INSTRUMENT APPROACH CHART - ICAO

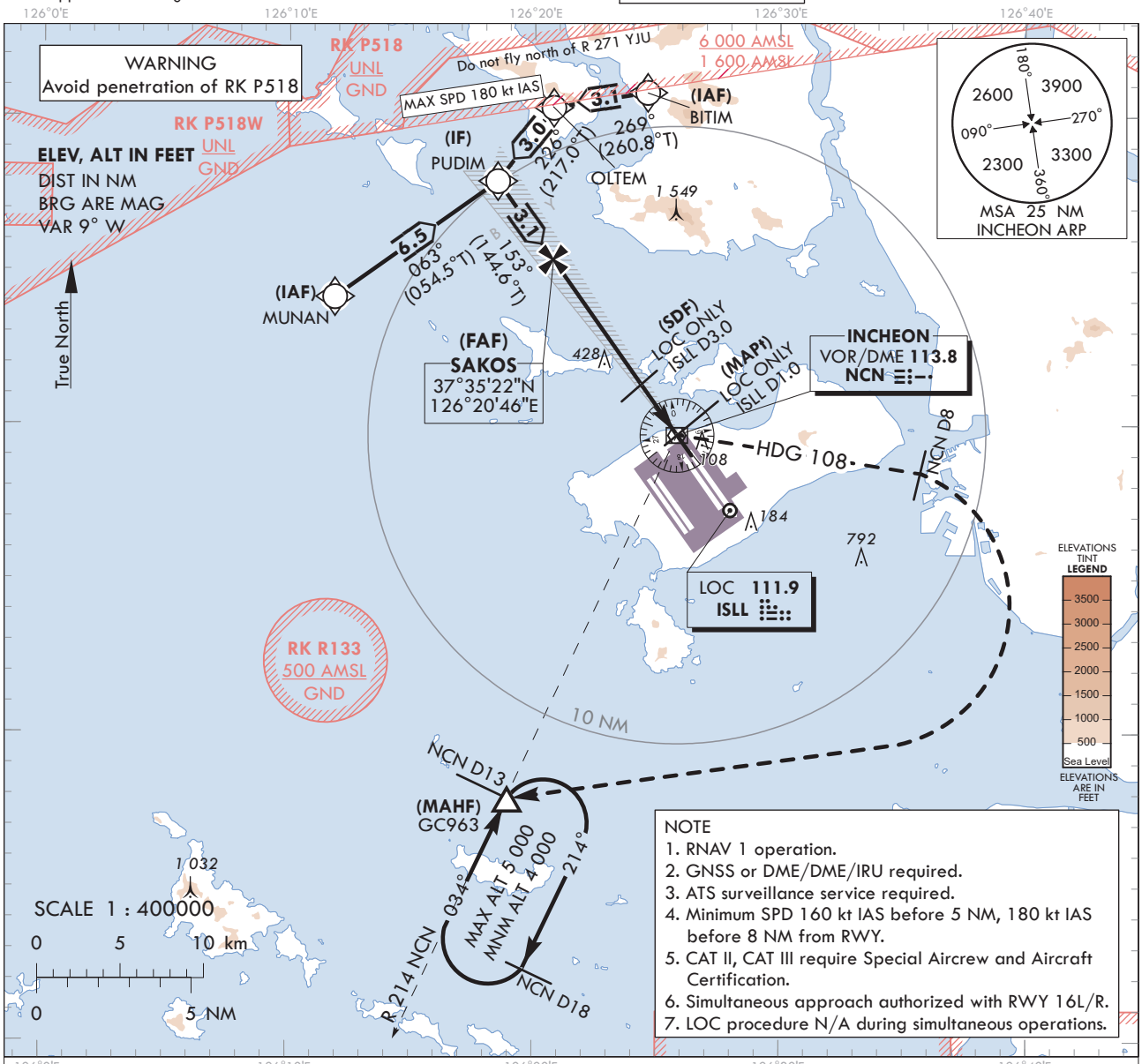
Note : Approach ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 15L - ELEV 23 ft

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

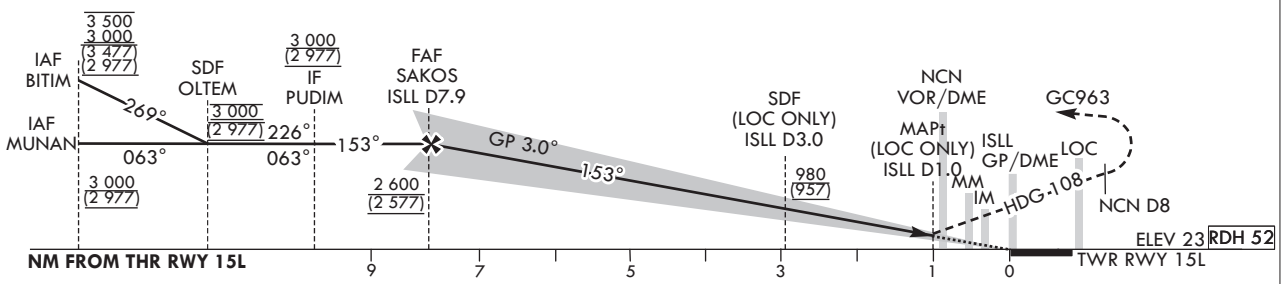
ILS Z or LOC Z RWY 15L
CAT II & III



NOTE
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY.
5. CAT II, CAT III require Special Aircrew and Aircraft Certification.
6. Simultaneous approach authorized with RWY 16L/R.
7. LOC procedure N/A during simultaneous operations.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

RECOMMENDED PROFILE	DME ISLL	7	6	5	4	3	2
Final Approach Gradient 5.37%, 326 ft/NM	ALT(HGT)	2 306 (2 283)	1 980 (1 957)	1 653 (1 630)	1 327 (1 304)	1 001 (978)	674 (651)



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I	FULL	223 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	370 (347)	900 m			
		ALS INOP		1 600 m			
	CAT II		123(100)	300 m			300 m 1) / 350 m
	CAT III		-	75 m 2) / 125 m			

MISSED APPROACH
Climb to 520 ft on RWY HDG then turn left on HDG 108° to NCN 8 DME, continue climb to 4 000 ft turn right direct to GC963.
Hold as published.
Do not turn before passing MAPt.

1) For CAT D aeroplane conducting an autoland.
2) Aeroplane use Fail-operational system.
* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Improved clarity such as terrain.

SEOUL/Incheon Intl(RKSI)
ILS Z or LOC Z RWY 15L
CAT II & III

AERONAUTICAL DATA TABULATION

ILS Z/LOC Z Approach to RWY 15L from MUNAN to PUDIM(IF)		
Fix / Point	Coordinates	
MUNAN(IAF)	37°34'09.3"N	126°11'53.0"E
PUDIM(IF)	37°37'54.2"N	126°18'30.0"E

ILS Z/LOC Z Approach to RWY 15L from BITIM to PUDIM(IF)		
Fix / Point	Coordinates	
BITIM(IAF)	37°40'48.0"N	126°24'36.1"E
OLTEM(SDF)	37°40'18.2"N	126°20'46.3"E
PUDIM(IF)	37°37'54.2"N	126°18'30.0"E

ILS Z/LOC Z Approach to RWY 15L from PUDIM(IF) to MAHF			
Fix / Point		Coordinates	
SAKOS(FAF)	BRG 153.15°/7.92 NM ISLL	37°35'22.4"N	126°20'45.7"E
D3.0 ISLL(SDF) (LOC ONLY)	BRG 153.15°/2.98 NM ISLL	37°31'20.2"N	126°24'21.7"E
D1.0 ISLL(MAPt) (LOC ONLY)	BRG 153.15°/0.98 NM ISLL	37°29'42.2"N	126°25'49.0"E
NCN VOR/DME		37°29'41.7"N	126°25'49.2"E
THR RWY 15L		37°29'02.20"N	126°26'24.56"E
ISLL DME		37°28'56.4"N	126°26'35.6"E
Climb to 520 ft	HDG 153	-	
D8 NCN	HDG 108	-	
GC963	BRG 213.53°/13.00 NM NCN	37°17'53.0"N	126°18'58.0"E

INSTRUMENT APPROACH CHART - ICAO

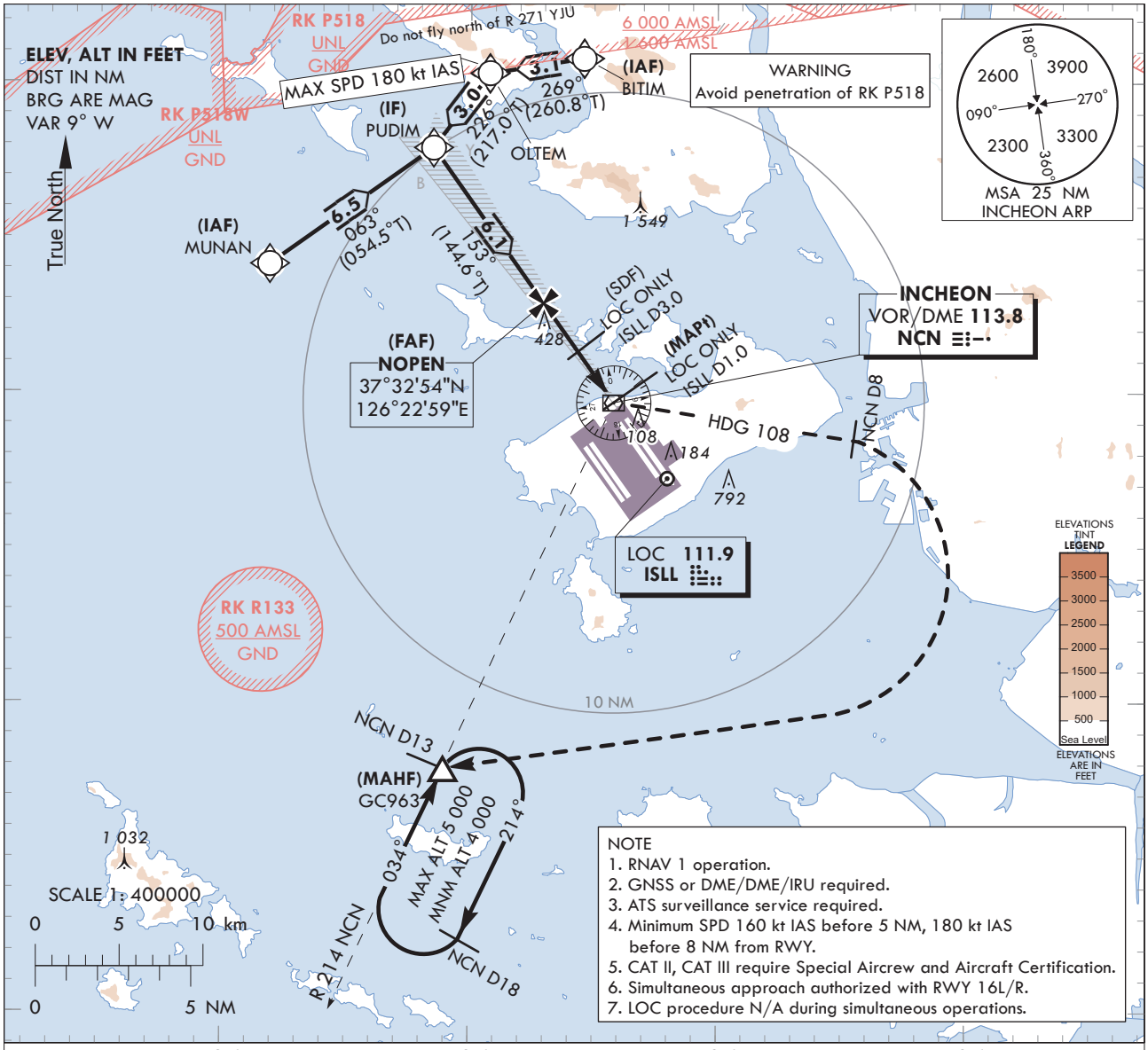
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 15L - ELEV **23** ft

SEOUL	APP	119.75 121.35
INCHEON	TWR	118.2 118.8

SEOUL/Incheon Intl(RKSI)

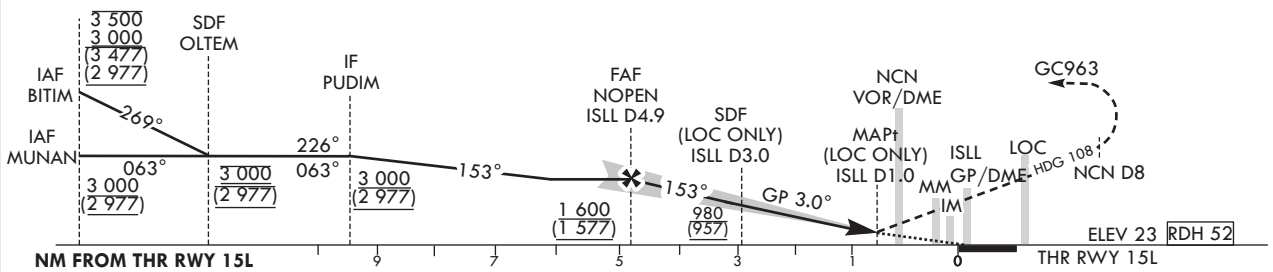
ILS Y or LOC Y RWY 15L
CAT II & III



NOTE
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY.
5. CAT II, CAT III require Special Aircrew and Aircraft Certification.
6. Simultaneous approach authorized with RWY 16L/R.
7. LOC procedure N/A during simultaneous operations.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

RECOMMENDED PROFILE	DME ISLL	4	3	2
Final Approach Gradient 5.30%, 322 ft/NM	ALT(HGT)	1 310 (1 287)	982 (965)	666 (643)



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I	FULL	223 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	370 (347)	900 m			
		ALS INOP		1 600 m			
	CAT II		123(100)	300 m			300 m 1) / 350 m
	CAT III		-	75 m 2) / 125 m			

MISSED APPROACH
Climb to 520 ft on RWY HDG then turn left on HDG 108° to NCN 8 DME, continue climb to 4 000 ft turn right direct to GC963.
Hold as published.
Do not turn before passing MAPt.

1) For CAT D aeroplane conducting an autoland.
2) Aeroplane use Fail-operational system.
* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Improved clarity such as terrain.

SEOUL/Incheon Intl(RKSI)
ILS Y or LOC Y RWY 15L
CAT II & III

AERONAUTICAL DATA TABULATION

ILS Y/LOC Y Approach to RWY 15L from MUNAN to PUDIM(IF)	
Fix / Point	Coordinates
MUNAN(IAF)	37°34'09.3"N 126°11'53.0"E
PUDIM(IF)	37°37'54.2"N 126°18'30.0"E

ILS Y/LOC Y Approach to RWY 15L from BITIM to PUDIM(IF)	
Fix / Point	Coordinates
BITIM(IAF)	37°40'48.0"N 126°24'36.1"E
OLTEM(SDF)	37°40'18.2"N 126°20'46.3"E
PUDIM(IF)	37°37'54.2"N 126°18'30.0"E

ILS Y/LOC Y Approach to RWY 15L from PUDIM(IF) to MAHF		
Fix / Point		Coordinates
NOPEN(FAF)	BRG 153.15°/4.89 NM ISLL	37°32'53.5"N 126°22'58.5"E
D3.0 ISLL (SDF LOC ONLY)	BRG 153.15°/2.98 NM ISLL	37°31'20.2"N 126°24'21.7"E
D1.0 ISLL (MAPt LOC ONLY)	BRG 153.15°/0.98 NM ISLL	37°29'42.2"N 126°25'49.0"E
NCN VOR/DME		37°29'41.7"N 126°25'49.2"E
THR RWY 15L		37°29'02.20"N 126°26'24.56"E
ISLL DME		37°28'56.4"N 126°26'35.6"E
Climb to 520 ft	HDG 153	-
D8 NCN	HDG 108	-
GC963	BRG 213.53°/13.00 NM NCN	37°17'53.0"N 126°18'58.0"E

INSTRUMENT APPROACH CHART - ICAO

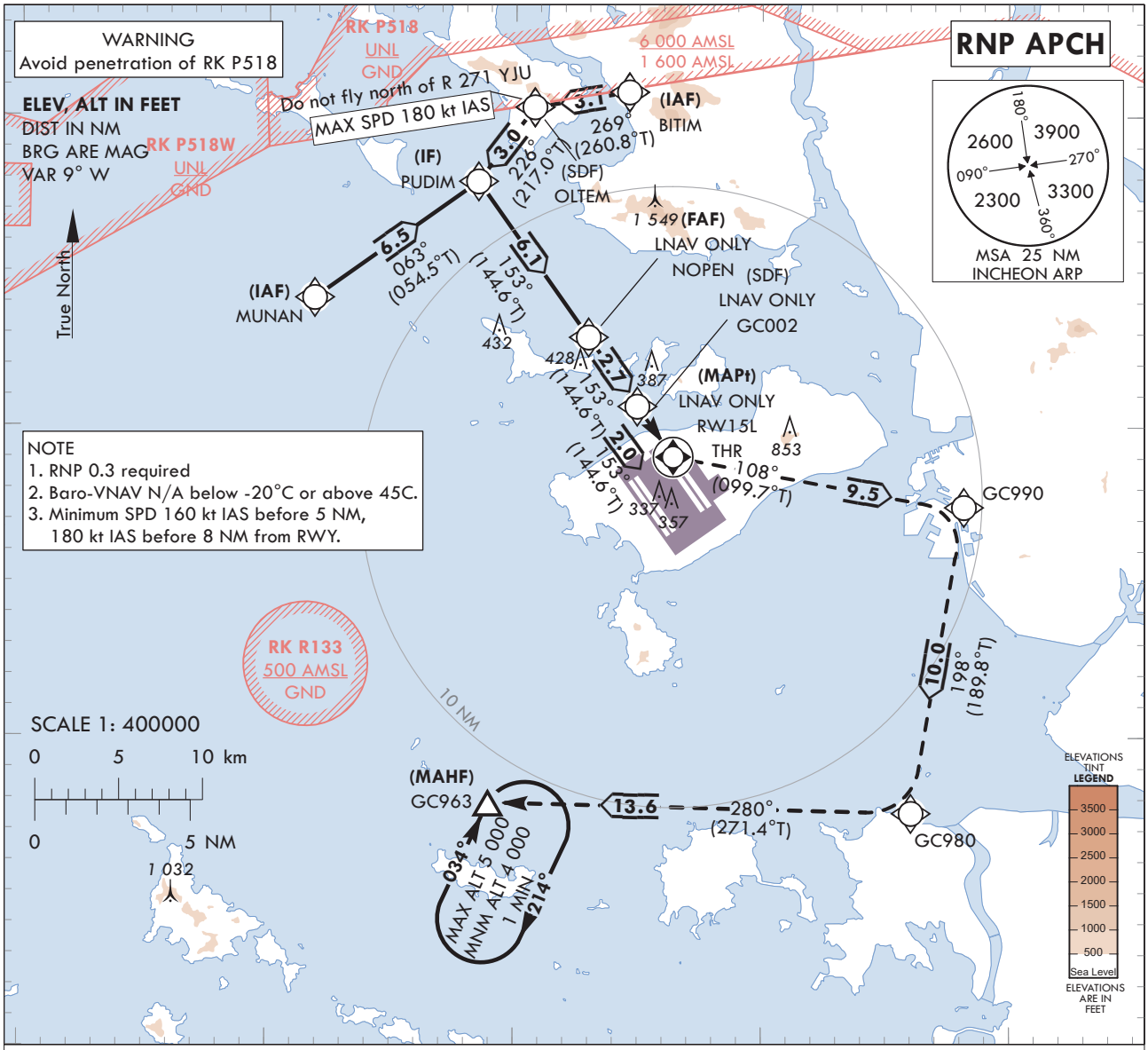
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 15L - ELEV **23** ft

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

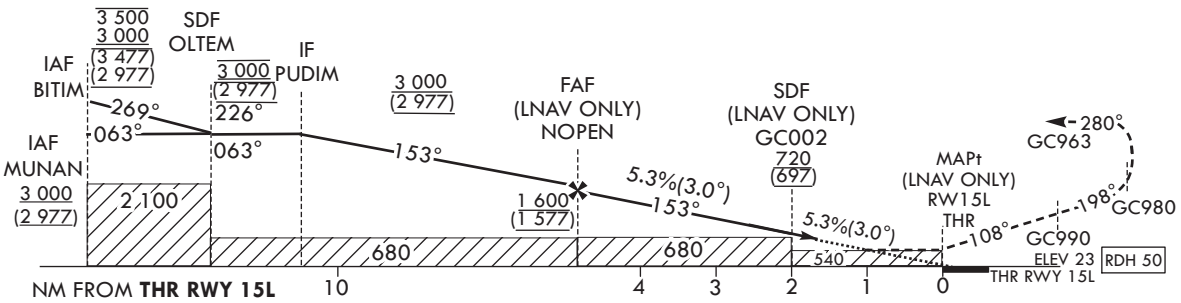
SEOUL/Incheon Intl(RKSI)

RNP RWY 15L



TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb to 4 000 ft. Track to GC990, GC980 and GC963. Hold as published.



CATEGORY			DA(H)/ MDA(H)	A	B	C	D
STA	LNAV	FULL	540 (517)	1 600 m			
		ALS INOP		2 400 m			
	LNAV/VNAV	FULL	430 (407)	1 200 m			
		ALS INOP		1 900 m			

Knots	60	90	120	150	180
Rate of descent V/V fpm	324	485	647	809	971

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Improved clarity such as terrain.

Instrument Approach Procedure Coding Tables

RNP RWY 15L - via MUNAN(IAF) to GC963(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	MUNAN	-	-	-	-	+3 000	-	37°34'09.3"N 126°11'53.0"E	-	RNP APCH	IAF
002	TF	PUDIM	-	063 (054.5)	6.5	-	+3 000	-	37°37'54.2"N 126°18'30.0"E	-	RNP APCH	IF
003	TF	NOPEN	-	153 (144.6)	6.1	-	+1 600	-	37°32'53.5"N 126°22'58.5"E	-	RNP APCH	FAF
004	TF	GC002	-	153 (144.6)	2.7	-	+720	-	37°30'40.2"N 126°24'57.3"E	-	RNP APCH	SDF
005	TF	RW15L	Y	153 (144.6)	2.0	-	+540	-	37°29'02.20"N 126°26'24.56"E	-3.05/50	RNP APCH	MAPt
006	TF	GC990	-	108 (099.7)	9.5	-	-	-	37°27'25.8"N 126°38'10.3"E	-	RNP APCH	-
007	TF	GC980	-	198 (189.8)	10.0	-	-	-	37°17'33.8"N 126°36'02.5"E	-	RNP APCH	-
008	TF	GC963	Y	280 (271.4)	13.6	-	+4 000	-	37°17'53.0"N 126°18'58.0"E	-	RNP APCH	-
009	HM	GC963	Y	034 (025.0)	-	R	-5 000 +4 000	-	37°17'53.0"N 126°18'58.0"E	-	RNP APCH	1 min (Outbound timing)

RNP RWY 15L - via BITIM(IAF) to GC963(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	BITIM	-	-	-	-	-3 500 +3 000	-	37°40'48.0"N 126°24'36.1"E	-	RNP APCH	IAF
002	TF	OLTEM	-	269 (260.8)	3.1	-	@3 000	-180	37°40'18.2"N 126°20'46.3"E	-	RNP APCH	SDF
003	TF	PUDIM	-	226 (217.0)	3.0	-	+3 000	-	37°37'54.2"N 126°18'30.0"E	-	RNP APCH	IF
004	TF	NOPEN	-	153 (144.6)	6.1	-	+1 600	-	37°32'53.5"N 126°22'58.5"E	-	RNP APCH	FAF
005	TF	GC002	-	153 (144.6)	2.7	-	+720	-	37°30'40.2"N 126°24'57.3"E	-	RNP APCH	SDF
006	TF	RW15L	Y	153 (144.6)	2.0	-	+540	-	37°29'02.20"N 126°26'24.56"E	-3.05/50	RNP APCH	MAPt
007	TF	GC990	-	108 (099.7)	9.5	-	-	-	37°27'25.8"N 126°38'10.3"E	-	RNP APCH	-
008	TF	GC980	-	198 (189.8)	10.0	-	-	-	37°17'33.8"N 126°36'02.5"E	-	RNP APCH	-
009	TF	GC963	Y	280 (271.4)	13.6	-	+4 000	-	37°17'53.0"N 126°18'58.0"E	-	RNP APCH	-
010	HM	GC963	Y	034 (025.0)	-	R	-5 000 +4 000	-	37°17'53.0"N 126°18'58.0"E	-	RNP APCH	1 min (Outbound timing)

INSTRUMENT APPROACH CHART - ICAO

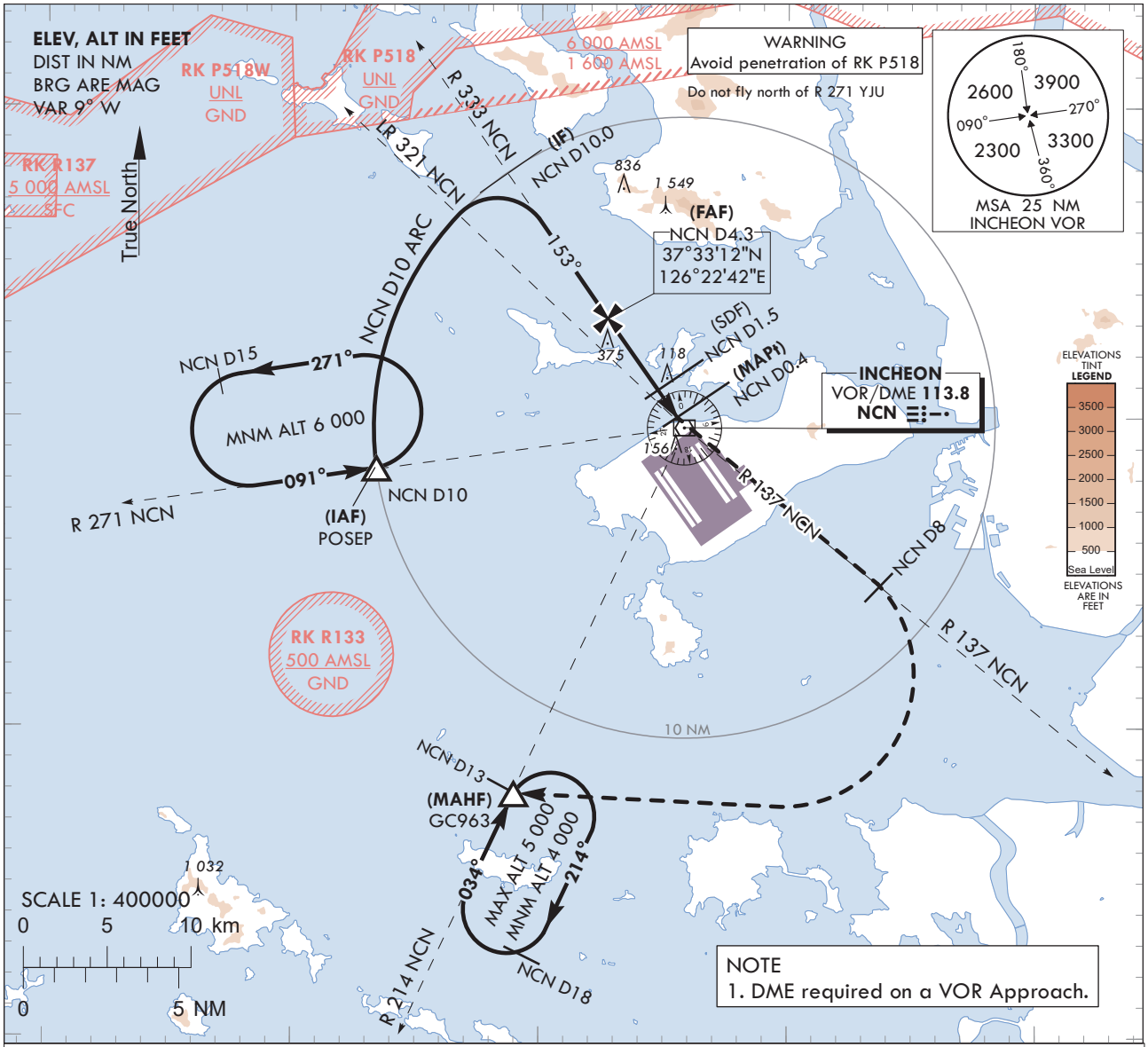
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 15L - ELEV **23** ft

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

VOR RWY 15L

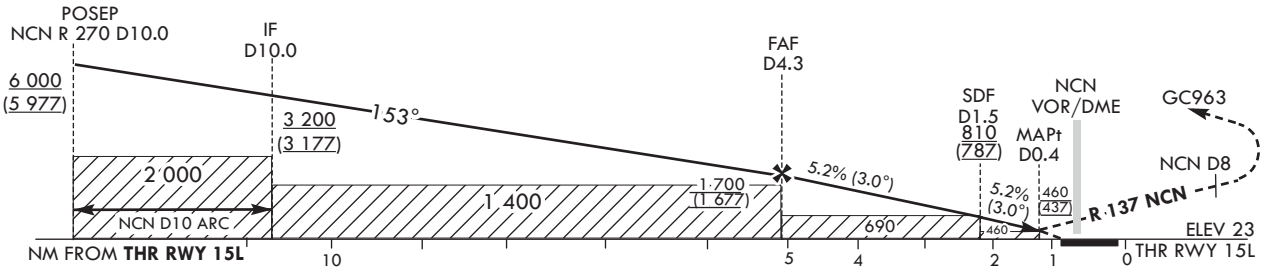


NOTE
1. DME required on a VOR Approach.

RECOMMENDED DESCENT PROFILE	DME NCN	3	2	1
Final Approach Gradient 5.2%(317.9 ft/NM) to SDF, 5.2%(318.3 ft/NM) to THR	ALT(HGT)	1 287(1 264)	969(946)	650(627)

TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb to 4 000 ft via NCN then turn left on R 137 NCN to 8 DME and turn right direct to GC963. Hold as published.



CATEGORY		MDA(MDH)	A	B	C	D
Straight-in	FULL	460 (437)	1 300m			
	ALS INOP		2 000m			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	318	477	636	795	954

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Improved clarity such as terrain.

SEOUL/Incheon Intl(RKSI)
VOR RWY 15L

AERONAUTICAL DATA TABULATION

VOR Approach to RWY 15L from POSEP			
Fix / Point		Coordinates	
POSEP(IAF)		37°28'21.8"N	126°13'22.0"E
D10 NCN(IF)	BRG 153.45°/10.00 NM NCN	37°37'52.4"N	126°18'33.7"E
D4.3 NCN(FAF)	BRG 153.45°/4.30 NM NCN	37°33'12.4"N	126°22'42.4"E
D1.5 NCN(SDF)	BRG 153.45°/1.50 NM NCN	37°30'55.0"N	126°24'44.2"E
D0.4 NCN(MAPt)	BRG 153.45°/0.40 NM NCN	37°30'01.0"N	126°25'32.1"E
NCN VOR/DME		37°29'41.7"N	126°25'49.2"E
THR RWY 15L	Final approach descent angle 2.99°(FAF - SDF)/3.00°(SDF - THR)	37°29'02.20"N	126°26'24.56"E
D8 NCN	R 137 NCN/8.00 NM NCN	37°24'40.1"N	126°33'39.1"E
GC963	BRG 213.53°/13.00 NM NCN	37°17'53.0"N	126°18'58.0"E

INSTRUMENT APPROACH CHART - ICAO

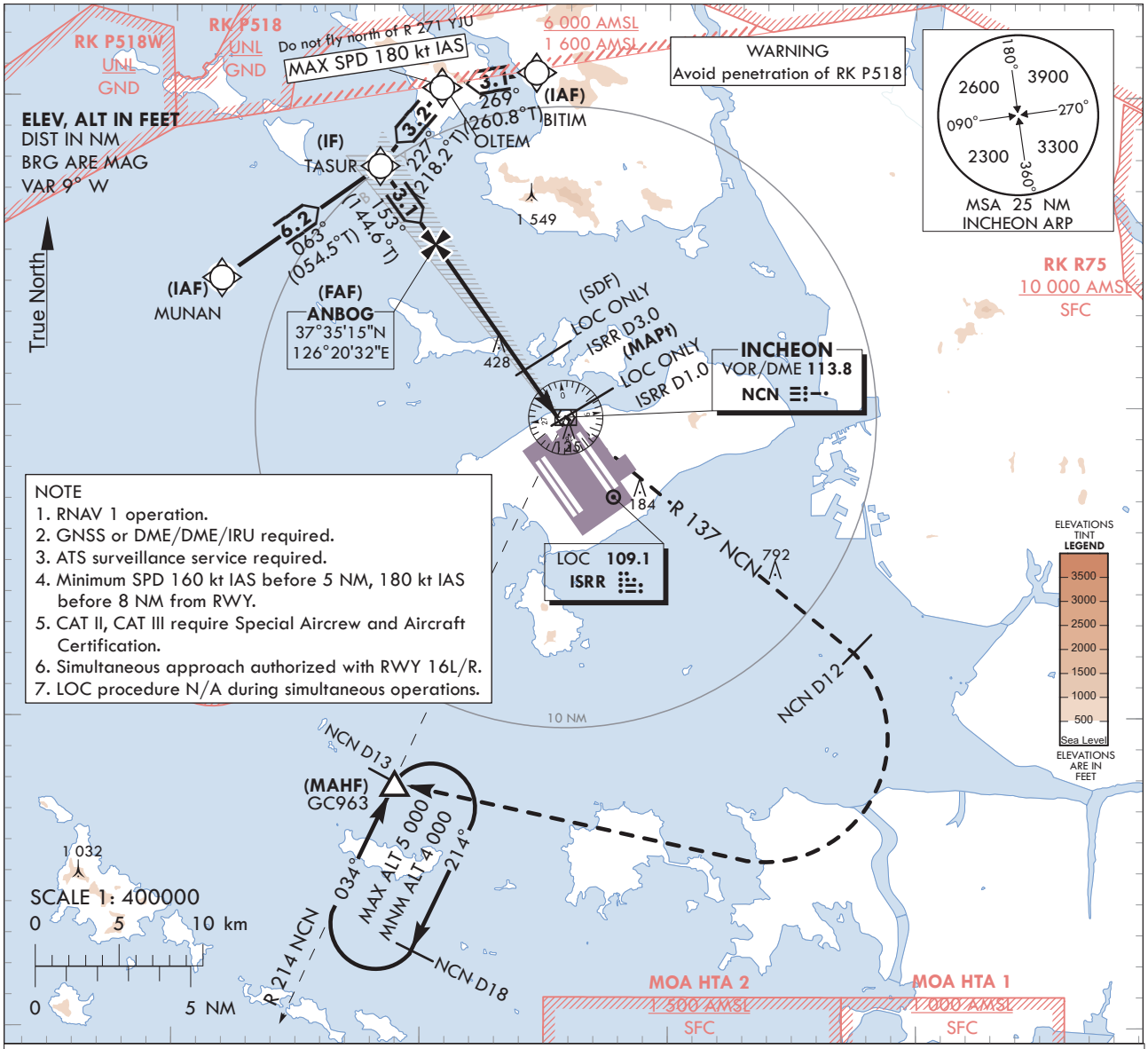
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 15R - ELEV **23 ft**

SEOUL	APP	119.75 121.35
INCHEON	TWR	118.2 118.8

SEOUL/Incheon Intl(RKSI)

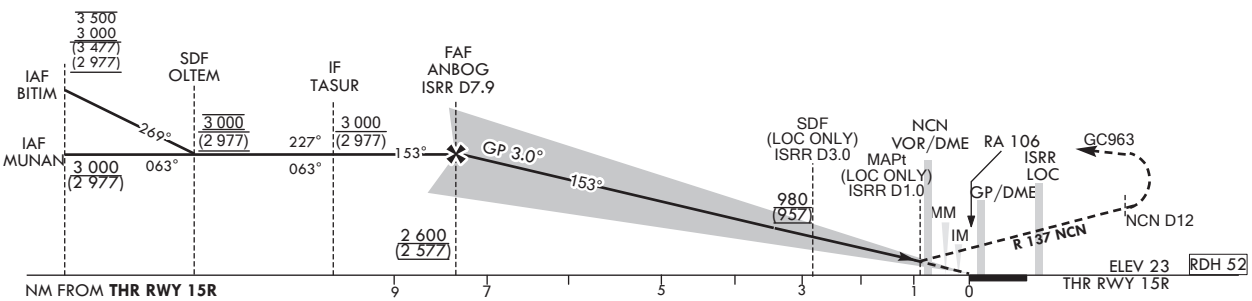
ILS Z or LOC Z RWY 15R
CAT II & III



NOTE
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY.
5. CAT II, CAT III require Special Aircrew and Aircraft Certification.
6. Simultaneous approach authorized with RWY 16L/R.
7. LOC procedure N/A during simultaneous operations.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

RECOMMENDED PROFILE	DME ISRR	7	6	5	4	3	2
Final Approach Gradient 5.37%, 326 ft/NM	ALT(HGT)	2 306 (2 283)	1 980 (1 957)	1 653 (1 630)	1 327 (1 304)	1 001 (978)	674 (651)



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I	FULL	223 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	370 (347)	900 m			
		ALS INOP		1 600 m			
	CAT II		123(100)	300 m			300 m1) /350 m
	CAT III		-	75 m 2) / 125 m			

1) For CAT D aeroplane conducting an autoland.
2) Aeroplane use Fail-operational system.

MISSED APPROACH
Climb to 520 ft on RWY HDG then turn left to intercept and follow R 137 NCN to 12 DME, continue climb to 4 000 ft turn right direct to GC963. Hold as pulished.
Do not turn before passing MAPt.

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Improved clarity such as terrain.

SEOUL/Incheon Intl(RKSI)
ILS Z or LOC Z RWY 15R
CAT II & III

AERONAUTICAL DATA TABULATION

ILS Z/LOC Z Approach to RWY 15R from MUNAN to TASUR(IF)		
Fix / Point		Coordinates
MUNAN(IAF)		37°34'09.3"N 126°11'53.0"E
TASUR(IF)		37°37'46.4"N 126°18'16.2"E

ILS Z/LOC Z Approach to RWY 15R from BITIM to TASUR(IF)		
Fix / Point		Coordinates
BITIM(IAF)		37°40'48.0"N 126°24'36.1"E
OLTEM(SDF)		37°40'18.2"N 126°20'46.3"E
TASUR(IF)		37°37'46.4"N 126°18'16.2"E

ILS Z/LOC Z Approach to RWY 15R from TASUR(IF) to MAHF		
Fix / Point		Coordinates
ANBOG(FAF)	BRG 153.15°/7.92 NM ISRR	37°35'14.6"N 126°20'31.9"E
D3.0 ISRR (SDF LOC ONLY)	BRG 153.15°/3.00 NM ISRR	37°31'13.4"N 126°24'07.1"E
D1.0 ISRR (MAPt LOC ONLY)	BRG 153.15°/1.00 NM ISRR	37°29'34.5"N 126°25'35.2"E
NCN VOR/DME		37°29'41.7"N 126°25'49.2"E
THR RWY 15R		37°28'54.44"N 126°26'10.82"E
ISRR DME		37°28'48.7"N 126°26'21.9"E
Climb to 520 ft	HDG 153	-
D12 NCN	R 137 NCN/12.00 NM NCN	37°22'06.2"N 126°37'29.9"E
GC963	BRG 213.53°/13.00 NM NCN	37°17'53.0"N 126°18'58.0"E

INSTRUMENT APPROACH CHART - ICAO

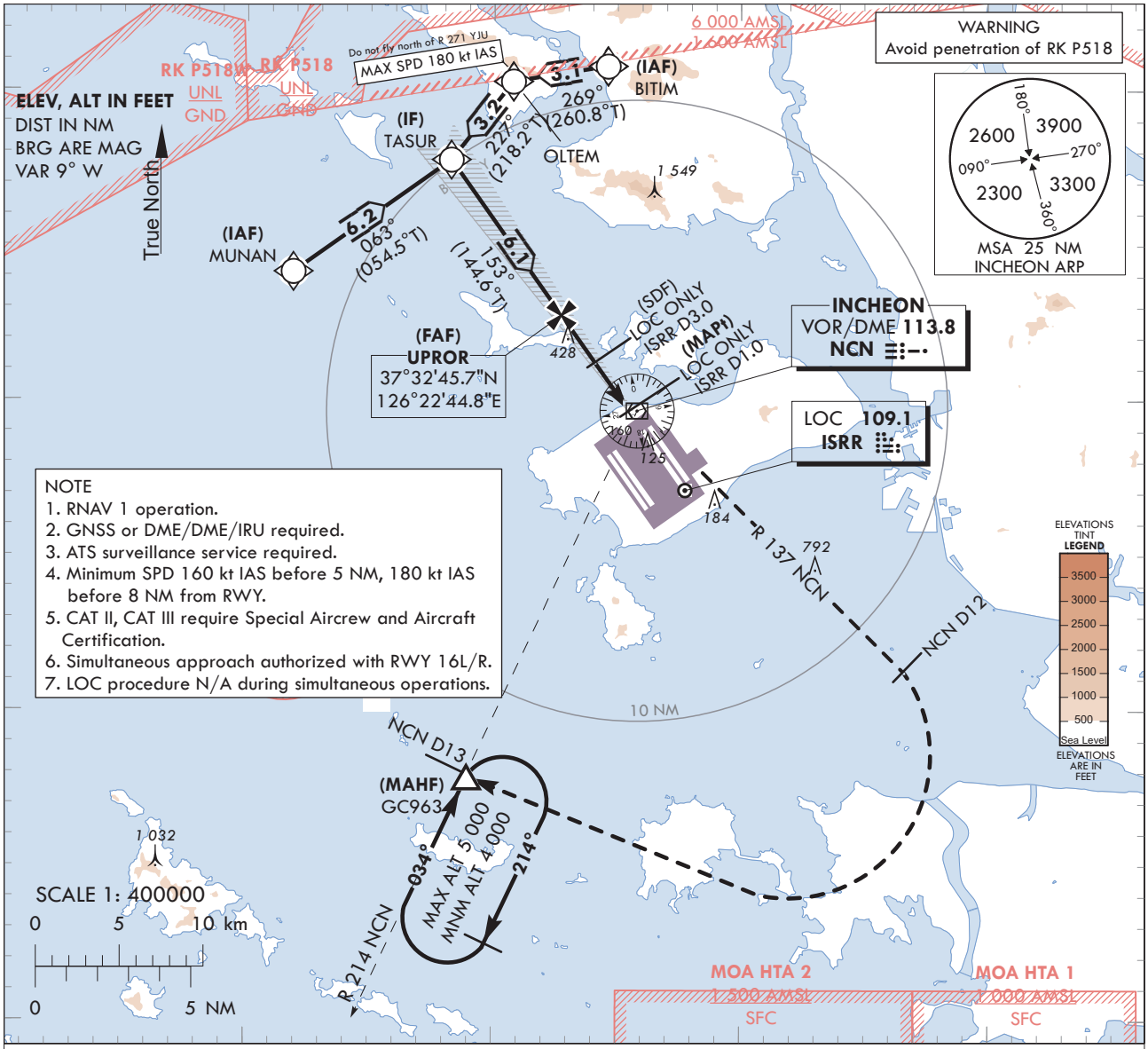
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 15R - ELEV **23** ft

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

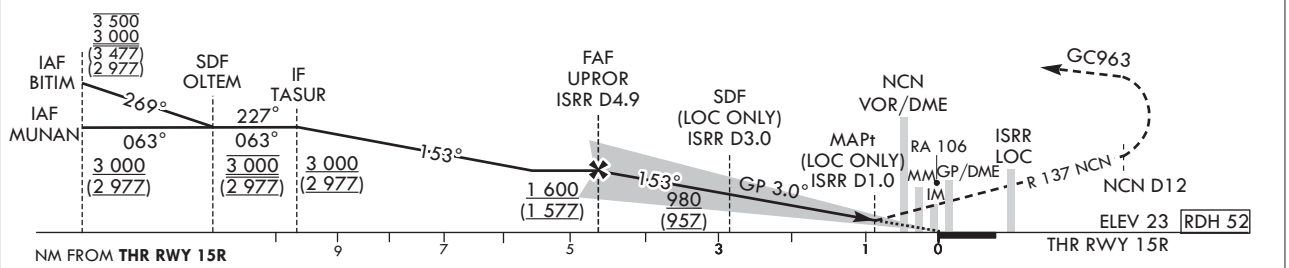
ILS Y or LOC Y RWY 15R
CAT II & III



NOTE
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY.
5. CAT II, CAT III require Special Aircrew and Aircraft Certification.
6. Simultaneous approach authorized with RWY 16L/R.
7. LOC procedure N/A during simultaneous operations.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

RECOMMENDED PROFILE	DME ISRR	4	3	2
Final Approach Gradient 5.30%, 322 ft/NM	ALT(HGT)	1 310 (1 287)	982 (959)	666 (643)



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I	FULL	223 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	370 (347)	900 m			
		ALS INOP		1 600 m			
	CAT II		123(100)	300 m			300 m 1) /350 m
	CAT III		-	75 m 2) / 125 m			

1) For CAT D aeroplane conducting an autoland.
2) Aeroplane use Fail-operational system.

MISSED APPROACH
Climb to 520 ft on RWY HDG then turn left to intercept and follow R 137 NCN to 12 DME, continue climb to 4 000 ft turn right direct to GC963.
Hold as pulished.
Do not turn before passing MAPt.

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Improved clarity such as terrain.

SEOUL/Incheon Intl(RKSI)
ILS Y or LOC Y RWY 15R
CAT II & III

AERONAUTICAL DATA TABULATION

ILS Y/LOC Y Approach to RWY 15R from MUNAN to TASUR(IF)		
Fix / Point	Coordinates	
MUNAN(IAF)	37°34'09.3"N	126°11'53.0"E
TASUR(IF)	37°37'46.4"N	126°18'16.2"E

ILS Y/LOC Y Approach to RWY 15R from BITIM to TASUR(IF)		
Fix / Point	Coordinates	
BITIM(IAF)	37°40'48.0"N	126°24'36.1"E
OLTEM(SDF)	37°40'18.2"N	126°20'46.3"E
TASUR(IF)	37°37'46.4"N	126°18'16.2"E

ILS Y/LOC Y Approach to RWY 15R from TASUR(IF) to MAHF			
Fix / Point		Coordinates	
UPROR(FAF)	BRG 153.15°/4.89 NM ISRR	37°32'45.7"N	126°22'44.8"E
D3.0 ISRR (SDF LOC ONLY)	BRG 153.15°/3.00 NM ISRR	37°31'13.4"N	126°24'07.1"E
D1.0 ISRR (MAPt LOC ONLY)	BRG 153.15°/1.00 NM ISRR	37°29'35.3"N	126°25'34.4"E
NCN VOR/DME		37°29'41.7"N	126°25'49.2"E
THR RWY 15R		37°28'54.44"N	126°26'10.82"E
ISRR DME		37°28'48.7"N	126°26'21.9"E
Climb to 520 ft	HDG 153	-	
D12 NCN	R 137 NCN/12.00 NM NCN	37°22'06.2"N	126°37'29.9"E
GC963	BRG 213.53°/13.00 NM NCN	37°17'53.0"N	126°18'58.0"E

INSTRUMENT APPROACH CHART - ICAO

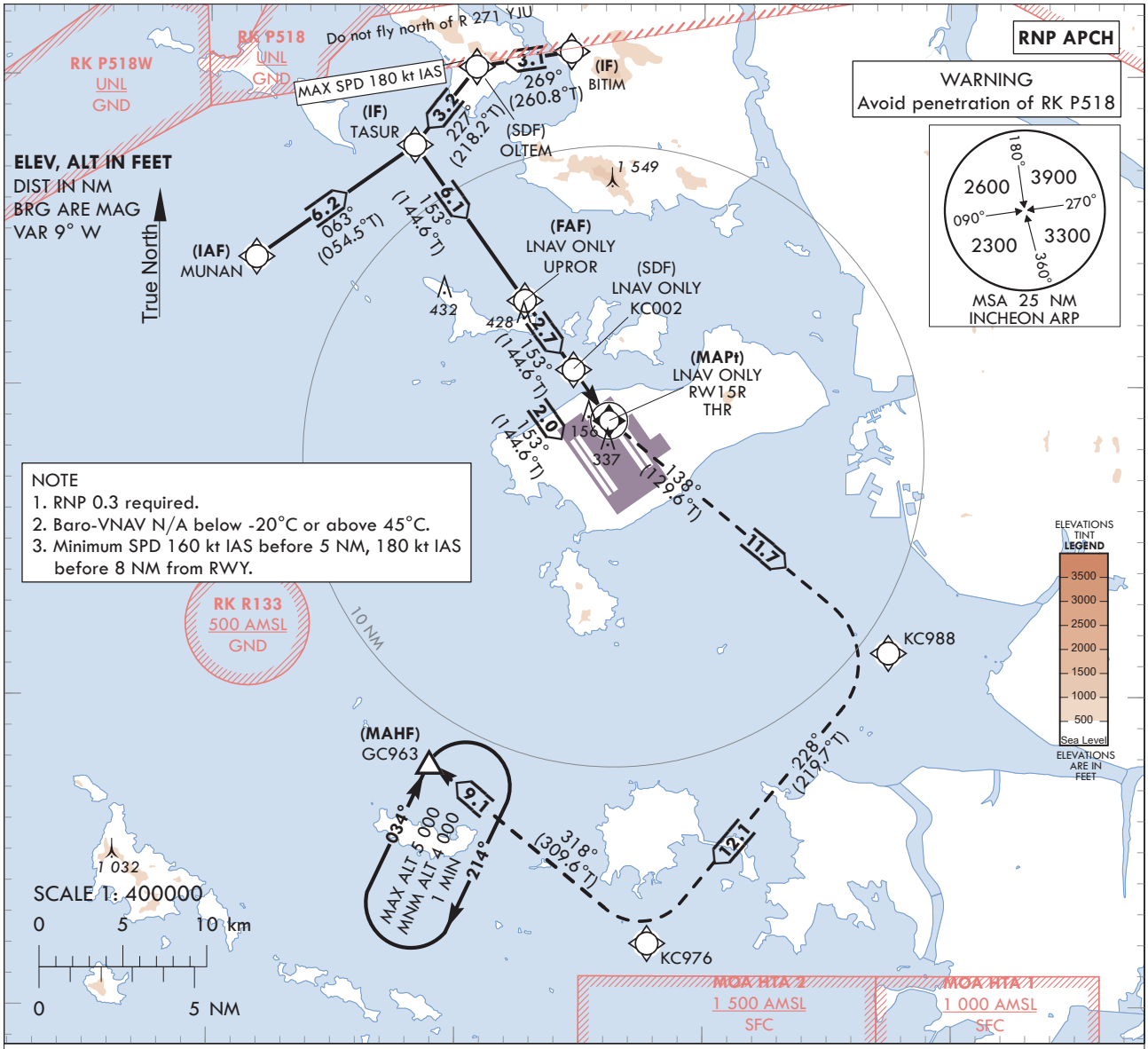
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 15R - ELEV **23** ft

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

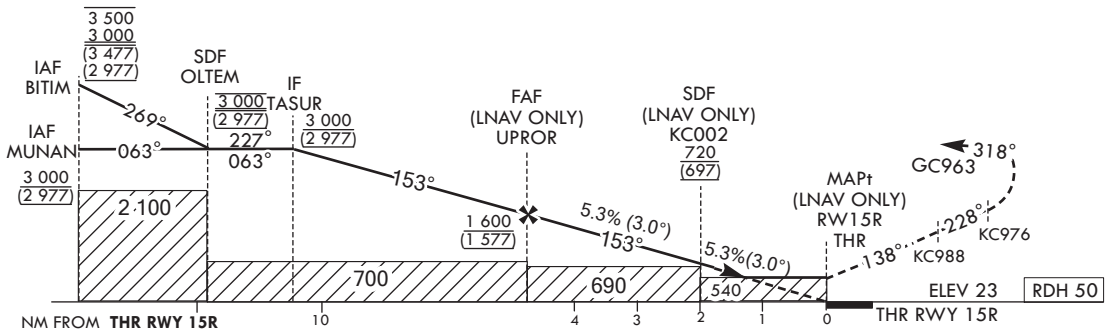
SEOUL/Incheon Intl(RKSI)

RNP RWY 15R



TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb to 4 000 ft. Track to KC988, KC976 and GC963. Hold as published.



CATEGORY			DA(H)/ MDA(H)	A	B	C	D
STA	LNAV	FULL	540 (517)	1 600 m			
		ALS INOP		2 400 m			
	LNAV/VNAV	FULL	430 (407)	1 200 m			
		ALS INOP		1 900 m			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	324	485	647	809	971

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Improved clarity such as terrain.

Instrument Approach Procedure Coding Tables

RNP RWY 15R - via MUNAN(IAF) to GC963(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	MUNAN	-	-	-	-	+3 000	-	37°34'09.3"N 126°11'53.0"E	-	RNP APCH	IAF
002	TF	TASUR	-	063 (054.5)	6.2	-	+3 000	-	37°37'46.4"N 126°18'16.2"E	-	RNP APCH	IF
003	TF	UPROR	-	153 (144.6)	6.1	-	+1 600	-	37°32'45.7"N 126°22'44.8"E	-	RNP APCH	FAF
004	TF	KC002	-	153 (144.6)	2.7	-	+720	-	37°30'32.4"N 126°24'43.6"E	-	RNP APCH	SDF
005	TF	RW15R	Y	153 (144.6)	2.0	-	+540	-	37°28'54.44"N 126°26'10.82"E	-3.05/50	RNP APCH	MAPt
006	TF	KC988	-	138 (129.6)	11.7	-	-	-	37°21'25.5"N 126°37'29.3"E	-	RNP APCH	-
007	TF	KC976	-	228 (219.7)	12.1	-	-	-	37°12'03.9"N 126°27'45.9"E	-	RNP APCH	-
008	TF	GC963	Y	318 (309.6)	9.1	-	+4 000	-	37°17'53.0"N 126°18'58.0"E	-	RNP APCH	-
009	HM	GC963	Y	034 (025.0)	-	R	-5 000 +4 000	-	37°17'53.0"N 126°18'58.0"E	-	RNP APCH	1 min (Outbound timing)

RNP RWY 15R - via BITIM(IAF) to GC963(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	BITIM	-	-	-	-	-3 500 +3 000	-	37°40'48.0"N 126°24'36.1"E	-	RNP APCH	IAF
002	TF	OLTEM	-	269 (260.8)	3.1	-	@3 000	-180	37°40'18.2"N 126°20'46.3"E	-	RNP APCH	SDF
003	TF	TASUR	-	227 (218.2)	3.2	-	+3 000	-	37°37'46.4"N 126°18'16.2"E	-	RNP APCH	IF
004	TF	UPROR		153 (144.6)	6.1	-	+1 600	-	37°32'45.7"N 126°22'44.8"E	-	RNP APCH	FAF
005	TF	KC002	-	153 (144.6)	2.7	-	+720	-	37°30'32.4"N 126°24'43.6"E	-	RNP APCH	SDF
006	TF	RW15R	Y	153 (144.6)	2.0	-	+540	-	37°28'54.44"N 126°26'10.82"E	-3.05/50	RNP APCH	MAPt
007	TF	KC988	-	138 (129.6)	11.7	-	-	-	37°21'25.5"N 126°37'29.3"E	-	RNP APCH	-
008	TF	KC976	-	228 (219.7)	12.1	-	-	-	37°12'03.9"N 126°27'45.9"E	-	RNP APCH	-
009	TF	GC963	Y	318 (309.6)	9.1	-	+4 000	-	37°17'53.0"N 126°18'58.0"E	-	RNP APCH	-
010	HM	GC963	Y	034 (025.0)	-	R	-5 000 +4 000	-	37°17'53.0"N 126°18'58.0"E	-	RNP APCH	1 min (Outbound timing)

INSTRUMENT APPROACH CHART - ICAO

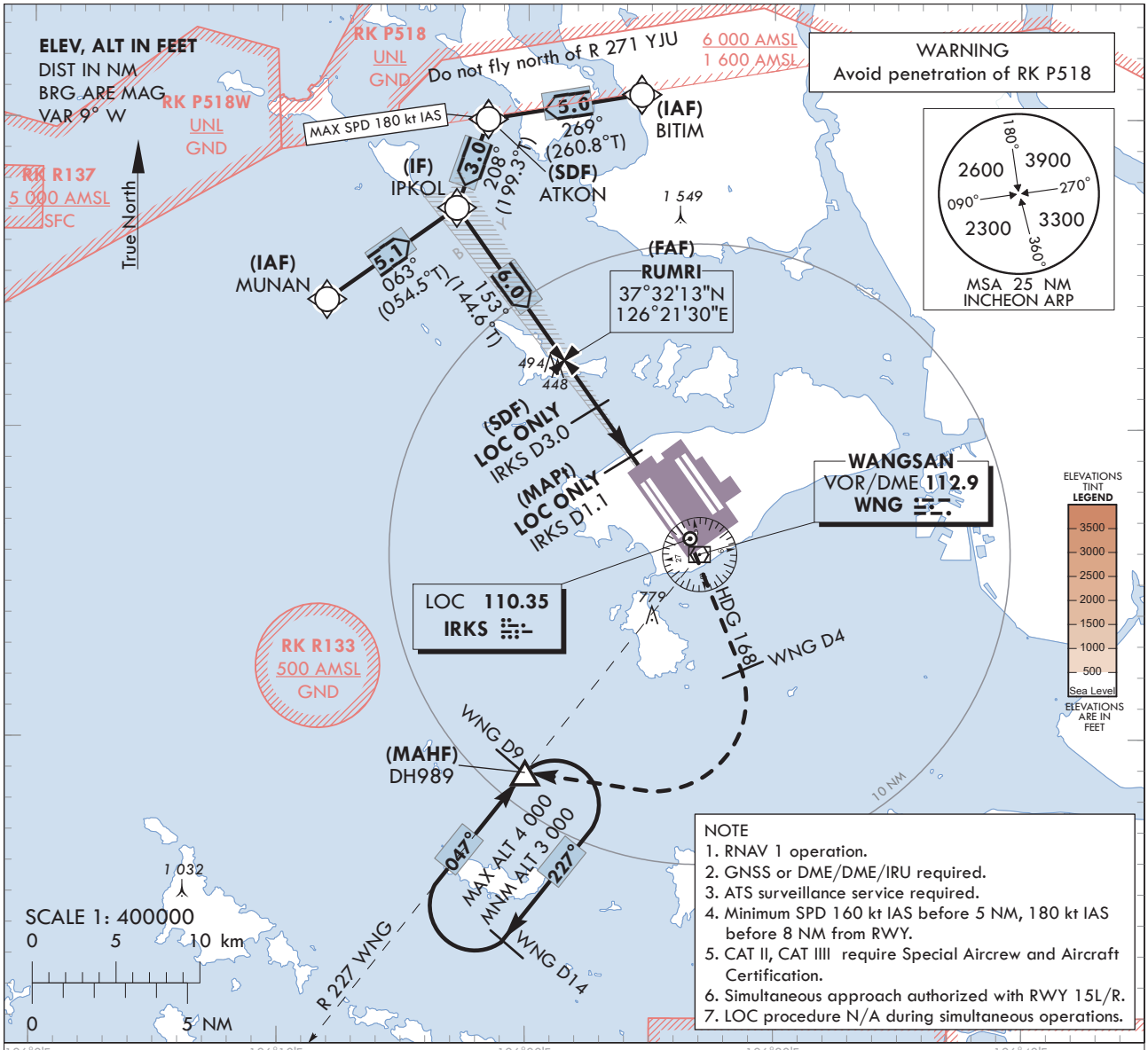
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS ELEV TO
THR RWY 16L - ELEV 23 ft

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

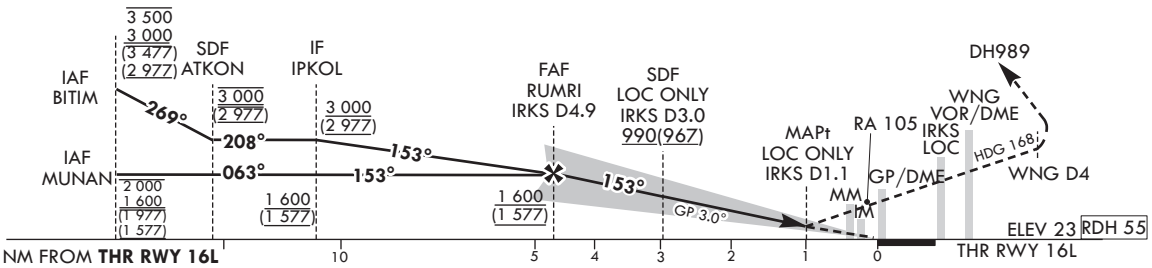
ILS or LOC RWY 16L
CAT II & III



NOTE
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY.
5. CAT II, CAT IIII require Special Aircrew and Aircraft Certification.
6. Simultaneous approach authorized with RWY 15L/R.
7. LOC procedure N/A during simultaneous operations.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

RECOMMENDED PROFILE	DME ISRR	4	3	2
Final Approach Gradient 5.30%, 322 ft/NM	ALT(HGT)	1 310 (1 287)	988 (965)	666 (643)



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I (CG 2.5%)	FULL	460 (437)	1 300 m			
		ALS INOP		2 000 m			
	CAT-I (CG 4.0%)	FULL	223 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	380 (357)	900 m			
		ALS INOP		1 600 m			
	CAT II		123(100)	300 m			300 m1) /350 m
	CAT III		-	75 m2) / 125 m			

1) For CAT D aeroplane conducting an autoland.
2) Aeroplane use Fail-operational system.

MISSED APPROACH
Climb to 500 ft on RWY HDG then turn right on HDG 168° to WNG 4 DME, continue climb to 3 000 ft turn right direct to DH989.
Hold as published.
Do not turn before passing MAPt.

NOTE
1. Missed approach turn limited to 210 kt IAS maximum.
2. Missed approach minimum climb gradient of 2.5% to 3 000 ft (DH 437 or 357), 4% to 3 000 ft (DH 200 or 100).

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Improved clarity such as terrain.

SEOUL/Incheon Intl(RKSI)
ILS or LOC RWY 16L
CAT II & III

AERONAUTICAL DATA TABULATION

ILS/LOC Approach to RWY 16L from MUNAN to IPKOL(IF)	
Fix / Point	Coordinates
MUNAN(IAF)	37°34'09.3"N 126°11'53.0"E
IPKOL(IF)	37°37'07.4"N 126°17'07.3"E

ILS/LOC Approach to RWY 16L from BITIM to IPKOL(IF)	
Fix / Point	Coordinates
BITIM(IAF)	37°40'48.0"N 126°24'36.1"E
ATKON(SDF)	37°39'59.6"N 126°18'23.2"E
IPKOL(IF)	37°37'07.4"N 126°17'07.3"E

ILS/LOC Approach to RWY 16L from IPKOL(IF) to MAHF		
Fix / Point		Coordinates
RUMRI(FAF)	BRG 153.16°/4.89 NM IRKS	37°32'12.9"N 126°21'30.4"E
D3.0 IRKS(SDF) (LOC ONLY)	BRG 153.16°/3.00 NM IRKS	37°30'40.6"N 126°22'52.7"E
D1.1 IRKS(MAPt) (LOC ONLY)	BRG 153.16°/1.10 NM IRKS	37°29'07.6"N 126°24'15.6"E
THR RWY 16L		37°28'22.11"N 126°24'56.05"E
IRKS DME		37°28'11.4"N 126°24'59.7"E
WNG VOR/DME		37°25'58.6"N 126°27'00.0"E
Climb to 500 ft	HDG 153	-
D4 WNG	HDG 168	-
DH989	BRG 227.09°/9.00 NM WNG	37°18'55.0"N 126°19'59.0"E

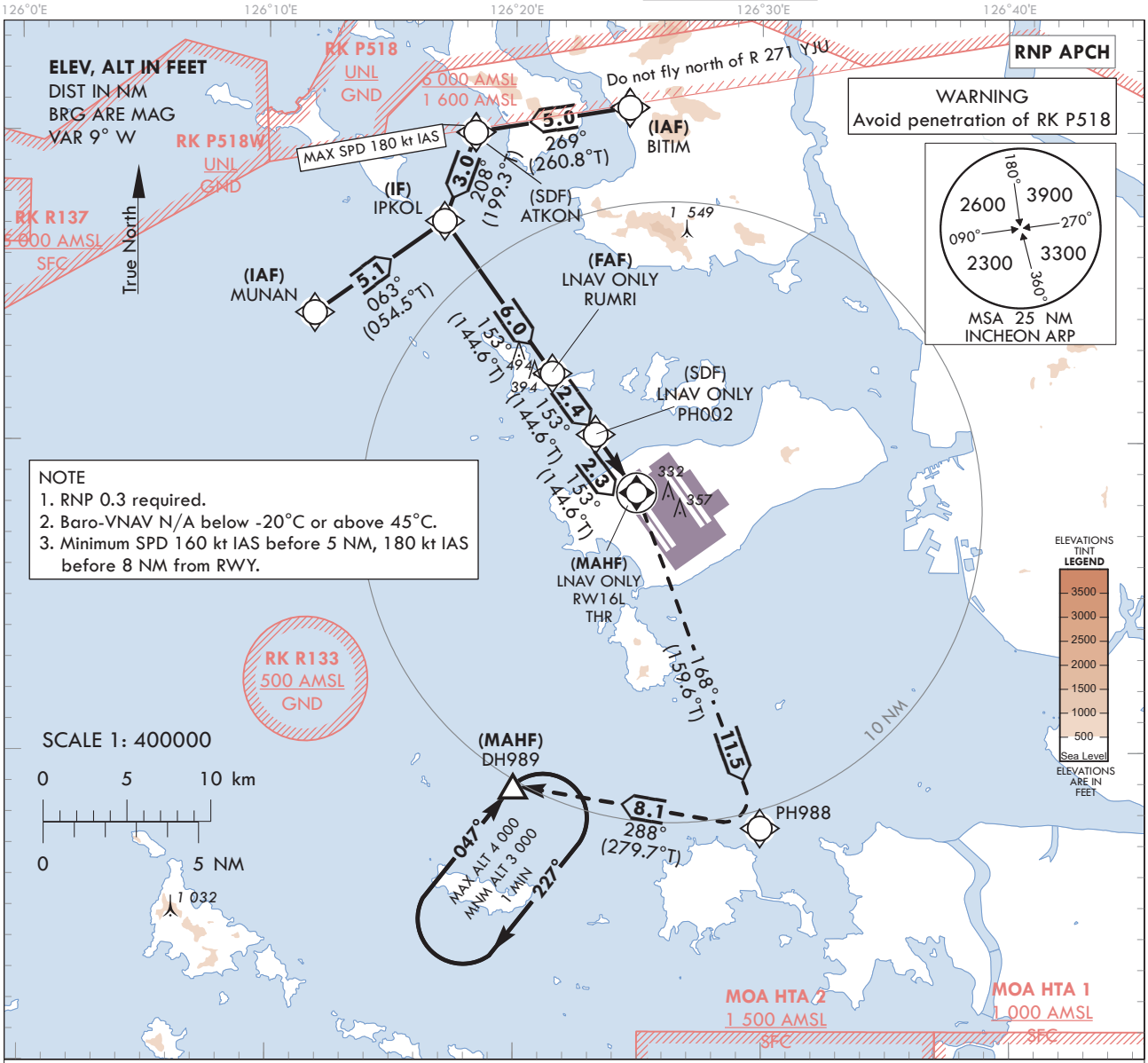
INSTRUMENT APPROACH CHART - ICAO

Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 16L - ELEV **23 ft**

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

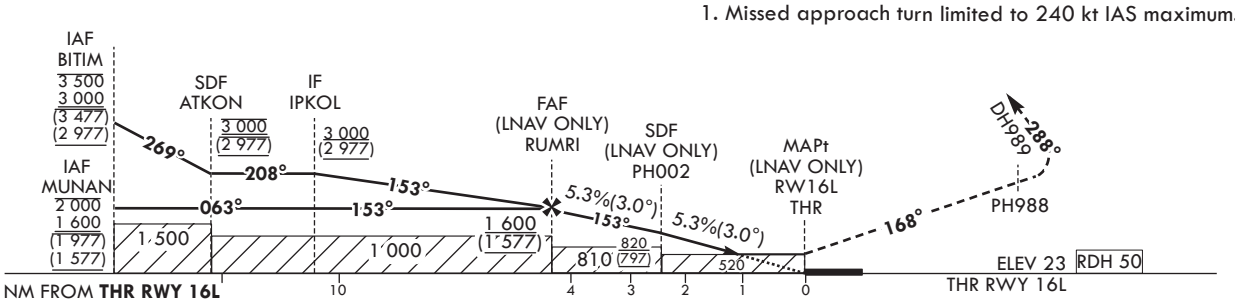
SEOUL/Incheon Intl(RKSI)
RNP RWY 16L



TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb to 3 000 ft. Track to PH988 and DH989.
Hold as published.

NOTE
1. Missed approach turn limited to 240 kt IAS maximum.



CATEGORY			DA(H)/MDA(H)	A	B	C	D
STA	LNAV	FULL	520 (497)	1 500 m			
		ALS INOP		2 300 m			
	LNAV/VNAV	FULL	430 (407)	1 200 m			
		ALS INOP		1 900 m			

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	324	486	648	810	972

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Amended phrase(RWY 16L → RW16L).

Instrument Approach Procedure Coding Tables

RNP RWY 16L - via MUNAN(IAF) to DH989(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	MUNAN	-	-	-	-	-2 000 +1 600	-	37°34'09.3"N 126°11'53.0"E	-	RNP APCH	IAF
002	TF	IPKOL	-	063 (054.5)	5.1	-	+1 600	-	37°37'07.4"N 126°17'07.3"E	-	RNP APCH	IF
003	TF	RUMRI	-	153 (144.6)	6.0	-	+1 600	-	37°32'12.9"N 126°21'30.4"E	-	RNP APCH	FAF
004	TF	PH002	-	153 (144.6)	2.4	-	+820	-	37°30'14.8"N 126°23'15.7"E	-	RNP APCH	SDF
005	TF	RW16L	Y	153 (144.6)	2.3	-	+520	-	37°28'22.11"N 126°24'56.06"E	-3.05/50	RNP APCH	MAPt
006	TF	PH988	-	168 (159.6)	11.5	-	-	-240	37°17'34.0"N 126°29'57.5"E	-	RNP APCH	-
007	TF	DH989	Y	288 (279.7)	8.1	-	+3 000	-240	37°18'55.0"N 126°19'59.0"E	-	RNP APCH	-
008	HM	DH989	Y	047 (038.4)	-	R	-4 000 +3 000	-	37°18'55.0"N 126°19'59.0"E	-	RNP APCH	1 min (Outbound timing)

RNP RWY 16L - via BITIM(IAF) to DH989(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	BITIM	-	-	-	-	-3 500 +3 000	-	37°40'48.0"N 126°24'36.1"E	-	RNP APCH	IAF
002	TF	ATKON	-	269 (260.8)	5.0	-	@3 000	-180	37°39'59.6"N 126°18'23.2"E	-	RNP APCH	SDF
003	TF	IPKOL	-	208 (199.3)	3.0	-	+3 000	-	37°37'07.4"N 126°17'07.3"E	-	RNP APCH	IF
004	TF	RUMRI	-	153 (144.6)	6.0	-	+1 600	-	37°32'12.9"N 126°21'30.4"E	-	RNP APCH	FAF
005	TF	PH002	-	153 (144.6)	2.4	-	+820	-	37°30'14.8"N 126°23'15.7"E	-	RNP APCH	SDF
006	TF	RW16L	Y	153 (144.6)	2.3	-	+520	-	37°28'22.11"N 126°24'56.06"E	-3.05/50	RNP APCH	MAPt
007	TF	PH988	-	168 (159.6)	11.5	-	-	-240	37°17'34.0"N 126°29'57.5"E	-	RNP APCH	-
008	TF	DH989	Y	288 (279.7)	8.1	-	+3 000	-240	37°18'55.0"N 126°19'59.0"E	-	RNP APCH	-
009	HM	DH989	Y	047 (038.4)	-	R	-4 000 +3 000	-	37°18'55.0"N 126°19'59.0"E	-	RNP APCH	1 min (Outbound timing)

INSTRUMENT APPROACH CHART-ICAO

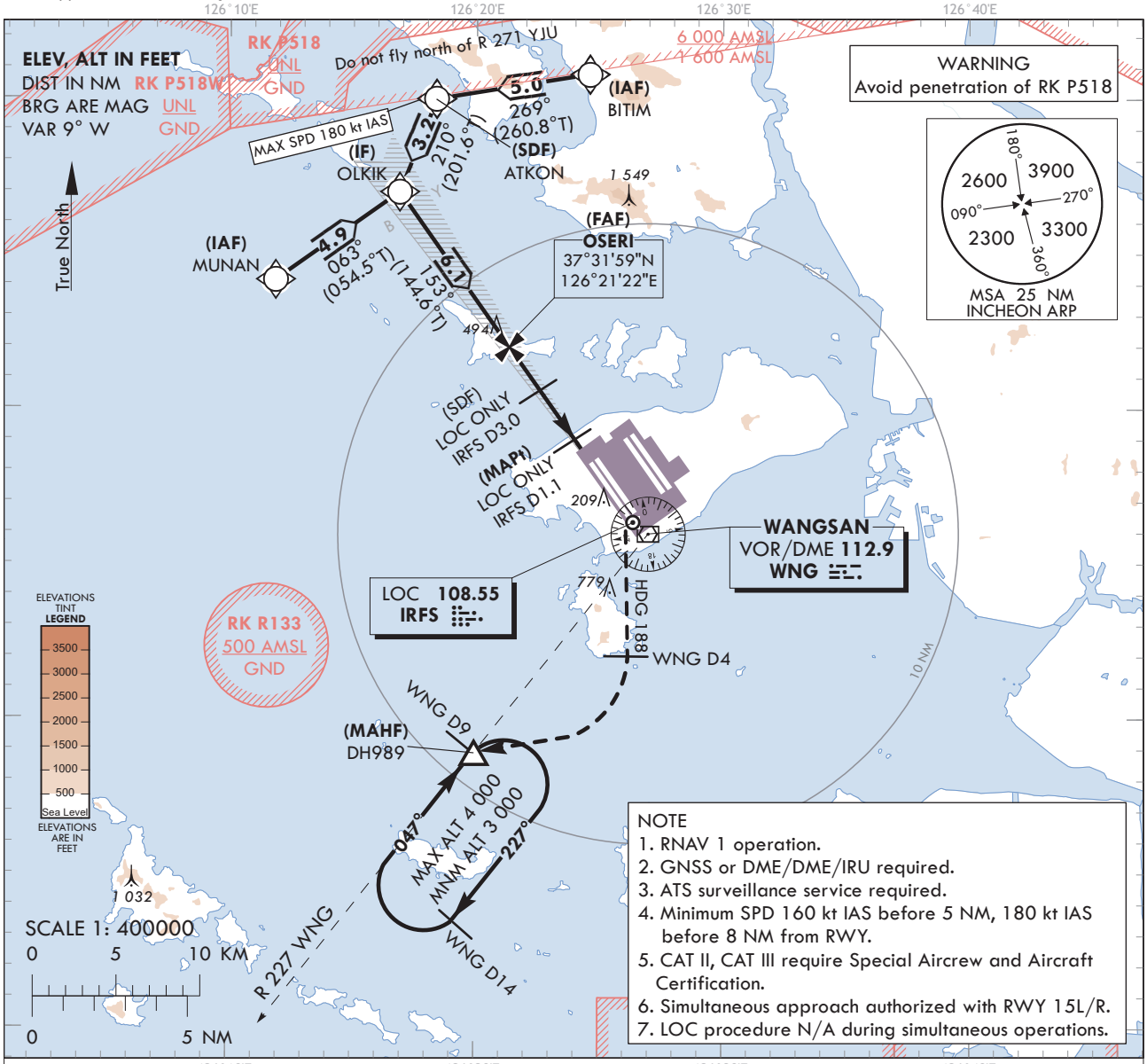
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 16R - ELEV **23 ft**

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

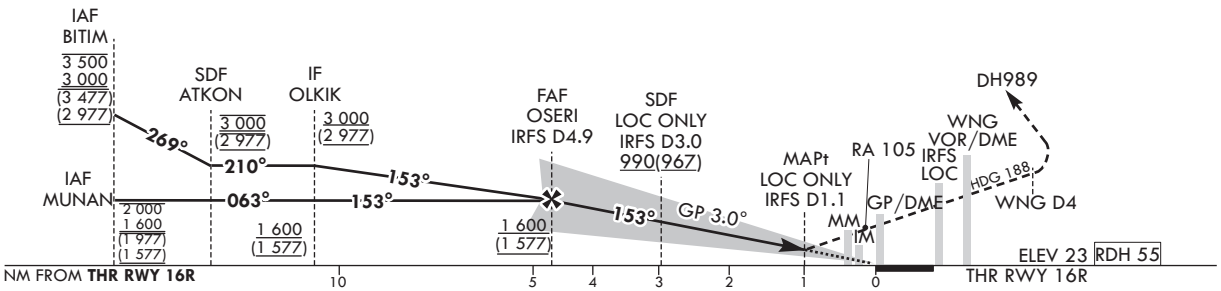
ILS or LOC RWY 16R
CAT II & III



NOTE
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY.
5. CAT II, CAT III require Special Aircrew and Aircraft Certification.
6. Simultaneous approach authorized with RWY 15L/R.
7. LOC procedure N/A during simultaneous operations.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

RECOMMENDED PROFILE	DME IRFS	4	3	2
Final Approach Gradient 5.30%, 322 ft/NM	ALT(HGT)	1 310 (1 287)	988 (965)	666 (643)



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I (CG 2.5%)	FULL	460 (437)	1 300 m			
		ALS INOP		2 000 m			
	CAT-I (CG 4.0%)	FULL	223 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	380 (357)	900 m			
		ALS INOP		1 600 m			
	CAT II		123(100)	300 m			300 m1) /350 m
	CAT III		-	75 m2) / 125 m			

1) For CAT D aeroplane conducting an autoland.
2) Aeroplane use Fail-operational system.

MISSED APPROACH
Climb to 500 ft on RWY HDG then turn right on HDG 188° to WNG 4 DME, continue climb to 3 000 ft turn right direct to DH989.
Hold as published.
Do not turn before passing MAPt.
NOTE
1. Missed approach turn limited to 210 kt IAS maximum.
2. Missed approach minimum climb gradient of 2.5% to 3 000 ft (DH 437 or 357), 4% to 3 000 ft (DH 200 or 100).

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Improved clarity such as terrain.

SEOUL/Incheon Intl(RKSI)
ILS or LOC RWY 16R
CAT II & III

AERONAUTICAL DATA TABULATION

ILS/LOC Approach to RWY 16R from MUNAN to OLKIK(IF)	
Fix / Point	Coordinates
MUNAN(IAF)	37°34'09.3"N 126°11'53.0"E
OLKIK(IF)	37°36'59.6"N 126°16'53.5"E

ILS/LOC Approach to RWY 16R from BITIM to OLKIK(IF)	
Fix / Point	Coordinates
BITIM(IAF)	37°40'48.0"N 126°24'36.1"E
ATKON(SDF)	37°39'59.6"N 126°18'23.2"E
OLKIK(IF)	37°36'59.6"N 126°16'53.5"E

ILS/LOC Approach to RWY 16R from OLKIK(IF) to MAHF		
Fix / Point		Coordinates
OSERI(FAF)	BRG 153.16°/4.89 NM IRFS	37°31'59.0"N 126°21'22.1"E
D3.0 IRFS(SDF) (LOC ONLY)	BRG 153.16°/3.00 NM IRFS	37°30'26.2"N 126°22'44.8"E
D1.1 IRFS(MAPt) (LOC ONLY)	BRG 153.16°/1.10 NM IRFS	37°28'53.2"N 126°24'07.7"E
THR RWY 16R		37°28'07.71"N 126°24'48.18"E
IRFS DME		37°27'56.9"N 126°24'51.6"E
WNG VOR/DME		37°25'58.6"N 126°27'00.0"E
Climb to 500 ft	HDG 153	-
D4 WNG	HDG 188	-
DH989	BRG 227.09°/9.00 NM WNG	37°18'55.0"N 126°19'59.0"E

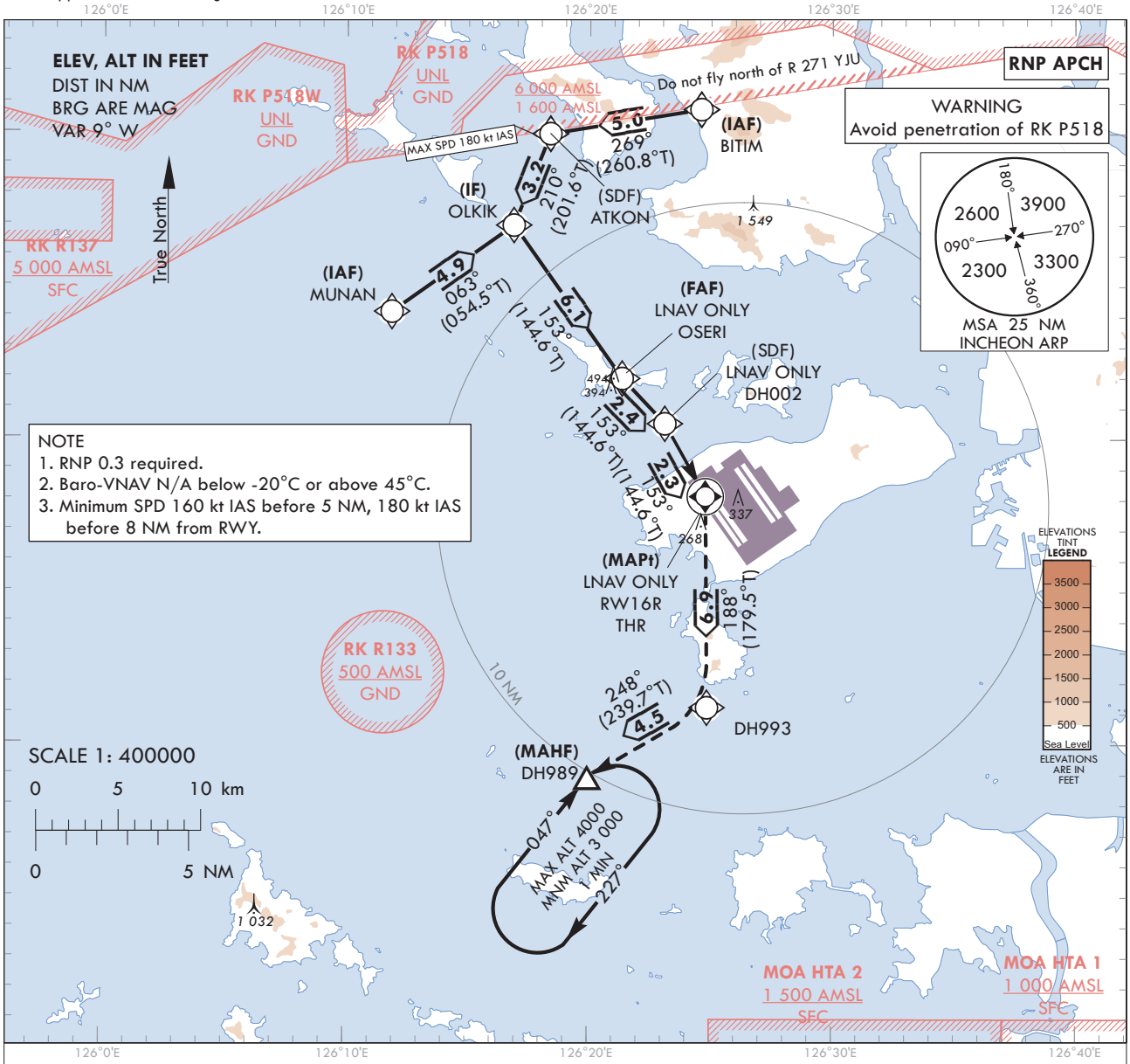
INSTRUMENT APPROACH CHART - ICAO

Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 16R - ELEV **23** ft

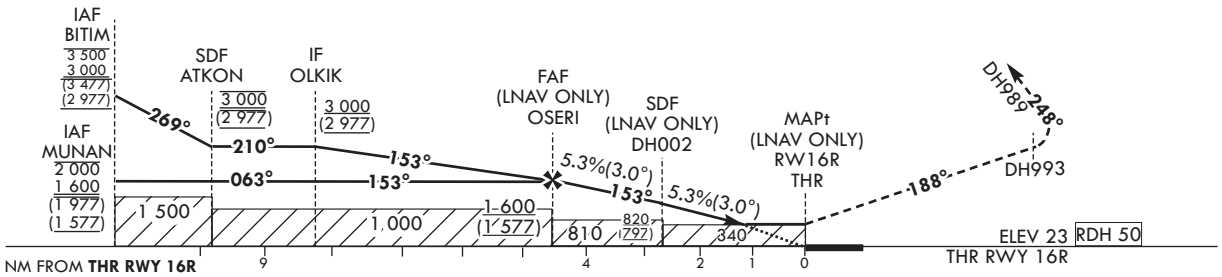
SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)
RNP RWY 16R



MISSED APPROACH
Climb to 3 000 ft. Track to DH993 and DH989.
Hold as published.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY			DA(H)/MDA(H)	A	B	C	D
STA	LNAV	FULL	520 (497)	1 500 m			
		ALS INOP		2 300 m			
	LNAV/VNAV	FULL	430 (407)	1 200 m			
		ALS INOP		1 900 m			

Knots	60	90	120	150	180
Rate of descent V/V fpm	323	485	647	809	970

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Amended phrase(RWY 16R → RW16R).

Instrument Approach Procedure Coding Tables

RNP RWY 16R - via MUNAN(IAF) to OLKIK(IF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	MUNAN	-	-	-	-	-2 000 +1 600	-	37°34'09.3"N 126°11'53.0"E	-	RNP APCH	IAF
002	TF	OLKIK	-	063 (054.5)	4.9	-	+1 600	-	37°36'59.6"N 126°16'53.5"E	-	RNP APCH	IF
003	TF	OSERI	-	153 (144.6)	6.1	-	+1 600	-	37°31'59.0"N 126°21'22.1"E	-	RNP APCH	FAF
004	TF	DH002	-	153 (144.6)	2.4	-	+820	-	37°30'00.4"N 126°23'07.8"E	-	RNP APCH	SDF
005	TF	RW16R	Y	153 (144.6)	2.3	-	+520	-	37°28'07.71"N 126°24'48.18"E	-3.05/50	RNP APCH	MAPt
006	TF	DH993	-	188 (179.5)	6.9	-	-	-	37°21'12.6"N 126°24'53.1"E	-	RNP APCH	-
007	TF	DH989	Y	248 (239.7)	4.5	-	+3 000	-	37°18'55.0"N 126°19'59.0"E	-	RNP APCH	-
008	HM	DH989	Y	047 (038.4)	-	R	-4 000 +3 000	-	37°18'55.0"N 126°19'59.0"E	-	RNP APCH	1 min (Outbound timing)

RNP RWY 16R - via BITIM(IAF) to OLKIK(IF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	BITIM	-	-	-	-	-3 500 +3 000	-	37°40'48.0"N 126°24'36.1"E	-	RNP APCH	IAF
002	TF	ATKON	-	269 (260.8)	5.0	-	@3 000	-180	37°39'59.6"N 126°18'23.2"E	-	RNP APCH	SDF
003	TF	OLKIK	-	210 (201.6)	3.2	-	+3 000	-	37°36'59.6"N 126°16'53.5"E	-	RNP APCH	IF
004	TF	OSERI	-	153 (144.6)	6.1	-	+1 600	-	37°31'59.0"N 126°21'22.1"E	-	RNP APCH	FAF
005	TF	DH002	-	153 (144.6)	2.4	-	+820	-	37°30'00.4"N 126°23'07.8"E	-	RNP APCH	SDF
006	TF	RW16R	Y	153 (144.6)	2.3	-	+520	-	37°28'07.71"N 126°24'48.18"E	-3.05/50	RNP APCH	MAPt
007	TF	DH993	-	188 (179.5)	6.9	-	-	-	37°21'12.6"N 126°24'53.1"E	-	RNP APCH	-
008	TF	DH989	Y	248 (239.7)	4.5	-	+3 000	-	37°18'55.0"N 126°19'59.0"E	-	RNP APCH	-
009	HM	DH989	Y	047 (038.4)	-	R	-4 000 +3 000	-	37°18'55.0"N 126°19'59.0"E	-	RNP APCH	1 min (Outbound timing)

INSTRUMENT APPROACH CHART - ICAO

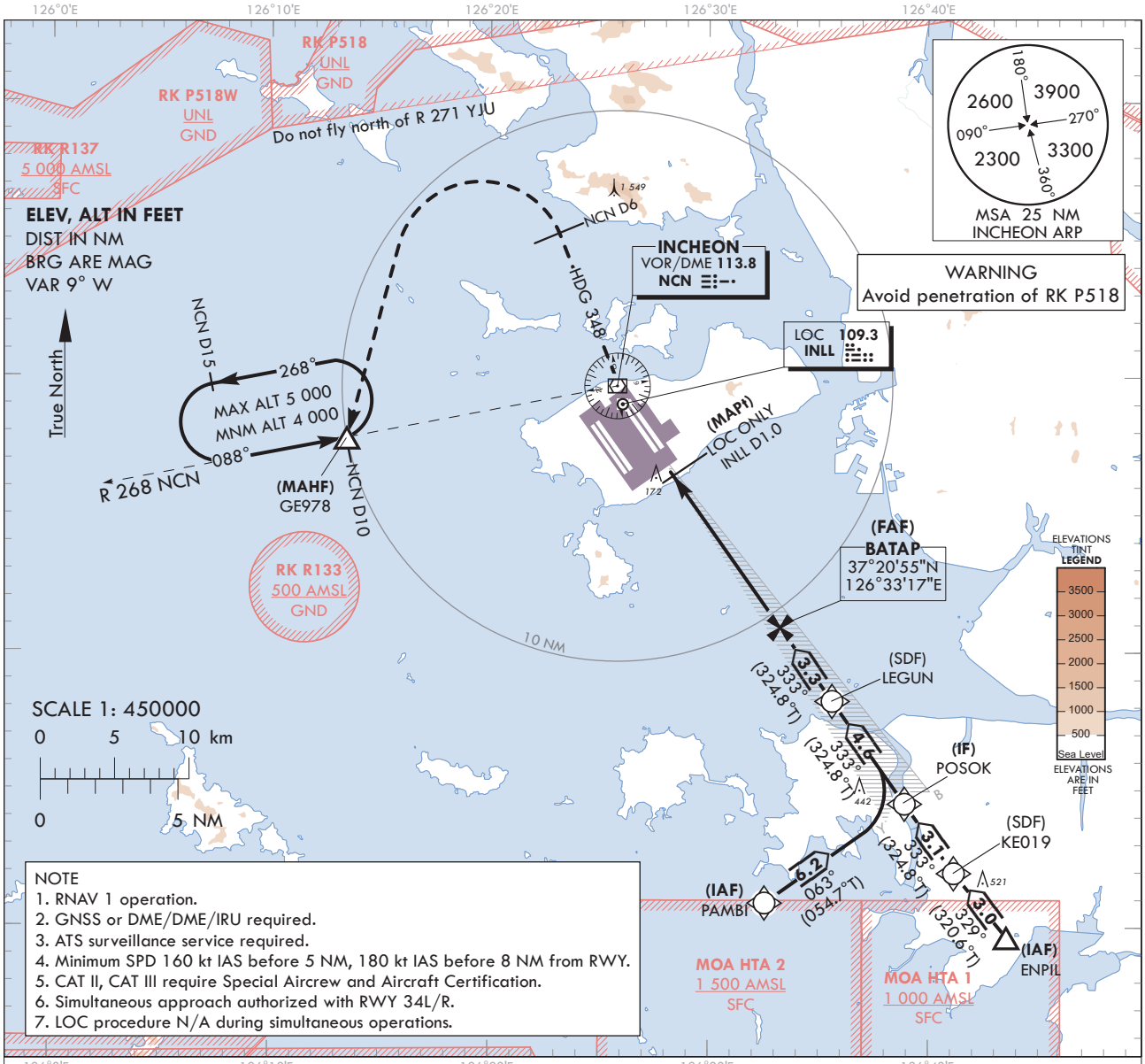
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 33L - ELEV **23** ft

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

ILS or LOC RWY 33L
CAT II & III

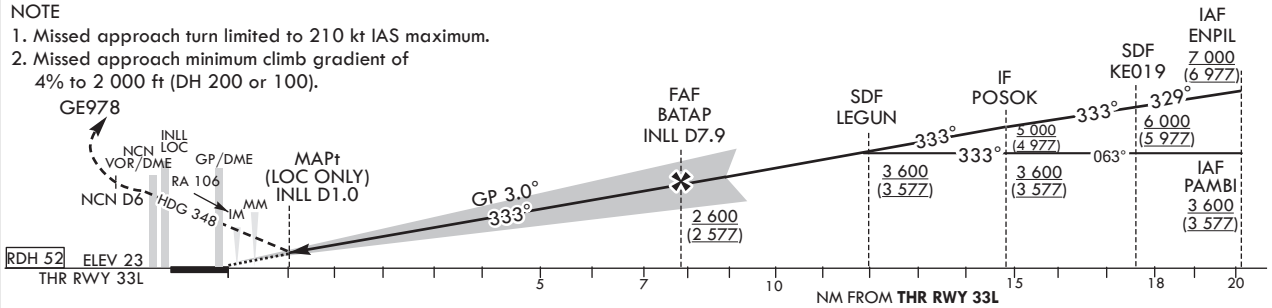


NOTE
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY.
5. CAT II, CAT III require Special Aircrew and Aircraft Certification.
6. Simultaneous approach authorized with RWY 34L/R.
7. LOC procedure N/A during simultaneous operations.

RECOMMENDED PROFILE(LOC ONLY)	DME INLL	7	6	5	4	3	2
Final Approach Gradient 5.37%, 326 ft/NM	ALT(HGT)	2 306 (2 283)	1 980 (1 957)	1 653 (1 630)	1 327 (1 304)	1 001 (978)	674 (651)

TRANSITION ALT 14 000
TRANSITION LVL FL 140

NOTE
1. Missed approach turn limited to 210 kt IAS maximum.
2. Missed approach minimum climb gradient of 4% to 2 000 ft (DH 200 or 100).



MISSED APPROACH
Climb to 500 ft on RWY HDG then turn right on HDG 348° to NCN 6 DME, continue climb to 4 000 ft turn left direct to GE978.
Hold as published.
Do not turn before passing MAPt.

CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I (CG 2.5%)	FULL	461 (438)	1 300 m			
		ALS INOP		2 000 m			
	CAT-I (CG 4.0%)	FULL	223 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	440 (417)	1 200 m			
		ALS INOP		1 900 m			
	CAT II		123(100)	300 m			300 m1) /350 m
	CAT III		-	75 m2) / 125 m			

1) For CAT D aeroplane conducting an autoland.
2) Aeroplane use Fail-operational system.

*Timing Not authorized for defining MAPt.
*Circling Not authorized.

Change : Improved clarity such as terrain.

SEOUL/Incheon Intl(RKSI)
ILS or LOC RWY 33L
CAT II & III

AERONAUTICAL DATA TABULATION

ILS/LOC Approach to RWY 33L from PAMBI to POSOK(IF)		
Fix / Point	Coordinates	
PAMBI(IAF)	37°10'54.3"N	126°32'34.4"E
POSOK(IF)	37°14'30.3"N	126°38'56.6"E

ILS/LOC Approach to RWY 33L from ENPIL to POSOK(IF)		
Fix / Point	Coordinates	
ENPIL(IAF)	37°09'39.0" N	126°43'34.0" E
KE019(SDF)	37°11'58.6"N	126°41'10.5"E
POSOK(IF)	37°14'30.3"N	126°38'56.6"E

ILS/LOC Approach to RWY 33L from POSOK(IF) to MAHF			
Fix / Point		Coordinates	
LEGUN(SDF)		37°18'14.5"N	126°35'38.6"E
BATAP(FAF)	BRG 333.37°/7.92 NM INLL	37°20'54.7"N	126°33'16.8"E
D1.0 INLL (MAPt LOC ONLY)	BRG 333.37°/1.00 NM INLL	37°26'34.2"N	126°28'15.6"E
THR RWY 33L		37°27'15.21"N	126°27'39.08"E
INLL DME		37°27'25.4"N	126°27'35.9"E
NCN VOR/DME		37°29'41.7"N	126°25'49.2"E
Climb to 500 ft	HDG 333	-	
D6 NCN	HDG 348	-	
GE978	BRG 267.72°/10 NM NCN	37°27'47.0"N	126°13'29.0"E

INSTRUMENT APPROACH CHART - ICAO

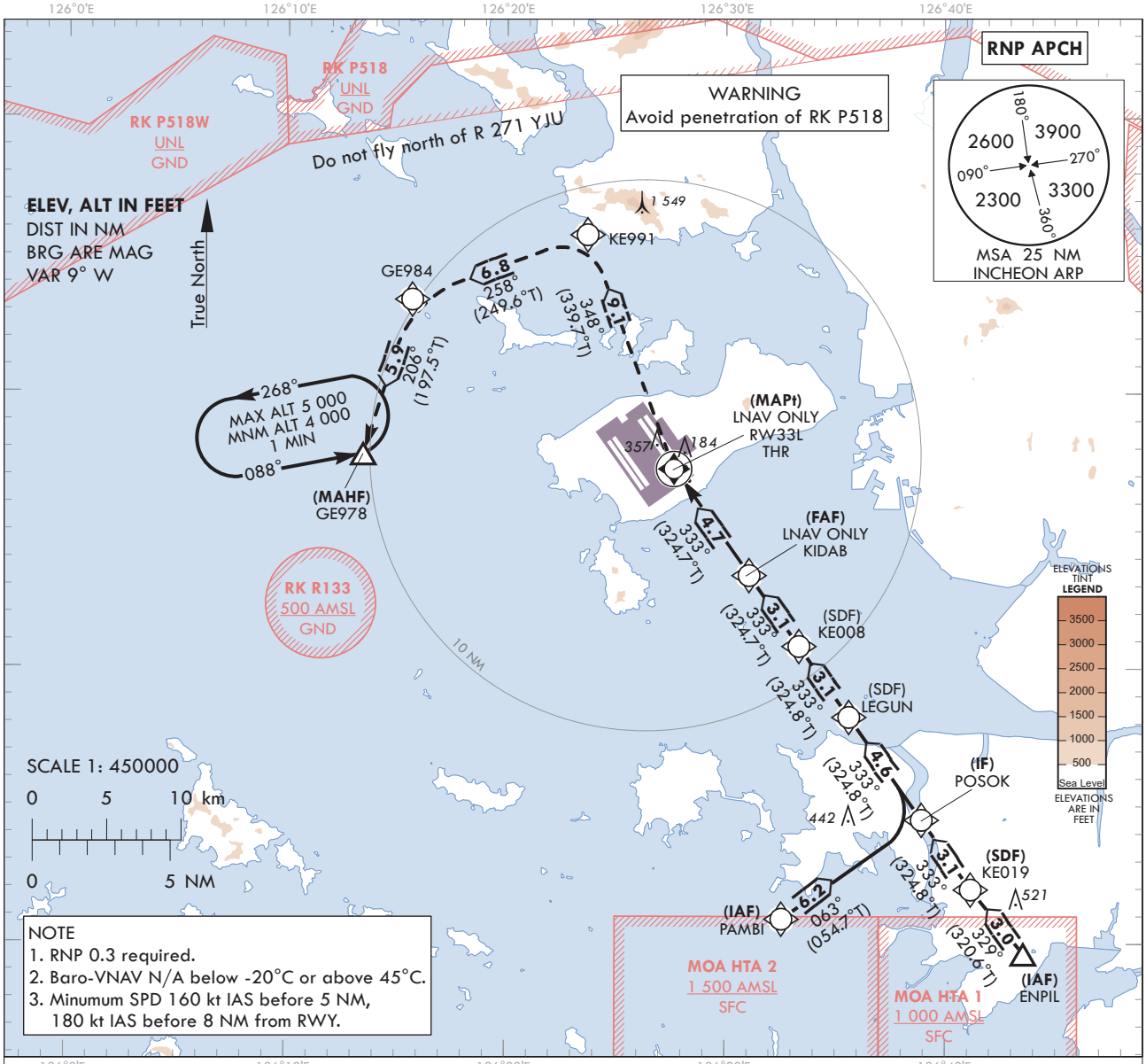
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 33L - ELEV **23 ft**

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

RNP RWY 33L

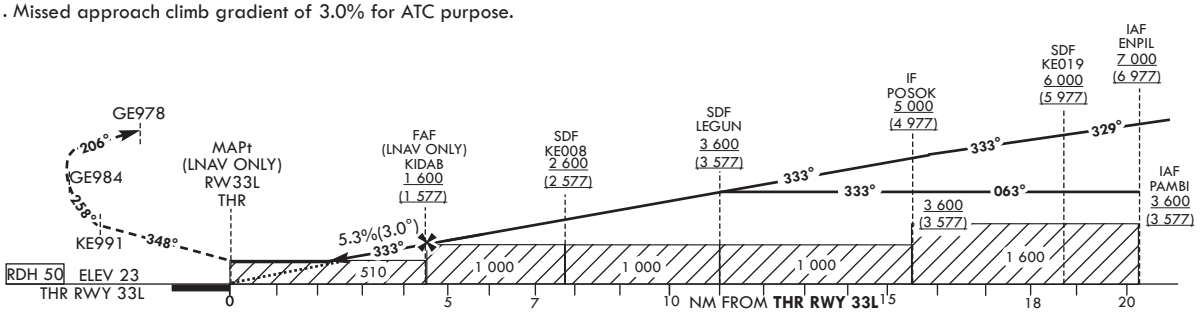


NOTE
1. RNP 0.3 required.
2. Baro-VNAV N/A below -20°C or above 45°C.
3. Minumum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY.

MISSED APPROACH
Climb to 4 000 ft. Track to KE991, GE984 and GE978.
Hold as published.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

NOTE
1. Missed approach climb gradient of 3.0% for ATC purpose.



CATEGORY			MDA(H)/DA(H)	A	B	C	D
STA	LNAV	FULL	510 (487)	1 500m			
		ALS INOP		2 300m			
	LNAV/VNAV	FULL	430 (407)	1 200m			
		ALS INOP		1 900m			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	323	484	645	807	968

*Timing Not authorized for defining MAPt.
*Circling Not authorized.

Change : Improved clarity such as terrain.

Instrument Approach Procedure Coding Tables

RNP RWY 33L - via PAMBI(IAF) to GE978(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	IF	PAMBI	-	-	-	-	+3 600	-	37°10'54.3"N 126°32'34.4"E	-	RNP APCH	IAF
002	TF	POSOK	-	063 (054.7)	6.2	-	+3 600	-	37°14'30.3"N 126°38'56.6"E	-	RNP APCH	IF
003	TF	LEGUN	-	333 (324.8)	4.6	-	+3 600	-	37°18'14.5"N 126°35'38.6"E	-	RNP APCH	SDF
004	TF	KE008	-	333 (324.8)	3.1	-	+2 600	-	37°20'48.9"N 126°33'21.9"E	-	RNP APCH	SDF
005	TF	KIDAB	-	333 (324.7)	3.1	-	+1 600	-	37°23'23.2"N 126°31'05.1"E	-	RNP APCH	FAF
006	TF	RW33L	Y	333(324.7)	4.7	-	+510	-	37°27'15.21"N 126°27'39.08"E	-3.04/50	RNP APCH	MAPt
007	TF	KE991	-	348 (339.7)	9.1	-	-	-	37°35'45.4"N 126°23'41.5"E	-	RNP APCH	-
008	TF	GE984	-	258 (249.6)	6.8	-	-	-	37°33'23.2"N 126°15'41.7"E	-	RNP APCH	-
009	TF	GE978	Y	206 (197.5)	5.9	-	+4 000	-	37°27'47.0"N 126°13'29.0"E	-	RNP APCH	-
010	HM	GE978	Y	088 (078.9)	-	L	-5 000 +4 000	-	37°27'47.0"N 126°13'29.0"E	-	RNP APCH	1 min (Outbound timing)

RNP RWY 33L - via ENPIL(IAF) to GE978(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	IF	ENPIL	-	-	-	-	+7 000	-	37°09'39.0"N 126°43'34.0"E	-	RNP APCH	IAF
002	TF	KE019	-	329 (320.6)	3.0	-	+6 000	-	37°11'58.6"N 126°41'10.5"E	-	RNP APCH	SDF
003	TF	POSOK	-	333 (324.8)	3.1	-	+5 000	-	37°14'30.3"N 126°38'56.6"E	-	RNP APCH	IF
004	TF	LEGUN	-	333 (324.8)	4.6	-	+3 600	-	37°18'14.5"N 126°35'38.6"E	-	RNP APCH	SDF
005	TF	KE008	-	333 (324.8)	3.1	-	+2 600	-	37°20'48.9"N 126°33'21.9"E	-	RNP APCH	SDF
006	TF	KIDAB	-	333 (324.7)	3.1	-	+1 600	-	37°23'23.2"N 126°31'05.1"E	-	RNP APCH	FAF
007	TF	RW33L	Y	333(324.7)	4.7	-	+510	-	37°27'15.21"N 126°27'39.08"E	-3.04/50	RNP APCH	MAPt
008	TF	KE991	-	348 (339.7)	9.1	-	-	-	37°35'45.4"N 126°23'41.5"E	-	RNP APCH	-
009	TF	GE984	-	258 (249.6)	6.8	-	-	-	37°33'23.2"N 126°15'41.7"E	-	RNP APCH	-
010	TF	GE978	Y	206 (197.5)	5.9	-	+4 000	-	37°27'47.0"N 126°13'29.0"E	-	RNP APCH	-
011	HM	GE978	Y	088 (078.9)	-	L	-5 000 +4 000	-	37°27'47.0"N 126°13'29.0"E	-	RNP APCH	1 min (Outbound timing)

INSTRUMENT APPROACH CHART - ICAO

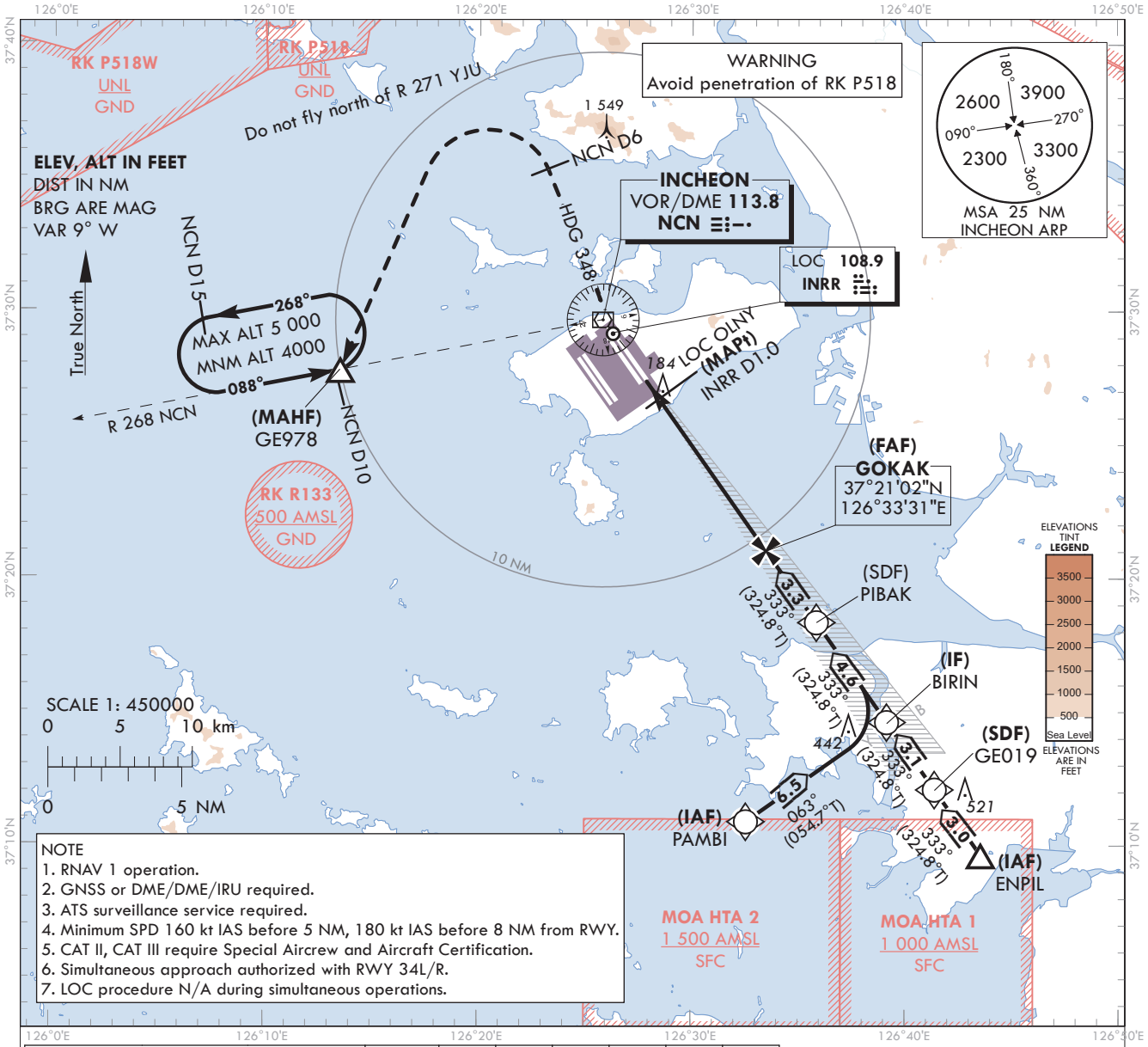
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 33R - ELEV **23** ft

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

ILS or LOC RWY 33R
CAT II & III

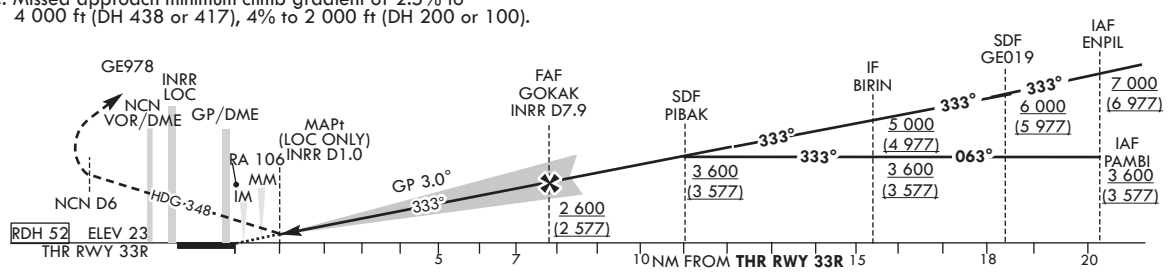


NOTE
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY.
5. CAT II, CAT III require Special Aircrew and Aircraft Certification.
6. Simultaneous approach authorized with RWY 34L/R.
7. LOC procedure N/A during simultaneous operations.

RECOMMENDED PROFILE(LOC ONLY)	DME INRR	7	6	5	4	3	2
Final Approach Gradient 5.37%, 326 ft/NM	ALT(HGT)	2 306 (2 283)	1 980 (1 957)	1 653 (1 630)	1 327 (1 304)	1 001 (978)	674 (651)

TRANSITION ALT 14 000
TRANSITION LVL FL 140

NOTE
1. Missed approach turn limited to 210 kt IAS maximum.
2. Missed approach minimum climb gradient of 2.5% to 4 000 ft (DH 438 or 417), 4% to 2 000 ft (DH 200 or 100).



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I (CG 2.5%)	FULL	461 (438)	1 300 m			
		ALS INOP		2 000 m			
	CAT-I (CG 4.0%)	FULL	223 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	440 (417)	1 200 m			
		ALS INOP		1 900 m			
	CAT II		123(100)	300 m			300 m1) /350 m
	CAT III		-	75 m2) / 125 m			

MISSED APPROACH
Climb to 500 ft on RWY HDG then turn right on HDG 348° to NCN 6 DME, continue climb to 4 000 ft turn left direct to GE978.
Hold as published.
Do not turn before passing MAPt.

1) For CAT D aeroplane conducting an autoland.
2) Aeroplane use Fail-operational system.

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Improved clarity such as terrain.

SEOUL/Incheon Intl(RKSI)
ILS or LOC RWY 33R
CAT II & III

AERONAUTICAL DATA TABULATION

ILS/LOC Approach to RWY 33R from PAMBI to BIRIN(IF)		
Fix / Point	Coordinates	
PAMBI(IAF)	37°10'54.3"N	126°32'34.4"E
BIRIN(IF)	37°14'38.1"N	126°39'10.4"E

ILS/LOC Approach to RWY 33R from ENPIL to BIRIN(IF)		
Fix / Point	Coordinates	
ENPIL(IAF)	37°09'39.0"N	126°43'34.0"E
GE019(SDF)	37°12'06.3"N	126°41'24.3"E
BIRIN(IF)	37°14'38.1"N	126°39'10.4"E

ILS/LOC Approach to RWY 33R from BIRIN(IF) to MAHF			
Fix / Point		Coordinates	
PIBAK(SDF)		37°18'22.2"N	126°35'52.3"E
GOKAK(FAF)	BRG 333.37°/7.92 NM INRR	37°21'02.4"N	126°33'30.5"E
D1.0 INRR (MAPt LOC ONLY)	BRG 333.37°/1.00 NM INRR	37°26'41.9"N	126°28'29.3"E
THR RWY 33R		37°27'22.97"N	126°27'52.82"E
INRR DME		37°27'33.2"N	126°27'49.7"E
NCN VOR/DME		37°29'41.7"N	126°25'49.2"E
Climb to 500 ft	HDG 333	-	
D6 NCN	HDG 348	-	
GE978	BRG 267.72°/10 NM NCN	37°27'47.0"N	126°13'29.0"E

INSTRUMENT APPROACH CHART - ICAO

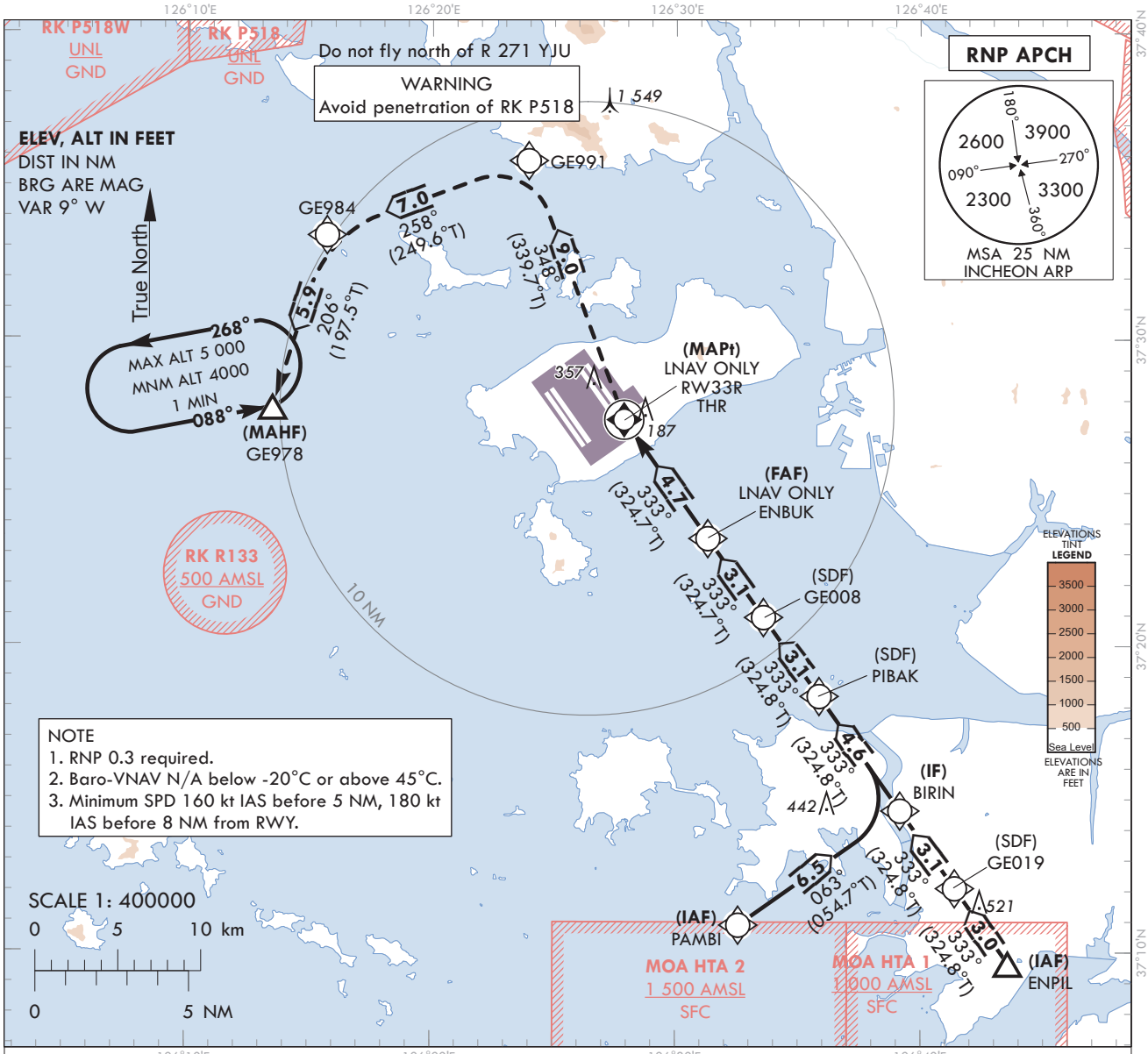
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 33R - ELEV **23** ft

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

RNP RWY 33R

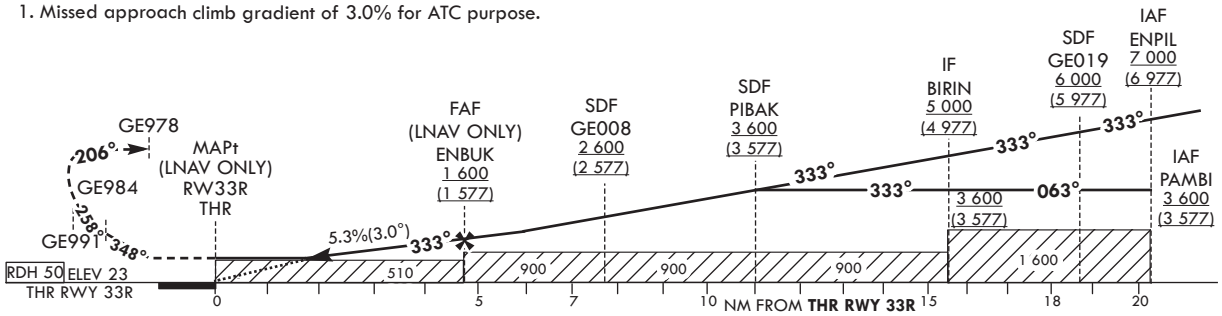


NOTE
1. RNP 0.3 required.
2. Baro-VNAV N/A below -20°C or above 45°C.
3. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY.

MISSED APPROACH
Climb to 4 000 ft. Track to GE991, GE984 and GE978.
Hold as published.

NOTE
1. Missed approach climb gradient of 3.0% for ATC purpose.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY			MDA(H)/DA(H)	A	B	C	D
STA	LNAV	FULL	510 (487)	1 500 m			
		ALS INOP		2 300 m			
	LNAV/VNAV	FULL	430 (407)	1 200 m			
		ALS INOP		1 900 m			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	323	484	645	807	968

*Timing Not authorized for defining MAPt.
*Circling Not authorized.

Change : Improved clarity such as terrain.

Instrument Approach Procedure Coding Tables

RNP RWY 33R - via PAMBI(IAF) to GE978(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	IF	PAMBI	-	-	-	-	+ 3 600	-	37°10'54.3"N 126°32'34.4"E	-	RNP APCH	IAF
002	TF	BIRIN	-	063 (054.7)	6.5	-	+ 3 600	-	37°14'38.1"N 126°39'10.4"E	-	RNP APCH	IF
003	TF	PIBAK	-	333 (324.8)	4.6	-	+3 600	-	37°18'22.2"N 126°35'52.3"E	-	RNP APCH	SDF
004	TF	GE008	-	333 (324.8)	3.1	-	+2 600	-	37°20'56.6"N 126°33'35.7"E	-	RNP APCH	SDF
005	TF	ENBUK	-	333 (324.7)	3.1	-	+1 600	-	37°23'31.0"N 126°31'18.8"E	-	RNP APCH	FAF
006	TF	RW33R	Y	333(324.7)	4.7	-	+510	-	37°27'22.97"N 126°27'52.82"E	-3.04/50	RNP APCH	MAPt
007	TF	GE991	-	348 (339.7)	9.0	-	-	-	37°35'49.9"N 126°23'56.8"E	-	RNP APCH	-
008	TF	GE984	-	258 (249.6)	7.0	-	-	-	37°33'23.2"N 126°15'41.7"E	-	RNP APCH	-
009	TF	GE978	Y	206 (197.5)	5.9	-	+4 000	-	37°27'47.0"N 126°13'29.0"E	-	RNP APCH	-
010	HM	GE978	Y	088 (078.9)	-	L	-5 000 +4 000	-	37°27'47.0"N 126°13'29.0"E	-	RNP APCH	1 min (Outbound timing)

RNP RWY 33R - via ENPIL(IAF) to GE978(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	IF	ENPIL	-	-	-	-	+7 000	-	37°09'39.0"N 126°43'34.0"E	-	RNP APCH	IAF
002	TF	GE019	-	333 (324.8)	3.0	-	+6 000	-	37°12'06.3"N 126°41'24.3"E	-	RNP APCH	SDF
003	TF	BIRIN	-	333 (324.8)	3.1	-	+5 000	-	37°14'38.1"N 126°39'10.4"E	-	RNP APCH	IF
004	TF	PIBAK	-	333 (324.8)	4.6	-	+3 600	-	37°18'22.2"N 126°35'52.3"E	-	RNP APCH	SDF
005	TF	GE008	-	333 (324.8)	3.1	-	+2 600	-	37°20'56.6"N 126°33'35.7"E	-	RNP APCH	SDF
006	TF	ENBUK	-	333 (324.7)	3.1	-	+1 600	-	37°23'31.0"N 126°31'18.8"E	-	RNP APCH	FAF
007	TF	RW33R	Y	333(324.7)	4.7	-	+510	-	37°27'22.97"N 126°27'52.82"E	-3.04/50	RNP APCH	MAPt
008	TF	GE991	-	348 (339.7)	9.0	-	-	-	37°35'49.9"N 126°23'56.8"E	-	RNP APCH	-
009	TF	GE984	-	258 (249.6)	7.0	-	-	-	37°33'23.2"N 126°15'41.7"E	-	RNP APCH	-
010	TF	GE978	Y	206 (197.5)	5.9	-	+4 000	-	37°27'47.0"N 126°13'29.0"E	-	RNP APCH	-
011	HM	GE978	Y	088 (078.9)	-	L	-5 000 +4 000	-	37°27'47.0"N 126°13'29.0"E	-	RNP APCH	1 min (Outbound timing)

INSTRUMENT APPROACH CHART - ICAO

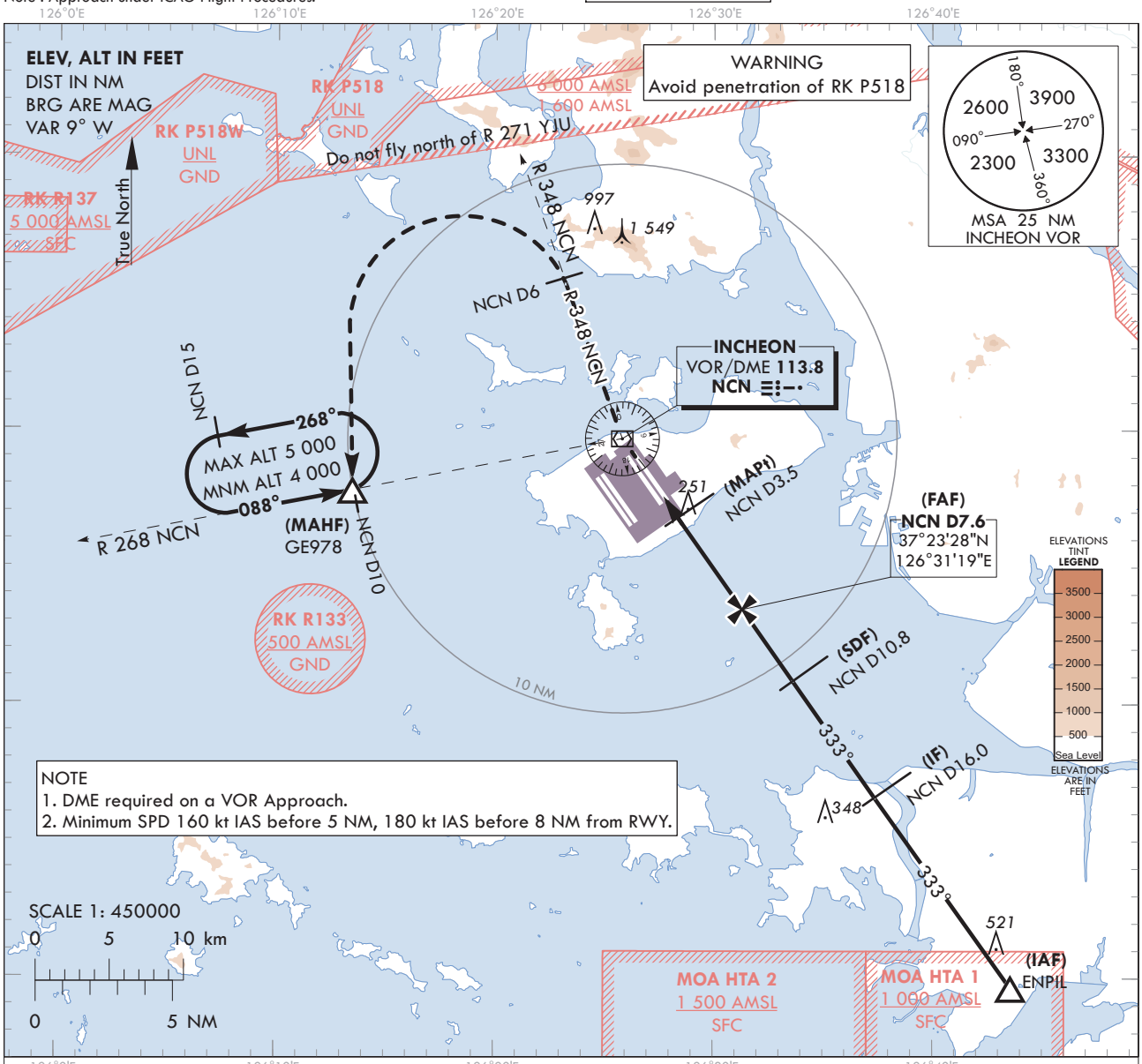
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 33R - ELEV **23** ft

SEOUL	APP	119.75 121.35
INCHEON	TWR	118.2 118.8

SEOUL/Incheon Intl(RKSI)

VOR RWY 33R

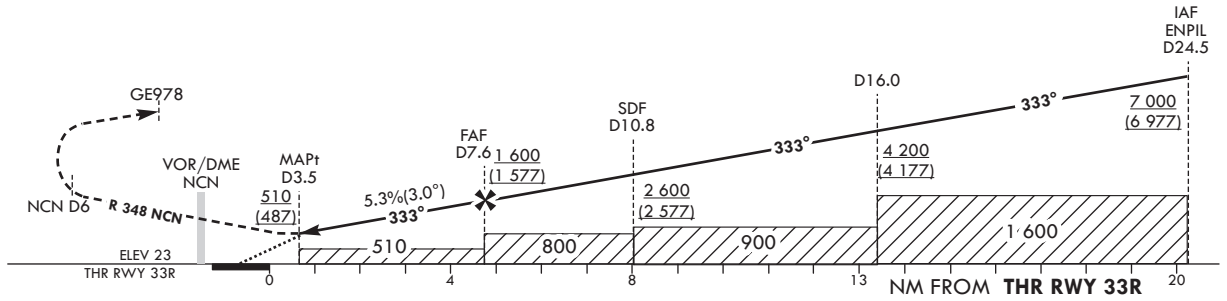


NOTE
1. DME required on a VOR Approach.
2. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY.

RECOMMENDED PROFILE	DME NCN	7	6	5
Final Approach Gradient 5.3%(319.8 ft/NM)	ALT(HGT)	1 441(1 418)	1 121(1 098)	801(778)

TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb to 4 000 ft via NCN VOR then turn right on R 348 NCN to 6 DME and turn left direct to GE978.
Hold as published.



CATEGORY		MDA(MDH)	A	B	C	D
Straight-in	FULL	510 (487)	1 500 m			
	ALS INOP		2 300 m			

Knots	60	90	120	150	180
Rate of descent V/V fpm	320	480	640	800	960

*Timing Not authorized for defining MAPt.
*Circling Not authorized.

Change : Improved clarity such as terrain.

SEOUL/Incheon Intl(RKSI)
VOR RWY 33R

AERONAUTICAL DATA TABULATION

VOR Approach to RWY 33R from ENPIL			
Fix / Point		Coordinates	
ENPIL(IAF)		37°09'39.0"N	126°43'34.0"E
D16 NCN(IF)	BRG 333.19°/8.51 NM	37°16'35.5"N	126°37'22.8"E
D10.8 NCN(SDF)	BRG 333.00°/10.80 NM NCN	37°20'51.0"N	126°33'37.9"E
D7.6 NCN(FAF)	BRG 333.00°/7.60 NM NCN	37°23'28.2"N	126°31'19.3"E
D3.5 NCN(MAPt)	BRG 333.00°/3.50 NM NCN	37°26'49.6"N	126°28'21.5"E
THR RWY 33R	Final approach descent angle 3°	37°27'22.97"N	126°27'52.82"E
NCN VOR/DME		37°29'41.7"N	126°25'49.2"E
D6 NCN	R 348 NCN/6.00 NM NCN	37°35'19.7"N	126°23'12.9"E
GE978	BRG 267.72°/10.00 NM NCN	37°27'47.0"N	126°13'29.0"E

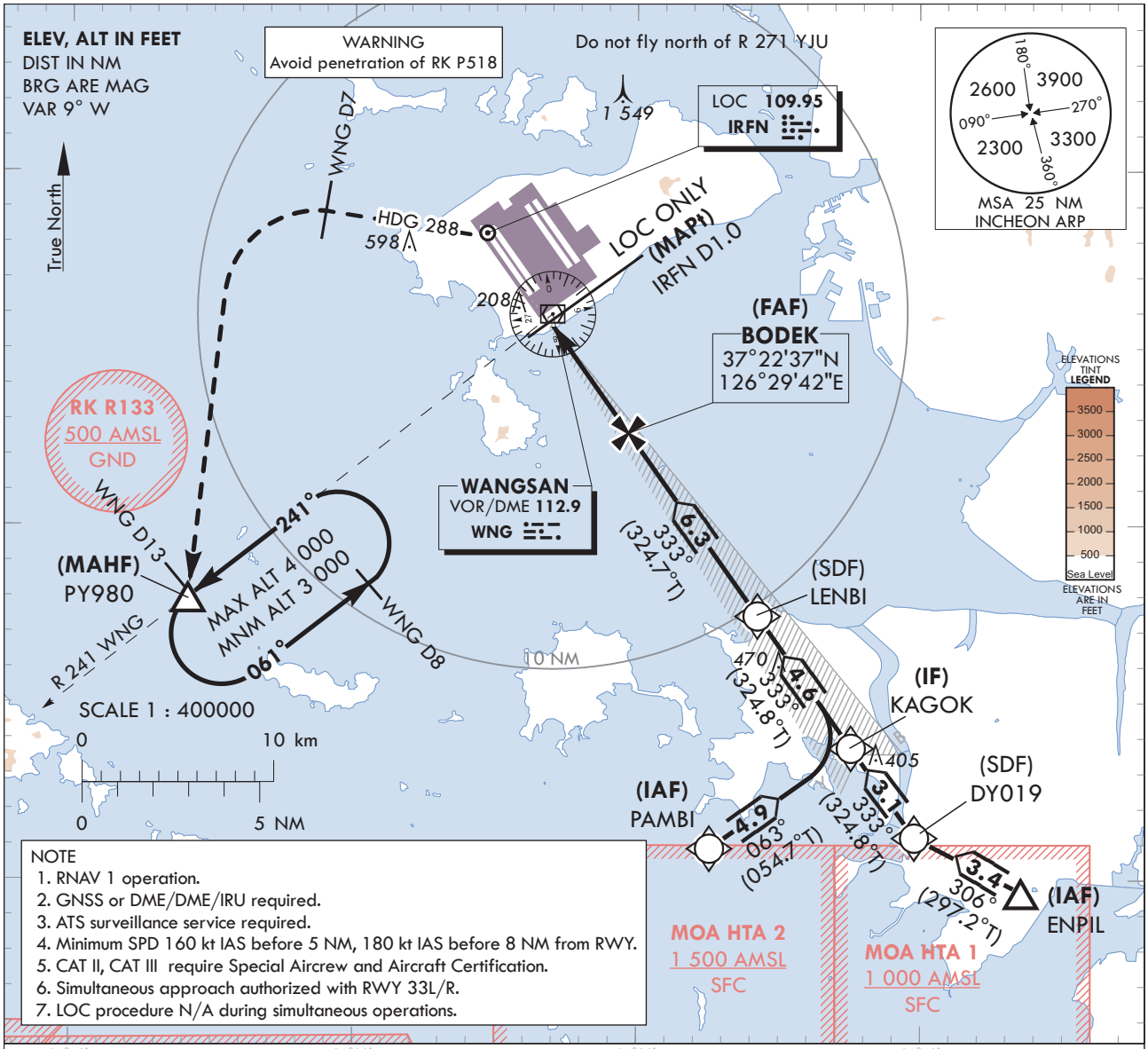
INSTRUMENT APPROACH CHART - ICAO
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 34L - ELEV 23 ft

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

ILS or LOC RWY 34L
CAT II & III

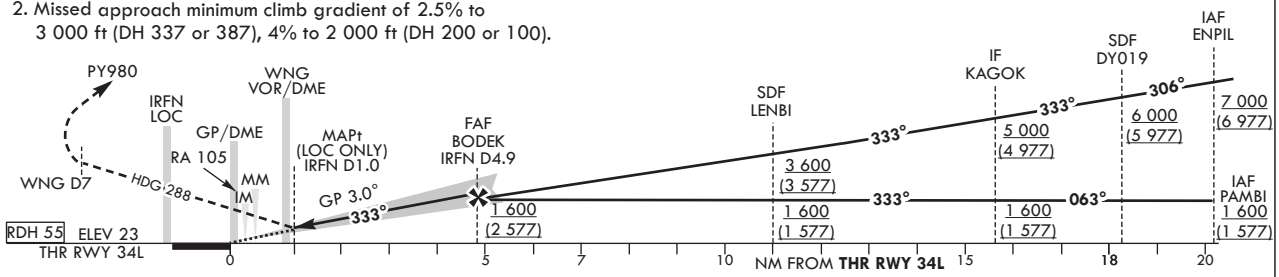


NOTE
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY.
5. CAT II, CAT III require Special Aircrew and Aircraft Certification.
6. Simultaneous approach authorized with RWY 33L/R.
7. LOC procedure N/A during simultaneous operations.

RECOMMENDED PROFILE(LOC ONLY)	DME IRFN	4	3	2
Final Approach Gradient 5.30%, 322 ft/NM	ALT(HGT)	1 310 (1 287)	988 (965)	666 (643)

TRANSITION ALT 14 000
TRANSITION LVL FL 140

NOTE
1. Missed approach turn limited to 210 kt IAS maximum.
2. Missed approach minimum climb gradient of 2.5% to 3 000 ft (DH 337 or 387), 4% to 2 000 ft (DH 200 or 100).



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I (CG 2.5%)	FULL	360 (337)	800 m			
		ALS INOP		1 500 m			
	CAT-I (CG 4.0%)	FULL	223 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	410 (387)	1 100 m			
		ALS INOP		1 800 m			
	CAT II		123(100)	300 m			300 m1) /350 m
	CAT III		-	75 m2) / 125 m			

MISSED APPROACH
Climb to 500 ft on RWY HDG then turn left on HDG 288° to WNG 7 DME, continue climb to 3 000 ft turn left direct to PY980.
Hold as published.
Do not turn before passing MAPt.

1) For CAT D aeroplane conducting on autoland.
2) Aeroplane use Fail-operational system.

* Timing Not authorized for defining the MAPt.
* Circling Not authorized.

Change : Improved clarity such as terrain.

SEOUL/Incheon Intl(RKSI)
ILS or LOC RWY 34L
CAT II & III

AERONAUTICAL DATA TABULATION

ILS/LOC Approach to RWY 34L from PAMBI to KAGOK(IF)		
Fix / Point		Coordinates
PAMBI(IAF)		37°10'54.3"N 126°32'34.4"E
KAGOK(IF)		37°13'43.8"N 126°37'34.2"E

ILS/LOC Approach to RWY 34L from ENPIL to KAGOK(IF)		
Fix / Point		Coordinates
ENPIL(IAF)		37°09'39.0"N 126°43'34.0"E
DY019(SDF)		37°11'12.0"N 126°39'48.0"E
KAGOK(IF)		37°13'43.8"N 126°37'34.2"E

ILS/LOC Approach to RWY 34L from KAGOK(IF) to MAHF		
Fix / Point		Coordinates
LENBI(SDF)		37°17'27.8"N 126°34'16.1"E
BODEK(FAF)	BRG 333.20°/4.89 NM IRFN	37°22'37.3"N 126°29'41.9"E
D1.0 IRFN (MAPt LOC ONLY)	BRG 333.20°/1.00 NM IRFN	37°25'48.0"N 126°26'52.4"E
WNG VOR/DME		37°25'58.6"N 126°27'00.0"E
THR RWY 34L		37°26'28.50"N 126°26'16.45"E
IRFN DME		37°26'34.7"N 126°26'04.9"E
Climb to 500 ft	HDG 333	-
D7 WNG	HDG 288	-
PY980	BRG 240.75°/13.00 NM WNG	37°17'58.7"N 126°14'09.0"E

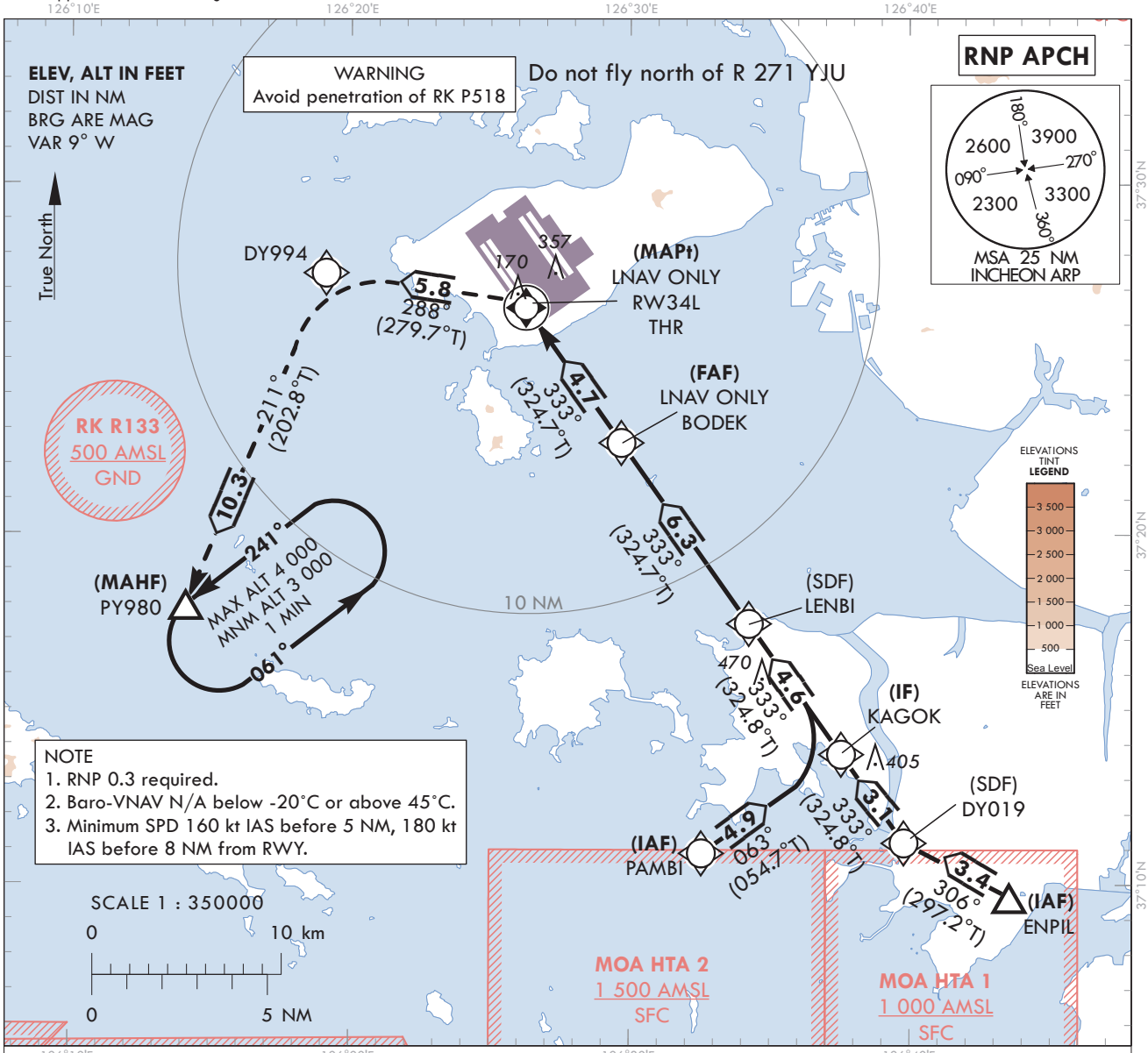
INSTRUMENT APPROACH CHART - ICAO

Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 34L - ELEV **23** ft

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)
RNP RWY 34L

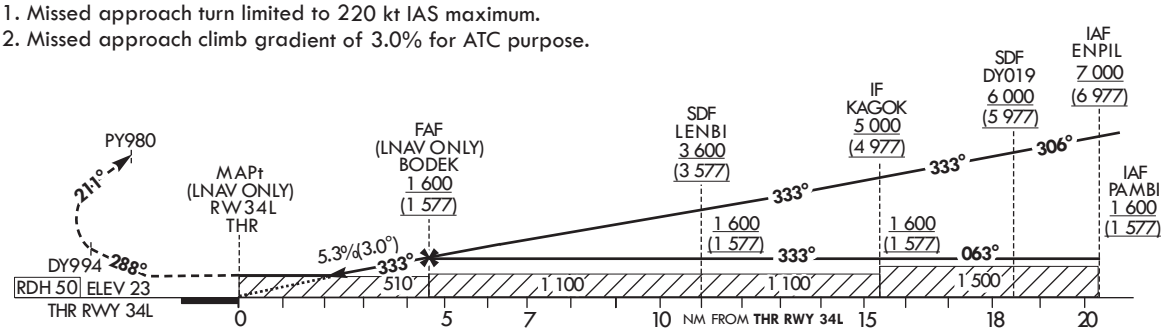


NOTE
1. RNP 0.3 required.
2. Baro-VNAV N/A below -20°C or above 45°C.
3. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY.

MISSED APPROACH
Climb to 3 000 ft. Track to DY994, PY980.
Hold as published.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

NOTE
1. Missed approach turn limited to 220 kt IAS maximum.
2. Missed approach climb gradient of 3.0% for ATC purpose.



CATEGORY			MDA(H)/DA(H)	A	B	C	D
STA	LNAV	FULL	510 (487)	1 500 m			
		ALS INOP		2 300 m			
	LNAV/VNAV	FULL	430 (407)	1 200 m			
		ALS INOP		1 900 m			

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	324	486	647	809	971

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Amended phrase(RWY 34 → RWY 34L) and Establishment of ALT limitation for LENBI.

Instrument Approach Procedure Coding Tables

RNP RWY 34L - via PAMBI to PY980(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	PAMBI	-	-	-	-	+1 600	-	37°10'54.3"N 126°32'34.4"E	-	RNP APCH	IAF
002	TF	KAGOK	-	063 (054.7)	4.9	-	+1 600	-	37°13'43.8"N 126°37'34.2"E	-	RNP APCH	IF
003	TF	LENBI	-	333 (324.8)	4.6	-	+1 600	-	37°17'27.8"N 126°34'16.1"E	-	RNP APCH	SDF
004	TF	BODEK	-	333 (324.7)	6.3	-	+1 600	-	37°22'37.3"N 126°29'41.9"E	-	RNP APCH	FAF
005	TF	RW34L	Y	333 (324.7)	4.7	-	+510	-	37°26'28.50"N 126°26'16.45"E	-3.04/50	RNP APCH	MAPt
006	TF	DY994	-	288 (279.7)	5.8	-	-	-220	37°27'26.9"N 126°19'07.5"E	-	RNP APCH	-
007	TF	PY980	Y	211 (202.8)	10.3	-	+3 000	-220	37°17'58.7"N 126°14'09.0"E	-	RNP APCH	MAHF
008	HM	PY980	Y	241 (232.0)	-	L	-4 000 +3 000	-	37°17'58.7"N 126°14'09.0"E	-	RNP APCH	1 min (Outbound timing)

RNP RWY 34L - via ENPIL(IAF) to PY980(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	ENPIL	-	-	-	-	+7 000	-	37°09'39.0"N 126°43'34.0"E	-	RNP APCH	IAF
002	TF	DY019	-	306 (297.2)	3.4	-	+6 000	-	37°11'12.0"N 126°39'48.0"E	-	RNP APCH	SDF
003	TF	KAGOK	-	333 (324.8)	3.1	-	+5 000	-	37°13'43.8"N 126°37'34.2"E	-	RNP APCH	IF
004	TF	LENBI	-	333 (324.8)	4.6	-	+3 600	-	37°17'27.8"N 126°34'16.1"E	-	RNP APCH	SDF
005	TF	BODEK	-	333 (324.7)	6.3	-	+1 600	-	37°22'37.3"N 126°29'41.9"E	-	RNP APCH	FAF
006	TF	RW34L	Y	333 (324.7)	4.7	-	+510	-	37°26'28.50"N 126°26'16.45"E	-3.04/50	RNP APCH	MAPt
007	TF	DY994	-	288 (279.7)	5.8	-	-	-220	37°27'26.9"N 126°19'07.5"E	-	RNP APCH	-
008	TF	PY980	Y	211 (202.8)	10.3	-	+3 000	-220	37°17'58.7"N 126°14'09.0"E	-	RNP APCH	MAHF
009	HM	PY980	Y	241 (232.0)	-	L	-4 000 +3 000	-	37°17'58.7"N 126°14'09.0"E	-	RNP APCH	1 min (Outbound timing)

INSTRUMENT APPROACH CHART - ICAO

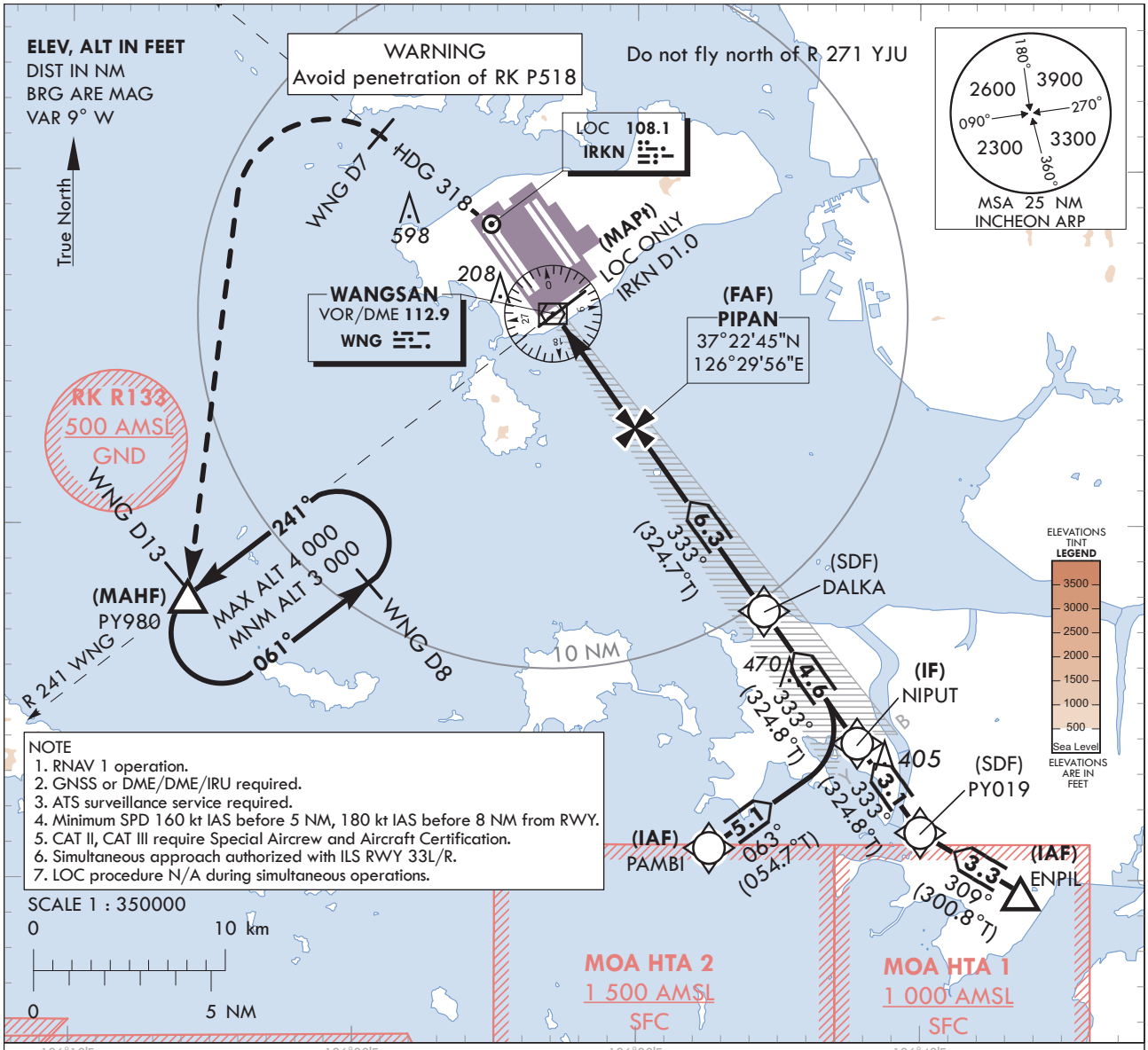
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 34R - ELEV **23** ft

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

ILS or LOC RWY 34R
CAT II & III

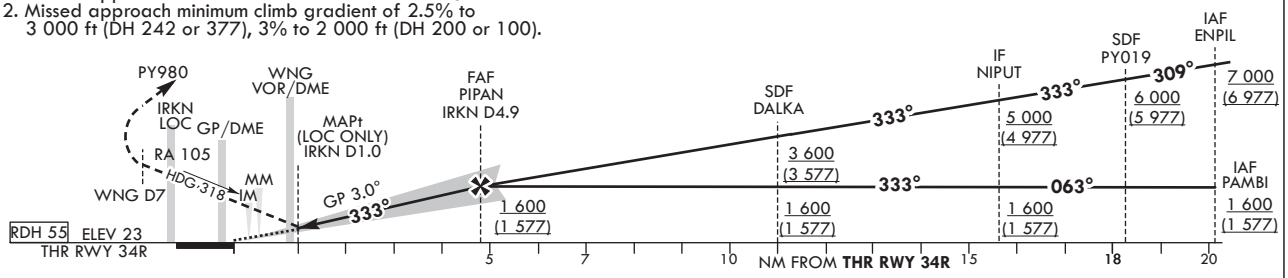


NOTE
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY.
5. CAT II, CAT III require Special Aircrew and Aircraft Certification.
6. Simultaneous approach authorized with ILS RWY 33L/R.
7. LOC procedure N/A during simultaneous operations.

RECOMMENDED PROFILE(LOC ONLY)	DME IRKN	4	3	2
Final Approach Gradient 5.30%, 322 ft/NM	ALT(HGT)	1 311 (1 288)	988 (965)	666 (643)

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

NOTE
1. Missed approach turn limited to 210 kt IAS maximum.
2. Missed approach minimum climb gradient of 2.5% to 3 000 ft (DH 242 or 377), 3% to 2 000 ft (DH 200 or 100).



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I (CG 2.5%)	FULL	265 (242)	RVR 550 m, VIS 800 m			
		ALS INOP		1 300 m			
	CAT-I (CG 3.0%)	FULL	223 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	400 (377)	1 000 m			
		ALS INOP		1 700 m			
	CAT II		123(100)	300 m			300 m1) /350 m
	CAT III		-	75 m2) / 125 m			

MISSED APPROACH
Climb to 500 ft on RWY HDG then turn left on HDG 318° to WNG 7 DME, continue climb to 3 000 ft turn left direct to PY980.
Hold as published.
Do not turn before passing MAPt.

1) For CAT D aeroplane conducting an autoland.
2) Aeroplane use Fail-operational system.

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Improved clarity such as terrain.

SEOUL/Incheon Intl(RKSI)
ILS or LOC RWY 34R
CAT II & III

AERONAUTICAL DATA TABULATION

ILS/LOC Approach to RWY 34R from PAMBI to NIPUT(IF)		
Fix / Point	Coordinates	
PAMBI(IAF)	37°10'54.3"N	126°32'34.4"E
NIPUT(IF)	37°13'51.5"N	126°37'47.9"E

ILS/LOC Approach to RWY 34R from ENPIL to NIPUT(IF)		
Fix / Point	Coordinates	
ENPIL(IAF)	37°09'39.0"N	126°43'34.0"E
PY019(SDF)	37°11'20.4"N	126°40'01.2"E
NIPUT(IF)	37°13'51.5"N	126°37'47.9"E

ILS/LOC Approach to RWY 34R from NIPUT(IF) to MAHF			
Fix / Point		Coordinates	
DALKA(SDF)		37°17'35.6"N	126°34'29.8"E
PIPAN(FAF)	BRG 333.34°/4.89 NM IRKN	37°22'45.1"N	126°29'55.6"E
D1.0 IRKN (MAPt LOC ONLY)	BRG 333.34°/1.00 NM IRKN	37°25'55.7"N	126°27'06.3"E
WNG VOR/DME		37°25'58.6"N	126°27'00.0"E
THR RWY 34R		37°26'36.29"N	126°26'30.21"E
IRKN DME		37°26'42.5"N	126°26'18.8"E
Climb to 500 ft	HDG 333	-	
D7 WNG	HDG 318	-	
PY980	BRG 240.75°/13.00 NM WNG	37°17'58.7"N	126°14'09.0"E

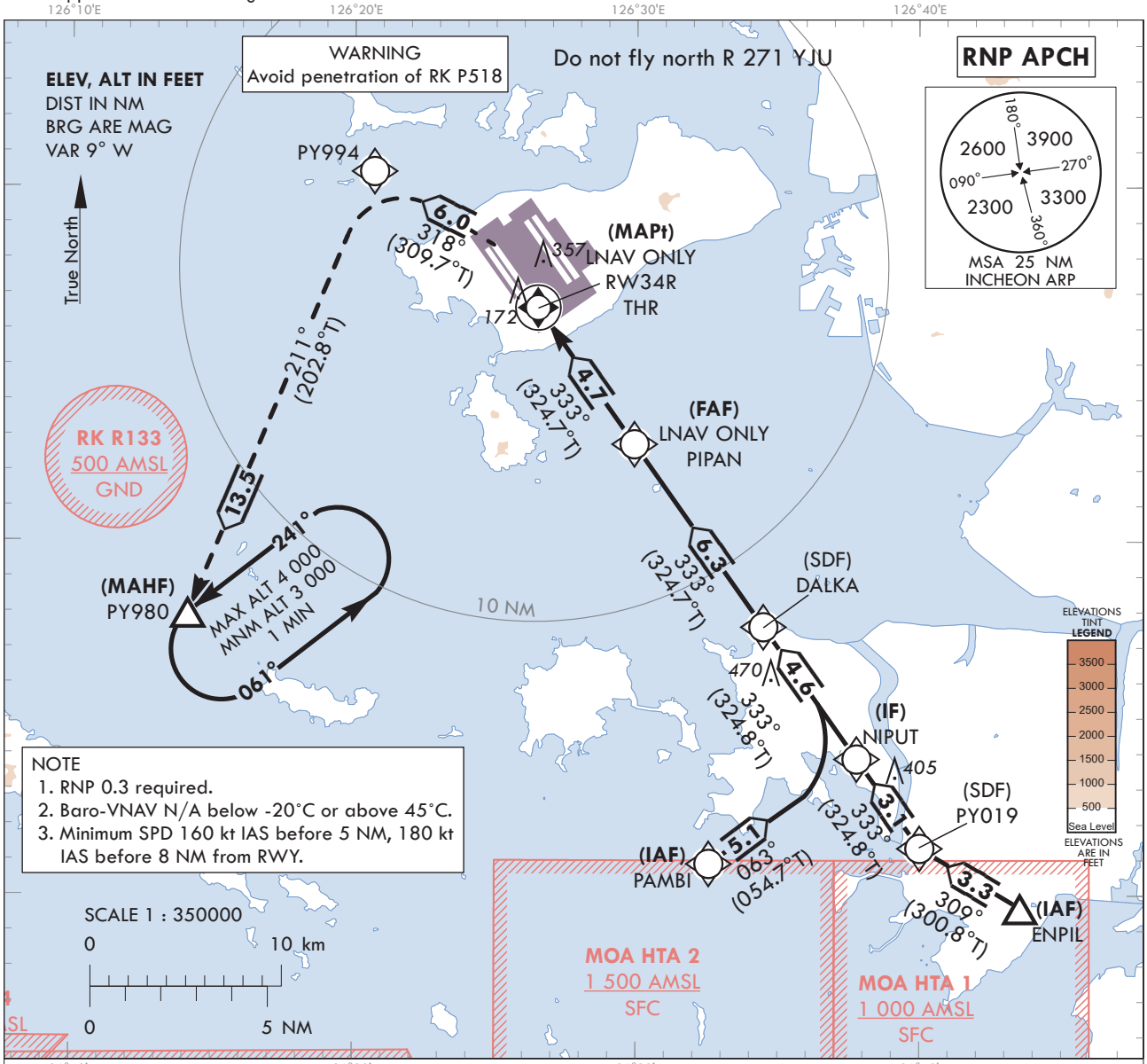
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 34R - ELEV **23 ft**

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)
RNP RWY 34R

Note : Approach under ICAO Flight Procedures.

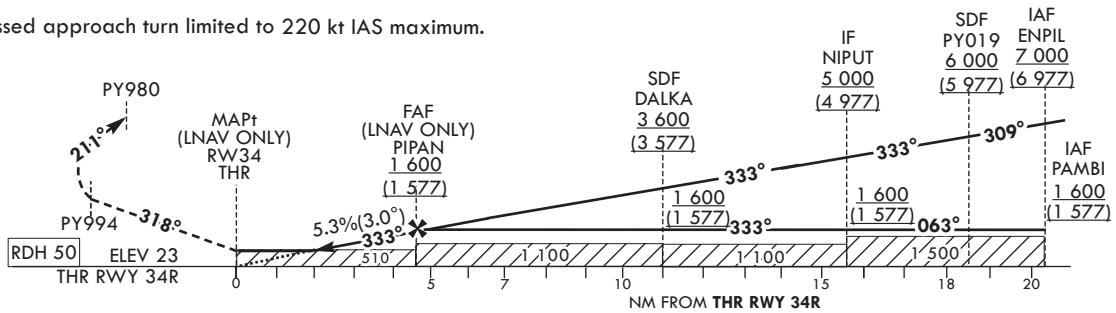


NOTE
1. RNP 0.3 required.
2. Baro-VNAV N/A below -20°C or above 45°C.
3. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY.

MISSED APPROACH
Climb to 3 000 ft. Track to PY994, PY980.
Hold as published.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

NOTE
1. Missed approach turn limited to 220 kt IAS maximum.



CATEGORY			MDA(H)/DA(H)	A	B	C	D
STA	LNAV	FULL	510 (487)	1 500 m			
		ALS INOP		2 300 m			
	LNAV/VNAV	FULL	430 (407)	1 200 m			
		ALS INOP		1 900 m			

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	324	486	647	809	971

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Establishment of ALT limitation for DALKA.

Instrument Approach Procedure Coding Tables

RNP RWY 34R - via PAMBI(IAF) to PY980(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	IF	PAMBI	-	-	-	-	+1 600	-	37°10'54.3"N 126°32'34.4"E	-	RNP APCH	IAF
002	TF	NIPUT	-	063 (054.7)	5.1	-	+1 600	-	37°13'51.5"N 126°37'47.9"E	-	RNP APCH	IF
003	TF	DALKA	-	333 (324.8)	4.6	-	+1 600	-	37°17'35.6"N 126°34'29.8"E	-	RNP APCH	SDF
004	TF	PIPAN	-	333 (324.7)	6.3	-	+1 600	-	37°22'45.1"N 126°29'55.6"E	-	RNP APCH	FAF
005	TF	RW34R	Y	333(324.7)	4.7	-	+510	-	37°26'36.29"N 126°26'30.21"E	-3.04/50	RNP APCH	MAPt
006	TF	PY994	-	318 (309.7)	6.0	-	-	-220	37°30'26.2"N 126°20'41.9"E	-	RNP APCH	-
007	TF	PY980	Y	211 (202.8)	13.5	-	+3 000	-220	37°17'58.7"N 126°14'09.0"E	-	RNP APCH	-
008	HM	PY980	Y	241 (232.0)	-	L	-4 000 +3 000	-	37°17'58.7"N 126°14'09.0"E	-	RNP APCH	1 min (Outbound timing)

RNP RWY 34R - via ENPIL(IAF) to PY980(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	IF	ENPIL	-	-	-	-	+7 000	-	37°09'39.0"N 126°43'34.0"E	-	RNP APCH	IAF
002	TF	PY019	-	309 (300.8)	3.3	-	+6 000	-	37°11'20.4"N 126°40'01.2"E	-	RNP APCH	SDF
003	TF	NIPUT	-	333 (324.8)	3.1	-	+5 000	-	37°13'51.5"N 126°37'47.9"E	-	RNP APCH	IF
004	TF	DALKA	-	333 (324.8)	4.6	-	+3 600	-	37°17'35.6"N 126°34'29.8"E	-	RNP APCH	SDF
005	TF	PIPAN	-	333 (324.7)	6.3	-	+1 600	-	37°22'45.1"N 126°29'55.6"E	-	RNP APCH	FAF
006	TF	RW34R	Y	333(324.7)	4.7	-	+510	-	37°26'36.29"N 126°26'30.21"E	-3.04/50	RNP APCH	MAPt
007	TF	PY994	-	318 (309.7)	6.0	-	-	-220	37°30'26.2"N 126°20'41.9"E	-	RNP APCH	-
008	TF	PY980	Y	211 (202.8)	13.5	-	+3 000	-220	37°17'58.7"N 126°14'09.0"E	-	RNP APCH	-
009	HM	PY980	Y	241 (232.0)	-	L	-4 000 +3 000	-	37°17'58.7"N 126°14'09.0"E	-	RNP APCH	1 min (Outbound timing)