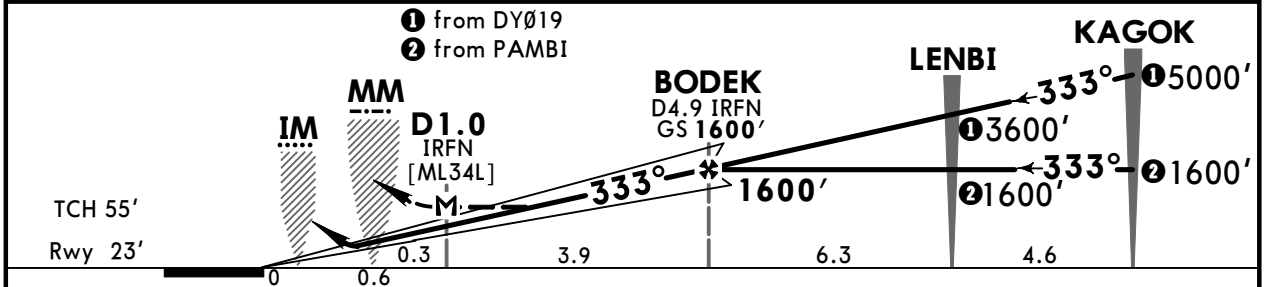
MSA ARP: 180° 3900; 270° 3300; 360° 2300; 090° 2600

RNAV 1 operation | Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

1. GNSS or DME/DME/IRU required. 2. ATS surveillance service required. 3. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy. 4. Simultaneous approach authorized with ILS Rwy 33L/R. 5. LOC procedure not authorized during simultaneous operations. 6. Circling not authorized.



LOC (GS out)	IRFN DME	2.0	3.0	4.0
	ALTITUDE	666′	988′	1310′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.03°	575	536	536	643	750	858
MAP at D1.0 IRFN							
Timing not authorized for defining the MAP.							

ALSF-II | PAPI | 500′ | Rwy hdg | LT | 288° hdg

State — STRAIGHT-IN LANDING

	ILS			LOC (GS out)	
	Missed apch climb gradient min 4.0% (244′/NM) to 2000′ DA(H) 223′(200′)		Missed apch climb gradient min 2.5% (152′/NM) to 3000′ DA(H) 360′(337′)		Missed apch climb gradient min 2.5% (152′/NM) to 3000′ MDA(H) 410′(387′)
		ALS out		ALS out	ALS out
A B C D	R550m V800m	R/V1200m	R/V800m	R/V1500m	R/V1100m	R/V1800m

PANS OPS

CHANGES: Missed apch.

RKSI/ICN
INCHEON INTL

JEPPESEN

19 JAN 24
Eff 24 Jan 1600Z

21-9A

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

D-ATIS	SEOUL Approach (R)	INCHEON Tower		Ground	
		WEST Rwys 16L/R, 34L/R	EAST Rwys 15L/R, 33L/R	WEST Rwys 16L/R, 34L/R	EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

LOC IRFN	Final Apch Crs	BODEK	CAT III	CAT II ILS	Apt Elev 23′
109.95	333°	1600′ (1577′)	Refer to Minimums	RA 105′ DA(H) 123′ (100′)	Rwy 23′

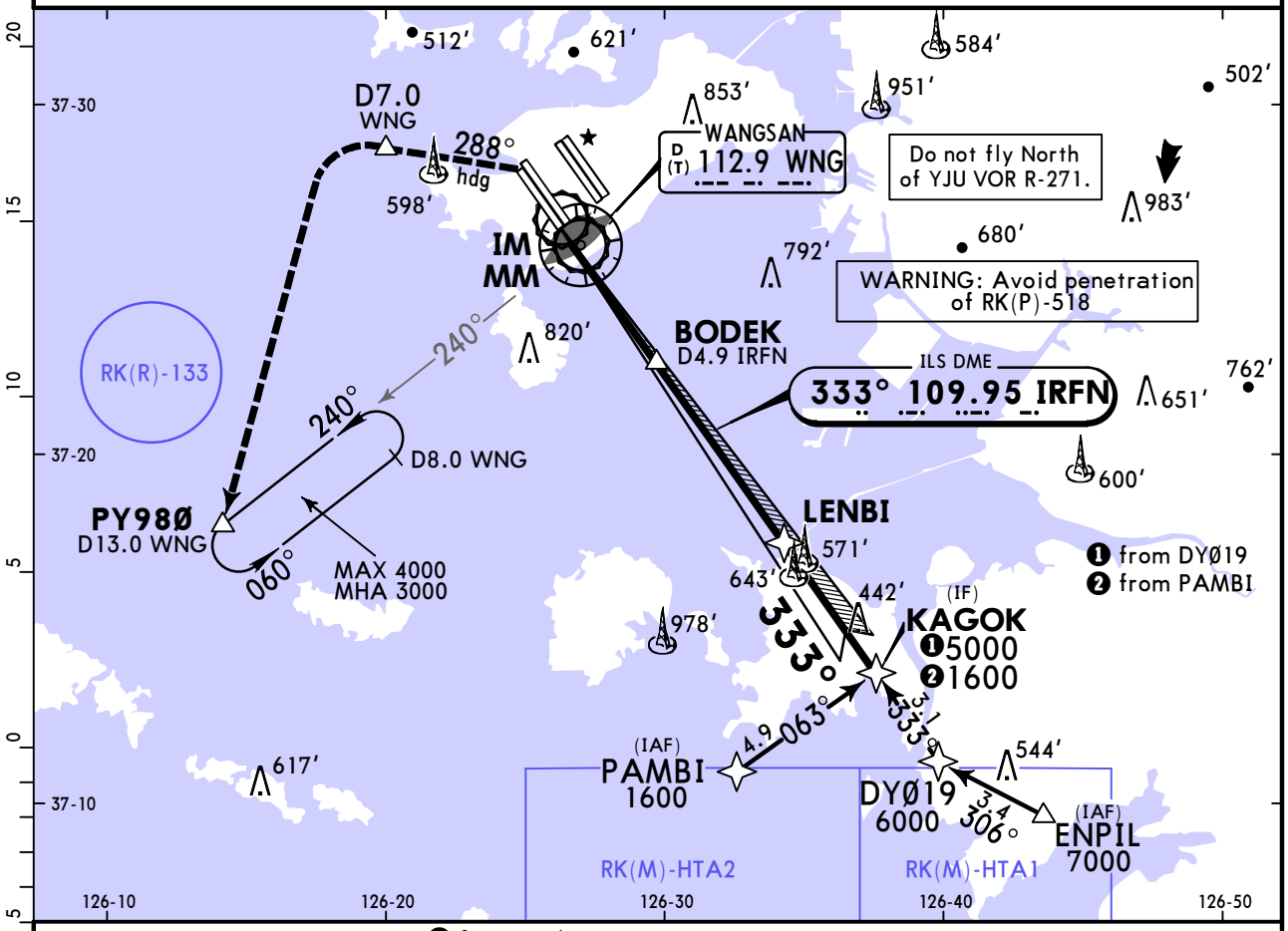
MISSED APCH: Fly Rwy heading, climb to 3000′. At 500′, turn LEFT heading 288°. At D7.0 WNG, turn LEFT direct to PY98Ø. Hold as published. Missed apch turn limited to MAX 210 KT.
Refer to minimums for missed apch climb gradient.

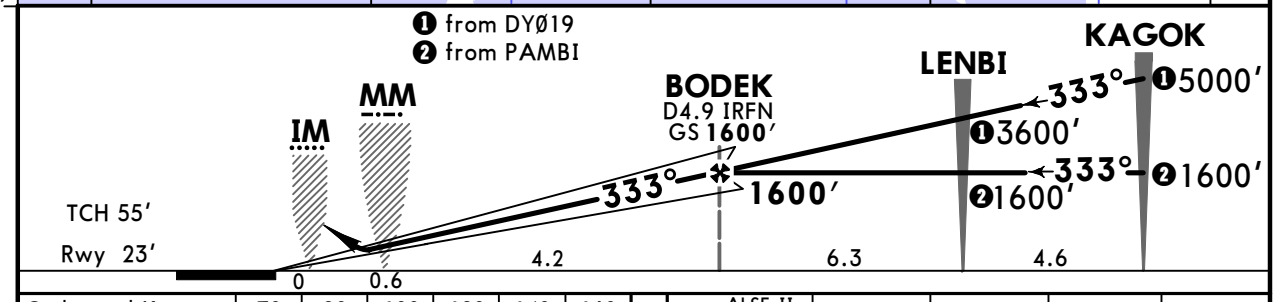
MSA ARP: 180° 3900 · 270° · 3300 · 360° 2300 · 090° 2600

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

RNAV 1 operation

1. Special Aircrew & Acft Certification Required. 2. GNSS or DME/DME/IRU required. 3. ATS surveillance service required. 4. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy. 5. Simultaneous approach authorized with Rwy 33L/R.





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

ALSF-II · PAPI · 500′ · Rwy hdg · LT · 288° hdg

State

STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	Missed apch climb gradient min 4.0% (244′/NM) to 2000′ RA 105′ DA(H) 123′ (100′)
❶ R75m R125m	❷ R300m

❶ Airplanes using fail-operational system. ❷ CAT D without autoland: R350m.

PANS OPS

CHANGES: Missed apch.

RKSI/ICN
INCHEON INTL

JEPPESEN

16 FEB 24 (21-10)

SEOUL/INCHEON, KOREA
ILS or LOC Rwy 34R

BRIEFING STRIP

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

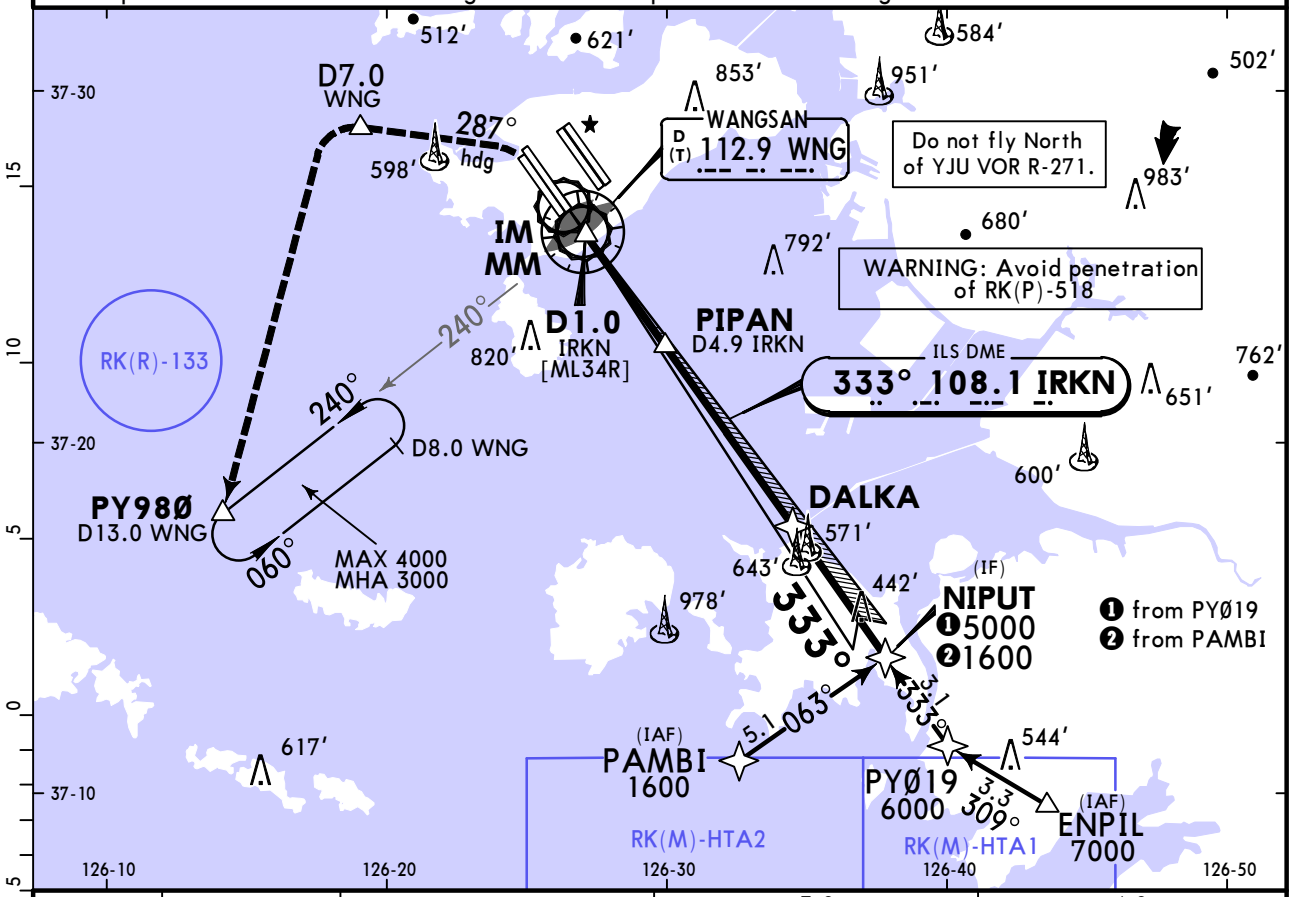
LOC IRKN	Final Apch Crs	PIPAN	ILS DA(H) Refer to Minimums	Apt Elev 23′ Rwy 23′
108.1	333°	1600′(1577′)		

MSA ARP: 180° 3900; 270° 3300; 360° 3300; 090° 2300; 2600

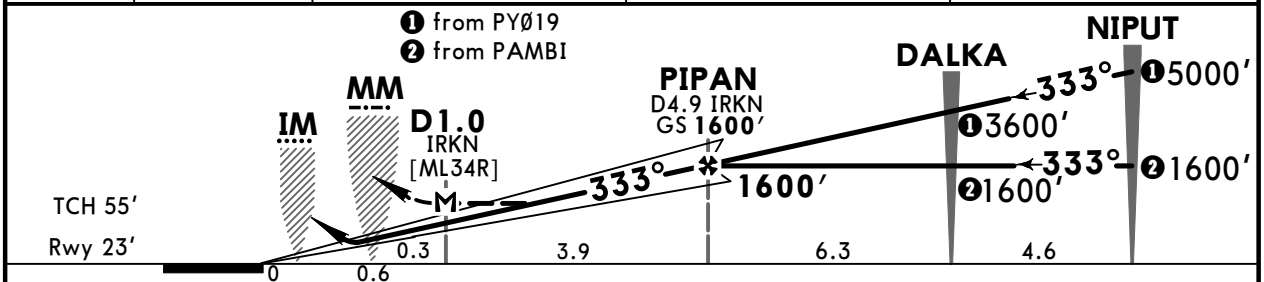
MISSED APCH: Fly Rwy heading, climb to 3000′. At 500′, turn LEFT heading 287°. At D7.0 WNG, turn LEFT direct to PY98Ø. Hold as published. Do not turn before passing MAP. Missed apch turn limited to MAX 210 KT. Refer to minimums for missed apch climb gradient.

RNAV 1 operation | Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

1. GNSS or DME/DME/IRU required. 2. ATS surveillance service required. 3. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy. 4. Simultaneous approach authorized with ILS Rwy 33L/R. 5. LOC procedure not authorized during simultaneous operations. 6. Circling not authorized.



LOC (GS out)	IRKN DME	2.0	3.0	4.0
	ALTITUDE	666′	988′	1310′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.03°	575	536	536	643	750	858
MAP at D1.0 IRKN							

Timing not authorized for defining the MAP.

ALSF-II / PAPI	500′	Rwy hdg	LT	287° hdg

State — STRAIGHT-IN LANDING

PANS OPS	ILS: Missed apch climb gradient min 4.0% (244′/NM) to 2000′	ILS ALS out	ILS: Missed apch climb gradient min 2.5% (152′/NM) to 3000′	ILS ALS out	LOC (GS out): Missed apch climb gradient min 2.5% (152′/NM) to 3000′	LOC (GS out) ALS out
	DA(H) 223′(200′)		DA(H) 360′(337′)		MDA(H) 410′(387′)	
A B C D	R550m V800m	R/V1200m	R/V800m	R/V1500m	R/V1100m	R/V1800m

CHANGES: ILS missed approach climb gradient & ALS out visibility.

RKSI/ICN
INCHEON INTL

JEPPESEN
16 FEB 24 21-10A

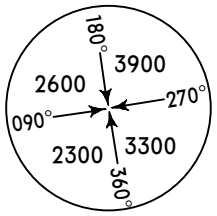
SEOUL/INCHEON, KOREA
ILS Rwy 34R CAT II & III

BRIEFING STRIP

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

LOC IRKN	Final Apch Crs	PIPAN	CAT III	CAT II ILS	Apt Elev 23′ / Rwy 23′
108.1	333°	1600′ (1577′)	Refer to Minimums	RA 105′ DA(H) 123′ (100′)	

MISSED APCH: Fly Rwy heading, climb to 3000′. At 500′, turn LEFT heading 287°. At D7.0 WNG, turn LEFT direct to PY98Ø. Hold as published. Missed apch turn limited to MAX 210 KT.
Refer to minimums for missed apch climb gradient.

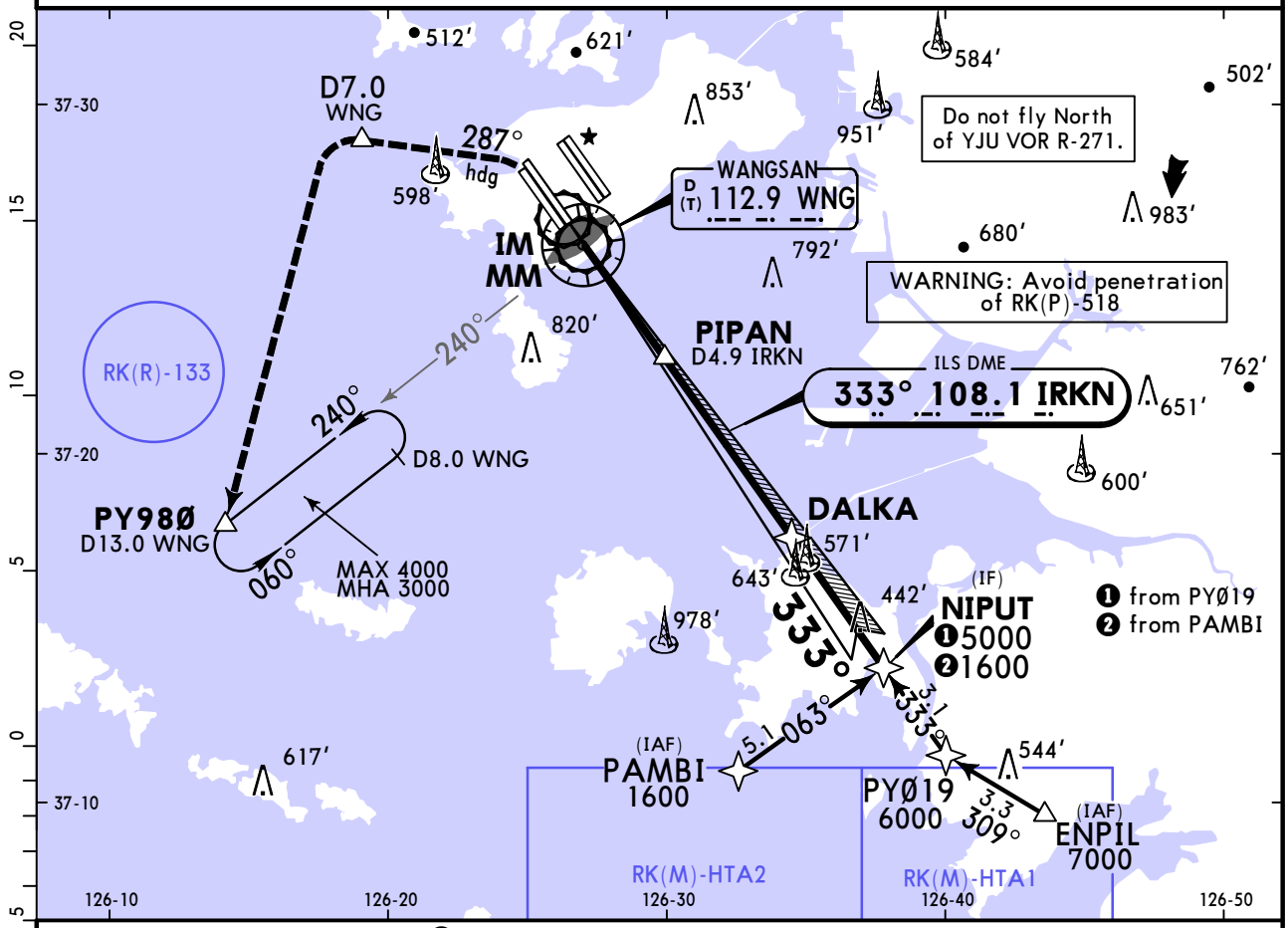


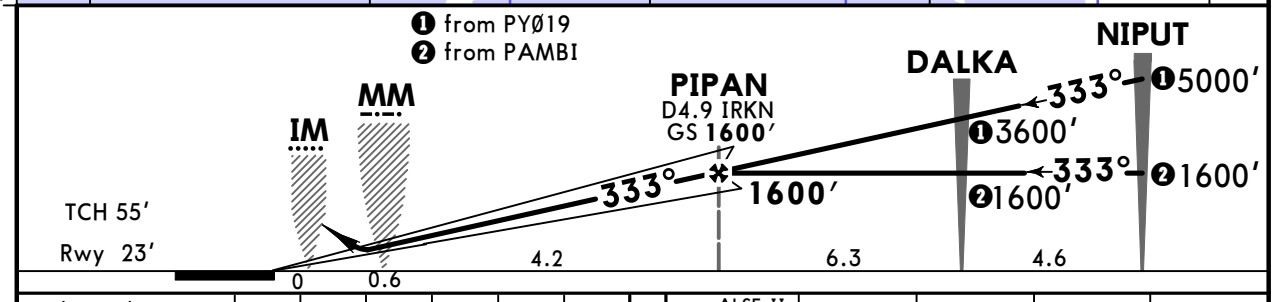
MSA ARP

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

RNAV 1 operation

1. Special Aircrew & Acft Certification Required. 2. GNSS or DME/DME/IRU required. 3. ATS surveillance service required. 4. Minimum speed 160 KT before 5 NM, 180 KT before 8 NM from Rwy. 5. Simultaneous approach authorized with ILS Rwy 33L/R.





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

ALSF-II | PAPI | 500′ | Rwy hdg | LT | 287° hdg

State

STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	Missed apch climb gradient min 4.0% (244′/NM) to 2000′ RA 105′ DA(H) 123′ (100′)
❶ R75m R125m	❷ R300m

PANS OPS

❶ Airplanes using fail-operational system. ❷ CAT D without autoland: R350m.

CHANGES: CAT II ILS missed approach climb gradient.

RKSI/ICN
INCHEON INTL

JEPPESEN
2 FEB 24 (22-1)

SEOUL/INCHEON, KOREA
RNP Rwy 15L

BRIEFING STRIP™

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

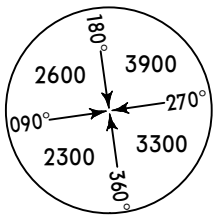
RNAV	Final Apch Crs	NOPEN	LNAV/VNAV DA(H)	Apt Elev 23′
	153°	1600′ (1577′)	460′ (437′)	Rwy 23′

MISSED APCH: Climb to 4000′. Track to GC999, GC989, GC98Ø and GC966. Hold as published.

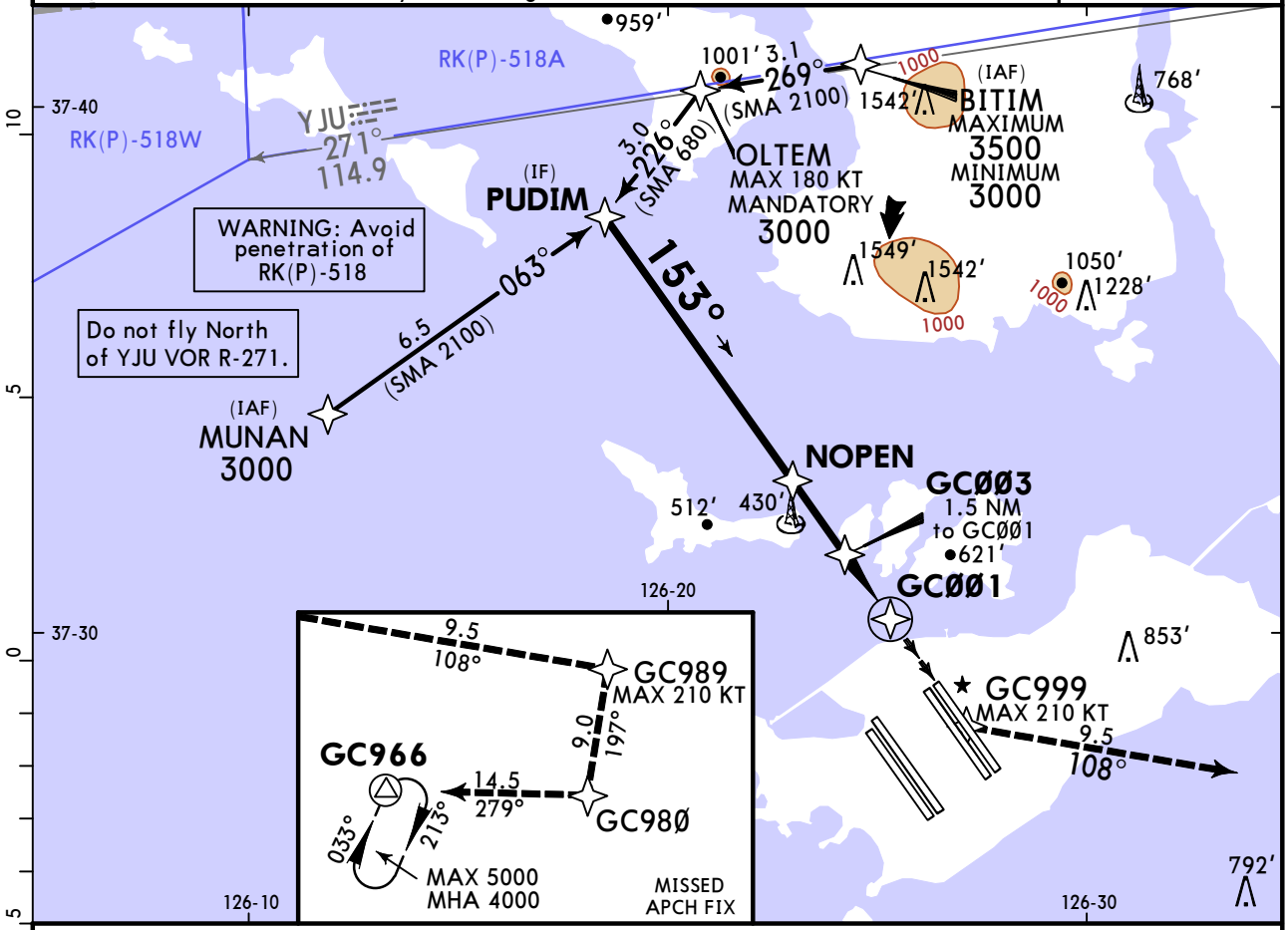
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL140	Trans alt: 14000′

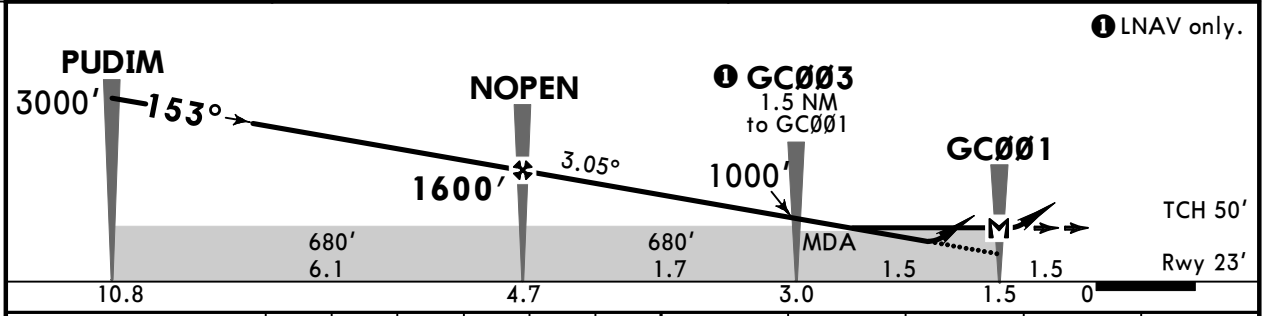
RNP Apch | RNP 0.30 required

1. Baro-VNAV not authorized below -20°C or above 45°C. 2. Minimum speed 160 KT before 5NM, 180 KT before 8NM from Rwy. 3. Circling not authorized.



MSA ARP





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.05°	378	486	540	648	755	863
MAP at GCØØ1							

Timing not authorized for defining the MAP.

ALSF-II
PAPI
4000′

GC999	GC989	GC98Ø

State STRAIGHT-IN LANDING

PANS OPS

	LNAV/VNAV DA(H) 460′ (437′)	ALS out	LNAV MDA(H) 540′ (517′)	ALS out
A	R/V1300m	R/V2000m	R/V1600m	R/V2400m
B				
C				
D				

CHANGES: None.

RKSI/ICN
INCHEON INTL

JEPPESEN
2 FEB 24 (22-2)

SEOUL/INCHEON, KOREA
RNP Rwy 15R

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

RNAV	Final Apch Crs	UPROR	LNAV/VNAV DA(H)	Apt Elev 23′
	153°	1600′ (1577′)	460′ (437′)	Rwy 23′

MISSED APCH: Climb to 4000′. Track to KC999, GC989 and GC98Ø and GC966. Hold as published.

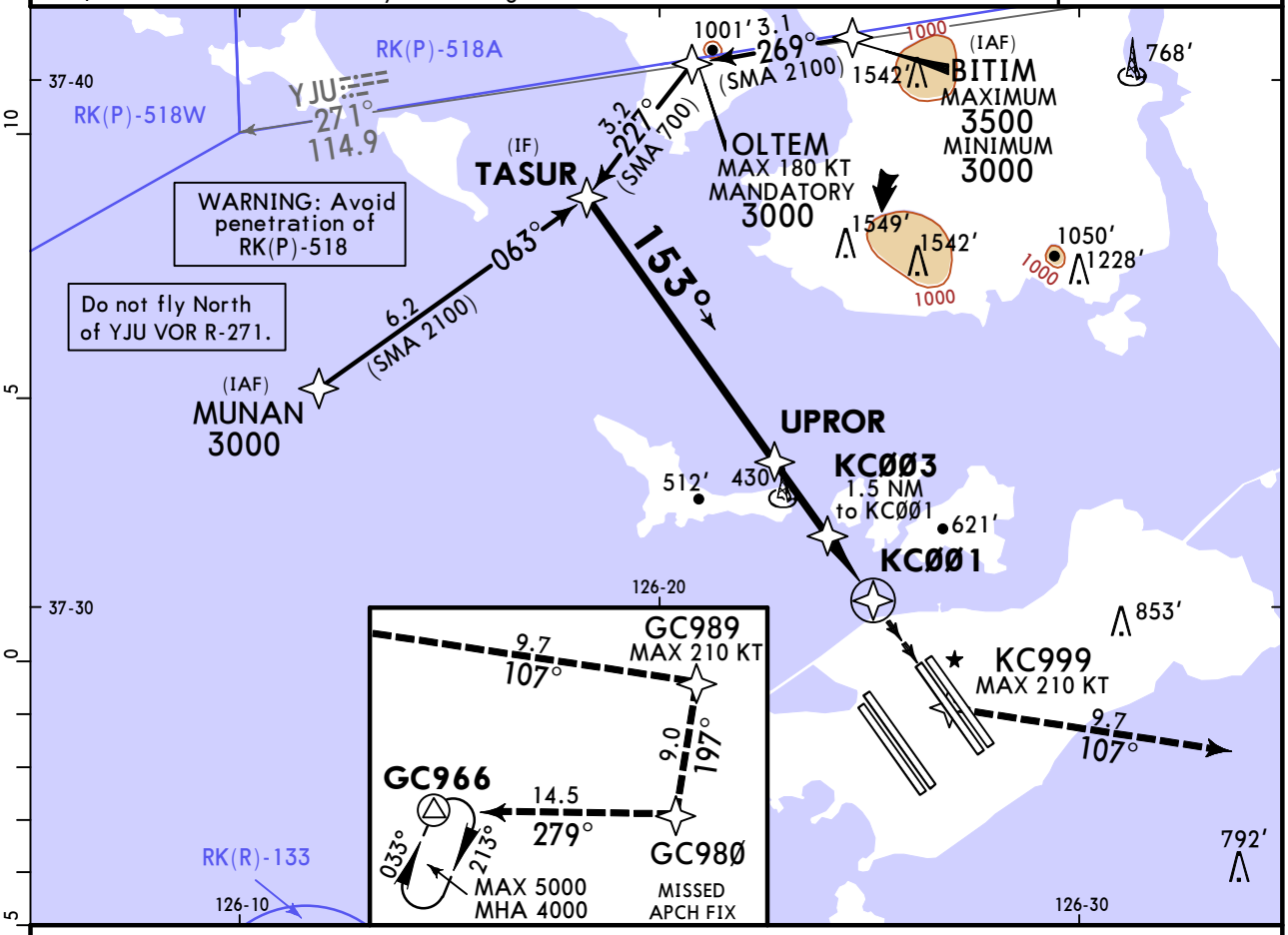
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

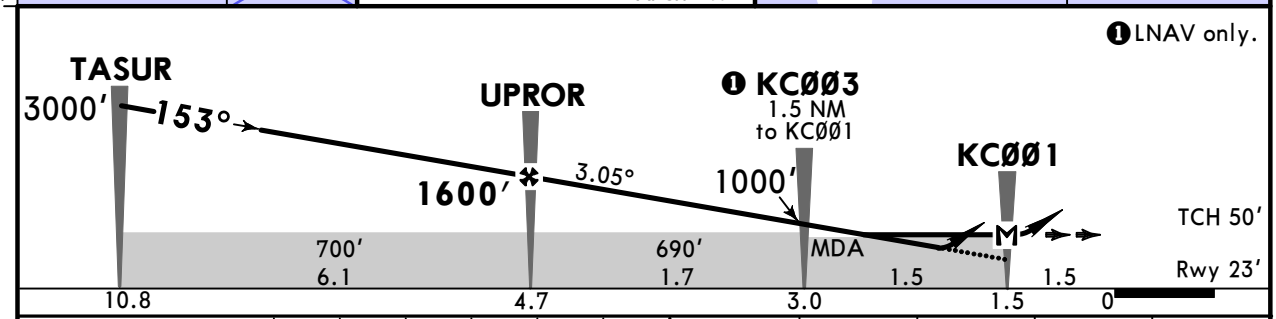
RNP Apch | RNP 0.30 required

1. Baro-VNAV not authorized below -20°C or above 45°C. 2. Minimum speed 160 KT before 5NM, 180 KT before 8NM from Rwy. 3. Circling not authorized.

MSA ARP
180° 2600 3900 270° 090° 2300 3300 360°

BRIEFING STRIP™





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.05°	378	486	540	648	755	863
MAP at KCØØ1							

Timing not authorized for defining the MAP.

ALSF-II
PAPI

4000′

KC999 | GC989 | GC98Ø

State

STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 460′ (437′)		LNAV MDA(H) 540′ (517′)	
		ALS out		ALS out
A	R/V1300m	R/V2000m	R/V1600m	R/V2400m
B				
C				
D				

PANS OPS

CHANGES: KC999 ident in missed apch text and icons.

RKSI/ICN
INCHEON INTL

JEPPESEN 19 JAN 24 22-3 Eff 24 Jan 1600Z

SEOUL/INCHEON, KOREA
RNP Rwy 16L

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

BRIEFING STRIP

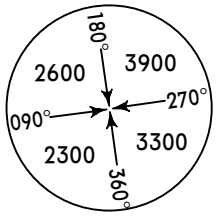
RNAV	Final Apch Crs 153°	RUMRI 1600′ (1577′)	LNAV/VNAV DA(H) 430′ (407′)	Apt Elev 23′ Rwy 23′

MISSED APCH: Climb to 3000′. Track to DH993 and DH989. Hold as published. Missed approach turn limited to 240 KT maximum.
Missed approach climb gradient of 4.0% (244′/NM) for ATC purpose.

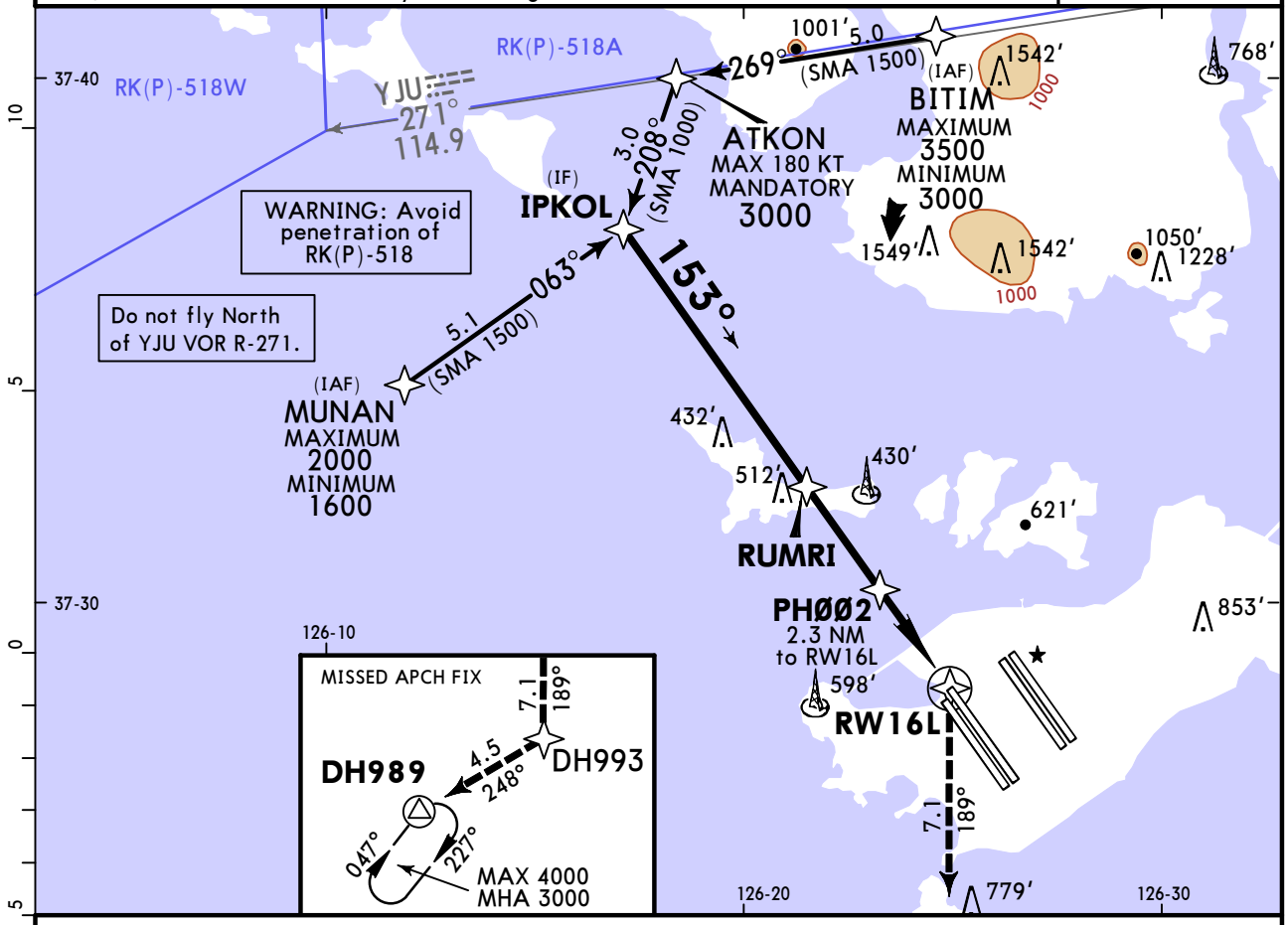
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL140	Trans alt: 14000′

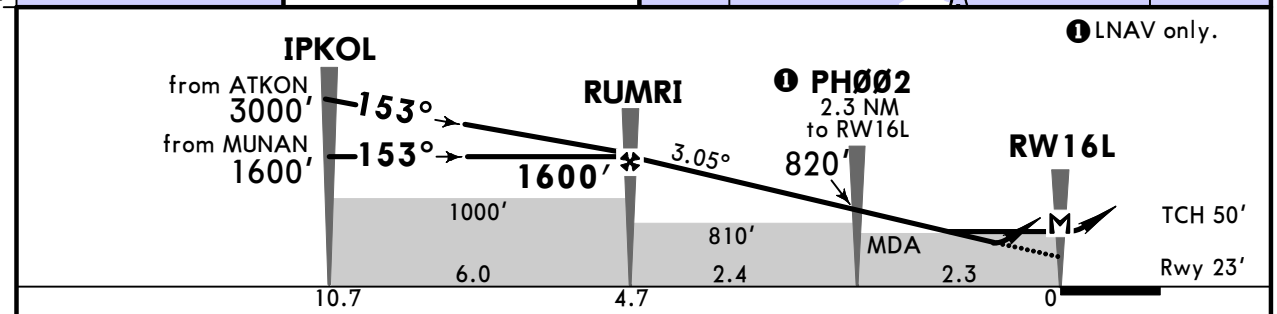
RNP Apch	RNP 0.30 required

1. Baro-VNAV not authorized below -20°C or above 45°C. 2. Minimum speed 160 KT before 5NM, 180 KT before 8NM from Rwy. 3. Circling not authorized.



MSA ARP





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.05°	378	486	540	648	755	863
MAP at RW16L							

Timing not authorized for defining the MAP.

ALSF-II
PAPI
3000′
DH993
DH989

State STRAIGHT-IN LANDING

PANS OPS

	LNAV/VNAV DA(H) 430′ (407′)		LNAV MDA(H) 520′ (497′)	
	ALS out		ALS out	
A B C D	R/V1200m	R/V1900m	R/V1500m	R/V2300m

CHANGES: Missed approach, note added.

RKSI/ICN
INCHEON INTL

JEPPESEN
19 JAN 24 (22-4) Eff 24 Jan 1600Z

SEOUL/INCHEON, KOREA
RNP Rwy 16R

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

RNAV	Final Apch Crs	OSERI	LNAV/VNAV DA(H)	Apt Elev 23′
	153°	1600′ (1577′)	430′ (407′)	Rwy 23′

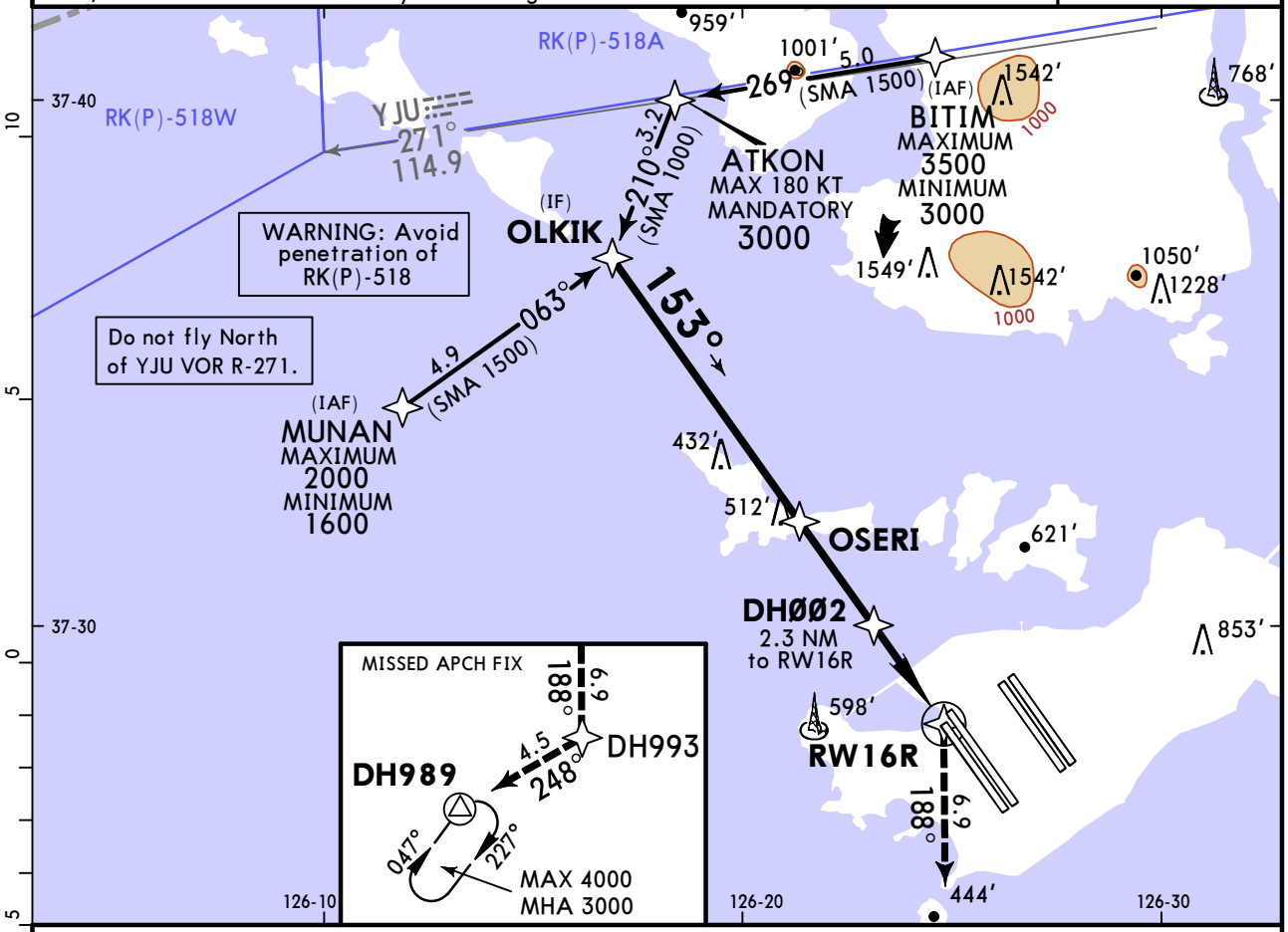
MISSED APCH: Climb to 3000′. Track to DH993 and DH989. Hold as published. Missed approach turn limited to 240 KT maximum.
Missed approach climb gradient of 4.0% (244′/NM) for ATC purpose.

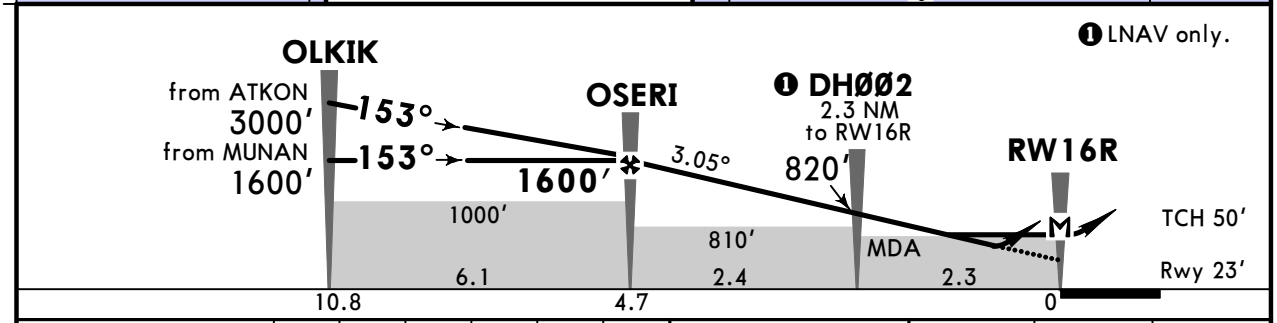
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL140	Trans alt: 14000′
RNP Apch	RNP 0.30 required		

1. Baro-VNAV not authorized below -20°C or above 45°C. 2. Minimum speed 160 KT before 5NM, 180 KT before 8NM from Rwy. 3. Circling not authorized.

MSA ARP
180° 3900
270° 3300
360° 3300
090° 2300
2600

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.05°	378	486	540	648	755	863
MAP at RW16R							

Timing not authorized for defining the MAP.

ALSF-II
PAPI
3000′
DH993

State STRAIGHT-IN LANDING

PANS OPS	LNAV/VNAV DA(H) 430′ (407′) ALS out	LNAV/VNAV DA(H) 430′ (407′)	LNAV MDA(H) 520′ (497′) ALS out	LNAV MDA(H) 520′ (497′)
A	R/V1200m	R/V1900m	R/V1500m	R/V2300m
B				
C				
D				

CHANGES: Missed apch notes.

RKSI/ICN
INCHEON INTL

JEPPESEN
19 JAN 24 (22-5) Eff 24 Jan 1600Z

SEOUL/INCHEON, KOREA
RNP Rwy 33L

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

BRIEFING STRIP

RNAV	Final Apch Crs	KIDAB	LNAV/VNAV DA(H)	Apt Elev 23′
	333°	1600′ (1577′)	430′ (407′)	Rwy 23′

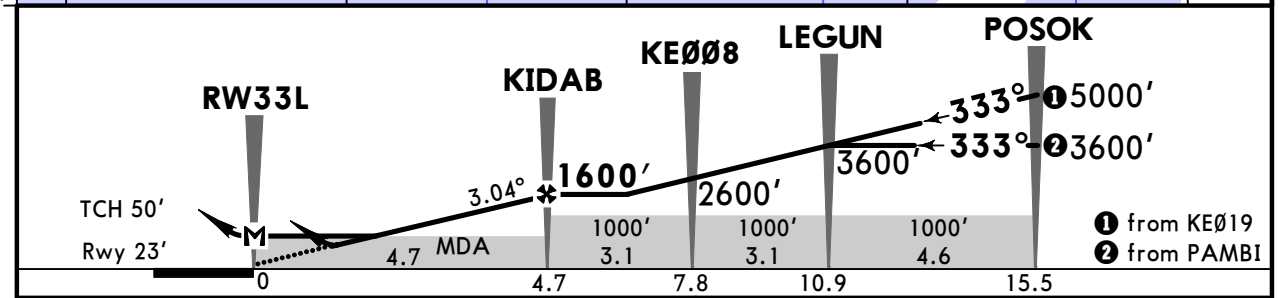
MISSED APCH: Climb to 3000′. Track to GE991, GE982 and GE973. Hold as published.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

RNP Apch | RNP 0.30 required | 1. Baro-VNAV not authorized below -20°C or above 45°C.
2. Minimum speed 160KT before 5NM, 180KT before 8NM from Rwy. 3. Circling not authorized.

MSA ARP
180° 2600 3900 270° 090° 2300 3300 360°

GE982 8.5 281° 1549′ 1542′ 1050′ 1000 1228′ GE991
9.5 208° 9.1 011°
512′ 621′ 853′ 951′ 598′
267° 087° GE973 3000
MAX 5000
MHA 3000
RW33L
792′ KIDAB
820′ KEØØ8
RK(R)-133
37-30 37-20 37-10
707′ 502′ 481′ SEOUL Gimpo Intl RKSS 1506′ 584′ 891′ 502′ 983′ 680′ 651′ 762′ 600′
WARNING: Avoid penetration of RK(P)-518
Do not fly North of YJU VOR R-271.
LEGUN 571′ 643′ 978′ 442′ 333° (IF) POSOK ❶5000 ❷3600
❶ from KEØ19
❷ from PAMBI
❸ (SMA 1600)
3.1 333° ❸ 3.2 063° (IAF) PAMBI 3600 6.2 617′
KEØ19 6000 544′ (IAF) ENPIL 7000 3.0 329° ❸
RK(M)-HTA2 RK(M)-HTA1
126-10 126-20 126-30 126-50



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.04°	376	484	538	645	753	861
MAP at RW33L							

Timing not authorized for defining the MAP.

ALSF-II PAPI 3000′ GE991

State STRAIGHT-IN LANDING

PANS OPS	LNAV/VNAV DA(H) 430′ (407′) ALS out	LNAV/VNAV DA(H) 430′ (407′)	LNAV MDA(H) 560′ (537′) ALS out	LNAV MDA(H) 560′ (537′)
A	R/V1200m		R/V1700m	
B		R/V1900m		R/V2400m
C				
D				

CHANGES: Missed apch, minimums.

RKSI/ICN
INCHEON INTL

JEPPESEN
19 JAN 24 (22-6) Eff 24 Jan 1600Z

SEOUL/INCHEON, KOREA
RNP Rwy 33R

BRIEFING STRIP

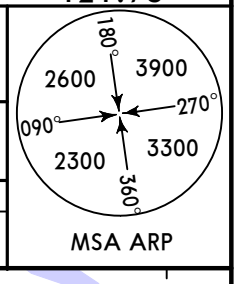
D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

RNAV	Final Apch Crs	ENBUK	LNAV/VNAV DA(H)	Apt Elev 23′
	333°	1600′ (1577′)	430′ (407′)	Rwy 23′

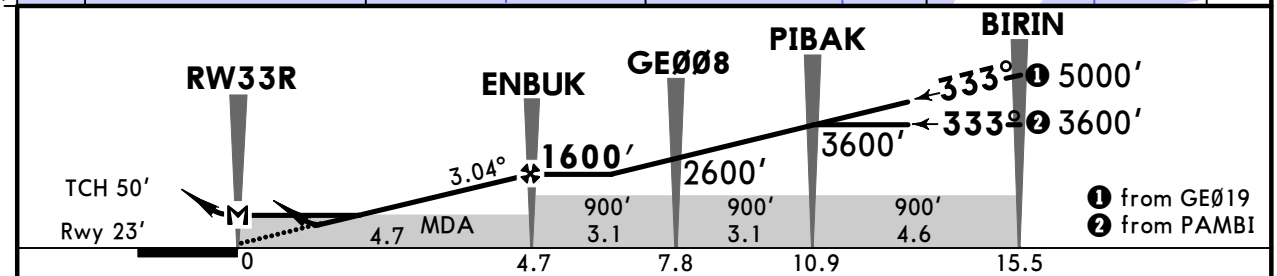
MISSED APCH: Climb to 3000′. Track to GE991, GE982 and GE973. Hold as published.

Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL140	Trans alt: 14000′

RNP Apch | RNP 0.30 required | 1. Baro-VNAV not authorized below -20°C or above 45°C. 2. Minimum speed 160KT before 5NM, 180KT before 8NM from Rwy. 3. Circling not authorized.



MSA ARP



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.04°	376	484	538	645	753	861
MAP at RW33R							

Timing not authorized for defining the MAP.

ALSF-II
PAPI
3000′
GE991

State

STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 430′ (407′)		LNAV MDA(H) 560′ (537′)	
		ALS out		ALS out
A	R/V1200m	R/V1900m	R/V1700m	R/V2400m
B				
C				
D				

PANS OPS

CHANGES: Missed apch, minimums.

RKSI/ICN
INCHEON INTL

JEPPESEN 19 JAN 24 (22-7) Eff 24 Jan 1600Z

SEOUL/INCHEON, KOREA
RNP Rwy 34L

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

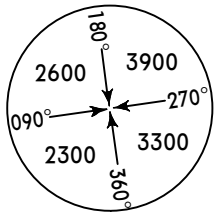
BRIEFING STRIP

RNAV	Final Apch Crs	BODEK	LNAV/VNAV DA(H)	Apt Elev 23′
	333°	1600′ (1577′)	430′ (407′)	Rwy 23′

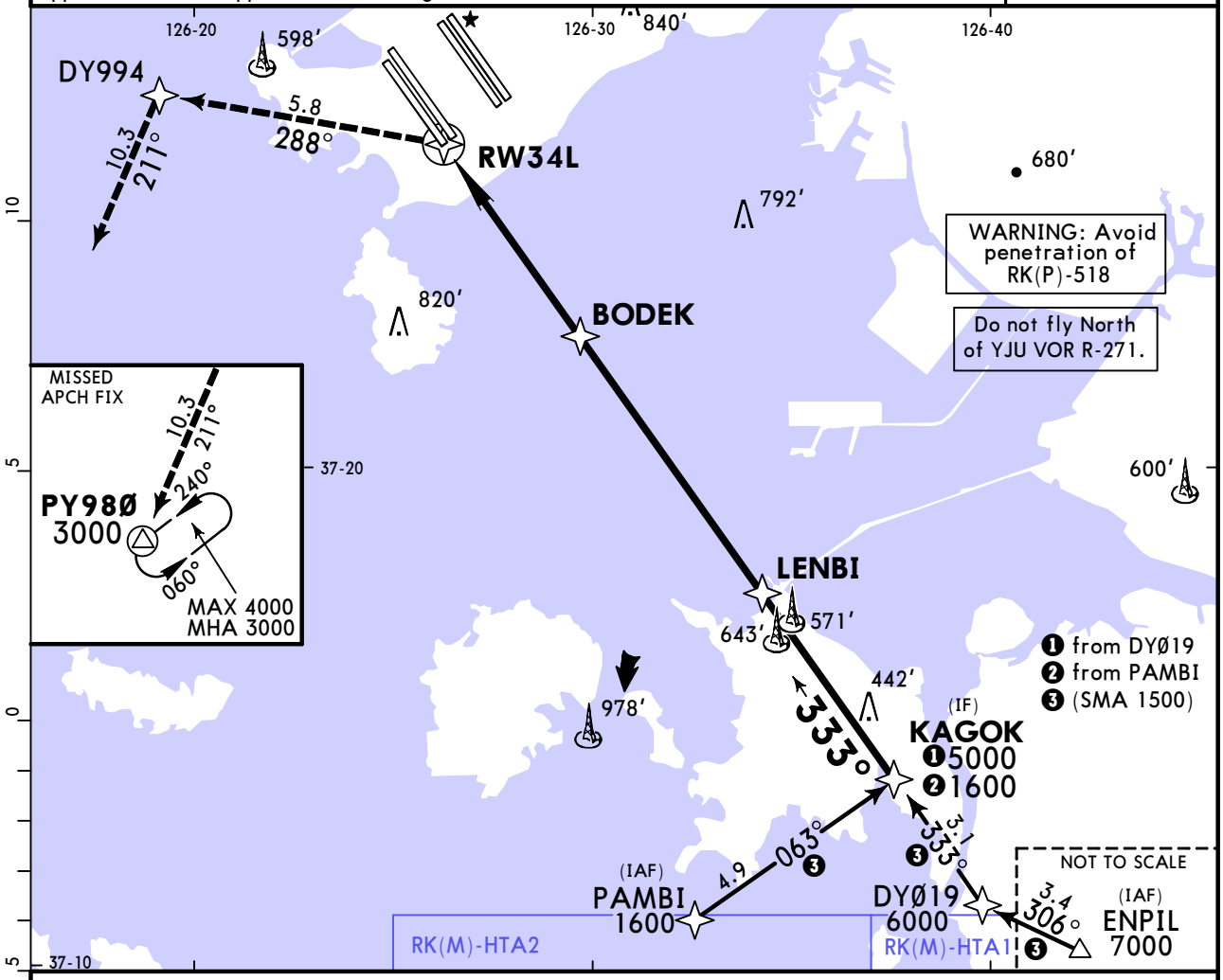
MISSED APCH: Climb to 3000′. Track to DY994, PY98Ø. Hold as published. Missed approach turn limited to 220 KT maximum.
Missed approach climb gradient of 3.0% (183′/NM) for ATC purpose.

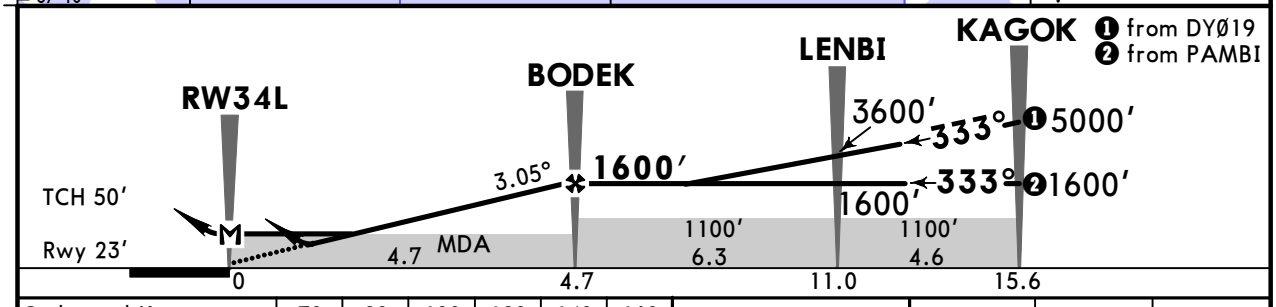
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL140	Trans alt: 14000′

RNP Apch | RNP 0.30 required | 1. Baro-VNAV not authorized below -20°C or above 45°C.
2. Minimum speed 160KT before 5NM, 180KT before 8NM from Rwy. 3. Bank angle 25° applied on missed approach. 4. Circling not authorized.



MSA ARP





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.05°	378	486	540	648	755	863
MAP at RW34L							

Timing not authorized for defining the MAP.

ALSF-II
PAPI
3000′
DY994

State

STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 430′ (407′)		LNAV MDA(H) 510′ (487′)	
		ALS out		ALS out
A	R/V1200m	R/V1900m	R/V1500m	R/V2300m
B				
C				
D				

PANS OPS

CHANGES: Missed apch hold, note added, VNAV angle.

RKSI/ICN
INCHEON INTL

JEPPESEN
19 JAN 24 (22-8) Eff 24 Jan 1600Z

SEOUL/INCHEON, KOREA
RNP Rwy 34R

BRIEFING STRIP

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

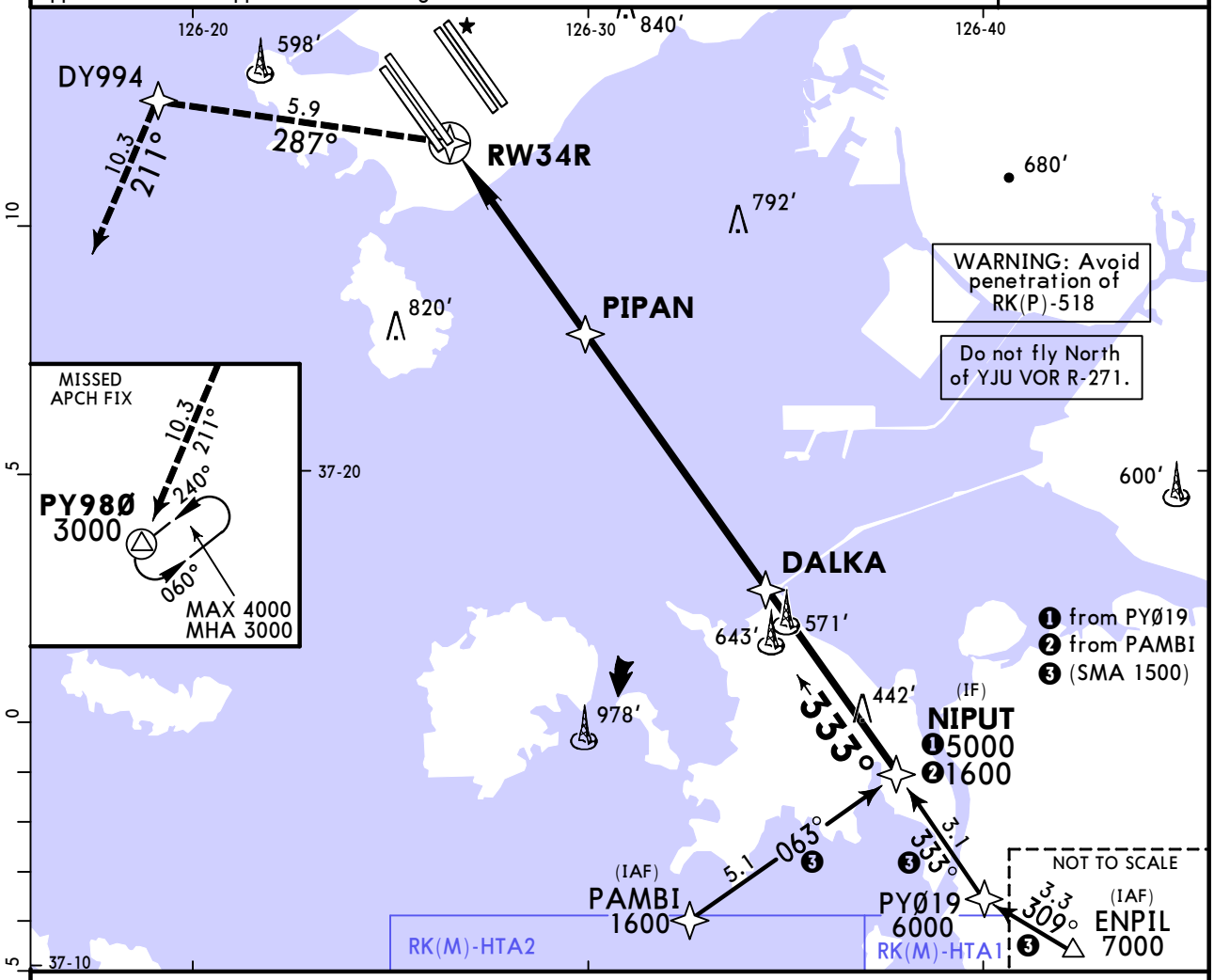
RNAV	Final Apch Crs	PIPAN	LNAV/VNAV DA(H)	Apt Elev 23′
	333°	1600′ (1577′)	430′ (407′)	Rwy 23′

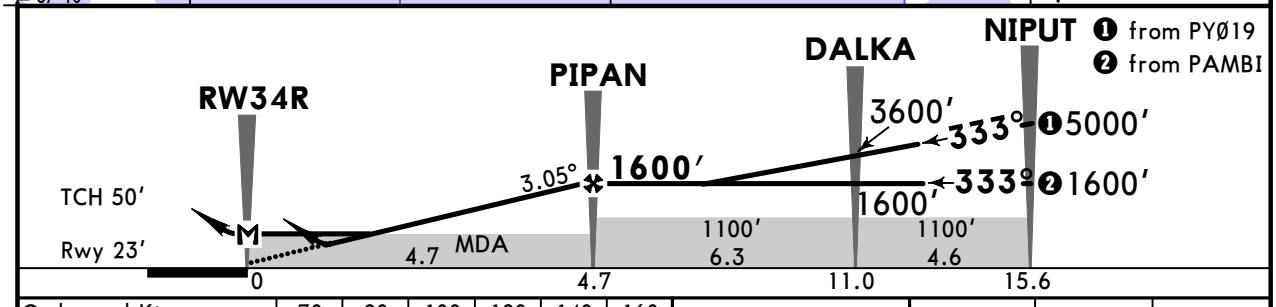
MISSED APCH: Climb to 3000′. Track to DY994, PY98Ø. Hold as published. Missed approach turn limited to 220 KT maximum.
Missed approach climb gradient of 3.0% (183′/NM) for ATC purpose.

Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL140	Trans alt: 14000′

RNP Apch | RNP 0.30 required | 1. Baro-VNAV not authorized below -20°C or above 45°C.
2. Minimum speed 160 KT before 5NM, 180 KT before 8NM from runway. 3. Bank angle 25° applied on missed approach. 4. Circling not authorized.

MSA ARP
180° 2600 3900 270° 090° 3300 2300 360°





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.05°	378	486	540	648	755	863
MAP at RW34R							

Timing not authorized for defining the MAP.

ALSF-II
PAPI
3000′
DY994

State STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 430′ (407′)		LNAV MDA(H) 510′ (487′)	
		ALS out		ALS out
A	R/V1200m	R/V1900m	R/V1500m	R/V2300m
B				
C				
D				

PANS OPS

CHANGES: Missed apch, VNAV angle.

RKSI/ICN
INCHEON INTL

JEPPESEN
15 MAR 24 (23-1) Eff 20 Mar 1600Z

SEOUL/INCHEON, KOREA
VOR Rwy 15L

D-ATIS	SEOUL Approach (R)	INCHEON Tower		Ground	
		WEST Rwys 16L/R, 34L/R	EAST Rwys 15L/R, 33L/R	WEST Rwys 16L/R, 34L/R	EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

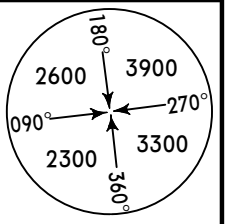
BRIEFING STRIP

VOR NCN	Final Apch Crs	D4.3	MDA(H)	Apt Elev 23′
113.8	153°	1700′ (1677′)	460′ (437′)	Rwy 23′

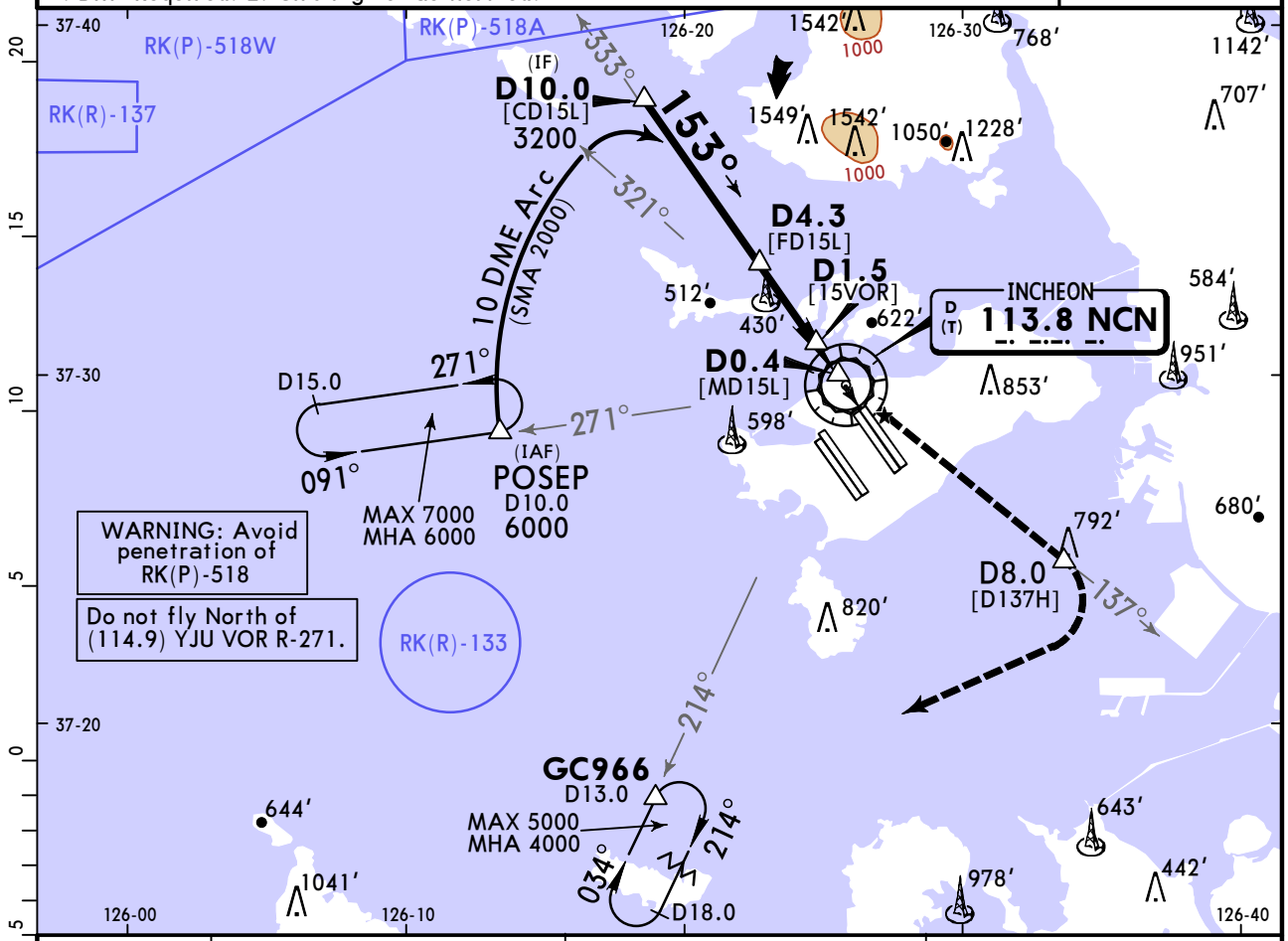
MISSED APCH: Climb to 4000′ via NCN VOR then LEFT turn on NCN R-137 to D8.0 and turn RIGHT direct to GC966. Hold as published.

Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL140	Trans alt: 14000′

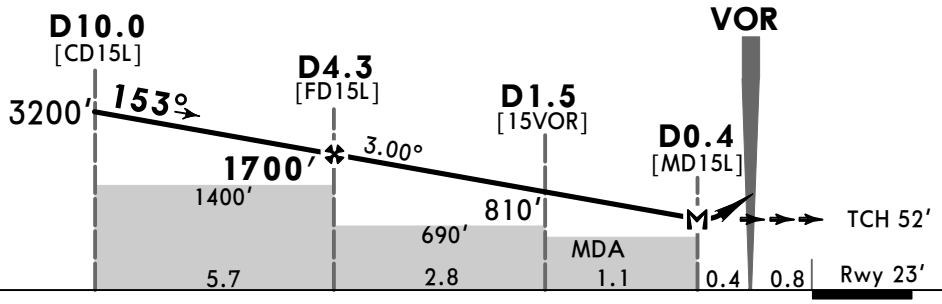
1. DME Required. 2. Circling not authorized.



MSA NCN VOR



NCN DME	3.0	2.0	1.0
ALTITUDE	1287′	969′	650′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.4							

Timing not authorized for defining MAP.

ALSF-II
PAPI

4000′ via NCN 113.8

State

STRAIGHT-IN LANDING

MDA(H) 460′ (437′)

PANS OPS

		ALS out
A	R/V1300m	R/V2000m
B		
C		
D		

CHANGES: Missed approach fix ident, note, airspaces.

RKSI/ICN
INCHEON INTL

JEPPESEN
15 MAR 24 (23-2) Eff 20 Mar 1600Z

SEOUL/INCHEON, KOREA
VOR Rwy 33R

D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

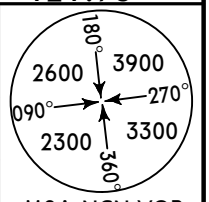
BRIEFING STRIP

VOR NCN 113.8	Final Apch Crs 333°	D7.6 1600′ (1577′)	MDA(H) 510′ (487′)	Apt Elev 23′ Rwy 23′

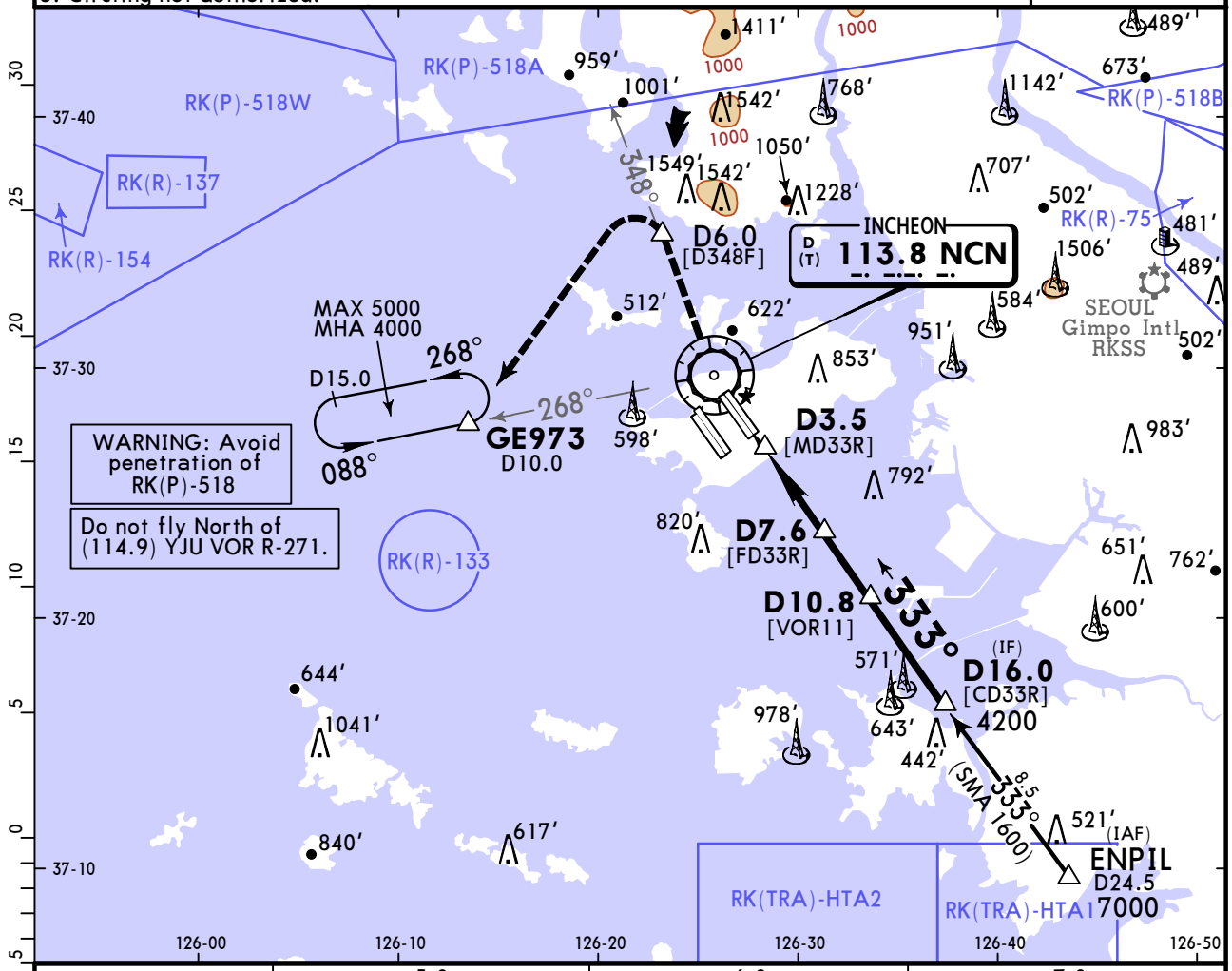
MISSED APCH: Climb to 4000′ via NCN VOR then RIGHT turn on NCN R-348 to D6.0 and turn LEFT direct to GE973. Hold as published.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL140 | Trans alt: 14000′

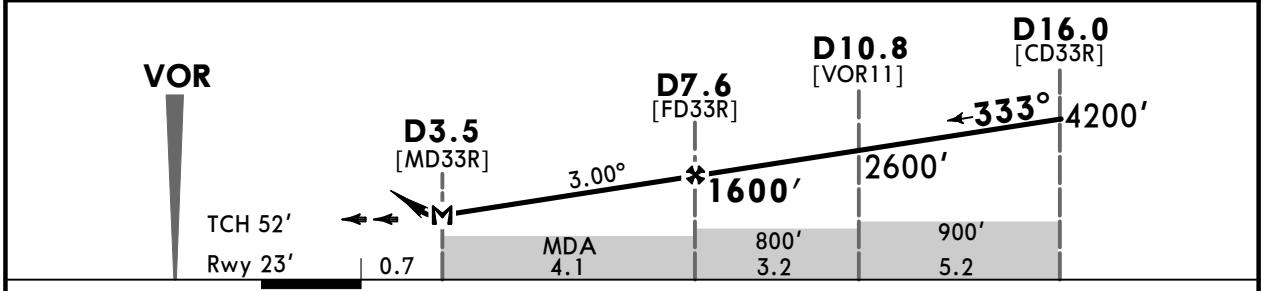
1. DME Required. 2. Minimum speed 160 KT before 5NM, 180 KT before 8NM from runway.
3. Circling not authorized.



MSA NCN VOR



NCN DME	5.0	6.0	7.0
ALTITUDE	801′	1121′	1441′



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

Timing not authorized for defining MAP.

ALSF-II
PAPI

4000′ via NCN 113.8

State

STRAIGHT-IN LANDING

MDA(H) 510′ (487′)

PANS OPS

	ALS out
A	
B	R/V1500m
C	
D	R/V2300m

CHANGES: Missed approach fix ident, note, airspaces.

RKSI/ICN
INCHEON INTL

JEPPESEN

15 MAR 24
Eff 20 Mar 1600Z

29-1

SEOUL/INCHEON, KOREA
HANEE VISUAL Rwy 15L

BRIEFING STRIP TM

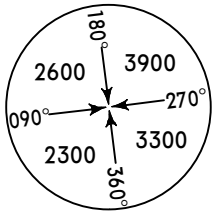
D-ATIS	SEOUL Approach (R)	INCHEON Tower WEST Rwys 16L/R, 34L/R	INCHEON Tower EAST Rwys 15L/R, 33L/R	Ground WEST Rwys 16L/R, 34L/R	Ground EAST Rwys 15L/R, 33L/R
128.4 128.2	119.1 121.35 119.75	118.8	118.2	121.7	121.75

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

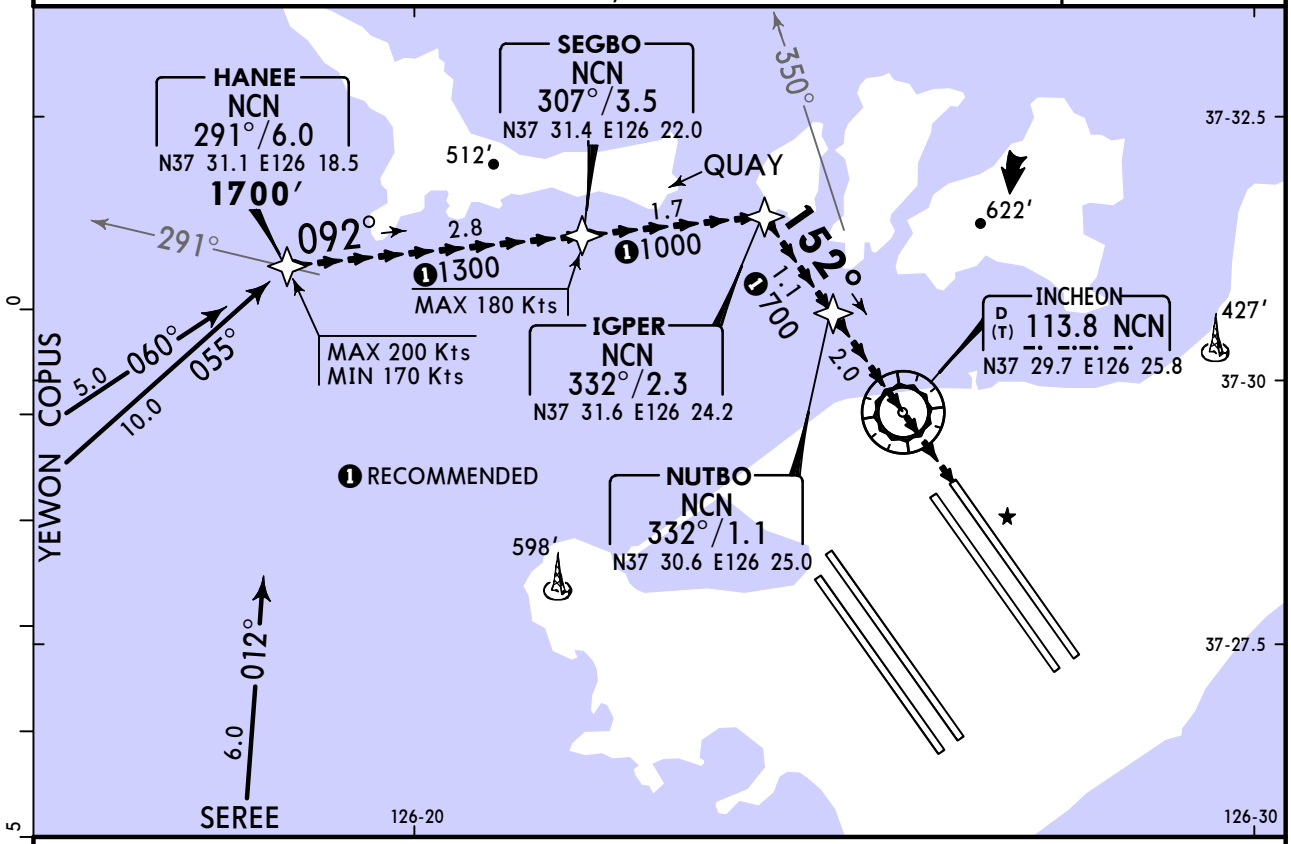
MISSED APCH: No missed approach procedure.

Alt Set: hPa | Apt Elev: 1 hPa | Trans level: FL140 | 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 NUTBO 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
PAPI

PANS OPS

WEATHER MINIMUMS

Ceiling **2500′**-VIS **8** km

CHANGES: Waypoint idents.

RKSI/ICN
INCHEON INTL

JEPPESEN

15 MAR 24
Eff 20 Mar 1600Z

29-2

SEOUL/INCHEON, KOREA
HANEE VISUAL Rwy 15R

BRIEFING STRIP

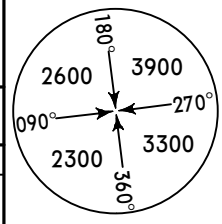
D-ATIS	SEOUL Approach (R)	INCHEON Tower		Ground	
	119.1	WEST Rwys 16L/R, 34L/R	EAST Rwys 15L/R, 33L/R	WEST Rwys 16L/R, 34L/R	EAST Rwys 15L/R, 33L/R
128.4 128.2	121.35 119.75	118.8	118.2	121.7	121.75

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

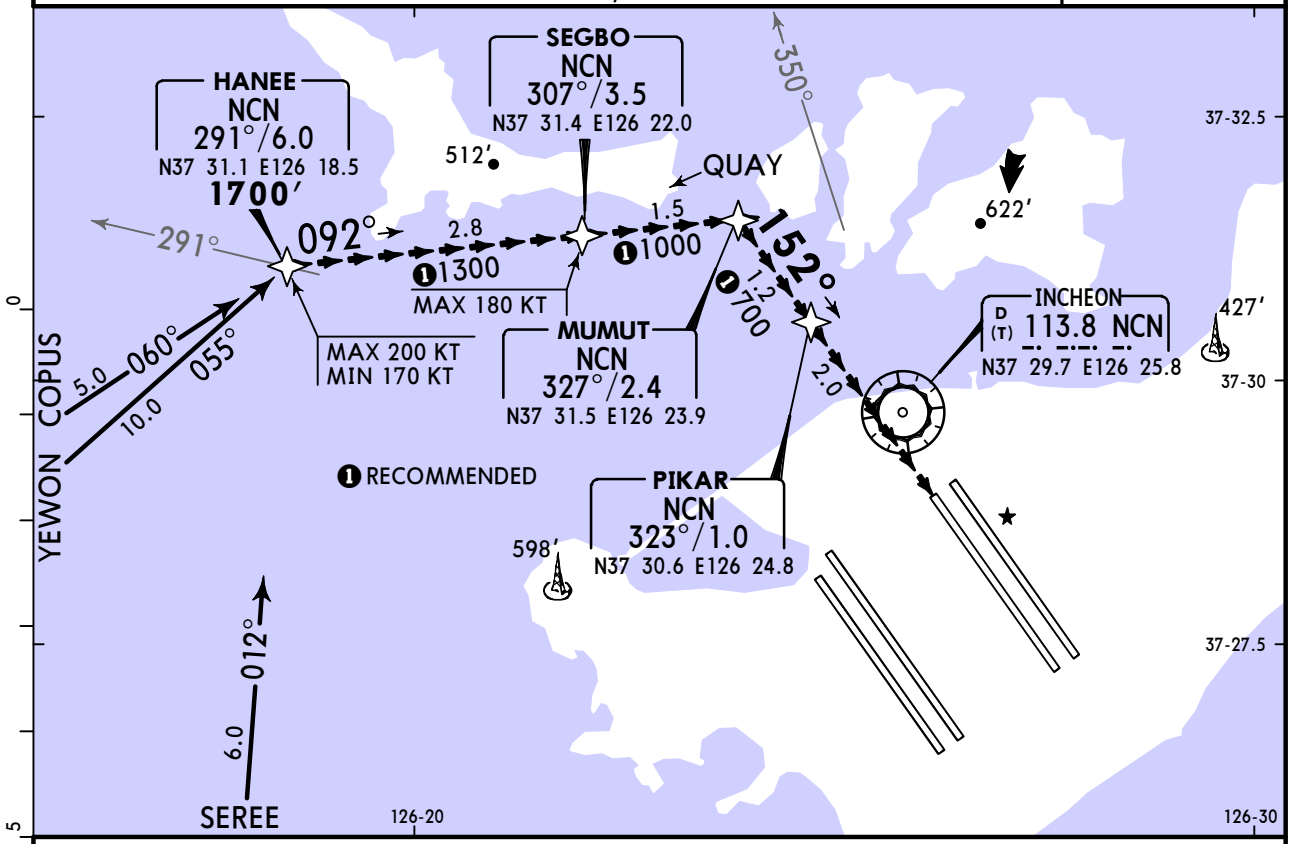
MISSED APCH: No missed approach procedure.

Alt Set: hPa | Apt Elev: 1 hPa | Trans level: FL140 | 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 PIKAR 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
PAPI

PANS OPS

WEATHER MINIMUMS

Ceiling **2500′**-VIS **8** km

CHANGES: Waypoint idents.

Chart changes since cycle 10-2024

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
SEOUL/INCHEON, (INCHEON INTL - RKSI)				
REV	OLMEN & REBIT 2H RNAV ARR...	20-2G	24 May 2024	
REV	REBIT 2A RNAV ARR	20-2H	24 May 2024	

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport RKSI

Type: Terminal
Effectivity: Temporary
Begin Date: 20230809
End Date: 20241127

(21-5) ILS or LOC Rwy 16L, (21-5A) ILS RWY 16 CAT II & III, (21-10) ILS or LOC Rwy 34R, (21-10A) ILS Rwy 34R CAT II & III procedures not available due to unserviceability of Rwy 16L/34R ILS/DME (IKRS and IKRN) from 1600 UTC 9 AUG 2023 to 1600 UTC 27 NOV 2024.

Type: Terminal
Effectivity: Temporary
Begin Date: 20230809
End Date: 20241127

(20-9A) Rwy 16L/34R available only for departure under low visibility condition, take-off weather minima with certified TGS(Take-off Guidance System) for Rwy 16L/34R not available, take-off from Rwy 16L/34R not available in a visibility of less than RVR 150m due to unserviceability of Rwy 16L/34R ILS/DME (IKRS and IRKN) from 1600 UTC 9 AUG 2023 to 1600 UTC 27 NOV 2024.

Type: Terminal
Effectivity: Temporary
Begin Date: 20231129
End Date: 20240731

The PAPI/ALS for RWY 16L/34R at Incheon INTL Airport will be unserviceable due to replacement from 1600 UTC 29 NOV 2023 To 1600 UTC 31 JUL 2024. RWY 16L/34R will be available only for departure.